

January 2011

Policy Statement

Introduction of Basic Area Navigation in UK En-Route Airspace below FL95

1. Introduction

- 1.1 Basic Area Navigation (B-RNAV) was introduced on the UK ATS route structure during April 1998. The ECAC Navigation Strategy had intended RNAV at all en-route flight levels; however, due to equipage problems with older commercial air transport and general aviation aircraft, the UK and other States introduced B-RNAV above FL95 only. This has resulted in constraints in achieving maximum airspace efficiency, where the retention of an ATS route structure below FL95 referenced to ground-based navigation aids (VOR or NDB) restricts design options. Moreover, retention of these arrangements precludes any future rationalisation of the ground navigation infrastructure.
- 1.2 An assessment of the current ground-based navigation infrastructure has shown that it is adequate to support a total en-route RNAV environment. Implementation of B-RNAV throughout the airways system in the UK has synergy with the withdrawal of en-route NDBs.
- 1.3 Consultation on the proposal to extend the mandate was carried out throughout the latter half of 2008. It proposed the option to introduce B-RNAV throughout UK en-route airspace and the responses to the consultation widely supported this option. The CAA response to the Consultation was published on the CAA website in January 2009 and a decision was taken in May 2009 to continue the process to enable B-RNAV to be implemented throughout UK en-route controlled airspace.
- 1.4 The extension of the B-RNAV requirement is a fundamental enabler in the move towards achieving the Future Airspace Strategy (FAS) objectives affecting capacity, efficiency, environment, safety and the UK's ambition to progress towards a total Performance-based Navigation (PBN) environment.

2. Scope

- 2.1 This policy applies to all ATS routes in controlled airspace in the UK as promulgated in the UK Aeronautical Information Publication and those operators who flight plan to operate along these air routes.

- 2.2 A further consultation will be carried out to examine the impact of including the Standard Terminal Arrival Routes (STARs) in this extension to the B-RNAV mandate. This policy statement will be updated in due course to reflect any changes to the B-RNAV requirement.

3. Policy

- 3.1 In the UK, B-RNAV is applicable on all UK ATS routes at all levels/altitudes in controlled airspace as promulgated in the UK Aeronautical Information Publication with effect from 7 April 2011, AIRAC 4/2011.
- 3.2 The PBN equivalent of B-RNAV is RNAV 5 as defined in the ICAO Document 9613 Performance-based Navigation (PBN) Manual, and this terminology will be used in UK Aeronautical publications henceforth.

4. DAP Point of Contact

Head, Controlled Airspace Section,
Directorate of Airspace Policy,
CAA House,
45-59 Kingsway,
London WC2B 6TE

Telephone: 0207 453 6510