

**From:** [CAA Press Office](#)

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# News Release

21 January 2011

## **CAA PROPOSES EXTENDING REQUIREMENT FOR BASIC AREA NAVIGATION TO LOWER ALTITUDES**

The UK Civil Aviation Authority (CAA) today announced its intention to require aircraft operating at lower levels of the UK's controlled airspace system to have the navigation equipment required by Basic Area Navigation (B-RNAV). The new policy will allow more efficient use of the UK's airspace and pave the way for changes to the system through the Future Airspace Strategy (FAS).

Aircraft meeting the B-RNAV requirements are able to fly with an improved level of accuracy, without the need to over fly ground-based navigation aids. This allows airspace planners and air traffic controllers to make more efficient use of the UK's busy airspace.

Aircraft are able to fly more direct routes to destinations rather than stick to pre-notified routes, leading to fuel savings and environmental gains, and controllers are able to dynamically manage the flow of aircraft in the knowledge that aircraft will be able to accurately keep to any route.

Aircraft operating on Air Traffic Service (ATS) routes above Flight Level 95 have been required to comply with B-RNAV since 1998. It is now intended that B-RNAV will be required for aircraft operating on ATS routes below this level from 7 April 2011.

CAA Director of Airspace Policy, Mark Swan, explained: "Extending B-RNAV to lower levels of controlled airspace will mean that aircraft will be able to fly with greater accuracy and enable us to make the changes to the UK's airspace structure that are needed to ensure we maintain a safe and efficient system for all airspace users."

For further media information please contact the CAA Press Office on 020 7453 6030 [press.office@caa.co.uk](mailto:press.office@caa.co.uk)

### **Notes to Editors:**

1. From 7 April 2011. B-RNAV will be known by its International Civil Aviation Organisation name of RNAV 5.
2. The requirements for B-RNAV (RNAV 5) can be found in:

3. *EASA AMC 20-4, Airworthiness Approval And Operational Criteria For The Use Of Navigation Systems In European Airspace Designated For Basic RNAV Operations*

4. The Future Airspace Strategy (FAS): The CAA, together with the Department for Transport, Ministry of Defence and NATS, is developing a proposal – the Future Airspace Strategy - that provides safe and efficient airspace, reducing delays, which is aligned with European developments and technological changes, mitigates the impact of aviation on the environment and balances the needs of all airspace users. This proposal, which outlines plans for UK airspace up to 2030, is subject to an industry consultation running until February 2011.

5. The CAA is the UK's specialist aviation regulator. Its activities include: making sure that the aviation industry meets the highest technical and operational safety standards; preventing holidaymakers from being stranded abroad or losing money because of tour operator insolvency; planning and regulating all UK airspace; and regulating airports, air traffic services and airlines and providing advice on aviation policy from an economic standpoint.

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