



Consultation Document for the Introduction of  
GNSS Approaches

# FREQUENTLY ASKED QUESTIONS

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**Q1. If there is no change to flight paths planned, why is an Airspace Change Proposal required and why am I getting involved.**

**A1.** The Air Navigation Guidance 2017 document and the Civil Aviation Authority's (CAA) 'Guidance on the regulatory process for changing the notified airspace design' known as [CAP1616](#) created new expectations for the aviation industry in relation to transparency about its ongoing operations. These documents provide airports with specific requirements concerning proactive engagement with local communities about any change to existing airspace requirements.

**Q2. What is Performance Based Navigation (PBN)?**

**A2.** PBN improves the accuracy of where aircraft fly by moving away from outdated and conventional navigation using ground-based beacons to modern satellite navigation.

**Q3. Why do flight paths need to change to PBN?**

**A3.** The government has embarked on its airspace modernisation strategy (AMS), which is being led by the Civil Aviation Authority (CAA) and overseen by the Department of Transport (DfT). The modernisation of the UK's airspace is required to accommodate growing demand for air travel and is part of a Europe-wide modernisation project called the Single European Sky.

**Q4. Is this going to result in more aircraft flying in and out of the airport?**

**A4.** No, the PBN approaches are not intended to increase the numbers of aircraft using the airport but makes the most of the technology modern aircraft are equipped with.