



Issued: 8 June 2011

European Geostationary Navigation Overlay Service (EGNOS) Safety of Life Service

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	All Licensed Aerodromes
Air Traffic:	All ATC
Airspace:	Not primarily affected
Airworthiness:	Not primarily affected
Flight Operations:	All AOC Holders and GA Pilots
Licensed/Unlicensed Personnel:	Flying training organisations conducting IR training and registered facilities conducting IMC rating training, All pilots

1. Introduction

1.1 The European Geostationary Navigation Overlay Service (EGNOS), a type of Space Based Augmentation System (SBAS), was declared available for Safety of Life services on 2 March 2011 enabling its use by certified aviation receivers.

2. Scope

2.1 This Information Notice addresses the use of EGNOS by certified aviation receivers and the implications for pilots and Licensed Aerodromes.

3. Further Information

3.1 EGNOS uses a ground-based monitoring network to enable corrections to the Global Positioning System (GPS) signals to be calculated and broadcast by Geo-Stationary satellites. This will correct for errors caused by the ionosphere or errors in the broadcast signal itself enabling higher accuracy and improved integrity monitoring when compared with GPS alone.

3.2 The EGNOS system has been operational for some time but the use for aviation purposes has been restricted until now by the transmission of a particular message type (Message Type 0, MT0). With the removal of MT0, suitably certified aviation receivers will automatically take advantage of the improved service whilst in the en-route environment or undertaking RNAV(GNSS) approaches, for example.

- 3.3 One consequence of this change is that certain SBAS equipment is now able to display vertical guidance on published RNAV(GNSS) approaches. Whilst having vertical guidance available may be an advantage, pilots are reminded that all of the RNAV(GNSS) approach procedures currently published for aerodromes in UK airspace are Non-Precision Approaches or with Barometric Vertical guidance only. Therefore, despite the availability of Advisory Vertical Guidance, the published minimum descent altitudes associated with LNAV minima and the missed approach procedures must be adhered to. EASA Safety Information Bulletin SIB 2011-03 also refers (<http://ad.easa.europa.eu/ad/2011-03>).
- 3.4 Licensed Aerodromes, that currently have the necessary infrastructure and provision of air traffic service, wishing to implement instrument approach procedures, which take advantage of the vertical guidance EGNOS makes available, including those with current LNAV only procedures, should contact Aerodrome Standards in the first instance. Applicants will need to have any such procedure designed by an approved procedure designer (Guidance on procedure design is available from the Instrument Flight Procedures area of the CAA's Directorate of Airspace Policy (DAP) website www.caa.co.uk/dap), and submit safety assurance documentation to ATSD for consideration.

4. Queries

- 4.1 Any queries or further guidance required as a result of this communication should be addressed to:

Aerodrome Operators should address any queries to

Aerodrome Standards
Civil Aviation Authority
Safety Regulation Group
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR
E-mail: aerodromes@caa.co.uk

ATS Providers should address should address any queries to:

ATS Enquiries
Air Traffic Standards
CAA Safety Regulation Group
2W Aviation House
Gatwick Airport South
West Sussex
RH6 0YR
E-mail: ats.enquiries@caa.co.uk

- 4.2 Aircraft Operators should direct any queries to their assigned Flight Operations Inspector (FOI) in the first instance. Any queries about the content of this IN from pilots without an assigned FOI should be directed to Head Flight Operations Policy at FOP.Admin@caa.co.uk.

5. Cancellation

- 5.1 This Information Notice shall remain in force until further notice.