



1 May 2026

MAA/RI/2026/06 – Area Navigation Substitution

References:

- A. RA 2380 – Performance Based Navigation Operations.
- B. Aeronautical Information Circular Y 180/2025 – Promulgation in the UK AIP of RNAV Substitution to Conventional Procedures Dependent on Ground Based Navigation Aids Targeted for Removal.
- C. JSP 495 – Aeronautical Information Policy, Part 2 - Guidance, Volume 2 - Instrument Flight Procedure Implementation.
- D. CAP 1926 – Guidance for Operators / Pilots - RNAV Substitution

Issue

The decommissioning of some conventional navigation aids (Nav aids) across the civil sector, together with the fragility of some Defence Nav aids, has generated a requirement for pilots to be able to conduct Area Navigation (RNAV) Substitution on published Instrument Flight Procedures (IFP), for which there is currently no Regulation in the Military Aviation Authority Regulatory Publications.

Scope

This Regulatory Instruction (RI) adds new Regulation for the conduct of RNAV Substitution to Reference A.

Aim

This RI affects all Performance Based Navigation (PBN) qualified members of the Regulated Community (RC).

Implementation

This RI is effective immediately.

Background

The implementation of PBN airspace and procedures has enabled the decommissioning of some civil conventional Nav aids. In order to facilitate the continued use of IFPs associated with these Nav aids while the associated PBN IFPs are implemented, Reference B permits the use of RNAV Substitution on approved IFPs at civil Aerodromes as an interim measure. The ability to conduct RNAV Substitution at Defence Aerodromes also offers resilience in the event of Defence Nav aid unavailability. Reference C provides guidance on the Approval process for RNAV Substitution on published IFPs at Defence Aerodromes and Reference D provides guidance for operators and pilots who wish to use these procedures.



RNAV Substitution Regulation

The following Regulation will be incorporated into Reference A at the next routine review.

Definition

1. **▶ RNAV Substitution.** RNAV Substitution enables conventional, ground-based Instrument Flight Procedures¹ (IFP) to be flown without reference to ground-based navigation aids but by following waypoints overlaid on conventional IFPs which are coded into the Flight Management System (FMS). This is known as an FMS Coded Overlay and has the appearance of an RNAV / Required Navigation Performance procedure, but it may not be in PBN designated airspace. ◀

Regulation 2380(3)

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- 2380(3) **▶ Where RNAV Substitution is conducted within their AoR ADH / AM(MF) shall define in orders the operating procedures and pilot training requirements.** ◀

Acceptable Means of Compliance 2380(3)

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2. **▶ RNAV Substitution should only be used on conventional IFPs which have been approved for its use.**
3. **Before using RNAV Substitution, pilots should comply with the scope, limitations, operational criteria and procedures defined within CAP 1926 – Guidance for Operators / Pilots - RNAV Substitution.** ◀

Guidance Material 2380(3)

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4. **▶ RNAV Substitution depends on a coding of the conventional procedure into the navigation data base where the procedure was not originally designed with that intention. Consequently, there are limitations associated with RNAV Substitution and required operating procedures in order to maintain the equivalent level of Safety.**
5. **IFP Approval.** A list of civil IFPs which are approved for RNAV Substitution is contained within Aeronautical Information Circular Y 180/2025 - Promulgation in the UK AIP of RNAV Substitution to Conventional Procedures Dependent on Ground Based Navigation Aids Targeted for Removal. The process for design and Approval of an RNAV Substitution IFP at a Defence Aerodrome is contained in JSP 495 – Aeronautical Information Policy, Part 2 - Guidance, Volume 2 - Instrument Flight Procedure Implementation. ◀

Queries

Any observations or requests for further guidance on the content of this RI should be submitted by email to DSA-MAA-MRPEenquiries@mod.gov.uk

MAA Head Operating Assurance

¹ **▶ RNAV Substitution is not permitted for lateral guidance in the Final Approach segment of an Instrument Approach procedure (see CAP 1926 - Guidance for Operators / Pilots - RNAV Substitution).** ◀



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