

16 July 2026

Reference: ACP-2014-04/DA/rmb

[REDACTED]
Principal Airspace Regulator (Technical
Airspace, ATM & Aerodrome
Civil Aviation Authority

Dear [REDACTED]

Inverness Airport Withdrawal from Airspace Change ACP-2014-04

HIAL has recently carried out a comprehensive review of the Inverness Airspace Change Proposal (ACP) to consider all operational, regulatory, financial, and environmental factors.

The conclusion of this review is that HIAL will cease the current ACP and will now progress with the implementation of Required Navigation Performance (RNP) and Non-Directional Beacon (NDB) IFP within Class G airspace, as it offers the most proportionate, sustainable, and strategically aligned path forward.

This direction reflects the evolving operational environment at Inverness Airport, including low levels of airborne conflict, the need to maintain robust instrument procedures ahead of the planned removal of the DVOR, and the importance of ensuring any changes are proportionate, deliverable, and aligned with stakeholder expectations. This decision recognises the importance of ensuring continuity, safety, and predictability for all airspace users while avoiding unnecessary complexity or community impact.

By progressing these improved procedures through the CAP 1616 process, HIAL will aim to strengthen approach stability in adverse weather, support a mixed equipage operating environment, and enhance overall resilience, while avoiding the need for portions of controlled airspace.

This approach ensures Inverness Airport continues to meet modern aviation standards while protecting community interests and maintaining open, accessible airspace for all users. HIAL will continue to work collaboratively with all stakeholders and yourselves as the regulator throughout this process.

Yours sincerely

[REDACTED]

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Deputy Head of Air Navigation Services