



Issued: 21 March 2017

NATS VOR Replacement Programme

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 Aerodrome Operators
Air Traffic:	All ATS
Airspace:	All NATMAC Representatives
Airworthiness:	Not primarily affected
Flight Operations:	All AOC Holders and General Aviation Pilots
Licensed/Unlicensed Personnel:	Not primarily affected

1 Introduction

1.1 NATS has historically operated 46 Doppler VHF Omni Range (DVOR) navigation beacons across the UK to provide an en-route navigation service as either stand alone beacons or co-located with Distance Measuring Equipment (DME) beacons. The age of these facilities means that either replacement or withdrawal has become necessary. In line with the ECAC-wide Navigation Strategy and following the extension of the mandate for the carriage of RNAV equipment to all levels in controlled airspace, the CAA has approved in principle a reduction in the VOR infrastructure from 46 to 19 sites. Equipment at the retained sites will gradually be replaced and each replacement will result in the facility being unavailable for use for approximately three months with any co-located DME also being unavailable during this period.

2 Scope

2.1 The replacement of Otringham (OTR), Berry Head (BHD), Lands End (LND), Talla (TLA), Seaford (SFD), Compton (CPT), Strumble (STU), St Abbs (SAB) and Aberdeen (ADN) and Wallasey (WAL) has been completed. Work to replace the Clacton (CLN) VOR is in progress and is scheduled to be complete in April 2017. The next facility to be replaced is Stornoway (STN) and work will commence no sooner than 21 March 2017 and will last for approximately three months. A NOTAM will be issued to confirm the final outage dates. Each replacement is subject to an impact assessment.

2.2 The unavailability of Stornoway (STN) will have the following impacts:

- There are a number of promulgated ATS routes detailed in the UK AIP that are based on the STN VOR. All of these routes are within airspace where the carriage of RNAV 5 equipment is mandatory and therefore the unavailability of the VOR will only reduce levels of redundancy and will have minimal impact on these routes.
- NATS Prestwick – There will be no impact on the operation for the duration of the outage. They have requested that there are no planned outages for the adjacent VOR sites at Wick and Tiree.
- MoD – There will be minimal impact on MoD operations during the STN replacement period.
- HIAL – On the basis that there is a safety of life case at Stornoway due to its remote location NATS are providing temporary airport DME/NDB and ATIS as mitigation.
- Air Transport Operators – Gama Aviation have confirmed that there will be no impact on the operation of the Scottish Air Ambulance Service for the duration of the STN VOR and DME replacement period. Loganair have confirmed that there will be no impact on their operations during the replacement period.

2.3 General Aviation – There will be minimal impact on the GA community during the STN outage.

2.4 The next facility due to be replaced is the Isle of Man (IOM) commencing June 2017. Details of the relevant information from its Impact Assessment will be promulgated in due course.

3 Queries

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

Airspace Regulation
Safety and Airspace Regulation Group
CAA House
45-59 Kingsway
London
WC2B 6TE

Telephone: +44 (0)20 7453 6553
E-mail: anthony.stevens@caa.co.uk

4. Cancellation

4.1 This Information Notice will remain in force until further notice.