Directorate of Airspace Policy

All NATMAC Representatives

14th December 2011

CAA DECISION LETTER

Dear Colleagues,

PROPOSED INTRODUCTION OF CONDITIONAL ROUTE UN63 FROM KAPEX TO LORKU

As detailed in Information Notice 2011/122 dated 9th November 2011, NATS propose to introduce a Conditional Route (CDR 1 & 3) from KAPEX to LORKU, south of Southampton. The new route reduces the existing flight plan mileage for traffic by up to 5.4nms. The existing route UM17 will extend from GIBSO to KUMIL to release the designator UN63.

This flight plannable upper air route will replicate what is currently flown by aircraft tactically and will therefore allow operators to plan for this more efficient trajectory and thereby benefit from a reduction in fuel upload. Based on a valid traffic sample that showed usage and distribution, it is estimated that by 2012, over 22000 flights per annum will benefit from the new flight plannable route.

This southbound only route is established as a CDR 1&3, is wholly contained within controlled airspace and managed by Swanwick centre operations. Liaison has been closely maintained with the MoD to satisfy the military requirements when Danger Area D023 is required to be activated above its standard 22,000ft; the Airspace Management Cell will coordinate all aviation stakeholder requirements.

Brest ACC, France, will be notified of the new route and details will be included to the existing LoA. There will however be no requirement to amend the existing procedures regarding southbound traffic crossing the FIR boundary. As there is no impact on any other unit or stakeholder group, no other consultation was considered to be necessary or appropriate.

If you have any queries, the DAP Project Leader is Mac Mackay, who can be contacted on 020 7453 6552, mac.mackay@caa.co.uk.

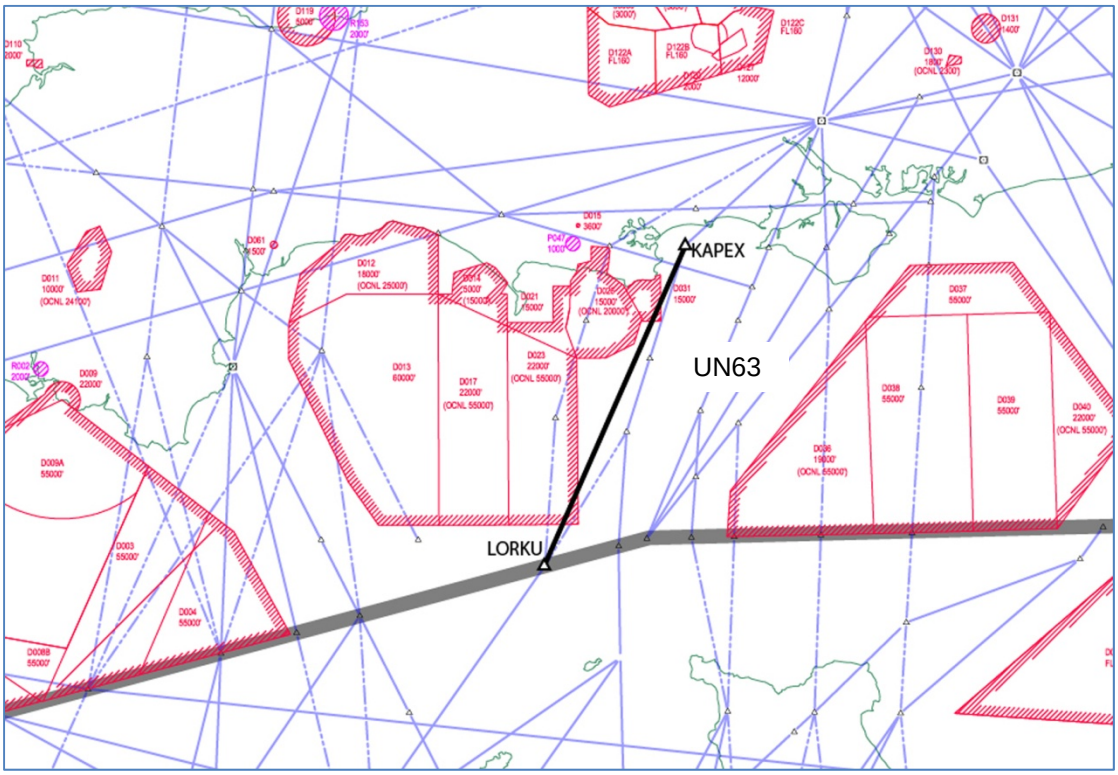
Yours sincerely,

Mark Swan

Mark Swan
Director

Enclosure:

1. KAPEX-LORKU CDR (UN63)



KAPEX – LORKU CDR (UN63)