Directorate of Airspace Policy

All NATMAC representatives

14th December 2011

CAA DECISION LETTER

Dear Colleagues,

PROPOSED INTRODUCTION OF PERMANENT UPPER ATS NORTH SEA ROUTE UZ107 AND EXTENSION TO UN603

As detailed in Information Notice 2011/122, NATS, as a member of the Eurocontrol Route Network Development sub-Group (RNDSG), propose to introduce a new bi-directional Upper ATS route and extend another, over the North Sea. These flight-plannable routes will replicate what is tactically flown by aircraft currently and will therefore allow operators to plan for these more efficient trajectories and thereby benefit from a marginal reduction in fuel upload. This will therefore result in a slight reduction in emissions.

Those portions of the routes that are in the UK FIRs are from Aberdeen to BEREP and Sumburgh to BEREP. The map overleaf indicates that these international routes are there to facilitate the requirements of Trans-Atlantic operations and domestic traffic routing to northern Scandinavia.

These route developments have been co-ordinated with the MoD, who are content with the proposal, and through the Eurocontrol RNDSG, who have managed the international requirements with Norway and Denmark. As the routes are wholly contained within the upper airspace and in the main within High Seas airspace, they have had to be coordinated with ICAO, which has given its approval. I have therefore decided to approve this Airspace Change Proposal. The changes will be implemented at AIRAC 03/2012 on 8th March 2012.

If you have any queries, the DAP Project Leader is mac.mackay@caa.co.uk, tel 020 7453 6552.

Yours sincerely,

Mark Swan

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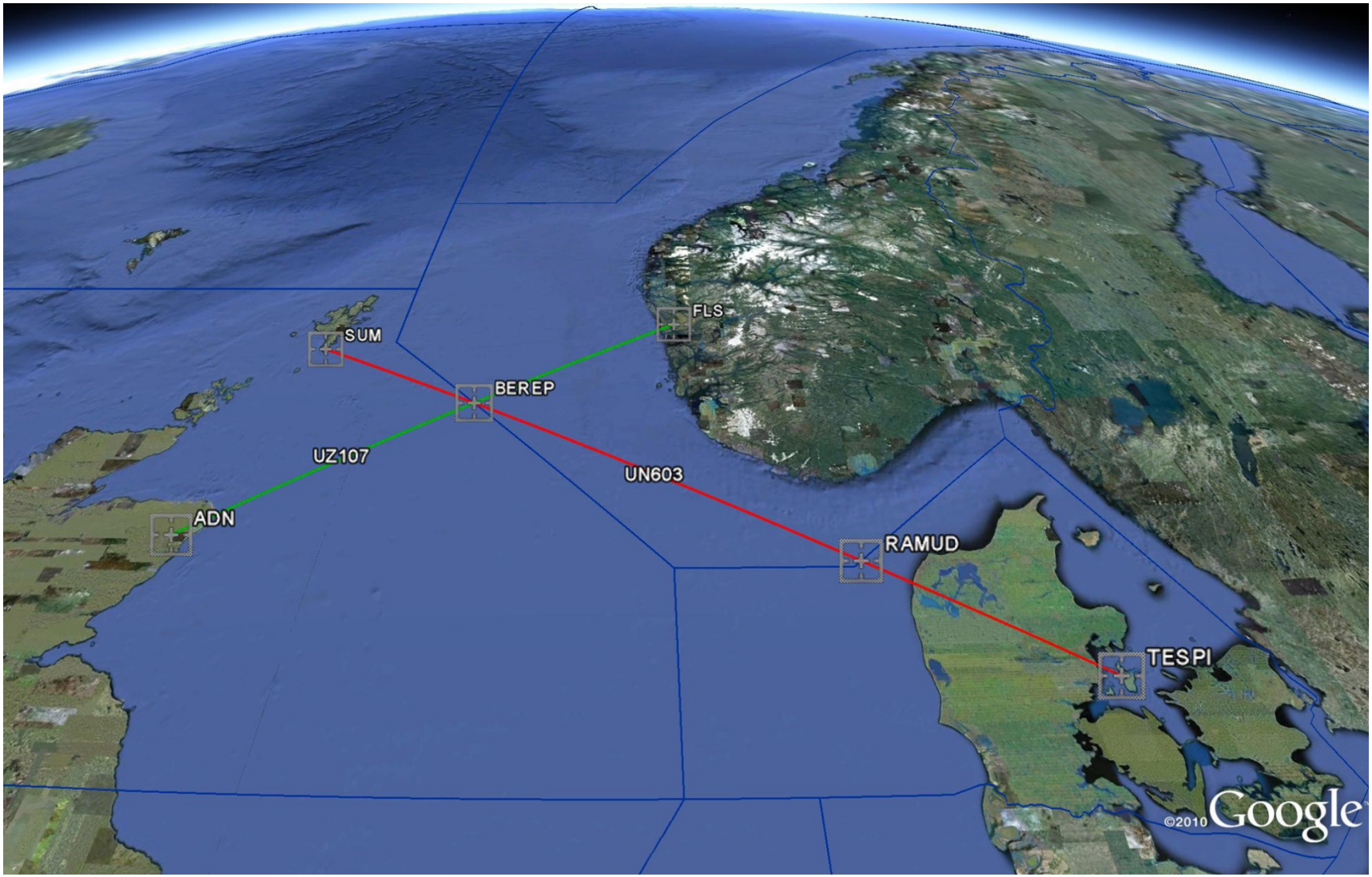
Director

Enclosure:
1. Routes UZ107 and UN603.



ROUTES UZ107 AND UN603