

All NATMAC representatives

13 December 2012

*Dear Stakeholders,*

## CAA DECISION LETTER

### INTRODUCTION OF WEEKEND ONLY ROUTE EXTENSIONS TO EXISTING NORTH SEA HIGH LEVEL CONDITIONAL ROUTES (CDR)

As detailed in Information Notice 2012/182, dated 5<sup>th</sup> November 2012, NATS propose to introduce extensions to existing Upper ATS Conditional Routes (CDR) over the southern North Sea. These routes will replicate what is tactically flown by aircraft at weekends and will therefore allow operators to flight plan these more efficient trajectories and thereby benefit from a marginal reduction in fuel upload. For each flight that flight-plans the more direct routes and therefore uplifts less fuel, there will be a minor reduction in CO<sub>2</sub> emissions. It is not possible to model or estimate this reduction per flight. The maximum number of flights per year that this is estimated to affect is approximately 2,900 in 2013.

The route extensions will be introduced for weekend only access and have been coordinated with the MoD stakeholders to ensure that flexible use of airspace arrangements are in place to satisfy military operational requirements if weekend access is required to the East Anglian Military Training Area or the D323 complex is activated. Of the three route extensions, one will be for northbound traffic, one southbound only and the other will be bidirectional. These routes will enable Scandinavian operators to flight plan more direct and efficient routings for southwestern Europe and the Canary Islands. The map overleaf indicates in red the CDR extensions and redesignation of a segment of UM185 between BPK and CLN to UQ295. The changes have been introduced to complement the traffic flows over and in the vicinity of the London Terminal Manoeuvring Area; the London Area Control Centre air traffic control Sectorisation and resource management will not be affected by these changes.

These changes have been co-ordinated with the Eurocontrol Network Manager and with 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 03/2013 on 7<sup>th</sup> March 2013.

If you have any queries, the DAP Project Leader is Mac Mackay,  
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Mark Swan

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Director

Enclosure 1. North Sea Conditional Route Extensions

