



Safety and Airspace Regulation Group

All NATMAC Representatives

4th September 2015

Dear Colleagues,

CAA DECISION LETTER

PROPOSED EXTENSION OF ATS ROUTE UT7 BETWEEN LANDS END AND KARNO

NATS propose to introduce an extension to existing ATS route UT7 between Lands End (LND) and KARNO (Ellesmere, Shropshire). UT7 currently routes from southwest Europe, through French airspace and terminates at LND. The proposed extension is intended to connect with and optimise the existing route network to deliver track mileage savings and related fuel savings. Initially, the proposal was raised at the Eurocontrol Route Network Development Sub-Group (RNDSG) by Scandinavian operators requesting another route option that could provide a more direct and effective connection for their airlines/customers routing to southwest Europe, including the Canary Islands. NATS Swanwick operations identified that there were options to consider and appreciated that a conditional route (CDR) extension to UT7 would provide additional benefits by linking to routes being trialled to the north-east of KARNO on to NATEB (Newcastle) and then Scandinavia. This trial would realise greater benefits if the UT7 route extension proposal was implemented to thereby introduce a more direct option between Scandinavia and LND and represent that which is often given as a DCT during the quiet periods at nights, weekends and Public Holidays (PH). The extension to UT7 would be bi-directional between LND and NITON (see chart at Annex A) and westbound only between KARNO and NITON. In addition to the proposed extension to UT7, an extant and allowable flight-plannable DCT (direct route) that routes down to GAPLI (UK/Shanwick SOTA airspace interface) would now become a conditional route (CDR) that will connect to UT7 via UL180 off the south Wales coast, via new reporting point ASRAX.

The proposed new route will have different base levels and times of activation to accommodate other airspace users' requirements. Between LND and IDOVO (see chart at Annex A) it will be introduced as a CDR 1+3 with a base level of FL295 and between IDOVO and NITON, FL275. Hours of availability will be Monday-Thursday 1800-0800, Friday 1800 through to Monday 0800, and from 1800 the day before a PH to 0800 the day after (1 hour earlier in Summer); all times local. Lowest useable flight levels are 500ft higher and will guarantee vertical separation from the coincident high level gliding areas that can be activated to up to FL275. Between NITON and

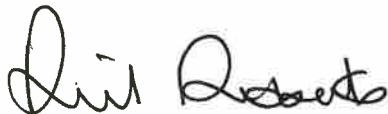
KARNO it will become an H24 permanent route with a base level of FL245, which is coincident with the two established upper ATS routes that it will link. The CDR between GAPLI and MERLY, UN21, will have the same hours of availability as UT7 between LND and NITON, which has been accepted and approved by the MoD; base level will remain as today's allowable DCT at FL245.

Due to the number of available route options between Scandinavia and southwest Europe and the highly dependent nature of weather on route planning, it is difficult to quantify how many aircraft would use this option if available. However, Scandinavian operators have welcomed the introduction of the UT7 extension, which provides a more direct track that will enable a more optimum flight-plannable option and should therefore enable less upload of fuel and realise an environmental benefit. The route mileage saving is approximately between 8-10 nms against another typical flight-plan route from Stavanger (Norway) to Tenerife.

The 'do-nothing' option was discounted as it would not deliver any likely benefits and would not fulfil NATS' licence obligations to improve the route network for aircraft operators.

This proposal has been co-ordinated with the UK MoD as part of the JFADT. The MoD stakeholders are satisfied that it can be managed through the UK AMC to maintain effective FUA operations that will accommodate all airspace users' requirements and not adversely affect the MoD's ability to activate the EGD064 (SWMDA) complex in line with the extant protocols. The changes will be implemented at AIRAC 10/2015 on 17th September 2015.

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



Mark Swan
Director

Annex A. Upper ATS Routes UN21 and UT7 extension

Upper ATS Routes UN21 & UT7

