

## Directorate of Airspace Policy



### All NATMAC Representatives

14 January 2010

### CAA DECISION LETTER

Dear Colleagues

#### **PROPOSED EXTENSION OF CONDITIONAL ROUTE (CDR) UL619 BETWEEN AVRAL (UIR BOUNDARY) AND CUTEL**

As detailed in my letter of 15 December 2010, NATS propose to introduce a new bi-directional Upper ATS route between AVRAL on the international boundary with Denmark and CUTEL in UK airspace. This new route will be an extension to the existing Conditional Route (CDR) in the Hannover and Maastricht UIRs, and is proposed to extend from DHE (Helgoland), through the Amsterdam and Copenhagen UIRs to CUTEL in the Scottish UIR. The objective is to reduce track mileage by introducing a more efficient route for Scottish TMA inbounds and for North Atlantic transitions.

The introduction of the new route will provide a potential flight-plannable track mileage reduction of 26nm per flight, which has been calculated as saving approximately 1736 tonnes of CO<sub>2</sub> per annum. CO<sub>2</sub> emissions, though locally emitted, have a global consequence in terms of climate change and should therefore be considered to cross airspace boundaries. Therefore, the proposed routing and associated track mileage reduction and emissions savings have been assessed on a network-wide perspective and not just for that part of the route in UK airspace.

The UL619 development has been co-ordinated with the UK MoD, the Danish Regulator and ANSP, Naviair, who are all content with the proposal. As a CDR, the route's promulgated availability will match the CDR published times for Dutch, Danish and German airspace. The changes will be implemented at AIRAC 05/2010 on 6<sup>th</sup> May 2010.

If you have any queries, the DAP Project Leader is Colin Cordery, who can be contacted on 020 7453 6551, <mailto:colin.cordery@caa.co.uk>.

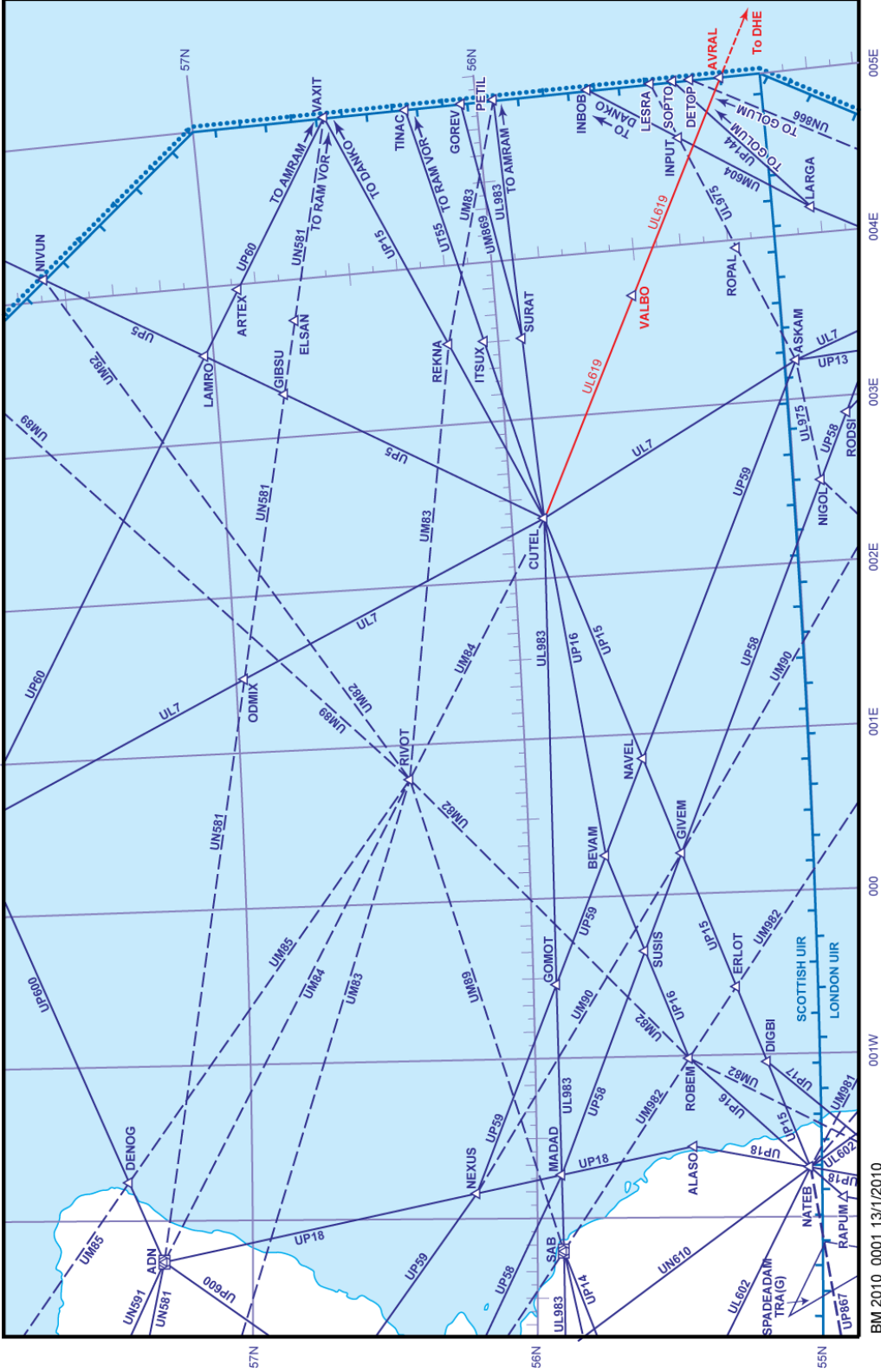
*Original signed*

Mark Swan  
Director

Enclosure:

1. UL619 Airspace Change map

# UL619 Extension (AVRAL - CUTEL) Bi-directional Conditional Route.



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