

# News Release

4 August 2011

## CAA APPROVES ENGLISH CHANNEL AIRSPACE CHANGE

The UK Civil Aviation Authority (CAA) has approved an airspace change affecting routes within a section of existing controlled airspace between the UK and France. The change follows a proposal from the air traffic service provider, NATS, and has been approved in co-ordination with the French regulatory authority, Direction de la Sécurité de l' Aviation Civile (DSAC).

The CAA's Director of Airspace Policy approved the 'NATS Dover/Lydd DL4 airspace change proposal' following a consultation. It specifically affects NATS' air traffic service (ATS) route structure within the English Channel, and where the Paris and Reims Area Control Centres (ACC's) delegate services to the London Area Control Centre in an area known as the La Manche East High and Low Areas. Most of the changes occur over the sea and the French mainland, except one minor change to an ATS route and a Standard Arrival Route over the UK mainland. There is no change to the existing volume of controlled airspace. The airspace change has been co-ordinated between NATS and the French Air Navigation Service Provider, Direction des Services de la Navigation Aérienne (DSNA).

Due to the increased efficiency of traffic flows, the change is forecast to deliver environmental benefits by achieving a reduction in CO<sub>2</sub> emissions and is forecast to deliver an increase in capacity of 10%.

Details will be promulgated by a double Aeronautical Information Regulation and Control cycle, and implemented on 17 November 2011. Full details of the CAA decision may be found here <http://www.caa.co.uk/default.aspx?catid=7&pagetype=90&pageid=9326> which also includes a chart of the new airspace.

For further media information contact the CAA Press on: 0207 453 6030 [press.office@caa.co.uk](mailto:press.office@caa.co.uk) .

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### Notes to Editors:

The CAA is the UK's specialist aviation regulator. Its activities include: making sure that the aviation industry meets the highest technical and operational safety standards; preventing holidaymakers from being stranded abroad or losing money because of tour operator insolvency; planning and regulating all UK airspace; and regulating airports, air traffic services and airlines and providing advice on aviation policy from an economic standpoint.

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