

Directorate of Airspace Policy

All NATMAC Representatives

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NATMAC Informative Letter



NOTIFICATION OF THE EXTENSION OF UZ105

NATS have table a proposal to amend the permanent bi-directional UAR UZ105 from FLS VOR (Norway UIR), extending it via RIGVU (UIR boundary) to FORTY (Scottish UIR); the proposal was originally raised at the Route Network Development Sub-Group, a sub-division of the Eurocontrol Airspace and Navigation Team. The aim of the change is to reduce track mileage, improve airspace efficiency, and provide environmental benefits. The change, as it affects the UK UIR, is depicted in the attached map.

The introduction of this route modification will allow operators to realise track mileage savings up to 55NM, per flight, in comparison to the extant arrangements. This route mileage saving equates to a reduction in CO₂ of between 5% and 21% for that portion of flight, depending on the routeing taken within the Norwegian UIR. In addition, the Norwegian ANSP, Avinor, expects this proposal to lead to some flights being removed from their busy VSS Stavanger Sector, thereby increasing capacity.

NATS meets regularly with airlines under the auspices of the Operational Partnership Agreement (OPA) which has no objections to the UZ105 changes. Working closely with Avinor and the Norwegian CAA, the changes within the Norwegian UIR will be concurrent with the UK. The MoD, being the only other airspace user, has formally endorsed the proposal, although additional airspace coordination will be required to accommodate interaction with Air-to-Air Refuelling Area (AARA 2).

As the changes are entirely over the sea, within the upper airspace and interested parties are content, I have decided to implement this proposal. The changes will be introduced in AIRAC 11/2008 (23rd October 2008).

Civil Aviation Authority

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Yours sincerely
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J R D Arcscott
Director Airspace Policy

1. Attachment; map of UZ105 and AARA 2.

Map depicting UZ105 and AARA 2

