

Safety and Airspace Regulation Group



All NATMAC Representatives

7th July 2014

Dear Colleagues,

CAA DECISION LETTER

PROPOSED INTRODUCTION OF EXTENSION OF UN26 FROM STRUMBLE TO DEVOM

NATS propose to introduce a bi-directional CDR extension to UN26, from Strumble (STU) to DEVOM, in the southwest of England. The route extension will join the existing UN26 at DEVOM - and thus allow connectivity to Berry Head (BHD) - and is to be introduced under flexible use of airspace (FUA) arrangements, coordinated with the Ministry of Defence (MoD) requirements for danger areas EGD115A, EGD115B and EGD117 on the south Wales coast (see chart at Enclosure 1). At present, aircraft operators plan to route UM17 and then UN864, via EXMOR, which results in an additional flight plan mileage of 15nms. Although occasional tactical ATC intervention allows more direct routings this proposed route extension will enable operators to flight plan the more efficient route actually flown.

FUA arrangements have been coordinated and agreed with the MoD. The route can be routinely established above FL275 within the published hours of operation of EGD115A and EGD117 (which takes into consideration danger area activation up to 27,000feet). To offset the MoD daily operational requirement for EGD115B up to 40,000ft, UN26 will only be available outside the routine opening times of this danger area. Any short notice activation of D115B outside routine operational hours will result in closure of this extension. In order to satisfy all safety requirements the route will be managed by the Airspace Management Cell UK.

Although UN546 already provides connectivity from STU to north-western France, its availability is contingent on the operation of the Plymouth danger area complex, which is normally active up to 50,000ft. The existing part of UN26 is a permanent route and is not affected by other airspace structures. UN26 should therefore provide improved flight efficiency through better route connectivity and availability through additional access times. This bidirectional route extension is established as a CDR 1 and is wholly contained within controlled airspace and managed by Swanwick centre operations. Liaison has been closely maintained with the MoD to satisfy military requirements.

My staff has ensured that this airspace change meets with the requisite Regulatory Requirements and does not compromise the operation of other airspace users. I have therefore decided to approve this Airspace Change Proposal. The changes will be implemented at AIRAC 10/2014 on 18 September 2014.

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

Mark Swan

Mark Swan
Director

Enclosure:

1. UN26 CDR extension

