



Civil Aviation Authority
INFORMATION NOTICE
Number: IN-2014/028



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Prestwick Centre Route Free Airspace Change Proposal

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not Primarily Affected
Air Traffic:	All ATS
Airspace:	All NATMAC Representatives
Airworthiness:	Not Primarily Affected
Flight Operations:	Not Primarily Affected
Licensed/Unlicensed Personnel:	Not Primarily Affected

1. Introduction

- 1.1 At a recent CAA Framework Briefing NATS presented details of their planned Route Free Airspace Change Proposal project to remove all promulgated High Level Upper ATS routes within the Rathlin and Central Sectors in Scottish airspace **above Flight Level 255**. The project is planned to be implemented in four phases, with this Airspace Change Proposal only covering Phase 1 and 2 implementations.

2. Scope

- 2.1 Phase 1 will remove all Routes from Rathlin East, Rathlin West & Central, and is planned to be implemented on 18 September 2014
- 2.2 Phase 2 will extend the area to remove routes from Hebrides, Moray High, Montrose North and part of Tyne sectors (making the route free area cover approximately two thirds of Prestwick Centre airspace). This is targeted to be operational in 2016, but due to other dependencies the exact date has not yet been fixed.

3. Further Information

- 3.1 To ensure that the overall ATS provided remains "at least as safe as" prior to the implementation of this airspace development. The project will also aim to deliver safety benefits where possible.
- 3.2 Capacity is not a driver for this project and no capacity gains are claimed.

- 3.3 Phase 1 will allow improvements in flight planning which will result in operators being able to uplift less fuel as a result of the change. This will reduce the weight of the aircraft during flight and hence will give a benefit of reduced fuel burn and CO2 emissions during the whole flight.
- 3.4 Phase 2 will enable reduced fuel uplift as described for Phase 1, and there will be some reduction in track mileage, giving further CO2 and fuel burn savings.

4. Queries

- 4.1 Any queries or further guidance required as a result of this communication should be addressed to:

SARG Airspace Regulation
CAA House
45-59 Kingsway
London
WC2B 6TE
Tel: +44 (0)20 7453 6552
Email: mac.mackay@caa.co.uk

5. Cancellation

- 5.1 This Information Notice shall remain in force until 31 July 2014.