

Airspace Change Process Post Implementation Review Data Request (Scaled)

ACP Project Reference:	ACP-2016-01		
Title of Airspace Change:	Release of Controlled and Segregated Airspace Airway Q41: Reclassify to Class G below Flight Level 55		
Change Sponsor:	Future Airspace Strategy VFR Implementation Group (FASVIG – now A4All)		
CAA Decision Document:	https://www.caa.co.uk/media/ataowpfm/170208-decision-letter-sl-v1-0-for-publication.pdf		
CAA Decision Date:	22/02/2017	AIRAC Date(s):	25/05/2017
PIR Data Submission Requested:		PIR Data Submission Required by:	

Introduction

1. The CAA's airspace change process is a seven-stage mechanism that is set out in detail in CAP 1616. Stage 7 of this process is a Post Implementation Review (PIR) that normally begins one year after implementation of the change. The PIR is an assessment of whether the anticipated impacts and benefits in the approved change and published decision are as expected and where there are differences, what steps (if any) the CAA requires to be taken.
2. Irrespective of whether the CAA decision to approve the change was made under the previous process (set out in CAP 725), all PIRs should normally be in accordance with the process requirements of CAP 1616. However, when assessing the expected impacts against the actual impacts, the methodology adopted at the time of the original CAA decision should be used.
3. Airspace Change Proposals can vary in size, scale and complexity, which has led the CAA to scale the PIR process appropriately. A PIR of Level 2 changes will be undertaken when it is proportionate to do so. For some changes, the CAA may proportionately reduce the extent of evidence and data required from the change sponsor or allow more flexibility in the format of the data required¹.
4. This data request form sets out that list of data required for the CAA to complete the assessment for a scaled PIR. On receipt of this data request form, the change sponsor should provide qualitative statements against each of the general observations listed below. The date on which the CAA requires the data to be submitted is stipulated at the top of this document.

¹ CAP 1616 – Para 294, 295 & Appendix H
APR-AC-TP-041

General Observations

1. The following general observations are to enable an overview of the effectiveness of the airspace change.
2. The change sponsor is required to submit a qualitative statement against each data request which supports the conclusion reached in each case.
3. The CAA will review the analysis of the data submitted to ensure the anticipated impacts and benefits in the approved change were as expected.

a) An overview statement on whether, in the change sponsor's view, the original proposal met the intended objectives as described on the CAA's decision to approve the change.

The proposal was designed to increase available airspace for GA users, therefore increasing their safety. The airspace has been released. NATS can confirm there has been no record of safety risk for a NATS perspective; however, they are not in a position to be able to confirm if this ACP has or has not increased safety for GA users.

b) On overview statement on whether, in the change sponsor's view, the original proposal met any conditions described on the CAA's decision to approve the change (if applicable).

NATS do not know of any conditions, therefore, not applicable.

c) Confirm that implementation occurred on the dates identified in the Decision Letter. If no implementation date was specified in the Decision, please state so.

NATS cannot find any information to suggest it did not occur on the planned implementation date.

d) If there was a significant delay between the planned and actual implementation date, please provide an explanation.

NATS cannot find any information to suggest it did not occur on the planned implementation date, therefore, not applicable.

e) Identify whether any other issues of significance have occurred during the period 12 months after date of implementation.

The proposal was designed to increase available airspace for GA users, therefore increasing their safety. NATS is not aware of any complaints, issues or safety concerns from the GA perspective. There would be some impacted traffic who would want to be in CAS at FL45 but couldn't, these flight plans would be declined when filed. Therefore, NATS would not be aware of these or how many had been impacted.

Although not the purpose of the proposal, there was a noted ATCO workload benefit for the controllers of Sector 21; in some pressure settings the base would be measured in either flight levels or altitude and FL40 wouldn't be available. This increased ATCO workload to maintain separation. By moving the base to FL55 this workload disappeared.

From NATS perspective, this can be considered a "no impact" change.

f) Other than normal promulgation activity (e.g. NOTAM, AIC etc.), identify what steps were undertaken to notify local aviation stakeholders that the airspace change was about to be implemented.

This is not known to NATS. We may not have needed an SI for this as the MATS Pt. 2 did not include the base level, there may have been an OPNOT, but we do not have records that far back.

g) Feedback/complaints received from stakeholders, aviation stakeholders or the Ministry of Defence by the change sponsor in the period between implementation and post-implementation review (including feedback/complaints received via an FCS 1522 Form (UK Airspace Access or Refusal of ATS Report)).

From a NATS perspective. there was a noted ATCO workload benefit for the controllers of Sector 21; in some pressure settings the base would be measured in either flight levels or altitude and FL40 wouldn't be available. This increased ATCO workload to maintain separation. By moving the base to FL55 this workload disappeared.

NATS do not provide services outside CAS, especially in that location, therefore do not know if there has been an increase in requests for such service in the area due to the raised base level. Other units may provide a service in that area.

NATS are not aware of any feedback / complaints from other stakeholders, regarding this change.

Other information of relevance (if appropriate)

h) [Insert additional requirement #1]
i) [Insert additional requirement #2]

For CAA use only

In providing a response for each general observation, please ensure that the ‘status’ column is completed using the following options and that they are colour coded accordingly:

YES • NO • PARTIALLY • N/A

A summary of any issues arising should be provided against each question in the appropriate text box.

General Observations	Status
a) Has the change sponsor indicated that the original proposal met the intended objectives as described on the CAA’s decision to approve the change?	Yes
<p>Although not the original change sponsor of the requested reclassification of controlled airspace, NATS agreed to provide the detail to enable the PIR process to be completed. The release of controlled and segregated airspace (RoCSA) objective was to provide a greater volume of Class G airspace to facilitate GA VFR transits across the English Channel – there have been no comments to suggest that this has not been realised.</p>	
b) Has the change sponsor indicated that the original proposal met any conditions described on the CAA’s decision to approve the change (if applicable)?	Yes
<p>The original airspace change proposal submitted to NATS from FASVIG, was to reclassify portions of airway Q41 from Class A to Class D. After consultation, NATS agreed to the release of a volume of Class A controlled airspace under the RoCSA process, with the base level of the airway raised from FL35 to FL55 between NEDUL and THRED. The CAA imposed no additional conditions after approval for implementation.</p>	
c) Did the implementation occur on the date(s) identified in the Decision Letter?	Yes
<p>On 25 May 2017</p>	

General Observations	Status
d) Was there a significant delay between the planned and actual implementation date?	No
There was no delay	
e) Has there been any other issues of significance that occurred during the period 12 months after date of implementation?	No
f) Other than normal promulgation activity (e.g. NOTAM, AIC etc.), were there any steps undertaken to notify local aviation stakeholders that the airspace change was about to be implemented?	No
NATS have indicated they do not have any record of any SI or OPNOT being issued for this airspace change arrangement.	
g) Were there any feedback/complaints received from stakeholders, aviation stakeholders or the Ministry of Defence by the change sponsor in the period between implementation and post-implementation review?	Partially
Although not the sponsor for this change, there has been a noticeable benefit for NATS Sector 21 controllers through a reduced workload. From a sponsor and GA airspace user perspective, please see (h), below	

Other information of relevance (if appropriate)	Status
h) Additional stakeholder's comment	Partially
The A4All (GA) stakeholder has been contacted for comment and may therefore provide an input in due course, but not as of 30 October 2023, it is probably unlikely any further observations will be received.	
i) [Insert additional requirement #2]	N/A

General Summary and recommendation

Based on the above, does the CAA Project Officer recommend that this concludes the PIR assessment for this ACP?	Yes
---	------------

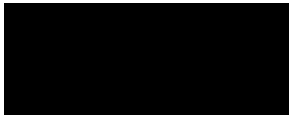
Although the CAA has not received any feedback from the original sponsor of this RoCSA, the increased volume of Class G for GA airspace users should have benefited all VFR operations and served to increase efficiency for cross-channel transits and without appearing to compromise safety of any aviation activity in this area.


The information received from NATS identifies that there are no concerns to be considered, nor have any other airspace users provided comment to challenge this assessment. In sum, the information provided has confirmed that this airspace change, and the reduction in CAS has reduced NATS' Sector 21 controllers' workload and has not raised any issues with any airspace user group. The information provided by NATS clearly meets the CAA's regulatory requirement and recognises the benefits of this change. I am satisfied this RoCSA I fit for purpose, and therefore recommend that this PIR is concluded and approved.

Decision and Sign Off

Based on the above, does the Decision Maker conclude that the PIR assessment for this ACP complete?	Yes
---	------------

I agree with the assessment as presented.

Signed: 

Name: 

Principal Airspace Regulator

Date: **09/11/2023**