

Safety and Airspace Regulation Group

Airspace Change Process

Post Implementation Review Data Request (Scaled)

ACP Project Reference:	ACP-2016-024		
Title of Airspace Change:	Changes to sub-divisions within D201 complex		
Change Sponsor:	MoD Danger Area Airspace Manager		
CAA Decision Document:	https://www.caa.co.uk/publication/download/16646		
CAA Decision Date:	11 May 2018	AIRAC Date(s):	13 September 2018
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

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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 MoD DAAM proposed changes to the airspace and sub-divisions, plus nomenclature changes, to parts of D201 and D202 segregated airspace complexes to improve Flexible Use of Airspace (FUA) arrangements and to enhance safety of operations in those areas.

The impact of these changes was assessed as entirely positive, with the following main benefits being realised:

Economic and environmental benefits to IFR GAT traffic with greater availability and use of the L18 ATS route

Safety benefits to General Aviation (GA) through the simplification of segregated airspace in the vicinity of West Wales Airport at Aberporth, and the adoption of a standardised danger area naming convention.

Increase operational benefits to MoD and other users of the D201/D202 DA complexes through increased airspace flexibility arrangements.

Improved access and egress have been introduced for GA aircraft using West Wales Airport

Although this has been realised with no increase in the overall volume of segregated airspace, the increased flight plannable availability of ATS route L18 has not been as initially anticipated due to regular and anomalous RAF Valley operations. However, when released for use on the day of operation, controllers take the opportunity to provide the desired more efficient routing.

b) An 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).

The UK MoD and NATS worked closely together and the DAATM produced a safety assessment of the change prior to implementation

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.

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The implementation of the changes was not delayed and occurred as indicated in the Decision CAP.

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

There was no delay.

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

There have been no other issues of significance to note.

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.

As there was no impact on issues of national security and the CAA was satisfied that the proposal would not affect international obligations, normal promulgation activity satisfied the requirements for all other affected airspace users to be informed of the changes and modifications to the airspace.

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)).

The UK Airspace Management Cell (AMC) civil and military airspace managers reported that the modifications have made the overall structure to become far more efficient than before the changes were introduced.

The related IFR FRA D2 & NATS LD1.1 airspace changes in the same geographical area have not been adversely impacted by the EGD201 airspace modifications.

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Other information of relevance (if appropriate)

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

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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
Key objectives were delivered regarding FUA activities associated with outcome of the restructuring of the sub-divided Danger Areas and the efficient dynamic rationalised management. Although flight planning opportunities for ATS route L18 has not increased noticeably, controller provide access when the route becomes dynamically available on the day of operation.	
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)?	N/A
Other than the production of the fundamental safety case, there were no other conditions imposed by the CAA	
c) Did the implementation occur on the date(s) identified in the Decision Letter?	Yes
On 13th September 2018.	

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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
The were no significant issues to note.	
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?	Yes
Standard protocols ensured all local and national airspace users were informed of the changes and the MoD DAATM ensured that the information was promulgated through Military channels of communication to satisfy State operations.	
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?	Yes
The UK AMC provided significant data to demonstrate that the changes had made the airspace more efficient.	

Other information of relevance (if appropriate)	Status
h) [Insert additional requirement #1]	N/A
i) [Insert additional requirement #2]	N/A

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General Summary and recommendation

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

Yes

This ACP was developed, submitted and delivered through the Impact Assessment process, as the CAA determined that there was no requirement for any formal GA or public consultation. The anticipated increased FPL availability of ATS route L18 was however not fully realised as this route is coordinated and regulated by the visible routine activation by RAF Valley of the NWMTA(S). Controllers however provide access to L18 when it becomes tactically available on the day of operation.

The Airspace Management Cell (AMC) indicates the subdivision of the EGD201 complex has delivered significantly greater flexibility and availability of Class G airspace to afford the tactical freedom for OAT operations and other autonomous GAT activity, whilst at the same time provide a bespoke structure for the RPAS/Drone operations operating out of Aberporth, West Wales Airport.

I recommend that this PIR is confirmed 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 concur that this ACP has met its objectives as approved, and the airspace change is confirmed.

Signed:



Name:



Principal Airspace Regulator

Date: **02/04/2026**