

FASI(N) IoM/Antrim Systemisation Airspace Change Decision

CAP 1584

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Chapter 1

Executive summary

Objective of the Proposal

1. The objective of this proposal is to increase the Monitor Value¹ (MV) for the Isle of Man sector by 10%, from 43 to 47. This would enable the introduction of fewer air traffic flow restrictions being applied to aircraft through the sector, thereby reducing delays.

Summary of the decision made

2. Subject to the conditions set out in Chapter 3 the CAA has decided to approve the following changes to the structure of UK airspace over the Irish Sea:
 - a. Changes to existing ATS routes
 - b. Introduction of new RNAV1 ATS routes
 - c. Introduction of RNAV1 link routes
 - d. Minor modifications above 20,000 feet to standard arrival routes (STARs) for Manchester, Liverpool, London City, London Luton, London Stansted and Southend
 - e. Introduction of a small volume of additional Class C controlled airspace (CAS) over the Irish Sea, above 7500 feet.

Next steps

3. The CAA's Post Implementation Review (PIR) of the changes approved by the CAA in this decision will commence at least one year after implementation of those changes. It is a condition of the CAA's approval that the sponsor provides data required by the CAA throughout the year following implementation to carry out that PIR. In due course, the sponsor will be advised of the specific data sets and analysis required, and the dates by when this information must be

¹ Monitor Value (MV) is a guide value to the ATC supervisor. The greater the MV, the greater the hourly throughput of the sector under normal conditions before the supervisor considers taking measures to regulate the anticipated air traffic flow.