

FASI(N) IoM/Antrim Systemisation Airspace

Post Implementation Review

CAP 1948

Published by the Civil Aviation Authority, 2020

Civil Aviation Authority
Aviation House
Beehive Ring Road
Crawley
West Sussex
RH6 0YR

Enquiries regarding the content of this publication should be addressed to:
Airspace and ATM Aerodromes, Safety and Airspace Regulation Group, Civil Aviation
Authority, Aviation House, Beehive Ring Road, Crawley, West Sussex, RH6 0YR

The latest version of this document is available in electronic format at www.caa.co.uk

Contents

Executive Summary	4
Scope and Background of the PIR.....	5
What is a Post Implementation Review?	5
Background to our conclusions in this PIR Decision	6
Conditions attached to the CAA's decision to approve the change.....	6
Data collected for the purpose of the PIR	6
Objectives and Anticipated Impacts	7
The original proposal and its objectives	7
Anticipated Impacts	8
CAA Assessment	9
Operational Assessment	9
Safety	9
Operational Feedback	9
Air Navigation Service Provision	10
Utilisation and Track Keeping.....	10
Traffic	10
Infringements and Denied Access.....	11
Letters of Agreement (where applicable).....	11
Environmental Assessment	11
Community Stakeholder Observations	11
International Obligations	11
Ministry of Defence Operations	12
Any other impacts	12
CAA Conclusion	12
Conclusion.....	12

Executive Summary

1. The CAA's airspace change process is a seven-stage mechanism that is set out in detail in CAP1616 (formerly CAP 725). Under this process NATS (En-route) plc submitted a proposal to the CAA to modify the Air Traffic Services (ATS) route structure in the Isle of Man (IoM) and Antrim sectors. Operating at capacity the objective was to provide additional capacity to the IoM Sector, reducing the likelihood of delays in the region, and also to modernise this part of the network by taking advantage of the improved Performance Based Navigational (PBN)¹ capabilities available on modern aircraft. Stage 7 of this process is a Post Implementation Review (PIR) that normally begins one year after implementation of the change. The CAA commenced the PIR to review the impact of its decision and the implemented change in October 2019. The content and outcome of that review process by the CAA is discussed in detail in this report.
2. On 02 January 2018, the CAA introduced a new process for making a decision on whether or not to approve proposals to change airspace design. Irrespective of whether the CAA decision to approve the change was made under the previous process (set out in CAP 725), we will conduct all Post Implementation Reviews in accordance with the process requirements of CAP1616. However, when assessing the expected impacts against the actual impacts we will use the methodology adopted at the time of the original CAA decision in order to do so.
3. During the review process, the CAA considered the original Airspace Change Proposal, CAA Decision Documents, sponsor provided PIR document, Air Navigation Service Provider (ANSP) and Ministry of Defence (MoD) feedback. In addition, PIR material was published on the CAA website and notified via SkyWise. This opened a 28 day window during which any other stakeholder could provide feedback or comment they wanted to be taken into consideration in the compilation of this review.
4. As a result, the CAA has reached the following conclusions:
 - a. The implemented change has achieved its aims and objectives, as described in paragraphs 15 to 17 of this document, within an acceptable tolerance level.
 - b. The impacts on safety, environment and airspace efficiency are as anticipated or better. Whilst there has been a minor impact on environmental aspects, there has been a positive effect on both airspace efficiency with increased capacity, and on safety by reducing the complexity of operation in the area.
 - c. Whilst Mandatory Occurrence Reports (MORs) have decreased since the introduction of the proposal, statistical increases in TCAS (RA)² reports over the

¹ Additional information on PBN can be found in ICAO Doc 9613, the PBN Manual.

² Traffic Alert and Collision Avoidance System (TCAS) Resolution Advisory (RA)