

Release of Controlled Airspace – Airway N864 – Post Implementation Review

CAP 1958

Published by the Civil Aviation Authority, 2020

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First published 2020

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Executive summary

1. The CAA's airspace change process is a seven-stage mechanism that is set out in detail in CAP 725/CAP1616. Under this process NATS submitted proposals to the CAA to release the lower part of the airspace defined by airway N864 between point WAL and point DCS. Stage 7 of this process is a Post Implementation Review (PIR) that normally begins one year after implementation of the change. The classification change was formally approved by the CAA on 24th August 2017 and implemented on 7th December 2017. Competing priorities for the allocation of resources resulted in a delay to us starting this particular review. The CAA commenced the PIR of the impact of its decision and the implemented change on 2nd March 2020. The content and outcome of the review process by the CAA is discussed in detail in this report.
2. On 2 January 2018 the CAA introduced a new process for making a decision 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. In this particular case, the airspace change represented a "Release of Controlled and Segregated Airspace" (RoCSA). As such, the change followed a scaled CAP 725 process given the release of controlled airspace.. In particular, the requirements for pre-change justification and evidence were lighter than for more complex or environmentally sensitive ACPs as the sponsor had identified that the requirement for the airspace to remain as controlled airspace was not longer necessary".
3. During the review process, the CAA considered the formal response from the Sponsor which is contained in the Sponsor's document "Post Implementation Review Feedback Form – N864 (ROCSA)". A redacted version of this document is available on the CAA website.
4. As a result, the CAA has reached the following conclusion:

The CAA is satisfied that the reclassification of the airspace contained within ATS Route N864 below Flight Level 195 between point WAL and point DCS to Class G satisfactorily achieved the intended objectives, and the change is confirmed.
5. This report, and its annexes, provide the information the CAA has reviewed and taken into account before reaching these conclusions.