

## Safety and Airspace Regulation Group

## Airspace Change Process

### Post Implementation Review Data Request (Scaled)

<b>ACP Project Reference:</b>	<i>ACP-2013-05</i>		
<b>Title of Airspace Change:</b>	Solent CTA-6 (RoCSA)		
<b>Change Sponsor:</b>	FASVIG (and NATS NSL Southampton)		
<b>CAA Decision Document:</b>	<a href="https://www.caa.co.uk/media/pu1kng5f/20160408-acp-2013-05-solent-cta6-natmac-informative-letter.pdf">https://www.caa.co.uk/media/pu1kng5f/20160408-acp-2013-05-solent-cta6-natmac-informative-letter.pdf</a>		
<b>CAA Decision Date:</b>	07/04/2016	<b>AIRAC Date(s):</b>	26/05/2016
<b>PIR Data Submission Requested:</b>	-	<b>PIR Data Submission Required by:</b>	09/11/2022

## 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 required<sup>1</sup>.
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.

<sup>1</sup> 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 objective of this proposal was to reduce impact on GA flights in the vicinity of the Lee-on-Solent aerodrome by raising the base of Solent CTA6 from 2500 to 3000ft under the Release of Controlled and Segregated Airspace (RoCSA) process. From a NATS Southampton point of view, this objective was met.**

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).

**No conditions were associated with this proposal. [MAC remember the typo 'on' vs 'an' to update the template]**

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.

**The stated implementation date was met.**

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

**Although the original ACP Project reference was raised in 2013, the FASVIG worked on two RoCSA-based proposals concurrently, with NATS where required, and the Consultation process for this ACP was not completed until 2015.**

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

**No issues of significance were identified.**

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.

**Standard UK AIP/AIC promulgation.**

**Detail in the AIC indicated the fundamental, yet small, airspace change update to all GA S&RA airspace users, as the Southern England 1:500,000 chart had recently been published and was then not updated until the following year.**

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 the controlling authority (NATS Southampton's) point of view, no feedback or complaints were received following the implementation of this proposal.**

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**Other information of relevance (if appropriate)**

h) [Insert additional requirement #1]

**The original sponsor of this proposal was the Future Airspace VFR Implementation Group (FASVIG) which no longer exists as an entity. As the controlling authority, NATS Southampton has provided the information to progress this PIR.**

i) [Insert additional requirement #2]

**None**

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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
<b>This RoCSA had no adverse impact on the ANSP (NATS Southampton) and was welcomed by the GA S&amp;RA aviation stakeholders (see 'g' below)</b>	
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
<b>There were no conditions</b>	
c) Did the implementation occur on the date(s) identified in the Decision Letter?	Yes

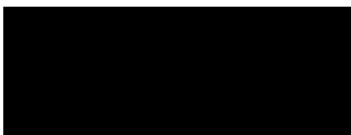

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General Observations	Status
d) Was there a significant delay between the planned and actual implementation date?	Partially
<b>The only delay was the protracted development of the RoCSA proposal due to the resource within FASVIG and that they were working on two proposals simultaneously. The implementation date was not, however, delayed.</b>	
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?	Yes
<b>FASVIG informed its GA members of the airspace change</b>	
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
<b>Director Airspace4 All Services Ltd (ex FASVIG – the original sponsor) recently indicated that the change was welcomed at the time and there had been no subsequent feedback or complaints. Indeed, he suggests that today’s GA pilots accept the revised airspace as the norm and that the previous design was quickly forgotten.</b>	

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?	<b>Yes</b>
<p><b>An airspace change that was welcomed by the GA airspace users and which had little or no impact on the controlling authority at NATS Southampton.</b></p> <p><b>Thanks to the assistance from NATS Southampton in completing this report, I recommend that this RoCSA (ACP) PIR is complete.</b></p>	

Decision and Sign Off	
Based on the above, does the Decision Maker conclude that the PIR assessment for this ACP complete?	<b>Yes</b>
<p><b>I agree with the recommendation of the PIR which is now concluded.</b></p>	
<p>Signed: </p> <p>Name: </p> <p>Principal Airspace Regulator</p>	
Date: <b>23/10/2024</b>	