

## Safety and Airspace Regulation Group

## Airspace Change Process

### Post Implementation Review Data Request (Scaled)

<b>ACP Project Reference:</b>	<i>ACP: 2015-018</i>		
<b>Title of Airspace Change:</b>	Belfast TMA Reclassification		
<b>Change Sponsor:</b>	NATS		
<b>CAA Decision Document:</b>	<a href="https://www.caa.co.uk/media/e1ndztx1/belfasttma-decision.pdf">https://www.caa.co.uk/media/e1ndztx1/belfasttma-decision.pdf</a>		
<b>CAA Decision Date:</b>	14 April 2016	<b>AIRAC Date(s):</b>	26 May 2016
<b>PIR Data Submission Requested:</b>		<b>PIR Data Submission Required by:</b>	

## 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.

<p>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.</p>	<p>The airspace change proposal sought to reclassify those areas of the Belfast TMA that were Class E to Class D, so that both the Belfast TMA and airport CTR/CTAs would become standardised as Class D controlled airspace.</p> <p>Management indicated that the change has been a positive experience for Management and ATCOs and closed a loophole in our operation. It means that we now comply with UK legislation and that all airspace in which we operate has the same rules and requirements thereby reducing ATCO workload.</p> <p>Overall, it was considered that as all volumes of CAS now operate under common rules, all the airspace within NATS’ operation is of the same classification, and that classification affords a known traffic environment, therefore overall workload has decreased for ATC staff.</p>
<p>b) On 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).</p>	<p>As the airspace change proposal did not seek to revise the airspace structure nor amend the established flight procedures, there were no additional conditions associated with the approval and implementation of the airspace reclassification.</p>
<p>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.</p>	<p>There was no initial anticipated implementation date.</p>

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

**N/A**

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

NATS has indicated that there have been no significant issues that have arisen since the reclassification of the airspace

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.

In addition to the normal promulgation procedures, NATS ensured that other airspace users were engaged at every stage of the development and implementation

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)).

Since the original PIR sponsor's response received from NATS indicated that the two GA airspace users groups (UGC and UHPC) needs had seemingly been accommodated as no feedback had been received, a recent trawl by the CAA for more current feedback has indicated that the UHPC would like to again negotiate with NATS to determine whether an increased operating area could be considered and included in a revised LoA.

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

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

**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?	<b>Yes</b>
<b>The intended objective was to standardise a complex airspace structure and to maintain a safe and efficient operating environment for the controlling authority and all other airspace users.</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)?	<b>N/A</b>
<b>Other than the reclassification to the airspace, there were no other changes either required or implemented, so no conditions were applied by the CAA.</b>	

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c) Did the implementation occur on the date(s) identified in the Decision Letter?	<b>Yes</b>
<b>Initially, there was no set date. However the implementation of the reclassification occurred on the date designated by the Decision letter.</b>	

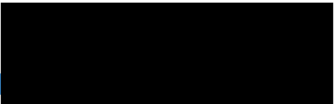

<b>General Observations</b>	<b>Status</b>
d) Was there a significant delay between the planned and actual implementation date?	<b>No</b>
<b>No</b>	
e) Has there been any other issues of significance that occurred during the period 12 months after date of implementation?	<b>Partially</b>
<b>Evidence shows that there were no significant issues identified within 12 months of implementation. However, when AR recently made contact with the local GA operators signed up to the LoAs, they requested that a larger volume of airspace in which to operate could be considered by NATS and then written into a revised LoA.</b>	
<b>It is suggested that CAA (AR) should follow this up and re-engage with both the GA stakeholders and NATS (NSL).</b>	
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?	<b>N/A</b>
<b>Other GA stakeholders were engaged during the project development</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?	<b>Yes</b>
<b>As indicated, the original response received from NATS indicated that the two GA airspace users groups (UGC and UHPC) operating in that area, had initially not provided any feedback. A recent trawl by the CAA for more up to date comment has indicated that the UHPC would like to again negotiate with NATS to determine whether an increased operating area could be considered and included in a revised LoA. I plan to make contact with the sponsor and request that contact is again established to revisit the airspace requirements for all operators and to achieve a more contemporary harmonious operating environment.</b>	

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Other information of relevance (if appropriate)	Status
h) [Insert additional requirement #1]	Choose an item.
i) [Insert additional requirement #2]	Choose an item.

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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>A somewhat fragmented project, this PIR was initially addressed as a draft submission by the sponsor back in 2017. When put in the context of this Scaled PIR template, the detail that was initially submitted generally served to meet that which was required to satisfy the assessment of the ACP. However, it was considered practical and fundamental that to enable an accurate and current assessment of the operational status, we again make contact with the sponsor and review other airspace users' requirements.</p> <p>Although the operational context of the reclassified Belfast TMA delivers a harmonised IFR environment that operates under common rules and has simplified the controllers' day-to-day overall workload, NATS(NSL) now needs to again engage with the local GA operators to determine whether there are opportunities to accommodate their current requirements.</p> <p>From a PIR perspective, NATS has provided information that shows this airspace reclassification ACP achieved the objectives outlined in the original justification and enables me to recommend that this PIR is satisfactorily concluded. However, I will liaise with the sponsor and recommend that collaboration is again invited with the local GA airspace users to review their updated activities.</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>
<b>I concur with the summary and recommendations of thre Project Officer</b>	
<p>Signed: </p> <p>Name: </p> <p>Manager Airspace Regulation/Principal Airspace Regulator (delete as applicable)</p>	
Date: <b>21/06/2024</b>	