

Data request to facilitate Post Implementation Review (PIR) of ACP14-2

PROPOSED INTRODUCTION NEW UPPER AIR ROUTES OVER SOUTHWESTERN UK AND OFF THE SOUTHERN COAST OF IRELAND

Relevant events since change (if any)

Please confirm whether, since implementation, there has been a significant increase or decrease in aircraft movements and/or a change in the type of aircraft using these routes, or some other relevant event, this should be set out here as background context.

Since implementation of these routes in 2014 there have been year on year increases in traffic throughout all NATS sectors from 2.1 million to 2.5 million flights per annum, with Oceanic traffic (the main user of these routes) increasing by a similar percentage.

Data to be collected from Change Sponsor for the purpose of the PIR.

Please confirm that implementation occurred on the dates identified in the Decision Letter.

Yes

Please explain if the actual implementation date was not as identified in the Decision Letter.

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

Other than normal promulgation activity (e.g. NOTAM, AIC etc.) request please identify what steps were undertaken to notify stakeholders that the airspace change was about to be implemented.

Usual airline and MOD engagement via the ACP process

Please report whether there have been any unforeseen or unintended operational impacts of the proposal.

No

Objective(s)

The route changes were proposed to provide a more efficient network over the northern Celtic Sea (off the south coast of Ireland) primarily for operators crossing

southwest England or northwest France routeing to/from the North Atlantic. Please confirm whether this objective has been met.

Yes

Operational Assessment

Safety

Please provide comparison data concerning AIRPROX/MOR for 12 months before the date of implementation and for the period of 12 months after date of implementation.

No AIRPROX reports either 12 months before or 12 months after the date of implementation

Operational feedback

Please report whether there have been any unforeseen or unintended operational impacts of the proposal.

No

Air Navigation Service provision

Please confirm whether additional resources were recruited and trained to support revised operation.

No

Utilisation and Track Keeping

Please provide data to confirm whether utilisation data is as expected. Please also provide comparative analysis of track keeping for 12 months before the date of implementation and for the period of 12 months after date of implementation.

These routes were introduced to allow airlines to flight plan routes which had been offered by controllers for a number of years prior to their introduction. Track keeping has been in line with that expected of predominantly RNAV equipped aircraft.

Traffic

Please provide analysis of traffic levels for 12 months before the date of implementation and for the period of 12 months after date of implementation.

Letters of Agreement

If applicable, please confirm whether any new or revisions to Letters of Agreement were required prior to implementation and whether any revisions were required during the period 12 months after date of implementation.

Both the Shannon/LAC and Brest/LAC LOAs were updated in line with this change

Environmental Assessment

Please provide analysis of the environmental impacts of the Airspace Change. The analysis should provide consider impacts in relation to noise, CO2 emissions and local air quality and should identify whether the impacts were as anticipated in the proposal and/or CAA Decision.

Direct Route	No. of flights in 2015	Fuel Burn Savings per Year (Tonnes)	CO ₂ Savings per Year (Tonnes)	Cost Savings per Year (£)	Route distance reduction (NM)
NAKID – ARKIL (Bi-Directional)	0		--	--	--
NAKID – LEDGO (Bi-Directional)	6936	122	388	£79,395	1.5
NAKID – LULOX (Bi-Directional)	76	1	2	£424	2.5
DAWLY – ARKIL (Bi-Directional)	0	--	--	--	--
DAWLY – LEDGO (Bi-Directional)	3	--	--	--	--
DAWLY – LESLU (Bi-Directional)	97	5	15	£3,140	17.3
DAWLY – LULOX (Bi-Directional)	0	--	--	--	--
DAWLY – MOPAT (Bi-Directional)	213	12	39	£7,909	5.0
LESLU – DOLUR (Bi-Directional)	254	11	34	£7,024	4.0
BANBA – DOLUR (Southbound)	4147	38	121	£24,753	1.7

TALIG – EVRIN (Northbound)	529	5	17	£3,569	2.1
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Ministry of Defence Operations

Please provide analysis of Ministry of Defence feedback received during the period 12 months after date of implementation.

No adverse feedback received from MOD

Any other impacts

Please confirm whether any other issues of significance have occurred during the period 12 months after date of implementation.

No