

SWANWICK AIRSPACE IMPROVEMENTS PROGRAMME AD 1 POST IMPLEMENTATION REVIEW REQUIREMENTS

19 December 2017

Serial No	Reference	CAA PIR Requirement (references to RSAD stated where applicable)	CAA Use
Operational Data			
1	Operational Report 2.17 ¹ (2.16) 2.17 (2.16) 2.17 (2.16) 2.17 (2.16) 2.18	Provide details of any occurrence when controllers have had to take appropriate action to ensure that safety of traffic within CAS is not compromised by traffic operating in adjacent airspace structures, i.e. TRA002, Class G or the Portsmouth Danger Area complex as applicable: RSAD 3.1 N514 and TRA002. RSAD 3.2 N19 and TRA002. RSAD 3.4 Y321 and TRA002 / Class G. RSAD 3.5 L982 and D036, D037 and D038. RSAD 3.6 OTMET1G/VASUX1G STARs and D036, D037 and D038.	
2	Operational Report 2.18	RSAD 3.4 Provide details of any infringements of TRA002 / Class G airspace at the EXARO turn on ATS Route Y321.	
3		Provide details of any infringements of D036, D037, D038, D039 when notified as active.	
4		Advise the CAA of any incidents where separation is eroded as a result of the airspace design where route spacing was proposed and approved by the CAA in accordance with the parameters provided in CAP1385.	
5	Operational Report 5.1.c	Provide any details of operational issues associated with the airspace design, (including any issues with the 'floating holds' at BILNI, KATHY and DOMUT Holds), and what action was taken to address any issues.	
6		Details of any database coding issues and action taken to resolve.	

¹ (Note – this RR entered in Op Report Section 2.17 by error – relevant to Section 2.16 but left as is in for editorial reasons)

7		Provide an annual summary of any 'segregated operations' in the Portsmouth danger area complex which required the closure of CDR L982 and whether any issues arose.	
8		Provide an analysis to illustrate whether the anticipated operational benefits of the change proposal have been achieved.	
9		Provide feedback on the use of the TELTU triangle with monitoring of any associated MOR's with the use of 3nms in Area Control's Airspace. Including any STAR reported which may indicate an increase in distracting or desensitisation of separation alerts generate by iFacts caused by TC using 3nms rather than the required 5nms in AC airspace.	
		Environmental Data.	
10	Env 1	Provide aircraft track plots to illustrate the traffic flows of the new design compared to the design prior to the change. Diagrams provided as part of the PIR must be <u>directly comparable</u> with equivalent diagrams provided as part of the proposal. There should be no changes to style, format, scale, colour-coding etc.	
11	Env 2	Provide an assessment of the impact upon CO ₂ emissions as a result of the airspace change, using the same methodology as for the proposal, but updated as required using actual post-implementation data (e.g. to replace or update any assumptions used, to use actual track profiles and actual track mileages. The emissions assessment must be consistent with the pattern of traffic reflected in any associated track diagrams provided for the PIR. A commentary describing any variance with the forecast impact must also be provided.	
12	Env 3	Sponsor to provide sufficient data or appropriate rationale to support any claimed environmental impacts (positive, negative or neutral) that were made in either the consultation material or proposal documents.	