

Birmingham ACP Assessment Meeting Minutes

05 April 2022

Meeting No. 1

Attendees		
BAL 1	BAATL Safety and Compliance Manager BAATL Head of Air Navigation Services BAL Head of Sustainability CAA CAA CAA CAA	
BAL 2		
BAL 3		
CAA 1		
CAA 2		
CAA 3		
CAA 4		
Apologies		
N/A	N/A	
Notes		
Reference	Description	Action Owner
TNT-001-N1	<p>BAL 2 explained that historically Birmingham Airport has had a set of non-radar procedures and associated with these are 3 non-radar SIDS – TNT1K, DTY1F and TNT4G. These SIDS are published within the AIP for non-radar use only. BAL 2 confirmed that these SIDS have not been used in the last 8 years and believes that prior to this, these SIDS were only used for practice/training exercises. Informed that BAATL have recently reviewed non-radar procedures that ATCOs were nervous about employing procedural control when vast majority do not have procedural rating or procedurally validated at EGBB. It has taken a lot of effort to keep them comfort and thankfully there has never been an event where all radars have failed. BAL 2 explained therefore that a decision was taken to change non-radar procedures in which these SIDS are no longer required. Explained that BAATL simply wish to delete these SIDS. Confirmed a Statement of Need has been completed and an ACP has been opened. Confirmed there is difficulty in completing the ACP as diagrams of affected airspace are required, which is not applicable in this case as nothing will be affected by this change, puzzled on how to proceed with this proposal.</p> <p>BAL 1 informed that this recent review took place following a letter received from the CAA regarding the use of ground-based VOR and conventional SIDS. These three SIDS were identified as not being used as part of the review. BAL 2 highlighted that TNT1K is RNAV whilst the other two SIDS are conventional.</p> <p>CAA 1 confirmed that on previous operational experience these SIDS are never used. Feels like it sounds like a straightforward ACP. CAA 4 said that an options appraisal should not be required in this case. CAA 2 and CAA 3 also agreed with this.</p> <p>BAL 2 confirmed they would like to be able to delete the SIDS before the deadline of 31.12.22. CAA 1 confirmed that CAA would like to see SRD which will need to be updated by the Route Management team. This does not necessarily need to coincide with a NATS build so any AIRAC would be suitable. Would also like to see engagement with NATS and TC/PC with information on a plan and a potential implementation date.</p> <p>CAA 1 cognizant of another ACP currently with the CAA however this is paused at the moment (removal of WCO2Y, ACP-2020-009) – advised there have been discussions on whether this should be reactivated and whether this should run in tandem with the other changes. BAL 2 states that he feels it hasn't been used but would need to check data. CAA 2 feels 3-5 years seems sensible – CAA 1 recalled that WCO2Y was used 141 times within a year (2019) when looking at the initial data and was only used when aircraft were positioning to London airfields historically. BAL 3 agrees it makes logistical sense to run these in tandem however it needs to be explored further to see if it is possible.</p> <p>BAL 2 explained of a third project to change a SID name – confusion between UMLUX and ADMEX with a number of occasions of pilots taking the wrong turn. Various solutions have been taken but to no avail and a simple name change seems to be the most sensible action to take for this. CAA 1 feels it should</p>	

	be a Level 0 change however it will affect the adaptation at Swanwick and the SRD so further investigation is warranted.			
	CAA 1 raised the use of identifiers for runway 15 in particular as there are currently 6 – confirmed this will be an AIP change and will affect the adaptation as well.			
	No further meetings planned; remainder of communication can be done via email.			
Agreed Decisions				
Reference	Description			
Closed Actions				
Reference	Description	Action Owner	Date Closed	
Outstanding Actions				
Reference	Description	Action Owner	Due Date	
New Actions				
Reference	Description	Action Owner	Due Date	
TNT-01-A1	Speak to Chris Blackham regarding WCO2Y and level of ACP required	CAA 1		
TNT-01-A2	Make Chris Blackham aware of UMLEX renaming	CAA 1		
TNT-01-A3	WCO2Y usage data	BAL 1/BAL 3		
TNT-01-A4	Advise BAATL on how to complete ACP with airspace diagrams	CAA 1		
TNT-01-A5	BAATL to engage with TC and PC to discuss proposal, agree AIRAC cycle and align ACP outcomes with NAS update where possible	BAL 2/BAL 1		
Next Meeting				
Date:	N/A	Time:	N/A	
Venue:	N/A			