

'Proposed removal of waypoint BAKER'

Stage 1 Assessment Meeting

11th July 2022



NATS

- Statement of Need
- Background
- Issues and benefits arising from proposed change
- How to address identified issues
- Provisional indication of the appropriate scaling level and notes re Process Requirements
- Draft Timescales
- Next steps

ACP-2022-042 Initiated July 2022
Assessed by NATS as a Level-0 Change

Proposed removal of waypoint BAKER

ICAO have flagged to NATS (following an incident raised by the IAA) that a potential risk exists of pilot clearance error due to waypoint confusion between BAKUR (a point on the UK/RoI FIR Boundary) and BAKER (a waypoint in the SE of England on N601). As BAKER has many less dependencies than BAKUR, this statement of need seeks to address the opportunity to remove BAKER from N601 thus removing the waypoint from the UK AIP.

- Waypoints with similar names can cause miscommunications or misunderstandings of the route clearance between ATC and the flight crew, resulting in aircraft navigating to the incorrect waypoint
- This could lead to a conflict or risk of collision with other aircraft
- One such example exists between BAKUR (a point on the UK/RoI FIR Boundary) and BAKER (a waypoint in the SE of England on N601), both pronounced the same, but spelt differently and 226NM apart*.
- BAKER is on a straight leg portion of lower ATS route N601, in an area of highly tactical controlling and, with the evolution of the surrounding airspace, does not serve any current operational purpose.
- Therefore the opportunity exists to eliminate BAKUR/BAKER waypoint confusion by removing the redundant BAKER waypoint from the UK AIP.
- This change will deliver benefit through safety improvement by mitigating pilot route clearance errors.

*This issue is in the public domain, highlighted by [IFALPA](#)

Baseline (do nothing):

NATS



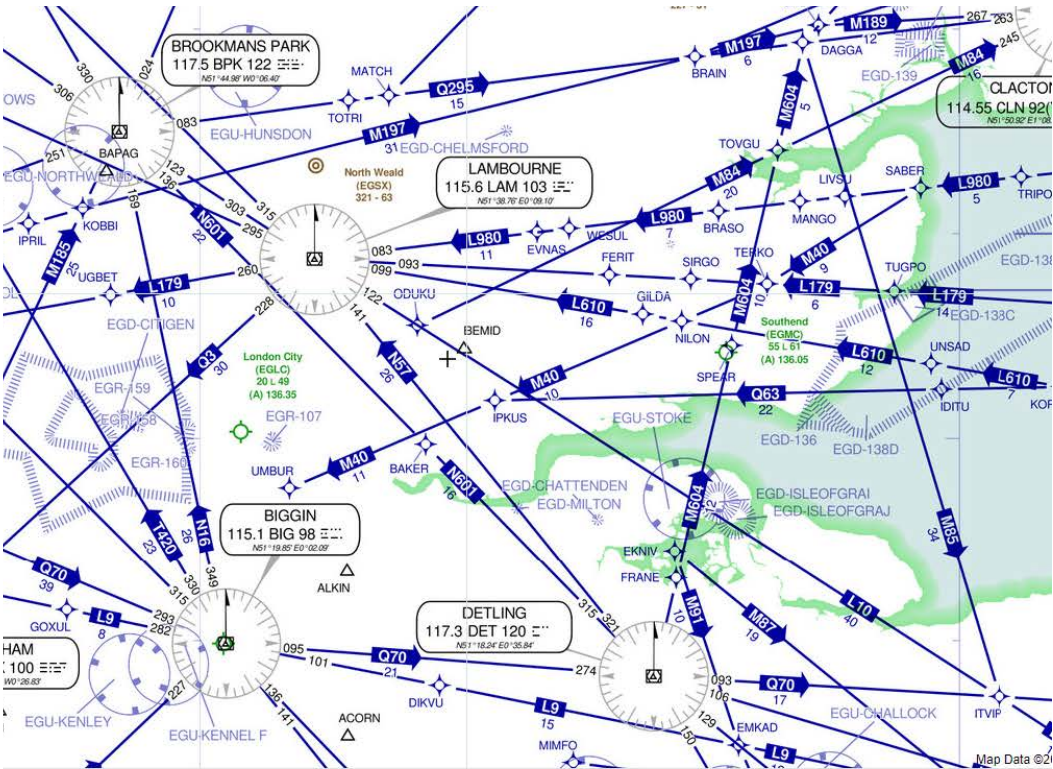
Similarly named
waypoints creating
potential pilot route
clearance error

We will be seeking to
remove this point from
the UK ATS route
network structure

Proposed solution:

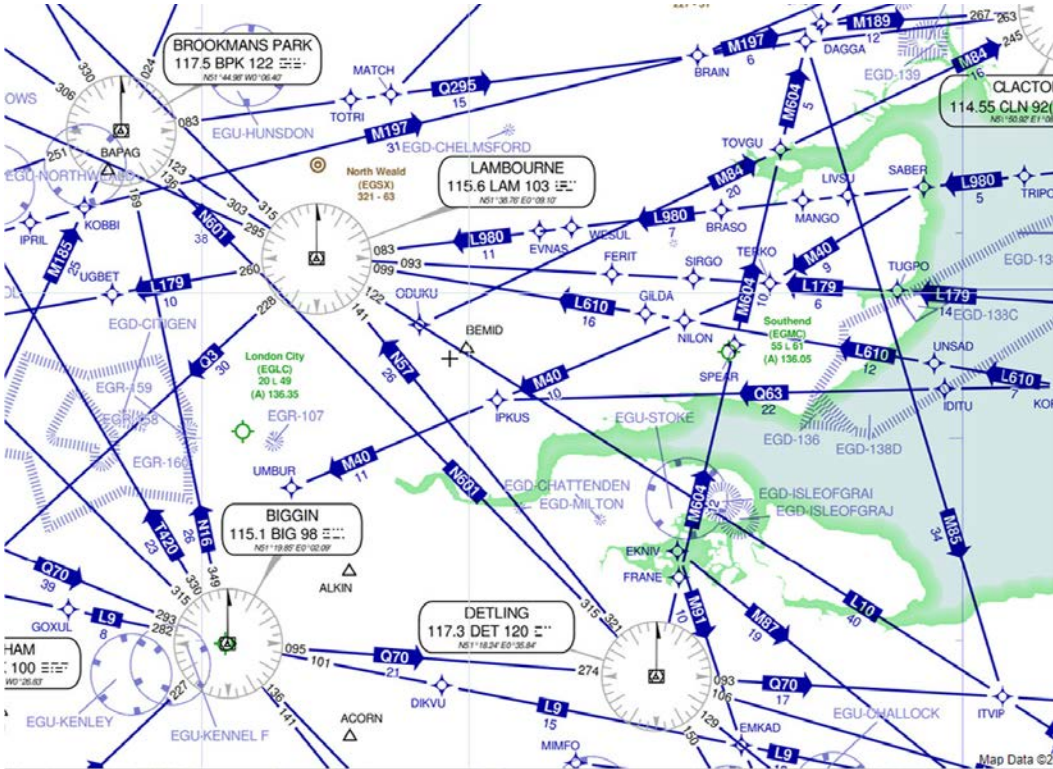


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Current airspace

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Removal of BAKER waypoint

	Existing Route	Proposed Routing
N601	DET-BAKER-BPK	DET-BPK

Benefits

- Improves safety:
 - Reduces errors in ATC/pilot communications
 - Removes a redundant waypoint (improves system capacity)

Issues

- No issues identified.



Provisional Scaling and Process Discussion



- Scaled as a Level 0 Change;
 - Removal of a waypoint on an Area Navigation Route
 - The change is only to Aeronautical Information Publication nomenclature and will therefore not alter traffic patterns
 - In the AIP ENR 3.1 for N601, there is an IFR cruise level change from FL80 to FL100 at BAKER which is likely to be a legacy hangover. The proposal is to remove BAKER such that N601 is from DET to BPK with FL100 as the minimum westbound cruising level all the way. This will not alter traffic patterns and is an administrative change with no impact.

Stage	Date	Doc Deadline/ Submission
Assessment meeting	11/07/2022	As per these slides
Stage 5 - Decide	TBD	(AIP submission deadline 02/09/22)
Stage 6 – Implement	AIRAC 12 2022 (01/12/22)	(AIP submission deadline 02/09/22)

- **Stakeholder engagement**
 - Not required for Level 0 changes
 - No impacted stakeholders
 - No impact on GA
 - No dependent airport procedures; no SIDs or STARs with BAKER
- **Next steps**
 - Upload: Stage 1 Assessment Meeting slides and minutes as required
 - Produce: Draft AIP change request including Aeronautical Data Spreadsheet