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Birmingham International Airport,
Birmingham,
West Midlands,
B26 3QJ

Dear Sir

Birmingham International Airport Standard Instrument Departures from Runway 15: CAA decision Post Implementation Review(PIR)

In our decision letter of the 6th April 2016 to Birmingham Airport Limited (BAL) we highlighted a regulatory requirement to commence the process of a Post Implementation Review (PIR) around one year after implementation of the Airspace Change.

There was a subsequent request from BAL, received on the 1st July 2016, to remove the condition relating to the turbo-prop trial and in our letter to you, dated 13th Feb 2017, and for the reasons outlined, we agreed to your request. (CAP 1398.1 refers).

As you are aware, guidance for a Operational Review under Stage 7 of the Airspace Change Process is detailed in CAP 725 at page 53 ([CAP 725 March 2016](#))

The purpose of the operational review is to assess and validate the success of an airspace arrangement and to identify any operational issues, review whether the airspace change has delivered the expected impacts and benefits, and in the light of that assessment to consider whether it may be necessary to bring about any subsequent refinements to the subject airspace and the ATC patterns and procedures within it. Under that review process it is the change sponsor's role to gather the data necessary for the CAA to carry out the review.

The information which we need you to provide regarding this SID implementation in order that the CAA can carry out that assessment is set out below.

PIR Requirements

We have considered what specific data the CAA needs in order to carry out this PIR. The necessary data that the CAA has identified to date is set out below: -

Provide an update on the progress made on the following:

Investigating further possibilities for noise reduction including the potential implementation of a 3.2° glide slope to runway 33 (and runway 15) which could potentially take aircraft closer to the height they were on approach prior to the runway extension over the communities of Balsall Common and Balsall Street East.

Reviewing the airport's Noise Abatement Procedures to identify and implement the most appropriate procedure to minimise the noise impact on the community of Barston and also other communities impacted by departing aircraft from both runway 15 and runway 33

Traffic numbers

Traffic numbers since 2012, broken down each year as follows:

- Total movements
- Total departures
- Total departures from R15 (all SIDs)
- Total departures from R15 (using the southbound SIDs)

Fleet mix

An annual summary of fleet mix of aircraft using the airport from 2012.

Analysis of feedback

Analysis and summary of complaints/feedback during the 12-month post-implementation period. Breakdown by:

- Number of separate complaints/feedback
- Number of individual correspondents (based on email address or postal address)
- Themes of feedback
- Location – based on postcode where possible

A geographical representation of the complaints/feedback should also be provided, illustrating the respective volume of complaints by location.

Operational diagrams

Operational diagrams that illustrate the pre-implementation traffic patterns (i.e. pre-trial, using the previous conventional SIDs) and compare them with the post-implementation traffic patterns. As far as possible, pre-implementation and post-implementation sample periods should be comparable in terms of dates and flight numbers.

The diagrams should reflect representative periods, e.g. June, September, December, March, or one week from each month.

Diagrams should be in a similar format to those presented as part of the original airspace change proposal, so that direct comparisons can be made.

- Traffic patterns up to 7000ft should be portrayed.
- Track dispersion diagrams that illustrate the radar tracks – one set that show tracks up to 4000ft and a second set to show tracks from 4000ft to 7000ft.
- Track density diagrams (“heat plots”) that illustrate the concentration of traffic patterns.

Radar data

Raw radar data (RAD file format) for June-September 2016.

The CAA also needs to see feedback from the regular operators concerning flyability of the SIDs. We therefore ask that you provide feedback from the members of the FLOPSC and/or any other appropriate fora.

Please could you provide us with details of your stakeholder feedback collection mechanisms and also a link to your consultation portal or website, if used.

After the CAA completes the PIR assessment, we will publish our conclusions on our website. Therefore please ensure that all diagrams you provide are labelled appropriately with periods of traffic samples and numbers of flights, as well, of course, with any detail which is appropriate to explain the diagram.

Should you consider that any data should not be published due to commercial sensitivity, please provide an additional redacted copy that you are content to be published for our consideration.

PIR Submission deadline:

Submission deadline: July 7th 2017

Yours sincerely,


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Civil Aviation Authority
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7th April 2017


www.caa.co.uk