LAMP PIR Requirement A-Env2, A-Env4

Commentary on Track Plots for Stansted SID Usage
Post-implementation of LAMP Phase 1A

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For publication

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Stansted SID Usage – commentary and sample data info

This document provides a brief commentary on the track plots provided for item A-Env2 of the LAMP PIR. These pictures compare consultation document Fig 5 and Fig 6 (2013 radar density data) with the equivalent 2016 sample data using the same settings and the same areas.

A sub-folder contains the relevant track plots in PDF format.

Commentary

Pre-implementation, the traffic splits close to the runway onto two SIDs, approximately 45% CLN/55% DET.

The consultation document Fig 4 (schematic) predicted that almost all traffic would head towards CLN and then would split into two main flows, east 45% & southeast 55% along the new route (U)M84.

The post-implementation arrangements show that 96%+ of traffic routes towards CLN.
NATS flightplan data for the first year of implementation shows that the traffic splits in the vicinity of CLN into two main flows, east 42% and southeast 58% (data based on flights filing via ARTOV L620 or via KONAN M84).

Conclusion

The post-implementation arrangements are consistent with the predictions made in the consultation material.

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