

LAMP PIR

Requirements B10, B14

Commentary on Track Plots for London City RNAV procedures
Post-implementation of LAMP Phase 1A

Prepared by NATS Airspace Change Assurance (CPW)

For publication

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London City RNAV procedures - Introduction



This document provides a brief commentary on the track plots provided for items B10 & B14 of the LAMP PIR. Sub-folders contain the relevant track plots in PDF format. The resolution in these plots is high enough to identify roads and buildings. The track plots were created in a newer tool than that used for the original consultation. The same pre-implementation radar data has been used to create equivalent plots in the new tool, enabling comparison with both the consultation material and with post-implementation radar data.

The file name and page numbering denotes the year, month and altitude band shown in the picture. For example, filename *Density-E-Arr-40-00* has pages *2013-06-E-Arr-00-40*, *2016-02-E-Arr-00-40*, *2016-05-E-Arr-00-40*, *2016-08-E-Arr-00-40* & *2016-11-E-Arr-00-40*.

An equivalent system has been applied to each PDF, which should be self-evident and simple to follow. Filename *BPK* includes traffic using CPT SIDs, both pre- and post-implementation. Filename *DVR* compares pre-implementation DVR SID traffic with post-implementation EKNIV traffic.

This document is divided into three sections:

- B10 Arrivals commentary

- B14 Departures commentary

- Data and information on numbers of flights and a key to the density colour bands

B10 London City RNAV arrivals commentary



Tracks from 4,000ft to the runway using the RNAV1 arrival transition are illustrated via density plot.

Pre-implementation

Arrivals show general convergence over Kent, Essex and London to several wide flows. They start to become more highly concentrated (mostly purple) late downwind (E) or mid-final (W).

Post-implementation

Arrivals show a well-contained purple band starting much further out from the runways. This illustrates that track-keeping accuracy is high such that the main colours shown are purple or blue-grey, i.e. concentrated or off-transition. The width of the flows is far narrower and follows the track of the arrival transition (which starts over the sea to the east), reducing the spread of flights over Kent, Essex and London. The concentration is comparable with the black dots shown in the consultation.

Off-transition flights

Controllers state that flights using the transition follow it well, unless tactically instructed. Off-transition flights are generally manually vectored. They are either RNAV1 flights vectored to achieve a particular approach spacing, or are non-RNAV1.

Strong winds and flyability

Storm Imogen affected the London area on 7/8 Feb 2016, bringing 30kt winds with 45kt gusts from the southwest. There were 26 go-arounds over the two-day period, likely attributable to these gusting conditions, illustrated in a separate whisker plot (filename B10-Whisker-Strongwindgoarounds). This was a W day at LC, so the straight-in arrival transition was not significantly affected. Had this been an E day then we would expect some ballooning around the TODBI/ODLEG turns.

(For point-merge density plots and whisker plots, see item C11.)