

LAMP PIR Requirement B-Env1

London City RNAV Procedures LAeq16hrs contour
impact assessment

Post-implementation of LAMP Phase 1A

Prepared by NATS Airspace Change Assurance (CPW)

For publication

The NATS logo is displayed in a white, italicized, sans-serif font. It is positioned on the right side of the slide, above the AVA logo and document sharing hub text. The background of the slide features a dark blue gradient with two thick, orange, curved lines that sweep across the lower half of the image.

LAMP PIR requirements B-Env1: Leq assessment

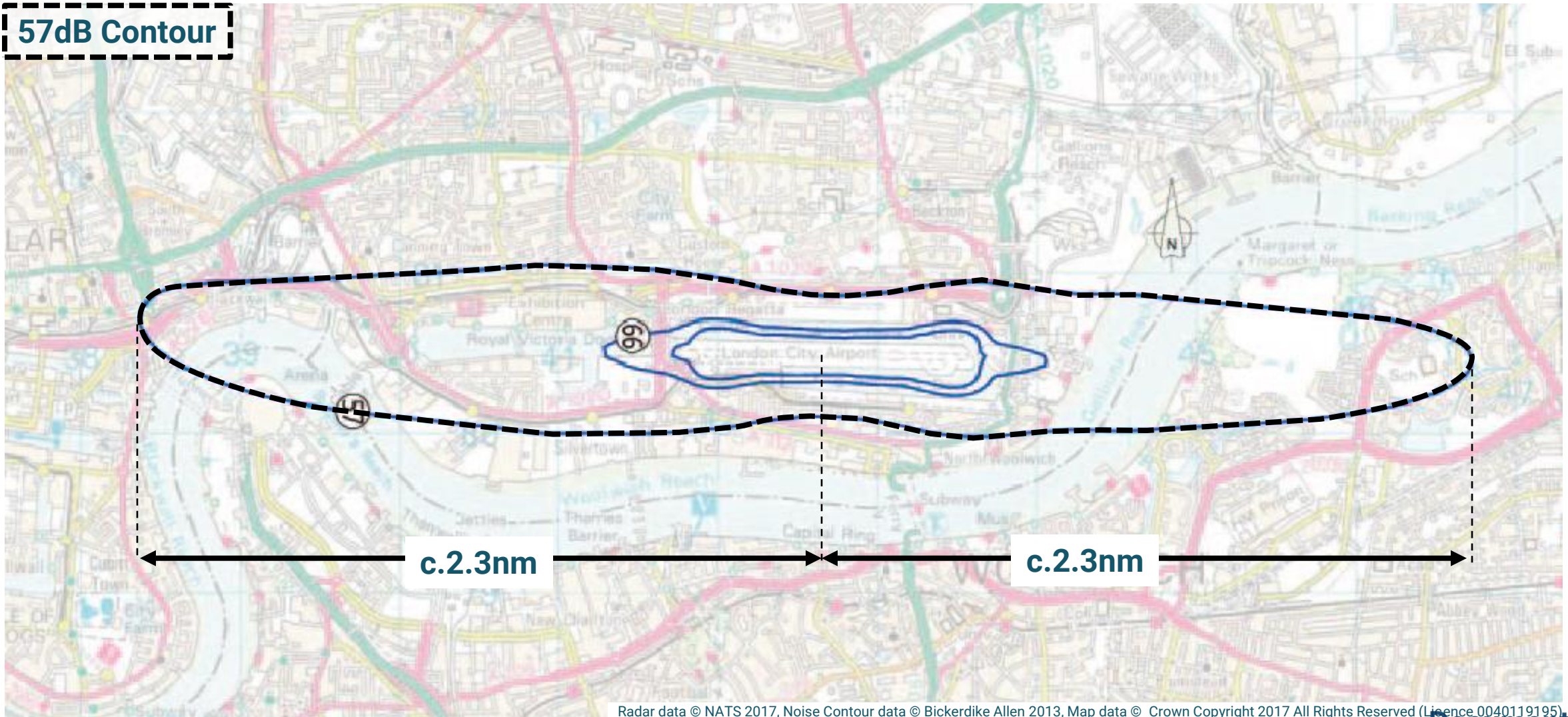


Item B-Env1	requires evidence or rational that no changes to Leq occurred as a result of the implementation of these procedures.
Evidence	is supplied for departures (RNAV1 SIDs) only, comparing post-implementation traffic density pattern with the 2013 year 57dB LAeq16hr contours (supplied by Bickerdike Allen). This radar track density data uses a previous version of the density colouring (red for most concentrated instead of the newer purple). The colour difference is immaterial here.
Argument	The 57dB LAeq16hrs contours end c.2.3nm from the runway. The arrival transitions end c.6nm from the runway, when the flights establish on the ILS. Therefore Leq contours <i>would not</i> be impacted by the implementation of arrival transitions.
Note 1	Radar data for the post-implementation period is acquired lower than for the 2013 sample, which shows a slight “gap”. This means that the post-implementation density patterns start closer to the end of the runways, falsely implying that there were no overflights in the 2013 “gap”. In 2013 aircraft departing from the runway traversed the “gap” but were simply not acquired by radar until slightly later. The pre-implementation traffic density close to the runway ends would be comparable to that post-implementation.
Note 2	This post-implementation earlier-acquisition of radar data occasionally provides odd “spikes” where the return registers in the wrong place for one or two returns, straight off the runway. These spikes are more clearly shown in the whisker plot data provided in item B14 (see example on last slide). These are likely to be reflected returns from tall buildings.
Note 3	The post-implementation picture for February 2016 included the dates 7-8 Feb, Storm Imogen, 30-45kt SW winds. This exceptional gusting would be expected to affect aircraft turns. Even so, the main concentration was unchanged.

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Impact on LAeq16hr contours from 2013

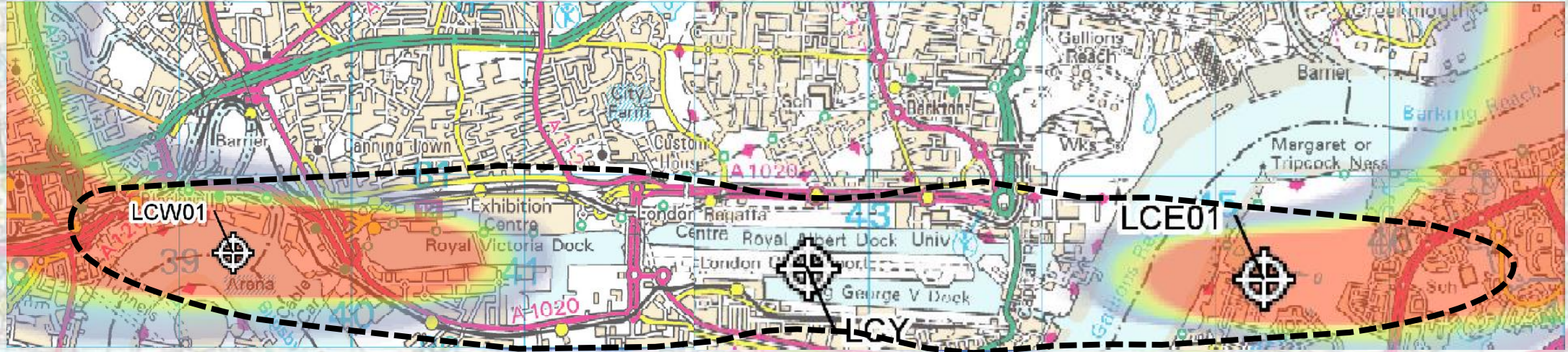
57dB Contour



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2013-06-E, W extracts – Pre-implementation

57dB Contour



Note 1
Typically acquired by radar here, for 2013 sample

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