

LAMP PIR Requirements C11, Env-C1, Env-C2, Env-C4

Commentary on Track Plots for London City Point Merge (Network)
Post-implementation of LAMP Phase 1A

Prepared by NATS Airspace Change Assurance (CPW)

For publication

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London City Network



This document provides a brief commentary on the track plots provided for items C11, Env-C1, Env-C2 and Env-C4 of the LAMP PIR.

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

Tracks using the point-merge structure are illustrated via density plots and whisker plots.

London City Network – Arrivals C11



The pre-implementation arrival arrangements show that arrivals were spread over a wide area of land, at altitudes below 7,000ft.

The post-implementation point-merge structure shows the merge arcs operating as predicted, with a concentration of flights mainly over the estuary towards the merge point descending to 6,000ft and then following the appropriate arrival transition (Module B).

In quieter periods, Westerly arrivals either follow the transition straight down the river, or are tactically directed towards the transition waypoints ATPEV or TOPDU descending to 4,000ft and on to Module B's remit.

In quieter periods, Easterly arrivals are tactically directed towards the start of the pre-implementation downwind leg descending to 4,000ft , thence to OSVEV and on to Module B's remit.

London City Network – AONBs C-Env2 Arrivals



The pre-implementation arrangements show that arrivals were spread over a wide area of land, at altitudes below 7,000ft.

Waypoints DET and SPEAR were aiming points for London City arrivals. DET is in the middle of the Kent Downs AONB, and almost all arrivals from the SE overflow Kent Downs AONB below 7,000ft. Arrivals from the south sometimes overflow High Weald AONB below 7,000ft en route to DET and the Kent Downs AONB. SPEAR has no adjacent AONB. There was no evidence of overflight of Dedham Vale and Suffolk Coast & Heaths AONBs by London City arrivals below 7,000ft.

The post-implementation arrival arrangements show that traffic stays higher and is generally converging over the estuary around 7,000ft. The density plots show that far fewer flights arrive over the Kent Downs AONB and almost none over High Weald AONB below 7,000ft, due to this procedure. There was no evidence of overflight of Dedham Vale and Suffolk Coast & Heaths AONBs by London City arrivals below 7,000ft.