

Appendix A. List of Stakeholders

Airport Consultative Committee Members

Local Authorities

London Borough of Newham
London Borough of Greenwich
London Borough of Bexley
London Borough of Barking and Dagenham
London Borough of Tower Hamlets
Waltham Forest Council
Redbridge and Havering Council
Greater London Authority
Royal Docks Management Authority

Community Representatives

North Woolwich
Custom House
Canning Town
Silvertown
Beckton
West Silvertown
West Thamesmead

Non Voting ACC Attendees

Department for Transport
London TravelWatch
Metropolitan Police
LBN Airport Monitoring Officer
Airport Chaplain

Airlines

Auringy	Lufthansa
Alitalia	Luxair
Blue Islands Jersey	Sky Work
British Airways	SunAir
CityJet	Swiss International Airlines
KLM	

National Air Traffic Management Advisory Committee (NATMAC) Members

Aviation Environment Federation (AEF)	Civil Aviation Authority (CAA)
Airport Operators Association (AOA)	Guild of Air Pilots & Air Navigators (GAPAN)
Aircraft Owners & Pilots Association (AOPA UK)	General Aviation Safety Council (GASCo)
British Airways (BA)	Guild of Air Traffic Control Officers (GATCO)
British Aerospace Systems (BAE Systems)	Helicopter Club of Great Britain (HCGB)
British Airline Pilots Association (BALPA)	Heathrow Airport Ltd
British Air Transport Association (BATA)	Heavy Airlines
British Balloon & Airship Club (BBAC)	Light Aircraft Association (LAA)
British Business & General Aviation Assc (BBGA)	Light Airlines
British Gliding Association (BGA)	Low Fares Airlines (LFA)
British Hang Gliding & Paragliding Assc (BHPA)	Ministry of Defence (MoD)
British Microlight Aircraft Association (BMAA)	National Air Traffic Services (NATS)
British Model Flying Association (BMFA)	PPL/IR
British Parachute Association (BPA)	Unmanned Aerial Vehicles Assc (UAVA)
British Helicopter Association (BHA)	UK Flight Safety Committee (UKFSC)

Appendix B Nominal Centrelines

The design of both conventional and RNAV SIDs are constructed using "nominal centrelines". The nominal centreline assumes the fastest speed, and a shallow maximum angle of bank. This results in the nominal centreline having a wider radius of turns than are typically observed (it is a worst case for design purposes). The following figures show the nominal centrelines (which assume 220kts airspeed, and 20° angle of bank (AOB)) superimposed over flight path density plots of current day traffic. The inner line shows the centreline assuming 90 knots air-speed. Hence all aircraft should be contained within the two lines.

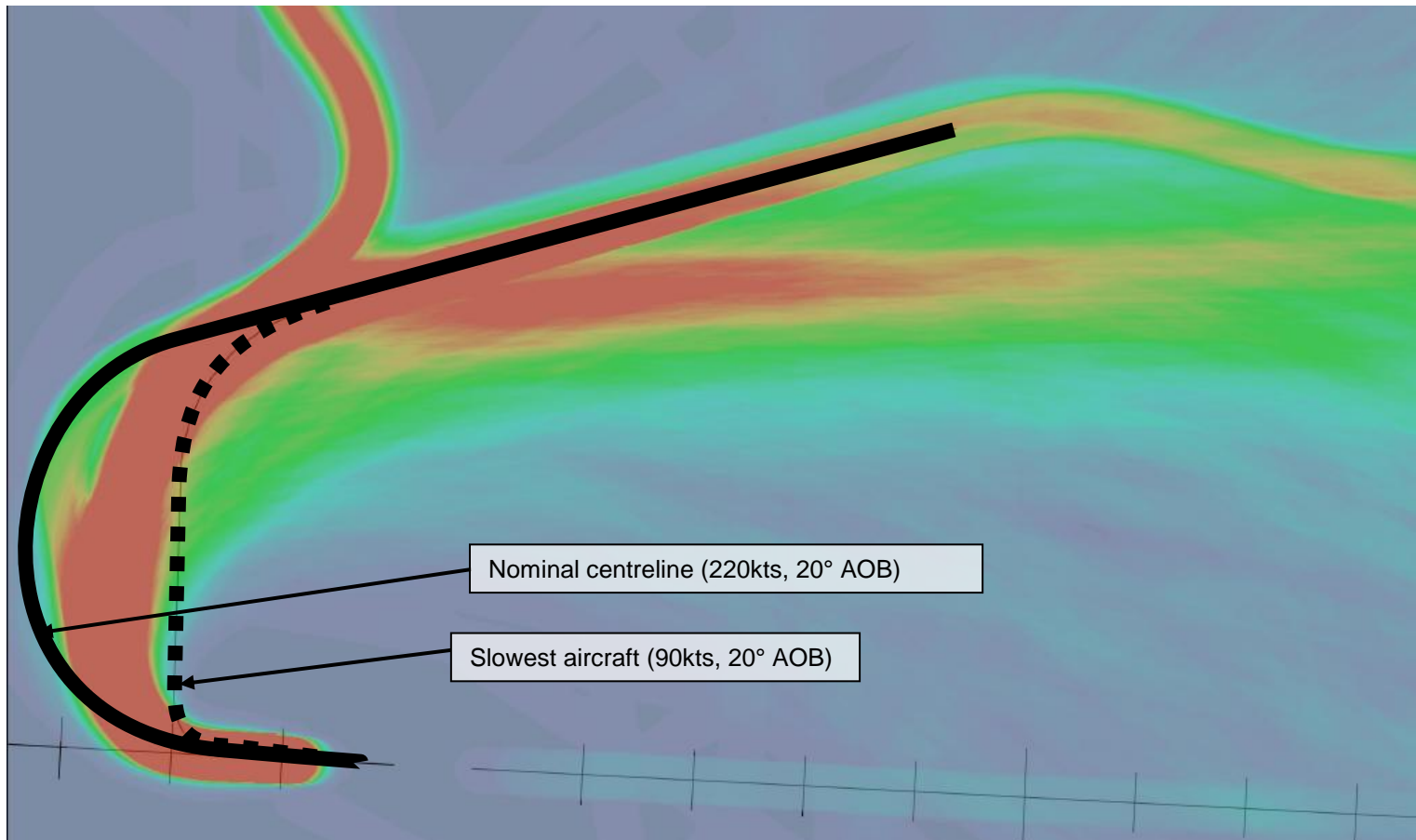


Figure B1 SAM 6T, DVR 5T LYD 5T nominal centreline

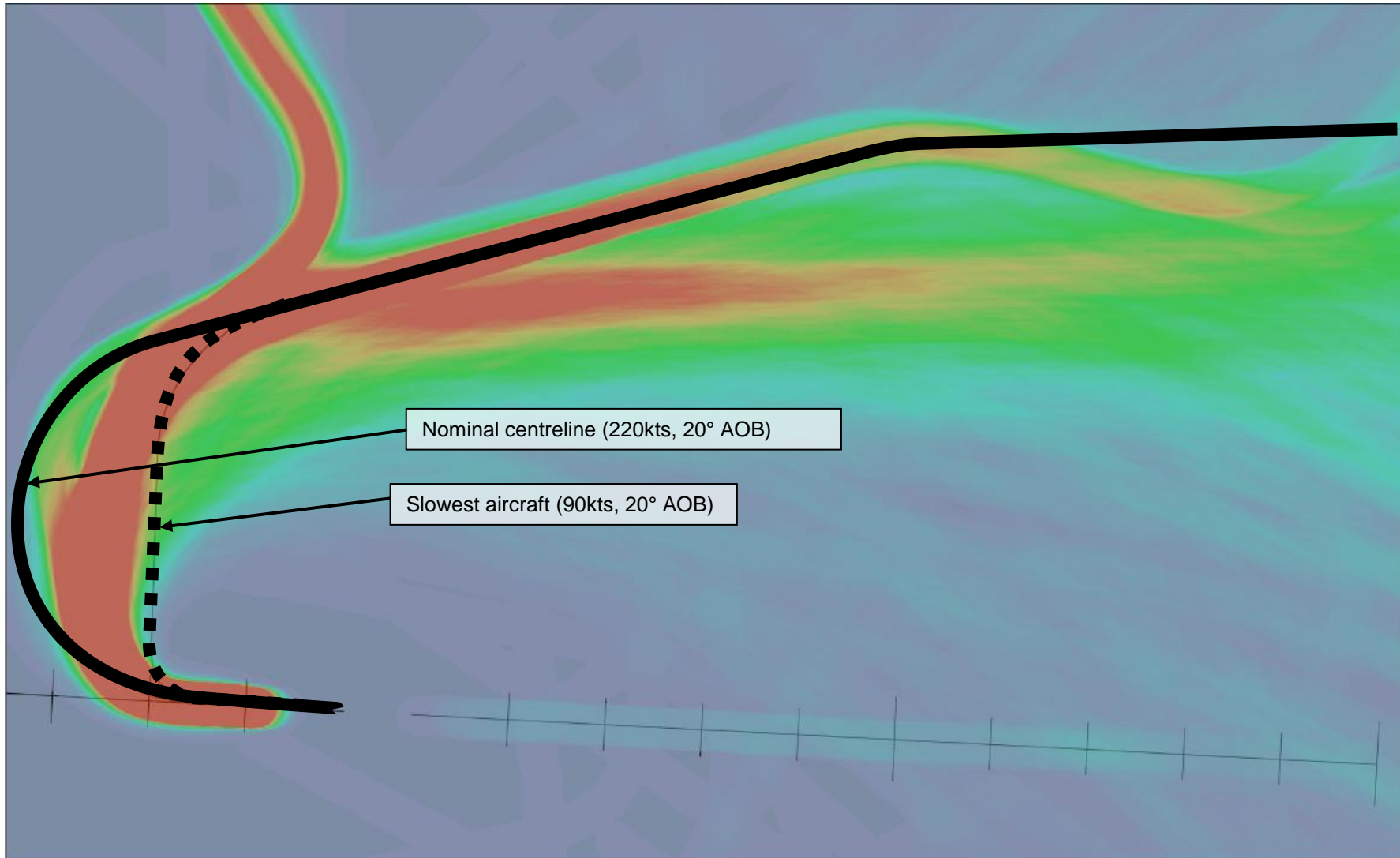


Figure B2 CLN 7T nominal centreline

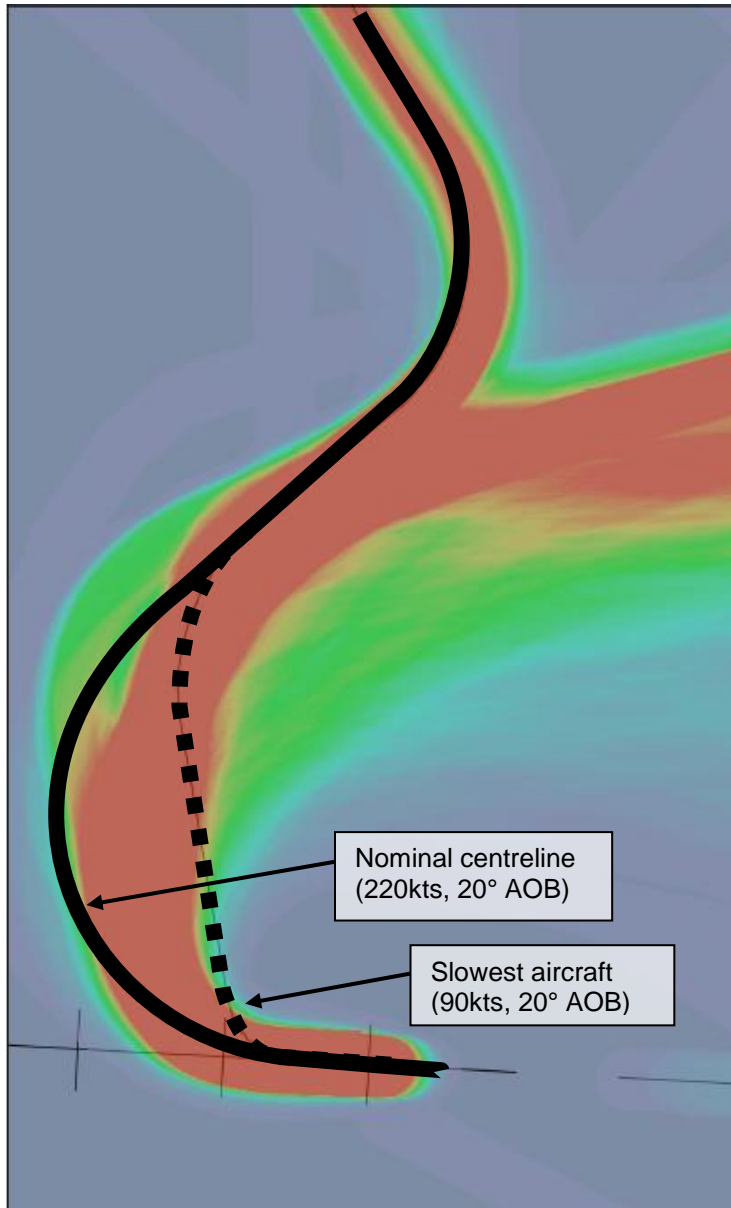


Figure B3 BPK 6T, CPT 6T nominal centreline

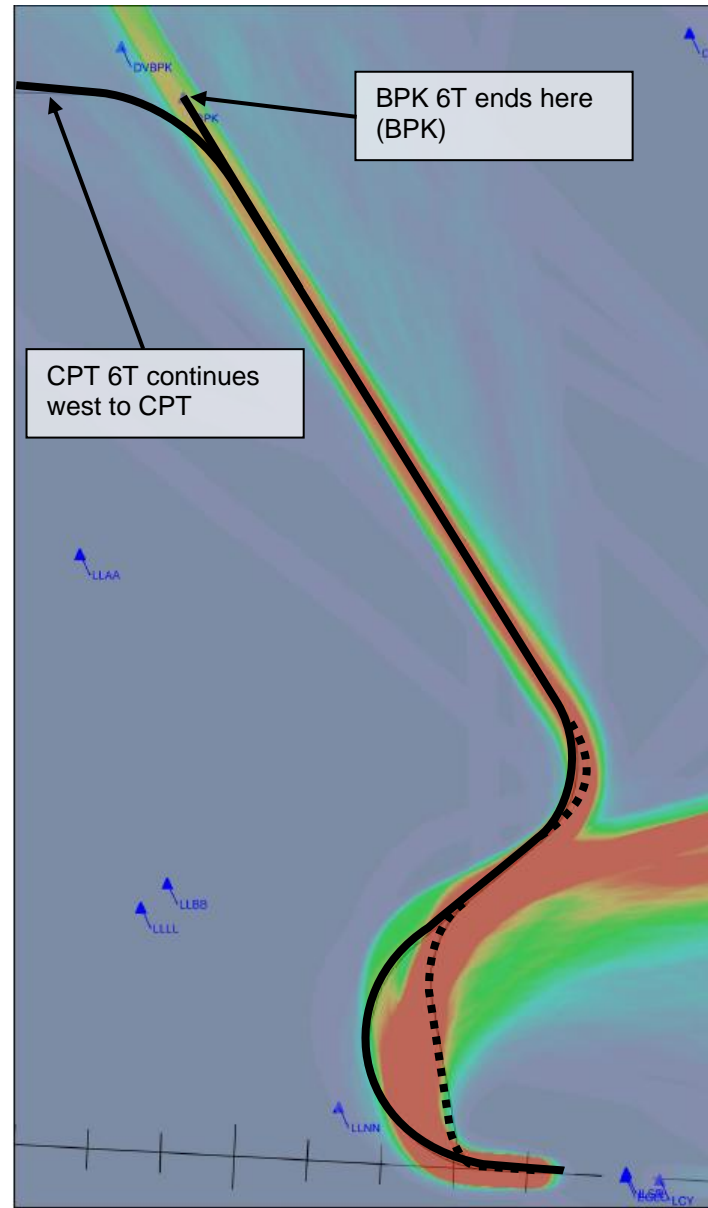


Figure B4 BPK 6T, CPT 6T nominal centreline (zoomed out)

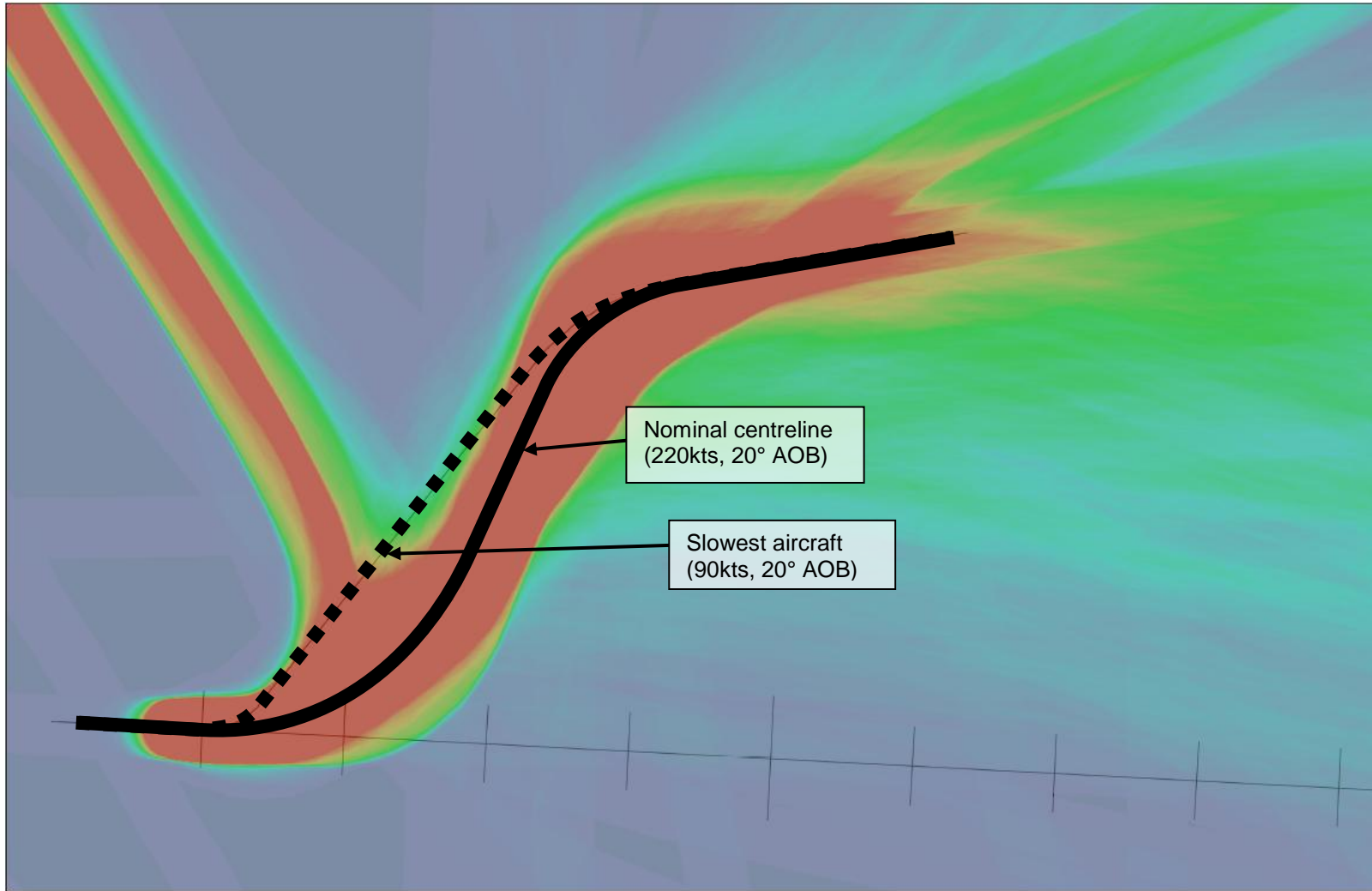


Figure B5 SAM 6U, DVR 5U LYD 5U nominal centreline

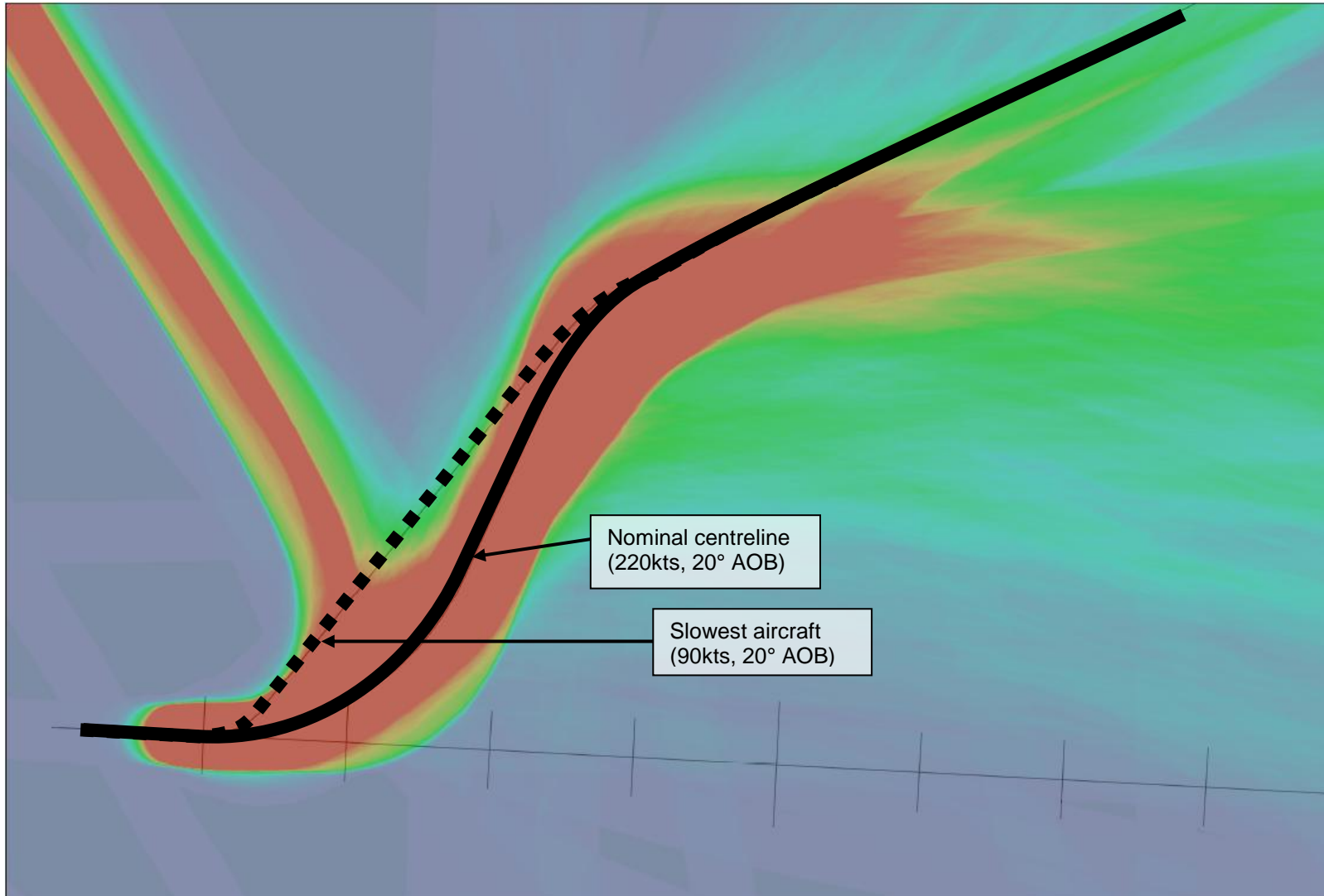


Figure B6 CLN 7U nominal centreline

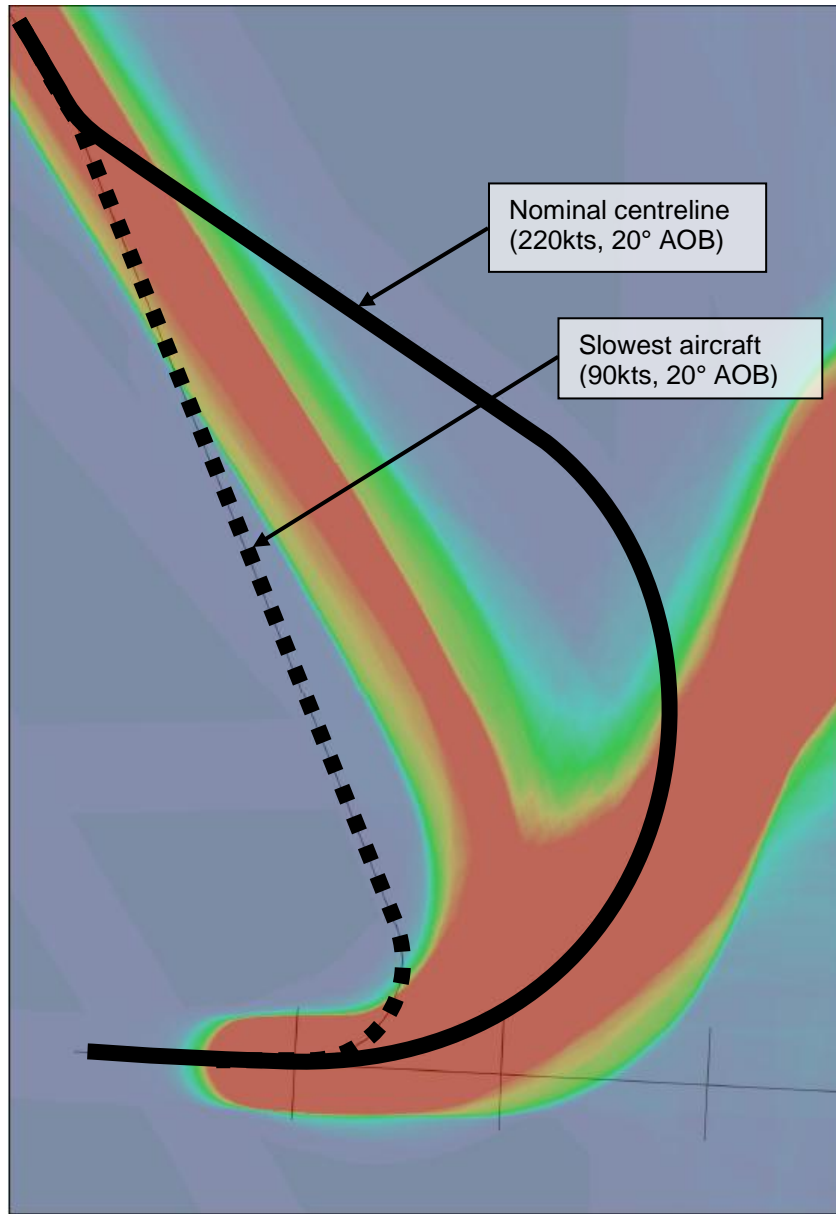


Figure B7 BPK 6U, CPT 6U nominal centreline

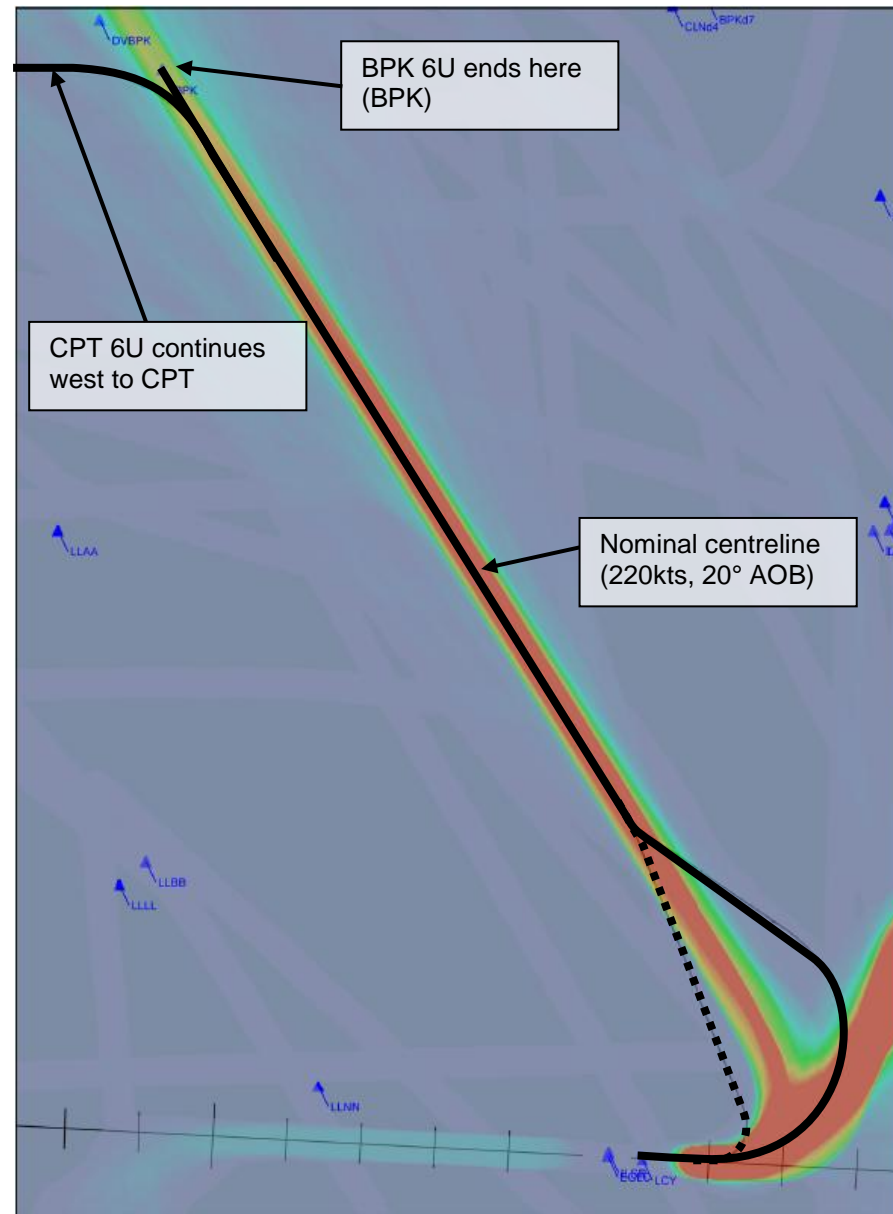


Figure B8 BPK 6U, CPT 6U nominal centreline (zoomed out)

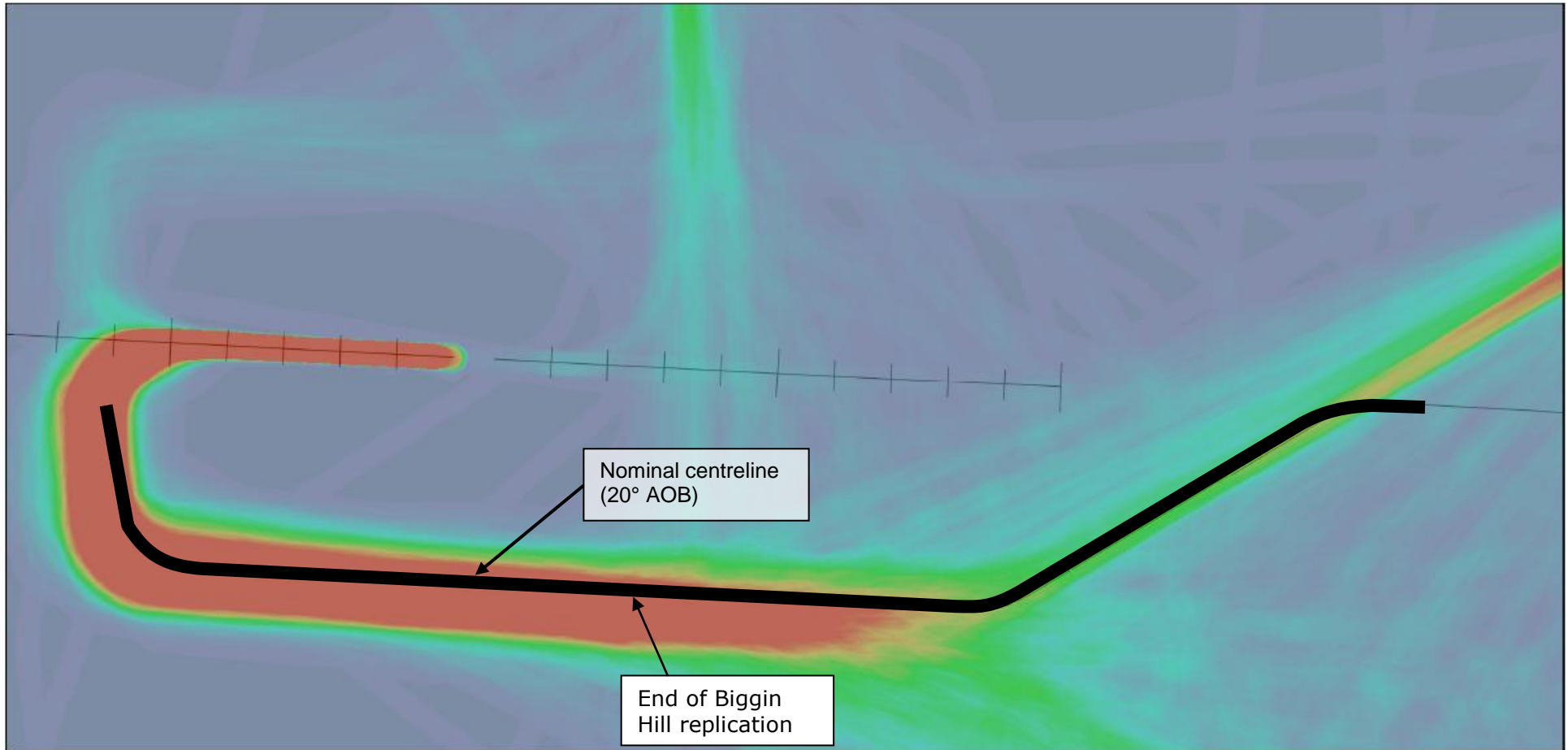


Figure B9 Runway 09 arrival nominal centreline

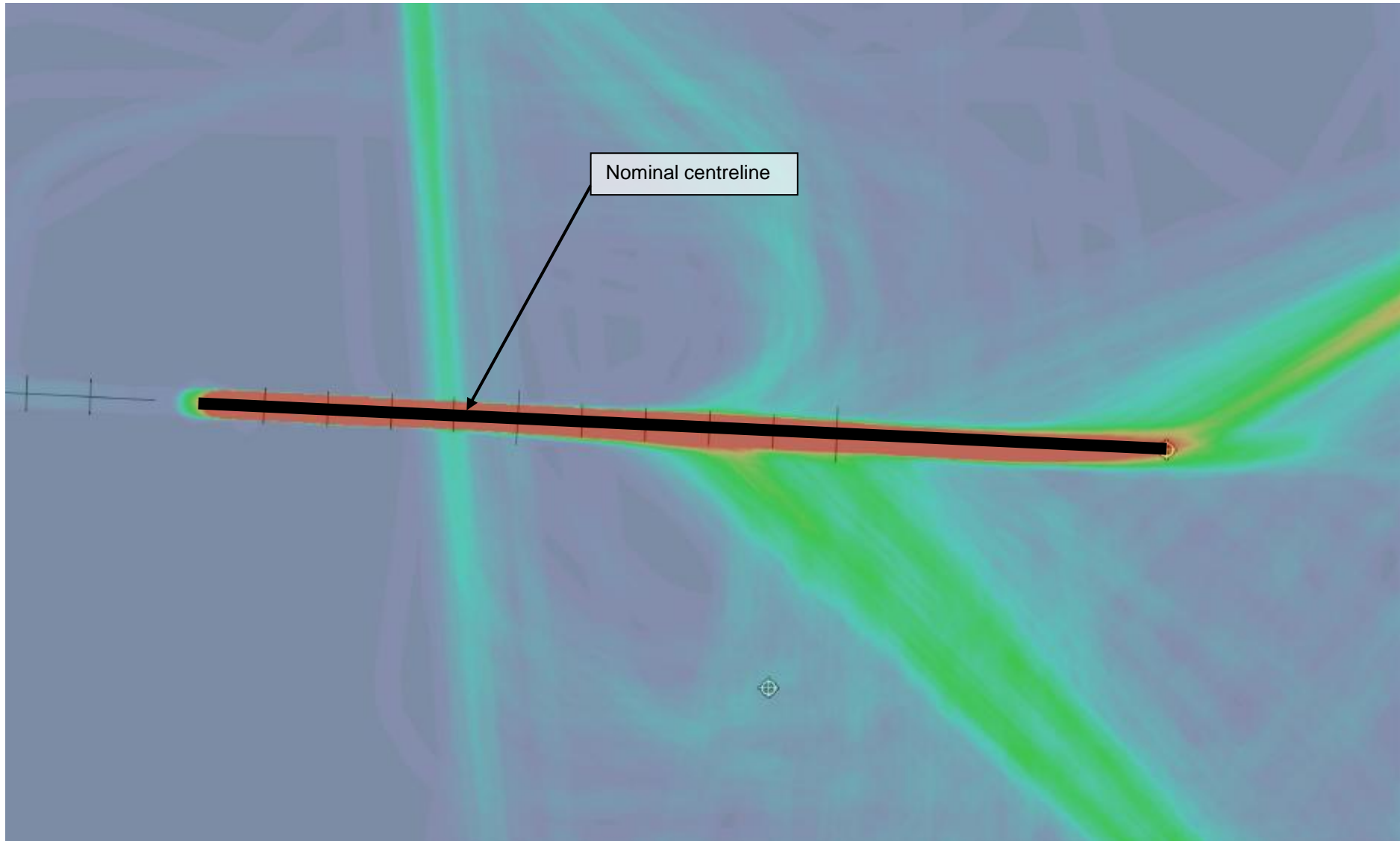


Figure B10 Runway 27 arrival nominal centreline

Appendix C Current Conventional SIDs

This appendix describes the portions of the existing conventional SIDs which it is proposed are replicated by RNAV procedures.

The conventional SID charts are shown with the portion that is being replicated identified.

DVR 5U/5T, LYD 5U/5T

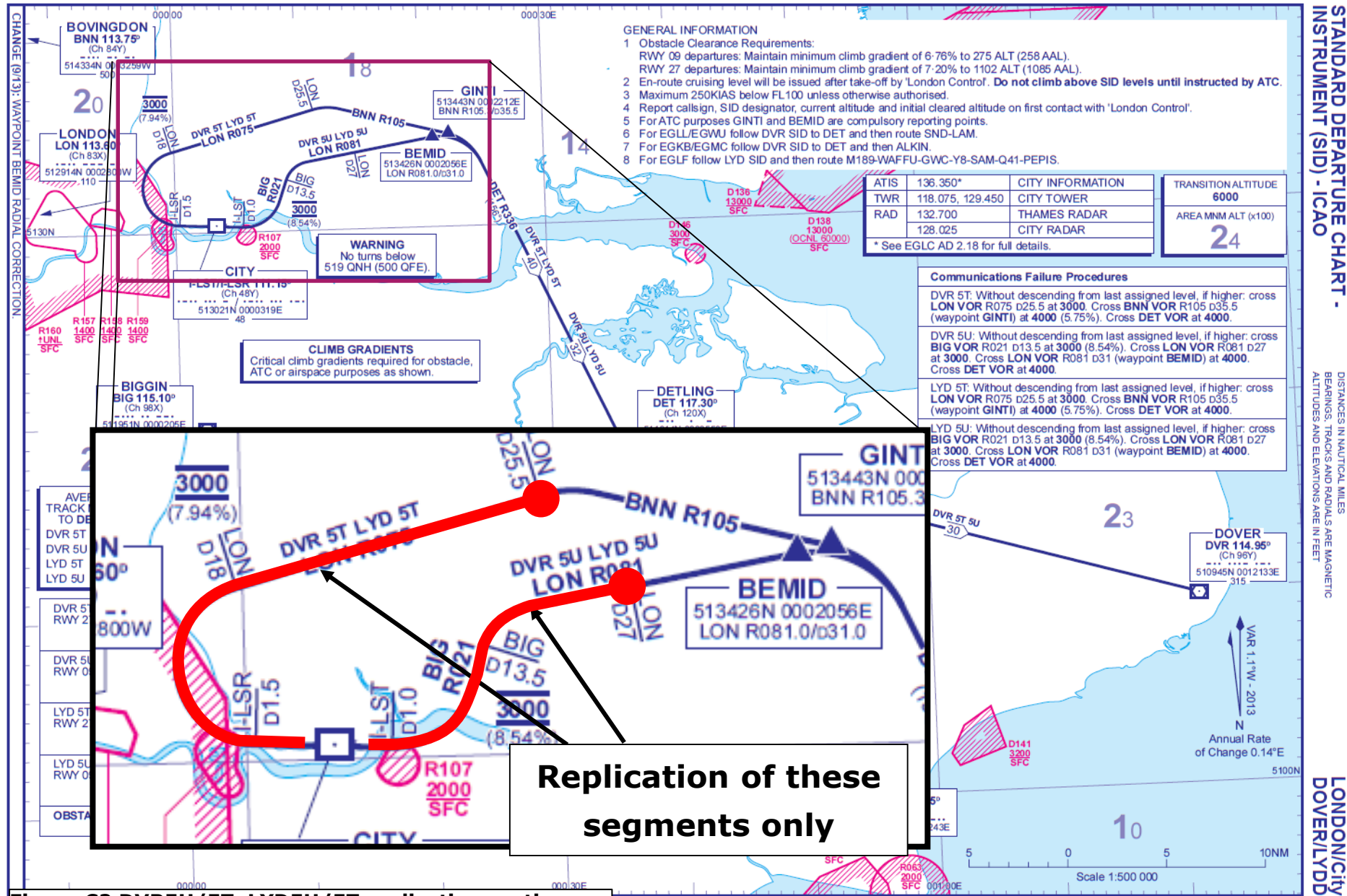


Figure C2 DVR5U/5T, LYD5U/5T replication portions

1.1.1 CLN 7U/7T

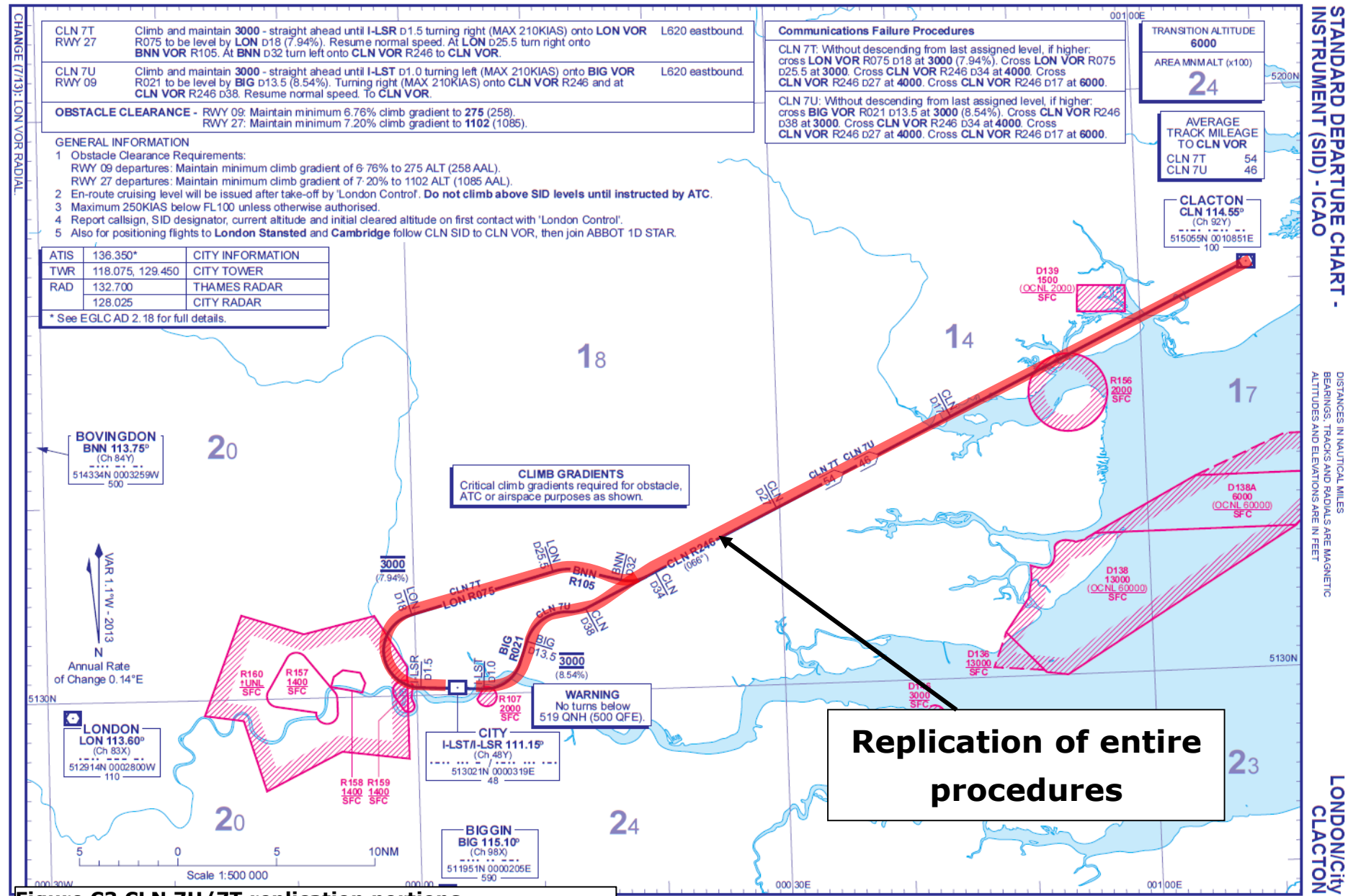


Figure C3 CLN 7U/7T replication portions

Arrivals

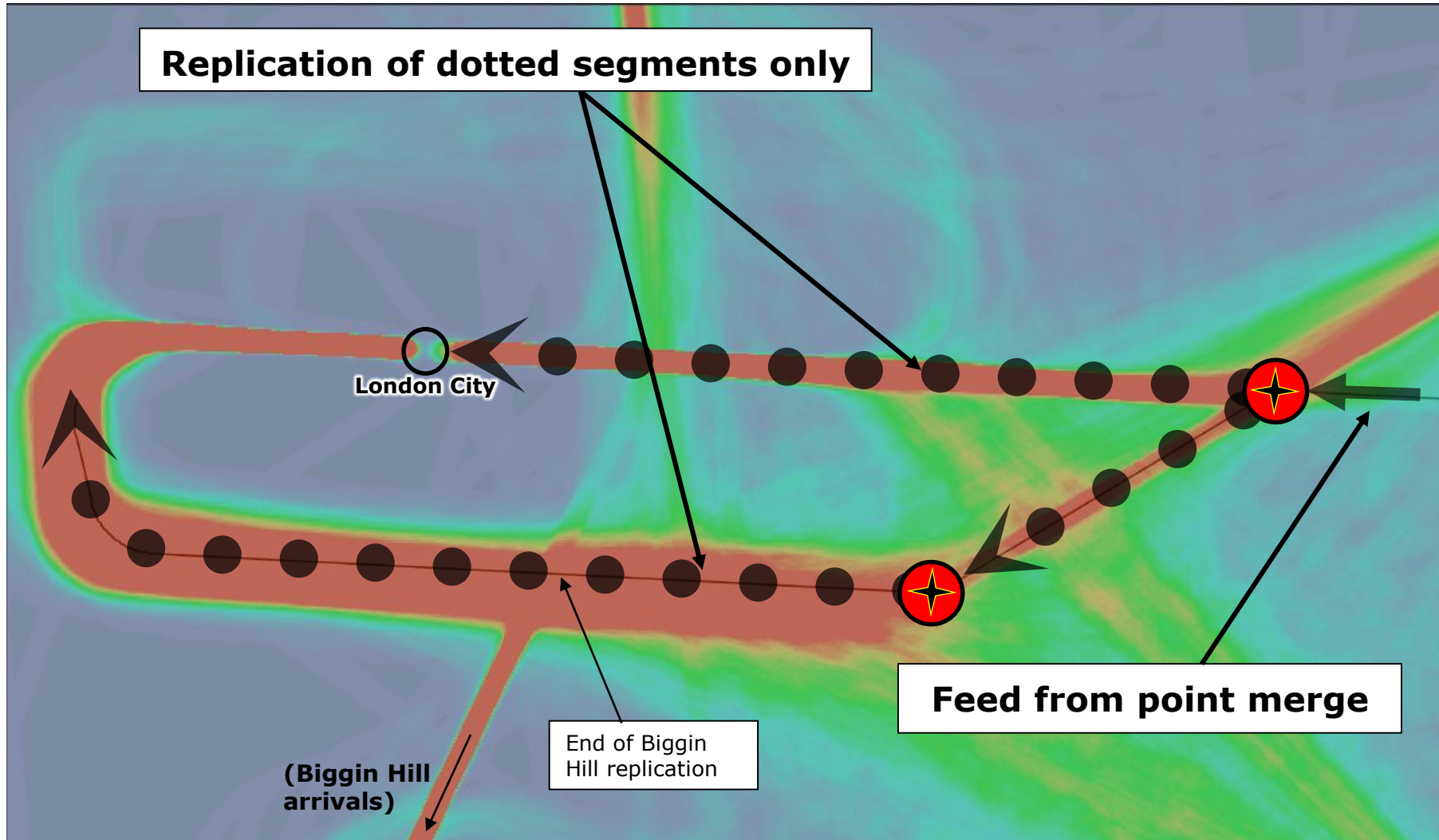


Figure C5: Arrival routes RNAV replication

Appendix D. Acronyms / Glossary

Acronym	Full Term
ACC	Airport Consultative Committee
ACP	Airspace Change Proposal
ATC	Air Traffic Control
ATM	Air Traffic Management
CAA	Civil Aviation Authority
CAP	Civil Aviation Publication
CAS	Controlled Airspace
CDA	Continuous Descent Approach
DAP	Director of Airspace Policy
ICAO	International Civil Aviation Organisation
LAMP	London Airspace Management Programme (airspace enhancement programme being led by NATS)
NATMAC	National Air Traffic Management Committee
NATS	The UKs enroute air navigation service provider (formerly National Air Traffic Services)
NDB	Non-Directional Beacon (conventional radio navigation beacon)
nm	Nautical Mile
RNAV	aRea NAVigation
RNP	Required Navigation Performance (a navigation specification which includes RNAV)
RWY	Runway
SARG	Safety & Airspace Regulation Group (CAA department responsible for regulation of airspace)
SESAR	Single European Sky ATM Research
SID	Standard Instrument Departure
STAR	Standard Terminal Arrival Route
VOR	VHF Omni-directional Range (conventional radio navigation beacon)