LAMP PIR Requirement A-Env2

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

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(V2 corrected)

For publication

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.

Month, Year, Runway dir	CLN Deps	DET Deps	Total Sample	%CLN/ %DET	Specific Dates
Jun 2013 E	379	466	845	45%/55%	01 to 07 June 2013
Aug 2013 W	330	468	798	42%/58%	10 Aug and 12-17 Aug 2013
Jun 2016 E	763	31	794	96%/4%	01 to 06 plus 08 June 2016
Aug 2016 W	915	19	934	98%/2%	01 to 07 Aug 2016

CORRECTED
SEE BOX BELOW

7 days per sample as per original consultation, count based on spatial filtering of relevant traffic flows

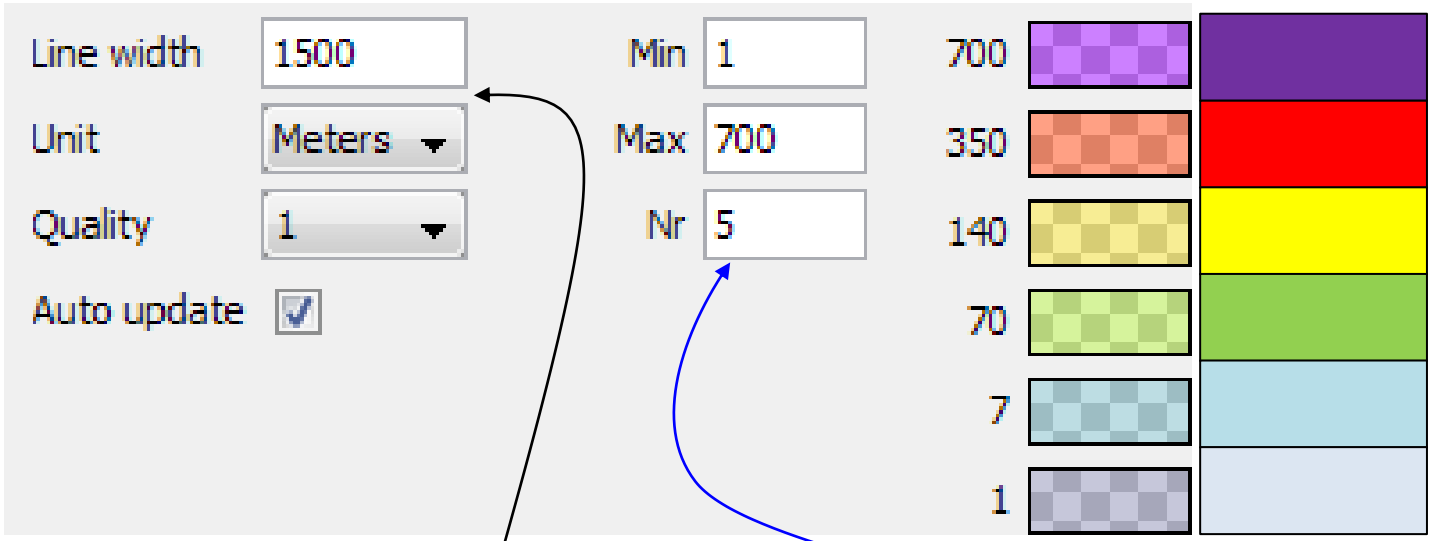
CORRECTED
SEE BOX BELOW

Annually, 04 Feb 16 to 03 Feb 17:

19,787 deps via ARTOV L620 (Equivalent to pre-implementation CLN)
26,865 deps via KONAN M84 (Equivalent to pre-implementation DET)
46,652 deps total via new arrangement, split 42% ARTOV (E, CLN) and 58% KONAN (SE, DET)
Data source FPLs via ARTOV L620 or via KONAN M84 for the period

The June 2016 Easterly data was found to have a blank day in the tool's database (8th), subsequent to the completion of the analysis. This is why the sample is smaller – it only uses **6** days instead of **7** and this went unnoticed. The proportions of CLN vs DET is still correct as that does not depend on the number of days. The annual figures come from an unaffected dataset. The main impact of this error is on the density colour key (next slide).

Stansted Density Plots for LAMP PIR
Updated density tool - Colour assignments – Flights Per Day



100 or more	116.7 or more
50-99.9	58.3-116.6
20-49.9	23.3-58.2
10-19.9	11.7-23.2
1-9.9	1.2-11.6
>0, up to 0.9	>0, up to 1.1
	(June 2016 E)

Each flight in this sample is set to be a 1500m wide track (750m either side of the radar trajectory)

Settings for number of *divisions* between densities, and what quantities define the min/max colour bands

Where a number of tracks overlap *the same place within the 7 day sample period*, it shows the appropriate colour.
The density colours are set to 50% transparent so the underlying OS map can be seen.
E.g. for a yellow colour to be seen, 140-349 flights overflew within 750m of a location *over the 7 day period*
Dividing 140-349 flights by 7 days is "20 to (less than 50)", hence 20-49.9

The June 2016 Easterly data was found to have a blank day in the tool's database (8th June was missing), subsequent to completion of analysis.
The standard key applies to all data **except** 2016 Easterly density pictures.
The **purple key applies to the 2016 Easterly sample** because the colour assignments are the same total number of flights **but** over 6 days instead of 7.

End