

# 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

**NATS**

The slide features several decorative orange lines. Two thick lines run diagonally from the top right towards the bottom left. A thinner line forms a large, sweeping loop on the left side of the slide, crossing the diagonal lines.

# 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.

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# 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.

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# 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.

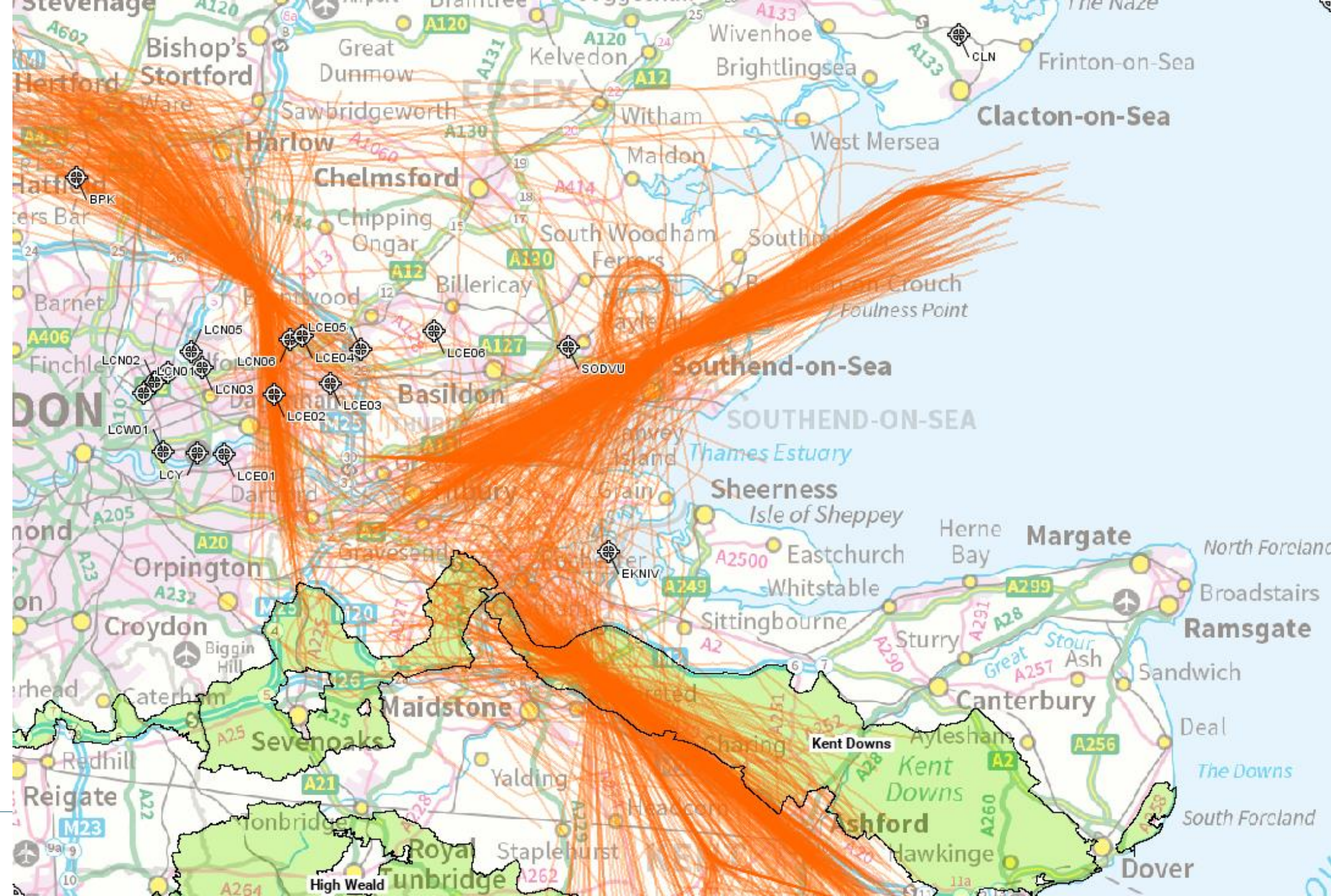
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# London City Arrivals

7,000ft to 4,000ft

Typical Pre-LAMP

(10 days in June 2013, see later slide for data details)

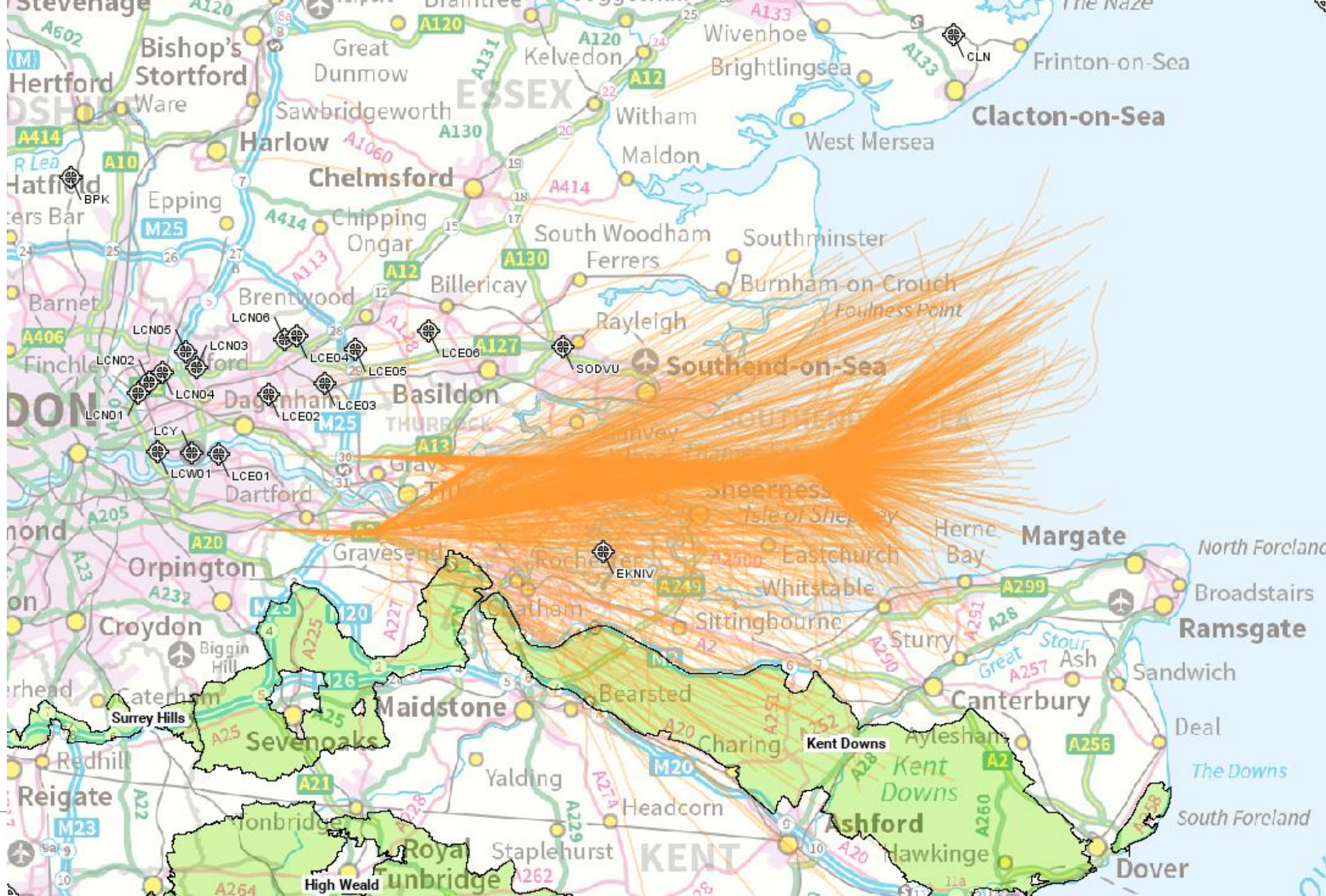


# London City Arrivals

7,000ft to 4,000ft

# Typical Post-LAMP

(10 days in Aug 2016, see later slide for data details)



# London City Network – AONBs C-Env2 Departures



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

Many SE-bound departures were kept below 7,000ft and were tactically vectored SE across Essex and Kent in wide swathes. Some crossed the Kent Downs AONB below 7,000ft. There was no evidence of overflight of High Weald, Dedham Vale and Suffolk Coast & Heaths AONBs by London City departures below 7,000ft. Many departures via CLN to the NE were tactically vectored NE as required. Most BPK/CPT departures headed to BPK and many were tactically vectored NW or W as required.

The post-implementation departure arrangements show that traffic gets higher quicker, and follows narrower overall paths.

Of particular note, most SE-bound departures were climbed above 7,000ft before SODVU and the turn SE towards EKNIV.

Departures via CLN and BPK had similar tactical vectoring, also in a generally narrower overall path.

There was no evidence of Kent Downs AONB overflown below 7,000ft. There was no evidence of overflight of High Weald, Dedham Vale and Suffolk Coast & Heaths AONBs by London City departures below 7,000ft.

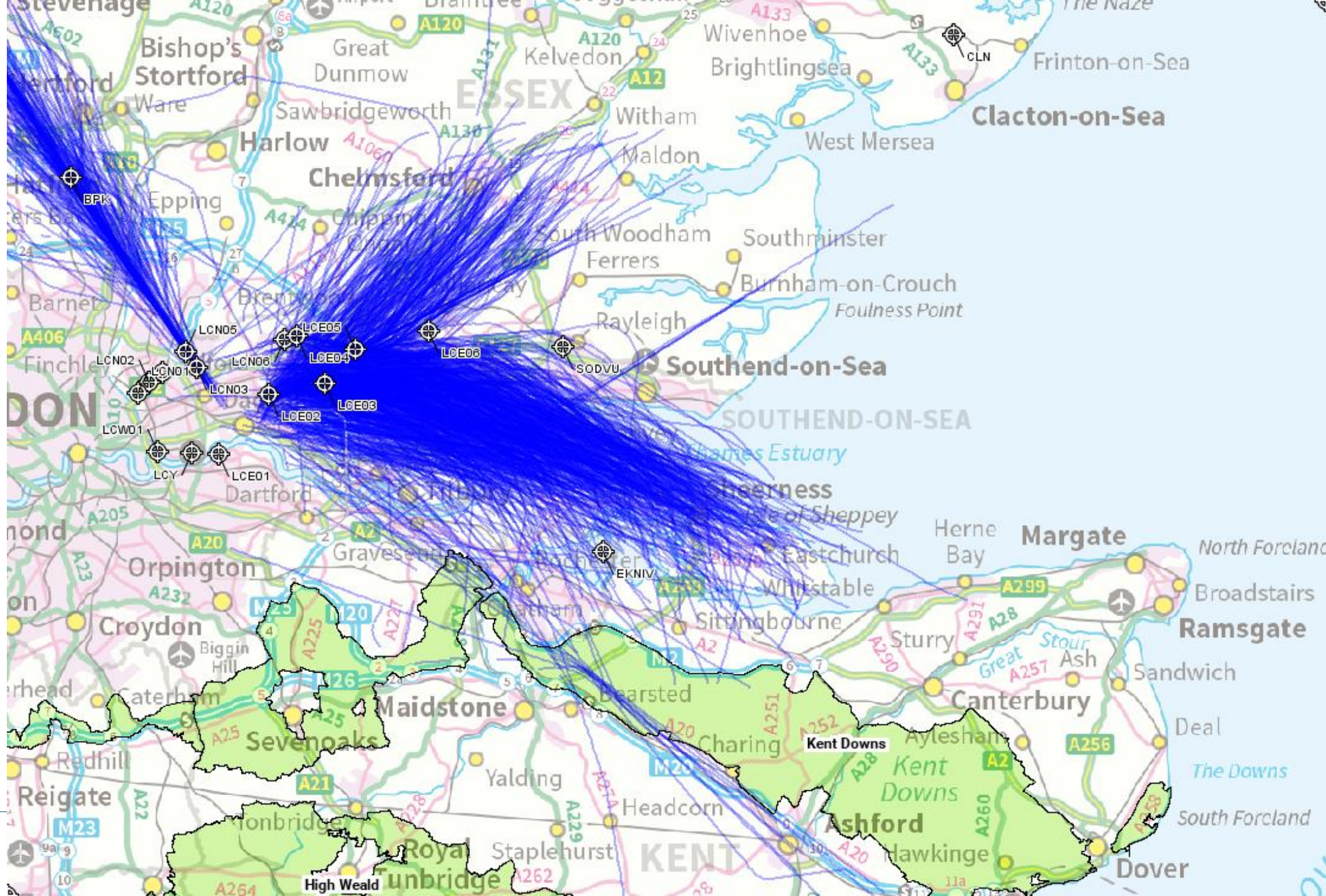
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# London City Departures

4,000ft to 7,000ft

Typical Pre-LAMP

(10 days in June 2013, see later slide for data details)



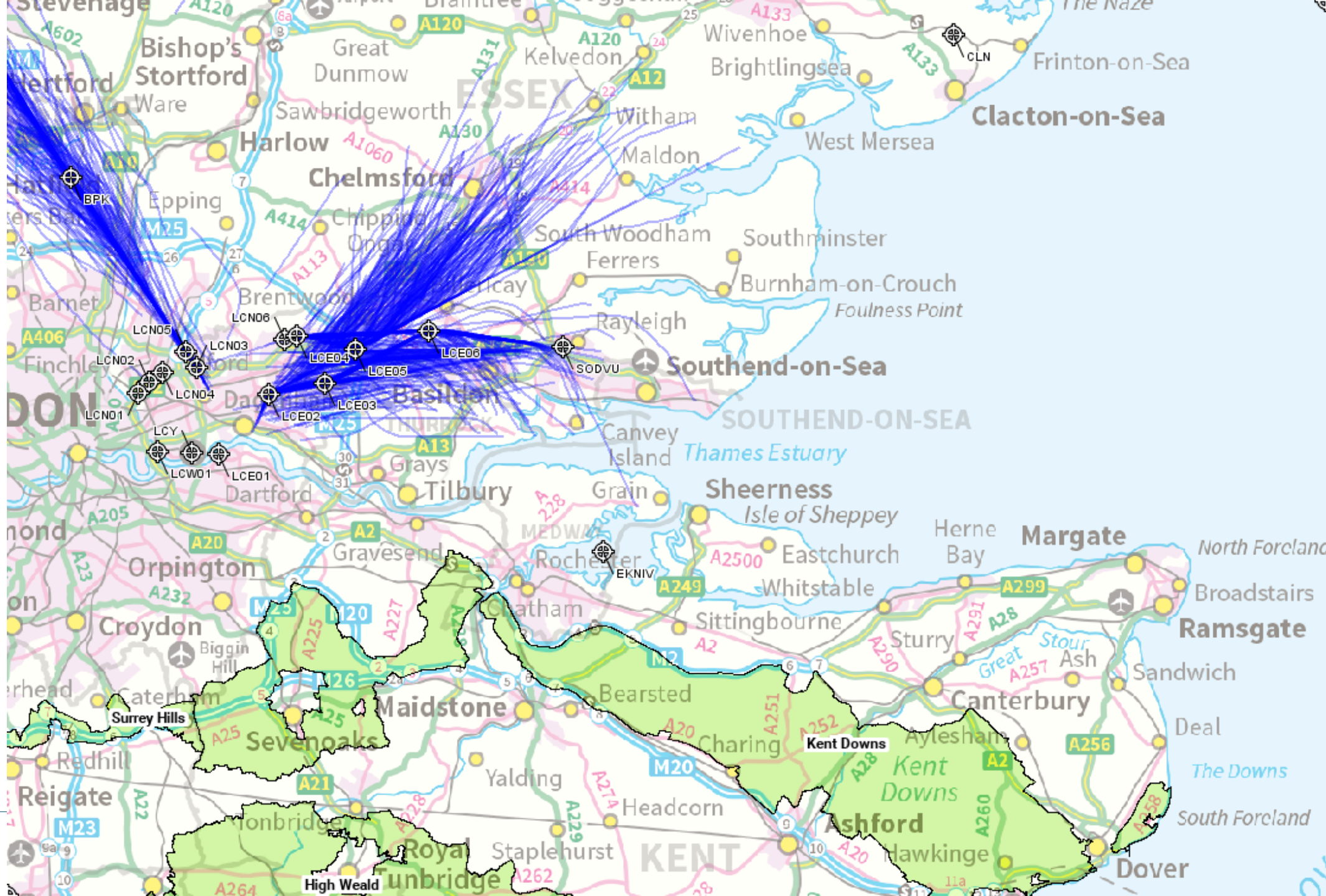


# London City Departures

4,000ft to 7,000ft

## Typical Post-LAMP

(10 days in Aug 2016, see later slide for data details)



# London City Network – Conclusion



Arrivals stayed over the sea for longer, and in a narrower area over land than pre-implementation.

Departures climbed higher quicker, and stayed in a narrower area than pre-implementation.

Fewer flights occurred over AONBs.

The post-implementation arrangements are consistent with the predictions made in the consultation material.

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# Sample data information

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<b>Month, Year, Runway dir</b>	<b>Num Deps</b>	<b>Num Arrs</b>	<b>Specific Dates</b>
Jun 2013 E	681	687	03-07 Jun
Jun 2013 W	672	669	24-28 Jun
Aug 2016 E	595	584	15-18+27 Aug
Aug 2016 W	590	593	09-13 Aug

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End

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