

LAMP PIR

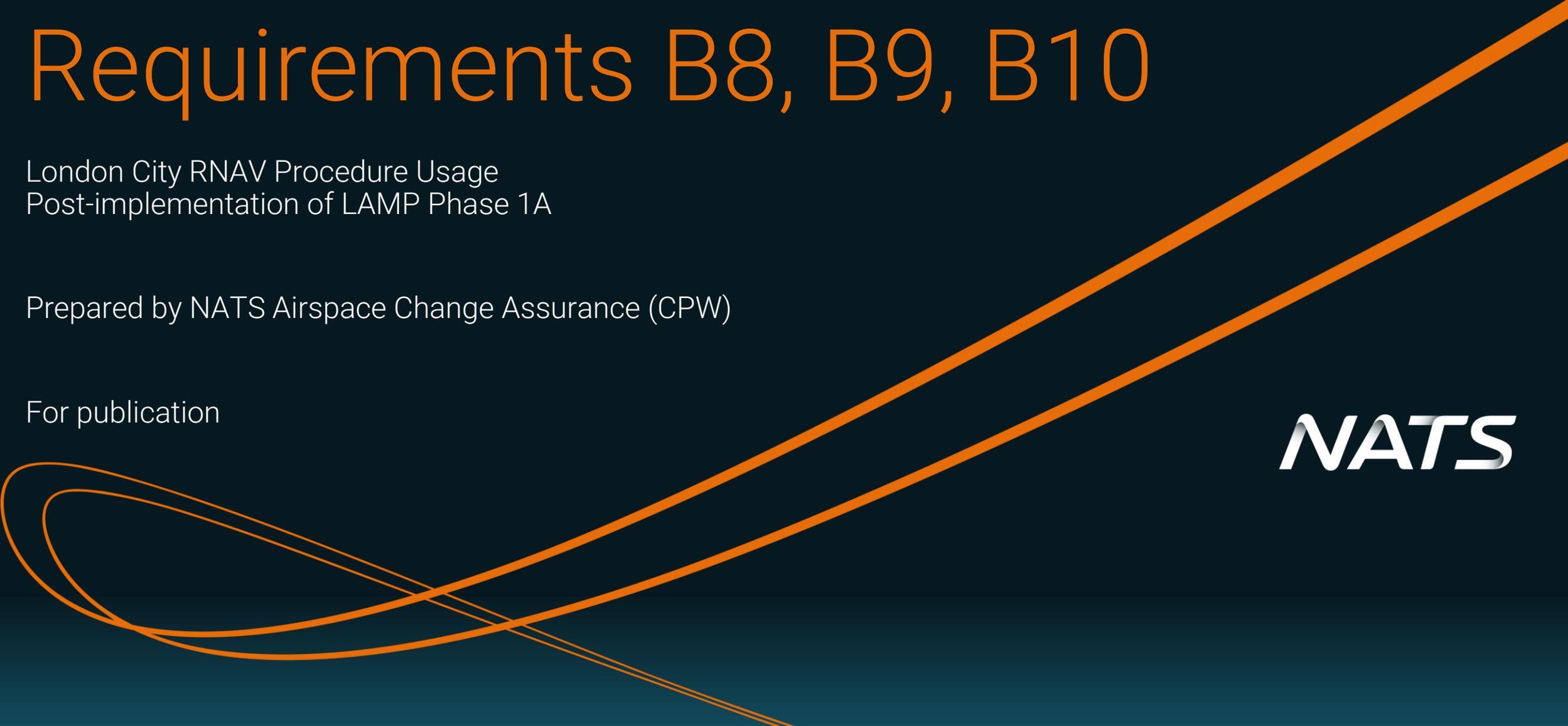
Requirements B8, B9, B10

London City RNAV Procedure Usage
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 start from the top right and extend towards the bottom left. A thinner line starts from the bottom left, loops around, and extends towards the top right, crossing the other lines.

LAMP PIR requirements B8, B9, B10 summary



Item B8 requires quarterly RNAV1 usage data for the newly-introduced RNAV1 procedures.

Item B9 requires RNAV1 SID usage data for the first full year of operation (the remaining slides in this package).

Item B10 requires the proportion of flights using the RNAV1 arrival transitions.

For items B8 and B10, it is assumed that all RNAV1-capable flights used one or other of the two RNAV1 transitions.

It is not possible to flight-plan for a particular arrival transition because it depends on the runway in use, which is variable on the day.

There is no easily-quantifiable data in our system detailing which transition was issued to which aircraft.

Assumption 1:

Departures capable of using RNAV1 SIDs would have arrived using an RNAV1 transition.

B8 evidence

The proportion of departures using RNAV1 must be the same as the proportion of arrivals.

Thus item B9 can define the RNAV1 proportions required for items B8 and B10.

Over the 12 month period, RNAV1 SID usage stood at 92.6% with non-RNAV at 7.4%.

Therefore, this is the **overall** annual proportion of the use of RNAV1 flight procedures (SIDs/arrival transitions)

Assumption 2:

Using the data from item B9, the departure runway preference can be calculated.

B10 evidence

The result is 64% runway 27, and 36% runway 09. These proportions would be the same for arrivals.

Thus item B10 can be inferred from the data in item B9.

92.6% of flights are RNAV1, and 64% of arrivals would be for runway 27.

Therefore 64% of 92.6% is 59.1% which is the total proportion that would use arrival transition LAVNO to 27.

And 36% of 92.6% is 33.5% which is the total proportion that would use arrival transition ODLEG to 09.

The remaining 7.4% conventional (non-RNAV1) traffic would be split similarly:

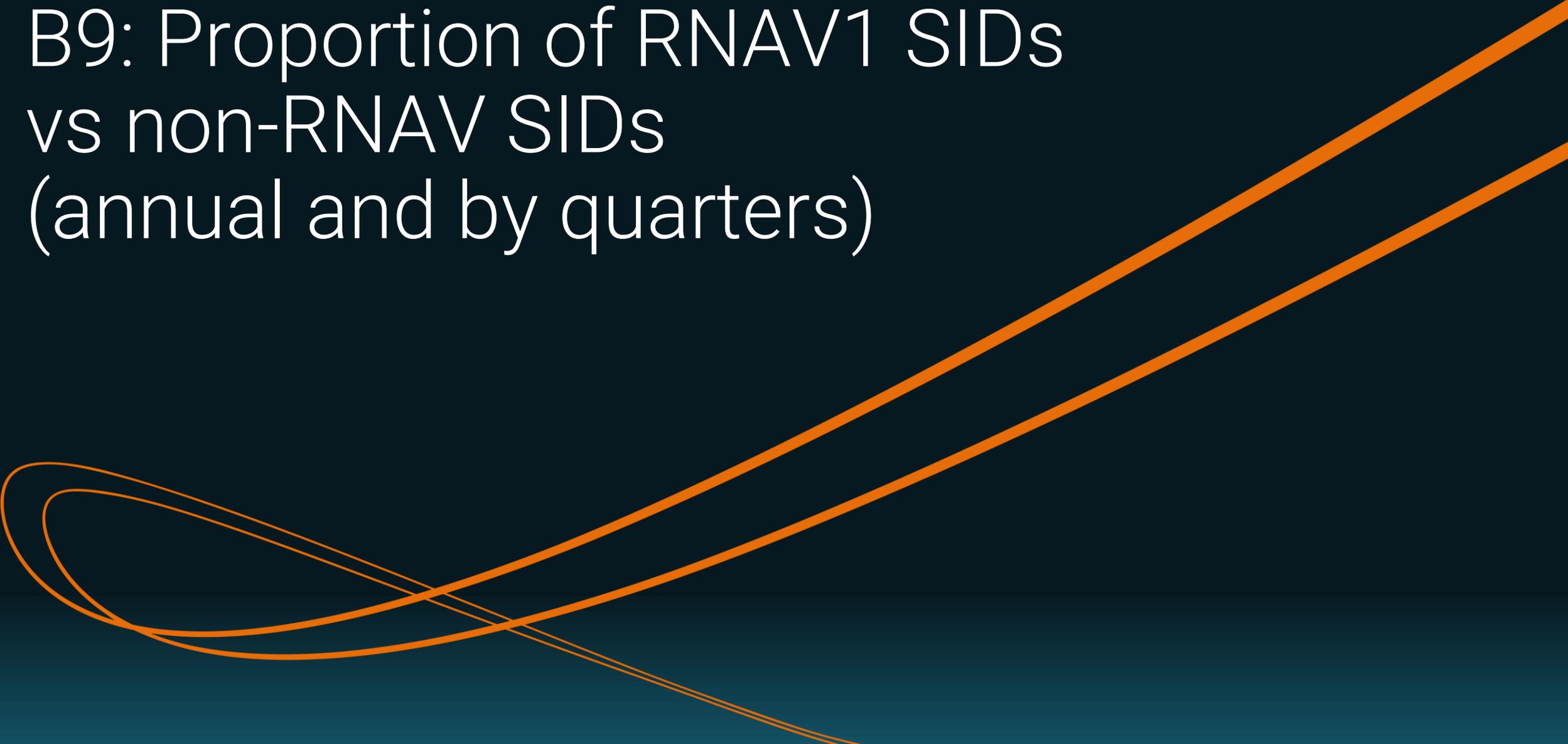
64% of 7.4% is 4.7% total proportion using conventional radar arrival to runway 27

36% of 7.4% is 2.7% total proportion using conventional radar arrival to runway 09.

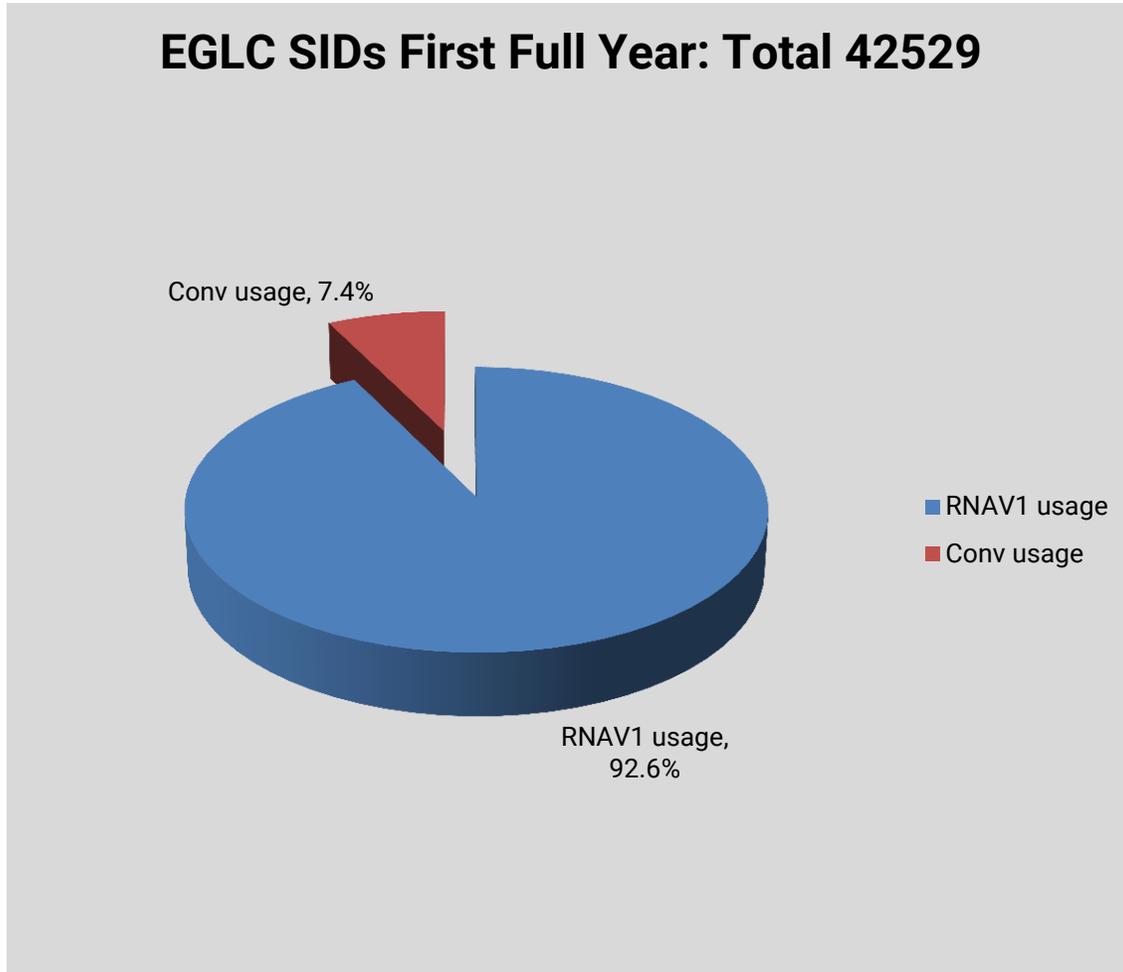
Aircraft types:

Top 4 that tend to use conventional procedures are the SAAB 2000, Dornier 328, Fokker 50 and BAe 146 (inc RJ85).

B9: Proportion of RNAV1 SIDs
vs non-RNAV1 SIDs
(annual and by quarters)

The slide features a dark teal background. In the upper left, white text is arranged in four lines. Two thick orange lines originate from the right edge and extend diagonally towards the bottom left. In the bottom left corner, there is a decorative graphic consisting of two overlapping, curved orange lines that form a shape resembling a stylized 'e' or a loop.

B9: First Full Year, RNAV SID vs Conv SID

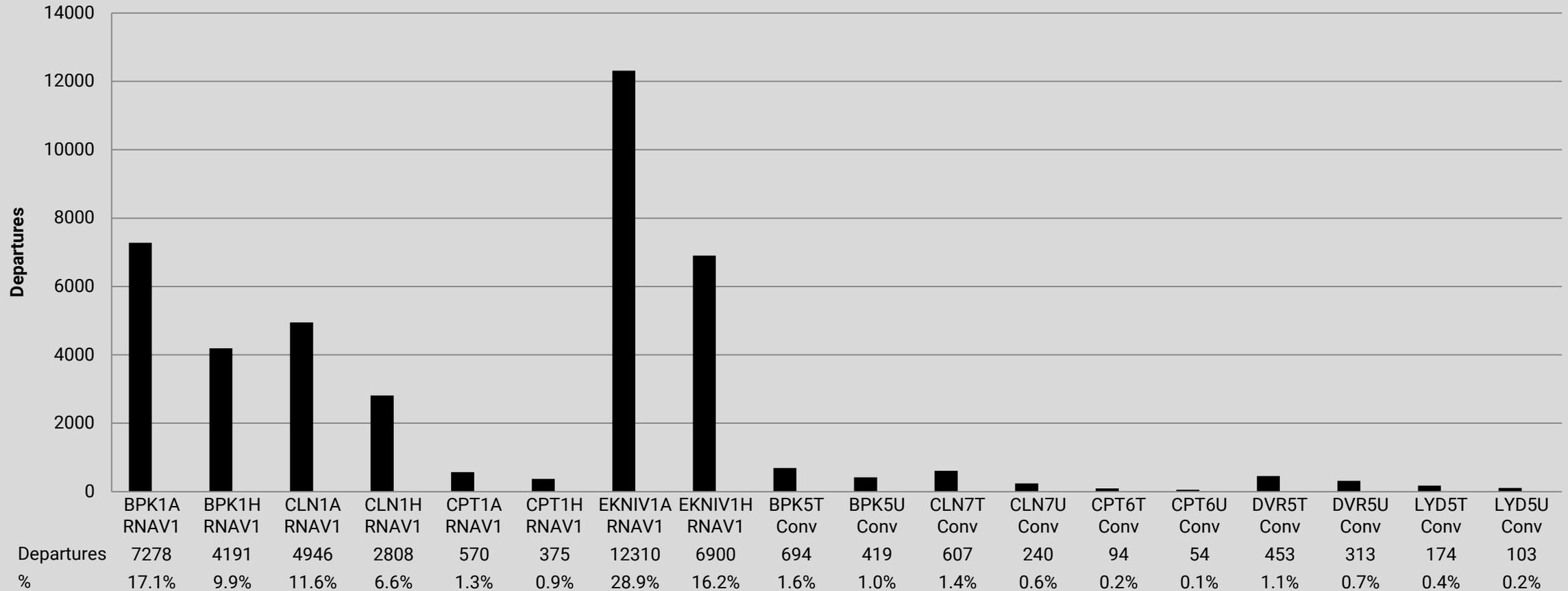


Data includes all flights where a SID was recorded on EFPS and excludes non-SID direct departures to nearby aerodromes e.g. Biggin, Northolt etc.

B9: First Full Year by SID

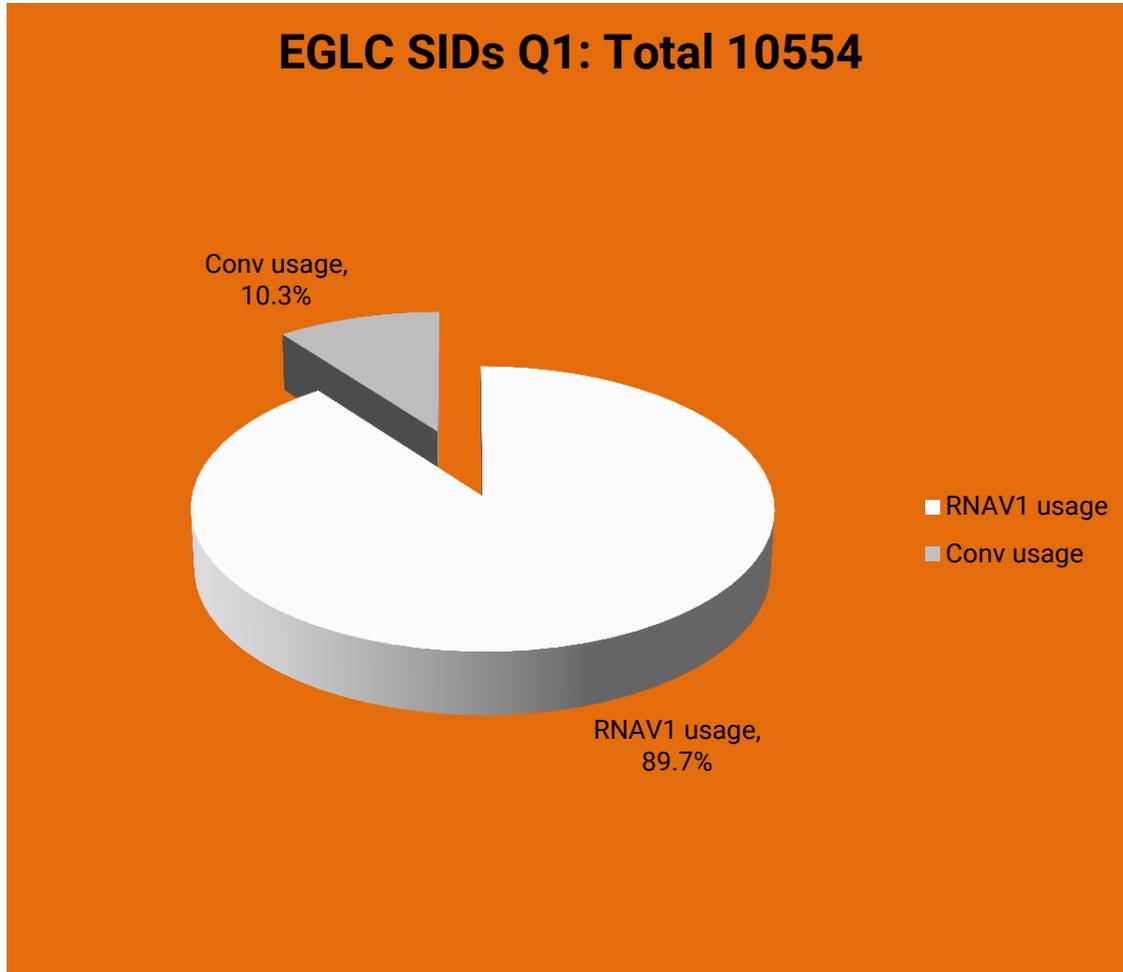


EGLC SIDs First Implementation Year: Total 42529



SIDs ending A or T depart runway 09. SIDs ending H or U depart runway 27.

B9: 4Feb16-3May16, RNAV SID vs Conv SID

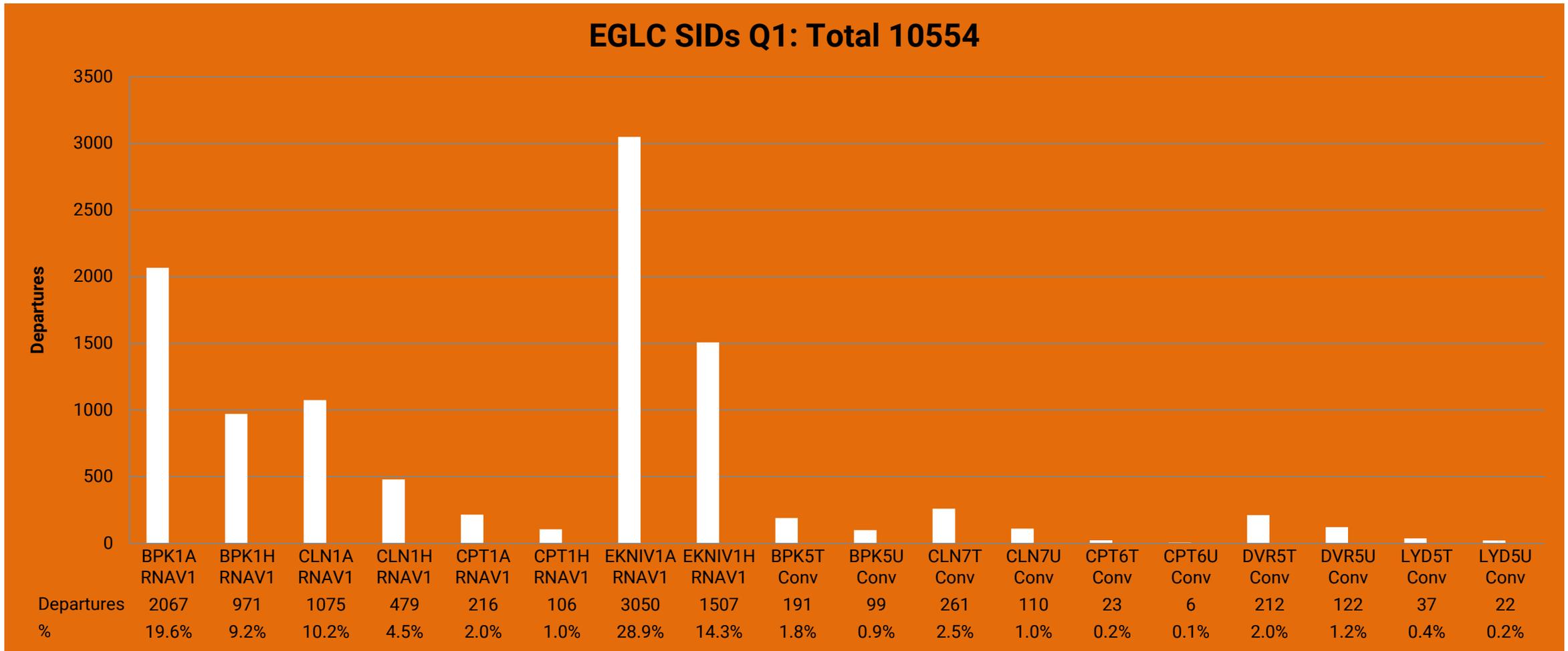


Data includes all flights where a SID was recorded on EFPS and excludes non-SID direct departures to nearby aerodromes e.g. Biggin, Northolt etc.

B9: 4Feb16-3May16 by SID

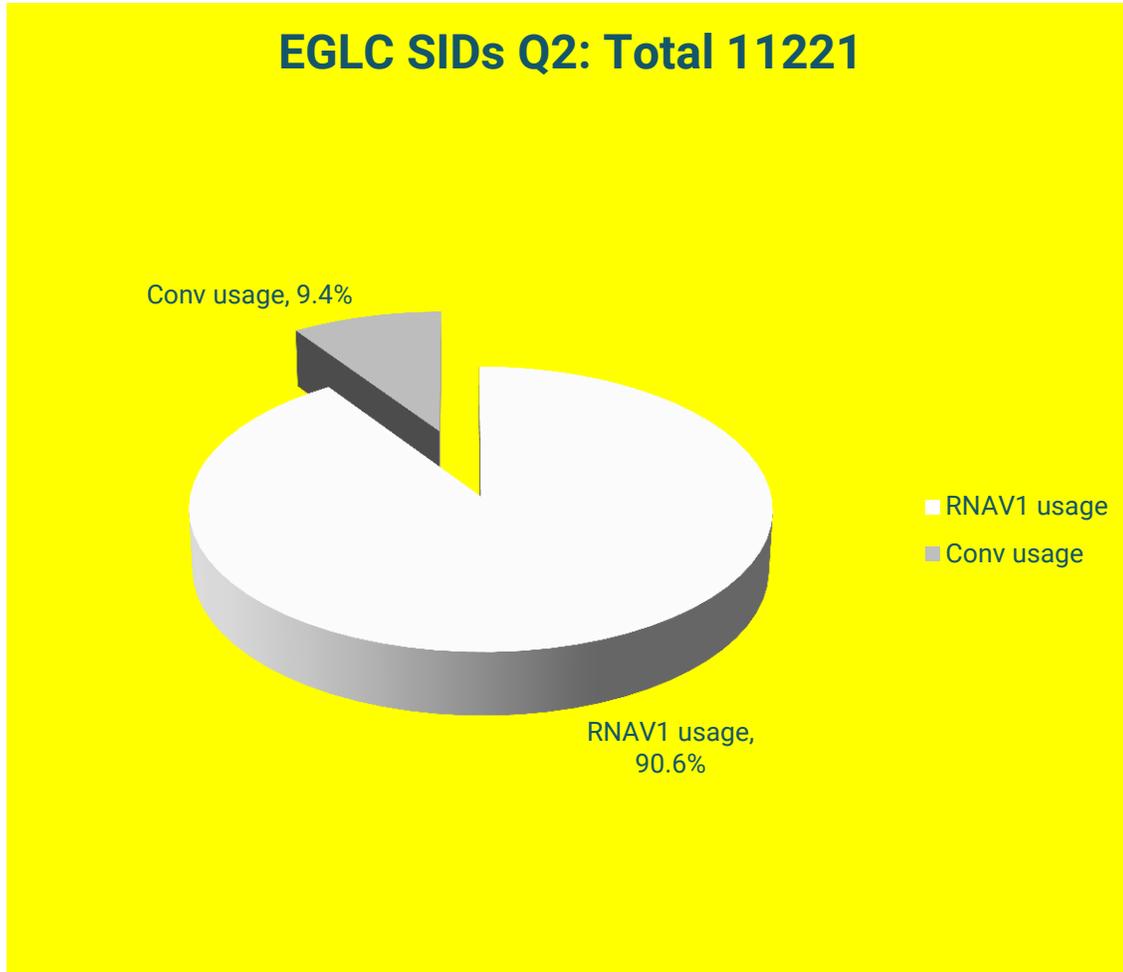


EGLC SIDs Q1: Total 10554



SIDs ending A or T depart runway 09. SIDs ending H or U depart runway 27.

B9: 4May16-3Aug16, RNAV SID vs Conv SID

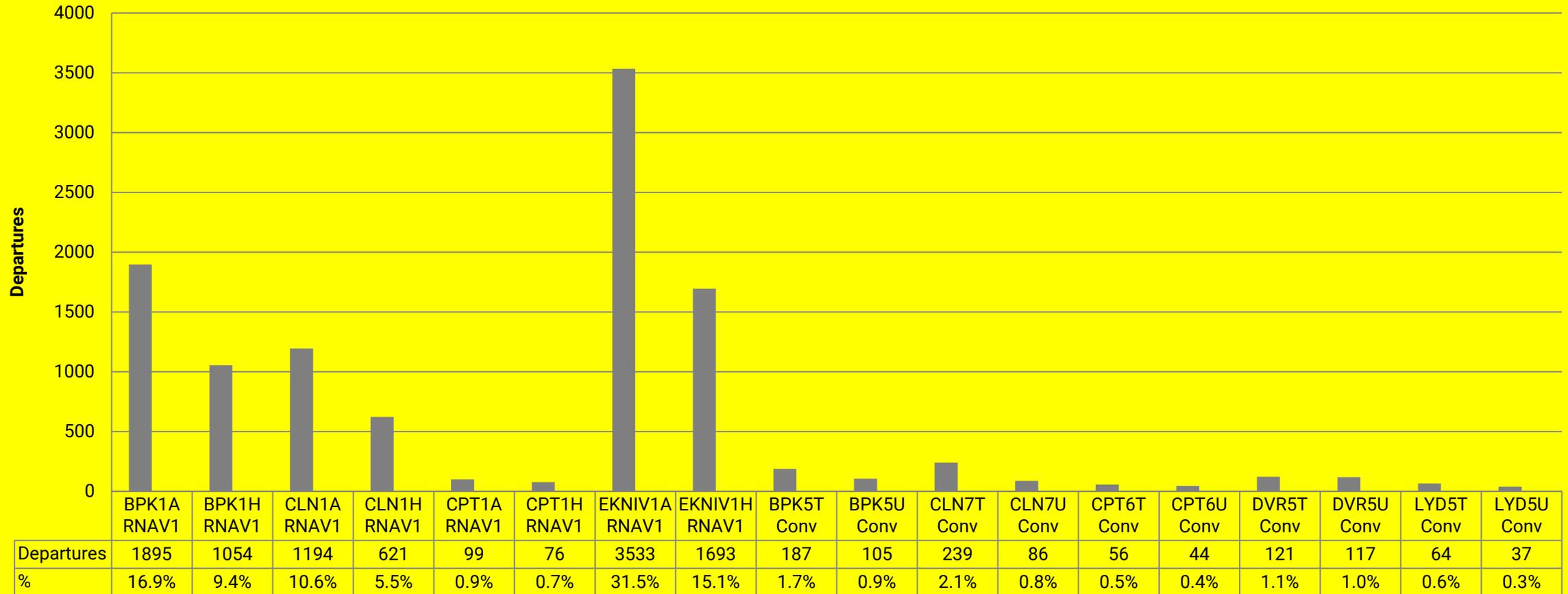


Data includes all flights where a SID was recorded on EFPS and excludes non-SID direct departures to nearby aerodromes e.g. Biggin, Northolt etc.

B9: 4May16-3Aug16 by SID

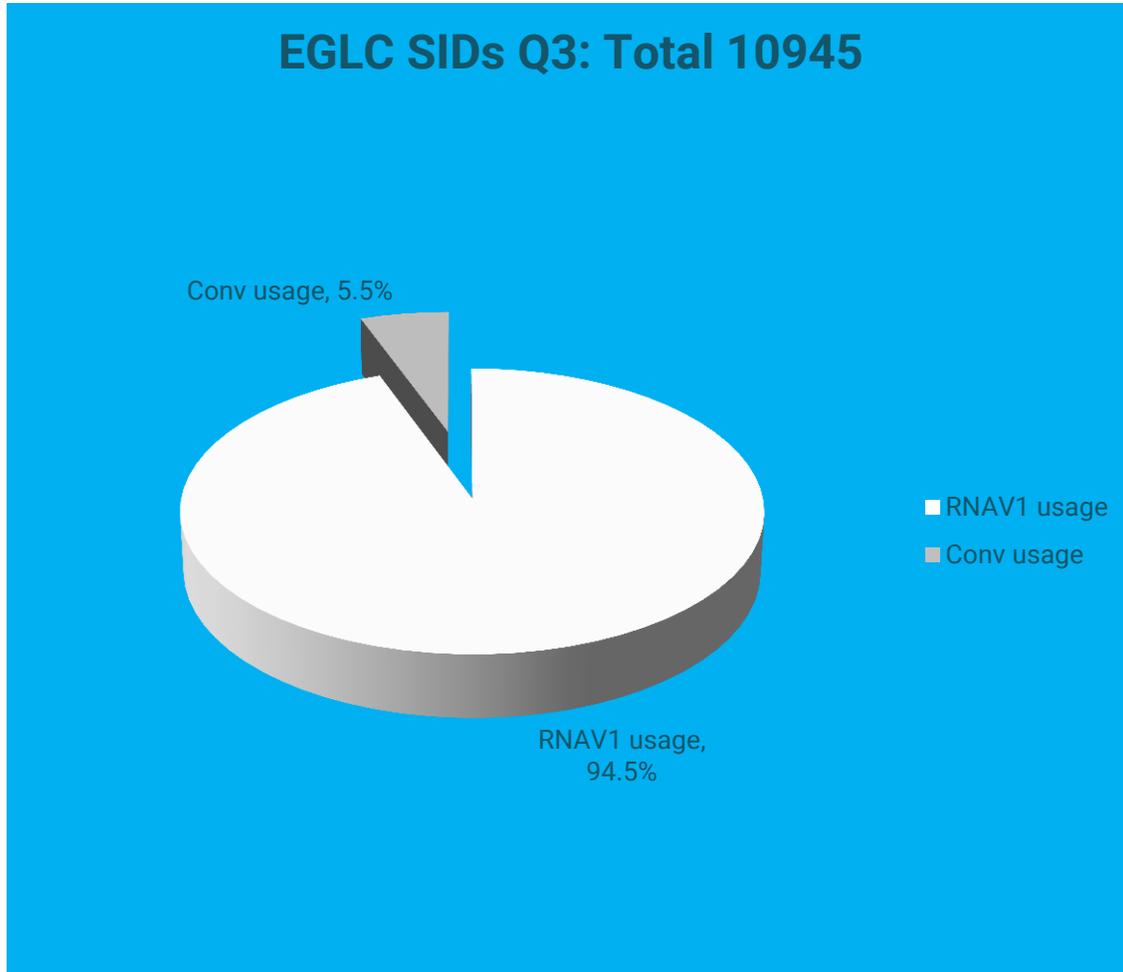


EGLC SIDs Q2: Total 11221



SIDs ending A or T depart runway 09. SIDs ending H or U depart runway 27.

B9: 4Aug16-3Nov16, RNAV SID vs Conv SID

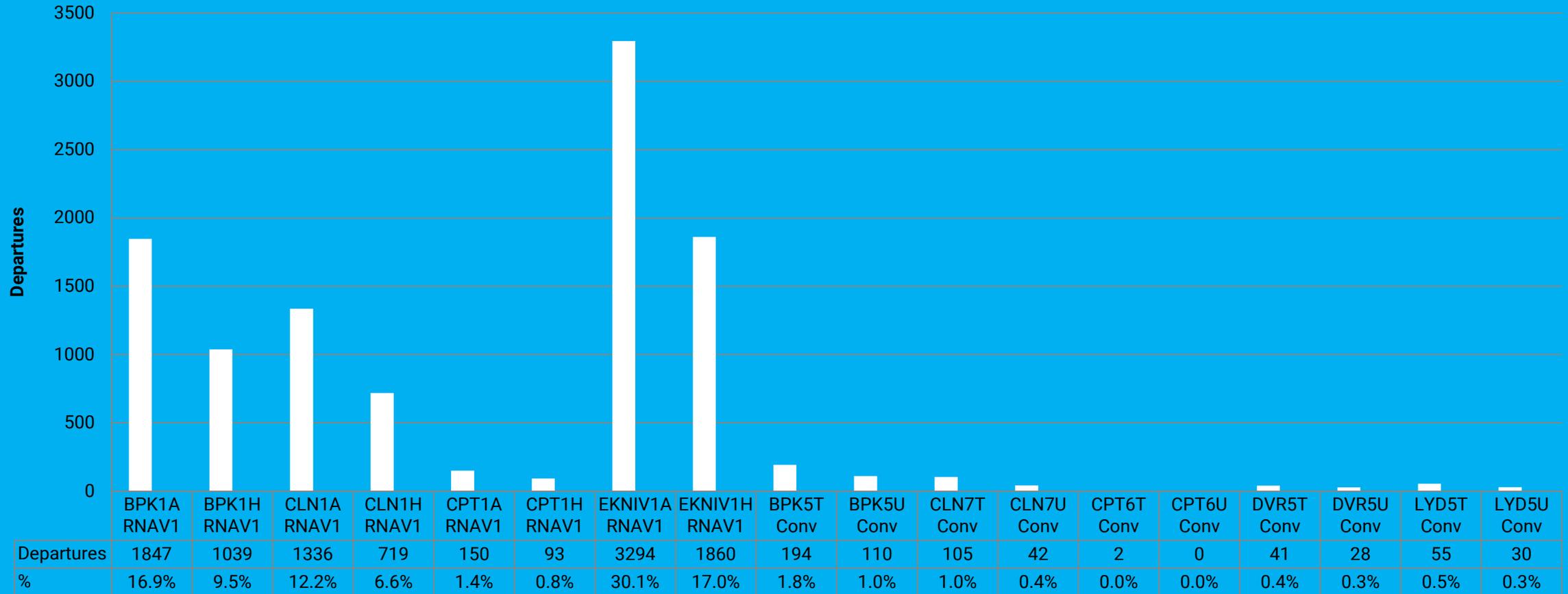


Data includes all flights where a SID was recorded on EFPS and excludes non-SID direct departures to nearby aerodromes e.g. Biggin, Northolt etc.

B9: 4Aug16-3Nov16 by SID

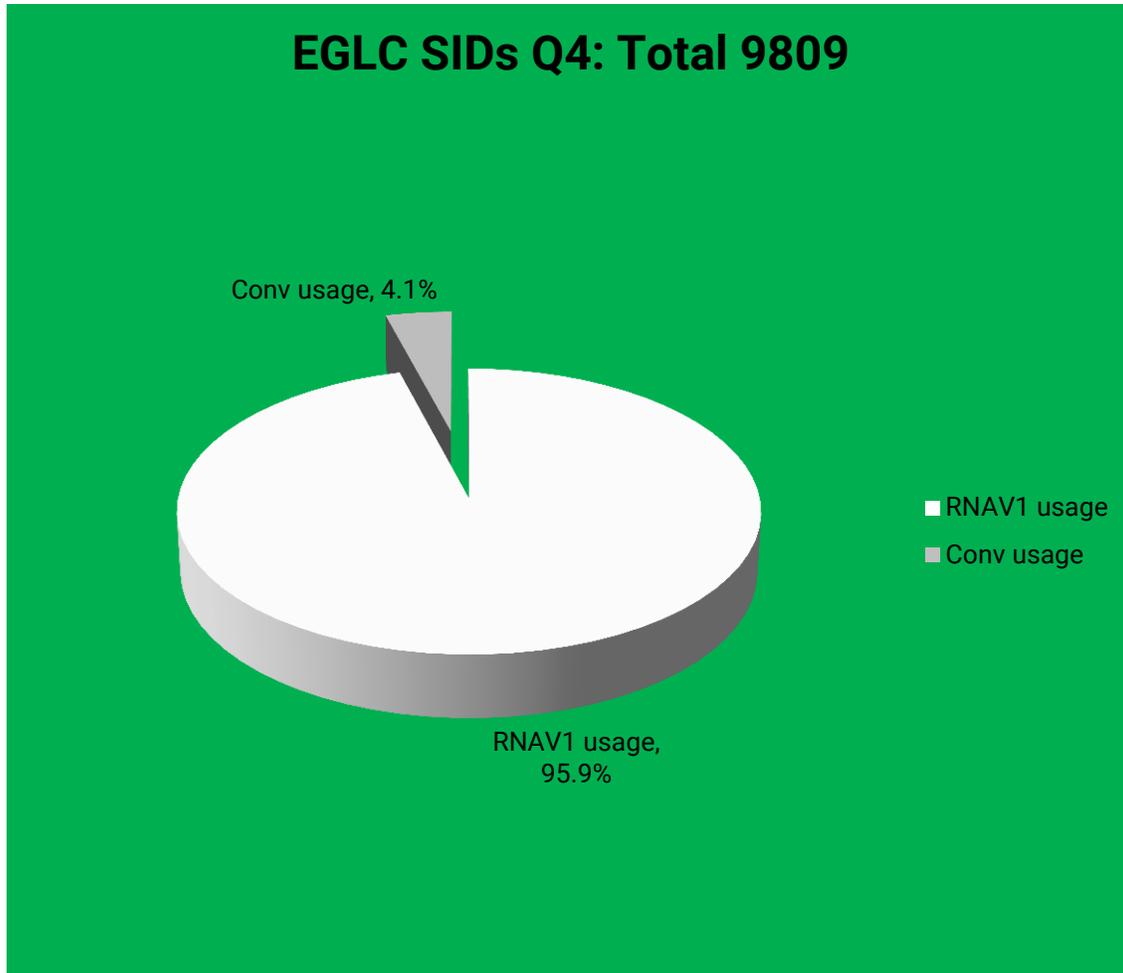


EGLC SIDs Q3: Total 10945



SIDs ending A or T depart runway 09. SIDs ending H or U depart runway 27.

B9: 4Nov16-3Feb17, RNAV SID vs Conv SID

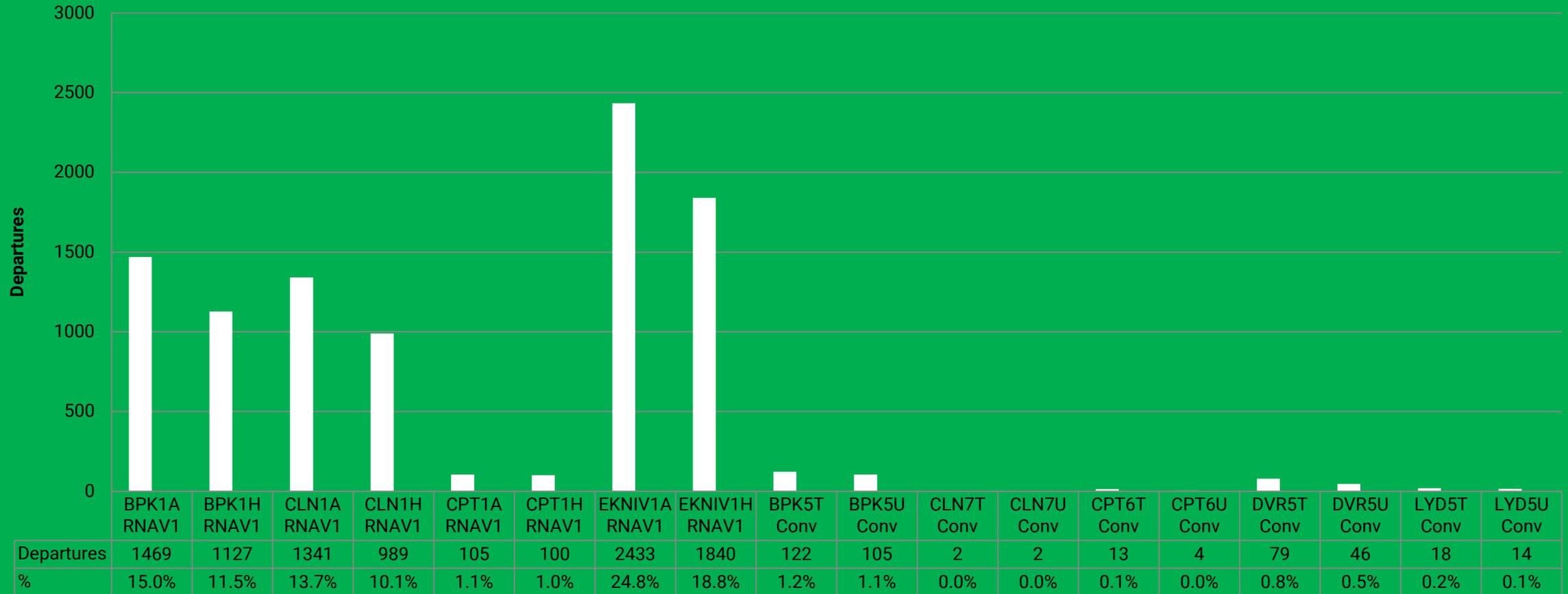


Data includes all flights where a SID was recorded on EFPS and excludes non-SID direct departures to nearby aerodromes e.g. Biggin, Northolt etc.

B9: 4Nov16-3Feb17 by SID



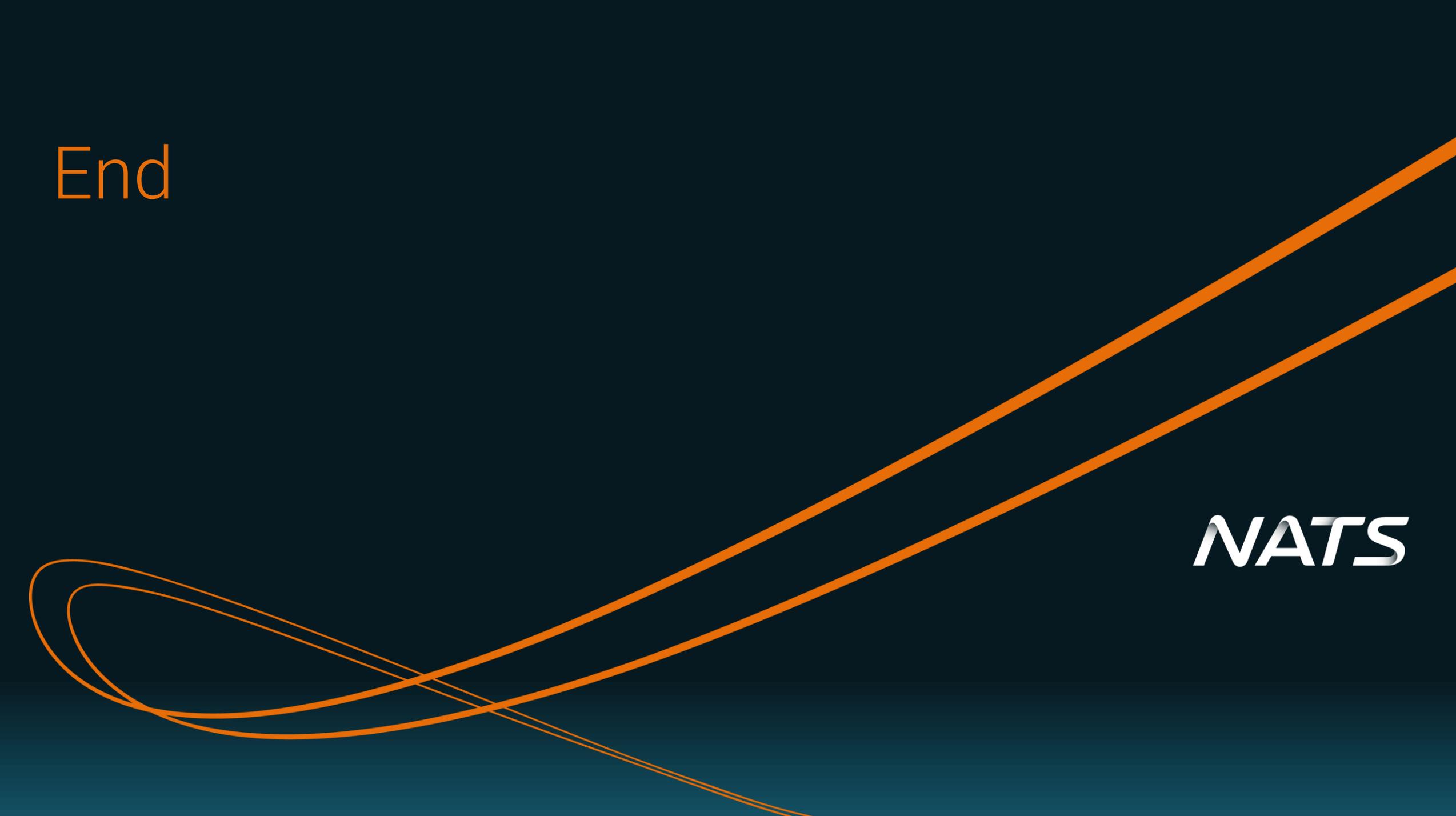
EGLC SIDs Q4: Total 9809



SIDs ending A or T depart runway 09. SIDs ending H or U depart runway 27.

End

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The image features a dark blue gradient background. Two thick, bright orange lines originate from the bottom left, forming a loop that crosses itself. From the right side of this loop, two parallel orange lines extend diagonally upwards towards the top right corner of the frame.