

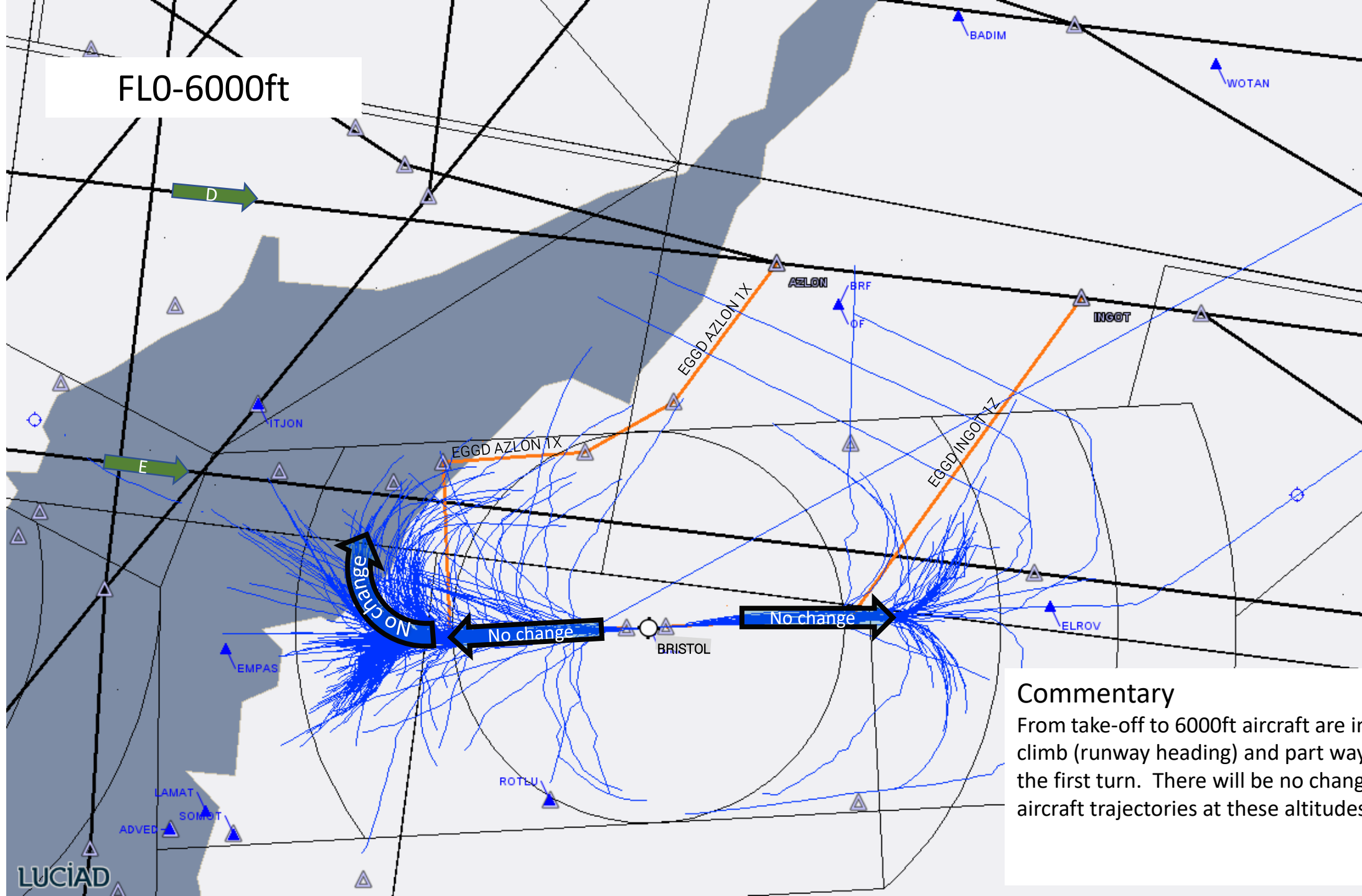
EGGD – LD1.1 interface

Flight trajectory profiles

This presentation shows the trajectories of departures from Bristol Airport (EGGD) by slices of altitude. This allows the reader to see where aircraft are located at various altitudes during the initial climb phase of flight. This illustrates that there will be no change to the trajectories of flights below FL70/7000ft. This is of particular relevance to the proposed truncation of the BADIM & WOTAN SIDs to AZLON & INGOT.

Data: 1 week sample from August 2019, Bristol departures trajectories are blue.

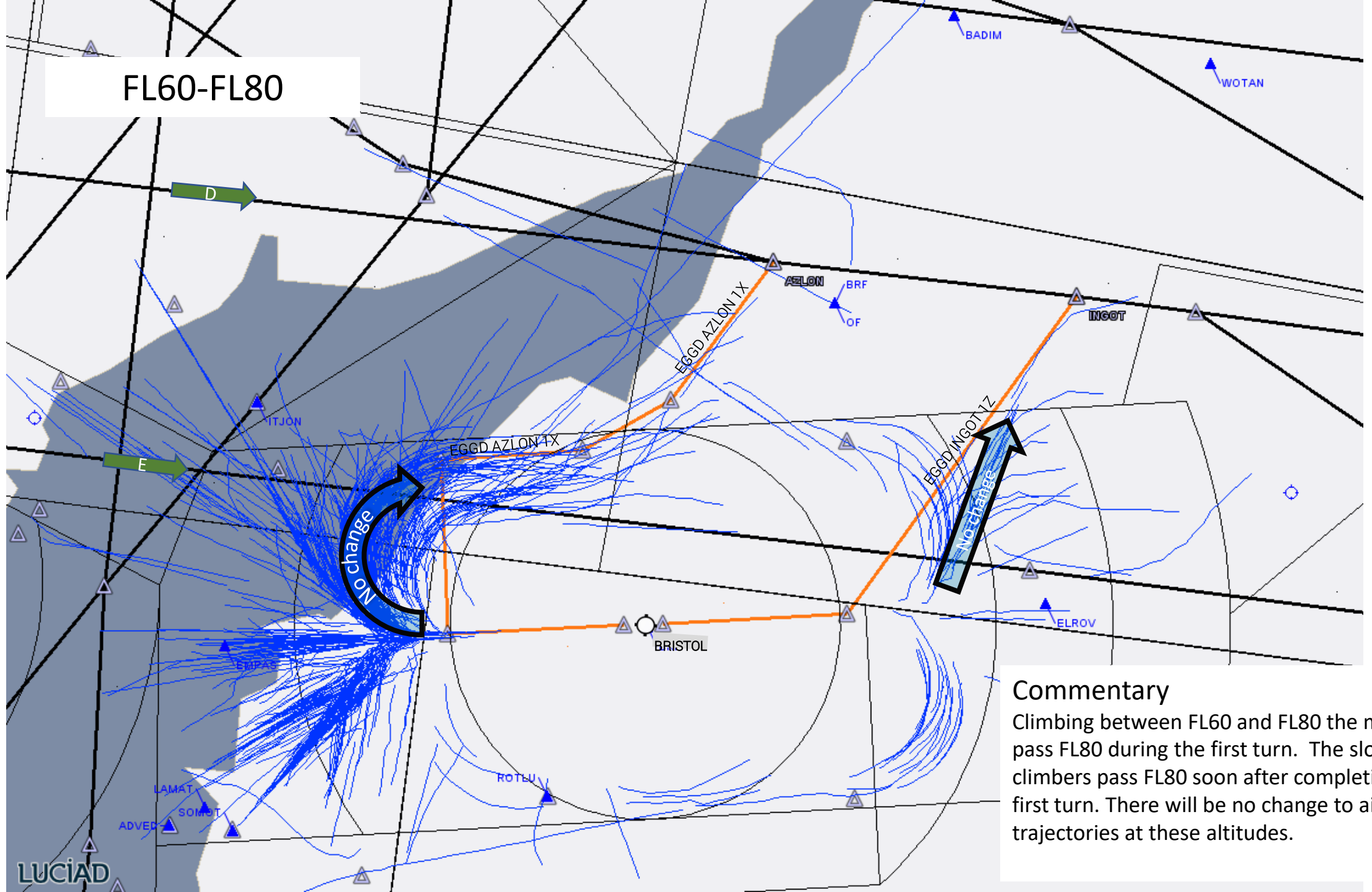
FLO-6000ft



Commentary

From take-off to 6000ft aircraft are in the initial climb (runway heading) and part way through the first turn. There will be no change to aircraft trajectories at these altitudes.

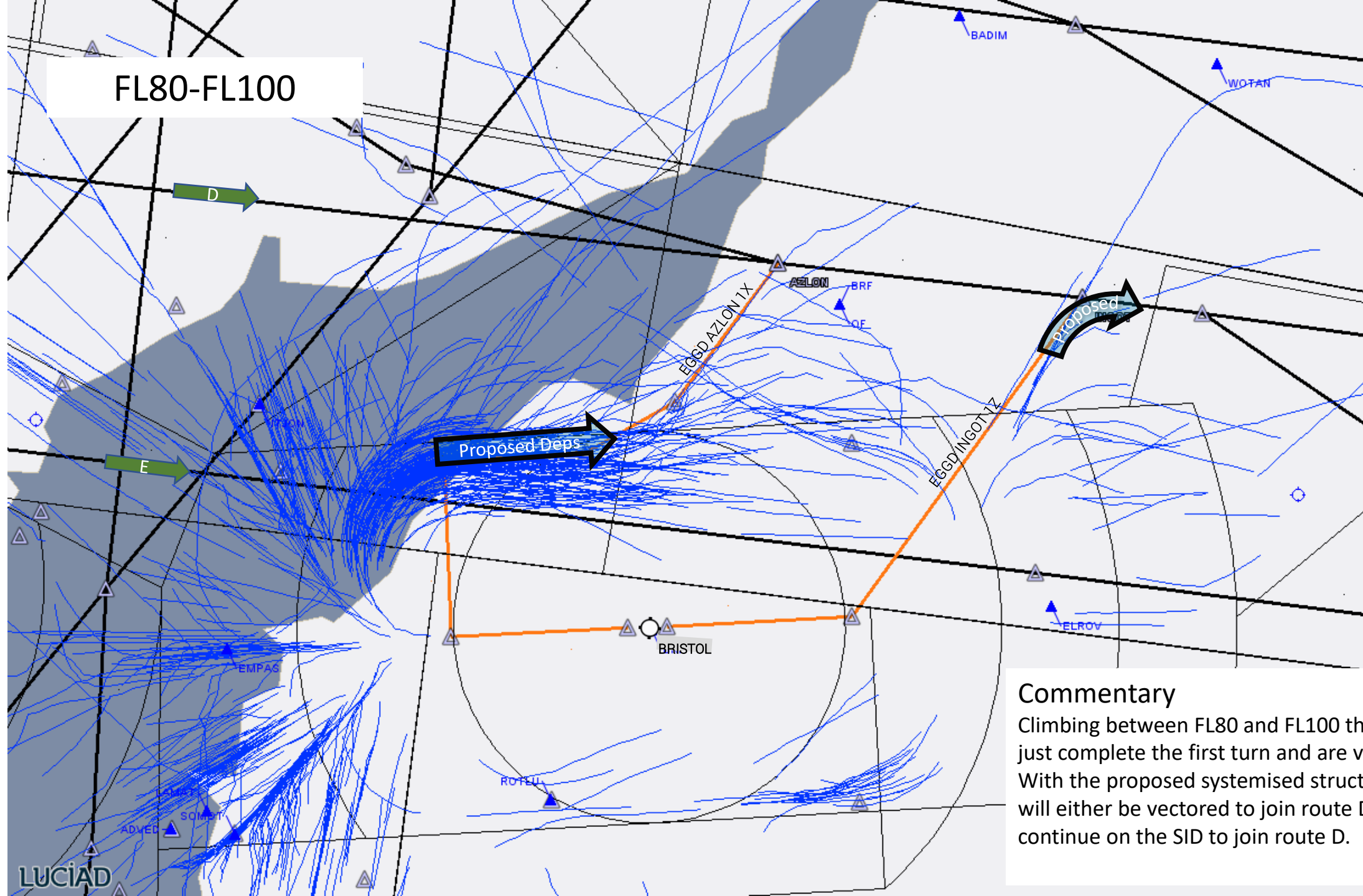
FL60-FL80



Commentary

Climbing between FL60 and FL80 the majority pass FL80 during the first turn. The slowest climbers pass FL80 soon after completing the first turn. There will be no change to aircraft trajectories at these altitudes.

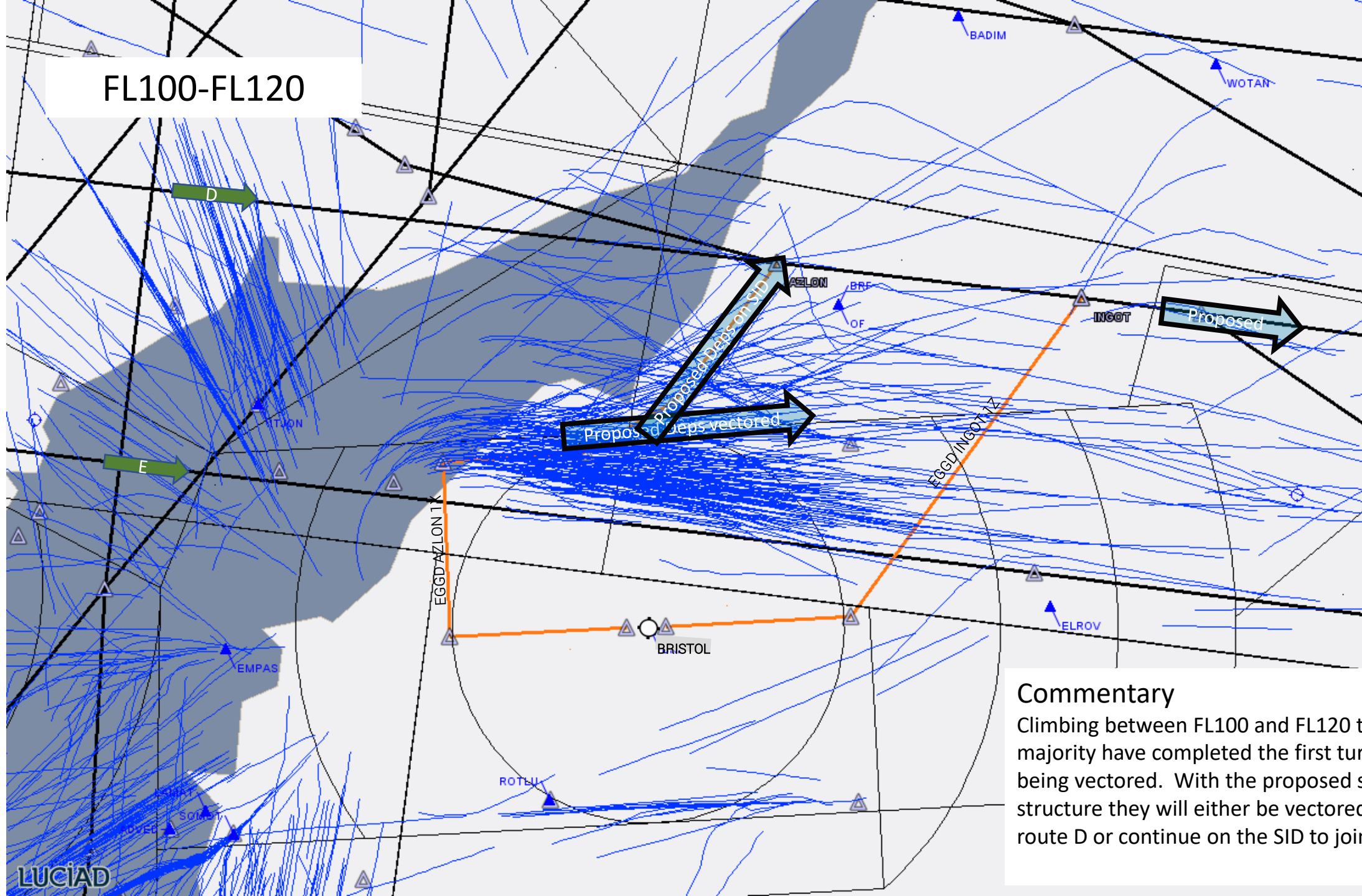
FL80-FL100



Commentary

Climbing between FL80 and FL100 the majority just complete the first turn and are vectored. With the proposed systemised structure they will either be vectored to join route D or continue on the SID to join route D.

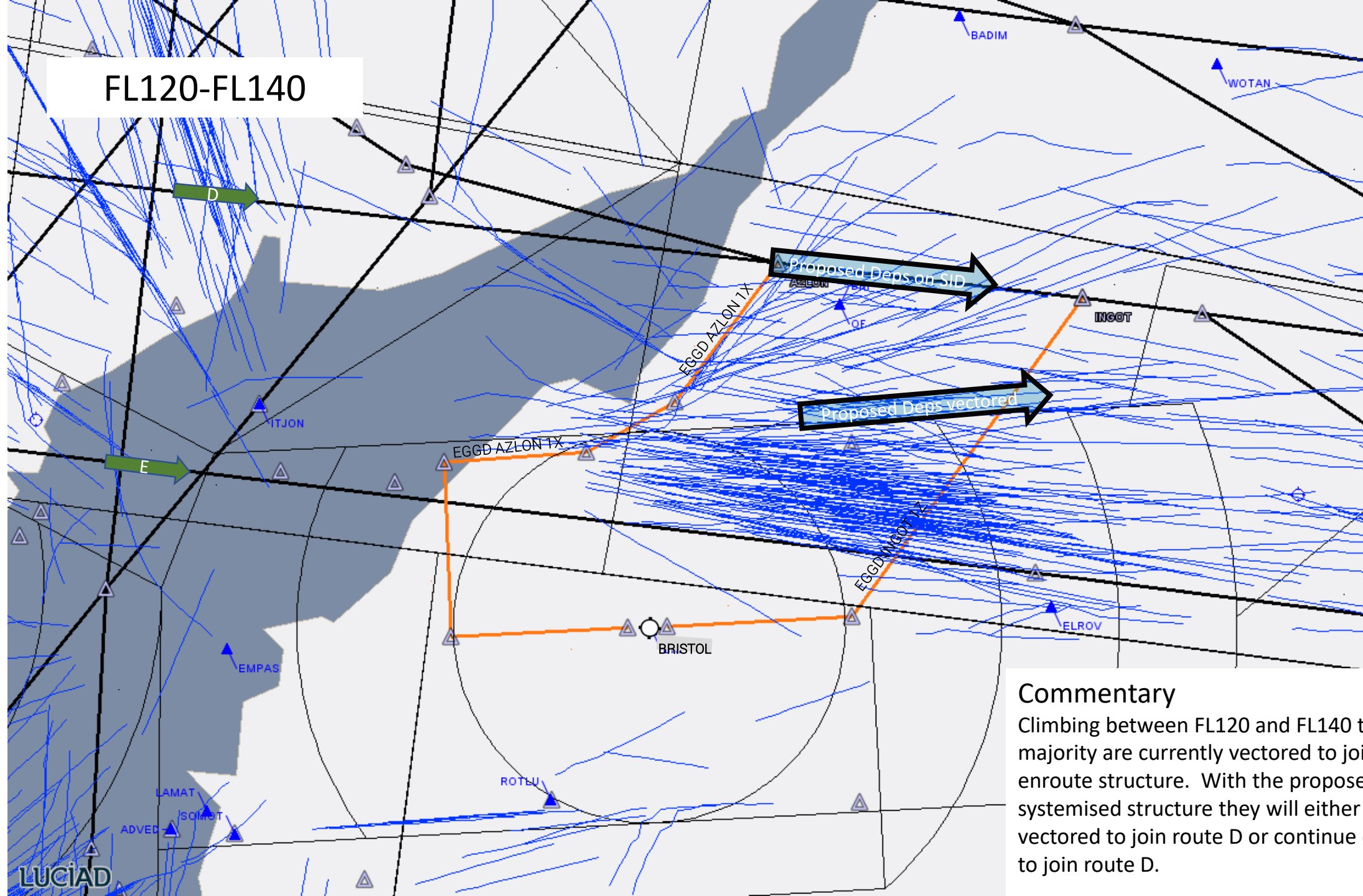
FL100-FL120



Commentary

Climbing between FL100 and FL120 the majority have completed the first turn and are being vectored. With the proposed systemised structure they will either be vectored to join route D or continue on the SID to join route D.

FL120-FL140



Commentary

Climbing between FL120 and FL140 the majority are currently vectored to join the enroute structure. With the proposed systemised structure they will either be vectored to join route D or continue on the SID to join route D.

FL140-FL160

