

LONDON CONTROL

SEPTEMBER 2004 UPDATE AIRAC 10/2004

This update brings the London Control data up-to-date to AIRAC 10/2004 (30 September 2004). It also updates the program files to the latest version (1.1).

Installation:

If autorun is enabled on your CD-ROM drive, the installation program will run automatically.

If autorun is disabled choose Start Menu | Run, type d:\Update0410.exe and press Enter. Follow the instructions that appear on screen.

The following data changes have been incorporated:

AIRAC 7/2004

Reporting point PITEM removed.

AIRAC 8/2004

Minor changes to SSR code allocations.

Minor changes to EGKK SIDs.

AIRAC 9/2004

Further changes to SSR code allocations.

EGLL/EGWU BNN2A STAR renamed BNN3A and reporting point SOPIT introduced.

COWLY to BNN standing agreement for EGLL/EGWU inbounds now FL150 level by SOPIT.

Reporting point PITEM re-introduced on Y3 and UP2.

Reporting point REDNO renamed DIKRO.

BUR NDB now 'fly by' on EGLL WOBUN2F SID.

EGLL BIG3A STAR (via GURLU) withdrawn.

Reporting point RAVMA introduced on UL607, east of KOK.

AIRAC 10/2004

Minor changes to EGMH inbound/outbound routes.

Reporting point LUMEN introduced on L610/UL610.

In addition, over 800 new or updated flight plans have been added.

The Help files and maps have been fully updated to take account of data and program changes.

Some improvements have been made to the voice files and new voice files have been added.

The following new features have been added to version 1.1 of the software:

A Range and Bearing Line has been added, invoked by <Alt> D | R. The ends of the line can be dragged (left mouse button press and hold) and hooked onto flights or fixes.

Adjacent sector maps can be switched on from the Map Menu. Adjacent sector boundaries are always shown as dotted lines.

Holds can now be cancelled from the Leave Menu.

Turn direction (left or right) can be specified in the Navigation Menu and Combined Clearance Menu.

The default runway direction can be selected when the user logs in prior to starting the simulation session.

Panning of the situation display can now be performed in small steps, if Shift is held down when the arrow keys are pressed.

The middle mouse button (if fitted) can be used as a radio press-to-talk switch.

Aircraft that penetrate the controlled sector(s) without co-ordination are now highlighted as "intruders".

Heading and speed can be set prior to an aircraft calling, using the Navigation and Speed Menus, so that exact headings and speeds can be co-ordinated with the previous sector.

In addition, most faults reported up to this date have now been fixed and numerous other minor improvements have been made.