

LONDON CONTROL

MARCH 2006 UPDATE AIRAC 3/2006

This update brings the London Control data up-to-date to AIRAC 3/2006 (16 March 2006). It also includes the current version of the program files (version 1.2.3).

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:\Update0603.exe (where d: is the letter of your CD-ROM drive) and press Enter. Follow the instructions that appear on screen.

The following data changes have been incorporated:

AIRAC 1/2006

Manchester Intermediate Director (CCINT) frequency changed to 135.0.

New standing agreement from MACC North Upper Sector to Sector 29 for Newcastle (EGNT) departures, FL210 positioned on the west side of P18.

Standing agreement from MACC S29 to LACC S27 for Leeds/Bradford (EGNM), Blackpool (EGNH), Warton (EGNO), Doncaster Sheffield (EGCN) and Humberside (EGNJ) changed to FL280.

Standing agreement from LTCC Cowly Sector to LACC S28 for Solent Clutch (EGHH, EGHI) and Farnborough Clutch (EGLF, EGLK, EGHL) departures now FL210.

Callsign for Solent Approach changed to Solent Radar.

AIRAC 2/2006

MACC Trent Sector frequency changed to 119.525.

Hawarden (EGNR) Approach frequency changed to 123.350.

Minor changes to traffic distribution between N861/UN861 and N867/UN867 in LACC Sector 19.

Reporting point ARTEP introduced on UM605 20NM north of DPE.

LACC Sector 18 maximum level for Paris inbounds now FL240 (LFPB, LFPC, LFPG, LFPT) or FL150 (LFOB, LFOP) level by ARTEP.

AIRAC 3/2006

Significant changes to routes and airspace to west and southwest of London TMA, as follows:

Cotswold CTA redesigned.

BANBA CTA introduced (control delegated to Shannon ACC).

Lower ATS Routes L18, N862, N864, Y3, Y91 realigned.

Lower ATS Routes L180, N14, N42, N90, N160, N546 introduced.

Lower ATS Route M140 withdrawn.

Upper ATS Routes UL3, UL18, UN160, UN862, UY91 realigned.

Upper ATS Routes UH51, UL149, UL180, UM30, UN12, UN14, UN16, UN18, UN20, UN22, UN24, UN26, UN28, UN30, UN32, UN34, UN38, UN40, UN42, UN90 introduced.

Upper ATS Routes UA29, UB40, UY90, UY92 withdrawn.

Advisory Route G4D replaced by N160D.

Reporting points ABAPO, ABDUK, BABAX, BADSI, BEKSA, BERUL, BIGNO, BOGMI, BUMUX, DEKAP, DEVOM, DOBEM, DOKEK, DOLUR, ELRAG, ERNOK, GATRA, GISOK, GITUS, IDOKI, INSUN, KESUP, LAMAT, LEDGO, LIPGO, LULOX, MABUG, MANIG, MEDOG, MOSUN, NOTRO, OKESI, PEMOB, PERUP, RETSI, RIGDI, RILES, SOBDO, TALIG, TOPRO, UNBIG introduced in UK airspace.

Reporting points BUNED, DIRUM, ERTER, GERVO, LEGBO, LUVIS, NEXAT, OSGAR, PELIG, PESIT, ROPED introduced in Irish airspace.

Reporting points BERAD, LARIM, LARSI, KORER introduced in French airspace.

Reporting points ADSON, BEGDA, BUKLI, BUNCE, CHELT, CUMRI, ELGAR, LUMEK, MADLI, MYNDA, NEFYN, NOSDA, PITEM, RADNO, TAMEL, TIVLI, TOLKA, TUTON withdrawn.

En-route hold at MALBY withdrawn. OKESI hold introduced.

Danger Areas EG D064A, EG D064B, EG D064C, EG D201C, EGD201D introduced.

Danger Areas EG D113, EG D201 modified.

North Wales Military Training Area (NWMTA) redesigned.

Air to Air Refuelling Areas (AARA) 10, 11 redesigned.

AEW Orbit Area UK2 redesigned.

Guernsey (EGJB) STAR GUR1H rerouted and renamed GUR2H.

Jersey (EGJJ) STAR JSY1P rerouted and renamed JSY2P.

LACC Sector 5 boundary modified and upper limit now FL335.

LACC Sector 6 boundary modified and upper limit now FL305.

LACC Sector 8 boundary modified and upper limit now FL335.

Surrounding sector boundaries modified.

New LACC Sector 35 introduced, FL335 and above, overlaying S5 and S8, frequency 135.255.

New LACC Sector 36 introduced, FL305 and above, overlaying S6, frequency 135.540.

Airspace delegated to Cardiff and Bristol enlarged.

Various route changes via southwest airspace.

Cardiff and Bristol arrival routes from north and east modified.

Following standing agreements introduced or modified:

S5 to S29, Newcastle, Durham Tees Valley and Humberside arrivals via UN38, FL280 level BERUL.

S5 to Cardiff, inbounds via RILES, FL160 level 10NM before RILES.

S36 to S6 all London TMA inbounds, FL310.

S8 to Cardiff, inbounds via AMMAN, FL170 level 10NM before AMMAN.

S23 to S8, London departures via UN14, FL260.

S23 to Bristol, inbounds via ABDUL/POMAX, FL120.

S35 to S5, Luton and Stansted arrivals via UL9, FL340.

S35 to S5, Dublin and Belfast arrivals via UL18, FL340.

S35 to S5, Newcastle, Durham Tees Valley and Humberside arrivals via UN38/UN864, FL340.

S35 to S8, Irish and Belfast arrivals via UL9 (except EINN and EIKY), FL340.

Bristol to S23, departures via WOTAN, FL100.

Cardiff to S23, departures via ALVIN, FL110.

S25 to S23, Cardiff and Bristol arrivals, FL220 level Compton.

Reporting point NEDEX introduced on A34/UA34.

Reporting point PIPIN introduced on N601/UN601.

Reporting point TIMPO introduced on T420/UN57.

Reporting point DIGUT introduced on UN859.

Bournemouth (EGHH) and Southampton (EGHI) STARs introduced; SAM1A, SAM1B, SAM1C, SAM1D and NEDUL1A.

Standing agreement from LACC S23 to LTCC Ockham for Solent and Farnborough Clutch inbounds now FL120 level 10NM before CPT.

Standing agreement from LTCC Cowly to LTCC Bovington for Solent and Farnborough Clutch inbounds now FL150 level by NEDEX.

Standing agreement from LTCC Bovington to LTCC Ockham for Solent and Farnborough Clutch inbounds now FL110 level by DIGUT.

Standing agreement from LTCC Vatou to LTCC Ockham for EGHH, EGHI inbounds now FL160 level by OCK.

St Athan (EGDX) has been added to standing agreements and other procedures, to be treated as Cardiff (EGFF).

Reporting point PEVAD (P20/UP20) moved slightly east.

Reims ACC sector changes: UN upper limit now FL315; XN FL315 to FL345; KN FL345 to FL365; HN FL365+.

Other changes:

ICAO location indicator for Pristina temporarily changed to BKPR.

The repetitive flight plan database has been extensively updated, with almost 5,000 flight plans added or updated.

The ad-hoc flight plan database has been updated, with over 1,000 new flight plans added.

Aircraft types added for Bombardier BD-100 Challenger 300 (CL30), Bombardier BD-700 Global 5000 (GL5T), Cirrus SR-22 (SR22).

Weekend route orientation file now based on Central for westbound and South for eastbound oceanic tracks. It assumes the following conditional routes to be available: N90, N862 (ERNOK-BHD), N864 (DCS-WAL), Y91, UL3, UL18, UL722, UM30, UN16, UN18, UN22, UN32, UN38, UN90, UY91, and P18/UP18 for EGPD inbounds. All other route orientations assume these routes not to be available.

ICAO has adopted a standard requiring all six digits of an RTF frequency to be used in communication, unless the last two digits are both zeros, in which case only the first four digit need to be used. This standard will be adopted in the UK on 1 May 2006 but is included in this Update in advance of this date. Use of the word "Channel" for 8.33kHz channels will no longer be required, but this has not yet been implemented in the London Control software.

8.33kHz RTF channels are being phased in at LACC over a period of time. The following changes have been made, or are about to be made: S2 127.430; S3 132.130; S4 132.860; S7 135.580; S11 126.780; S13 128.160; S34 127.880.

LTCC Cowly Sector has been extended upwards to FL215 in its southern area. LTCC Compton Sector has relinquished its northern section (FL195 to FL215) to Cowly.

Coventry (EGBE) departures to the south are now climbed to FL50 (5000ft) by Birmingham Approach prior to transfer to LTCC.

Fairoaks (EGTF) has been included within the responsibility of Farnborough Approach, and has been added to most inbound standing agreements applicable to Farnborough (EGLF) and Blackbushe (EGLK).

Shannon Low Sector (SHALO) has been included, operating on 124.7, up to FL245.

Sector Information Manual:

The page numbering of the Sector Information Manual has been changed so that each chapter is numbered in a unique series. This is to enable future modifications to be tracked more easily, and to make printing of updated pages easier.

The following Sector Information Manual sections have changed since the last update. As the changes in this update are extensive, only changed sections are listed here. However, for several sections only the map pages have changed, and these are indicated in the following list.

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|------|--|------|--|
| 1.3 | Changes | 2.27 | Sector 34 (freq & upper routes map only) |
| 2.1 | LACC General | 2.28 | Sector 35 (new chapter) |
| 2.2 | Sector 1 (maps only) | 2.29 | Sector 36 (new chapter) |
| 2.3 | Sector 2 (freq & upper routes map only) | 3.1 | LTCC General |
| 2.4 | Sector 3 (freq & maps only) | 3.3 | Bovingdon |
| 2.5 | Sector 4 (freq & maps only) | 3.4 | Compton |
| 2.6 | Sector 5 | 3.5 | Cowly |
| 2.7 | Sector 6 | 3.8 | Logan (lower routes map only) |
| 2.8 | Sector 7 (freq & maps only) | 3.10 | Ockham |
| 2.9 | Sector 8 | 3.11 | Redfa (lower routes map only) |
| 2.10 | Sector 9 | 3.14 | Vaton |
| 2.11 | Sector 10 (maps only) | 3.15 | Welin |
| 2.12 | Sector 11 (freq & upper routes map only) | 3.16 | Willo |
| 2.13 | Sector 12 (maps only) | 4.1 | MACC General |
| 2.14 | Sector 13 (freq & upper routes map only) | 4.2 | Sector 29 |
| 2.15 | Sector 14 (routes maps only) | 4.4 | Isle of Man (maps only) |
| 2.18 | Sector 17 (lower routes map only) | 4.6 | North Upper |
| 2.19 | Sector 18 | 4.7 | Stafa |
| 2.20 | Sector 19 (maps only) | 4.8 | Trent (freq & lower routes map only) |
| 2.21 | Sector 20 | 4.9 | West (maps only) |
| 2.22 | Sector 23 | 4.10 | Manchester Approach (freq only) |
| 2.23 | Sector 25 (maps only) | 5.1 | Aerodrome Groups |
| 2.24 | Sector 26 (maps only) | 5.3 | Location Indicators |
| 2.25 | Sector 27 | 5.4 | Aircraft Types |
| 2.26 | Sector 28 | 5.7 | Route Orientations (new appendix) |