

LONDON CONTROL

JUNE 2006 UPDATE AIRAC 6/2006

This update brings the London Control data up-to-date to AIRAC 6/2006 (8 June 2006). It also includes the current version of the program files (version 1.2.4).

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:\Update0606.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 4/2006

London City CTA introduced.

AIRAC 5/2006

New reporting point PEPUL introduced on A34.

Reporting point MAMUL included on UL613.

New reporting point BETAX introduced on UL613.

New Luton CTAs introduced.

Newcastle (EGNT), Durham (EGNV) and Aberdeen (EGPD) arrivals, above FL245, now route via UL613 from the south, and HEMEL – MOGLI UL613 from the Hurn area.

MACC East Sector boundary moved west slightly to encompass part of UL613, from BETAX to HALIF. East will now handle Newcastle (EGNT) and Durham (EGNV) inbounds from the south. The section of UL602 north of UMBEL is now delegated to East from ScACC, up to FL275. Two small areas of East Sector are delegated to North Lower and Trent below FL105.

The area delegated from MACC S29 to LACC S27 between FL255 and FL285 has been returned to S29. The northern area of S27 is now FL285+.

The area of P18 north of TILNA delegated from MACC North Upper Sector to Newcastle has been raised to FL165. An area to the east of S29 is delegated to North Upper up to FL255. This is to enable EGNT and EGNV inbounds to be transferred directly from East to North Upper.

MACC North Lower Sector boundary revised south of GASKO.

LACC S3, S4, S28, S34 boundaries revised in the vicinity of BETAX, to correspond with the MACC East Sector boundary. Standing agreement from S28 for Newcastle (EGNT) and Durham (EGNV) inbounds via UL613 now FL280 level BETAX, transferred to East, on a radar heading on or east of UL613.

Standing agreement from S28 to S29 for EGNT and EGNV inbounds via UN57/UN601, now FL280 level by TNT or 45NM before POL.

Standing agreement from East to North Lower for Manchester (EGCC), Warton (EGNO) and Blackpool (EGNH) inbounds, now FL130 level 20NM before POL.

Standing agreement from East to North Lower for Liverpool (EGGP) and Hawarden (EGNR) inbounds, now FL170 level 15NM before DESIG, on north side of L975.

Standing agreement from East to S29 for Birmingham (EGBB), Coventry (EGBE) and East Midlands (EGNX) inbounds, now FL260 level GOLES, on north side of L975.

New standing agreement from East to North Upper for Newcastle (EGNT) and Durham (EGNV) inbounds via UL613, FL220 level HALIF.

Standing agreement from North Upper to East for Newcastle (EGNT) departures via RIMTO, now FL250. (EGNV remains FL210.)

New standing agreement from North Upper to S29 for Durham (EGNV) departures, FL190 on the west side of P18.

Standing agreement from North Upper for Manchester TMA departures via UP17 (including EGCN, EGNH, EGNO, EGNR), now FL250 on the east side, transferred to ScACC Montrose.

Standing agreement from North Upper to North Lower for Manchester TMA arrivals via N615 at FL170 now includes Doncaster (EGCN) and Leeds/Bradford (EGNM).

New standing agreement from Trent to East for Humberside (EGNJ) inbounds, FL180 on a radar heading to the east side.

Standing agreement from Trent to East for East Midlands (EGNX) departures, now FL190.

Standing agreement from West to North Lower for Leeds/Bradford (EGNM) inbounds, now FL150 level 25NM before POL.

Standing agreement from West to North Lower for Doncaster (EGCN) inbounds, now FL150 level 50NM before UPTON.

New standing agreement from S29 to East for Humberside (EGNJ) inbounds, FL200 level DESIG.

Inbounds to Birmingham (EGBB), Coventry (EGBE) and East Midlands (EGNX) transferred from S29 to Stafa Sector should now be routed towards MCT.

AIRAC 6/2006

New reporting point TUNUP introduced (for Barrow/Walney Island arrivals).

AEW orbit area UKFOST introduced.

Other changes:

The level restrictions exiting LACC S10 to Maastricht have been made more realistic. They now include all Brussels FIR (except EBAW) and Dusseldorf FIR inbounds at a maximum of FL290. Also, for LACC S12 a restriction for Dusseldorf FIR inbounds has been introduced at a maximum of FL330.

Some flights entering LACC S10/S11 have been amended to route via RAVLO rather than KOLAG.

Maastricht Delta High Sector has been introduced, FL345+, frequency 132.085.

The Amsterdam sectors adjacent to the London FIR have been updated. Sector 4 now covers the southern area (frequency 125.750) and Sector 5 the northern area (frequency 123.7).

The standing agreement between LACC S25 and S26 for Nottingham East Midlands (EGNX) departures via BIG has been corrected and made consistent (FL230).

Britannia Airways now operate as Thomson (TOM). A selection of new TOM flights have been added to the flight plan database, and these will be expanded in future updates.

Sector Information Manual:

The following Sector Information Manual pages have changed since the last update:

Section	Pages	Section	Pages
1.3	Changes	1-3, 1-4	
2.1	LACC General	2-1-2	
2.4	Sector 3	2-4-2, 2-4-3	
2.5	Sector 4	2-5-2, 2-5-3	
2.11	Sector 10	2-11-3, 2-11-4, 2-11-6, 2-11-7	
2.12	Sector 11	2-12-3, 2-12-4, 2-12-5	
2.13	Sector 12	2-13-5, 2-13-6	
2.23	Sector 25	2-23-5	
2.24	Sector 26	2-24-5	
2.25	Sector 27	2-25-1, 2-25-2, 2-25-3, 2-25-4	
2.26	Sector 28	2-26-2, 2-26-3, 2-26-4, 2-26-5	
2.27	Sector 34	2-27-2, 2-27-3	
3.2	Biggin	3-2-2	
3.3	Bovingdon	3-3-2	
3.5	Cowly	3-5-2, 3-5-3	
3.7	Lambourne	3-7-2	
3.9	Lorel	3-9-2	
3.14	Vaton	3-14-2	
3.15	Welin	3-15-2	
3.17	EGLL	3-17-2	
3.20	EGGW	3-20-2	
4.1	MACC General	4-1-2	
4.2	Sector 29	All (4-2-1 to 4-2-7)	
4.3	East	All (4-3-1 to 4-3-7)	
4.4	Isle of Man	4-4-3	
4.5	North Lower	All (4-5-1 to 4-5-5)	
4.6	North Upper	All (4-6-1 to 4-6-5)	
4.7	Stafa	4-7-3, 4-7-4	
4.8	Trent	All (4-8-1 to 4-8-5)	
4.9	West	4-9-4, 4-9-5	
5.4	Aircraft Types	5-4-3	

The following new features have been added to version 1.2.4 of the software:

The selected flight can be requested to squawk ident by pressing the 'I' key on the keyboard.

The Tactical List has been modified so that it can be configured either as the existing single bay list, or as a multi-bay list more closely emulating paper strips. Selection of the Tactical List configuration is made from the Tools Tab of the Preferences Menu. The list can be manually resized, but it is restricted to a maximum of three strip bays, which is sufficient for all single sectors but may not be enough for some sector combinations. (Note that this is a prototype implementation that may require further refinement.)

In addition, the Tactical List can now be sorted by time or fix as separate selections.

Operation of lists and menus has been cleaned up so that it should be possible to position them on a second monitor (positioned to the right of the main display).

Radar coverage has been improved to give a more realistic bottom cut-off. This should improve low-level coverage in areas like the Isle of Man.

The User Assessment Window now provides a list of events (with affected flights and times) that reduced the score.

Notes:

All updates are cumulative. This update also contains changes to data and software that have been included in previous updates. Refer to the London Control website for details of previous updates.

Dates and AIRAC numbers of documents and maps change only when a significant modification is made. The most up-to-date version of a document or map may still relate to a previous AIRAC cycle. Minor changes may not result in documents and maps being revised until a later update.

Data for the Scottish FIR is included on this update CD-ROM, in the folder called *Scottish*. This is the same version as is currently available for download from the London Control website. Run the program *Scottish.exe* to install.