

LONDON CONTROL

DECEMBER 2008 UPDATE

AIRAC 13/2008

This update brings the London Control data up-to-date to AIRAC 13/2008 (18 December 2008). It also includes the current version of the program files (version 1.4.2).

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:\Update0813.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 7/2008

Scottish Galloway Sector frequency changed to 121.375.

Cardiff (EGFF) SID ERNOK1A withdrawn. Aircraft departing runway 30 eastbound via L9 now use BCN SID.

Doncaster Sheffield (EGCN) inbounds from the south now route via ADELU L26 MAMUL.

AIRAC 8/2008

London Sector 3 frequency changed to 135.580.

Southampton departures via KENET now route direct TABEN – KENET.

Brussels FIR departures to Gatwick (EGKK) now restricted to maximum FL210.

London TMA Departures with destination EHBK now restricted to maximum FL210.

London TMA Departures with destination EHBD, EHEH, EHGR, EHRD, EHSB or EHWO now restricted to maximum FL190.

AIRAC 9/2008

New reporting point ROTNO introduced on T420/UT420 between TIGER and ALESO.

New reporting point TESDO introduced at junction between UN12 and UN20.

New Bournemouth (EGHH) and Southampton (EGHI) STAR SAM1G introduced via HON for traffic from the north between FL150 and FL190.

Reporting point ADOVA on EGHH/EGHI SAM1E and SAM1G STARs renamed RISIN. Standing agreement from LTC Bovingdon to Ockham sectors for EGHH/EGHI inbounds now FL110 level RISIN.

New Control Zones and Control Areas introduced for Doncaster Sheffield (EGCN) with associated changes:

- New UPTON SIDs introduced for EGCN departures to the west and north.

- New FNY STARs introduced.

- Standing agreement from MACC North Upper to North Lower for EGCN inbounds via P18 now FL170 level GASKO.

- Standing agreement from MACC Trent to East for EGCN inbounds now FL120 level EVSON.

- Standing agreement from MACC Wallasey to North Lower for EGCN inbounds now FL150 level 5NM before BARTN.

- Positions of base level changes on L26, L603 and Y70 adjusted to correspond with EGCN CTAs.

The following London Area Control sector frequencies have changed to 8.33kHz channels: S12 now 133.455, S14 now 118.480, S16 now 134.455, S25 now 132.455, S26 now 132.605, S27 now 129.205, and S28 now 127.105.

Farnborough (EGLF) departures via KENET to the west above FL245 now route via UN14.

AIRAC 10/2008

No significant changes.

AIRAC 11/2008

Standing agreement from S28 to Trent for Doncaster Sheffield (EGCN) arrivals now FL200 level 40NM before EVSON.

AIRAC 12/2008

The Newcastle VOR (NEW) withdrawn and replaced by reporting point NATEB.

New reporting point VIDOK introduced on A34/UA34 between TELBA and PEPUL.

Routes in the vicinity of TNT have been revised as follows:

- T420 withdrawn between TNT and POL. This segment is now only part of N57.

- UN57 realigned WELIN – SAPCO – TNT.

- UT420 extended WELIN – TIMPO – TNT.

- All northbound flight plan routes via TNT and POL amended to refer to new routes.

London Sector 3 frequency now 133.705.

St Mawgan (EGDG) is now a licensed civil aerodrome and is renamed Newquay (EGHQ).

Southbound traffic routing UN864 WAL UN862 now routes UN864 SUBUK NOKIN UN862.

Traffic from the north inbound to EGBJ, EGDJ, EGHH, EGHI, EGHL, EGKK, EGLF, EGLK, EGTK, EGVA and EGVN via KEPAD UA34 now routes UN864 SUBUK KEPAD UA34.

Manchester (EGCC) departures to N859/UN859 following a LISTO SID with RFL above FL195 now route via TELBA A34 KIDLI N859/UN859.

Liverpool (EGGP) and Hawarden (EGNR) departures via UN859 with RFL above FL195 now route L10 STAFA R101 TELBA A34 KIDLI N859/UN859.

AIRAC 13/2008

Manchester Intermediate Approach Sector (CCINT) frequency changed to 118.575.

Other changes:

New aircraft type introduced for Hawker 4000 (HA4T).

The flight plan database has been updated, with over 600 new or updated flight plans added, including the first Emirates A380 services to Heathrow (UAE1/2) and New York (UAE201/202).

New controllable approach positions have been added for Bournemouth (EGHH), Southampton (EGHI) and Isle of Man (EGNS). Although these may not operate entirely realistically, they have been added to widen the scope of the simulation. Brief information for these units is provided in the *Other ATSU*s section of the Sector Information Manual.

The operation of Bristol (EGGD) and Cardiff (EGFF) approach positions has been improved. Bristol inbounds are now subject to standing agreements from Cardiff: for runway 09 at 5,000ft (via EXMOR) or 6,000ft (other routes), and for runway 27 at FL90 (via EXMOR) or FL80 (other routes). Bristol inbound routings have been modified to be more correct on handover from Cardiff (for most routes on a radar heading towards a point at 10NM on the extended runway centreline). Cardiff inbounds are now subject to a standing agreement from Bristol: for runway 30 at 3,000ft (heading towards a point 10NM on the runway extended centreline), and subject to individual co-ordination for runway 12. Bristol departures heading west are subject to a standing agreement with Cardiff climbing to FL100.

Gatwick (EGKK) easterly departures on a Seaford SID now contact KKINT initially.

The area of the Brest UIR from the FIR boundary to a line through VEULE and ETRAT is now considered part of London AC S18 from FL285 to FL335.

The approach position range ring maps have been reduced in complexity, to improve performance.

A number of defunct airlines have been removed from the database, including XL Airways (XLA) and Futura (FUA).

The wake turbulence category of the Airbus A380 (A388) has been corrected to 'J' ('Super' category).

Sector Information Manual:

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

Section	Pages	Section	Pages
1.3	Changes	1-3	to 5
2.3	Sector 2	2-3	3
2.4	Sector 3	2-4	1, 3
2.5	Sector 4	2-5	3
2.6	Sector 5	2-6	4
2.10	Sector 9	2-10	4
2.11	Sector 10	2-11	4
2.12	Sector 11	2-12	3
2.13	Sector 12	2-13	1, 4
2.15	Sector 14	2-15	1
2.16	Sector 15	2-16	3
2.17	Sector 16	2-17	1, 3, 4
2.18	Sector 17	2-18	3, 4
2.19	Sector 18	2-19	1 to 4
2.25	Sector 25	2-25	1
2.26	Sector 26	2-26	1
2.27	Sector 27	2-27	1, 3, 4
2.28	Sector 28	2-28	1, 3, 4
2.29	Sector 34	2-29	3
3.3	Bovingdon	3-3	4
3.10	Ockham	3-10	4
3.11	Redfa	3-11	4
3.18	EGKK	3-18	4
4.2	Sector 29	4-2	3, 4
4.3	East	4-3	2 to 5, 7
4.5	North Lower	4-5	2 to 4
4.6	North Upper	4-6	2, 3, 5
4.8	Trent	4-8	2 to 4
4.9	Wallasey	4-9	4
4.10	EGCC	4-10	1
5	Other ATSUs	5-1	to 5
6.3	Location Indicators	6-3	2
6.4	Aircraft Types	6-4	1, 4
6.5	Wake Vortex	6-5	1

Version 1.4.2 Software:

The London Control version 1.4.2 software introduces the following changes:

If only one user name has been defined, this will be selected by default in the Log-on Window when the program is started.

The keyboard shortcut to open the Sector Conflict Tool has been changed to Alt D N, to stop it conflicting with the Offered Bay (Alt D O).

A Knots/Mach button has been added to the Speed Menu, and to the Combined Clearance Menu (in the latter it appears in the place of the ILS button, if that button is not present). This allows the alternative type of speed clearance to be input (eg Knots when the system defaults to Mach).

The handling of the lowest hold level has been corrected, so aircraft will now descend to the bottom of the stacks properly.

Display performance has been improved, particularly the handling of large amounts of map data which sometimes caused a slow redraw of the screen background. This should also alleviate the performance problems some users experienced when running Germany Radar.

A number of other minor problems have been fixed. Further details can be found on the support pages of our website.

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 has been updated to AIRAC 13/2008 and will also be available for download from the London Control website. Run the program *Scottish.exe* to install.

In association with Aviascan, the demo version of Germany Radar has been included on this update CD-ROM, in the folder called *GRDemo*. Run the program *Setup.exe* to install.