

LONDON CONTROL

MARCH 2009 UPDATE AIRAC 3/2009

This update brings the London Control data up-to-date to AIRAC 3/2009 (12 March 2009). It also includes the current version of the program files (version 1.4.3.4).

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:\Update0903.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 1/2009

Reporting point STOCK withdrawn (L975).

Standing agreement from S17 to S26 for Midlands inbounds (EGBB, EGBE, EGNX) now FL260 level ROTNO.

Standing agreement from S17 to S26 for Severn inbounds (EGGD, EGFF, EGTG) now FL280 level ROTNO.

AIRAC 2/2009

Leeds Bradford (EGNM) LAMIX1W/X SIDs re-designated LAMIX2W/X. Departures via DOPEK and LAMIX will now climb to FL70 before transfer to MACC East Sector. Inbounds from East to EGNM should be descended to FL80. Shannon ACC Shannon Sector frequency changed to 134.260.

AIRAC 3/2009

London Area Control Sector 16 frequency changed to 136.6.

ATS routes M150/UM150 renamed Y250/UY250 and extended MAMUL – LESTA – AKUPA – DTY, bi-directional north of MAMUL, northbound only south of MAMUL.

Traffic from the south inbound to Newcastle (EGNT) and Durham Tees Valley (EGNV) above FL195 now routes via Y250/UY250. Aberdeen (EGPD) inbounds also route via Y250/UY250 when weekend route P18 is available.

New reporting point AKUPA introduced on T420/UT420 between WELIN and TIMPO.

New Class C controlled airspace introduced to the east of airway N601. Three areas with base levels of FL115 (southern area), FL145 (central area) and FL195 (northern area). (Note that the southern area sits below existing controlled airspace with a base of FL155.) Class C airspace is also established above FL245. The airspace below FL195 is available from 1700 to 0830 weekdays and all weekend. The airspace above FL195 is available H24. The northern area incorporates new route Y250. These areas are available for radar vectoring of (mainly) London TMA departures heading towards Pole Hill, to allow improved separation from Manchester TMA inbounds and overflights.

TC Welin sector boundary has been extended east to include the N601 extension above FL145.

Lateral limits of the East Anglian MTA Area B have been revised.

New Sector 24 introduced at London Area Control, comprising the northern half of existing Sector 1. The lower limit of the southern area of Sector 1 (above S18) has been lowered to FL295. The following additional changes have been made:

The upper limit of the southern area of Sector 18 is now FL295.

The area of Brest airspace between the London FIR boundary and VEULE/ETRAT has been returned to Brest control above FL285, but is delegated to London (S18) below FL285.

Standing agreement from Sector 25 for EGBB, EGBE, EGNX, EGGD, EGFF, EGTG, EGSS, EGSC, EGDL, EGVA, EGVN and EGBJ departures towards MID and GWC now FL300 up to Sector 1 (for aircraft requesting FL310 or above).

The maximum level to be allocated for all southbound London TMA departures from Sector 18 is now FL290 (released for climb to Brest).

The standing agreement from Sector 1 to Sector 18 for Paris inbounds is now FL300.

Standing agreement from TC Cowly to TC Bovingdon for Northolt (EGWU) inbounds now FL150 level 5NM before SOPIT. (Heathrow standing agreement unchanged.)

Standing agreement from TC Saber to TC Lambourne for Northolt (EGWU) inbounds now FL150 level 5NM before SABER. (Heathrow standing agreement unchanged.)

Coventry (EGBE) approach frequency changed to 123.825.

Reporting point NUBLU withdrawn (Newcastle approach fix).

New reporting point NEKAP introduced at intersection between UL149 and UL607.

New reporting point INPAX introduced on UN615 between VEULE and RESMI (Brest UIR).

Other changes:

New aircraft types introduced for Embraer EMB-500 Phenom 100 (E50P) and Embraer EMB-505 Phenom 300 (E55P).

The flight plan database has been updated, with over 500 new or updated flight plans added, including the first QANTAS A380 services to Heathrow (QFA31/32). Some of the older flight plans have also been removed.

New controllable approach position has been added for Doncaster Sheffield (EGCN). Although this may not operate entirely realistically, it has been added to widen the scope of the simulation. Brief information for this unit is provided in the *Other ATSU's* section of the Sector Information Manual.

A number of defunct airlines have been removed from the database, including Eurocharter (EAF) and Flightline (FLT).

Cowly sector now most commonly uses frequency 120.025 when combined, so this has been set as the sector frequency.

Standing agreement into Liverpool (EGGP) from MACC Wallasey Sector has been amended to FL70 via TIPOD and KEGUN. Minimum stack level at TIPOD and KEGUN is 3000ft.

The Jaguar has been removed from the military crossers file and over 100 new crosser flight plans have been added.

On 12 March 2009 the UK introduced new types of Air Traffic Services Outside Controlled Airspace (ATSOCAS). These changes do not affect London Control directly, as the software generally only covers services within controlled airspace. More details of the new procedures can be found at: www.airspacesafety.com.

Sector Information Manual:

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

Section	Pages	Section	Pages
1.3	Changes	1-3, 4	
2.0	LAC General	2-0-1, 2	
2.1	Sector 1	Complete section	
2.2	Sector 2	2-2-1, 4	
2.3	Sector 3	2-3-3	
2.4	Sector 4	2-4-3	
2.8	Sector 8	2-8-4	
2.10	Sector 10	2-10-2, 3, 4	
2.11	Sector 11	2-11-2, 3	
2.16	Sector 16	2-16-1	
2.17	Sector 17	2-17-5	
2.18	Sector 18	Complete section	
2.24	Sector 24	New section	
2.25	Sector 25	2-25-5, 6	
2.26	Sector 26	2-26-5	
2.27	Sector 27	2-27-2, 3, 4	
2.28	Sector 28	2-28-2, 3, 4	
2.34	Sector 34	2-34-2, 3	
3.1	LTC General	3-1-3	
3.3	Bovingdon	3-3-4, 5, 6	
3.5	Cowly	Complete section	
3.7	Lambourne	3-7-4, 5	
3.12	Saber	3-12-4, 5	
3.15	Welin	3-15-2, 3, 5, 6	
4.2	Sector 29	4-2-2, 3, 4	
4.3	East	4-3-2, 3, 4, 5, 6, 7	
4.5	North Lower	4-5-2, 3	
4.6	North Upper	4-6-2, 3, 4	
4.7	Stafa	4-7-2, 3	
4.8	Trent	4-8-2, 3	
5	Other ATSU's	5-2, 3, 4, 5	
6.4	Aircraft Types	6-4-3, 4, 5	

All the London Area Control sections of the Sector Information Manual have been renumbered so that the section numbers correspond to the sector numbers. These changes are not included in the above list, except where another change has also been made to a renumbered page.

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 3/2009 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.