

# LONDON CONTROL

## DECEMBER 2009 UPDATE

### AIRAC 13/2009

This update brings the London Control data up-to-date to AIRAC 13/2009 (17 December 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:\Update0913.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 4/2009**

Route N57 no longer available northbound between POL and DCS.

Standing agreement from TC Logan Sector to TC Lambourne Sector for London City (EGLC), Biggin Hill (EGKB) and Southend (EGMC) inbounds now FL120 level by LOGAN.

Standing agreement from Sector 23 to TC Bovingdon Sector for Luton (EGGW), Stansted (EGSS), Cambridge (EGSC), London City (EGLC), Biggin Hill (EGKB) and Southend (EGMC) inbounds now FL140 level 20NM before CPT (10NM before KENET).

New standing agreement from Sector 27 to Sector 25 for departures from Scottish FIR to Channel Islands, FL290 level 5NM before KIDLI.

Scottish Rathlin East Sector frequency changed to 125.680.

##### **AIRAC 5/2009**

Routes from Dublin to Scottish TMA revised, with associated changes to airspace to the east of Belfast, as follows:

New Strangford CTA 4 introduced.

Upper limit of Strangford CTA 3 raised to FL195.

Route N34 extended BEL – ABSUN – NEVRI – ABSUN – BEL, northbound only.

Route P6 realigned BEL – NELBO – Abeam VANIN.

Route P600 realigned FENIK – TRN – GIRVA – TUNSO – BLACA – GOTNA – ROTEV – DUB, northbound only between DUB and BLACA.

Route P620 extended BANBA – DIMUS – BEPAN – DUB – NIMAT – NUMPI – NELBO – BLACA, southbound only between BLACA and DUB.

Route UN34 extended DUB – NEVRI – ABSUN – BEL – TIR, northbound only between DUB and BEL.

BESOP replaced by NELBO on route UN551.

Route UP6 realigned MASOP – NELBO – GOTNA – DIMLI.

Route UP138 withdrawn.

Route UP600 realigned TRN – BLACA – GOTNA – ROTEV – DUB, northbound only between DUB and BLACA.

Route UP620 extended DUB – NIMAT – NUMPI – NELBO – BLACA, southbound only.

BESOP replaced by GOTNA on route UP867.

Belfast (EGAA) inbounds from the east now route via NELBO – BEL.

Belfast (EGAA) departures to the east now route via LISBO – PEPOD – IOM.

Belfast City (EGAC) inbounds from the east now route via NELBO – MAGEE.

Belfast City (EGAC) departures to the east now route via PEPOD – IOM.

Route H51 redesignated N514.

Route H52/UH52 redesignated Q3/UQ3.

Routes H54/UH54 withdrawn and L610/UL610 extended LAM – HEMEL.

Routes UH51 and UL3 combined and redesignated UN514.

London City (EGLC) SID initial routings amended.

Luton (EGGW) Director frequency changed to 134.275.

Standing agreements for Liverpool (EGGP), Blackpool (EGNH), Warton (EGNO) and Hawarden (EGNR) inbounds, from Sector 10 to MACC East now FL280 level by VEGUS, and from East to North Lower FL170 level by GOLES.

##### **AIRAC 6/2009**

Standing agreement from Sector 17 to TC Biggin for London City (EGLC), Biggin Hill (EGKB) and Southend (EGMC) inbounds now FL100 level by WAFFU.

Standing agreement from Sector 15 to TC Biggin for London City (EGLC), Biggin Hill (EGKB) and Southend (EGMC) inbounds now FL110 level by DVR or TEBLO.

Bournemouth (EGHH) and Southampton (EGHI) departures via M605/UM605 now route GWC – BOGNA – HARDY.

Sector 12 frequency changed to 133.940.

Sector 25 frequency changed to 132.165.

Sector 36 frequency changed to 128.815.

#### **AIRAC 7/2009**

New reporting points IRKUM and ABLIN introduced on L18.

New reporting point PIXUP introduced on L186/UL186. Reporting point SOTED on UL186 withdrawn.

New reporting point ELVOS introduced on T420/UT420. Standing agreement from S28 to MACC Trent for Manchester TMA inbounds now FL200 level by ELVOS.

Reporting point PEKOX withdrawn on UN615.

Route R101 withdrawn and P18 extended POL – LISTO- STAFA – TELBA.

Route R3 redesignated Q4.

Route B53 redesignated Y53.

Route UB295 redesignated UQ295.

London City (EGLC) runway now designated 09/27.

Stansted (EGSS) runway now designated 04/22.

Traffic from the Hamstede Group (EHBD/EH/GR/MZ/RD/SE/VK/WO) to Luton (EGGW), Stansted (EGSS) and Cambridge (EGSC) restricted to a maximum of FL220.

#### **AIRAC 8/2009**

Standing agreement from S10 to MACC East Sector for Birmingham (EGBB), Coventry (EGBE), East Midlands (EGNX) and Gamston (EGNE) inbounds via UL60/UY70 now FL280 level VEGUS.

#### **AIRAC 9/2009**

Maximum level for traffic routing Q4 L10 to Belfast (EGAA and EGAC) now FL190. Traffic FL200+ to route via L28 L10.

#### **AIRAC 10/2009**

New reporting point OKTEM introduced on N864. Standing agreement from S5 to MACC Wallasey for Manchester (EGCC), Blackpool (EGNH), Warton (EGNO), Leeds/Bradford (EGNM) and Doncaster Sheffield (EGCN) inbounds now FL200 level by OKTEM. Standing agreement from S5 to MACC Wallasey for Liverpool (EGGP) and Hawarden (EGNR) inbounds now FL200 level 10NM before OKTEM.

Scottish Dean Cross South Sector frequency now 135.530.

Humberstone (EGNJ) inbounds from the south now route M868 ADELU UPTON L975 GOLES.

#### **AIRAC 11/2009**

The Durham Tees Valley (EGNV) CTR and CTA have been modified.

#### **AIRAC 12/2009**

Luton Approach (GWDIR) frequency now 129.550.

The Penine Radar area (to the southeast of Newcastle) is now controlled by Scottish military on frequency 135.925.

Standing agreement from Sector 15 to TC Biggin for London City (EGLC), Biggin Hill (EGKB) and Southend (EGMC) inbounds reverted to FL80 level by SANDY.

Traffic routing from Solent Group (EGHH/EGHI) to Birmingham (EGBB) and Coventry (EGBE) restricted to max FL170.

#### **AIRAC 13/2009**

Base of Sector 14 in the REFSO area lowered to FL215 (delegated from Amsterdam).

Boundary of TC Logan sector extended east to REFSO and SASKI (delegated from Amsterdam).

Route W70/UW70 redesignated Q70/UQ70.

Route W71 redesignated M140.

Route UW501 redesignated UM197.

New route UP49 introduced XAMAN – IDESI.

Shannon upper sectors rearranged. Shannon North (SHANO), north of line through SLANY, frequency 131.150, and Shannon South (SHASO), south of line through SLANY, frequency 132.150.

A number of night-time direct routes have been introduced from points on the Shannon/London FIR boundary to points on the eastern London FIR boundary. These are not included in the simulation data.

The Shannon UIR no longer has an organised route structure. Instead, aircraft are allowed to flight plan direct routes between FIR entry and exit points. For the moment this is not included in the simulation and the previous route structure has been retained.

#### **Other changes:**

The flight plan database has been updated, with over 300 new or updated flight plans added, including the first Air France A380 service (AFR006/007) and the British Airways London City to Shannon/New York services (BAW1/2/3/4).

A number of defunct airlines have been removed from the database, including Cargo B (CBB), Clickair (CLI), Lithuanian Airlines (LIL) and SkyEurope (ESK).

Now that the London FIR military service is combined at Swanwick, the callsign has reverted to London Mil.

## Sector Information Manual:

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

Section	Pages	Section	Pages
1.3	Changes	3.2	Biggin
2.5	S5	3.3	Bovingdon
2.9	S9	3.4	Compton
2.10	S10	3.7	Lambourne
2.12	S12	3.8	Logan
2.14	S14	3.17	EGLL
2.15	S15	3.19	EGSS
2.16	S16	3.20	EGGW
2.17	S17	4.3	East
2.23	S23	4.5	North Lower
2.25	S25	4.8	Trent
2.27	S27	4.9	Wallasey
2.28	S28	5	Other ATSUs
2.36	S36		

All sector route maps have been updated (upper and lower routes). The page numbers of sections 2.23 (S23) and 2.24 (S24) have been corrected.

### 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 10/2009 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.