

# LONDON CONTROL

## APRIL 2010 UPDATE AIRAC 4/2010

This update brings the London Control data up-to-date to AIRAC 4/2010 (8 April 2010). 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:\Update1004.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 1/2010

Cardiff Tower (EGFF) frequency changed to 133.1.

Manchester TMA (EGCC, EGCD, EGGP and EGNR) departures with destination Dusseldorf (EDDL) are to be allocated a maximum of FL330 by Sector 11 (via LAMSO) and Sector 12 (via REDFA).

The Brest ACC sectors in the ETRAT and VEULE area have been renamed and modified in their vertical extents. As a result, Sector 18 is now delegated the area between the FIR boundary and ETRAT/VEULE up to FL265.

#### AIRAC 2/2010

No significant changes.

#### AIRAC 3/2010

Routes B321/UB321 redesignated Y321/UY321.

Routes R24/UR24 redesignated Y110/UY110.

Routes R41/UR41 redesignated Q41/UQ41.

The following new fixes have been introduced, along the western FIR boundary, to act as entry points to the night time fuel saving routes: ARKIL, DUNLO, MAVET, MORAG, SAMON and TURLU. Although these fixes have been included in the London FIR data, the routes themselves are not included in aircraft flight plans, due to their restricted hours of operation. Scottish IOM sector is to allocate a maximum of FL160 to traffic originating within the UK with destination in Ireland routing via LIFFY.

Maastricht Delta High sector has been renamed Zeeland (encoded as ZEEL).

Maastricht West sector has been renamed Koksy High (encoded as KOKHI).

#### AIRAC 4/2010

Western Radar has been introduced to provide Air Traffic Services Outside Controlled Airspace (ATSOCAS) below FL245 in the south western area of the London FIR (ie the area over Wales and the southwest of England, to the west of A34/Q41/N621 and south of L975). Aircraft leaving controlled airspace to enter this area should be co-ordinated with, and transferred to, Western Radar where appropriate (for example, Exeter inbounds leaving at GIBSO). The service is provided by London Military using the initial contact frequency of 132.3.

Sector 21 frequency is now 129.425.

New Oceanic landfall points have been defined: ATSUR (5000N 01400W), BEXET (5400N 01400W), BIMGO (4930N 01400W), DOLUL (5200N 01400W), ELSOX (5100N 01400W), EMPER (4900N 00900W), EPUNA (5030N 01400W), GISTI (5300N 01400W), KOKIB (5430N 01400W), LEKVA (5130N 01400W), MAPAG (5100N 00830W), NERTU (4900N 01400W), NETKI (5500N 01400W), OLGON(5330N 01400W) and RILED (5230N 01400W). Note that, for simulation purposes, the fixes at 14W have been artificially moved to the east (to 11W), so that transit times of aircraft approaching the London FIR are reduced.

Manston (EGMH) approach frequency now 132.450.

### Other changes:

During January 2010, the Manchester Area Control Centre (MACC) closed and its area control services transferred to the new Scottish Centre, which is now known as Scottish Area Control (Prestwick). For the purposes of the London Control simulation, the former MACC sectors have been retained as part of the main London FIR data, although their callsign is now 'Scottish'.

The display settings for these sectors have also been changed to 'NODE', rather than the old 'monochrome' settings.

Otherwise there have been no significant changes to the sectors or their procedures as a result of the move.

Coventry Airport (EGBE) closed permanently on 8 December 2009. For this update all flight plans to and from Coventry have been deleted, but EGBE itself has not been removed from the data files as it is yet to be officially deleted from the AIP.

The Shannon FIR and the Oceanic areas controlled by Shannon (NOTA and SOTA) no longer have a defined route structure above FL245. Instead, direct routings are used between the oceanic landfall points (generally along longitude 14W) and the

first point on the London or Scottish FIR western boundary. The adaptation data has been modified to take these changes into account, although existing route designators have been retained in order to simplify the input of flight plans.

The standing agreement from S28 to East for Newcastle (EGNT) and Teesside (EGNV) inbounds is FL280 level 25NM before MAMUL for traffic routing via UY250.

The flight plan database has been updated, with over 700 new or updated flight plans added.

A number of defunct airlines have been removed from the database, including Globespan (GSM), Sky Europe Express (ESK), Air Comet (MPD) and Northwest Airlines (NWA).

### Sector Information Manual:

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

Section	Pages	Section	Pages
1	Introduction	All	
1.1	Documentation	All	
1.3	Changes	1-3,4	
2	LAC General	All	
2.1	S1	2-1-2	
2.2	S2	2-2-2	
2.3	S3	2-3-4	
2.5	S5	2-5-7, 8	
2.6	S6	2-6-3, 4, 7	
2.7	S7	2-7-1	
2.8	S28	2-8-4, 6, 7	
2.9	S9	2-9-4, 5	
2.10	S10	2-10-1, 6, 7	
2.11	S11	2-11-4	
2.18	S18	2-18-1, 2	
2.19	S19	2-19-1, 3, 4	
2.20	S20	2-20-3, 4, 5	
2.21	S21	2-21-1, 3, 4, 5	
2.22	S22	2-22-1, 3, 4	
2.23	S23	2-23-3, 4, 8	
2.24	S24	2-24-3	
2.25	S25	2-25-3, 4	
2.26	S26	2-26-3, 4	
2.27	S27	2-27-1, 3, 4, 5, 6	
2.28	S28	2-28-3, 4, 5, 6	
2.35	S35	2-35-3	
2.36	S36	2-36-3	
3	LTC General	All	
3.3	Bovingdon	3-3-3	
3.4	Compton	3-4-3	
3.5	Cowly	3-5-3, 5, 6	
3.10	Ockham	3-10-1, 3, 6	
3.15	Welin	3-15-3, 5	
3.16	Willo	3-16-3	
4	Manchester Area	All	
4.3	East	4-3-5	
4.4	Isle of Man	4-4-4, 6	
4.7	Stafa	4-7-5	
4.9	Wallasey	4-9-5	

The former MACC sectors are now referred to as 'Manchester area sectors'. Every first page of the Manchester sector sections have been changed. Otherwise, only the most significantly changed pages are noted above.

### 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.