

LONDON CONTROL

MARCH 2005 UPDATE AIRAC 3/2005

This update brings the London Control data up-to-date to AIRAC 3/2005 (17 March 2005). It also includes the current version of the program files (version 1.1.1).

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:\Update0503.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 1/2005

EGNM departure standing agreement from North Upper to ScACC Talla now FL180.

New reporting point ROGAG introduced on L603 between LAMIX and AMVEL.

New reporting point VEGUS introduced on Y70 between GOLES and OTBED.

AIRAC 2/2005

Changes to base levels of L602 between TLA and NEW.

Additional fillets of class A airspace north and south of L602, east of TLA.

New reporting point OTBUN introduced on L602 between NEW and HAVEN.

New fillet of class D airspace to east of N601 between POL and Scottish TMA, with base FL165 and FL195.

Existing fillet of class A airspace east of N601, north of POL, with base FL195, extended slightly east.

Changes to base levels of N57, N601 and N615 south of Scottish TMA.

P18 extended north of NEW (weekend CDR only - inactive for basic adaptation).

EGPH TWEED1B STAR withdrawn.

EGPF LANAK1B STAR withdrawn.

AIRAC 3/2005

New reporting point DISIT introduced on A34/UA34 north of KIDLI.

New reporting point BENSU introduced at junction of A47/UA47 and W70/UW70.

Reporting point BALGI withdrawn.

Doncaster Sheffield aerodrome introduced (EGCN).

New inbound standing agreements introduced for EGCN:

S11 to S10 FL320.

S10 to EAST FL280 level 10NM before SUPEL.

NTHLO to EAST FL110 level 10NM before UPTON.

TRENT to EAST FL120 level 10NM before DENBY or 25NM before POL.

New outbound standing agreements introduced for EGCN:

EAST to S10 FL230.

EAST to NTHLO FL100.

NTHUP to S29 FL190.

Otherwise, EGNM standing agreements extended to include EGCN.

Doncaster Sheffield also provides approach control service for Sheffield City (EGSY) and Gamston (EGNE).

EGKK STAR WILLO3E withdrawn.

EGKK STAR WILLO2B rerouted KIDLI-MID and renamed WILLO3B. All EGKK arrivals from the north now route via KIDLI.

S27 standing agreement for EGKK inbounds changed to FL200 level by DISIT.

COWLY standing agreement for EGKK inbounds changed to FL150 level by KIDLI.

EGNX departures towards BIG now route WCO-BENSU.

LACC Sector 1 frequency now 132.840 (an 8.33kHz frequency).

Division between Brest JS and JU sectors changed to FL325 (from FL335).

Division between Brest OS and OU sectors changed to FL345 (from FL335).

Division between Brest QS and QU sectors changed to FL345 (from FL335).

Division between Brest XS and XI sectors changed to FL345 (from FL335).

Division between Brest ZS and ZI sectors changed to FL345 (from FL335).

Standing agreement for Belfast City (EGAC) outbounds via UL10 between ScACC Antrim and LACC S7 now FL250.

Other changes:

The ad-hoc flight plan database has also been updated, with over 600 new flight plans added.

Added new Route Orientation selections - *Clockwise* (westbound oceanics southabout, eastbound oceanics northabout) and *Anticlockwise* (eastbound oceanics southabout, westbound oceanics northabout).

New Route Orientation selection *Weekend*, which has conditional routes UL3, L18/UL18 and UW501 available (affecting S5, S9 and S23), and P18/UP18 in use for EGPD inbounds.

Added new aircraft type L410 (Let 410).

Added new aircraft type C680 (Cessna 680 Citation Sovereign).

The Sector Information Manual and maps have been fully updated. Maps showing all the sectors of each centre have been added.

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 relevant 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 updated until a later update.