

LONDON CONTROL

DECEMBER 2006 UPDATE AIRAC 13/2006

This update brings the London Control data up-to-date to AIRAC 13/2006 (21 December 2006). It also includes the current version of the program files (version 1.3).

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:\Update0613.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 11/2006

Routes A56/UA56 withdrawn between DRAKE and SITET (coincident with A34/UA34).

Reporting point DEKAP on L18/UL18 renamed RUTOK.

Reporting point MORAG on UL10 withdrawn.

Route UL15 extended from SANDY to MOTOX, available FL350 and above, weekend-only conditional route (extension into French airspace follows later). UL15 between BIG and SANDY now bi-directional, and eastbound only east of SANDY.

Route UL603 now bi-directional between REMSI and new reporting point TENSO introduced.

New upper ATS route UM65 introduced RODOL – TENSO, westbound only. Traffic routing via RODOL to UP6 now routes RODOL UM65 TENSO UL603 REMSI UP6.

Reporting point DOLOP on UP16 renamed BINTI.

London City/Southend/Biggin Hill STAR ALKIN3L now routes via LISTO and renamed ALKIN4L.

Luton/Stansted/Cambridge STAR LOREL3F now routes via LISTO and renamed LOREL4F.

Doncaster Sheffield, Norwich and Humberside arrivals via RAVLO/KOLAG will now be offered by Maastricht to LACC S10 at a maximum of FL300.

Leeds Bradford arrivals from the southwest now route REXAM – BARTN – POL.

Doncaster Sheffield arrivals from the southwest now route REXAM – BARTN L975.

Mildenhall, Lakenheath and Norwich arrivals from the north now route UN615 CALDA – DESIG UL603 MAMUL.

MACC Isle of Man sector upper limit raised to FL285 in the south and FL255 in the north. Other associated changes:

Standing agreement from IOM to West for EGCC/EGCD/EGNM/EGCN arrivals via L10 now FL170 level PENIL.

Standing agreement from IOM to West for EGCC/EGCD/EGNM/EGCN arrivals via L975 now FL170 level MALUD.

Standing agreement from IOM to West for EGGP/EGNR arrivals via L10 now FL130 level PENIL, positioned on the south side of L10.

Standing agreement from IOM to West for EGGP/EGNR arrivals via L975 now FL130 level ROLEX, positioned on the south side of L975.

Standing agreement from IOM to Dublin for EIDW/EIME arrivals now descending to FL200.

New standing agreement from IOM to ScACC Rathlin East for Manchester TMA/EGNH/EGNO departures via L10 climbing to FL260, positioned on the north side of L10.

New standing agreement from IOM to S29 for EGBB/EGBE/EGNX arrivals FL250 level MALUD.

New standing agreement from IOM to S7 for EIDW/EIME departures via L975 climbing to FL290.

Standing agreement from West to IOM for EGGP/EGNR departures at FL120 now includes EGNH/EGNO.

Standing agreement from Dublin to IOM for EIDW/EIME now covers all departures via LIFFY climbing to FL230.

New standing agreement from Shannon to IOM for Manchester TMA/Midlands/EGNM/EGCN/EGNH/EGNO arrivals via UL975 FL270 level LIFFY.

New standing agreement from S29 to IOM for EGNM departures via L10/L70 climbing to FL240.

New standing agreement from S29 to IOM for EGNS arrivals FL200 level 10NM west of WAL.

New standing agreement from S7 to IOM for EIDW/EIME arrivals descending to FL290.

New standing agreement from ScACC Antrim to IOM for EGAA departures climbing to FL230, positioned on the south side of L10.

New standing agreement from ScACC Antrim to IOM for EGAC departures climbing to FL250, positioned on the south side of L10.

New standing agreement from ScACC Antrim to IOM for Manchester TMA/EGNM/EGCN/EGNH/EGNO arrivals FL230 level KELLY, positioned on the south side of L10.

New standing agreement from ScACC Rathlin East to IOM for EGBB/EGBE/EGNX arrivals via UL10 FL270 level KELLY.

New standing agreement from S29 to S7 for EGBB/EGBE/EGNX/EGCN departures via UL10/UL70 climbing to FL280.

The boundary between LACC Sectors 3 and 7 has been moved to the east and the lower limit of S7 raised to FL285. This enables S3 and S7 to be more easily combined to cover the area beneath S4 from FL285 to FL335.

LACC Sector 5 no longer includes the area north of MONTY delegated from MACC Sector 29 FL195 – FL245.

AIRAC 12/2006

SSR Code 7401 introduced for use by aircraft receiving a service from London Flight Information Service.

Route M982 introduced ROKAN – TOPPA, eastbound only.

Route UM982 extended ROKAN – TOPPA, eastbound only. Remainder of route now bi-directional.

Route UN97 introduced NEW – NEPSO – ROKAN, eastbound only (within Scottish ACC area).

Route UP138 introduced GELKI – BINTI – ROKAN, eastbound only, FL290 and above (within Scottish ACC area).

Route UP867 introduced NIPIT – BESOP – NEW, eastbound only, FL290 and above (within Scottish ACC area).

Route UL15 extended into French airspace, MOTOX – ING – RANUX, available weekends only, FL350 and above, for traffic originating outside London area with destinations LD**, LIM*, LIP*, LJ**, LSZA and LSZS. (UL15 is assumed to be available in the Weekend route orientation.)

AIRAC 13/2006

No significant changes.

Other changes:

The flight plan database has been updated, with over 500 new flight plans added.

Aircraft types added for Airbus A380 (A388), Canadair Regional Jet CRJ-900 (CRJ9), and Embraer ERJ-190 and ERJ-195 (E190). (Performance data for the A380 is provisional.)

Standing agreement from S29 to S5 for EGFF/EGGD/EGTG arrivals corrected to FL270 level NOKIN.

ScACC Southwest Sector (SWEST) has been renamed Rathlin and split between East and West. LACC and MACC interface with Rathlin East (RATHE).

Additional secondary sectors have been added for many sectors, to allow for more flexibility when bandboxing.

Sector Information Manual:

The following Sector Information Manual pages have changed since the last update (changes to sector combinations only are not listed):

Section	Pages	Section	Pages
1.3	Changes	1-3, 1-4, 1-5	
2.1	LACC General	2-1-2	
2.3	Sector 2	2-3-1, 2-3-3	
2.4	Sector 3	2-4-1 to 2-4-5	
2.5	Sector 4	2-5-1, 2-5-3, 2-5-5	
2.6	Sector 5	2-6-1 to 2-6-5	
2.8	Sector 7	2-8-1 to 2-8-5	
2.11	Sector 10	2-11-3, 2-11-4, 2-11-6	
2.12	Sector 11	2-12-3	
2.17	Sector 16	2-17-4	
2.18	Sector 17	2-18-4	
4.1	MACC General	4-1-2	
4.2	Sector 29	4-2-1 to 4-2-7	
4.4	Isle of Man	4-4-1 to 4-4-6	
4.9	West	4-9-4	
5.4	Aircraft Types	5-4-2 to 5-4-5	
5.7	Route Orientations	5-7-1	

The following new features have been added to version 1.3 of the software:

It is now possible to select more than two sectors to be controlled (combined). The Log-on Window has been modified to provide a list of secondary sectors available for combination with the primary controlled sectors. Any number of these secondary sectors can be selected by clicking on the checkboxes.

For testing purposes, a 'debug' window can be opened for a flight. The window will open for the selected flight by pressing Shift 'D'. The debug window shows real-time information about the progress of the selected flight and the various events that affect it. It is not intended as a controlling tool, but may be useful for testing new FIR data sets.

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.