

LONDON CONTROL

JUNE 2008 UPDATE AIRAC 6/2008

This update brings the London Control data up-to-date to AIRAC 6/2008 (5 June 2008). It also includes the current version of the program files (version 1.4.1).

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:\Update0806.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 4/2008

Minor changes to lateral limits of Clacton CTA.

Upper limit of Solent CTA changed to 5,500 ft (was FL55), owing to Transition Altitude change to 6,000 ft.

Western extension of A34, north of Compton, extended further west and base lowered to FL145 in northern area and FL105 in southern area. The new areas have an upper limit of FL195 (although class C airspace exists above this level).

New western extension to R41 introduced north of Southampton, lower limit FL65 and upper limit FL115, except where over- or underlying existing controlled airspace. Normally only available morning and evening peak periods, but for simulation purposes assumed to be active H24. Airspace available for ATC to vector Bournemouth (EGHH) and Southampton (EGHI) arrivals to the west of northbound departures.

New reporting point NUBRI introduced on B321 between Compton and PEPIS.

New reporting points ADOVA, BAMBO, EVSEM, MOVEN introduced for EGHH/EGHI STARs.

EGHH/EGHI SAM1A STAR extended slightly and redesignated SAM2A. Standing agreement for traffic on this route from TC Bovingdon to TC Ockham now FL110 level 14NM before Compton (abeam ADOVA).

New EGHH/EGHI STAR SAM1E introduced for arrivals from the north via A34/UA34 above FL195, in order to take advantage of the extended A34 airspace. Standing agreements on this route are FL200 level by PEPUL (S27 to TC Cowly), FL150 level by BAMBO (TC Cowly to TC Bovingdon) and FL110 level by ADOVA (TC Bovingdon to TC Ockham).

New EGHH/EGHI STAR SAM1F introduced for arrivals from the west via KENET. Standing agreement from S23 to TC Ockham now FL120 level by KENET.

TC Ockham sector boundary revised to include R41 extension up to FL115 (northern area) and FL95 (southern area). Adjacent sector boundaries modified accordingly.

TC Cowly sector boundary revised and an area introduced with an upper limit of FL225. The southern boundary of the sector has also been adjusted. Adjacent sector boundaries modified accordingly.

L980 amended to eastbound route only between ORTAC and Midhurst.

London City (EGLC), Biggin Hill (EGKB) and Southend (EGMC) STARs ALKIN 2A, 2B, 1H, 1J, 1K, 4L and 3M withdrawn. New STARs SPEAR 1A, 1B, 1H, 1J, 1K, 1L and 1M introduced. Arrivals from the east, north and west now route via the SPEAR hold.

TC Lambourne sector will now transfer EGLC and EGKB inbound to Thames Radar at an appropriate level at SPEAR.

Minimum holding level at SPEAR is 4000 ft.

New reporting point TINRA introduced as an entry point for the LOGAN hold.

Traffic inbound to Brize Norton (EGVN) and Fairford (EGVA) via L9 now routes SIREN – OSGOD.

Traffic inbound to Lyneham (EGDL) via L9 now routes via SIREN.

The vertically split Reims UN and XN sectors have been replaced by the laterally split UB and UN sectors.

AIRAC 5/2008

New reporting point RIKUD introduced on UL602 between Newcastle and UMBEL.

The section of UL602 between RIKUD and UMBEL is now delegated to MACC East Sector at FL250 only.

New reporting point LUNIG introduced in Shannon FIR on UN542 between Shannon and NORLA.

AIRAC 6/2008

In order to improve the connectivity between lower ATS routes, the following changes have been made:

The segment of A34 TELBA – STAFA has been withdrawn and A34 extended TELBA – KEPAD – WAL (southbound only).

N862 extended NOKIN – WAL (southbound only).

R101 extended STAFA – TELBA.

Reporting point BESOP has been added to P600 between BLACA and RINGA.

Sheffield City Airport (EGSY) has been closed.

Traffic routing via L70 BAGSO from the south at FL180 and FL190 now routes T420 R3 L10 L70.

Traffic inbound to Gamston (EGNE) from the south now routes via East Midlands STARs to PIGOT. Gamston traffic from the north is to be treated as inbound to Doncaster Sheffield (EGCN).

Other changes:

The flight plan database has been updated, with over 300 new or updated flight plans added.

MyTravel (MYT) has been absorbed into Thomas Cook (TCX) and the callsign is now Kestrel and ICAO code TCX.

New controllable approach positions have been added for East Midlands (EGNX), Leeds Bradford (EGNM) and Thames Radar, which handles London City (EGLC) and Biggin Hill (EGKB). Although these may not operate entirely realistically, they have been added to widen the scope of the simulation. Brief information for these units is provided in the *Other ATSUs* section of the Sector Information Manual.

All of the approach positions now have a 'sector boundary' map which consists of range rings centred on the aerodrome. Solid rings are displayed at 10NM intervals, and dotted rings at the intermediate 5NM intervals. For Bristol and Cardiff, the airspace delegated from London is also shown as an 'RMA colour' map.

Sector Information Manual:

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

Section	Pages	Section	Pages
1.3	Changes	1-3, 1-4	
2.1	LAC General	2-1-2	
2.2	Sector 1	2-2-2, 2-2-3	
2.6	Sector 5	2-6-2 to 2-6-4	
2.20	Sector 19	2-20-2, 2-20-3	
2.21	Sector 20	2-21-2 to 2-21-4	
2.22	Sector 21	2-22-2, 2-22-3	
2.23	Sector 22	2-23-2 to 2-23-4	
2.24	Sector 23	2-24-2 to 2-24-6	
2.25	Sector 25	2-25-2 to 2-25-4	
2.27	Sector 27	2-27-1 to 2-27-4	
2.28	Sector 28	2-28-2 to 2-28-4	
2.30	Sector 35	2-30-2	
3.1	LTC General	3-1-2 to 3-1-5	
3.2	Biggin	3-2-4, 3-2-5	
3.3	Bovingdon	3-3-2 to 3-3-6	
3.4	Compton	3-4-2, 3-4-3	
3.5	Cowly	3-5-1 to 3-5-6	
3.7	Lambourne	3-7-4, 3-7-5	
3.10	Ockham	3-10-1 to 3-10-6	
3.15	Welin	3-15-2, 3-15-3	
3.16	Willo	3-16-2, 3-16-3	
4.2	Sector 29	4-2-3	
4.3	East	4-3-1 to 4-3-7	
4.4	Isle of Man	4-4-3	
4.5	North Lower	4-5-3	
4.6	North Upper	4-6-3	
4.7	Stafa	4-7-3	
4.8	Trent	4-8-3	
4.9	Wallasey	4-9-3	
5	Other ATSUs	5-1-2, 5-1-3	
6.3	Location Indicators	6-3-2	

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 6/2008 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.