

LONDON CONTROL

JUNE 2013 UPDATE AIRAC 6/2013

This update brings the London Control data up-to-date to AIRAC 6/2013 (30 May 2013). It also includes the current version of the program files (version 1.4.4.3).

Download Installation:

Download the file LCUpdate1306.zip from the website link sent to you when you purchased the update, using the login user name and password provided. Select 'Save File' and save it to a convenient location on your hard drive.

Using Windows Explorer, find the downloaded file LCUpdate1306.zip and open it by double clicking. Extract all the contents of the zip file to a folder on your hard drive. Close the zip file.

In Windows Explorer, find the executable file called Update1306.exe and run it by double clicking. Follow the instructions that appear on screen.

If you encounter any problems, or need further assistance, e-mail us at support@londoncontrol.com.

Note that the username and password provided when you purchased the download will expire after seven days. You must download the update within seven days of purchase.

CD-ROM 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:\Update1306.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 7/2012

Standing agreement introduced from ScACC DCS sector to S29 for EGBB, EGBE, EGNX inbounds, FL270. (Previously FL270 was manually co-ordinated, maximum assigned level.)

Traffic inbound to the Scottish TMA (EGPF, EGPH, EGPK) is to be offered by S8 to Shannon at a maximum of FL320. A new standing agreement introduced from S35 to S8 for this traffic (via STU), at FL340.

AIRAC 8/2012

Danger area D011 withdrawn and replaced by D011A, D011B and D011C.

AIRAC 9/2012

EGTK inbounds via BOLRO to be offered by Brest to S22 at a maximum of FL280.

AIRAC 10/2012

EGCC ROSUN3D STAR redesignated ROSUN4D.

EGTK inbounds are now to be co-ordinated directly with Oxford Radar (were handled by Brize Radar).

EGBB departures via N859/UN859 now route via CPT SIDs.

EGSC departures to the north now route via EBOTO N601. EGSC departures to CLN and DET now route via ADNAM.

AIRAC 11/2012

EGFF/EGGD/EGTE inbounds to be offered by ScACC DCS to S3 at a maximum of FL330.

Standing agreement from S6 to S20 for EGLL, EGWU and EGKK inbounds, now FL270 level 15NM before BILNI (was FL270 level GIBSO).

Traffic routing westbound via NEVIL is to be allocated a maximum of FL200 by S18.

AIRAC 12/2012

EGTK inbounds to be offered by ScACC DCS to S3 at a maximum of FL330.

Traffic routing from Brussels to EGHH/EGHI below FL165 may now route via KOK L9 DVR M189 WAFFU SAM1D.

Traffic inbound to the LFSD via XAMAB is to be offered by S18 to Brest at a maximum of FL350.

AIRAC 13/2012

New route structure introduced across Irish Sea, with associated changes, as follows:

- Routes L6/UL6 and L186/UL186 withdrawn and incorporated into extended L15/UL15.

- Route L8 extended STAFA – HON (eastbound only).

- Route L10 now routes WAL – HON (eastbound only).

- Routes L28/UL28 extended PENIL – SOSIM (eastbound only).

- Extension of L603 introduced LISBO – PEPOD – IOM (eastbound only), not contiguous with remainder of L603.

Route L975 now eastbound only between LIFFY and WAL.

Route Q4 extended WAL – GIGTO (eastbound only).

Routes Y70/UY70 extended POL – CROFT – KOLID (westbound only).

Routes Y124/UY124 introduced DEXEN – LUTIP – PETUK – BAGIT – DOLOP – AMPIT – MOGTA (eastbound only). Route available for EIDW departures above FL195 and other eastbound traffic above FL245, except for arrivals at EGGW/KB/LC/LL/MC/SC/SS/TO/WU.

Route UQ4 introduced WAL – GIGTO (eastbound only).

Route UY53 introduced WAL – MOGTA – NANTI – NUGRA (eastbound only).

EGAA and EGAC departures now route via L15/UL15, FL150 and above.

EGBB WHI3D and WHI3E SIDs redesignated WHI4D and WHI4E.

EGBB CHASE1D and CHASE1E STARs withdrawn and replaced by CHASE2D via AMPIT – NOKIN – CREWE.

EGNX ROKUP1D and ROKUP1E STARs withdrawn and replaced by ROKUP2D via AMPIT – NOKIN – CREWE.

EGGP TIPOD1A STAR redesignated TIPOD2A. TIPOD1K STAR introduced, via MAKUX – SOSIM – PENIL.

EGCC MIRS1D STAR introduced, via MAKUX – SOSIM – GIGTO – IBRAR – WAL – MIRS1.

S4, S7 & ScACC IOM sector boundaries modified to include Y124/UY124. S5 & S35 boundaries adjusted to match.

In association with the Irish Sea changes, the following new or modified standing agreements are introduced:

ScACC IOM to Dublin North, EIDW/EIME inbounds from UK departure points, FL180 to be FL240 or below at BAGSO. (The previous restriction of FL160 via LIFFY is removed.)

ScACC IOM to Dublin North, EIDW/EIME inbounds overflying the UK, FL200 to be FL240 or below at BAGSO.

Dublin North to ScACC IOM, EIDW/EIME departures, FL230.

ScACC IOM to S7, EIDW/EIME departures, FL280 level by BAGIT.

Shannon North to ScACC IOM, EGBB/EGBE/EGNX/EGCN/EGNE/EGCC/EGGP/EGNH/EGNM/EGNO/EGNR inbounds, FL270 level by DEXEN/LIFFY.

Shannon North to S7, EGFF/EGGD/EGNJ/EGNT/EGNV/EGSH/EGTE inbounds via DEXEN/LIFFY, to be allocated a maximum of FL330.

ScACC IOM to S29, EGBB/EGBE/EGNX inbounds via Y124/UY124, FL270 level by DOLOP.

S29 to ScACC Stafa, EGBB/EGBE/EGNX inbounds, FL200 level by NOKIN.

ScACC Antrim to IOM, EGBB/EGBE/EGNX/EGCC/EGGP/EGNH/EGNO/EGNR/EGNM/EGCN/EGNE inbounds from EGAA/EGAC, to be allocated a maximum of FL250. (Other standing agreements and restrictions removed.)

ScACC Rathlin East to S7, all other EGAA/EGAC departures via SOSIM, FL290.

ScACC Rathlin East to IOM, EGBB/EGBE/EGNX inbounds, FL270 level by SOSIM.

ScACC Rathlin East to IOM, EGCC/EGGP/EGNH/EGNO/EGNR/EGNM/EGCN/EGNE inbounds, FL270 level by MAKUX.

ScACC IOM to S29, EGBB/EGBE/EGNX inbounds via UL15, FL270 level by MALUD.

ScACC IOM to WAL, EGCC inbounds, FL170 level by IBRAR.

ScACC IOM to WAL, EGCN/EGNE inbounds, FL170 level by PENIL.

ScACC IOM to WAL, EGGP inbounds, FL130 level 10NM before PENIL. (EGNR standing agreement remains FL130 level by PENIL.)

Cotswold CTA is now divided into three sections below FL195. New Severn CTA introduced beneath western area, controlled by Cardiff up to FL165.

EGHH/EGHI SAM1E STAR via PEPUL is now available FL150 and above.

EGTK inbounds now route via BAMBO, except via MALBY and CPT, and only above FL145 via PEPUL.

AIRAC 1/2013

Reporting point IBRAR added to route Q4.

EGVA/EGVN inbounds via L9 now route SIREN – NAXAT (replacing OSGOD).

EGNM departures to L70/L10 now route via POL Y70.

EGNM departures via N862/UN862 now route POL P17 NOKIN.

AIRAC 2/2013

Route UL28 is now bi-directional between MCT and PENIL.

Bristol Filton aerodrome (EGTG) closed.

Isle of Man Carnane NDB ‘CAR’ withdrawn.

EGHH/EGHI inbounds from Brussels FIR now route via L610/UL610.

S15 to allocate a maximum of FL110 for EBOS/EBKT inbounds.

Standing agreement from ScACC WAL to Stafa for EGGP/EGNR departures now FL90.

Standing agreement from ScACC Stafa and Trent to WAL for EGGP/EGNR inbounds now FL100 level by NANTI.

Standing agreement from ScACC S29 to IOM for EGNs inbounds now FL200 level 10NM before PENIL.

AIRAC 3/2013

Route M185 between BPK and CLN redesignated Q295.

Route UQ295 extended BPK and CLN (replacing UM185).

Route UM185 extended BPK – DIGSU – ADGEG – TIPAN, westbound only for traffic from Scandinavia overflying the UK. Weekend route only.

Route UP5 introduced CUTEL – ELNAB – UMBAG – DIGSU, for traffic to/from Scandinavia overflying the UK. Weekend route only.

Route UP144 introduced DIGSU – LATMU – LARGA, eastbound only for traffic to Scandinavia overflying the UK. Weekend route only.

Reporting point DIGSU introduced on UN866 between BPK and BANEM.

New reporting point IXURA introduced on N615/UN615 south of HON.

EGLF departures towards Scandinavia may now route BPK UN866.

EGTK departures to DTY now route via IXURA.

Shannon is to offer EGBB/EGBE inbounds via BAKUR/BANBA/EVRIN/SLANY to S8 at a maximum of FL330. S5 is to offer such traffic to S25 at a maximum of FL300. (There is no standing agreement/maximum level between S8 and S5.)

AIRAC 4/2013

EGLC CLN6T/CLN6U SIDs redesignated CLN7T/CLN7U.

S18 to allocate LFSB inbounds a maximum of FL330 (was FL290), and LFBI/BL/BU/BX/LA/LX/OT inbounds a maximum of FL270.

New standing agreement from ScACC S29 up to S3 for EGNT departures to EGKK/EGHH/EGHI, FL280.

New standing agreement S3 to S7, for EGFF/EGGD/EGTE inbounds with RFL above FL285, FL330, and from S7 to S5 also now FL330. (Below FL285 this traffic is subject to standing agreement S29 to S5 at FL270 level by NOKIN.)

AIRAC 5/2013

Caen VOR (France) redesignated 'CAN' (was 'CEN').

Detailed changes made to SSR code allocations.

EGGW SIDs redesignated (no significant changes): CLN7B/CLN7C, DVR8B/DVR8C, CPT6C, DET5B/DET5C.

Traffic via UZ291 inbound to EGGW/EGNE/EGSC/EGSH /EGSS/ EGTC /EGUL/EGUN/EGYM now routes UZ291 REFSO UL980 XAMAB UP49.

AIRAC 6/2013

Reporting point BASET renamed GAVGO.

EGNM SIDs POL1W, WAL1X/WAL1W, NELSA2X, FIWUD2W/FIWUD2X withdrawn and replaced with NELSA3W and POL2X. EGNM departures to the north, west and south always route via POL (runway 14) and NELSA (runway 32).

EGLC/EGKB/EGMC STAR SPEAR1J withdrawn. SPEAR1H redesignated SPEAR2H and revised to take traffic via L15 HON FL145 to FL195. SPEAR1M revised to take traffic at all levels via MCT.

EGGW/EGSC/EGSS STAR LOREL1J withdrawn. LOREL1H redesignated LOREL2H and revised to take traffic via L15 HON FL145 to FL195. LOREL3G revised to take traffic at all levels via MCT.

ScACC S29 frequency now 118.770.

EGBB SIDs COWLY1E/COWLY2D, DTY2E/DTY4D, WCO3E/WCO4D redesignated COWLY2E/COWLY3D, DTY3E/DTY5D, WCO4E/WCO5D (no significant changes).

Traffic routing N864 P17 N601 can now route N864 P17 P16 N601, to short-cut around POL. Upper routes are similar.

Shannon now to offer EGBB/EGBE/EGNX inbounds via DEXEN UY124 to S7 at a maximum of FL330. New standing agreement from S7 to ScACC IOM at FL290 level by BAGIT. Previous standing agreement at FL270 from Shannon North to IOM withdrawn.

S18 now to offer LFPB/LFPC/LFPG/LFPT inbounds at a maximum of FL260 to Brest.

New standing agreement S25 to S18, for EGBB/EGBE/EGNX/EGFF/EGDX/EGGD departures inbound to LFPG/PB/PO/OB/PN/PV/PT/PC, FL290. This traffic is excluded from LUS.

Other changes:

New approach sectors have been added for Newcastle (EGNT) and Durham Tees Valley (EGNV).

The flight plan database has been significantly updated, with over 2,300 new or updated flight plans added. This includes the first Boeing 787 schedules of Air-India, Ethiopian, LOT, Qatar and United.

A number of defunct airlines have been removed from the database.

New aircraft type has been added for the Cessna 525C CitationJet 4 (C25C).

Aircraft performance has been improved for some types. In particular, the maximum speed of some types was being incorrectly reduced by their mach limit being set too low. All jet types have now been set to consistently fly at Mach numbers above FL250.

The Heathrow 23cm radar ('H23') has been replaced by one at Bovingdon ('BOV'), near the Bovingdon VOR. The Heathrow 10cm radar ('H10') has been relocated to Terminal 4.

Note that a number of UK aerodromes now have RNAV precision approach procedures published. As, for the most part, London Control simulates radar vectors to ILS, these RNAV routes are not included. Similarly, RNAV SIDs are generally not yet included.

Sector Information Manual:

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

Section	Pages	Section	Pages
1.3	Changes	1-3	to 7
2	LAC General	2-0-2	
2.2	S2	2-2-3	
2.3	S3	2-3-3, 4	
2.4	S4	2-4-2, 3	
2.5	S5	2-5-2 to 7	
2.6	S6	2-6-2 to 7	
2.7	S7	2-7-1 to 4	
2.8	S8	2-8-2 to 6	
2.9	S9	2-9-4	
2.10	S10	2-10-1, 4	
2.11	S11	2-11-1, 3	
2.12	S12	2-12-1, 3, 4	
2.13	S13	2-13-3	
2.15	S15	2-15-5	
2.18	S18	2-18-4, 6	
2.22	S22	2-22-1, 5, 6	
2.23	S23	2-23-3 to 7	
2.24	S24	2-24-3	
2.25	S25	2-25-3, 4	
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2.27	S27	2-27-3, 4	
2.28	S28	2-28-3, 4	
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2.35	S35	2-35-2, 3, 4	
2.36	S36	2-36-3	
3.2	Biggin	3-2-3	
3.3	Bovingdon	3-3-3, 5	
3.5	Cowly	3-5-3, 5	
3.6	Dagga	3-6-3	
3.7	Lambourne	3-7-3	
3.9	Lorel	3-9-3	
3.12	Saber	3-12-3	
3.14	Vaton	3-14-3	
3.15	Welin	3-15-3	
4.1	MACC General	4-1-2	
4.2	S29	4-2-2 to 7	
4.3	East	4-3-4	
4.4	Isle of Man	All	
4.5	North Lower	4-5-3	
4.6	North Upper	4-6-3	
4.7	Stafa	4-7-3, 4	
4.8	Trent	4-8-3, 4	
4.9	Wallasey	4-9-2, 3, 4	
5	Other ATSU's	5-3, 5, 6	
6.1	Aerodrome Groups	6-1-1	
6.3	Location Indicators	6-3-2	
6.4	Aircraft Types	6-4-2	
6.7	Route Orientations	6-7-1	

Notes:

All updates are cumulative. This update also contains all of the 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.