

LONDON CONTROL

JUNE 2014 UPDATE AIRAC 6/2014

This update brings the London Control data up-to-date to AIRAC 6/2014 (29 May 2014). It also includes the current version of the program files (version 1.4.4.3).

Download Installation:

Download the file LCUpdate1406.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 LCUpdate1406.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 Update1406.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:\Update1406.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 7/2013

Reporting point UNDUG added to M733/UM733.

EGGW/EGSS/EGSC LOREL3Q STAR redesignated LOREL4Q and reporting point UNDUG added.

EGJJ/EGJB inbounds from Scandinavia at the weekend may route UN866 TIPAN UM185 BPK UN866 SAM UN621.

Agreed level from S10 to Amsterdam S5 for inbounds to EHAM/EHBK/EHEH/EHRD/EBAW now FL250 level by DIBAL or 20NM before LAMSO.

EGLL/EGGW/EGSS/EGSC/EGHH/EGHI/EGLC/EGKB/EGMC/EGTO departures through S23/S8 are no longer excluded from S35.

EGHH/EGHI departures towards CLN are now subject to a standing agreement of FL230 TC Dagga to S12.

EGCN/EGNM inbounds are added to the standing agreement from ScACC Tay to North Upper of FL230 level by TILNI.

EGTK inbounds via T421 are subject to a standing agreement from TC Vatou to TC Ockham of FL160 level 40NM before CPT.

AIRAC 8/2013

EIDW/EIME inbounds from S8 now to be level FL240 10NM before VATRY.

Standing agreement from S25 to S23 for EGFF/EGDX inbounds now FL260 level by CPT.

EGCC/EGCN/EGGP/EGNH/EGNM/EGNO/EGNR inbounds via UP18 subject to new standing agreement from ScACC Humber to North Upper at FL250 level by ROBEM.

AIRAC 9/2013

Cranfield VOR (CFD) withdrawn (off-route).

AIRAC 10/2013

UN16 ANNET – BABAX redesignated as part of UP16.

UN22 BABAX – KESUP redesignated as part of UP16.

UN38 KESUP – NOKIN redesignated as part of UP16.

Weekend route UM197 may now be used for westbound overflights between CPT and GAPLI, above FL285.

EGLF/EGLK/EGHL/EGTF inbounds from S6 now route via UN514 BEGTO M185.

EGLF/EGLK/EGHL/EGTF inbounds now subject to standing agreement from S6 to S20, FL270 level 10NM before GIBSO.

The sector sequence for this traffic is now S6 – S20 – S22 – TC Ockham.

EIDW/EIME inbounds via LIPGO are now to be allocated a maximum of FL200 by S5, level by ABLIN.

EGBB/EGBE inbounds via the BHD area are no longer excluded from S36. They are included in the FL310 standing agreement from S36 to S6.

AIRAC 11/2013

LFRG/LFRK/LFOH/LFOE/LFOP inbounds via S18 are now to be level FL130 by SITET.

New standing agreement introduced from S29 to ScACC Talla for EGPF/EGPH/EGPK/EGQL inbounds, FL260 level by MARGO. This traffic is excluded from S4 and should be offered from S5/S34 to S7/S3 at a maximum of FL330 and from S3/S7 to S29 at FL290.

S18 now to allocate maximum FL190 level by XIDIL for LFOB/LFOP inbounds.

AIRAC 12/2013

M605/UM605 now route PITAX – BIBAX – MOBRO (France).

AIRAC 13/2013

Scottish Mil sectors are now part of London Mil (only affects Pennine Radar).

La Manche West Low area of responsibility removed from S18.

Weekend route UM197 can now be used for eastbound overflights routing from CPT to REDFA, above FL285.

EGBB/EGBE/EGNX/EGNE/EGGP/EGNH/EGNO/EGNR inbounds from Scandinavia are now subject to a standing agreement from ScACC Humber to S10 at FL310 level by 10NM before ROVNI, and then from S10 to East at FL280 level by LIBSO.

Standing agreement for EGCN/EGNE inbounds from S10 to East now FL280 level 30NM before OTBED.

AIRAC 1/2014

UQ295 is now bi-directional between BPK and CPT (it was eastbound only). To connect with UM197 for overflights only.

EGCC inbounds from Scandinavia are now subject to the same standing agreements as Midlands inbounds, from ScACC Humber to S10 at FL310 level by 10NM before ROVNI, and then from S10 to East at FL280 level by LIBSO.

AIRAC 2/2014

Traffic from London TMA aerodromes to EGNT/EGNV may now be climbed to a maximum of FL340 by S28/S34 before descending to comply with the exit standing agreement from S28 of FL280.

EGBB/EGBE/EGNX inbounds via GAPLI to SAM are excluded from LUS sectors and should be offered at a maximum of FL300 from S6 to S20, and then at a maximum of FL250 from S20 to S25.

AIRAC 3/2014

Channel Islands CTR replaced with Channel Islands TMA North and South, FL80 to FL195, and Channel Islands CTR North and South, surface to FL80. Overall lateral dimensions unchanged.

AIRAC 4/2014

EGVN/EGVA/EGBJ/EGTK inbounds are now subject to a standing agreement from S14 to TC Saber at FL240, level by LOGAN/ERING/TEBRA.

AIRAC 5/2014

EGBB WCO4E SID replaced with WCO1L. DTY3E re-routed and redesignated DTY4E. COWLY2E replaced with COWLY1L. WHI4E replaced with WHI1L. CPT2E replaced with CPT1L. (xxx1L SIDs are RNAV routes replacing conventional SIDs.)

Paris are to offer EGDM/EGTE inbounds via UM733 to S17 at a maximum of FL290.

AIRAC 6/2014

Reporting point GOXUL added to L9/UL9 between NORRY and BIG.

Reporting point TEVSI added to T71/UT71 between COWLY and VAPID.

N859 extended HON – SANBA, southbound only.

Reporting point UTUXA added to P18 at intersection with extended N859.

New route L6/UL6 added between DET and DVR.

EGGW/EGSS DVR SIDs removed and replaced by DET SIDs, to route via L6 to DVR.

EGCC HON SIDs removed and replaced by SANBA SIDs, to route via N859 (not actual change to routing).

Reporting point GAMDO on EGGW/EGSS/EGWU SIDs renamed NEPNA.

New standing agreement for EGNM outbounds via BAGSO from IOM to S7 at FL280.

EGNH,EGNO,EGNR departures to the south are no longer included in the standing agreement from WAL to S5 at FL190 and must be co-ordinated individually.

Standing agreement for EGTK inbounds from TC Vatou to OCK now FL160 level by GOXUL.

Manchester area North Upper and North Lower sectors have been combined into a single North sector. East sector has taken over the P16/P17/P18/Y250 airspace north of POL up to FL285 (was North Upper and S29). Other changes include:

All standing agreements between North Upper and North Lower now removed.

Standing agreement from S29 for EGNT inbounds now FL260 level POL, to East sector.

Standing agreement from S29 for EGNV inbounds (FL200 level POL), now to East sector.

Standing agreement for EGNT departures towards POL/RIBEL, FL210 East to S29.

Standing agreement for EGNV departures towards POL/RIBEL, FL190 East to S29.

East is now responsible for co-ordinating inbounds/outbounds with EGNT/EGNV.

Standing agreement for EGBB/EGBE/EGNX outbounds via ARSAT (FL280) is now East to ScACC Montrose. New standing agreement from S29 to East at FL280 for this traffic.

Standing agreement for EGCC,EGGP,EGNH,EGNO,EGNR,EGCN outbounds via ARSAT now FL280, East to ScACC Montrose. Existing standing agreement from North to East at FL160 applies to this traffic.

Other standing agreements at the boundary of previous North Upper and North Lower sectors now with North.

Other changes:

The average magnetic variation has been changed to one degree east. This has resulted in detailed changes to some routes (particularly SIDs).

The standing agreement from S29 for EGBB/EGBE/EGNX departures via BILVO has been corrected to ScACC RATHE (was incorrectly set to S7).

A new standing agreement has been introduced for EGSC departures via ADNAM – DET from TC Lorel to TC LAM, at Min Stack, to ensure the correct co-ordination sequence.

EGFF/EGDX departures via BPK and BIG are now subject to a standing agreement of FL290 from S25 to S26.

EGGD departures via BPK and BIG are now subject to a standing agreement of FL230 from S25 to S26.

Southend (EGMC) and Rochester (EGTO) inbounds and outbounds are now handled more fully by Thames Radar. A standing agreement is introduced from Thames to TC Redfa for EGMC/EGTO departures towards CLN at FL60.

Kemble (EGBP) has been added to most Brize clutch standing agreements. EGBP inbounds are to be co-ordinated with Brize Radar.

The S29 frequency has been corrected to 118.780.

In order to achieve the correct co-ordination of flights between Sectors 3, 4, 7 and 27 on direct routes to KEPAD and NUGRA, link routes have been introduced to these points which will appear in flight plan routes. These are CALDAKEPAD, CROFTKEPAD, SUBUKKEPAD, CALDANUGRA, CROFTNUGRA and LAKEYNUGRA.

Bandboxing of Manchester area sectors has been modified to more represent real-life procedures. There are now two banks of sectors: West, comprising S29, IOM and WAL; and East, comprising East, North, Stafa and Trent.

The flight plan database has been updated, with over 1,200 new or updated flight plans added, including more A388 and B788 schedules.

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

New aircraft types have been added for the ATR72-600 (AT76) and Gulfstream 650 (GLF6).

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, unless there is no matching conventional SID.

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 6
2.3	S3	2.3	2-3-4
2.4	S4	2.4	2-4-4
2.5	S5	2.5	2-5-1, 5, 6, 7
2.6	S6	2.6	2-6-1, 5, 6
2.7	S7	2.7	2-7-4
2.8	S8	2.8	2-8-6, 7
2.9	S9	2.9	2-9-1
2.10	S10	2.10	2-10-5, 6
2.12	S12	2.12	2-12-5
2.17	S17	2.17	2-17-6
2.18	S18	2.18	2-18-1, 6
2.20	S20	2.20	2-20-5
2.23	S23	2.23	2-23-5, 6
2.24	S24	2.24	2-24-1
2.25	S25	2.25	2-25-6, 7
2.26	S26	2.26	2-26-5
2.28	S28	2.28	2-28-6
2.34	S34	2.34	2-34-4
2.35	S35	2.35	2-35-1, 4
2.36	S36	2.36	2-36-1, 4
3.3	Bovingdon	3.3	3-3-5
3.6	Dagga	3.6	3-6-4
3.7	Lambourne	3.7	3-7-4, 5
3.9	Lorel	3.9	3-9-4
3.10	Ockham	3.10	3-10-4
3.11	Redfa	3.11	3-11-4
3.14	Vaton	3.14	3-14-4
4.1	MACC General	4.1	4-1-1, 2
4.2	S29	4.2	All
4.3	East	4.3	All
4.4	Isle of Man	4.4	4-4-1, 5, 7
4.5	North	4.5	All
4.6	North Upper	4.6	Deleted
4.7	Stafa	4.7	4-7-1
4.8	Trent	4.8	4-8-1, 2
4.9	Wallasey	4.9	4-9-1, 4
5	Other ATSUs	5	5-6
6.4	Aircraft Types	6.4	6-4-1, 4
6.7	Route Orientations	6.7	6-7-1

All sector lower/upper routes maps have also been updated.

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.