



EGTT RTS

South and Central – Pilot Brief

London Area Restructure

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1 General

1.1 Purpose

This document is intended for use by pilots flying into, out of and within the London FIR. It will discuss the changes made to the sectorisation of the South and Central areas of the FIR.

1.2 Restructure Objectives

The sectors that make up the London FIR are being restructured to enable controllers to handle the larger traffic loading that we experience during events and exams. We will introduce new sectors in stages, initially for the South and Central areas of the FIR. The objectives of the restructure are:

- To provide appropriate sector splits in order to manage controller workload effectively
- To provide flexibility when splitting sectors so that workload may be balanced more evenly between controllers
- To introduce a login callsign system that allows for seamless controller handovers and is recognised by programs such as Servinfo and VAT-Spy

1.3 What it Means for Pilots

The London South and London Central sectors will be able to split into smaller sectors when necessary. Sector splitting is at the controller's discretion, and you should check to see which controllers are online before making your initial call. By having more sectors open we aim to provide pilots with a better service.

Sector splits may be performed outside peak flow periods for controller training or familiarisation. Regular manning of the new sectors will assist pilots in recognising the correct sector to contact.

Area controllers will still provide a top-down service to the aerodromes underneath their sector. Departing aircraft should follow the instructions in the Departures section of this document.

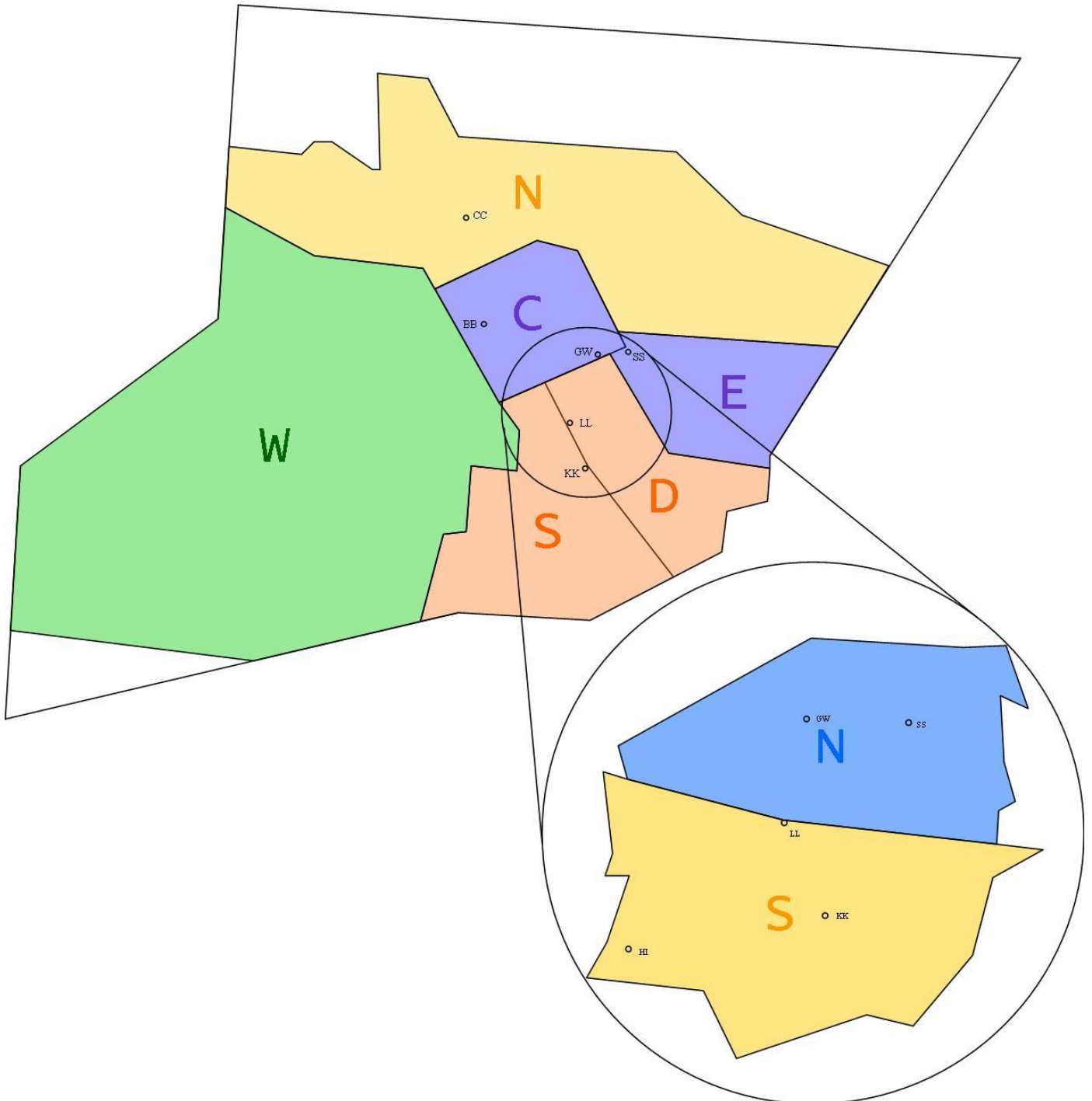
Aircraft inbound to the London FIR should follow the instructions in the Arrivals section.

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2 Sectors



2.1 Map

This is a map of the London FIR and how the airspace fits together. North (yellow) and West (green) will use the login callsigns LON_N_CTR and LON_W_CTR respectively, but the airspace has not been modified. The information below describes changes made to South and Central airspace.

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2.2 South

The South airspace (orange) is divided into two parts, and also includes the Southern half of the London TMA. The available control positions for South are:

- LON_S_CTR (responsible for all of South airspace unless the following sectors are online)
- LON_D_CTR (Dover airspace)
- LTC_S_CTR (London TC South airspace)

2.3 Central

The Central airspace (blue) is also divided into two parts, and also includes the Northern half of the London TMA. The available control positions for Central are:

- LON_C_CTR (responsible for all of Central airspace unless the following sectors are online)
- LON_E_CTR (Clacton airspace)
- LTC_N_CTR (London TC North airspace)

2.4 Bandboxing Sectors

In periods of low traffic, a controller may decide to open a large piece of airspace on his own. This is done by controlling two or more of the above sectors at the same time. The available bandboxed positions are:

- LON_CTR (controls all sectors)
- LON_SC_CTR (controls South (orange) and Central (blue) airspace)

3 Departures

Deciding who to call for clearance is sometimes difficult. Obviously, if any Aerodrome or Approach control is online then you should contact them first. The following information is for use when no Aerodrome or Approach controllers are online for you to contact.

Some aerodromes are quite clearly within a certain sector, for example Cardiff (EGFF) is well within the West sector. Aerodromes on the boundary between sectors are not as obvious. The first controller that is online in each list is who you are to contact for clearance:

- EGLL – LTC_S/LON_D/LON_S
- EGKK – LTC_S/LON_S
- EGLC – LTC_S_LON_D/LON_S
- EGSS/EGGW – LTC_N/LON_C
- EGBB/EGNX – LON_C
- EGNT – LON_N

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4 Arrivals

Aircraft inbound to the London FIR that are not in contact with a controller from an adjacent FIR should consider their route and decide which sector they will enter first. Some basic rules:

- To London via Amsterdam FIR contact LON_E
- To Manchester/Dublin via Amsterdam FIR contact LON_N
- Via Brussels FIR contact LON_D
- Via Paris FIR contact LON_D
- To London via Brest FIR contact LON_S
- To Wales and Manchester via Brest FIR contact LON_W
- To London via Shannon FIR contact LON_W
- To Manchester via Shannon FIR (Dublin) contact LON_N

If you are unsure who to contact, take a best guess. Listen to the frequency to see how busy the controller is. If it's not too busy, you could try a PM or a quick call on frequency to check who you should contact. Ensure that you are squawking Mode C so that the controller can see you. Controllers will often send you a PM asking you to contact them when you approach their airspace.