

DASC Heads up

1-08

3 January 2008

LATCC (MIL), SWANWICK (MIL) AND LONDON FIR D&D – CHANGE OF OPERATIONAL AND ADMINISTRATIVE DETAILS FOLLOWING RELOCATION OF LATCC (MIL) TO SWANWICK - 27 JANUARY 2008

1. Introduction

1.1 As a result of the LMARS project, LATCC (Mil) including the London FIR D&D cell will relocate to Swanwick on the 27 January 2008. At this time both Swanwick (Mil) and LATCC (Mil) will merge and will be known as LATCC (Mil). Incorporated within the LMARS project, there have been changes to the present RT coverage of UHF Guard (243.0) and PETF (Practice Emergency & Training Fix (245.1)) as well as the military auto-triangulation fixer service. Although most of the impact of these changes will be internal and thus invisible to aircrew, some will not.

2. Communications

2.1 Callsigns. The military ICFs across the London FIR will remain the same; however, the callsign for both LATCC (Mil) LJAO and LATCC (Mil) East will become London Mil. The callsign for the London FIR D&D cell will remain as London Centre.

2.2 Contact Details. LATCC (Mil) contact details from the 27 January 2008 are:

| | |
|---|--|
| Postal | Box 13 Swanwick LACC Sopwith Way Swanwick Southampton Hampshire SO31 7AY |
| GPTN: 95586 + Ext PSTN: 01489 61 + Ext | D&D 2406 D&D Fax 2392 East Sup 2408 LJAO Sup 2417 |
| INMARSAT | 423202 (no change) |
| Flight Plan Address | EGWDZQZX (no change) |
| D&D E-Mail | d&d.mil@nats.co.uk (no change) |

2.3 Direct lines to LATCC (Mil) will be re-routed as part of the change over process. Units that have pre-programmed dialling facilities for non-direct lines, within their own systems, should make arrangements for these systems to be re-programmed to co-inside with the move date.

3. UHF Guard

3.1 Radio Coverage. The present aged and rather fragile MOD system of 18 transmitters and receivers, located at both operational and closed airfields within the London FIR, will be replaced by 9 sites owned and operated by NATS. These sites have been selected to provide radio coverage at and above 2000ft amsl throughout the London FIR, as illustrated in Fig 1. These improvements will increase overall coverage and serviceability, reduce the perceived delay in answering ac calls and enhance the clarity of transmissions. However, some units that now regularly carry out back to back checks with D&D on UHF Guard may in future be outside of coverage, depending on their relative position to the new antennas, and should make alternative arrangements to cross check their equipment.

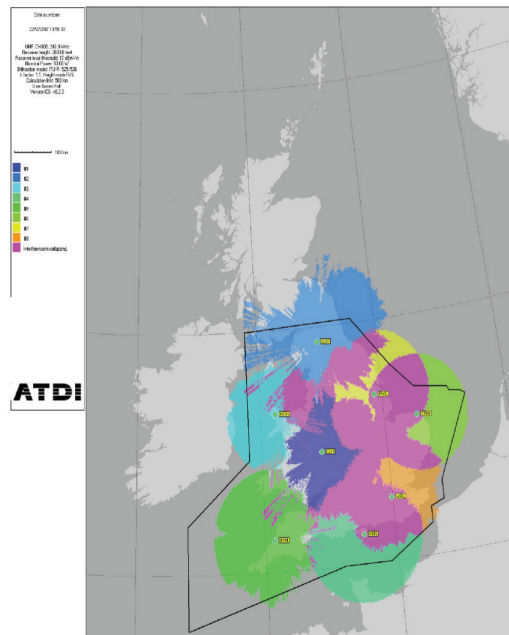


Fig 1. UHF Guard Coverage at 2000ft amsl.

3.2 Auto-triangulation. The present UHF Guard auto-triangulation service provided by the existing 18 MOD DF sites will remain unchanged following re-location to Swanwick. However, following the closure of RAF St Mawgan the DF facility there will be relocated to RNAS Culdrose and supplemented with an additional DF site located near Plymouth. This will increase DF coverage over the south west peninsula which has traditionally been poor.

4. PETF

4.1 Radio Coverage. The PETF system of 11 transmitter and receivers will be replaced by 6 NATS sites. These 6 sites will provide the best coverage possible at or above 2000ft amsl within the London FIR, focussed on areas where flying training has traditionally been undertaken, as illustrated at Fig 2. Holes in coverage at 2000ft are significantly reduced at 4000ft as illustrated at Fig 3.

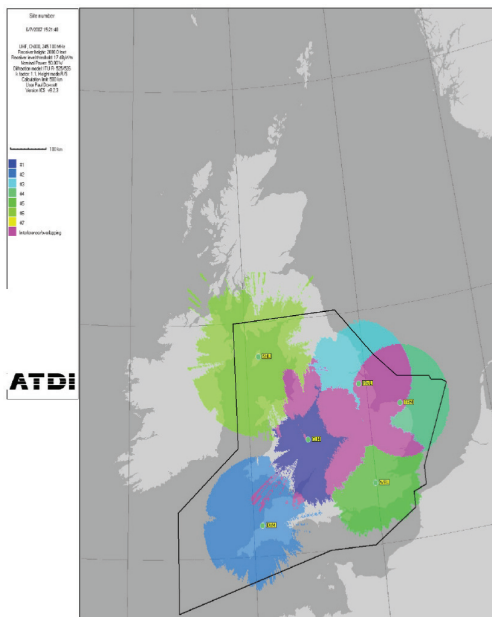


Fig 2. PETF Coverage at 2000ft amsl.

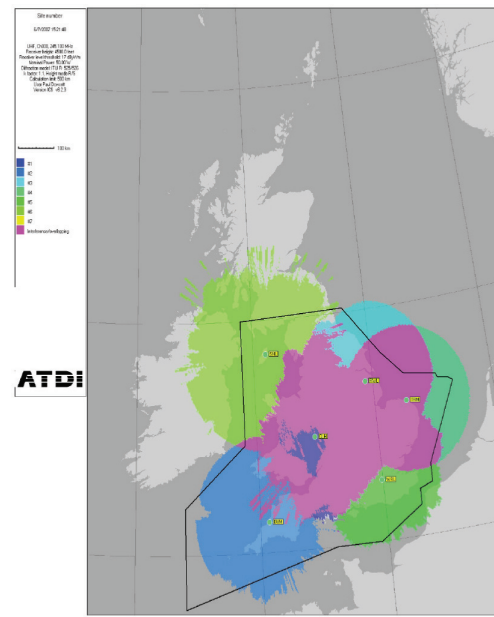


Fig 3. PETF Coverage at 4000ft amsl

4.2 Auto-triangulation. The present PETF auto-triangulation service provided by the existing 11 MOD DF sites will remain unchanged following re-location to Swanwick.

4.3 PETF Usage. At present, aircraft operating over the south west peninsula and surrounding sea are unable to utilise PETF, due to the lack of coverage, and are thus required to use UHF Guard for any practice emergencies. From the 27 January 2008 this will no longer be the case and aircraft undertaking a practice emergency within this area are to use PETF as the primary means of communication, if not already in receipt of an ATS. Conversely, aircraft operating outside of expected PETF coverage are to use UHF Guard as the primary means of communication, this is especially pertinent to elementary training squadrons operating to the south of RNAS Yeovilton.

5. VHF Guard

5.1 There will be no change to both VHF Guard radio and the VHF Auto-triangulation service following the move to Swanwick.