Version1.2 – 16.08.2008

Operating Procedures

For the Provision of
Air Traffic Control Services

at

RAF Ascension Island

FHAW

Introduction

Ascension Island is an island situated in the mid Atlantic Ocean between Brazil and the Congo. It is Sovereign British Territory, having no indigenous population, being populated by those dependants that have work on the island. The airfield is maintained by the RAF and used by them and American Military forces. There are no scheduled civilian flights but the airfield is available for civilian use.

General

All IFR traffic originating in either UK or surrounding airspace is to conform to ICAO standard cruising levels, incorporating the implementation of Reduced Vertical Separation Minimum (RVSM), and also to the direction of airways, as published in the respective AIP's.

IFR traffic is limited to airways, as published on the appropriate charts. Operational air traffic may fly outside of controlled airspace (CAS) within the policies and procedures of the Country as published in the respective AIP's AND subject to air traffic control requirements at that time.

When flying civilian air traffic routes, (civilian airways), aircraft may only be handed off between DAKAR OCEANIQUE FIR (GOOO_CTR)/FIR ATLANTICO (SBAO_CTR) and Ascension Ops with prior co-ordination.

All aircraft inbound to and outbound from Ascension, whether operational air traffic or civilian air traffic, must file a flight plan compliant with UK routing and criteria.

The ATC language is English.

QNH is normally used as landing altimeter setting.

Unlit high terrain immediately South of runway.

Excessive down-drafts/turbulence may be experienced on final approach.

CIRCUITS - Runway 13 Right Hand

Livestock in runway areas

Taxiway line on ASP is for Tristar size aircraft. B747 are not to follow these lines due to insufficient wing-tip clearance from the blast fence. B747 are to obey taxi instructions from ATC and marshalling vehicle.

Provision of Air Traffic Control Services

Air Traffic Control at Ascension is provided by controllers from VATSIM-UK and controllers from ARTCC Brazil.

Air Traffic Controllers provide ATC services adherent to the Policies and Procedures of VATSIM-UK and the Military Regional Training Scheme of VATSIM-UK and only as authorised by the Military Operations Director of VATSIM-UK.

Controllers must meet the level of rating required to provide Military Air Traffic Control services. Only Air Traffic Controllers validated and endorsed by the Military Operations Director, or a person named by him to issue such validations and endorsements, are permitted to provide ATC services at Ascension following training, validation and an endorsement test.

Controllers who are members of the VATAME, and who hold the correct rating for the ATC position, are also encouraged to provide ATC services at Ascension.

Only Tower, and Ops (Approach) control positions are available to controllers at Ascension. The Ascension Control Zone (CTR) extends from the surface to FL100, the lateral limits are within a radius of 50nm from the centre of the field.

Minimum Separation Criteria

In addition to the vertical separation, aircraft travelling in the same direction are also to be separated by a minimum distance of 5 nautical miles.

The transition altitude is 4000ft.

Inbound to Ascension

Routing

All IFR traffic will be required to file, in their flight plan, one of the following arrival routes. An arrival point indicated below is required to be included in all flight plans and routes.

This is the point of handover to Ascension Ops or (depending on the airspace), the point at which Ascension Ops will accept control.

Handover of aircraft inbound to Ascension is to take place as soon as is practical, out of conflict but no later than the initial points indicated below at the Flight Levels indicated below. This is an accepted agreement between Dakar (GOOO_CTR)/ ATLANTICO (SBAO_CTR) and Ascension Ops controllers unless locally agreed ad hoc arrangements are needed due to the exigencies of ATC at that time.

Therefore all aircraft inbound to Ascension are to ensure that their flight plan is filed following a suitable routing as below:-

ARRIVING FROM	ARRIVAL POINT	ROUTING	MAX FLIGHT LEVEL AT ARRIVAL POINT
North West	DAGAM	UL695 - ASI	-
North	ATANI	ATANI - ASI	-
East	URAPI	UL435 - ASI	-
South	LOKIN	UL375 - LOKIN - ASI	-

The approach VOR used at Ascension is ASI (112.20). Approach charts are shown in appendix A.

Missed Approach Procedures

See charts

Outbound from Ascension

Routing

All IFR traffic will be required to file, in their flight plan, one of the following departure routes. Aircraft are to fly these routes until instructed otherwise.

Handover of aircraft outbound from Ascension is to take place at FL080 or as agreed by ATC. This is the accepted agreement between unless locally agreed ad hoc arrangements are needed due to the exigencies of ATC at that time.

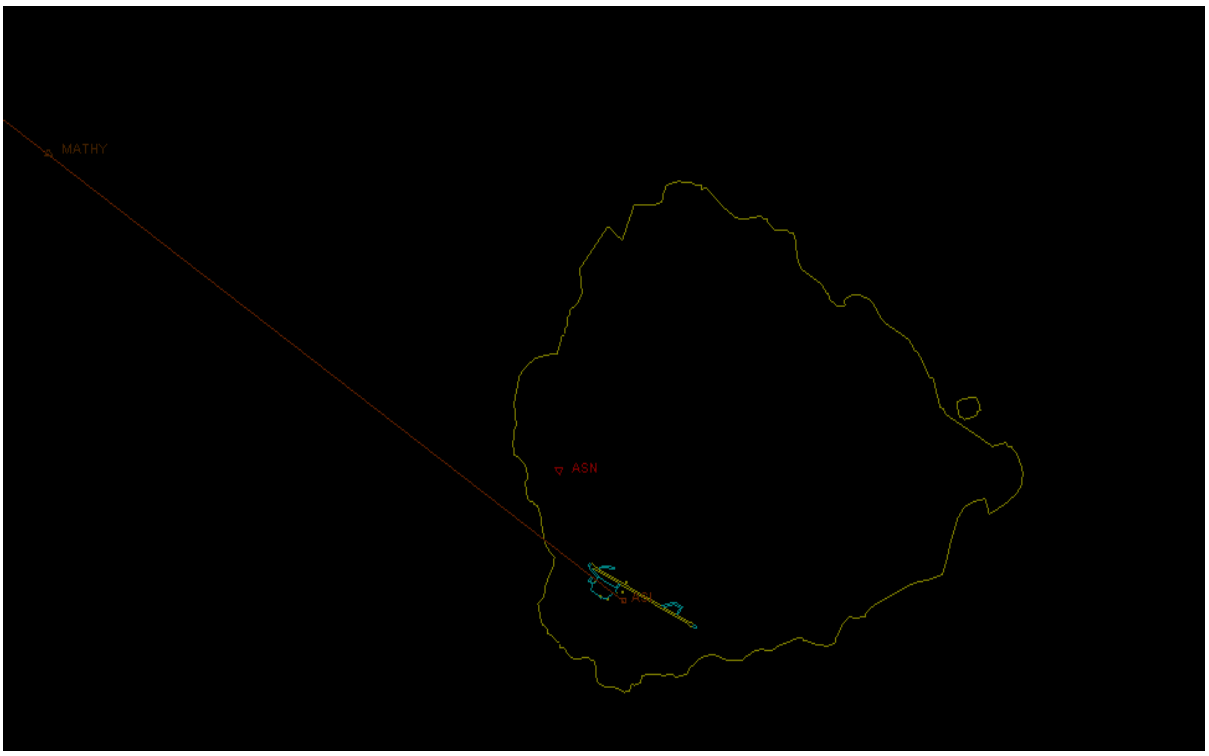
Therefore all aircraft outbound from Ascension are to ensure that their flight plan is filed following a suitable routing.

Process

Wideawake Tower issues departure clearance to the aircraft and requests release from Ascension Ops. Pushback, engine start and taxi may be approved.

Ascension Ops notes any restrictions / climb out issued. Once airborne, the aircraft is handed off to Ascension ops who will then issue any further instructions. The aircraft will be handed over to the appropriate CTR control.

Screenshot of Ascension for Reference



Information & Resources

VATSIM-UK

www.vatsim-uk.org

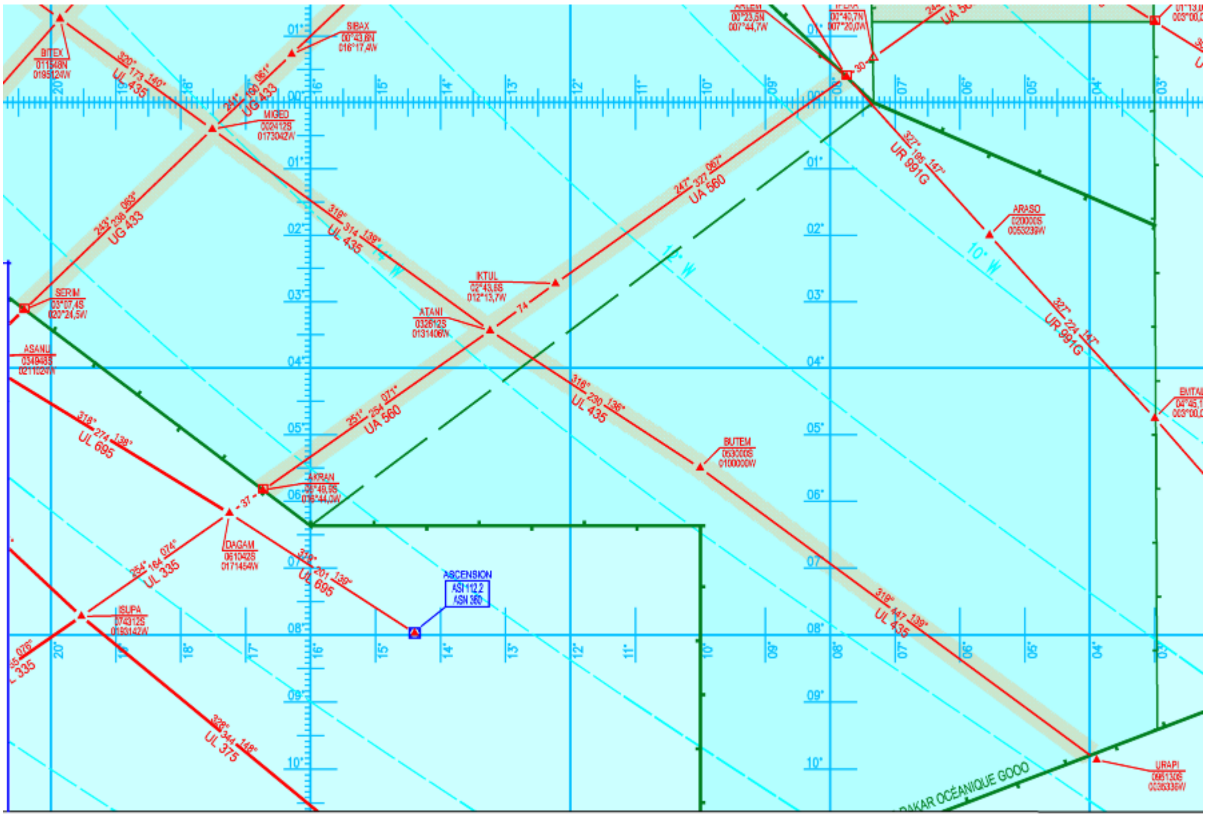
Simon Irvine
VATUK1
Chris Norman
VATUK10

VATAME

Ilan Jonas
VATAME1

www. vatame.net

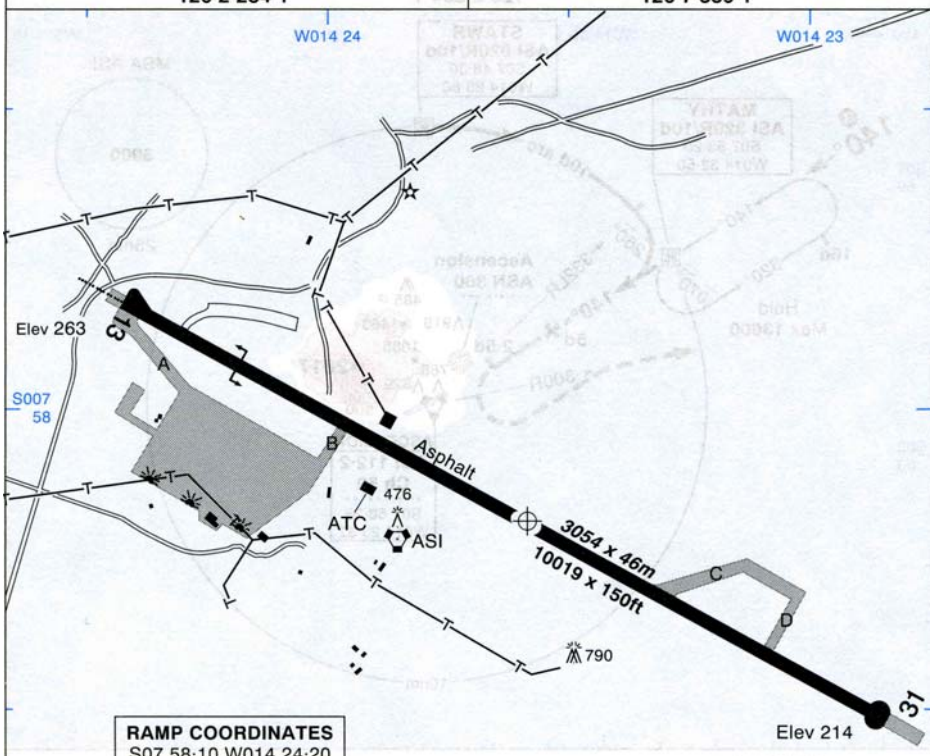
Appendix A


BITEX
SIBAX
00°43,8N
016°17,4W
UL 435
UG 433
MIGED
SERIM
03°07,4S
020°24,5W
ASANU
IKTUL
02°43,6S
012°13,7W
ATANI
UA 560
AKRAN
UL 695
DAGAM
UL 335
ISUPA
UL 375
ASCENSION
ASI 112,2
ASN 360
00°23,5N
007°44,7W
00°40,7N
007°20,0W
UR 991G
ARASO
12° W
10° W
BUTEM
URAPI
DAKAR OCÉANIQUE GOOO

AERODROME — ASCENSION

Elev **278**	Var 17°W	ARP	S007 58·18 W014 23·62 (WGS 84)	**30 AUG 07**	**D1**

WIDEAWAKE TOWER	ASCENSION OPS
126·2 284·1	**126·7 339·1**



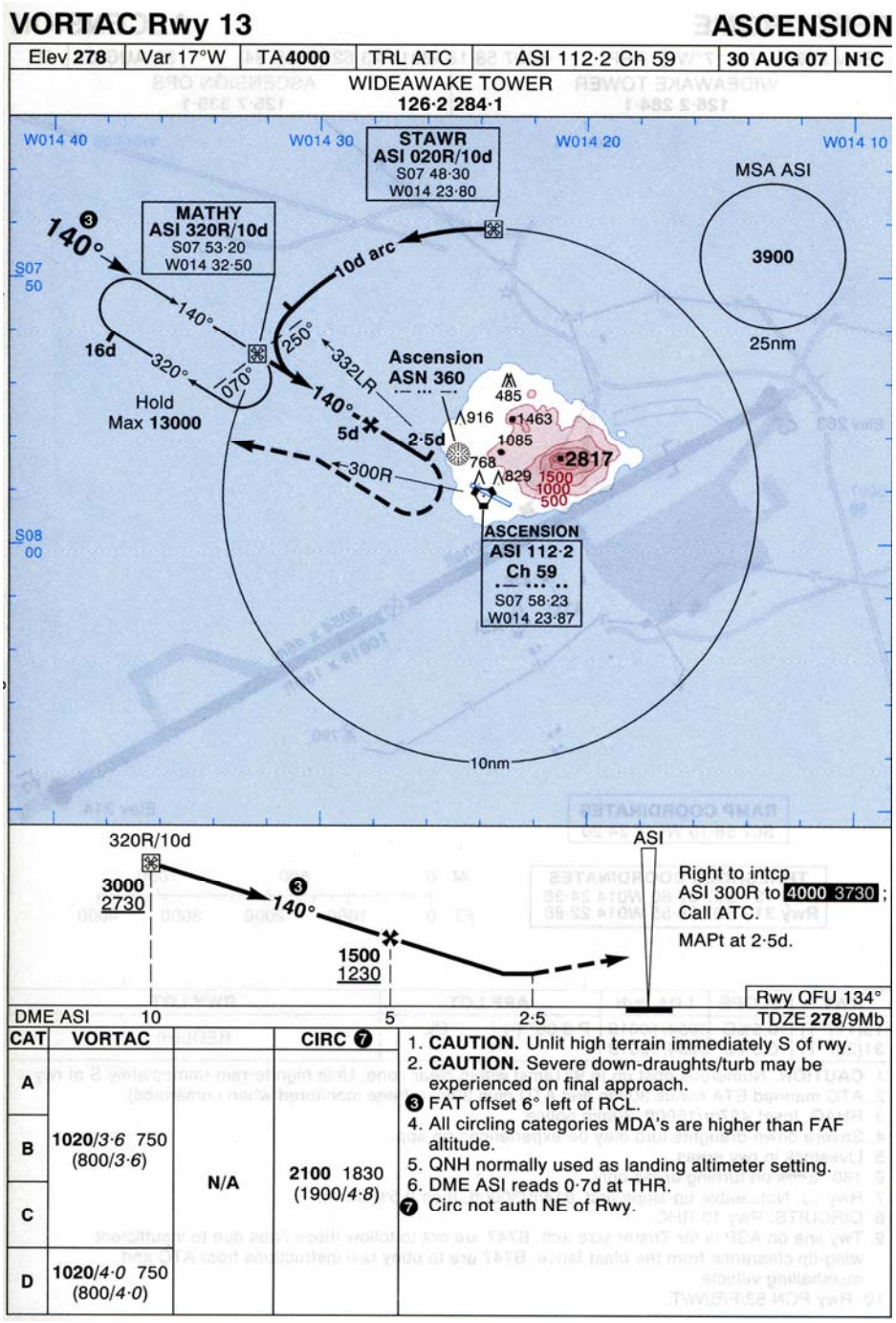
RAMP COORDINATES
S07 58·10 W014 24·20

THRESHOLD COORDINATES
Rwy 13 - S07 57·80 W014 24·36
Rwy 31 - S07 58·55 W014 22·88

M 0 500 1000
FT 0 1000 2000 3000 4000

RWY	SLOPE	LDA *m*/ft	APP LGT		RWY LGT
13(117°T)	0.5%D	*3054*/10019	P 3·06° (-)	CL	REDL(H)
31(297°T)	0.5%U	*3054*/10019	-	-	

1. **CAUTION.** Numerous obst up to 921amsl within clear zone. Unlit high terrain immediately S of rwy.
2. ATC manned ETA minus 30min and ATD plus 30min (freqs monitored when unmanned).
3. RHAG. Inset *457m*/1500ft; 30min notice.
4. Severe down-draughts/turb may be experienced on app.
5. Livestock in rwy areas.
6. 180° turns on turning areas only.
7. Rwy 13. Noticeable up-slope first *914m*/3000ft, then 0·5% down.
8. CIRCUITS. Rwy 13 RHC.
9. Twy line on ASP is for Tristar size acft. B747 are not to follow these lines due to insufficient wing-tip clearance from the blast fence. B747 are to obey taxi instructions from ATC and marshalling vehicle.
10. Rwy PCN 52/F/B/W/T.



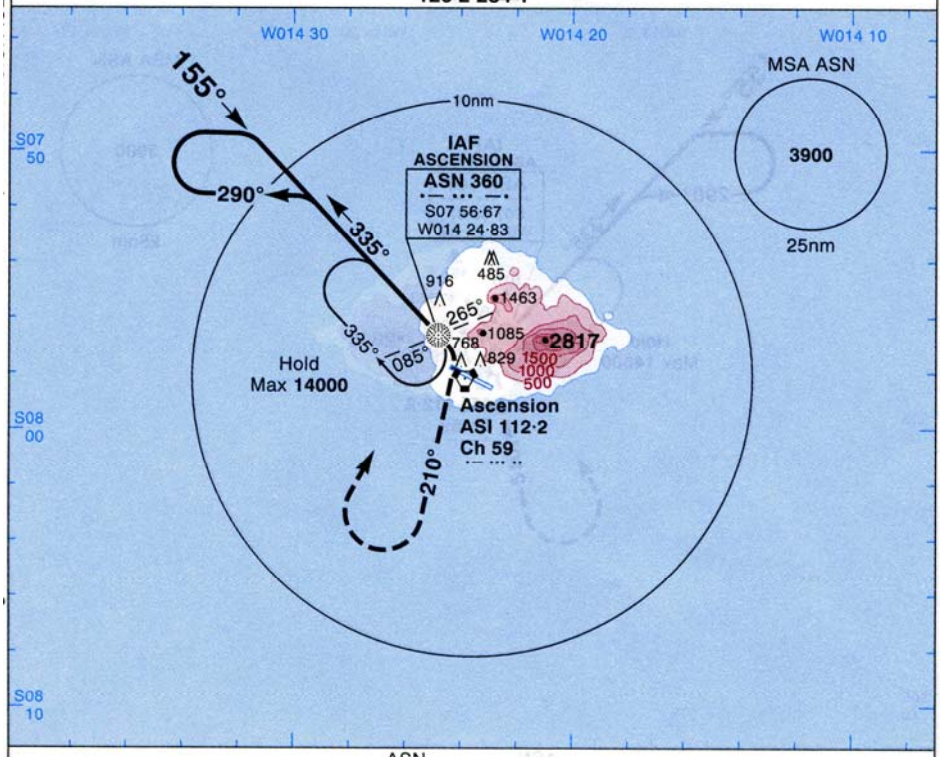
CAT	VORTAC		CIRC ❼
A	1020/3·6 750 (800/3·6)	N/A	2100 1830 (1900/4·8)
B			
C			
D	1020/4·0 750 (800/4·0)		

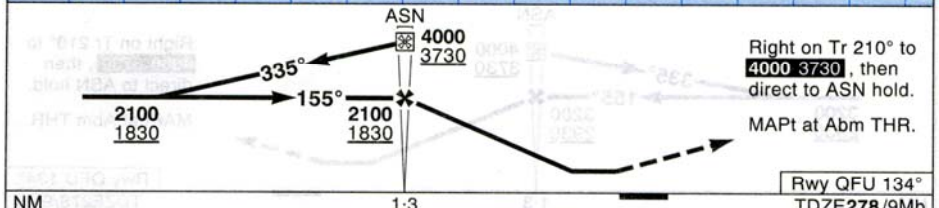
1. **CAUTION.** Unlit high terrain immediately S of rwy.
2. **CAUTION.** Severe down-draughts/turb may be experienced on final approach.
❸ FAT offset 6° left of RCL.
4. All circling categories MDA's are higher than FAF altitude.
5. QNH normally used as landing altimeter setting.
6. DME ASI reads 0·7d at THR.
❼ Circ not auth NE of Rwy.

NDB A (Cat A,B,C) to CIRC — ASCENSION

Elev 278	Var 17°W	TA 4000	TRL ATC	ASN 360	30 AUG 07	P1C

WIDEAWAKE TOWER
126·2 284·1





NM 1·3 TDZE 278/9Mb

CAT			CIRC ❹
A	N/A	N/A	2100 1880 (1900/11/4)
B			2100 1830 (1900/11/2)
C			2100 1830 (1900/3)

GS (kt)	80	120	150	180	210
FAF-MAPt 1·3nm	1:00	0:39	0:31	0:26	0:22

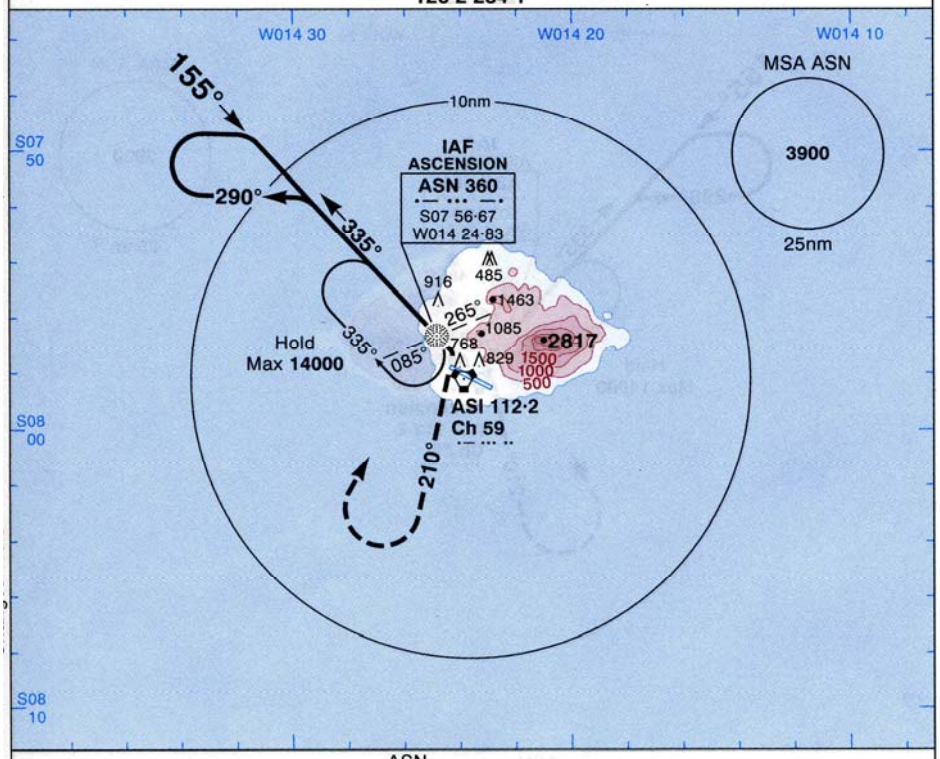
1. **CAUTION.** Unlit high terrain immediately S of rwy.
2. **CAUTION.** Severe down-draughts/turb may be experienced on approach.
3. QNH normally used as landing altimeter setting.

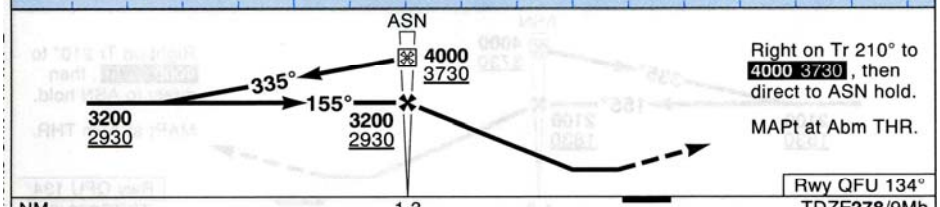
❹ Circ not auth NE of rwy.

NDB B (Cat D,E) to CIRC — ASCENSION

Elev 278	Var 17°W	TA 4000	TRL ATC	ASN 360	30 AUG 07	P2C

WIDEAWAKE TOWER
126·2 284·1





NM 1·3 TDZE278/9Mb

CAT			CIRC ❹
D	N/A	N/A	2100 1830 (1900/3)
E			3120 2850 (2900/3)

GS (kt)	80	120	150	180	210
FAF-MAPt 1·3nm	1:00	0:39	0:31	0:26	0:22

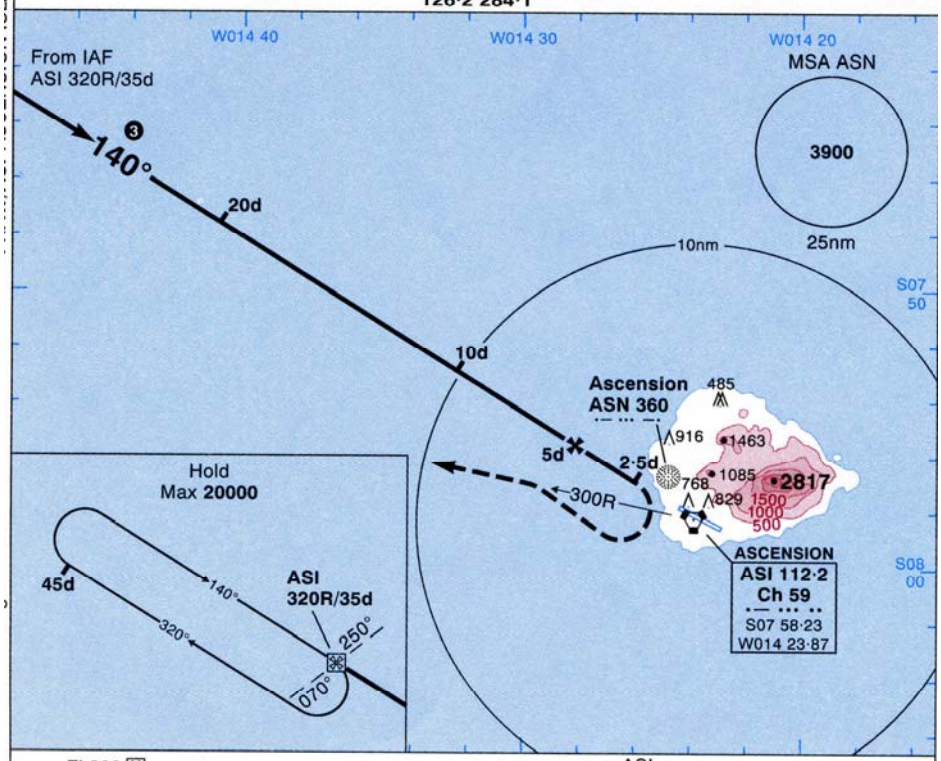
1. **CAUTION.** Unlit high terrain immediately S of rwy.
2. **CAUTION.** Severe down-draughts/turb may be experienced on approach.
3. QNH normally used as landing altimeter setting.

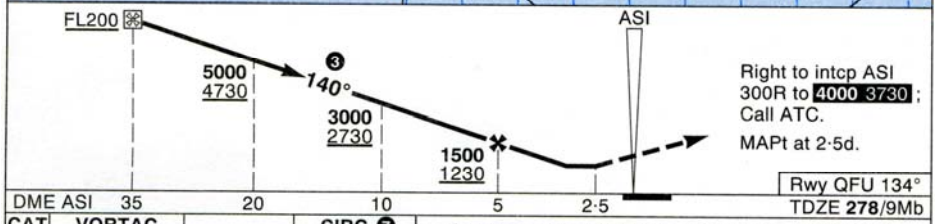
❹ Circ not auth NE of Rwy.

HI VORTAC Rwy 13 — ASCENSION

Elev 278	Var 17°W	TA 4000	TRL ATC	ASI 112·2 Ch 59	30 AUG 07	N2C

WIDEAWAKE TOWER
126·2 284·1





CAT	VORTAC		CIRC ❼
C	1020/3·6 750 (800/3·6)	N/A	2100 1830 (1900/4·8)
D	1020/4·0 750 (800/4·0)		
E	1020/4·4 750 (800/4·4)		3120 2850 (2900/4·8)

1. **CAUTION.** Unlit high terrain immediately S of rwy.
2. **CAUTION.** Excessive down-drafts/turb may be experienced on final approach.
❸ FAT offset 6° left of RCL.
4. All circling categories MDA's are higher than FAF altitude.
5. QNH normally used as landing altimeter setting.
6. DME ASI reads 0·7d at THR.
❼ Circ not auth NE of Rwy.