



VATSIM-UK

Operating Procedures

**For the Provision of
Air Traffic Control services**

at

RAF Akrotiri – LCRA

Status of Akrotiri as a Military Airfield

Akrotiri is a military airfield open to civilian flights operated by the Royal Air Force. It is situated on UK Sovereign Territory in the south of the island of Cyprus.

It is the intention of VATSIM-UK to try and formulate a Letter of Agreement, similar to that agreed for Gibraltar. However in the interim period this document, that would form the basis of an agreement, has been produced to publish the operating procedures at RAF Akrotiri.

General

All IFR traffic originating in either UK or Cypriot 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 Nicosia FIR and Akrotiri Approach with prior co-ordination and agreement following the procedures within this Letter of Agreement and as described below.

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

Provision of Air Traffic Control Services

Air Traffic Control at Akrotiri is provided by VATSIM-UK and controllers from CvACC.

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 Akrotiri following training, validation and an endorsement test.

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

Only Tower, Ground, Talkdown (SRA & PAR) and Approach control positions are available to controllers at Akrotiri. Upper Airspace control is provided by Cypriot ATC within the remit of Nicosia FIR Controllers.

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 8000ft.

Inbound to Akrotiri

Routing

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

This is the point of handover from Nicosia FIR to Akrotiri Approach or (depending on the airspace), the point at which Akrotiri Approach will accept control.

Handover of aircraft inbound to Akrotiri 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 Nicosia FIR and Akrotiri Approach controllers unless locally agreed ad hoc arrangements are needed due to the exigencies of ATC at that time.

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

ARRIVING FROM	ARRIVAL	ROUTING	INITIAL POINT	FLIGHT LEVEL AT INITIAL POINT
East	East Point	ALSUS – East Point - AKR	ALSUS	FL 110
South	APLON	APLON - AKR	APLON	FL 110
North West	West Point	MAROS – West Point - AKR	MAEROS	FL 110
Alternative from APLON	APLON	APLON – West Point - AKR	APLON	FL 110

There are three approach intersections used at Akrotiri – East Point, West Point and APLON. Dependant upon the runway in use, aircraft will be vectored to an approach for runway 10 or runway 28.

Aircraft inbound to West & East Point will be descended to be at or above 3000ft at these points.

Aircraft inbound to APLON will be descended to be at or above 4000ft at ALPHA.

Missed Approach Procedures

RWY 10 – Continue runway heading climbing to altitude 2000 ft. Turn RIGHT on track 220deg, climbing as directed.

RWY 28 – Continue runway heading climbing to altitude 2000 ft. Turn LEFT on track 220deg, climbing as directed.

Aircraft are all times to remain clear of Cypriot airspace and restricted areas until coordination has been agreed and handover accepted between Cypriot ATC and the Akrotiri Approach controller.

Outbound from Akrotiri

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 and are not to enter Cypriot airspace until hand off has been coordinated and agreed between Akrotiri Approach and Nicosia FIR.

Handover of aircraft outbound from Akrotiri is to take place as soon as is practical, out of conflict within the following Standard Instrument Departures. This is an accepted agreement between Nicosia FIR and Akrotiri Approach controllers unless locally agreed ad hoc arrangements are needed due to the exigencies of ATC at that time.

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

DEPARTING TO	DEPARTURE RUNWAY	ROUTING
WEST SID 1 DO2 Active	28	Climb on Rwy Tr to cross 1.5nm AKR not below 500, then left on AKR 256R to WEST POINT climbing as cleared
WEST SID 1 DO2 Inactive	28	Climb on Rwy Tr to 5nm/AKR 5d, then left onto 220deg to intcp and follow AKR 256R to West Point
EAST SID 3	28	Climb on Rwy Tr to cross 1.5nm/AKR 1.5d not below 500, then left on AKR 106R to EAST POINT climbing as cleared; at EAST POINT left on Tr 053deg to ALSUS
WEST SID 1	10	Climb on Rwy Tr to 4nm/AKR 6d, then right on Tr 295deg to intcp AKR 256R to WEST POINT.
WEST SID 2	10	Climb on Rwy Tr to 4nm/AKR 6d, then right on Tr 295 deg to intcp AKR 223R to APLON.
EAST SID 3	10	Follow AKR 106R to EAST POINT then left on Tr 053deg to ALSUS.

All aircraft are to fly the above departures accurately due to the terrain around Akrotiri and to ensure conflict does not occur between outbound / inbound aircraft.

Process

Akrotiri Ground / Tower issues departure clearance to the aircraft and requests release from Akrotiri Approach. Pushback, engine start and taxi may be approved.

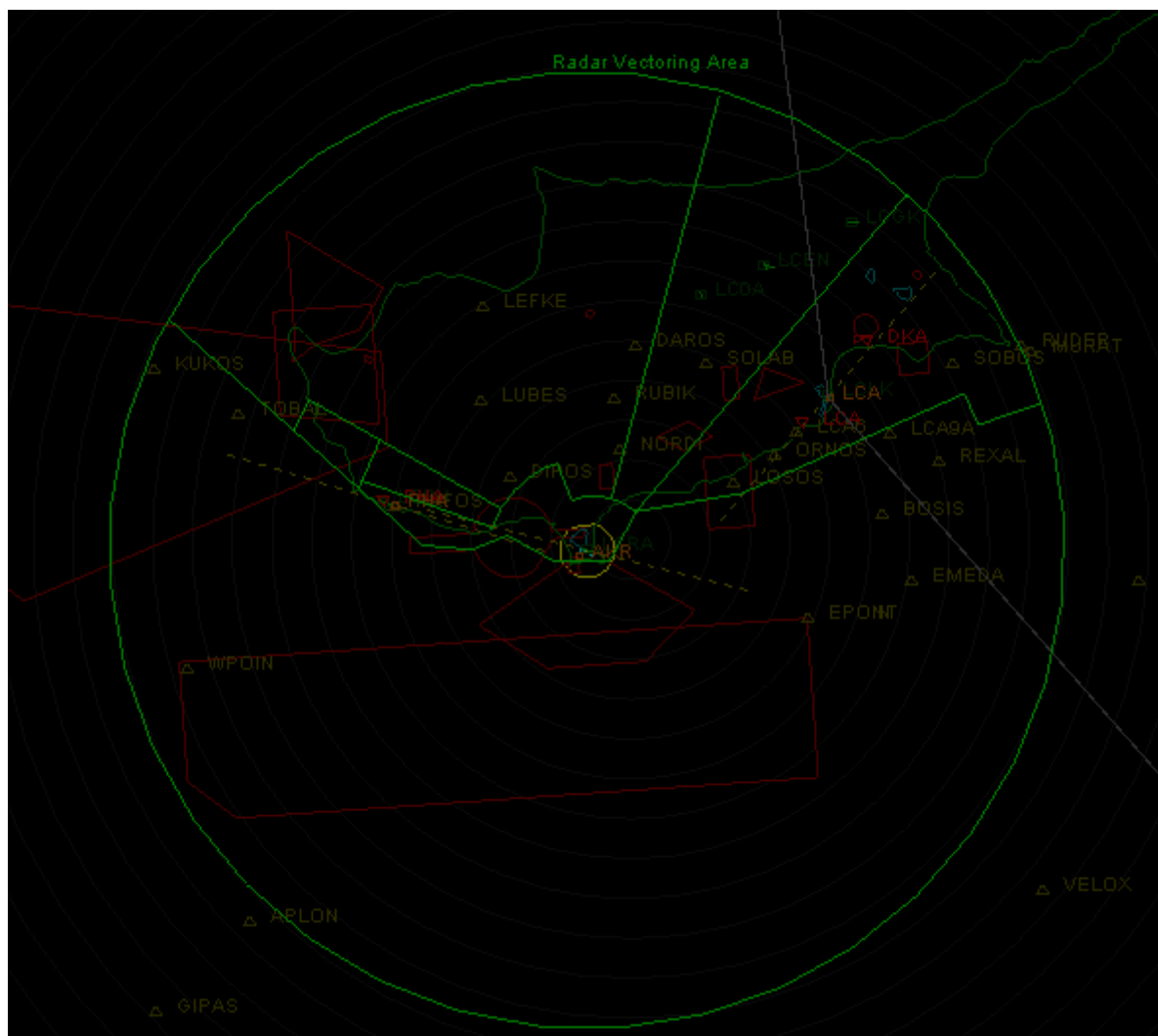
Akrotiri Approach requests release of the aircraft from Cypriot Air Traffic Control (Nicosia FIR) and notes any restrictions / climb out issued. (Cypriot ATC may offer a further climb above the SID's as above).

Akrotiri Approach informs Akrotiri Ground / Tower that the aircraft is released. Once airborne, the aircraft is handed off to Akrotiri Approach who will then issue any further instructions as agreed with Nicosia.

Hand Off to Cypriot ATC

Akrotiri Approach will hand off aircraft to Cypriot ATC as expeditiously as possible once aircraft have cleared the SID final waypoint or has passed 5000ft AND ARE NOT IN CONFLICT WITH INBOUND AIRCRAFT.

Screenshot of Akrotiri for Reference



Information & Resources

Cypriot Area Control Centre

<http://avsim.com/hangar/flight/cvartcc/>

VATSIM-UK Website

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rgr that Simon; If anyone ever asks you again regarding UK ATC at Akrotiri LCRA in Cyprus then proceed as per MFOB and tell them VATEUR has approved it and an LoA with CYvACC is pending. In my last communication with the Cyprus guys (Nov. 3rd email below) they told me that they would contact you for an LoA.

Kyprianos Biris
VATEUR1

