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VATSIM South America Division

VATSIM
Virtual Air Traffic Simulation Network
UK Division

Version 2.0 – 10.05.2008

Operating Procedures

For the Provision of Air Traffic Control Services

at

RAF Mount Pleasant – EGYP

Falklands Islands

RAF Monte Agradable – EGYP

Islas Malvinas

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 Commodoro Rivadavia FIR (SAVF_CTR) and Mount Pleasant 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 Mount Pleasant, whether operational air traffic or civilian air traffic, must file a flight plan compliant with UK routing and criteria.

The ATC language is English.

Provision of Air Traffic Control Services

Air Traffic Control at Mount Pleasant is provided by controllers from VATSIM-UK and controllers from ARTCC Argentino.

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 Mount Pleasant following training, validation and an endorsement test.

Controllers who are members of the ARTCC Argentino, and who hold the correct rating for the ATC position, are also encouraged to provide ATC services at Mount Pleasant.

Only Tower, Ground, Talkdown (SRA & PAR) and Approach control positions are available to controllers at Mount Pleasant. The Mount Pleasant Control Zone (CTR) extends from the surface to FL500, the lateral limits are shown on the sector file and the document attached as appendix A.

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 5000ft.

Inbound to Mount Pleasant

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 from SAVF_CTR to Mount Pleasant Approach or (depending on the airspace), the point at which Mount Pleasant Approach will accept control.

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

Therefore all aircraft inbound to Mount Pleasant 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
East	DIGIS	DIGIS -MTP	FL 250
South	OTAGI	OTAGI - MTP	FL 170
North	CTR Boundary	UW56 - MTP	FL 170 at CTR Boundary
North West	LOMIN	LOMIN - MTP	FL 210

There are two approach intersections used at Mount Pleasant – Point ALPHA and Point BRAVO. Dependant upon the runway in use, aircraft will be vectored to an approach for runways 05, 10, 23 or 28.

Aircraft inbound to Points ALPHA and BRAVO will be descended to be at or above 3500ft QFE at these points.

Missed Approach Procedures

RWY 10 – Continue runway heading to 850ft QFE. Turn RIGHT on track 270deg, climbing to 3500ft QFE (or as directed, returning to hold at Point BRAVO.

RWY 28 – Climb on track 270 deg to 830ft QFE then turn left on track 110 deg to join the hold at Point ALPHA at 3500ft QFE or as directed.

RWY 05 – Ahead to VOR MTP, then turn right on to 090R to 3500ft QFE, then turn left to rejoin VOR MTP hold.

RWY 23 – Climb on Track 230deg to 850ft QFE, then left on Track 050deg to intercept TAC 099R; at 11d left on 13d arc at 3500ft QFE.

Outbound from Mount Pleasant

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 Mount Pleasant is to take place at the Mount Pleasant CTR boundary. 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 Mount Pleasant are to ensure that their flight plan is filed following a suitable routing as below :-

DEPARTING TO	DEPARTURE RUNWAY	ROUTING
Rwy 05 SID	05	Climb on rwy track to 600ft QFE, then right on Track 100 continuing climb, SID ends passing 3200ft QFE.
Rwy 10 SID	10	Climb on rwy track to 5000ft QFE or MTP 7d, whichever earlier, then continue as flight planned.

Rwy 23 SID	23	Climb on rwy track to 800ft QFE, then climbing left and continue as flight planned. SID ends on passing 3200ft QFE.
Rwy 28 ALPHA	28	Climb on rwy track to 1000ft QFE or 5.7d from rwy end, whichever earlier, then left on Track 050deg continuing climb. SID ends passing 3200ft QFE.
Rwy 28 BRAVO	28	Climb on rwy track to 1000ft QFE or 5.7d from rwy end, whichever earlier, then left on Track 260deg continuing climb. At 20d continue as flight planned.

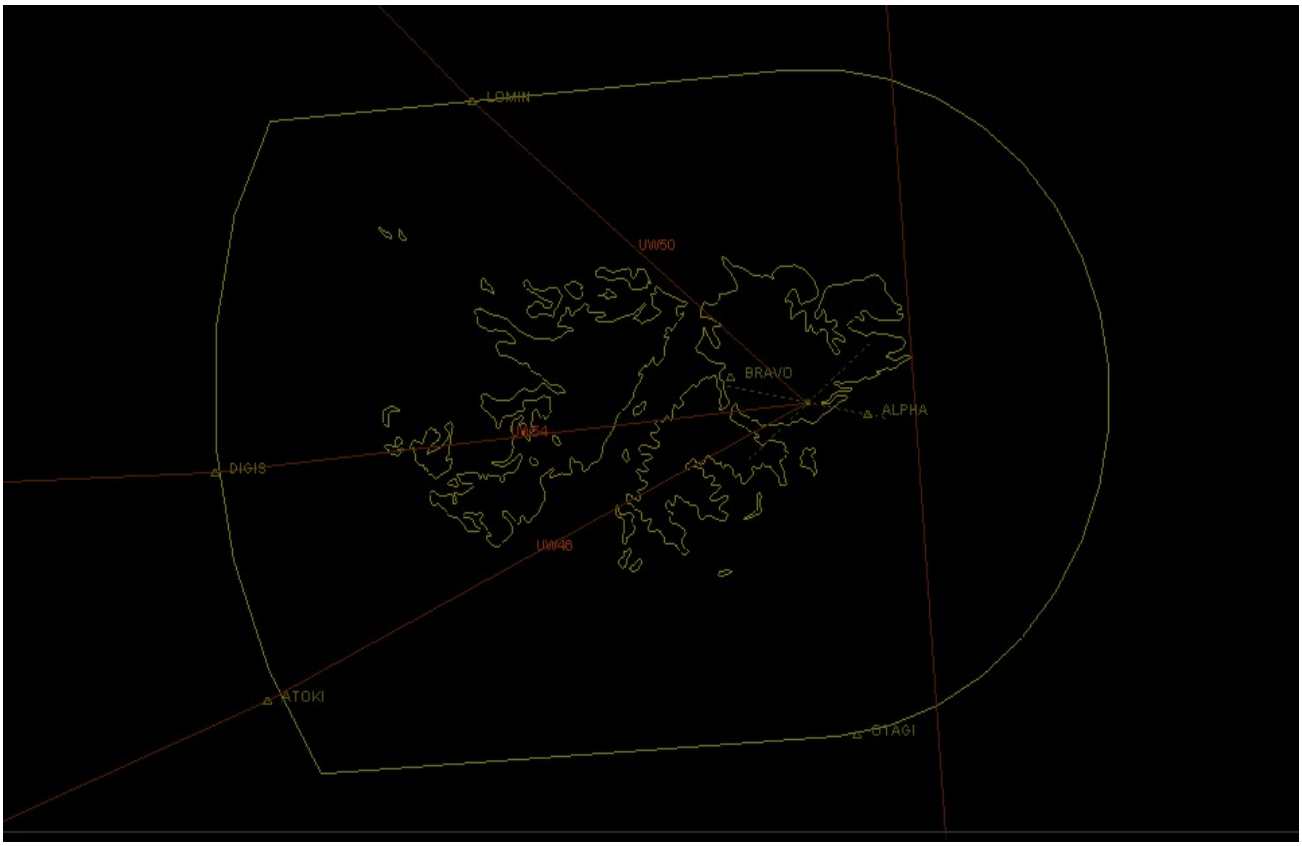
All aircraft are to fly the above departures accurately due to the terrain around Mount Pleasant and to ensure conflict does not occur between outbound / inbound aircraft.

Process

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

Mount Pleasant Approach notes any restrictions / climb out issued. Mount Pleasant Ground / Tower that the aircraft is released. Once airborne, the aircraft is handed off to Mount Pleasant Approach who will then issue any further instructions. The aircraft will be handed over to SAVF_CTR at the Mount Pleasant CTR boundary.

Screenshot of Mount Pleasant for Reference



Information & Resources

ARTCC Argentino

www.artcc-argentino.com.ar

Sergio Cousens
VATSUR1

VATSIM-UK

www.vatsim-uk.org

Simon Irvine
VATUK1
Chris Norman
VATUK10

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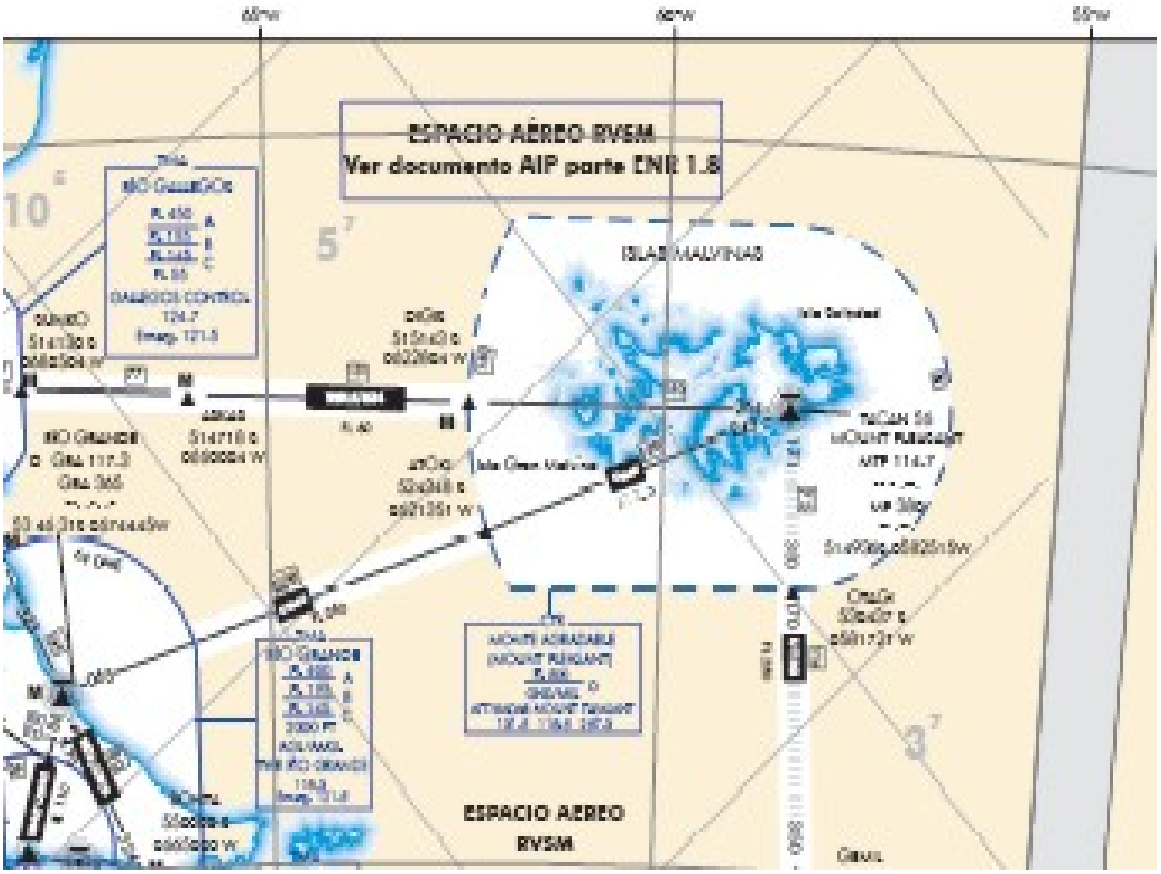
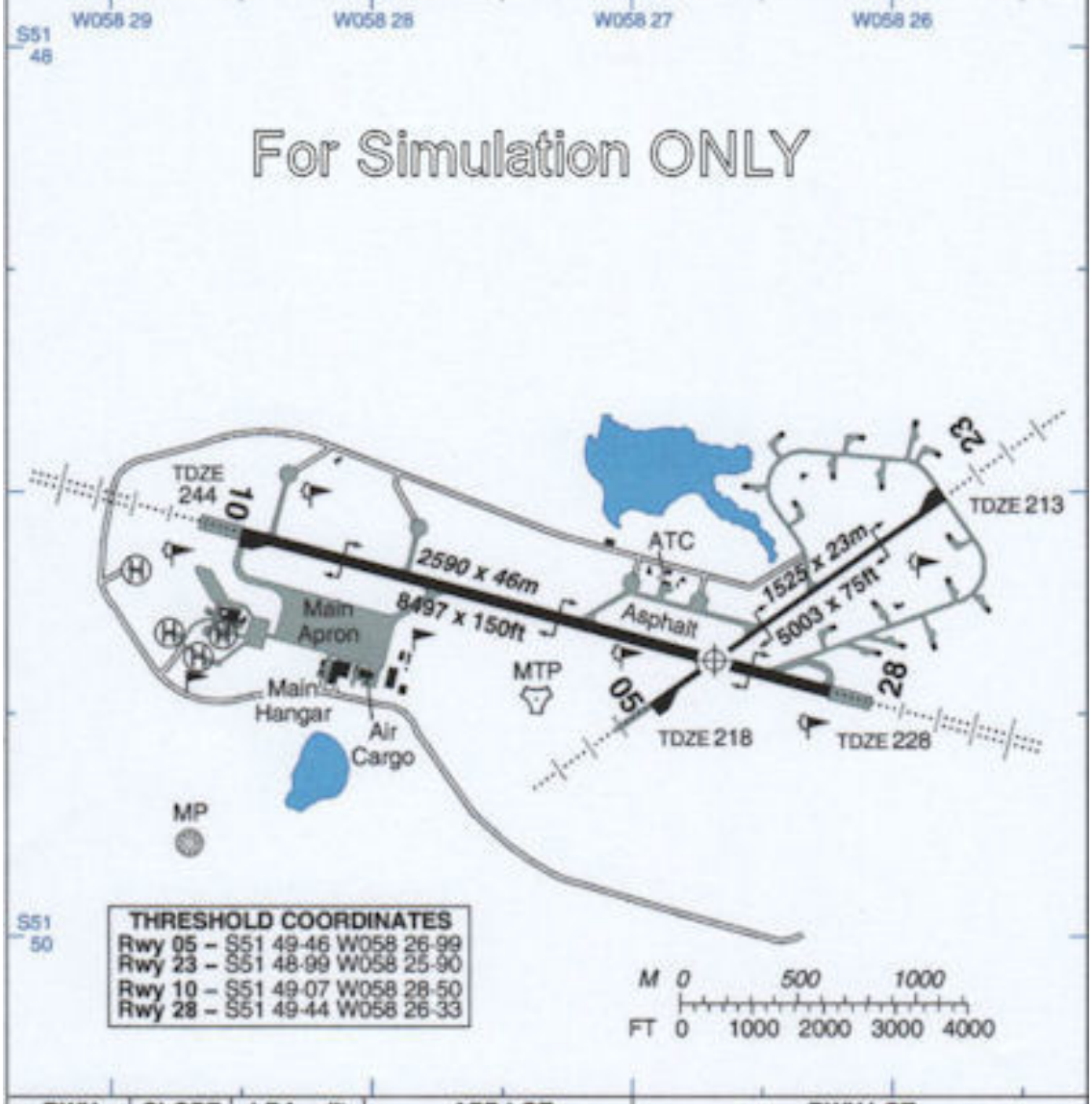
Appendix A

Charts



AERODROME — MOUNT PLEASANT

Elev 244	Var 5°E	ARP	S51 49-37 W058 26-85 (WGS 84)		
MOUNT PLEASANT GROUND 280-5 130-3		TOWER 356-8 133-35	APPROACH 257-3 118-5	RADAR 317-7 125-95	ATIS 128-55



RWY	SLOPE	LDA m/ft	APP LGT		RWY LGT
10(105°T)	0.4%D	2590/8497	P 3° (50)	CL5B	RTHL(H):REDL(H):RENL(H):
28(285°T)	0.4%U	2590/8497	P 3° (55)		
05(055°T)	0.24%D	1525/5003	P 2·5°	CL3B	RTHL(H):REDL(H):RENL(H)
23(235°T)	0.24%U	1525/5003	P 2·5°		

1. **WARNING.** Moderate to severe turbulence when wind from N. See Special Procedures chart.
2. RHAG inset: Rwy 10 – *450m*/1476ft, Rwy 28 – *330m*/1083ft.
   Rwy 05 – *585m*/1919ft, Rwy 23 – *435m*/1427ft.
   Additional RHAG Rwy 10/28 centrally located.
   Rwy 10/28. Normal Ops. App cable DOWN, centre cable DOWN, overrun cable UP.
   Rwy 05/23. Normal Ops. App cable UP, overrun cable UP.
3. Circuits. Rwy 05 RHC.
4. Western access twy to main apron not suitable for B747 due to earth banking.

RADAR PROCEDURES — MOUNT PLEASANT

Elev **244**	Var 5° E	TA **5000**	TRL ATC				
MOUNT PLEASANT APPROACH **257·3 118·5**			RADAR **317·7 125·95**	TOWER **356·8 133·35**	GROUND **317·7 125·95**		ATIS **128·55**

RWY QFU	PROC	GP/TCH	RTR	MAPt	CAT	DA/RVR MDA/RVR	DH/ MDH	CEILING/ VIS
05	**SRA**	-	-	1nm	**ABCD**	**560**/*1·2*	340	400/*1·2*
050°					**E**	**560**/*1·6*	340	400/*1·6*
MISSED APPROACH. Climb on rwy Tr to **820** 600, then right on Tr 210° to **3420** 3200								
10	**PAR**	2·5° & 3°	-	-	**ABCDE**	**450**/*1·4*	200	200/*1·4*
100°								
	AZ*	-	-	1nm	**ABCDE**	**560**/*1·4*	310	400/*1·4*
	SRA*	-	-	1nm	**ABC**	**710**/*1·4*	460	500/*1·4*
					DE	**710**/*1·6*	460	500/*1·6*
* **CAUTION.** These procedures incorporate a stepfix at 4·2nm. Do not descend below **1240** 990 until advised by ATC.								
MISSED APPROACH. Climb on rwy Tr to **850** 600, then right on Tr 260° to 3450 3200.								
23	**PAR**	2·5° & 3°	-	-	**ABCDE**	**420**/*1·4*	200	200/*1·4*
230°								
	AZ*	-	-	1nm	**ABCDE**	**480**/*1·4*	260	300/*1·4*
	SRA*	-	-	1nm	**ABCDE**	**500**/*1·4*	280	300/*1·4*
* **CAUTION.** These procedures incorporate a stepfix at 3nm. Do not descend below **660** 440 until advised by ATC.								
MISSED APPROACH. Climb on rwy Tr to **820** 600, then left on Tr 070° to 3420 3200.								
28	**PAR**	2·5° & 3°	-	-	**ABCDE**	**430**/*0·8*	200	200/*0·8*
280°								
	AZ	-	-	1nm	**AB**	**480**/*0·8*	250	300/*0·8*
					CDE	**480**/*1·2*	250	300/*1·2*
	SRA	-	-	1nm	**AB**	**500**/*0·8*	270	300/*0·8*
					CDE	**500**/*1·2*	270	300/*1·2*
MISSED APPROACH. Climb on Tr 270° to **830** 600, then left on Tr 110° to 3430 3200.								

CIRCLING MINIMA				
	A	**690**	440	500/*1·6*
	B	**740**	490	500/*1·6*
CIRC prohibited N of Rwy 10/28	**C**	**740**	490	500/*2·4*
CIRC prohibited W of Rwy 05/23	**DE**	**840**	590	600/*3·2*

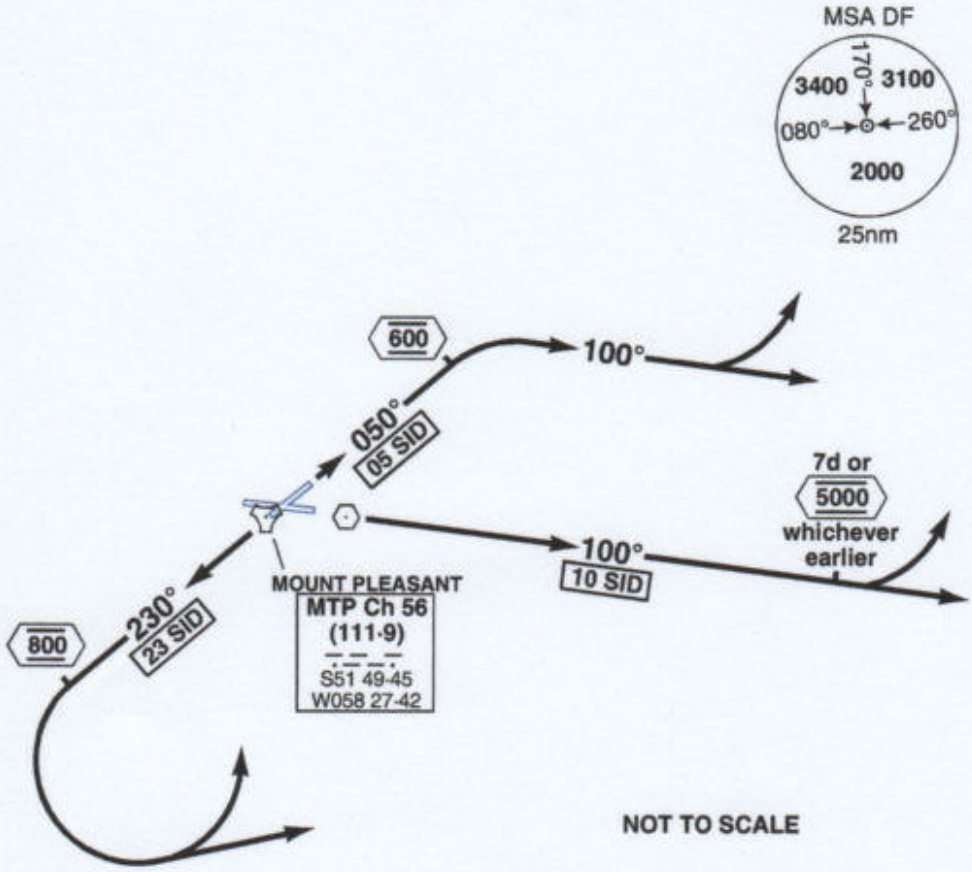
COMMS FAILURE.

1. If unable to continue the approach, turn towards the AD climbing to **3450** 3200 and attempt to contact **MOUNT PLEASANT** on any published frequency. If no contact, proceed to the IAF for the last known rwy-in-use, carry out one complete hold at **3450** 3200 before commencing any pilot-interpreted approach.

Rwy 05,10,23 SID

MOUNT PLEASANT

Elev 244	Var 5°E	TA 5000	TRL ATC			
MOUNT PLEASANT GROUND 280·5 130·3		TOWER 356·8 133·35		APPROACH 257·3 118·5	RADAR 317·7 125·95	ATIS 128·55



MNM RQRD CLIMB RATE (fpm)

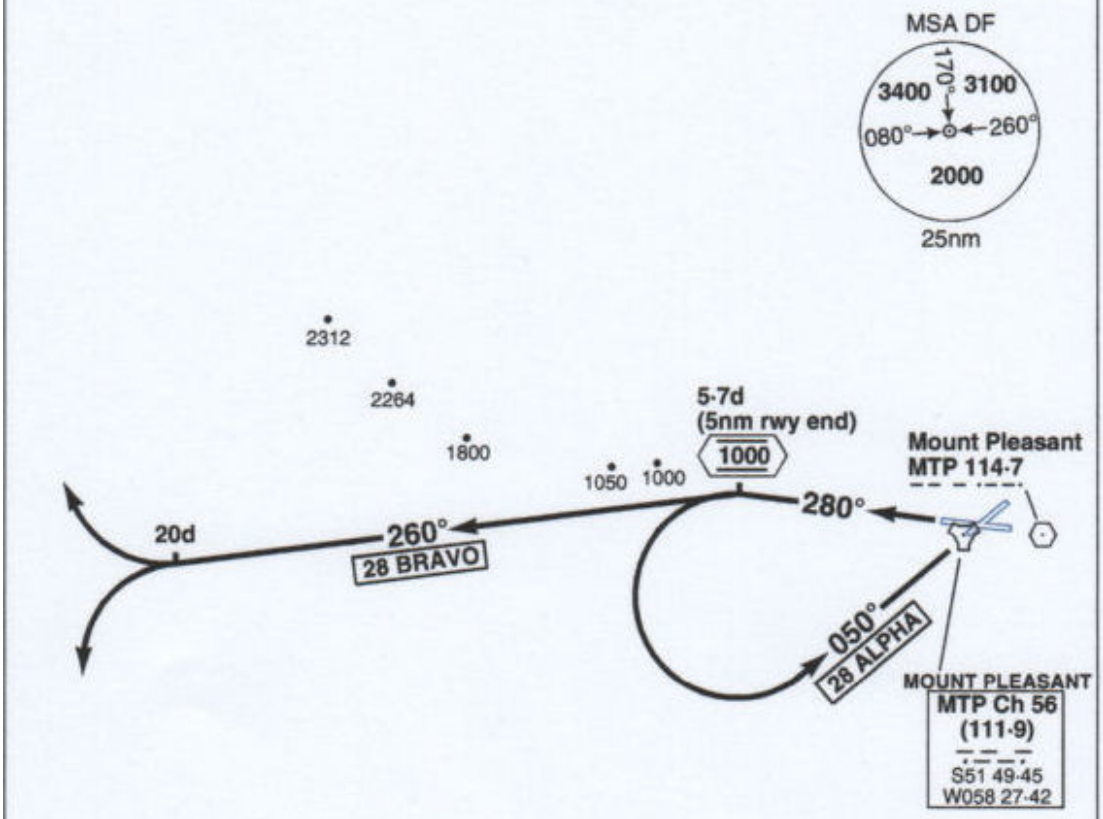
RWY	GRAD	80	120	150	180	210	250	To
05	2·6%	210	320	400	480	560	660	1300

1. The initial climb gradients exceed APATC–1 design limits. To achieve required obstacle clearance, 50 AGL should be achieved by rwy end for all SID.

SID	RWY	ROUTEING (Including Mnm Noise Routes)
Rwy 05 SID	05 050°M	Climb on rwy Tr to 600 QFE, then right on Tr 100° continuing climb; SID ends passing 3200 QFE.
Rwy 10 SID	10 100°M	Climb on rwy Tr to 5000 or MTP 7d, whichever earlier, then continue as flight planned.
Rwy 23 SID	23 230°M	Climb on rwy Tr to 800 QFE, then climbing left and continue as flight planned. SID ends on passing 3200 QFE.

Rwy 28 SID — MOUNT PLEASANT

Elev 244	Var 5°E	TA 5000	TRL ATC			
MOUNT PLEASANT GROUND 280·5 130·3		TOWER 356·8 133·35	APPROACH 257·3 118·5	RADAR 317·7 125·95	ATIS 128·55	



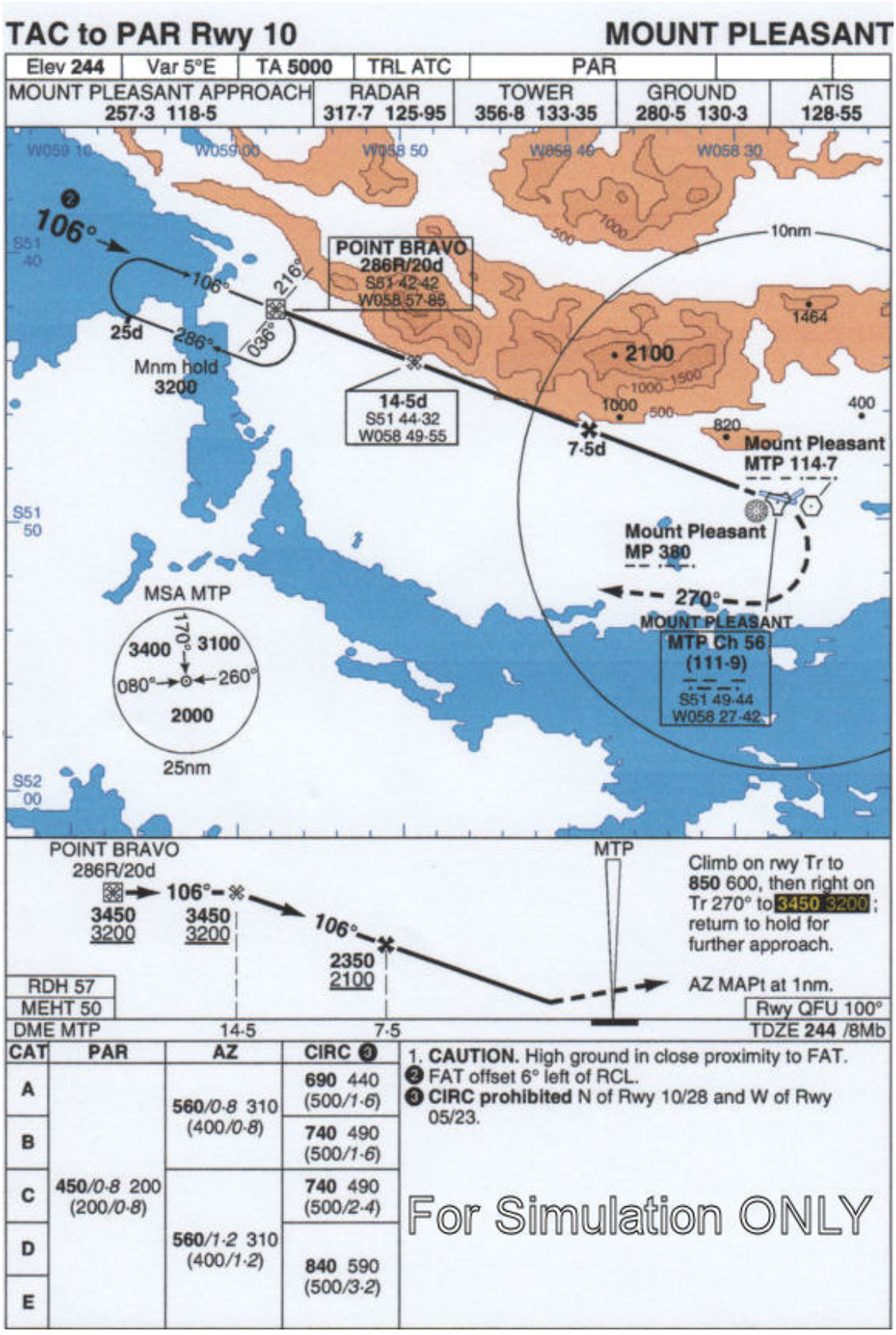
NOT TO SCALE

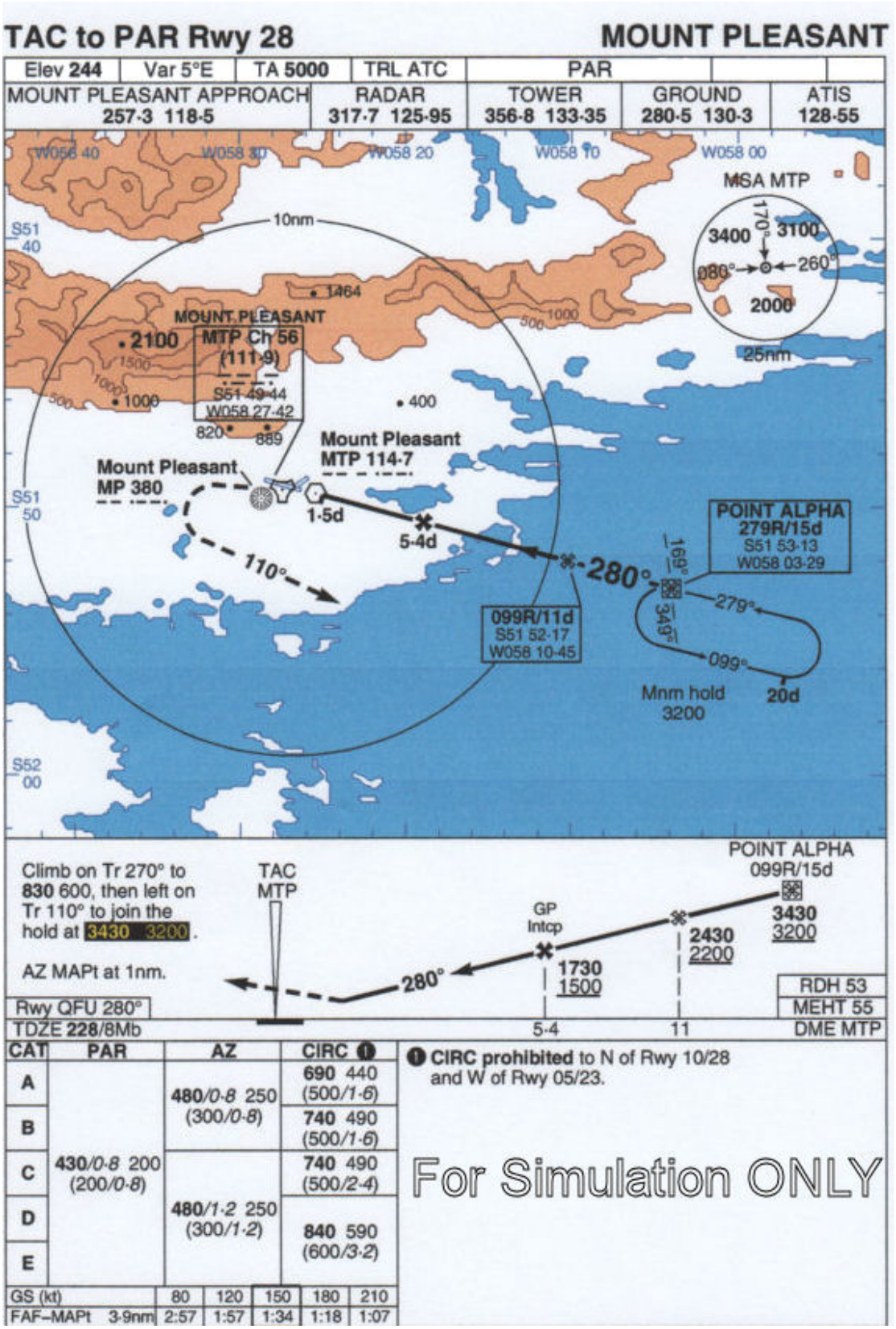
MNM RQRD CLIMB RATE (fpm)

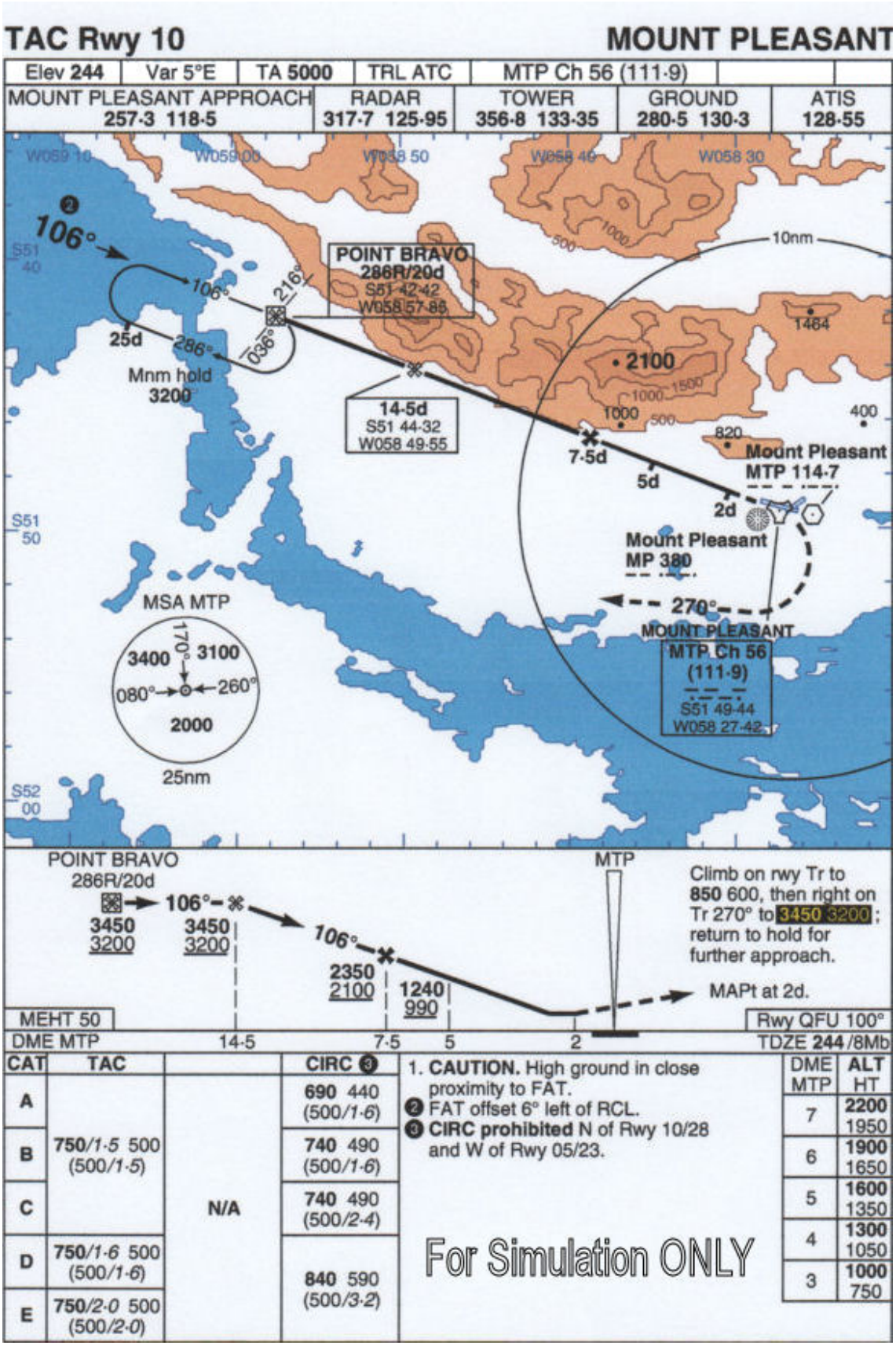
RWY	SID	GRAD	80	120	150	180	210	250	To
28	ALPHA	2·6%	210	320	400	480	560	660	1300
28	BRAVO	2·6%	210	320	400	480	560	660	3200

1. The initial climb gradients exceed APATC–1 design limits. To achieve required obstacle clearance, 50 AGL should be achieved by rwy end for both SID.

SID	RWY	ROUTEING (Including Mnm Noise Routes)
28 ALPHA	28 280°M	Climb on rwy Tr to 1000 QFE or 5·7d/5nm from rwy end, whichever earlier, then left on Tr 050° continuing climb; SID ends passing 3200 QFE.
28 BRAVO		Climb on rwy Tr to 1000 QFE or 5·7d/5nm from rwy end, whichever earlier, then left on Tr 260° continuing climb; at 20d continue as flight planned.

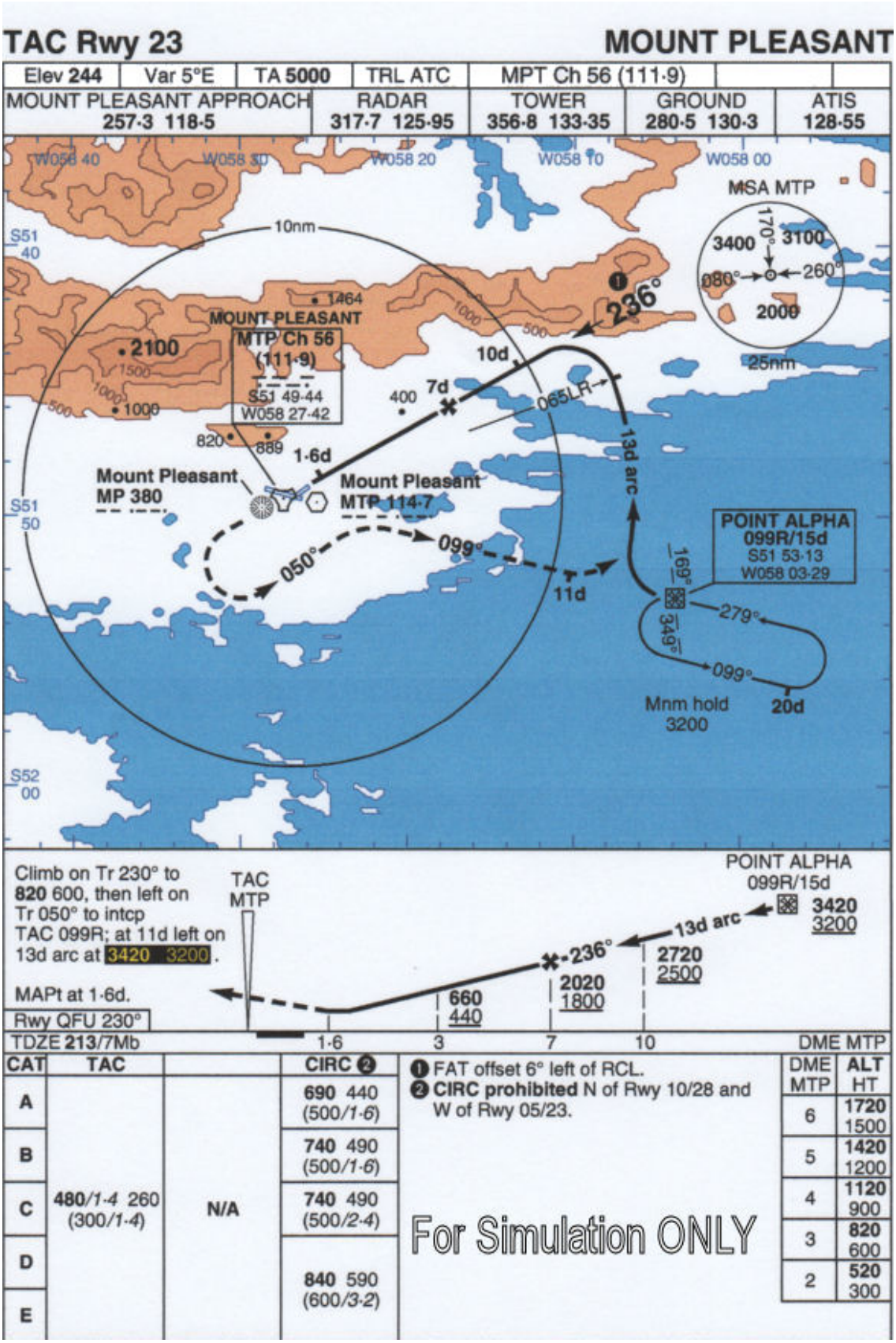

TAC to PAR Rwy 10
MOUNT PLEASANT
Elev 244
Var 5°E
TA 5000
TRL ATC
PAR
MOUNT PLEASANT APPROACH
257·3 118·5
RADAR
317·7 125·95
TOWER
356·8 133·35
GROUND
280·5 130·3
ATIS
128·55
106°
106°
216°
036°
25d
286°
Mnm hold
3200
POINT BRAVO
286R/20d
S51 42·42
W058 57·85
14·5d
S51 44·32
W058 49·55
7·5d
10nm
2100
1464
820
400
Mount Pleasant
MTP 114·7
Mount Pleasant
MP 380
270°
MOUNT PLEASANT
MTP Ch 56
(111·9)
S51 49·44
W058 27·42
MSA MTP
170°
3400
3100
080°
260°
2000
25nm
POINT BRAVO
286R/20d
106°
3450
3200
3450
3200
106°
2350
2100
MTP
Climb on rwy Tr to 850 600, then right on Tr 270° to 3450 3200; return to hold for further approach.
AZ MAPt at 1nm.
RDH 57
MEHT 50
Rwy QFU 100°
DME MTP
14·5
7·5
TDZE 244 /8Mb
CAT
PAR
AZ
CIRC ❸
A
B
C
D
E
450/0·8 200
(200/0·8)
560/0·8 310
(400/0·8)
560/1·2 310
(400/1·2)
690 440
(500/1·6)
740 490
(500/1·6)
740 490
(500/2·4)
840 590
(500/3·2)
1. CAUTION. High ground in close proximity to FAT.
❷ FAT offset 6° left of RCL.
❸ CIRC prohibited N of Rwy 10/28 and W of Rwy 05/23.
For Simulation ONLY

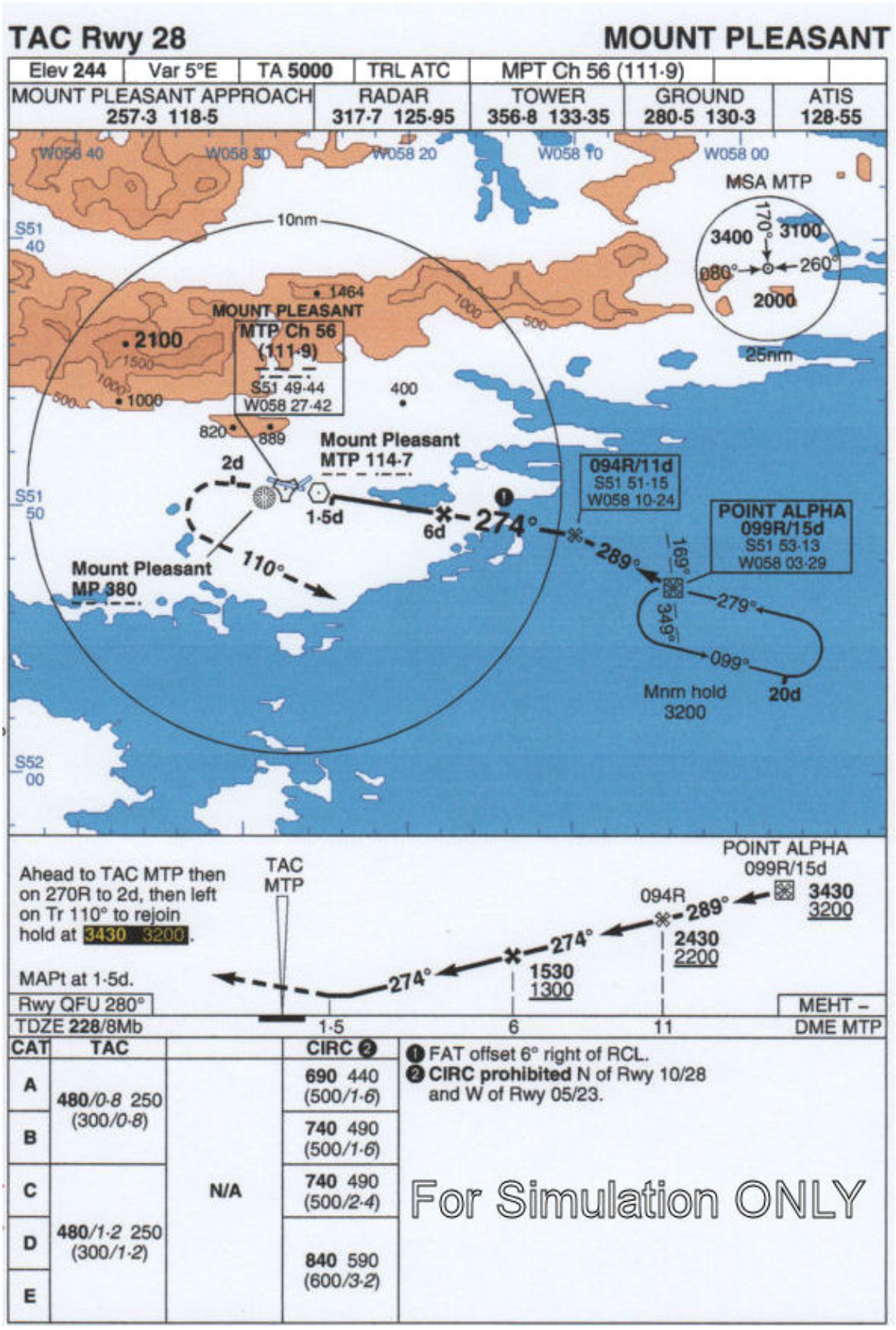

TAC to PAR Rwy 28
MOUNT PLEASANT
Elev 244 | Var 5°E | TA 5000 | TRL ATC | PAR
MOUNT PLEASANT APPROACH 257·3 118·5 | RADAR 317·7 125·95 | TOWER 356·8 133·35 | GROUND 280·5 130·3 | ATIS 128·55
W058 40
W058 30
W058 20
W058 10
W058 00
MSA MTP
170°
3400
3100
080°
260°
2000
25nm
10nm
S51 40
1464
MOUNT PLEASANT
MTP Ch 56 (111·9)
S51 49·44
W058 27·42
2100
1500
1000
500
1000
400
820
889
Mount Pleasant
MTP 114·7
Mount Pleasant
MP 380
S51 50
1·5d
5·4d
110°
280°
POINT ALPHA
279R/15d
S51 53·13
W058 03·29
169°
349°
279°
099°
20d
099R/11d
S51 52·17
W058 10·45
Mnm hold
3200
S52 00
Climb on Tr 270° to 830 600, then left on Tr 110° to join the hold at 3430 3200.
AZ MAPt at 1nm.
TAC
MTP
GP
Intcp
280°
POINT ALPHA
099R/15d
3430
3200
2430
2200
1730
1500
RDH 53
MEHT 55
Rwy QFU 280°
TDZE 228/8Mb
5·4
11
DME MTP
CAT | PAR | AZ | CIRC ❶
A | 430/0·8 200 (200/0·8) | 480/0·8 250 (300/0·8) | 690 440 (500/1·6)
B | | | 740 490 (500/1·6)
C | | 480/1·2 250 (300/1·2) | 740 490 (500/2·4)
D | | | 840 590 (600/3·2)
E | | |
GS (kt) | | 80 | 120 | 150 | 180 | 210
FAF–MAPt 3·9nm | | 2:57 | 1:57 | 1:34 | 1:18 | 1:07
❶ CIRC prohibited to N of Rwy 10/28 and W of Rwy 05/23.
For Simulation ONLY

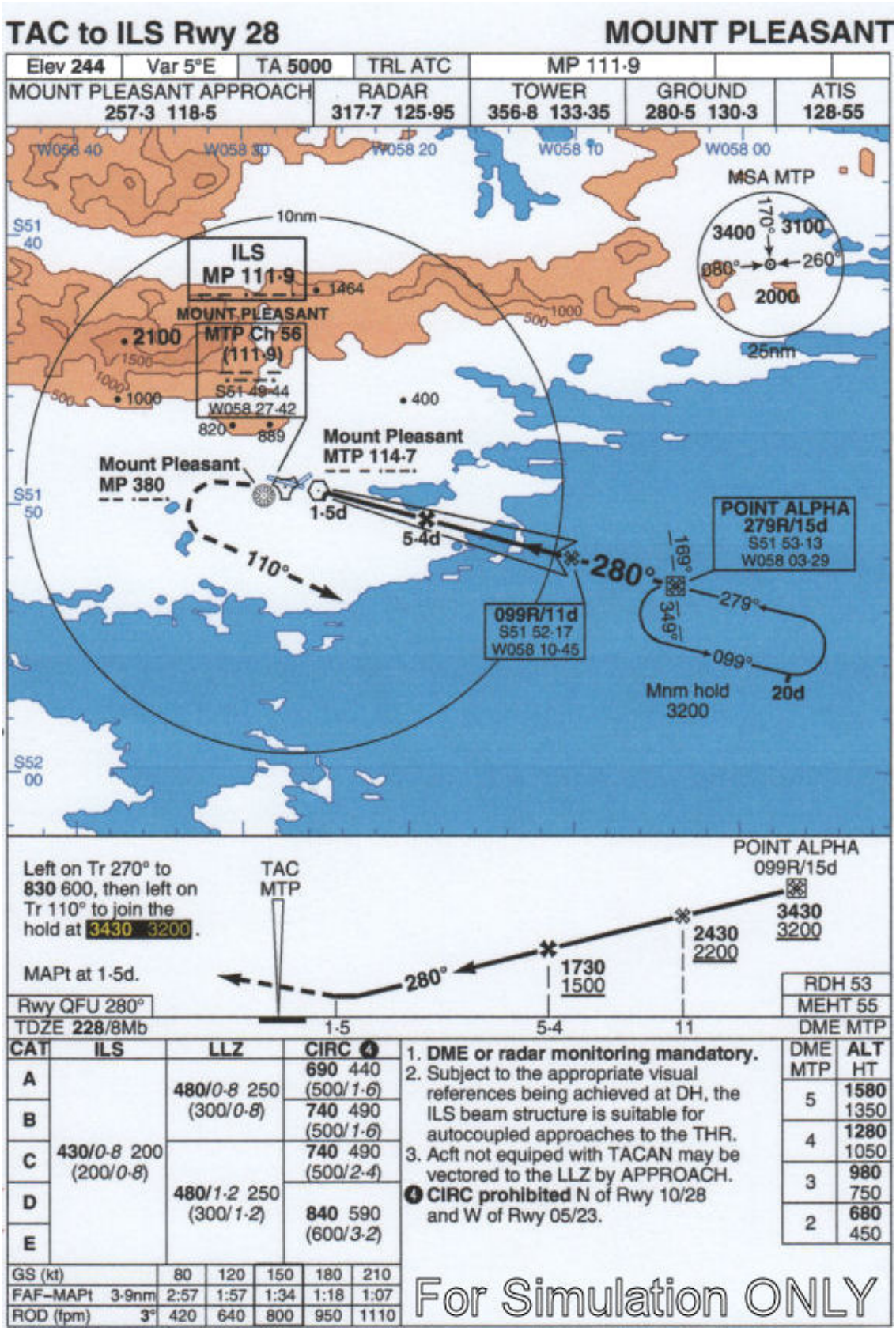


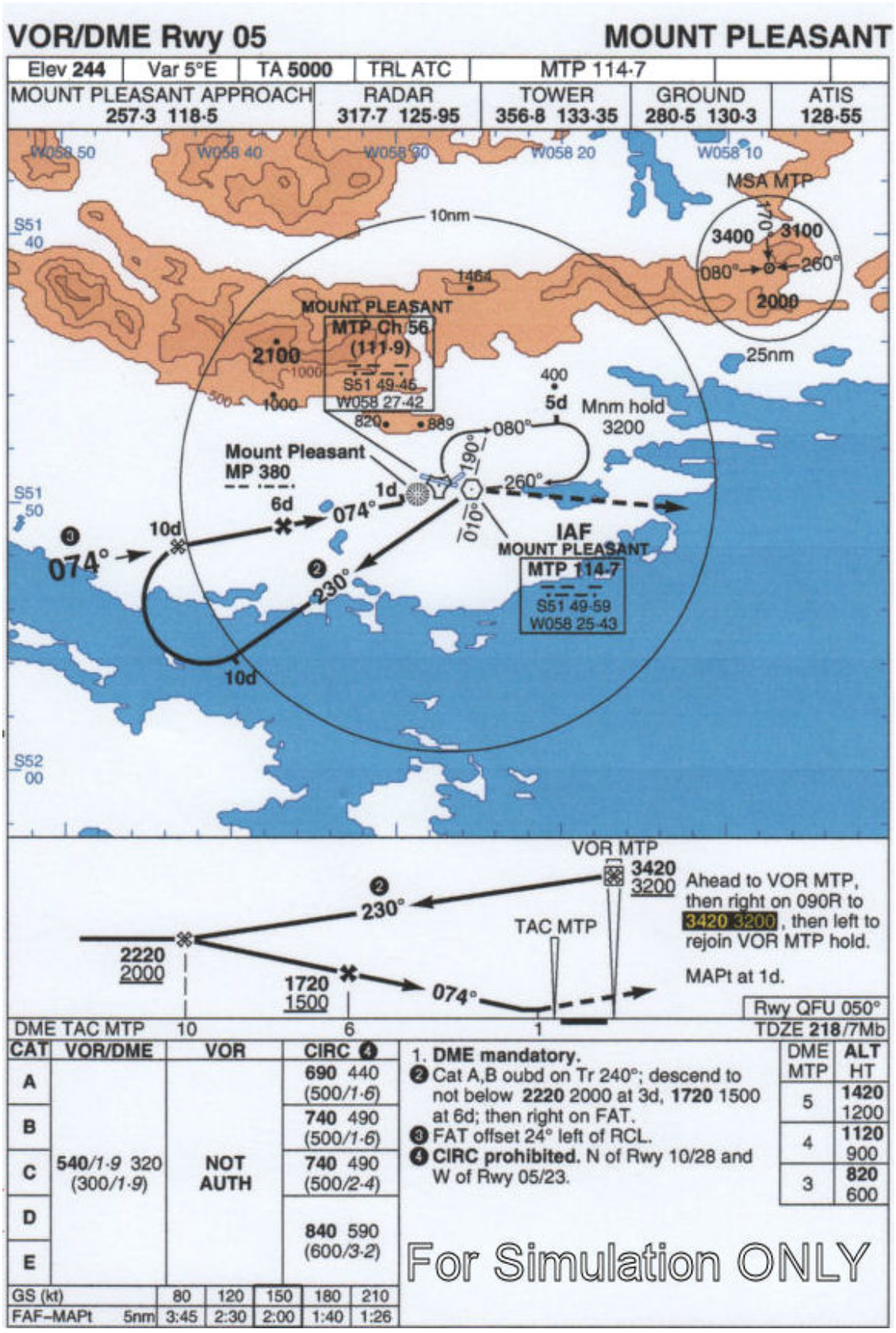
CAT	TAC		CIRC ❸
A	750/1·5 500 (500/1·5)	N/A	690 440 (500/1·6)
B			740 490 (500/1·6)
C			740 490 (500/2·4)
D	750/1·6 500 (500/1·6)		840 590 (500/3·2)
E	750/2·0 500 (500/2·0)		

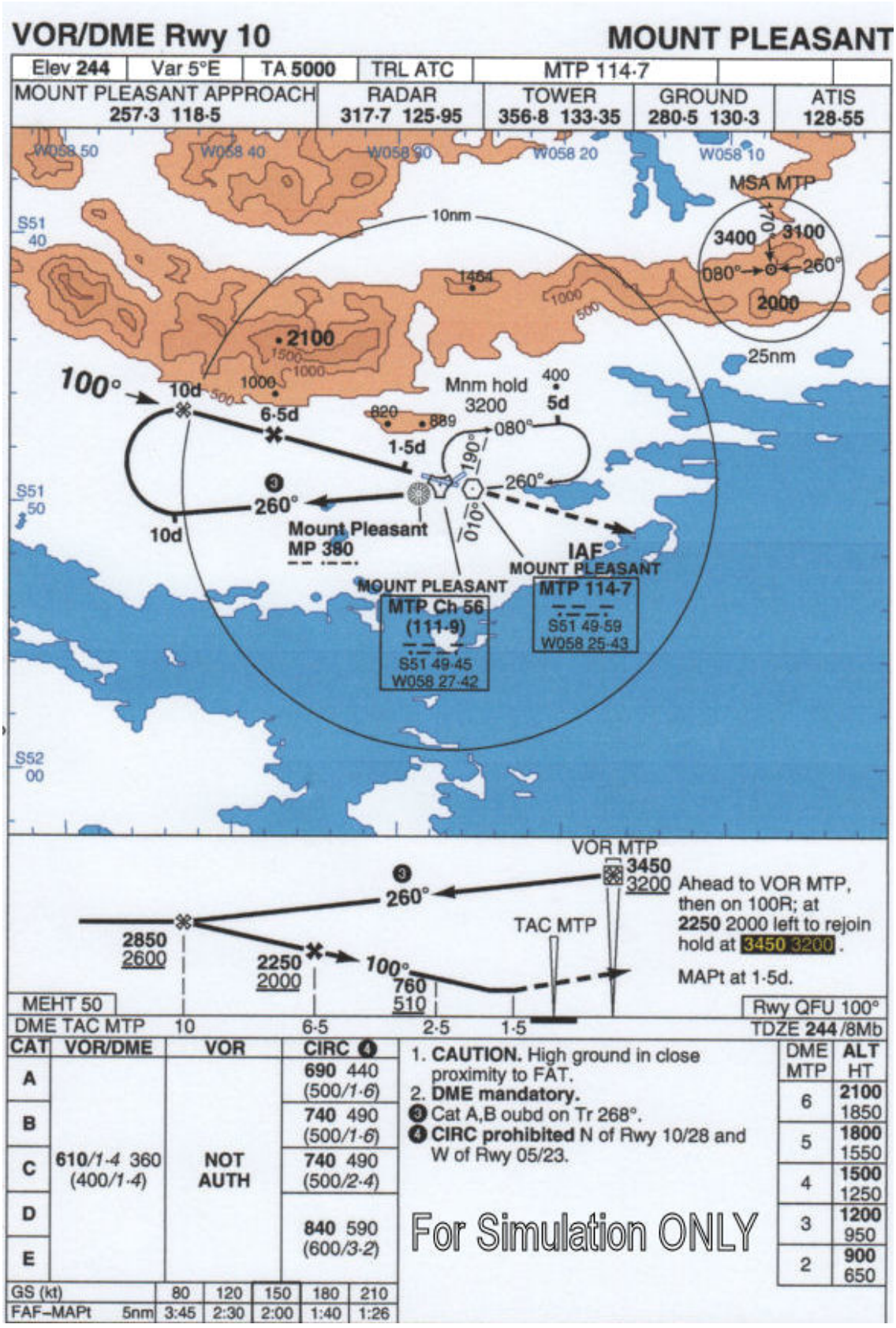
DME MTP	ALT HT
7	2200 1950
6	1900 1650
5	1600 1350
4	1300 1050
3	1000 750

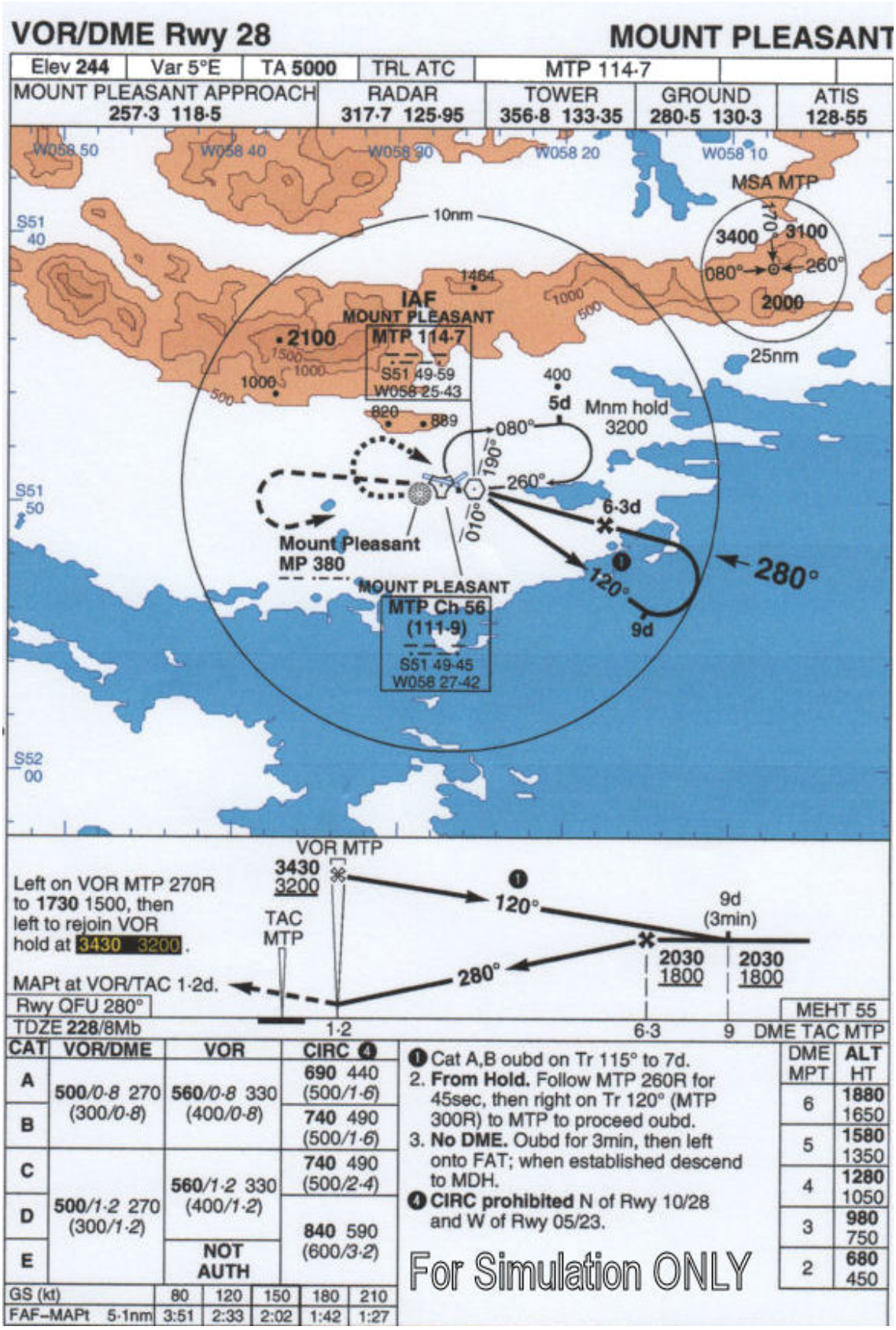

TAC Rwy 23
MOUNT PLEASANT
Elev 244
Var 5°E
TA 5000
TRL ATC
MPT Ch 56 (111·9)
MOUNT PLEASANT APPROACH
257·3 118·5
RADAR
317·7 125·95
TOWER
356·8 133·35
GROUND
280·5 130·3
ATIS
128·55
W058 40
W058 30
W058 20
W058 10
W058 00
MSA MTP
170°
3400
3100
080°
260°
2000
25nm
10nm
S51
40
1464
MOUNT PLEASANT
MTP Ch 56
(111·9)
S51 49·44
W058 27·42
2100
1500
1000
500
1000
820
889
400
7d
10d
236°
065LR
13d arc
1·6d
Mount Pleasant
MP 380
Mount Pleasant
MTP 114·7
S51
50
050°
099°
11d
POINT ALPHA
099R/15d
S51 53·13
W058 03·29
169°
349°
279°
099°
Mnm hold
3200
20d
S52
00
Climb on Tr 230° to
820 600, then left on
Tr 050° to intcp
TAC 099R; at 11d left on
13d arc at 3420 3200.
MAPt at 1·6d.
Rwy QFU 230°
TAC
MTP
POINT ALPHA
099R/15d
3420
3200
13d arc
236°
2720
2500
2020
1800
660
440
TDZE 213/7Mb
1·6
3
7
10
DME MTP
CAT
TAC
CIRC ❷
❶ FAT offset 6° left of RCL.
❷ CIRC prohibited N of Rwy 10/28 and W of Rwy 05/23.
A
B
C
D
E
480/1·4 260
(300/1·4)
N/A
690 440
(500/1·6)
740 490
(500/1·6)
740 490
(500/2·4)
840 590
(600/3·2)
DME MTP
ALT HT
6
1720
1500
5
1420
1200
4
1120
900
3
820
600
2
520
300
For Simulation ONLY

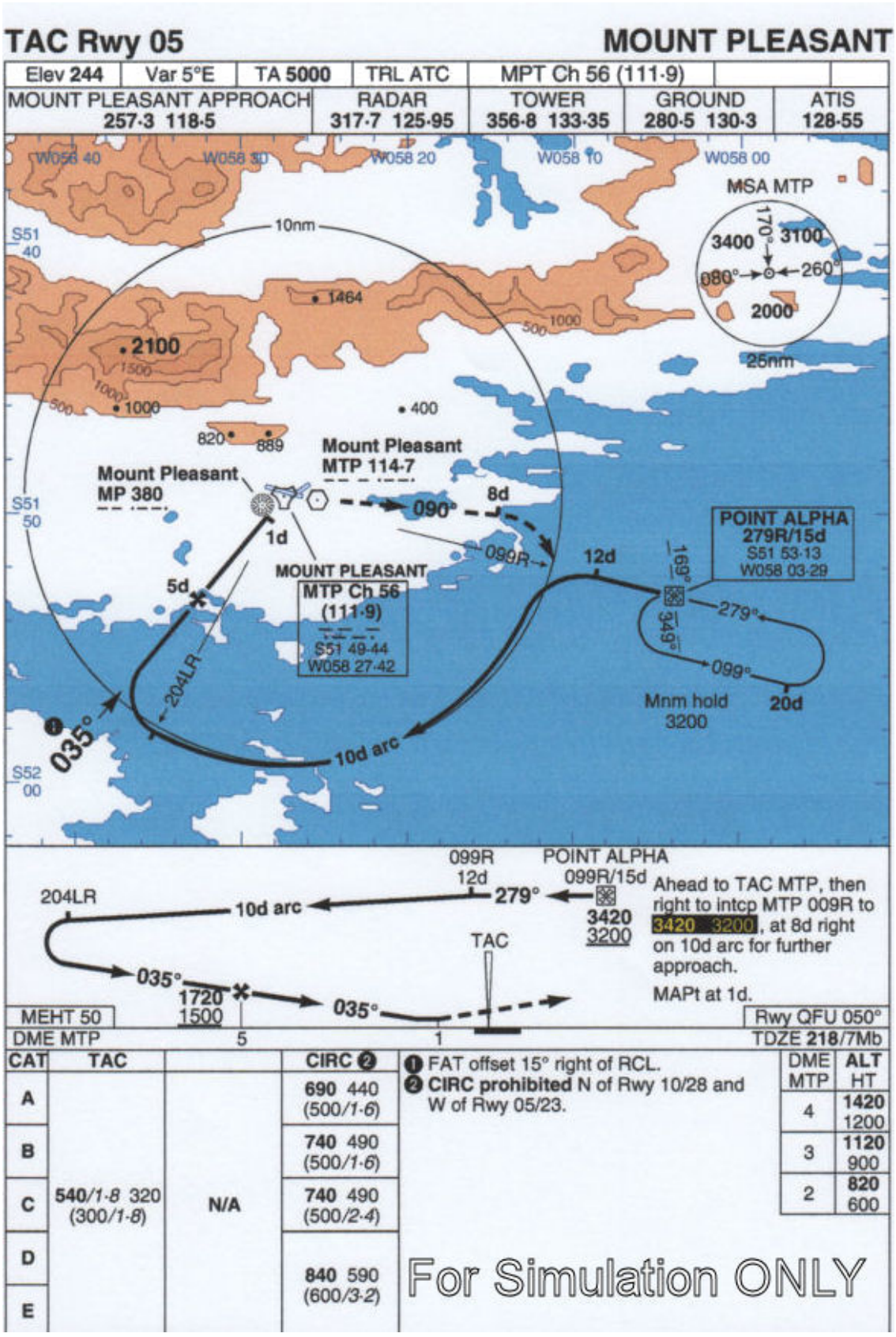

TAC Rwy 28
MOUNT PLEASANT
Elev 244
Var 5°E
TA 5000
TRL ATC
MPT Ch 56 (111·9)
MOUNT PLEASANT APPROACH 257·3 118·5
RADAR 317·7 125·95
TOWER 356·8 133·35
GROUND 280·5 130·3
ATIS 128·55
W058 40
W058 30
W058 20
W058 10
W058 00
MSA MTP
170°
3400
3100
080°
260°
2000
25nm
10nm
S51 40
S51 50
S52 00
1464
MOUNT PLEASANT
MTP Ch 56 (111·9)
S51 49·44
W058 27·42
2100
1000
400
820
889
Mount Pleasant
MTP 114·7
2d
1·5d
6d
274°
289°
110°
Mount Pleasant
MP 380
094R/11d
S51 51·15
W058 10·24
POINT ALPHA
099R/15d
S51 53·13
W058 03·29
169°
279°
349°
099°
Mnm hold
3200
20d
Ahead to TAC MTP then on 270R to 2d, then left on Tr 110° to rejoin hold at 3430 3200.
MAPt at 1·5d.
TAC MTP
094R
3430
3200
2430
2200
1530
1300
Rwy QFU 280°
MEHT –
TDZE 228/8Mb
1·5
6
11
DME MTP
CAT
TAC
CIRC ❷
A
480/0·8 250 (300/0·8)
690 440 (500/1·6)
B
740 490 (500/1·6)
C
N/A
740 490 (500/2·4)
D
480/1·2 250 (300/1·2)
840 590 (600/3·2)
E
❶ FAT offset 6° right of RCL.
❷ CIRC prohibited N of Rwy 10/28 and W of Rwy 05/23.
For Simulation ONLY


TAC to ILS Rwy 28
MOUNT PLEASANT
Elev 244 | Var 5°E | TA 5000 | TRL ATC | MP 111·9
MOUNT PLEASANT APPROACH 257·3 118·5
RADAR 317·7 125·95
TOWER 356·8 133·35
GROUND 280·5 130·3
ATIS 128·55
MSA MTP
3400 3100
2000
25nm
10nm
ILS MP 111·9
MOUNT PLEASANT MTP Ch 56 (111·9)
S51 49·44 W058 27·42
Mount Pleasant MTP 114·7
Mount Pleasant MP 380
1·5d
5·4d
110°
280°
POINT ALPHA 279R/15d
S51 53·13 W058 03·29
099R/11d
S51 52·17 W058 10·45
Mnm hold 3200
20d
Left on Tr 270° to 830 600, then left on Tr 110° to join the hold at 3430 3200.
MAPt at 1·5d.
TAC MTP
POINT ALPHA 099R/15d
3430 3200
2430 2200
1730 1500
Rwy QFU 280°
RDH 53
MEHT 55
TDZE 228/8Mb
DME MTP
CAT | ILS | LLZ | CIRC
A | 430/0·8 200 (200/0·8) | 480/0·8 250 (300/0·8) | 690 440 (500/1·6)
B | | | 740 490 (500/1·6)
C | | 480/1·2 250 (300/1·2) | 740 490 (500/2·4)
D | | | 840 590 (600/3·2)
E | | |
GS (kt) 80 120 150 180 210
FAF–MAPt 3·9nm 2:57 1:57 1:34 1:18 1:07
ROD (fpm) 3° 420 640 800 950 1110
1. DME or radar monitoring mandatory.
2. Subject to the appropriate visual references being achieved at DH, the ILS beam structure is suitable for autocoupled approaches to the THR.
3. Acft not equiped with TACAN may be vectored to the LLZ by APPROACH.
CIRC prohibited N of Rwy 10/28 and W of Rwy 05/23.
DME MTP | ALT HT
5 | 1580 1350
4 | 1280 1050
3 | 980 750
2 | 680 450
For Simulation ONLY


VOR/DME Rwy 05
MOUNT PLEASANT
Elev 244 | Var 5°E | TA 5000 | TRL ATC | MTP 114·7
MOUNT PLEASANT APPROACH 257·3 118·5 | RADAR 317·7 125·95 | TOWER 356·8 133·35 | GROUND 280·5 130·3 | ATIS 128·55
W058 50
W058 40
W058 30
W058 20
W058 10
S51 40
S51 50
S52 00
10nm
25nm
MSA MTP
010°
3400
3100
080°
260°
2000
1464
MOUNT PLEASANT
MTP Ch 56
(111·9)
S51 49·45
W058 27·42
2100
1000
300
400
5d
Mnm hold
3200
820
889
080°
190°
260°
Mount Pleasant
MP 380
1d
6d
074°
10d
010°
IAF
MOUNT PLEASANT
MTP 114·7
S51 49·59
W058 25·43
230°
VOR MTP
3420
3200
Ahead to VOR MTP, then right on 090R to 3420 3200, then left to rejoin VOR MTP hold.
MAPt at 1d.
TAC MTP
2220
2000
1720
1500
Rwy QFU 050°
TDZE 218/7Mb
DME TAC MTP 10 6 1
CAT | VOR/DME | VOR | CIRC
A | 540/1·9 320 (300/1·9) | NOT AUTH | 690 440 (500/1·6)
B | | | 740 490 (500/1·6)
C | | | 740 490 (500/2·4)
D | | | 840 590 (600/3·2)
E | | |
GS (kt) 80 120 150 180 210
FAF–MAPt 5nm 3:45 2:30 2:00 1:40 1:26
1. DME mandatory.
2 Cat A,B oubd on Tr 240°; descend to not below 2220 2000 at 3d, 1720 1500 at 6d; then right on FAT.
3 FAT offset 24° left of RCL.
4 CIRC prohibited. N of Rwy 10/28 and W of Rwy 05/23.
DME MTP | ALT HT
5 | 1420 1200
4 | 1120 900
3 | 820 600
For Simulation ONLY


VOR/DME Rwy 10
MOUNT PLEASANT
Elev 244 | Var 5°E | TA 5000 | TRL ATC | MTP 114·7
MOUNT PLEASANT APPROACH 257·3 118·5 | RADAR 317·7 125·95 | TOWER 356·8 133·35 | GROUND 280·5 130·3 | ATIS 128·55
W058 50
W058 40
W058 30
W058 20
W058 10
MSA MTP
10nm
25nm
3400
3100
080°
260°
2000
1464
2100
100°
10d
6·5d
1·5d
Mnm hold
3200
400
5d
080°
190°
010°
260°
Mount Pleasant
MP 380
IAF
MOUNT PLEASANT
MTP 114·7
S51 49·59
W058 25·43
MOUNT PLEASANT
MTP Ch 56
(111·9)
S51 49·45
W058 27·42
S51 40
S51 50
S52 00
VOR MTP
3450
3200
Ahead to VOR MTP, then on 100R; at 2250 2000 left to rejoin hold at 3450 3200.
MAPt at 1·5d.
TAC MTP
2850
2600
2250
2000
760
510
MEHT 50
Rwy QFU 100°
DME TAC MTP 10 6·5 2·5 1·5
TDZE 244/8Mb
CAT | VOR/DME | VOR | CIRC
A | 610/1·4 360 (400/1·4) | NOT AUTH | 690 440 (500/1·6)
B | | | 740 490 (500/1·6)
C | | | 740 490 (500/2·4)
D | | | 840 590 (600/3·2)
E | | |
1. CAUTION. High ground in close proximity to FAT.
2. DME mandatory.
Cat A,B oubd on Tr 268°.
CIRC prohibited N of Rwy 10/28 and W of Rwy 05/23.
DME MTP | ALT HT
6 | 2100 1850
5 | 1800 1550
4 | 1500 1250
3 | 1200 950
2 | 900 650
GS (kt) | 80 | 120 | 150 | 180 | 210
FAF–MAPt 5nm | 3:45 | 2:30 | 2:00 | 1:40 | 1:26
For Simulation ONLY


VOR/DME Rwy 28
MOUNT PLEASANT
Elev 244
Var 5°E
TA 5000
TRL ATC
MTP 114·7
MOUNT PLEASANT APPROACH 257·3 118·5
RADAR 317·7 125·95
TOWER 356·8 133·35
GROUND 280·5 130·3
ATIS 128·55
W058 50
W058 40
W058 30
W058 20
W058 10
MSA MTP
10nm
25nm
3400
3100
080°
260°
2000
IAF
MOUNT PLEASANT
MTP 114·7
S51 49·59
W058 25·43
2100
1464
1000
500
400
5d
Mnm hold
3200
080°
190°
260°
010°
6·3d
Mount Pleasant
MP 380
MOUNT PLEASANT
MTP Ch 56
(111·9)
S51 49·45
W058 27·42
120°
280°
9d
S51 40
S51 50
S52 00
VOR MTP
3430
3200
TAC
MTP
Left on VOR MTP 270R to 1730 1500, then left to rejoin VOR hold at 3430 3200.
MAPt at VOR/TAC 1·2d.
Rwy QFU 280°
TDZE 228/8Mb
9d
(3min)
2030
1800
2030
1800
MEHT 55
1·2
6·3
9
DME TAC MTP
CAT
VOR/DME
VOR
CIRC ❹
A
500/0·8 270
(300/0·8)
560/0·8 330
(400/0·8)
690 440
(500/1·6)
B
740 490
(500/1·6)
C
500/1·2 270
(300/1·2)
560/1·2 330
(400/1·2)
740 490
(500/2·4)
D
840 590
(600/3·2)
E
NOT AUTH
GS (kt)
80
120
150
180
210
FAF–MAPt 5·1nm
3:51
2:33
2:02
1:42
1:27
❶ Cat A,B oubd on Tr 115° to 7d.
2. From Hold. Follow MTP 260R for 45sec, then right on Tr 120° (MTP 300R) to MTP to proceed oubd.
3. No DME. Oubd for 3min, then left onto FAT; when established descend to MDH.
❹ CIRC prohibited N of Rwy 10/28 and W of Rwy 05/23.
For Simulation ONLY
DME MPT
ALT HT
6
1880
1650
5
1580
1350
4
1280
1050
3
980
750
2
680
450


TAC Rwy 05
MOUNT PLEASANT
Elev 244
Var 5°E
TA 5000
TRL ATC
MPT Ch 56 (111·9)
MOUNT PLEASANT APPROACH
257·3 118·5
RADAR
317·7 125·95
TOWER
356·8 133·35
GROUND
280·5 130·3
ATIS
128·55
MSA MTP
3400
3100
2000
25nm
10nm
Mount Pleasant
MP 380
Mount Pleasant
MTP 114·7
MOUNT PLEASANT
MTP Ch 56
(111·9)
S51 49·44
W058 27·42
POINT ALPHA
279R/15d
S51 53·13
W058 03·29
204LR
10d arc
Mnm hold
3200
20d
099R
POINT ALPHA
099R/15d
Ahead to TAC MTP, then right to intcp MTP 009R to 3420 3200, at 8d right on 10d arc for further approach.
MAPt at 1d.
TAC
MEHT 50
Rwy QFU 050°
DME MTP
TDZE 218/7Mb
CAT
TAC
CIRC
A
B
C
D
E
540/1·8 320
(300/1·8)
N/A
690 440
(500/1·6)
740 490
(500/1·6)
740 490
(500/2·4)
840 590
(600/3·2)
FAT offset 15° right of RCL.
CIRC prohibited N of Rwy 10/28 and W of Rwy 05/23.
DME MTP
ALT HT
4
1420
1200
3
1120
900
2
820
600
For Simulation ONLY

Appendix B

Text of Agreement

VATSIM REGIONS-actual dispositions

CoR pgs. 14/15
7. South America: Argentina, Bolivia, Brazil, Chile, Columbia, Easter Islands, Ecuador, Falkland Islands, French Guyana, Guyana, Paraguay, Peru, Surinam, Uruguay, Venezuela.
HISTORY: (Eff. 07-27-01; Amended 12-02-02 – CoR 2002-008)
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STATEMENT RESOLUTIVE

VATSIM SA, South America Region of VATSIM by means of Regional Operations Direction (VATSA3) in coordination with VATSUR Division Direction(VATSUR1), has considered VATUK proposition about RAF Mount Pleasant-EGYP /RAF Monte Agradable.EGYP Operations VATSIM-UK, (V–03.02.2008) taking account its very friendly spirit, coincident with the VATSIM philosophy over the world.

As established in VATSIM CoR, pgs 2, 14/15, **§3.03, A-prgph. 7,** RAF Mount Pleasant - EGYP /RAF Monte Agradable - EGYP is a component part of VATSUR Division, from South America VATSIM Region.-

Independent and whatever the real world political situation is, it will be possible, within the confines of VATSIM, to provide ATC services using real world procedures. No language, nor Traffic Control Rules or VATSIM CoR dispositions are against such purpose.

As It is VATUK also hoped, nothing is against so that controllers from ARTCC Argentino will also control at Monte Agradable in a spirit of friendship and mutual co-operation.
For this purpose, it would only be necessary to coordinate procedures between VATUK and VATSUR in a whole agreement with the elements included in the proposed document.

VATSUR has the same VATSIM regulations and organization, including RAF Mount Pleasant-EGYP/RAF Monte Agradable-EGYP zone, with the same VATSIM CoC, DCRM and RCRP, directed by the same regulations.

For Special Operations, normal VATSIM SO regulations apply.

It is formally established that RAF Mount Pleasant-EGYP / RAF Monte Agradable-EGYP Control Zone as delimited, is not organically dependent from ARTCC Argentino nor VATUK, whereas organically belongs to VATSUR Division and VATSIM SA Region, as ut-supra established.-

In the terms before exposed, it is understood that it is not of the case and therefore it is not necessary to refer or to establish no other agreement that should not be another thing more than exclusively of operative coordination, as totally another subject, strange to any political status in any of the included territories.
It is not VATSIM subject real political affairs or status in different states or countries.-

By the exposed terms, We approved with value of normative agreement the VATUK PROPOSAL, according to is written up next.

TRANSITORY: According VATSIM CoR, VATUK and VATSUR will elaborate the organization of vACC Falkland Islands – Islas Malvinas taking into account the bases contained in this document that both Divisions accept the same in all their terms