

S1 – Ground Controller

Allama Iqbal Int'l Airport – Lahore (OPLA)

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Pakistan vACC



Introduction:

The first point to get going and control in Lahore is to acquire your S1 Student 1 Rating on VATSIM Network by passing your theoretical exam with a grade of 80% or above.

Note: If you have not yet passed your theoretical exam, then get your exam token assigned by contacting the training department or vACC staff. Email for Director vACC is director@pavacc.com .

When you pass the theoretical exam, you will be called by the training department or vACC staff for a mentoring session. Once you have done mentoring session with your mentor, you will be called for a final checkout exam on the Teamspeak network.

Note: You may need more than one mentoring session depending upon your learning capability.

Once you have passed both the theoretical and Oral exam with your mentor or instructor, your recommendation will be sent to the division for your rating upgrade. Once you receive the email from VATSIM stating that your rating has been upgraded, you will be able to log in as a controller on Ground as an S1 rated controller.

When you get your S1 rating, you will be responsible for Ground (GND) position and you may log in as OPLA_GND.

In Lahore we have one GND controller who handles both clearances and ground movements in the airport.

Ground is responsible for issuing pushback and taxi clearances, since there is no delivery controller available at Lahore, so ground is also responsible for issuing departure clearances also.

1. Runway Selection:

As a ground controller, it is your ultimate duty to select the right runway according to the wind direction if either Tower or any other upper controller is not available.

If Tower/Approach/Center, controller is available, you will coordinate with them and ask them about the correct runway and confirm the ATIS information for the selection of the correct runway for operations.

Runway 36R/L Operations:

If the wind is between 270 and 090 degrees and wind is greater than 7 knots, then 36R and 36L will be in use.

Runway 18L/R Operations:

If the wind is between 100 and 260 degrees and wind is greater than 7 knots, then 18R and 18L will be in use.

Single Runway Ops:

OPLA has 2 Runways, but mostly only one is used, **the preferred runway at Lahore is RWY 36R / 18L** . However, if traffic exceeds the capability for single runway ops, both runways can be made active with coordination with upper controllers.

2. Cruising Altitudes:

Within VATSIM, we have a system of clearing the aircraft to a certain destination.

If, any aircraft is heading west of Lahore Airport, they will need an even flight level.

e.g. PIA305 going to OPKC (Jinnah Int'l) will need an even flight level of FL300 etc. Anything even is perfect.

If, any aircraft is heading east of Lahore Airport, they will need an odd flight level.

e.g. PIA271 going to VIDP (Dehli Int'l) will need an odd flight level of FL310 etc. Anything odd is perfect.

However, if they are going north, you will give them an odd flight level.

Similarly, if they are going south, you will give them an even flight level.

To correct an incorrectly filed flight level, use the following call:

“PIA 305, Flight Level [330] is unavailable due to semi-circular rule, will you take Flight level 340 or Flight level 360?”

3. Altitude Restrictions:

In Lahore, there are altitude restrictions for certain aircraft flying to certain destinations.

These airports may be: OPST (Sialkot), OPRN (Islamabad) etc. Which are close to Lahore airport.

Like Aircraft flying to OPST, cannot fly greater than FL150.

Similarly, Aircraft flying to OPRN, cannot fly greater than FL240.

Any aircraft filing a flight plan with a cruise level higher than mentioned above will need an addressing.

e.g. "ABQ974, Your cruise level is too high for OPST, can you take FL130 for cruise?"

Same goes with OPKD.

e.g. "PIA852, Your cruise level is too high for OPRN, can you take FL220 for cruise?"

Note: Make sure to use the phraseology given to you to avoid any troubles while controlling and to make life easier for yourself and the pilot.

4. SIDS & Squawks:

At Lahore ground, you will have the responsibility of clearing the aircraft on a correct SID. You can easily justify the correct SID by checking the flight plan of the pilot when he files it. You can always identify the SID by the first waypoint in the route.

All SID's at Lahore have an initial climb (CFL on Euroscope) from FL110 to FL140 depending upon where that aircraft is heading, as discussed in section 3 of the document, or according to semi - circular rule.

VFR Circuit traffic also have a altitude of 1500ft AGL. VFR traffic have a maximum Flight Level of FL140.

However, if a pilot hasn't filed a correct routing, you can use the following website to get a new routing for the pilot.

Link: <http://rfinder.asalink.net/free/>

However, do not expect such pilots to fly the airway. They can fly direct specific waypoints if they can't take the airway etc. If they can't take a certain route, it may be the best choice to give them an Omnidirectional departure which we will discuss next.

Once you have given the pilot a correct SID and given him the correct CFL of FL140 – FL170. You then have to assign them a SQUAWK Code on Euroscope. That is simply done by right clicking the ASSR part of the aircraft TAG and clicking on "auto assign". Once the Squawk has been assigned, you are ready to give the clearance to the aircraft. But expect them to call first requesting for the IFR clearance.

Squawk Range for Lahore: 2340-2367

RWY 36R/L SID's: "HAFIZ2A", "LARDO1A", "LEMOM3A", "RABAN2A", "SAMAR2A", "SARPO1A", "ZARAF3A"

RWY 18R/L SID's: "HAFIZ2B", "HAFIZ2C", "LARDO1B", "LEMOM3B", "LEMOM3C", "RABAN2B", "SAMAR2B", "SARPO1B", "ZARAF2C", "ZARAF2C"

SID Altitude Restrictions

The maximum climb for all SID (**except SAMAR and RABAN SIDs**) is **FL140**. It means you cannot clear an aircraft to climb to any level higher than FL140 in their clearance.

Similarly, the maximum climb for all "**SAMAR**" and "**RABAN**" SIDs is FL110. It means you cannot clear an aircraft to climb to any level higher than FL140 in their clearance.

5. Clearances:

You will now need to know the phraseology to give a clearance.

It goes as following:

Call-sign, Cleared to destination, SID, Initial climb, Squawk code.

e.g. "PIA304, Cleared to OPKC (Lahore) via LEMOM3A departure, initially climb FL140, Squawk 2310".

Once he read-backs the correct clearance, you would say the following:

"PIA306, Read-back correct, Lahore QNH [1010] , Report ready for Pushback & Startup

6. Omnidirectional Departures/Clearances:

Within the VATSIM Network, some of the pilots may not be able to take a SID due to limits of their aircraft.

What we do to make life easier for us and the pilots is to give them an Omnidirectional Clearance.

A general Omnidirectional clearance would be to send the aircraft on the runway heading after departure with the squawk code.

e.g. "PIA305, Cleared to OPKC as filed, After departure fly runway heading and climb initially FL150, Squawk 2310".

The same read-back correct phraseology would be in use as mentioned in the previous section. However, coordination is needed with the tower controller about the Omnidirectional departure clearances so that he can inform other stations.

Coordination as follows:

Ground: "Lahore Ground, to Lahore Tower"

Tower: "Lahore Tower, Go ahead"

Ground: "PIA305 is on Omnidirectional departure for Runway 36R"

Tower: "Roger"

Ground: "Coordinated"

7. Omnidirectional Clearances – IFR Circuits:

We also use Omnidirectional clearances for the aircraft who want to request the IFR circuits depending upon their requested altitude. You may check and confirm the maximum altitude available for IFR circuits by coordinating with the tower controller or any other controller available in absence of tower.

The phraseology is similar to that of normal omnidirectional clearance, but you say it like:

e.g. “AP-BGJ, you are cleared for IFR circuits as filed, After departure climb Runway heading upto XYZ feet (cleared initial altitude), Squawk 2311.

Remember to always check with the next controller before giving the clearance for coordination purposes.

8. Pushback Clearances:

The pushback procedure at Lahore is not that tricky and is very simple. It all depends on where the aircraft are parked and what piers/stands they are on.

International Gates: 3-5.

Domestic Gates: 6-9.

Cargo Stands: 1-2, 10-11.

Aircraft Parking Gates: 12-20.

Hajj Terminal Stands: 21-22

Old Apron Stands: 23-30.

ATR (or similar sized) aircraft shall be parked only on remote stands.

Departing aircraft shall contact Lahore Ground for push-back/startup clearance 5 minutes before ready. You can also give the departure clearance with startup approval by saying following phraseology:

e.g. "Pakistan 223, Expect Departure/IFR clearance upon pushback/startup".

Startup/Pushback approval will remain valid for 5 minutes. In case of delay, new approval shall be obtained by the pilot.

When aircraft will be ready for taxi clearance, they will contact you after completing pushback for taxi instructions.

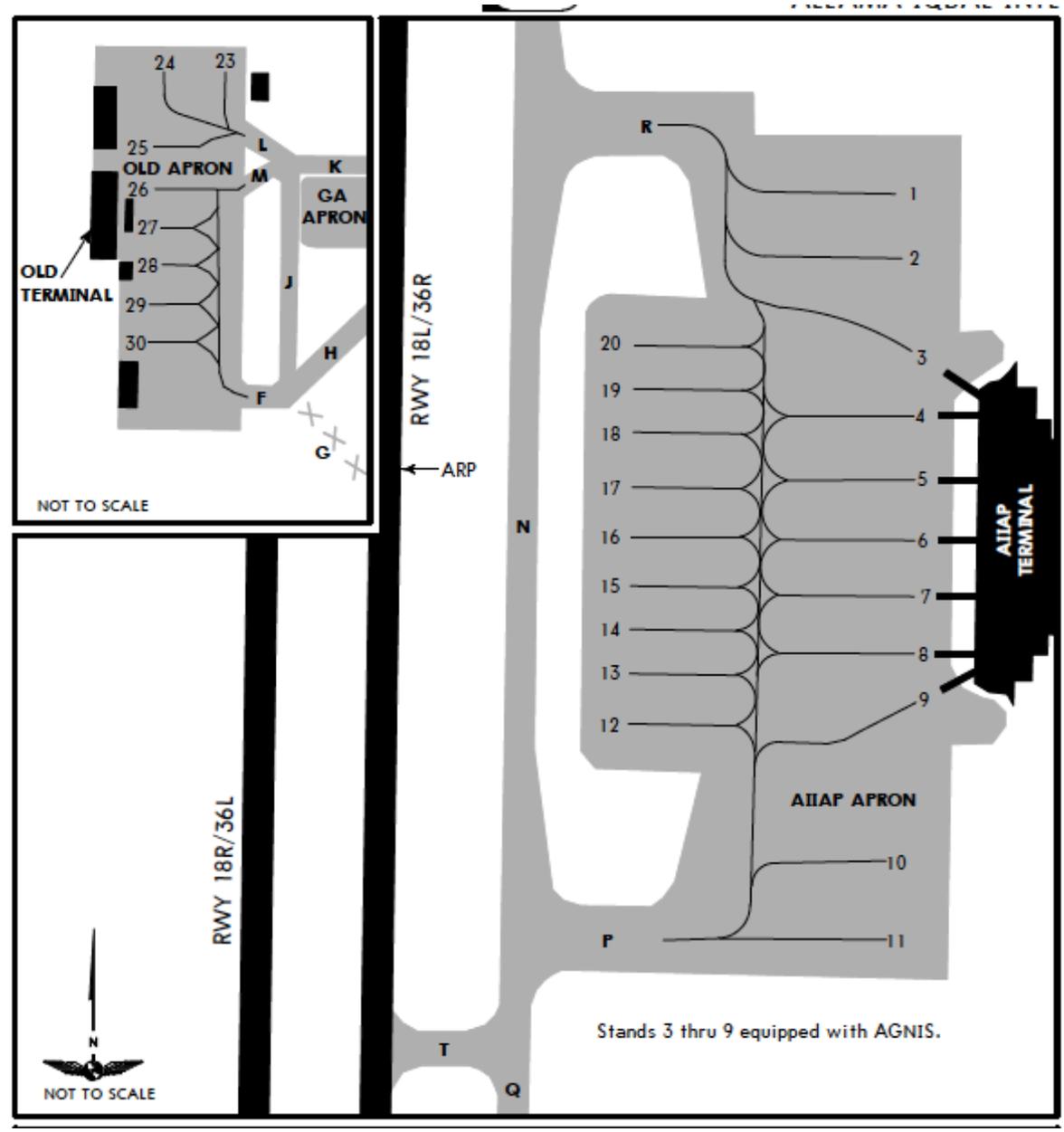
For an aircraft that requests one engine startup on at the gate, use the following phraseology,

“Pakistan 312, One engine startup on the ramp approved strictly on idle power, report ready for pushback.”

Instructions for pushback are given below:

Parking Stand	Instructions
1 through 20	Push-back/Pull forward facing South (taxiway P) or North (taxiway R) as per ATC Instructions, may stand One engine strictly on idle power at the gate.
21,22	Push back/pull forward to twy C or E as per instructions of Ground, then start engines
23 through 25	Push back/pull forward to twy L and start engines
26	Push back/pull forward to twy M and start engines.
17, 22	Push-back/Pull forward on taxiway K with nose-wheel aligned East or West subject to RWY in use. Then start engines.
27 through 30	Push back/pull forward to twy M or F as per instructions of Ground, then start engines

However, some pilots may not be able to comply with the pushback instructions due to insufficient addons available on their simulator, in this case you can give them a simple Pushback clearance in a specific direction (facing North or South etc) or in relation to a specific taxiway (facing taxiway P or R etc).



9. Taxi Clearance:

The next step is taxiing aircraft. The pushback direction of the aircraft has a huge effect on the taxi routings.

e.g. "PIA204, Taxi holding point RWY36R, via taxiway P & Q"

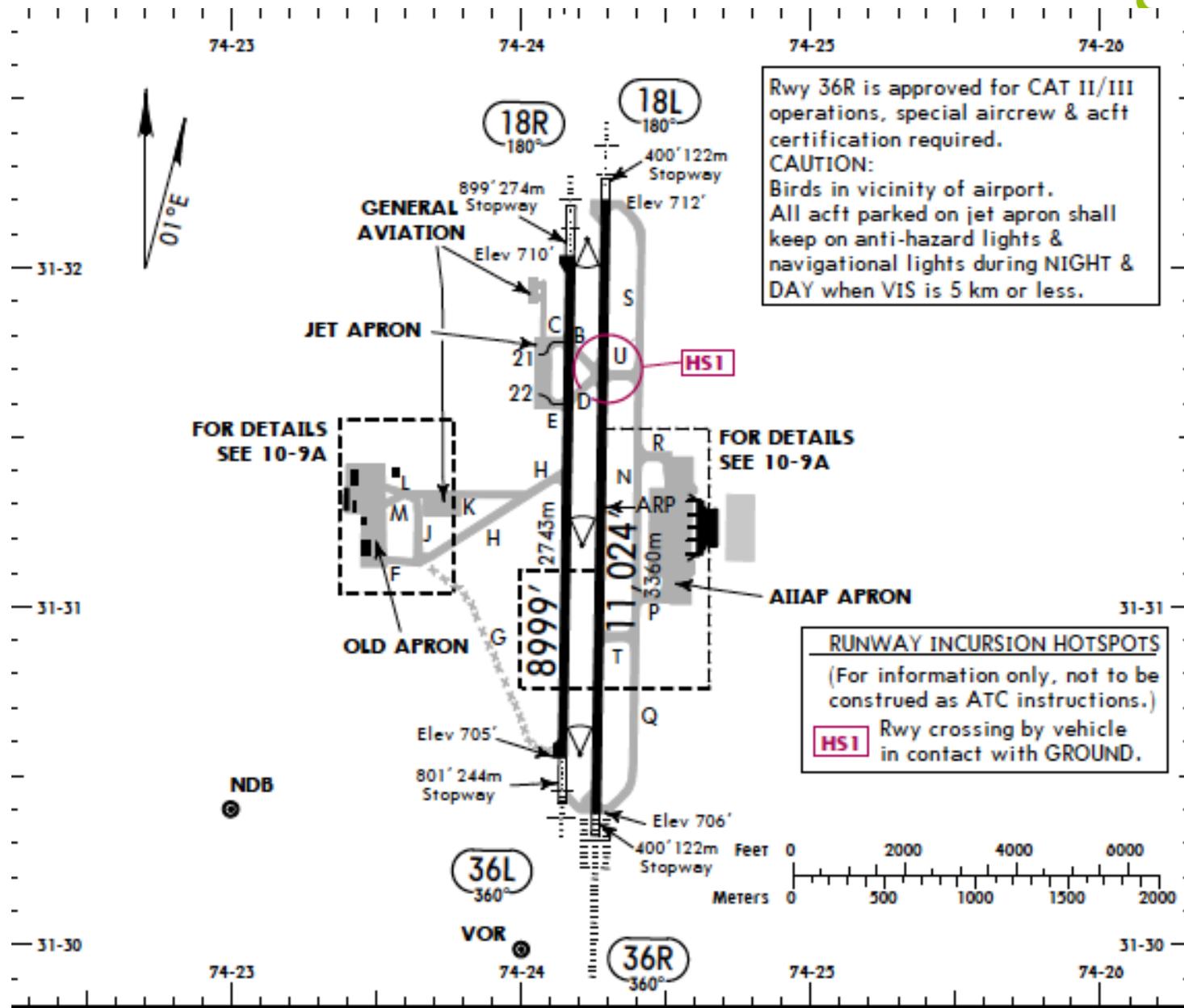
"PIA204, Taxi holding point RWY36L, via taxiway R, N, Q & A"

"PIA204, Taxi holding point RWY 36L via taxiway M, F, & H"

"PIA204, Taxi holding point RWY 36L via taxiway C"

Remember: Give taxi instructions according to the active departure RWY in use. Also, an S1 Ground Controller is not allowed to permit any aircraft to cross a RWY without the permission of the Tower. In this case, transfer the aircraft to the Tower Controller (or any upper controller) for crossing. In case no upper controller is available, ask the aircraft to monitor UNICOM 122.8 for crossing.

Note: Taxiway K has structural failure and is not used. As taxiway G is also not available, most aircraft taxiing from the old apron taxi using RWY36L, hence effectively taxiing via "F, H, RWY36L & A". In this case also, the Tower will handle the aircraft on the runway.



10. Co-ordination:

As a Ground Controller, you will need to coordinate with Tower controller for few things.

We have already established that you have to coordinate with tower controller or any other controller available if tower is offline in the previous section of Omnidirectional clearances.

Ground also needs to coordinate with tower controller for VFR traffic and crossing aircraft at taxiway U, B, D, depending upon if some pilot requests for a shorter length of runway for departure and if RWY 36L/18R is operational, only then you can coordinate with Tower for crossing the traffic, but you can't cross traffic from RWY, since it is the responsibility of the tower controller, but you can do this job if you have a positive signal from the next controller or if he gives you the approval to do so.

Coordination with Tower for VFR:

Ground: "Lahore Ground to Lahore Tower"

Tower: "Lahore Tower, Go ahead"

Ground: "We have AP-BGJ on H, for VFR to OPST or local circuits."

Tower: "Roger, Thanks"

Ground: "Coordinated"

11. Handoff:

The final thing you have to do once the aircraft has reached the holding point is to handoff the aircraft to the next controller frequency which is normally tower. The phraseology would be as follows:

“PIA224, Contact Lahore Tower 118.100, bye bye”

However, if Lahore Tower is not online, and Lahore Approach/Departure or Lahore Control is online, you would handoff the aircraft to them.

Frequencies to handoff are:

Lahore Tower: 118.100

Lahore Approach/Departure: 121.300

Lahore Control: 127.500

That covers everything to be an S1 controller at Lahore.