

S1 – Ground Controller

Jinnah Int'l Airport – Karachi (OPKC)

9/1/2016

Pakistan vACC



Introduction:

The first point to get going and control in Karachi 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@pakkvacc.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 OPKC_GND.

In Karachi 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 Karachi, 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 25L/R Operations:

If the wind is between 150 - 360 degrees and wind is greater than 7 knots, then 25L and 25R will be in use.

Runway 07L/R Operations:

If the wind is between 360 - 150 degrees and wind is greater than 7 knots, then 07L and R will be in use.

Single Runway Ops:

OPKC has 2 Runways, but mostly only one is used, **the preferred runway at Karachi is RWY 25L / 07R** . 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 Karachi Airport, they will need an even flight level.

e.g. PIA213 going to OMDB (Dubai Int'l) will need an even flight level of FL300 etc. Anything even is perfect.

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

e.g. PIA304 going to OPLA (Lahore 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 304, Flight Level [340] is unavailable due to semi-circular rule, will you take Flight level 330 or Flight level 350?”

3. Altitude Restrictions:

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

These airports may be: OPNH (Nawabshah), OPKD (Hyderabad) etc. Which are close to Karachi airport.

Like Aircraft flying to OPNH, cannot fly greater than FL130.

Similarly, Aircraft flying to OPKD, cannot fly greater than FL90.

As both the airports are domestic and are on the north of Karachi airfield, so you are supposed to give them an odd cruise level.

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

e.g. "PIA102, Your cruise level is too high for OPNH, can you take FL130 for cruise?"

Same goes with OPKD.

e.g. "PIA102, Your cruise level is too high for OPKD, can you take FL90 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 Karachi 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 Karachi have an initial climb (CFL on Euroscope) from FL140 to FL170 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 1000ft 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 Karachi: 2310 – 2337.

RWY 25L/R SID's: “BADIL3A”, “BADIL3C”, “DANGI3A”, “MELOM3A”, “MELOM3B”, “NANSI3A”, “PUNAM3A”.

RWY 07L/R SID's: “BADIL3B”, “DANGI3B”, “MELOM3D”, “MELOM3E”, “NANSI3B”, “PUNAM1B”.

SID Altitude Restrictions

The maximum climb for all “**BADIL, DANGI and NANSI**” SIDs is **FL70**. It means you cannot clear an aircraft to climb to any level higher than FL70 in their clearance.

Similarly, the maximum climb for all “**MELOM**” SIDs is **FL170**. It means you cannot clear an aircraft to any level higher than FL70 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. “PIA306, Cleared to OPLA (Lahore) via BADIL3C departure, initially climb FL70, Squawk 2310”.

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

“PIA306, Read-back correct, Karachi QNH [1003] , 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. "PIA306, Cleared to OPLA 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: "Karachi Ground, to Karachi Tower"

Tower: "Karach Tower, Go ahead"

Ground: "PIA306 is on Omnidirectional departure for Runway 25L/R"

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 Karachi 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 Stands: 21 – 28.

Domestic Stands: 11 – 18.

Cargo Stands: 67 – 75.

West Apron: 51 to 56.

Hangars: 57 – 66.

Departing aircraft shall contact Karachi 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. "PIA223, 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.

Note: Pushback Instructions are given on next page:

Instructions for pushback are given below:

Parking Stand	Instructions
11	Push-back/Pull forward on taxiway M, then start engines.
12, 13	Push-back/Pull forward on taxiway M, May start one engine idle at gates.
14, 15	Push-back/Pull forward on taxiway K facing West. May start one engine idle at gates.
16, 23 thru 25	Push-back/Pull forward on taxiway K with nose wheel aligned east or west subject to RWY in use. May start one engine idle at gates.
17, 22	Push-back/Pull forward on taxiway K with nose-wheel aligned East or West subject to RWY in use. Then start engines.
18, 21	Push-back/Pull forward on taxiway K with nose-wheel aligned East or West subject to RWY in use. Then start engines.
26, 27	Push-back/Pull forward on taxiway P, May start one engine idle at gates.
28	Push-back/Pull forward on taxiway P, then start both engines.
51 thru 69	May start engines on idle power only. Push-back/Pull forward to positioning on taxi line then report for taxi.
70 thru 76	May start engines on idle power only. Push-back until taxiway E with nose wheel aligned East or West, subject to RWY in use.

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 East, West etc) or in relation to a specific taxiway (facing taxiway M, N or P).

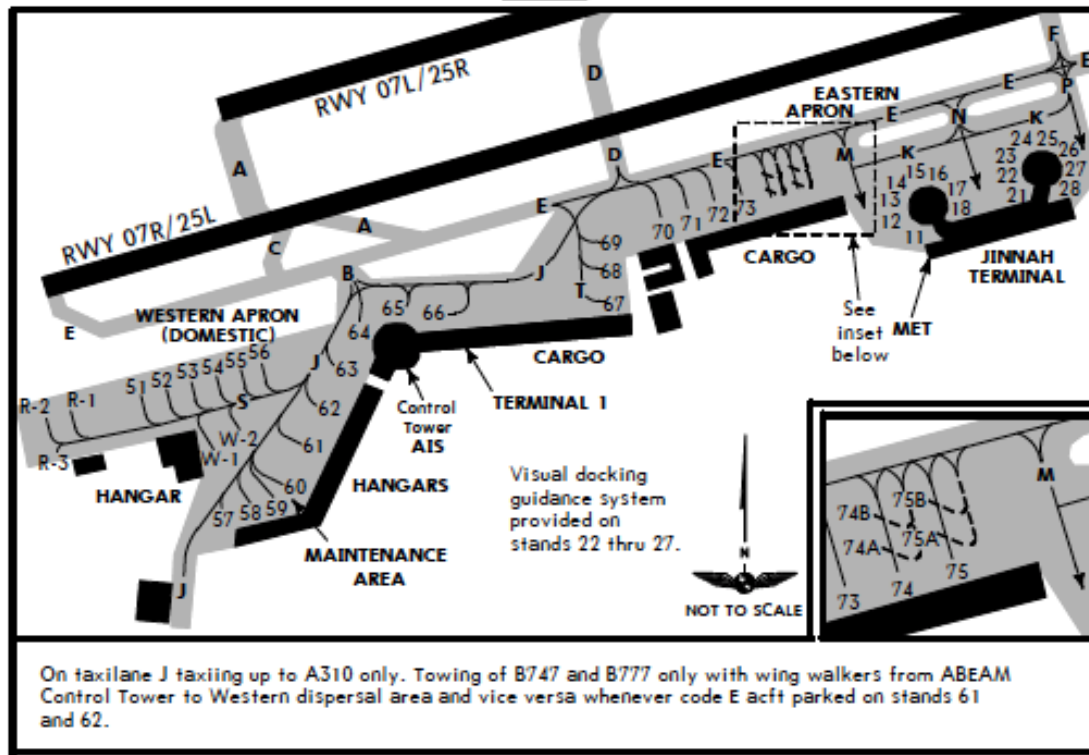
OPKC/KHI



JEPPESSEN

KARACHI, PAKISTAN
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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 RWY 25L, via taxiway M, E & H"

"PIA204, Taxi holding point RWY25R, via taxiway N, E & G"

"PIA204, Taxi holding point RWY 25L via taxiway P, E & H"

"PIA204, Taxi holding point RWY 25R via taxiway P, E & G"

"PIA204, Taxi holding point RWY25R via taxiway N,E & H"

Remember: Give taxi instructions according to the active departure RWY in use.

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 F, D or A depending upon if some pilot requests for a shorter length of runway for departure and if RWY 25R 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: "Karachi Ground to Karachi Tower"

Tower: "Karachi Tower, Go ahead"

Ground: "We have AP-BGJ on H, for VFR to OPNH/OPKD 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 Karachi Tower 118.300, bye bye”

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

Frequencies to handoff are:

Karachi Tower: 118.300

Karachi Approach/Departure: 125.500

Karachi Control: 123.150

That covers everything to be an S1 controller at Karachi.