

# OFFICE OF THE DIRECTOR

Government Flying Training School  
Jakkur Aerodrome, Bangalore  
(Government of Karnataka)

No: FTS/ATM/OPS/2013

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## OPERATIONAL CIRCULAR NO. 1/2013

Sub: SOP for providing Air Traffic Services at Jakkur Aerodrome.

### **1. INTRODUCTION:**

Jakkur aerodrome is one of the uncontrolled/unlicensed aerodromes listed in Aeronautical Information Circular No. 18/1986 published by DGCA. It is owned by the Government of Karnataka, Govt. Flying Training School is the body in charge of the administration of the aerodrome. This SOP is meant to streamline the procedures for the provision of Air Traffic Services at Jakkur aerodrome. This SOP is prepared based on the provisions contained in DGCA Civil Aviation Requirements - Section 4-Aerodrome standards & Licensing - Series B Part VI dated: 22.03.2012.

### **2. APPLICABILITY:**

This SOP is applicable to all aircraft operators positioned at Jakkur aerodrome including Govt. Flying Training School, and to all operators who use the aerodrome on casual basis. It is also applicable to Govt. Flying Training School in its capacity as aerodrome operator.

### **3. FACILITIES AVAILABLE AT THE AERODROME**

The Aerodrome reference code is 2A. The various facilities available at the aerodrome are detailed below:

**Runway/Taxiway/apron:** Jakkur aerodrome has only one runway 08 /26, with a bitumen surface. The strength of the runway is not determined. There is an apron space in front of Govt. Flying Training School hangar which is normally reserved for the use of aircraft belonging to Govt. Flying Training School. There is a parallel Taxiway, running the whole length of the runway starting from the apron. There is a narrow concrete surfaced taxitrack connecting the hangers belonging to various aircraft operators. The details of all these facilities are available in attachment-1 (aerodrome data) and attachment -2 (grid map) attached to this SOP.

**Signal area** of the size 9m x9m is available at a distance of about 75m south of the runway and 315 m east of the beginning of runway 08. It displays the information on the runway-in-use and aerodrome identification.

**Wind direction indicator:** There are two wind direction indicators (windsocks) available – one south of the runway near the beginning of runway 08 and another near the middle of the runway, on the south side. They are not lighted.

**Obstacles:** Main obstacles are (i) the elevated fly-over of a total height of 17m (including the height of moving traffic) in the approach path of runway 08 (ii) 3 mobile antennas in the approach path of runway 26. Efforts are being made to get them conspicuously painted and to get them ultimately removed. A mechanism is in place, in coordination with GA(ATM) BIAL, AAI for the control and regulation of obstacles in the vicinity of the aerodrome.

**RFFS :** No rescue and fire fighting facilities are provided at the aerodrome. Aircraft operators are required to make their own arrangements. However arrangements are available with the local municipal fire services to assist aircraft in an emergency. A First Aid room is maintained at the aerodrome in Govt. Flying Training School building. Arrangement with local doctors and hospitals exists to deal with emergencies.

**Security :** Security wall with barbed wire overhang is available along the aerodrome boundary, except in one stretch, which is disputed. Aerodrome has two gates- both on the Bellary road, one towards South near Govt. Flying Training School and another towards North. Gate No. 1 is manned by state police round the clock. Gate No. 2 is manned by Private Security.

**Refueling** facilities are not available.

**Aerodrome lighting & secondary power:** Since the aerodrome caters for VFR traffic only during day time, no runway/taxiway/apron lighting of any kind is available. Secondary power supply is not available.

**Operational Airspace:** The traffic circuit of Jakkur is situated within the ATS airspace earmarked for Yelahanka. Therefore, the flying at Jakkur is permissible only when approved by Yelahanka ATC authorities. Normally, a traffic circuit to the South of Jakkur runway, lying between the runway and the line joining Hebbal lake and Nagavara Lake, below 3700' AMSL is available for Jakkur traffic. Yelahanka may approve a traffic circuit North of Jakkur runway, and at higher levels when there is no flying at Yelahanka.

**Navigational / Landing aids:** Not available.

**Air Traffic Services:** Basic aerodrome control service is provided to all aerodrome traffic by aerodrome control tower (call sign Jakkur Tower) on VHF channel 122.5 MHz. ATC Tower can be contacted on telephone/fax on telefax No. 080-23624344 Tower can also be contacted on email : [gfts.kar@gmail.com](mailto:gfts.kar@gmail.com) . Tower is also provided with three hot lines to Yelahanka ATC, BIA Approach and HAL ATC for coordination purposes.

**Watch hours:** ATC watch is from dawn to dusk daily. All aircraft operators may note that no aircraft operations are permitted without ATC watch.

**Met Facilities:** Met facilities are not available at Jakkur aerodrome. However, all efforts will be made by the Air Traffic Controller on duty to get the meteorological reports of Yelahanka, BIA & HAL as applicable and pass to the PIC at the time of start-up. For this purpose facilities are available in tower to monitor the ATIS frequencies of BIA & HAL. However it is the responsibility of the pilot-in-command that he gets the required met information before commencement of flight.

#### **4. OPERATING PROCEDURES FOR AIRCRAFT OPERATORS:**

The Pilots should take note that the aerodrome dimensions, facilities and operating practices are appropriate and proportionate for the intended operations.

The usage of the aerodrome is permitted on the explicit understanding that it is the responsibility of the aircraft operator/pilot-in-command to ascertain by every reasonable means available that the ground facilities available are adequate for the safe operations of the aircraft and for the protection of the passengers.

Prior permission should be obtained by the aircraft operator before operation, from the Director, Govt. Flying Training School/ Aerodrome Control Tower.

When the aerodrome is used for operating aircraft with VIP on board, all instructions issued from time to time by DGCA/BCAS shall be complied with.

The aircraft operator /PIC shall file a flight plan for every flight before commencement of flight, with aerodrome control tower.

- (a) For training flights within the traffic circuit, the flight plan may be filed on RT or on telephone or by a giving copy of the flight plan by hand or by submitting a flight plan on e-mail or by sending a copy of the FPL by Fax to tower.
- (b) In respect of flights starting from Jakkur and proceeding to another aerodrome, a flight plan should be prepared sufficiently in advance,

and be faxed to Chennai FIC for getting the FIC/ADC No. After the FIC/ADC number is obtained, a copy of the FPL should be submitted to control tower, either by hand or by FAX or by email, at least half an hour before the ETD. It may be noted that no aircraft will be allowed to take off without ATC/FIC number.

- (c) Pilots who arrive at VOJK from other aerodrome and who had filed a through FPL, should provide a copy of the FPL to tower either by hand or by FAX or by email. It may be noted that all aircraft who wish to land at Jakkur shall fax a copy of FPL in advance to 080-23624344 ( Jakkur ATC). It may be sent by e-mail at [atc.gfts.kar@gmail.com](mailto:atc.gfts.kar@gmail.com). No aircraft will be allowed to land at Jakkur without prior information as stated above.

Pilots should note that since all flights at Jakkur are subject to clearance by Yelahanka ATC and BIA ATC / HAL ATC, flights will be cleared by tower only after positive coordination is achieved with these stations. There may be delay/restrictions imposed to flights.

Approval for special VFR flights will be permitted only after written request to ATC ( is prescribed format available at ATC) subject to clearance by BIAL, HAL and Yelahanka ATC.

Aircraft operators who have their base at Jakkur and who have credit facility should clear the monthly bill of airport charges, within 15 days of receipt of the bills, without fail any delay will attract 18% rate of interest/annum as penalty. Pilots of casual operations to the aerodrome should pay all the airport charges in cash to tower before departure and obtain a receipt for the same.

Necessary arrangement for picketing, mooring of aircraft should be made for overnight parking, as well as during times of strong winds/bad weather on your own.

The aircraft operator should ensure arrangement for minimum facilities / amenities for the passenger facilitation. They should also make necessary arrangement for escort of passengers to and from the aircraft parking area.