ESTABLISHMENT OF PROCEDURE FOR HELICOPTER AT JUANDA AIRPORT – SURABAYA

1. INTRODUCTION

1.1 General

Incoming outgoing and overflying helicopter to/from and over Juanda Aerodrome Traffic Zone controlled by Juanda Aerodrome Control Tower, beyond Juanda ATZ the air traffic control service will be provided by Surabaya director (CTR), Surabaya West Control and Surabaya East Control (TMA).

1.1.1 A Flight Plan shall be submitted prior departure in person or by telephone to the Air Traffic Service Reporting Office or by radio to the ATS unit designated to serve as the departure aerodrome.

1.1.2 Submitted Flight Plan should be filed completely, containing current routes to be flown of agreed helicopter operations in the Surabaya Aerodrome Traffic Zone.

1.1.3 Helicopter operating within Surabaya Control Zone (CTR) and Surabaya Terminal Control Area (TMA), shall be equipped with a functioning two-way VHF/HF Radio Communication, and keep listening watch on the appropriate frequency.

1.1.4 Helicopter Approach and take-off directions to and from aiming point shall be parallel to the existing runways.

1.1.5 Large helicopter are exempted from these procedures and will be regarded as conventional fixed wing aircraft.

1.1.6 Helicopter operating within Surabaya CTR and Surabaya TMA should be kept the transponder on specified SSR Code Number.
1.2 Departure Procedure

1.2.1 Helicopter Taxi clearance shall be issued to control the movement of helicopter taxiing on the maneuvering area by Juanda Ground.

1.2.2 For take-off, the helicopter will be air taxi away from its parking stand and move out of the parking area directly to the aiming point.

1.2.3 Take-off direction 10 shall be using East Aiming Point (See Appendix "A"), and Take-off direction 28 shall be using West Aiming Point (See appendix "B").

1.2.4 If the traffic permit, for departure helicopter using take-off direction 10 from West apron area air taxi to West Aiming Point and hold until take-off clearance issued by Juanda Tower, and for departure helicopter using take-off direction 28 from East apron area, air taxi to East Aiming Point and hold until take-off clearance issued by Juanda Tower.

1.2.5 Take-off direction 10/28 to the north destination will normally setting course to destination at position cross wind leg.

1.2.6 Take-off direction 10 to the south / south west destination shall be cleared using point C (Kalang Anyar) for setting course to destination thence proceed to Sidoarjo (07 27 08.19 S 112 42 57.92 E) for joining VFR Route.

1.2.7 Take-off direction 28 to the south west bound destination shall be cleared using point D (Pertigaan Betro) for setting course to destination thence proceed to Sidoarjo for joining VFR Route.

1.2.8 Departure helicopter from Waru destination to Juanda International Airport or South bound, shall maintain 500 ft or below thence proceed to point A (Dian Regency Swimming Pool). Pilots shall report to Juanda Tower, Landing or holding instruction and traffic information will be issued as required.

1.2.9 Departure helicopter outside Airport of Juanda, pilot shall contact immediately to appropriate ATS Unit on specified frequency, if practicable before departure, nominates point of departure and time, intended altitude, destinations and estimate time of arrival or estimate time of overhead the destinations.
1.3 Arrival Procedure

1.3.1 All approach shall be made in accordance with the helicopter traffic pattern established for Juanda Airport (See Appendix. "A" & "B").

1.3.2 As soon as possible before approaching Helicopter Holding Point, pilots shall report to Juanda Tower, Landing or holding instruction and traffic information will be issued as required.

1.3.3 Arrival helicopter which can not be instructed to join Helicopter Traffic Circuit due to traffic density, may be instructed to hold over Helicopter Holding point 500 feet or below.

1.3.4 Landing direction 10 shall be using West Aiming Point, and Landing direction 28 shall be using East Aiming Point (See Appendix. “A” & “B”).

1.3.5 If the traffic permit for arrival Helicopter using landing direction 10 which has allocated parking stand on East apron area, spot on East Aiming Point thence air taxi to parking stand, and for arrival Helicopter using landing direction 28 which has allocated parking stand on West apron area, spot on West Aiming thence air taxi to parking stand.

1.3.6 Due to traffic density for arrival Helicopter using landing direction 10 which allocated parking stand on East apron area, after landing, the helicopter may be instructed to hold on West Aiming Point until taxi clearance issued by Juanda Tower.

1.3.7 Due to traffic density, for arrival Helicopter using landing direction 28 which has allocated parking stand on West apron Area, after landing, the helicopter may be instructed to hold on East Aiming Point until taxi clearance issued by Juanda Tower.

1.3.8 After landing, arrival helicopter is required to follow instruction either air taxi via taxiway or direct into its allocated parking stand which will be issued by Juanda Tower.

1.4 Local Flight

1.4.1 Overflying helicopter from South East and South West Area of Juanda Airport which flight path will be cross the Final Approach Area or Take Off Area (fly to the North) shall contact Juanda Tower to report the Altitude and Estimate time over point C (Kalang Anyar) or Point D (Pertigaan)
Betro) which shall be used to cross the Area concerned, the destination and estimate time of arrival or over the destination.

1.4.2 Overflying helicopter from North East and North West Area of Juanda Airport which flight path will be cross the Final Approach Area or the Take Off Area (fly to the South) shall contact Juanda Tower to report the Altitude and Estimate Time over point A (Dian Regency Swimming Pool) or point B (Segoro Tambak) which shall be used to cross the Area concerned, the destination and estimate time of arrival or over the destination.

1.4.3 Overflying helicopter which can not be instructed to cross Final Approach Area or Take off Area due to traffic density, may be instructed to hold over Helicopter Holding Point 500 ft or below.

1.4.4 The helicopter crossing Final Approach Area or Take-off Area shall be crossed at nearest distance from Starting Point to The Point of Destination, except other ATC Clearance or Instruction is obtained as required before.

1.5 Phraseology

1.5.1 PILO T:

. . . . . (call sign) South West Area maintaining 500 feet, Point Delta . . . . . (Estimate Time Over) Destination . . . .
. (Waru etc.) request cross . . . . . . . . . (Final Approach or Take-off Area).

1.5.2 A T C:

- (No traffic, no restrictions)

. . . . . . (acknowledge); . . . . . . (call sign) clear to crossing, report over . . . . . . . . . (one of 4 point/Holding Point) or crossing . . . . . . (Over area area concerned, etc, as required).

- (Some restrictions)

* (any doubt, may hold or not over designated Point)
. . . . . . . . . . . (acknowledge) standby for crossing, will call you again before Point . . . . . (a point which shall be crossed) (after no hold shall be required over Point, immediately call the traffic for further instruction).
. . . . . . . . . . . (call sign) clear to cross Point . . . . . . . . . report over . . . . . . . . . (point, or over area etc. as required)

* (hold is required over Point, due to traffic)

. . . . . . . . . . . (call sign) Hold over Point . . . . . . . . (a point which will be use for Holding), until advise, traffics . . . . . (or due to traffic) will call you again for leaving Point . . . . . . . . . . . . . . . . . (a point which will be use for Holding)

(if no further hold is required, gives ATC instruction return to Phraseology above)

* (if required via a designated point, due to traffic)

. . . . . . . . (call sign) clear to crossing Point . . . . . . . via Point (over designated point) maintain . . . . . Feet, traffics . . . . . (or due to traffic . . . . . . ) report over Point . . . . . . . . . . . . . . . . . or over . . . . . . . . . . . . (destination).

1.5.3 PILOT:

. . . . . . . (acknowledgement of ATC Clearance) . . . . . .

1.6 Radio Failure Procedure

1.6.1 If radio failure occurs while helicopter in the air, shall maintain on the VFR route and or shall be kept squawk A-7600, land at most suitable Helipad or any open area, then send arrival message to appropriate ATS Unit as soon as possible through the available telecommunication facilities.

1.6.2 Arriving helicopter traffic at Airport of Juanda from North Area, shall followed Arrival Procedures, proceed to Helicopter Holding Point A (Pool Dian Regency) 500 feet or below, from South West Area proceed to Helicopter Holding Point D (Pertigaan Betro) 500 feet or below and from South East Area proceed to Helicopter Holding Point C (Kalang Anyar) 500
feet or below and observed traffics at the traffic circuit then join the helicopter traffic pattern and orbiting, until clearance will be obtained by means of the appropriate light signal.

1.7 Emergency Procedures.

VFR fixed wing or helicopter known or believed to be in state of emergency and or there is any indication of the occurrence of unlawful interference with an Helicopter, should be handled in accordance with the procedures contained in ICAO Doc.4444 ATM/501 Air Traffic Management.

1.8 ATS Unit, Radio Frequency and Telephone Number

1.8.1 ATS Unit Call Sign and Frequency

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<thead>
<tr>
<th>Unit</th>
<th>Frequency</th>
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<tbody>
<tr>
<td>Juanda Ground</td>
<td>118.9 MHz (Primary).</td>
</tr>
<tr>
<td></td>
<td>119.15 MHz (Secondary).</td>
</tr>
<tr>
<td>Juanda Tower</td>
<td>118.3 MHz (Primary).</td>
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<tr>
<td></td>
<td>118.1 MHz (Secondary).</td>
</tr>
<tr>
<td>Surabaya Director</td>
<td>123.2 MHz (Primary).</td>
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<tr>
<td></td>
<td>124.5 MHz (Secondary).</td>
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<tr>
<td>Surabaya West Control</td>
<td>125.1 MHz (Primary).</td>
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<tr>
<td></td>
<td>123.55 MHz (Secondary).</td>
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<tr>
<td>Surabaya East Control</td>
<td>124.0 MHz (Primary).</td>
</tr>
<tr>
<td></td>
<td>122.85 MHz (Secondary).</td>
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<tr>
<td>Bali Info</td>
<td>3416, 5574, 6577, 8882, 11309 kHz</td>
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1.8.2 Telephone Number

<table>
<thead>
<tr>
<th>Unit</th>
<th>Number</th>
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<tbody>
<tr>
<td>Juanda Ground</td>
<td>(031) 2986200 ext 110</td>
</tr>
<tr>
<td>Juanda Tower</td>
<td>(031) 2986581</td>
</tr>
<tr>
<td>Surabaya Director</td>
<td>(031)2986597/ 8671171</td>
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2. HELICOPTER TRAFFIC PATTERN

Chart relating to Helicopter Traffic Pattern for take off or land RWY 10 or RWY 28 are depicted on the Appendix “A” and Appendix “B”.

3. IMPLEMENTATION

The implementation of this AIP Supplement will become effective on 15 December, 2011 at 00.01 UTC

4. CANCELLATION

Any changes of the information content on this AIP Supplement will be notified through NOTAM or superseded by other AIP Supplement.

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