

Information 'ZULU' #7



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Welcome to the newsletter from the Air Traffic Control Tower at Camden, New South Wales. This newsletter edition will cover a few topics affecting us in ATC and you as the airport operators and users. The newsletter will cover the following:

1. Details of changed Tower hours of ATC staffing,
2. Preparedness for Class D operations,
3. Joining Upwind, and
4. New ATC staff. An update on the Class D Transition,

Camden Tower Hours of ATC Staffing

Effective 0800 local on June 3 2010, Camden Tower will be staffed by ATC personnel from 0800 until 1800 local, seven days per week. A NOTAM to this effect will be issued closer to the mark.

As an aside, Bankstown Tower will be staffed from 0600 to 2130 local Monday to Friday and from 0600 until 2030 Saturday and Sunday. Again, a NOTAM will be published to reflect this.

Class D Operations

For Camden, effective 0800 local on June 3 2010, GAAP operations will cease to exist in entirety and will be replaced by Class D operations. Very few procedures' legacies will be carried over from GAAP. Any chance you get to attend a CASA educational seminar or study AIP regarding operations in Class D airspace should be pursued with vigour.

There are significant changes to runway separation, wake turbulence responsibilities, VMC and Special VFR criteria, IFR separation issues, contiguous airspace issues with adjoining Sydney Class C airspace for Bankstown, ATC responsibilities, pilot responsibilities, taxi calls, defined manoeuvring and movement areas, radio telephony, airfield markings, entry to airside areas, IFR arrival and departure procedures, changes to arrival procedures for VFR aircraft, changes to loss of radio procedures for VFR aircraft, ERSA entries, AIP entries, and licensing of ATC personnel.

These changes are permanent. As stated before, no GAAP legacies will be carried over into Class D airspace volume management so a thorough preparedness for June 3 is a must.

Camden and Bankstown Towers will have an additional staff member on June 3 to handle issues that may arise for pilots and ATC personnel. Some clarification of changes can be handled by these staff but the primary source of education on the transition to Class D operations rests with CASA. Again, ATC urges any avenue of education you can attend as an important element in your safe transition from GAAP to Class D airspace operations.

Joining Upwind

When joining upwind, the Tower will give you tracking and altitude instructions. Let's look at an example. Runway 24. Cessna ABC has reported at MYF and has been instructed to join right base and report at 2NM. Some time later ABC reports at 2NM. The Tower instructs ABC to JOIN UPWIND RWY 24, maintain 1800 and report overhead. There are 3 elements here:

1. Upwind
2. Altitude
3. Next report

Let's look at point 1. The Tower wants you to track via upwind. That is to overfly the right base leg and position the aircraft aligned with runway 24 (the same positioning as if joining final but without descending).

- Point 2 is to maintain 1800 feet.
- Point 3 is to report overhead.

The thing **NOT** to do is to turn from the 2NM early right base position and to then proceed to overhead the runway. This is not the route instruction as issued by the Tower. What the Tower is doing is positioning you for is a gap in the arriving (and departing) traffic to fit you into the circuit.

New ATC Staff

We may have a new ATC staff member at Camden within four weeks. For those who travel to, from or around Bankstown, there is lots of training going on in the Tower up there with five new ATC staff members having recently arrived. Two are overseas recruits; one from Jordan and one from Fiji. While this extensive training is going on, you may experience another voice over-riding our trainees. Don't worry as this is the ATC Training Officer correcting or assisting the trainee through the processes of training.

Question time

As usual, there is a question to keep your brain cells working. This newsletter's question is this:

'What is the minimum runway separation standard applicable between a PA28 followed by a C182 landing on runway 06 at Camden?'

Remember

GAAP operations cease to exist in Australia at 2010 06 02 0000 UTC.

The Tower Team
29th April 2010

