

Information 'ZULU' #3



The Newsletter of Camden Tower *19 June 2009*

Tower Contact: Through your Chief Pilot, CFI or Instructor
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Welcome to the newsletter from the Air Traffic Control Tower at Camden, New South Wales. The newsletter is published about every three months and is one of the ways that we can keep the communication process moving in a positive and informal way between the Tower and its customers. How did you go with the question about the TAF CAT B ERSAs in the last newsletter?

In this edition of the newsletter we will look at the following points:

1. an UPWIND joining instruction,
2. overflying the GAAP Reporting Points,
3. some staffing changes at Camden, and
4. airfield development.

Join UPWIND

The Tower uses this tool very often at Camden. It is not used as much at Bankstown as the asset of having 3 runways available gives the Bankstown ATC staff a bit more flexibility in what they can do to achieve the required departure and arrival rates. Camden ATC does not have that luxury as we have only 1 runway in the 06/24 or 10/28 direction. Therefore, you will quite often hear the instruction to 'join UPWIND, maintain 1800 and report overhead' given.

There are 3 distinct parts to that ATC instruction:

1. Join UPWIND means to track overhead the runway maintaining the runway heading,
2. maintain 1800 feet while doing so, and
3. report when overhead the airfield.

Let's look at an arrival to runway 24 from Bringelly (BRY) and follow through the scenario.

2200 UTC	'Camden Tower, Cessna 182, XYZ is BRY at 2500, inbound in receipt of information Alpha'
2200 UTC	'XYZ, Camden Tower, track to and report at Oran Park, runway 24' (Oran Park is a good place to start the setup for final approach or to allow the Tower to easily initiate the UPWIND joining procedure)
2200 UTC	'Report Oran Park, runway 24, XYZ'
2203 UTC	'XYZ is Oran Park, 1800'
2203 UTC	'XYZ, join UPWIND, maintain 1800, report overhead'
2203 UTC	'Join UPWIND, maintain 1800, XYZ'

XYZ then manoeuvres to track overhead runway 24 (not to the right or left, but overhead) maintaining runway track and 1800 feet. When it is overhead, 'XYZ is overhead, 1800'. The Tower will then assess where you are going to slot in for the sequence and issue the appropriate instruction. For example, 'XYZ, turn right now for a right circuit, follow the Cessna in your right 4 o'clock' and other similar circumstance.

Let's look at another circumstance to runway 06 via a left circuit.

0130 UTC	'Camden Tower, Cherokee SRT is Mayfield (MYF) at 2500, inbound with information Charlie'
0130 UTC	'SRT, Camden Tower, join left base runway 06, report 2 miles'
0130 UTC	'Left base runway 06, SRT'
0133 UTC	'Camden Tower, SRT is 2 miles'
0133 UTC	'SRT, overfly left base and join UPWIND, maintain 1800, report overhead'
0133 UTC	'Overfly left base and join UPWIND, maintain 1800, SRT'

The scenario is now basically the same as that presented in the first joining circumstance. However, in both scenarios the Tower is relying upon the pilot to fly the instruction to achieve the desired result. It is used as a legitimate sequencing, segregation and separation tool and is an important safety tool. Remember that in the GAAP environment, separation is a joint pilot and controller responsibility.

Overflying the GAAP Reporting Points

There are 5 GAAP Reporting Points for Camden; The Oaks (THK), Mayfield (MYF), Bringelly (BRY), Menangle (MEG) and Picton (PIC). Of these five, The Oaks is the one that can be an unforeseen trap for the unwary or unprepared.

The Oaks is not only a town but it is an airfield with real live aircraft arriving into, departing from and conducting circuit training at. The airfield is 880 AMSL which means that circuit training takes place at 1900 AMSL or thereabouts. It is not a very good idea to track overhead The Oaks at any altitude which puts you and The Oaks traffic in conflict.

A number of flying organisations at Camden require their aircraft to be not below 3000 AMSL when overflying The Oaks. This 3000 AMSL gives a lot of room for everyone to avoid each other and to allow for The Oaks arrivals and departures traffic to operate in safety. The other GAAP Reporting Points do not have this consideration.

Some Staffing Changes

You've probably heard a couple of new voices on the Bankstown and Camden Tower frequencies of late. We lost one Controller due resignation some seven weeks' ago but we have gained two in place. Another one arrives in mid-July straight from the basic ATC Course in Melbourne with another one due in January 2010.

We have had a Controller undergoing training at Camden for the last 4 weekends. He's the one with the nervous voice. He has been a rated Controller at Bankstown for the last 4 years and was at Moorabbin, Hobart and Melbourne Towers before arrival on our station. Following his final licencing check in the very near future, he will become part of the rotating dual-licenced Bankstown and Camden ATC team.

There is another Bankstown Tower Controller who will commence the same dual-licencing training in late July with his final licencing check scheduled for early September. This will give us a lot more flexibility in our ability to staff Bankstown and Camden Towers as required by CASA through the Office of Airspace Regulation (OAR).

Airfield Development

The building of Phoenix's new premises near the runway 24 run up bays is progressing slowly. I'm sure that Senya and Keith can't wait to move into their new comfortable offices and hangar space. Someone might have to organise some champagne to celebrate the official opening, subject to DAMP testing of course! Here's what it looks like from the Control Tower cabin level.



Contacting Us

We have a Camden airfield Liaison Officer established as a point of contact for anything ATC you may want to clarify. Mike O'Keeffe, Tower Manager Bankstown and Camden Towers, is that Liaison Officer. Mike has been working at Bankstown and Camden for fourteen years and is a current Private Pilot.

We have also established a Helicopter Liaison Officer to work with the helicopter operators at Bankstown and Camden as we feel that they sometimes have quite different issues from us 'normal' people. Dan is a licenced and current pilot and can be contacted at:
dan.quinn@airservicesaustralia.com

The Odd Question

In previous editions of our newsletter, we always finished up with a question. It is good instructional technique. The idea of the question is just to give a little challenge in looking at various documents and seeking answers. It keeps the brain healthy.

The question this time is this. 'The landing distance available for runway 10 at Camden of 723 metres is based upon what governing parameter'

Talk to you on the wireless and see you in three months,



The Tower Team - 19th June 2009