

Information 'ZULU'



The Newsletter of Camden Tower

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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 between the Tower and its customers positive in an informal way. How did you go with the question about whether or not Camden is a Registered Aerodrome?

This newsletter will take a look at the ways the Tower manages the Control Zone. As we all know, it's only 2 nautical miles in radius and from surface to 2000 Above Mean Sea Level (AMSL). Not much to it but it can get pretty crowded in there at times. If you add up the circuit operations, departures and arrivals, gliders, RNAV Approaches, NDB Approaches and transit traffic, there is often not a lot of space left over as spare.

The Tower manages and controls the use of the Control Zone by applying approved runway separation standards, approved arrival and departure procedures and the issuance of such ATC instructions that will achieve the desired result; moving a large volume of traffic in a very confined space with the least waste of available time while at the same time never

reducing the concept of 'Separation Assurance'. All Air Traffic Controllers around the world work to the following principles:

- a. flexibility,
- b. economy,
- c. national security,
- d. safety,
- e. expedition, and
- f. standards and procedures.

These principles have served the aviation industry well for many years and are applied throughout the world in both civilian and military environments.

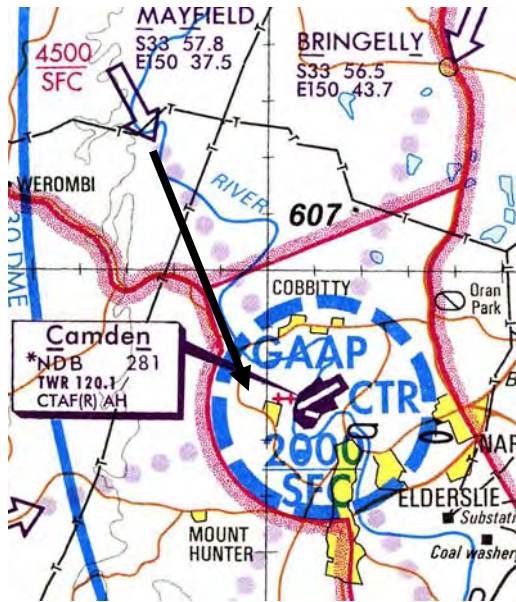
Let's have a look at why the Tower does what it does with regard to an arrival from the training area. Remember that we are talking about a Camden arrival here, which will differ from other GAAP aerodromes.

Consider the following scenario of ATIS Alpha:

- a. time is 0001,
- b. nominated runway is 06,
- c. wind is 090/10 knots
- d. visibility is 9999,
- e. cloud is FEW 3500,
- f. temperature is 22C, and
- g. QNH is 1016.

At 0001, Cessna JBC reports at Mayfield at 2500 feet, inbound with information Alpha. The Tower instructs JBC to join LEFT BASE runway 06 and to report at 2 miles. There is some important information given by JBC in this report. It tells the Tower and other aircraft on frequency that there is a Cessna at Mayfield at 2500 feet, it is inbound (i.e. pointing or steering direct to Camden and not away or on a tangent) and that the pilot has the current terminal information. We all want to be using the same tools at the same time.

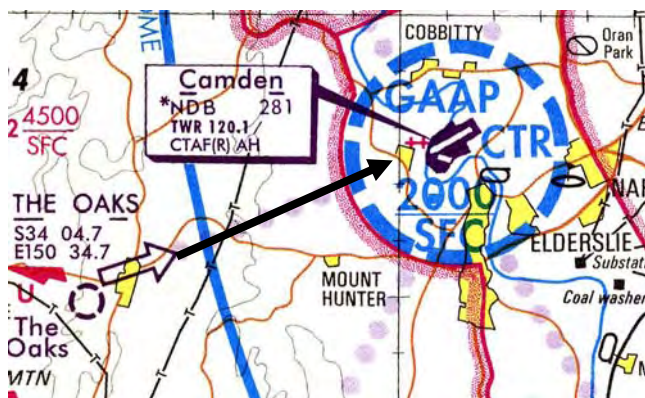
The Tower then instructs JBC to do certain things. The first is to join via a LEFT BASE and to report at 2 miles. At this point, any other relevant information such as traffic will be given. See point 'd' in the paragraph at the top of this page. Let's have a look at the scenario using the Visual Terminal Chart (VTC).



Sectioned VTC

The black arrow is the track to be made good to position for left base runway 06. Notice that it runs at a tangent to a direct track. The direct track is not what the Tower wants you to do. We want you on the tangent. We also want you to report at 2 miles, which corresponds to the Control Zone lateral dimension (marked by the broken blue circular line). At that 2-mile point, our sequencing to the runway is generally completed. JBC may be advised that it is 'Number 1' or 'Number 2, follow the Pitts mid-base'.

Let's have another scenario with the same terminal information. This time AHH is inbound from The Oaks.



Sectioned VTC

Cessna AHH reports at The Oaks at 3500 feet, inbound with information Alpha. The Tower instructs AHH to join UPWIND runway 06 and to report at 3 miles. Why 3 miles? Last time it was 2 miles. The extra 1 mile is added so that there is additional track miles for descent should it be available at the 3 mile report. At the 3-mile report, AHH may be

assigned Number 1, which allows for descent via a straight-in approach to the runway. AHH may be assigned Number 2, follow the Warrior on mid-base. If this is not available, AHH may be instructed to join UPWIND at 1800 AMSL and to report overhead. The black arrow above shows the inbound track. If you don't have GPS for distance determination, you can use the township of Mt Hunter just to the right of track as a fairly close 3-mile report.

I am sure that you can work out other joining scenarios based around the varying runway configurations.

The ATIS

During a lot of the visits to the Tower, people ask about the Automatic Terminal Information Service (ATIS). The Tower Controllers have requirements that dictate when an ATIS must be changed. We change it when the temperature changes by 1 degree; when the QNH changes by 1 hectopascal; when the wind mean direction changes by greater than 30 degrees; the wind strength changes by greater than 10 knots mean, and about 10 other items which you would only get bored with if we told you.

The ATIS is recorded in the Tower onto a microchip down in our equipment room. It is continually broadcast on the NDB of 416 and on the VHF frequency of 125.1. It is over-ridden whenever the Tower records a new ATIS. At Camden, we start with information Alpha and work our way through to Yankee. Zulu is used only to record CTAF information. There is an anomaly with the recording of the ATIS in Australia and that is between Melbourne Tullamarine and Melbourne Essendon. I think that Essendon uses Mike to Yankee and Tullamarine uses Alpha to Lima. It is to avoid confusion over which information is for which airport.

With the upgrade to equipment across the Towers, there will be changes to the way the ATIS is recorded. Sydney Tower uses a Computer Automatic Terminal Information Service (CATIS). Next time you are out and about, have a listen on the Sydney VOR of 112.1 or the Glenfield NDB of 428. It is a broad Australian accent (deliberately designed so) that you will hear giving the Sydney information.

The accented voice has replaced the very electronic voice that was used for the last ten years or so. It's a nice touch that adds to the 'Australian experience'.

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.

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. I would suggest that the questions and the research required in finding the answers may get a little more involved as time moves on.

The question this time is ‘What does TAF CAT B’ mean as shown in ERSA FAC C-9 as in the ERSA effective 12 March 2009.

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

The Tower Team

29 April 2009

