

Information 'ZULU' #5



The Newsletter of Camden Tower 25 November 2009

Tower Contact: Through your Chief Pilot, CFI or Instructor
Email: mike.okeeffe@airservicesaustralia.com

Welcome to the newsletter from the Air Traffic Control Tower at Camden, New South Wales. This newsletter edition will cover a few matters that will impact upon us in the near future. They are:

1. ATC staffing of Camden Tower daily to accommodate the 2010 Scouts Jamboree,
2. Class D transition,
3. ATC staff issues,
4. Radio telephony changes expected under Class D,
5. Changes to VMC criteria and how it will affect the conduct of flight within the Class D Control Zone,
6. Glider issues under Class D,
7. CASA Class D education programs, and
8. Noise complaints.

The 2010 Scouts Jamboree

Airservices Australia will be providing an ATC service with an activated Control Zone at Camden daily from Tuesday January 5 until Wednesday January 13. ATC will continue to staff on Saturdays and Sundays as is presently done. On the week days between January 5 and 13 the ATC staffing hours will be from 0900 to 1600 local. Normal GAAP procedures will apply during this activation of the Camden Control Zone. There are some 10,000 Scouts attending this event so hopefully all will go well and a most enjoyable time had by all. It makes me wish I was young again.

The Class D Transition

Airservices Australia is still proceeding with the requirements of the CASA directive that we transition from GAAP to US Class D airspace arrangements by 21st April 2010. There will be many changes to procedures involved but this newsletter is not the forum yet to go into the specifics. AIP has a lot of useful and obligated information about Class D airspace which I would encourage you to read and digest. And yes, why not talk

to a Flight Instructor about Class D operations as those Instructors get paid to be experts and it makes them feel great to pass on their knowledge. Most of them don't bite.

ATC Staff Issues

The locals and the visitors from Bankstown would have noticed a new voice in Camden Tower over the last few months. It's one of our Bankstown ATCs who has taken the challenge, been trained at Camden and has now been licensed to operate at Camden in addition to Bankstown. Our new man also is our Helicopter Liaison person and writes the Bankstown version of Information ZULU. He's also a licensed pilot so don't give him too hard a time. We anticipate another Bankstown ATC commencing Camden training around May or June. He is also an experienced Commercial Pilot.

Radio-Telephony (R/T) Changes under Class D

There will be significant changes to R/T under Class D operations. Again, this is not yet the forum but if you used the R/T requirements that you would use at Tamworth or indeed Canberra you will not go too far wrong. More as we get closer to the event.

Changes to VMC Criteria under Class D

AIP stipulates the VMC criteria for operations within a Class D Control Zone. Basically they are as follows:

1. 5000 metres in-flight visibility,
2. 1000 feet *above* vertically clear of cloud, and
3. 500 feet *below* vertically clear of cloud.

Points 3 and 4 are significant changes as the current 'clear of cloud' will no longer suffice for operations in Class D. At Camden, if the cloud base is less than 1800 AMSL circuit operations would need to be conducted under the rules of *Special VFR* as an aircraft could not operate in the circuit at 1300 feet and be 500 vertically below cloud in VMC. If a pilot wishes to operate in a Class D Control Zone under Special VFR conditions, he or she must request it. An Air Traffic Controller cannot offer or instruct a pilot to operate Special VFR under any circumstances.

Additionally, under Special VFR flight criteria, the in-flight visibility has been reduced to 1600 metres. It is somewhat incongruous that as aircraft become faster, slipperier and more complex, the visibility criteria have been reduced significantly. It makes the rocks and goats appear a lot earlier than expected under the current Special VFR criteria.

There will be changes to the way we process IFR arrivals and departures which will impact on VFR operations as well. IFR and Special VFR operations will have sometimes significant traffic management issues associated with them. Again, more as we get closer.

Glider Operations under Class D

For our friends in the glider world, we would be pursuing a policy of 'legacy' with CASA in that we would like to see the current arrangements stay as unchanged as possible. We will be meeting with our glider CFIs early in 2010 to discuss any implications on glider operations caused by the Class D transition. For the Camden based glider operators, there should be little impact on their operations apart from the constraints of the new VMC criteria. Airservices will present a revised Letter of Agreement between it and the Camden based operators and the Gliding Federation of Australia in early January 2010. There should be only text changes contained in the revised document.

CASA Class D Education Programs

CASA is solely responsible for the education programs designed to assist pilots and operators with the transition from GAAP procedures to Class D airspace operations. Airservices Australia will assist where possible through forums such as this but the authoritative agency remains CASA.

Noise Complaints

Camden airport has been in use since the early 1940s. One can imagine what the surroundings would have looked like in those early years. Imagine the price of land! However, things have changed and we now operate an airfield that is becoming progressively more buried in suburbia. The impact of the closure of Hoxton Park some twelve months ago and the impacts of the CASA CAP Directive have seen a lot more aircraft operating at Camden than in previous times. In short, the area has become noisier and there are more people moving into the area looking to escape the rat race of Sydney.

The Tower has been receiving a markedly increased number of noise complaints in the last couple of months. Some of these complainants are not shy in offering their opinions about aircraft operating to and from the airfield. The Safety Officers have seen an increase as well. There is now a well organised and vocal noise lobby group in Cobbitty (under left crosswind runway 06) as well as the long established group just to the right of runway 06 upwind at about 1500 metres.

The Tower has assured these complainants that there have been no authorised changes to flight procedures when operating into and out of Camden while the Tower is in operation. We have also assured them that what happens in a CTAF situation is beyond the Tower's control and that any complaints associated with a CTAF operation be directed to the Noise Enquiry Unit or to CASA.

In the meantime, if we all abide by the noise abatement procedures contained within ERSAs and follow sensible flight procedures, we can at least say that we are attempting to do the right thing as far as we can.

The Near Future

2010 will be a year of great change and a lot of adjustment in the General Aviation community. The ATC staff at Camden and Bankstown will continue to assist where we can with newsletters such as this and by the volunteer work of our Airfield and Helicopter Liaison Officers but the ultimate individual's responsibility for preparedness for transition to Class D operations rests with the Pilot in Command; that is, you and I.

Our regular readers know that we always have a technical question at the end of the newsletter which is designed to make us research the question, exercise our brains and hopefully arrive at the correct answer. This newsletter's question is related to aviation but is somewhat abstract in application. You may need the resources of the Internet to gain the correct answer.

Here's the question. ***'What is the average sustainable pulling power of a fully grown male Arctic reindeer in good physical condition?'*** Answer in pounds (lbs) please.

From the Air Traffic Controllers in Camden Tower, have a wonderful festive season full of relaxation, peace and goodwill. All the very best for 2010. We'll write again in February.



The Tower Team - 25th November 2009