

Information 'ZULU' #4



The Newsletter of Camden Tower *10 September 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 regarding the governing parameter for the landing distance of 723 metres for runway 10 at Camden?

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

1. Class D from GAAP procedures transition,
2. some radio-telephony issues, and
3. airfield development.

Class D transition from GAAP

You would have to have been living on Mars not to be aware of significant changes in the methods of operation lately. The changes have been mandated upon the ATC resources by the regulator of our operations, the Civil Aviation Safety Authority (CASA). The 'CAP' of 6 aircraft in a given circumstance has and is still causing some confusion among some of the operators. I'll try to put it as simply as I can.

Camden

At Camden we have one Aerodrome Controller (ADC) looking after runways 06/24, 10/28 and the Glider Strips associated with those runway directions. The callsign is 'Camden Tower'. There are two ATC staff in the Tower but only one of them has control of the runways. The other ATC is the safety watch, administrator, phone answerer, coffee maker and any other job doer needing doing. The two ATC staff swap over about every one and half hours or so.

The CASA Directive says basically ‘one Controller, one runway, one frequency’. At Camden this translates as the **one** Camden Tower ADC having **one** (or **two** runways if we are using the crossing runway scenario) on the **one** frequency (120.1). Each of these numbers descriptions are both dependent and independent. That means as follows:

‘EITHER’ ‘OR’ ‘AND’ in all cases

In practice, that one ADC can only have **six** aircraft in a circuit pattern (a meaning distinct from the recognised *training circuit* descriptive) that encompasses arrivals, departures, some transits to a total number of **six**. The CASA Directive allows us a discretionary departure making a total of **seven** aircraft. Helicopters, glider tugs and gliders are exempt from the CAP provisions. Seek CASA’s advice on this exemption matter if you are wondering why this decision was made.

So, let’s look at a typical Camden scenario.

- a. three aircraft in the training circuit (touch and go’s),
- b. one aircraft given entry clearance from The Oaks,
- c. two aircraft given entry clearances from Mayfield,
- d. one aircraft cleared for takeoff for Bathurst

We now have **six** aircraft and the **discretionary departure** on the **one** frequency being controlled by the **one** ADC. A Cessna now calls at Mayfield inbound requesting entry clearance. Clearance would be denied because we would exceed the directed CAP. The only time we would consider breaching the CAP is due a declared emergency of some type. A deliberate breach of the CAP by an ATC officer risks disciplinary action by CASA and Airservices Australia. In a worst case, cancellation of a cherished ATC licence.

The Cessna at Mayfield would be instructed to remain outside the Camden Control Zone as clearance is not available. We will give an indication of the delay when we can. We have always had the authority to instruct a civilian aircraft to make a full stop landing (not so to a military aircraft) and we may consider using this tool to create ‘holes’ to recover inbound aircraft.

Bankstown

Slightly different up at Bankstown as there are dedicated arrival, departure and circuit training runways. We also have two ADC positions established in the Tower. Let’s look at a typical Bankstown day.

It is six thirty in the morning with two ADC controllers rostered on duty. The two ADC frequencies (132.8 and 123.6) are combined and being used by **one** ADC. He or she has control of all three runways. Effectively that **one** Controller has **one** frequency and **one** runway. Therefore only **six** aircraft movements and the **discretionary departure** can be accommodated under these conditions.

Move forward to seven in the morning when the third ADC comes on duty. We can now split the frequencies of 132.8 and 123.6 and the responsibilities for runway control. Bankstown Tower arrivals and departures (132.8) looks after runway 29R/11L and Centre and Bankstown Tower circuit controller (123.6) looks after 29L/11R. The CAP rules don’t change though. The circuit training Controller (123.6) can still only have **six** on frequency. Remember: **one** frequency, **one** runway, **one** Controller. The **one** arrivals and departure Controller now has **one** frequency for effectively **one** runway. Runways with centrelines less than 210 metres apart are considered as one runway for separation purposes. This runway centreline spacing is also an issue at Camden when we are using runway 10/28 with gliders using glider strips 10/28. These two manoeuvring areas are considered the one for separation purposes.

I hope this description takes a little bit of the mystery out of things as they stand at the moment. If you are still unsure, talk to a Flight Instructor or contact CASA. Airservices Australia’s ATC personnel will comply fully with the CASA directive without exception unless emergency conditions exist.

The Class D transition

April 2010 will see the end of GAAP rules and procedures as we now know them and a replacement instigated. Needless to say, there will be a steep learning curve for all of us involved in General Aviation in Australia.

The Managers of all GAAP Towers, training specialists, Subject Matter Experts, legal advisors, airspace designers and a myriad of other disciplines have been bunkered down for the last few months planning Airservices Australia's transition to Class D operations. The planning will continue for the foreseeable future. It would be imprudent to divulge Airservices' internal workings in this forum so there is not much that can be communicated to you. Consider looking at the US system of Class D operations, the details of which are available on a great number of internet sites. The International Civil Aviation Organisation (ICAO) also has excellent information on airspace arrangements and procedures published on the internet.

Some radio telephony issues

There seems to be a huge increase in pilot reports at Camden and Bankstown with 'READY' calls. Here's a couple of examples being used at the moment:

1. Camden Tower, Cessna ABC, holding at runway 06 for an upwind departure (etc)
2. Bankstown Tower, Cherokee DEF is holding on runway 11L for a downwind departure (etc)
3. Camden Tower, Maule XYZ is on runway 24 for departure crosswind.

Think about those three calls. Not one of those pilots has actually reported **READY**. Points 2 and 3 are guaranteed to give anyone a nightmare, particularly at night. Imagine you are on final at night at Bankstown, you have been cleared to land and you hear point 3 on the radio. Is the runway really occupied or is the pilot who made the call just an idiot who doesn't realise what has just been said. It's not hard folks; the operative word here is **READY**.

The gliders now operate on the Tower frequency of 120.1 during CTAF and GAAP hours. This will be a permanent arrangement. If the gliding fraternity could ensure that pre-flight briefings cover this, the Tower would appreciate it.

Airfield development

Oh, joy of joys, the Phoenix building is complete. It has been really interesting watching from the Tower the building go up over the last eight months or so. Here is what it looked like back in May.



There have been survey pegs and markers placed in the paddock north of the Tower behind the Scouts dens. It will be interesting to see what goes up.

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 in two parts:

1. What is the range of the Darwin NDB
By DAY? By NIGHT?
2. Why the difference?

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



The Tower Team - 10th September 2009