

FROM THE TOWER

Hello and welcome to the Apr-May 06 “*From the Tower*”, Bankstown Airport’s Air Traffic Control news circular. The aim of “*From the Tower*” is to provide you, the Bankstown aviation community, with a bi-monthly source of news and information from an air traffic control point of view. Our aim is to keep you all informed of interesting and important events happening in and around the airport.

That said we might as well kick off with the news bits. As you will have no doubt noticed Bankstown has recently gained a new resident in the form of the Convair 580 ZK-KSA. This is great news for the Pionair Company and we look forward to seeing it operate out of BK on a regular basis. The CV580 will provide us with some interesting problems. The main issue with the Convair is its wake turbulence category.



The CV580 is a medium wake turbulence category aircraft which means we all have to make certain allowances when it is operating within the BK control zone. The wake turbulence category is determined by max take off weight and encompasses an area behind, below and to the sides of an aircraft. In the Case of the CV580 with a Cessna or Cherokee following (for example), the wake turbulence area is illustrated below. You may have noticed there is 5nm behind that must be clear of lighter aircraft but the radius of the BK control zone is only 3nm. One of the ways we can get

around this problem is to keep the light aircraft at a level above the heavier preceding aircraft and therefore avoid any wake turbulence. It is also something to keep in mind when you are outside controlled airspace inbound to Bankstown.

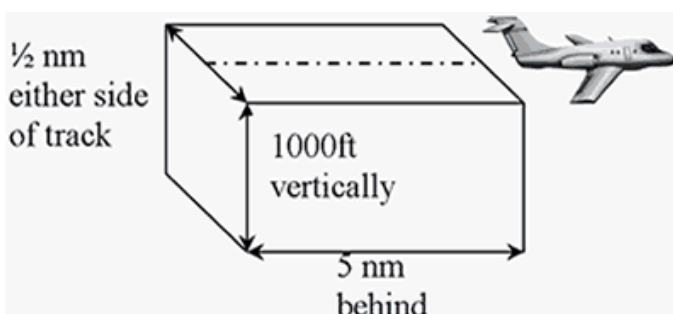


As this a very brief and general idea of wake turbulence you can read more at: AIP ENR 1.4 pages 13-15 and the American FAA has a great page at www.asy.faa.gov/safety_products/wake.htm

ASK BINNY!

David “Binny” Binskin is the Bankstown tower airport liaison officer. Should you have any questions regarding air traffic control procedures etc Binny is your man. He can be contacted via email at bankstown_atc_liason@airservicesaustralia.com or on 97383180 during tower hours. Dave also regularly makes visits to the operators at BK to touch base and see how things are going. He has a number of presentations that are available for groups, aimed at all levels of experience. Keep a look out for this column for dates of his visits as well as answers to some of the more common questions he is asked.

The other major news for BK pilots is the loss of taxiways Victor and Yankee 3 as well as the southern helipad. The impact of these changes appears to be minor but there are traps to be avoided. The main one is for aircraft taxiing on taxiway Lima parallel to runway 29L/11R. Because we don’t have the two way

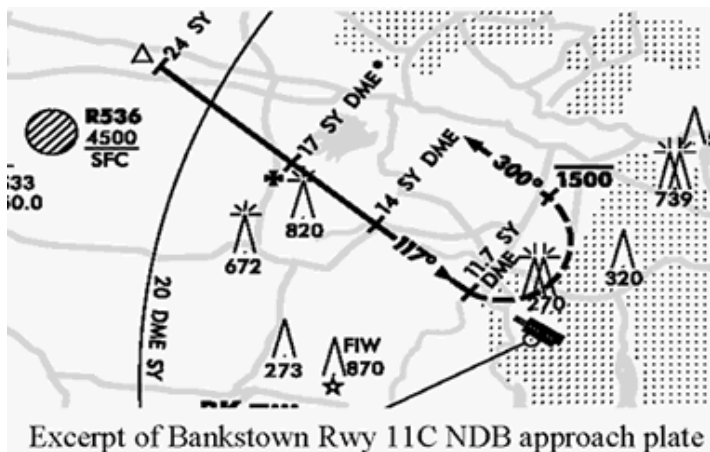


system anymore there is a greater risk that aircraft may not be able to vacate the runway strip after landing due to taxiing aircraft.

As the “south siders” have probably noticed helicopters now make their approaches to the grass area adjacent the southern windsock. This will affect any aircraft taxiing on the taxiway nearby. In the tower we have a good look to make sure the area is clear but we should all maintain a good look out in that area when taxiing past the southern windsock.



As the colder months approach, IFR arrivals are going to become more frequent. IFR arrivals and departures present some interesting issues that need to be considered for operations in marginal weather. When an IFR arrival is expected at Bankstown, Sydney Departures West will call us in the tower with an EAT (Expected Approach Time) and the type of instrument approach the aircraft will be conducting. To maintain separation for that aircraft we must have the BK control zone clear of all airborne aircraft prior to the EAT. As you can imagine we need to start preparing for this well before the EAT especially if the circuit is full.



What about aircraft that call inbound either close to or within the EAT? You may have heard the tower say something like “ABC due expected IFR arrival, remain outside of the control zone call again time 0000”. If you were inbound from prospect and heard

this what would you do? Of the 4 instrument approaches the 2 most used are almost straight in for runway 11 from the west (disregarding circling approaches).

Would you:

- (a) Continue towards BK control zone but remain clear holding over Warwick farm at 1000'
- (b) Hold north of the prospect area maintaining a good lookout for other inbound aircraft
- (c) Track south to 2RN and call inbound from there

Well that wraps up the first issue of From the Tower. We hope you found it both interesting and informative and we look forward to catching you again in the next issue in late May. And please feel free to pass it on as not all BK operators have email.

From The Tower is written for news and information purposes only. It does not in any way replace or supersede any of the applicable aviation regulatory documents and as such should not be used as a substitute.

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