

FROM THE TOWER

Hello and welcome to the April – May 2008 edition of *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.

We have well and truly settled into the New Year, however the rain activity earlier on has slightly affected the traffic levels. Monthly movements have been below what we would normally expect for this time of year, not to worry however as we have the rest of the year to catch up! The February and March totals were 27447 and 31969.



Bankstown welcomed an unusual guest in February, that being 3 time Sydney to Hobart Yacht Race winner Wild Oats XI, who has temporarily found home in the company hangar. The early morning arrival wound its way from the southern side around the taxiways on the back of a very long truck and the dismal weather made sure it certainly felt at home in the wet conditions. For interests sake, the maxi is built to the maximum length of 30m, or 5 Jabiru aircraft lined up end to end!



We also had some colourful visitors at the start of March. 2 hot air balloons from Cloud 9 Balloon Flights. Balloons occasionally use Bankstown as a

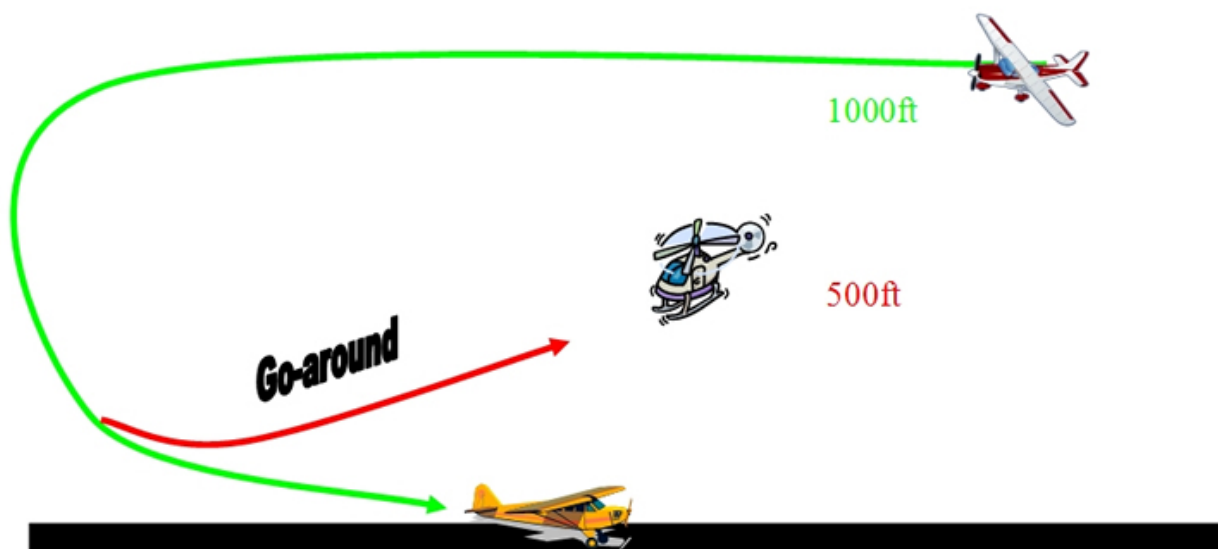
landing site depending on the wind and have been known to land anywhere on the airfield. It is a requirement to give way to balloon flights and tower will also help in keeping everyone apart. They normally arrive early in the morning so if you are out of bed early enough you may catch a glimpse next time they visit us.

As always with the New Year, there are a lot of new courses starting up around the airport, and with new courses comes a lot of circuit training. Helicopters transit mid-field at 500ft, and this is done to provide 500ft segregation with aircraft on the runway, and also with aircraft on downwind at 1000ft. However, when conducting a go-around, most pilots would know that they would typically reach 500ft at a point where the helicopters would be crossing.



When this occurs, it is towers job to advise pilots of the crossing helicopter traffic as soon as possible. Pilots can also help by advising of the go-around early, especially in the RWY 11

direction. This is because the controllers can lose sight of aircraft as they overfly the tower in the go-around, making it a little harder to provide accurate traffic information. As traffic levels increase, helicopter crossings are becoming more and more frequent and it is definitely something to consider when going around from any runway.



Whilst on the topic of helicopters, for the chopper pilots out there, be advised that BAL is receiving an ever increasing number of noise complaints associated with what seems to be tower's approval of upwind and downwind departures. As a result, Bankstown tower will now be limiting these types of departures, and encouraging all departures via the Chopper points. Obviously to save time, it would be preferred if helicopter pilots could plan for and request departure via Choppers North, West, etc.

Continuing the theme from last newsletter about what goes on inside the tower, this edition will have a look at the ATIS (Automatic Terminal Information Service). The ATIS is simply a recording played on a continuous loop advising pilots of critical information required to go flying. Whereas you can listen to it on 120.90, the tower records it on a strip visible to both the ADC and SMC

CODE	TIME	RWY No.	STATUS	REMARKS	WV	WX	T	QNH
D	0323	29 ^L R			350/4	CAVOK	29	1014

controllers. It is important, and also required by AIP, to notify tower in both your ready call and inbound call, that you have received the current ATIS information. If you don't, tower is required by law to chase it up, leading to frequency congestion, which is frustrating for all.

The strip looks like what you see above. You may notice some empty boxes which are only filled when required. The STATUS box is filled when Bankstown becomes "Restricted VFR" either due to weather or as a traffic management tool. In the REMARKS box goes pertinent information such as circuit delays, crosswind alerts or when a runway is not active due to works. The last few boxes advise weather information which is obtained from the ATC console shown on the next page.

Bankstown Tower has also released an updated version of the GAAP Radio Procedures package. Controllers will be distributing the package around the airfield and additional copies can be emailed out. Simply send a request to bankstown_atc_liaison@airservicesaustralia.com. The standard of



radio calls of late has been slightly dropping and it is either a case of not reading enough back, or reading everything back, It is encouraged that all students take the time to refresh themselves on RT requirements. They can either be found from this package, or from AIP GEN 3.4-12

(Readback Requirements). GEN 3.4.4.1 outlines a list of what is required to be readback, and item (d) is of particular importance.

- | | |
|-------------------------------------|---|
| (d) any clearance or instruction to | - hold short of |
| | - enter |
| | - land on |
| | - conditional line-up on (not used at BK) |
| | - take off from |
| | - cross |
| | - taxi |
| | - backtrack on, any runway. |

That concludes this edition of *From the Tower*. Once again, a friendly reminder that if anyone out there has any topics that you would like to be explored, please let the tower know.

Until next time, safe flying.

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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