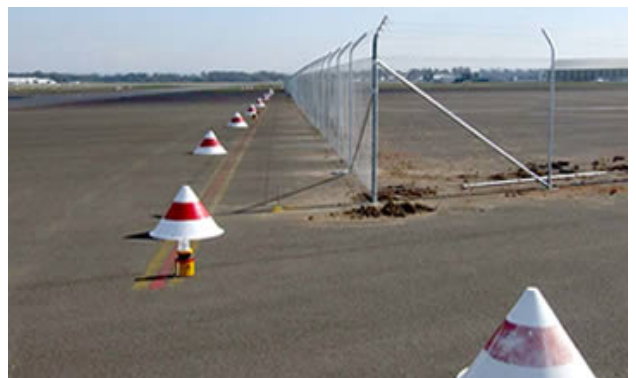


# FROM THE TOWER

Hello and welcome to “From the Tower”, Bankstown airports’ 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.

Hello again welcome to the Aug/Sept issue of From the Tower. Well the many rainy days recently have impacted on the numbers of movements at BK with the June and July figures being 28060 and 21878 respectively. Hopefully that trend will reverse and we will see plenty more movements and sunny weekends. Fingers crossed.

News-wise the main story would be the construction of the new Toll hanger. Construction started late June on the new facility that will be the new home and loading area for our bank run aircraft. The construction means the loss of a couple of taxiways and run-up bays, the movement of the compass swing area and the main helipad. The location of the new compass swing area is in the old turbine parking area off taxiway Uniform. The new location for the main helipad is still to be decided, until then, helicopters will be using the main pad as normal.



From an ATC perspective the loss of the taxiways to the north mean that all traffic now uses taxiway Kilo to get to the run-up bays. Due to the increased traffic there is more congestion on the taxiway and there have been several instances where aircraft vacating the active runway after landing have not been able to get clear of the flight strip.

**AIP ERS A NOTE 8. Operating limitations part c ACFT DEP in CTA ABV A040 for routes S of Camden may experience DEP delay due traffic and CTA limitations.**



What does this mean? For examples sake we will use an IFR flight to WOL in a BE 76 at A050. When you make your taxi call you are advised that there may be a significant delay due to SY using runway 07 for arrivals. But you are not flying to SY; in fact nowhere near it so why is there a delay?

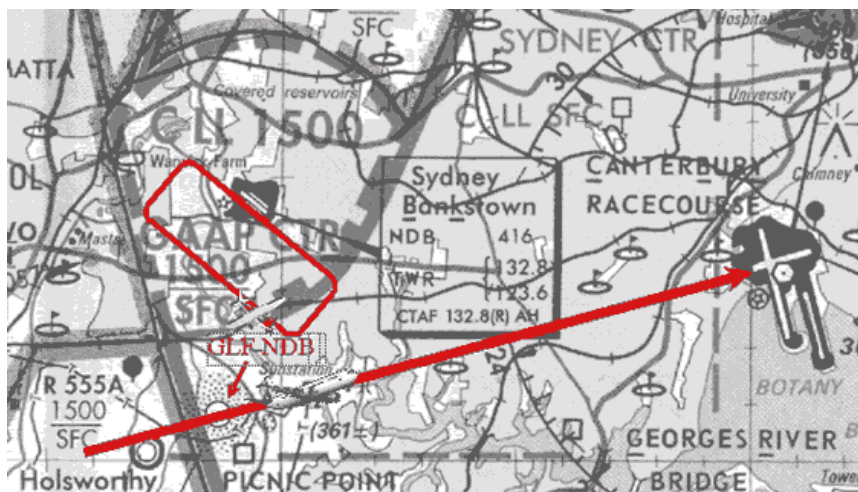
Firstly the airspace directly abutting BK control zone is owned by SY DEP South. Depending on runway configurations there may well be aircraft on final for runway 07 or turning to join left downwind for runway 34L at SY. In this case we will assume SY is using runway 07 for arrivals as this will be the most common cause for delays.

With SY operating on 07, there will be a steady stream of heavy jets flying their approaches every few minutes. Just south of us at BK is the Glenfield NDB (GLF). GLF is the initial approach fix for aircraft flying the runway 07 ILS into SY and as such will be at A030. As you know when issued with an airways clearance at BK you will be issued with a level A030. Straight away it is obvious why an aircraft departing to the south of BK would be subject to delays. With the steady stream of jets flying into SY there is no way to get aircraft through the ILS approach and still maintain separation.

This highlights another issue. If an aircraft is at A030 at GLF on an instrument approach by the time it is passing the BK control zone at its closest point it will be around A020. As you know we fly the southern circuit at A010. If the circuit traffic was to fly a wide circuit there is the possibility encroaching SY control zone and therefore having a breakdown of separation. It is important that we be vigilant to remain within the BK control zone.

**Runway incursions are one of the most frequent safety issues in aviation.**

They range from minor incidents involving vehicles or workmen through to the worst ever aviation disaster in the Canary Islands between two 747s. The International Civil Aviation Organisation (ICAO) has suggested that a Runway Incursion Reduction Programme should start with the establishment of Runway Safety Teams (RST) at individual airports. Within Australia, Airservices Australia has initiated work to promote the benefits of a local RST at controlled aerodromes through a program of visits to meet with aerodrome operators and other interested parties.



The primary responsibility of an RST is to meet on a regular basis and develop an annual plan for runway safety. An RST has recently been established at Bankstown. The team comprises ATC's, Pilots and the Airport Safety Officers who meet on a quarterly basis to discuss various Runway Safety issues. In particular we will be looking at runway incursions, their causes/effects and how to prevent them occurring.



We welcome input from you, the aviation community at Bankstown to further enhance Runway Safety and assist in making the airport safer for everybody. We can be contacted on: [mailto:RST\\_Bankstown@airservicesaustralia.com](mailto:RST_Bankstown@airservicesaustralia.com)

What does “ready” mean when used by an aircraft prior to take off? From my own flying experience, I wanted to spend as little time as possible on an active runway and get into the air. Sitting on a runway for any length of time always made me nervous. So I thought I would look up what ready really meant. After some fruitless digging of my own then some guidance from a senior controller I found the answer in AIPs

ENR 1.1-55 GAAP Phraseologies. **READY** means “when the aircraft is next at a holding point from which no backtrack on the runway is required and the aircraft will make a rolling take-off if take off clearance is given”.

This surprised me as I did not realise that a rolling take off was required in a GAAP CTR even though I had a few hours flying here. With BK being very busy at times it is important not to dwell on any active runway whether you are taking off, landing or crossing.

Due to an extremely underwhelming response it looks like I get to keep the Tim Tams again this month as there were a grand total of zero entries. Let's give it one last try, send me in your Bankstown related photos to <mailto:scott.ginnane@airservicesaustralia.com> and the best photo wins a packet of Tim Tams. Come on folks lets get involved!



Well that wraps up this issue of from the tower; I hope you have found it a worthwhile read. Next issue I will have a feature on Car 2, the Bankstown safety car and his role on the field as well as more operational information. Until next time, take care out there and enjoy your flying and I will catch you on the air....

*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.