

# 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 and welcome to the August–September edition of From The Tower. The very welcome rain recently has dropped our average monthly movements, with 24988 in June, however we did manage 35566 in July. No doubt many of you would have seen the NOTAM advising of soft, wet surfaces and it can still be a little boggy around some places.



With darkness well and truly upon us quite early these days, many of you will know that requests for night circuits sometimes result in being informed of significant delays. There are many reasons for this – Bankstown only operates one runway during hours of night, hence we have to sequence circuit traffic amongst arrivals and departures, the mix of traffic is far greater, with the higher performance “bank runner” aircraft mixing it with the lower performance training aircraft in the circuit and also purely because it is dark, it is harder for us to see you, and harder for you to see each other. Another common problem is confusing Bankstown and Sydney traffic, a Cessna on downwind for RWY29 surprisingly looks very similar to a B737 on final for RWY07 at Sydney. This can be disorientating for both you and us. To try and minimise the amount of time shut down in the run-up bay, have a look at CAO 29.2 (3.2), which states

**“At aerodromes where Air Traffic Control is in operation, the instructor in charge of night flying shall:**

- a) provide advance notification of the programme of night flying operations to the appropriate employee of Air Traffic Control on duty and arrange for the provision of aerodrome lighting.**
- b) confer with Air Traffic Control regarding the implementation of the night flying programme with respect to other traffic, taxiways to be used, and temporary obstructions”.**

Basically all this means is to let us know if you are planning on night circuits and we will try and accommodate you the best we can, possibly by advising times when we expect minimal delays.



On 25<sup>th</sup> June, CASA held a pilots information night which was kindly hosted by Schofields Flying Club. The focus of the night were runway incursions and, to facilitate a DVD being produced by CASA, pilots were invited to brainstorm ideas about how such incidents could be reduced. It was a great night for various people in the industry to get together and have a chat about problems they encounter whilst flying. From this night, one of the main problems pilots advised they were facing was frequency congestion.



As a pilot and a controller, I agree there can be nothing more frustrating than not being able to make a call, or making a call, but having somebody else transmitting over the top of you. As some of you might know, one big thing we require in the tower are correct readbacks. Not only does a correct readback let us know you got the message, but also that you understood it. It also reduces the number of transmissions that have to be made, as we do not have to chase

up the required information. This means less chatter on the frequency and more available time for your calls to be made. BK ATC also has a RT package which highlights required readbacks as per AIP. This is available on request and can be faxed through. If you are unsure what is required to be readback, have a look at AIP GEN3.4-12, which is also shown below.

- A) any ATC route clearance in its entirety, and any amendments;**
- B) en route holding instructions**
- C) any route of holding point specified in the taxi clearance**
- D) and clearance or instructions to hold short of, enter, land on, conditional line-up on, take off from, cross, taxi or backtrack on, any runway;**
- E) any approach clearance**
- F) assigned runway, altimeter settings directed to specific aircraft, radio and radio navigation aid frequency instructions;**
- G) SSR codes, datalink logon codes;**
- H) level instructions, direction of turn, heading and speed instructions.**

Of course many of these do not apply to us at Bankstown, however the following is a quick quiz to refresh yourself with what to say. Provided is the situation and in italics is the tower's call to the aircraft. The answers can be found at the end of the newsletter. No peeking!

- 1) Landing on RWY29L for the northern side  
*"ABC, right exit approved, hold short runway centre, runway left cleared to land,"*  
*"....., ABC"*

2) VFR departure into controlled airspace

*“ABC, assigned heading 290 visual, report passing 2000, clear for takeoff”*

*“....., ABC”*

3) Inbound 2RN requesting circuits

*“ABC, join left downwind runway 29, maintain 1500, contact tower 123.6 at 2 miles”*

*“....., ABC”*

4) Another VFR departure into controlled airspace

*“ABC, depart on track to Richmond, report passing 2000, clear for take off, make right turn”*

*“....., ABC”*

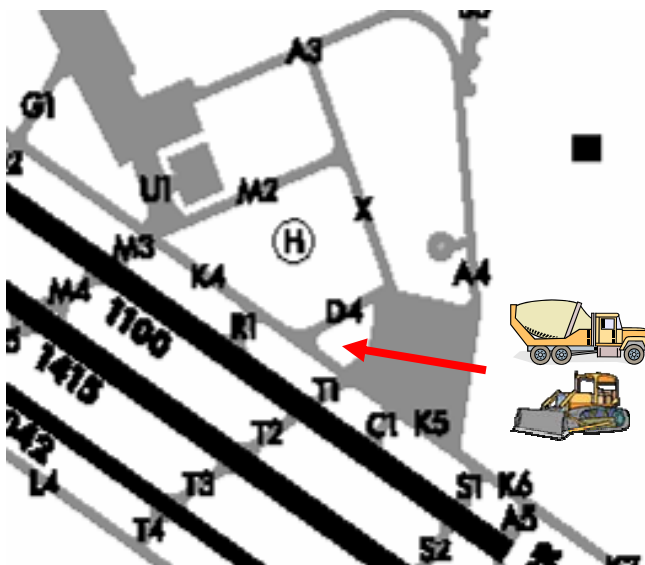
5) Inbound from Prospect without the QNH

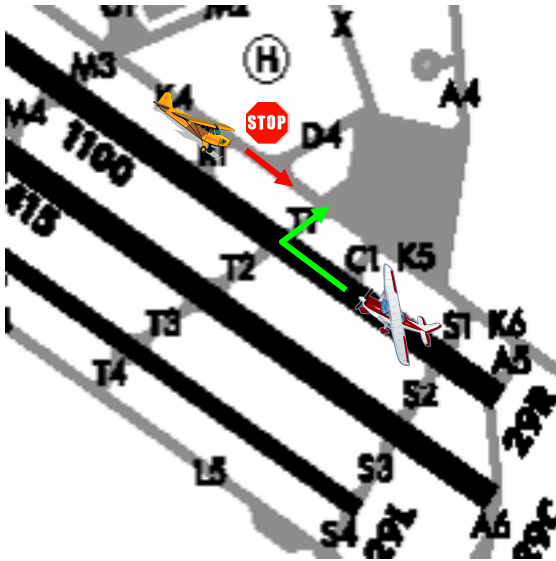
*“ABC, QNH 1013, join right downwind runway 29”*

*“....., ABC”*

Good luck!

As a lot of you will already know, there has been a bit of work going on around the northern side of the airport, near taxiway Kilo and Delta, next to the new Toll hangars. On completion, this will be the new run-up area for Runway 29R, a very welcome sight. Be aware of anything that may have blown from the site onto the taxiways.





While these works are going on, it is also important to remember to give way to aircraft vacating the runway. A lot of us are now very good at doing this, and your co-operation is appreciated. We realise at times giving way results in hassles in trying to pass each other on the taxiway, however the point of this is to minimise aircraft time on the runway. Due to the construction work taking place adjacent to the taxiway.

Before I wrap up another issue, just another friendly reminder about the upcoming APEC Summit. For the week during the summit, there will be whole lot of procedures in place which are new for all of us. If you are planning on flying during this time, please have another look at the procedures and requirements so we can all enjoy hassle-free flying.

Have a look at this!

This photo was taken in early July when Bankstown experienced some very strong winds associated with a moving cold front. It is the SMC/CO-ORD Wind Direction Indicator and at this point in time indicating wind at 245°/42kts and the peak for the day was 45kts. Operating in the RWY29 direction, have a go at working out the crosswind. Circuits, anyone??



Til next time, safe flying.

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

Answers

- 1) Hold short runway centre, cleared to land, ABC
- 2) Heading 290 visual, clear for takeoff, ABC
- 3) Left downwind runway 29, 1500, 123.6, ABC
- 4) Clear for take-off, right turn, ABC
- 5) 1013, right downwind runway 29, ABC