

FROM THE TOWER

Hello and welcome to the Dec-Jan07 “*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.

Ho Ho Ho it’s that time of year again, the silly season is upon us. With Christmas only week’s away things have been very hectic at Bankstown with the last minute rush to get courses through before the Christmas break. October had 31642 movements and in November we had 28579 movements.

So what has been happening around the field?

Well the fire season is well under way and you may have noticed some strange helicopters loitering about, two notable machines being the Boeing Vertol and Kaman K-Max helicopters. Both are very unusual looking and both present some interesting issues for pilots and controllers alike. The Boeing Vertol is classified as Heavy wake turbulence aircraft, and therefore we should be very cautious when operating nearby.



operated by professional crews which should help keep these problems to a minimum.

With GAAP CTRs being high traffic environments these helicopters can cause significant delays. Please bear with us on these rare occasions as they are here for a good purpose. They are

As you would all be aware the TOLL hanger at the eastern end of the field is going ahead in leaps and bounds. As part of the construction process there have been several cranes operating to different heights in the eastern and south eastern parts of the aerodrome. These cranes are NOTAM’d and generally don’t cause too many issues. Where they are a problem is when they operate in



the approach path for helicopters on final to the main pad. As a result of the impending TOLL hanger, the main helipad is being moved (see diagram). There is also some construction involved with moving the main helipad to its new location but this should only be for a short period.



On the South Eastern corner of the field construction of the new perimeter road is well under way. The Crane operating there presented us with some other issues. Due to its location, glide approaches to Runway 29L were not available. Similarly asymmetric training and EFATO practice was not available off runway 11R. Hope fully this part of the construction will be completed soon and therefore we may not have to worry about it.

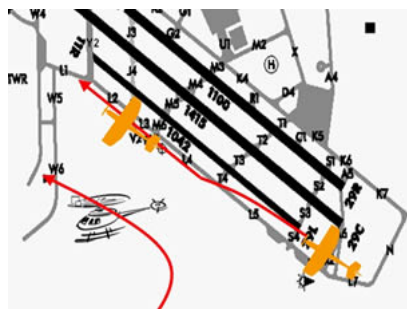
In other crane related news, the crane of the avian variety that is, there seems to be a bit of an increase in bird numbers about the field. We have observed large flocks of cockatoos in and around the trees near the golf course and on final for runway 11R. Unfortunately there is little that can be done about this problem but it is something to keep in mind.

“ABC go around”. Having operated in the circuit we will have all heard this instruction and in many cases requested it for practice. But what is the correct go round procedure? As controllers we see many different variations and in the hope of clarifying things I am going to tackle the issue here. **AIP ENR 1.1-53 para 33.9** states “Where ATC instructs an aircraft to go round or a missed approach is initiated, the pilot must:

- commence climb to circuit altitude;
- position the aircraft on the active side and parallel to the nominated duty runway, while maintaining separation from other aircraft; and
- follow ATC instructions or re-enter the circuit from upwind.

When issued an instruction to go round these procedures are generally followed. But on occasions we have noticed aircraft have flown diagonally across the circuit to where other aircraft are turning on to downwind. Apart from the obvious danger of heading straight towards somebody else

in the circuit there is the added danger of helicopters turning base for the southern windsock area. (see diagram.)



Where possibly some of the confusion lies is when an aircraft is instructed to "go round from base". The reason for this would be an aircraft that has a requirement for runway centre (a DC-3 for example) would be

turning onto final at the same point as the circuit traffic. In this case the circuit traffic will be told to "go round from base". The correct procedure in this situation would be to climb back to circuit altitude, but continue to follow the path you would have normally flown in the circuit. The only difference would be that you would not overfly the runway directly but would diverge to the active side slightly, then continue upwind and rejoin the circuit or follow ATC instructions.

Hopefully this has clarified things but if there are any questions ask an instructor or send me an email at bankstown_atc_liaison@airservicesaustralia.com and I will get some answers for you.

From mid January 2007, 171st Aviation Squadron will be operating from their new base at the Luscombe Helicopter Landing Site, Holsworthy which is contained within Restricted Area R555. 171 Avn Sqn will have twelve Sikorski Black Hawk helicopters based at Holsworthy and their operations will at times be conducted in the uncontrolled (G) airspace surrounding R555 as well as transiting into the Sydney controlled areas and over water areas in the region as operational training sorties dictate. 171 Aviation Squadron's primary mission is troop lift support for Tactical Assault Group (East) and other Army Land Command units.



The Black Hawk Helicopter is significantly larger than most of the civil helicopters encountered in the Sydney Basin and is a Medium Wake Turbulence Category aircraft with a mass in excess of 10,000 kg MTOW. Large helicopters such as the Black Hawk produce wake turbulence vortices which are stronger and more persistent than that produced by fixed wing aircraft of similar mass. Passing or operating

close behind or below such aircraft should be avoided at all times. Black Hawks also produce significant turbulence in the hover which is capable of overturning light aircraft nearby.

GA operators are advised that 171 Avn Sqn aircraft will likely be encountered in pairs and in larger formations of up to 6 aircraft. Night sorties are likely to be conducted using night vision enhancement devices and the aircraft may be displaying minimal external lighting.

171 Avn Sqn aircraft will normally comply with published procedures when operating in civil airspace and will make position broadcasts



on appropriate frequencies. When operating within the Holsworthy training area, R555 B will routinely be activated to the base of CTA and civil aircraft are requested to pay particular attention to the Restricted Area 555 boundaries and remain well clear of all active areas.

Finally to wrap things up, with Christmas fast approaching I am reminded of an aviation/Christmas related joke. I guarantee a lot of you have heard it and most likely in different forms but it is still a classic. Here goes.....

Christmas is fast approaching and it is time for Santa to have his Biennial flight review. Anyway the CASA inspector arrives and is very impressed with how well Santa has prepared the sleigh, the reins are oiled, the brass is all polished and the reindeer have all had a bath, it really looks a treat. The inspector comments "Santa I am very impressed, if you have prepared for the rest of the flight like you have the sleigh then the check should be a formality" Well Santa is much buoyed by this and after a short preflight he asks the inspector to climb aboard.

As Santa is buckling up and starting his pre-start checklist he looks across and notices for the first time a large bore double barreled shot gun sitting across the CASA inspectors lap. A little perturbed and very much perplexed Santa tries to put it out of his mind and focus on the all important check ride. If he fails then the kiddies will not be getting their presents this year. The checks completed, Santa starts to taxi out for take off and again notices the shot gun. Finally his curiosity gets the better of him....

He turns to the CASA inspector and says "look before we take off, I really have to know, what's the shot gun for?" The CASA inspector looks over both shoulders conspiratorially to check no one is looking, leans over and whispers into Santa's ear "Look I really shouldn't be telling you this but... I am going to give you an engine failure after take-off"...



Anyway that wraps up the Christmas issue of from the tower. Please be safe out there whether in your flying or holiday activities and from all of the Bankstown Tower team Merry Christmas and happy New Year!!!!

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.