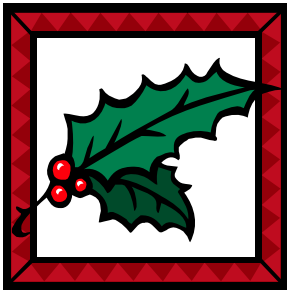


FROM THE TOWER

Hello and welcome to the December 07 / January 08 “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.

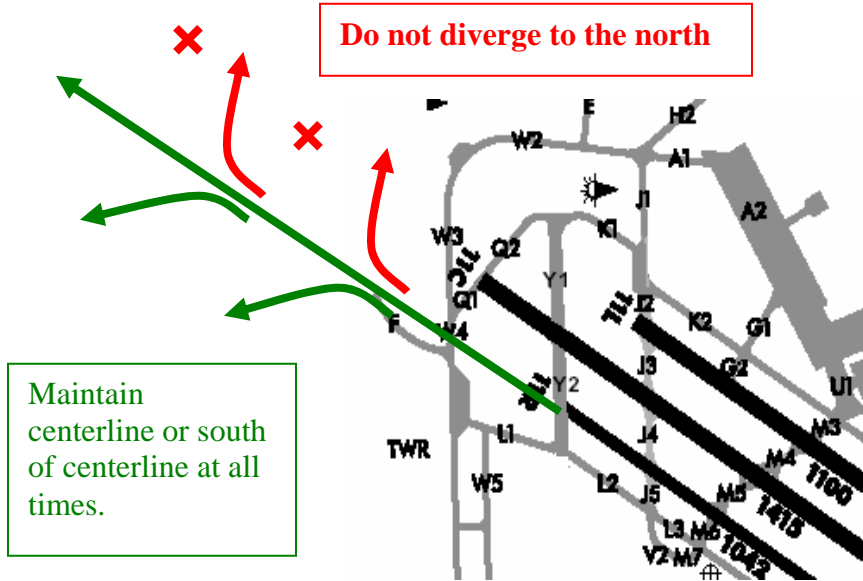
Hello and welcome to the last edition of From the Tower for 2007. How fast this year has gone and it is safe to say that Bankstown has definitely seen an increase in movements over the last 12 months. Movements for October and November were 35281 and 30542 respectively and with summer ahead these numbers can expect to continue. A special well done to the team who worked on Tuesday, 23/10 who achieved movements of 1791 for the day, definitely a record in recent times. Lets hope we can keep this up for next year aswell.



On Sunday 14 October, The Bankstown Aviation Museum played host to an Aeroplane Jelly Open Day. Over 1200 people attended the days festivities marking the 80th birthday of Aeroplane Jelly brand. The 3 Dakota DC-3’s were out on show aswell as the Scottish Aviation Twin Pioneer VH-EVB. The day also included live performances by the Hooley Dooleys for the kids and joyflights in a Cessna 172. Thanks to Judy Rainsford for her help in letting us take the photos.



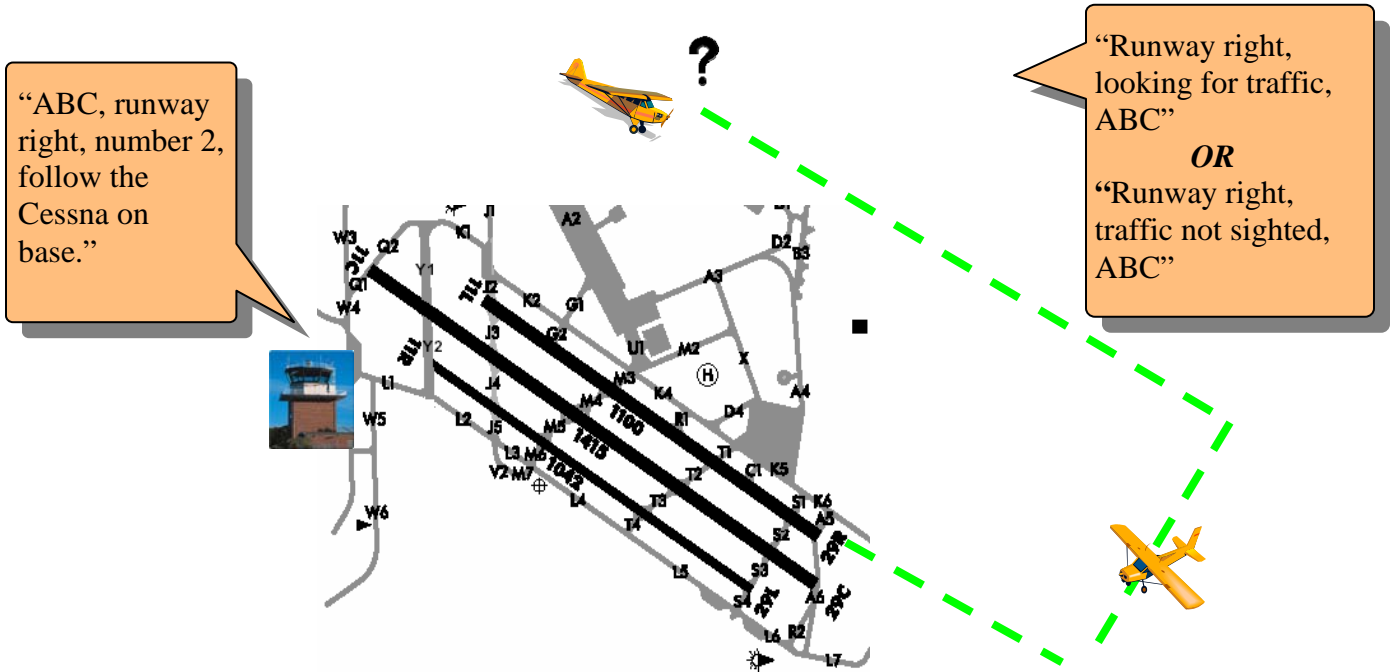
Over the last few months, it is being noticed that aircraft are drifting to the north when conducting practice engine failures on upwind. Whether intentional or not, an approval for a simulated engine failure on upwind does not give permission to diverge to the north and infringe upwind for the centre runway. From my training, I remember being taught to look for a landing area 30° either side of the nose. Due to Bankstown becoming busier over the last year or so, there is frequent traffic departing from runway centre, so keep in mind to remain to the south when conducting simulated engine failures. Obviously this would not be applicable in a real emergency situation.



With a lot of new courses starting at flying schools around the airport, this will be a good time to recap on a few things that are good to know when operating around Bankstown. The first being inbound points, both Prospect Reservoir and 2RN. ERSA states the exact location for each reporting point, and it is interesting to know that the correct reporting point for 2RN is actually south of the mast. For Prospect, it is the north eastern shore of the reservoir. When you report inbound, it is at these locations that not only ATC but also other aircraft will be looking for you, so lets do our best to fly as precise as we can for safer skies.

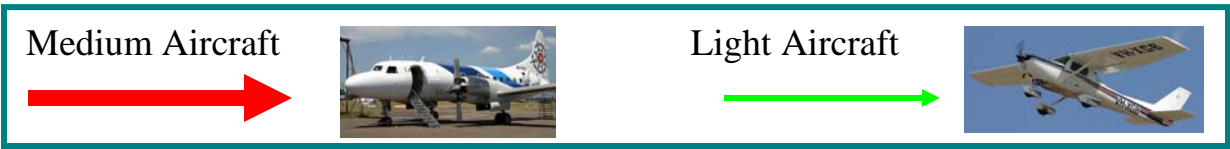


When you reach the aerodrome, you will more often than not be given a sequence and instructed to follow an aircraft. With early morning haze and a sea of rooftops, we understand that traffic is sometimes very hard to see. Once again, with the increasing amount of traffic and radio congestion, if you cannot see the aircraft let us know straight away by advising “looking, ABC”, or “traffic not sighted, ABC”. If this is the case, tower will remind you of the traffic at a later stage when it may be more visible. By simply looking and not saying anything after a sequence instruction, controllers cannot move on to other aircraft as we are awaiting your readback.



There is soon going to be a change in the way we operate with regards to wake turbulence. With Convair VH-PDV, Blackhawks based at Holsworthy and the occasional waterbombing Elvis helicopter during summer, wake turbulence separation is an infrequent but serious occurrence at Bankstown. As pilots and controllers, we all know what wake turbulence is, and it is important to know that it does not only result in a few bumps on final, but has the power to uncontrollably roll small aircraft. With this in mind, it is important to understand the term “caution wake turbulence” and be aware of your options to avoid it.

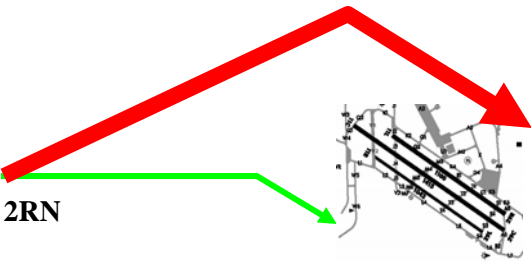




Inbound from 2RN (RWY 29)

“Bankstown Tower, Cessna ABC, 2RN, 1500ft, inbound, received ATIS”

“ABC, join left downwind runway 29, traffic in the area joining right crosswind, a Convair, caution wake turbulence”

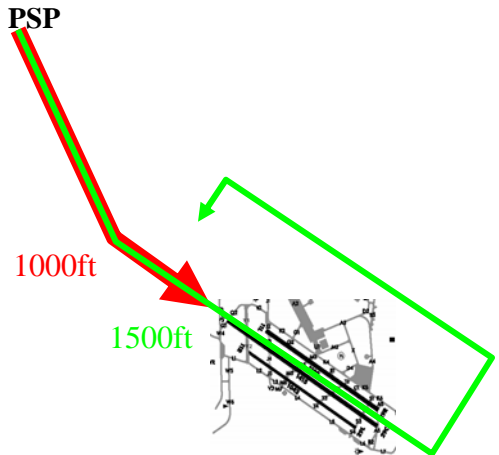


The option of a left downwind (circuit traffic permitting) for RWY 29 allows a flightpath clear of the inbound medium. You will remain greater than ½ nm laterally clear of the medium once inside the control zone and aids the possibility of a go-around from base should runway wake turbulence separation not be expected.

Inbound from Prospect Reservoir (RWY 11)

“Bankstown Tower, Cessna ABC, Prospect, 1500ft, inbound received ATIS”

“ABC, maintain 1500ft, join upwind over 11L, traffic in the area joining 3nm final a Convair, caution wake turbulence”



By maintaining 1500ft and overflying for an upwind join, you will be above and clear of the medium when entering the control zone. This will also allow time for runway wake turbulence separation as you complete the circuit.

That is it for another edition of From The Tower. On behalf of all the controllers, it has been a pleasure working with you this year. Seasons greetings and we wish you a safe and enjoyable Christmas and a flying-filled 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.