

# FROM THE TOWER

Hello and welcome to the February 09 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 regular 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.

**W**elcome to the first edition of ‘From the Tower’ for 2009. My name is Dan Quinn and I’ve taken over the reins from the previous editor Matt Windle who has moved on to an ATC role in the lush surrounds of Cairns, QLD. It’s been a while between drinks for our newsletter but it is back on a regular basis and will aim to become an informative and useful publication for the Bankstown aviation community.

2008 may have seen the beginnings of the global economic downturn but that didn’t seem to have an effect on operations at Bankstown, with the aerodrome taking back the record as the busiest in Australia. Bankstown recorded a total of 362206 movements for the calendar year, the most being in May with an incredible 41566. That figure in May is believed to be the most ever recorded in one month by an aerodrome in Australia.

Coming in second place was Jandakot in W.A with 356920 and third was taken by Moorabin in VIC with 350426. Going off these figures G.A appears to be alive and well in Australia.

The recent closure of Hoxton Park has seen an increase in traffic both at Bankstown and also our neighbour down the road, Camden.

Hoxton Park was originally constructed during the early 1940’s as part of the coastal defence system in the event of Japanese air attack on the Sydney area. The aerodrome was used as an emergency and training field during World War II by the RAAF. The original airstrip was shortened and the aerodrome became a popular training site for light aircraft for many years up until it’s closure in December last year.

A couple of Hoxton Park businesses have since moved their operations to Bankstown and we welcome and congratulate them on assimilating into a vastly different training environment from that encountered at Hoxton Park.

Now for some operational info...

## POSITION REPORTING.

Accurate position reporting is vital in aviation, especially in a highly visually orientated environment such as the Bankstown CTR and surrounding airspace.

## PROSPECT (PSP)

When arriving via PSP the inbound call is required to be made when over the NE shore of the reservoir.



## TWORN (2RN)

When arriving via 2RN the inbound call is required to be made south of the radio mast.



Accurate position reporting plays an important role in developing situational awareness (S.A) both for us in the tower, and also for other aircraft in your vicinity. It is from your position report that we provide traffic information and begin to plan a sequence for your arrival.

If for some reason, such as frequency congestion, you are unable to make your inbound call at the exact location required, inform the tower when you make contact. For example, "Bankstown Tower, ABC, 2 miles east of PSP, 1500', inbound with bravo."

This gives other aircraft in your vicinity a better idea of where to look and gives us in the tower a more accurate picture of who is where in the arrival sequence. It is also a good sign of sound airmanship.

## **RESTRICTED VFR OPERATIONS**

Restricted VFR is used by Air Traffic Control (ATC) to regulate and control traffic under various conditions. ATC may, for example, apply weather related restrictions to facilitate the movement and separation of IFR aircraft (AIP ERSA ENR 24.2 b.).

You may have encountered this on the ATIS on recent occasions. It is a tool that allows us to best manage the traffic in a safe and orderly manner. It may seem confusing or even contradictory at times, such as RVFR on a CAVOK day. However, this scenario is used by ATC to control the workload limit that we can safely operate at.

(Reserved for YOUR article!)

A common scenario of RVFR is during periods of IMC, where the only option we have to separate traffic is to allow one aircraft to be airborne in the Control Zone at a time. This is why everyone has to be on the ground 2 minutes prior to an IFR aircraft commencing an instrument approach. Once the aircraft on the approach is visual and can be sighted by the tower, visual separation can be applied and traffic can again flow into and out of the zone.

Well that's all for this brief issue of 'From the Tower', if there is anything that you would like to discuss or perhaps have highlighted in the next issue please feel free to email me at:

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