

FROM THE TOWER

Hello and welcome to July 2009 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 perspective. It is also aimed at keeping you informed of relevant and important events happening in and around the aerodrome, and to be a forum to discuss procedural topics focussed on operations at Bankstown.

G'day and welcome again to From the Tower. A few important topics are covered in this edition and I'm sure over the next few weeks and months there will be plenty of questions and concerns over the pending changes to GAAP airspace. Hopefully some of those questions can be answered in this edition.

Improved safety at GAAP aerodromes

This is the title of the CASA media release which is available on the CASA website, <http://www.casa.gov.au>, and has some major and immediate implications for operations at Bankstown, and all other GAAP control zones around the country. It details directions CASA has made both for pilots operating inside GAAP control zones, and also for Airservices Australia and Air Traffic Controllers located in GAAP towers.

The directions which will affect Bankstown from Tuesday 21st July, 2009, are detailed below:

- *An immediate limitation on the number of aeroplanes in the circuit for one runway, controlled by one Air Traffic Controller, to six. If two runways and two controllers are available then the total number of aeroplanes in the circuit would be limited to 12. An additional departure may be permitted at the discretion of the controller having given due consideration to all relevant safety factors*
- *An immediate requirement for all aircraft to obtain an Air Traffic Control clearance to enter, cross or taxi along any runway.*

'But I already need a clearance to enter, cross or taxi along a runway. What is different?'

That is true, but the significant difference for Bankstown is that a clearance is now required to cross an inactive runway.

During hours of night (HN) only one runway is active, and 99% of the time that will be 11/29C. So aircraft taxiing on the northern side of the aerodrome for departure HN will require a

clearance to cross the inactive 11L/29R. Aircraft from the southern side of the aerodrome can taxi to the full length of 11/29C without having to cross 11R/29L.

Information regarding runway crossings will be broadcast on the ATIS. If you are unsure, ask the Surface Movement Controller on the ground frequency.

Between first light and 7am local time only 11/29C and 11R/29L are able to be active due to noise abatement procedures, therefore a clearance for those aircraft operating before 7am will be required to cross 11L/29R.

Likewise, a clearance to cross the inactive outer runways HN is required for arriving aircraft.

Airborne operations

At the moment, the southern circuit runway (11R/29L) has an operating limit of 8 in the circuit. From Tuesday 21st July, that number will be reduced to 6 to fall in line with the directive above. Start clearances will be required for ALL aircraft wishing to conduct circuit training.

The limit of 6 aeroplanes in the circuit for 1 runway will have a more obvious impact on the arrival/departure runway, 11L/29R. The availability of circuit training on the northern side of the field will be severely limited, to ensure the availability and priority for arriving and departing aircraft using that runway. Runway centre falls under the jurisdiction of the arrivals/departure controller (ADC 1) so therefore the 2 northern runways can only have 6 in total in the northern circuit.

These 6 aircraft will be made up of arriving and departing fixed wing and rotary traffic. An additional 1 departure may be allowed at ATC discretion in line with the CASA directive. Transiting and ground working aircraft (e.g. helicopters at the western pad, or aborted take-offs on runway centre) are not included in the 6 aircraft cap. ATC will not be able to allow aircraft inbound to join the circuit (e.g. join downwind 29R) unless there is 5 or less in the circuit. Aircraft unable to be issued with a clearance inbound to the GAAP CTR will be required to hold OCTA until advised by tower.

Airservices Australia is developing procedures for the implementation of the CASA directive at GAAP locations around the country. Any questions relating to the directive should be directed to CASA on 131757.

These changes will be a learning process for all involved. If you are unsure of your obligations, ask ATC either on SMC frequency prior to departure, or on TWR when inbound.

Readback requirements

Readbacks are an integral part of operations in controlled airspace. Whether you are the Pilot in Command of a C152, or the Captain of an A380, the readback requirements are the same and are detailed in AIP. Readbacks are not only required for pilot-controller transmissions, but also for internal coordination between Air Traffic Service agencies. It is a means of ensuring that we know you have understood and will comply with an instruction, a simple 'roger' or 'wilco' doesn't suffice in this situation.

You may have noticed over the last few months the inclusion of the taxiway designator in runway crossings. This is a result of the last AIP amendment which became effective in May.

An example of how this is relevant to ops at Bankstown might be that you land 29L after conducting circuits, exit to the right and hold short of 29C. After internal coordination between both ADC 1 and ADC 2, an instruction similar to the following will be given.

TOWER:	<i>'ABC, on taxiway Mike, cross runway centre, hold short runway right.'</i>
AIRCRAFT:	<i>'On Mike, cross centre, hold short right, ABC.'</i>
TOWER:	<i>'ABC, on taxiway Mike, cross runway right.'</i>
AIRCRAFT:	<i>'On Mike, cross right, ABC.'</i>

As a rule of thumb, anything to do with a runway needs to be readback.

Another item in the latest AIP amendment which is relevant to operations at Bankstown is the new order required for the 'ready' call.

When you are number one at the holding point and ready for departure, the correct call to be made to TWR would be similar to this:

'Bankstown Tower, C152, ABC, dual, received information delta, upwind departure, ready runway 29R.'

Inside the CAB

After all the text of the last 3 pages I thought I'd break it up with a picture or two and a brief introduction to how a couple of things work inside the tower cab.

'ABC, squawk 0572.'

Ever wondered what your assigned transponder code actually does?

When you lodge a flight plan, either through NAIPS or by any other means, your flight plan is allocated a 4 digit transponder code. If your flight plan takes you through controlled airspace, and you request an airways clearance, you will be issued with the code assigned to your flight plan.

The purpose of the code is to enable your aircraft to become identified on radar.

When you become airborne with your transponder squawking the assigned code, TAAATS (The Advanced Australian Air Traffic System) radar couples your flight plan details with the paint observed by the radar. Once the two are married together the label, which is attached to your aircraft's radar paint, gives the details of your flight and allows the radar controller to identify you on his/her radar screen. These details include aircraft callsign, type, flight rules, wake turbulence category, destination and tracking points, altitude and radar derived ground speed.

'ABC, Sydney Departures, identified.'

Inside the tower is a tool which is very useful to us at Bankstown. It is called the TSAD (Tower Situational Awareness Display). It is basically a feed from the Sydney surface movement radar which is sent to Bankstown with a slight delay- about 2 or 3 seconds- and is presented on a 17 inch PC monitor in the back of the cab. Due to the delay it doesn't meet the standards required for us at Bankstown to provide a radar service, but as its name suggests it is a great situational awareness tool.



It lacks the detail seen on a 'real' radar, but is a good planning tool – especially at night when trying to sequence Metroliners and jets arriving at 220kts with Cessnas in the circuit doing less than half that speed. Below is an image of the TSD display seen in the tower.

This snapshot was taken on a Saturday afternoon, with each green paint representing an aircraft. The label attached to each aircraft gives the data received from the transponder when altitude, or mode C, is selected. Most of the aircraft on the screen are squawking the generic VFR OCTA code of 1200. The 3 digits at the bottom left of the label represent the altitude in hundreds of feet, and the 2 digits on the bottom right represent the ground speed in tens of knots.

Notice the proximity of the southern portion of the Bankstown CTR to the runway 07 localiser approach into YSSY.

Runway 07 at Sydney is due to reopen later this year after a significant works program is completed. Use of this runway has an effect on operations at Bankstown for aircraft wishing to depart to the south into controlled airspace.

When runway 07 is active for arrivals, clearances will generally not be afforded to non-jet aircraft wishing to depart YSBK to the south into Class C airspace. This is to provide RPT traffic into YSSY priority for their descent on the 07 approach path.

Well hopefully I haven't bored you too much over the past few pages and managed to provide some useful info and a point or two for discussion.

Happy flying from the team at Bankstown Tower.

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.

For information regarding the newsletter, or perhaps to mention a topic that you would like discussed in the next edition feel free to contact me via email at dan.quinn@AirservicesAustralia.com.

For information or questions regarding the CASA directive, please forward those to CASA on 131757.