

FROM THE TOWER

Hello and welcome to the June-July 06 “*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.

Howdy all and welcome to the June/July issue of *From the Tower*. Well the days are getting shorter and with less daylight hours comes a reduction in traffic numbers. The monthly movements for BK for the months of March and April were 28920 and 26011 respectively. Although it’s only early May the numbers are already showing a downward trend. With the winter months fast approaching the number of movements around BK can be expected to continue to decrease as the days continue to get shorter; I am already missing summer.



On Saturday 6th May BASAIR had a team day with the folks from Yamaha Motorcycles. As part of this we had 45 people come and visit the tower. *David Binskin* our Tower Liaison Officer provided the groups with a briefing on Air Traffic Control in the GAAP environment and by all accounts it was a successful day. We always try to accommodate groups like this especially from the aviation community. Should you like to organize a tower visit you can contact the Tower Airport Liaison or the Tower on 97383180. For bigger groups please give us plenty of notice so we can organise a dedicated liaison person and schedule the visit around busy periods and training. From the Tower we’ve noticed the infrastructure changes going on around the airfield; there have been a lot of people moving around the aerodrome that are not generally accustomed to being around aircraft. For example we have had surveyors operating in the grass area near the main helicopter pad and surrounding taxiways; it pays to keep a sharp look out!

Aviate, navigate, communicate. We have all heard the mantra from our various instructors over the years. But in some instances it may not be the most appropriate course of action. With the large number of

helicopter movements at BK, particularly runway crossings, we need to communicate promptly to let everyone know our intentions. As we all know helicopters cross at a point half way along the runway complex on a north/south track at 500 ft AGL. This places them in conflict with any aircraft that goes around from final. When helicopters are crossing their options to avoid traffic going round is fairly limited. Therefore it is important that if a go round is to be conducted that we communicate this as soon as possible after the go round procedure has been initiated. This gives both controllers and pilots the best chance to manage the conflict. From the helicopter perspective it is important that helicopters be looking for a possible go around and listening for traffic information from the tower.

Ask Binny...

This issue I would like to address the term “THE BANKSTOWN CONTROL ZONE IS RESTRICTED VFR OPERATIONS” when it is placed on the ATIS. This phrase does not always refer to Special VFR type weather conditions; it is a method used by Air Traffic Control to notify VFR aircraft that something out of the ordinary is happening within the confines of the control zone. What may cause confusion is that most of the time this is broadcast on the ATIS in times of marginal weather.



An example occurred recently: Sunday 7th May 2006, an aircraft’s nose wheel collapsed on landing on RWY 29C and this closed the runway. The aerodrome was reopened with the phrase ‘THE BANKSTOWN CONTROL ZONE IS RESTRICTED VFR OPERATIONS’ recorded on the ATIS. Several phone calls were taken by the tower asking why this was the case when it was CAVOK. This term was added to the ATIS to notify that restrictions may be placed on VFR aircraft due to the loss of a runway.

The term 'THE BANKSTOWN CONTROL ZONE IS RESTRICTED VFR OPERATIONS' can be used for many reasons and not just during times of marginal weather.



AIP ENR 1.1 - 47 para 25.2.2 states:

ATC may restrict VFR operations:

- A. to reduce congestion in the traffic circuit, and maintain an orderly flow of traffic; and
- B. to facilitate the movement and separation of IFR aircraft.

I hope that this helps to explain the reasoning behind the use of the term 'THE BANKSTOWN CONTROL ZONE IS RESTRICTED VFR OPERATIONS'.

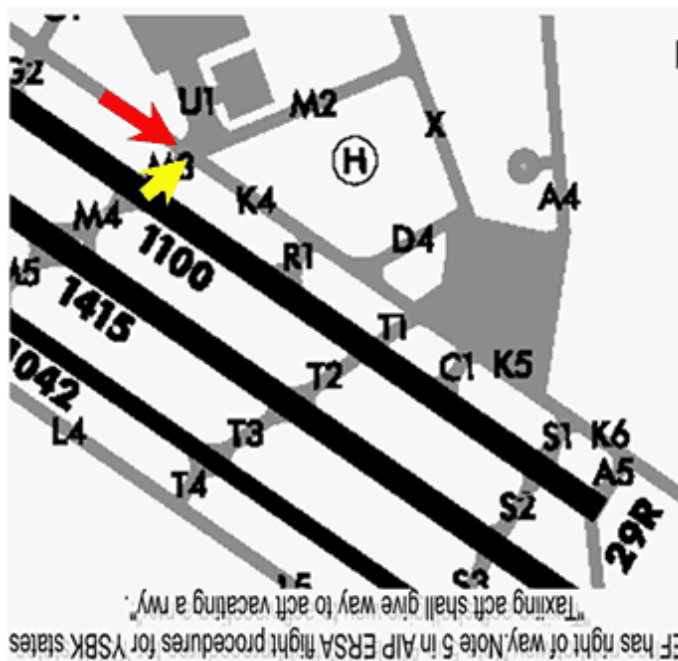


Should you have any questions on this subject or suggestions for future issues please feel free to email me at bankstown_atc_liaison@airservicesaustralia.com

Tim Tams are Yum! And you can win a packet by sending in a photo! A lot of the time we forget that aviation is supposed to be fun, and that it is the best career out there (in my opinion anyway). There are lots of interesting things happening out there so get snapping and each issue the best photo will win a packet of Tim Tams. We are looking for any photos relating to BK, funny, artistic, it does not matter it doesn't even have to be taken here, as long as it relates somehow. Send photos with contact details to scott.ginnane@airservicesaustralia.com and I will publish the winning entry in each issue of from the tower. And since I am the only entrant for this issue the Tim Tams are mine, Cheers!

Quick Quiz - who has right of way?

ABC (in red) taxiing east in taxiway K or DEF (in yellow) vacating runway 29R to the right on taxiway M?



Well that wraps up the latest issue of From the tower, we hope you find it interesting and informative. But there is something missing. Your input! Should you have any news, ideas or questions you would like addressed please email me at scott.ginnane@airservicesaustralia.com. I also welcome any comments, criticisms or suggestions on how to improve this newsletter.

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.

Talk to you soon. Regards
David Binskin



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(For your contribution)