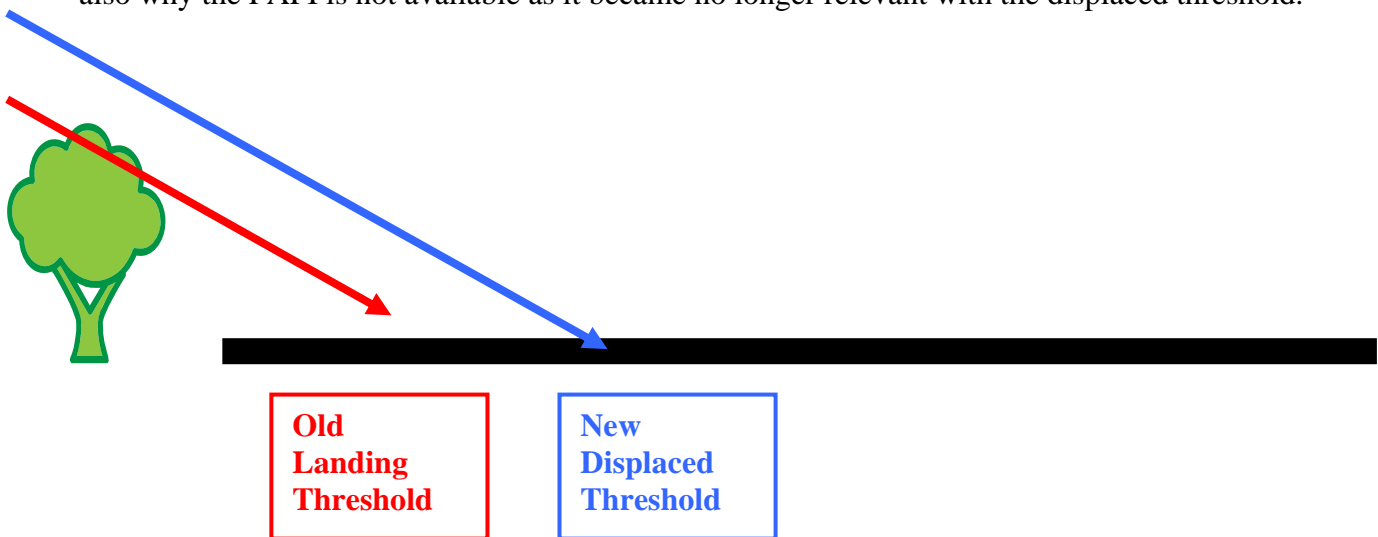


FROM THE TOWER

Hello, and welcome to the June/July 2008 issue 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 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.

Wow, it’s hard to believe this is already the Winter edition of FTT. If you can remember Sydney’s record 14 day wet spell in April, you would think that our movements would be a little down. However this certainly wasn’t the case. In April, we had 32363 movements, and May a record-breaking 41566 movements which is believed to be the busiest monthly total for any GAAP aerodrome in the country. Well done everybody.

So what’s been going on around the airport? You may remember half way through April a bit of work going on at the threshold of RWY11C. This was due to the trees down by the river growing just a little too tall and infringing the final approach path for the runway. For the IFR guys, this is also why the PAPI is not available as it became no longer relevant with the displaced threshold.



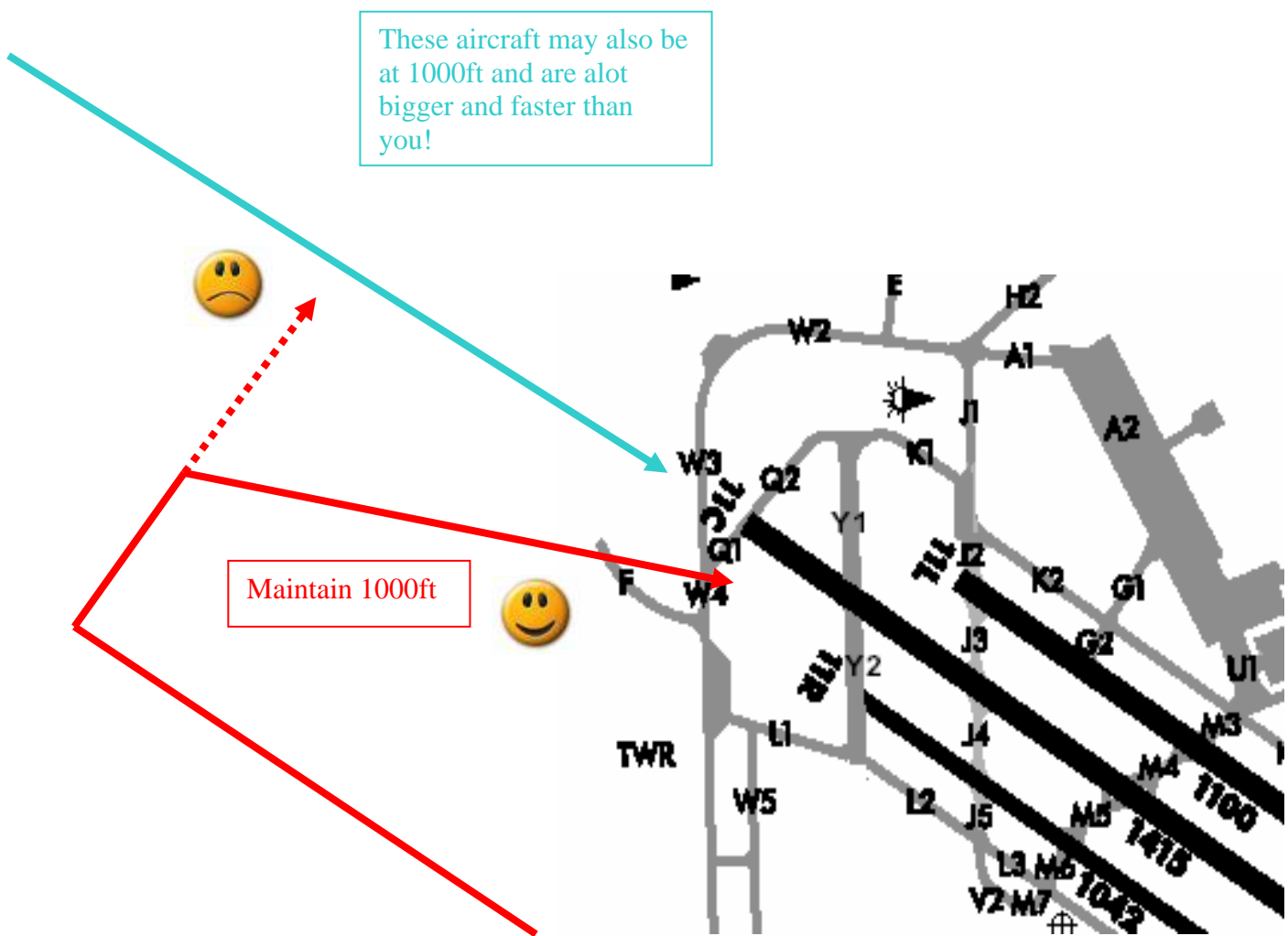
With daylight savings coming to an end, we reach that time of year where night circuit training coincides with the arrival of the bank runners. It is important to note that the amount of night circuit training during the bank running sequence is dependant upon a lot of factors, and can change from night to night. The times where delays can be expected are roughly from 6.45pm to 7.30pm



Monday through to Thursday and 7.45pm to 8.30pm on Fridays. However, this does not rule out delays outside of these times. Also a friendly reminder to let ATC know when night circuit training is planned, as it will allow the tower to make plans and advise a time where delays will be minimal.

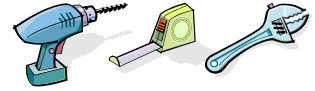
For those of you planning on night flying this winter, you may hear the phrase “*go-around from base*” so let’s take a moment to clarify what this means and what the tower would like you to do. Let us say you are conducting night circuits in the RWY 11 direction. You are approaching late downwind, however due to a couple of aircraft on final from Prospect and one joining right base from 2RN, there is nowhere in the arrival sequence for you to fit. As a result, tower will instruct you to go-around from base.

To do this, **maintain 1000ft**, (or climb to and maintain 1000ft if you have already commenced descent), turn base, then keep the turn going to track for an upwind join. Do not fly the full base leg at 1000ft as this will only conflict with the traffic already on final.





Tools of the Trade



The Aldis Lamp

The Aldis Lamp was invented by Arthur Aldis and was first used by the British Navy in the late 1800's. Not only was it used to communicate via Morse Code, but was also very handy during periods of radio silence. In Australian ATC today, its main function is to send messages by way of different coloured lights, as demonstrated by Dan and Binny. So while we are here, let's recap on the different light signals and what they mean.

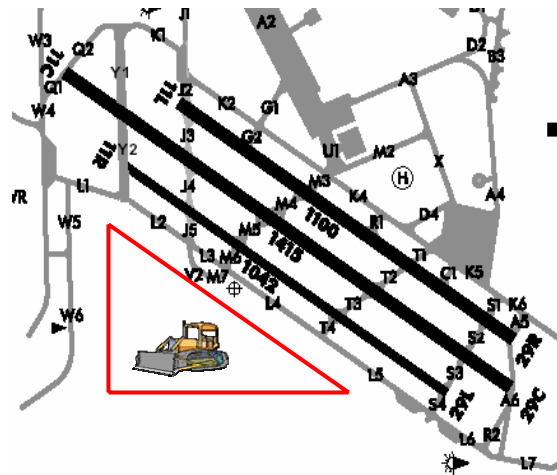
	On Ground	In Flight
Steady Green	Authorised to TAKE OFF if pilot satisfied no collision risk exists.	Authorised to LAND if pilot satisfied no collision risk exists.
Flashing Green	Authorised to TAXI if pilot satisfied no collision risk exists.	RETURN for landing
Steady Red	STOP	GIVE WAY to other aircraft. CONTINUE CIRCLING
Flashing Red	TAXI CLEAR of landing area in use.	DO NOT LAND. Aerodrome unsafe.
Flashing White	Return to starting point on aerodrome	No meaning.



A few of the newer pilots commonly make the mistake of looking at the white rotating light on the roof, and not inside the tower for the light signals. If you are unsure what to look for, ask the tower when you are flying next and they will be more than happy to give you a demonstration.



The southern grass area will soon be seeing a bit more action as works get under way for a new development. This also explains NOTAM C165/08, stating TWY WHISKEY 6 IMMEDIATELY STH OF RUNUP/PASSING BAY, TWY WHISKEY 8 NOT AVBL DUE DECOMMISSIONING. For those unfamiliar, Taxiway W6 is the one that runs down to the old Schofields building. You may already be aware of the fence that has been erected across this taxiway. All the construction vehicles will be using Tower Road down near the service station to enter the airfield, so caution when driving to and from the airport.



During Met training, we all learn about mountain waves, and the turbulent effect they can have on aircraft. A mountain wave is moving air, or basically wind, and is therefore invisible. However when cloud is present, their “up and down” effect on steady flight can be seen quite easily. If we have a look at the TAF when the photo below was taken, we can see what conditions will possibly result in mountain waves occurring.

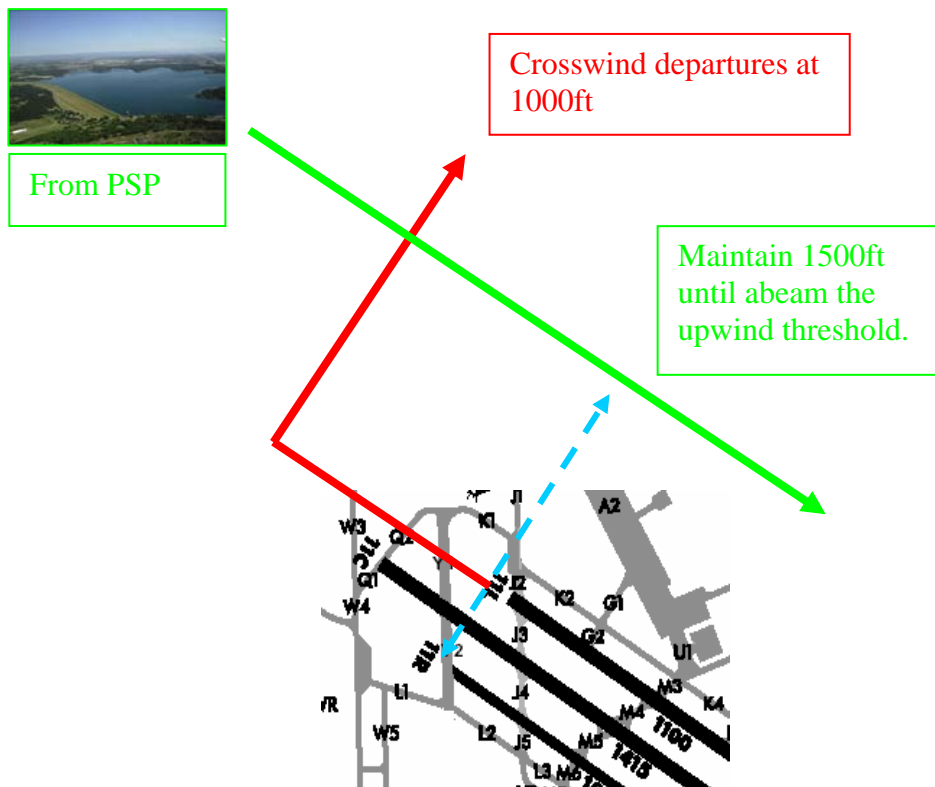
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TAF YSBK 162240Z 170012
33020G30KT CAVOK
FM05 27020G30KT 9999 -SHRA NSC
RMK FM00 MOD/SEV TURB BLW 5000FT
T 21 22 21 13 Q 1007 1003 1004 1008
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These mountain waves were formed by the strong westerly winds as they passed over the Blue Mountains. The associated turbulence not only affects the lower levels, as warned in the above NOTAM, but also the higher levels, evident in the rippling of the cloud in the photo below. Clouds like these are an excellent way of determining flying conditions.

To finish off this newsletter, we'll just take a moment to discuss a few undesirable habits creeping into the everyday flying we are seeing at Bankstown.

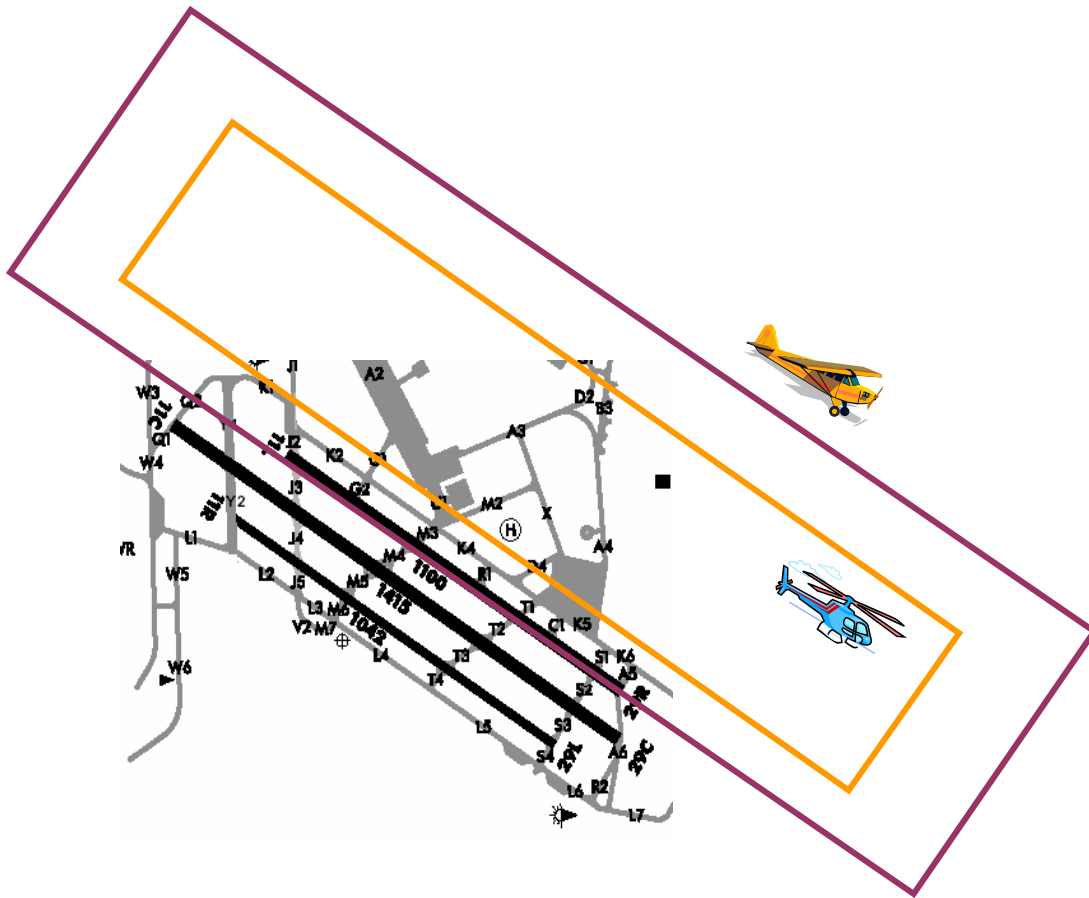
Firstly, when joining downwind RWY29 from Prospect, a lot of pilots are giving their downwind call early. Remember it is required to be given when passing the upwind threshold, and it is from here the pilot may commence descent from 1500. Any earlier and you may conflict with crosswind departures at 1000ft. This also applies to crosswind joins from 2RN.



Secondly, let's recap on a little circuit etiquette, all of which can be found in AIP ENR 1.1-54. When operating in the training circuit, the pilot must give the DOWNWIND call at the start of the downwind leg, preferably turning downwind. If frequency congestion prevents the calls being made in this position, the pilot must report MID-DOWNWIND or LATE-DOWNWIND as appropriate.

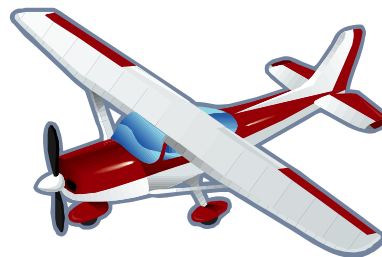
Also, frequent flyers of the circuit would have heard many times, for example, to "follow the Cessna on late downwind", but what exactly does this mean? The instruction FOLLOW requires the pilot to sight the preceding aircraft, and regulate circuit speed and approach path to achieve longitudinal separation. Basically this means if you are getting too close, slow down or adjust the legs of the circuit for spacing. Obviously if preceding aircraft are flying wide, making following very difficult, ATC will request the circuits be tightened up. However, the ultimate responsibility for making sure there is enough room for your touch and go every circuit lies with you, the pilot.

Finally, a friendly reminder to helicopter pilots that helicopter circuits are to be completed at 700ft within the fixed wing circuit. Occasionally the helicopter circuit seems to grow quite large, and begins to infringe the fixed wing circuit on the northern side, especially on crosswind and base.



Well that wraps up this edition of From The Tower. Any comments at all, feel free to send me an email at bankstown_atc_liaison@airservicesaustralia.com.

‘Til next time, safe flying.



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.