

FROM THE TOWER

Hello and welcome to November 2011 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.

POTUS??

POTUS is the acronym for the President of The United States, and with Barack Obama visiting Australia this week Airservices has released an AIP Sup (H72/11) regarding the impact to airspace surrounding Canberra. Flights proceeding outside 45 DME Sydney may be affected by the temporary changes and pilots are encouraged to familiarise themselves with the document. The AIP Sup can be found on the Airservices website by following the link below to the AIP publications page: <http://www.airservicesaustralia.com/publications/>



Low visibility procedures

Low Visibility Procedures (LVPs) are defined in AIP as *procedures applied at an aerodrome for protecting aircraft operations during conditions of reduced visibility or low cloud.*

Airservices will be implementing LVPs at Metro Class D aerodromes in order to comply with the CASR Part 172 MOS. The purpose of these procedures is to protect aircraft operations during conditions of low visibility or low cloud. Further information regarding LVPs can be found in AIP.

To coincide with the implementation of these procedures Airservices will be holding an information evening in the Bankstown Airport Terminal Building on Monday 5th December, 2011. There will be 2 sessions starting at 5:00pm and 7:30pm. All are welcome to attend.

Downwind arrivals runway 29R



AIP states that a pilot is required to report entering the downwind leg of the circuit unless otherwise advised by ATC. A common trend noticed over recent months has been pilots reporting downwind as they enter the zone. While this is not incorrect on behalf of the pilot, the likely response from TWR will be 'maintain 1500'.

This is because aircraft are departing 29R via right crosswind at 1000', i.e. below aircraft joining downwind from PSP at 1500'. You are more likely to obtain a descent clearance if you report downwind closer to the field. A good position to report downwind is abeam the upwind threshold.

Fire and flood relief (FFR) priority aircraft

The fire season is rapidly approaching and once again a large presence of fire fighting aircraft, both fixed wing and rotary, will be based at Bankstown and Camden over the summer months. A couple of points regarding their operations:

- **FFR priority**

Many of these aircraft will be conducting vital and critical operations, and as such are afforded priority over most other flights (refer AIP ENR 1.4-16).

- **Wake turbulence**

The Sikorsky S-64 Erickson Air Crane(s) will be based at Bankstown again this season. These impressive aircraft fall into the heavy wake turbulence category and caution should be exercised when operating in their vicinity.



Retirement of a Bankstown and Camden icon

Earlier this year Bankstown and Camden lost one of its pioneer controllers in Tim Gearing, who has opted for a life of leisure after 39 years with the company- the last 35 of which have been at Bankstown and Camden. Tim was a wealth of experience, slightly sarcastic, always cheerful and a pleasure to work with. If anyone is looking for Tim he will likely be yodelling atop the Dolomites, in lycra. Best wishes mate.

Glider flying operations at Camden



If you have ever operated into, out of, or overflowed Camden and listened to the ATIS you may have noticed an addition which you would rarely find at any other controlled aerodrome in the country:

'Glider operations in progress'.

Gliders share the airspace with powered aircraft in and around the Camden CTR. Once the gliders have departed the Camden CTR they operate in Class G airspace, conducting random manoeuvres at various altitudes. Due to the nature of their operations aircraft overflying Camden should be vigilant and look

out for glider traffic, as their position and intentions in Class G airspace are generally unknown by the Tower.

Inside the CN Class D CTR gliders operate on the glider strips, which are parallel and contra rotating to the powered runways. The CTR is divided into powered and non-powered operations. The non-powered part of the CTR is defined as the airspace south of the duty runway strip.

Bankstown and Camden Christmas BBQ

You may already have seen the invite for the Bankstown and Camden ATC Christmas BBQs, but in case you didn't here are the dates again:

- **Bankstown Christmas BBQ** – Saturday 10th December, from 10:00am.
- **Camden Christmas BBQ** – Saturday 17th December, from 3:00pm.

Food and soft drinks provided, hope to see you there. And for anyone who is interested in saying goodbye to Tim Gearing he will be cooking the tofu burgers on the day.

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