

FROM THE TOWER

Hello and welcome to the Oct-Nov06 "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.

Well summer is getting close with plenty of hot days and strong winds keeping things interesting here at Bankstown. For August and September the movements have been pretty good with 30102 and 25865 respectively being about normal for this time of year.

Since the last issue what's been happening around the field? Recently the NSW aerobatic club held an open day in the Illawarra hanger. They had several aerobatic aircraft to have a look at including the two seat extra 300L (pictured) and a couple of the Red Baron Pitts specials.



The aim was to let people know about the club and how to get into the exciting sport of aerobatics. I for one am very keen to find out more.

In early August there was a photo shoot on the field just outside the Sydney flight training hanger. As part of this shoot there was vintage Lincoln hotrod on the tarmac. This car was a work of art to say the least. The owner had obviously spent a lot of money



and TLC on it.

On the ATC side of things, there has been one change of significance. David Binskin the Bankstown airport Liaison officer is moving on to greener pastures. He is remaining within the Air services organization but moving out of the operational role into an operational support position. As a result I have taken over the airport liaison role. For those I haven't met yet my name is Scott Ginnane. I am a bit of an "avnerd" as well as a qualified pilot. In the coming months

I will be trying to get around to say g'day and hopefully get to know you all.

Well that pretty much gets the news out of the way so onto the operational stuff. No doubt as you have been taxiing about the field, you will have noticed the Bankstown Airport Safety officer driving around in the Safety car. But what is the role of Car 2 at BK? Car 2 as he is referred to, is actually several dedicated guys doing a lot of good work around the field. When I asked Allen what his role was he replied "we are here to protect the integrity of the aerodrome by maintaining its safety and security". As far as we in ATC are concerned Car 2 is a very important to our operations.

The BK safety officer conducts runway and lighting inspections, tracks down aircraft that have forgotten to cancel sardines and keeps us informed of any important happenings that we



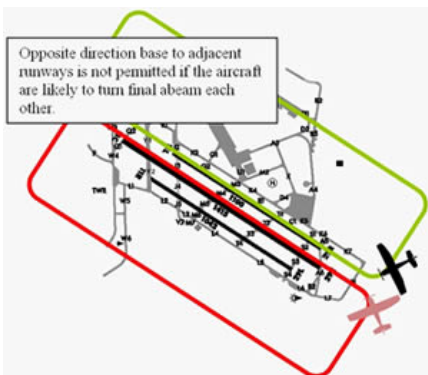
may not be aware of. But by far the biggest assistance he provides to us is in the event of an accident on the field. When we sound the crash alarm car 2 is the first to respond and will generally be the first on the scene. He will be the onsite incident manager until the emergency services arrive. From there car 2 will be the liaison between the emergency services and us in the tower. As the incident is contained Car 2 will release part or all of the field back to ATC to resume operations.

The safety officer also does a multitude of other tasks around the field, many of which he is not required to do, that help the flying community. These include, assisting disabled aircraft, ferrying people around the field, opening gates and supervising non-aviation activities like photo shoots for advertising.

As you can tell these guys do a very thankless yet professional job, so next time you see the guys driving past give em a wave or say g'day.

“ABC downwind full stop, request the northern runway” or “ABC downwind full stop for the southern side”. These are two phrases that most everybody at Bankstown would be familiar with. Having 3 parallel runways is a luxury that a lot of other airports do not have. But it can also cause problems for both pilots and controllers so I would like to explore things a little further. Firstly as a safety procedure ATC must ensure that aircraft approaching to adjacent runways with centre lines less than 210m apart (BK is 106M apart), do not turn final at the same point. As an example see the diagrams below.

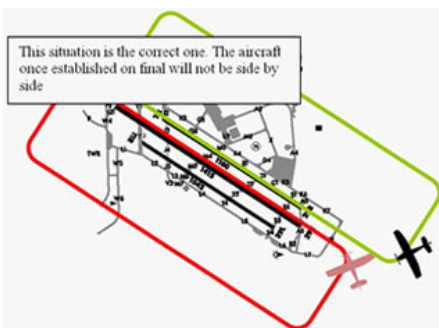
The first scenario more often occurs in the runway 29



direction. This makes it very difficult for the ATC to judge because of how far away the aircraft are. To this end if there is any doubt the controller will not allow this to occur and the aircraft

requesting another runway will be advised it is not available. Safety is paramount.

In the second scenario we can see the aircraft have not turned onto final next to each other and therefore is much safer should one aircraft accidentally pass through final (as in a strong wind day).



When we are operating in the runway 11 configuration it is a lot easier for all involved. By getting Prospect traffic (PSP) to join on 3 nm final and the 2RN traffic to join final via

Warwick farm (WFM) most of these problems are avoided. The PSP traffic is established on final and any aircraft inbound via WFM only has to look out between their 10 and 2 o'clock to locate the traffic going to an adjacent runway. As with all things aviation there are many variations on these themes. The basic procedure that opposite bases to adjacent runways is not permitted if the aircraft are likely to turn final at the same point is the most important factor for ATC when determining whether you can be assigned another runway.

“ABC on runway 29R for upwind departure”. This is a call we here on a regular basis here in the tower. Another regular we get is “DEF holding 29C with information bravo”. The problem with both of these phraseologies is that they both are missing important information and are

not correct. The first call in particular gets immediate attention from the controllers as until cleared there should be no aircraft on any runway. At a busy aerodrome it is important that everyone operates on the same page. To do this we need to make sure we use correct phraseologies.



The correct ready call (as per AIP ENR 1.1-55 point 2) would be “Bankstown tower, ABC ready runway 29R for upwind departure received information alpha”. Obviously for circuits the call would be “Bankstown tower, ABC ready runway 29L for circuits received information alpha”. Learning to fly can be a difficult and daunting task. There are many times when things are not standard and we have to make a call in plain language so when available using standard phrases can make life a lot easier.

Well that about wraps up this issue of From the Tower. But before I go I need to announce the winner of this months Tim Tam photo competition. Unfortunately there were only a few entries so I guess this will be the last time I run it.

The winner was Marcus Dale with his shot of a PC-9 from the roulettes who came to BK to give a talk at Schofields Flying club. Great shot Marcus and I will be in contact to get those Tim Tams to you.

Thanks again for reading and hopefully I will get to catch up with you all in the near future in my new role as airport liaison.



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