

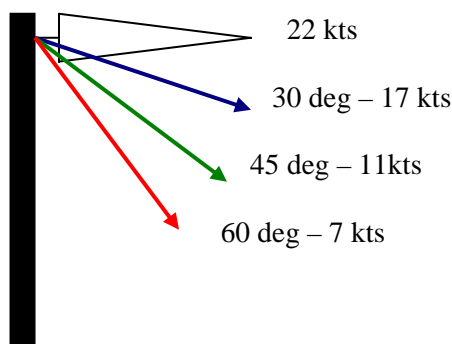
FROM THE TOWER

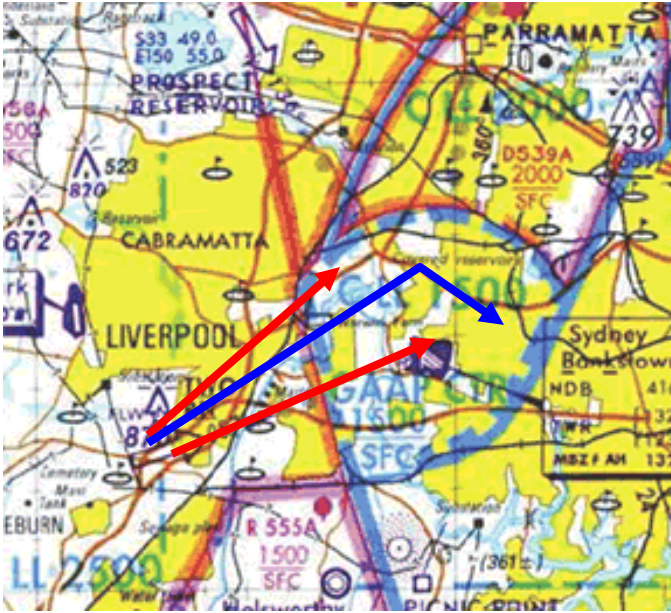
Hello and welcome to “From the Tower”, Bankstown airports’ Air Traffic Control news circular. The aim of From the Tower is to provide you, the Bankstown aviation community, with a bi-monthly source of news and information from an air traffic control point of view. Our aim is to keep you all informed of interesting and important events happening in and around the airport.

Welcome all to the October-November issue of From The Tower. With APEC out of the way, operations have quickly returned to normal as everybody is catching up on lost flying. Our August-September movements were 32031 and 27884 respectively with APEC and some recent strong winds obviously affecting these numbers. A special note that very soon Bankstown will be losing its long serving Tower Manager, who is heading off to Sydney tower at the end of October. On behalf of everyone, I would like to thank her for the continuous contributions she has made throughout her time at Bankstown and as manager.



With Spring in the air, Bankstown has undergone a little bit of a makeover over the last few weeks. In early September, the piano keys and displaced threshold markings on RWY 29C/11C got a new coat of paint and are now looking very white and bright indeed. Over time the paint fades, and gets covered in rubber, but now runway centre is looking as good as new. Also, a shiny new windsock was installed down at the RWY29L threshold. As we are entering the windy part of the year, we might take this opportunity to brush up on our ever-important windsock knowledge. The primary wind indicator is coloured white and is located near the RWY11L run-up bays. Other wind indicators are coloured yellow and those serving a particular runway are located upwind of the runway threshold on the left side. The angle of the windsock obviously indicates how windy it is but what angle indicates what wind speed?? Thanks to Car 2 for the photos!





It has been noticed recently there is a lot of variation in the position of the crosswind join when operating in the 29 direction. It is recommended that when joining crosswind from 2RN, aim for a position half way between Warwick Farm and the runways. It has been mentioned that the Bass Hill drive-in cinema works well as an aiming point for crosswind joins. Crosswinds joins via Warwick Farm are becoming common and can pose a few problems. Firstly it is not where ATC expects to be looking for the aircraft, and secondly there is a higher chance of conflict with Prospect traffic joining on downwind. Also traffic departing into controlled

airspace are generally passing 1500ft around the Warwick Farm area. On the other hand, if you track to join crosswind over the tower, ATC obviously cannot see the aircraft until it is almost turning downwind which doesn't provide much time to pass traffic and sequencing instructions.

Another instruction that may be heard regularly is *“join upwind, maintain 1000ft”*. This is often used by Bankstown controllers during busy periods when there is not enough room for your aircraft in the arrival sequence. What exactly does this mean? Lets look at it when we operate in the runway 11 direction. Inbound from Prospect Reservoir, you make your call on a 3nm final. Due to other traffic from Prospect, and lets say a jet inbound from 2RN requiring runway centre, the controller instructs you to *“join upwind over runway left, maintain 1000ft”*, and basically this is what needs to be done. We all know the 5 legs of a circuit, so track towards upwind at 1000ft and turn crosswind where you normally would. Tower may offer an early crosswind turn so there is minimal delay in getting you on the ground. You may also be advised of departing traffic on downwind on climb to 1500ft so it's important to keep an eye out also.



Some of you may have heard other aircraft reporting ready at the holding point and advising if they are “*dual*” or “*solo*” in the ready call. This is due to the recently amended AIP ENR 1.1-55 (GAAP Radiotelephony Procedures). A friendly reminder, this new requirement is only for training flights and is important, especially for circuits so ATC can identify the experience level of each pilot and treat them accordingly.

There have been one or two reports of slight turbulence when departing due to the RESCUE B412 helicopters holding short of the runway awaiting departure. I remember early in my flight training, I was taught the affected area of a helicopter’s rotor wash is 3 times the rotor diameter. This should be noted when taxiing around these helicopters, and equally as important, when departing with a helicopter holding short.



On 11th September, the Bankstown Runway Safety Team gathered again to discuss issues relating to runway incursions and how we can prevent them. It was attended by controllers, various flying schools and BAL. Different methods of reducing runway incursions were examined with a key factor raised being holding point markings and how to identify them, so we’ll just re-cap on that now.

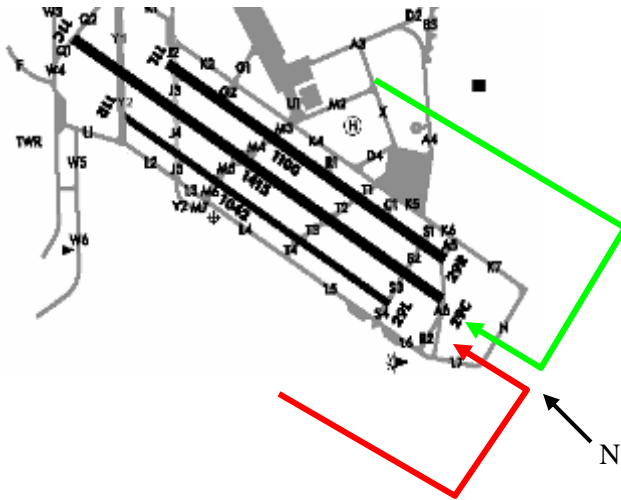
Below is a standard taxi-holding position marking. The meaning of this marking is dependant upon which way you are taxiing. Commonly found between runways (so very frequent here at Bankstown), they allow vacating aircraft to taxi clear of the runway, whilst instructing taxiing aircraft on the taxiway to hold short of the runway.



AIP AD 1.1-10 also states that, except for aprons, where the aircraft is parked with the main wheels on the marking, aircraft must be held with the nose short of the marking. In other words, do not taxi up and park the front wheel on the holding point as this will leave the nose infringing the runway.

For further information on taxiway markings, and runway safety in general, have a read of the Runway Safety Brochure, located in the Pilot Centre section of the Airservices Australia website, or a hardcopy can be obtained by contacting the tower.

With the warmer weather approaching, we can expect a lot more grass cutting. For those who are new to Bankstown Airport, the mowers typically mow one runway a day, and it takes generally 3 to 4 hours during the morning. When this occurs, Bankstown can sometimes operate “*restricted VFR*” which is a way for ATC to regulate the amount of VFR traffic. Depending on which runway is out of action, also expect circuit delays on the ATIS. The reason for this is illustrated below.



Lets say it's a bright Summer's day and RWY 29R is not available due mowing. This results in 29L remaining the circuit runway, however arrivals and departures are now from 29C. According to ATC rules, if the runways were 210m apart, this would not affect us, and we could carry on as normal. However, since at Bankstown the runways are only 106m apart, this poses 2 problems, one for arriving traffic and one for departures.

Because of the distance between the runways, opposite base turns to adjacent runways are not allowed. This is to avoid the possibility of both aircraft overshooting final and coming quite close to each other. Basically this means if a circuit aircraft is on left base for 29L and another aircraft is on right base for 29C, one aircraft will be sent around. Normally it is the circuit aircraft and the commonly heard phrase is “*ABC, due opposite direction base traffic, go-around from base*”. This is also why the northern side is often not available when full stopping from the training circuit.

As for departures, ATC have to consider adjacent runways as the one runway, and apply the same runway separation standards. If you have ever been lined up on 29C and heard “*short delay due separation with circuit traffic*”, this is why. We have to wait for the circuit aircraft to be airborne off 29L, before we can depart off 29C, who in turn has to be airborne before the next touch and go on 29L! You can imagine with 8 in the circuit, aircraft wishing to depart off 29C will be waiting all day for a gap! So this is why when the mowers are out, circuit training is restricted.

Well, that brings us to the end of this newsletter and I hope it has shed some light on how things happen up in the tower. Just remember if you have any queries or questions don't hesitate to ask, or if you would like something covered in the next issue, send off an email to 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 supercede any of the applicable aviation regulatory documents and as such should not be used as a substitute.