

FROM THE TOWER

Hello and welcome to June 2010 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.

The biggest change in decades to General Aviation Aerodromes and their procedures is set to take place on Thursday 3rd June, as I'm sure you are all aware. I would like to take this opportunity to discuss a few local specific topics relating to the changes, and to give pilots an idea of how ATC will approach the new procedures. In particular:

- Definition of the manoeuvring area, and the associated responsibilities
- Phraseologies pertaining to clearances, their definitions and readback requirements
- Practical application of the change in procedures within the Tower environment
- Changes to flight in proximity requirements and their impact
- Camden Aerodrome Class D operations
- Wake turbulence responsibilities
- IFR operations

Additional and valuable information relating to the changes can also be found from the Civil Aviation Safety Authority website: www.casa.gov.au, in particular the [eLearning modules](#) aimed at Class D operations. And also the Airservices Australia website: www.airservicesaustralia.com/publications, where pilots can access AIP Book, AIP Supplements, and ERSA.

Surface Movement Control (SMC) 119.9

Class D airspace procedures require a clearance from SMC, or ground, to operate on the manoeuvring area. A map of the redefined manoeuvring area can be found on the Bankstown Airport Limited website: <http://www.bankstownairport.com.au/Aviation/>.



A clearance will be required by aircraft, vehicles, tugs, petrol tankers and pedestrians wishing to operate on the manoeuvring area.

Aprons are not considered to be part of the manoeuvring area and, as such, a clearance is not required to operate there. Below are a few examples of taxi clearances and the phraseologies required.

In these examples runway 29 is the duty runway.

Pilot:	<i>'Bankstown ground, PIE, at Schofields, received Bravo, request taxi for departure.'</i>
ATC:	<i>'PIE, Bankstown ground, taxi via Kilo to holding point Alpha, runway 29 Right.'</i>
Pilot:	<i>'Via Kilo, holding point Alpha, runway 29 Right, PIE.'</i>

This clearance allows the aircraft to taxi from Schofields, via the run up bay, and on to the holding point for departure. No subsequent instruction is required from SMC (such as clearance to leave the run up bay).

Pilot:	<i>'Bankstown Ground, Helicopter HYT, at Heliflite, received Bravo, request start and taxi for circuit training.'</i>
ATC:	<i>'HYT, Bankstown Ground, start approved, taxi via Whiskey, Juliette, Kilo, hold short main pad, contact tower 132.8.'</i>
Pilot:	<i>'Via Whiskey, Juliette, Kilo, hold short main pad, 132.8, HYT.'</i>

In the following examples runway 11 is the duty runway.

Pilot:	<i>'Bankstown Ground, PZG, at Clamback and Hennessy, received Charlie, request taxi for departure runway 11 Centre.'</i>
ATC:	<i>'PZG, Bankstown Ground, taxi via Whiskey to holding point Quebec, runway 11 Centre.'</i>
Pilot:	<i>'Via Whiskey, holding point Quebec, 11 Centre, PZG.'</i>

Again, this authorises the pilot to taxi via the run up bay, if required, and onto the holding point.

Pilot:	<i>'Bankstown Ground, WSS, at Basair, received Bravo, request start and taxi for circuit training.'</i>
ATC:	<i>'WSS, Bankstown Ground, start approved, taxi via Alpha, Whiskey, hold in the run up bay, report ready this frequency.'</i>
Pilot:	<i>'Via Alpha, Whiskey, hold in the bay, WSS.'</i>

The ready call required at the holding point on Tower frequency has only changed slightly. Now that Ground has been advised of the ATIS received, it is no longer required to advise Tower with your ready call.

Pilot:	<i>'Bankstown Tower, PIE, upwind departure, holding point Alpha, runway 29 Right, ready.'</i>
Pilot:	<i>'Bankstown Tower, Helicopter HYT, holding short main pad, for circuits, ready.'</i>
Pilot:	<i>'Bankstown Tower, PZG, downwind departure, holding point Quebec, runway 11 Centre, ready.'</i>
Pilot:	<i>'Bankstown Tower, WSS, for circuits, holding point Yankee, runway 11 Right, ready.'</i>

As always, if you're unsure of your responsibilities with regard to moving on the manoeuvring area, ask the Ground controller for assistance.

Inbound clearances

ERSA advises aircraft to report at a VFR approach point for clearance inbound to the Class D Control Zone. This is the preferred method as it provides segregation from the outbound tracks, but however is no longer mandatory. If able, ATC will accommodate a request for clearance inbound from a point other than a VFR approach point. However, ATC still have the authority to deny a clearance from any point and suggest an alternative option.

Pilot:	‘Bankstown Tower, ABC, C152, Sydney Olympic Park, 1500, received Delta, inbound.’
ATC:	‘ABC, Bankstown Tower, track direct to Bankstown, maintain 1500, report at 2 miles.’

OR

ATC:	‘ABC, Bankstown Tower, join right base, runway 29 Right, maintain 1500, report at 2 miles.’
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OR

ATC:	‘ABC, clearance not available from that position, remain outside Class Delta airspace, I suggest you report at Prospect for inbound clearance.’
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Visual Approach

The term Visual Approach will become very familiar from June 3rd. It basically gives the pilot authorisation for a pilot to descend. A more detailed definition is given in AIP ENR, but for the Class D environment at Bankstown this will suffice.

Previously, when arriving for runway 29 Right, pilots could descend once established on downwind and abeam the upwind threshold. This is no longer the case.

Descent can only be commenced once the Tower controller has issued the instruction ‘Cleared Visual Approach’. A sequence instruction does not give authority to descend. Traffic permitting, a Visual Approach can be issued from as far as Prospect, or as close as late downwind. As with all the clearances issued it will depend on the disposition of other traffic at the time

Tower refurbishment

The Tower cab has undergone a major facelift in preparation for the practical application of the Class D procedures. The Bankstown traffic running sheet used by the Tower controller to process airborne traffic is being phased out, and the Tower will begin to use ATC cardboard strips for all operations.

Training of new staff is an ongoing process to help cater for the re introduction of SMC, and also to staff the Camden Control Tower 7 days a week from June 3rd. Camden will operate the same Class D procedures as Bankstown, from 0800 to 1800 daily.

Due to the enormity of the task of preparing documents such as AIP and ERSAs for distribution by June 3rd, there have been some minor errors. Pilots should be vigilant in checking NOTAMs and reading the AIP Supplements. These will be disseminated to correct the errors that may be present.

Flight in proximity

Pilots are no longer required to contact Tower when transiting within 3 miles of the Control Zone boundary. They are encouraged to listen out on the Tower frequency, but it is not mandatory. This means there may be traffic in close proximity to the Control Zone not talking to the Tower, and as such pilots arriving and departing Class D airspace need to bear this in mind when employing see and avoid techniques. If the Tower is aware of potential traffic outside the zone, then a traffic service can be provided.

Wake turbulence separation (Refer to AIP SUP H29/10)

ATC is no longer required to apply wake turbulence separation to VFR aircraft in flight. This means VFR aircraft will only be advised 'Caution Wake Turbulence' from ATC, and the responsibility for wake turbulence separation lies with the pilot in command.

Pilots operating to the IFR will be issued a sight, follow and maintain own separation instruction. Upon accepting this instruction, the pilot in command (IFR) assumes responsibility for wake turbulence separation. Refer to the AIP SUP for further information.

IFR operations

Pilots of IFR aircraft in VMC operating into and out of the Class D airspace volume are encouraged to downgrade to VFR when possible. This will reduce the chance of delays due to separation requirements with abutting Class C airspace. What these delays may be is yet to be seen, I guess we'll find out on the 3rd. The Sydney Terminal Control Unit (TCU) has been conducting simulation exercises to prepare for the pending changes as they will also be affected.

I'm sure much of the information presented in these few pages is nothing new to some people, but hopefully it highlights some practical applications of scenarios we will face from June 3rd.



Finally...

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.