



Camden Air Traffic Control

Newsletter

19 April 2006



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Welcome to Camden from your friendly team of Air Traffic Controllers who reside in the Control Tower at the western area of the complex. We have decided to publish this newsletter as an adjunct to the other publications that allow you to safely and enjoyably fly to and from this semi-rural airport.

This is our third newsletter. We hope you found the first two informative on our staff and some of the mysteries of NAIPS. The last month or so has been fairly quiet on the ATC front with not a lot to report. Mike has been up to Brisbane to attend a safety seminar on the effects of procedural change in the ATC environment. Unfortunately he didn't get to stay overnight and have a steak at the legendary Brekky Creek Pub. Maybe next time.

Last newsletter we looked at the 'trail' of our Flight Plan and electronic Flight Data Record for our IFR flight from Camden to the Birdsville races. This newsletter will look at what happens between you, the Air Traffic Controller and the various components of the Australian Advanced Air Traffic System (TAAATS) on you re-entering controlled airspace under radar control. By the end of this element, you should know a lot of what happens every time you put in a flight plan and use that plan to conduct your flight.

You have had a wonderful time at the Birdsville races and have won enough money to pay cash for that new dream flying machine. Lucky you. You are now about 80 miles north west of Bindook and cruising VFR at A075. It is a bit turbulent and you want to stay up for as long as possible. Additionally, you want to practice your CTA procedures skills.





You have a flight plan in the system and you decide that you would like an ATC clearance from present position to the Bindook VOR and then direct to Camden at A075.

After you take a big breath and suck in lots of oxygen, you transmit 'Melbourne Centre, good afternoon. This is VFR Cessna 182, ABC, 80 miles north west of Bindook, maintaining A075, request clearance present position, Bindook then Camden at A075'. Melbourne Centre than says 'ABC, Melbourne Centre, remain outside controlled airspace, will advise'. Shortly thereafter you hear 'ABC, squawk code 0335'. You reply 'code 0335, ABC'. Your SSR code shows on the radar screen, some super-heavy maths takes place, you are identified and a clearance is then issued 'ABC, identified. Clearance. Enter controlled area present position to Bindook, then Camden. Enter at A075, QNH ****. Normal readbacks apply.

It is as simple as that. There are no great mysteries out there and certainly no ATC personnel who are going to bite big lumps out of you. If an ATC clearance is not immediately available, it is more often than not caused by a conflicting situation, either radar or procedural. My advice is to use the ATC service that is available whenever you can. The Australian system is up there with the best in the world and we, as taxpayers own it. So use it.

On other matters, the Air Force Cadets have been having lots of fun over the holidays. They always give us lots to do with their requests for non-standard runway usage. They have within their ranks a gliding Instructor who is attempting to gain his PPL. This person is also an ATC at Bankstown so if you see 'Lucky Phil' around, show no mercy.

The BBQ at Airborne Aviation was a really nice day. Thanks for the sausage sizzle folks. We could smell the onions in the Control Tower.

We have a lot of wildlife around our airfield and last week saw a large grey kangaroo on site. He started his airfield tour down near the glider strips and finished an hour later near the displaced threshold of runway 24. We have plenty of deer around but it's the first time any of us ATCs have seen a big grey on the field. Thanks to 'Glider Launch' for the heads up.

The Pitts' and Tiger Moths' have been having a busy time of late, which is great to see as it shows that a lot of people are coming down our way to





enjoy the scenery from these different aircraft. Hopefully the weather will stay kind enough for these flights to continue well into the winter.

It is interesting to see a number of 'glass cockpits' turning up at sleepy little Camden. I think we have 3 new Cessna's on station now. I'll be saving up to do the 'glass' course and will then rush my job application off to a major international airline.

None of us Tower people have any issues that cause grief to be brought into the public forum so I think most things are going along fairly smoothly. It is not ideal having the CTAF and GAAP system operating as it is but we have to live with it. If you are a little unsure about the reason for the entry and exit altitudes when the Camden Control Zone is active and GAAP procedures are in use, have a talk with an Instructor. These altitudes are there for a reason. It is an important reason. It assists us all in flying safely.

The next newsletter will be out around the first week of June.

Talk to you on 121.9, 120.1 or even on 281.

Mike

PS Camden's aerodrome beacon is alternating white / white.
Darwin's aerodrome beacon is alternating white / green. Why is this so?

