



# *Camden Air Traffic Control*

## *Newsletter*

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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 fourth newsletter. We hope you found the previous editions helpful and entertaining. You should all be 'whips' on the NAIPS intricacies by now. In this edition we hope to cover a couple of areas that may take some mystery out of Camden flying procedures as published in ERSA. But before we get into it, it has been quite busy around the airfield the last few weekends. I know that when I come past the flying organisations around 8.30 on a Saturday or Sunday morning there are lots of people milling around. Good for business, I hope.

The Flying Scouts are about to have another baby. Our inside 'Scout Spy' Brian tells us that VH-SNQ is about to be retired and replaced by Cessna 172 VH-ARQ. I suggested to Brian that SNP should be the one to go as that callsign has been causing me much angst since I first had to use it 11 years ago. It gets my teeth all twisted up.

The three C182s of the glass persuasion have been getting around a lot and seem to be attracting lots of customers. Unfortunately, I'm still broke so my conversion will have to wait a while yet. That's about all the social talk so it is probably time to talk procedures.





Every ATIS recorded by Camden ATC has an annotation that says **‘ERSA entry and exit altitudes apply’**. What does this mean to pilots arriving at and leaving from Camden? Do these altitude procedures apply at Bankstown? Why are they there in the first place?

For many years there have been published in ERSAs (currently page FAC C-10) specific rules to be followed on entry and exit. These rules exist because of the number of GAAP Approach Points around our location. These points can place aircraft into conflict and potentially hazardous situations. Therefore it was determined that some form of segregation or deconfliction tool be available. Unfortunately, it could be argued that these procedures are out of phase with the current CTAF procedures whereby aircraft enter at the aircraft type circuit altitude. For example, a PA28 would enter left downwind for runway 06 at 1300 feet. A departing SR22 would depart via left crosswind from runway 06 on climb to 1300 feet. In the Camden CTAF environment, there is *generally* less traffic around than on a weekend. I say *generally* because I know it can get quite busy during CTAF operations having experienced it myself.

Anyway, a panel of representatives from ATC, pilots, CASA and Camden Airport Limited determined that there was a significantly greater risk of a collision during GAAP operations because of the increased levels of traffic. Hence it was determined that entry to the zone would be on descent to 1800 feet and departures would be on climb to 1300 feet. Unless otherwise cleared by ATC, it is the pilot’s responsibility to adhere to these procedures in the interests of everyone’s safety. Have a very good read of the ERSAs procedures and maybe have a cup of coffee with an Instructor and draw it all out on a whiteboard. It could save your life.

Let’s run through a scenario that might help. You are going to fly out to Bathurst at 10 o’clock on Saturday morning in your trusty Cessna. You have listened to the ATIS which includes **‘ERSA entry and exit altitudes apply’**.

‘Camden Tower, good morning, Cessna 172, ABC, ready runway 06, received information Bravo, for a crosswind departure to Bathurst’.

‘ABC, good morning, cleared for takeoff’.

You would now depart the Camden Control Zone on climb to 1300 feet, unless otherwise directed by ATC.





Three hours later you are arriving via Bringelly.

‘Camden Tower, good afternoon, Cessna 172, ABC is Bringelly at 2300 feet, received information Foxtrot, inbound’.

ABC, good afternoon, join left downwind, runway 06’.

You would now enter the Camden Control Zone via left downwind on descent to 1800 feet.

Five minute after this ATC instruction, the following occurs.

‘Cessna 172, ABC is downwind, maintaining 1800, full stop’.

‘ABC, number 1’. **(You can now leave 1800 on descent)** OR

‘ABC, number 2, follow the Patenavia turning left base’.  
**(You can now leave 1800 on descent)** OR

‘ABC, cleared to land’. **(You can now leave 1800 on descent)** OR

‘ABC, cleared visual approach’. **(You can now leave 1800 on descent)**

There are many variations on this theme that we probably shouldn’t go into here. Have a think about what the exchange of RT would be if you were arriving via Bringelly and then Oran Park for runway 24. Our advice is to draw it all out on a whiteboard with an experienced local user or your favourite Instructor. He or she is the expert from your end. I’ve never met one yet that bites or is not ready to help out. They are like the rest of us and just want to have a nice day at Camden.

These **sequencing instructions** should not be confused with **joining instructions**. At Camden, an ATC transmission such as ‘XYZ, join left base runway 06, report at 2 miles’ does not authorise descent below 1800 within the Control Zone. **Joining instructions** are a tracking instruction only. They are the direction that we want you to fly in order for subsequent events to take place.

Bankstown has altitude procedures published but because that airfield has only 2 GAAP Approach Points, an ATIS annotation is not broadcast. Have a read of ERSa FAC S-37 and S 38 in preparation for when you next go to YSBK.





Now for something a little lighter. You may have noticed that we say at the end of our newsletters ‘Talk to you on 121.9, 120.1 or even on 281’. The 121.9 frequency is easy; it’s Camden Ground (SMC). The 120.1 frequency is easy; it’s Camden Tower (ADC). What about the frequency 281?

281 is the frequency of the Camden NDB and the Tower has the ability to transmit on this navaid frequency to aircraft that are ADF equipped. The Control Tower console has a button switch that can be selected that overrides the ATIS that is being transmitted and allows ATC voice transmission. Our switch looks like this.



If you experience radio failure, it is possible for you to get ATC instructions via your ADF. The procedure does rely however, on the pilot having the ADF tuned to the correct frequency (in Camden’s case, 281) and turning up the volume on the ADF set.

You may then hear something like ‘DEF, Camden Tower transmitting on the NDB. If you read this transmission, rock your wings’.

While this transmission is taking place, other pilots will not be able to hear the ATIS on the NDB but all other features of the aid will remain available. Why not ask the Tower to demonstrate it to you next time you go flying? One day the demonstration may come in very handy. It is worth noting that this facility is available in Bankstown Tower on their NDB frequency of 416.

That’s about it for now. The next newsletter will be out around the middle of July.

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

Mike

PS ‘Glider operations in progress’ is on ATIS information Delta. How may this affect us in our local flying activities? Perhaps an article in the next edition.

