



# *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.

We have been getting some positive feedback and enquiries from a number of aviators, which has created some good discussion during Tower visits. Speaking of Tower visits, they are possible on an opportunity basis but sometimes we will not have visitors in the Tower. Airservices Australia has company policy on visitors, which we as employees are obligated to follow. Basically we will not have visitors when an ATC is under training or licence check. We also have a directive that there will be no visitors at weekends but we have been given latitude by local management to waiver this as we are only open on weekends.

The final guideline is that if any staff member vetos visitors, there is no discussion. We will do our best to accommodate pilots and other genuine aviation community members, but please remember it is a technical working environment and sometimes we can't be accommodating visitors and conducting our duties at the same time.

We trust that the points on ERSA entry and exit altitude procedures was helpful to you as it was written in a way that may have assisted in taking some of the complexity out of the directions.





Last newsletter mentioned that we would be having a look at what we mean by including 'Glider Operations In Progress' on the ATIS. There are a couple of traps for young players in this area that we hope can be highlighted to you and make it just that little bit more safe the next time you fly in or around the Camden Control Zone.

ERSA states that ATC will notify operators whenever gliders are operating. It also states the responsibilities of ATC to the glider operators. Stating that ATC will provide a segregation, and or, separation service between powered aircraft and glider aircraft operations can sum up these areas of mention. Putting this plainly, we keep them as far apart as we can without enforcing unnecessary financial penalties onto one or the other.

However, you as pilots must remember that this ATC segregation or separation service is only applicable *inside* the Camden Control Zone. Once you leave 2NM or 2000 feet on climb, you are OCTA and it is your responsibility to avoid the gliders. This does not mean that ATC is no longer concerned. We still have our duty of care and will provide any information that we can, subject to other higher priorities.

Additionally you must be aware that the gliders go in ALL directions after leaving the Control Zone. You can find them at the GAAP Approach Points, over towns, paddocks and at any other area favourable to their gliding operations. As we have said all along, if you are new to flying training or you are an infrequent visitor to Camden, ask one of the resident pilots or instructors to assist in your understanding of the localisms of Camden.

Camden has a couple of interesting areas in its' runway design. Runway 06/24 is shown as being 1464 metres long. We must remember though that there is a portion of runway at both ends which is somewhat hidden to us on departure.

Runway 06 has the lead-in taxiway positioned north of the runway end. Runway 24 has quite a substantial amount of runway which is displaced for landing due high terrain on approach but is certainly available for departure. Herein lies the problem. Whenever the Camden Control Zone is activated as a GAAP operation, aircraft needing to backtrack the runway are required to have ATC approval.

We Tower Controllers make most of our decisions and plans based up what we are expecting a pilot to do. If for example we have a Cessna





182 on mid final with 15 knots on the nose, it is possible and safe to depart a like-type aircraft from the runway before separation requirements are infringed. However, this falls down if we have the same Cessna 182 in final with a Piper Warrior, who has called *ready*, is cleared for takeoff and then proceeds to backtrack the runway. We effectively have a 'nose to nose' situation which is *always* ugly in aviation. A number of things will immediately happen:

1. The eyes of the pilot of the landing Cessna 182 will treble in size,
2. The Tower Controller will work himself/herself into a frenzy of huffing and puffing,
3. The Cessna 182 will be instructed to 'go around' and will incur an unnecessary additional expense,
4. The Warrior pilot will be told in rather strong terms what quality his/her actions are, and
5. The Warrior pilot will be told to have a good study of AIP GEN 3.4 - 47 (4) requirements as far as backtracking runways are concerned.

It is very easy if you remember that in all cases, you need specific approval from the Tower if you require a backtracking of the runway for departure or after landing.

The next newsletter will be out at the end of August. If you have anything that you would like to share with the rest of us, you are more than welcome to use this forum as an avenue.

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

Mike

PS What is your understanding of an annotation on the Camden ATIS that states 'Camden Control Zone is Restricted VFR Operations?'

