

FROM THE TOWER

Hello and welcome to the June-July 07 “*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 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.

Hello all, my name is Matt Windle and I have been handed over the newsletter duties from Scott Ginnane who is moving on to different roles at Bankstown. On behalf of everybody I would like to thank Scott for all the work he has done for the newsletter over the last year and I will do my best to continue to provide such an informative and enjoyable publication!

There have been a few changes happening of late. Last month we lost one controller to Sydney Tower and soon we will be welcoming two new controllers fresh from the college. So if you hear some new voices on the radio don’t forget to say hi! They will be arriving at a good time as we have just had a couple of bumper months at BK, with 32462 movements in April, and 35499 movements in May!



Watching the news there is no doubt you would have heard about the upcoming APEC conference being held in Sydney in September.

APEC, or the Asia-Pacific Economic Co-operation, is basically a get-

together where all the leaders from around this region come to together to discuss economic growth, trade and investments.

There is a total of 21 “economies” attending, including America, Canada, Russia and Singapore.

It has become a tradition for the conference to end with a “silly shirt” photo, where the leaders gather for a photograph wearing the national attire of the host country. I’m guessing it will be a bluey and stubbies this year perhaps?

With so many of the world’s leaders congregating in the one city, you can imagine the massive security efforts going into place. As pilots and airspace users, we too are going to be affected by these security measures. Procedures for flight during this time are outlined in:

AIP SUP H23/07

A few points to remember from this supplement are:

To gain approval for flight:

- Register with the ABMCC (Air Battle Management Co-operation Centre)
- Attend the APEC 2007 AELW Airspace Procedures Briefing on 20th July, 2007
- Obtain an approval number from the ABMCC

The Briefing will be held on Friday, 20th July at:

- **Bankstown District Sports Club**
8 Greenfield Parade
Bankstown NSW
- between 2pm and 3pm

It will be the perfect opportunity to ask any questions you may have about operating during this time, and it is also when you will be presented with your approval number.

With this in mind, we thought it would be a good opportunity to have a look at the Intercept Procedures, which can be found in the back of the ERSA (EMERG 25 -27). Even I have to admit to reading these once or twice but never taking much notice, but during this time with the authorities on high alert, it’s definitely something good to have in the back of your mind.

Intercepting Aircraft	Meaning	Intercepted Aircraft	Meaning
Rocking wings from a position slightly above and ahead of and to the left and, after acknowledgement, a slow left turn, normally to the left, to the desired heading.	You have been intercepted. Follow me.	Rocking wings and following.	Understood, will comply.



By night, the procedure is the same although, in addition to rocking the wings, navigation lights are flashed at irregular intervals.

Intercepting Aircraft	Meaning	Intercepted Aircraft	Meaning
An abrupt breakaway manoeuvre of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	Rocking wings.	Understood, will comply.



There are, of course, more intercept procedures and it is suggested to familiarize yourself with these if you are planning on flying during APEC.



If you were around Bankstown on Sunday, 27th May, you would have noticed a lot of activity around the terminal area. This was due to the Royal Flying Doctor Service having an Supporters' Open Day. It enabled people to have a look around two of the RFDS KingAir aircraft, ask questions and listen to

talks about RFDS operations. From the Broken Hill base was Dr. Mike Hill, Nurse Judy Whitehead and Pilot Magnus Badger who accompanied Bankstown based pilot Matt Hinley as they entertained and informed over 400 visitors.

The open days are held twice a year, every May and September, and a great time is had by all.



We welcomed another tenant to Bankstown last month, that being CHC helicopters. No doubt Bankstown regulars would have started hearing their "RESCUE" callsigns, often accompanied by "MED 1". This is the highest medical priority, and it should be noted that when this occurs, other aircraft can expect to be delayed. At the moment

they are using 3 Bell 412 helicopters, a civilian version of the Huey, however these will be replaced later in the year with some new machines. CHC have

3x rotor diameter

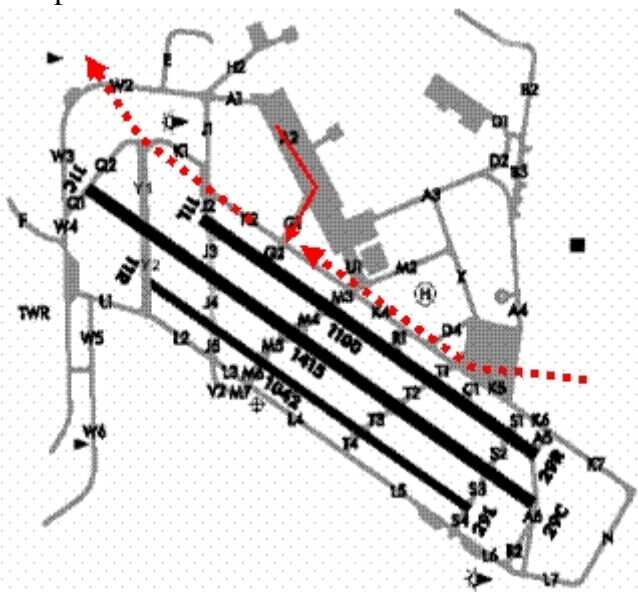
taken up outside the Aviation adjacent to



residence Sterling hangar, the main apron

next to the old Toll hangar. Caution should be exercised when taxiing near these helicopters. A helpful tip is to remain outside a circle having a diameter three times the rotor diameter.

To have an idea of where the helicopters will be taxiing and departing/arriving from, take note of the diagram on the below. From the CHC base, the helicopters will taxi across the apron to taxiway Golf, then down Golf to the intersection of taxiway Kilo. Depending on the runway direction (in this case RWY 29), they will then depart on taxiway Kilo. The opposite will occur for arrivals. Keep in mind that these will often be MED 1 arrivals and departures, so we should all keep a lookout and remain cautious as to provide a speedy service to these helicopters and their patients.



A final note to end the newsletter on, that being the increasing amount of radio checks requested on ground frequency. A friendly reminder that radio checks should be conducted on a company frequency.

The ground controller is not always immediately available (as they may be recording the ATIS or co-ordinating traffic with Sydney) and the number of radio checks is increasing and, at times, causing problems.



Well that just about wraps up my first newsletter. If anybody has anything at all they would like covered or explained in upcoming issues, don't hesitate to email me at:

matthew.windle@airservicesaustralia.com,

or for any other queries contact Scott in his new role of Bankstown Liaison Officer at:

bankstown_atc_liaison@airservicesaustralia.com.

Till next time, safe flying.

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.



(This space reserved for your contribution!)