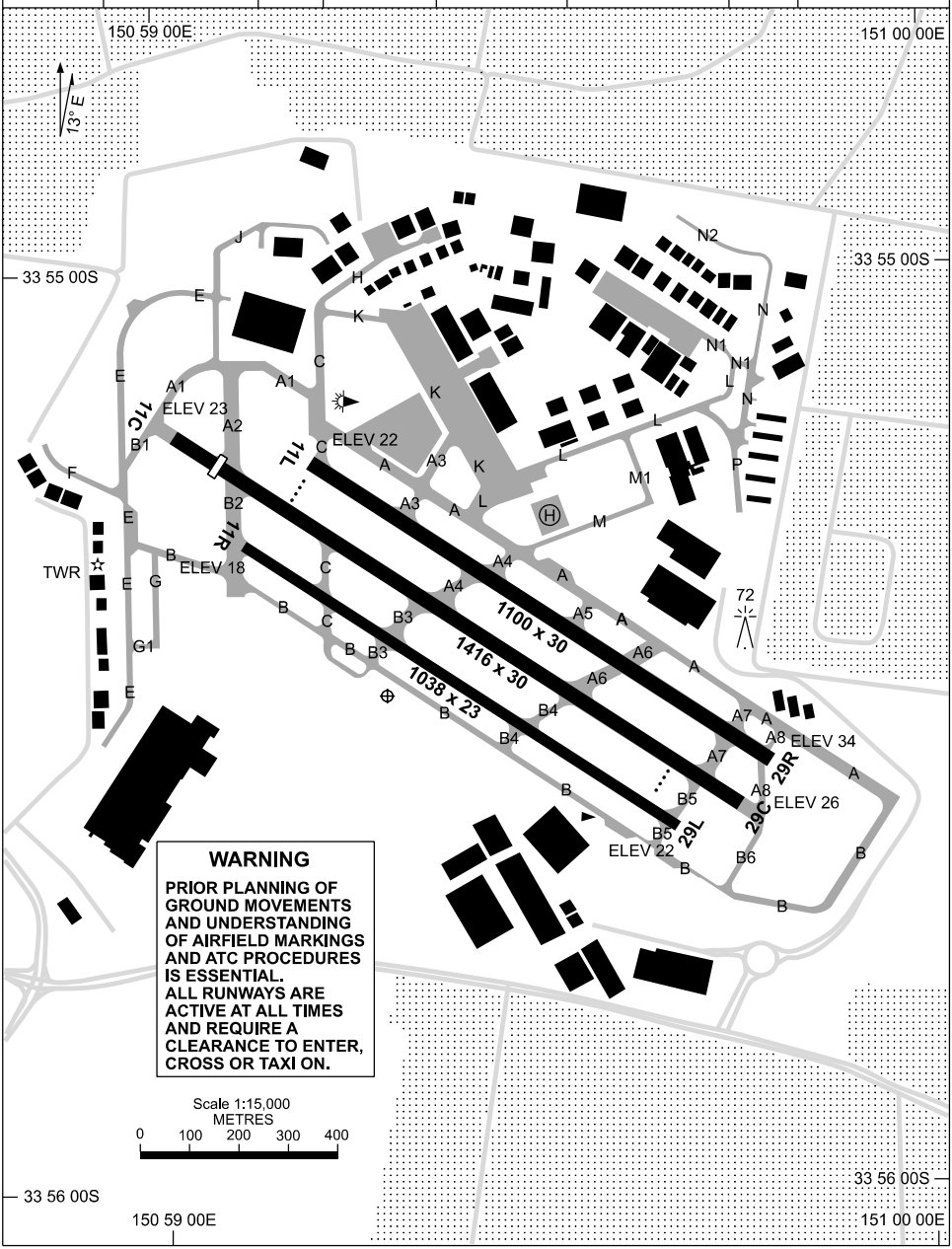
AD ELEV 34
33 55 28S 150 59 18E

AERODROME CHART - Page 1

# SYDNEY/BANKSTOWN, NSW (YSBK)

| ATIS | APP/DEP (SY) | SMC | TWR | FIA (AH) | CTAF+AFRU (AH) | PAL+AA | Bearings are MAG<br>ELEV in FT AMSL |
|---|---|---|---|---|---|---|---|
| 120.9 | 128.3/118.4, 129.7 | 119.9 | 123.6 132.8 | SY CEN 124.55 | 132.8 | 125.95 | |




Changes: FIA, NDB DELETED.

SBKAD01-187

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| ATIS | APP/DEP (SY) | SMC | TWR | FIA (AH) | CTAF+AFRU (AH) | PAL+AA | Bearings are MAG ELEV in FT AMSL |
|---|---|---|---|---|---|---|---|
| **120.9** | **128.3/118.4, 129.7** | **119.9** | **123.6 132.8** | **SY CEN 124.55** | **132.8** | **125.95** | |

| RWY | AERODROME LIGHTING |
|---|---|
| | ABN : FLG W 4 SEC<br>TAXIWAY : GREEN CENTRELINE<br>RL : PAL+AA 125.95, SDBY (3 SEC) |
| **11C** *111* | PAPI 3.0° 25FT MIRL RTIL |
| *291* **29C** | PAPI 3.0° 25FT MIRL RTIL |
| **11L** *111* | NIL |
| *291* **29R** | NIL |
| **11R** *111* | NIL |
| *291* **29L** | NIL |

**NOTES**

1. FIA FREQ SUBJECT TO SHIELDING. USE IN OPEN AREAS WITH LINE OF SIGHT TO CONTROL TWR.



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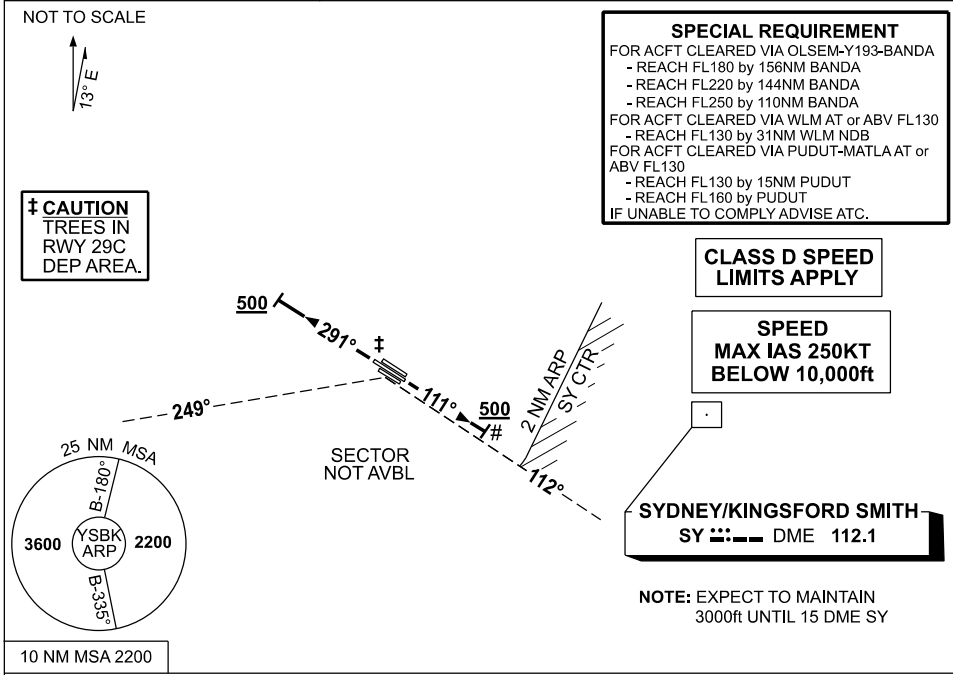
09 JUL 2026

# SYDNEY/BANKSTOWN, NSW (YSBK)

| ATIS | SMC | TWR | APP | FIA (AH) | CTAF+AFRU (AH) | PAL+AA | Bearings are MAG ELEV in FT AMSL |
|---|---|---|---|---|---|---|---|
| 120.9 | 119.9 | 123.6 132.8 | 125.8 | SY CEN 124.55 | 132.8 | 125.95 | |




## BANKSTOWN TWO DEPARTURE (RADAR)

PROC NOT AVBL FROM RWYS 11L/29R AND 11R/29L
PROC NOT AVBL ON SECTOR 112° CLOCKWISE TO 249°

**WARNING:** Unless specifically in receipt of a clearance to enter SY CTR, it is the responsibility of the PIC to remain clear of SY CTR.

**RWY 11C**

GRAD 3.6% to 300ft, then 3.3%

- Track 111°
- AT or ABV 500ft, turn to assigned heading or track. # DO NOT pass thru 1500ft until established on assigned heading
- Expect radar vectors
- Contact Departures when advised by Tower, or approaching controlled airspace.

**RWY 29C**

GRAD 3.3%

- Track 291°
- AT or ABV 500ft, turn to assigned heading or track
- Expect radar vectors
- Contact Departures when advised by Tower, or approaching controlled airspace.

## COMMUNICATIONS FAILURE PROCEDURE

On recognition of communications failure

- Squawk 7600
- Maintain last procedure track for two minutes, and
- CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE, to maintain terrain clearance, then
- proceed in accordance with the latest ATC route clearance acknowledged.

Changes: REVISED PROC, Editorial.



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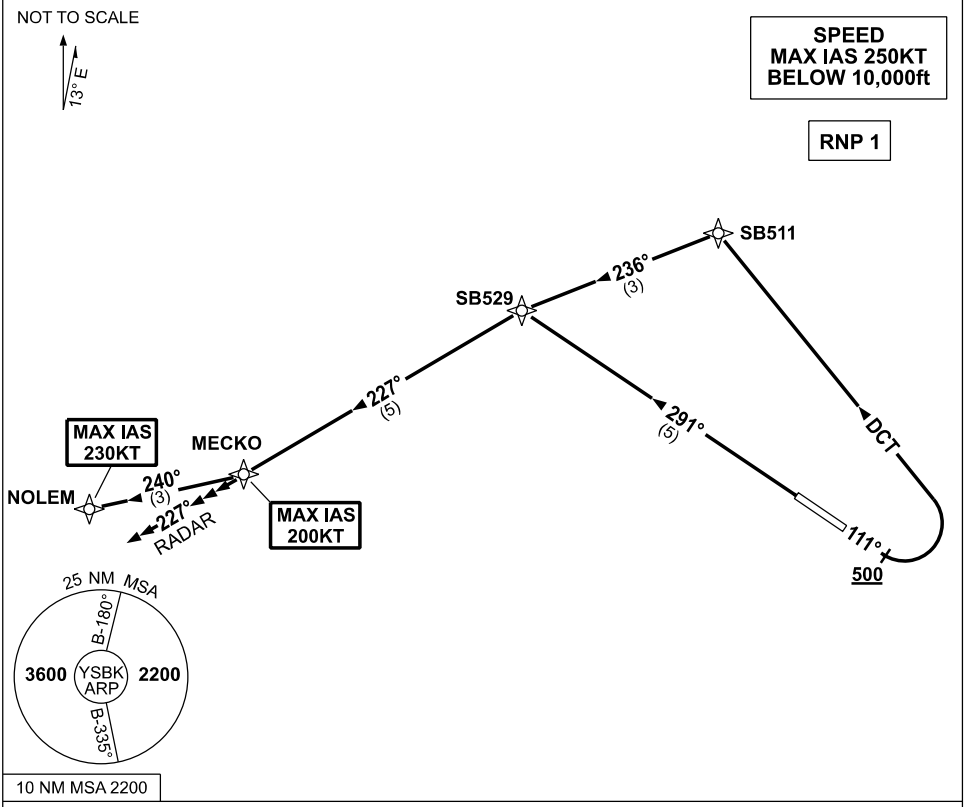
| ATIS | SMC | TWR | APP | CTAF+AFRU (AH) | PAL+AA | Bearings are MAG ELEV in FT AMSL |
|---|---|---|---|---|---|---|
| 120.9 | 119.9 | 123.6 132.8 | 125.8 | 132.8 | 125.95 | |




**DEPARTURE: MECKO ONE**

**RWY 11C**

GRAD 3.6% to 300ft, then 3.3%
MAX IAS 200KT until MECKO
- Track 111°
- AT or ABV 500ft turn LEFT, track DCT to SB511
- Turn LEFT, track 236° to SB529
- Turn LEFT, track 227° to MECKO
- Contact Departures when advised by Tower, or approching controlled airspace.

**RWY 29C**

GRAD 3.3%
MAX IAS 200KT until MECKO
- Track 291° to SB529
- Turn LEFT, track 227° to MECKO
- Contact Departures when advised by Tower, or approaching controlled airspace.

**TRANSITIONS:**

**NOLEM** MAX IAS 230KT until NOLEM
- From MECKO, turn RIGHT track 240° to NOLEM, then as cleared.

**RADAR**
- From MECKO, continue tracking 227°
- Expect radar vectors to cleared route.

Changes: NEW PROCEDURE.

SBKDP02-187

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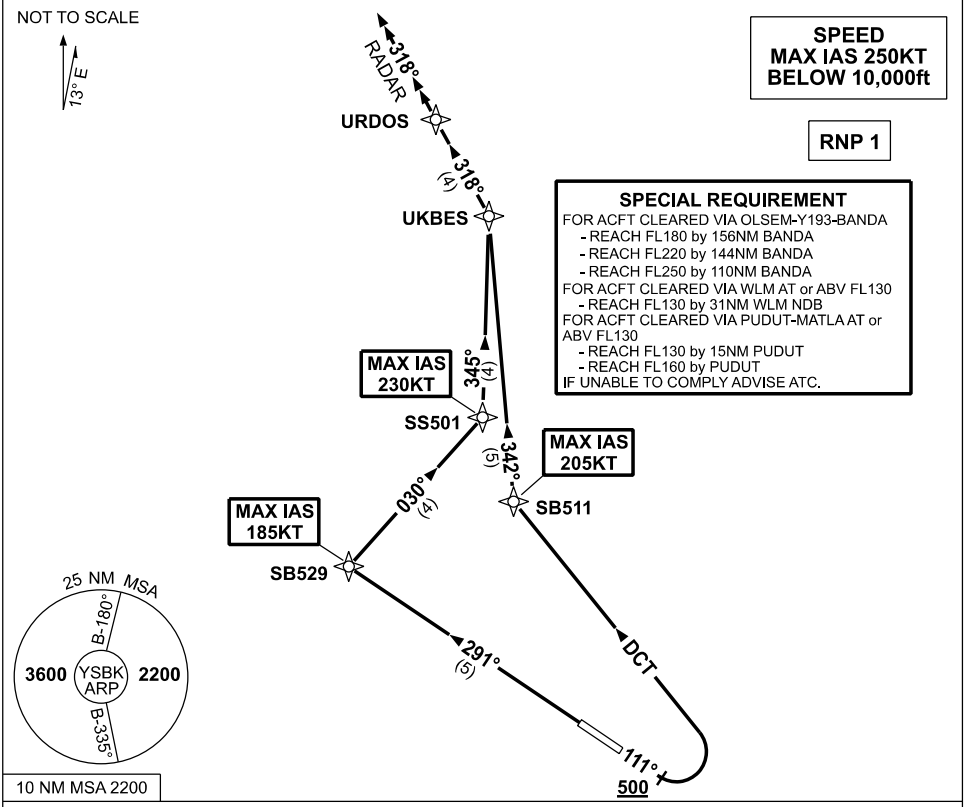
| ATIS | SMC | TWR | APP | CTAF+AFRU (AH) | PAL+AA | Bearings are MAG |
|---|---|---|---|---|---|---|
| 120.9 | 119.9 | 123.6 132.8 | 125.8 | 132.8 | 125.95 | ELEV in FT AMSL |




## DEPARTURE: URDOS ONE

### RWY 11C

GRAD 3.6% to 300ft then 3.3%
MAX IAS 205KT until SB511
- Track 111°
- AT or ABV 500ft turn LEFT, track DCT to SB511
- Turn RIGHT, track 342° to UKBES

### RWY 29C

GRAD 3.3%
MAX IAS 185KT until SB529
- Track 291° to SB529
MAX IAS 230KT until SS501
- Turn RIGHT, track 030° to SS501
- Turn LEFT, track 345° to UKBES

### URDOS ONE

- From UKBES, track 318° to URDOS
- From URDOS, continue tracking 318°
- Expect radar vectors to cleared route.
- Contact Departures when advised by Tower, or approaching controlled airspace.

Changes: NEW PROCEDURE.



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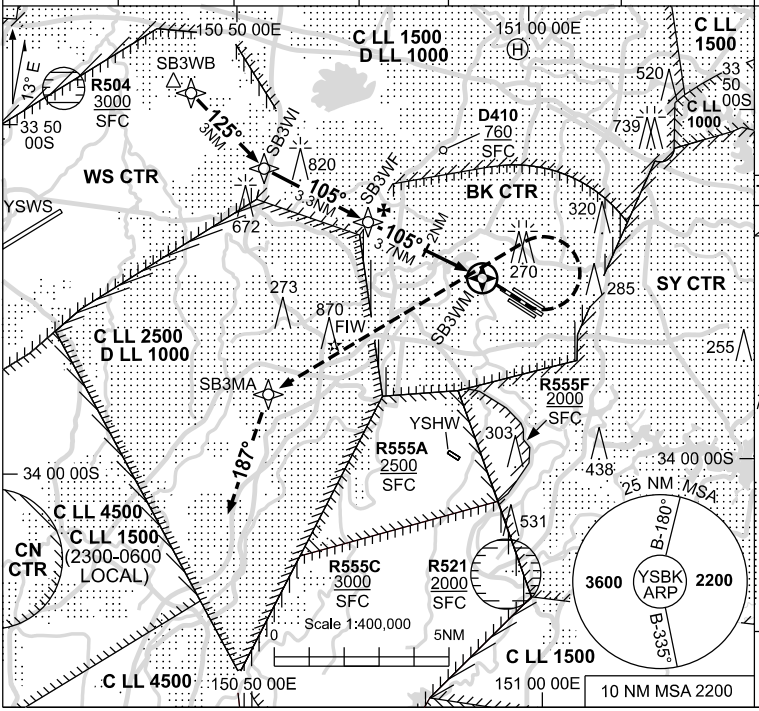
**USE QNH** RNP Y RWY 11C

**09 JUL 2026** **SYDNEY/BANKSTOWN, NSW (YSBK)**

| ATIS | APP | TWR | SMC | CTAF+AFRU (AH) | PAL+AA |
|---|---|---|---|---|---|
| 120.9 | 125.8 | 123.6 132.8 | 119.9 | 132.8 | 125.95 |

RNP APCH



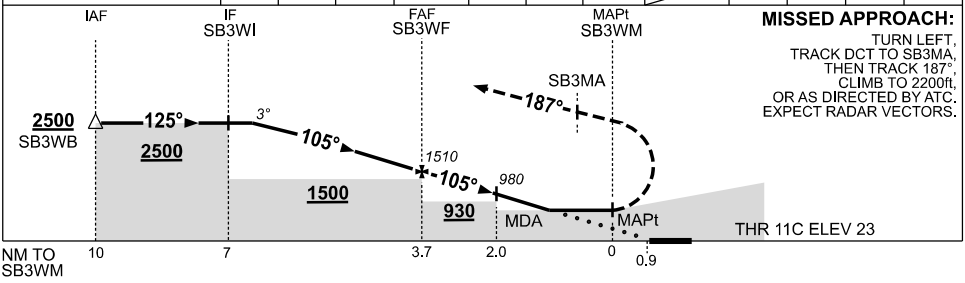

Holding as directed by ATC

| TR IN | TURN | TIME | MIN ALT | DME LMT |
|---|---|---|---|---|
| | | | | |

AD ELEV 34

Bearings are Magnetic
Elevations in FEET AMSL

| NM TO NEXT WPT | 3.1 | 2 | 1 | SB3WF | 3 | 2 | 0.8 | SB3WM |
|---|---|---|---|---|---|---|---|---|
| ALT ( 3° APCH PATH ) | 2500 | 2150 | 1830 | 1510 | 1300 | 980 | 590 | |




**MISSED APPROACH:**
TURN LEFT,
TRACK DCT TO SB3MA,
THEN TRACK 187°,
CLIMB TO 2200ft,
OR AS DIRECTED BY ATC.
EXPECT RADAR VECTORS.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **590** (567-3.2) | | | NOT APPLICABLE |
| | | | | |
| CIRCLING | **800** (766-2.4) | | **960**(926-4.0) | |
| ALTERNATE | (1266-4.4) | | (1426-6.0) | |

## NOTES

1. MAX IAS:
   INITIAL : 180KT.
   MISSED APCH TURN : 160KT.
2. ACFT MAY BE RADAR VECTORED TO IAF (SB3WB) AT 2500ft.
3. CAT C CIRCLING SW OF YSBK REQUIRES A CLEARANCE INTO R555A/F.

Changes: REVISED PROC, MSA, Editorial.

SBKGN01-187

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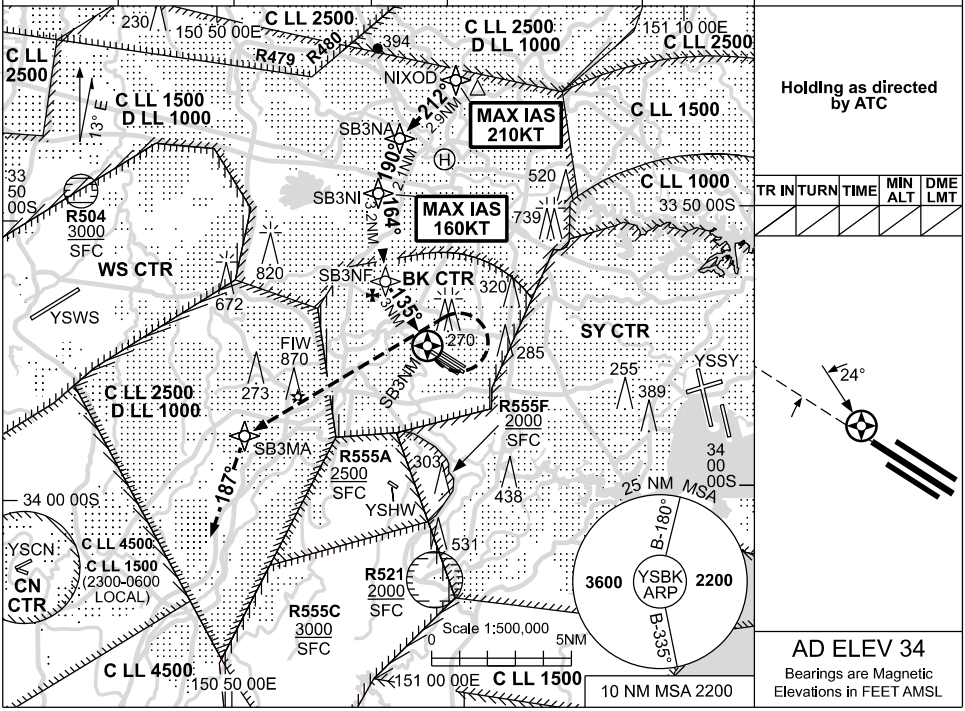
USE QNH

RNP N

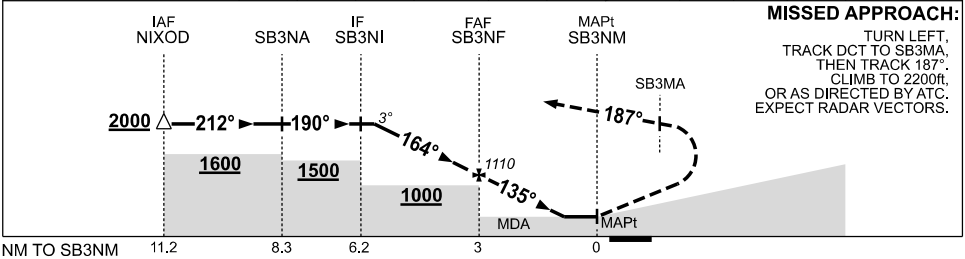
09 JUL 2026

# SYDNEY/BANKSTOWN, NSW (YSBK)

| ATIS | APP | TWR | SMC | CTAF+AFRU (AH) | PAL+AA |
|---|---|---|---|---|---|
| 120.9 | 125.8 | 123.6 132.8 | 119.9 | 132.8 | 125.95 |




| NM TO NEXT WPT | 2.8 | 2 | 1 | SB3NF | 2.5 | 2 | SB3NM | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT ( 3° APCH PATH ) | 2000 | 1740 | 1430 | 1110 | 960 | 800 | | | | | | |




**MISSED APPROACH:**
TURN LEFT, TRACK DCT TO SB3MA, THEN TRACK 187°. CLIMB TO 2200ft, OR AS DIRECTED BY ATC. EXPECT RADAR VECTORS.

## NOTES

1. MAX IAS:
   NIXOD : 210KT.
   SB3NI : 160KT.
   MISSED APCH TURN : 160KT.
2. CAT C CIRCLING SW OF YSBK REQUIRES A CLEARANCE INTO R555A/F.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| | | | | NOT APPLICABLE |
| | | | | |
| CIRCLING | **800** (766-2.4) | | **960**(926-4.0) | |
| ALTERNATE | (1266-4.4) | | (1426-6.0) | |

Changes: NEW PROCEDURE, MSA.

SBKGN02-187

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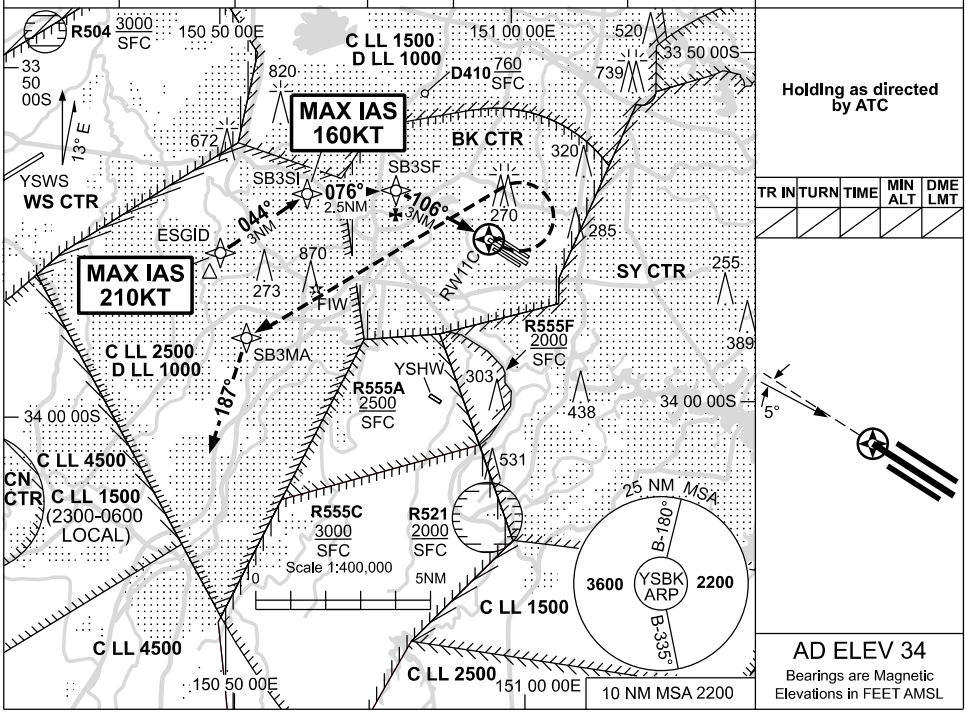
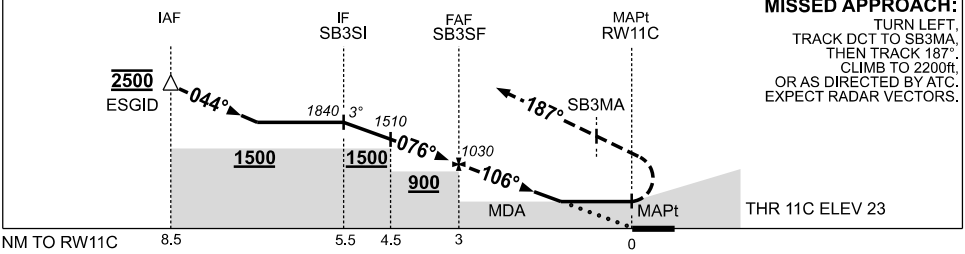
**USE QNH** RNP Z RWY 11C

**09 JUL 2026** **SYDNEY/BANKSTOWN, NSW (YSBK)**

| ATIS | APP | TWR | SMC | CTAF+AFRU (AH) | PAL+AA | RNP APCH |
|---|---|---|---|---|---|---|
| 120.9 | 125.8 | 123.6 132.8 | 119.9 | 132.8 | 125.95 | |




| NM TO NEXT WPT | SB3SI | 1.5 | 1 | SB3SF | 2 | 1.7 | RW11C | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT ( 3° APCH PATH ) | 1840 | 1510 | 1350 | 1030 | 710 | 620 | | | | | | |




**MISSED APPROACH:**
TURN LEFT,
TRACK DCT TO SB3MA,
THEN TRACK 187°.
CLIMB TO 2200ft,
OR AS DIRECTED BY ATC.
EXPECT RADAR VECTORS.

## NOTES

1. MAX IAS:
   ESGID : 210KT
   SB3SI : 160KT
   MISSED APCH TURN : 160KT
2. CAT C CIRCLING SW OF YSBK REQUIRES A CLEARANCE INTO R555A/F.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **620** (597-3.4) | | | NOT APPLICABLE |
| | | | | |
| CIRCLING | **800** (766-2.4) | | **960**(926-4.0) | |
| ALTERNATE | (1266-4.4) | | (1426-6.0) | |

Changes: NEW PROCEDURE, MSA.

SBKGN03-187

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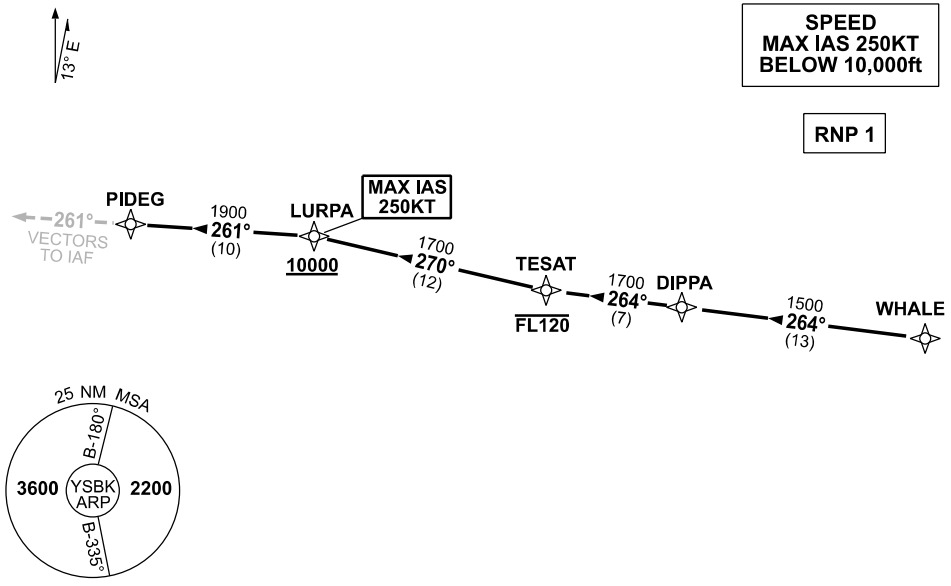
| ATIS | APP/DEP | BK APP | TWR | SMC | CTAF+AFRU | PAL+AA | Bearings are MAG |
|---|---|---|---|---|---|---|---|
| 120.9 | 124.4 118.4 | 125.8 | 123.6 132.8 | 119.9 | (AH) 132.8 | 125.95 | ELEV in FT AMSL |

NOT TO SCALE




10 NM MSA 2200

**ARRIVAL: WHALE ONE**

- From WHALE, track 264° to DIPPA
- Track 264° to TESAT
  **Cross** TESAT AT or BLW FL120
- Turn RIGHT, track 270° to LURPA
  **Cross** LURPA AT or ABV 10000ft
  MAX IAS 250KT from LURPA
- Turn LEFT track 261° to PIDEG
- Track 261°, EXPECT radar vectors to IAF

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**
**IF ABLE CTC SY APP +61 2 9556 6515**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: NEW PROCEDURE



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