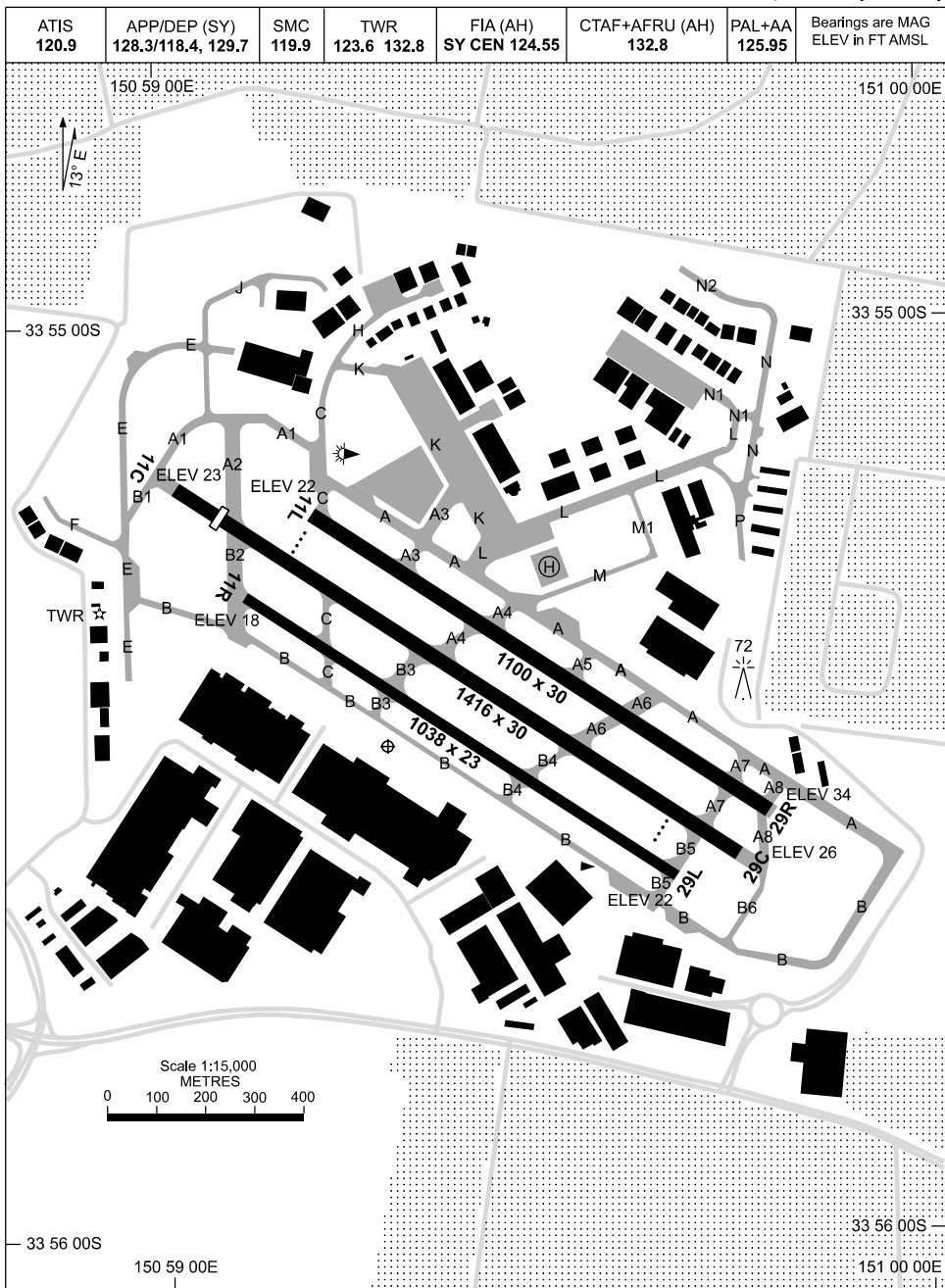




Changes: AMD TWY E, DELETED TWY G, TWY G1 AND TWY B PASSING BAY.

SBKAD01-188

ATIS 120.9	APP/DEP (SY) 128.3/118.4, 129.7	SMC 119.9	TWR 123.6 132.8	FIA (AH) SY CEN 124.55	CTAF+AFRU (AH) 132.8	PAL+AA 125.95	Bearings are MAG ELEV in FT AMSL
RWY	AERODROME LIGHTING						
	ABN : FLG W 4 SEC TAXIWAY : GREEN CENTRELINE RL : PAL+AA 125.95, SDBY (3 SEC)						
11C ¹¹¹ 291 29C	PAPI 3.0° 25FT MIRL RTIL PAPI 3.0° 25FT MIRL RTIL						
11L ¹¹¹ 291 29R	NIL NIL						
11R ¹¹¹ 291 29L	NIL NIL						
NOTES							
1. FIA FREQ SUBJECT TO SHIELDING. USE IN OPEN AREAS WITH LINE OF SIGHT TO CONTROL TWR.							

STANDARD INSTRUMENT DEPARTURES (SID) BANKSTOWN TWO DEPARTURE RWY 11C/29C (RADAR) SYDNEY/BANKSTOWN, NSW (YSBK)

09 JUL 2026

ATIS 120.9	SMC 119.9	TWR 123.6 132.8	APP 125.8	FIA (AH) SY CEN 124.55	CTAF+AFRU (AH) 132.8	PAL+AA 125.95	Bearings are MAG ELEV in FT AMSL
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NOT TO SCALE



† CAUTION
TREES IN
RWY 29C
DEP AREA.

SPECIAL REQUIREMENT

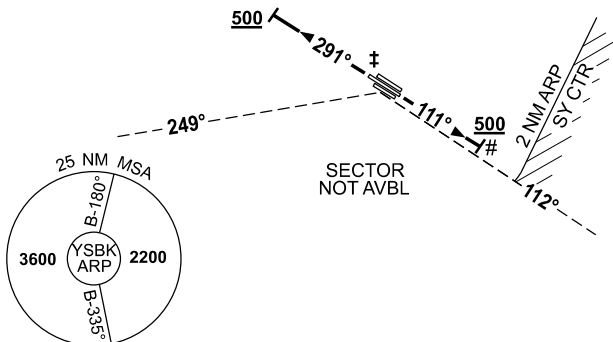
FOR ACFT CLEARED VIA OLSEM-Y193-BANDA
- REACH FL180 by 156NM BANDA
- REACH FL220 by 144NM BANDA
- REACH FL250 by 110NM BANDA
FOR ACFT CLEARED VIA WLM AT or ABV FL130
- REACH FL130 by 31NM WLM NDB
FOR ACFT CLEARED VIA PUDUT-MATLA AT or ABV FL130
- REACH FL130 by 15NM PUDUT
- REACH FL160 by PUDUT
IF UNABLE TO COMPLY ADVISE ATC.

CLASS D SPEED
LIMITS APPLY

SPEED
MAX IAS 250KT
BELOW 10,000ft

SYDNEY/KINGSFORD SMITH
SY DME 112.1

NOTE: EXPECT TO MAINTAIN
3000ft UNTIL 15 DME SY



10 NM MSA 2200

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.

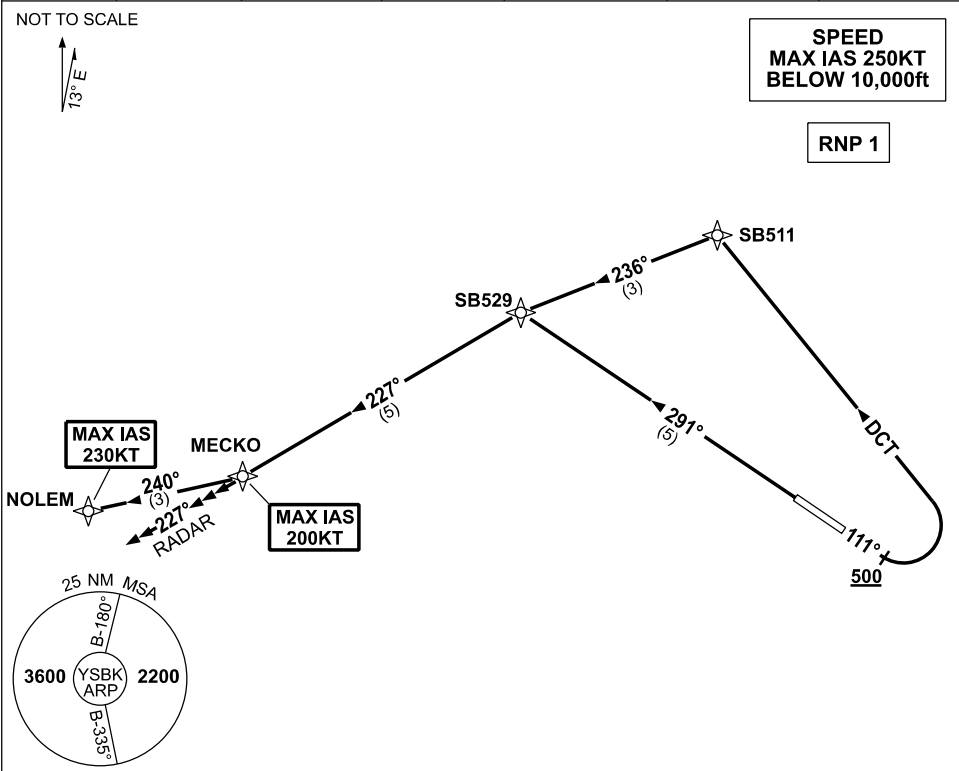
Changes: REVISED PROC, Editorial.

SBKDP01-187

STANDARD INSTRUMENT DEPARTURES (SID)
MECKO ONE DEPARTURE (RNAV) RWY 11C/29C
SYDNEY/BANKSTOWN, NSW (YSBK)

09 JUL 2026

ATIS 120.9	SMC 119.9	TWR 123.6 132.8	APP 125.8	CTAF+AFRU (AH) 132.8	PAL+AA 125.95	Bearings are MAG ELEV in FT AMSL
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10 NM MSA 2200

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 approaching 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:

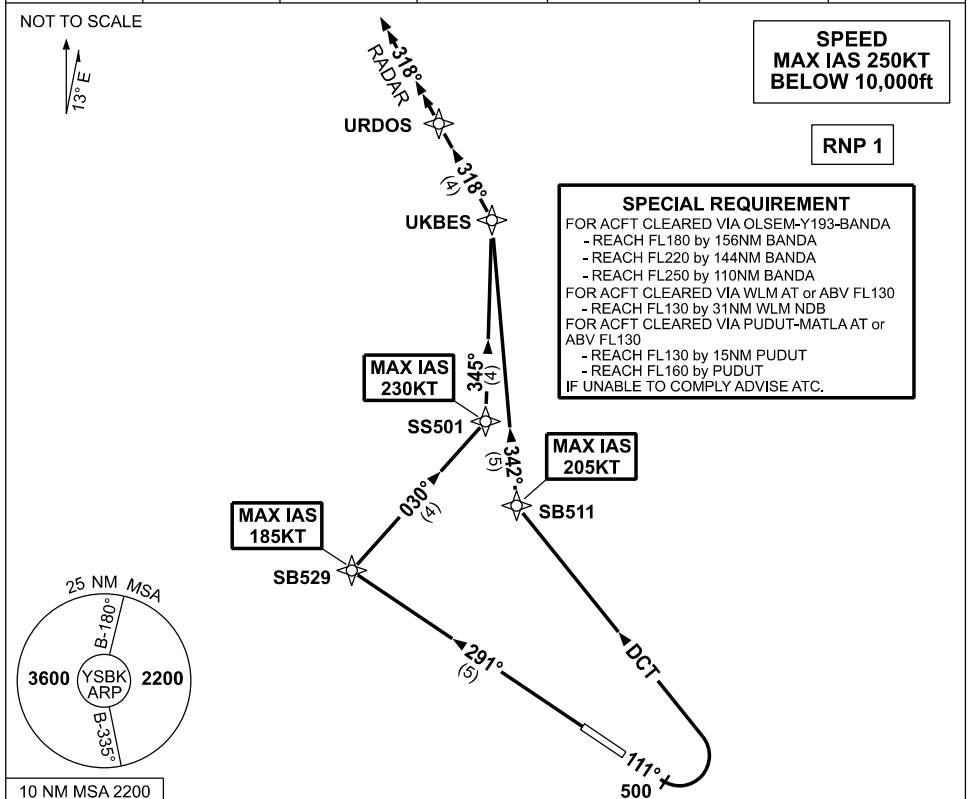
- NOLEM** MAX IAS 230KT until NOLEM
- From MECKO, turn RIGHT track 240° to NOLEM, then as cleared.
- RADAR**
- From MECKO, continue tracking 227°
 - Expect radar vectors to cleared route.

Changes: NEW PROCEDURE. SBKDP02-187

STANDARD INSTRUMENT DEPARTURES (SID) URDOS ONE DEPARTURE (RNAV) RWY 11C/29C SYDNEY/BANKSTOWN, NSW (YSBK)

09 JUL 2026

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

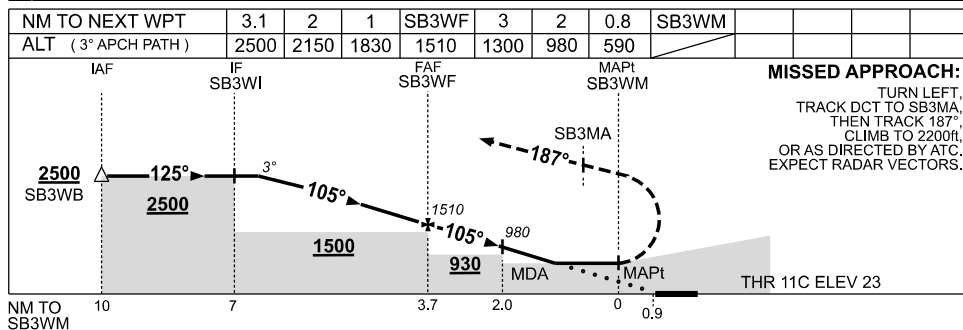
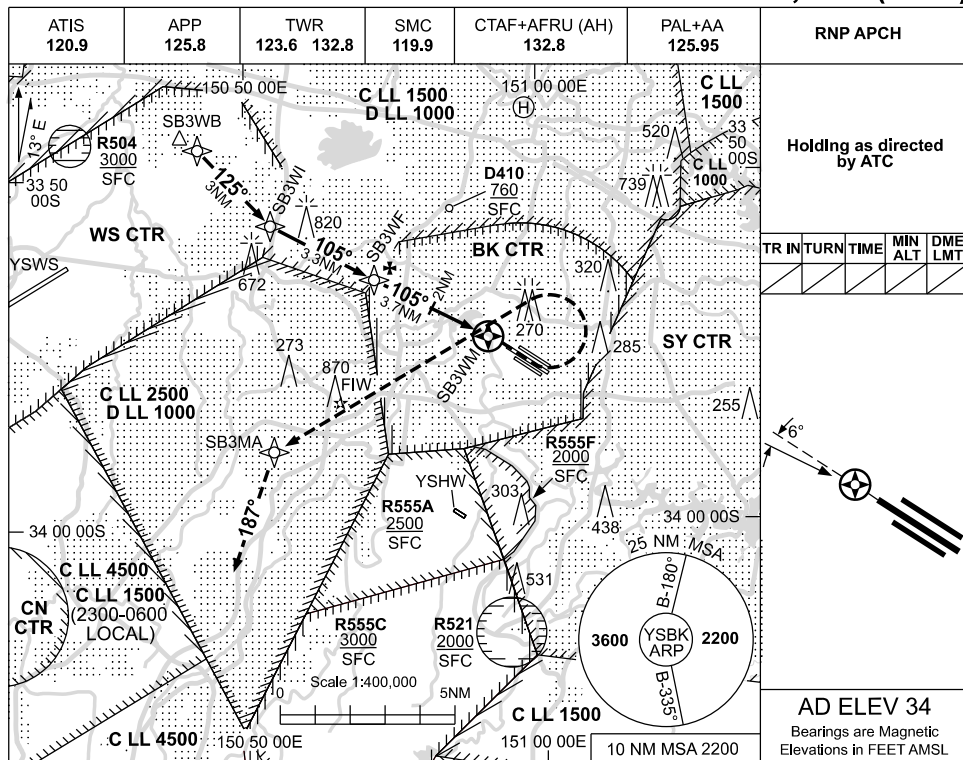
SBKDP03-187

USE QNH

RNP Y RWY 11C

09 JUL 2026

SYDNEY/BANKSTOWN, NSW (YSBK)



NOTES

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

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)	

Changes: REVISED PROC, MSA, Editorial.

SBKGN01-187

RNP N

SYDNEY/BANKSTOWN, NSW (YSBK)

Holding as directed by ATC

TR IN	TURN	TIME	MIN ALT	DME LMT
/	/	/	/	/

AD ELEV 34
Bearings are Magnetic Elevations in FEET AMSL

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

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)	

SBKGN02-187

STANDARD INSTRUMENT ARRIVAL (STAR) WHALE ONE ARRIVAL (RNAV) SYDNEY/BANKSTOWN, NSW (YSBK)

09 JUL 2026

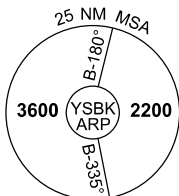
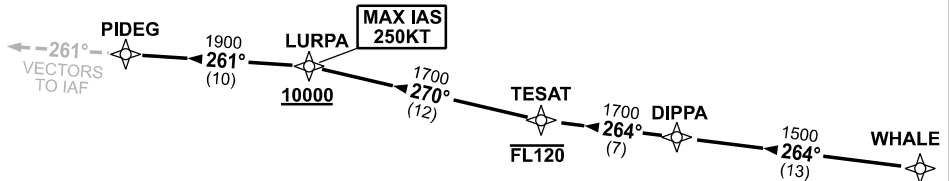
ATIS 120.9	APP/DEP 124.4 118.4	BK APP 125.8	TWR 123.6 132.8	SMC 119.9	CTAF+AFRU (AH) 132.8	PAL+AA 125.95	Bearings are MAG ELEV in FT AMSL
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NOT TO SCALE



**SPEED
MAX IAS 250KT
BELOW 10,000ft**

RNP 1



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

SBKSR02-187