

SYDNEY/BANKSTOWN**ELEV 34****AVFAX CODE 2002**

NSW

UTC +10

YSBK

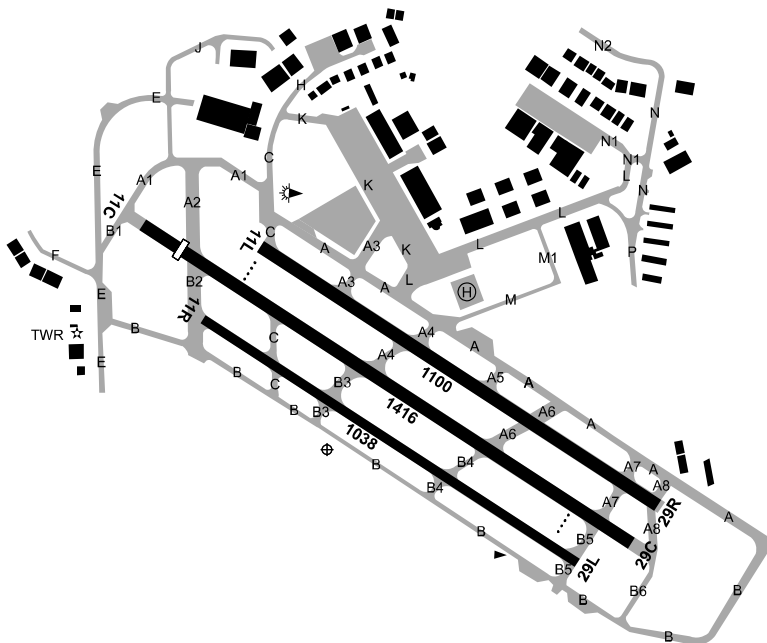
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AD OPR Bankstown Airport Limited, 16A Airport Avenue, Bankstown Airport, NSW, 2200. PH 02 8709 9400. ARO 0419 294 432 (0500-2105 daily local time).

**REMARKS**

1. AD Charges: All ACFT - Contact AD OPR for price structure and conditions of use.
2. Turbojet ACFT to OPR only on RWY 11C/29C or RWY 11L/29R.
3. Pavement concessions AVBL for ACFT ABV 20,000KG MTOW with H24 PN.
4. ACFT with wingspan greater than 29M require prior approval.
5. PPR for non-VH registered ACFT.

HANDLING SERVICES AND FACILITIES

AIR BP – DNA Fuel Pty Ltd: 0600-2000 Local MON-FRI, 0615-1800 Local SAT-SUN. Phone 02 9791 0599, MOB: 0417 687 166 H24, VHF 126.4. AVGAS, F34, JET A1 Plus FSII, Aeroshell Lubricants. Air BP Carnet Card, MC and V. AH call-out fee applies. Taxi arrangements AVBL. World Fuel Services (Australia) Pty Ltd: MON-FRI 0600-1900 Local (2000 AEDT); SAT/SUN 0600-1800 Local. AVGAS and JET A1 refuelling trucks + FSII, H24 Card Swipe AVGAS Bowser, World Fuel Services cards or V and MC via Compac Pay smartphone APP, Mobil and Phillips 66 Lubricants. BH VHF 119.1 or PH 02 9790 2144. Accept World Fuel Services Carnets, AV Cards, AMEX, MC and V for tanker fuelling. AH 0412 585 550 AH call-out fee applies (JET A1 only), 2 HR PN required.

Viva Energy Aviation - Valiant Aviation - 0500 - 2230 Local MON-THU, 0500-2000 Local FRI, 0600-1800 Local SAT and SUN. AH call-out fees apply. PH 02 9791 0053, MOB 0418 113 490, VHF 129.9. AVGAS, JET A1, JETPLUS (FSII) AVBL. VEA carnet and credit card (MC and V) accepted.

Secure Air Charter FBO: H24. Phone 02 9791 6565. Fax 02 9791 6560. AH 0422 555 555.
AH by PN.

NAVAIR - FBO Services: Phone 1300 759 722 or email: charter@navair.com.au. H24, VIP Lounge,
parking and hangarage AVBL WI 3HR PN. JET A1 and AVGAS AVBL, all cards accepted.
Falconair: FBO Phone 0426 824 227 or 0418 444 834. Email: admin@falconair.com.au.
H24 passenger lounge, aircraft parking, short term hangarage and maintenance.

APRONS AND TAXIWAYS

- 1. Pilots of ACFT using TWY A, note the MAX wingspan is 29M, when passing the TWY A ACFT run-up bay. Area is marked 'MAX WINGSPAN 29M'.
- 2. TWY E BTN TWY J and TWY B1 not AVBL outside TWR HR.
- 3. **Pavement restrictions**
 - a. TWY C, J, L, P, N, N1, N2, AVBL for ACFT up to 16,000KG.
 - b. TWY A1, A2, A, A3 north of A, L south of K, K, A7, A8 AVBL for ACFT up to 20,000KG.
 - c. TWY C BTN RWY 11C/29C and RWY 11L/29R closed due pavement failure.

AERODROME OBSTACLES

- 1. Lit OBST:
 - a. 212FT AMSL BRG 061 DEG MAG 4,550M FM ARP.
 - b. 266FT AMSL BRG 065 DEG MAG 4,550M FM ARP.
 - c. 300FT AMSL BRG 062 DEG MAG 2,100M FM ARP.
 - d. 269FT AMSL BRG 009 DEG MAG 2,100M FM ARP.
 - e. 256FT AMSL BRG 044 DEG MAG 3,600M FM ARP.
 - f. 222FT AMSL BRG 050 DEG MAG 3,650M FM ARP.
 - g. 351FT AMSL PSN 335454.1S 1510208.4E.
 - h. COM TWR 200FT AMSL PSN 335631.7S 1505948.6E.
- 2. Transient vehicles 15FT AGL BTN PSN 335508.96S 1505850.57E and PSN 335502.86S 1505854.95E (APRX BRG 267 to 315 DEG MAG 180M FM RWY 29C RWS end). Infringes 2.2% TKOF GRAD for RWY 29C.

METEOROLOGICAL INFORMATION PROVIDED

- 1. TAF CAT B, METAR/SPECI, AD WRNG.
- 2. AWIS Phone 02 9353 6403 - Report faults to BoM.
- 3. AWIS FREQ 122.925 - Report faults to AD OPR.

PHYSICAL CHARACTERISTICS

11C/29C	111	46a	PCR 200/F/C/X/T	WID 30	RWS 90
11L/29R	111	36a	PCR 70/F/D/X/T	WID 30	RWS 90
11R/29L	111	34a	5700 kg/0.58 MPa	WID 23	RWS 90

AERODROME AND APPROACH LIGHTING

RWY 11C/29C	MIRL	PAL+AA 125.95		SDBY PWR AVBL
RWY 11C/29C	PAPI	PAL+AA 125.95	3.0 DEG25FT	SDBY PWR AVBL
RWY 11C/29C	RTIL	PAL+AA 125.95		SDBY PWR AVBL

- 1. RWY edge light spacing: 11C/29C: 60M.
- 2. PAPI AVBL on RQ during ATC HR. RWY 29 remains preferred RWY direction HN.
PAPI signal valid for RWY 11C/29C only.

OTHER LIGHTING

- ABN FLG 4 W
- 1. SDBY PWR switchover time: 3 SEC.
 - 2. TWY LGT: Green CL.
 - 3. Aeronautical ground lights positioned at:
 - a. BEROWRA (1)
 - b. ROUND CORNER (1)
(1) Strobes aligned with VFR ROUTE BROOKLYN BRIDGE to PROSPECT RESERVOIR as depicted on SYDNEY VTC. Pilot monitored.

ATS AND AERODROME COMMUNICATION FACILITIES

FIA	SYDNEY CENTRE	124.55 PRI. On Ground.
APP	BANKSTOWN APPROACH	125.8S

ATIS	BANKSTOWN	120.9 (1)
SMC	BANKSTOWN GROUND	119.9
TWR	BANKSTOWN TOWER	123.6 132.8

- (1) or Phone 02 9738 3190
1. FIA FREQ subject to shielding. Use in open areas with line of sight to Control TWR.
2. TWR HR:
 - a. MON-FRI: 2000-1130 UTC (1 HR earlier HDS)
 - b. SAT and SUN: 2100-0900 UTC (1 HR earlier HDS).
3. BK TWR provides ATS within Class D CTR airspace SFC to 1,500FT during TWR HRS.
4. Outside TWR HR airspace becomes Class G. CTAF procedures apply.

LOCAL TRAFFIC REGULATIONS

1. Parking:
 - a. ACFT requiring parking in front of Bankstown terminal are required to get prior approval from AD OPR.
 - b. Hardstand parking AVBL for twin engine and turbine ACFT only.
2. Start Clearance Required on SMC FREQ 119.9 for all operations excluding EMERG.
3. Taxiing ACFT shall give way to ACFT vacating a RWY.

FLIGHT PROCEDURES

1. ESTIMATED AIRBORNE TRAFFIC DELAYS

- 1.1. For IFR ARR ACFT may be expected due to terminal area traffic density 2000-1300 UTC DLY: 15 MIN.

Note: Actual holding times may differ from holding estimates. Historical data on actual holding is available from the NOMC.

2. ATC TRAFFIC MANAGEMENT SPEED

When not on a SID or STAR (including vectoring) - ACFT ARR or DEP BK via Class C airspace must not exceed 250KT IAS when BLW 10,000FT AMSL. Advise ATC if a higher speed is operationally required.

Note: Pilots must also comply with Class D airspace speed limits. Cancellation of ATC traffic management speeds does not cancel Class D airspace speed limits.

3. IFR OPERATIONS IN VMC

Pilots electing to commence or terminate an IFR flight under the VFR should communicate such intention at the earliest possible time to ensure their arrival or departure is processed efficiently.

4. LOW VISIBILITY OPERATIONS

Low Visibility Operations not AVBL.

5. LOCAL PROCEDURES

5.1 FLIGHT PLAN NOTIFICATION

All VFR operations within Class D CTA must submit a flight plan.

5.2. VFR and IFR Clearances via Class D CTA

5.2.1. Arrivals

- a. IFR
 - (i) Expect IFR clearances to BK from CTA via IAP. (i.e. RNP N, Y, Z).
 - (ii) Inbound ACFT requiring RWY 11C/29C must notify BK TWR ATC on first contact.
- b. VFR
 - (i) VFR Clearances to BK CTR via Class D CTA should be via a published inbound VFR Lane.
 - (ii) VFR ACFT will be issued a coded VFR clearance (i.e. Brooklyn Inbound, Lighthorse Inbound, refer 5.4. CODED CLEARANCES to BANKSTOWN via CLASS D CTA).
 - (iii) Inbound aircraft Bankstown prior to entry in Class D CTA must contact SY Centre on 124.55 for an SSR code allocation.
 - (iv) If unsure of position request assistance from SY Centre 124.55.
 - (v) Once allocated an SSR code, VFR pilots arriving in Bankstown via Class D CTA should initiate communications with BK APP and advise their intentions. (i.e. Bankstown Approach, ABC at Nepean Bridge, 1,500FT, request LIGHTHORSE INBOUND), refer 5.4. CODED CLEARANCES to BANKSTOWN via CLASS D CTA.

- (vi) Two-way communications established between a pilot and BK APP ATC constitutes a clearance in Class D CTA. (see AIP ENR 1.1).
- (vii) Two-way communications established between a pilot and BK TWR ATC for joining instructions at the FREQ transfer point in the section below constitutes a clearance in CLASS D CTR.
- (viii) Inbound ACFT requiring RWY 11C/29C must notify BK TWR ATC on first contact.

5.3. **All ACFT**

After landing remain on 132.8 until clear of all active RWY, then contact SMC on 119.9 in accordance with AIP.

Request "taxi guidance" if required.

5.4. **CODED CLEARANCES to BANKSTOWN via CLASS D CTA**

5.4.1. (NORTH) BROOKLYN INBOUND

Track Brooklyn Bridge, Berilee, South Dural Tanks, Castle Towers, Eastern side Prospect Reservoir, at 1,500FT.

At Prospect, contact BK TWR 132.8 for joining instructions into BK CTR, identification services terminated.

5.4.2. (WEST) LIGHTHORSE INBOUND

From Nepean Bridge, track via the M4 to Lighthouse Interchange (keep the M4 and LIHR on your right), then to the Eastern side of Prospect Reservoir, at 1,500FT.

At Prospect, contact BK TWR 132.8 for joining instructions into BK CTR, identification services terminated.

5.4.3. (SOUTHWEST) ST HELENS INBOUND

From St. Helens Skate Park (SSKP) track to Campbelltown Railway Station (CRST) then via the rail line to The Crossroads Shopping Centre (CRSC) at 1,500FT. Keep the Hume Highway on your left.

At Crossroads Shopping Centre, contact BK TWR 132.8 for joining instructions into BK CTR, identification services terminated.

5.5. Departures

5.5.1. All ACFT departing directly from BK CTR to Class G airspace are to change to SY CENTRE FREQ 124.55, at the BK CTR boundary during TWR HR. Specific transfer instructions will not be issued to VFR aircraft.

5.5.2. Airways clearance requests to enter SY CTR and BK CTA D must be made on BK GND 119.9 during TWR HR, or SY CENTRE 124.55 outside TWR HR.

5.5.3. ACFT DEP in CTA ABV 1,500FT may experience DEP delay due traffic and CTA limitations.

5.5.4. For Class E operations between 90NM N of Sydney and MAKOR, IFR holding occurs in Class E airspace between 40NM to 90NM N of Sydney (VNC Sydney refers).

5.5.5. Pilots planning VFR flights in the vicinity of MAKOR and beyond should, as far as is reasonable, plan to avoid the Class E airspace in this area due to the intensity of IFR aircraft inbound to and holding for Sydney.

5.5.6. All ACFT requesting an AWY Clearance into Class C and Class D CTA contact BK GND FREQ 119.9 immediately prior to TAX with intentions.

5.5.7. All ACFT report 'Ready' with BK TWR with intentions (i.e. ABC ready at RWY 11L for a HORNSBY OUTBOUND)

a. IFR

- (i) H24 IFR aircraft departing BK via Class C CTA expect to DEP via SID (i.e. MECKO (n), URDOS (n) or BANKSTOWN (n) RADAR).

b. VFR

- (i) VFR ACFT must nominate their outbound clearance (i.e. HORNSBY OUTBOUND, PENRITH OUTBOUND), refer to 5.6. CODED CLEARANCES from BANKSTOWN to CLASS D CTA.

c. Departing tracking requirements

RWY 29

Via Mt Annan Outbound

- (i) Maintain RWY heading and climb to 1,000FT
- (ii) Crossing Hume Highway, turn left climb to 1,500FT and TRK to the intersection of Hoxton Park Rd and M7
- (iii) TRK via Mt Annan Outbound (see 5.6.3. (SOUTHWEST) MT ANNAN OUTBOUND)
- (iv) Leaving BK CTR and entering BK CTA D, contact BK APP 125.8

Via Parramatta (PRT)

- (i) Maintain RWY heading and climb to 500FT
- (ii) At 500FT turn right and TRK to PRT and climb to 1,000FT
- (iii) Crossing the pipeline (approx. 3NM) climb to 1,500FT
- (iv) TRK via your nominated clearance i.e. Hornsby outbound (see 5.6.1. (NORTH) HORNSBY OUTBOUND) or Penrith outbound (see 5.6.2. (WEST) PENRITH OUTBOUND)
- (v) Leaving BK CTR and entering BK CTA D, contract BK APP 125.8

RWY 11

Via Mt Annan Outbound

- (i) Maintain RWY until 500FT, then turn left onto downwind, tracking to the Dunc Gray Velodrome, climb to 1,500FT.
- (ii) At the Dunc Gray Velodrome and not before maintaining 1,500FT TRK to the intersection of Hoxton Park Rd and M7
- (iii) TRK via Mt Annan Outbound (see 5.6.3. (SOUTHWEST) MT ANNAN OUTBOUND)
- (iv) Leaving BK CTR and entering BK CTA D, contract BK APP 125.8

Via Parramatta (PRT)

- (i) Maintain RWY heading and climb to 500FT, then turn left and TRK direct to PRT, climb to 1,500FT
- (ii) TRK via your nominated clearance i.e. Hornsby outbound (see 5.6.1. (NORTH) HORNSBY OUTBOUND) or Penrith outbound (see 5.6.2. (WEST) PENRITH OUTBOUND)
- (iii) Leaving BK CTR and entering BK CTA D, contract BK APP 125.8

5.6. CODED CLEARANCES from BANKSTOWN to CLASS D CTA**5.6.1. (NORTH) HORNSBY OUTBOUND**

Track via the applicable departing circuit procedure then via Parramatta.

Leaving BK CTR contact BK APP 125.8.

Then TRK via Muirfield Golf Club, Pennant Hills Strobe, Hornsby, Patonga at 1,500FT.

Leaving CLASS D CTA Control and Identification Services Terminated, Squawk 1200, FREQ change approved.

5.6.2. (WEST) PENRITH OUTBOUND

Track via the applicable departing circuit procedure then via Parramatta.

Leaving BK CTR contact BK APP 125.8.

Then TRK via Seven Hills Train Station, Victoria Bridge at 1,500FT. Leaving CLASS D CTA Control and Identification Services Terminated, Squawk 1200, FREQ change approved.

5.6.3. (SOUTHWEST) MT ANNAN OUTBOUND

Track via the applicable departing circuit procedure then via the intersection of the M7 and Hoxton Park Rd.

Leaving BK CTR contact BK APP 125.8.

Then TRK via Edmondson Park Station, then southbound via the Hume Highway to MT Annan Gardens Greenhouse at 1,500FT. Keep the Hume Highway on your left. Leaving CLASS D CTA Control and Identification Services Terminated, Squawk 1200, FREQ change approved.

6. CIRCUIT OPERATIONS

6.1. Circuit Altitude: 1,000FT QNH.

6.2. Circuit OPS are to be confined within a 2NM radius of the ARP.

6.3. ATC may restrict circuit OPS.

7. CLASS D CTR

a. Circuit Directions during TWR HR.

- (i) RWY 11L HJ - left: HN - right (when RWY 11C not AVBL).
- (ii) RWY 11R HJ - right: HN - not AVBL.
- (iii) RWY 11C HJ - left: HN - right.
- (iv) RWY 29L HJ - left: HN - not AVBL.
- (v) RWY 29R HJ - right: HN - left (when RWY 29C not AVBL).
- (vi) RWY 29C HJ - right: HN - left.

b. OPS on RWY 11C/29C shall conform to the 11L/29R circuit direction (i.e. 11C/11L - left circuit, 29C/29R - right circuit), unless otherwise advised by ATC.

c. Practice instrument approaches may be approved by ATC.

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- d. CAUTION: HELICOPTERS OVERFLY RUNWAYS MIDFIELD AT 500FT.
 - e. CAUTION: HELICOPTERS CONDUCT CCTS WI THE 11L/29R FIXED WING circuit AT 700FT. *Refer to HELICOPTER OPERATIONS.*
8. **IFR arrivals and departures to the South**
- a. Pilots are reminded that R555A has RA3 conditional status and a clearance issued by ATC:
 - (i) Into Class C and D airspace on DEP FM BK; or
 - (ii) To leave Class C and D airspace on descent to BK does not authorise entry into this RA.
- 8.1. Fixed wing departures to YSSY
- In addition to ATFM procedures described in *Sydney/Kingsford-Smith - Flight Procedures*, pilots must contact SY Flow on 02 9556 6515 prior to starting engines for tactical slot confirmation.
9. VFR Arrivals and Departures
- a. VFR Coded clearances via CLASS D CTA to and from BK does not authorise entry into:
 - (i) SY CTR,
 - (ii) WS CTR,
 - (iii) RI CTR.
10. **ROUTES**
- a. A takeoff clearance constitutes a clearance to operate within the CTR or depart the CTR into Class D CTA in accordance with the intentions notified with the READY Call.
 - b. The HEL circuit is based on the HLS to the N of the 11/29 RWY complex (the Main Pad). The circuit direction shall conform to that of the active RWY. The circuit shall be conducted WI the fixed wing circuit.
 - c. Helicopter arrivals and departures may only be conducted using:
 - (i) RWY and designated helicopter landing sites.
 - (ii) TWY N2 (PPR from AD OPR).
 - (iii) The helicopter APN west of TWY N1(PPR from AD OPR).
 - (iv) Other areas approved by the aerodrome operator.
 - d. Unless otherwise authorised by ATC:
 - (i) Arrivals to and departures from TWY N2 - track parallel to Marion Street.
 - (ii) Departures to the west from the helicopter APN - track initially parallel to the runway then parallel to Marion Street.
 - (iii) Arrivals from the west to the helicopter APN - track initially parallel to Marion Street then parallel to the runway.
 - (iv) All other arrivals and departures - track parallel to the runway.
 - (v) Turn after takeoff not permitted below 500FT.
 - e. Operations to the north of Marion Street are not permitted below 500 feet.
 - f. Three special HEL check points have been devised to segregate HEL traffic by having it ARR or DEP, beneath the fixed-wing circuit at right angles to and midway along the downwind leg. ATC will instruct each ARR and DEP HEL as to the route to be flown.
 - g. Helicopter/Seaplane lanes into Glass G to/from R407B:
 - (i) **OUTBOUND**
HEL shall advise their intentions or preference with the "READY" report.
 - (ii) **INBOUND**
HEL shall make first contact with BK TWR on 132.8 prior to BK CTR and advise their intentions to TRK via one of the appropriate VFR lanes below for joining instructions.
 - (iii) BK OPS in the 29 direction
Outbound
TRK CWST, RYB into R407B
Inbound
From RYB, CNTH to BK
 - (iv) BK OPS in the 11 direction
Outbound
TRK CNTH, RYB into R407B
Inbound
From RYB, CWST to BK
-

11. All times are in LST (AEST or AEDT, as applicable).
- 11.1. FIXED WING**
- a. The preferred RWY direction is 29.
 - b. Circuit training is permitted only BTN 0600-2200 Local MON-FRI (0600-2230 Local HDS). BTN 0700 Local and last light SAT-SUN.
 - c. Except when on climb or descent, pilots of multi-engined ACFT should operate not below 1,500FT AGL, unless operation at this altitude would jeopardize the safe conduct of the flight.
 - d. OPS BTN first light and 0700 Local:
 - (i) OPS in the 29 direction shall be confined to RWY 29L, except that RWY 29C may be used if operationally required; and
 - (ii) OPS in the 11 direction shall be confined to RWY 11R, except that RWY 11C may be used if operationally required.
 - e. BTN 1900 (or last light, if later) and 0700 Local, CCTS must be flown only on the southern side of the AD. RWY 11: right circuit; RWY 29: left circuit.
 - f. BTN 2130-2300 Local MON-FRI (2030-2300 Local SAT-SUN), ACFT departing RWY 11 (except circuit TFC) must turn left.
 - g. Low level circuit training not AVBL.
- 11.2. HELICOPTERS OPERATIONS**
- a. Low level HEL OPS are only permitted during the following periods:
 - (i) MON-FRI: BTN 0600 (or first light, if later) and 1900 Local (or last light, if earlier). SAT-SUN/PH BTN 0900-1800 Local (or last light, if earlier).
 - b. Use of HEL training circuit is permitted only during the following periods: MON-FRI: BTN 0700-1900 Local (or last light, if earlier).
 - (i) SAT: BTN 0800-1800 Local (or last light, if earlier). SUN/PH BTN 0900-1800 Local (or last light, if earlier).
 - c. All other times Fixed Wing Noise Abatement procedures apply.
 - d. Pilots should avoid arriving or departing at low level over populous areas adjacent to the airport.

CTAF - AFRU 132.8

Outside TWR HR.

NOISE ABATEMENT PROCEDURES

All times are in LST (AEST or AEDT, as applicable).

- 1. FIXED WING**
- a. The preferred RWY direction is 29.
 - b. Circuit training is permitted only BTN 0600-2200 Local MON-FRI (0600-2230 Local HDS). BTN 0700 Local and last light SAT-SUN.
 - c. OPS BTN first light and 0700 Local:
 - (i) OPS in the 29 direction shall be confined to RWY 29L, except that RWY 29C may be used if operationally required; and
 - (ii) OPS in the 11 direction shall be confined to RWY 11R, except that RWY 11C may be used if operationally required.
 - d. BTN 1900 (or last light, if later) and 0700 Local, CCTS must be flown only on the southern side of the AD. RWY 11: right circuit; RWY 29: left circuit.
 - e. BTN 2130-2300 Local MON-FRI (2030-2300 Local SAT-SUN), ACFT departing RWY 11 (except circuit TFC) must turn left.
 - f. Low level circuit training not AVBL.
- 2. HELICOPTERS**
- a. Low level HEL OPS are only permitted during the following periods:
MON-FRI: BTN 0600 (or first light, if later) and 1900 Local (or last light, if earlier).
SAT-SUN/PH BTN 0900-1800 Local (or last light, if earlier).
 - b. Use of HEL training circuit is permitted only during the following periods:
MON-FRI: BTN 0700-1900 Local (or last light, if earlier).
SAT: BTN 0800-1800 Local (or last light, if earlier).
SUN/PH BTN 0900-1800 Local (or last light, if earlier).
 - c. All other times Fixed Wing Noise Abatement procedures apply.
 - d. Pilots should avoid arriving or departing at low level over populous areas adjacent to the airport.

ADDITIONAL INFORMATION

1. Bird hazard exists
 - a. Increased activity during and post rainfall and adverse weather events including Australian white ibis, and ducks.
 - b. Species specific NOTAM will be issued during periods of increased activity.
2. During winds with a southerly or northerly direction component, building induced mechanical turbulence may be experienced on final for RWY 11L/29R, 11C and 11R/29L.
3. Model ACFT OPS WI 400M radius of PSN 334436.00S 1510536.00E BRG 013 MAG 12.3NM FM Bankstown AD (YSBK) SFC to 800FT AGL.

CHARTS RELATED TO THE AERODROME

1. WAC 3456.
 2. Also refer to AIP Departure and Approach Procedures.
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