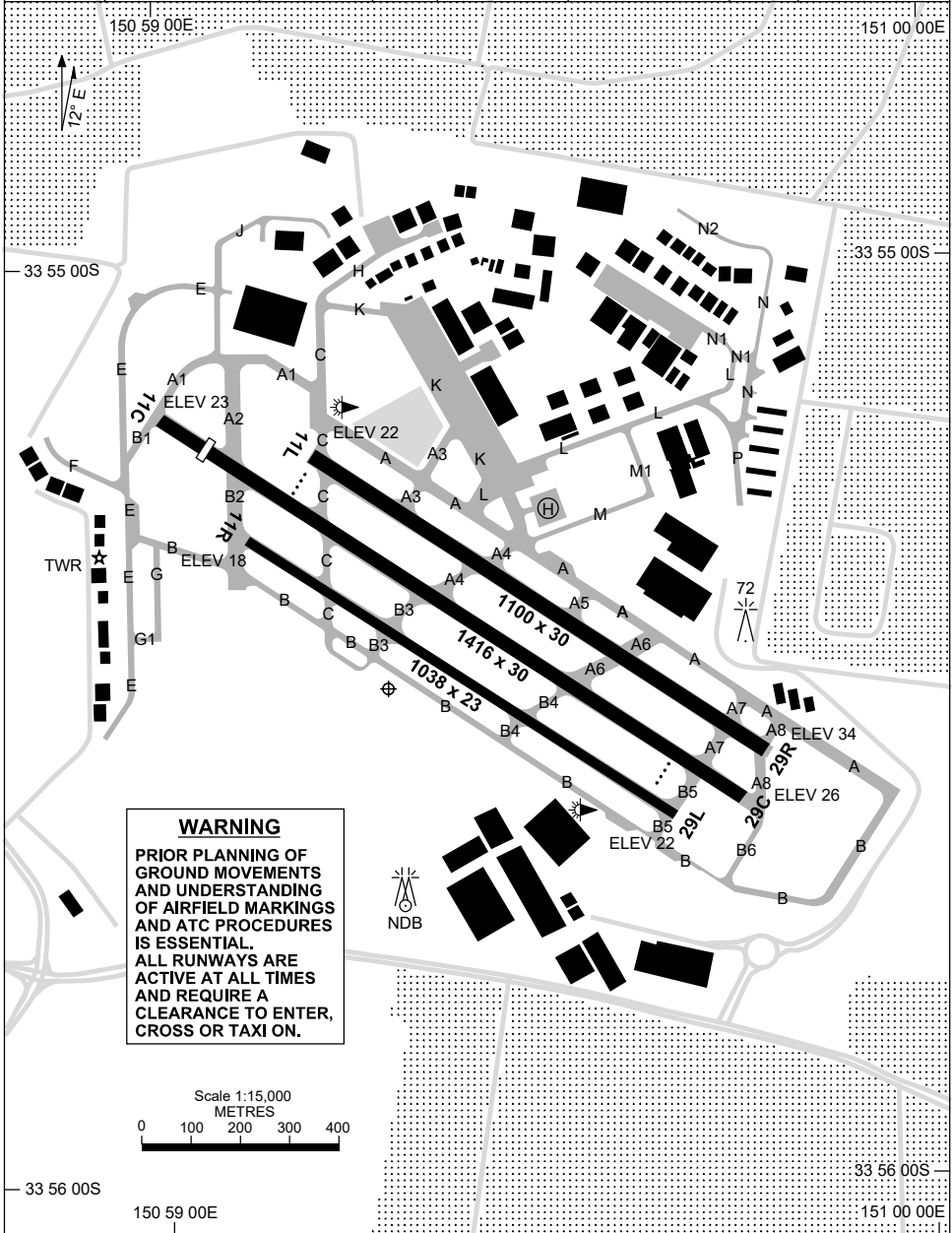


1 DEC 2022

|                   |                                    |                    |              |                          |                         |                  |                                     |
|-------------------|------------------------------------|--------------------|--------------|--------------------------|-------------------------|------------------|-------------------------------------|
| ATIS<br>120.9 416 | APP/DEP (SY)<br>128.3/118.4, 129.7 | TWR<br>123.6 132.8 | SMC<br>119.9 | FIA (AH)<br>SY CEN 125.8 | CTAF+AFRU (AH)<br>132.8 | PAL+AA<br>125.95 | Bearings are MAG<br>ELEV in FT AMSL |
|-------------------|------------------------------------|--------------------|--------------|--------------------------|-------------------------|------------------|-------------------------------------|



Changes: TERMINAL BUILDINGS.

SBKAD01-173

1 DEC 2022

AD ELEV 34  
33 55 28S 150 59 18E

AERODROME CHART - Page 2  
**SYDNEY/BANKSTOWN, NSW (YSBK)**

| ATIS<br>120.9 416  | APP/DEP (SY)<br>128.3/118.4, 129.7  | TWR<br>123.6 132.8 | SMC<br>119.9 | FIA (AH)<br>SY CEN 125.8 | CTAF+AFRU (AH)<br>132.8 | PAL+AA<br>125.95 | Bearings are MAG<br>ELEV in FT AMSL |
|--|---|--------------------|--------------|--------------------------|-------------------------|------------------|-------------------------------------|
|  |   |                    |              |                          |                         |                  |                                     |
| <b>RWY</b>   | <b>AERODROME LIGHTING</b>   |                    |              |                          |                         |                  |                                     |
|  | ABN : FLG W 4 SEC<br>TAXIWAY : GREEN CENTRELINE<br>RL : PAL+AA, SDBY (3 SEC) , PTBL (EMERG ONLY, 60 MIN PN) |                    |              |                          |                         |                  |                                     |
| <b>11C</b> <sup>111</sup><br>291 <b>29C</b>  | PAPI 3.0° 25FT MIRL RTIL PTBL<br>PAPI 3.0° 25FT MIRL RTIL PTBL  |                    |              |                          |                         |                  |                                     |
| <b>11L</b> <sup>111</sup><br>291 <b>29R</b>  | PTBL<br>PTBL  |                    |              |                          |                         |                  |                                     |
| <b>11R</b> <sup>111</sup><br>291 <b>29L</b>  | NIL<br>NIL  |                    |              |                          |                         |                  |                                     |
| <p><b>NOTES</b></p> <p>1. FIA FREQ SUBJECT TO SHIELDING. USE IN OPEN AREAS WITH LINE OFF SIGHT TO CONTROL TWR.</p> |   |                    |              |                          |                         |                  |                                     |

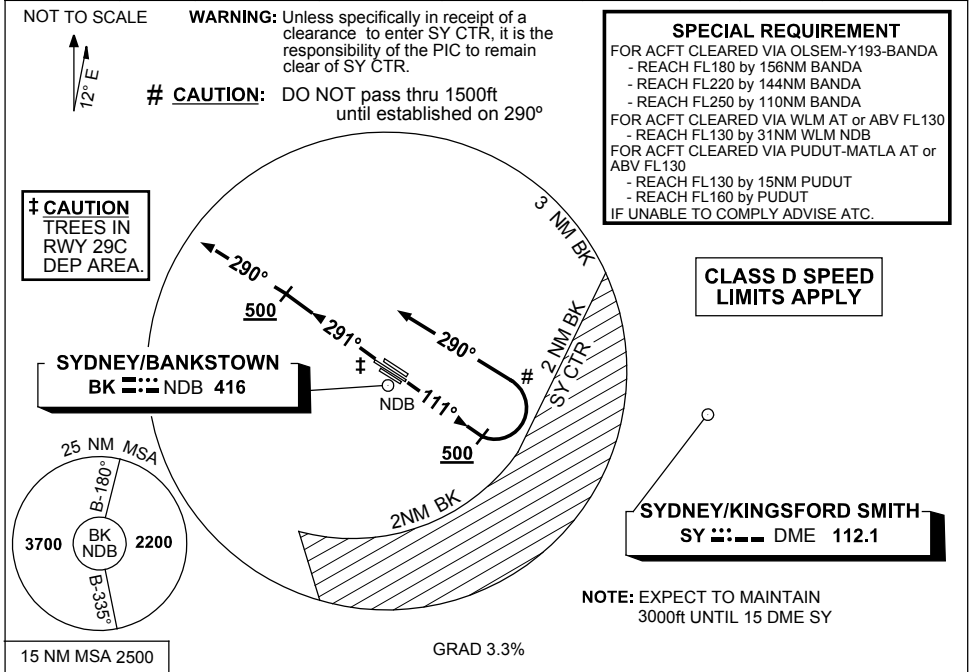
Changes: NOTES

SBKAD02-173

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

**30 NOV 2023**

|                   |              |                    |                   |                          |                         |                  |                                     |
|-------------------|--------------|--------------------|-------------------|--------------------------|-------------------------|------------------|-------------------------------------|
| ATIS<br>120.9 416 | SMC<br>119.9 | TWR<br>123.6 132.8 | DEP<br>AS ADVISED | FIA (AH)<br>SY CEN 125.8 | CTAF+AFRU (AH)<br>132.8 | PAL+AA<br>125.95 | Bearings are MAG<br>ELEV in FT AMSL |
|-------------------|--------------|--------------------|-------------------|--------------------------|-------------------------|------------------|-------------------------------------|



**BANKSTOWN NINE DEPARTURE**  
PROC NOT AVBL FROM RWYS 11L/29R AND 11R/29L

**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**

- Track 111°
- AT or ABV 500ft, turn LEFT track 290°
- Contact Departures when advised by Tower, or approaching controlled airspace

**RWY 29C**

- Track 291°
- AT or ABV 500ft, turn LEFT track 290°
- Contact Departures when advised by Tower, or approaching controlled airspace

**# CAUTION:** DO NOT pass thru 1500ft until established on 290°

**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: SPECIAL RQMNTS, NEW LOGO, Editorial.

SBKDP01-177

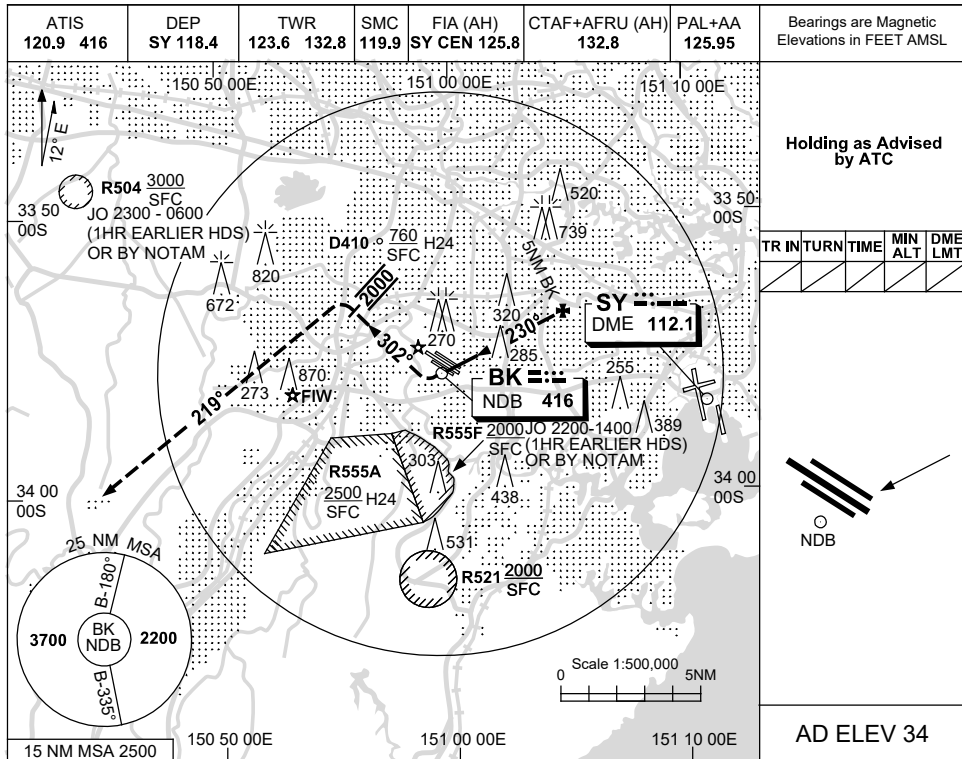


USE QNH

NDB-A

21 MAR 2024

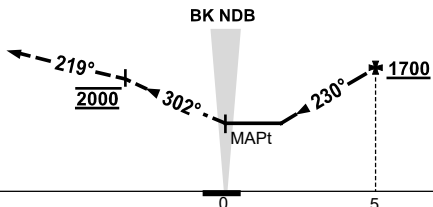
**SYDNEY/BANKSTOWN, NSW (YSBK)**



|          |                |  |  |  |  |
|----------|----------------|--|--|--|--|
| DME DIST | NOT APPLICABLE |  |  |  |  |
| ALT      |                |  |  |  |  |

**MISSED APPROACH:**

TURN RIGHT,  
TRACK 302°  
CLIMB TO 2000ft.  
AT 2000FT TURN LEFT,  
TRACK 219°  
CLIMB TO 3000ft OR  
AS DIRECTED BY ATC.



NM TO NDB

**NOTES**

- ACFT WILL BE RADAR VECTORED TO INTERCEPT FINAL TR OUTSIDE 5NM FM BK.
- WHEN ESTABLISHED, RADAR WILL ADVISE DESCENT CLEARANCE FM 1700FT NOT BEYOND 5NM FM BK.
- CIRCLING BEYOND 2.5NM SW OF YSBK WILL REQUIRE A CLEARANCE INTO R555A.

| CATEGORY  | A             | B | C             | D              |
|-----------|---------------|---|---------------|----------------|
|           |               |   |               | NOT APPLICABLE |
| CIRCLING  | 750 (716-2.4) |   | 940 (906-4.0) |                |
| ALTERNATE | (1216-4.4)    |   | (1406-6.0)    |                |

Changes: R555F AMD, Editorial.

SBKNB01-178



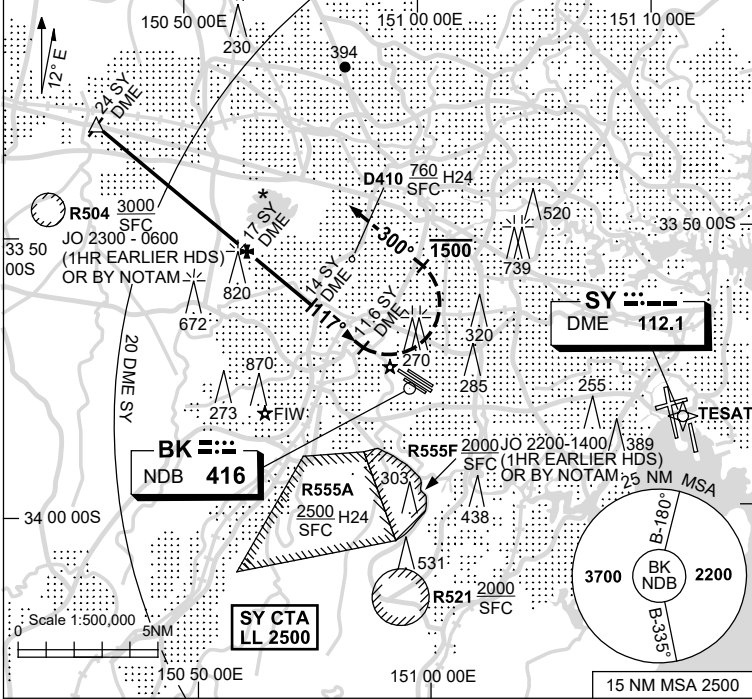
USE QNH

NDB RWY 11C

21 MAR 2024

SYDNEY/BANKSTOWN, NSW (YSBK)

|                   |                 |                    |              |                          |                         |                  |                        |
|-------------------|-----------------|--------------------|--------------|--------------------------|-------------------------|------------------|------------------------|
| ATIS<br>120.9 416 | DEP<br>SY 118.4 | TWR<br>123.6 132.8 | SMC<br>119.9 | FIA (AH)<br>SY CEN 125.8 | CTAF+AFRU (AH)<br>132.8 | PAL+AA<br>125.95 | NAVAID RQ:<br>• SY DME |
|-------------------|-----------------|--------------------|--------------|--------------------------|-------------------------|------------------|------------------------|

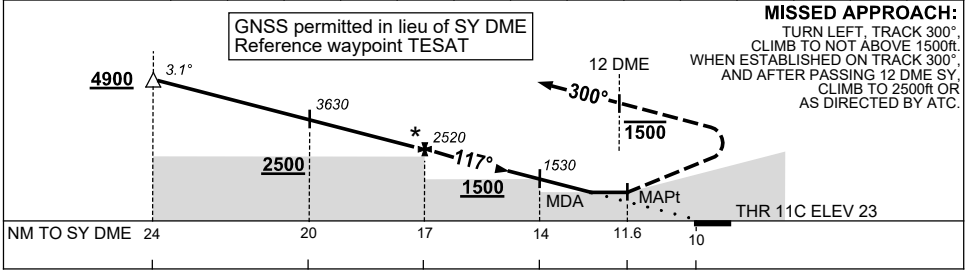


**Holding as Advised by ATC**

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

**AD ELEV 34**  
Bearings are Magnetic  
Elevations in FEET AMSL

|                     |      |      |      |      |      |      |      |      |      |      |      |      |     |      |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|-----|------|
| DIST TO SY DME      | 23.8 | 23   | 22   | 21   | 20   | 19   | 18   | 17   | 16   | 15   | 14   | 13   | 12  | 11.7 |
| ALT(3.1° APCH PATH) | 4900 | 4650 | 4310 | 3970 | 3630 | 3280 | 2930 | 2520 | 2240 | 1880 | 1530 | 1170 | 800 | 680  |



**NOTES**

- MAX IAS:  
INITIAL : 180KT.  
MAP TURN: 160KT.
- CIRCLING BEYOND 2.5NM SW OF YSBK WILL REQUIRE A CLEARANCE INTO R555A.
- ACFT WILL BE RADAR VECTORED TO IAF.
- \*4. ACFT ARE TO BE AT 2500FT BY 17 SY.

| CATEGORY  | A             | B | C             | D              |
|-----------|---------------|---|---------------|----------------|
| S-I NDB   | 700 (677-3.7) |   |               | NOT APPLICABLE |
| CIRCLING  | 750 (716-2.4) |   | 940 (906-4.0) |                |
| ALTERNATE | (1216-4.4)    |   | (1406-6.0)    |                |

Changes: R555F AMD, Editorial.

SBKNB03-178