

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

NSW

UTC +10

YSBK

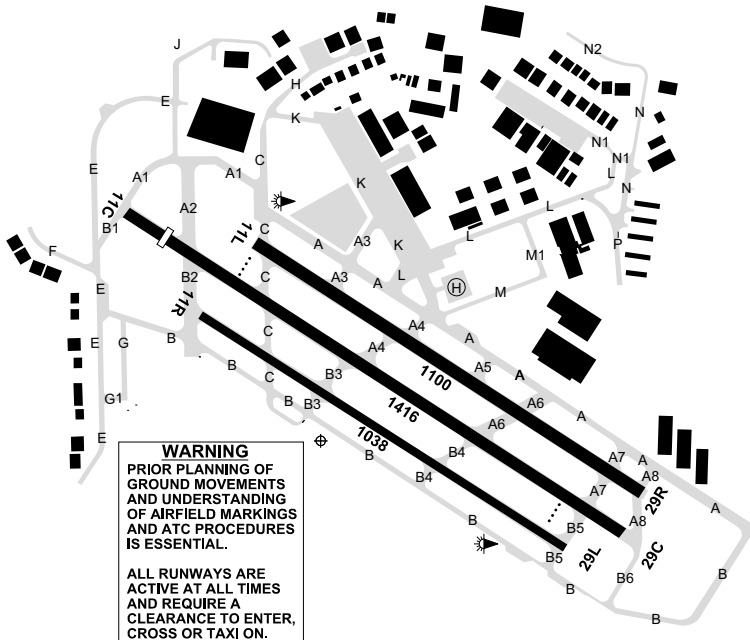
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AD OPR Bankstown Airport Limited, 16A Airport Avenue, Bankstown Airport, NSW, 2200. PH 02 8709 9400. ARO 0419 294 432 (0500-2105 daily local time). Fax 9791 0230.

**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 - Pegasus Aero Fuels Pty Ltd: MON-FRI 0600-1900 Local (2000 EDS Time); SAT/SUN 0600-1800 Local. BH - AVGAS and JET A1 refuelling trucks, H24 Card Swipe AVGAS Bowser, 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. 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.

APRONS AND TAXIWAYS

- 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'. ACFT with wingspan greater than 29M require wing tip marshall when passing TWY A ACFT run-up bay.
- TWY E BTN TWY J and TWY B1 not AVBL outside TWR HR.
- Pavement restrictions**
 - TWY C, J, L, P, N, N1, N2, AVBL for ACFT up to 16,000KG.
 - TWY A1, A2, A, A3 north of A, L south of K, K, A7, A8 AVBL for ACFT up to 20,000KG.

AERODROME OBSTACLES

Lit OBST:

- 212FT AMSL BRG 061 MAG 4,550M FM ARP.
- 266FT AMSL BRG 065 MAG 4,550M FM ARP.
- 300FT AMSL BRG 062 MAG 2,100M FM ARP.
- 269FT AMSL BRG 009 MAG 2,100M FM ARP.
- 256FT AMSL BRG 044 MAG 3,600M FM ARP.
- 222FT AMSL BRG 050 MAG 3,650M FM ARP.

METEOROLOGICAL INFORMATION PROVIDED

- TAF CAT B, METAR/SPECI, AD WRNG.
- AWIS Phone 02 9353 6403 - Report faults to BoM.

PHYSICAL CHARACTERISTICS

11C/29C	111	46a	20000/1050 (152PSI)	WID 30	RWS 90
11L/29R	111	36a	16000/1050 (152PSI)	WID 30	RWS 90
11R/29L	111	34a	5700/580 (84PSI)	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	PTBL(1)			BY PRIOR
				ARRANGEMENT
RWY 11C/29C	RTIL	PAL+AA 125.95		SDBY PWR AVBL
RWY 11L/29R	PTBL(1)			BY PRIOR
				ARRANGEMENT

- EMERG only. 60MIN PN.
 - RWY edge light spacing: 11C/29C: 60M.
 - PAPI AVBL on RQ during ATC HR. PERM operation outside ATC HR. RWY 29 remains preferred RWY direction HN. PAPI signal valid for RWY 11C/29C only.

OTHER LIGHTING

ABN FLG 4 W

- SDBY PWR switchover time: 3 SEC.
- TWY LGT: Green CL.
- Aeronautical ground lights positioned at:
 - BEROWRA (1)
 - ROUND CORNER (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 SEC. On Ground
FIA	SYDNEY CENTRE	125.8 PRI
ATIS	BANKSTOWN	120.9 416 (1)
SMC	BANKSTOWN GROUND	119.9
TWR	BANKSTOWN TOWER	123.6 132.8

(1) or Phone 02 9738 3190

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

RADIO NAVIGATION AND LANDING AIDS

NDB BK 416 335542.0S 1505918.6E Range 40 (HN 40)

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 circuit training.
3. Taxiing ACFT shall give way to ACFT vacating a RWY.

FLIGHT PROCEDURES**1. ESTIMATED AIRBORNE TRAFFIC DELAYS**

- 1.1. For IFR ARR ACFT:
 - a. May be expected due to terminal area traffic density:
 - (i) 2000-1300 UTC DLY: 15 MIN.

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

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 All ACFT departing into Class G airspace are to change to SYDNEY CENTRE FREQ 124.55, 3NM from BK during TWR HR. Specific transfer instructions will not be issued to VFR aircraft.
- 5.2 Inbound ACFT requiring RWY 11C/29C are to notify ATC on first contact.

6. LANE OF ENTRY D539A and D539B

- a. Flights to YSBK from the North:

Track FM Brooklyn Road Bridge to South Dural Tanks, and then the NE shore of Prospect Reservoir to join the Bankstown circuit.
- b. Flights from YSBK to the North:

Track via Parramatta CBD, then Pennant Hills and Hornsby. Once north of the Hornsby Railway workshops, proceed either to the Coast (TR 085M) or to Patonga.
- c. Noise Abatement:

Except when on climb or descent, pilots of multi-engined ACFT should operate not below 1,500FT AGL in D539A and D539B, unless operation at this altitude would jeopardise the safe conduct of the flight.
- d. If unsure of position request assistance from SYDNEY 125.8.
7. All OPS unable to visually navigate clear of the SY CTR must obtain an airways clearance prior to departure.
8. Airways clearance requests to enter SY CTR must be made on BANKSTOWN GROUND 119.9 during the hours of activation of Bankstown TWR, or SYDNEY CENTRE 125.8 PRI / 124.55 SEC, when BK CTR is deactivated.
9. ACFT DEP in CTA ABV 4,000FT for routes S of Camden may experience DEP delay due traffic and CTA limitations.
10. 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).

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

11. CIRCUIT OPERATIONS

- 11.1 Circuit Altitude: 1,000FT QNH.
- 11.2 Circuit OPS are to be confined within a 2NM radius of the ARP.
- 11.3 ATC may restrict circuit OPS.

12. CLASS D

- 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.
- 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.*

13. DEPARTURES

- 13.1 All ACFT requesting an AWY Clearance into Class C airspace shall report 'Ready' on SMC FREQ 119.9 prior to leaving the run-up bays, to avoid congestion at the holding point.
- 13.2 DEP ALT (HJ):
 - a. 1,000FT for RWY 29L, 29C and 29R;
 - b. 1,500FT for RWY 11L, 11C and 11R.
- 13.3 Outside BK TWR HR, IFR ACFT expect DEP clearance via SID.
- 13.4 **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 airspace on DEP FM BK; or
 - (ii) To leave Class C airspace on descent to BK does not authorise entry into this RA.
- AIP ENR 1.4 Para 5.3.2.2 refers.*

14. ROUTES

- a. A VFR ACFT departing into Class G airspace must depart the CTR on an extended leg of the circuit.
- b. VFR ACFT must advise departure intentions with READY Call.
- c. Clearance for VFR ACFT to operate in the BK CTR and VFR ACFT departing into Class G will be issued on BK TWR FREQ.
- d. A takeoff clearance constitutes a clearance to operate within the CTR or depart the CTR in accordance with the intentions notified with the READY Call.

15. ARRIVALS

- 15.1 CTR ENTRY ALT (HJ): 1,000FT for RWYs 11; 1,500FT for RWYs 29.
- 15.2 ARR VFR ACFT should track via and report at PSP or 2RN.
- 15.3 After landing remain on 132.8 until clear of all active RWYs, then contact SMC on 119.9 in accordance with AIP.
- 15.4 Request "taxi guidance" if required.

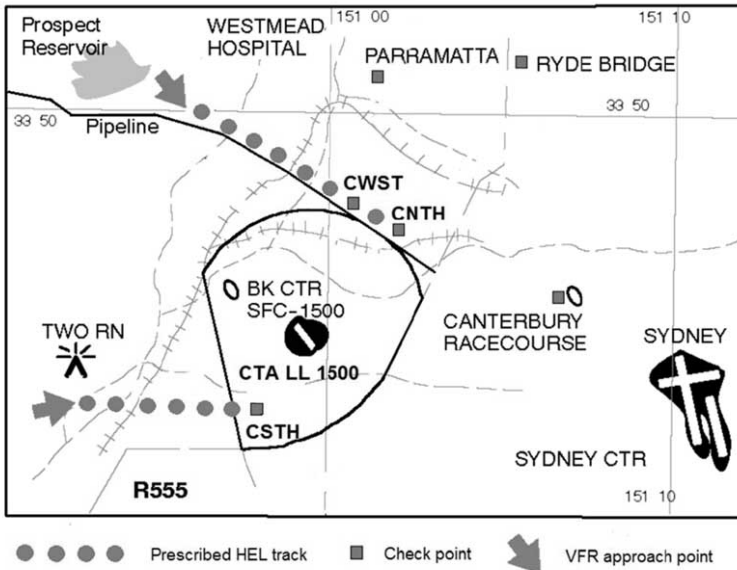
16. HELICOPTER OPERATIONS

NOTE: THE FOLLOWING PROCEDURES APPLY HJ ONLY. HELICOPTERS SHALL USE FIXED-WING PROCEDURES HN

16.1 Local Procedures

- a. All HEL OPS in the BK CTR shall be conducted at 700FT on BK QNH, unless otherwise advised by ATC.
- 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) RWYs 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 500 feet.
 - 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. The HEL check points are:
 - (i) CHOPPERS NORTH (CNTH) - Northern end of Regents Park Railway Station APRX 300 metres N of the water pipeline;
 - (ii) CHOPPERS WEST (CWST) - Michels Patisserie located 1.2NM West of CHOPPERS NORTH on the water pipeline;
 - (iii) CHOPPER SOUTH (CSTH) - Intersection of two creeks enclosing a sewage treatment works 2.1NM S of ARP.
- 16.2 **Departures**
- a. HEL shall advise their intentions or preference with the "READY" report.
 - b. Departures to the north:
 - (i) For RWY 29 circuit direction: track outbound via CHOPPERS WEST
 - (ii) For RWY 11 circuit direction: track outbound via CHOPPERS NORTH
 - c. Departures to the south: after passing CHOPPERS SOUTH, HEL shall turn to track between R555 and 2RN unless instructed otherwise by ATC.
- 16.3 **Arrivals**
- a. HEL shall make first contact with BK TWR on 132.8 at one of the VFR approach points (not at a HEL check point).
 - b. HEL arriving from the north:
 - (i) For RWY 29 circuit direction track inbound via CHOPPERS NORTH and remain N of the pipeline until in receipt of circuit entry instructions. Expect to join circuit on right base.
 - (ii) For RWY 11 circuit direction track inbound via CHOPPERS WEST and remain clear of the control zone until in receipt of circuit entry instructions. Expect to join circuit on left base.
 - c. HEL arriving from the south: track inbound via CHOPPERS SOUTH. Expect to overfly the runway complex at 500FT on BK QNH until established NE of the aerodrome. Expect to join downwind for the designated HLS.



17. LOW LEVEL POLICE HELICOPTER OPERATIONS

- 17.1 Random low level police HEL OPS will occur in Sydney Class C Airspace ADJ to the BK CTR.
- 17.2 Police HEL will be responsible for maintaining visual separation with all ACFT operating WI the BK CTR. Directed TFC information will not be passed unless ATC considers TFC information is REQ.
- 17.3 Directed TFC may be passed to police HEL about an ACFT operating at BK that is not established inside BK Class D airspace.
- 17.4 Police HEL will be responsible for sighting and avoiding TFC operating at BK or moving away FM the area of conflict.

18. VFR COMMUNICATION FAILURE

- a. Carry out Communication Failure procedures in EMERG.
- b. TR via the appropriate VFR approach point.
- c. Enter BK CTR at 1,500FT and TR to overhead the aerodrome at that altitude.
- d. Ascertain landing direction and join the appropriate circuit for the runway selected.
- e. The preferred runway for landing should be the runway nominated in the joining or sequencing instruction or the arrivals/departure runway nominated on the ATIS.
- f. When ready, descend to circuit altitude remaining clear of the other circuit.
- g. Maintain separation from other ACFT.
- h. Proceed with normal circuit and landing.
- i. Watch for light signals from the TWR.

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. Wildlife hazard exists
 - a. Increased bird activity during and post rainfall and adverse weather events including Australian white ibis, cattle egret, ducks, and crows.
 - b. Species specific NOTAM will be issued during periods of increased activity.
2. During winds with a southerly direction component, building induced mechanical turbulence may be experienced on final for RWY 11C and RWY 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.