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# SYDNEY BASIN VISUAL PILOT GUIDE 2010



SYDNEY VPG 2010.indd 1

## CASA'S VISUAL PILOT GUIDES

#### - the pilot's must have

As a visual pilot, you are encouraged to use this visual pilot guide (VPG) for planning flights in the class D and non-towered environment. In doing this, you will join thousands of pilots who have benefited from the information these guides provide.

Since the VPGs were introduced in 1998, they have become an integral part of the visual pilot's flight bag. Originally developed in response to the rising number of violations of controlled airspace in the Brisbane area, their popularity grew to the point that CASA decided to produce them for all the former GAAP aerodromes.

They undergo a process of continual improvement made possible only through feedback from industry, and the dedication of a number of industry participants. The VPGs are a must-have item for any pilot wishing to fly into or out of the featured aerodromes.

NOTE: The information contained in this guide was correct at the time of publishing, and is subject to change without notice. CASA makes no representation as to its accuracy. It has been prepared by CASA Safety Promotion for information purposes only.

Plan your route thoroughly, and carry current charts and documents. Always check ERSA, NOTAMs, and the weather, BEFORE you fly. The VPGs do not replace current operational maps and charts.

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The Visual Pilot Guide (VPG) is an aid for pilots to use when flying into, out of and around Sydney aerodromes. It is designed to help you in planning and conducting your flight.

The guide was developed with the assistance of operators based at Sydney aerodromes.

For comments and suggestions on improving this guide, contact:

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# SYDNEY BASIN VISUAL PILOT GUIDE





#### Daily inspection certified

• Check for required maintenance

 Daily inspection or pre-flight inspection as per aircraft system of maintenance or pilot operating handbook

#### -

- 0il
- Check quantity

## PRE-FLIGHT CHECK

# PRE-FLIGHT PLANNING

- Determine total fuel capacity and usable fuel (refer aircraft flight manual/POH).
- Determine fuel consumption rates (refer pilot's operating handbook).
- Re-familiarise yourself with the aircraft's fuel systems.
- Check fuel availability en route (note suppliers and operating hours).
- Plan to arrive with all fuel reserves intact. Never plan to use fixed or variable reserve fuel.
- Weight versus fuel. Keep in mind that you may not be able to carry full tanks.
- Check weather to determine holding and/or alternate fuel requirements.

# PRE-FLIGHT INSPECTION

- Try to refuel on level ground to avoid inaccurate fuel measurements and unwanted fuel transfer.
- Dip each tank to check the amount of fuel. If a tank cannot be dipped, fill at least one tank (weight permitting) so there is a known fuel quantity.
- Cross-check fuel amounts by at least two separate methods.
   Use the lowest figure if they vary by more than three per cent.
- Ensure drains are closed and vents are unobstructed.
- If using avgas, rock the aircraft to move trapped water over the drain point before carrying out a fuel drain (refer to the aircraft manufacturer's recommendations).
- Check for contaminants, particularly water; and correct fuel type.
- Ensure the fuel filler cap is secure and sealed.

## IN-FLIGHT FUEL MANAGEMENT

- At regular intervals (at least every 30 minutes and at turning points) compare fuel remaining from gauges with planned figures/ fuel log and monitor tank selection.
   Caution: Gauge readings as per aircraft's fuel calibration card.
- Use planned power settings and correct mixture leaning technique.

# POST-FLIGHT FUEL MANAGEMENT

• Compare actual fuel used against planned fuel usage when next refuelling.

# ALTERNATE DUE TO WEATHER SUMMARY (VFR)

#### refer AIP ENR

- 1. Cloud: More than SCT (3 to 4 OKTAS) below ceiling of 1,500ft; or
- 2. Visibility: Less than 8km or forecast probability of fog, mist, dust, etc; or
- **3. Wind:** Crosswind or downwind more than aircraft maximum. (Wind gusts must be considered.); or
- 4. Thunderstorms: Forecast or probability.

## TAF YGEL 011835Z 0120/0208 09010KT CAVOK INTER 0203/0205 16015KT 6000 SHRA BKN005 SCT030 FM 020500 16010KT CAVOK

T 15 19 24 20 Q 1008 1007 1005 1007



#### TAF YPJT 271648Z 2718/2806 33015G28KT 9999 SHRA FEW010 0VC100 TEMPO 2720/2801 1000 +TSGR BKN005 SCT040CB T 14 13 13 11 0 1016 1015 1013 1016



Example: Conversion from litres to kg using navigation computer.

## TIME IN YOUR TANKS

## FUEL CALCULATIONS



#### CLIMB

Fuel burn calculated using 'time, Fuel and Distance to Climb' chart in pilot's operating handbook



- 6 TAXI
- NB: Allow appropriate fuel for aircraft (time calc. not applicable).

# SCENARIO - PIPER LANCE

Category:	Charter			
From:	Mallacoota (YMCO)			
To:	Albury (YMAY)	ETA	0500	
Distance:	160nm	Wind:	Nil	
Climb:	110kt	Cruise:	150kt	

#### Piper Lance typical fuel flow:

Climb:	94 litres/hr	
Cruise:	65 litres/hr	Use figures from your
Holding:	52 litres/hr	handbook

	Fuel Calculation	Min (	L/Kg/
1	Climb	12	19
2	Cruise	55	60
	Alternate	-	-
	Sub total	67	79
3	Variable reserve	10	12
4	Fixed reserve	45	49
5	Holding	30	26
6	Taxi	-	10
	Fuel required	152	176
	Margin	22	24
	Endurance	174	200
	From	YMCO	

# FUEL RESERVE RECOMMENDATIONS

refer CAAP 234-1(1)

Туре	Category	Flight	Variable Reserve	Fixed Reserve
PISTON	Private & aerial work	IFR & VFR	not mandatory	45 minutes
	Charter RPT	IFR & VFR	15%	45 minutes
TURBINE	Private & aerial work	IFR & VFR	not mandatory	30 minutes
	Charter RPT	IFR & VFR	10%	30 minutes
HELICOPTER	Private & aerial work	VFR	not mandatory	20 minutes
	Public transport & charter	IFR	15%	30 minutes

NOTE: Good airmanship dictates a higher margin than these recommended minimums.

## HOLDING FUEL

## TAF YMAY 021830Z 0220/0308 35010KT CAVOK

## FM 030400 30015KT 0VC100

## INTER 0304/0308 30020G40KT 3000+TSRA BKN010 SCT040CB

### T 23 24 28 33 Q 1012 1013 1014 1009





## FUEL CALCULATIONS

# CLASS D

# INTRODUCTION

On 3 June 2010, the six existing general aviation aerodrome procedures (GAAP) locations adopted the International Civil Aviation Organization's (ICAO) class D airspace classification, along with procedures broadly aligned with those of the American Federal Aviation Administration (FAA).

The new class D procedures at the former GAAP aerodromes now also apply in all existing class D airspace.

Australia has adopted FAA class D procedures such as abbreviated clearances and distances from cloud, including:

- VMC criteria
- Parallel runway operations
- Abbreviated clearance by establishing two-way communications
- · Maximum speeds, and
- Entry not constrained by a particular tracking point.

[Although under the new rules, you no longer have to proceed VFR within a class D control zone, IFR pilots are encouraged to proceed VFR whenever possible, and to advise ATC. Such action will remove delays that may be caused by separation requirements for IFR flights within the zone and adjoining airspace.]

# ENTERING CLASS D

#### Entry points

One of the main changes pilots flying into former GAAP aerodromes should understand is that GAAP approach points are now VFR approach points, and are no longer mandatory. However, using VFR approach points, marked on the visual terminal charts with a shaded diamond, is recommended because they:

- provide an orderly path for entering the circuit
- help with noise abatement
- help to keep you out of nearby controlled airspace
- and avoid the flow of outbound traffic.

The VFR approach points are selected because they are prominent landmarks, which help with visual navigation, and make it easier for ATC to segregate traffic.

Under the new rules, ATC may still exercise the right to instruct you to enter class D airspace via a particular point.

#### Clearances

You must receive a clearance before operating in a class D control zone. This could be clearance to take off, instructions for circuit entry, or transit.

Individual clearances are required for:

- 1. Take-off and landing;
- 2. Entering, crossing or taxiing along all runways;
- 3. Taxiing on a manoeuvring area;
- 4. **Note**: An instruction to 'Hold short of runway ... [number] left [or centre or right]' requires you to hold at a marked holding point.
- 5. Turns in a direction contrary to the circuit for a particular runway;
- 6. **Note**: An ATC circuit entry instruction acts as a clearance for a contrary turn, if required to comply with this instruction.
- 7. Circuits at a height other than 1,000ft; and
- 8. Operations on routes or at altitudes different from those published in ERSA.

# Establishing two-way communications

When an aircraft contacts air traffic control at a class D aerodrome and provides sufficient information about track or position, level, and intentions for ATC to make an informed decision, ATC may clear the aircraft to enter the airspace by simply acknowledging the transmission with the aircraft's callsign. Alternatively, and more usually, ATC will provide brief instructions to the pilot.

Such instructions include 'join crosswind', 'overfly', or 'report at [position]'. The acknowledgment authorises the aircraft to enter the class D airspace following the stated track and level, or alternative instruction given by ATC. Once clearance to enter the class D airspace is given, the pilot is required to maintain two-way communications and to comply with any subsequent ATC instructions.

This shortened procedure does not eliminate the availability of a 'traditional' airways clearance where indicated, but it provides an abbreviated clearance option for use where both pilot and ATC understand the proposed course of action.

#### Readback requirements

There are no changes to readback requirements except in relation to taxi instructions. If you get a taxi instruction which includes a holding point, you must read back the name of the holding point. You must read back:

- Any airways clearance, in full
- Any clearance or instruction to hold short of, enter, land on, conditional line-up on, wait, take-off from, cross, taxi or backtrack on, any runway
- Assigned runway, QNH directed to a specific aircraft, SSR codes, radio frequency instructions
- Altitude instructions, direction of turn, heading and speed restrictions.

#### Pilot responsibilities

When operating in class D airspace, you must:

- 1. Sight and maintain separation from other aircraft;
- 2. Comply with ATC instructions while ensuring you maintain separation from other aircraft;
- 3. Immediately advise ATC if unable to comply with a control instruction; and
- 4. Advise ATC if unable to sight, or if you lose sight of, other aircraft notified as traffic.

#### VMC in class D airspace

- Flight visibility at least 5,000m
- Horizontal distance from cloud of at least: 600m
- Vertical distance from cloud minimum of: 1,000ft when above cloud; 500ft when below cloud.

#### Special VFR (SVFR)

You must not conduct a VFR flight in class D airspace when VMC do not exist. VMC criteria have changed from the previous 'clear of cloud' prescription that applied under GAAP. In class D, VMC exists when you are able to maintain a separation of at least 500ft vertically below cloud.

Special VFR, with visibility of as low as 1600 metres, is now available. However, this procedure is intended to be used to recover inbound or circuit aircraft suddenly encountering reduced visibility (because of a rain shower, for instance) and won't be given to allow you to conduct circuits in reduced visibility. And you won't be given an SVFR clearance to depart the zone - remember that the visibility required in class G airspace is still 5000 metres!

Separation requirements for SVFR flights differ depending on whether the non VMC is caused by reduced visibility or low cloud. Under class D rules, SVFR flights will be separated from IFR flights at all times, and SVFR will be separated from other SVFR flights when visibility is the limitation. SVFR is only available by day and cannot be initiated by ATC. It will only be given in response to a 'request special VFR' by the pilot. If you don't request SVFR, you will not be given clearance to enter class D airspace. Be sure to advise the tower of the reason for your request - either low cloud or poor visibility. Your request must be co-ordinated with Sydney Air Traffic Control so that your SVFR flight can be separated from all IFR flights operating within the surrounding class C airspace and from SVFR fights in the case of reduced visibility.

There will generally be no specific tracking instruction given with a SVFR clearance because the pilot must be able to manoeuvre the aircraft around cloud in accordance with the SVFR criteria. Similarly, an altitude may not be given, although there is always the option available to ATC assign an altitude such as 'not above 1500'.

A special VFR clearance only applies within the class D control zone.

When operating under a special VFR clearance, you are responsible for ensuring that:

- 1. The flight is conducted clear of cloud;
- 2. Visibility is not less than 1,600 metres for fixed wing aircraft and 800m for helicopters; and
- 3. The flight is conducted in accordance with CAR 157 with regard to low flying.

# Maximum speed within a class D control zone

Unless ATC authorises otherwise, your indicated airspeed should not exceed 200kt within 4nm and 2500ft above the elevation of the aerodrome.

#### Separation

In class D airspace, ATC will provide the following air traffic services to aircraft:

- IFR flights will be separated from IFR and special VFR flights
- Special VFR flights will be separated from other special VFR flights when the visibility is less than VMC
- IFR flights will receive traffic information about VFR flights
- VFR flights will receive traffic information about IFR and other VFR flights
- Traffic avoidance advice and sequencing will be available on request.

## **GENERIC CLASS D INFORMATION**

You must keep a vigilant lookout for other aircraft even if you have received traffic information.



Under the new procedures, if you're flying VFR, you are entirely responsible for **avoiding the wake turbulence** from heavier aircraft ahead, including when you are landing. The same applies if you're flying IFR and you accept responsibility to follow or maintain own separation with a heavier aircraft ahead. For these circumstances, ATC assistance will be limited to issuing a wake turbulence caution.

#### Surface movement control

Surface movement control (SMC) has been re-introduced at the former GAAP aerodromes and is now provided at ALL controlled aerodromes.

## On initial taxi

Before taxiing or calling surface movement control, check that your radio receiver is functioning correctly and obtain the current ATIS. The preferred method for checking your radio is to monitor the ATIS.

When ready to taxi, make a taxi call to SMC, giving the following details:

- 1. callsign and aircraft type;
- 2. number of POB (not required for VFR flights);
- 3. identification of ATIS code received;
- 4. location on aerodrome;
- 5. flight rules (not required for VFR flights);
- 6. intentions (crosswind circuit training, first intended landing point, etc); and
- 7. first tracking point (if no flight plan submitted);
- 8. for training flights, whether dual or solo.
- 9. 'request taxi'.

If an airways clearance is required follow the ERSA for correct request procedures.

To minimise delays to your departure, you should notify flight details using the national aeronautical information processing system (NAIPS) as the preferred option. You can also telephone, fax or, as a last resort, radio SMC.

Where possible, you should carry out your pre-take-off checks in a run-up bay. A taxi clearance to a particular runway holding point entitles you to conduct your pre-take-off checks using an en-route run-up bay.

Never enter or cross a runway en route to the holding point or run-up bay unless specifically cleared to do so by ATC.

When vacating a holding bay, you must give way to aircraft on the taxiway.

## Ready for take-off

When you are ready for departure and first in line at the holding point, select the relevant tower frequency, and report:

- [Callsign] 'ready', and
- The designator of the departure runway.
- Departure direction or intentions for example, 'ABC, Ready runway [Left/Centre/ Right] For [Upwind/Crosswind/Downwind] departure.'

### After landing

Before landing, plan your taxi route to your parking position. After landing, vacate the runway as soon as practicable. Remember that aircraft on a taxiway must give way to aircraft vacating a runway.

If you have landed on a runway that intersects another runway, you may cross the intersecting runway, but you must not vacate onto the intersecting runway unless ATC has cleared you to do so.

After vacating a runway, you must not enter, re-enter, cross or taxi along any runway unless ATC has cleared you to do so. Contact SMC; advise your current location and your intentions or destination on the aerodrome.

Consult ERSA for any additional location specific procedures.

### Flying in the circuit

ATC may issue a sequencing instruction with a takeoff or touch-and-go clearance. When issued with a sequencing instruction, you must follow the aircraft you have been sequenced to follow.

Unless otherwise instructed by ATC, you must report downwind when starting or joining the downwind leg. This report should include callsign, 'downwind' and intentions [full-stop or touch-and-go]. If there is too much radio traffic for the call to be made in this position, report mid-downwind or late-downwind as appropriate. ATC will issue a sequencing instruction based on your position in the circuit.

ATC approval is required before conducting nonstandard circuit operations such as practice glide approaches, or simulated engine failure training in single and multi-engine aircraft. Such an approval may be issued on a one-by-one basis or, traffic permitting, as a blanket clearance for a specified period of time. (Note: local aerodrome procedures may preclude such operations). You must also obtain tower approval before conducting simulated engine failure training in a multi-engine aircraft within 5nm of a controlled aerodrome.

In sequencing aircraft, ATC will indicate the position of the preceding aircraft by reference to a leg of the circuit or as a clock bearing, and describe it either as a specific type or in general terms (e.g., Cessna or twin). Unless ATC instructs otherwise SSR Transponder should be turned to ON/ALT code 3000.

ATC may issue a sequence number. Sequence numbers specify the landing sequence position of an aircraft with respect to any preceding aircraft.

The instruction 'follow' requires you to sight the preceding aircraft, and regulate your speed and approach path to achieve separation. If you cannot see and identify the preceding aircraft, you must advise the tower.

A landing clearance does not diminish your responsibility to maintain sufficient separation from the preceding aircraft during landing.

Advise whether dual or solo for training flights with taxi call.

### Inbound call

You must establish and maintain two-way communications with the class D tower before entering the control zone from class G airspace.

You should make your inbound call approaching the relevant VFR approach point. Alternatively, you may establish initial contact with the tower when you are around eight to 10 miles from the aerodrome.

Your inbound call should include: callsign, type, position, level, ATIS code received, and intentions (for example, 'inbound').

You should squawk code 3000 and ALT just prior to contacting the tower with your inbound call.

## DEPARTURES

#### Into class G airspace

When departing the control zone into class G airspace, you should do so on **upwind, crosswind** 

or **downwind** by extending the relevant leg of the circuit and then tracking clear of VFR approach points and associated routes.

As a VFR flight, you do not need to make a departure call when departing the control zone directly into class G airspace. Nor do you need to request approval to change frequency when transiting from the class D control zone into class G airspace.

#### Into class C airspace

If you are departing directly into class C airspace, the airways and departure clearances issued by ATC will authorise you to operate in both class D and class C airspace.

#### Transit of a class D control zone

If you intend to overfly the class D control zone from class G airspace without landing, it is recommended you plan to do so via a VFR approach point.

You must establish two-way communications with ATC before reaching the control zone boundary, so you should make your call approaching the relevant VFR approach point. Alternatively, you may establish initial contact with the tower when you are around eight to10nm from the aerodrome.

Your call should include: callsign, type, position, level, ATIS code received and intentions (for example, 'overflying for [next tracking point]'.

### Flight near class D airspace

When flying in class G airspace near a class D control zone boundary, you should consider monitoring the tower frequency to assist awareness of traffic entering and leaving the control zone.

#### Licensing

A private pilot licence holder who has the logbook entry to fly an aircraft as pilot in command (PIC) in a control zone at a GAAP aerodrome, may, on or after 3 June 2010 fly an aircraft as PIC in class D non-radar airspace.

In addition, a licensed private pilot will be eligible for the log book entry to fly an aircraft as PIC in a control zone which has no radar service.

## DISCLAIMER

This information is a brief outline of the practices and procedures adopted at class D aerodromes on 3 June 2010, and is designed to provide insight into the general philosophy behind the procedures. This information is not necessarily definitive and the information should not be used operationally without first cross-referencing with the appropriate documentation.

## **GENERIC CLASS D INFORMATION**

## SYDNEY BASIN AVOIDING AIRSPACE INFRINGEMENTS

#### C LL 700ft step

Flight in the airspace below the C LL 700 step should not be considered due to insufficient terrain clearance. Remain well clear.

Tracking north in the lane of entry, the initial track is about 360°M from Bankstown to Parramatta (depending on the departure runway), then 025°M to Pennant Hills. Allow for drift so you do not infringe this 700ft control area step.

Use the *Sydney General Flying Guide* (GFG) and current charts for assistance with navigation and procedures.

#### R555C- Holsworthy & class C airspace above

Holsworthy is an army firing range, R555C (SFC-3000ft) and active daily from 0700-2100 local.

The lower limit of class C airspace is 2500ft and a small section of 4500ft in the south.

Remain well clear of the boundaries of R555, allowing for drift, especially when tracking around the southern end. This can be a particular problem in winter when there can be strong westerly winds. The Sydney General Flying Guide contains guidance for navigation around R555.

#### **Victor One**

-

Do not coastal fly the Sydney beaches between Ben Buckler and Long Bay Headland and between the eastern most point of Cape Banks and Cape Solander

Refer to the *Sydney General Flying Guide* and ERSA for specific advice on flying the Victor One North and South scenic routes.

#### Bankstown training area/Bankstown inbound

Do not operate above 2500ft in this area. It is recommended you leave a buffer under the step whenever practicable.

On entry into Bankstown when runway 29 is in use, do not descend below 1500ft until you are cleared to make a visual approach,

so departing traffic on climb to 1000ft is not in conflict with you.

Refer to ERSA and the VPG for specific advice on inbound procedures to Bankstown.

When departing Bankstown to the north, do not climb above 2000ft until you have crossed the M2 motorway.

When outbound, observe the CTA step to the west and north-east at 20 DME Sydney (C LL 4500) and the step to the north at 25 DME Sydney (C LL 3500). Do not climb above 2500ft early.

#### Monitor Sydney radar 124.55 or 125.8

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# **USING YOUR GPS**

# GPS should not be used as a sole means of navigation

Ensure your GPS plan has been cross-checked against your written plan.

GPS is **not** a substitute for thorough flight planning.

Become familiar with the operation of your GPS unit before the flight.

Use  $\ensuremath{\textbf{caution}}$  with the 'GO TO' function. Check for CTA and restricted areas.

Always apply commonsense checks to GPS information. For example: Where should the sun be relative to your position? Should the coast be on your left or right?



2RN (TWRN)	S33	56.5	E150	53.1
APPIN (TOWNSHIP)	S34	12.2	E150	47.2
BANKSTOWN AERODROME (YSBK)	S33	55.5	E150	59.3
BEROWRA STROBE	S33	37.2	E151	06.3
BRINGELLY (BRY)	S33	56.5	E150	43.7
BROOKLYN ROAD BRIDGE (BBG)	S33	32.5	E151	11.8
CAMDEN AERODROME (YSCN)	S34	02.4	E150	41.2
HORNSBY (HSY)	S33	41.5	E151	06.4
JIBBON POINT (JIBN)	S34	05.1	E151	10.2
LONG REEF (LRF)	S33	44.5	E151	19.3
MAYFIELD (MYF)	S33	57.8	E150	37.5
MENANGLE (MEG)	S34	07.5	E150	44.5
PARRAMATTA CBD (PRT)	S33	49.0	E151	00.3
PATONGA (PAA)	S33	33.1	E151	15.8
PENNANT HILLS STROBE	S33	44.4	E151	04.2
PICTON (PIC)	S34	10.5	E150	37.0
PROSPECT RESERVOIR (PSP)	S33	49.0	E150	55.0
ROUND CORNER (South Dural Tanks)	S33	41.9	E151	01.4
SEACLIFF BRIDGE	S34	15.1	E150	58.6
ST IVES SHOWGROUND	S33	42.3	E151	11.0
SYDNEY SY VOR/DME	S33	56.6	E151	10.8
THE OAKS (THK)	S34	04.7	E150	34.7
WEDDERBURN AERODROME (YWBN)	S34	11.2	E150	48.3



## USING YOUR GPS

## BANKSTOWN AERODROME

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# BANKSTOWN AERODROME

Bankstown Airport is a general aviation airport located 11nm south-west of the Sydney City central business district (CBD). It is a major hub of general aviation in Sydney, and is home to a number of fixed-wing and helicopter flying schools, charter operators, aircraft maintenance organisations and private aircraft. The airport is one of the busiest in Australia, and the airspace surrounding it is designated as a class D control zone (CTR) with air traffic control service provided by Bankstown Tower. The control zone is deactivated at night when traffic density is low; the airspace surrounding the airport then reverts to class G, and non-towered aerodrome procedures apply.

Operator: Bankstown Airport Limited

- a: 3 Avro Street, Bankstown Airport, NSW 2200
- t: 02 9796 2300
- **f:** 02 9791 0230
- w: www.bankstownairport.com.au

# BANKSTOWN CLASS D PROCEDURES

For more detailed information, refer to AIP ENR 1.1 and ERSA

The lateral boundary of the Bankstown control zone is marked on the Sydney visual terminal chart (VTC) and later in this guide. Within that boundary, the control zone encompasses the airspace from ground level to 1,500ft AMSL. Class C airspace adjoins the CTR on the southern and eastern boundaries and above 1,500ft.

The circuit altitude is 1,000ft on Bankstown QNH, although specific arrival and departure altitudes apply for each runway direction.

These procedures are covered later in this guide, and in ERSA. However, if you are unsure of the procedures used at Bankstown you should advise Bankstown Tower on first contact using the phrase 'Unfamiliar with Bankstown'.

Bankstown has three parallel runways and, by day, simultaneous contra-circuits may be conducted using separate tower frequencies. Operations are regulated independently in each circuit, and approval from Bankstown Tower is required to enter the opposite circuit airspace. Where operations are confined to a single runway, Bankstown Tower will specify the circuit direction.

### Bankstown Tower operating hours

**Monday to Friday:** 6am to 9:30pm local time (AEST or AEDT)

Weekends: 6am to 8:30pm local time

Christmas Day: Closed

**Note:** times given are correct at the date of printing. Check ERSA, NOTAMs and ATIS for any changes.

#### Bankstown ATS frequencies

Bankstown ATIS 120.9MHz or 416kHz

Bankstown Ground 119.9MHz

**Bankstown Tower** 132.8MHz (ADC1 – arrivals and departures)

**Bankstown Tower** 123.6MHz (ADC2 – circuit training)

Bankstown NDB 416kHz

**Note:** under low traffic conditions, ADC1 and ADC2 may be combined

### Bankstown ATIS

- Bankstown ATIS is broadcast on 120.9MHz and 416kHz (Bankstown NDB).
- When the CTR is deactivated and non-towered aerodrome procedures are in use, the ATIS will broadcast information 'Zulu'.
- When ATIS is not available, terminal information will be provided by ATC. This will include runway, wind and QNH. Landing information may be requested with the inbound report.

#### Bankstown VFR approach points

- **Prospect:** The north-east shore of Prospect Reservoir
- **2RN:** Flashing beacon, south of the 2RN radio mast.

It is no longer mandatory to track via a VFR approach point for clearance to enter a class D control zone. It is preferred that you do, as it provides segregation from outbound tracks. If able, ATC will accommodate a request for an inbound clearance from a point other than a VFR approach point. However, ATC still have the authority to deny a clearance from any point and to suggest an alternative option. Arriving aircraft should contact Bankstown Tower on 132.8MHz for clearance. Aircraft should expect clearance via Prospect or 2RN due traffic management. CTR entry from other positions within class G airspace may be available on request.



## BANKSTOWN CLASS D PROCEDURES

#### Control Zone entry altitudes

1000ft by CTR boundary RWYS 11 1500ft by CTR boundary RWYS 29

## **GROUND OPERATIONS**

#### The movement area

The movement area is anywhere an aircraft can move on the aerodrome. It comprises the apron area and the manoeuvring area. A map defining the movement area at Bankstown can be found later in this Guide. A clearance is required by aircraft, vehicles, tugs, fuel tankers and pedestrians wishing to operate on the manoeuvring area. Aprons are not considered to be part of the manoeuvring area and, as such, a clearance is not required to operate there.

#### Apron area

The apron area accommodates aircraft for the purpose of loading or unloading passengers, cargo, fuelling, parking, or maintenance. No taxi clearance is required to taxi your aircraft on the apron; just monitor SMC. The apron area at Bankstown is generally all the parking and taxiway areas north of taxiway Kilo.

#### Manoeuvring area

The manoeuvring area is that part of the aerodrome used for take-off, landing and taxiing of aircraft. It comprises the runways and runway strips, and the taxiways **outside** of the apron area. You will need one of the following types of clearance to operate your aircraft on the manoeuvring area:

- A 'taxi clearance' is required from Bankstown Ground to taxi your aircraft on a taxiway outside the apron area. The boundary between apron taxiways and manoeuvring area taxiways is marked by either 'intermediate holding position markings' or by manoeuvring area guidance signs. A taxi clearance is also required when you enter a taxiway when vacating a runway after landing.
- A 'runway clearance' is required from Bankstown Tower before you enter the runway (the sealed portions) or flight strip (the grass areas between the edge of the sealed runways and the runway holding points (now called 'holding positions'). It may be in the form of a clearance to enter, cross or back track on a runway, or to take-off or land.

Separation on the taxiway is a joint pilot-controller responsibility. Taxi clearances are designed to contain sufficient instruction to assist pilots to follow correct taxi routes, to avoid collisions and to minimise the potential for runway incursions. Pilots are expected to contribute to this process through diligent lookout and by maintaining situational awareness.

An ATC instruction to 'report approaching the manoeuvring area for taxi clearance' is commonly used at Bankstown because many of the taxiways on the apron area (which don't require clearance to operate on) are out of view of the ground controller. To manage the manoeuvring area effectively, SMC only needs to know about aircraft vacating a runway directly onto the manoeuvring area or aircraft approaching the manoeuvring area for departure or for repositioning on the aerodrome. Aircraft may move on the apron area at their own discretion.

Aircraft are required to take the shortest route to a specified holding point. If SMC wants you to take an alternative route, or to give way to another aircraft, a more detailed clearance will be given. If unsure of your responsibilities or of the clearance given, you should ask the ground controller for clarification.

After landing, you should remain on the tower frequency (132.8 or 123.6) until clear of all active runways, then contact SMC on 119.9 for taxi clearance. This clearance may include a detailed taxi route or it could be given simply as a 'taxi for parking' instruction.

## ARRIVALS

You must plan your arrival route into Bankstown carefully. Bankstown CTR is adjacent to Sydney CTR and a military restricted area, and there is overlying class C airspace.

If you intend to enter Bankstown CTR from class G airspace, it is recommended you track via one of the VFR approach points mentioned above.

## Arrival altitudes

**Runway 29:** enter the CTR at 1,500ft and maintain 1,500 until cleared visual approach. This will normally be followed by traffic information on the aircraft to follow.

**Runway 11:** enter the CTR at 1,000ft until cleared visual approach. This will normally be followed by traffic information on the aircraft to follow.

### 'Cleared visual approach'

The term 'visual approach' is an authorisation for the pilot to descend. Following the assignment of an altitude with an inbound clearance, subsequent descent may only be commenced after the tower controller has issued the instruction, 'cleared visual approach'. A sequence instruction does not give authority to descend. Traffic permitting, a visual approach can be issued from as far away as Prospect, or as close as late downwind. As with all clearances issued, it will depend on the disposition of other traffic at the time.

A clearance is required to enter the Bankstown CTR and there are a number of options available to ATC when issuing this clearance. Some of these are listed below.

- For runway 29, you will normally be given a full clearance, including an altitude at which to enter the zone. You can expect clearance to enter the zone at 1500ft and you must maintain your assigned altitude until 'cleared visual approach' (which you must read back). You may then descend in the circuit as necessary, while maintaining separation from any aircraft you have been instructed to follow.
- For runway 11, your clearance will not usually include an altitude although it is expected that you will enter the zone at 1000ft as published in ERSA. You will normally be cleared for a straight-in approach and you won't receive a 'cleared visual approach' instruction. You may descend when established on the final approach profile while awaiting your landing clearance.
- As a general rule, if you are assigned an altitude with your clearance (runway 29), you must maintain it until 'cleared visual approach'. If you are not assigned an altitude (runway 11), you won't receive a 'cleared visual approach' instruction.

If ATC instructs you to overfly or to enter the circuit on upwind, you should do so at 1,500ft.

After landing on runway Centre, do not cross an adjacent runway until you are cleared to do so by the tower. If you are instructed to hold short of a runway (for example, 'Hold short of Runway 29R', you must hold your aircraft between the marked holding points, as shown.





You must remain on the tower frequency (132.8 or 123.6) after landing until you are clear of all runways. For example, after landing on runway centre, you must contact tower, not ground, to obtain a clearance to cross an adjacent runway. This procedure is specific to Bankstown, and may not apply in other class D Control zones. You should check ERSA for details.

When you are clear of the runway complex, contact Bankstown Ground (119.9) and advise intentions or destination on the aerodrome.

## BANKSTOWN CLASS D PROCEDURES

#### Arrivals from class C airspace

If you will be entering the Bankstown control zone directly from class C airspace, follow the frequency change instructions given by Sydney ATC.

#### **Go**-arounds

If ATC instructs you to 'go around', or if you as the pilot-in-command initiate a go-around, you must:

- 1. Commence a climb to circuit height;
- Position the aircraft on the active side and parallel to the runway, while maintaining separation from other aircraft; and
- 3. Follow ATC instructions, or re-enter the circuit from up-wind.

**Caution:** helicopters overfly the runways midfield at 500ft.

**Note:** At certain times there may be three or more aircraft on simultaneous final approaches to Bankstown's three parallel runways.

You must **not**:

- overshoot when turning final; and
- drift off centreline on the initial leg after take-off.



# DEPARTURES

### Departing into class G airspace

When departing the Bankstown control zone into class G airspace, you should do so on upwind, crosswind or downwind by extending the relevant leg of the circuit and then tracking clear of VFR approach points and associated routes.

As a VFR flight, you do not need to make a departure call when departing the Bankstown control zone directly to class G airspace, and you do not need to request a frequency change when transiting from Bankstown CTR into class G airspace.

## Runway 11 departure into

#### class G airspace

- Maintain 1,500ft until clear of the CTR
- If you are departing to the north when runway 11 is in use, you should extend the crosswind leg. You must NOT depart by making a right turn from middownwind.
- If there is a possibility that you will be unable to navigate clear of the Sydney CTR visually, you should advise Bankstown Ground with your taxi call so that your airways clearance can be co-ordinated with Sydney ATC.

# Runway 29 departure into class G airspace

- Maintain 1,000ft until clear of the CTR. This to provide separation from aircraft joining crosswind from 2RN or downwind from Prospect.
- If departing on right crosswind to the north, maintain 1,000ft until north of the pipeline connecting Prospect and Potts Hill reservoirs.

# Departing the Bankstown CTR into class C airspace

- Airways clearance requests should be made to Bankstown Ground during tower hours, or to Sydney Radar (124.55 of 125.8) when the CTR is deactivated.
- The airways and departure clearances issued by Bankstown ATC will authorise you to operate in both class D and class C airspace.

## Holding fuel

Due to increased traffic on weekday evenings, you should carry a minimum of 15 minutes additional holding fuel if you plan to arrive during the following periods:

Monday to Thursday (AEST or AEDT)

6pm to 7pm local time

#### Friday

7pm to 8pm local time

#### Transiting Bankstown control zone

- If you intend to overfly Bankstown from class G airspace without landing, it is recommended you plan to enter the CTR via a VFR approach point (Prospect or 2RN).
- You must establish two-way communications with Bankstown Tower on 132.8 before the CTR boundary.
- If you are tracking via Prospect or 2RN, you should make your call before passing the VFR approach point.
- Alternatively, you should establish initial contact with the tower when you are between eight and 10 miles from the airport.
- Your transit call must include: callsign, type, position, level, and intentions (for example, 'overflying for Parramatta').
- Remember that the lower limit of class C airspace above Bankstown is 1,500ft; this will normally be your transit altitude.

#### Flight near Bankstown control zone

Pilots are encouraged to listen out on the tower frequency when operating in proximity to the control zone boundary or a VFR approach point. Because it is not mandatory, there may be traffic near the control zone boundary not monitoring the tower, and pilots arriving and departing the control zone should bear this in mind when employing see and avoid techniques. The effectiveness of traffic advisories issued by the tower depends on aircraft adjacent to the zone being on the tower frequency. Aircraft departing the control zone into class G airspace are required to monitor the tower frequency until 3nm from the CTR boundary.

#### Simulated circuit emergencies

ATC approval is required before conducting nonstandard circuit operations such as practice glide approaches, or simulated engine failure training in single and multi-engine aircraft. Such an approval may be issued on a one-by-one basis or, traffic permitting, as a blanket clearance for a specified period of time.

#### Transponder code

Transponder code 3000 Mode C (ALT) is required for all VFR operations in class D control zones. Select 3000 ALT as part of your line-up checks and change to 1200 when clear of the control zone. Select 3000 again prior to making your inbound call. If remaining in the circuit, leave your transponder on 3000 unless ATC instruct you to 'squawk stand-by'.

#### Wake turbulence separation

ATC is not required to apply wake turbulence separation to VFR aircraft in flight. VFR aircraft will only be advised 'caution wake turbulence' by ATC, and the responsibility for wake turbulence separation lies with the pilot in command.



## BANKSTOWN CLASS D PROCEDURES

# BANKSTOWN NON-TOWERED AERODROME PROCEDURES

When Bankstown CTR is deactivated, the airspace reverts to class G and non-towered aerodrome procedures apply within the control zone boundary and within the adjacent class G airspace.

Contra-circuits are not available and all circuit operations should be conducted on the southern side of the aerodrome.

**Caution:** class C airspace above Bankstown CTR remains active during non-towered hours. Do not operate above 1,500ft without an airways clearance.

#### Airways clearance

If you require an airways clearance to enter class C airspace during non-towered hours, you should contact Sydney Radar on 124.55 or 125.8, or phone 02 9556 6875 or 02 9556 6564 immediately prior to engine start for an expected clearance time and transponder (SSR) code.

#### **Circuit training**

You can conduct circuit training only during the following periods:

Monday to Friday: 6am to 11pm local time (AEST or AEDT)

**Weekends:** 6am local time to last light.

# Noise abatement during non-towered hours

- The preferred runway is 29 between first light and 7am local time (AEST or AEDT).
- When the 29 direction is in use you must use 29L except when 29C is operationally required.
- When the 11 direction is in use, you must use 11R unless 11C is required operationally.
- At night, all circuits shall be flown on the southern side of the aerodrome runway 29 left circuit, runway 11 right circuit.



#### NVFR arrival to Bankstown

- If you are operating under night visual flight rules (NVFR) into Bankstown, you should not descend below LSALT until within 3nm of the aerodrome.
- Within 3nm, and with the aerodrome in sight (either the runway lights or aerodrome beacon), you may descend into the circuit while remaining within the lateral boundaries of the Bankstown CTR.
- Generally, it will not be possible to maintain LSALT until within 3nm of Bankstown without entering the class C airspace that overlays Bankstown above 1,500ft and pilots should consider obtaining an airways clearance from Sydney Radar (124.55 or 125.8) before arriving.

### NVFR departure from Bankstown

- Unless you have obtained airways clearance from Sydney Radar (124.55 or 125.8) prior to departure, you must not climb above 1,500ft until you are clear of the lateral boundaries of the Bankstown control zone.
- Bear in mind that there is controlled airspace to the east and south-east (Sydney control zone) and to the south (R555).



#### Definitions

	Apron area	An area on the aerodrome intended to accommodate aircraft for the purpose of loading or unloading passengers, cargo, fuelling, parking, or maintenance.
	Manoeuvring area	That part of the aerodrome to be used for take-off, landing and taxiing of aircraft, excluding aprons.
	Movement area	That part of the aerodrome to be used for take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the aprons.

#### Operation on the aerodrome



Apron area – no taxi clearance required. Monitor Ground on 119.9 MHz. Taxiway – taxi clearance from Ground required before entering this area. Runway – specific clearance required from ATC before entering this area.

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## BANKSTOWN MANOEUVRING AREA

# BANKSTOWN OUTBOUND RADIO CALLS

VFR departure into class G	VFR departure into class C	Non-towered aerodrome outbound procedure
Flight notification	Flight notification	1. Submit flight notification if
Not required	Submit flight notification by NAIPS, fax or telephone	entering controlled airspace. Airways clearance requests should be made to Sydney
Obtain ATIS on 120.9 or 416		Radar on 124.55 or 125.8.
Bankstown Terminal Information Runway [number, left/centre/right] Wind [direction/speed, gusts, cross Cloud [amount/height] Visibility [distance] Temperature [degrees Celsius]	[Code letter] wind]	2. ATIS broadcast (information 'Zulu') on 120.9 or on the NDB on 416 will confirm that the BK CTR has been deactivated and that non-towered aerodrome procedures apply.
[Operational requirements or limitation] <b>QNH</b> [hectoPascals]	DNS]	3. Broadcasts at the following
Taxi call to SMC on 119.9		<ul> <li>Positions are recommended.</li> <li>Pefere tevilipe;</li> </ul>
Bankstown ground [Callsign], [Airc Received [ATIS] [location on aerodr For [destination/intentions]	raft type] ome]	<ul> <li>b. Before entering the runway (with intentions);</li> </ul>
Request taxi	A:	c. If departing contrary to the
(to SMC on 119.9)	(to SMC on 119.9)	circuit direction.
Not required	[ <i>Callsign</i> ], Request airways clearance	4. The following is an example of a typical taxi call on the CTAF 132.8:
	Note: this request may be made with the taxi call.	'Bankstown traffic,
Transponder code Set code 3000 and select ON/ ALT (Mode C) when ready at the holding point. Select Code 1200 ALT when clear of the CTB.	<b>Transponder code</b> Set code assigned transponder code and select ON/ALT (Mode C) when ready at the holding point.	Sierra Foxtrot Kilo, Warrior, taxiing for Bathurst, runway 29, Bankstown' 5. Listen and watch out for other
Ready call (on 132.8, or 123.6 if re	maining in the training circuit)	traffic entering or leaving the
Bankstown Tower, [callsign] Ready, runway [left/centre/right] For [training area/first tracking point/	departure leg of circuit/circuits]	<ol> <li>Refer to NVFR departure procedure from Bankstown</li> </ol>
Departure altitudes	Departure altitudes	on page 20.
Runway 29: 1000ft Runway 11: 1500ft	In accordance with the airways clearance	
Departure report	Departure report	
Not required	In accordance with ATC departure instructions	
Frequency change	Frequency change	
No instruction or approval required to change to Sydney Radar (124.55 or 125.8) when 3NM from the CTR boundary.	In accordance with ATC departure instructions	
At all times depart c	lear of inbound CLASS D approach point	s: Prospect and 2RN

VFR arrival from class G	Non-towered aerodrome inbound procedure
Obtain ATIS (120.9 or 416) Bankstown Terminal Information [ATIS code letter] Runway [number, left/centre/right] Wind [direction/speed, gusts, crosswind] Cloud [amount/height]	1. ATIS broadcast (information 'Zulu') on 120.9 or on the NDB on 416 will confirm that the BK CTR has been deactivated and that non-towered aerodrome procedures apply.
Visibility [distance] Temperature [degrees Celsius] [Operational requirements or limitations] QNH [hPa]	<ol> <li>Although the aerodrome has been deactivated it is recommended that aircraft track via a VFR approach point, either TWRN or Prospect.</li> </ol>
<b>Transponder code</b> Set code 3000 and select ON/ALT (Mode C) approaching the VFR approach point (or the selected inbound reporting position).	<ol> <li>Broadcasts on the CTAF, 132.8 MHz, at the following positions are recommended:</li> </ol>
Bankstown Tower, [ <i>callsign</i> ], [ <i>Aircraft type</i> ], [ <i>location</i> ], [ <i>altitude</i> ], Information [ <i>ATIS code letter</i> ], Inbound (or intentions if transiting)	a. Inbound by 10nm from the aerodrome;
[Requirements] (for instance, if a particular runway is required)  Typical TWR response [callsign] Bankstown Tower Join [circuit lea] runway [runway]	b. Approaching the VFR approach point (TWRN or Prospect);
number/designator] Maintain [altitude] Report at [position] <b>Readback requirements</b> [circuit leg] runway [runway number/designator],	<ul> <li>When entering the circuit (for instance, joining crosswind or downwind);</li> </ul>
[altitude], [callsign] Arrival altitudes (on Bankstown QNH)	<ul> <li>Downwind, turning base and turning final (with intentions);</li> </ul>
Runway 29: 1500ft; runway 11: 1000ft Note: maintain entry altitude until 'cleared visual approach'.	e. When clear of the runway after landing.
Downwind report (if applicable)         [Callsign], downwind, [intentions]         Note: Descend from assigned/inbound altitude only when you have been 'cleared visual approach'.         Example         ATC: [callsign] cleared visual approach, runway [number]	<ol> <li>The following is an example of a typical inbound call on the CTAF 132.8:</li> <li><i>Bankstown traffic, Sierra Foxtrot</i> <i>Kilo, Warrior, TWRN, 1500*, inbound</i></li> </ol>
Pilot: Cleared visual approach, runway [number], [callsign]         Landing clearance (and acknowledgment)         ATC: [callsign], clear to land [runway]         Pilot: Clear to land [runway]	<ul><li>Bankstown'</li><li>5. Listen and watch out for other traffic entering or leaving the circuit area.</li></ul>
<b>Taxi call to SMC on 119.9</b> (after clearing the runway complex) Bankstown ground, [ <i>callsign</i> ], for [ <i>location on aerodrome</i> ], Request taxi.	<ol> <li>Refer to NVFR arrival procedure for Bankstown on page 20. (*may not be applicable for NVFR)</li> </ol>

Cancel SARTIME through CENSAR on 1800 814 931 or Sydney Radar on 125.8 / 124.55.

#### **COMMON CLASS D READBACKS**

Runway clearance – any clearance or instruction to hold short of, enter, land on, take-off from, cross, taxi or back-track on, any runway. For example, 'hold short runway centre', 'enter runway left', 'clear to land runway right', 'clear for take-off runway centre', 'cross runway right', 'taxi via runway centre', or 'backtrack runway centre'. Circuit entry instructions

- 'join crosswind runway 29 right'.

Altitude – 'climb to 1500', 'descend to 1000', 'maintain 1500'.

**QNH when directed to a specific aircraft** – 'QNH 1020'.

Transponder code

- 'squawk code 3000'.

**Radio frequency** – 'call the tower on 123.6 at Warwick Farm'.

**Heading and direction of turn** – 'turn left heading 210'.

**Route clearances**, speeds, conditional clearances and holding instructions are also required to be read back, although their use in the VFR class D environment is relatively uncommon.

## BANKSTOWN INBOUND RADIO CALLS





#### SYDNEY VPG 2010.indd 25

## BANKSTOWN INBOUND FROM PROSPECT RESERVOIR





## BANKSTOWN INBOUND FROM PROSPECT RESERVOIR





## JOINING THE CIRCUIT FROM PROSPECT RESERVOIR



# PROSPECT RESERVOIR

Prospect Reservoir VFR approach point can be easily seen because of its size. However, the actual reporting point is located at the northeastern shore of the Reservoir, next to an open cut quarry.

Obtain BK ATIS (120.9 MHz or 416 kHz on the NDB) well before reaching Prospect. Assess potential traffic in your vicinity by listening to BK Tower on 132.8 MHz before reaching the approach point. Keep a good lookout for other aircraft.

**Runway 29:** from Prospect you will usually be instructed to join downwind for runway 29 right at an altitude of 1500ft. It is suggested that, initially, you track towards the centre of the aerodrome (approximately 135M) and, as you cross the Liverpool to Parramatta railway line, alter heading to join the downwind leg. Maintain 1500ft until you have been 'cleared visual approach'.

**Runway 11:** from Prospect, you will usually be instructed to track for a straight-in approach. It is suggested that, initially, you track towards Warwick Farm racecourse (approximately 150M) and, as you cross the Liverpool to Parramatta railway line, alter heading to join final approach. Maintain 1000ft until established on the final approach profile.

# GENERAL CIRCUIT JOINING INSTRUCTIONS

#### CLASS D PROCEDURES

- 1 Circuit joining instructions are relative to the leg of the circuit and are given to place an aircraft in the circuit in sequence with other aircraft already established in the circuit. For example, '*ZFR*, *join circuit crosswind*, *Runway 29 Right, maintain 1500*'. (Pilot response '*Crosswind 29R*, *1500*, *ZFR*')
- A sequencing instruction will give your position or number in the landing queue. For example, 'ZFR, number two behind a Warrior on final'. A sequencing instruction is not a clearance to descend.
- 3 Aircraft instructed to track for a straight-in approach for runway 11 must descend to be at 1000ft before entering the Bankstown control zone (crossing the railway 3nm west of Bankstown).
- 4 You will need a specific instruction to descend below the altitude at which you were cleared to enter Bankstown control zone. When you have been *'cleared visual approach'*, you may descend as necessary in the circuit pattern to position the aircraft on final approach. The instruction *'cleared visual approach'* is a clearance to the runway threshold of the nominated runway and must be readback.
- 5 Radio calls should only include mandatory readbacks, due to the large number of movements at Bankstown. Refer AIP GEN.
- 6 Care should be taken to maintain your position in the sequence and to ensure you do not overtake other traffic. If unsure, ask the Tower for the position of the preceding aircraft. This will be given to you as either its position in the circuit, or its position relative to yours. For example, *'Aircraft is in your 2 o'clock low'* if in doubt tell the Tower.
- 7 Exercise caution on base and final. At certain times there may be several aircraft on simultaneous final approaches to Bankstown's parallel runways. It is imperative that you do not overshoot when turning final and do not drift off the extended runway centreline once established on final.

### COMMON CLASS D READBACKS

See page 23 for the common class D readback calls.

#### NON-TOWERED AERODROME PROCEDURES

Make all necessary radio calls as per the AIP, ERSA and pages 22-23 of this Guide. Overfly the aerodrome at 1500ft. Once you have selected the appropriate runway, fly at least three legs of the circuit. In nil-wind conditions the preferred runway is 29. Refer to AIP ENR for the requirements for making straight-in approaches at non-towered aerodromes.

## CIRCUIT JOINING INSTRUCTIONS PROSPECT RESERVOIR

## OUTBOUND FROM BANKSTOWN TO THE NORTH VIA PARRAMATTA

- Depart Bankstown to the north via Parramatta. If departing crosswind on runway 29, climb to 1,000ft and track 360°M. If departing crosswind on runway 11, climb to 1,500ft and track 340°M. You will be clear of the Bankstown control zone once you have passed the Prospect to Potts Hill pipeline.
- The control area lower limit between the pipeline and the M2 motorway north of Parramatta is 2,000ft, so when you are north of the pipeline you can climb to not above 2,000ft. With a runway 29 departure, you should commence this climb as soon as practicable after crossing the pipeline to avoid flying over populous areas at 1,000ft. Remember - not above 2,000ft until you pass the M2 motorway north of Parramatta.
- Parramatta CBD is an area of high-rise buildings located about 1nm west of Rosehill race course and about 2nm west of the Shell oil refinery. It is easily visible from the circuit area at Bankstown.
- After passing Parramatta, track 020°M towards Pennant Hills. There are a number of tracking features marked on the Sydney VTC in this area that will help you to remain clear of controlled airspace. These include the M2/Pennant Hills Road intersection, the strobe light at Pennant Hills CBD, a covered reservoir at Thornleigh, the Sydney Adventist Hospital at Wahroonga, and the CBD and railway sheds at Hornsby. Make sure you don't cut the corner of the 700 foot control area step to the east of Pennant Hills. The lane of entry in this area is a fairly narrow corridor between Sydney CTR to the east and the Richmond CTR to the west.
- From Pennant Hills, a track of 030°M will take you over Hornsby and along the eastern side of the F3 freeway to Patonga. Passing Pennant Hills you may climb to not above 2,500ft.
- Traffic inbound to Bankstown will be heading southbound in the lane to your left, on the western side of the F3 freeway.
- Maintain a good look out and consider wind drift both during planning and in flight.

## INBOUND TO BANKSTOWN FROM THE NORTH VIA PROSPECT RESERVOIR

- Between Gosford and Brooklyn Bridge, the control area steps are quite complex, so plan your descent in good time so you don't infringe them.
- Enter the lane of entry over the road bridge at Brooklyn, at or below 2,500ft. Track south on 210°M, generally following Berowra Creek, the body of water to the west. Your track should pass just to the west of Berowra township.
- There is a strobe light located in bushland about 2nm to the south-west of Berowra township. This strobe is on the northern side of a light green patch of cleared ground and may be difficult to identify, so you shouldn't rely on finding it as your primary means of navigating.
- Remember you should be tracking 210°M and your heading should be appropriate to maintain it.
- There is another strobe light on a water tank at Round Corner, South Dural. This tank has green sides and an orange top. Your track should pass over this tank, but make sure you can identify the tank without relying on the strobe.
- Approaching South Dural Tanks, your track of 210°M should pass between Hornsby Rifle Range and the Galston electricity substation. The rifle range is quite easy to spot as it looks like a grass runway.
- From the South Dural Tanks at Round Corner, track 205°M for the eastern (left) side of Prospect Reservoir.
- The track from Round Corner to Prospect Reservoir will pass between Castle Hill CBD and Castle Hill Golf Course. You should listen to the Bankstown ATIS on 120.9 before reaching Prospect Reservoir.
- Under normal visibility conditions, you should be able to see Prospect Reservoir from Castle Hill and, approaching Prospect, you will see Westmead Hospital to your left and Blacktown CBD to your right. Prospect is a VFR approach point for Bankstown and you can expect to see other aircraft in this area.
- Plan your descent to be over the quarry on the eastern side of Prospect Reservoir at 1,500ft. Then call Bankstown Tower on 132.8.
- Maintain 1,500 ft for runway 29, or descend to 1,000 ft if runway 11 is in use, and follow Bankstown arrivals procedures.

## TRANSIT OF RICHMOND MILITARY AIRSPACE

- The RAAF Richmond military control zone extends from the surface to 2,500ft over a large area in the north-western quadrant of the Sydney basin. This is depicted on the Sydney VTC.
- Restricted Area R468 covers the same lateral dimensions as the control zone and extends above the control zone to 4,500ft. Class C airspace extends above this level.
- The Richmond control zone and R468 are active each day from 0800 hours local time until one hour after last light, but may be activated at short notice at other times.
- If you plan to fly through this airspace, you should check NOTAMs prior to departure for the status of the Richmond control zone and R468. [Note: you must check both YSRI and R468 NOTAMS]. If they are active, you will require a clearance to enter this airspace. To minimise delays, you should submit flight notification before departing.
- As you approach the airspace boundary, you should recheck the status of Richmond control zone and R468 by listening to the Richmond ATIS on 347 kHz on the NDB, and then contact Richmond Tower on 135.5 MHz for clearance. You may be assigned a discrete transponder code and, if traffic and ATC workload permit, a clearance to transit will normally be issued. If military operations preclude your transit, you should be prepared divert around the airspace to avoid it entirely.
- If you are unsure of your position in relation to the boundary of Richmond control zone, you should contact Richmond Tower on 135.5 MHz for guidance. This will help you to avoid an unintentional airspace infringement.

- If the Richmond control zone and R468 are not active, you may transit the airspace at 2,500ft or below after broadcasting your intentions on the Richmond CTAF, 135.5.
- When deactivated, the south-eastern portion of R468 reverts to class C airspace with a lower limit of 2,500ft. This depicted on the Sydney VTC as a 'C LL 2500' step to the east of Richmond aerodrome. When transiting the deactivated Richmond airspace between 2,500ft and 4,500ft, you must remain clear of this step.
- During transit of Richmond airspace when it is deactivated, maintain a listening watch on the CTAF, 135.5 MHz, in case the airspace is recalled at short notice.





## RICHMOND RESTRICTED AIRSPACE

# BANKSTOWN INBOUND FROM SOUTH VIA 2RN




### JOINING THE CIRCUIT FROM 2RN



# **2RN RADIO MAST**

2RN Radio Mast (broadcast station 576kHz) is 870ft AMSL and may be difficult to see, especially in marginal weather. The 2RN reporting point is marked by a high intensity strobe light 100 metres south of the radio mast.

Obtain BK ATIS (120.9 MHz or 416 kHz on the NDB) well before reaching 2RN. Assess potential traffic in your vicinity by listening to BK Tower on 132.8 MHz before reaching the reporting point. Keep a good lookout for other aircraft.

**Runway 29:** from 2RN you will usually be instructed to join crosswind for runway 29 right at an altitude of 1500ft. It is suggested that, initially, you track in between Warwick Farm and Bankstown Control Tower (approximately 050M) and, as you approach the Hume Highway (about 1nm to the north of Bankstown aerodrome), alter heading to join the downwind leg. Maintain 1500ft until you have been 'cleared visual approach'.

**Runway 11:** from 2RN, you will usually be instructed to track via Warwick Farm for a straight-in approach. It is suggested that you track towards Warwick Farm racecourse (approximately 040M) and then alter heading to join final approach. Maintain 1000ft until you are established on the final approach profile.

# GENERAL CIRCUIT JOINING INSTRUCTIONS

### CLASS D PROCEDURES

- 1 Circuit joining instructions are relative to the leg of the circuit and are given to place an aircraft in the circuit in sequence with other aircraft already established in the circuit. For example, '*ZFR*, *join circuit crosswind*, *Runway 29 Right, maintain 1500*'. (Pilot response '*Crosswind 29R, 1500, ZFR*')
- A sequencing instruction will give your position or number in the landing queue. For example, '*ZFR, number two behind a Warrior on final*'. A sequencing instruction is not a clearance to descend.
- 3 Aircraft instructed to track for a straight-in approach for runway 11 must descend to be at 1000ft before entering the Bankstown control zone (crossing the railway 3nm west of Bankstown).
- 4 You will need a specific instruction to descend below the altitude at which you were cleared to enter Bankstown control zone. When you have been *'cleared visual approach'*, you may descend as necessary in the circuit pattern to position the aircraft on final approach. The instruction *'cleared visual approach'* is a clearance to the runway threshold of the nominated runway and must be readback.
- 5 Radio calls should only include mandatory readbacks, due to the large number of movements at Bankstown. Refer AIP GEN.
- 6 Care should be taken to maintain your position in the sequence and to ensure you do not overtake other traffic. If unsure, ask the Tower for the position of the preceding aircraft. This will be given to you as either its position in the circuit, or its position relative to yours. For example, *'Aircraft is in your 2 o'clock low'* if in doubt tell the Tower.
- 7 Exercise caution on base and final. At certain times there may be several aircraft on simultaneous final approaches to Bankstown's parallel runways. It is imperative that you do not overshoot when turning final and do not drift off the extended runway centreline once established on final.

### COMMON CLASS D READBACKS

See page 23 for the common class D readback calls.

### NON-TOWERED AERODROME PROCEDURES

Make all necessary radio calls as per the AIP, ERSA and pages 22-23 of this Guide. Overfly the aerodrome at 1500ft. Once you have selected the appropriate runway, fly at least three legs of the circuit. In nil-wind conditions the preferred runway is 29. Refer to AIP ENR for the requirements for making straight-in approaches at non-towered aerodromes.

# CIRCUIT JOINING INSTRUCTIONS 2RN

## INBOUND TO BANKSTOWN FROM THE SOUTH VIA 2RN

- When approaching Bankstown from the south, you should be aware of the boundary of the Holsworthy restricted area, R555. Plan to use a line feature, such as the railway line, to avoid penetrating it.
- Identify Appin township and be aware of possible circuit traffic at Wedderburn ALA.
- Danger area D593 at Wilton is used for parachuting and should be avoided. Check its activity status on Sydney Radar 124.55 or 125.8.
- Track northbound following the Appin-to-Campbelltown road. From Campbelltown, track over the urban areas to avoid R555.
- Staying west of the railway line will avoid penetrating R555. Take the effect of wind into consideration.
- Do not cut the corner at Appin, Campbelltown or Liverpool and use positive geographical features to determine when to turn. This will help you to avoid penetrating the corner of the restricted area.
- Obtain Bankstown ATIS on 120.9 MHz or 416 kHz on the NDB well before reaching 2RN. Tune to 2RN (576 kHz) on your ADF to assist your visual navigation.
- 2RN may be difficult to see, particularly in marginal weather and haze, so keep a good look out. 2RN is a VFR approach point for Bankstown and you can expect to see other aircraft in this area. If unsure of your position, request assistance from Sydney Radar on 124.55 MHz or 125.8 MHz. See ERSA for Bankstown entry procedures.

# INBOUND TO BANKSTOWN FROM THE WEST

- The control area to the west of the foothills of the Blue Mountains has a lower limit of 7,500ft. East of the foothills, the lower limit is 4,500ft, and east of St Marys, it is 2,500ft.
- Be careful not to infringe these control area steps as you descend, particularly with strong westerly winds which are most common between August and November. You may need to refine your descent profile in these conditions by reducing speed or increasing your rate of descent. Moderate turbulence is possible over the high ground.
- Use the Great Western Highway and the Western Motorway from the foot of the mountains to avoid restricted area R536, and then follow the highway to Prospect Reservoir and on to Bankstown.
- The CTA lower limit east of St Marys is 2,500ft. Approaching the St Marys area, start your descent to be at or below 2,500 ft before this control area step.
- Prospect Reservoir is a VFR approach point for Bankstown and you should maintain a good lookout and listening watch on the Bankstown Tower frequency, 132.8 MHz, as you approach.
- If you are arriving from the southwest, track initially towards Camden. You can use the Camden NDB to assist your visual navigation. Monitor Sydney Radar on 124.55 MHz or 125.8 MHz.
- There may be a considerable amount of traffic near Camden. Gliders operate to the south and southeast of Camden and ultralights operate at The Oaks ALA.
- It's best to track well clear of Camden. If you track to the north, keep a good lookout for randomly manoeuvring aircraft in the Bankstown/Camden training area; to the south, keep a good lookout for gliders. If you intend to overfly Camden below 2,500ft, you should contact Camden Tower on 120.1 MHz. When Camden control zone is not active (before 8:00am or after 6:00pm each day), you should remain at or above 2,300 ft while on the southern side of the airport.
- Once past Camden, start your descent to reach 2,500ft or below prior the control area step.
- Then track to 2RN. You can use your ADF tuned to 2RN (576 kHz) to assist your visual navigation.
- It is essential to keep a good lookout as you will be flying through the Bankstown and Camden training areas and traffic density may be high.

# OUTBOUND FROM BANKSTOWN TO THE SOUTH

- If departing upwind on runway 29, climb to 1,000ft and maintain runway heading until clear of the Bankstown control zone. If departing downwind on runway 11, climb to 1,500ft and maintain the downwind heading until clear of the Bankstown control zone.
- You will be clear of the Bankstown control zone when you've passed the Liverpool to Parramatta railway line. Commence your climb to not above 2,500 ft and track to the west. Keep well clear of inbound traffic and avoid the VFR approach points at 2RN and Prospect Reservoir.
- You can use the M7 motorway as a tracking feature as you turn south. Keep a good lookout as you transit the Bankstown/Camden training area and maintain a listening watch on Sydney Radar, 124.55 MHz or 125.8 MHz.
- Your maximum altitude will be 2,500ft until you reach the control area step at 20 DME Sydney. West of this step, you can climb to 4,500ft, but keep a good lookout for randomly manoeuvring aircraft in the Bankstown/Camden training area.
- Camden control zone lies to the southwest of Bankstown, so if you are below 2500 ft, avoid the Camden VFR approach points of Bringelly, Menangle, Mayfield and Picton as aircraft inbound to Camden may be tracking via these points. See ERSA for more details.
- Holsworthy restricted area R555 lies to the southeast of 2RN. You should plan to track over the built-up area west of Campbelltown to avoid this area as you track towards Appin. Fly around Appin to the west to help with noise abatement, and then on to the south.
- If you are tracking towards Mittagong and Bowral you should avoid the Wilton danger area D593. Listen out for broadcasts from skydive aircraft on Sydney Radar 124.55 MHz or 125.8 MHz.

# OUTBOUND FROM BANKSTOWN TO THE SOUTH VIA THE COAST

 Depart Bankstown using the southbound procedures and fly around Appin to the west for noise abatement. Then turn east towards Stanwell Park on the coast. Descend to be at or below 2,500ft by Stanwell Park.

# OUTBOUND FROM BANKSTOWN TO THE WEST

- If departing upwind on runway 29, climb to 1,000ft and maintain runway heading until clear of the Bankstown control zone. If departing downwind on runway 11, climb to 1,500ft and maintain the downwind heading until clear of the Bankstown control zone.
- You will be clear of the Bankstown control zone when you've passed the Liverpool to Parramatta railway line. Commence your climb to not above 2,500 ft and continue tracking to the west. Keep well clear of inbound traffic and avoid the VFR approach points at 2RN and Prospect Reservoir.
- Keep a good lookout as you transit the Bankstown/Camden training area and maintain a listening watch on Sydney Radar, 124.55 MHz or 125.8 MHz.
- Your maximum altitude will be 2,500ft until you reach the control area step at 20 DME Sydney. West of this step, you can climb to 4,500ft, but keep a good lookout for randomly manoeuvring aircraft in the Bankstown/Camden training area.
- West of Glenbrook, the lower limit of the control area step is 7,500ft, although you should generally limit your altitude to 6,500ft in accordance with the 'semi-circular rule' listed in the AIP table of cruising levels.
- Richmond CTR, R468 and class C airspace lie to the north of your track to Katoomba and you should plan to use towns such as Penrith, Glenbrook, Springwood and Katoomba as aids to track keeping and to avoid inadvertently penetrating controlled airspace.
- When tracking over Katoomba, be aware of the 'Fly Neighbourly' procedures noted in ERSA, for flights in the Blue Mountains Area. Look out for other traffic around Katoomba aerodrome.

# BANKSTOWN OUTBOUND ROUTES

### CAMDEN AERODROME

COLUMN TO A	A CARLES A	
AT A GL/	ANCE	
Elevation 230ft		
Location	S34 02.4 E150 41.2	
Tower	120.1	
Ground	121.9	
ATIS	125.1 or 281	
AWIS	125.1 (02) 4655 9248	
NDB	281	
PAL	120.6	



# CAMDEN AERODROME

Camden is a general aviation aerodrome located 27nm south-west of Sydney's CBD and 3nm north of the town of Camden. It supports a number of fixed-wing and helicopter flying schools, aircraft maintenance organisations, private aircraft, hot-air ballooning, ultralights, and several active gliding clubs. Two instrument approach procedures, used by training aircraft from other airports within the region, add to Camden's traffic levels and operational complexity.

**Operator:** Camden Airport Limited

- a: 3 Avro Street, Bankstown Airport, NSW 2200
- t: 02 9796 2300
- f: 02 9791 0230
- w: www.bankstownairport.com.au

# CAMDEN CLASS D PROCEDURES

The airspace surrounding Camden is designated as a class D control zone and an air traffic control service is provided by Camden Tower between 8am and 6pm local time each day. The control zone is deactivated at night when traffic density is low; the airspace surrounding the airport then reverts to class G, and non-towered aerodrome procedures apply. Camden control zone is not active on Christmas Day.

The lateral boundary of Camden control zone is a 2nm radius from the centre of the aerodrome and is marked on the Sydney VTC and later in this Guide. Within that boundary, the control zone encompasses the airspace from ground level to 2,000ft AMSL. class G airspace surrounds the control zone and above 2,000ft.

The circuit altitude at Camden is 1,300ft on Camden QNH, and specific arrival and departure altitudes apply.

Camden has two intersecting runways. A sealed runway is orientated in the 06/24 direction. There is also a grass runway, oriented in the 10/28 direction, available for use when operationally necessary. Powered aircraft circuits (other than glider tugs) are conducted on the northern and eastern side of the aerodrome, using right-hand circuits on runways 24 and 28.

Each of these runways has an adjacent, parallel grass strip for use by gliders and tugs. All gliding operations use these parallel glider strips and remain to the southwest of the aerodrome.

The complexity of operations at Camden is compounded by the mix of activities that take place: flying training, gliding, helicopters, hot-air ballooning, instrument approach training and an intersecting, contra-runway environment.

Detailed operating procedures are covered later in this guide and in ERSA. However, if you are unsure of the procedures used at Camden, you should advise Camden Tower on first contact using the phrase 'Unfamiliar with Camden'.

# CAMDEN TOWER OPERATING HOURS

Each day:

8:00am to 6:00pm

### Christmas Day: Closed

Note: times given are correct at the date of printing. Check ERSA, NOTAMs and ATIS for any changes.

### **Circuit directions**

- Right-hand circuits on runways 24 and 28
- Left-hand circuits on runways 06 and 10

### **Camden ATS frequencies**

Camden ATIS	125.1MHz or 281kHz
Camden Ground	121.9MHz
Camden Tower	120.1MHz
Camden NDB	281kHz

### **Camden ATIS**

- Camden ATIS is broadcast on 125.1MHz and 281kHz (Camden NDB).
- When the control zone is deactivated and CTAF procedures are applicable, the ATIS will broadcast information 'Zulu' on the NDB and an AWIS will be broadcast on 125.1MHz.
- When ATIS is not available, terminal information will be provided by ATC. This will include runway, wind and QNH. You can request landing information with the inbound report.

### Camden VFR approach points

You are recommended to track via, and report at, one of the following approach points:

- The Oaks (6nm west-south-west of Camden) is near a busy grass ALA (elevation 880ft) which is used by numerous ultralight aircraft. You need to take care approaching this particular VFR approach point.
- Mayfield (6nm NW of Camden. A gorge on a bend of the Nepean River.)
- Bringelly (7nm NNE of Camden)
- Menangle (6nm SE of Camden)
- Picton (9nm SSW of Camden)

### **Transiting Camden**

- If you intend to overfly Camden without landing, you are recommended to enter the control zone via a VFR approach point.
- You must establish two-way communications with Camden Tower on 120.1 before the control zone boundary.

# CAMDEN CLASS D PROCEDURES

- If you are tracking via a VFR approach point, you should make your call before passing that VFR approach point.
- Alternatively, you should establish initial contact with the tower when you are between eight and 10 miles from the aerodrome.
- Your transit call must include: callsign, type, position, level, and intentions (for example, 'overflying for Mittagong').

### 'Cleared visual approach'

The term 'visual approach' is an authorisation for the pilot to descend. Following the assignment of an altitude with an inbound clearance, subsequent descent may only be commenced after the tower controller has issued the instruction, 'cleared visual approach'. A sequence instruction does not give you authority to descend. Traffic permitting, a visual approach can be issued from as far away as Mayfield, or as close as late downwind. As with all clearances issued, it will depend on the disposition of other traffic at the time.

A clearance is required to enter the Camden CTR and you will normally be given a full clearance, including an altitude at which to enter the zone. You can expect clearance to enter the zone at 1800ft and you must maintain your assigned altitude until 'cleared visual approach' (which you must read back). You may then descend in the circuit as necessary, while maintaining separation from any aircraft you have been instructed to follow.

As a general rule, if you are assigned an altitude with your clearance, you must maintain it until 'cleared visual approach'.

### Flight near Camden Control Zone

Pilots are encouraged to listen out on the tower frequency when operating in proximity to the control zone boundary or a VFR approach point. Because it is not mandatory, there may be traffic near the control zone boundary not monitoring the tower, and pilots arriving and departing the control zone should bear this in mind when employing see and avoid techniques. The effectiveness of traffic advisories issued by the tower depends on aircraft adjacent to the zone being on the tower frequency. Aircraft departing the control zone are required to monitor the tower frequency until 3nm from the CTR boundary.

### Simulated circuit emergencies

You require ATC approval before conducting nonstandard circuit operations such as practice glide approaches, or simulated engine failure training in single and multi-engine aircraft. Such an approval may be issued on a one-by-one basis or, traffic permitting, as a blanket clearance for a specified period of time.

### Transponder code

Transponder code 3000 Mode C (ALT) is required for all VFR operations in class D control zones. Select 3000 ALT as part of your line-up checks and change to 1200 when clear of the control zone. Select 3000 again prior to making your inbound call. If remaining in the circuit, leave your transponder on 3000 unless ATC instruct you to 'squawk stand-by'.

### Wake turbulence separation

ATC is not required to apply wake turbulence separation to VFR aircraft in flight. VFR aircraft will only be advised 'caution wake turbulence' by ATC, and the responsibility for wake turbulence separation lies with the pilot in command.

### **Blind** spots

- There are several blind spots on the aerodrome and you should take extra care to ensure you know the location of other aircraft.
- Aircraft on runway 24, or on final for runway 24, cannot see aircraft on runway 28.
- Likewise, aircraft on runway 28, or on final for runway 28 cannot see aircraft on runway 24.
- Gliders and tugs departing on glider strip 06, cannot see aircraft operating on runway 10.
- Gliders landing on glider strip 24 cross runway 28 near the threshold.

### Practice instrument approaches

• Practice instrument approaches are not permitted on the Camden NDB or RNAV procedures between 11pm and 6am local time (AEST/AEDT).

### **Gliding operations**

- Gliders may operate at Camden from sunrise to sunset on weekends and on some weekdays.
   Glider operations during Tower hours are notified on the ATIS.
- Contra circuits operate at Camden. Gliders operate south of the extended centreline of the active runway. Outside the CTR they operate throughout the surrounding and overlying class G airspace.
- Gliders within the CTR operate on the Camden SMC frequency, 121.9. Outside Tower hours, gliders operate on the CTAF, 120.1. In class G airspace gliders monitor the area frequency, 124.55.

- CAUTION: Gliders and tugs landing on glider strip 24 cross Runway 28 threshold.
- ATC responsibility to gliders is limited to passing relevant traffic information after the intention to land has been notified.
- Aircraft inbound via Menangle or Picton or outbound to the south, should exercise caution.
- The normal class D requirements for entry to the CTR do not apply to gliders. Gliders shall report entering the CTR and downwind.
- There are glider launch and landing areas to the south of runway 10/28. The circuit pattern for gliders and tugs is to the south of the aerodrome.
- Aircraft (other than gliders and tugs) must not infringe the glider circuit below 2,300ft.
- Non-towered aerodrome procedures for arrival and circuit operations do not apply to glider operations. Glider tugs must report base and gliders must report downwind.



# CAMDEN NON-TOWERED AERODROME PROCEDURES

When the Camden control zone is deactivated, the airspace reverts to class G and non-towered aerodrome procedures apply within the control zone boundary and within the adjacent Class G airspace. The Camden control zone boundary is shown on the Sydney VTC and elsewhere in this guide.

### Airways clearance

If you require an airways clearance to enter class C airspace during non-towered hours, you should contact Sydney Radar on 124.55 MHz or 125.8 MHz, or phone 02 9556 6875 or 02 9556 6564 immediately prior to engine start for an expected clearance time and transponder (SSR) code.

### **Circuit training**

Permitted outside tower hours as follows:

**Monday to Friday:** between 6:15am to 8:00am before the CTR is activated and between 6:00pm and 11:00pm after the tower has closed.

**Weekends:** between 6:15am to 8:00am before the CTR is activated, and between 6:00pm and 8:00pm after the tower has closed.

Circuit altitude is 1300ft. Times are local time (AEST/ AEDT).

### **Circuit entry**

Join the circuit on upwind at 1,800ft.

Descend on upwind over the runway to circuit height before turning crosswind.

Broadcast your intentions joining the circuit on crosswind at 1,300ft.

Turn downwind and fly a normal circuit.

All circuits are conducted on the northern side of the aerodrome.

### **Circuit direction**

Right-hand circuits are required for powered aircraft operating on runway 24 and 28.

Simultaneous circuit operations on runway 06/24 and runway 10/28 are not recommended.

Runway 06 is the preferred runway in light or ambiguous wind conditions.

# CAMDEN NON-TOWERED AERODROME PROCEDURES

# CAMDEN OUTBOUND RADIO CALLS

VFR departure into class G	VFR departure into class C	Non-towered aerodrome outbound procedure
Flight notification	Flight notification	1. Submit flight notification if
Not required	Submit flight notification by NAIPS, fax or telephone	entering controlled airspace. Airways clearance requests should be made to Sydney
Obtain ATIS on 125.1 or 281		Radar on 124.55 or 125.8.
Camden Terminal Information [Code letter] Runway [number] Wind [direction/speed, gusts, crosswind] Cloud [amount/height] Visibility [distance] Temperature [degrees Celsius] [Coorational requirements or limitations]		<ol> <li>ATIS broadcast (information 'Zulu') on 125.1 or on the NDB on 281 will confirm that the CN CTR has been deactivated and that non-towered aerodrome procedures apply.</li> </ol>
QNH [hectoPascals]		3. Broadcasts at the following positions are recommended:
Taxi call to SMC on 121.9		a. Before taxiing;
Camden ground [Callsign], [Aircraft type] Received [ATIS] [location on aerodrome] For [destination/intentions]		<ul><li>b. Before entering the runway (with intentions);</li></ul>
Request taxi		c. If departing contrary to the
Airways clearance request	Airways clearance request	circuit direction.
Not required	[ <i>Callsign</i> ], Request airways clearance	<ol> <li>The following is an example of a typical taxi call on the CTAF 120.1:</li> </ol>
	Note: this request may be made with the taxi call.	'Camden traffic.
Transponder code	Transponder code	Sierra Foxtrot Kilo, Warrior,
Set code 3000 and select ON/ ALT (Mode C) when ready at the holding point. Select Code 1200	Set code assigned transponder code and select ON/ALT (Mode C) when ready at the holding point.	taxiing for Bathurst, runway 24, Camden'
ALT when clear of the CTR.		traffic entering or leaving the
Ready call (to ADC on 120.1) Camden Tower, [ <i>callsign</i> ] Ready, runway [ <i>number</i> ]		circuit area.
For [training area/first tracking point/	_	
Departure altitudes	Departure altitudes	
All runways: 1300ft	In accordance with the airways clearance	
Departure report	Departure report	
Not required	In accordance with ATC departure instructions	
Frequency change	Frequency change	
No instruction or approval required to change to Sydney Radar (124.55 or 125.8) when 3NM from the CTR boundary.	In accordance with ATC departure instructions	
At all time:	s depart clear of inbound CLASS D appro	pach points

#### VFR arrival from class G

#### Obtain ATIS (125.1 or 281)

Camden Terminal Information [ATIS code letter] Runway [number]

Wind [direction/speed, gusts, crosswind] Cloud [amount/height]

Visibility [distance]

**Temperature** [degrees Celsius] [Operational requirements or limitations] **QNH** [hPa]

#### Transponder code

Set code 3000 and select ON/ALT (Mode C) approaching the VFR approach point (or the selected inbound reporting position).

#### Inbound call to Camden Tower on (120.1)

Camden Tower, [*callsign*], [*Aircraft type*], [*location*], [*altitude*], Information [*ATIS code letter*], Inbound (or intentions if transiting) [*Requirements*] (for instance, if a particular runway is required)

#### Typical TWR response

[callsign], Camden Tower, Join [circuit leg], runway [number] Maintain [altitude] Report at [position]

#### **Readback requirements**

[circuit leg] runway [number],

[altitude], [callsign]

**Arrival altitudes** (on Camden QNH) All runways: 1800ft

Note: maintain entry altitude until 'cleared visual approach'.

**Downwind report** (if applicable) [*Callsign*], downwind, [*intentions*]

Note: Descend from assigned/inbound altitude only when you have been 'cleared visual approach'.

#### Example

ATC: [callsign] cleared visual approach, runway [number] Pilot: Cleared visual approach, runway [number], [callsign]

Landing clearance (and acknowledgment)

ATC: [callsign], clear to land [runway]

Pilot: Clear to land [runway], [callsign]

**Taxi call to SMC on 121.9** (after vacating the runway) Camden ground, [*callsign*], for [*location on aerodrome*], Request taxi.

Cancel SARTIME through CENSAR on 1800 814 931 or Sydney Radar on 125.8 / 124.55.

#### **COMMON CLASS D READBACKS**

Runway clearance – any clearance or instruction to hold short of, enter, land on, take-off from, cross, taxi or back-track on, any runway. For example, 'hold short runway centre', 'enter runway left', 'clear to land runway right', 'clear for take-off runway centre', 'cross runway right', 'taxi via runway centre', or 'backtrack runway centre'.

#### **Circuit entry instructions**

- 'join crosswind runway 28 right'.

**Altitude** – 'climb to 1500', 'descend to 1000', 'maintain 1500'.

**QNH** when directed to a specific aircraft – 'QNH 1020'.

**Transponder code** – 'squawk code 1200'.

Non-towered aerodrome inbound procedure

- 1. ATIS broadcast (information 'Zulu') on 125.1 or on the NDB on 281 will confirm that the CN CTR has been deactivated and that non-towered aerodrome procedures apply.
- Although the aerodrome has been deactivated it is recommended that aircraft track via a VFR approach point.
- 3. Broadcasts on the CTAF, 120.1 MHz, at the following positions are recommended:
  - a. Inbound by 10nm from the aerodrome;
  - b. Approaching a VFR approach point;
  - When entering the circuit (for instance, joining crosswind or downwind);
  - d. Downwind, turning base and turning final (with intentions);
  - e. When clear of the runway after landing.
- 4. The following is an example of a typical inbound call on the CTAF 120.1:

'Camden traffic, Sierra Foxtrot Kilo, Warrior, Mayfield, 1800, inbound, Camden'

5. Listen and watch out for other traffic entering or leaving the circuit area.

**Radio frequency** – 'call the tower on 123.6 at Warwick Farm'.

**Heading and direction of turn** – 'turn left heading 210'.

**Route clearances**, speeds, conditional clearances and holding instructions are also required to be readback, although their use in the VFR class D environment is relatively uncommon.

## CAMDEN INBOUND RADIO CALLS

### CAMDEN INBOUND FROM MAYFIELD & MENANGLE





#### SYDNEY VPG 2010.indd 47

## CAMDEN INBOUND FROM THE OAKS & BRINGELLY





# CAMDEN INBOUND FROM THE OAKS & PICTON

CAMDEN



CAUTION Look out for gliders.

C LL 4500

CAUTION High ground.

**Razorback Range** 

Burragorang Road

TR 005° M

• Enter Camden CTR at 1,800ft. (or as cleared by CN TWR)

Camden

Carden Strass

Remembrance Drive

- Maintain 1,800ft until 'cleared visual approach'.
- 'Sequence' means relative to the aircraft's position in the landing queue. It is not a clearance to descend.
- A 'joining' instruction is relative to a leg of the circuit.

You may be instructed to track via The Oaks. The red track 320° M is to The Oaks.

**Razorback Range** 

# **C LL 4500**





# CAMDEN INBOUND FROM THE OAKS & PICTON

# INBOUND TO CAMDEN FROM THE NORTH

- See Bankstown 'inbound from the north' for procedures in the lane of entry.
- Your track from the lane of entry to Camden will take you directly over Prospect Reservoir, a VFR approach point for Bankstown and one of the busiest areas of airspace in the country.
- Aircraft inbound to Bankstown will usually be at 1500ft over Prospect, but some may be climbing or descending to that level.
- You should monitor Bankstown Tower on 132.8 MHz when in the vicinity of Prospect. If you have a second radio, monitor Sydney Radar on 124.55 MHz as well, and maintain a good lookout.
- Inbound to Camden, track via the Bringelly VFR approach point, 7nm north-east of Camden airport.
- You will be transiting danger area D556, the flying training area for Bankstown and Camden, and you should keep a good lookout for randomly-manoeuvring traffic.
- Listen to the Camden ATIS on 125.1 MHz and contact Camden Tower on 120.1 MHz approaching Bringelly for clearance.
- Zone entry altitude is 1800ft on Camden QNH.
- Do not enter class D airspace without clearance.

# INBOUND TO CAMDEN FROM THE NORTH-WEST

- If you track via Katoomba, ensure you plan your descent to avoid infringing the 4500 foot CTA step at 30 DME Sydney.
- Monitor Sydney Radar on 124.55 MHz. Track via the VFR approach point of Mayfield, 6nm to the north-west of Camden aerodrome on a heavily-forested, hairpin bend in the Nepean River.
   Prominent east-west powerlines that cross the river will help identify your Mayfield position accurately.
- Listen to the Camden ATIS on 125.1 MHz and contact Camden Tower approaching Mayfield on 120.1 MHz for clearance.
- Zone entry altitude is 1800ft on Camden QNH.
- Do not enter class D airspace without clearance.

# INBOUND TO CAMDEN FROM THE SOUTH-WEST

- If arriving from the south, track to the VFR approach point at The Oaks, 6nm to the south-west of Camden airport.
- Be aware of the high terrain at around 45 DME Sydney and beyond, and make sure you plan your descent well ahead to avoid infringing the 4500 foot control area step at 30 DME Sydney. Monitor Sydney Radar on 124.55.
- The Oaks is a grass ALA (elevation 880ft) just to the west of The Oaks township. It's easily identified by the row of hangars along the western side of the north-south grass runway. Ultralight traffic at The Oaks will be operating on CTAF 126.7 MHz.
- You should overfly The Oaks at or above 2500ft, and preferably above 3000ft, to ensure separation with circuit traffic.
- Listen to the Camden ATIS on 125.1 MHz and then contact Camden Tower on 120.1 MHz approaching The Oaks for clearance.
- Zone entry altitude is 1800ft on Camden QNH.
- Do not enter class D airspace without clearance.



# INBOUND TO CAMDEN FROM THE SOUTH

- If arriving from the south, track to the VFR approach point at Picton, 9nm to the south of Camden airport.
- Plan your descent to avoid infringing the 4500 foot Sydney control area step 2nm past Picton.
- Danger area D593 marks the skydiving area at Wilton and it extends from the surface to the lower limit of class C airspace. Parachute aircraft will broadcast intentions on Sydney Radar 124.55 and you should avoid flying through this area when skydiving activities are taking place.
- North of Picton you will enter D552, Camden's flying training area, so keep a good lookout for other traffic.
- Listen to Camden ATIS on 125.1 MHz then contact Camden Tower on 120.1 MHz approaching Picton for clearance.
- Camden control zone entry altitude is 1800ft on Camden QNH.
- Do not enter class D airspace without clearance.
- If runway 06 is in use, expect clearance via Mount Hunter, a small town on the road between Camden south and The Oaks. This will avoid conflict with possible glider traffic that operates on the southern side of the airfield. If runway 24 is in use, expect clearance via Mt Hunter to join crosswind or downwind for runway 24.
- Keep a good lookout for traffic inbound via The Oaks.

# INBOUND TO CAMDEN FROM THE SOUTH-EAST

- Arriving from the south-east, track for the VFR approach point at Menangle.
- Track clear of restricted area R555 and remain at or below 4500ft. This will keep you clear of controlled airspace.
- Listen to the Camden ATIS on 125.1 MHz, then contact Camden Tower on 120.1 MHz approaching Menangle for clearance.
- Camden control zone entry altitude is 1800ft on Camden QNH.
- Do not enter class D airspace without clearance.

# OUTBOUND FROM CAMDEN

- Maintain centreline on departure and avoid drifting south towards the glider circuit or north towards the helicopter circuit.
- Avoid tracking via the VFR approach points, which are potentially high traffic areas.
- Departure altitude is 1300ft on Camden QNH. Maintain 1300ft until leaving class D airspace at 2nm from Camden aerodrome.
- If tracking to the south, be aware of possible glider traffic operating around the southern side of the airport. Beware of Wilton danger area D593 where skydiving takes place from controlled airspace. The jump aircraft will broadcast on the Sydney radar frequency, 124.55 MHz.
- A southbound track to the west of Picton will ensure separation from the Picton and Menangle VFR approach points and will keep you clear of the Wilton parachute drop zone.
- To remain outside controlled airspace, don't climb above 4500ft until clear of the control area step at 30 DME Sydney.
- Monitor Sydney Radar on 124.55 when 3NM from the CTR boundary. Maintain a good lookout as you transit the Camden flying training area.

## CAMDEN CIRCUIT INFORMATION

## CAMDEN CIRCUIT JOINING INSTRUCTIONS





### Definitions

	Apron area	An area on the aerodrome intended to accommodate aircraft for the purpose of loading or unloading passengers, cargo, fuelling, parking, or maintenance
	Manoeuvring area	That part of the aerodrome to be used for take-off, landing and taxiing of aircraft, excluding aprons.
	Movement area	That part of the aerodrome to be used for take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the aprons.

### Operation on the aerodrome



Apron area – no taxi clearance required. Monitor Ground on 121.9 MHz. Taxiway – taxi clearance from Ground required before entering this area. Runway – specific clearance required from ATC before entering this area.

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# CAMDEN MANOEUVRING AREA

### VFR COASTAL ROUTE



# VFR COASTAL ROUTE

### General

- Transit of the Sydney area is available via a VFR coastal route within the class G airspace east of the Sydney control zone and control area. The route comprises Victor One North and Victor One South, which are differentiated by the lower limits of the overlying class C airspace and by their tracking requirements. The coastal route is available in VMC by day only, and may be flown in either direction.
- You must use the current SY local QNH, which is available on the ATIS.
- You must carry and use radio. You should broadcast on joining the coastal route, stating your position and intentions. Pilots of opposite direction aircraft should respond with their position.

You should activate your strobes and landing lights and be alert for opposite direction traffic. If possible, keep opposite direction traffic to your left. If transponder equipped, squawk code 1200 with ALT.

- Operations in the coastal route share a common VHF broadcast frequency (120.8MHz) with helicopter and floatplane operations in R405A and R405B over Sydney Harbour. This frequency is not monitored by Sydney ATC. In the event of an emergency, you should call Sydney Radar on 125.8MHz or 124.55MHz.
- You can expect non-radio hang glider traffic as you enter and leave the coastal route. There could be floatplane traffic north of Sydney Heads.
- Because the coastal route is entirely over water, all occupants of single-engine aircraft must wear approved life jackets.

Plan your route thoroughly, and carry current charts and documents. Always check the weather, NOTAMs and ERSA before you fly.

## COASTAL ROUTE VICTOR ONE NORTH



# VFR COASTAL ROUTE

# VICTOR ONE NORTH

- Victor One North extends east of the coast between Dee Why (12 DME SY) and the South Head of Sydney Harbour and has a maximum altitude of 1000ft. All operations must be conducted between 500ft and 1000ft.
- Operations below 1000ft must remain over water at all times.
- South Head is the northern limit of Victor One South and you should ensure that your aircraft remains clear of class C airspace when transiting from Victor One North to Victor One South.
- Ensure that you reach 500ft before passing South Head southbound.

**Reminder:** To avoid controlled airspace, AIP ENR 1.1 paragraph 18.12 requires a ±1nm tolerance to be applied to a VFR flight. Aircraft in Victor One South should plan to fly at least one nautical mile east of a line joining Ben Buckler (the northern headland Bondi Beach) and Long Bay headland (southern headland Maroubra Beach) because there is no track guidance in this segment. Flights by single-engine aircraft will require life jackets for all occupants.

**Caution:** This document is to be used in conjunction with current Sydney VTC including the *Sydney General Flying Guide*, and ERSA.



# VFR COASTAL ROUTE

# VICTOR ONE SOUTH

- Victor One South extends east of the coast between the South Head of Sydney Harbour and Jibbon Point and you must maintain an altitude of **exactly 500ft** (on Sydney local QNH) when operating in this airspace.
- 'Coastal flying' means flying close to the beach and following the contours of the coastline. You must NOT coastal fly when flying in Victor One South between Ben Buckler and Cape Solander.
- There are specific tracking requirements in Victor One South to contain your aircraft in class G airspace and clear of the Sydney Control zone.
   You must NOT coastal fly the Sydney southern beaches between Ben Buckler (the northern

headland of Bondi Beach) and Long Bay headland (the southern headland Maroubra Beach), and between the eastern-most point of Cape Banks and the lighthouse on Cape Solander (the north and south heads of Botany Bay).

- Note that some helicopters and beach patrol aeroplanes may have been cleared to coastal fly between Bondi and Maroubra and may not continuously monitor 120.8MHz.
- There may be wake turbulence from aircraft overflying Victor One South arriving and departing Sydney Airport. You must maintain separation from these aircraft.
- The CTA lower limit south of Jibbon Point and east of the coast is 1000ft. North of Jibbon Point the base of the control area is 500ft.

### COASTAL ROUTE VICTOR ONE SOUTH

### COASTAL ROUTE HORNSBY TO LONG REEF





# VICTOR 1 LONG REEF TO COOGEE





VICTOR 1 LONG REEF TO COOGEE

### VICTOR 1 COOGEE TO JIBBON POINT





### VICTOR 1 JIBBON POINT TO SEA CLIFF BRIDGE









# VICTOR 1 APPIN TO BANKSTOWN




### SYDNEY HARBOUR SCENIC FLIGHTS



# SYDNEY HARBOUR SCENIC FLIGHTS

### Harbour scenic flights

The airspace above Sydney Harbour is class C and availability of an airways clearance to enter it will depend on traffic levels, controller workload and VMC. You should submit flight notification before your flight to minimise delays. You may be cleared for one of two standard scenic flight routes, 'Harbour Scenic One' or 'Harbour Scenic Two' which are described below. The routes are flown at an altitude of 1500ft on Sydney Airport local QNH, which is available on the SY ATIS.

### Airways clearance request

Track via class G airspace to Long Reef. Contact Sydney Terminal (135.1 MHz) prior to reaching Long Reef and request a 'Harbour Scenic'. You must remain in class G airspace until you receive a clearance, which will be in the form, 'Cleared Harbour Scenic One' (or 'Two').

### **Coded Clearances**

A 'Harbour Scenic' clearance authorises you to fly the nominated route at 1500ft. Your readback of 'Cleared Harbour Scenic One (or Two)' acknowledges that you will track via the nominated route and maintain 1500ft.

### Harbour Scenic One

### [maintain 1500ft throughout]

Track from Long Reef direct to the Harbour Bridge. Conduct two left-hand orbits, remaining east of the Harbour Bridge, north of the Opera House and west of Garden Island. On completion of the second orbit track via North Head to Manly Beach then east of the coast to Long Reef. Report passing Manly northbound. Altitude 1500ft.

### Harbour Scenic Two

### [maintain 1500ft throughout]

Track from Long Reef direct to Chatswood CBD. Conduct two left-hand orbits, remaining east of Chatswood CBD and west of Roseville Bridge. On completion of the second orbit, track via Manly Beach east of the coast to Long Reef. Report passing Manly northbound. Altitude 1500ft.

# Entry to Victor One South following a Harbour Scenic

Request descent into Victor One South approaching Manly Beach. Subject to traffic, and when established east of the coast, you may be cleared to leave the control area on descent. Report to ATC leaving 1500ft, then broadcast your position and intentions on 120.8 MHz.

#### In aircraft with a single radio you will need approval to leave the ATC frequency to make this broadcast.

You must reach 500ft before passing South Head southbound. Report to ATC when you are established at 500ft in Victor One South.



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### RADIO FREQUENCIES

Frequencies		
Bankstown Tower	132.8	123.6
Bankstown Ground	119.9	
ATIS (BK)	120.9	416
Bankstown CTAF	132.8	
Camden Tower	120.1	
Camden Ground	121.9	
ATIS (CN)	125.1	281
Camden CTAF	120.1	
AWIS	125.1	
Glider Chat freq	122.7	
CTAF Glider ops	120.1	
Victor 1	120.8	

Phone Numbers		
Flightwatch	1800 814 931	
Bankstown Tower	02 9738 3180	
Bankstown ATIS	02 9738 3190	
Camden Tower	02 4655 9242	
Contact tower only in an emergenoy		

Contact tower only in an emergency.

Navigation Aids	
Bankstown NDB	416
Camden NDB	281
2RN	576

### VFR CRUISING ALTITUDES



#### **Based on magnetic track**

### Radio <u>Failure</u>

# General communications failure procedures (ERSA EMERG 1)

- Squawk 7600.
- Stay in VMC and broadcast intentions.
- Precede all radio calls with 'transmitting blind'.
- If possible, avoid class C and airspace and land at an aerodrome in class G airspace.
- Consider using your mobile phone to contact ATC on one of the phone numbers listed on this page.

# If proceeding to a non-towered aerodrome (such as when BK CTR or CN CTR are deactivated)

- Carry out general COM failure procedures in ERSA.
- Overfly the aerodrome 500ft above circuit height.
- When you have selected the runway to use, descend to circuit height on the dead side of the circuit.
- Join the circuit on crosswind at circuit height in accordance with non-towered aerodrome procedures (AIR ENR 1.1-76 section 47.5).
- Keep a good lookout for other traffic.
- Proceed with a normal circuit and landing.

# If proceeding to an aerodrome in class D airspace (when BK CTR or CN CTR are active)

- Carry out general COM failure procedures in ERSA.
- Track via an appropriate VFR approach point.
- Enter the BK CTR at 1,500ft or the CN CTR at 1,800ft and track overhead the aerodrome at that altitude.
- Ascertain the landing direction and join the appropriate circuit for the selected runway.
- The preferred runway for landing should be the runway nominated in the joining or sequencing instruction (if you received one) or the arrivals/ departure runway nominated on the ATIS.
- When ready, descend to circuit altitude (1,000ft at Bankstown or 1,300ft at Camden) and remain clear of the other circuit (such as the southern training circuit at Bankstown).
- Maintain separation from other aircraft.
- Proceed with a normal circuit and landing.
- Listen on the NDB for instructions from the tower.
- Watch for light signals from the tower (see page 76 of this guide).

## EMERGENCY LANDING PROCEDURES



### **INITIAL CHECK**

Hold altitude	Aim for best glide speed
Mixture	Rich
Carburettor	Full hot
Fuel	On
Pump	On
Change Tanks Trim	To best glide speed

#### FIELD SELECTION

Wind - determine direction.
Surroundings: power lines, trees, etc.
Size & shape - in relation to wind.
Surface and slope.
S(c)ivilisation - close proximity if possible.

### **FMOST CHECK**

Fuel	Contents, pump on,
	primer locked.
Mixture	Up & down range, leave rich.
Oil	Temps & pressures green range.
Mag switches	Left, then right back to both.
Throttle	Up & down range then close.

#### **MAYDAY CALL & SQUAWK 7700**

'Mayday Mayday Mayday: Sydney, Cessna ZFR, engine failure, 3nm west of Picton 4,500ft, attempting to land on road.'

Any other useful information such as number of persons on board, (POB) dangerous cargo, fuel remaining etc (if time permits).

### **BRIEF YOUR PASSENGERS**

FINAL ACTIONS	
Fuel	Off
Mixture Lean	Idle cut-off
Mags	Off
Harness	Tight
Door	As required
Master Switch	Off
<b>Caution</b> if flaps are electrically operated set flaps	

before master switch is switched off.

### EMERGENCY LANDING PROCEDURES

# LIGHT SIGNALS



GLIDING

**OPERATIONS** 

**IN PROGRESS** 

OPERATIONS ARE CONFINED TO HARD SURFACE RUNWAYS, APRONS AND TAXIWAYS ONLY

AERODROME

**UNSERVICEABLE** 

# **AERODROME SIGNS**

Know the colour-coding and meanings of runway signs



Mandatory instruction signs White inscription on a red background. Identifies the entrance to a runway, or critical

area, and areas prohibited for use by aircraft. Red and white: runway in sight



Information signs-location Yellow inscription on a black background. Identifies the taxiway you are located on. Black square: you're there

Runway markings are white... although yellow taxiway centrelines may lead on to, or lead off, or cross, the runway). Taxiway markings are yellow.



### Information signs-destination

Also black inscription on a yellow background. Arrow identifies direction to specific destinations on the airfield, such as runways, terminals. Yellow array: points the way



### Information signs–direction Black inscription on a yellow background.

Identifies taxiway leading out of an intersection with an arrow indicating direction required to align the aircraft on that taxiway. Yellow array: points the way



## RUNWAY HOLDING POINTS (OR TAXI-HOLDING POSITION MARKINGS)









At night, taxi holding position is indicated by three yellow lights (or two when taxiway sidelighting is provided) showing in the direction of the approach to the runway.



HOLDING POSITION WHEN CAT I, II or III PRECISION APPROACHES ARE BEING USED. ONLY APPLICABLE WHEN NOTIFIED BY ATC OR ATIS.

## AERODROME **SIGNS**

