



# Tips for flying Bankstown

Bankstown Airport is a complex metropolitan airport that uses Class D procedures. The airport is used by a diverse range of fixed and rotary-wing aircraft—ranging from flying schools to commercial operations.

## Aerodrome environment

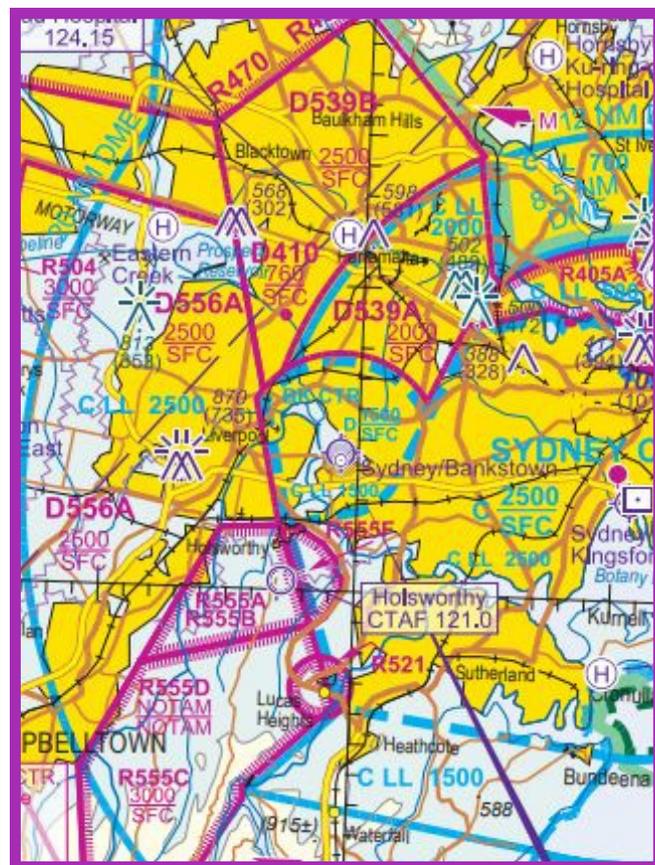
Bankstown’s aerodrome environment includes:

- a triple parallel runway configuration
- a large volume of traffic
- varied operations, aircraft types and pilot levels
- helicopter traffic in the immediate vicinity (see the section Helicopter Operations for notes regarding fixed-wing aircraft).

## Airspace

Bankstown’s airspace features include:

- a relatively small volume of airspace
- Sydney control zone to the east and south
- Holsworthy (military) restricted areas to the south and south-west
- Sydney control area (CTA) above
- close proximity to other airspace volumes.



Bankstown and surrounds - cropped from Sydney VTC, Dec 22

Special procedures for the lane of entry D529A and D539B are detailed in ERSA.



## Operations on the movement area

The movement area is the part of an aerodrome to be used for the take-off, landing and taxiing of aircraft. It consists of the manoeuvring area and the apron(s).

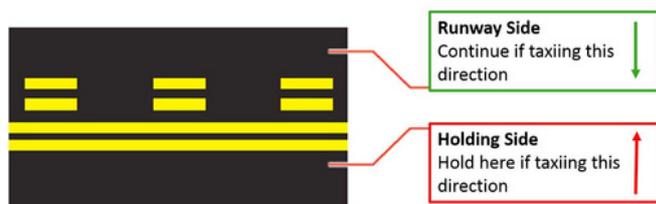
### At Bankstown:

- start approval is required for circuit training
- taxi clearance is required prior to taxi anywhere on the manoeuvring area e.g. upon vacating the runway after landing, a taxi clearance is required to taxi to anywhere on the aerodrome
- if you need to cross a runway, include this in your taxi request
- it is recommended that you include your position on the aerodrome to assist ATC and other pilots or airside drivers to identify you, and guard against the probability of the instruction being directed at the wrong aircraft
- this will notify ATC who you are, where you are, and of your request
- aircraft can taxi on the apron area without ATC clearance but should monitor Bankstown ground (119.9 MHz)
- you must have a specific clearance from ATC to enter, cross, taxi along, line up on, backtrack on or take-off from any runway (even if that runway is not the runway in use).

### Holding between runways

After landing, remain on tower frequency until clear of all runways, then contact Bankstown Ground on 119.9 MHz for taxi clearance.

After landing, 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 e.g. "HOLD SHORT OF RUNWAY 29 RIGHT", hold your aircraft between the marked holding points on the taxiway.



Holding point markings

## Communications and readbacks

Use standard radio calls or readbacks to ensure ATC understands your intentions and confirm that you have understood your clearance.

Ensuring your readback is correct and complete, mitigates the need for ATC to confirm your understanding. This prevents additional conversation, complexity, workload and frequency congestion that may affect you, and/or other aircraft.

**Readback requirements are detailed in the AIP, GEN 3.4 - 12 - Readback Requirements (23MAR23).**

In addition to knowing what to read back, it is important to know what not to read back, to avoid frequency congestion. Simply reading back all that the controller has said may indicate that you have not fully comprehended the instruction.

### Situational awareness

To maintain situational awareness, maintain a mental picture of all the factors that could be about to affect safety.

Always maintain a listening watch on the radio by ensuring:

- you are on the correct frequency
- your radio is working
- the volume is turned up.

## Ready calls

When you make your ready calls, include:

- the word 'ready'
- your departure runway (when parallel runways are in use)
- your circuit leg for departure or first tracking point e.g. "ABC, READY RUNWAY 29 RIGHT VIA CROSSWIND."

For helicopters, it is recommended that you specify the HLS from which you are operating.

### 'Downwind' calls

Always make a 'downwind' call (at the early downwind position), as this provides ATC with the trigger to issue sequencing instructions. If you are late making this transmission, ensure you state your actual position in the circuit (e.g. late downwind).

**If you are unable to comply with any ATC instruction or clearance, inform them immediately.**

### Holding point

A holding point is the final destination of a taxi clearance for departure. This is where you make your 'ready' call, before being cleared to enter the runway and take off.

### Holding short

'Hold short of' is an intermediate holding point on your taxi route. You will need to get further clearance from this location, including a clearance to enter or cross any runways.

## Compliance with ATC instructions

Using non-standard radio calls or readbacks affects the ability of ATC to understand your intentions and confirm that you have understood your clearance.

The traffic information supplied by ATC will allow you to adjust your speed or track to avoid the traffic at a safe distance.

## Sight traffic

If ATC passes traffic information, you must sight the traffic to comply with ATC instructions and maintain separation from it. If you lose sight of the traffic, you must inform ATC immediately.

### Commence instructed movement as soon as practicable

When ATC instructs you to "TURN LEFT/RIGHT", ATC expects you will commence the turn as soon as practicable (unless "WHEN READY" precedes the instruction).

### 'Follow' another aircraft

If ATC gives you an instruction to "FOLLOW" another aircraft, it requires that you sight the preceding aircraft and regulate your speed and approach path to maintain separation from that aircraft. If you can not sight and identify the preceding aircraft, you must advise ATC immediately.

### Runway separation

ATC are required to maintain a runway separation standard between aircraft.

Although this standard changes depending on aircraft type, at Bankstown a useful principle is that a single engine light aircraft in front of you will need to be 600m ahead of you and airborne from the runway before you can conduct your touch and go. If you adjust your speed and profile to remain 900m behind (as a guide, Bankstown's Runway 11R/29L is 1038m long), that will generally allow enough room for the preceding aircraft to slow down and reconfigure for its touch and go.

## Helicopter operations

The helicopter circuit is based on the helipad to the north of the Runway 11/29 complex (the main pad).

**CAUTION: Helicopter circuit operates within fixed-wing circuit.**

When arriving/departing Runway 11/29, be aware that helicopters could be operating in your vicinity.

### Fixed-wing fly standard circuit pattern

Pilots of fixed-wing aircraft arriving via downwind for Runway 29 Right must ensure to fly a standard circuit pattern. Do not cut the corner when turning from downwind to base as this could put the aircraft directly through the helicopter circuit.

### Advise ATC of non-standard circuit operations

You must advise ATC of non-standard circuit operations such as simulated engine failure, glide and flapless circuits, normally with the downwind report. ATC may deny, or apply parameters to such operations.

**CAUTION: Helicopters crossing midfield at 500ft in both directions.**

This is significant for all aircraft on final for any of the parallel runways as the path of a go-around/ missed approach may conflict with helicopters crossing midfield left or right.

## Parallel runways

Up to three aircraft can be simultaneously side-by-side on final and upwind for different runways.

Ensure that you do not drift from or pass-through your upwind or final leg as there could be another aircraft abeam you.

## Departure and arrival protocols

DAPs and ERSA contain current information on runway layouts, departure and arrivals information for different aerodromes.

As DAPs and ERSA are updated several times a year please access them directly to ensure you are accessing the most up to date information.

### Runway 29 arrivals.

Maintain 1500ft until a descent clearance is given (i.e. visual approach).

### Runway 11 departures.

Pilots departing crosswind should track direct to Parramatta CBD to avoid Sydney Class C airspace.

### Altitudes.

It is critical that the daytime ERSA CTR departure and arrival altitudes for Bankstown are complied with. These altitudes establish segregation of arriving and departing traffic in the Bankstown CTR.

Remember  
that ATC are  
there to  
help.

## Preventing a runway incursion at Sydney, Bankstown

- ✓ Ensure you are familiar with the kind and frequency of activity in the surrounding airspace.
- ✓ Ensure you are familiar with the kind and frequency of activity at this aerodrome.
- ✓ Revise the layout and procedures for the type of runway, departure and landing.
- ✓ Ensure you are familiar with standard phraseologies including those for aerodrome movements.
- ✓ Check NAIPS for relevant NOTAMS.

## Taxiing

- Exercise caution on all runways and helicopter landing sites (HLS).
- The main HLS requires a clearance from ATC prior to entering.
- All runways are active at all times and require a specific clearance from ATC to enter, cross, line up, taxi along, backtrack or take off.
- If you are unsure of your taxi route or any ATC instruction, let ATC know immediately.
- Look out for holding points on taxiways and HLS – these will be clearly marked (refer to figures 2 and 3 on page 2).

## Landing

- Positively identify the runway you are landing on and ensure it is the one you have been cleared for.
- After landing on any runway, do not cross another runway until cleared by the tower.
- Remain on tower frequency until clear of all runways, then contact SMC on 119.9 MHz for taxi clearance.

## Working with ATC

- When on the runway, monitor Bankstown Tower (132.8 MHz). Change to ground (119.9 MHz) once clear of runways.
- Use standard phraseologies as detailed in AIP Gen at 3.4 - 24 (23MAR23)
- Inform ATC immediately if you are unable to comply with any ATC instruction or clearance.

## More resources

For further information on operational insights to equip you for a safer flight, visit [bit.ly/pilotsafety](https://bit.ly/pilotsafety).



If you have any feedback or questions about this publication please email, [safetypromotions@airservicesaustralia.com](mailto:safetypromotions@airservicesaustralia.com).

For aviation safety-related information from CASA, visit [casa.gov.au/resources-and-education/pilot-safety-hub](https://casa.gov.au/resources-and-education/pilot-safety-hub).

Check NAIPS for the latest NOTAMS at [airservicesaustralia.com/naips](https://airservicesaustralia.com/naips).

*Not for navigation. This information is current at the time of publication. Refer to the current AIP for latest charts and operational information.*

