



CIVIL AVIATION
SAFETY AUTHORITY
AUSTRALIA

Sydney Basin



Visual
PILOT GUIDE

FIXED WING

ISSUED SEPTEMBER 2003

SYDNEY BASIN VISUAL PILOT GUIDE

The Sydney Basin Visual Pilot Guide (VPG) is an aid for pilots to use when flying into, out of and around Bankstown, Hoxton Park and Camden Aerodromes. It is an aid for both planning and conducting your flight.

This edition was printed in September 2003 and replaces the November 2002 issue of the guide.

This guide was developed with the assistance of Airservices Australia and operators at Bankstown, Hoxton Park and Camden Aerodromes.

Updates for the Sydney Basin VPG are available at www.flightsafety.org.au, www.casa.gov.au and CASA Aviation Safety Promotion on phone 131 757.

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Mainly includes GAAP procedures, but MBZ operations are included where applicable.

This guide should only be used with current operational charts, documents and NOTAMs. Information valid September 2003.



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Type	Registration	
Best rate-of-climb speed		kt
Best angle-of-climb speed		kt
Normal climb speed		kt
Best glide speed – Heavy		kt
Best glide speed – Medium		kt
Best glide speed – Light		kt
Stall speed – 0° Flap		kt
Stall speed – Full flap		kt
Short-field take-off speed		kt
Short-field approach speed		kt
Flapless approach speed		kt
Normal approach speed		kt
Maximum gear extension speed		kt
Vfe (flap extension speed)		kt
Fuel capacity (usable)		litres
Fuel flow (65% power)		litres/hr
Fuel flow (75% power)		litres/hr
Empty weight		kg
Maximum take-off weight		kg
Maximum landing weight		kg
Maximum baggage weight		kg

Are you safe to fly?

- I**llness *Are you physically well?*
- M**edication *Are you free from the effects of drugs?*
- S**tress *Are you free from significant stress?*
- A**lcohol *Are you free from the effects of alcohol?*
- F**atigue *Are you adequately rested?*
- E**ating *Have you eaten properly to work effectively?*

Don't fly if you are not safe!

CURRENT

Medical current?

NO

Do not fly solo.

YES

Flight review current?

NO

Complete before flying in command.

YES

Three or more take-offs and landings in the past 90 days?

NO

Do not carry passengers. (CAR 5.82.)

YES

Maps and charts current?

NO

Obtain before flight planning.

YES

Weather forecast and NOTAM

NO

Obtain forecast

Website	www.airservicesaustralia.com
Briefing	1800 805 150
Dectalk	1800 805 150
PC Access	0198 304 767
	Direct dial
Helpdesk	1800 801 960

YES

THEN

FLIGHT PLAN

- Choose suitable route and complete calculations such as heading, groundspeed, ETI, etc. (Refer to back section of Airservices Australia Flight Notification Form.)

Check CTA and restricted area boundaries.

- Appropriate height.
- Flight fuel.
- Last light.
- Weight and balance calculations.
- Take-off and landing performance.
- Survival equipment.

YES

YES

SARTIME flight
or flight into CTA

NO

Leave flight note with
a responsible person

YES

SUBMIT FLIGHT
NOTIFICATION FORM:

Fax	1800 805 150
Briefing	1800 805 150
NAIPS	0198 304 767
	Direct Dial
Helpdesk	1800 801 960
Radio to ATS on appropriate frequency	

THEN

YES

CHECK AIRCRAFT AND PERSONAL DOCUMENTS

Are you carrying

- Pilot's licence.
- Medical.
- Aircraft flight manual and approved checklist.
- Aircraft maintenance release.

YES

Plan for Contingencies

- Deteriorating weather.
- Radio failure.
- Diversions.
- Changes to departure and arrival procedures. (For example, "Clearance not available, remain OCTA").

YES

AIRCRAFT PRE-FLIGHT INSPECTION

- Check sufficient hours remaining.
- Check for unserviceabilities.
- **Daily inspection** or **pre-flight inspection** as per pilot's operating handbook or company operations manual.
- Check for required maintenance.
- Maintenance release signed.
- **FUEL:** Check for correct grade, quantity and contamination.
- **OIL:** Check quantity.



PRE-FLIGHT PLANNING

- Determine total fuel capacity and usable fuel (refer Aircraft Flight Manual).
- Determine fuel consumption rates (refer Pilot's Operating Handbook).
- 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 3% (mandatory for aircraft with MTOW in excess of 5,700kg).
- Ensure drains and vents are working properly.
- If using Avgas, rock the aircraft to move trapped water over the drain point before carrying out a fuel drain (refer 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 and monitor tank selection. Caution: Gauge readings as per aircraft's fuel calibration card.
- Use planned power settings and correct mixture leaning technique.

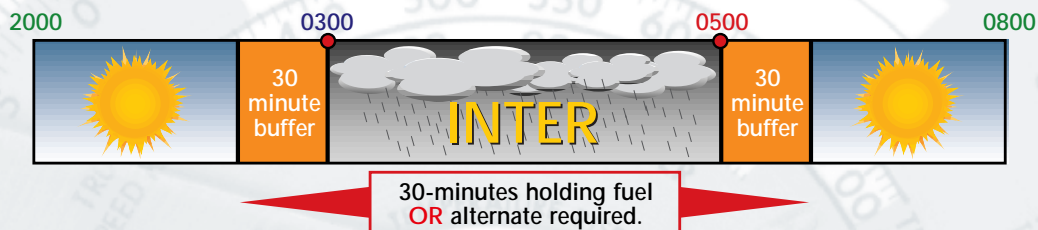
POST-FLIGHT FUEL MANAGEMENT

- Compare usage figures with planned figures when next refuelling.

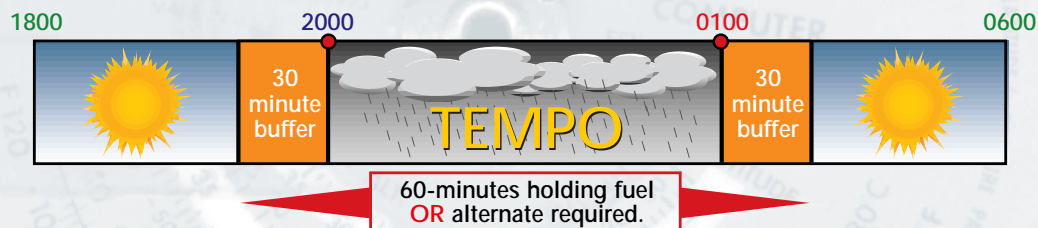
Alternate weather conditions (VFR). (For more information see AIP ENR 1.1-84.)

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 or severe turbulence:** Forecast or probability.

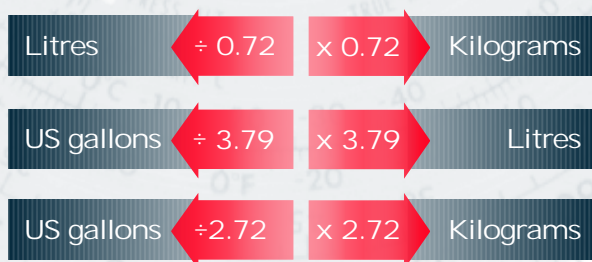
TAF YMAY 011835Z 2008 09010KT CAVOK
 INTER 0305 16015KT 6000 SHRA BKN005 SCT030
 FM05 16010KT CAVOK
 T 15 19 24 20 Q 1008 1007 1005 1007



TAF YSCB 271648Z 1806 33015G28KT 9999 SHRA FEW010 OVC100
 TEMPO 2001 1000 +TSGR BKN005 SCT040CB
 T 14 13 13 11 Q 1016 1015 1013 1016



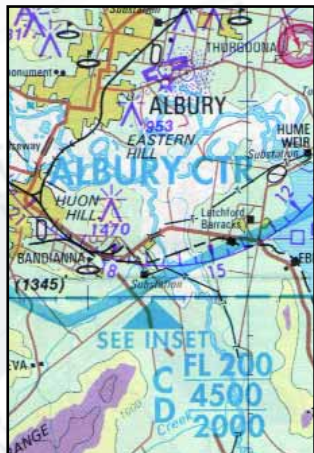
AVGAS FUEL CONVERSIONS (conversions are approx.)



162L AVGAS = 117kg



Example: Conversion from litres to kg using navigation computer.



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
Holding:	52 litres/hr

*Use figures from your
aeroplane's pilot's
operating handbook*

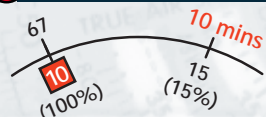
1 CLIMB



2 CRUISE



3 VARIABLE RESERVE



4 FIXED RESERVE



5 HOLDING



6 TAXI

NB: Allow adequate fuel for taxiing.
(Time calculation is not required).

FUEL CALC.	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(0)

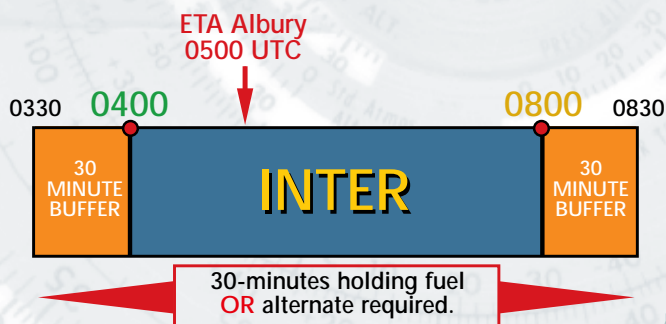
Type	Category	Flight	Variable Reserve	Fixed Reserve
PISTON	Private	IFR & VFR	not mandatory	45 minutes
	Charter RPT	IFR & VFR	15%	45 minutes
TURBINE	Private	IFR & VFR	not mandatory	30 minutes
	Charter RPT	IFR & VFR	10%	30 minutes

NB: Good airmanship dictates a higher margin than these recommended minima.

HOLDING FUEL

TAF YMAY 021830Z 2008 35010KT CAVOK
FM04 30015KT OVC100

INTER 0408 30020G40KT 3000+TSRA BKN010 SCT040CB
T 23 24 28 33 Q 1012 1013 1014 1009



GPS should not be used as a sole means of navigation

- Ensure GPS plan has been cross-checked against written plan.
- GPS is **not** a substitute for thorough flight planning or approved navigation techniques.
- Become familiar with the operation of your GPS unit before flight.
- Use **caution** with the GO TO function. Check for CTA and Restricted areas.
- Always apply common-sense checks to GPS information. For example: Where should the sun be relative to your position? Should the coast be on your left or right?



GPS LATITUDE AND LONGITUDE

2RN (TWRN)	S33	56.2	E150	53.3
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
CRONULLA (CUL)	S34	03.7	E151	09.2
HOXTON PARK (YHOX)	S33	54.6	E150	51.1
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 (PRT)	S33	49.2	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
ROSEHILL RACE COURSE (RSH)	S33	49.5	E151	01.5
ROUND CORNER (South Dural Tanks)	S33	41.9	E151	01.4
STANWELL PARK (SLL)	S34	13.7	E150	59.3
SYDNEY DME (SY)	S33	56.6	E151	10.8
SYDNEY HEADS (SYHD)	S33	50.0	E151	17.5
THE OAKS (THK)	S34	04.7	E150	34.7
WARWICK FARM (WFM)	S33	54.7	E150	56.7
WEDDERBURN AERODROME (YWBN)	S34	11.2	E150	48.3



Flying blind...

Procedures, regulations and airspace boundaries change regularly. Some may have changed since this guide was published.

So, if this guide is your sole source of information, you're flying blind.

Always use current operational charts and documents, including:

- Aeronautical Information Publication (AIP) or Australian Airway Manual.
- En route Supplement Australia (ERSA) or Australian Airway Manual.

- Sydney Visual Terminal Chart (VTC).
- NOTAM.

To order AIP, ERSA and VTC contact the Airservices Publications Centre on 1300 306 630.

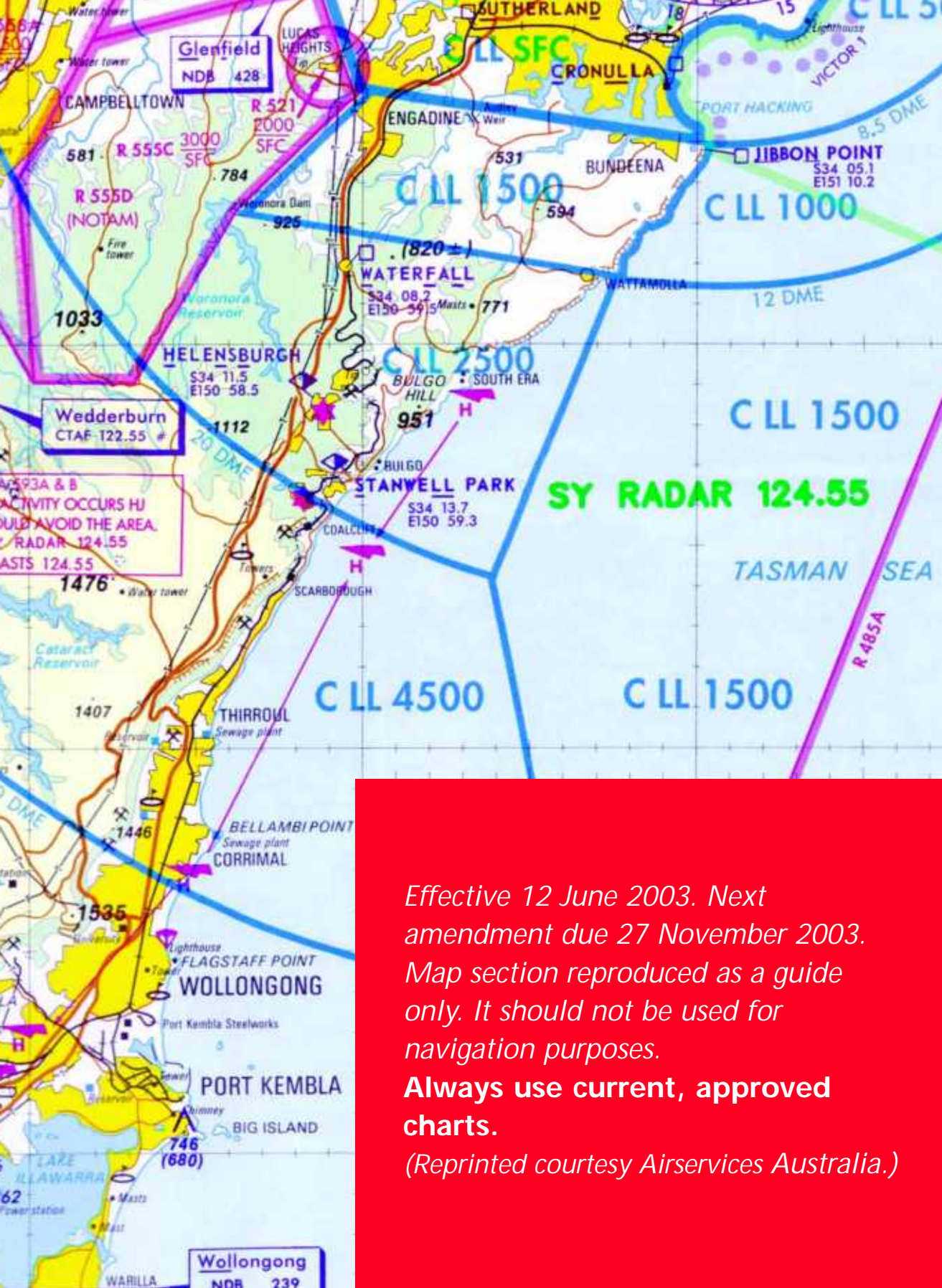
To order the Australian Airway Manual contact Jeppesen on (03) 9706 0022.

Updates of this guide can be downloaded at CASA's websites:
www.flightsafety.org.au and
www.casa.gov.au

10 SYDNEY VTC BANKSTOWN AREA

Effective 12 June 2003. Next amendment due 27 November 2003.
Map section reproduced as a guide only. It should not be used for
navigation purposes. **Always use current, approved charts.**
(Reprinted courtesy Airservices Australia.)

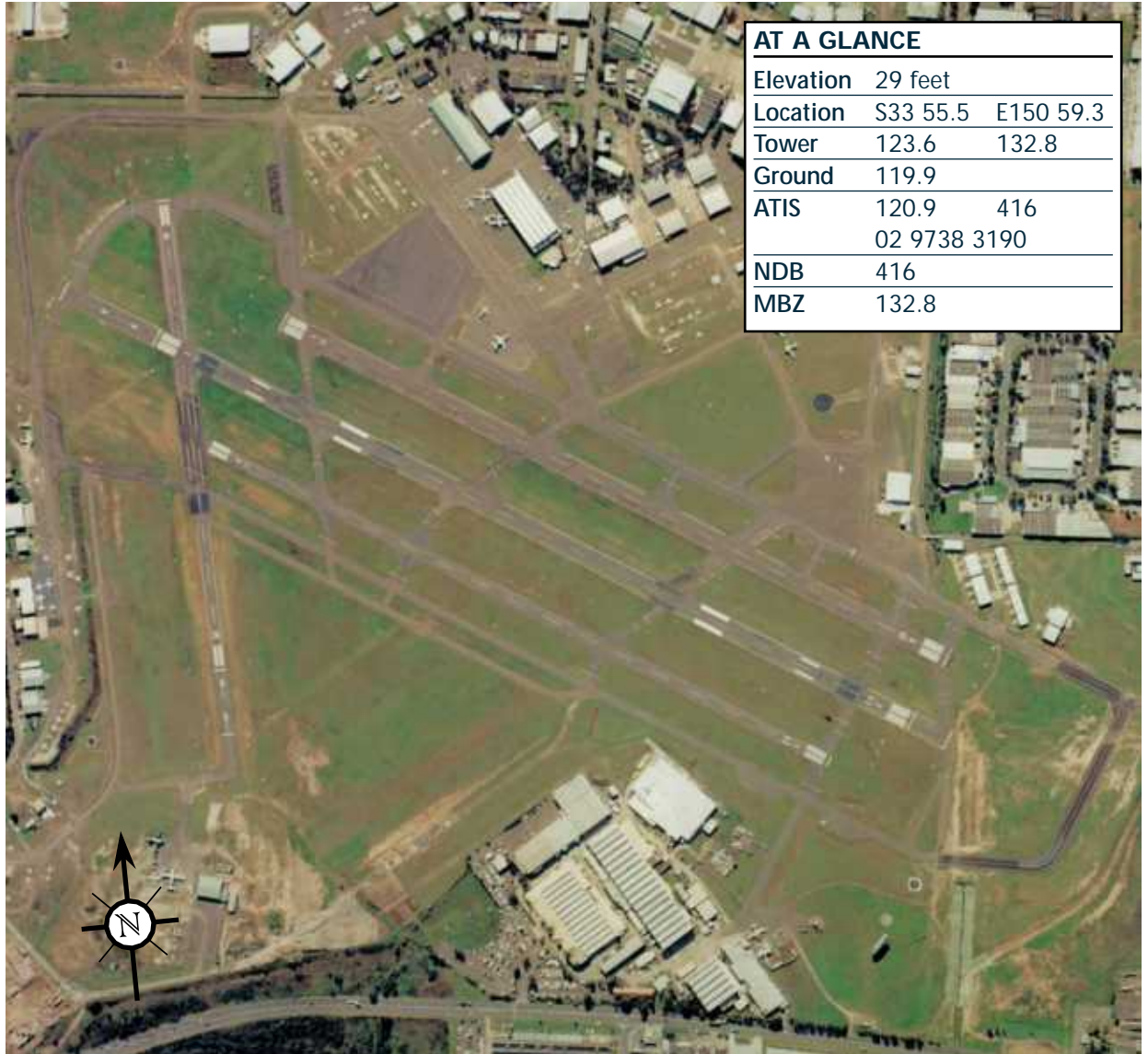




Effective 12 June 2003. Next amendment due 27 November 2003. Map section reproduced as a guide only. It should not be used for navigation purposes.

Always use current, approved charts.

(Reprinted courtesy Airservices Australia.)

**AT A GLANCE**

Elevation	29 feet	
Location	S33 55.5	E150 59.3
Tower	123.6	132.8
Ground	119.9	
ATIS	120.9	416
	02 9738 3190	
NDB	416	
MBZ	132.8	

BANKSTOWN AERODROME

Bankstown Aerodrome is located on the doorstep of Western Sydney, just 22km south-west of the metropolitan central business district, and two kilometres from the M-5. The facility is constructed on a 313 hectare site comprising four runways, and extensive taxiway and apron areas.

The aerodrome is primarily used for private flying, training, aerial work, air charter and the sale, repair and maintenance of aircraft. In 2002 Airservices Australia (ASA) recorded more than 345,000 aircraft movements, making Bankstown Australia's busiest aerodrome.

Aerodrome operator: Bankstown Airport Limited
Address: Airport Avenue, Bankstown NSW 2200
Telephone: 02 9796 2300
Fax: 02 9791 0230

Bankstown

GAAP Operations

(For detailed information refer to AIP ENR 1.1 and ERSA)

GENERAL

Bankstown is a GAAP (General Aviation Aerodrome Procedures) airport. GAAP airports cater for high-density traffic in Visual Meteorological Conditions (VMC).

You must not enter the Bankstown Control Zone (CTR) when it is active until you receive a circuit entry or zone transit instruction.

Bankstown Tower will usually give you a circuit joining instruction at **Prospect** or **2RN**.

If you are unsure of the procedures used at Bankstown you should advise Bankstown Tower on first contact using the phrase, *“Unfamiliar with Bankstown”*.

The circuit altitude is 1,000 feet on Bankstown QNH, though special arrival and departure altitudes are specified for each runway direction. These procedures are covered later in this guide, and in ERSA.

Bankstown has 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 CONTROL ZONE DIMENSIONS

The lateral boundary of the Bankstown Control Zone is marked on the Sydney VTC and later in this guide. Within that boundary the Control Zone encompasses the airspace from ground level to 1,500ft.

CAUTION: Sydney Class C airspace adjoins the CTR on the southern and eastern boundaries and above 1,500ft.

PROVISION OF SEPARATION

In VMC, the pilot-in-command is primarily responsible for ensuring separation from other aircraft. Bankstown Tower controls runway operations with landing and take-off clearances and provides traffic information and/or sequence instructions.

Status of Operations

To aid in the provision of separation, Air Traffic Control (ATC) will determine the status of operations in the GAAP CTR as follows:

- Unrestricted VFR Operations:** There are no weather-related restrictions to aircraft operations.
- Restricted VFR Operations:** ATC may apply weather- or traffic-related restrictions to VFR operations to facilitate the movement and separation of IFR aircraft. ATC will then broadcast on the ATIS, **“Restricted VFR Operations”**. The actual restriction

imposed may be specified individually to aircraft, although general restrictions may be notified on the ATIS.

READBACK PHRASEOLOGY REQUIREMENTS

As in any ATC environment, certain items of a clearance or instruction must be read back. Those items applicable to Bankstown are:

- Any clearances or instructions to hold short of, enter, land on, take-off on, or backtrack on any runway;
- Assigned runway, altimeter setting directed to a specific aircraft, SSR codes, radio and radio navigation aid frequency instructions; and
- Level instructions, direction of turn, heading and speed restrictions.

PILOT RESPONSIBILITIES

When operating in the Bankstown CTR, you must:

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

TRAFFIC INFORMATION

You will be given traffic information by ATC when:

- You are required to give way to, follow, or otherwise adjust your aircraft's flight path relative to that flown by another aircraft; and/or
- The relative positions of aircraft cannot be established, and a collision or near miss may be likely unless one or both aircraft adjust their respective flight paths. In this case an alerting service will be prefixed by the cautionary word, **“Alert”**.

(The provision of traffic information does not absolve you from keeping a good lookout and manoeuvring as required to avoid other traffic.)

CLEARANCES

You must receive a clearance before operating in the Bankstown CTR. A clearance to take-off, or instructions for circuit entry or transit, constitute this clearance.

Individual clearances are required for:

- Take-off and landing;
- Taxiing across active runways;
Note: An instruction to, *“Hold Short of Runway [number] left [or centre or right],”* requires you to hold at a marked holding point. (Refer to *Circuit Operations* later in this guide.)
- Turns in a direction contrary to the circuit for a particular runway;
Note: An ATC circuit entry instruction constitutes a clearance for a contrary turn, if required to comply with the instruction.

CLEARANCES (continued)

4. Circuits at a height other than 1,000 feet; and
5. Operations on routes or at altitudes different from those published in ERSA.

You must not conduct a VFR flight in the Bankstown CTR when VMC do not exist.

However, at your request ATC may authorise you to conduct operations within the CTR in conditions less than VMC. In this case you would be issued with a **Special VFR Clearance** (AIP ENR 1.1-44). A Special VFR clearance only applies within the boundary of the Bankstown CTR.

When operating under a Special VFR clearance, pilots are responsible for ensuring that:

1. The flight is conducted clear of cloud;
2. Visibility is not less than 3,000 metres; and
3. The flight is conducted in accordance with CAR 157 with regard to low flying. (AIP ENR 1.2-1.)

AIRWAYS CLEARANCE

Airways clearance requests should be made to Bankstown Ground (119.9) during the hours of operation of Bankstown Tower, or Sydney Radar (124.55) when Bankstown CTR is deactivated.

All aircraft subject to an airways clearance shall report *“Ready”* prior to leaving the runup bays, to avoid congestion at the holding point.

All operators unable to visually navigate clear of Sydney CTR must obtain an airways clearance before departure.

AERODROME AND TERMINAL INFORMATION

Automatic Terminal Information Service (ATIS) is broadcast on 120.9MHz and 416kHz (Bankstown NDB). When the CTR is deactivated and MBZ 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-in-use information, traffic patterns and QNH. Landing information may be requested with the inbound report.

DEFINITIONS

ATC phraseology is specific in its meaning, as follows:

“JOIN” is used as a circuit entry instruction and is relative to a leg of the circuit. For example, *“JOIN crosswind runway 29R”*, or *“JOIN final runway 11L, report at three miles”*. A circuit joining instruction does not constitute an approval to descend.

A **SEQUENCING INSTRUCTION** is used to control the arrangement of traffic in the circuit and is relative to the aircraft's position in the landing queue. For example, *“...number two, follow...”*, *“follow...”*, or simply *“clear to land”*.

CIRCUIT OPERATIONS

ATC may issue a sequencing instruction with a take-off or touch-and-go clearance. When issued with a sequencing instruction, you must follow the preceding aircraft.

Unless otherwise instructed by ATC, you must **report downwind** when starting the downwind leg, and must advise callsign, aircraft type, 'downwind', and intentions (ie, full-stop or touch-and-go). If frequency congestion prevents the call being made in this position, you should report mid-downwind or late-downwind. When appropriate, ATC will issue a sequencing instruction.

If you wish to conduct **non-standard circuit operations**, such as glide and flapless approaches, it is recommended that you advise the Tower with the downwind report.

This advice will also alert other circuit traffic. You must get approval from the Tower before conducting simulated engine failure training in single and multi-engine aircraft.

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 (eg, Cessna or Twin).

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

The instruction *“Follow”* requires you to sight the preceding aircraft, and regulate your speed and approach path to achieve lateral separation. If the preceding aircraft cannot be sighted and identified, you must advise ATC.

A **landing clearance** does not diminish your responsibility for maintaining sufficient separation from the preceding aircraft during landing.

Note: An aircraft can be cleared to land while a preceding aircraft is still on the runway provided ATC is satisfied that no collision risk exists.

Where ATC instructs you to *“go round”*, or a missed approach is initiated, you must:

1. Commence climb to circuit height;
2. Position the aircraft on the active side and parallel to the nominated duty runway, while maintaining separation from other aircraft; and
3. Follow ATC instructions or re-enter the circuit from upwind. ATC will advise when wake turbulence may be a hazard.

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

- Do not overshoot when turning final; and
- Do not drift off the extended runway centreline once established on final.

ARRIVALS AND DEPARTURES

Arrival Routes

Arriving aircraft shall track via, and report at, one of the following approach points:

- **PROSPECT:** The north-east shore of Prospect Reservoir; or
- **2RN:** (South of the 2RN radio mast).

Your inbound report must be made to Bankstown Tower on 132.8, advising: aircraft callsign, aircraft type, position (PROSPECT or 2RN), level, ATIS code received, and intention (eg *"Inbound"*).

Arrival Altitudes

Aircraft arriving when runways 29 or 36 are in use shall enter the CTR at 1,500 feet on Bankstown QNH and maintain 1,500 feet until on the downwind leg of the circuit, abeam the upwind end of the runway.

Aircraft arriving when runways 11 or 18 are in use shall enter the CTR at 1,000 feet on Bankstown QNH.

Aircraft instructed to enter the circuit on **upwind** shall do so at 1,500 feet on Bankstown QNH.

Aircraft instructed to **overfly** shall do so at 1,500 feet on Bankstown QNH.

Departure Routes

Aircraft shall depart the Bankstown CTR on **upwind, crosswind or downwind** by extending the relevant leg of the circuit and then tracking clear of GA approach points and associated routes.

Aircraft departing to Class G airspace shall change frequency when 3NM from the Bankstown CTR boundary (6NM from Bankstown Aerodrome.)

Departure Altitudes

Aircraft departing on runways 29 or 36 shall climb to 1,000 feet on Bankstown QNH.

Aircraft departing on runways 11 or 18 shall climb to 1,500 feet on Bankstown QNH.

ARRIVAL AND DEPARTURE ALTITUDES*

Runway in use	Arrival altitude	Departure altitude
29 or 36	1,500 feet	1,000 feet
11 or 18	1,000 feet	1,500 feet

* This is a summary only. For detailed information about arrival and departure altitudes, see ERSA and the previous section of this guide.

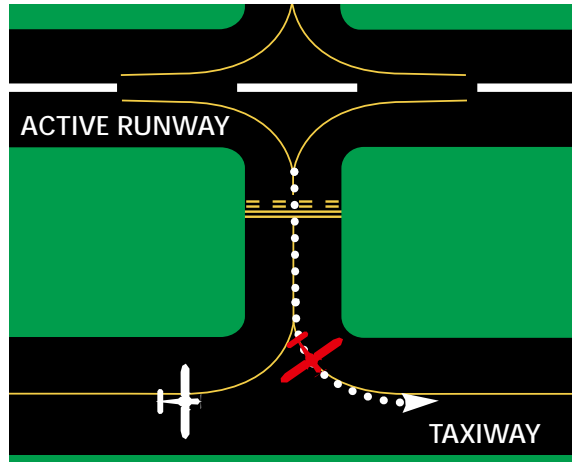
HOLDING FUEL

Due to increased traffic on weekday evenings, you should carry a minimum of 15 minutes additional holding fuel for arrivals at the following times:

Monday to Thursday 6pm to 7pm EST/ESuT
Friday 7pm to 8pm EST/ESuT

TAXIING AFTER LANDING

After landing, you should vacate the runway as soon as possible. Aircraft taxiing on the taxiway must give way to aircraft vacating the active runway.



After vacating the runway, you must not cross or taxi along a runway currently notified as 'active' unless you obtain a clearance to do so.

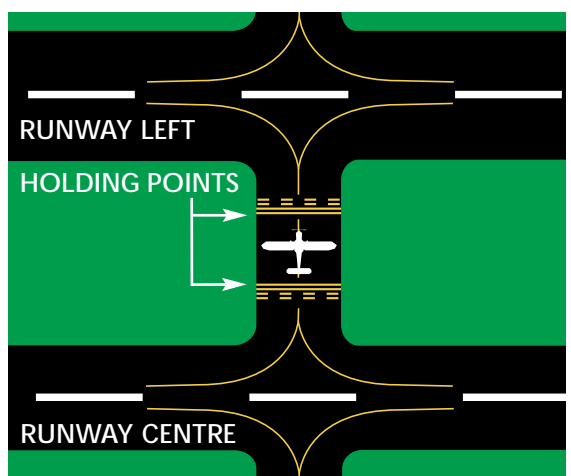
You must remain on the Tower frequency (132.8 or 123.6MHz) after landing until you are clear of all active runways. For example, after landing on runway centre, you must contact the Tower, not ground, to obtain a clearance to cross an adjacent active runway.

Note: This is one of the main differences between Bankstown GAAP and 'standard' GAAP aerodromes.

When you are clear of the runway complex monitor Bankstown Ground (119.9 MHz).

An instruction to hold short of a runway (eg *"Hold short of Runway 29R"*) requires that you hold at the marked holding point.

After landing on runway centre, do not cross an adjacent active runway until you are cleared to do so by the Tower. Make sure you position your aircraft between the holding points between the runways, as shown below.



RUNWAY HOLDING POINTS

You must not cross an active runway holding point until you are cleared to do so by the Tower.

The following signs are examples of those used at Bankstown Aerodrome to indicate runway holding points.

29 C
Holding Point

11 C
Holding Point

Rwy. Active
Clearance
Required

STOP!

CLEARANCE
REQUIRED BEYOND
THIS POINT

TRANSIT OF BANKSTOWN CTR

If you intend to overfly Bankstown without landing, you should follow the same procedures as if you were going to land.

Contact Bankstown Tower at one of the approach points (PROSPECT or 2RN) and advise them of your position, altitude and intentions, then proceed as directed.

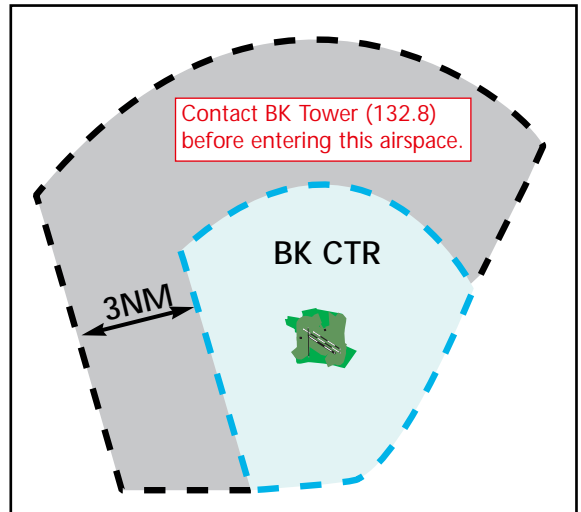
Remember that the lower limit of class 'C' airspace above Bankstown is 1,500 feet, and this will normally be your transit altitude.

FLIGHT IN PROXIMITY OF BANKSTOWN

If your aircraft will track within 3NM of the Bankstown Control Zone boundary (approximately

6NM from Bankstown Aerodrome), then you must:

1. Obtain the ATIS, then advise Bankstown Tower on 132.8 MHz of your position, altitude and intentions prior to entering this airspace;
2. Maintain a continuous listening watch on the Bankstown Tower frequency (132.8) while operating in this airspace.



NOISE ABATEMENT

Except when on climb or descent, pilots of multi-engine aircraft should operate not below 1,500 feet AGL in D539A and D539B (the areas north of Bankstown to Pennant Hills and Round Corner – see Sydney VTC and ERSA), unless operation at this altitude would jeopardise the safe conduct of the flight or contravene GAAP operating requirements.

**UNSURE OF YOUR POSITION?
Contact Sydney Radar on
125.8 or 124.55**

Bankstown MBZ Procedures

BANKSTOWN TOWER OPERATING HOURS

Monday to Friday

6am to 9pm EST/ESuT

Weekends:

6am to 8pm EST/ESuT

Closed Christmas Day

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

MBZ OPERATING HOURS

When Bankstown Tower is closed, Bankstown becomes a Mandatory Broadcast Zone within the CTR limits. These limits are shown on the Visual Terminal Chart (VTC) and in this guide.

Caution: Class C airspace remains active during MBZ hours. Do not operate above 1,500ft without an airways clearance.

NOISE ABATEMENT (MBZ)

The preferred runway is 29 between first light and 7am EST/ESuT.

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 except when 11C is operationally required.

At night all circuits shall be flown on the southern side of the aerodrome. (Runway 29 left circuit, Runway 11 right circuit).

CIRCUIT TRAINING

Monday to Friday

6am to 11pm EST/ESuT

Weekends

6am EST/ESuT to last light.

AIRWAYS CLEARANCE

If you require an Airways Clearance prior to departure, contact Sydney Radar on 124.55 or phone 02 9556 6875 or 02 9556 6564 immediately prior to engine start for an expected clearance time and transponder (SSR) code.

MBZ ARRIVALS (BY DAY)

Circuit Entry

Confirm that Bankstown is an MBZ via the ATIS (information "Zulu") or NOTAM.

Broadcast inbound at one of the GAAP approach points.

Overfly the field at 1,500 feet.

Confirm the runway in use via the wind sock or other traffic currently in the circuit.

Position yourself on the dead side of the circuit then descend to 1,000 feet. Any turns during the descent to circuit altitude should be made in the circuit direction.

Make a radio broadcast announcing your intention joining the circuit crosswind at 1,000 feet.

Turn downwind and fly a normal circuit.

Depending on traffic, it may be appropriate to broadcast "*Turning base*".

Remember that all circuits are conducted on the southern side of the field when the Tower is not active.

Always keep a good lookout, especially for aircraft conducting a straight-in approach.

Even when the Control Zone is deactivated, it is good practice to use the GAAP approach points (2RN, PROSPECT) when entering the MBZ.

MBZ DEPARTURES (BY DAY)

Leaving the Circuit

Confirm that Bankstown is an MBZ via the ATIS (information "Zulu"), NOTAM or other traffic.

Confirm runway for departure.

Make a taxi broadcast with your intentions.

Make other broadcasts as necessary.

Depart the MBZ on climb to 1,000 feet, by extending one of the legs of the circuit.

You may depart in any direction into class G Airspace, but keep clear of GAAP approach points and tracks.

Climb to your preferred altitude when clear of Sydney CTA steps.

ARRIVALS AND DEPARTURES (BY NIGHT)

The following differences apply when operating under Night Visual Flight Rules (NVFR):

- Maintain lowest safe altitude (LSALT) until within 3NM of the aerodrome, and with the runway lights in sight.
- Ensure that you are not above 1,500 feet when you enter the Bankstown MBZ;
- Depart on climb to not above 1,500 feet within the MBZ;
- Climb to LSALT when clear of Sydney CTA steps. If necessary, request an airways clearance prior to departure.

DEPARTING INTO CLASS G (VFR)	DEPARTING INTO CTA/CTR (VFR)	MBZ (VFR)
	Submit Flight Notification by fax, NAIPS or briefing.	If entering CTA submit Flight Notification. Airways clearance requests should be made on Sydney Radar 124.55.
<u>Obtain ATIS on 120.9 or 416</u> "Bankstown Terminal Information (Bravo) Runway <input type="text"/> Wind <input type="text"/> Crosswind <input type="text"/> Cloud <input type="text"/> Visibility <input type="text"/> Temperature <input type="text"/> QNH <input type="text"/> ."		Obtain ATIS on 120.9 or 416 to confirm Bankstown is a MBZ. (Should be broadcasting terminal information "Zulu".)
<u>Monitor 119.9</u> Listen out for other traffic. Note: Aircraft requiring Runway 18/36 or wishing to engage in non-standard operations (eg aborted take-off practice) must make a taxi call. (NOTE: IFR aircraft must make taxi call.)	<u>Taxi call 119.9</u> "Bankstown Ground Callsign <input type="text"/> Aircraft type <input type="text"/> Received <input type="text"/> For (destination or intentions) <input type="text"/> Runway <input type="text"/> Request airways clearance."	<u>Taxi call 119.9</u> "All stations Bankstown Callsign <input type="text"/> Aircraft type <input type="text"/> Taxiing <input type="text"/> Bankstown For (destination or intention) <input type="text"/> Runway <input type="text"/> ." Note: Listen out for other traffic entering or leaving the MBZ.
<u>Ready call 132.8</u> "Bankstown Tower Callsign <input type="text"/> Ready, Runway <input type="text"/> For <input type="text"/> (crosswind, downwind, upwind) Departure."		<u>Take-off</u> Make a broadcast when entering the runway for take-off. Make radio calls as necessary.
<u>Departure altitudes</u> Runway 29 or 36: Depart the CTR on climb to 1,000ft on Bankstown QNH. Runway 11 or 18: Depart the CTR on climb to 1,500ft on Bankstown QNH. Monitor 132.8 until 3NM past the Bankstown CTR boundary. (Approximately 6NM from the centre of the aerodrome.)	<u>Departure</u> Follow Tower instructions. Contact ATC when directed by Bankstown Tower.	<u>Departure altitude</u> Depart the zone on climb to 1,000ft. At night, depart on climb to not above 1,500ft within the MBZ. Climb to LSALT when clear of Sydney CTA steps. If necessary, request an airways clearance prior to departure.

At all times depart clear of inbound GAAP approach points: Prospect and 2RN.

COMMON GAAP READ BACKS

- | | | |
|--------------------|--------------------|------------------------------|
| 1 Route clearance | 5 QNH | 9 Speed |
| 2 Runway clearance | 6 Transponder code | 10 Conditional clearances |
| 3 Runway in use | 7 Radio frequency | 11 Holding instructions |
| 4 Level/altitude | 8 Turns/headings | (Refer AIP GEN 3.4-13 (4.4)) |

BANKSTOWN INBOUND RADIO CALLS

GAAP ARRIVAL (VFR)

MBZ ARRIVAL (VFR)

Obtain ATIS prior to GAAP approach point
(120.9 or 416)

"Bankstown Terminal Information (Bravo)

Runway Wind Crosswind

Cloud Visibility Temperature

QNH ."

Obtain ATIS prior to GAAP approach point
(120.9 or 416)

ATIS Should be broadcasting terminal information "Zulu".

Inbound call 132.8

At GAAP approach point:

"Bankstown Tower

Callsign

Aircraft type

Position

Altitude

Received

Inbound."

Possible response from ATC

2RN 11L: *"Track direct to Warwick Farm, report Warwick Farm, Runway One-One-Left."*

29R: *"Join crosswind, Runway Two-Nine Right."*

Prospect 29R: *"Join downwind, Runway Two-Nine Right."*

11L: *"Track for a straight-in approach. Report on a three-mile final, Runway One-One-Left."*

Inbound call 132.8

At GAAP approach point:

(Prospect or 2RN)

"All Stations Bankstown

Callsign

Aircraft type

Position

Altitude

Inbound."

Arrival altitudes

Runway 29 or 36: Enter the CTR at 1,500ft on Bankstown QNH. Maintain 1,500ft until on the downwind leg of the circuit, abeam the upwind end of the runway.

Runway 11 or 18: Enter the CTR at 1,000ft on Bankstown QNH.

Arrival altitude

Maintain 1,500ft until you have selected the runway. Descend on the dead side of the circuit to 1,000ft and broadcast joining crosswind.

Downwind call 132.8

"Callsign Aircraft type

Downwind, Intentions (full-stop or touch-and-go)."

Base call (if necessary) 132.8

"All Stations Bankstown

Callsign Aircraft type

Turning Base, Runway

Intentions (full-stop or touch-and-go)."

After landing

Remain on 132.8 until clear of all active runways. Then monitor SMC on 119.9. Request "taxi guidance" if required.

After landing

Remain on 132.8 after landing.

Cancel SARTIME through CENSAR on 1800 814 931 or Flightwatch 121.1 when phone not available.



Brooklyn Road Bridge

Patonga

S33 33.1 E151 15.8

Avoid Brooklyn Road Bridge area due southbound traffic.

If unsure of your position, request assistance from SY Radar 125.8.

Patonga township



Max ALT 2,500ft FREQ 125.8

Hornsby Railway Sheds



Max ALT 2,500ft FREQ 125.8

Cottage Point

SY 125.8

Bahai Temple



975



C LL 2500

Pennant Hills Covered Reservoir



Max ALT 2,500ft FREQ 125.8

Duffys Forest



Belrose Satellite Facility



Track via Hornsby if heading for the coast.

St Ives Showground

North Turramurra

Sydney Adventist Hospital



Max ALT 2,500ft FREQ 125.8

Rifle Range

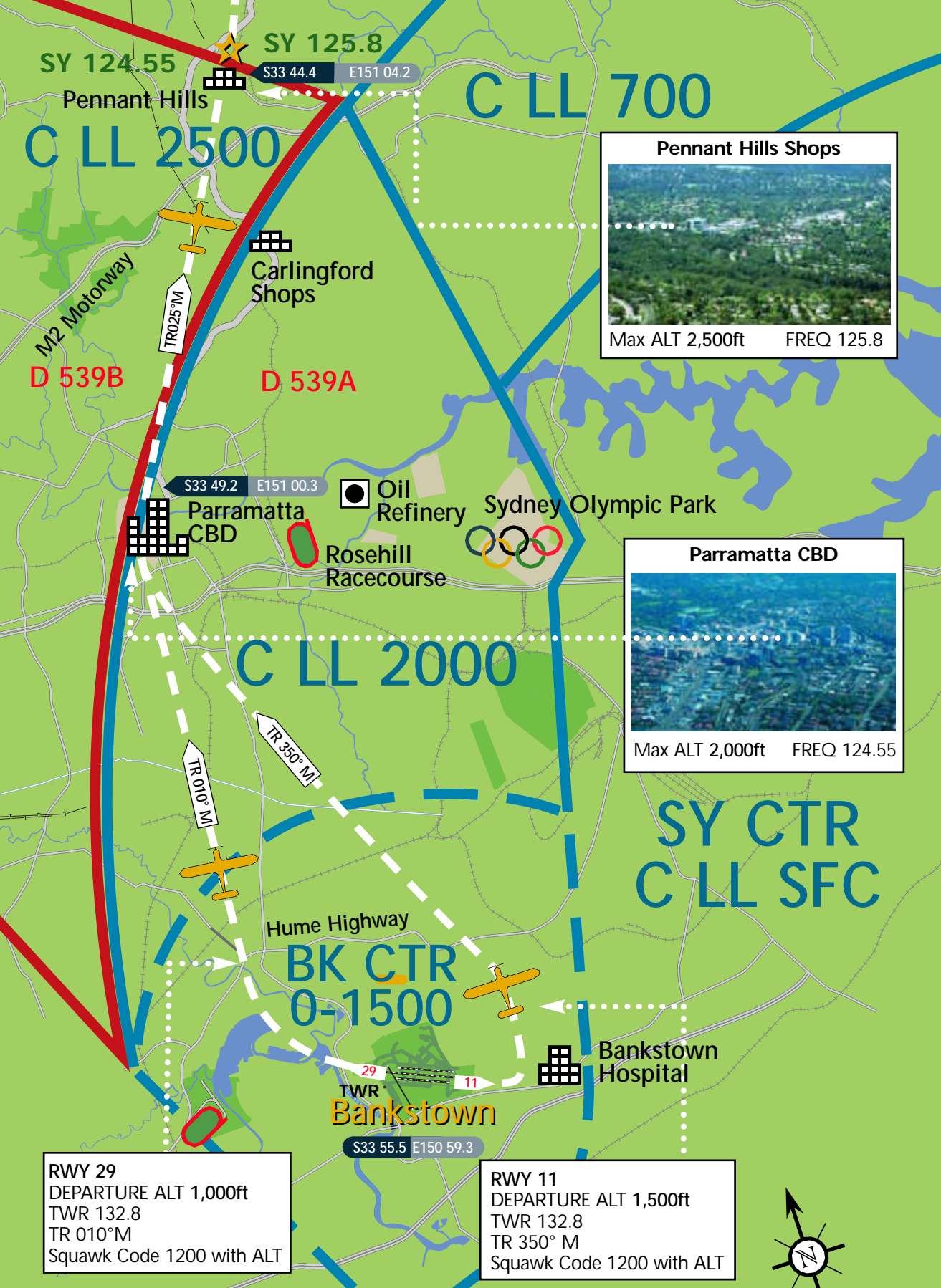
S33 41.5 E151 06.4

Hornsby (Railway Sheds)

SY 125.8

C LL 700





Pennant Hills Shops

Max ALT 2,500ft FREQ 125.8

Parramatta CBD

Max ALT 2,000ft FREQ 124.55

RWY 29
 DEPARTURE ALT 1,000ft
 TWR 132.8
 TR 010° M
 Squawk Code 1200 with ALT

RWY 11
 DEPARTURE ALT 1,500ft
 TWR 132.8
 TR 350° M
 Squawk Code 1200 with ALT





Bankstown

S33 55.5 E150 59.3

D556A

C LL 2500

Prospect Reservoir



Max ALT 2,500ft FREQ 132.8

Velodrome

Bass Hill Drive-in

TR 125° M

TR 150° M

Pipeline

Prospect Quarry

S33 49.0 E150 55.0

C LL 2000

Western Highway



D 539A

Parramatta CBD

Westmead Hospital

From Prospect to Bankstown see page 25.

D 539B

Castle Hill Golf Course



Max ALT 2,500ft FREQ 124.55

C LL 2500

TR 205° M

M2 Motorway



Castle Hill Shops

S33 44.9 E151 01.4

SY 124.55
SY 125.8

4000
SFC

 Pennant Hills Covered Reservoir

 973

S33 41.9 E151 01.4

Round Corner

Rifle Range

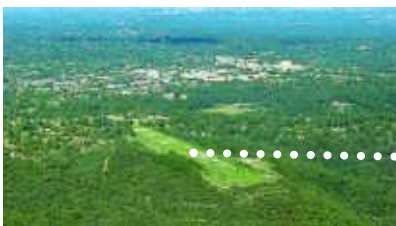

Galston Sub Station

South Dural Tanks



Max ALT 2,500ft FREQ 125.8

Rifle Range



Max ALT 2,500ft FREQ 125.8
North-west of Hornsby: On the left of your track is a rifle range resembling an east-west runway.

TR 210° M

SY 125.8

RICHMOND MILITARY CTR
4000
SFC

Bankstown ATIS
120.9 or 416.

S33 37.2 E151 06.3

Berowra Strobe

Berowra

CAUTION
LARGE AIRCRAFT
OVERHEAD.
WAKE TURBULENCE.

Galston Sub Station



Max ALT 2,500ft FREQ 125.8

TR 210° M

**If unsure of your position,
request assistance from
Sydney Radar 125.8**

Brooklyn Road Bridge



Max ALT 2,500ft FREQ 125.8
Track west of expressway towards the western edge of Berowra.
Squawk Code 1200 with ALT

Brooklyn Road Bridge

S33 32.5 E151 11.8

Patonga

Broken Bay

C LL 2500



C LL 1500

Bankstown Hospital

M5 Motorway

**GAAP CTR
1500
SFC**

Velodrome

Bass Hill Drive-in

For circuit joining procedures see page 26.

Bankstown

S33 55.5 E150 59.3

TWR

Henry Lawson Drive

Newbridge Road

Woodville Road

Warwick Farm Racecourse

0 - 1500ft

3NM

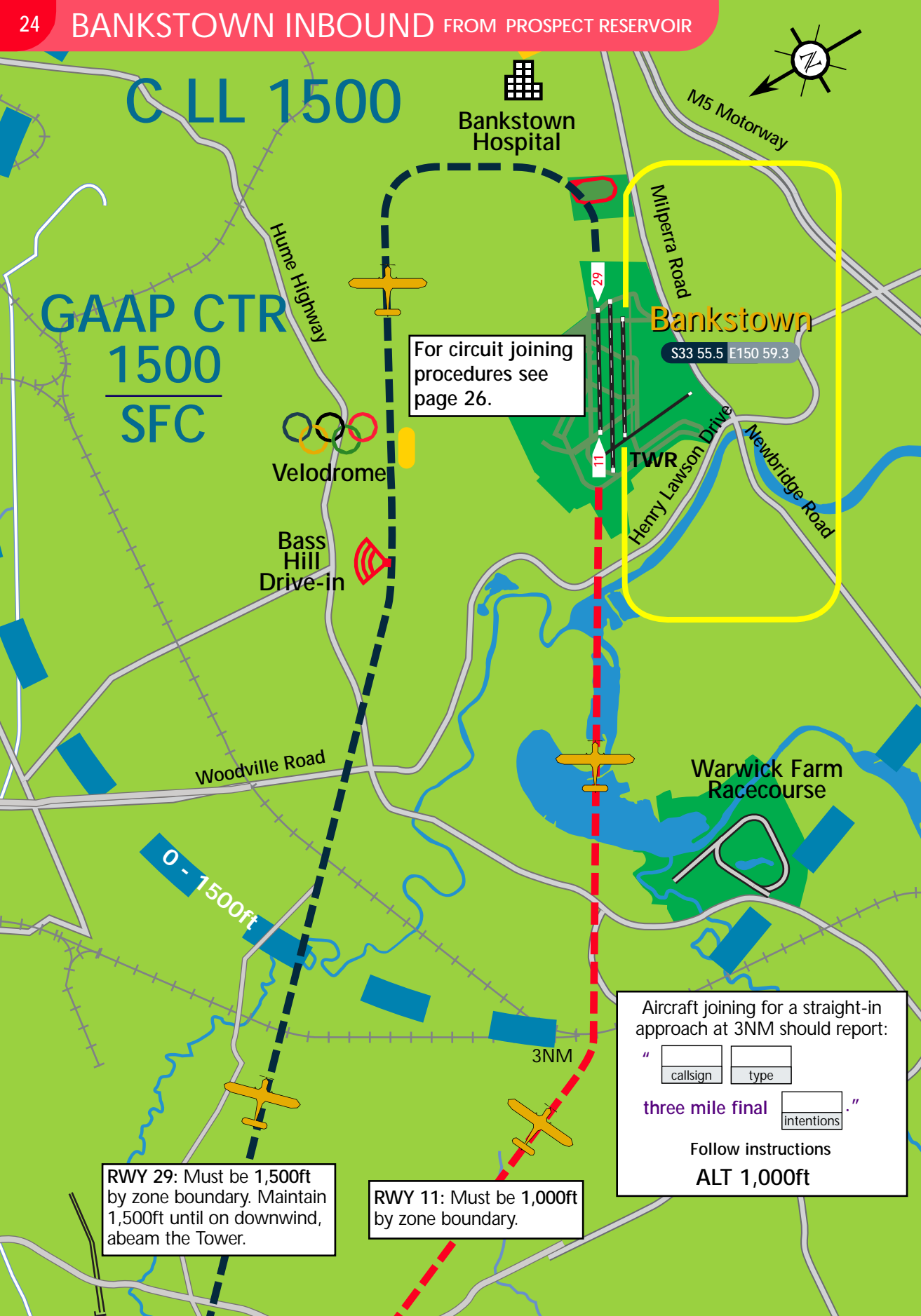
RWY 29: Must be 1,500ft by zone boundary. Maintain 1,500ft until on downwind, abeam the Tower.

RWY 11: Must be 1,000ft by zone boundary.

Aircraft joining for a straight-in approach at 3NM should report:

"
 callsign type
 three mile final intentions "

Follow instructions
 ALT 1,000ft





KEY TO ALTITUDE

- 500 ft
- 1000ft
- ■ ■ ■ ■ 1500 ft

CAUTION
 Parallel circuit traffic.
 Do not overshoot
 base-to-final turn or
 drift past extended
 runway centreline.

CAUTION
 Parallel circuit traffic.
 Do not drift past
 runway centreline.

C LL 1500

BK GND
119.9

TWR

Downwind report

"

callsign	type
----------	------

 downwind,

full-stop or touch-and-go intentions

 "

**Maintain 1,500ft until
 passing abeam the Tower.
 Follow Instructions.**



PROSPECT RESERVOIR

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

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

GENERAL CIRCUIT JOINING INSTRUCTIONS:

- 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"*.
- 2** A sequencing instruction will give your position or number in the landing queue and is usually given in response to your downwind call. For example, *"ZFR, number two behind a Warrior on final"*.
- 3** You don't need a specific instruction to descend below 1,500 feet. Aircraft instructed to join downwind for runway 29 must maintain 1,500 feet until on the downwind leg of the circuit abeam the upwind end of the runway (abeam the Tower). Aircraft instructed to track for a straight-in approach for runway 11 must descend to be at 1,000 feet before entering the Bankstown Control Zone (crossing the railway 3NM west of Bankstown).
- 4** Radio calls should only include the mandatory readbacks, due to the large number of movements at Bankstown. Refer AIP GEN 3.4-13 (4.4) and the table below.
- 5** Care should be taken to maintain your position in the sequence and to ensure you do not "cut inside" other traffic. If unsure, ask the Tower for the position of the preceding aircraft. This will be given to you either as 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.**
- 6** Exercise caution on base and final. At certain times there may be up to three aircraft on simultaneous final approaches to Bankstown's three 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.

M B Z Make all necessary radio calls as per AIP, ERSA and pages 18-19 of this Guide. Overfly aerodrome at 1,500 feet. Once you have selected the appropriate runway, fly at least 3 legs of the circuit. In nil-wind conditions the preferred runway is 29. Refer to AIP ENR 1.1-76 (61.4) for the requirements for making straight-in approaches at uncontrolled aerodromes within an MBZ.

COMMON GAAP READ BACKS

1 Route clearance	5 QNH	9 Speed
2 Runway clearance	6 Transponder code	10 Conditional clearances
3 Runway in use	7 Radio frequency	11 Holding instructions
4 Level/altitude	8 Turns/headings	(Refer AIP GEN 3.4-13 (4.4).)



C LL 1500

GAAP CTR 1500 SFC

Hume Highway

Bankstown Hospital



M5 Motorway

For circuit joining procedures see page 26.

Bass Hill Drive-in

Velodrome

CAUTION
Parallel circuit traffic.
Do not overshoot base-to-final turn or drift past extended runway centreline.

RWY 11
Report at Warwick Farm:

callsign	type
----------	------

Warwick Farm,

full-stop or touch-and-go intentions

Follow Instructions.

TWR

Milperra Road

Bankstown Aerodrome crosswind



Aircraft joining crosswind

Chipping Norton Lake

Warwick Farm Racecourse

RWY 11 Enter the CTR at 1,000ft.

TR 040° M ALT 1,000ft

TR 050° M ALT 1,500ft

RWY 29: Enter the CTR at 1,500ft. Maintain 1,500ft until downwind (abeam Tower).

M5 Motorway



Downwind report

"

callsign	type
----------	------

 downwind,

full-stop or touch-and-go intentions

 , "

Maintain 1,500ft until passing abeam the Tower.
Follow Instructions.

C LL 1500

CAUTION
 Parallel circuit traffic.
 Do not overshoot base-to-final turn or drift past extended runway centreline.

CAUTION
 Parallel circuit traffic.
 Do not drift past runway centreline.

CAUTION
 Circuit traffic in area.

KEY TO ALTITUDE	
-----	500 ft
●●●●●	1000ft
■ ■ ■ ■ ■	1500 ft



2RN RADIO MAST

2RN Radio Mast (broadcast station 576 kHz) is 870 feet AMSL and may be difficult to see, especially in marginal weather.

The 2RN reporting point is marked by a high intensity strobe light 100m 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.

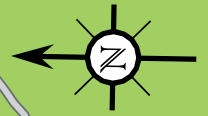
GENERAL CIRCUIT JOINING INSTRUCTIONS:

- 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”*.
- 2** A **sequencing instruction** will give your position or number in the landing queue and is usually given in response to your downwind call. For example, *“ZFR, number two behind a Warrior on final”*.
- 3** You **don't need a specific instruction to descend below 1,500 feet**. Aircraft instructed to join downwind for runway 29 must maintain 1,500 feet until on the downwind leg of the circuit abeam the upwind end of the runway (abeam the Tower). Aircraft instructed to track for a straight-in approach for runway 11 must descend to be at 1,000 feet before entering the Bankstown Control Zone (crossing the railway 3NM west of Bankstown).
- 4** **Radio calls should only include the mandatory readbacks**, due to the large number of movements at Bankstown. Refer AIP GEN 3.4-13 (4.4) and the table below.
- 5** Care should be taken to **maintain your position in the sequence** and to ensure you do not “cut inside” other traffic. If unsure, ask the Tower for the position of the preceding aircraft. This will be given to you either as 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.**
- 6** Exercise **caution on base and final**. At certain times there may be up to three aircraft on simultaneous final approaches to Bankstown's three 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.**

M B Z Make all necessary radio calls as per AIP, ERSAs and pages 18-19 of this Guide. Overfly aerodrome at 1,500 feet. Once you have selected the appropriate runway, fly at least 3 legs of the circuit. In nil-wind conditions the preferred runway is 29. Refer to AIP ENR 1.1-76 (61.4) for the requirements for making straight-in approaches at uncontrolled aerodromes within an MBZ.

COMMON GAAP READ BACKS

1 Route clearance	5 QNH	9 Speed
2 Runway clearance	6 Transponder code	10 Conditional clearances
3 Runway in use	7 Radio frequency	11 Holding instructions
4 Level/altitude	8 Turns/headings	(Refer AIP GEN 3.4-13 (4.4).)



GAAP OPERATIONS ON RUNWAYS 18 AND 36

When operationally necessary (for instance, when there is excessive crosswind on runways 11 or 29), runway 18 or 36 may be activated by the control tower.

Because runways 18 and 36 are not often used, pilots seldom have the opportunity to practise and become familiar with the procedures to be followed. Advise the tower if you have not used these runways before.

You will then be given detailed instructions on how and where to join the circuit. Remember that if you do not understand any part of the instructions you are given, you should ask for clarification.

GAAP CONTROL ZONE ENTRY/DEPARTURE ALTITUDE REQUIREMENTS

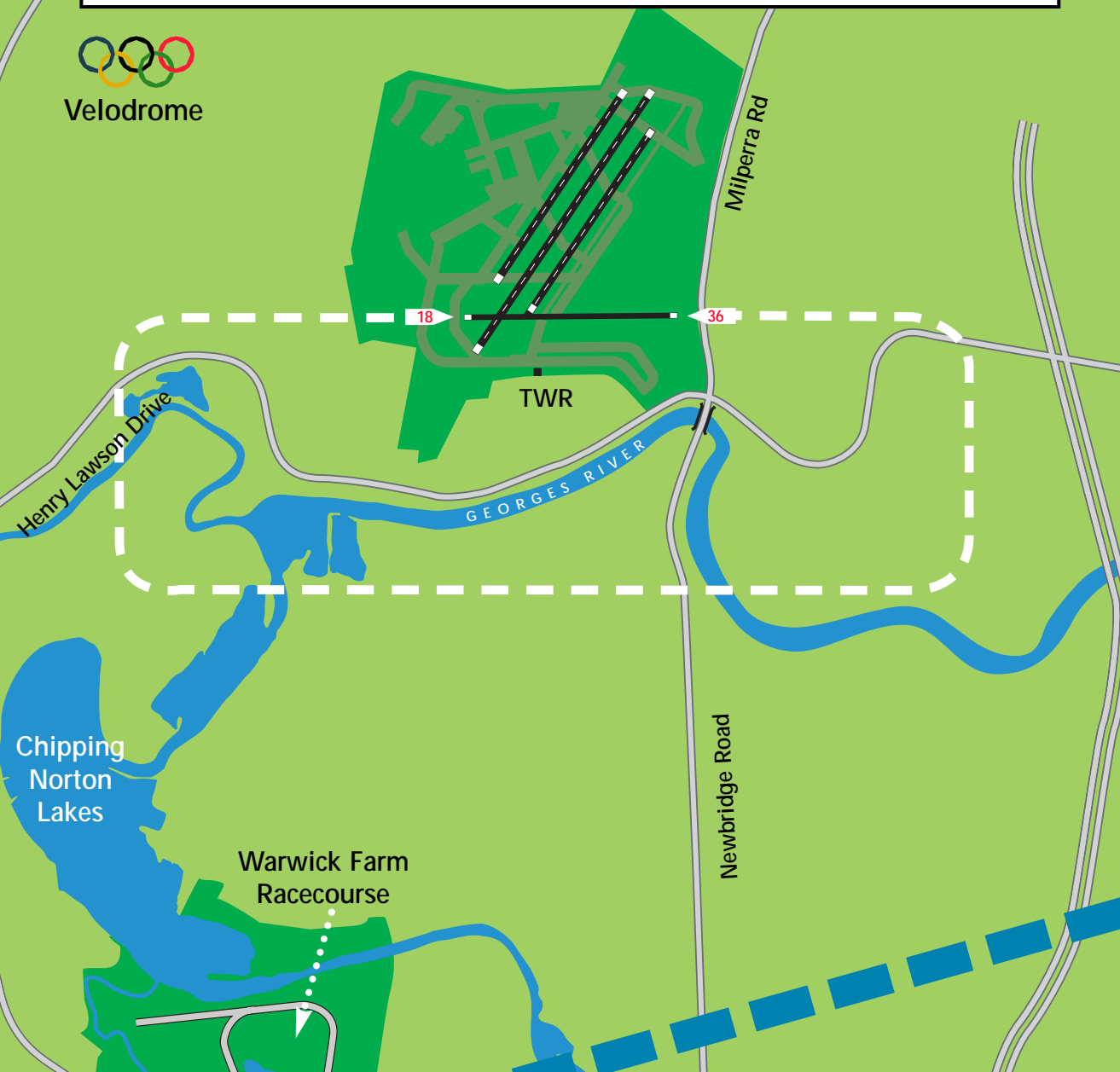
RUNWAY 18

Enter the zone at 1,000 feet, depart the zone on climb to 1,500 feet.

RUNWAY 36

Enter the zone at 1,500 feet, depart the zone on climb to 1,000 feet

The tower will give you the circuit direction and circuit entry instructions.



TURN YOUR TRANSPONDER ON



Transponders are an essential defence against violations of controlled airspace and mid-air collisions.

As well as helping air traffic controllers to anticipate and prevent potential conflicts, transponders are detected by aircraft fitted with Traffic alert and Collision Avoidance Systems (TCAS), allowing them to “see” other aircraft and take evasive action if necessary.

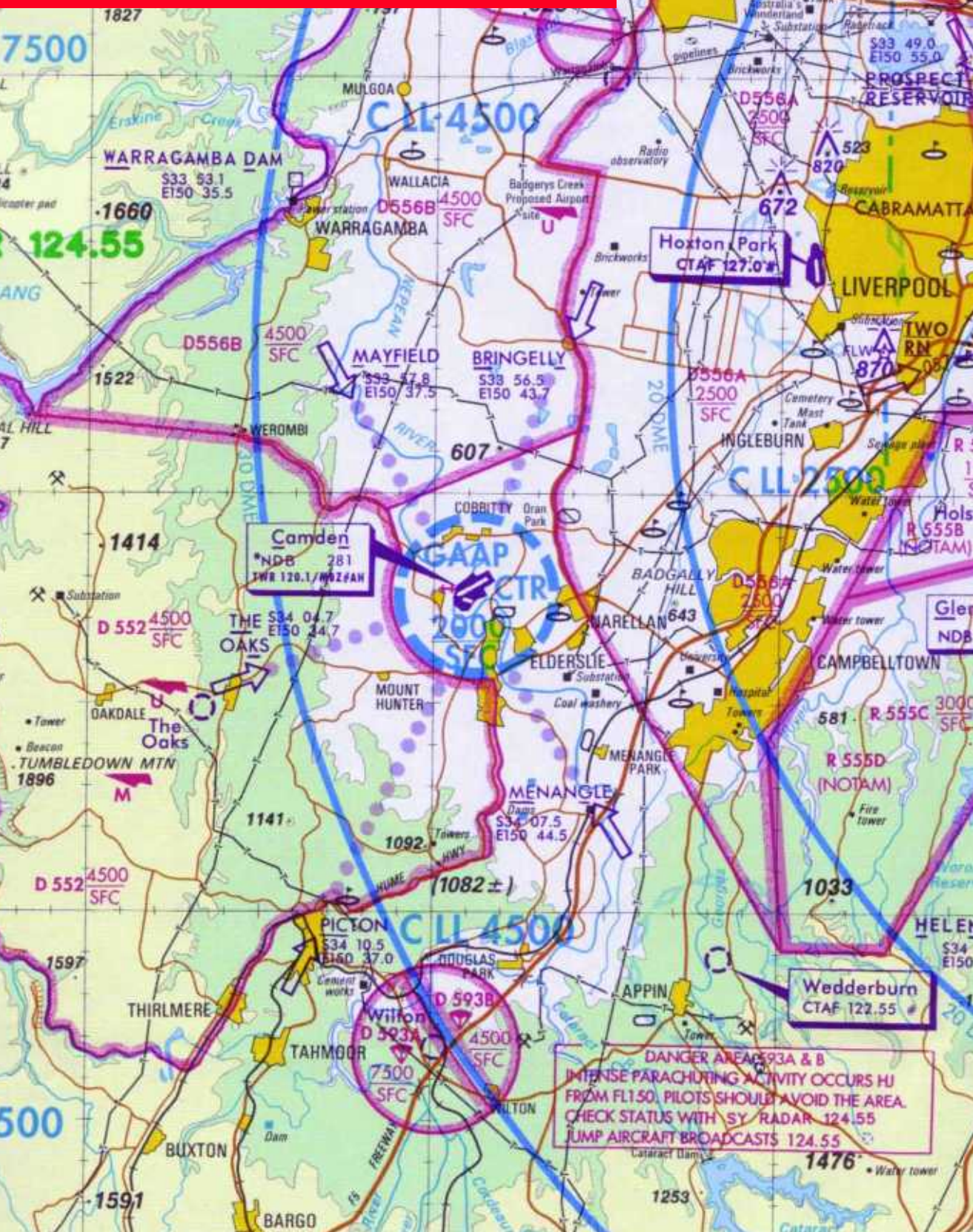
But TCAS will not work if your transponder is unserviceable, switched off, or not transmitting altitude information (ALT).

So, if you have a transponder:

- Select code 1200.
- Switch it to ON/ALT (Mode C) when lining up for take-off.
- Leave it switched to ON/ALT until after landing.

(Note: If you are engaged in circuit training at a GAAP aerodrome, select Code 1200 and switch your transponder to standby. For more information see AIP ENR 1.6 - 9 and 10.)

Effective 12 June 2003. Next amendment due 27 November 2003.
Map section reproduced as a guide only. It should not be used for navigation purposes. **Always use current, approved charts.**
(Reprinted courtesy Airservices Australia.)



Camden
*NDB 281
TWR 120.1 / RWZ/FAN

Hoxton Park
CTAF 127.0

Wedderburn
CTAF 122.55

DANGER AREA 93A & B
INTENSE PARACHUTING ACTIVITY OCCURS HJ FROM FL150. PILOTS SHOULD AVOID THE AREA. CHECK STATUS WITH SY RADAR 124.55 JUMP AIRCRAFT BROADCASTS 124.55



AT A GLANCE		
Elevation	230 feet	
Location	S34 02.4	E150 41.2
Tower	120.1	
Ground	121.9	
ATIS	125.1	281
MBZ	120.1	
AWIS	125.1	
	02 4655 9248	
NDB	281	
PAL	120.6	

CAMDEN AERODROME

Camden Aerodrome is located approximately 60 kilometres south-west of Sydney and just five kilometres north of the town of Camden.

For most of the time Camden is an uncontrolled aerodrome in Class G airspace. An MBZ has been established within a 2NM radius of Camden up to an altitude of 2000 feet AMSL. The procedures for Camden MBZ operations are described on page 36 of this guide.

A GAAP Control Zone is established and activated on Saturdays and Sundays when traffic density is higher. An Air Traffic Control service is provided between 9am and 5pm on those days. This service may also be provided on public holidays that occur on Mondays or Fridays and will be notified by NOTAM. The procedures for Camden GAAP operations are described on pages 37 – 49.

Aerodrome operator: Camden Airport Limited
Address: c/- Airport Ave, Bankstown, NSW, 2200
Telephone: 02 4655 8064
Fax: 02 4655 9907

Camden *MBZ Operations*

GENERAL

For most of the time Camden is an uncontrolled aerodrome in Class G airspace. An MBZ has been established within a 2NM radius of Camden up to an altitude of 2,000 feet AMSL. The procedures described below refer to operations within the Camden MBZ.

Because of increased activity at weekends, a GAAP Control Zone is established and activated on Saturdays and Sundays between 9am and 5pm EST/ESuT when Camden Tower will provide an Air Traffic Control Service. This service may also be provided on public holidays that occur on a Monday or Friday. Such additional activity is notified by NOTAM. Camden Control Zone will not be activated on Christmas Day.

You should confirm the status of the zone (as CTR or MBZ) by listening to the ATIS (125.1 or 281). During MBZ operations ATIS information "Zulu" will be broadcast on 281, and AWIS will be broadcast on 125.1.

Always keep a good lookout for other aircraft such as gliders, ultralights, hot-air balloons and helicopters. (Note that parachute operations are not permitted in the MBZ.)

CIRCUIT DIRECTION

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

Where possible, you should conform to the established runway direction in use.

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

Runway 06 is the preferred runway.

CIRCUIT OPERATIONS

Circuit altitude is 1,300 feet AMSL. You should broadcast joining the circuit and turning base.

Circuit training is only permitted at the following times:

Monday to Friday 6.15am to 11pm EST/ESuT

Weekends 6.15am to 8pm EST/ESuT

GLIDER OPERATIONS

Gliders (and tugs) operate in and above the MBZ during daylight hours at weekends and on some weekdays.

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.

Within the MBZ, gliders will operate on the MBZ frequency (120.1). Gliders may operate throughout the surrounding and overlying Class G airspace while monitoring 124.55 (Sydney Radar).

Aircraft (other than gliders and tugs) must not infringe the glider circuit below 2,300 feet.

MBZ procedures for arrival and circuit operations do not apply to glider operations. Glider tugs must report base and gliders must report downwind.

CONTRA CIRCUITS

Where possible, aircraft should conform to the established

runway direction in use.

The glider circuit is to the south of the aerodrome (i.e. right circuits on glider strips 06 and 10).

The circuit pattern for other aircraft is to the north of the aerodrome (i.e. right circuits on Runway 24 and 28).

Contra circuits are in operation when there is glider activity.

- Note:**
1. There is no circuit dead side with contra circuits.
 2. Aircraft operating on Runway 10 are not visible to gliders and tugs departing glider strip 06.
 3. Gliders landing on glider strip 24 cross Runway 28 near the threshold.
 4. When Runway 06/24 is in use, gliders and tail wheel aircraft may require strips 10/28 because of crosswind limitations.

BLIND SPOTS

There are blind spots on the aerodrome and additional care should be taken 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.

Also, gliders and tugs departing on glider strip 06, cannot see aircraft operating on Runway 10.

PRACTICE INSTRUMENT APPROACHES

Aircraft conducting practice instrument approaches by day in VMC must not descend below 2,300 feet.

Practice instrument approaches are not permitted on the Camden NDB or GPS procedures between 11pm and 6am EST/ESuT.

DEPARTURE PROCEDURES (by day in VMC)

Aircraft should depart the MBZ on upwind, crosswind or downwind by extending the relevant leg of the circuit then tracking clear of the designated GAAP approach points and associated routes, and the glider circuit. Depart the MBZ not above 1,300 feet.

ARRIVAL PROCEDURES

Aircraft should track via a designated GAAP approach point and broadcast intentions. Keeping in mind that at least 3 legs of the circuit must be flown (see note below), your options for joining the circuit include:

1. Overfly the aerodrome not below 2300 feet and determine the runway direction in use. Descend to 1,800 feet to the north of the aerodrome and join the circuit on upwind at 1,800 feet. (Any turns during the descent to circuit altitude should be made in the circuit direction.) Descend on upwind to 1,300 feet and join the circuit on crosswind.
2. If the runway direction is known, descend to 1,300 feet outside the MBZ and join downwind.

Note: Straight-in approaches are not permitted unless you are able to comply with the requirements set out in AIP ENR 1.1-79 para 63.4.

RADIO PROCEDURES

MBZ radio procedures on pages 40 and 41.

Camden GAAP Operations

(Detailed information: AIP ENR 1.1 and ERSA.)

GENERAL

Due to increased traffic at Camden on the weekends, Camden Tower will be operational, and General Aviation Aerodrome Procedures (GAAP) will apply, on Saturdays and Sundays between 9am and 5pm EST/EsuT.

This service may also be provided on public holidays that occur on a Monday or Friday. Such additional activity is notified by NOTAM. Camden Control Zone will not be activated on Christmas Day.

When Camden Tower is closed, MBZ procedures apply within the lateral and vertical limits of Camden Control Zone. (See page 36 for MBZ procedures.)

The information in the following section refers to operations when Camden Tower is operational.

You cannot enter Camden CTR when it is active unless in receipt of a circuit joining or zone transit instruction from the Tower.

Circuit joining instructions from ATC are generally given to you at one of five VFR reporting points: **The Oaks**, **Picton**, **Menangle**, **Bringelly** and **Mayfield**.

A wide range of aircraft types operate in the Camden area including: training aircraft; sport and aerobatic aircraft; hot air balloons; ultralights and gliders. Pilots must maintain a good lookout for other traffic.

Some of the Camden approach points are located in busy traffic areas. The Oaks is near a busy grass strip used by a large number of ultralight aircraft. Therefore, caution is needed approaching this particular GAAP reporting point.

Some of the procedures used at Camden vary from standard GAAP and these differences are highlighted in the following pages. If you are unsure of the procedures at Camden you should advise ATC on first contact, using the phrase, *“Unfamiliar with Camden”*.

READBACK PHRASEOLOGY REQUIREMENTS

Refer to AIP GEN 3.4-13.

PROVISION OF SEPARATION

In VMC, the pilot-in-command is primarily responsible for separation from other aircraft. ATC controls runway operations with landing and take-off clearances and facilitates a high movement rate by providing traffic information and/or sequence instructions. To aid in the provision of separation, ATC will determine the status of operations in the GAAP CTR as follows:

- Unrestricted VFR Operations:** There are no weather related restrictions to aircraft operations. IFR aircraft must operate to the VFR within the GAAP CTR.
- Restricted VFR Operations:** ATC may apply weather- or traffic-related restrictions to VFR operations to facilitate the movement and separation of IFR aircraft. ATC will then broadcast on the ATIS, *“Restricted VFR*

Operations”. The actual restriction imposed may be specified individually to aircraft, although general restrictions may be notified on the ATIS.

PILOT RESPONSIBILITIES

In the Camden CTR you must:

- Sight and maintain separation from other aircraft whilst operating in the GAAP CTR;
- Comply with ATC instructions while ensuring that separation is maintained from other aircraft;
- Immediately advise ATC if unable to comply with a control instruction;
- Advise ATC if unable to sight, or if sight lost of, other aircraft notified as traffic.

TRAFFIC INFORMATION

Traffic information shall be issued by ATC when:

- The pilot of one aircraft is required to give way to, follow, or otherwise adjust the aircraft's flight path relative to that flown by another aircraft; and/or
- The relative positions of aircraft cannot be established, and a collision or near miss may be likely unless one or both aircraft adjust their respective flight paths. In this case an alerting service will be prefixed by the cautionary word *“Alert”*.

The provision of traffic information does not absolve the pilot from keeping a good lookout and manoeuvring as required to avoid other traffic.

CLEARANCES

You will require a clearance prior to operating in the Camden CTR. A clearance to take-off, or instruction for circuit entry or transit, constitute this clearance.

Individual clearances are required for:

- Take-off and landing;
- Taxiing across an active runway. (**Note:** An instruction to *“Hold short of Runway [number]”* requires you to hold at a marked holding point or hold short of the runway strip.)
- Turns in a direction contrary to the circuit for a particular runway. (**Note:** An ATC circuit entry instruction constitutes a clearance for a contrary turn, if required to comply with the instruction.)
- Circuits at a height different from the circuit altitude published in ERSA for Camden aerodrome; and
- Operations on routes or at altitudes different from those published in ERSA for Camden aerodrome.

You must not conduct a VFR flight in the Camden CTR when VMC do not exist. However, at your request, ATC may authorise operations within the the CTR, in conditions less than VMC. In this case you would be issued with a **Special VFR Clearance** (AIP ENR 1.1-48). A Special VFR clearance only applies within the boundary of the CTR.

(Continued over page.)

CLEARANCES

When operating under a Special VFR clearance, pilots are responsible for ensuring that:

1. The flight is conducted clear of cloud;
2. Visibility is not less than 3,000 metres; and
3. The flight is conducted in accordance with CAR 157 with regard to low flying. (AIP ENR 1.2-1.)

AERODROME AND TERMINAL INFORMATION

Camden Aerodrome terminal information is broadcast on 125.1MHz and 281kHz (Camden NDB).

When the CTR is deactivated and MBZ procedures are in use, 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, traffic patterns and QNH. Landing information may be requested with the inbound report.

LINING UP ON THE RUNWAY

The location of the holding point for runway 24 is such that the full Take-off Distance Available (TODA) is not available unless you backtrack on the runway. If you require the full runway length for your take-off and wish to backtrack, you must obtain approval from Camden Tower. This requirement also applies to departures using RWY 06 where an unapproved backtrack could compromise the traffic sequence.

DEFINITIONS

It is important you know the difference between a joining instruction and a sequencing instruction:

"JOIN" is used as a circuit entry instruction and is relative to a leg of the circuit. For example, "*JOIN base, report at two miles.*", or "*JOIN final, report at Oran Park*". A circuit joining instruction does not constitute an approval to descend.

A **SEQUENCING INSTRUCTION** is used to control the arrangement of traffic in the circuit and is relative to the aircraft's position in the landing queue. For example, "*...number two, follow...*", "*follow...*", or simply "*clear to land*".

CIRCUIT OPERATIONS

Circuit altitude is 1,300ft on Camden QNH.

Camden ATC may issue a sequencing instruction with a take-off or touch-and-go clearance. When issued with a sequencing instruction, a pilot must follow the preceding aircraft.

Unless otherwise instructed by Camden ATC, a pilot must report Downwind when starting the downwind leg, and must advise aircraft type, call sign and intentions (ie, full stop or touch-and-go). If frequency congestion prevents the call being made in this position, you should report mid-downwind or late-downwind, as

appropriate. When appropriate, ATC will issue a sequencing instruction.

If the nominated runway is not operationally suitable, you must advise ATC by using the phrase, "*Require Runway [number]*".

If another runway is preferred, but not operationally required, you must advise ATC by using the phrase, "*Request Runway [number]*".

If you wish to conduct non-standard circuit operations, such as glide and flapless approaches, it is recommended that you advise the Tower with the Downwind report. This advice will also alert other circuit traffic.

You must get approval from the Tower before conducting simulated engine failures and asymmetric training in multi-engine aircraft.

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 (eg, Cessna or Twin).

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

The instruction "*Follow*" requires the pilot to sight the preceding aircraft, and regulate circuit speed and approach path to achieve longitudinal separation. If the preceding aircraft cannot be sighted and identified, the pilot must advise Camden ATC.

A landing clearance does not absolve the pilot in command from the responsibility for ensuring that sufficient separation from the preceding aircraft will be maintained during the landing.

Note: An aircraft can be cleared to land while a preceding aircraft is still on the runway, provided ATC is satisfied that no collision risk exists.

Where ATC instructs an aircraft to go around, or a missed approach is initiated, the pilot must:

1. Commence climb to circuit attitude;
2. Position the aircraft on the active side and parallel to the nominated duty runway, while maintaining separation from other aircraft; and
3. Follow Camden ATC instructions or re-enter the circuit from upwind. Camden ATC will advise when wake turbulence may be a hazard.

CAUTION: Gliders landing on glider strip 24 cross runway 28 at the threshold.

TAXIING AFTER LANDING

After landing, the runway must be vacated via a taxiway as soon as possible. After vacating the runway, the pilot must not cross or taxi along a runway currently notified as "active" unless a clearance to do so has been obtained.

Monitor Camden Ground on SMC frequency (121.9) immediately after clearing the runway used for landing.

ARRIVALS AND DEPARTURES

All aircraft arrivals and departures are required to operate not above 250KT IAS below 10,000ft AMSL. Aircraft which operationally require speeds greater than 250KT must advise ATC.

Arrival Routes

Arriving aircraft shall track via, and report at, one of the following approach points:

- The Oaks (6NM west-south-west of Camden).
Caution: ALA beneath, elevation 880ft.
- Mayfield (6NM NW of Camden. Gorge on dog-leg of Nepean River).
- Bringelly (7NM NNE of Camden).
- Menangle (6NM SE of Camden).
- Picton (9NM SSW of Camden).

Your inbound report must be made to Camden Tower on 120.1, advising: aircraft callsign, aircraft type, position (The Oaks, Picton, etc.), level, ATIS code received, and intentions (eg "inbound").

Arrival Altitude

Enter the CTR at 1,800ft on Camden QNH.

Circuit joining instructions do not constitute approval to descend. Aircraft are required to maintain 1,800ft until in receipt of a sequencing instruction.

For example, if you are instructed to, "*Join downwind Runway 06*", you must remain at 1,800ft. You may only descend when you are given a sequencing instruction, for instance: "*ZFR, number two, follow the Warrior on Base*".

Aircraft instructed to overfly shall do so at 1,800ft on Camden QNH, unless otherwise instructed.

Upwind Altitude is also 1,800ft on Camden QNH.

Departure Routes

Aircraft shall depart the Camden CTR on **upwind, crosswind or downwind** by extending the relevant leg of the circuit and then tracking clear of GAAP approach points and associated routes.

Departing aircraft must remain on Camden Tower frequency until 3NM of the Camden CTR boundary (5NM from Camden Aerodrome), or passing through 2,500ft on Camden QNH.

Departure Altitude

Aircraft shall depart the Camden CTR at 1,300ft on Camden QNH. If ATC "cancels the Camden climb restriction" you may climb above 1,300ft (but you must remain below the CTA steps).

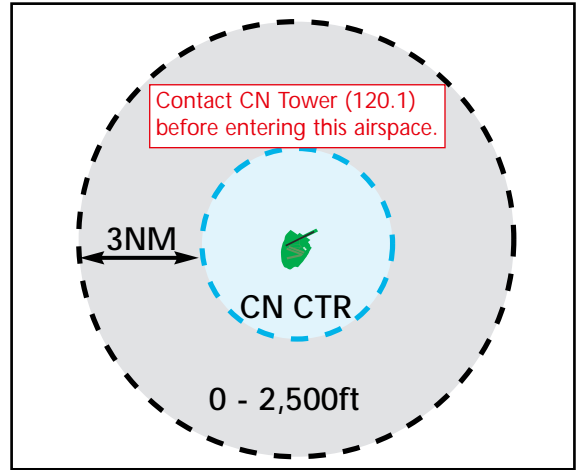
TRANSIT OF CAMDEN CTR

If you intend to overfly Camden without landing, contact Camden Tower at one of the GAAP approach points and advise them of your position, altitude and intentions ("overflying"), then proceed as directed. Overfly altitude is 1,800ft on Camden QNH.

FLIGHT IN PROXIMITY OF CAMDEN

If your aircraft will track within 3NM of the Camden Control Zone boundary (5NM from Camden Aerodrome), and below 2,500ft, then you must:

1. Obtain the ATIS, then advise Camden Tower on 120.1MHz of your position, altitude and intentions prior to entering this airspace; and
2. Maintain a continuous listening watch on the Camden Tower frequency (120.1 MHz) while operating in this airspace.



GLIDERS

1. Gliders may operate at Camden from sunrise to sunset. Glider operations during Tower hours are notified on the ATIS.
2. Contra circuits in operation at Camden. Gliders operate south of the extended centreline of the active runway. Outside the CTR they operate throughout the surrounding and overlying "G" airspace.
3. Gliders within the CTR operate on the Camden SMC frequency (121.9), "Camden Ground". Outside Tower hours, gliders operate on the MBZ frequency, (120.1). In Class G airspace they monitor the Area frequency (124.55) "Sydney Radar".
4. Glider launch and landing areas are south of Runway 10/28, parallel to Runways 06/24 and 10/28.
CAUTION: Gliders landing on glider strip 24 cross Runway 28 threshold.
5. ATC responsibilities to gliders is limited to passing relevant traffic information after the intention to land has been notified.
6. Aircraft inbound via Menangle or Picton or outbound to the south, should exercise caution.
7. The normal GAAP requirements on entry to the CTR do not apply to gliders. Gliders shall report entering the CTR and downwind.

DEPARTING INTO CLASS G (DAY VFR)	DEPARTING INTO CTA/CTR (DAY VFR)	MBZ DEPARTURES (DAY VFR)
	Submit Flight Notification by fax, NAIPS or briefing.	If entering CTA submit Flight Notification. Airways clearance requests to Sydney Radar on 124.55.
<u>Obtain ATIS on 125.1 or 281</u> "Camden Terminal Information [Alpha, Bravo, etc.] Runway <input type="text"/> Wind <input type="text"/> Crosswind <input type="text"/> Cloud <input type="text"/> Visibility <input type="text"/> Temperature <input type="text"/> QNH <input type="text"/> ."		Check ATIS is broadcasting information "Zulu" on the NDB (281), or the AWIS on 125.1, to confirm Camden is an MBZ.
<u>Taxiing (Monitor 121.9)</u> Listen out for other traffic. Note: Pilots of IFR flights, and pilots intending to engage in non-standard operations (eg. aborted take-off practice), must make a taxi call.	<u>Taxiing (Monitor 121.9)</u> Listen out for other traffic. Note: Pilots of IFR flights must make a taxi call.	<u>Taxi call 120.1</u> " All stations Camden Callsign <input type="text"/> Aircraft type <input type="text"/> Taxiing <input type="text" value="Camden"/> For <input type="text" value="[destination or intentions]"/> Runway <input type="text"/> ." Note: Listen out for other traffic entering or leaving the MBZ.
<u>Ready call 120.1</u> "Camden Tower Callsign <input type="text"/> Ready, Runway <input type="text"/> For <input type="text" value="[crosswind, downwind, upwind]"/> Departure."		<u>Take-off 120.1</u> Make a broadcast when entering the runway for take-off. Make other radio calls as necessary.
<u>Departure</u> Depart the CTR at 1,300ft. Monitor 120.1 until 3NM past the Camden CTR boundary (approximately 5NM from the centre of the aerodrome).	<u>Departure</u> Depart the CTR at 1,300ft. Contact Sydney Radar on 124.55 when 3NM from the Camden CTR (approximately 5NM from the centre of the aerodrome) to request Airways Clearance.	<u>Departure</u> Depart the zone at 1,300ft.

At all times depart clear of inbound GAAP approach points.

COMMON GAAP READ BACKS

- | | | |
|---|---|---|
| <p>1 Route clearance</p> <p>2 Runway clearance</p> <p>3 Runway in use</p> <p>4 Level/altitude</p> | <p>5 QNH</p> <p>6 Transponder code</p> <p>7 Radio frequency</p> <p>8 Turns/headings</p> | <p>9 Speed</p> <p>10 Conditional clearances</p> <p>11 Holding instructions
<i>(Refer AIP GEN 3.4-13)</i></p> |
|---|---|---|

CAMDEN INBOUND RADIO CALLS

GAAP ARRIVAL (DAY VFR)

Obtain ATIS prior to GAAP approach point
(125.1 or 281)

"Camden Terminal Information [Alpha, Bravo, etc.]

Runway Wind Crosswind

Cloud Visibility Temperature

QNH ."

Inbound call 120.1

At GAAP approach point:

(The Oaks, Picton, Menangle, Bringelly, Mayfield.)

"Camden Tower

Callsign

Aircraft type

Position

Altitude

Received

Inbound."

MBZ ARRIVAL (DAY VFR)

Obtain ATIS prior to GAAP approach point
(125.1 or 281)

Check ATIS is broadcasting information
"Zulu" on the NDB (281), or the AWIS on
125.1, to confirm Camden is an MBZ.

Inbound call 120.1

At GAAP approach point:

(The Oaks, Picton, Menangle,
Bringelly, Mayfield.)

"All Stations Camden

Callsign

Aircraft type

Position

Altitude

Inbound."

Arrival altitude

Enter the CTR at 1,800ft on Camden QNH.

Circuit joining instructions do not constitute approval to descend. Aircraft are required to maintain 1,800ft until in receipt of a sequencing instruction.

For example, if you are instructed to, "*Join downwind, Runway 06*" you must remain at 1,800ft. You may only descend when you are given a sequencing instruction, for example: "*ZFR, number two, follow the Warrior on Base*".

Arrival altitude

See page 36: "Arrival Procedures".

Downwind call 120.1

"Callsign Aircraft type

Downwind, Intentions (full-stop or touch-and-go) ."

Base call 120.1

"All Stations Camden

Callsign Aircraft type

Turning Base, Runway

Intentions (full-stop or touch-and-go) ."

After landing

Remain on 120.1 until clear of the runway strip. Then monitor SMC on 121.9. Request "taxi guidance" if required.

After landing 120.1

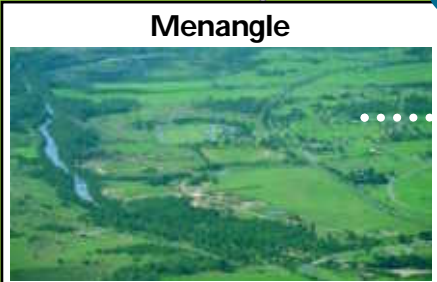
Remain on 120.1 after landing.

Cancel SARTIME through CENSAR on 1800 814 931 or Flightwatch 121.1 when phone not available.



CAUTION
Lookout for gliders.

If gliding operations
in progress expect to
track via Narellan.



ALT 2,500ft FREQ 120.1
Camden Aerodrome is 6NM ahead.

"Camden Tower"

callsign	type
----------	------

Menangle

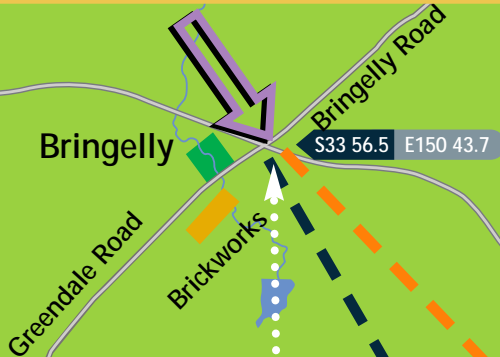
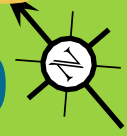
altitude	received	ATIS
----------	----------	------

inbound."
Optional: "Unfamiliar with Camden."

- Enter Camden CTR at 1,800ft.
- A circuit joining instruction does not constitute approval to descend.
- Maintain 1,800ft until the Tower gives you a sequencing instruction.
- "Sequence" means relative to the aircraft's position in the landing queue.
- A "joining" instruction is relative to a leg of the circuit.



C LL 4500



Bringelly

ALT 1,800ft FREQ 120.1
Camden Aerodrome is 7NM ahead.

"Camden Tower"

callsign	type
----------	------

Bringelly

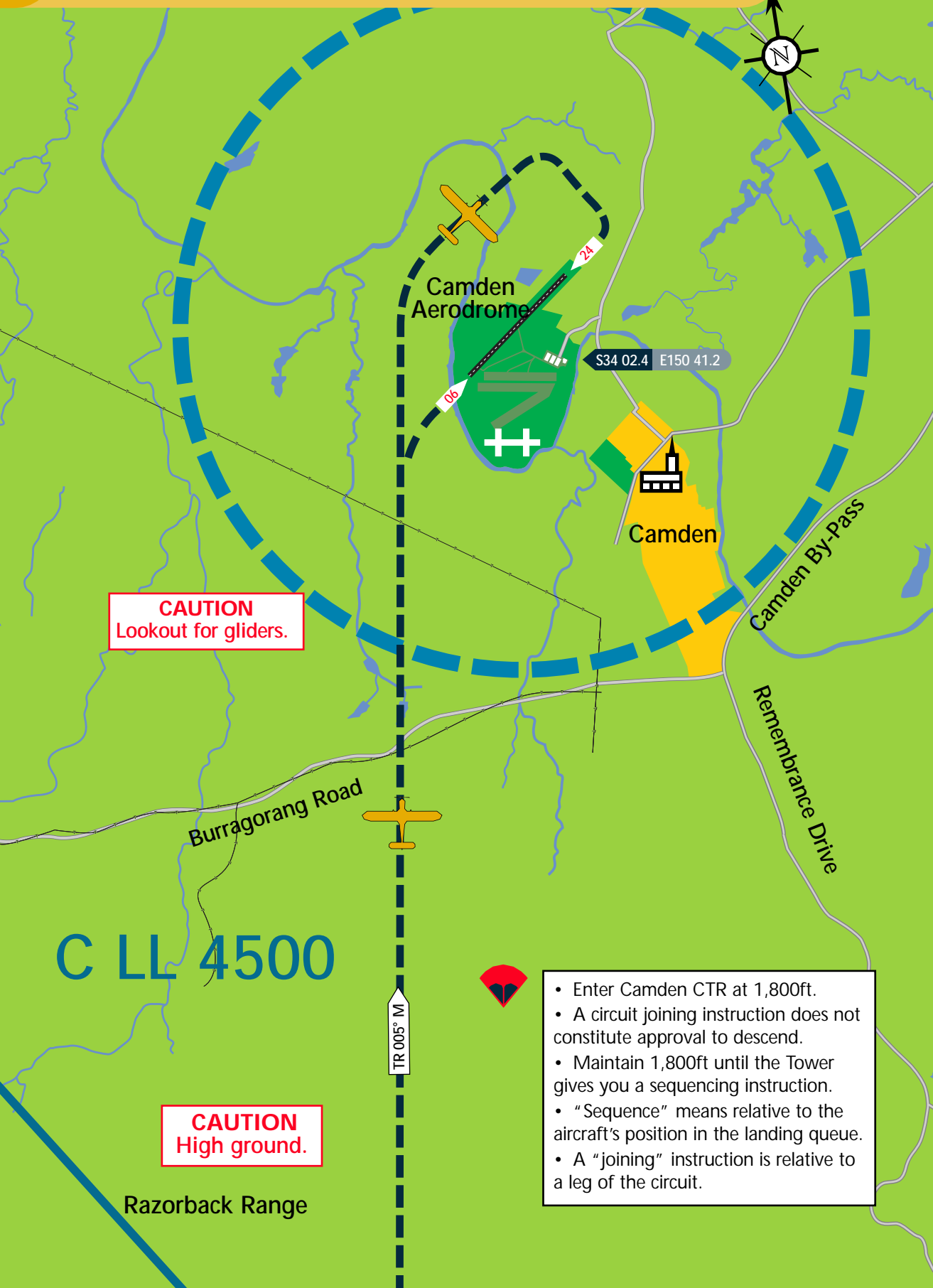
altitude	received	ATIS
----------	----------	------

inbound."

Optional: "Unfamiliar with Camden."

- Enter Camden CTR at 1,800ft.
- A circuit joining instruction does not constitute approval to descend.
- Maintain 1,800ft until the Tower gives you a sequencing instruction.
- "Sequence" means relative to the aircraft's position in the landing queue.
- A "joining" instruction is relative to a leg of the circuit.





CAUTION
Lookout for gliders.

C LL 4500

CAUTION
High ground.

Razorback Range

- Enter Camden CTR at 1,800ft.
- A circuit joining instruction does not constitute approval to descend.
- Maintain 1,800ft until the Tower gives you a sequencing instruction.
- "Sequence" means relative to the aircraft's position in the landing queue.
- A "joining" instruction is relative to a leg of the circuit.

TR 005° M

S34 02.4 E150 41.2

Camden Aerodrome

Camden

Camden By-Pass

Remembrance Drive

Burragorang Road



Downwind report

"

callsign	type
----------	------

 downwind,

full-stop or touch-and-go intentions

 ."

(Maintain 1,800ft until in receipt of a sequencing instruction.)

Base report

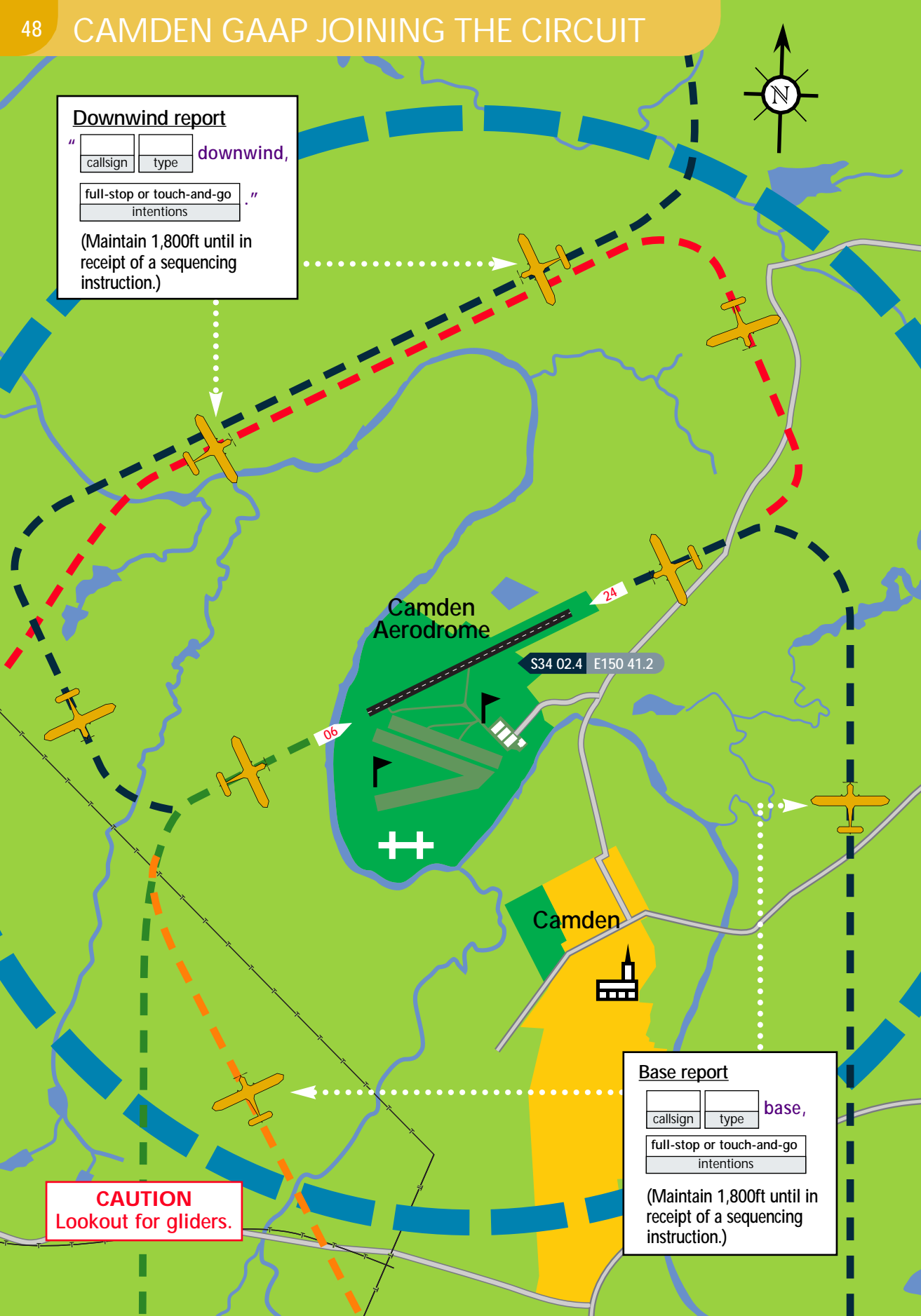
callsign	type
----------	------

 base,

full-stop or touch-and-go intentions

(Maintain 1,800ft until in receipt of a sequencing instruction.)

CAUTION
Lookout for gliders.



BRINGELLY, MAYFIELD, MENANGLE, THE OAKS, PICTON

Bringelly approach point is identified by the intersection of The Northern Road and Bringelly Road. Directly south is Oran Park car racing circuit. Bringelly is 7NM from Camden and the direct track is 190 degrees (M).

Mayfield approach point is situated on the eastern edge of the Blue Mountains escarpment and is difficult to identify from the west. Power lines running in an east-west direction cross a gorge on a bend in the Nepean River. Adjacent to this crossing are horse stables and a race track. Mayfield is 6NM from Camden and the direct track is 135 degrees (M).

Menangle approach point is adjacent to the Menangle Trotting Track, and to a road and rail bridge crossing of the Nepean River. Menangle is 6NM from Camden and the direct track is 320 degrees (M).

The Oaks approach point is a township adjacent to a grass airfield. It is used by ultra-light aircraft, especially on weekends. The field has an elevation of 880 feet and caution and a good lookout are needed when approaching or overflying it. The Oaks is 6NM from Camden and the direct track is 065 degrees (M).

Picton approach point is a township 9NM south of Camden. The direct track is 010 degrees (M).

Obtain CN ATIS (125.1 MHz or 281 kHz on the NDB) well before reaching the approach point. Assess potential traffic in your vicinity by listening to Camden Tower on 120.1 MHz before reaching the approach point. **Keep a good lookout for other aircraft.**

GENERAL CIRCUIT JOINING INSTRUCTIONS

- 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 downwind, Runway 06"*.

NOTE: For powered aircraft, right hand circuits are required for runways 24 and 28.

- 2 **A sequencing instruction** will give your position or number in the landing queue and is usually given as a response to your downwind call.

Circuit joining instructions do not constitute an approval to descend.

At Camden, arriving aircraft are required to maintain 1,800 feet until in receipt of a sequencing instruction. For example, if you are instructed to, *"Join downwind, Runway 06"*, you must remain at 1,800 feet. You may only descend when you are given a sequencing instruction, for example: *"ZFR, number two, follow the Warrior on Base"*.

- 3 **Radio calls should only include the mandatory readbacks**, due to the large number of movements at Camden. Refer AIP GEN 3.4-13.

- 4 **Care should be taken to maintain your position in the sequence** and to ensure you do not "cut inside" other traffic. If unsure, ask the Tower for the position of the preceding aircraft.

This will be given to you either as 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.**

RADIO EXAMPLE: INBOUND FROM MAYFIELD

Pilot: *"Camden Tower, ZFR, Cessna, Mayfield, 1,800, Inbound for circuits, received Alpha."*

ATC: *"ZFR, Camden Tower, join circuit base, report at two miles."*

Pilot: *"ZFR."*

Note: *ZFR must maintain 1,800ft as the ATC reply was a joining instruction and does not constitute approval to descend.*

Pilot: *"ZFR, two miles, touch-and-go."*

ATC: *"ZFR, number two, follow a Cessna on final."*

Pilot: *"ZFR, number two."*

Note: *ZFR can now descend to 1,300ft as ATC has given the pilot a sequencing instruction. Other examples of sequences include: "cleared to land", "cleared touch-and-go", and "follow..."*



AT A GLANCE

Elevation	135 feet
Location	S33 54.6 E150 51.1
CTAF	127.0
FIA	124.55 (Sydney Radar)
PAL	120.25

Aerodrome operator: Hoxton Airport Limited
Address: c/- Airport Ave, Bankstown, NSW, 2200
Telephone: 02 9796 2300
Fax: 02 9709 3739

HOXTON PARK AERODROME

Hoxton Park Aerodrome is located approximately 39 kilometres west of Sydney and 8 kilometres from the city of Liverpool.

The aerodrome is under the administrative control of Bankstown Airport Limited.

Facilities include: Aircraft parking areas, on-site maintenance organisations, refuelling facilities, and free car parking.

For more information, refer to AIP & ERSA.

GENERAL

Hoxton Park is a non-controlled aerodrome situated approximately 7NM west of Bankstown Aerodrome. It has its own CTAF frequency and general CTAF procedures apply. It is situated in a high traffic area with aircraft overflying between Bankstown, the training areas D556A and B, and approach points such as 2RN. Always keep a vigilant lookout for this traffic. It is important that aircraft arriving and departing Hoxton Park follow proper radio procedures and inform other traffic of their intentions. Circuit entry must be made on crosswind (you must fly four legs of the circuit) and you must descend on the dead side of the circuit when arriving.

CTAF DIMENSIONS

2NM radius. Surface (SFC) to 1,700 feet AMSL.

RADIO FREQUENCIES

CTAF 127.0 FIA Sydney Radar 124.55

SIMULATED ENGINE FAILURE

Hoxton Park is situated in a noise-sensitive urban area. Practice engine failure on take-off is best simulated following a go-around from short final so that the following descent is conducted over the runway. Glide approaches from circuit height are acceptable provided you maintain your position in the circuit and fly normal shaped base and final legs. Low level circuits should be avoided.

SPECIAL PROCEDURES

1. Runway 34 is the preferred runway in nil-wind conditions.
2. At night, right-hand circuits are required on Runway 16.
3. Operations to be conducted using local QNH. (The QNH on Bankstown ATIS is acceptable. Do not use Area QNH.)
4. Circuit entry must be made on cross-wind (**Four legs of the circuit to be flown**).
5. Circuit operations to be conducted within 2NM radius of Hoxton Park.
6. Back-tracking on runway is not permitted.

CIRCUIT TRAINING

Circuit training is only permitted:

Monday to Friday:

6am to 11pm EST/ESuT

Saturday

6am to 10pm EST/ESuT

Sunday

6am EST/ESuT to 1hr after last light

OBSTACLES

1. Lit mast 672ft AMSL 2NM north-west of aerodrome.
2. Lit and marked tower 820ft AMSL, 3.5NM north of aerodrome.

NOTICES

1. Hoxton Park is a noise sensitive area.
2. Pavement Restriction: aerodrome not available to aircraft above 5,700kg.

Where are you now?



If in doubt, call Sydney Radar
on 125.8 or 124.55

Each year in Sydney hundreds of aircraft inadvertently stray into controlled airspace. For each incident the risk of a major mid-air collision rises.

Many of these incidents could have been avoided if the pilots involved had contacted air traffic control when they

first became unsure of their position.

If you are unsure of your position call Sydney on 125.8 or 124.55MHz and ask for assistance.

Air traffic control can help you with position information and navigation guidance. All you have to do is ask.



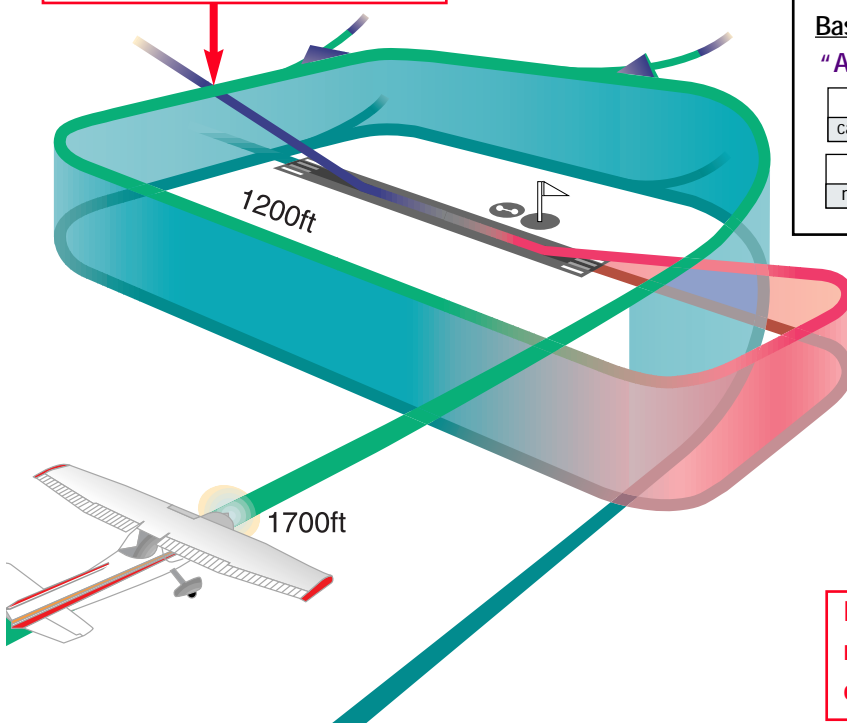
KEEP A GOOD LOOKOUT AT ALL TIMES

Arrivals

When arriving at Hoxton Park you must enter the circuit on crosswind (you must fly four legs of the circuit). Position yourself on the dead side of the circuit at 1,700ft on Bankstown QNH. You may then descend on the dead side of the circuit to 1,200ft AMSL, before crossing the upwind threshold of the runway.

CTAF FREQ 127.0
Use Bankstown QNH

You must be at 1,200ft AMSL before passing this point.



Inbound call

"All stations Hoxton Park

<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
callsign	type	location	altitude

inbound intentions ."

Joining crosswind call

"All stations Hoxton Park

<input type="text"/>	<input type="text"/>	joining crosswind
callsign	type	

runway Rwy number ."

Base call

"All stations Hoxton Park

<input type="text"/>	<input type="text"/>	turning base
callsign	type	

<input type="text"/>	full-stop or touch-and-go	intensions
runway		

Make other radio calls as necessary to ensure safe operation.

Taxi call

"All stations Hoxton Park

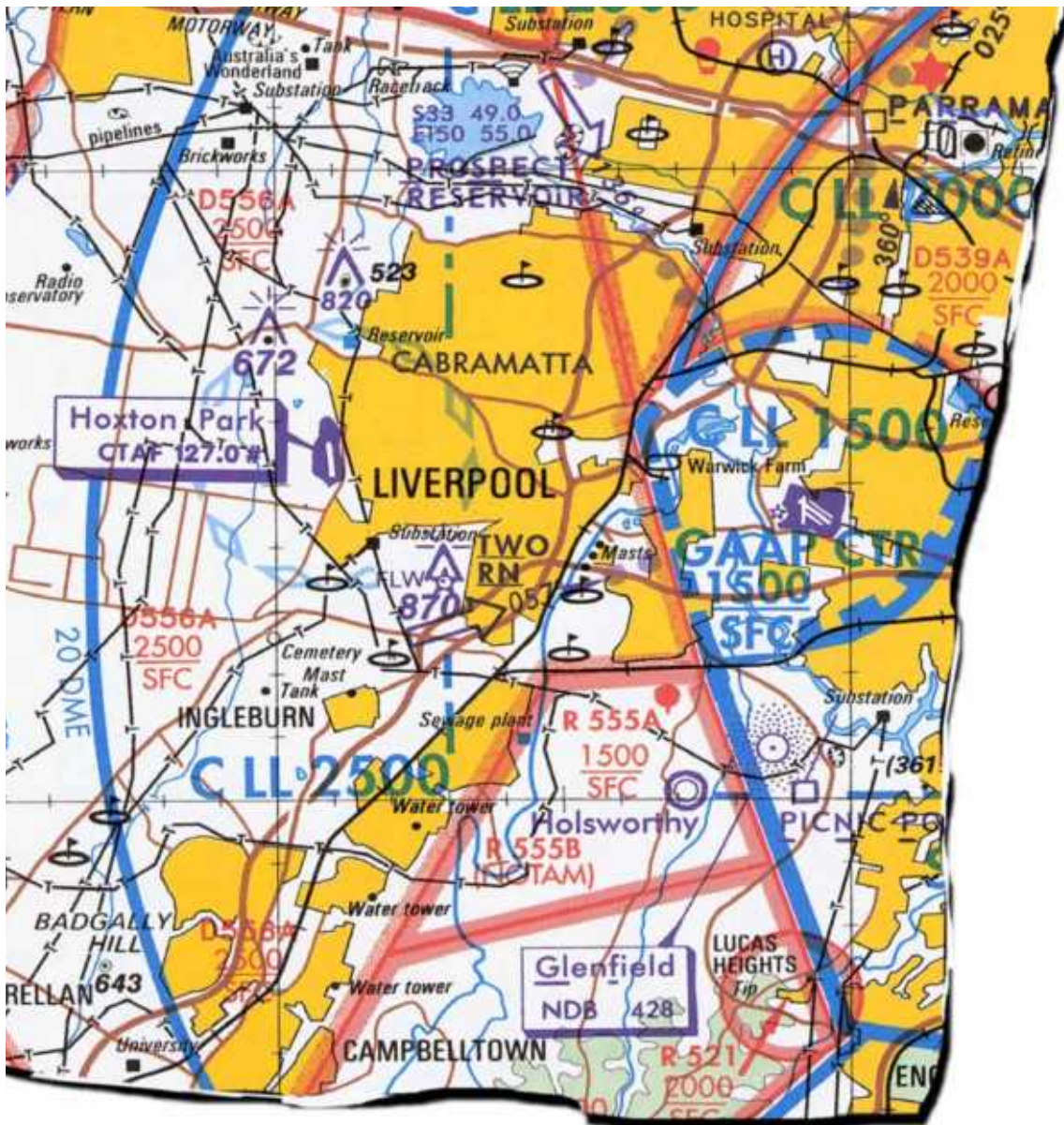
<input type="text"/>	<input type="text"/>
callsign	type

taxiing for runway

departing to the direction ."

Departures

When departing Hoxton Park you may leave the CTAF in any direction. However, be cautious in these busy traffic areas. If you wish to turn right after take-off, maintain runway heading until you have reached an altitude of 1,700ft AMSL or a distance of three nautical miles from the aerodrome.



Only part of the picture...

Procedures, regulations and airspace boundaries change regularly. Some may have changed since this guide was published.

So, if this guide is your sole source of information, you've only got part of the picture.

Always use current operational charts and documents, including:

- Aeronautical Information Publication (AIP) or Australian Airway Manual.
- En route Supplement Australia (ERSA) or

Australian Airway Manual.

- Sydney Visual Terminal Chart (VTC).
- NOTAM.

To order AIP, ERSA and VTC contact the Aairservices Publications Centre on 1300 306 630.

To order the Australian Airway Manual contact Jeppesen on (03) 9706 0022.

Updates of this guide can be downloaded at www.casa.gov.au and www.flightsafety.org.au

Victor 1 Coastal Route



GENERAL

Victor One is a VFR coastal route east of the Sydney control zone (CTR) between the south head of Sydney Harbour and Jibbon Point. The Sydney CTR and the Victor One route are depicted on the Sydney VTC.

Operations in Victor One are conducted at an altitude of 500ft on Sydney Airport QNH.

PROCEDURES FOR OPERATIONS ALONG VICTOR ONE

1. Fixed wing operation must be at **500ft** on Sydney Airport QNH.
2. Victor One operations are **restricted to Day VFR**.
3. It is imperative that operations along Victor One remain East of the control zone boundary and over water at all times. This is to maintain separation from aircraft arriving (RWY 25, 34L and 34R) and departing (RWY 07, 16L and 16R) Sydney Airport.
4. **Contour flying of Bondi, Coogee and Maroubra beaches is not permitted.**
5. To remain outside controlled airspace, two segments of the route must be navigated east of a straight line between:
 - a. Ben Buckler (northern headland Bondi beach) to the eastern most point of Long Bay Headland (southern headland Maroubra beach); and
 - b. The eastern most point of Cape Banks and the lighthouse on Cape Solander (north and south heads of Botany Bay).See maps on page 62 and 63.
6. The carriage and use of radio is mandatory. Make a broadcast as you enter Victor One, stating your position and intentions. Pilots of opposite direction aircraft shall respond with position. Broadcast frequency is 120.8. Switch on your landing lights and be alert for opposite direction traffic.
7. You are required to use the current Sydney Airport QNH on the SY ATIS. SY ATIS is available on:
 - GLF NDB (428kHz);
 - SY VOR (112.1MHz); and
 - VHF 126.25 or 118.55MHz.Runway information is also available on ATIS, and will

help you to anticipate traffic overflying Victor One and determine wake-turbulence risk.

8. **Emergency transmissions shall be made to Sydney Radar on 125.8 MHz.**

SEPARATION WITH SYDNEY AIRPORT TRAFFIC

Aircraft arriving and departing Sydney Airport will be at least 500ft higher than traffic in Victor One, but in some circumstances it is possible that this buffer will be reduced. You are required to see and avoid other aircraft.

LIFE JACKETS

All occupants of single-engine aircraft must wear approved life jackets for the duration of the overwater portion of this flight.

WAKE TURBULENCE

1. The wake turbulence vertical separation standard of 1000ft from heavy aircraft may not always be available when flying Victor One.
2. Because of the unpredictable nature of wake turbulence, you should be mindful of the proximity of heavy aircraft and on becoming aware of the presence of such aircraft, adjust your flight path to avoid the affected airspace.
3. The recommended separation standard is **6NM or 3 minutes**.

PLANNING TO FLY VICTOR ONE

Plan well ahead. Check all current information

Keep your eyes "outside the cockpit" at all times in Victor One. The route in this Guide shows a typical scenic flight from Bankstown, north to Hornsby. Then east to the coast at Long Reef, south in Victor One to Stanwell Park, west across to Appin, and finally back to Bankstown via Campbelltown and 2RN. The route can be flown in either direction.

VICTOR 1 SOUTHBOUND

- Day VMC only
- Radio Mandatory
- Check current NOTAMs
- Refer to ERSA

Frequencies **Victor 1** 120.8
Emergency Sydney Radar 125.8

Entering Victor 1

- Expect sea-plane activity and hang gliders between Newport and Manly
- Set Sydney Airport QNH. ATIS 126.25, 118.55, 112.1 or 428.
- If transponder-equipped, squawk CODE 1200 with ALT.
- Altitude 500ft on the Sydney Airport QNH.
- Strobes and landing lights should be on
- Enter Victor 1 with CAUTION and maintain a good lookout.
- Make an "All Stations" call, e.g. **"All stations Victor 1, ZFR Cessna 172 abeam Sydney Heads, southbound at 500 feet."**
 If you receive a reply, work out the traffic situation between you and the other aircraft.
- If possible keep oncoming traffic to your left.
- DO NOT contour fly the southern beaches.

Leaving Victor 1

- Beware of non-radio hang glider traffic and motor chutes at Stanwell Park.
- Keep a good lookout for other traffic descending into Victor 1.
- Climb with CAUTION.
- Maintain a GOOD LOOKOUT.
- Be aware of the CTA lower limit when leaving Victor 1 south of Jibbon Point.

SAFETY TIPS

- 1 Read all details in ERSA before transiting Victor 1.
- 2 Maintain separation from larger aircraft (Wake Turbulence).
- 3 Plan your actions in the event of a forced landing.
- 4 Single-engine aircraft: All occupants must wear approved life jackets on overwater segments of flight.
- 5 For safe ditching technique, read pilot's operating handbook before flight.

VICTOR ONE NORTHBOUND

- Day VMC only
- Radio Mandatory
- Check current NOTAMs
- Refer to ERSA

Frequencies **Victor 1** 120.8
Emergency Sydney Radar 125.8

Entering Victor One

- Set Sydney Airport QNH. ATIS 126.25, 118.55, 112.1 or 428.
- Listen out on Victor 1 frequency (120.8). BEWARE of non-radio hang gliders and motor chutes at Stanwell Park.
- If transponder-equipped, squawk CODE 1200 with ALT.
- Maximum altitude is 500ft on Sydney Airport QNH.
- Strobes and landing lights should be on.
- Enter Victor 1 with CAUTION and maintain a good lookout.
- Make an "All Stations" call. For example, **"All stations Victor 1, ZFR Cessna 172 abeam Jibbon Point northbound at 500ft"**. If you receive a reply, work out the traffic situation between you and the other aircraft.
- If possible keep oncoming traffic to your left.
- DO NOT contour fly the southern beaches.

Leaving Victor One

- Beware of floatplane activity north of Victor 1.
- Keep a good lookout for traffic on descent into Victor One.
- Climb with CAUTION and maintain a GOOD LOOKOUT.

SAFETY TIPS

- 1 Read all details in ERSA before transiting Victor 1
- 2 Maintain separation from larger aircraft (Wake Turbulence)
- 3 Plan your actions in the event of a forced landing
- 4 Single-engine aircraft: All occupants must wear approved life jackets on overwater segments of flight.
- 5 For safe ditching technique, read aircraft pilot's operating handbook before flight.

CAUTION
Lookout for traffic.



H Mona Vale

Long Reef
S33 44.5 E151 19.3

C LL 2500

Narrabeen

Collaroy

View Long Reef to Manly

On descent to 1,000ft FREQ 125.8

Narrabeen Lakes

Bahai Temple

Bahai Temple

Max ALT 2,500ft FREQ 125.8

CAUTION
Adjacent airspace lower limit 1,000ft.

Terrey Hills Bus Depot

CAUTION
Adjacent airspace lower limit 1,000ft.

Bahai Temple in distance

Terrey Hills

Belrose Satellite Facility

Substation

Duffys Forest



TR 085° M

North Turramurra

St Ives Showground



St Ives Showground

CAUTION
Adjacent airspace
lower limit 700ft.

View to coast over freeway



Sydney Newcastle Freeway

Hornsby Railway Sheds

S33 41.5 E151 06.4

Hornsby

Hornsby Railway Workshops



Max ALT 2,500ft

FREQ 125.8

C LL 2500



Bahai Temple 

Turimetta Head Narrabeen



Max ALT 2,500ft FREQ 125.8

Mona Vale



Keep on-coming traffic on your left if possible.



Narrabeen Lake

Narrabeen

C LL 2500


Long Reef




Long Reef

S33 44.5 E151 19.3

Manly and Harbour in distance



Max ALT 1,000ft FREQ 125.8

Dee Why

MAX ALT 2500
SY 12 DME
MAX ALT 1000



Curl Curl

C LL 1000

Manly



Queenscliff Bay

Manly



North Head



Max ALT 1,000ft FREQ 125.8
Southbound—start to descend to be at 500ft by South Head.

North Head

Sydney Heads

S33 50.0 E151 17.5

South Head



C LL 1000

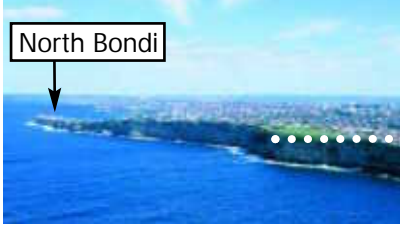
MAX ALT 1,000ft
SY 8.5 DME
MAX ALT 500ft



C LL 500

SYDNEY HARBOUR
See page 68.

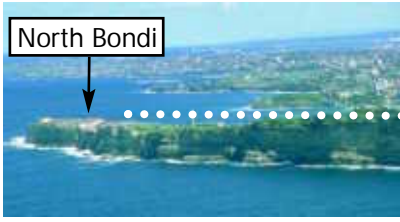
South Head looking south



North Bondi

ALT 500ft FREQ 120.8
"All stations Victor 1, ZFR, Piper Southbound South Head, 500 feet."
If you receive a reply arrange separation between aircraft.

North Bondi/Ben Buckler



North Bondi

Macquarie Lighthouse

EMERGENCY CALLS
SY RADAR 125.8



FREQ 120.8

Bondi Beach



Bondi Beach

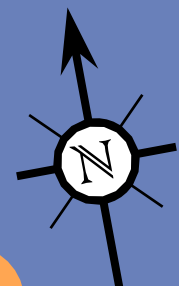
Ben Buckler

CAUTION
LARGE AIRCRAFT
OVERHEAD.
WAKE TURBULENCE.

Waverley Cemetery



Coogee





C LL SFC

Coogee Beach

ALT 500ft FREQ 120.8

**EMERGENCY CALLS
SY RADAR 125.8**

Maroubra Beach

SYDNEY CTR

Windmill

ALT 500ft FREQ 120.8

Botany Bay Cape Banks

Bondi Beach

Ben Buckler

Waverley Cemetery

Coogee

C LL SFC

DO NOT CONTOUR FLY SOUTHERN BEACHES

FREQ 120.8

Maroubra Beach

Anzac Rifle Range



Long Bay Headland

Sydney Aerodrome

C LL SFC

Long Bay Jail

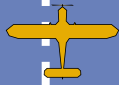
Prince Henry Hospital

St Michael's Golf Course

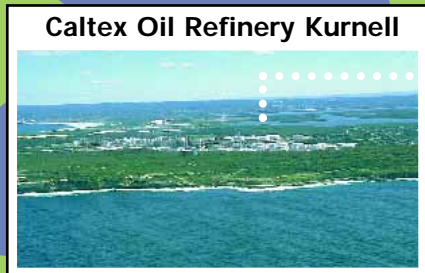
C LL 500

Botany Bay

Cape Banks



C LL SFC



Caltex Oil Refinery Kurnell

Kurnell

Caltex Oil Refinery

Cape Solander Lighthouse



SYDNEY CTR

Cape Solander



CAUTION
LARGE AIRCRAFT
OVERHEAD.
WAKE TURBULENCE.

The Merries Reef

FREQ 120.8

Cronulla



Cronulla

C LL 500

MAX ALT 500
SY 8.5 DME
MAX ALT 1000

Jibbon Point

S34 05.1 E151 10.2

C LL 1000

SY RADAR
124.55

Port Hacking

The Cobblers looking South

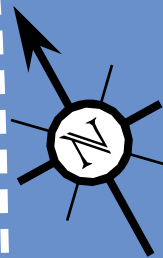


The Cobblers

ALT 500ft FREQ 120.8
"All stations Victor 1, ZFR, Cessna 172, Northbound Jibbon Point, 500 feet."
If you receive a reply arrange separation between aircraft.

Northbound: Start to descend to be at 500ft by The Cobblers.





C LL 1500

Marley Beach

Max ALT 1,000ft FREQ 124.55

Marley Lagoon

Marley Beach

C LL 1000



Wattamolla

Max ALT 1,000ft FREQ 124.55

Wattamolla

Curracurrang

MAX ALT 1000
SY 12 DME
MAX ALT 1500

C LL 1500



Curracurrang

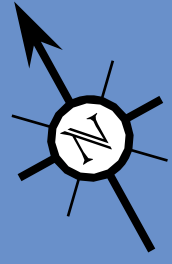
C LL 2500

Garie

South Era

H C LL 2500





Keep on-coming traffic on your left if possible.

C LL 2500

Intense hang-glider operations in area when wind is onshore.

MAX ALT 2500
SY 20DME
MAX ALT 4500



C LL 4500

Burning Palms

Stanwell Tops



Max ALT 2,500ft FREQ 124.55

Stanwell Tops

Stanwell Park



Stanwell Park

S34 13.7 E150 59.3

Coalcliff

Coalcliff

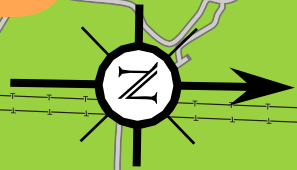


Max ALT 4,500ft FREQ 124.55

Clifton

Scarborough

Wombarra



CALL 4500

Avoid flying over Appin Township if possible.

LOOKOUT FOR CIRCUIT TRAFFIC



Westcliff Colliery Stockpile

Max ALT 4,500ft
2,500ft and below: FREQ 122.55
Above 2,500ft: FREQ 124.55

Appin

Appin Road

TR 350° M

Appin Colliery

Wedderburn Aerodrome

CTAF 122.55
SFC
2500

S34 11.2 E150 48.3

Wedderburn (Unlicensed)	
Elevation:	850ft
Circuit altitude:	1,900ft
CTAF	122.55

Bulli - Appin Road

Westcliff Colliery

Route to Appin



Max ALT 4,500ft
Radar Tower off Appin Bulli Rd.
Cataract Dam in background.
2,500ft and below: FREQ 122.55
Above 2,500ft: FREQ 124.55

Wedderburn Aerodrome



Max ALT 4,500ft
2,500ft and below: FREQ 122.55
Above 2,500ft: FREQ 124.55

R555C
3000
SFC

R555D
(NOTAM)

Westbound: At 2,500ft and below, this route transits Wedderburn CTAF. Listen out on 122.55 and make an overflying call before entering the CTAF.

TR 270° M

Colliery

Bulli - Appin Road

Westbound: 2,500ft and below

"All stations Wedderburn CTAF

callsign	type	location	altitude
----------	------	----------	----------

overflying

intentions



Abandoned Colliery



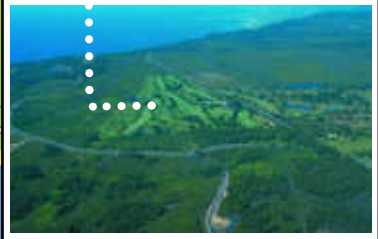
Darkes Forest Mine

MAX ALT 4500
SY 20 DIME
MAX ALT 2500

Southern Freeway



Golf Course



Coalcliff Dam

Stanwell Dam

Coalcliff Dam



Max ALT 2,500ft FREQ 124.55

Coalcliff Mine



C LL 2500

Intense hang-glider operations in area when wind is onshore.

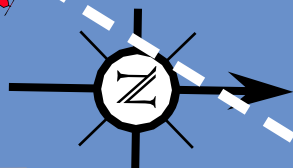
Keep on-coming traffic to your left if possible.

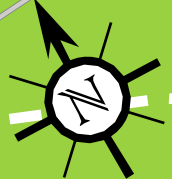
Coalcliff

Stanwell Park

Stanwell Tops

C LL 4500





Bankstown

S33 55.5 E150 59.3

C LL 2500

GAAP CTR
1500
SFC

Warwick Farm - From 2RN

ALT 1,500ft FREQ BK 132.8



Liverpool

South Western Motorway

Hoxton Park CTAF

2RN



S33 56.2 E150 53.3

From 2RN to Bankstown see page 28.

The Cross Roads

The Cross Roads

2RN is beyond The Cross Roads

C LL 2500

Ingleburn Military camp

F5 Freeway



R 555A
1500
SFC
R 555B
(NOTAM)

SY 20DME

C LL 2500

SY 124.55



Campbelltown looking Nth



Max ALT 2,500ft FREQ 124.55

Campbelltown Industrial Area

R555C
3000
SFC
R555D
(NOTAM)

SY 124.55



Campbelltown looking Nth



Max ALT 4,500ft FREQ 124.55

Narellan Road

University of Western Sydney

Campbelltown Hospital
Macarthur Square Shopping Centre

Mt Annan Botanical Garden

TR 350° M

Menangle Bridge



Max ALT 4,500ft
FREQ 124.55
Southbound below 2,500ft
Wedderburn CTAF 122.55.

Southbound: At 2,500ft and below, this route transits Wedderburn CTAF. Listen out on 122.55 and make an overflying call before entering the CTAF.

Menangle Park

C LL 4500



Menangle



HARBOUR SCENIC

A scenic flight over Sydney Harbour is a pleasant way to spend a sunny afternoon. With good preparation and planning, it is not beyond the capability of the average private pilot. The following notes will help you to plan and conduct such a flight.

GENERAL

Sydney Harbour is situated within the Sydney control area, and an Airways Clearance will be required before you can enter this Class C airspace. As your flight will be over populous areas adjacent to the harbour, you will probably be limited to altitudes not lower than 1,500 feet and confined to an area east of the Harbour Bridge and north of the southern shore. VMC should exist over the proposed route, and acceptance into the control zone will be subject to controller workload. Below 1,000 feet, the harbour is R405B airspace, and you can expect to see floatplanes and helicopters in this area.

FLIGHT NOTIFICATION

Although notification is not mandatory, you will minimise delays by submitting details before your flight. Plan in class "G" airspace to Long Reef, then in class "C" airspace to Manly, Harbour Bridge, and South Head, then "G" airspace through Victor One.

TYPICAL OPERATING PROCEDURES

From Bankstown, track via the Lane of Entry and Hornsby to Long Reef. At Parramatta, contact Sydney Terminal (135.1 MHz) as follows:

"Sydney Terminal, ZFR, Cessna 172, Parramatta, two thousand feet, Long Reef zero-five. Request airways clearance from Long Reef to Harbour Bridge for orbits."

Sydney Terminal will reply:

"ZFR, remain outside controlled airspace. Squawk 0550, contact Sydney Departures on 123.0 at Long Reef for airways clearance."

You reply:

"Squawk 0550, 123.0 at Long Reef, ZFR."

If airways clearance is not available you can continue Outside Controlled Airspace (OCTA) either coastal along Victor One or return to your departure aerodrome.

Approaching Long Reef, you call Sydney Departures on 123.0.

"Sydney Departures, ZFR, Long Reef, 1,500 feet, request airways clearance."

The controller will respond as follows:

"ZFR, Sydney Departures, clearance: track via Manly to the Harbour Bridge, maintain 1,500 feet, QNH 1013, report approaching the Harbour Bridge."

You reply:

"Via Manly to the Harbour Bridge, 1,500 feet, QNH 1013, ZFR."

Approaching the Harbour Bridge, you will be instructed:

"ZFR, orbit east of the Harbour Bridge, remain east of the bridge and north of the southern shore at all times, maintain 1,500 feet, report on completion."

You reply:

"Orbit east of the bridge and north of the southern shore, 1,500 feet, ZFR."

When you have completed your orbits:

"ZFR, orbits at the bridge completed, request clearance to track to Sydney Heads, then descend into Victor One."

You will be instructed:

"Track to Sydney Heads. When established east of the coast, leave control area on descent into Victor One. Broadcast your intentions on 120.8 and report established in Victor One on this frequency."

You reply:

"Track to Sydney Heads, when east of the coast, leave control area on descent, report established on this frequency, ZFR."

When established in Victor One:

"ZFR, established in Victor One at 500 feet."

Departures will reply:

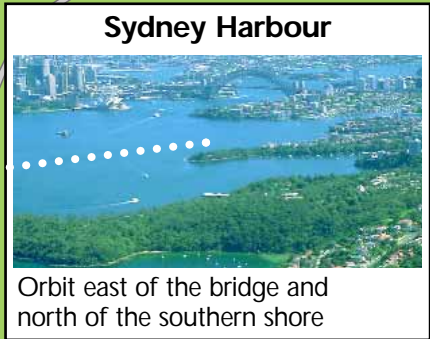
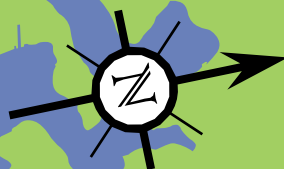
"ZFR, no further requirements on this frequency, radar service terminated, squawk code 1200, listen out on 120.8."

You reply:

"Squawk 1200, 120.8, ZFR."

From this point, you will track via Victor One, using the procedures outlined elsewhere in this guide.

**EMERGENCY CALLS
SYDNEY DEPARTURES 123.0**



Sydney Harbour Bridge

Circular Quay

Farm Cove



Rushcutters Bay

Double Bay

CELL SFC

Rose Bay

Middle Harbour

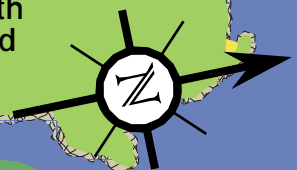


Watson's Bay

South Head

Manly

North Head



**CAUTION
Lookout for traffic**

**VICTOR ONE
FREQ 120.8**

FREQUENCIES

Bankstown Tower	132.8	123.6
Bankstown Ground	119.9	
ATIS (BK)	120.9	416
Bankstown MBZ	132.8	
Camden Tower	120.1	
Camden Ground	121.9	
ATIS (CN)	125.1	281
Camden MBZ	120.1	
AWIS	125.1	
Glider Chat freq	122.7	
MBZ Glider ops	120.1	
Hoxton Park CTAF	127.0	
Victor 1	120.8	

PHONE NUMBERS

Flightwatch	1800 814 931
Bankstown Tower	02 9738 3180
Bankstown ATIS	02 9738 3190
Camden Tower	02 4655 8346

Contact Tower only in emergencies

NAVIGATION AIDS

Bankstown NDB	416
Camden NDB	281
2RN	576

Check current version of guide on:

Web sites: www.flightsafety.org.au or
www.casa.gov.au

Phone: 131 757 Safety Promotion

Radio Failure

Squawk 7600

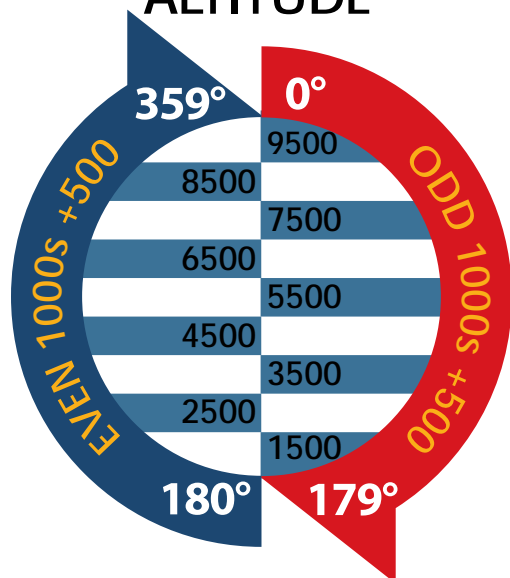
Stay in VMC. Broadcast Intentions.
Precede all radio calls with:
"Transmitting Blind".

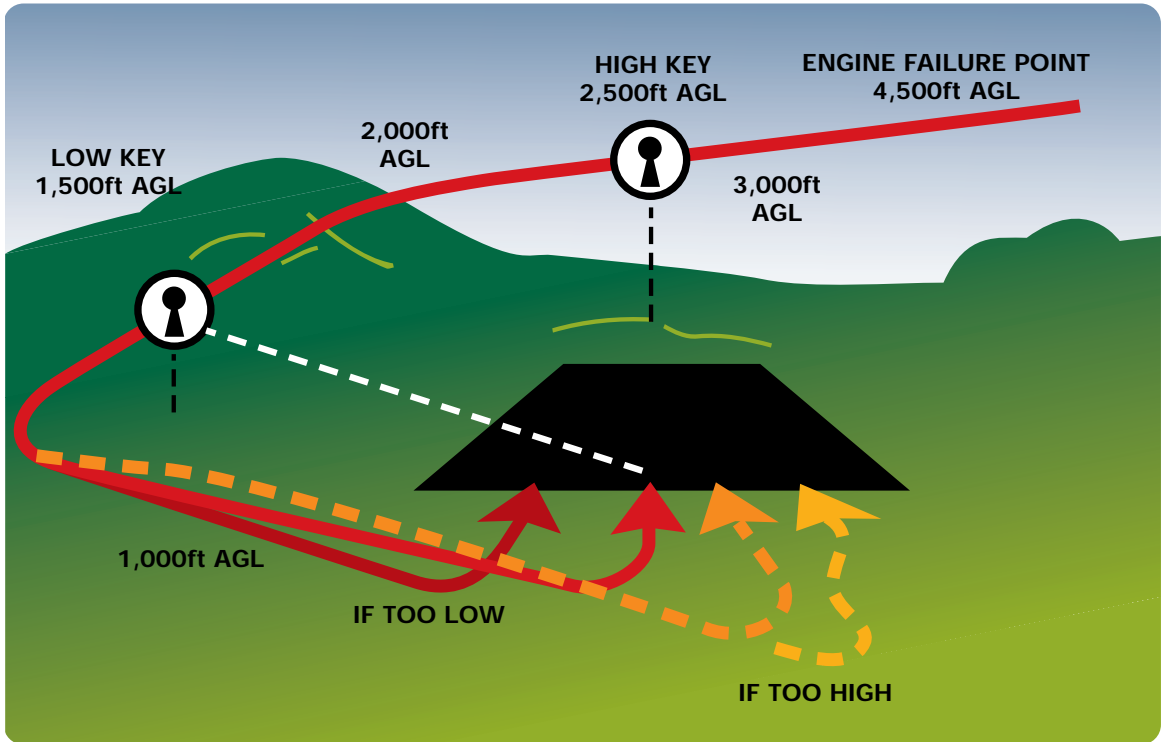
If possible land at a non-MBZ
aerodrome.

CTAF When joining the circuit stay
at least 500 ft above circuit height.
When you have selected the runway
descend on the deadside of the
circuit. Cross the upwind threshold at
circuit height. Fly normal circuit.

Bankstown (GAAP) Overfly the
aerodrome in sight of the Tower and
determine the runway direction in
use. Join crosswind and descend to
circuit height on downwind. Transmit
blind and listen out on the NDB
frequency for instructions and watch
for light signals from the Tower.

Mobile phones can be used in
emergencies.

CRUISING
ALTITUDE



INITIAL CHECK

Hold altitude	Aim for best glide speed
Mixture	Rich
Carburettor heat	Full hot
Fuel On	Pump On
Trim	Change tanks
	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 ZFR, Cessna,
 engine failure,
 3NM west of Picton 4,500 feet,
 attempting to land on road.”*

Any other useful information such as number of passengers, etc.

BRIEF YOUR PASSENGERS

FINAL ACTIONS

Fuel	Off
Mixture	Lean cut-off
Mags	Off
Harness	Tight
Door	As required
Master switch	Off
Caution	If flaps are electrically operated

LIGHT SIGNALS

ON GROUND

Authorised to **TAKE-OFF** if pilot is satisfied that no collision risk exists



IN FLIGHT

Authorised to **LAND** if pilot is satisfied that no collision risk exists



GIVE WAY to other aircraft

CONTINUE CIRCLING



STOP



LANDING AREA in use

TAXI CLEAR OF

DO NOT LAND Aerodrome unsafe




Return to starting point on aerodrome




SYMBOLS NEAR WIND DIRECTION INDICATOR

AERODROME UNSERVICABLE



GLIDING OPERATIONS IN PROGRESS



OPERATIONS ARE CONFINED TO HARD SURFACE AND TAXIWAYS ONLY

