



TIPS FOR FLYING AT BANKSTOWN

Bankstown Airport is a complex metropolitan Class D airport used by a diverse range of fixed and rotary wing pilots—ranging from students to commercial operations.

The aerodrome layout, with multiple runways, is essential for the type of operations at Bankstown. However, this design coupled with varying pilot experience levels can lead to a range of common errors made by pilots.

Here are some tips for pilots to reduce the chances of errors when operating at Bankstown.

OPERATIONS ON THE MOVEMENT AREA

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

Note the following points regarding operations on the Bankstown Movement Area:

- Start approval is required for circuit training.
- Taxi clearance is required prior to taxi anywhere on the manoeuvring area. For example, upon vacating the runway after landing, a taxi clearance is required to taxi to anywhere on the aerodrome. If you need to cross a runway, include this in your taxi request.
- It is recommended that you include your position on the aerodrome to assist ATC and other pilots or airside drivers to identify you, and guard against the probability of the instruction being directed at the wrong aircraft.

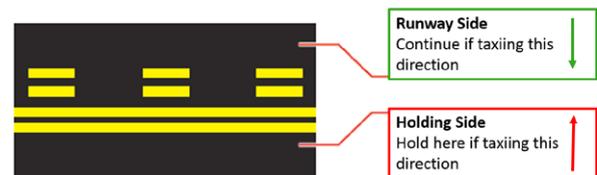
The basic premise of such communications is to notify 'who you are, where you are, and your request'.

- Aircraft can taxi on the Apron area without ATC clearance. Pilots should monitor Bankstown Ground (119.9 MHz).
- You must have a **specific** clearance from ATC to enter, cross, taxi along, line up on, backtrack on or take-off from **ANY** runway (even if that runway is not the runway in use).

HOLDING BETWEEN RUNWAYS

After landing, you must remain on Tower frequency until clear of **ALL** runways, then contact Bankstown Ground on 119.9MHz for taxi clearance.

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



COMMUNICATIONS AND READBACKS

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

Points to consider:

- Always read back:
 - the words "HOLDING POINT" and the holding point identifier
 - the runway designator
- To maintain situational awareness, always maintain a listening watch on the radio. This includes ensuring that you are on the correct frequency, your radio is working and that the volume is not turned down
- When making your 'Ready' calls, you need to include: the word 'READY'; your departure runway (when parallel runways are in use) and your circuit leg for departure or first tracking point. ("E.g ABC, READY RUNWAY 29 RIGHT VIA CROSSWIND.") For helicopters, it is recommended that you specify the HLS from which you are operating.
- Always make a 'downwind' call, as this provides ATC with the trigger to issue sequencing instructions.
- If you are unable to comply with any ATC instruction or clearance, inform ATC immediately.
- A vigilant listening watch and good situational awareness are critical to operating safely at Bankstown.

COMPLIANCE WITH ATC INSTRUCTIONS

ATC issues clearances and instructions to ensure the safe and efficient management of all traffic. Air traffic controllers also provide traffic information to aircraft when the information is warranted by the proximity of the aircraft. This will allow you to adjust your speed or track to avoid the traffic by a safe distance.

Points to consider:

- If ATC pass traffic information, you must sight the traffic so that you can comply with ATC instructions and maintain separation from it. If you lose sight of the traffic, you must inform ATC immediately

- When ATC instructs you to 'TURN LEFT/RIGHT', ATC expects you will commence the turn as soon as practicable (unless the instruction is preceded with 'WHEN READY')
- When ATC instructs you to descend, you must commence descent within one minute of receiving that instruction from ATC (unless the instruction specifies a later time or place). If you want to delay your descent to assist in avoiding traffic, or are unable to comply with a descent instruction or clearance, advise ATC immediately
- If ATC gives you an instruction to 'FOLLOW' another aircraft, it requires that you sight the preceding aircraft and regulate your speed and approach path to maintain separation from that aircraft. If you can't sight and identify the preceding aircraft, you must advise ATC immediately.

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

HELICOPTER OPERATIONS

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

- **CAUTION:** the helicopter circuit operates **WITHIN** the fixed wing circuit. Aircraft arriving/departing Runway 11/29 **MUST** be aware that helicopters could be operating in their vicinity.
 - Pilots of **fixed** wing aircraft arriving via downwind for Runway 29 Right must ensure they fly a standard circuit pattern. **Do not cut the corner** when turning from downwind to base as this could put the aircraft directly through the helicopter circuit.
 - **Note:** You must advise ATC of non-standard circuit operations such as glide and flapless circuits, normally with the downwind report. ATC may deny, or apply parameters to such operations.
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- Be aware of helicopters crossing midfield at 500ft in both directions:
 - This is significant for **ALL** aircraft on final for **ANY** of the parallel runways as the path of a go-around/missed approach may conflict with helicopters crossing midfield left or right

PARALLEL RUNWAYS

Up to three aircraft can be side by side on final and upwind for different runways at Bankstown at the same time.

Ensure that you do not drift from, or pass through your Upwind or Final leg as there could be another aircraft abeam you.

DEPARTURES AND ARRIVALS

Runway 29 departures. Depart on an extended leg of the circuit (ie: upwind/crosswind) at 1000ft.

Runway 29 arrivals. Enter the CTR on the assigned leg of the circuit (ie: crosswind/downwind) at 1500ft. Maintain 1500ft until a descent clearance is given (ie: visual approach)

- Note: A sequence instruction does **NOT** give authority to descend

Runway 11 departures. Depart on an extended leg of the circuit (ie: downwind/crosswind) at 1500ft.

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

Runway 11 arrivals. Enter the CTR on the assigned leg of the circuit (ie: final) at 1000ft.

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

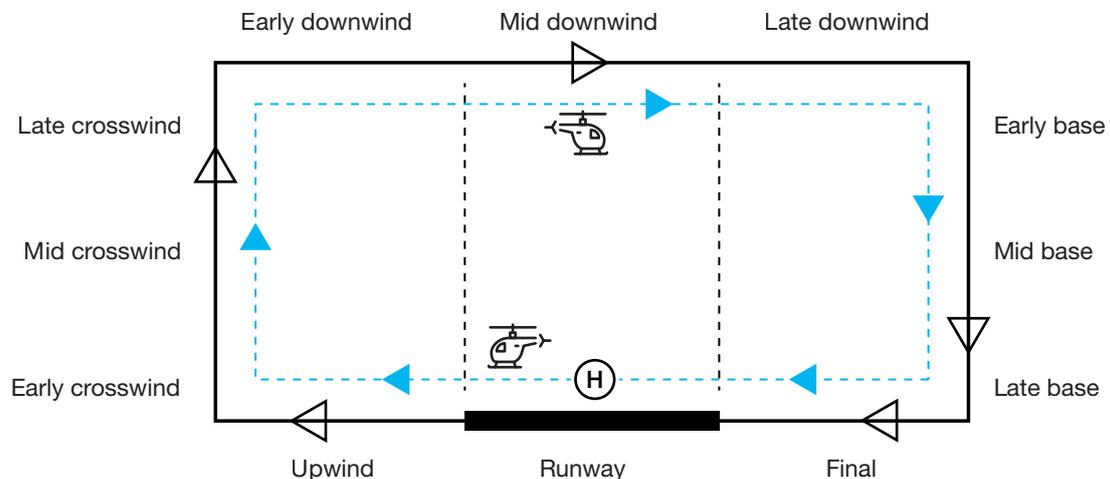
MORE INFORMATION

Airservices has a range of information to assist pilots on topics including runway safety, airspace infringements, operating in Class D airspace and working with ATC. These products are available at: www.airservicesaustralia.com/flight-briefing/pilot-and-airside-safety

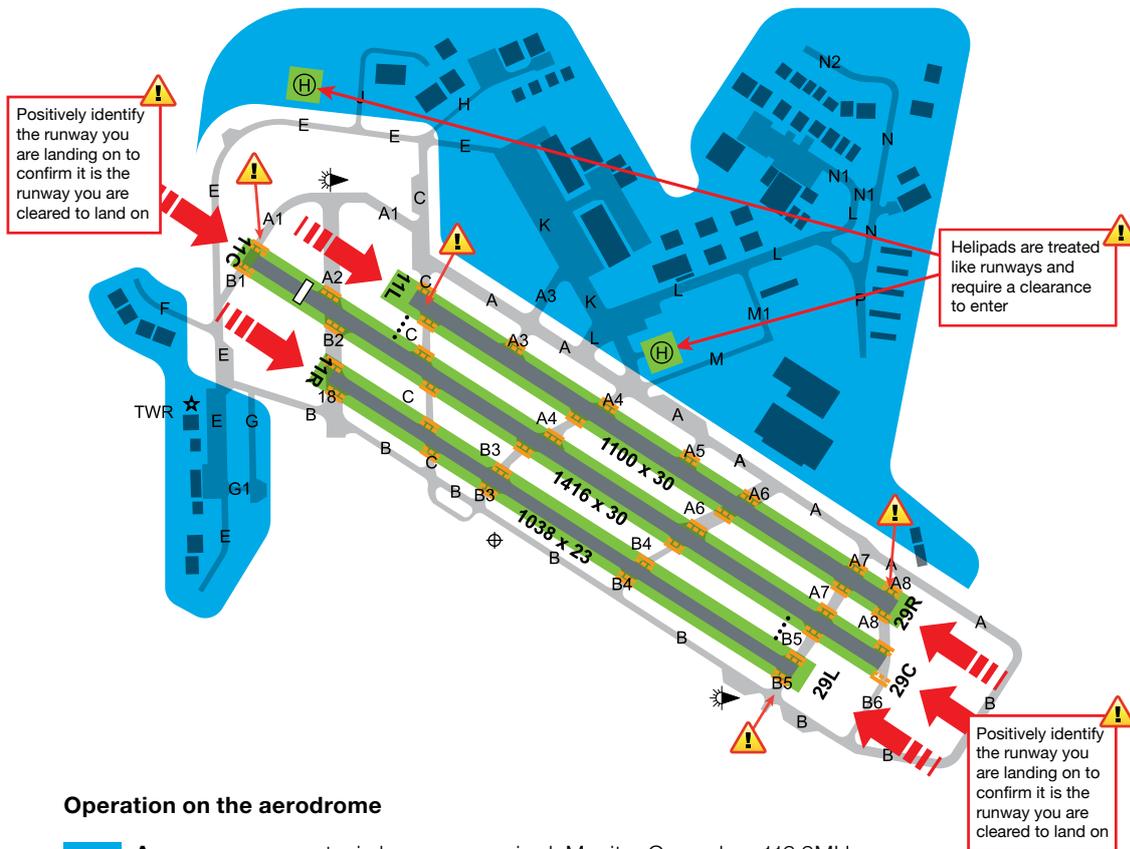
CASA's OnTrack program provides pilots with information on operating at Bankstown and other aerodromes. OnTrack is available at: ontrack.casa.gov.au

Information correct at time of printing. Refer to AIP, ERSA, DAP and NOTAM for current, authoritative information. For more information email: safety.promotions@airservicesaustralia.com

Diagram 1: Standard circuit diagram. Note that at Bankstown, the helicopter circuit is within the fixed wing circuit.



RUNWAY INCURSION HOTSPOTS



Operation on the aerodrome

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



Exercise caution at these hotspots and on all runways and helicopter landing sites (HLS):

- positively identify the runway you are landing on and ensure it is the one you have been cleared for
- after landing, remain on tower frequency until clear of all runways, then contact SMC on 119.9MHz for taxi clearance
- after landing on any runway, do not cross another runway until cleared to do so by the tower
- the Main and Western HLS require a clearance from ATC prior to entering
- all runways are active at all times and require a specific clearance from ATC to enter, cross, line up, taxi along, backtrack or take off
- if you are unsure of your taxi route or any ATC instruction, let ATC know immediately
- look out for Holding Points on taxiways and HLS – these will be set back from the sealed surface.

Data sourced from incident reports 1/5/10-29/02/16

Not for navigation. This information is current at the time of publication. Refer to DAP, ERSA and NOTAMs for latest Aerodrome Charts and operational information.

For more information on this or other Airservices safety publications, please email safety.promotions@airservicesaustralia.com