

FLYING TO BANKSTOWN AND BACK TO BATHURST

Errol Chopping, December, 2016

Suggestions.

- Have Sydney VTC and Sydney VNC Charts
- Get NOTAMS and Weather for YBTH, YSBK
- Have your eyes outside the cabin or have an extra pair of eyes – keep a lookout.

Flight Summary, from Bathurst into Bankstown.

To Prospect Reservoir for Bankstown

Where to	Direction and Distance	Altitudes	Frequencies	Comments
To Katoomba	107° 37 NM	5500ft	Select KADOM IFR Waypoint on GPS (there is no longer an NDB) Monitor Melbourne Centre: 135.25	LSALT is 5900 on this leg, but if visual 5500 is OK
To Prospect Reservoir	88° 32 NM	Keep descending, below the Sydney CTR: <ul style="list-style-type: none"> 4500 before the Nepean River 2500 by the M4/M7 interchange Arrive Prospect at 1500ft. 	At Katoomba Township... Change to Sydney Radar: 125.44 Make optional broadcast. Monitor Bankstown Tower: 132.8 Listen to Bankstown ATIS: 120.9 Note information letter. Note QNH Note runway in use: (29 right or 11 left)	Look for Prospect Reservoir (big water). Follow the M4. Note the YSBK ATIS letter. Note the runway in use Adjust to the YSBK QNH Lookout for AC which may exit Bankstown for Parramatta and the Lane. Other AC may hold for Bankstown over Prospect at 1500ft
At Prospect Reservoir	North East corner	Remain at 1500.	ON YSBK TWR = 132.8 Squawk 3000	
Talk to ATC		Call YSBK TWR = 132.8 <i>'Bankstown Tower, [callsign], a [aircraft type] is at Prospect at 1500, inbound, received [letter]'</i>	Bankstown tower will respond with either: For 29 right... <i>[callsign], remain at 1500ft, report downwind runway 29.</i> Or For 11 left... <i>[callsign], descend to 1000ft, report established on 3 mile final runway 11.</i>	You must acknowledge the instructions.

Inbound via runway 29 right

<p>IF USING RUNWAY 29 RIGHT</p>	<p>139° 7 NM</p>	<p>1500 ft do not descend</p> <p>Tune BK NDB=499 for directions and look for Bankstown airport. It is a relatively empty paddock compared to houses.</p> <p>If in doubt about location call the tower 132.8 and squawk 3000</p>	<p>YSBK Tower = 132.8</p> <p>When you arrive at start of downwind runway 29, say <i>'Bankstown Tower, [callsign], is Downwind runway 29 right'</i></p> <p>Bankstown tower will respond with instructions, typically: <i>[callsign] make visual approach runway 29. Number one (or two or three)</i></p> <p>This means you can descend to 1000 ft (circuit height)</p> <p>You must acknowledge.</p>	<p>Continue to circle, right hand circuit, Do not cross the runway. When on final for runway 29 right say... <i>'Bankstown Tower, [callsign], is on final for runway 29 right'</i></p> <p>Bankstown tower will respond with instructions, typically: <i>[callsign] cleared to land.</i></p> <p>You must acknowledge: <i>Cleared to Land [callsign]</i></p> <p>Land and exit the runway.</p>
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Inbound via runway 11 left

<p>IF USING RUNWAY 11 LEFT</p>	<p>139° 7 NM</p>	<p>1000 ft</p> <p>Tune BK NDB=499 for directions and look for Bankstown airport. It is a relatively empty paddock compared to houses.</p> <p>If in doubt about location call the tower 132.8 and squawk 3000</p>	<p>YSBK Tower: 132.8</p> <p>When you arrive at 3NM final for runway 11, say <i>'Bankstown Tower, [callsign], is 3 miles runway 11.'</i></p> <p>Bankstown tower will respond with instructions, typically: <i>[callsign] make visual approach runway 11. Number one (or two or three)</i></p> <p>You must acknowledge:</p>	<p>Continue to descend, straight in runway 11, when late final say...</p> <p><i>'Bankstown Tower, [callsign], is on final for runway 11'</i></p> <p>Bankstown tower will respond with instructions, typically: <i>[callsign] cleared to land.</i></p> <p>You must acknowledge: <i>Cleared to Land [callsign]</i></p> <p>Land and exit the runway</p>
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After landing at Bankstown

After landing	Completely exit the runway	Call YSBK SMC = 119.9	<i>'Bankstown ground, [callsign] now on taxiway Alpha request taxi to GA parking taxiway Mike.</i> Bankstown ground will respond with instructions, typically: <i>[callsign] cleared to taxi taxiway Mike.</i> You must acknowledge: <i>Cleared taxi taxiway mike [callsign]</i>	Taxi to the grass area off Mike. Park. Shutdown.
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Flight Summary, from Bankstown back to Bathurst.

Startup, Runups and Taxi

Where to	Direction and Distance	Altitudes	Frequencies	Comments
Startup. No clearance is required.	Go nowhere	On the ground	Listen to Bankstown ATIS on 120.9 Note information letter. Note QNH Note runway in use: (29 right or 11 left)	Consult the airport diagram. You will need to taxi to either: Holding point at Charlie 1 (if 11 is in use) Or Holding point at Alpha 8 (if 29 is in use) You can do runups when almost there.

Outbound via Runway 29 right

<p>IF USING RUNWAY 29 RIGHT</p>		<p>Call YSBK SMC=119.9</p> <p><i>'Bankstown Ground, [callsign], a [aircraft type] is at Taxiway Mike, with [letter], request taxi to Holding point Alpha 8'</i></p>	<p>Bankstown tower will respond:</p> <p><i>[callsign] tax to holding point Alpha 8, time [??]</i></p> <p>You must acknowledge holding point. Alpha 8</p>	<p>Taxi out onto the manoeuvring area, turn left, taxi down taxiway Alpha, pause in at the runup bays. Do runups.</p> <p>Continue to Alpha 8 (there are signs to this) and stop there.</p>
<p>At holding point Alpha 8</p>	<p>Stopped</p>	<p>Call YSBK TWR = 132.8</p> <p><i>Bankstown Tower, [callsign] is ready holding point Alpha 8 for an Upwind departure to Bathurst.</i></p>	<p>Bankstown tower will respond</p> <p><i>[callsign] Cleared for takeoff</i> or <i>[callsign] Line up and wait (and then later)</i> <i>[callsign] Cleared for takeoff</i></p> <p>You must acknowledge, and do what the tower says.</p>	<p>When you have clearance to take off, take off without any delay (there may be another aircraft coming in).</p> <p>Take off. Head straight out. Remain not above 1000ft. Avoid Prospect. When safe, turn onto 265° for Warragamba Dam.</p>

Outbound using runway 11 left

<p>IF USING RUNWAY 11 LEFT</p>		<p>Call YSBK SMC=119.9</p> <p><i>'Bankstown Ground, [callsign], a [aircraft type] is at Taxiway Mike, with [letter], request taxi to Holding point Charlie 1'</i></p>	<p>Bankstown tower will respond:</p> <p><i>[callsign] tax to holding point Charlie 1, time [??]</i></p> <p>You must acknowledge holding point Charlie 1.</p>	<p>Taxi out onto the manoeuvring area, turn right, taxi down taxiway Alpha, pause in at the runup bays on Charlie. Do runups.</p> <p>Continue to the holding point at Charlie 1 and stop there.</p>
<p>At holding point Charlie 1</p>	<p>Stopped</p>	<p>Call YSBK TWR = 132.8</p> <p><i>Bankstown Tower, [callsign] is ready holding point Charlie 1 for a Crosswind departure to Bathurst.</i></p>	<p>Bankstown tower will respond</p> <p><i>[callsign] Cleared for takeoff</i> or <i>[callsign] Line up and wait (later)</i> <i>[callsign] Cleared for takeoff</i></p> <p>You must acknowledge, and do what the tower says.</p>	<p>When you have clearance to take off, take off without any delay (there may be another aircraft coming in).</p> <p>Take off. After 500ft turn left. Remain below 1000ft. Avoid Prospect and 2RN. When safe, turn onto 265° for Warragamba Dam.</p>

Enroute Bathurst

To Warragamba Dam	265° 20 NM	Remain below CTR steps is Not about 2500 ft Not above 4500 ft	Sydney Radar = 124.55	Look out and around. Monitor Banktown tower = 132.8 for other traffic.
To Bathurst	289° 55 NM	At Warragamba climb to 6500 ft	Sydney Radar = 124.55 Abeam Katoomba change to Melbourne centre = 135.25	
At Bathurst			YBTH CTAF = 127.35 YBTH AWIS = 133.25 ML CEN = 135.25	Elevation = 2450 ft YBTH runways = 17/35 (right 35 HJ)