Australian Government
Civil Aviation Safety Authority



Stay OnTrack:

FLYING THE SYDNEY REGION

Information effective 9 July 2026

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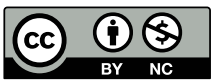

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This guide is an aid for VFR pilots to use when flying into, out of and around the Sydney region.
It is designed to help you in planning and conducting your flight.

The guide was developed with the assistance of operators in the Sydney region.

For comments and suggestions on improving this guide, contact CASA Safety Promotion at **safety.promotion@casa.gov.au**

Disclaimer: This information has been prepared for educational purposes only and was correct at the time of publishing.
Always check ERSA, NOTAMs and weather before you fly.

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Contents

Bankstown procedures overview

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

The lateral boundary of the Bankstown control zone is marked on the Sydney visual terminal chart (VTC) and later in this booklet. Within that boundary, the control zone encompasses the airspace from ground level to 1,500 ft AMSL.

Class D airspace (CTA) adjoins the CTR on the northern, western and south-eastern boundaries from 1,000 ft to 1,500 ft and 2,500 ft AMSL with an air traffic service provided by Bankstown Approach. Class C airspace adjoins the CTR on the southern and eastern boundaries and above 2,000 ft AMSL.

All VFR operations within the Class D CTA must submit a flight plan at least 30 minutes before your estimated time of departure. Filing a flight plan with air traffic services in advance will help to avoid any airborne delays or being denied a clearance.

Your aircraft must also be fitted with a serviceable transponder – either a Mode A/C or Mode S.

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

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

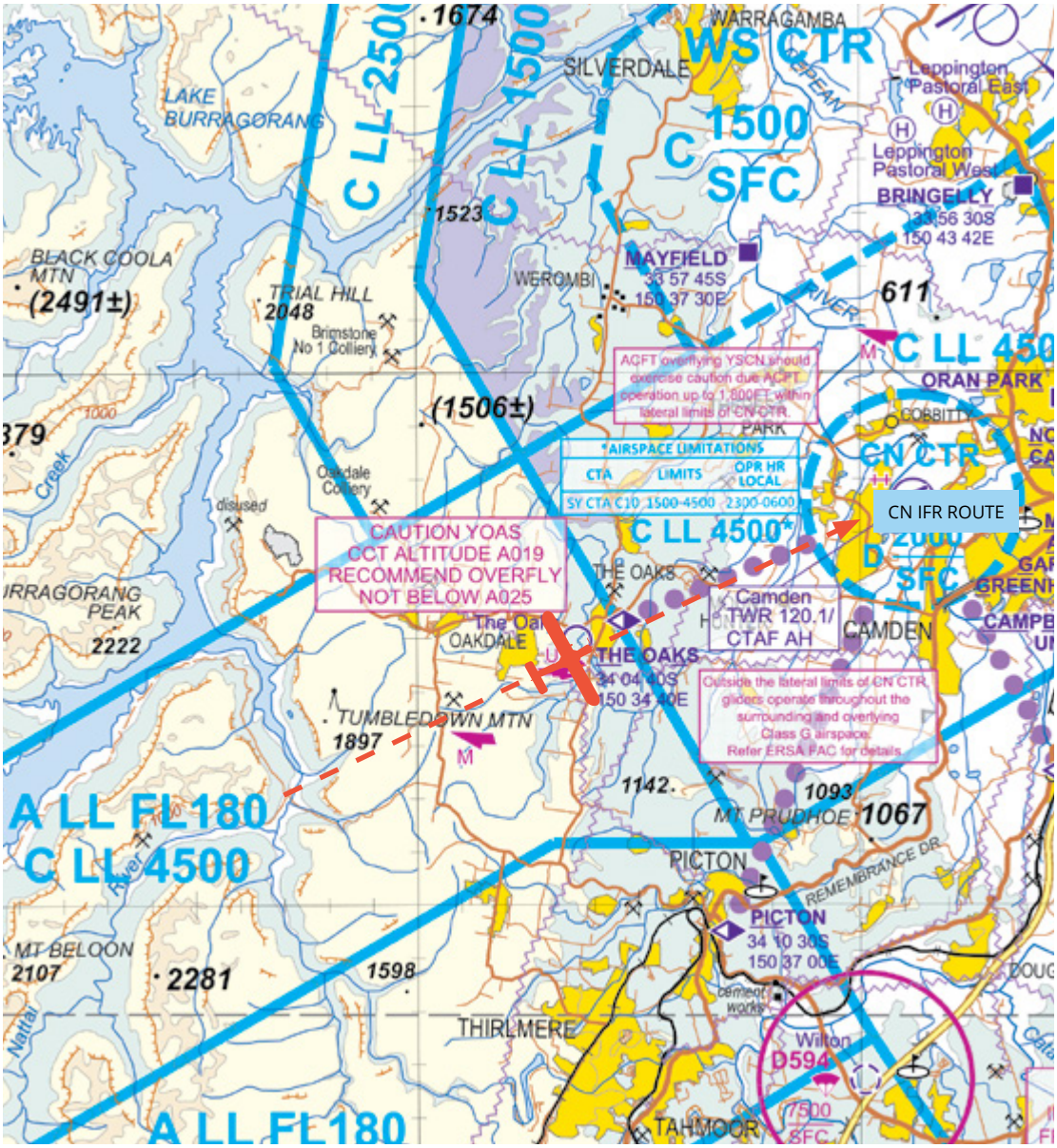
Bankstown has 3 parallel runways and, by day, simultaneous contra-circuits may be conducted using separate tower frequencies. Operations are regulated independently in each circuit, and approval from Bankstown Tower is required to enter the opposite circuit airspace. Where operations are confined to a single runway, Bankstown Tower will specify the circuit direction.

Camden procedures overview

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

The airspace surrounding Camden is designated as a Class D CTR with air traffic control service provided by Camden Tower. The control zone is deactivated at night when traffic density is low; the airspace surrounding the airport then reverts to Class G, and non-towered aerodrome procedures apply.

The lateral boundary of the Camden control zone is marked on the Sydney visual terminal chart (VTC) and later in this booklet. Within that boundary, the control zone encompasses the airspace from ground level to 2,000 ft AMSL.



Caution – IFR aircraft for Camden may be descending from Class C airspace via routes from the north-west and south-west, via the final approach track for CN.

The Oaks, Wedderburn, Wilton and Shellharbour procedures overview

The Oaks

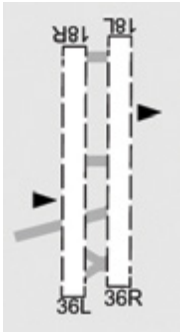
The Oaks aerodrome, located 7 nm to the south-west of Camden aerodrome on the western edge of The Oaks township, is a busy non-controlled aerodrome with 2 grass runways.

General aviation aircraft regularly use the airfield and adjoining areas for flight training and private flying.

The circuit altitude at The Oaks is 1,900 ft AMSL. When operating in the vicinity of the aerodrome, aircraft must not overfly below 3,000 ft AMSL.

See and avoid as well as correct radio use is of critical importance in this area.

It is the pilot-in-command's responsibility to check current charts, ERSA, NOTAMs and other operational documents such as AIC and AIP SUP before flying in this area.



Wedderburn

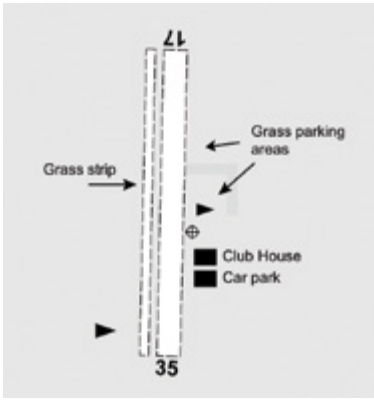
Wedderburn aerodrome, located 10 nm to the south-east of Camden aerodrome, is a busy non-controlled aerodrome.

Recreational and sport aircraft regularly use the airfield and adjoining areas for flight activities.

The circuit altitude at Wedderburn is 1,900 ft AMSL. When operating in the vicinity of Wedderburn aerodrome, aircraft must not overfly below 3,000 ft AMSL.

See and avoid as well as correct radio use is of critical importance in this area.

It is the pilot-in-command's responsibility to check current charts, ERSA, NOTAMs and other operational documents such as AIC and AIP SUP before flying in this area.



Wilton

Wilton aerodrome, located 11 nm to the south of Camden aerodrome, is a busy non-controlled aerodrome with grass/gravel runways.

Intense parachuting activities take place from flight levels during daylight hours, overhead the aerodrome and within the associated danger areas. Pilots should avoid the area.

See and avoid as well as correct radio use is of critical importance.

It is the pilot-in-command's responsibility to check current charts, ERSA, NOTAMs and other operational documents such as AIC and AIP SUP before flying in this area.

Shellharbour Airport

Shellharbour Airport is an aerodrome located 10 nm south-west of Wollongong's CBD and 3 nm west of the town of Shellharbour. It supports regular public transport flights, several fixed-wing and helicopter flying schools, parachuting activity, aircraft maintenance organisations, private aircraft and ultralights.

Four instrument approach procedures, used by training aircraft from other airports within the region, add to Shellharbour's traffic levels and operational complexity.

Intense parachuting activities take place from flight levels during daylight hours over the Wollongong CBD within the associated danger area.

Parachuting activities also take place from flight levels during daylight hours 5 nm east of Shellharbour Airport in the Bass Point area. Pilots should plan to avoid these areas during parachuting activities.

See and avoid as well as correct radio use is of critical importance in this area.

It is the pilot-in-command's responsibility to check current charts, ERSA, NOTAMs and other operational documents such as AIC and AIP SUP before flying in this area.

General military information

Conditional RA (Restricted Area) status

The status of restricted areas (RAs) appears in the DAH and ERSA and is presented in a table on the VTC/VNC. This status indicates which types of restricted airspace clearance can be obtained. NOTAMs are issued to list activation times and levels for military restricted airspace and MUST ALWAYS be consulted before flights through these areas, to avoid airspace infringements.

RA conditional status legend

RA1: Pilots may flight plan through the RA and, under normal circumstances, expect a clearance from ATC.

RA2: Pilots must not flight plan through the RA unless on a route specified in ERSA GEN FPR or by agreement with the Department of Defence. However, a clearance from ATC is not assured. Other tracking may be offered through the RA on a tactical basis.

RA3: Pilots must not flight plan through the RA and clearances will not be available.

Military airspace

Richmond

RAAF Richmond is a military aerodrome with airspace that extends over a large area in the north-western quadrant of the Sydney Basin. It comprises restricted areas R479 and R480 which activate between 0800 local and 2300 local Monday–Thursday and between 0800 local and 1830 local Friday–Sunday and public holidays, unless cancelled by NOTAM. The airspace can be activated by NOTAM at other times (Check RIX NOTAMs and YSRI ATIS for status). The restricted areas extend from the surface to 4,500 ft AMSL and are depicted on the Sydney VTC.

Restricted area R481 (COLO) may be activated for parachuting activity at Richmond via NOTAM. This airspace sits over R479 and R480 but is not the same dimensions. It is activated to a specified NOTAM height. Unless the airspace has been deactivated by NOTAM between 0800 local and 2300 local (or activated by NOTAMs outside these times), you will require a clearance to enter this airspace. To minimise delays, you should submit a flight plan before departing.

Approaching R479 and R480 boundary, you should recheck the status of Richmond restricted airspace by listening to the ATIS on VHF 126.3 and, depending on your desired transiting altitude, contact RIC Tower on 135.5 (1,500 ft AMSL and below) or Sydney Terminal on 135.1 (above 1,500 ft AMSL). You will be assigned a discrete transponder code and, if traffic and ATC workload permit, a clearance to transit will normally be issued. Richmond Approach normally provides this service for aircraft within Richmond restricted areas above 1,500 ft AMSL on frequency 135.9. If military operations preclude your transit, you should be prepared to divert around the airspace to avoid it entirely. Ensure that you are carrying a current Sydney VTC as ATC may require tracking via towns or geographical features displayed on the chart.

A VFR route at 1,500 ft AMSL has been established for GA aircraft to transit R479 and R480 when ATC is active. Flying the Richmond VFR route requires a clearance from RIC Tower and may be flown northbound or southbound. The northern entry/exit point of the GA route is Wisemans Ferry (WSFR); the southern entry/exit point is Penrith Lakes. Refer to ERSA for detailed procedures for flying this route.

If you are unsure of your position in relation to the boundary of R479 and R480, contact RIC Tower for guidance. This will help you to avoid an airspace infringement. When R479 and R480 are deactivated, the airspace reverts to the underlying civil controlled airspace, with clearance required from the appropriate civil controller. You may transit the uncontrolled/Class G portion of the airspace after broadcasting your intentions on the Richmond CTAF, 135.5.

During transit of Richmond airspace when it is deactivated, maintain a listening watch on the CTAF 135.5, in case the airspace is recalled at short notice. Check NOTAMs (YSRI and RIX) and YSRI ATIS for the latest information.

Williamtown

Williamtown is a military aerodrome with controlled airspace extending out to 25 nm, with numerous restricted areas associated with its operations. It has a dynamic mix of civilian and military aircraft operating within this relatively small radius. The airspace is activated via NOTAM, however, it is generally active from 0600 local to 2200 local Monday–Friday, and 0600 local to 1800 local during Saturday, Sunday and public holidays. You can also listen to Willy ATIS on 134.45 or contact Brisbane Centre on 125.70 to check the status of Williamtown airspace.

Williamtown aerodrome is not available for general use. However, its airspace has been designed to safely allow GA aircraft to transit the airspace after being cleared by Willy ATC.

When planning through the airspace, it is important to remember that the dynamic nature of military flying means priorities may change without warning. The successful and safe management of the airspace relies heavily on civilian aircraft strictly following correct procedures when in and around Willy airspace. (See ERSA for information on all procedures. Civil operations are permitted only in accordance with CASR 91.410.)

General aviation routes through Williamtown airspace

Three GA routes have been established for VFR aircraft wishing to transit the Williamtown airspace, even when the military control zone and associated restricted areas are active. These are the Nobbys Head coastal route, the overhead route and the inland lane.

You must read all relevant NOTAMs prior to flight. It is highly recommended that you submit a flight plan to avoid any potential delays with receiving your clearance.

NOTAMs

You must check all relevant NOTAMs before your flight as well as WLM, check WMX, WWX and WEX.

One NOTAM to look out for is R585B-C-D, SFC–10,000 ft, out to the north-west. It is not always active, but when it is, operations can include low-level fast military jets. R585B-C-D is category RA2 airspace, so you need to plan to fly around it, not expect a clearance. The RA2 category applies to all the remaining airspace outside the 25 nm radius.

Remember, always check current charts and NOTAMs and read procedures in ERSA before your flight.

Nowra

NOWRA restricted airspace R421A-B is activated by NOTAM code NWX. It encompasses a dynamic mix of military helicopter and jet activity operating within a relatively small portion of airspace from 0800 local to 2300 local Monday–Friday. To ensure you are fully briefed before you go flying, check NOTAMs for the status of the airspace relevant to your intended route. You can also listen to the Nowra ATIS on 125.65 or contact Melbourne Centre on 121.2 to check the status of R421.

R421A-B is a military restricted area. All aircraft must be in receipt of an airways clearance for entry or transit, by contacting Nowra Delivery on 128.35 prior to entering R421A-B. A VFR route has been established for general aviation transits, not above 2,000 ft as detailed in ERSA. To minimise delays, you should submit a flight plan before departing.

For southbound transits from Kiama, it is advisable you request an airways clearance approaching Bombo Beach (immediately north of Kiama). This will ensure you have ample time to receive your clearance and be radar identified before you reach the Kiama lighthouse. Similarly, if you are flying northbound from Ulladulla, you should request a clearance before reaching Ulladulla. If you have not received an airways clearance, you are required to remain within Class G airspace.

Coastal transit may be available subject to ATC approval. If you are flying coastal in this area, you also need to check the status of M440A, M440B and M441 as these military operating areas (MOAs) are not included within code NWX. Their status is found within code TSX. If activated, aircraft can expect alternate tracking to remain clear of the RA. It is not unusual for one or more of these MOAs to be activated when R421A-B is deactivated.

Nowra Approach may deny an airways clearance due traffic. Therefore, an alternate route or diversion should be briefed prior to departure. If you have any doubts regarding Nowra procedures, you are encouraged to contact Nowra ATC on 02 4424 1820 and seek advice.

Holsworthy training area (HTA)

The Holsworthy Training Area (HTA) is used year-round (January–December) by Sydney-based military units for live and non-live training.

The airspace surrounding Holsworthy lies beneath some of Australia's busiest controlled airspace associated with Bankstown and Sydney (Kingsford Smith) airports and is therefore tightly managed. Restricted area R555 overlies the military training area and supports frequent military operations involving both manned and unmanned aircraft. Defence's training area manager manages military activity below 3,000 ft AMSL, while Airservices Australia controls airspace above this level via Sydney Centre. Range control maintains direct coordination with Sydney Tower as required.

HTA provides guaranteed airspace access for Defence non-aviation activities up to 2,500 ft AMSL and for Defence aviation activities up to 2,000 ft AMSL.

Restricted area R555 – structure and use

Restricted area R555 is divided into several sub-areas:

Northern HTA (R555A and R555B)

- R555A supports small-arms firing and is active continuously (H24) from SFC to 2,500 ft AMSL.
- R555B lies above R555A and is activated by NOTAM. It is accessed by Defence only in exceptional circumstances in accordance with local arrangements with Airservices Australia.

Southern HTA (R555C and R555D)

- R555C is active daily from 0700 to 2100 local and is primarily used for aviation training, field firing and dry activities involving simulators and pyrotechnics.
- R555D lies above R555C to 5,000 ft AMSL and is activated by NOTAM on an activity-by-activity basis through Sydney (Kingsford Smith) ATC to support demolition or field-firing activities.

When R555D is active, Defence uses short, intermittent access windows, normally up to 15 minutes per hour, aligned to specific demolition or live-firing serials. In the event of a misfire or contingency, Defence coordinates any extended period directly with Sydney ATC and provides updated timing information. General aviation aircraft operating near Holsworthy during these periods should expect ATC-issued vectors, altitude restrictions, brief holding or minor reroutes.

Other restricted areas

An aviation-specific zone, R555F, extends from the eastern boundary of R555A-B to Heathcote Road. This airspace is active daily from 0800 to 2359 local to 2,000 ft AMSL and is reserved for 6 Aviation Regiment flying training.

Restricted area R521 (Lucas Heights) overlaps parts of R555. Aircraft operating within the overlap area require approval from the R521 controlling authority, ANSTO.

NOTAMs are issued for activities in R555B and R555D, and for R555C outside normal operating hours. Range control is the controlling authority for R555. Aircraft operating near HTA may contact range control (callsign '90 Bravo') on 136.5 MHz VHF for situational awareness of current activity.

Singleton training area (STA)

The Singleton training area (STA) supports year-round (January–December) live and non-live training for the School of Infantry, other Defence units, school cadets, NSW Police and emergency service organisations. The training area contains numerous permanent live-firing, basic, and demolition ranges, as well as manoeuvre shooting areas that may be established anywhere within the STA depending on training requirements. Activities may involve light, medium, and heavy weapons, artillery, unmanned aircraft systems and air-delivered munitions from both fixed- and rotary-wing aircraft.

The STA extends approximately 15 km north–south and 11 km east–west and includes drop zones, helicopter landing points and airfields capable of supporting rotary-wing aircraft and fixed-wing aircraft up to C-130 size. The area is surrounded by wineries, resort areas and open-cut mines; to minimise disturbance, pilots are requested to avoid overflight below 2,000 ft AGL.

Due to the high tempo of live-firing activity, restricted area R564A is active continuously (H24) from the surface to 4,000 ft AMSL. Airspace above this level is designated R564B and is activated by NOTAM when required to support live-firing and non-aviation activities.

Defence activation of R564B normally does not exceed FL130, with maximum danger heights of 10,000 ft AMSL for live-firing activities and 12,000 ft AMSL for air activities. Activation above FL130 is typically limited to 2 hours per period, with successive activations separated by a minimum of 60 minutes.

Aircraft are not permitted to enter R564A or R564B without prior approval from range control. Inbound aircraft are to establish communications with range control (callsign 'range control') on 132.9 MHz VHF, prior to entering the restricted airspace.

Airspace infringement: Hotspots – north

1. Airspace infringement hotspot – Northbound VFR Route

Once past Broughton Island, northbound, remain coastal over water and DO NOT start climbing above 2,000 ft until you have reached Sugarloaf Point. Caution: restricted area R580 has a lower limit of 4,500 ft.

2. Airspace infringement hotspot – Maitland Aerodrome

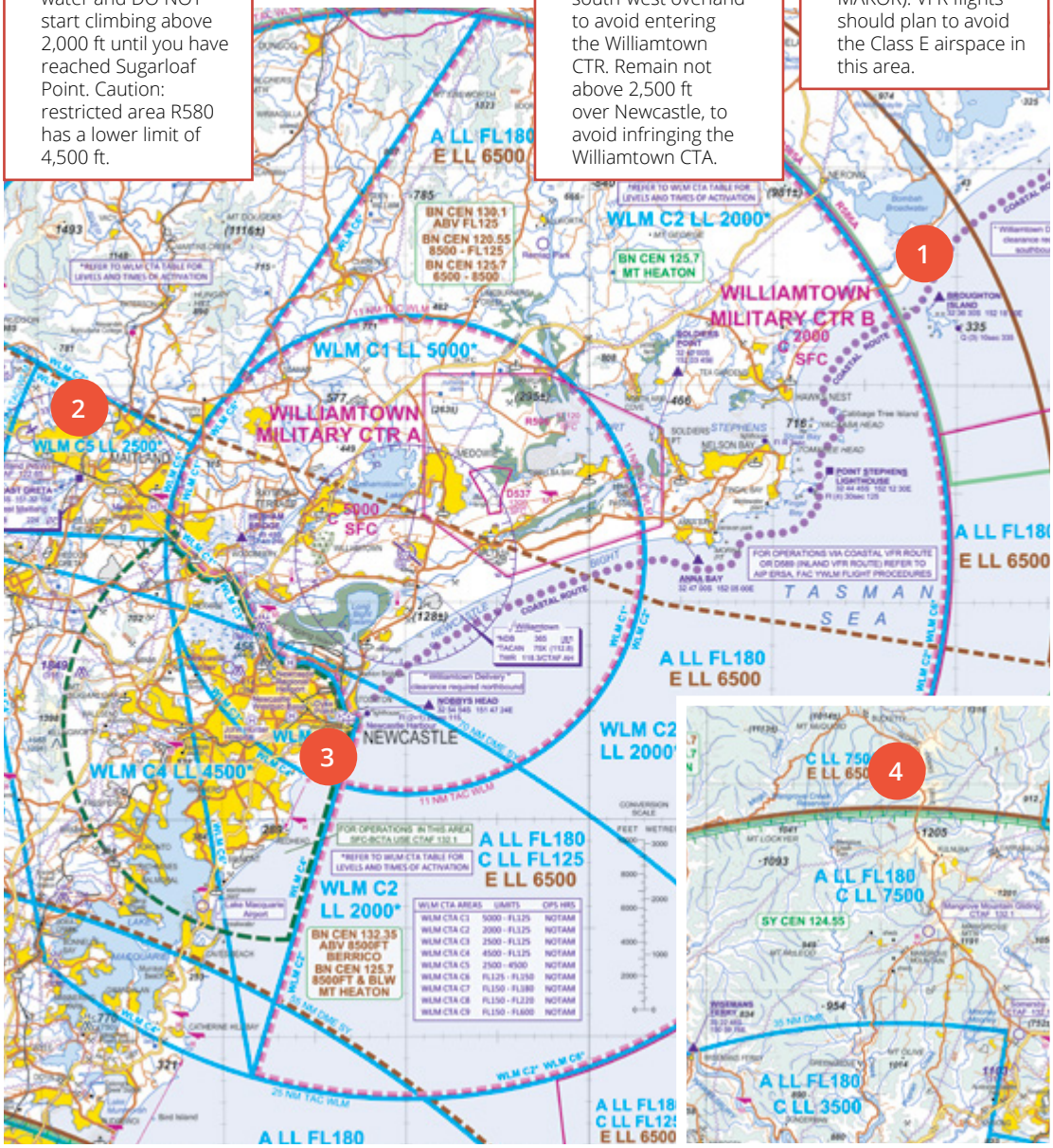
Williamtown Class C airspace 2,500 ft LL overhead Maitland aerodrome.

3. Airspace infringement hotspot – Nobbys Head

DO NOT hold over Nobbys Head while awaiting clearance. Remain to the south-west overland to avoid entering the Williamtown CTR. Remain not above 2,500 ft over Newcastle, to avoid infringing the Williamtown CTA.

4. Airspace hotspot – IFR aircraft

Caution IFR aircraft inbound and holding in Class E airspace between 40 nm to 90 nm north of Sydney (including IFR waypoint MAKOR). VFR flights should plan to avoid the Class E airspace in this area.



Airspace hotspots: central

1. Airspace hotspot – Brooklyn Bridge

Class D CTA extends over the Brooklyn Bridge/Mooney Mooney area from 1,000 ft to 2,500 ft AMSL. The area under the 1,000 ft step is not practicably navigable OCTA. Pilots should avoid this area unless planning to track via a Bankstown arrival/ departure procedure.

2. Airspace hotspot – Blue Mountains and Penrith

Caution when tracking eastbound from Katoomba to the Penrith area. The overlying Class C airspace lowers from 5,500 ft at Katoomba, to 2,500 ft AMSL in the Penrith area.

The inbound and outbound VFR waypoints for Bankstown and Richmond are also in close proximity to the Richmond and Sydney Nancy Bird Walton CTRs, and Class D CTA from 1,000 ft to 2,500 ft AMSL. Pilots should avoid this area unless planning to track via the Richmond or Bankstown arrival procedures.

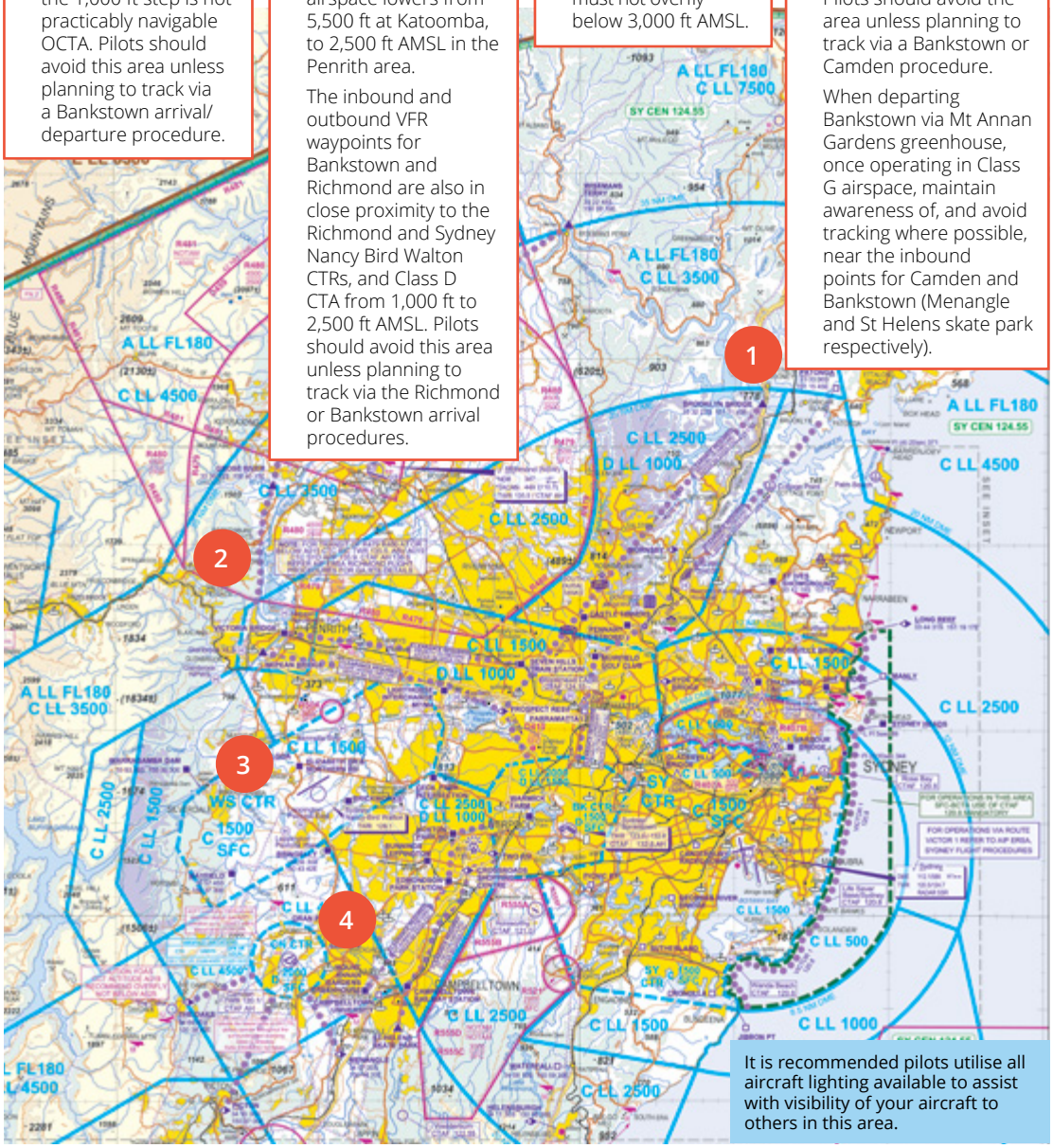
3. Airspace hotspot – The Oaks

The circuit altitude at The Oaks is 1,900 ft AMSL. When operating in the vicinity of The Oaks aerodrome, aircraft must not overfly below 3,000 ft AMSL.

4. Airspace hotspot – Menangle and Campbelltown

Caution inbound and outbound VFR waypoints for Bankstown and inbound waypoint for Camden. Pilots should avoid the area unless planning to track via a Bankstown or Camden procedure.

When departing Bankstown via Mt Annan Gardens greenhouse, once operating in Class G airspace, maintain awareness of, and avoid tracking where possible, near the inbound points for Camden and Bankstown (Menangle and St Helens skate park respectively).



It is recommended pilots utilise all aircraft lighting available to assist with visibility of your aircraft to others in this area.

Airspace hotspots: central (continued)

5. Airspace hotspot – Wedderburn

The circuit altitude at Wedderburn is 1,900 ft AMSL. When operating in the vicinity of Wedderburn aerodrome, aircraft must not overfly below 3,000 ft AMSL.

6. Airspace infringement hotspot – R555C – Holsworthy and Class C airspace above

Holsworthy is an army firing range, R555C (SFC–3,000 ft) and active daily from 0700–2100 local.

The lower limit of Class C airspace is 2,500 ft with a small section of 4,500 ft in the south. Remain well clear of the boundaries of R555, especially when tracking around the southern end.

7. Airspace infringement hotspot – BK departure

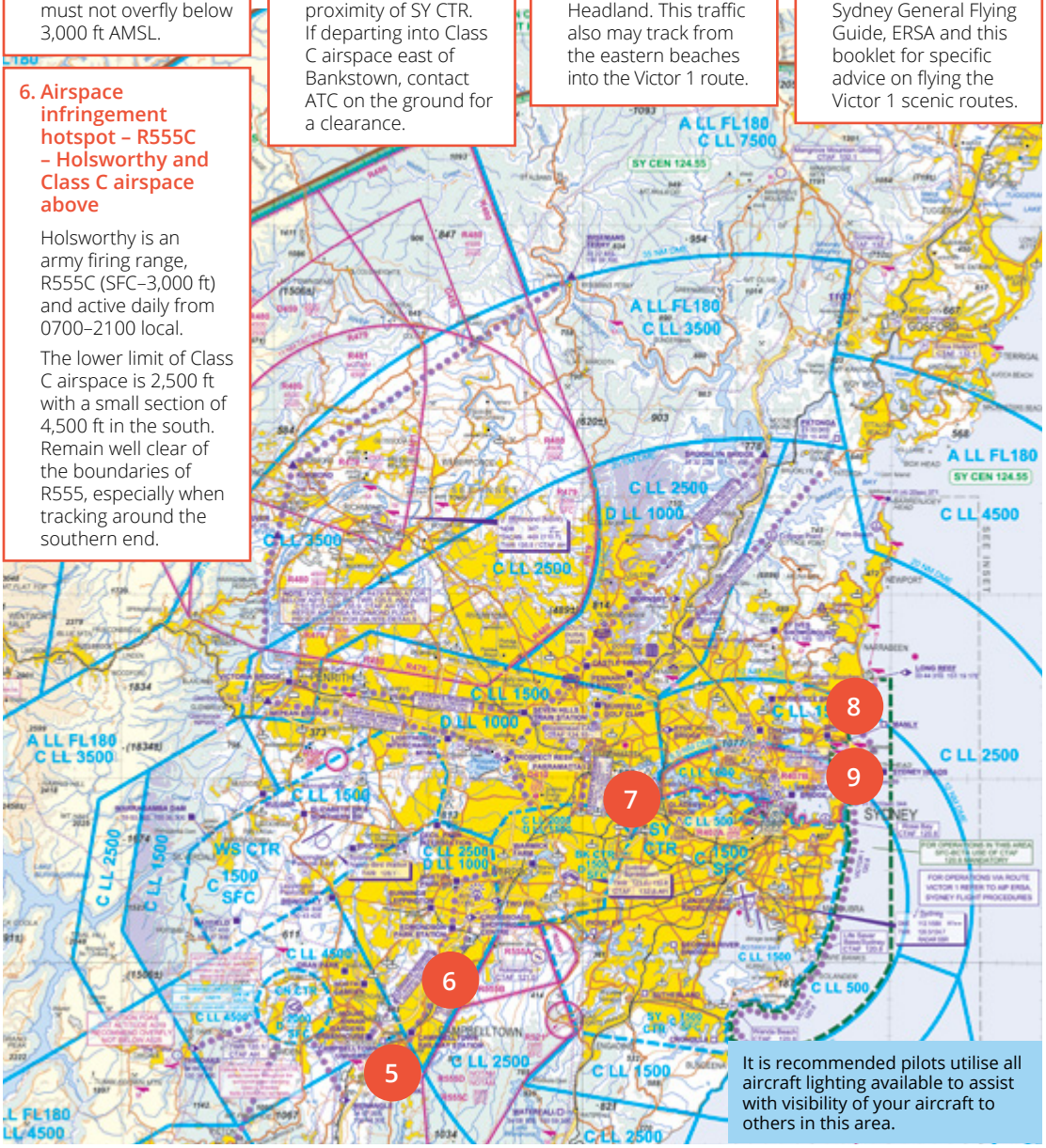
Take care when departing off Bankstown Runway 11 due to the close proximity of SY CTR. If departing into Class C airspace east of Bankstown, contact ATC on the ground for a clearance.

8. Airspace hotspot – caution coastal helicopter traffic

BONDI 3 helicopter traffic operate overhead the eastern beaches between Ben Buckler and Long Bay Headland. This traffic also may track from the eastern beaches into the Victor 1 route.

9. Airspace infringement hotspot – Victor 1

Do not coastal fly the Sydney beaches between Ben Buckler and Long Bay Headland. Refer to the Sydney General Flying Guide, ERSA and this booklet for specific advice on flying the Victor 1 scenic routes.



It is recommended pilots utilise all aircraft lighting available to assist with visibility of your aircraft to others in this area.

Airspace infringement: Hotspots – south

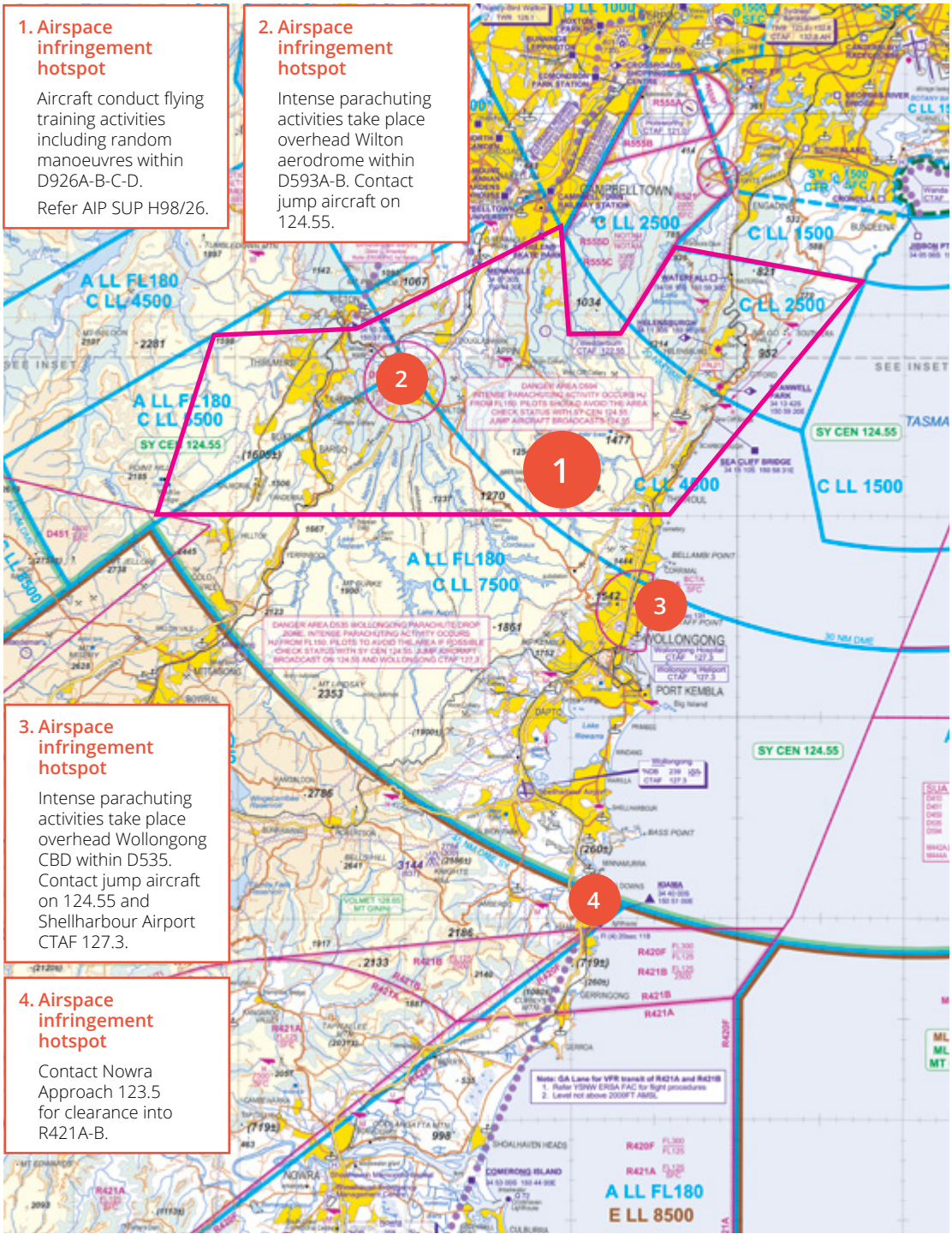
1. Airspace infringement hotspot

Aircraft conduct flying training activities including random manoeuvres within D926A-B-C-D.

Refer AIP SUP H98/26.

2. Airspace infringement hotspot

Intense parachuting activities take place overhead Wilton aerodrome within D593A-B. Contact jump aircraft on 124.55.



3. Airspace infringement hotspot

Intense parachuting activities take place overhead Wollongong CBD within D535. Contact jump aircraft on 124.55 and Shellharbour Airport CTAF 127.3.

4. Airspace infringement hotspot

Contact Nowra Approach 123.5 for clearance into R421A-B.

Bankstown ground operations

Departures

A ‘start clearance’ is required from Bankstown ground (SMC) prior to engine start on 119.9. If you are intending to depart Bankstown via Class C or Class D CTA, you must request an airways clearance from SMC prior to taxi. VFR aircraft are issued a coded VFR clearance for departures.

A ‘taxi clearance’ is required from SMC to taxi your aircraft on a taxiway outside the apron area. The boundary between apron taxiways and manoeuvring area taxiways is marked by either intermediate holding position markings or by manoeuvring area guidance signs. A taxi clearance is also required when you enter a taxiway when vacating a runway after landing.

A ‘runway clearance’ is required from Bankstown Tower (BK TWR) before you enter a runway (cross the holding position markings). It may be in the form of a clearance to enter, cross or backtrack on a runway, or to take-off or land.

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

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

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

Aircraft must report 'ready' to BK TWR with intentions (i.e. ready at RWY 29R for a Hornsby Outbound).

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

Arrivals

You must plan your arrival route into Bankstown carefully. Bankstown aerodrome is accessed via coded VFR clearances to transit Class D airspace, prior to clearance to enter the Bankstown CTR.

Inbound aircraft to Bankstown should contact Sydney Centre on 124.55 for an SSR code allocation. Once allocated a code, track via the relevant inbound reporting point and contact Bankstown approach (BK APP) on 125.8 for clearance, prior to entering controlled airspace.

If your aircraft is fitted with only one VHF radio, you will need to consider appropriate frequency management where multiple frequencies may be required prior to entering BK CTA D (such as SY Centre, BK ATIS, relevant CTAF if in the vicinity of a non-controlled aerodrome and BK APP).

Refer to ERSA for specific information on Bankstown arrival and departure procedures.

Bankstown helicopter operations

Helicopter operations within Bankstown CTR follow specific procedures published in YSBK FAC. Operations are conducted at 700 ft on Bankstown QNH unless otherwise approved by ATC during specified hours of operations. At all other times, fixed-wing procedures apply.

The helicopter circuit at Bankstown is based on the HLS of the northern side of the runway 11/29 complex (main pad). The circuit is flown in the direction of the active runway and within the fixed-wing circuit.

Note that 3 helicopter checkpoints have been created to separate helicopters from other traffic and allow helicopters to arrive and depart beneath the fixed-wing circuit. BK TWR will advise you of the route to be flown and the checkpoint to be used. Arrivals and departures are conducted via the main pad or a runway.

Helicopters arriving and departing Bankstown via Class D CTA must adhere to the arrival and departure procedures detailed in ERSA and this booklet.

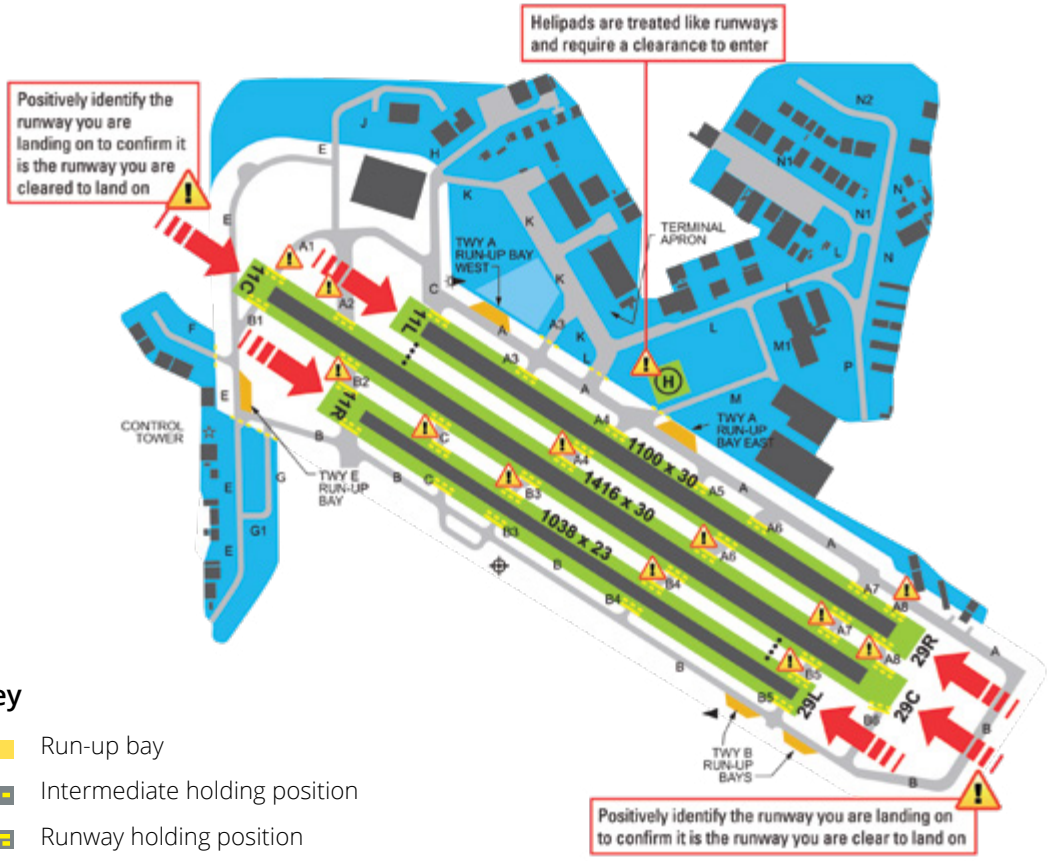
Additional procedures apply for helicopters wishing to transit for R407B, refer ERSA FAC.

The helicopter checkpoints are:

» Choppers North (CNTH), located at the northern end of Regents Park Railway Station, about 300 m north of the water pipeline.

» Choppers West (CWST), overhead Michels Patisserie located 1.2 nm west of Choppers North and just north of the water pipeline.

» Choppers South (CSTH), overhead the sewage treatment works at the confluence of Williams and Harris Creeks, about 2.1 nm south of airport.



Key

- Run-up bay
- Intermediate holding position
- Runway holding position
- Runway incursion hotspot

Operations on the aerodrome

Apron area – no taxi clearance required. Monitor Ground on 119.9 MHz.

Taxiway – taxi clearance from Ground required before entering this area.

Runway – specific clearance required from ATC before entering this area.

Definitions

Apron area	A defined area intended to accommodate aircraft for purposes of loading or unloading passengers, mail, cargo, fueling, parking or maintenance.
Taxiway	A defined path established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another.
Runway	A defined rectangular area on a land aerodrome prepared for the landing and takeoff of aircraft.

Camden ground operations

A ‘taxi clearance’ is required from Camden Ground (SMC) to taxi your aircraft on a taxiway outside the apron area. The boundary between apron taxiways and manoeuvring area taxiways is marked by either intermediate holding position markings or by manoeuvring area guidance signs. A taxi clearance is also required when you enter a taxiway when vacating a runway after landing.

Local traffic regulations require a specific start clearance from SMC for circuit training.

A ‘runway clearance’ is required from Camden Tower (CN TWR) before you enter a runway (cross the holding position markings). It may be in the form of a clearance to enter, cross or backtrack on a runway, or to take-off or land.

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

To manage the manoeuvring area effectively, SMC only needs to know about aircraft vacating a runway directly onto the manoeuvring area or aircraft approaching the manoeuvring area for departure or for repositioning on the aerodrome. Aircraft may move on the apron area at their own discretion.

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

After landing, you should remain on the tower frequency (120.1) until you have vacated all active runways, then contact SMC on 121.9 for taxi clearance. This clearance may include a detailed taxi route or could be given simply as a ‘taxi for parking’ instruction.

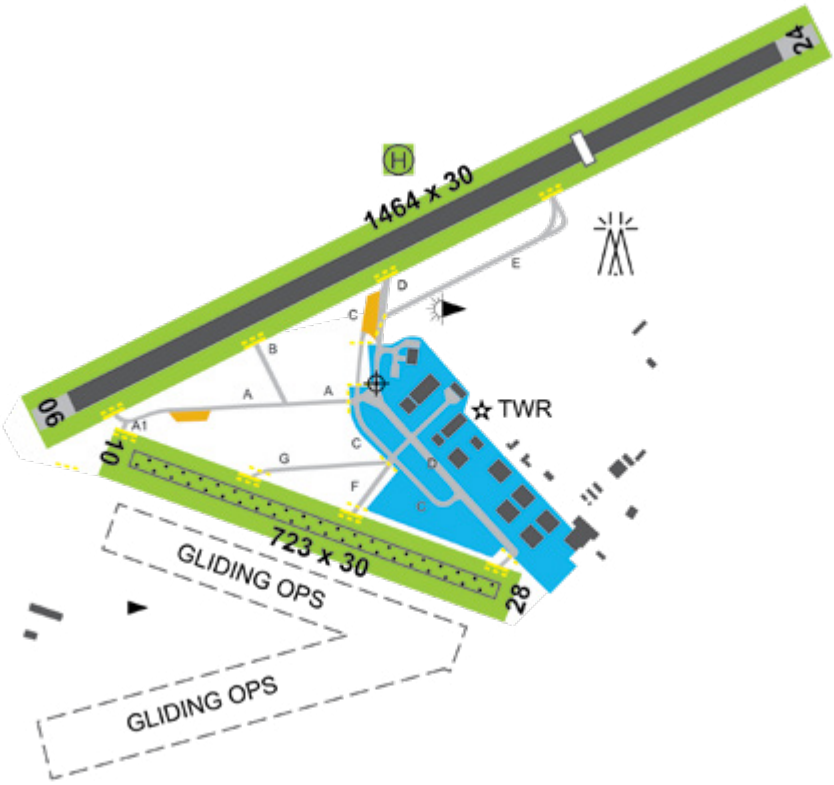
Camden helicopter operations

Helicopter operations at Camden follow Class D procedures. The helicopter circuit at Camden is flown at 1,000 ft on Camden QNH during daylight hours and is inside and below the fixed-wing circuit which is 1,300 ft. The main helipad is located on the grass, just north-west of the centre of Camden's sealed RWY 06/24.

Helicopters fly parallel to the runway when approaching and departing the pad. Helicopter pilots must exercise caution when required to descend or climb through the fixed-wing circuit.

The approach points at Camden are designed to offer pilots of fixed-wing aircraft and helicopters (as well as ATC) an orderly way of approaching the aerodrome, so they should be used whenever possible. Approach points for Camden are located at The Oaks, Picton and Menangle.

Departure procedures are the same as fixed wing. Once cleared for take-off, helicopters may depart from the helipad or runway as directed by ATC, turn right or left depending on which runway is in use and climb on the required leg of the circuit. Remain at 1,300 ft until clear of the Camden CTR.



Key

- Run-up bay
- Intermediate holding position
- Runway holding position
- Runway incursion hotspot

Operations on the aerodrome

Apron area – no taxi clearance required. Monitor Ground on 121.9 MHz.

Taxiway – taxi clearance from Ground required before entering this area.

Runway – specific clearance required from ATC before entering this area.

Definitions

Apron area	A defined area intended to accommodate aircraft for purposes of loading or unloading passengers, mail, cargo, fueling, parking or maintenance.
Taxiway	A defined path established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another.
Runway	A defined rectangular area on a land aerodrome prepared for the landing and takeoff of aircraft.

Ground operations

Key areas when planning for navigating around an aerodrome are:

- study the layout, paying particular attention to complex intersections and RWY incursion hotspots in ERSA
- anticipate your taxi route to and from the RWY in use based on information from the ATIS, NOTAMs, ERSA, recent experience and the aerodrome chart
- have the aerodrome chart or diagram readily available to use during the planning phase and while taxiing
- check the route on which you are taxiing against the chart or ERSA and again, pay special attention to complex intersections
- continually scan for conflicting traffic and holding point markings
- confirm your assigned route if you are in doubt about the taxi instructions received from a controller.

A specific clearance is required to enter, backtrack, line-up on, cross or take-off from a runway. When taxiing, ensure you have received a specific clearance to cross any runway on your taxi route.

The clearance will include your callsign and the words 'CROSS RWY XX'. An ATC clearance to line-up does not authorise the pilot to backtrack on the runway.

While taxiing, the use of standard operating procedures and your radio will increase the safety of operations. This includes following instructions from ATC, confirming your understanding of ATC instructions by ensuring correct readbacks, maintaining situational awareness, using all resources available and ensuring effective pilot/controller communication practices. At the holding point, ensure your 'ready' call is on the correct frequency.

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

The principle of good communication is to effectively articulate:

- who you are
- where you are
- what you want.

When landing, runway confusion can be avoided by:

- paying careful attention to runways in clearances
- always reading back an assigned runway in full
- taking sufficient time during the approach briefing to determine how positive runway identification will be achieved
- visually identifying the correct runway before entering or landing on it, depending on weather conditions
- distinguishing between runway lighting and taxiway lighting, which are coloured differently.

Radio use – Requesting taxi clearance Bankstown

ATIS available on Freq 120.9 (TWR Hrs only)

Bankstown Terminal Information _____ **Runway** _____ **Wind** _____

X-Wind_____ **Visibility** _____ **Cloud**_____ **Temperature** _____

QNH _____

Bankstown Ground Freq 119.9

Start clearance

Bankstown Ground

(Aircraft type & callsign) _____

at _____ (location on airfield)

Request start

read back

Start approved _____
(aircraft callsign)

After start

Bankstown Ground

(Aircraft callsign),

P.O.B. _____ (dual/solo if applicable)

Information _____ (ATIS),

at _____ (location on airfield e.g. northern apron),

request _____ (e.g Mt Annan outbound) and **taxi**.

read back

Cleared _____ (departure procedure), squawk_____ (SSR code).

Taxi runway _____

via taxiway _____ (taxi route details)

Cross/hold at _____ (holding point instructions)

_____ (callsign)

Radio use – Holding points and take-off clearance Bankstown

Ground FREQ 119.9

Bankstown Ground, _____

(Aircraft callsign), _____

Request cross holding point _____ (holding point identifier)

read back

Cross/hold holding point

_____ (holding point identifier)

_____ (callsign).

Tower FREQ 123.6/132.8

Bankstown Tower,_____

(Aircraft callsign), _____

Ready runway _____ (runway number).

For _____ (departure procedure, e.g. Mount Annan outbound)

read back

Cleared for take-off runway

_____ (runway identifier)

_____ (callsign).

Radio use – Requesting taxi clearance
Camden

ATIS available on Freq 125.1 (TWR Hrs only)

Camden Terminal Information _____ **Runway** _____ **Wind** _____

X-Wind_____ **Visibility** _____ **Cloud**_____ **Temperature** _____

QNH _____

Camden Ground Freq 121.9

Camden Ground,

_____

(Aircraft type & callsign), _____ **P.O.B.**

_____ (dual/solo if applicable)

Information _____ (ATIS),

at _____ (location on airfield

e.g. eastern apron),

Request taxi.

read back

Cleared to taxi, runway

_____ **via taxiway**

_____(taxi route

details), **cross/hold at** _____

_____ (holding point

instructions) _____ (callsign).

Radio use – Holding points and take-off clearance Camden

Ground FREQ 121.9		
Camden Ground, _____ (Aircraft callsign), _____ **Request cross holding point** _____ (holding point identifier)	read back	**Cross/hold holding point** _____ (holding point identifier). _____ (callsign).

Tower FREQ 120.1		
Camden Tower, _____ (Aircraft callsign), _____ **Ready** Runway _____ (runway number). For an upwind, crosswind or downwind departure.	read back	**Cleared for take-off runway** _____ (runway identifier), _____ _____ (callsign).

The following components of an ATC transmission require accurate readback:

1. an ATC route clearance in its entirety, and any amendments
2. en route holding instructions
3. any route and holding point specified in a taxi clearance
4. any clearances, conditional clearances or instructions to hold short of, enter, land on, line-up on, wait, take-off from, cross, taxi or backtrack on any runway or HLS.
5. any approach clearance
6. assigned runway or HLS, altimeter settings directed to specific aircraft, radio and radio navigation aid frequency instructions
7. SSR codes, data link logon codes
8. level instructions, direction of turn, heading and speed instructions.

Bankstown departure and tracking

Refer YSBK FAC (09 July 2026) and AIP SUP H84/26 and H87/26.

When flying the coded VFR arrival and departure clearances within BK CTA D and SY CTA D, pilots are reminded of their responsibility to maintain terrain, obstacle and weather clearance.

Let ATC know early, request alternate tracking or altitude to maintain terrain clearance and flight in VMC conditions. ATC is there to assist you, and they cannot always see what conditions you will need to manage when providing a clearance.

Bankstown circuit departure procedures:

Runway 29 departure via Mt Annan outbound

Maintain runway heading and climb to 1,000 ft. Crossing the **Hume Highway** (about 2.6 nm from the aerodrome on the extended centreline), turn left and climb to 1,500 ft, track to the intersection of Hoxton Park Road and M7 (HXPR). From the intersection, track via the Mt Annan outbound coded clearance. Leaving the BK CTR and entering BK CTA D, contact BK approach 125.8.

Runway 29 departure via Parramatta

Maintain runway heading and climb to 500 ft. At 500 ft make a right turn and track to Parramatta (PRT) climbing to 1,000 ft. Crossing the **water pipeline** (about 3 nm north of the aerodrome), climb to 1,500 ft. From Parramatta track via your nominated clearance, i.e. Hornsby outbound or Penrith outbound. Leaving the BK CTR and entering BK CTA D, contact BK approach 125.8.

Runway 29 departure via Revesby Station

Follow ATC instructions. At Revesby Station (REVS), track via the Woronora outbound. Leaving the BK CTR and entering SY CTA D, contact BK approach 125.8.

Runway 11 departure via Mt Annan outbound

Maintain runway heading until 500 ft, then make a left turn onto downwind, tracking to the **Dunc Gray Velodrome** (about 1.2 nm north-east of the aerodrome), climbing to 1,500 ft. At the velodrome and on reaching 1,500 ft, track to the intersection of Hoxton Park Road and M7 (HXPR). From the intersection, track via the Mt Annan outbound coded clearance. Leaving the BK CTR and entering BK CTA D, contact BK approach 125.8.

Runway 11 departure via Parramatta

Maintain runway heading and climb to 500 ft. At 500 ft, make a left turn and track to Parramatta (PRT), climbing to 1,500 ft. From Parramatta, track via your nominated clearance, i.e. Hornsby outbound or Penrith outbound. Leaving the BK CTR and entering BK CTA D, contact BK approach 125.8.

Runway 11 departure via Revesby Station

Follow ATC instructions. At Revesby Station (REVS), track via the Woronora outbound. Leaving the BK CTR and entering SY CTA D, contact BK approach 125.8.

Departing the Bankstown CTR into Class C airspace

Airways clearance requests should be made to Bankstown Ground during tower hours or to Sydney Centre (124.55) when the CTR is deactivated.

The airways and departure clearances issued by Bankstown ATC will authorise you to operate in both Class D and Class C airspace.

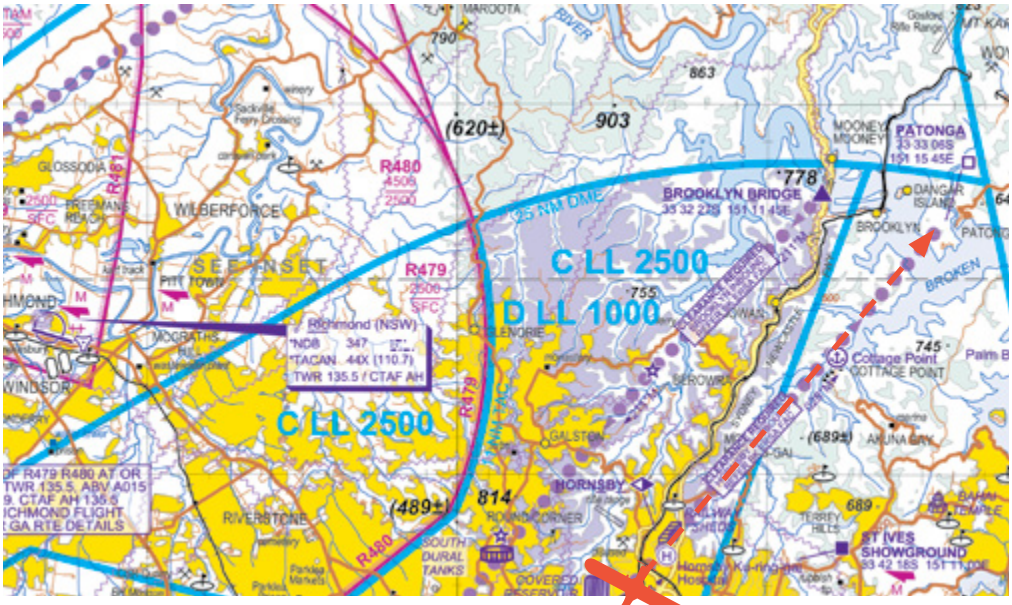
Departure and tracking – north via Hornsby outbound

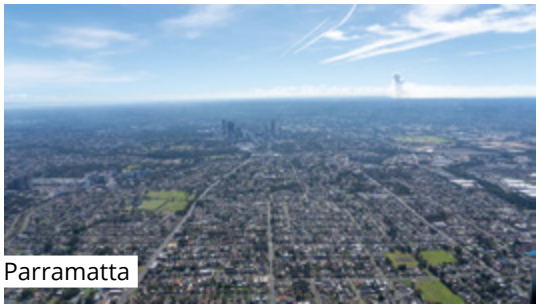
Track via the applicable circuit departure procedure, then via Parramatta. When departing the BK CTR, contact BK APP on 125.8.

From Parramatta (PRT), track to Carlingford Corner (CFCR) at 1,500 ft. From Carlingford Corner, climb to 1,800 ft and track to Pennant Hills strobe (PENH), then Hornsby (HSY) and Patonga (PAA). Higher altitudes may be available on request.

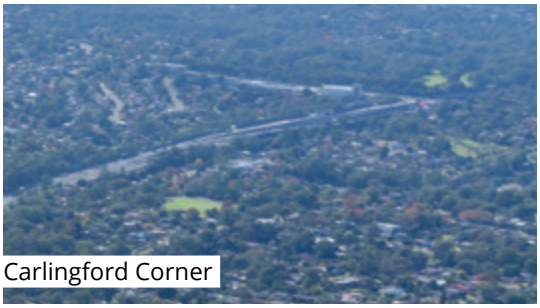
Maintain 1,800 ft until outside Class D airspace. Cottage Point may provide additional guidance when tracking between Hornsby and Patonga.

Consult ERSA for procedure and if unfamiliar, advise ATC.





Parramatta



Carlingford Corner

Pennant Hills strobe

Hornsby

Cottage Point

Patonga

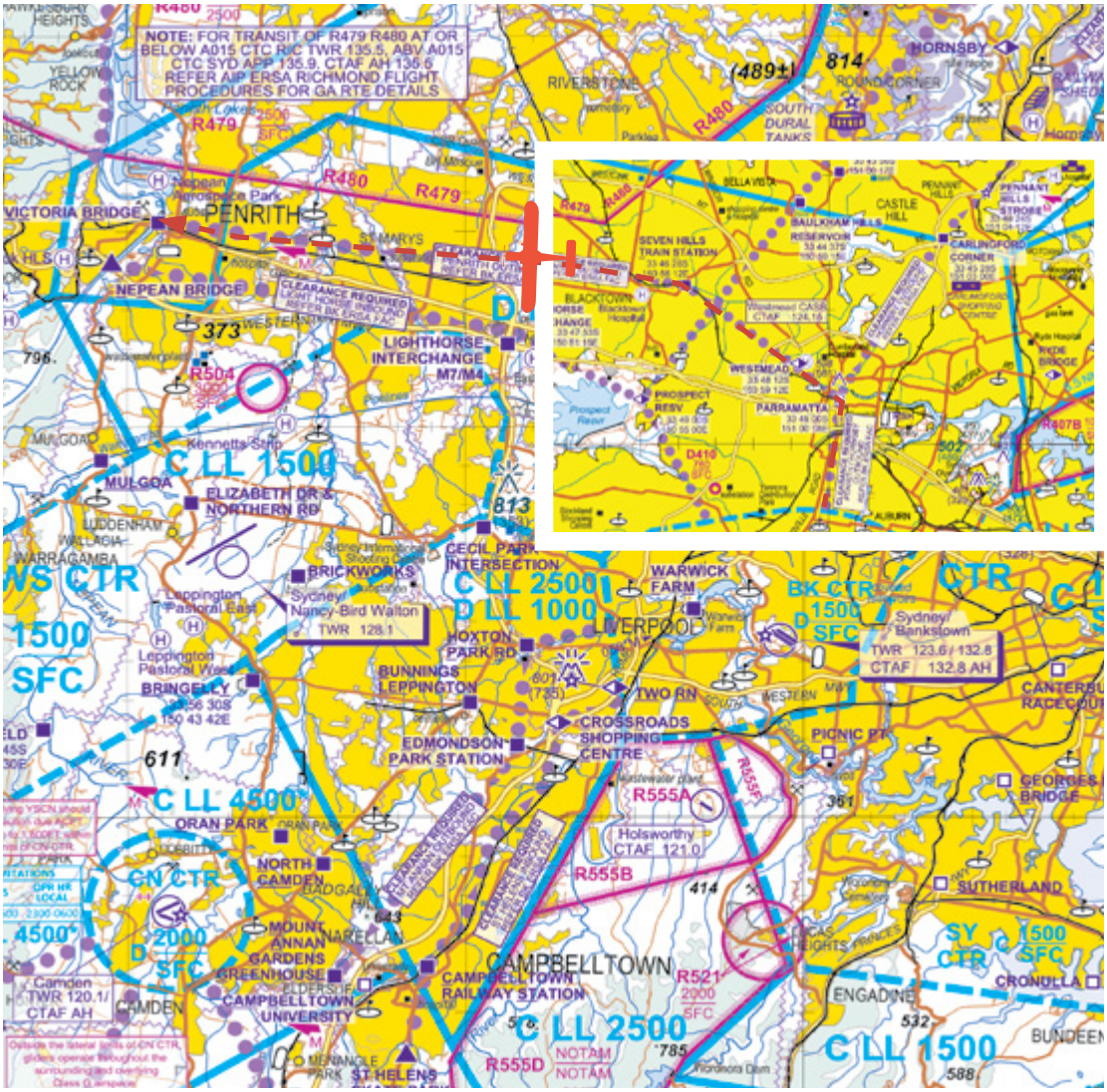
Departure and tracking – west via Penrith outbound

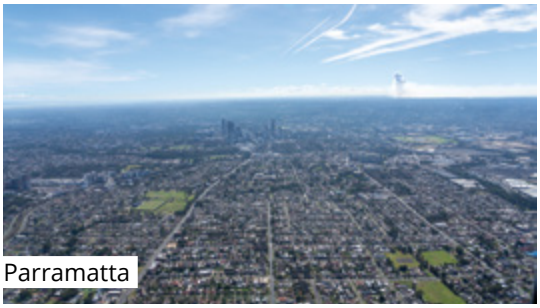
Track via the applicable circuit departure procedure, then via Parramatta. When departing the BK CTR, contact BK APP on 125.8.

From Parramatta (PRT), track via Seven Hills Train Station (SITS) and Victoria Bridge (VCBR) at 1,500 ft.

Blacktown Hospital is located 1 nm west of Seven Hills Train Station. The railway line, Blacktown Sportspark (approx 260 degrees and 4.2 nm west of the train station) and a container depot (approx 264 degrees and 8.4 nm west of the train station) may provide additional tracking guidance between the train station and Victoria Bridge.

Consult ERSA for procedure and if unfamiliar, advise ATC.





Parramatta

Seven Hills Station

Blacktown Sportspark

Container depot

Victoria Bridge

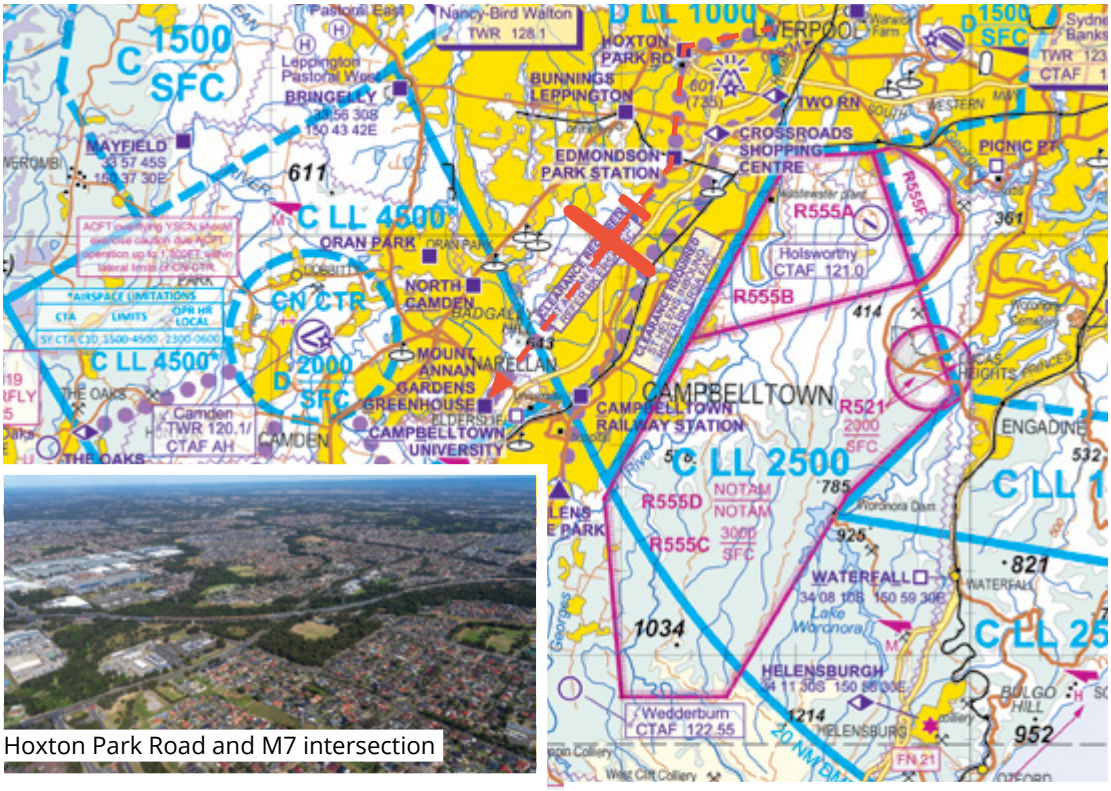
Departure and tracking – south-west via Mt Annan outbound

Track via the applicable circuit departure procedure, then via Hoxton Park Road and M7 intersection. When departing the BK CTR, contact BK APP on 125.8.

From Hoxton Park Road and M7 intersection (HXPR), track via Edmondson Park Station (EMPS) at 1,500 ft. At the station, climb to 2,500 ft, or as directed by ATC, and track southbound to Mt Annan Gardens greenhouse (MAGG).

Keep the Hume Highway on your left while tracking southbound from Edmonson Park Station to Mt Annan Gardens greenhouse.

Consult ERSA for procedure and if unfamiliar, advise ATC.



Hoxton Park Road and M7 intersection

Edmondson Park Station

Mt Annan Gardens greenhouse

Departure and tracking – south-east via Woronora outbound

Track via the applicable circuit departure procedure, then via Revesby Station (REVS). When departing the BK CTR, contact BK APP on 125.8.

From Revesby Station (REVS), track via Casuarina oval (CASO) and Woronora Cemetery (WORC) at 1,500 ft.

It is important to maintain accurate tracking while flying the procedure due to the proximity of the SY CTR. This procedure is a one-way VFR route, advise ATC early should you require alternate tracking or altitude for weather or terrain clearance.

When RWY 07 is in use at YSSY, expect delays due wake turbulence. Consult ERSA for procedure and if unfamiliar, advise ATC.

Revesby Station

Casuarina oval

Woronora Cemetery

Arrival and tracking – from the north via Brooklyn inbound

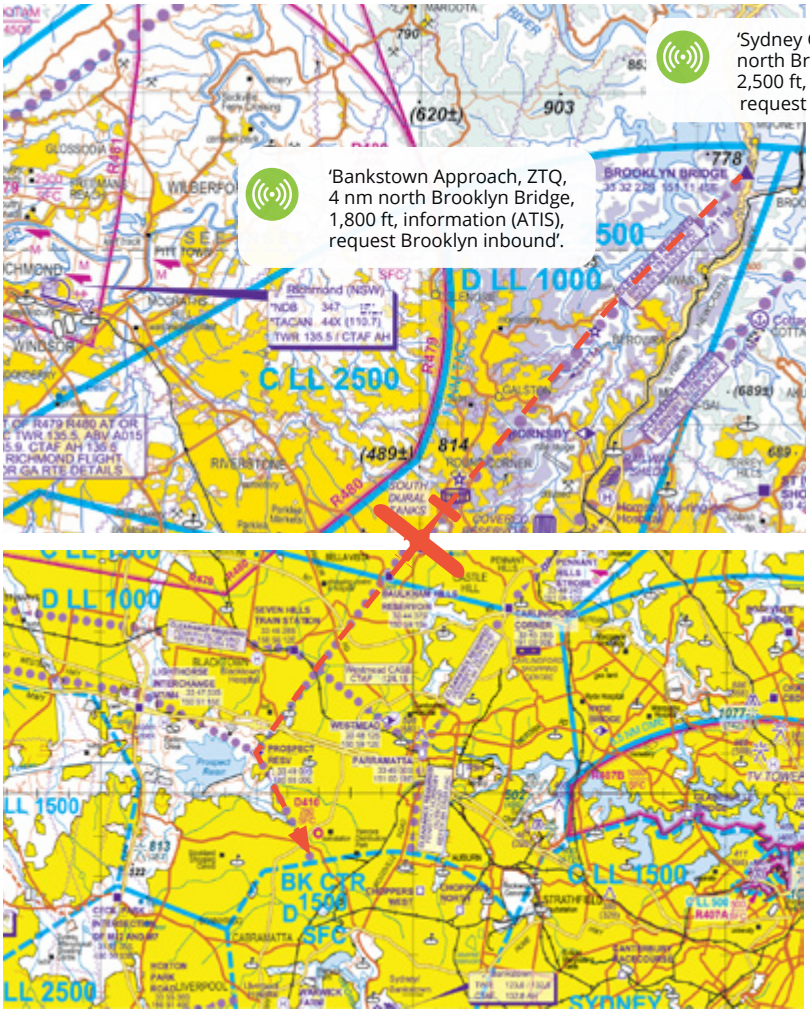
Pilots are reminded to contact Sydney Centre to obtain a squawk code before obtaining airways clearance from Bankstown Approach (BK APP) well prior to the Bankstown Class D CTA boundary.

Contact SY Centre on 124.55 for SSR Code allocation. Contact BK APP 125.8 for clearance into BK CTA D.

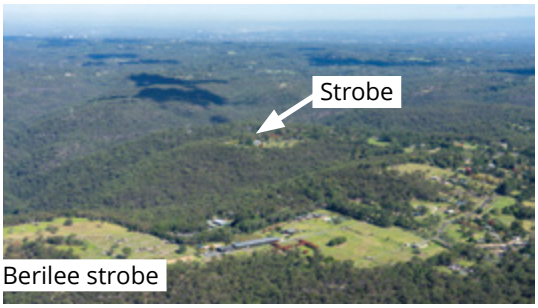
Track via Brooklyn Bridge (BBG), Berrilee (BEE), South Dural tanks at 1,800 ft, then to Castle Towers (CAST) and the Baulkam Hills reservoir (BKHR). Descend to reach 1,500 ft by the Baulkam Hills reservoir. Then track to the eastern side of Prospect reservoir (PSP) maintaining 1,500 ft. Higher altitudes may be available on request.

Pilot monitored strobe lights are fitted at Berrilee and South Dural tanks.

At Prospect, contact BK TWR on 132.8 for joining instructions into the BK CTR. Consult ERSA for procedure and if unfamiliar, advise ATC.




Brooklyn Bridge



Berilee strobe


South Dural tanks


Castle Towers


Baulkham Hills reservoir


Prospect reservoir

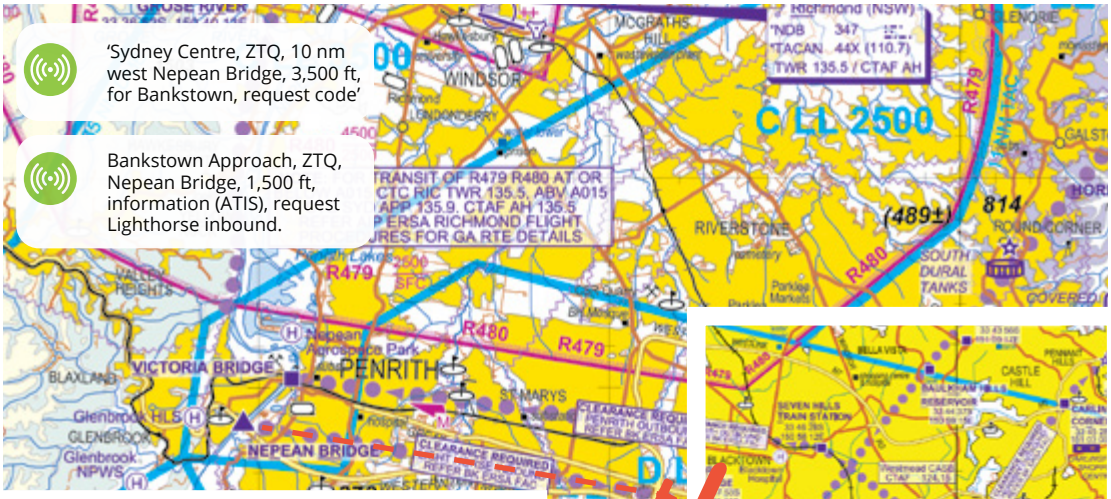
Arrival and tracking – from the west via Lighthorse inbound

Pilots are reminded to contact Sydney Centre to obtain a squawk code before obtaining airways clearance from Bankstown Approach (BK APP) well prior to the Bankstown Class D CTA boundary.

Contact SY Centre 124.55 for SSR Code allocation. Contact BK APP 125.8 for clearance into BK CTA D.

From the Nepean Bridge (NPBR), track via the M4 to the Lighthorse interchange (LIHR); you must keep the M4 and the interchange on your right, then track to the eastern side of Prospect reservoir (PSP) at 1,500 ft.

At Prospect, contact BK TWR on 132.8 for joining instructions into the BK CTR. Consult ERSA for procedure and if unfamiliar, advise ATC.




Nepean Bridge


Lighthorse Interchange


Prospect reservoir

Arrival and tracking – from the south-west via St Helens inbound

Pilots are reminded to contact Sydney Centre to obtain a squawk code before obtaining airways clearance from Bankstown Approach (BK APP) well prior to the Bankstown Class D CTA boundary.

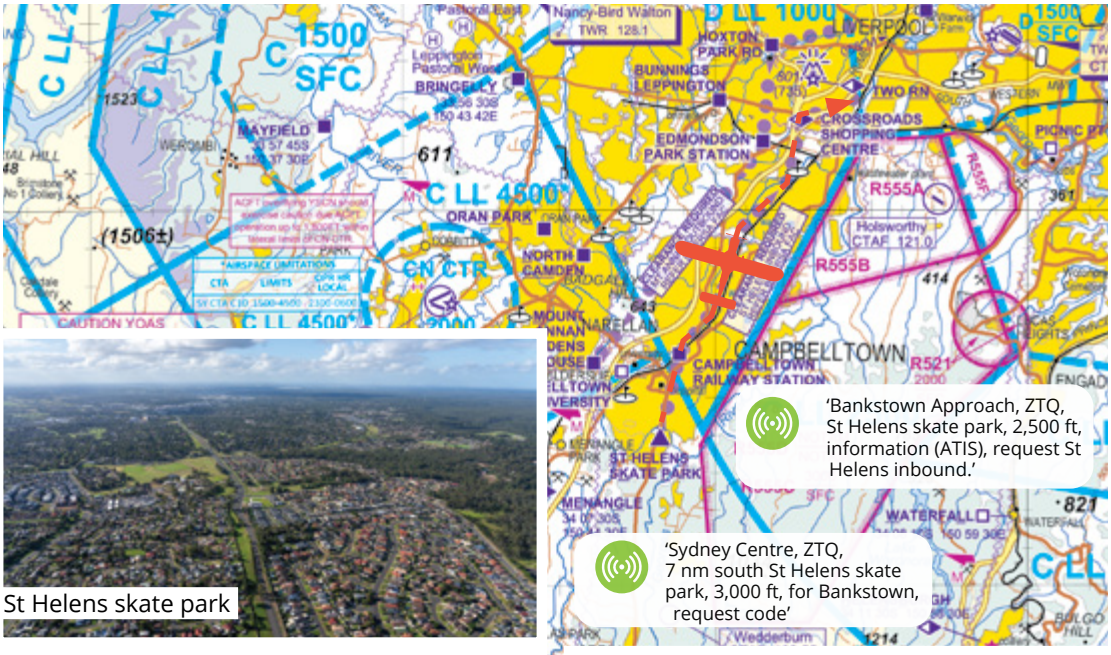
Pilots are reminded to avoid overflying Wedderburn aerodrome below 3,000 ft AMSL.

Contact SY Centre 124.55 for SSR Code allocation. Contact BK APP 125.8 for clearance into BK CTA D.

From St Helens skate park (SSKP) (located on the eastern side of Appin Road), track to Campbelltown Railway Station (CRST) at 2,500 ft, or as directed by ATC, then via the railway line to the Crossroads Shopping Centre (CRSC). When ready you may descend to reach 1,500 ft by the Crossroads Shopping Centre.

Keep the Hume Highway on your left when tracking northbound from the skate park to the shopping centre.

At Crossroads Shopping Centre, contact BK TWR on 132.8 for joining instructions into the BK CTR. Consult ERSA for procedure and if unfamiliar, advise ATC.



St Helens skate park

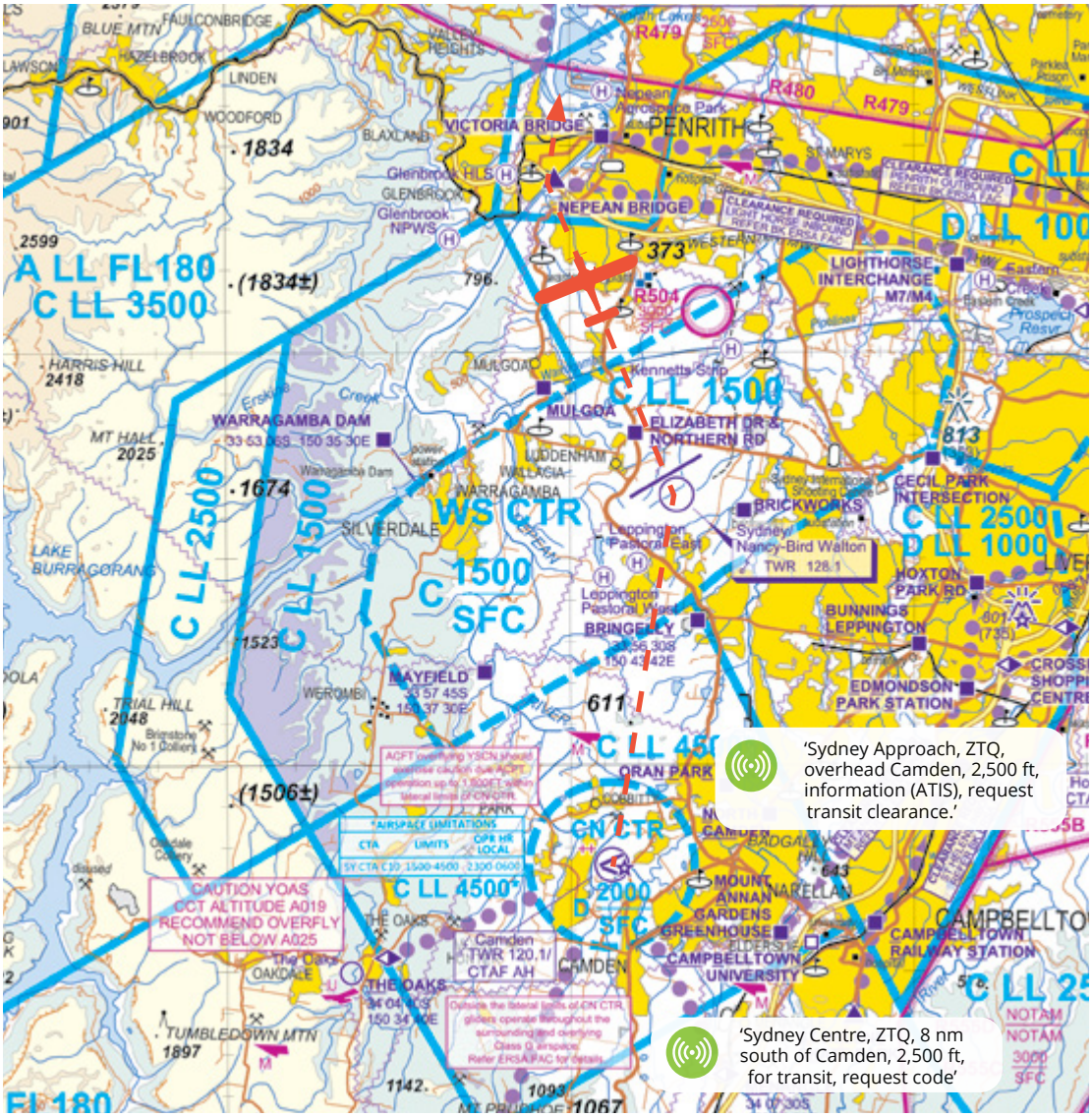

Campbelltown Railway Station


Crossroads Shopping Centre

Transiting the Sydney Basin

If transit of the Sydney basin within controlled airspace is required, pilots should flight plan via the following routes:

- From the south – Camden (YSCN), Sydney/Nancy-Bird Walton (YSWS), Nepean Bridge (NPBR), Grose River (GRRV), Kurmond (KRMD) and Wiseman's Ferry (WSFR) at 2,500 ft.
- Prior to entering CTA contact SY Centre on 124.55 for SSR code and clearance.
- From the north – Wiseman's Ferry (WSFR), Kurmond (KRMD), Grose River (GRRV), Nepean Bridge (NPBR), Sydney/Nancy-Bird Walton (YSWS) and Camden (YSCN) at 2,500 ft.
- Prior to entering CTA contact RIC Approach on 135.9 for SSR code and clearance.



Camden departure and tracking

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

The lateral boundary of Camden control zone is a 2 nm radius from the centre of the aerodrome and is marked on the Sydney VTC. Within that boundary, the control zone encompasses the airspace from surface to 2,000 ft AMSL. Class G airspace surrounds the control zone and above 2,000 ft.

During the hours of control zone deactivation, the overlying Class C airspace lowers from 4,500 ft to 1,500 ft from 11 pm until 6 am daily.

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

Camden has 2 intersecting runways. A sealed runway is orientated in the 06/24 direction. A grass runway, oriented in the 10/28 direction, is available for use when operationally necessary. Powered aircraft circuits (other than glider tugs) are conducted on the northern and eastern side of the aerodrome, using right-hand circuits on runways 24 and 28.

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

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

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

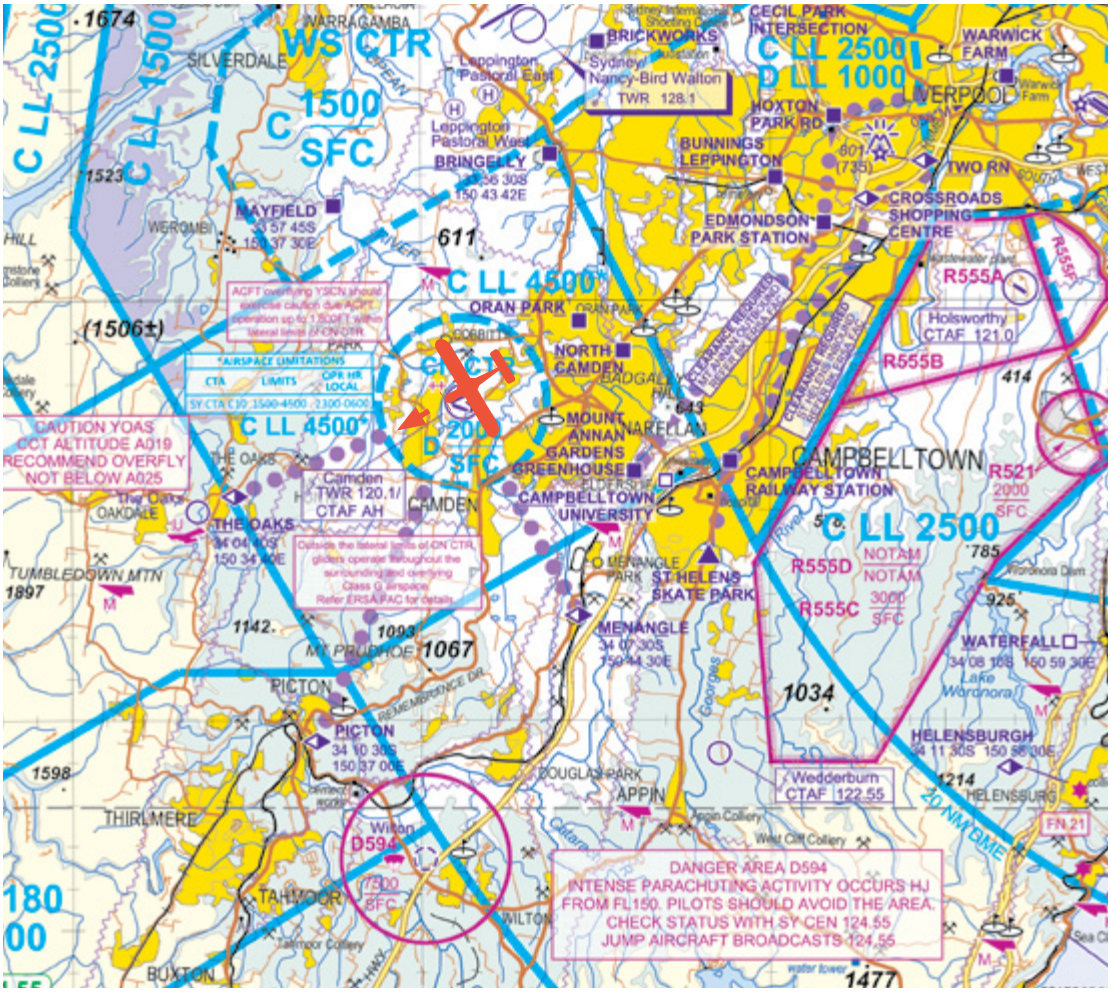
Departure and tracking – all directions

Departure altitude is 1,300 ft. Depart the Camden CTR on an extended leg of the circuit. Pilots must nominate their intended circuit leg for departure with their ready call on CN TWR 120.1. When departing the CTR into Class G airspace, change to Sydney Centre 124.55 during tower hours. Camden Tower will not issue specific frequency change instructions to VFR aircraft.

In Class G airspace, track to avoid the Camden inbound reporting points, Picton (PIC), Menangle (MEG), The Oaks (THK) and The Oaks aerodrome. Gliding operations may also be taking place in Class G airspace adjacent to the Camden CTR.

For flights departing Camden into Class G airspace with intentions to transit the Sydney basin via controlled airspace, or track to Bankstown, your SSR code may be requested from CN TWR prior to departure.

Depart in accordance with local procedures (FAC YSCN) and obtain a clearance prior to entering CTA. Consult ERSA for procedure and if unfamiliar, advise ATC.



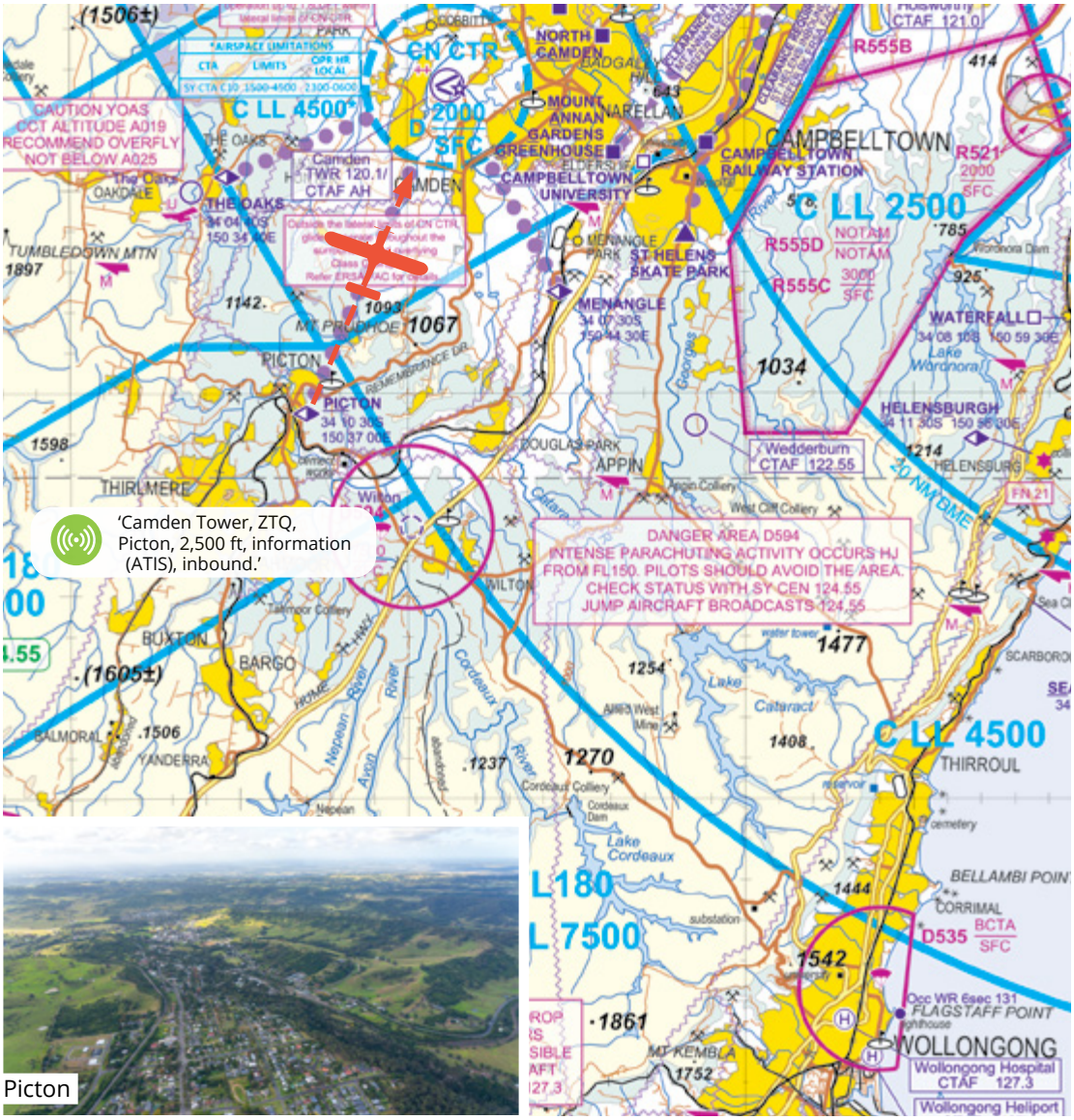
Arrival and tracking – from the south

Entry into the Camden CTR shall be at 1,800 ft.

For arrivals from the south, pilots should plan via and report at Picton (PIC).

From PIC, track towards Camden CTR (approximately 010 degrees) and follow ATC instructions.

Caution high terrain in the Picton area. Pilots operating in the vicinity of PIC should plan to avoid Wilton aerodrome and the associated parachuting activity danger area (2 nm SE of Picton). Consult ERSA for procedure and if unfamiliar, advise ATC.



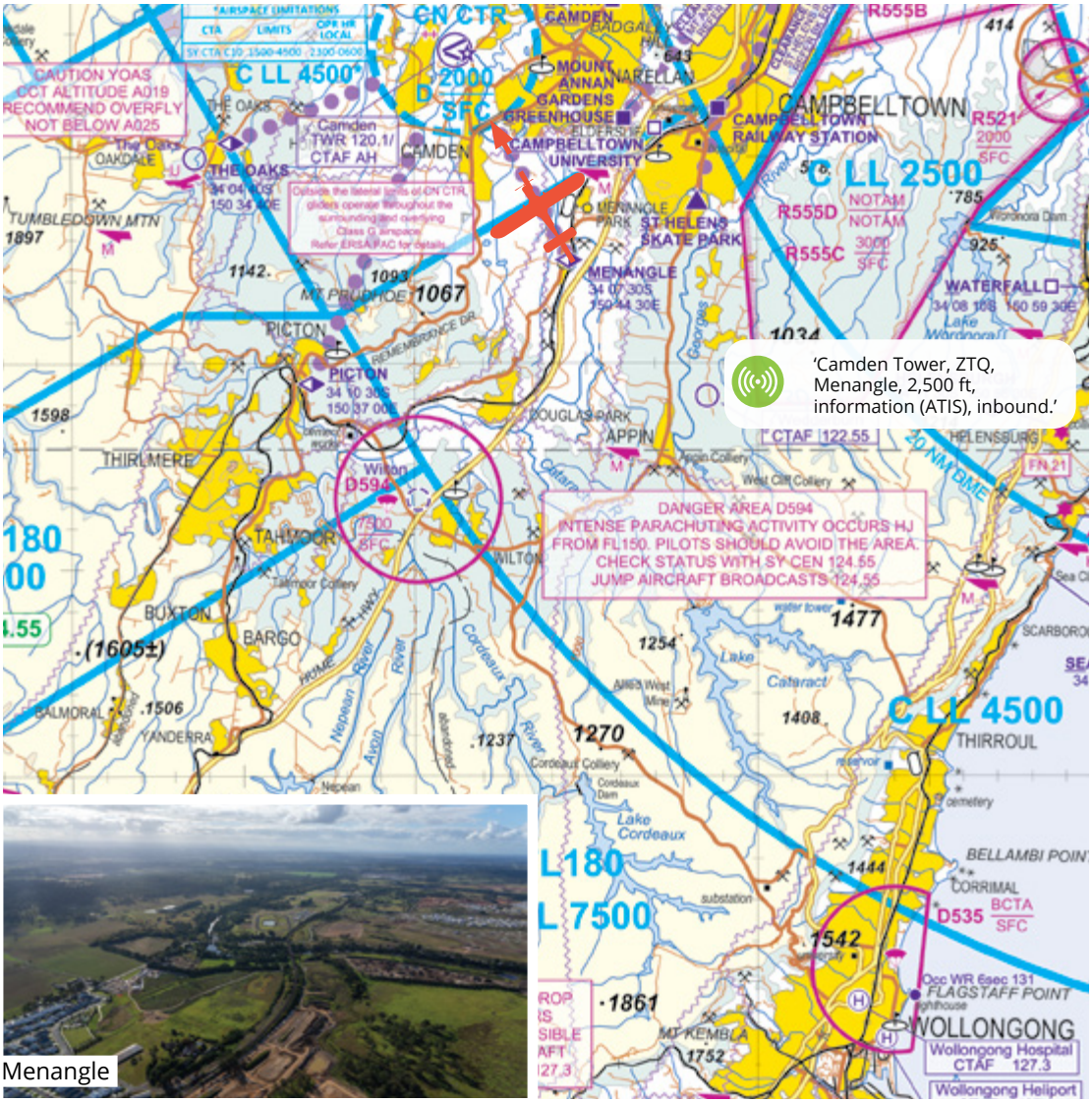
Picton

Arrival and tracking – from the south-east

Entry into the Camden CTR shall be at 1,800 ft.

For arrivals from the south-east, pilots should plan via and report at Menangle (MEG). Menangle is located on the western side of the Hume highway.

From MEG, track towards Camden CTR (approximately 319 degrees) and follow ATC instructions. Menangle Park Racecourse is located immediately to the northern side of this track. Consult ERSA for procedure and if unfamiliar, advise ATC.



Menangle

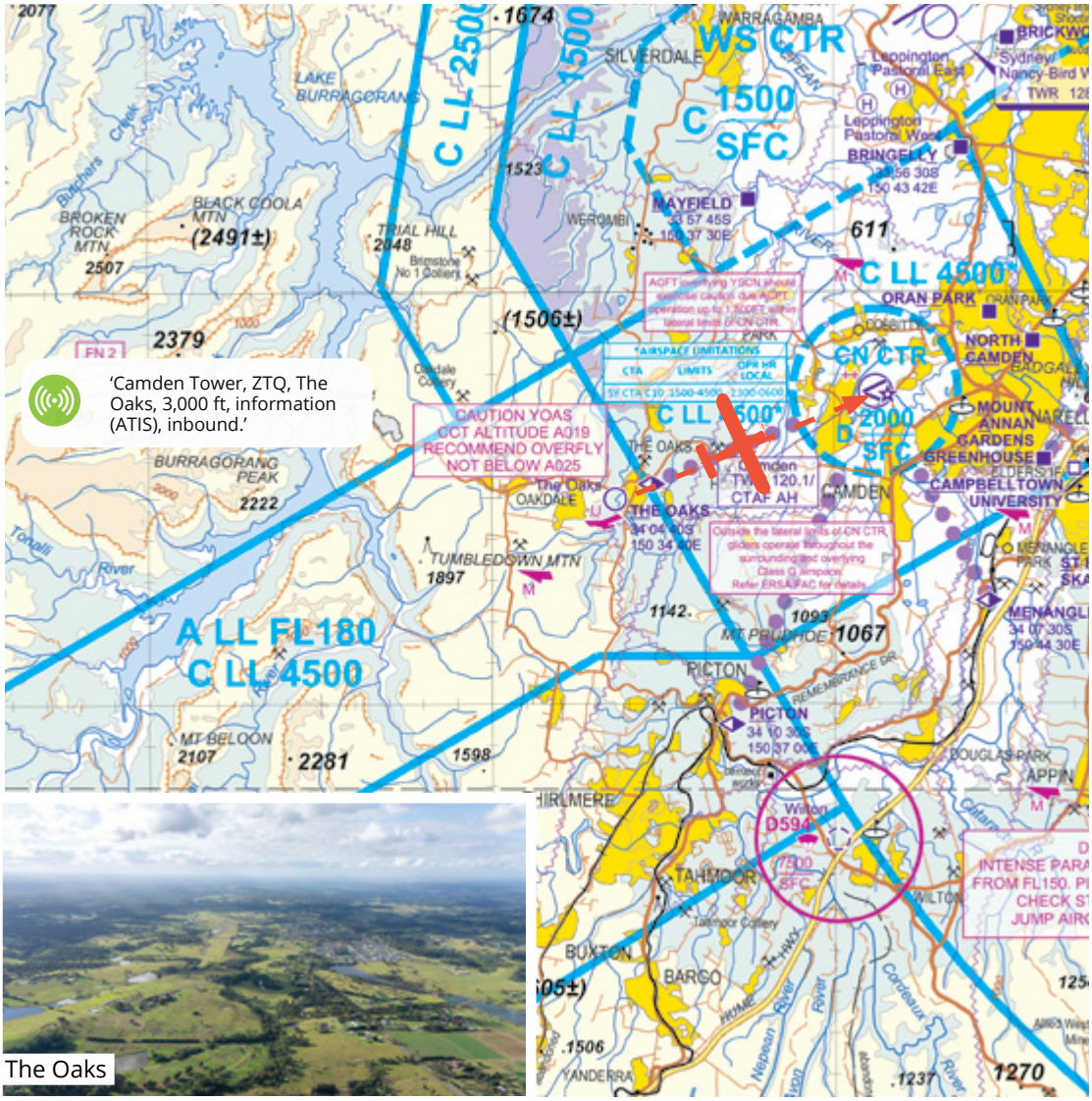
Arrival and tracking – from the west

Entry into the Camden CTR shall be at 1,800 ft.

For arrivals from the west, pilots should plan via and report at The Oaks (THK).

From The Oaks, track towards Camden CTR (approximately 055 degrees) and follow ATC instructions.

Caution high terrain west of The Oaks. Pilots operating in the vicinity of The Oaks aerodrome must not overfly below 3,000 ft AMSL. Consult ERSA for procedure and if unfamiliar, advise ATC.



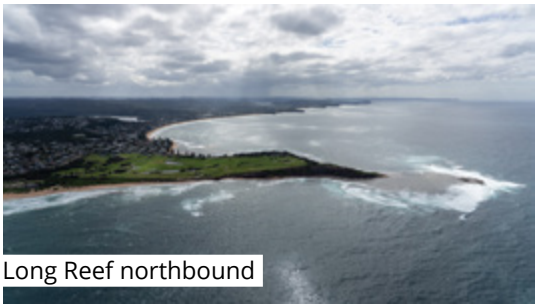
Victor 1 – north

Victor 1 north extends east of the coast between Dee Why (12 DME SY) and the South Head of Sydney Harbour and has a maximum altitude of 1,500 ft on SY local QNH. Operations below 1,000 ft must remain over water at all times.

South Head is the northern limit of Victor 1 south. You should ensure your aircraft remains clear of Class C airspace when transiting from Victor 1 north to Victor 1 south. Ensure you reach 500 ft before passing South Head southbound.

Flights by single-engine aircraft will require life jackets for all occupants. For all operations within Victor 1, use of CTAF 120.8 MHz is required. Consult SY ERSA FAC for procedure.

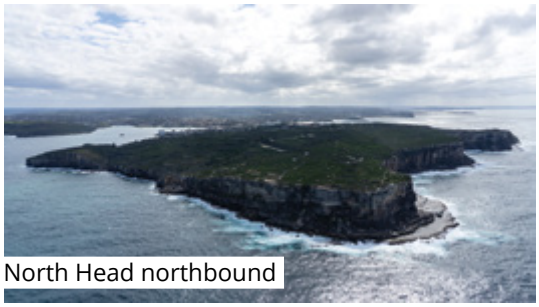
Long Reef southbound



Long Reef northbound

Abeam Manly

North Head southbound



North Head northbound

Abeam South Head/Sydney Heads

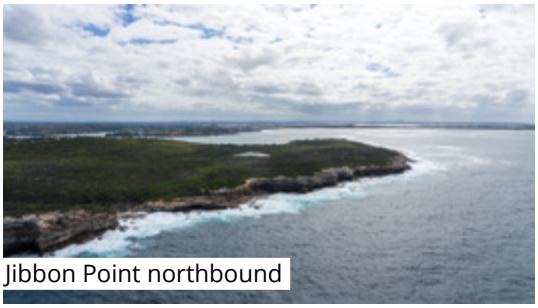
Victor 1 – south

Victor 1 south extends east of the coast between the South Head of Sydney Harbour and Jibbon Point. You are required to maintain an altitude of 500 ft on Sydney local QNH when operating in Class G airspace to remain clear of the Sydney control zone.

To avoid the SY CTR, you must NOT coastal fly the Sydney southern beaches between Ben Buckler (the northern headland Bondi Beach) and Long Bay headland (the southern headland Maroubra Beach), and must fly east of a straight line between the eastern most point of Cape Banks and the lighthouse on Cape Solander (the north and south heads of Botany Bay).

Note that some helicopters and beach patrol aeroplanes may have been cleared to coastal fly between Bondi and Maroubra and may not continuously monitor 120.8 MHz.

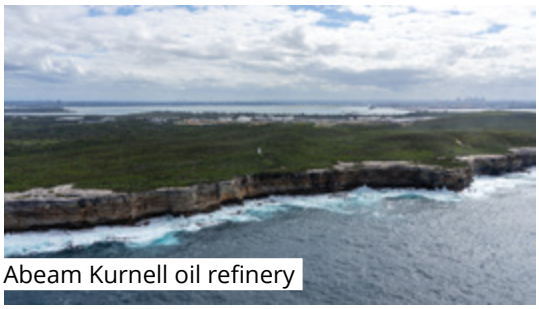
There may be wake turbulence from aircraft overflying Victor 1 south, arriving and departing Sydney Airport. You must maintain separation from these aircraft. The CTA lower limit south of Jibbon Point and east of the coast is 1,000 ft. North of Jibbon Point, the base of the control area is 500 ft. Consult SY ERSA FAC for procedure.



Jibbon Point northbound

Jibbon Point southbound

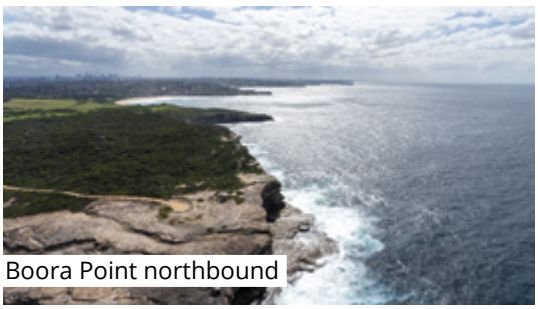
Abeam Cronulla/Wanda beach



Abeam Kurnell oil refinery

Cape Solander and Cape Banks northbound

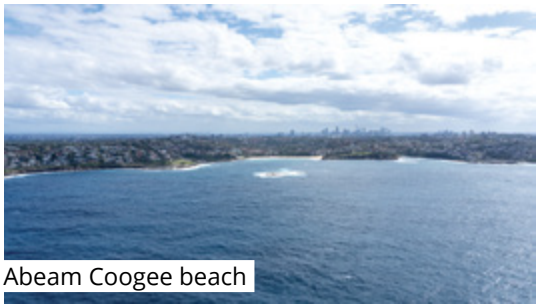
Cape Banks and Cape Solander southbound



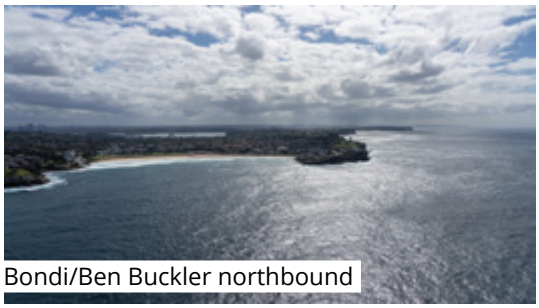
Boora Point northbound

Boora Point southbound

Abeam Maroubra beach



Abeam Coogee beach



Bondi/Ben Buckler northbound

Bondi/Ben Buckler southbound

Weather

Weather about the Sydney region

While the Sydney area experiences many days of clear flying conditions, there are weather hazards to consider during every season. The location of the Great Dividing Range adjacent to the coastal plain influences the hazards experienced.

Winds: Wind direction and strength are strongly influenced by the broader synoptic situation. Some typical situations include:

- During Winter and early Spring, westerly winds often dominate. Winds can be strong and gusty, particularly in the wake of a cold front, and are often stronger closer to the coastline away from the shielding effects of the ranges.
- A southerly buster occurs more often during the daytime between September and March. It is characterised by a sudden change in the winds to become strong and gusty southerlies. The change is usually accompanied by thunderstorms, roll cloud and an abrupt decrease in temperature. Expect turbulence and wind shear in the vicinity of the buster.
- North-easterly sea breezes are more common during the warmer months, starting at the coastline and then pushing inland as the day progresses.
- Due to the presence of the ranges, overnight winds are often light west to north-westerlies.

Thunderstorms: Thunderstorms are possible during any season; however, most thunderstorms occur between early October to early May, with November and December being the peak thunderstorm months. Severe storms with damaging wind gusts and large hail are possible, with November and December again the peak period for severity. While thunderstorms can form over the top of the Sydney area and even out to sea, they are more likely to form over the ranges to the west and then move towards the coast. Look at the bureau radar for activity moving off the ranges.

Thunderstorms can also occur with the passage of a cold front during the cooler months, and with a southerly wind change or southerly buster.

Turbulence: Due to the proximity of the Great Dividing Range to the west of the basin, turbulence is most likely in a westerly wind regime. Camden, Richmond and Western Sydney Airports, being closer to the ranges, experience regular turbulence in a westerly, with Bankstown, Holsworthy and Sydney Mascot requiring a stronger wind flow for turbulence to occur.

As turbulence is difficult to see and measure, any reports of unforecast moderate or severe turbulence are appreciated by the BOM and can be communicated through an AIREP with ATC or via a phone call to the number listed at the bottom of the NSW-E GAF.

Mountain waves are possible in stronger westerly flow when certain conditions are present. While they are usually not visible from the cockpit, if the atmosphere contains enough moisture, they can sometimes be visible as lines of clouds running north-south perpendicular to the wind direction.

Low cloud: Broken low cloud can occur when a moist north-east to south-easterly airflow occurs, mostly during the overnight and morning hours, but also in and around showers and drizzle.

Further, expect low cloud in combination with extensive fog banks during the cooler months.

Fog: Areas of fog occur during the evening and morning hours, mostly during the cooler months from April to October; however, it can occur at other times of the year and is most likely following a day where rain has occurred. Fog patches usually form about the river systems in the west and north of the basin and can become thick and extensive through the early morning hours. Often, the fog becomes mobile and moves towards the coast over time and may last well after sunrise during winter days.

Fog occurs regularly at Camden and Richmond Airports, being located adjacent to the Nepean and Hawkesbury Rivers respectively, sometimes as early as 10Z but more likely from 14Z. Fog then becomes more likely at Western Sydney soon afterwards, at Bankstown a few hours later and may reach Sydney Mascot as late as 19-20Z.

The webcam available at Camden Airport on the Airservices Australia website is useful to observe current conditions, while other airport webcams and street and traffic web cams are also publicly available.

Showers: Persistent showers occur in a moist north-east to south-easterly air flow, occurring more frequently close to the coast. At times, this precipitation can present as drizzle, with visibility particularly poor.

East coast low: An east coast low is a low-pressure system that rapidly deepens offshore of the coast of New South Wales. While they occur infrequently, they are more common in Autumn and early Winter months. They are characterised by strong to gale force gusty winds, severe turbulence, heavy rainfall, low cloud and thunderstorms, both near the low itself and over the adjacent land. Flying in the vicinity of an east coast low should be avoided.

Critical locations: Bowral (BWL) and Mount Victoria (MVI) are designated VFR critical locations for entry into the Sydney basin. Refer to the remarks section on the NSW-E GAF for forecasts for these locations.

Radio use at CTAFs (When YSCN and YSBK towers are closed)

Calls recommended ALL the time

Situation	Example broadcast
1. Before take-off or during taxi	Camden traffic, C172, ZTQ taxiing runway 06 for Shellharbour, Camden.
2. Inbound at least 10 nm from the aerodrome or further for high performance aircraft or busy aerodromes	Camden traffic, C172, ZTQ one zero miles north inbound 1,500, estimating circuit at two five, Camden.
3. Overflying or in the vicinity of Camden outside tower hours, but not landing, or further for high performance aircraft	Camden traffic, C172, ZTQ one zero miles south 1,500, overflying, estimating overhead two five, Camden.

Calls when there is OTHER TRAFFIC

Situation	Example broadcast
4. Entering a runway	Bankstown traffic, C172, ZTQ lining up 29R, Bankstown.
5. Joining the circuit	Bankstown traffic, C172, ZTQ joining downwind, runway 29R, Bankstown.
6. Making a straight-in approach, not less than 3 nm from the touchdown threshold*	Shellharbour traffic, C172, ZTQ joining 3 nm final, straight-in approach runway 16, Shellharbour.
7. Joining on base leg	Wedderburn traffic, C172, ZTQ joining base, runway 17, Wedderburn.
8. During an instrument approach, either when established at the final approach fix or when commencing the missed approach	Shellharbour traffic, C172, ZTQ conducting missed approach, runway 16, tracking to the south-east, climbing 3,000, Shellharbour.
9. Once clear of the runway(s)	The Oaks traffic, C172, ZTQ runway 18L vacated, The Oaks.

*Pilots should be aware that a GNSS indication of 3 nm from an aerodrome may not be 3 nm to the runway threshold.

Frequencies	
Bankstown ground	119.9
Bankstown tower	123.6 or 132.8
Bankstown approach	125.8
Bankstown ATIS	120.9
Camden ground	121.9
Camden tower	120.1
Camden ATIS	125.1
Sydney Centre	124.55

Contact phone numbers	
CENSAR	1800 814 931
BK ATIS	(02) 9738 3190

Australian Government
Civil Aviation Safety Authority

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Weather and forecasting

Flight planning

Controlled aerodromes and operations

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casa.gov.au/pilots

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