

List of pages in this Trip Kit

- Trip Kit Index
- Airport Information For YSSY
- Terminal Charts For YSSY
- Revision Letter For Cycle 01-2015
- Change Notices
- Notebook

General Information

Location: Sydney NS Aus
IATA Code: SYD
Lat/Long: S33° 56.8' E151° 10.6'
Elevation: 21 ft

Airport Use: Public
Magnetic Variation: 12.5°E

Fuel Types: 100-130 Octane, 115-145 Octane, Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1851 Z
Sunset: 0910 Z,

Runway Information

Runway: 07
Length x Width: 8301 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 16 ft
Lighting: Edge, REIL
Stopway: 98 ft

Runway: 16L
Length x Width: 7999 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 16 ft
Lighting: Edge, ALS
Displaced Threshold: 756 ft

Runway: 16R
Length x Width: 12999 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 279 ft
Stopway: 98 ft

Runway: 25
Length x Width: 8301 ft x 148 ft
Surface Type: asphalt

TDZ-Elev: 20 ft
Lighting: Edge
Displaced Threshold: 331 ft

Runway: 34L
Length x Width: 12999 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34R
Length x Width: 7999 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, REIL
Displaced Threshold: 125 ft

Communication Information

ATIS 126.25
ATIS 118.55
ATIS 42.8
Sydney Tower 124.7
Sydney Tower 120.5
Sydney Ground Control 126.5
Sydney Ground Control 121.7
Ansett Apron Ramp/Taxi Control 130.95
Sydney Delivery Clearance Delivery 133.8
Sydney Approach Control 126.1
Sydney Approach Control 125.3
Sydney Approach Control 128.3
Sydney Approach Control 124.4
Sydney Approach Control 135.9
Sydney Departure Control 118.4 Beyond 15 mi.
Sydney Departure Control 129.7
Sydney Departure Control 123.0
Sydney Departure Control 128.3
Sydney TML 135.1
Sydney Centre Radar 124.55
Sydney Centre Radar 125.8
ILS Monitor Only Radar 133.95
ILS Monitor Only Radar 119.45
Skyfuel Australia Operations 129.9
AIR Ops Operations 1320.6 Military
AIR Ops Operations 1123.5 Military
AIR Ops Operations 568.7 Military
AIR Ops Operations 303.2 Military
AIR Ops Operations 897.4 Military

AIR TRAFFIC FLOW MANAGEMENT PROCEDURES

Slot Management Scheme

Sydney Slot Management Scheme is applicable to all airline and aircraft operators using Sydney airport. All flights operating into and out of Sydney must obtain an Airport Coordination Australia (ACA) slot in accordance with AIR TRAFFIC FLOW MANAGEMENT in Airway Manual - Air Traffic Control - Australia - Flight Planning.

Ground Delay Program (GDP) Inbound

Sydney GDP is applicable to all fixed wing, non priority flights departing from all Australian domestic airports, and arriving at Sydney between the hours of 2000 and 1300 UTC, as adjusted by daylight saving time variations.

Flights to Sydney during the operation of GDP must obtain an ACA slot and Calculated Off Blocks Time (COBT) in accordance with AIR TRAFFIC FLOW MANAGEMENT in Airway Manual - Air Traffic Control - Australia - Flight Planning. The COBT can be obtained through their company or the National Operations Center on 1800 020 626.

In addition, flights departing from Bankstown or Camden for a landing in Sydney must contact ATC on 02 9556 6515 prior to starting engines.

Ground Delay Program (GDP) Outbound

After receiving Airways Clearance, aircraft participating in a Ground Delay Program (GDP) are required to report when ready for pushback/taxi on Sydney Coordinator on 127.6 MHz.

Sydney Coordinator will check compliance with COBT and apply relevant AIR TRAFFIC FLOW MANAGEMENT procedures in Airway Manual - Air Traffic Control - Australia - Flight Planning.

Do not contact Ground, monitor only.

SMC will initiate contact with the aircraft when able to process.

NOTE: Aircraft not participating in a GDP are not required to contact Sydney Coordinator prior to requesting pushback, and should contact the relevant Ground Frequency on 121.7 MHz or 126.5 MHz as applicable.

ATIS 118.55 126.25 428

SYDNEY Approach (R) North 124.4

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

BOREE SIX ARRIVAL [BOREE6]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

From BOREE track 159° to BEROW.
Cross BEROW at or below 9000'. Track
158° to OVILS.

RWYS 07, 16L/R, 25:

Track 158° to TESAT. EXPECT
RADAR vectors to final.

RWY 34L: Track 158° to JENTL. Turn RIGHT, track 181° to ZONKA. Cross ZONKA at or above 6000'. Track 181° to DUDOK. Turn LEFT, track 155° to NASHO. Track 155°, EXPECT RADAR vectors to final.

RWY 34R: Turn LEFT, track 121° to MAJAR. Turn RIGHT, track 155° to DIPPA. Cross DIPPA at or above 6000'. Track 155° to JAKLN. Track 155°. EXPECT RADAR vectors to final.

NOTE: For ILS Rwy 34R PRM, EXPECT to track downwind until reaching 2000'.

▲ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

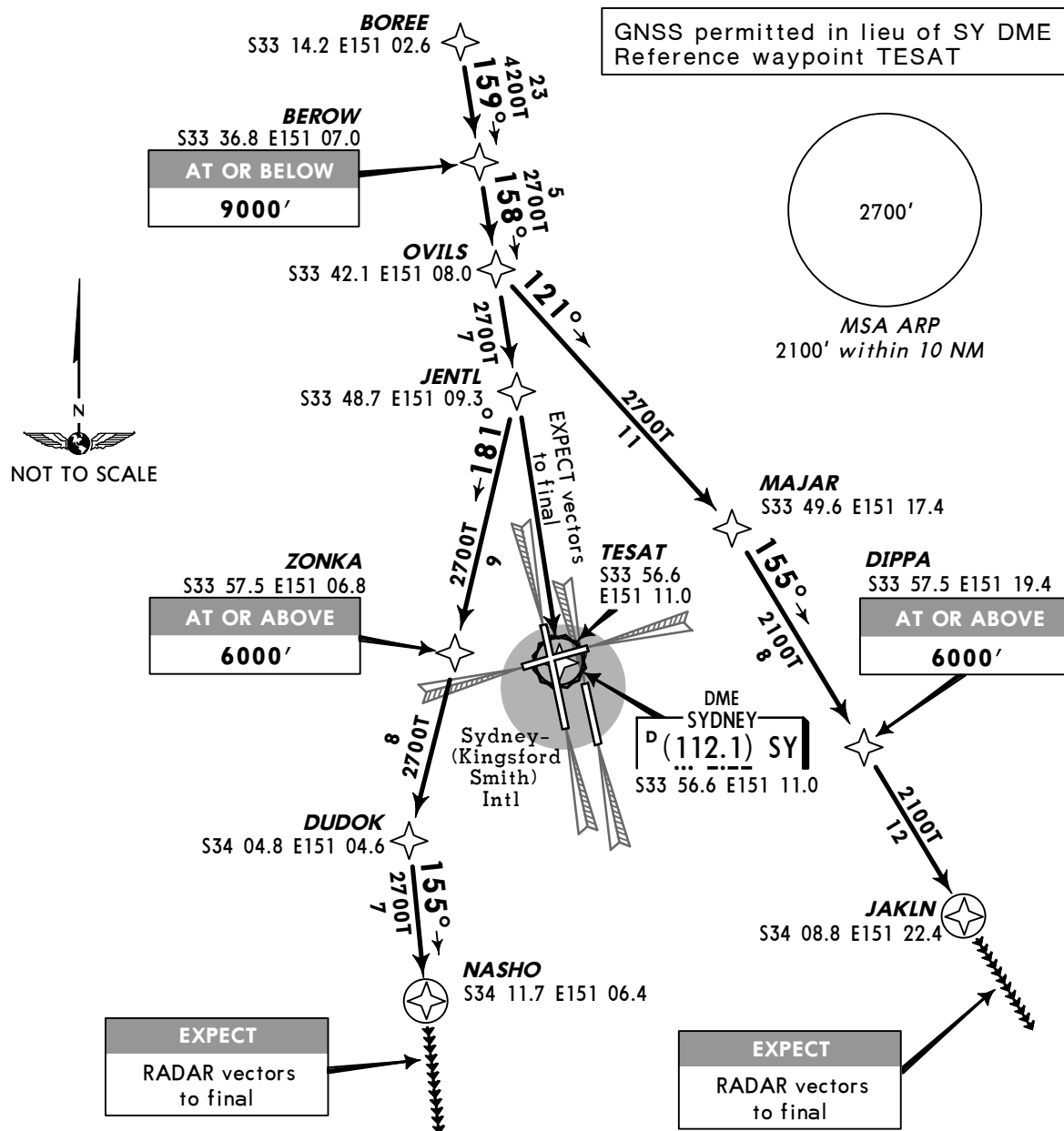
Squawk 7600.

Comply with vertical navigation requirements, but not below MSA. Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

ATC APPROACH SPEEDS	
NM from threshold	SPEED
10	185-160 KT
5	160-150 KT

GNSS permitted in lieu of SY DME
Reference waypoint TESAT



ATIS 118.55 126.25 428

SYDNEY Approach (R) North 124.4

SYDNEY, NSW, AUSTRALIA

YSSY - (KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

CALGA ONE ARRIVAL [CALGA1]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITION

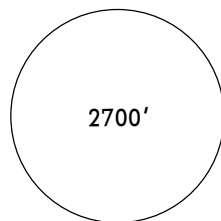
MOUNT SANDON (MSO):

From MSO NDB TO CAA NDB:

Track 175° to SGT NDB. Turn LEFT track 170° to YAKKA. Track 170° to CAA NDB. Then follow arrival instructions.

ARRIVAL

From CAA NDB track 170° to LANOL. Cross LANOL at or below 7000'. Track 170° to TESAT. EXPECT RADAR vectors to final approach course when inside 10 LANOL.



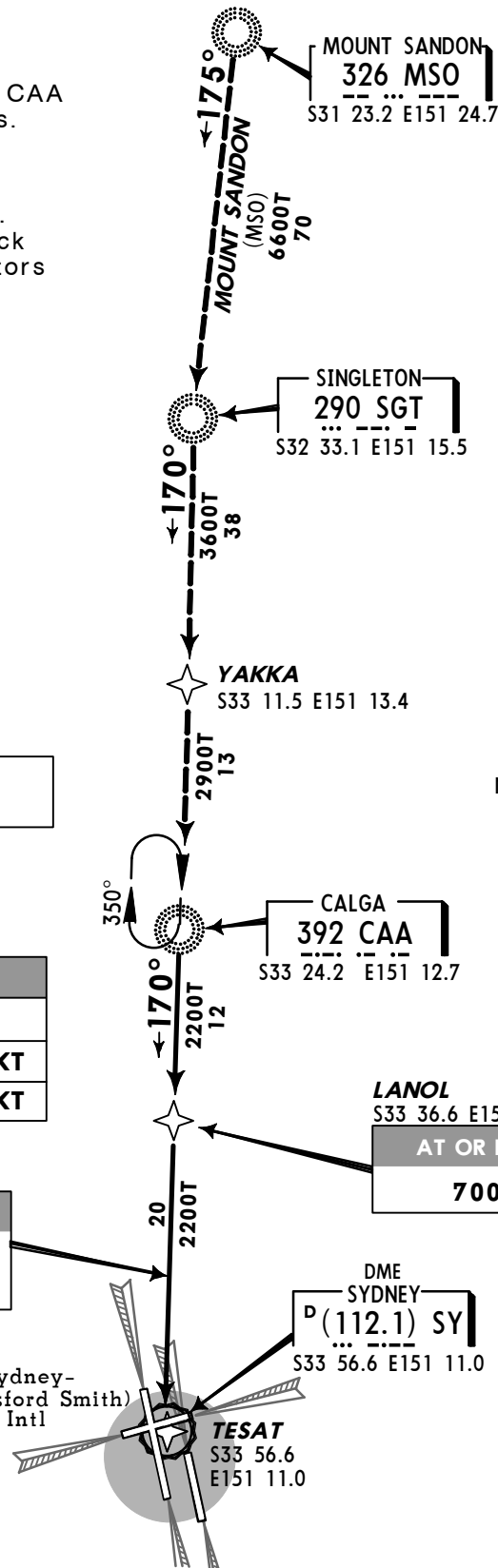
MSA ARP
2100' within 10 NM

GNSS permitted in lieu of SY DME
Reference waypoint TESAT

ATC APPROACH SPEEDS	
NM from threshold	SPEED
10	185-160 KT
5	160-150 KT

EXPECT
RADAR vectors
to final

Sydney-
(Kingsford Smith)
Intl



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

Squawk 7600.

Comply with vertical navigation requirements, but not below MSA.

Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

ATIS 118.55 126.25 428

SYDNEY Approach (R) North 124.4

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

MARLN ONE ARRIVAL [MARLN1] **SPEED: MAX IAS 250 KT BELOW 10000'**

ARRIVAL

From MARLN track 264° to WHALE.
Cross WHALE at or below 9000'.

RWY 25: Track 264° to PRAWN.
Track 265° to TESAT. EXPECT
RADAR vectors to final.

RWYS 07, 16L/R, 34L:
Track 264° to PRAWN. Cross PRAWN
at or above 6000'. Track 265° to
TESAT. EXPECT RADAR vectors to
final.

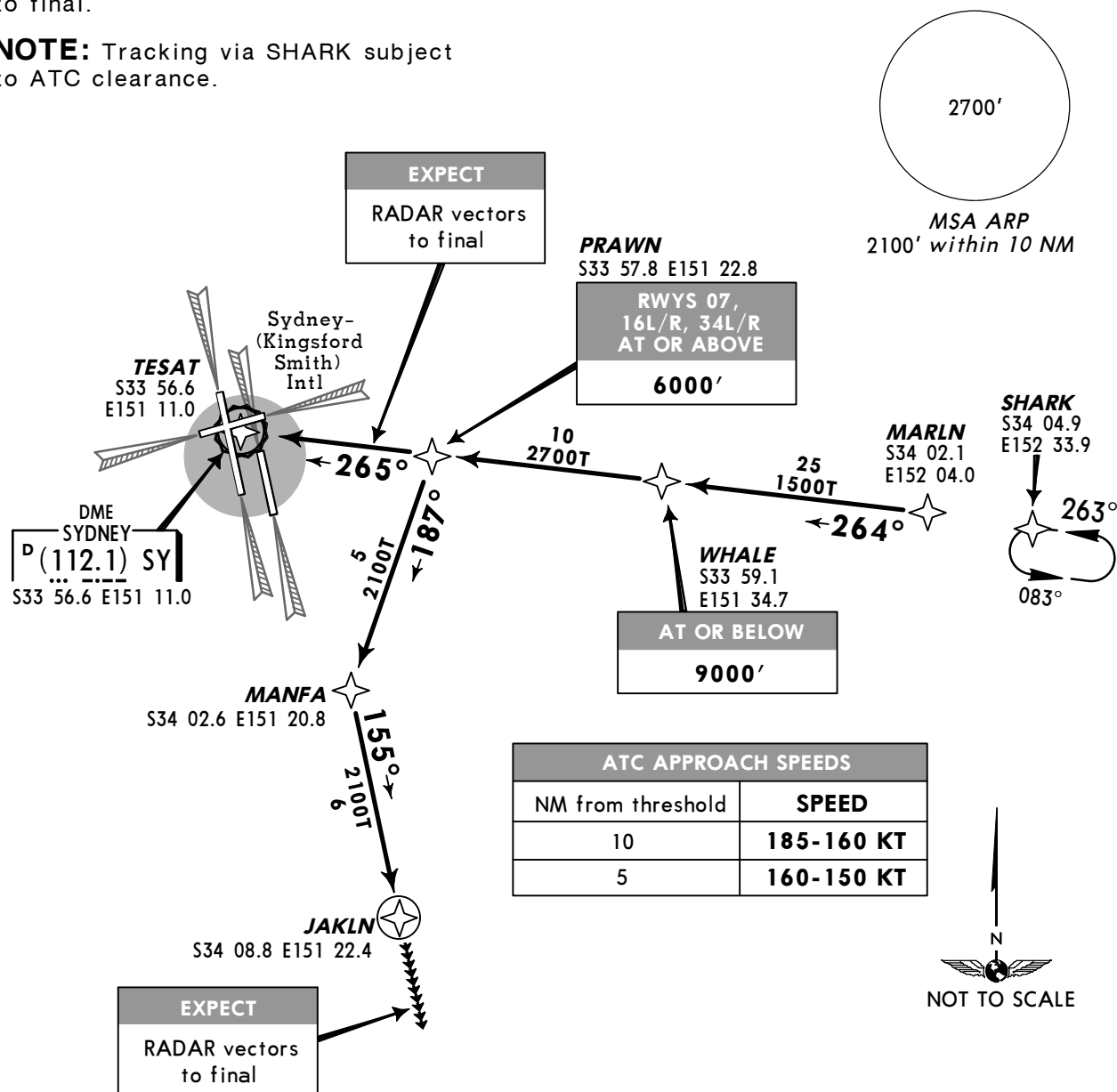
RWY 34R: Track 264° to PRAWN.
Cross PRAWN at or above 6000'.
Turn LEFT, track 187° to MANFA.
Turn LEFT, track 155° to JAKLN.
Track 155°, EXPECT RADAR vectors
to final.

NOTE: Tracking via SHARK subject
to ATC clearance.

NOTE: For ILS Rwy 34R PRM, EXPECT
to track downwind until reaching 2000'.

GNSS permitted in lieu of SY DME
Reference waypoint TESAT

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
LOST COMMS
**COMMUNICATIONS FAILURE:
PROCEDURE IN IMC**
Squawk 7600.
Comply with vertical navigation
requirements, but not below MSA.
Track via the latest STAR clearance to
the nominated runway, then fly the most
suitable approach in accordance with
EMERGENCY PROCEDURES.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST



ATIS 118.55 126.25 428

SYDNEY Approach (R) North 124.4

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

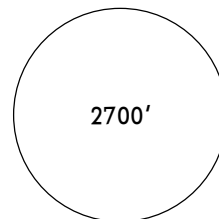
TRANS LEVEL: FL 110
TRANS ALT: 10000'

ODALE FIVE ARRIVAL [ODALE5]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

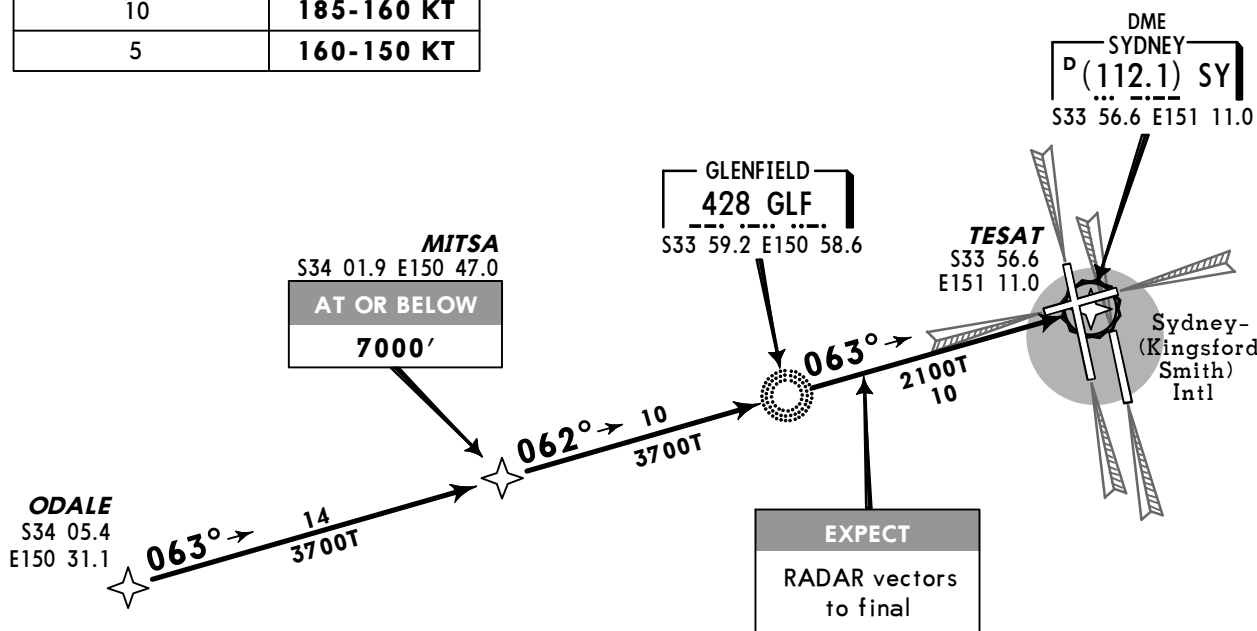
From ODALE track 063° to MITSA.
Cross MITSA at or below 7000'. Track 062° to GLF NDB. Track 063° to TESAT.
EXPECT RADAR vectors to final approach course after MITSA.



MSA ARP
2100' within 10 NM

GNSS permitted in lieu of SY DME
Reference waypoint TESAT

ATC APPROACH SPEEDS	
NM from threshold	SPEED
10	185-160 KT
5	160-150 KT



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

Squawk 7600.
Comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

ATIS 118.55 126.25 428

SYDNEY Approach (R) North 124.4

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RIVET TWO ARRIVAL [RIVET2]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

From RIVET track 049° to TAMMI.
Cross TAMMI at or below 9000'.

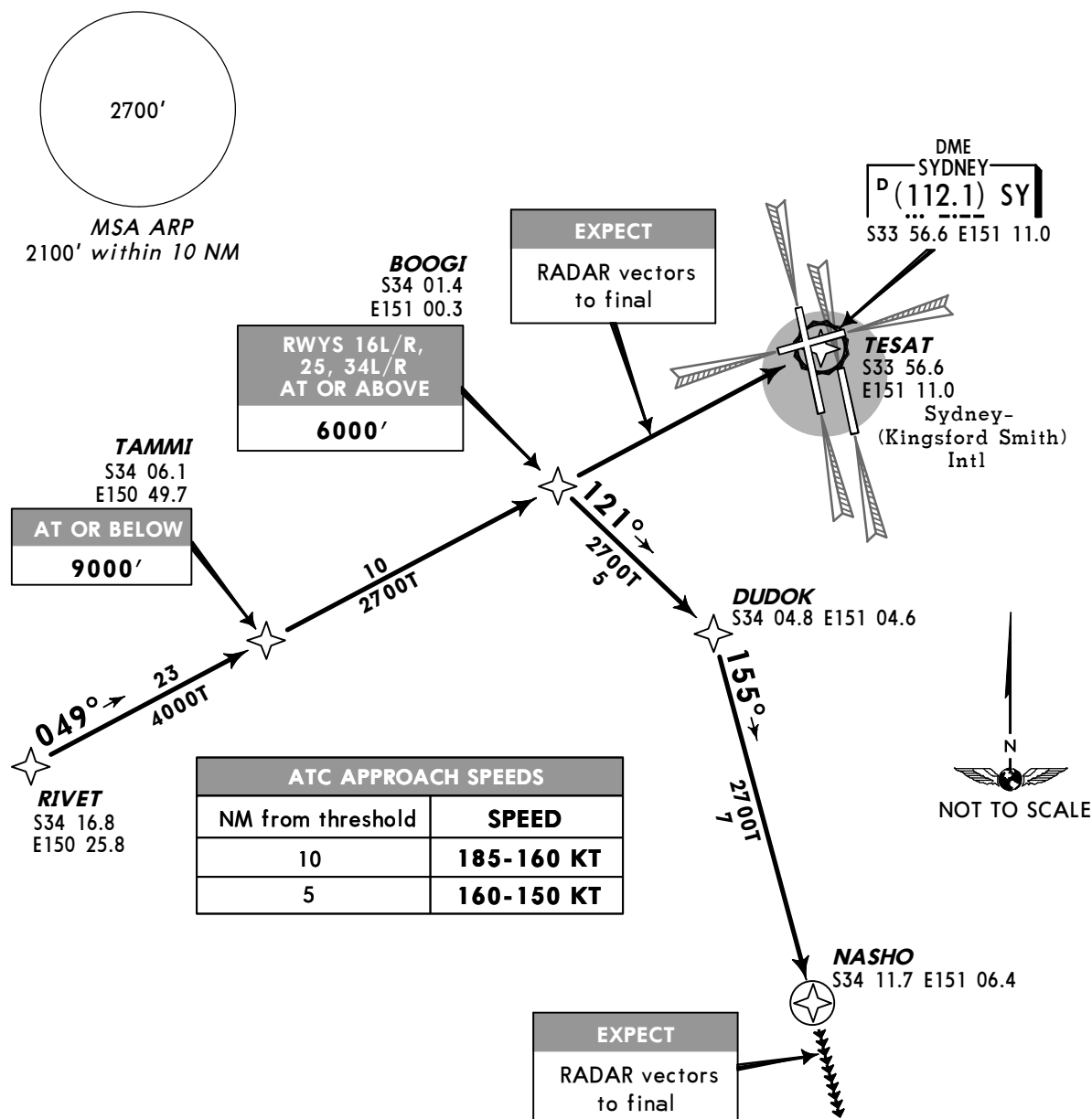
RWY 07: Track 049° to BOOGI.
Track 049° to TESAT. EXPECT
RADAR vectors to final.

RWYS 16L/R, 25: Track 049° to
BOOGI. Cross BOOGI at or above
6000'. Track 049° to TESAT.
EXPECT RADAR vectors to final.

RWYS 34L/R: Track 049° to
BOOGI. Cross BOOGI at or above
6000'. Turn RIGHT, track 121° to
DUDOK. Turn RIGHT, track 155° to
NASHO. Track 155°. EXPECT RADAR
vectors to final.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
**COMMUNICATIONS FAILURE:
PROCEDURE IN IMC**
Squawk 7600.
Comply with vertical navigation
requirements, but not below MSA.
Track via the latest STAR clearance
to the nominated runway, then fly the
most suitable approach in accordance
with EMERGENCY PROCEDURES.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

GNSS permitted in lieu of SY DME
Reference waypoint TESAT



SYDNEY Clearance 133.8

Ground East of RWY 16R/34L 121.7

West of RWY 16R/34L 126.5 when Clearance inop.

Departure (R) North & East 123.0

South, West & Northwest 129.7

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110

TRANS ALT: 10000'

SYDNEY SIX DEPARTURE (RADAR) [SY6] ALL RUNWAYS

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradients:

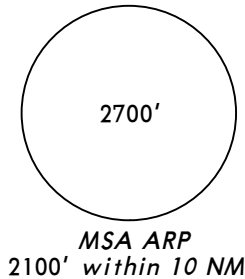
Rwy 07: 4.7% to 1500'.

Rwys 16L/R: 4.7% to 1000'.

Rwy 25: 5.6% to 2500'.

Rwy 34R: 4.8% to 1500'.

Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.6% V/V (fpm)	425	567	851	1134	1418	1701



RWY 07:

Track 062°. At 600' (800' for Jet ACFT) turn to assigned heading. EXPECT RADAR vectors. ACFT cleared via ENTRA or KAMBA-WLM - See SPECIAL REQUIREMENT.

RWY 16L:

Track 155°. At 500' turn to assigned heading. EXPECT RADAR vectors. ACFT cleared via ENTRA or KAMBA-WLM - See SPECIAL REQUIREMENT.

RWY 16R:

Track 155°. At 600' (800' for Jet ACFT) turn to assigned heading. EXPECT RADAR vectors. ACFT cleared via ENTRA or KAMBA-WLM - See SPECIAL REQUIREMENT.

RWY 25:

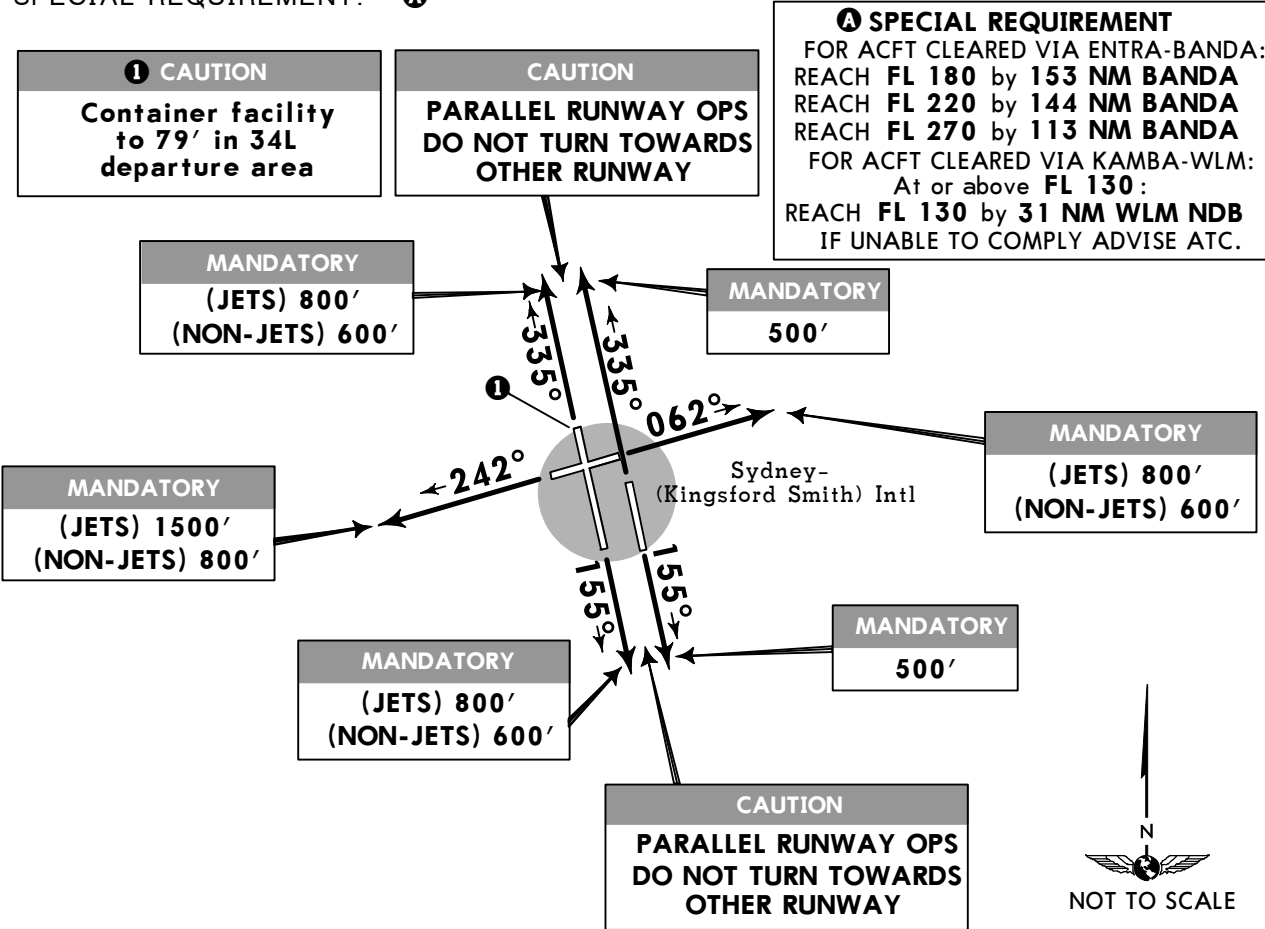
Track 242°. At 800' (NOT BEFORE 1500' for Jet ACFT) turn to assigned heading. EXPECT RADAR vectors. ACFT cleared via ENTRA or KAMBA-WLM - See SPECIAL REQUIREMENT.

RWY 34L:

Track 335°. At 600' (800' for Jet ACFT) turn to assigned heading (NO RIGHT TURN BELOW 1500'). EXPECT RADAR vectors. ACFT cleared via ENTRA or KAMBA-WLM - See SPECIAL REQUIREMENT.

RWY 34R:

Track 335°. At 500' turn to assigned heading. EXPECT RADAR vectors. ACFT cleared via ENTRA or KAMBA-WLM - See SPECIAL REQUIREMENT.



LOST COMMS

LOST COMMS

LOST COMMS

LOST COMMS

LOST COMMS

LOST COMMS

LOST COMMS

LOST COMMS

LOST COMMS

LOST COMMS

On recognition of communication failure Squawk 7600.

MAINTAIN last assigned vector for two minutes and, if necessary, climb to minimum safe altitude to MAINTAIN terrain clearance, then proceed in accordance with the latest ATC route clearance acknowledged.

SYDNEY Clearance

133.8

Ground East of RWY 16R/34L

121.7

West of RWY 16R/34L

126.5

when Clearance inop.

Departure (R) North & East

123.0

South, West & Northwest

129.7

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110

TRANS ALT: 10000'

JETS ONLY

RUNWAY 16L

ABBEY THREE DEPARTURE

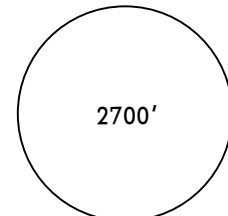
[ABBEY3]

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient 4.7% to 1000'.

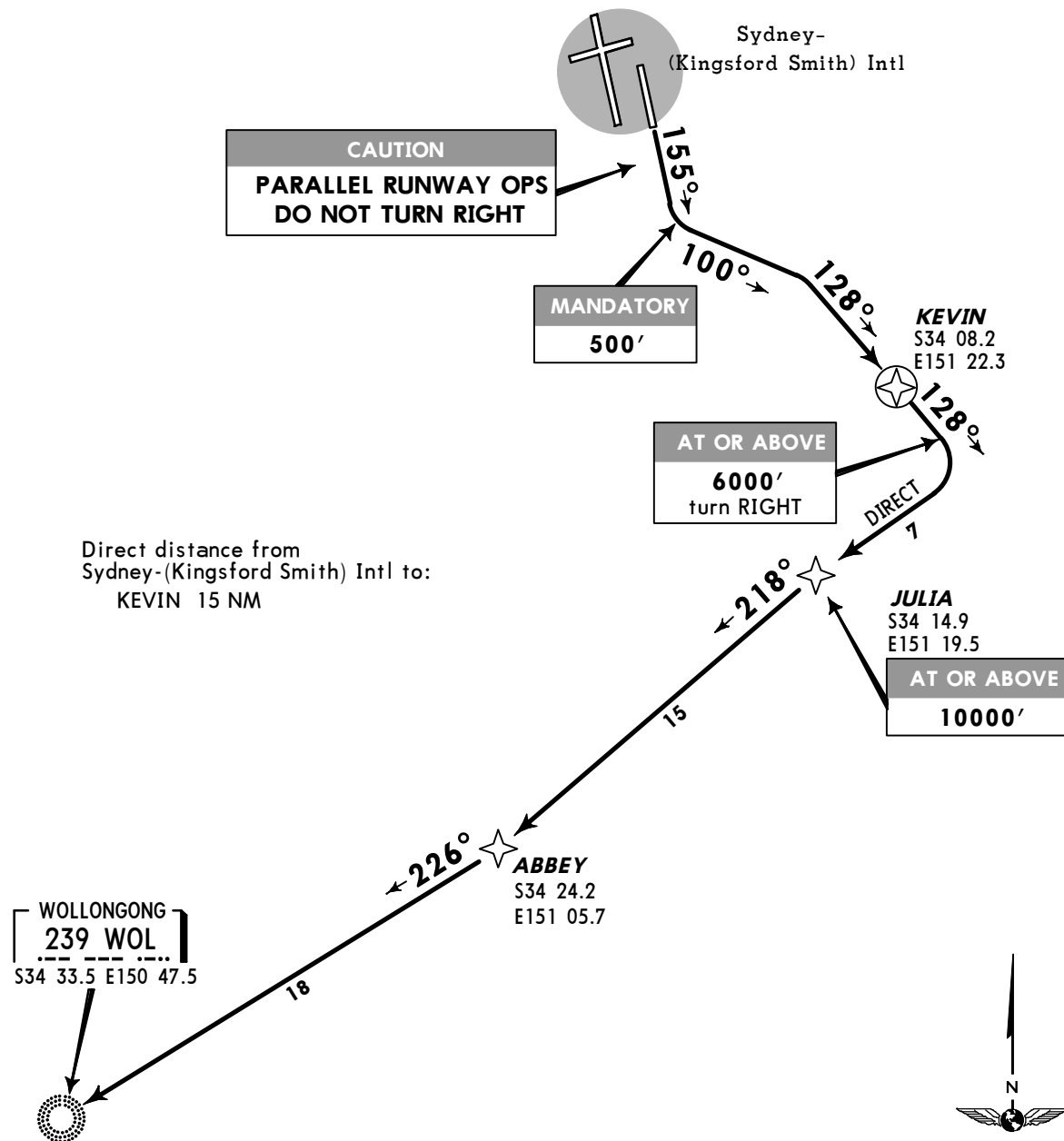
Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

RWY 16L: Track 155°. At 500' turn LEFT track 100° to intercept and track 128° to KEVIN. After passing KEVIN and 6000' turn RIGHT track direct to JULIA. Cross JULIA at or above 10000'. Track 218° to ABBEY. Turn RIGHT, track 226° to WOL NDB, then as cleared.



MSA ARP

2100' within 10 NM



SYDNEY Clearance	133.8	
Ground East of RWY 16R/34L	121.7	
West of RWY 16R/34L	126.5	when Clearance inop.
Departure (R) North & East	123.0	
South, West & Northwest	129.7	

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAY 16L

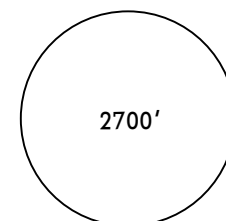
BOTANY BAY SEVEN DEPARTURE (VISUAL)

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient 5.4% to 700'.

Gnd speed-Kts	75	100	150	200	250	300
5.4% V/V (fpm)	410	547	820	1094	1367	1641

RWY 16L: Track 155°. As soon as practicable turn LEFT. Track visually through Botany Bay Heads. Intercept and track 128° by UGVAP. Track 128° to KEVIN. EXPECT RADAR vectors at or before KEVIN. For aircraft cleared via ENTRA - See SPECIAL REQUIREMENT **A**



MSA ARP
2100' within 10 NM

A SPECIAL REQUIREMENT

FOR AFT CLEARANCE VIA ENTRA-BANDA:
REACH **FL 180** by **153 NM BANDA**
REACH **FL 220** by **144 NM BANDA**
REACH **FL 270** by **113 NM BANDA**
IF UNABLE TO COMPLY ADVISE ATC.

CAUTION

PARALLEL RUNWAY OPS DO NOT TURN RIGHT

Sydney-
(Kingsford Smith) Intl

155

12

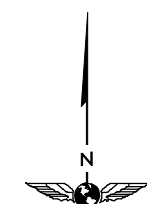
Botany Bay Heads

UGVAP
 > S34 01.2 E151 15.4

Direct distance from
Sydney-(Kingsford Smith) Intl to:
UGVAP 6 NM

KEVIN
S34 08.2 E151 22.3

EXPECT

RADAR vectors
at or before
KEVIN

NOT TO SCALE

SYDNEY Clearance **133.8**
 Ground East of RWY 16R/34L **121.7**
 West of RWY 16R/34L **126.5** when Clearance
 Departure (R) **128.3** inop.

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

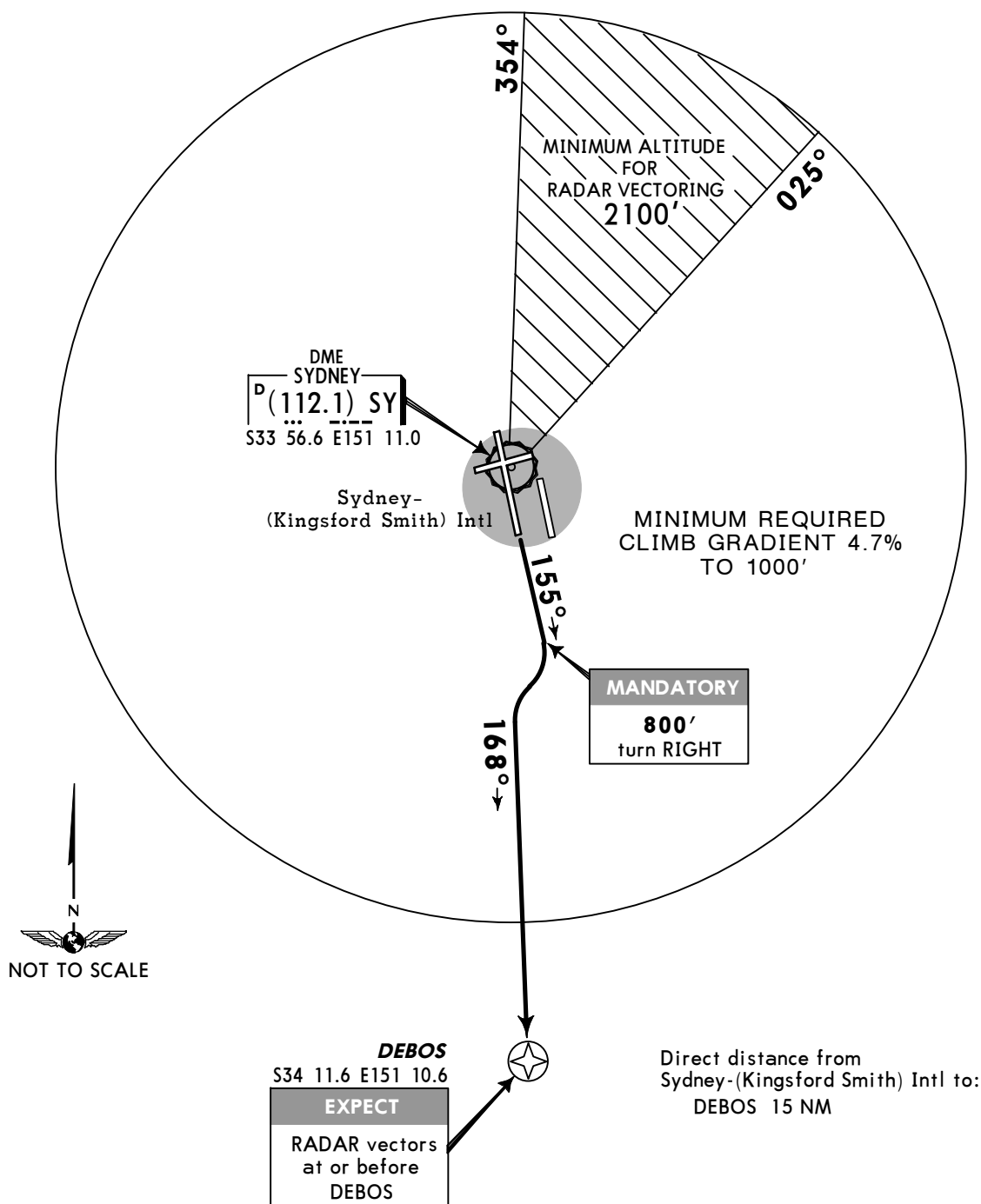
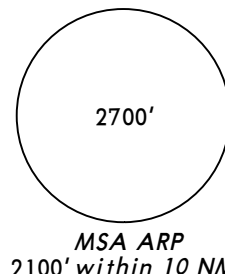
CURFEW FIVE DEPARTURE [CURFE5]
SPEED: MAX IAS 250 KT BELOW 10000'

RUNWAY 16R

Minimum required climb gradient 4.7% to 1000'.

Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

RWY 16R: Track 155°. At 800' turn RIGHT to intercept 168° to DEBOS. EXPECT RADAR vectors at or before DEBOS.



SYDNEY Clearance	133.8	
Ground East of RWY 16R/34L	121.7	
West of RWY 16R/34L	126.5	when Clearance inop.
Departure (R) North & East	123.0	
South, West & Northwest	129.7	

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

RUNWAY 16R

DEENA FIVE DEPARTURE
[DEENA5]

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient 4.7% to 1000'.

Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428



2700'

MSA ARP
2100' within 10 NM

DEPARTURE

CAUTION: Parallel runway operations - DO NOT TURN LEFT.

Track 155°. As soon as practicable turn RIGHT, track direct to DUNES.

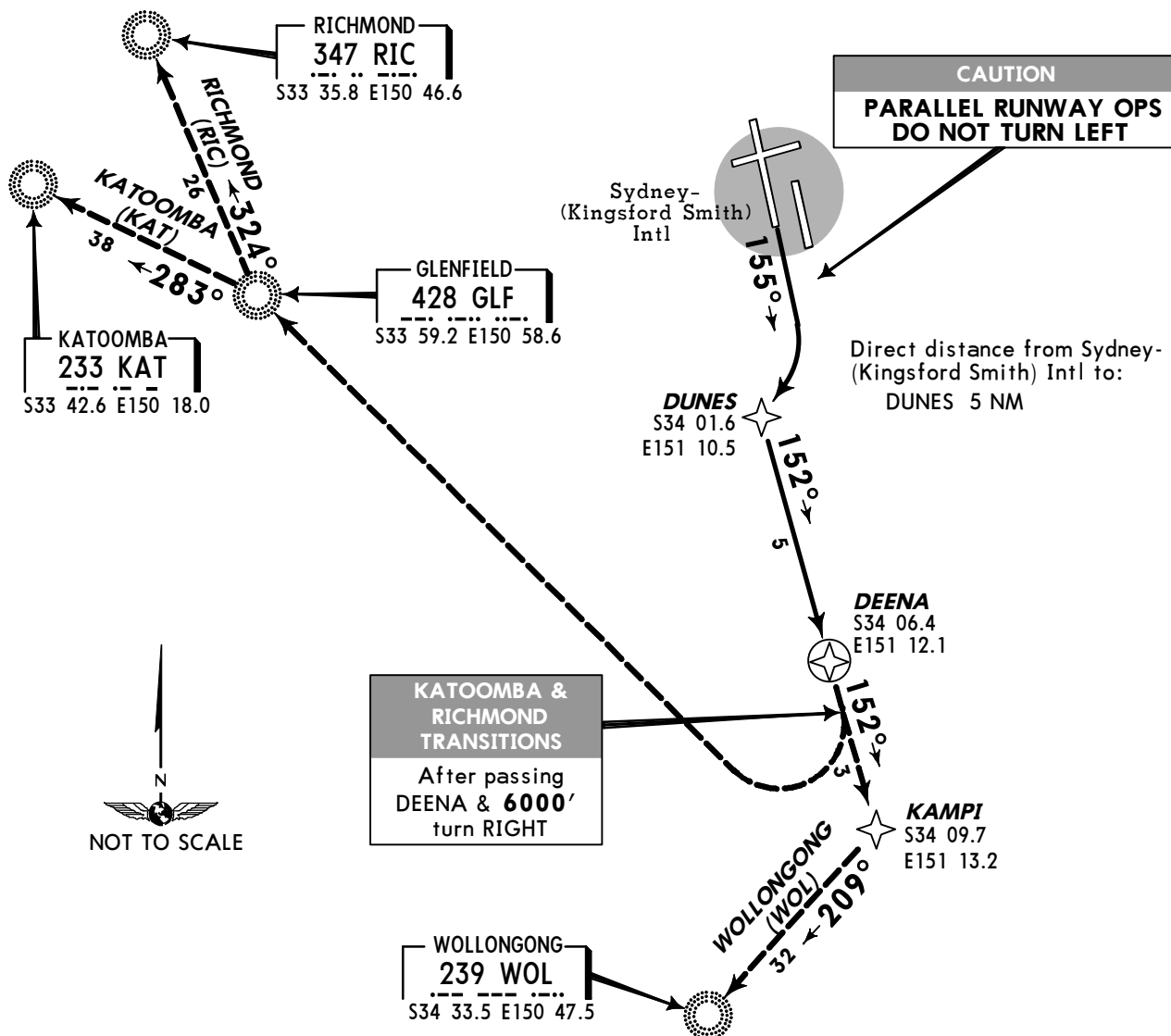
From DUNES turn LEFT track 152° to DEENA, then follow transition instructions.

TRANSITIONS

KATOOMBA (KAT): At DEENA, turn RIGHT if through 6000', OR track 152° until past 6000' then turn RIGHT, track direct to GLF NDB. From GLF NDB track 283° to KAT NDB, then as cleared.

RICHMOND (RIC): At DEENA, turn RIGHT if through 6000', OR track 152° until past 6000' then turn RIGHT, track to GLF NDB. From GLF NDB track 324° to RIC NDB, then as cleared.

WOLLONGONG (WOL): At DEENA track 152° to KAMPI. From KAMPI turn RIGHT track 209° to WOL NDB, then as cleared.



SYDNEY Clearance **133.8**
 Ground East of RWY 16R/34L **121.7**
 West of RWY 16R/34L **126.5** when Clearance inop.
 Departure (R) North **123.0**

SYDNEY, NSW, AUSTRALIA

YSSY - (KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

RUNWAY 34R

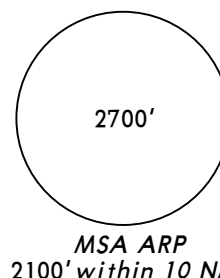
JETS ONLY

ENTRA FOUR DEPARTURE
[ENTRA4]

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient 4.8% TO 1500'.

Gnd speed-Kts	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458



DEPARTURE

CAUTION: Parallel runway operations - DO NOT TURN LEFT.
 Track 335°. At 500' turn RIGHT intercept and track 023° to HALAS.
 At HALAS turn RIGHT, track 060° to intercept and track 038° to ENTRA.
 Then as cleared. See SPECIAL REQUIREMENT . **A**

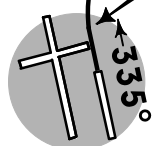
A SPECIAL REQUIREMENT
 FOR ACFT CLEARED VIA ENTRA-BANDA:
 REACH **FL 180** by **153 NM BANDA**
 REACH **FL 220** by **144 NM BANDA**
 REACH **FL 270** by **113 NM BANDA**
 IF UNABLE TO COMPLY ADVISE ATC.

Direct distance from
 Sydney-(Kingsford Smith) Intl to:
 HALAS 7 NM

CAUTION
PARALLEL RUNWAY OPS
DO NOT TURN LEFT

HALAS
 S33 50.9 E151 15.7

MANDATORY
500'
 turn RIGHT



Sydney-
 (Kingsford Smith) Intl

A ENTRA
 S33 35.0 E151 41.8

038°

060°

023°

335°



SYDNEY Clearance	133.8	
Ground East of RWY 16R/34L	121.7	
West of RWY 16R/34L	126.5	when Clearance inop.
Departure (R) North & East	123.0	
South, West & Northwest	129.7	

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

RUNWAY 07

FISHA SIX DEPARTURE
[FISHA6]

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient 4.7% to 1500'.

Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

2700'

MSA ARP
2100' within 10 N

DEPARTURE

Track 062°. At 800' turn RIGHT intercept and track 066° to FISHA then follow transition instructions.

TRANSITIONS

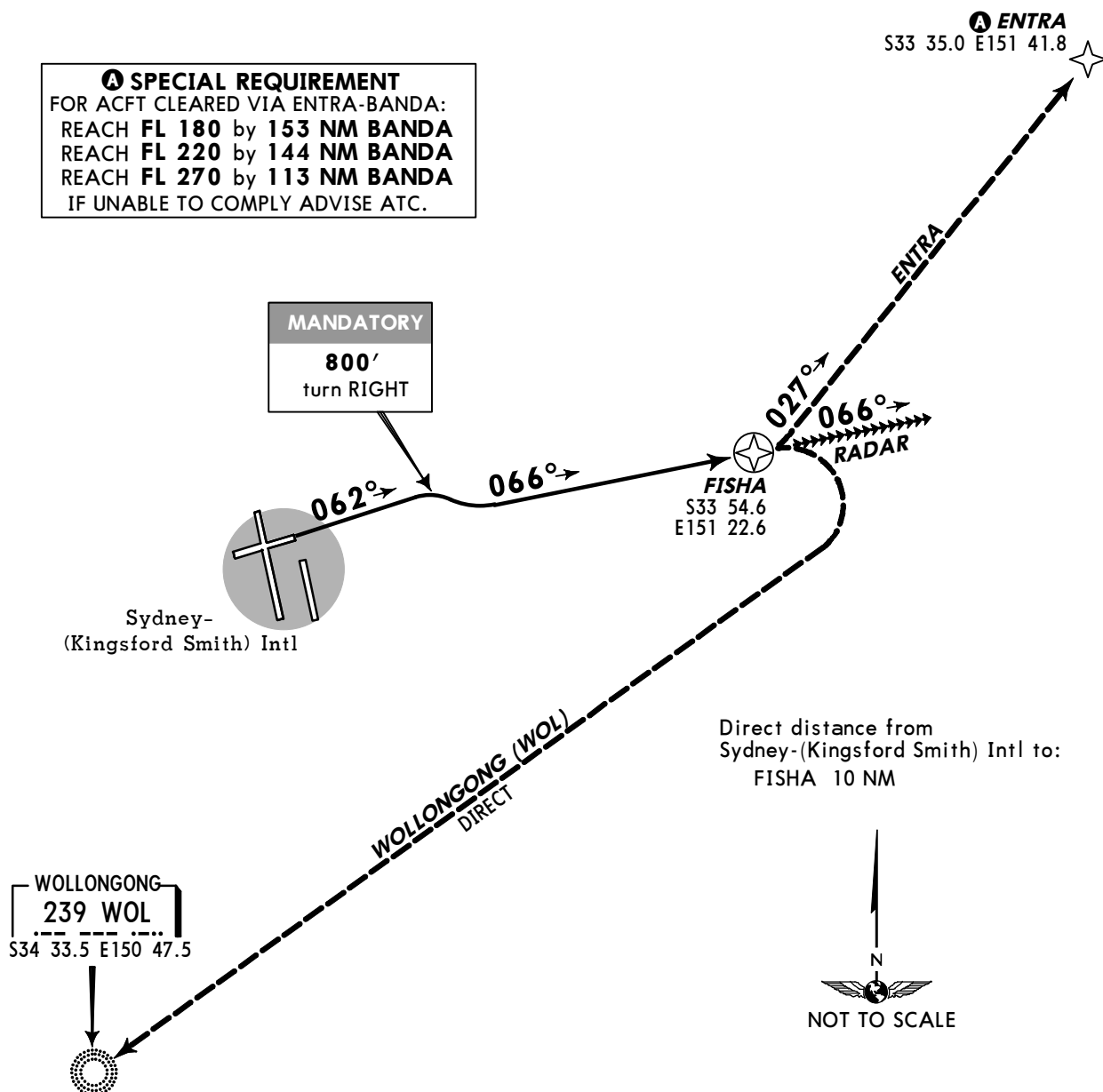
ENTRA: At FISHA turn LEFT. Track direct to ENTRA (approx 027°), then as cleared. See SPECIAL REQUIREMENT

RADAR: At FISHA CONTINUE tracking 066°. EXPECT RADAR vectors to cleared route.

WOLLONGONG (WOL): At FISHA turn RIGHT. Track direct to WOL NDB, then as cleared.

A SPECIAL REQUIREMENT

FOR ACFT CLEARED VIA ENTRA-BANDA:
REACH **FL 180** by **153 NM BANDA**
REACH **FL 220** by **144 NM BANDA**
REACH **FL 270** by **113 NM BANDA**
IF UNABLE TO COMPLY ADVISE ATC.



YSSY -(KINGSFORD SMITH) INTL

RUNWAYS 07 & 16L

SPEED: MAX IAS 250 KT BELOW 10000'

NOT TO SCALE

SYDNEY Clearance **133.8**
 Ground East of RWY 16R/34L **121.7**
 West of RWY 16R/34L **126.5** when Clearance inop.
 Departure (R) North & East **123.0**
 South, West & Northwest **129.7**

SYDNEY, NSW, AUSTRALIA

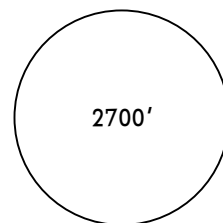
YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

JETS ONLY

RUNWAY 16R

KAMPI TWO DEPARTURE [KAMPI2]
SPEED: MAX IAS 250 KT BELOW 10000'



MSA ARP
 2100' within 10 NM

Minimum required climb gradient 4.7% to 1000'.

Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

DEPARTURE

CAUTION: Parallel runway operations - DO NOT TURN LEFT.
 Track 155°. As soon as practicable turn RIGHT track direct to DUNES.
 At DUNES turn LEFT track 152° to KAMPI. At KAMPI continue tracking 152°
 EXPECT RADAR vectors to cleared route.
 For ACFT cleared via ENTRA see SPECIAL REQUIREMENT. **A**

A SPECIAL REQUIREMENT

FOR ACFT CLEARED VIA ENTRA-BANDA:
 REACH **FL 180** by **153 NM BANDA**
 REACH **FL 220** by **144 NM BANDA**
 REACH **FL 270** by **113 NM BANDA**
 IF UNABLE TO COMPLY ADVISE ATC.

Direct distance from Sydney-
 (Kingsford Smith) Intl to:
 DUNES 5 NM

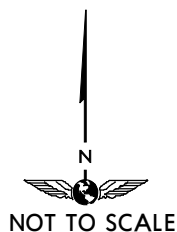
Sydney-
 (Kingsford Smith) Intl

CAUTION

**PARALLEL RUNWAY OPS
 DO NOT TURN LEFT**

DUNES
 S34 01.6
 E151 10.5

KAMPI
 S34 09.7
 E151 13.2



RADAR

SYDNEY Clearance **133.8**
 Ground East of RWY 16R/34L **121.7**
 West of RWY 16R/34L **126.5** when Clearance inop.
 Departure (R) South **129.7**

SYDNEY, NSW, AUSTRALIA

YSSY - (KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

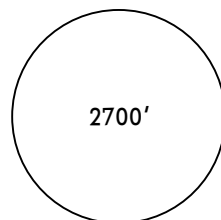
JETS ONLY

RWY 34L SOUTHWEST

**KATOOMBA (KAT) TWO [KAT2],
 WOLLONGONG (WOL) ONE [WOL1] DEPARTURES**
SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient 5.9% to 2500'.

Gnd speed-Kts	75	100	150	200	250	300
5.9% V/V (fpm)	448	597	896	1195	1494	1792



MSA ARP
 2100' within 10 NM

RWY 34L (JET):

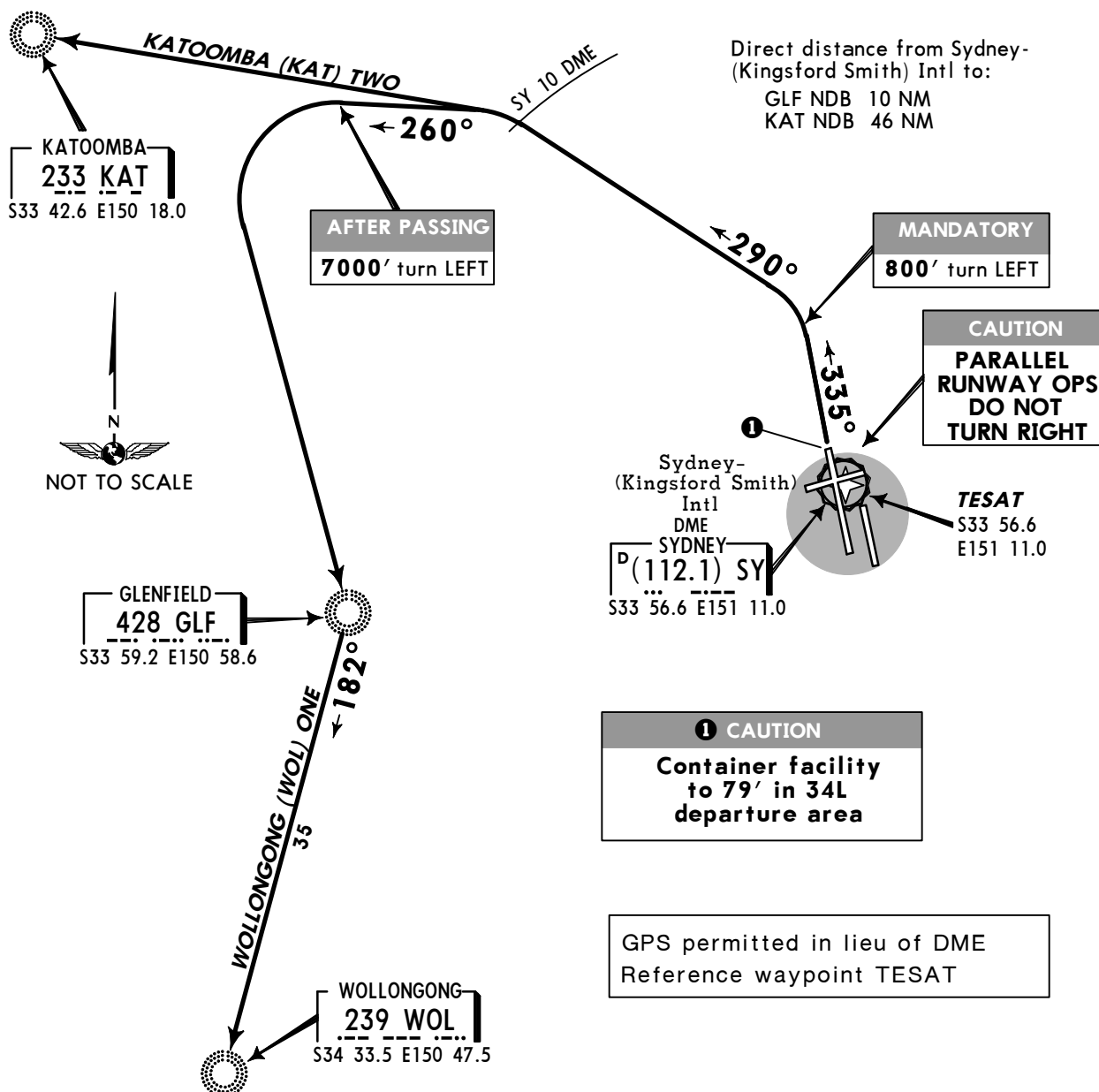
CAUTION: Parallel runway operations - DO NOT TURN RIGHT.
 Track 335°. At 800' turn LEFT. Track 290° to SY 10 DME.
 At SY 10 DME turn LEFT.

FOR: KAT

Track direct to KAT NDB, then via cleared route.

FOR: WOL

Track 260°. After passing 7000', turn LEFT. Track direct to GLF NDB.
 From GLF NDB track 182° to WOL NDB, then via cleared route.



SYDNEY, NSW, AUSTRALIA

SYDNEY Clearance **133.8**
 Ground East of RWY 16R/34L **121.7**
 West of RWY 16R/34L **126.5** when Clearance inop.
 Departure (R) North & East **123.0**
 South, West & Northwest **129.7**

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

JETS ONLY

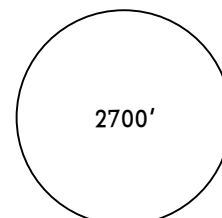
RUNWAY 16L

KEVIN FOUR DEPARTURE [KEVIN4]

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient 4.7% to 1000'.

Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428



MSA ARP
 2100' within 10 NM

DEPARTURE

CAUTION: Parallel runway operations - DO NOT TURN RIGHT.
 Track 155°. At 500' turn LEFT track 100° intercept and track 128° to KEVIN then follow transition instructions.

TRANSITIONS

ENTRA: At KEVIN turn LEFT track 080°. On passing 10000' turn LEFT track direct to ENTRA, then as cleared.

See SPECIAL REQUIREMENTS . **A**

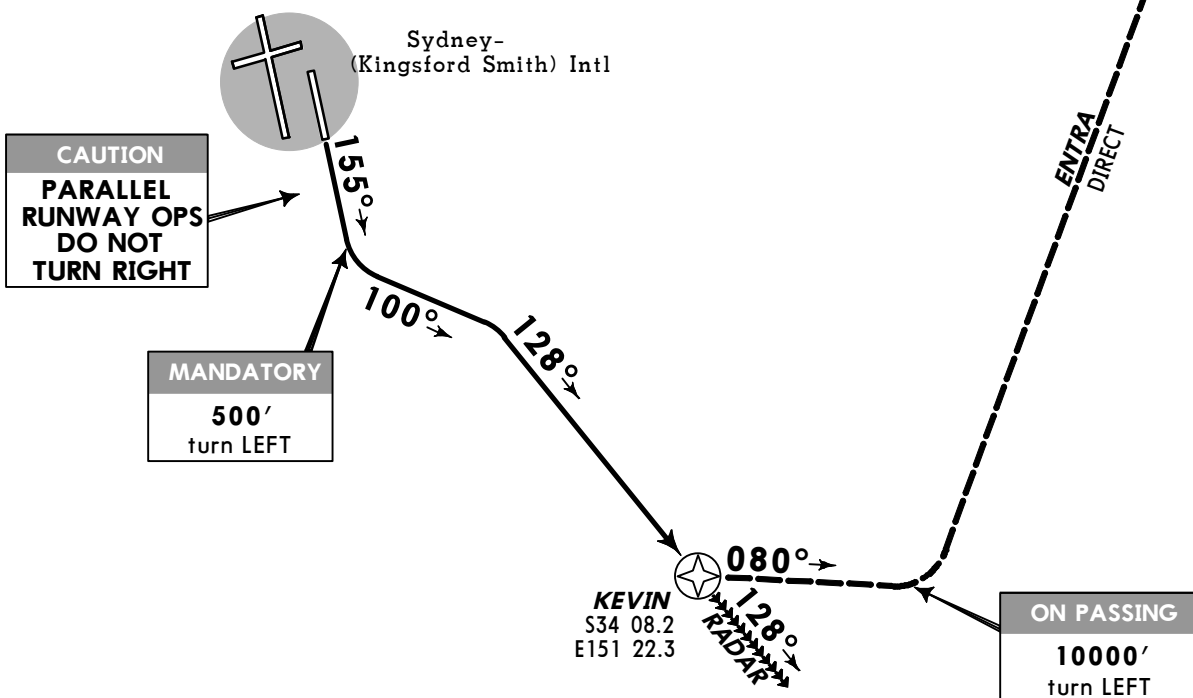
RADAR: At KEVIN CONTINUE tracking 128°. EXPECT RADAR vectors to cleared route.

A SPECIAL REQUIREMENT
 FOR ACFT CLEARED VIA ENTRA-BANDA:
 REACH **FL 180** by **153 NM BANDA**
 REACH **FL 220** by **144 NM BANDA**
 REACH **FL 270** by **113 NM BANDA**
 IF UNABLE TO COMPLY ADVISE ATC.

Direct distance from
 Sydney-(Kingsford Smith) Intl to:
 KEVIN 15 NM



A ENTRA
 S33 35.0 E151 41.8



SYDNEY Clearance	133.8	
Ground East of RWY 16R/34L	121.7	
West of RWY 16R/34L	126.5	when Clearance inop.
Departure (R) North & East	123.0	
South, West & Northwest	129.7	

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

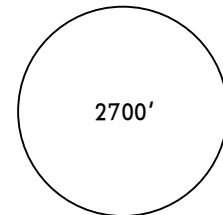
RUNWAY 34R

MARUB FIVE DEPARTURE
[MARUB5]

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient 4.8% to 1500'.

Gnd speed-Kts	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458



MSA ARP
2100' within 10 NM

DEPARTURE

CAUTION: Parallel runway operations - DO NOT TURN LEFT.

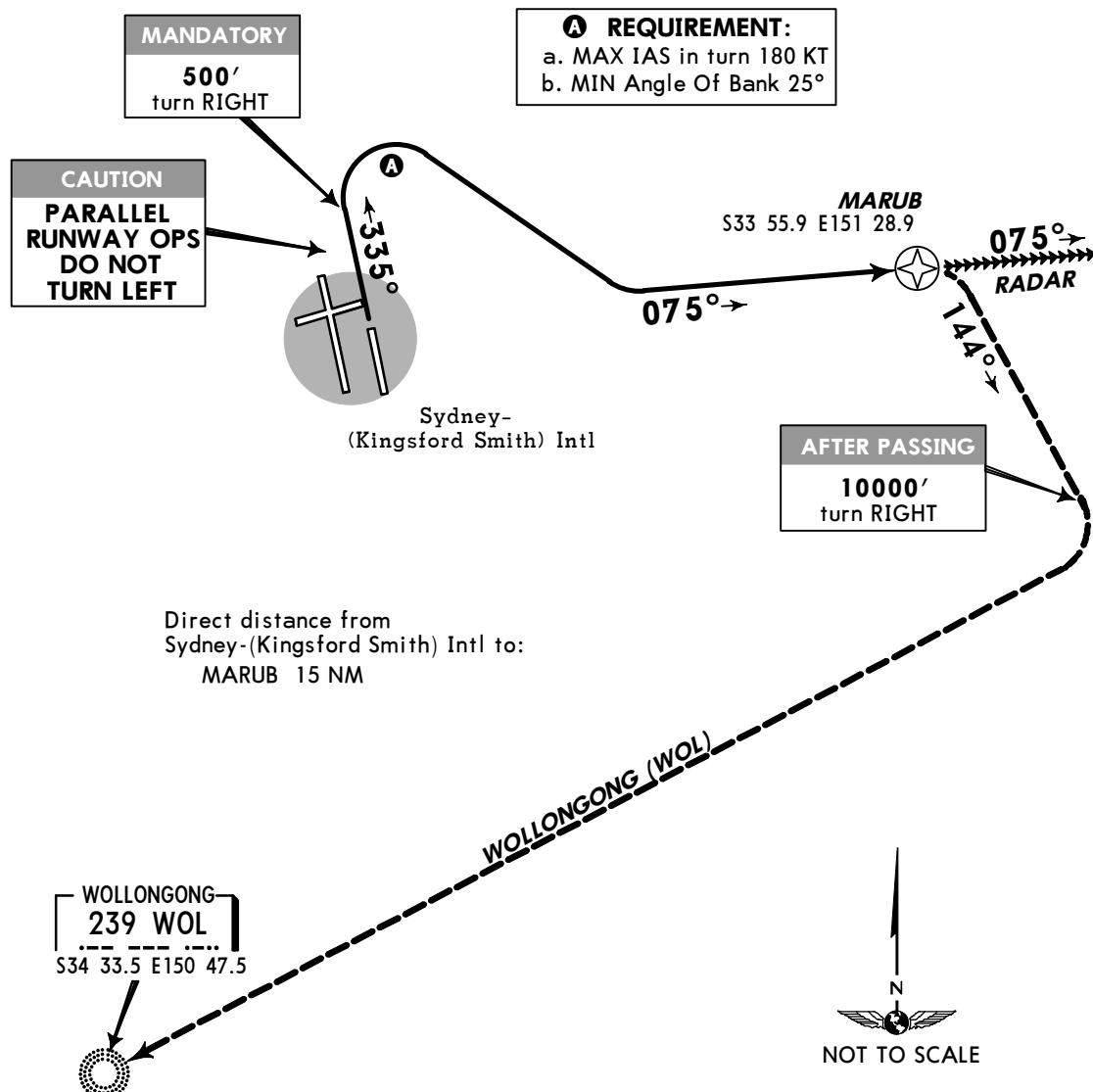
Track 335°. At 500' turn RIGHT **A** intercept and track 075° to MARUB.

Then follow transition instructions.

TRANSITIONS

RADAR: At MARUB continue tracking 075°. EXPECT RADAR vectors to cleared route.

WOLLONGONG (WOL): At MARUB turn RIGHT track 144°. After passing 10000' turn RIGHT track to WOL NDB, then as cleared.



SYDNEY Clearance **133.8**
 Ground East of RWY 16R/34L **121.7**
 West of RWY 16R/34L **126.5** when Clearance inop.
 Departure (R) North & East **123.0**
 South, West & Northwest **129.7**

SYDNEY, NSW, AUSTRALIA

YSSY - (KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

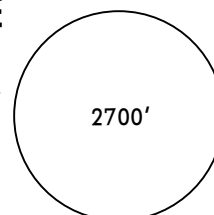
JETS ONLY

RUNWAY 34L

RICHMOND (RIC) THREE DEPARTURE

[RIC3]

SPEED: MAX IAS 250 KT BELOW 10000'



MSA ARP
 2100' within 10 NM

Minimum required climb gradient 5.6% to 2500'.

Gnd speed-Kts	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

DEPARTURE

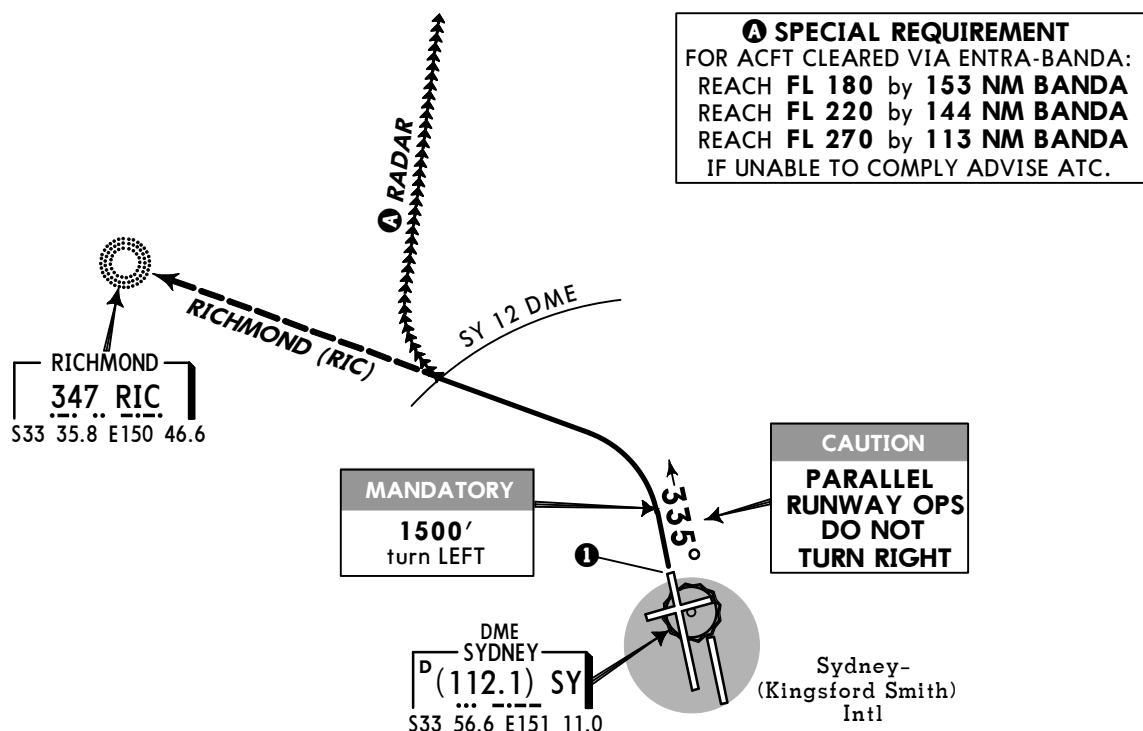
CAUTION: Parallel runway operations - DO NOT TURN RIGHT.
 Track 335°. At 1500' turn LEFT, track direct RIC NDB, then follow transition instruction.

TRANSITION

RADAR: After passing SY 12 DME, EXPECT RADAR vectors to cleared route.

For aircraft cleared via ENTRA - See SPECIAL REQUIREMENT **A**

RICHMOND (RIC): Track to RIC NDB, then as cleared.



Direct distance from
 Sydney-(Kingsford Smith) Intl to:
 RIC NDB 29 NM

CAUTION
 Container facility
 to 79' in 34L
 departure area



NOISE ABATEMENT PROCEDURES

SUMMER (Oct-Mar):	Local Time minus 11 HOURS = UTC
WINTER:	Local Time minus 10 HOURS = UTC

PREFERRED RUNWAYS

a. 2300-0600 LT (applicable to all aircraft)

Landing

Take-off

1. Runway 34L

Runway 16R

b. 0600-0700 LT Mon-Sat and 0600-0800 LT Sun

Landing

Take-off

1. Runway 34L

Runway 16L

2. Runway 34L

Runways 16L and 16R

3. Runways 34L and 34R

Runway 25

Runway 25

Runways 16L and 16R

Runway 07

Runways 16L and 16R

4. Runways 16L and 16R

Runways 16L and 16R

Runways 34L and 34R

Runways 34L and 34R

5. Runway 07 or 25

Runway 07 or 25

c. 0700-2245 LT Mon-Fri, 0700-2200 LT Sat and 0800-2200 LT Sun

Landing

Take-off

1. Runway 34L

Runway 16L

2. Runway 07

Runways 16L and 16R

Runways 34L and 34R

Runway 25

Runway 25

Runways 16L and 16R

3. Runways 16L and 16R

Runways 16L and 16R

Runways 34L and 34R

Runways 34L and 34R

4. Runway 07 or 25

Runway 07 or 25

d. 2200-2245 LT Sat and Sun

Landing

Take-off

1. Runway 34L

Runway 16L

2. Runway 34L

Runways 16L and 16R

3. Runway 25

Runways 16L and 16R

4. Runway 07

Runways 16L and 16R

5. Runways 34L and 34R

Runway 25

6. Runways 16L and 16R

Runways 16L and 16R

Runways 34L and 34R

Runways 34L and 34R

7. Runway 07 or 25

Runway 07 or 25

e. 2245-2300 LT

Landing

Take-off

1. Runway 34L

Runway 16L

2. Runway 34L

Runways 16L and 16R

3. Runway 25

Runways 16L and 16R

Runway 07

Runways 16L and 16R

4. Runways 16L and 16R

Runways 16L and 16R

Jet noise abatement climb procedures apply for the following runways:

Runway 16R 2300-0600 HR local time

Runways 34L and 34R at other times.

NOISE ABATEMENT PROCEDURES

The departure procedure to be used on a specific departure should satisfy the noise abatement objectives of the aerodrome operator in alleviating noise either close to the aerodrome or distant from the aerodrome. Examples of such procedures are given in PANS-OPS Vol. I, Part V, Chapter 3 (NADP 1 and NADP2).

Operators of aircraft which have engines with a by-pass ratio greater than 3.5:1 may use the procedure detailed below as an alternative:

- a. climb at V_2+10KT to V_2+20KT - or body angle limit speed; and
 - b. maintain take-off power to a height above the aerodrome of 1000ft:
 - c. then maintaining a positive rate of climb, accelerate to zero flap minimum safe maneuvering speed (VZF) retracting flap on schedule;
 - d. then reduce to normal climb power/thrust; and
- Note: For aeroplanes with slow flap retraction, reduce power/ thrust at an intermediate flap setting.*
- e. continue climb at not greater than $VZF+10KT$ to a height above the aerodrome of 3000ft:
 - f. accelerate smoothly to en route climb speed; and
 - g. maintain runway heading unless required to do otherwise in accordance with a SID or specific ATC instruction.

Notwithstanding the wind requirement cited in Jeppesen NOISE ABATEMENT PROCEDURES, the following maximum crosswind / downwind components apply to ATC nominated runways:

- | | | |
|----------|---|---|
| DRY RWYS | - | Max crosswind 20 kts / Max downwind 5 kts |
| WET RWYS | - | Max crosswind 20 kts / No downwind |
| | - | Max crosswind 15 kts / Max downwind 5 kts |

For jet arrivals, ATC will not nominate runways other than 16R or 34L when the runways are wet with a downwind component.

PREFERRED FLIGHT PATHS

a. Arriving Aircraft

These procedures will apply to all aircraft between 1900 and 0700 local time.

NOTE: For arriving jet aircraft landing Runways 34L/R, preferred flight path procedures apply at all times.

1. Arriving jet aircraft landing Runway 07 will not be permitted to descend below 3000' over built-up areas until aligned with the runway centerline prior to GLF. For arriving jet aircraft landing Runway 25, preferred flight path procedures apply. Further, to assist with noise reduction in the Sydney Terminal Area, it is recommended that, as far as is practicable and to the extent that ATC speed control requirements permit, pilots delay the deployment of flaps until operationally required.
2. Other arriving aircraft will not be permitted to descend below 2000' over built-up areas until aligned with the runway centerline.
3. ATC will route aircraft over less noise-sensitive areas to the various runways whenever possible. Frequent use will be made of seaward tracking during the night hours.

b. Departing Aircraft

ATC will route departing jet aircraft via Standard Instrument Departures which, where applicable, are contained within designated flight corridors, and other aircraft over less noise sensitive areas.

NOISE ABATEMENT PROCEDURES**TRAINING FLIGHTS**

NOTE: Pilots intending to conduct airwork, other than ILS training, in the Sydney Terminal Area must obtain preflight briefing and approval from Sydney ATC, Phone 02 9556 6875 or 9556 6564.

- a. Training is not permitted at Sydney except as set out in the following paragraphs.
- b. At any time, arriving scheduled aircraft may be permitted to carry out a practice ILS or LOC approach at the conclusion of each leg of flights to Sydney, provided that:
 - 1. the pilot-in-command has stated that the approach is required for license renewal purposes; or
 - 2. the aircraft lands straight ahead and does not use a runway other than the runway currently in use, merely for the purpose of carrying out the practice.
- c. All training is at the discretion of ATC as traffic and workload permit.
- d. ILS training is also available at Richmond, NSW. See Richmond, NSW 10-4 for conditions.
- e. Flying Operations Inspector test and check flights are permitted on any of the aids in the Sydney Terminal Area, subject to appropriate warning and ATC traffic handling capacity.
- f. No helicopter training is permitted to or from the heliport.
- g. Airline companies may carry out aircraft checking and testing flights, other than under asymmetric conditions, but these will be limited to two circuits by any one company in one day.
- h. Military aircraft on practice ILS or LOC approach must intercept the LOC at or above 3000 feet.

CURFEW**a. Introduction**

The Sydney Airport Curfew Act 1995, the Sydney Airport Curfew Regulations and the Air Navigation (Aerodrome Curfew) Regulations regulate movements at Sydney (Kingsford-Smith) Aerodrome between 2300-0600 hours local time. Additional restrictions apply daily between 2245-2300 hours local time, and on Saturdays and Sundays between 0600-0700 and 2200-2300 hours local time.

The Act contains provisions for severe penalties for any unauthorized operations between the above times and for failure to provide information or the provision of false information.

Specific operators have some concessions which are not listed here.

b. Restrictions Applicable to all Aircraft

The restrictions listed in this paragraph are applicable to all aircraft, including propeller driven aircraft, over 34,000kg MTOW. There are some concessions for specified classes of aircraft which are listed in the section titled 'Concessions for International Aircraft'.

NOISE ABATEMENT PROCEDURES

c. Group of Aircraft that can Operate

Only the following aircraft may take off or land at Sydney Aerodrome between 2300 and 0600 hours local time:

1. Propeller-driven aircraft with a MTOW of 34,000kg (74,957 lbs) or less that meet the noise level requirements of ICAO Annex 16, Volume 1, Part II, Chapter 3, 5, 6 or 10 (as appropriate to the aircraft classification).

2. The following types of aircraft:

BAe 125-800B;	*Gulfstream V
Beech 400A/Beechjet 400A/ Hawker 400XP	Hawker 800XP/850XP/Horizon
Canadair Challenger 300/601/ 604	HS 125-700B
Cessna 680	Learjet 31A/35/36/40/45XR/60
Cessna Citation 500/525/550/ 560/650/750	Legacy EMB-135
Falcon 10/50/50EX/200/900/ 900C/900EX/2000/2000EX	Mitsubishi MU-300
*Global Express	Premier 1/1A
*Global 5000	Westwind 1124
*Gulfstream IV/SP/G300/ G350/G400/G450/G500/G550	

*Must have a maximum take-off weight of 34,000kg (74,957 lbs) or less

d. Available Runways

All aircraft permitted to operate during the curfew period, and during the restricted times around the curfew period, must use the following runways, unless the provisions of paragraphs e. or f. apply:

1. for landing:

- (a) 0600-0700 local time & 2200-2300 local time (Sat & Sun) only Rwy 34L, unless another runway is nominated by Air Traffic Control;
- (b) 2300-0600 local time (Daily) only Rwy 34L;

2. for take-off:

- (a) 0600-0700 local time & 2200-2245 local time (Sat & Sun) only Rwy 16R or 16L, unless another runway is nominated by Air Traffic Control;
- (b) 2245-2300 local time (Daily) only Rwy 16R or 16L;
- (c) 2300-0600 local time (Daily) only Rwy 16R, south of the intersection of taxiway G.

NOTE: Aircraft that receive a taxi clearance prior to the commencement of the curfew period (2300 local time) but subsequently depart after the commencement of the curfew MAY use the full length of the runway and are not required to reposition south of the intersection of Rwy 16R and taxiway G.

- (d) If an aircraft receives taxi clearance prior to 2300, it may take off from Rwy 16R even though the departure time may be within the curfew period.

e. Exemptions

These restrictions to operations do not apply to a flight under the following circumstances:

1. The aircraft is being used for or in connection with:

- (a) a search and rescue operation;
- (b) a medical emergency;
- (c) a natural disaster;

2. the pilot of the aircraft has declared an in-flight emergency;

NOISE ABATEMENT PROCEDURES

3. the aircraft has insufficient fuel to be diverted to another airport;
4. there is an urgent need for the aircraft to land or take-off;
 - (a) to ensure the safety or security of the aircraft or any person; or
 - (b) to avoid damage to property.

f. Dispensations

Dispensation from these conditions requires the approval of the Minister for Transport. The Minister, or a delegate of the Minister, may approve operations in exceptional circumstances having regard to the guidelines for approval of dispensations.

Requests for dispensations and copies of the guidelines should be made via telephone 1300 307 288 or email to: transport.security@infrastructure.gov.au.

g. Reverse Thrust During the Curfew Period

Pilots of aircraft must use the minimum reverse thrust necessary for the safe operation of the aircraft. Pilots of aircraft shall not plan to land at Sydney if any unserviceability in the aircraft would mean that reverse thrust greater than reverse idle must be used.

If the pilot of an aircraft uses reverse thrust that is greater than idle reverse thrust, the operator must, no later than 7 days after landing, give a reverse thrust return including the following details:

1. the date and time,
2. the aircraft registration, operator and type,
3. the engine type, and
4. the reason why reverse thrust greater than at idle power was used.

The return is to be lodged with Airservices Australia at the following address:

Manager, Environment Monitoring
Airservices Australia
GPO Box 367, Canberra ACT 2601

or a facsimile sent to: (02) 6268 4201.

Notification of the use of reverse thrust greater than at idle power will not be issued to operators by Airservices.

h. Missed Approaches During the Curfew Period

If the pilot of an aircraft landing at Sydney Aerodrome during a curfew period makes a missed approach, the operator must, no later than 7 days after the attempted landing, give a missed approach return including the following details:

1. date and time;
2. the aircraft registration, operator and type;
3. the reasons for the missed approach, including the wind conditions prevailing at the time; and
4. the downwind limits for landing as specified in the aircraft's flight manual.

The return is to be lodged with Airservices Australia at the following address:

Manager, Environment Operations
Airservices Australia
GPO Box 367, Canberra ACT 2601

or a facsimile sent to: (02) 6268 4201.

Notification of missed approach incidents will not be issued to operators by Airservices.

NOISE ABATEMENT PROCEDURES**i. Classification of Aircraft**

The operator is responsible for classifying an aircraft in accordance with ICAO Annex 16. Operators may obtain this information by writing to the Manager, Environment Monitoring, at the address shown in paragraph g.

CONCESSIONS FOR INTERNATIONAL AIRCRAFT

Operators are permitted to operate an aircraft engaged in an international operation that meets the noise level requirements of ICAO Annex 16, Volume I, Part II, Chapter 3, and that is engaged in the transport of passengers or persons generally for hire or reward to or from Sydney Aerodrome, provided that the total number of flights for all operators does not exceed the following quota;

- no more than twenty four landings between 0500 and 0600 local time in any one week.

Slot allocation to operate within the quota can be obtained from:

Airport Coordination Australia Pty. Ltd.
3/1227 Sydney International Terminal
P.O. Box 332
Mascot NSW 1460

Telephone: (02) 9313 5469

Facsimile: (02) 9313 4210

SITA: HDQACXH

E-mail: coordaus@magna.com.au

DESIGNATED FLIGHT CORRIDORS**a. Introduction**

The Air Navigation (Aerodrome Flight Corridors) Regulations regulate flight corridors used by jet aircraft at Sydney (Kingsford-Smith) Aerodrome. The Regulations contain provisions for penalties for contravention or failure to comply with the relevant designated flight corridor.

b. Use of Flight Corridors

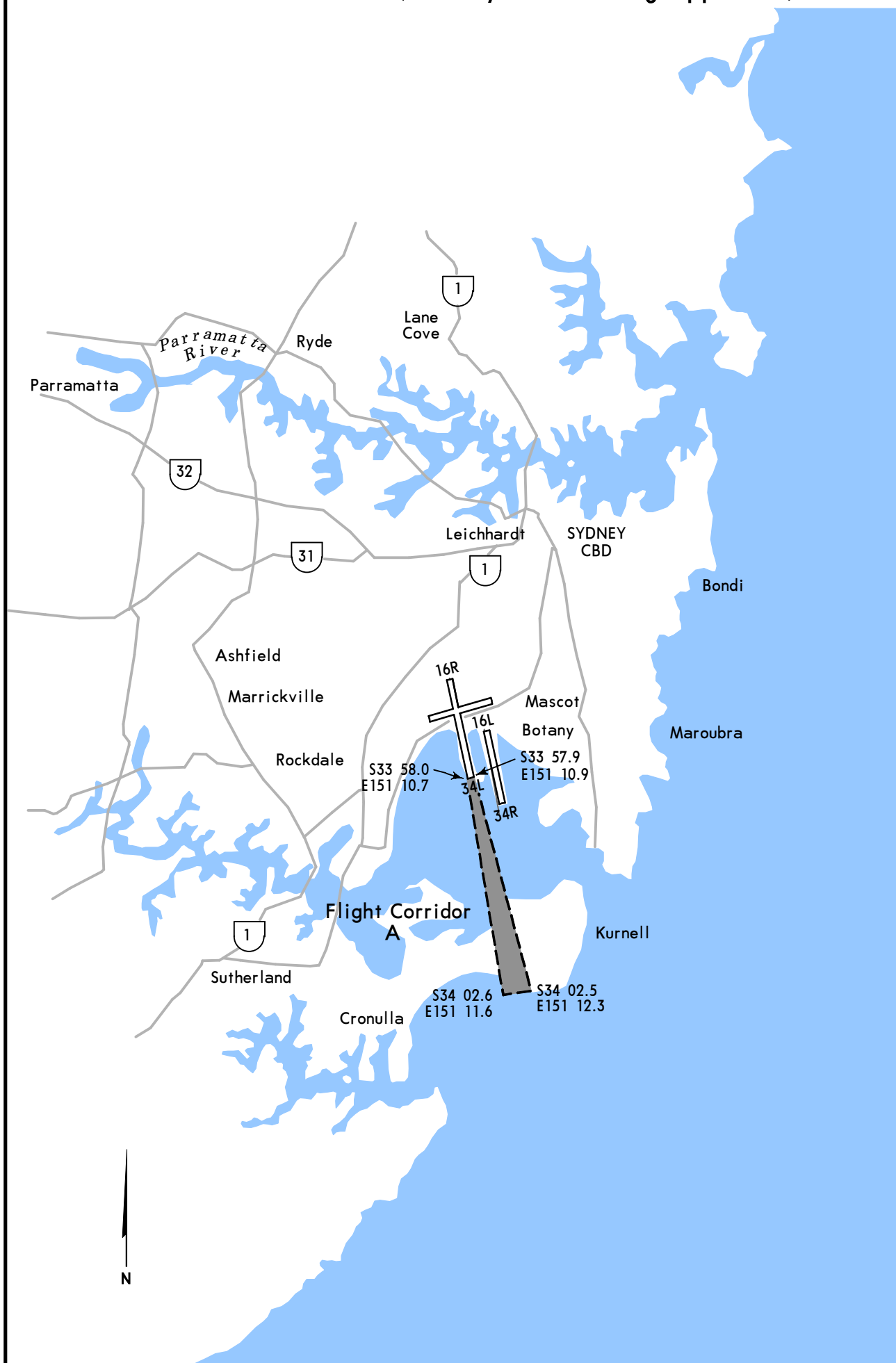
Arriving and departing jet aircraft must fly within, and not deviate from, the appropriate designated flight corridor for the runway, except when instructed or approved otherwise by ATC for safety reasons. During curfew hours, this requirement applies to ALL aircraft.

c. Designated Flight Corridors

The Sydney Airport Jet Instrument Arrival and Departure flight corridors designated for the runways are depicted on the following pages.

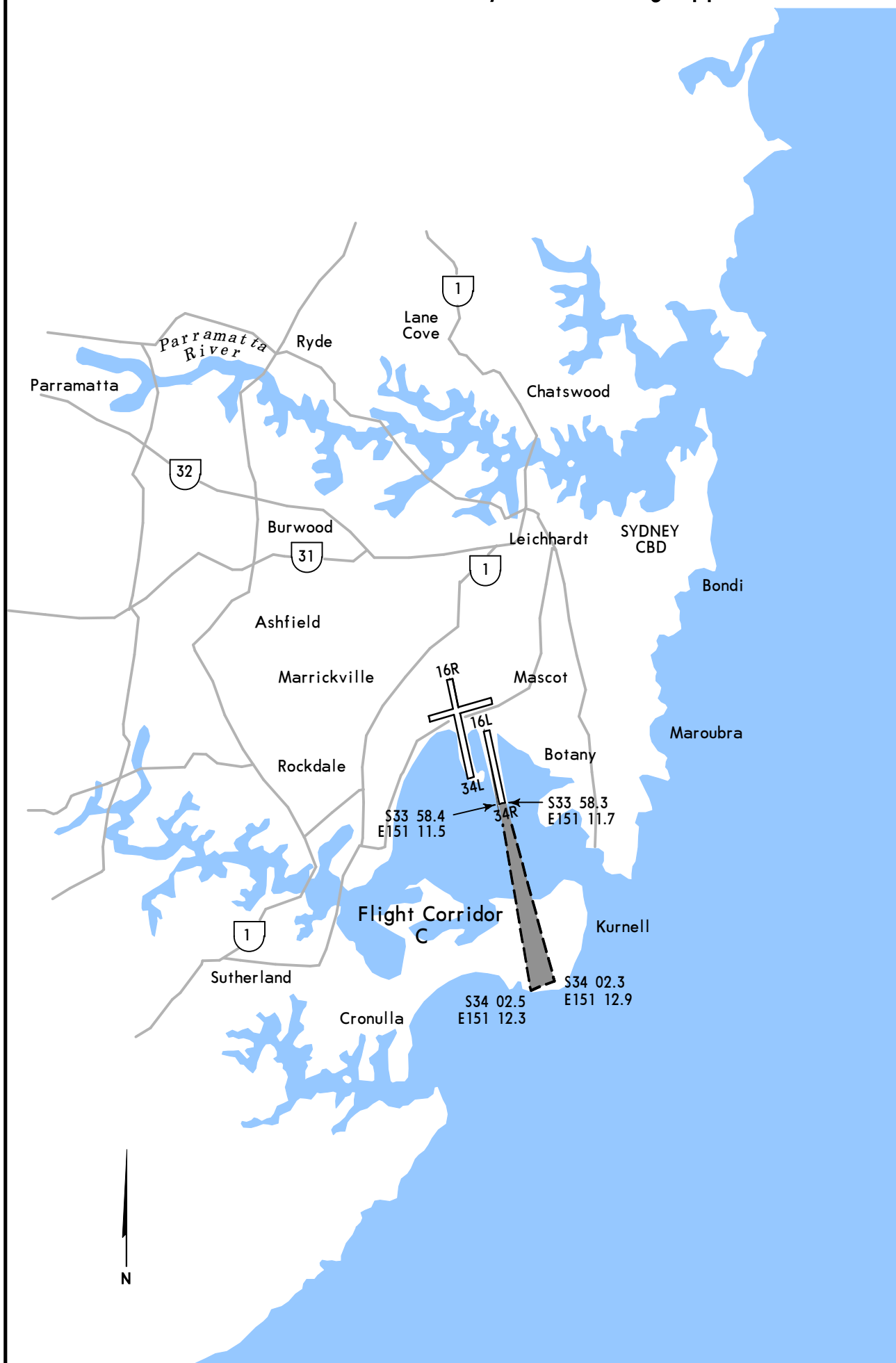
NOISE ABATEMENT PROCEDURES

FLIGHT CORRIDOR A (Runway 34L-landing approach)



NOISE ABATEMENT PROCEDURES

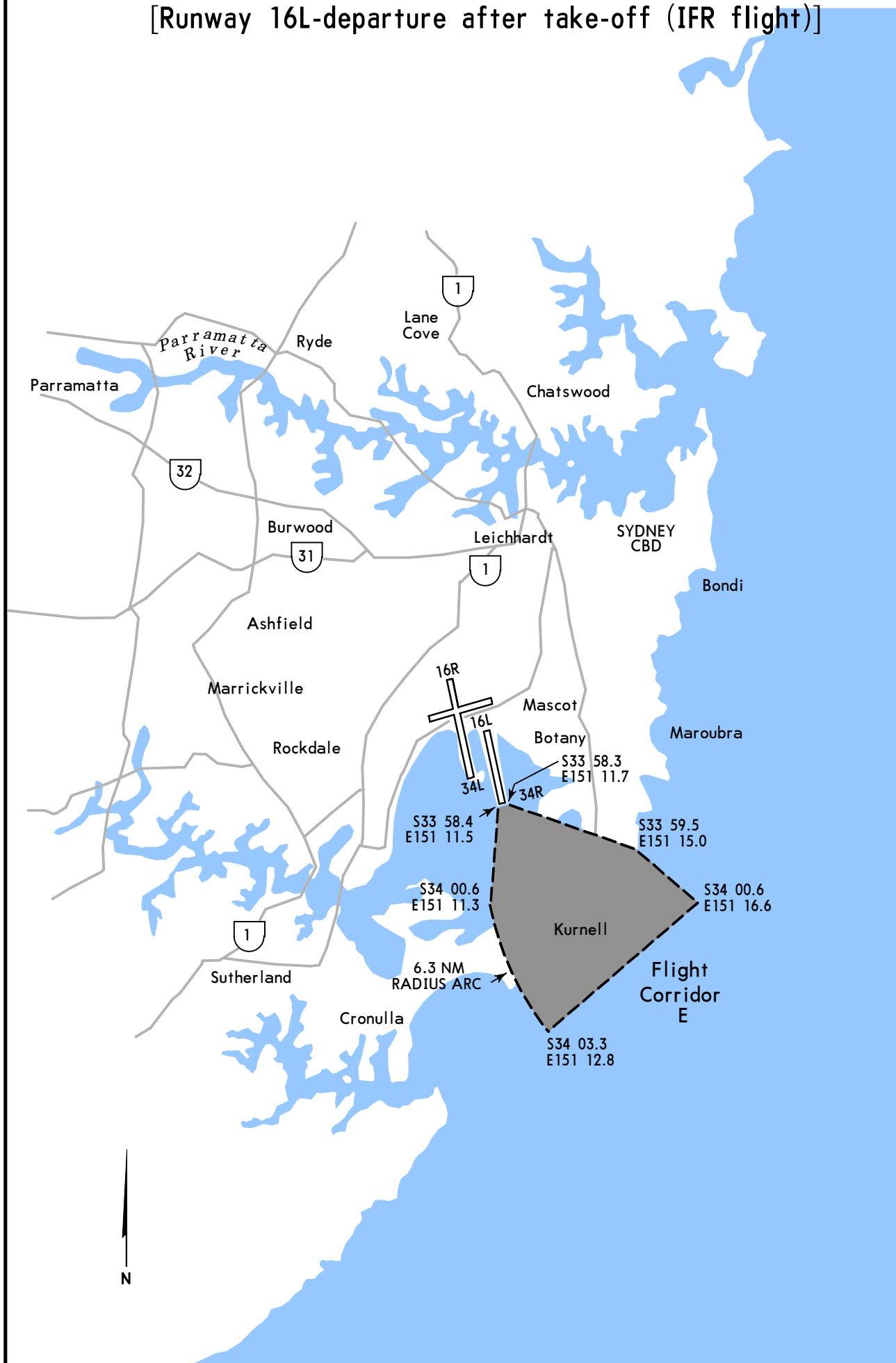
FLIGHT CORRIDOR C (Runway 34R-landing approach)



NOISE ABATEMENT PROCEDURES

FLIGHT CORRIDOR E

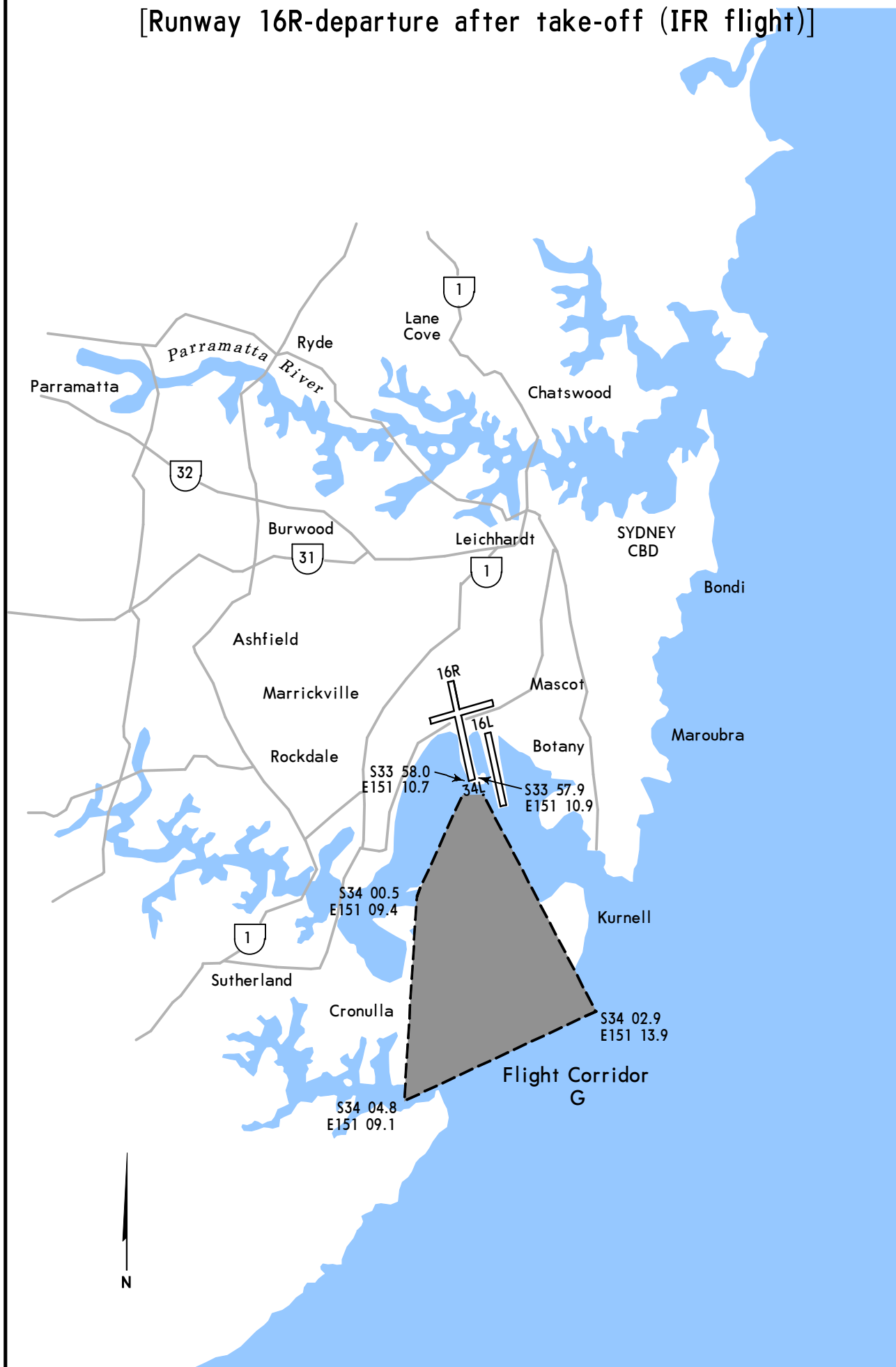
[Runway 16L-departure after take-off (IFR flight)]



NOISE ABATEMENT PROCEDURES

FLIGHT CORRIDOR G

[Runway 16R-departure after take-off (IFR flight)]





STANDARD DOMESTIC TAXI ROUTES

ARRIVALS

ALL RUNWAY CROSSINGS REQUIRE A SPECIFIC CLEARANCE	
B1 Apron (Bays 20-24, 83-85)	
Arrival Runway	Route
16R/34L, 16L/34R**	Via B
DOM1 (Bays 1-10) DOM1A (Bays 64-70)	
Arrival Runway	Route
16R/34L, 16L/34R**	Via B, B2
Taxiway C (Bays 11-14)	
Arrival Runway	Route
16R/34L, 16L/34R**	Via B, C1
Taxiway C (Bays 16-19)	
Arrival Runway	Route
16R/34L, 16L/34R**	Via B, F
Taxiway C (Bays 49, 53, 55)	
Arrival Runway	Route
16R/34L, 16L/34R**	Via B, B3
Taxiway C (Bays 57, 59)	
Arrival Runway	Route
16R/34L, 16L/34R**	Via B, B4
DOM2 Except A330-200 (Bays 52, 54, 56, 58, 31, 33, 35, 39, 41)	
Arrival Runway	Route
16R/34L, 16L/34R**	Via B, B4, C2
DOM2 (Bays 43, 45A)	
Arrival Runway	Route
16R/34L, 16L/34R**	Via B, B4
For A330-200: DOM2 (Bay 39, 45)	
Arrival Runway	Route
16R/34L, 16L/34R**	Via B, G, DOM2
DOM3 (Bays 32, 34, 36, 38, 40, 42, 44, 44A, F1-F6) DOM3A (Bays F7-F12) DOM3B (Bays F13-F16) DOM4 (Bays 90-94) DOM5 (All Bays) DOM6 (Bays 98, 99)	
Arrival Runway	Route
16R/34L, 16L/34R**	Via B, G
** Supplementary Information for aircraft landing 16L/34R**	
Arrival Runway	Route
16L	Via T, L
34R (Exit T2)	Via U, U1, L
34R (Exit U1, L)	Via L
Remain on TWR frequency until west of TWY S then contact Ground. Do not proceed beyond the Taxi-Holding Position Sign without specific ATC clearance.	



STANDARD DOMESTIC TAXI ROUTES

DEPARTURES

(Note: Applicable only to aircraft with wingspans of 200' (61m) or less)

****ALL RUNWAY CROSSINGS REQUIRE A SPECIFIC CLEARANCE******B1 Apron (Bays 20-24, 83-85)**

DEP RWY	Route	DEP RWY	Route
16R	Via B1	34L - Prop	Via B1, C, B10
16L	Via B1, C, B10	34L - Jet	Via B1, C, L, A, A6
		34R	Via B1, C, B10, S, T, T6

DOM1 (Bays 1-10)**DOM1A (Bays 64-70)****Taxiway C (Bays 11-19, 49, 53, 55, 57, 59)**

DEP RWY	Route	DEP RWY	Route
16R	As instructed by ATC	34L - Prop	Via C, B10
16L	Via C, B10	34L - Jet	Via C, L, A, A6
		34R	Via C, B10, S, T, T6

DOM2 Except A330-200 (Bays 52, 54, 56, 58, 31, 33, 35, 39, 41)

DEP RWY	Route	DEP RWY	Route
16R	Via C2, B4, then as instructed by ATC	34L - Prop	Via DOM2, C, B10
16L	Via DOM2, C, B10	34L - Jet	Via DOM2, C, L, A, A6
		34R	Via DOM2, C, B10, S, T, T6

DOM2 (Bays 43, 45A)

DEP RWY	Route	DEP RWY	Route
16R	Via B4 then as instructed by ATC	34L - Prop	Via DOM2, C, B10
16L	Via DOM2, C, B10	34L - Jet	Via DOM2, C, L, A, A6
		34R	Via DOM2, C, B10, S, T, T6

For A330-200: DOM2 (Bays 39, 45)

DEP RWY	Route	DEP RWY	Route
16R	Via DOM2, G, B then as instructed by ATC	34L	Via DOM2, C, L, A, A6
16L	Via DOM2, C, B10	34R	Via DOM2, C, B10, S, T, T6

DOM3 (Bays 32, 34, 36, 38, 40, 42, 44, 44A, F1-F6)**DOM3A (Bays F7-F12)****DOM3B (Bays F13-F16)**

DEP RWY	Route	DEP RWY	Route
16R	Via G then as instructed by ATC	34L - Prop	Via G, C, B10
16L	Via G, C, B10	34L - Jet	Via G, C, L, A, A6
		34R	Via G, C, B10, S, T, T6

DOM4 (Bays 90, 94)**DOM5 (All Bays)****DOM6 (Bays 98, 99)**

DEP RWY	Route	DEP RWY	Route
16R	Via G then as instructed by ATC	34L - Prop	Via G, C, B10
16L	Via G, C, B10	34L - Jet	Via G, C, L, A, A6
		34R	Via G, C, B10, S, T, T6

INDEPENDENT VISUAL APPROACH

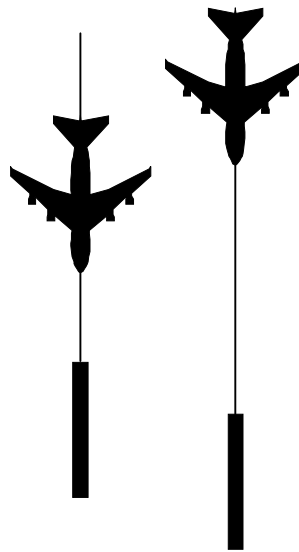
Independent visual approaches (IVA) may be used at Sydney during parallel operations in the Rwy 16 or Rwy 34 direction. Depending on the meteorological conditions they may be initiated from a circuit or from an ILS approach once the pilot is visual.

Important instructions and advisory information for pilots:

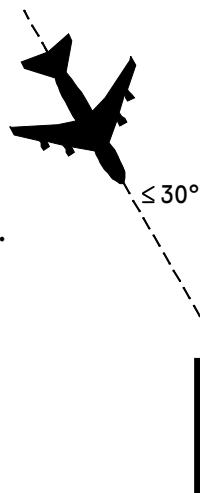
- Report visual and/or the runway in sight as soon as possible.
- Manage speed on base leg to ensure you do not overshoot the centerline.
Standard terminal area speeds apply, 160-185 Kt 10 NM from Threshold and 150-160 Kt 5 NM from Threshold.
- Fly accurate headings when being vectored to final.
- The vector for final will not be greater than 30 degrees.
- Remain on the DIR frequency until you are established on final.
- ATC will provide surveillance or vertical separation until cleared for an independent visual approach.
- Do not pass through your assigned runway centerline.
- Other aircraft will be operating on the adjacent approach.
- Traffic information will be provided if another aircraft is within 1 NM on final.
- Flight crew must respond to any TCAS alert in accordance with the procedures in the aircraft's flight manual.
- The phraseology will include "cleared independent visual approach."
- Accurately track the extended runway centerline.
- Once you are cleared for the "independent visual approach" then the requirements of the procedure must be followed.
- If for any reason, including radio failure or radio congestion, contact cannot be established or maintained with DIR such that it prevents an instruction being issued by ATC or a vectoring request being made by the flight crew to enable intercept of the final approach course for the runway assigned, then an aircraft should initiate a turn in order to track the extended centerline of the runway assigned.
- The layout of Sydney aerodrome has shown that wake turbulence encounters are possible even though the required standard is in place.
- The ILS critical area is not protected.

INDEPENDENT VISUAL APPROACH

Both these aircraft only
have to report visual if
on localizer



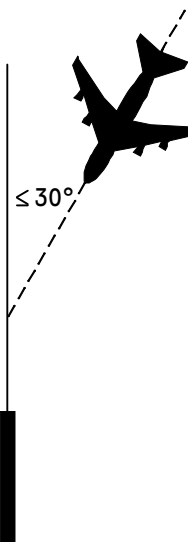
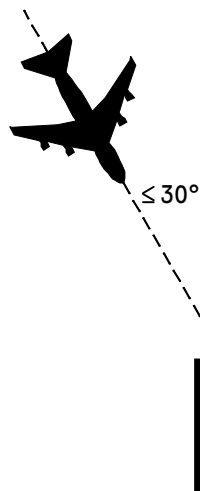
This aircraft must have
reported runway in sight.

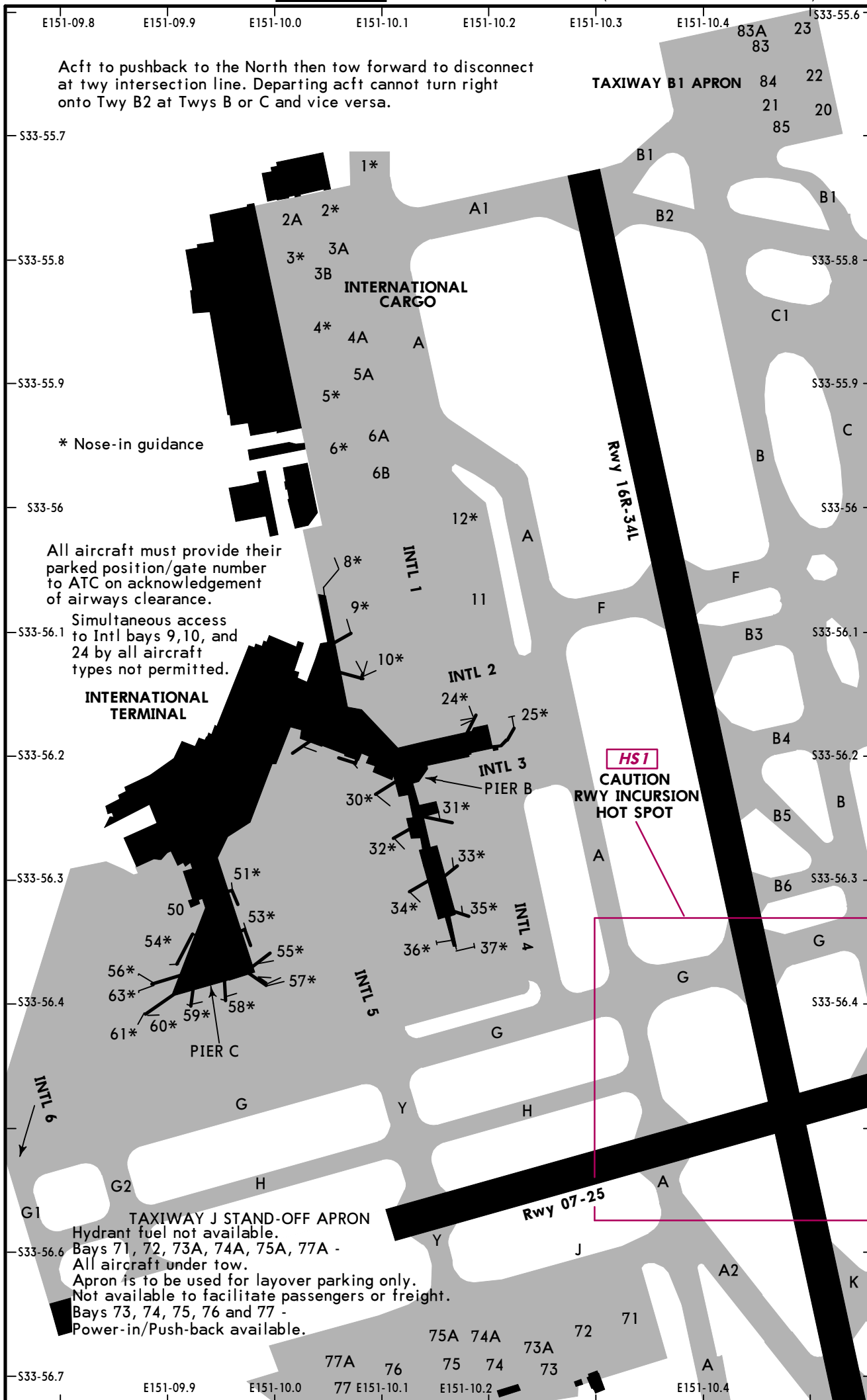


This aircraft only has
to report visual if on
localizer



Both aircraft have to
report runway in sight.





INTERNATIONAL APRON PARKING BAY INFORMATION

BAY No.	COORDINATES	ELEV (ft)	CAPACITY	NOSE-IN GUIDANCE
1	S33 55.7 E151 10.1	9	B788	SAFEGATE DGS
2	S33 55.8 E151 10.0	10	B744	APIS
2A	S33 55.8 E151 10.1	10	BAE146	MARSHALLED
3	S33 55.8 E151 10.1	11	B744	APIS
3A	S33 55.8 E151 10.1	11	AN-124	MARSHALLED
3B	S33 55.8 E151 10.1	9	BAE146	MARSHALLED
4	S33 55.9 E151 10.1	11	B744	APIS
4A	S33 56.4 E151 10.1	9	BAE146	MARSHALLED
5	S33 55.9 E151 10.1	11	B744	SAFEGATE DGS
5A	S33 55.9 E151 10.1	11	A388	MARSHALLED
6	S33 56.0 E151 10.1	11	A388	SAFEGATE DGS
6A	S33 56.0 E151 10.1	11	B744	MARSHALLED
6B	S33 56.0 E151 10.1	11	B737/A320	MARSHALLED
8	S33 56.1 E151 10.1	11	A388	SAFEGATE DGS
9	S33 56.1 E151 10.1	11	A388	SAFEGATE DGS
10	S33 56.1 E151 10.1	11	A388	SAFEGATE DGS
11	S33 56.1 E151 10.2	11	B763	MARSHALLED
12	S33 56.0 E151 10.2	11	A320	APIS
20, 21	S33 55.7 E151 10.5	7	BAE146	MARSHALLED
22	S33 55.7 E151 10.5	7	DHC8-300	MARSHALLED
23	S33 55.7 E151 10.5	7	BAE146	MARSHALLED
24	S33 56.2 E151 10.2	11	A388	SAFEGATE DGS
25	S33 56.2 E151 10.2	11	B744	SAFEGATE DGS
30	S33 56.2 E151 10.1	11	B744	SAFEGATE DGS
31	S33 56.3 E151 10.1	10	B744	SAFEGATE DGS
32	S33 56.3 E151 10.1	11	B744	SAFEGATE DGS
33	S33 56.3 E151 10.2	10	B744	SAFEGATE DGS
34	S33 56.3 E151 10.1	11	B744	SAFEGATE DGS
35	S33 56.3 E151 10.2	11	B744	SAFEGATE DGS
36	S33 56.4 E151 10.1	11	B744	SAFEGATE DGS
37	S33 56.4 E151 10.2	11	B744	SAFEGATE DGS
50	S33 56.3 E151 09.9	11	B738	MARSHALLED
51	S33 56.3 E151 09.9	11	B744	SAFEGATE DGS
53	S33 56.3 E151 10.0	11	B744	SAFEGATE DGS
54	S33 56.3 E151 09.9	11	B772	SAFEGATE DGS
55	S33 56.4 E151 10.0	11	B737/A320	SAFEGATE DGS
56	S33 56.4 E151 09.9	11	B744	SAFEGATE DGS
57	S33 56.4 E151 10.0	11	A388	SAFEGATE DGS
58	S33 56.4 E151 10.0	11	B744	SAFEGATE DGS
59, 60	S33 56.4 E151 09.9	11	B744	SAFEGATE DGS
61	S33 56.4 E151 09.8	11	A388	SAFEGATE DGS
63	S33 56.4 E151 09.8	11	B737/A320	SAFEGATE DGS
71	S33 56.7 E151 10.3	16	B744	MARSHALLED
72	S33 56.7 E151 10.3	15	A388	MARSHALLED
73	S33 56.7 E151 10.3	15	B744	SAFEGATE DGS
73A	S33 56.7 E151 10.2	15	A388	MARSHALLED
74	S33 56.7 E151 10.2	15	B744	SAFEGATE DGS
74A	S33 56.7 E151 10.2	15	A388	MARSHALLED
75	S33 56.8 E151 10.2	15	B744	SAFEGATE DGS
75A	S33 56.7 E151 10.1	15	A388	MARSHALLED
76, 77	S33 56.8 E151 10.1	15	B744	SAFEGATE DGS
77A	S33 56.7 E151 10.0	15	A388	MARSHALLED
83	S33 55.6 E151 10.5	7	B744	MARSHALLED
83A	S33 55.6 E151 10.5	7	B738	MARSHALLED
84, 85	S33 55.7 E151 10.5	7	B744	MARSHALLED

NOTE: Magnetic anomalies evident near apron structure.



DOMESTIC APRON PARKING BAY INFORMATION					
BAY No.	COORDINATES		ELEV (ft)	CAPACITY	NOSE IN GUIDANCE
ACCESS FROM TAXILANE DOM1					
1	S33	55.9 E151 10.9	8	B738	SAFEGATE DGS
2 thru 4	S33	55.9 E151 10.8	7	B763	SAFEGATE DGS
5, 6	S33	55.9 E151 10.7	7	B763	SAFEGATE DGS
7	S33	55.9 E151 10.7	7	B738	SAFEGATE DGS
7A	S33	55.9 E151 10.7	9	B744	SAFEGATE DGS
8	S33	55.9 E151 10.6	7	B738	SAFEGATE DGS
9	S33	55.9 E151 10.6	6	B738	SAFEGATE DGS
10	S33	55.9 E151 10.6	6	B744	SAFEGATE DGS
11	S33	55.9 E151 10.6	8	A333	SAFEGATE DGS
ACCESS FROM TAXILANE DOM1A					
64	S33	55.8 E151 11.0	9	DH8D	MARSHALLED
65, 66	S33	55.8 E151 11.0	10	DH8D	MARSHALLED
67	S33	55.8 E151 10.9	10	DH8D	MARSHALLED
68, 69	S33	55.9 E151 10.9	10	DH8D	MARSHALLED
70	S33	55.9 E151 11.0	10	DH8D	MARSHALLED
ACCESS FROM TWY C					
12	S33	55.9 E151 10.6	8	B738	SAFEGATE DGS
13	S33	55.9 E151 10.6	8	A333	SAFEGATE DGS
14	S33	55.9 E151 10.6	8	B738	SAFEGATE DGS
16	S33	56.0 E151 10.6	6	Q400	MARSHALLED
17	S33	56.0 E151 10.6	6	B763	SAFEGATE DGS
17A	S33	56.0 E151 10.6	6	Q400	MARSHALLED
17B	S33	56.0 E151 10.6	5	Q400	MARSHALLED
18	S33	56.0 E151 10.7	7	Q400	MARSHALLED
18A	S33	56.0 E151 10.7	7	DHC8-300	MARSHALLED
19	S33	56.0 E151 10.7	7	Q400	MARSHALLED
19A, 19B	S33	56.0 E151 10.6	6	Q400	MARSHALLED
49	S33	56.0 E151 10.6	8	B763	CENTERLINE + SIDEMARKER
49A	S33	56.0 E151 10.6	8	B743	CENTERLINE + SIDEMARKER
49B	S33	56.0 E151 10.6	8	DHC8-300	MARSHALLED
53	S33	56.1 E151 10.6	7	B763	APIS
53B	S33	56.1 E151 10.6	8	DHC8-300	MARSHALLED
55	S33	56.1 E151 10.6	8	B763	APIS
55B	S33	56.1 E151 10.6	8	DHC8-300	MARSHALLED
57	S33	56.1 E151 10.6	8	A320	SAFEGATE DGS
57A, 57B	S33	56.1 E151 10.6	8	DHC8-300	---
59	S33	56.2 E151 10.6	7	A320	MARSHALLED
ACCESS FROM TAXILANE DOM2					
31	S33	56.1 E151 10.8	6	B738	SAFEGATE DGS
31A	S33	56.1 E151 10.8	5	ATR72	MARSHALLED
31B	S33	56.1 E151 10.7	5	DHC8-300	MARSHALLED
33	S33	56.1 E151 10.8	6	B738	APIS
33A	S33	56.1 E151 10.7	5	ATR72	MARSHALLED
33B	S33	56.1 E151 10.7	4	DHC8-300	MARSHALLED
35	S33	56.1 E151 10.8	6	B738	SAFEGATE DGS
35A	S33	56.1 E151 10.7	5	DHC8-300	MARSHALLED
39	S33	56.2 E151 10.8	6	A332	SAFEGATE DGS
39A	S33	56.2 E151 10.7	6	ATR72	MARSHALLED
39B	S33	56.2 E151 10.7	6	DHC8-300	MARSHALLED
41	S33	56.2 E151 10.7	7	B738	SAFEGATE DGS
43	S33	56.2 E151 10.7	7	B738	SAFEGATE DGS
45	S33	56.2 E151 10.8	7	A332	SAFEGATE DGS
52	S33	56.1 E151 10.7	7	B738	APIS
52A, 54A	S33	56.1 E151 10.7	6	DHC8-300	MARSHALLED
54, 56	S33	56.1 E151 10.7	7	B738	SAFEGATE DGS
58	S33	56.2 E151 10.7	7	B738	MARSHALLED
NOTE: Magnetic anomalies evident near terminal structure.					

DOMESTIC APRON PARKING BAY INFORMATION				
BAY No.	COORDINATES	ELEV (ft)	CAPACITY	NOSE IN GUIDANCE
45A	ACCESS FROM TAXIWAY B4 S33 56.2 E151 10.8	7	B738	SAFEGATE DGS
44	ACCESS FROM TAXIWAY G S33 56.2 E151 10.8	8	A332	SAFEGATE DGS
44A	S33 56.2 E151 10.8	8	A320	SAFEGATE DGS
	ACCESS FROM TAXILANE DOM3			
32	S33 56.1 E151 10.8	8	B738	SAFEGATE DGS
32A	S33 56.1 E151 10.8	8	SAAB 340B+	MARSHALLED
34	S33 56.1 E151 10.8	8	A320	SAFEGATE DGS
34A	S33 56.1 E151 10.8	8	SAAB 340B+	MARSHALLED
36	S33 56.1 E151 10.8	7	A320	SAFEGATE DGS
38	S33 56.2 E151 10.8	7	A320	SAFEGATE DGS
40	S33 56.2 E151 10.8	7	A332	SAFEGATE DGS
42	S33 56.2 E151 10.8	8	A320	SAFEGATE DGS
F1, F2	S33 56.1 E151 10.9	11	BAE J41	MARSHALLED
F3	S33 56.1 E151 10.9	11	SAAB 340+	MARSHALLED
F3A	S33 56.1 E151 10.9	11	DHC8-300	MARSHALLED
F4	S33 56.2 E151 10.9	12	B738	MARSHALLED
F4A	S33 56.2 E151 10.9	12	SAAB 340+	MARSHALLED
F4B, F5A/B	S33 56.2 E151 10.9	11	SAAB 340+	MARSHALLED
F5	S33 56.2 E151 10.9	11	B738	MARSHALLED
F6	S33 56.2 E151 10.9	10	B738	MARSHALLED
F6A/B	S33 56.2 E151 10.9	10	SAAB 340+	MARSHALLED
	ACCESS FROM TAXILANE DOM3A			
F7	S33 56.2 E151 10.9	10	DHC8-300	MARSHALLED
F7A	S33 56.2 E151 10.9	10	SAAB 340+	MARSHALLED
F8	S33 56.2 E151 10.9	12	DHC8-300	MARSHALLED
F9	S33 56.2 E151 10.9	14	SAAB 340+	MARSHALLED
F10	S33 56.2 E151 11.0	14	SAAB 340+	MARSHALLED
F11	S33 56.2 E151 11.0	13	SAAB 340+	MARSHALLED
F12	S33 56.2 E151 11.0	11	SAAB 340+	MARSHALLED
	ACCESS FROM TAXILANE DOM3B			
F13, F13A	S33 56.2 E151 11.0	14	DHC8-300	MARSHALLED
F13B	S33 56.2 E151 11.0	14	ATR72	MARSHALLED
F14	S33 56.2 E151 11.0	14	SAAB 340+	MARSHALLED
F15, F15A	S33 56.2 E151 11.0	14	DHC8-300	MARSHALLED
F15B	S33 56.2 E151 11.0	14	SAAB 340+	MARSHALLED
F15C	S33 56.2 E151 11.1	14	ATR72	MARSHALLED
F16, F16A	S33 56.2 E151 11.1	14	DHC8-300	MARSHALLED
	ACCESS FROM TAXILANE DOM4			
90, 90B, 91	S33 56.1 E151 11.1	17	DHC8-300	MARSHALLED
90C	S33 56.1 E151 11.1	17	B747-400	MARSHALLED
91B, 92	S33 56.1 E151 11.1	17	DHC8-300	MARSHALLED
90A, 91A	S33 56.1 E151 11.1	18	B737	MARSHALLED
92A	S33 56.1 E151 11.1	17	B737	MARSHALLED
92B	S33 56.1 E151 11.1	16	DHC8-300	MARSHALLED
93	S33 56.1 E151 11.2	17	B737	MARSHALLED
93A	S33 56.1 E151 11.2	17	B747-400	MARSHALLED
93B, 93C	S33 56.1 E151 11.2	17	SAAB 340+	MARSHALLED
94, 94B	S33 56.1 E151 11.2	16	DHC8-300	MARSHALLED

NOTE: Magnetic anomalies evident near terminal structure.

DOMESTIC APRON PARKING BAY INFORMATION				
BAY No.	COORDINATES	ELEV (ft)	CAPACITY	NOSE IN GUIDANCE
ACCESS FROM TAXILANE DOM5				
96	S33 56.1 E151 11.3		30m wingspan	MARSHALLED
96A	S33 56.1 E151 11.3		30m wingspan	MARSHALLED
96B	S33 56.1 E151 11.3		30m wingspan	MARSHALLED
96C	S33 56.1 E151 11.3		30m wingspan	MARSHALLED
102 thru 104	S33 56.1 E151 11.3		18m wingspan	MARSHALLED
105 thru 107	S33 56.1 E151 11.3		18m wingspan	
112, 112A	S33 56.0 E151 11.4		20m wingspan	MARSHALLED
ACCESS FROM TAXILANE DOM6				
97	S33 56.1 E151 11.4	16	B744	TOWED
97A	S33 56.1 E151 11.4	16	B737	MARSHALLED
97B	S33 56.1 E151 11.4	16	B737	MARSHALLED
97C	S33 56.1 E151 11.4	16	B763	MARSHALLED
98	S33 56.1 E151 11.4	17	B744	TOWED
98A	S33 56.1 E151 11.4	16	B737	MARSHALLED
98B	S33 56.1 E151 11.4	16	B737	TOWED
99	S33 56.1 E151 11.5	16	B744	TOWED
99A	S33 56.1 E151 11.5	17	B737	MARSHALLED
NOTE: Magnetic anomalies evident near terminal structure.				

PARALLEL RUNWAY USAGE**INDEPENDENT VISUAL APPROACHES**

Aircraft may be processed via an ILS approach until visual, then cleared for an independent visual approach. Notification will be by the ATIS using the phrase 'EXPECT ILS APPROACH THEN INDEPENDENT VISUAL APPROACH WHEN VISUAL.' When visual, the pilot will be cleared for a visual approach and will be required to comply with the pilot responsibilities for independent visual approaches as described in the ATC section.

RADIO FAILURE PROCEDURES - INDEPENDENT VISUAL APPROACHES

In the event of a radio failure (or blocked frequency) on the Director frequency, pilots must comply with the following actions:

- a. On Pilot Navigation (IF VISUAL)
 - SQUAWK 7600 immediately.
 - Track to intercept final at a maximum 30° prior to the IAF for the nominated runway.
 - DO NOT PASS THROUGH FINAL OF THE NOMINATED RUNWAY.
- b. On a Radar Assigned Heading
 - SQUAWK 7600;
 - Maintain the assigned vector for no longer than 2 minutes;
 - Track as required to join final for the nominated runway at a maximum 30° intercept to commence final.
 - DO NOT PASS THROUGH FINAL OF THE NOMINATED RUNWAY.

Pilots should attempt to call on the alternate Director frequency (126.1/125.3).

Attempts should also be made on the Tower frequency.

ARRIVALS

- a. If unable to participate in an ILS PRM approach, pilots must notify ATC prior to 120 DME Sydney (or, if departing within 120 DME Sydney, on first contact with ATC).
- b. Aircraft up to and including A300/B787 size may be processed to land on either of the parallel runways 16L/34R or 16R/34L.
- c. Aircraft landing Rwy 16R require approval to vacate to the left on Twys F, B3 & B4.
- d. Aircraft landing Rwy 16L/34R are to remain on Tower freq 124.7 until west of Twy S.
- e. Aircraft landing Rwy 34R and vacating Twy T2 are to taxi via Twy U and U1 unless otherwise advised.
- f. Aircraft landing Rwy 07/25 require approval to vacate on Twy C.
- g. All arriving aircraft are required to advise parking bay on first contact with Sydney Ground.

DEPARTURES

Departures shall normally be cleared in the order in which they are ready for takeoff, except that deviations may be made from this order to facilitate the maximum number of departures with the least average delay.

- a. Intersection departures by jet aircraft on Rwy 34L are NOT PERMITTED due to noise abatement requirements.
- b. Rwy 16R for departures to the South, West and Northwest, and departures from the Intl Terminal.
- c. Rwy 16L for departures to the North and East.
- d. Rwy 34L for departures to the West, Northwest and non-jets to the South, and departures from the Intl Terminal.
- e. Rwy 34R for departures to the North and domestic jets to the South.

NOTE:

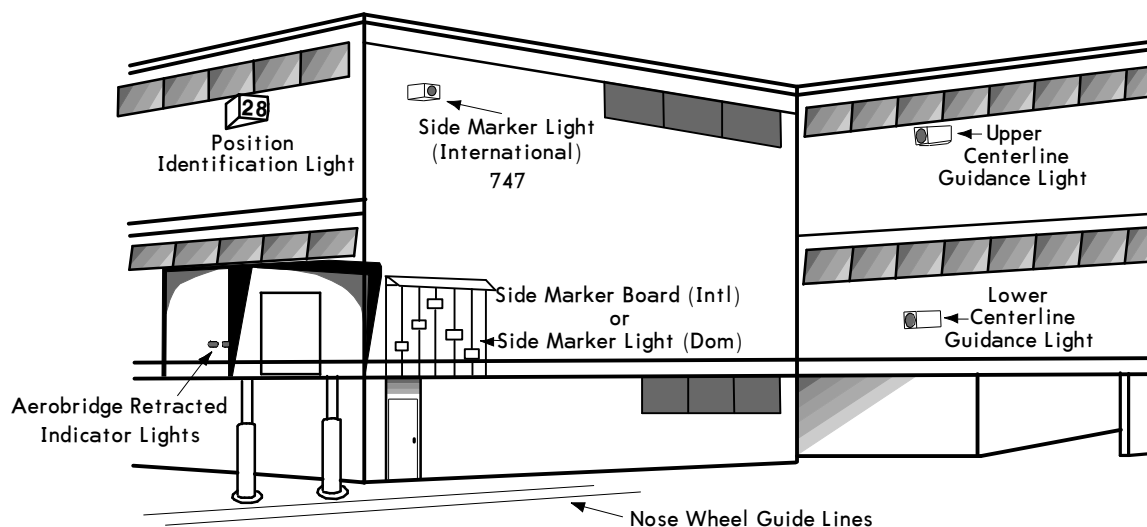
1. Aircraft which operationally require use of either Rwy 16L/34R or Rwy 07/25 must notify ATC at Clearance Delivery stage.
2. International departures including A330/B787 aircraft and below may request or be offered a departure from Rwy 16L/34R at the Clearance Delivery stage.
3. Domestic Jet departures to the South may be assigned Rwy 16L for traffic management purposes.

VISUAL DOCKING GUIDANCE SYSTEMS

The Visual Docking Guidance Systems used at Sydney are Nose-In-Guidance (NIG) systems which provide both azimuth and stopping information for specific aircraft types. There are four systems in use.

The first NIG system contains five elements whose locations are shown in the figure below.

- Position Identification Light
- Aerobridge Retracted Indicator
- Centerline Guidance Light
- Side Marker Board
- Side Marker Light



Visual Docking Guidance System

Aircraft should use the following elements for docking:

AIRCRAFT TYPES	CENTERLINE LIGHT	STOP
Domestic All types	Centerline Guidance Light	Side Marker Light
International All types except wide body	Lower Centerline Guidance Light	Side Marker Board
International DC-10, B-767, L-1011, A300B	Intermediate Centerline Guidance Light	Side Marker Board
International B-747	Upper Centerline Guidance Light	Side Marker Light

NOTE:

- Some International docking positions are not equipped for wide body aircraft and hence only the Lower Centerline Guidance light is provided.
- Heights of the Centerline Guidance Lights are:
 - Lower: up to 5M
 - Intermediate: 5M to 7.5M
 - Upper: above 7.5M

VISUAL DOCKING GUIDANCE SYSTEMS

The following is a brief description of the system:

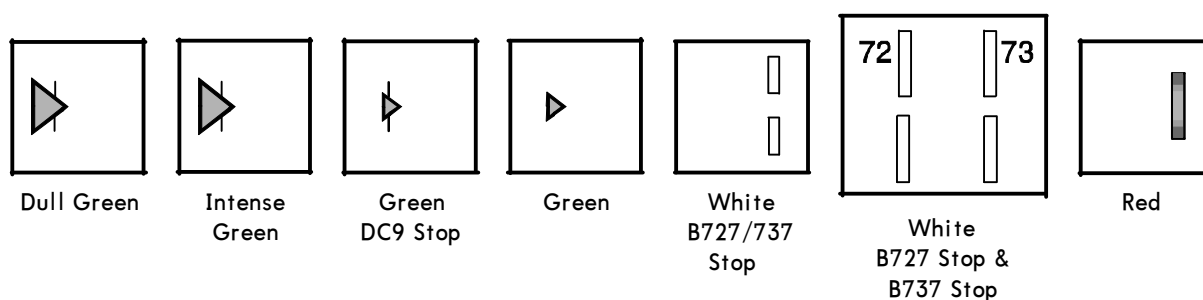
- The Position Identification Light indicates the number of the docking position and has white numerals on a black background outlined in green neon tubing at night.
- The Aerobridge Retracted Indicator consists of two lights. The green light indicates the Aerobridge is in the fully retracted position. The red light indicates that the Aerobridge is not fully retracted or that an element of the visual guidance docking system is unserviceable.
- The Centerline Guidance Light provides azimuth information and is aligned with the left pilot position. The unit emits RED/GREEN light beams and the signals are interpreted as follows:

Red/Green	Green/Green	Green/Red
Aircraft is to the left of the centerline	Aircraft is on the centerline	Aircraft is to the right of the centerline

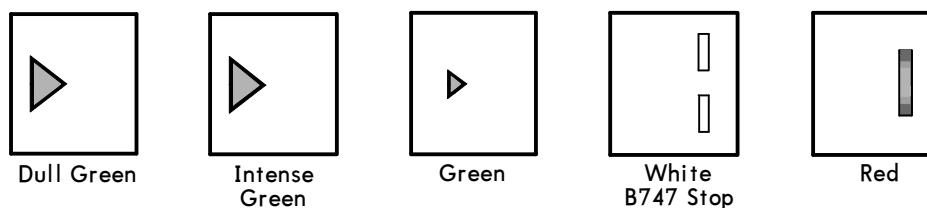
- The slats on the Side Marker Board indicate the stopping position for each type of aircraft. Approaching the position, the slat will show GREEN; at the stopping position, the slat will show BLACK; and beyond that position RED.
- There are two Side Marker Light systems that indicate the stopping position.

Domestic (All Types)

- Approaching the position, a preliminary dull GREEN light will show through the arrow-shaped aperture which also exhibits a cross bar.
- As the aircraft moves forward, the intensity of the green light increases until it becomes a bright arrow-head T shape which is the DC9 stopping point.
- As the aircraft continues, the bar of the stop signal disappears and the arrow-head starts to reduce in size.
- When the arrow-head disappears, two white bars appear, one above the other, indicating the stopping position. In some installations, two sets of bars are provided: one for the B727, the other for the B737.
- If the stopping position is passed, then a single RED bar appears.

**Side Marker Lights (Domestic) (DC-9, B-727 and 737)****International (For B747 Aircraft only)**

This is the same as the domestic system described above except that there is only one set of white bars and no bar around the arrow-head.

**Side Marker Lights (International) (B747)**

The above system is installed at Sydney (Kingsford Smith) Airport at the following locations:

- International Terminal - Bays 20, 22, 23, 24, 25, 35, 36, 37, 51, 53, 54, 58 and 59.
- Domestic Terminal - Bays 49, 53, 55, 33, 35, 39, 52, 36, 38 and 40.

VISUAL DOCKING GUIDANCE SYSTEMS

The second NIG system in use at Sydney Intl contains the following three elements whose locations are shown in Figures 1 and 2:

- a. Position Identification Light,
- b. Centerline Guidance Light, and
- c. Stopping Position Indicator.

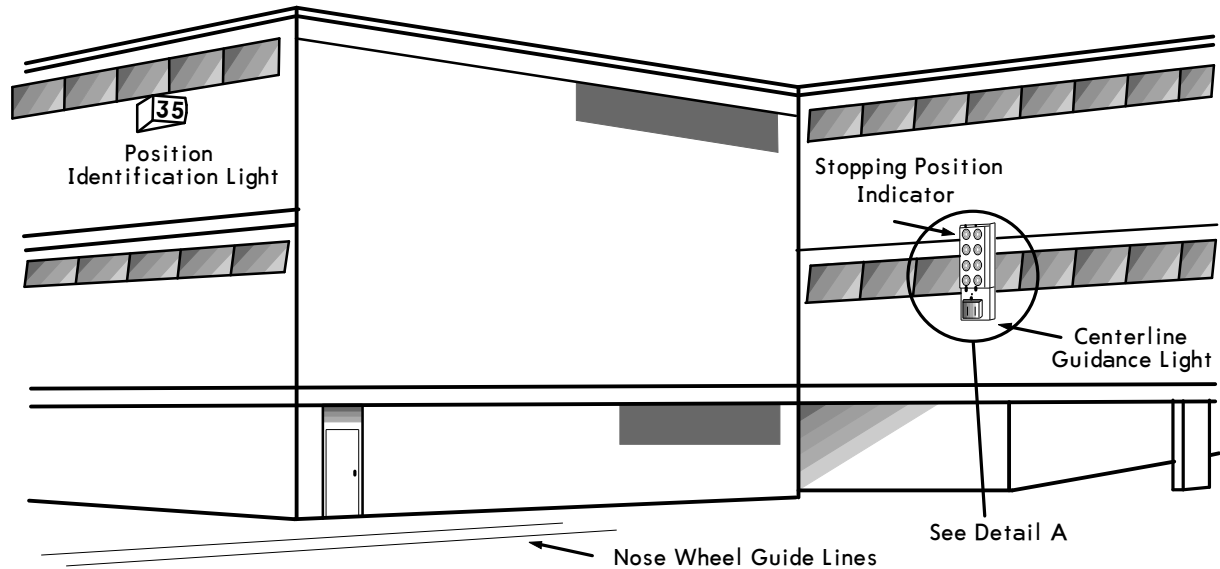
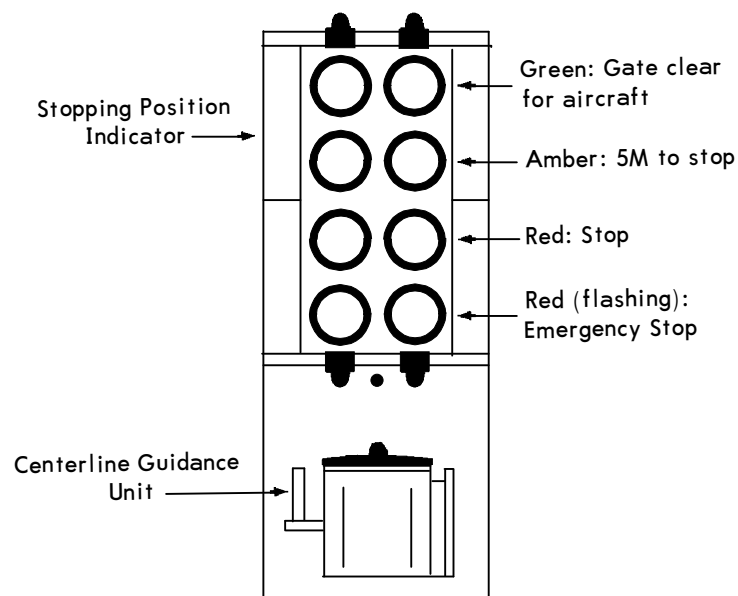
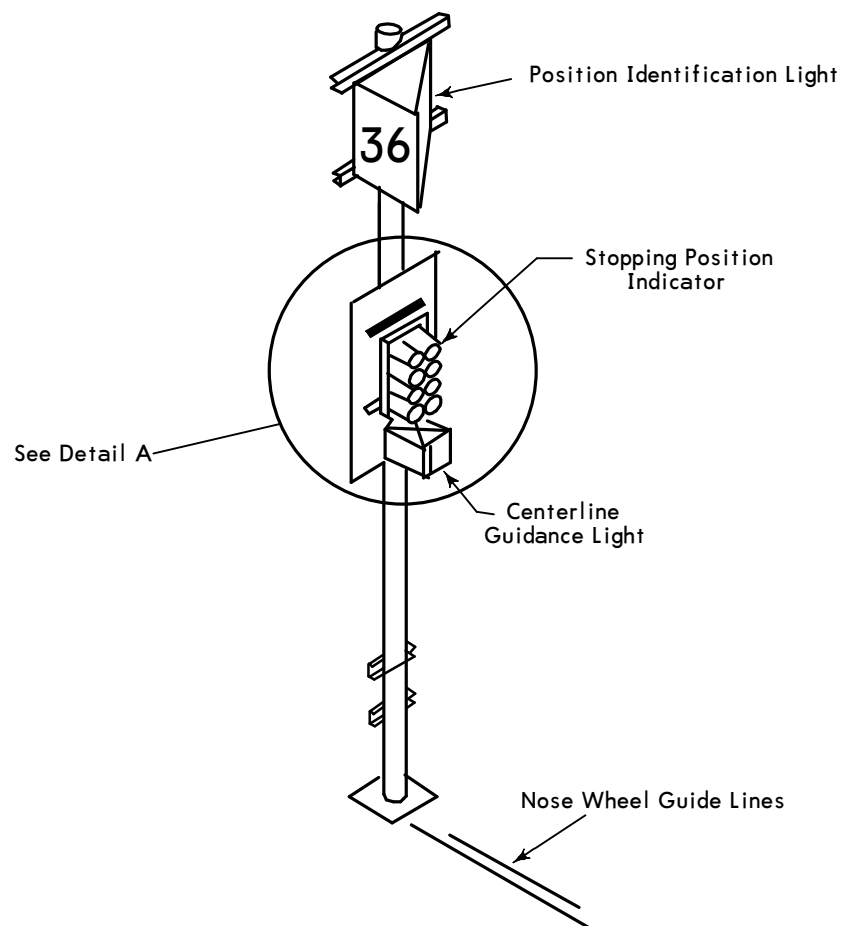
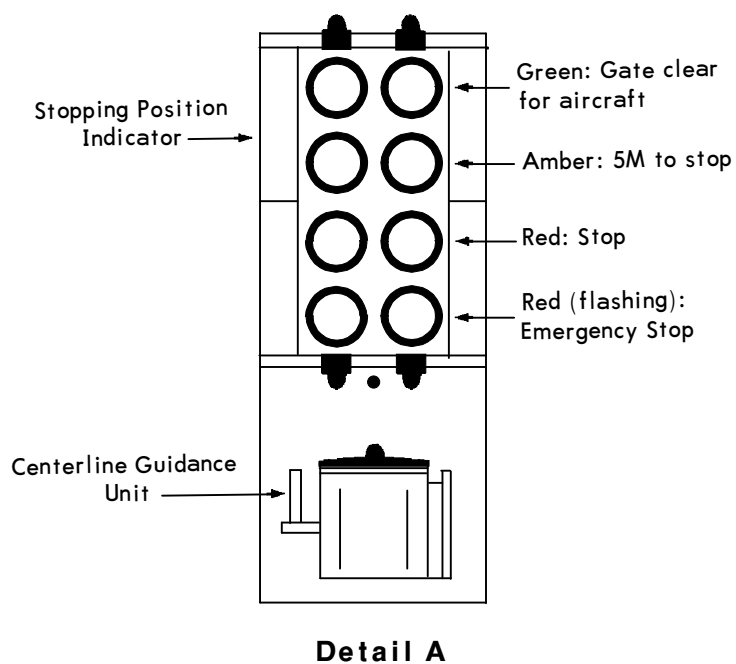


Figure 1 - Visual Docking Guidance System



Detail A

VISUAL DOCKING GUIDANCE SYSTEMS

**Figure 2 - Visual Docking Guidance System**

VISUAL DOCKING GUIDANCE SYSTEMS

Aircraft should use the following elements for docking:

AIRCRAFT TYPES	CENTERLINE LIGHT	STOP
All types	Centerline Guidance Light	Stopping Position Indicator

The following is a brief description of the system:

- a. The Position Identification Light indicates the number of the docking position and has white numerals on a dark background outlined in green neon tubing at night.
- b. The Centerline Guidance Light provides azimuth information and is aligned with the left pilot position. The unit emits RED/GREEN light beams and the signals are interpreted as follows:

Red/Green	Green/Green	Green/Red
Aircraft is to the left of centerline	Aircraft is on centerline	Aircraft is to the right of centerline

- c. The Stopping Position Indicator is controlled by an airline ground marshaller and provides stopping information. The signals are interpreted as follows:

GREEN	GO	Gate is clear for aircraft.
AMBER	SLOW	Approximately 16' (5m) to STOP
RED	STOP	Stop immediately.
RED (FLASHING)	EMERGENCY STOP	

VISUAL DOCKING GUIDANCE SYSTEMS

AIRCRAFT POSITIONING AND INFORMATION SYSTEM (APIS)

The third NIG system in use at Sydney Intl is installed on International Terminal bays 2, 3, 4, 12 and Domestic bays 33, 52, 53 and 55.

System Description:

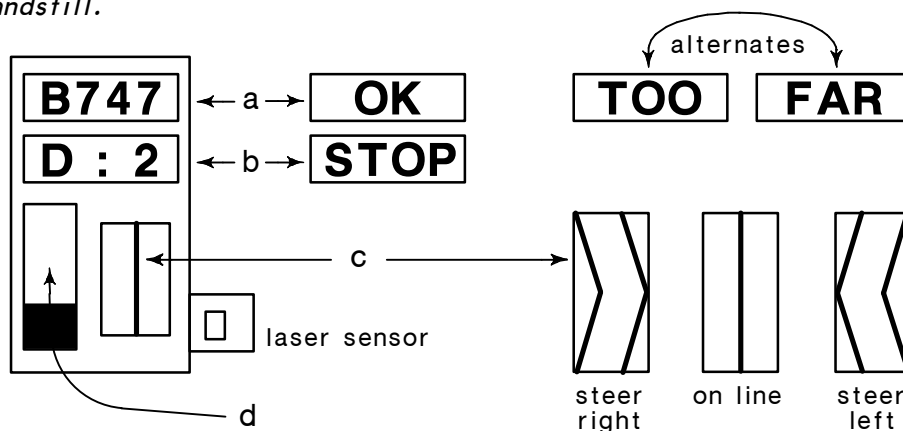
The APIS is based on a centerline guidance sub-display. The steering and stop indication is provided from a display unit mounted on a pole in front of the cockpit in line with the left hand pilot seat. The parking bay position identification is mounted on top of the guidance pole.

On approach to the parking position, the pilot will see the display box face showing two rows of yellow alpha-numeric characters on a black background across the top, an illuminated closing-rate "thermometer" at lower left, and an illuminated azimuth guidance display at lower right. The alpha-numeric characters on the top row should be flashing. (See Figure 3)

The following is the sequence of APIS operation from initial approach to STOP.

- Identify the correct parking bay position.
- Ensure that the aerobridge retraction light indicates green.
- Follow the taxi-in line and watch the centerline beacon.
- Check that the correct aircraft type is flashing and that the door number is shown (where applicable).
- About 20M before STOP, the aircraft type display goes steady and the door number disappears.
- Follow the azimuth guidance display. The black arrow heads indicate which direction to steer for the centerline. When the aircraft is properly aligned in azimuth, the black vertical bar will be displayed.
- The full closing rate 'thermometer' indicates at least 13M to STOP.
- When the aircraft reaches 13M to STOP, the "thermometer" bar lights begin to move from bottom to top.
- The deletion of each 'thermometer' bar indicates about one half meter progression.
- When the STOP position is reached, all the closing rate 'thermometer' lights extinguish and the lower display indicates STOP. If the aircraft is parked correctly, the top display indicates OK.
- If the aircraft overshoots the limit for correct parking, the top display indicates TOO FAR (alternating TOO then FAR).
- The entire display automatically shuts down after some seconds.

Note: When the last row of lights of the closing rate 'thermometer' is extinguished and the word STOP is displayed, the aircraft should be at a standstill.

**LEGEND**

- Display: ACFT type, OK or TOO/FAR
- Display: Door Number or STOP
- Centerline Beacon: steering guidance
- 'Thermometer': closing rate indication - stopping guidance

Note:

The lettering is yellow on a black background. The 'thermometer' is yellow and goes black from bottom to top. The centerline beacon is a central black band surrounded by yellow.

Figure 3 - APIS Visual Docking Guidance System

VISUAL DOCKING GUIDANCE SYSTEMS

SAFEGATE DOCKING GUIDANCE SYSTEM (SAFEGATE DGS)

The fourth NIG system is the Safegate Docking Guidance System and is used at Sydney International Terminal (Bays 1, 5, 6, 6A, 8, 9, 10, 24, 25, 30, 31, 32, 33, 34, 35, 36, 37, 51, 53, 54, 55, 56, 57, 58, 59, 60, 61, 63, 73, 74, 75, 76 and 77), Sydney Domestic Terminal (Bays 31, 32, 34, 35, 36, 38, 39, 40, 41, 42, 43, 44, 44A, 45, 45A, 54, 56 and 57) and Sydney Qantas Terminal (Bays 1, 2, 3, 4, 5, 6, 7, 7A, 8, 9, 10, 11, 12, 13, 14 and 16). Its operation is based on laser scanning of the incoming aircraft. The complete system consists of the following three elements:

- a. Position Identification Unit (Bay Marker);
- b. Aerobridge Retracted Indicator Light; and
- c. DGS NIG Unit.

System Description

The Position Identification Unit gives clear indication of the parking bay for the aircraft. It consists of large white numerals on a dark background (illuminated at night by green neon lights).

The Aerobridge Retraction Indicator Light, mounted on the aerobridge, gives an early warning of the state of aerobridge location. Green indicates a fully retracted aerobridge position or a safe pre-parked position; red indicates that the aerobridge is out of position and the pilot should not proceed with parking that aircraft.

The NIG unit, mounted on the Terminal wall, consists of two components which supply the following information to the pilot:

- a. The top alphanumeric information display which shows aircraft type designation and other message information as necessary in yellow.
- b. The azimuth and centerline guidance displays in red and yellow, and the Closing Rate Bar in yellow.

Aircraft Types

The aircraft types which can utilize the system at each airport are displayed as follows:

Type	Display
Boeing	777, 767, 747, 737
McDonnell Douglas	MD-11, DC-10
Airbus Industries	340, 330, 310, 300
British Aerospace	146
Lockheed	L1011

VISUAL DOCKING GUIDANCE SYSTEMS

System Operation

The following is the sequence of system operation from initial approach to STOP:

- a. The pilot identifies the correct parking bay position.
- b. The pilot ensures that the aerobridge retraction light is green.
- c. The pilot observes that the rising vertical yellow arrows are indicating the system is activated and searching for the approaching aircraft.

NOTE: *The pilot must not enter the stand area unless the rising vertical arrows are displayed.*

- d. The pilot follows the taxi-in line and checks that the correct aircraft type is displayed in yellow.

NOTE: *The pilot must not enter the stand area unless the correct aircraft type is displayed.*

- e. On successful capture of the aircraft, the vertical arrows are replaced by the yellow T-shaped Closing Rate Bar.

NOTE: *The pilot must not proceed to the bridge unless the arrows have been superseded by the Closing Rate Bar.*

- f. A vertical yellow arrow shows the aircraft position in relation to the centerline.
- g. A flashing red arrow indicates the direction to turn to return to the centerline.

NOTE: *If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning.*

- h. The display of the yellow digital closing rate countdown will start when the aircraft is 20 meters from the STOP position.

NOTE: *If the detected aircraft is lost prior to 12 meters to STOP, the display will show WAIT. The docking will continue as soon as the system detects the aircraft again.*

- i. When the aircraft is 12 meters from the STOP position, the Closing Rate Bar will decrease in size from the bottom by one row of lights per 0.5 meters closing rate.

NOTE: *If the detected aircraft is lost after 12 meters to STOP, the display will show STOP and ID FAIL. Assistance must then be sought from the ground engineers.*

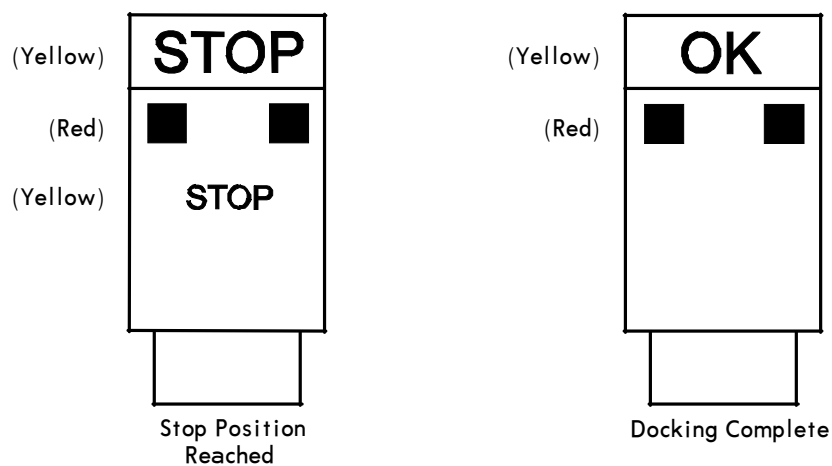
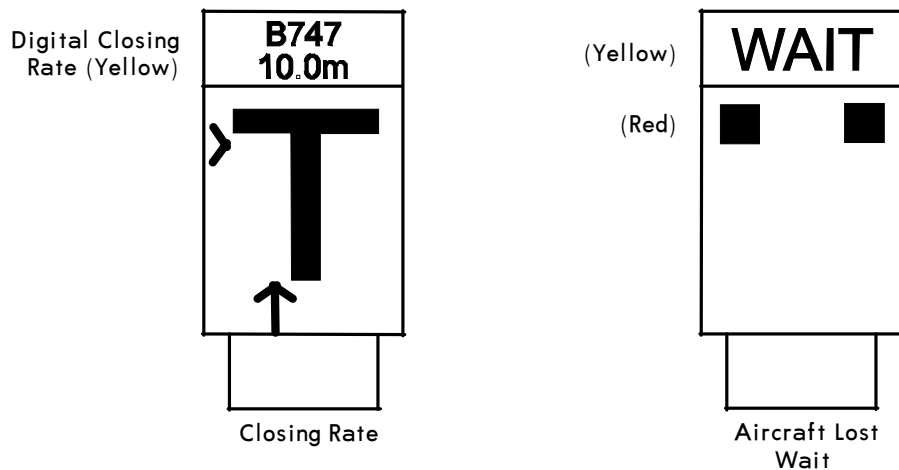
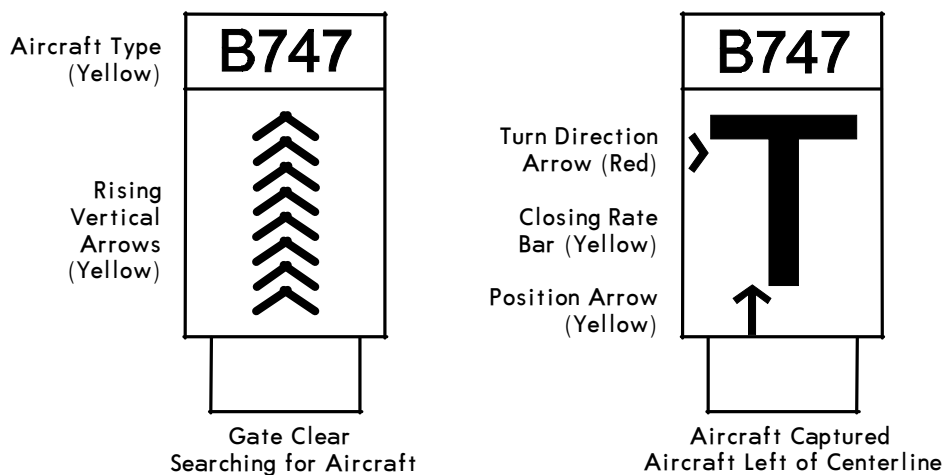
- j. When the correct STOP position is reached, the display shows STOP and red lights will be lit.
- k. When the aircraft has parked, OK will be displayed.
- l. If the aircraft has overshot the position, TOO FAR will be displayed.
- m. When ground engineers have placed the chocks at the nosewheel, they will manually change the display to CHOCK ON.
- n. During heavy rain or fog, the visibility for the docking system might be reduced. When the system is activated and in capture mode, the display will deactivate the rising vertical arrows and show DOWN GRADE. This text will be superseded by the Closing Rate Bar once the aircraft is detected.

NOTE: *The pilot must not continue the approach to the bridge unless the DOWN GRADE text has been superseded by the Closing Rate Bar.*

Note: *Ground engineers have access to emergency push-buttons to deactivate the system. When an emergency stop is activated, the display will show STOP. The ground engineers will then be required to complete the docking manually once the emergency situation is cleared.*

VISUAL DOCKING GUIDANCE SYSTEMS

Safegate Docking Guidance System



ILS PRM USER INSTRUCTIONS

ATTENTION ALL USERS of ILS PRM (PRECISION RUNWAY MONITOR)

PILOT REQUIREMENTS: Before conducting a simultaneous close parallel ILS PRM approach, pilots must have completed training approved by CASA, including:

1. viewing the PRM video "ILS PRM Approaches - A Pilot's Approach";
2. familiarization with the ILS PRM approach procedures in AIP DAP or equivalent operational documents;
3. familiarization with the breakout procedure and phraseology; and
4. completion of an examination conducted by the operator's training and checking organization or chief pilot holding instrument renewal approval or flying training school holding instrument training approval.

Pilots who complete the training through other than a company training and checking organization or chief pilot must obtain log book endorsement by the training organization.

Simulator training in breakout procedures is not mandatory but is strongly recommended, particularly in aircraft fitted with automated flight guidance systems.

When ILS/PRM approaches are nominated on the ATIS, pilots MUST advise ATC prior to 120 DME 'SY' (or on first contact with ATC if departing within 120 DME 'SY') if unable to participate.

ATIS: The ATIS will advise when ILS PRM approaches are in progress.

APPROACH CHARTS: There are now multiple ILS approach charts for each parallel runway.

ENSURE THAT YOU USE THE ILS PRM CHART APPLICABLE TO CAT I OR CAT II ILS.

DUAL VHF REQUIREMENTS: To avoid blocked transmission, each runway will have both a TWR and a PRM frequency. The TWR and PRM controllers will transmit on both frequencies. PILOTS MUST transmit on the TWR frequency ONLY, but LISTEN TO BOTH. It is important that the volume of both frequencies is set to the same level so that transmissions are heard on at least one frequency if the other is blocked.

NOTE: *Pilots must have the relevant PRM frequency selected prior to transfer to aerodrome control. It is important the PRM frequency volume is preset prior to this transfer.*

AUTOPILOT COUPLED APPROACHES

It is recommended that ILS PRM approaches are flown with the aircraft autopilot coupled whenever practicable.

TCAS SELECTION: Pilots may select TCAS in the TA mode or maintain RA mode on receipt of instructions to contact the Tower.

New PRM video reflecting these changes is available online at

<http://www.airservicesaustralia.com/precision-runway-monitor/changes-to-tcas-with-ils-prm>

HAND FLY A BREAKOUT: When issued with Breakout instructions from an ILS PRM approach, time is critical. ALL BREAKOUT procedures MUST BE HAND FLOWN. In exceptional circumstances a descending breakout may be given the assigned altitude will not be below the applicable minimum vectoring altitude (MVA).

DEVIATIONS: The ILS PRM radar display indicates when an aircraft's track will take it into the NO TRANSGRESSION ZONE (NTZ) within the next ten (10) seconds if no course alteration is made. In this situation an ADVISORY will be issued by the PRM controller to the aircraft. The phraseology will be:

**"RADAR INDICATES YOU ARE DEVIATING
LEFT (OR RIGHT) OF THE LOCALIZER COURSE"**

Pilots are not expected to acknowledge a deviation advisory but should compare LOC tracking indications and use the indicator most consistent with the controllers advice. The PRM controller is not expected to provide an indication of displacement from the applicable LOC course. On receipt of a deviation advisory, pilots should promptly adjust aircraft heading to avoid penetrating the NTZ and regain the LOC course.

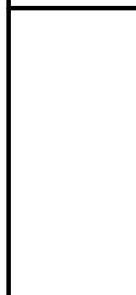
BREAKOUT: If an aircraft enters the NTZ, it is mandatory for the PRM controller to issue a breakout instruction to that aircraft plus any affected aircraft on the adjacent LOC course. Breakout phraseology will be:

**"BREAKOUT ALERT, (callsign) TURN LEFT
(or RIGHT) IMMEDIATELY HEADING (3 digits),
CLIMB (or DESCEND) TO (altitude)"**

BRIEFING STRIP™



LOC (GS out)	
-----------------	--

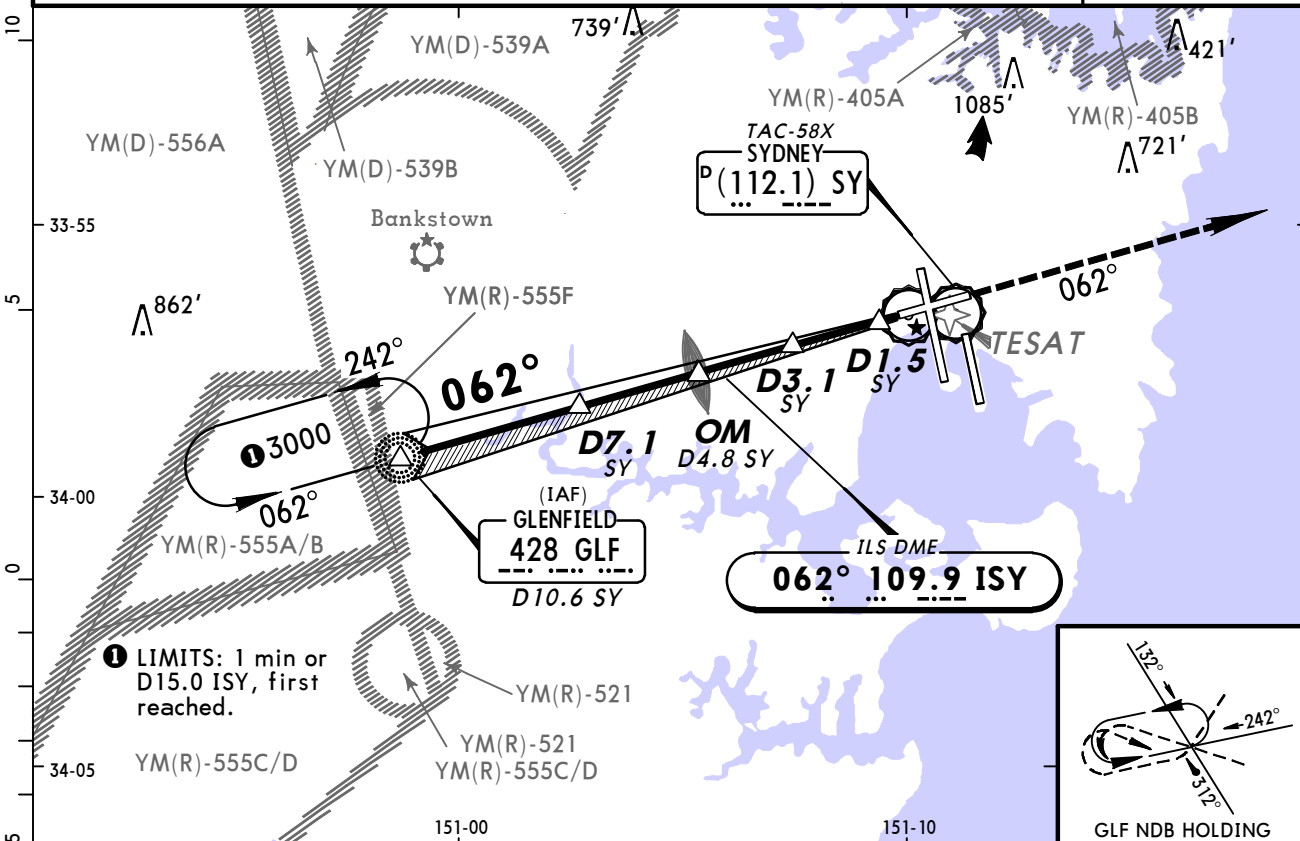


	<i>Gnd speed</i>
	<i>GS</i>
	<i>MAP at D0.</i>

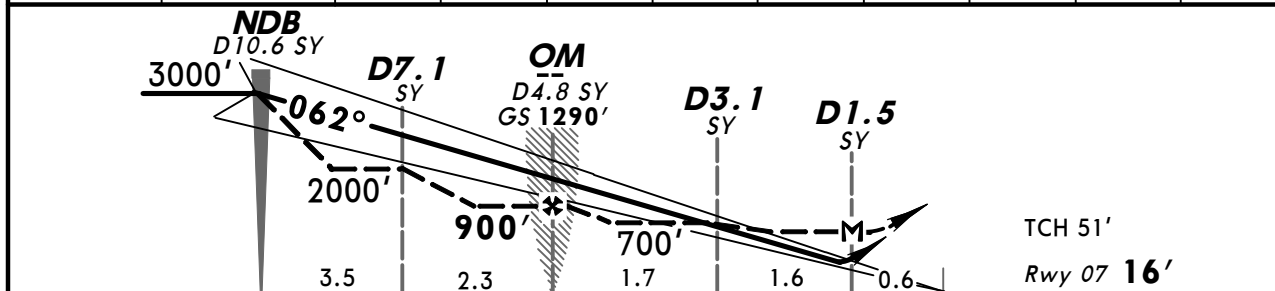
PANS OPS

BRIEFING STRIP™

ATIS			SYDNEY Approach (R)			Director				
118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3				
SYDNEY Tower			Ground							
Rwy 16R/34L & 07/25 120.5			Rwy 16L/34R 124.7			West of Rwy 16R/34L 126.5			East of Rwy 16R/34L 121.7	
LOC ISY 109.9		Final Apch Crs 062°		GS OM 1290' (1274')		ILS DA(H) 270' (254')		Apt Elev 21' Rwy 07 16'		2700'
MISSED APCH: Track 062°. Climb to 2000' or as directed by ATC.										
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'										
1. SY DME REQUIRED (LOC Only). 2. ATC Approach Speeds: At GLF NDB 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. GNSS permitted in lieu of DME. Reference waypoint TESAT.										
MSA YSSY ARP 2100' within 10 NM										



LOC (GS out)	SY DME	10.2	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.6
	ALTITUDE	3000'	2630'	2310'	1990'	1670'	1360'	1040'	720'	600'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	062°	2000' ↑
Gs 3.00°	372	478	531	637	743	849			
MAP at D1.5 SY									

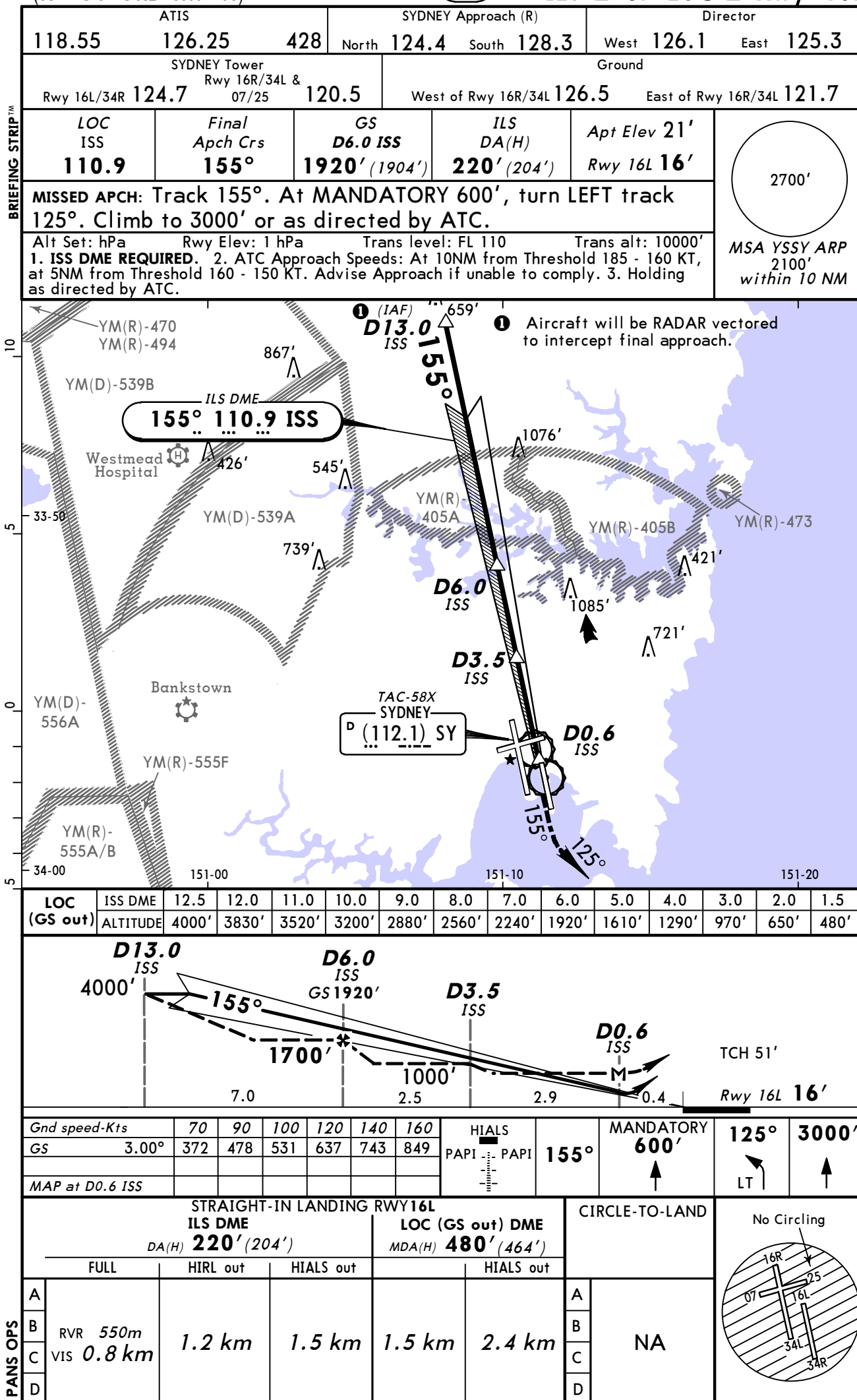
STRAIGHT-IN LANDING RWY07		CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25 	
ILS		LOC (GS out) DME			
DA(H) 270' (254')		MDA(H) 600' (584')			
A	1.5 km	3.3 km	Max Kts		MDA(H)
B			100		710' (689')-2.4 km
C			135	1000' (979')-4.0 km	
D			180	1000' (979')-5.0 km	

YSSY/SYD -(KINGSFORD SMITH) INTL

5 DEC 14

(11-3)

SYDNEY, NSW, AUSTRALIA
ILS-Z or LOC-Z Rwy 16L

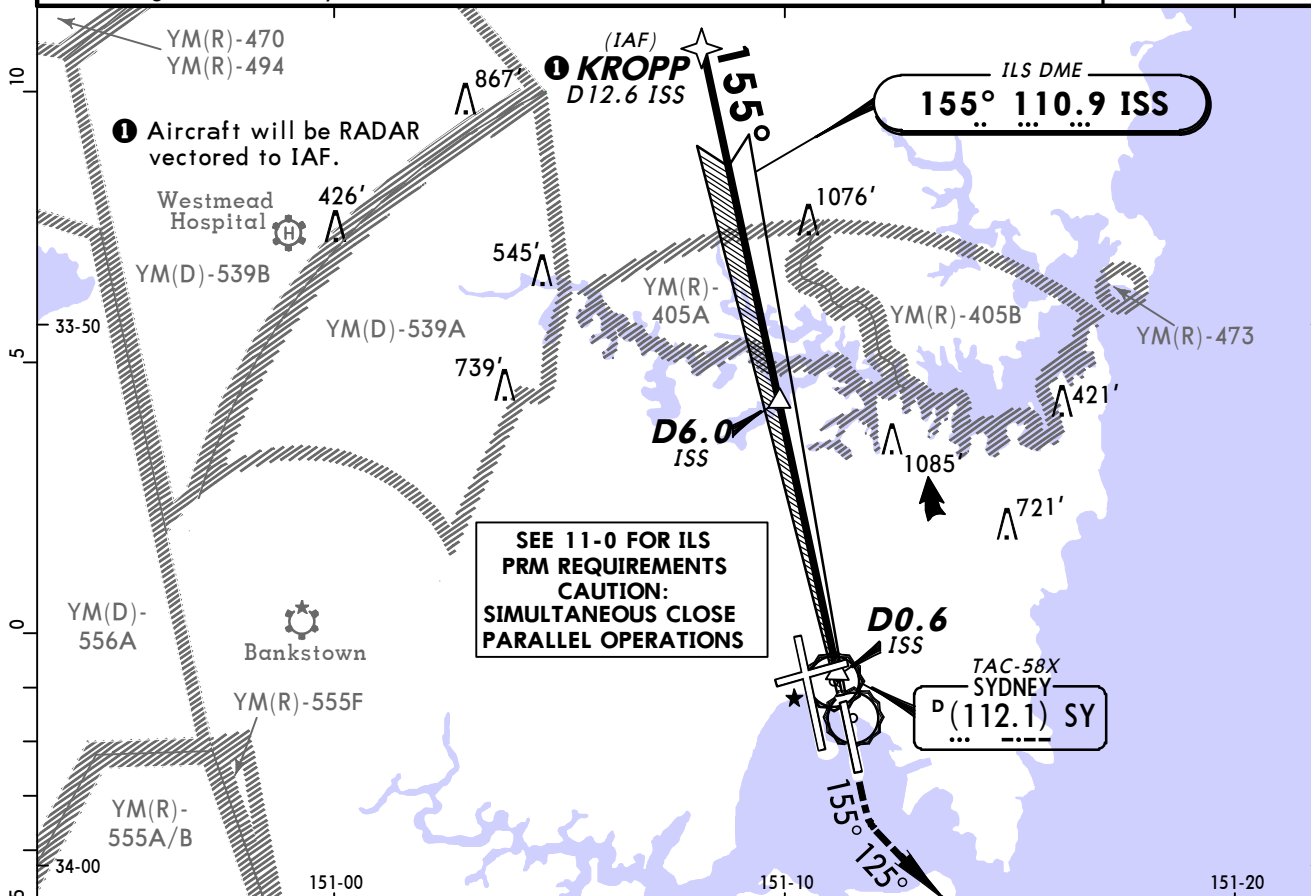


CHANGES: ATIS frequency removed.

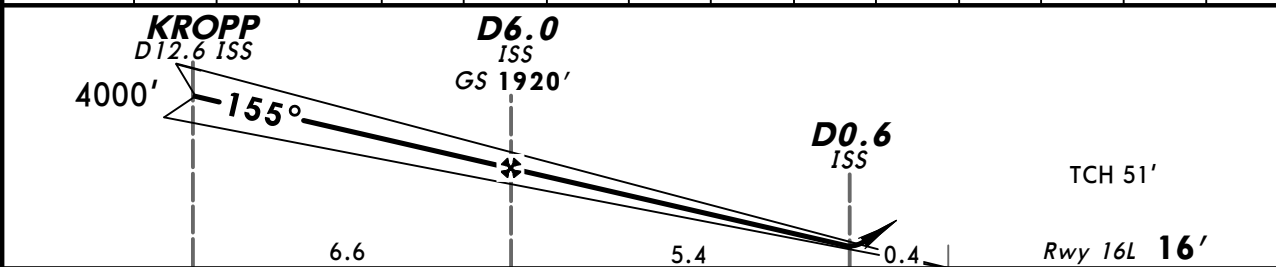
© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

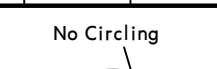
BRIEFING STRIP™	ATIS 118.55		126.25		428	SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
	SYDNEY Tower Rwy 16R/34L & 07/25					MONITOR PRM 133.95	West of Rwy 16R/34L Ground 126.5		East of Rwy 16R/34L 121.7
	LOC ISS 110.9		Final Apch Crs 155°		GS D6.0 ISS 1920' (1904')	ILS DA(H) 220' (204')	Apt Elev 21' Rwy 16L 16'		
	MISSED APCH: Track 155°. At MANDATORY 600', turn LEFT track 125°. Continue climb to 3000' or as directed by ATC.								2700' MSA YSSY ARP 2100' within 10 NM
	Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'								
	1. ISS DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply.								
	5. Holding as directed by ATC.								



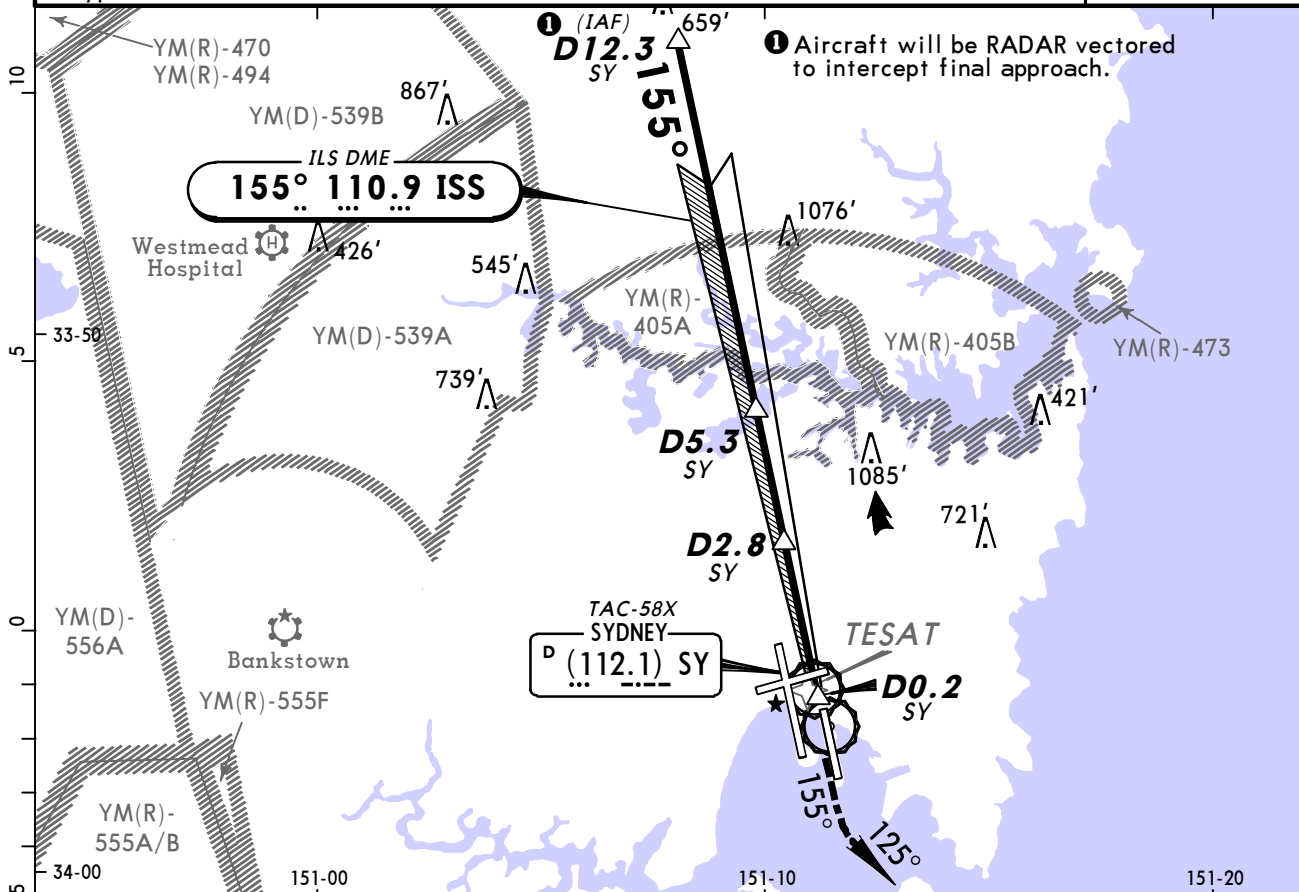
ISS DME	12.5	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.7
ALTITUDE	4000'	3830'	3520'	3200'	2880'	2560'	2240'	1920'	1610'	1290'	970'	650'	330'	220'



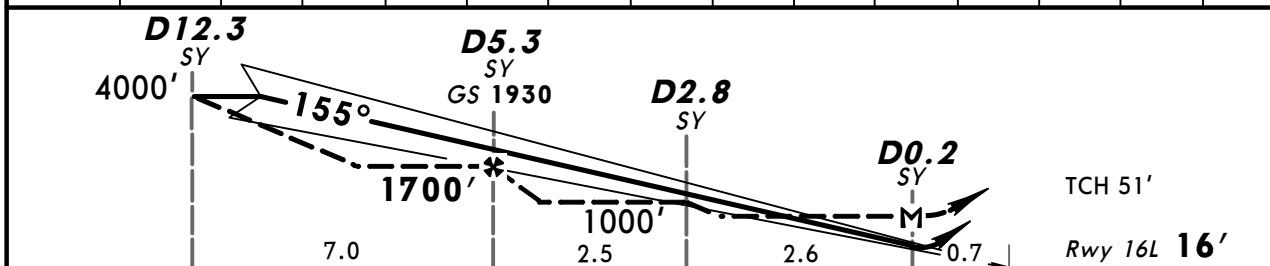
Gnd speed-Kts	70	90	100	120	140	160	HIALS	MANDATORY	125°	3000'
GS	3.00°	372	478	531	637	743	PAPI	600'	LT	

STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND		No Circling 
ILS DA(H) 220' (204')						
FULL		HIRL out	HIALS out			
A				A		
B	RVR 550m	1.2 km	1.5 km	B	NA	
C	VIS 0.8 km			C		
D				D		

ATIS			SYDNEY Approach (R)			Director	
118.55	126.25	428	North	124.4	South	128.3	West 126.1 East 125.3
SYDNEY Tower			Ground				
Rwy 16L/34R 124.7			West of Rwy 16R/34L 126.5				
Rwy 16R/34L & 07/25 120.5			East of Rwy 16R/34L 121.7				
LOC ISS 110.9	Final Apch Crs 155°	GS D5.3 SY 1930' (1914')	ILS DA(H) 220' (204')	Apt Elev 21'		2700' MSA YSSY ARP 2100' within 10 NM	
				Rwy 16L 16'			
MISSED APCH: Track 155°. At MANDATORY 600', turn LEFT track 125°. Climb to 3000' or as directed by ATC.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'							
1. SY DME REQUIRED. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply.							
3. Holding as directed by ATC. 4. GNSS permitted in lieu of DME. Reference waypoint TESAT.							

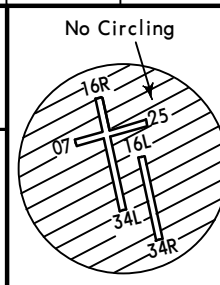


LOC (GS out)	SY DME	11.8	11.0	10.0	9.0	8.0	7.0	6.0	5.3	4.0	3.0	2.0	1.0	0.7
	ALTITUDE	4000'	3750'	3430'	3110'	2790'	2480'	2160'	1930'	1520'	1200'	880'	560'	480'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		MANDATORY		125°	3000'
GS	3.00°	372	478	531	637	743	849	PAPI		155°	600'	LT
MAP at D0.2 SY												

STRAIGHT-IN LANDING RWY16L					CIRCLE-TO-LAND		No Circling
ILS DME			LOC (GS out) DME				
DA(H) 220' (204')			MDA(H) 480' (464')				
FULL	HIRL out	HIALS out	HIALS out				
A					A		
B	RVR 550m	1.2 km	1.5 km	1.5 km	B	NA	
C	VIS 0.8 km			2.4 km	C		
D					D		



YSSY/SYD

-(KINGSFORD SMITH) INTL

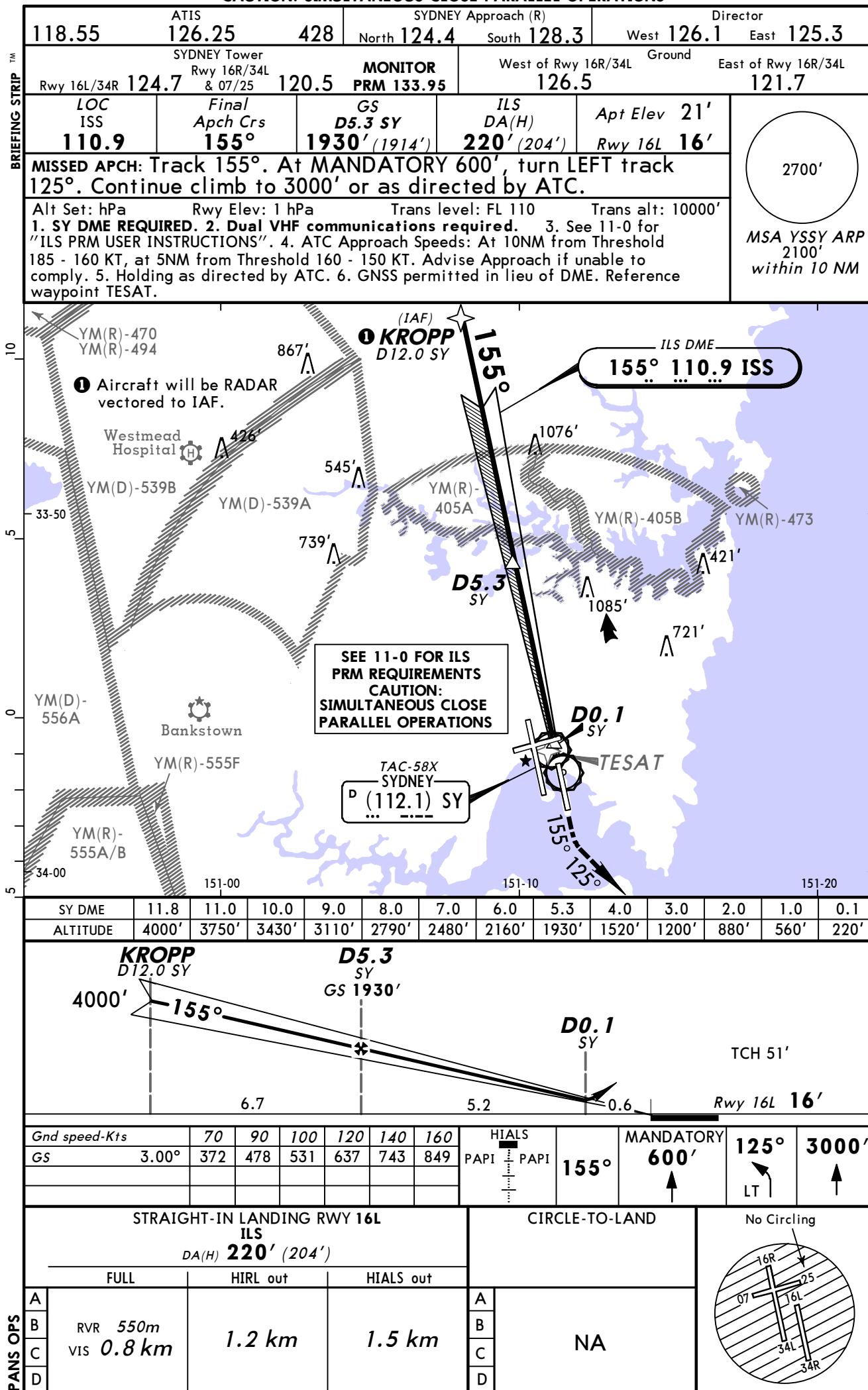
5 DEC 14

(11-6)

SYDNEY, NSW, AUSTRALIA

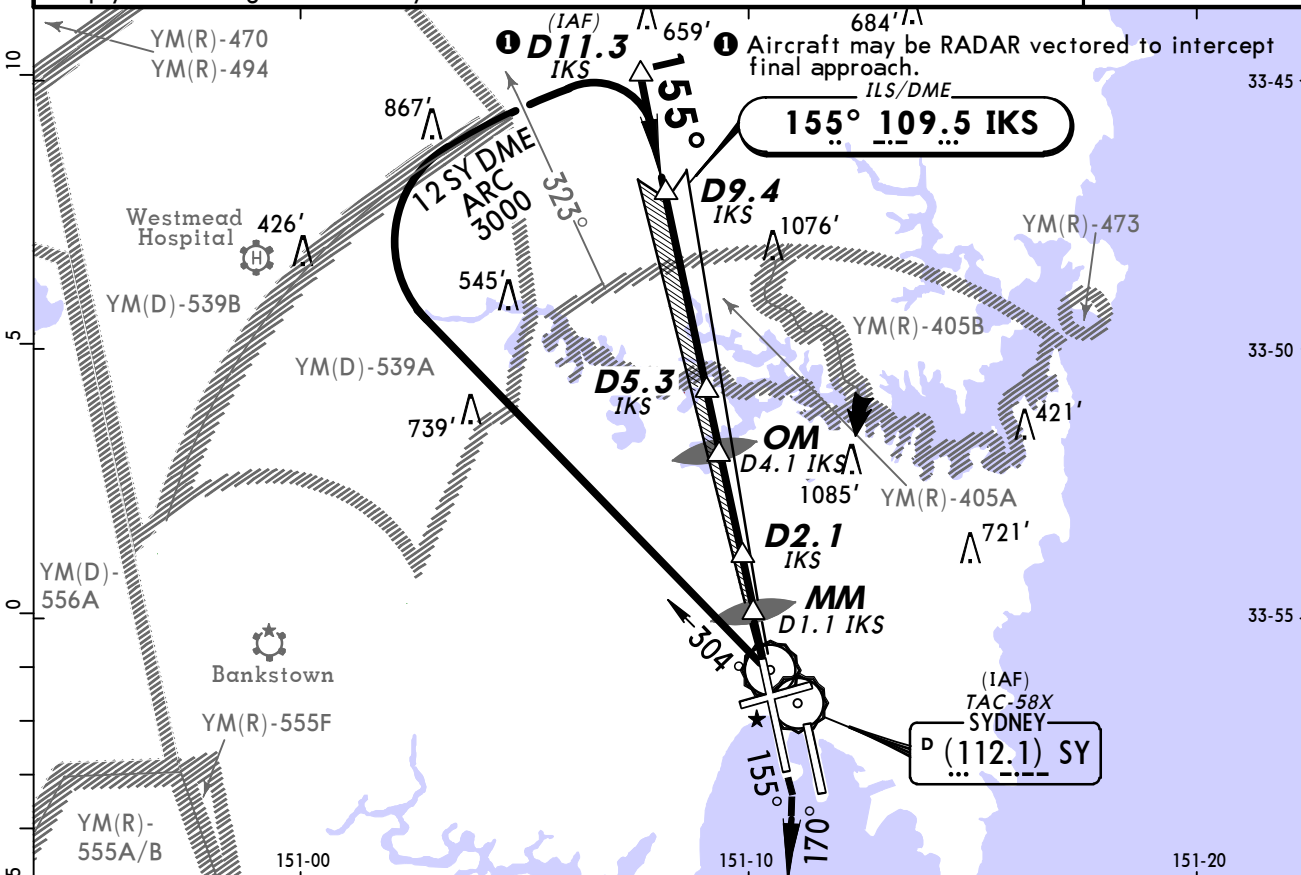
ILS-Y PRM Rwy 16L

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

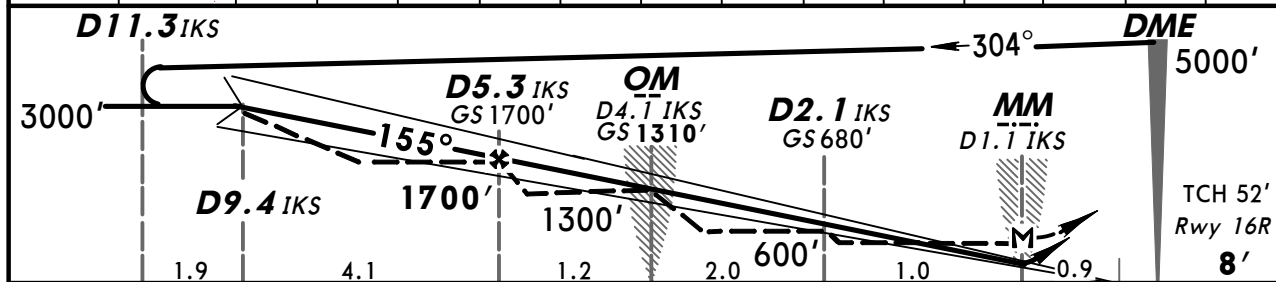


BRIEFING STRIP™

ATIS			SYDNEY Approach (R)			Director									
118.55		126.25		428		North 124.4		South 128.3		West 126.1		East 125.3			
SYDNEY Tower					Ground										
Rwy 16R/34L & 07/25 120.5					Rwy 16L/34R 124.7					West of Rwy 16R/34L 126.5				East of Rwy 16R/34L 121.7	
LOC IKS 109.5		Final Apch Crs 155°		GS D5.3 IKS 1700' (1692')		ILS DA(H) 210' (202')		Apt Elev 21'		2700'					
								Rwy 16R 8'							
MISSED APCH: Track 155°, at MANDATORY 600', turn RIGHT track 170°. Climb to 3000' or as directed by ATC.											MSA YSSY ARP 2100' within 10 NM				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'															
1. IKS DME (LOC ONLY) REQUIRED. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as advised by ATC.															



LOC (GS out)	IKS DME	9.4	9.0	8.0	7.0	6.0	5.3	5.0	4.1	4.0	3.0	2.1	2.0	1.4
ALTITUDE		3000'	2870'	2560'	2240'	1920'	1700'	1600'	1310'	1280'	960'	680'	640'	450'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		MANDATORY		170°		3000'	
GS	3.00°	372	478	531	637	743	PAPI	PAPI	155°	600'	RT	↑	↑	↑
MAP at MM/D1.1 IKS														

STRAIGHT-IN LANDING RWY 16R						CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
ILS DA(H) 210' (202')			LOC (GS out) DME MDA(H) 460' (452')			Max Kts	MDA(H)	
FULL		HIRL out	HIALS out			100	710' (689')-2.4 km	
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	1.7 km	2.6 km	135	1000' (979')-4.0 km	
B								
C								
D								
						205	1000' (979')-5.0 km	

PANS OPS

YSSY/SYD

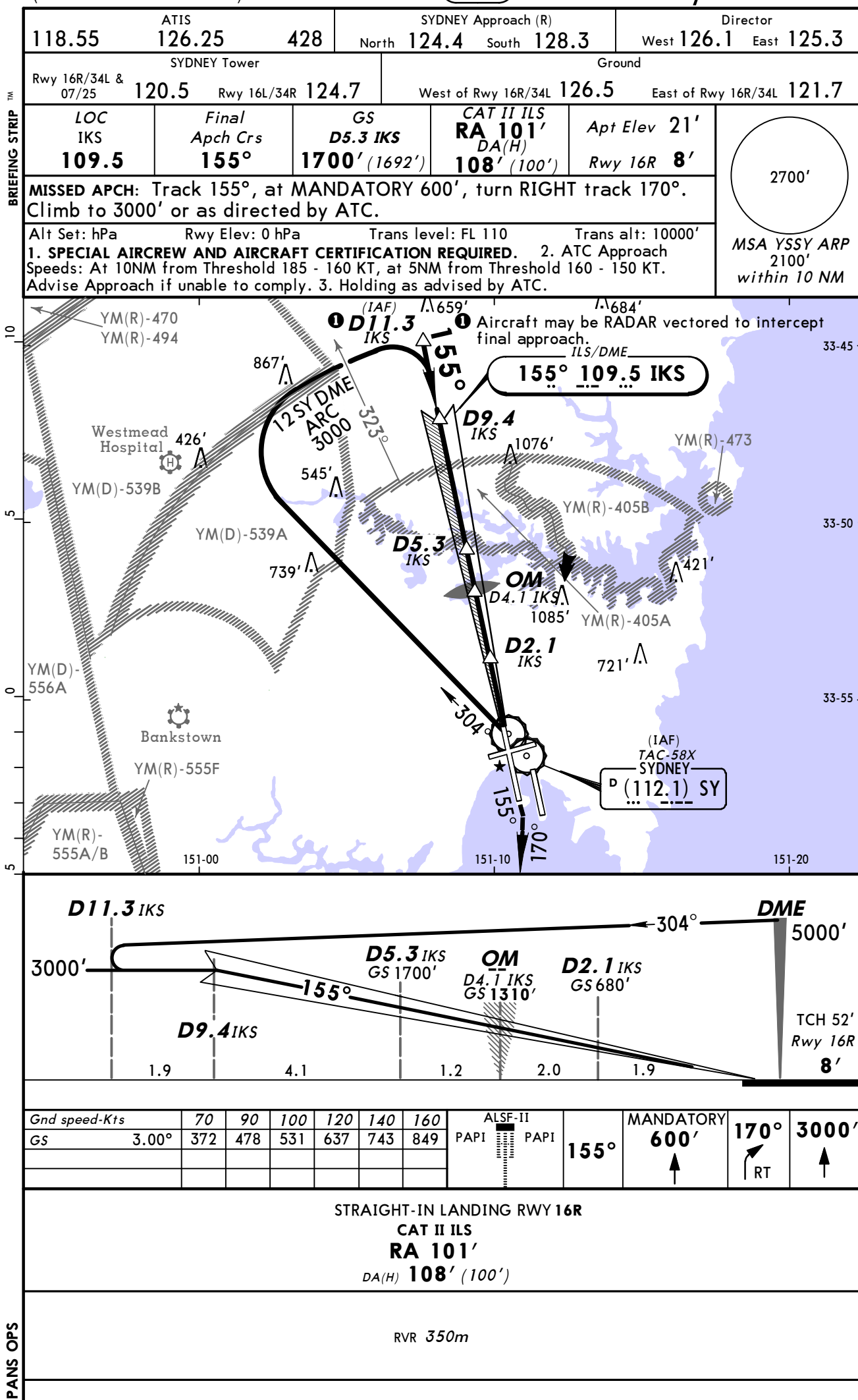
-(KINGSFORD SMITH) INTL

5 DEC 14

(11-7A)

JEPPESEN SYDNEY, NSW, AUSTRALIA

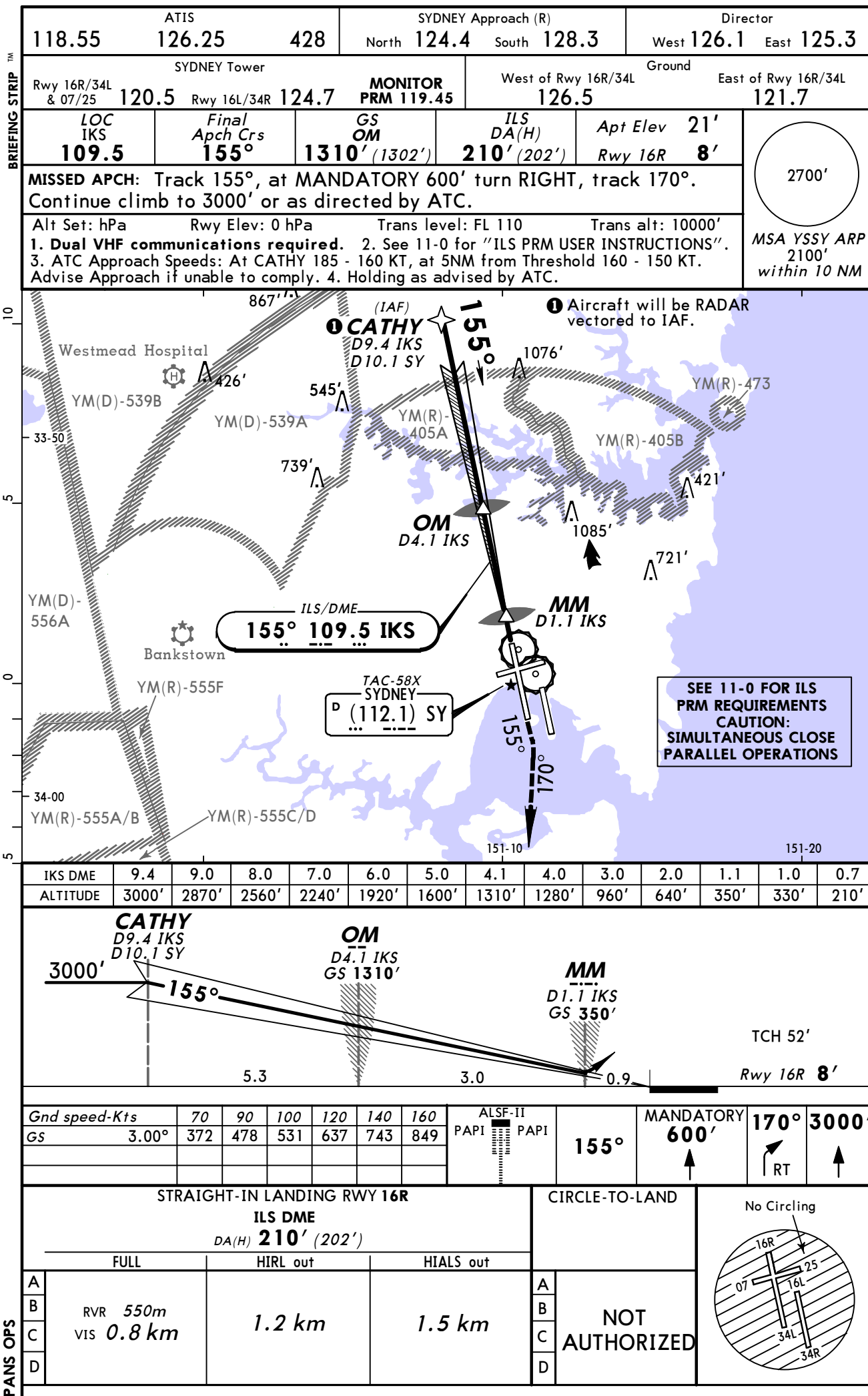
ILS-Z Rwy 16R CAT II



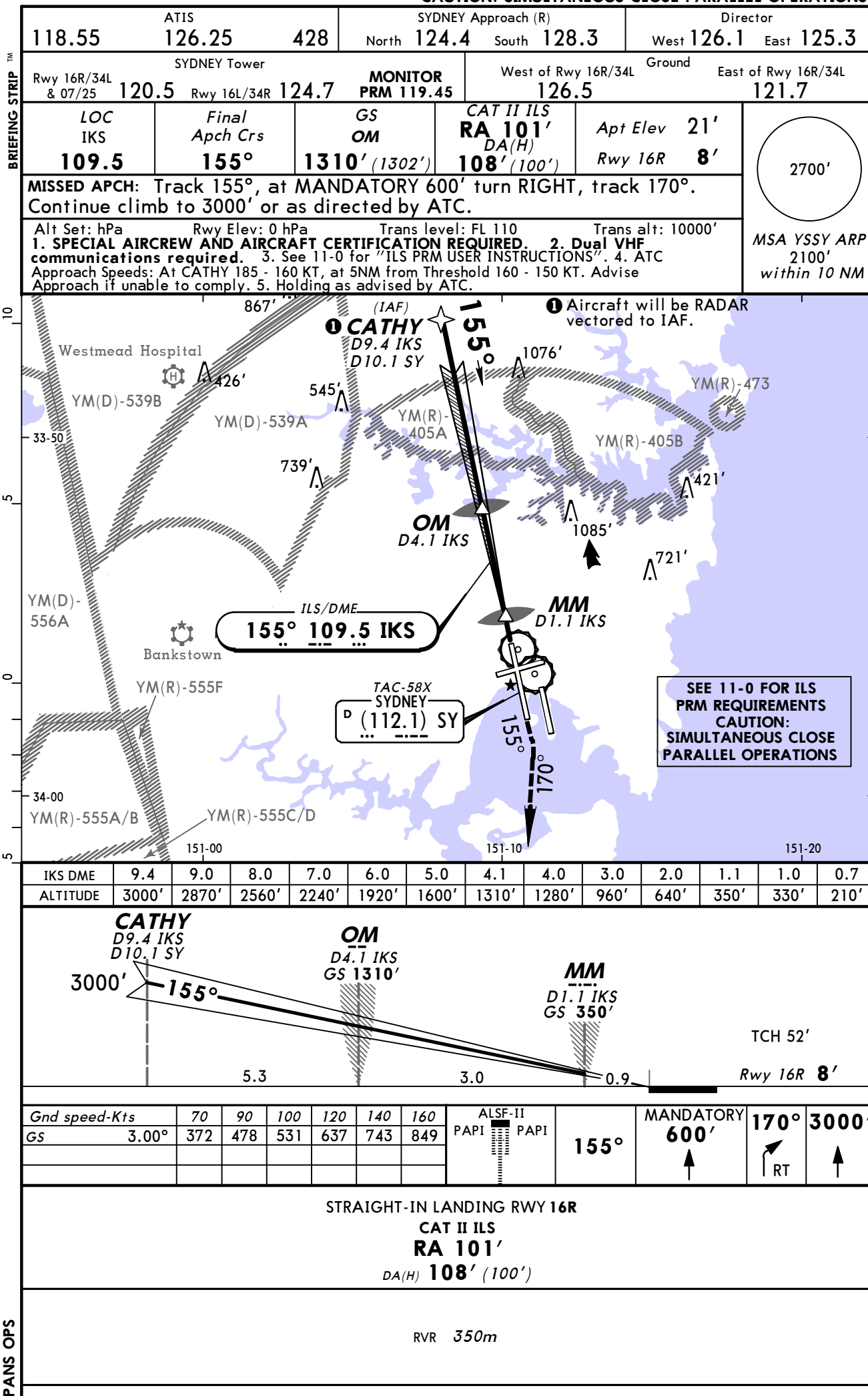
CHANGES: ATIS frequency removed.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

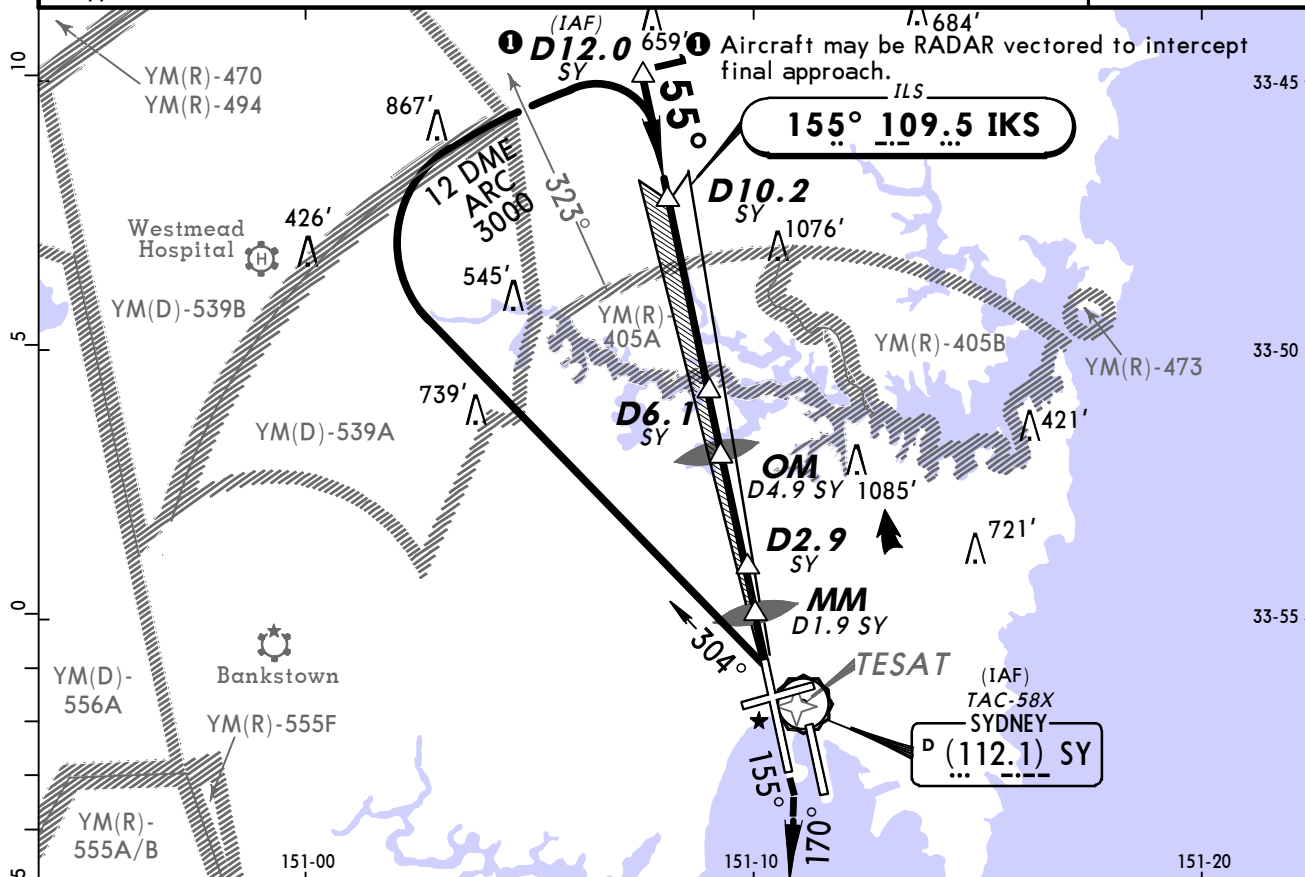
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS



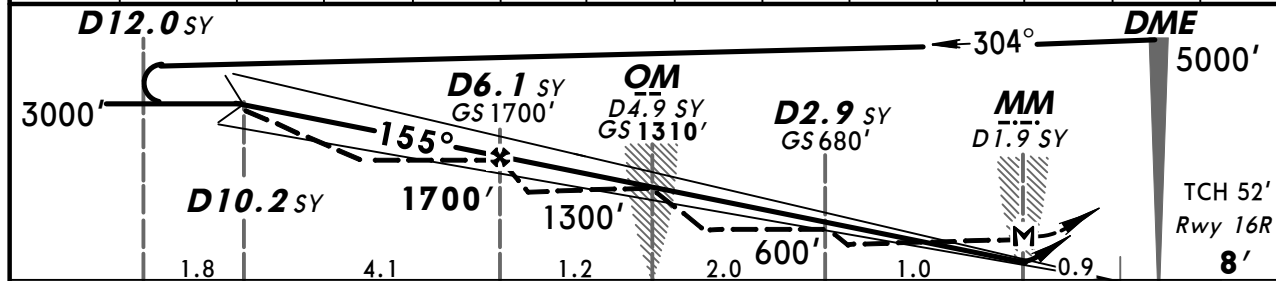
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS



ATIS 118.55 126.25 428			SYDNEY Approach (R) North 124.4 South 128.3			Director West 126.1 East 125.3		
SYDNEY Tower Rwy 16R/34L & 07/25 120.5 Rwy 16L/34R 124.7				Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7				
LOC IKS 109.5	Final Apch Crs 155°	GS D6.1 SY 1700' (1692')		ILS DA(H) 210' (202')	Apt Elev 21' Rwy 16R 8'		2700' MSA YSSY ARP 2100' within 10 NM	
MISSED APCH: Track 155°, at MANDATORY 600', turn RIGHT track 170°. Climb to 3000' or as directed by ATC.								
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. SY DME (LOC ONLY) REQUIRED. 2. ATC Approach Speeds: At 10NM from THR 185 - 160 KT, at 5NM from THR 160 - 150 KT. Advise APP if unable to comply. 3. Holding as advised by ATC. 4. GNSS permitted in lieu of DME. Reference waypoint TESAT.								

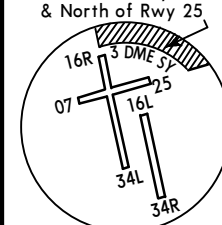


LOC (GS out)	SY DME	10.2	10.0	9.0	8.0	7.0	6.1	5.0	4.9	4.0	3.0	2.9	2.2
	ALTITUDE	3000'	2930'	2610'	2290'	1980'	1700'	1340'	1310'	1020'	700'	680'	450'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		MANDATORY		170°		3000'	
GS	3.00°	372	478	531	637	743	PAPI		155°		600'		RT	
MAP at MM/D1.9 SY														

STRAIGHT-IN LANDING RWY 16R						CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
ILS DA(H) 210' (202')			LOC (GS out) DME MDA(H) 460' (452')			MDA(H)		
FULL		HIRL out	HIALS out			Max Kts		
A						100	710' (689')-2.4 km	
B	RVR 550m VIS	1.2 km	1.5 km	1.7 km	2.6 km	135		
C	0.8 km					180	1000' (979')-4.0 km	
D						205	1000' (979')-5.0 km	



YSSY/SYD

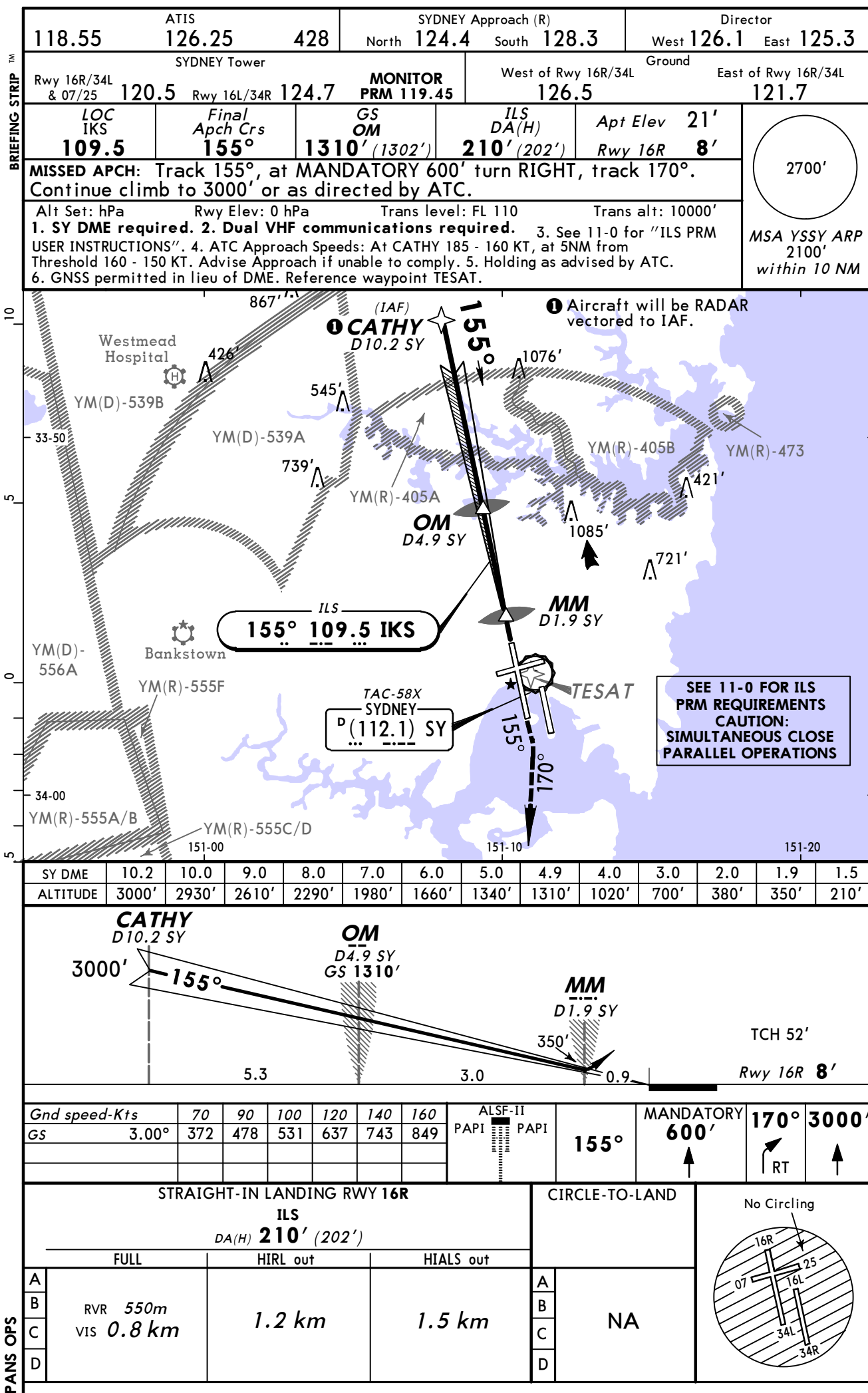
-(KINGSFORD SMITH) INTL

5 DEC 14 (11-10)

SYDNEY, NSW, AUSTRALIA

ILS-Y PRM Rwy 16R

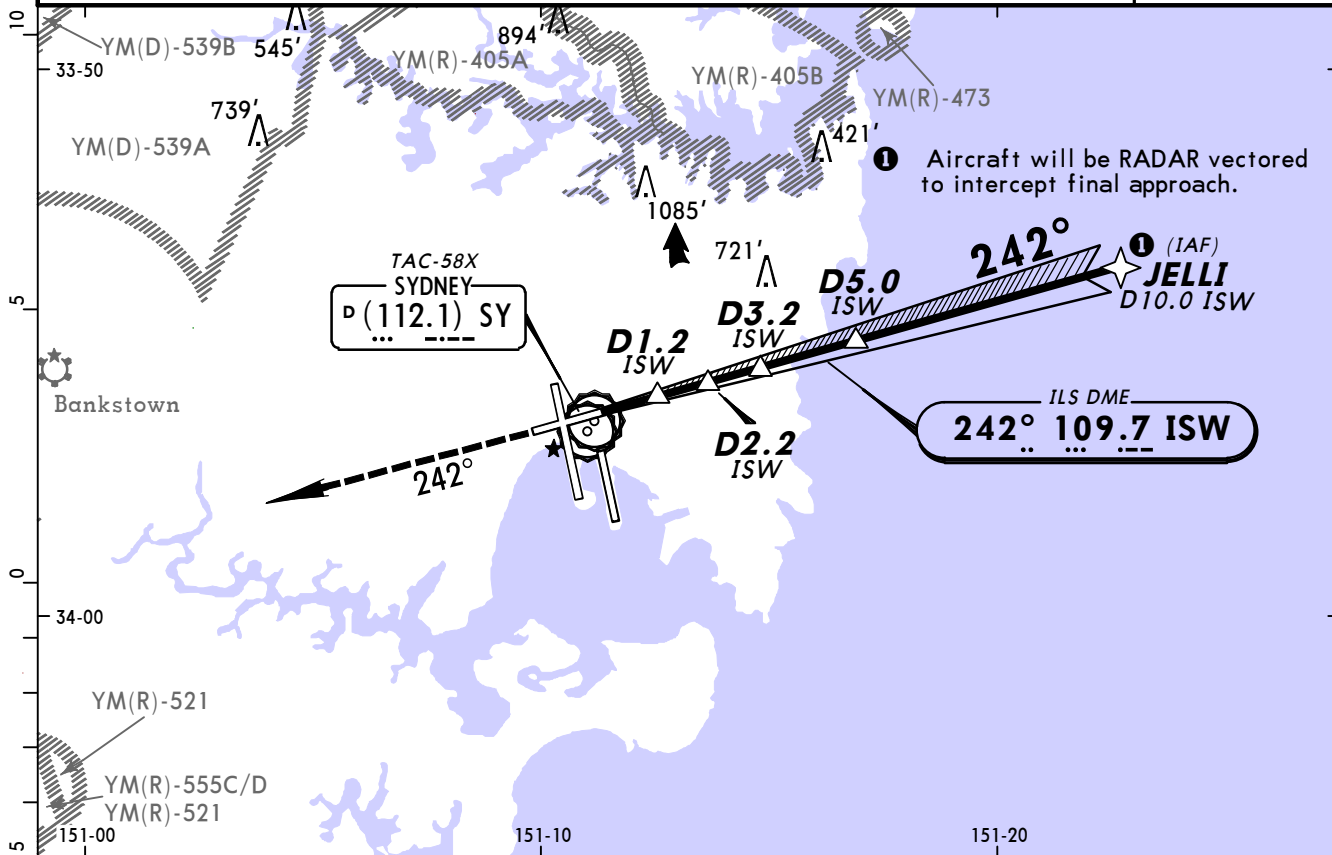
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS



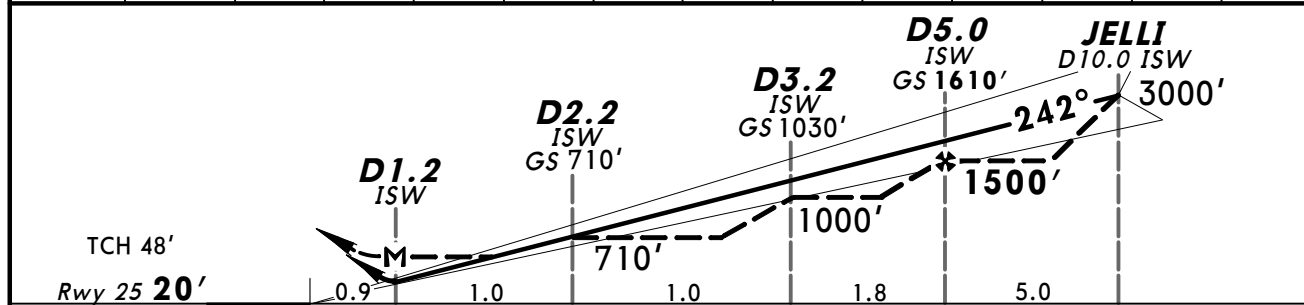
CHANGES: ATIS frequency removed, TESAT added, note added.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

ATIS			SYDNEY Approach (R)		Director	
118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			Ground			
Rwy 16R/34L & 07/25 120.5		Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7	
LOC ISW 109.7	Final Apch Crs 242°	GS D5.0 ISW 1610' (1590')	ILS DA(H) 270' (250')	Apt Elev 21' Rwy 25 20'	2700'	
MISSED APCH: Track 242°. Climb to 3000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'						
1. ISW DME REQUIRED. 2. ATC Approach Speeds: At JELLI 185 - 160 KT, at 5NM from THR 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.					MSA YSSY ARP 2100' within 10 NM	



LOC (GS out)	ISW DME	1.8	2.0	2.2	3.0	3.2	4.0	5.0	6.0	7.0	8.0	9.0	9.4
ALTITUDE		580'	650'	710'	970'	1030'	1290'	1610'	1920'	2240'	2560'	2880'	3000'



Gnd Speed-Kts	70	90	100	120	140	160		PAPI	242°	3000' ↑
GS 3.00°	372	478	531	637	743	849				
MAP at D1.2 ISW										

STRAIGHT-IN LANDING RWY 25			CIRCLE-TO-LAND			No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
ILS DME		LOC (GS out) DME	MDA(H)			
DA(H) 270' (250')		MDA(H) 580' (560')	Max Kts			
1.5 km		3.2 km	100	710' (689')-2.4 km		
			135			
			180	1000' (979')-4.0 km		
			205	1000' (979')-5.0 km		

YSSY/SYD

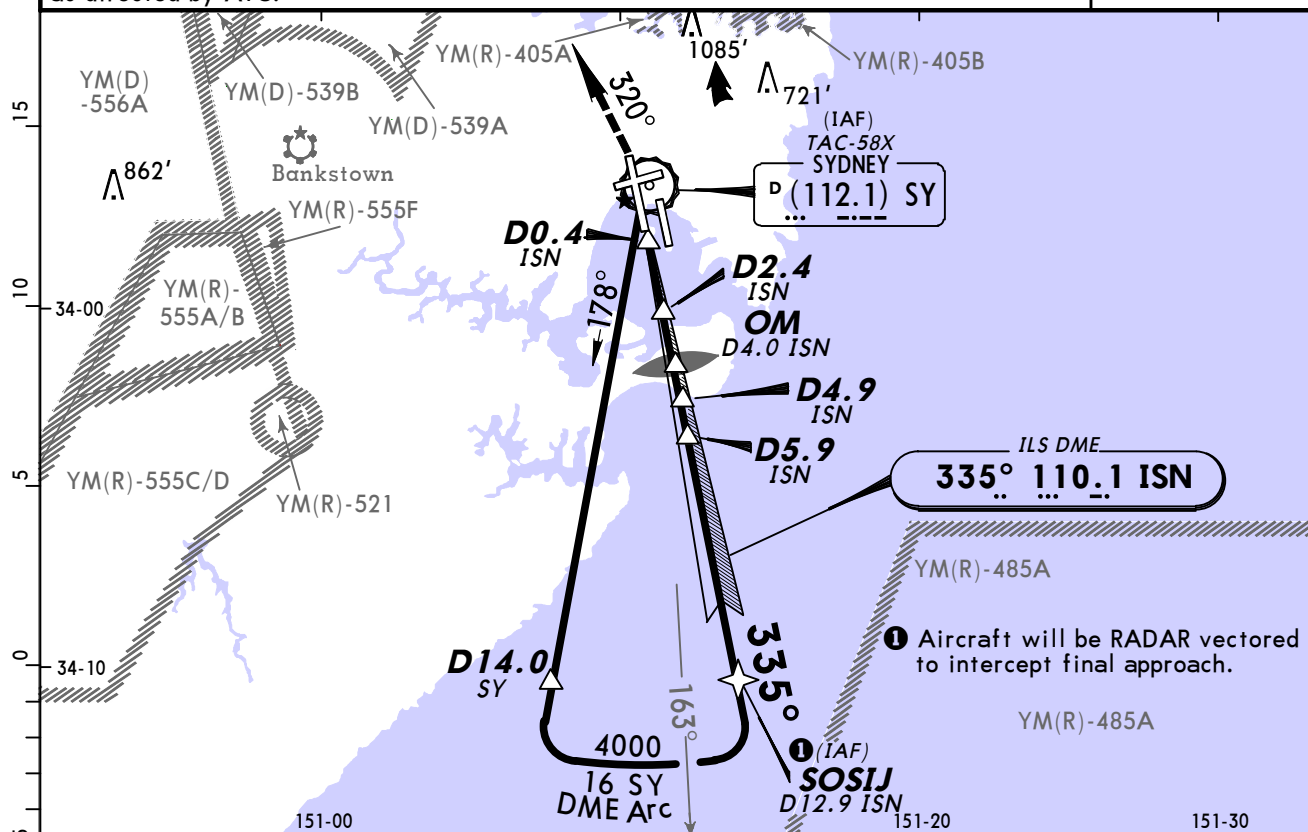
-(KINGSFORD SMITH) INTL

5 DEC 14

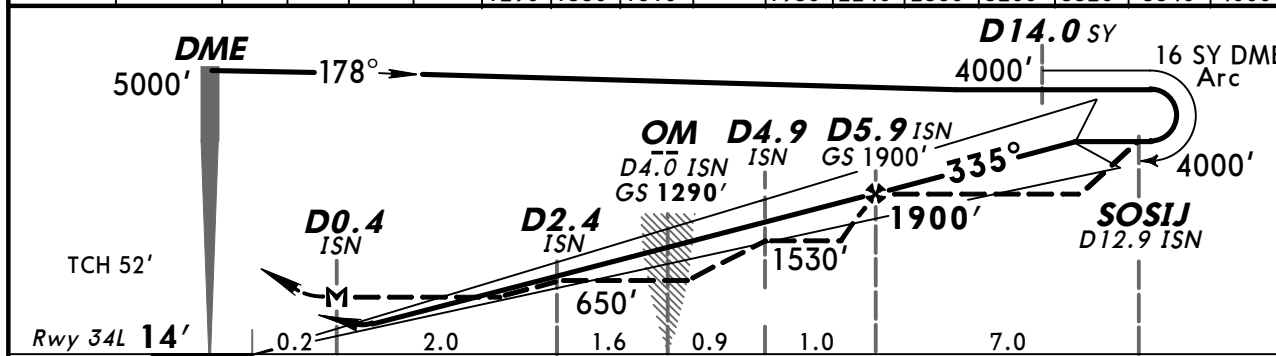
(11-12)

SYDNEY, NSW, AUSTRALIA
ILS-Z or LOC-Z Rwy 34L

BRIEFING STRIP™	ATIS			SYDNEY Approach (R)			Director					
	118.55	126.25	428	North	124.4	South	128.3	West	126.1	East	125.3	
	SYDNEY Tower				Ground							
	Rwy 16R/34L & Rwy 07/25		120.5	Rwy 16L/34R		124.7	West of Rwy 16R/34L		126.5	East of Rwy 16R/34L		121.7
	LOC ISN		Final Apch Crs		GS OM		ILS DA(H)		Apt Elev 21'		2700'	
	110.1		335°		1290' (1276')		220' (206')		Rwy 34L 14'			
	MISSED APCH: Track 335°. At MANDATORY 500' turn LEFT track 320°. Climb to 3000' or as directed by ATC.											
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'												
1. ISN DME REQUIRED. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.												
MSA YSSY ARP 2100' within 10 NM												



LOC (GS out)	ISN DME	1.2	2.0	2.4	3.0	4.0	4.9	5.0	5.9	6.0	7.0	8.0	10.0	11.0	12.0	12.5
ALTITUDE		400'	650'	780'	970'	1290'	1580'	1610'	1900'	1930'	2240'	2560'	3200'	3520'	3840'	4000'



Gnd speed-Kts	70	90	100	120	140	160	ALSFI-II	MANDATORY	320°	3000'
GS	3.00°	372	478	531	637	743	PAPI	335°	500'	LT
MAP at D0.4 ISN										

STRAIGHT-IN LANDING RWY 34L						CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
ILS DME			LOC (GS out) DME			Max Kts	MDA(H)	
DA(H) 220' (206')			MDA(H) 400' (386')					
FULL		HIRL out	HIALS out	HIALS out				
PANS OPS	A					100	710' (689') - 2.4 km	
	B	RVR 800m	1.2	1.5	1.7	135		
	C	VIS 0.8 km	km	km	km	180		
	D					205		
						205	1000' (979') - 5.0 km	

CHANGES: ATIS frequency removed.

© JEPPESEN 2012, 2014. ALL RIGHTS RESERVED.

YSSY/SYD

-(KINGSFORD SMITH) INTL

5 DEC 14

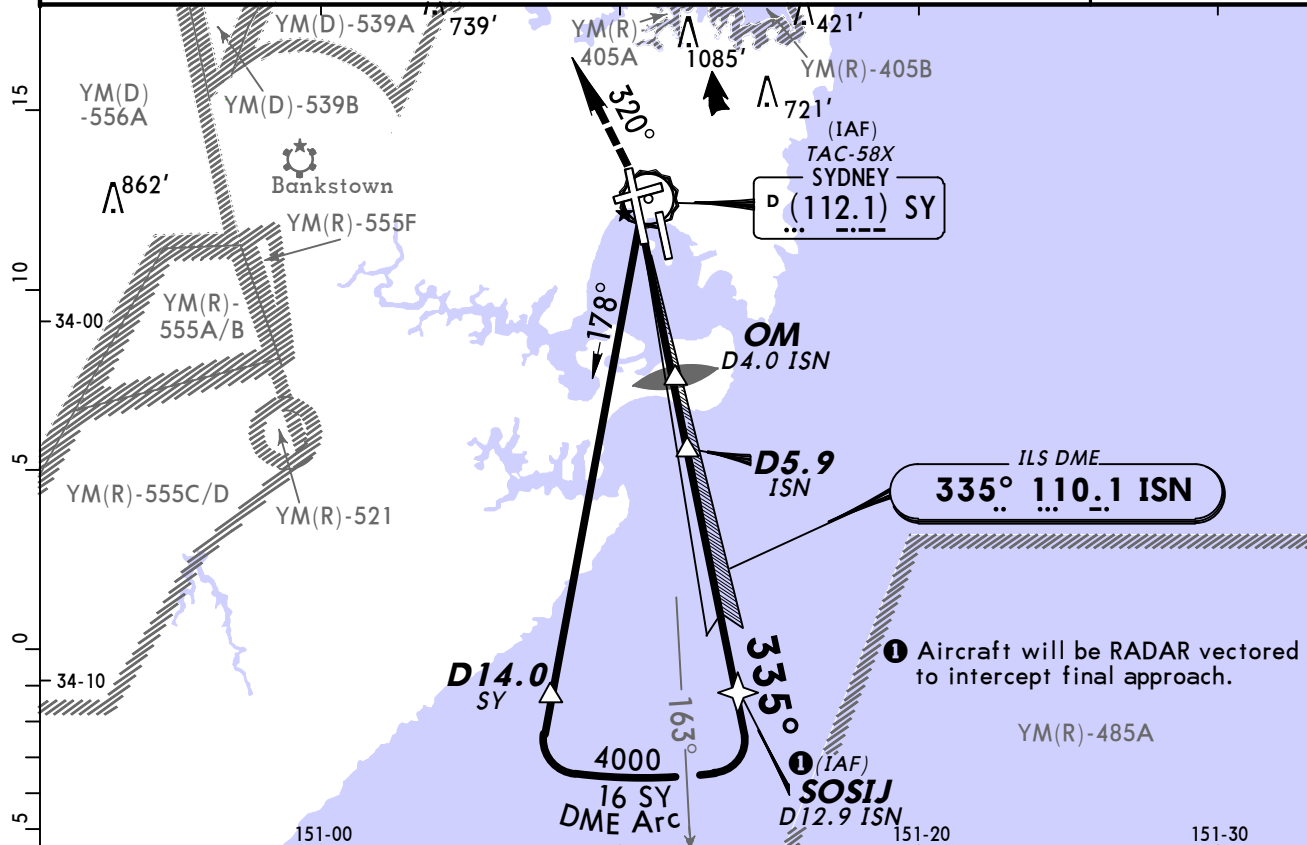
(11-12A)

SYDNEY, NSW, AUSTRALIA

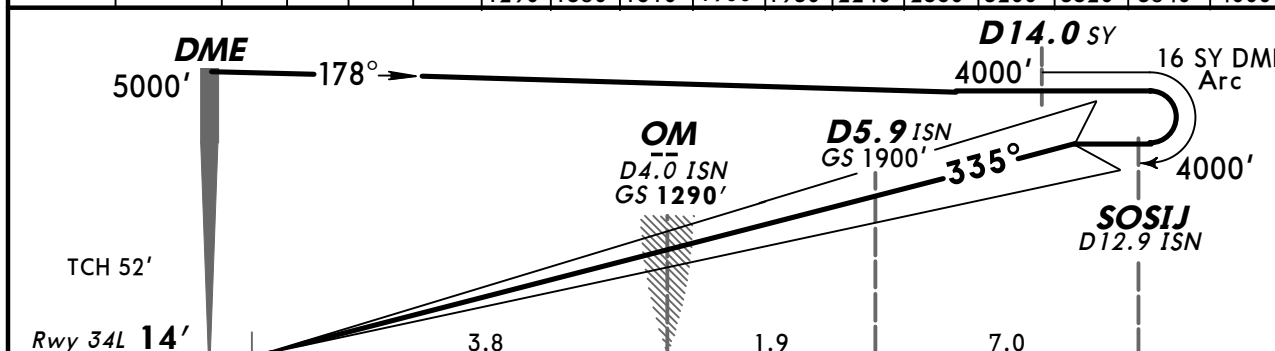
ILS-Z Rwy 34L CAT II

BRIEFING STRIP

ATIS			SYDNEY Approach (R)			Director			
118.55	126.25	428	North	124.4	South 128.3	West 126.1	East 125.3		
SYDNEY Tower					Ground				
Rwy 16R/34L & Rwy 07/25		120.5	Rwy 16L/34R		124.7	West of Rwy 16R/34L		126.5	
						East of Rwy 16R/34L		121.7	
LOC ISN 110.1	Final Apch Crs 335°	GS OM 1290' (1276')	CAT II ILS RA 101' DA(H) 114' (100')		Apt Elev 21' Rwy 34L 14'		2700'		
MISSED APCH: Track 335°. At MANDATORY 500' turn LEFT track 320°. Climb to 3000' or as directed by ATC.									
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'									
1. SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED. 2. ISN DME REQUIRED. 3. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 4. Holding as directed by ATC.									
								MSA YSSY ARP 2100' within 10 NM	



LOC (GS out)	ISN DME	1.2	2.0	2.4	3.0	4.0	4.9	5.0	5.9	6.0	7.0	8.0	10.0	11.0	12.0	12.5
	ALTITUDE	400'	650'	780'	970'	1290'	1580'	1610'	1900'	1930'	2240'	2560'	3200'	3520'	3840'	4000'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		MANDATORY		320°	3000'
GS	3.00°	372	478	531	637	743	PAPI	PAPI	335°	500'	LT	

STRAIGHT-IN LANDING RWY 34L

CAT II ILS

RA 101'

DA(H) 114' (100')

RVR 350m

CHANGES: ATIS frequency removed.

© JEPPESEN 2013, 2014. ALL RIGHTS RESERVED.

YSSY/SYD

-(KINGSFORD SMITH) INTL

5 DEC 14

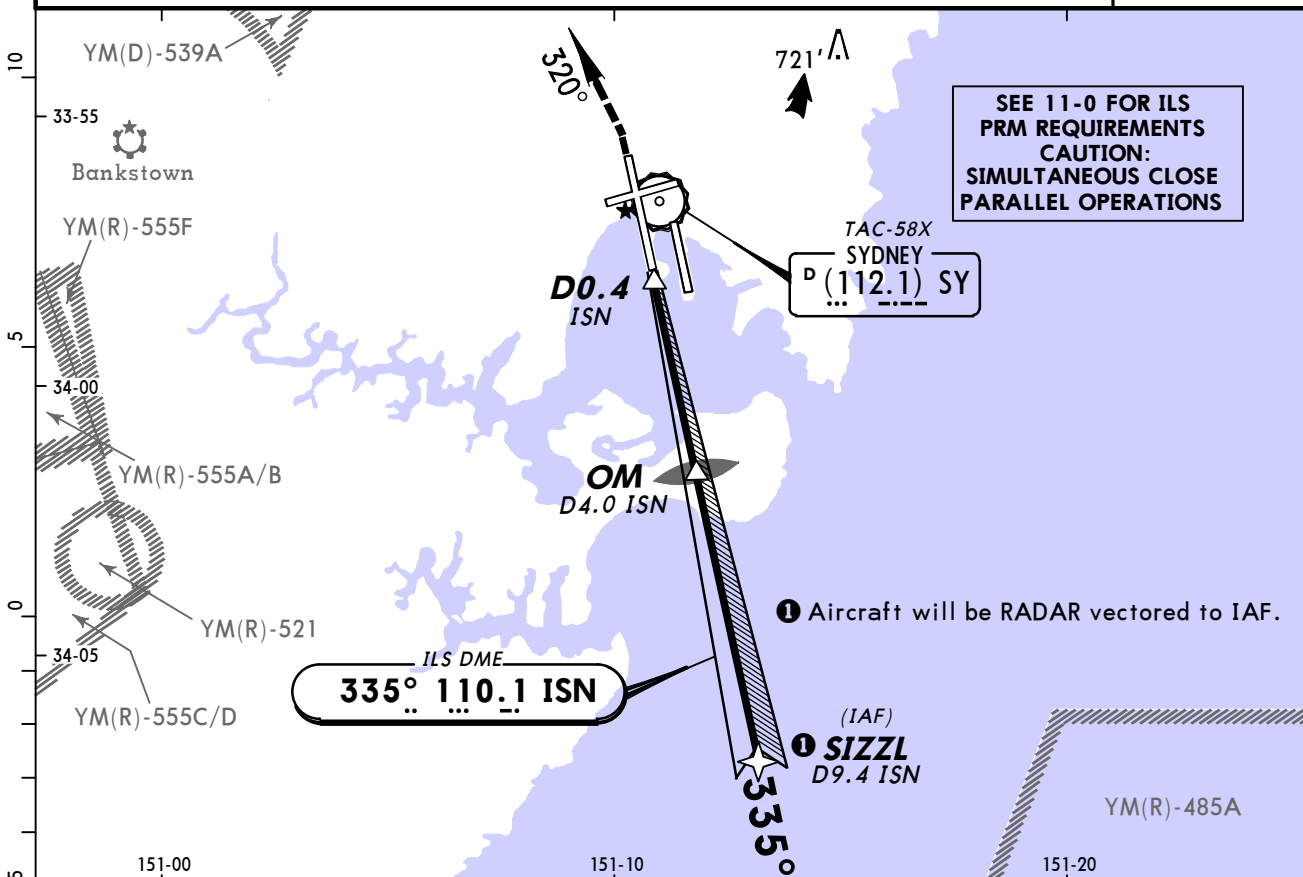
(11-13)

JEPPESEN SYDNEY, NSW, AUSTRALIA
ILS-Z PRM Rwy 34L

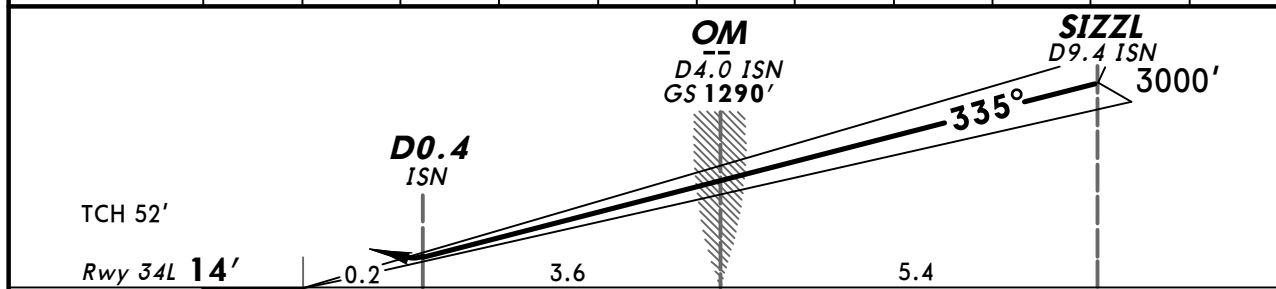
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP™

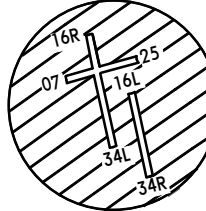
ATIS			SYDNEY Approach (R)			Director		
118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3		
Rwy 16R/34L & Rwy 07/25		SYDNEY Tower	MONITOR PRM 119.45		Ground			
120.5		Rwy 16L/34R	124.7	West of Rwy 16R/34L		126.5	East of Rwy 16R/34L 121.7	
LOC ISN	Final Apch Crs	GS OM	ILS DA(H)		Apt Elev 21'		2700'	
110.1	335°	1290' (1276')	220' (206')		Rwy 34L 14'			
MISSED APCH: Track 335°. At MANDATORY 500' turn LEFT track 320°. Climb to 3000' or as directed by ATC.								
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'								
1. ISN DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At SIZZL 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 5. Holding as directed by ATC.								
MSA YSSY ARP 2100' within 10 NM								



ISN DME	0.7	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	9.4
ALTITUDE	220'	330'	650'	970'	1290'	1610'	1930'	2240'	2560'	2880'	3000'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	MANDATORY	320°	3000'
GS	3.00°	372	478	531	637	743	849	335°	500'	LT

STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND		No Circling 
ILS DME						
DA(H) 220' (206')						
FULL		HIRL out	HALS out			
A	RVR 800m VIS 0.8 km	1.2 km	1.5 km	A	NOT AUTHORIZED	
B						
C						
D						

CHANGES: ATIS frequency removed.

© JEPPESEN, 2012, 2014. ALL RIGHTS RESERVED.

YSSY/SYD

-(KINGSFORD SMITH) INTL

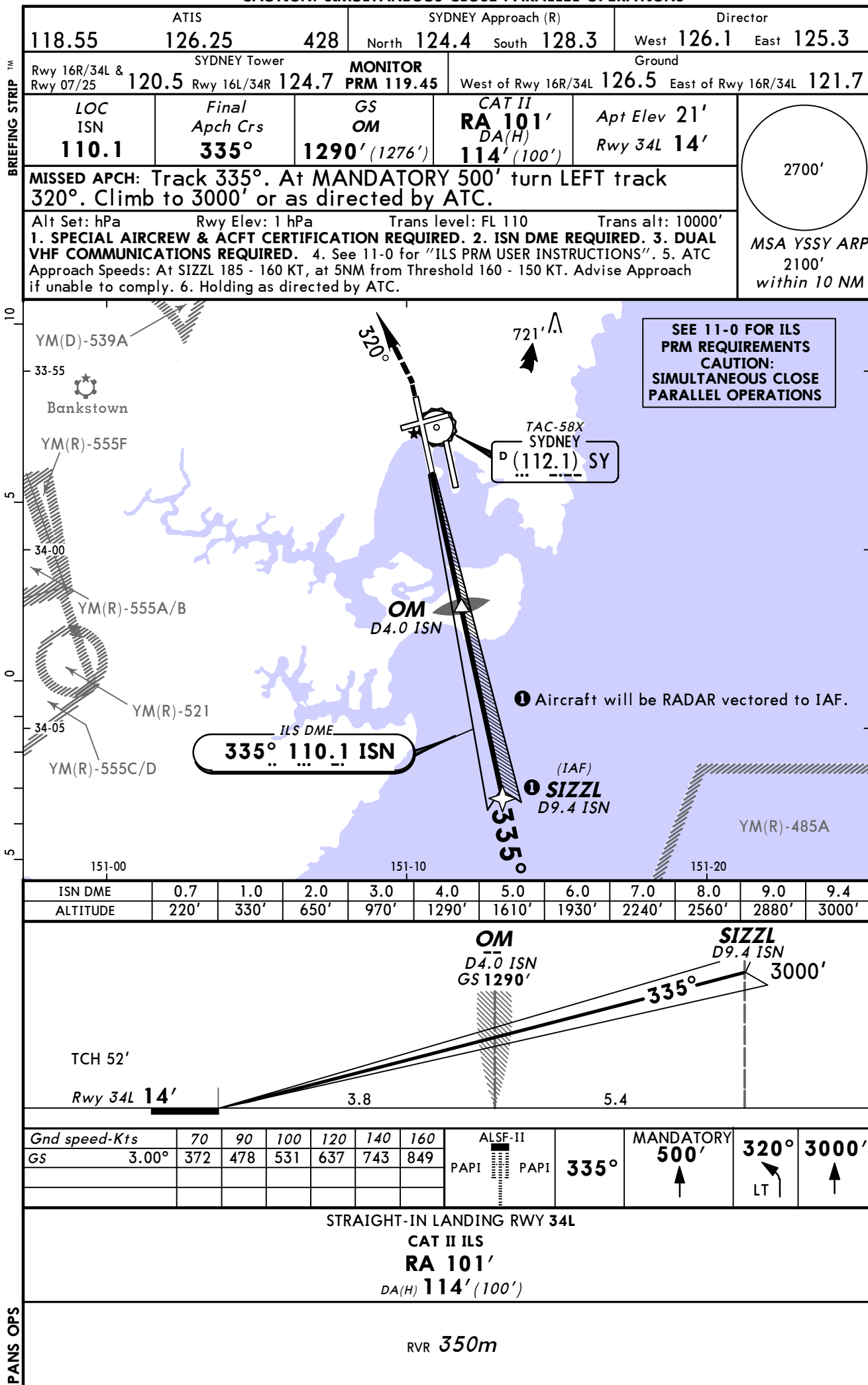
5 DEC 14

(11-13A)

JEPPESEN SYDNEY, NSW, AUSTRALIA

ILS-Z PRM Rwy 34L CAT II

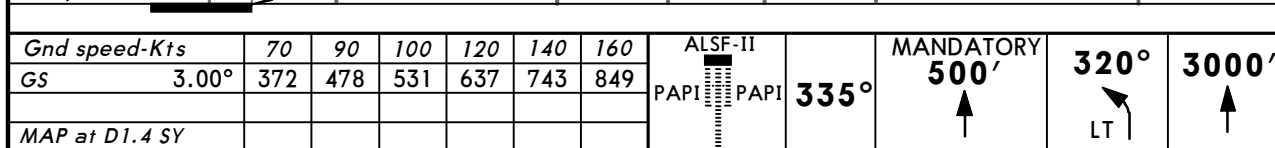
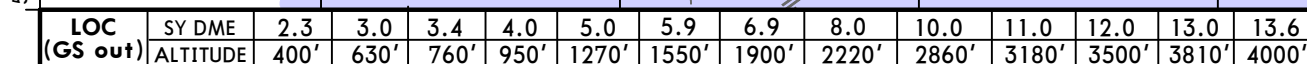
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS



CHANGES: ATIS frequency removed.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

BRIEFING STRIP™



PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL

5 DEC 14

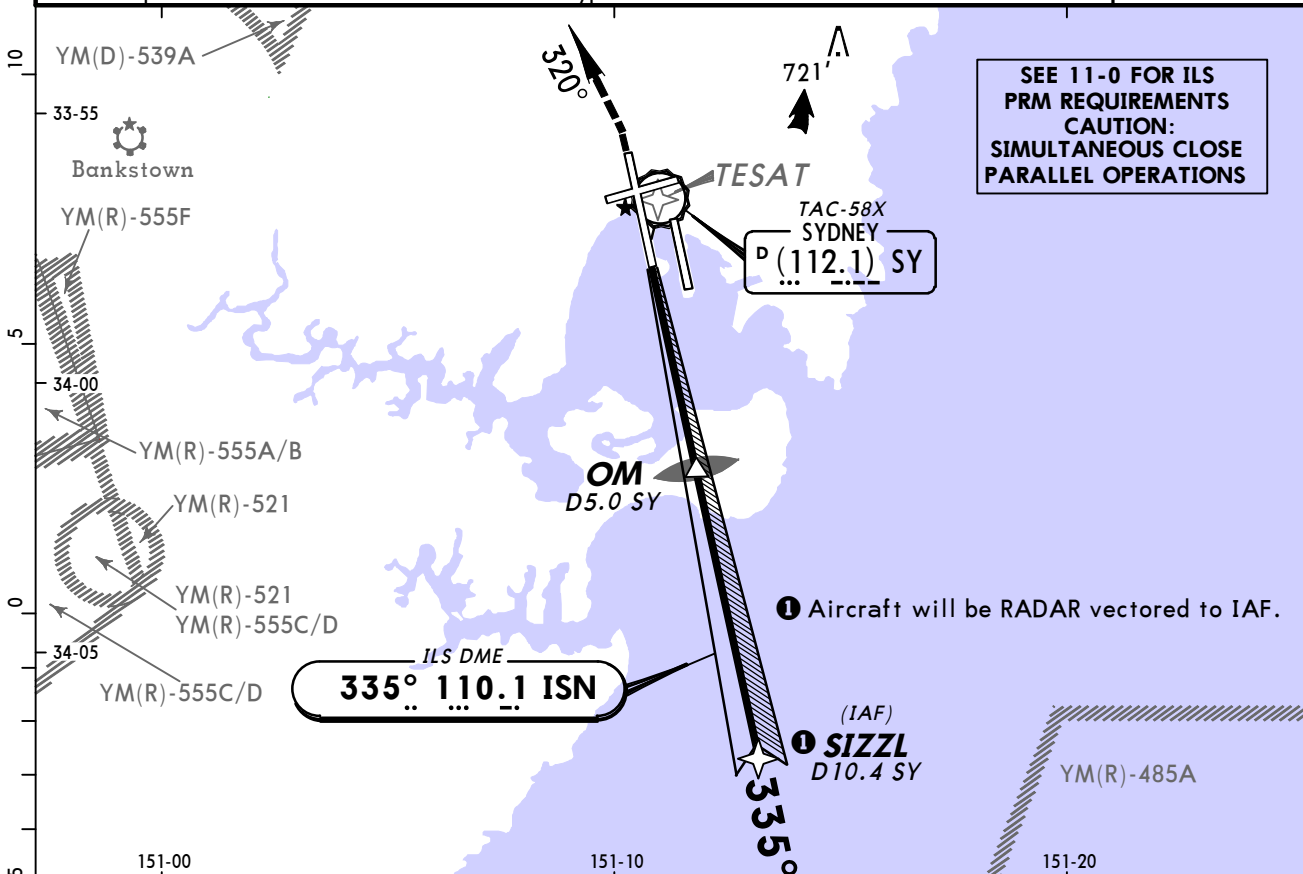
(11-15)

JEPPESEN SYDNEY, NSW, AUSTRALIA
ILS-Y PRM Rwy 34L

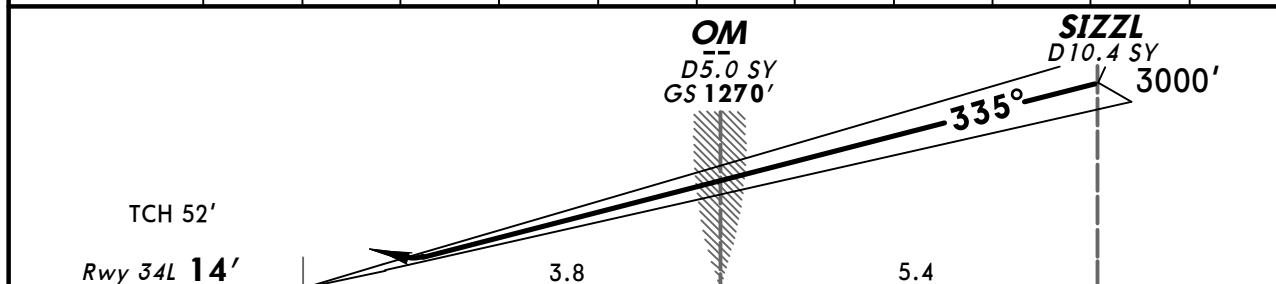
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP

ATIS			SYDNEY Approach (R)			Director				
118.55	126.25	428	North	124.4	South	128.3	West	126.1	East	125.3
SYDNEY Tower						Ground				
Rwy 16R/34L & Rwy 07/25	120.5	Rwy 16L/34R	124.7	MONITOR PRM 119.45	West of Rwy 16R/34L		126.5	East of Rwy 16R/34L		121.7
LOC ISN	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev		21'		2700'		
110.1	335°	1270' (1256')	220' (206')	Rwy 34L		14'				
MISSED APCH: Track 335°. At MANDATORY 500' turn LEFT track 320°. Climb to 3000' or as directed by ATC.										
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'										
1. SY DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At SIZL 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 5. Holding as directed by ATC. 6. GNSS permitted in lieu of DME. Reference waypoint TESAT.										
MSA YSSY ARP 2100' within 10 NM										



SY DME	1.7	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	10.4
ALTITUDE	220'	310'	630'	950'	1270'	1580'	1900'	2220'	2540'	2860'	3000'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	MANDATORY	320°	3000'
GS	3.00°	372	478	531	637	849	PAPI PAPI	335°	500'	LT

STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND		No Circling 
ILS DME						
DA(H) 220' (206')						
FULL		HIRL out	HIALS out			
A				A	NOT AUTHORIZED	
B	RVR 800m	1.2 km	1.5 km	B		
C	VIS 0.8 km			C		
D				D		

CHANGES: ATIS frequency removed, TESAT added, note added.

© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

ILS-Z or LOC-Z Rwy 34R

Director	
West 126.1	East 125.3

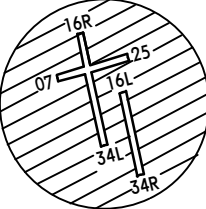
Ground	
West of Rwy 16R/34L 126.5	East of Rwy 16R/34L 121.7

2700'

2758

MSA YSSY ARP
2100'
within 10 NM



STRAIGHT-IN LANDING RWY 34R				CIRCLE-TO-LAND		No Circling 
ILS DME		LOC (GS out) DME		NOT AUTHORIZED		
Missed approach requires a minimum climb gradient of 3.3%		Missed approach requires a minimum climb gradient of 2.5%				
DA(H) 270' (257')		DA(H) 460' (447') MDA(H) 500' (487')				
A	1.5 km	2.5 km	2.7 km	A		
B						
C						
D						

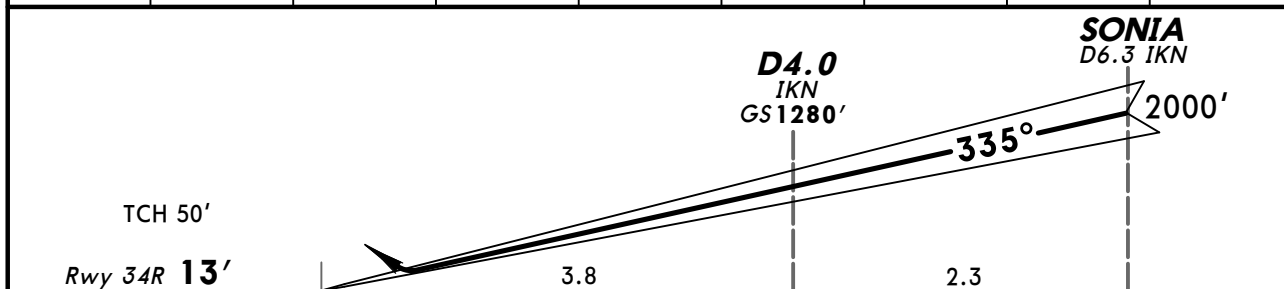
© JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

ATIS 118.55 126.25 428			SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16L/34R 124.7 Rwy 16R/34L & Rwy 07/25 120.5 MONITOR PRM 133.95			Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7			
LOC IKN 109.3	Final Apch Crs 335°	GS D4.0 IKN 1280' (1267')	ILS DA(H) (CONDITIONAL) 270' (257')	Apt Elev 21' Rwy 34R 13'	2700'	
MISSED APCH: Track 335°. At MANDATORY 600' turn RIGHT track 070°. Continue climb to 2000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. IKN DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At 10NM from THR 185 - 160 KT, at 5NM from THR 160 - 150 KT. Advise Approach if unable to comply. 5. Holding as directed by ATC.						MSA YSSY ARP 2100' within 10 NM



IKN DME	0.8	1.0	2.0	3.0	4.0	5.0	6.0	6.3
ALTITUDE	270'	330'	640'	960'	1280'	1600'	1920'	2000'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	335°	MANDATORY 600'	070° RT	2000'
GS	3.00°	372	478	531	637	743					

STRAIGHT-IN LANDING RWY 34R ILS DME Missed approach requires a minimum climb gradient of 3.3% DA(H) 270' (257')		CIRCLE-TO-LAND Missed approach requires a minimum climb gradient of 2.5% DA(H) 460' (447')		No Circling 	
1.5 km		2.5 km		NOT AUTHORIZED	

YSSY/SYD

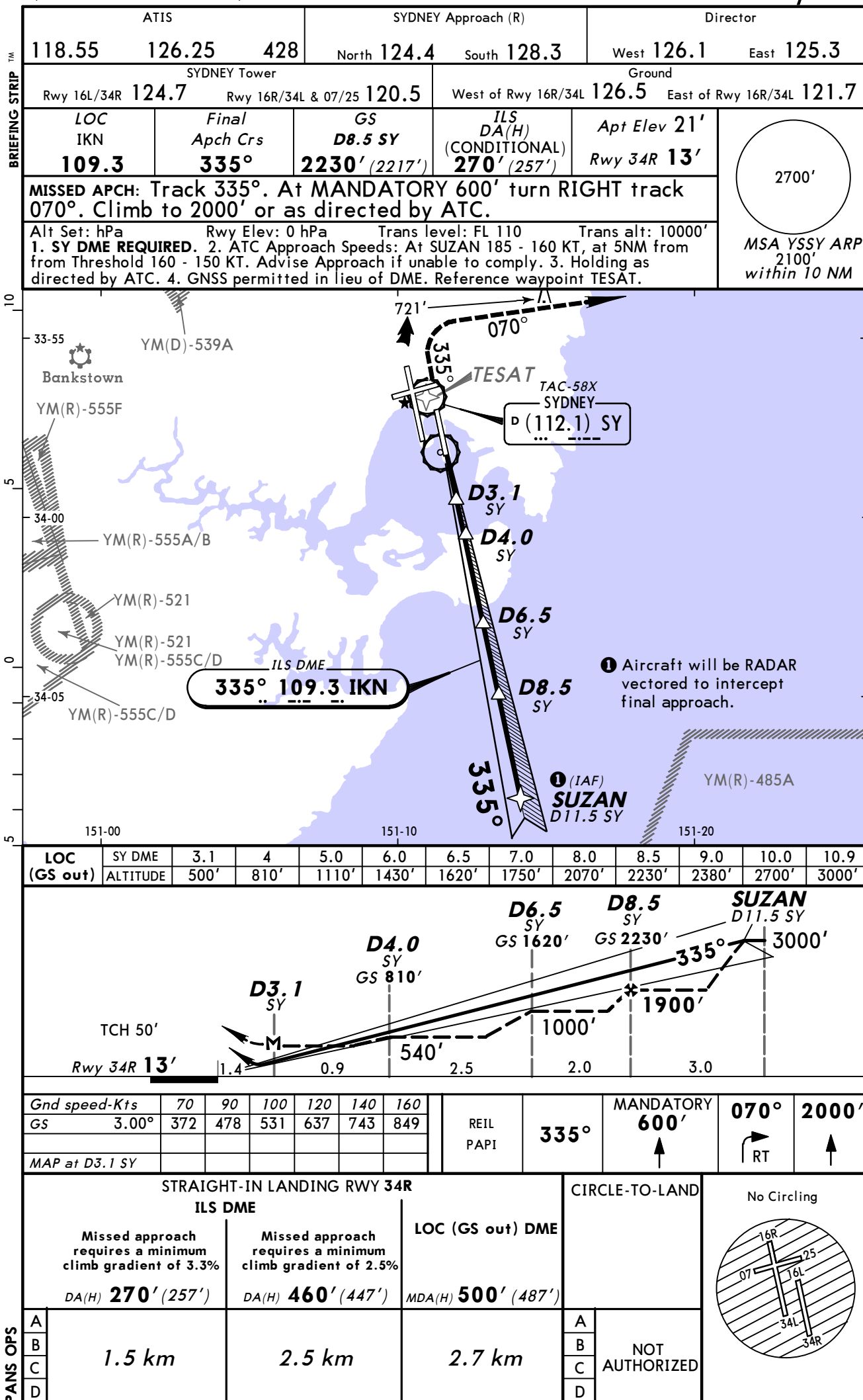
-(KINGSFORD SMITH) INTL

5 DEC 14

11-18

SYDNEY, NSW, AUSTRALIA

ILS-Y or LOC-Y Rwy 34R



CHANGES: ATIS frequency removed, TESAT added, note added.

© JEPPESEN, 2010, 2014. ALL RIGHTS RESERVED.

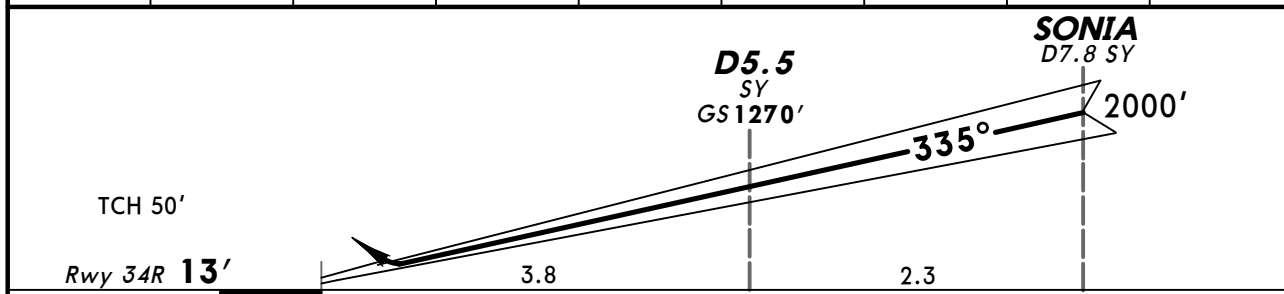
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP

118.55			126.25			428			North 124.4			SYDNEY Approach (R) South 128.3			West 126.1			Director East 125.3					
SYDNEY Tower												MONITOR			Ground								
Rwy 16L/34R 124.7			Rwy 16R/34L & Rwy 07/25			120.5			PRM 133.95			West of Rwy 16R/34L 126.5			East of Rwy 16R/34L 121.7								
LOC IKN 109.3			Final Apch Crs 335°			GS D5.5 SY 1270' (1257')			ILS DA(H) (CONDITIONAL) 270' (257')			Apt Elev 21' Rwy 34R 13'			2700'								
MISSED APCH: Track 335°. At MANDATORY 600' turn RIGHT track 070°. Continue climb to 2000' or as directed by ATC.																							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. SY DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 5. Holding as directed by ATC. 6. GNSS permitted in lieu of DME. Reference waypoint TESAT.																							
MSA YSSY ARP 2100' within 10 NM																							

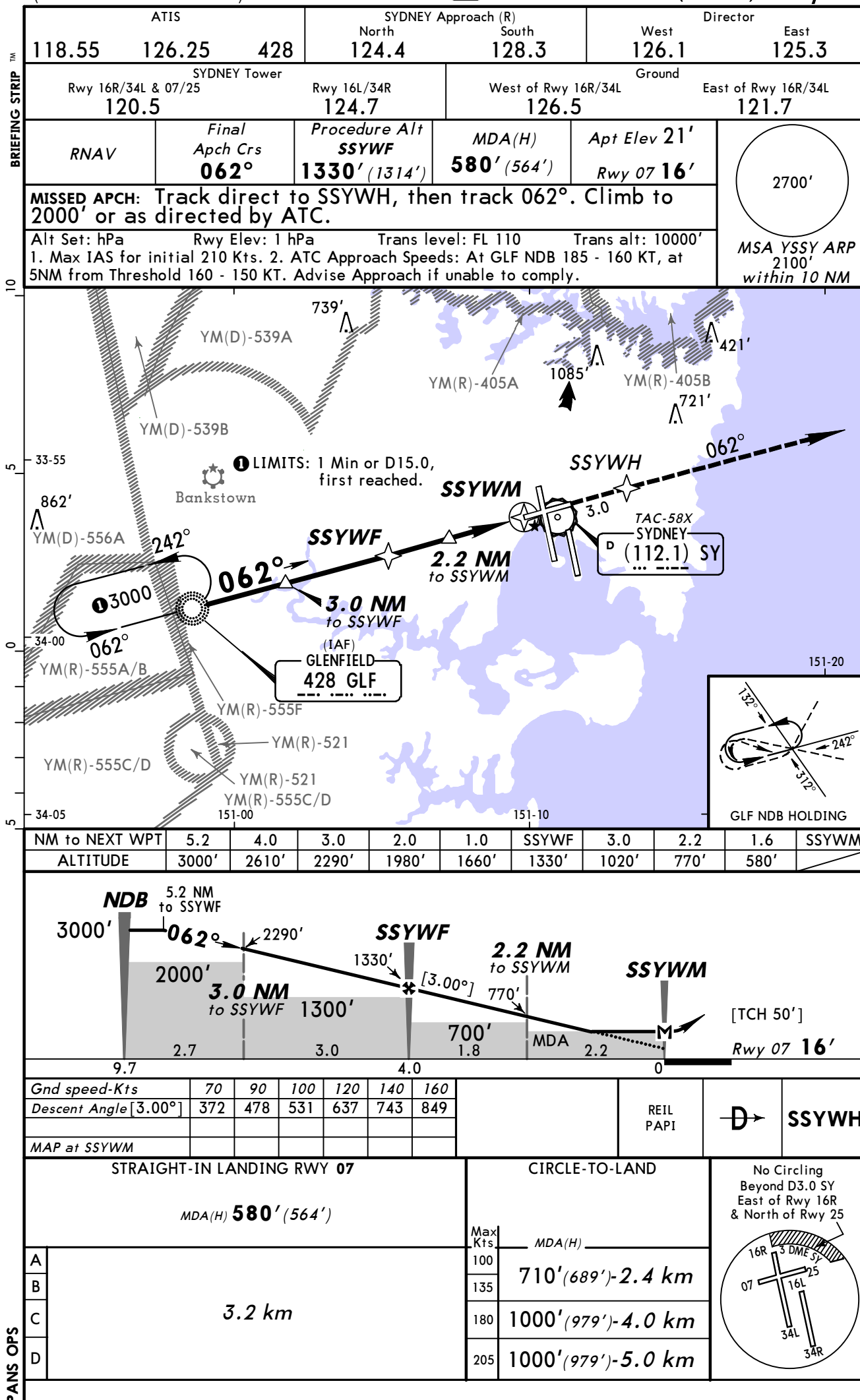


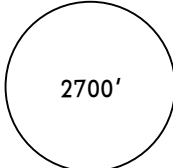
SY DME	2.4	3.0	4.0	5.0	5.5	6.0	7.0	7.8
ALTITUDE	270'	470'	790'	1110'	1270'	1430'	1750'	2000'

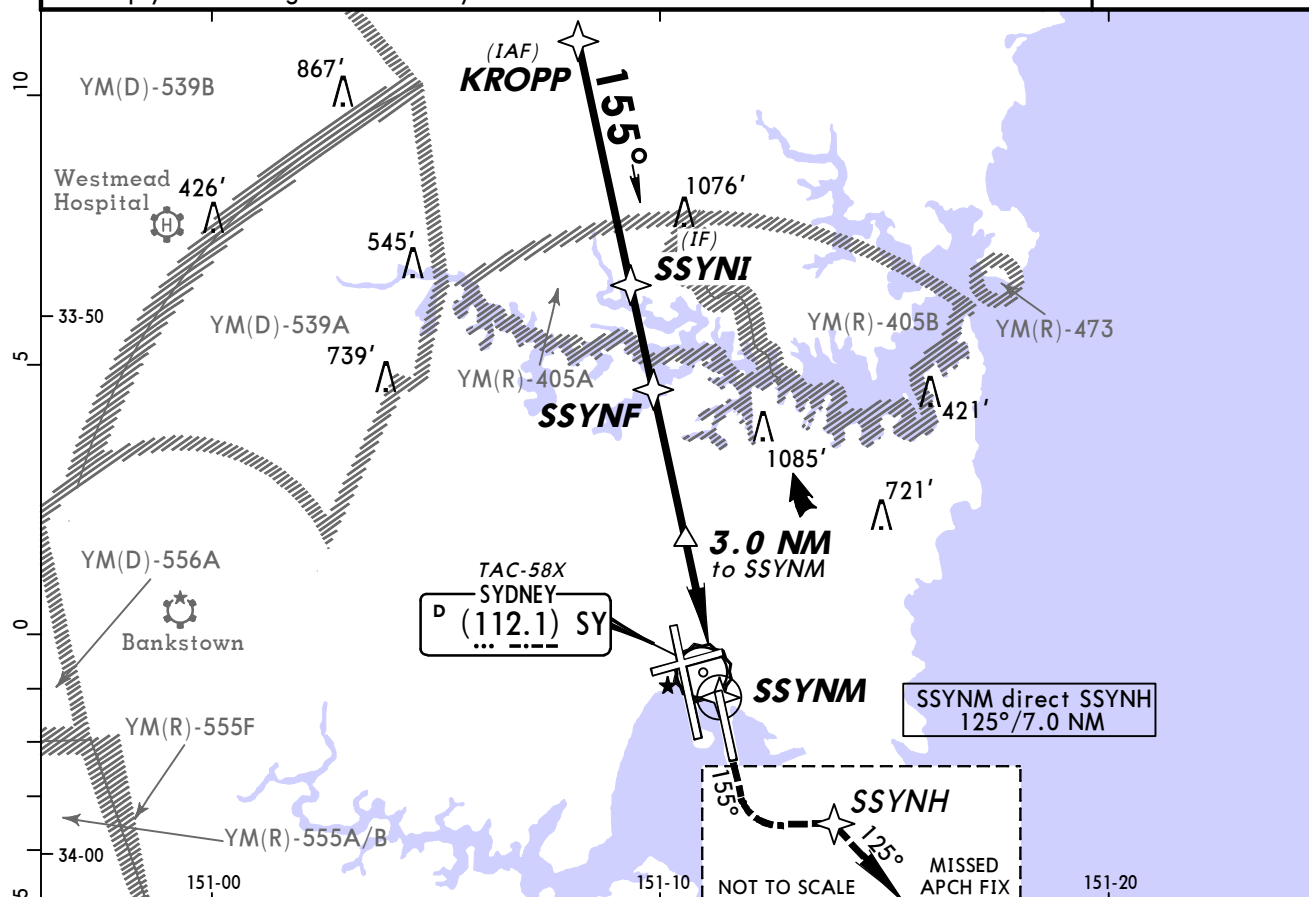


Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	335°	MANDATORY 600'	070° RT	2000'
GS	3.00°	372	478	531	637	743					

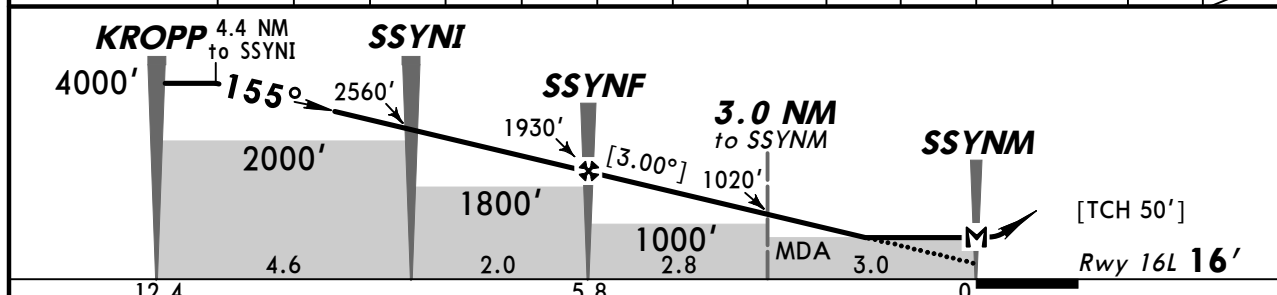
STRAIGHT-IN LANDING RWY 34R ILS DME Missed approach requires a minimum climb gradient of 3.3% DA(H) 270' (257')				CIRCLE-TO-LAND Missed approach requires a minimum climb gradient of 2.5% DA(H) 460' (447')				No Circling 			
1.5 km				2.5 km				NOT AUTHORIZED			



ATIS 118.55 126.25 428			SYDNEY Approach (R) North South 124.4 128.3		Director West East 126.1 125.3	
SYDNEY Tower Rwy 16L/34R Rwy 16R/34L & 07/25 124.7 120.5			Ground West of Rwy 16R/34L East of Rwy 16R/34L 126.5 121.7			
RNAV	<i>Final Apch Crs</i> 155°	<i>Procedure Alt</i> SSYNF 1930' (1914')	<i>MDA(H)</i> 480' (464')	<i>Apt Elev</i> 21' <i>Rwy 16L</i> 16'		
MISSED APCH: Track 155°, at MANDATORY 600' turn LEFT, track direct to SSYNH, then track 125°. Climb to 3000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. Max IAS for initial 210 Kts. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.						MSA YSSY ARP 2100' <i>within 10 NM</i>



NM to NEXT WPT	4.4	4.0	3.0	2.0	1.0	SSYN1	1.0	SSYNF	5.0	4.0	3.0	2.0	1.3	SSYNM
ALTITUDE	4000'	3840'	3520'	3200'	2880'	2560'	2240'	1930'	1660'	1340'	1020'	700'	480'	



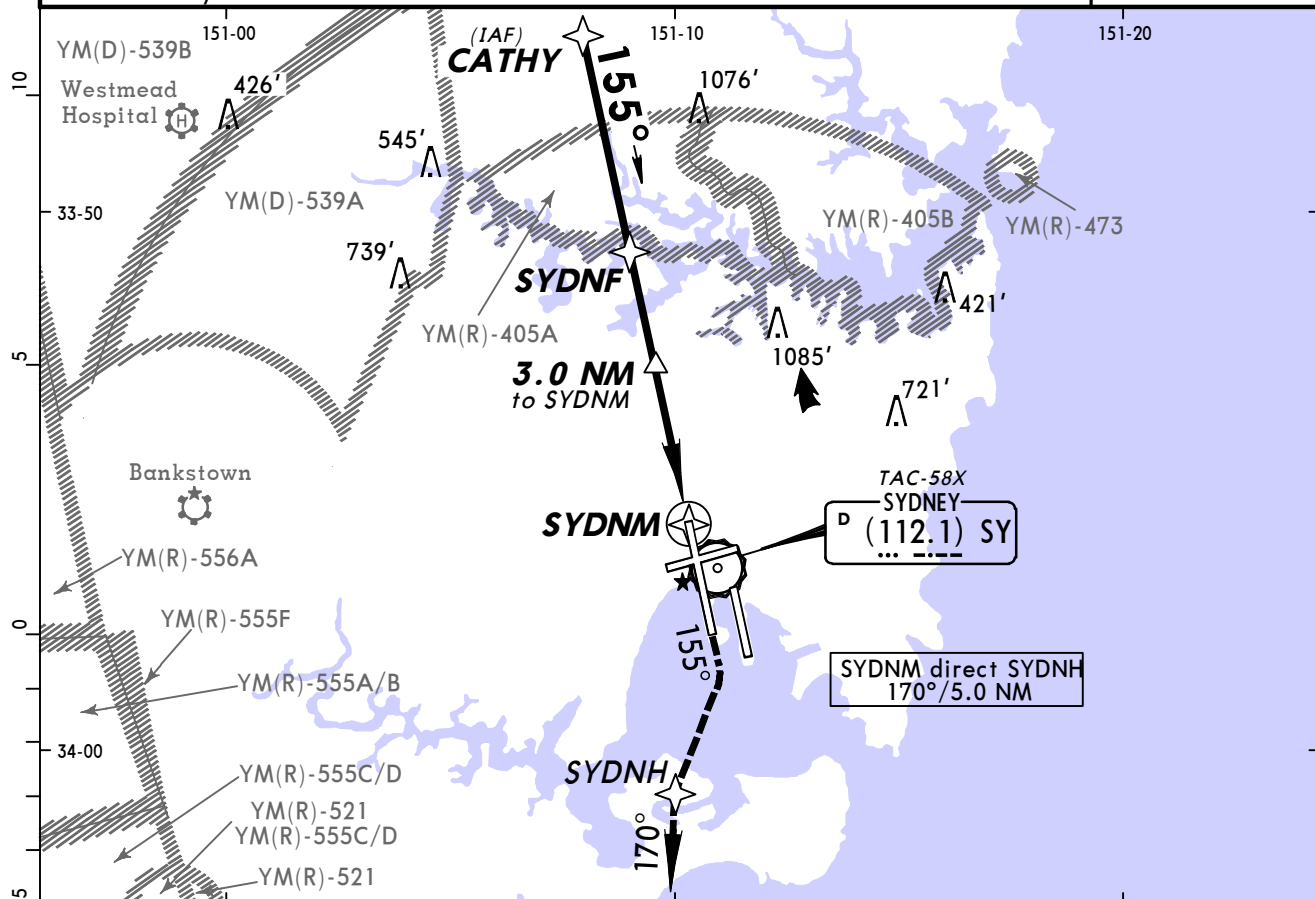
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at SSYNM						

HIALS
PAPI PAPI
MANDATORY 600'
LT → D → SSYNH

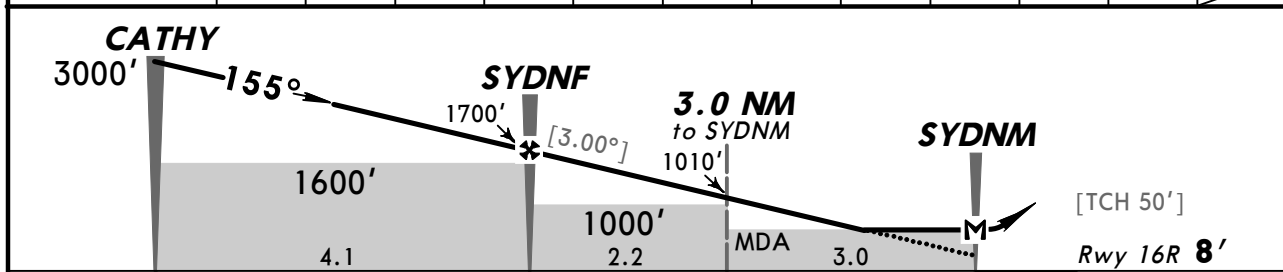
STRAIGHT-IN LANDING RWY 16L		CIRCLE-TO-LAND
MDA(H) 480' (464')		
	HALS out	

PANS OPS	A	2.6 km	A	NOT AUTHORIZED
	B		B	
	C		C	
	D		D	

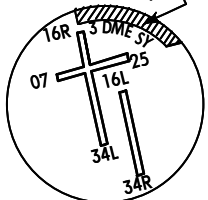
BRIEFING STRIP™	ATIS			SYDNEY Approach (R)		Director	
				North	South	West	East
	118.55	126.25	428	124.4	128.3	126.1	125.3
	SYDNEY Tower					Ground	
	Rwy 16R/34L & 07/25		Rwy 16L/34R	West of Rwy 16R/34L		East of Rwy 16R/34L	
	120.5		124.7	126.5		121.7	
	RNAV	Final Apch Crs 155°	Procedure Alt SYDNF 1700' (1692')	MDA(H) 520' (512')	Apt Elev 21' Rwy 16R 8'	2700' MSA YSSY ARP 2100' within 10 NM	
MISSED APCH: Track 155°, at MANDATORY 600' turn RIGHT, track direct to SYDNH, then track 170°. Climb to 3000' or as directed by ATC.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'							
1. Max IAS for initial 210 Kts. 2. ATC Approach Speeds: At CATHY 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.							

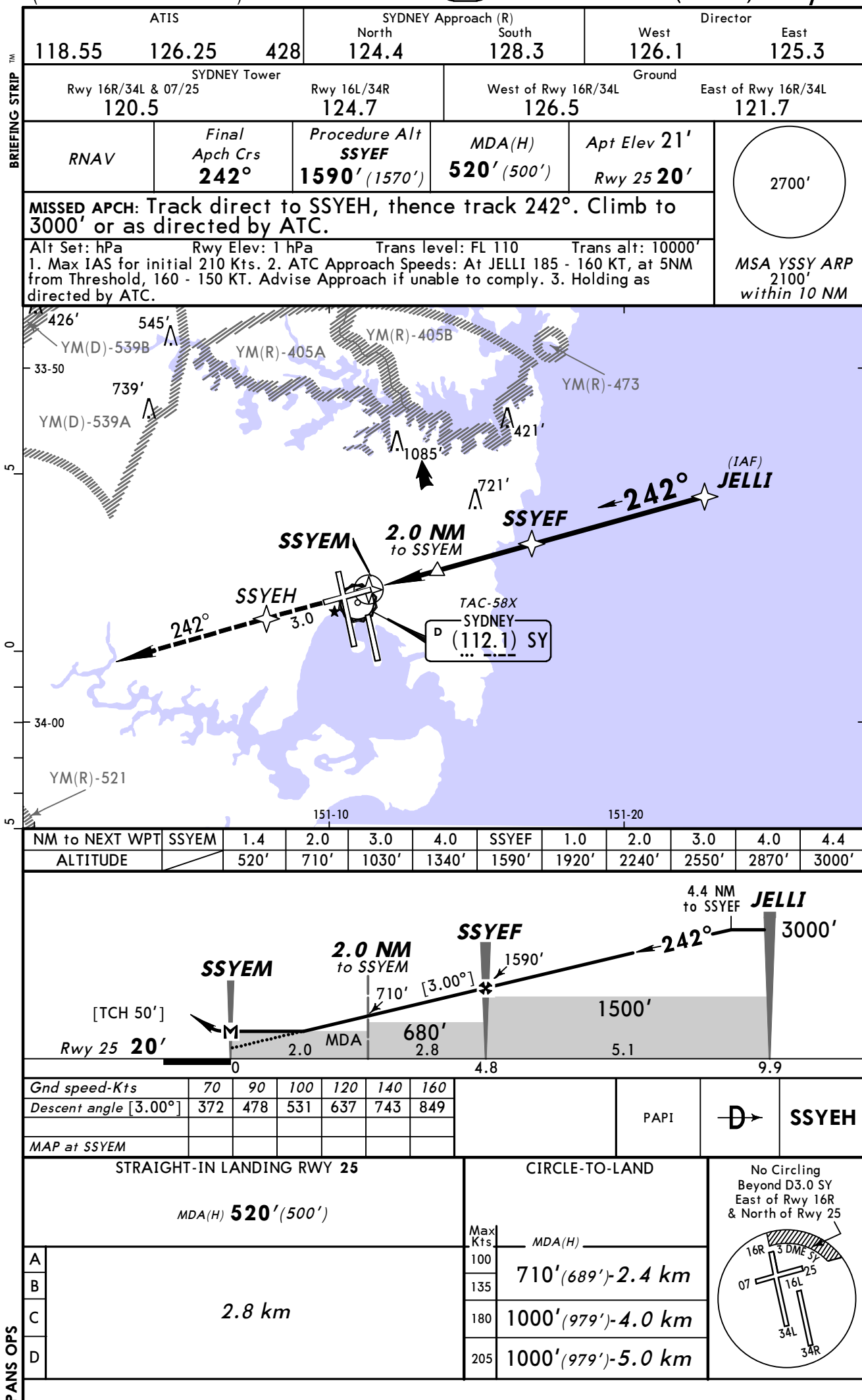


NM to NEXT WPT	4.1	4.0	3.0	2.0	1.0	SYDNF	5.0	4.0	3.0	2.0	1.4	SYDNM
ALTITUDE	3000'	2980'	2660'	2340'	2020'	1700'	1650'	1330'	1010'	700'	520'	

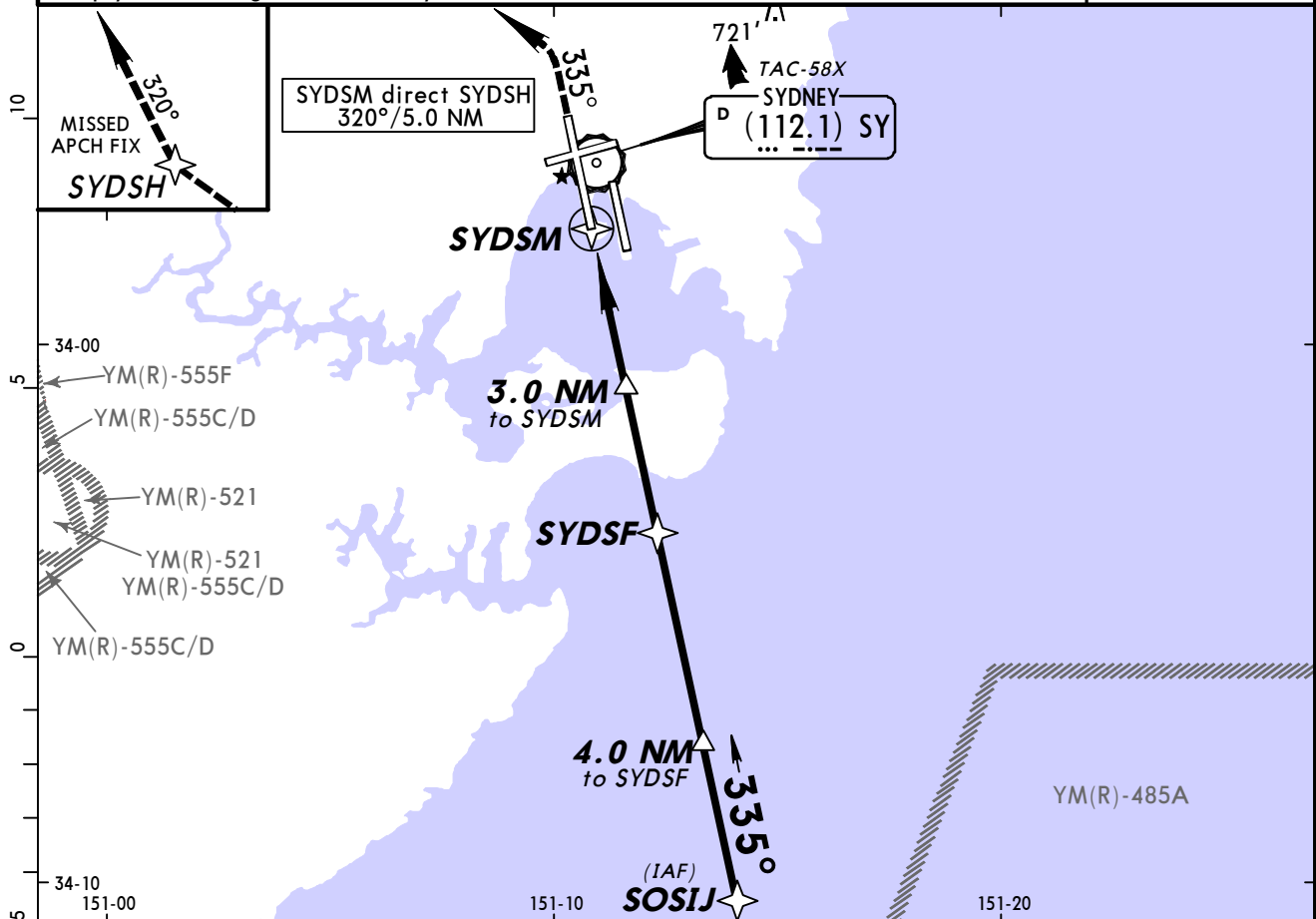


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MANDATORY			
Descent angle [3.00°]	372	478	531	637	743	849	PAPI	155°	600'	RT	SYDNH
MAP at SYDNM											

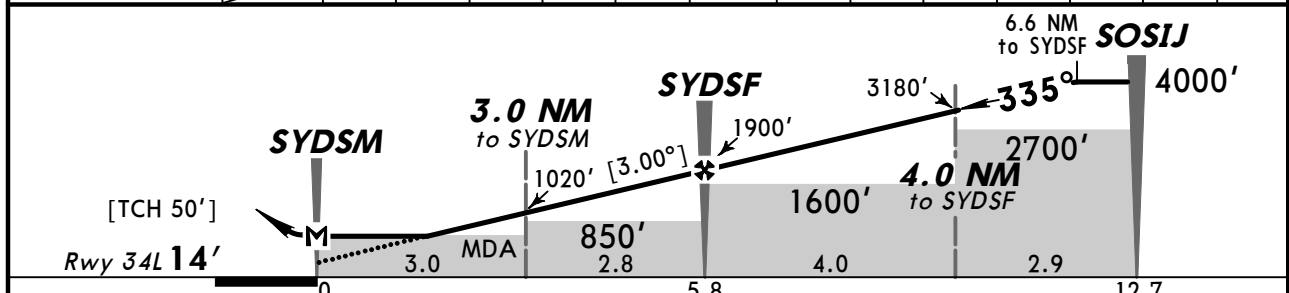
STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND				No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25 			
MDA(H) 520' (512')				MDA(H)							
				HIALS out							
				Max Kts							
A				100							
B				135	710' (689')-2.4 km						
C	2.9 km			180	1000' (979')-4.0 km						
D				205	1000' (979')-5.0 km						



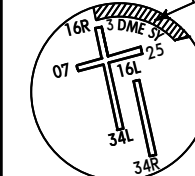
ATIS 118.55 126.25 428			SYDNEY Approach (R) North 124.4 South 128.3			Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & 07/25 120.5			Rwy 16L/34R 124.7		Ground West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7
RNAV	Final Apch Crs 335°	Procedure Alt SYDSF 1900' (1886')	MDA(H) 450' (436')		Apt Elev 21' Rwy 34L 14'		2700' MSA YSSY ARP 2100' within 10 NM
MISSED APCH: Track 335°, at MANDATORY 500' turn LEFT, track direct to SYDSH, then track 320°. Climb to 3000' or as directed by ATC.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'							
1. Max IAS for initial 210 Kts. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.							



NM to NEXT WPT	SYDSM	1.2	2.0	3.0	4.0	5.0	SYDSF	1.0	2.0	3.0	4.0	5.0	6.0	6.6
ALTITUDE		450'	700'	1020'	1340'	1660'	1900'	2220'	2540'	2860'	3180'	3500'	3820'	4000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MANDATORY		500'		D → SYDSH	
Descent Angle[3.00°]	372	478	531	637	743	849	PAPI	335°		LT			
MAP at SYDSM													

STRAIGHT-IN LANDING RWY 34L		CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25 
MDA(H) 450' (436')		Max Kts	MDA(H)	
A	2.4 km	100	710'(689')-2.4 km	
B		135		
C		180	1000'(979')-4.0 km	
D		205	1000'(979')-5.0 km	
HIALS out				

YSSY/SYD - (KINGSFORD SMITH) INTL

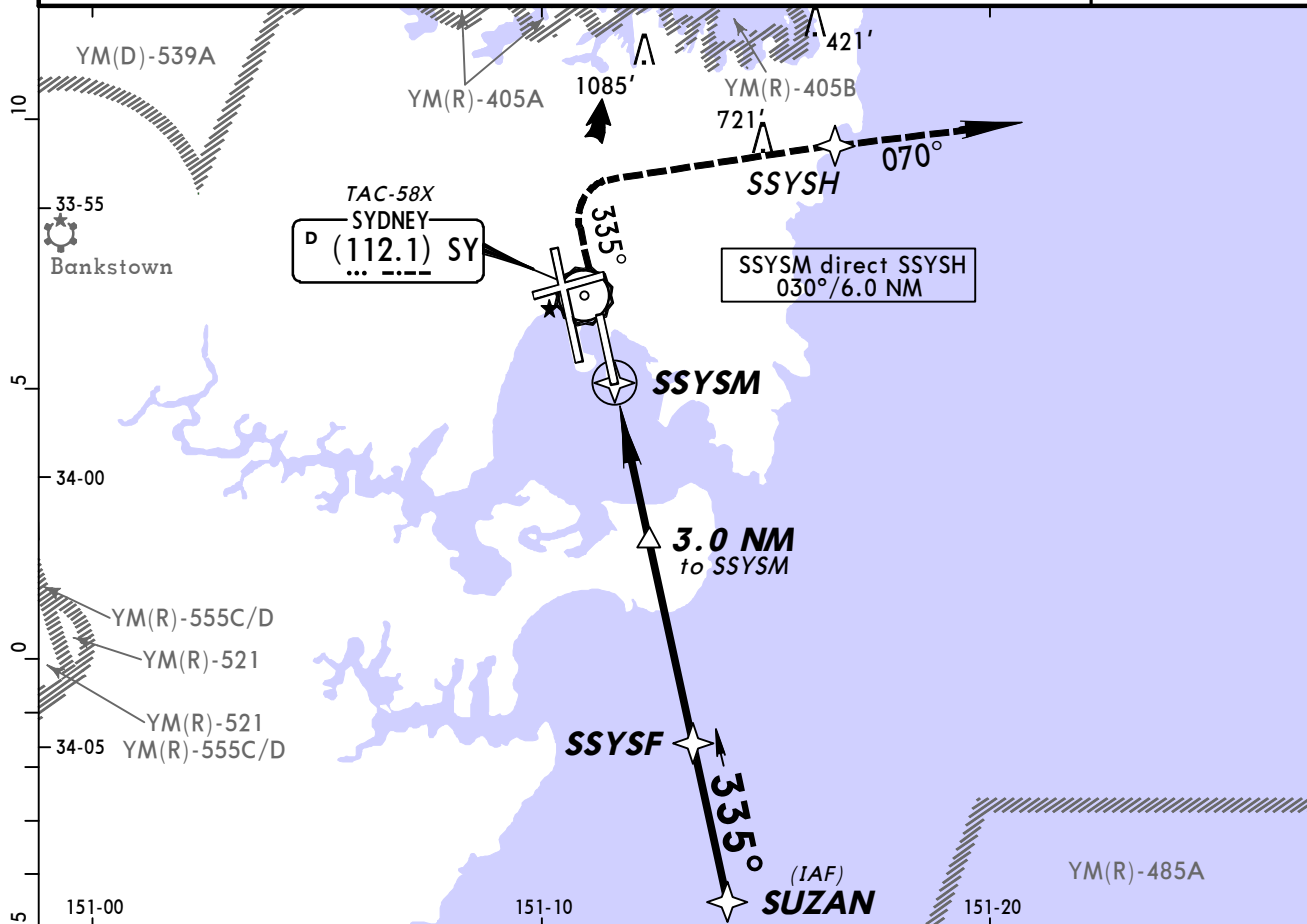
5 DEC 14

(12-6)

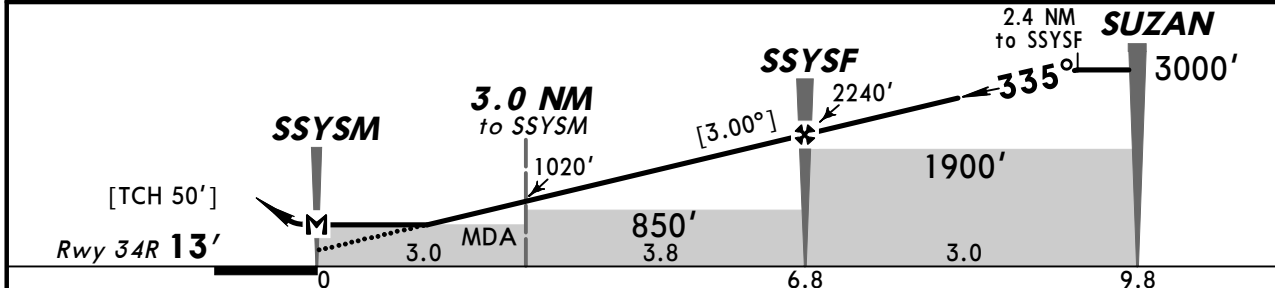
JEPPESEN SYDNEY, NSW, AUSTRALIA
RNAV-Z (GNSS) Rwy 34R

BRIEFING STRIP™

118.55		ATIS 126.25		428		SYDNEY Approach (R) North 124.4		South 128.3		Director West 126.1		East 125.3			
SYDNEY Tower Rwy 16L/34R 124.7						Rwy 16R/34L & 07/25 120.5				Ground West of Rwy 16R/34L 126.5				East of Rwy 16R/34L 121.7	
RNAV		Final Apch Crs 335°		Procedure Alt SSYSF 2240' (2227')		MDA(H) 550' (537')		Apt Elev 21' Rwy 34R 13'		2700' MSA YSSY ARP 2100' within 10 NM					
MISSED APCH: Track 335°, at MANDATORY 600' turn RIGHT, track direct to SSYSH, then track 070°. Climb to 2000' or as directed by ATC.															
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'															
1. Max IAS for initial 210 Kts, for missed approach: 190 Kts. 2. ATC Approach Speeds: At SUZAN 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC															



NM to NEXT WPT	SSYSM	1.5	2.0	3.0	4.0	5.0	6.0	SSYSF	1.0	2.0	2.4
ALTITUDE		550'	700'	1020'	1340'	1660'	1970'	2240'	2560'	2880'	3000'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	335°	MANDATORY 600'	RT	D→ SSYSH
Descent Angle [3.00°]	372	478	531	637	743	849					
MAP at SSYSM											

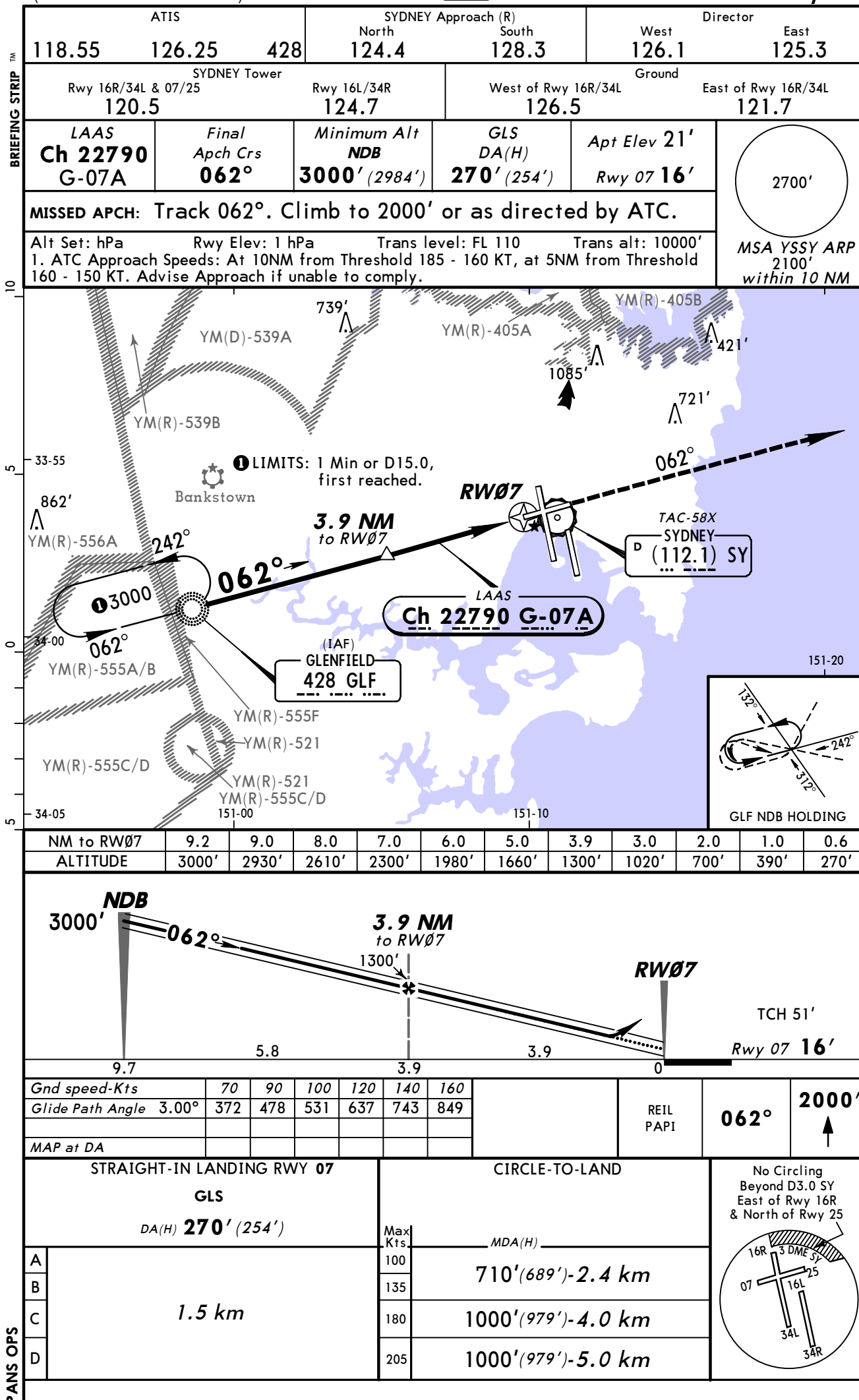
STRAIGHT-IN LANDING RWY 34R MDA(H) 550' (537')						CIRCLE-TO-LAND					
--	--	--	--	--	--	----------------	--	--	--	--	--

PANS OPS

A	3.0 km	A	NOT AUTHORIZED
B		B	
C		C	
D		D	

CHANGES: ATIS frequency removed.

© JEPPESEN, 2009, 2014. ALL RIGHTS RESERVED.

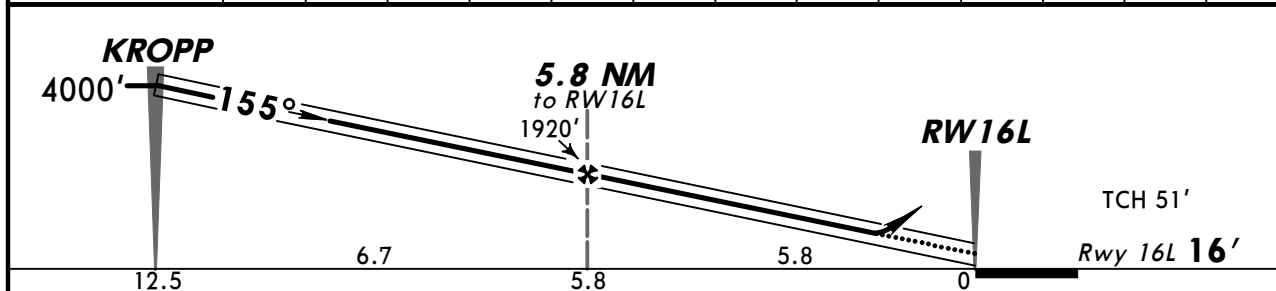


GLS Rwy 16L

BRIEFING STRIP TM



NM to RW16L	12.4	11.0	10.0	9.0	8.0	7.0	5.8	5.0	4.0	3.0	2.0	1.0	0.5
ALTITUDE	4000'	3570'	3250'	2930'	2610'	2300'	1920'	1660'	1340'	1020'	700'	390'	220'

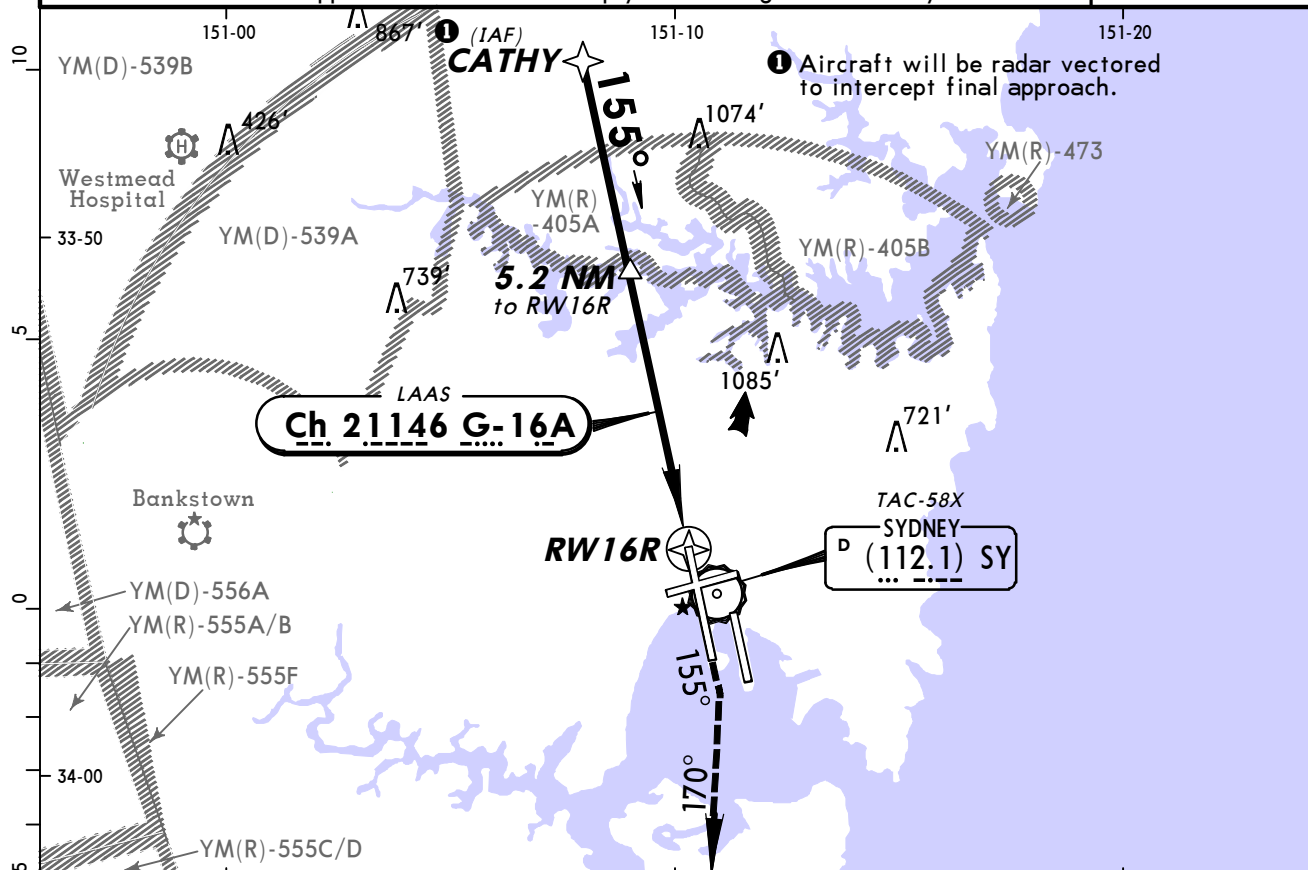


<i>Gnd speed-Kts</i>	70	90	100	120	140	160		
<i>Glide Path Angle 3.00°</i>	372	478	531	637	743	849		
<i>MAP at DA</i>								

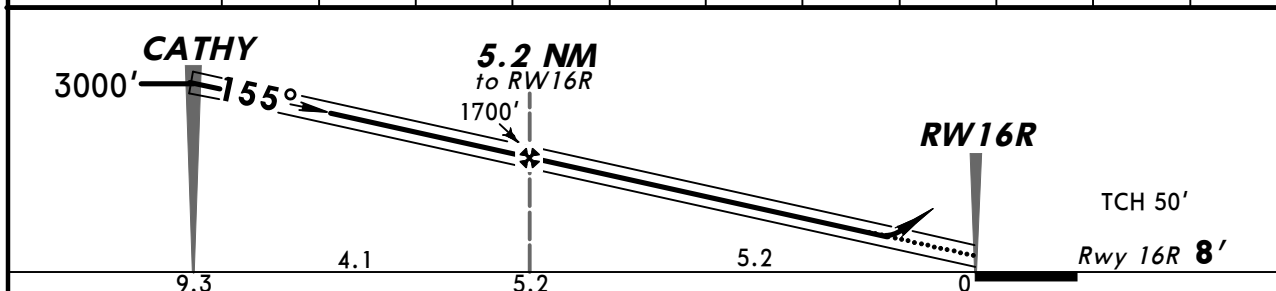
PANS OPS

© JEPPESEN, 2011, 2014. ALL RIGHTS RESERVED.

ATIS			SYDNEY Approach (R)			Director		
118.55	126.25	428	North 124.4	South 128.3		West 126.1	East 125.3	
SYDNEY Tower					Ground			
Rwy 16R/34L & 07/25		Rwy 16L/34R		West of Rwy 16R/34L		East of Rwy 16R/34L		
120.5		124.7		126.5		121.7		
LAAS Ch 21146 G-16A	Final Apch Crs 155°	Minimum Alt CATHY 3000' (2992')	GLS DA(H) 210' (202')	Apt Elev 21' Rwy 16R 8'	2700'			
MISSED APCH: Track 155°. At MANDATORY 600' turn RIGHT, track 170°. Climb to 3000' or as directed by ATC.								
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'								
1. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as advised by ATC.								
					MSA YSSY ARP 2100' within 10 NM			



NM to RW16R	9.2	9.0	8.0	7.0	6.0	5.2	4.0	3.0	2.0	1.0	0.5
ALTITUDE	3000'	2920'	2610'	2290'	1970'	1700'	1330'	1010'	690'	380'	210'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MANDATORY	155°	600'	170°
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	RT			
MAP at DA											

STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
GLS DA(H) 210' (202')				MDA(H)		
FULL		HIRL out	HIALS out	Max Kts		
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	100	710' (689') - 2.4 km	
B				135		
C				180	1000' (979') - 4.0 km	
D				205	1000' (979') - 5.0 km	

10

PANS OPS

YSSY/SYD - (KINGSFORD SMITH) INTL

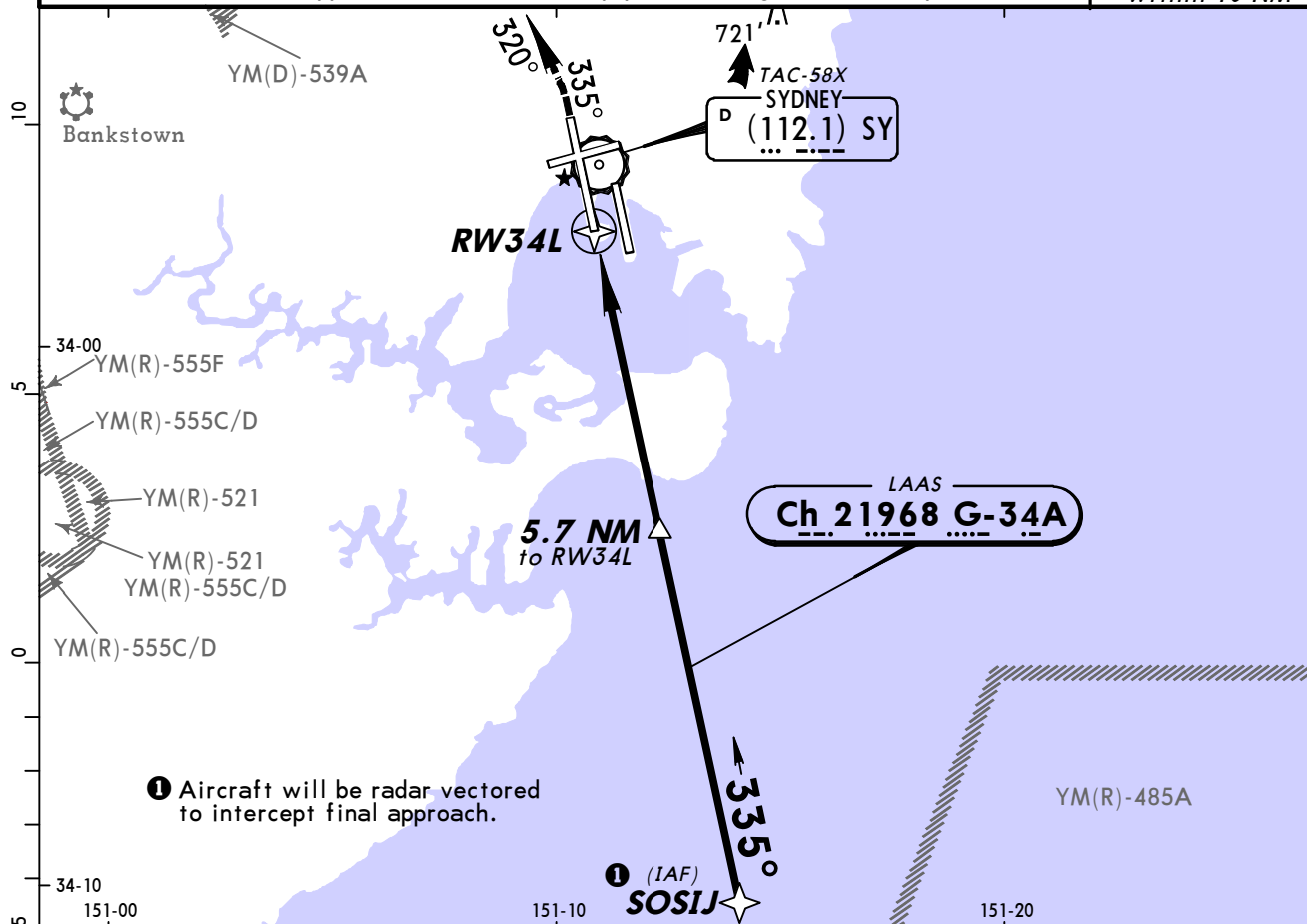
5 DEC 14

12-44

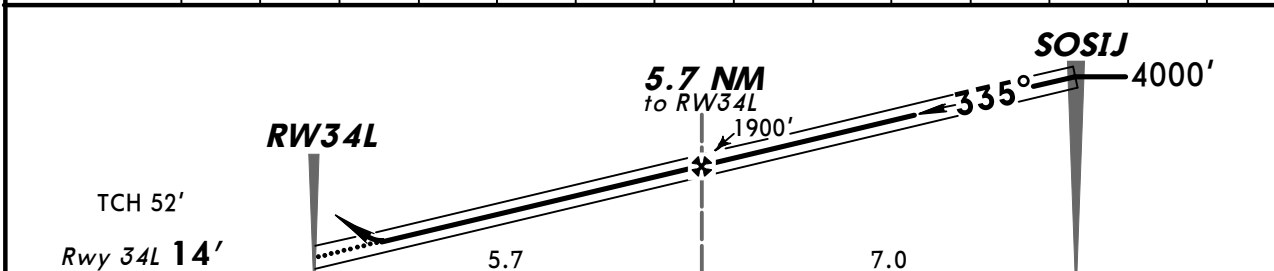
JEPPSEN SYDNEY, NSW, AUSTRALIA
GLS Rwy 34L

BRIEFING STRIP™

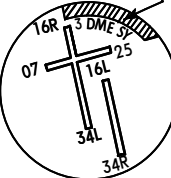
ATIS 118.55126.25428			SYDNEY Approach (R) North 124.4South 128.3		Director West 126.1East 125.3					
SYDNEY Tower Rwy 16R/34L & 07/25 120.5			Rwy 16L/34R 124.7		Ground West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7			
LAAS Ch 21968 G-34A		Final Apch Crs 335°		Minimum Alt SOSIJ 4000' (3986')		GLS DA(H) 220' (206')		Apt Elev 21' Rwy 34L 14'		2700'
MISSED APCH: Track 335°. At MANDATORY 500' turn LEFT, track 320°. Climb to 3000' or as directed by ATC.										
Alt Set: hPaRwy Elev: 1 hPaTrans level: FL 110Trans alt: 10000' 1. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as advised by ATC.										
MSA YSSY ARP 2100' within 10 NM										



NM to RW34L	0.5	1.0	2.0	3.0	4.0	5.0	5.8	7.0	8.0	9.0	10.0	11.0	12.0	12.4
ALTITUDE	220'	380'	700'	1020'	1340'	1660'	1900'	2300'	2610'	2930'	3250'	3570'	3890'	4000'



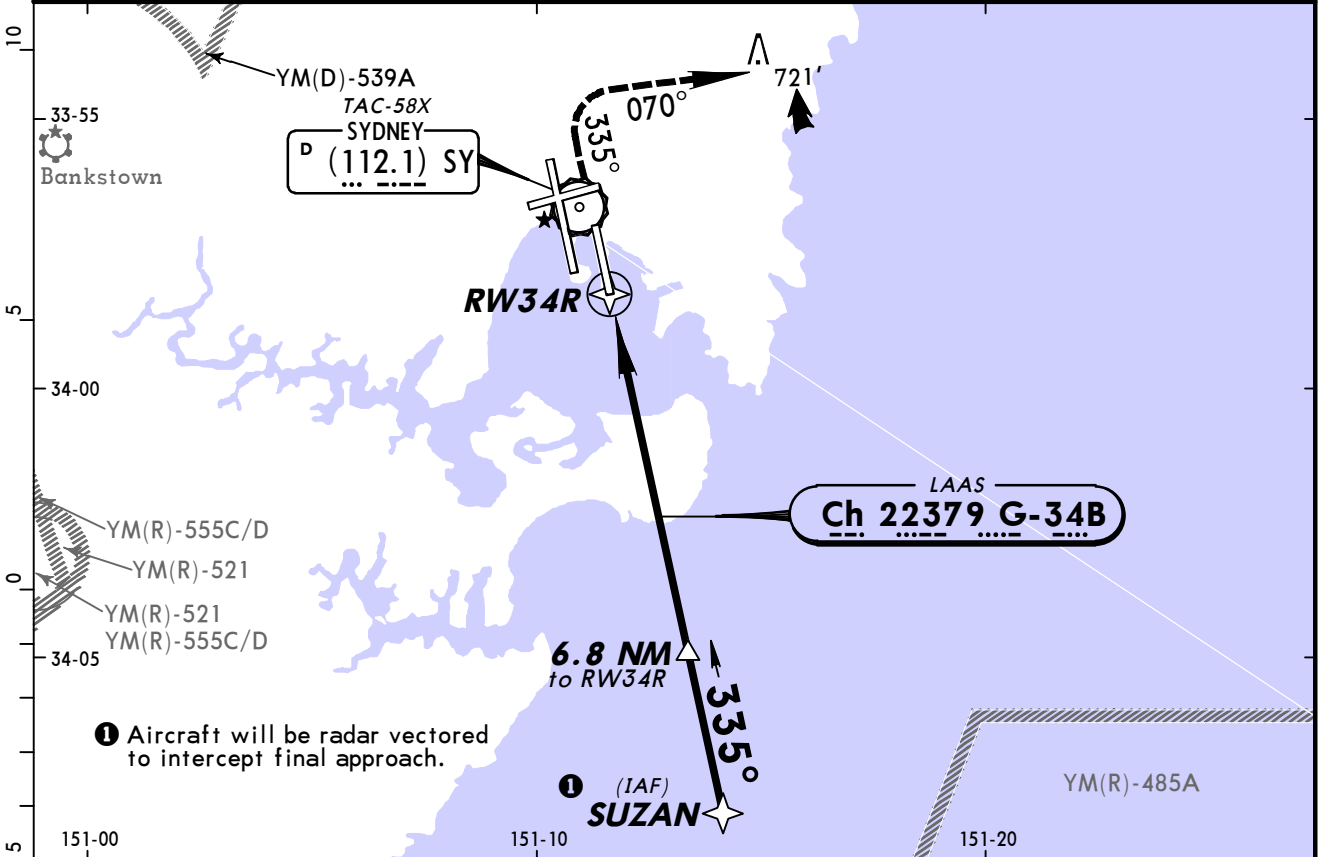
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI		MANDATORY 500'		320°	
Glide Path Angle	3.00°	372	478	531	637	743	335°		LT			
MAP at DA												

STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25 
GLS						
DA(H) 220' (206')						
FULL		HIRL out	HIALS out	Max Kts	MDA(H)	
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	100	710'(689')-2.4 km	
B				135		
C				180	1000'(979')-4.0 km	
D				205	1000'(979')-5.0 km	

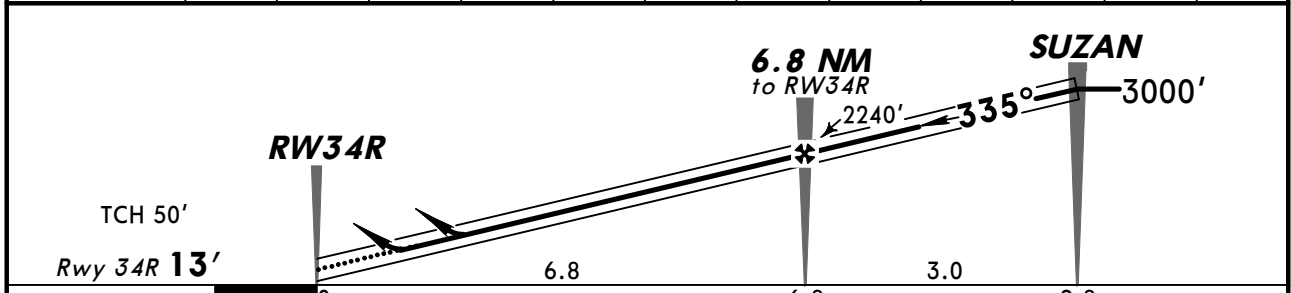
CHANGES: ATIS frequency removed.

© JEPPSEN, 2011, 2014. ALL RIGHTS RESERVED.

ATIS			SYDNEY Approach (R)		Director	
118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower				Ground		
Rwy 16L/34R		Rwy 16R/34L & 07/25		West of Rwy 16R/34L		East of Rwy 16R/34L
124.7		120.5		126.5		121.7
LAAS Ch 22379 G-34B	Final Apch Crs 335°	Minimum Alt SUZAN 3000' (2987')	GLS DA(H) (CONDITIONAL) 270' (257')	Apt Elev 21' Rwy 34R 13'		2700'
MISSED APCH: Track 335°. At MANDATORY 600' turn RIGHT, track 070°. Climb to 2000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'						
1. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as advised by ATC.						MSA YSSY ARP 2100' within 10 NM



NM to RW34R	0.7	1.0	1.2	2.0	3.0	4.0	5.0	6.0	6.8	8.0	9.0	9.2
ALTITUDE	270'	380'	460'	700'	1020'	1340'	1660'	1970'	2240'	2610'	2930'	3000'



0							6.8		9.8		
Gnd speed-Kts		70	90	100	120	140	160	REIL PAPI	335°	MANDATORY 600' RT	070°
Glide Path Angle 3.00°		372	478	531	637	743	849				
MAP at DA											

STRAIGHT-IN LANDING RWY 34R				CIRCLE-TO-LAND				
Missed approach climb gradient 3.3%		GLS	Missed approach climb gradient 2.5%		NOT AUTHORIZED			
DA(H) 270' (257')		DA(H) 460' (447')						
A	<i>1.5 km</i>		<i>2.5 km</i>					A
B								
C								
D								

Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
SYDNEY, NS (KINGSFORD SMITH INTL - YSSY)				
REV	BOREE 6 ARR	10-2	05 Dec 2014	
REV	CALGA 1 ARR	10-2A	05 Dec 2014	
REV	MARLN 1 ARR	10-2B	05 Dec 2014	
REV	ODALE 5 ARR	10-2C	05 Dec 2014	
REV	RIVET 2 ARR	10-2D	05 Dec 2014	
REV	AIRPORT, AIRPORT INFO	10-9	05 Dec 2014	
REV	AIRPORT INFO (CONTD), TAK...	10-9A	05 Dec 2014	
REV	ILS-Z OR LOC-Z RWY 07	11-1	05 Dec 2014	
REV	ILS-Y PRM RWY 16R	11-10	05 Dec 2014	
REV	ILS OR LOC RWY 25	11-11	05 Dec 2014	
REV	ILS-Z OR LOC-Z RWY 34L	11-12	05 Dec 2014	
REV	ILS-Z RWY 34L (CAT II)	11-12A	05 Dec 2014	
REV	ILS-Z PRM RWY 34L	11-13	05 Dec 2014	
REV	ILS-Z PRM RWY 34L (CAT II...	11-13A	05 Dec 2014	
REV	ILS-Y OR LOC-Y RWY 34L	11-14	05 Dec 2014	
REV	ILS-Y PRM RWY 34L	11-15	05 Dec 2014	
REV	ILS-Z OR LOC-Z RWY 34R	11-16	05 Dec 2014	
REV	ILS-Z PRM RWY 34R	11-17	05 Dec 2014	
REV	ILS-Y OR LOC-Y RWY 34R	11-18	05 Dec 2014	
REV	ILS-Y PRM RWY 34R	11-19	05 Dec 2014	
REV	ILS-Y OR LOC-Y RWY 07	11-2	05 Dec 2014	
REV	ILS-Z OR LOC-Z RWY 16L	11-3	05 Dec 2014	
REV	ILS-Z PRM RWY 16L	11-4	05 Dec 2014	
REV	ILS-Y OR LOC-Y RWY 16L	11-5	05 Dec 2014	
REV	ILS-Y PRM RWY 16L	11-6	05 Dec 2014	
REV	ILS-Z OR LOC-Z RWY 16R	11-7	05 Dec 2014	
REV	ILS-Z RWY 16R (CAT II)	11-7A	05 Dec 2014	
REV	ILS-Z PRM RWY 16R	11-8	05 Dec 2014	
REV	ILS-Z PRM RWY 16R (CAT II...	11-8A	05 Dec 2014	
REV	ILS-Y OR LOC-Y RWY 16R	11-9	05 Dec 2014	
REV	RNAV-Z (GNSS) RWY 07	12-1	05 Dec 2014	
REV	RNAV-Z (GNSS) RWY 16L	12-2	05 Dec 2014	
REV	RNAV-Z (GNSS) RWY 16R	12-3	05 Dec 2014	
REV	RNAV-Z (GNSS) RWY 25	12-4	05 Dec 2014	
REV	GLS RWY 07	12-40	05 Dec 2014	
REV	GLS RWY 16L	12-41	05 Dec 2014	
REV	GLS RWY 16R	12-42	05 Dec 2014	
REV	GLS RWY 25	12-43	05 Dec 2014	
REV	GLS RWY 34L	12-44	05 Dec 2014	
REV	GLS RWY 34R	12-45	05 Dec 2014	
REV	RNAV-Z (GNSS) RWY 34L	12-5	05 Dec 2014	
REV	RNAV-Z (GNSS) RWY 34R	12-6	05 Dec 2014	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport YSSY

Type: Terminal

Effectivity: Permanent

Begin Date: 20131114

End Date: No end date

HIALS available runway 34L.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-9A) - With Landing Exit Distance (LED) Table, add note: "Plan a predictable and efficient exit from the runway and if an exit other than the preferred is required, advise tower on first contact."