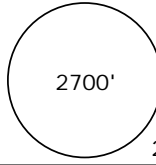


ATIS 112.1 118.55 126.25 428
 SYDNEY Approach (R) North 124.4 South 128.3
 DIRECTOR West 126.1 East 125.3
 SYDNEY Tower: Rwy 16R/34L & 07/25 120.5
 Rwy 16L/34R 124.7
 Ground: East of Rwy 16R/34L 121.7
 West of Rwy 16R/34L 126.5



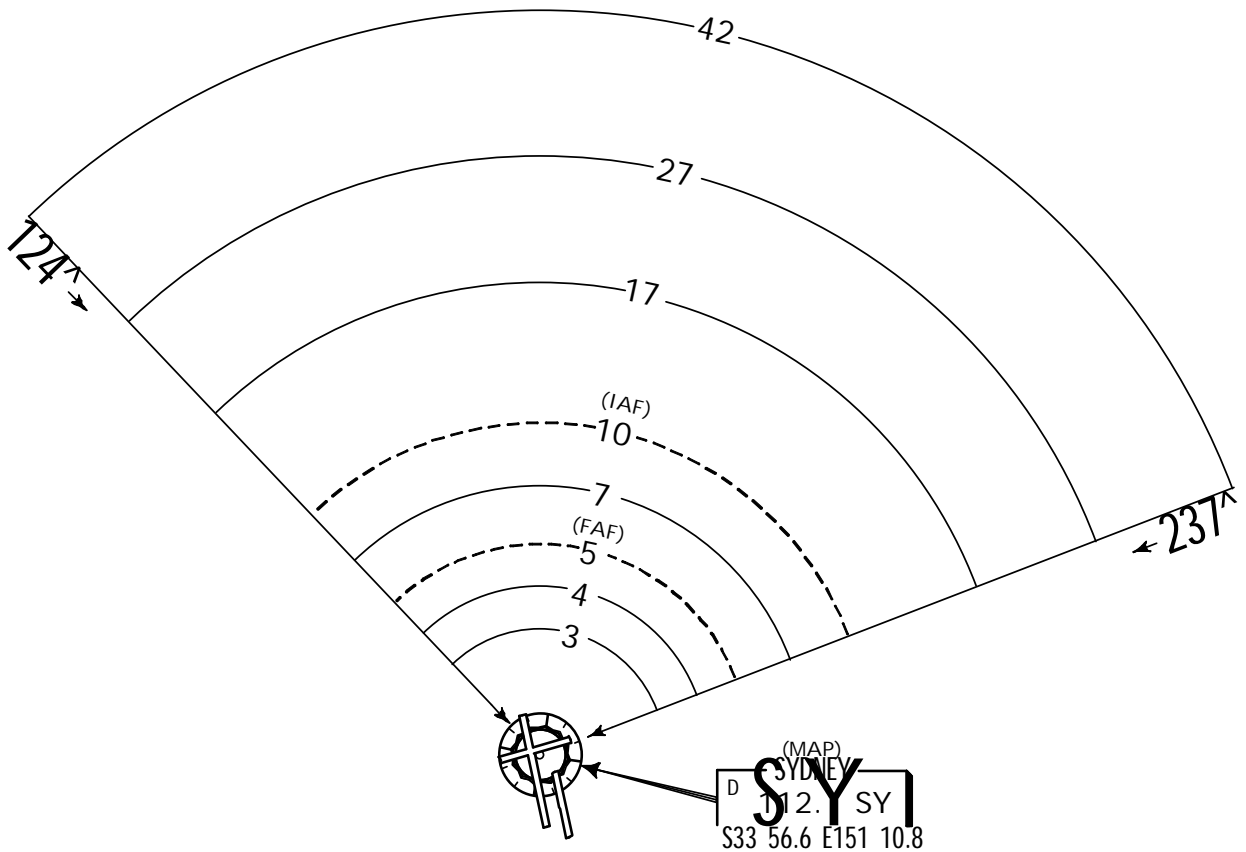
MSA
 SY VOR
 Within 25 NM
 2100' Within 10 NM

VOR 121.8 SY
 Apt. Elev 21'

Alt Set: hPa Trans level: FL 110
 Apt Elev: 1 hPa Trans alt: 10000' (9979')

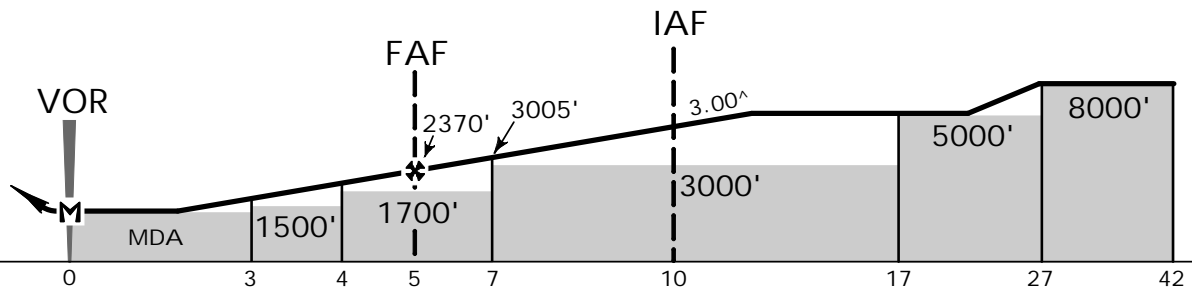
DME USING SY DME
 GPS REFERENCE WAYPOINT SY VOR

NOT TO SCALE



(MAP) SYDNEY
 D 12. SY
 S33 56.6 E151 10.8

NM to VOR	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	13.3
ALTITUDE	1400'	1730'	2050'	2370'	2685'	3005'	3320'	3640'	3960'	4275'	4595'	4910'	5000'

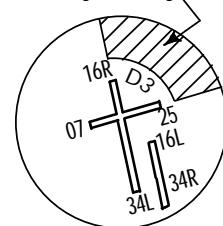


MISSED APPROACH: Climb on track to 3000'.

CIRCLE-TO-LAND

MDA(H) 1400' (1379')

No Circling Approach to Rwy 16L/34R, 07/25 at night.
 No Circling East of Rwy 16R & North of Rwy 25 beyond D3 SY.

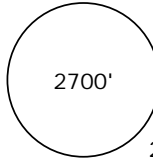


A	2.4 km		
B	4.0 km		
C	5.0 km		
D	5.0 km		

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849

ANS OPS 4

ATIS 112.1 118.55 126.25 428
 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: East of Rwy 16R/34L 121.7
 West of Rwy 16R/34L 126.5

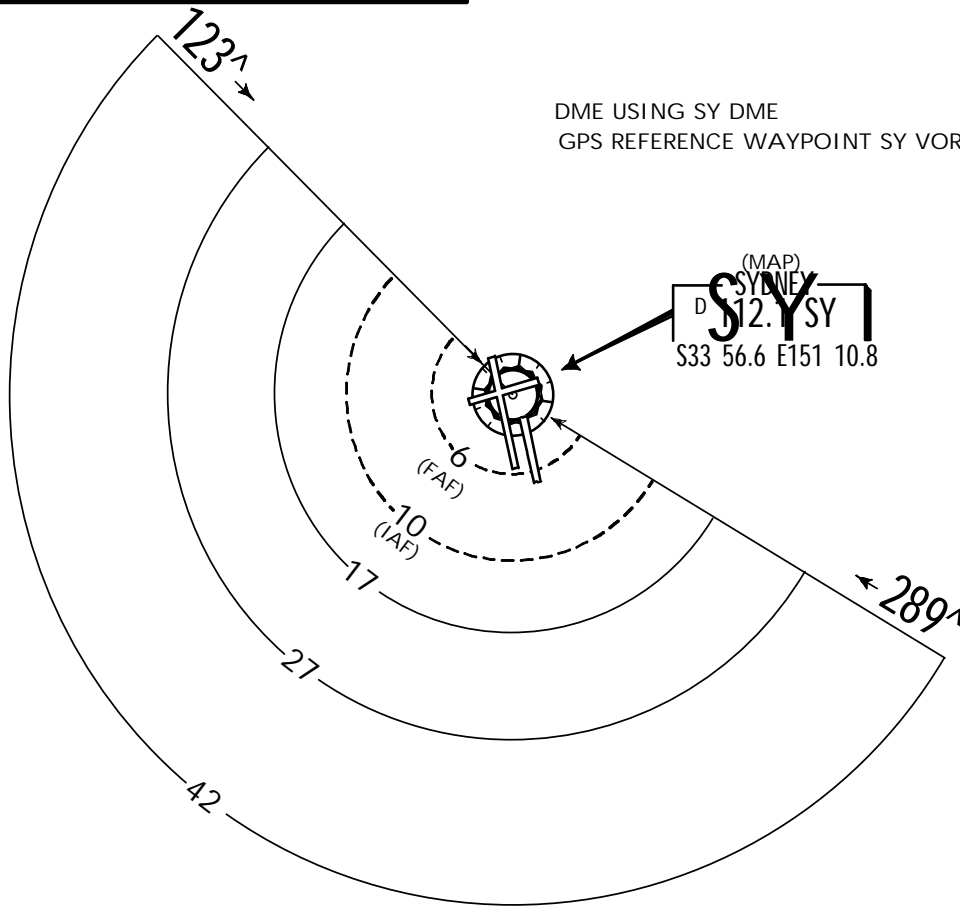


MSA
 SY VOR
 Within 25 NM
 2100' Within 10 NM

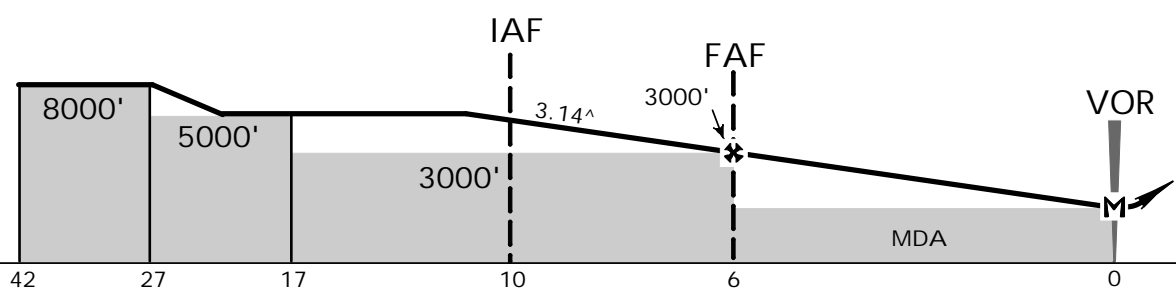
VOR 112.1 SY
 Apt. Elev 21'

Alt Set: hPa Trans level: FL 110
 Apt Elev: 1 hPa Trans alt: 10000' (9979')

NOT TO SCALE



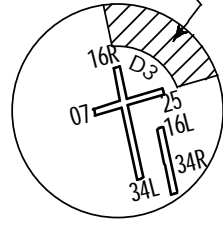
NM to VOR	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.0
ALTITUDE	5000'	4665'	4335'	4000'	3665'	3335'	3000'	2665'	2335'	2000'	1665'	1335'	1000'



MISSED APPROACH: Climb on track to 3000'.

CIRCLE-TO-LAND
 MDA(H) 1000' (979')

No Circling Approach to Rwys 16L/34R, 07/25 at night.
 No Circling East of Rwy 16R & North of Rwy 25 beyond D3 SY.

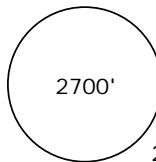


A	2.4 km						
B	4.0 km						
C	5.0 km						
D	5.0 km						

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.14^	389	500	556	667	778	889

ANS OPS 4

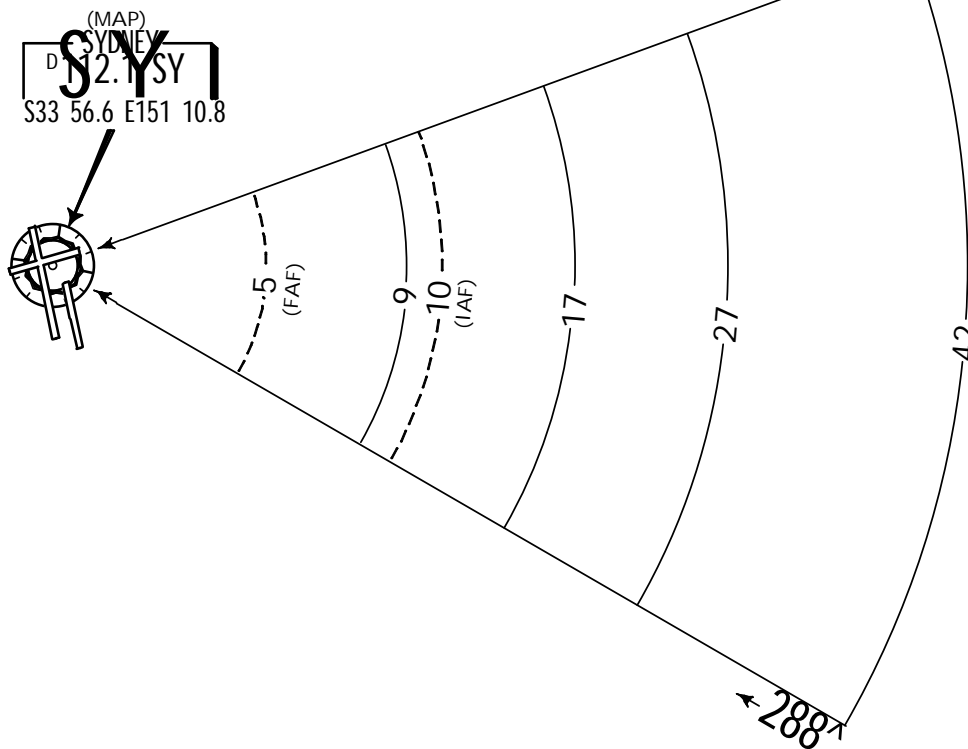
ATIS 112.1 118.55 126.25 428
 SYDNEY Approach (R) North 124.4 South 128.3
 DIRECTOR East 125.3 West 126.1
 SYDNEY Tower: Rwy 16R/34L & 07/25 120.5
 Rwy 16L/34R 124.7
 Ground: East of Rwy 16R/34L 121.7
 West of Rwy 16R/34L 126.5



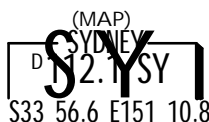
MSA
 SY VOR
 2100' Within 10 NM

Alt Set: hPa Trans level: FL 110
 Apt Elev: 1 hPa Trans alt: 10000' (9979')

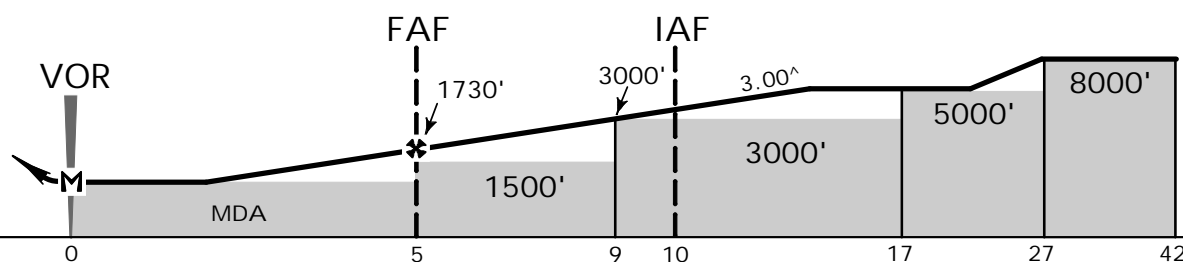
DME USING SY DME
 GPS REFERENCE WAYPOINT SY VOR



NOT TO SCALE



NM to VOR	2.7	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0	15.0	15.3
ALTITUDE	1000'	1100'	1410'	1730'	2050'	2370'	2690'	3000'	3320'	3640'	3960'	4280'	4590'	4910'	5000'

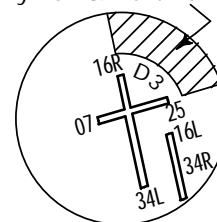


MISSED APPROACH: Climb on track to 3000'.

CIRCLE-TO-LAND

MDA(H) 1000' (979')

No Circling Approach to Rwy 16L/34R, 07/25 at night.
 No Circling beyond D3 SY East of Rwy 16R & North of Rwy 25.



A	2.4 km					
B	4.0 km					
C	5.0 km					
D	5.0 km					

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849

TRANS OPS

ATIS 112.1 118.55 126.25 428
SYDNEY Approach (R) North 124.4

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

BOREE FOUR ARRIVAL

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

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

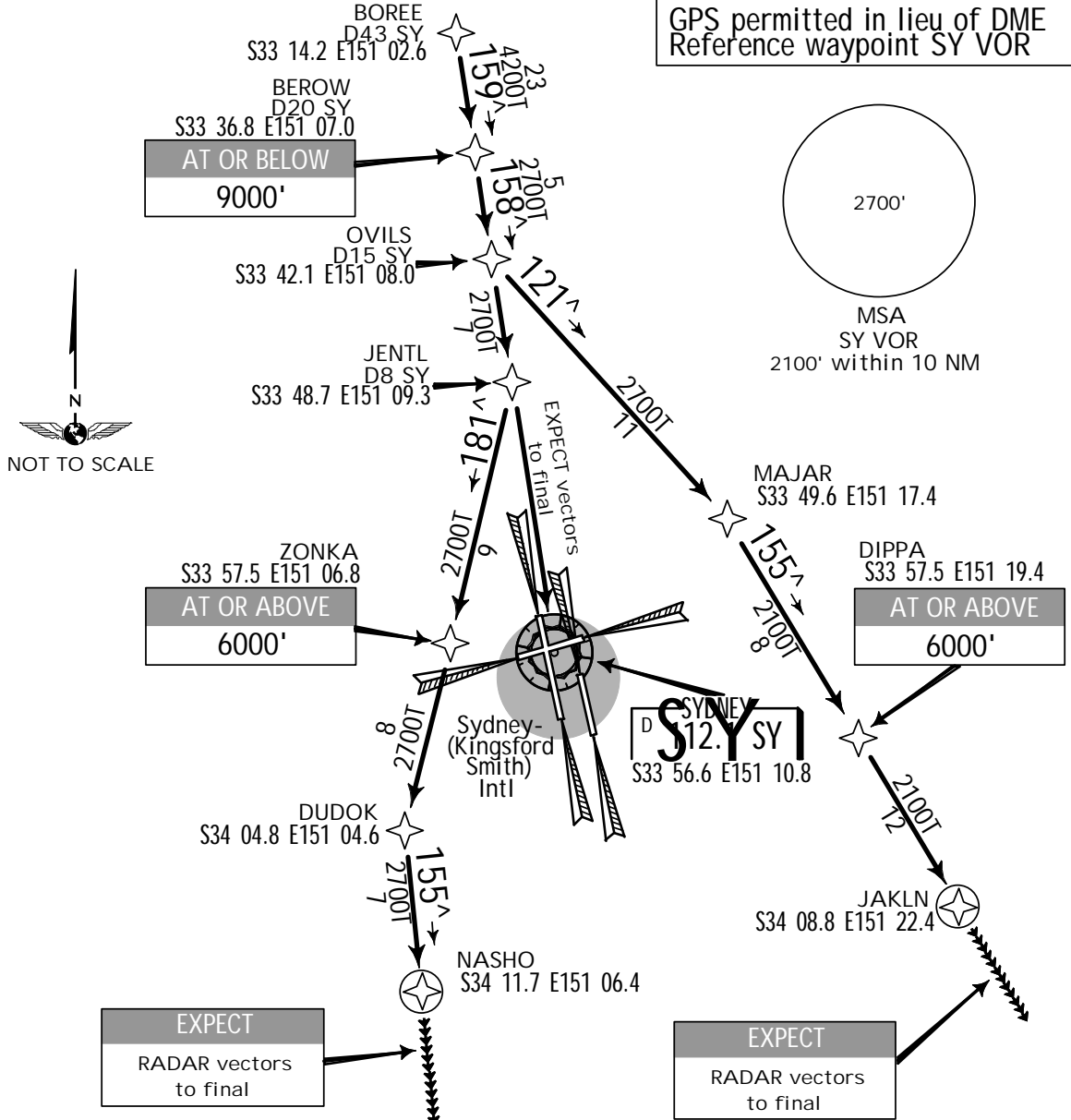
For RWYS 07, 16L/R, 25:
Track 158° to SY VOR. EXPECT RADAR vectors to final.

For 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.

For 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



SYDNEY, NSW, AUSTRALIA

ATIS 112.1 118.55 126.25 428

SYDNEY Approach (R) 124.4

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

CALGA EIGHT ARRIVAL [CALGA8]

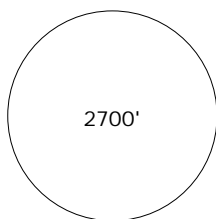
SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS

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.

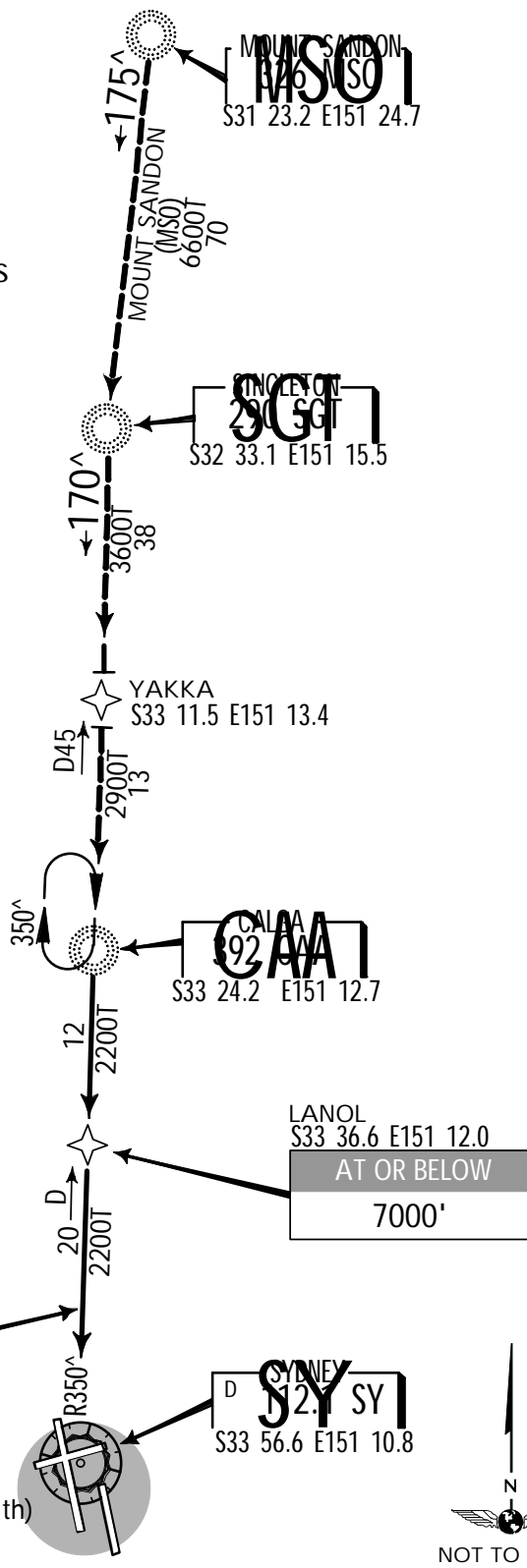
ARRIVAL

From CAA NDB track SY R-350 to LANOL.
Cross LANOL at or below 7000'. Track SY
R-350° to SY VOR. EXPECT RADAR vectors
to final approach course when inside
SY 30 DME.



MSA
SY VOR
2100' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint SY VOR



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 112.1 118.55 126.25 428

SYDNEY Approach (R) North 124.4

South 128.3

TRANS LEVEL: FL 110
TRANS ALT: 10000'

MARLN EIGHT ARRIVAL[MARLN8]

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 SY VOR.
EXPECT RADAR vectors to final.

RWYS 07, 16L/R, 34L:
Track 264[^] to PRAWN. Cross PRAWN
at or above 6000'. Track 265[^] to
SY VOR. 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.

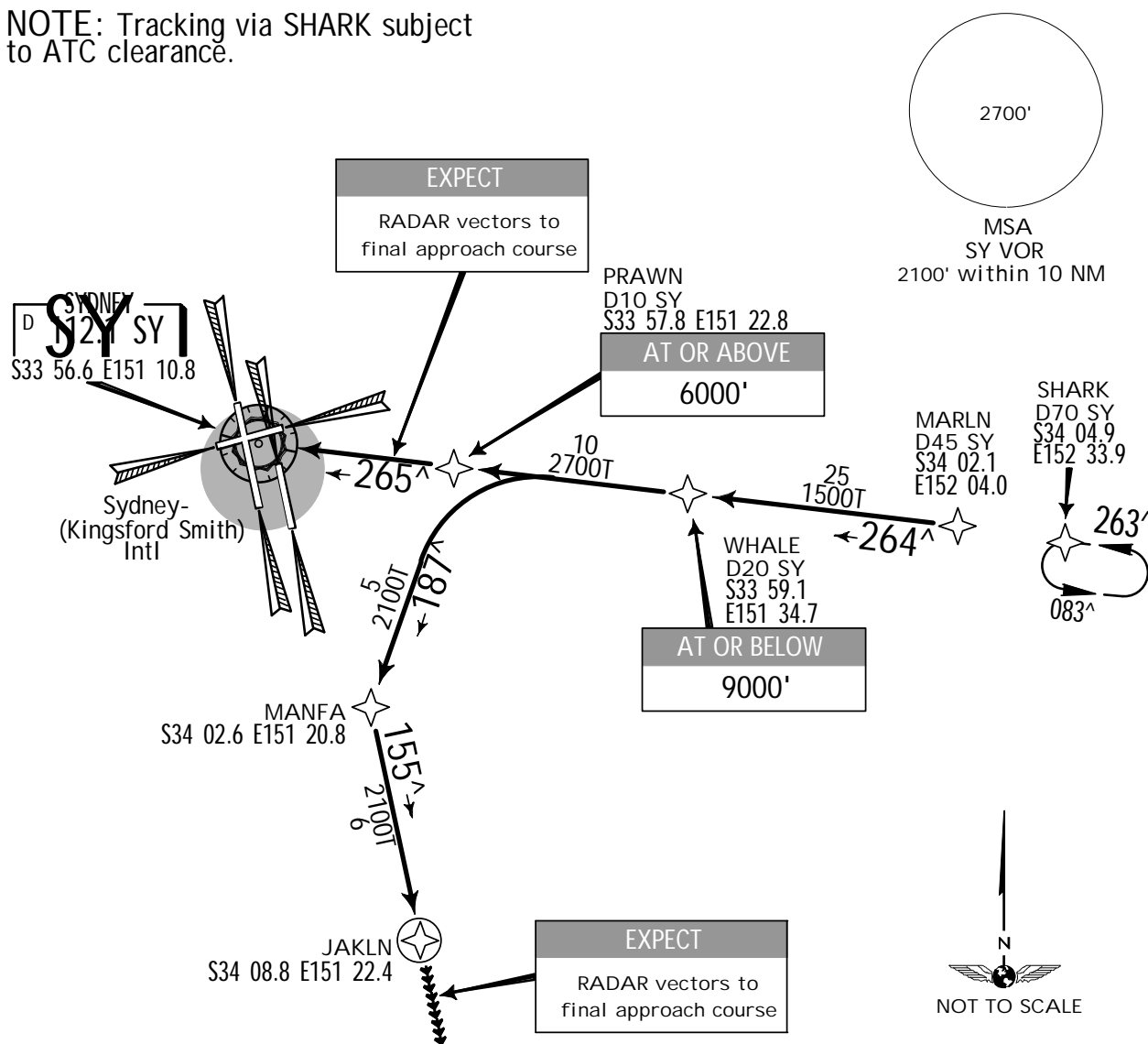
NOTE: For ILS Rwy 34R, EXPECT to
track downwind until reaching 2000'.

GPS permitted in lieu of DME
Reference waypoint SY VOR

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

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.



ATIS 112.1 118.55 126.25 428

SYDNEY Approach (R) South

128.3

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

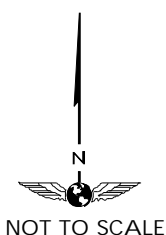
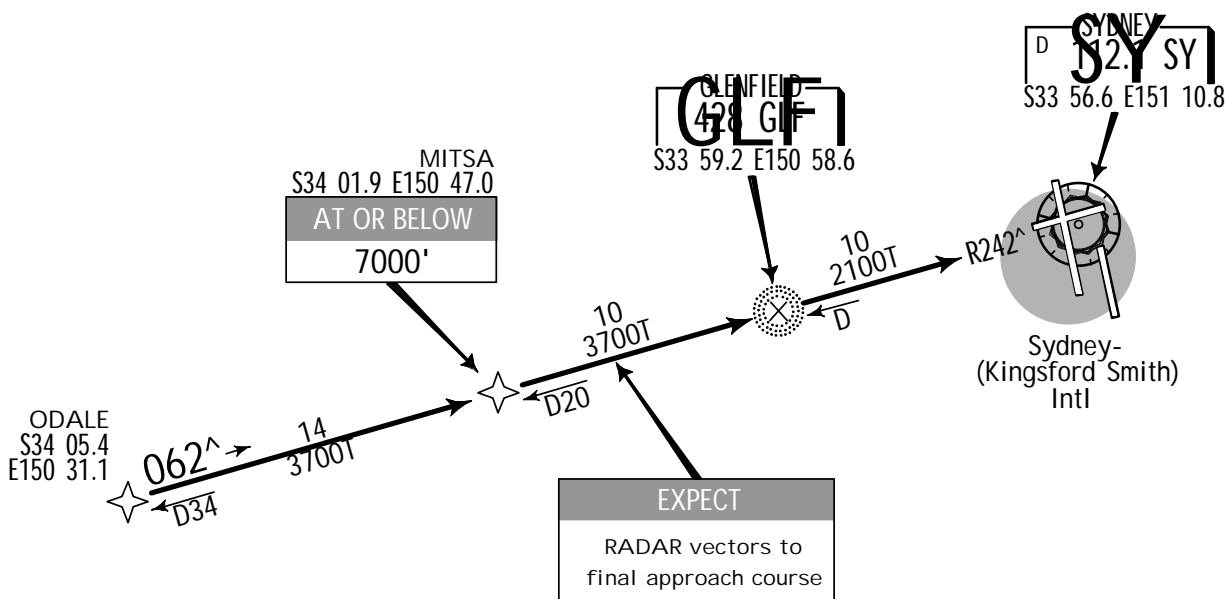
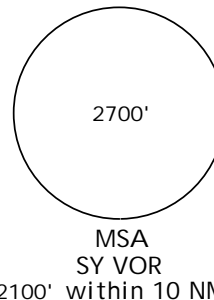
ODALE THREE ARRIVAL

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

From ODALE track SY R-242 to SY VOR.
Cross MITSA at or below 7000'.
EXPECT RADAR vectors to final approach course when inside D20 SY.

GPS permitted in lieu of DME
Reference waypoint SY VOR



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.

LOST COMMS

ATIS 112.1 118.55 126.25 428

SYDNEY Approach (R) South 128.3

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RIVET NINE ARRIVAL

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

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

RWY 07: EXPECT RADAR vectors to final.

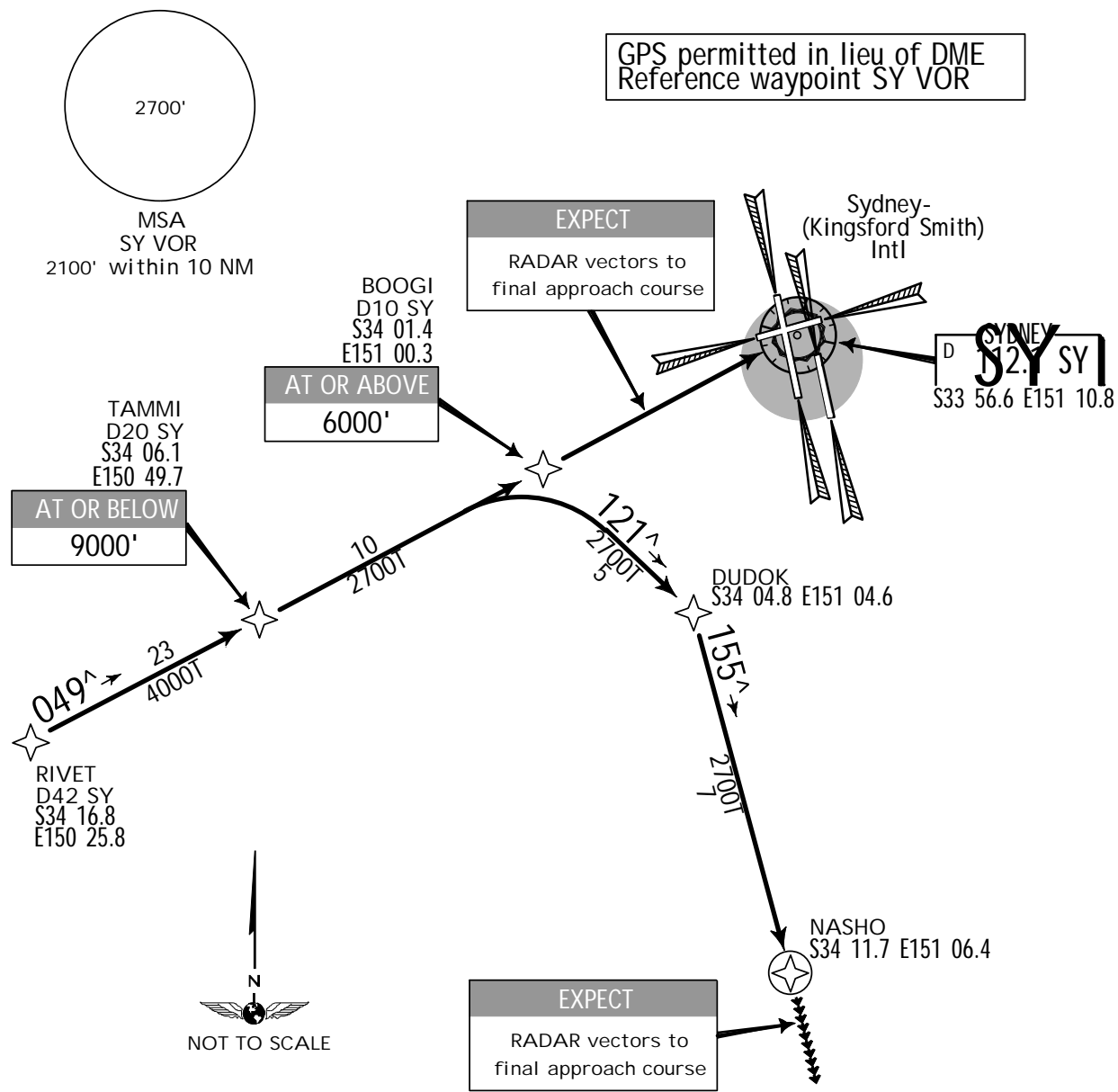
RWYS 16L/R, 25: Track 049° to BOOGI. Cross BOOGI at or above 6000'. Track 049° to SY VOR. EXPECT RADAR vectors to final.

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 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 COMMS ▲



SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

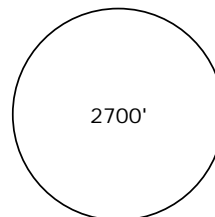
SYDNEY Clearance	133.8
Ground East of RWY 16R/34L	121.7
West of RWY 16R/34L	126.5
Departure (R) North & East	123.0
South, West & Northwest	129.7

TRANS LEVEL: FL 110
TRANS ALT: 10000'

SYDNEY FOUR DEPARTURE (RADAR) [SY4] ALL RUNWAYS

SPEED: MAX IAS 250 KT BELOW 10000'

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.7% V/V (fpm)	357	476	714	952	1190	1428
5.6% V/V (fpm)	425	567	851	1134	1418	1701



MSA SY VOR
2100' within 10 NM

RWY 07: GRAD 4.7% to 1500', then 3.3%. 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. **A**

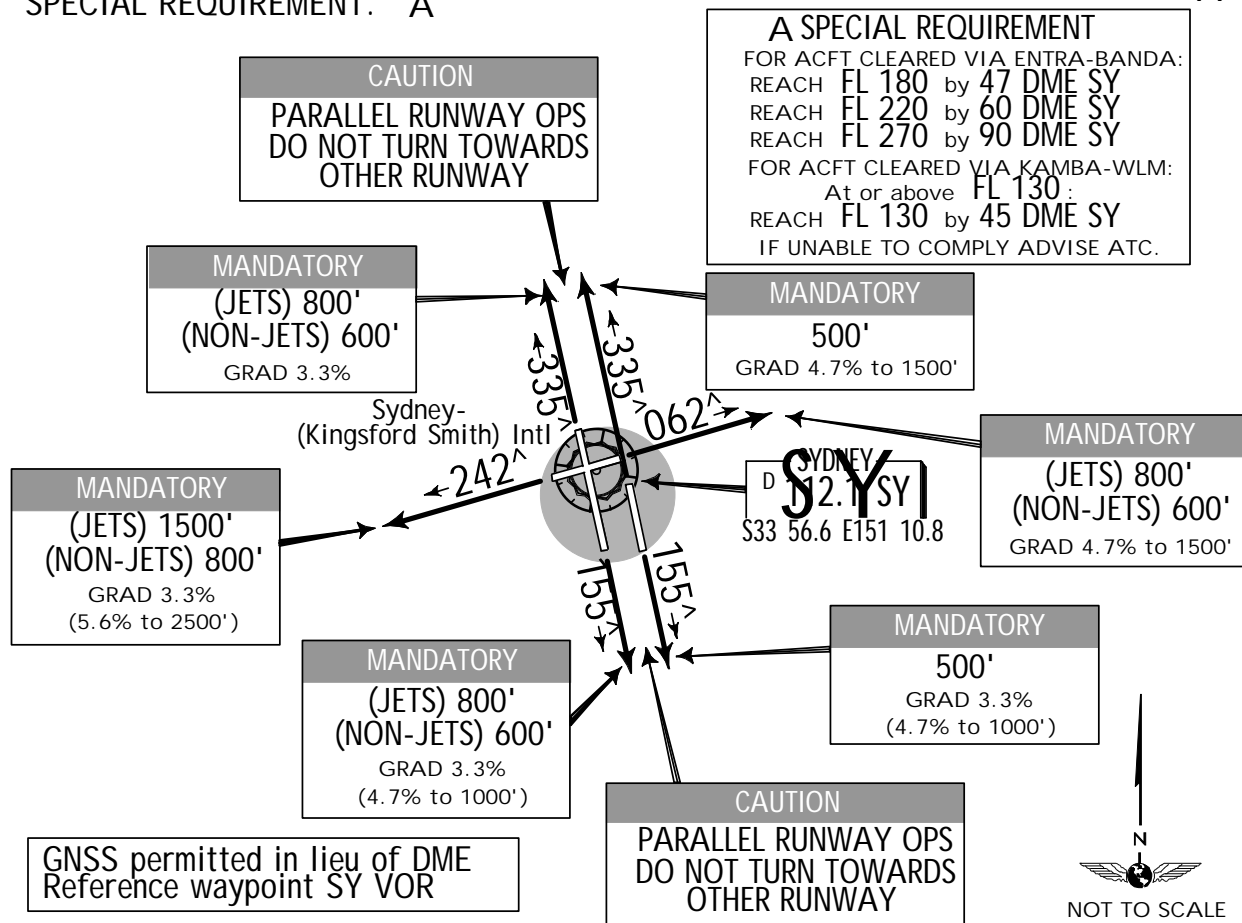
RWY 16L: GRAD 3.3% (4.7% to 1000'). Track 155°. At 500' turn to assigned heading. EXPECT RADAR vectors. ACFT cleared via ENTRA or KAMBA - WLM - See SPECIAL REQUIREMENT. **A**

RWY 16R: GRAD 3.3% (4.7% to 1000'). 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. **A**

RWY 25: GRAD 3.3% (5.6% to 2500'). 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. **A**

RWY 34L: GRAD 3.3%. 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. **A**

RWY 34R: GRAD 4.7% to 1500', then 3.3%. Track 335°. At 500' turn to assigned heading. EXPECT RADAR vectors. ACFT cleared via ENTRA or KAMBA-WLM - See SPECIAL REQUIREMENT. **A**



GNSS permitted in lieu of DME
Reference waypoint SY VOR

GRAD = Minimum Required Climb Gradient

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
 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

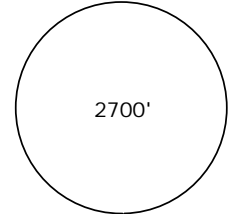
ABBEY TWO DEPARTURE

[ABBEY2]

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient 4.7% to 1000', then 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.7% V/V (fpm)	357	476	714	952	1190	1428

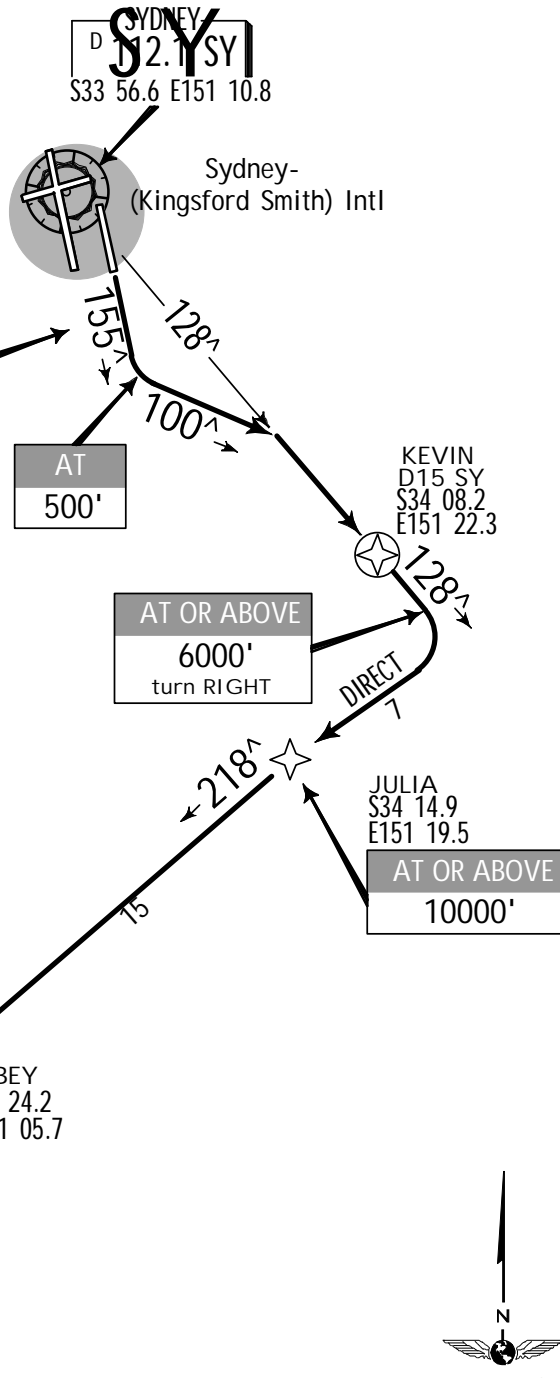


MSA SY VOR 2100' within 10 NM

RWY 16L: Track 155°. At 500' turn LEFT track 100° to intercept and track SY VOR R-128° to KEVIN (D15 SY). After passing KEVIN (D15 SY) 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.

CAUTION
 PARALLEL RUNWAY OPS
 DO NOT TURN RIGHT

GPS permitted in lieu of DME
 Reference waypoint SY VOR



SYDNEY Clearance 133.8
 Ground 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'

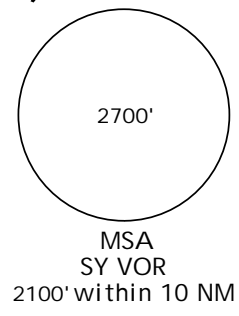
RUNWAY 16L

BOTANY BAY SIX DEPARTURE (VISUAL)

SPEED: MAX IAS 250 KT BELOW 10000'

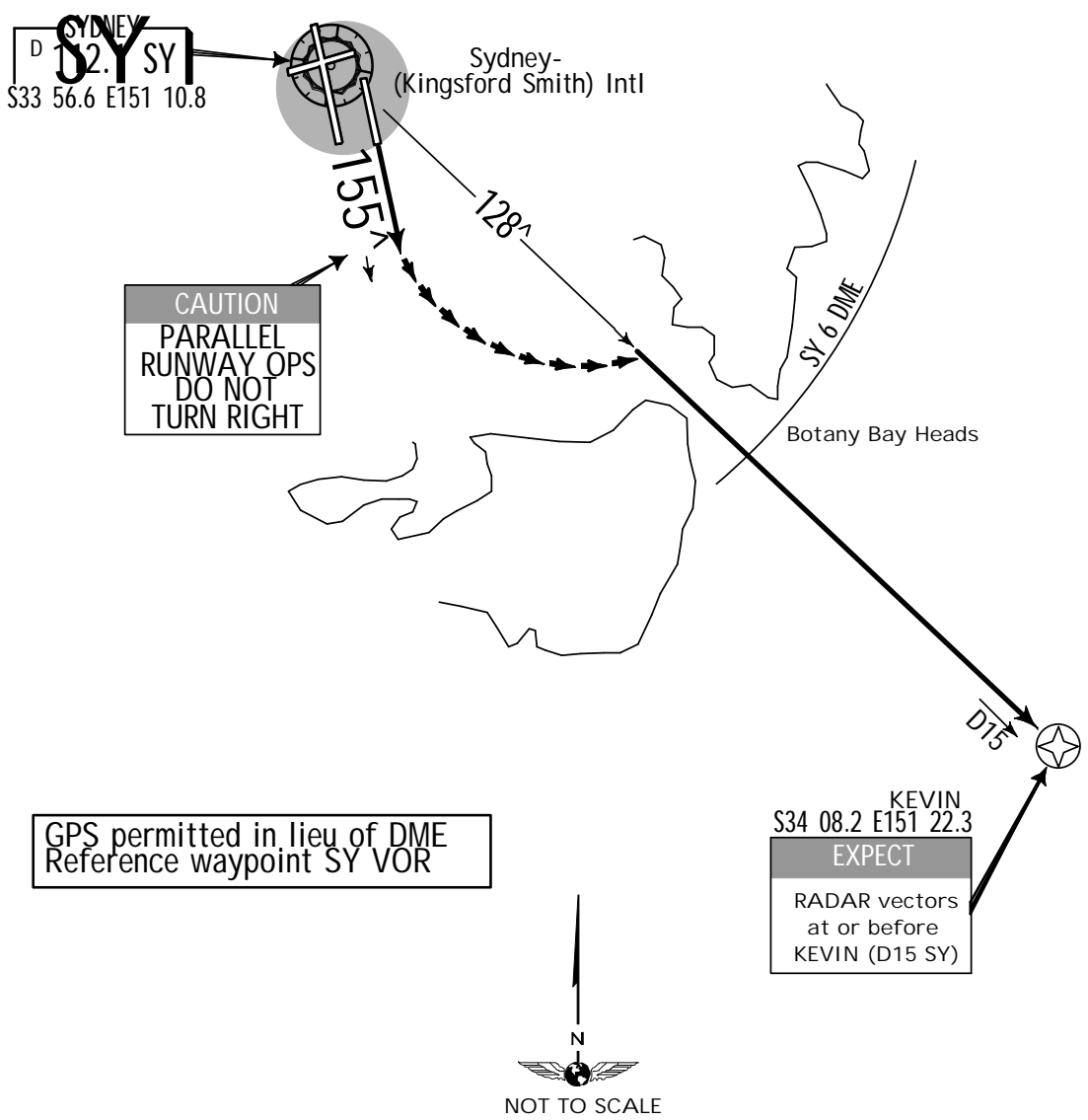
Minimum required climb gradient 5.4% to 700' then 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
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 SY R-128 by SY 6 DME. EXPECT RADAR vectors at or before KEVIN (D15 SY). For aircraft cleared via ENTRA - See SPECIAL REQUIREMENT A

A SPECIAL REQUIREMENT
 FOR ACFT CLEARED VIA ENTRA-BANDA:
 REACH FL 180 by SY 47 DME
 REACH FL 220 by SY 60 DME
 REACH FL 270 by SY 90 DME
 IF UNABLE TO COMPLY ADVISE ATC.



SYDNEY Clearance 133.8
 Ground 126.5 when Clearance inop.
 Departure (R) South 129.7

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

RUNWAYS 16R, 34L SOUTH

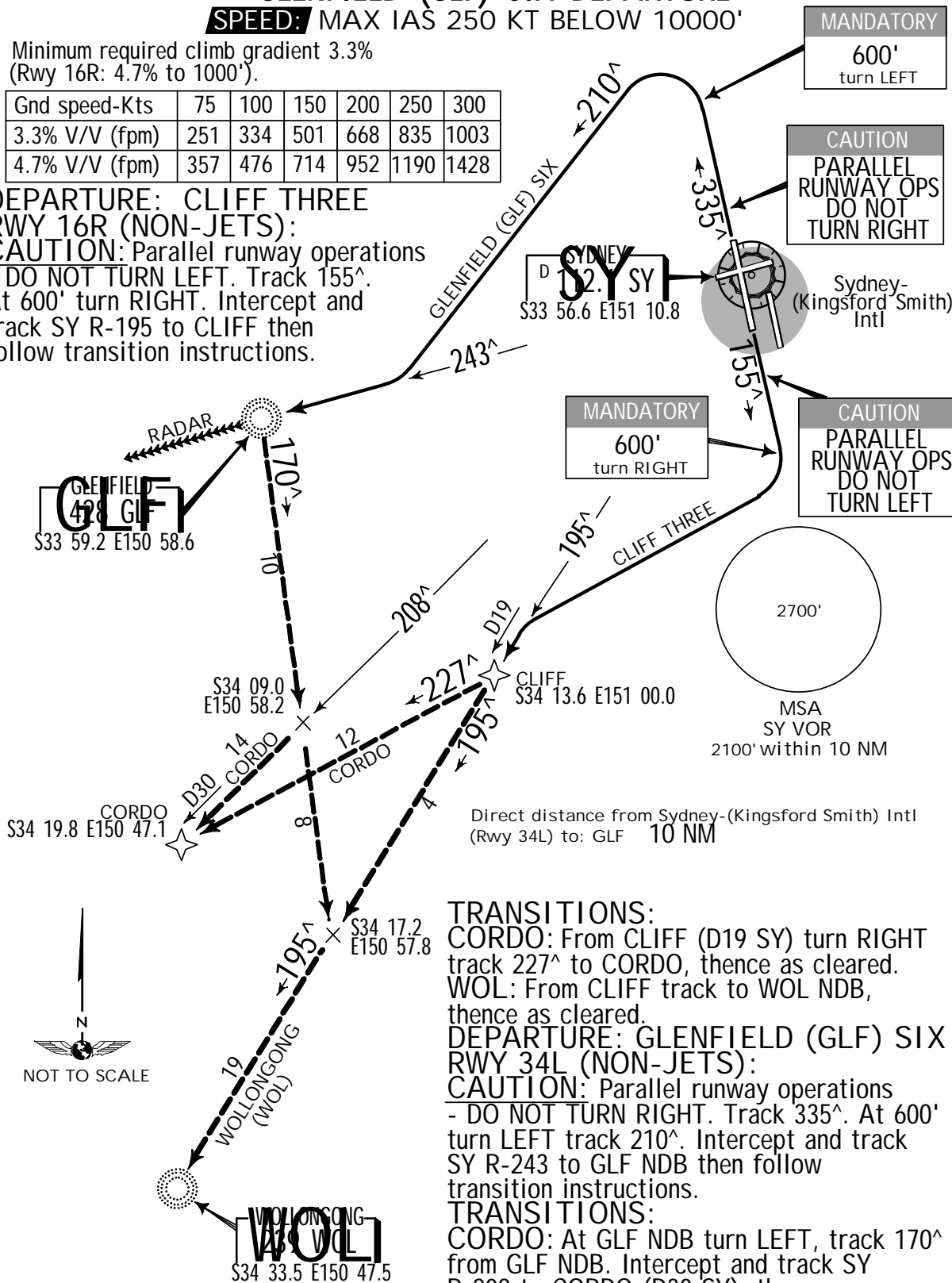
NON-JETS ONLY
CLIFF THREE DEPARTURE
GLENFIELD (GLF) SIX DEPARTURE

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient 3.3%
 (Rwy 16R: 4.7% to 1000').

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.7% V/V (fpm)	357	476	714	952	1190	1428

DEPARTURE: CLIFF THREE
 RWY 16R (NON-JETS):
 CAUTION: Parallel runway operations
 - DO NOT TURN LEFT. Track 155^.
 At 600' turn RIGHT. Intercept and
 track SY R-195 to CLIFF then
 follow transition instructions.

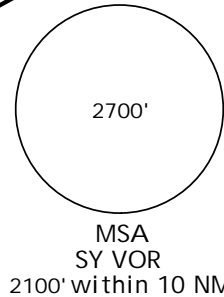


MANDATORY
 600'
 turn LEFT

CAUTION
 PARALLEL
 RUNWAY OPS
 DO NOT
 TURN RIGHT

MANDATORY
 600'
 turn RIGHT

CAUTION
 PARALLEL
 RUNWAY OPS
 DO NOT
 TURN LEFT



Direct distance from Sydney-(Kingsford Smith) Intl
 (Rwy 34L) to: GLF 10 NM

TRANSITIONS:
 CORDO: From CLIFF (D19 SY) turn RIGHT
 track 227^ to CORDO, thence as cleared.
 WOL: From CLIFF track to WOL NDB,
 thence as cleared.
DEPARTURE: GLENFIELD (GLF) SIX
RWY 34L (NON-JETS):
 CAUTION: Parallel runway operations
 - DO NOT TURN RIGHT. Track 335^.
 At 600' turn LEFT track 210^.
 Intercept and track SY R-243 to GLF
 NDB then follow transition instructions.
TRANSITIONS:
 CORDO: At GLF NDB turn LEFT, track 170^
 from GLF NDB. Intercept and track SY
 R-208 to CORDO (D30 SY), thence as
 cleared.
 RADAR: At GLF NDB continue tracking SY
 R-243 EXPECT vectors to cleared route.
 WOL: At GLF NDB turn LEFT, track 170^
 from GLF NDB. Intercept SY R-195. Track
 to WOL NDB, thence as cleared.

GPS permitted in lieu of DME
 Reference waypoint SY VOR

SYDNEY Clearance 133.8
 Ground 126.5 when Clearance inop.
 Departure (R) 128.3

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

CURFEW FOUR DEPARTURE

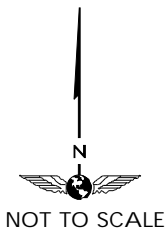
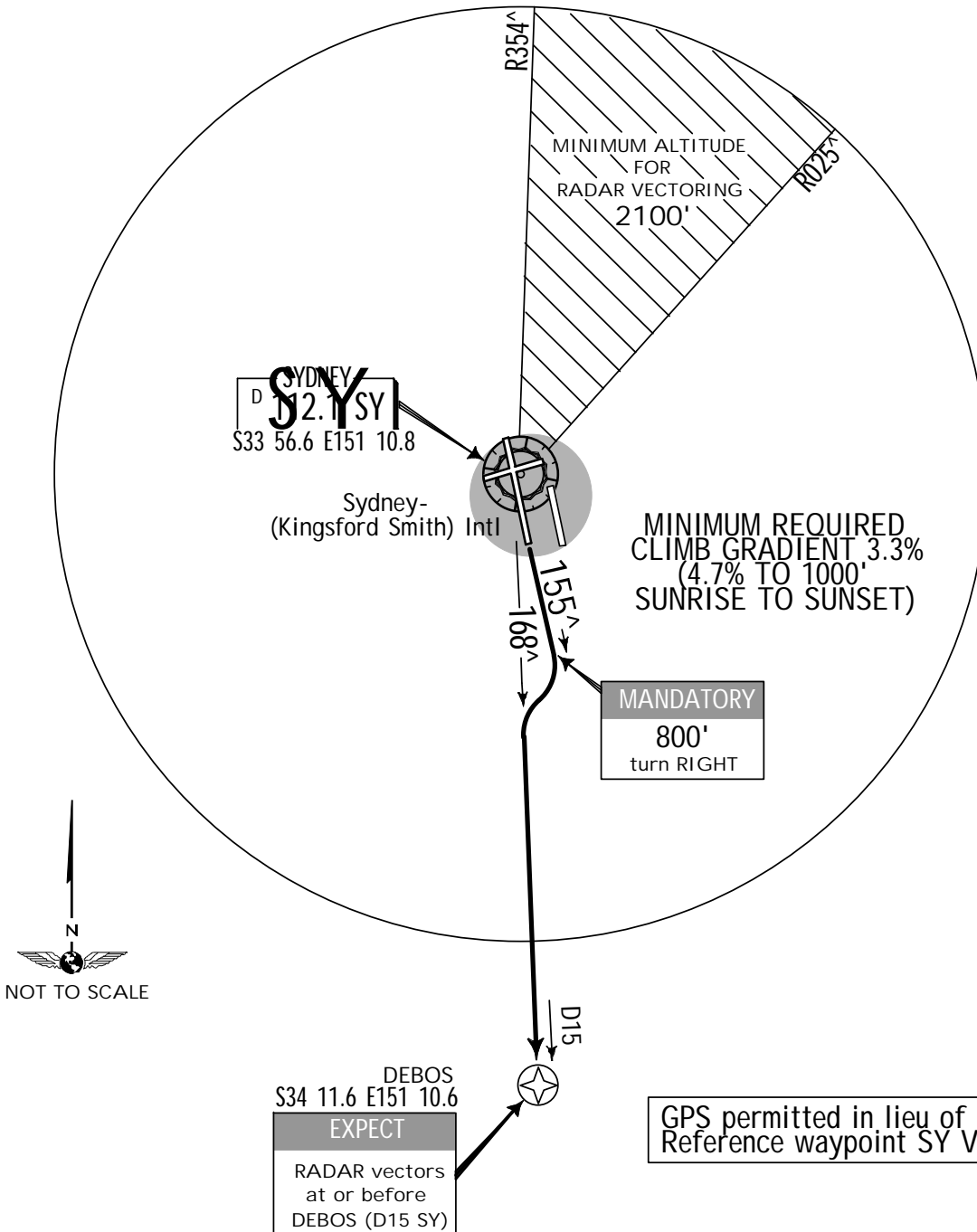
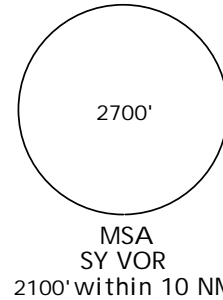
RUNWAY 16R

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient 3.3% (4.7% to 1000' sunrise to sunset).

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.7% V/V (fpm)	357	476	714	952	1190	1428

RWY 16R: Track 155°. At 800' turn RIGHT to intercept SY R-168. EXPECT RADAR vectors at or before DEBOS (D15 SY).



SYDNEY, NSW, AUSTRALIA

SYDNEY Clearance 133.8
 Ground 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'

RUNWAY 16R

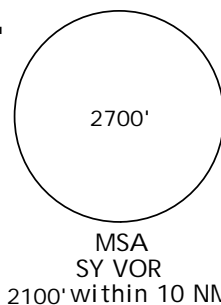
JETS ONLY

DEENA FOUR DEPARTURE

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient 3.3%
 (4.7% to 1000').

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.7% V/V (fpm)	357	476	714	952	1190	1428



DEPARTURE

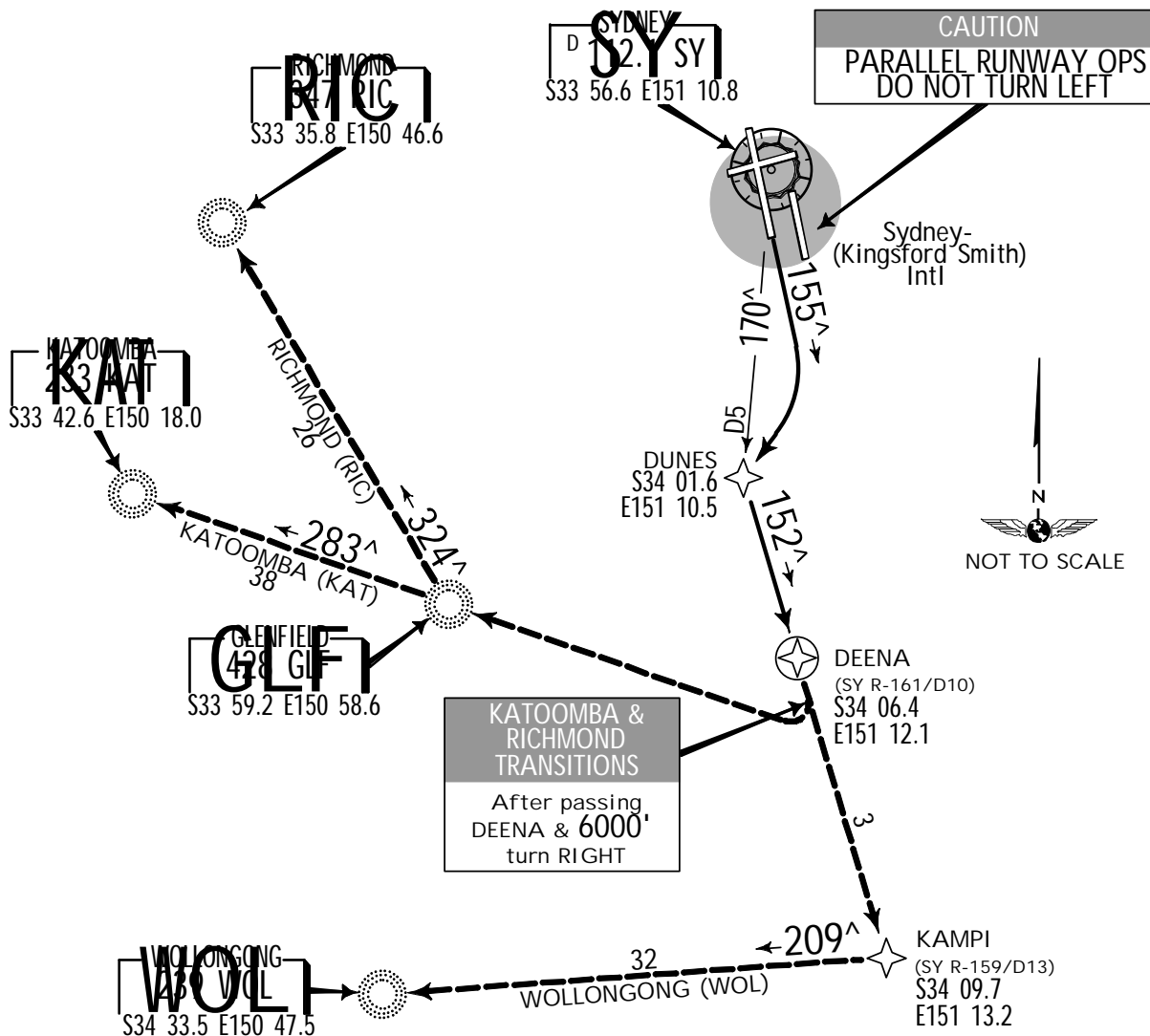
CAUTION: Parallel runway operations - DO NOT TURN LEFT.
 Track 155°. As soon as practicable turn RIGHT, track direct to DUNES (D5 SY).
 From DUNES turn LEFT track 152° to DEENA, then follow transition instructions.

TRANSITIONS

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

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



SYDNEY Clearance 133.8
Ground 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

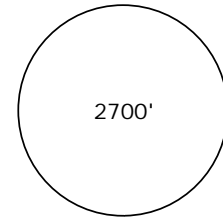
JETS ONLY

ENTRA TWO DEPARTURE

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient
4.7% to 1500' thence 3.3%.

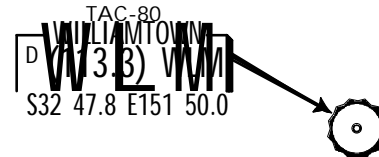
Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.7% V/V (fpm)	357	476	714	952	1190	1428



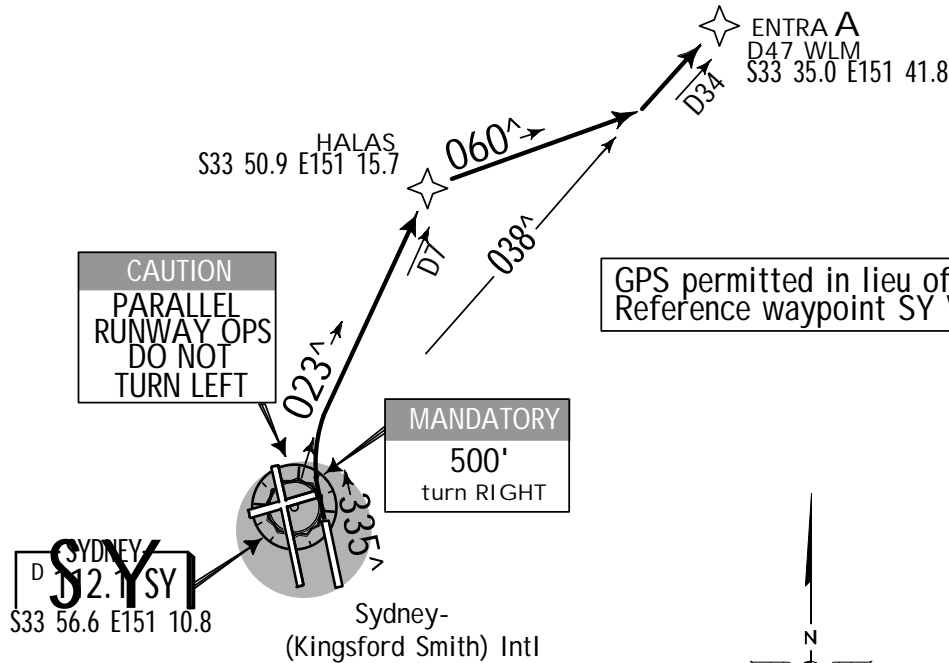
MSA
SY VOR
2100' within 10 NM

DEPARTURE

CAUTION: Parallel runway operations - DO NOT TURN LEFT.
Track 335°. At 500' turn RIGHT intercept SY R-023. Track to HALAS (D7 SY). At HALAS turn RIGHT, track 060° to intercept SY R-038. Track to ENTRA (D34 SY) thence as cleared.
See SPECIAL REQUIREMENT A



A SPECIAL REQUIREMENT
FOR ACFT CLEARED VIA A ENTRA-BANDA:
REACH FL 180 by 47 DME SY
REACH FL 220 by 60 DME SY
REACH FL 270 by 90 DME SY
IF UNABLE TO COMPLY ADVISE ATC.



GPS permitted in lieu of DME
Reference waypoint SY VOR



SYDNEY Clearance 133.8
 Ground 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

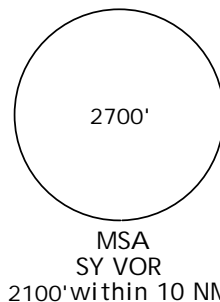
RUNWAY 07

FISHA FOUR DEPARTURE

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient 3.3%
 (4.7% to 1000').

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.7% V/V (fpm)	357	476	714	952	1190	1428



DEPARTURE

Track 062°. At 800' turn RIGHT intercept and track SY R-066 to FISHA (D10 SY) then follow transition instructions.

TRANSITIONS

RADAR: At FISHA (D10 SY) CONTINUE tracking SY R-066. EXPECT RADAR vectors to cleared route.

WOLLONGONG (WOL): At FISHA (D10 SY) turn RIGHT. Track direct to WOL NDB, thence as cleared.

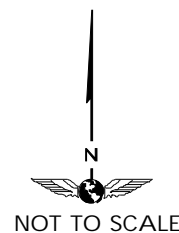
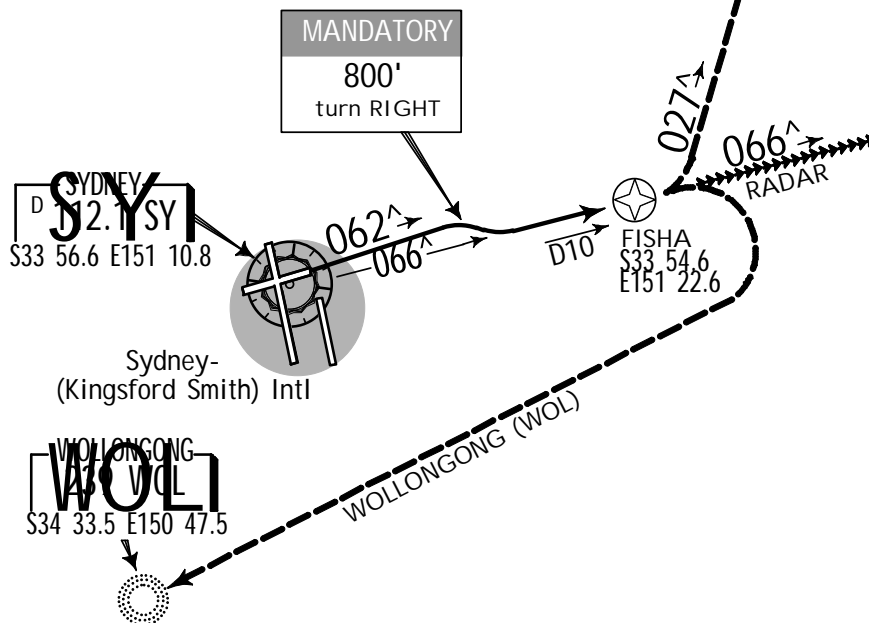
ENTRA: At FISHA (D10 SY) turn LEFT. Track direct to ENTRA (approx 027°), thence as cleared. See SPECIAL REQUIREMENT . A

GPS permitted in lieu of DME
 Reference waypoint SY VOR

TAC-80
 WOLLONGONG (WOL)
 S32 47.8 E151 50.0

ENTRA A
 D47 WLM
 S33 35.0 E151 41.8

A SPECIAL REQUIREMENT
 FOR ACFT CLEARED VIA ENTRA-BANDA:
 REACH FL 180 by 47 DME SY
 REACH FL 220 by 60 DME SY
 REACH FL 270 by 90 DME SY
 IF UNABLE TO COMPLY ADVISE ATC.



SYDNEY Clearance 133.8
Ground 126.5 when Clearance inop.
Departure (R) North 123.0

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAYS 07 & 16L

NON-JETS ONLY
KAMBA FOUR DEPARTURE

SPEED: MAX IAS 250 KT BELOW 10000'
CAUTION: Parallel runway operations

Minimum required climb gradients:
Rwys 07 & 16L: 4.7% to 1000' thence 3.3%.

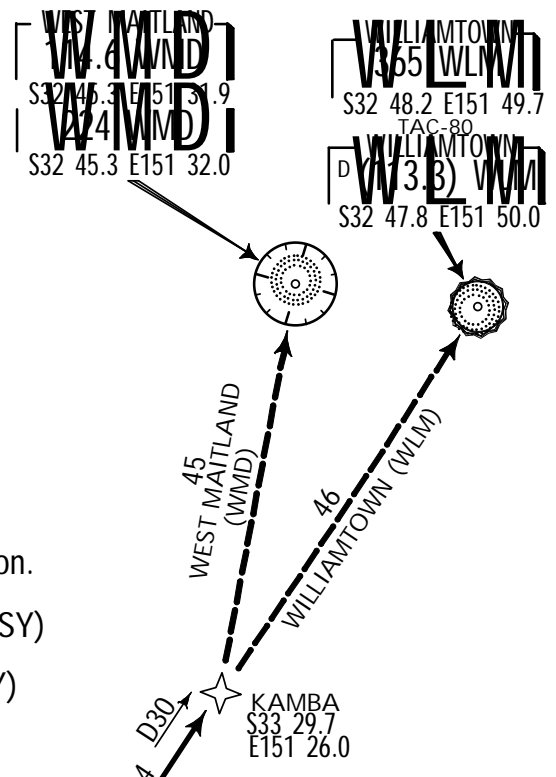
Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.7% V/V (fpm)	357	476	714	952	1190	1428

DEPARTURE:
SEE SPECIAL REQUIREMENT ABOVE.

RWY 07: GRAD 3.3% (4.7% to 1000'). Track 062°. At 600' turn LEFT intercept SY R-040. After passing D5 SY AND after passing 2000' turn LEFT. Track 360° intercept SY R-013 by SY 15 DME. Track to KAMBA then follow transition instruction.

RWY 16L: GRAD 3.3% (4.7% to 1000'). Track 155°. At 500' turn LEFT track 080°. At D7 SY turn LEFT track 360° intercept SY R-013 by KAMBA (D30 SY) then follow transition instruction.

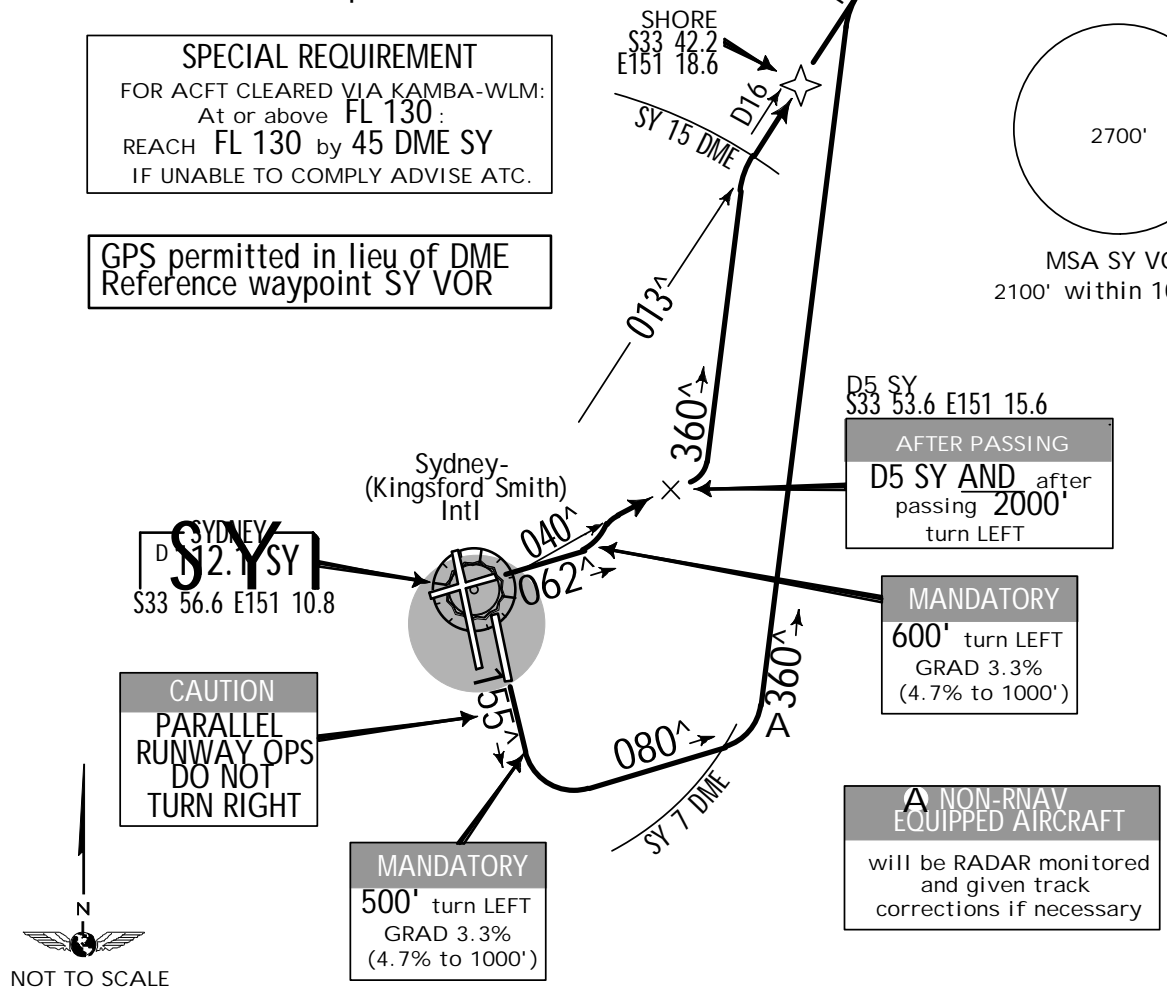
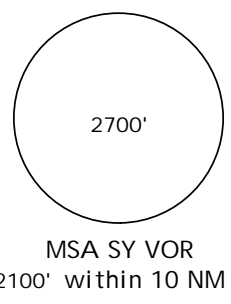
TRANSITIONS
WEST MAITLAND (WMD): At KAMBA (D30 SY) track direct to WMD VOR, thence as cleared.
WILLIAMTOWN (WLM): At KAMBA (D30 SY) track direct to WLM NDB, thence as cleared.



GRAD = Minimum Required Climb Gradient

SPECIAL REQUIREMENT
FOR ACFT CLEARED VIA KAMBA-WLM:
At or above FL 130:
REACH FL 130 by 45 DME SY
IF UNABLE TO COMPLY ADVISE ATC.

GPS permitted in lieu of DME
Reference waypoint SY VOR



CAUTION
PARALLEL
RUNWAY OPS
DO NOT
TURN RIGHT

MANDATORY
500' turn LEFT
GRAD 3.3%
(4.7% to 1000')

AFTER PASSING
D5 SY AND after
passing 2000'
turn LEFT

MANDATORY
600' turn LEFT
GRAD 3.3%
(4.7% to 1000')

**A NON-RNAV
EQUIPPED AIRCRAFT**
will be RADAR monitored
and given track
corrections if necessary



SYDNEY Clearance 133.8
 Ground 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

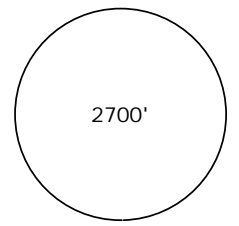
RUNWAY 16R

KAMPI ONE DEPARTURE

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient 3.3%
 (4.7% to 1000').

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.7% V/V (fpm)	357	476	714	952	1190	1428

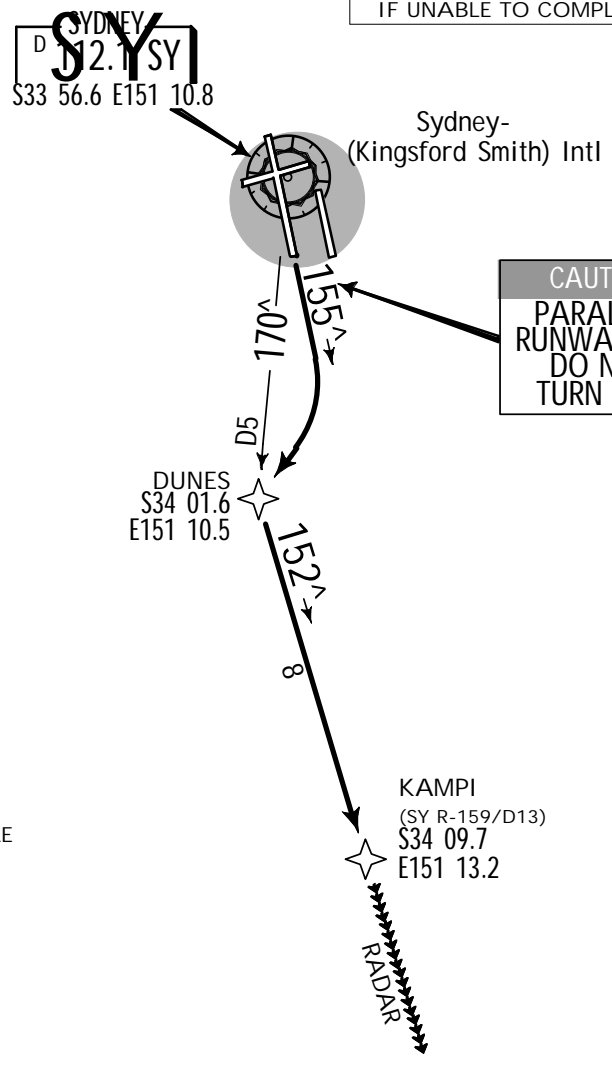


MSA SY VOR
 2100' within 10 NM

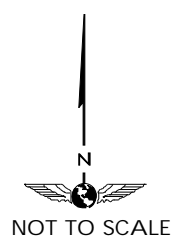
DEPARTURE

CAUTION: Parallel runway operations - DO NOT TURN LEFT.
 Track 155°. As soon as practicable turn RIGHT track direct to DUNES (D5 SY).
 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 47 DME SY
 REACH FL 220 by 60 DME SY
 REACH FL 270 by 90 DME SY
 IF UNABLE TO COMPLY ADVISE ATC.



CAUTION
 PARALLEL
 RUNWAY OPS
 DO NOT
 TURN LEFT



SYDNEY Clearance 133.8
Ground 126.5 when Clearance inop.
Departure (R) South 129.7

YSSY -(KINGSFORD SMITH) INTL

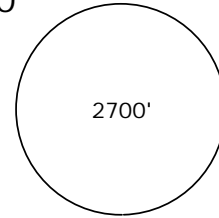
TRANS LEVEL: FL 110
TRANS ALT: 10000'

RWY 34L SOUTHWEST

JETS ONLY

**KATOOMBA (KAT) ONE DEPARTURE
WOLLONGONG (WOL) NINE DEPARTURE**

SPEED: MAX IAS 250 KT BELOW 10000'



MSA
SY VOR
2100' within 10 NM

Minimum required climb gradient 3.3% (5.9% to 2500').

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
5.9% V/V (fpm)	448	597	896	1195	1494	1792

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.

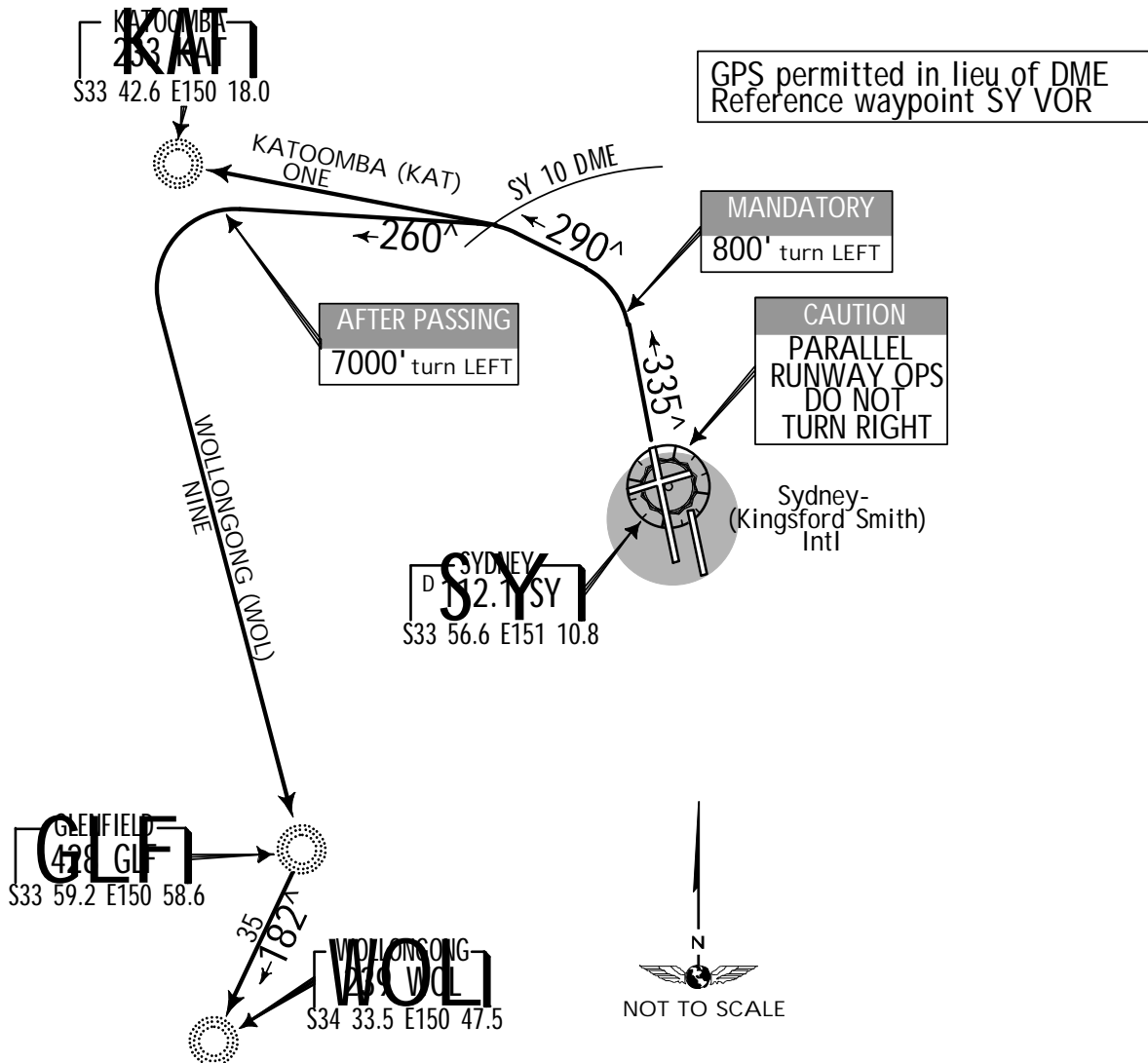
FOR: KAT

Track direct to KAT NDB, thence 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, thence via cleared route.



SYDNEY, NSW, AUSTRALIA

SYDNEY Clearance 133.8
 Ground 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'

RUNWAY 16L

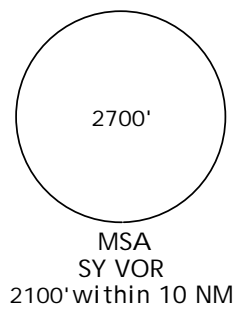
JETS ONLY

KEVIN THREE DEPARTURE

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient 3.3%
 (4.7% to 1000').

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.7% V/V (fpm)	357	476	714	952	1190	1428



DEPARTURE

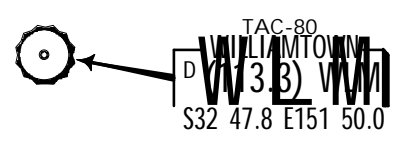
CAUTION: Parallel runway operations - DO NOT TURN RIGHT.
 Track 155°. At 500' turn LEFT track 100° intercept and track SY R-128 to KEVIN (D15 SY) then follow transition instructions.

TRANSITIONS

RADAR: At KEVIN (D15 SY) CONTINUE tracking SY R-128. EXPECT RADAR vectors to cleared route.

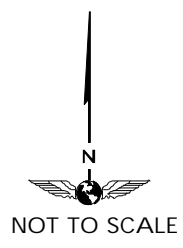
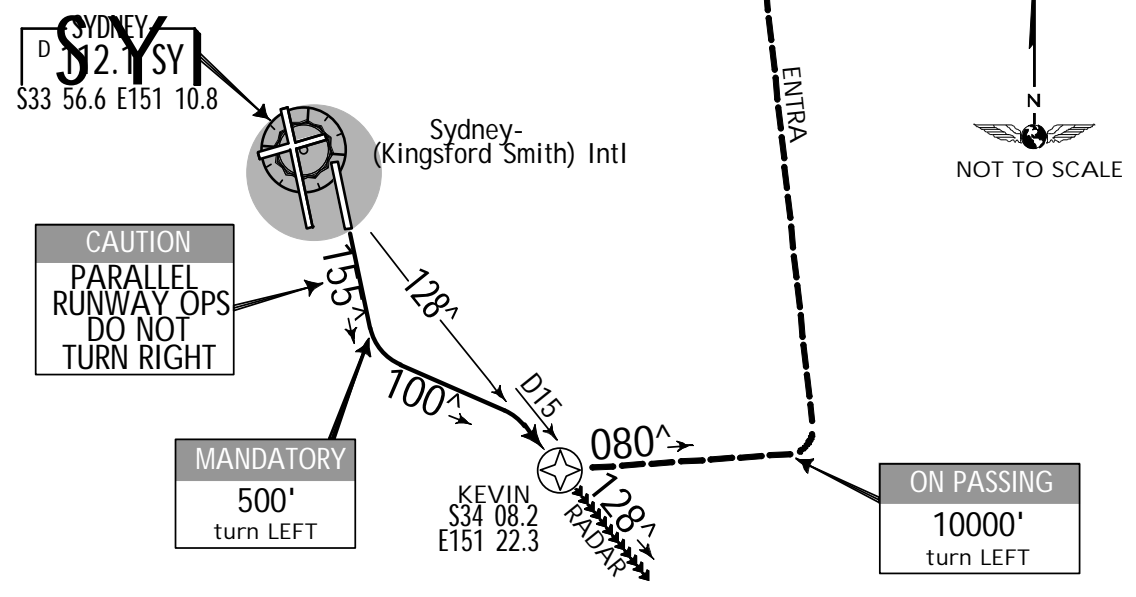
ENTRA: At KEVIN (D15 SY) turn LEFT track 080°. On passing 10000' turn LEFT track direct to ENTRA, thence as cleared.
 See SPECIAL REQUIREMENTS .A

GPS permitted in lieu of DME
 Reference waypoint SY VOR



A SPECIAL REQUIREMENT
 FOR ACFT CLEARED VIA ENTRA-BANDA:
 REACH FL 180 by 47 DME SY
 REACH FL 220 by 60 DME SY
 REACH FL 270 by 90 DME SY
 IF UNABLE TO COMPLY ADVISE ATC.

ENTRA A
 D47 WLM
 S33 35.0 E151 41.8



SYDNEY Clearance 133.8
 Ground 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

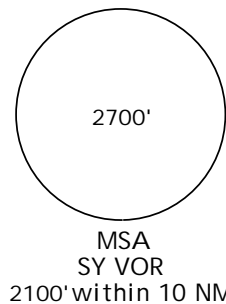
RUNWAY 34R

MARUB THREE DEPARTURE

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient 3.3%
 (4.7% to 10000').

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.7% V/V (fpm)	357	476	714	952	1190	1428



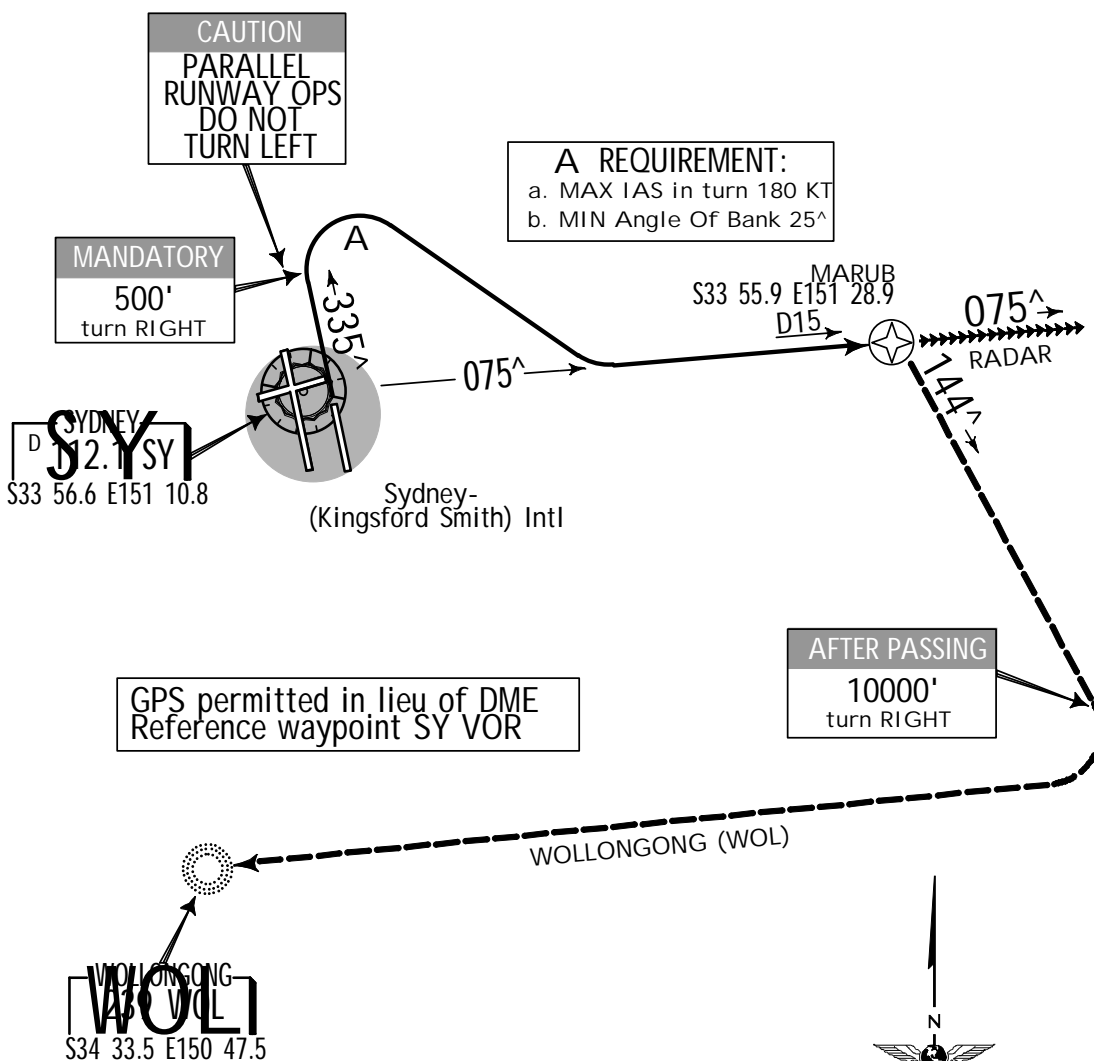
DEPARTURE

CAUTION: Parallel runway operations - DO NOT TURN LEFT.
 Track 335°. At 500' turn RIGHT A intercept and track SY R-075 to MARUB.
 Then follow transition instructions.

TRANSITIONS

RADAR: At MARUB (D15 SY) continue tracking SY R-075. EXPECT RADAR vectors to cleared route.

WOLLONGONG (WOL): At MARUB (D15 SY) turn RIGHT track 144°. After passing 10000' turn RIGHT track to WOL NDB, thence as cleared.



SYDNEY, NSW, AUSTRALIA

SYDNEY Clearance 133.8
 Ground 126.5 when Clearance inop.
 Departure (R) North & East 123.0
 South, West & Northwest 129.7

YSSY -(KINGSFORD SMITH) INTL

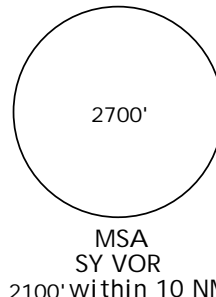
TRANS LEVEL: FL 110
 TRANS ALT: 10000'

JETS ONLY

RUNWAY 34L

RICHMOND (RIC) TWO DEPARTURE

SPEED: MAX IAS 250 KT BELOW 10000'



Minimum required climb gradient 3.3% (5.6% to 2500').

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
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.

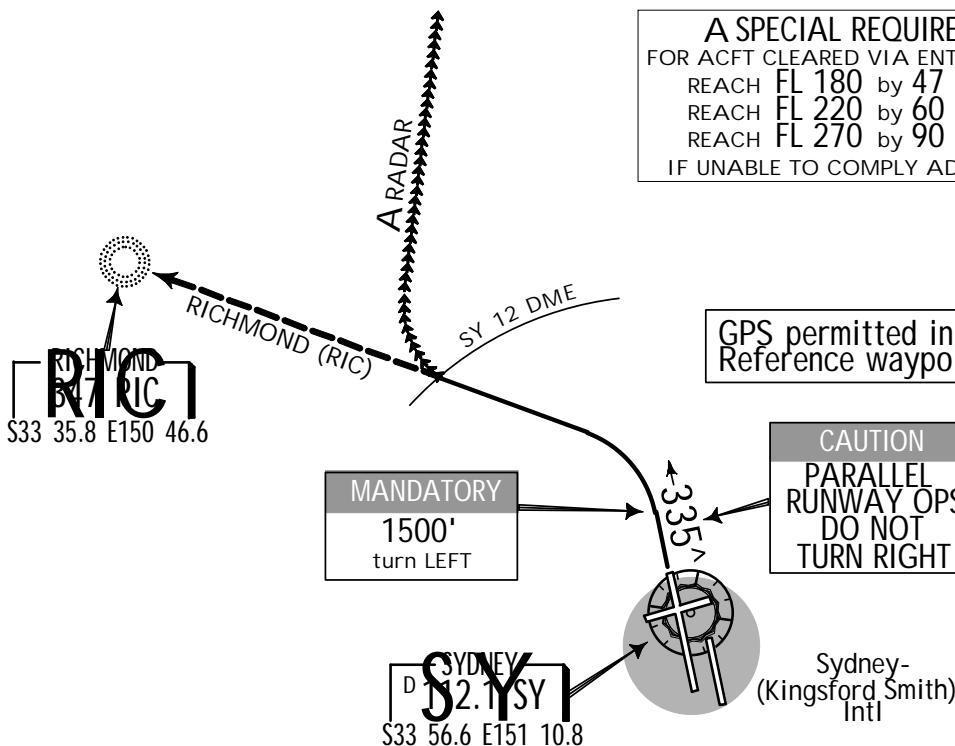
TRANSITION

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, thence as cleared.

A SPECIAL REQUIREMENT
 FOR ACFT CLEARED VIA ENTRA-BANDA:
 REACH FL 180 by 47 DME SY
 REACH FL 220 by 60 DME SY
 REACH FL 270 by 90 DME SY
 IF UNABLE TO COMPLY ADVISE ATC.

GPS permitted in lieu of DME
 Reference waypoint SY VOR



NOISE ABATEMENT PROCEDURESSUMMER (Oct-Mar): Local Time minus **11 HOURS** = UTCWINTER: 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 V2+10KT to V2+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

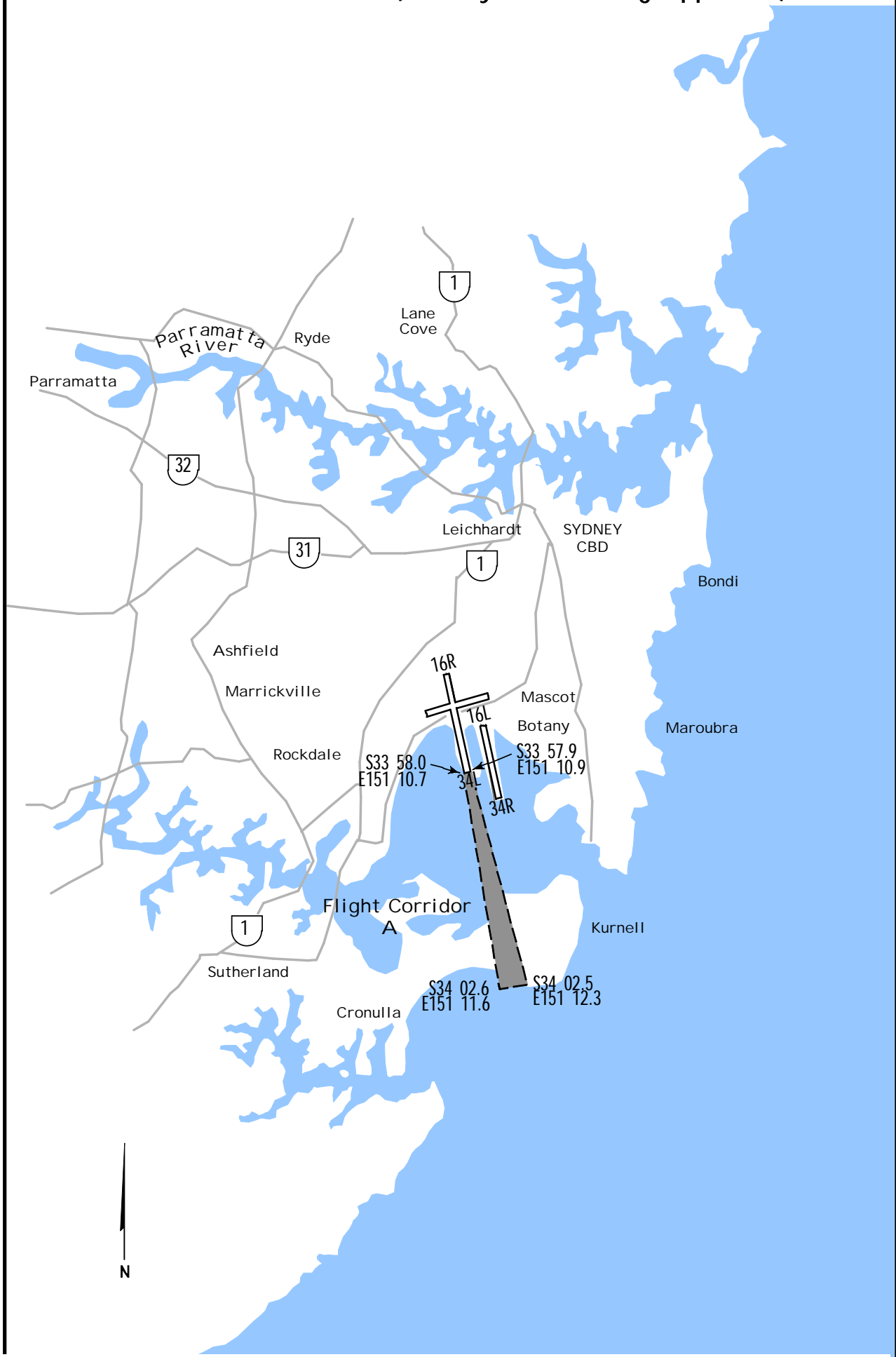
Arriving and departing jet aircraft must fly within, and not deviate from, the appropriate designated flight corridor for the runway, except when instructed or approved otherwise by ATC for safety reasons. During curfew hours, this requirement applies to ALL aircraft.

c. Designated Flight Corridors

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

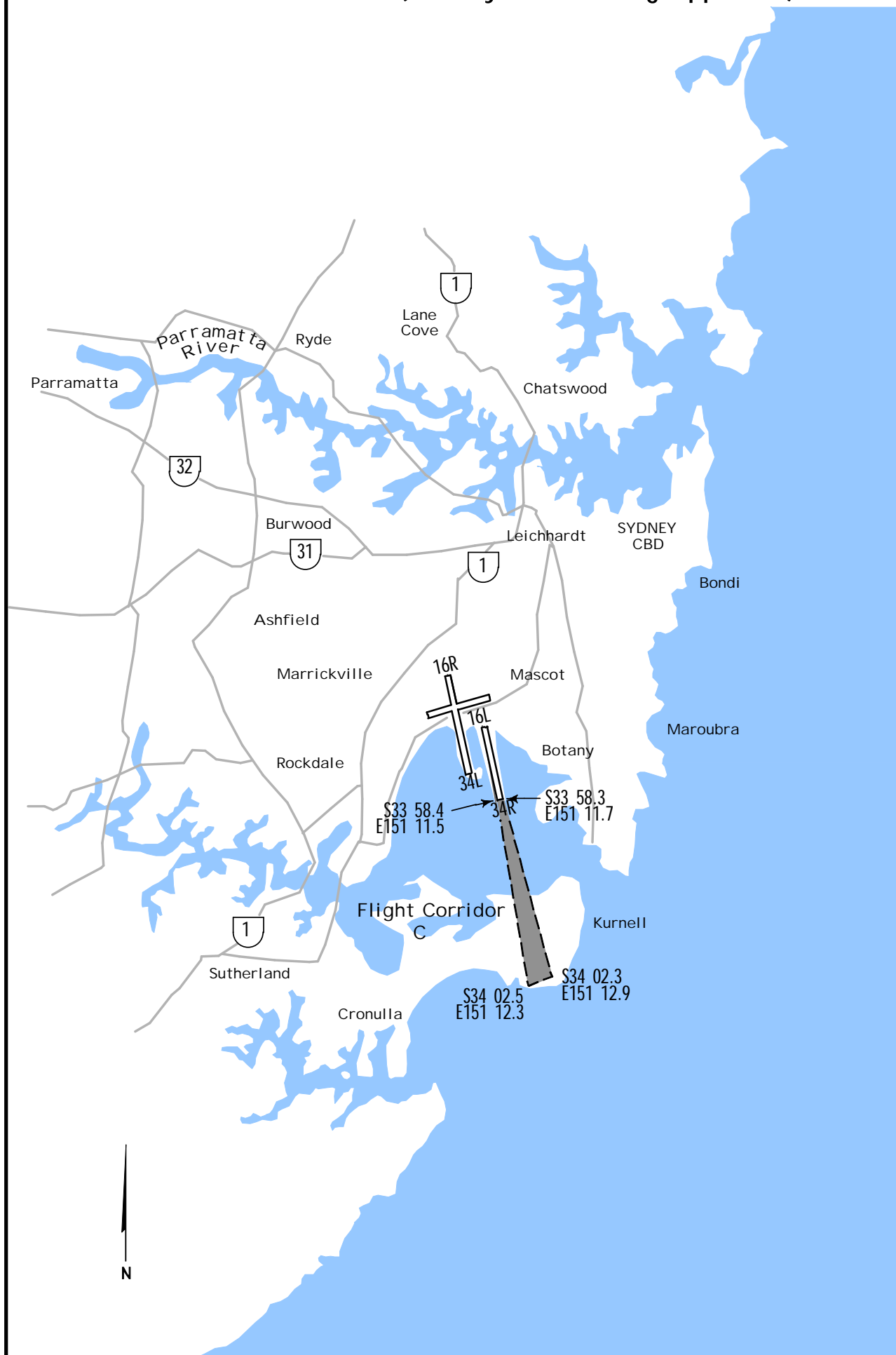
NOISE ABATEMENT PROCEDURES

FLIGHT CORRIDOR A (Runway 34L-landing approach)



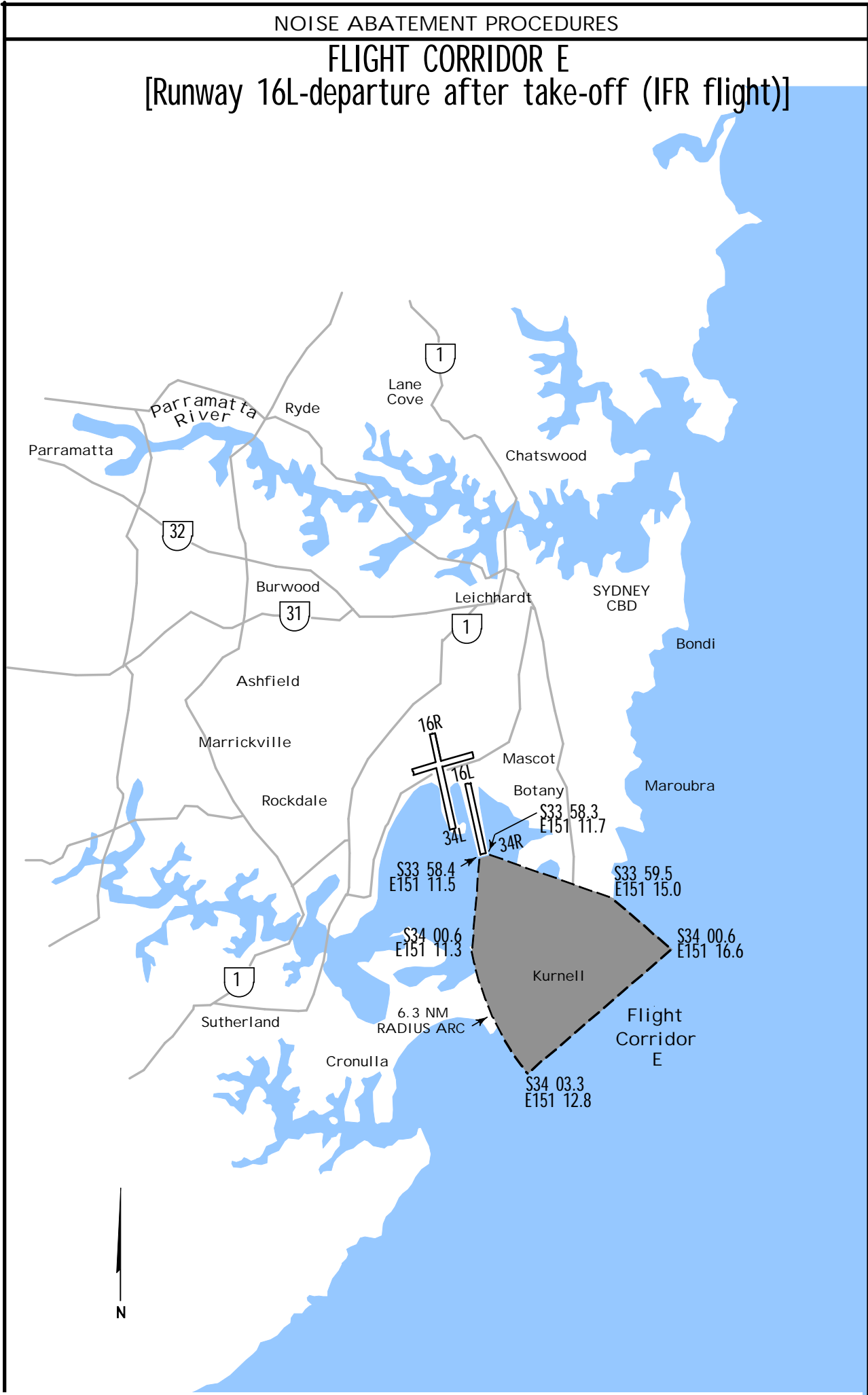
NOISE ABATEMENT PROCEDURES

FLIGHT CORRIDOR C (Runway 34R-landing approach)



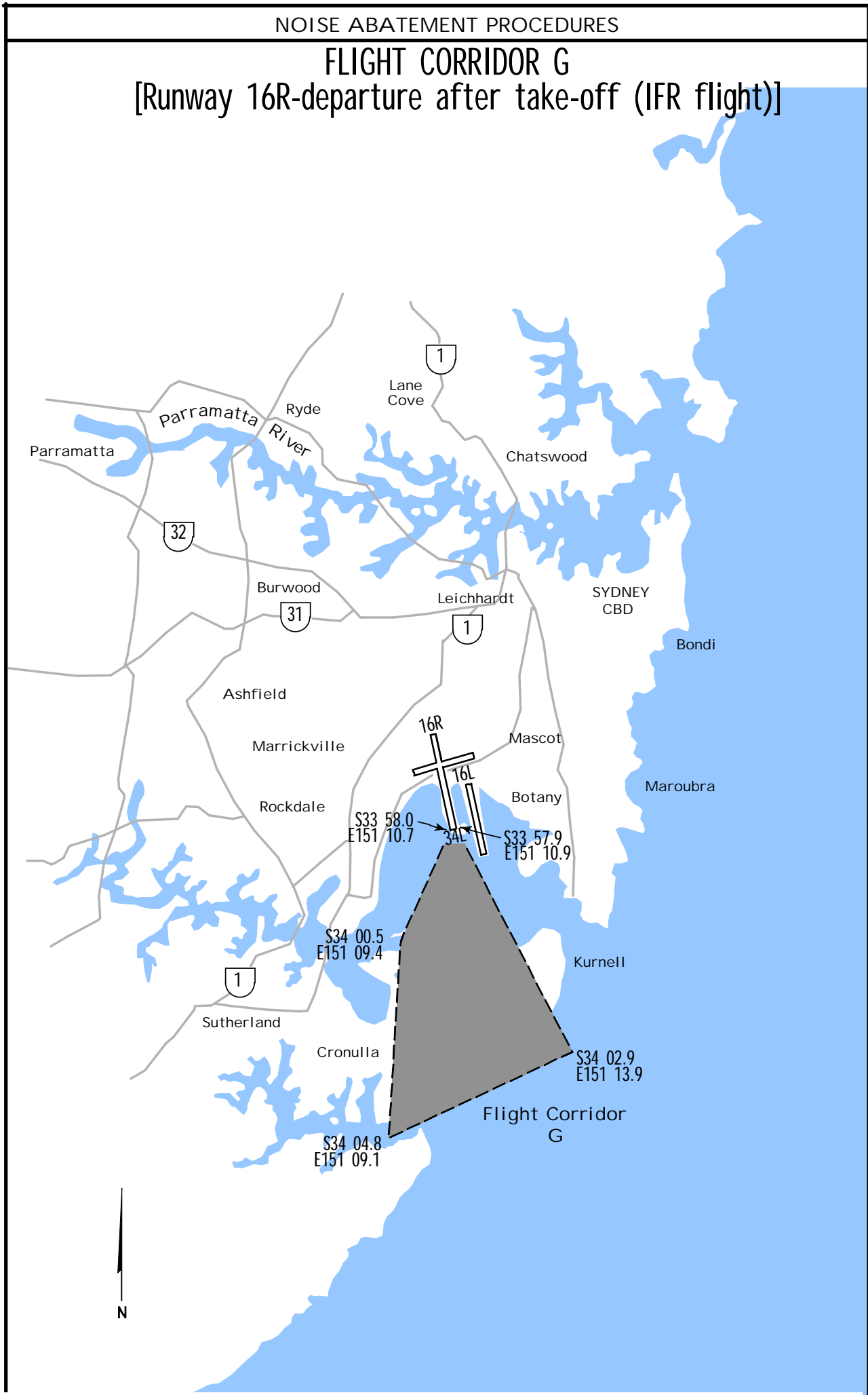
NOISE ABATEMENT PROCEDURES

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)

Arrival Runway	Route
16R/34L, 16L/34R**	Via B, B2

Taxiway C (Bays 11-13)

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) 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)			
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 41, 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

SYDNEY Clearance		SYDNEY Ground		Ground	
2.1	118.55	126.25	428	133.8	121.7
Rwy 16R/34L and 07/25		Rwy 16L/34R		West of Rwy 16R/34L	
120.5		124.7		126.5	
Rte North & East		Rte South West, Northwest		Rte South West, Northwest	
123.0		129.7		118.4	
SYDNEY Departure (R)		SYDNEY Departure (R)		SYDNEY Departure (R)	
129.7		129.7		118.4	
Rte South West, Northwest		Rte South West, Northwest		Rte South West, Northwest	
129.7		129.7		118.4	
outside 15 NM Sydney		outside 15 NM Sydney		outside 15 NM Sydney	

GROUND CONTROL
Unless directed otherwise by ATC, the following taxiway routes apply:
Twy B - Northbound
Twy C - Southbound
Twy B10 - Eastbound between Twy C and Rwy 16L/34R
Twy L - Westbound between Rwy 16L/34R and Twy B

INTERNATIONAL
1 INTL NORTHERN APRON
2 INTL EASTERN APRON
3 INTL SOUTHERN APRON
4 INTL WESTERN APRON
5 FOR PARKING POSITIONS SEE 10-9B

DOMESTIC
1 DOM 1
2 DOM 2
3 DOM 3
4 DOM 4
5 DOM 5
6 DOM 6
7 DOM 7
8 DOM 8
9 DOM 9
10 DOM 10
11 DOM 11
12 DOM 12
13 DOM 13
14 DOM 14
15 DOM 15
16 DOM 16
17 DOM 17
18 DOM 18
19 DOM 19
20 DOM 20
21 DOM 21
22 DOM 22
23 DOM 23
24 DOM 24
25 DOM 25
26 DOM 26
27 DOM 27
28 DOM 28
29 DOM 29
30 DOM 30
31 DOM 31
32 DOM 32
33 DOM 33
34 DOM 34
35 DOM 35
36 DOM 36
37 DOM 37
38 DOM 38
39 DOM 39
40 DOM 40
41 DOM 41
42 DOM 42
43 DOM 43
44 DOM 44
45 DOM 45
46 DOM 46
47 DOM 47
48 DOM 48
49 DOM 49
50 DOM 50
51 DOM 51
52 DOM 52
53 DOM 53
54 DOM 54
55 DOM 55
56 DOM 56
57 DOM 57
58 DOM 58
59 DOM 59
60 DOM 60
61 DOM 61
62 DOM 62
63 DOM 63
64 DOM 64
65 DOM 65
66 DOM 66
67 DOM 67
68 DOM 68
69 DOM 69
70 DOM 70
71 DOM 71
72 DOM 72
73 DOM 73
74 DOM 74
75 DOM 75
76 DOM 76
77 DOM 77
78 DOM 78
79 DOM 79
80 DOM 80
81 DOM 81
82 DOM 82
83 DOM 83
84 DOM 84
85 DOM 85
86 DOM 86
87 DOM 87
88 DOM 88
89 DOM 89
90 DOM 90
91 DOM 91
92 DOM 92
93 DOM 93
94 DOM 94
95 DOM 95
96 DOM 96
97 DOM 97
98 DOM 98
99 DOM 99
100 DOM 100

Rwy 16R - heading South right turn onto Twy A2 not available.
Intersection departures Rwy 16R/34L from Twy B3, Twy B4 and Twy B10 restricted to 118' (36m) Maximum wingspan. Compass anomaly for turboprop aircraft on intersection departure Rwy 16R at Twy F East, Twy B3 and Twy G East.

When aircraft are exiting Rwy 34L on Twy A2 aircraft northbound on Twy A must hold short of Twy A2 at intermediate holding position marking and aircraft southbound on Twy A must hold short of Twy J or North of Rwy 07/25.

Twy A - heading North right turn onto Twy A2, A3, A4 and A5 not available.
Twy A2, A3, A4, A5 - left turn onto Twy A not available.
Twy A2 - left turn onto Rwy 16R/34L not available.
Twy A2 - no entry from Twy A or Twy J.

Aircraft turning onto Twy G2 use minimum power.
Twy G2 use into minimum power.

CAUTION Rwy INCLUSION HOT SPOT

CAUTION Rwy INCLUSION HOT SPOT

CAUTION Rwy INCLUSION HOT SPOT

CAUTION Rwy INCLUSION HOT SPOT

CAUTION Rwy INCLUSION HOT SPOT

CAUTION Rwy INCLUSION HOT SPOT

Remain on lower frequency until West of Twy S then contact ground. Do not proceed beyond the Taxi-Holding Position Sign without specific ATC clearance.

Twy B - heading South - right turn onto Twy B2 not available.
Twy B1 - West end - left turn onto Twy B2 not available.
Twy B2 - West end - right turn onto Twy B1 not available.
Twy B2 - heading East - left turn onto Twys B and C not available.
Twy C - heading South - right turn onto Twy B2 not available.
Twy B4 - heading North - left turn onto Twy C restricted to max 118' (36m) wingspan.
Twy B5 and Twy B6 not available to aircraft above 48,502 lbs (22,000 kg) MTOW. Max tire pressure 203 PSI (1400 KPa).
Twy B5 - right turn onto Twy B6 not available.
Twy B5 - left turn onto Rwy 16R/34L not available.
Twy B6 - left turn onto Twy B5 not available.
Twy C between Twy F and Twy B4 restricted to 98.2' (60.4m) max wingspan.
Twy C between Twy B2 and Twy F is restricted to aircraft with max 148' (45m) wingspan when an aircraft with a wingspan greater than 213' (65m) is operating on Twy B between Twy B2 and Twy F.
Twy C - heading North - right turn onto Twy B4 restricted to max 118' (36m) wingspan.
Twy C between Twy F and Twy B4 speed restriction max 20 kts applies to all aircraft above 171' (52m) wingspan.
Twy C2 - restricted to max 118' (36m) wingspan.

Twy G - left turn onto Twy B4 restricted to max 118' (36m) wingspan.
Twy G - right turn onto Twy DOM2 restricted to max 118' (36m) wingspan.
Twy B4 - right turn onto Twy G restricted to max 118' (36m) wingspan.
Twy DOM2 - left turn onto Twy G restricted to max 118' (36m) wingspan.
Twy DOM2 - heading North - right turn onto Twy B4 not available.
Twy DOM2 North of Twy B4 restricted to max 118' (36m) wingspan except A330-200 aircraft operating to and from Bay 39.
Twy DOM3 restricted to max 118' (36m) wingspan except A330-200 aircraft operating to and from Bay 40.

Twy B - turning into Twy B9 not available.
Twy B7 - left turn onto Twy K not available.
Twy B7 - right turn onto Twy B8 not available.
Twy B7 - turning onto Twy B9 not available.
Twy B8 - turning into Twy B7 and Twy B9 not available.
Twy B9 - turning into Twy B7 and Twy B9 not available.

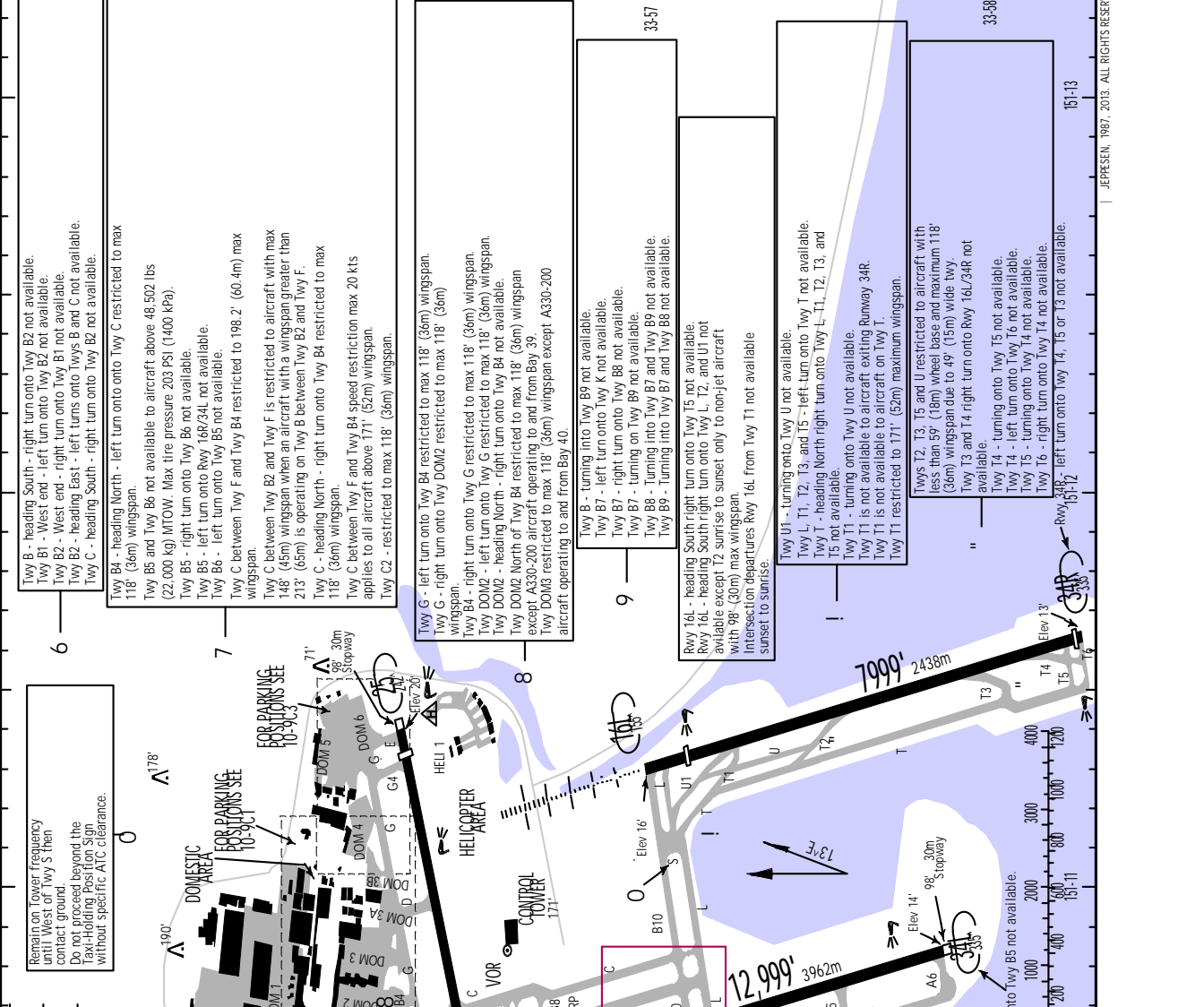
Rwy 16L - heading South right turn onto Twy T5 not available.
Rwy 16L - heading South right turn onto Twy L, T2, and U1 not available except T2 sunrise to sunset only to non-jet aircraft with 98' (30m) max wingspan.
Intersection departures Rwy 16L from Twy T1 not available sunset to sunrise.

Twy U1 - turning onto Twy U not available.
Twy L, T1, T2, T3, and T5 - left turn onto Twy T not available.
Twy T - heading North right turn onto Twy L, T1, T2, T3, and T5 not available.
Twy T1 - turning onto Twy U not available.
Twy T1 is not available to aircraft exiting Runway 34R.
Twy T1 is not available to aircraft on Twy T.
Twy T1 restricted to 171' (52m) maximum wingspan.

Twy T2, T3, T5 and U restricted to aircraft with less than 59' (18m) wheel base and maximum 118' (36m) wingspan due to 49' (15m) wide Twy.
Twy T3 and T4 right turn onto Rwy 16L/34R not available.
Twy T4 - turning onto Twy T5 not available.
Twy T4 - left turn onto Twy T6 not available.
Twy T5 - turning onto Twy T4 not available.
Twy T6 - right turn onto Twy T4 not available.
Rwy 34R - left turn onto Twy 4, T5 or T3 not available.

Twy 4, T5 or T3 not available.

Twy 4, T5 or T3 not available.



GENERAL

CAUTION: Birds in vicinity of airport.
 CAUTION required during turns as normal clearance to pavement edge may not be available.
 Circling approach to Rwy 16L/34R at night is not permitted.
 Taxiway intersection markings are not provided at all taxiway intersections. Where provided, taxiway intersection markings are not lit.
 Aircraft under tow, when crossing a runway in use, have equal priority to other aircraft.
 All aircraft must provide their parked position/gate number to ATC on acknowledgement of airways clearance.
 Jet aircraft under power not permitted to make 180° turns on taxiways and aprons.
 One engine only permitted to start prior to push back (rear mounted engines, not permitted to start on aprons) until aircraft is located at tow bar disconnect point. Aircraft to use minimum power whilst entering and exiting aprons.
 Pilots of four engine aircraft are to exercise caution when applying power on outboard engines while taxiing.
 Access to corporate aviation apron restricted to 48,502 lbs (22,000 kg) MTOW/98' (30m) maximum wingspan and below. Aircraft in excess of this are to contact Aerodrome operations prior to arrival for parking arrangements. Maximum 112' (34m) wingspan available to Bay 96 only.
 GBAS (Ground Based Augmentation System) in test mode only.

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS			WIDTH
				LANDING BEYOND		TAKE-OFF	
				Threshold	Glide Slope		
07	1 HIRL 1 REIL 1 PAPI (angle 3.0°, MEHT 64') grooved	RVR		7240' 2207m		148' 45m	
25	1 HIRL 1 PAPI (angle 3.0°, MEHT 64')	RVR	7969' 2429m	7097' 2163m			

1 Standby power available.

16R	2 HIRL 2 CL 2 HIALS 2 3 PAPI grooved	RVR	12,720' 3877m	11,765' 3586m		148' 45m
34L	2 HIRL CL 2 PAPI (angle 3.0°, MEHT 64')	RVR		12,034' 3668m		

2 Standby power available.

3 (angle 3.0°, MEHT 64')

16L	4 HIRL 4 HIALS 4 PAPI (angle 3.0°, MEHT 53') grooved	RVR	7241' 2207m	6217' 1895m		148' 45m
34R	4 HIRL 4 REIL 4 PAPI (angle 3.0°, MEHT 53')	RVR	7874' 2400m	6851' 2088m		

4 Standby power available.

1 TAKE-OFF

All Rwys

STANDARD

With RL & either CL or RCLM

Other

1 Eng	300' - 2.0 km	
2, 3 & 4 Eng	Single pilot acft without auto-feathering. Acft not above 5700 kg & not capable of Engine out climb gradient of 1.9%. 300' - 2.0 km	
2, 3 & 4 Eng	550m	800m

1 For CASA Approved Operators, all rwys are capable of supporting take-offs with not less than RVR/RV 350m.

FOR FILING AS ALTERNATE

2 Special

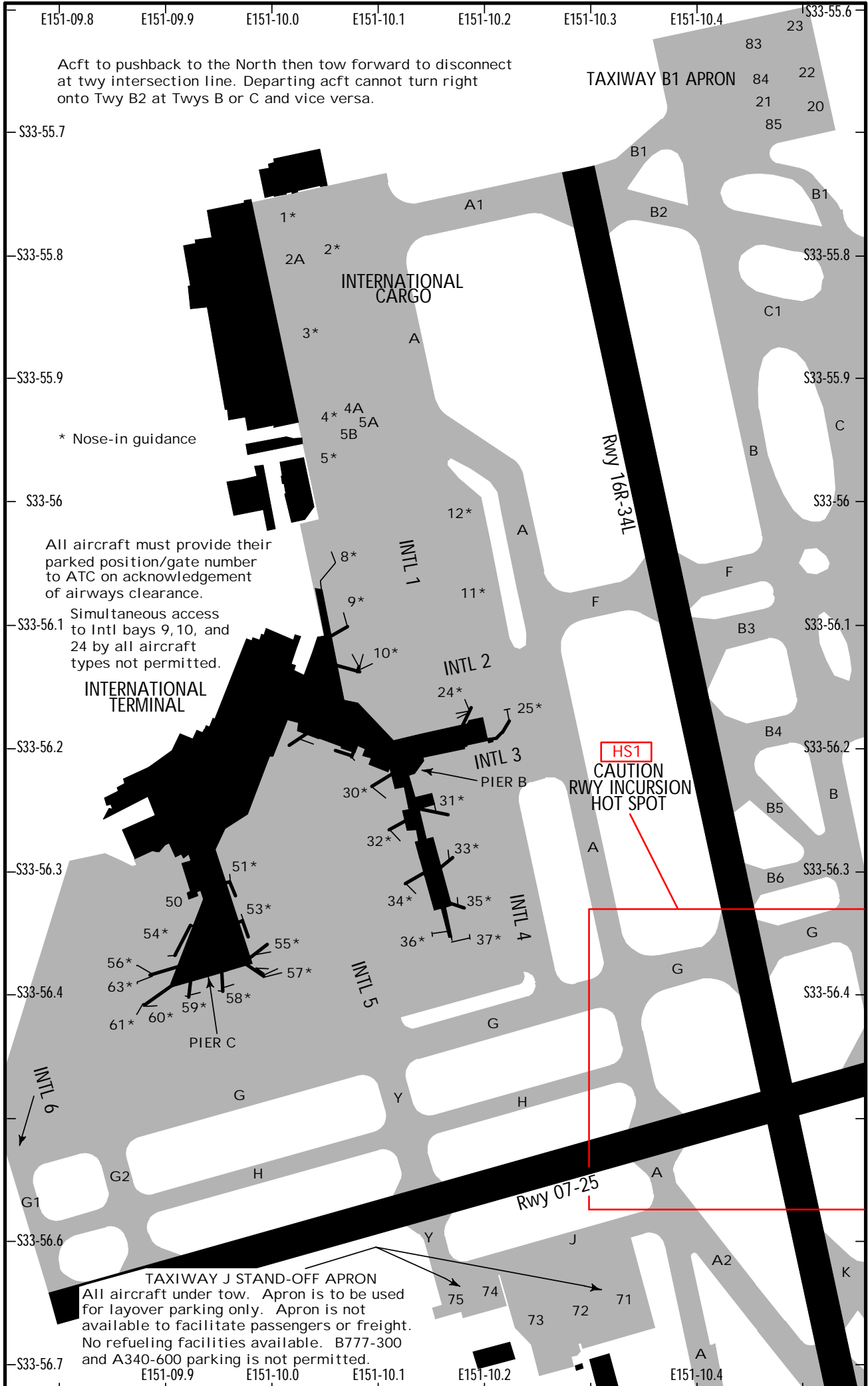
GLS Rwy 07
GLS Rwy 16L
GLS Rwy 16R

GLS Rwy 25
GLS Rwy 34L
GLS Rwy 34R

Other

A	700' -2.5 km	1479' -7.0 km	1189' -4.4 km
B			1479' -6.0 km
C			1479' -7.0 km
D			1479' -7.0 km

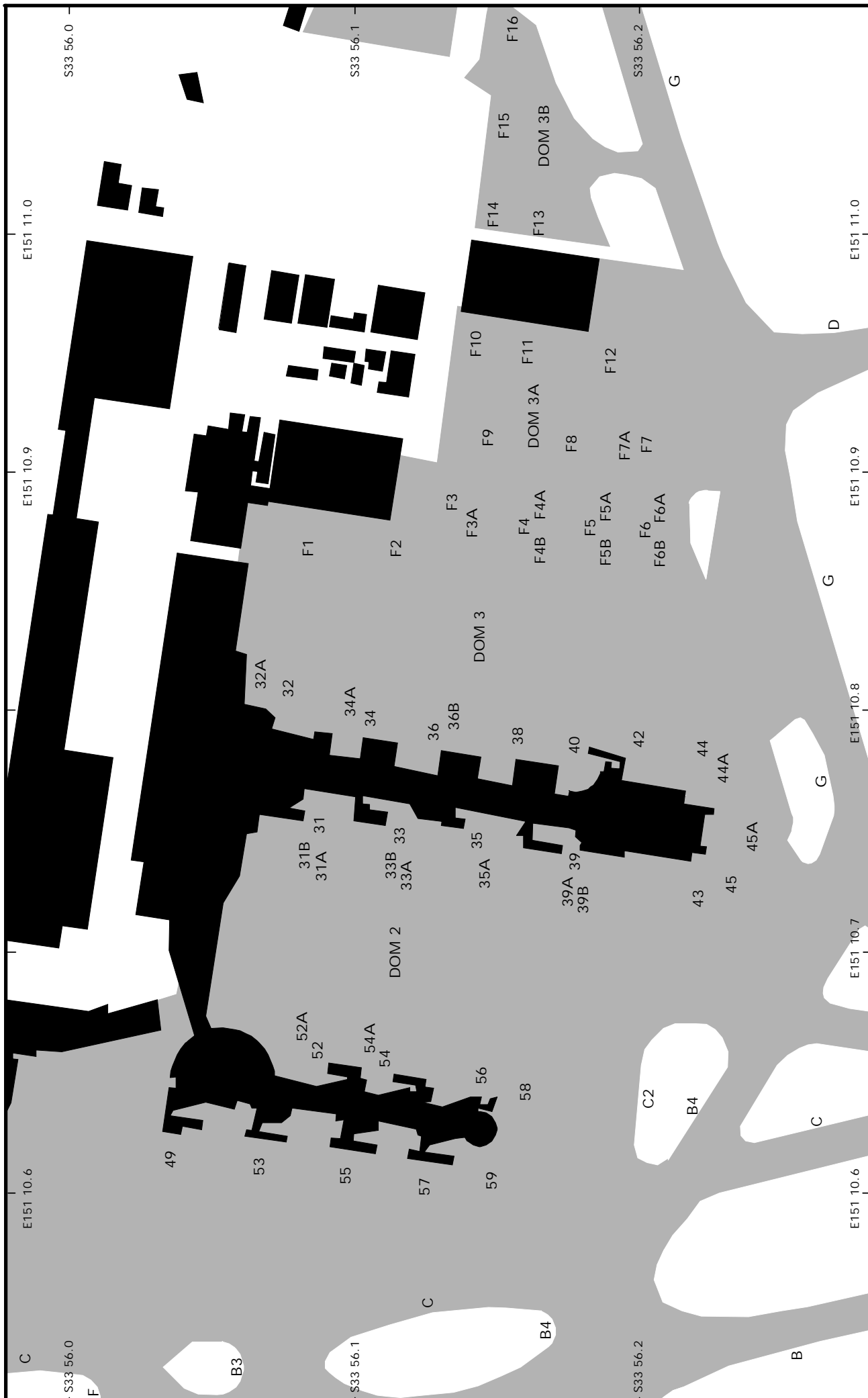
2 Not applicable to all LOC/DME & VOR/DME procedures except LOC/DME Rwy 34L and VOR Rwy 34L



INTERNATIONAL APRON PARKING BAY INFORMATION

BAY No.	COORDINATES	ELEV (ft)	CAPACITY	NOSE-IN GUIDANCE
1	S33 55.8 E151 10.0	10	B747-400	APIS
2	S33 55.8 E151 10.0	11	B747-400	APIS
2A	S33 55.8 E151 10.0	11	AN-124	MARSHALLED
3	S33 55.9 E151 10.0	11	B747-400	APIS
4	S33 55.9 E151 10.1	11	B747-400	SAFEGATE DGS
4A	S33 55.9 E151 10.1	11	A388	MARSHALLED
5	S33 55.9 E151 10.1	11	AN-124	SAFEGATE DGS
5A	S33 55.9 E151 10.1	11	A388	SAFEGATE DGS
5B	S33 55.9 E151 10.1	11	B737/A320	MARSHALLED
8	S33 56.1 E151 10.1	11	B747-400	APIS
9	S33 56.1 E151 10.1	11	A388	SAFEGATE DGS
10	S33 56.2 E151 10.1	11	A388	SAFEGATE DGS
11	S33 56.1 E151 10.2	11	B763	APIS
12	S33 56.0 E151 10.2	11	B737/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	B747-400	SAFEGATE DGS
30	S33 56.2 E151 10.1	11	B747-300	APIS
31	S33 56.2 E151 10.1	10	B747-400	SAFEGATE DGS
32	S33 56.3 E151 10.1	11	B747-400	APIS
33	S33 56.3 E151 10.2	10	B747-400	SAFEGATE DGS
34	S33 56.3 E151 10.1	11	B747-400	APIS
35	S33 56.3 E151 10.2	11	B747-400	APIS
36	S33 56.4 E151 10.1	11	B747-400	SAFEGATE DGS
37	S33 56.3 E151 10.2	11	B747-400	SAFEGATE DGS
50	S33 56.3 E151 09.9	11	B737-800	MARSHALLED
51	S33 56.3 E151 09.9	11	B747-400	APIS
53	S33 56.3 E151 10.0	11	B747-400	APIS
54	S33 56.3 E151 09.9	11	B747-400	SAFEGATE DGS
55	S33 56.4 E151 10.0	11	B737-800	SAFEGATE DGS
56	S33 56.4 E151 09.9	11	B747-400	APIS
57	S33 56.4 E151 10.0	11	A388	SAFEGATE DGS
58	S33 56.4 E151 10.0	11	B747-400	SAFEGATE DGS
59, 60	S33 56.4 E151 09.9	11	B747-400	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	B747-400	MARSHALLED
72	S33 56.7 E151 10.3	16	A388	MARSHALLED
73	S33 56.7 E151 10.2	16	B747-400	MARSHALLED
74, 75	S33 56.7 E151 10.2	16	B747-400	MARSHALLED
83	S33 55.6 E151 10.5	7	B747-400	MARSHALLED
84, 85	S33 55.7 E151 10.5	7	B747-400	MARSHALLED

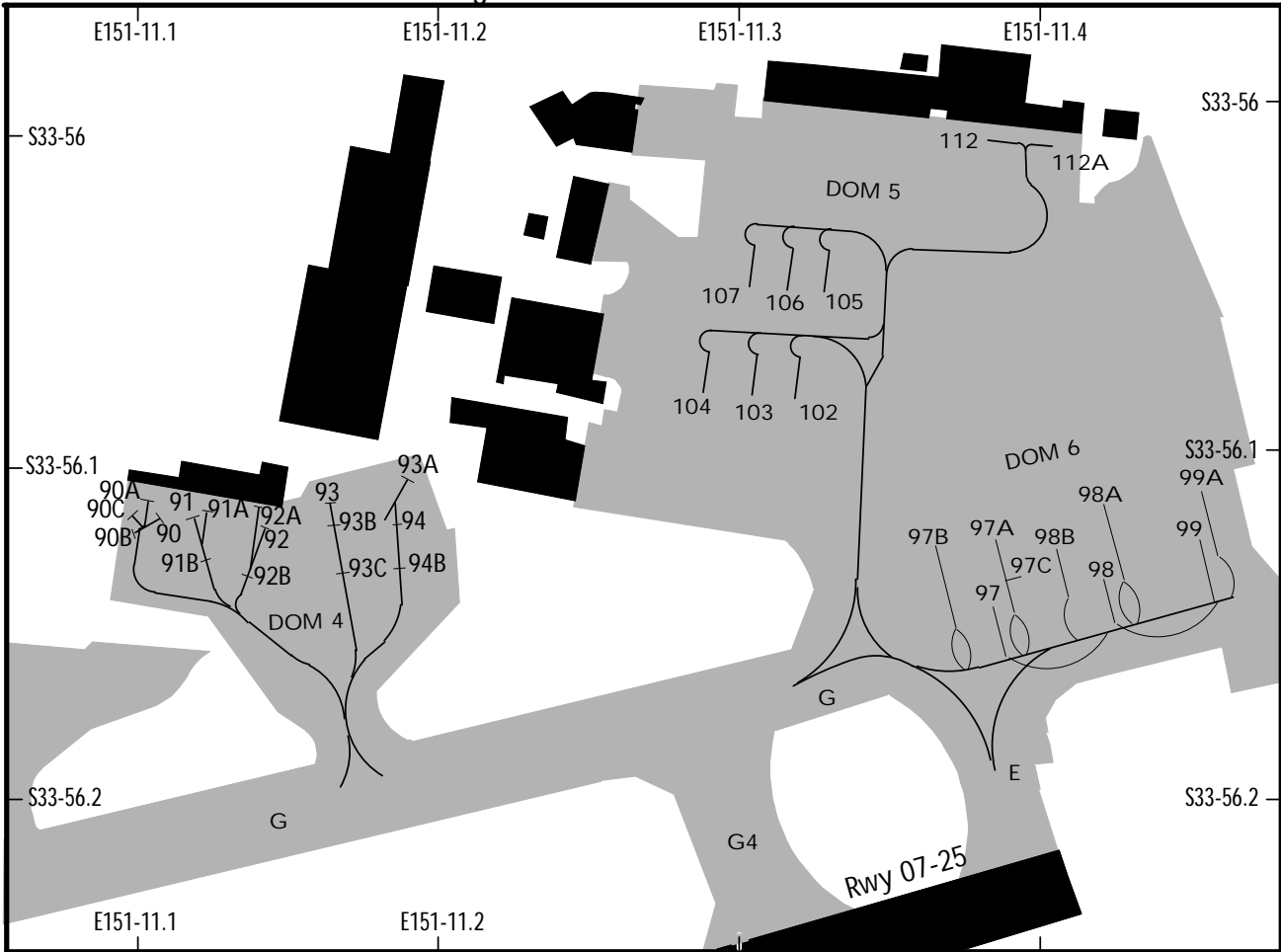
NOTE: Magnetic anomalies evident near apron structure.



DOMESTIC APRON PARKING BAY INFORMATION

BAY No.	COORDINATES	ELEV(ft)	CAPACITY	NOSE IN GUIDANCE
ACCESS FROM TWY C				
49	S33 56.0 E151 10.6	7	B767-300	CENTERLINE + SIDEMARKER
53	S33 56.1 E151 10.6	7	B767-300	APIS
55	S33 56.1 E151 10.6	8	B767-300	APIS
57	S33 56.1 E151 10.6	8	B737-700	SAFEGATE DGS
59	S33 56.2 E151 10.6	7	A-320	MARSHALLED
ACCESS FROM TAXILANE DOM2				
31	S33 56.1 E151 10.8	6	B737-800	SAFEGATE DGS
33	S33 56.1 E151 10.8	6	B737-800	APIS
35	S33 56.1 E151 10.8	6	B737-800	SAFEGATE DGS
39	S33 56.2 E151 10.8	6	A330-200	SAFEGATE DGS
43	S33 56.2 E151 10.7	7	B737-800	MARSHALLED
45	S33 56.2 E151 10.8	7	A330-200	SAFEGATE DGS
45A	S33 56.2 E151 10.8	7	B737-800	SAFEGATE DGS
52	S33 56.1 E151 10.7	7	B737-800	APIS
54	S33 56.1 E151 10.7	7	B737-800	SAFEGATE DGS
56	S33 56.1 E151 10.7	7	B737-800	SAFEGATE DGS
58	S33 56.2 E151 10.7	7	B737-800	MARSHALLED
ACCESS FROM TAXILANE DOM3				
32	S33 56.1 E151 10.8	8	B737-800	SAFEGATE DGS
34	S33 56.1 E151 10.8	8	A-320	SAFEGATE DGS
36	S33 56.1 E151 10.8	7	A-320	SAFEGATE DGS
38	S33 56.2 E151 10.8	7	A-320	SAFEGATE DGS
40	S33 56.2 E151 10.8	7	A330-200	SAFEGATE DGS
32A	S33 56.1 E151 10.8	8	SAAB 340	MARSHALLED
34A	S33 56.1 E151 10.8	8	SAAB 340	MARSHALLED
36B	S33 56.1 E151 10.8	7	ATR 72	MARSHALLED
42	S33 56.2 E151 10.8	8	A-320	SAFEGATE DGS
44	S33 56.2 E151 10.8	8	A330-200	SAFEGATE DGS
44A	S33 56.2 E151 10.8	8	A-320	MARSHALLED
F1, F2	S33 56.1 E151 10.9	11	DHC6	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	B737-800	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	B737-800	MARSHALLED
F6	S33 56.2 E151 10.9	10	B737-800	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, F14	S33 56.2 E151 11.0	14	DHC8-300	MARSHALLED
F15	S33 56.2 E151 11.0	14	DHC8-300	MARSHALLED
F16	S33 56.2 E151 11.1	14	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 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
ACCESS FROM TAXILANE DOM6				
97	S33 56.1 E151 11.4	16	B747-400	TOWED
97A	S33 56.1 E151 11.4	16	B737-800	MARSHALLED
97B	S33 56.1 E151 11.4	16	B737-800	MARSHALLED
97C	S33 56.1 E151 11.4	16	B767-2/300	MARSHALLED
98	S33 56.1 E151 11.4	17	B747-400	TOWED
98A	S33 56.1 E151 11.4	16	B737-800	MARSHALLED
98B	S33 56.1 E151 11.4	16	B737-800	TOWED
99	S33 56.1 E151 11.5	16	B747-400	TOWED
99A	S33 56.1 E151 11.5	17	B737-800	MARSHALLED
ACCESS FROM TAXILANE DOM5				
102 thru 104	S33 56.1 E151 11.3		18m wingspan	MARSHALLED
105 thru 107	S33 56.1 E151 11.3		18m wingspan	MARSHALLED
112, 112A	S33 56.0 E151 11.4		20m wingspan	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/B767 size may be processed to land on either of the parallel runways 16L/R or 34L/R.
- c. A330 type aircraft operating domestic legs may be processed to land on either of the parallel Rwy 16L/R or 34L/R.
- d. Aircraft landing Rwy 16R require approval to vacate to the left on Twys F, B3 & B4.
- e. Aircraft landing Rwy 16L/34R are to remain on Tower freq 124.7 until west of Twy S.
- f. Aircraft landing Rwy 34R and vacating Twy T2 are to taxi via Twy U and U1 unless otherwise advised.
- g. Aircraft landing Rwy 07/25 require approval to vacate on Twy C.
- h. 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:

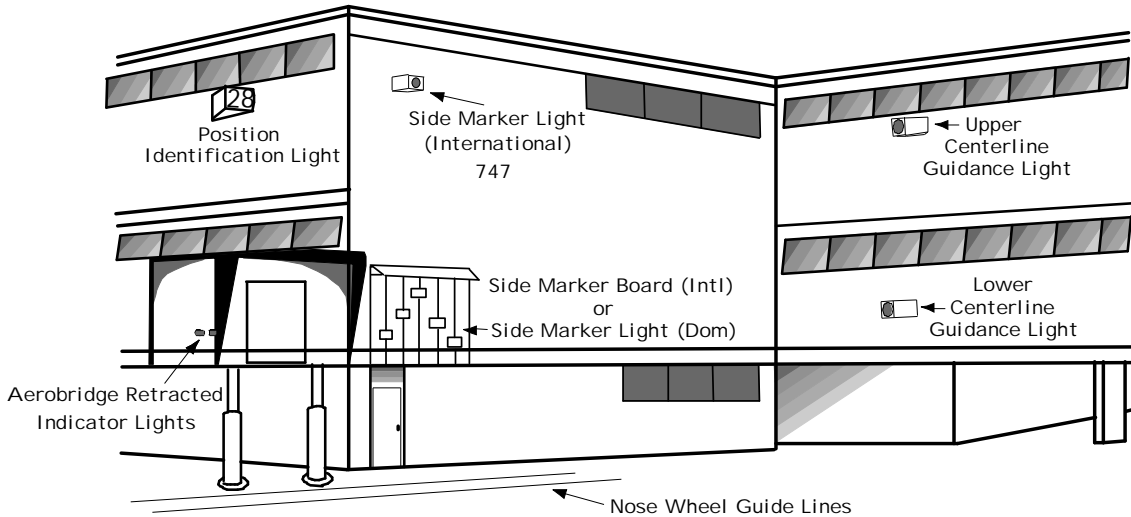
1. Aircraft which operationally require use of either Rwy 16L/34R or Rwy 07/25 must notify ATC at Clearance Delivery stage.
2. International departures including B767 aircraft and below may request or be offered a departure from Rwy 16L/34R at the Clearance Delivery stage.
3. Domestic Jet departures 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 three 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:

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

VISUAL DOCKING GUIDANCE SYSTEMS

The following is a brief description of the system:

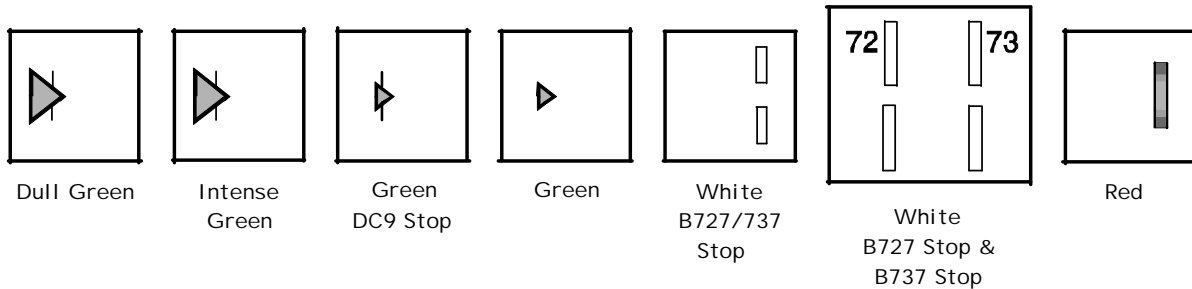
- a. The Position Identification Light indicates the number of the docking position and has white numerals on a black background outlined in green neon tubing at night.
- b. The Aerobridge Retracted Indicator consists of two lights. The green light indicates the Aerobridge is in the fully retracted position. The red light indicates that the Aerobridge is not fully retracted or that an element of the visual guidance docking system is unserviceable.
- c. 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

- d. 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.
- e. There are two Side Marker Light systems that indicate the stopping position.

Domestic (All Types)

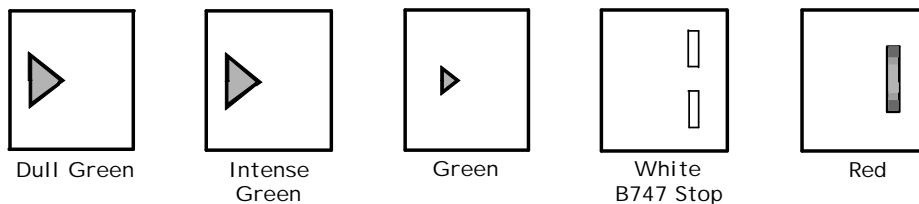
1. Approaching the position, a preliminary dull GREEN light will show through the arrow-shaped aperture which also exhibits a cross bar.
2. As the aircraft moves forward, the intensity of the green light increases until it becomes a bright arrow-head T shape which is the DC9 stopping point.
3. As the aircraft continues, the bar of the stop signal disappears and the arrow-head starts to reduce in size.
4. 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.
5. 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:

- a. International Terminal - Bays 20, 22, 23, 24, 25, 35, 36, 37, 51, 53, 54, 58 and 59.

VISUAL DOCKING GUIDANCE SYSTEMS

b. Domestic Terminal - Bays 49, 53, 55, 33, 35, 39, 52, 36, 38 and 40.

AIRCRAFT POSITIONING AND INFORMATION SYSTEM (APIS)

The second NIG system in use at Sydney Intl is installed on International Terminal bays 1, 2, 3, 4, 6, 8, 9, 10, 11, 12, 30, 32, 34, 55, 56, 57, 60, 61 and 63.

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.

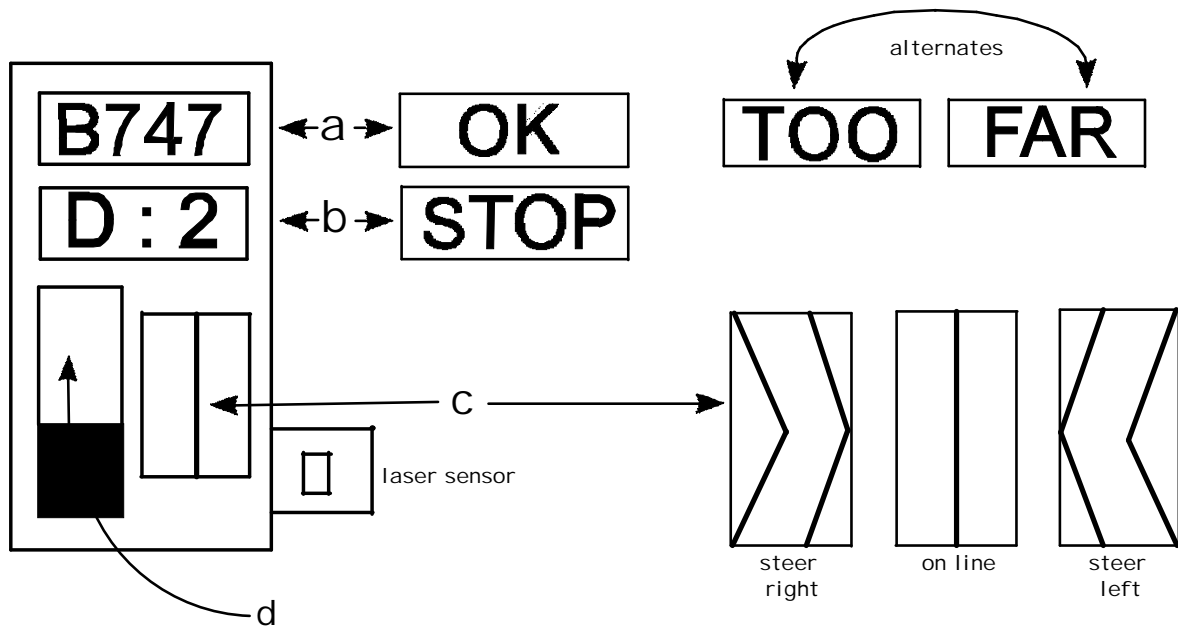
The following is the sequence of APIS operation from initial approach to STOP:

- a. Identify the correct aircraft parking bay position.
- b. Ensure that the aerobridge retraction light indicates green.
- c. Follow the taxi-in line and watch the centerline beacon.
- d. Check that the correct aircraft type is flashing and that the door number is shown (where applicable).
- e. About 20m before STOP, the aircraft type display goes steady and the door number disappears.
- f. 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.
- g. The full closing rate 'thermometer' indicates at least 13m to STOP.
- h. When the aircraft reaches 13m to STOP, the 'thermometer' bar lights begin to move from the bottom to the top.
- i. The deletion of each 'thermometer' bar indicates about one-half meter progression.
- j. When the STOP position is reached, all the closing rate 'thermometer' lights extinguish and the lower display indicates STOP. If the aircraft is correctly parked, the top display indicates OK.
- k. If the aircraft overshoots the limit for correct parking, the top display indicates TOO FAR (alternating TOO then FAR).
- l. 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.

VISUAL DOCKING GUIDANCE SYSTEMS

APIS Diagram



- a. Display: ACFT type, OK or TOO/FAR.
- b. Display: Door Number or STOP.
- c. Centerline Beacon: Steering guidance.
- d. '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.

VISUAL DOCKING GUIDANCE SYSTEMS

SAFEGATE DOCKING GUIDANCE SYSTEM (SAFEGATE DGS)

The third NIG system in use at Sydney Intl is the Safegate Docking Guidance System, which is installed on Bays 31 and 33 of the International Terminal, and Sydney Domestic Terminal (Bays 31, 32 and 34). Its operation is based on laser scanning of the incoming aircraft. The complete system consists of the following three elements:

1. Position Identification Unit (Bay Marker);
2. Aerobridge Retracted Indicator Light; and
3. 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 the 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 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

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.

VISUAL DOCKING GUIDANCE SYSTEMS

- 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 metres 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.

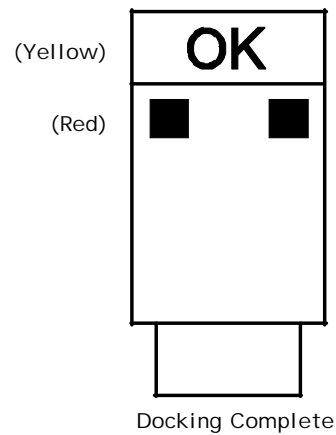
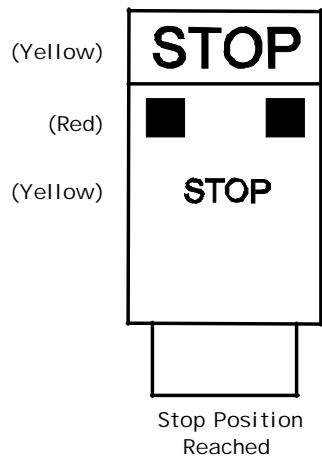
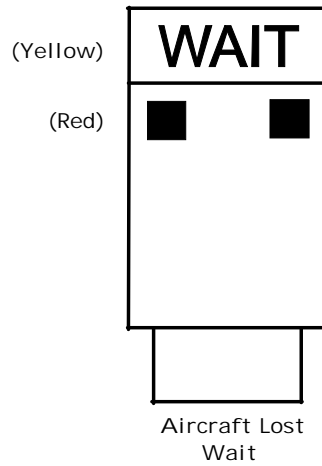
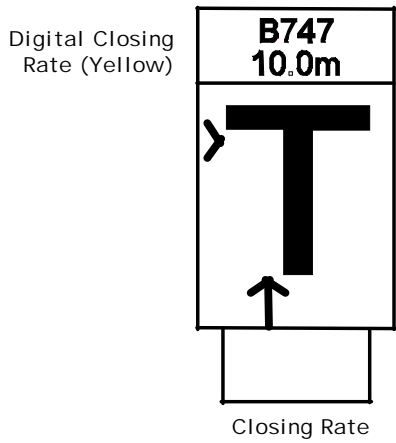
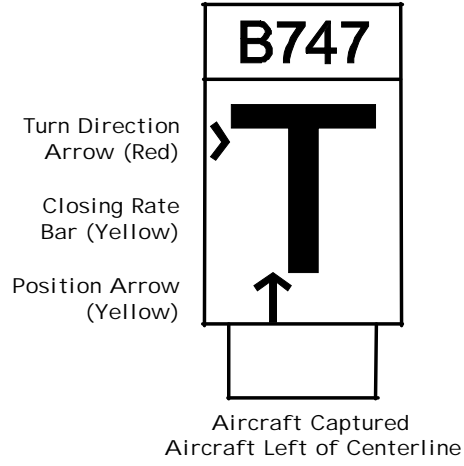
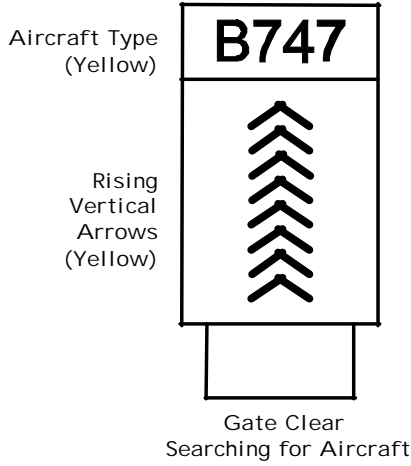
- n. During heavy rain or fog, the visibility for the docking system might be reduced. When the system is activated and in capture mode, the display will deactivate the rising vertical arrows and show DOWN GRADE. This text will be superseded by the Closing Rate Bar once the aircraft is detected.

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

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 published herein or equivalent operational documents (See Jeppesen **AIR TRAFFIC CONTROL AUSTRALIA, RULES AND PROCEDURES, PARALLEL INSTRUMENT APPROACHES**; or Jeppesen **AUSTRALIA DOMESTIC MANUAL, AIR TRAFFIC CONTROL, DEPARTURE, APPROACH AND LANDING PROCEDURES, PARALLEL RUNWAY OPERATIONS**).
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.

If unable to participate in an ILS PRM approach, pilots MUST notify ATC prior to 120 DME SY (or if departing from within 120 DME SY on first contact with ATC).

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

APPROACH CHARTS: There are now two (2) ILS approach charts for each parallel runway. ENSURE THAT YOU USE THE ILS PRM CHART.

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/pilotcentre/projects/prm/changesprm.asp>.

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 but the assigned altitude will not be below the applicable minimum vectoring altitude (MVA).

ILS PRM USER INSTRUCTIONS

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 localizer course tracking indications and use the indicator most consistent with the controller's advice. The PRM controller is not expected to provide an indication of displacement from the applicable localizer course. On receipt of a deviation advisory, pilots should promptly adjust aircraft heading to avoid penetrating the NTZ and regain the localizer 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 localizer course. Breakout phraseology will be:

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

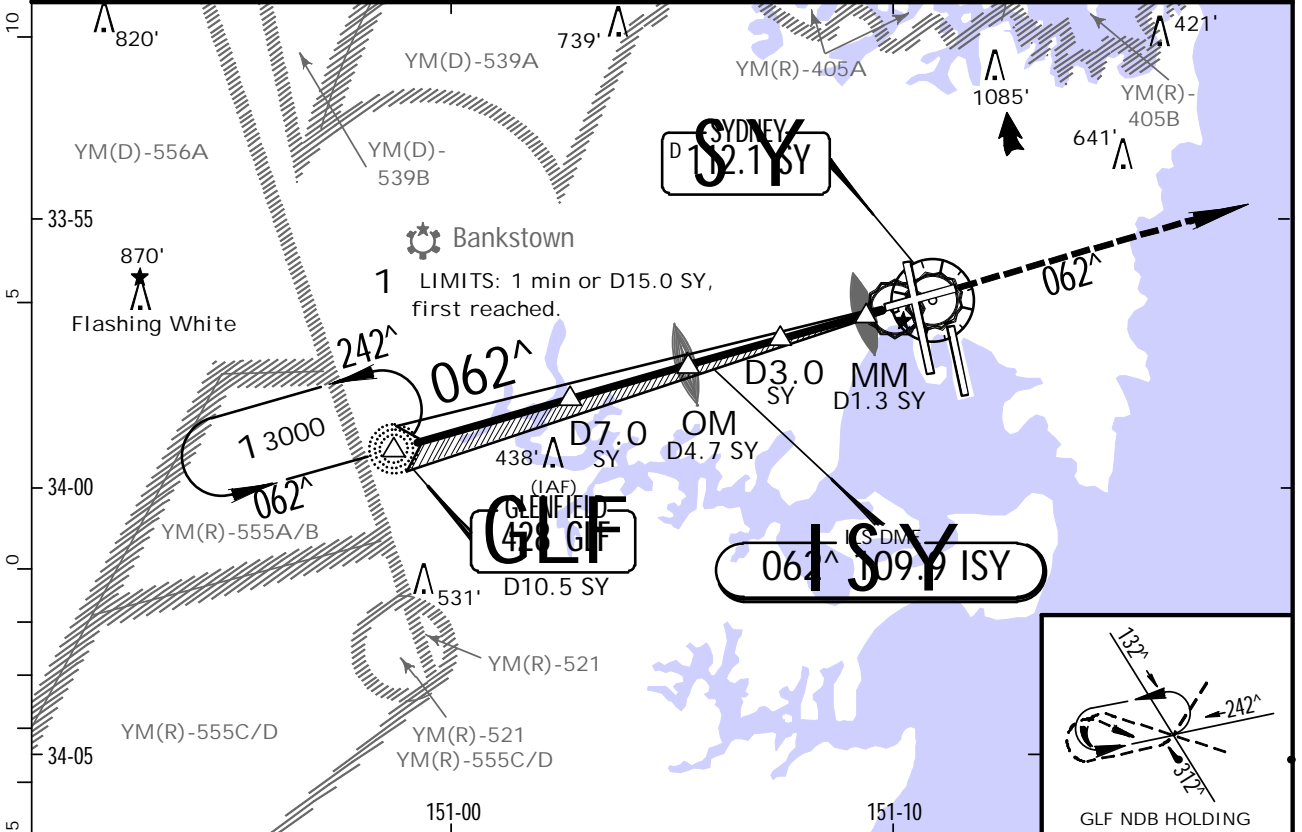
YSSY/SYD

-(KINGSFORD SMITH) INTL

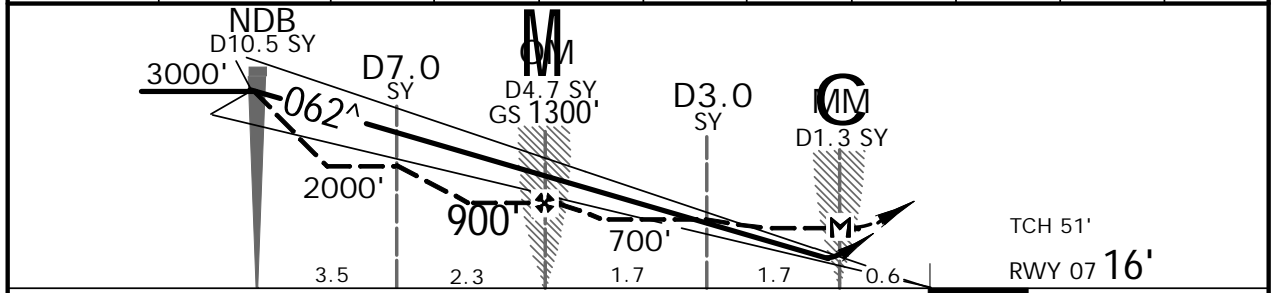
JEPPesen 5 MAR 10 Eff. 11 Mar. (11-1)

SYDNEY, NSW, AUSTRALIA ILS-Y or LOC-Y Rwy 07

BRIEFING STRIP™	ATIS 112.1 118.55 126.25 428				SYDNEY Approach (R) North 124.4 South 128.3 West 126.1 East 125.3				Director	
	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 ISY 109.9	Final Apch Crs 062^	GS OM 1300' (1284')	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'		MSA SY VOR 2100' within 10 NM		
1. SY DME REQUIRED (LOC Only). 2. GPS permitted in lieu of DME. Reference waypoint SY VOR.										

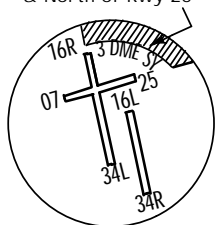


LOC (GS out)	SY DME	10.1	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.5
	ALTITUDE	3000'	2670'	2350'	2030'	1710'	1390'	1070'	750'	600'



Gnd speed-Kts	70	90	100	120	140	160	REIL	062^	2000'
GS	3.00^	377	484	538	646	861			
MAP at MM/D1.3 SY									

STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25	
ILS DA(H) 270' (254')	LOC (GS out) DME MDA(H) 600' (584')	DAY	NIGHT		
ANS OPS 4	1.5 km	3.3 km	Max Kts	MDA(H)	
			100	710' (689')-2.4 km	
			135	1000' (979')-4.0 km	
			180	1000' (979')-5.0 km	
			205		

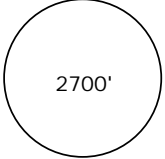


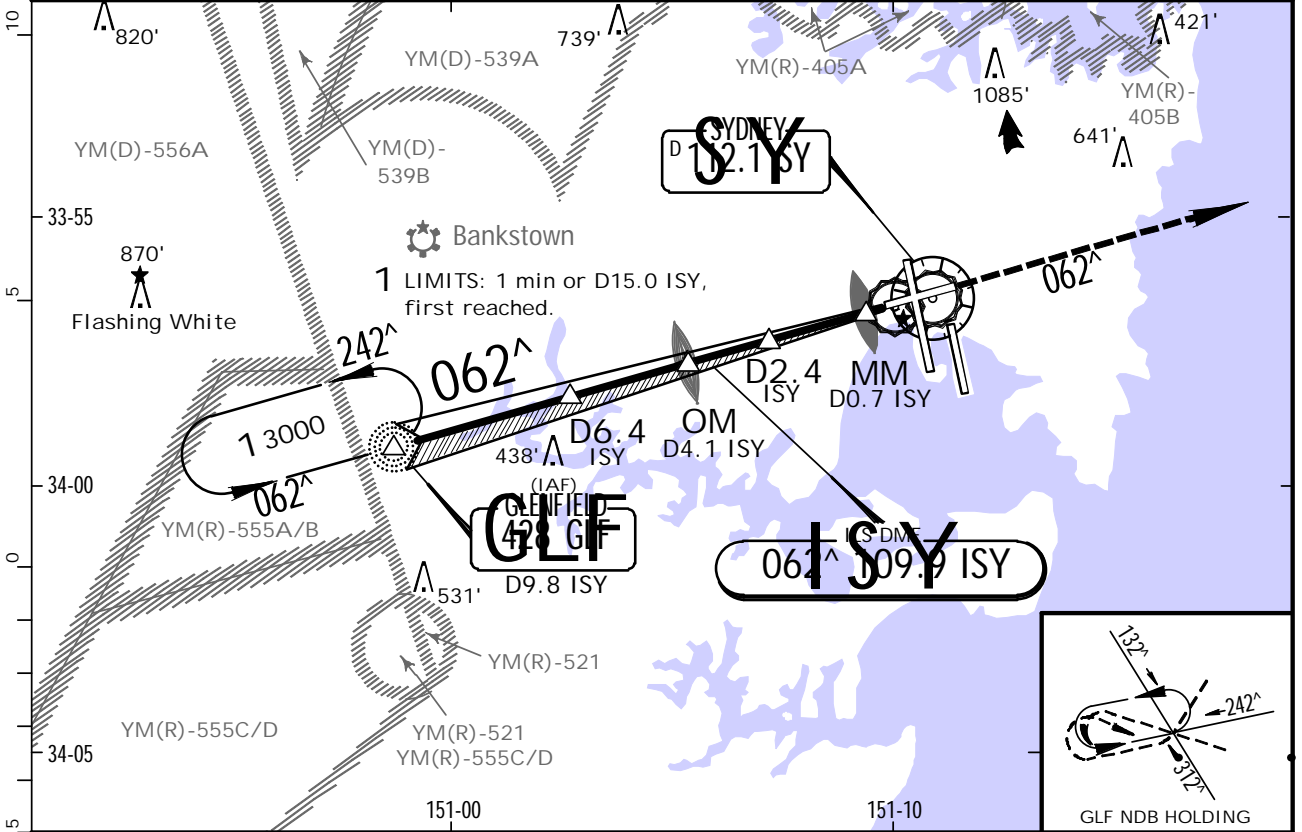
YSSY/SYD

-(KINGSFORD SMITH) INTL

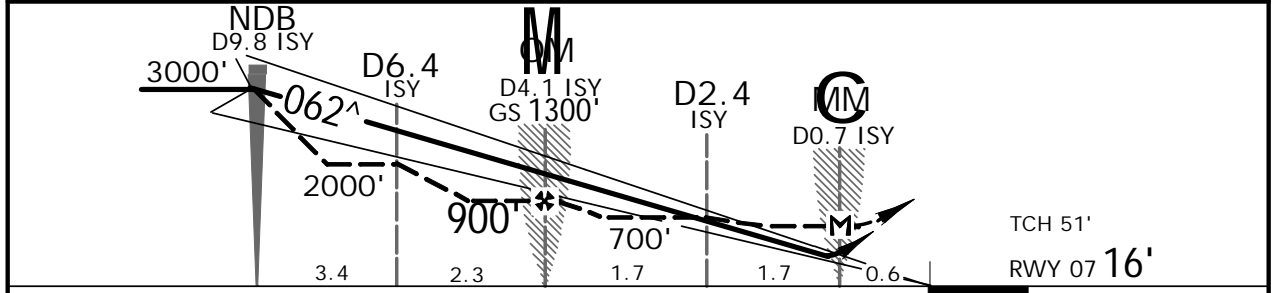
JEPPESEN
5 MAR 10
Eff. 11 Mar. (11-2)

SYDNEY, NSW, AUSTRALIA
ILS-Z or LOC-Z Rwy 07

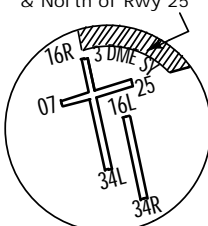
BRIEFING STRIP™	ATIS 112.1 118.55 126.25 428				SYDNEY Approach (R) North 124.4 South 128.3 West 126.1 East 125.3				Director	
	SYDNEY Tower Rwy 16R/34L & 07/25 120.5 Rwy 16L/34R 124.7				Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7					
	LOC ISY 109.9	Final Apch Crs 062^	GS OM 1300' (1284')	ILS DA(H) 270' (254')	Apt Elev 21' RWY 07 16'		 <p>2700'</p> <p>MSA SY VOR 2100' within 10 NM</p>			
	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. ISY DME REQUIRED (LOC Only).										



LOC (GS out)	ISY DME	9.4	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.9
	ALTITUDE	3000'	2880'	2560'	2240'	1920'	1600'	1280'	970'	650'	600'



Gnd speed-Kts	70	90	100	120	140	160	REIL	062^	2000'
GS	3.00^	377	484	538	646	861			
MAP at MM/D0.7 ISY									

STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND				No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25 
ILS DA(H) 270' (254')		LOC (GS out) DME MDA(H) 600' (584')		DAY		NIGHT		
				Max Kts				
A				100		710' (689')-2.4 km		
B				135		1000' (979')-4.0 km		
C		1.5 km		180		1000' (979')-5.0 km		
D		3.3 km		205		NA		

ANS OPS 4

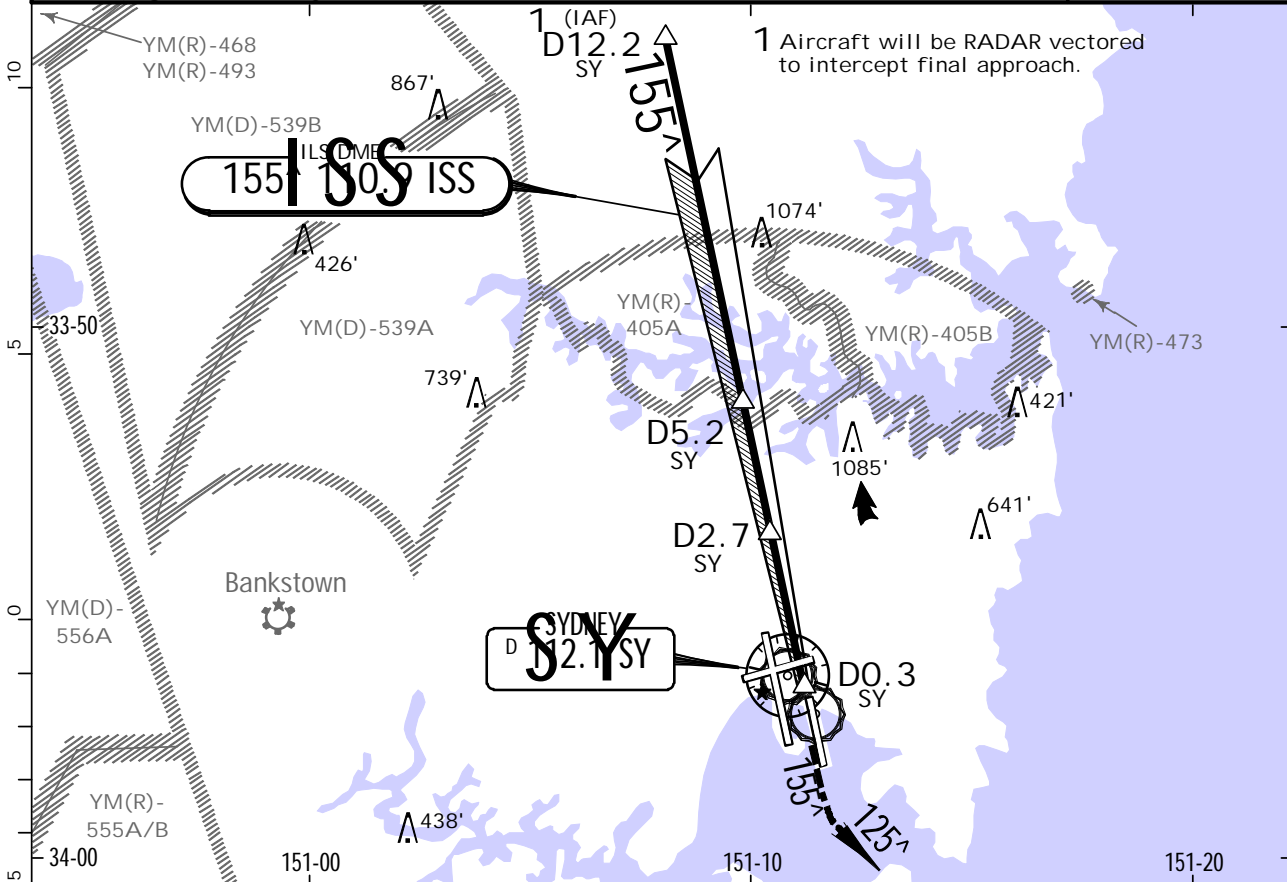
YSSY/SYD

-(KINGSFORD SMITH) INTL

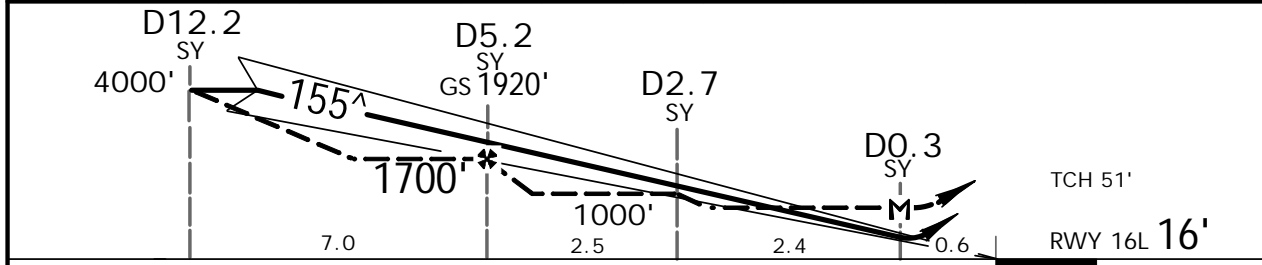
JEPESEN
19 AUG 11
Eff. 25 Aug. (11-3)

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

ATIS 112.1 118.55 126.25 428				SYDNEY Approach (R) North 124.4 South 128.3				Director West 126.1 East 125.3			
SYDNEY Tower Rwy 16R/34L & 07/25 124.7				Ground West of Rwy 16R/34L 126.5				East of Rwy 16R/34L 121.7			
LOC ISS 110.9		Final Apch Crs 155 [^]		GS D5.2 SY 1920' (1904')		ILS DA(H) 220' (204')		Apt Elev 21' RWY 16L 16'		2700'	
MISSED APCH: Track 155 [^] . At MANDATORY 600', turn LEFT track 125 [^] . Climb to 3000' or as directed by ATC.										MSA SY VOR 2100' within 10 NM	
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'											
1. SY DME REQUIRED. 2. GPS permitted in lieu of DME. Reference waypoint SY VOR.											
3. Holding as directed by ATC.											



LOC (GS out)	SY DME	11.8	11.0	10.0	9.0	8.0	7.0	6.0	5.2	4.0	3.0	2.0	1.0	0.8
	ALTITUDE	4000'	3760'	3440'	3120'	2800'	2480'	2170'	1920'	1530'	1210'	890'	560'	480'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MANDATORY	125 [^]	3000'
GS	3.00 [^]	372	478	531	637	849	PAPI	155 [^]	600'	
MAP at D0.3 SY										

STRAIGHT-IN LANDING RWY 16L 1 ILS DME DA(H) 220' (204')					LOC (GS out) DME MDA(H) 480' (464')		CIRCLE-TO-LAND		No Circling		
FULL		HIRL out		HIALS out		HIALS out					
A								A			
B	RVR 550m	1.2 km	1.5 km	1.5 km	2.4 km			B	NA		
C	VIS 0.8 km							C			
D								D			

PANS OPS 4

1 Airbus A380 ILS operations: cancel ILS DA use LOC MDA

YSSY/SYD

-(KINGSFORD SMITH) INTL

19 AUG 11

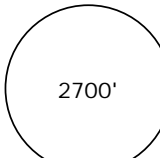
11-4

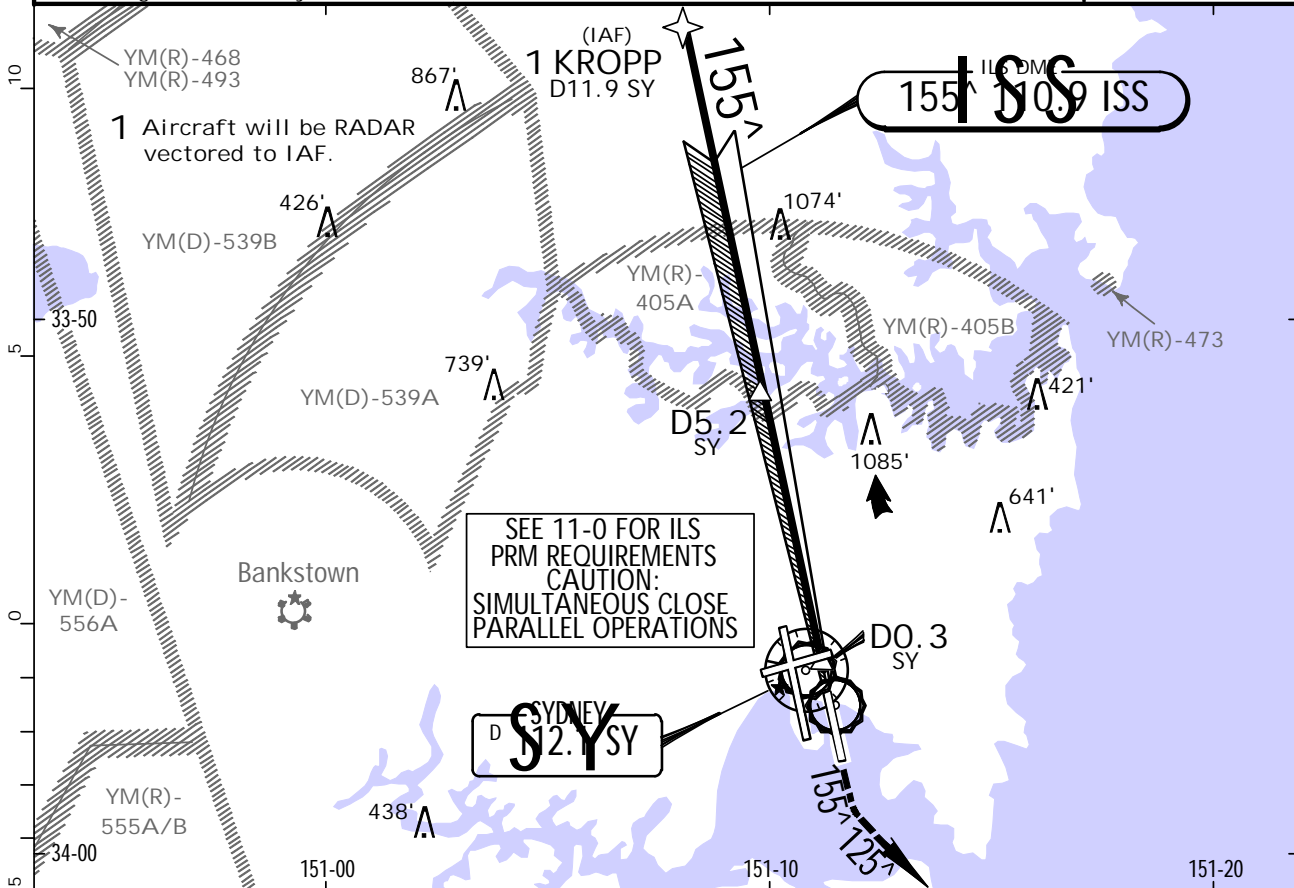
Eff. 25 Aug.

SYDNEY, NSW, AUSTRALIA

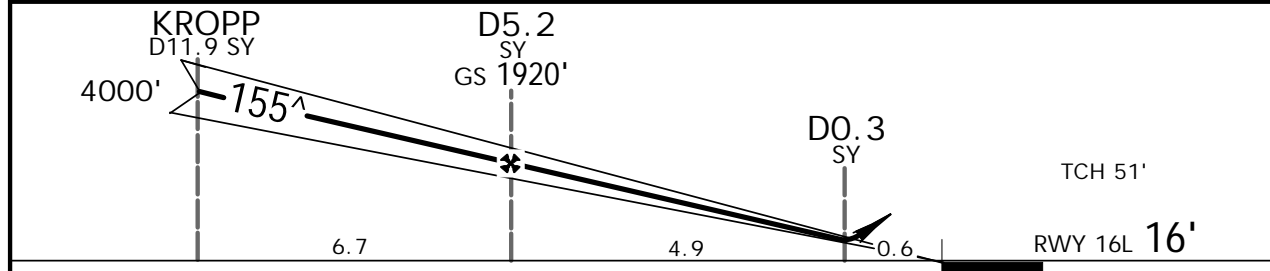
ILS-Y PRM Rwy 16L

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

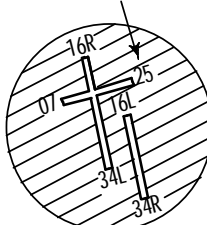
ATIS 112.1 118.55 126.25 428				SYDNEY Approach (R) North 124.4 South 128.3				Director West 126.1 East 125.3				
SYDNEY Tower Rwy 16L/34R 124.7 Rwy 16R/34L & 07/25 120.5				MONITOR PRM 133.95				Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7				
LOC ISS 110.9	Final Apch Crs 155[^]	GS D5.2 SY 1920^f (1904')	ILS DA(H) 220['] (204')	Apt Elev 21' RWY 16L 16'		 <p>2700'</p>						
<p>MISSED APCH: Track 155[^]. At MANDATORY 600', turn LEFT track 125[^]. Continue climb to 3000' or as directed by ATC.</p>												
<p>Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'</p> <p>1. SY DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. GPS permitted in lieu of DME. Reference waypoint SY VOR. 5. Holding as directed by ATC.</p>											<p>MSA SY VOR 2100' within 10 NM</p>	



SY DME	11.8	11.0	10.0	9.0	8.0	7.0	6.0	5.2	4.0	3.0	2.0	1.0	0.3
ALTITUDE	4000'	3760'	3440'	3120'	2800'	2480'	2170'	1920'	1530'	1210'	890'	560'	220'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MANDATORY 600'	125 [^]	3000'
GS	3.00 [^]	372	478	531	637	743	849			
							PAPI	155 [^]	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		NA					
C	vis 0.8 km										
D							D				

ANS OPS 4

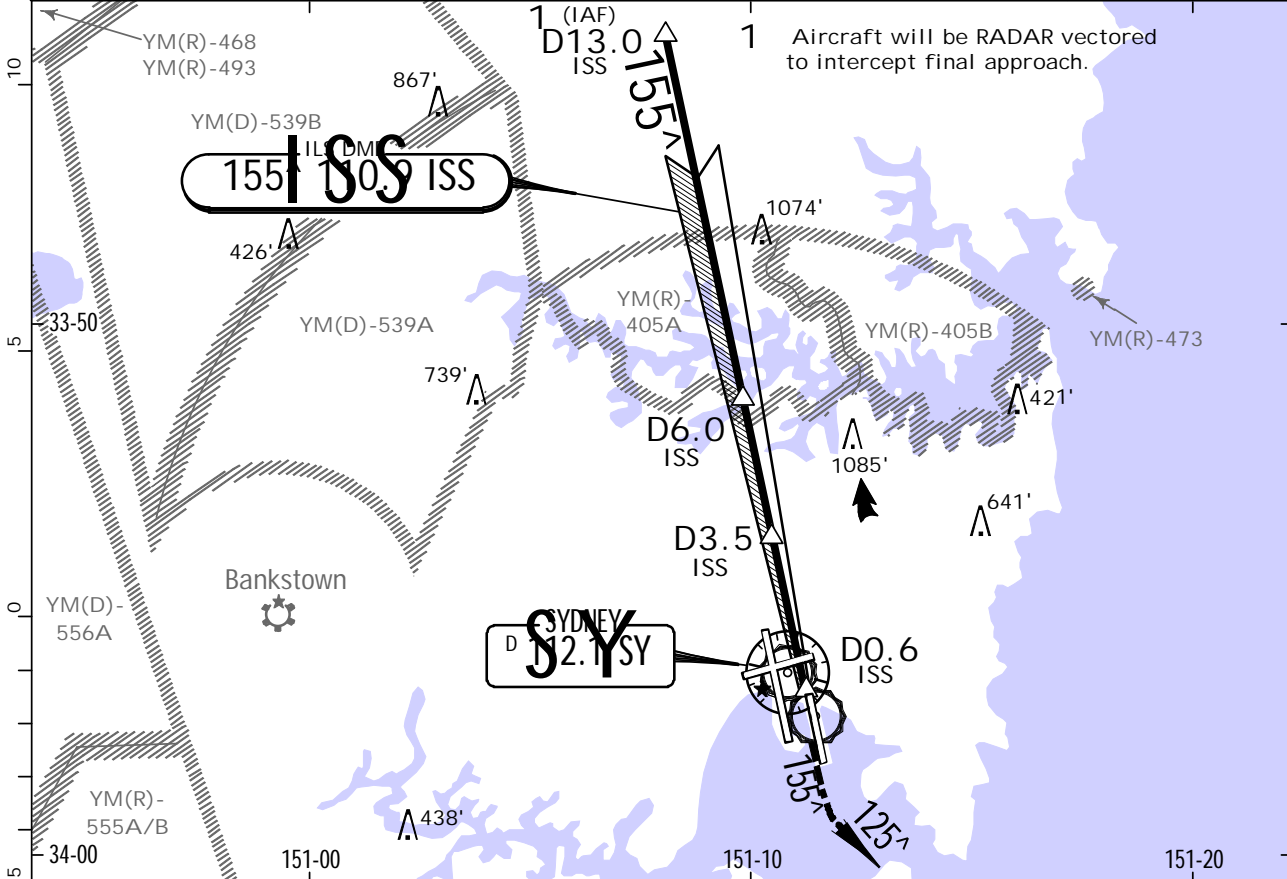
YSSY/SYD

-(KINGSFORD SMITH) INTL

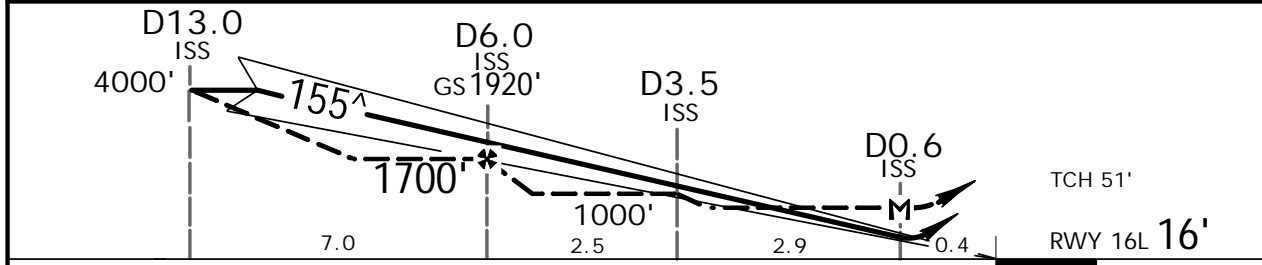
JEPPesen
19 AUG 11
Eff. 25 Aug. (11-5)

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

ATIS 112.1 118.55 126.25 428				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 & 07/25 120.5						Ground West of Rwy 16R/34L 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'		2700'	
MISSED APCH: Track 155^ . At MANDATORY 600' , turn LEFT track 125^ . Climb to 3000' or as directed by ATC.										MSA SY VOR 2100' within 10 NM	
Alt Set: hPa Rwy Elev: 1 hPa				Trans level: FL 110				Trans alt: 10000'			
1. ISS DME REQUIRED. 2. Holding as directed by ATC.											

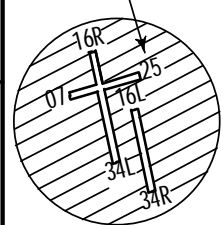


LOC (GS out)	ISS DME	12.5	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.5
	ALTITUDE	4000'	3830'	3520'	3200'	2880'	2560'	2240'	1920'	1610'	1290'	970'	650'	480'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	MANDATORY 155^	MANDATORY 600'	125^	3000'
GS	3.00^	377	478	531	637	849					
MAP at D0.6 ISS											

STRAIGHT-IN LANDING RWY 16L						CIRCLE-TO-LAND		No Circling	
1 ILS DME DA(H) 220' (204')			LOC (GS out) DME MDA(H) 480' (464')						
FULL		HIRL out		HIALS out		FULL		HIRL out	
A						A			
B	RVR 550m	1.2 km	1.5 km	1.5 km	2.4 km	B	NA		
C	VIS 0.8 km					C			
D						D			



1 Airbus A380 ILS operations: cancel ILS DA, use LOC MDA

YSSY/SYD

JEPPESEN

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

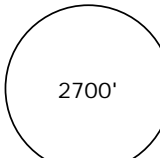
19 AUG 11

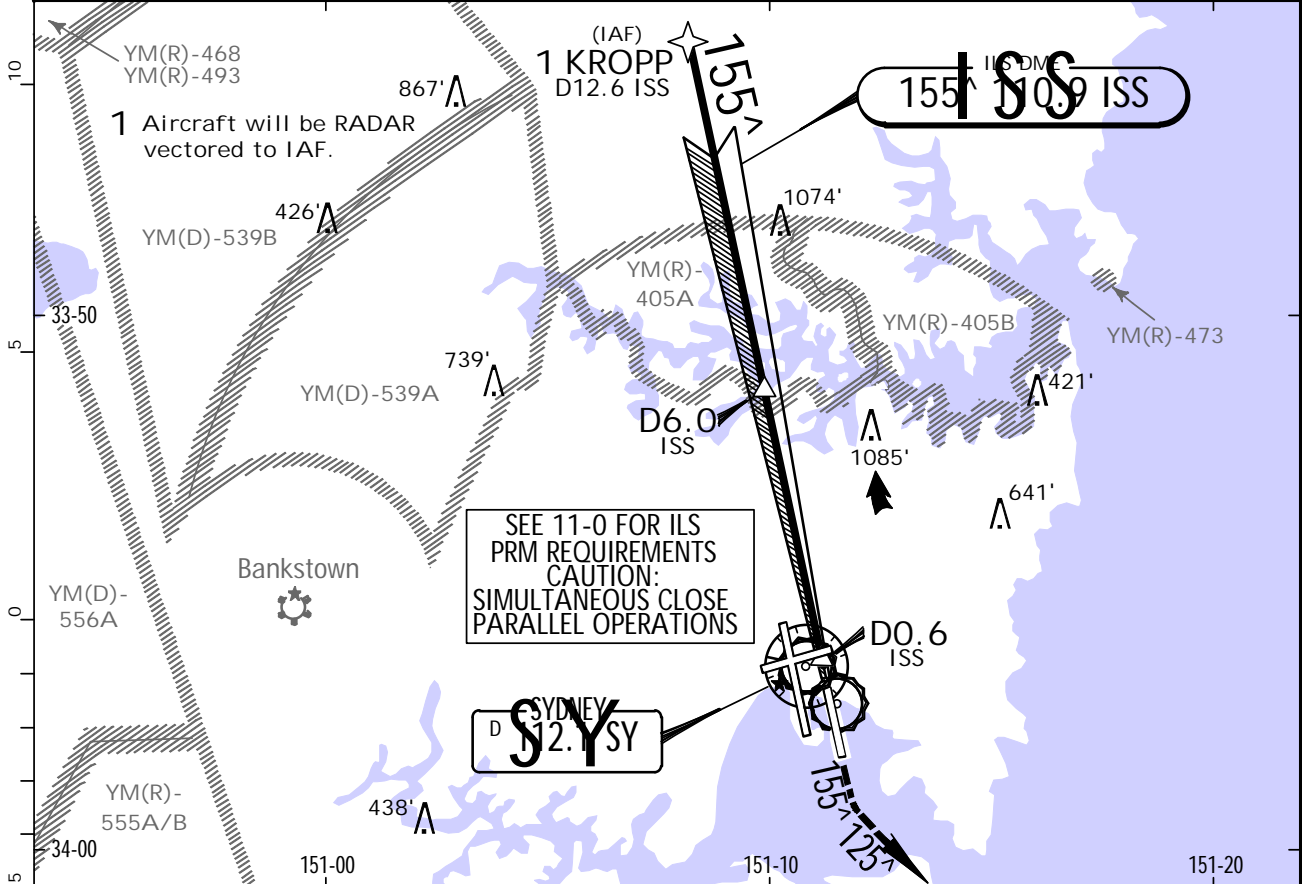
11-6

Eff. 25 Aug.

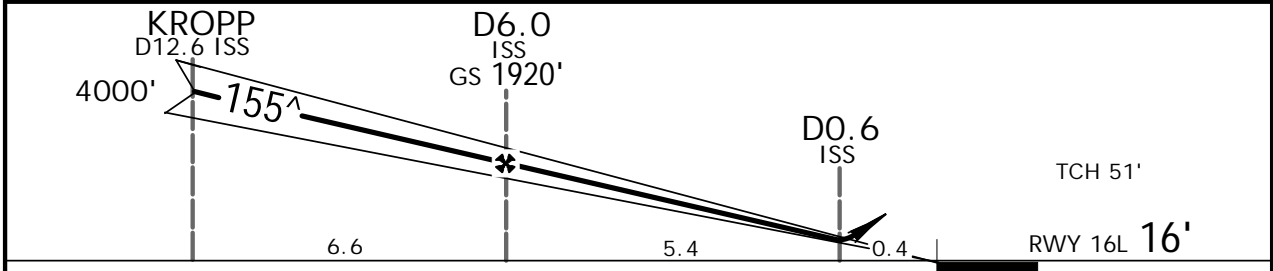
ILS-Z PRM Rwy 16L

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

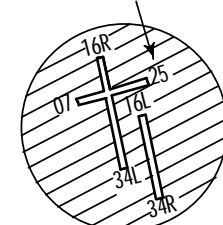
BRIEFING STRIP™	ATIS 112.1 118.55 126.25 428				SYDNEY Approach (R) North 124.4 South 128.3				Director West 126.1 East 125.3			
	SYDNEY Tower Rwy 16L/34R 124.7 Rwy 16R/34L & 07/25 120.5				MONITOR PRM 133.95				Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7			
	LOC ISS 110.9	Final Apch Crs 155^	GS D6.0 ISS 1920' (1904')	ILS DA(H) 220' (204')	Apt Elev 21'	RWY 16L 16'						
<p>MISSED APCH: Track 155^ . At MANDATORY 600' , turn LEFT track 125^ . Continue climb to 3000' or as directed by ATC.</p> <p>Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'</p> <p>1. ISS DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for " ILS PRM USER INSTRUCTIONS" . 4. Holding as directed by ATC.</p>						MSA SY VOR 2100' within 10 NM						



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	0.6
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 PAPI PAPI 155^	MANDATORY 600' ↑	125^ LT ↑	3000' ↑
GS	3.00^	372	478	531	637	743				

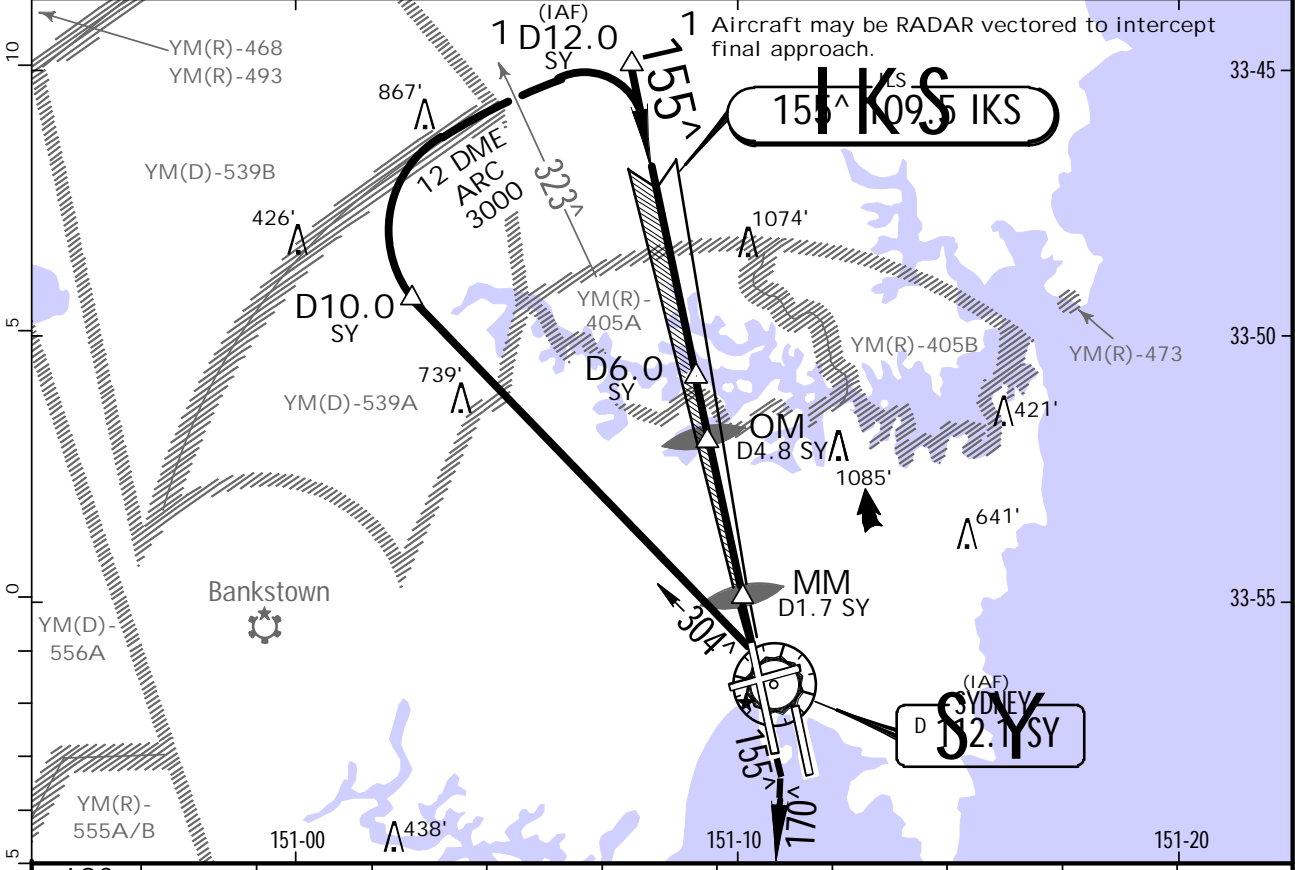
STRAIGHT-IN LANDING RWY 16L			CIRCLE-TO-LAND			No Circling 
ILS DA(H) 220' (204')						
FULL		HIRL out	HIALS out			
A						
B	RVR 550m	1.2 km	1.5 km		NA	
C	vis 0.8 km					
D						

ANS OPS 4

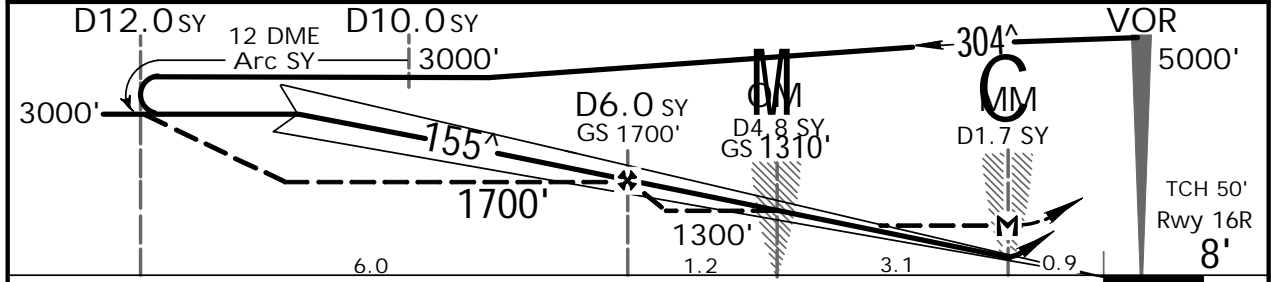
YSSY/SYD

-(KINGSFORD SMITH) INTL 2 MAR 12 (11-7) .Eff.8.Mar. ILS or LOC Rwy 16R

ATIS 112.1 118.55 126.25 428		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 D6.0 1700' (1692')	ILS DA(H) 220' (212')	Apt Elev 21'	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'					MSA SY VOR 2100' within 10 NM
1. SY DME (LOC ONLY) REQUIRED. 2. GPS permitted in lieu of DME. Reference waypoint SY VOR. 3. Holding as advised by ATC.					



LOC (GS out)	SY DME	10.1	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.1
ALTITUDE		3000'	2650'	2340'	2020'	1700'	1380'	1060'	740'	450'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	MANDATORY 155 [^]	600'	170 [^]	3000'
GS	3.00 [^]	372	478	531	637	849					
MAP at MM/D1.7 SY											

STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND				No Circling Beyond D3.0 SY VOR East of Rwy 16R & North of Rwy 25
ILS DA(H) 220' (212')		LOC (GS out) DME MDA(H) 450' (442')		MDA(H)		MDA(H)		
FULL	HIRL out	HIALS out	HIALS out	710' (689')-2.4 km				
A	RVR 550m			1000' (979')-4.0 km				
B	vis 1.2 km	1.5 km	1.5 km	1000' (979')-5.0 km				
C	0.8 km							
D								

YSSY/SYD

-(KINGSFORD SMITH) INTL



2 MAR 12

11-8

.Eff.8.Mar.

SYDNEY, NSW, AUSTRALIA

ILS PRM Rwy 16R

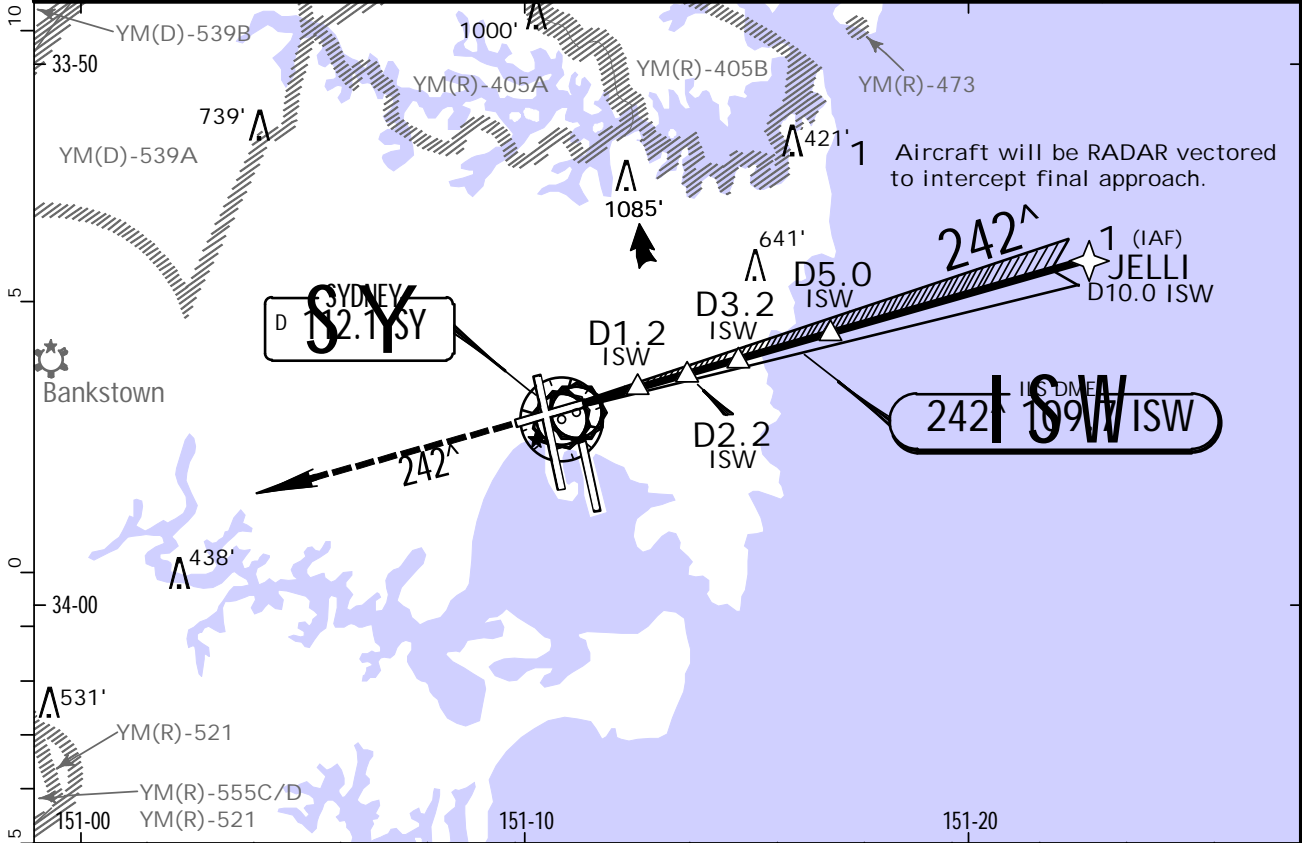
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3
SYDNEY Tower		Ground
Rwy 16R/34L & 07/25	Rwy 16L/34R	East of Rwy 16R/34L
120.5	124.7	121.7
LOC IKS 109.5	Final Apch Crs 155[^]	GS OM 1310 (1302')
		ILS DA(H) 220 (212')
		Apt Elev 21' Rwy 16R 8'
<p>MISSED APCH: Track 155[^], at MANDATORY 600' turn RIGHT, track 170[^]. Continue climb to 3000' or as directed by ATC.</p>		
<p>Alt Set: hPa Rwy Elev: 0 hPa Trans alt: FL 110 Trans alt: 10000'</p> <p>1. Dual VHF communications required. 2. See 11-0 for "ILS PRM USER INSTRUCTIONS". 3. Holding as advised by ATC. 4. GPS permitted in lieu of DME. Reference waypoint SY VOR.</p>		
		<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> 2700' </div> <p>MSA SY VOR 2100' within 10 NM</p>
SY DME	10.1	9.0
ALTITUDE	3000'	2650'
8.0	7.0	6.0
2340'	2020'	1700'
5.0	4.0	3.0
1380'	1060'	740'
2.0	1.4	
420'	220'	
Gnd speed-Kts	70	90
GS	3.00 [^]	372
	478	531
	637	743
	849	
	155 [^]	MANDATORY 600'
		170 [^] RT
		3000'
STRAIGHT-IN LANDING RWY16R		CIRCLE-TO-LAND
ILS DA(H) 220 (212')		No Circling
FULL	HIRL out	HIALS out
A	A	A
B	B	B
C	C	C
D	D	D
RVR 550m vis 0.8 km	1.2 km	1.5 km
	NA	

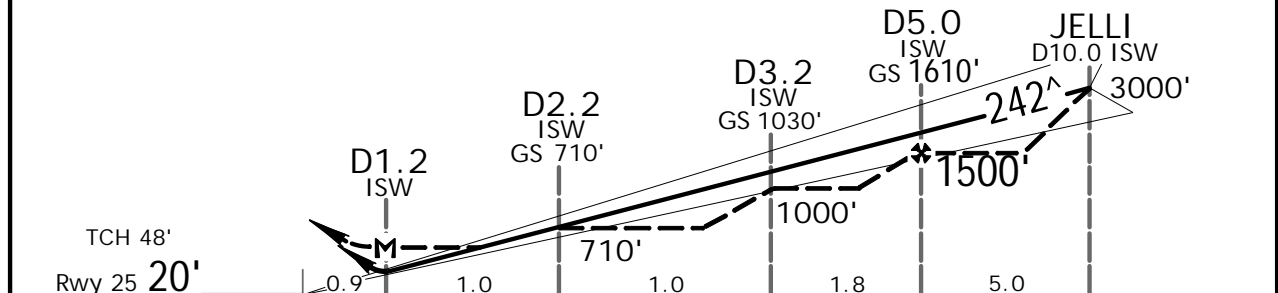
YSSY/SYD JEPPESEN SYDNEY, NSW, AUSTRALIA ILS or LOC Rwy 25

7 DEC 12 Eff. 13 Dec. (11-9)

ATIS 112.1 118.55 126.25 428				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 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.							MSA SY VOR 2100' within 10 NM
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. ISW DME REQUIRED. 2. Holding as directed by ATC.							



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					3000'	
GS	3.00^	372	478	531	637	849			PAPI		242^	↑
MAP at D1.2 ISW												

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

PANS OPS

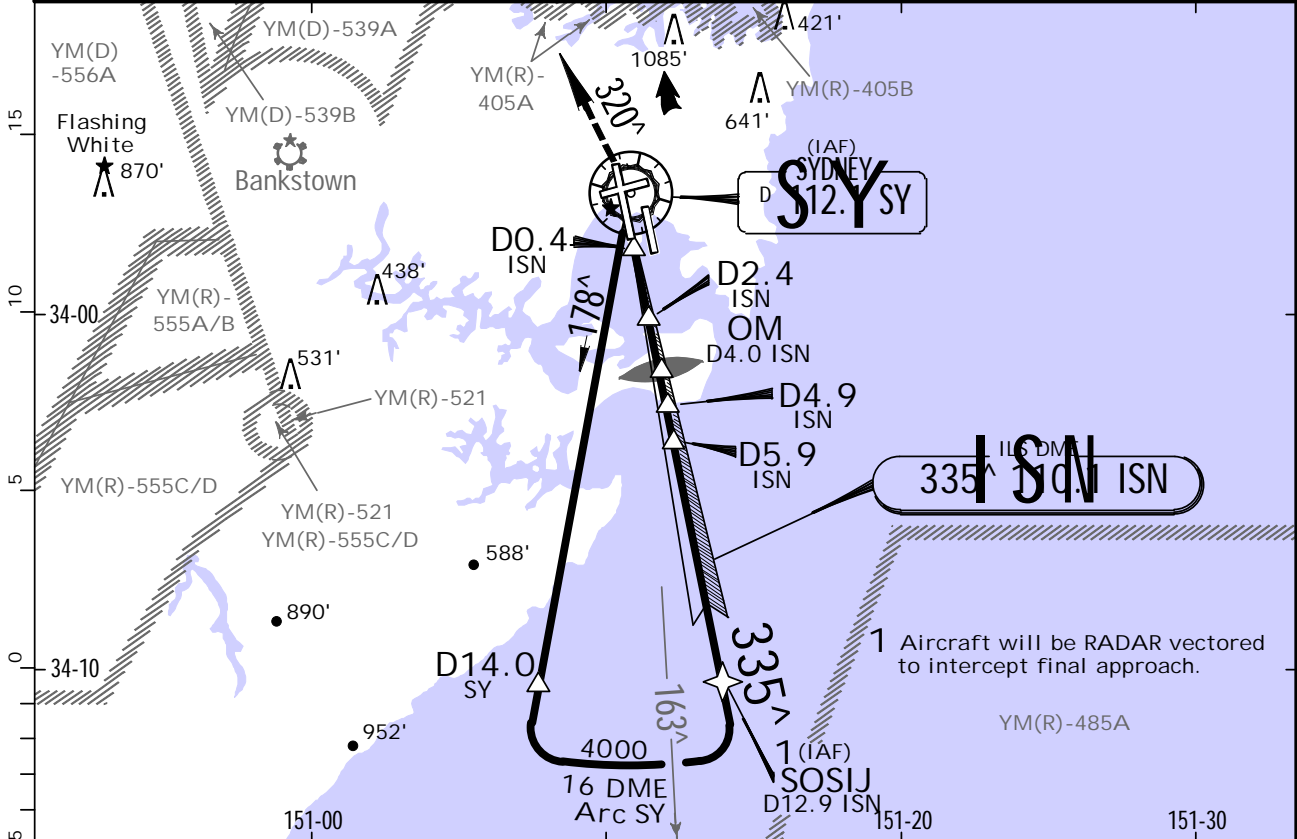
YSSY/SYD

-(KINGSFORD SMITH) INTL

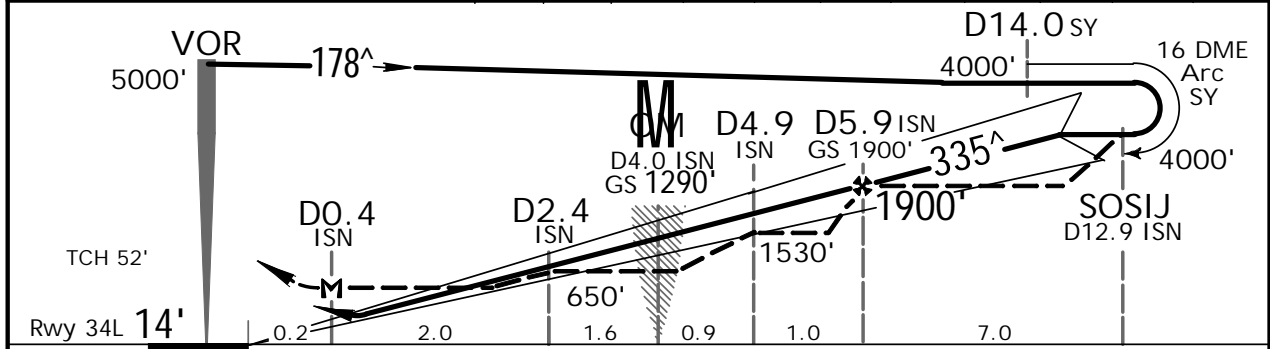
JEPPesen
7 DEC 12
Eff.13.Dec. (11-10)

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

ATIS 112.1 118.55 126.25 428				SYDNEY Approach (R) North 124.4 South 128.3				Director West 126.1 East 125.3			
SYDNEY Tower Rwy 16R/34L & Rwy 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 ISN 110.1	Final Apch Crs 335^	GS OM 1290' (1276')	ILS DA(H) 270' (256')	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'		MSA SY VOR 2100' within 10 NM			
1. ISN DME REQUIRED. 2. Holding as directed by ATC.											



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'	620'	780'	940'	1290'	1580'	1610'	1900'	1930'	2240'	2560'	3200'	3520'	3840'	4000'



Gnd speed-Kts	70	90	100	120	140	160	PAPI	335^	MANDATORY 500'	320^	3000'
GS	3.00^	372	478	531	637	849					
MAP at D0.4 ISN											

STRAIGHT-IN LANDING RWY 34L ILS DME DA(H) 270' (256')		LOC (GS out) DME MDA(H) 400' (386')		CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
1.5 km		2.2 km		Max Kts	MDA(H)	
				100	710' (689') - 2.4 km	
				135	1000' (979') - 4.0 km	
				180	1000' (979') - 4.0 km	
				205	1000' (979') - 4.0 km	

YSSY/SYD

JEPPESEN SYDNEY, NSW, AUSTRALIA
 7 DEC 12 Eff. 13 Dec. (11-11) ILS-Z PRM Rwy 34L

-(KINGSFORD SMITH) INTL

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

ATIS				SYDNEY Approach (R)				Director			
112.1 118.55 126.25 428				North 124.4 South 128.3				West 126.1 East 125.3			
SYDNEY Tower		MONITOR		Ground							
Rwy 16R/34L & Rwy 07/25 120.5		Rwy 16L/34R 124.7		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'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;">2700'</div>			
110.1	335^		1290' (1276')	270' (256')		Rwy 34L 14'					
MISSED APCH: Track 335^ . At MANDATORY 500' turn LEFT track 320^ . Climb to 3000' or as directed by ATC.										MSA SY VOR 2100' within 10 NM	
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. Holding as directed by ATC.											

BRIEFING STRIP™

ISN DME	0.8	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	9.4
ALTITUDE	270'	330'	650'	970'	1290'	1610'	1930'	2240'	2560'	2880'	3000'

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

STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND				No Circling 					
ILS DME DA(H) 270' (256')				NOT AUTHORIZED									
A	1.5 km						A						
B							B						
C							C						
D							D						

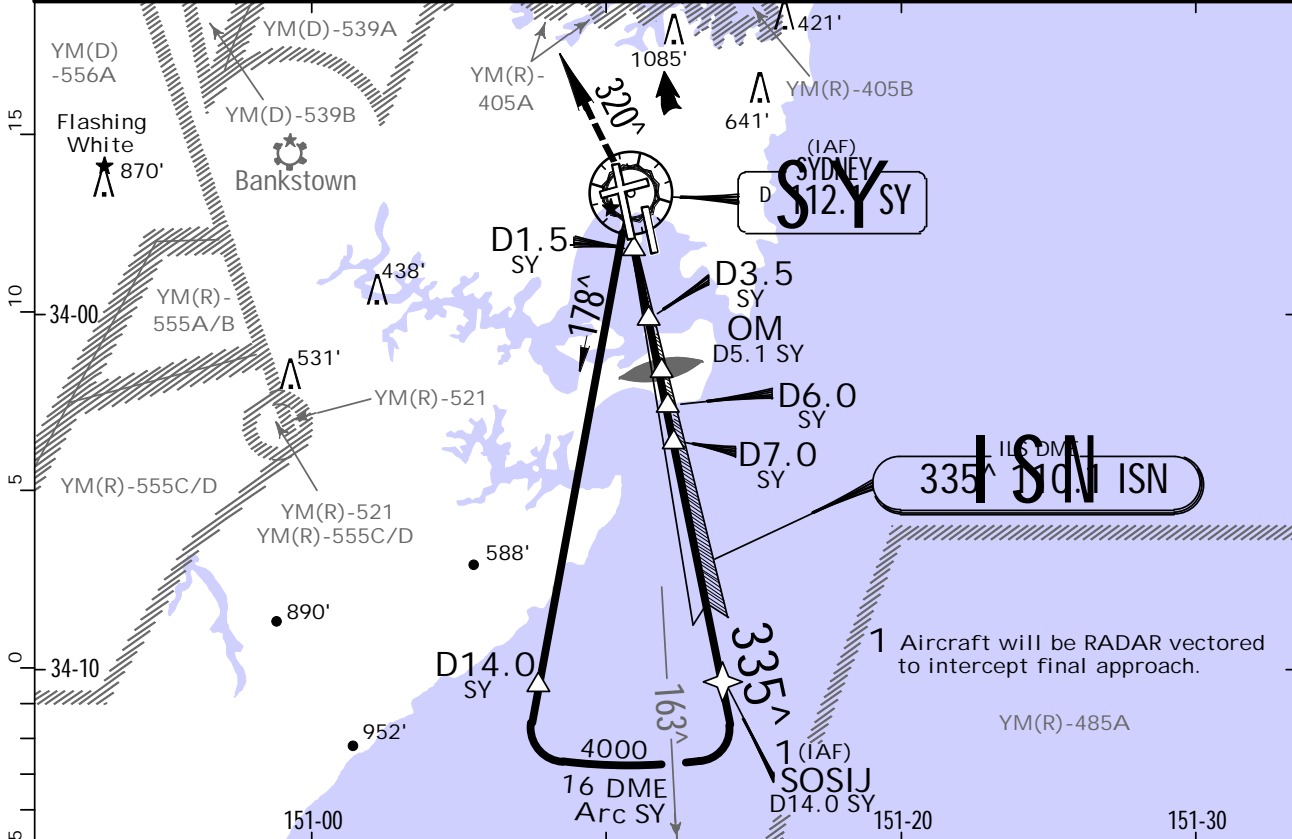
YSSY/SYD

-(KINGSFORD SMITH) INTL

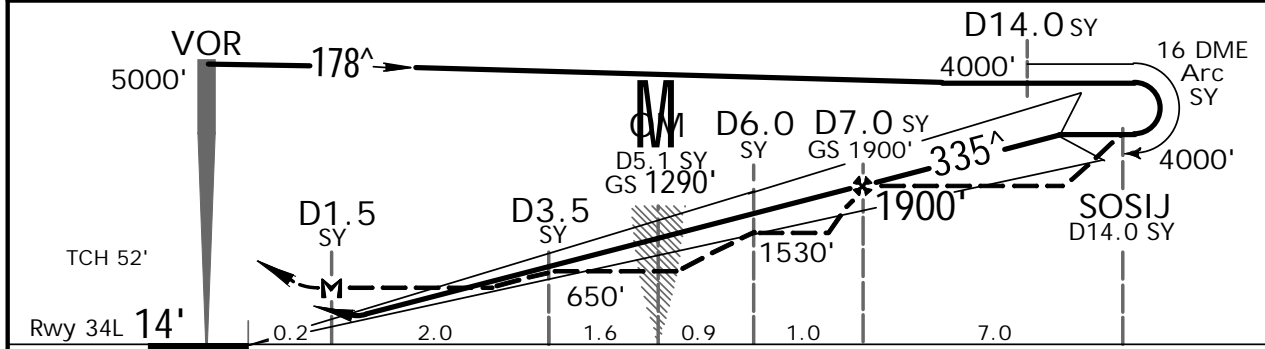
JEPESEN
7 DEC 12
Eff. 13 Dec. (11-12)

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

ATIS 112.1 118.55 126.25 428				SYDNEY Approach (R) North 124.4 South 128.3				Director West 126.1 East 125.3				
SYDNEY Tower Rwy 16R/34L & Rwy 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 ISN 110.1		Final Apch Crs 335 [^]		GS OM 1290' (1276')		ILS DA(H) 270' (256')		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. SY DME REQUIRED. 2. Holding as directed by ATC. 3. GNSS permitted in lieu of DME. Reference waypoint SY VOR.												



LOC (GS out)	SY DME	2.3	3.0	3.5	4.0	5.0	6.0	7.0	8.0	10.0	11.0	12.0	13.0	13.6
	ALTITUDE	400'	620'	780'	940'	1260'	1580'	1900'	2210'	2850'	3170'	3490'	3810'	4000'



Gnd speed-Kts	70	90	100	120	140	160								
GS	3.00 [^]	372	478	531	637	743	849	PAPI	335 [^]	MANDATORY 500'	320 [^]	3000'		
MAP at D1.5 SY														

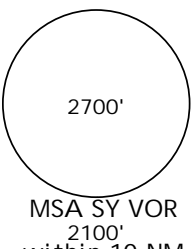
STRAIGHT-IN LANDING RWY 34L ILS DME DA(H) 270' (256')		LOC (GS out) DME MDA(H) 400' (386')		CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
A				Max Kts	MDA(H)	
B		1.5 km		100	710' (689') - 2.4 km	
C		2.2 km		135	1000' (979') - 4.0 km	
D				180	1000' (979') - 4.0 km	
				205	1000' (979') - 4.0 km	

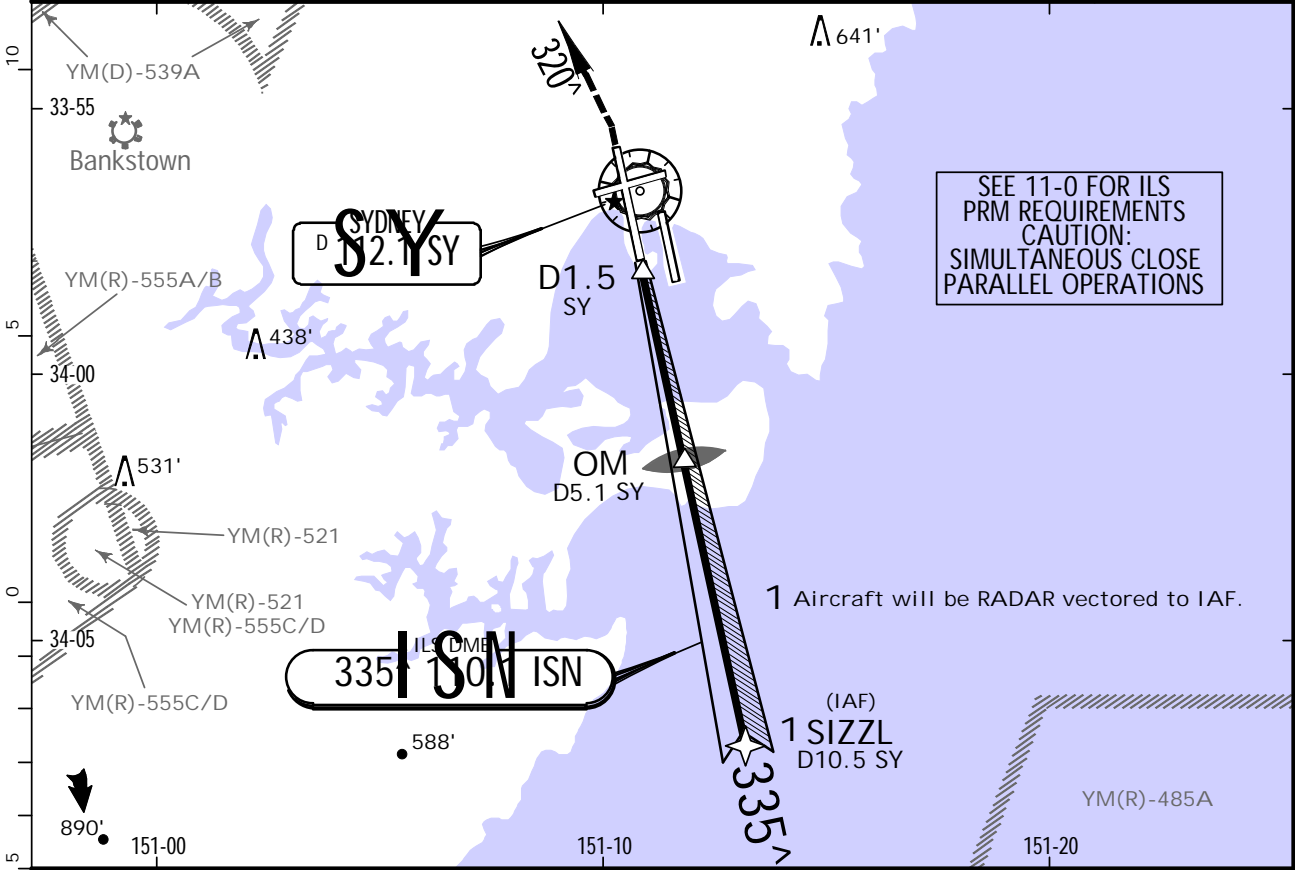
YSSY/SYD

JEPPESEN SYDNEY, NSW, AUSTRALIA
 7 DEC 12 Eff. 13 Dec. 11-13
 ILS-Y PRM Rwy 34L

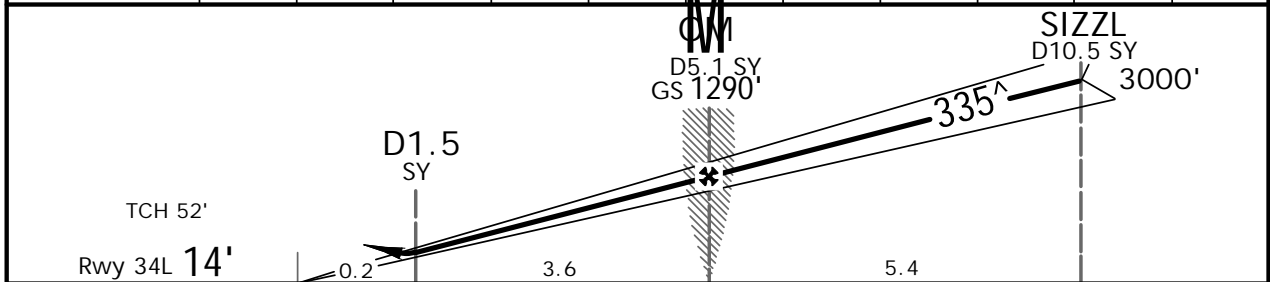
-(KINGSFORD SMITH) INTL

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

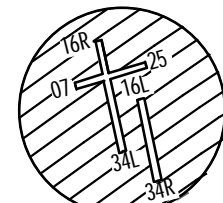
ATIS 112.1 118.55 126.25 428				SYDNEY Approach (R) North 124.4 South 128.3				Director West 126.1 East 125.3			
Rwy 16R/34L & Rwy 07/25		SYDNEY Tower 120.5 Rwy 16L/34R 124.7		MONITOR PRM 119.45		Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7					
LOC ISN 110.1	Final Apch Crs 335^	GS OM 1290' (1276')	ILS DA(H) 270' (256')	Apt Elev 21' 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. Holding as directed by ATC. 5. GNSS permitted in lieu of DME. Reference waypoint SY VOR.											



SY DME	1.9	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	10.5
ALTITUDE	270'	300'	620'	940'	1260'	1580'	1900'	2210'	2530'	2850'	3000'



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

STRAIGHT-IN LANDING RWY 34L ILS DME DA(H) 270' (256')				CIRCLE-TO-LAND				No Circling				
A	1.5 km				NOT AUTHORIZED							
B												
C												
D												

PANS OPS

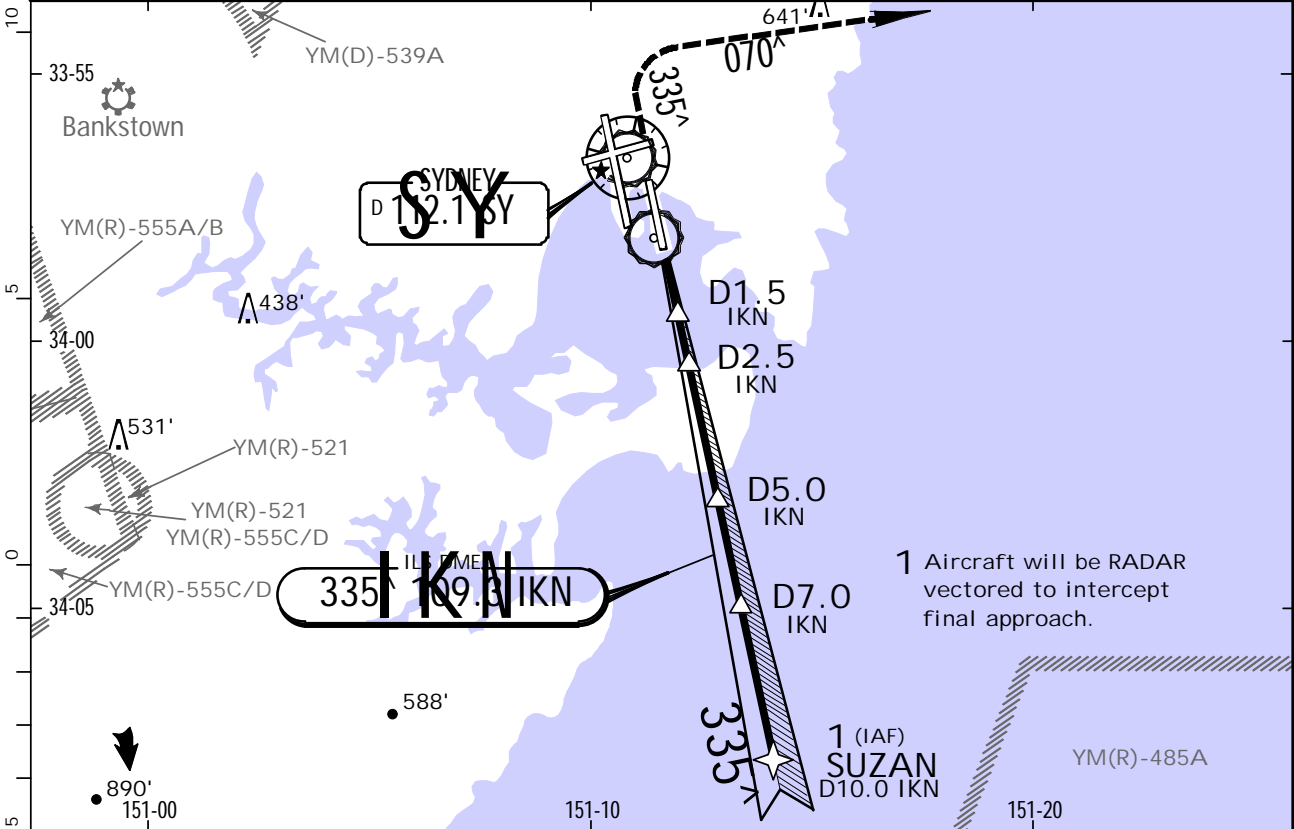
YSSY/SYD

JEPPESEN
7 DEC 12
Eff. 13 Dec. (11-14)

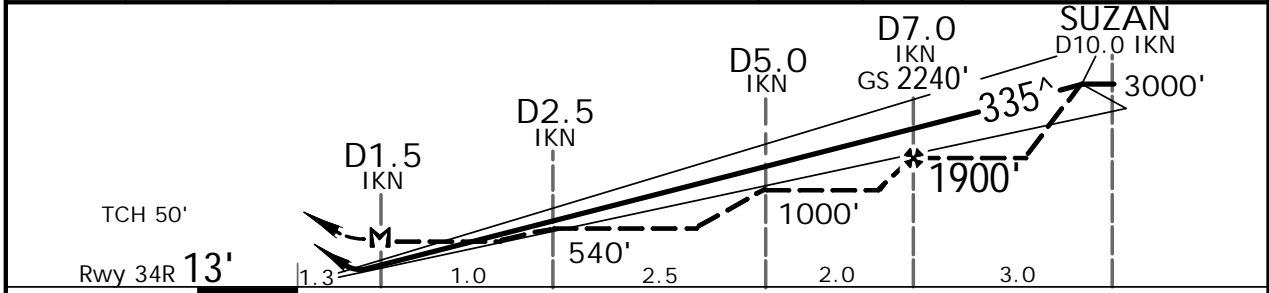
SYDNEY, NSW, AUSTRALIA
ILS-Z or LOC-Z Rwy 34R

-(KINGSFORD SMITH) INTL

ATIS 112.1 118.55 126.25 428				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 & 07/25 120.5						Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7						
LOC IKN 109.3		Final Apch Crs 335 [^]		GS D7.0 IKN 2240' (2227')		ILS DA(H) 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.											MSA SY VOR 2100' within 10 NM	
Alt Set: hPa				Rwy Elev: 0 hPa				Trans level: FL 110				Trans alt: 10000'
1. IKN DME REQUIRED. 2. Holding as directed by ATC.												



LOC (GS out)	IKN DME	1.5	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	9.4
	ALTITUDE	500'	640'	960'	1280'	1600'	1920'	2240'	2560'	2870'	3000'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	335 [^]	MANDATORY 600'	070 [^]	2000'
GS	3.00 [^]	372	478	531	637	743					
MAP at D1.5 IKN											

STRAIGHT-IN LANDING RWY 34R				CIRCLE-TO-LAND				No Circling			
ILS DME DA(H) 270' (257')		LOC (GS out) DME MDA(H) 500' (487')									
A	1.5 km		2.7 km								
B											
C											
D											

ANS OPS

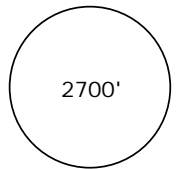
YSSY/SYD

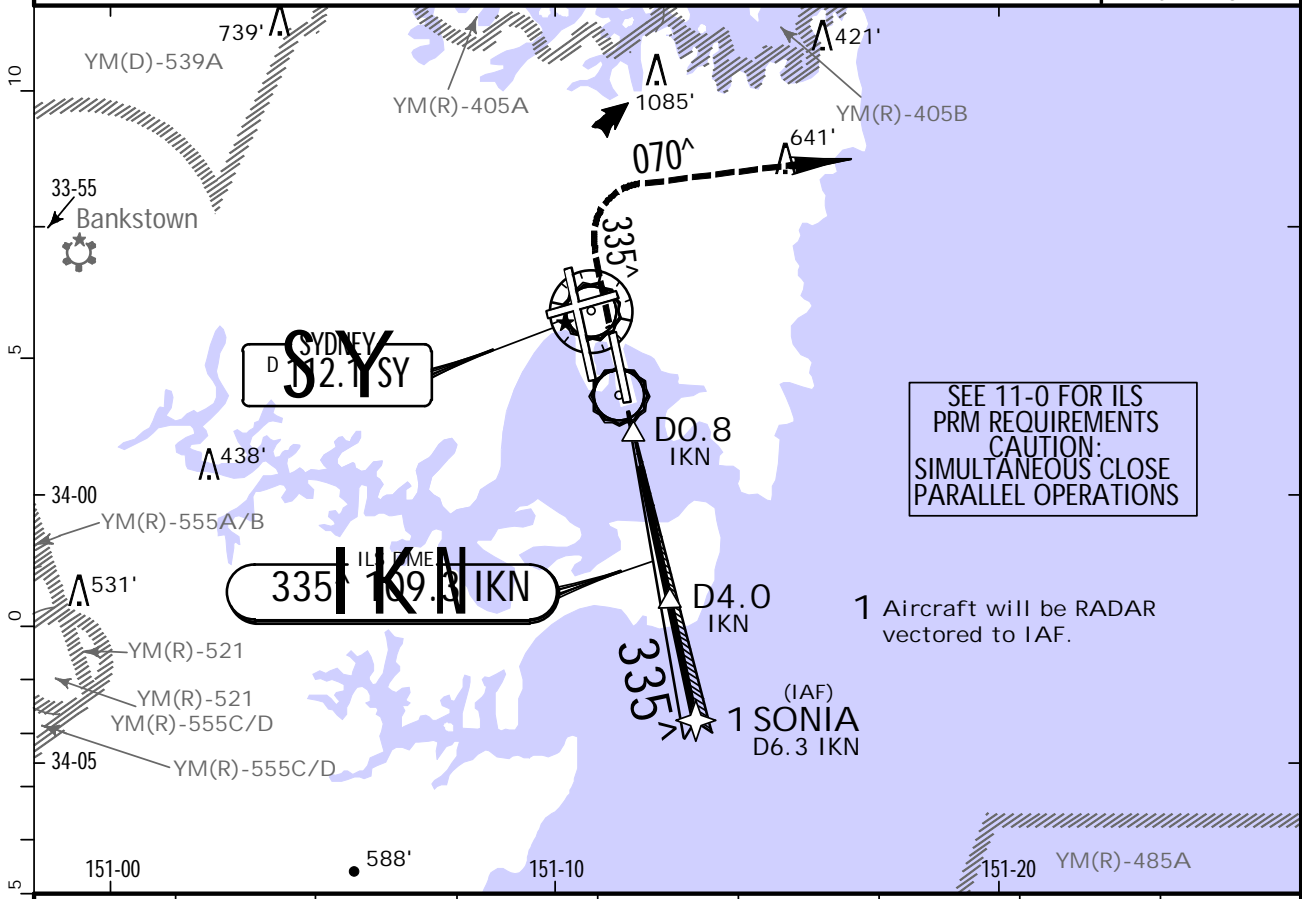
-(KINGSFORD SMITH) INTL

7 DEC 12 Eff. 13 Dec. (11-15)

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

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

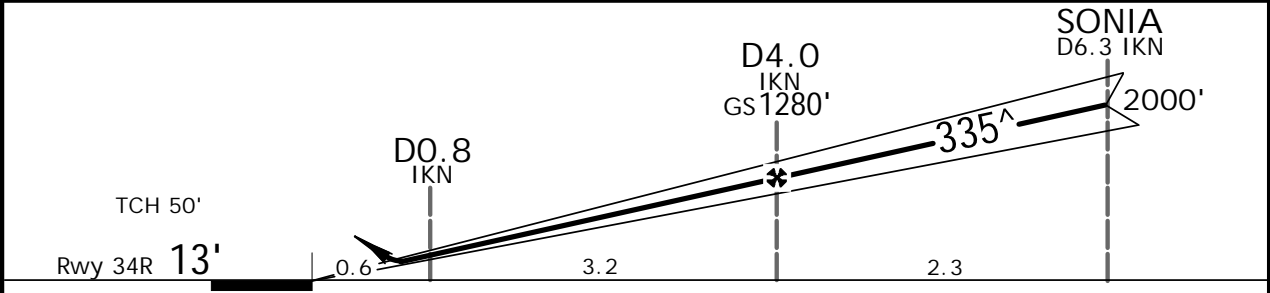
ATIS 112.1 118.55 126.25 428				SYDNEY Approach (R) North 124.4 South 128.3				Director West 126.1 East 125.3			
SYDNEY Tower Rwy 16L/34R 124.7 Rwy 16R/34L & Rwy 07/25				MONITOR 120.5 PRM 133.95				Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7			
LOC IKN 109.3		Final Apch Crs 335^		GS D4.0 IKN 1280' (1267')		ILS DA(H) 270' (257')		Apt Elev 21' Rwy 34R 13'			
MISSED APCH: Track 335^ . At MANDATORY 600' turn RIGHT track 070^ . Continue climb to 2000' or as directed by ATC.										MSA SY VOR 2100' within 10 NM	
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'										1. IKN DME REQUIRED. 2. Dual VHF communications required. 3. Holding as directed by ATC. 4. See 11-0 for "ILS PRM USER INSTRUCTIONS".	



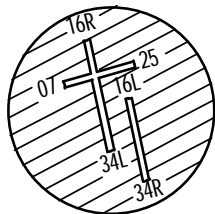
SEE 11-0 FOR ILS PRM REQUIREMENTS
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

1 Aircraft will be RADAR vectored to IAF.

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	MANDATORY 600'	070^	2000'
GS	3.00^	372	478	531	637	849				
							335^	↑	RT	↑

STRAIGHT-IN LANDING RWY 34R				CIRCLE-TO-LAND				No Circling			
ILS DME DA(H) 270' (257')											
A	1.5 km						A	NOT AUTHORIZED			
B							B				
C							C				
D							D				

PLANS OPS

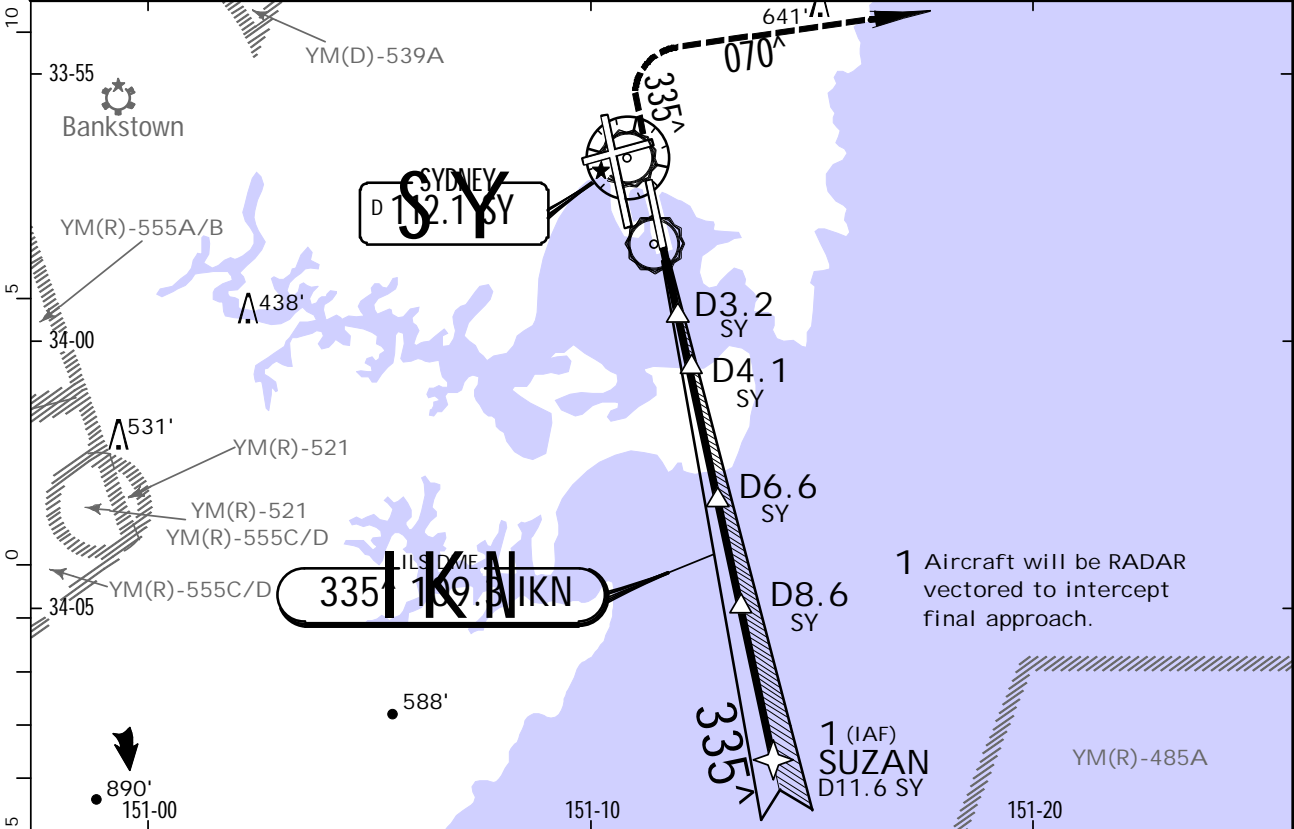
YSSY/SYD

JEPPESEN
7 DEC 12
.Eff.13.Dec. (11-16)

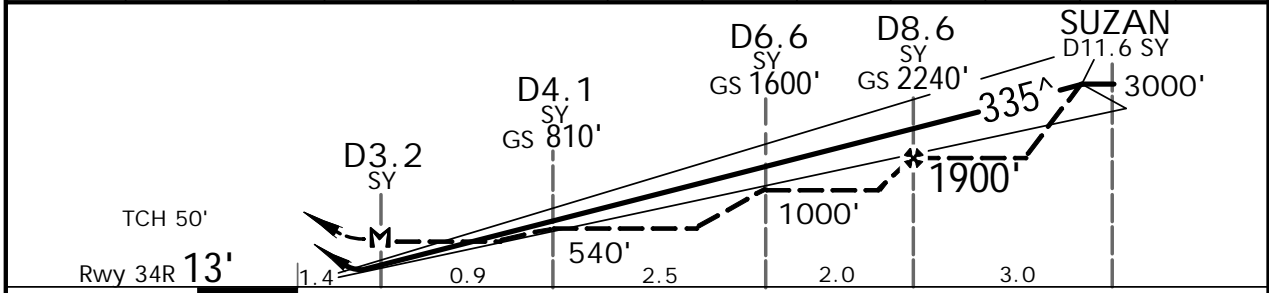
SYDNEY, NSW, AUSTRALIA
ILS-Y or LOC-Y Rwy 34R

-(KINGSFORD SMITH) INTL

ATIS 112.1 118.55 126.25 428				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 & 07/25 120.5						Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7					
LOC IKN 109.3		Final Apch Crs 335 [^]		GS D8.6 SY 2240' (2227')		ILS DA(H) 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. SY DME REQUIRED. 2. GPS permitted in lieu of DME. Reference waypoint SY VOR. 3. Holding as directed by ATC.											
										MSA SY VOR 2100' within 10 NM	



LOC (GS out)	SY DME	3.2	4.1	5.0	6.0	6.6	7.0	8.0	8.6	9.0	10.0	11.0
	ALTITUDE	500'	810'	1090'	1410'	1600'	1730'	2050'	2240'	2360'	2680'	3000'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	335 [^]	MANDATORY 600'	070 [^]	2000'
GS	3.00 [^]	372	478	531	637	849					
MAP at D3.2 SY											

STRAIGHT-IN LANDING RWY 34R ILS DME DA(H) 270' (257')				LOC (GS out) DME MDA(H) 500' (487')				CIRCLE-TO-LAND				No Circling					
1.5 km				2.7 km				NOT AUTHORIZED									
A									A								
B									B								
C									C								
D									D								

ANS OPS

YSSY/SYD

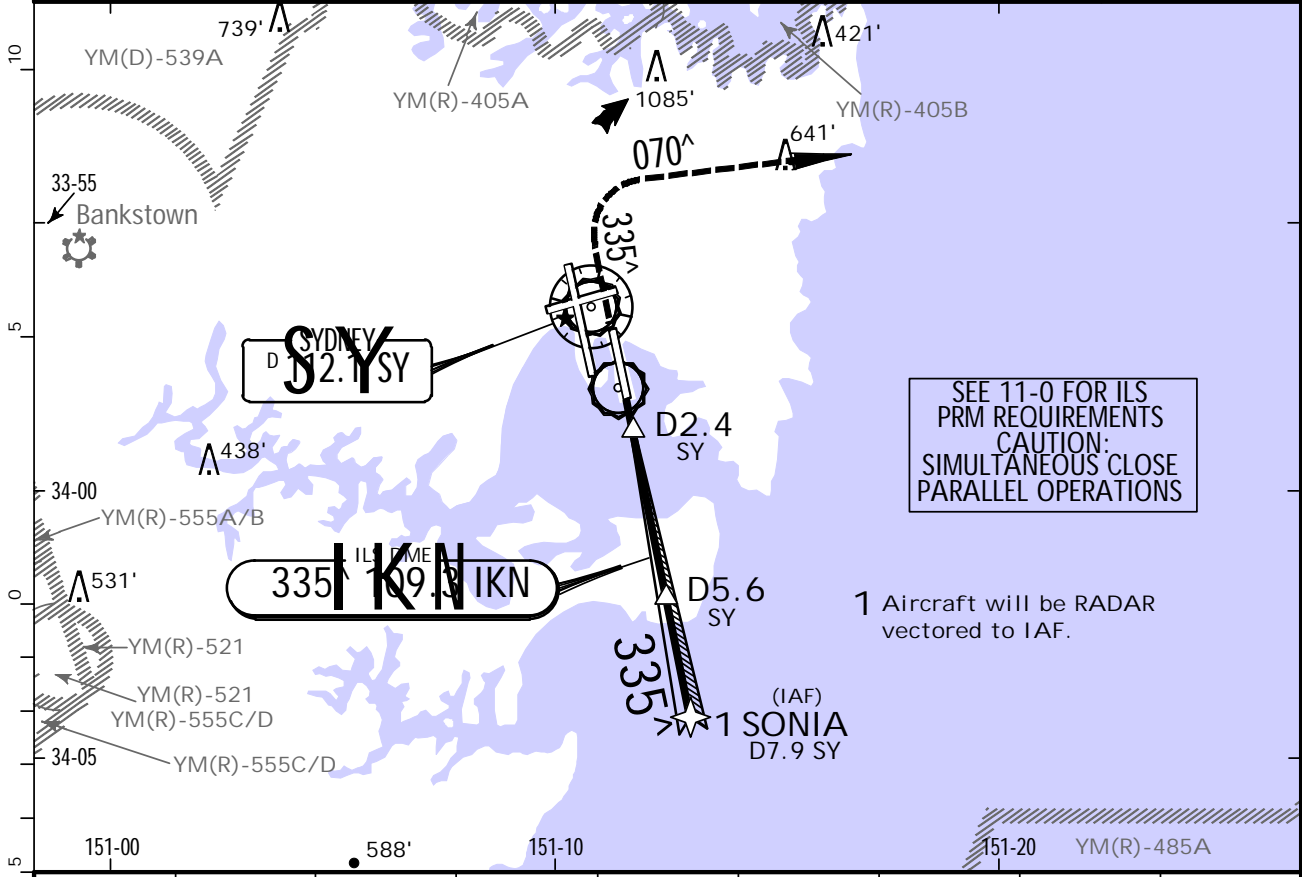
-(KINGSFORD SMITH) INTL

JEPPENEN SYDNEY, NSW, AUSTRALIA
 7 DEC 12 Eff. 13 Dec. (11-17)

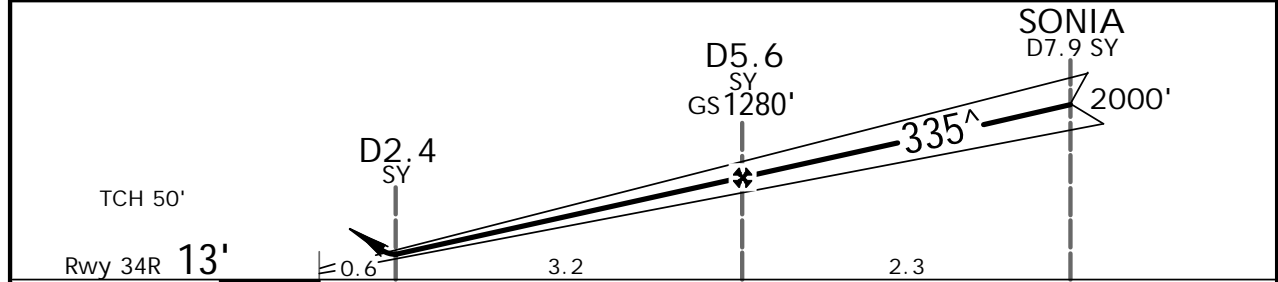
ILS-Y PRM Rwy 34R

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

ATIS 112.1 118.55 126.25 428				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				MONITOR 120.5 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 D5.6 SY 1280' (1267')		ILS DA(H) 270' (257')		Apt Elev 21' Rwy 34R 13'			
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. GPS permitted in lieu of DME. Reference waypoint SY VOR. 4. Holding as directed by ATC. 5. See 11-0 for " ILS PRM USER INSTRUCTIONS".											



SY DME	2.4	3.0	4.0	5.0	5.6	6.0	7.0	7.9
ALTITUDE	270'	450'	770'	1090'	1280'	1410'	1730'	2000'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	MANDATORY 600'	070 [^] RT	2000'
GS	3.00 [^]	372	478	531	637	849				
							335 [^]	↑	↑	↑

STRAIGHT-IN LANDING RWY 34R ILS DME DA(H) 270' (257')				CIRCLE-TO-LAND				No Circling					
1.5 km				NOT AUTHORIZED									
A									A				
B									B				
C									C				
D									D				

PANS OPS

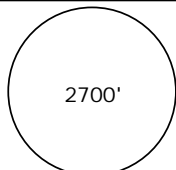
YSSY/SYD

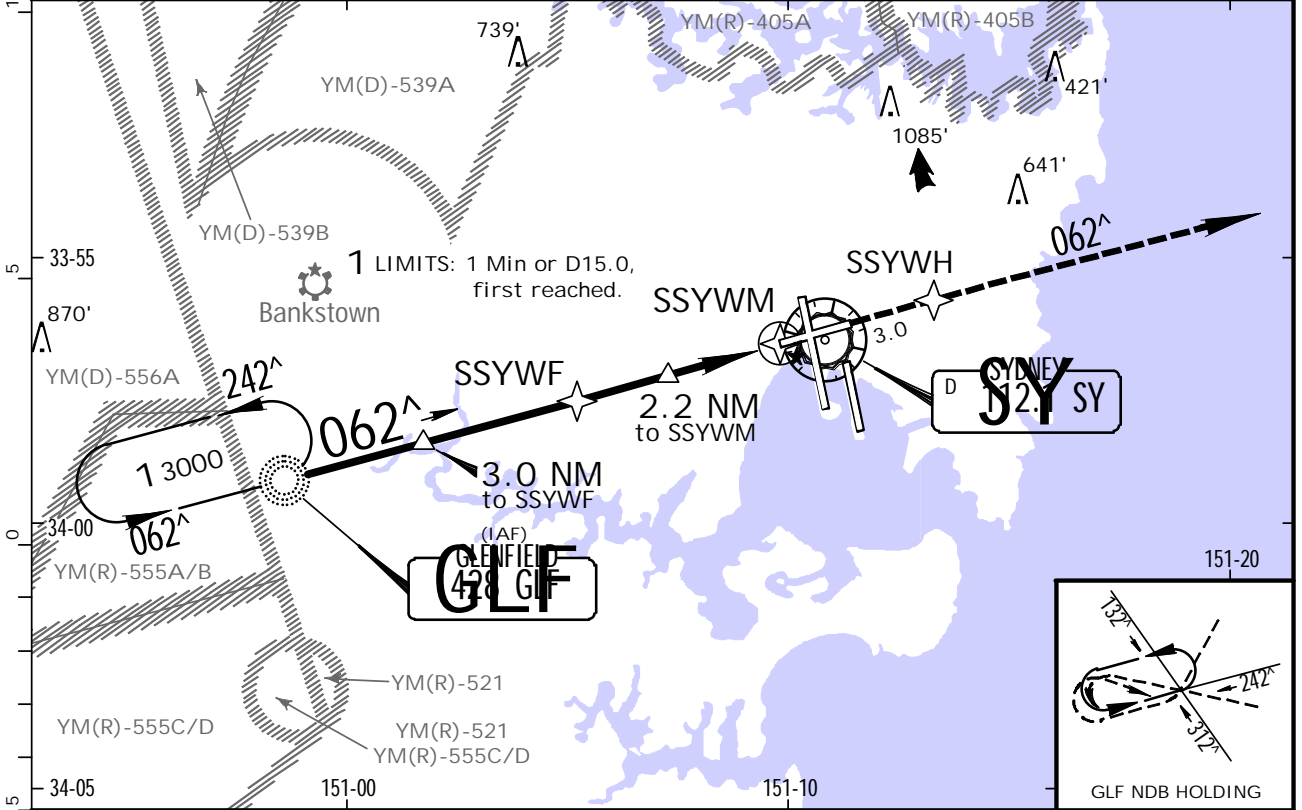
-(KINGSFORD SMITH) INTL

24 MAY 13
Eff. 30 May

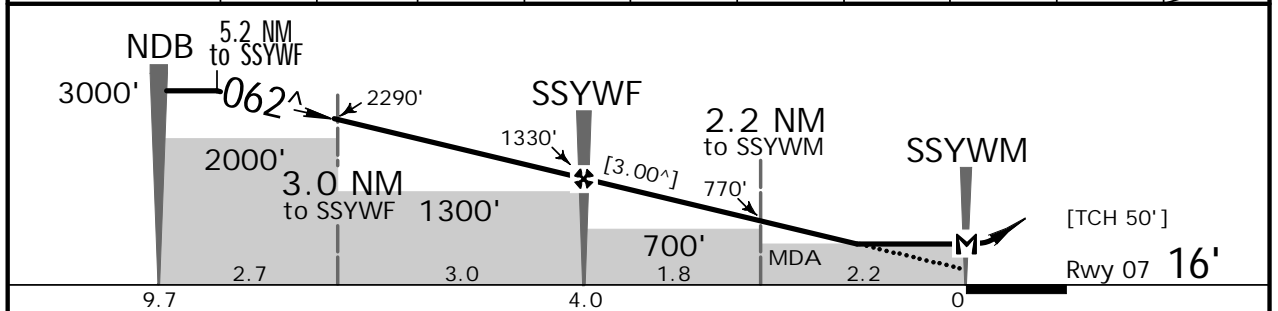
(12-1)


SYDNEY, NSW, AUSTRALIA
RNAV-Z (GNSS) Rwy 07

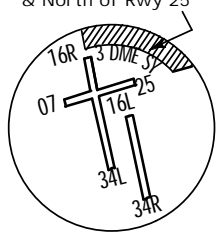
BRIEFING STRIP™	ATIS 112.1 118.55 126.25 428			SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
	SYDNEY Tower Rwy 16R/34L & 07/25 120.5		Rwy 16L/34R 124.7	Ground West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7	
	RNAV	Final Apch Crs 062[^]	Procedure Alt SSYWF 1330' (1314')	MDA(H) 580' (564')	Apt Elev 21' Rwy 07 16'		 2700' MSA SY VOR 2100' within 10 NM
MISSED APCH: Track direct to SSYWH, then 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. Max IAS for initial 210 Kts.							



NM to NEXT WPT	5.2	4.0	3.0	2.0	1.0	SSYWF	3.0	2.2	1.6	SSYWM
ALTITUDE	3000'	2610'	2290'	1980'	1660'	1330'	1020'	770'	580'	



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

ANS OPS	STRAIGHT-IN LANDING RWY 07			CIRCLE-TO-LAND			No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25 	
	MDA(H) 580' (564')			DAY				NIGHT
	A	3.2 km	Max Kts	MDA(H)				NA
	B		100	710' (689') - 2.4 km				
	C		135	1000' (979') - 4.0 km				
D	205		1000' (979') - 5.0 km					

YSSY/SYD

-(KINGSFORD SMITH) INTL

24 MAY 13
Eff. 30 May

12-2

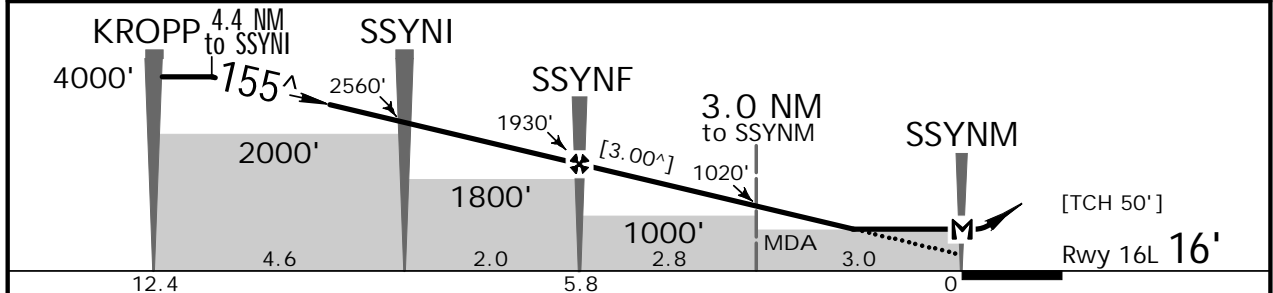
SYDNEY, NSW, AUSTRALIA

RNAV-Z (GNSS) Rwy 16L

ATIS				SYDNEY Approach (R)		Director		
112.1	118.55	126.25	428	North 124.4	South 128.3	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		
Rwy 16R/34L 124.7		Rwy 16R/34L & 07/25 120.5		West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7		
RNAV	Final Apch Crs 155 [^]	Procedure Alt SSYNF 1930' (1914')	MDA(H) 480' (464')	Apt Elev 21'	Rwy 16L 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.							2700'	
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL 110		Trans alt: 10000'			
1. Max IAS for initial 210 Kts.								MSA SY VOR 2100' within 10 NM



NM to NEXT WPT	4.4	4.0	3.0	2.0	1.0	SSYNI	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	HIALS PAPI PAPI	MANDATORY 600'	SSYNH	
Descent Angle [3.00 [^]]	372	478	531	637	743	849				
MAP at SSYNM								SSYNH		

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

ANS OPS	A	2.6 km	NOT AUTHORIZED
	B		
	C		
	D		

YSSY/SYD

-(KINGSFORD SMITH) INTL

19 AUG 11
Eff. 25. Aug.

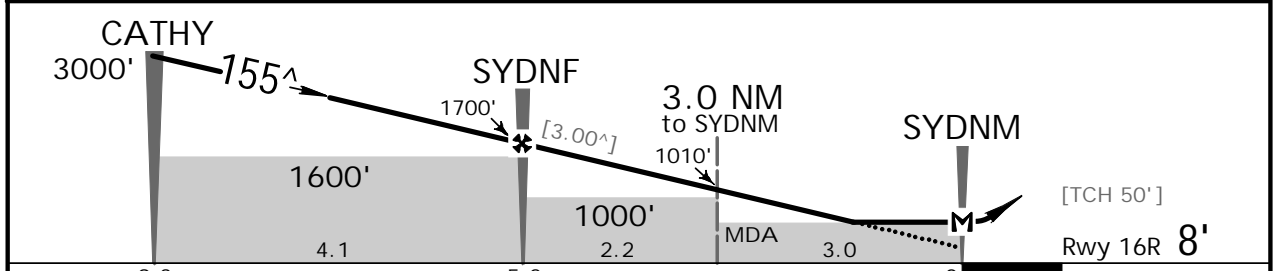
12-3

SYDNEY NSW AUSTRALIA
RNAV-Z (GNSS) Rwy 16R

ATIS 112.1 118.55 126.25 428				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 155 [^]	Procedure Alt SYDNF 1700' (1692')	MDA(H) 520' (512')	Apt Elev 21' Rwy 16R 8'	2700' MSA SY VOR 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.							



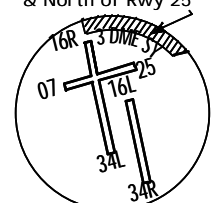
NM to NEXT WPT	4.1	4.0	3.0	2.0	1.0	SYDNF	5.0	4.0	3.0	2.0	1.4	SYDNM
ALTITUDE	3000'	2980'	2660'	2340'	2020'	1700'	1650'	1330'	1010'	700'	520'	



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

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

ANS OPS 4



YSSY/SYD

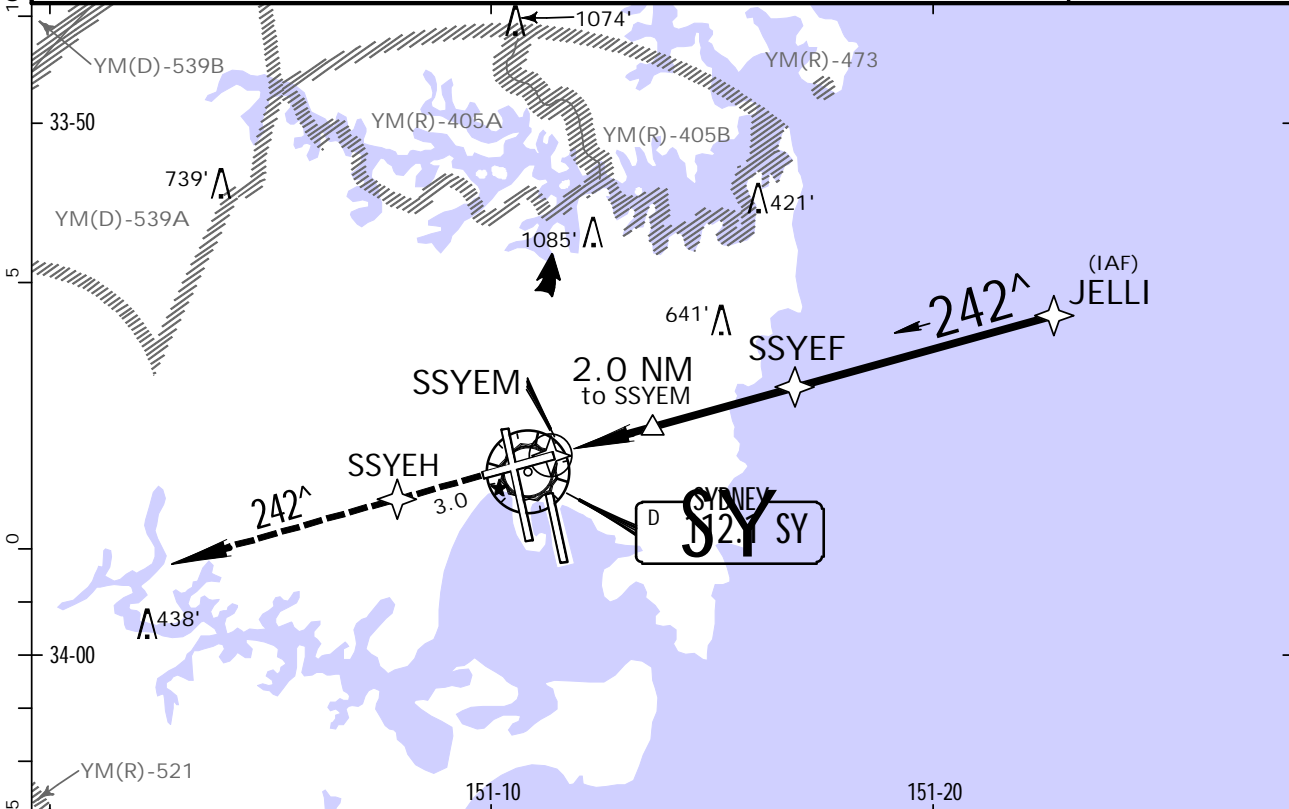
-(KINGSFORD SMITH) INTL

19 AUG 11
Eff. 25 Aug.

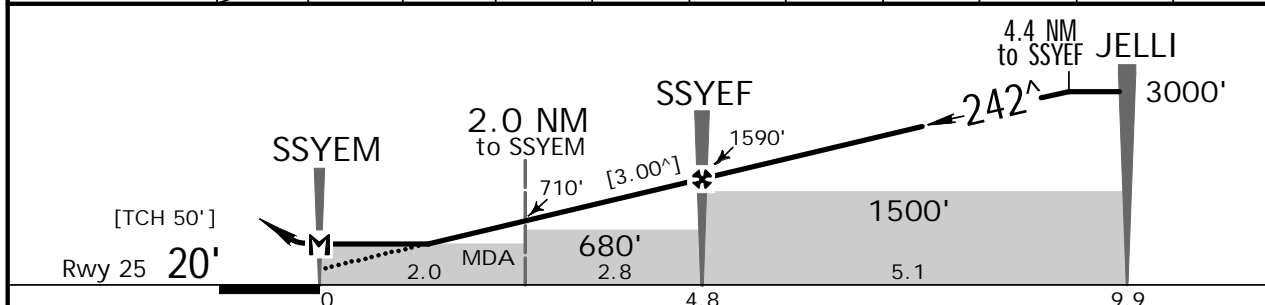
12-4

SYDNEY RNAV-Z (GNSS) Rwy 25

BRIEFING STRIP	ATIS				SYDNEY Approach (R)		Director	
	112.1	118.55	126.25	428	North	South	West	East
					124.4	128.3	126.1	125.3
	SYDNEY Tower				Rwy 16L/34R	Ground		East of Rwy 16R/34L
	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		Procedure Alt	MDA(H)	Apt Elev		2700'	
	242^		SSYEF 1590' (1570')	520' (500')	21' Rwy 25 20'			
MISSED APCH: Track direct to SSYEH, thence 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. Max IAS for initial 210 Kts.						MSA SY VOR 2100' within 10 NM		

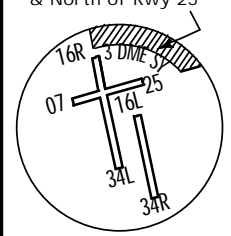


NM to NEXT WPT	SSYEM	1.4	2.0	3.0	4.0	SSYEF	1.0	2.0	3.0	4.0	4.4
ALTITUDE		520'	710'	1030'	1340'	1590'	1920'	2240'	2550'	2870'	3000'



Gnd speed-Kts	70	90	100	120	140	160	PAPI	D → SSYEH
Descent angle [3.00^]	372	478	531	637	743	849		
MAP at SSYEM								

ANS OPS 4	STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
	MDA(H) 520' (500')		DAY	NIGHT	
	A	2.8 km	Max Kts	NA	
	B		MDA(H)		
	C		1000' (979') - 2.4 km		
D	1000' (979') - 4.0 km				
		1000' (979') - 5.0 km			



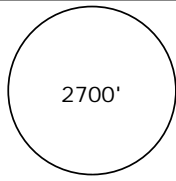
YSSY/SYD

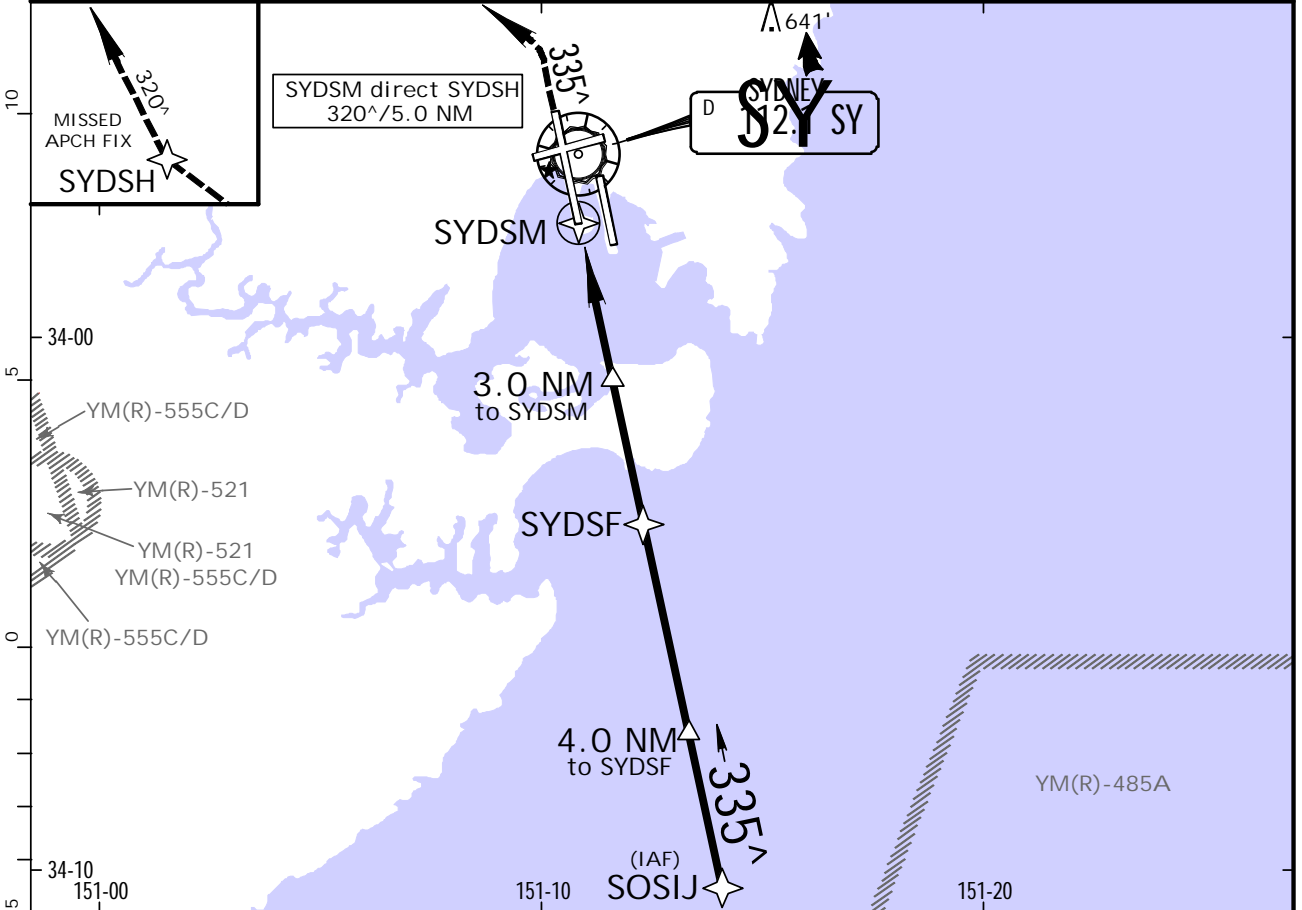
(KINGSFORD SMITH) INTL

24 MAY 13
Eff. 30 May

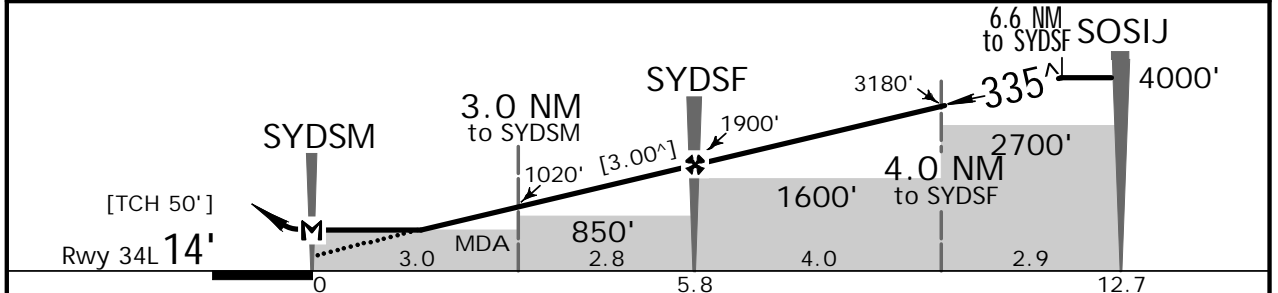
(12-5)

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

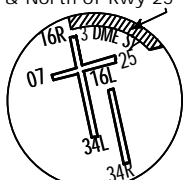
BRIEFING STRIP™	ATIS 112.1 118.55 126.25 428			SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
	SYDNEY Tower Rwy 16R/34L & 07/25 120.5			Rwy 16L/34R 124.7		Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7	
	RNAV	Final Apch Crs 335 [^]	Procedure Alt SYDSF 1900' (1886')	MDA(H) 450' (436')	Apt Elev 21' Rwy 34L 14'		
	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.							



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	PAPI 335 [^]	MANDATORY 500'	LT	D → SYDSH
Descent Angle[3.00 [^]]	372	478	531	637	743	849				
MAP at SYDSM										

STRAIGHT-IN LANDING RWY 34L MDA(H) 450' (436')		CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25 	
ANS OPS	A	2.4 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
			205		

YSSY/SYD

(KINGSFORD SMITH) INTL

24 MAY 13
Eff. 30 May

(12-6)

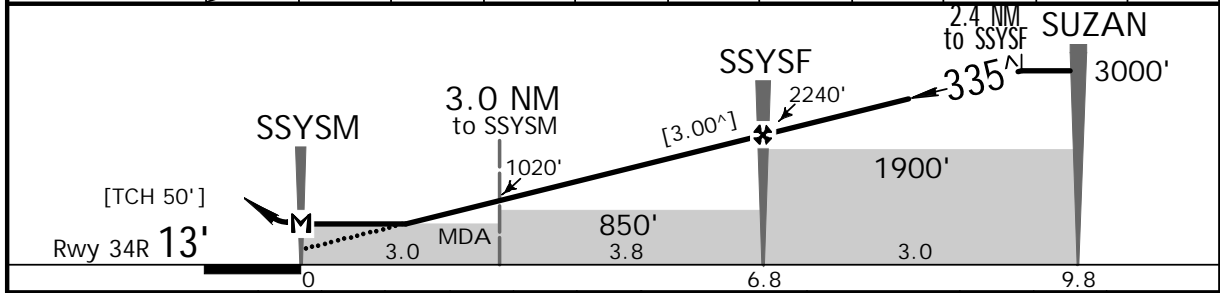
SYDNEY, NSW AUSTRALIA

RNAV-Z (GNSS) Rwy 34R

ATIS				SYDNEY Approach (R)		Director		
112.1	118.55	126.25	428	North	South	West	East	
				124.4	128.3	126.1	125.3	
SYDNEY Tower				Rwy 16R/34L & 07/25		Ground		
Rwy 16L/34R		124.7		120.5		West of Rwy 16R/34L		
						East of Rwy 16R/34L		
				126.5		121.7		
RNAV	Final Apch Crs	Procedure Alt	SSYSF	MDA(H)	Apt Elev	21'		
	335^	2240' (2227')		550' (537')	Rwy 34R	13'		
MISSED APCH: Track 335^, at MANDATORY 600' turn RIGHT, track direct to SSYSH, then track 070^.							2700'	
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.							MSA SY VOR 2100' within 10 NM	



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												

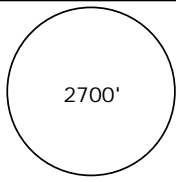
STRAIGHT-IN LANDING RWY 34R						CIRCLE-TO-LAND					
MDA(H) 550' (537')											

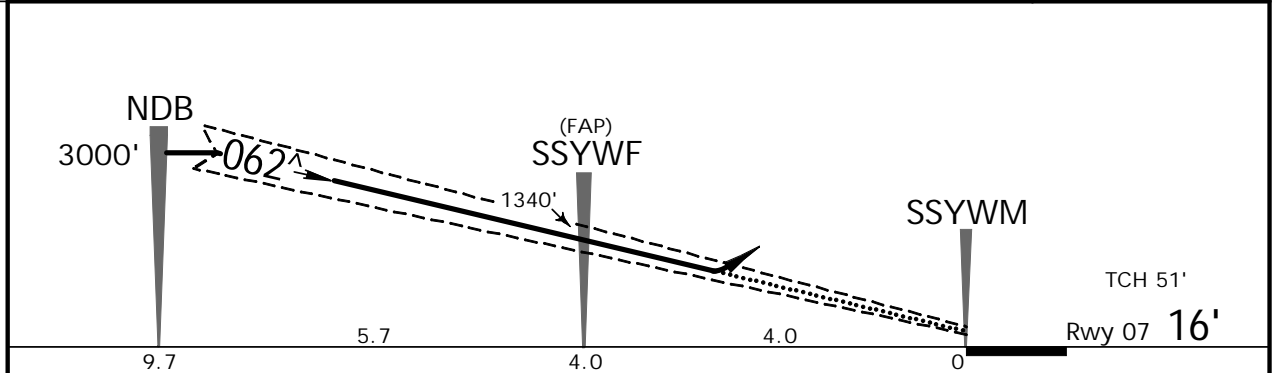
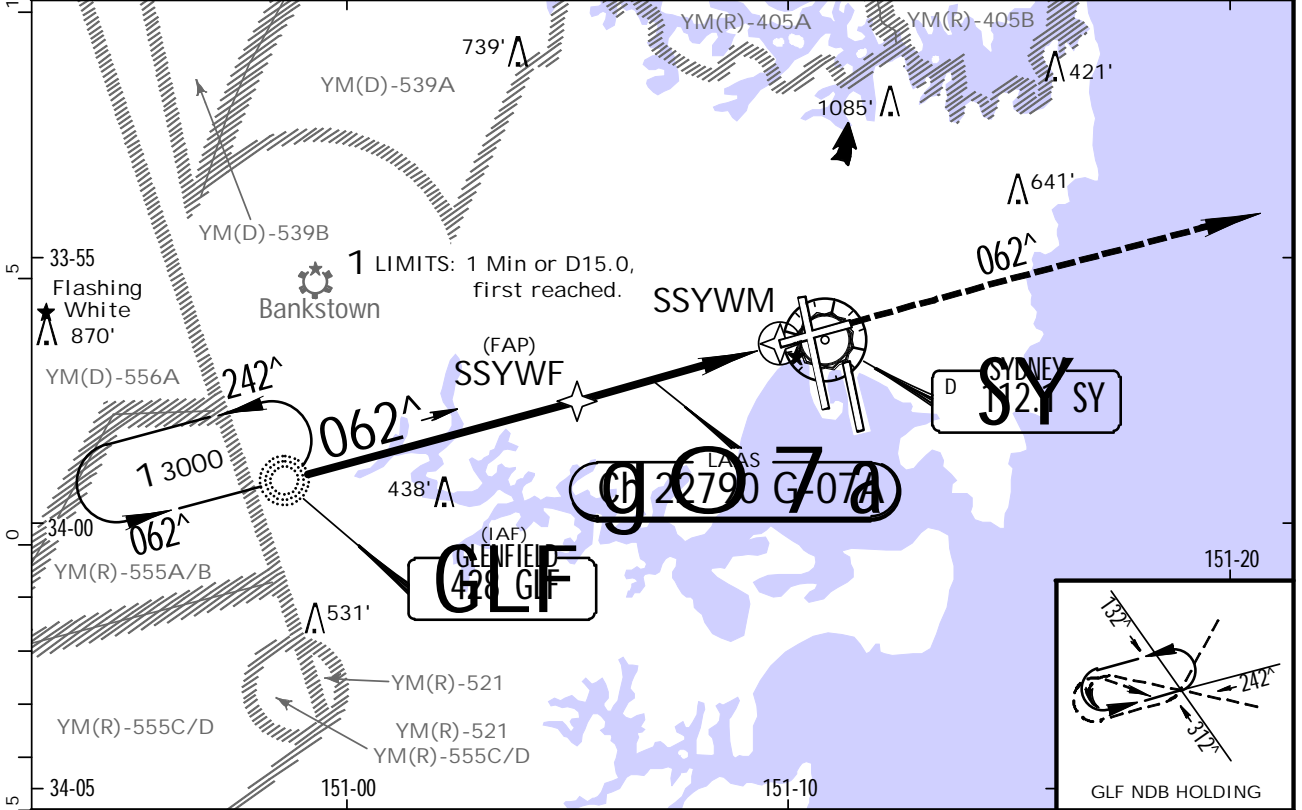
ANS OPS	A	3.0 km	A	NOT AUTHORIZED
	B		B	
	C		C	
	D		D	

YSSY/SYD

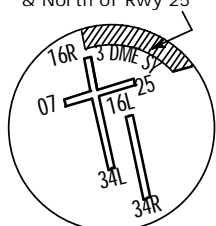
-(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA
 22 JUN 12 12-40
 GLS Rwy 07

ATIS				SYDNEY Approach (R)		Director	
112.1	118.55	126.25	428	North 124.4	South 128.3	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
LAAS Ch 22790 G-07A	Final Apch Crs 062^	Minimum Alt SSYWF 1340' (1324')	GLS DA(H) 1000' (984')	Apt Elev 21' Rwy 07 16'		 2700' MSA SY VOR 2100' within 10 NM	
MISSED APCH: At SSYWM track 062^ . Climb to 2000' or as directed by ATC.							
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL 110		Trans alt: 10000'		



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	SSYWM 062^
Glide Path Angle	3.00^	372	478	531	637	743		
MAP at DA								

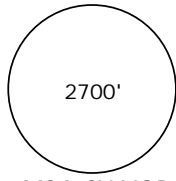
STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND				No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25 
GLS DA(H) 1000' (984')				MDA(H)				
A	5.6 km			Max Kts	1000'(979')-5.0 km			
B				100				
C				135				
D				180				
				205				

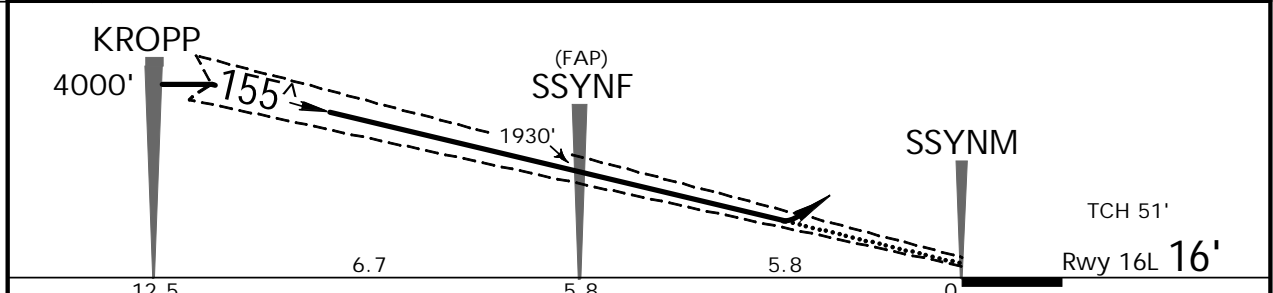
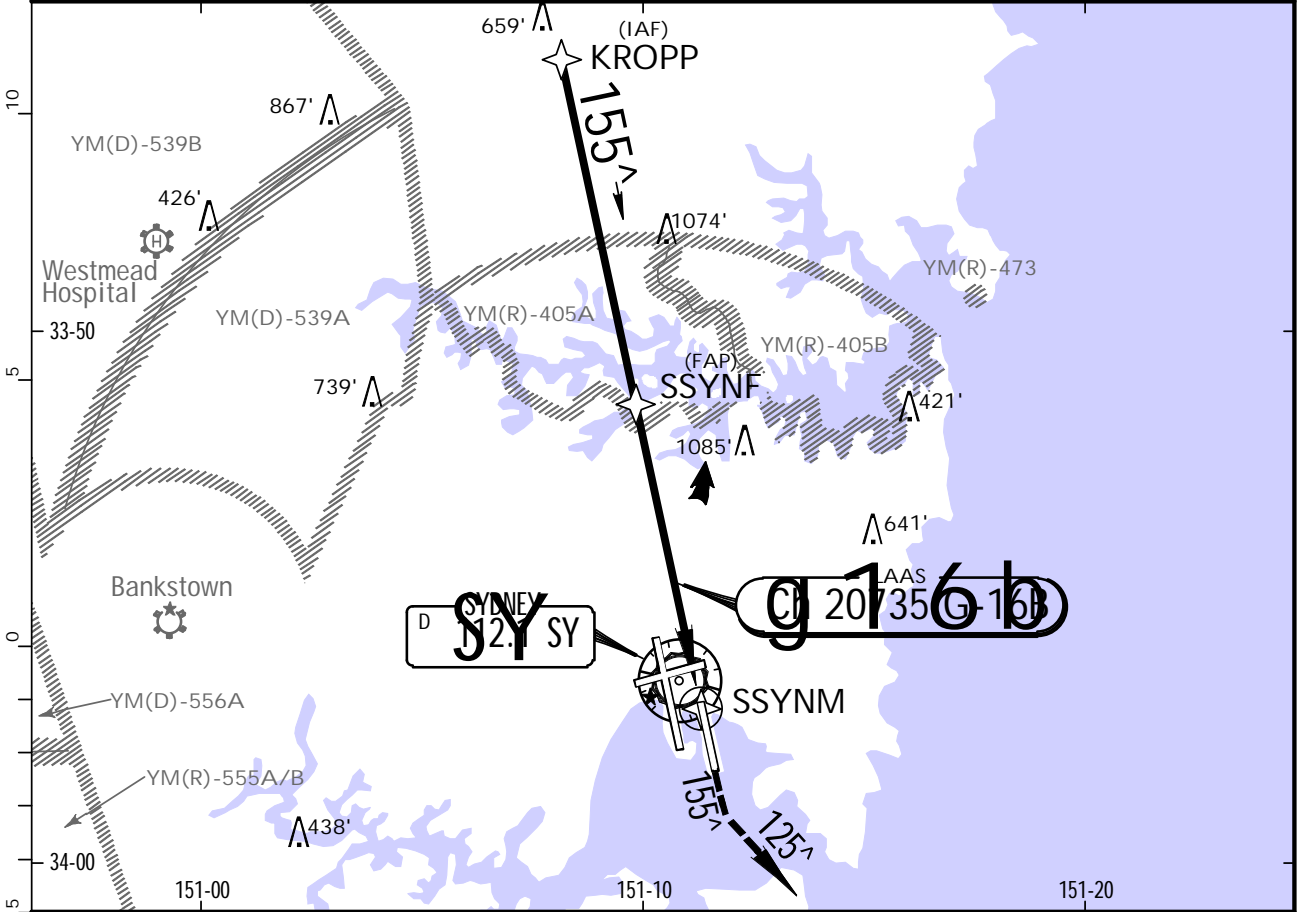
ANS OPS

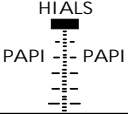
YSSY/SYD

-(KINGSFORD SMITH) INTL

JEPPEN SYDNEY, NSW, AUSTRALIA
 22 JUN 12 (12-41)
 GLS Rwy 16L

BRIEFING STRIP™	ATIS			SYDNEY Approach (R)		Director			
	112.1	118.55	126.25	428	North	South	West	East	
					124.4	128.3	126.1	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 20735 G-16B		Final Apch Crs 155^		Minimum Alt SSYNF 1930' (1914')		GLS DA(H) 1000' (984')		Apt Elev 21' Rwy 16L 16'	
MISSED APCH: Track 155^ . Not below 600' turn LEFT, track 125^ . Climb to 3000' or as directed by ATC.								 2700'	
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 110		Trans alt: 10000'			
1. Aircraft will be radar vectored to intercept final approach. 2. Holding as advised by ATC.									



Gnd speed-Kts	70	90	100	120	140	160	 HIALS PAPI PAPI	NOT BELOW 600' LT	125^
Glide Path Angle	3.00^	372	478	531	637	743			
MAP at DA									

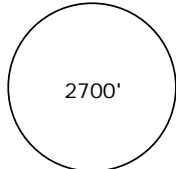
STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND			
GLS							
DA(H) 1000' (984')							
HIALS out							

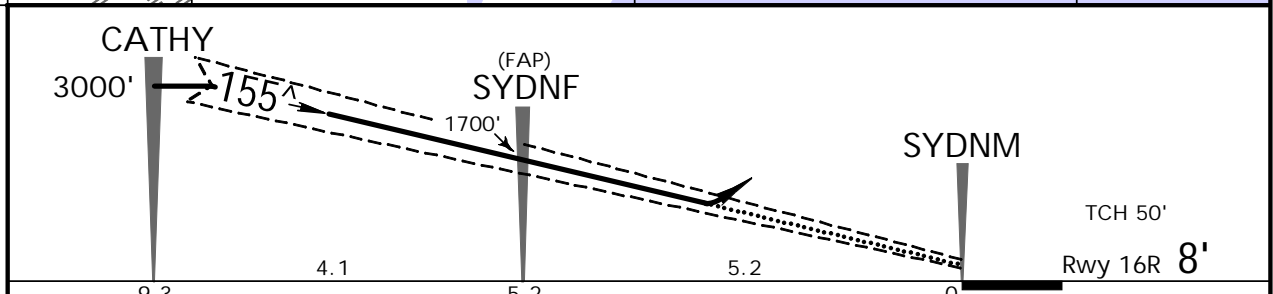
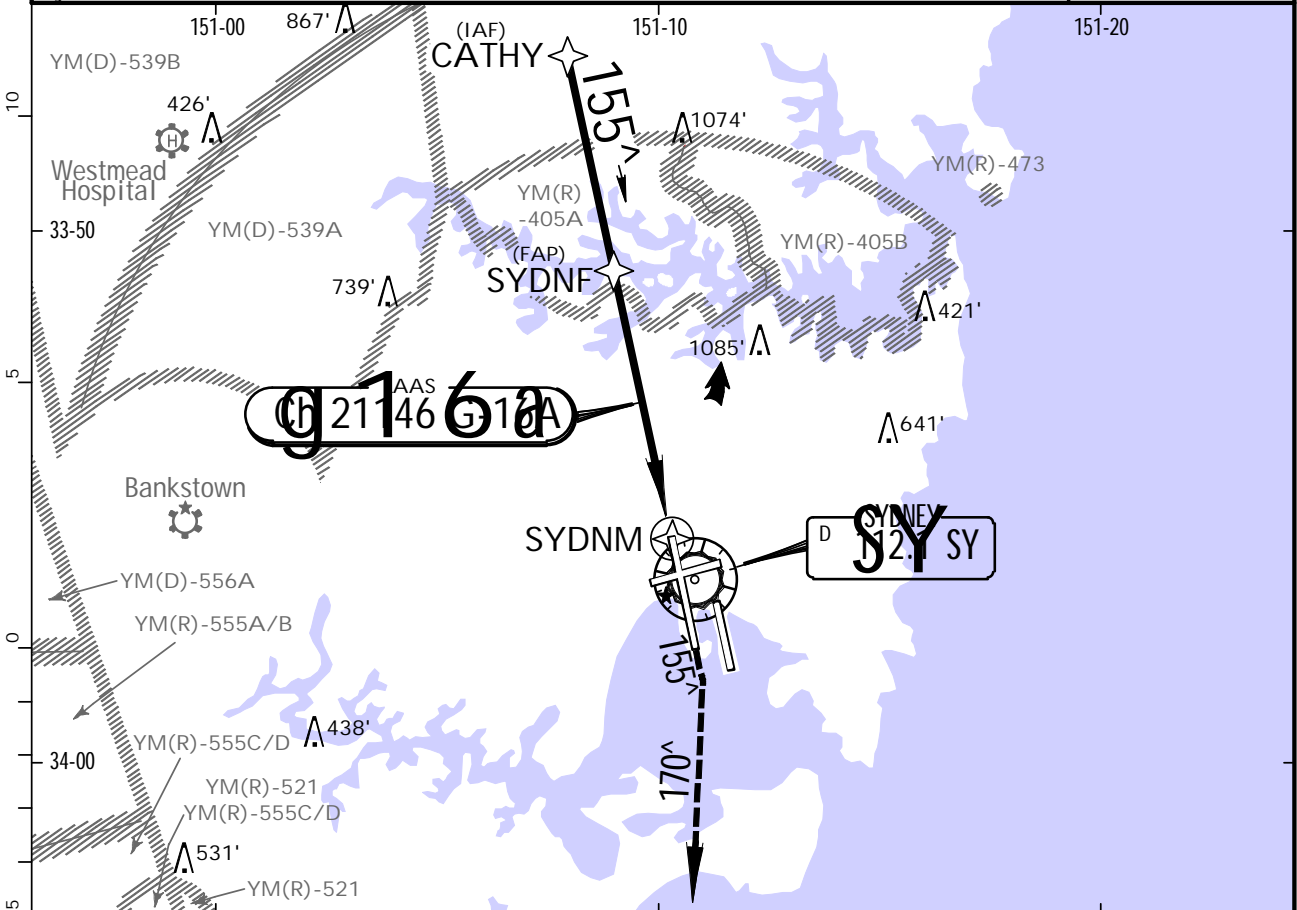
AMS OPS	A	4.7 km	A	NOT AUTHORIZED
	B		B	
	C		C	
	D		D	

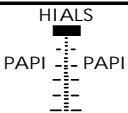
YSSY/SYD

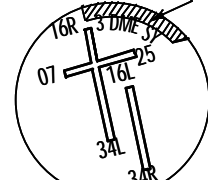
-(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA
22 JUN 12 12-42
GLS Rwy 16R

BRIEFING STRIP™	ATIS 112.1 118.55 126.25 428				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	
	LAAS Ch 21146 G-16A		Final Apch Crs 155^		Minimum Alt SYDNF 1700' (1692')		GLS DA(H) 1000' (992')	
							Apt Elev 21' Rwy 16R 8'	
<p>MISSED APCH: Track 155°. Not below 600' turn RIGHT, track 170°. Climb to 3000' or as directed by ATC.</p>								 <p>2700'</p> <p>MSA SY VOR 2100' within 10 NM</p>
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 110		Trans alt: 10000'		
<p>1. Aircraft will be radar vectored to intercept final approach. 2. Holding as advised by ATC.</p>								



Gnd speed-Kts	70	90	100	120	140	160		NOT BELOW 600' RT	
Glide Path Angle	3.00^	372	478	531	637	743			155^
MAP at DA									

STRAIGHT-IN LANDING RWY 16R		CIRCLE-TO-LAND	
GLS DA(H) 1000' (992')		MDA(H)	
HIALS out			
ANS OPS	A	Max Kts 100 135 180 205	1000'(979')-5.0 km
	B		
	C		
	D		
4.7 km			
No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25			
			

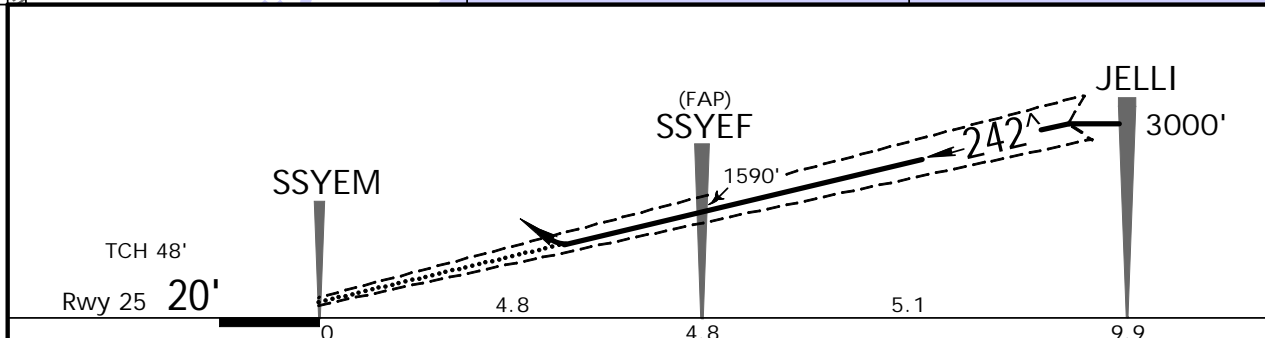
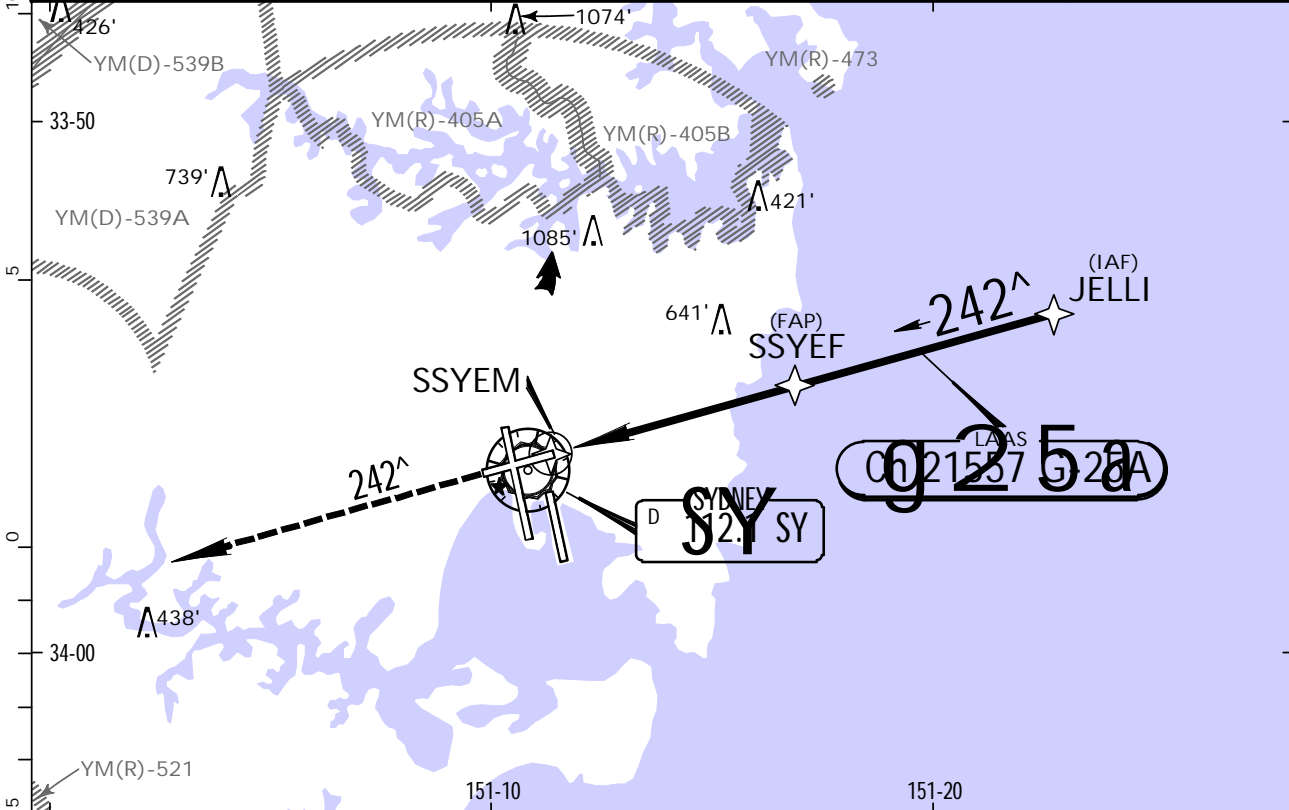
YSSY/SYD

-(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA
22 JUN 12 **12-43**

GLS Rwy 25

BRIEFING STRIP™	ATIS			SYDNEY Approach (R)		Director			
	112.1	118.55	126.25	428	North	South	West	East	
					124.4	128.3	126.1	125.3	
	SYDNEY Tower			Rwy 16L/34R	Ground		East of Rwy 16R/34L		
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 21557 G-25A		Final Apch Crs 242^		Minimum Alt SSYEF 1590' (1570')		GLS DA(H) 1000' (980')		Apt Elev 21' Rwy 25 20'	
<p>MISSED APCH: At SSYEM track 242^ . Climb to 3000' or as directed by ATC.</p>									
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 110		Trans alt: 10000'			
<p>1. Aircraft will be radar vectored to intercept final approach. 2. Holding as advised by ATC.</p>									



Gnd speed-Kts	70	90	100	120	140	160	PAPI	SSYEM	242^
Glide Path Angle	3.00^	372	478	531	637	743			
MAP at DA									

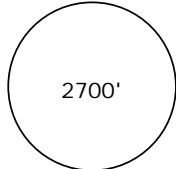
STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
GLS DA(H) 1000' (980')		MDA(H) _____		
A	5.6 km	100	1000'(979')-5.0 km	
B		135		
C		180		
D		205		

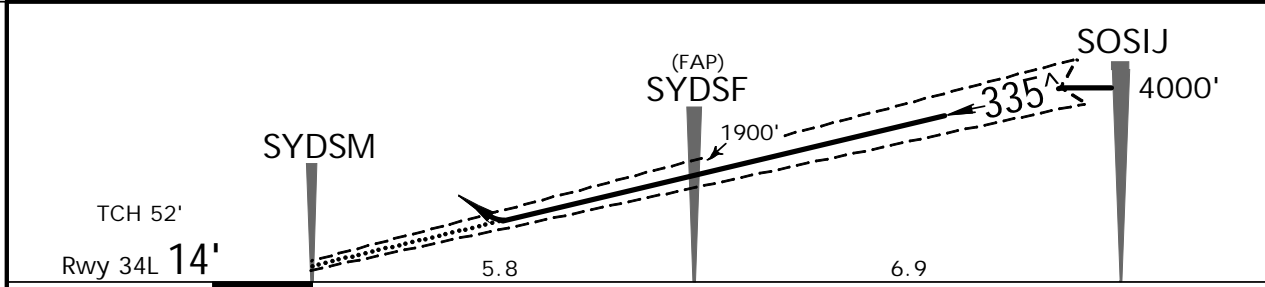
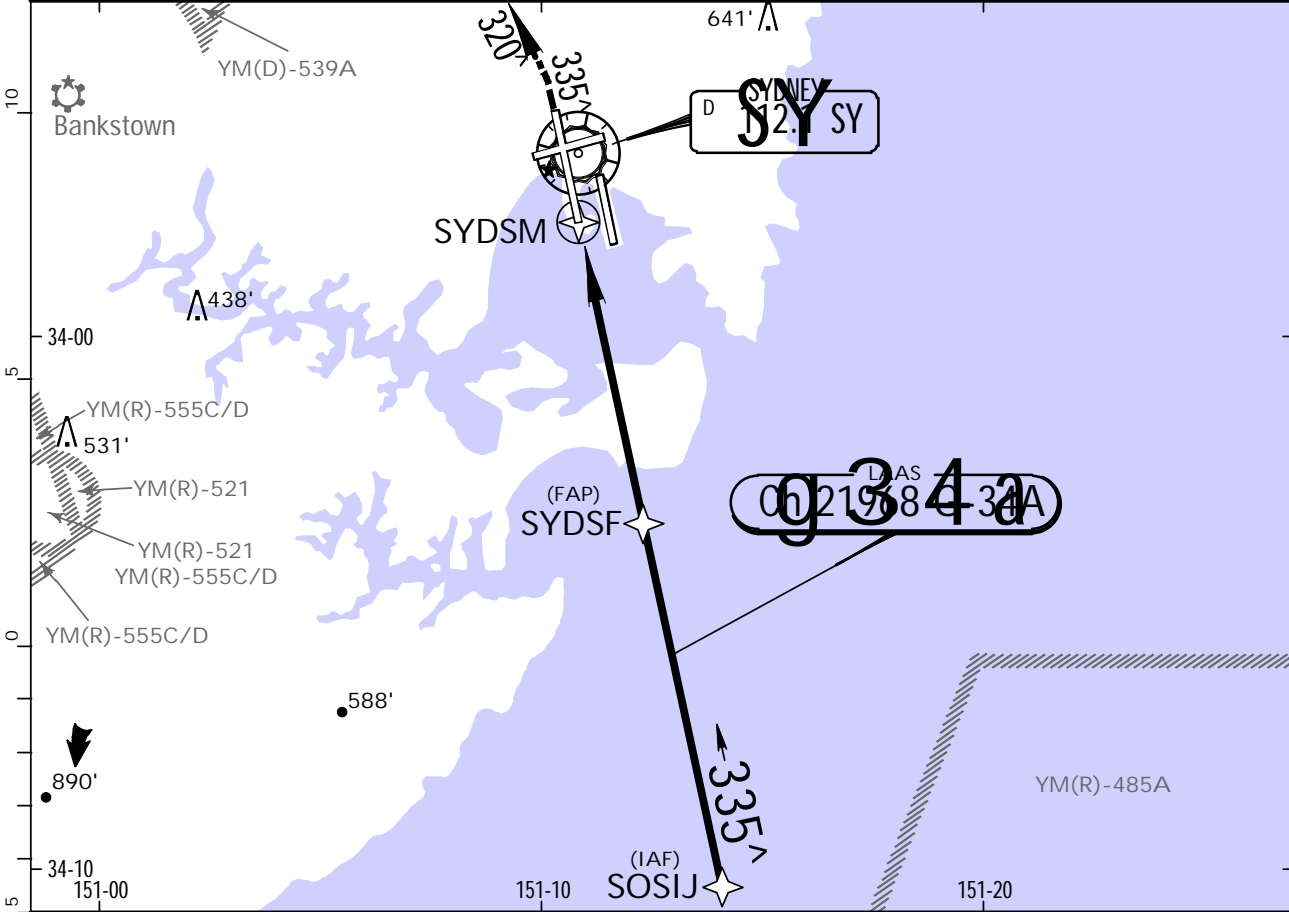
ANS OPS

YSSY/SYD

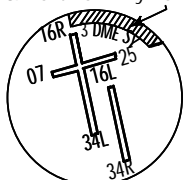
-(KINGSFORD SMITH) INTL

JEPPESEN SYDNEY, NSW, AUSTRALIA
 22 JUN 12 12-44
 GLS Rwy 34L

BRIEFING STRIP™	ATIS 112.1 118.55 126.25 428			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
	LAAS Ch 21968 G-34A	Final Apch Crs 335^	Minimum Alt SYDSF 1900' (1886')	GLS DA(H) 1000' (986')	Apt Elev 21' Rwy 34L 14'	 2700' MSA SY VOR 2100' within 10 NM	
	MISSED APCH: Track 335^ . Not below 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. Aircraft will be radar vectored to intercept final approach. 2. Holding as advised by ATC.							



Gnd speed-Kts	70	90	100	120	140	160	PAPI	335^	NOT BELOW 500'	320^
Glide Path Angle	3.00^	372	478	531	637	743				
MAP at DA									LT	

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) 1000' (986')		MDA(H)		
ANS OPS	A	5.6 km	100	1000' (979') - 5.0 km 
	B		135	
	C		180	
	D		205	

YSSY/SYD

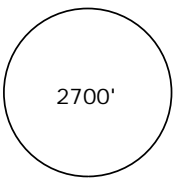
-(KINGSFORD SMITH) INTL

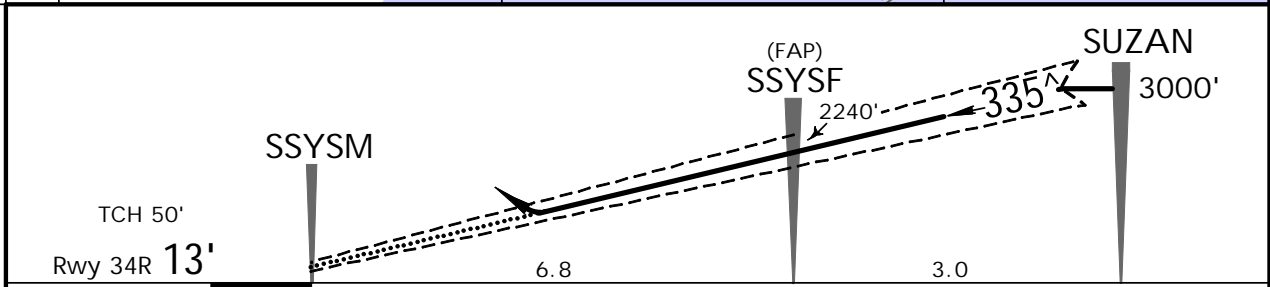
22 JUN 12

12-45

JEPPESEN SYDNEY, NSW, AUSTRALIA

GLS Rwy 34R

BRIEFING STRIP™	ATIS			SYDNEY Approach (R)		Director		
	112.1	118.55	126.25	428	North	South	West	East
					124.4	128.3	126.1	125.3
	SYDNEY Tower			Rwy 16R/34L	Rwy 16R/34L & 07/25	Ground		East of Rwy 16R/34L
	124.7	120.5			126.5		121.7	
LAAS	Final	Minimum Alt	GLS	Apt Elev				
Ch 22379	Apch Crs	SSYSF	DA(H)	Rwy 34R				
G-34B	335^	2240' (2227')	1000' (987')	13'				
<p>MISSED APCH: Track 335^ . Not below 600' turn RIGHT, track 070^ . Climb to 2000' or as directed by ATC.</p>								
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 110		Trans alt: 10000'		
<p>1. Aircraft will be radar vectored to intercept final approach. 2. Holding as advised by ATC.</p>								
							MSA SY VOR	
							2100'	
							within 10 NM	



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	335^	NOT BELOW 600'	070^
Glide Path Angle	3.00^	372	478	531	637	743				
MAP at DA									RT	

STRAIGHT-IN LANDING RWY 34R					CIRCLE-TO-LAND				
GLS									
DA(H) 1000' (987')									

ANS OPS	A	5.6 km	A	NOT AUTHORIZED
	B		B	
	C		C	
	D		D	

YSSY/SYD

-(KINGSFORD SMITH) INTL

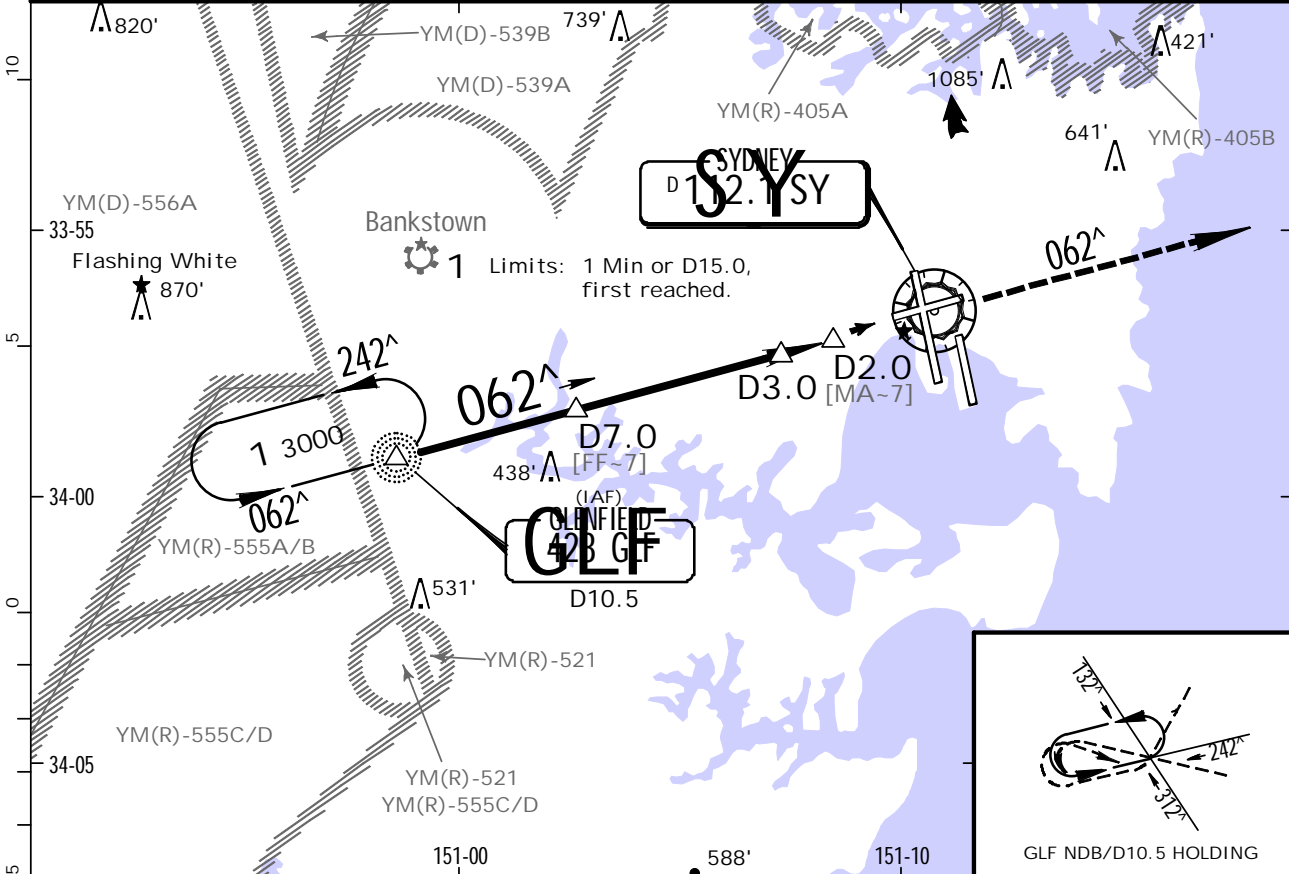
9 NOV 12

13-1

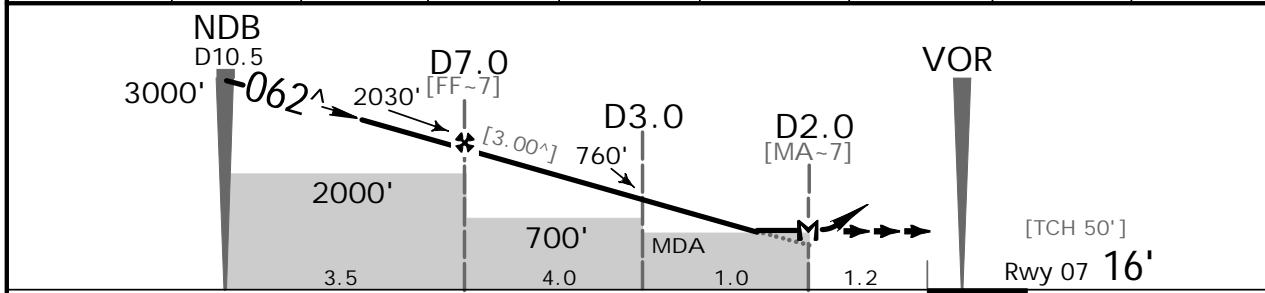
.Eff.15.Nov.

JEPPesen SYDNEY, NSW, AUSTRALIA
VOR Rwy 07

ATIS 112.1 118.55 126.25 428				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	
VOR SY 112.1	Final Apch Crs 062 [^]	Procedure Alt D7.0 2030' (2014')	MDA(H) 650' (634')	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. 2. GNSS permitted in lieu of DME. Reference waypoint SY VOR.						MSA SY VOR 2100' within 10 NM	

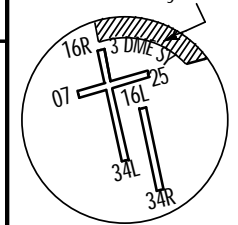


SY DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.7
ALTITUDE	2670'	2350'	2030'	1710'	1400'	1080'	760'	650'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	062 [^] 2000'
Descent angle [3.00 [^]]	372	478	531	637	743	849		
MAP at D2.0								

STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
VOR DME MDA(H) 650' (634')		DAY	NIGHT	
ANS OPS	A	Max Kts	MDA(H)	NA
	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

9 NOV 12

(13-2)

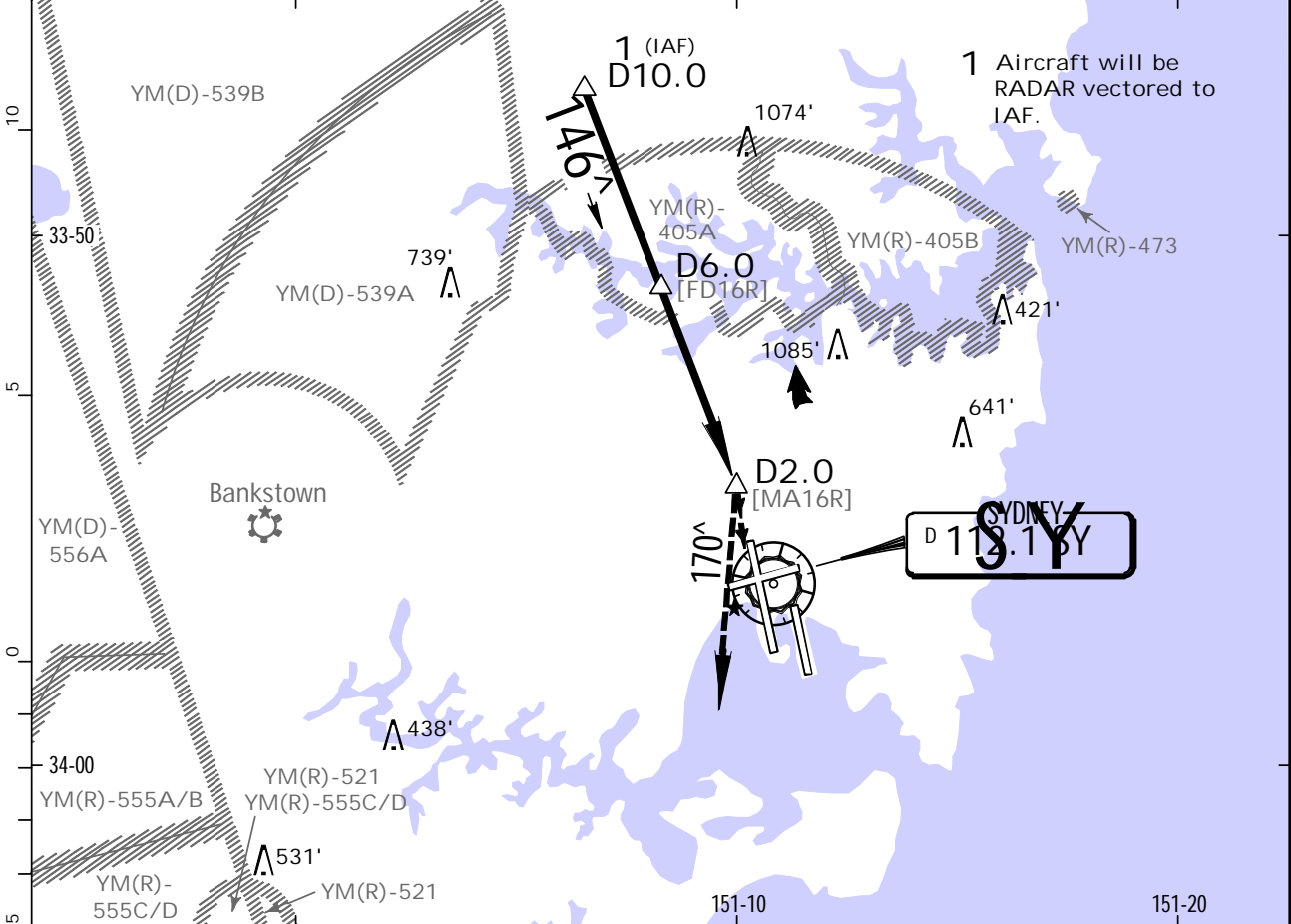
.Eff.15.Nov.

JEPPESEN SYDNEY, NSW AUSTRALIA

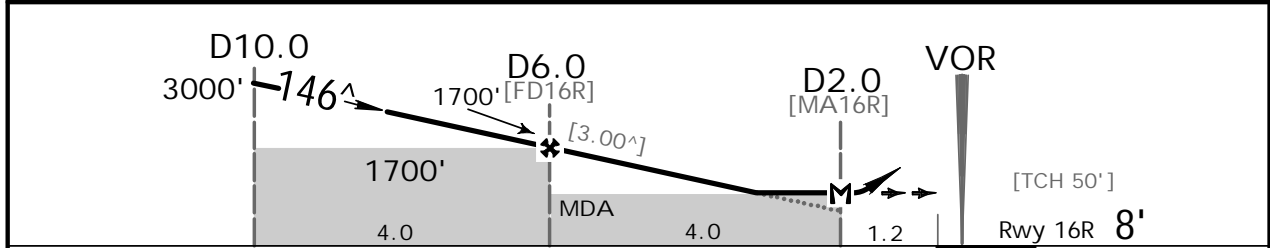
VOR Rwy 16R

BRIEFING STRIP™

ATIS 112.1 118.55 126.25 428				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					
VOR SY 112.1	Final Apch Crs 146^	Procedure Alt D6.0 1700' (1692')	MDA(H) 580' (572')	Apt Elev 21'	Rwy 16R 8'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;"> 2700' </div> <p>MSA SY VOR 2100' within 10 NM</p>					
MISSED APCH: 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 REQUIRED. 2. Holding as directed by ATC. 3. GPS permitted in lieu of DME. Reference waypoint SY VOR.											



SY DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.5
ALTITUDE	3000'	2650'	2330'	2010'	1700'	1380'	1060'	740'	580'



Gnd speed-Kts	70	90	100	120	140	160			170^	3000'
Descent angle [3.00^]	372	478	531	637	743	849				

STRAIGHT-IN LANDING RWY 16R VOR DME MDA(H) 580' (572')				CIRCLE-TO-LAND				No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
HIALS out				Max Kts				
3.2 km				100				
				135				
				180				
				205				

ANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL

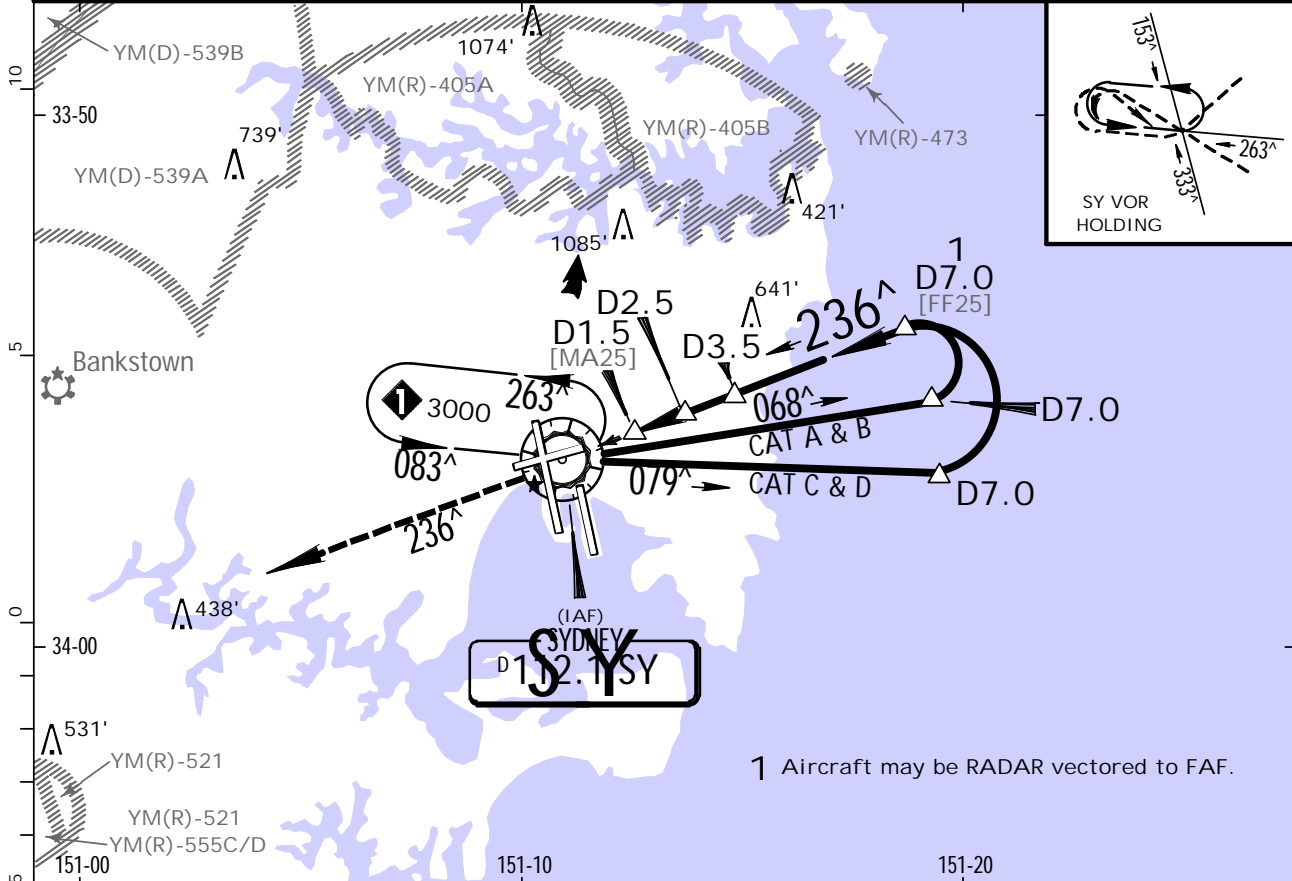
19 AUG 11

13-3

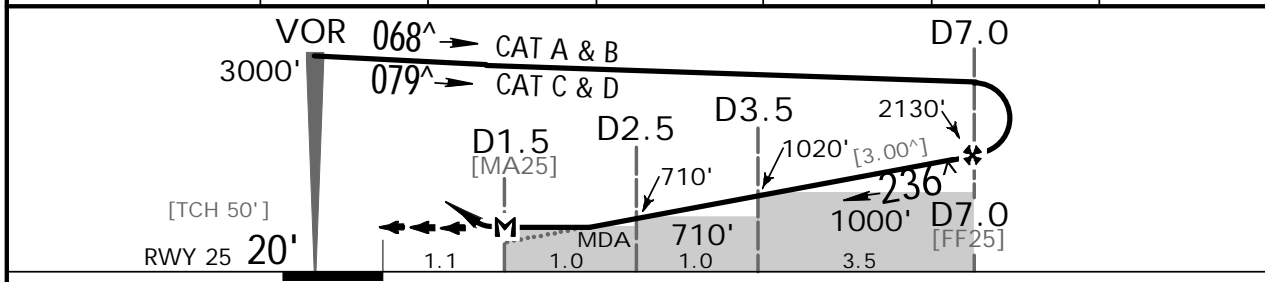
SYDNEY, NSW, AUSTRALIA

VOR Rwy 25

ATIS 112.1 118.55 126.25 428		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		
VOR SY 112.1	Final Apch Crs 236 [^]	Procedure Alt D7.0 2130' (2110')	MDA(H) 580' (560')	Apt Elev 21' RWY 25 20'	2700'
MISSED APCH: Track 236 [^] , 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. Max IAS for initial: 210 kts. 3. GPS permitted in lieu of DME. Reference waypoint SY VOR.					MSA SY VOR 2100' within 10 NM



SY DME	2.1	3.0	4.0	5.0	6.0	7.0
ALTITUDE	580'	860'	1180'	1500'	1810'	2130'



Gnd speed-Kts	70	90	100	120	140	160	PAPI	236 [^]	3000'
Descent angle [3.00 [^]]	372	478	531	637	743	849			
MAP at D1.5									

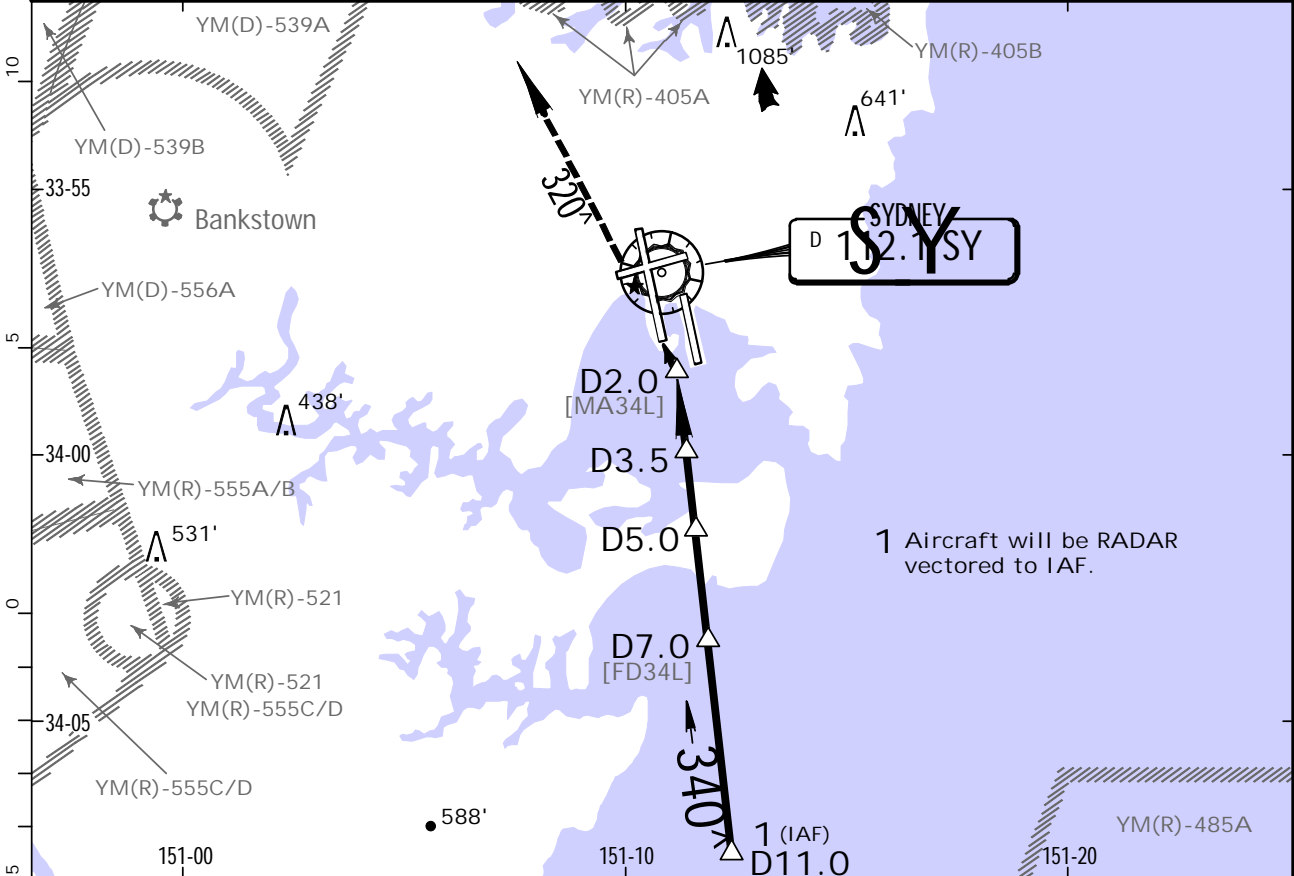
STRAIGHT-IN LANDING RWY 25 VOR DME MDA(H) 580' (560')		CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
PANS OPS 4	3.2 km	Max Kts	MDA(H)	
		100	710' (689')-2.4 km	
		135	1000' (979')-4.0 km	
		205	1000' (979')-5.0 km	

YSSY/SYD

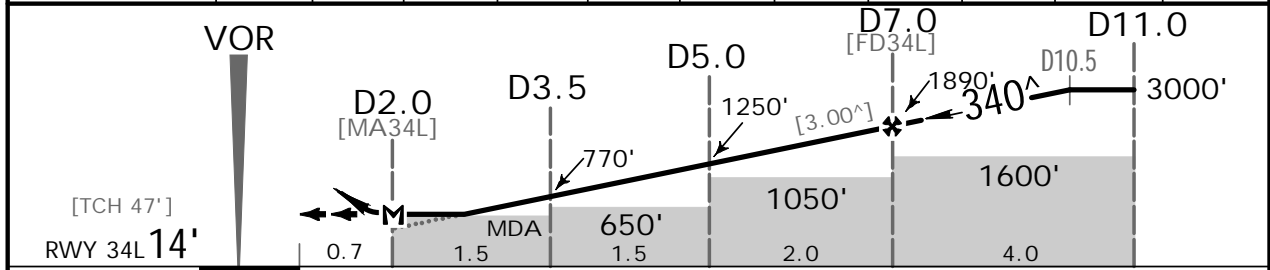
-(KINGSFORD SMITH) INTL 19 AUG 11 (13-4) .Eff.25.Aug.

JEPPesen SYDNEY, NSW, AUSTRALIA
VOR Rwy 34L

BRIEFING STRIP™	ATIS 112.1 118.55 126.25 428			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			
	VOR SY 112.1	Final Apch Crs 340[^]	Procedure Alt D7.0 1890' (1876')	MDA(H) 410' (396')	Apt Elev 21' RWY 34L 14'	2700'		
MISSED APCH: 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. Holding as directed by ATC.						MSA SY VOR 2100' within 10 NM		
3. GPS permitted in lieu of DME. Reference waypoint SY VOR.								



SY DME	2.2	3.0	3.5	4.0	5.0	6.0	7.0	8.0	9.0	10.0	10.5
ALTITUDE	410'	610'	770'	930'	1250'	1570'	1890'	2210'	2530'	2840'	3000'



Gnd speed-Kts	70	90	100	120	140	160					
Descent angle [3.00 [^]]	372	478	531	637	743	849		PAPI	LT	320 [^]	3000'
MAP at D2.0											

STRAIGHT-IN LANDING RWY 34L VOR DME MDA(H) 410' (396')		CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
		Max Kts	MDA(H)	
ANS OPS 4	A	100	710' (689')-2.4 km	
	B	135	1000' (979')-4.0 km	
	C	180	1000' (979')-5.0 km	
	D	205	1000' (979')-5.0 km	
		2.1 km		

Chart changes since cycle 10-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
SYDNEY, NS (KINGSFORD SMITH INTL - YSSY)				
REV	AIRPORT, AIRPORT INFO	10-9	24 May 2013	30 May 2013
REV	AIRPORT INFO (CONTD), TAK...	10-9A	24 May 2013	30 May 2013
REV	RNAV Z (GNSS) RWY 07	12-1	24 May 2013	30 May 2013
REV	RNAV Z (GNSS) RWY 16L	12-2	24 May 2013	30 May 2013
REV	RNAV Z (GNSS) RWY 34L	12-5	24 May 2013	30 May 2013
REV	RNAV Z (GNSS) RWY 34R	12-6	24 May 2013	30 May 2013

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport YSSY

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-9B) Due to construction Bay 75 and Southern section of Twy J closed UFN.

Chart Change Notices for Country AUS

Type: General

Effectivity: Permanent

Begin Date: 20100603

End Date: No end date

Commencing with the 3 JUN 10 effective date the CTAF (R) concept for Australia will be retired and replaced by CTAF. This is expected to be phased in over the next few months. Jeppesen will process CTAF changes on an as revise basis along with more flight critical revision activity.