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Revision Letter For Cycle 11-2024

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General Information

Location: SYDNEY NS AUS
ICAO/IATA: YSSY / SYD
Lat/Long: S33° 56.76', E151° 10.63'
Elevation: 21 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -10:00 = UTC
Magnetic Variation: 13.0° E

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

Sunrise: 2052 Z
Sunset: 0654 Z

Runway Information

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

Runway: 16L
Length x Width: 7999 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 16 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 758 ft

Runway: 16R
Length x Width: 12999 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 7 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 279 ft
Stopway: 98 ft

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

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

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

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

Communication Information

ATIS: 126.250
ATIS: 118.550
Sydney Tower: 133.950
Sydney Tower: 124.700
Sydney Tower: 120.500
Sydney Tower: 119.450
Sydney Ground: 121.700
Sydney Ground: 126.500
Sydney Clearance Delivery: 133.800
Sydney Approach: 135.900
Sydney Approach: 128.300
Sydney Approach: 124.400
Sydney Approach: 118.400 Secondary
Sydney Departure: 129.700
Sydney Departure: 123.000
Sydney Departure: 118.400 Beyond 15 mi. Secondary
Sydney Direct (Approach Control Radar): 125.300
Sydney Direct (Approach Control Radar): 118.400 Secondary
Sydney Direct (Approach Control Radar): 126.100
Rescue And Firefighting Emergency: 131.000
Sydney Centre Information: 124.550
Sydney Centre Information: 125.800
Sydney Coordinator Operations: 127.600
Sydney Terminal Control Area: 135.100

YSSY/SYD
KINGSFORD SMITH

 **JEPPESSEN SYDNEY, NSW, AUSTRALIA**
15 MAR 24 **10-1P** Eff 21 Mar **AIRPORT BRIEFING**

AIR TRAFFIC FLOW MANAGEMENT PROCEDURES

Slot Management Scheme

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

Ground Delay Program (GDP) Inbound

The Sydney arrival GDP applies to all fixed wing, non priority flights departing from all Australian domestic airports and arriving at Sydney between 2000 - 1300 UTC, as adjusted by daylight saving time variations.

Flights to Sydney during the operation of Ground Delay Program must obtain an Airport Coordination Australia (ACA) slot and Calculated off Blocks Time (COBT).

The COBT can be obtained through their company or the National Operations Management Center on 1800 020 626 or atfmu@airservicesaustralia.com.

Ground Delay Program (GDP) Outbound

After receiving Airways Clearance, all aircraft subject to GDP are required to report when ready for pushback/taxi on Sydney Coordinator frequency 127.6 MHz.

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

Sydney Coordinator will advise aircraft to monitor Sydney Ground frequency 121.7 MHz or 126.5 MHz as appropriate.

Do not contact Ground, monitor only.

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

LOW VISIBILITY PROCEDURES (LVP)

General

1. For CASA approved operators, Rwy 16R/34L and 16L/34R are capable of supporting takeoffs with an RVR of not less than 125m.
2. For CASA approved operators, Rwy 07/25 is capable of supporting takeoffs with an RVR of not less than 350m.

Procedures

1. Preparations for the activation of Low Visibility Procedures (LVP) are commenced when visibility has reduced to 2000m. This ensures that the LVP are in force at or just prior to the visibility reducing to 800m.
2. When visibility reduces to 2000m or below and/or observed cloud base is broken or overcast at or below 600', Air Traffic Control will protect the ILS by using the CAT I/II RHP at taxiway A and CAT I RHP at taxiway T.
3. All aircraft required to depart from the full length of the assigned runway.
4. Any pilot unsure of their position whilst operating on the Maneuvering Area must Hold Position (STOP) and immediately advise Air Traffic Control.
5. Radio failure - aircraft must hold position and await further guidance from a Follow Me vehicle.
6. Instrument RVR is provided at the touchdown zone, midpoint zone and end zone for each runway.
7. Air Traffic Control uses Advanced Surface Movement Guidance Control System (A-SMGCS) to monitor aircraft and vehicles on the Maneuvering Area.
8. If A-SMGCS is unserviceable during LVP:
 - a. Air Traffic Control will further restrict aircraft and vehicles access to movements on the Maneuvering Area.
 - b. Position reporting procedures will be implemented as required by Air Traffic Control.
9. A380 aircraft during Low Visibility
Additional restrictions apply to A380 aircraft during LVP as the ILS critical and sensitive areas are obstructed by A380 aircraft tail when holding at runway hold points. For information on the restriction contact airport operator for aircraft operator restriction documents.
10. During LVP the following Twy restrictions apply to A380 aircraft:
 - a. A380 aircraft to depart from Twy A1 and Twy A6 when operating Rwy 16R/34L.
 - b. Twy F not available for intersection departure.
 - c. A380 aircraft under tow not permitted to cross Rwy 16R/34L.

AIRPORT EFFICIENCY PROCEDURES

1. DEPARTING AIRCRAFT

- 1.1 Whenever possible, complete cockpit checks prior to line-up and keep any checks requiring completion on the runway to a minimum.
- 1.2 On receipt of line up clearance, taxi into position as soon as possible. Do not backtrack.
- 1.3 Pilots and ATC should endeavor to keep aircraft moving and avoid a standing start.
- 1.4 Commence the take off roll as soon as take off clearance is issued.

2. ARRIVING AIRCRAFT

- 2.1 By day, ATC may use 7874' (2400m) runway separation between aircrafts arriving to Rwy 16R/34L. Both aircrafts may occupy the runway during application of the standard.
- 2.2 To ensure minimum runway occupancy time and support optimum spacing on final, whenever operational conditions permit, expect to vacate the runway via the exit taxiways specified in the table below.
- 2.3 Plan a predictable and efficient exit from the runway and if an exit other than the preferred is desired, advise tower on first contact.
- 2.4 Landing Exit Distance (LED), the distance from the threshold to the furthest edge of the exit taxiway, are provided to assist planning.

RWY	AIRCRAFT TYPE	Preferred TWY Exits	LED
07	Non jet	B	4111' 1253m
	Jet except A388, B748, A346, B773	D	6119' 1865m
	A388, B748, A346, B773	G4	7897' 2407m
16L	Non jet	① T3	5272' 1607m
	Jet	②① T3	5272' 1607m
	Jet	T4	6444' 1964m
16R	Domestic Terminal - All aircraft types	③ B7	5079' 1548m
	International Terminal - All aircraft types	A4	7310' 2228m
25	Non jet	B	3934' 1199m
	Jet	Y	6404' 1952m
34L	Domestic Terminal - All aircraft types	B9	6522' 1988m
	International Terminal - All aircraft types	A2	7169' 2185m
34R	Non jet	① T2	4498' 1371m
	Jet	U1	6430' 1960m

- ① Twys T2 and T3 restricted to aircraft with less than 59' (18m) wheel base and MAX 118' (36m) wingspan due to 49' (15m) wide twy.
- ② Less than 59' (18m) wheel base and MAX 118' (36m) wingspan.
- ③ Non jet aircraft preferring to vacate North of Twy B7 must advise Tower prior to receiving a landing clearance.

NOTE: Preferred exit taxiway procedures do not apply during Sydney Airport Curfew hours.

CHANGES: Bearings between BOREE-VASRA and VASRA-BEROW.

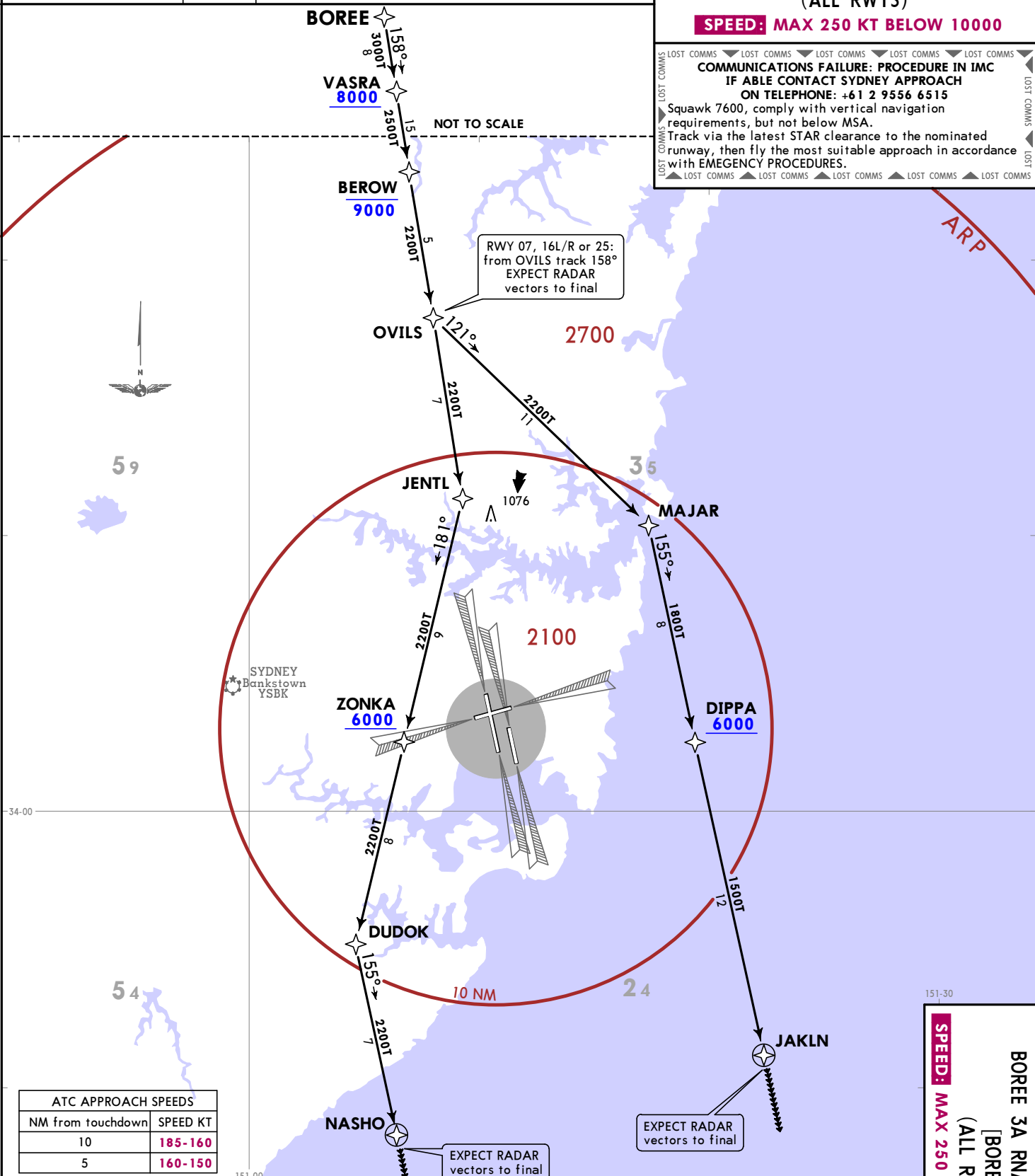
YSSY/SYD
KINGSFORD SMITH

ATIS 118.55 126.25	Apt Elev 21	Alt Set: hPa Trans level: FL110
		RNP 1

BOREE 3A RNAV ARRIVAL
[BORE3A]
(ALL RWYS)

SPEED: MAX 250 KT BELOW 10000

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT SYDNEY APPROACH
ON TELEPHONE: +61 2 9556 6515
 ▲ 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



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

RWY	ROUTING
07, 16L/R 25	From BOREE track 158° to VASRA. Cross VASRA at or above 8000. Track 158° to BEROW. Cross BEROW at or below 9000. Track 158° to OVILS. Track 158°, EXPECT RADAR vectors to final.
34L	From BOREE track 158° to VASRA. Cross VASRA at or above 8000. Track 158° to BEROW. Cross BEROW at or below 9000. Track 158° to OVILS. 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.
34R	From BOREE track 158° to VASRA. Cross VASRA at or above 8000. Track 158° to BEROW. Cross BEROW at or below 9000. Track 158° to OVILS. Turn LEFT, track 121° to MAJAR. Turn RIGHT, track 155° to DIPP. Cross DIPP at or above 6000. Track 155° to JAKLN. Track 155°, EXPECT RADAR vectors to final. For Rwy 34R during PRM operations, EXPECT to track downwind until reaching 2000.

BOREE 3A RNAV ARRIVAL
[BORE3A]
(ALL RWYS)

SPEED: MAX 250 KT BELOW 10000

18 MAR 22 10-2 EFF 24 Mar RNAV STAR
JEPPesen
 SYDNEY, NSW AUSTRALIA

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JEPPESEN SYDNEY, NSW, AUSTRALIA

18 MAR 22 **(10-2A)**

Eff 24 Mar

RNAV STAR

ATIS
118.55 126.25

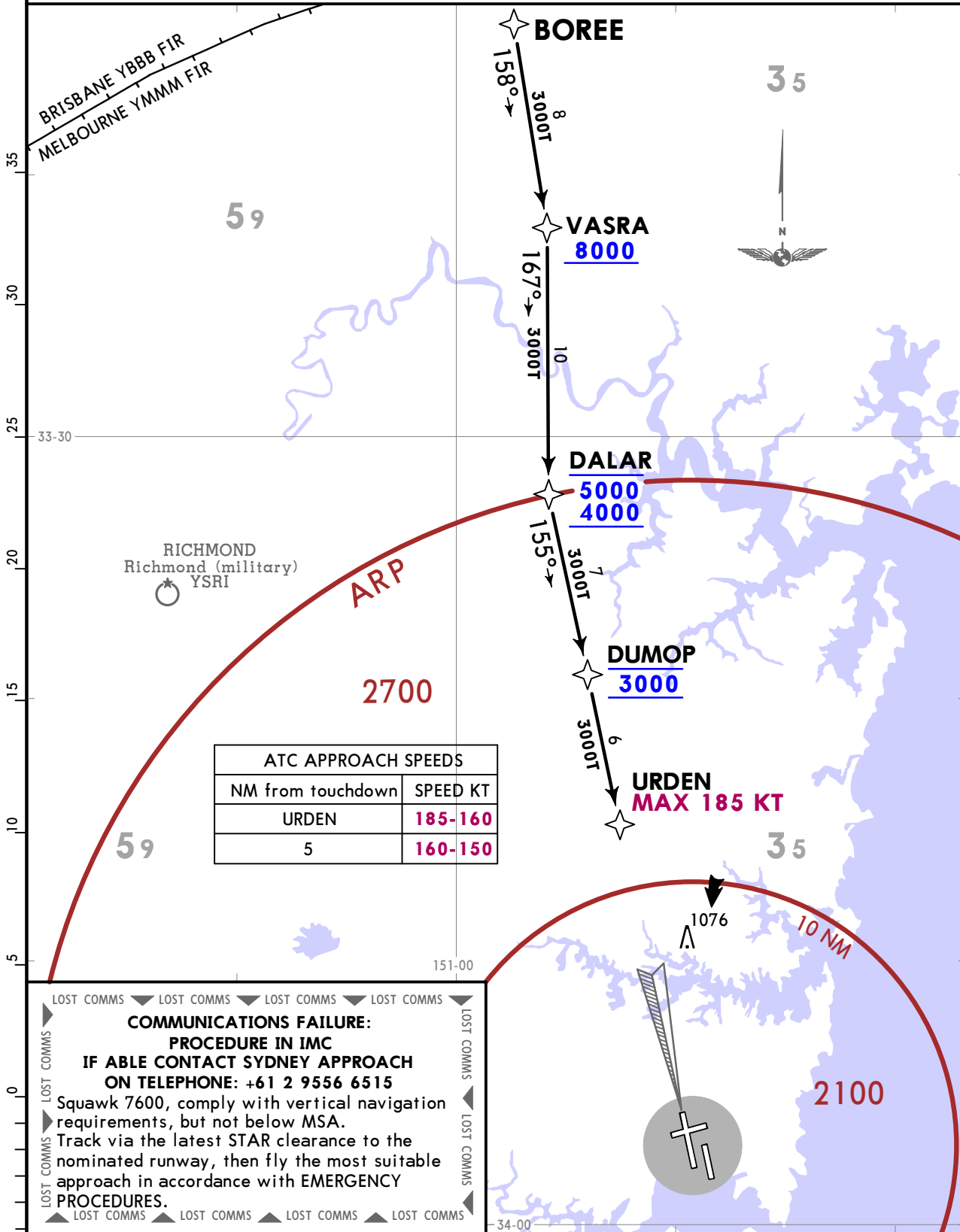
Apt Elev
21

RNP 1 Alt Set: hPa Trans level: FL110
PRM OPS: Dual VHF communications required.
See chart 11-0 for additional requirements.

BOREE 3P RNAV ARRIVAL

[BORE3P]
(RWY 16R)

SPEED: MAX 250 KT BELOW 10000

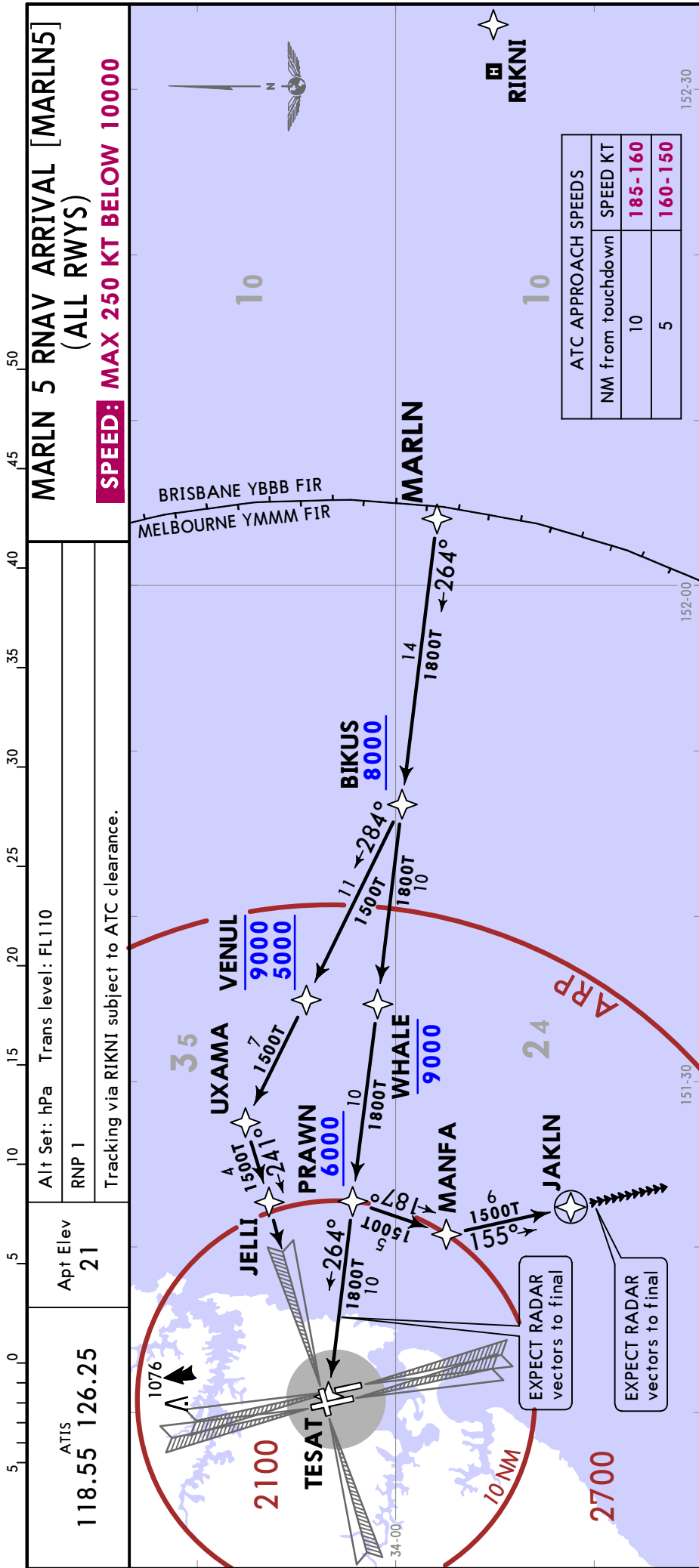


ROUTING

From BOREE track 158° to VASRA. Cross VASRA at or above 8000. Turn RIGHT, track 167° to DALAR. Cross DALAR between 5000 and 4000. Turn LEFT, track 155° to DUMOP. Cross DUMOP at 3000. From DUMOP track 155° via final approach course to URDEN. MAX 185 KT from URDEN. Track via GLS RWY 16R or ILS RWY 16R.

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JEPPESSEN SYDNEY, NSW, AUSTRALIA
18 MAR 22 **10-2B** Eff 24 Mar **RNAV STAR**



ROUTING

07, 16L/R 34L
From MARLN track 264° to BIKUS. Cross BIKUS at or above 8000. Track 264° to WHALE. Cross WHALE at or below 9000. Track 264° to PRAWN. Cross PRAWN at or above 6000. Track 264° to TESAT. EXPECT RADAR vectors to final.

25
From MARLN track 264° to BIKUS. Cross BIKUS at or above 8000. Track 284° to VENUL. Cross VENUL between 9000 and 5000. Track 284° to UXAMA. Track 241° to JELLI for GLS RWY 25 or ILS RWY 25 or RNP RWY 25 or LOC RWY 25.

34R
From MARLN track 264° to BIKUS. Cross BIKUS at or above 8000. Track 264° to WHALE. Cross WHALE at or below 9000. 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. For RWY 34R during PRM operations, EXPECT to track downwind until reaching 2000.

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT SYDNEY APPROACH ON TELEPHONE: +61 2 9556 6515
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.

RIKNI

263°
083°

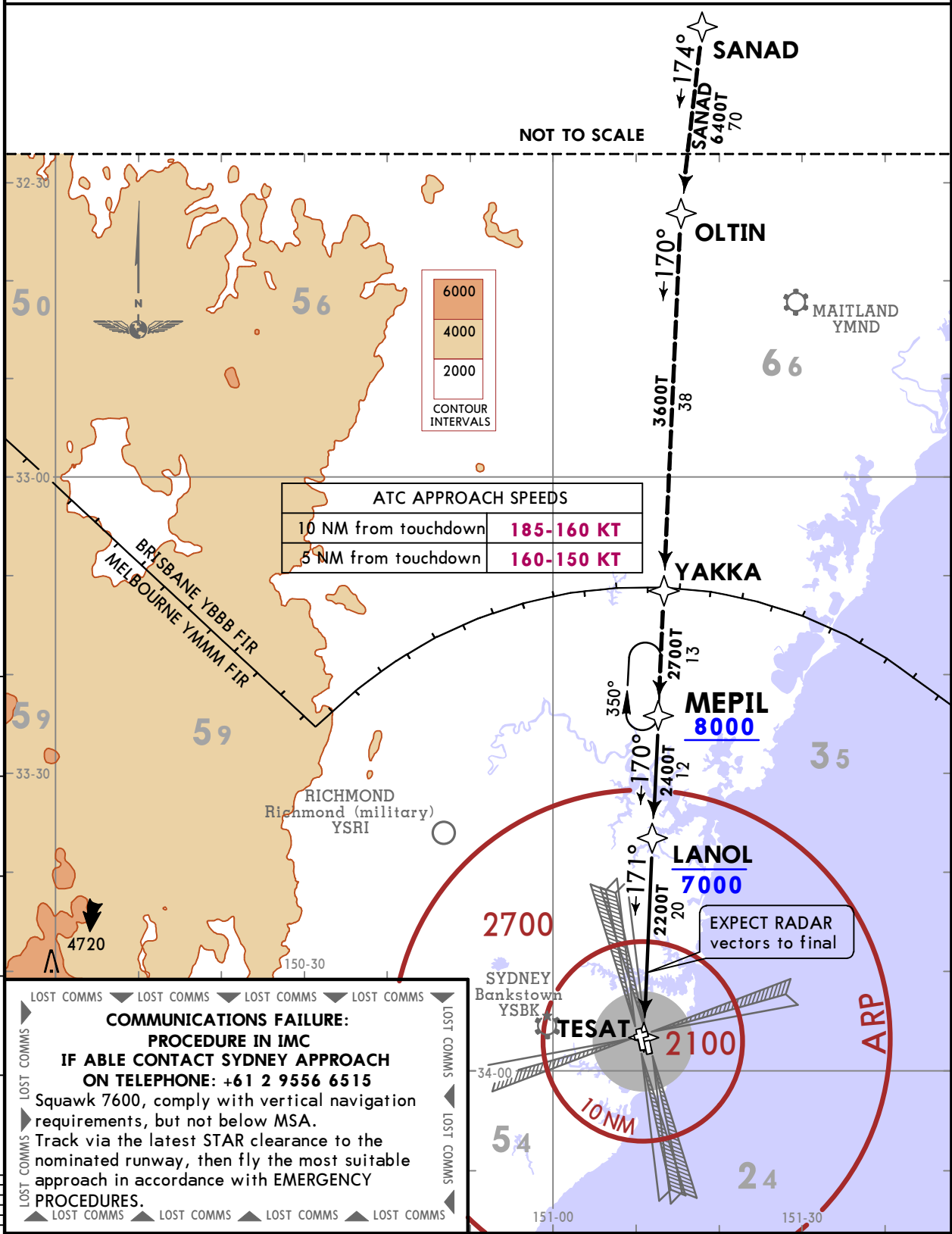
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JEPPESEN SYDNEY, NSW, AUSTRALIA
18 MAR 22 (10-2C) Eff 24 Mar **RNAV STAR**

ATIS 118.55 126.25	Apt Elev 21	Alt Set: hPa Trans level: FL110 RNP 1
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MEPIL 3 RNAV ARRIVAL
[MEPIL3]

SPEED: MAX 250 KT BELOW 10000



TRANSITION	
SANAD	From SANAD to MEPIL: Track 174° to OLTIN. Turn LEFT track 170° to YAKKA. Track 170° to MEPIL. Cross MEPIL at or above 8000. Then follow arrival instructions.
ROUTING	
From MEPIL track 170° to LANOL. Cross LANOL at or below 7000. Track 171° to TESAT. EXPECT RADAR vectors to final approach course after LANOL.	

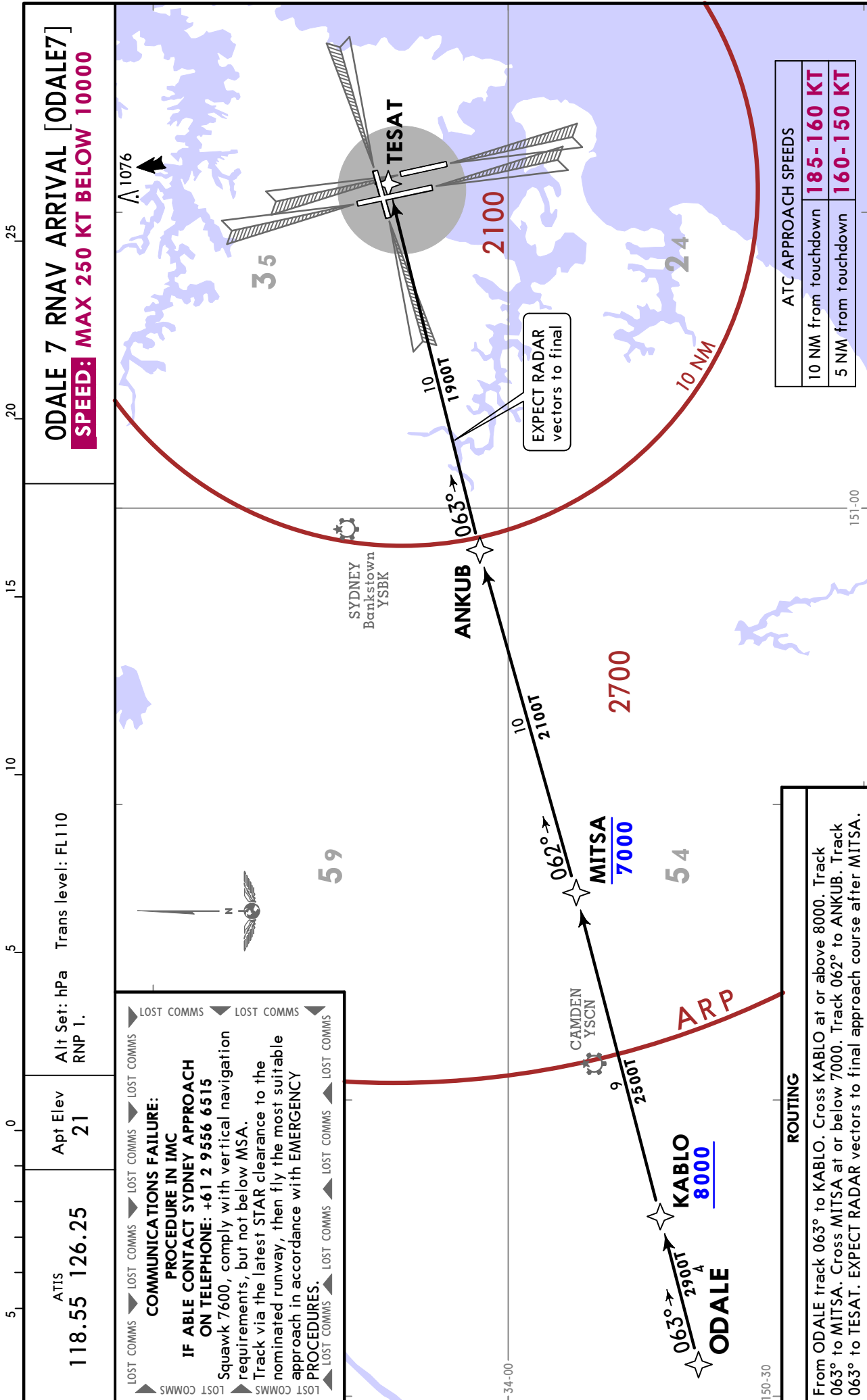
YSSY/SYD
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JEPPesen SYDNEY, NSW, AUSTRALIA

15 MAY 20 **10-2D**

Eff 21 May

RNAV STAR



CHANGES: Lost communications.

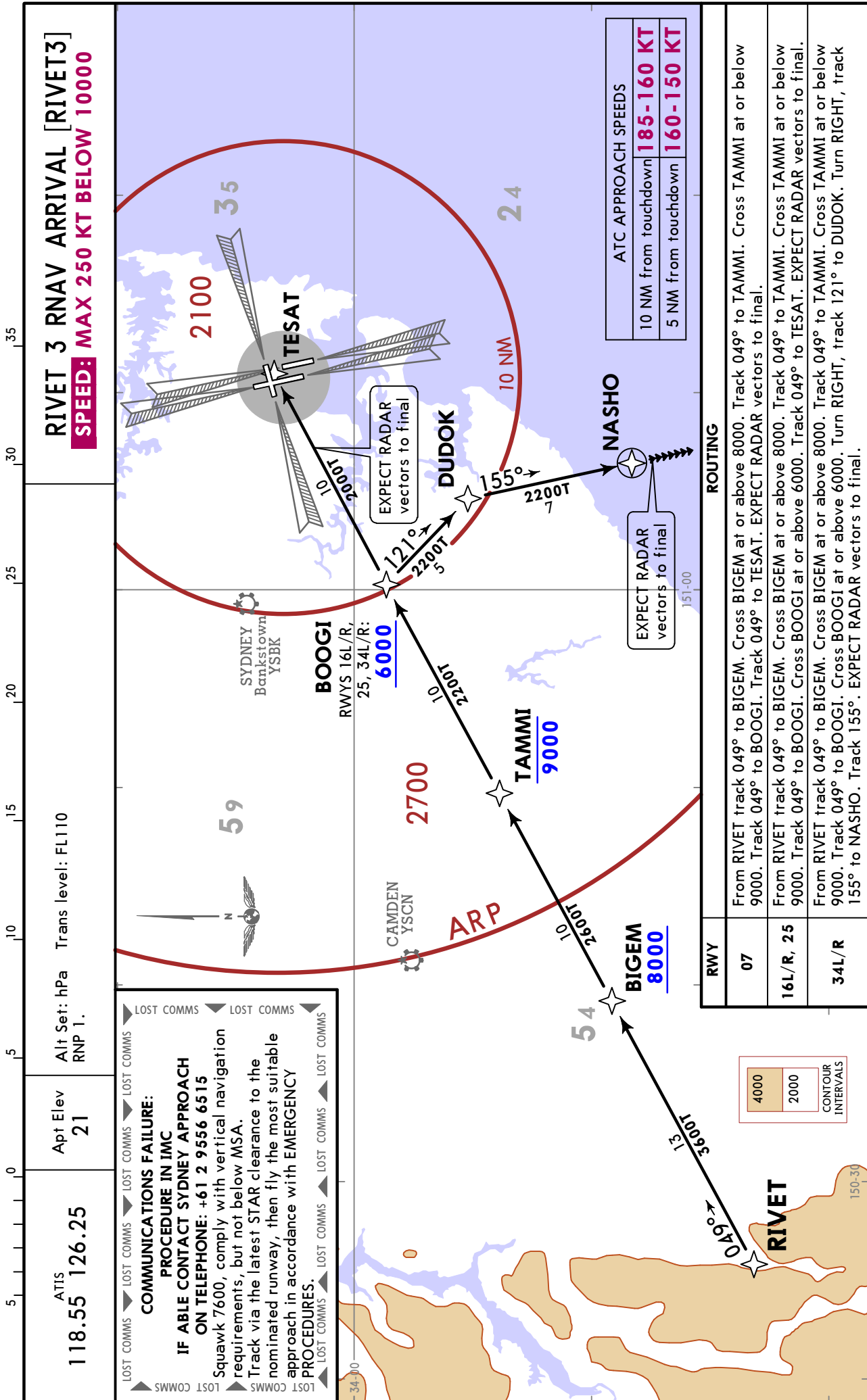
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YSSY/SYD
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JEPPesen SYDNEY, NSW, AUSTRALIA

15 MAY 20 **10-2E** Eff 21 May

RNAV STAR



RIVET 3 RNAV ARRIVAL [RIVET3]
SPEED: MAX 250 KT BELOW 10000

Alt Set: hPa Trans level: FL110
RNP 1.

Apt Elev
21

ATIS
118.55 126.25

LOST COMMS
COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT SYDNEY APPROACH ON TELEPHONE: +61 2 9556 6515
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.

ATC APPROACH SPEEDS

10 NM from touchdown	185-160 KT
5 NM from touchdown	160-150 KT

ROUTING

RWY	ROUTING
07	From RIVET track 049° to BIGEM. Cross BIGEM at or above 8000. Track 049° to TAMMI. Cross TAMMI at or below 9000. Track 049° to BOOGI. Track 049° to TESAT. EXPECT RADAR vectors to final.
16L/R, 25	From RIVET track 049° to BIGEM. Cross BIGEM at or above 8000. Track 049° to TAMMI. Cross TAMMI at or below 9000. Track 049° to BOOGI. Cross BOOGI at or above 6000. Track 049° to TESAT. EXPECT RADAR vectors to final.
34L/R	From RIVET track 049° to BIGEM. Cross BIGEM at or above 8000. Track 049° to TAMMI. Cross TAMMI at or below 9000. 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.

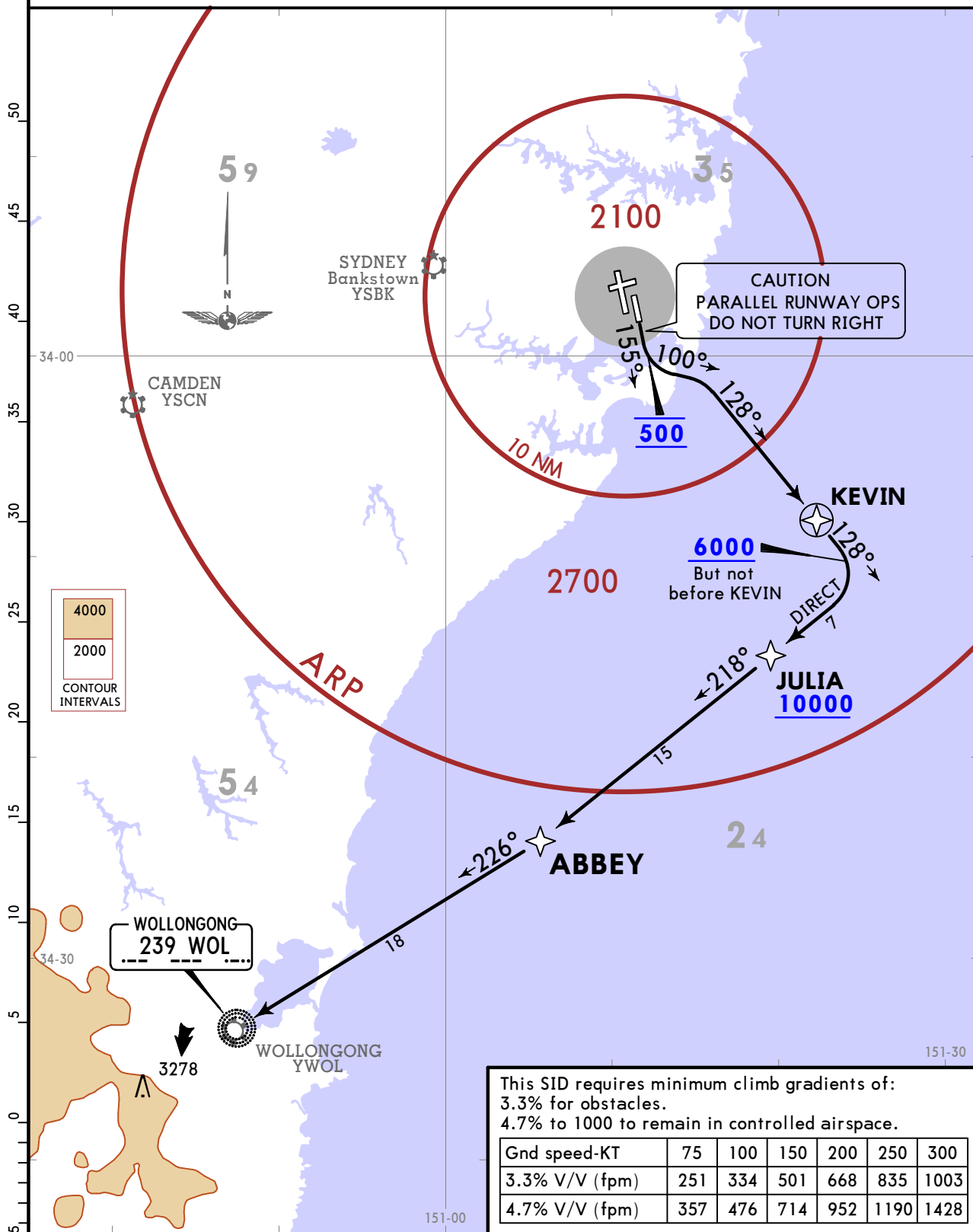
YSSY/SYD
KINGSFORD SMITH

JEPPESEN SYDNEY, NSW, AUSTRALIA
24 NOV 23 **10-3A** Eff 30 Nov **RNAV SID**

SYDNEY Departure (R)		Apt Elev 21	Trans alt: 10000 1. CAUTION: Parallel runway operations - DO NOT TURN RIGHT. 2. Jets only.
Rte North & East 123.0	Rte South, West & Northwest 129.7		

ABBEY 3 RNAV DEPARTURE
[ABBEY3]
(RWY 16L)

SPEED: MAX 250 KT BELOW 10000



INITIAL CLIMB

Track 155°. At 500 turn LEFT track 100° to intercept and track 128° to KEVIN. At or above 6000 but not before KEVIN turn RIGHT track direct to JULIA. Cross JULIA at or above 10000. Track 218° to ABBEY. Turn RIGHT, track 226° to WOL NDB, thence as cleared.

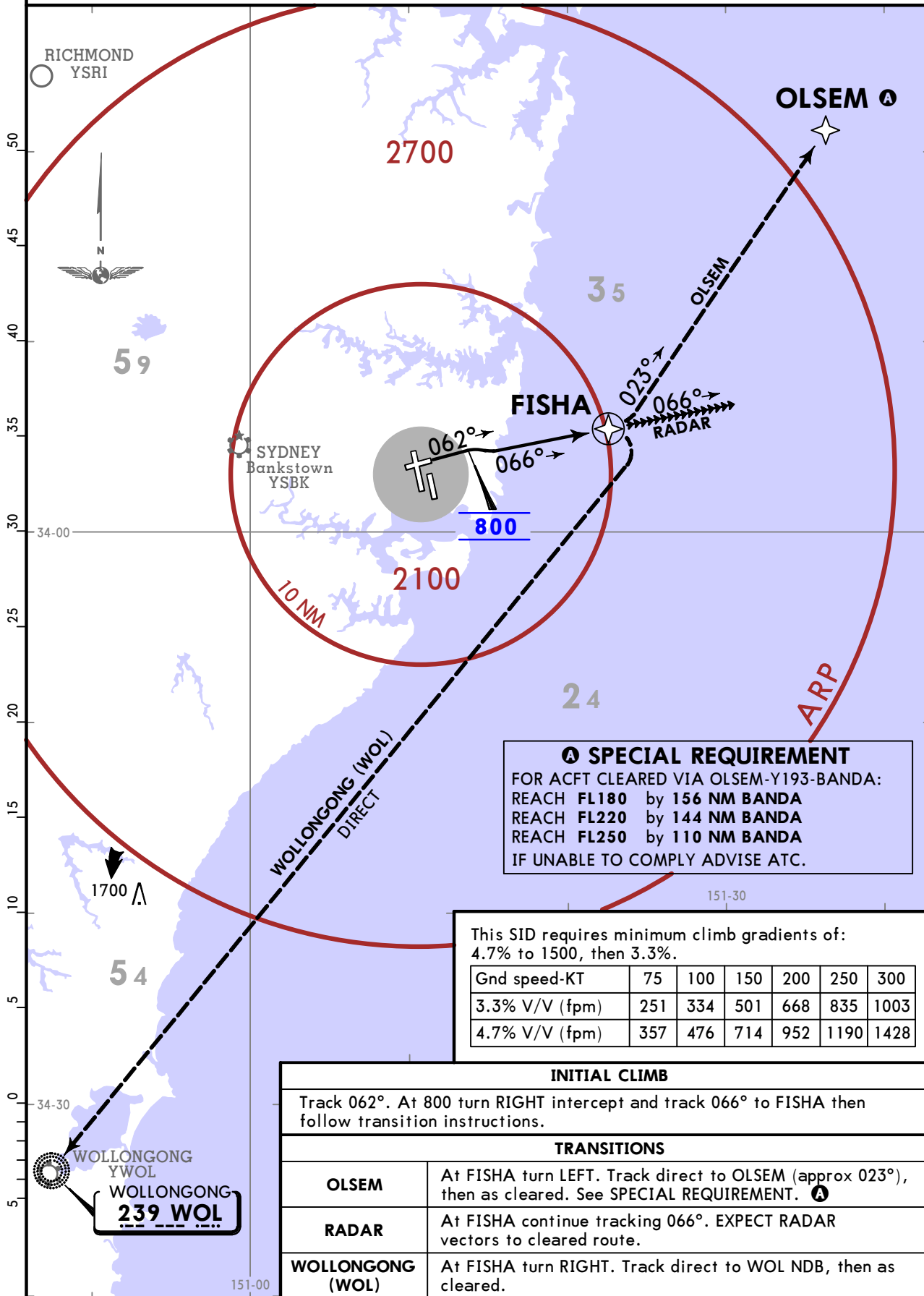
YSSY/SYD
KINGSFORD SMITH

JEPPESEN SYDNEY, NSW, AUSTRALIA
24 NOV 23 (10-3B) Eff 30 Nov **RNAV SID**

SYDNEY Departure (R)		Apt Elev	Trans alt: 10000
Rte North & East	Rte South, West & Northwest	21	Jets only.
123.0	129.7		

FISHA 9 RNAV DEPARTURE [FISHA9]
(RWY 07)

SPEED: MAX 250 KT BELOW 10000



ⓐ SPECIAL REQUIREMENT
FOR ACFT CLEARED VIA OLSEM-Y193-BANDA:
REACH FL180 by 156 NM BANDA
REACH FL220 by 144 NM BANDA
REACH FL250 by 110 NM BANDA
IF UNABLE TO COMPLY ADVISE ATC.

This SID requires minimum climb gradients of:
4.7% to 1500, then 3.3%.

Gnd speed-KT	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

INITIAL CLIMB	
Track 062°. At 800 turn RIGHT intercept and track 066° to FISHA then follow transition instructions.	
TRANSITIONS	
OLSEM	At FISHA turn LEFT. Track direct to OLSEM (approx 023°), then as cleared. See SPECIAL REQUIREMENT. ⓐ
RADAR	At FISHA continue tracking 066°. EXPECT RADAR vectors to cleared route.
WOLLONGONG (WOL)	At FISHA turn RIGHT. Track direct to WOL NDB, then as cleared.

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JEPPESSEN SYDNEY, NSW, AUSTRALIA

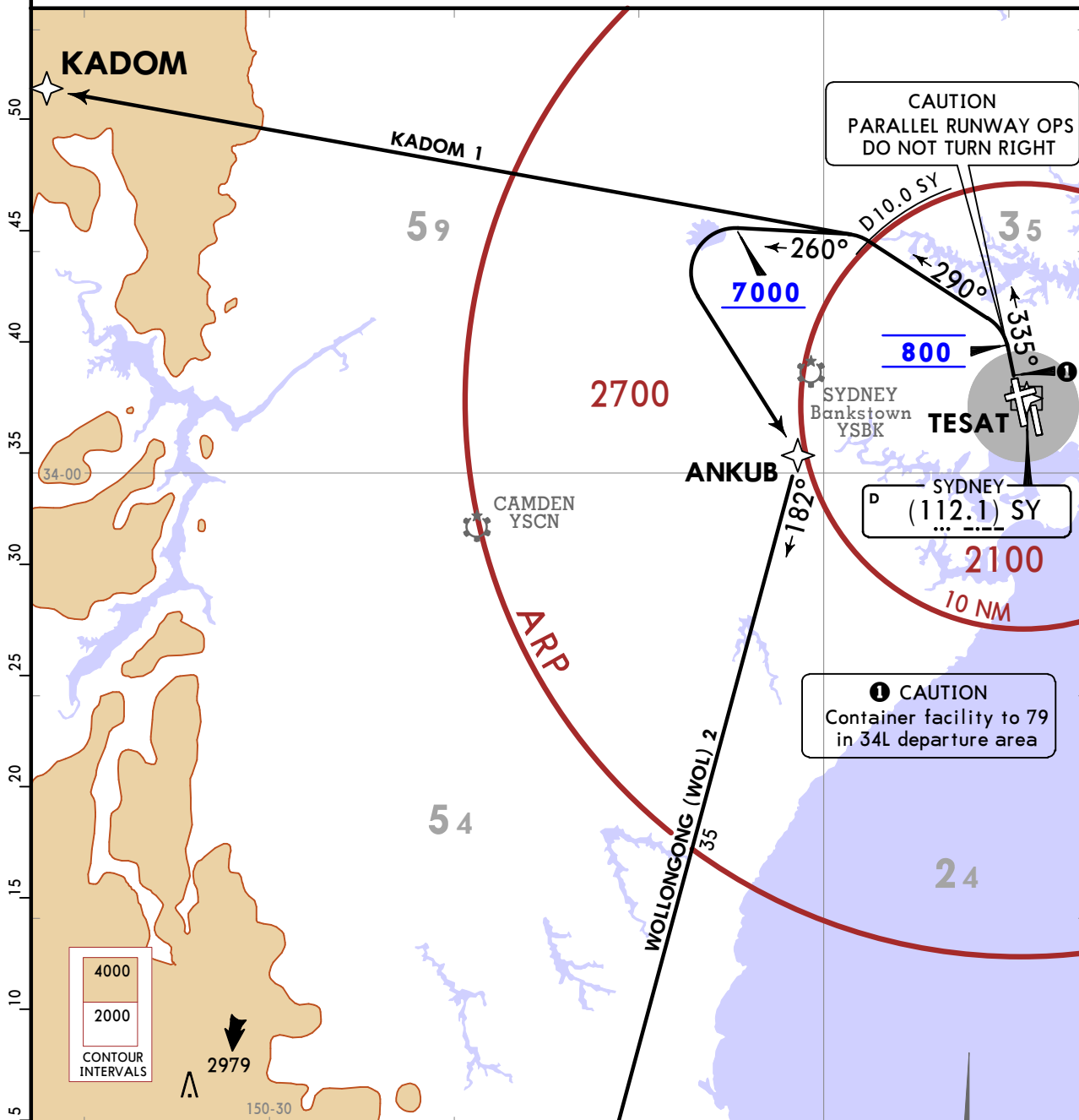
24 NOV 23 **10-3C** Eff 30 Nov

SID

SYDNEY Departure (R) 129.7	Apt Elev 21	Trans alt: 10000 1. CAUTION: Parallel runway operations - DO NOT TURN RIGHT. 2. RWY 34L SOUTHWEST. 3. Jets only. 4. GPS permitted in lieu of DME Reference waypoint TESAT.
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**KADOM 1 [KADOM1], WOLLONGONG (WOL) 2 [WOL2]
DEPARTURES
(RWY 34L)**

SPEED: MAX 250 KT BELOW 10000



This SID requires minimum climb gradients of:
3.3% for obstacles.
5.9% to 2500 to remain in controlled airspace.

Gnd speed-KT	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

SID	INITIAL CLIMB
KADOM 1	Track 335°. At 800 turn LEFT. Track 290° to D10.0 SY. At D10.0 SY turn LEFT. Track direct to KADOM, then via cleared route.
WOLLONGONG (WOL) 2	Track 335°. At 800 turn LEFT. Track 290° to D10.0 SY. At D10.0 SY turn LEFT. Track 260°. After passing 7000, turn LEFT. Track direct to ANKUB. From ANKUB track 182° to WOL NDB, then via cleared route.

SYDNEY Departure (R)	
Rte North & East	Rte South, West & Northwest
123.0	129.7

Apt Elev 21
 Trans alt: 10000
 CAUTION: Parallel runway operations - DO NOT TURN LEFT.

KAMPI 6 RNAV DEPARTURE
 [KAMPI6]
 (RWY 16R)
SPEED: MAX 250 KT BELOW 10000

SPECIAL REQUIREMENT
 FOR ACFT CLEARED VIA OLSEMA-Y193-BANDA:
 REACH FL180 by 156 NM BANDA
 REACH FL220 by 144 NM BANDA
 REACH FL250 by 110 NM BANDA
 IF UNABLE TO COMPLY, ADVISE ATC.

This SID requires minimum climb gradients of:
 3.3% for obstacles.
 KADOM and RIC Transitions:
 6.7% to cross EXUG1 at or above 6000.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
6.7% V/V (fpm)	509	678	1018	1357	1696	2035

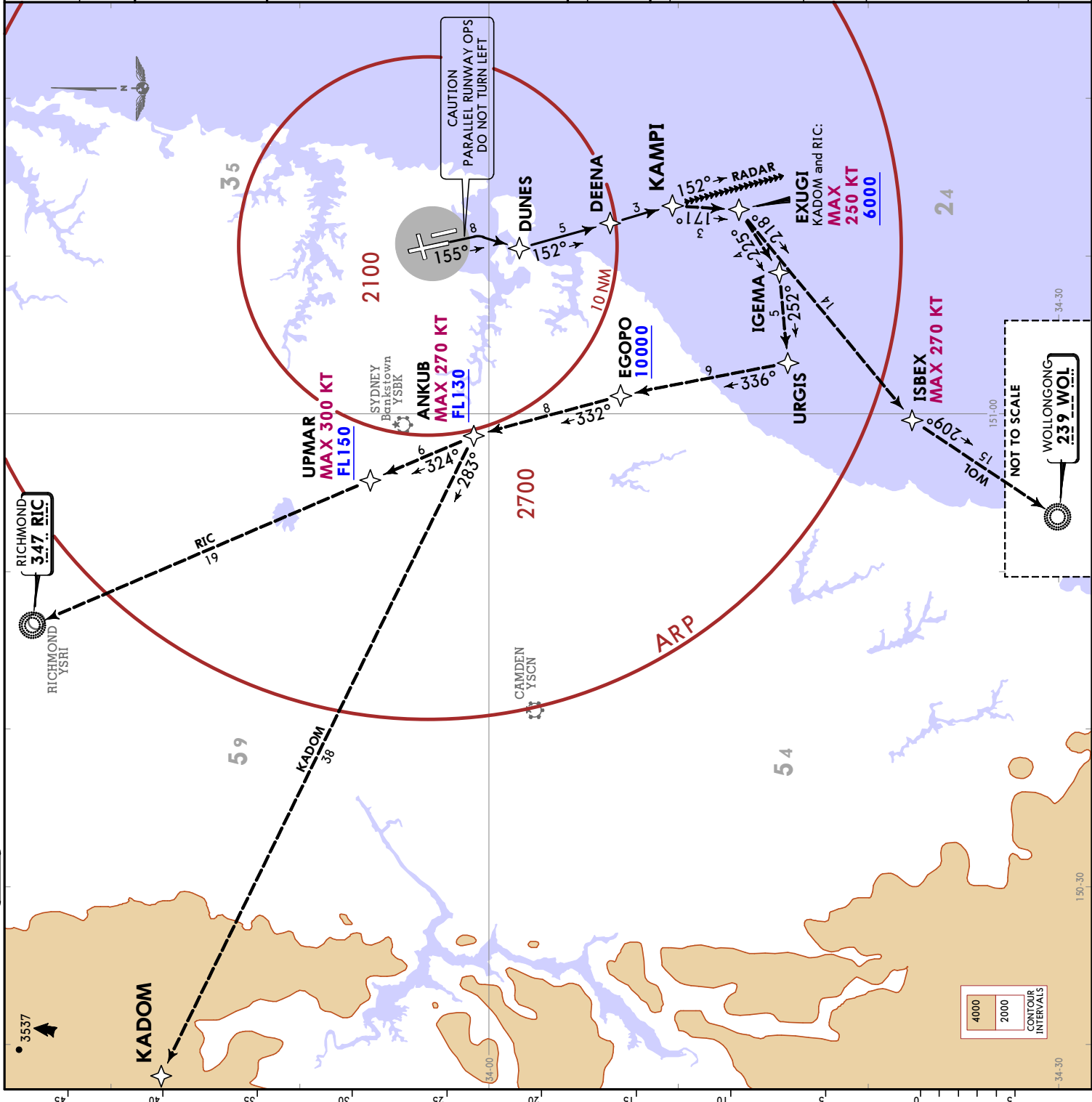
INITIAL CLIMB
 MAX 250 KT until EXUG1 (KADOM and RIC Transitions only). Track 155°. As soon as practicable, turn RIGHT, track direct to DUNES. Turn LEFT track 152° to DEENA. Track 152° to KAMPI.

TRANSITIONS
 From KAMPI turn RIGHT track 171° to EXUG1. Cross EXUG1 at or above 6000. MAX 270 KT until ANKUB. Turn RIGHT, track 225° to IGEMA. Turn RIGHT, track 252° to URGIS. Turn RIGHT, track 336° to EGOPO. Cross EGOPO at or above 10000. Turn LEFT, track 332° to ANKUB. Cross ANKUB at or above FL130. Turn LEFT, track 283° to KADOM, then as cleared.

RADAR
 At KAMPI continue tracking 152°. EXPECT RADAR vectors to cleared route. For aircraft cleared via OLSEMA see SPECIAL REQUIREMENT. 4

RIC
 From KAMPI turn RIGHT track 171° to EXUG1. Cross EXUG1 at or above 6000. MAX 270 KT until ANKUB. Turn RIGHT, track 225° to IGEMA. Turn RIGHT, track 252° to URGIS. Turn RIGHT, track 336° to EGOPO. Cross EGOPO at or above 10000. Turn LEFT, track 332° to ANKUB. Cross ANKUB at or above FL130. MAX 300 KT until UPMAR. Turn LEFT, track 324° to UPMAR. Cross UPMAR at or above FL150. Track 324° to RIC NDB, then as cleared.

WOL
 From KAMPI turn RIGHT track 171° to EXUG1. MAX 270 KT until ISBEX. Turn RIGHT, track 218° to ISBEX. Turn LEFT, track 209° to WOL NDB, then as cleared.



SYDNEY Departure (R)		Apt Elev 21
Rte North & East	Rte South, West & Northwest	
123.0	129.7	

Trans alt: 10000
CAUTION: Parallel runway operations - DO NOT TURN RIGHT.

KEVIN 7 RNAV DEPARTURE
[KEVIN7]
(RWY 16L)

SPEED: MAX 250 KT BELOW 10000

SPECIAL REQUIREMENT
FOR ACFT CLEARED VIA OLSEM-Y193-BANDA:
REACH FL180 by 156 NM BANDA
REACH FL220 by 144 NM BANDA
REACH FL250 by 110 NM BANDA
IF UNABLE TO COMPLY ADVISE ATC.

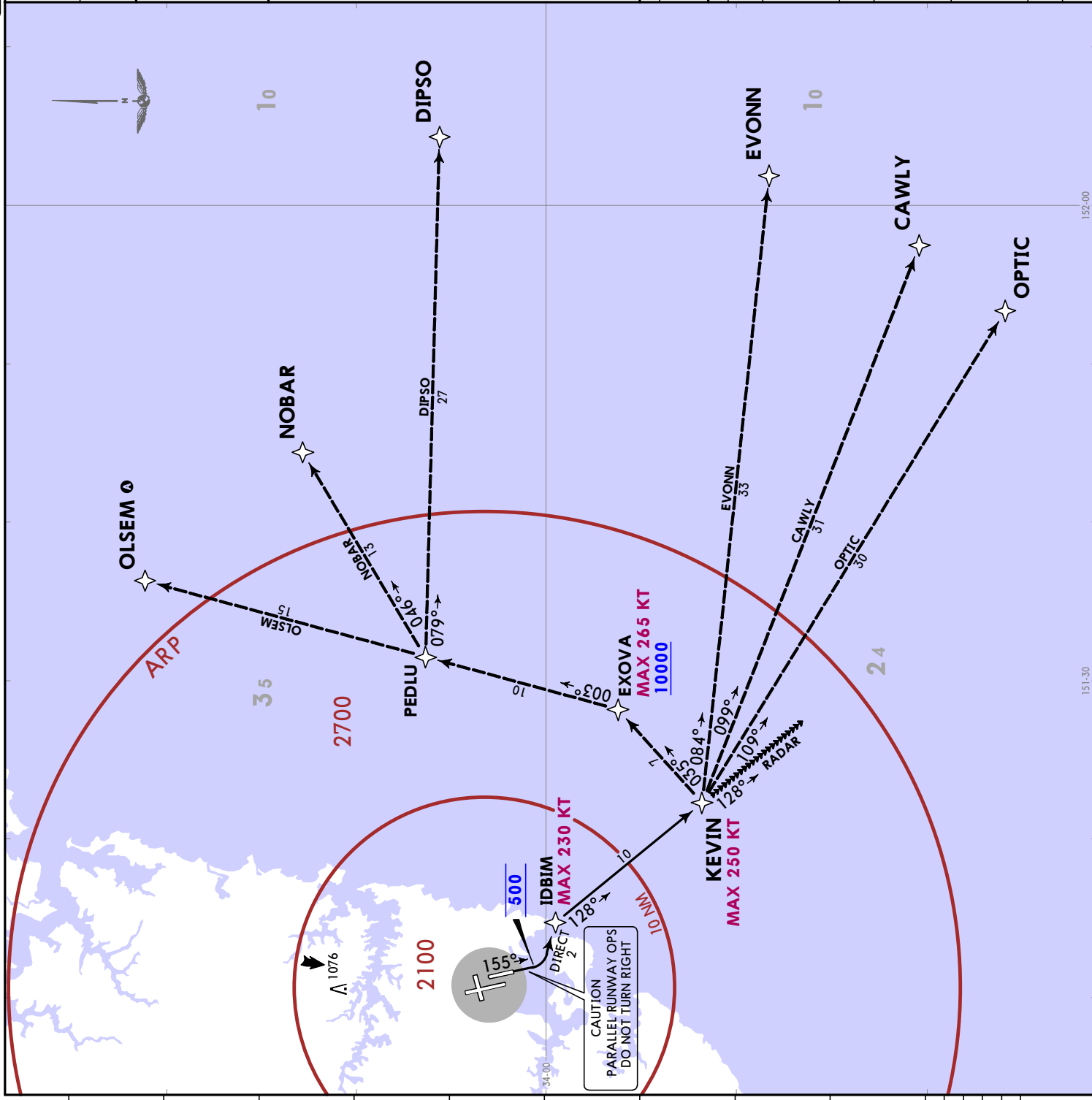
This SID requires minimum climb gradients of:
3.3% for obstacles.
DIPSO, NOBAR and OLSEM Transitions:
8.0% to cross EXOVA at or above 10000.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

INITIAL CLIMB
MAX 230 KT until IDBIM. Track 155°. At 500 turn LEFT track direct to IDBIM. MAX 250 KT until KEVIN. At IDBIM track 128° to KEVIN.

TRANSITIONS

CAWLY	From KEVIN turn LEFT track 099° to CAWLY, then as cleared.
DIPSO	MAX 265 KT until EXOVA. From KEVIN turn LEFT track 035° to EXOVA. Cross EXOVA at or above 10000. Turn LEFT, track 003° to PEDLU. Turn RIGHT, track 079° to DIPSO, then as cleared.
EVONN	From KEVIN turn LEFT track 084° to EVONN, then as cleared.
NOBAR	MAX 265 KT until EXOVA. From KEVIN turn LEFT track 035° to EXOVA. Cross EXOVA at or above 10000. Turn LEFT, track 003° to PEDLU. Turn RIGHT, track 046° to NOBAR, then as cleared.
OLSEM	MAX 265 KT until EXOVA. From KEVIN turn LEFT track 035° to EXOVA. Cross EXOVA at or above 10000. Turn LEFT, track 003° to PEDLU. Track 003° to OLSEM, then as cleared. See SPECIAL REQUIREMENT.
OPTIC	From KEVIN turn LEFT track 109° to OPTIC, then as cleared.
RADAR	At KEVIN continue tracking 128°. EXPECT RADAR vectors to cleared route.



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JEPPESEN SYDNEY, NSW, AUSTRALIA

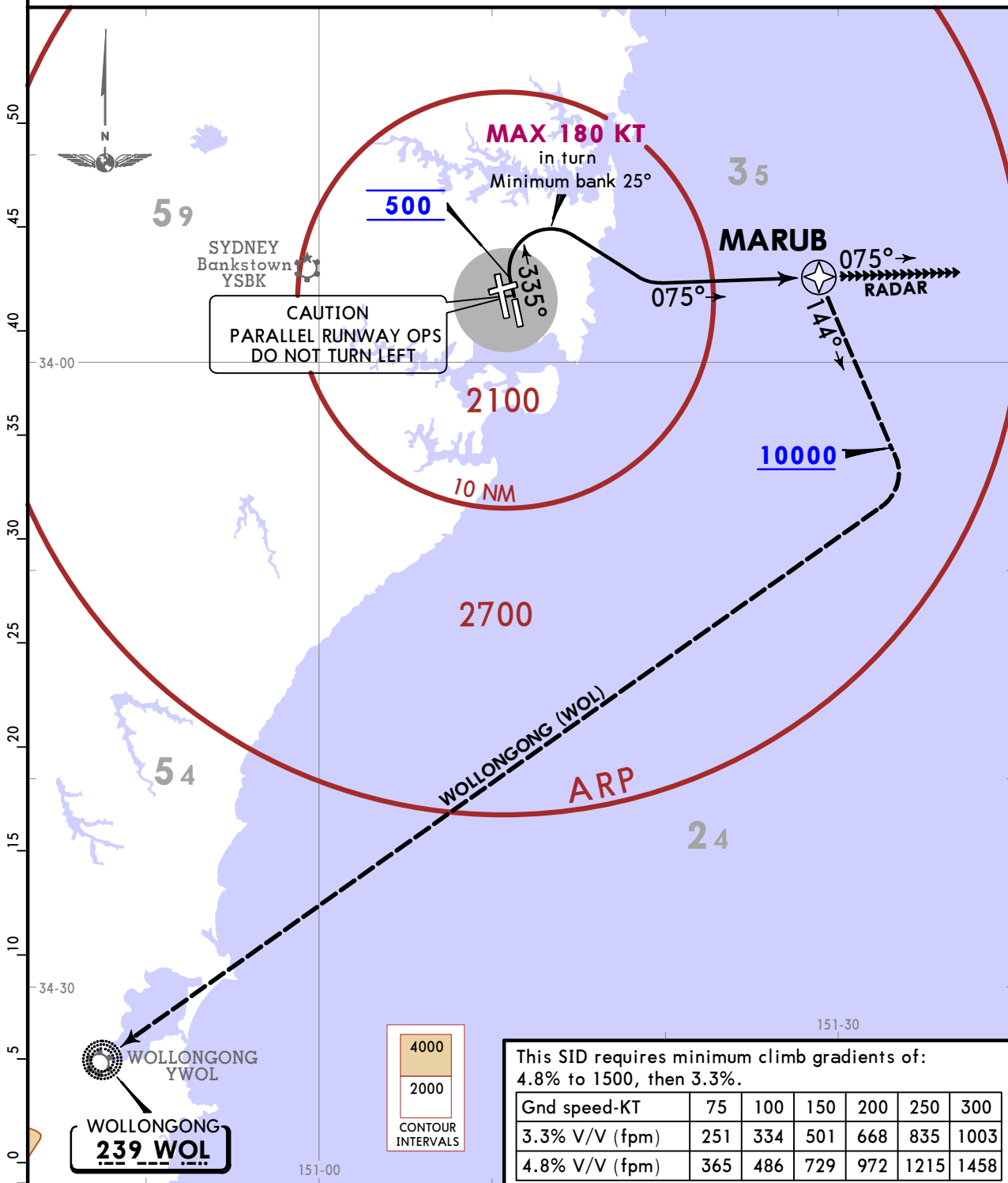
24 NOV 23 **(10-3F)** **Eff 30 Nov**

RNAV SID

SYDNEY Departure (R)		Apt Elev 21	Trans alt: 10000 1. CAUTION: Parallel runway operations - DO NOT TURN LEFT. 2. Jets only.
Rte North & East 123.0	Rte South, West & Northwest 129.7		

MARUB 7 RNAV DEPARTURE
[MARUB7]
(RWY 34R)

SPEED: MAX 250 KT BELOW 10000



This SID requires minimum climb gradients of:
 4.8% to 1500, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.8% V/V (fpm)	365	486	729	972	1215	1458

INITIAL CLIMB

Track 335°. At 500 turn RIGHT, MAX 180 KT in turn, minimum angle of bank 25°, intercept and track 075° to MARUB. Then follow transition instructions.

TRANSITIONS

RADAR	At MARUB continue tracking 075°. EXPECT RADAR vectors to cleared route.
WOLLONGONG (WOL)	At MARUB turn RIGHT track 144°. At or above 10000 turn RIGHT, track direct to WOL NDB, then as cleared.

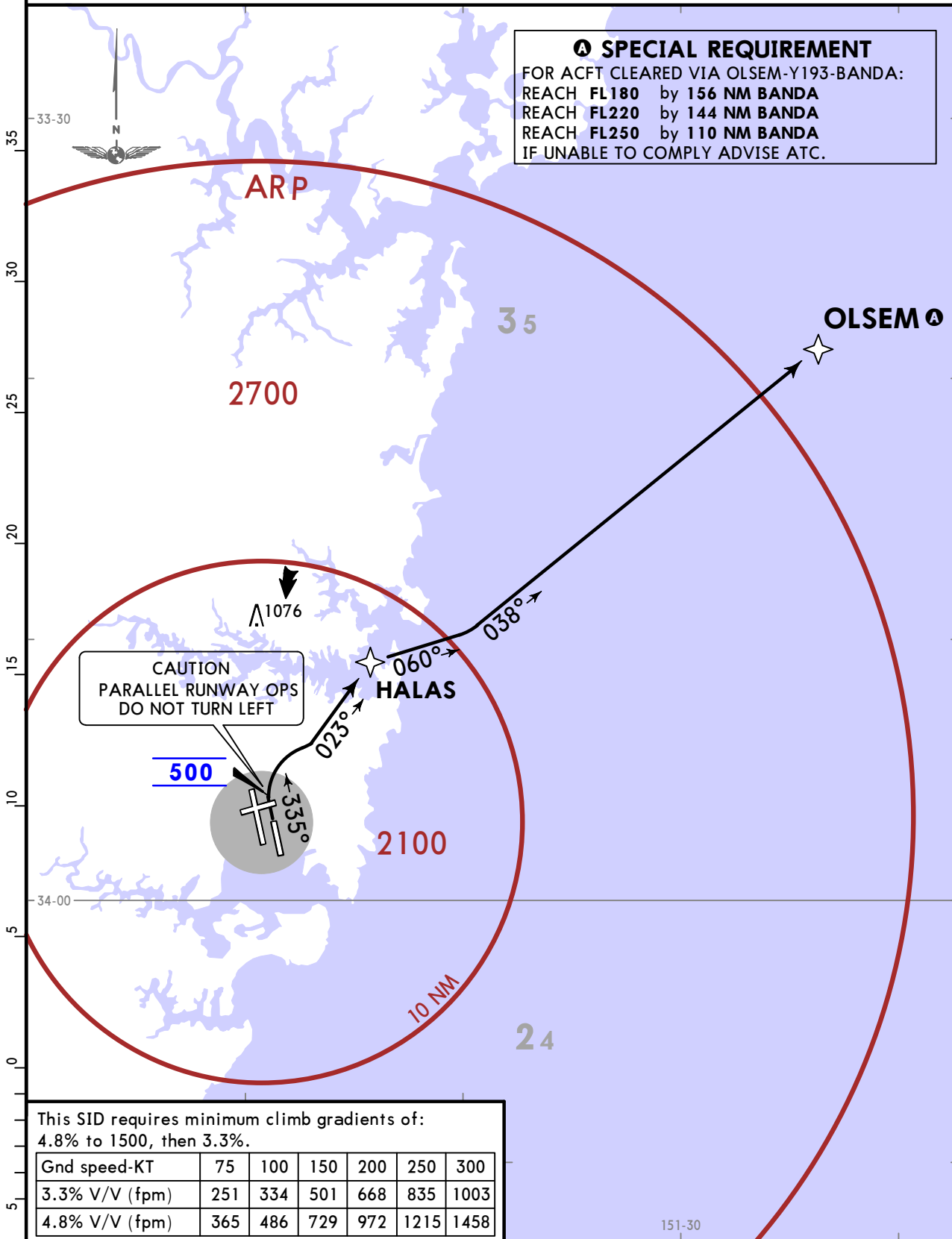
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JEPPESEN SYDNEY, NSW, AUSTRALIA
24 NOV 23 **10-3G** **Eff 30 Nov** **RNAV SID**

SYDNEY Departure (R) 123.0	Apt Elev 21	Trans alt: 10000 1. CAUTION: Parallel runway operations - DO NOT TURN LEFT. 2. Jets only.
--------------------------------------	-----------------------	---

OLSEM 1 RNAV DEPARTURE
[OLSEM1]
(RWY 34R)

SPEED: MAX 250 KT BELOW 10000



A SPECIAL REQUIREMENT
FOR ACFT CLEARED VIA OLSEM-Y193-BANDA:
REACH FL180 by 156 NM BANDA
REACH FL220 by 144 NM BANDA
REACH FL250 by 110 NM BANDA
IF UNABLE TO COMPLY ADVISE ATC.

CAUTION
PARALLEL RUNWAY OPS
DO NOT TURN LEFT

This SID requires minimum climb gradients of:
4.8% to 1500, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.8% V/V (fpm)	365	486	729	972	1215	1458

INITIAL CLIMB
Track 335°. At 500 turn RIGHT intercept and track 023° to HALAS. At HALAS turn RIGHT, track 060° to intercept and track 038° to OLSEM, then as cleared. See SPECIAL REQUIREMENT. **A**

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JEPPESEN SYDNEY, NSW, AUSTRALIA

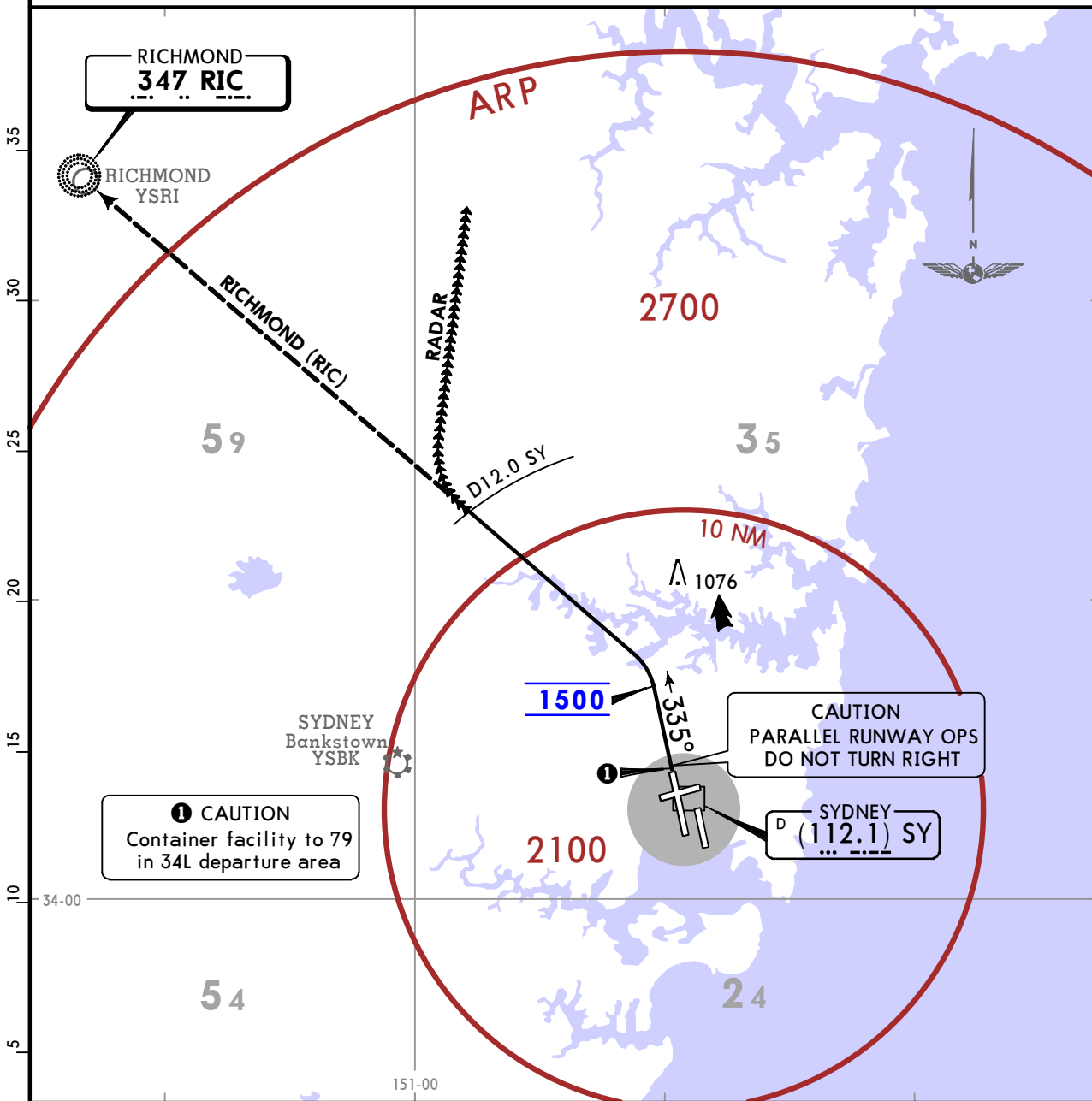
24 NOV 23 **10-3H** Eff 30 Nov

SID

SYDNEY Departure (R)		Apt Elev	Trans alt: 10000
Rte North & East	Rte South, West & Northwest	21	1. CAUTION: Parallel runway operations - DO NOT TURN RIGHT.
123.0	129.7		2. Jets only.

RICHMOND (RIC) 6 DEPARTURE
[RIC6]
(RWY 34L)

SPEED: MAX 250 KT BELOW 10000



This SID requires minimum climb gradients of:
3.3% for obstacles.
5.6% to 2500 to remain in controlled airspace.

Gnd speed-KT	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

ⓐ SPECIAL REQUIREMENT

FOR ACFT CLEARED VIA OLSEM-Y193-BANDA:
REACH FL180 by 156 NM BANDA
REACH FL220 by 144 NM BANDA
REACH FL250 by 110 NM BANDA
IF UNABLE TO COMPLY ADVISE ATC.

INITIAL CLIMB

Track 335°. At 1500 turn LEFT, track direct RIC NDB, then follow transition instruction.

TRANSITIONS

RADAR	After passing D12.0 SY, EXPECT RADAR vectors to cleared route. For aircraft cleared via OLSEM see SPECIAL REQUIREMENT. ⓐ
RICHMOND (RIC)	Track to RIC NDB, then as cleared.

YSSY/SYD


JEPPESEN
 20 AUG 21 (10-4)

SYDNEY, NSW, AUSTRALIA
KINGSFORD SMITH

NOISE ABATEMENT PROCEDURES

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

PREFERRED RUNWAYS

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

Landing	Take-off
1. Runway 34L	Runway 16R

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

Landing	Take-off
1. Runway 34L	Runway 16L
2. Runway 34L	Runways 16L and 16R
3. Runways 34L and 34R	Runway 25
Runway 25	Runways 16L and 16R
Runway 07	Runways 16L and 16R
4. Runways 16L and 16R	Runways 16L and 16R
Runways 34L and 34R	Runways 34L and 34R
5. Runway 07 or 25	Runway 07 or 25

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

Landing	Take-off
1. Runway 34L	Runway 16L
2. Runway 07	Runways 16L and 16R
Runways 34L and 34R	Runway 25
Runway 25	Runways 16L and 16R
3. Runways 16L and 16R	Runways 16L and 16R
Runway 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.

YSSY/SYD

20 AUG 21

10-4A

JEPPESEN SYDNEY, NSW, AUSTRALIA
KINGSFORD SMITH

NOISE

NOISE ABATEMENT PROCEDURES

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 ANKUB. 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.

YSSY/SYD



15 MAR 24
Eff 21 Mar

10-4B

NOISE
 SYDNEY, NSW, AUSTRALIA
 KINGSFORD SMITH

NOISE ABATEMENT PROCEDURES

TRAINING FLIGHTS

- 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 Local. Additional restrictions apply daily between 2245-2300 Local, and on Saturdays and Sundays between 0600-0700 and 2200-2300 Local.

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 (74,957 lbs) MTOW. There are some concessions for specified classes of aircraft which are listed in the section titled 'Concessions for International Aircraft'.

YSSY/SYD



15 MAR 24

Eff 21 Mar

10-4C

NOISE
 SYDNEY, NSW, AUSTRALIA
 KINGSFORD SMITH

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 Local:

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 11, Chapter 3, 5, 6 or 10 (as appropriate to the aircraft classification).
2. Jets with a MTOW of 34,000kg (74,957 lbs) or less that meet the noise level requirements of ICAO Annex 16, Volume 1, Part 11, Chapter 4 or 14.

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.

YSSY/SYD


JEPPESSEN

17 MAR 23

10-4D

Eff 23 Mar

SYDNEY, NSW, AUSTRALIA
KINGSFORD SMITH
NOISE

NOISE ABATEMENT PROCEDURES

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;
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

1. 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.
2. An operator may apply to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts for a dispensation to land at, or take off from, Sydney Airport during the curfew. All dispensation requests should be made through tel. no. +61 2 6274 6998 (24 hours), or by email to: chapter2@infrastructure.gov.au

g. Reverse thrust during the curfew period

1. 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.
2. 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.
 - (a) the date and time,
 - (b) the aircraft registration, operator and type,
 - (c) the engine type, and
 - (d) the reason why reverse thrust greater than at idle power was used.

The return is to be lodged with the Department of Infrastructure, Transport, Regional Development, Communications and the Arts at the following address:

Curfew Manager,
Airports Branch
GPO Box 594, Canberra ACT 2601
Or by email to: curfews@infrastructure.gov.au

3. 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

1. 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:
 - (a) date and time;
 - (b) the aircraft registration, operator and type;
 - (c) the reasons for the missed approach, including the wind conditions prevailing at the time; and
 - (d) the tailwind limits for landing as specified in the aircraft's flight manual.

The return is to be lodged with the Department of Infrastructure, Transport, Regional Development, Communications and the Arts at the following address:

Curfew Manager,
Airports Branch
GPO Box 594, Canberra ACT 2601
Or by email to: curfews@infrastructure.gov.au

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

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 Director, South West, ACT and NSW Airports and Noise Section, at the address shown in para g.2.

YSSY/SYD

17 MAR 23
Eff 23 Mar

JEPPESSEN

10-4E

SYDNEY, NSW, AUSTRALIA
KINGSFORD SMITH

NOISE

NOISE ABATEMENT PROCEDURES

CONCESSIONS FOR INTERNATIONAL AIRCRAFT

- a. 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:
- (a) no more than twenty four landings between 0500 and 0600 HR local time in any one week.

- b. Slot allocation to operate within the quota can be obtained from;

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

Telephone: (02) 9313 5469
Facsimile: (02) 9313 4210
SITA: HDQACXH
Email: 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. Flight corridors

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

YSSY/SYD

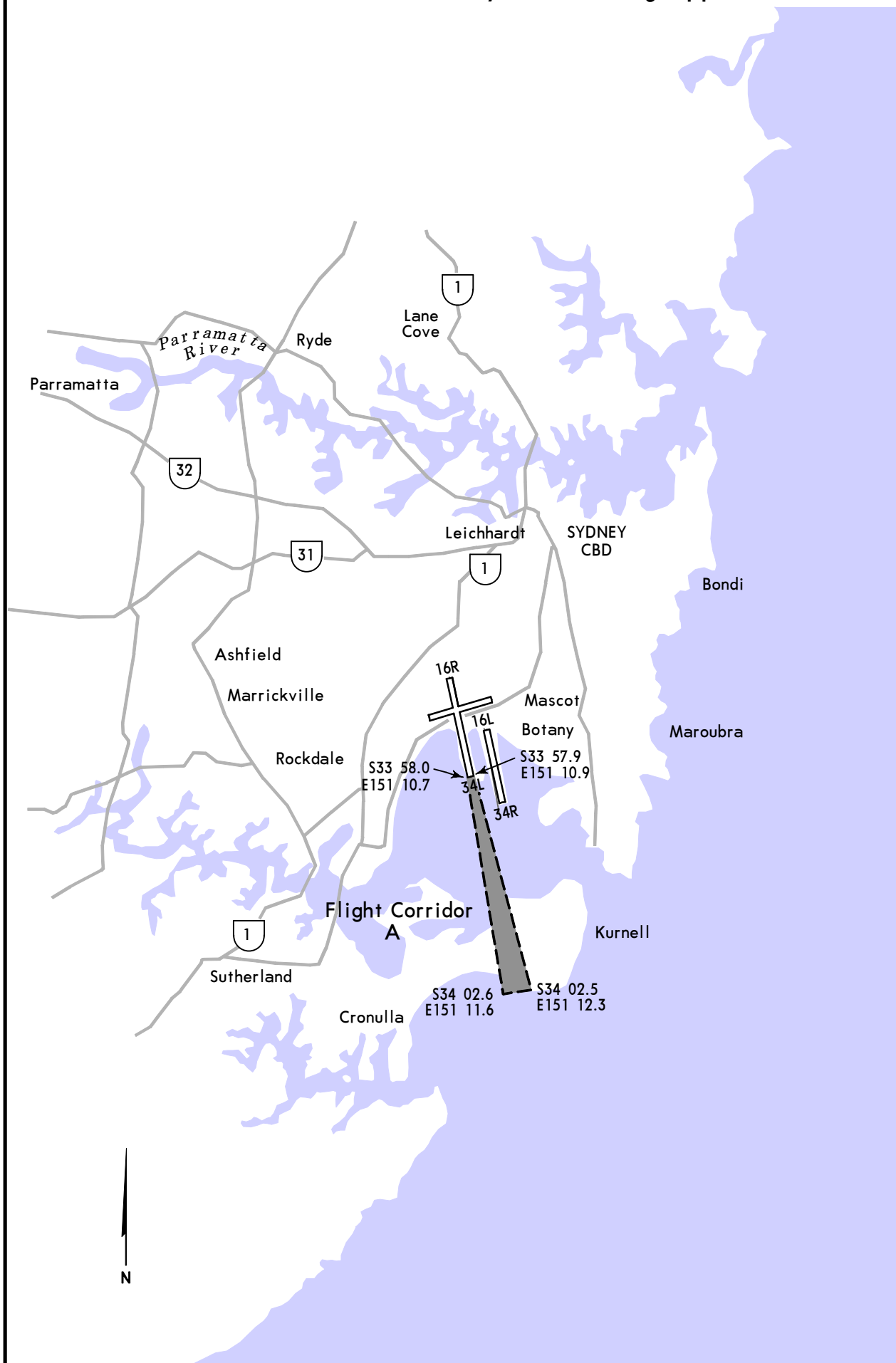
22 JUL 22

10-4F

SYDNEY, NSW, AUSTRALIA
KINGSFORD SMITH

NOISE ABATEMENT PROCEDURES

FLIGHT CORRIDOR A (Runway 34L-landing approach)



YSSY/SYD

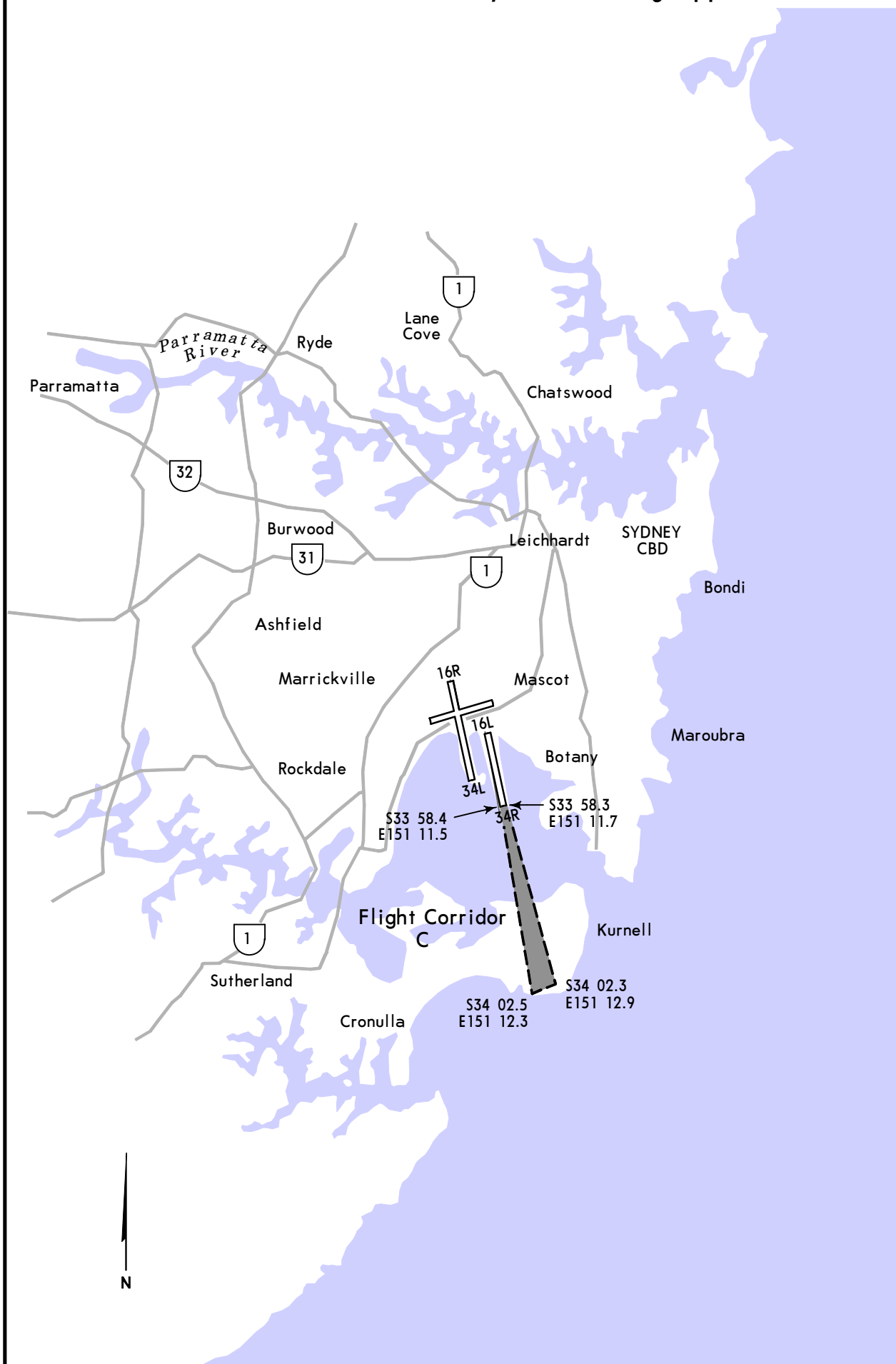
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10-4G

SYDNEY, NSW, AUSTRALIA
KINGSFORD SMITH

NOISE ABATEMENT PROCEDURES

FLIGHT CORRIDOR C (Runway 34R-landing approach)



YSSY/SYD

22 JUL 22

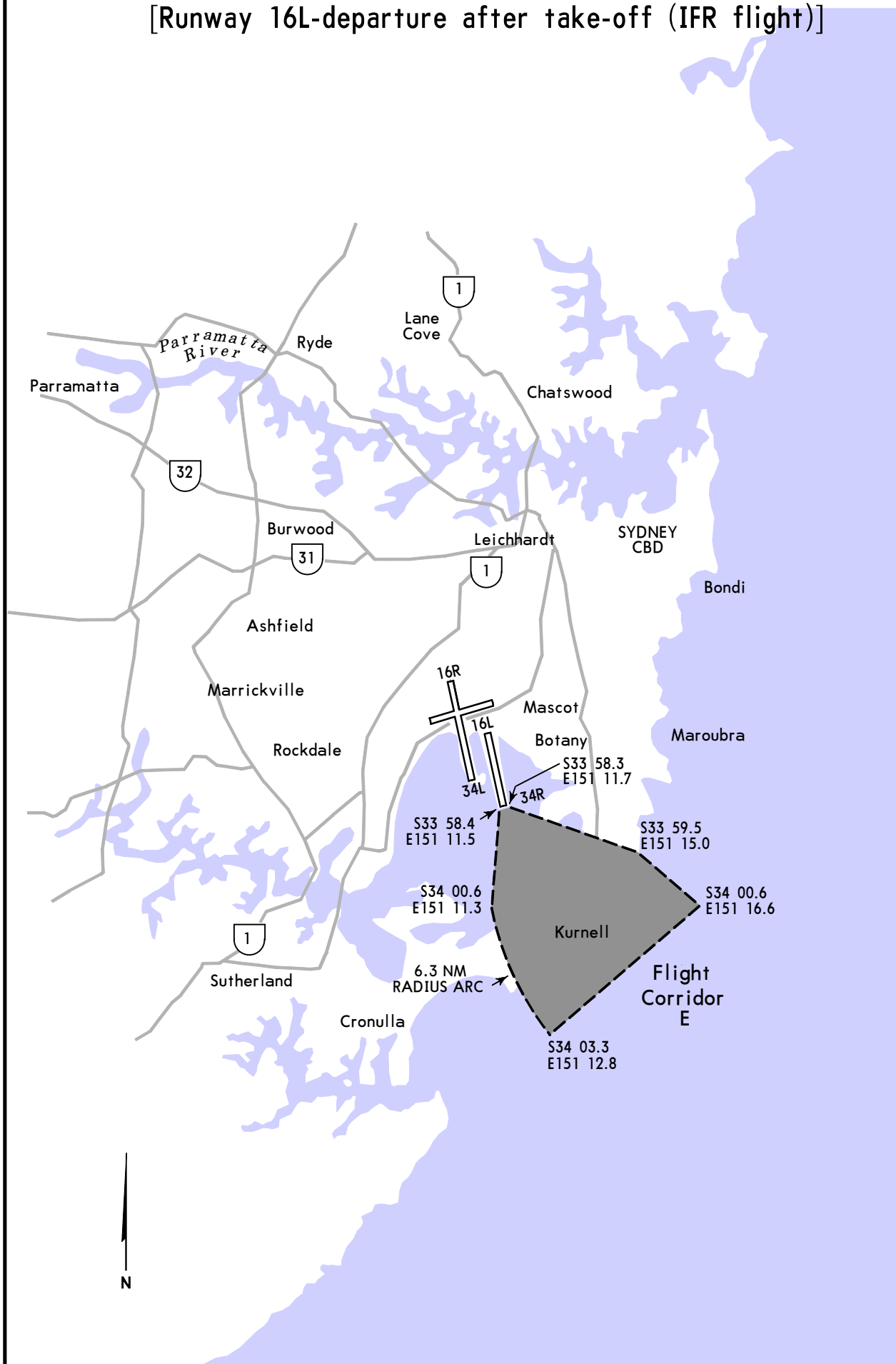
10-4H

SYDNEY, NSW, AUSTRALIA
KINGSFORD SMITH

NOISE ABATEMENT PROCEDURES

FLIGHT CORRIDOR E

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



YSSY/SYD

22 JUL 22

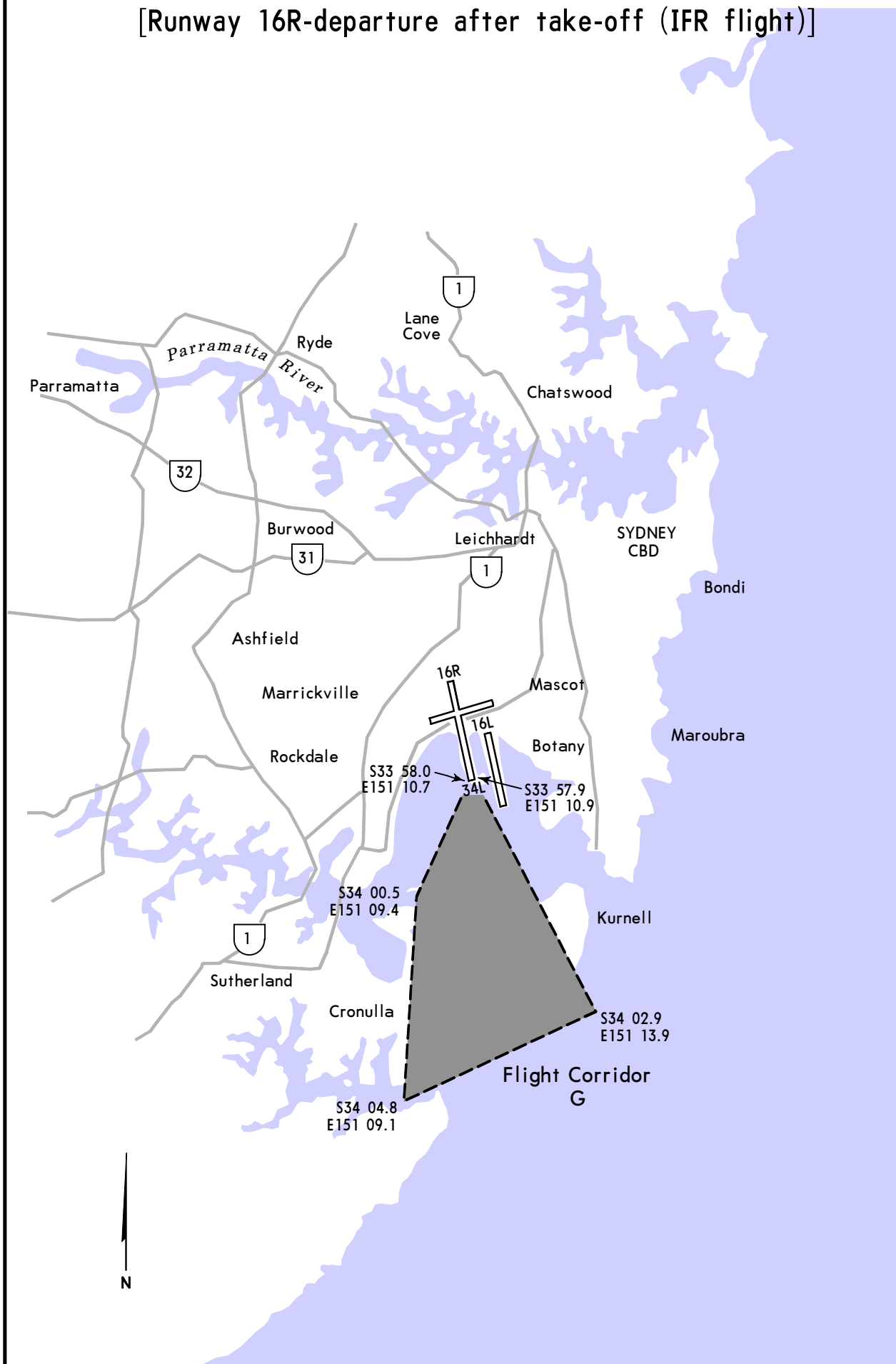
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SYDNEY, NSW, AUSTRALIA
KINGSFORD SMITH

NOISE ABATEMENT PROCEDURES

FLIGHT CORRIDOR G

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



YSSY/SYD


JEPPESSEN SYDNEY, NSW, AUSTRALIA
 24 JUN 22 (10-6) KINGSFORD SMITH
STANDARD DOMESTIC TAXI ROUTES**ARRIVALS******ALL RUNWAY CROSSINGS REQUIRE A SPECIFIC CLEARANCE******B1 Apron (Bays 20-23, 83-85)**

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

**DOM1 (Bays 1-10)
DOM1A (Bays 64-70)**

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

Taxiway C (Bays 11-14)

Arrival Runway	Route
16R/34L, 16L/34R**	Via B, C1

Taxiway C (Bays 16-19)

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

Taxiway C (Bays 49, 53, 55)

Arrival Runway	Route
16R/34L, 16L/34R**	Via B, B3

Taxiway C (Bays 57, 59)

Arrival Runway	Route
16R/34L, 16L/34R**	Via B, B4

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

Arrival Runway	Route
16R/34L, 16L/34R**	Via B, B4, C2

DOM2 (Bays 43, 45A)

Arrival Runway	Route
16R/34L, 16L/34R**	Via B, B4

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

Arrival Runway	Route
16R/34L, 16L/34R**	Via B, G, DOM2

DOM3 (Bays 32, 34, 36, 38, 40, 42, 44, 44A, F1-F6)

**DOM3A (Bays F7-F12)
DOM3B (Bays F13-F16)
DOM4 (Bays 90-94)
DOM5 (All Bays)
DOM6 (Bays 98, 99)**

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

**** Supplementary Information for aircraft landing 16L/34R****

Arrival Runway	Route
16L	Via T, L
34R (Exit T2)	Via U, U1, L
34R (Exit U1, L)	Via L

Remain on TWR frequency until west of TWY S then contact Ground.
Do not proceed beyond the Taxi-Holding Position Sign without specific ATC clearance.

YSSY/SYD


JEPPESEN SYDNEY, NSW, AUSTRALIA
 24 JUN 22 (10-6A) KINGSFORD SMITH

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 20-23, 83-85)

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

DOM1 (Bays 1-10)

DOM1A (Bays 64-70)

Taxiway C (Bays 11-19, 49, 53, 55, 57, 59)

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

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

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

DOM2 (Bays 43, 45A)

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

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

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

DOM3 (Bays 32, 34, 36, 38, 40, 42, 44, 44A, F1-F6)

DOM3A (Bays F7-F12)

DOM3B (Bays F13-F16)

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

DOM4 (Bays 90, 94)

DOM5 (All Bays)

DOM6 (Bays 98, 99)

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

YSSY/SYD


JEPPESSEN SYDNEY, NSW, AUSTRALIA
 24 NOV 23 (10-8)

KINGSFORD SMITH

AIRFIELD MAINTENANCE AND MINOR CIVIL WORKS (MOWP 21/003)

WORKS INFORMATION

This chart covers all non time limited maintenance works.

Work is scheduled to commence in June 2021 and is expected to be of one hundred and fifty-six (156) weeks duration.

The works will be carried out in fifty (50) stages.

Actual dates and times of commencement of works for each stage will be advised by a NOTAM, to be issued not less than forty eight (48) hours before work commences.

Hours of Work

Works may be carried out seven days per week at the times nominated below:

- Runway 16R/34L:
Curfew Works - 2300-0500hrs EST or 2300-0600hrs ESST;
Reduced closure North of B10 and South of B8 are only permitted on Friday, Saturday and Sunday curfew.
- Runway 16L/34R and Runway 07/25:
Curfew Works - 2300-0600hrs EST and ESST;
- Under special circumstances and with ATC liaison, works may be permitted in stages not impacting 16R/34L non-curfew hours 0600-2300 EST and EEST.

Specific Stage Restrictions

Stages may/will require parts of Runway/s and/or Taxiway/s to be temporarily closed to facilitate works on the southern side of the taxiway. These stages will require a NOTAM, and will be carried out during curfew.

Partial Runway 16R/34L closures may occur as follows:

- Runway 34L runway end shortened to Taxiway Golf or Bravo 8 - any night;
- Runway 34L runway end shortened to Taxiway Bravo 10 - Friday, Saturday or Sunday nights only;
- Runway 34L threshold displaced to Taxiway Bravo 8 - Friday, Saturday or Sunday nights only, with a dispensation from the Federal Government; and
- Runway 34L threshold displaced to Taxiway Bravo 10 - any night with a dispensation from the Federal Government.

Partial closure of Runway 16R/34L in the Northern and Southern sections cannot be carried out concurrently (eg North of Twy Golf closure and South of Bravo 10 closure is not permitted).

Access to the Bravo-1 stand-off bays shall be available Monday to Thursday nights inclusive. Unless prior alternative parking and access arrangements have been made with freight/airline operators.

Access to the Corporate Aviation Apron shall be available seven nights per week unless prior alternative parking and access arrangements have been made (Aeromedical flights included).

Closures or access restrictions of DOM1/1A can only be implemented after coordination with Qantas.

Either Taxiway Bravo or Taxiway Charlie must always be available between Taxiways Bravo 2 and Bravo 10.

When Runway 16R/34L is closed North of Taxiway Bravo 8, Taxiway Bravo must be available between Runway 07/25 and Taxiway Kilo as aircraft vacate the runway via Taxiway Bravo 9.

The intersection of Taxiways Bravo, Charlie, Bravo 10 and Lima must be available whenever there are partial northern runway closures at either Taxiways Bravo 8, Bravo 10.

Taxiway Golf East of Runway 16R/34L must be available whenever Runway 07/25 is closed unless the runway east of Rwy 16R/34L is available for taxiing.

YSSY/SYD

 **JEPPESEN** SYDNEY, NSW, AUSTRALIA
24 NOV 23 (10-8A) KINGSFORD SMITH

**SOUTH EAST SECTOR
APRON DEVELOPMENT
(MOWP 23/002, AIC H10/23)**

WORKS INFORMATION

Sydney Airport will be conducting works associated with construction to extend the South East Sector Apron which includes taxiway construction.

The works will take place during both curfew and non-curfew hours.

Works affecting aircraft access to Rwy 16R/34L, and Twy will be carried out during curfew hours.

Works impacting Rwy 07/25 may take place 24 hours per day, when not required for operations or restricted operations are in use.

The work is expected to take approximately forty-two (42) months and will commence in March 2023.

RESTRICTIONS TO AIRCRAFT OPERATIONS

All aircraft types will be affected by all stages. The work will take place within Stages 1 to 19.

A section of Rwy 16R/34L will be closed during curfew to facilitate works. These closures will be notified by NOTAM.

Rwy 07/25 works are permitted 24 hrs per day, on a 40 minute recall, when operationally required.

Actual dates and times of work and operational restrictions will be advised by NOTAM.

In the event that sections of either Rwy or Twy are not available at the conclusion of curfew, details will be advised via NOTAM for the affected sections.

SPECIFIC STAGE RESTRICTIONS

Stages 1, 2, 3, 4, 5, 7, 9, 10, 12, 13, 14, 16, 17, 18 & 19 will require parts of Taxiway to be temporarily closed to facilitate works on the southern side of the Taxiway. These stages will require a NOTAM and will be carried out during curfew.

Stages 1, 2, 3, 4, 6, 9, 10, 12, 13, 14, 15, 16, 17, 18 & 19 will require parts of Rwy 16R/34L to be temporarily closed, and/or Rwy 07/25 to be temporarily closed to facilitate works. These stages will require a NOTAM and will be carried out during curfew.

When stages 1, 2, 3, 16, 17 & 22 are in operation, Rwy 16L/34R must be made available for Emergencies (Air Ambulance, etc).

SPECIAL WARNINGS

As these works are of a time critical nature the runway reduction will take place at 2300 Local each night and Regular Public Transport (RPT) aircraft which have not departed prior will be required to depart from the reduced length if suitable for operations.

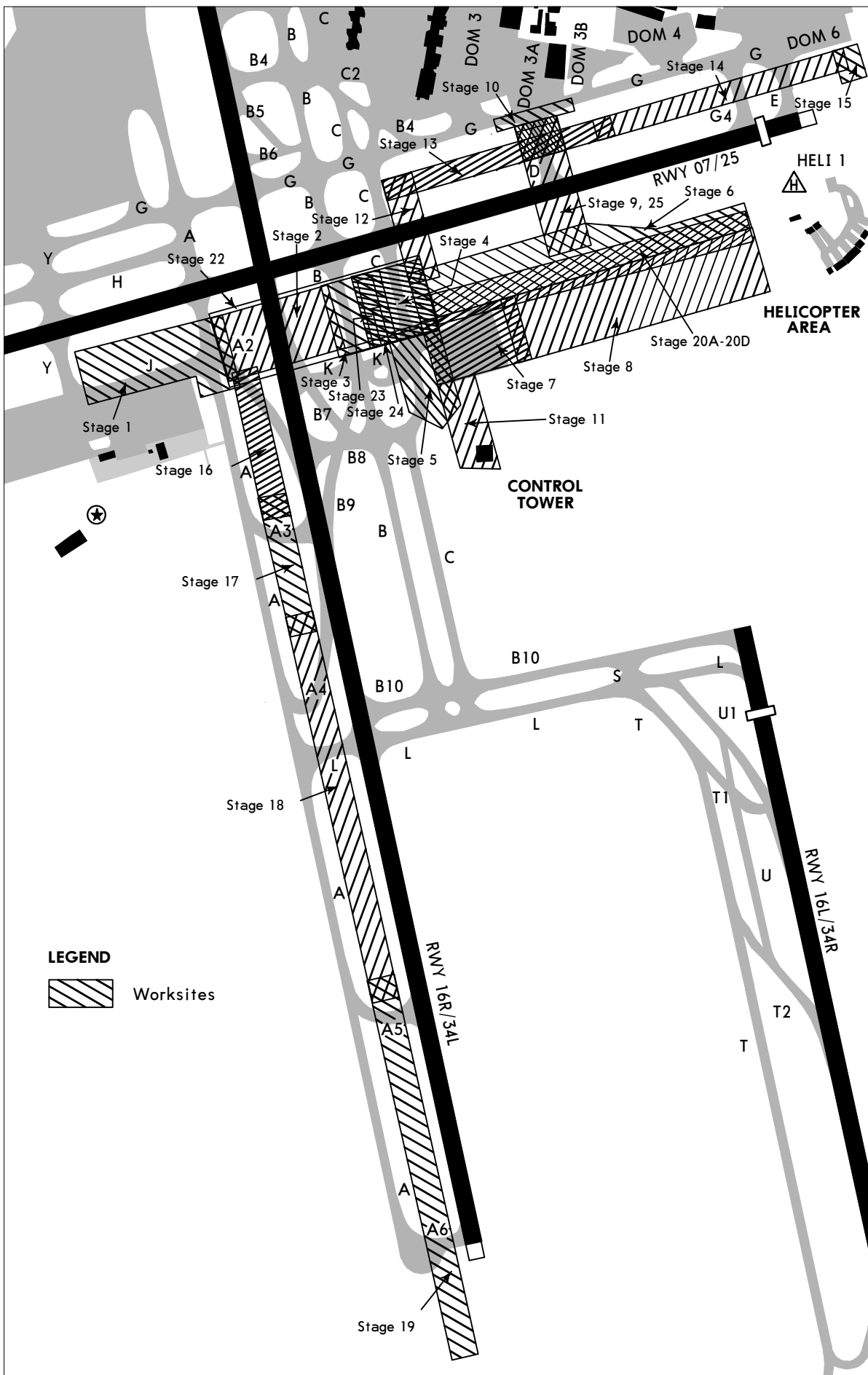
YSSY/SYD

JEPPESSEN
24 NOV 23 (10-8B)

SYDNEY, NSW, AUSTRALIA

KINGSFORD SMITH

**SOUTH EAST SECTOR
APRON DEVELOPMENT (CONTD.)
(MOWP 23/002, AIC H10/23)**



CHANGES: Stages: 20A-20D, 22, 23, 24, 25 added.

**T1 PIER B BAYS 30, 32 & 36 UPGRADE
 (MOWP 23/001, AIC H04/23)**

INTRODUCTION

Sydney Airport is upgrading Terminal 1 Pier B South for new generation aircraft capability with aircraft parking positions (Bays) 30, 32 and 36 to be upgraded.

WORKS INFORMATION

The works will be carried out in 7 stages. The actual dates and times of commencement will be advised by a NOTAM, to be issued not less than forty-eight (48) hours before work commences.

DURATION

The works will commence 1 March 2023 and will continue to 1 December 2024. Closures required to Twy and taxi-lanes will be as advised by NOTAM.

RESTRICTIONS TO AIRCRAFT OPERATIONS

Stage 1

- Twy INTL5, north of Bay 34, not available;
- Bays 30, 32, 51 and 53, not available.

Stage 2

- Twy INTL5, north of Bay 36, not available;
- Bays 30, 32, 34, 51, 53 and 55, not available.

Stage 3

- Twy INTL5, north of Bay 57, not available;
- Bays 30, 32, 34, 36, 51, 53 and 55, not available.

Stage 4

- Twy INTL5 not available;
- Bays 30, 32, 34, 36, 51, 53, 55 and 57, not available.

Stage 5

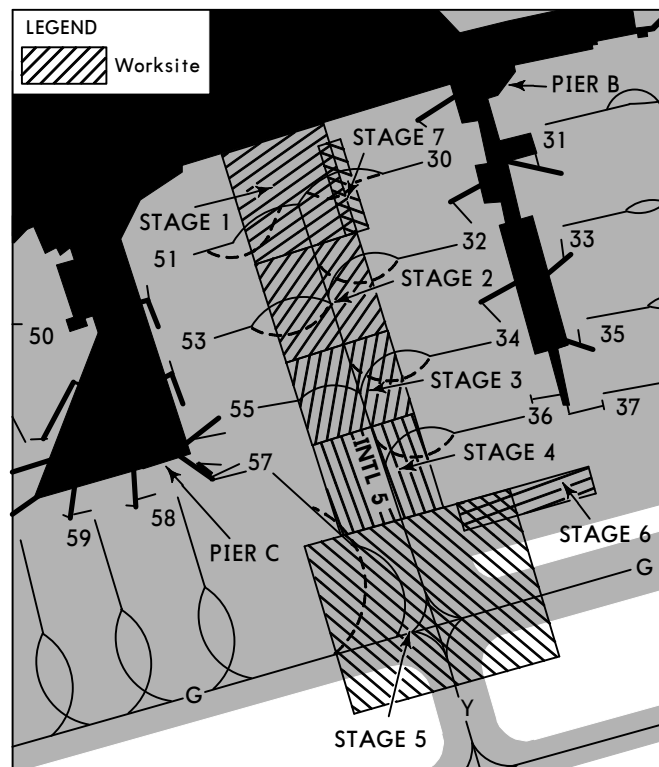
- Twy INTL5 not available;
- Twy G, between Twy G2 and Twy INTL4, not available;
- Twy Y, between Twy G and Twy H, not available;
- Twy H, between Twy G2 and Twy A, MAX 213' (65m) wingspan;
- Bays 30, 32, 34, 36, 51, 53, 55 and 57 not available.

Stage 6

- Twy G, between Twy A and Twy INTL5, MAX wingspan 213' (65m);
- Twy INTL5 MAX 213' (65m) wingspan.

Stage 7

- Bay 30 not available.



**GATEWAY PROJECT
(MOWP 21/002)**

WORKS INFORMATION

This chart covers all works associated with the construction and commissioning of the Gateway Project. Generally, works will be carried out in an area to the North of Runway 16R/34L, on, and adjacent to, an area of land known as the "Northern Lands".

Work is scheduled to commence in July 2021 and is expected to be of approximately sixty four months duration.

Each stage of work may be required to be accessed multiple times during the works.

The works will be carried out in six (6) stages as described within this chart.

Actual dates and times of commencement will be advised by a NOTAM, to be issued not less than forty-eight (48) hours before work commences.

RESTRICTIONS TO AIRCRAFT OPERATIONS

- Stage 1** No Runway Closure.
- Stage 2** North of Twy G Closure.
- Stage 3** North of Twy B8 Closure.
- Stage 4** North of Twy B10 Closure.
- Stage 5** North of Twy F Closure.
- Stage 6** Runway 16L/34R Full Length Closure.

Specific Stage Restrictions

Stages may be activated simultaneously with any other stages, and with other works.

Partial Runway 16R/34L closures may occur as follows:

- Runway 34 L Runway end shortened to Taxiway Golf or Bravo 8 - any night;
- Runway 34 L Runway end shortened to Taxiway Bravo 10 - Friday, Saturday or Sunday nights only;
- Runway 34L threshold displaced to Taxiway Bravo 8 - Friday, Saturday or Sunday nights only, with a dispensation from the Federal Government; and
- Runway 34 L threshold displaced to Taxiway Bravo 10 - any night with a dispensation from the Federal Government.
- Partial closure of Runway 16R/34L in the Northern and Southern sections cannot be carried out concurrently (eg North of Twy Golf closure and South of Bravo 10 closure is not permitted).

Stage 1

24 hours per day - No (partial) closure of Rwy 16R/34L.

Stage 2

7 nights per week - Partial closure is North of Twy G.

Stage 3

7 nights per week - Partial closure is North of Twy B8.

Stage 4

Friday, Saturday & Sunday nights only - Partial closure is North of Twy B10.

Stage 5

24/7 only when Rwy 16R/34L has NOTAM closure North of Twy F.

Stage 6

7 nights per week- Rwy 16L/34R complete closure.

Runway Approach Procedures

Runway Section Closed	Approach Procedures Note: CAT II not available due Sensitive and Critical Areas not being protected Note: Precision Runway Monitoring not available during Curfew					
	ILS or LOC Rwy 16R	ILS Rwy 16R SA CAT I & CAT II & SA CAT II	RNAV-Z (GNSS) Rwy 16R	ILS Rwy 34L SA CAT I & CAT II & SA CAT II	ILS or LOC Rwy 34L	RNAV-Z (GNSS) Rwy 34L
Rwy 16R North of Twy G	Not Available	Not Available	Not Available	Available if LOC Available	Available if LOC Available	Available
Rwy 16R North of Twy B8	Not Available	Not Available	Not Available	Available if LOC Available	Available if LOC Available	Available
Rwy 16R North of Twy B10	Not Available	Not Available	Not Available	Available if LOC Available	Available if LOC Available	Available

YSSY/SYD

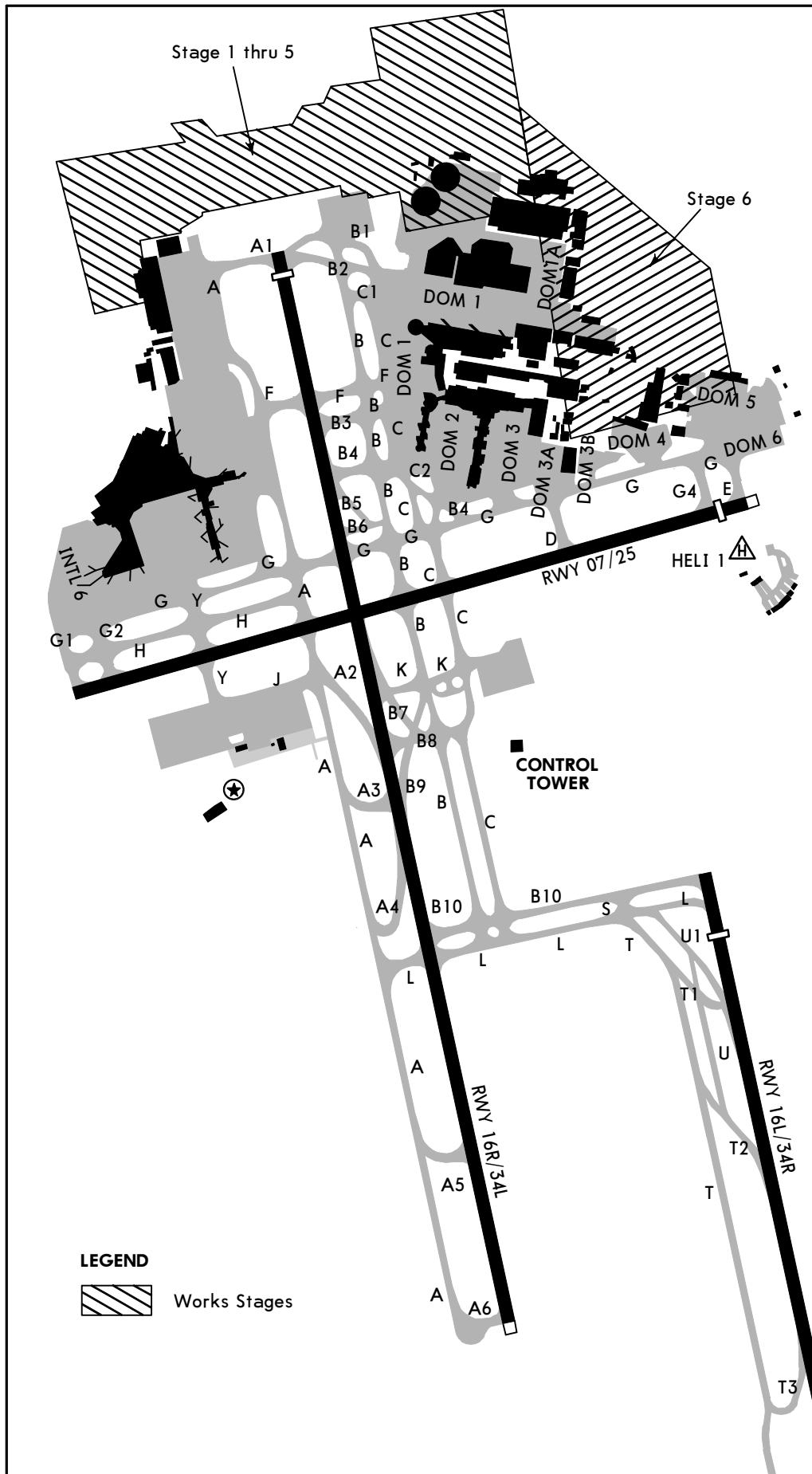


JEPPESSEN SYDNEY, NSW, AUSTRALIA

9 JUN 23 10-8E

KINGSFORD SMITH

**GATEWAY PROJECT (CONTD.)
(MOWP 21/002)**



YSSY/SYD


JEPPESEN SYDNEY, NSW, AUSTRALIA
 24 MAY 24 (10-8F)

KINGSFORD SMITH

DOM 2 & DOM 3 PAVEMENT RECONSTRUCTION AND RESHEET WORKS (MOWP 24/001)

WORKS INFORMATION

Work is scheduled to commence in April 2024 and is expected to be of approximately 12 months duration.

Each stage of work may be required to be accessed multiple times during the works. In general each stage of work will be of 1 to 10 days duration.

The works will be carried out in eight (8) stages as described within this chart.

Each stage will be activated by an Airport Works Plan to be issued no less than forty eight (48) hours prior to works commencing.

Actual dates and times of commencement will be advised by a NOTAM, to be issued not less than forty-eight (48) hours before work commences.

RESTRICTIONS TO AIRCRAFT OPERATIONS

Specific Stage Restrictions

Partial Runway 16R/34L closures may occur as follows:

- Runway 34L runway end shortened to Taxiway Golf or Bravo 8 - any night;
- Runway 34L runway end shortened to Taxiway Bravo 10 - Friday, Saturday or Sunday nights only;
- Runway 34L threshold displaced to Taxiway Bravo 8 - Friday, Saturday or Sunday nights only, with a dispensation from the Federal Government; and
- Runway 34L threshold displaced to Taxiway Bravo 10 - any night with a dispensation from the Federal Government.
- Runway 16R/34L full length closure - any night with a dispensation from the Federal Government, generally in place of southern end closures, will depend on the dispensation wording. Runway 16L/34R MUST be fully operational.

Partial closure of Runway 16R/34L in the Northern and Southern sections cannot be carried out concurrently (eg North of Twy Golf closure and South of Bravo 10 closure is not permitted).

Either Taxiway Bravo or Taxiway Charlie must always be available between Taxiways Bravo 2 and Bravo 10.

When Runway 16R/34L is closed north of Taxiway Bravo 8, Taxiway Bravo must be available between Runway 07/25 and Taxiway Kilo as aircraft vacate the runway via Taxiway Bravo 9.

The intersection of Taxiways Bravo, Charlie, Bravo 10 and Lima must be available whenever there are partial northern runway closures at either Taxiways Bravo 8, Bravo 10.

Taxiway Golf east of Runway 16R/34L must be available whenever Runway 07/25 is closed unless the runway east of Rwy 16R/34L is available for taxiing.

Stage 1

Twy DOM 2 North of Twy B4 closed.

Twy C2 closed.

Stage 2

Twy DOM 2 North of aircraft parking position 35 closed.

Stage 3

Twy DOM 2 North of Twy B4 closed.

Twy C2 closed.

Stage 4

Twy C2 and Twy DOM 2 closed.

Twy B4 between Twy C and Twy G closed.

Twy C between Twy G and Twy B4 restricted aircraft MAX wingspan 118' (36m).

Stage 5

Twy DOM 3 closed.

Stage 6

Twy DOM 3 closed.

Twy G between Twy B4 and Twy D closed.

Twy G between Twy DOM 2 & Twy B4, MAX wingspan 118' (36m).

Twy B4 between Twy DOM 2 & Twy G, MAX wingspan 118' (36m).

Rwy 07/25 closed.

Stage 7

Twy DOM 3 closed.

YSSY/SYD

JEPPESEN SYDNEY, NSW, AUSTRALIA
 24 MAY 24 (10-8F1) KINGSFORD SMITH

**DOM 2 & DOM 3 PAVEMENT RECONSTRUCTION
 AND RESHEET WORKS (CONTD.)
 (MOWP 24/001)**

Stage 8

Twy DOM 3 North of aircraft parking position 38 closed.

Stage 1A

Twy DOM 2 North of Twy C2 closed.

Stage 2A

Twy DOM 2 North of aircraft parking position 56 closed.

Stage 3A

Twy DOM 2 North of Twy C2 closed.

Stage 4A

Twy DOM 2 North of Twy B4 closed.

Twy C2 closed.

Twy B4 between Twy C and Twy G, MAX wingspan 118' (36m).

Stage 5A

Twy DOM 3 closed.

Stage 6A

Twy DOM 3 closed.

Twy G between Twy B4 and Twy D closed.

Twy G between Twy DOM2 and Twy B4, MAX wingspan 118' (36m).

Twy B4 between Twy DOM2 and Twy G, MAX wingspan 118' (36m).

Twy D and Twy DOM3A, MAX wingspan 118' (36m).

Rwy 07/25 closed.

Rwy 07/25 available for aircraft taxiing between Twy C and Twy D.

Stage 7A

Twy DOM 3 closed.

Stage 8A

Twy DOM 3 North of aircraft parking position 38 closed.

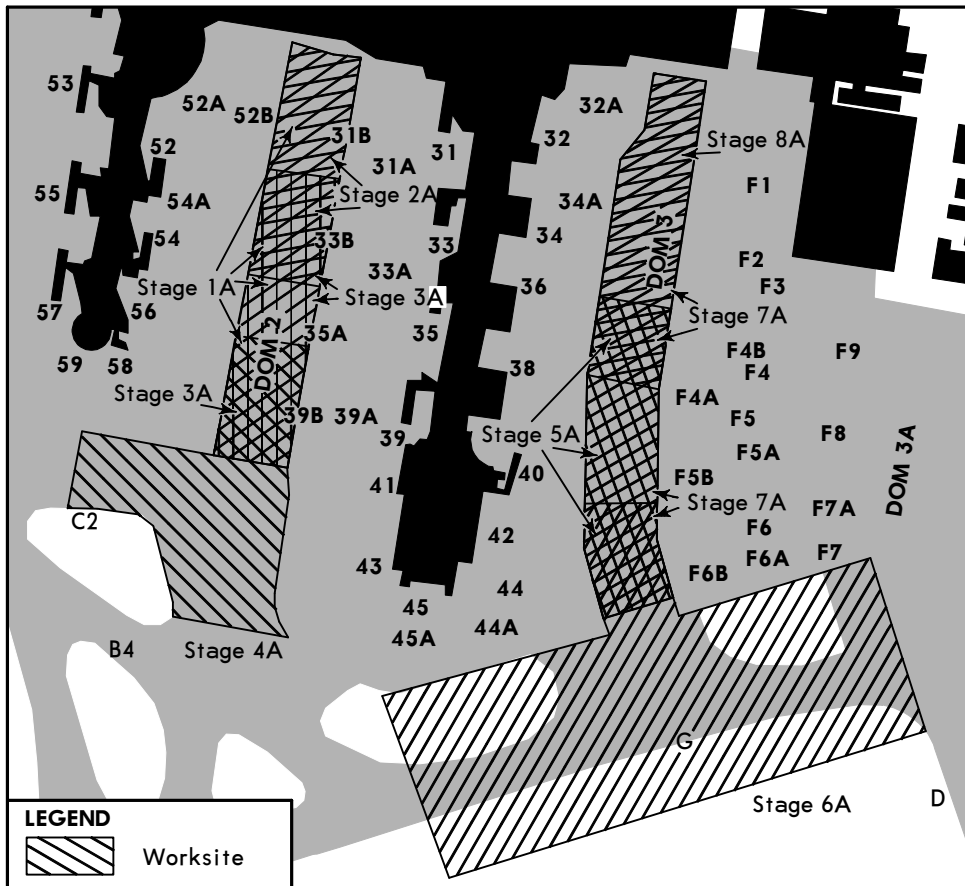
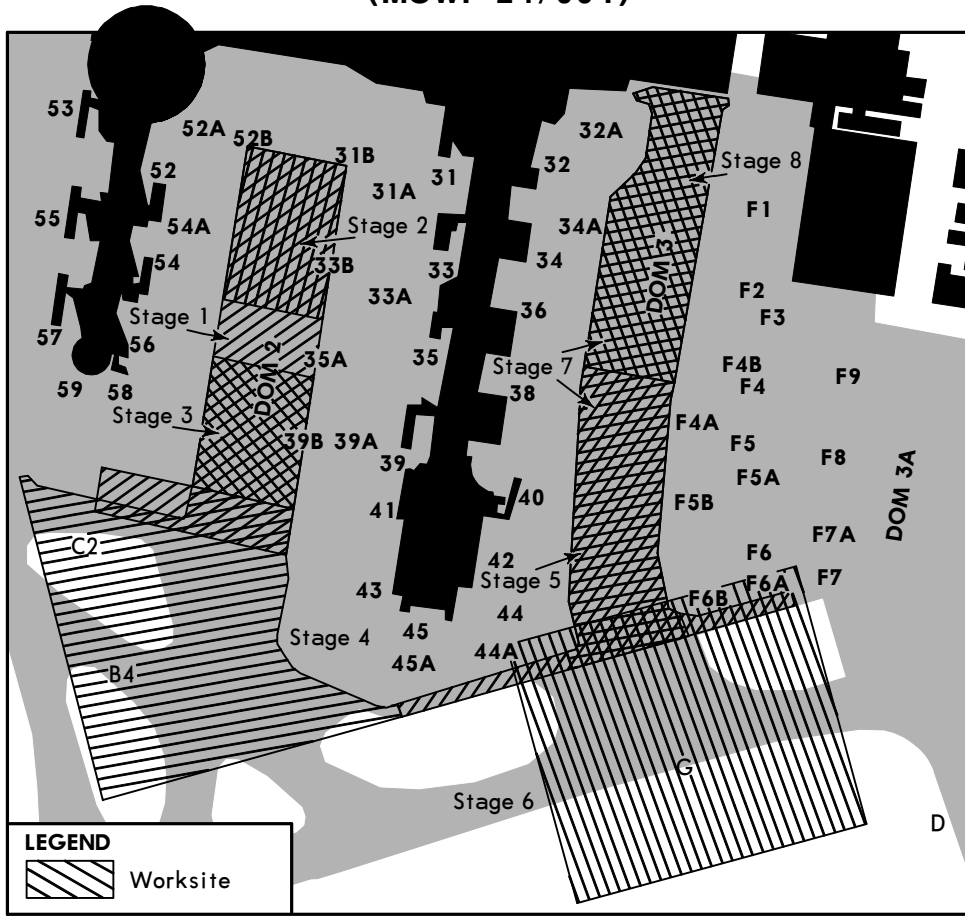
Runway Approach Procedures

Runway Section Closed	Approach Procedures Note: CAT II not available due Sensitive and Critical Areas not being protected Note: Precision Runway Monitoring not available during Curfew			
	ILS or LOC Rwy 16R	RNP Rwy 16R	ILS or LOC Rwy 34L	RNP Rwy 34L
Rwy 16R North of Twy G	Not Available	Not Available	Available if LOC Available	Available
Rwy 16R North of Twy B8	Not Available	Not Available	Available if LOC Available	Available
Rwy 16R North of Twy B10	Not Available	Not Available	Available if LOC Available	Available
Rwy 34L South of Twy B8	Available if LOC Available	Available	Not Available	Not Available
Rwy 34L South of Twy B10	Available if LOC Available	Available	Not Available	Not Available

YSSY/SYD

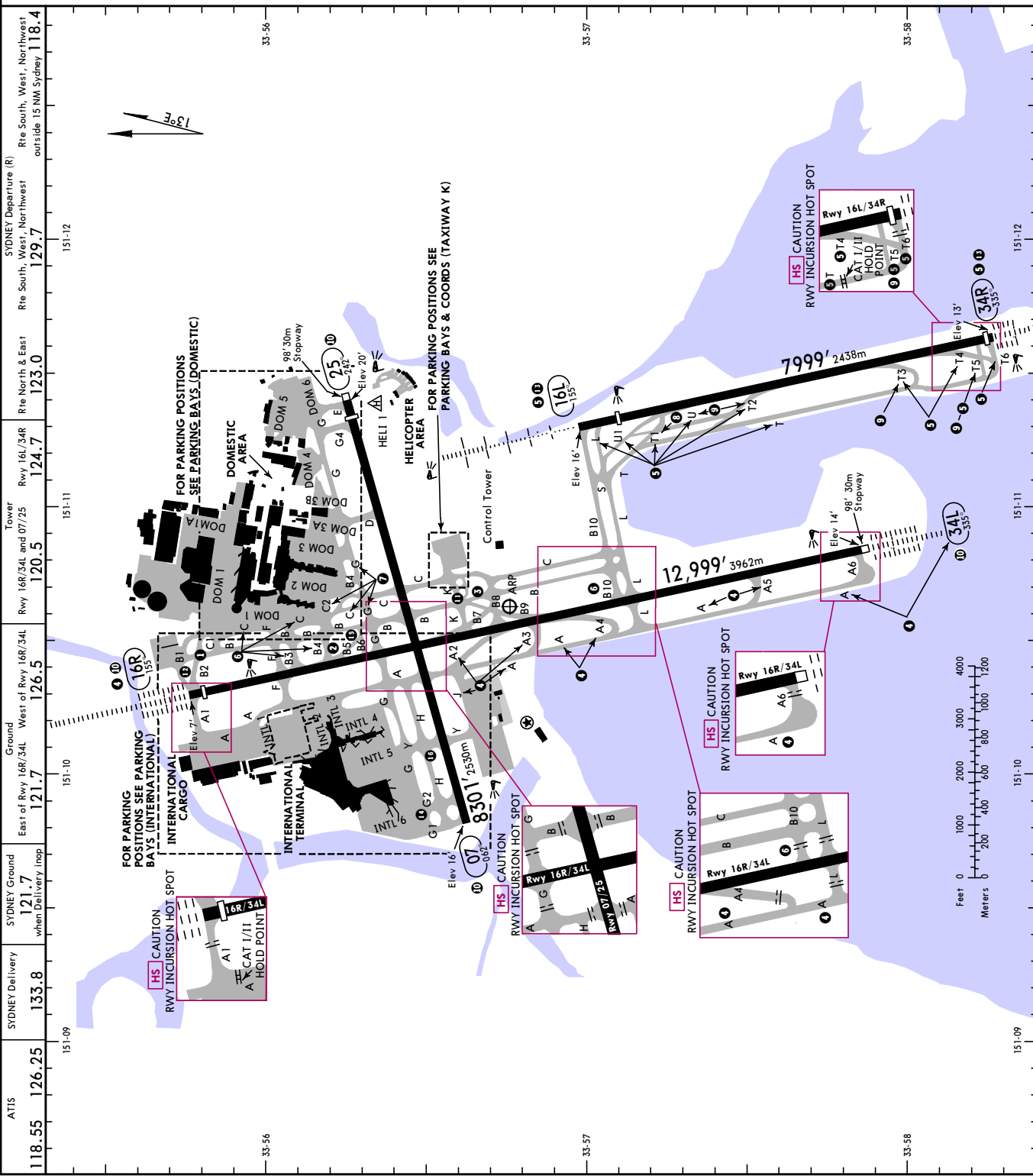
JEPPESEN SYDNEY, NSW, AUSTRALIA
24 MAY 24 (10-8F2) KINGSFORD SMITH

**DOM 2 & DOM 3 PAVEMENT RECONSTRUCTION
AND RESHEET WORKS (CONTD. 1)
(MOWP 24/001)**



YSSY/SYD
 Apt Elev 21'
 333.8 Elev 151.10.6

JEPPESEN SYDNEY, NSW, AUSTRALIA
 15 MAR 24 (10-9) **EFT 21 MET**
 KINGSFORD SMITH



- TURNING RESTRICTIONS**
- 1 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 C - heading South - left turns onto Twys B and C not available.
 Twy C - heading South - right turn onto Twy B2 not available.
 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.
 Rwy 34L - right turn onto Twy B5 not available.
 Twy B - turning into Twy B9 not available.
 Twy B7 - left turn onto Twy B8 not available.
 Twy B7 - right turn onto Twy B8 not available.
 Twy B8 - turning into Twy B7 and Twy B9 not available.
 Twy B9 - turning into Twy B7 and Twy B8 not available.
 Twy A - heading North - right turn onto Twys A2, A3, A4, and A5 not available.
 - 2 Twy A2 - no entry from Twy A or Twy J.
 Twy A2 - left turn onto Rwy 16R/34L not available.
 Twys A2, A3, A4, and A5 - left turn onto Twy A not available.
 Twy 16R - heading South right turn onto Twy A2 not available.
 - 3 Twys L, T1, T2, T3, and T5 - left turn onto Twy T not available.
 Twy T - heading North - right turn onto Twys L, T1, T2, T3 and T5 not available.
 - 4 Twy T1 - turning onto Twy U not available.
 Twy T1 - is not available to aircraft exiting Rwy 34R.
 Twy T1 - is not available to aircraft on Twy T.
 Twys 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.
 Twy U1 - turning onto Twy U not available.
 Rwy 16L - heading South right turn onto Twy T5 not available.
 Rwy 34R - left turn onto Twys T4, T5, or T3 not available.

- WINGSPAN RESTRICTIONS**
- 6 Intersection departure Rwy 16R/34L from Twys B3, B4, and B10 restricted to 118' (36m) MAX wingspan.
 Twy B turning West into Twy B3, Twy B4, and Twy B10 restricted to MAX 118' (36m) wingspan.
 Twy B4 - right turn onto Twy G restricted to MAX 118' (36m) wingspan.
 Twy B4 - heading North - left turn onto Twy C restricted to MAX 118' (36m) wingspan.
 Twy C - heading North - right turn onto Twy B4 restricted to MAX 118' (36m) wingspan.
 Twy C between Twy B2 and Twy F is restricted to aircraft with MAX 171' (52m) wingspan when an aircraft with 213' (65m) or greater wingspan operating on Twy B between Twy B2 and Twy F.
 Twy C between Twy F and Twy B4 speed restriction MAX 20 KT applies to all aircraft above 171' (52m) wingspan.
 Twy G - left turn onto Twy B4 restricted to MAX 198' (60.4m) wingspan.
 Twy G - right turn onto Twy B4 restricted to MAX 118' (36m) wingspan.
 Twy G2 restricted to MAX 118' (36m) wingspan.
 - 7 Twy T1 restricted to 171' (52m) MAX wingspan.
 Twys T2, T3, T5 and U restricted to aircraft with less than 59' (18m) wheel base and MAX 118' (36m) wingspan due to 49' (15m) wide Twy.
 Twys 16R/34L and 07/25 aircraft greater than 118' (36m) wingspan U-turns on the runway not permitted.
 Compass anomaly for turboprop aircraft on intersection departure Rwy 16R at Twy F East, Twy B3 and Twy G East.
 - 8 Twy K run up bay restricted to MAX 75' (23m) wingspan.

- 9 When an A380 is on Twy B2, Twy B1 restricted to aircraft MAX 171' (52m) wingspan.
 Rwy 16L/34R all aircraft U-turns on runway not permitted.
 Intersection departures Rwy 34R from Twy T3 not available.
 Intersection departures Rwy 16L from Twy T1 not available.
 Rwy 16L - heading South right turn onto Twy L, T2, and U1 not available except T2 sunrise to sunset only to non-let aircraft with 98' (30m) MAX wingspan.
- 10 Aircraft turning from Twy G into Twy G2 use minimum power.
 Twy B5 and Twy B6 not available to aircraft above 46,502 lbs (22,000 kg) MTOW. MAX tire pressure 203 PSI (1400 KPa).
- 11 Twy H not available during Rwy 07 arrivals.
 Twy H5 arrivals when visibility is less than 5000m or cloud base less than 1500'.

CHANGES: None.

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RWY	USABLE LENGTHS	
	LANDING BEYOND	TAKE-OFF WIDTH
07	Threshold 7224' 2202m	148' 45m
25	7969' 2429m	148' 45m

1 Standby power available.
2 LED lights.

16R **4** **10** HIRL (57m) **1** REIL **1** PAPI (angle 3.0°, MEHT 64')
34L **5** HIRL (59m) **6** CL **3** HIALS TDZ PAPI (angle 3.0°, MEHT 64')
34R **5** HIRL (59m) **6** CL **3** HIALS TDZ PAPI (angle 3.0°, MEHT 64')

4 Standby power available. **5** LED lights. **6** 15m spacing.
7 LED lights, 900m layout (816m length).
8 Compliant reduced length, 420m layout (415m length).

16L **10** HIRL (59m) **1** CL **3** HIALS PAPI (angle 3.0°, MEHT 53')
34R **10** HIRL (59m) **1** CL **3** HIALS TDZ PAPI (angle 3.0°, MEHT 55')

4 Standby power available.
10 LED lights.
11 15m spacing.
12 900m layout (951m length).
13 length 347m

3 TAKE-OFF RUN AVAILABLE

RWY 07:
 From rwy head 8301' 2530m
 Twy A 5466' 1666m
 Twy B 4265' 1300m
 Twy C 3760' 1146m
 Twy G2 7864' 2397m
 Twy Y 6735' 2053m

RWY 16R:
 From rwy head 12,999' 3962m
 Twy A3 6335' 1931m
 Twy B10 4721' 1439m
 Twy B3 10,925' 3350m
 Twy B4 10,298' 3139m
 Twy B6 9600' 2926m
 Twy B8 7027' 2142m
 Twy F 11,240' 3426m
 Twy G 9347' 2849m
 Twy L 4459' 1359m

RWY 34L:
 From rwy head 12,999' 3962m
 Twy A5 10,997' 3352m
 Twy B10 8353' 2546m
 Twy B6 3474' 1059m
 Twy B8 6043' 1842m
 Twy G 3724' 1135m
 Twy K 5453' 1662m
 Twy L 8615' 2626m

RWY 25:
 From rwy head 8301' 2530m
 Twy B 4114' 1254m
 Twy C 4613' 1406m
 Twy D 6119' 1865m
 Twy G4 7854' 2394m

RWY 16L:
 From rwy head 7999' 2438m
 Twy L 7470' 2277m

RWY 34R:
 From rwy head 7999' 2438m
 Twy T5 7749' 2362m

State

1 TAKE-OFF

With RL & either CL or RCLM

STANDARD

300' V2.0 km

Single pilot acft without auto-feathering.
 Act not above 5700 kg & not capable of engine out climb gradient of 1.9%.
 300' V2.0 km

R550m

V800m

1 For CASA Approved Operators, Rwy 16R/34L and 16L/34R are capable of supporting take-offs with an RVR of not less than 125m. For CASA Approved Operators, Rwy 07/25 is capable of supporting take-offs with an RVR of not less than 350m.

2 Special

FOR FILING AS ALTERNATE

GLS Rwy 07
 GLS Rwy 25
 GLS Rwy 16L
 GLS Rwy 16R
 GLS Rwy 34L
 GLS Rwy 34R

Other

1189' - V4.4 km
 1479' - V6.0 km
 1479' - V7.0 km

2 Not applicable to all LOC procedures except LOC Rwy 16L, LOC 16R and LOC Rwy 34L.

GENERAL

CAUTION: Due to the nature of operations at Sydney, possible wake turbulence may exist when the wind is from the West to North-west at 5 KT or greater during parallel Rwy 34 operations.

Animal hazard exists.

To prevent jet blast issues on opposite aircraft parking bays where visual docking guidance system or marshaller is not available, aircraft must hold on the Taxiway/Taxilane until visual docking guidance system or marshaller is available before proceeding onto bay.

Circling approach to Rwy 16L/34R at night is not permitted.

All aircraft must provide their parked position/gate number to ATC on acknowledgement of airways clearance.

One engine only permitted to start prior to push back. Aircraft with rear mounted engines 171' (52m) and above not permitted to start on taxiway where a building is located behind the aircraft. Aircraft permitted to start second engine at commencement of tow forward or when located at tow bar disconnect point.

Aircraft to use minimum power while 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.

Aircraft landing Rwy 16L/34R are to remain on Tower frequency 124.7 until West of Twy S then contact Ground frequency 121.7.

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.

Aircraft up to and including A330/B787/B772 type may be processed to land on either of the parallel runways 16L/R or 34L/R.

Stop Bar lighting (LED type red with green lead on lights) at all Rwy/Twy intersection.

On Rwy 07/25 intersection with Rwy 16R/34L marked Pattern A Rwy HOLD POINT and Stop Bar lighting. Wind turbulence on Rwy 16R may be induced by road construction and associated structures located under approach when wind is between 200° and 245° with a mean wind speed greater than 18KT (gust 25KT) or when wind is between 78° and 101° with a mean wind speed of 14KT (gust 19KT).

SPECIFIC AIRCRAFT RESTRICTIONS

Twy F West restrictions - B747/B767 type aircraft - Twy not available for intersection departures or taxiing East towards Rwy 16R/34L. Aircraft under tow permitted.

Twy B and Twy C, between Rwy 07/25 and Twy B10, not available to A380 aircraft due to weight limitations.

DC-10/MD-11 type aircraft under power not permitted to turn from Twy C to Twy F or Twy B3 due to jet blast on apron.

Twy H restrictions - A380 aircraft type - Twy not available when Rwy 07/25 in use.

Pilots of aircraft larger than B737/A320 types to exercise caution at all twy intersections when taxiing on Twy B between Twy B3 and Rwy 07/25 or on Twy A. When aircraft larger than B737/A320 types are holding short of the associated rwy, no aircraft larger than B737/A320 types should taxi behind due to insufficient wing tip clearance.

B777-300/ER and A350-1000 Operational Restrictions:
 Rwy 16L/34R is available.

Taxiway route:
 Landing Rwy 16L vacate onto Twy T6, Twy T, Twy L, right turn onto Twy A.
 Landing Rwy 34R vacate onto Twy L, right turn onto Twy A or vacate onto Twy B10, Twy S, Twy L, right turn onto Twy A.
 Take-off Rwy 16L, Twy A, Twy L, Twy S, right turn Twy B10 or continue on Twy L for departure.
 Take-off Rwy 34R, Twy A, Twy L, Twy T, Twy T6.

A340-600, A380-800, A350-1000, B777-300, Antonov AN124 and B748 aircraft operational restrictions and specific taxi routes apply. Contact Aerodrome Operations for Aircraft Operations Restriction document.

GROUND CONTROL

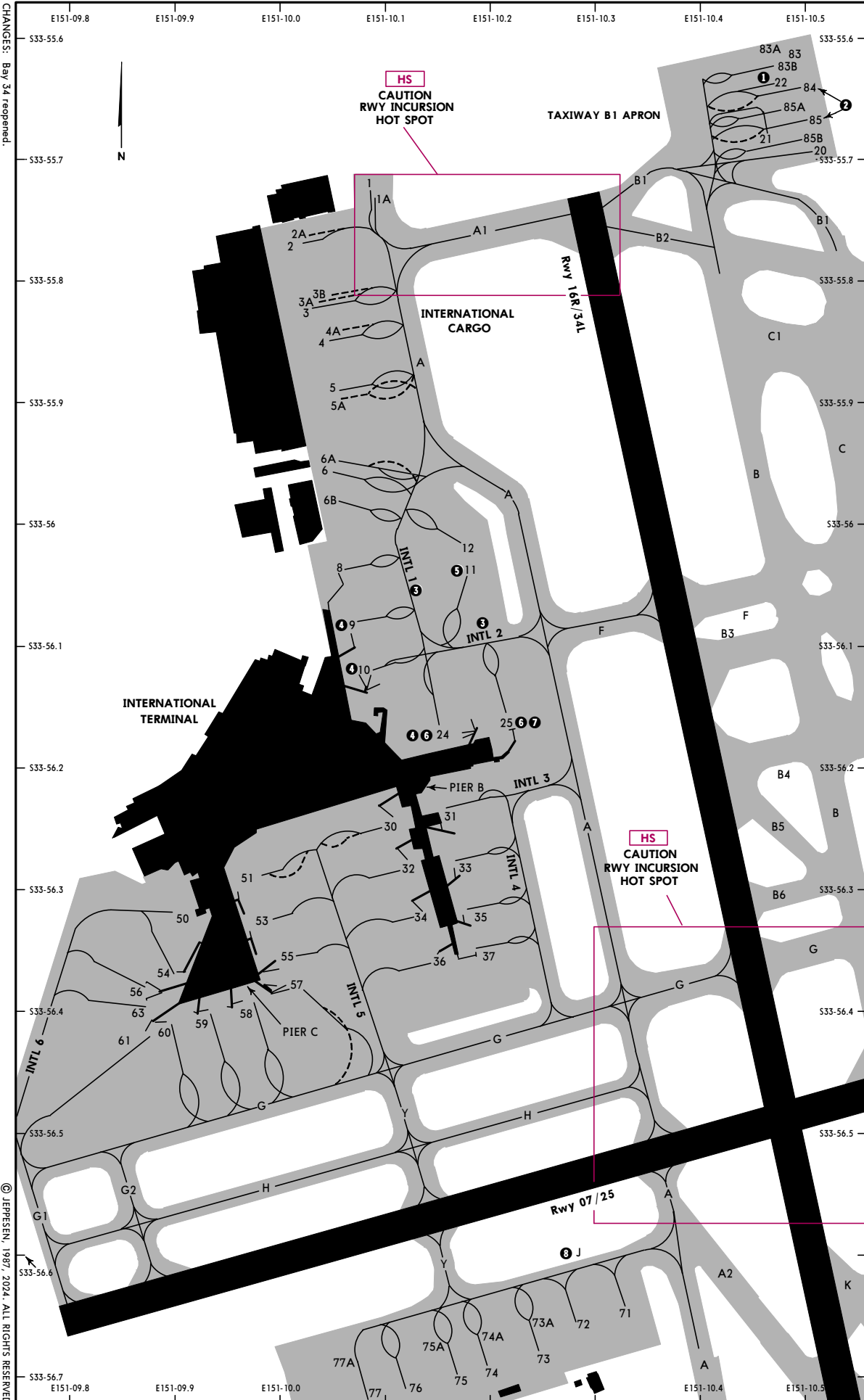
Unless directed otherwise by ATC, the following taxiway routes apply:

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

CHANGES: Rwy 16L HIALS length, Rwy 16R/34L HIRL LED note.

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CHANGES: Bay 34 reopened.



All aircraft must provide their parked position/gate number to ATC on acknowledgement of airways clearance.

1 The use of mobile diesel Ground Power Units or Pre-conditioned Air is not permitted unless existing facilities available on the apron are unserviceable.

All Code C,D and E aircraft. The running of APU's is restricted to 15 minutes after the arrival and 15 minutes before departure.

A/cft to pushback to the North then tow forward to disconnect at twy intersection line. Departing acft cannot turn right onto Twy B2 at Twys B or C and vice versa.

2 Only one B747, B777 or B787-900 aircraft with active APU is permitted to park on Bays 84 and 85 at any one time.

3 Aircraft entering and exiting apron using Twy Intl 1 and Twy Intl 2 are required to use minimum power due to jetblast hazard to operations on Bays 11 and 12, aircraft with wingspan greater than 171' (52m) entering Bays 8, 9, 10, 24 and 25 must not apply breakaway or greater thrust.

4 Simultaneous access to Intl bays 9,10, and 24 by all aircraft types not permitted.

5 Bay 11 - Parking not available to B767-300ERW aircraft.

6 When B747-8 is parked on Intl aircraft parking bay 25 and an A380-800 is arriving or departing Intl aircraft parking bay 24 wingtip clearance is reduced from 25' (7.5m) by 3' (0.9m) to 22' (6.59m).

If the visual docking guidance system on Intl aircraft parking bay 24 is not serviceable and bay 25 is occupied by a B748 aircraft, A380 aircraft will not be permitted to use bay 24.

If the visual docking guidance system on Intl aircraft parking bay 25 is not serviceable and bay 24 is occupied by a A388 aircraft, B748 aircraft will not be permitted to use bay 25.

Aircraft with wingspan greater than 171' (52m) that have pushed back from Bay 25 and require a return to bay will be allocated a new bay and will not be permitted to return to Bay 25.

7 Airbus A340-600 operating procedures: Bay 25 arrival via Twy INTL 2 only

8 TAXIWAY J STAND-OFF APRON Hydrant fuel not available. Bays 71, 72, 73A, 74A, 75A, 77A- All aircraft under tow. Apron is to be used for layover parking only. Not available to facilitate passengers or freight. Bays 73, 74, 75, 76 and 77 - Power-in/Push-back available.

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INTERNATIONAL APRON PARKING BAY INFORMATION

BAY No.	COORDINATES	AIRCRAFT TYPE	ELEV	NOSE IN GUIDANCE
TERMINAL 1 NORTHERN (FREIGHT) APRON				
1	S33 55.7 E151 10.1	A320-100/200/SHK, A321-100/200/SHK, A330-200/300, A340-200/300, B737-300/400/700/800/F/W, B767-200/300/ER/F/W, B787-8/9, MD-11/F	11'	SAFEGATE DGS
①①1A	S33 55.7 E151 10.1	BaE146-100/200/300	9'	MARSHALLED
①①2	S33 55.8 E151 10.0	A320-100/200/SHK, A321-100/200/SHK, A330-200/300, A340-200/300, A350-900, A350-1000, B737-300/400/700/800/F/W, B747-400/ER, B757-200/300/F/W, B767-200/300/ER/F/W, B777-200/LR/F, B777-300/ER, B787-8/9, B787-10, MD-11/F	10'	APIS
①①2A	S33 55.8 E151 10.1	BaE146-100/200/300, CV-580, S340B/B+	10'	MARSHALLED
3	S33 55.8 E151 10.0	A320-100/200/SHK, A321-100/200/SHK, A330-200/300, A340-200/300, A350-900, A350-1000, B737-300/400/700/800/F/W, B747-400/ER, B767-200/300/ER/F/W, B777-200/LR/F, B777-300/ER, B787-8/9, B787-10, C-17, MD-11/F	10'	APIS
①①3A	S33 55.8 E151 10.1	AN-124	10'	MARSHALLED
①①3B	S33 55.8 E151 10.1	BaE146-100/200/300, CV-580, S340B/B+	9'	MARSHALLED
4	S33 55.9 E151 10.1	A320-100/200/SHK, A321-100/200/SHK, A330-200/300, A340-200/300, A350-900, A350-1000, B737-300/400/700/800/F/W, B747-400/ER, B767-200/300/ER/F/W, B777-200/LR/F, B777-300/ER, B787-8/9/10, MD-11/F	10'	APIS
①①4A	S33 55.9 E151 10.1	BaE146-100/200/300, CV-580, S340B/B+	9'	MARSHALLED
①①5	S33 55.9 E151 10.1	A320-100/200/SHK, A321-100/200/SHK, A330-200/300, A340-200/300, A350-900, A350-1000, B737-300/400/700/800/F/W, B747-400/ER, B767-200/300/ER/F/W, B777-200/LR/F, B777-300/ER, B787-8/9/10, MD-11/F	11'	SAFEGATE DGS
5A	S33 55.9 E151 10.1	A380-800, B747-8/F	11'	SAFEGATE DGS
①①6	S33 55.9 E151 10.1	A320-100/200/SHK, A321-100/200/SHK, A330-200/300, A340-200/300, A350-900, A350-1000, B737-300/400/700/800/F/W, B747-400/ER, B767-200/300/ER/F/W, B777-200/LR/F, B777-300/ER, B787-8/9/10, MD-11/F	11'	SAFEGATE DGS
6A	S33 55.9 E151 10.1	A330-200/300, A340-200/300, A350-900, A350-1000, B737-300/400/700/800/F/W, B747-400/ER, B767-200/300/ER/F/W, B777-200/LR/F, B777-300/ER, B787-8/9/10, MD-11/F	10'	MARSHALLED
①①6B	S33 56.0 E151 10.1	A320-100/200/SHK, B737-300/400/700/800/F/W	9'	MARSHALLED

TERMINAL 1 NORTHERN APRON				
①①8	S33 56.0 E151 10.0	A320-100/200/SHK, A321-100/200/SHK, A330-200/300, A340-200/300, A350-900, A350-1000, B737-300/400/700/800/F/W, B747-400/ER, B767-200/300/ER/F/W, B777-200/LR/F, B777-300/ER, B787-8/9, E190, F100, MD-11/F	11'	SAFEGATE DGS
①①9	S33 56.1 E151 10.1	A330-200/300, A340-200/300, A350-900, A350-1000, B737-300/400/700/800/F/W, B747-400/ER, B767-200/300/ER/F, B767-300ER/W, B767-300ER/W, B777-200/300/ER/LR, B787-8/9, B787-10, MD-11/F	11'	SAFEGATE DGS
①①10	S33 56.1 E151 10.1	A330-200/300, A340-200/300, A350-900, A350-1000, B737-300/400/700/800/F/W, B747-400/ER, B767-200/300/ER/F, B767-300ER/W, B777-200/300/ER/LR, B787-8/9, B787-10	11'	SAFEGATE DGS
①①11	S33 56.1 E151 10.2	A320-100/200/SHK, A321-100/200/SHK, BaE146-100/200/300, B737-300/400/700/800/F/W, B767-200/300/ER/F, B767-300ER/W, B777-200/300/ER/LR, B787-8/9, B787-10	11'	APIS
12	S33 56.0 E151 10.2	A320-100/200/SHK, A321-100/200/SHK, B737-300/400/700/800/F/W, F100	11'	APIS
①①24	S33 56.2 E151 10.2	A320-100/200/SHK, A321-100/200/SHK, A330-200/300, A340-200/300, A350-900, A350-1000, B737-300/400/700/800/F/W, B747-400/ER, B767-200/300/ER, B767-300/ER/F/W, B777-200/300/ER/LR, B787-9	11'	SAFEGATE DGS
①①25	S33 56.2 E151 10.2	A320-100/200/SHK, A321-100/200/SHK, A330-200/300, A340-200/300, A350-900, A350-1000, B737-300/400/700/800/F/W, B747-400/ER, B767-200/300/ER/F, B767-300ER/W, B777-200/300/ER/LR, B787-8, B787-9, B787-10, MD-11/F	11'	SAFEGATE DGS

① Bay 2 limited to Code D aircraft (B767-300 without winglets and smaller) when Bay 3A is occupied.

② Bays 2 and 5 have nose tethering facilities available for B747 and MD-11 aircraft.

③ Bays 2A, 3B and 4A power in/out parking position available for BaE146, CV-580 and S340B/B+ aircraft only.

④ Power out for CV-580 aircraft not available when Bay 3A is occupied by AN-124 aircraft.

⑤ Hydrant fuelling not available, Tanker fuelling required.

⑥ Hydrant fuelling available on STARBOARD side only.

⑦ Door L1 not accessible.

⑧ SYD IOC to be given prior advice of any AN-124 aircraft operations for an airport operational concession.

⑨ Bays 5 and 6 power in/out parking position available for BaE146 and CV-580 aircraft only.

⑩ Marshaller required.

⑪ Bay 6 limited to Code D aircraft (B757-300 with winglets and smaller) when Bay 6B is occupied.

⑫ Bay 6 freighter nose loader operations only available under special approval from Airfield Operations Supervisor.

⑬ Hydrant fuelling available on PORT side only.

⑭ Aerobridge C is for A380 aircraft operations only and not available for servicing Code E aircraft.

NOTE: Magnetic anomalies evident near apron structure.

TERMINAL 1 NORTHERN APRON

① Aircraft refuellers must wait for all aerobridges to be positioned before entering the Aerobridge Clearance Zone (ACZ).

② Apron drive aerobridge capable of servicing Door L2.

③ Short parked aircraft (no aerobridge docking).

④ Simultaneous access to Bays 9, 10 and 24 by all aircraft types is not permitted.

⑤ Parking not available to B767-300ERW aircraft (i.e. aircraft with winglets).

⑥ Due to reduced clearance of 6.9m between A380 and B748 aircraft when operating onto and off these bays the following applies:

If Bay 24 NIG is unserviceable and a B748 occupies Bay 25, then Bay 24 is not available to A380 aircraft.

If Bay 25 NIG is unserviceable and an A380 occupies Bay 24, then Bay 25 is not available to B748 aircraft.

⑦ Bay 1A power in/out parking position available for BaE146 aircraft only.

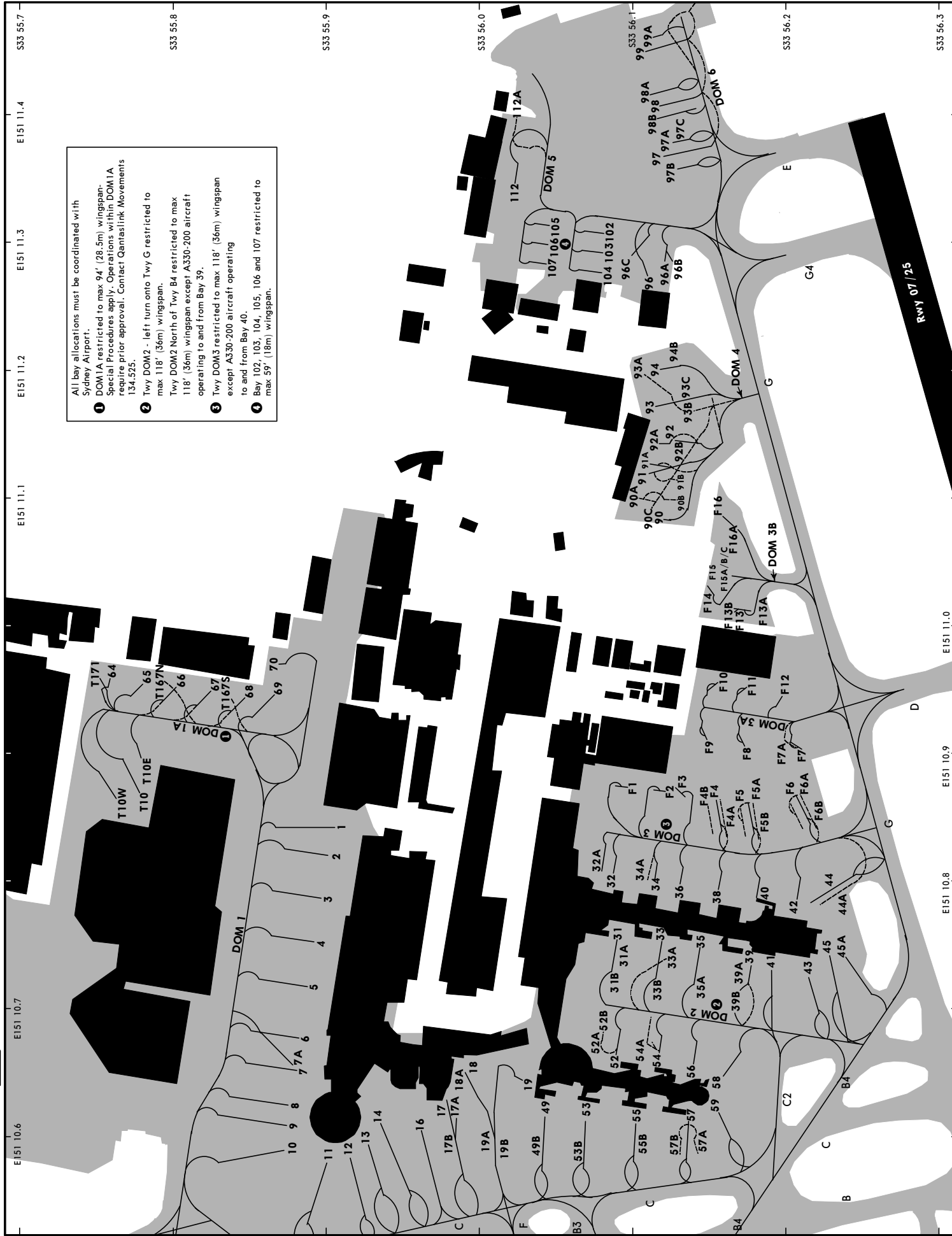
⑧ Apron drive aerobridge capable of servicing Door L2 only.

INTERNATIONAL APRON PARKING BAY INFORMATION			
BAY No.	COORDINATES	AIRCRAFT TYPE	ELEV NOSE IN GUIDANCE
TAXIWAY B1 STAND-OFF APRON			
1220	S33 55.7 E151 10.5	Bae146-100/200/300, DHC8-Q200/Q300, S340B/B+	7'
1221	S33 55.7 E151 10.5	Bae146-100/200/300, CV-580, DHC8-Q200/Q300, DHC8-Q400, S340B/B+	6'
1222	S33 55.7 E151 10.5	Bae146-100/200/300, CV-580, DHC8-Q200/Q300, DHC8-Q400, S340B/B+	7'
83	S33 55.6 E151 10.5	A330-200/300/900/SHK, A340-200/300/500, A350-900, B747-400/ER, B757-200/300/W, B767-300/ERW, B777-200/LR, B787-8/9/10, MD-11/F	7'
83A, 83B	S33 55.6 E151 10.5	A220-200/300, A320-100/200/SHK, A321-100/200/SHK, Bae146-100/200/300, B717-200, B737-300/400/F, B737-7/8/9/10/700/800/900/MAX/W, CV-580, DHC8-Q400, E190, F100	7'
84	S33 55.7 E151 10.5	A220-100/300, A320-100/200/SHK, A321-100/200/SHK, A330-200/300/900/SHK, A340-200/300/500, A340-600, A350-900, A350-1000, A350-1000, B737-7/8/9/10/700/800/W/MAX, B747-400/ER, B757-200/300/W, B767-300/ERW, B777-200/LR, B787-8/9/10, CV-580, E190, F100, MD-11/F, Q400	7'
85	S33 55.7 E151 10.5	A330-200/300/900/SHK, A340-200/300/500, A340-600, A350-900, A350-1000, B747-400/ER, B757-200/300/W, B767-300/ERW, B777-200/LR, B787-8/9/10, MD-11/F	7'
85A, 85B	S33 55.7 E151 10.5	A220-200/300, A320-100/200/SHK, A321-100/200/SHK, Bae146-100/200/300, B717-200, B737-300/400/F, B737-7/8/9/10/700/800/900/MAX/W, CV-580, DHC8-Q400, E190, F100	7'
TERMINAL 1 SOUTHERN APRON			
30	S33 56.3 E151 10.1	A320-200/SHK, A321-200/SHK, A330-200/300, A330-800/900/SHK, A350-900, A350-1000, B777-200/ER/LR, B787-8/9/10, MD-11/F, Q400	10'
32	S33 56.3 E151 10.1	A330-200/300, A330-800/900/SHK, A350-900, A350-1000, B787-8/9/10, B777-200/ER/LR, B787-8/9/10, MD-11/F, Q400	11'
34	S33 56.3 E151 10.1	A330-200/300, A330-800/900/SHK, A350-900, A350-1000, B787-8/9/10, B777-200/ER/LR, B787-8/9/10, MD-11/F, Q400	11'
36	S33 56.4 E151 10.1	A220-100/200, A320-200/SHK, A321-200/SHK, A330-200/300, A330-800/900/SHK, A350-900, A350-1000, B737-7/8/9/10/700/800/900/MAX, B787-8/9/10, MD-11/F, Q400	10'
51	S33 56.3 E151 10.0	A320-100/200/SHK, A321-100/200/SHK, A330-200, A330-300, A340-200, A340-300, A350-900/1000, B737-700/800/W, B747-400/ER, B767-300/ERW, B777-200/ER/LR, B787-8/9/10	11'
53	S33 56.3 E151 10.0	A320-100/200/SHK, A321-100/200/SHK, A330-200, A330-300, A340-200, A340-300, A350-900/1000, B737-700/800/W, B737-8/9/900/ERW/MAX, B747-400/ER, B767-300/ERW, B777-200/ER/LR, B787-8/9/10	11'
55	S33 56.4 E151 10.0	A320-100/200/SHK, A321-100/200/SHK, B737-700/800/W, B737-8/9/900/ERW/MAX, E190	10'
TERMINAL 1 EASTERN APRON			
31	S33 56.2 E151 10.1	A320-100/200/SHK, A321-100/200/SHK, A330-200/300, A340-200/300, A350-900, A350-1000, B737-700/800/W, B747-400/ER, B767-300/ERW, B777-200/LR, B787-8/9	10'
33	S33 56.3 E151 10.2	A330-200/300, A330-900/SHK, A340-200/300, B747-400/ER, B767-300/ERW, B777-200/LR, B787-8/9	10'
35	S33 56.3 E151 10.2	A320-100/200/SHK, A321-100/200/SHK, A330-200/300, A330-900/SHK, A340-200/300, B737-700/800/W, B747-400/ER, B767-300/ERW, B777-200/LR, B787-8/9	10'
37	S33 56.4 E151 10.2	A320-100/200/SHK, A321-100/200/SHK, A330-200/300, A340-200/300, A350-900, B737-700/800/W, B747-400/ER, B767-300/ERW, B777-200/LR, B787-8/9, E190	10'
<p>1 Bay 20, 21 and 22 are a freemoving positions.</p> <p>2 Hydrant fuelling not available, Tanker required.</p> <p>3 Hydrant fuelling available on STARBOARD side only.</p> <p>4 Hydrant fuelling available on PORT side only.</p> <p>5 Aircraft refuellers must wait for aerobridge to be positioned before entering the Aerobridge Clearance Zone (ACZ).</p> <p>6 Apron drive aerobridge capable of servicing Door L2.</p> <p>7 Apron drive aerobridge capable of only servicing L1 Door.</p> <p>8 Apron drive aerobridge capable of only servicing L2 Door.</p> <p>9 Access to Bay 31 is via Twy INTL 3 only. All aircraft must also depart via Twy INTL 3. Therefore, all aircraft departing Bay 31 must be pushed back onto Twy INTL 4 facing north.</p> <p>10 Short parked aircraft (no aerobridge docking).</p>			
NOTE: Magnetic anomalies evident near apron structure.			

INTERNATIONAL APRON PARKING BAY INFORMATION			ELEV NOSE IN GUIDANCE	
BAY No.	COORDINATES	AIRCRAFT TYPE	ELEV	NOSE IN GUIDANCE
TERMINAL 1 WESTERN APRON				
50	S33 56.3 E151 09.9	A320-100/200/SHK, A321-100/200/SHK, A330-200/300, A340-200/300, B737-700/800/900/W, B757-300/W, B767-300/ER/ERW, B787-8/9	11'	SAFEGATE DGS
54	S33 56.4 E151 09.9	A320-100/200/SHK, A321-100/200/SHK, A330-200/300, A340-200/300, B737-700/800/900/W, B767-300/ER/ERW, B787-8/9	10'	SAFEGATE DGS
56	S33 56.4 E151 09.9	A320-100/200/SHK, A321-100/200/SHK, A330-200/300, A340-200/300, B737-700/800/900/W, B747-400/ER, B757-300/W, B767-300/ER/ERW, B777-200/ER, B777-200/LR, B787-8/9, B787-10	10'	SAFEGATE DGS
61	S33 56.4 E151 09.8	A320-100/200/SHK, A321-100/200/SHK, A330-200/300, A340-200/300, B737-700/800/900/W, B747-400/ER, B757-300/W, B767-300/ER/ERW, B777-200/ER, B777-200/LR, B787-8/9, B787-10	10'	SAFEGATE DGS
63	S33 56.4 E151 09.8	A320-100/200/SHK, A321-100/200/SHK, B737-700/800/900/W, B737-8 MAX	9'	SAFEGATE DGS
TERMINAL 1 PIER C SOUTH APRON				
57	S33 56.4 E151 10.0	A330-200/300, A340-200/300, A350-900/1000, B747-400/ER, B767-300/ER/LR, B777-200/300/ER/LR, B787-10	10'	SAFEGATE DGS
58	S33 56.4 E151 10.0	A320-100/200/SHK, A321-100/200/SHK, A330-200/300, A340-200/300, B767-300/ER/W, B777-200/300/ER/W, B787-8/9/10, MD-11/F	10'	SAFEGATE DGS
59	S33 56.4 E151 09.9	A320-100/200/SHK, A321-100/200/SHK, A330-200/300, A340-200/300, B767-300/ER/W, B777-200/300/ER/W, B787-8/9, B787-10	10'	SAFEGATE DGS
60	S33 56.4 E151 09.9	A320-100/200/SHK, A321-100/200/SHK, A330-200/300, A340-200/300, B767-300/ER/W, B777-200/300/ER/W, B787-8/9, B787-10	10'	SAFEGATE DGS
TAXIWAY J STAND-OFF APRON				
71	S33 56.7 E151 10.3	A320-100/200/SHK, A321-100/200/SHK, A330-200/300, A340-200/300, B747-400/ER, B757-300/ER/LR, B767-300/ER/LR, B777-200/300/ER/LR, B787-8/9/10, MD-11/F	16'	MARSHALLED
72	S33 56.7 E151 10.3	A320-100/200/SHK, A321-100/200/SHK, A330-200/300, A340-200/300, B747-400/ER, B757-300/ER/LR, B767-300/ER/LR, B777-200/300/ER/LR, B787-8/9/10, MD-11/F	15'	MARSHALLED
73	S33 56.7 E151 10.2	A320-100/200/SHK, A321-100/200/SHK, A330-200/300, A340-200/300, B747-400/ER, B757-300/ER/LR, B767-300/ER/LR, B777-200/300/ER/LR, B787-8/9/10, MD-11/F	15'	SAFEGATE DGS
73A	S33 56.7 E151 10.2	A380-800, B747-8/F	15'	MARSHALLED
74	S33 56.7 E151 10.2	A320-100/200/SHK, A321-100/200/SHK, A330-200/300, A340-200/300, B747-400/ER, B757-300/ER/LR, B767-300/ER/LR, B777-200/300/ER/LR, B787-8/9/10, MD-11/F	15'	SAFEGATE DGS
74A	S33 56.7 E151 10.2	A380-800, B747-8/F	15'	MARSHALLED
75	S33 56.7 E151 10.1	A320-100/200/SHK, A321-100/200/SHK, A330-200/300, A340-200/300, B747-400/ER, B757-300/ER/LR, B767-300/ER/LR, B777-200/300/ER/LR, B787-8/9/10, MD-11/F	15'	SAFEGATE DGS
75A	S33 56.7 E151 10.1	A380-800, B747-8/F	15'	MARSHALLED
76, 77	S33 56.8 E151 10.1	A320-100/200/SHK, A321-100/200/SHK, A330-200/300, A340-200/300, B747-400/ER, B757-300/ER/LR, B767-300/ER/LR, B777-200/300/ER/LR, B787-8/9/10, MD-11/F	15'	SAFEGATE DGS
77A	S33 56.7 E151 10.0	A380-800, B747-8/F	15'	MARSHALLED

- 1 Aircraft refuellers must wait for all aerobridges to be positioned before entering the Aerobridge Clearance Zone (ACZ).
- 2 Apron drive aerobridge capable of servicing Door L2.
- 3 Hydrant fuelling available on PORT side only.
- 4 Extended push-backs from Bay 56 to allow another aircraft onto the bay are not permitted.
- 5 Short parked aircraft (no aerobridge docking).
- 6 Marshaller required.
- 7 Aerobridge C for A380 Upper Deck access only and is not available for servicing other aircraft.
- 8 Hydrant fuelling available on STARBOARD side only.
- 9 Three aerobridges available for servicing A380 aircraft. Aerobridge C is not available for servicing Code E aircraft. Refer to Aerobridge Training Manual and instructions inside cab for each aerobridge operational restrictions.
- 10 Code C aircraft (A320 and A321) to be docked using Aerobridge A, Aerobridge B must be parked in the B1 alternate home position square.
- 11 All aircraft under tow only.
- 12 To be used for layover parking only.
- 13 Not available to facilitate passengers or freight.
- 14 Power-in/push-back available. 15 Apron drive aerobridge capable of servicing Door L2 only.

NOTE: Magnetic anomalies evident near apron structure.



- All bay allocations must be coordinated with Sydney Airport.
- 1 DOM1A restricted to max 94' (28.5m) wingspan. Special Procedures apply. Operations within DOM1A require prior approval. Contact Qantaslink Movements 134-525.
 - 2 Twy DOM2 - left turn onto Twy G restricted to max 118' (36m) wingspan.
Twy DOM2 North of Twy B4 restricted to max 118' (36m) wingspan except A330-200 aircraft operating to and from Bay 39.
 - 3 Twy DOM3 restricted to max 118' (36m) wingspan except A330-200 aircraft operating to and from Bay 40.
 - 4 Bay 102, 103, 104, 105, 106 and 107 restricted to max 59' (18m) wingspan.

DOMESTIC APRON PARKING BAY INFORMATION

BAY No.	COORDINATES	AIRCRAFT TYPE	ELEV	NOSE IN GUIDANCE
ACCESS FROM TAXILANE DOM1				
1	533 55.9 E151 10.8	B738, E190, B712, DH8C, DH8D	8'	SAFEGATE
2	533 55.9 E151 10.8	B738, E190, B712	7'	SAFEGATE
3	533 55.9 E151 10.8	B738, E190, B712	7'	SAFEGATE
4	533 55.9 E151 10.7	B763, B738, A332, E190	7'	SAFEGATE
5	533 55.9 E151 10.7	B738, BC53, E190	7'	SAFEGATE
6	533 55.9 E151 10.7	B763, B738, E190, B712	7'	SAFEGATE
7	533 55.9 E151 10.7	B738	7'	SAFEGATE
8	533 55.9 E151 10.6	A332, A333	7'	SAFEGATE
9	533 55.9 E151 10.6	B738, B712, DH8C, DH8D	7'	SAFEGATE
10	533 55.9 E151 10.6	B738, B712, DH8C, DH8D	6'	SAFEGATE
11	533 55.9 E151 10.6	BC53, A332, A333, B789, B763, B738	6'	SAFEGATE
ACCESS FROM TAXILANE DOM1A				
64	533 55.8 E151 11.0	A332, A333, B789, B763, B738	8'	SAFEGATE
65	533 55.8 E151 11.0	DH8B, DH8C, DH8D	9'	MARSHALLED
66	533 55.8 E151 11.0	DH8B, DH8C, DH8D	10'	MARSHALLED
67	533 55.9 E151 10.9	DH8B, DH8C, DH8D	10'	MARSHALLED
68	533 55.9 E151 10.9	DH8B, DH8C, DH8D	9'	MARSHALLED
69	533 55.9 E151 10.9	DH8B, DH8C, DH8D	10'	MARSHALLED
70	533 55.9 E151 11.0	DH8B, DH8C, DH8D	10'	MARSHALLED
T10	533 55.8 E151 10.9			
T10E	533 55.8 E151 10.9			
T10W	533 55.8 E151 10.9			
T167N	533 55.8 E151 11.0			
T167S	533 55.9 E151 11.0			
T171	533 55.8 E151 11.0			
ACCESS FROM TWY C				
12	533 55.9 E151 10.6	B738, A320, A321	8'	SAFEGATE
13	533 55.9 E151 10.6	A332, A333, B788, B763	8'	SAFEGATE
14	533 55.9 E151 10.6	B738, B712, A320, A321, DH8C, DH8D	7'	SAFEGATE
15	533 56.0 E151 10.6	DH8C, DH8D	6'	MARSHALLED
16	533 56.0 E151 10.6	DH8C, DH8D	6'	SAFEGATE
17	533 56.0 E151 10.6	A321, B738, B712, E190, BC53, DH8B, DH8C, DH8D	6'	MARSHALLED
17A	533 56.0 E151 10.6	DH8B, DH8C, DH8D	6'	MARSHALLED
17B	533 56.0 E151 10.6	DH8B, DH8C, DH8D	5'	MARSHALLED
18	533 56.0 E151 10.7	DH8B, DH8C, DH8D	7'	MARSHALLED
18A	533 56.0 E151 10.6	DH8B, DH8C, DH8D	7'	MARSHALLED
19	533 56.0 E151 10.6	DH8B, DH8C, DH8D	7'	MARSHALLED
19A	533 56.0 E151 10.6	DH8B, DH8C, DH8D	5'	MARSHALLED
19B	533 56.0 E151 10.6	DH8B, DH8C, DH8D	6'	MARSHALLED
49	533 56.0 E151 10.6	A320-100/200/SHK, A321-100/200/SHK, B717-200, B737-200/300/400, B737-700/W, B767-200/300, DH8C-Q200/Q300	8'	CENTRALINE + SIDEARMER
49B	533 56.0 E151 10.6	DH8C-Q200/Q300	6'	MARSHALLED
53	533 56.1 E151 10.6	A320-100/200/SHK, A321-100/200/SHK, B717-200, B737-200/300/400, B737-700/W, B737-800/W, B767-200/300, DH8C-Q200/Q300	8'	APIS
53B	533 56.1 E151 10.6	DH8C-Q200/Q300	6'	MARSHALLED
55	533 56.1 E151 10.6	A320-100/200/SHK, A321-100/200/SHK, B717-200, B737-200/300/400, B737-700/W, B737-800/W, B767-200/300, DH8C-Q200/Q300	8'	APIS
55B	533 56.1 E151 10.6	DH8C-Q200/Q300	6'	MARSHALLED
57	533 56.1 E151 10.6	A320-100/200/SHK, B737-200/300/400, B737-700/W, E190	8'	SAFEGATE
57A, 57B	533 56.1 E151 10.6	DH8C-Q200/Q300	7'	MARSHALLED
59	533 56.2 E151 10.6	A320-100/200/SHK, BAe146-100/200/300, B717-200, B737-200/300/400, B737-700/W, B737-800/W, F100	8'	MARSHALLED

- 1 Simultaneous pushbacks require a three bay minimum separation.
- 2 Short parked aircraft (no aerobridge docking).
- 3 Aircraft should not arrive or depart while an aircraft is arriving or departing from Bay 7A.
- 4 Marshaller required.
- 5 Aircraft should not arrive or depart while an aircraft is arriving or departing from Bay 5.
- 6 Aerobridge onto gantry for Q400 aircraft.
- 7 Hydrant refuelling for propeller engine aircraft is available.
- 8 Tanker refuelling for propeller engine aircraft is required.
- 9 Pilot Stop Bar can be used during the activation of the Thunderstorm Aler System. A marshaller is required at all other times.
- 10 Hydrant fuelling not available, Tanker fuelling required.
- 11 The bus bay adjacent to Bay 70 must be vacant for all aircraft departures from Bay 70.
- 12 During pushback from Bay 14, no arrivals to or departures from Bay 16 are permitted.
- 13 Prior to commencing pushback, ensure that no aircraft are attempting to arrive to or depart from Bays 14 and 17. Aircraft are not to enter Bay 16 when another aircraft is arriving or departing from Bays 14 and 17.
- 14 A combination of hydrant and tanker refuelling for propeller engine aircraft is available.
- 15 Bays 19A and 19B are to cater for an overflow condition only and must be vacated as early as practicable to reduce apron congestion.

NOTE: Magnetic anomalies evident near terminal structure.
CHANGES: Note 21 added. © JEPPESEN, 2020, 2024. ALL RIGHTS RESERVED.

STAND No.	COORDINATES	AIRCRAFT TYPE	ELEV	NOSE IN GUIDANCE
DOMESTIC APRON PARKING BAY INFORMATION				
ACCESS FROM TAXILANE DOM2				
① 31	S33 56.1 E151 10.8	B737-700/800/W, ②③④ DHC8-Q200/Q300	6'	SAFE GATE
④⑤ 31A	S33 56.1 E151 10.7	ATR72-500/600, S340B/B+, Metro, BAe J31/J32	5'	MARSHALLED
④ 31B	S33 56.1 E151 10.7	DHC8-Q200/Q300	5'	MARSHALLED
①⑥ 33	S33 56.1 E151 10.8	④ A320-100/200/SHK, B737-700/800/W, B737-8 MAX, ②③④ DHC8-Q200/Q300, E190	6'	APIS DGS
④ 33A	S33 56.1 E151 10.7	ATR72-500/600	5'	MARSHALLED
④ 33B	S33 56.1 E151 10.7	DHC8-Q200/Q300	4'	MARSHALLED
①⑦ 35	S33 56.1 E151 10.7	A320-100/200/SHK, B737-700/800/W, B737-8 MAX, ②③④ DHC8-Q200/Q300, E190	6'	SAFE GATE
④⑦ 35A	S33 56.1 E151 10.7	DHC8-Q200/Q300	6'	MARSHALLED
①⑦⑧ 39	S33 56.2 E151 10.7	A320-100/200/SHK, ④ A330-200, B717-200, B737-700/800/W, ②③④ DHC8-Q200/Q300, E190, ②④ F100	6'	SAFE GATE
④ 39A	S33 56.2 E151 10.7	ATR72-500/600	6'	MARSHALLED
④ 39B	S33 56.2 E151 10.7	DHC8-Q200/Q300	6'	MARSHALLED
⑩ 41	S33 56.2 E151 10.7	A320-100/200/SHK, A321-100/200/SHK, ②③ ATR72-500/600, B737-700/W, B737-800/W, E190, ②④ F100	6'	SAFE GATE
⑩① 43	S33 56.2 E151 10.7	A320-100/200/SHK, ③ ATR72-500/600, B737-800W, DHC8-Q400, E190, ① F100	7'	SAFE GATE
① 45	S33 56.2 E151 10.8	A330-200	7'	SAFE GATE
①① 52	S33 56.1 E151 10.7	A320-100/200/SHK, A321-100/200/SHK, ②③④ ATR72-500/600, B717-200, B737-700/800/W, ②③④ DHC8-Q400, ②③④ S340B/B+	7'	APIS DGS
④⑤ 52A	S33 56.1 E151 10.7	DHC8-Q200/Q300, S340B/B+, Metro, BAe J31/J32	7'	MARSHALLED
④⑥ 52B	S33 56.1 E151 10.7	S340B/B+	6'	MARSHALLED
① 54	S33 56.1 E151 10.7	A320-100/200/SHK, A321-100/200/SHK, ②③④ ATR72-500/600, B717-200, B737-700/800/W, ②③④ DHC8-Q400, ②③④ S340B/B+	7'	SAFE GATE
④ 54A	S33 56.1 E151 10.7	DHC8-Q200/Q300	6'	MARSHALLED
① 56	S33 56.1 E151 10.6	A320-100/200/SHK, B717-200, B737-700/800/W, ②③④ DHC8-Q200/Q300, ②④ DHC8-Q400, E190	7'	SAFE GATE
⑩ 58	S33 56.2 E151 10.6	A320-100/200/SHK, ③④ ATR72-500/600, B717-200, B737-700/800/W, E190, F100	7'	MARSHALLED
ACCESS FROM TAXIWAY B4				
⑩① 45A	S33 56.2 E151 10.8	A320-100/200/SHK, A321-100/200/SHK, ②③ ATR72-500/600, B737-700/W, B737-800/W, ② DHC8-Q200/Q300, DHC8-Q400, E190, ②④ F100	7'	SAFE GATE
ACCESS FROM TAXIWAY G				
①① 44	S33 56.2 E151 10.8	① A330-200, B787-800	8'	SAFE GATE
①① 44A	S33 56.2 E151 10.8	A320-100/200/SHK, A321-100/200/SHK, ②③ ATR72-500/600, B737-700/800/W, E190, ②④ F100	8'	SAFE GATE
ACCESS FROM TAXILANE DOM3				
32	S33 56.1 E151 10.8	B737-700/800/W, E190	8'	SAFE GATE
32A	S33 56.1 E151 10.8	① S340B/B+	8'	MARSHALLED
34	S33 56.1 E151 10.8	②④ A320-100/200/SHK, ②④ A321-100/200/SHK, B737-700/800/W, E190	8'	SAFE GATE
34A	S33 56.1 E151 10.8	④ S340B/B+	8'	MARSHALLED
①① 36	S33 56.1 E151 10.8	A320-100/200/SHK, ②③ ATR72-500/600, B737-700/800/W, E190, ②④ F100	7'	SAFE GATE
①① 38	S33 56.2 E151 10.8	④ A320-100/200/SHK, B737-700/800/W, B737-8 Max, E190, ②④ F100	7'	SAFE GATE
①① 40	S33 56.2 E151 10.8	A320-100/200/SHK, ②③ ATR72-500/600, A330-200, B737-700/800/W, E190	7'	SAFE GATE
①① 42	S33 56.2 E151 10.8	A320-100/200/SHK, A321-100/200/SHK, ②③ ATR72-500/600, B737-700/800/W, E190	8'	SAFE GATE
F1	S33 56.1 E151 10.9	BAY CLOSED	11'	NOT AVAILABLE
F2	S33 56.1 E151 10.9	BAY CLOSED	11'	NOT AVAILABLE
④③ 43	S33 56.1 E151 10.9	BAe J31/J32, BAe J41, Metro, S340B/B+	11'	MARSHALLED

- ① Short parking of Code C aircraft up to B737-800W is available. Marshalling is required.
 - ② All aircraft are to be short parked on the SHORT PARK stop line
 - ③ Short parked aircraft (no aerobridge docking).
 - ④ Marshaller required.
 - ⑤ Hydrant fuelling not available. Tanker fuelling required.
 - ⑥ Judgemental Oversteer to be used for Metro, BAe J31/J32 and S340B/B+ aircraft.
 - ⑦ Bay 33 is available for arriving aircraft if a departing aircraft is at Push-Back Limit abeam Bay 31.
 - ⑧ With A330-200 aircraft on Bay 39:
 - Bay 35 - V All aircraft to be pushed back for departures.
 - Bay 35A - V Aircraft cannot enter the bay but can depart.
 - ⑨ Bay 39 is not available for A330-200 aircraft when V DGS is not operational.
 - ⑩ Hydrant fuelling available on PORT side only.
 - ⑪ ATR72 aircraft parking is only available on a power-in/push-back basis.
 - ⑫ Bay 45 not available when Bay 43 or 45A are occupied and vice versa.
 - ⑬ Hydrant fuelling available on STARBOARD side only.
 - ⑭ Bay 52 - ATR72 & DHC8-Q400 aircraft to be pushed back onto Twy DOM 2 then towed forward to Towbar Disconnect Point (TDP 5) for powered departures.
- NOTE:** Magnetic anomalies evident near terminal structure.

STAND No.		COORDINATES	AIRCRAFT TYPE	ELEV	NOSE IN GUIDANCE
DOMESTIC APRON PARKING BAY INFORMATION					
ACCESS FROM TAXILANE DOM3 (CONTD)					
① F4	S33 56.1 E151 10.9	A320-100/200/SHK, ATR72-500/600, B737-700/800/W, DHC8-Q200/Q300/Q400, E190		12'	MARSHALLED
② F4A	S33 56.2 E151 10.9	BAe J31/J32, BAe J41, DHC6, Metro, S340B/B+		12'	MARSHALLED
② F4B	S33 56.2 E151 10.9	BAe J31/J32, BAe J41, DHC6, Metro, S340B/B+		11'	MARSHALLED
① F5	S33 56.2 E151 10.9	A320-100/200/SHK, ATR72-500/600, B737-700/800/W, DHC8-Q200/Q300/Q400, E190		11'	MARSHALLED
② F5A	S33 56.2 E151 10.9	BAe J31/J32, BAe J41, DHC6, Metro, S340B/B+		11'	MARSHALLED
② F5B	S33 56.2 E151 10.9	BAe J31/J32, BAe J41, DHC6, Metro, S340B/B+		11'	MARSHALLED
① F6	S33 56.2 E151 10.9	A320-100/200/SHK, ATR72-500/600, B737-700/800/W, DHC8-Q200/Q300/Q400, E190		10'	MARSHALLED
② F6A	S33 56.2 E151 10.9	BAe J31/J32, BAe J41, DHC6, Metro, S340B/B+		10'	MARSHALLED
② F6B	S33 56.2 E151 10.9	BAe J31/J32, BAe J41, DHC6, Metro, S340B/B+		10'	MARSHALLED
ACCESS FROM TAXILANE DOM3A					
② F7	S33 56.2 E151 10.9	DHC8-Q100/Q200/Q300		11'	MARSHALLED
② F7A	S33 56.2 E151 10.9	Up to S340B/B+		11'	MARSHALLED
② F8	S33 56.2 E151 10.9	DHC8-Q100/Q200/Q300, Up to S340B/B+		12'	MARSHALLED
② F9	S33 56.2 E151 10.9	Up to S340B/B+		14'	MARSHALLED
② F10	S33 56.2 E151 11.0	Up to S340B/B+		14'	MARSHALLED
② F11	S33 56.2 E151 10.9	Up to S340B/B+		13'	MARSHALLED
② F12	S33 56.2 E151 10.9	Up to S340B/B+		11'	MARSHALLED
ACCESS FROM TAXILANE DOM3B					
② F13	S33 56.2 E151 11.0	DHC8-Q200/Q300, S340B/B+		14'	MARSHALLED
ACCESS FROM TAXILANE DOM3B (CONTD)					
② F13A	S33 56.2 E151 11.0	DHC8-Q200/Q300, S340B/B+		14'	MARSHALLED
② F13B	S33 56.2 E151 11.0	A320-100/200/SHK, ATR72-500/600, B737-300/400/700/800/F/W, E190		14'	MARSHALLED
② F14	S33 56.2 E151 11.0	S340B/B+		14'	MARSHALLED
② F15	S33 56.2 E151 11.0	DHC8-Q200/Q300		14'	MARSHALLED
② F15A	S33 56.2 E151 11.0	DHC8-Q200/Q300, S340B/B+		14'	MARSHALLED
② F15B	S33 56.2 E151 11.1	S340B/B+		14'	MARSHALLED
② F15C	S33 56.2 E151 11.1	A320-100/200/SHK, ATR72-500/600, B737-300/400/700/800/F/W, E190		14'	MARSHALLED
② F16	S33 56.2 E151 11.1	S340B/B+		14'	MARSHALLED
② F16A	S33 56.2 E151 11.1	S340B/B+		14'	MARSHALLED
ACCESS FROM TAXILANE DOM4					
② F90	S33 56.1 E151 11.1	DHC8-Q200/Q300, S340B/B+		17'	MARSHALLED
② F90A	S33 56.1 E151 11.1	A320-100/200/SHK, ATR72-500/600, B737-300/400/700/F/W, DHC8-Q400, E190, F100		18'	MARSHALLED
② F90B	S33 56.1 E151 11.1	DHC8-Q200/Q300, S340B/B+		17'	MARSHALLED
② F91	S33 56.1 E151 11.1	DHC8-Q200/Q300, S340B/B+		17'	MARSHALLED

① DHC8-Q200/Q300/Q400 and ATR 72 aircraft are to be pushed back for departure.
 ② Hydrant fuelling not available. Tanker fuelling required.
 ③ Judgemental Oversteer to be used for Metro and J31/J32 aircraft.
 ④ Bays F7 & F8 - DHC8-Q100/Q200/Q300 aircraft to be pushed back then towed forward to the Towbar Disconnect Point (TDP) or Intermediate Holding Position (IHP).
 ⑤ Bay F7A, F8, F9 to F12 are free moving positions for aircraft up to S340B+.
 ⑥ BAe Jetstream 31 and 32 aircraft parking is unavailable.
 ⑦ Primary position is not available if associated secondary position is occupied and vice versa.
 ⑧ Bays are free moving positions.
 ⑨ Bay F13 to be vacant for Bay F14 arrival and departures.
 ⑩ Reverse positions are to be used only when prevailing wind conditions necessitate. It is mandatory that all reverse positions are to be active concurrently.

① Bay F14 - not available when secondary position F13A used.
 - can be occupied but cannot depart when aircraft on Bay F15 and F15A.
 ② Bays F13B and F15C are for layover aircraft only.
 Sequencing Restrictions:
 - If Bay F13B is occupied by A320 or B737 act then Bay F15C is only avlb to ATR72 and E190 actf.
 - If Bay F15C is occupied by A320 or B737 act then Bay F13B is avlb to A320, ATR72, B737 and E190 actf.
 - If Bays F13B and F15C are both occupied by A320 or B737 actf then the actf on Bay F13B must vacate first.
 - There are no sequencing restrictions on either bay for ATR72 or E190 actf operations.
 Departing actf are to be pushed backwards along Taxilane Dom 3B to Taxiway G.

NOTE: Magnetic anomalies evident near terminal structure.

DOMESTIC APRON PARKING BAY INFORMATION

STAND No.	COORDINATES	AIRCRAFT TYPE	ELEV	NOSE IN GUIDANCE
ACCESS FROM TAXILANE DOM4 (CONTD)				
010390C	533 56.1 E151 11.1	A330-200/300, A340-200/300, A350-900/1000, B747-400/ER, B757-200/300/W, B767-200/300/ER/W, B777-200/300/ER/W, B787-8/9, C-130, C-17, MD-11/F	17'	MARSHALLED
01091A	533 56.1 E151 11.1	A320-100/200/SBK, ATR72-500/600, B737-300/400/700/F/W, B737-800/W, DHC8-Q400, E190, F100	18'	MARSHALLED
0106791B	533 56.1 E151 11.1	DHC8-Q200/Q300, S340B/B+	17'	MARSHALLED
0106792	533 56.1 E151 11.1	ATR42-500/600, DHC8-Q200/Q300, S340B/B+	17'	MARSHALLED
01092A	533 56.1 E151 11.1	A320-100/200/SBK, ATR72-500/600, B737-300/400/700/800/F/W, CV-580, DHC8-Q400, E190, F100	17'	MARSHALLED
0106792B	533 56.1 E151 11.1	DHC8-Q200/Q300, S340B/B+	16'	MARSHALLED
01293	533 56.1 E151 11.1	A320-100/200/SBK, A321-100/200/SBK, A321-100/200/SBK, ATR72-500/600, B737-300/400/700/800/F/W, CV-580, DHC8-Q400, E190, F100	17'	MARSHALLED
01893A	533 56.1 E151 11.2	A330-200/300, A340-200/300, A350-900/1000, B747-400/ER, B757-200/300/W, B767-200/300/ER/W, B777-200/300/ER/LR, B787-8/9, C-130, C-17, MD-11/F	17'	MARSHALLED
0104693B	533 56.1 E151 11.2	S340B/B+	16'	MARSHALLED
0104693C	533 56.1 E151 11.2	S340B/B+	16'	MARSHALLED
0104694	533 56.1 E151 11.2	ATR42-500/600, DHC8-Q200/Q300, S340B/B+	16'	MARSHALLED
0104694B	533 56.1 E151 11.2	DHC8-Q200/Q300, S340B/B+	16'	MARSHALLED
ACCESS FROM TAXILANE DOM5				
0196	533 56.1 E151 11.3	A320-100/200/SBK, A321-100/200/SBK, B737-300/400/700/800/F/W, E190	17'	MARSHALLED
0196A	533 56.1 E151 11.3	ATR72-500/600, DHC8-Q200/Q300, DHC8-Q400, Bae 146-200	17'	MARSHALLED
0196B	533 56.1 E151 11.3	S340B/B+	17'	MARSHALLED
0196C	533 56.1 E151 11.3	DHC8-Q200/Q300, S340B/B+	16'	MARSHALLED
010102	533 56.1 E151 11.3	BCH 1900D, Up to Metro	16'	MARSHALLED
010103	533 56.1 E151 11.3	BCH 1900D, Up to Metro	17'	MARSHALLED
010104	533 56.1 E151 11.3	BAY CLOSED	17'	NOT AVAILABLE
010105	533 56.1 E151 11.3	BCH 1900D, Up to Metro	16'	MARSHALLED
010106	533 56.0 E151 11.3	BCH 1900D, Up to Metro	17'	MARSHALLED
010107	533 56.0 E151 11.3	BAY CLOSED	17'	NOT AVAILABLE
010112	533 56.0 E151 11.4	Up to Global 7500, Up to 66' (20m) wingspan	18'	MARSHALLED
010112A	533 56.0 E151 11.4	Up to 66' (20m) wingspan	18'	MARSHALLED
ACCESS FROM TAXILANE DOM6				
0197	533 56.1 E151 11.4	A330-220/300, A340-200/300/500, A350-900/1000, B747-400/ER, B757-200/300/W, B767-200/300/ER/W, B777-200/300/ER/LR, B787-8/9/10, C-130, C-17, MD-11/F	16'	MARSHALLED
0197A	533 56.1 E151 11.4	A320-100/200/SBK, A321-100/200/SBK, ATR72-500/600, B737-300/400/600/700/800/F/W, DHC8-Q200/Q300/Q400, E190, ERJ135/140, F70/100, S340B/B+	16'	MARSHALLED
0197B	533 56.1 E151 11.4	A320-100/200/SBK, A321-100/200/SBK, ATR72-500/600, B737-300/400/600/700/800/F/W, DHC8-Q200/Q300/Q400, E190, ERJ135/140, F70/100, S340B/B+	16'	MARSHALLED
0197C	533 56.1 E151 11.4	A320-100/200/SBK, A321-100/200/SBK, B737-300/400/600/700/800/F/W, B757-200/300/ER/W	17'	MARSHALLED
0198	533 56.1 E151 11.4	A330-220/300, A340-200/300/500, A350-900/1000, B747-400/ER, B757-200/300/W, B767-200/300/ER/W, B777-200/300/ER/LR, B787-8/9/10, C-130, C-17, MD-11/F	17'	MARSHALLED
0198A	533 56.1 E151 11.4	A320-100/200/SBK, A321-100/200/SBK, ATR72-500/600, B737-300/400/600/700/800/F/W, DHC8-Q200/Q300, DHC8-Q400, E190, ERJ135/140, F70/100	16'	MARSHALLED
0198B	533 56.1 E151 11.4	A320-100/200/SBK, A321-100/200/SBK, ATR72-500/600, B737-300/400/600/700/800/F/W, DHC8-Q400, E190, ERJ135/140, F70/100	16'	MARSHALLED
0199	533 56.1 E151 11.5	A330-200/300, A340-200/300/500/600, A350-900/1000, B747-400/ER, B757-200/300/W, B767-200/300/ER/W, B777-200/300/ER/LR, B787-8/9/10, MD-11/F	16'	MARSHALLED
0199A	533 56.1 E151 11.5	A320-100/200/SBK, A321-100/200/SBK, ATR72-500/600, B737-300/400/600/700/800/F/W, DHC8-Q200/Q300, DHC8-Q400, E190, ERJ135/140, F70/100, S340B/B+	17'	MARSHALLED

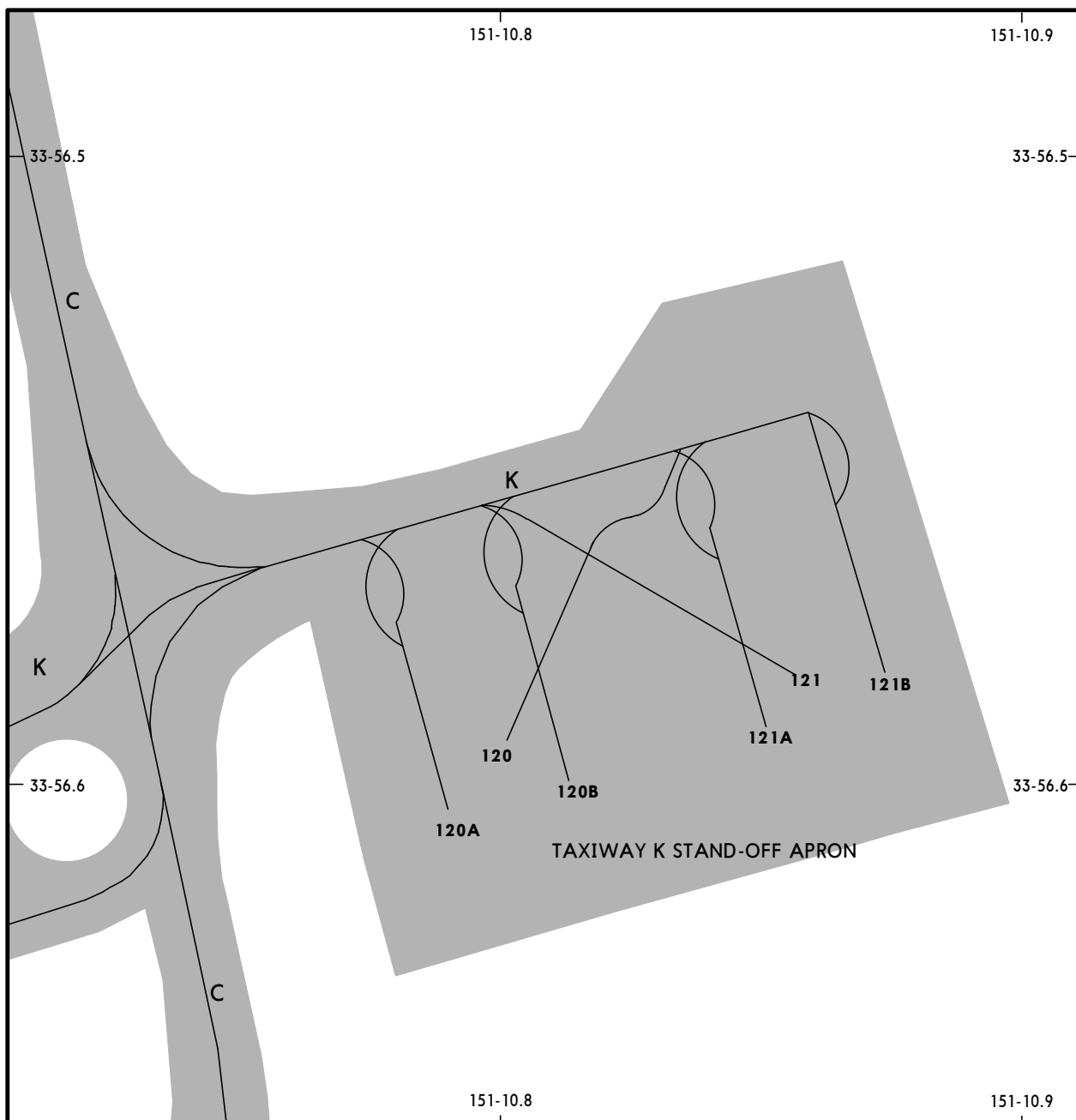
- 01 Primary position is not available if associated secondary position is occupied and vice versa.
- 02 - Arrival or departure limited to Code C and D aircraft (Max. MD-11) if Bay 93A is occupied by A350-1000 or B777-300 aircraft.
- Bays 90, 90A, 90B, 91, 91A, 91B, 92, 92B are not available if Bay 90C is occupied and vice versa.
- Bay 92A is not available if Bay 90C is occupied by A350-900/1000, B747-400 or B777-300 aircraft.
- 03 Hydrant fuelling available on STARBOARD side only.
- 04 Hydrant fuelling not available. Tanker fuelling required.
- 05 No/limited information on aircraft fuel filling points.
- 06 Bays are free moving positions.
- 07 Reverse positions are to be used only when prevailing wind conditions necessitate. It is mandatory that all reverse positions are to be active concurrently.
- 08 Bay 93A - Bays 93, 93B, 93C, 94 and 94B are not available if Bay 93A is occupied and vice versa.
- NOTE:** Magnetic anomalies evident near terminal structure.

YSSY/SYD

JEPPESEN SYDNEY, NSW, AUSTRALIA

2 FEB 24 10-9C5

KINGSFORD SMITH



BAY No.	COORDINATES	CAPACITY	ELEV	NOSE IN GUIDANCE
TAXIWAY K STAND-OFF APRON				
120	S33 56.6 E151 10.8	A330-200/300, A340-200/300/500, A350-900, B747-400/ER, B757-200/300/W, B767-200/300/ER/W, B777-200/LR, B787-8/9, MD-11/F	18'	MARSHALLED
120A, 120B	S33 56.6 E151 10.8	A320-100/200/SHK, A321-100/200/SHK, ATR72-500/600, B737-300/400/700/800/900/F/W, E190	20'	MARSHALLED
121	S33 56.6 E151 10.9	A330-200/300, A340-200/300/500, A350-900, B747-400/ER, B757-200/300/W, B767-200/300/ER/W, B777-200/LR, B787-8/9, MD-11/F	19'	MARSHALLED
121A, 121B	S33 56.6 E151 10.9	A320-100/200/SHK, A321-100/200/SHK, ATR72-500/600, B737-300/400/700/800/900/F/W, E190	20'	MARSHALLED

Notes:
 All aircraft under tow only.
 To be used for layover parking only. No passengers or freight.
 Aircraft landing lights not to be operated at night without an ATC clearance.
 The running of auxiliary power units is restricted to 15 minutes after the arrival and 15 minutes before departure of the aircraft.

YSSY/SYD


JEPPESSEN
 19 MAR 21
 Eff 25 Mar

SYDNEY, NSW, AUSTRALIA

- (KINGSFORD SMITH) INTL

(10-9D)

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. By day, ATC may use (7874') 2400m runway separation between aircrafts arriving to Rwy 16R/34L. Both aircrafts may occupy the runway during application of the standard.
- b. Aircraft up to and including A330/B787/B772 type may be processed to land on either of the parallel runways 16L/34R or 16R/34L.
- c. Aircraft landing Rwy 16R require approval to vacate to the left on Twys F, B3 & B4.
- d. Aircraft landing Rwy 16L/34R are to remain on Tower freq 124.7 until West of Twy S and then contact Ground frequency 121.7.
- e. Aircraft landing Rwy 34R and vacating Twy T2 are to taxi via Twy U and U1 unless otherwise advised.
- f. Aircraft landing Rwy 07/25 require approval to vacate on Twy C.
- g. All arriving aircraft are required to advise parking bay on first contact with Sydney Ground.

DEPARTURES

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

- a. Intersection departures by jet aircraft on Rwy 34L are NOT PERMITTED. In the event Twy A6 is not available for departure due taxiway or runway availability, Twy A5 may be used for jet aircraft departures on Rwy 34L.
- 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 16R/34L or Rwy 07/25 must notify ATC at Clearance Delivery stage.
2. Departure aircraft up to and including A330/B787/B772 type may request or be offered departure from Rwy 16L/34R at clearance delivery stage.
3. Jet departures to the South may be assigned Rwy 16L for traffic management purposes.

YSSY/SYD


JEPPESEN SYDNEY, NSW, AUSTRALIA
 24 AUG 18 (10-9D1) - (KINGSFORD SMITH) INTL

INDEPENDENT VISUAL APPROACH

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

Important instructions and advisory information for pilots:

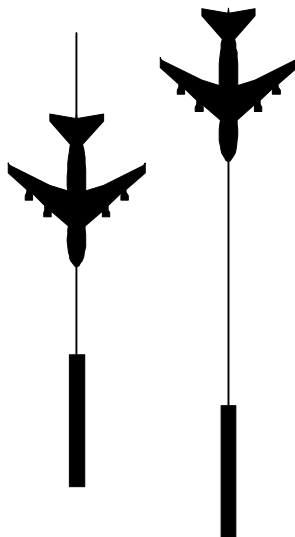
- Report visual and/or the runway in sight as soon as possible.
- Manage speed on base leg to ensure you do not overshoot the centerline.
ATC approach speeds apply, 160-185 Kt 10 NM from Threshold and 150-160 Kt 5 NM from Threshold.
- Fly accurate headings when being vectored to final.
- The vector for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

YSSY/SYD

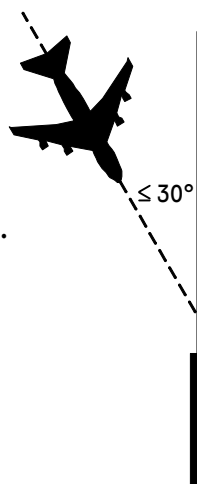
JEPPESEN SYDNEY, NSW, AUSTRALIA
24 AUG 18 (10-9D2) -(KINGSFORD SMITH) INTL

INDEPENDENT VISUAL APPROACH

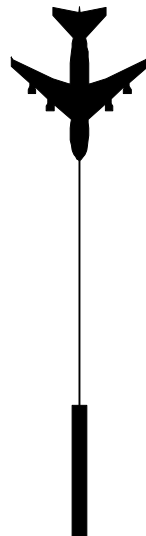
Both these aircraft only have to report visual if on localizer or GLS final approach course.



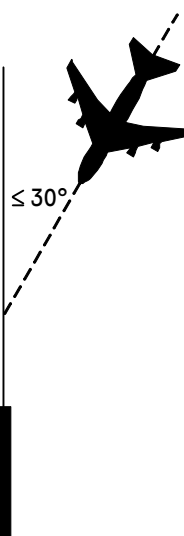
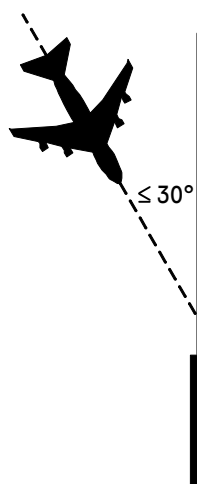
This aircraft must have reported runway in sight.



This aircraft only has to report visual if on localizer or GLS final approach course.



Both aircraft have to report runway in sight.



VISUAL DOCKING GUIDANCE SYSTEMS

Visual Docking Guidance Systems (VDGS) used at Sydney include:

- The generic Nose in Guidance (NIG) system
- Aircraft Positioning and Information System (APIS)
- Safegate Docking Guidance System

Parking bays & coords charts specify the bays/stands equipped with VDGS and the particular system installed.

NOSE IN GUIDANCE (NIG) SYSTEM

This system is identified on Parking bays & coords charts either as 'NIG' or 'Centerline+Sidemarker'. It includes the following elements:

- Position Identification Light
- Aerobridge Retracted Indicator
- Centerline Guidance Light unit
- One or more Side Marker Light units.

The following is a brief description of the system:

- a. The Position Identification Light indicates the number of the docking position and is white numerals on a dark background (illuminated 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 shown in Figure 1.

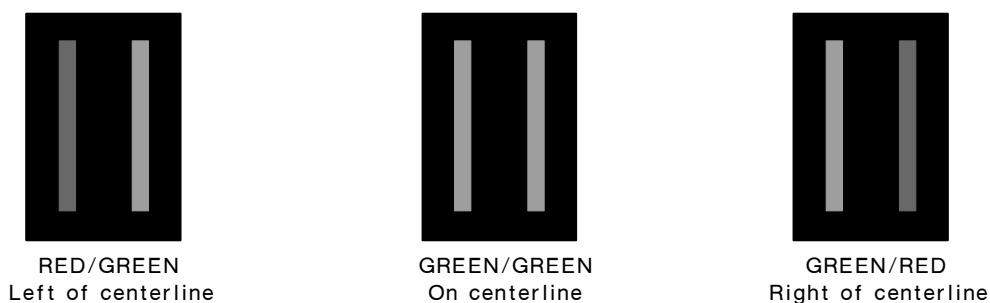
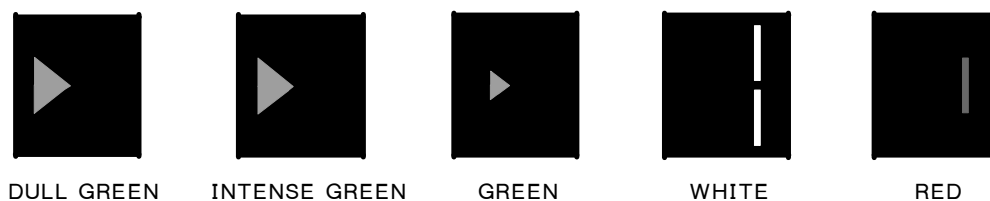


Figure 1. Centerline Guidance Light Unit

- d. One or more Side Marker Light units - with relevant aircraft types marked on the unit - indicate the stopping position as described below:
 - (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.
 - (3) As the aircraft continues, 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 will appear.
 - (5) If the stopping position is passed, then a single RED bar appears.



Side Marker Lights.

YSSY/SYD

JEPPESEN
24 AUG 18 (10-9F)

SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL

VISUAL DOCKING GUIDANCE SYSTEMS

AIRCRAFT POSITIONING AND INFORMATION SYSTEM (APIS)

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.

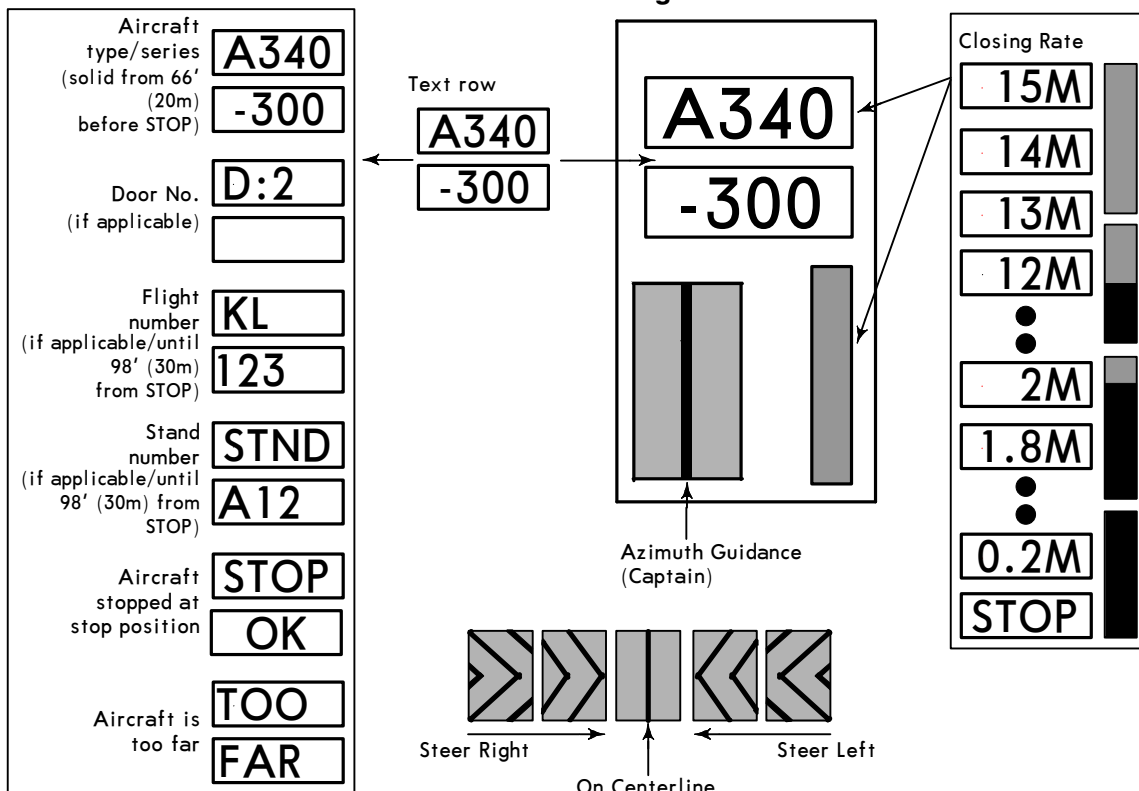
On approach to the parking position, the pilot will see the display box face showing two rows of yellow alpha-numeric characters on a black background across the top, an illuminated closing-rate 'thermometer' at the lower left and an illuminated azimuth guidance display at the lower right. The alpha-numeric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

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

- Identify the correct parking bay position.
- Ensure that the aerobridge retraction light indicates green.
- Follow the taxi-in line and watch the centerline beacon.
- Check that the correct aircraft type is flashing and that the door number is shown (where applicable).
- About 66' (20m) before STOP, the aircraft type display goes steady and the door number disappears.
- Follow the azimuth guidance display. The black arrow heads indicate which direction to steer for the centerline. When the aircraft is properly aligned in azimuth, the black vertical bar will be displayed.
- The full closing rate 'thermometer' indicates at least 43' (13m) to STOP.
- When the aircraft reaches 43' (13m) to STOP, the 'thermometer' bar lights begin to move from bottom to top.
- The deletion of each 'thermometer' bar indicates about one-and-a-half feet (one-half meter) progression.
- When the STOP position is reached, all the closing rate 'thermometer' lights extinguish and the lower display indicates STOP. If the aircraft is parked correctly, the top display indicates OK.
- If the aircraft overshoots the limit for correct parking, the top display indicates TOO FAR (alternating TOO then FAR).
- The entire display automatically shuts down after some seconds.

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

APIS Diagram



APIS++ Visual Docking Guidance System - typical configuration

NOTE: Some APIS++ installations have a single row of text information.

YSSY/SYD



SYDNEY, NSW, AUSTRALIA

24 AUG 18

(10-9G)

- (KINGSFORD SMITH) INTL

VISUAL DOCKING GUIDANCE SYSTEMS

SAFEGATE DOCKING GUIDANCE SYSTEM (DGS)

The complete system consists of the following three elements:

1. Position Identification Unit (Bay Marker);
2. Aerobridge Retracted Indicator Light; and
3. DGS NIG (Nose In Guidance) Unit.

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).

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.

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

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

NOTE: The pilot must not enter the stand area unless the rising vertical arrows are displayed.
- d. The pilot follows the taxi-in line and checks that the correct aircraft type is displayed in yellow.

NOTE: The pilot must not enter the stand area unless the correct aircraft type is displayed.
- e. On successful capture of the aircraft, the vertical arrows are replaced by the yellow T-shaped Closing Rate Bar.

NOTE: The pilot must not proceed to the bridge unless the arrows have been superseded by the Closing Rate Bar.
- f. A vertical yellow arrow shows the aircraft position in relation to the centerline.
- g. A flashing red arrow indicates the direction to turn to return to the centerline.

NOTE: If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning.
- h. The display of the yellow digital closing rate countdown will start when the aircraft is 66' (20m) from the STOP position.

NOTE: If the detected aircraft is lost prior to 39' (12m) 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 39' (12m) from the STOP position, the Closing Rate Bar will decrease in size from the bottom by one row of lights per 2' (0.5m) closing rate.

NOTE: If the detected aircraft is lost after 39' (12m) 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 overshoot 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.

YSSY/SYD

JEPPESEN
24 AUG 18 (10-9H)

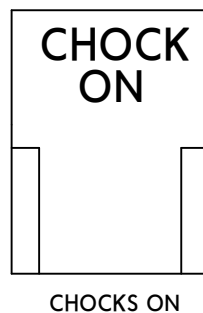
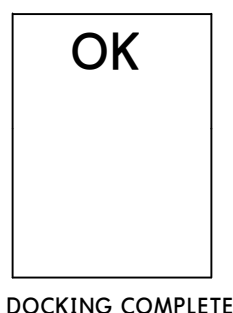
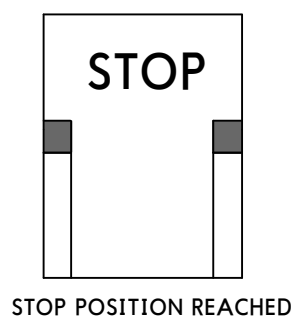
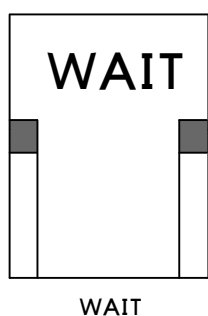
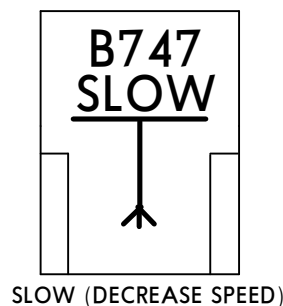
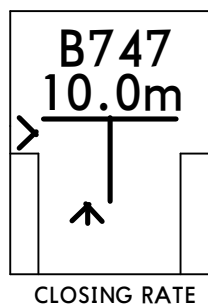
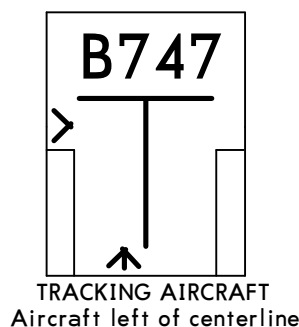
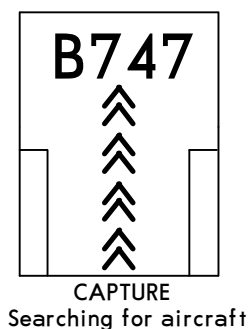
SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL

VISUAL DOCKING GUIDANCE SYSTEMS

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

NOTE 2: 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.



Typical Safegate indications - normal operations

YSSY/SYD


JEPPESEN SYDNEY, NSW, AUSTRALIA
 11 JUN 21 (11-0) Eff 17 Jun
 KINGSFORD SMITH
PRM USER INSTRUCTIONS**INDEPENDENT PARALLEL APPROACHES**

Precision Runway Monitor (PRM) operations are conducted at Sydney to facilitate independent parallel approaches to closely spaced parallel runways. The following instructions apply during independent parallel approaches when pilots are advised by ATIS "PRM OPERATIONS IN PROGRESS".

REQUIREMENTS: Before participating in PRM operations, pilots must have satisfied training requirements as directed by CASA, or be approved for PRM operations by the NATIONAL AVIATION AUTHORITY (NAA) for the state of registration of the aircraft.

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

PRM operations assume all participating aircraft conduct a GLS or ILS approach to their respective Rwy. Circling approaches are not available during PRM operations.

LOW-SIDE APPROACH START ALTITUDES: Expect to reach the procedure initial approach altitude below normal descent profile.

- Runway 16R - expect to reach 3000' at least 6 NM before URDEN.
- Runway 34R - expect to reach 2000' before ENDEV.

APPROACHES WITH AUTOPILOT ENGAGED: It is recommended that approaches are flown with the aircraft autopilot engaged.

TCAS SELECTION: Pilots should maintain TCAS in the RA mode.

DUAL VHF REQUIREMENTS: Each approach has both a TWR and a PRM frequency. The TWR and PRM controllers transmit simultaneously on both frequencies. Pilots must only transmit on the TWR frequency, and LISTEN TO BOTH. Set the PRM frequency volume prior to transfer to TWR at the same level to ensure ATC instructions can be heard on both frequencies in case of a blocked transmission.

DEVIATIONS: When an aircraft deviates from the final approach course towards the No Transgression Zone (NTZ), ATC will issue the following instructions:

**“(callsign) YOU ARE DEVIATING FROM
THE FINAL APPROACH COURSE.
TURN LEFT (or RIGHT) IMMEDIATELY AND
RETURN TO YOUR CLEARED APPROACH.”**

Acknowledge deviation advice as soon as practicable. Compare tracking indications and use the indicator most consistent with ATC advice. Immediately adjust tracking to regain the final approach course.

BREAK - OUT: If ATC determines that an aircraft has or will penetrate the No Transgression Zone (NTZ) and avoiding action is required, the non-deviating aircraft on the adjacent approach will be issued BREAK-OUT instructions using the following phraseology:

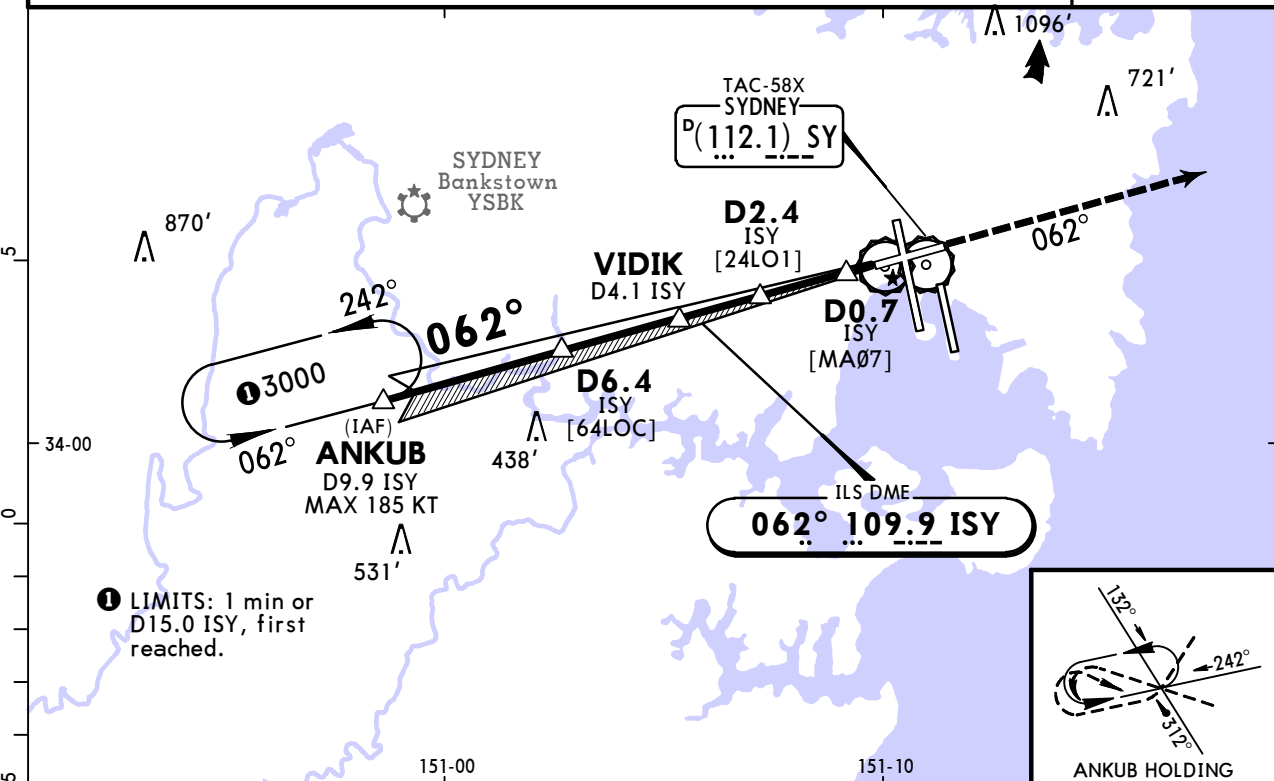
**“BREAK-OUT ALERT, (callsign) TURN LEFT
(or RIGHT) IMMEDIATELY HEADING (three digits),
CLIMB (or DESCEND) TO (altitude)”**

HAND FLY A BREAK - OUT: When issued with BREAK-OUT instruction, time is critical. Break-out procedures MUST BE HAND FLOWN. In exceptional circumstances a descending BREAK-OUT may be given but the assigned altitude will not be below the applicable minimum vectoring altitude (MVA). Read back the break-out instruction as soon as practicable.

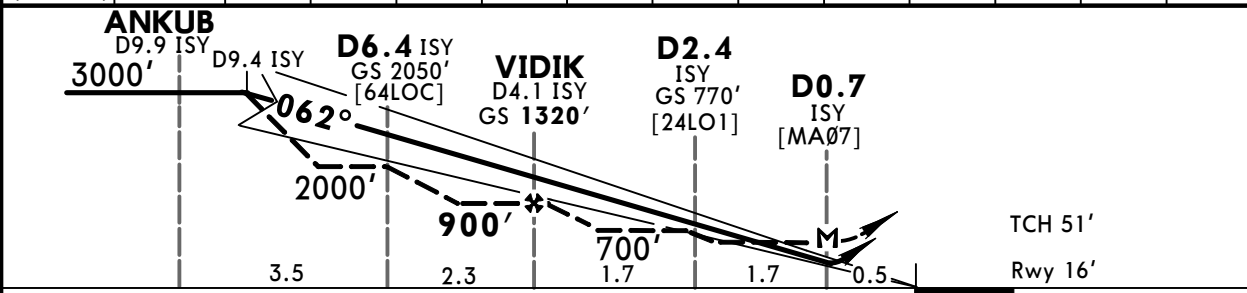
YSSY/SYD KINGSFORD SMITH

JEPPESSEN SYDNEY, NSW, AUSTRALIA
24 NOV 23 (11-1) Eff 30 Nov ILS or LOC Rwy 07

ATIS 118.55 126.25		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 ISY 109.9	Final Apch Crs 062°	GS VIDIK 1320' (1304')	ILS DA(H) 220' (204')	Apt Elev 21' Rwy 16'	
MISSED APCH: Track 062°. Climb to 3000' or as directed by ATC.					2700 MSA ARP 2100 within 10 NM
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL110 Trans alt: 10000'					
1. DME or GNSS REQUIRED (ILS), DME REQUIRED (LOC only). 2. ATC Approach Speeds: At ANKUB 185-160 KT, at 5NM from TDZ 160 - 150 KT. Advise Approach if unable to comply.					



LOC	ISY DME	9.4	9.0	8.0	7.0	6.4	6.0	5.0	4.1	3.0	2.4	2.0	1.9
(GS out)	ALTITUDE	3000'	2880'	2560'	2240'	2050'	1920'	1600'	1320'	970'	770'	650'	600'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	062°	3000'
GS	3.00°	372	478	531	637	849			
MAP at D0.7 ISY									

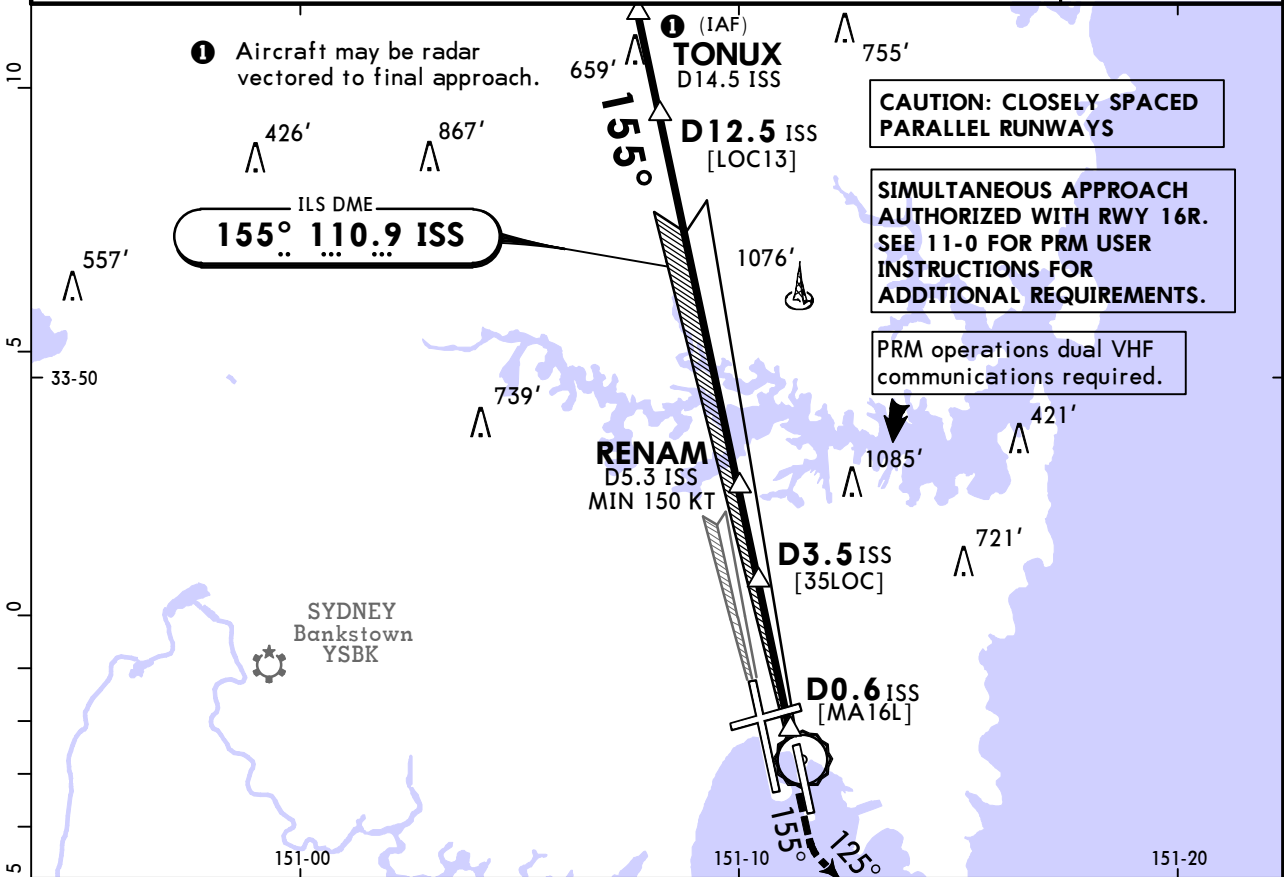
State		STRAIGHT-IN LANDING		CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
ILS DA(H) 220' (204')		LOC (GS out) MDA(H) 600' (579')		Max Kts — MDA(H) —		
A	R1500m V1.5km	V3.3km		100	710' (689') V2.4km	
B				135	1000' (979') V4.0km	
C				180	1000' (979') V5.0km	
D				205	1000' (979') V5.0km	

PANS OPS

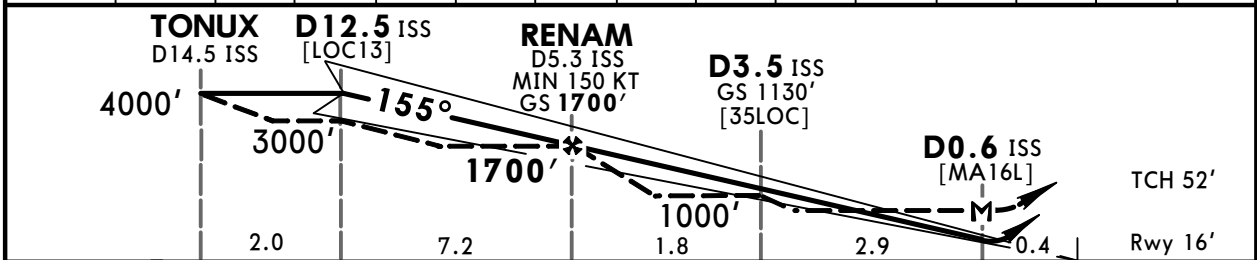
YSSY/SYD
KINGSFORD SMITH

JEPPESSEN SYDNEY, NSW, AUSTRALIA
15 MAR 24 Eff 21 Mar (11-2) ILS or LOC Rwy 16L

ATIS 118.55		126.25		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		West of Rwy 16R/34L 126.5	
Ground East of Rwy 16R/34L 121.7		LOC ISS 110.9		Final Apch Crs 155°		RENAM 1700' (1684')	
ILS DA(H) 220' (204')		Apt Elev 21' Rwy 16'		MISSED APCH: Track 155°. At MANDATORY 600', turn LEFT track 125°. Climb to 3000' or as directed by ATC. Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL110 Trans alt: 10000' 1. DME or GNSS REQUIRED (ILS), DME REQUIRED (LOC only). 2. ATC Approach Speeds: At 10NM from TDZ 185 - 160 KT, at RENAM 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC. 4. Circle-to-land not authorized.			
2700		MSA ARP 2100 within 10 NM					



LOC (GS out)	ISS DME	12.5	11.0	10.0	9.0	8.0	7.0	6.0	5.3	4.0	3.5	3.0	2.0	1.5
	ALTITUDE	4000'	3520'	3200'	2880'	2560'	2250'	1930'	1700'	1290'	1130'	970'	650'	480'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 155°	MANDATORY 600'	125°	3000'
GS	3.00°	372	478	531	637	849				

MAP at D0.6 ISS					STRAIGHT-IN LANDING					
State					State					
ILS DA(H) 220' (204')					LOC (GS out) MDA(H) 480' (459')					
HIRL out 2					ALS out					
A	R550m V0.8km		V1.2km		V1.5km		V1.7km		V2.7km	

1 R/V1.2km when Flight Director or Autopilot or HUD to DA is not used; or the acft is not equipped with an operative failure warning system for primary attitude and heading reference systems.
2 For partial HIRL or ALS failure, see ATC pages AUSTRALIA.

YSSY/SYD

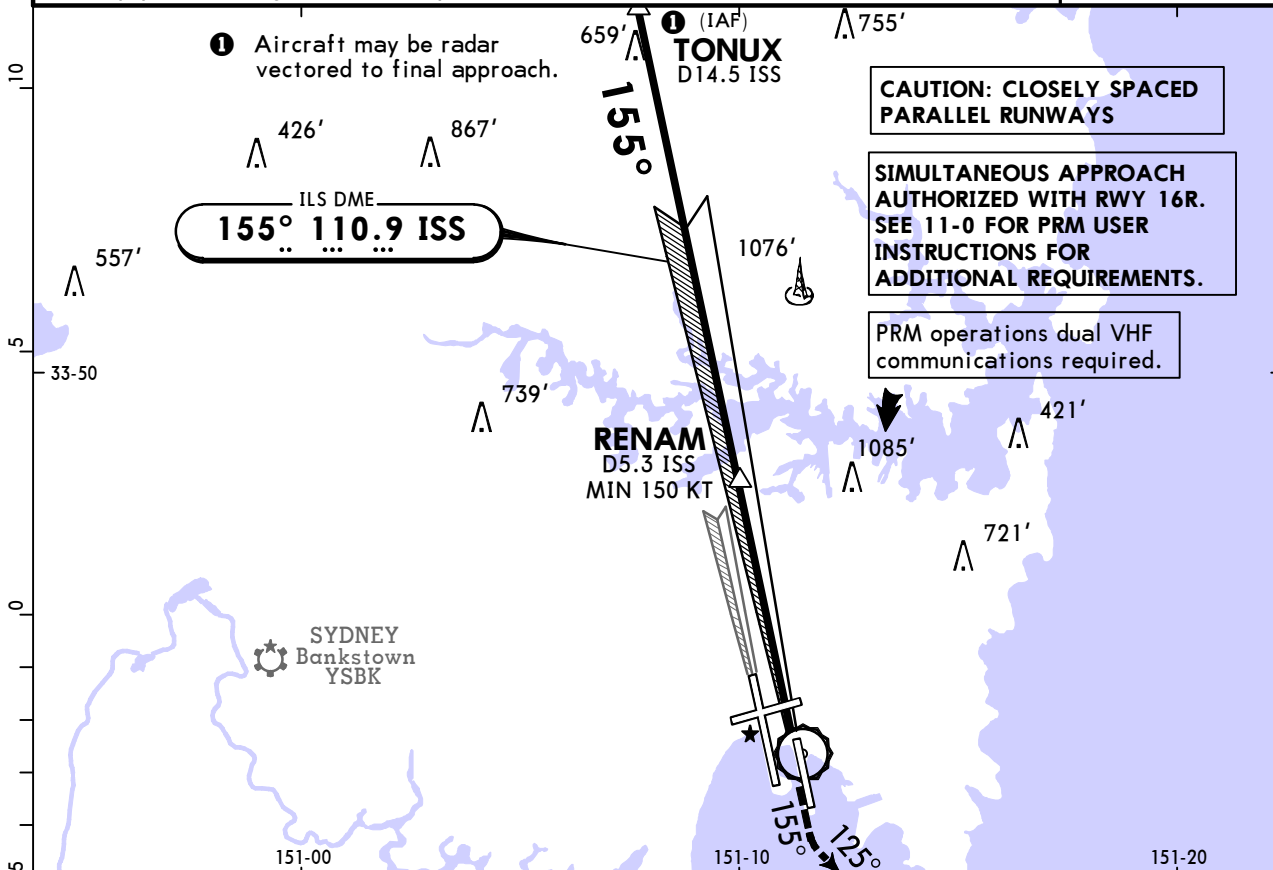
JEPPESSEN SYDNEY, NSW, AUSTRALIA

4 FEB 22 (11-2A)

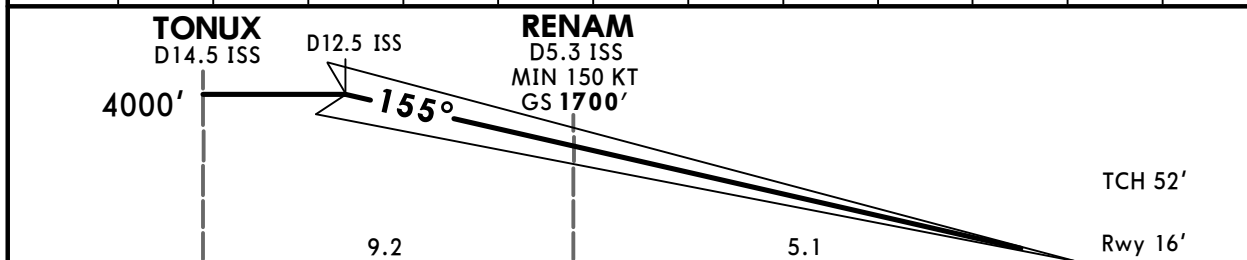
ILS Rwy 16L SA CAT I & SA CAT II

KINGSFORD SMITH

ATIS 118.55		SYDNEY Approach (R) North 126.25 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16L/34L & 07/25 124.7			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°	RENAM 1700' (1684')	SA CAT I & SA CAT II ILS Refer to Minimums	Apt Elev 21' Rwy 16'	2700 MSA ARP 2100 within 10 NM
MISSED APCH: Track 155°. At MANDATORY 600', turn LEFT track 125°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL110 Trans alt: 10000'					
1. SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. 2. DME or GNSS REQUIRED (ILS SA CAT I), DME REQUIRED (ILS SA CAT II). 3. ATC Approach Speeds: At 10 NM from TDZ 185-160 KT, at RENAM 160-150 KT. Advise Approach if unable to comply. 4. Holding as directed by ATC.					



ISS DME	12.5	11.0	10.0	9.0	8.0	7.0	6.0	5.3	4.0	3.0	2.0	1.0
ALTITUDE	4000'	3520'	3200'	2880'	2560'	2250'	1930'	1700'	1290'	970'	650'	330'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	MANDATORY 600'	125°	3000'
GS	3.00°	372	478	531	637	849				

STRAIGHT-IN LANDING RWY 16L	
SA CAT II ILS RA 101' DA(H) 116' (100')	SA CAT I ILS RA 152' DA(H) 166' (150')

PANS OPS	A		
	B	RVR 350m	RVR 450m
	C		
	D	RVR 400m	

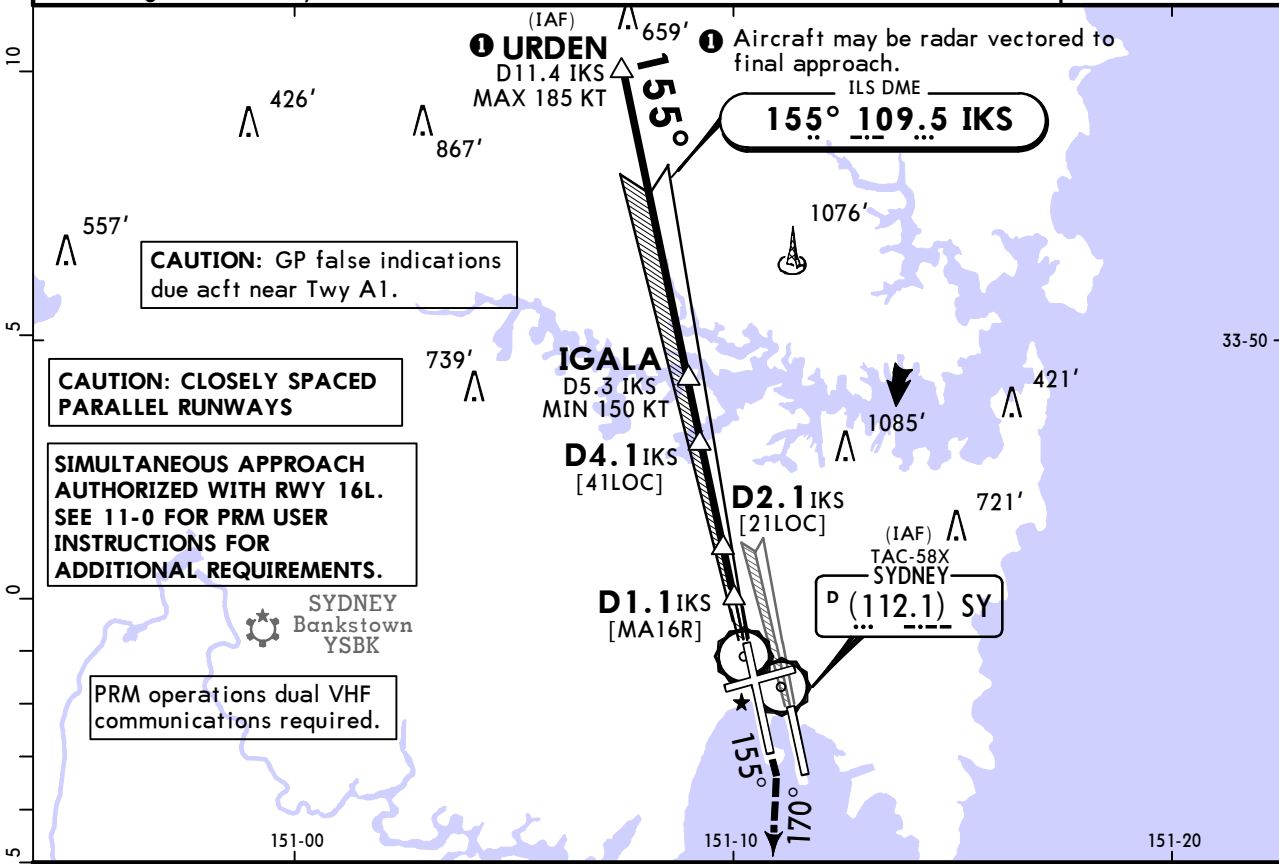
YSSY/SYD KINGSFORD SMITH



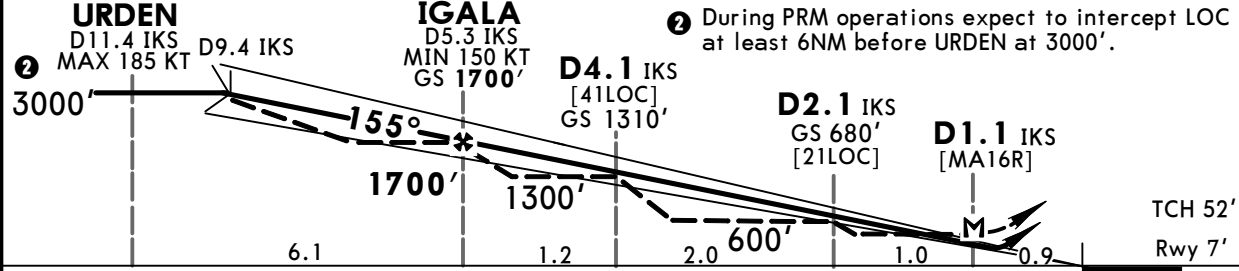
JEPPESSEN SYDNEY, NSW, AUSTRALIA ILS or LOC Rwy 16R

21 JUL 23 (11-3)

ATIS 118.55 126.25		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			MONITOR PRM 119.45		Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7
LOC IKS 109.5	Final Apch Crs 155°	IGALA 1700' (1693')	ILS DA(H) 210' (203')	Apt Elev 21' Rwy 7'	2700 MSA ARP 2100 within 10 NM
MISSED APCH: Track 155°, at MANDATORY 600', turn RIGHT track 170°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL110 Trans alt: 10000'					
1. DME or GNSS REQUIRED (ILS), DME REQUIRED (LOC only). 2. ATC Approach Speeds: At URDEN 185 - 160 KT, at IGALA 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as advised by ATC.					



LOC (GS out)	IKS DME	9.4	9.0	8.0	7.0	6.0	5.3	5.0	4.1	4.0	3.0	2.1	2.0	1.4
	ALTITUDE	3000'	2870'	2560'	2240'	1920'	1700'	1600'	1310'	1280'	960'	680'	640'	460'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MANDATORY	170°	3000'
GS	3.00°	372	478	531	637	849	PAPI 155°	600'	RT	

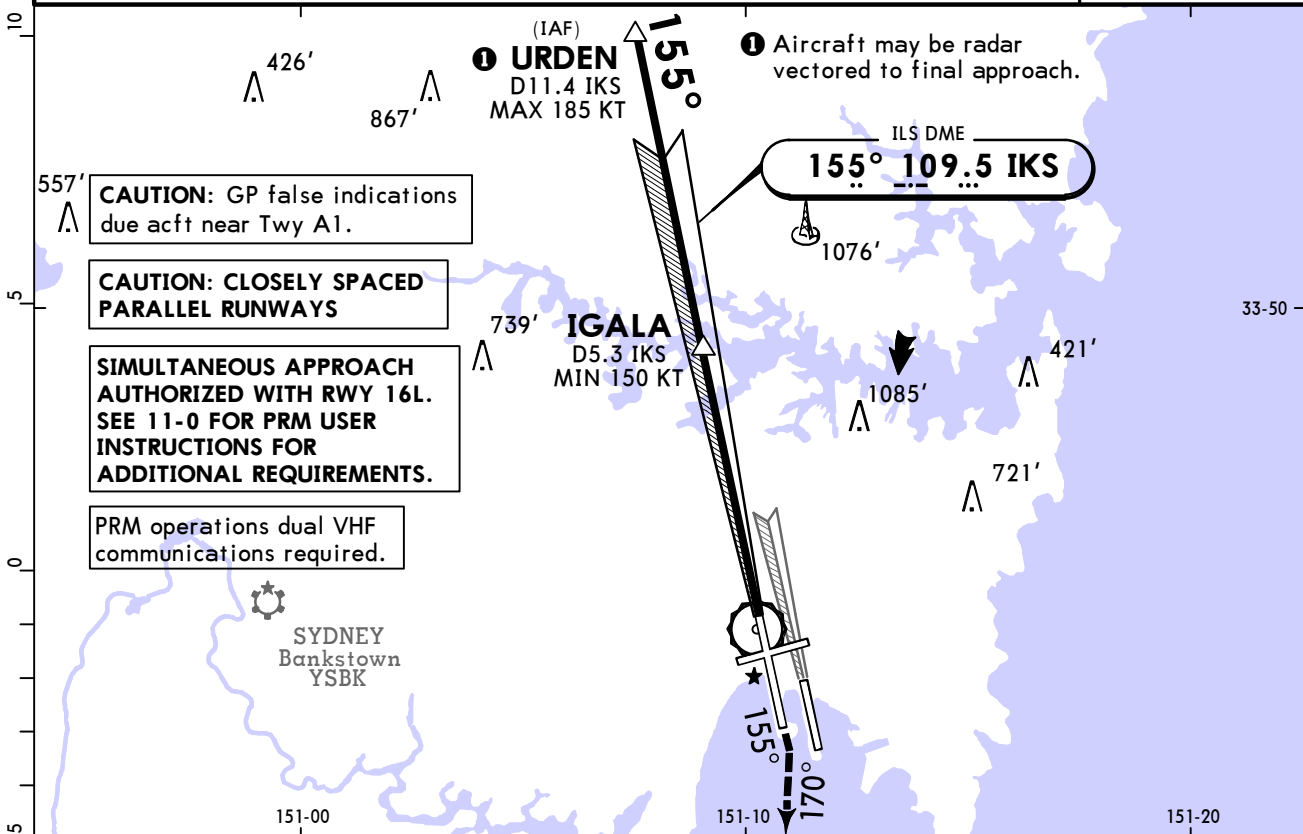
State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND		No Circling beyond D3.0 SY East of Rwy 16R & North of Rwy 25	
	ILS DA(H) 210' (203')		LOC (GS out) MDA(H) 460' (453')		MDA(H)			
A	HIRL out 2		ALS out		ALS out			
B	1 R550m	V1.2km	V1.5km	V1.7km	V2.6km	100		710' (689') V2.4km
C	V0.8km					135		1000' (979') V4.0km
D						180		1000' (979') V5.0km

1 R/V1.2km when Flight Director or Autopilot or HUD to DA is not used; or the acft is not equipped with an operative failure warning system for primary altitude and heading reference systems.
2 For partial HIRL or ALS failure, see ATC pages AUSTRALIA.

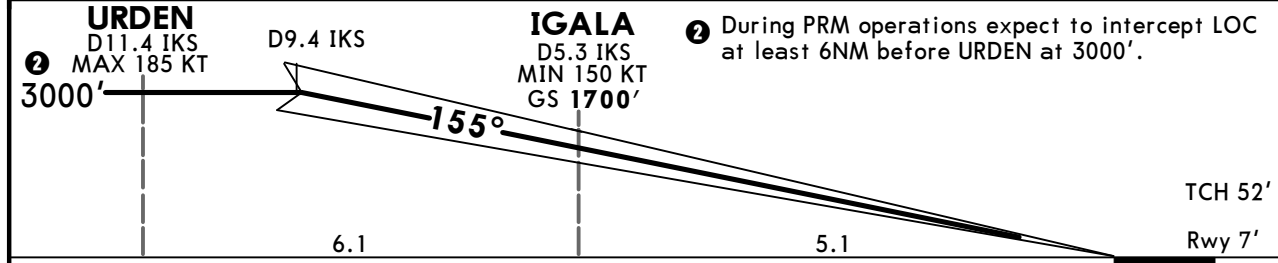
YSSY/SYD
KINGSFORD SMITH

JEPPESSEN SYDNEY, NSW, AUSTRALIA
21 JUL 23 **(11-3A)** ILS Rwy 16R CAT II

ATIS 118.55 126.25		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			MONITOR PRM 119.45		Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7
LOC IKS 109.5	Final Apch Crs 155°	IGALA 1700' (1693')	CAT II ILS RA 101' DA(H) 107' (100')	Apt Elev 21' Rwy 7'	2700 MSA ARP 2100 within 10 NM
MISSED APCH: Track 155°, at MANDATORY 600', turn RIGHT track 170°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa		Trans level: FL110		Trans alt: 10000'	
1. SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. 2. DME REQUIRED. 3. ATC Approach Speeds: At URDEN 185 - 160 KT, at IGALA 160 - 150 KT. Advise Approach if unable to comply. 4. Holding as advised by ATC.					



IKS DME	9.4	9.0	8.0	7.0	6.0	5.3	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3000'	2870'	2560'	2240'	1920'	1700'	1600'	1280'	960'	640'	330'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI	155°	MANDATORY 600'	170° RT	3000'
GS	3.00°	372	478	531	637	743					

State STRAIGHT-IN LANDING
CAT II ILS
RA 101'
DA(H) **107'** (100')

A	R300m
B	
C	
D	

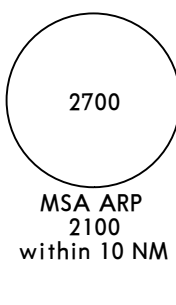
YSSY/SYD

JEPPESSEN SYDNEY, NSW, AUSTRALIA

ILS Rwy 16R SA CAT I & SA CAT II

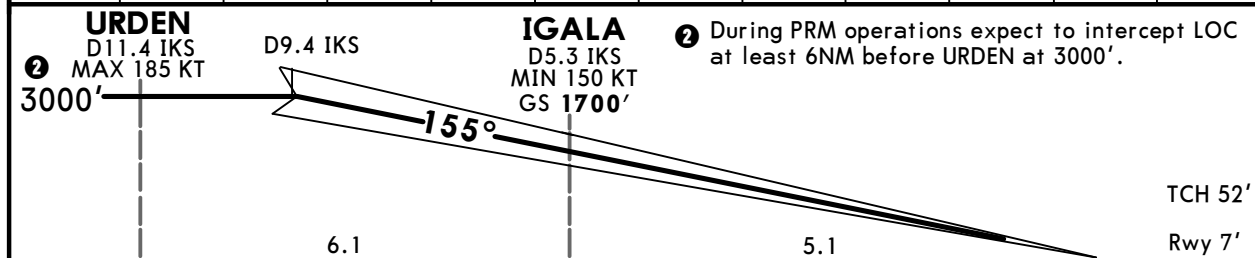
KINGSFORD SMITH

4 FEB 22 **(11-3B)**

ATIS 118.55		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		MONITOR Rwy 16L/34R 124.7 PRM 119.45		Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7	
LOC IKS 109.5	Final Apch Crs 155°	IGALA 1700' (1693')	SA CAT I & SA CAT II ILS Refer to Minimums	Apt Elev 21' Rwy 7'	
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: FL110 Trans alt: 10000'					
1. SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. 2. DME or GNSS REQUIRED (ILS SA CAT I), DME REQUIRED (ILS SA CAT II). 3. ATC Approach Speeds: At URDEN 185 - 160 KT, at IGALA 160 - 150 KT. Advise Approach if unable to comply. 4. Holding as advised by ATC.					



IKS DME	9.4	9.0	8.0	7.0	6.0	5.3	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3000'	2870'	2560'	2240'	1920'	1700'	1600'	1280'	960'	640'	330'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI	MANDATORY 155°	600'	170° RT	3000'
GS	3.00°	372	478	531	637	743					

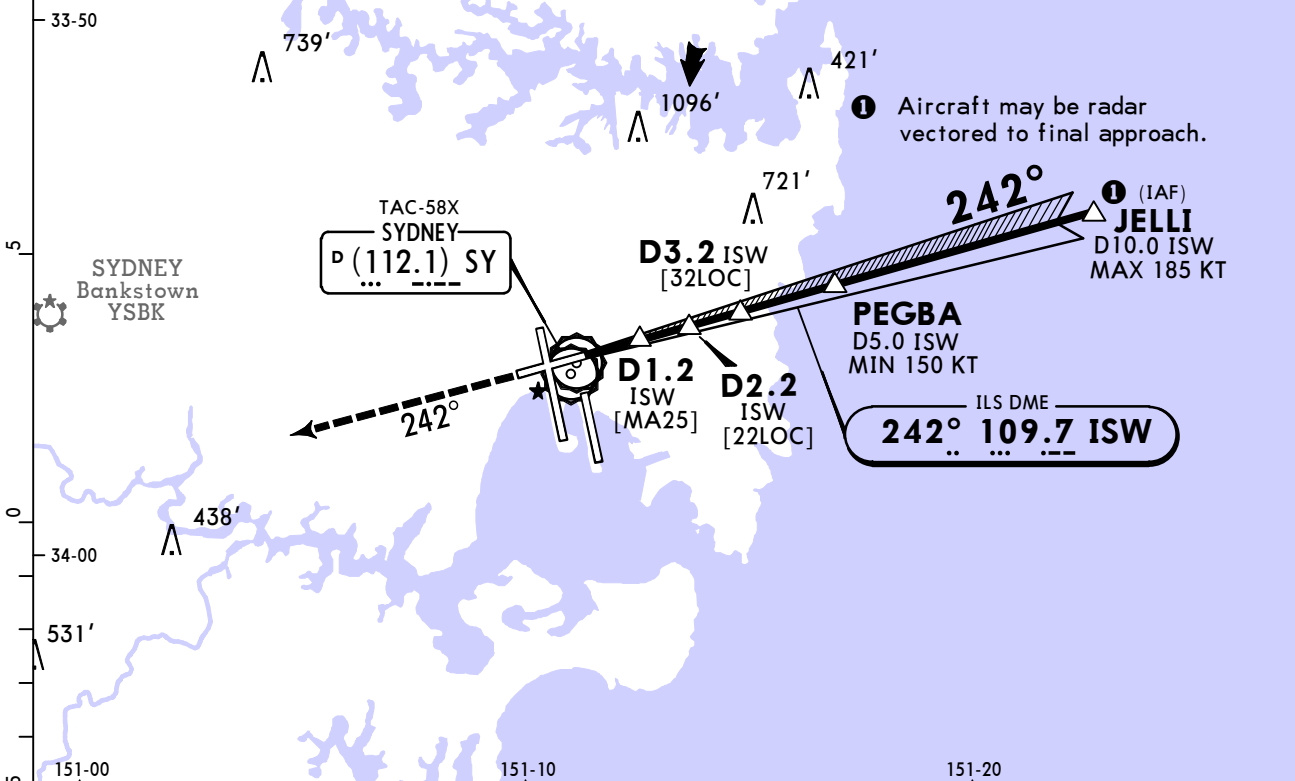
STRAIGHT-IN LANDING RWY 16R	
SA CAT II ILS RA 101' DA(H) 107' (100')	SA CAT I ILS RA 148' DA(H) 157' (150')

PANS OPS	A		
	B	RVR 350m	RVR 450m
	C		
	D	RVR 400m	

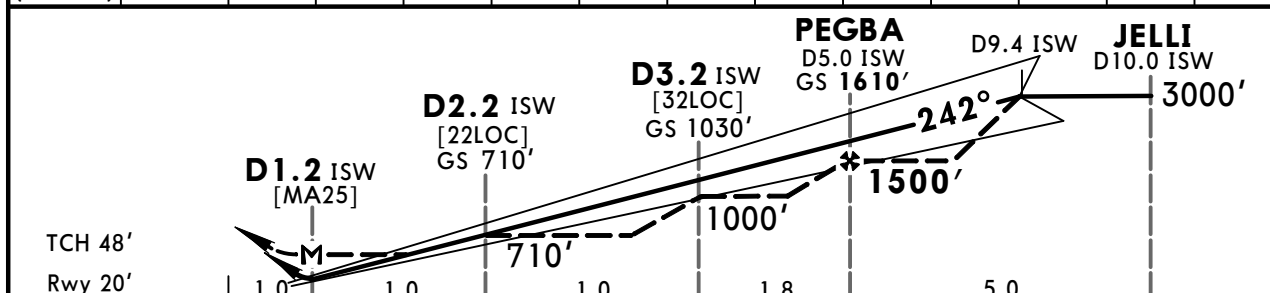
YSSY/SYD
KINGSFORD SMITH

JEPPESSEN SYDNEY, NSW, AUSTRALIA
25 JUN 21 **(11-4)**
ILS or LOC Rwy 25

ATIS 118.55 126.25		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°	PEGBA 1610' (1590')	ILS DA(H) 230' (210')	Apt Elev 21'	2700 MSA ARP 2100 within 10 NM
MISSED APCH: Track 242°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					
1. DME or GNSS REQUIRED (ILS), DME REQUIRED (LOC only). 2. ATC Approach Speeds: At JELLI 185 - 160 KT, at PEGBA 160 - 150 KT. Advise Approach if unable to comply. 3. 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							
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849			PAPI	242°	3000'	
MAP at D1.2 ISW													

STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
ILS DA(H) 230' (210')	LOC (GS out) MDA(H) 580' (560')	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') - 5.0 km	
A				
B				
C	RVR 1500m VIS 1.5 km		3.2 km	
D				

CHANGES: Airport name, ballflag 1 note.

YSSY/SYD

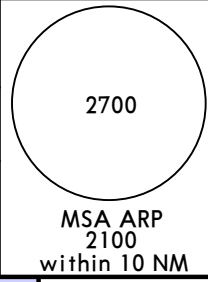
KINGSFORD SMITH

JEPPESSEN SYDNEY, NSW, AUSTRALIA

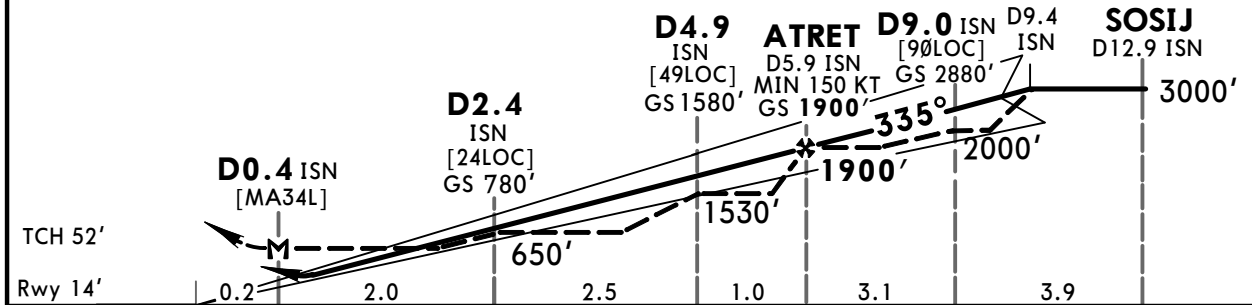
ILS or LOC Rwy 34L

21 JUL 23 (11-5)

ATIS 118.55 126.25		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			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°	ATRET 1900' (1886')	ILS DA(H) 220' (206')	Apt Elev 21' Rwy 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: FL110 Trans alt: 10000'	
1. DME or GNSS REQUIRED (ILS), DME REQUIRED (LOC only). 2. ATC Approach Speeds: At 10NM from TDZ 185 - 160 KT, at ATRET 160 - 150 KT. Advise Approach if unable to comply.					



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	9.0	9.4
	ALTITUDE	400'	650'	780'	970'	1290'	1580'	1610'	1900'	1930'	2240'	2560'	2880'	3000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		MANDATORY	320°	3000'
GS	3.00°	372	478	531	637	743	849	PAPI	335°	500'	LT
MAP at D0.4 ISN											

PANS OPS	State STRAIGHT-IN LANDING				CIRCLE-TO-LAND		No Circling beyond D3.0 SY East of Rwy 16R & North of Rwy 25	
	ILS DA(H) 220' (206')		LOC (GS out) MDA(H) 400' (386')		Max Kts MDA(H)			
	HIRL out ² ALS out		ALS out		100	710' (689') V2.4km		
	A	¹ R800m	V1.2km	V1.5km	V1.7km	V2.2km		135
	C	V0.8km						180
D						205	1000' (979') V5.0km	

¹ R/V1.2km when Flight Director or Autopilot or HUD to DA is not used; or the acft is not equipped with an operative failure warning system for primary altitude and heading reference systems.

² For partial HIRL or ALS failure, see ATC pages AUSTRALIA.

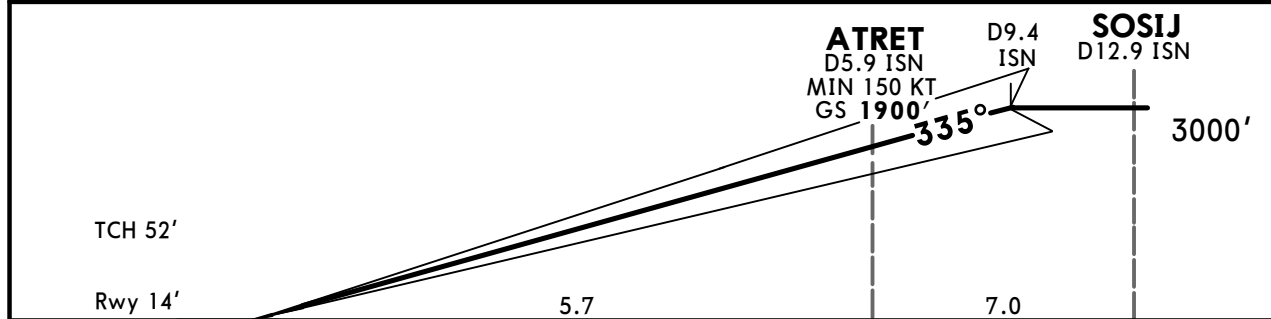
YSSY/SYD
KINGSFORD SMITH

JEPPESSEN SYDNEY, NSW, AUSTRALIA
21 JUL 23 **(11-5A)** ILS Rwy 34L CAT II

118.55 ATIS		126.25		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				MONITOR PRM 119.45		West of Rwy 16R/34L Ground 126.5 East of Rwy 16R/34L 121.7	
LOC ISN 110.1	Final Apch Crs 335°	ATRET 1900' (1886')	CAT II ILS RA 102' DA(H) 114' (100')		Apt Elev 21' Rwy 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: FL110 Trans alt: 10000'							
1. SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED. 2. DME REQUIRED. 3. ATC Approach Speeds: At 10NM from TDZ 185 - 160 KT, at ATRET 160 - 150 KT. Advise Approach if unable to comply.							MSA ARP 2100 within 10 NM



ISN DME	1.0	2.0	3.0	4.0	5.0	5.9	6.0	7.0	8.0	9.0	9.4
ALTITUDE	330'	650'	970'	1290'	1610'	1900'	1930'	2240'	2560'	2880'	3000'



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

State STRAIGHT-IN LANDING
CAT II ILS
RA 102'
DA(H) **114'** (100')

A	R300m
B	
C	
D	

YSSY/SYD

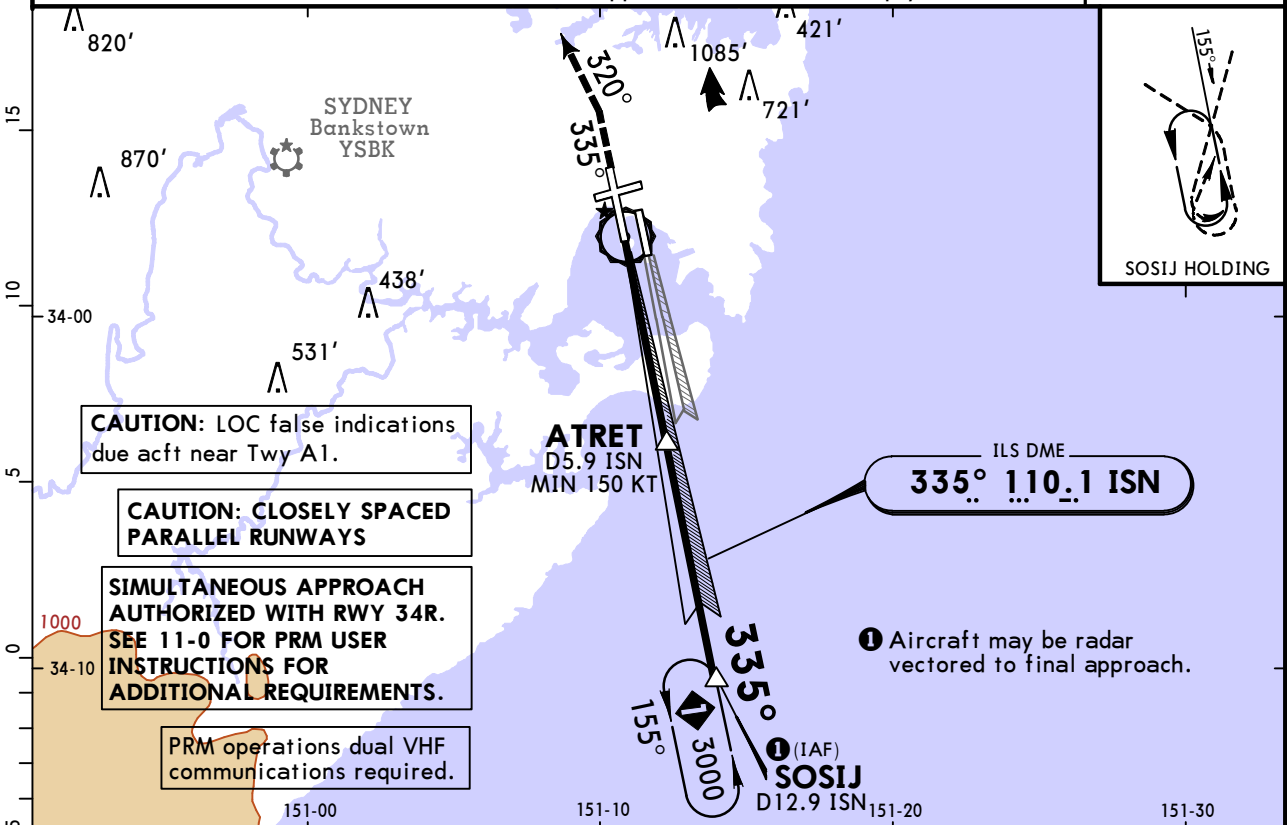
JEPPESEN SYDNEY, NSW, AUSTRALIA

ILS Rwy 34L SA CAT I & SA CAT II

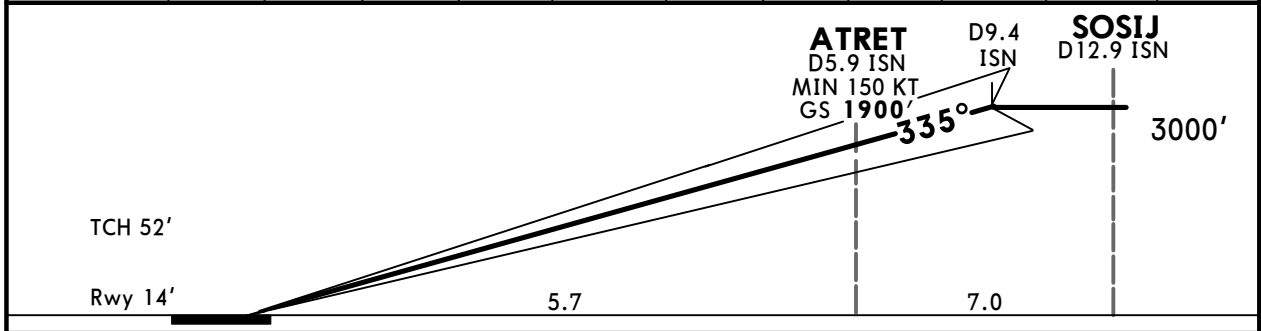
4 FEB 22 (11-5B)

KINGSFORD SMITH

118.55 ATIS		126.25		SYDNEY Approach (R)		Director	
North 124.4		South 128.3		West 126.1		East 125.3	
SYDNEY Tower				MONITOR		Ground	
Rwy 16R/34L & 07/25		120.5		Rwy 16L/34R		124.7	
PRM 119.45		126.5		121.7			
LOC ISN	Final Apch Crs	ATRET	SA CAT I & SA CAT II ILS Refer to Minimums		Apt Elev 21'		2700
110.1	335°	1900' (1886')			Rwy 14'		
<p>MISSED APCH: Track 335°. At MANDATORY 500' turn LEFT track 320°. Climb to 3000' or as directed by ATC.</p> <p>Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL110 Trans alt: 10000'</p> <p>1. SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED. 2. DME or GNSS REQUIRED (ILS SA CAT I), DME REQUIRED (ILS SA CAT II). 3. ATC Approach Speeds: At 10NM from TDZ 185 - 160 KT, at ATRET 160 - 150 KT. Advise Approach if unable to comply.</p>							
MSA ARP 2100 within 10 NM							



ISN DME	1.0	2.0	3.0	4.0	5.0	5.9	6.0	7.0	8.0	9.0	9.4
ALTITUDE	330'	650'	970'	1290'	1610'	1900'	1930'	2240'	2560'	2880'	3000'



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

STRAIGHT-IN LANDING RWY 34L					
SA CAT II ILS RA 102' DA(H) 114'(100')			SA CAT I ILS RA 163' DA(H) 164'(150')		

A	RVR 600m	RVR 650m
B		
C		
D		

YSSY/SYD

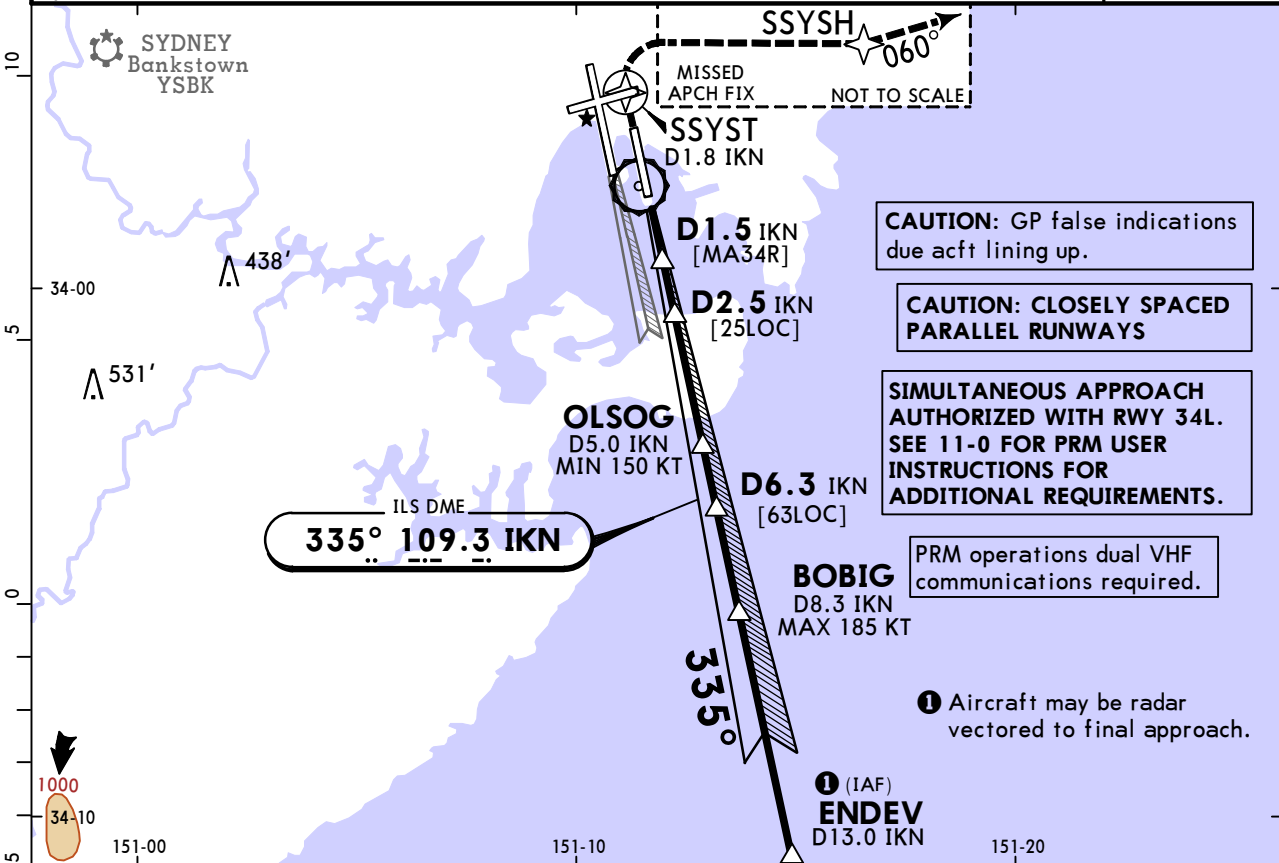
JEPPESSEN SYDNEY, NSW, AUSTRALIA

KINGSFORD SMITH

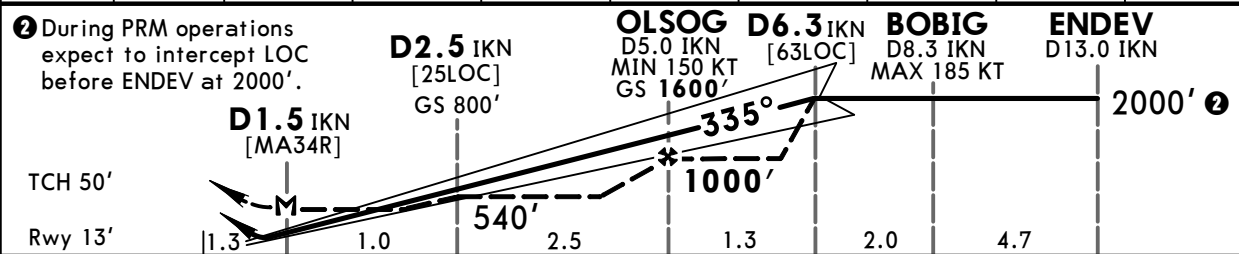
21 JUL 23 (11-6)

ILS or LOC Rwy 34R

118.55 ATIS		126.25		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower				MONITOR		Ground	
Rwy 16L/34R 124.7		Rwy 16R/34L & 07/25 120.5		PRM 133.95		West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7	
LOC IKN 109.3	Final Apch Crs 335°	OLSOG 1600' (1587')	ILS DA(H) Refer to Minimums	Apt Elev 21'		Rwy 13'	
MISSED APCH: Track direct to SSYST. Turn RIGHT, track direct SSYSH, thence 060°. Climb to 4000' or as directed by ATC. Refer to minimums for missed apch climb gradients.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL110 Trans alt: 10000'							
1. GNSS REQUIRED (ILS), DME and GNSS REQUIRED (LOC only). 2. Max for missed approach until SSYSH: 185 KT. 3. ATC Approach Speeds: At BOBIG 185 - 160 KT, at OLSOG 160 - 150 KT. Advise Approach if unable to comply. 4. Holding as directed by ATC. 5. Circle-to-land not authorized.							



LOC (GS out)	IKN DME	1.5	2.0	2.5	3.0	4.0	5.0	6.0	6.3
	ALTITUDE	500'	650'	800'	960'	1280'	1600'	1920'	2000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		SSYST	RT	SSYSH
GS	3.00°	372	478	531	637	743	849	PAPI			
MAP at D1.5 IKN											

State				STRAIGHT-IN LANDING				LOC (GS out)			
Missed apch climb gradient MIN 3.6% (219'/NM) DA(H) 220' (207')				Missed apch climb gradient MIN 2.5% (152'/NM) DA(H) 460' (447')				MDA(H) 500' (487')			
HIRL out 2		ALS out		HIRL out 2		ALS out		ALS out		ALS out	

A	1						
B	R1000m	V1.2km	V1.5km	V2.2km	V2.5km	V2.4km	V2.8km
C	V1.2km						
D							

1 R/V1.2km when Flight Director or Autopilot or HUD to DA is not used; or the acft is not equipped with an operative failure warning system for primary altitude and heading reference systems.
2 For partial HIRL or ALS failure, see ATC pages AUSTRALIA.

YSSY/SYD

JEPPESSEN SYDNEY, NSW, AUSTRALIA

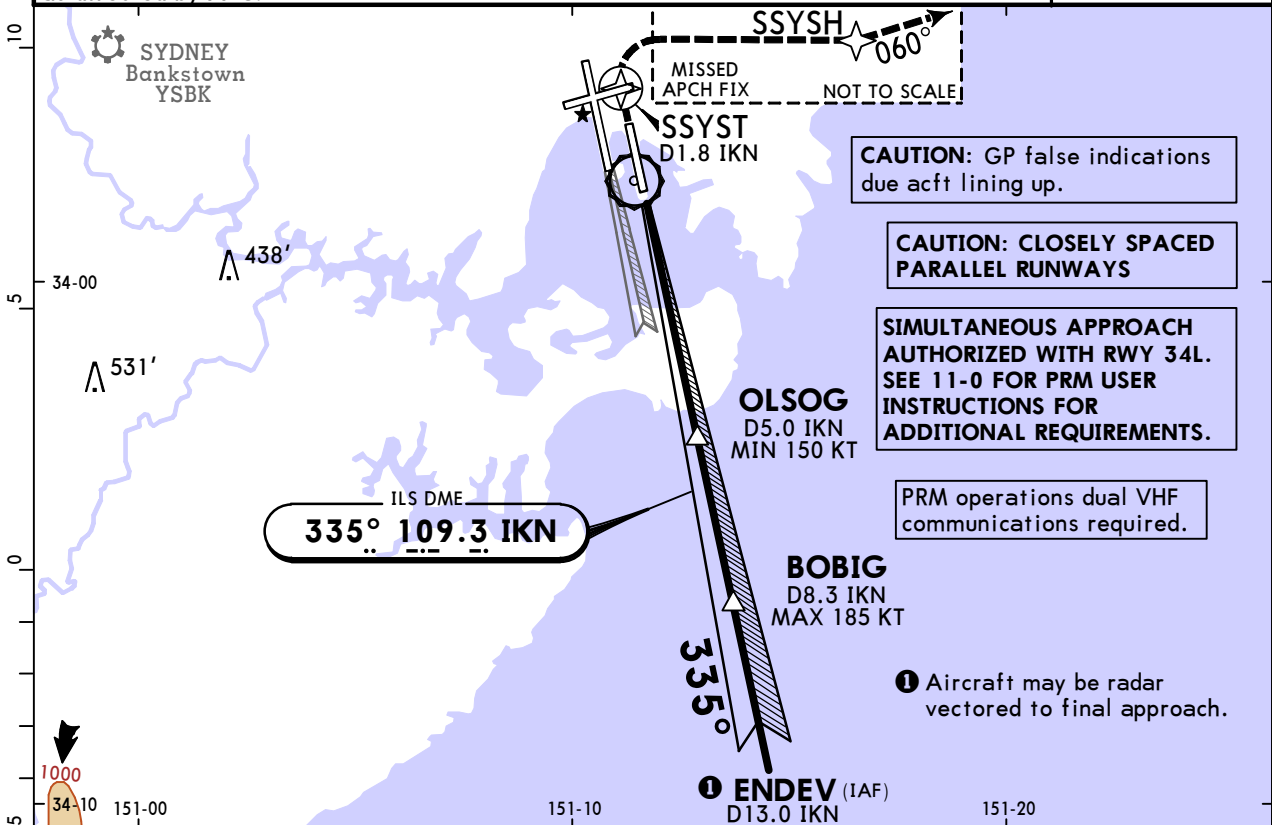
KINGSFORD SMITH

2 SEP 22

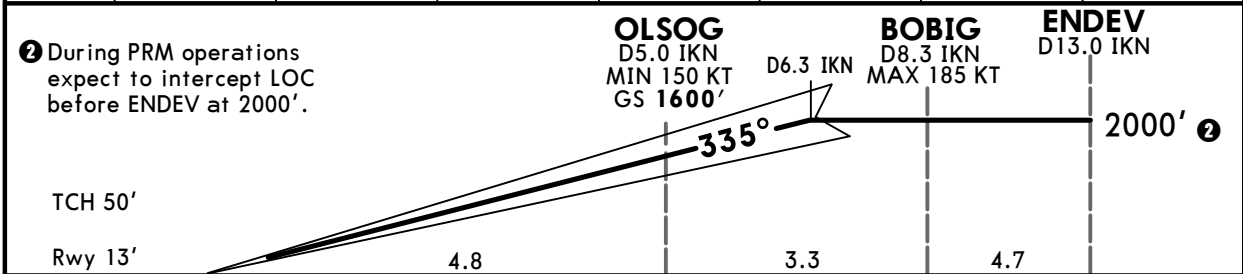
11-6A Eff 8 Sep

ILS Rwy 34R SA CAT I & SA CAT II

118.55 ATIS		126.25		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3		
SYDNEY Tower				MONITOR		Ground		
Rwy 16L/34R	124.7	Rwy 16R/34L & 07/25	120.5	PRM	133.95	West of Rwy 16R/34L	East of Rwy 16R/34L	
LOC IKN	109.3	Final Apch Crs	335°	OLSOG	1600' (1587')	Apt Elev 21'	Rwy 13'	
<p>MISSED APCH: Track direct to SSYST. Turn RIGHT, track direct SSYSH, thence 060°. Climb to 4000' or as directed by ATC. Refer to minimums for missed apch climb gradients.</p>							<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 ARP 2100 within 10 NM</p>	
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL110		Trans alt: 10000'		
<p>1. SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. 2. GNSS REQUIRED. 3. Max for missed approach until SSYSH: 185 KT. 4. ATC Approach Speeds: At BOBIG 185 - 160 KT, at OLSOG 160 - 150 KT. Advise Approach if unable to comply. 5. Holding as directed by ATC.</p>								



IKN DME	1.0	2.0	3.0	4.0	5.0	6.0	6.3
ALTITUDE	330'	650'	960'	1280'	1600'	1920'	2000'



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

<p>SA CAT II ILS Missed approach requires a minimum climb gradient of 3.7%</p> <p>RA 101' DA(H) 113' (100')</p>		<p>SA CAT I ILS Missed approach requires a minimum climb gradient of 3.4%</p> <p>RA 158' DA(H) 163' (150')</p>	
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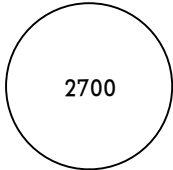
PANS OPS	A		
	B		
	C	RVR 600m	RVR 650m
	D		

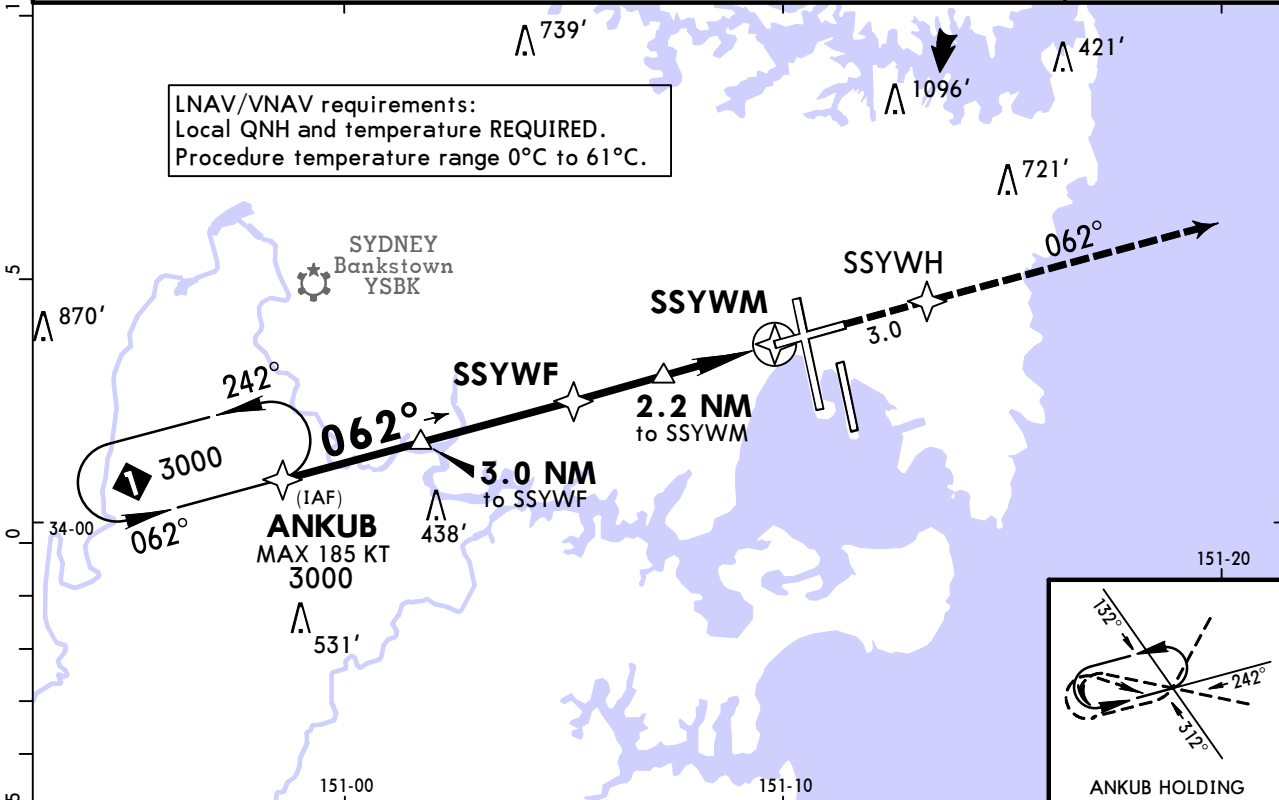
CHANGES: Minimums revised.

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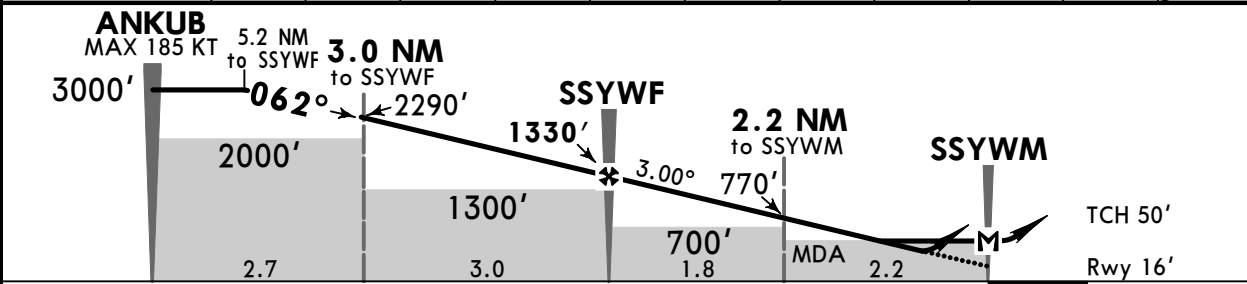
YSSY/SYD KINGSFORD SMITH

JEPPESSEN SYDNEY, NSW, AUSTRALIA
15 MAR 24 (12-1) Eff 21 Mar RNP Rwy 07

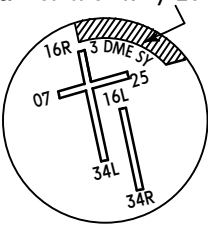
BRIEFING STRIP™	ATIS		SYDNEY Approach (R)		Director	
	118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
	SYDNEY Tower Rwy 16R/34L & 07/25 120.5		Rwy 16L/34R 124.7		Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7	
	RNAV	Final Apch Crs 062°	SSYWF 1330' (1314')	LNAV/VNAV DA(H) 500' (484')	Apt Elev 21' Rwy 16'	
MISSED APCH: Track direct to SSYWH, then track 062°. Climb to 3000' or as directed by ATC.						
RNP Apch Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL110 Trans alt: 10000'						
1. Max for initial 210 KT. 2. ATC Approach Speeds: At ANKUB 185 - 160 KT, at 5 NM from Thr 160 - 150 KT. Advise Approach if unable to comply.						



NM to NEXT WPT	5.2	4.0	3.0	2.0	1.0	SSYWF	3.0	2.2	1.6	1.4	SSYWM
ALTITUDE	3000'	2600'	2290'	1990'	1650'	1330'	1020'	770'	580'	500'	



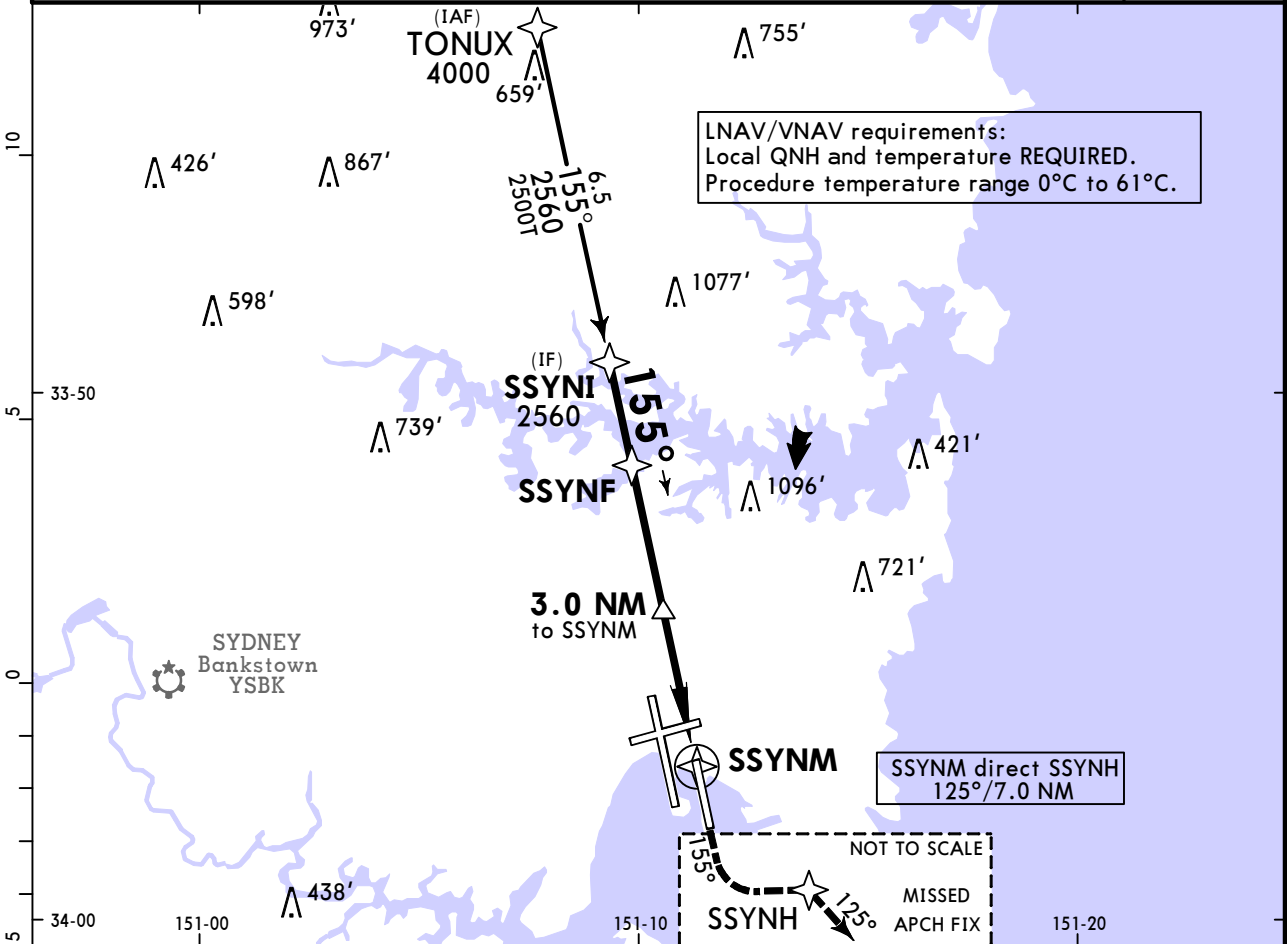
Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle	3.00°	372	478	531	637	849			REIL PAPI	D → SSYWH
MAP at SSYWM										

PANS OPS	State STRAIGHT-IN LANDING				CIRCLE-TO-LAND				No Circling beyond D3.0 SY East of Rwy 16R & North of Rwy 25 
	LNAV/VNAV DA(H) 500' (484')		LNAV MDA(H) 580' (559')		Max Kts		MDA(H)		
	V2.7km		V3.2km		100		710' (689') V2.4km		
	V2.7km		V3.2km		135		1000' (979') V4.0km		
V2.7km		V3.2km		180		1000' (979') V5.0km			
V2.7km		V3.2km		205		1000' (979') V5.0km			

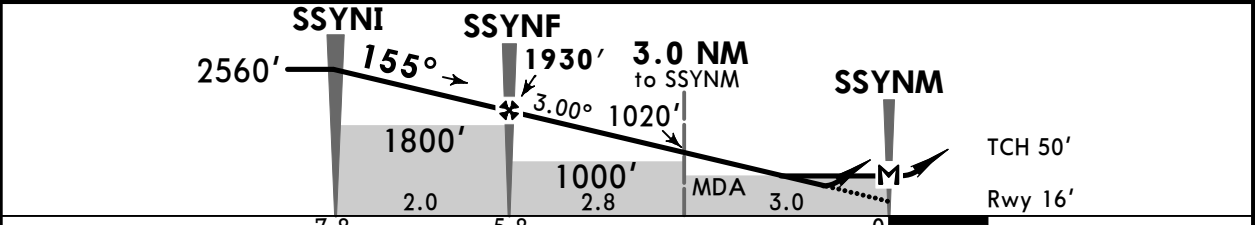
YSSY/SYD KINGSFORD SMITH

JEPPESSEN SYDNEY, NSW, AUSTRALIA
15 MAR 24 (12-2) Eff 21 Mar RNP Rwy 16L

ATIS 118.55		SYDNEY Approach (R) North 126.25 South 124.4		Director West 128.3 East 126.1		125.3	
Rwy 16L/34R 124.7		SYDNEY Tower Rwy 16R/34L & 07/25 120.5		West of Rwy 16R/34L 126.5		Ground East of Rwy 16R/34L 121.7	
RNAV	Final Apch Crs 155°	SSYNF 1930' (1914')		LNAV/VNAV DA(H) 360' (344')		Apt Elev 21' Rwy 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 MSA ARP 2100 within 10 NM
RNP Apch Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL110 Trans alt: 10000'							
1. Max for initial 210 KT, for missed approach: 220 KT. 2. ATC Approach Speeds: At 10 NM from Touchdown Zone 185-160 KT, at 5NM from Touchdown Zone 160-150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC. 4. Circle-to-land not authorized.							



NM to NEXT WPT	SSYNI	1.0	SSYNF	5.0	4.0	3.0	2.0	1.3	0.9	SSYNM
ALTITUDE	2560'	2230'	1930'	1660'	1340'	1020'	700'	480'	360'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MANDATORY	
Glide Path Angle	3.00°	372	478	531	637	743	849	155°	600'
MAP at SSYNM									LT

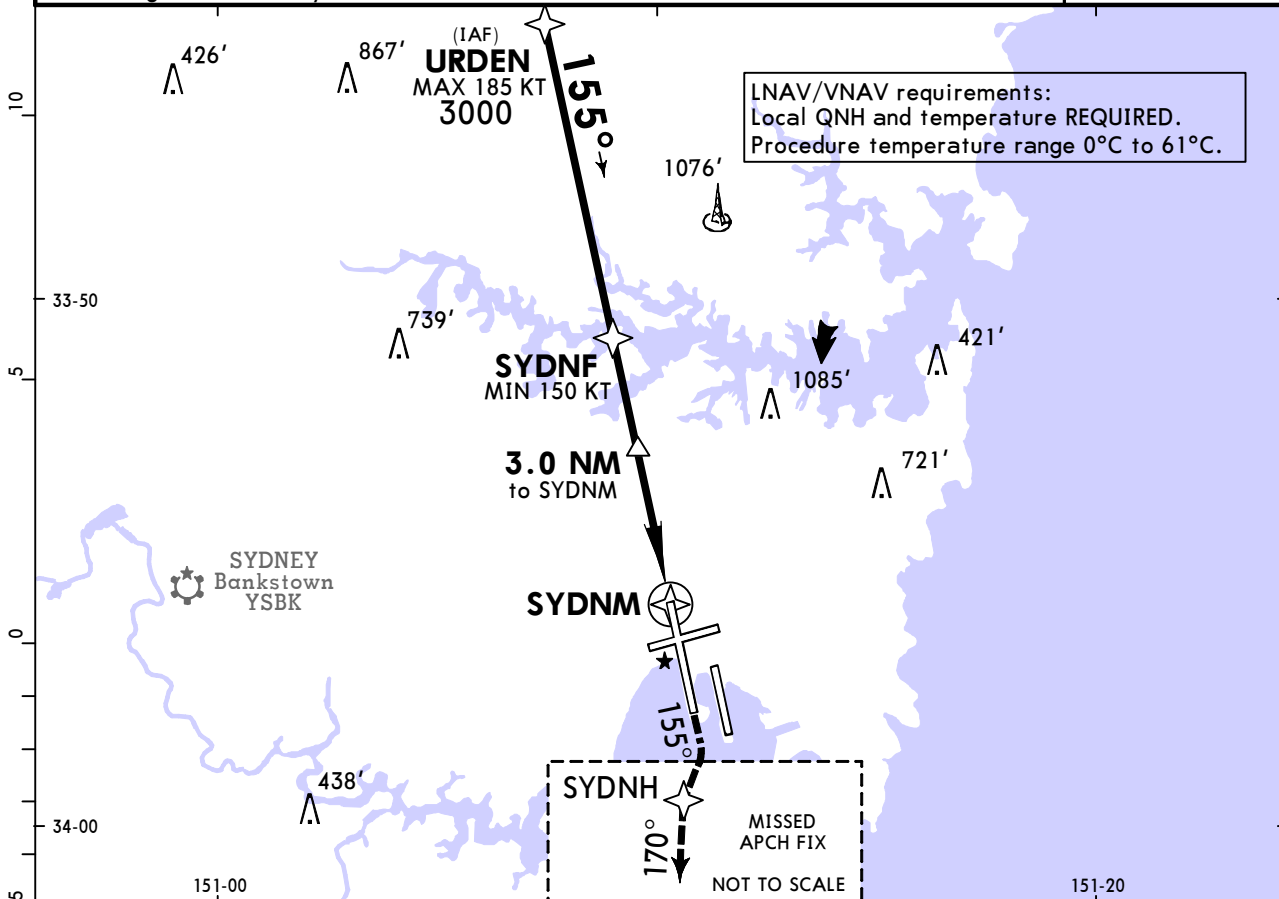
State	LNAV/VNAV STRAIGHT-IN LANDING			LNAV	
	DA(H) 360' (344')			MDA(H) 480' (459')	
	2 HIRL out	ALS out		ALS out	
A					
B	1 V1.0km	V1.2km	V1.9km	V1.7km	V2.7km
C					
D					

1 V1.2km when Flight Director or Autopilot or HUD to DA is not used; or the aircraft is not equipped with an operative failure warning system for the primary attitude and heading reference systems.
2 For partial HIRL or ALS failure, see ATC pages AUSTRALIA.

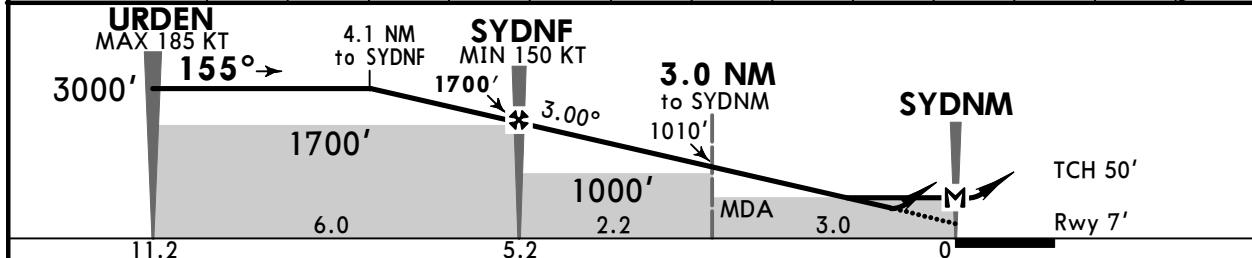
YSSY/SYD
KINGSFORD SMITH

JEPPESSEN SYDNEY, NSW, AUSTRALIA
21 JUL 23 (12-3)
RNP Rwy 16R

BRIEFING STRIP™	ATIS 118.55 126.25		SYDNEY Approach (R) North South 124.4 128.3		Director West East 126.1 125.3	
	SYDNEY Tower Rwy 16R/34L & 07/25 120.5		Rwy 16L/34R 124.7		Ground West of Rwy 16R/34L East of Rwy 16R/34L 126.5 121.7	
	RNAV	Final Apch Crs 155°	SYDNF 1700' (1693')	LNAV/VNAV DA(H) 370' (363')	Apt Elev 21' Rwy 7'	
	MISSED APCH: Track 155°, at MANDATORY 600' turn RIGHT, track direct to SYDNH, then track 170°. Climb to 3000' or as directed by ATC. RNP Apch Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL110 Trans alt: 10000' 1. Max for missed approach turn: 200 KT. 2. ATC Approach Speeds: At URDEN 185 - 160 KT, at SYDNF 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.					
						2700 MSA ARP 2100 within 10 NM



NM to NEXT WPT	4.1	4.0	3.0	2.0	1.0	SYDNF	5.0	4.0	3.0	2.0	1.5	1.0	SYDNM
ALTITUDE	3000'	2980'	2660'	2340'	2020'	1700'	1650'	1330'	1010'	690'	520'	370'	



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	MANDATORY	
Glide Path Angle	3.00°	372	478	531	637	849	PAPI	155°	600'
MAP at SYDNM									RT

PANS OPS	State STRAIGHT-IN LANDING				CIRCLE-TO-LAND		No Circling beyond D3.0 SY East of Rwy 16R & North of Rwy 25.
	LNAV/VNAV DA(H) 370' (363')		LNAV MDA(H) 520' (513')		Max Kts. MDA(H)		
	HIRL out		ALS out		100 710' (689') V2.4km		
	ALS out		ALS out		135 1000' (979') V4.0km		
A						180 1000' (979') V5.0km	
B	V1.2km	V2.0km	V2.1km	V3.0km			
C							
D							

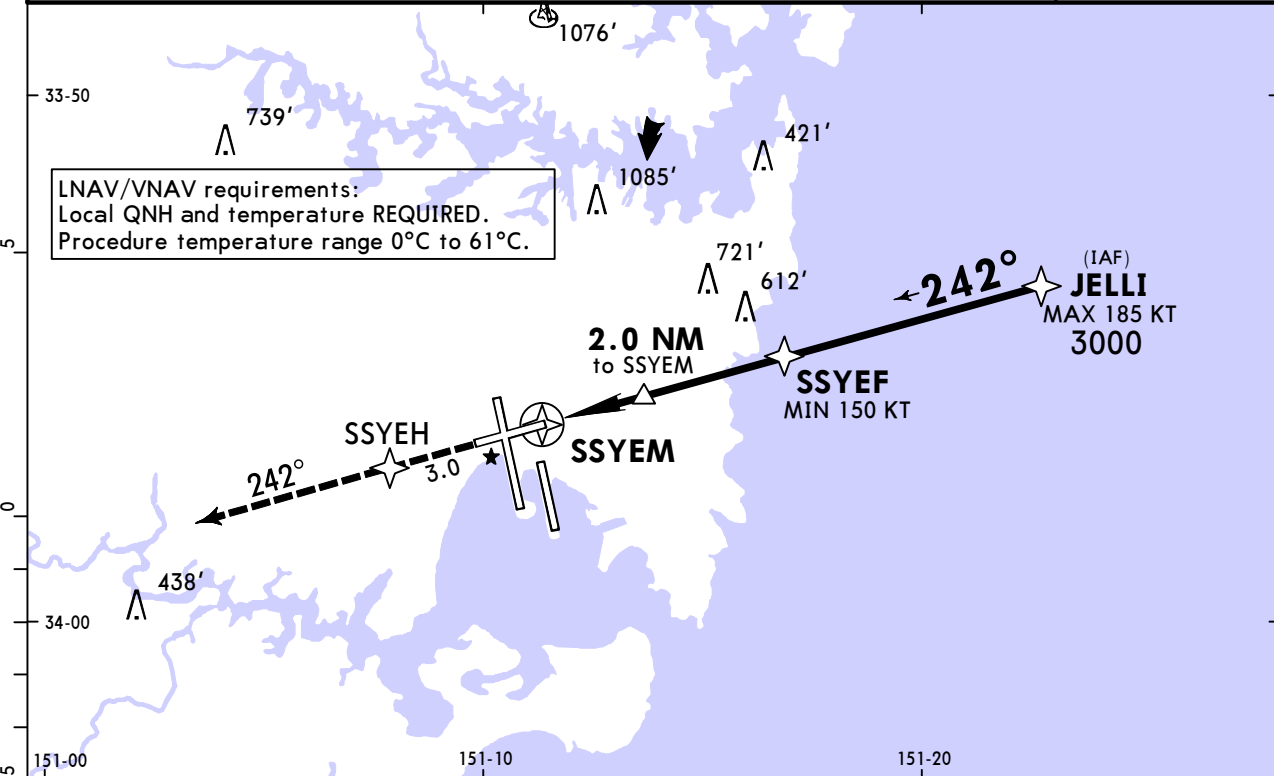
For partial HIRL or ALS failure, see ATC pages AUSTRALIA.

YSSY/SYD KINGSFORD SMITH

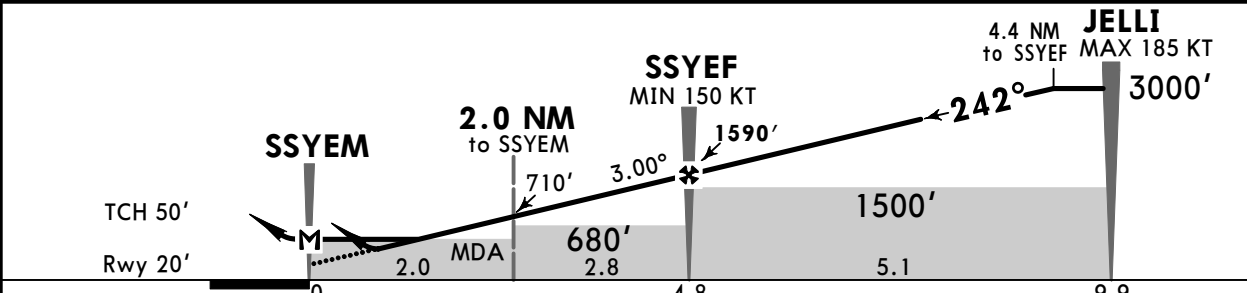
JEPPESEN SYDNEY, NSW, AUSTRALIA RNP Rwy 25

21 JUL 23 (12-4)

ATIS 118.55		SYDNEY Approach (R) North 126.25 South 124.4		Director West 128.3 East 126.1 125.3	
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 242°	SSYEF 1590' (1570')	LNAV/VNAV DA(H) 360' (340')	Apt Elev 21' Rwy 20'	2700
MISSED APCH: Track direct to SSYEH, thence track 242°. Climb to 3000' or as directed by ATC.					
RNP Apch	Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL110	Trans alt: 10000'	
1. ATC Approach Speeds: At JELLI 185 - 160 KT, at SSYEF 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as directed by ATC.					MSA ARP 2100 within 10 NM



NM to NEXT WPT	SSYEM	0.9	1.4	2.0	3.0	4.0	SSYEF	1.0	2.0	3.0	4.0	4.4
ALTITUDE		360'	520'	710'	1030'	1340'	1590'	1910'	2230'	2550'	2860'	3000'



Gnd speed-Kts	70	90	100	120	140	160	PAPI	D → SSYEH
Glide Path Angle	3.00°	372	478	531	637	743		
MAP at SSYEM								

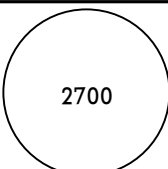
State		STRAIGHT-IN LANDING		CIRCLE-TO-LAND		No Circling beyond D3.0 SY East of Rwy 16R & North of Rwy 25
LNAV/VNAV		LNAV		MDA(H)		
DA(H) 360' (340')		MDA(H) 520' (499')		Max Kts		
A				100	710' (689') V2.4km	
B				135	1000' (979') V4.0km	
C	V1.9km	V2.8km		180	1000' (979') V5.0km	
D				205	1000' (979') V5.0km	

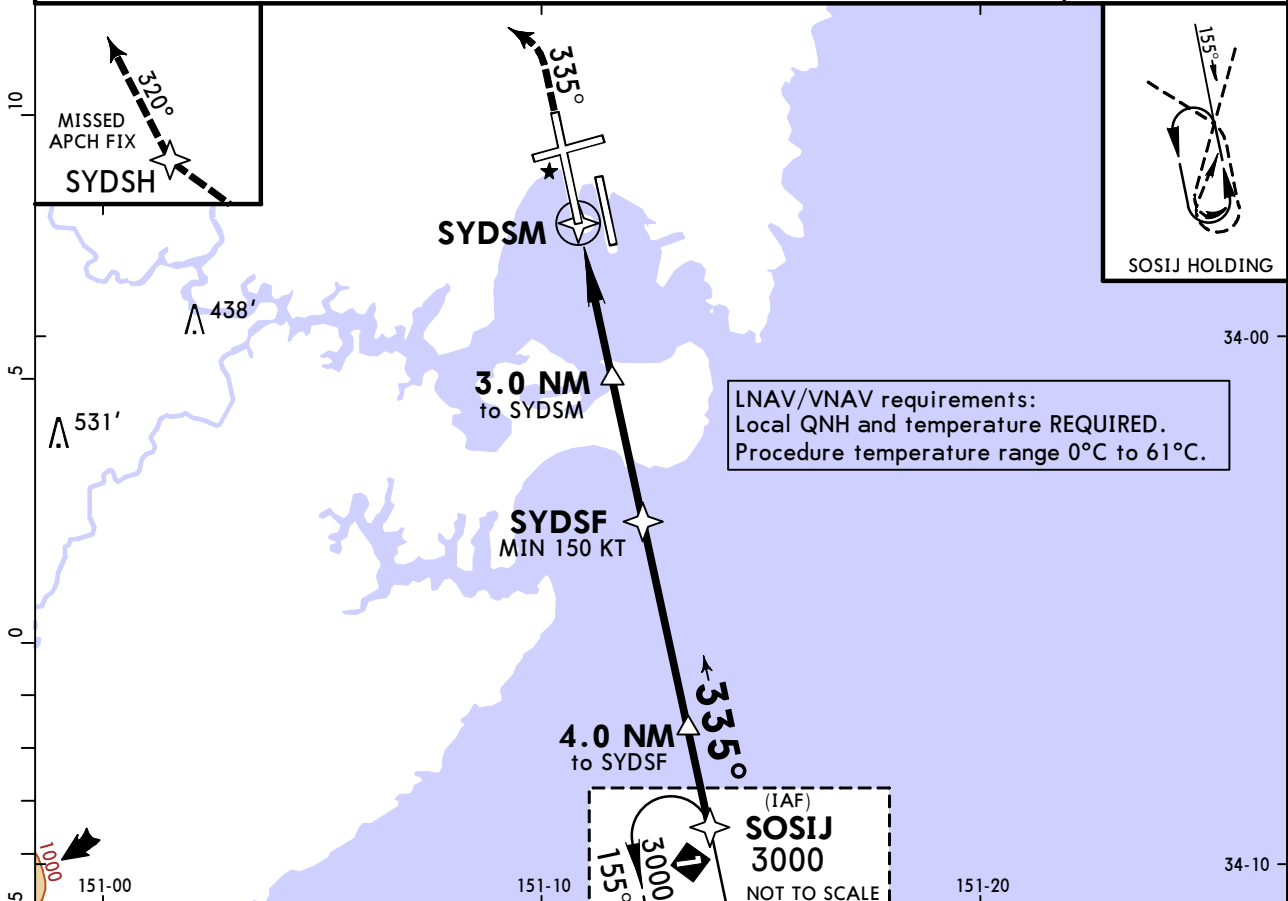
PANS OPS

YSSY/SYD KINGSFORD SMITH

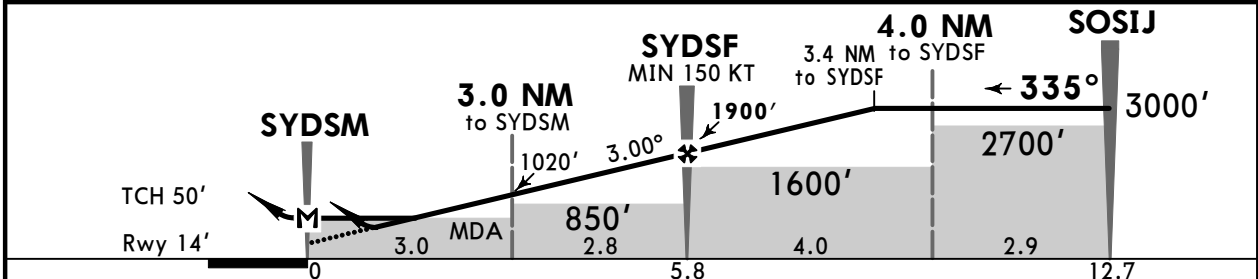
JEPPESEN SYDNEY, NSW, AUSTRALIA RNP Rwy 34L

21 JUL 23 (12-5)

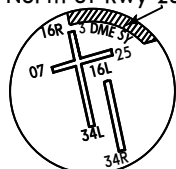
ATIS 118.55 126.25		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & 07/25 120.5		Rwy 16L/34R 124.7		Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7	
RNAV	Final Apch Crs 335°	SYDSF 1900' (1886')	LNAV/VNAV DA(H) 370' (356')	Apt Elev 21' Rwy 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.					
RNP Apch Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL110 Trans alt: 10000'					
1. Max for initial and holding: 210 KT. 2. ATC Approach Speeds: At 10NM from Touchdown Zone 185 - 160 KT, at SYDSF 160 - 150 KT. Advise Approach if unable to comply.					



NM to NEXT WPT	SYDSM	1.0	1.2	2.0	3.0	4.0	5.0	SYDSF	1.0	2.0	3.0	3.4
ALTITUDE		370'	450'	700'	1020'	1340'	1660'	1900'	2220'	2540'	2860'	3000'



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

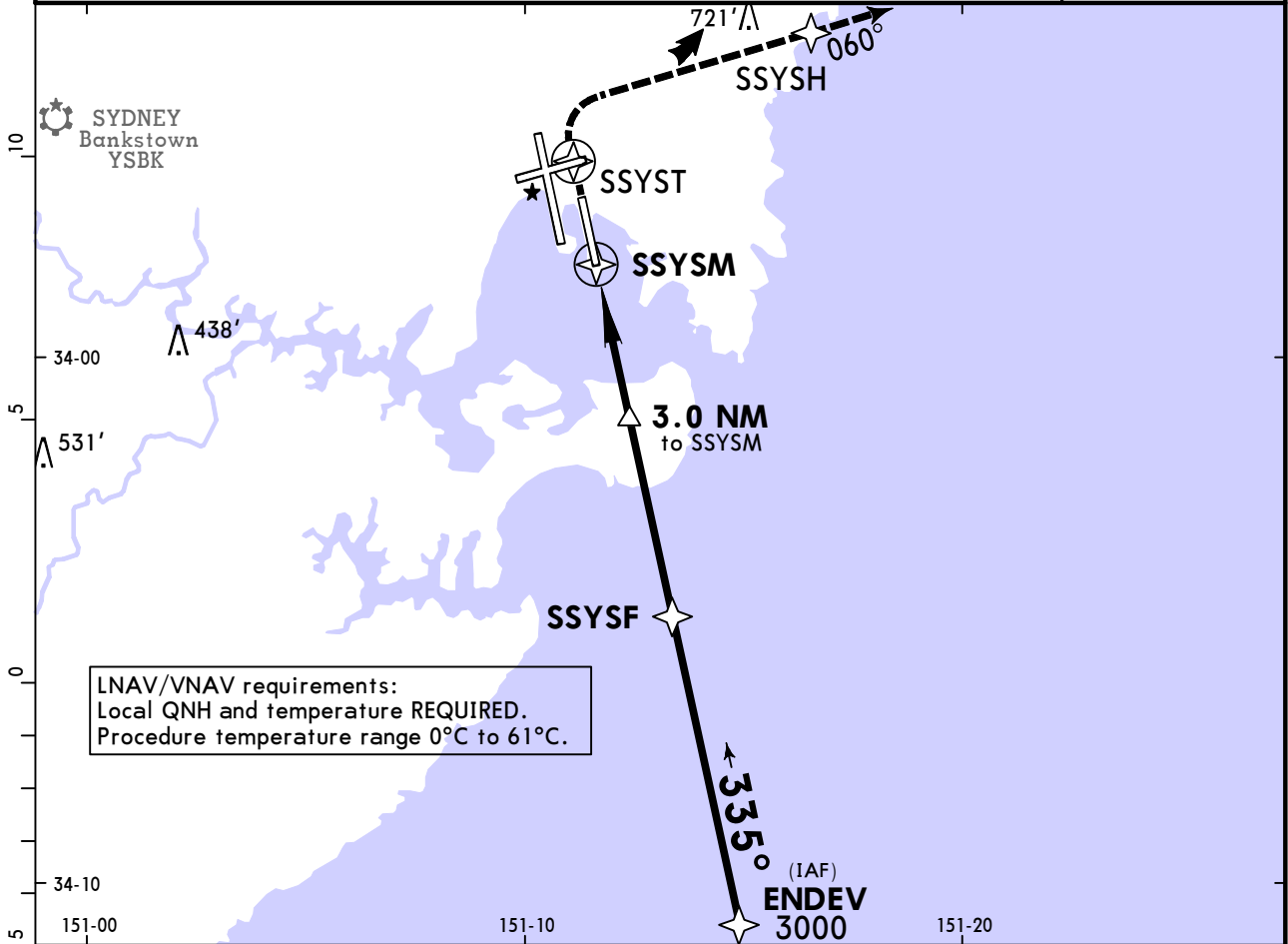
PANS OPS	State STRAIGHT-IN LANDING				CIRCLE-TO-LAND		No Circling beyond D3.0 SY East of Rwy 16R & North of Rwy 25 
	LNAV/VNAV DA(H) 370' (356')		LNAV MDA(H) 450' (436')		Max Kts MDA(H)		
	HIRL out	ALS out		ALS out	100	710' (689') V2.4km	
	A	V1.6km	V2.0km	V2.0km	V2.5km	135	
B					180	1000' (979') V5.0km	
C					205		
D							

YSSY/SYD KINGSFORD SMITH

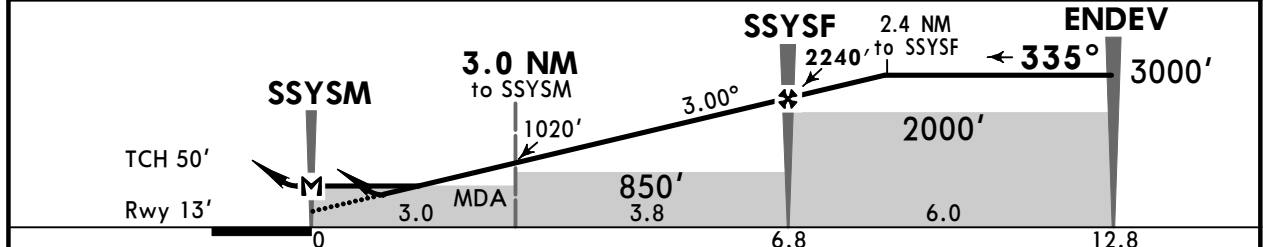
JEPPESEN SYDNEY, NSW, AUSTRALIA RNP Rwy 34R

21 JUL 23 (12-6)

ATIS 118.55		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			
RNP 124.7		SSYSF 2240' (2227')		LNAV/VNAV DA(H) 470' (457')			
Final Apch Crs 335°		Apt Elev 21' Rwy 13'		<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 ARP 2100 within 10 NM</p>			
<p>MISSED APCH: Track direct to SSYST. Turn RIGHT, track direct SSYSH, thence 060°. Climb to 4000' or as directed by ATC.</p>							
<p>RNP Apch Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL110 Trans alt: 10000'</p>							
<p>1. Max for initial 210 KT, for missed approach until SSYSH: 185 KT. 2. ATC Approach Speeds: At 10NM from Touchdown Zone 185 - 160 KT, at 5NM from Touchdown Zone 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC. 4. Circle-to-land not authorized.</p>							



NM to NEXT WPT	SSYSM	1.3	1.5	2.0	3.0	4.0	5.0	6.0	SSYSF	1.0	2.0	2.4
ALTITUDE		470'	550'	700'	1020'	1340'	1660'	1970'	2240'	2560'	2880'	3000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI PAPI	SSYST	RT	SSYSH
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at SSYSM										

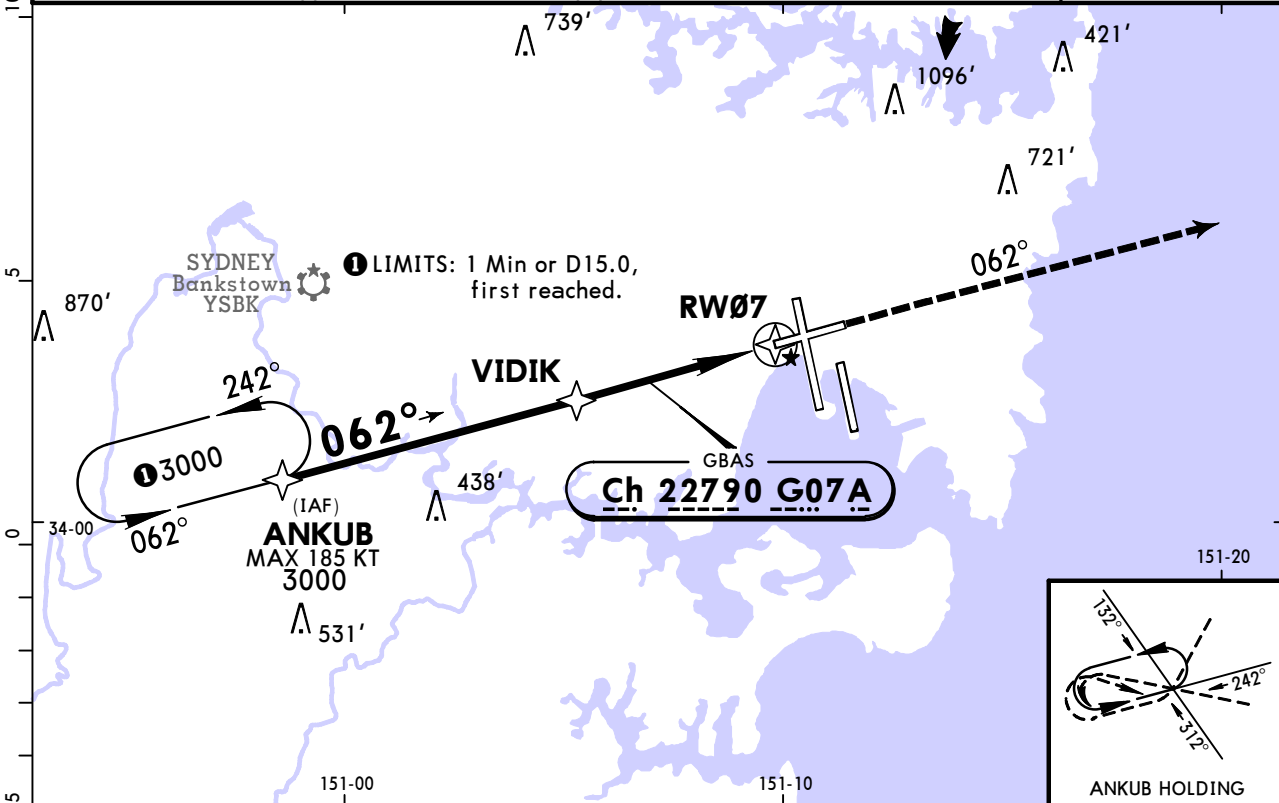
PANS OPS	State				STRAIGHT-IN LANDING			
	LNAV/VNAV DA(H) 470' (457')				LNAV MDA(H) 550' (537')			
	HIRL out		ALS out		ALS out		ALS out	
	A	V2.2km		V2.6km		V2.7km		V3.1km
B								
C								
D								

YSSY/SYD KINGSFORD SMITH

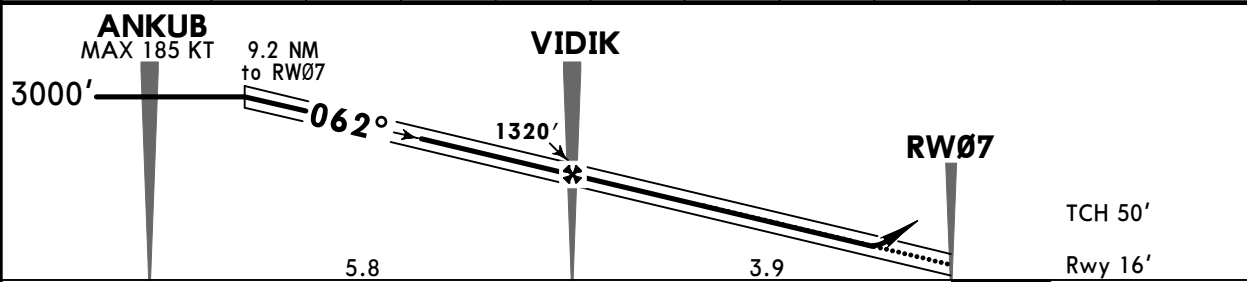
JEPPESSEN SYDNEY, NSW, AUSTRALIA GLS Rwy 07

24 NOV 23 **12-40** Eff 30 Nov

ATIS 118.55		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
GBAS Ch 22790 G07A	Final Apch Crs 062°	VIDIK 1320' (1304')	DA(H) 220' (204')	Apt Elev 21' Rwy 16'	2700 MSA ARP 2100 within 10 NM
MISSED APCH: Track 062°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL110 Trans alt: 10000'					
ATC Approach Speeds: At ANKUB 185 - 160 KT, at 5NM from Touchdown Zone 160 - 150 KT. Advise Approach if unable to comply.					

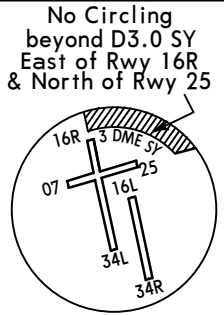


NM to RW07	9.2	9.0	8.0	7.0	6.0	5.0	3.9	3.0	2.0	1.0	0.5
ALTITUDE	3000'	2930'	2610'	2300'	1980'	1660'	1320'	1020'	700'	390'	220'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	062°	3000'
Glide Path Angle	3.00°	372	478	531	637	849			

State	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	GLS DA(H) 220' (204')		MDA(H)	
A	R1500m V1.5km		100	710' (689') V2.4km
B			135	1000' (979') V4.0km
C			180	1000' (979') V5.0km
D			205	1000' (979') V5.0km



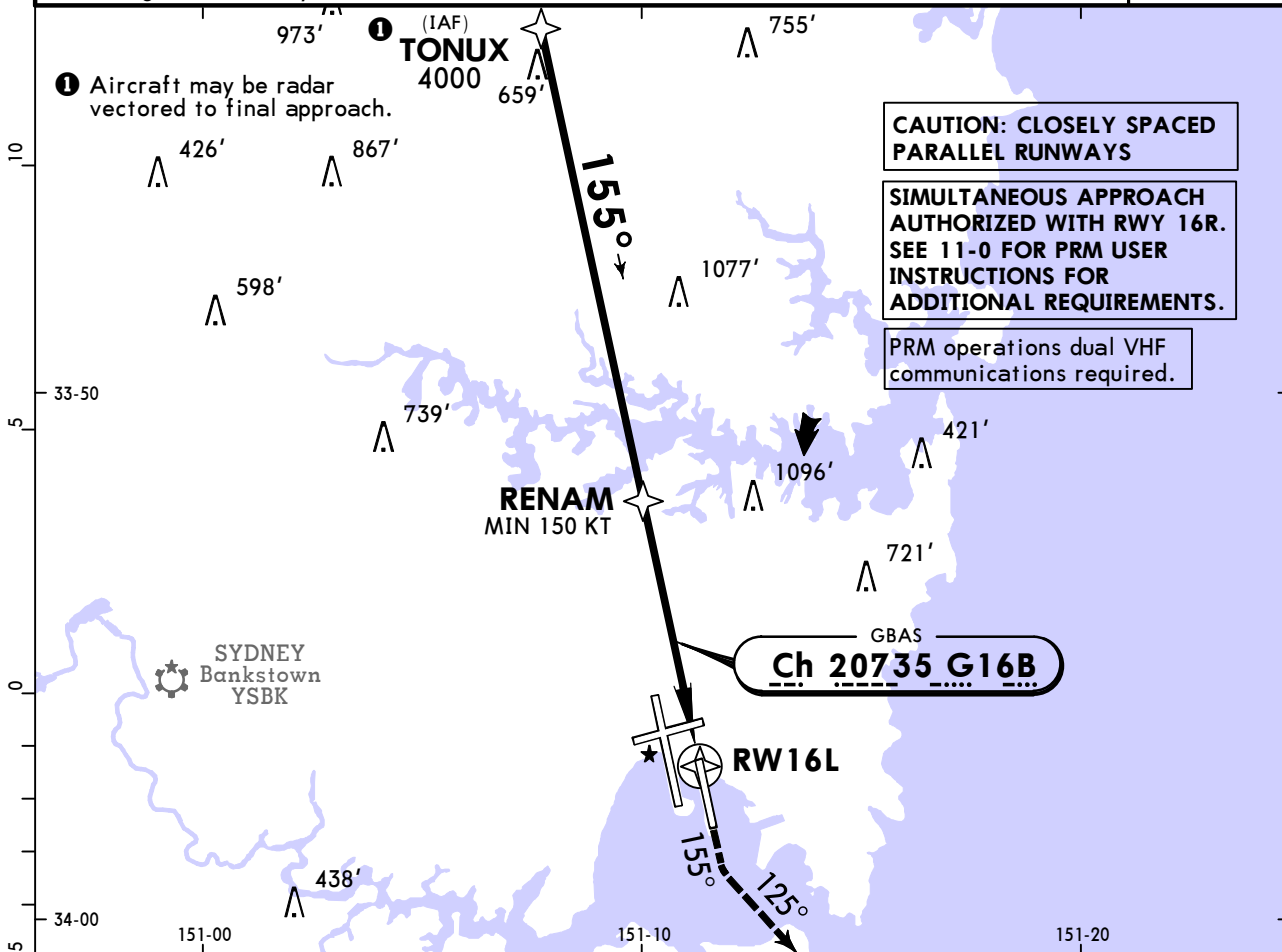
YSSY/SYD KINGSFORD SMITH

JEPPESEN SYDNEY, NSW, AUSTRALIA GLS Rwy 16L

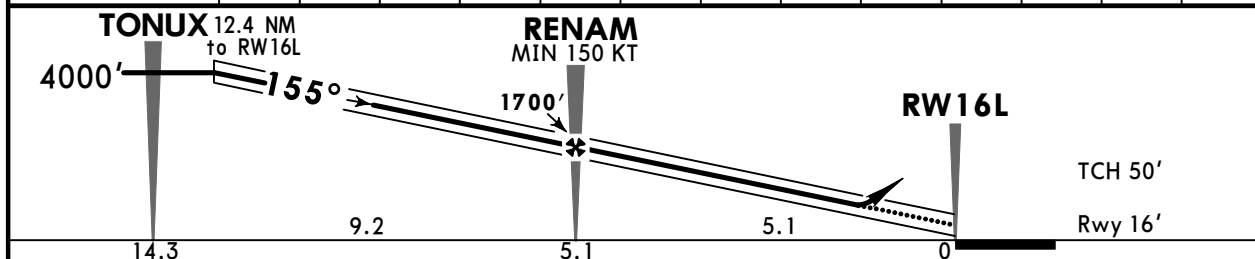
24 NOV 23 **12-41** Eff 30 Nov

BRIEFING STRIP™

118.55 ATIS		126.25 SYDNEY Tower		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3		
Rwy 16L/34R 124.7		Rwy 16R/34L & 07/25 120.5		MONITOR PRM 133.95		Ground West of Rwy 16R/34L East of Rwy 16R/34L 126.5 121.7		
GBAS Ch 20735 G16B	Final Apch Crs 155°	RENAM 1700' (1684')	DA(H) 220' (204')	Apt Elev 21' Rwy 16'		2700		
MISSED APCH: Track 155°. At MANDATORY 600' turn LEFT, track 125°. Climb to 3000' or as directed by ATC.								
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL110 Trans alt: 10000'								
1. ATC Approach Speeds: At 10NM from Touchdown Zone 185-160 KT, at RENAM 160 - 150 KT. 2. Holding as advised by ATC. 3. Circle-to-land not authorized.							MSA ARP 2100 within 10 NM	



NM to RW16L	12.4	11.0	10.0	9.0	8.0	7.0	6.0	5.1	4.0	3.0	2.0	1.0	0.5
ALTITUDE	4000'	3570'	3250'	2930'	2610'	2300'	1980'	1700'	1340'	1020'	700'	390'	220'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	MANDATORY 600' LT	155°	125°
Glide Path Angle	3.00°	372	478	531	637	743				

State STRAIGHT-IN LANDING
GLS
DA(H) **220'** (204')
HIRL out **2** ALS out

A	R550m V0.8km	V1.2km	V1.5km
B			
C			
D			

1 R/V1.2km when Flight Director or Autopilot or HUD to DA is not used; or the acft is not equipped with an operative failure warning system for primary attitude and heading reference systems.
2 For partial HIRL or ALS failure, see ATC pages AUSTRALIA.

PANS OPS

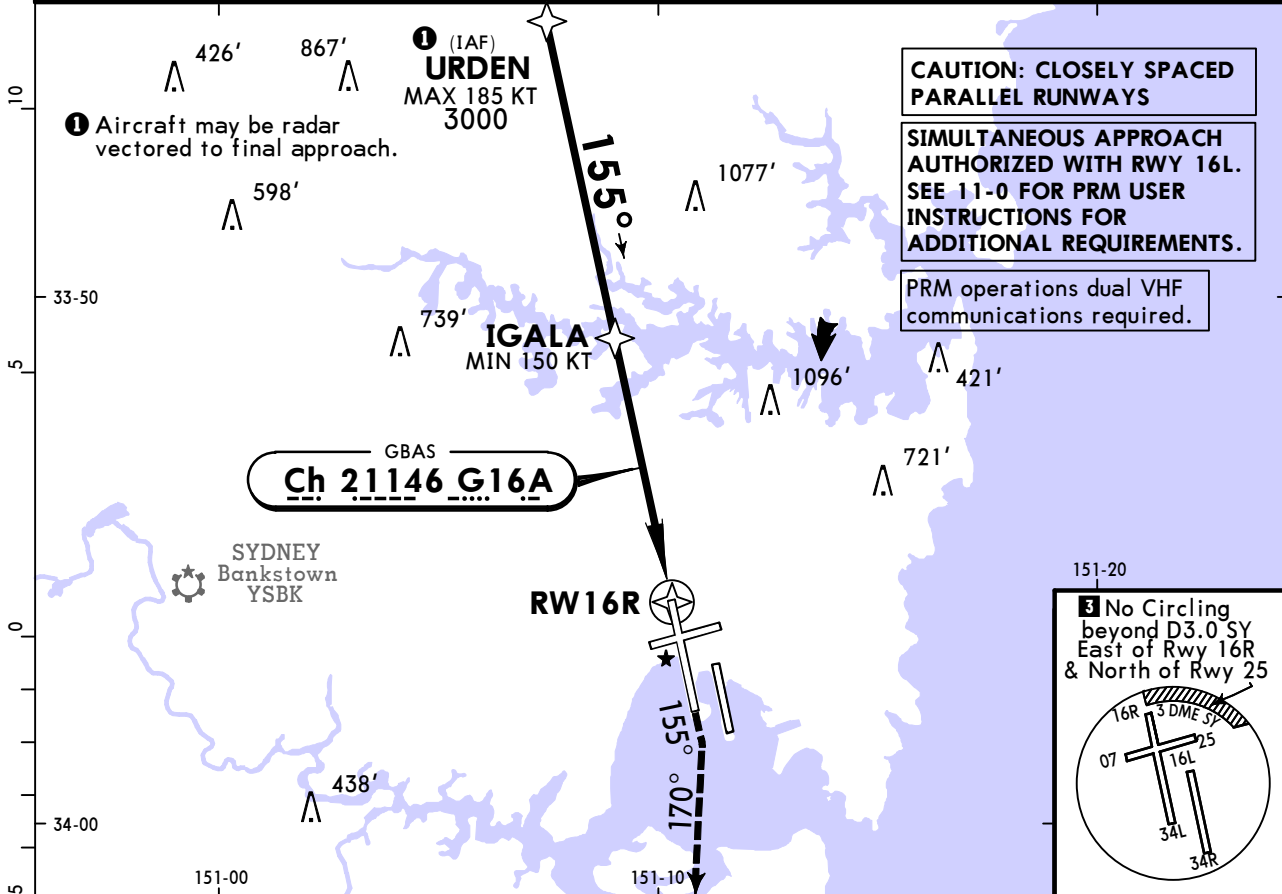
YSSY/SYD KINGSFORD SMITH

JEPPESEN SYDNEY, NSW, AUSTRALIA GLS Rwy 16R

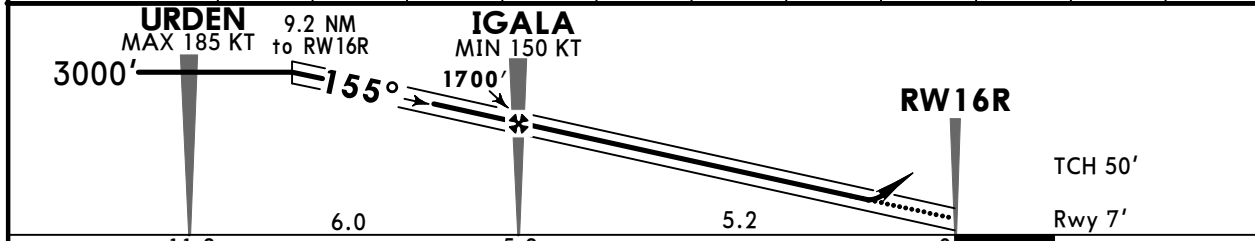
21 JUL 23 **12-42**

BRIEFING STRIP™

ATIS 118.55 126.25		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	MONITOR PRM 119.45	Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7	
GBAS Ch 21146 G16A	Final Apch Crs 155°	IGALA 1700' (1693')	DA(H) 210' (203')	Apt Elev 21' Rwy 7'	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: FL110	Trans alt: 10000'	
1. ATC Approach Speeds: At URDEN 185-160 KT, at IGALA 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as advised by ATC.					MSA ARP 2100 within 10 NM



NM to RW16R	9.2	9.0	8.0	7.0	6.0	5.2	4.0	3.0	2.0	1.0	0.5
ALTITUDE	3000'	2920'	2600'	2290'	1970'	1700'	1330'	1010'	690'	380'	210'



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

State	STRAIGHT-IN LANDING GLS DA(H) 210' (203')		3 CIRCLE-TO-LAND	
	HIRL out 2	ALS out	Max Kts	MDA(H)
A	1 R550m V0.8km	V1.2km	V1.5km	710' (689') V2.4km
B				1000' (979') V4.0km
C				1000' (979') V5.0km
D				

1 R/V1.2km when Flight Director or Autopilot or HUD to DA is not used; or the acft is not equipped with an operative failure warning system for primary altitude and heading reference systems.
2 For partial HIRL or ALS failure, see ATC pages AUSTRALIA.

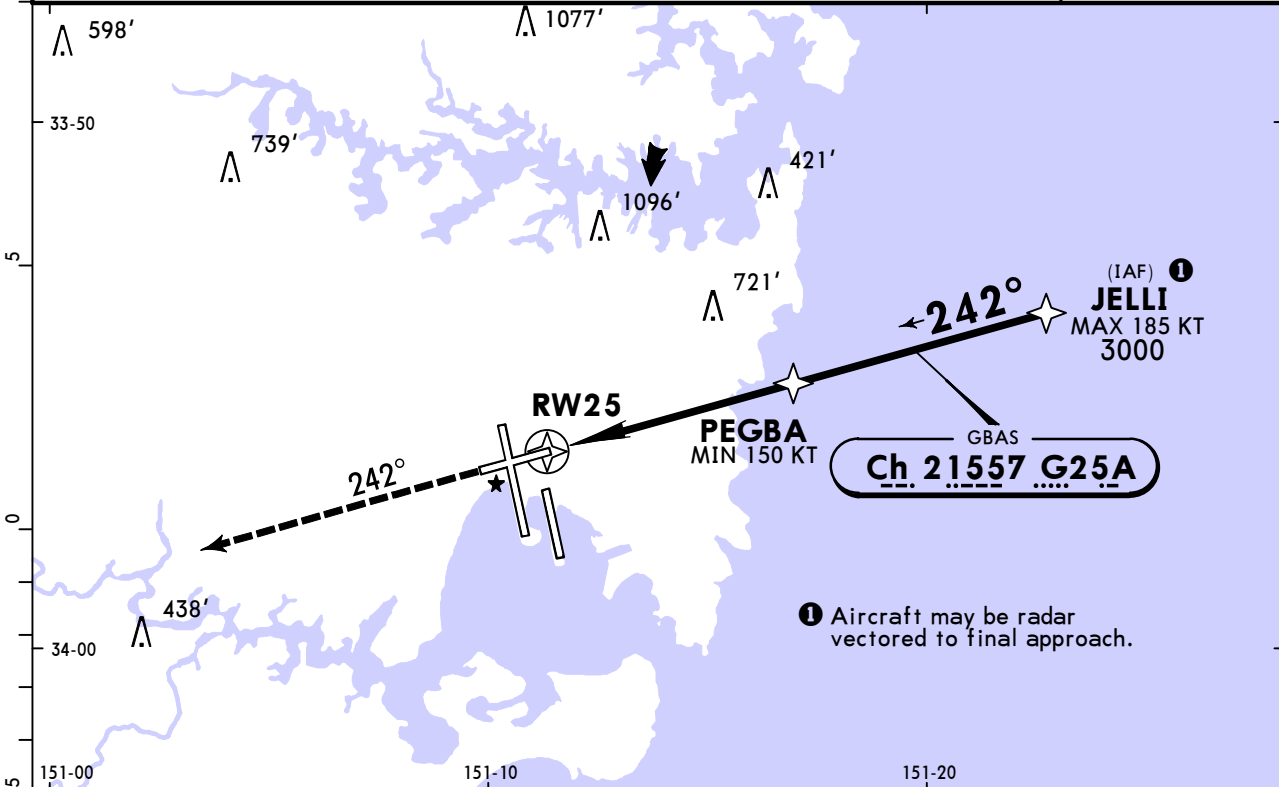
PANS OPS

YSSY/SYD KINGSFORD SMITH

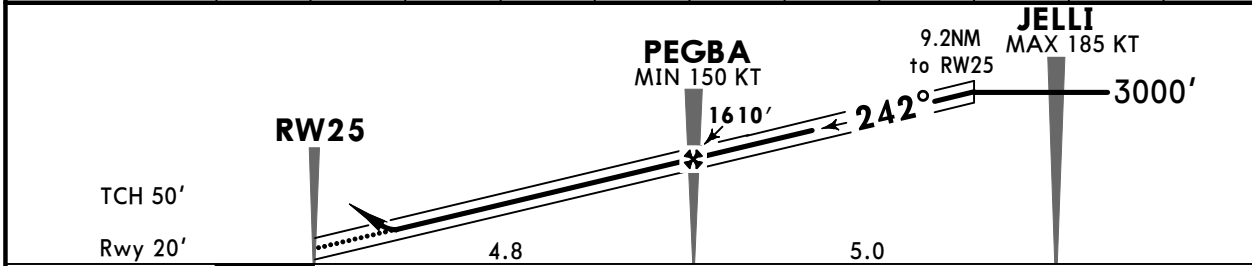
JEPPESEN SYDNEY, NSW, AUSTRALIA GLS Rwy 25

21 JUL 23 **12-43**

BRIEFING STRIP™	ATIS 118.55 126.25		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 East of Rwy 16R/34L 126.5 121.7		
	GBAS Ch 21557 G25A	Final Apch Crs 242°	PEGBA 1610' (1590')	DA(H) 230' (210')	Apt Elev 21' Rwy 20'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>2700</p>	
	MISSED APCH: Track 242°. Climb to 3000' or as directed by ATC.						
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL110		Trans alt: 10000'	
1. ATC Approach Speeds: At JELLI 185 - 160 KT, at PEGBA 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as advised by ATC.						MSA ARP 2100 within 10 NM	



NM to RW25	0.5	1.0	2.0	3.0	4.0	4.8	6.0	7.0	8.0	9.0	9.2
ALTITUDE	230'	390'	700'	1020'	1340'	1610'	1980'	2300'	2620'	2930'	3000'



Gnd speed-Kts	70	90	100	120	140	160	PAPI	242° ↑ 3000'
Glide Path Angle	3.00°	372	478	531	637	743		

State	STRAIGHT-IN LANDING		CIRCLE-TO-LAND		No Circling beyond D3.0 SY East of Rwy 16R & North of Rwy 25
	GLS		MDA(H)		
	DA(H) 230' (210')				
A	R1500m V1.5km		Max Kts 100	710' (689') V2.4km	
B			135	1000' (979') V4.0km	
C			180	1000' (979') V5.0km	
D			205	1000' (979') V5.0km	

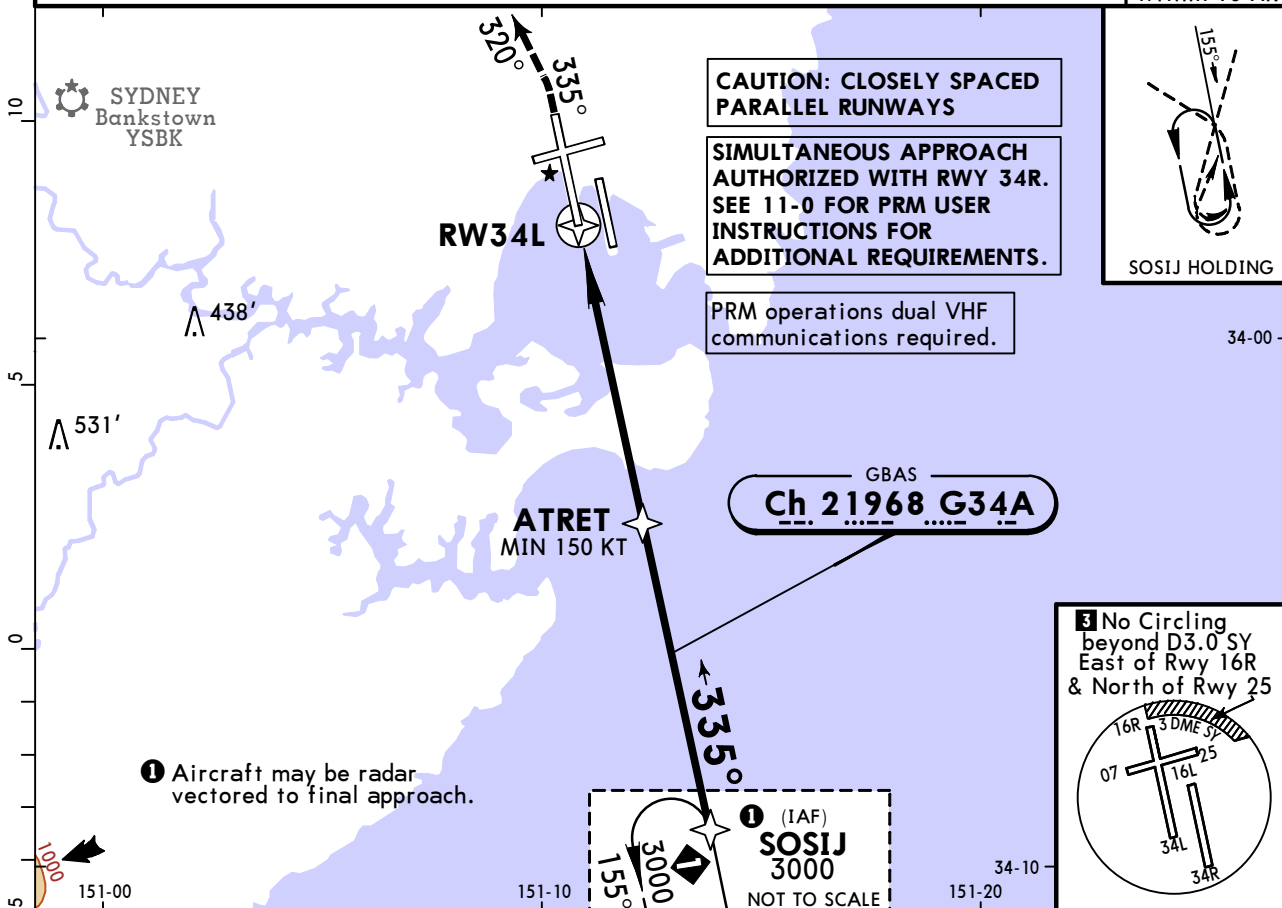
YSSY/SYD KINGSFORD SMITH

JEPPesen SYDNEY, NSW, AUSTRALIA GLS Rwy 34L

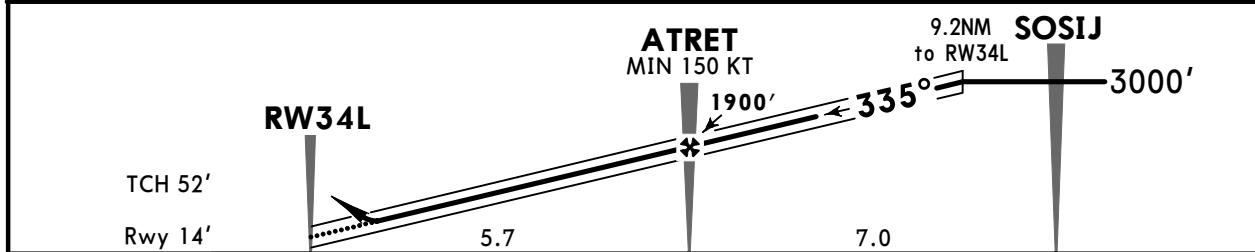
21 JUL 23 (12-44)

BRIEFING STRIP™

118.55 ATIS		126.25 SYDNEY Tower		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
Rwy 16R/34L & 07/25 120.5		Rwy 16L/34R 124.7		MONITOR PRM 119.45		Ground West of Rwy 16R/34L East of Rwy 16R/34L 126.5 121.7	
GBAS Ch 21968 G34A	Final Apch Crs 335°	ATRET 1900' (1886')	DA(H) 220' (206')	Apt Elev 21' Rwy 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: FL110			
ATC Approach Speeds: At 10NM from Touchdown Zone 185-160 KT, at ATRET 160 - 150 KT. Advise Approach if unable to comply.						MSA ARP 2100 within 10 NM	



NM to RW34L	0.5	1.0	2.0	3.0	4.0	5.0	5.7	7.0	8.0	9.0	9.2
ALTITUDE	220'	380'	700'	1020'	1340'	1660'	1900'	2300'	2610'	2930'	3000'



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

State STRAIGHT-IN LANDING			3 CIRCLE-TO-LAND		
GLS DA(H) 220' (206')			Max Kts		
HIRL out 2		ALS out	MDA(H)		
A	1 R800m V0.8km	V1.2km	V1.5km	710' (689') V2.4km	
B				1000' (979') V4.0km	
C				1000' (979') V5.0km	
D					

1 R/V1.2km when Flight Director or Autopilot or HUD to DA is not used; or the acft is not equipped with an operative failure warning system for primary altitude and heading reference systems.
2 For partial HIRL or ALS failure, see ATC pages AUSTRALIA.

PANS OPS

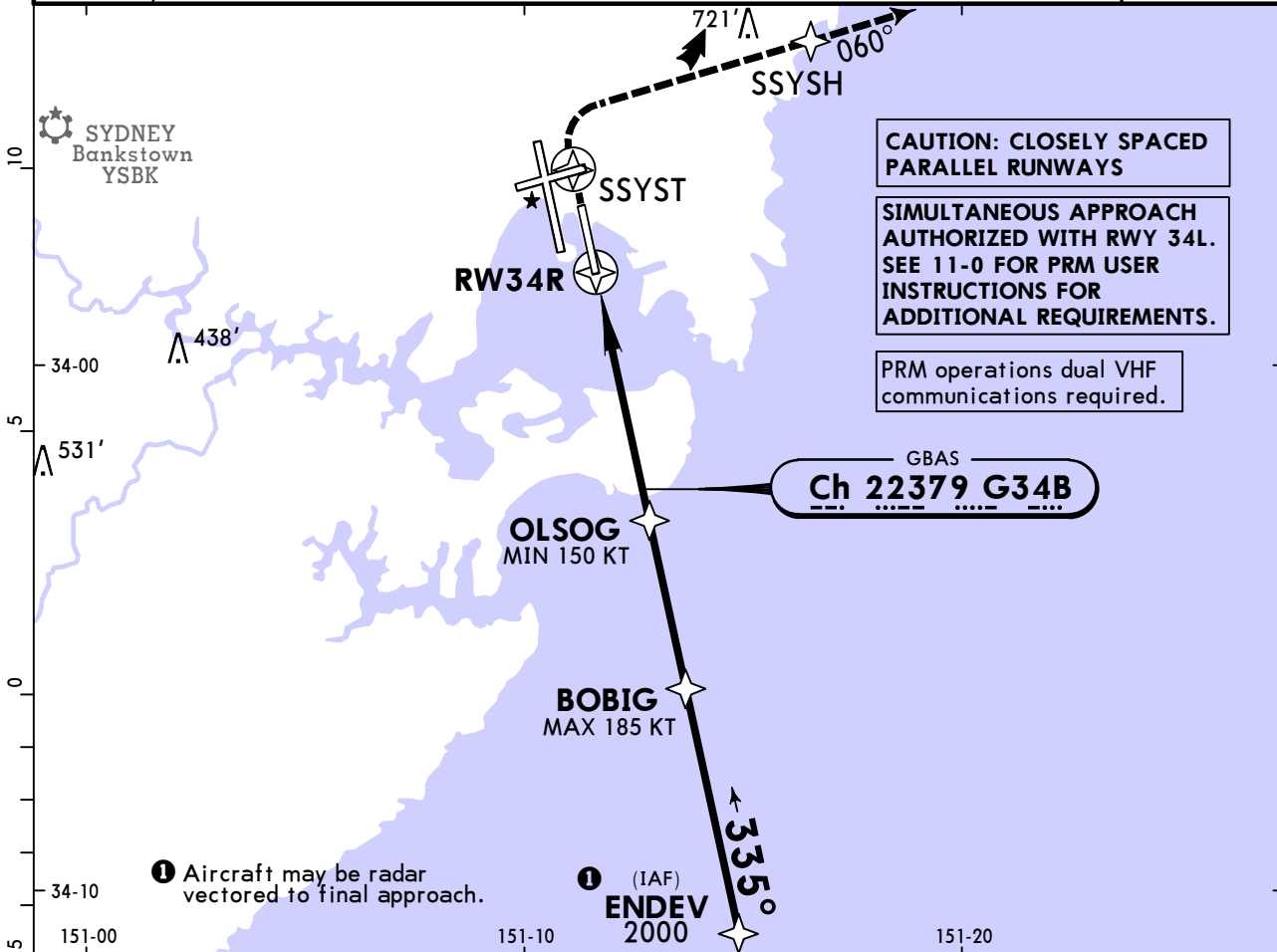
YSSY/SYD KINGSFORD SMITH

JEPPESSEN SYDNEY, NSW, AUSTRALIA GLS Rwy 34R

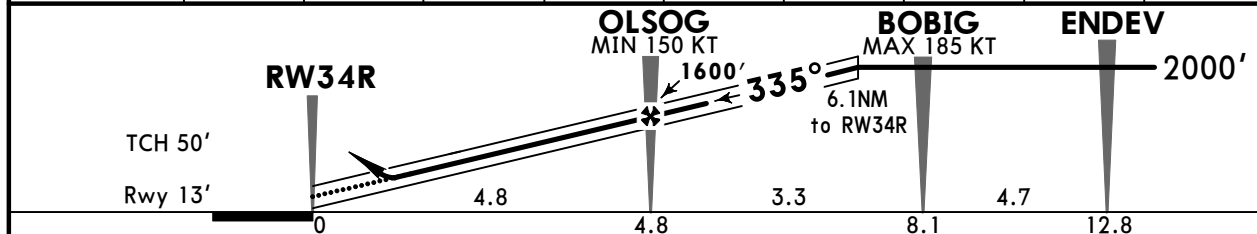
21 JUL 23 (12-45)

BRIEFING STRIP™

118.55 ATIS		126.25 SYDNEY Tower		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
Rwy 16L/34R 124.7		Rwy 16R/34L & 07/25 120.5		MONITOR PRM 133.95		Ground West of Rwy 16R/34L East of Rwy 16R/34L 126.5 121.7	
GBAS Ch 22379 G34B	Final Apch Crs 335°	OLSOG 1600' (1587')		DA(H) Refer to Minimums	Apt Elev 21' Rwy 13'		2700 MSA ARP 2100 within 10 NM
MISSED APCH: Track direct to SSYST. Turn RIGHT, track direct SSYSH, thence 060°. Climb to 4000' or as directed by ATC. Refer to minimums for missed apch climb gradient.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL110		Trans alt: 10000'	
1. Max for missed approach until SSYSH: 185 KT. 2. ATC Approach Speeds: At BOBIG 185-160 KT, at OLSOG 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as advised by ATC. 4. Circle-to-land not authorized.							



NM to RW34R	0.5	1.0	1.2	2.0	3.0	4.0	4.8	5.0	6.1
ALTITUDE	220'	380'	460'	700'	1020'	1340'	1600'	1660'	2000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	SSYST	RT	SSYSH
Glide Path Angle	3.00°	372	478	531	637	743				

State		STRAIGHT-IN LANDING	
Missed apch climb gradient MIN 3.6% (219'/NM) DA(H) 220' (207')		Missed apch climb gradient MIN 2.5% (152'/NM) DA(H) 460' (447')	
HIRL out 2		ALS out	

A	R1000m V1.2km	V1.2km	V1.5km	V2.2km	V2.5km
B					
C					
D					

1 R/V1.2km when Flight Director or Autopilot or HUD to DA is not used; or the acft is not equipped with an operative failure warning system for primary altitude and heading reference systems.
2 For partial HIRL or ALS failure, see ATC pages AUSTRALIA.

CHANGES: Minimums, new AOM concept.

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PANS OPS

Chart changes since cycle 10-2024

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
SYDNEY, NS (KINGSFORD SMITH - YSSY)				
ADD	DOM 2 & DOM 3 PAVEMENT WO...	10-8F	24 May 2024	
ADD	DOM 2 & DOM 3 PAVEMENT WO...	10-8F1	24 May 2024	
ADD	DOM 2 & DOM 3 PAVEMENT WO...	10-8F2	24 May 2024	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport YSSY

Type: Terminal

Effectivity: Permanent

Begin Date: 20240229

End Date: No end date

Aerodrome beacon decommissioned.

Type: Terminal

Effectivity: Permanent

Begin Date: 20191107

End Date: No end date

(All charts) Airport name should read Kingsford Smith.