

General Info

Sydney NS, AUS

S 33° 56.8' E151° 10.6' Mag Var: 12.7°E

Elevation: 21'

Public, IFR, Control Tower, Rotating Beacon, Customs

Fuel: 100-130, 115-145, Jet A-1

Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+10:00 uses DST

Runway Info

Runway 07-25 8301' x 148' asphalt

Runway 16L-34R 7999' x 148' asphalt

Runway 16R-34L 12999' x 148' asphalt

Runway 07 (62.0°M) TDZE 16'

Lights: Edge, REIL

Stopway Distance 98'

Runway 16L (155.0°M) TDZE 16'

Lights: Edge, ALS

Displaced Threshold Distance 756'

Runway 16R (155.0°M) TDZE 8'

Lights: Edge, ALS, Centerline

Displaced Threshold Distance 279'

Stopway Distance 98'

Runway 25 (242.0°M) TDZE 20'

Lights: Edge

Displaced Threshold Distance 331'

Runway 34L (335.0°M) TDZE 14'

Lights: Edge, Centerline

Runway 34R (335.0°M) TDZE 13'

Lights: Edge, REIL

Displaced Threshold Distance 125'

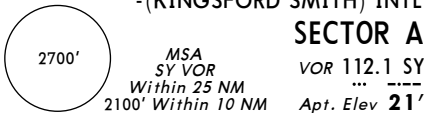
Communications InfoATIS **126.25**ATIS **112.1**ATIS **428**Sydney Tower **124.7**Sydney Tower **120.5**Sydney Ground Control **126.5**Sydney Ground Control **121.7**Ansett Apron Ramp/Taxi Control **130.95**Sydney Delivery Clearance Delivery **133.8**Sydney Approach Control **126.1**Sydney Approach Control **125.3**Sydney Approach Control **128.3**Sydney Approach Control **124.4**Sydney Approach Control **135.9**Sydney Departure Control **118.4** Beyond 15 mi.Sydney Departure Control **129.7**Sydney Departure Control **123.0**Sydney Unknown **135.1**Sydney Centre Radar **124.55**Sydney Centre Radar **125.8**ILS Monitor Only Radar **133.95**ILS Monitor Only Radar **119.45**Skyfuel Australia Operations **129.9**Air Ops Operations **13206** MilitaryAir Ops Operations **11235** MilitaryAir Ops Operations **5687** MilitaryAir Ops Operations **3032** MilitaryAir Ops Operations **8974** Military**Notebook Info**

JEPPesen 3 OCT 08 (10-2)

DME or GPS ARRIVAL

SYDNEY, NSW, AUSTRALIA
 -(KINGSFORD SMITH) INTL
SECTOR A

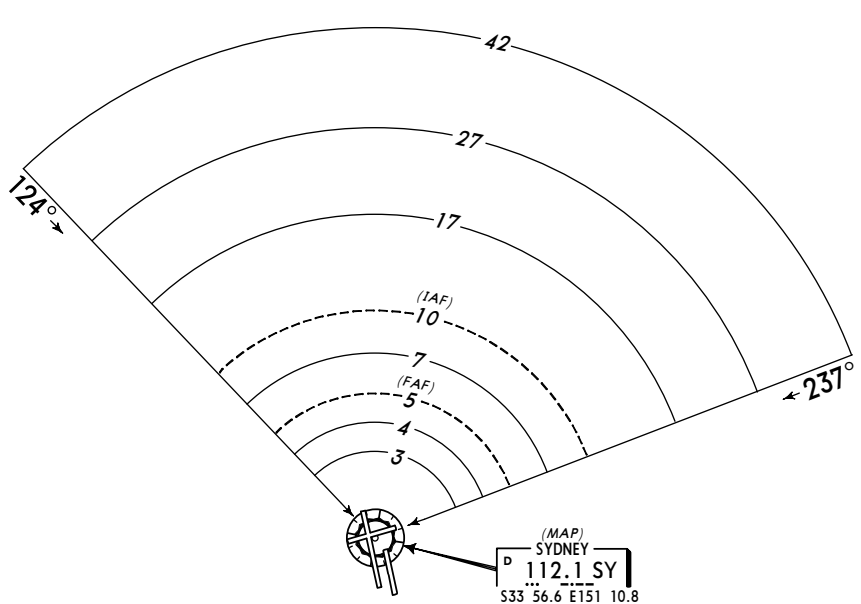
ATIS **112.1 118.55 126.25 428**
 SYDNEY Approach (R) North **124.4** South **128.3**
 DIRECTOR West **126.1** East **125.3**
 SYDNEY Tower: Rwy 16R/34L & 07/25 **120.5**
 Rwy 16L/34R **124.7**
 Ground: East of Rwy 16R/34L **121.7**
 West of Rwy 16R/34L **126.5**



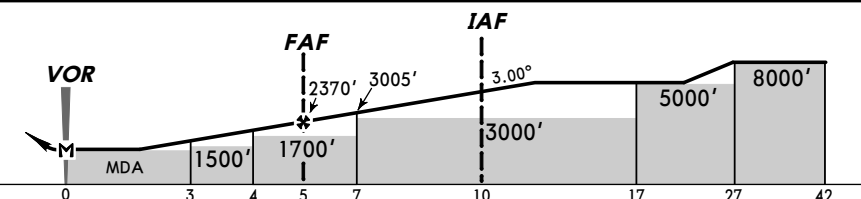
Alt Set: hPa Trans level: FL 110
 Apt Elev: 1 hPa Trans alt: 10000' (9979')

DME USING SY DME
 GPS REFERENCE WAYPOINT SY VOR

NOT TO SCALE



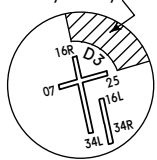
NM to VOR	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	13.3
ALTITUDE	1400'	1730'	2050'	2370'	2685'	3005'	3320'	3640'	3960'	4275'	4595'	4910'	5000'



MISSED APPROACH: Climb on track to 3000'.

CIRCLE-TO-LAND	
MDA(H) 1400' (1379')	
A	2.4 km
B	4.0 km
C	5.0 km
D	

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



PANS OPS 4

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

JEPPesen 3 OCT 08 (10-2A)

DME or GPS ARRIVAL

SYDNEY, NSW, AUSTRALIA
 -(KINGSFORD SMITH) INTL
SECTOR B

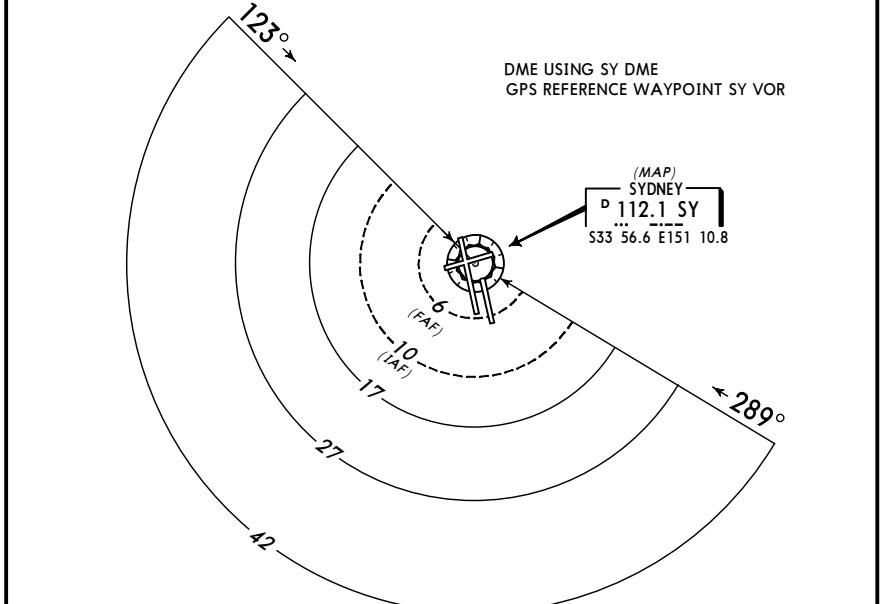
ATIS **112.1 118.55 126.25 428**
 SYDNEY Approach (R) North **124.4** South **128.3**
 DIRECTOR West **126.1** East **125.3**
 SYDNEY Tower: Rwy 16R/34L & 07/25 **120.5**
 Rwy 16L/34R **124.7**
 Ground: East of Rwy 16R/34L **121.7**
 West of Rwy 16R/34L **126.5**



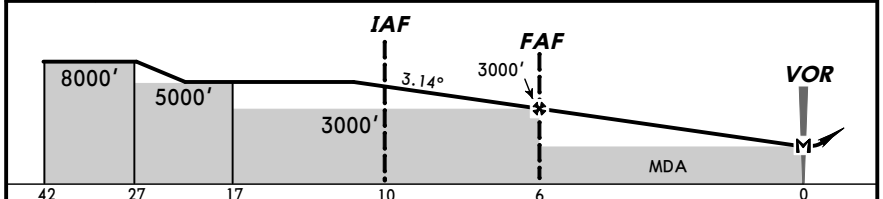
Alt Set: hPa Trans level: FL 110
 Apt Elev: 1 hPa Trans alt: 10000' (9979')

DME USING SY DME
 GPS REFERENCE WAYPOINT SY VOR

NOT TO SCALE



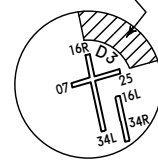
NM to VOR	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.0
ALTITUDE	5000'	4665'	4335'	4000'	3665'	3335'	3000'	2665'	2335'	2000'	1665'	1335'	1000'



MISSED APPROACH: Climb on track to 3000'.

CIRCLE-TO-LAND	
MDA(H) 1000' (979')	
A	2.4 km
B	4.0 km
C	5.0 km
D	

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



PANS OPS 4

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.14°	389	500	556	667	778	889
MAP at VOR						

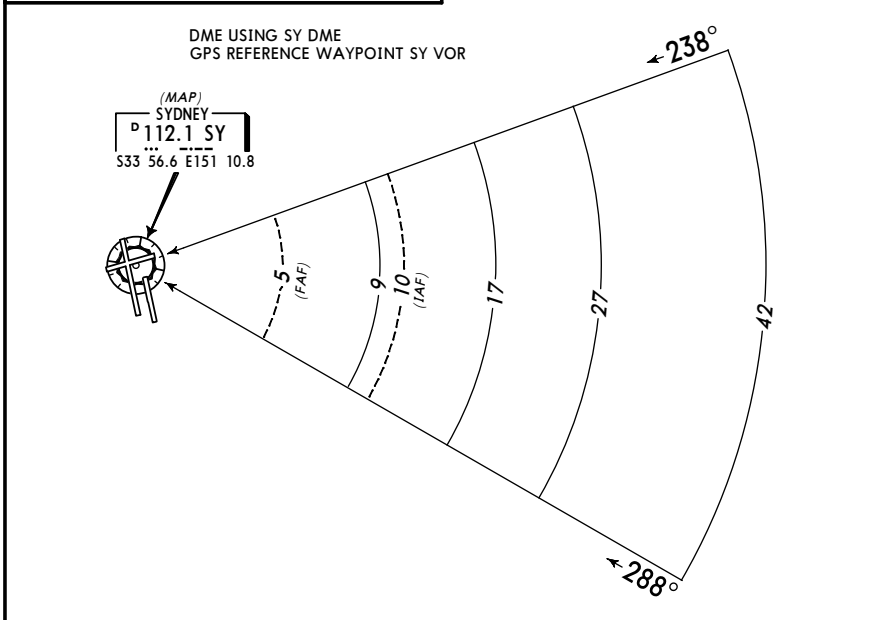
JEPPESEN 14 NOV 08 (10-2B) Eff 20 Nov **DME or GPS ARRIVAL**

SYDNEY, NSW, AUSTRALIA
 -(KINGSFORD SMITH) INTL
SECTOR C

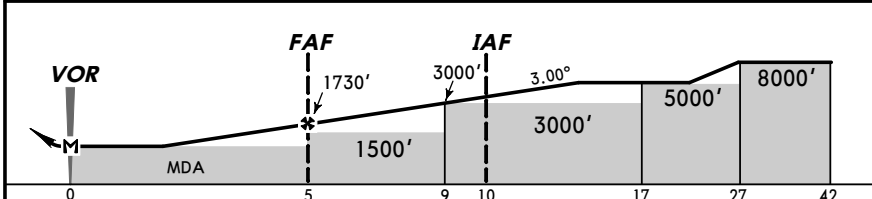
ATIS **112.1 118.55 126.25 428**
 SYDNEY Approach (R) North **124.4** South **128.3**
 DIRECTOR East **125.3** West **126.1**
 SYDNEY Tower: Rwy 16R/34L & 07/25 **120.5**
 Rwy 16L/34R **124.7**
 Ground: East of Rwy 16R/34L **121.7**
 West of Rwy 16R/34L **126.5**

2700' MSA SY VOR VOR 112.1 SY
 2100' Within 10 NM Apt. Elev 21'

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



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



MISSED APPROACH: Climb on track to 3000'.

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

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

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

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

NOT TO SCALE

PANS OPS

JEPPESEN 14 NOV 08 (10-2C) Eff 20 Nov **RNAV STAR**

SYDNEY, NSW, AUSTRALIA
 YSSY -(KINGSFORD SMITH) INTL

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

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

BOREE FOUR ARRIVAL

SPEED: MAX IAS 250 KT BELOW 10000'

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

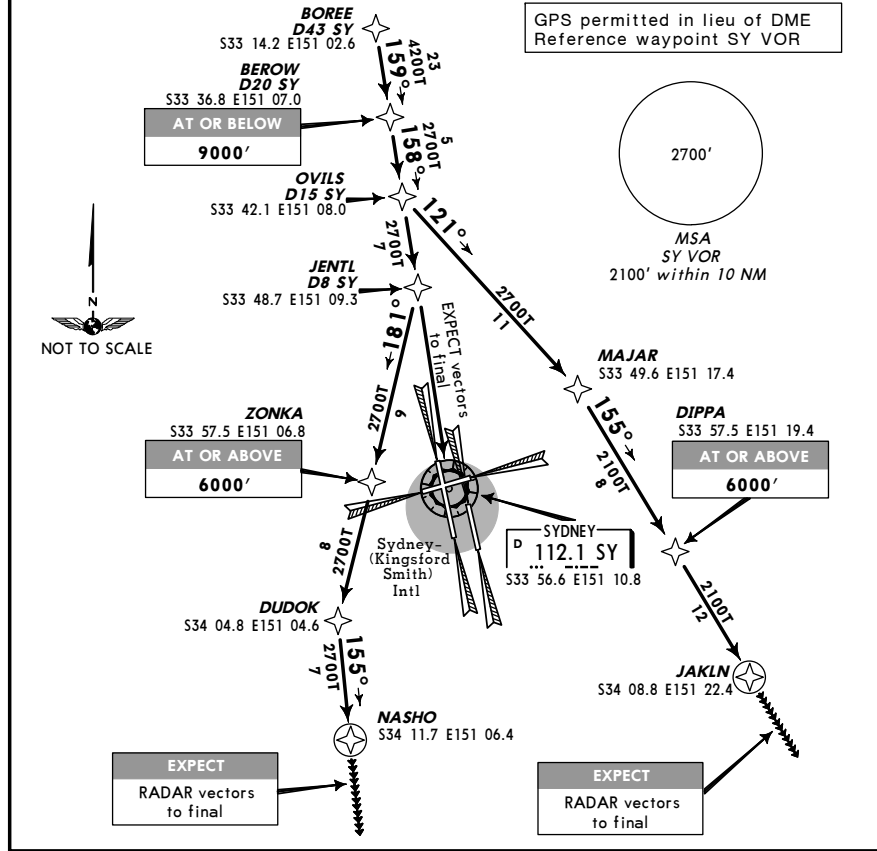
For RWYS 07, 16L/R, 25:
 Track 158° to SY VOR. EXPECT RADAR vectors to final.

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

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

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

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



GPS permitted in lieu of DME
 Reference waypoint SY VOR

ATIS 112.1 118.55 126.25 428
 SYDNEY Approach (R) North 124.4
 SYDNEY, NSW, AUSTRALIA
 YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

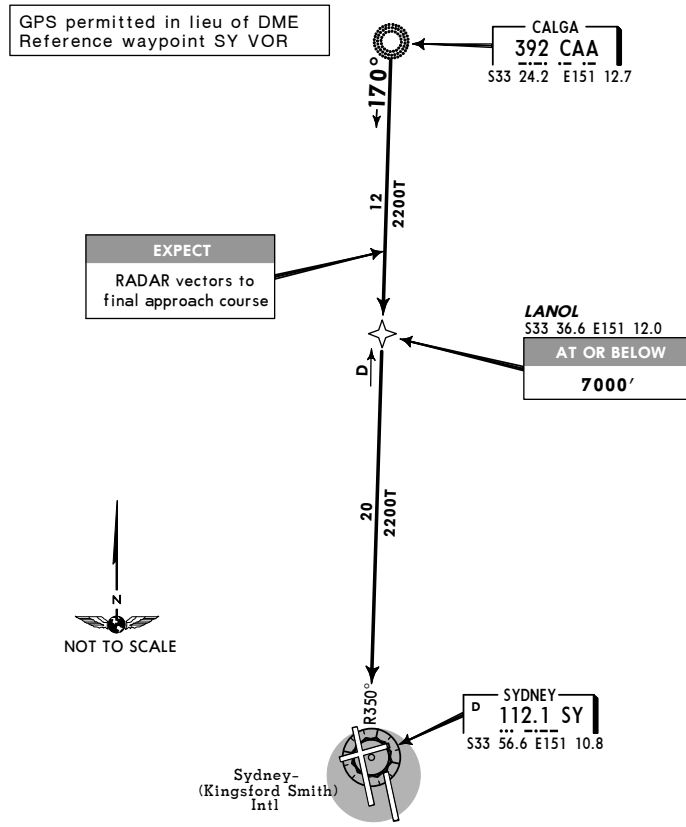
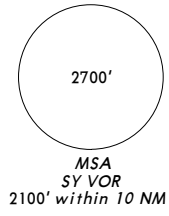
CALGA SIX ARRIVAL

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

From CAA NDB track SY R-350 to SY VOR. Cross LANOL at or below 7000'. EXPECT RADAR vectors to final approach course when inside D30 SY.

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



ATIS 112.1 118.55 126.25 428
 SYDNEY Approach (R) North 124.4
 South 128.3
 SYDNEY, NSW, AUSTRALIA
 YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

MARLN EIGHT ARRIVAL

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

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

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

GPS permitted in lieu of DME Reference waypoint SY VOR

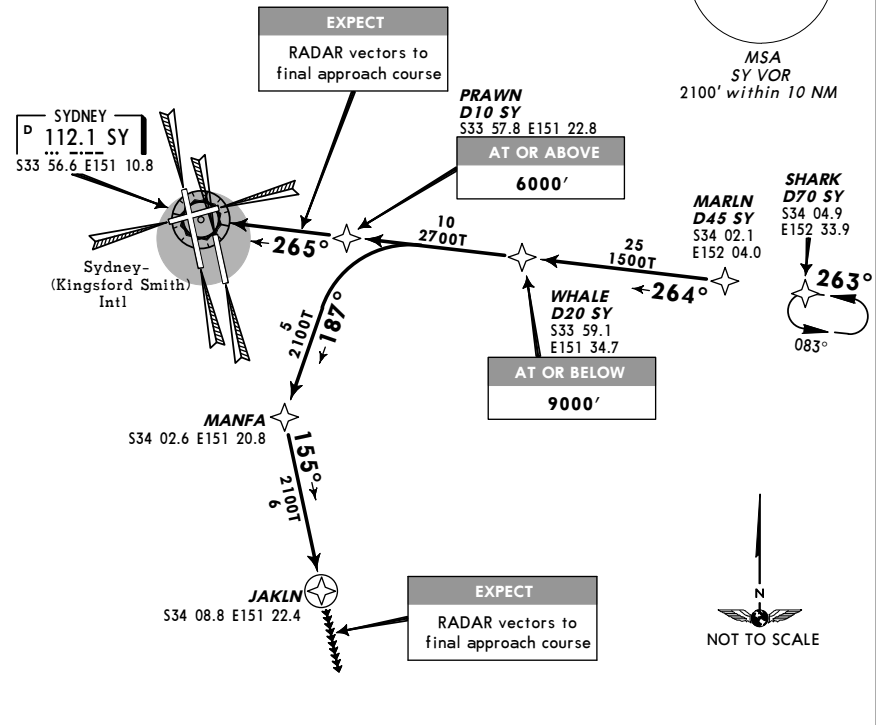
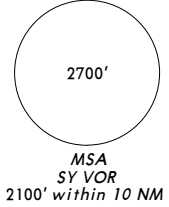
RWY 25: Track 264° to SY VOR. EXPECT RADAR vectors to final.

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

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

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

NOTE: Tracking via SHARK subject to ATC clearance.



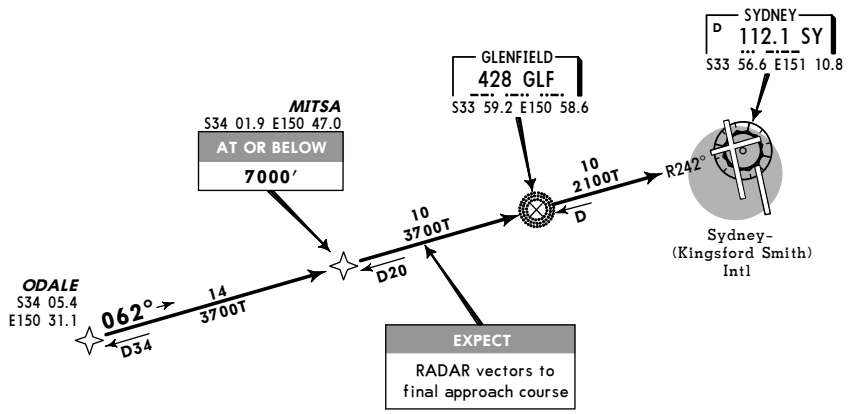
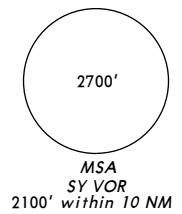
ATIS 112.1 118.55 126.25 428
 SYDNEY Approach (R) South 128.3
 SYDNEY, NSW, AUSTRALIA
 YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'
ODALE THREE ARRIVAL
SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

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

GPS permitted in lieu of DME
 Reference waypoint SY VOR



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

ATIS 112.1 118.55 126.25 428
 SYDNEY Approach (R) South 128.3
 SYDNEY, NSW, AUSTRALIA
 YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'
RIVET NINE ARRIVAL
SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

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

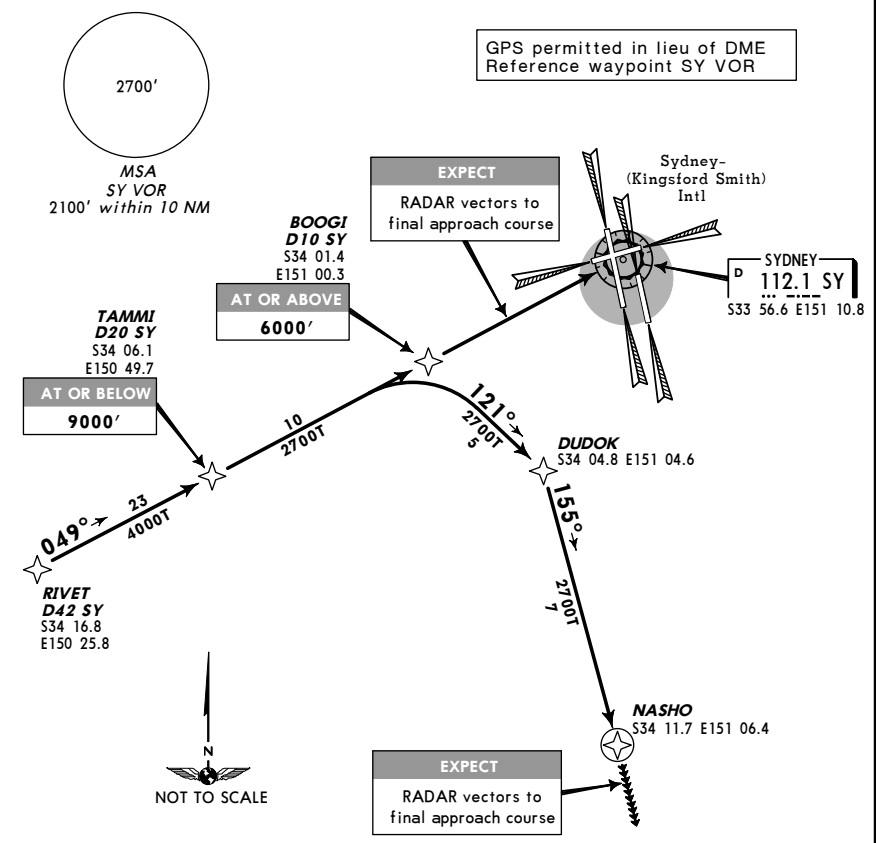
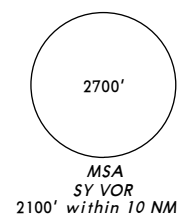
RWY 07: EXPECT RADAR vectors to final.

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

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

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

GPS permitted in lieu of DME
 Reference waypoint SY VOR



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

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

SYDNEY, NSW, AUSTRALIA

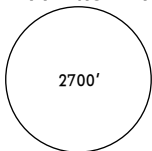
YSSY - (KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

SYDNEY THREE DEPARTURE (RADAR) ALL RUNWAYS

SPEED: MAX IAS 250 KT BELOW 10000'

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



MSA SY VOR
 2100' within 10 NM

RWY 07: GRAD 4.7% to 1500', thence 3.3%. Track 062°.

At 600' (800' for Jet Aircraft) turn to assigned heading. EXPECT RADAR vectors. For ACFT cleared via ENTRA or KAMBA-WLM - See SPECIAL REQUIREMENT. **A**

RWY 16L: GRAD 3.3% (4.7% to 1000'). Track 155°. At 500' turn to assigned heading.

EXPECT RADAR vectors. For ACFT cleared via ENTRA or KAMBA-WLM - See SPECIAL REQUIREMENT. **A**

RWY 16R: GRAD 3.3% (4.7% to 1000'). Track 155°.

At 600' (800' for Jet Aircraft) turn to assigned heading. EXPECT RADAR vectors. For ACFT cleared via ENTRA or KAMBA-WLM - See SPECIAL REQUIREMENT. **A**

RWY 25: GRAD 3.3% (5.6% to 2500'). Track 242°. At 700' (1500' for Jet Aircraft) turn to assigned heading.

EXPECT RADAR vectors. For ACFT cleared via ENTRA or KAMBA-WLM - See SPECIAL REQUIREMENT. **A**

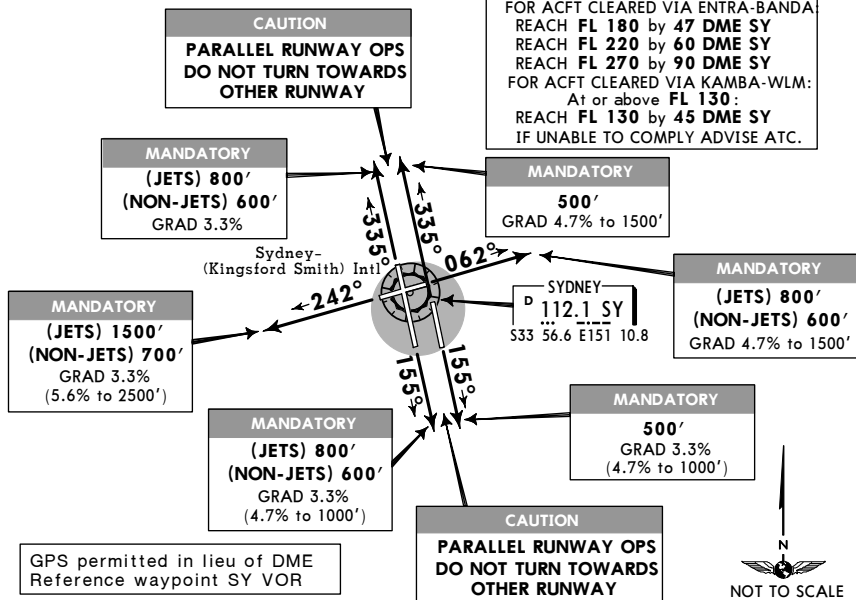
RWY 34L: GRAD 3.3%. Track 335°. At 600' (800' for Jet Aircraft) turn to assigned heading (NO RIGHT TURN BELOW 1500').

EXPECT RADAR vectors. For ACFT cleared via ENTRA or KAMBA-WLM - See SPECIAL REQUIREMENT. **A**

RWY 34R: GRAD 4.7% to 1500', thence 3.3%. Track 335°. At 500' turn to assigned heading.

EXPECT RADAR vectors. For ACFT cleared via ENTRA or KAMBA-WLM - See SPECIAL REQUIREMENT. **A**

A SPECIAL REQUIREMENT
 FOR ACFT CLEARED VIA ENTRA-BANDA:
 REACH FL 180 by 47 DME SY
 REACH FL 220 by 60 DME SY
 REACH FL 270 by 90 DME SY
 FOR ACFT CLEARED VIA KAMBA-WLM:
 At or above FL 130:
 REACH FL 130 by 45 DME SY
 IF UNABLE TO COMPLY ADVISE ATC.



GPS permitted in lieu of DME
 Reference waypoint SY VOR

CAUTION
 PARALLEL RUNWAY OPS
 DO NOT TURN TOWARDS
 OTHER RUNWAY



GRAD = Minimum Required Climb Gradient

LOST COMMS
 On recognition of communication failure Squawk 7600.

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

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

SYDNEY, NSW, AUSTRALIA

YSSY - (KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

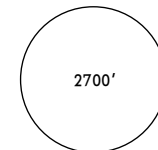
JETS ONLY RUNWAY 16L

ABBEY TWO DEPARTURE

SPEED: MAX IAS 250 KT BELOW 10000'

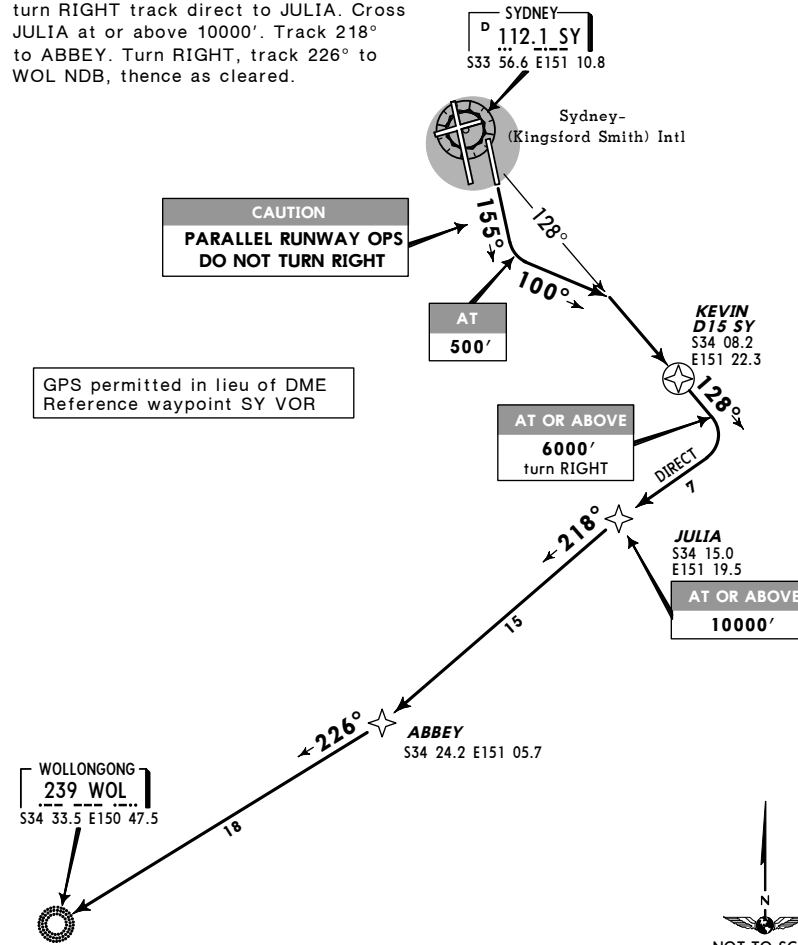
Minimum required climb gradient 4.7% to 1000', then 3.3%.

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



MSA SY VOR
 2100' within 10 NM

RWY 16L: Track 155°. At 500' turn LEFT track 100° to intercept and track SY VOR R-128° to KEVIN (D15 SY). After passing KEVIN (D15 SY) and 6000' turn RIGHT track direct to JULIA. Cross JULIA at or above 10000'. Track 218° to ABBEY. Turn RIGHT, track 226° to WOL NDB, thence as cleared.



CAUTION
 PARALLEL RUNWAY OPS
 DO NOT TURN RIGHT

GPS permitted in lieu of DME
 Reference waypoint SY VOR



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

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000' RUNWAY 16L

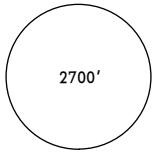
BOTANY BAY SIX DEPARTURE (VISUAL)

SPEED: MAX IAS 250 KT BELOW 10000'

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

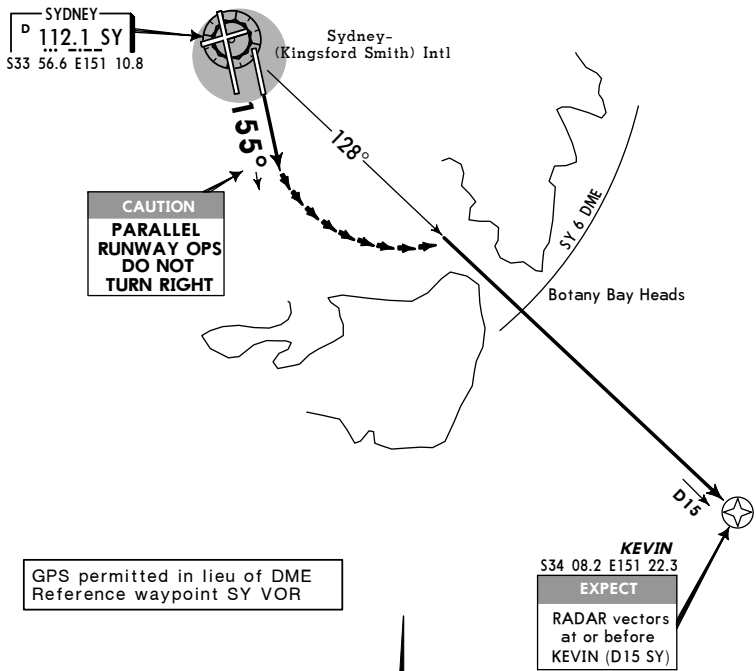
Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
5.4% V/V (fpm)	410	547	820	1094	1367	1641

RWY 16L: Track 155°. As soon as practicable turn LEFT. Track visually through Botany Bay Heads. Intercept and track SY R-128 by SY 6 DME. EXPECT RADAR vectors at or before KEVIN (D15 SY). For aircraft cleared via ENTRA - See SPECIAL REQUIREMENT **A**



MSA
 SY VOR
 2100' within 10 NM

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



GPS permitted in lieu of DME
 Reference waypoint SY VOR

KEVIN
 S34 08.2 E151 22.3
EXPECT
 RADAR vectors
 at or before
 KEVIN (D15 SY)



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

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000' RUNWAYS 16R, 34L SOUTH

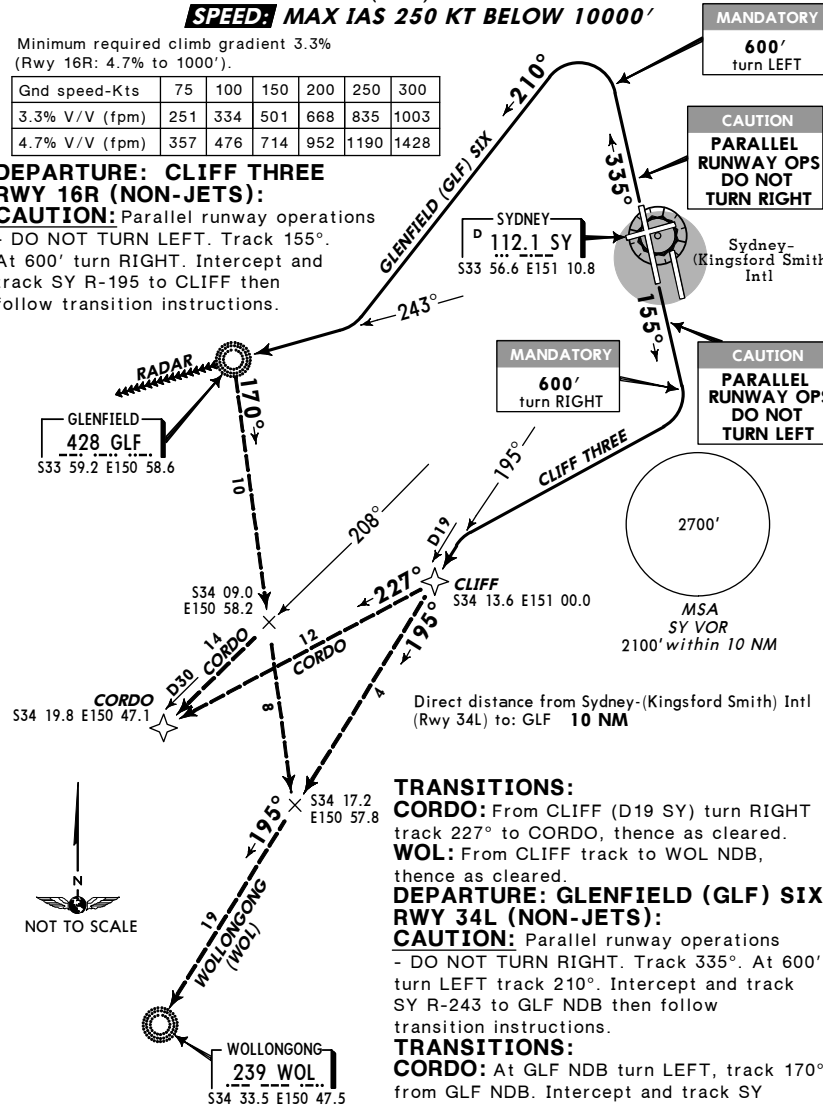
NON-JETS ONLY
 CLIFF THREE DEPARTURE
 GLENFIELD (GLF) SIX DEPARTURE
SPEED: MAX IAS 250 KT BELOW 10000'

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

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

**DEPARTURE: CLIFF THREE
 RWY 16R (NON-JETS):**

CAUTION: Parallel runway operations
 - DO NOT TURN LEFT. Track 155°. At 600' turn RIGHT. Intercept and track SY R-195 to CLIFF then follow transition instructions.



GLENFIELD
 428 GLF
 S33 59.2 E150 58.6

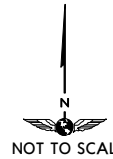
Direct distance from Sydney-(Kingsford Smith) Intl
 (Rwy 34L) to: GLF 10 NM

TRANSITIONS:
CORDO: From CLIFF (D19 SY) turn RIGHT track 227° to CORDO, thence as cleared.
WOL: From CLIFF track to WOL NDB, thence as cleared.

**DEPARTURE: GLENFIELD (GLF) SIX
 RWY 34L (NON-JETS):**
CAUTION: Parallel runway operations
 - DO NOT TURN RIGHT. Track 335°. At 600' turn LEFT track 210°. Intercept and track SY R-243 to GLF NDB then follow transition instructions.

TRANSITIONS:
CORDO: At GLF NDB turn LEFT, track 170° from GLF NDB. Intercept and track SY R-208 to CORDO (D30 SY), thence as cleared.
RADAR: At GLF NDB continue tracking SY R-243 EXPECT vectors to cleared route.
WOL: At GLF NDB turn LEFT, track 170° from GLF NDB. Intercept SY R-195. Track to WOL NDB, thence as cleared.

GPS permitted in lieu of DME
 Reference waypoint SY VOR



SID

JEPPESEN 9 JUL 10 (10-3C)

SYDNEY, NSW, AUSTRALIA

YSSY - (KINGSFORD SMITH) INTL

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

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

CURFEW FOUR DEPARTURE

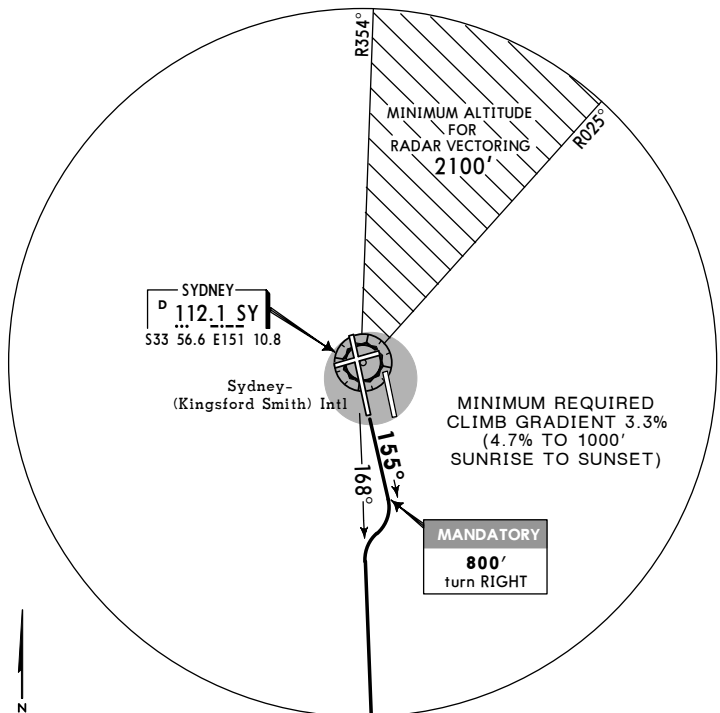
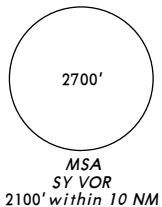
RUNWAY 16R

SPEED: MAX IAS 250 KT BELOW 10000'

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

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

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



RNAV SID

JEPPESEN 9 JUL 10 (10-3D)

SYDNEY, NSW, AUSTRALIA

YSSY - (KINGSFORD SMITH) INTL

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

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

RUNWAY 16R

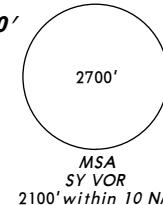
JETS ONLY

DEENA FOUR DEPARTURE

SPEED: MAX IAS 250 KT BELOW 10000'

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

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



DEPARTURE

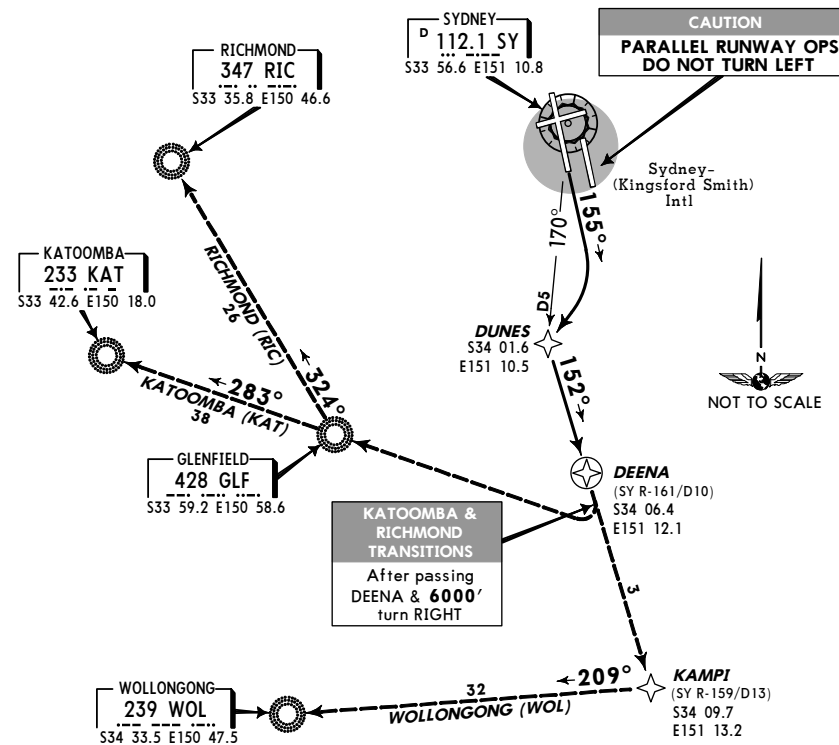
CAUTION: Parallel runway operations - DO NOT TURN LEFT.
 Track 155°. As soon as practicable turn RIGHT, track direct to DUNES (D5 SY). From DUNES turn LEFT track 152° to DEENA, then follow transition instructions.

TRANSITIONS

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

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

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



SID

JEPPESEN 9 JUL 10 10-3E

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

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

RUNWAY 34R

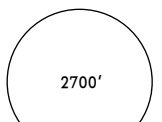
JETS ONLY

ENTRA TWO DEPARTURE

SPEED: MAX IAS 250 KT BELOW 10000'

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

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

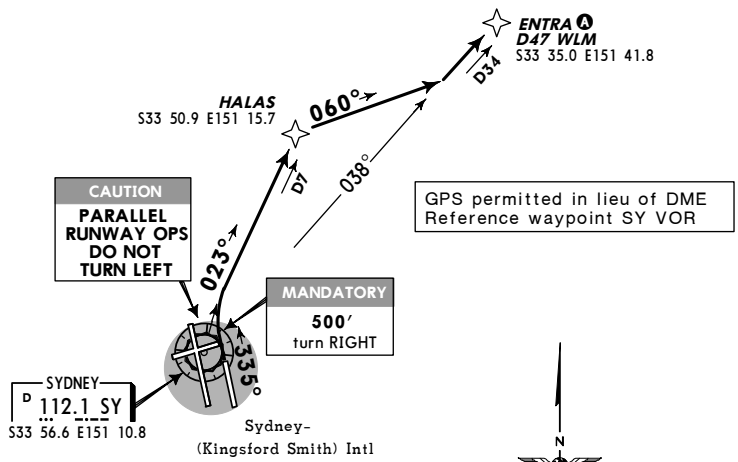
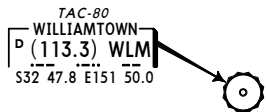


MSA
 SY VOR
 2100' within 10 NM

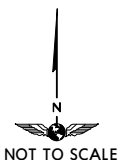
DEPARTURE

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

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



GPS permitted in lieu of DME
 Reference waypoint SY VOR



SID

JEPPESEN 9 JUL 10 10-3F

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

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

RUNWAY 07

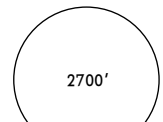
JETS ONLY

FISHA FOUR DEPARTURE

SPEED: MAX IAS 250 KT BELOW 10000'

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

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



MSA
 SY VOR
 2100' within 10 NM

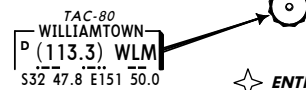
DEPARTURE

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

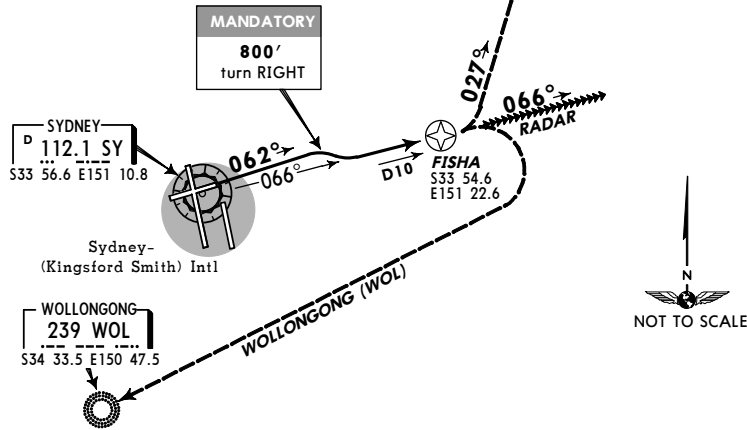
TRANSITIONS

RADAR: At FISHA (D10 SY) CONTINUE tracking SY R-066. EXPECT RADAR vectors to cleared route.
WOLLONGONG (WOL): At FISHA (D10 SY) turn RIGHT. Track direct to WOL NDB, thence as cleared.
ENTRA: At FISHA (D10 SY) turn LEFT. Track direct to ENTRA (approx 027°), thence as cleared. See SPECIAL REQUIREMENT A

GPS permitted in lieu of DME
 Reference waypoint SY VOR



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



SID

JEPPESEN 9 JUL 10 (10-3G)

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

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

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

NON-JETS ONLY RUNWAYS 07 & 16L
KAMBA FOUR DEPARTURE

SPEED: MAX IAS 250 KT BELOW 10000'

CAUTION: Parallel runway operations

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

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

WEST MAITLAND
 114.6 WMD
 S32 45.3 E151 31.9
 224 WMD
 S32 45.3 E151 32.0

WILLIAMTOWN
 365 WLM
 S32 48.2 E151 49.7
 TAC-80
 WILLIAMTOWN
 P (113.3) WLM
 S32 47.8 E151 50.0

DEPARTURE:

SEE SPECIAL REQUIREMENT ABOVE.

RWY 07: GRAD 3.3% (4.7% to 1000').

Track 062°. At 600' turn LEFT intercept SY R-040. After passing D5 SY AND after passing 2000' turn LEFT. Track 360° intercept SY R-013 by SY 15 DME. Track to KAMBA then follow transition instruction.

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

TRANSITIONS

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

WILLIAMTOWN (WLM): At KAMBA (D30 SY) track direct to WLM NDB, thence as cleared.

GRAD = Minimum Required Climb Gradient

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

GPS permitted in lieu of DME
 Reference waypoint SY VOR



D5 SY
 S33 53.6 E151 15.6

AFTER PASSING
 D5 SY AND after passing 2000' turn LEFT

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

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

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

CAUTION
 PARALLEL RUNWAY OPS DO NOT TURN RIGHT



RNAV SID

JEPPESEN 9 JUL 10 (10-3H)

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

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

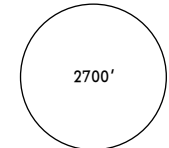
TRANS LEVEL: FL 110
 TRANS ALT: 10000'

JETS ONLY RUNWAY 16R
KAMPI ONE DEPARTURE

SPEED: MAX IAS 250 KT BELOW 10000'

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

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



MSA SY VOR
 2100' within 10 NM

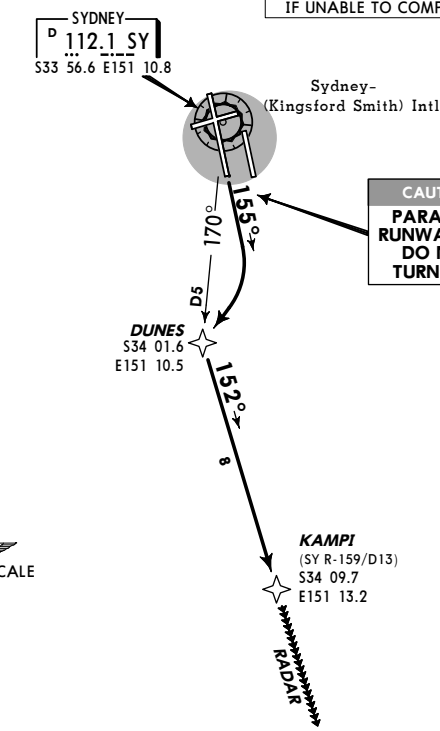
DEPARTURE

CAUTION: Parallel runway operations - DO NOT TURN LEFT.

Track 155°. As soon as practicable turn RIGHT track direct to DUNES (D5 SY). At DUNES turn LEFT track 152° to KAMPI. At KAMPI continue tracking 152° EXPECT RADAR vectors to cleared route.

For ACFT cleared via ENTRA see SPECIAL REQUIREMENT.

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



CAUTION
 PARALLEL RUNWAY OPS DO NOT TURN LEFT



JEPPESEN 9 JUL 10 10-3J SID

SYDNEY Clearance 133.8
 Ground 126.5 when Clearance inop.
 Departure (R) South 129.7
 SYDNEY, NSW, AUSTRALIA
 YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

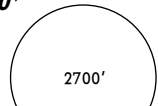
JETS ONLY

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

SPEED: MAX IAS 250 KT BELOW 10000'

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

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



MSA
 SY VOR
 2100' within 10 NM

RWY 34L (JET):

CAUTION: Parallel runway operations - DO NOT TURN RIGHT.

Track 335°. At 800' turn LEFT. Track 290° to SY 10 DME.

At SY 10 DME turn LEFT.

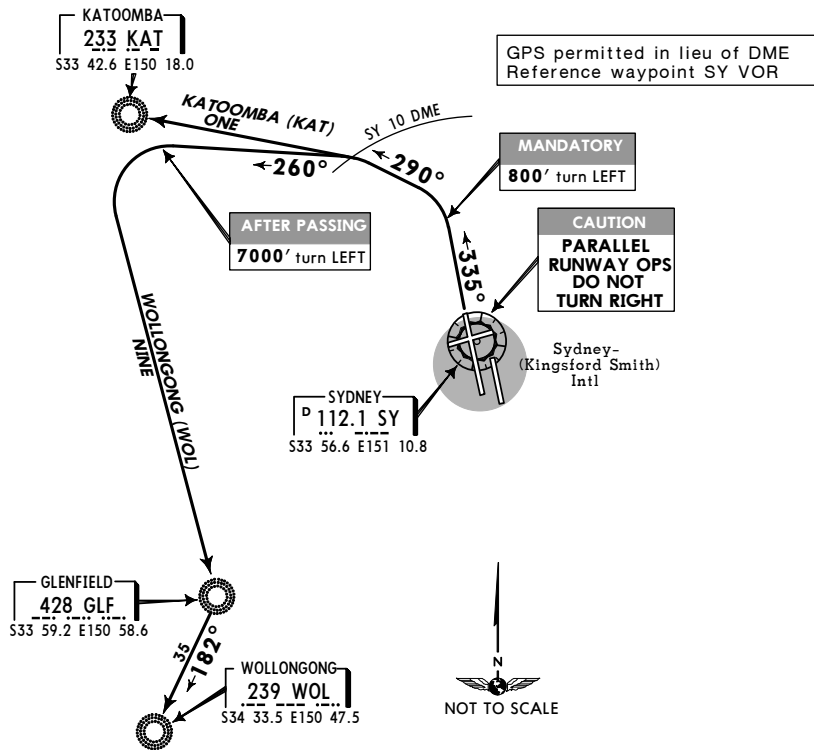
FOR: KAT

Track direct to KAT NDB, thence via cleared route.

FOR: WOL

Track 260°. After passing 7000', turn LEFT. Track direct to GLF NDB.

From GLF NDB track 182° to WOL NDB, thence via cleared route.



JEPPESEN 9 JUL 10 10-3K SID

SYDNEY Clearance 133.8
 Ground 126.5 when Clearance inop.
 Departure (R) North & East 123.0
 South, West & Northwest 129.7
 SYDNEY, NSW, AUSTRALIA
 YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

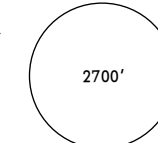
JETS ONLY

KEVIN THREE DEPARTURE

SPEED: MAX IAS 250 KT BELOW 10000'

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

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



MSA
 SY VOR
 2100' within 10 NM

DEPARTURE

CAUTION: Parallel runway operations - DO NOT TURN RIGHT.

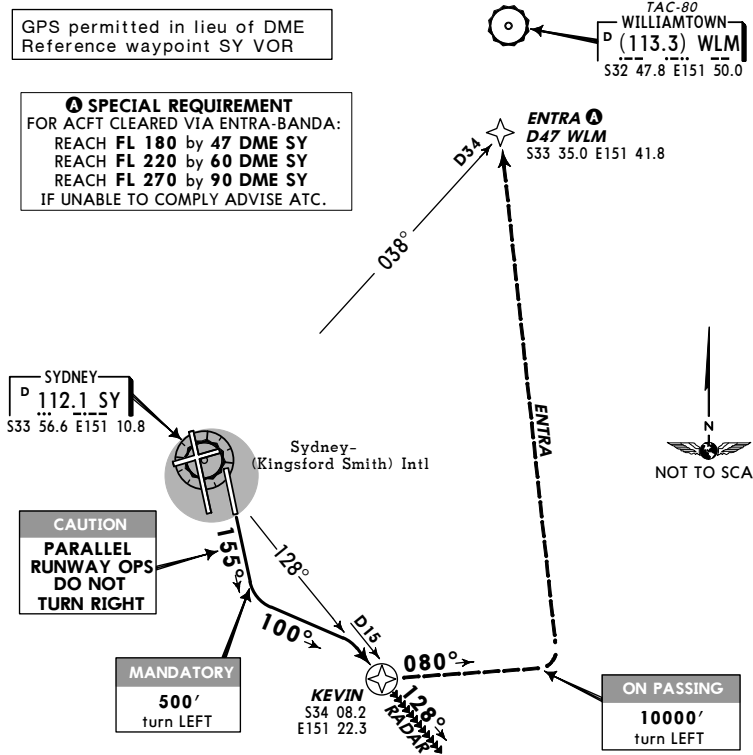
Track 155°. At 500' turn LEFT track 100° intercept and track SY R-128 to KEVIN (D15 SY) then follow transition instructions.

TRANSITIONS

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

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

See SPECIAL REQUIREMENTS A



SID

JEPPESEN 9 JUL 10 **10-3L**

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

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

JETS ONLY

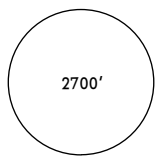
RUNWAY 34R

MARUB THREE DEPARTURE

SPEED: MAX IAS 250 KT BELOW 10000'

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

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



MSA
 SY VOR
 2100' within 10 NM

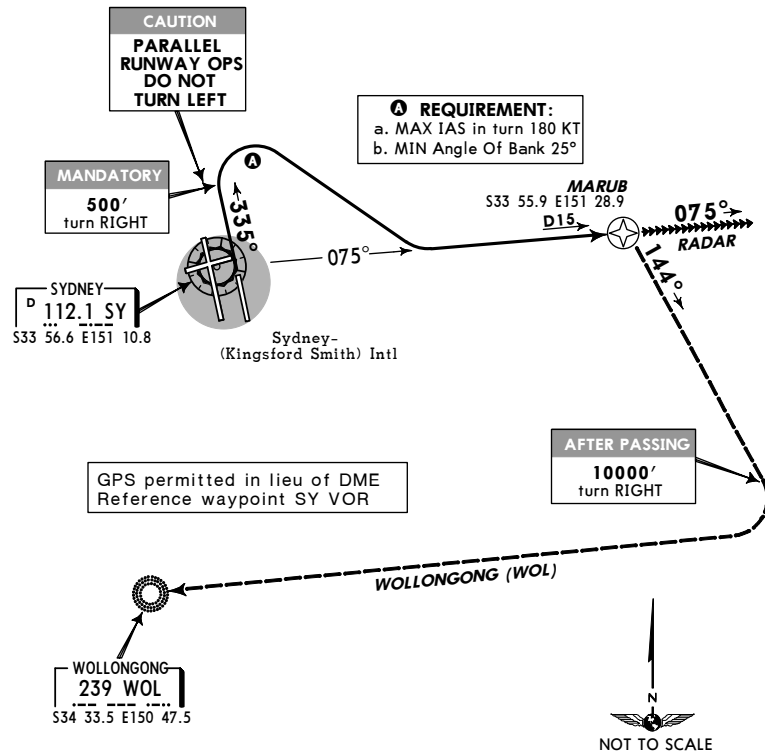
DEPARTURE

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

TRANSITIONS

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

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



SID

JEPPESEN 9 JUL 10 **10-3M**

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

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

JETS ONLY

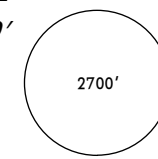
RUNWAY 34L

RICHMOND (RIC) TWO DEPARTURE

SPEED: MAX IAS 250 KT BELOW 10000'

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

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



MSA
 SY VOR
 2100' within 10 NM

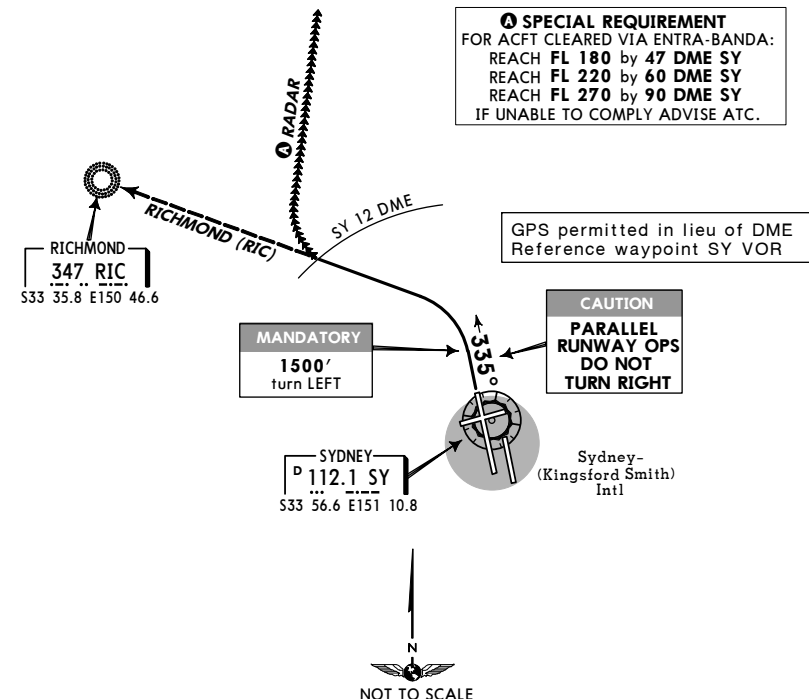
DEPARTURE

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

TRANSITION

RADAR: After passing SY 12 DME, EXPECT RADAR vectors to cleared route.
 For aircraft cleared via ENTRA - See SPECIAL REQUIREMENT **A**.

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



NOISE

YSSY/SYD 10 FEB 06 **JEPPESEN** SYDNEY, NSW, AUSTRALIA
10-4 -(KINGSFORD SMITH) INTL

NOISE ABATEMENT PROCEDURES

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

PREFERRED RUNWAYS

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

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

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

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

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

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

d. 2200-2245 LT Sat and Sun

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

e. 2245-2300 LT

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

Jet noise abatement climb procedures apply for the following runways:

Runway 16R 2300-0600 HR local time
Runways 34L and 34R at other times.

NOISE

YSSY/SYD 10 FEB 06 **JEPPESEN** SYDNEY, NSW, AUSTRALIA
10-4A -(KINGSFORD SMITH) INTL

NOISE ABATEMENT PROCEDURES

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

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

- a. climb at V2+10KT to V2+20KT - or body angle limit speed; and
- b. maintain take-off power to a height above the aerodrome of 1000ft;
- c. then maintaining a positive rate of climb, accelerate to zero flap minimum safe maneuvering speed (VZF) retracting flap on schedule;
- d. then reduce to normal climb power/thrust; and
Note: For aeroplanes with slow flap retraction, reduce power/ thrust at an intermediate flap setting.
- e. continue climb at not greater than VZF+10KT to a height above the aerodrome of 3000ft;
- f. accelerate smoothly to en route climb speed; and
- g. maintain runway heading unless required to do otherwise in accordance with a SID or specific ATC instruction.

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

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

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

PREFERRED FLIGHT PATHS

a. Arriving Aircraft

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

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

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

b. Departing Aircraft

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

NOISE

YSSY/SYD

12 NOV 10
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SYDNEY, NSW, AUSTRALIA

10-4B

-(KINGSFORD SMITH) INTL

NOISE ABATEMENT PROCEDURES

TRAINING FLIGHTS

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

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

CURFEW

a. Introduction

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

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

Specific operators have some concessions which are not listed here.

b. Restrictions Applicable to all Aircraft

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

NOISE

YSSY/SYD

12 NOV 10
Eff 18 Nov



SYDNEY, NSW, AUSTRALIA

10-4C

-(KINGSFORD SMITH) INTL

NOISE ABATEMENT PROCEDURES

c. Group of Aircraft that can Operate

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

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

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

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

d. Available Runways

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

1. for landing:
 - (a) 0600-0700 local time & 2200-2300 local time (Sat & Sun) only Rwy 34L, unless another runway is nominated by Air Traffic Control;
 - (b) 2300-0600 local time (Daily) only Rwy 34L;
2. for take-off:
 - (a) 0600-0700 local time & 2200-2245 local time (Sat & Sun) only Rwy 16R or 16L, unless another runway is nominated by Air Traffic Control;
 - (b) 2245-2300 local time (Daily) only Rwy 16R or 16L;
 - (c) 2300-0600 local time (Daily) only Rwy 16R, south of the intersection of taxiway G.

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

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

e. Exemptions

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

1. The aircraft is being used for or in connection with:
 - (a) a search and rescue operation;
 - (b) a medical emergency;
 - (c) a natural disaster;
2. the pilot of the aircraft has declared an in-flight emergency;

NOISE

YSSY/SYD

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Eff 3 Jun



SYDNEY, NSW, AUSTRALIA

10-4D

-(KINGSFORD SMITH) INTL

NOISE ABATEMENT PROCEDURES

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

f. Dispensations

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

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

g. Reverse Thrust During the Curfew Period

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

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

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

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

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

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

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

h. Missed Approaches During the Curfew Period

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

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

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

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

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

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

NOISE

YSSY/SYD

28 MAY 10
Eff 3 Jun



SYDNEY, NSW, AUSTRALIA

10-4E

-(KINGSFORD SMITH) INTL

NOISE ABATEMENT PROCEDURES

i. Classification of Aircraft

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

CONCESSIONS FOR INTERNATIONAL AIRCRAFT

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

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

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

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

Telephone: (02) 9313 5469

Facsimile: (02) 9313 4210

SITA: HDQACXH

E-mail: coordaus@magna.com.au

DESIGNATED FLIGHT CORRIDORS

a. Introduction

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

b. Use of Flight Corridors

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

c. Designated Flight Corridors

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

NOISE

JEPPESEN

19 APR 96

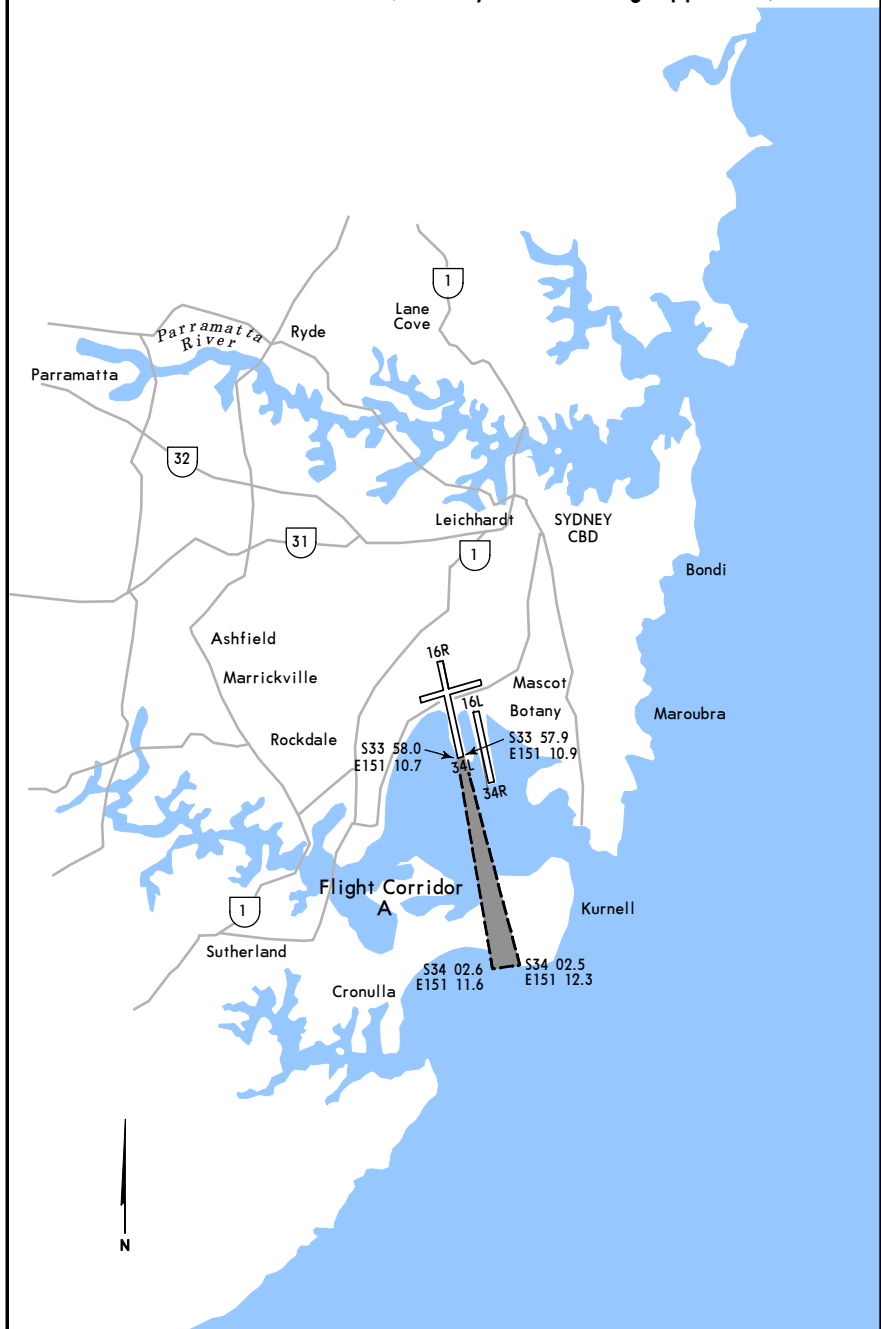
10-4F

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

NOISE ABATEMENT PROCEDURES

FLIGHT CORRIDOR A (Runway 34L-landing approach)



CHANGES: Northern Flight Corridor B cancelled.

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NOISE

JEPPESEN

19 APR 96

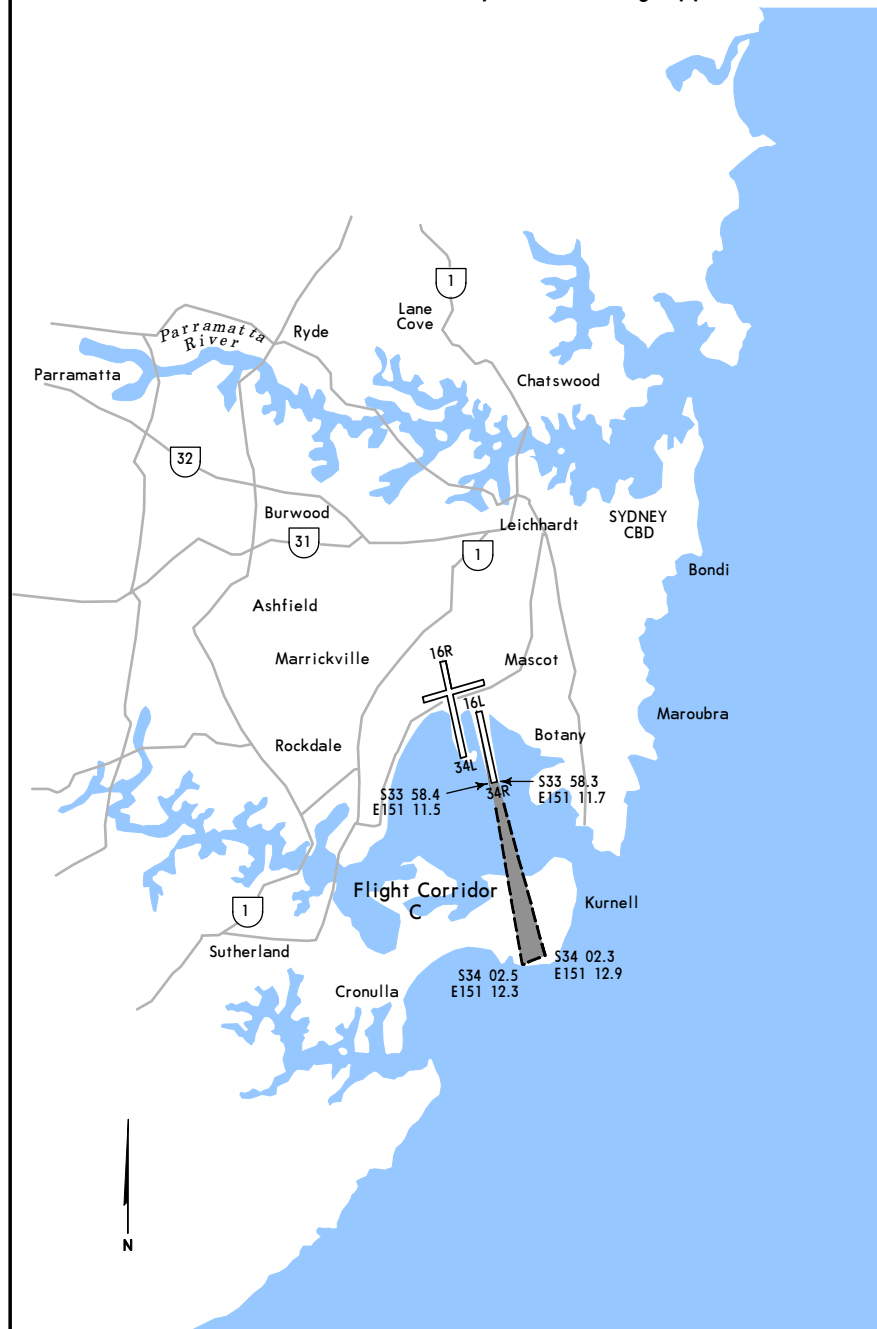
10-4G

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

NOISE ABATEMENT PROCEDURES

FLIGHT CORRIDOR C (Runway 34R-landing approach)



CHANGES: Northern Flight Corridor D cancelled.

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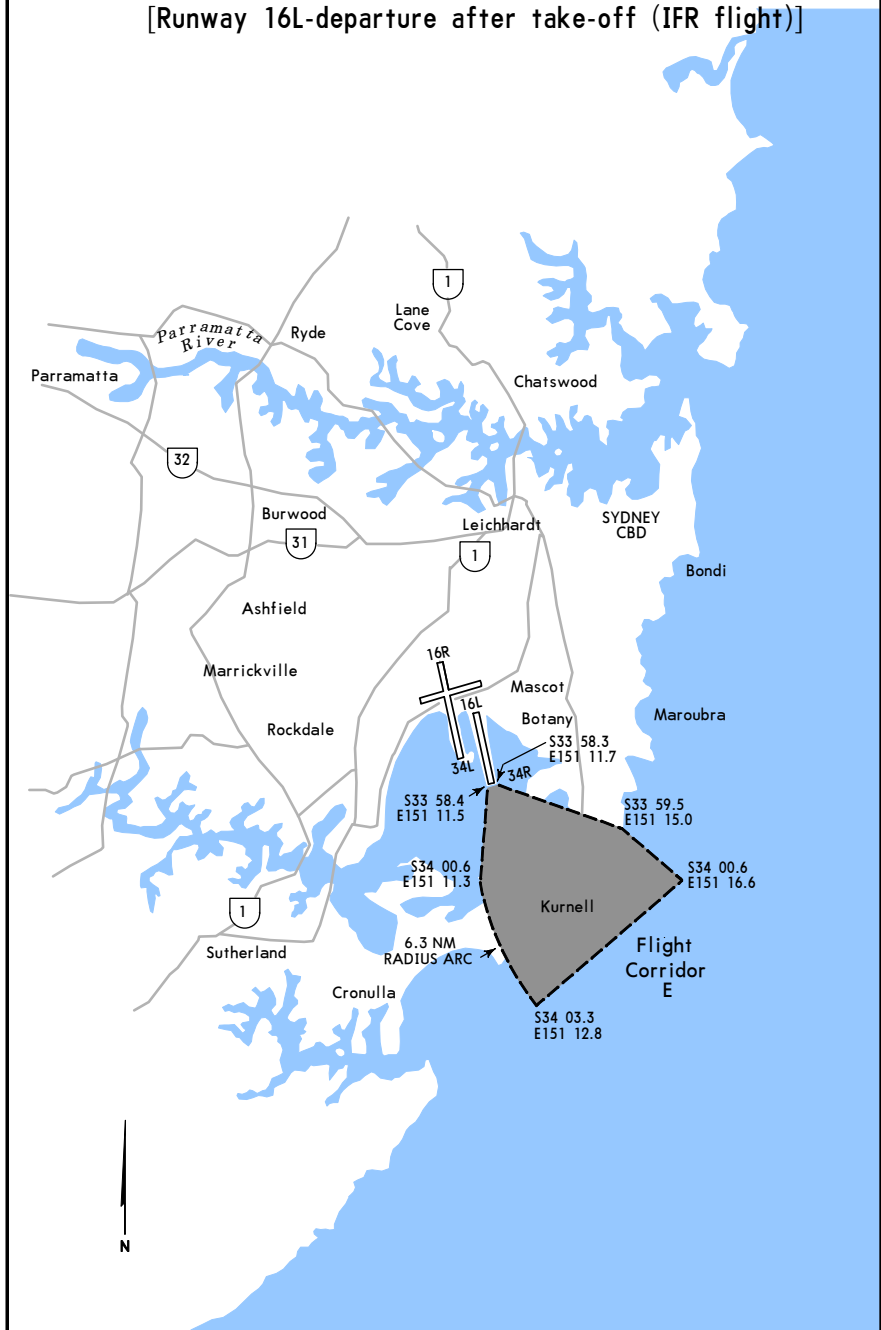
NOISE

JEPPESEN 19 APR 96 (10-4H)

SYDNEY, NSW, AUSTRALIA -(KINGSFORD SMITH) INTL

NOISE ABATEMENT PROCEDURES

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



CHANGES: Northern Flight Corridor F cancelled.

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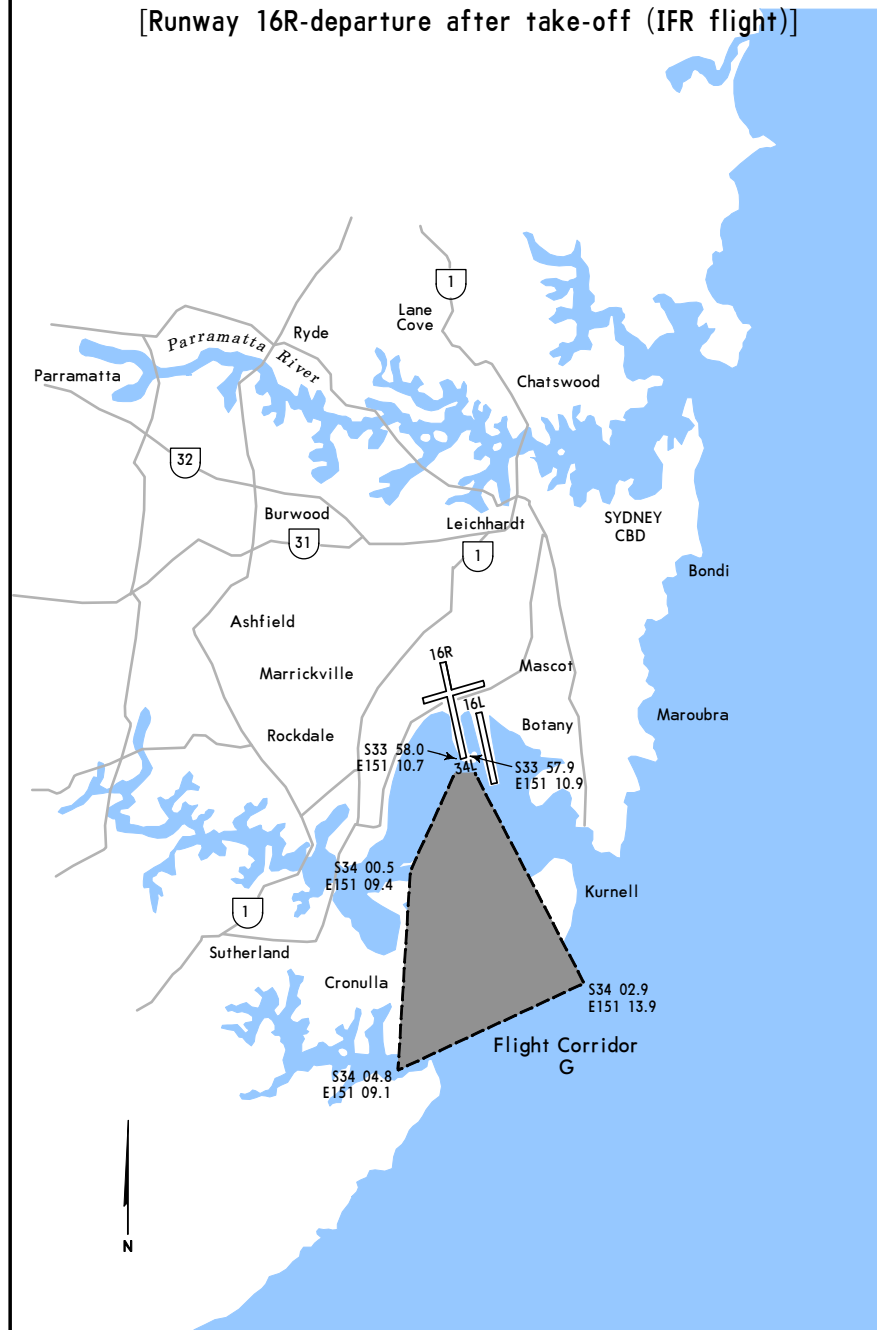
NOISE

JEPPESEN 19 APR 96 (10-4J)

SYDNEY, NSW, AUSTRALIA -(KINGSFORD SMITH) INTL

NOISE ABATEMENT PROCEDURES

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



CHANGES: Chart reindexed.

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TAXI

YSSY/SYD

29 MAY 09
 EFF 04 JUN



10-6

SYDNEY, NSW, AUSTRALIA
 -(KINGSFORD SMITH) INTL

STANDARD DOMESTIC TAXI ROUTES

ARRIVALS

****ALL RUNWAY CROSSINGS REQUIRE A SPECIFIC CLEARANCE****

B1 Apron (Bays 20-24, 83-85)

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

DOM1 (Bays 1-10)

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

Taxiway C (Bays 11-13)

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

Taxiway C (Bays 16-19)

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

Taxiway C (Bays 49, 53, 55)

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

Taxiway C (Bays 57-59)

DOM2 (Bays 52, 54, 56, 58, 31, 33, 35, 39)	
Arrival Runway	Route
16R/34L 16L/34R**	Via B, B4

DOM3 (Bays 32, 34, 36, 38, 40, 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 tower frequency until west of 'S' then contact ground. Do not proceed beyond the Taxi-Holding Position Sign without specific ATC clearance.

TAXI

YSSY/SYD

24 JUN 11
 EFF 04 JUN



10-6-0

SYDNEY, NSW, AUSTRALIA
 -(KINGSFORD SMITH) INTL

TEMPORARY STANDARD DOMESTIC TAXI ROUTES

These revised procedures, as covered by Jeppesen 10-6-0 and 10-6A-0, will commence as per the effective date and time of the YSSY TRIGGER NOTAM. Check Local NOTAMS.

ARRIVALS

****ALL RUNWAY CROSSINGS REQUIRE A SPECIFIC CLEARANCE****

B1 Apron (Bays 20-24, 83-85)

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

DOM1 (Bays 1-10)

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

Taxiway C (Bays 11-13)

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

Taxiway C (Bays 16-19)

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

Taxiway C (Bays 49, 53, 55)

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

Taxiway C (Bays 57, 59)

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

DOM2 (Bays 52, 54, 56, 58, 31, 33, 35, 39)

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

DOM3 (Bays 32, 34, 36, 38, 40, 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

VIA G/C

**** 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.

TAXI

YSSY/SYD

29 MAY 09
 EFF 04 JUN
JEPPESEN
 10-6A

SYDNEY, NSW, AUSTRALIA
 -(KINGSFORD SMITH) INTL

STANDARD DOMESTIC TAXI ROUTES

DEPARTURES

(Note: Applicable only to aircraft with wingspan of 61m or less)

****ALL RUNWAY CROSSINGS REQUIRE A SPECIFIC CLEARANCE****

B1 Apron (Bays 20-24, 83-85)

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

DOM1 (Bays 1-10)

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

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

DOM2 (Bays 52, 54, 56, 58, 31, 33, 35, 39)

DEP RWY	Route	DEP RWY	Route
16R	As instructed by ATC	34L - prop	Via B4, C, B10
16L	Via B4, C, B10	34L - jet	Via B4, C, L, A, A6
		34R	Via B4, C, B10, S, T, T6

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

DOM3A (Bays F7-F12)

DOM3B (Bays F13-F16)

DEP RWY	Route	DEP RWY	Route
16R	Via B4 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	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

TAXI

YSSY/SYD

24 JUN 11
 10-6A-0
JEPPESEN
 SYDNEY, NSW, AUSTRALIA
 -(KINGSFORD SMITH) INTL

TEMPORARY STANDARD DOMESTIC TAXI ROUTES

These revised procedures, as covered by Jeppesen 10-6-0 and 10-6A-0, will commence as per the effective date and time of the YSSY TRIGGER NOTAM.
Check Local NOTAMS.

DEPARTURES

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

****ALL RUNWAY CROSSINGS REQUIRE A SPECIFIC CLEARANCE****

B1 Apron (Bays 20-24, 83-85)

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

DOM1 (Bays 1-10)

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

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

DOM2 (Bays 52, 54, 56, 58, 31, 33, 35, 39)

DEP RWY	Route	DEP RWY	Route
16R	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

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

DOM3A (Bays F7-F12)

DOM3B (Bays F13-F18)

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



JEPPESEN SYDNEY, NSW, AUSTRALIA

30 SEP 11 (10-8)

-(KINGSFORD SMITH) INTL

**SYDNEY (KINGSFORD SMITH) AIRPORT
RESHEET FOR RUNWAYS 16R/34L, 07/25
AND ASSOCIATED TAXIWAYS**

1. INTRODUCTION

- 1.1 Amendment to the expected cancellation date.
- 1.2 Sydney Airports Corporation Limited (SACL) will be carrying out work on Runways 16R/34L and 07/25, and parts of those taxiways intersecting with the runways commencing mid October 2010.
- 1.3 The work shall consist of:
- Removal and replacement of existing pavement for the full width of Runway 16R/34L between taxiway Alpha-6 and Taxiway Bravo-5, and Runway 07/25 between Taxiway Charlie and Taxiway Alpha, including the intersecting Taxiway pavements to a distance approximately 246 feet (75 meters) from the runway centerline;
 - Regrooving the full width of Runway 16R/34L, and Runway 07/25 where the resheet has taken place;
 - Removal and replacement of the centerline lighting to Runway 16R/34L.
 - TWY centerline lighting removal and reinstatement in areas of Taxiway as listed above;
 - Line marking and surveying;
 - Work will be done during curfew period, 7 days per week.
- 1.4 The work will be undertaken as set out in the Method of Working Plan (MOWP YSSY 10/005) issued by the aerodrome operator.
- 1.5 Hours of work:
Work will be carried out between the hours of 2300-0500 EST or 2300-0600 ESST, 7 nights per week.

2. DURATION

- 2.1 The work is expected to commence mid October 2010, with an expected completion date of June 2011.

3. AIRPORT OPERATIONS

- 3.1 Closure of Runways and Taxiways to facilitate the work, will be notified via NOTAM, Approved Works Plans and the Method of Work Plan for the project.
- 3.2 Actual dates and times of work and operational restrictions will be advised by NOTAM and Approved Works Plans.
- 3.3 In the event of Low Visibility procedures being implemented, the work will be operating on a recall time of 120 minutes to reinstate Runways and Taxiways to operational serviceability.

4. SPECIAL WARNINGS

- 4.1 Portions of RWYS 16R/34L and 07/25 will be ungrooved and profiled for the construction period expected mid October 2010 to June 2011. NOTAM will be issued for this period.
- 4.2 Various TWY lights not available sunset to sunrise. NOTAM will be issued for this period.
- 4.3 Construction equipment to a maximum height of 20 feet (6 meters) AGL will be operating during all stages of the work in the vicinity of the runway.
- 4.4 Worksite/s will be delineated whilst work is in progress.
- 4.5 Lighting (light towers) will be operating during night work, limited to a height of 20 feet (6 meters) AGL.

5. PROJECT COORDINATION

- 5.1 For additional information concerning these works, pilots/operators and interested parties should contact:
SACL Project Coordinator

6. CANCELLATION

- 6.1 This temporary chart will remain current until work is completed expected December 2011.

YSSY/SYD

JEPPESEN

SYDNEY, NSW, AUSTRALIA

Apt Elev 21'
 S33 56.8 E151 10.6

23 DEC 11 10-9

-(KINGSFORD SMITH) INTL

ATIS				SYDNEY Clearance		SYDNEY Ground		Ground	
112.1	118.55	126.25	428	133.8	121.7	121.7	121.7	126.5	126.5
Tower				SYDNEY Departure (R)		East of Rwy 16R/34L West of Rwy 16R/34L			
Rwy 16R/34L and 07/25		Rwy 16L/34R		Rte North & East		Rte South, West, Northwest		Rte South, West, Northwest outside 15 NM Sydney	
120.5		124.7		123.0		129.7		118.4	

Jet aircraft under power not permitted to make 180° turns on taxiways and aprons.
 Pilots of B777-300/A340-600 type aircraft to contact AD operations for document on operation restrictions and preferred taxi routes.
 CAUTION required during turns as normal clearance to pavement edge may not be available.
 Taxiway intersection markings are not provided at all taxiway intersections. Where provided, taxiway intersection markings are not lit.
 All aircraft must provide their parked position/gate number to ATC on acknowledgement of airways clearance.
 Aircraft under tow, when crossing a runway in use, have equal priority to other taxiing aircraft.

Pilots of aircraft larger than B737/A320 types to exercise caution at all Twy intersections when taxiing on Twy B between Tws 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.

1 INTL NORTHERN APRON
 2 INTL EASTERN APRON
 3 INTL SOUTHERN APRON
 4 INTL WESTERN APRON

5 Aircraft turning from Twy G into Twy G2 use minimum power.
 Compass anomaly for turboprop acft on intersection departure Rwy 16R at Twy F East, B3 and G East.

Twy F west restrictions - B747/B767 type aircraft - Twy not available for intersection departures or taxiing towards Rwy.

- 1 INTL NORTHERN APRON
- 2 INTL EASTERN APRON
- 3 INTL SOUTHERN APRON
- 4 INTL WESTERN APRON

5 Aircraft turning from Twy G into Twy G2 use minimum power.

Compass anomaly for turboprop acft on intersection departure Rwy 16R at Twy F East, B3 and G East.

Twy F west restrictions - B747/B767 type aircraft - Twy not available for intersection departures or taxiing towards Rwy.

33-57

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

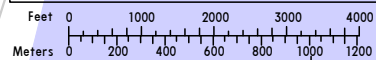
- 7 Rwy 16R/34L heading South right turn onto Twy A2 not available. Twy A2 left turn onto Rwy 16R not available.

- 8 When aircraft exiting Rwy 34L on Taxiway A2, aircraft northbound on Taxiway A must hold short of Taxiway A2 at intermediate holding position marking and aircraft southbound on Taxiway A must hold short of Taxiway J or North of Rwy 7/25. Taxiway A2 restricted to aircraft exiting Rwy 34L. No entry to Twy A2 from Twy A or Twy J.

A340-600, A380-800, B777-300 and Antonov AN124 aircraft operational restrictions and specific taxi routes apply.

GROUND CONTROL

- 1. 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
 Twy L- Westbound between Rwy 34R and Twy B



Twys T2, T3, T5, U restricted to acft with less than 59' (18m) wheelbase and maximum 118' (36m) wingspan due to 49' (15m) wide taxiways.

Twy T5 heading East left turn onto Twy T4 not available.

- 9 Taxiway B1 west end, left turn onto Taxiway B2 not available. Taxiway B2 west end, right turn onto Taxiway B1 not available. Taxiway B2 heading East, left turns onto Taxiways B and C not available. Taxiway B heading South, right turn onto Taxiway B2 not available. Taxiway C heading South, right turn onto Taxiway B2 not available.
- 10 Twys DOM2, DOM3 and DOM4 restricted to 118' (36m) maximum wingspan. Twy C2 restricted to 118' (36m) maximum wingspan. Twy DOM2 north of Twy B4 restricted to 118' (36m) maximum wingspan. Twy DOM2 left turn onto Twy G restricted to 118' (36m) maximum wingspan. Twy DOM2 - heading north - right turn onto Twy B4 not available. Twy G heading West right turn onto Twy DOM2 restricted to 118' (36m) maximum wingspan. Twys DOM2 and DOM3 restricted to MAX 118' (36m) wingspan excluding A330-200 acft parking at Terminal-2 Bay 40.
- 11 Rwy 34L heading North right turn onto Twy B5 not available and vice versa. Twy B6 heading East left turn onto Twy B5 not available. Twy B6 heading West right turn onto Twy B5 not available. Taxiways B5 & B6 not available to acft above 48,502 lbs (22,000kg) MTOW. Maximum tire pressure 203 PSI (1400 kPa). Twy B5, right turn on Twy B6 not available, Twy B5 left turn onto Rwy 16R/34L not available.
- 12 Taxiway B and Taxiway C, between Runway 07/25 and Taxiway B10, not available to A380 aircraft due to weight limitations.
- 13 Twy B heading South right turn onto Twy B2 not available. Turning from Twy B into Twy B9 not available. Turning from Twy B8 into Tws B7 and B9 not available. Turning from Twy B9 into Tws B7 and B8 not available. Turning from southbound on Twy B7 left onto Twy K or right turn onto Twy B8 and any turns onto Twy B9 not available.

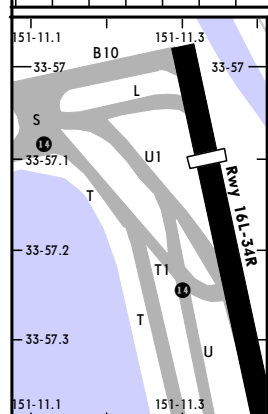
Twy B4 between Tws DOM2 and Twy G, Twy T1 restricted to 171' (52m) maximum wingspan.
 Twy B4 heading North no left turn onto Twy DOM2.
 Twy B4 heading North left turn onto Twy C restricted to 118' (36m) maximum wingspan.
 Twy B4 right turn onto Tws G restricted to 118' (36m) maximum wingspan.
 Twy G heading East left turn onto Twy B4 restricted to 118' (36m) maximum wingspan.

Twy C between Tws F and Tws G, Tws B4 between Tws B and DOM 2 restricted to 198' (60m) maximum wingspan.
 Tws C between Tws F and Tws B4 speed restriction maximum 20 Knots applies to all aircraft above 171' (52m) wingspan.
 DC-10/MD-11 type aircraft under power not permitted to turn from Tws C to Twys F or B3 due to jet blast on apron.
 Tws C heading North right turn onto Tws B4 restricted to 118' (36m) maximum wingspan.

A340-600/B777-300/ER Operational Restriction: In circumstances where no other runway is available, Rwy 16L/34R is available for landings.
 Tws T6, Tws L, Tws B10 and Tws T available when vacating runway. For aircraft vacating Rwy 34R from Tws B10 left turn onto Tws S then right turn onto Tws L then via Tws A. Takeoff Rwy 16L taxi route available via Tws L - left turn onto Tws S and right turn onto Tws B10 or depart from Tws L.

Twy U1 is not available to aircraft exiting Runway 16L.
 Tws T1 is not available to aircraft exiting Runway 34R.
 Tws T1 is not available to aircraft on Taxiway T.
 Tws U is not available to aircraft on Taxiway U1 or Taxiway T1.
 Tws U restricted to acft with less than 59' (18m) wheelbase and maximum 118' (36m) wingspan due to 49' (15m) wide twys.
 Taxiway T1 restricted to 171' (52m) maximum wingspan.

- 14 Tws T heading North right turn onto Twys T1, T2, T3 and T5 not available. Twys L, T1, T2, T3 and T5 left turn onto Tws T not available. Tws T4 turn right onto Tws T5 not available. Tws T4 left turn onto Tws T6 not available. Rwy 16L heading South right turn not available onto Tws L, Tws T2 and Tws U1 except Tws T2 sunrise to sunset only to nonjet aircraft with 98' (30m) maximum wingspan. Rwy 16L heading South right turn onto Tws T5 not available. Rwy 34R heading North left turn onto Tws T4 or T3 not available. Right turn onto Rwy 34R from Twys T4 or T3 not available. Intersection departure Rwy 16L from Tws T1 not available sunset to sunrise. Taxiway T6 heading West right turn onto Taxiway T4 not available.



YSSY/SYD



SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

23 DEC 11

(10-9A)

GENERAL

CAUTION: Birds in vicinity of airport.

Only one engine to be started prior to pushback (rear mounted engines, not permitted to start on aprons) until aircraft is located at tow bar disconnect point. Use minimum power entering and exiting apron.

Pilots of four engine aircraft are to exercise caution when applying power on outboard engines while taxiing.

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

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 AD operations prior to arrival for parking arrangements. Maximum 112' (34m) wingspan available to Bay 96 only.

ADDITIONAL RUNWAY INFORMATION

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

① Standby power available.

16R	③ HIRL ③ CL ③ HIALS ③ ④ PAPI	RVR	12,720' 3877m 11,765' 3586m	148' 45m
34L	③ HIRL CL ③ PAPI (angle 3.0°, MEHT 64')	RVR	12,034' 3668m	

② Grooved.
③ Standby power available.
④ (angle 3.0°, MEHT 64')

16L	⑤ HIRL ⑤ HIALS ⑤ PAPI (angle 3.0°, MEHT 53')	RVR	7241' 2207m 6217' 1895m	148' 45m
34R	⑤ HIRL ⑤ REIL ⑤ PAPI (angle 3.0°, MEHT 53')	RVR	7874' 2400m 6851' 2088m	

⑤ Grooved.
⑥ Standby power available.

TAKE-OFF

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

FOR FILING AS ALTERNATE

	① Special	GLS Rwy 07 GLS Rwy 16L GLS Rwy 16R	GLS Rwy 25 GLS Rwy 34L GLS Rwy 34R	Other
A				1189' - 4.4 km
B				1479' - 7.0 km
C	700' - 2.5 km			1479' - 6.0 km
D				1479' - 7.0 km

① Not applicable to all LOC/DME & VOR/DME procedures except LOC/DME Rwy 34L and VOR Rwy 34L.

YSSY/SYD



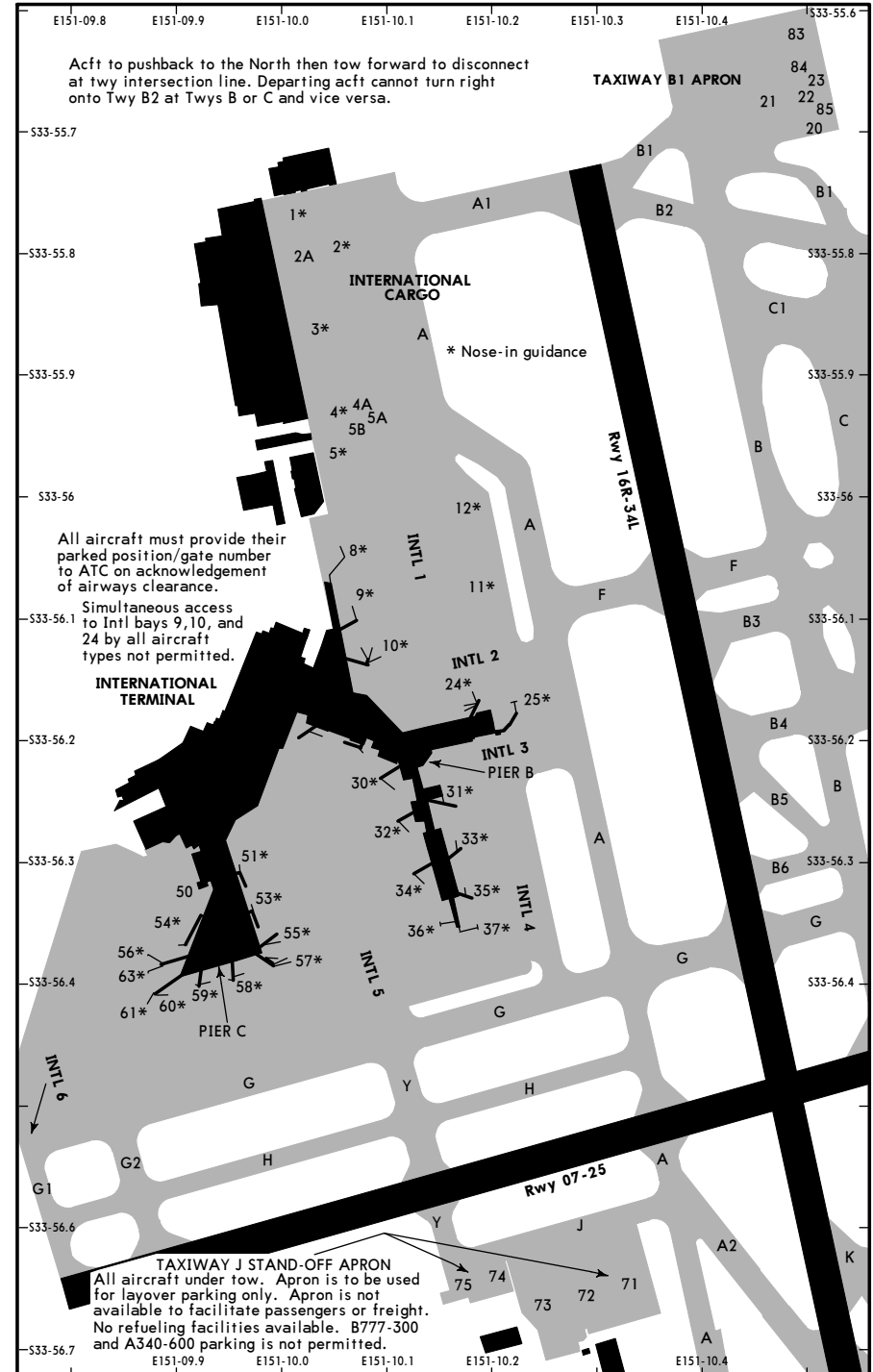
SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

27 MAY 11

(10-9B)

Eff 2 Jun



YSSY/SYD

JEPPESEN SYDNEY, NSW, AUSTRALIA
 27 MAY 11 (10-9C) Eff 2 Jun - (KINGSFORD SMITH) INTL

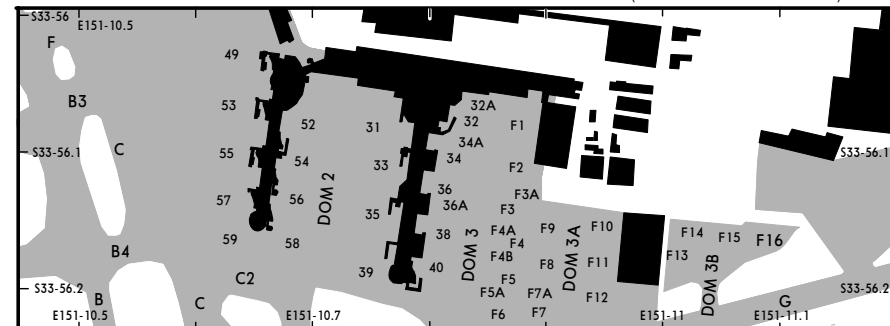
INTERNATIONAL APRON PARKING BAY INFORMATION

BAY No.	COORDINATES	ELEV (ft)	CAPACITY	NOSE-IN GUIDANCE
1	S33 55.8 E151 10.0	10	B747-400	APIS
2	S33 55.8 E151 10.0	11	B747-400	APIS
2A	S33 55.8 E151 10.0	11	AN-124	MARSHALLED
3	S33 55.9 E151 10.0	11	B747-400	APIS
4	S33 55.9 E151 10.1	11	B747-400	APIS
4A	S33 55.9 E151 10.1	11	A388	MARSHALLED
5	S33 55.9 E151 10.1	11	A388	SAFEGATE DGS
5A	S33 55.9 E151 10.1	11	B747-400	SAFEGATE DGS
5B	S33 55.9 E151 10.1	11	B737/A320	MARSHALLED
8	S33 56.1 E151 10.1	11	B747-400	APIS
9	S33 56.1 E151 10.1	11	A388	SAFEGATE DGS
10	S33 56.2 E151 10.1	11	A388	SAFEGATE DGS
11	S33 56.1 E151 10.2	11	B763	APIS
12	S33 56.0 E151 10.2	11	B737/A320	APIS
20, 21	S33 55.7 E151 10.5	7	BAE146	MARSHALLED
22, 23	S33 55.7 E151 10.5	7	DHC8-300	MARSHALLED
24	S33 56.2 E151 10.2	11	A388	SAFEGATE DGS
25	S33 56.2 E151 10.2	11	B747-400	SAFEGATE DGS
30	S33 56.2 E151 10.1	11	B747-400	APIS
31	S33 56.2 E151 10.1	10	B747-400	SAFEGATE DGS
32	S33 56.3 E151 10.1	11	B747-400	APIS
33	S33 56.3 E151 10.2	10	B747-400	SAFEGATE DGS
34	S33 56.3 E151 10.1	11	B747-400	APIS
35	S33 56.3 E151 10.2	11	B747-400	APIS
36	S33 56.4 E151 10.1	11	B747-400	SAFEGATE DGS
37	S33 56.3 E151 10.2	11	B747-400	SAFEGATE DGS
50	S33 56.3 E151 09.9	11	B737-800	MARSHALLED
51	S33 56.3 E151 09.9	11	B747-400	APIS
53	S33 56.3 E151 10.0	11	B747-400	APIS
54	S33 56.3 E151 09.8	11	B777-200	CENTERLINE + SIDEMARKER
55	S33 56.4 E151 10.0	11	B737/A320	SAFEGATE DGS
56	S33 56.4 E151 09.9	11	B747-400	APIS
57	S33 56.4 E151 10.0	11	A388	SAFEGATE DGS
58	S33 56.4 E151 10.0	11	B747-400	SAFEGATE DGS
59, 60	S33 56.4 E151 09.9	11	B747-400	SAFEGATE DGS
61	S33 56.4 E151 09.8	11	A388	SAFEGATE DGS
63	S33 56.4 E151 09.8	11	B737/A320	SAFEGATE DGS
71	S33 56.7 E151 10.3	16	B747-400	TOW-IN
72	S33 56.7 E151 10.3	16	A388	TOW-IN
73	S33 56.7 E151 10.2	16	B747-400	MARSHALLED
74, 75	S33 56.7 E151 10.2	14	B747-400	TOW-IN
83	S33 55.7 E151 10.5	7	B737-800	MARSHALLED
84, 85	S33 55.7 E151 10.5	7	B747-400	MARSHALLED

NOTE: Magnetic anomalies evident near apron structure.

YSSY/SYD

JEPPESEN SYDNEY, NSW, AUSTRALIA
 9 DEC 11 (10-9C-1) - (KINGSFORD SMITH) INTL



DOMESTIC APRON PARKING BAY INFORMATION

BAY No.	COORDINATES	ELEV (ft)	CAPACITY	NOSE IN GUIDANCE
ACCESS FROM TWY C				
49	S33 56.0 E151 10.6	7	B767-300	CENTERLINE + SIDEMARKER
53, 55	S33 56.1 E151 10.6	7	B767-300	APIS
57	S33 56.1 E151 10.6	7	A320-200	SAFEGATE DGS
59	S33 56.2 E151 10.6	7	B737-800	MARSHALLED
ACCESS FROM TAXILANE DOM2				
31	S33 56.1 E151 10.8	6	B737-800	SAFEGATE DGS
33	S33 56.1 E151 10.8	6	B737-A321	APIS
35	S33 56.1 E151 10.7	6	B737-A321	SAFEGATE DGS
39	S33 56.2 E151 10.7	7	B737-A321	CENTERLINE + SIDEMARKER
52	S33 56.1 E151 10.7	7	B737-A321	APIS
54	S33 56.1 E151 10.7	7	B737-A321	SAFEGATE DGS
56	S33 56.1 E151 10.7	7	B737-A321	SAFEGATE DGS
58	S33 56.2 E151 10.6	7	B737-800	MARSHALLED
ACCESS FROM TAXILANE DOM3				
32	S33 56.1 E151 10.8	8	B737-800	SAFEGATE DGS
32A	S33 56.1 E151 10.8	7	SAAB 340+	MARSHALLED
34	S33 56.1 E151 10.8	7	B737-A321	SAFEGATE DGS
34A	S33 56.1 E151 10.8	7	SAAB 340+	MARSHALLED
36	S33 56.1 E151 10.8	7	B737-A321	SAFEGATE DGS
36A	S33 56.1 E151 10.8	7	SAAB 340+	MARSHALLED
38	S33 56.2 E151 10.8	7	B737-A321	SAFEGATE DGS
40	S33 56.2 E151 10.8	7	B737-A321	SAFEGATE DGS
F1, F2	S33 56.1 E151 10.9	7	METROLINER	MARSHALLED
F3	S33 56.1 E151 10.9	7	SAAB 340	MARSHALLED
F3A	S33 56.1 E151 10.9	7	DHC8-300	MARSHALLED
F4, F5	S33 56.2 E151 10.9	7	B737-800	MARSHALLED
F4A/B, F5A	S33 56.2 E151 10.9	7	DHC8-300	MARSHALLED
F6	S33 56.2 E151 10.9	7	SAAB 340	MARSHALLED
ACCESS FROM TAXILANE DOM3A				
F7	S33 56.2 E151 10.9	10	DHC8-300	MARSHALLED
F7A	S33 56.2 E151 10.9	10	SAAB 340+	MARSHALLED
F8	S33 56.2 E151 10.9	12	DHC8-300	MARSHALLED
F9	S33 56.2 E151 10.9	14	SAAB 340+	MARSHALLED
F10	S33 56.2 E151 11.0	14	SAAB 340+	MARSHALLED
F11	S33 56.2 E151 11.0	13	SAAB 340+	MARSHALLED
F12	S33 56.2 E151 11.0	11	SAAB 340+	MARSHALLED
ACCESS FROM TAXILANE DOM3B				
F13, F14	S33 56.2 E151 11.0	14	DHC8-300	MARSHALLED
F15	S33 56.2 E151 11.0	14	DHC8-300	MARSHALLED
F16	S33 56.2 E151 11.1	14	DHC8-300	MARSHALLED

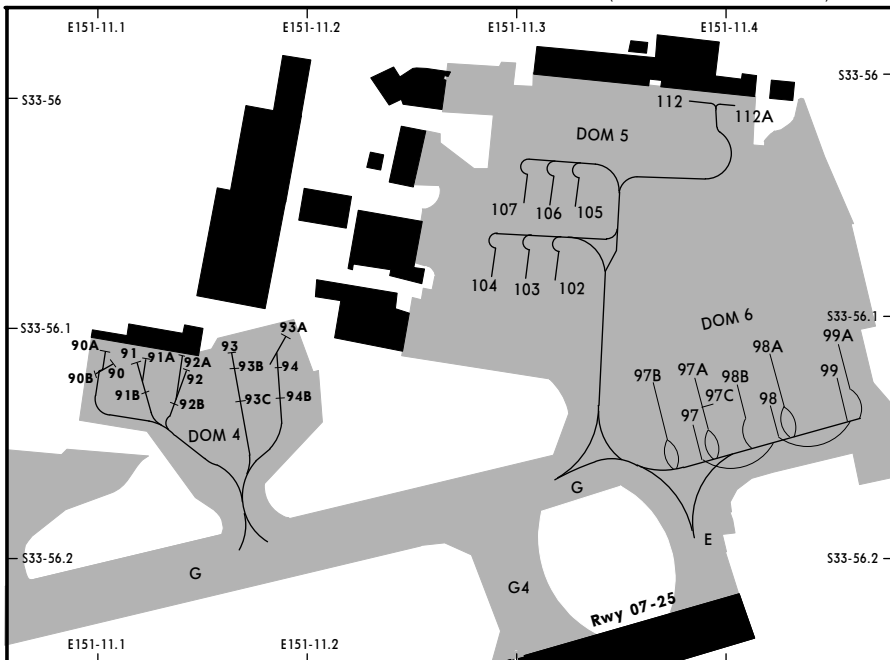
NOTE: Magnetic anomalies evident near terminal structure.

YSSY/SYD



SYDNEY, NSW, AUSTRALIA
 - (KINGSFORD SMITH) INTL

9 DEC 11 (10-9C-2)



DOMESTIC APRON PARKING BAY INFORMATION

BAY No.	COORDINATES	ELEV (ft)	CAPACITY	NOSE IN GUIDANCE
ACCESS FROM TAXILANE DOM4				
90, 90B, 91	S33 56.1 E151 11.1	17	DCH8-300	MARSHALLED
91B, 92	S33 56.1 E151 11.1	17	DCH8-300	MARSHALLED
90A, 91A	S33 56.1 E151 11.1	18	B737	MARSHALLED
92A	S33 56.1 E151 11.1	17	B737	MARSHALLED
92B	S33 56.1 E151 11.1	16	DCH8-300	MARSHALLED
93	S33 56.1 E151 11.2	17	B737	MARSHALLED
93A	S33 56.1 E151 11.2	17	B747-400	MARSHALLED
93B, 93C	S33 56.1 E151 11.2	17	SAAB 340+	MARSHALLED
94, 94B	S33 56.1 E151 11.2	16	DCH8-300	MARSHALLED
ACCESS FROM TAXILANE DOM6				
97	S33 56.1 E151 11.4	16	B747-400	TOWED
97A	S33 56.1 E151 11.4	16	B737-800	MARSHALLED
97B	S33 56.1 E151 11.4	16	B737-800	MARSHALLED
97C	S33 56.1 E151 11.4	16	B767-2/300	MARSHALLED
98	S33 56.1 E151 11.4	17	B747-400	TOWED
98A	S33 56.1 E151 11.4	16	B737-800	MARSHALLED
98B	S33 56.1 E151 11.4	16	B737-800	TOWED
99	S33 56.1 E151 11.5	16	B747-400	TOWED
99A	S33 56.1 E151 11.5	17	B737-800	MARSHALLED
ACCESS FROM TAXILANE DOM5				
102 thru 104	S33 56.1 E151 11.3		18m wingspan	MARSHALLED
105 thru 107	S33 56.1 E151 11.3		18m wingspan	MARSHALLED
112, 112A	S33 56.0 E151 11.4		20m wingspan	MARSHALLED

NOTE: Magnetic anomalies evident near terminal structure.

YSSY/SYD

12 NOV 10
 Eff 18 Nov



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

Pilots should attempt to call on the alternate Director frequency (126.1/125.3). Attempts should also be made on the Tower frequency.

ARRIVALS

- a. If unable to participate in an ILS PRM approach, pilots must notify ATC prior to 120 DME Sydney (or, if departing within 120 DME Sydney, on first contact with ATC).
- b. Aircraft up to and including A300/B767 size may be processed to land on either of the parallel runways 16L/R or 34L/R.
- c. A330 type aircraft operating domestic legs may be processed to land on either of the parallel Rwy 16L/R or 34L/R.
- d. Aircraft landing Rwy 16R require approval to vacate to the left on Twys F, B3 & B4.
- e. Aircraft landing Rwy 16L/34R are to remain on Tower freq 124.7 until west of Twy S.
- f. Aircraft landing Rwy 34R and vacating Twy T2 are to taxi via Twy U and U1 unless otherwise advised.
- g. Aircraft landing Rwy 07/25 require approval to vacate on Twy C.
- h. All arriving aircraft are required to advise parking bay on first contact with Sydney Ground.

DEPARTURES

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

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

NOTE:

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

AIRPORT

YSSY/SYD

12 NOV 10
 Eff 18 Nov
JEPPESEN
 (10-9E)

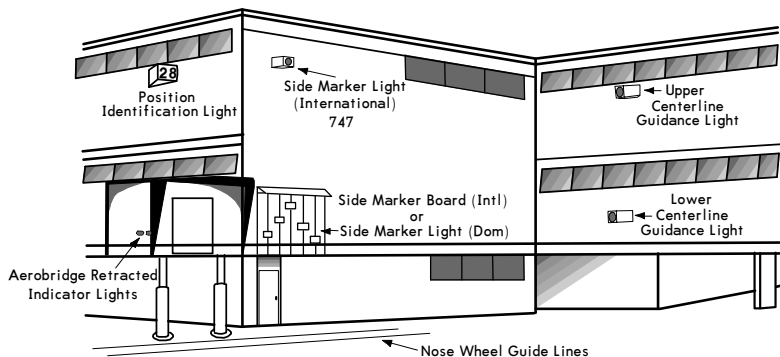
SYDNEY, NSW, AUSTRALIA
 -(KINGSFORD SMITH) INTL

VISUAL DOCKING GUIDANCE SYSTEMS

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

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

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



Visual Docking Guidance System

Aircraft should use the following elements for docking:

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

NOTE:

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

YSSY/SYD

10 FEB 06
 (10-9F)
JEPPESEN
SYDNEY, NSW, AUSTRALIA
 -(KINGSFORD SMITH) INTL

VISUAL DOCKING GUIDANCE SYSTEMS

The following is a brief description of the system:

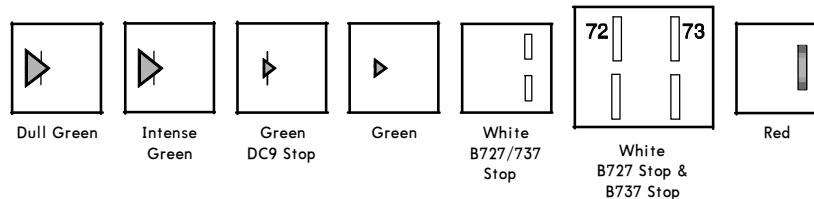
- a. The Position Identification Light indicates the number of the docking position and has white numerals on a black background outlined in green neon tubing at night.
- b. The Aerobridge Retracted Indicator consists of two lights. The green light indicates the Aerobridge is in the fully retracted position.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

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

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

Domestic (All Types)

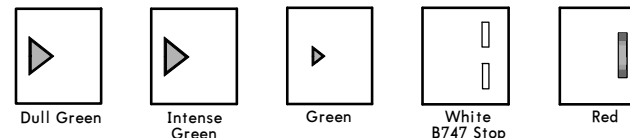
1. Approaching the position, a preliminary dull GREEN light will show through the arrow-shaped aperture which also exhibits a cross bar.
2. As the aircraft moves forward, the intensity of the green light increases until it becomes a bright arrow-head T shape which is the DC9 stopping point.
3. As the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



Side Marker Lights (Domestic) (DC-9, B-727 and 737)

International (For B747 Aircraft only)

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



Side Marker Lights (International) (B747)

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

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

YSSY/SYD

10 FEB 06



SYDNEY, NSW, AUSTRALIA
- (KINGSFORD SMITH) INTL

VISUAL DOCKING GUIDANCE SYSTEMS

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

AIRCRAFT POSITIONING AND INFORMATION SYSTEM (APIS)

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

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

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

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

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

YSSY/SYD

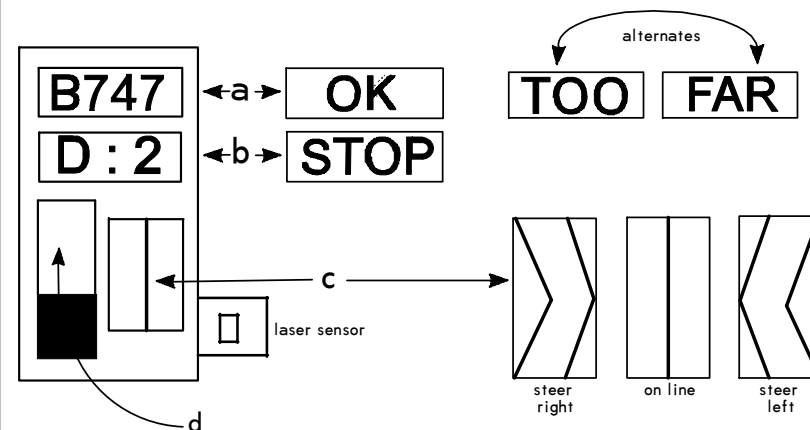
10 FEB 06



SYDNEY, NSW, AUSTRALIA
- (KINGSFORD SMITH) INTL

VISUAL DOCKING GUIDANCE SYSTEMS

APIS Diagram



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

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

YSSY/SYD

10 FEB 06



10-9J

SYDNEY, NSW, AUSTRALIA

- (KINGSFORD SMITH) INTL

VISUAL DOCKING GUIDANCE SYSTEMS

SAFEGATE DOCKING GUIDANCE SYSTEM (SAFEGATE DGS)

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

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

System Description

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

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

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

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

Aircraft Types

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

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

System Operation

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

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

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

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

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

YSSY/SYD

10 FEB 06



10-9K

SYDNEY, NSW, AUSTRALIA

- (KINGSFORD SMITH) INTL

VISUAL DOCKING GUIDANCE SYSTEMS

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

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

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

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

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

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

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

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

- j. When the correct STOP position is reached, the display shows STOP and red lights will be lit.

- k. When the aircraft has parked, OK will be displayed.

- l. If the aircraft has overshot the position, TOO FAR will be displayed.

- m. When ground engineers have placed the chocks at the nosewheel, they will manually change the display to CHOCK ON.

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

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

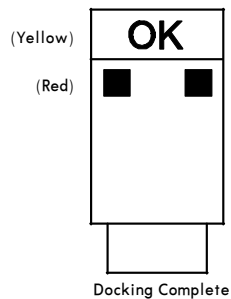
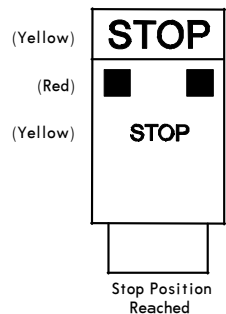
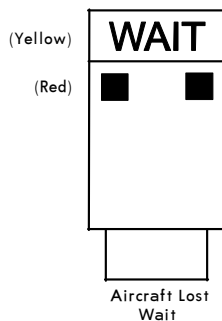
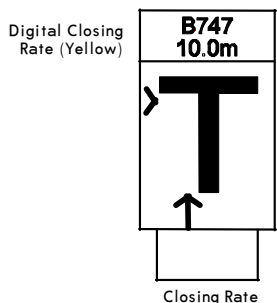
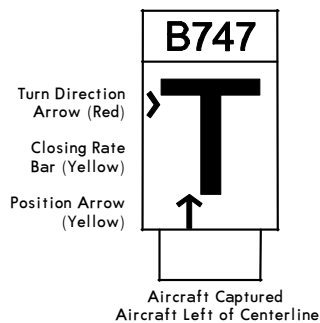
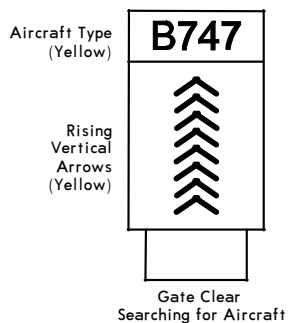
Ground engineers have access to emergency push-buttons to deactivate the system. When an emergency stop is activated, the display will show STOP. The ground engineers will then be required to complete the docking manually once the emergency situation is cleared.

YSSY/SYD

JEPPESEN SYDNEY, NSW, AUSTRALIA
 10 FEB 06 (10-9L) -(KINGSFORD SMITH) INTL

VISUAL DOCKING GUIDANCE SYSTEMS

Safegate Docking Guidance System



YSSY/SYD

JEPPESEN SYDNEY, NSW, AUSTRALIA
 2 DEC 05 (11-0) -(KINGSFORD SMITH) INTL

ILS PRM

ILS PRM USER INSTRUCTIONS

ATTENTION ALL USERS of ILS PRM (PRECISION RUNWAY MONITOR)

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

1. Viewing the PRM video 'ILS PRM Approaches - A Pilot's Approach';
2. Familiarization with the ILS PRM approach procedures published herein or equivalent operational documents (See Jeppesen AIR TRAFFIC CONTROL AUSTRALIA, RULES AND PROCEDURES, PARALLEL INSTRUMENT APPROACHES; or Jeppesen AUSTRALIA DOMESTIC MANUAL, AIR TRAFFIC CONTROL, DEPARTURE, APPROACH AND LANDING PROCEDURES, PARALLEL RUNWAY OPERATIONS);
3. Familiarization with the breakout procedure and phraseology; and
4. Completion of an examination conducted by the operator's training and checking organization or chief pilot holding instrument renewal approval or flying training school holding instrument training approval.

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

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

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

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

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

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

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

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

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

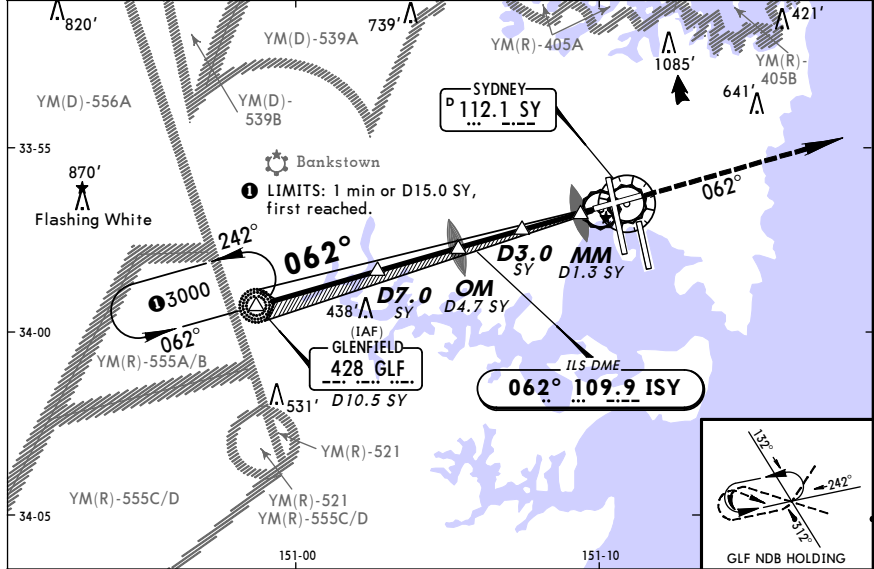
New PRM video reflecting these changes is available online at:

<http://www.airservicesaustralia.com/pilotcentre/projects/prm/changesprm.asp>

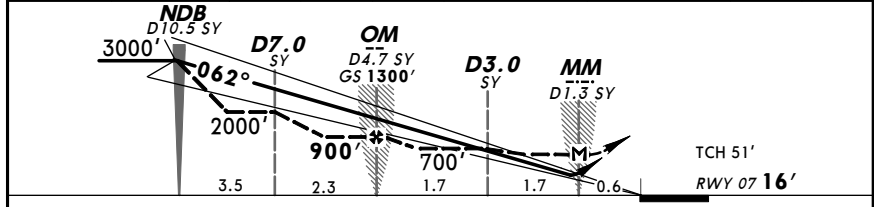
HAND FLY A BREAKOUT: When issued with Breakout instructions from an ILS PRM approach, time is critical. ALL BREAKOUT procedures MUST BE HAND FLOWN. In exceptional circumstances a descending breakout may be given but the assigned altitude will not be below the applicable minimum vectoring altitude (MVA).

YSSY/SYD
 - (KINGSFORD SMITH) INTL **5 MAR 10** **(11-1)** **Eff 11 Mar**
JEPPESSEN SYDNEY, NSW, AUSTRALIA
 ILS-Y or LOC-Y Rwy 07

ATIS 112.1 118.55 126.25 428				SYDNEY Approach (R) North 124.4 South 128.3 West 126.1 East 125.3				Director			
SYDNEY Tower Rwy 16R/34L & 07/25 120.5 Rwy 16L/34R 124.7				Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7							
LOC ISY 109.9	Final Apch Crs 062°	GS OM 1300' (1284')	ILS DA(H) 270' (254')	Apt Elev 21' RWY 07 16'	2700'						
MISSED APCH: Track 062°. Climb to 2000' or as directed by ATC.											
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. SY DME REQUIRED (LOC Only). 2. GPS permitted in lieu of DME. Reference waypoint SY VOR.											



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

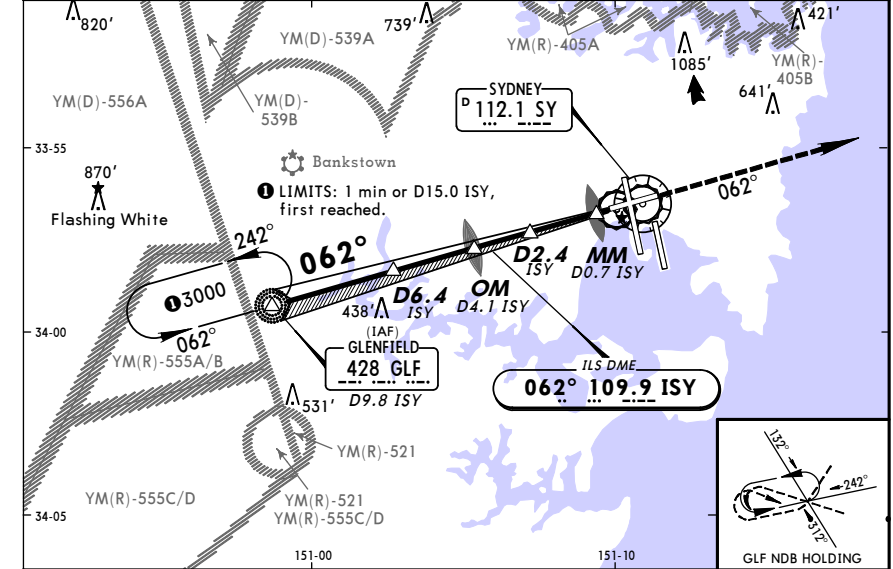


Gnd speed-Kts	70	90	100	120	140	160				
GS	3.00°	377	484	538	646	753	861			
MAP at MM/D1.3 SY										

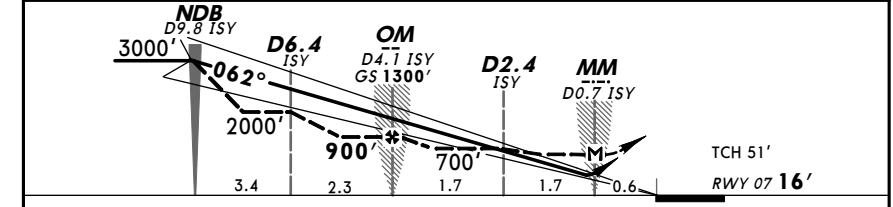
STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND		DAY	NIGHT	No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
ILS DA(H)	LOC (GS out) DME MDA(H)	DAY	NIGHT			
270' (254')	600' (584')	Max Kts	MDA(H)			
		100	710' (689')-2.4 km			
		135	1000' (979')-4.0 km		NA	
		180	1000' (979')-5.0 km			
		205				

YSSY/SYD
 - (KINGSFORD SMITH) INTL **5 MAR 10** **(11-2)** **Eff 11 Mar**
JEPPESSEN SYDNEY, NSW, AUSTRALIA
 ILS-Z or LOC-Z Rwy 07

ATIS 112.1 118.55 126.25 428				SYDNEY Approach (R) North 124.4 South 128.3 West 126.1 East 125.3				Director			
SYDNEY Tower Rwy 16R/34L & 07/25 120.5 Rwy 16L/34R 124.7				Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7							
LOC ISY 109.9	Final Apch Crs 062°	GS OM 1300' (1284')	ILS DA(H) 270' (254')	Apt Elev 21' RWY 07 16'	2700'						
MISSED APCH: Track 062°. Climb to 2000' or as directed by ATC.											
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. ISY DME REQUIRED (LOC Only).											



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

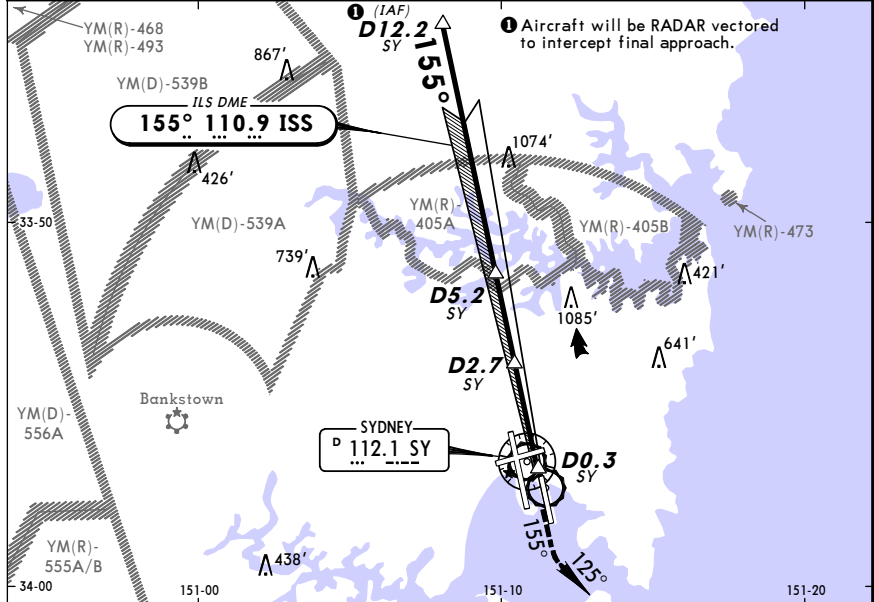


Gnd speed-Kts	70	90	100	120	140	160				
GS	3.00°	377	484	538	646	753	861			
MAP at MM/D0.7 ISY										

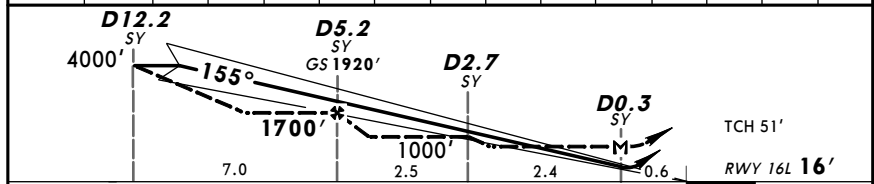
STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND		DAY	NIGHT	No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
ILS DA(H)	LOC (GS out) DME MDA(H)	DAY	NIGHT			
270' (254')	600' (584')	Max Kts	MDA(H)			
		100	710' (689')-2.4 km			
		135	1000' (979')-4.0 km		NA	
		180	1000' (979')-5.0 km			
		205				

YSSY/SYD **JEPPESEN SYDNEY, NSW, AUSTRALIA**
 -(KINGSFORD SMITH) INTL 19 AUG 11 (11-3) ILS-Y or LOC-Y Rwy 16L

ATIS		SYDNEY Approach (R)				Director	
112.1	118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower		Ground					
Rwy 16L/34R	124.7	Rwy 16R/34L & 07/25	120.5	West of Rwy 16R/34L	126.5	East of Rwy 16R/34L	121.7
LOC ISS	Final Apch Crs	GS	ILS DA(H)	Apt Elev 21'			
110.9	155°	D5.2 SY 1920' (1904')	220' (204')	RWY 16L 16'			
MISSED APCH: Track 155°. At MANDATORY 600', turn LEFT track 125°. Climb to 3000' or as directed by ATC.							2700'
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'							MSA SY VOR 2100' within 10 NM
1. SY DME REQUIRED. 2. GPS permitted in lieu of DME. Reference waypoint SY VOR. 3. Holding as directed by ATC.							



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



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

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

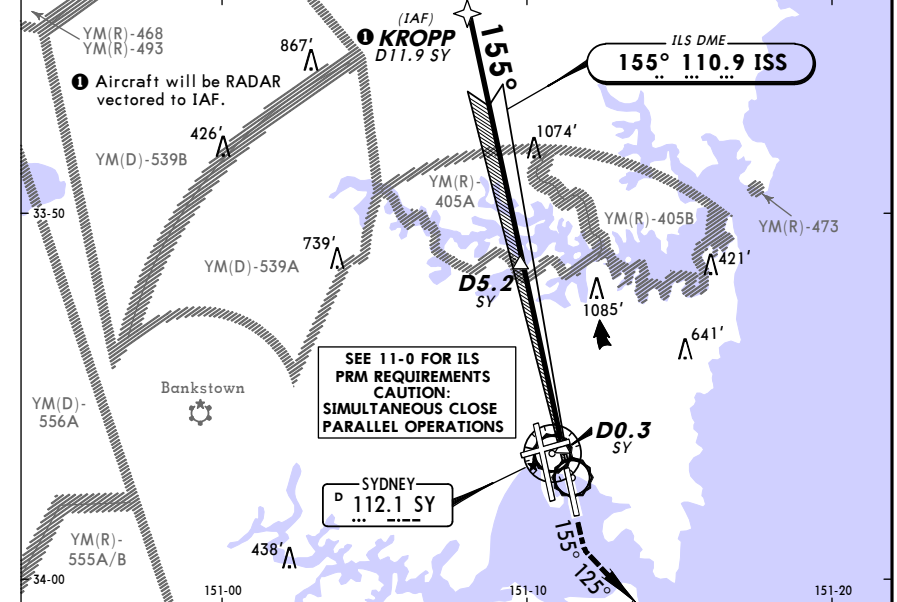
1 Airbus A380 ILS operations; cancel ILS DA, use LOC MDA.

CHANGES: TCH, procedure altitude, recommended altitudes.

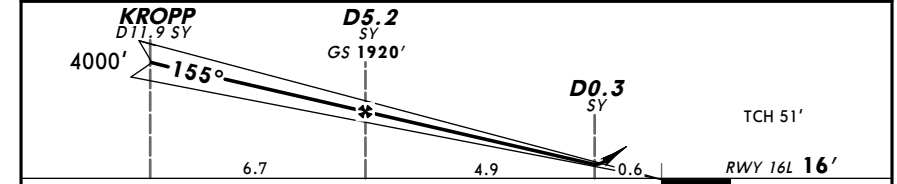
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YSSY/SYD **JEPPESEN SYDNEY, NSW, AUSTRALIA**
 -(KINGSFORD SMITH) INTL 19 AUG 11 (11-4) Eff 25 Aug ILS-Y PRM Rwy 16L
 CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

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



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



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

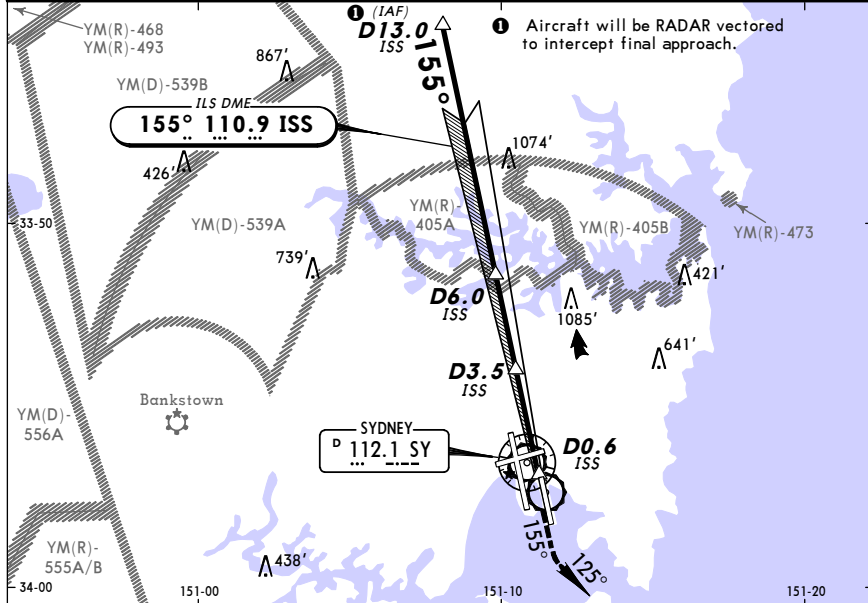
STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND				No Circling			
ILS DA(H) 220' (204')											
FULL		HIRL out		HIALS out		HIALS out					
A								A			
B	RVR 550m	1.2 km	1.5 km					B			
C	VIS 0.8 km							C			
D								D			

CHANGES: TCH, procedure altitude, recommended altitudes.

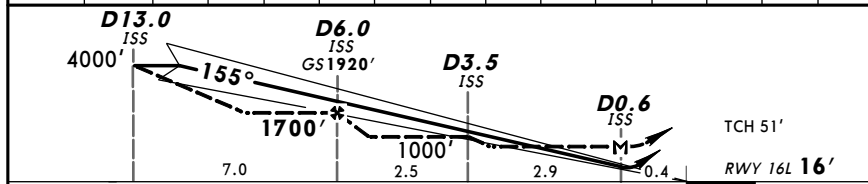
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YSSY/SYD
 - (KINGSFORD SMITH) INTL 19 AUG 11 (11-5) Eff 25 Aug
JEPPESEN SYDNEY, NSW, AUSTRALIA
 ILS-Z or LOC-Z Rwy 16L

ATIS				SYDNEY Approach (R)				Director							
112.1	118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3								
SYDNEY Tower				Ground											
Rwy 16L/34R	124.7	Rwy 16R/34L & 07/25	120.5	West of Rwy 16R/34L	126.5	East of Rwy 16R/34L	121.7								
LOC ISS	Final Apch Crs	GS	ILS DA(H)	Apt Elev	2700'										
110.9	155°	D6.0 ISS 1920' (1904')	220' (204')	RWY 16L 16'											
MISSED APCH: Track 155°. At MANDATORY 600', turn LEFT track 125°. Climb to 3000' or as directed by ATC.											MSA SY VOR 2100' within 10 NM				
Alt Set: hPa				Rwy Elev: 1 hPa				Trans level: FL 110				Trans alt: 10000'			
1. ISS DME REQUIRED. 2. Holding as directed by ATC.															



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



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

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

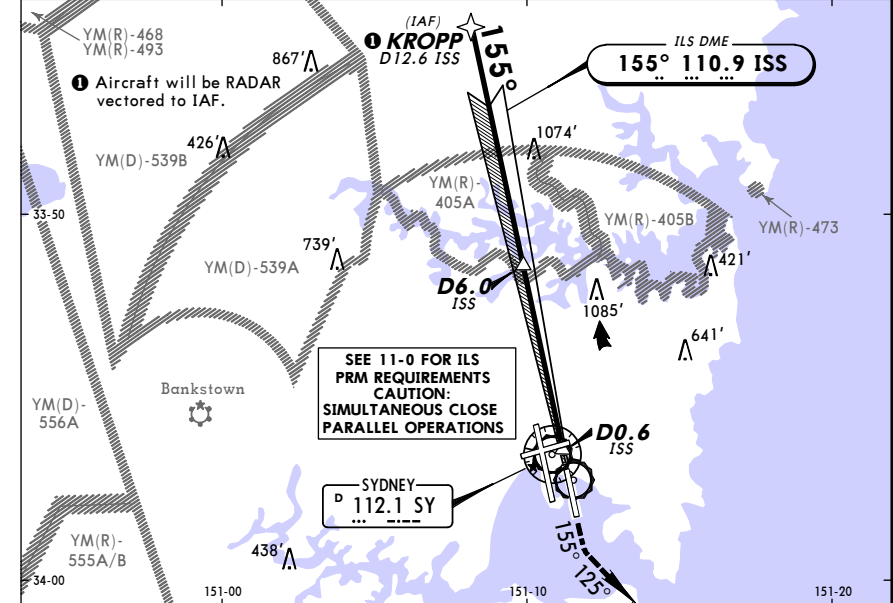
1 Airbus A380 ILS operations: cancel ILS DA, use LOC MDA.

CHANGES: TCH, procedure altitude, recommended altitudes.

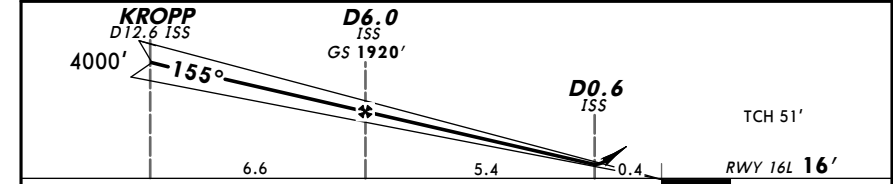
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YSSY/SYD
 - (KINGSFORD SMITH) INTL 19 AUG 11 (11-6) Eff 25 Aug
JEPPESEN SYDNEY, NSW, AUSTRALIA
 ILS-Z PRM Rwy 16L
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

ATIS				SYDNEY Approach (R)				Director							
112.1	118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3								
SYDNEY Tower				Ground											
Rwy 16L/34R	124.7	Rwy 16R/34L & 07/25	120.5	West of Rwy 16R/34L	126.5	East of Rwy 16R/34L	121.7								
LOC ISS	Final Apch Crs	GS	ILS DA(H)	Apt Elev	2700'										
110.9	155°	D6.0 ISS 1920' (1904')	220' (204')	RWY 16L 16'											
MISSED APCH: Track 155°. At MANDATORY 600', turn LEFT track 125°. Continue climb to 3000' or as directed by ATC.											MSA SY VOR 2100' within 10 NM				
Alt Set: hPa				Rwy Elev: 1 hPa				Trans level: FL 110				Trans alt: 10000'			
1. ISS DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. Holding as directed by ATC.															



ISS DME	12.5	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.6
ALTIMITUDE	4000'	3830'	3520'	3200'	2880'	2560'	2240'	1920'	1610'	1290'	970'	650'	330'	220'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MANDATORY	125°	3000'
GS	3.00°	372	478	531	637	849	PAPI	155°	LT	↑
MAP at D0.6 ISS										

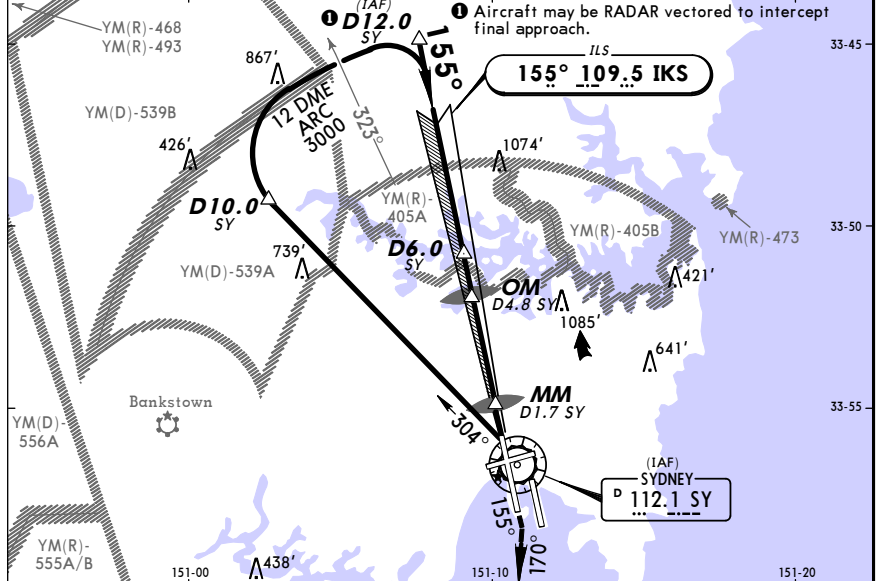
STRAIGHT-IN LANDING RWY 16L					CIRCLE-TO-LAND					No Circling							
1 ILS DA(H) 220' (204')					NA					NA							
FULL		HIRL out		HIALS out		FULL		HIRL out		HIALS out		FULL		HIRL out		HIALS out	
A							A						A				
B	RVR 550m	1.2 km	1.5 km				B						B				
C	VIS 0.8 km						C						C				
D							D		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

CHANGES: TCH, procedure altitude, recommended altitudes.

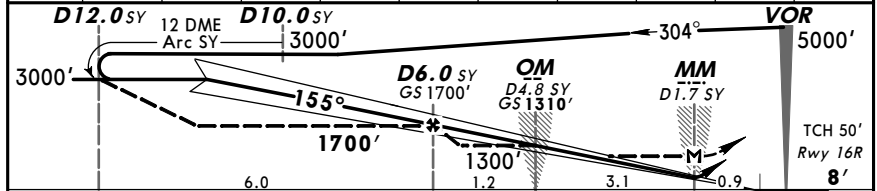
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YSSY/SYD
 - (KINGSFORD SMITH) INTL 19 AUG 11 (11-7) **Eff 25 Aug** ILS or LOC Rwy 16R

ATIS		SYDNEY Approach (R)				Director	
112.1	118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower				Ground			
Rwy 16R/34L & 07/25	120.5	Rwy 16L/34R	124.7	West of Rwy 16R/34L	126.5	East of Rwy 16R/34L	121.7
LOC IKS	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev	21'	2700'	
109.5	155°	1310' (1302')	220' (212')	Rwy 16R	8'		



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

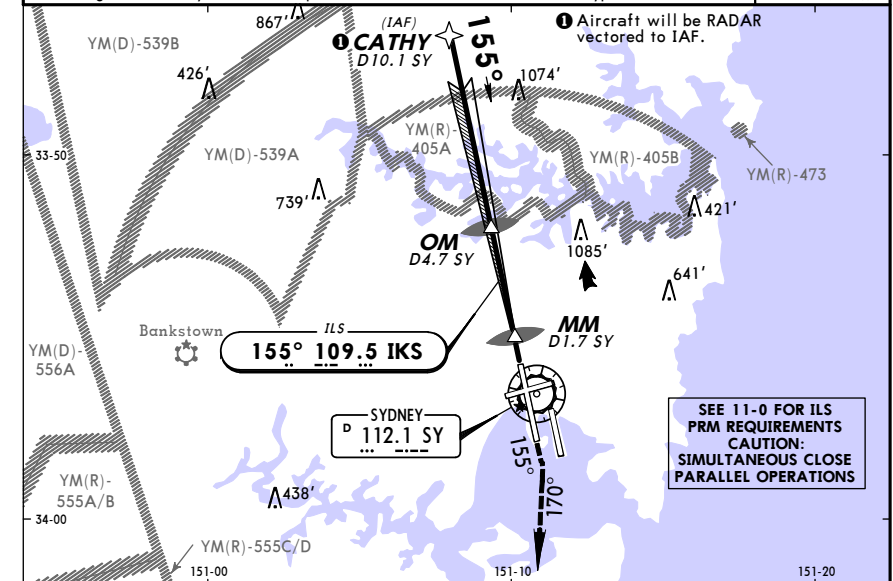


Gnd speed-Kts	70	90	100	120	140	160	PAPI		155°	MANDATORY	170°	3000'
GS	3.00°	372	478	531	637	743	849					

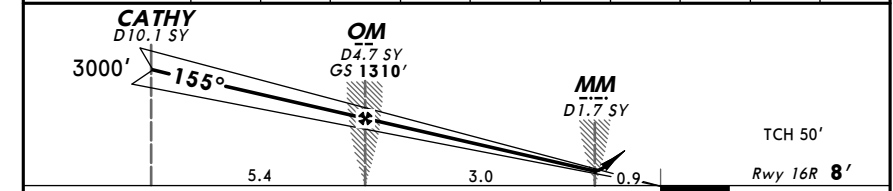
STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND		No Circling Beyond D3.0 SY VOR East of Rwy 16R & North of Rwy 25
ILS DA(H) 220' (212')		LOC (GS out) DME MDA(H) 450' (442')		Max Kts MDA(H)		
FULL	HIRL out	HIALS out	HIALS out	710' (689')-2.4 km		
A	RVR 550m	1.2 km	1.5 km	1000' (979')-4.0 km		
B	VIS 0.8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

YSSY/SYD
 - (KINGSFORD SMITH) INTL 19 AUG 11 (11-8) **Eff 25 Aug** ILS PRM Rwy 16R
 CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

ATIS		SYDNEY Approach (R)				Director	
112.1	118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower				Ground			
Rwy 16R/34L & 07/25	120.5	Rwy 16L/34R	124.7	West of Rwy 16R/34L	126.5	East of Rwy 16R/34L	121.7
LOC IKS	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev	21'	2700'	
109.5	155°	1310' (1302')	220' (212')	Rwy 16R	8'		



SY DME	10.1	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.4
ALTITUDE	3000'	2650'	2340'	2020'	1700'	1380'	1060'	740'	420'	220'

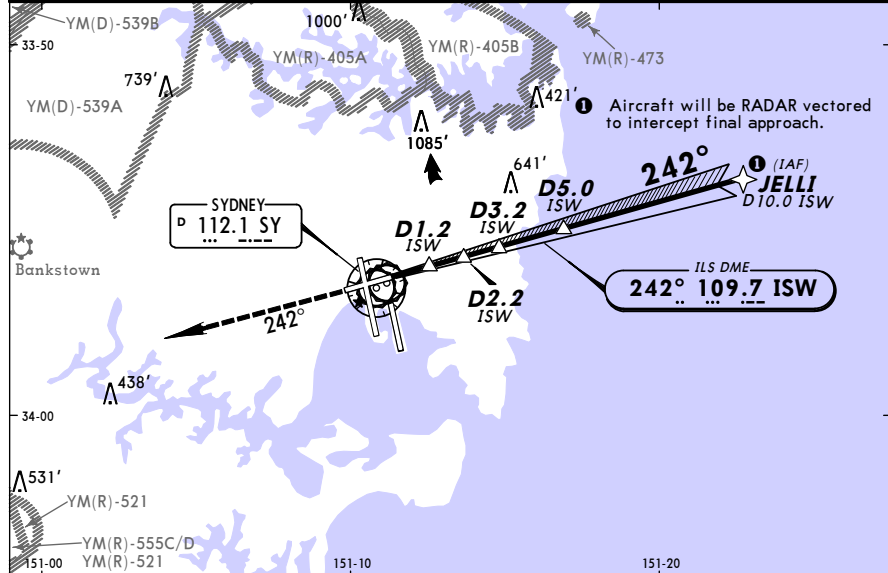


Gnd speed-Kts	70	90	100	120	140	160	PAPI		155°	MANDATORY	170°	3000'
GS	3.00°	372	478	531	637	743	849					

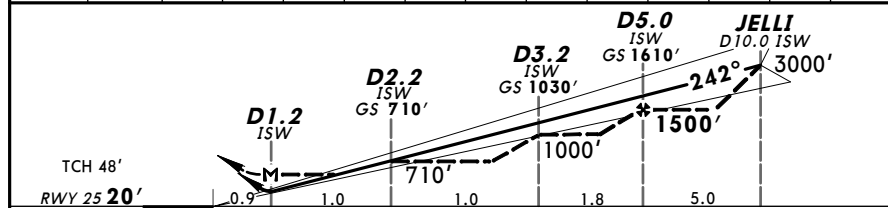
STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND		No Circling
ILS DA(H) 220' (212')		LOC (GS out) DME MDA(H) 450' (442')		Max Kts MDA(H)		
FULL	HIRL out	HIALS out	HIALS out	710' (689')-2.4 km		
A	RVR 550m	1.2 km	1.5 km	1000' (979')-4.0 km		
B	VIS 0.8 km			1000' (979')-5.0 km		
C						

YSSY/SYD
 -(KINGSFORD SMITH) INTL 5 MAR 10 (11-9) Eff 11 Mar ILS or LOC Rwy 25

ATIS 112.1 118.55 126.25 428		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & 07/25 120.5 Rwy 16L/34R 124.7			Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7		
LOC ISW 109.7	Final Apch Crs 242°	GS D5.0 ISW 1610' (1590')	ILS DA(H) 270' (250')	Apt Elev 21'	2700'
RWY 25 20'					
MISSED APCH: Track 242°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					
1. ISW DME REQUIRED. 2. Holding as directed by ATC.					



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



Gnd Speed-Kts	70	90	100	120	140	160							
GS	3.00°	377	484	538	646	753	861						
MAP at D1.2 ISW													

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

YSSY/SYD
 -(KINGSFORD SMITH) INTL 2 DEC 05 (11-0A) ILS PRM SYDNEY, NSW, AUSTRALIA

ILS PRM USER INSTRUCTIONS

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

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

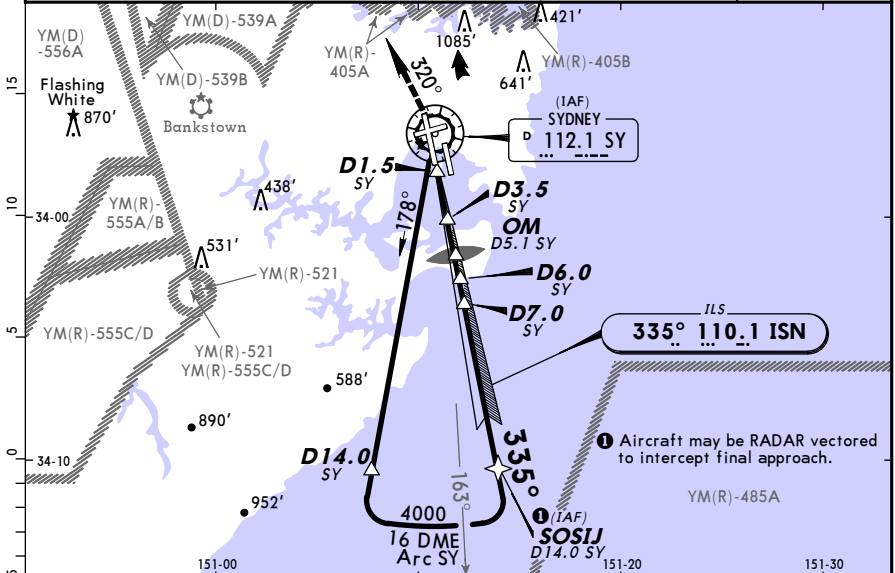
Pilots are not expected to acknowledge a deviation advisory but should compare localizer course tracking indications and use the indicator most consistent with the controller's advice. The PRM controller is not expected to provide an indication of displacement from the applicable localizer course. On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

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

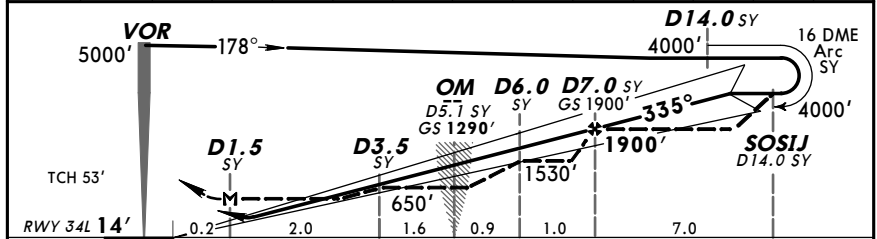
'BREAKOUT ALERT, (call sign) TURN LEFT (or RIGHT) IMMEDIATELY HEADING (3 digits), CLIMB (or DESCEND) TO (altitude)'

YSSY/SYD
 - (KINGSFORD SMITH) INTL 5 MAR 10 **11-10** Eff 11 Mar ILS or LOC Rwy 34L

ATIS 112.1 118.55 126.25 428				SYDNEY Approach (R) North 124.4 South 128.3 West 126.1 East 125.3				Director			
SYDNEY Tower Rwy 16R/34L & Rwy 07/25 120.5 Rwy 16L/34R 124.7				Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7							
LOC ISN 110.1	Final Apch Crs 335°	GS OM 1290' (1276')	ILS DA(H) 270' (256')	Apt Elev 21'		2700'					
MISSED APCH: Track 335°. At MANDATORY 500' turn LEFT track 320°. Climb to 3000' or as directed by ATC.				RWY 34L 14'							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'				Reference waypoint SY VOR.		MSA SY VOR 2100' within 10 NM					



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



Gnd speed-Kts	70	90	100	120	140	160	MANDATORY 500'		320°		3000'	
GS	3.00°	377	484	538	646	753	861	PAPI	335°	LT		

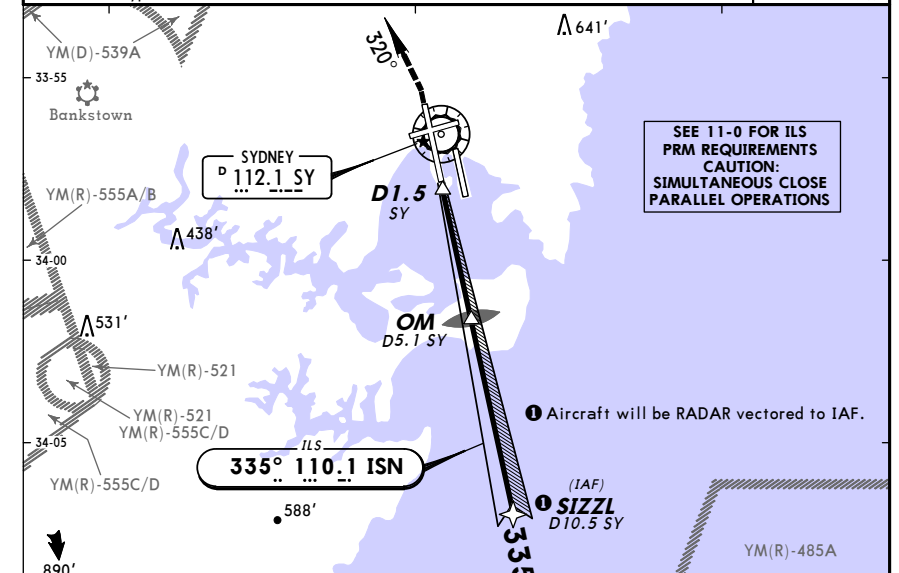
STRAIGHT-IN LANDING RWY 34L		CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
ILS DME DA(H) 270' (256')	LOC (GS out) DME MDA(H) 400' (386')	Max Kts	MDA(H)	
A	1.5 km	100	710' (689') - 2.4 km	
B	2.0 km	135	1000' (979') - 4.0 km	
C		180	1000' (979') - 5.0 km	
D		205		

CHANGES: Procedure.

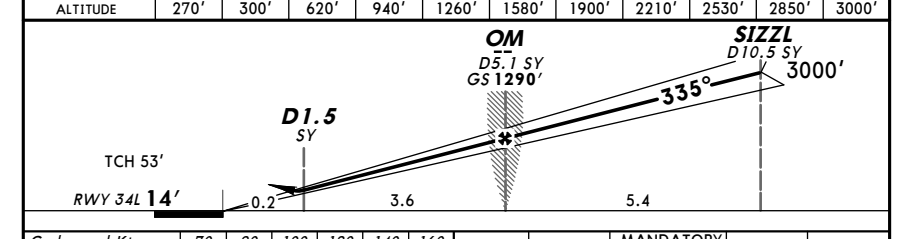
YSSY/SYD
 - (KINGSFORD SMITH) INTL 10 JUN 11 **11-11** ILS PRM Rwy 34L

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

ATIS 112.1 118.55 126.25 428				SYDNEY Approach (R) North 124.4 South 128.3 West 126.1 East 125.3				Director			
SYDNEY Tower Rwy 16R/34L & 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°	GS OM 1290' (1276')	ILS DA(H) 270' (256')	Apt Elev 21'		2700'					
MISSED APCH: Track 335°. At MANDATORY 500' turn LEFT track 320°. Climb to 3000' or as directed by ATC.				RWY 34L 14'							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'				Reference waypoint SY VOR.		MSA SY VOR 2100' within 10 NM					



SY DME ALTITUDE	1.9	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	10.4
	270'	300'	620'	940'	1260'	1580'	1900'	2210'	2530'	2850'	3000'



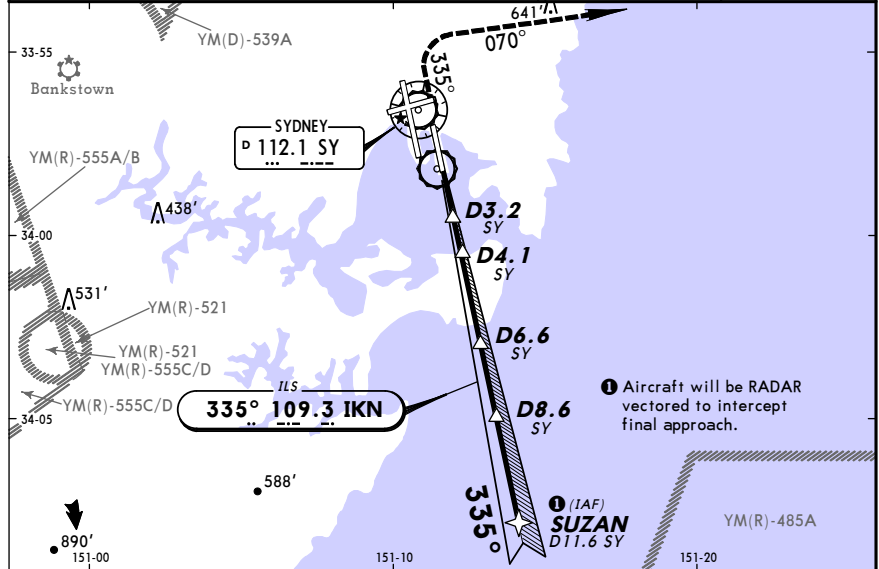
Gnd speed-Kts	70	90	100	120	140	160	MANDATORY 500'		320°		3000'	
GS	3.00°	372	478	531	637	743	849	PAPI	335°	LT		

STRAIGHT-IN LANDING RWY 34L		CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
ILS DME DA(H) 270' (256')	LOC (GS out) DME MDA(H) 400' (386')	Max Kts	MDA(H)	
A	1.5 km	100	710' (689') - 2.4 km	
B	2.0 km	135	1000' (979') - 4.0 km	
C		180	1000' (979') - 5.0 km	
D		205		

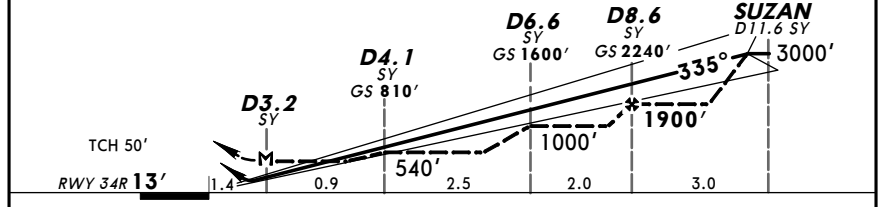
CHANGES: None.

YSSY/SYD
 - (KINGSFORD SMITH) INTL 10 JUN 11 (11-12) ILS-Y or LOC-Y Rwy 34R

ATIS		SYDNEY Approach (R)				Director	
112.1	118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower				Ground			
Rwy 16L/34R	124.7	Rwy 16R/34L & 07/25	120.5	West of Rwy 16R/34L	126.5	East of Rwy 16R/34L	121.7
LOC IKN	Final Apch Crs	GS	ILS DA(H)	Apt Elev	21'		
109.3	335°	D8.6 SY	270' (257')	Rwy 34R	13'		
MISSED APCH: Track 335°. At MANDATORY 600' turn RIGHT track 070°. Climb to 2000' or as directed by ATC.							2700'
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'							
1. SY DME REQUIRED. 2. GPS permitted in lieu of DME. Reference waypoint SY VOR. 3. Holding as directed by ATC.							



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



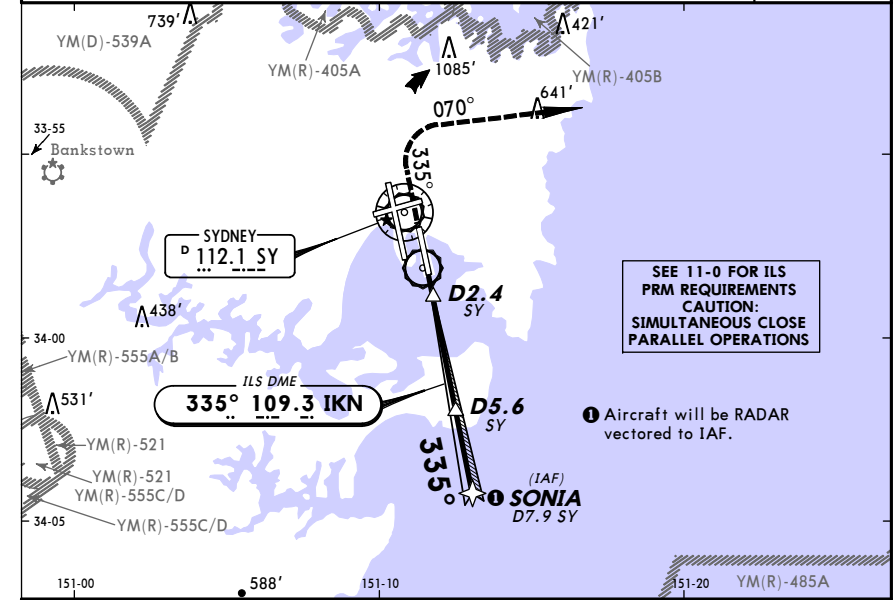
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	MANDATORY 600'	070°	2000'
GS	3.00°	372	478	531	637	743				
MAP at D3.2 SY										

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

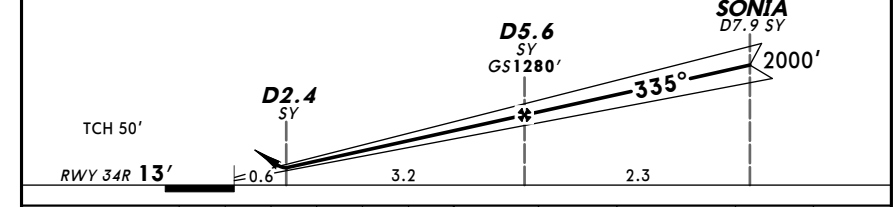
YSSY/SYD
 - (KINGSFORD SMITH) INTL 8 JUL 11 (11-13) ILS-Y PRM Rwy 34R

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

ATIS		SYDNEY Approach (R)				Director	
112.1	118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower		MONITOR		Ground			
Rwy 16L/34R	124.7	Rwy 16R/34L & Rwy 07/25	120.5	PRM 133.95	West of Rwy 16R/34L	126.5	East of Rwy 16R/34L
LOC IKN	Final Apch Crs	GS	ILS DA(H)	Apt Elev	21'		
109.3	335°	D5.6 SY	270' (257')	Rwy 34R	13'		
MISSED APCH: Track 335°. At MANDATORY 600' turn RIGHT track 070°. Continue climb to 2000' or as directed by ATC.							2700'
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'							
1. SY DME REQUIRED. 2. Dual VHF communications required. 3. GPS permitted in lieu of DME. Reference waypoint SY VOR. 4. Holding as directed by ATC. 5. See 11-0 for 'ILS PRM USER INSTRUCTIONS'.							



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

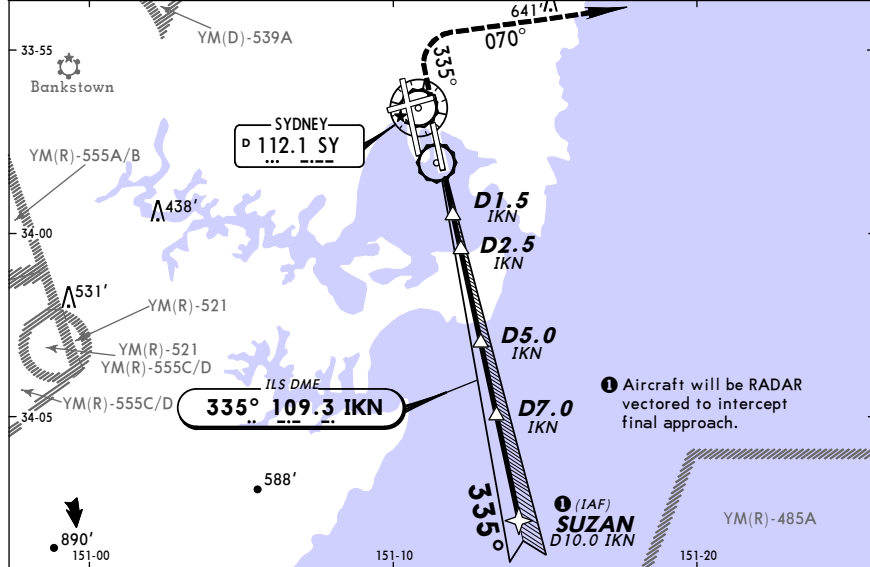


Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	MANDATORY 600'	070°	2000'
GS	3.00°	372	478	531	637	743				

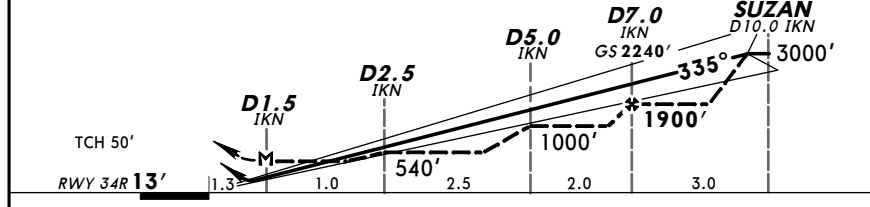
STRAIGHT-IN LANDING RWY 34R		CIRCLE-TO-LAND		No Circling	
ILS DME DA(H)	270' (257')	NA			
A	1.5 km	NA			
B					
C					
D					

YSSY/SYD
 - (KINGSFORD SMITH) INTL 8 JUL 11 (11-14) ILS-Z or LOC-Z Rwy 34R

ATIS		SYDNEY Approach (R)				Director	
112.1	118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower				Ground			
Rwy 16L/34R	124.7	Rwy 16R/34L & 07/25	120.5	West of Rwy 16R/34L	126.5	East of Rwy 16R/34L	121.7
LOC IKN	Final Apch Crs	GS	ILS DA(H)	Apt Elev	21'		
109.3	335°	2240' (2227')	270' (257')	Rwy 34R	13'		
MISSED APCH: Track 335°. At MANDATORY 600' turn RIGHT track 070°. Climb to 2000' or as directed by ATC.							2700'
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'							
1. IKN DME REQUIRED. 2. Holding as directed by ATC.							MSA SY VOR 2100' within 10 NM



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



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

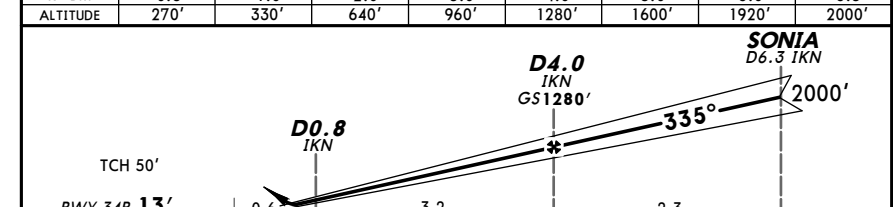
STRAIGHT-IN LANDING RWY 34R		CIRCLE-TO-LAND		No Circling	
ILS DME DA(H)	270' (257')	LOC (GS out) DME MDA(H)	500' (487')	NA	
A	1.5 km	B	2.7 km	C	NA
B		D		D	
C					
D					

YSSY/SYD
 - (KINGSFORD SMITH) INTL 27 MAY 11 Eff 2 Jun (11-15) ILS-Z PRM Rwy 34R
 CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

ATIS		SYDNEY Approach (R)				Director	
112.1	118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower				Ground			
Rwy 16L/34R	124.7	Rwy 16R/34L & 07/25	120.5	West of Rwy 16R/34L	126.5	East of Rwy 16R/34L	121.7
LOC IKN	Final Apch Crs	GS	ILS DA(H)	Apt Elev	21'		
109.3	335°	2240' (2227')	270' (257')	Rwy 34R	13'		
MISSED APCH: Track 335°. At MANDATORY 600' turn RIGHT track 070°. Continue climb to 2000' or as directed by ATC.							2700'
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'							
1. IKN DME REQUIRED. 2. Dual VHF communications required. 3. Holding as directed by ATC. 4. See 11-0 for "ILS PRM USER INSTRUCTIONS".							MSA SY VOR 2100' within 10 NM



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



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	MANDATORY 600'	070°	2000'
GS	3.00°	377	484	538	646	753				
MAP at D1.5 IKN										

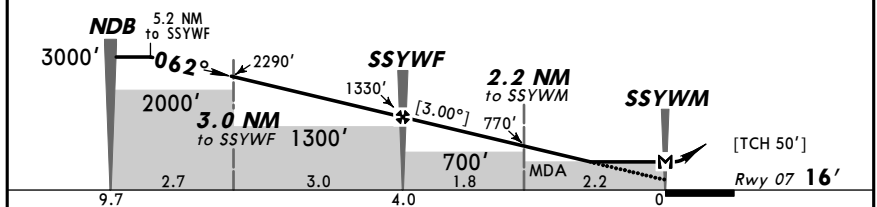
STRAIGHT-IN LANDING RWY 34R		CIRCLE-TO-LAND		No Circling	
ILS DME DA(H)	270' (257')	NA		NA	
A	1.5 km	B	NA	C	NA
B		D		D	
C					
D					

YSSY/SYD
 - (KINGSFORD SMITH) INTL **19 AUG 11**
 Eff 25 Aug (12-1) **RNAV-Z (GNSS) Rwy 07**

ATIS		SYDNEY Approach (R)		Director	
112.1	118.55	126.25	428	North 124.4	South 128.3
Rwy 16R/34L & 07/25		Rwy 16L/34R	West of Rwy 16R/34L		East of Rwy 16R/34L
120.5		124.7	126.5		121.7
RNAV	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev	21'
	062°	1330' (1314')	580' (564')	Rwy 07 16'	
MISSED APCH: Track direct to SSYWH, then track 062°. Climb to 2000' or as directed by ATC.					2700'
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					
1. Max IAS for initial 210 Kts.					MSA SY VOR 2100' within 10 NM



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



MAP at SSYWH		REIL	PAPI	SSYWH
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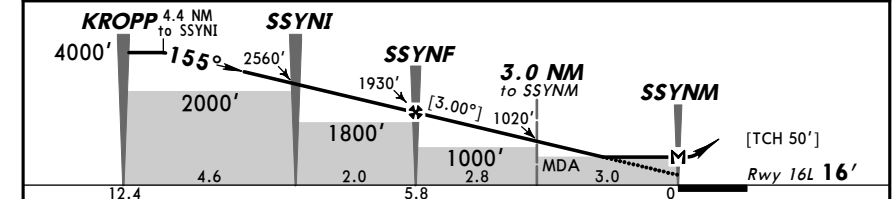
STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND	
MDA(H) 580' (564')		DAY	NIGHT
A		Max Kts	MDA(H)
B		100	710' (689') - 2.4 km
C	3.2 km	135	
D		180	1000' (979') - 4.0 km
		205	1000' (979') - 5.0 km

YSSY/SYD
 - (KINGSFORD SMITH) INTL **19 AUG 11**
 Eff 25 Aug (12-2) **RNAV-Z (GNSS) Rwy 16L**

ATIS		SYDNEY Approach (R)		Director	
112.1	118.55	126.25	428	North 124.4	South 128.3
Rwy 16L/34R		Rwy 16R/34L & 07/25	West of Rwy 16R/34L		East of Rwy 16R/34L
124.7		120.5	126.5		121.7
RNAV	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev	21'
	155°	1930' (1914')	480' (464')	Rwy 16L 16'	
MISSED APCH: Track 155°, at MANDATORY 600' turn LEFT, track direct to SSYNH, then track 125°. Climb to 3000' or as directed by ATC.					2700'
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					
1. Max IAS for initial 210 Kts.					MSA SY VOR 2100' within 10 NM



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



MAP at SSYNH		REIL	PAPI	SSYNH
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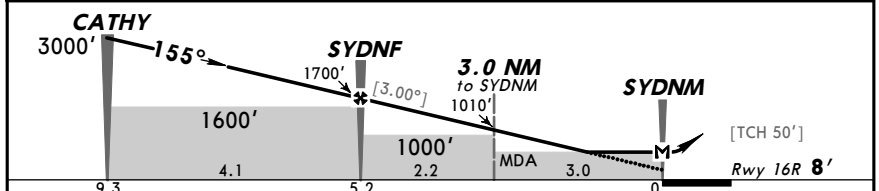
STRAIGHT-IN LANDING RWY 16L		CIRCLE-TO-LAND	
MDA(H) 480' (464')		DAY	NIGHT
A		Max Kts	MDA(H)
B		100	710' (689') - 2.4 km
C	2.6 km	135	
D		180	1000' (979') - 4.0 km
		205	1000' (979') - 5.0 km

YSSY/SYD
 -(KINGSFORD SMITH) INTL **19 AUG 11** **Eff 25 Aug** **(12-3)** **RNAV-Z (GNSS) Rwy 16R**

ATIS		SYDNEY Approach (R)		Director	
112.1	118.55	126.25	428	North 124.4	South 128.3
Rwy 16R/34L & 07/25		Rwy 16L/34R	West of Rwy 16R/34L	East of Rwy 16R/34L	
120.5		124.7	126.5	121.7	
RNAV	Final Apch Crs 155°	Procedure Alt SYDNF 1700' (1692')	MDA(H) 520' (512')	Apt Elev 21'	2700'
			Rwy 16R 8'		
MISSED APCH: Track 155°, at MANDATORY 600' turn RIGHT, track direct to SYDNH, then track 170°. Climb to 3000' or as directed by ATC.					MSA SY VOR 2100' within 10 NM
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. Max IAS for initial 210 Kts.					



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



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

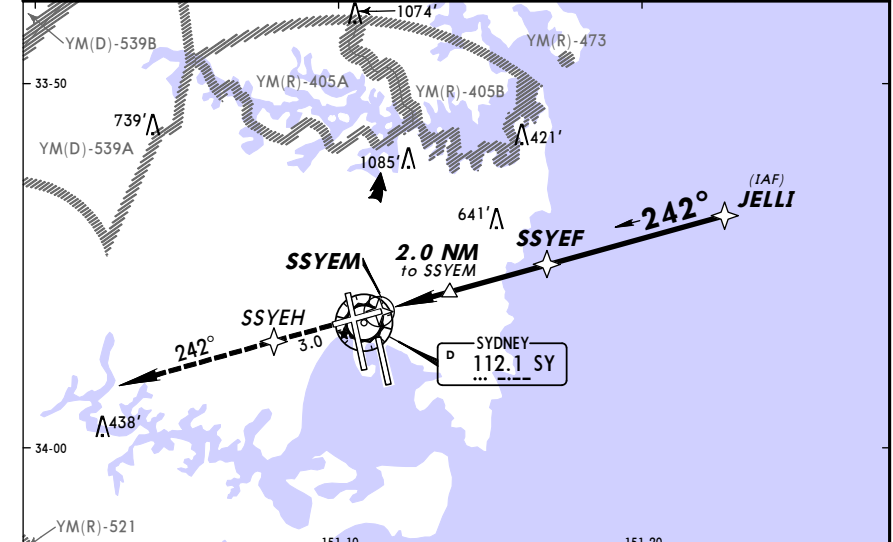
STRAIGHT-IN LANDING RWY 16R		CIRCLE-TO-LAND	
MDA(H) 520' (512')		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25	
	HIALS out	Max Kts	MDA(H)
A		100	710' (689') - 2.4 km
B		135	1000' (979') - 4.0 km
C	2.9 km	180	1000' (979') - 4.0 km
D		205	1000' (979') - 5.0 km

CHANGES: Straight-in visibility.

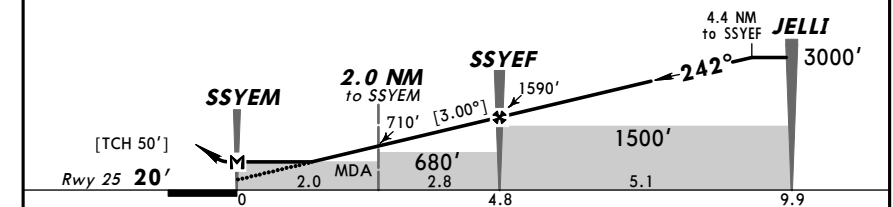
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YSSY/SYD
 -(KINGSFORD SMITH) INTL **19 AUG 11** **Eff 25 Aug** **(12-4)** **RNAV-Z (GNSS) Rwy 25**

ATIS		SYDNEY Approach (R)		Director	
112.1	118.55	126.25	428	North 124.4	South 128.3
Rwy 16R/34L & 07/25		Rwy 16L/34R	West of Rwy 16R/34L	East of Rwy 16R/34L	
120.5		124.7	126.5	121.7	
RNAV	Final Apch Crs 242°	Procedure Alt SSYEF 1590' (1570')	MDA(H) 520' (500')	Apt Elev 21'	2700'
			Rwy 25 20'		
MISSED APCH: Track direct to SSYEH, then track 242°. Climb to 3000' or as directed by ATC.					MSA SY VOR 2100' within 10 NM
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. Max IAS for initial 210 Kts.					



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



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

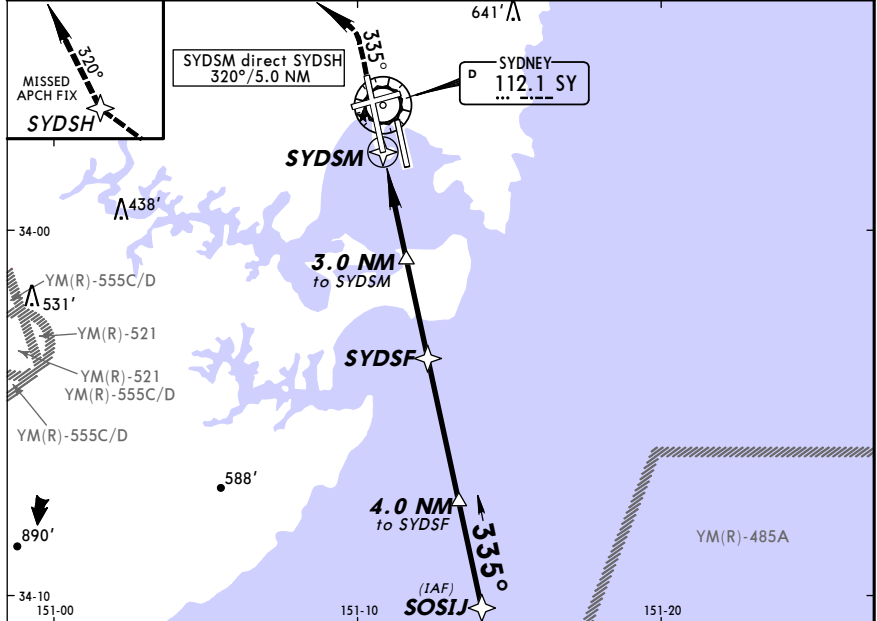
STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND	
MDA(H) 520' (500')		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25	
		Max Kts	MDA(H)
A		100	710' (689') - 2.4 km
B		135	1000' (979') - 4.0 km
C	2.8 km	180	1000' (979') - 4.0 km
D		205	1000' (979') - 5.0 km

CHANGES: None.

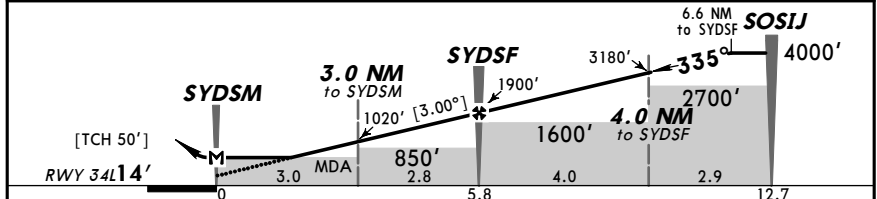
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YSSY/SYD
 - (KINGSFORD SMITH) INTL **27 MAY 11** **(12-5)** **RNAV-Z (GNSS) Rwy 34L**

ATIS		SYDNEY Approach (R)		Director	
112.1	118.55	126.25	428	North 124.4	South 128.3
SYDNEY Tower		Ground		West 126.1	East 125.3
Rwy 16R/34L & 07/25		Rwy 16L/34R		West of Rwy 16R/34L	
120.5		124.7		126.5	
Rwy 16R/34L & 07/25		Rwy 16L/34R		West of Rwy 16R/34L	
120.5		124.7		126.5	
RNAV	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 21'	2700'
	335°	1900' (1886')	450' (436')	Rwy 34L 14'	
MISSED APCH: Track 335°, at MANDATORY 500' turn LEFT, track direct to SYDSH, then track 320°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 110	
1. Max IAS for initial 210 Kts.				Trans alt: 10000'	
					MSA SY VOR 2100' within 10 NM



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



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

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

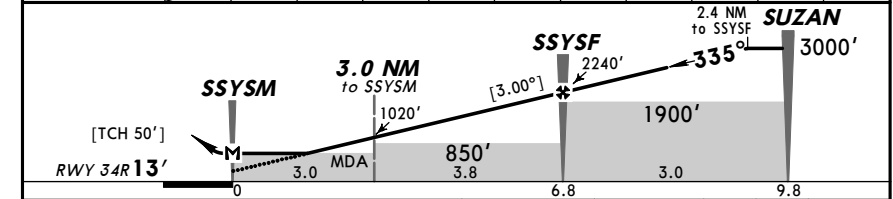
CHANGES: Waypoint SYDSI to SYDSF.

YSSY/SYD
 - (KINGSFORD SMITH) INTL **27 MAY 11** **(12-6)** **RNAV-Z (GNSS) Rwy 34R**

ATIS		SYDNEY Approach (R)		Director	
112.1	118.55	126.25	428	North 124.4	South 128.3
SYDNEY Tower		Ground		West 126.1	East 125.3
Rwy 16L/34R		Rwy 16R/34L & 07/25		West of Rwy 16R/34L	
124.7		120.5		126.5	
Rwy 16L/34R		Rwy 16R/34L & 07/25		West of Rwy 16R/34L	
124.7		120.5		126.5	
RNAV	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 21'	2700'
	335°	2240' (2227')	550' (537')	Rwy 34R 13'	
MISSED APCH: Track 335°, at MANDATORY 600' turn RIGHT, track direct to SSYSH, then track 070°. Climb to 2000' or as directed by ATC.					
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: FL 110	
1. Max IAS for initial 210 Kts, for missed approach: 190 Kts.				Trans alt: 10000'	
					MSA SY VOR 2100' within 10 NM



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



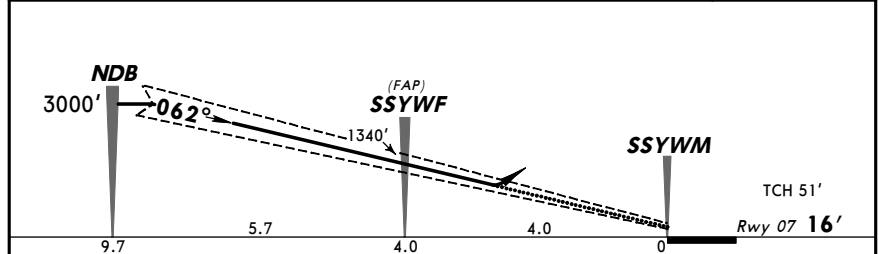
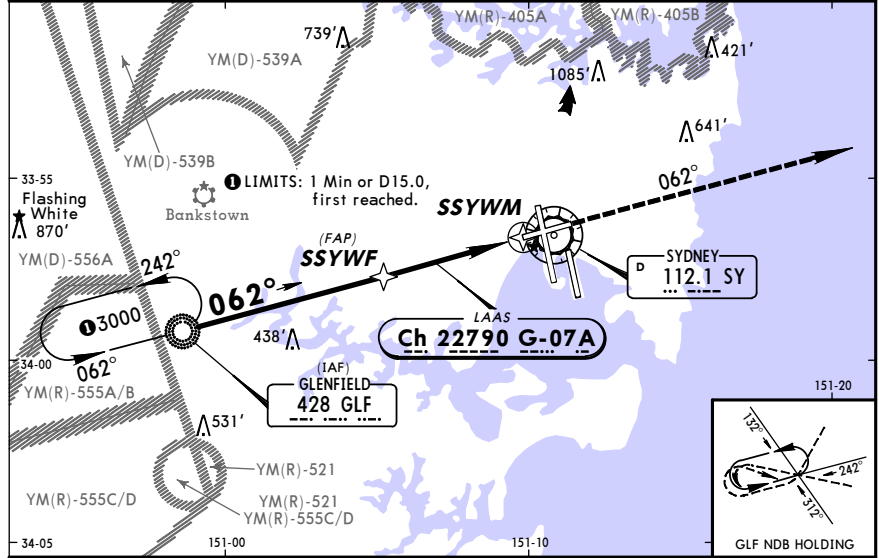
Gnd speed-Kts	70	90	100	120	140	160								
Descent angle [3.00°]	372	478	531	637	743	849	REIL PAPI	335°	MANDATORY 600'	RT	D	SSYSH		
MAP at SSYSM														

STRAIGHT-IN LANDING RWY 34R		CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
MDA(H) 550' (537')		MDA(H)		
A				
B				
C	3.0 km			
D				

CHANGES: Waypoint names.

YSSY/SYD
 - (KINGSFORD SMITH) INTL 25 NOV 11 (12-40)
JEPPESEN SYDNEY, NSW, AUSTRALIA
 GLS Rwy 07

ATIS 112.1 118.55 126.25 428		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & 07/25 120.5		Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7
LAAS Ch 22790 G-07A	Final Apch Crs 062°	Minimum Alt SSYWF 1340' (1324')	GLS DA(H) 1000' (984')	Apt Elev 21'	Rwy 07 16'
MISSED APCH: At SSYWM track 062°. Climb to 2000' or as directed by ATC.					2700'
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					MSA SY VOR 2100' within 10 NM

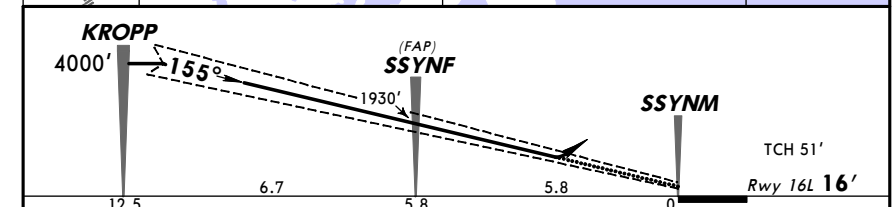


Gnd speed-Kts	70	90	100	120	140	160			
Glide Path Angle	3.00°	372	478	531	637	743	849	REIL	SSYWM 062°
MAP at DA									

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

YSSY/SYD
 - (KINGSFORD SMITH) INTL 25 NOV 11 (12-41)
JEPPESEN SYDNEY, NSW, AUSTRALIA
 GLS Rwy 16L

ATIS 112.1 118.55 126.25 428		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
Rwy 16L/34R 124.7		SYDNEY Tower Rwy 16R/34L & 07/25 120.5	West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7
LAAS Ch 20735 G-16B	Final Apch Crs 155°	Minimum Alt SSYNF 1930' (1914')	GLS DA(H) 1000' (984')	Apt Elev 21'	Rwy 16L 16'
MISSED APCH: Track 155°. Not below 600' turn LEFT, track 125°. Climb to 3000' or as directed by ATC.					2600'
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					MSA SY VOR 2100' within 10 NM

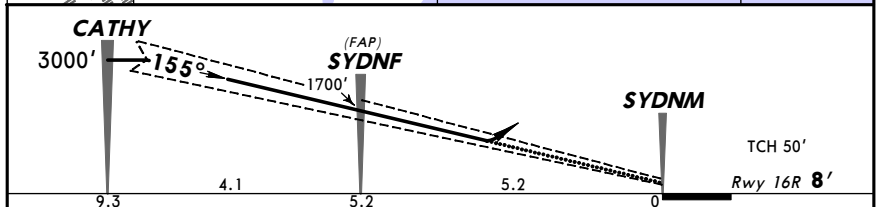
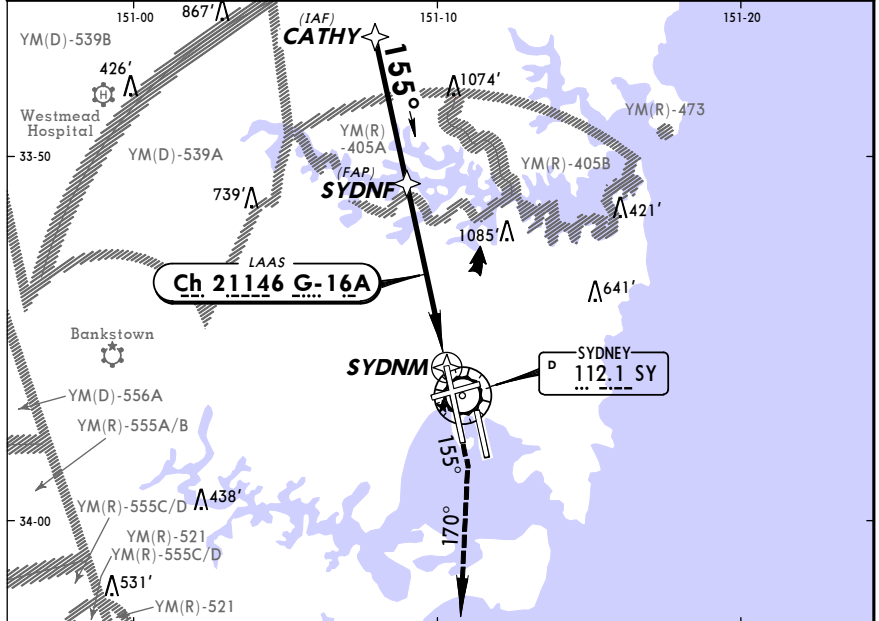


Gnd speed-Kts	70	90	100	120	140	160			
Glide Path Angle	3.00°	372	478	531	637	743	849	HIALS	NOT BELOW 600' LT
MAP at DA									

STRAIGHT-IN LANDING RWY 16L		CIRCLE-TO-LAND	
GLS DA(H) 1000' (984')		HIALS out	
A	4.7 km	A	NOT AUTHORIZED
B		B	
C		C	
D		D	

YSSY/SYD
 - (KINGSFORD SMITH) INTL 25 NOV 11 (12-42)
JEPPESEN SYDNEY, NSW, AUSTRALIA
 GLS Rwy 16R

ATIS 112.1 118.55 126.25 428		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
Rwy 16R/34L & 07/25 120.5		Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7
LAAS Ch 21146 G-16A	Final Apch Crs 155°	Minimum Alt SYDNF 1700' (1692')	GLS DA(H) 1000' (992')	Apt Elev 21' Rwy 16R 8'	2600'
MISSED APCH: Track 155°. Not below 600' turn RIGHT, track 170°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. Aircraft will be radar vectored to intercept final approach. 2. Holding as advised by ATC.					MSA SY VOR 2100' within 10 NM

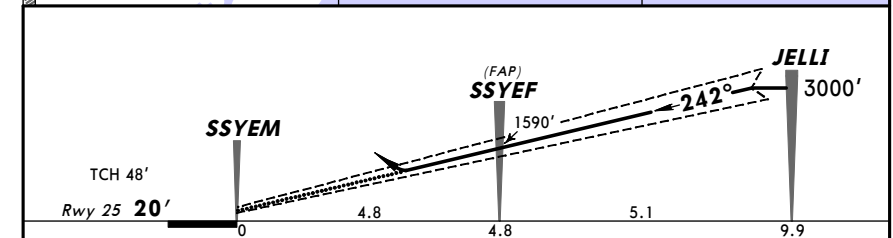
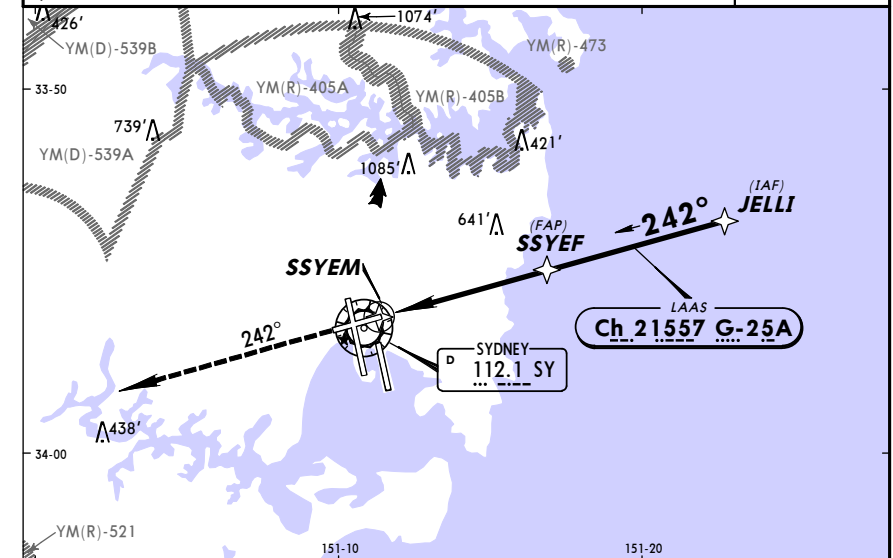


Gnd speed-Kts	70	90	100	120	140	160	PAPI	NOT BELOW 600'	155°	RT	170°
Glide Path Angle	3.00°	372	478	531	637	743					

STRAIGHT-IN LANDING RWY 16R GLS DA(H) 1000' (992')		CIRCLE-TO-LAND	
HIALS out		MDA(H)	
A		Max Kts	
B		100	
C		135	
D		180	
4.7 km		1000' (979') - 5.0 km	

YSSY/SYD
 - (KINGSFORD SMITH) INTL 25 NOV 11 (12-43)
JEPPESEN SYDNEY, NSW, AUSTRALIA
 GLS Rwy 25

ATIS 112.1 118.55 126.25 428		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
Rwy 16R/34L & 07/25 120.5		Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7
LAAS Ch 21557 G-25A	Final Apch Crs 242°	Minimum Alt SSYEF 1590' (1570')	GLS DA(H) 1000' (980')	Apt Elev 21' Rwy 25 20'	2700'
MISSED APCH: At SSYEM 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. Aircraft will be radar vectored to intercept final approach. 2. Holding as advised by ATC.					MSA SY VOR 2100' within 10 NM

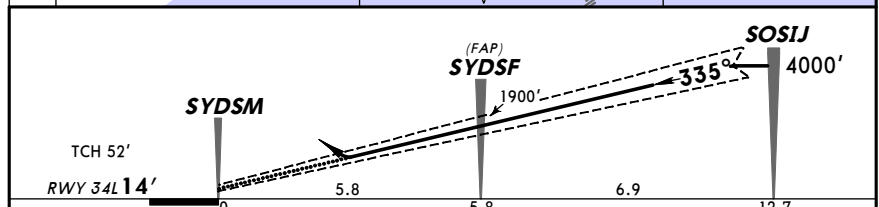


Gnd speed-Kts	70	90	100	120	140	160	PAPI	SSYEM	242°
Glide Path Angle	3.00°	372	478	531	637	743			

STRAIGHT-IN LANDING RWY 25 GLS DA(H) 1000' (980')		CIRCLE-TO-LAND	
HIALS out		MDA(H)	
A		Max Kts	
B		100	
C		135	
D		180	
5.6 km		1000' (979') - 5.0 km	

YSSY/SYD
 - (KINGSFORD SMITH) INTL 25 NOV 11 (12-44)
JEPPESEN SYDNEY, NSW, AUSTRALIA
 GLS Rwy 34L

ATIS 112.1 118.55 126.25 428		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & 07/25 120.5		Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5		Ground East of Rwy 16R/34L 121.7
LAAS Ch 21968 G-34A	Final Apch Crs 335°	Minimum Alt SYDSF 1900' (1886')	GLS DA(H) 1000' (986')	Apt Elev 21' Rwy 34L 14'	2600'
MISSED APCH: Track 335°. Not below 500' turn LEFT, track 320°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. Aircraft will be radar vectored to intercept final approach. 2. Holding as advised by ATC.					MSA SY VOR 2100' within 10 NM

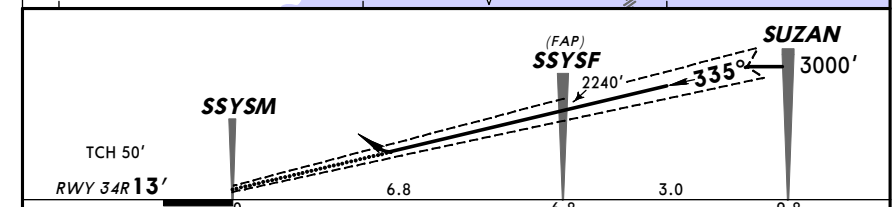
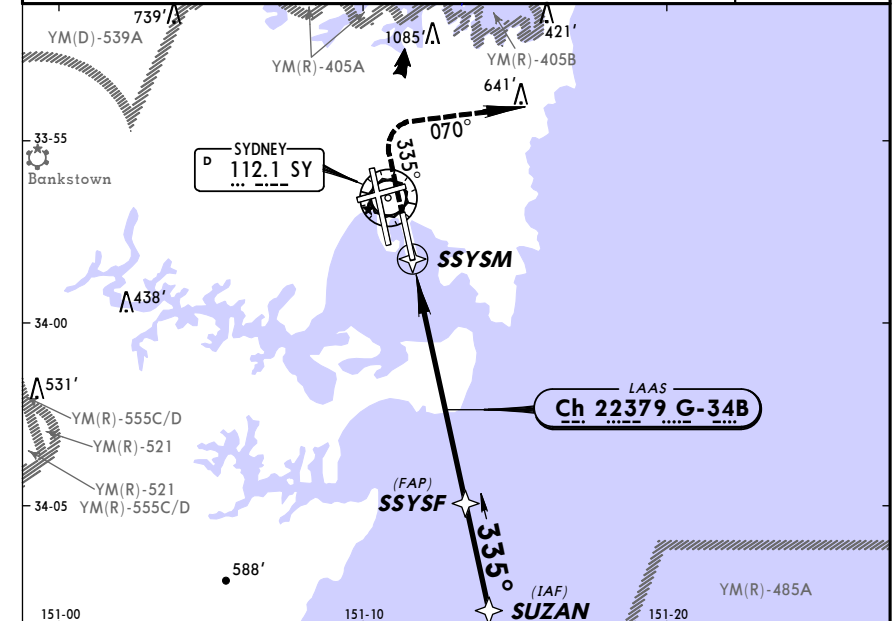


Gnd speed-Kts	70	90	100	120	140	160							
Glide Path Angle	3.00°	372	478	531	637	743	849						
MAP at DA													

STRAIGHT-IN LANDING RWY 34L GLS DA(H) 1000' (986')		CIRCLE-TO-LAND Max Kts MDA(H)		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
A		100		
B		135		
C	5.6 km	180	1000' (979')-5.0 km	
D		205		

YSSY/SYD
 - (KINGSFORD SMITH) INTL 25 NOV 11 (12-45)
JEPPESEN SYDNEY, NSW, AUSTRALIA
 GLS Rwy 34R

ATIS 112.1 118.55 126.25 428		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16L/34R 124.7		Rwy 16R/34L & 07/25 120.5	West of Rwy 16R/34L 126.5		Ground East of Rwy 16R/34L 121.7
LAAS Ch 22379 G-34B	Final Apch Crs 335°	Minimum Alt SSYSF 2240' (2227')	GLS DA(H) 1000' (987')	Apt Elev 21' Rwy 34R 13'	2700'
MISSED APCH: Track 335°. Not below 600' turn RIGHT, track 070°. Climb to 2000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. Aircraft will be radar vectored to intercept final approach. 2. Holding as advised by ATC.					MSA SY VOR 2100' within 10 NM

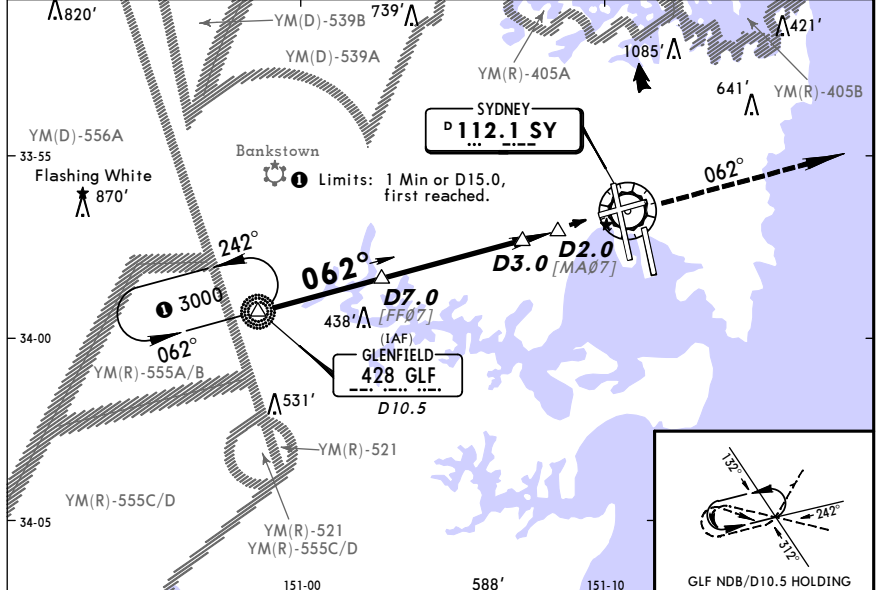


Gnd speed-Kts	70	90	100	120	140	160							
Glide Path Angle	3.00°	372	478	531	637	743	849						
MAP at DA													

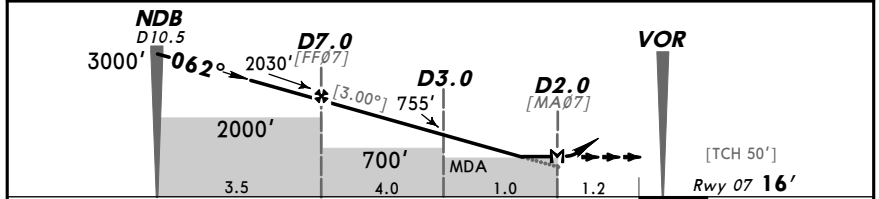
STRAIGHT-IN LANDING RWY 34R GLS DA(H) 1000' (987')		CIRCLE-TO-LAND Max Kts MDA(H)		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
A		100		
B		135		
C	5.6 km	180	1000' (979')-5.0 km	
D		205		

YSSY/SYD **JEPPESEN SYDNEY, NSW, AUSTRALIA**
 - (KINGSFORD SMITH) INTL 19 AUG 11 (13-1) **Eff 25 Aug** **VOR Rwy 07**

ATIS 112.1 118.55 126.25 428				SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & 07/25 120.5		Rwy 16L/34R 124.7		Ground West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7	
VOR SY 112.1	Final Apch Crs 062°	Procedure Alt D7.0 (2014')	MDA(H) 650' (634')	Apt Elev 21' Rwy 07 16'	2700'		
MISSED APCH: Track 062°. Climb to 2000' or as directed by ATC.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'				MSA SY VOR 2100' within 10 NM			
1. SY DME REQUIRED. 2. GPS permitted in lieu of DME. Reference waypoint SY VOR.							



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

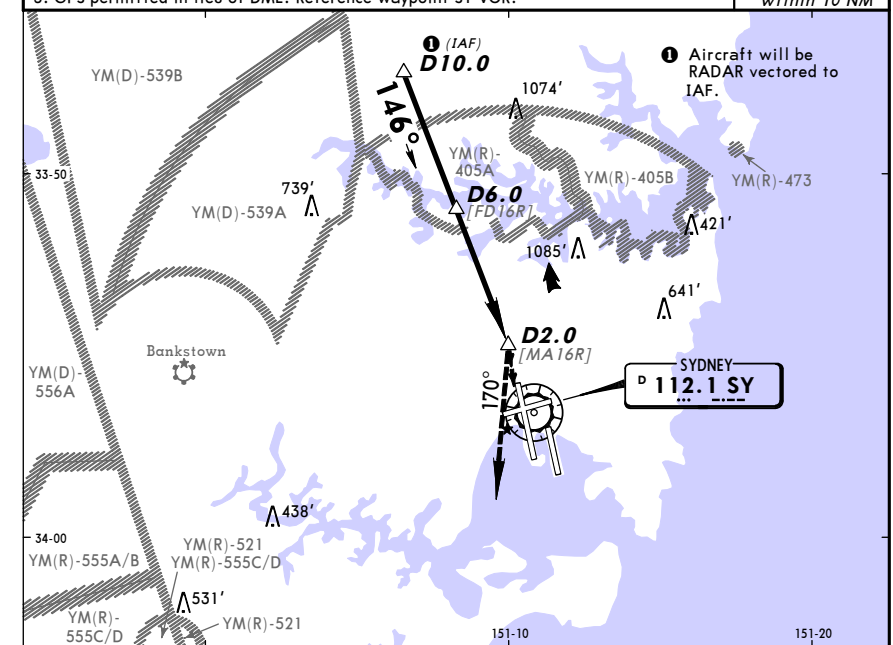


Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	062°	2000'
Descent angle	[3.00°]	372	478	531	637	743			
MAP at D2.0									

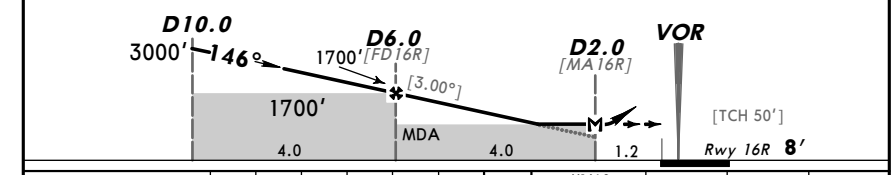
STRAIGHT-IN LANDING RWY 07 VOR DME MDA(H) 650' (634')		CIRCLE-TO-LAND DAY Max Kts MDA(H) 100 710' (689') - 2.4 km 135 180 1000' (979') - 4.0 km 205 1000' (979') - 5.0 km		NIGHT NA	No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
3.6 km					

YSSY/SYD **JEPPESEN SYDNEY, NSW, AUSTRALIA**
 - (KINGSFORD SMITH) INTL 19 AUG 11 (13-2) **Eff 25 Aug** **VOR Rwy 16R**

ATIS 112.1 118.55 126.25 428				SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & 07/25 120.5		Rwy 16L/34R 124.7		Ground West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7	
VOR SY 112.1	Final Apch Crs 146°	Procedure Alt D6.0 (1692')	MDA(H) 580' (572')	Apt Elev 21' Rwy 16R 8'	2700'		
MISSED APCH: Turn RIGHT track 170° climb to 3000' or as directed by ATC.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'				MSA SY VOR 2100' within 10 NM			
1. SY DME REQUIRED. 2. Holding as directed by ATC. 3. GPS permitted in lieu of DME. Reference waypoint SY VOR.							



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

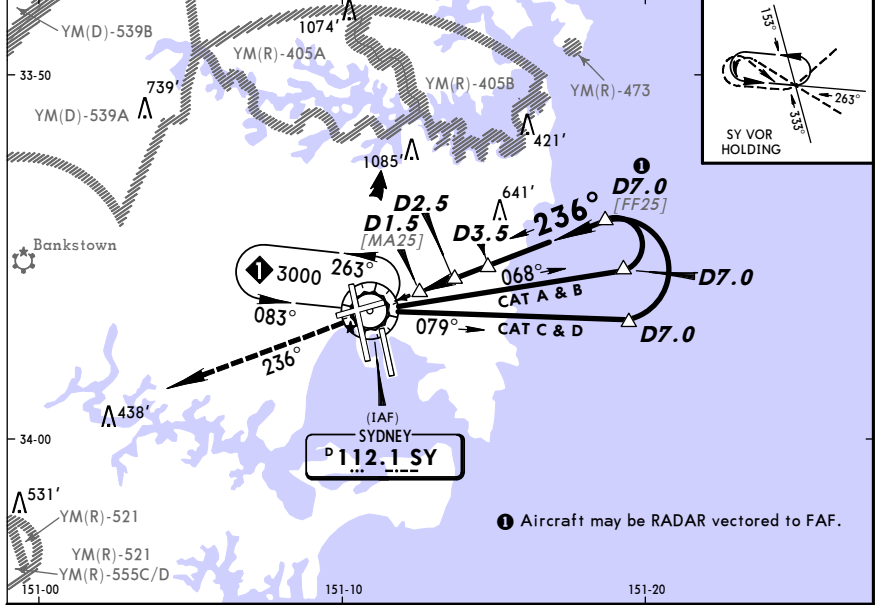


Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	170°	3000'
Descent angle	[3.00°]	372	478	531	637	743			
MAP at D2.0									

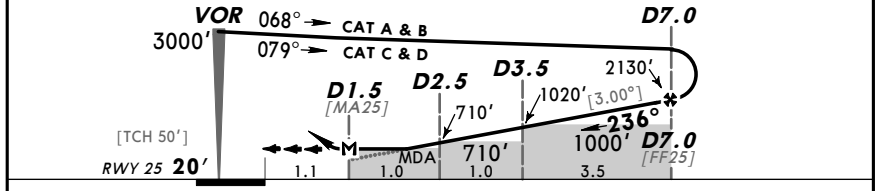
STRAIGHT-IN LANDING RWY 16R VOR DME MDA(H) 580' (572')		CIRCLE-TO-LAND Max Kts MDA(H) 100 710' (689') - 2.4 km 135 180 1000' (979') - 4.0 km 205 1000' (979') - 5.0 km		HIALS out	No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
3.2 km					

YSSY/SYD **JEPPESEN SYDNEY, NSW, AUSTRALIA**
 -(KINGSFORD SMITH) INTL 19 AUG 11 (13-3) Eff 25 Aug VOR Rwy 25

ATIS 112.1 118.55 126.25 428				SYDNEY Approach (R) North 124.4 South 128.3 West 126.1 East 125.3				Director	
SYDNEY Tower Rwy 16R/34L & 07/25 120.5 Rwy 16L/34R 124.7				Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7					
VOR SY	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev					2700'
112.1	236°	D7.0 2130' (2110')	580' (560')	RWY 25 20'					
MISSED APCH: Track 236°, climb to 3000' or as directed by ATC.									
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'									
1. SY DME REQUIRED. 2. Max IAS for initial: 210 kts. 3. GPS permitted in lieu of DME. Reference waypoint SY VOR.									
								MSA SY VOR 2100' within 10 NM	



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



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

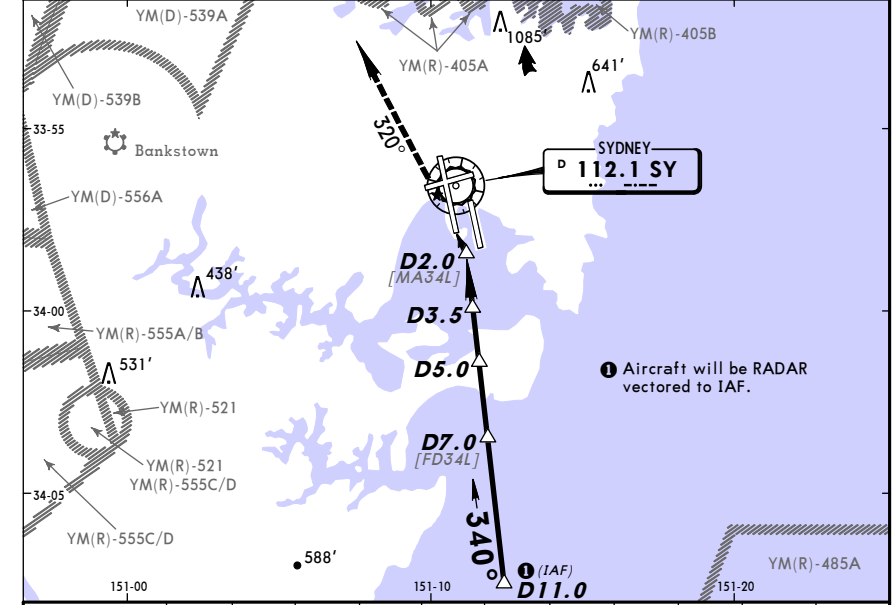
STRAIGHT-IN LANDING RWY 25 VOR DME MDA(H) 580' (560')		CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
A		Max Kts	MDA(H)	
B		100	710' (689')-2.4 km	
C	3.2 km	135	1000' (979')-4.0 km	
D		180	1000' (979')-5.0 km	

CHANGES: Circling minimums.

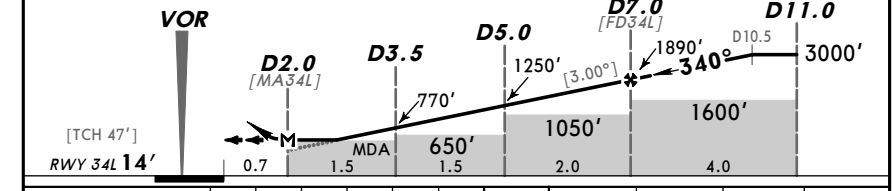
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YSSY/SYD **JEPPESEN SYDNEY, NSW, AUSTRALIA**
 -(KINGSFORD SMITH) INTL 19 AUG 11 (13-4) Eff 25 Aug VOR Rwy 34L

ATIS 112.1 118.55 126.25 428				SYDNEY Approach (R) North 124.4 South 128.3 West 126.1 East 125.3				Director	
SYDNEY Tower Rwy 16R/34L & 07/25 120.5 Rwy 16L/34R 124.7				Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7					
VOR SY	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev					2700'
112.1	340°	D7.0 1890' (1876')	410' (396')	RWY 34L 14'					
MISSED APCH: Turn LEFT, track 320°. Climb to 3000' or as directed by ATC.									
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'									
1. SY DME REQUIRED. 2. Holding as directed by ATC. 3. GPS permitted in lieu of DME. Reference waypoint SY VOR.									
								MSA SY VOR 2100' within 10 NM	



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



Gnd speed-Kts	70	90	100	120	140	160								
Descent angle [3.00°]	372	478	531	637	743	849								
MAP at D2.0														

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

CHANGES: Procedure altitude.

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