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Terminal Charts For YSSY

Revision Letter For Cycle 21-2020

Change Notices

Notebook

General Information

Location: SYDNEY NS AUS
ICAO/IATA: YSSY / SYD
Lat/Long: S33° 56.8', E151° 10.6'
Elevation: 21 ft

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

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

Sunrise: 1903 Z
Sunset: 0816 Z

Runway Information

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

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

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

Runway: 16R
Length x Width: 12999 ft x 148 ft
Surface Type: asphalt

TDZ-Elev: 7 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 279 ft
Stopway: 98 ft

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

Runway: 25
Length x Width: 8301 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 20 ft
Lighting: Edge
Displaced Threshold: 331 ft

Communication Information

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

YSSY/SYD

KINGSFORD SMITH

JEPPesen SYDNEY, NSW, AUSTRALIA

10 JUL 20 **10-1P**

AIRPORT BRIEFING

AIR TRAFFIC FLOW MANAGEMENT PROCEDURES

Slot Management Scheme

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

Ground Delay Program (GDP) Inbound

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

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

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

Ground Delay Program (GDP) Outbound

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

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

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

Do not contact Ground, monitor only.

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

LOW VISIBILITY PROCEDURES (LVP)

General

1. For CASA approved operators, Rwy 16R/34L and 16L/34R are capable of supporting takeoffs with an RVR of not less than 125m.
2. For CASA approved operators, Rwy 07/25 is capable of supporting takeoffs with an RVR of not less than 350m.
3. Taxiway light spacing intended for use in visibility not less than 350m RVR.

Procedures

1. Preparations for the activation of Low Visibility Procedures (LVP) are commenced when visibility has reduced to 2000m. This ensures that the LVP are in force at or just prior to the visibility reducing to 800m.
2. When visibility reduces to 2000m or below and/or observed cloud base is broken or overcast at or below 600', Air Traffic Control will protect the ILS by using the CAT I/II RHP at taxiway A and CAT I RHP at taxiway T.
3. Intersection departures are restricted. All aircraft will normally be directed to the full length of a runway for departure.
4. Any pilot unsure of their position whilst operating on the Maneuvering Area must Hold Position (STOP) and immediately advise Air Traffic Control.
5. Radio failure - aircraft must hold position and await further guidance from a Follow Me vehicle.
6. Instrument RVR is provided at the touchdown zone, midpoint zone and end zone for each runway.
7. Air Traffic Control uses Advanced Surface Movement Guidance Control System (A-SMGCS) to monitor aircraft and vehicles on the Maneuvering Area.
8. If A-SMGCS is unserviceable during LVP:
 - a. Air Traffic Control will further restrict aircraft and vehicles access to movements on the Maneuvering Area.
 - b. Position reporting procedures will be implemented as required by Air Traffic Control.
9. A380 aircraft during Low Visibility

Additional restrictions apply to A380 aircraft during LVP as the ILS critical and sensitive areas are obstructed by A380 aircraft tail when holding at runway hold points. For information on the restriction contact airport operator for aircraft operator restriction documents.

YSSY/SYD
KINGSFORD SMITH

JEPPESEN
10 JUL 20 (10-1P1)

SYDNEY, NSW, AUSTRALIA
AIRPORT BRIEFING

AIRPORT EFFICIENCY PROCEDURES

1. DEPARTING AIRCRAFT

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

2. ARRIVING AIRCRAFT

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

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

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

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

CHANGES: Lost communications.

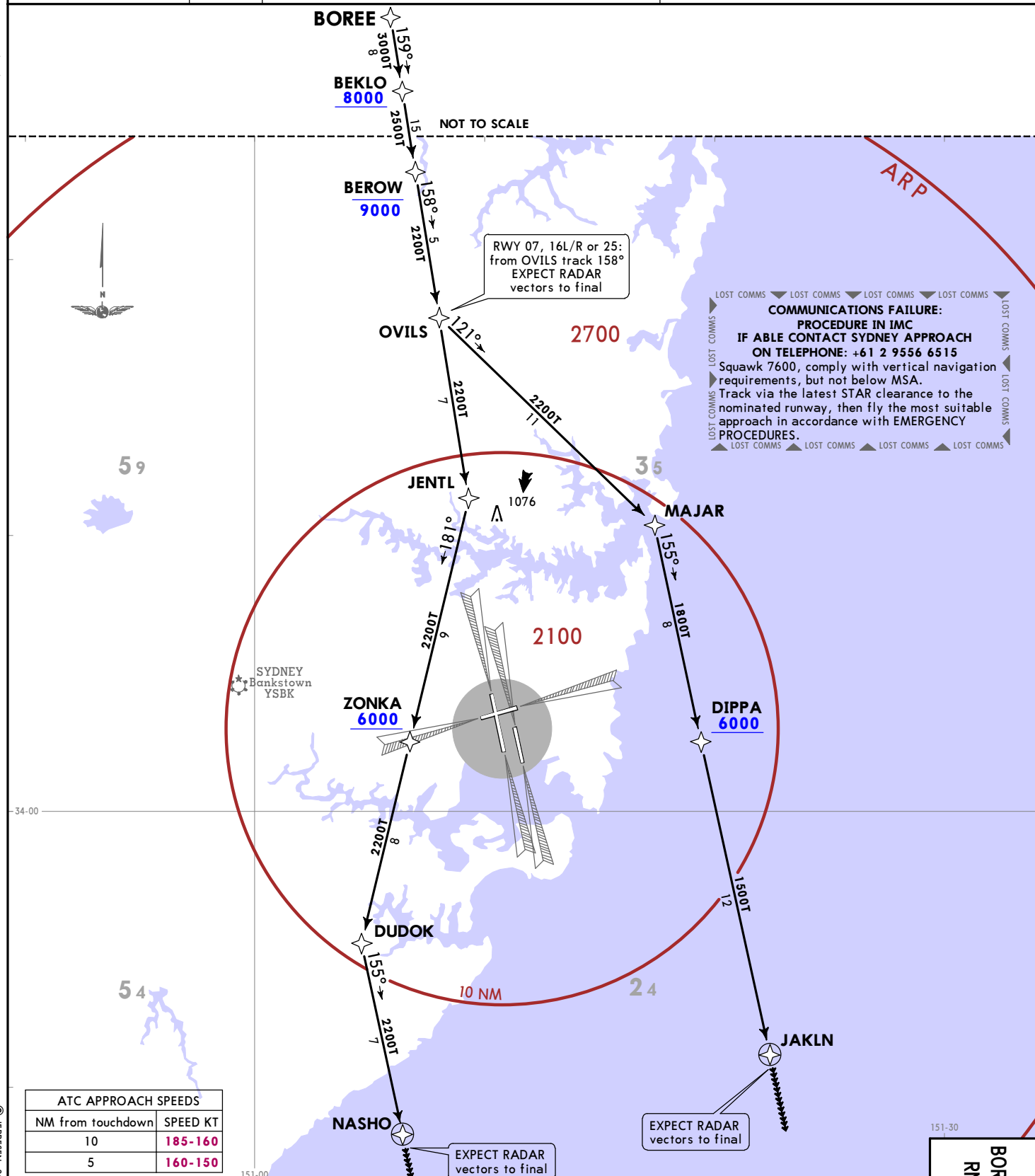
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ATIS
118.55 126.25

Apt Elev
21

Alt Set: hPa Trans level: FL110
RNP 1.

BOREE 2A RNAV ARRIVAL [BORE2A]
SPEED: MAX 250 KT BELOW 10000



15 MAY 20 10-2
JEPPESSEN
EFF 21 MAY
RNAV STAR
SYDNEY, NSW
AUSTRALIA

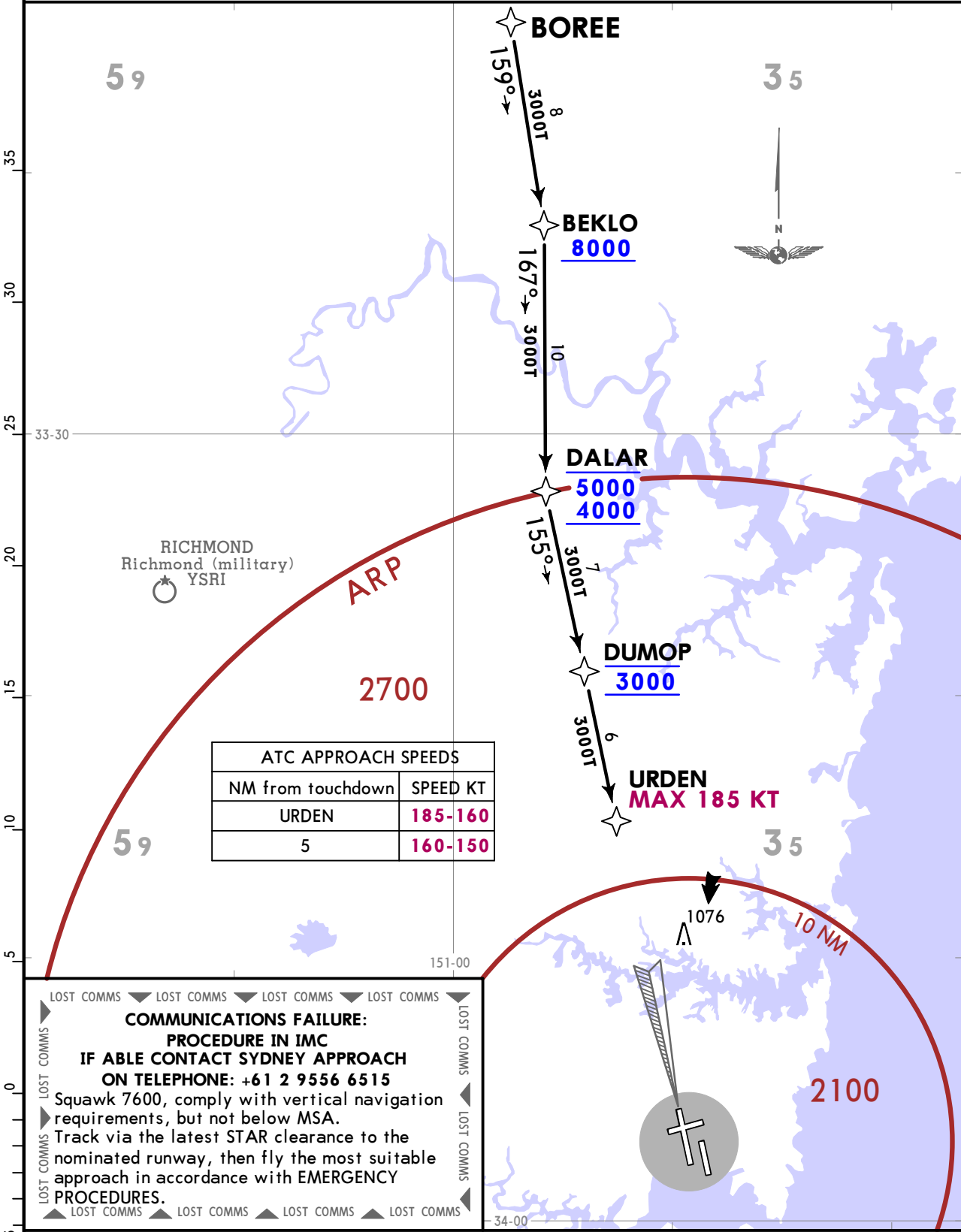
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JEPPESSEN SYDNEY, NSW, AUSTRALIA
15 MAY 20 **10-2A** Eff 21 May **RNAV STAR**

ATIS 118.55 126.25	Apt Elev 21	Alt Set: hPa Trans level: FL110 1. RNP 1. 2. PRM OPS: Dual VHF communications required. See chart 11-0 for additional requirements.
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**BOREE 2P [BORE2P]
RWY 16R RNAV ARRIVAL**

SPEED: MAX 250 KT BELOW 10000

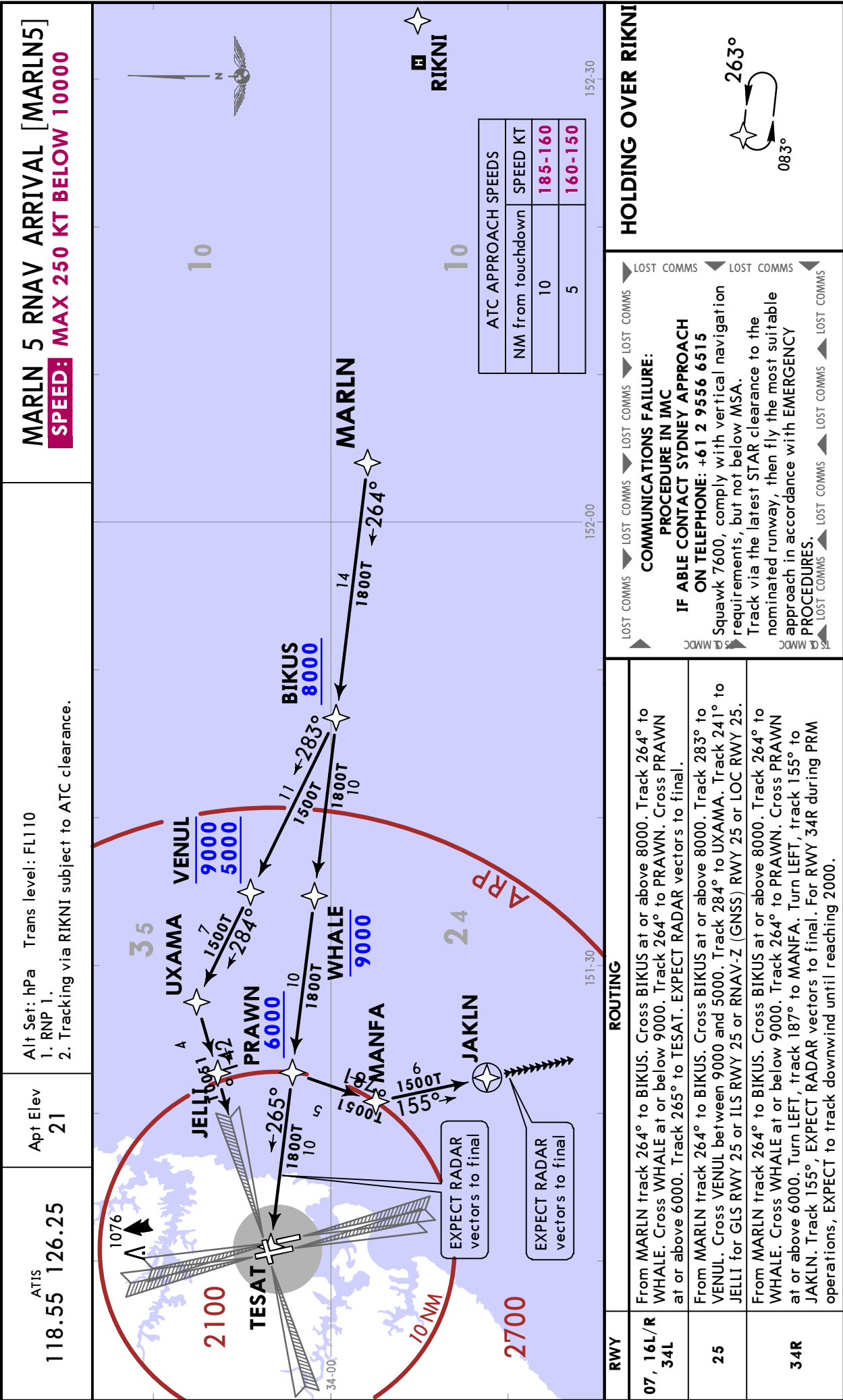


ROUTING

From BOREE track 159° to BEKLO. Cross BEKLO at or above 8000. Turn RIGHT, track 167° to DALAR. Cross DALAR between 5000 and 4000. Turn LEFT, track 155° to DUMOP. Cross DUMOP at 3000. From DUMOP track 155° via final approach course to URDEN. MAX 185 KT from URDEN. Track via GLS RWY 16R or ILS RWY 16R.

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JEPPESSEN SYDNEY, NSW, AUSTRALIA
15 MAY 20 10-2B Eff 21 May
RNAV STAR



CHANGES: Lost communications.

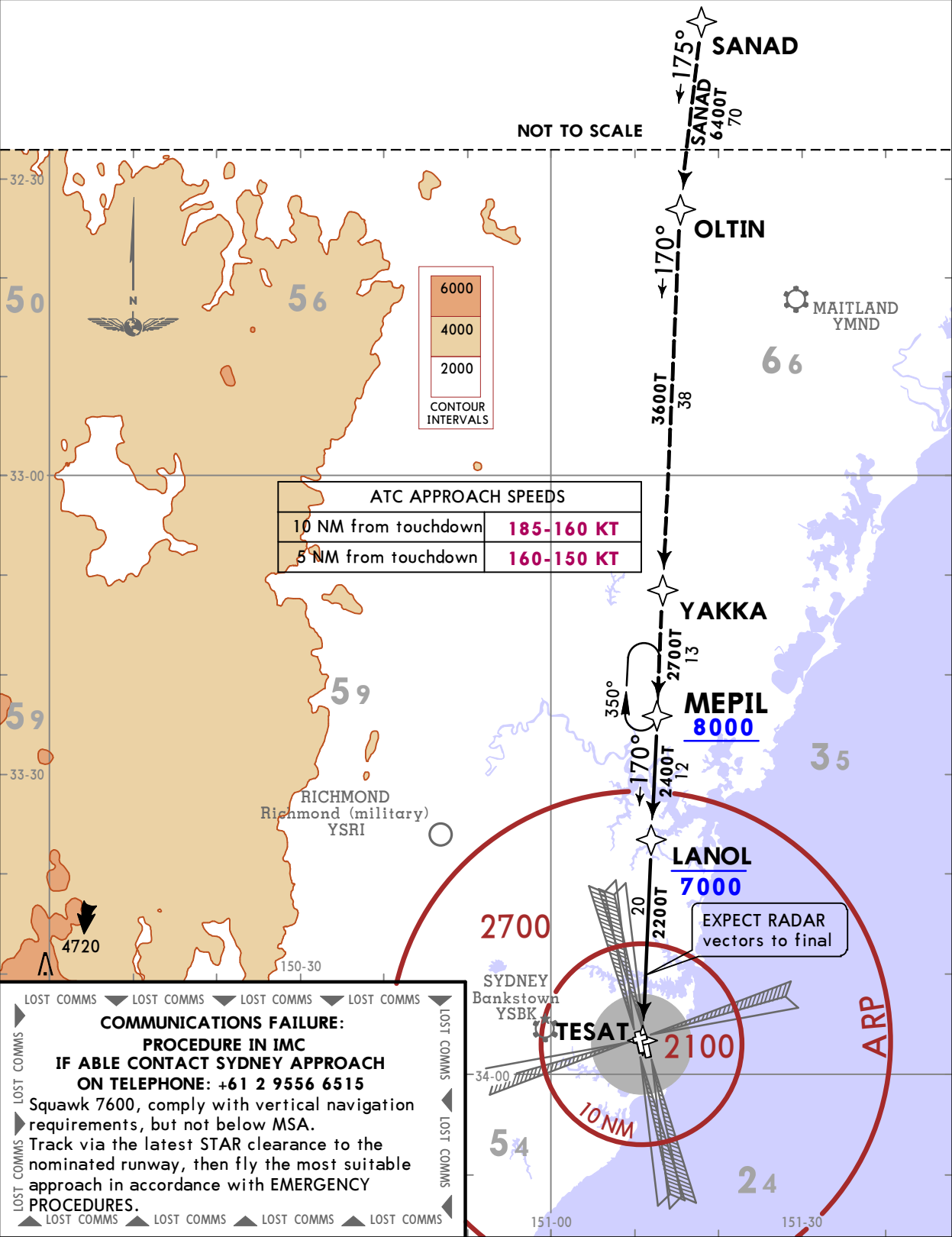
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JEPPESEN SYDNEY, NSW, AUSTRALIA
15 MAY 20 10-2C Eff 21 May RNAV STAR

ATIS 118.55 126.25	Apt Elev 21	Alt Set: hPa Trans level: FL110 RNP 1.
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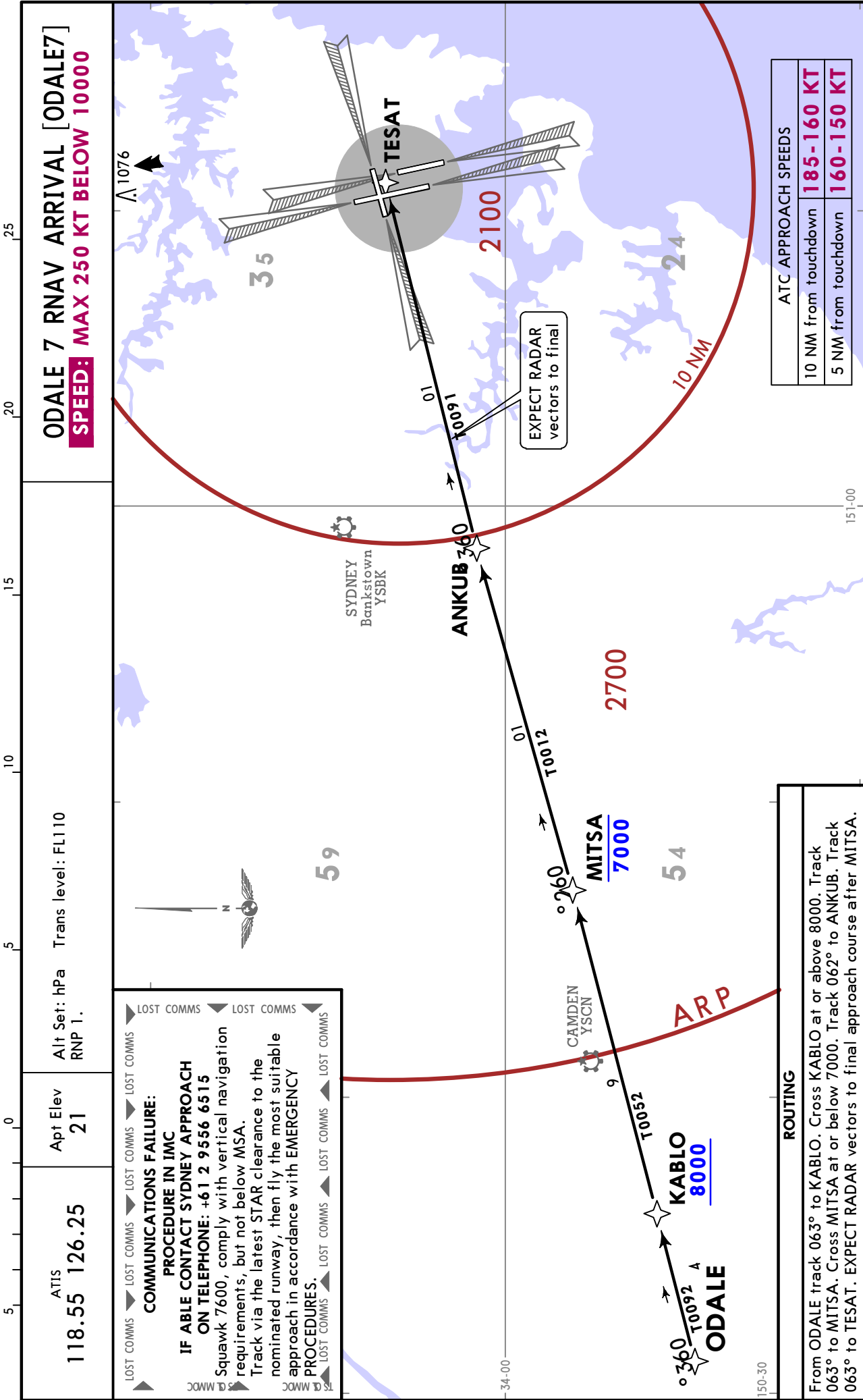
MEPIL 3 RNAV ARRIVAL [MEPIL3]
SPEED: MAX 250 KT BELOW 10000



TRANSITION	
SANAD	From SANAD to MEPIL: Track 175° to OLTIN. Turn LEFT track 170° to YAKKA. Track 170° to MEPIL. Cross MEPIL at or above 8000. Then follow arrival instructions.
ROUTING	
From MEPIL track 170° to LANOL. Cross LANOL at or below 7000. Track 170° to TESAT. EXPECT RADAR vectors to final approach course after LANOL.	

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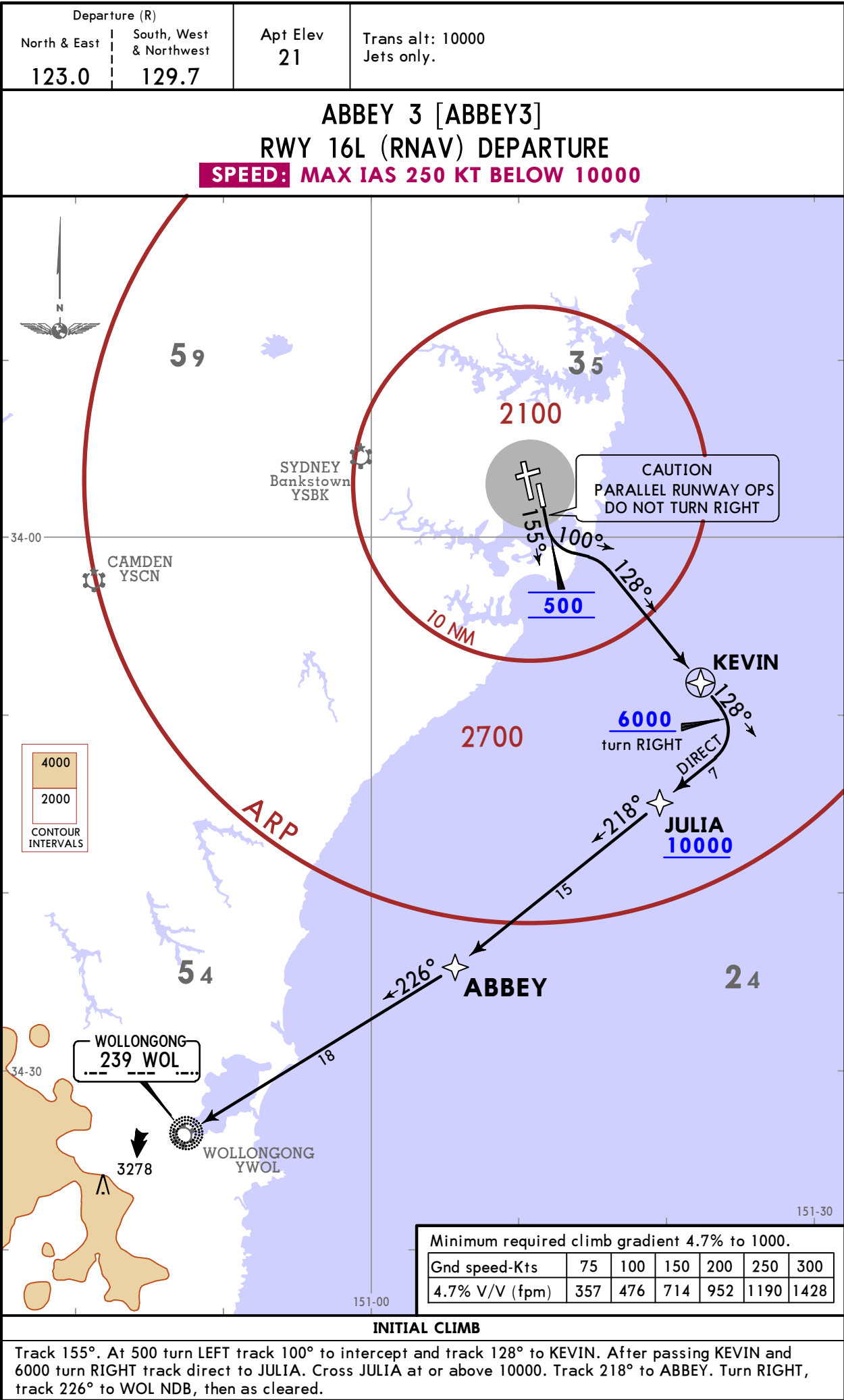
JEPPESSEN SYDNEY, NSW, AUSTRALIA
15 MAY 20 **10-2D** Eff 21 May **RNAV STAR**



34L/R	From RIVET track 049° to BIGEM. Cross BIGEM at or above 8000. Track 049° to TAMMI. Cross TAMMI at or below 9000. Track 049° to BOOGI. Cross BOOGI at or above 6000. Turn RIGHT, track 121° to DUDOK. Turn RIGHT, track 155° to NASHO. Track 155°. EXPECT RADAR vectors to final.
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15 MAY 20 **10-3A** Eff 21 May **RNAV SID**



CHANGES: None.

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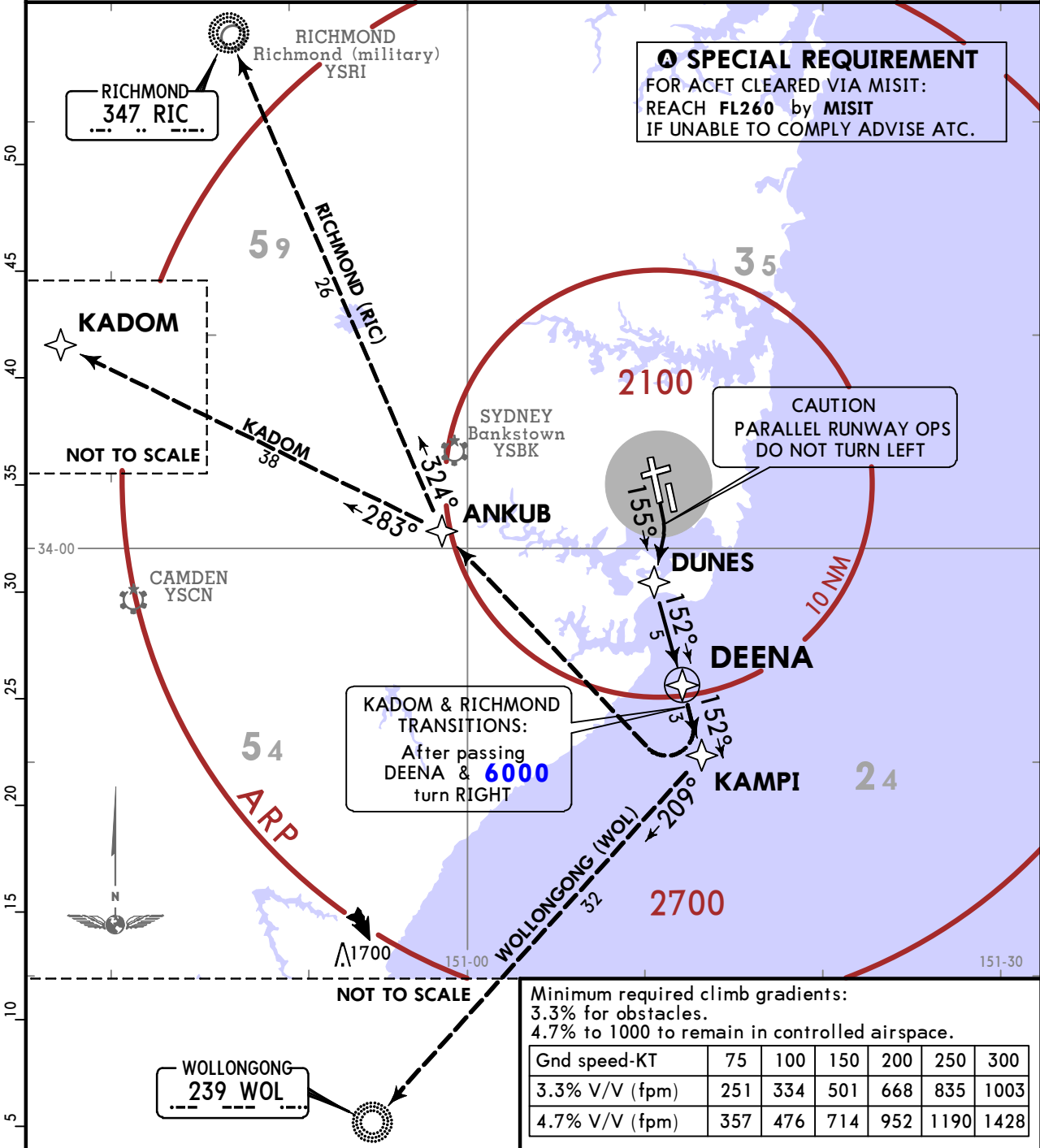
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JEPPESSEN SYDNEY, NSW, AUSTRALIA
15 NOV 19 10-3B RNAV SID

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

DEENA 7 RNAV DEPARTURE [DEENA7]
RWY 16R

SPEED: MAX IAS 250 KT BELOW 10000



INITIAL CLIMB

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

TRANSITIONS

KADOM	At DEENA, turn RIGHT if through 6000, OR track 152° until past 6000 then turn RIGHT, track direct to ANKUB. From ANKUB track 283° to KADOM, then as cleared.
RICHMOND (RIC)	At DEENA, turn RIGHT if through 6000, OR track 152° until past 6000 then turn RIGHT, track to ANKUB. From ANKUB track 324° to RIC NDB, then as cleared. For aircraft cleared via MISIT see SPECIAL REQUIREMENT. ⓐ
WOLLONGONG (WOL)	At DEENA track 152° to KAMPI. From KAMPI turn RIGHT track 209° to WOL NDB, then as cleared.

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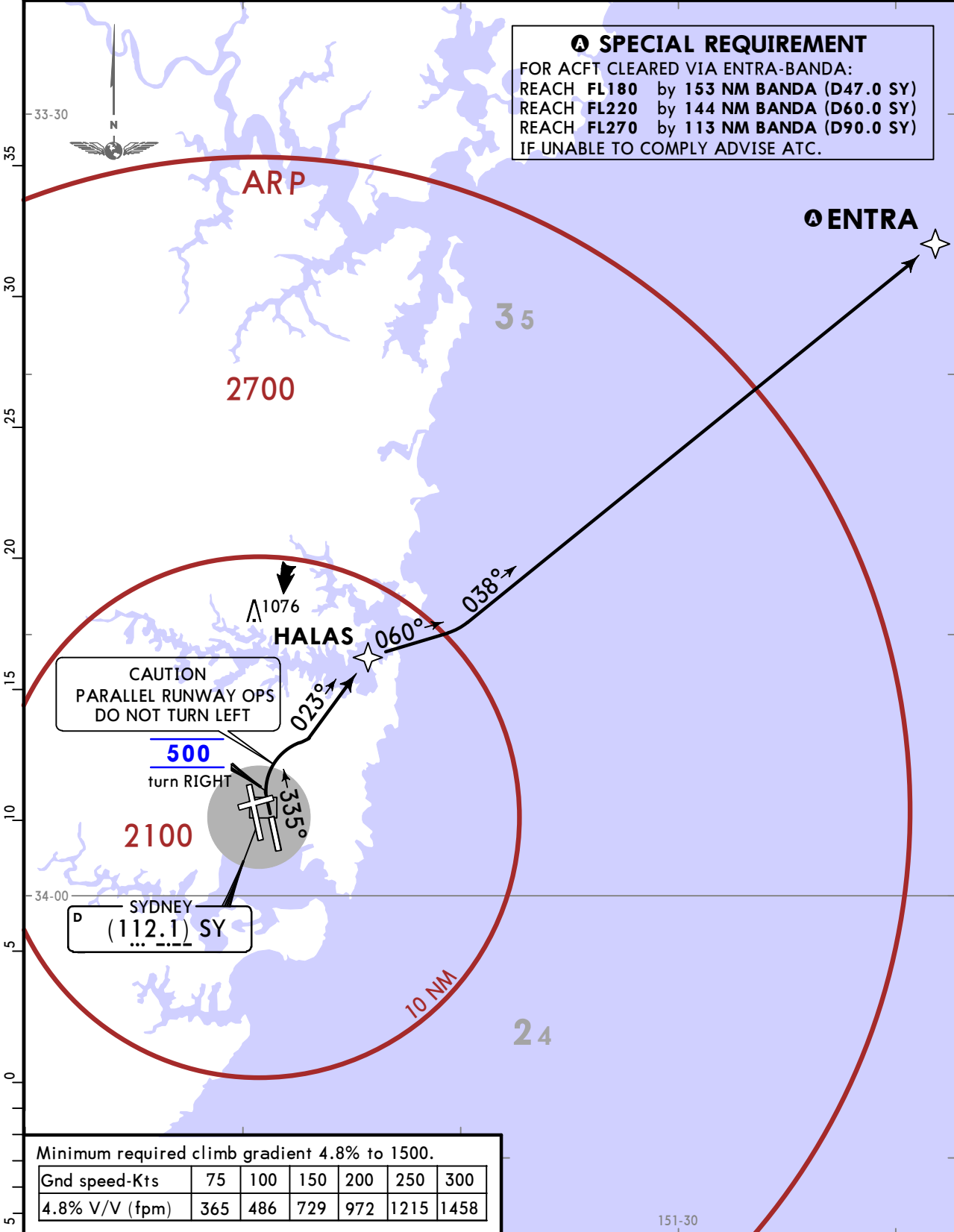
JEPPESSEN SYDNEY, NSW, AUSTRALIA
15 NOV 19 **10-3C** **RNAV SID**

Departure (R) North 123.0	Apt Elev 21	Trans alt: 10000 Jets only.
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ENTRA 5 RNAV DEPARTURE
[ENTRA5]
RWY 34R

SPEED: MAX IAS 250 KT BELOW 10000

A SPECIAL REQUIREMENT
FOR ACFT CLEARED VIA ENTRA-BANDA:
REACH FL180 by 153 NM BANDA (D47.0 SY)
REACH FL220 by 144 NM BANDA (D60.0 SY)
REACH FL270 by 113 NM BANDA (D90.0 SY)
IF UNABLE TO COMPLY ADVISE ATC.



Minimum required climb gradient 4.8% to 1500.

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

INITIAL CLIMB

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

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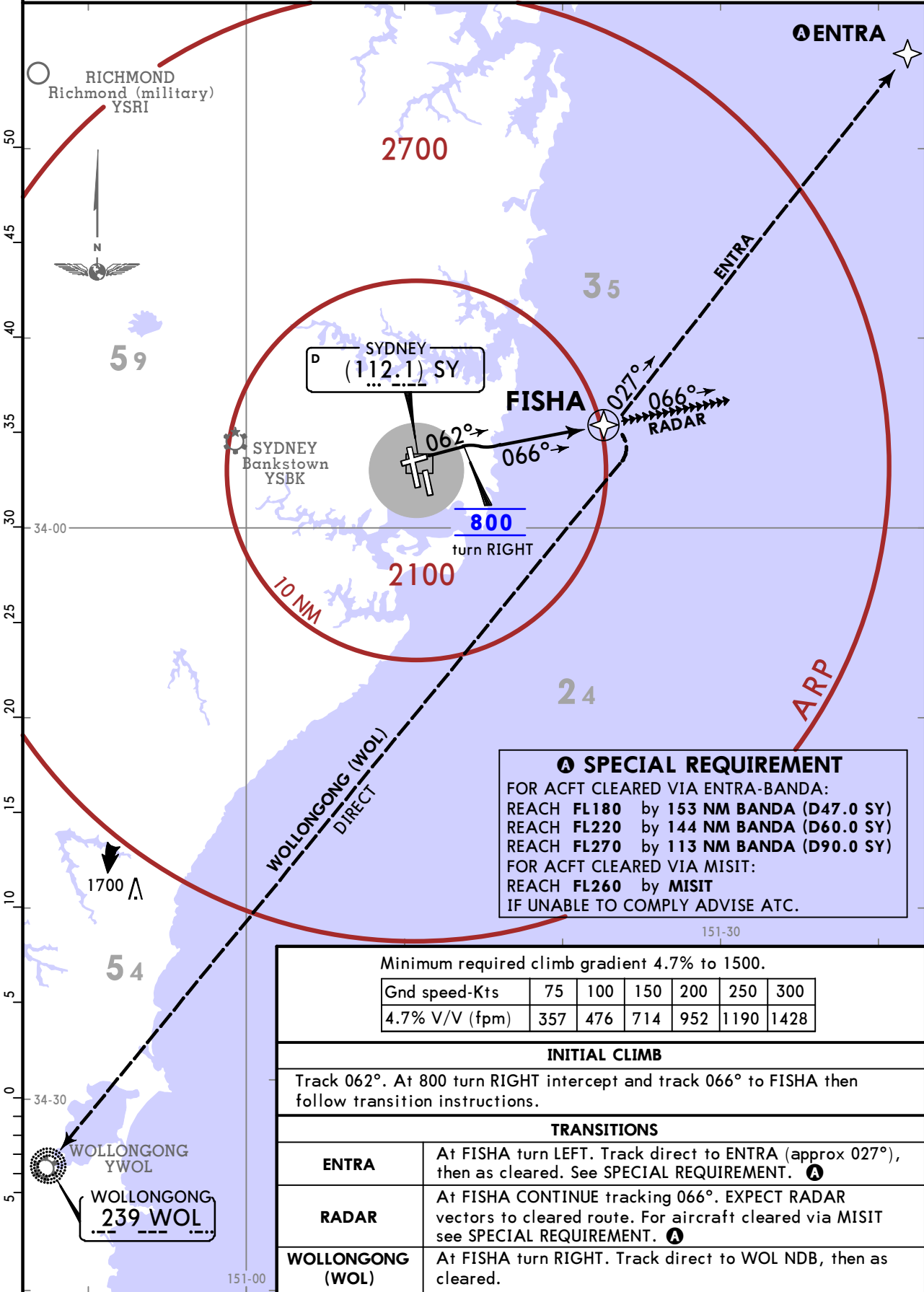
JEPPESSEN SYDNEY, NSW, AUSTRALIA
15 NOV 19 10-3D
RNAV SID

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

FISHA 8 RNAV DEPARTURE [FISHA8]

RWY 07

SPEED: MAX IAS 250 KT BELOW 10000



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 JEPPESSEN SYDNEY, NSW, AUSTRALIA

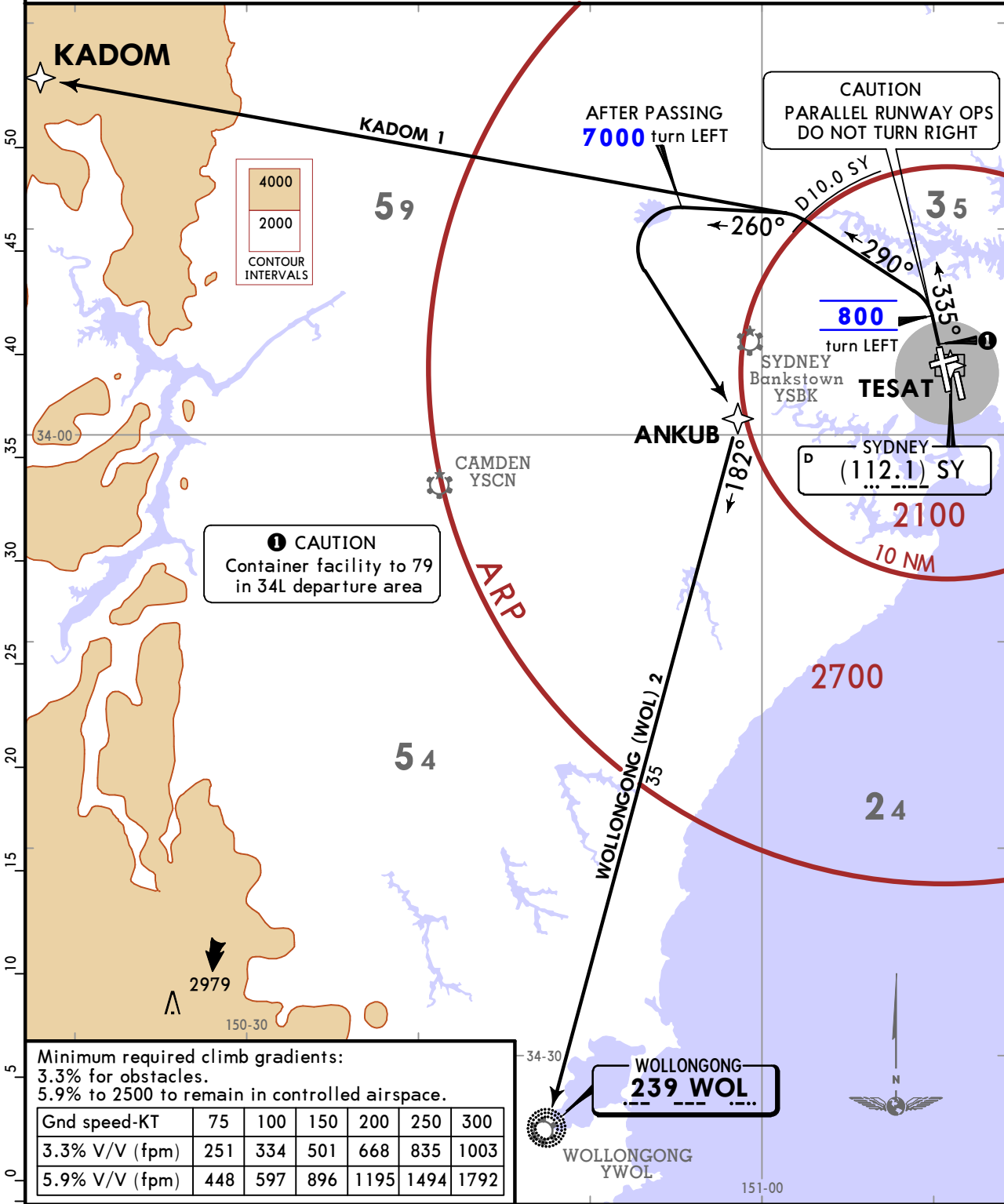
SID

15 NOV 19 10-3E

Departure (R) South 129.7	Apt Elev 21	Trans alt: 10000 Jets only. GPS permitted in lieu of DME Reference waypoint TESAT.
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KADOM 1 [KADOM1],
WOLLONGONG (WOL) 2 [WOL2] DEPARTURES
(RWY 34L SOUTHWEST)

SPEED: MAX IAS 250 KT BELOW 10000



SID	INITIAL CLIMB
KADOM 1	CAUTION: Parallel runway operations - DO NOT TURN RIGHT. Track 335°. At 800 turn LEFT. Track 290° to D10.0 SY. At D10.0 SY turn LEFT. Track direct to KADOM, then via cleared route.
WOLLONGONG (WOL) 2	CAUTION: Parallel runway operations - DO NOT TURN RIGHT. Track 335°. At 800 turn LEFT. Track 290° to D10.0 SY. At D10.0 SY turn LEFT. Track 260°. After passing 7000, turn LEFT. Track direct to ANKUB. From ANKUB track 182° to WOL NDB, then via cleared route.

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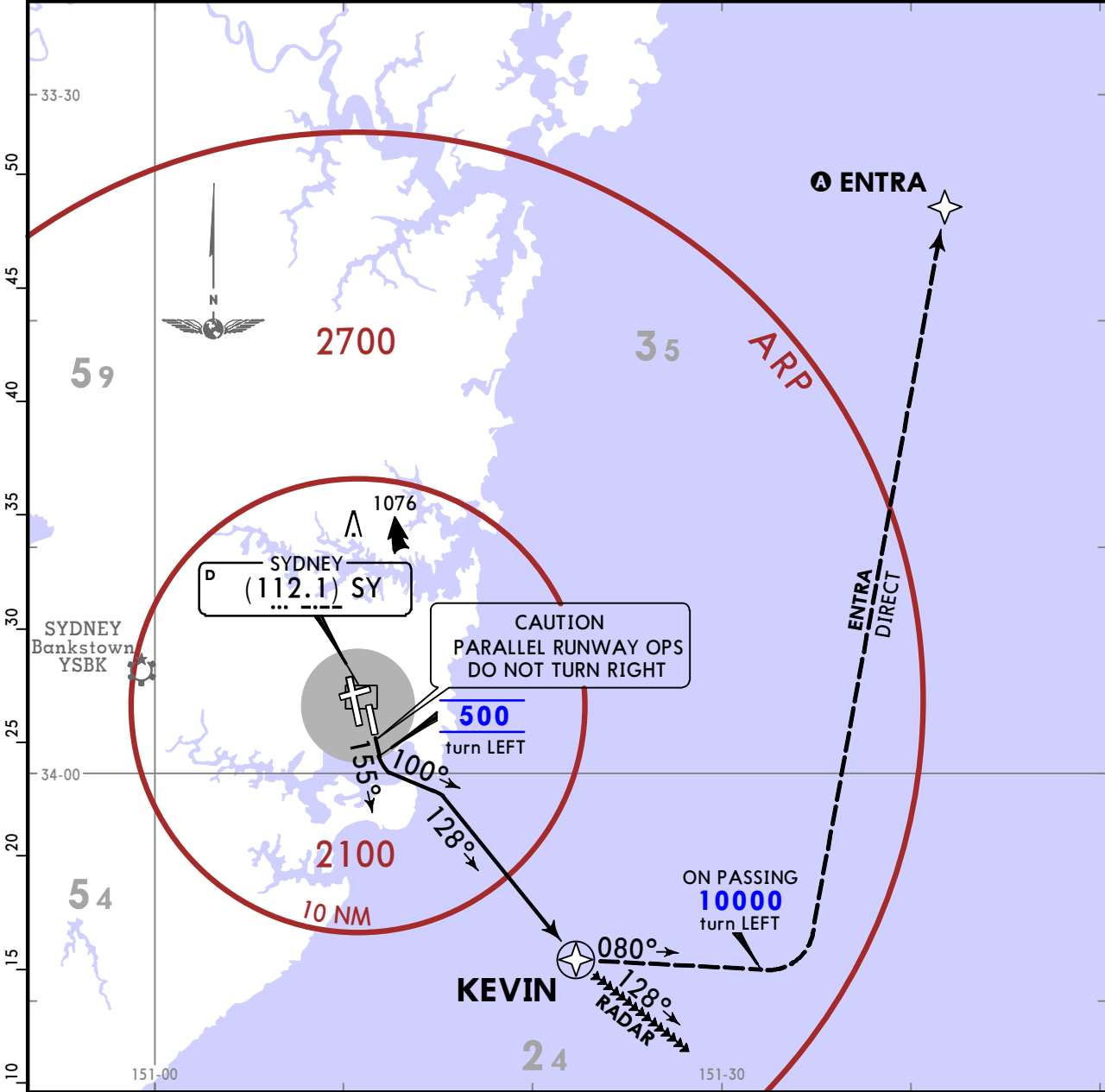
JEPPESSEN SYDNEY, NSW, AUSTRALIA
10 JAN 20 10-3G RNAV SID

Departure (R)		Apt Elev 21	Trans alt: 10000 Procedure available for all aircraft types. Non-jet aircraft EXPECT SYDNEY 1 RADAR departure unless otherwise cleared.
North & East	South, West & Northwest		
123.0	129.7		

KEVIN 6 RNAV DEPARTURE [KEVIN6]

RWY 16L

SPEED: MAX IAS 250 KT BELOW 10000



Minimum required climb gradients:
3.3% for obstacles.
4.7% to 1000 to remain in controlled airspace.

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

A SPECIAL REQUIREMENT

FOR ACFT CLEARED VIA ENTRA-BANDA:
REACH FL180 by 153 NM BANDA (D47.0 SY)
REACH FL220 by 144 NM BANDA (D60.0 SY)
REACH FL270 by 113 NM BANDA (D90.0 SY)
FOR ACFT CLEARED VIA MISIT:
REACH FL260 by MISIT
IF UNABLE TO COMPLY ADVISE ATC.

INITIAL CLIMB

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

TRANSITIONS

ENTRA	At KEVIN turn LEFT track 080°. On passing 10000 turn LEFT track direct to ENTRA, then as cleared. See SPECIAL REQUIREMENT. A
RADAR	At KEVIN CONTINUE tracking 128°. EXPECT RADAR vectors to cleared route. For aircraft cleared via MISIT see SPECIAL REQUIREMENT. A

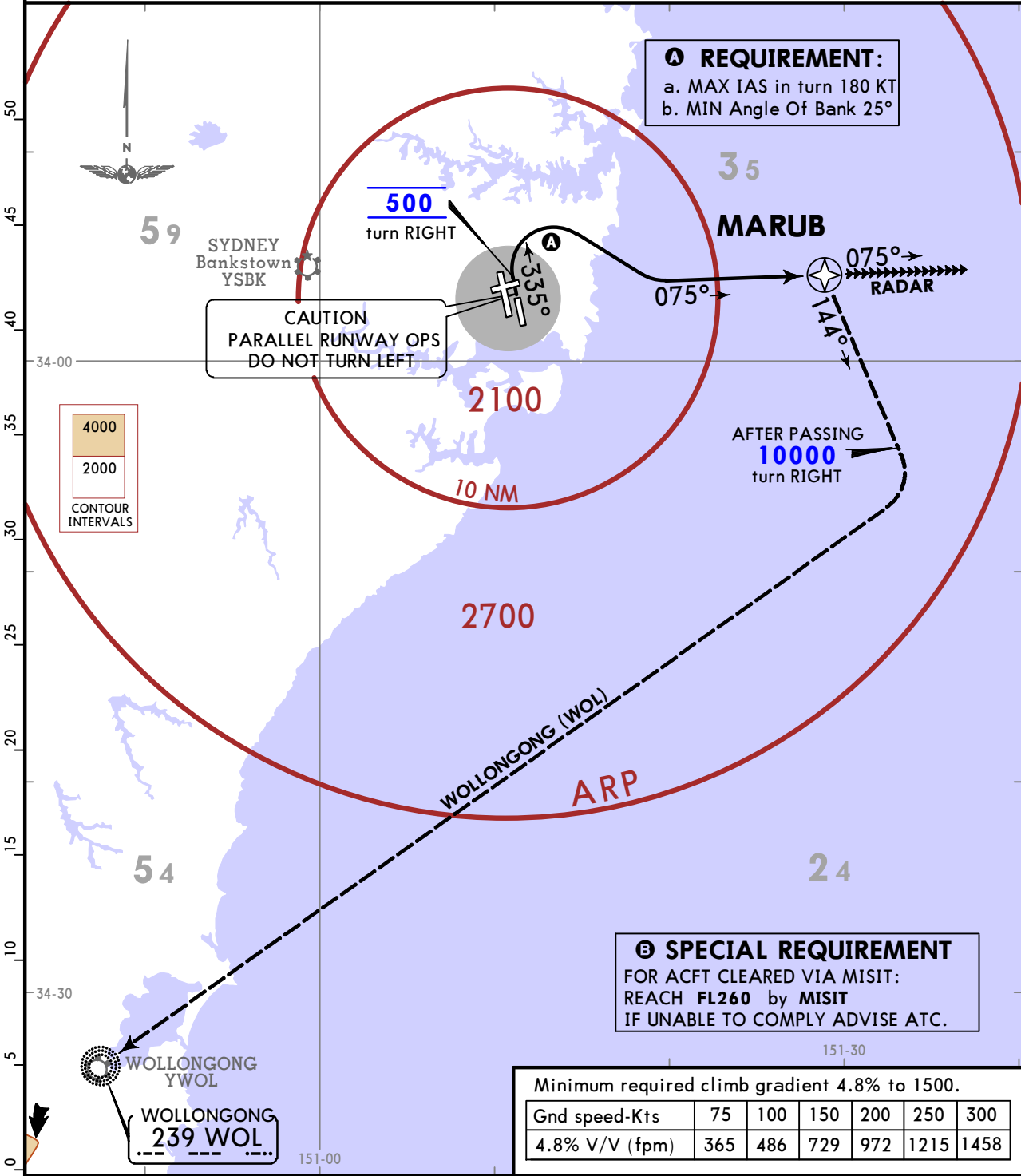
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JEPPESSEN SYDNEY, NSW, AUSTRALIA
15 NOV 19 10-3H
RNAV SID

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

MARUB 6 RNAV DEPARTURE
[MARUB6]
RWY 34R

SPEED: MAX IAS 250 KT BELOW 10000



INITIAL CLIMB	
CAUTION: Parallel runway operations - DO NOT TURN LEFT. Track 335°. At 500 turn RIGHT A intercept and track 075° to MARUB. Then follow transition instructions.	
TRANSITION	ROUTING
RADAR	At MARUB continue tracking 075°. EXPECT RADAR vectors to cleared route. For aircraft cleared via MISIT see SPECIAL REQUIREMENT. B
WOLLONGONG (WOL)	At MARUB turn RIGHT track 144°. After passing 10000 turn RIGHT track to WOL NDB, then as cleared.

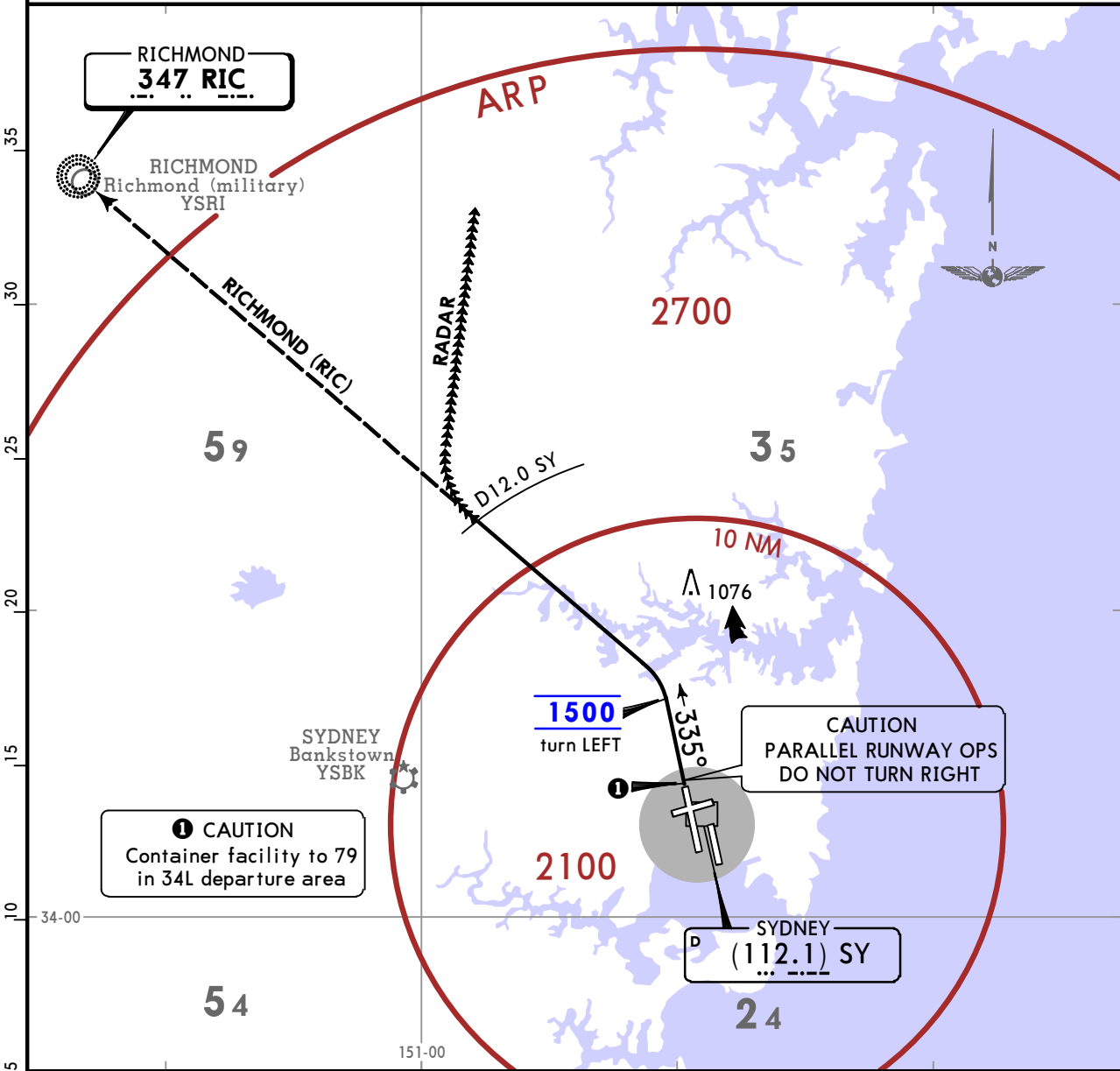
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KINGSFORD SMITH

JEPPESSEN SYDNEY, NSW, AUSTRALIA
15 NOV 19 10-3J
SID

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

RICHMOND (RIC) 5 DEPARTURE
[RIC5]
(RWY 34L)

SPEED: MAX IAS 250 KT BELOW 10000



Minimum required climb gradients:
3.3% for obstacles.
5.6% to 2500 to remain in controlled airspace.

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

SPECIAL REQUIREMENT

FOR ACFT CLEARED VIA ENTRA-BANDA:
REACH FL180 by 153 NM BANDA (D47.0 SY)
REACH FL220 by 144 NM BANDA (D60.0 SY)
REACH FL270 by 113 NM BANDA (D90.0 SY)
FOR ACFT CLEARED VIA MISIT:
REACH FL260 by MISIT
IF UNABLE TO COMPLY ADVISE ATC.

INITIAL CLIMB

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

TRANSITION	ROUTING
RADAR	After passing D12.0 SY, EXPECT RADAR vectors to cleared route. For aircraft cleared via ENTRA see SPECIAL REQUIREMENT. A
RICHMOND (RIC)	Track to RIC NDB, then as cleared. For aircraft cleared via MISIT see SPECIAL REQUIREMENT. A

YSSY/SYD
JEPPesen
10 MAR 17

(10-4)
SYDNEY, NSW, AUSTRALIA
-(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
Runway 34L and 34R	Runways 34L and 34R
4. Runway 07 or 25	Runway 07 or 25

d. 2200-2245 LT Sat and Sun

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

e. 2245-2300 LT

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

Jet noise abatement climb procedures apply for the following runways:

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

YSSY/SYD

10 MAR 17



JEPPESSEN

10-4A

SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL

NOISE ABATEMENT PROCEDURES

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

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

For jet arrivals, ATC will not nominate runways other than 16R or 34L when the runways are wet with a tailwind 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 ANKUB. For arriving jet aircraft landing Runway 25, preferred flight path procedures apply. Further, to assist with noise reduction in the Sydney Terminal Area, it is recommended that, as far as is practicable and to the extent that ATC speed control requirements permit, pilots delay the deployment of flaps until operationally required.
2. Other arriving aircraft will not be permitted to descend below 2000' over built-up areas until aligned with the runway centerline.
3. ATC will route aircraft over less noise-sensitive areas to the various runways whenever possible. Frequent use will be made of seaward tracking during the night hours.

b. Departing Aircraft

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

YSSY/SYD

JEPPesen
11 MAR 16 (10-4B)

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

YSSY/SYD


JEPPESSEN
 11 MAR 16 (10-4C)

SYDNEY, NSW, AUSTRALIA
 -(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 with a MTOW of 34,000kg (74,957 lbs) or less:

BAe125-800B/BAe125-1000A/BAe125-1000B

BAe/de Havilland/Hawker Siddeley 125 Series 400A/F3B/F400B++/F403B/F600B**/
700A***+/700B***+/800A

Beech 400A/Beechjet 400A++/Hawker 400XP**/Hawker 400T**

Beechcraft 4000

Bombardier BD-7001A10(Global Express)/BD700-1A11(Global 5000)/BD100-1A10
(Challenger 300/350)/CL-600-1A11(CL-600)/CL-6002A12(Challenger 601)/CL-600-
2B16(Challenger 601-3A/604/604DX/605)/CL-600-2B19(CRJ100/200)/CL-600-2C10
(CRJ700)/CL-600-2D15(CRJ705)/CL-600-2D24(CRJ900)/CL-600-2E25(CRJ1000)

Canadair Challenger 300/601/604

Cessna 500/510/525/525A/525B/525C/550/552/560/560XL/560XLS/650**/680/750

Dassault Falcon Mystere 20 series C++/Mystere 20 Series D++/Mystere 20 Series
E++/Mystere 20 Series F++/Mystere 20 Series G++/10/20C-C5/20-D5/20-E5/20-F5/
50EX/200/900/2000/7X/900C/900EX/2000EX/

Embraer145/145ER/145MR/145LR/135ER/135LR/135KE/135KL/135BJ/145XR/
145MP/145EP/500/505

Global Express

Global 5000

Gulfstream IV/Galaxy/100/G150/G200/G280/GVI(650)/650ER/GIV-X/G150/SP/G300/
G350/G400/G450/G-V/G500/G550/

Hawker 800XP/850XP/Horizon/900XP/Hawker 1000/Hawker 750

Learjet 24/24A/24B/24B-A/24C/24D/24D-A/24E/24F/24F-A/25/25A/25B/25C/25D/
25F/28/29/31/31A/35/35A/36/36A/40/45/45XR/55/55B/55C/60

Legacy EMB-135

Mitsubishi MU-300**

Premier 1/1A

Westwind 1121/1121B/1123/1124/1124A/1125/Astra SPX

** Grandfathered until 31 December 2022

++ Models of these aircraft which exceed 271 decibels noise total are not permitted to operate. Remaining models in this type are grandfathered until 2022.

d. Available Runways

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

1. for landing:

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

2. for take-off:

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

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

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

YSSY/SYD

JEPPesen

15 MAY 20

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Eff 21 May

SYDNEY, NSW, AUSTRALIA

KINGSFORD SMITH

NOISE ABATEMENT PROCEDURES

e. Exemptions

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

1. The aircraft is being used for or in connection with:
 - (a) a search and rescue operation;
 - (b) a medical emergency;
 - (c) a natural disaster;
2. the pilot of the aircraft has declared an in-flight emergency;
3. the aircraft has insufficient fuel to be diverted to another airport;
4. there is an urgent need for the aircraft to land or take-off;
 - (a) to ensure the safety or security of the aircraft or any person; or
 - (b) to avoid damage to property.

f. Dispensations

1. Dispensation from these conditions requires the approval of the Minister for Transport. The Minister, or a delegate of the Minister, may approve operations in exceptional circumstances having regard to the guidelines for approval of dispensations.
2. An operator may apply to the Department of Infrastructure, Transport, Cities and Regional Development for a dispensation to land at, or take off from, Sydney Airport during the curfew. All dispensation requests should be made through tel. no. +61 2 6274 6998 (24 hours), or by email to: chapter2@infrastructure.gov.au

g. Reverse thrust during the curfew period

1. Pilots of aircraft must use the minimum reverse thrust necessary for the safe operation of the aircraft. Pilots of aircraft shall not plan to land at Sydney if any unserviceability in the aircraft would mean that reverse thrust greater than reverse idle must be used.
2. If the pilot of an aircraft uses reverse thrust that is greater than idle reverse thrust the operator must, no later than 7 days after landing, give a reverse thrust return including the following details.
 - (a) the date and time,
 - (b) the aircraft registration, operator and type,
 - (c) the engine type, and
 - (d) the reason why reverse thrust greater than at idle power was used.

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

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

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

h. Missed approaches during the curfew period

1. If the pilot of an aircraft landing at Sydney Aerodrome during a curfew period makes a missed approach, the operator must, no later than 7 days after the attempted landing, give a missed approach return including the following details:
 - (a) date and time;
 - (b) the aircraft registration, operator and type;
 - (c) the reasons for the missed approach, including the wind conditions prevailing at the time; and
 - (d) the tailwind limits for landing as specified in the aircraft's flight manual.

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

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

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

i. Classification of aircraft

The operator is responsible for classifying an aircraft in accordance with ICAO Annex 16. Operators may obtain this information by writing to the Manager, Environment Monitoring, at the address shown in para f.2.

YSSY/SYD

15 MAY 20
Eff 21 May



SYDNEY, NSW, AUSTRALIA
KINGSFORD SMITH

NOISE ABATEMENT PROCEDURES

CONCESSIONS FOR INTERNATIONAL AIRCRAFT

- a. Operators are permitted to operate an aircraft engaged in an international operation that meets the noise level requirements of ICAO Annex 16, Volume I, Part II, Chapter 3, and that is engaged in the transport of passengers or persons generally for hire or reward to or from Sydney Aerodrome, provided that the total number of flights for all operators does not exceed the following quota:
 - (a) no more than twenty four landings between 0500 and 0600 HR local time in any one week.
- b. Slot allocation to operate within the quota can be obtained from;

Airport Coordination Australia Pty. Ltd.
 3/1227 Sydney International Terminal
 PO Box 332
 Mascot NSW 1460
 Telephone: (02) 9313 5469
 Facsimile: (02) 9313 4210
 SITA: HDQACXH
 Email: coordaus@magna.com.au

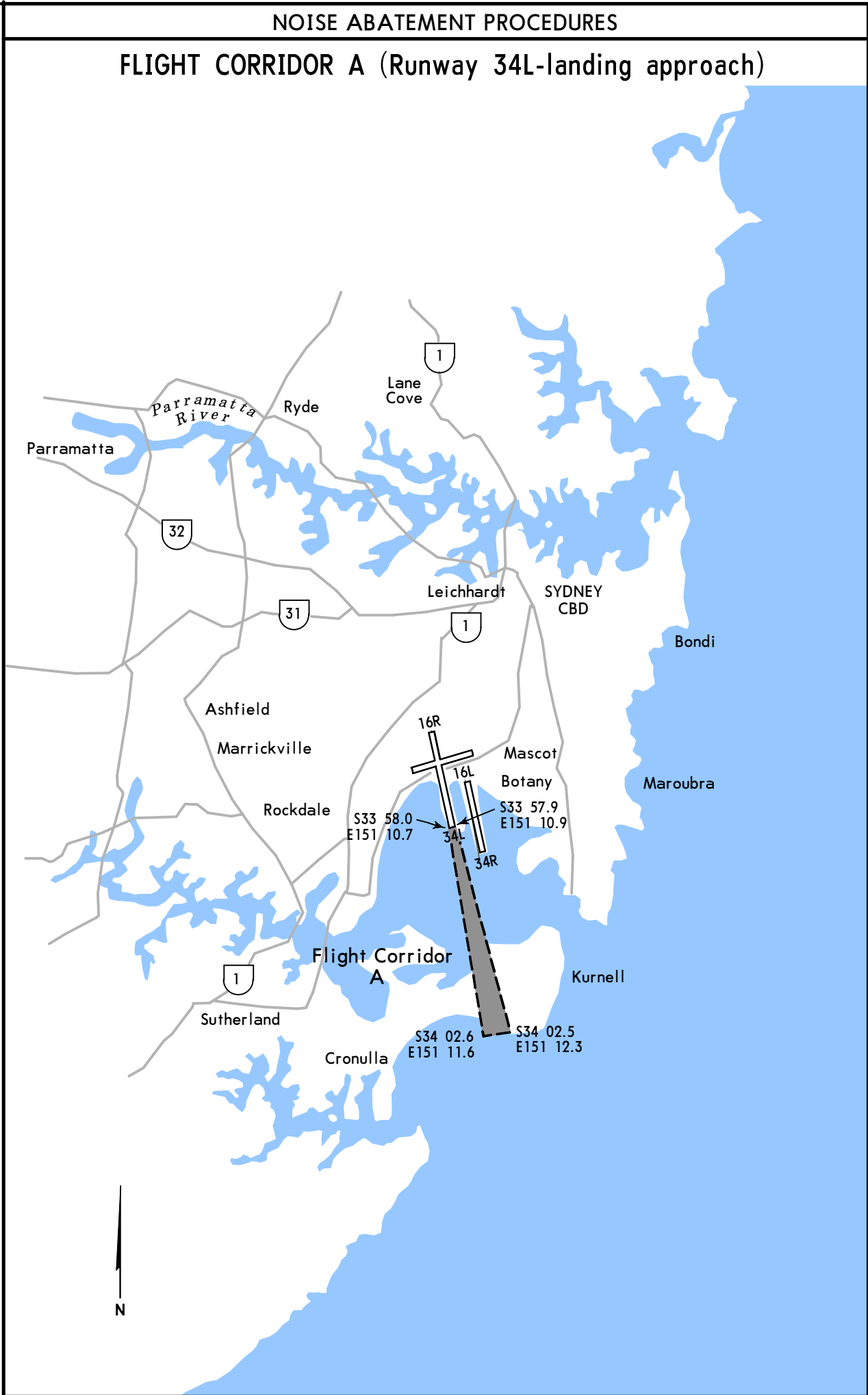
DESIGNATED FLIGHT CORRIDORS

- a. Introduction

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

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

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

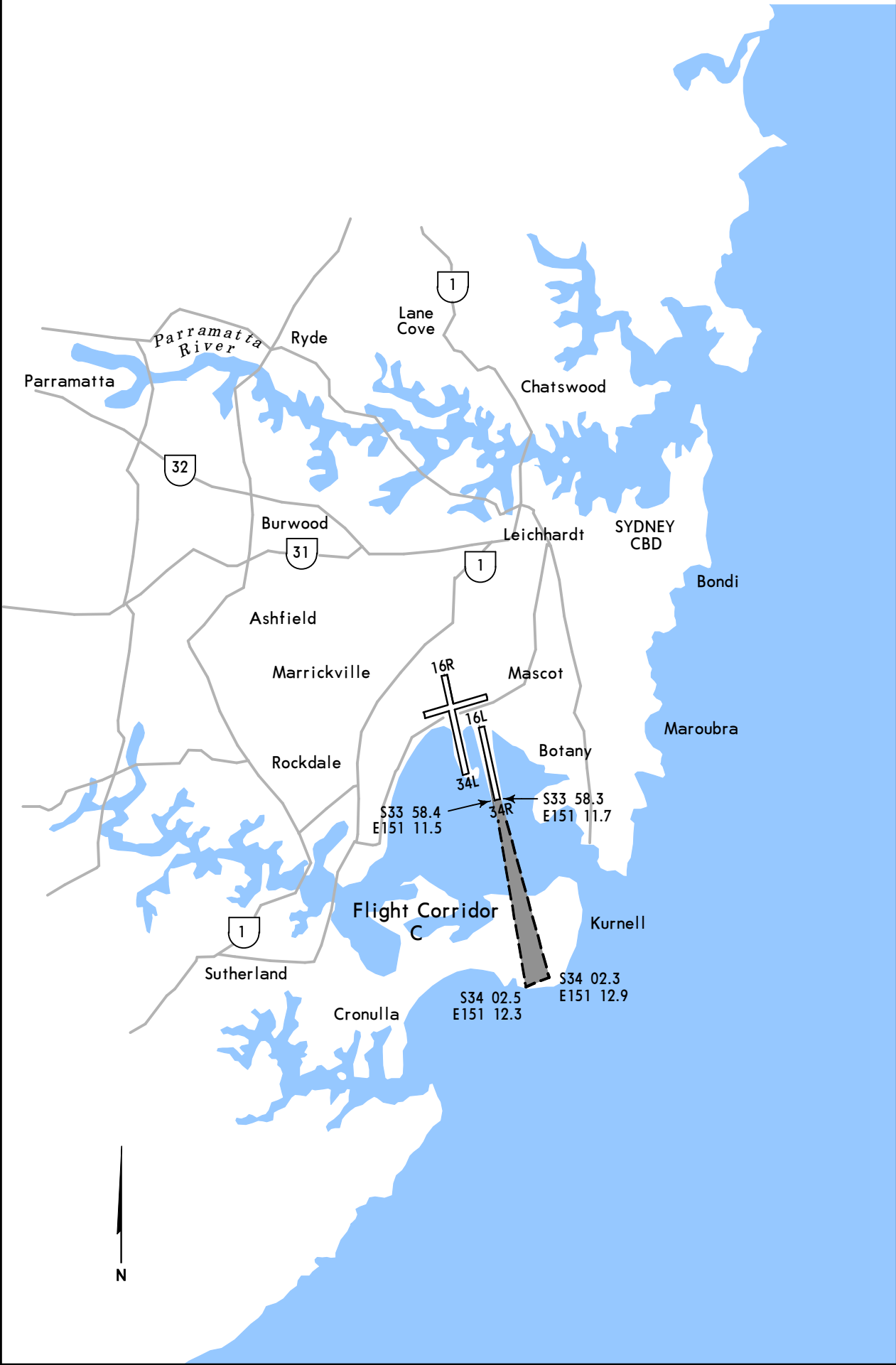


CHANGES: Northern Flight Corridor B cancelled.

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NOISE ABATEMENT PROCEDURES

FLIGHT CORRIDOR C (Runway 34R-landing approach)

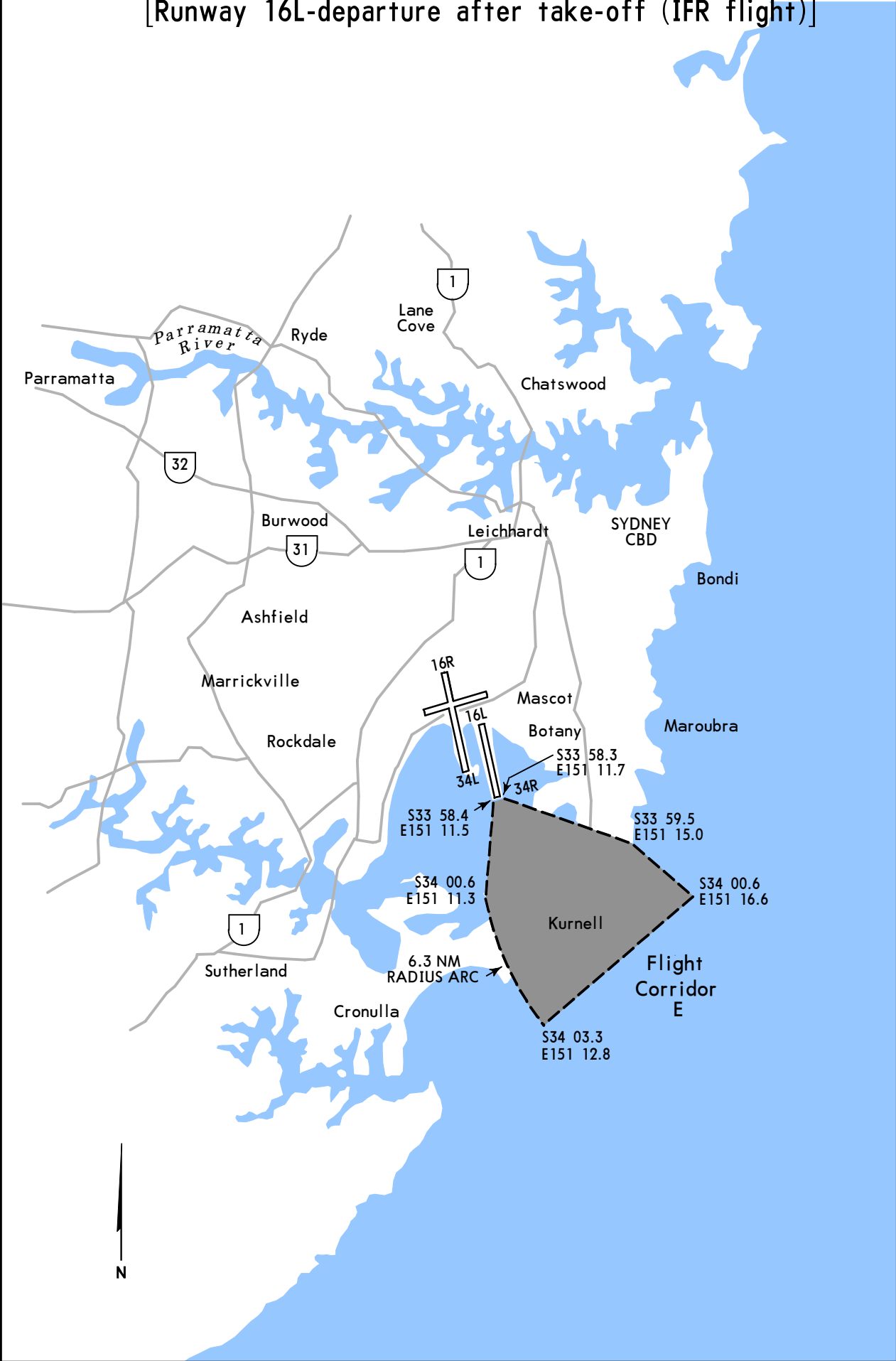


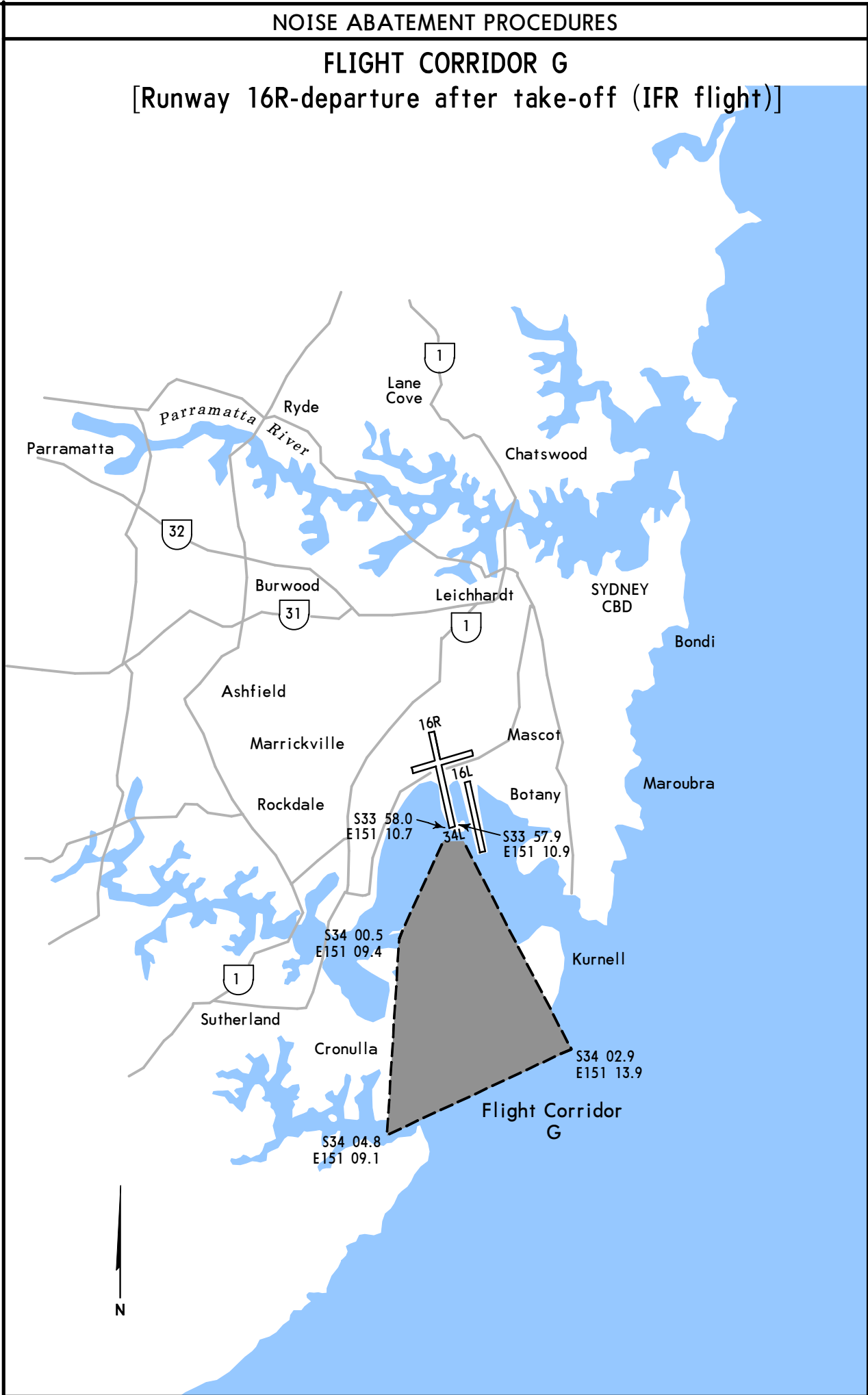
CHANGES: Northern Flight Corridor D cancelled.

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NOISE ABATEMENT PROCEDURES

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





YSSY/SYD



JEPPESSEN SYDNEY, NSW, AUSTRALIA

6 JUN 14

(10-6)

-(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) DOM1A (Bays 64-70)

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

Taxiway C (Bays 11-14)

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

Taxiway C (Bays 16-19)

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

Taxiway C (Bays 49, 53, 55)

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

Taxiway C (Bays 57, 59)

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

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

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

DOM2 (Bays 43, 45A)

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

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

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

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

DOM3A (Bays F7-F12)

DOM3B (Bays F13-F16)

DOM4 (Bays 90-94)

DOM5 (All Bays)

DOM6 (Bays 98, 99)

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

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

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

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

YSSY/SYD


JEPPESEN SYDNEY, NSW, AUSTRALIA
6 JUN 14 (10-6A) - (KINGSFORD SMITH) INTL

STANDARD DOMESTIC TAXI ROUTES

DEPARTURES

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

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

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

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

DOM1 (Bays 1-10)

DOM1A (Bays 64-70)

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

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

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

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

DOM2 (Bays 43, 45A)

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

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

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

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

DOM3A (Bays F7-F12)

DOM3B (Bays F13-F16)

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

DOM4 (Bays 90, 94)

DOM5 (All Bays)

DOM6 (Bays 98, 99)

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

YSSY/SYD



JEPPESSEN

SYDNEY, NSW, AUSTRALIA

27 DEC 19

10-8

KINGSFORD SMITH

RUNWAY 16R/34L CONCRETE BLOCK REPLACEMENT PROJECT (MOWP 03/16)

**ACTUAL DATES AND TIMES OF WORK AND OPERATIONAL RESTRICTIONS
WILL BE ADVISED BY NOTAM.**

Sydney Airport will be conducting works associated with the removal and subsequent replacement of concrete slabs on the northern end of Runway 16R/34L pavements.

The works will take place during curfew with works affecting aircraft access to the intersection of Rwy 16R/34L and Twy A1.

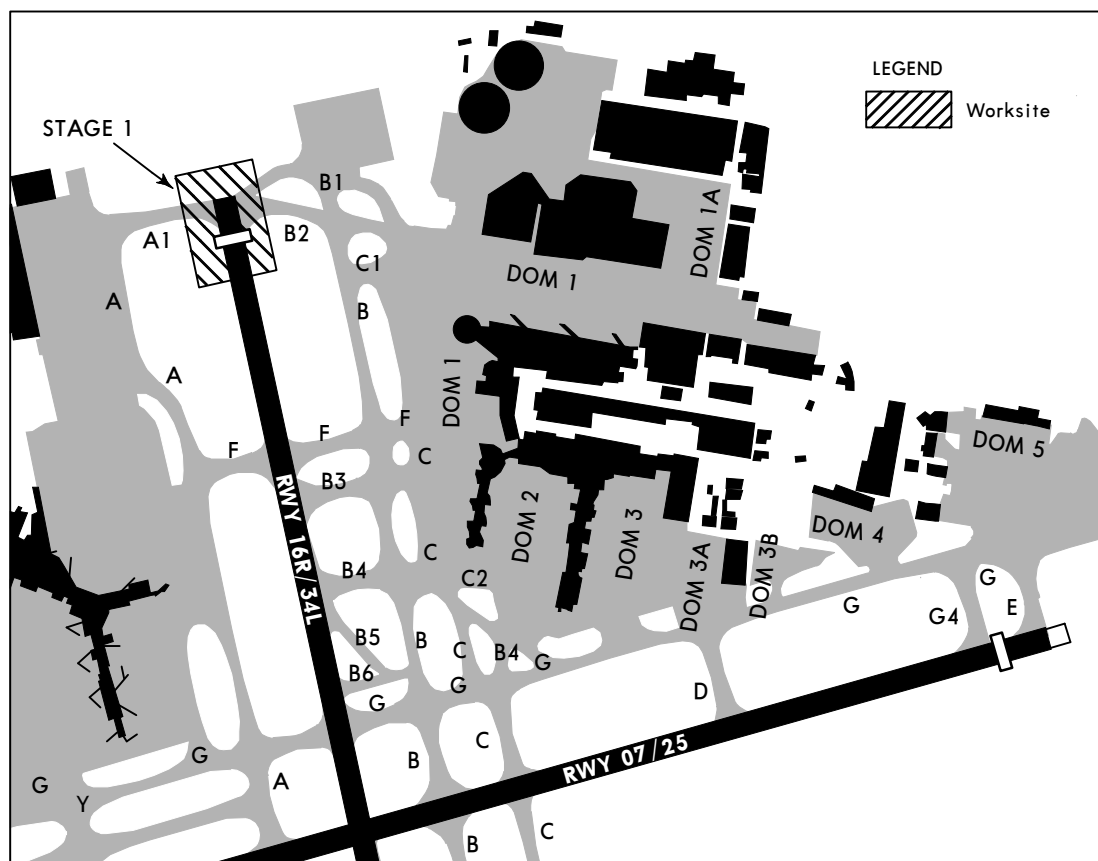
Work is scheduled to commence in October 2017 and is expected to be of approximately fifty-two (52) weeks duration.

The works will be carried out in one (1) stage.

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

Restrictions to aircraft operations:

- Stage 1 will require part of Runway 16R/34L and associated Taxiways to be temporarily closed to facilitate works.
- The Runway 34L localiser must be turned off for any works in the intersection of Runway 16R and Taxiways Alfa-1, Bravo-1 and Bravo-2.
- The Runway 16R Glide Path must be turned off during works period.



YSSY/SYD



JEPPesen

SYDNEY, NSW, AUSTRALIA

27 DEC 19

10-8A

KINGSFORD SMITH

SURFACE ENRICHMENT SPRAY TREATMENT - RWY 07/25 (MOWP 17/001)

Chart covers all works associated with the application of Surface Enrichment Spray Treatment to Runway 07/25 and associated Taxiways.

Work is scheduled to commence in January 2018 and is expected to be of approximately twenty two (22) months duration.

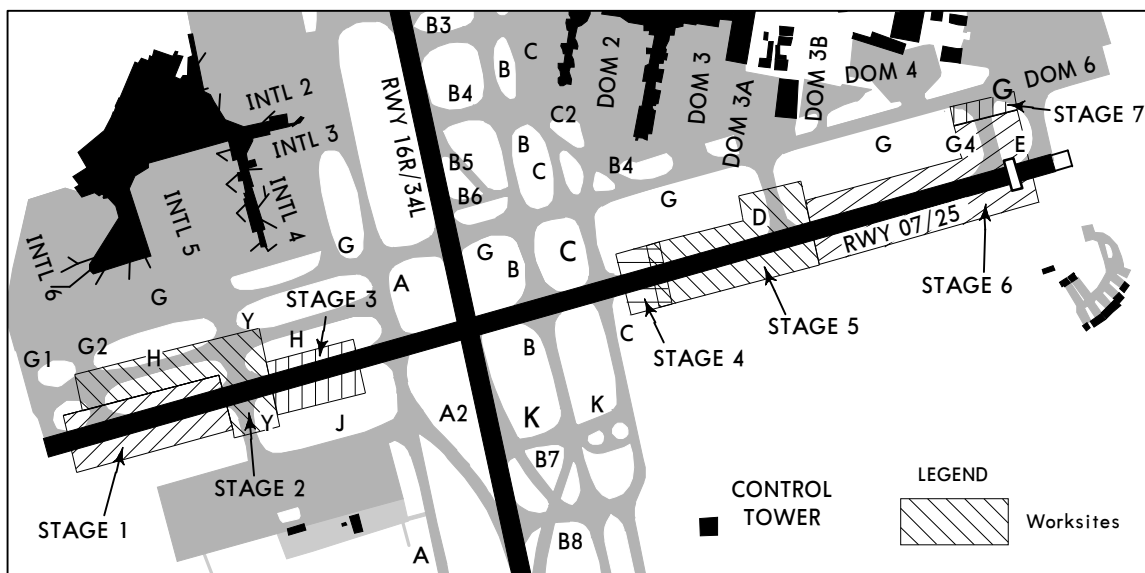
Each stage of work may be required to be accessed multiple times during the works. In general each stage of work will be of 1 to 20 days duration.

The works will be carried out in seven (7) stages.

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

Stage Restrictions:

- a. Stages 1, 2, 5 & 6 will require parts of Taxiway/s to be temporarily closed to facilitate works. These stages will require a NOTAM.
- b. Stages 1, 2, 3, 5 & 6 will require Runway 07/25 to be temporarily closed to facilitate works. These stages will require a NOTAM.
- c. Stages 2 and 4 will be carried out during curfew hours.
- d. Stage 7 will be carried out during curfew hours, and on the basis of 5 minute recall for the works party.
- e. Stages 1, 3 & 6 will be available for works from 1200 hrs until 0600 the following day.
- f. Stage 5 will be available for works from 1200 hrs until 0600 hrs (as arranged with Airservices Australia), and/or during curfew hours.
- g. The stages/areas worked will remain closed to aircraft traffic until inspected, and declared serviceable.



YSSY/SYD



JEPPesen

SYDNEY, NSW, AUSTRALIA

27 DEC 19

10-8B

KINGSFORD SMITH

AIRFIELD MAINTENANCE WORKS (MOWP 03/17)

WORKS INFORMATION

This chart covers all non time limited maintenance works.

Work is scheduled to commence in August 2017 and is expected to be of one hundred and four (104) weeks duration.

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

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

Hours of Work

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

- Runway 16R/34L:
Curfew Works - 2300-0500hrs EST or 2300-0600hrs ESST;
Reduced closure North of B10 and South of B8 are only permitted on Friday, Saturday and Sunday curfew.
- Runway 16L/34R and Runway 07/25:
Curfew Works - 2300-0600hrs EST and ESST;

Specific Stage Restrictions

Stages may/will require parts of Runway/s and/or Taxiway/s to be temporarily closed to facilitate works. These stages will require a NOTAM, and will be carried out during curfew if there is an operational impact.

If the temporary taxiway on Runway 07/25, as indicated by blue edge lights, is required during works in Stages 43, 44, 45 & 46, then Taxiway Golf cannot be closed until Arrivals and Departures on Runway 07/25 have been confirmed not available with ATC. Runway edge lighting to remain operational until temporary blue edge lights are in place (to allow for taxiing). If the temporary taxiway is not required, then Runway 07/25 will remain available for unrestricted access during works in Stages 43, 44, 45 & 46.

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

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

DOM-1, including access to DOM-1, may only be closed in coordination with Qantas.

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

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

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

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

YSSY/SYD



JEPPesen

SYDNEY, NSW, AUSTRALIA

27 DEC 19

10-8C

KINGSFORD SMITH

**SOUTH EAST SECTOR
APRON DEVELOPMENT
(MOWP 19/002, AIC H23/19)**

WORKS INFORMATION

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

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

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

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

The work is expected to take approximately forty-two (42) months and will commence in June 2019.

RESTRICTIONS TO AIRCRAFT OPERATIONS

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

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

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

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

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

SPECIFIC STAGE RESTRICTIONS

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

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

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

SPECIAL WARNINGS

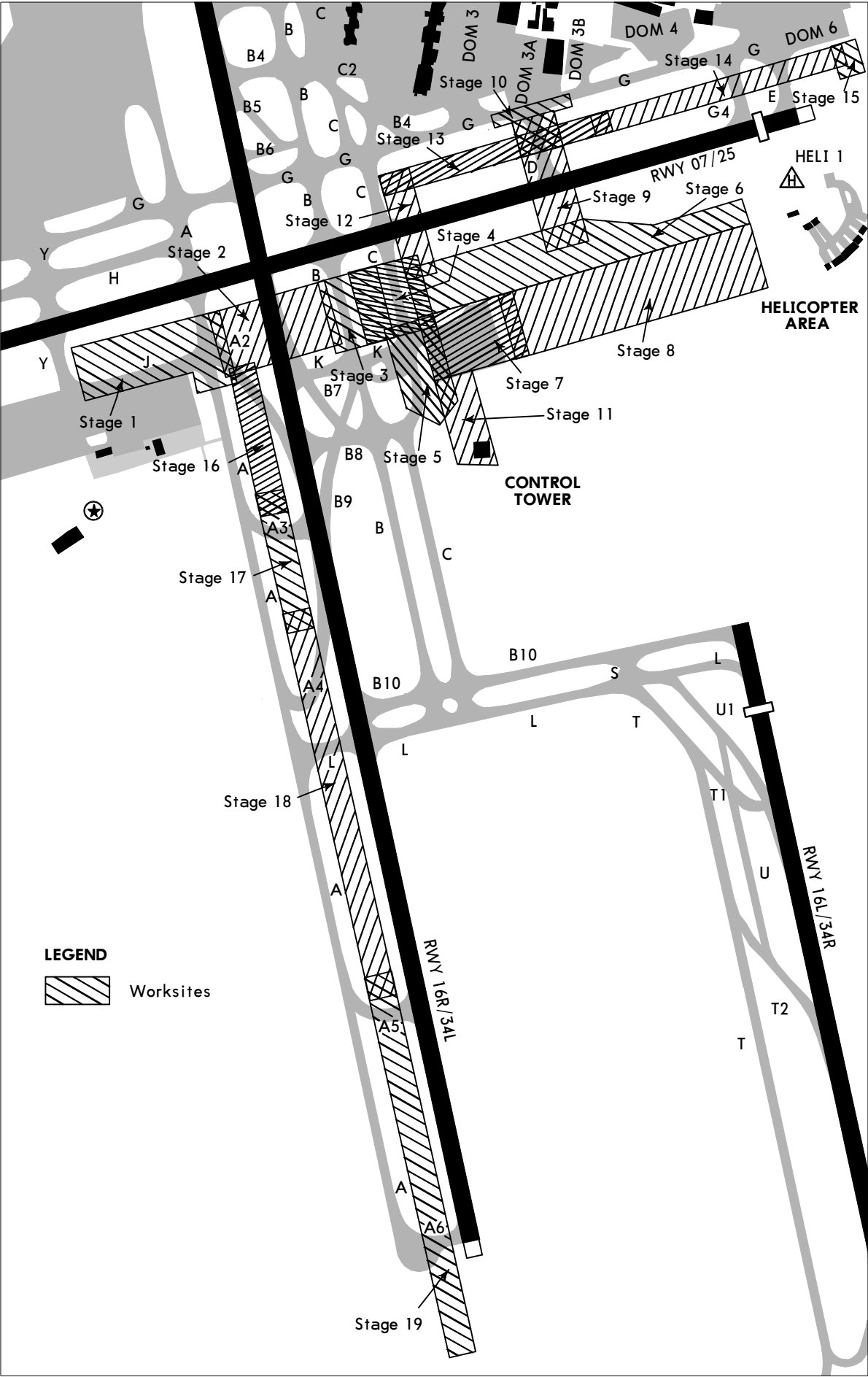
As these works are of a time critical nature the runway reduction will take place at 2300 Local each night and Regular Public Transport (RPT) aircraft which have not departed prior will be required to depart from the reduced length if suitable for operations.

YSSY/SYD

JEPPesen
27 DEC 19 10-8D

SYDNEY, NSW, AUSTRALIA
KINGSFORD SMITH

**SOUTH EAST SECTOR
APRON DEVELOPMENT (CONTD.)
(MOWP 19/002, AIC H23/19)**



YSSY/SYD



JEPPESSEN

SYDNEY, NSW, AUSTRALIA

27 DEC 19

10-8E

KINGSFORD SMITH

RUNWAY 16R HIGH INTENSITY APPROACH LIGHT UPGRADE (MOWP 19/004)

WORKS INFORMATION

This chart covers all works associated with the Runway 16R High Intensity Approach Light (HIAL) Upgrade works.

During construction of the new HIAL installation for Runway 16R, the existing HIAL will be taken out of service for a period of approximately three weeks.

Work is expected to take approximately 28 weeks and will commence in September 2019.

The works will be carried out in five (5) stages.

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

RESTRICTIONS TO AIRCRAFT OPERATIONS

Stage 1 & 1A

- a. Rwy 16R/34L north of Twy G (3517' (1072m)) not available to aircraft for landings or take-offs during work periods.
- b. Rwy 16R/34L, between Twy A1 and Twy G, not available to aircraft during work periods.
 - Twy A1 to Twy B1 and Twy B2 crossing available (ATC controlled).
 - Twy F crossing available (ATC controlled).
- c. Twy B5 and Twy B6 not available to aircraft during work periods.
- d. Twy B3 and Twy B4, between Twy B and Rwy 16R/34L, not available to aircraft during work periods.
- e. All runway & taxiway lights within or leading into the worksite, or closed/unserviceable areas, must be turned off or covered.

Stage 2

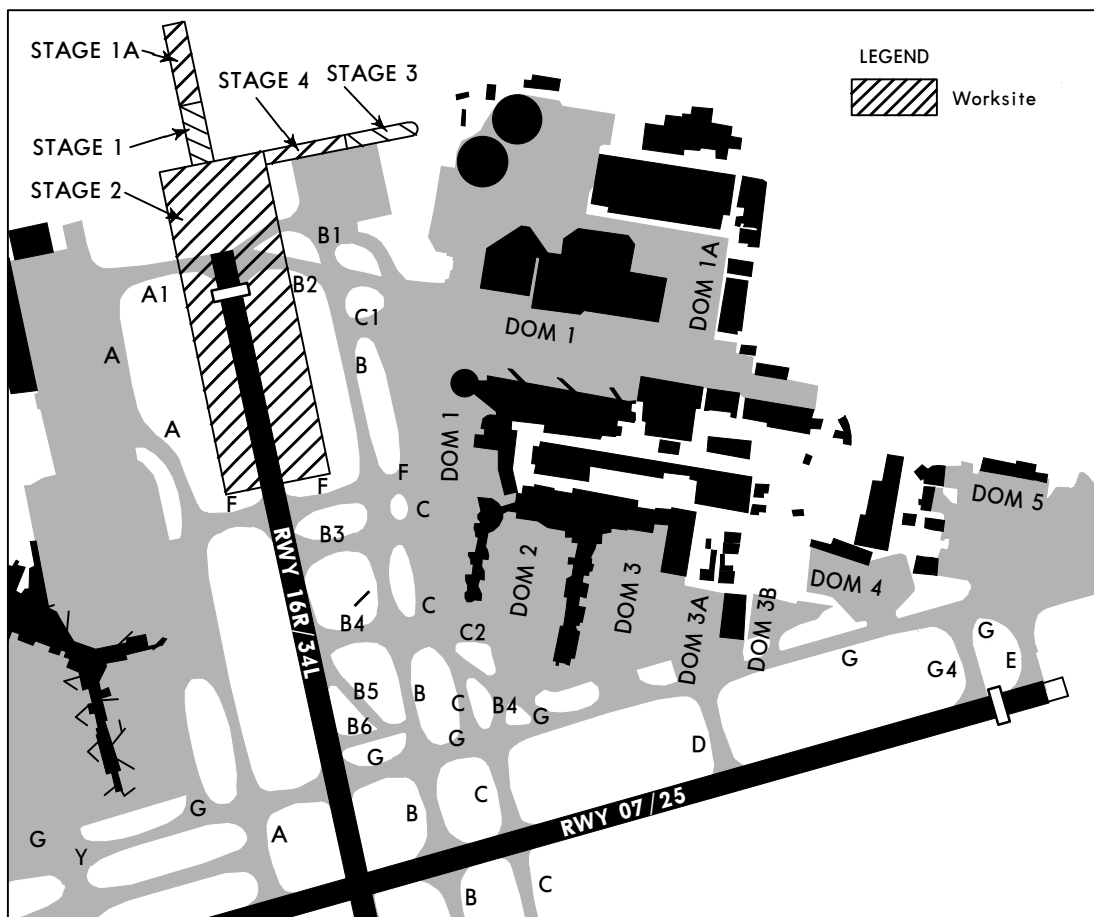
- a. Rwy 16R/34L north of Twy G (3517' (1072m)) not available to aircraft for landings or take-offs during work periods.
- b. Rwy 16R/34L between Twy A1 and Twy G, not available to aircraft during work periods.
 - Twy F crossing available (ATC controlled).
- c. Twy A1, Twy B5 and Twy B6 not available to aircraft during work periods.
- d. Twy B1, B2, B3 and B4, between Twy B and Rwy 16R/34L, not available to aircraft during work periods.
- e. Rwy 34L localiser & Rwy 16R glide path to be turned off during work periods.
- f. All runway & taxiway lights within or leading into the worksite, or closed/unserviceable areas, must be turned off or covered.

Stage 3

NIL

Stage 4

- a. Bay 83 not available to aircraft during work periods.



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15 MAY 20 10-8F

SYDNEY, NSW, AUSTRALIA
KINGSFORD SMITH

RUNWAY 16R/34L & 07/25 CENTRAL AND SOUTHERN RESHEET (MOWP 19/003)

WORKS INFORMATION

This chart covers works associated with the Runways 16R/34L & 07/25 Central and Southern Resheet. Work is scheduled to commence in November 2019 and is expected to be of approximately 24 months duration.

Each stage of work may be required to be accessed multiple times during the works. In general each stage of work will be of 1 to 50 days duration.

The works will be carried out in ten (10) stages.

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

RESTRICTIONS TO AIRCRAFT OPERATIONS

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

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

Access to the Bravo 1 stand-off bays shall be available Monday to Thursday nights inclusive.

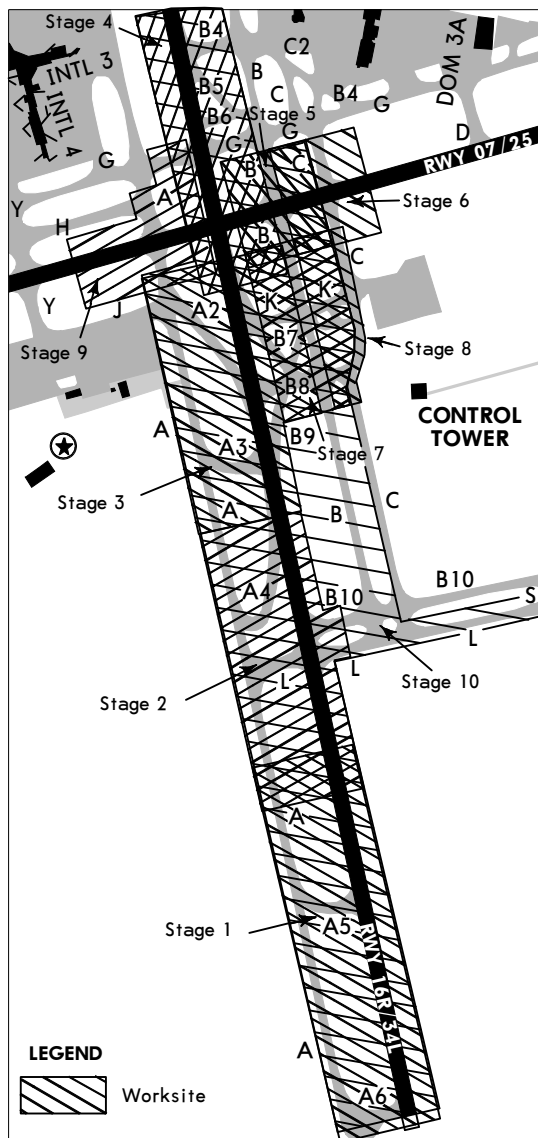
Access to the Corporate Aviation Apron shall be available seven nights per week unless prior alternative parking and access arrangements have been made (Aeromedical flights included).

Dom 1, including access to Dom 1, may only be closed in coordination with Qantas.

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

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

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



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 15 MAY 20 (10-8G)

SYDNEY, NSW, AUSTRALIA

KINGSFORD SMITH

NORTHERN POND APRON UPGRADE (MOWP 19/005)

WORKS INFORMATION

This chart covers works associated with the construction of the Northern Pond Bay Upgrade, Bay 83 ULD Storage and Rwy 34L RESA Drainage.

Work is scheduled to commence in September 2019 and is expected to be of approximately 21 months duration.

Each stage of work may be required to be accessed multiple times during the works. In general each stage of work will be of 1 to 50 days duration.

The works will be carried out in twenty eight (28) stages.

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

SPECIFIC STAGE RESTRICTIONS

Stages 1 to 28 may/will require parts of Runway 16R/34L, and Taxiway/s to be temporarily closed to facilitate works. These stages will require a NOTAM.

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

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

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

If access to the Bravo-1 stand-off bays is unavailable due to works, alternate arrangements shall be made to accommodate freighter operations.

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

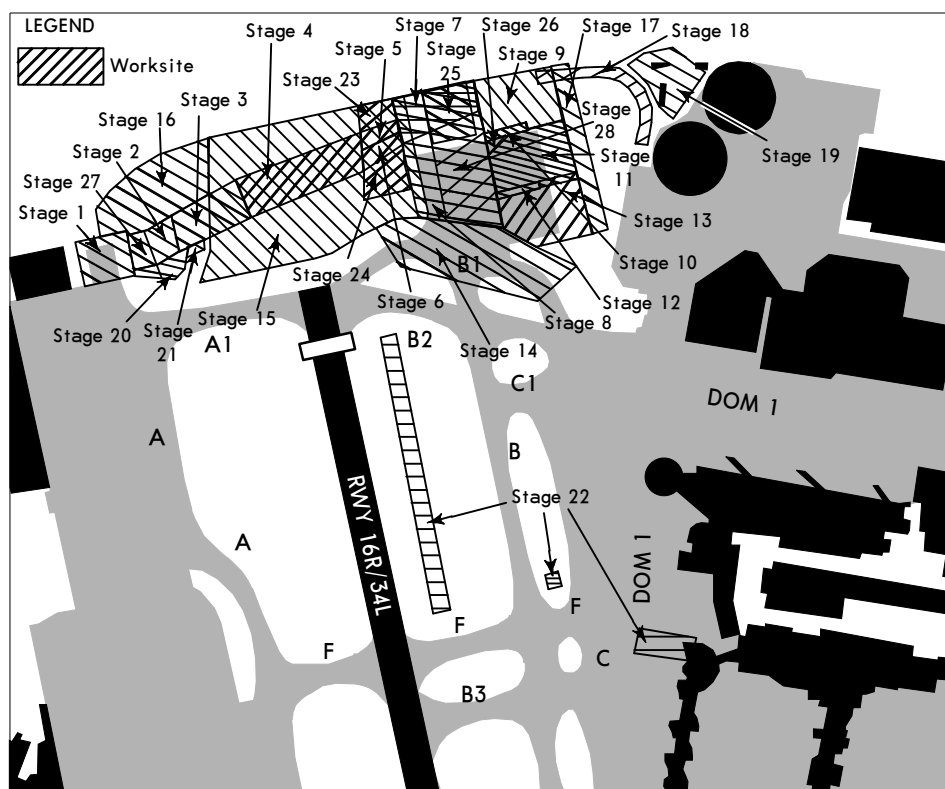
Dom-1, including access to Dom-1, may only be closed in coordination with Qantas.

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

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

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

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



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SYDNEY, NSW, AUSTRALIA

21 AUG 20

10-8H

KINGSFORD SMITH

RUNWAY 07/25 RESTRICTED OPERATIONS (AIC H49/20)

INTRODUCTION

Due to COVID-19 restrictions creating a significant reduction in aircraft operations and increased number of aircraft remaining on the ground, Sydney Airport has made RWY 07/25 not available. The RWY west of TWY A and east of TWY C will be used to park aircraft.

DURATION

The closure will be in place from 22 April until 30 October 2020 as advised by NOTAM.

OPERATIONS

RWY 07/25 will not be available.

RWY 07/25 west of TWY A and east of TWY C will be used to park aircraft which cannot be accommodated elsewhere. The aircraft will be towed into position.

Aircraft personnel will not be permitted to service aircraft whilst parked in position on RWY 07/25, and will only be permitted access to the aircraft under the guidance of Sydney Airport - Aerodrome Reporting Officer or delegate.

The following RWY 07/25 facilities will not be available

Navigational Aids

- The localisers and glide paths for RWY 07 and RWY 25 not be available for the duration of the closure.

RWY Lighting

- All RWY lighting will remain extinguished during the RWY closure except the Stop Bars located on the eastern and western side of RWY16R/34L.

All Stop Bars and RWY Guard Lights on TWY intersecting RWY 07/25 will remain operational.

RWY Markings

- Sydney Airport will not be removing any RWY markings or installing RWY crosses during the restricted operations. Aircraft parked on the RWY be obstructing the existing marking and any additional markings that would be installed.

Unserviceability Cones and Red Lights

- Red/white unserviceability markers and red unserviceability red lights will be placed on RWY 07/25 on the western side of TWY A and on the eastern side of TWY C.

Access to Domestic Apron (APN)

- Access to the T2 and T3 domestic terminals is via main TWY B and C
- Access to DOM3 APN via RWY 07/25 and TWY D is not available.

Access to International APN

- No restrictions apply to access the International APN.

Access to Other Standoff APN

- Access to TWY B1 Standoff APN is closed for works described on 10-8E, 10-8G.
- Access to South West Sector APN and Kilo Standoff Bay not restricted.

Adverse Weather

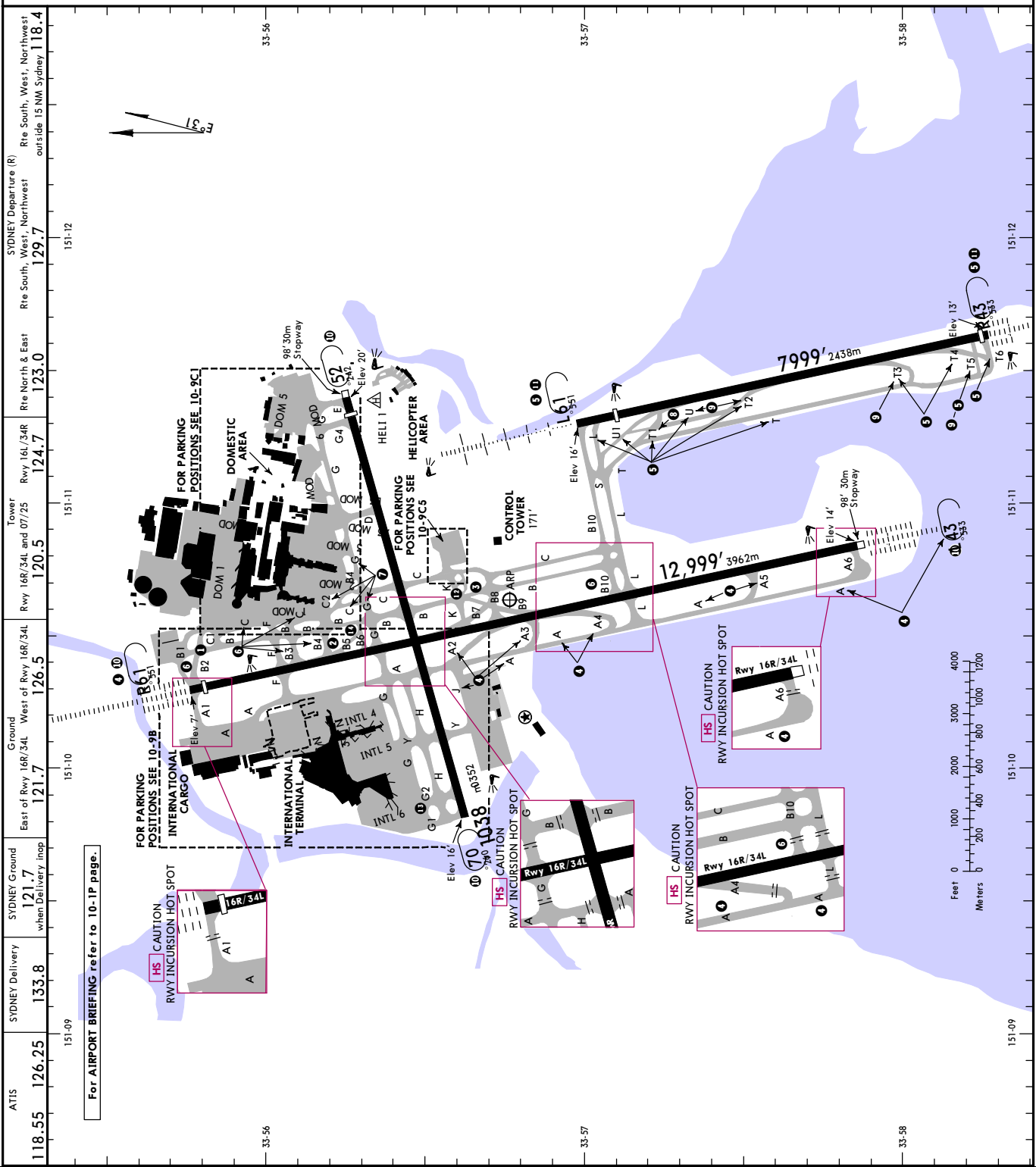
- If adverse weather impacts the use of RWY 16R/34L or RWY 16L/34R airlines operators are required to plan an alternate in the event that they cannot land on these RWY.

Contingency

- In the event RWY 16R/34L, at short notice, becomes unsuitable for aircraft which are normally restricted to RWY 16R/34L, if insufficient fuel is held to divert to an alternate destination, then use RWY 16L/34R as a contingency may be permitted provided the pilots determine it is operationally suitable.

YSSY/SYD
Not Elev 21'
353.56.8 E151.10.6

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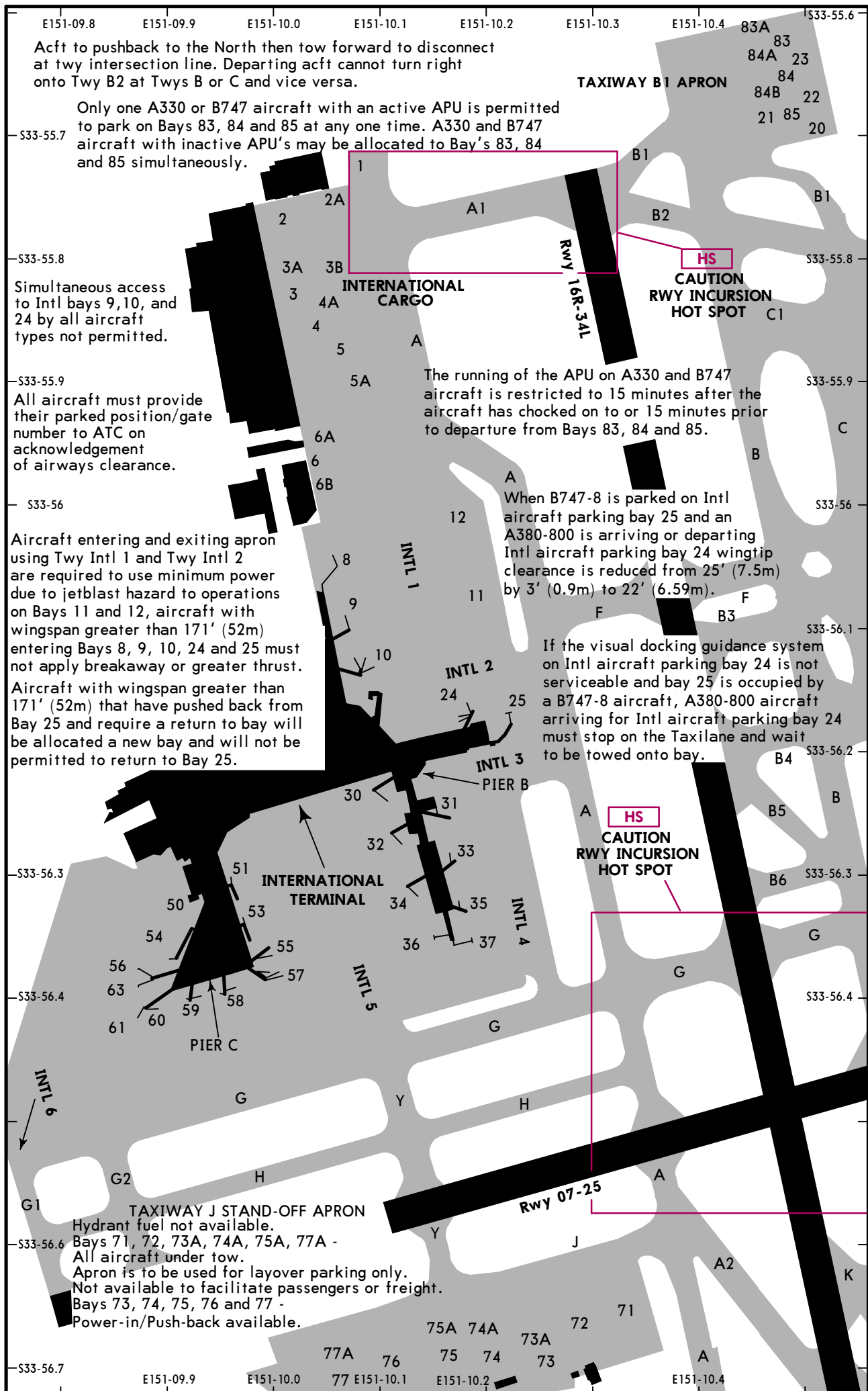


- ### TURNING RESTRICTIONS
- 1 Twy B - heading South - right turn onto Twy B2 not available.
Twy B1 - west end - left turn onto Twy B2 not available.
Twy B2 - heading East - left turn onto Twys B and C not available.
Twy C - heading South - right turn onto Twy B2 not available.
Twy B5 - right turn onto Twy B6 not available.
Twy B6 - left turn onto Rwy 16R/34L not available.
Rwy 34L - right turn onto Twy B5 not available.
Twy B - turning into Twy B9 not available.
Twy B7 - left turn onto Twy K not available.
Twy B7 - right turn onto Twy B8 not available.
Twy B8 - turning into Twy B7 and Twy B9 not available.
Twy B9 - turning into Twy B7 and Twy B8 not available.
Twy A - heading North - right turn onto Twys A2, A3, A4, and A5 not available.
Twy A2 - no entry from Twy A or Twy J.
Twy A2 - left turn onto Rwy 16R/34L not available.
Twy A2, A3, A4, and A5 - left turn onto Twy A not available.
Rwy 16R - heading South right turn onto Twy A2 not available.
Twy L, T1, T2, T3, and T5 - left turn onto Twy T not available.
Twy T - heading North - right turn onto Twys L, T1, T2, T3 and T5 not available.
Twy T1 - turning onto Twy U not available.
Twy T1 - is not available to aircraft exiting Rwy 34R.
Twy T3 and T4 - right turn onto Rwy 16L/34R not available.
Twy T4 - turning onto Twy T5 not available.
Twy T5 - left turn onto Twy T6 not available.
Twy T6 - right turn onto Twy T4 not available.
Twy U1 - turning onto Twy U not available.
Rwy 16L - heading South right turn onto Twy T5 not available.
Rwy 34R - left turn onto Twys T4, T5, or T3 not available.

- ### WINGSPAN RESTRICTIONS
- For aircraft at 118' (36m) wingspan or above.
- 6 When aircraft with wingspan 213' (65m) or greater is on Twy B2, Twy B1 restricted to aircraft MAX 171' (52m) wingspan.
Intersection departure Rwy 16R/34L from Twys B3, B4, and B10 restricted to 118' (36m) MAX wingspan.
Twy B turning West into Twy B3, Twy B4, and Twy B10 restricted to MAX 118' (36m) wingspan.
Twy B4 - right turn onto Twy G restricted to MAX 118' (36m) wingspan.
Twy B4 - heading North - left turn onto Twy C restricted to MAX 118' (36m) wingspan.
Twy C - heading North - right turn onto Twy B4 restricted to MAX 118' (36m) wingspan.
Twy C between Twy B2 and Twy F is restricted to aircraft with MAX 148' (45m) wingspan when an aircraft with 213' (65m) or greater wingspan operating on Twy B between Twy B2 and Twy F.
Twy C between Twy F and Twy B4 speed restriction MAX 20 KT applies to all aircraft above 171' (52m) wingspan.
Twy G between Twy F and Twy B4 restricted to 198' (60.4m) MAX wingspan.
Twy G - left turn onto Twy B4 restricted to MAX 118' (36m) wingspan.
Twy G - right turn onto Twy DOM2 restricted to MAX 118' (36m) wingspan.
Twy C2 restricted to MAX 118' (36m) wingspan.
Twy T1 restricted to 171' (52m) MAX wingspan.

- 9 Twys T2, T3, T5 and U restricted to aircraft with less than 59' (18m) wheel base and MAX 118' (36m) wingspan due to 49' (15m) wide Twy.
10 Rwy 16R/34L and 07/25 aircraft greater than 118' (36m) wingspan U-turns on the runway not permitted.
Compass anomaly for turboprop aircraft on intersection departure Rwy 16R at Twy F East, Twy B3 and Twy G East.
11 Rwy 16L/34R all aircraft U-turns on runway not permitted.
Intersection departures Rwy 34R from Twy T3 not available.
Intersection departures Rwy 16L from Twy T1 not available.
Rwy 16L - heading South right turn onto Twy L, T2, and U1 not available except T2 sunrise to sunset only to non-jet aircraft with 98' (30m) MAX wingspan.
12 Twy K run up bay restricted to MAX 75' (23m) wingspan.
13 Aircraft turning from Twy G into Twy G2 use minimum power.
14 Twy B5 and Twy B6 not available to aircraft above 48,502 lbs (22,000 kg) MTOW. MAX tire pressure 203 PSI (1400 kPa).

YSSY/SYD

JEPPESSEN SYDNEY, NSW, AUSTRALIA
7 AUG 20 10-9B Eff 13 Aug
KINGSFORD SMITH


CHANGES: None.

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JEPPESSEN SYDNEY, NSW, AUSTRALIA

7 AUG 20

10-9C

Eff 13 Aug

KINGSFORD SMITH

INTERNATIONAL APRON PARKING BAY INFORMATION

BAY No.	COORDINATES	ELEV (ft)	CAPACITY	NOSE-IN GUIDANCE
1	S33 55.7 E151 10.1	11	A343	SAFEGATE DGS
2	S33 55.8 E151 10.0	10	B744/A35K	APIS
2A	S33 55.8 E151 10.1	10	B461	MARSHALLED
3	S33 55.8 E151 10.0	10	B744/A35K	APIS
3A	S33 55.8 E151 10.1	10	A124	MARSHALLED
3B	S33 55.8 E151 10.1	9	B461	MARSHALLED
4	S33 55.9 E151 10.1	10	B744/A35K	APIS
4A	S33 55.9 E151 10.1	9	B461	MARSHALLED
5	S33 55.9 E151 10.1	11	B744/A35K	SAFEGATE DGS
5A, 6	S33 55.9 E151 10.1	11	A388/B748	SAFEGATE DGS
6A	S33 55.9 E151 10.1	10	B744	MARSHALLED
6B	S33 56.0 E151 10.1	9	A320	MARSHALLED
8	S33 56.0 E151 10.0	11	A388/B748	SAFEGATE DGS
9, 10	S33 56.1 E151 10.1	11	A388/B748	SAFEGATE DGS
11	S33 56.1 E151 10.2	11	B763/B738	APIS
12	S33 56.0 E151 10.2	11	B738/A320	APIS
20	S33 55.7 E151 10.5	7	B461	MARSHALLED
21	S33 55.7 E151 10.5	6	B461	MARSHALLED
22	S33 55.7 E151 10.5	7	DH8C	MARSHALLED
23	S33 55.7 E151 10.5	7	B461	MARSHALLED
24	S33 56.2 E151 10.2	11	A388/B748	SAFEGATE DGS
25	S33 56.2 E151 10.2	11	B748	SAFEGATE DGS
30	S33 56.3 E151 10.1	10	B744	SAFEGATE DGS
31	S33 56.2 E151 10.1	10	B744/A35K	SAFEGATE DGS
32	S33 56.3 E151 10.1	11	B744	SAFEGATE DGS
33	S33 56.3 E151 10.2	10	B744	SAFEGATE DGS
34	S33 56.3 E151 10.1	11	B744	SAFEGATE DGS
35	S33 56.3 E151 10.2	10	B744	SAFEGATE DGS
36	S33 56.4 E151 10.1	10	B744/A359	SAFEGATE DGS
37	S33 56.4 E151 10.2	10	B744/A359	SAFEGATE DGS
50	S33 56.3 E151 09.9	11	B77L	SAFEGATE DGS
51, 53	S33 56.3 E151 10.0	11	B744	SAFEGATE DGS
54	S33 56.4 E151 09.9	10	B77W	SAFEGATE DGS
55	S33 56.4 E151 10.0	10	B739/A320	SAFEGATE DGS
56	S33 56.4 E151 09.9	10	B744	SAFEGATE DGS
57	S33 56.4 E151 10.0	10	A388/B748	SAFEGATE DGS
58	S33 56.4 E151 10.0	10	B744/A35K	SAFEGATE DGS
59, 60	S33 56.4 E151 09.9	10	B744/A35K	SAFEGATE DGS
61	S33 56.4 E151 09.8	10	A388/B748	SAFEGATE DGS
63	S33 56.4 E151 09.8	9	B738M/A320	SAFEGATE DGS
71	S33 56.7 E151 10.3	16	B744/A35K	MARSHALLED
72	S33 56.7 E151 10.3	15	A388/B748	MARSHALLED
73	S33 56.7 E151 10.2	15	B744/A35K	SAFEGATE DGS
73A	S33 56.7 E151 10.2	15	A388/B748	MARSHALLED
74	S33 56.7 E151 10.2	15	B744/A35K	SAFEGATE DGS
74A	S33 56.7 E151 10.2	15	A388/B748	MARSHALLED
75	S33 56.7 E151 10.1	15	B744/A35K	SAFEGATE DGS
75A	S33 56.7 E151 10.1	15	A388/B748	MARSHALLED
76, 77	S33 56.8 E151 10.1	15	B744/A35K	SAFEGATE DGS
77A	S33 56.7 E151 10.0	15	A388/B748	MARSHALLED
83	S33 55.6 E151 10.5	7	B744/A359	MARSHALLED
83A	S33 55.6 E151 10.5	6	B738/A320	MARSHALLED
84	S33 55.7 E151 10.5	7	B744/A35K	MARSHALLED
84A	S33 55.6 E151 10.5	7	B738/A320	MARSHALLED
84B	S33 55.7 E151 10.5	7	B738/A320	MARSHALLED
85	S33 55.7 E151 10.5	7	B744/A359	MARSHALLED

NOTE: Magnetic anomalies evident near apron structure.

YSSY/SYD

7 AUG 20 (10-9C-1)

Eff 13 Aug

SYDNEY, NSW, AUSTRALIA

KINGSFORD SMITH



CHANGES: None.

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7 AUG 20

(10-9C-2)

Eff 13 Aug



JEPPESSEN

SYDNEY, NSW, AUSTRALIA

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DOMESTIC APRON PARKING BAY INFORMATION

BAY No.	COORDINATES	ELEV(ft)	CAPACITY	NOSE IN GUIDANCE
ACCESS FROM TAXILANE DOM1				
1	S33 55.9 E151 10.8	8	B738	SAFEGATE DGS
2	S33 55.9 E151 10.8	7	B762	SAFEGATE DGS
3	S33 55.9 E151 10.8	7	B737	SAFEGATE DGS
4	S33 55.9 E151 10.7	7	A332	SAFEGATE DGS
5	S33 55.9 E151 10.7	7	B737	SAFEGATE DGS
6	S33 55.9 E151 10.7	7	B763	SAFEGATE DGS
7	S33 55.9 E151 10.7	7	B738	SAFEGATE DGS
7A	S33 55.9 E151 10.6	7	B744	SAFEGATE DGS
8	S33 55.9 E151 10.6	7	B738	SAFEGATE DGS
9	S33 55.9 E151 10.6	6	B738	SAFEGATE DGS
10	S33 55.9 E151 10.6	6	B744	SAFEGATE DGS
11	S33 55.9 E151 10.6	8	A333	SAFEGATE DGS
ACCESS FROM TAXILANE DOM1A				
64, 65	S33 55.8 E151 11.0	9	DH8D	MARSHALLED
66, 67	S33 55.8 E151 11.0	10	DH8D	MARSHALLED
68	S33 55.9 E151 10.9	10	DH8D	MARSHALLED
69	S33 55.9 E151 10.9	9	DH8D	MARSHALLED
70	S33 55.9 E151 11.0	10	DH8D	MARSHALLED
ACCESS FROM TWY C				
12	S33 55.9 E151 10.6	8	B738	SAFEGATE DGS
13	S33 55.9 E151 10.6	8	A333	SAFEGATE DGS
14	S33 55.9 E151 10.6	7	B737	SAFEGATE DGS
16	S33 56.0 E151 10.6	6	DH8D	MARSHALLED
17	S33 56.0 E151 10.6	6	B763	SAFEGATE DGS
17A	S33 56.0 E151 10.6	6	DH8D	MARSHALLED
17B	S33 56.0 E151 10.6	5	Q400	MARSHALLED
18	S33 56.0 E151 10.7	7	DH8D	MARSHALLED
18A	S33 56.0 E151 10.6	7	Q400	MARSHALLED
19	S33 56.0 E151 10.6	7	DH8D	MARSHALLED
19A	S33 56.0 E151 10.6	5	DH8D	MARSHALLED
19B	S33 56.0 E151 10.6	6	DH8D	MARSHALLED
49	S33 56.0 E151 10.6	8	B738/A321	CENTERLINE + SIDEMARKER
49B	S33 56.0 E151 10.6	6	DH8C	MARSHALLED
53	S33 56.1 E151 10.6	8	B738/A321	APIS
53B	S33 56.1 E151 10.6	6	DH8C	MARSHALLED
55	S33 56.1 E151 10.6	8	B738/A321	APIS
55B	S33 56.1 E151 10.6	6	DH8C	MARSHALLED
57	S33 56.1 E151 10.6	8	B738/A320	SAFEGATE DGS
57A, 57B	S33 56.1 E151 10.6	7	DH8C	MARSHALLED
59	S33 56.2 E151 10.6	8	B738/A320	MARSHALLED
ACCESS FROM TAXILANE DOM2				
31	S33 56.1 E151 10.8	6	B738	SAFEGATE DGS
31A	S33 56.1 E151 10.7	5	AT72	MARSHALLED
31B	S33 56.1 E151 10.7	5	DH8C	MARSHALLED
33	S33 56.1 E151 10.8	6	B738/A320	APIS GDS
33A	S33 56.1 E151 10.7	5	AT72	MARSHALLED
33B	S33 56.1 E151 10.7	4	DH8C	MARSHALLED
35	S33 56.1 E151 10.7	6	B738/A320	SAFEGATE DGS
35A	S33 56.1 E151 10.7	6	DH8C	MARSHALLED
39	S33 56.2 E151 10.7	6	A332	SAFEGATE DGS
39A	S33 56.2 E151 10.7	6	AT72	MARSHALLED
39B	S33 56.2 E151 10.7	6	DH8C	MARSHALLED
41	S33 56.2 E151 10.7	6	B738/A321	SAFEGATE DGS
43	S33 56.2 E151 10.7	7	B738/A320	SAFEGATE DGS
45	S33 56.2 E151 10.8	7	A332	SAFEGATE DGS
52	S33 56.1 E151 10.7	7	B738/A321	APIS GDS
52A	S33 56.1 E151 10.7	7	DH8C	MARSHALLED
52B	S33 56.1 E151 10.7	6	S340B/B+	MARSHALLED
54	S33 56.1 E151 10.7	7	B738/A321	SAFEGATE DGS
54A	S33 56.1 E151 10.7	6	DH8C	MARSHALLED
56	S33 56.1 E151 10.6	7	B738/A320	SAFEGATE DGS
58	S33 56.2 E151 10.6	7	B738/A320	MARSHALLED

NOTE: Magnetic anomalies evident near terminal structure.

CHANGES: Bays: 2, 49, 53, 55, 57, 59 capacity.

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YSSY/SYD


JEPPESSEN
7 AUG 20 **(10-9C-3)**
SYDNEY, NSW, AUSTRALIA
Eff 13 Aug
KINGSFORD SMITH
DOMESTIC APRON PARKING BAY INFORMATION

BAY No.	COORDINATES	ELEV (ft)	CAPACITY	NOSE IN GUIDANCE
45A	ACCESS FROM TAXIWAY B4 S33 56.2 E151 10.8	7	B738/A321	SAFEGATE DGS
44	ACCESS FROM TAXIWAY G S33 56.2 E151 10.8	8	A332	SAFEGATE DGS
44A	S33 56.2 E151 10.8	8	B738/A321	SAFEGATE DGS
	ACCESS FROM TAXILANE DOM3			
32	S33 56.1 E151 10.8	8	B738	SAFEGATE DGS
32A	S33 56.1 E151 10.8	8	SF34	MARSHALLED
34	S33 56.1 E151 10.8	8	B738/A321	SAFEGATE DGS
34A	S33 56.1 E151 10.8	8	SF34	MARSHALLED
36	S33 56.1 E151 10.8	7	B738/A320	SAFEGATE DGS
38	S33 56.2 E151 10.8	7	B738/A320	SAFEGATE DGS
40	S33 56.2 E151 10.8	7	A332	SAFEGATE DGS
42	S33 56.2 E151 10.8	8	B738/A321	SAFEGATE DGS
F1	S33 56.1 E151 10.9	11	BAY CLOSED	NOT AVAILABLE
F2	S33 56.1 E151 10.9	11	JS41	MARSHALLED
F3	S33 56.1 E151 10.9	11	SF34	MARSHALLED
F3A	S33 56.1 E151 10.9	11	DH8C	MARSHALLED
F4	S33 56.2 E151 10.9	12	B738	MARSHALLED
F4A	S33 56.2 E151 10.9	12	SF34	MARSHALLED
F4B, F5A, F5B	S33 56.2 E151 10.9	11	SF34	MARSHALLED
F5	S33 56.2 E151 10.9	11	B738/A320	MARSHALLED
F6	S33 56.2 E151 10.9	10	B738/A320	MARSHALLED
F6A, F6B	S33 56.2 E151 10.9	10	SF34	MARSHALLED
	ACCESS FROM TAXILANE DOM3A			
F7	S33 56.2 E151 10.9	11	DH8C	MARSHALLED
F7A	S33 56.2 E151 10.9	11	SF34	MARSHALLED
F8	S33 56.2 E151 10.9	12	DH8C	MARSHALLED
F9	S33 56.2 E151 10.9	14	SF34	MARSHALLED
F10	S33 56.2 E151 11.0	14	SF34	MARSHALLED
F11	S33 56.2 E151 10.9	13	SF34	MARSHALLED
F12	S33 56.2 E151 10.9	11	SF34	MARSHALLED
	ACCESS FROM TAXILANE DOM3B			
F13, F13A	S33 56.2 E151 11.0	14	DH8C	MARSHALLED
F13B	S33 56.2 E151 11.0	14	B738/A320	MARSHALLED
F14	S33 56.2 E151 11.0	14	SF34	MARSHALLED
F15, F15A	S33 56.2 E151 11.0	14	DH8C	MARSHALLED
F15B	S33 56.2 E151 11.1	14	SF34	MARSHALLED
F15C	S33 56.2 E151 11.1	14	B738/A320	MARSHALLED
F16, F16A	S33 56.2 E151 11.1	14	SF34	MARSHALLED
	ACCESS FROM TAXILANE DOM4			
90, 90B, 91	S33 56.1 E151 11.1	17	DH8C	MARSHALLED
90A	S33 56.1 E151 11.1	18	B737/A320	MARSHALLED
90C	S33 56.1 E151 11.1	17	B744	MARSHALLED
91A	S33 56.1 E151 11.1	18	B738/A320	MARSHALLED
91B, 92	S33 56.1 E151 11.1	17	DH8C	MARSHALLED
92A	S33 56.1 E151 11.1	17	B738/A320	MARSHALLED
92B	S33 56.1 E151 11.1	16	DH8C	MARSHALLED
93	S33 56.1 E151 11.2	17	B738/A320	MARSHALLED
93A	S33 56.1 E151 11.2	17	B744	MARSHALLED
93B, 93C	S33 56.1 E151 11.2	16	SF34	MARSHALLED
94, 94B	S33 56.1 E151 11.2	16	DH8C	MARSHALLED

NOTE: Magnetic anomalies evident near terminal structure.

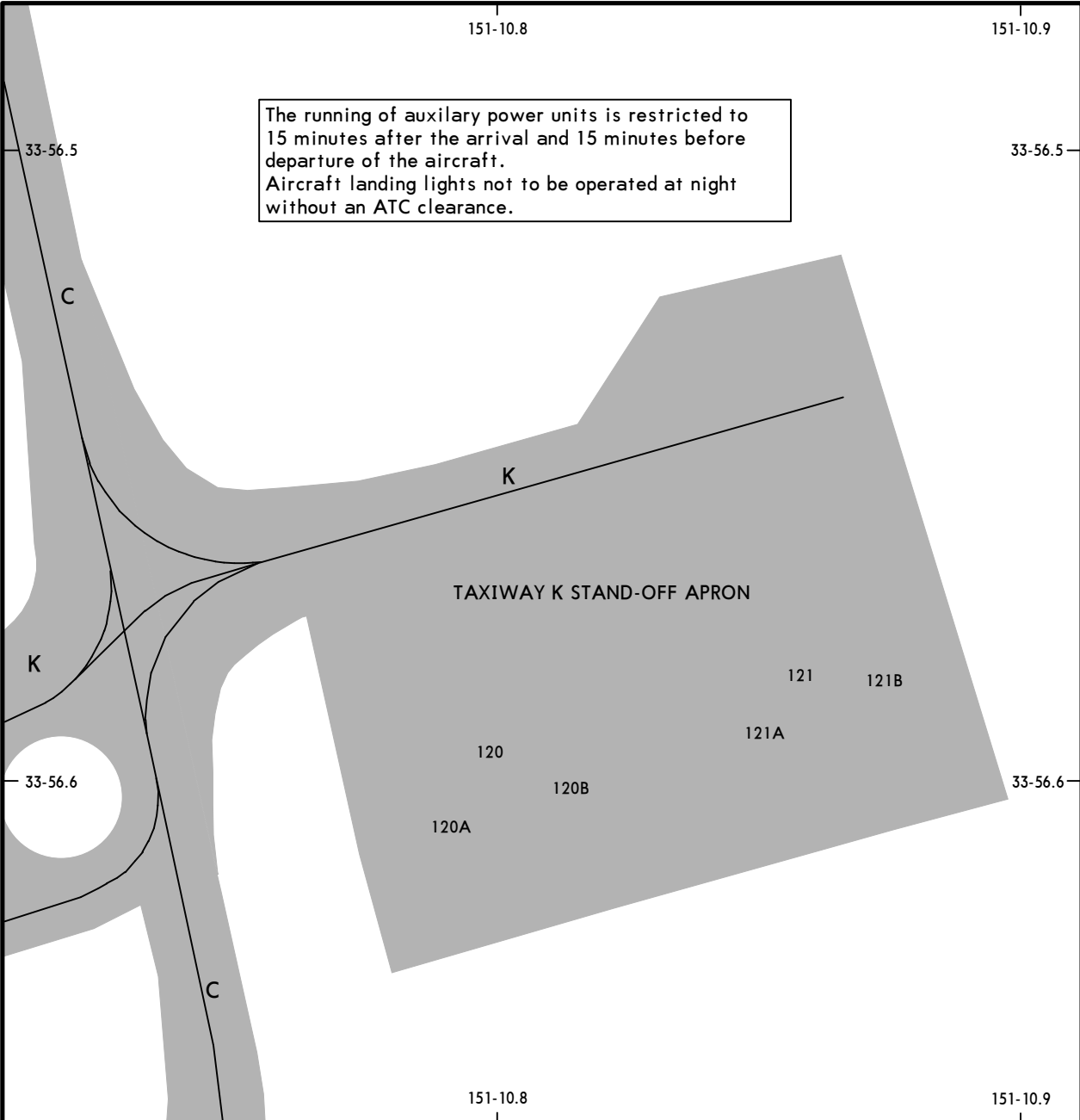
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DOMESTIC APRON PARKING BAY INFORMATION				
BAY No.	COORDINATES	ELEV (ft)	CAPACITY	NOSE IN GUIDANCE
ACCESS FROM TAXILANE DOM5				
96	S33 56.1 E151 11.3	17	B739/A321	MARSHALLED
96A	S33 56.1 E151 11.3	17	DH8D	MARSHALLED
96B	S33 56.1 E151 11.3	17	SF34	MARSHALLED
96C	S33 56.1 E151 11.3	16	DH8C	MARSHALLED
102	S33 56.1 E151 11.3	16	SW3/B190	MARSHALLED
103, 104	S33 56.1 E151 11.3	17	SW3/B190	MARSHALLED
105	S33 56.1 E151 11.3	16	SW3/B190	MARSHALLED
106, 107	S33 56.0 E151 11.3	17	SW3/B190	MARSHALLED
112	S33 56.0 E151 11.4	18	GLF5	MARSHALLED
112A	S33 56.0 E151 11.4	18	CL60	MARSHALLED
ACCESS FROM TAXILANE DOM6				
97	S33 56.1 E151 11.4	16	B744/A35K	MARSHALLED
97A	S33 56.1 E151 11.4	16	B738/A321	MARSHALLED
97B	S33 56.1 E151 11.3	16	B738/A321	MARSHALLED
97C	S33 56.1 E151 11.4	16	B763	MARSHALLED
98	S33 56.1 E151 11.4	17	B744/A35K	MARSHALLED
98A	S33 56.1 E151 11.4	16	B738/A321	MARSHALLED
98B	S33 56.1 E151 11.4	16	B738/A321	MARSHALLED
99	S33 56.1 E151 11.5	16	B744/A35K	MARSHALLED
99A	S33 56.1 E151 11.5	17	B738/A321	MARSHALLED
NOTE: Magnetic anomalies evident near terminal structure.				

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7 AUG 20
Eff 13 Aug
(10-9C-5)

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BAY No.	COORDINATES	ELEV (ft)	CAPACITY	NOSE IN GUIDANCE
TAXIWAY K STAND-OFF APRON				
120	S33 56.6 E151 10.8	18	B744/A359	MARSHALLED
120A, 120B	S33 56.6 E151 10.8	20	B739/A321	MARSHALLED
121	S33 56.6 E151 10.9	19	B744/A35K	MARSHALLED
121A, 121B	S33 56.6 E151 10.9	20	B739/A321	MARSHALLED

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 **JEPPESSEN**
SYDNEY, NSW, AUSTRALIA

24 AUG 18

(10-9D)

- (KINGSFORD SMITH) INTL

PARALLEL RUNWAY USAGE**INDEPENDENT VISUAL APPROACHES**

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

RADIO FAILURE PROCEDURES - INDEPENDENT VISUAL APPROACHES

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

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

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

Attempts should also be made on the Tower frequency.

ARRIVALS

- a. Aircraft up to and including A330/B787/B772 size may be processed to land on either of the parallel runways 16L/34R or 16R/34L.
- b. Aircraft landing Rwy 16R require approval to vacate to the left on Twys F, B3 & B4.
- c. Aircraft landing Rwy 16L/34R are to remain on Tower freq 124.7 until West of Twy S and then contact Ground frequency 121.7.
- d. Aircraft landing Rwy 34R and vacating Twy T2 are to taxi via Twy U and U1 unless otherwise advised.
- e. Aircraft landing Rwy 07/25 require approval to vacate on Twy C.
- f. All arriving aircraft are required to advise parking bay on first contact with Sydney Ground.

DEPARTURES

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

- a. Intersection departures by jet aircraft on Rwy 34L are NOT PERMITTED. In the event Twy A6 is not available for departure due taxiway or runway availability, Twy A5 may be used for jet aircraft departures on Rwy 34L.
- b. Rwy 16R for departures to the South, West and Northwest, and departures from the Intl Terminal.
- c. Rwy 16L for departures to the North and East.
- d. Rwy 34L for departures to the West, Northwest and non-jets to the South, and departures from the Intl Terminal.
- e. Rwy 34R for departures to the North and domestic jets to the South.

NOTE:

1. Aircraft which operationally require use of either Rwy 16R/34L or Rwy 07/25 must notify ATC at Clearance Delivery stage.
2. Departure aircraft up to and including A330/B787/B772 type may request or be offered departure from Rwy 16L/34R at clearance delivery stage.
3. Jet departures to the South may be assigned Rwy 16L for traffic management purposes.

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24 AUG 18

10-9D1

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INDEPENDENT VISUAL APPROACH

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

Important instructions and advisory information for pilots:

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

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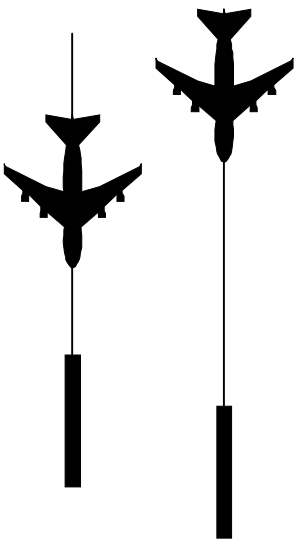
SYDNEY, NSW, AUSTRALIA

24 AUG 18 10-9D2

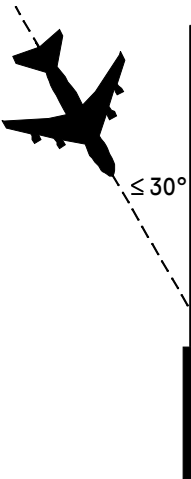
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INDEPENDENT VISUAL APPROACH

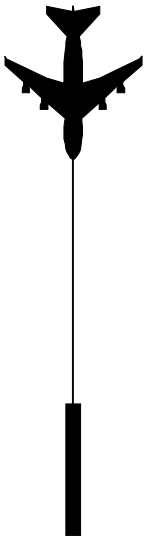
Both these aircraft only have to report visual if on localizer or GLS final approach course.



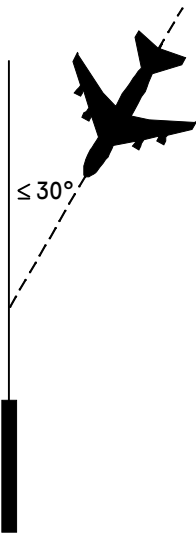
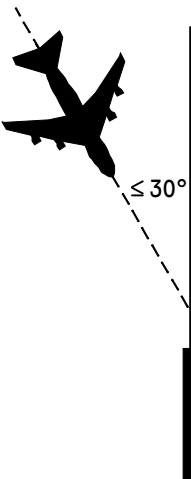
This aircraft must have reported runway in sight.



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



Both aircraft have to report runway in sight.



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 **JEPPESEN**
24 AUG 18 (10-9E)

SYDNEY, NSW, AUSTRALIA
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VISUAL DOCKING GUIDANCE SYSTEMS

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

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

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

NOSE IN GUIDANCE (NIG) SYSTEM

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

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

The following is a brief description of the system:

- The Position Identification Light indicates the number of the docking position and is white numerals on a dark background (illuminated at night).
- The Aerobridge Retracted Indicator consists of two lights. The green light indicates the Aerobridge is in the fully retracted position. The red light indicates that the Aerobridge is not fully retracted or that an element of the visual guidance docking system is unserviceable.
- The Centerline Guidance Light provides azimuth information and is aligned with the left pilot position. The unit emits RED/GREEN light beams and the signals are interpreted as shown in Figure 1.

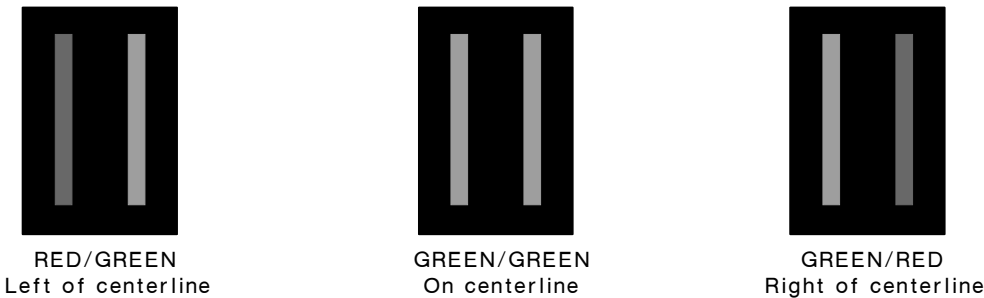


Figure 1. Centerline Guidance Light Unit

- One or more Side Marker Light units - with relevant aircraft types marked on the unit - indicate the stopping position as described below:
 - Approaching the position, a preliminary dull GREEN light will show through the arrow-shaped aperture which also exhibits a cross bar.
 - As the aircraft moves forward, the intensity of the green light increases until it becomes a bright arrow-head.
 - As the aircraft continues, the arrow-head starts to reduce in size.
 - When the arrow-head disappears, two white bars appear, one above the other, indicating the stopping position. In some installations, two sets of bars will appear.
 - If the stopping position is passed, then a single RED bar appears.



Side Marker Lights.

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24 AUG 18 (10-9F)

SYDNEY, NSW, AUSTRALIA
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VISUAL DOCKING GUIDANCE SYSTEMS

AIRCRAFT POSITIONING AND INFORMATION SYSTEM (APIS)

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

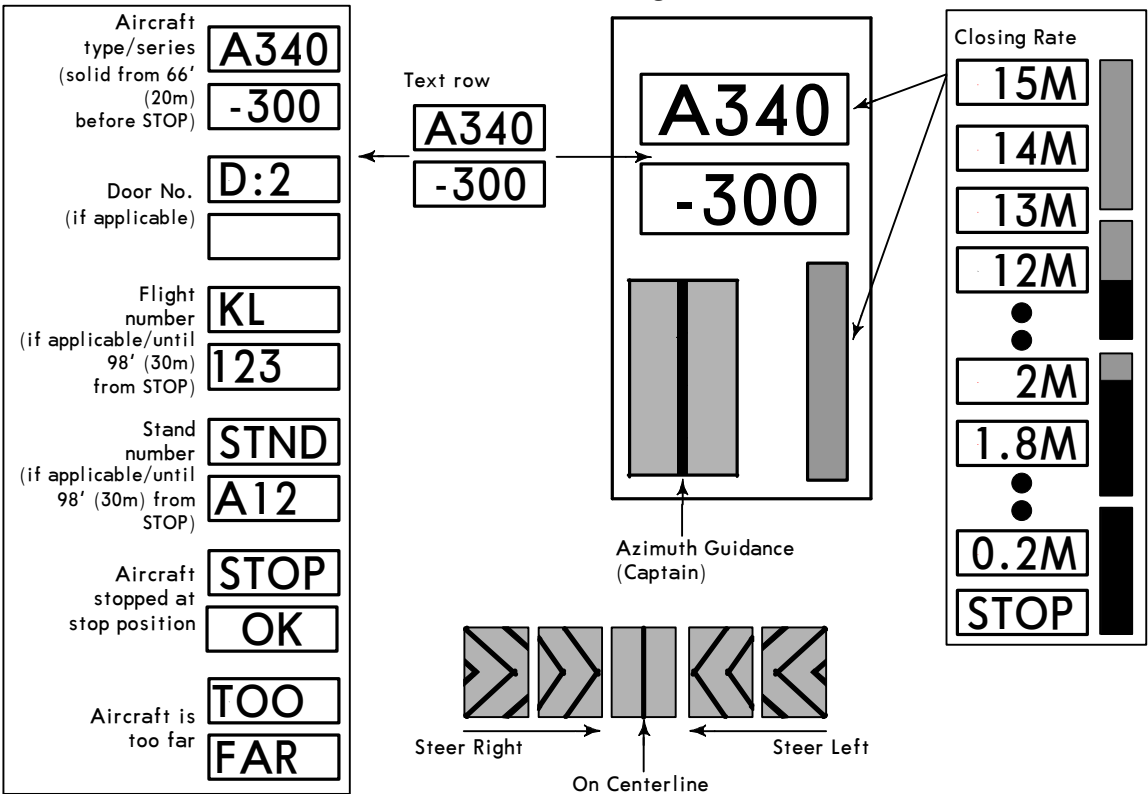
On approach to the parking position, the pilot will see the display box face showing two rows of yellow alpha-numeric characters on a black background across the top, an illuminated closing-rate 'thermometer' at the lower left and an illuminated azimuth guidance display at the lower right. The alpha-numeric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

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

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

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

APIS Diagram



APIS++ Visual Docking Guidance System - typical configuration

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

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SYDNEY, NSW, AUSTRALIA

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VISUAL DOCKING GUIDANCE SYSTEMS

SAFEGATE DOCKING GUIDANCE SYSTEM (DGS)

The complete system consists of the following three elements:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- h. The display of the yellow digital closing rate countdown will start when the aircraft is 66' (20m) from the STOP position.

NOTE: If the detected aircraft is lost prior to 39' (12m) to STOP, the display will show WAIT. The docking will continue as soon as the system detects the aircraft again.

- i. When the aircraft is 39' (12m) from the STOP position, the Closing Rate Bar will decrease in size from the bottom by one row of lights per 2' (0.5m) closing rate.

NOTE: If the detected aircraft is lost after 39' (12m) to STOP, the display will show STOP and ID FAIL. Assistance must then be sought from the ground engineers.

- j. When the correct STOP position is reached, the display shows STOP and red lights will be lit.
- k. When the aircraft has parked, OK will be displayed.
- l. If the aircraft has overshoot the position, TOO FAR will be displayed.
- m. When ground engineers have placed the chocks at the nosewheel, they will manually change the display to CHOCK ON.

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24 AUG 18 10-9H

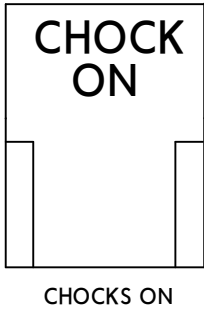
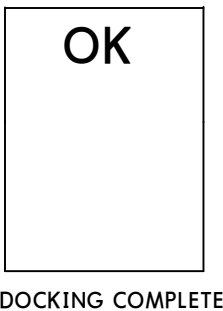
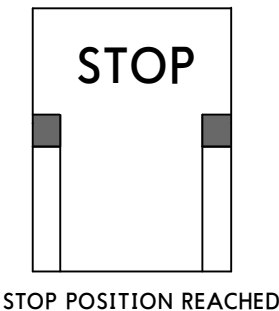
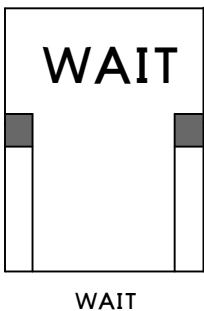
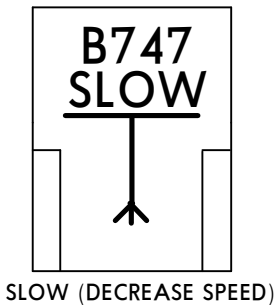
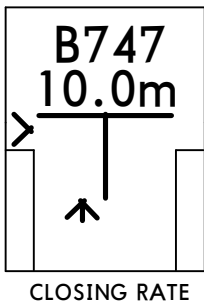
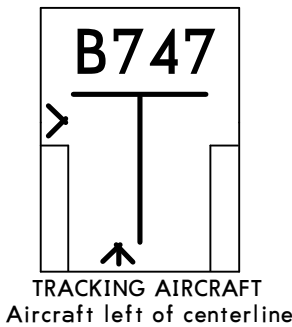
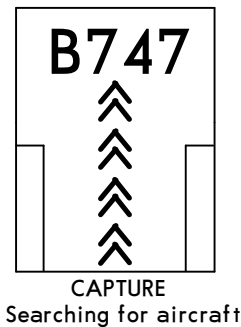
SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL

VISUAL DOCKING GUIDANCE SYSTEMS

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

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

NOTE 2: Ground engineers have access to emergency push-buttons to deactivate the system. When an emergency stop is activated, the display will show STOP. The ground engineers will then be required to complete the docking manually once the emergency situation is cleared.



Typical Safegate indications - normal operations

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JEPPESSEN

SYDNEY, NSW, AUSTRALIA

21 FEB 20

11-0

Eff 27 Feb

KINGSFORD SMITH

PRM USER INSTRUCTIONS

INDEPENDENT PARALLEL APPROACHES

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

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

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

PRM operations assume all participating aircraft conduct a GLS or ILS approach to their respective Rwy. Aircraft will be vectored to final at the IAF. Circling approaches are not available during PRM operations.

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

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

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

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

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

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

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

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

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

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

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

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(KINGSFORD SMITH) INTL

14 JUN 19

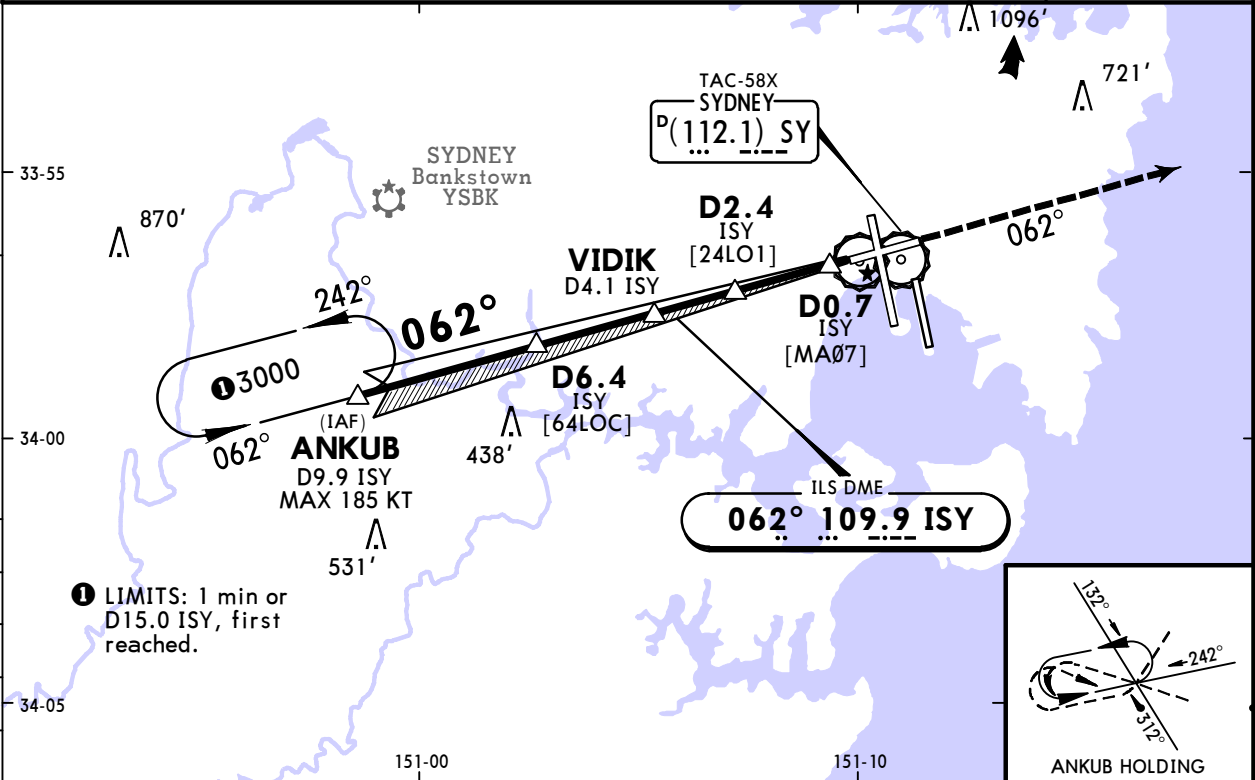
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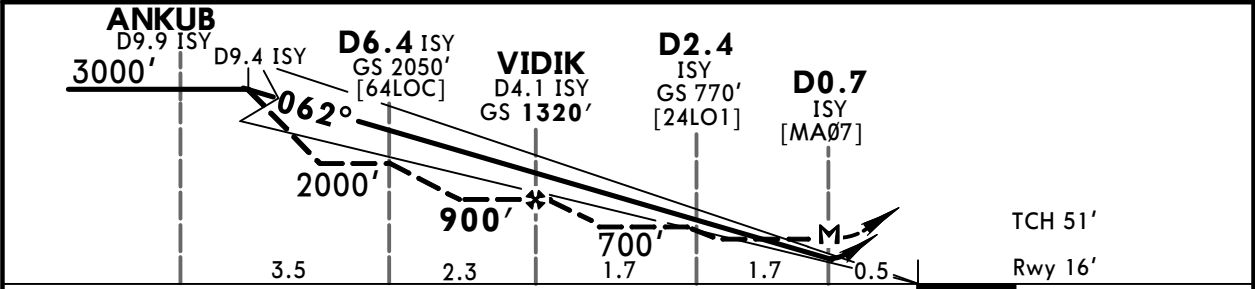
SYDNEY, NSW, AUSTRALIA

ILS or LOC Rwy 07

ATIS		SYDNEY Approach (R)		Director		
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3	
SYDNEY Tower			Ground			
Rwy 16R/34L & 07/25 120.5		Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7	
LOC ISY 109.9	Final Apch Crs 062°	GS VIDIK 1320'(1304')	ILS DA(H) 220'(204')	Apt Elev 21' Rwy 16'	2700 MSA ARP 2100 within 10 NM	
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. DME or GNSS REQUIRED (ILS), DME REQUIRED (LOC only). 2. ATC Approach Speeds: At ANKUB 185-160 KT, at 5NM from TDZ 160 - 150 KT. Advise Approach if unable to comply.						



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



Gnd speed-Kts	70	90	100	120	140	160		REIL PAPI	062°	2000' ↑
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849				
MAP at D0.7 ISY										

STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25	
ILS	LOC (GS out)	Max Kts	MDA(H)		
DA(H) 220' (204')	MDA(H) 600' (584')	100	710' (689')-2.4 km		
RVR 1500m VIS 1.5 km	3.3 km	135	1000' (979')-4.0 km		
		205	1000' (979')-5.0 km		

YSSY/SYD

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JEPPESSEN SYDNEY, NSW, AUSTRALIA

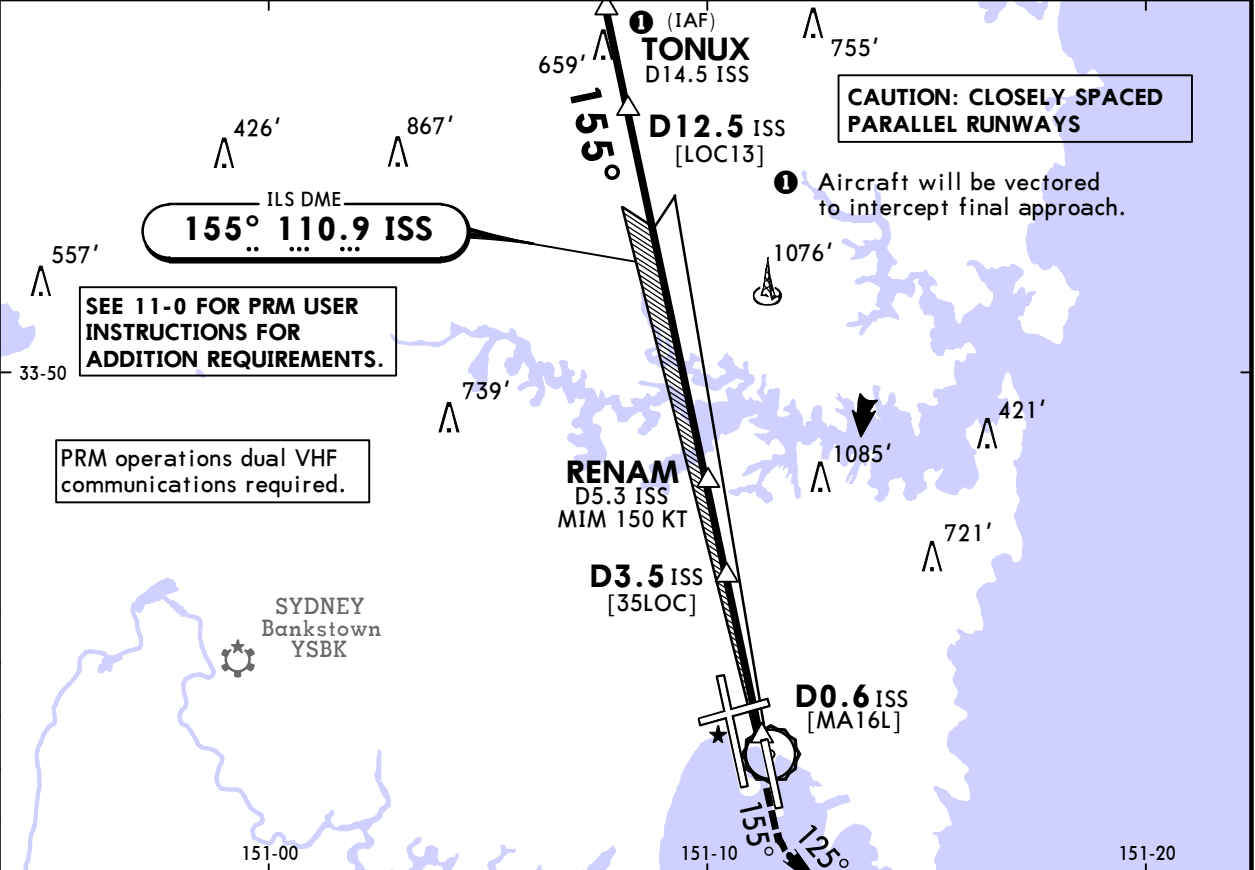
17 MAY 19

Eff 23 May

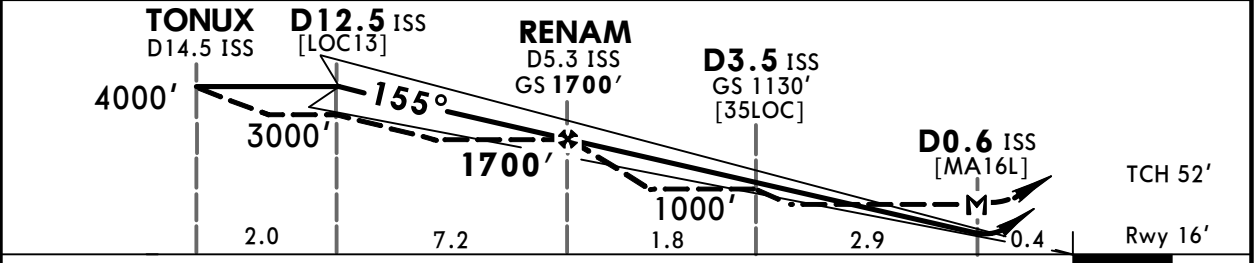
11-2

ILS or LOC Rwy 16L

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			MONITOR PRM 133.95	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 110.9	Final Apch Crs 155°	GS RENAM 1700' (1684')	ILS DA(H) 220' (204')	Apt Elev 21' Rwy 16'	2700 MSA ARP 2100 within 10 NM
MISSED APCH: Track 155°. At MANDATORY 600', turn LEFT track 125°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					
1. DME or GNSS REQUIRED (ILS), DME REQUIRED (LOC only). 2. ATC Approach Speeds: At 10NM from TDZ 185 - 160 KT, at RENAM 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.					



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	155°	MANDATORY	125°	3000'
ILS GS or 3.00°	372	478	531	637	743	849			600'	LT	
LOC Descent Angle											
MAP at D0.6 ISS											

STRAIGHT-IN LANDING RWY 16L					CIRCLE-TO-LAND	
ILS DA(H) 220' (204')		LOC (GS out) MDA(H) 480' (464')				
FULL	HIRL out	HIALS out		HIALS out		

A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	1.7 km	2.6 km	A	NOT AUTHORIZED
B						B	
C						C	
D						D	

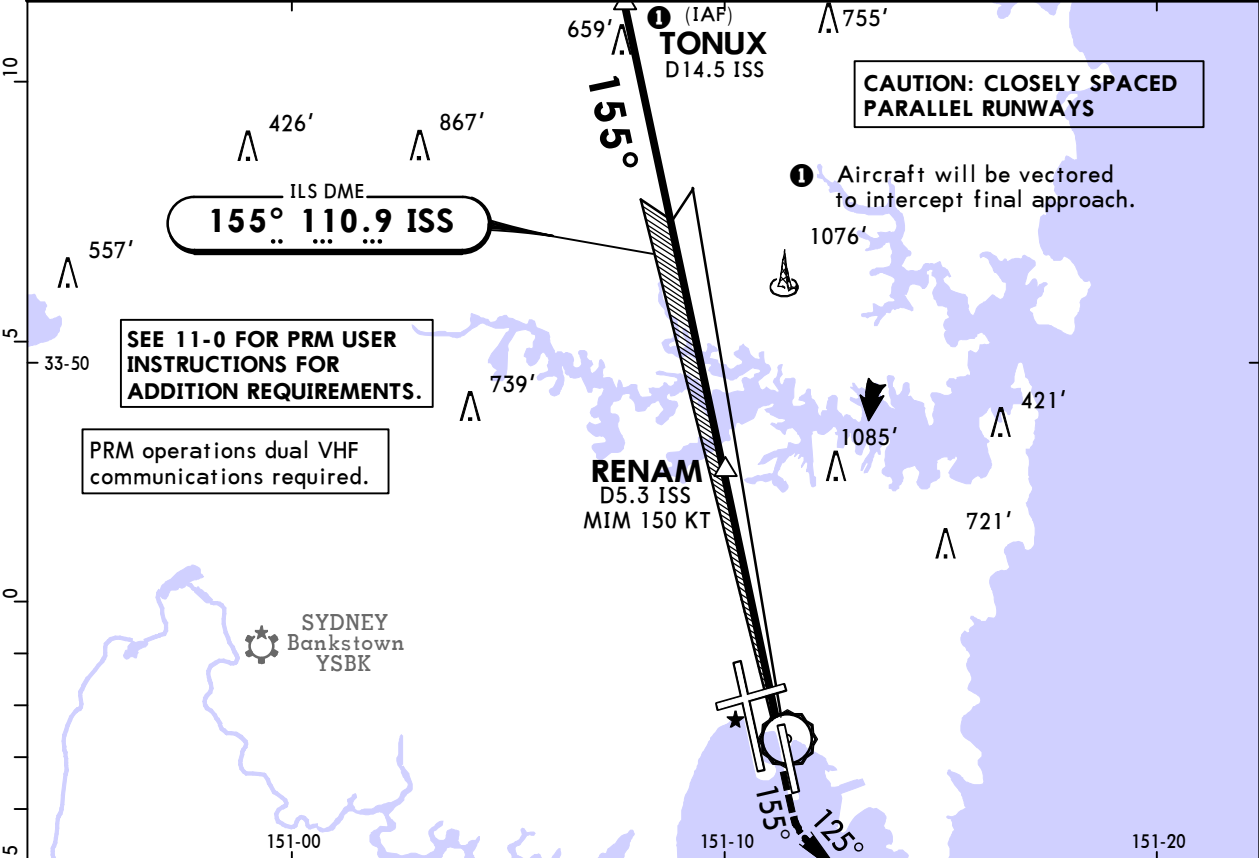
YSSY/SYD

JEPPESSEN SYDNEY, NSW, AUSTRALIA

17 MAY 19
Eff 23 May 11-2A
ILS Rwy 16L SA CAT I & SA CAT II

BRIEFING STRIP™

ATIS 118.55126.25		SYDNEY Approach (R) North 124.4South 128.3		Director West 126.1East 125.3	
SYDNEY Tower Rwy 16R/34L & Rwy 16L/34R 124.707/25120.5				MONITOR PRM 133.95	Ground West of Rwy 16R/34L 126.5East of Rwy 16R/34L 121.7
LOC ISS 110.9	Final Apch Crs 155°	GS RENAM 1700' (1684')	SA CAT I & SA CAT II Refer to Minimums	Apt Elev 21' Rwy 16'	2700 MSA ARP 2100 within 10 NM
MISSED APCH: Track 155°. At MANDATORY 600', turn LEFT track 125°. Climb to 3000' or as directed by ATC.					
Alt Set: hPaRwy Elev: 1 hPaTrans level: FL 110Trans alt: 10000'					
1. SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. 2. DME or GNSS REQUIRED (ILS SA CAT I), DME REQUIRED (ILS SA CAT II). 3. ATC Approach Speeds: At 10 NM from TDZ 185-160 KT, at RENAM 160-150 KT. Advise Approach if unable to comply. 4. Holding as directed by ATC.					



ISS DME	12.5	11.0	10.0	9.0	8.0	7.0	6.0	5.3	4.0	3.0	2.0	1.0
ALTITUDE	4000'	3520'	3200'	2880'	2560'	2250'	1930'	1700'	1290'	970'	650'	330'
TONUX D14.5 ISS 4000' RENAM D5.3 ISS GS 1700' 155° 9.2 5.1 TCH 52' Rwy 16'												
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 155°		MANDATORY 600'	125°	3000'	
GS	3.00°	372	478	531	637	743	849		↑	LT	↑	
STRAIGHT-IN LANDING RWY 16L												
SA CAT I ILS RA 152' DA(H) 166' (150')						SA CAT II ILS RA 101' DA(H) 116' (100')						
A	RVR 450m						RVR 350m					
B												
C												
D												

CHANGES: Notes, PRM frequency.

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YSSY/SYD

(KINGSFORD SMITH) INTL

17 MAY 19

11-3

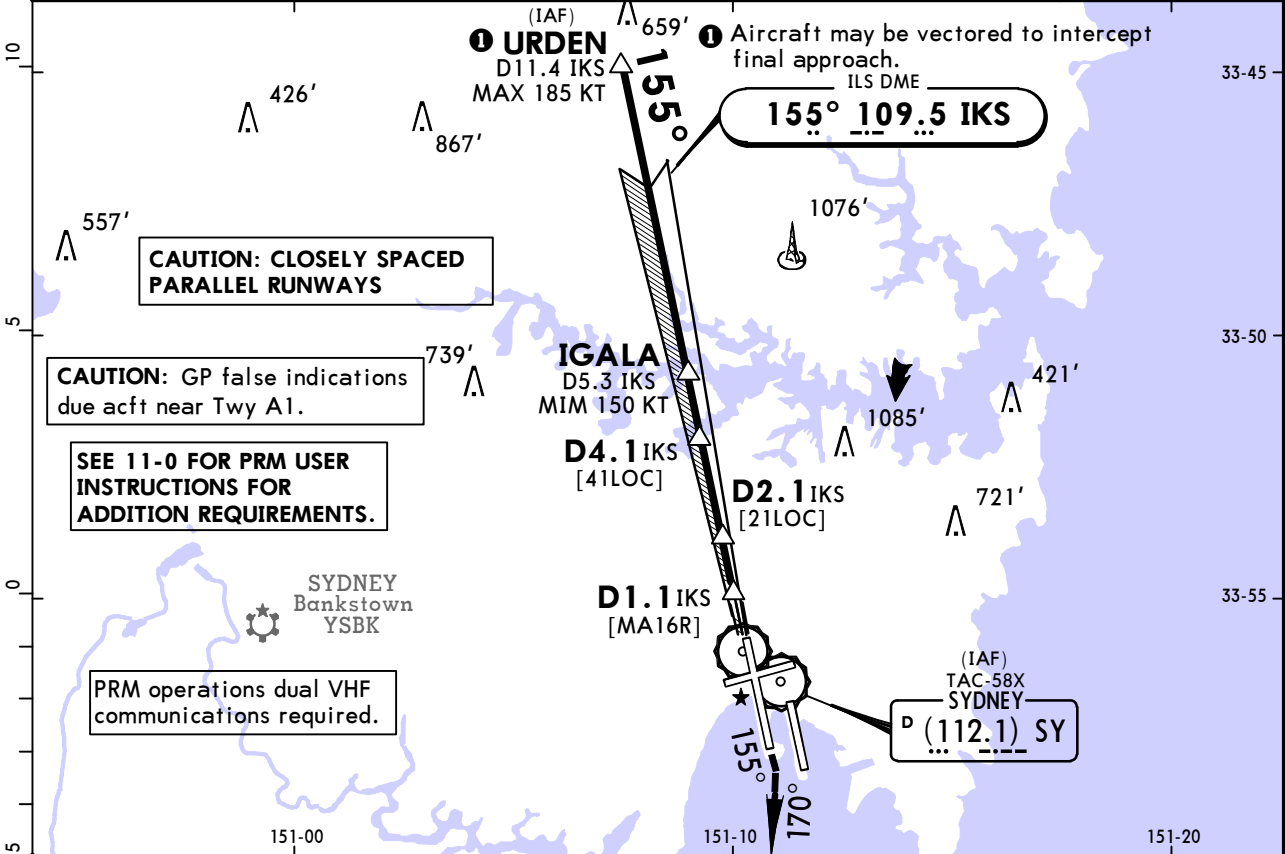
Eff 23 May

ILS or LOC Rwy 16R

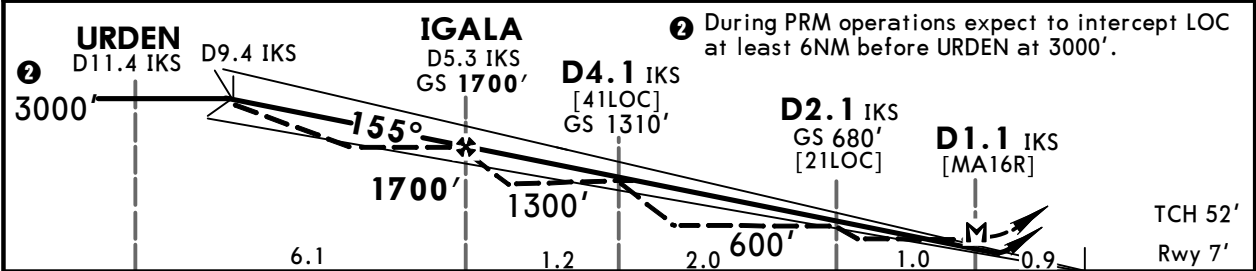
ATIS 118.55 126.25		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & 07/25 120.5 Rwy 16L/34R 124.7				Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7	
LOC IKS 109.5		Final Apch Crs 155°	GS IGALA 1700' (1693')	ILS DA(H) 210' (203')	Apt Elev 21' Rwy 7'
MONITOR PRM 119.45					
MISSED APCH: Track 155°, at MANDATORY 600', turn RIGHT track 170°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'					
1. DME or GNSS REQUIRED (ILS), DME REQUIRED (LOC only). 2. ATC Approach Speeds: At URDEN 185 - 160 KT, at IGALA 160 - 150 KT. Advise Approach if unable to comply.					
3. Holding as advised by ATC.					

2700

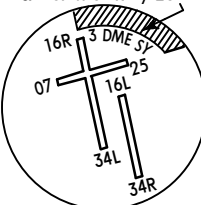
MSA ARP
2100
within 10 NM



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



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	MANDATORY	170°	3000'
ILS GS or 3.00°	372	478	531	637	743	849	PAPI	155°	600'	
LOC Descent Angle										
MAP at D1.1 IKS										

STRAIGHT-IN LANDING RWY 16R						CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25 
ILS			LOC (GS out)			Max Kts	MDA(H)	
DA(H) 210' (203')			MDA(H) 460' (453')					
FULL		HIRL out	HIALS out	HIALS out		100	710' (689')-2.4 km	
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	1.7 km	2.6 km	135		
B								
C								
D								
						180	1000' (979')-4.0 km	
						205	1000' (979')-5.0 km	

YSSY/SYD

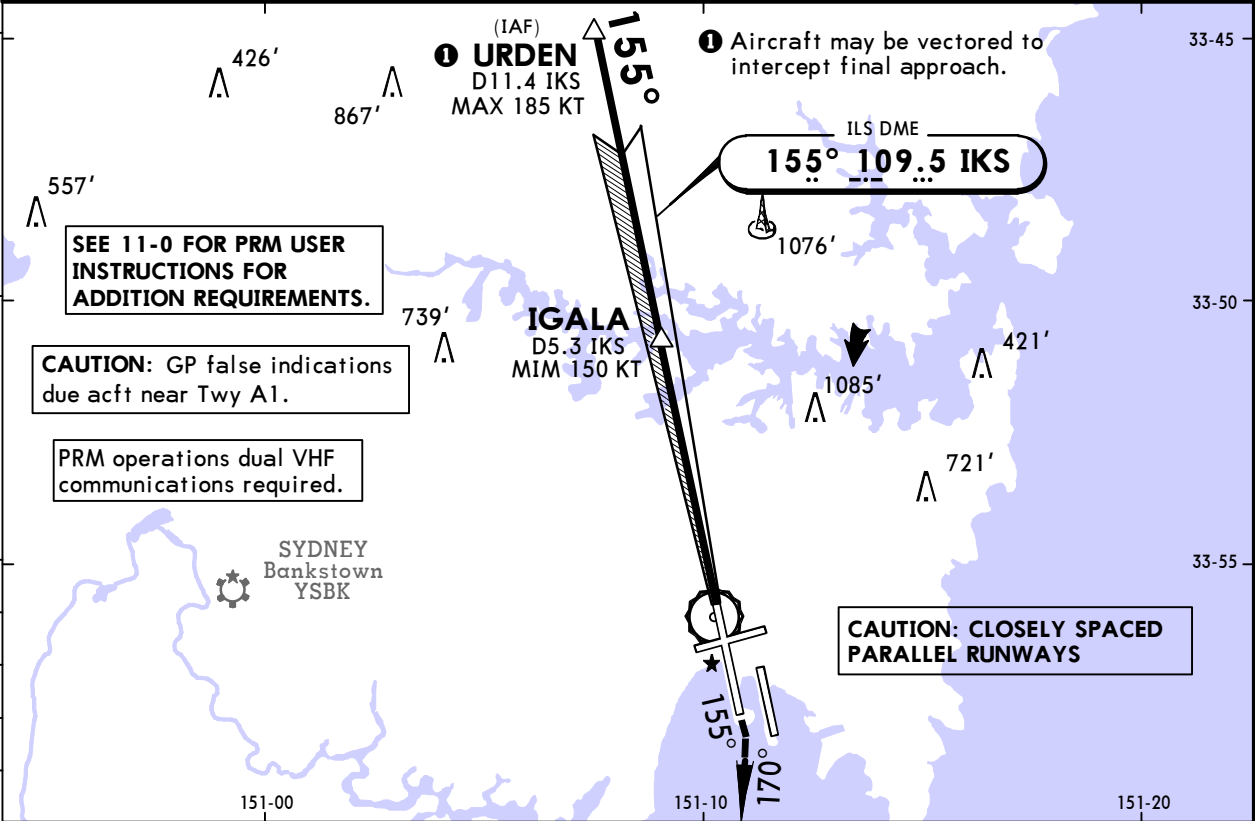
JEPPESSEN SYDNEY, NSW, AUSTRALIA

17 MAY 19 11-3A Eff 23 May

ILS Rwy 16R SA CAT I & CAT II & SA CAT II

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ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			MONITOR	Ground	
Rwy 16R/34L & 07/25	120.5	Rwy 16L/34R	124.7	PRM 119.45	West of Rwy 16R/34L 126.5
					East of Rwy 16R/34L 121.7
LOC IKS	Final Apch Crs	GS IGALA	SA CAT I & CAT II & SA CAT II	Apt Elev 21'	2700 MSA ARP 2100 within 10 NM
109.5	155°	1700' (1693')	Refer to Minimums	Rwy 7'	
MISSED APCH: Track 155°, at MANDATORY 600', turn RIGHT track 170°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'					
1. SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. 2. DME or GNSS REQUIRED (ILS SA CAT I), DME REQUIRED (ILS SA CAT II AND CAT II). 3. ATC Approach Speeds: At URDEN 185 - 160 KT, at IGALA 160 - 150 KT. Advise Approach if unable to comply. 4. Holding as advised by ATC.					



IKS DME	9.4	9.0	8.0	7.0	6.0	5.3	5.0	4.0	3.0	2.0	1.0	
ALTITUDE	3000'	2870'	2560'	2240'	1920'	1700'	1600'	1280'	960'	640'	330'	
② URDEN D11.4 IKS 3000' D9.4 IKS IGALA D5.3 IKS GS 1700' ② During PRM operations expect to intercept LOC at least 6NM before URDEN at 3000'. 155° 6.1 5.1 TCH 52' Rwy 7'												
Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		MANDATORY	170°	3000'	
GS	3.00°	372	478	531	637	743	849	PAPI  PAPI	155°	600' 	 RT 	
STRAIGHT-IN LANDING RWY 16R												
SA CAT I ILS RA 148' DA(H) 157' (150')				CAT II ILS RA 101' DA(H) 107' (100')				SA CAT II ILS RA 101' DA(H) 107' (100')				
A	RVR 450m				RVR 300m				RVR 350m			
B									RVR 400m			
C												
D												

YSSY/SYD

-(KINGSFORD SMITH) INTL

14 JUN 19

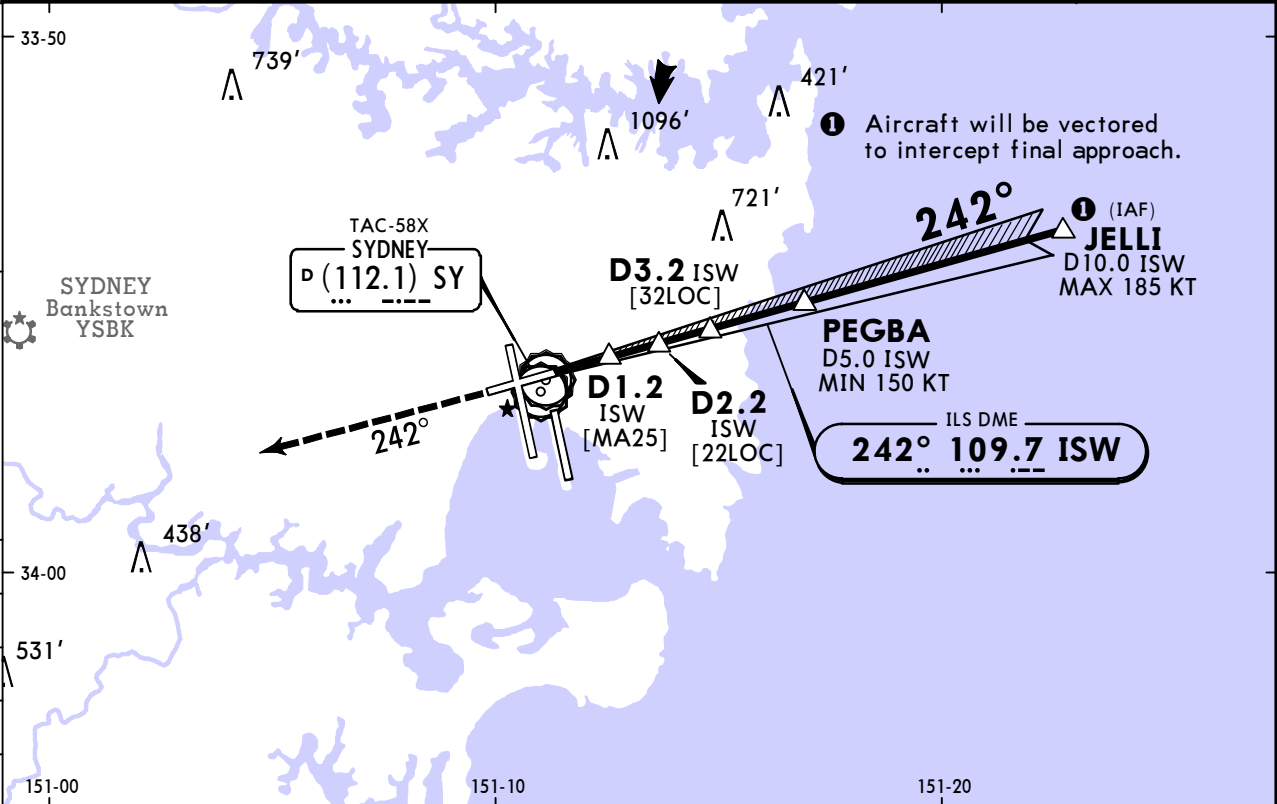
11-4

Eff 20 Jun

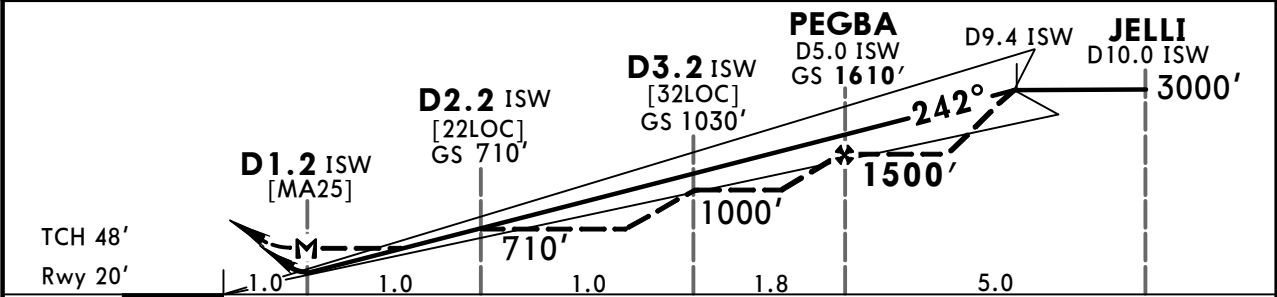
SYDNEY, NSW, AUSTRALIA

ILS or LOC Rwy 25

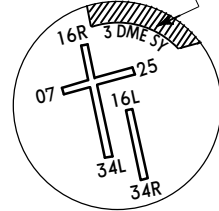
ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			Ground		
Rwy 16R/34L & 07/25 120.5		Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7
LOC ISW 109.7	Final Apch Crs 242°	GS PEGBA 1610' (1590')	ILS DA(H) 230' (210')	Apt Elev 21' Rwy 20'	2700 MSA ARP 2100 within 10 NM
MISSED APCH: Track 242°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					
1. DME or GNSS REQUIRED (ILS), DME REQUIRED (LOC only). 2. ATC Approach Speeds: At JELLI 185 - 160 KT, at PEGBA 160 - 150 KT. Advise Approach if unable to comply.					
3. Holding as directed by ATC.					



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



Gnd speed-Kts	70	90	100	120	140	160						
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849					
MAP at D1.2 ISW												

STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25 
ILS		LOC (GS out)		Max Kts	MDA(H)	
DA(H) 230' (210')		MDA(H) 580' (560')		100	710' (689')-2.4 km	
A	RVR 1500m VIS 1.5 km	3.2 km	135			
B			180	1000' (979')-4.0 km		
C			205	1000' (979')-5.0 km		
D						

YSSY/SYD

(KINGSFORD SMITH) INTL

17 MAY 19

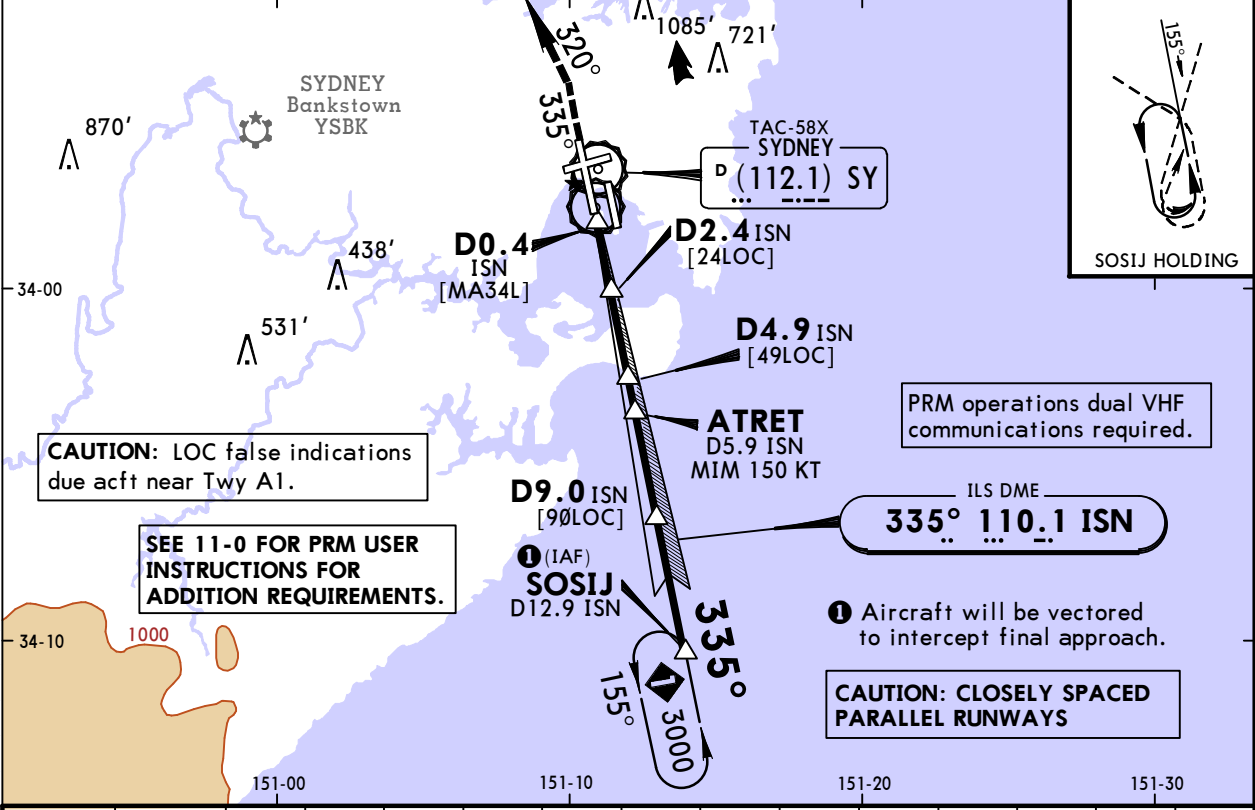
11-5

Eff 23 May

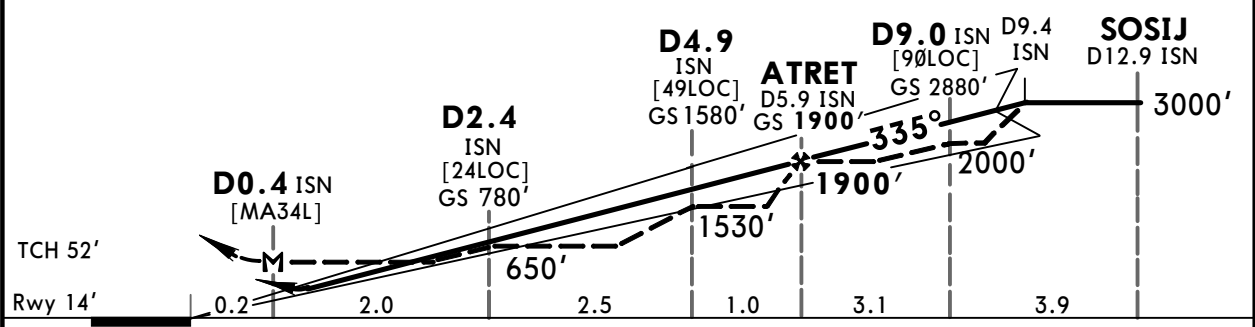
ILS or LOC Rwy 34L

JEPPESSEN SYDNEY, NSW, AUSTRALIA

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			MONITOR	Ground	
Rwy 16R/34L & Rwy 07/25	120.5	Rwy 16L/34R	124.7	West of Rwy 16R/34L	East of Rwy 16R/34L
			PRM 119.45	126.5	121.7
LOC ISN	Final Apch Crs	GS ATRET	ILS DA(H)	Apt Elev 21'	2700
110.1	335°	1900' (1886')	220' (206')	Rwy 14'	
MISSED APCH: Track 335°. At MANDATORY 500' turn LEFT track 320°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL 110	Trans alt: 10000'	
1. DME or GNSS REQUIRED (ILS), DME REQUIRED (LOC only). 2. ATC Approach Speeds: At 10NM from TDZ 185 - 160 KT, at ATRET 160 - 150 KT. Advise Approach if unable to comply.					
					MSA ARP 2100 within 10 NM



LOC (GS out)	ISN DME	1.2	2.0	2.4	3.0	4.0	4.9	5.0	5.9	6.0	7.0	8.0	9.0	9.4
	ALTITUDE	400'	650'	780'	970'	1290'	1580'	1610'	1900'	1930'	2240'	2560'	2880'	3000'



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

STRAIGHT-IN LANDING RWY 34L					CIRCLE-TO-LAND				
ILS		LOC (GS out)							
DA(H) 220' (206')		MDA(H) 400' (386')							
FULL		HIRL out	HIALS out						
A					Max Kts	MDA(H)			
B	RVR 800m	1.2	1.5	1.7	100	710' (689') -2.4 km			
C	VIS 0.8 km	1.2	1.5	1.7	135	1000' (979') -4.0 km			
D		1.2	1.5	1.7	180	1000' (979') -5.0 km			
		1.2	1.5	1.7	205				

No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25

YSSY/SYD

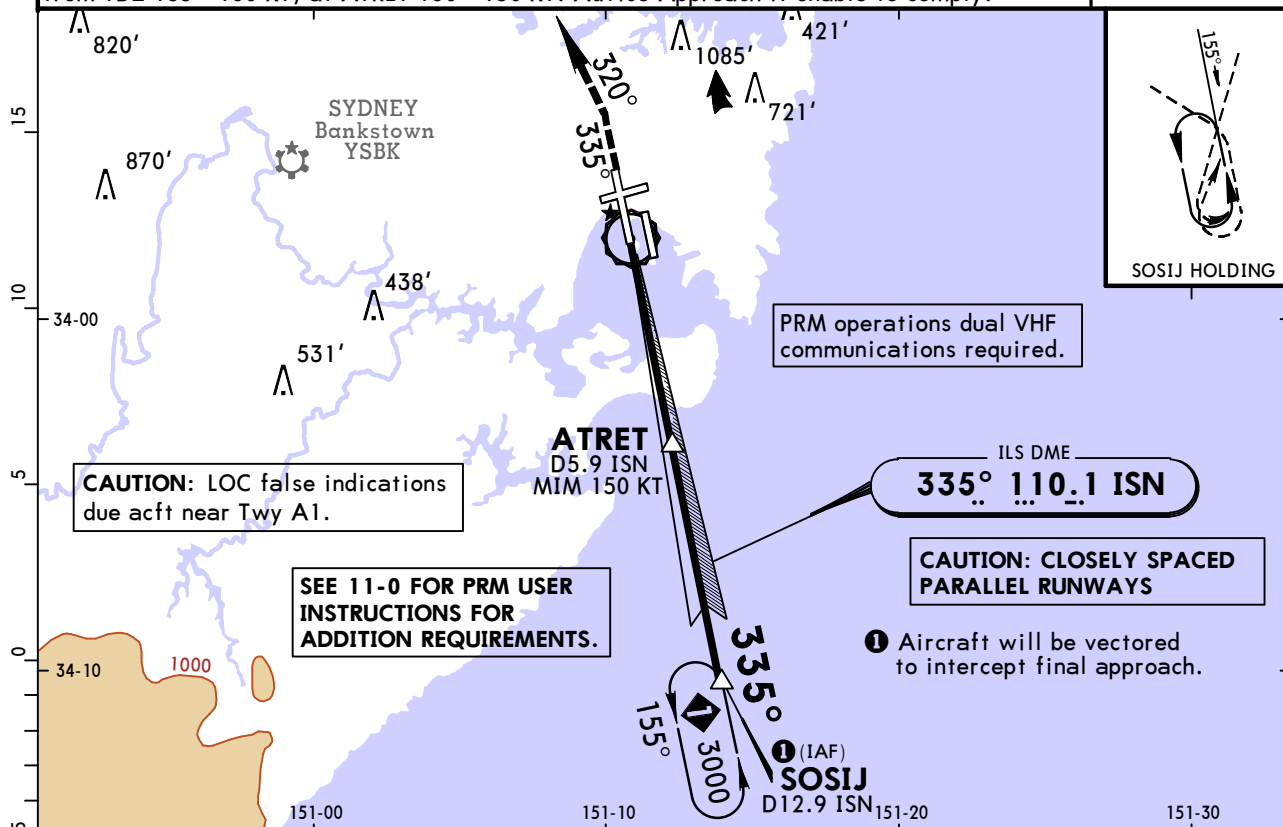
JEPPESSEN SYDNEY, NSW, AUSTRALIA

ILS Rwy 34L SA CAT I
& CAT II & SA CAT II

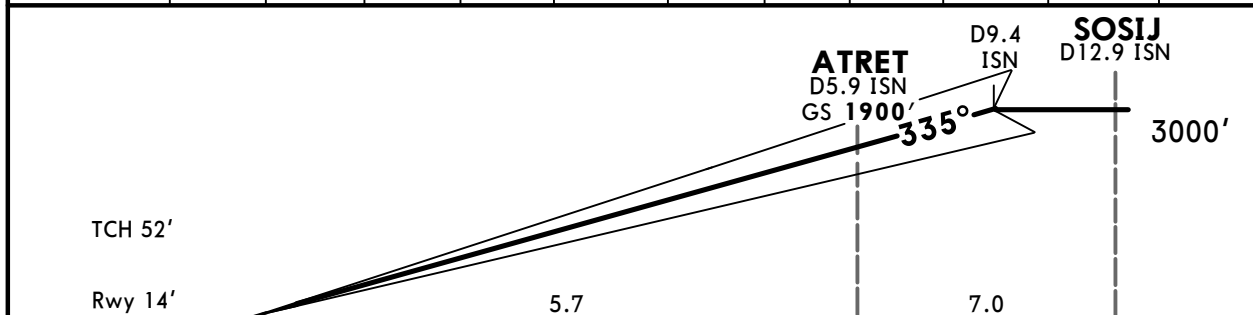
-(KINGSFORD SMITH) INTL

17 MAY 19
Eff 23 May

118.55		ATIS		126.25		SYDNEY Approach (R)		Director	
		North		124.4		South		128.3	
		West		126.1		East		125.3	
SYDNEY Tower						MONITOR		Ground	
Rwy 16R/34L & 07/25		120.5		Rwy 16L/34R		124.7		PRM 119.45	
						West of Rwy 16R/34L		East of Rwy 16R/34L	
						126.5		121.7	
LOC ISN		Final Apch Crs		GS ATRET		SA CAT I & CAT II & SA CAT II		Apt Elev 21'	
110.1		335°		1900' (1886')		Refer to Minimums		Rwy 14'	
MISSED APCH: Track 335°. At MANDATORY 500' turn LEFT track 320°. Climb to 3000' or as directed by ATC.									
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 110		Trans alt: 10000'			
1. SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED. 2. DME or GNSS REQUIRED (ILS SA CAT I), DME REQUIRED (ILS SA CAT II and CAT II). 3. ATC Approach Speeds: At 10NM from TDZ 185 - 160 KT, at ATRET 160 - 150 KT. Advise Approach if unable to comply.									
MSA ARP 2100 within 10 NM									



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



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

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

PANS OPS	A			
	B	RVR 650m	RVR 300m	RVR 600m
	C			
	D			

CHANGES: Chart reindexed, notes, PRM frequency.

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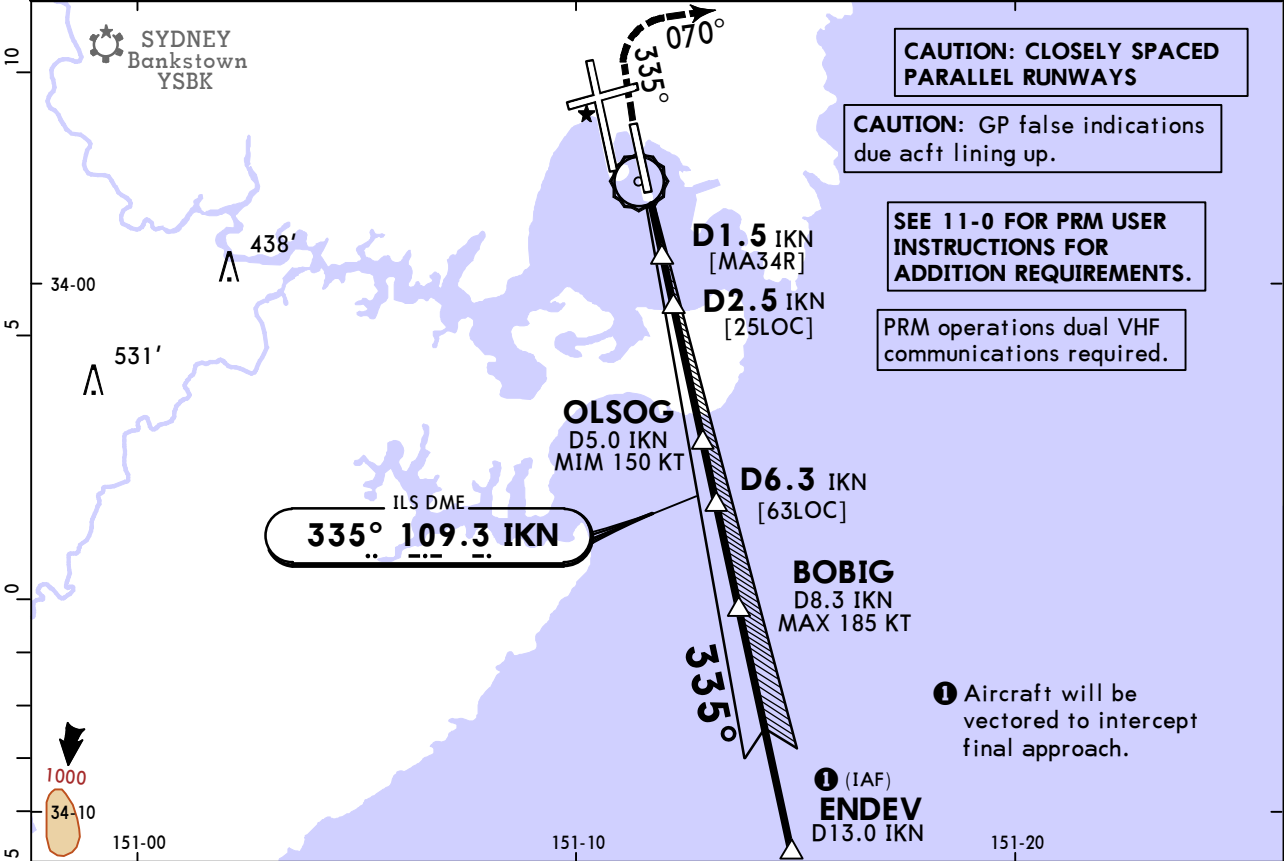
YSSY/SYD

JEPPESSEN SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL 14 JUN 19 (11-6) Eff 20 Jun

ILS or LOC Rwy 34R

ATIS 118.55 126.25		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16L/34R 124.7 Rwy 16R/34L & 07/25 120.5				MONITOR PRM 133.95	Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7
LOC IKN 109.3	Final Apch Crs 335°	GS OLSOG 1600' (1587')	ILS DA(H) Refer to Minimums	Apt Elev 21' Rwy 13'	2700 MSA ARP 2100 within 10 NM
MISSED APCH: Track 335°. At MANDATORY 600' turn RIGHT track 070°. Climb to 2000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'					
1. DME or GNSS REQUIRED (ILS), DME REQUIRED (LOC only). 2. ATC Approach Speeds: At BOBIG 185 - 160 KT, at OLSOG 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.					



LOC (GS out)	IKN DME	1.5	2.0	2.5	3.0	4.0	5.0	6.0	6.3																																						
	ALTITUDE	500'	650'	800'	960'	1280'	1600'	1920'	2000'																																						
② During PRM operations expect to intercept LOC before ENDEV at 2000'. D1.5 IKN [MA34R] TCH 50' Rwy 13' D2.5 IKN [25LOC] GS 800' 540' 2.5 OLSOG D5.0 IKN GS 1600' 335° 1000' 1.3 D6.3 IKN [63LOC] 2.0 BOBIG D8.3 IKN 4.7 ENDEV D13.0 IKN 2000' ②																																															
<table><tr><td>Gnd speed-Kts</td><td>70</td><td>90</td><td>100</td><td>120</td><td>140</td><td>160</td><td rowspan="3"> HIALS REIL PAPI PAPI </td><td rowspan="3">335°</td><td rowspan="3">MANDATORY 600' ↑</td><td rowspan="3">070° RT →</td><td rowspan="3">2000' ↑</td></tr><tr><td>ILS GS or 3.00°</td><td>372</td><td>478</td><td>531</td><td>637</td><td>743</td><td>849</td></tr><tr><td>LOC Descent Angle</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td colspan="7">MAP at D1.5 IKN</td><td></td><td></td><td></td><td></td><td></td></tr></table>										Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI	335°	MANDATORY 600' ↑	070° RT →	2000' ↑	ILS GS or 3.00°	372	478	531	637	743	849	LOC Descent Angle							MAP at D1.5 IKN											
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI	335°	MANDATORY 600' ↑	070° RT →	2000' ↑																																				
ILS GS or 3.00°	372	478	531	637	743	849																																									
LOC Descent Angle																																															
MAP at D1.5 IKN																																															
STRAIGHT-IN LANDING RWY 34R ILS Missed approach requires a minimum climb gradient of 3.6% DA(H) 220' (207') Full HIRL out HIALS out LOC (GS out) Missed approach requires a minimum climb gradient of 2.5% DA(H) 460' (447') MDA(H) 500' (487') Full HIRL out HIALS out HIALS out									CIRCLE-TO-LAND																																						
A	RVR 800m	1.2 km	RVR 1500m VIS	1.5 km	2.2 km	2.5 km	2.4 km	2.7 km	A	NOT AUTHORIZED																																					
B	VIS								0.8 km		0.8 km	B																																			
C												C																																			
D												D																																			

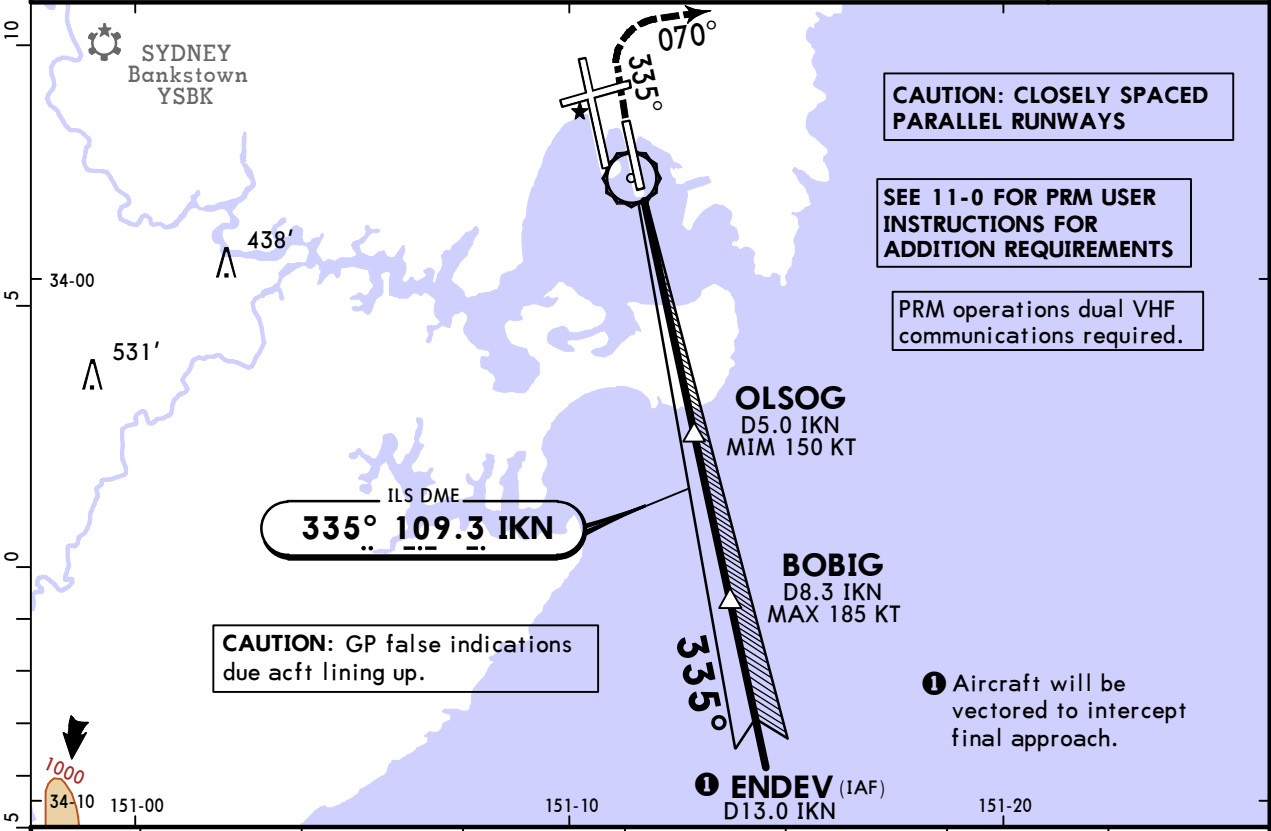
YSSY/SYD

JEPPESSEN SYDNEY, NSW, AUSTRALIA

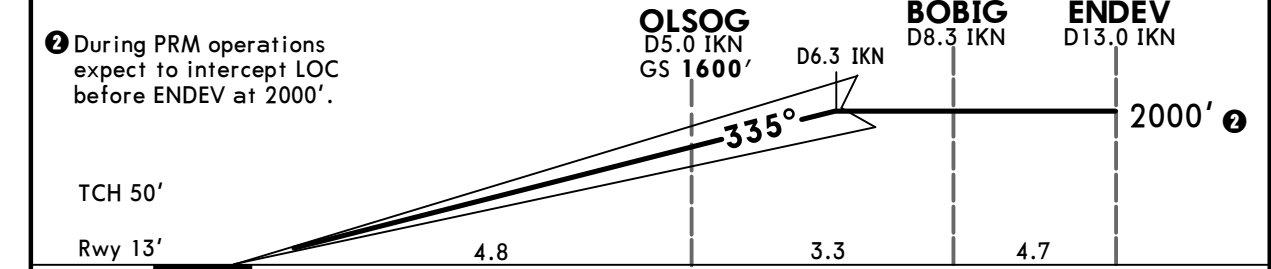
14 JUN 19
Eff 20 Jun 11-6A
-(KINGSFORD SMITH) INTL ILS Rwy 34R SA CAT I & SA CAT II

BRIEFING STRIP™

ATIS 118.55 126.25		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16L/34R 124.7 Rwy 16R/34L & 07/25 120.5				MONITOR PRM 133.95	Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7
LOC IKN 109.3	Final Apch Crs 335°	GS OLSOG 1600' (1587')	SA CAT I & SA CAT II Refer to Minimums	Apt Elev 21' Rwy 13'	2700 MSA ARP 2100 within 10 NM
MISSED APCH: Track 335°. At MANDATORY 600' turn RIGHT track 070°. Climb to 2000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'					
1. SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. 2. DME or GNSS REQUIRED (ILS SA CAT I), DME REQUIRED (ILS SA CAT II). 3. ATC Approach Speeds: At BOBIG 185 - 160 KT, at OLSOG 160 - 150 KT. Advise Approach if unable to comply. 4. Holding as directed by ATC.					



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



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

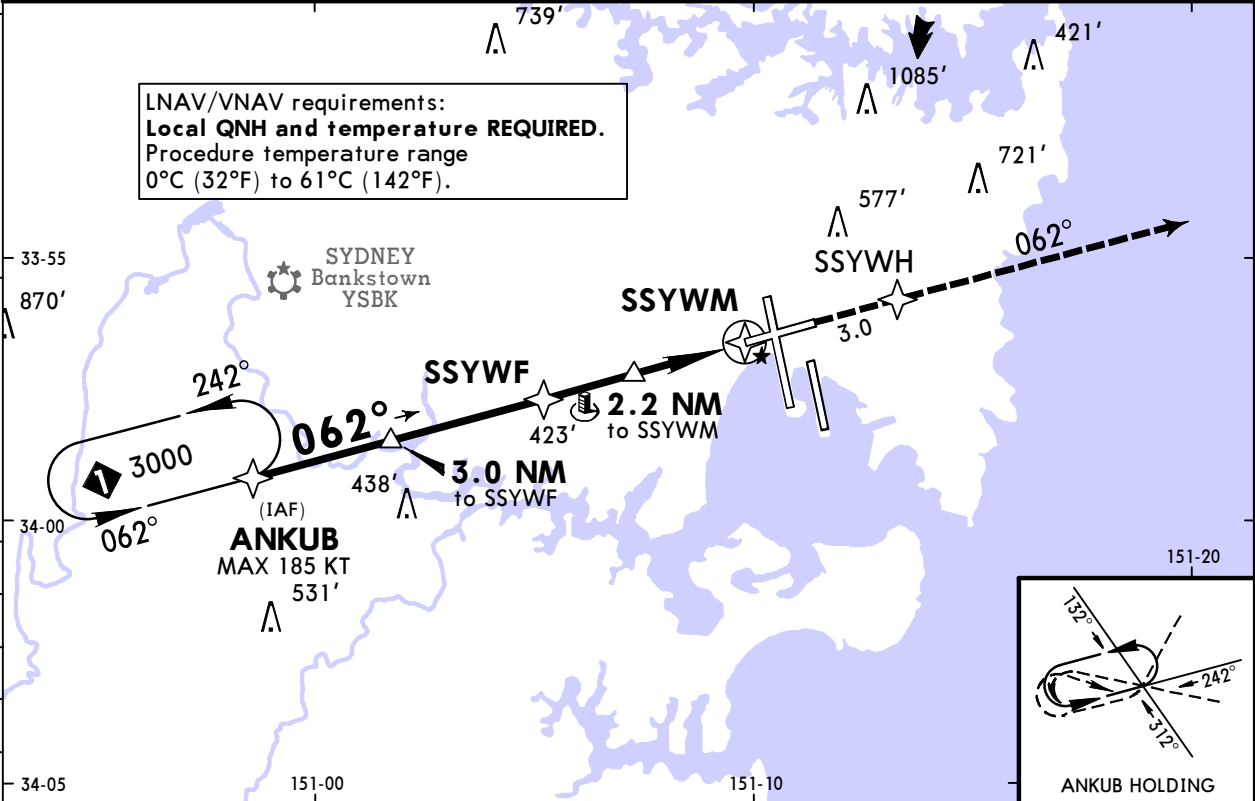
PANS OPS	SA CAT I ILS Missed approach requires a minimum climb gradient of 3.4%				SA CAT II ILS Missed approach requires a minimum climb gradient of 3.7%			
	RA 158' DA(H) 163' (150')				RA 101' DA(H) 113' (100')			
	FULL		HIALS out		FULL		HIALS out	
	RVR 650m		RVR 800m		RVR 600m		RVR 700m	
	A		B		C		D	

YSSY/SYD
-(KINGSFORD SMITH) INTL

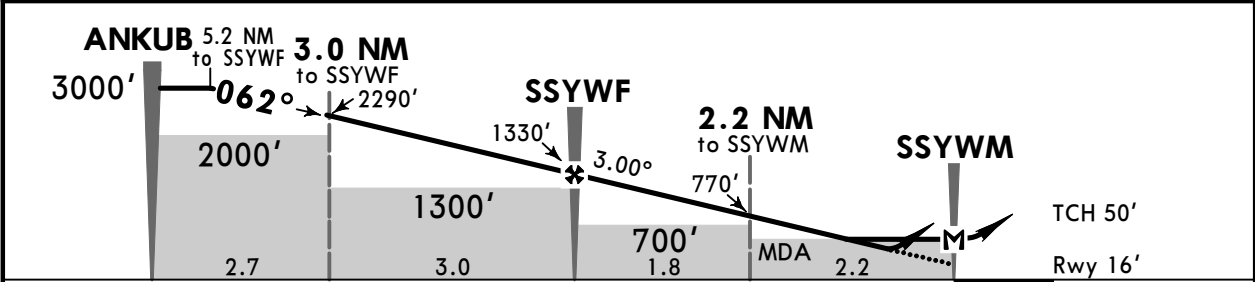
JEPPESSEN
17 MAY 19
Eff 23 May

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

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	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
RNAV	Final Apch Crs 062°	Procedure Alt SSYWF 1330' (1314')	LNAV/VNAV DA(H) 500' (484')	Apt Elev 21' Rwy 16'	2700 MSA ARP 2100 within 10 NM
MISSED APCH: Track direct to SSYWH, then track 062°. Climb to 2000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					
1. Max for initial 210 KT. 2. ATC Approach Speeds: At ANKUB 185 - 160 KT, at 5NM from Thr 160 - 150 KT. Advise Approach if unable to comply.					



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



9.7			4.0				0			
Gnd speed-Kts	70	90	100	120	140	160		REIL PAPI		SSYWH
Descent Angle 3.00°	372	478	531	637	743	849				
LNAV/VNAV: MAP at DA										
LNAV: MAP at SSYWM										

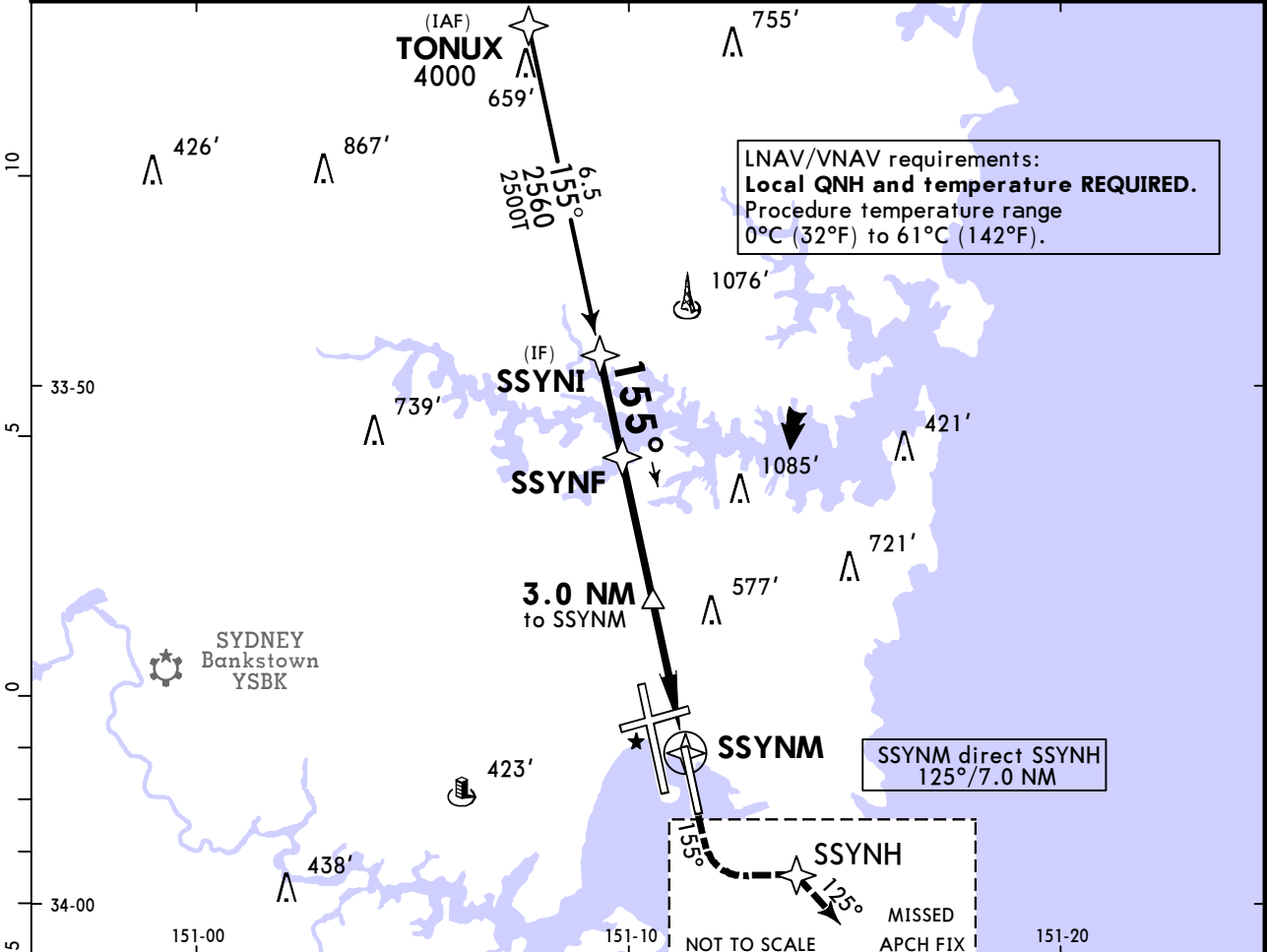
STRAIGHT-IN LANDING RWY 07			CIRCLE-TO-LAND			No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25 
LNAV/VNAV		LNAV	Max Kts	MDA(H)		
DA(H) 500' (484')		MDA(H) 580' (564')				
A	2.7 km	3.2 km	100	710'(689')-2.4 km		
B			135	1000'(979')-4.0 km		
C			180	1000'(979')-4.0 km		
D			205	1000'(979')-5.0 km		

YSSY/SYD
-(KINGSFORD SMITH) INTL

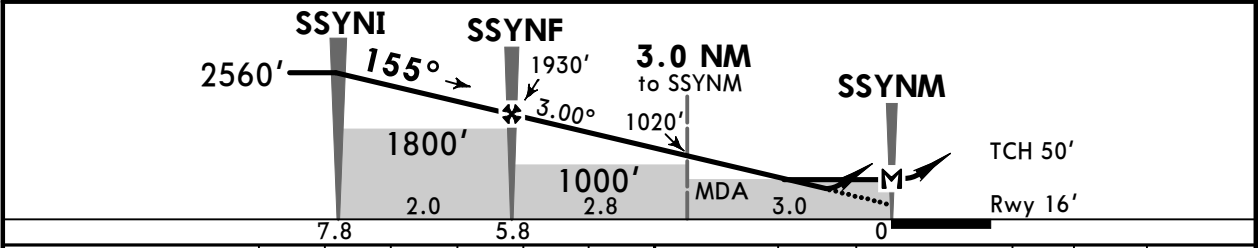
JEPPESSEN
17 MAY 19
Eff 23 May

SYDNEY, NSW, AUSTRALIA
RNAV-Z (GNSS) Rwy 16L

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	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
RNAV	Final Apch Crs 155°	Procedure Alt SSYNF 1930'(1914')	LNAV/VNAV DA(H) 340'(324')	Apt Elev 21' Rwy 16'	2700 MSA ARP 2100 within 10 NM
MISSED APCH: Track 155°, at MANDATORY 600' turn LEFT, track direct to SSYNH, then track 125°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					
1. Max for initial 210 KT, for missed approach: 220 KT. 2. ATC Approach Speeds: At 10NM from Touchdown Zone 185 - 160 KT, at 5NM from Touchdown Zone 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.					



NM to NEXT WPT	SSYNI	1.0	SSYNF	5.0	4.0	3.0	2.0	1.3	0.9	SSYNM
ALTITUDE	2560'	2240'	1930'	1660'	1340'	1020'	700'	480'	340'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MANDATORY		
Descent Angle	3.00°	372	478	531	637	743	849	155°	600'	LT
LNAV/VNAV: MAP at DA										SSYNH
LNAV: MAP at SSYNM										

STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV			
DA(H) 340' (324')		MDA(H) 480' (464')			
HIALS out		HIALS out			

PANS OPS	A	1.8 km	2.6 km	NOT AUTHORIZED
	B			
	C			
	D			

YSSY/SYD

(KINGSFORD SMITH) INTL

JEPPESSEN SYDNEY, NSW, AUSTRALIA

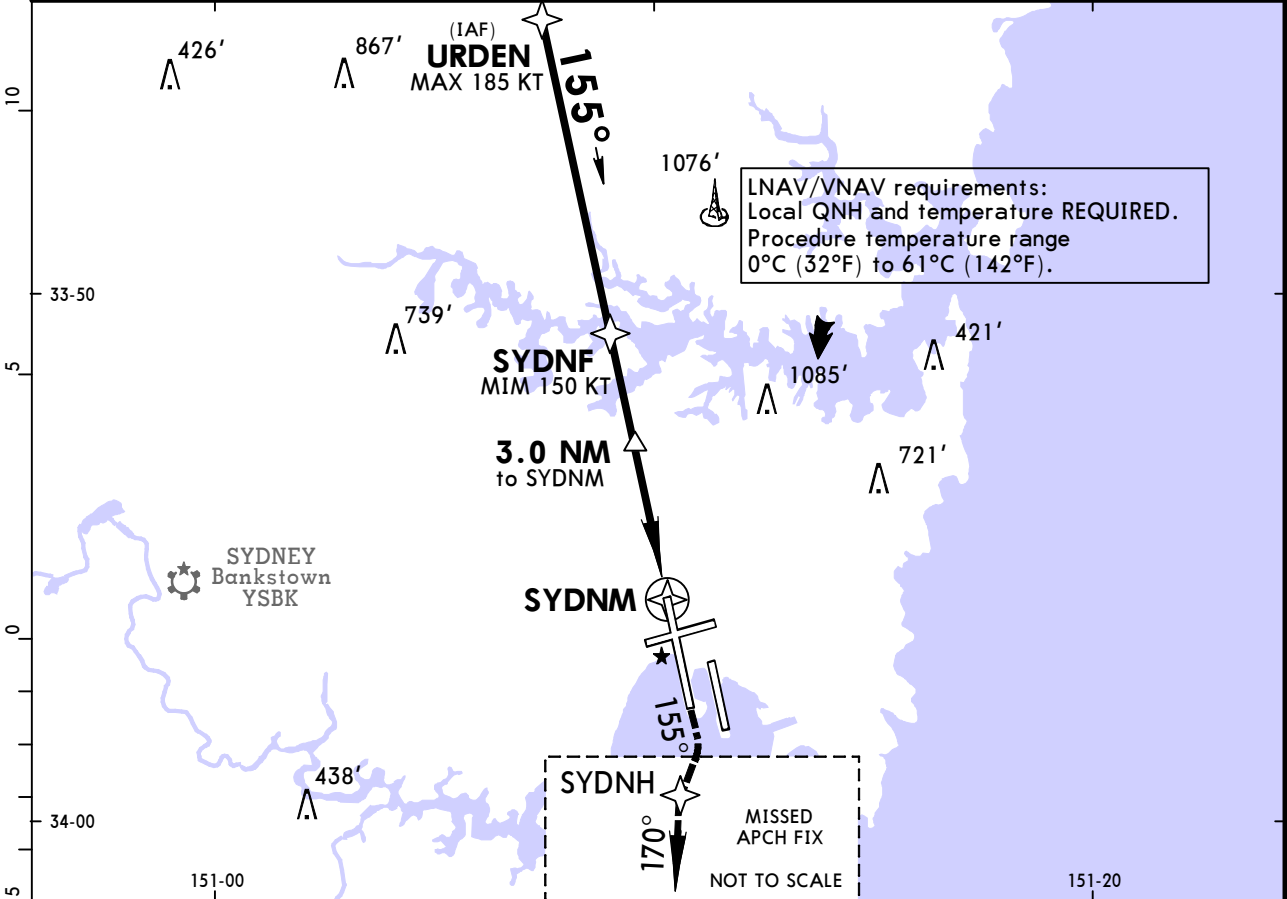
2 NOV 18

Eff 8 Nov

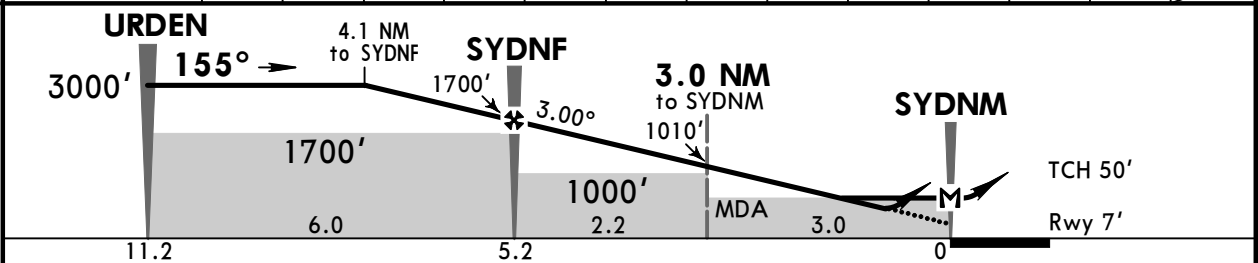
12-3

RNAV-Z (GNSS) Rwy 16R

ATIS		SYDNEY Approach (R)		Director	
		North	South	West	East
118.55	126.25	124.4	128.3	126.1	125.3
SYDNEY Tower			Ground		
Rwy 16R/34L & 07/25		Rwy 16L/34R	West of Rwy 16R/34L		East of Rwy 16R/34L
120.5		124.7	126.5		121.7
RNAV	Final Apch Crs 155°	Procedure Alt SYDNF 1700' (1693')	LNAV/VNAV DA(H) 370' (363')	Apt Elev 21' Rwy 7'	2700 MSA ARP 2100 within 10 NM
MISSED APCH: Track 155°, at MANDATORY 600' turn RIGHT, track direct to SYDNH, then track 170°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'					
1. Max for missed approach turn: 200 KT. 2. ATC Approach Speeds: At URDEN 185 - 160 KT, at SYDNF 160 - 150 KT. Advise Approach if unable to comply.					
3. Holding as directed by ATC.					



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



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MANDATORY	D → SYDNH	
Descent angle	3.00°	372	478	531	637	743	PAPI	155°		
LNAV/VNAV: MAP at DA									RT	
LNAV: MAP at SYDNM										

STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
LNAV/VNAV		LNAV				
DA(H) 370' (363')		MDA(H) 520' (513')				
HIALS out		HIALS out				
				Max Kts		
A	2.0 km		2.9 km		100	MDA(H)
B					135	710' (689') - 2.4 km
C					180	1000' (979') - 4.0 km
D					205	1000' (979') - 5.0 km

YSSY/SYD
-(KINGSFORD SMITH) INTL

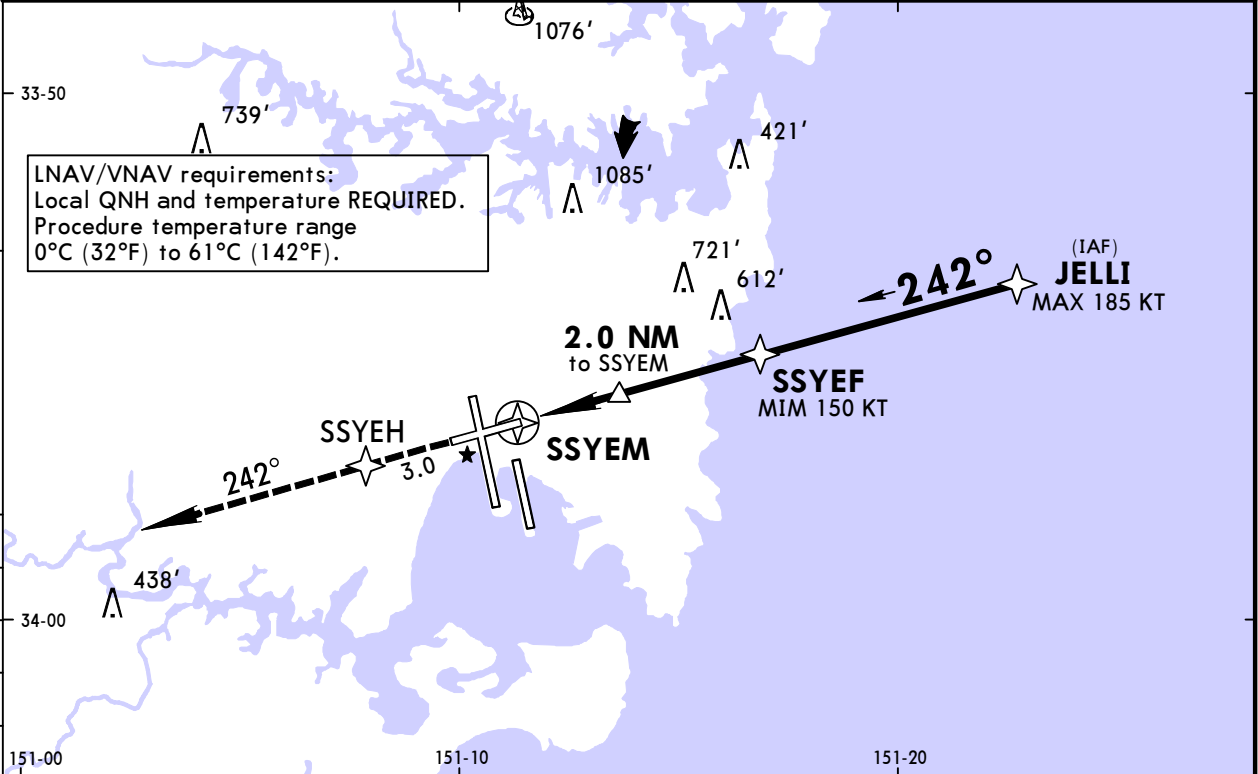
JEPPESSEN

2 NOV 18
Eff 8 Nov

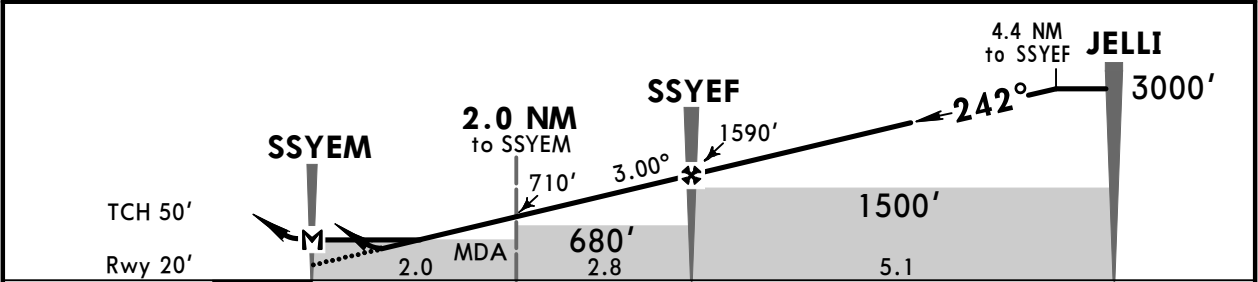
12-4

SYDNEY, NSW, AUSTRALIA
RNAV-Z (GNSS) Rwy 25

ATIS		SYDNEY Approach (R)		Director		
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3	
SYDNEY Tower Rwy 16R/34L & 07/25 120.5			Rwy 16L/34R 124.7	Ground West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7
RNAV	Final Apch Crs 242°	Procedure Alt SSYEF 1590' (1570')	LNAV/VNAV DA(H) 360' (340')	Apt Elev 21' Rwy 20'	2700 MSA ARP 2100 within 10 NM	
MISSED APCH: Track direct to SSYEH, thence track 242°. Climb to 3000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'						
1. ATC Approach Speeds: At JELLI 185 - 160 KT, at SSYEF 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as directed by ATC.						



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



Gnd speed-Kts	70	90	100	120	140	160	PAPI		SSYEH	
Descent angle	3.00°	372	478	531	637	849				
LNAV/VNAV: MAP at DA										
LNAV: MAP at SSYEM										

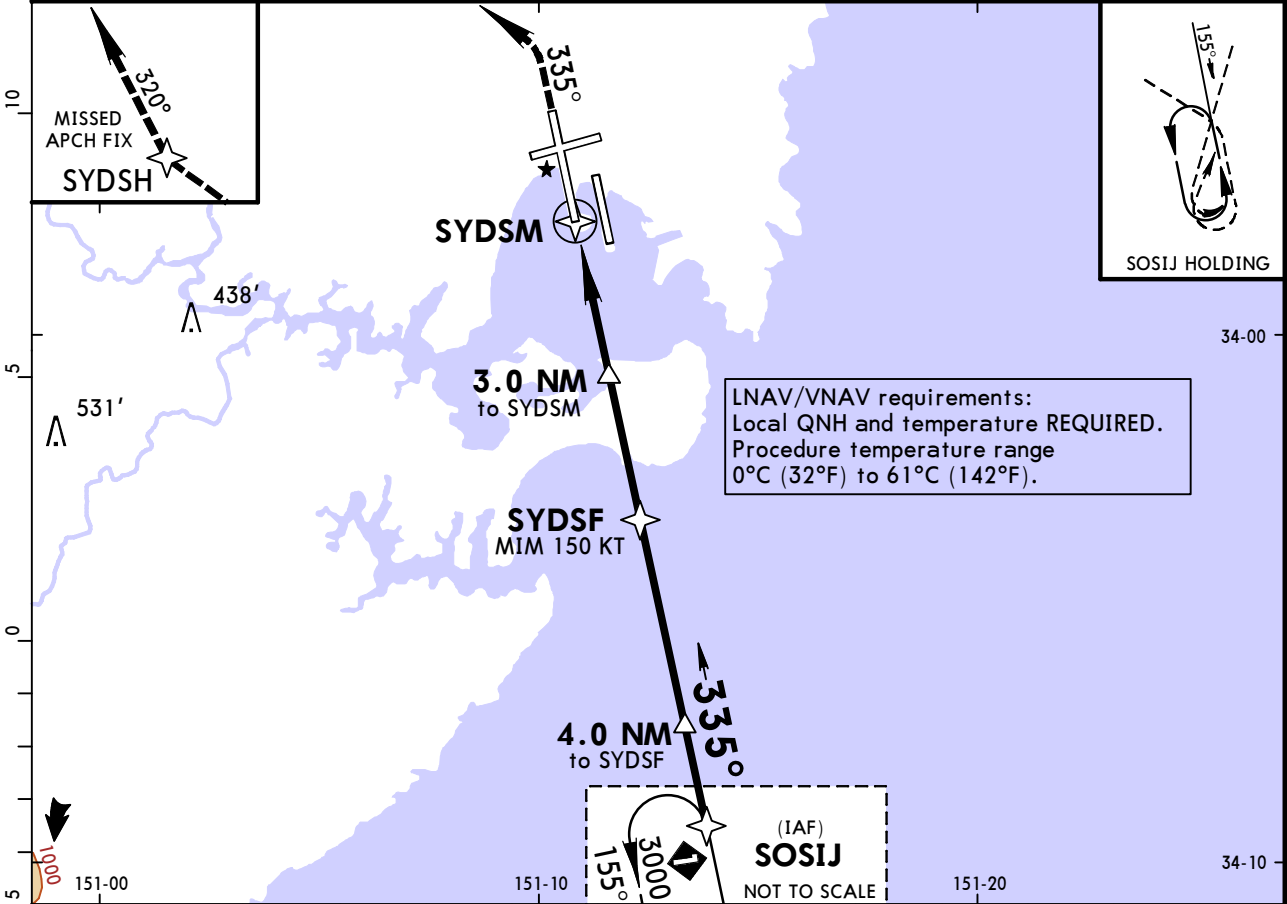
STRAIGHT-IN LANDING RWY 25			CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
LNAV/VNAV		LNAV	Max Kts	MDA(H) _____	
DA(H) 360' (340')		MDA(H) 520' (500')			
A	1.9 km	2.8 km			
B			100	710'(689') - 2.4 km	
C			135		
D			180		1000'(979') - 4.0 km
			205	1000'(979') - 5.0 km	

YSSY/SYD
-(KINGSFORD SMITH) INTL

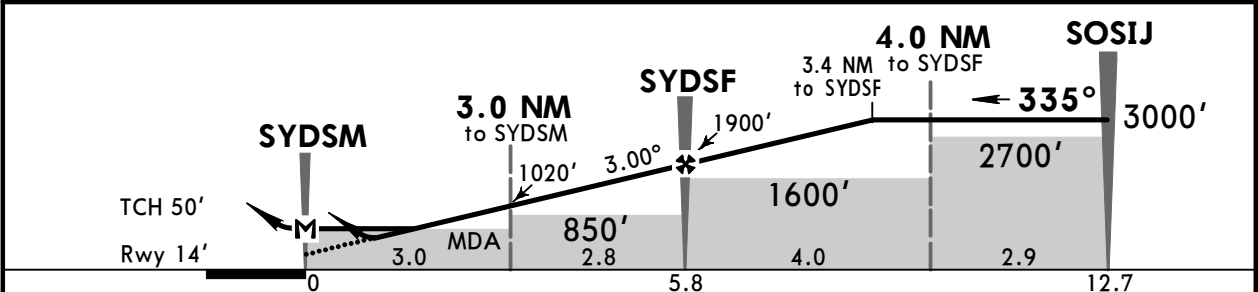
JEPPESSEN
2 NOV 18
Eff 8 Nov

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

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			Ground		
Rwy 16R/34L & 07/25		Rwy 16L/34R		West of Rwy 16R/34L	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
Rwy 16R/34L & 07/25		Rwy 16L/34R		West of Rwy 16R/34L	
120.5		124.7		126.5	
Rwy 1					



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI		335°	MANDATORY	500'	LT	D	SYDSH
Descent Angle 3.00°	372	478	531	637	743	849								
LNAV/VNAV: MAP at DA														
LNAV: 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
LNNAV/VNAV		LNNAV		Max Kts	MDA(H)			
DA(H) 370' (356')		MDA(H) 450' (436')						
HIALS out		HIALS out						
A	2.0 km		2.5 km		100	710' (689') - 2.4 km		
B					135			
C					180		1000' (979') - 4.0 km	
D					205		1000' (979') - 5.0 km	

CHANGES: SYDSF speed restriction.

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YSSY/SYD

(KINGSFORD SMITH) INTL

JEPPESSEN SYDNEY, NSW, AUSTRALIA

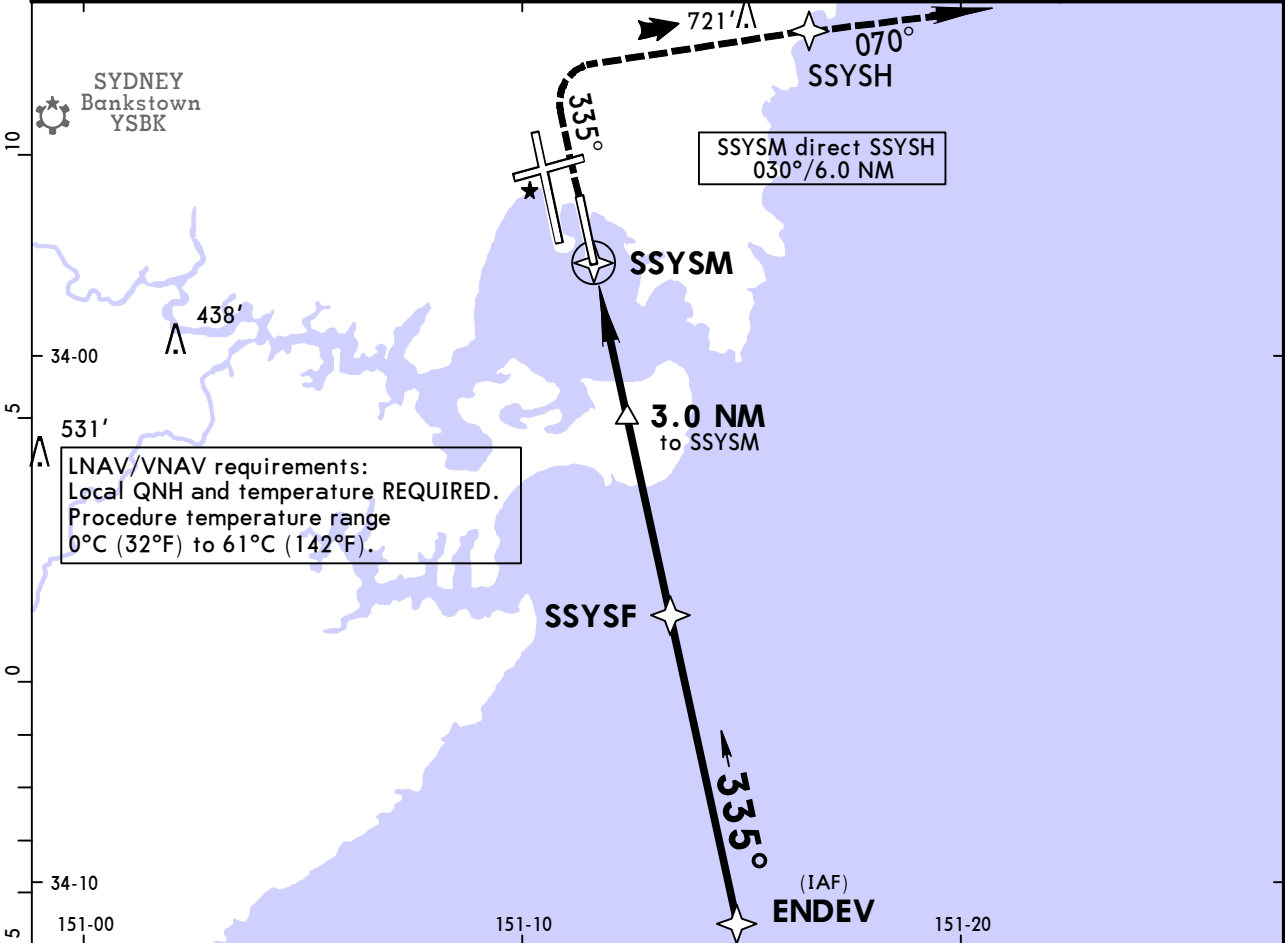
2 NOV 18

Eff 8 Nov

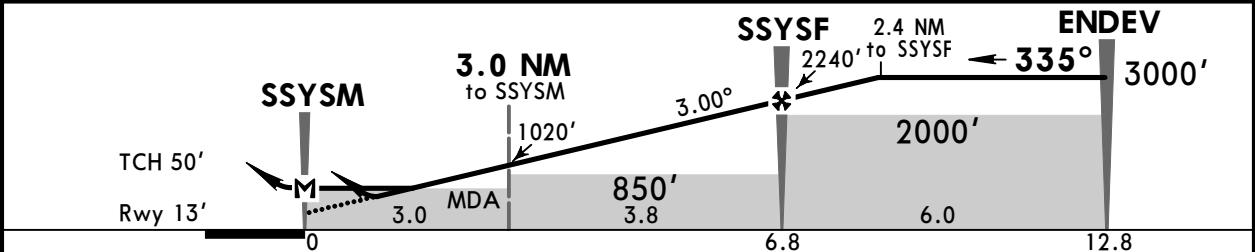
12-6

RNAV-Z (GNSS) Rwy 34R

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			Ground		
Rwy 16L/34R	Rwy 16R/34L & 07/25	West of Rwy 16R/34L		East of Rwy 16R/34L	
124.7	120.5	126.5		121.7	
RNAV	Final Apch Crs 335°	Procedure Alt SSYSF 2240' (2227')	LNAV/VNAV DA(H) 470' (457')	Apt Elev 21' Rwy 13'	2700 MSA ARP 2100 within 10 NM
MISSED APCH: Track 335°, at MANDATORY 600' turn RIGHT, track direct to SSYSH, then track 070°. Climb to 2000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'					
1. Max for initial 210 KT, for missed approach: 190 KT. 2. ATC Approach Speeds: At 10NM from Touchdown Zone 185 - 160 KT, at 5NM from Touchdown Zone 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.					



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	335°	MANDATORY 600'	RT	D	SSYSH
Descent Angle	3.00°	372	478	531	637	743						
LNAV/VNAV: MAP at DA												
LNAV: MAP at SSYSM												

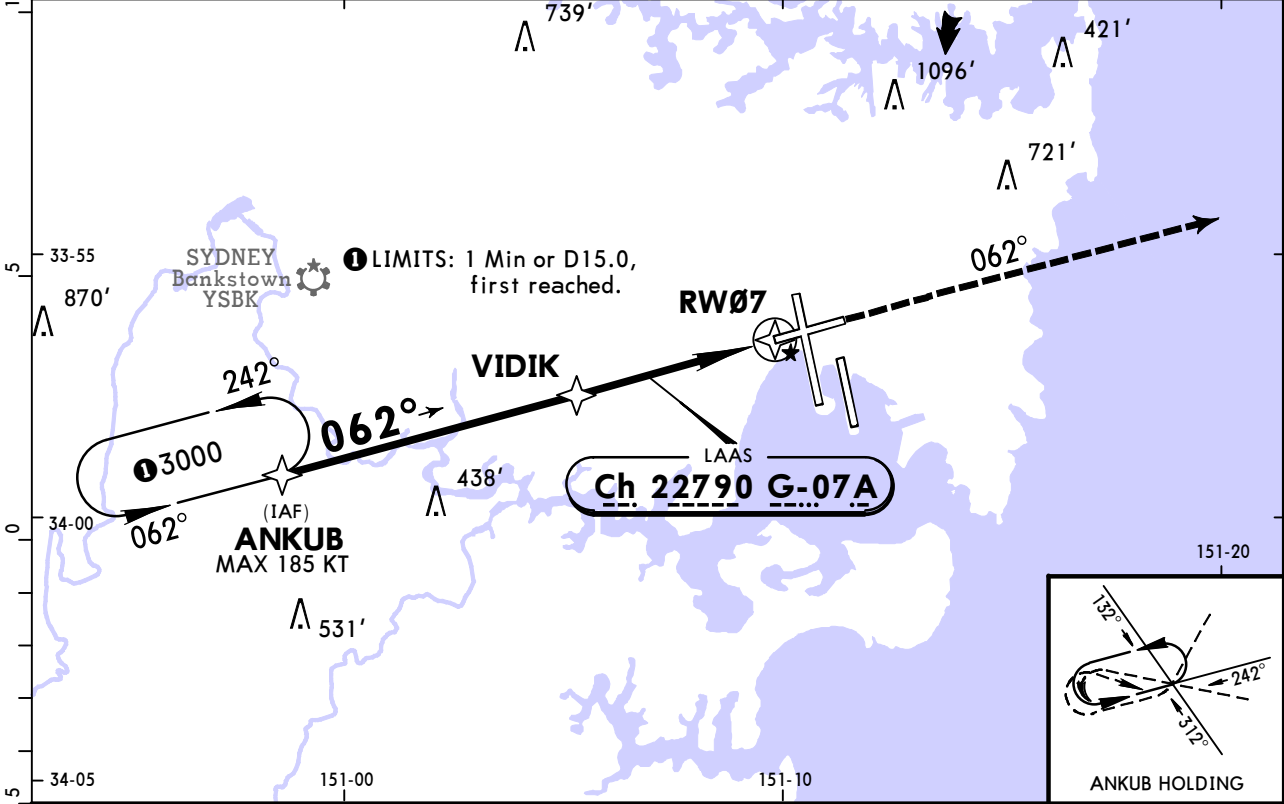
STRAIGHT-IN LANDING RWY 34R				CIRCLE-TO-LAND						
LNAV/VNAV		LNAV								
DA(H) 470' (457')		MDA(H) 550' (537')								
HIALS out		HIALS out								
A	2.6 km			3.0 km			A	NOT AUTHORIZED		
B										
C										
D										

YSSY/SYD
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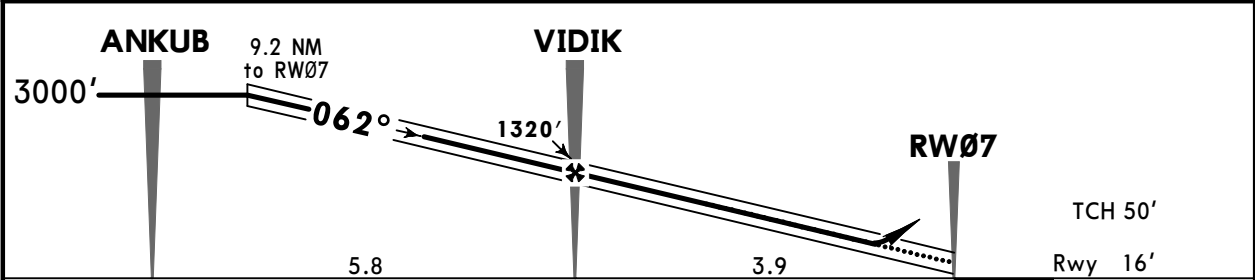
21 FEB 20 12-40 Eff 27 Feb

JEPPESSEN SYDNEY, NSW, AUSTRALIA
GLS Rwy 07

ATIS		SYDNEY Approach (R)		Director	
118.55 126.25		North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower Rwy 16R/34L & 07/25 120.5			Rwy 16L/34R 124.7	Ground West of Rwy 16R/34L East of Rwy 16R/34L 126.5 121.7	
LAAS Ch 22790 G-07A	Final Apch Crs 062°	VIDIK 1320' (1304')	GLS DA(H) 220' (204')	Apt Elev 21' Rwy 16'	2700 MSA ARP 2100 within 10 NM
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. ATC Approach Speeds: At ANKUB 185 - 160 KT, at 5NM from Touchdown Zone 160 - 150 KT. Advise Approach if unable to comply.					



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



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI		062° ↑ 2000'	
Glide Path Angle	3.00°	372	478	531	637	849				
MAP at DA										

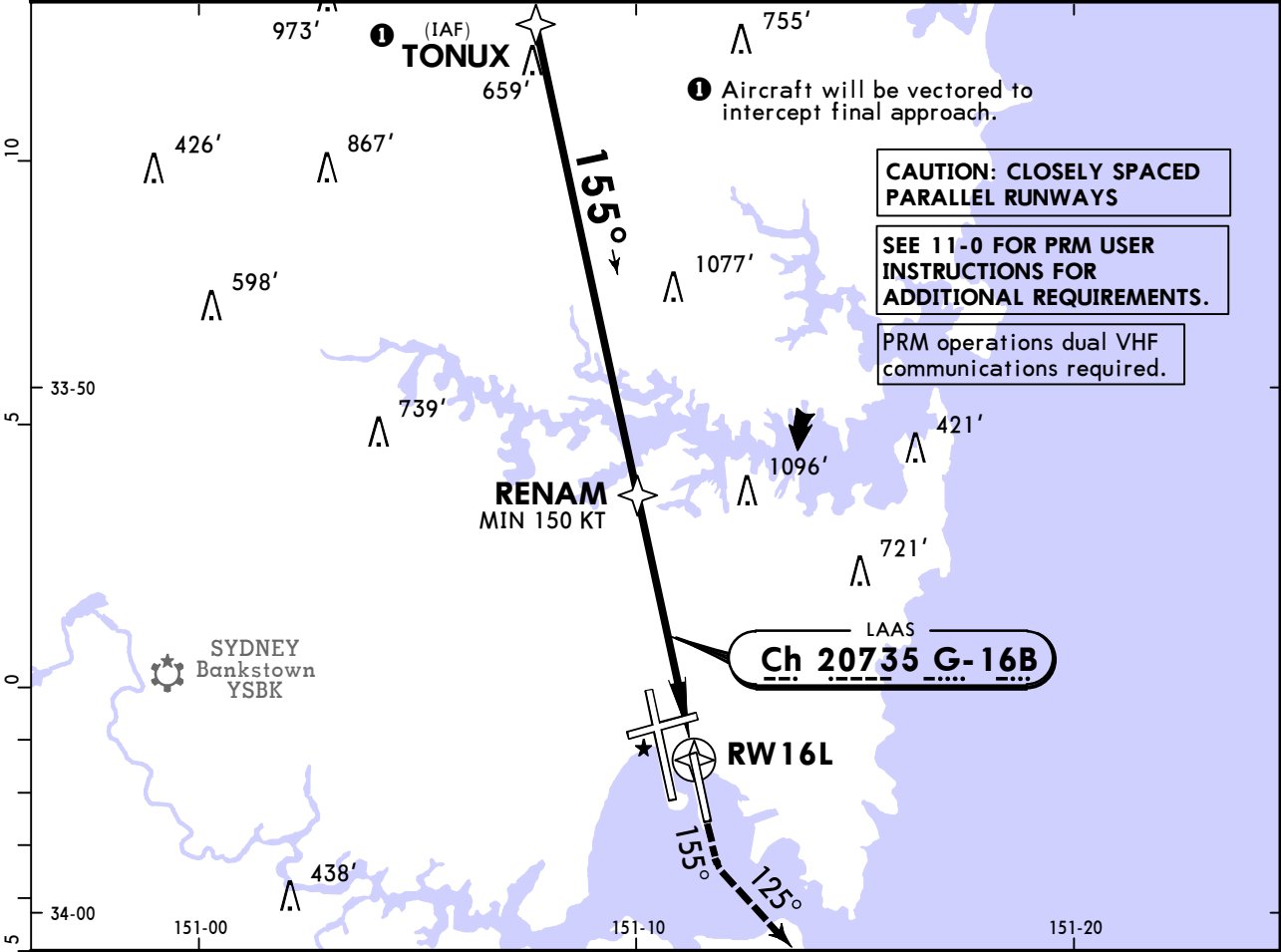
STRAIGHT-IN LANDING RWY 07			CIRCLE-TO-LAND			No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
GLS						
DA(H) 220' (204')			Max Kts	MDA(H)		
A	RVR 1500m VIS 1.5 km		100	710'(689') - 2.4 km		
B			135	1000'(979') - 4.0 km		
C			180	1000'(979') - 4.0 km		
D			205	1000'(979') - 5.0 km		

YSSY/SYD
KINGSFORD SMITH

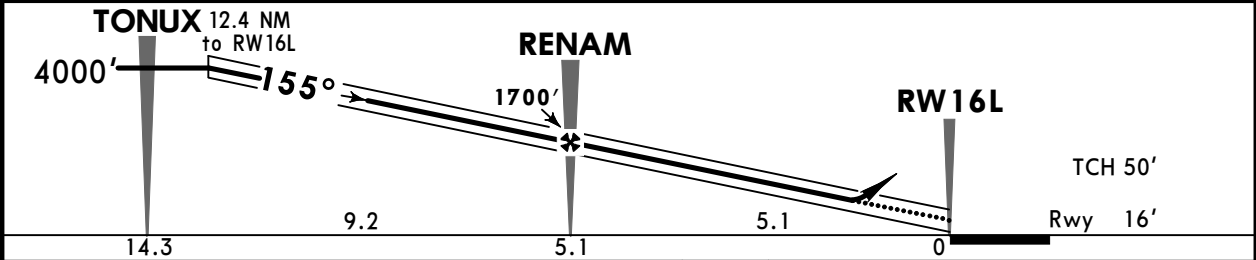
21 FEB 20 12-41 Eff 27 Feb

JEPPESSEN SYDNEY, NSW, AUSTRALIA
GLS Rwy 16L

118.55		126.25		SYDNEY Approach (R)		Director		
North 124.4		South 128.3		West 126.1		East 125.3		
Rwy 16L/34R 124.7		SYDNEY Tower Rwy 16R/34L & 07/25 120.5		MONITOR PRM 133.95		Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7		
LAAS Ch 20735 G-16B		Final Apch Crs 155°		RENAM 1700' (1684')		GLS DA(H) 220' (204')		
						Apt Elev 21' Rwy 16'		
MISSED APCH: Track 155°. At MANDATORY 600' turn LEFT, track 125°. Climb to 3000' or as directed by ATC.							2700	
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 110		Trans alt: 10000'		
1. ATC Approach Speeds: At 10NM from Touchdown Zone 185-160 KT, at RENAM 160 - 150 KT.								
2. Holding as advised by ATC.								
							MSA ARP 2100 within 10 NM	



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



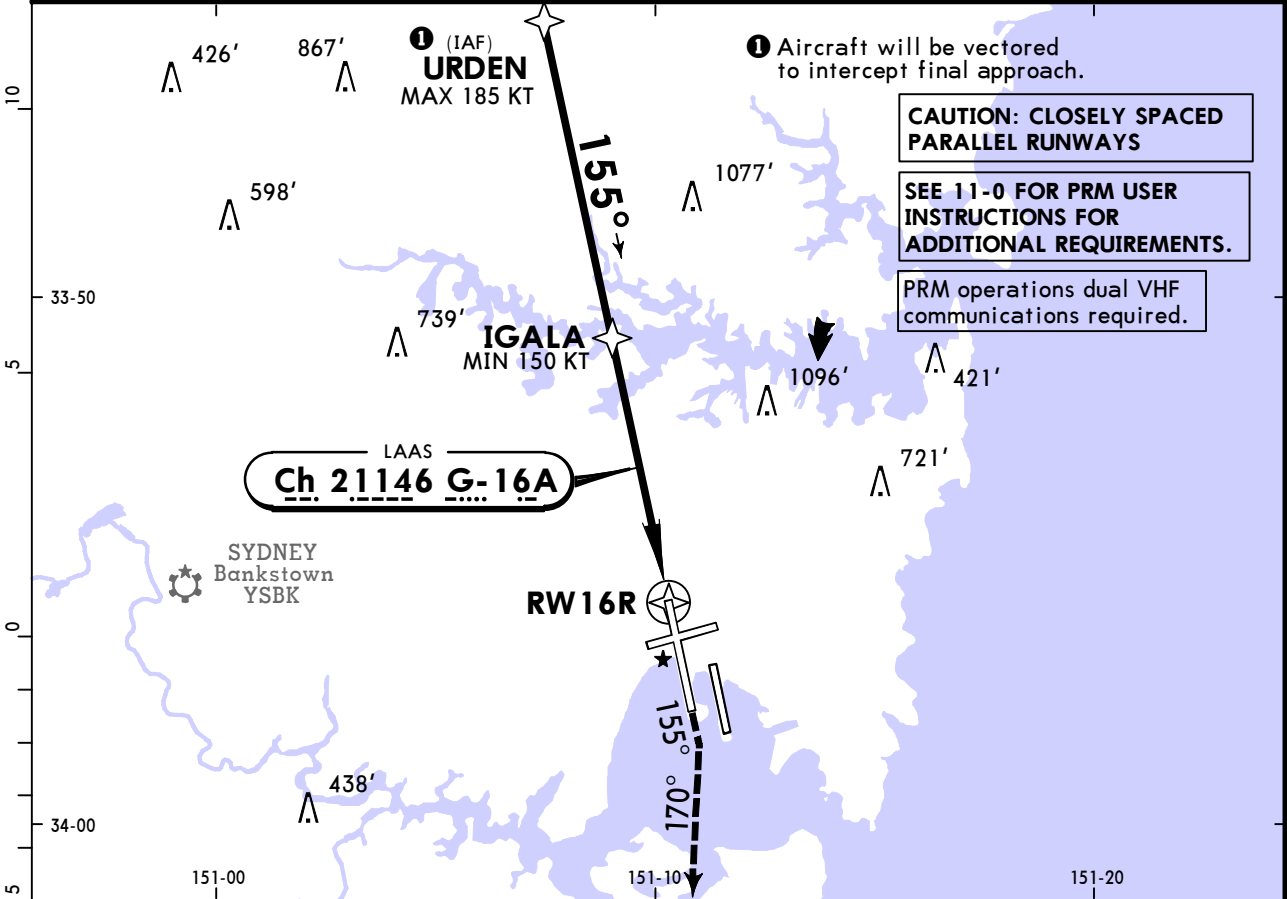
Gnd speed-Kts	70	90	100	120	140	160	HIALS		MANDATORY	
Glide Path Angle	3.00°	372	478	531	637	743	PAPI		600'	
MAP at DA							PAPI		155°	
									125°	

STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND			
GLS							
DA(H) 220' (204')							
FULL		HIRL out		HIALS out			
A						A	
B	RVR 550m		1.2 km	1.5 km		B	NOT AUTHORIZED
C	VIS 0.8 km					C	
D						D	

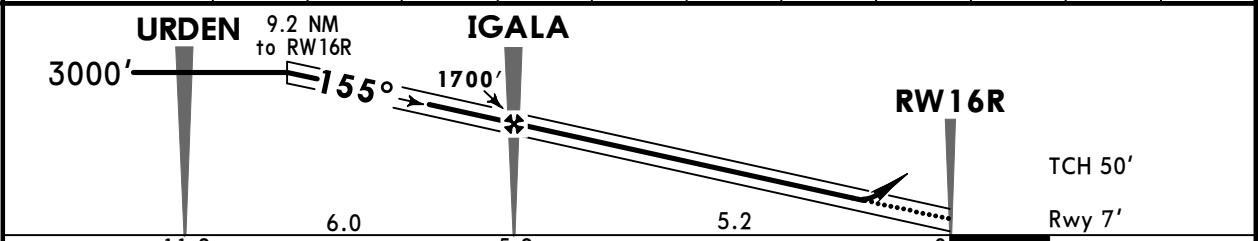
YSSY/SYD
KINGSFORD SMITH

JEPPESSEN SYDNEY, NSW, AUSTRALIA
21 FEB 20 12-42 Eff 27 Feb GLS Rwy 16R

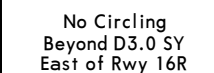
ATIS 118.55 126.25		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & 07/25 120.5		Rwy 16L/34R 124.7	MONITOR PRM 119.45	Ground West of Rwy 16R/34L East of Rwy 16R/34L 126.5 121.7	
LAAS Ch 21146 G-16A	Final Apch Crs 155°	IGALA 1700' (1693')	GLS DA(H) 210' (203')	Apt Elev 21' Rwy 7'	2700 MSA ARP 2100 within 10 NM
MISSED APCH: Track 155°. At MANDATORY 600' turn RIGHT, track 170°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'					
1. ATC Approach Speeds: At URDEN 185-160 KT, at IGALA 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as advised by ATC.					



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



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

STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25 
GLS						
DA(H) 210' (203')						
FULL		HIRL out	HIALS out	Max Kts	MDA(H)	
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	100	710'(689')-2.4 km	
B				135		
C				180	1000'(979')-4.0 km	
D				205	1000'(979')-5.0 km	

YSSY/SYD
KINGSFORD SMITH

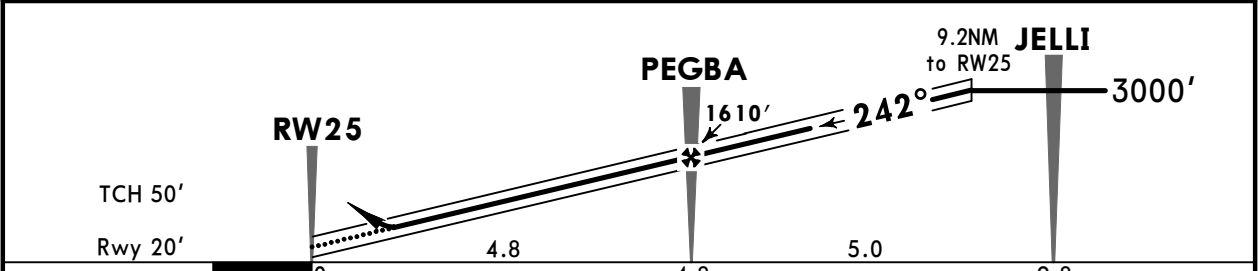
21 FEB 2012-43Eff 27 Feb

JEPPESSEN SYDNEY, NSW, AUSTRALIA
GLS Rwy 25

ATIS 118.55 126.25		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & 07/25 120.5			Rwy 16L/34R 124.7	Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7	
LAAS Ch 21557 G-25A	Final Apch Crs 242°	PEGBA 1610' (1590')	GLS DA(H) 230' (210')	Apt Elev 21' Rwy 20'	2700
MISSED APCH: Track 242°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 110 Trans alt: 10000'	
1. ATC Approach Speeds: At JELLI 185 - 160 KT, at PEGBA 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as advised by ATC.					
					MSA ARP 2100 within 10 NM



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



0							4.8		9.8		
Gnd speed-Kts	70	90	100	120	140	160		PAPI	242°	3000' ↑	
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at DA											

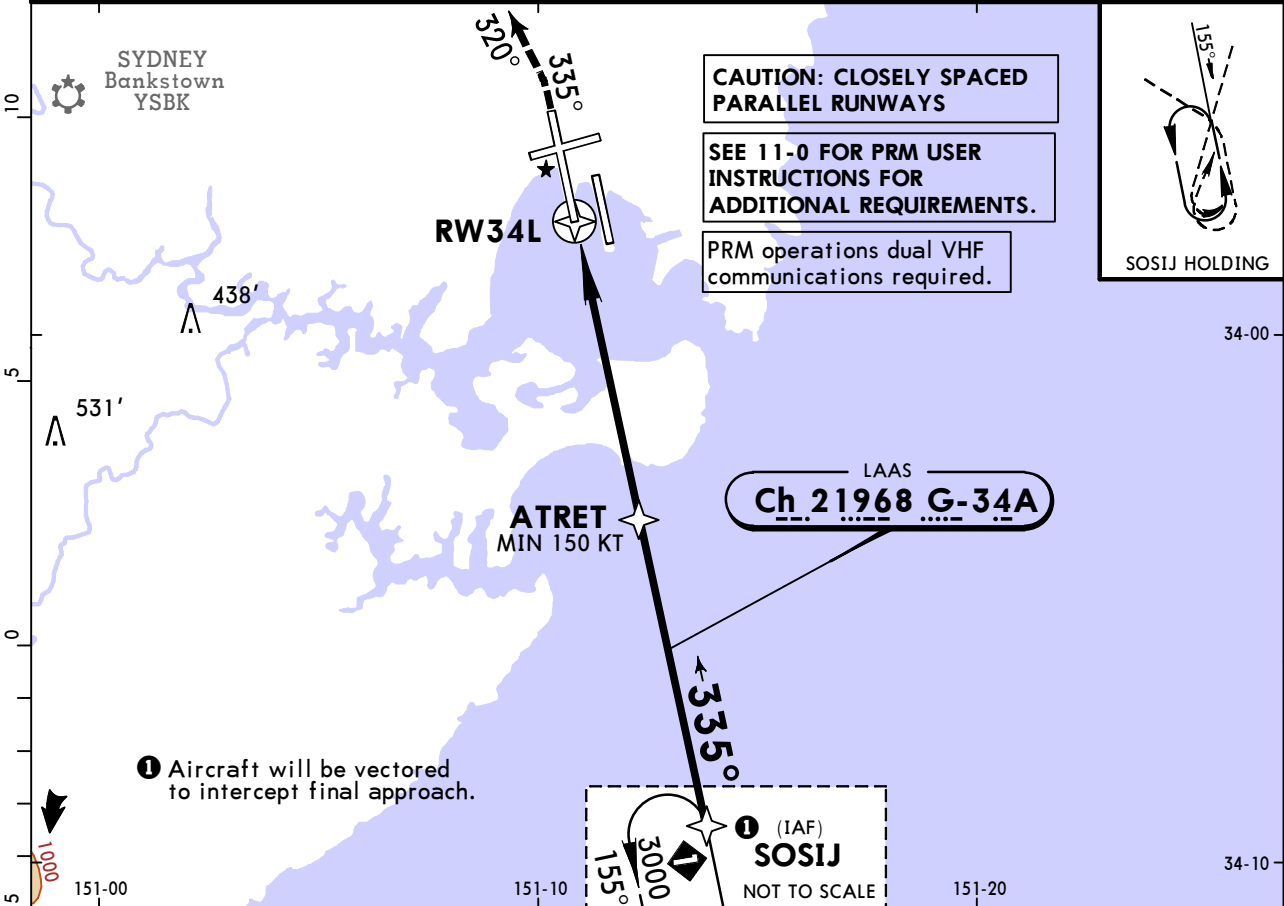
STRAIGHT-IN LANDING RWY 25			CIRCLE-TO-LAND			No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
GLS						
DA(H) 230' (210')			MDA(H)			
A			Max Kts 100	710' (689') - 2.4 km		
B			135			
C	RVR 1500m VIS 1.5 km		180	1000' (979') - 4.0 km		
D			205	1000' (979') - 5.0 km		

YSSY/SYD
KINGSFORD SMITH

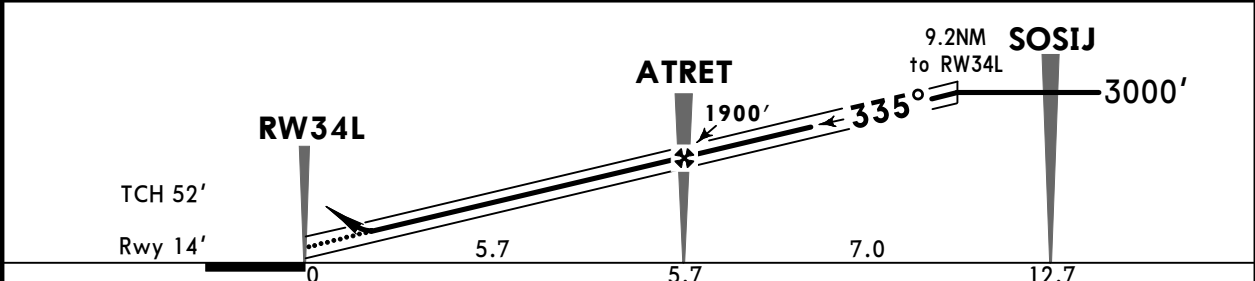
21 FEB 2012-44Eff 27 Feb

JEPPESSEN SYDNEY, NSW, AUSTRALIA
GLS Rwy 34L

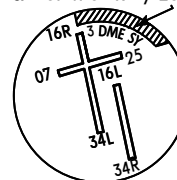
ATIS 118.55 126.25		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & 07/25 120.5		Rwy 16L/34R 124.7	MONITOR PRM 119.45	Ground West of Rwy 16R/34L East of Rwy 16R/34L 126.5 121.7	
LAAS Ch 21968 G-34A	Final Apch Crs 335°	ATRET 1900' (1886')	GLS DA(H) 220' (206')	Apt Elev 21' Rwy 14'	2700 MSA ARP 2100 within 10 NM
MISSED APCH: Track 335°. At MANDATORY 500' turn LEFT, track 320°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL 110 Trans alt: 10000'		
1. ATC Approach Speeds: At 10NM from Touchdown Zone 185-160 KT, at ATRET 160 - 150 KT. Advise Approach if unable to comply.					



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



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

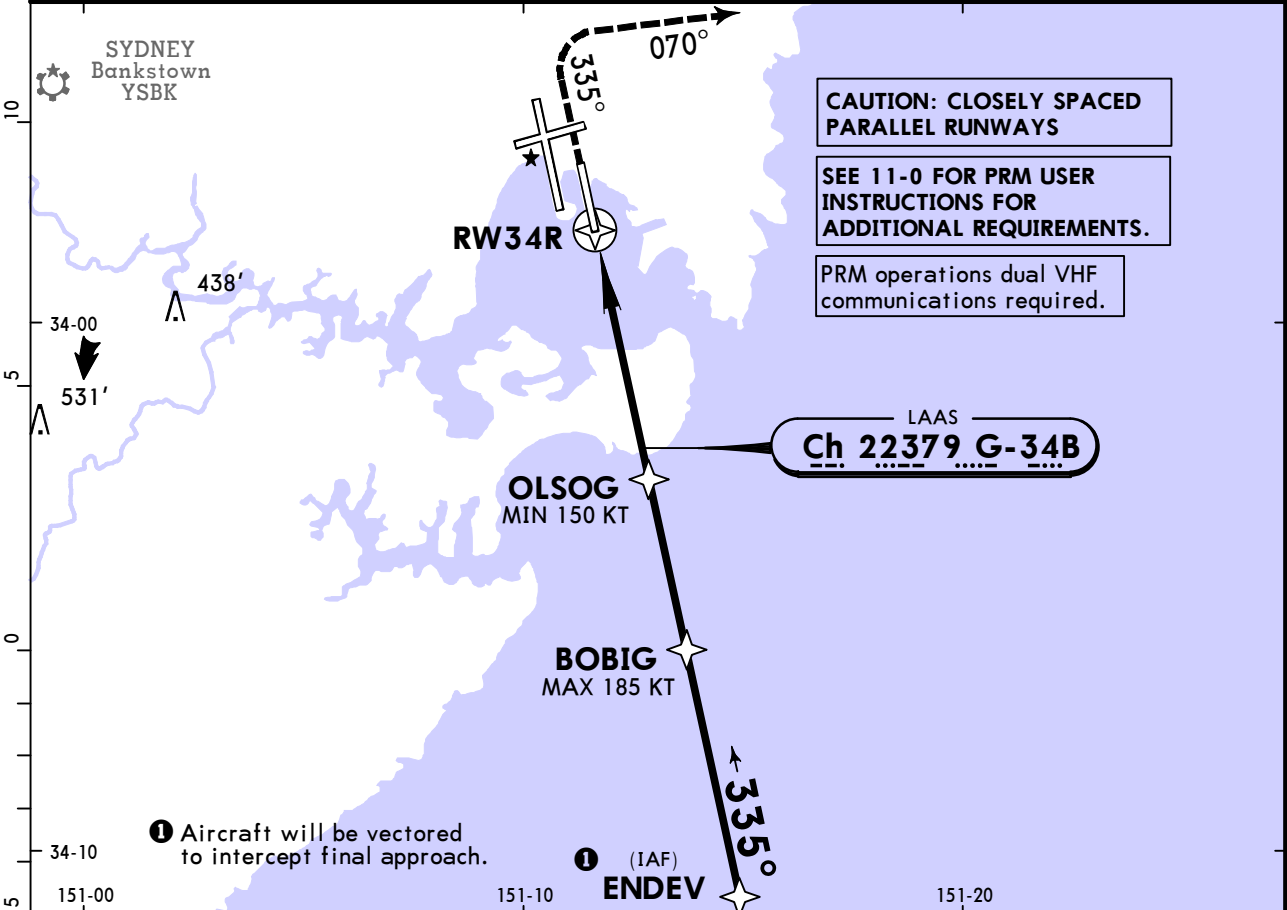
STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25 
GLS						
DA(H) 220' (206')						
FULL		HIRL out	HIALS out	Max Kts	MDA(H)	
A	RVR 800m VIS 0.8 km	1.2 km	1.5 km	100	710'(689')-2.4 km	
B <td>135</td> <td></td>				135		
C <td>180</td> <td>1000'(979')-4.0 km</td>				180	1000'(979')-4.0 km	
D <td>205</td> <td>1000'(979')-5.0 km</td>				205	1000'(979')-5.0 km	

YSSY/SYD
KINGSFORD SMITH

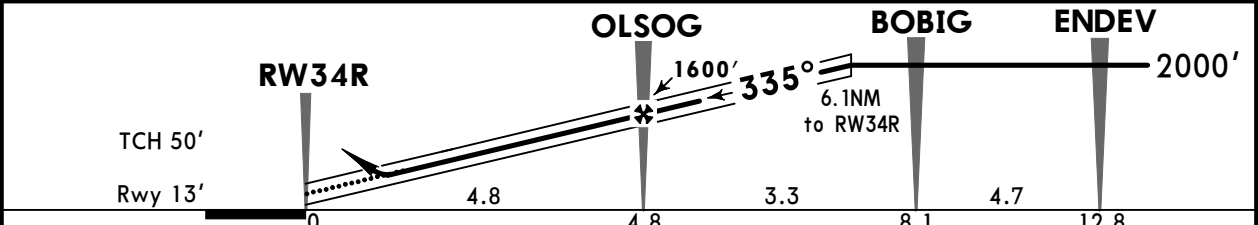
21 FEB 20 12-45 Eff 27 Feb

JEYPESEN SYDNEY, NSW, AUSTRALIA
GLS Rwy 34R

ATIS 118.55 126.25		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16L/34R 124.7		Rwy 16R/34L & 07/25 120.5		Ground West of Rwy 16R/34L East of Rwy 16R/34L 126.5 121.7	
LAAS Ch 22379 G-34B	Final Apch Crs 335°	OLSOG 1600' (1587')	GLS DA(H) Refer to Minimums	Apt Elev 21' Rwy 13'	2700 MSA ARP 2100 within 10 NM
MISSED APCH: Track 335°. At MANDATORY 600' turn RIGHT, track 070°. Climb to 2000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'					
1. ATC Approach Speeds: At BOBIG 185-160 KT, at OLSOG 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as advised by ATC.					



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



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

STRAIGHT-IN LANDING RWY 34R						CIRCLE-TO-LAND						
Missed approach climb gradient 3.6% DA(H) 220' (207')			GLS	Missed approach climb gradient 2.5% DA(H) 460' (447')			NOT AUTHORIZED					
FULL		HIRL out	HIALS out	FULL		HIRL out			HIALS out			
A	RVR 800m VIS 0.8 km		1.2 km		RVR 1500m VIS 1.5 km				2.2 km		2.5 km	
B												
C												
D												

SYDNEY, NS (KINGSFORD SMITH - YSSY)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport YSSY

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Transition level should read as FL 110.

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Rwy 34R - HIAL installed, lenght 347m.

Type: Terminal

Effectivity: Permanent

Begin Date: 20191107

End Date: No end date

(All charts) Airport name should read Kingsford Smith.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-9B) Parking Bays (International), Taxiway B1 Apron: Bay 83, 83A, 84, 84A, 84B, 22, 23 closed. New Bays: 85A & 85B
coordinates S33 55.7 E151 10.5.