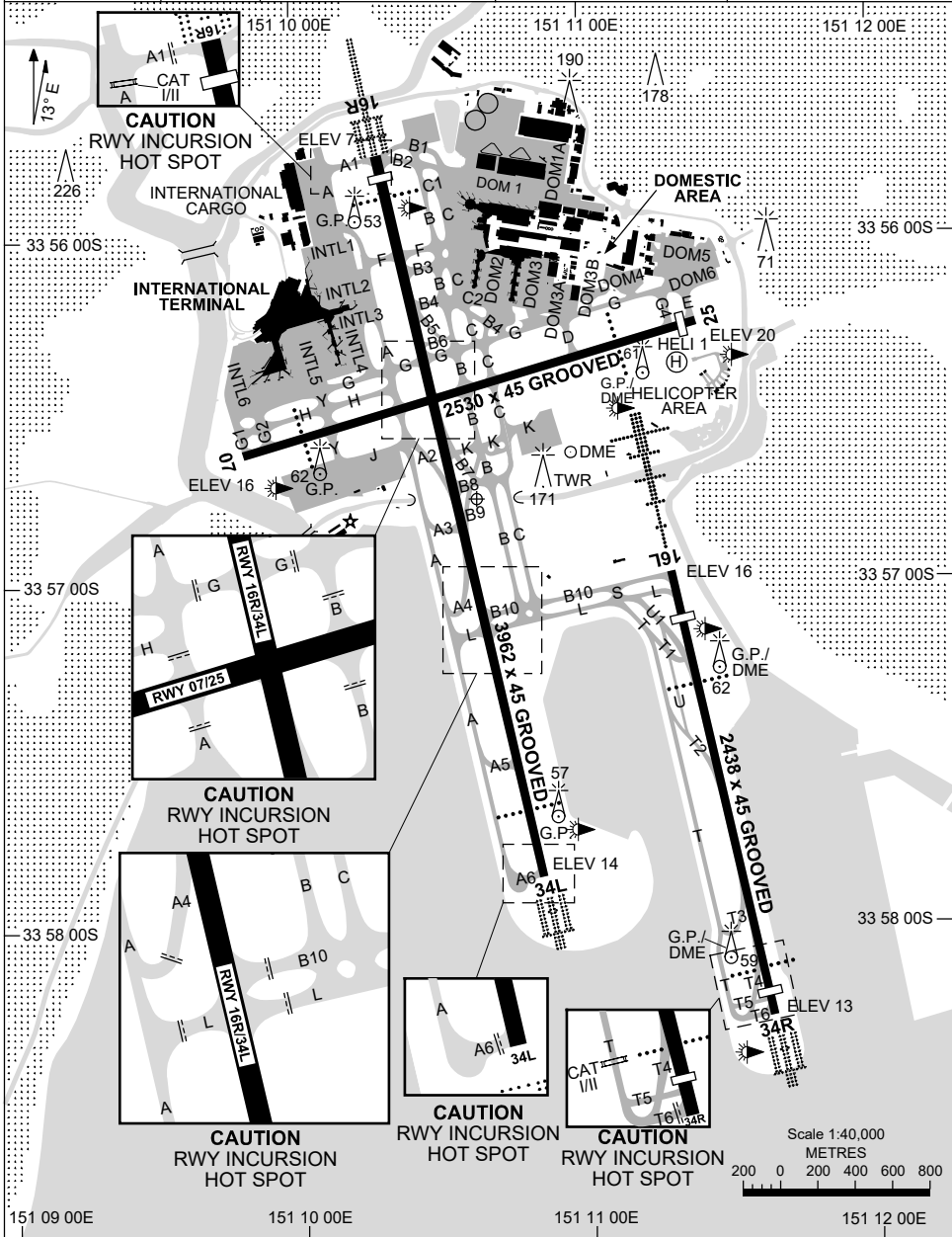


|                       |              |   |   |  |
|-----------------------|--------------|---|---|--|
| ATIS<br>118.55 126.25 | ACD<br>133.8 | SMC<br>E OF RWY 16R/34L 121.7<br>W OF RWY 16R/34L 126.5 | TWR<br>RWYS 16R/34L,07/25 120.5<br>RWYS 16L,34R 124.7 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|-----------------------|--------------|---|---|--|



Changes: TWY T6 HOLDING POINT.

SSYAD01-175

1 DEC 2022

AD ELEV 21  
33 56 46S 151 10 38E

AERODROME CHART - Page 2  
**SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

|   |   |   |   |  |
|---|---|---|---|--|
| ATIS<br>118.55 126.25                       | ACD<br>133.8  | SMC<br>EAST OF RWY 16R,34L 121.7<br>WEST OF RWY 16R,34L 126.5 | TWR<br>RWYS 16R,34L,07/25 120.5<br>RWYS 16L,34R 124.7 | Bearings are Magnetic<br>Elevations in FEET AMSL |
| <b>AERODROME LIGHTING</b>                   |   |   |   |  |
| <b>RWY</b>                                  | ABN : ALTN W/G 8 SEC<br>TAXIWAY : CENTRELINE GREEN , BLUE EDGE, STOPBAR, RGL (FLG YELLOW)<br>RL : MAN , SDBY (1 SEC DURING LVP, 15 SEC OTHER TIMES) |   |   |  |
| <b>16R</b> <sup>155</sup><br>335 <b>34L</b> | PAPI 3.0° 64FT  | HIRL MIRL HIAL-CAT II   | RTZL RCLL RCLM RVR                                    |  |
|   | PAPI 3.0° 64FT  | HIRL MIRL HIAL-CAT II   | RTZL RCLL RCLM RVR                                    |  |
| <b>16L</b> <sup>155</sup><br>335 <b>34R</b> | PAPI 3.0° 53FT  | HIRL HIAL-CAT I   | RCLL RCLM RVR   |  |
|   | PAPI 3.0° 53FT  | HIRL HIAL-SA CAT II   | RTZL RCLL RCLM RVR                                    |  |
| <b>07</b> <sup>062</sup><br>242 <b>25</b>   | PAPI 3.0° 64FT  | HIRL MIRL   | RTIL  | RCLM RVR   |
|   | PAPI 3.0° 64FT  | HIRL MIRL   |   | RCLM RVR   |
| <b>NOTES</b>                                |   |   |   |  |

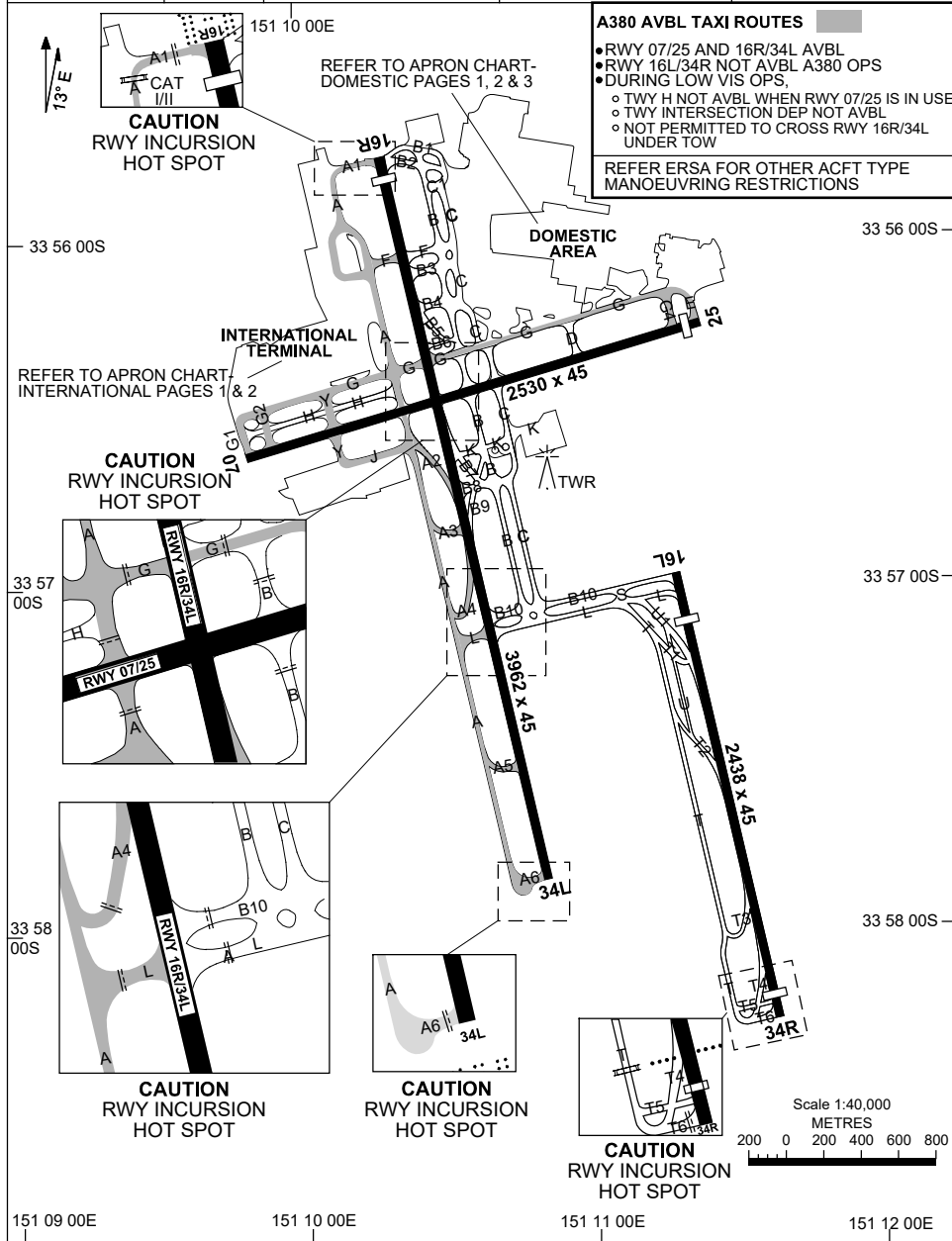
Changes: NOTES.

SSYAD02-173

# AERODROME GROUND MOVEMENT CHART SYDNEY/KINGSFORD SMITH, NSW (YSSY)

15 JUN 2023

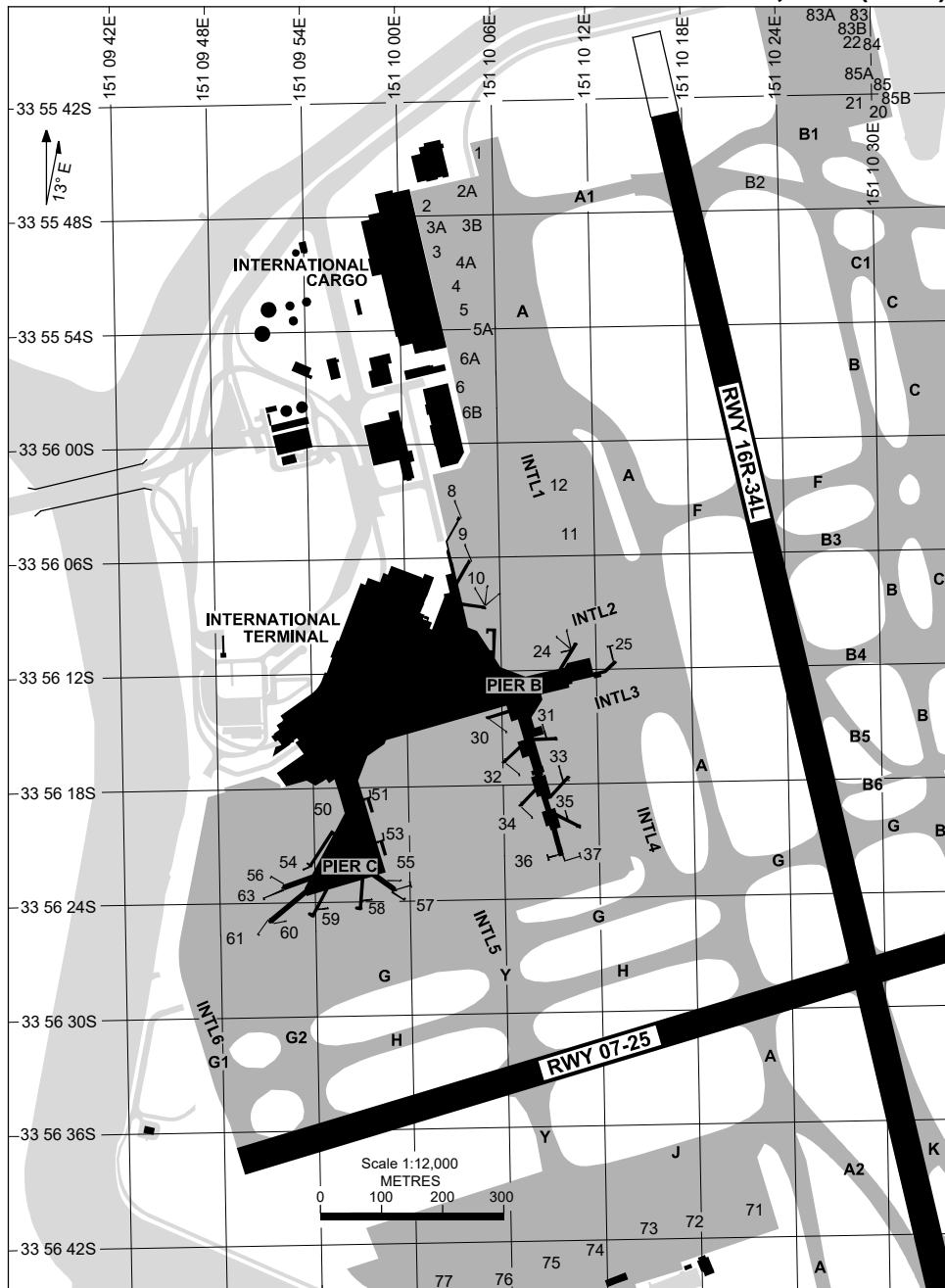
|                       |              |   |  |  |
|-----------------------|--------------|---|--|--|
| ATIS<br>118.55 126.25 | ACD<br>133.8 | SMC<br>E OF RWY 16R/34L 121.7<br>W OF RWY 16R/34L 126.5 | TWR<br>RWYS 16R/34L, 07/25 120.5<br>RWYS 16L/34R 124.7 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|-----------------------|--------------|---|--|--|



Changes: TWY T6 HOLDING POINT.

SSYAG01-175

7 SEP 2023



Changes: BAYS 83 & 83A ADDED.

SSYAP01-176

7 SEP 2023

**SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

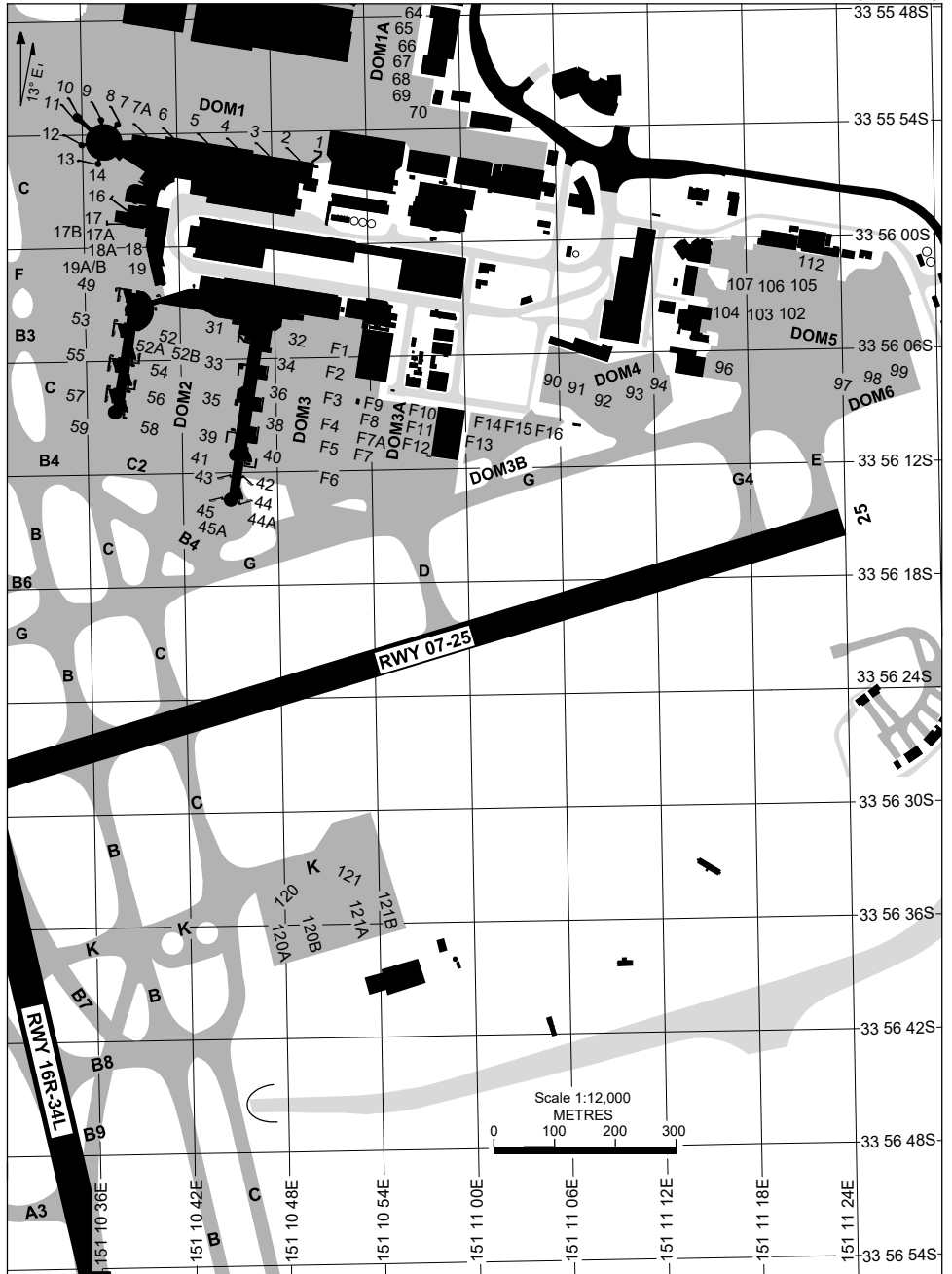
**PARKING POSITION INFORMATION**

| BAY | CO-ORDINATES               | ELEV (ft) | CAPACITY  | NOSE IN GUIDANCE | HYDRANT FUEL  |
|-----|----------------------------|-----------|-----------|------------------|---------------|
| 1   | 33 55 43.16S 151 10 05.74E | 11        | A343      | SAFEGATE DGS     | F35           |
| 2   | 33 55 47.53S 151 10 02.09E | 10        | A35K/B744 | APIS             | F35           |
| 2A  | 33 55 46.96S 151 10 03.52E | 10        | B461      | MARSHALLER       | TANKER        |
| 3   | 33 55 49.83S 151 10 02.69E | 10        | A35K/B744 | APIS             | F35/TANKER    |
| 3A  | 33 55 49.63S 151 10 03.02E | 10        | A124      | MARSHALLER       | F35           |
| 3B  | 33 55 49.26S 151 10 04.10E | 9         | B461      | MARSHALLER       | TANKER        |
| 4   | 33 55 52.13S 151 10 03.28E | 10        | A35K/B744 | APIS             | F35           |
| 4A  | 33 55 51.56S 151 10 04.69E | 9         | B461      | MARSHALLER       | TANKER        |
| 5   | 33 55 54.43S 151 10 03.89E | 11        | A35K/B744 | SAFEGATE DGS     | F35           |
| 5A  | 33 55 54.65S 151 10 04.02E | 11        | A388/B748 | SAFEGATE DGS     | F35           |
| 6   | 33 55 56.87S 151 10 04.27E | 11        | A388/B748 | SAFEGATE DGS     | F35           |
| 6A  | 33 55 56.82S 151 10 04.53E | 10        | B744      | MARSHALLER       | F35           |
| 6B  | 33 55 58.77S 151 10 04.54E | 9         | A320      | MARSHALLER       | TANKER        |
| 8   | 33 56 02.67S 151 10 02.80E | 11        | A388/B748 | SAFEGATE DGS     | F35           |
| 9   | 33 56 05.47S 151 10 03.38E | 11        | A388/B748 | SAFEGATE DGS     | F35           |
| 10  | 33 56 08.74S 151 10 04.54E | 11        | A388/B748 | SAFEGATE DGS     | F35           |
| 11  | 33 56 03.01S 151 10 11.67E | 11        | B738/B763 | APIS             | F35/TANKER    |
| 12  | 33 56 02.06S 151 10 11.27E | 11        | A320/B738 | APIS             | F35           |
| 24  | 33 56 11.39S 151 10 09.11E | 11        | A388/B748 | SAFEGATE DGS     | F35/TANKER    |
| 25  | 33 56 10.99S 151 10 12.59E | 11        | B748      | SAFEGATE DGS     | F35           |
| 30  | 33 56 15.33S 151 10 06.36E | 10        | B744      | SAFEGATE DGS     | F35           |
| 31  | 33 56 14.58S 151 10 08.91E | 10        | A35K/B744 | SAFEGATE DGS     | F35           |
| 32  | 33 56 17.60S 151 10 07.13E | 11        | B744      | SAFEGATE DGS     | F35           |
| 33  | 33 56 16.89S 151 10 09.45E | 10        | B744      | SAFEGATE DGS     | F35           |
| 34  | 33 56 19.86S 151 10 07.90E | 11        | B744      | SAFEGATE DGS     | F35           |
| 35  | 33 56 19.25S 151 10 09.81E | 10        | B744      | SAFEGATE DGS     | F35           |
| 36  | 33 56 22.11S 151 10 08.86E | 10        | A359/B744 | SAFEGATE DGS     | F35           |
| 37  | 33 56 21.51S 151 10 10.59E | 10        | A359/B744 | SAFEGATE DGS     | F35           |
| 50  | 33 56 18.85S 151 09 55.22E | 11        | B789      | SAFEGATE DGS     | F35           |
| 51  | 33 56 17.97S 151 09 57.48E | 11        | B744      | SAFEGATE DGS     | F35           |
| 53  | 33 56 20.24S 151 09 58.25E | 11        | B744      | SAFEGATE DGS     | F35           |
| 54  | 33 56 22.31S 151 09 53.12E | 10        | B789      | SAFEGATE DGS     | F35           |
| 55  | 33 56 21.66S 151 10 00.11E | 10        | A320/B739 | SAFEGATE DGS     | F35           |
| 56  | 33 56 22.77S 151 09 51.20E | 10        | B744      | SAFEGATE DGS     | F35           |
| 57  | 33 56 22.60S 151 09 59.32E | 10        | A388/B748 | SAFEGATE DGS     | F35           |
| 58  | 33 56 23.64S 151 09 57.78E | 10        | A35K/B739 | SAFEGATE DGS     | F35           |
| 59  | 33 56 24.12S 151 09 55.01E | 10        | A35K/B744 | SAFEGATE DGS     | F35           |
| 60  | 33 56 24.82S 151 09 52.28E | 10        | A35K/B744 | SAFEGATE DGS     | F35           |
| 61  | 33 56 25.50S 151 09 50.61E | 10        | A388/B748 | SAFEGATE DGS     | F35           |
| 63  | 33 56 23.84S 151 09 50.42E | 9         | A320/B739 | SAFEGATE DGS     | F35           |
| 71  | 33 56 39.20S 151 10 20.25E | 16        | A35K/B744 | MARSHALLER       | FUEL NOT AVBL |
| 72  | 33 56 39.80S 151 10 17.16E | 15        | A388/B748 | MARSHALLER       | FUEL NOT AVBL |
| 73  | 33 56 43.36S 151 10 14.90E | 15        | A35K/B744 | SAFEGATE DGS     | FUEL NOT AVBL |
| 73A | 33 56 41.27S 151 10 14.13E | 15        | A388/B748 | MARSHALLER       | FUEL NOT AVBL |
| 74  | 33 56 44.19S 151 10 11.56E | 15        | A35K/B744 | SAFEGATE DGS     | FUEL NOT AVBL |
| 74A | 33 56 42.11S 151 10 10.56E | 15        | A388/B748 | MARSHALLER       | FUEL NOT AVBL |
| 75  | 33 56 44.83S 151 10 08.85E | 15        | A35K/B744 | SAFEGATE DGS     | FUEL NOT AVBL |
| 75A | 33 56 42.88S 151 10 07.29E | 15        | A388/B748 | MARSHALLER       | FUEL NOT AVBL |
| 76  | 33 56 45.46S 151 10 06.13E | 15        | A35K/B744 | SAFEGATE DGS     | FUEL NOT AVBL |
| 77  | 33 56 46.07S 151 10 03.41E | 15        | A35K/B744 | SAFEGATE DGS     | FUEL NOT AVBL |
| 77A | 33 56 44.03S 151 10 02.41E | 15        | A388/B748 | MARSHALLER       | FUEL NOT AVBL |
| 83  | 33 55 37.14S 151 10 29.50E | 7         | A359/B744 | SAFEGATE DGS     | F35           |
| 83A | 33 55 36.91S 151 10 29.09E | 7         | A320/B3XM | MARSHALLER       | F35           |
| 83B | 33 55 38.29S 151 10 28.90E | 7         | A320/B3XM | MARSHALLER       | F35           |
| 84  | 33 55 39.43S 151 10 30.13E | 7         | A35K/B744 | SAFEGATE DGS     | F35           |
| 85  | 33 55 41.74S 151 10 30.70E | 7         | A35K/B744 | SAFEGATE DGS     | F35           |
| 85A | 33 55 40.98S 151 10 29.56E | 7         | A320/B3XM | MARSHALLER       | F35           |
| 85B | 33 55 42.26S 151 10 30.53E | 7         | A320/B3XM | MARSHALLER       | F35           |
| 20  | 33 55 42.47S 151 10 30.54E | 7         | B463      | MARSHALLER       | TANKER        |
| 21  | 33 55 42.43S 151 10 28.99E | 7         | B463      | MARSHALLER       | TANKER        |
| 22  | 33 55 39.21S 151 10 28.99E | 7         | B463      | MARSHALLER       | TANKER        |

**NOTE:** 1. MAGNETIC ANOMALIES EVIDENT NEAR APRON STRUCTURE.

7 SEP 2023

**SYDNEY/KINGSFORD SMITH, NSW (YSSY)**



Changes: BAYS 52A AND 52B ADDED.

SSYAP03-176

7 SEP 2023

**SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

**TERMINAL 2 & 3 - PARKING POSITION INFORMATION**

| BAY                               | CO-ORDINATES               | ELEV (ft) | CAPACITY  | NOSE IN GUIDANCE       | HYDRANT FUEL  |
|-----------------------------------|----------------------------|-----------|-----------|------------------------|---------------|
| <b>Access from Taxilane DOM1</b>  |                            |           |           |                        |               |
| 1                                 | 33 55 55.04S 151 10 50.57E | 8         | B738      | SAFEGATE               | F35           |
| 2                                 | 33 55 54.76S 151 10 48.81E | 7         | B762      | SAFEGATE               | F35           |
| 3                                 | 33 55 54.49S 151 10 46.95E | 7         | B737      | SAFEGATE               | F35           |
| 4                                 | 33 55 54.37S 151 10 44.77E | 7         | A332      | SAFEGATE               | F35           |
| 5                                 | 33 55 53.97S 151 10 42.76E | 7         | B737      | SAFEGATE               | F35           |
| 6                                 | 33 55 53.79S 151 10 40.78E | 7         | B763      | SAFEGATE               | F35           |
| 7                                 | 33 55 52.98S 151 10 39.12E | 7         | B738      | SAFEGATE               | F35           |
| 7A                                | 33 55 53.60S 151 10 38.91E | 7         | A333      | SAFEGATE               | F35           |
| 8                                 | 33 55 52.50S 151 10 37.62E | 7         | B738      | SAFEGATE               | F35           |
| 9                                 | 33 55 51.95S 151 10 36.17E | 6         | B738      | SAFEGATE               | F35           |
| 10                                | 33 55 52.08S 151 10 34.68E | 6         | A333      | SAFEGATE               | F35           |
| 11                                | 33 55 54.03S 151 10 35.58E | 8         | A333      | SAFEGATE               | F35           |
| <b>Access from Taxilane DOM1A</b> |                            |           |           |                        |               |
| 64                                | 33 55 45.74S 151 10 57.73E | 9         | DH8D      | MARSHALLER             | TANKER        |
| 65                                | 33 55 47.12S 151 10 57.71E | 9         | DH8D      | MARSHALLER             | TANKER        |
| 66                                | 33 55 48.57S 151 10 57.39E | 10        | DH8D      | MARSHALLER             | TANKER        |
| 67                                | 33 55 49.88S 151 10 57.11E | 10        | DH8D      | MARSHALLER             | TANKER        |
| 68                                | 33 55 51.18S 151 10 56.83E | 10        | DH8D      | MARSHALLER             | TANKER        |
| 69                                | 33 55 52.49S 151 10 56.55E | 9         | DH8D      | MARSHALLER             | TANKER        |
| 70                                | 33 55 52.21S 151 10 57.97E | 10        | DH8D      | MARSHALLER             | TANKER        |
| <b>Access from TWY C</b>          |                            |           |           |                        |               |
| 12                                | 33 55 55.12S 151 10 35.41E | 8         | B738      | SAFEGATE               | F35           |
| 13                                | 33 55 55.72S 151 10 36.33E | 8         | A333      | SAFEGATE               | F35           |
| 14                                | 33 55 55.93S 151 10 36.70E | 7         | B737      | SAFEGATE               | F35           |
| 16                                | 33 55 57.49S 151 10 37.00E | 6         | DH8D      | MARSHALLER             | F35/TANKER    |
| 17                                | 33 55 58.99S 151 10 37.52E | 6         | B763      | SAFEGATE               | F35/TANKER    |
| 17A                               | 33 55 59.17S 151 10 37.28E | 6         | DH8D      | MARSHALLER             | TANKER        |
| 17B                               | 33 55 58.98S 151 10 36.12E | 5         | Q400      | MARSHALLER             | TANKER        |
| 18                                | 33 55 59.62S 151 10 39.61E | 7         | DH8D      | MARSHALLER             | TANKER        |
| 18A                               | 33 55 59.59S 151 10 38.76E | 7         | Q400      | MARSHALLER             | TANKER        |
| 19                                | 33 56 01.64S 151 10 38.88E | 7         | DH8D      | MARSHALLER             | TANKER        |
| 19A                               | 33 56 00.68S 151 10 36.77E | 5         | DH8D      | MARSHALLER             | TANKER        |
| 19B                               | 33 56 00.67S 151 10 35.95E | 6         | DH8D      | MARSHALLER             | TANKER        |
| 49                                | 33 56 02.89S 151 10 38.10E | 8         | A321/B738 | Centrelines+Sidemarker | F35/TANKER    |
| 49B                               | 33 56 02.62S 151 10 36.25E | 6         | DH8C      | MARSHALLER             | TANKER        |
| 53                                | 33 56 04.73S 151 10 37.72E | 8         | A321/B738 | APIS                   | F35/TANKER    |
| 53B                               | 33 56 04.46S 151 10 35.86E | 6         | DH8C      | MARSHALLER             | TANKER        |
| 55                                | 33 56 06.58S 151 10 37.41E | 8         | A321/B738 | APIS                   | F35/TANKER    |
| 55B                               | 33 56 06.32S 151 10 35.58E | 6         | DH8C      | MARSHALLER             | TANKER        |
| 57                                | 33 56 08.21S 151 10 37.15E | 8         | A320/B738 | SAFEGATE               | F35           |
| 57A                               | 33 56 08.13S 151 10 36.50E | 7         | DH8C      | MARSHALLER             | TANKER        |
| 57B                               | 33 56 07.71S 151 10 35.85E | 7         | DH8C      | MARSHALLER             | TANKER        |
| 59                                | 33 56 09.36S 151 10 37.69E | 8         | A320/B738 | MARSHALLER             | F35           |
| 120                               | 33 56 35.21S 151 10 48.72E | 18        | A359/B744 | MARSHALLER             | FUEL NOT AVBL |
| 120A                              | 33 56 37.00S 151 10 47.88E | 20        | A321/B739 | MARSHALLER             | FUEL NOT AVBL |
| 120B                              | 33 56 36.64S 151 10 49.39E | 20        | A321/B739 | MARSHALLER             | FUEL NOT AVBL |
| 121                               | 33 56 34.68S 151 10 51.11E | 19        | A35K/B744 | MARSHALLER             | FUEL NOT AVBL |
| 121A                              | 33 56 36.09S 151 10 51.71E | 20        | A321/B739 | MARSHALLER             | FUEL NOT AVBL |
| 121B                              | 33 56 35.56S 151 10 53.17E | 20        | A321/B739 | MARSHALLER             | FUEL NOT AVBL |
| <b>Access from Taxilane DOM2</b>  |                            |           |           |                        |               |
| 31                                | 33 56 05.15S 151 10 45.65E | 6         | B738      | SAFEGATE               | F35/TANKER    |
| 31A                               | 33 56 05.33S 151 10 44.69E | 5         | AT72      | MARSHALLER             | TANKER        |
| 31B                               | 33 56 04.93S 151 10 44.15E | 5         | DH8C      | MARSHALLER             | TANKER        |
| 33                                | 33 56 06.94S 151 10 45.61E | 6         | A320/B738 | APIS DGS               | F35/TANKER    |
| 33A                               | 33 56 07.03S 151 10 44.33E | 5         | AT72      | MARSHALLER             | TANKER        |
| 33B                               | 33 56 06.68S 151 10 43.86E | 4         | DH8C      | MARSHALLER             | TANKER        |
| 35                                | 33 56 08.82S 151 10 44.97E | 6         | A320/B738 | SAFEGATE               | F35/TANKER    |
| 35A                               | 33 56 08.61S 151 10 43.46E | 6         | DH8C      | MARSHALLER             | TANKER        |
| 39                                | 33 56 10.61S 151 10 44.76E | 6         | A332      | SAFEGATE               | F35/TANKER    |
| 39A                               | 33 56 10.32S 151 10 43.72E | 6         | AT72      | MARSHALLER             | TANKER        |
| 39B                               | 33 56 10.39S 151 10 42.98E | 6         | DH8C      | MARSHALLER             | TANKER        |
| 41                                | 33 56 11.82S 151 10 44.23E | 6         | A321/B738 | SAFEGATE               | F35/TANKER    |
| 43                                | 33 56 13.21S 151 10 43.86E | 7         | A320/B738 | SAFEGATE               | F35           |
| 45                                | 33 56 13.79S 151 10 45.29E | 7         | A332      | SAFEGATE               | F35           |
| 52                                | 33 56 05.43S 151 10 39.38E | 7         | A321/B738 | APIS DGS               | F35/TANKER    |
| 52A                               | 33 56 05.45S 151 10 40.19E | 7         | DH8C      | MARSHALLER             | TANKER        |
| 52B                               | 33 56 05.64S 151 10 40.85E | 6         | SF34      | MARSHALLER             | TANKER        |
| 54                                | 33 56 06.83S 151 10 39.09E | 7         | A321/B738 | SAFEGATE               | F35/TANKER    |
| 54A                               | 33 56 06.91S 151 10 39.99E | 6         | DH8C      | MARSHALLER             | F35/TANKER    |
| 56                                | 33 56 08.22S 151 10 38.81E | 7         | A320/B738 | SAFEGATE               | F35/TANKER    |
| 58                                | 33 56 09.39S 151 10 38.66E | 7         | A320B738  | MARSHALLER             | F35/TANKER    |
| <b>Access from Taxlway B4</b>     |                            |           |           |                        |               |
| 45A                               | 33 56 13.84S 151 10 45.33E | 7         | A321/B738 | SAFEGATE               | F35           |
| <b>Access from Taxlway G</b>      |                            |           |           |                        |               |
| 44                                | 33 56 12.43S 151 10 46.94E | 8         | A332      | SAFEGATE               | F35           |
| 44A                               | 33 56 13.02S 151 10 46.72E | 8         | A321/B738 | SAFEGATE               | F35           |

Changes: 52A, 52B ADDED, Editorial.

SSYAP04-176

STANDARD DOMESTIC TAXI ROUTES-ARRIVALS  
**SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

16 JUN 2022

**ARRIVALS**

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

| <b>B1 Apron (Bays 20-23, 83-85)</b> |       |
|-------------------------------------|-------|
| Arrival Runway                      | Route |
| 16R/34L 16L/34R**                   | Via B |

| <b>DOM1 (Bays 1-10) DOM 1A (Bays 64-70)</b> |           |
|---|-----------|
| Arrival Runway                              | Route     |
| 16R/34L 16L/34R**                           | Via B, B2 |

| <b>Taxiway C (Bays 11-14)</b> |           |
|-------------------------------|-----------|
| Arrival Runway                | Route     |
| 16R/34L 16L/34R**             | Via B, C1 |

| <b>Taxiway C (Bays 16-19)</b> |          |
|-------------------------------|----------|
| Arrival Runway                | Route    |
| 16R/34L 16L/34R**             | Via B, F |

| <b>Taxiway C (Bays 49, 53, 55)</b> |           |
|------------------------------------|-----------|
| Arrival Runway                     | Route     |
| 16R/34L 16L/34R**                  | Via B, B3 |

| <b>Taxiway C (Bays 57, 59)</b> |           |
|--------------------------------|-----------|
| Arrival Runway                 | Route     |
| 16R/34L 16L/34R**              | Via B, B4 |

| <b>DOM2 EXC A330-200 (Bays 52, 54, 56, 58, 31, 33, 35, 39, 41)</b> |               |
|--|---------------|
| Arrival Runway   | Route         |
| 16R/34L 16L/34R**  | Via B, B4, C2 |

| <b>DOM2 (Bays 43, 45A)</b> |           |
|----------------------------|-----------|
| Arrival Runway             | Route     |
| 16R/34L 16L/34R**          | Via B, B4 |

| <b>DOM2 A330-200 (Bays 39, 45)</b> |                |
|------------------------------------|----------------|
| Arrival Runway                     | Route          |
| 16R/34L 16L/34R**                  | Via B, G, DOM2 |

| <b>DOM3 (Bays 32, 34, 36, 38, 40, 42, 44, 44A, F1-F6) DOM3A (Bays F7-F12)<br/>DOM3B (Bays F13-F16) DOM4 (Bays 90-94) DOM5 (All Bays) DOM6 (Bays 98, 99)</b> |          |
|---|----------|
| Arrival Runway  | Route    |
| 16R/34L 16L/34R**   | Via B, G |

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

| Arrival Runway  | Route        |
|---|--------------|
| 16L   | Via T, L     |
| 34R (Exit T2)   | Via U, U1, L |
| 34R (Exit U1, L)  | Via L        |
| Remain on tower frequency until west of 'S' then contact ground. Do not proceed beyond the Taxi-Holding Position Sign without specific ATC clearance. |              |

Changes: B1 APRON BAY REFERENCES.

SSYAP05-171



**STANDARD DOMESTIC TAXI ROUTES - DEPARTURES  
SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

16 JUN 2022

**DEPARTURES**

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

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

| <b>B1 Apron (Bays 20-23, 83-85)</b> |                |            |                          |
|-------------------------------------|----------------|------------|--------------------------|
| 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 |

| <b>DOM1 (Bays 1-10) DOM 1A (Bays 64-70)<br/>Taxiway C (Bays 11-19, 49, 53, 55, 57, 59)</b> |                      |            |                      |
|--|----------------------|------------|----------------------|
| 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 |

| <b>DOM2 EXC A330-200 (Bays 52, 54, 56, 58, 31, 33, 35, 39, 41)</b> |                                      |            |                            |
|--|--------------------------------------|------------|----------------------------|
| 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 |

| <b>DOM2 (Bays 43, 45A)</b> |                                  |            |                            |
|----------------------------|----------------------------------|------------|----------------------------|
| 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 |

| <b>DOM2 A330-200 (Bays 39, 45)</b> |  |         |                            |
|------------------------------------|--|---------|----------------------------|
| 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 |

| <b>DOM3 (Bays 32, 34, 36, 38, 40, 42, 44, 44A, F1-F6) DOM3A (Bays F7-F12)<br/>DOM3B (Bays F13-F16)</b> |                                 |            |                         |
|--|---------------------------------|------------|-------------------------|
| 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 |

| <b>DOM4 (Bays 90, 94) DOM5 (All Bays) DOM6 (Bays 98, 99)</b> |                                 |            |                         |
|--|---------------------------------|------------|-------------------------|
| 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 |

Changes: B1 APRON BAY REFERENCES.

SSYAP06-171

7 SEP 2023

**SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

**TERMINAL 2 & 3 - PARKING POSITION INFORMATION**

| BAY                                 | CO-ORDINATES               | ELEV (ft) | CAPACITY   | NOSE IN GUIDANCE | HYDRANT FUEL |
|-------------------------------------|----------------------------|-----------|------------|------------------|--------------|
| <b>Access from Taxi lane DOM3</b>   |                            |           |            |                  |              |
| 32                                  | 33 56 05.18S 151 10 48.54E | 8         | B738       | SAFEGATE         | F35          |
| 32A                                 | 33 56 05.05S 151 10 49.30E | 8         | SF34       | MARSHALLER       | TANKER       |
| 34                                  | 33 56 06.27S 151 10 47.71E | 8         | A321/B738  | SAFEGATE         | F35          |
| 34A                                 | 33 56 06.33S 151 10 48.46E | 8         | SF34       | MARSHALLER       | TANKER       |
| 36                                  | 33 56 07.95S 151 10 47.29E | 7         | A320/B738  | SAFEGATE         | F35/TANKER   |
| 38                                  | 33 56 09.44S 151 10 46.85E | 7         | A320/B738  | SAFEGATE         | F35/TANKER   |
| 40                                  | 33 56 10.87S 151 10 46.86E | 7         | A332       | SAFEGATE         | F35          |
| 42                                  | 33 56 12.29S 151 10 46.92E | 8         | A321/B738  | SAFEGATE         | F35          |
| F1                                  | 33 56 05.87S 151 10 52.53E | 11        | BAY CLOSED | NOT AVBL         | NOT AVBL     |
| F2                                  | 33 56 07.11S 151 10 52.27E | 11        | BAY CLOSED | NOT AVBL         | NOT AVBL     |
| F3                                  | 33 56 07.96S 151 10 52.34E | 11        | SF34       | MARSHALLER       | TANKER       |
| F4                                  | 33 56 09.19S 151 10 53.04E | 12        | B738       | MARSHALLER       | TANKER       |
| F4A                                 | 33 56 09.41S 151 10 52.52E | 12        | SF34       | MARSHALLER       | TANKER       |
| F4B                                 | 33 56 09.55S 151 10 51.76E | 11        | SF34       | MARSHALLER       | TANKER       |
| F5                                  | 33 56 10.48S 151 10 52.95E | 11        | A320/B738  | MARSHALLER       | TANKER       |
| F5A                                 | 33 56 10.77S 151 10 52.35E | 11        | SF34       | MARSHALLER       | TANKER       |
| F5B                                 | 33 56 10.92S 151 10 51.82E | 11        | SF34       | MARSHALLER       | TANKER       |
| F6                                  | 33 56 11.61S 151 10 52.83E | 10        | A320/B738  | MARSHALLER       | TANKER       |
| F6A                                 | 33 56 12.22S 151 10 52.36E | 10        | SF34       | MARSHALLER       | TANKER       |
| F6B                                 | 33 56 12.52S 151 10 51.93E | 10        | SF34       | MARSHALLER       | TANKER       |
| <b>Access from Taxi lanes DOM3A</b> |                            |           |            |                  |              |
| F7                                  | 33 56 12.43S 151 10 53.81E | 11        | DH8C       | MARSHALLER       | TANKER       |
| F7A                                 | 33 56 12.08S 151 10 54.02E | 11        | SF34       | MARSHALLER       | TANKER       |
| F8                                  | 33 56 10.89S 151 10 54.08E | 12        | DH8C       | MARSHALLER       | TANKER       |
| F9                                  | 33 56 09.31S 151 10 54.62E | 14        | SF34       | MARSHALLER       | TANKER       |
| F10                                 | 33 56 09.57S 151 10 57.18E | 14        | SF34       | MARSHALLER       | TANKER       |
| F11                                 | 33 56 10.77S 151 10 56.94E | 13        | SF34       | MARSHALLER       | TANKER       |
| F12                                 | 33 56 11.86S 151 10 56.84E | 11        | SF34       | MARSHALLER       | TANKER       |
| <b>Access from Taxi lanes DOM3B</b> |                            |           |            |                  |              |
| F13                                 | 33 56 10.20S 151 11 00.94E | 14        | DH8C       | MARSHALLER       | TANKER       |
| F13A                                | 33 56 10.85S 151 11 00.81E | 14        | DH8C       | MARSHALLER       | TANKER       |
| F13B                                | 33 56 09.55S 151 11 00.61E | 14        | A320/B738  | MARSHALLER       | TANKER       |
| F14                                 | 33 56 09.51S 151 11 01.84E | 14        | SF34       | MARSHALLER       | TANKER       |
| F15                                 | 33 56 09.72S 151 11 02.68E | 14        | DH8C       | MARSHALLER       | TANKER       |
| F15A                                | 33 56 10.30S 151 11 02.39E | 14        | DH8C       | MARSHALLER       | TANKER       |
| F15B                                | 33 56 09.76S 151 11 03.27E | 14        | SF34       | MARSHALLER       | TANKER       |
| F15C                                | 33 56 09.47S 151 11 03.72E | 14        | A320/B738  | MARSHALLER       | TANKER       |
| F16                                 | 33 56 09.51S 151 11 04.66E | 14        | SF34       | MARSHALLER       | TANKER       |
| F16A                                | 33 56 10.03S 151 11 04.18E | 14        | SF34       | MARSHALLER       | TANKER       |
| <b>Access from Taxi lanes DOM4</b>  |                            |           |            |                  |              |
| 90                                  | 33 56 06.77S 151 11 05.85E | 17        | DH8C       | MARSHALLER       | TANKER       |
| 90A                                 | 33 56 06.34S 151 11 05.99E | 18        | A320/B737  | MARSHALLER       | TANKER       |
| 90B                                 | 33 56 07.22S 151 11 05.29E | 17        | DH8C       | MARSHALLER       | TANKER       |
| 90C                                 | 33 56 06.94S 151 11 05.78E | 17        | B744       | MARSHALLER       | F35/TANKER   |
| 91                                  | 33 56 06.97S 151 11 07.25E | 17        | DH8C       | MARSHALLER       | TANKER       |
| 91A                                 | 33 56 06.56S 151 11 07.54E | 18        | A320/B738  | MARSHALLER       | TANKER       |
| 91B                                 | 33 56 07.60S 151 11 07.42E | 17        | DH8C       | MARSHALLER       | TANKER       |
| 92                                  | 33 56 07.87S 151 11 08.98E | 17        | DH8C       | MARSHALLER       | TANKER       |
| 92A                                 | 33 56 07.15S 151 11 08.83E | 17        | A320/B738  | MARSHALLER       | TANKER       |
| 92B                                 | 33 56 08.48S 151 11 08.89E | 16        | DH8C       | MARSHALLER       | TANKER       |
| 93                                  | 33 56 06.90S 151 11 10.08E | 17        | A320/B738  | MARSHALLER       | F35/TANKER   |
| 93A                                 | 33 56 06.49S 151 11 11.78E | 17        | B744       | MARSHALLER       | F35/TANKER   |
| 93B                                 | 33 56 07.49S 151 11 10.15E | 16        | SF34       | MARSHALLER       | F35          |
| 93C                                 | 33 56 07.95S 151 11 10.27E | 16        | SF34       | MARSHALLER       | F35          |
| 94                                  | 33 56 07.28S 151 11 11.81E | 16        | DH8C       | MARSHALLER       | TANKER       |
| 94B                                 | 33 56 07.89S 151 11 11.89E | 16        | DH8C       | MARSHALLER       | TANKER       |
| <b>Access from Taxi lanes DOM5</b>  |                            |           |            |                  |              |
| 96                                  | 33 56 06.58S 151 11 16.20E | 17        | A321/B739  | MARSHALLER       | TANKER       |
| 96A                                 | 33 56 06.72S 151 11 16.28E | 17        | DH8D       | MARSHALLER       | TANKER       |
| 96B                                 | 33 56 06.91S 151 11 16.50E | 17        | SF34       | MARSHALLER       | TANKER       |
| 96C                                 | 33 56 05.57S 151 11 17.14E | 16        | DH8C       | MARSHALLER       | TANKER       |
| 102                                 | 33 56 04.56S 151 11 17.97E | 16        | B190/SW3   | MARSHALLER       | TANKER       |
| 103                                 | 33 56 04.44S 151 11 17.16E | 17        | B190/SW3   | MARSHALLER       | TANKER       |
| 104                                 | 33 56 04.32S 151 11 16.36E | 17        | BAY CLOSED | NOT AVBL         | NOT AVBL     |
| 105                                 | 33 56 03.00S 151 11 18.60E | 16        | B190/SW3   | MARSHALLER       | TANKER       |
| 106                                 | 33 56 02.89S 151 11 17.79E | 17        | B190/SW3   | MARSHALLER       | TANKER       |
| 107                                 | 33 56 02.77S 151 11 16.99E | 17        | BAY CLOSED | NOT AVBL         | NOT AVBL     |
| 112                                 | 33 56 01.56S 151 11 21.92E | 18        | GL7T       | MARSHALLER       | TANKER       |
| 112A                                | 33 56 01.69S 151 11 23.46E | 18        | CL60       | MARSHALLER       | TANKER       |
| <b>Access from Taxi lanes DOM6</b>  |                            |           |            |                  |              |
| 97                                  | 33 56 07.73S 151 11 22.58E | 16        | A35K/B744  | MARSHALLER       | TANKER       |
| 97A                                 | 33 56 06.38S 151 11 22.53E | 16        | A321/B738  | MARSHALLER       | TANKER       |
| 97B                                 | 33 56 06.44S 151 11 20.79E | 16        | A321/B738  | MARSHALLER       | TANKER       |
| 97C                                 | 33 56 06.65S 151 11 23.30E | 16        | B763       | MARSHALLER       | TANKER       |
| 98                                  | 33 56 07.04S 151 11 25.28E | 17        | A35K/B744  | MARSHALLER       | TANKER       |
| 98A                                 | 33 56 05.72S 151 11 25.33E | 16        | A321/B738  | MARSHALLER       | TANKER       |
| 98B                                 | 33 56 06.26S 151 11 24.42E | 16        | A321/B738  | MARSHALLER       | TANKER       |
| 99                                  | 33 56 06.32S 151 11 27.97E | 16        | A35K/B744  | MARSHALLER       | TANKER       |
| 99A                                 | 33 56 05.13S 151 11 27.82E | 17        | A321/B738  | MARSHALLER       | TANKER       |

NOTE: MAGNETIC ANOMALIES EVIDENT NEAR TERMINAL STRUCTURE.

Changes: F2, 104, 107 BAY CLOSED, 112 COORD & CAPABILITY, F3A REMOVED.

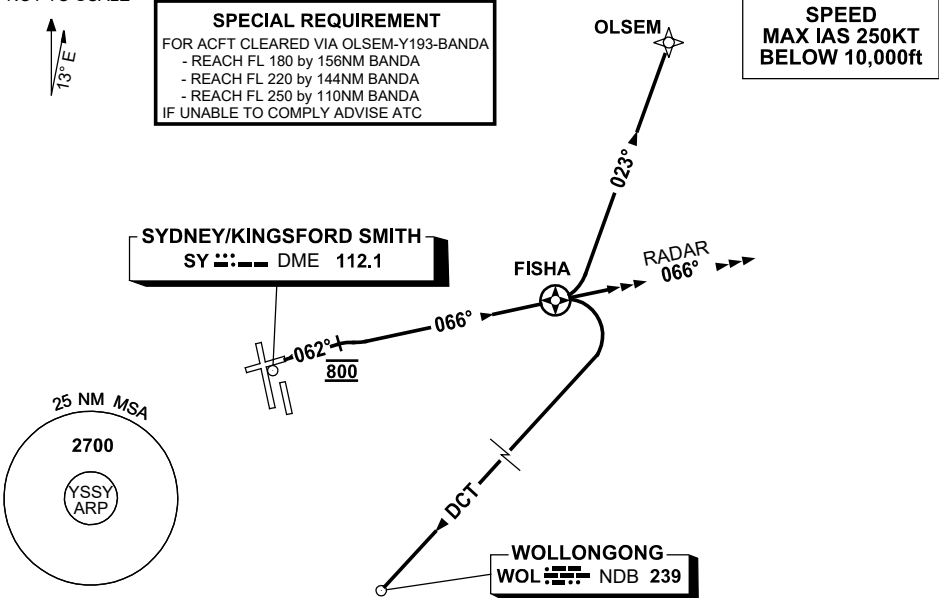
SSYAP07-176

**STANDARD INSTRUMENT DEPARTURES (SID)  
RWY 07 FISHA NINE (JET) (RNAV)  
SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

**30 NOV 2023**

|                       |              |   |              |                     |                        |
|-----------------------|--------------|---|--------------|---------------------|------------------------|
| ATIS<br>118.55 126.25 | ACD<br>133.8 | SMC<br>E OF RWY 16R/34L 121.7<br>W OF RWY 16R/34L 126.5 | TWR<br>120.5 | DEP(N) N&E<br>123.0 | DEP(S) S,W&NW<br>129.7 |
|-----------------------|--------------|---|--------------|---------------------|------------------------|

NOT TO SCALE



**DEPARTURE: FISHA NINE**

**RWY 07**

- GRAD 4.7% to 1500ft, then 3.3%
- Track 062°, at 800ft turn RIGHT intercept and track 066° to FISHA then follow transition instructions

**TRANSITIONS:**

**RADAR**

- At FISHA CONTINUE tracking 066°
- Expect radar vectors to cleared route

**WOLLONGONG (WOL)**

- At FISHA turn RIGHT
- Track DCT to WOL NDB, then as cleared

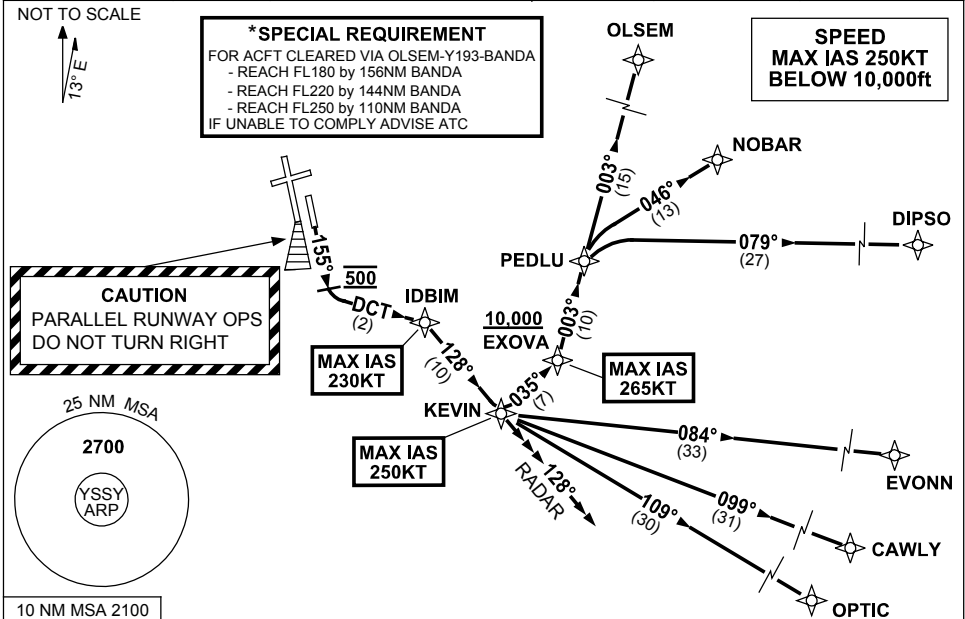
**OLSEM**

- At FISHA turn LEFT
- Track DCT to OLSEM (approx 023°), then as cleared
- See SPECIAL REQUIREMENT above

**STANDARD INSTRUMENT DEPARTURES (SID)  
RWY 16L KEVIN SEVEN (RNAV)  
SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

**30 NOV 2023**

|                       |              |   |              |                     |                        |
|-----------------------|--------------|---|--------------|---------------------|------------------------|
| ATIS<br>118.55 126.25 | ACD<br>133.8 | SMC<br>E OF RWY 16R/34L 121.7<br>W OF RWY 16R/34L 126.5 | TWR<br>124.7 | DEP(N) N&E<br>123.0 | DEP(S) S,W&NW<br>129.7 |
|-----------------------|--------------|---|--------------|---------------------|------------------------|



**DEPARTURE:**     **KEVIN SEVEN**  
**CAUTION:** Parallel runway operations - DO NOT TURN RIGHT  
 MAX IAS 230KT until IDBIM  
 • GRAD 3.3%  
 • Track 155°  
 • AT 500ft turn LEFT, track DCT to IDBIM  
 MAX IAS 250KT until KEVIN  
 • AT IDBIM track 128° to KEVIN

**RWY 16L**

**TRANSITIONS:**

**RADAR** • At KEVIN continue tracking 128°  
 • Expect radar vectors to cleared route

**CAWLY** • From KEVIN turn LEFT track 099° to CAWLY, then as cleared.

**DIPSO**     MAX IAS 265KT until EXOVA  
 • From KEVIN turn LEFT track 035° to EXOVA  
    **Cross** EXOVA AT or ABV 10,000ft (RQ GRAD TO EXOVA: 8%)  
 • Turn LEFT, track 003° to PEDLU  
 • Turn RIGHT, track 079° to DIPSO, then as cleared.

**EVONN** • From KEVIN turn LEFT track 084° to EVONN, then as cleared.

**NOBAR**     MAX IAS 265KT until EXOVA  
 • From KEVIN turn LEFT track 035° to EXOVA  
    **Cross** EXOVA AT or ABV 10,000ft (RQ GRAD TO EXOVA: 8%)  
 • Turn LEFT, track 003° to PEDLU  
 • From PEDLU turn RIGHT, track 046° to NOBAR, then as cleared.

**OLSEM**     MAX IAS 265KT until EXOVA  
 • From KEVIN turn LEFT track 035° to EXOVA  
    **Cross** EXOVA AT or ABV 10,000ft (RQ GRAD TO EXOVA: 8%)  
 • Turn LEFT, track 003° to PEDLU  
 • Track 003° to OLSEM, then as cleared.  
 \* See SPECIAL REQUIREMENT above

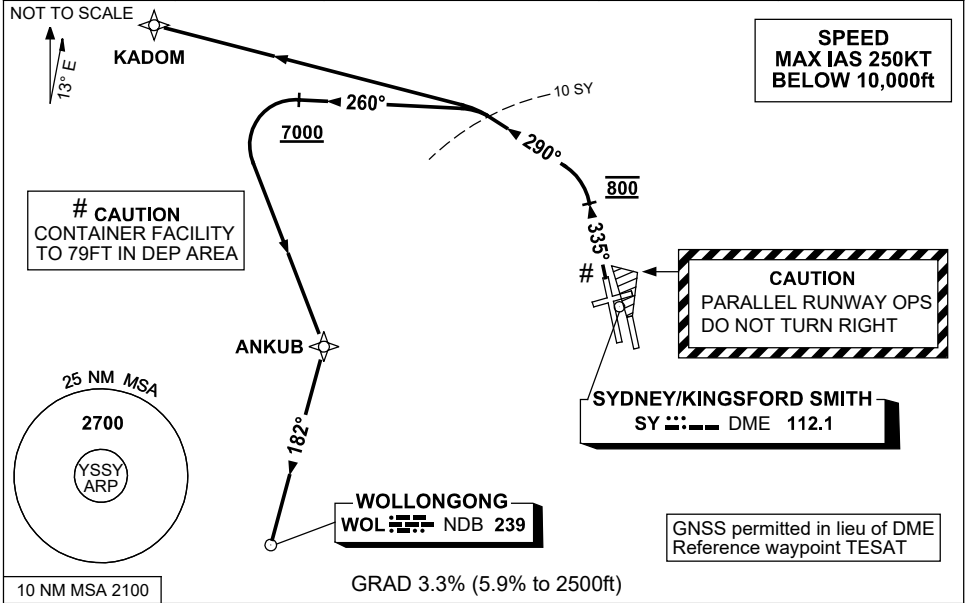
**OPTIC**     • From KEVIN turn LEFT track 109° to OPTIC, then as cleared.

Changes: INITIAL TURN, TRANSITIONS, SPECIAL RQMNTS, Editorial. SSYDP03-177

**STANDARD INSTRUMENT DEPARTURES (SID)  
RWY 34L SOUTH WEST DEPARTURES (JETS)  
SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

24 MAR 2022

|                       |              |   |              |                 |
|-----------------------|--------------|---|--------------|-----------------|
| ATIS<br>118.55 126.25 | ACD<br>133.8 | SMC<br>E OF RWY 16R/34L 121.7<br>W OF RWY 16R/34L 126.5 | TWR<br>120.5 | DEP(S)<br>129.7 |
|-----------------------|--------------|---|--------------|-----------------|



**KADOM ONE DEPARTURE**  
**WOLLONGONG (WOL) TWO**  
**RWY 34L (JET) #**

- CAUTION:** parallel runway operations - DO NOT TURN RIGHT
- GRAD 3.3% (5.9% to 2500ft)
  - Track 335°
  - AT 800ft turn LEFT
  - Track 290° to 10 DME SY
  - At 10 DME SY turn LEFT
- For: KADOM
- Track DCT to KADOM, thence via cleared route
- For: WOL
- Track 260°
  - After passing 7000ft, turn LEFT
  - Track DCT to ANKUB
  - From ANKUB track 182° to WOL NDB, thence via cleared route

Changes: Editorial.

SSYDP05-170

**STANDARD INSTRUMENT DEPARTURES (SID)  
RWY 34R OLSEM ONE (JET) (RNAV)  
SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

**30 NOV 2023**

|                       |              |   |              |                 |
|-----------------------|--------------|---|--------------|-----------------|
| ATIS<br>118.55 126.25 | ACD<br>133.8 | SMC<br>E OF RWY 16R/34L 121.7<br>W OF RWY 16R/34L 126.5 | TWR<br>124.7 | DEP(N)<br>123.0 |
|-----------------------|--------------|---|--------------|-----------------|

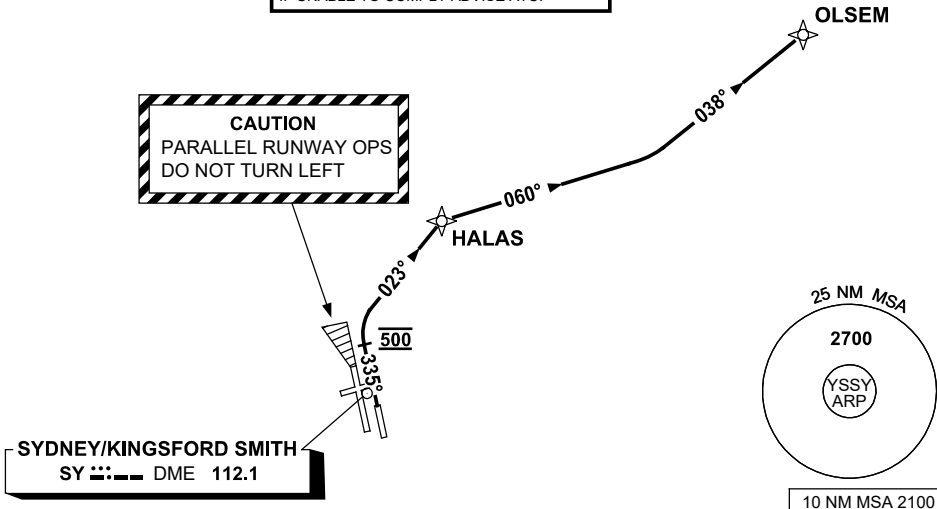
NOT TO SCALE



**SPECIAL REQUIREMENT**  
FOR ACFT CLEARED VIA OLSEM-Y193-BANDA  
- REACH FL 180 by 156NM BANDA  
- REACH FL 220 by 144NM BANDA  
- REACH FL 250 by 110NM BANDA  
IF UNABLE TO COMPLY ADVISE ATC.

**SPEED  
MAX IAS 250KT  
BELOW 10,000ft**

**CAUTION  
PARALLEL RUNWAY OPS  
DO NOT TURN LEFT**



**SYDNEY/KINGSFORD SMITH  
SY --- DME 112.1**

10 NM MSA 2100

**OLSEM ONE DEPARTURE**

CAUTION: Parallel runway operations - DO NOT TURN LEFT

**RWY 34R**

- GRAD 4.8% to 1500ft then 3.3%
- Track 335°
- AT 500ft turn RIGHT intercept and track 023° to HALAS
- At HALAS turn RIGHT, track 060° to intercept and track 038° to OLSEM, then as cleared
- See SPECIAL REQUIREMENT above

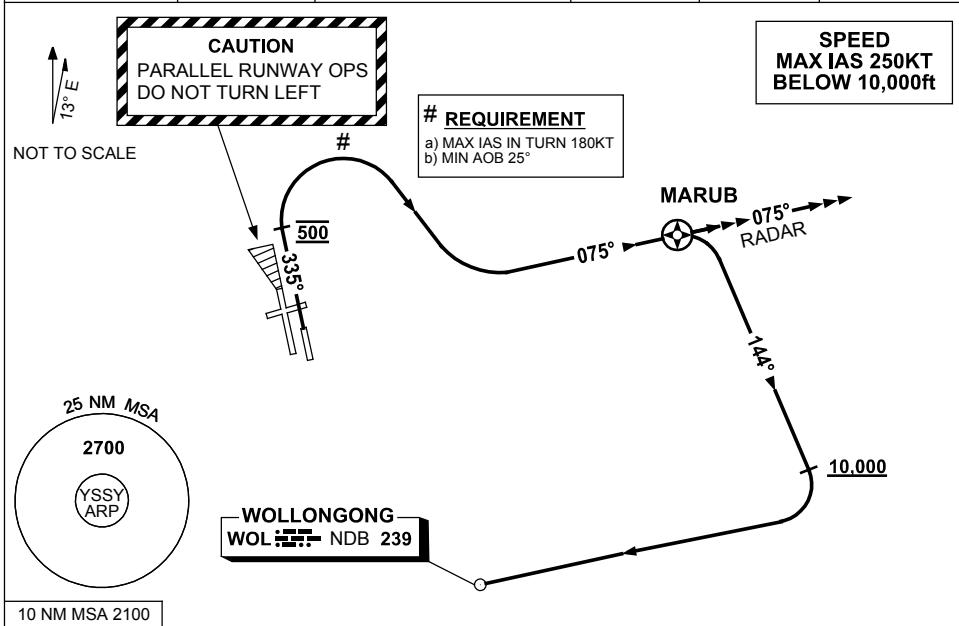
Changes: REVISED PROC, CHART TITLE, Editorial.

SSYDP07-177

**STANDARD INSTRUMENT DEPARTURES (SID)  
RWY 34R MARUB SEVEN (JET) (RNAV)  
SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

**30 NOV 2023**

|                       |              |   |              |                     |                        |
|-----------------------|--------------|---|--------------|---------------------|------------------------|
| ATIS<br>118.55 126.25 | ACD<br>133.8 | SMC<br>E OF RWY 16R/34L 121.7<br>W OF RWY 16R/34L 126.5 | TWR<br>124.7 | DEP(N) N&E<br>123.0 | DEP(S) S,W&NW<br>129.7 |
|-----------------------|--------------|---|--------------|---------------------|------------------------|



**DEPARTURE: MARUB SEVEN**

**CAUTION:** Parallel runway operations - DO NOT TURN LEFT

**RWY 34R**

- GRAD 4.8% to 1500ft, then 3.3%
- Track 335°
- AT 500ft turn RIGHT#, intercept and track 075° to MARUB
- Then follow transition instructions

**TRANSITIONS:**

**RADAR:**

- At MARUB continue tracking 075°
- Expect radar vectors to cleared route

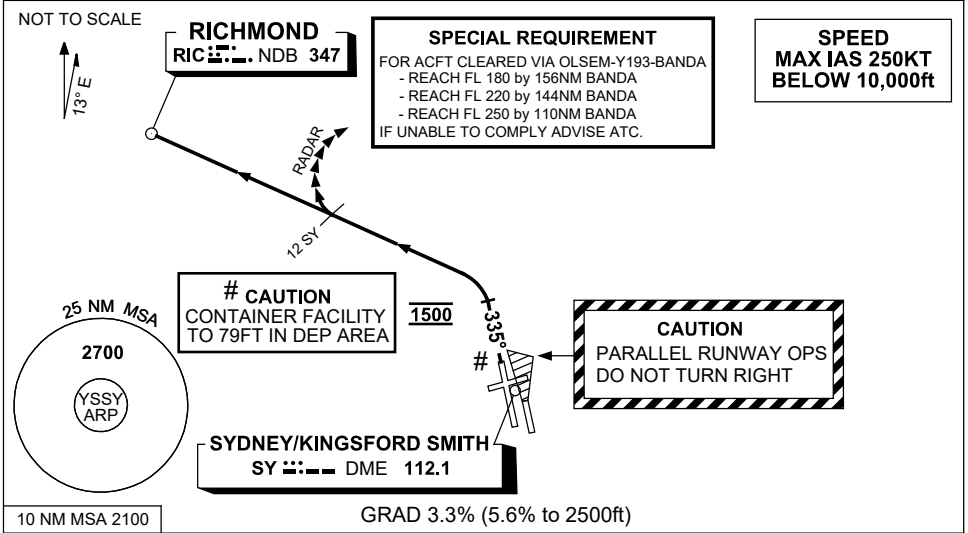
**WOLLONGONG:  
(WOL)**

- At MARUB turn RIGHT track 144°
- AT or ABV 10,000ft turn RIGHT, track DCT to WOL NDB, then as cleared

**STANDARD INSTRUMENT DEPARTURES (SID)  
RWY 34L RICHMOND SIX DEPARTURE (JET)  
SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

**30 NOV 2023**

|                       |              |   |              |                     |                        |
|-----------------------|--------------|---|--------------|---------------------|------------------------|
| ATIS<br>118.55 126.25 | ACD<br>133.8 | SMC<br>E OF RWY 16R/34L 121.7<br>W OF RWY 16R/34L 126.5 | TWR<br>120.5 | DEP(N) N&E<br>123.0 | DEP(S) S,W&NW<br>129.7 |
|-----------------------|--------------|---|--------------|---------------------|------------------------|



**RICHMOND (RIC) SIX DEPARTURE**

- RWY 34L**      CAUTION: parallel runway operations - DO NOT TURN RIGHT
- GRAD 3.3% (5.6% to 2500ft)
  - Track 335°
  - AT 1500ft turn LEFT, track direct to RIC NDB, then follow transition instruction

**TRANSITIONS:**

- RADAR:**
- After passing 12 SY, expect radar vectors to cleared route
  - For ACFT cleared via OLSEM see SPECIAL REQUIREMENT above
- RICHMOND:**
- Track to RIC NDB, then as cleared
- (RIC)**

Changes: SPECIAL RQMNTS, NEW LOGO, Editorial.

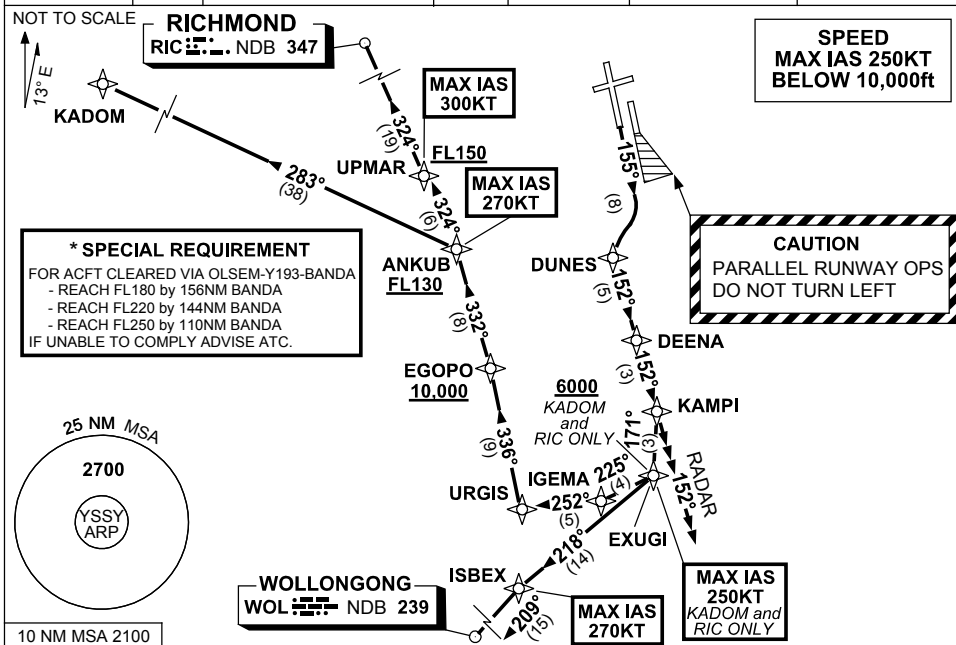
SSYDP09-177



**STANDARD INSTRUMENT DEPARTURES (SID)  
RWY 16R KAMPI SIX (RNAV)  
SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

30 NOV 2023

|                       |              |   |              |                     |                        |                         |
|-----------------------|--------------|---|--------------|---------------------|------------------------|-------------------------|
| ATIS<br>118.55 126.25 | ACD<br>133.8 | SMC<br>E OF RWY 16R/34L 121.7<br>W OF RWY 16R/34L 126.5 | TWR<br>120.5 | DEP(N) N&E<br>123.0 | DEP(S) S,W&NW<br>129.7 | APP(CURFEW HR)<br>128.3 |
|-----------------------|--------------|---|--------------|---------------------|------------------------|-------------------------|



**DEPARTURE: KAMPI SIX**  
CAUTION: Parallel runway operations - DO NOT TURN LEFT  
MAX IAS 250KT until EXUGI (KADOM and RIC ONLY)

- GRAD 3.3%
- Track 155°

**RWY 16R**

- As soon as practicable turn RIGHT, track DCT to DUNES
- Turn LEFT track 152° to DEENA
- Track 152° to KAMPI

**TRANSITIONS:**

**RADAR**

- At KAMPI continue tracking 152°
- Expect radar vectors to cleared route
- For ACFT cleared via OLSEM
- \* See SPECIAL REQUIREMENT above

**KADOM**

- From KAMPI turn RIGHT track 171° to EXUGI  
MAX IAS 270KT until ANKUB  
Cross EXUGI AT or ABV 6000ft (RQ GRAD TO EXUGI: 6.7%)
- Turn RIGHT, track 225° to IGEMA
- Turn RIGHT, track 252° to URGIS
- Turn RIGHT, track 336° to EGOPO  
Cross EGOPO AT or ABV 10,000ft
- Turn LEFT, track 332° to ANKUB  
Cross ANKUB AT or ABV FL130
- Turn LEFT, track 283° to KADOM then as cleared.

**RIC**

- From KAMPI turn RIGHT track 171° to EXUGI  
MAX IAS 270KT until ANKUB  
Cross EXUGI AT or ABV 6000ft (RQ GRAD TO EXUGI: 6.7%)
- Turn RIGHT, track 225° to IGEMA
- Turn RIGHT, track 252° to URGIS
- Turn RIGHT, track 336° to EGOPO  
Cross EGOPO AT or ABV 10,000ft
- Turn LEFT, track 332° to ANKUB  
Cross ANKUB AT or ABV FL130  
MAX IAS 300KT until UPMAR
- Turn LEFT, track 324° to UPMAR  
Cross UPMAR AT or ABV FL150
- Track 324° to RIC, then as cleared.

**WOL**

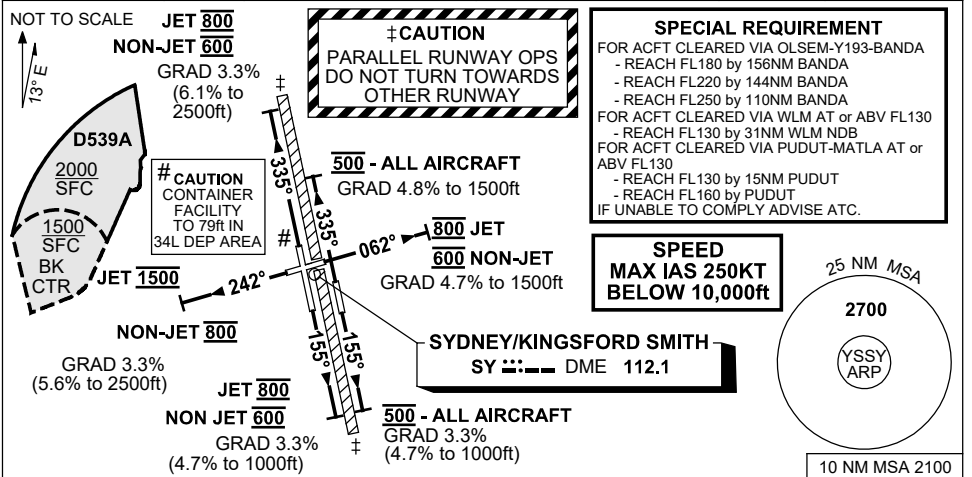
- From KAMPI turn RIGHT track 171° to EXUGI  
MAX IAS 270KT until ISBEX
- Turn RIGHT, track 218° to ISBEX
- Turn LEFT, track 209° to WOL, then as cleared.

Changes: INITIAL TURN, TRANSITIONS, SPECIAL RQMNTS, Editorial. SSYDP10-177

**STANDARD INSTRUMENT DEPARTURES (SID)  
SYDNEY THREE DEPARTURE (RADAR)  
SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

**30 NOV 2023**

|                       |              |   |   |                     |                        |
|-----------------------|--------------|---|---|---------------------|------------------------|
| ATIS<br>118.55 126.25 | ACD<br>133.8 | SMC<br>E OF RWY 16R/34L 121.7<br>W OF RWY 16R/34L 126.5 | TWR<br>RWYS 16R/34L,07/25 120.5<br>RWYS 16L/34R 124.7 | DEP(N) N&E<br>123.0 | DEP(S) S,W&NW<br>129.7 |
|-----------------------|--------------|---|---|---------------------|------------------------|



**SYDNEY THREE DEPARTURE (RADAR)**

- |  |   |
|--|---|
| <p><b>RWY 07</b><br/>GRAD 4.7% to 1500ft, then 3.3%</p> <ul style="list-style-type: none"> <li>Track 062°</li> <li>AT 600ft (800ft <b>Jet ACFT</b>) turn to assigned heading or track</li> <li>Expect radar vectors</li> <li>ACFT cleared via OLSEM, WLM or MATLA see SPECIAL REQUIREMENT above</li> </ul> <p><b>RWY 16R</b><br/>GRAD 3.3% (4.7% to 1000ft)</p> <ul style="list-style-type: none"> <li>Track 155°</li> <li>AT 600ft (800ft <b>Jet ACFT</b>) turn to assigned heading or track</li> <li>Expect radar vectors</li> <li>ACFT cleared via OLSEM, WLM or MATLA see SPECIAL REQUIREMENT above</li> </ul> <p><b>RWY 16L</b><br/>GRAD 3.3% (4.7% to 1000ft)</p> <ul style="list-style-type: none"> <li>Track 155°</li> <li>AT 500ft turn to assigned heading or track</li> <li>Expect radar vectors</li> <li>ACFT cleared via OLSEM, WLM or MATLA see SPECIAL REQUIREMENT above</li> </ul> | <p><b>RWY 25</b><br/>GRAD 3.3% (5.6% to 2500ft)</p> <ul style="list-style-type: none"> <li>Track 242°</li> <li>AT 800ft (NOT BEFORE 1500ft <b>Jet ACFT</b>) turn to assigned heading or track</li> <li>Expect radar vectors</li> <li>ACFT cleared via OLSEM, WLM or MATLA see SPECIAL REQUIREMENT above</li> </ul> <p><b>RWY 34R</b><br/>GRAD 4.8% to 1500ft, then 3.3%</p> <ul style="list-style-type: none"> <li>Track 335°</li> <li>AT 500ft turn to assigned heading or track</li> <li>Expect radar vectors</li> <li>ACFT cleared via OLSEM, WLM or MATLA see SPECIAL REQUIREMENT above</li> </ul> <p><b>RWY 34L #</b><br/>GRAD 3.3% (6.1% to 2500ft)</p> <ul style="list-style-type: none"> <li>Track 335°</li> <li>AT 600ft (800ft <b>Jet ACFT</b>) turn to assigned heading or track (NO RIGHT TURN BLW 1500ft)</li> <li>Expect radar vectors</li> <li>ACFT cleared via OLSEM, WLM or MATLA see SPECIAL REQUIREMENT above</li> </ul> |
|--|---|

**COMMUNICATIONS FAILURE PROCEDURE**

On recognition of communication failure.

- Squawk 7600
- Maintain last assigned vector for two minutes and, if necessary, climb to minimum safe altitude to maintain terrain clearance, then
- Proceed in accordance with the latest ATC route clearance acknowledged.

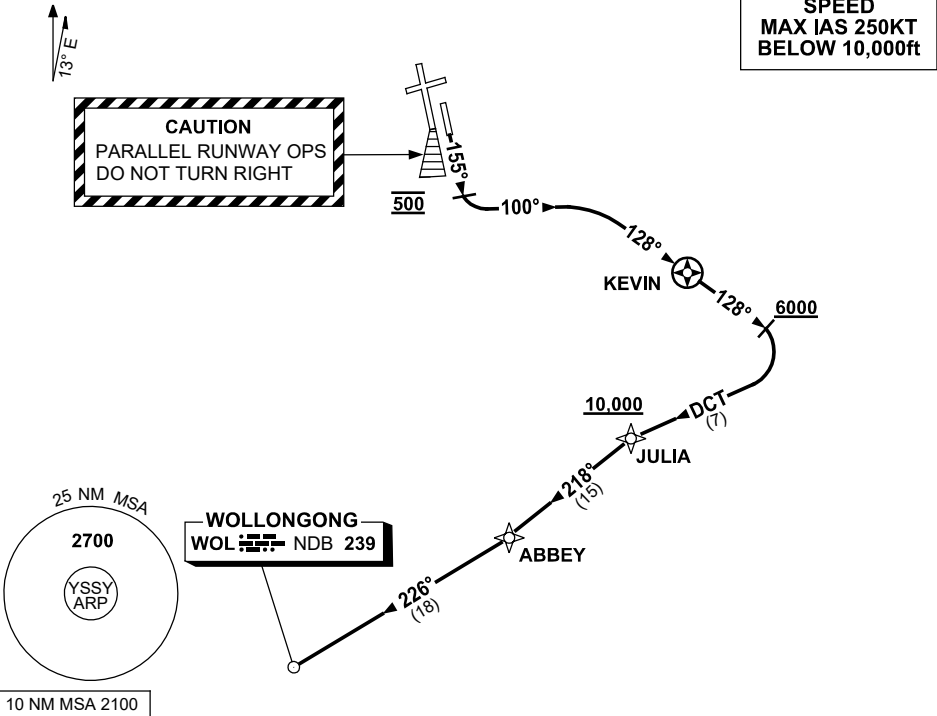
Changes: SPECIAL RQMNTS, NEW LOGO, Editorial. SSYDP12-177

**STANDARD INSTRUMENT DEPARTURES (SID)  
RWY 16L ABBEY THREE (JET)(RNAV)  
SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

**16 JUN 2022**

|                       |              |   |              |                     |                        |
|-----------------------|--------------|---|--------------|---------------------|------------------------|
| ATIS<br>118.55 126.25 | ACD<br>133.8 | SMC<br>E OF RWY 16R/34L 121.7<br>W OF RWY 16R/34L 126.5 | TWR<br>124.7 | DEP(N) N&E<br>123.0 | DEP(S) S,W&NW<br>129.7 |
|-----------------------|--------------|---|--------------|---------------------|------------------------|

NOT TO SCALE



**DEPARTURE:**

**ABBEY THREE**

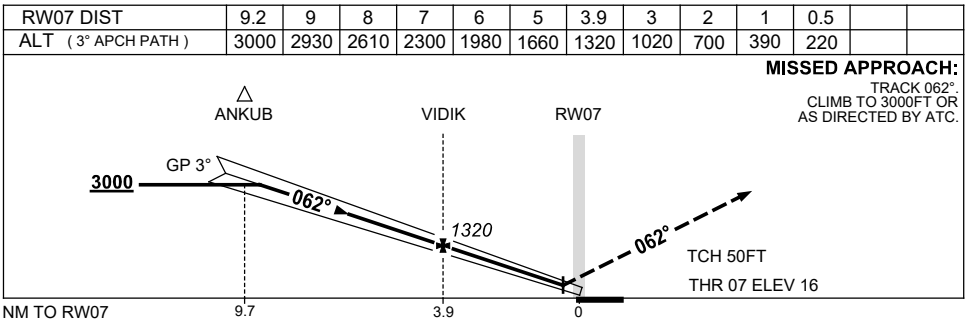
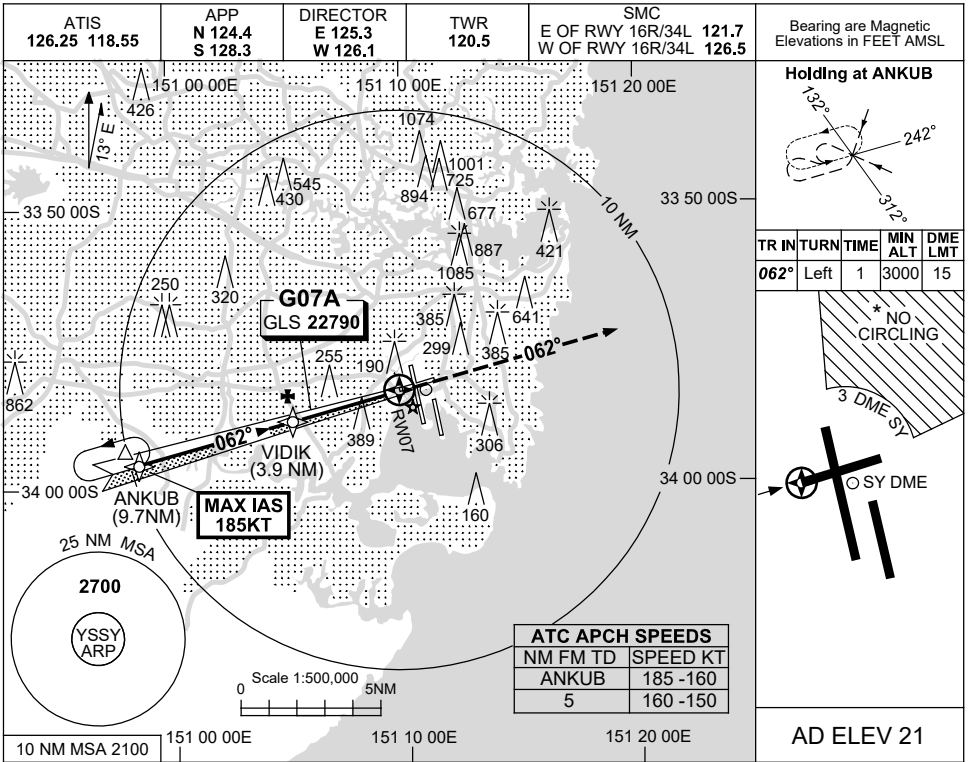
**RWY 16L**

**CAUTION:** Parallel runway operations - DO NOT TURN RIGHT

- GRAD 3.3% (4.7% to 1000ft)
- Track 155°
- AT 500ft turn LEFT track 100° to intercept and track 128° to KEVIN
- AT or ABV 6000ft but not before KEVIN turn RIGHT track DCT to JULIA  
    **Cross JULIA AT or ABV 10,000ft**
- Track 218° to ABBEY
- Turn RIGHT, track 226° to WOL NDB,  
    thence as cleared

**USE QNH** **GLS RWY 07**  
**SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

**30 NOV 2023**



| CATEGORY  | A                             | B                     | C                     | D |
|-----------|-------------------------------|-----------------------|-----------------------|---|
| S-I GLS   | <b>220 (204-1.5) 1500 RVR</b> |                       |                       |   |
| CIRCLING* | <b>710 (689-2.4)</b>          | <b>1000 (979-4.0)</b> | <b>1000 (979-5.0)</b> |   |
| ALTERNATE | (1189-4.4)                    | (1479-6.0)            | (1479-7.0)            |   |

**NOTES**

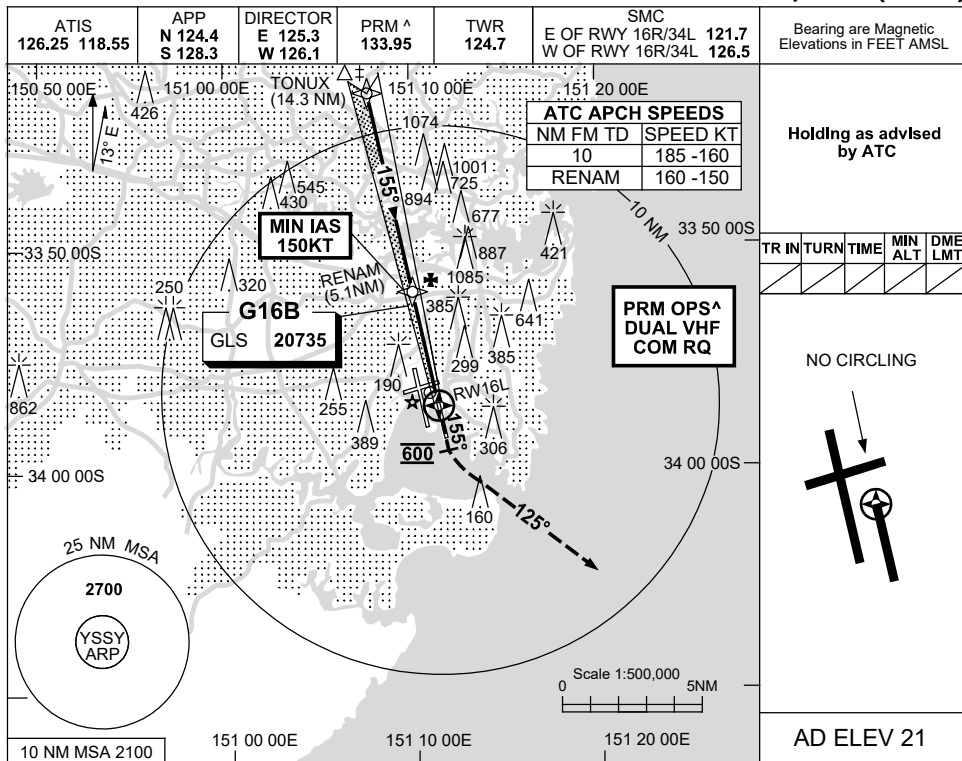
1. MAX IAS : ANKUB : 185KT.
- \* 2. NO CIRCLING BEYOND 3 DME SY EAST OF RWY 16R & NORTH OF RWY 25.

Changes: MISSED APPROACH, NEW LOGO.

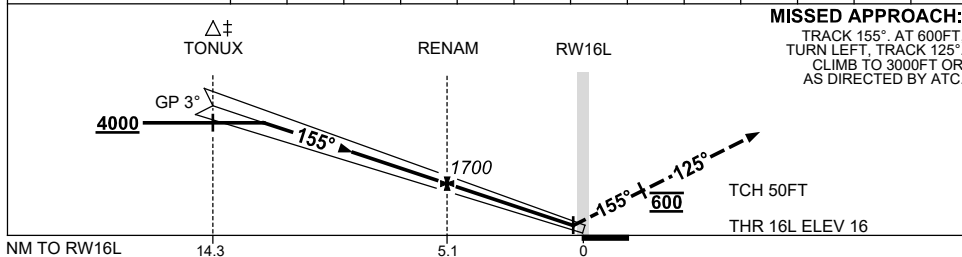
SSYGL01-177

**USE QNH** GLS RWY 16L  
**SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

**23 MAR 2023**



|                    |      |      |      |      |      |      |      |      |      |      |     |     |     |
|--------------------|------|------|------|------|------|------|------|------|------|------|-----|-----|-----|
| RWY16L DIST        | 12.4 | 11   | 10   | 9    | 8    | 7    | 6    | 5.1  | 4    | 3    | 2   | 1   | 0.5 |
| ALT (3° APCH PATH) | 4000 | 3570 | 3250 | 2930 | 2610 | 2300 | 1980 | 1700 | 1340 | 1020 | 700 | 390 | 220 |



**NOTES**

| CATEGORY  | A              | B             | C          | D          |
|-----------|----------------|---------------|------------|------------|
| S-I GLS   |                | 220 (204) 0.8 |            | 550 RVR    |
| CIRCLING  | NOT AUTHORISED |               |            |            |
| ALTERNATE | (1189-4.4)     |               | (1479-6.0) | (1479-7.0) |

‡ 1. ACFT MAY BE RADAR VECTORED TO FNA.  
 ^2. SIMULTANEOUS APCH AUTHORISED WITH RWY 16R. SEE PRM USER INSTRUCTIONS FOR ADDN RQMNTS.

Changes: Editorial.

SSYGL02-174

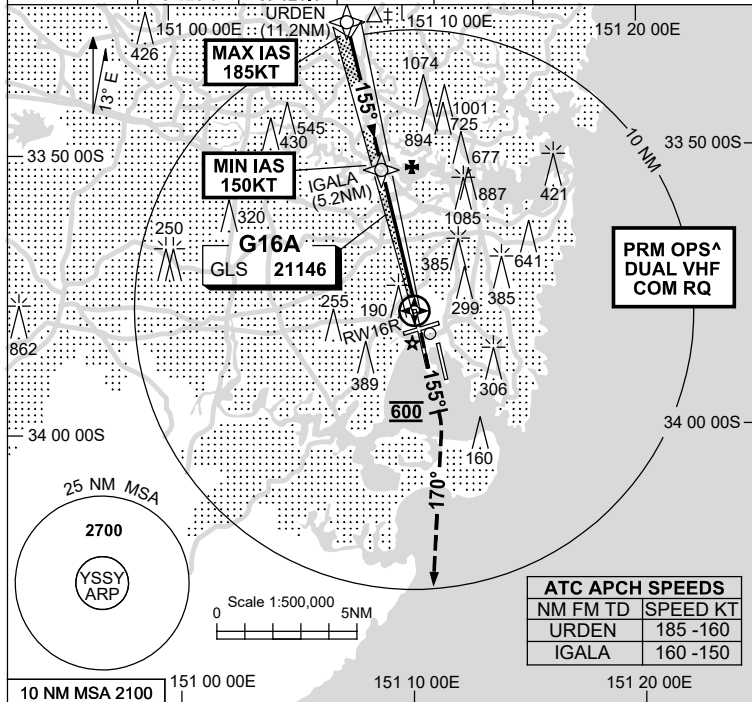
**CAUTION: CLOSELY SPACED PARALLEL RUNWAYS ^**

**USE QNH** GLS RWY 16R  
**SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

**9 SEP 2021**

|                       |                           |                                |                 |              |   |
|-----------------------|---------------------------|--------------------------------|-----------------|--------------|---|
| ATIS<br>126.25 118.55 | APP<br>N 124.4<br>S 128.3 | DIRECTOR<br>E 125.3<br>W 126.1 | PRM ^<br>119.45 | TWR<br>120.5 | SMC<br>E OF RWY 16R/34L 121.7<br>W OF RWY 16R/34L 126.5 |
|-----------------------|---------------------------|--------------------------------|-----------------|--------------|---|

Bearing are Magnetic  
Elevations in FEET AMSL



**Holding as advised by ATC**

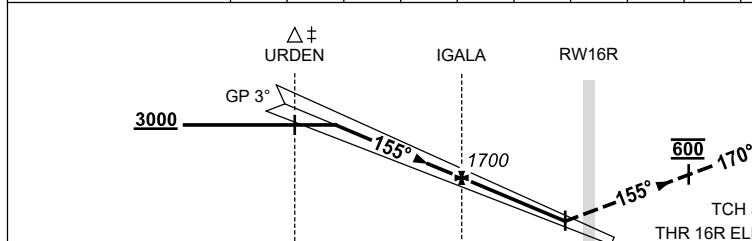
| TR IN | TURN | TIME | MIN ALT | DME LMT |
|-------|------|------|---------|---------|
|       |      |      |         |         |

\* NO CIRCLING

3 DME SY  
SY DME

**AD ELEV 21**

|                    |      |      |      |      |      |      |      |      |     |     |     |  |  |
|--------------------|------|------|------|------|------|------|------|------|-----|-----|-----|--|--|
| RW16R DIST         | 9.2  | 9    | 8    | 7    | 6    | 5.2  | 4    | 3    | 2   | 1   | 0.5 |  |  |
| ALT (3° APCH PATH) | 3000 | 2920 | 2600 | 2290 | 1970 | 1700 | 1330 | 1010 | 690 | 380 | 210 |  |  |



NM TO RW16R: 11.2, 5.2, 0

- NOTES**
- MAX IAS: URDEN : 185KT.
  - ACFT MAY BE RADAR VECTORED TO FNA.
  - SIMULTANEOUS APCH AUTHORISED WITH RWY 16L. SEE PRM USER INSTRUCTIONS FOR ADDN RQMNTS.
  - NO CIRCLING BEYOND 3 DME SY EAST OF RWY 16R & NORTH OF RWY 25.

| CATEGORY   | A             | B             | C              | D              |
|------------|---------------|---------------|----------------|----------------|
| S-I GLS    |               | 210 (203) 0.8 |                | 550RVR         |
| CIRCLING * | 710 (689-2.4) |               | 1000 (979-4.0) | 1000 (979-5.0) |
| ALTERNATE  | (1189-4.4)    |               | (1479-6.0)     | (1479-7.0)     |

Changes: NOTE 3. SSYGL03-168

**CAUTION: CLOSELY SPACED PARALLEL RUNWAYS ^**

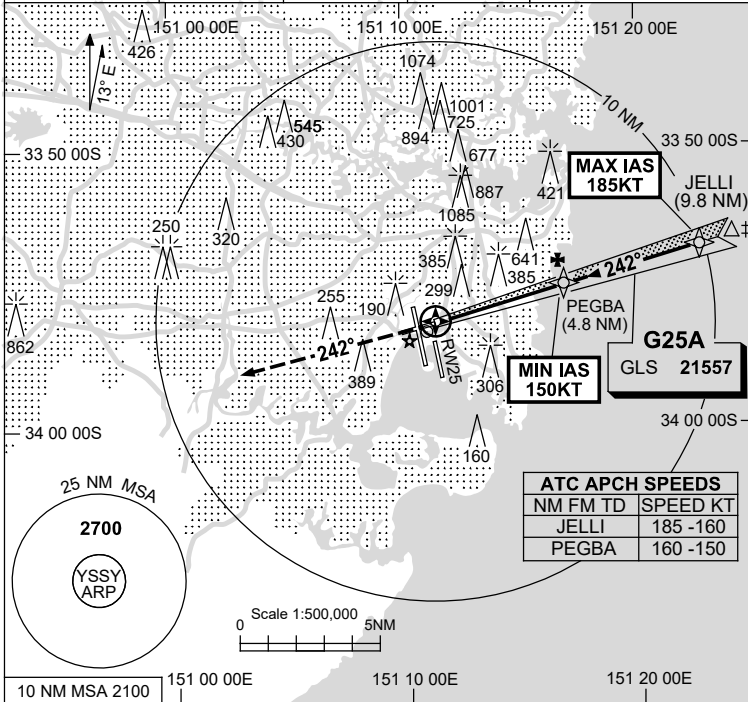
17 JUN 2021

USE QNH  
**SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

GLS RWY 25

|                       |                           |                                |              |   |
|-----------------------|---------------------------|--------------------------------|--------------|---|
| ATIS<br>126.25 118.55 | APP<br>N 124.4<br>S 128.3 | DIRECTOR<br>E 125.3<br>W 126.1 | TWR<br>120.5 | SMC<br>E OF RWY 16R/34L 121.7<br>W OF RWY 16R/34L 126.5 |
|-----------------------|---------------------------|--------------------------------|--------------|---|

Bearing are Magnetic  
 Elevations in FEET AMSL



Holding as advised by ATC

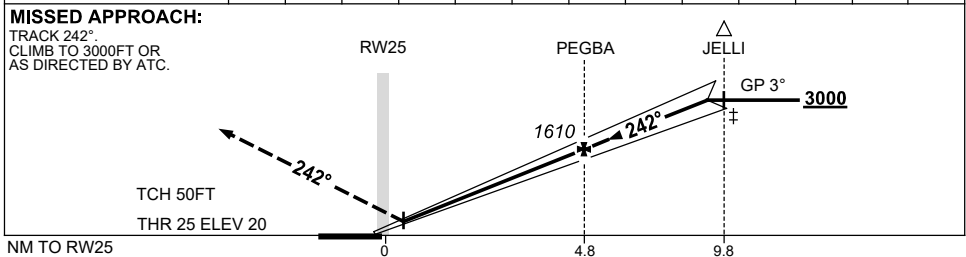
| TR | IN | TURN | TIME | MIN ALT | DME LMT |
|----|----|------|------|---------|---------|
|    |    |      |      |         |         |

\* NO CIRCLING  
 3 DME SY  
 OSY DME

AD ELEV 21

| ATC APCH SPEEDS |                |
|-----------------|----------------|
| NM              | FM TD SPEED KT |
| JELLI           | 185 -160       |
| PEGBA           | 160 -150       |

| RW25 DIST          | 0.5 | 1   | 2   | 3    | 4    | 4.8  | 6    | 7    | 8    | 9    | 9.2  |  |  |
|--------------------|-----|-----|-----|------|------|------|------|------|------|------|------|--|--|
| ALT (3° APCH PATH) | 230 | 390 | 700 | 1020 | 1340 | 1610 | 1980 | 2300 | 2620 | 2930 | 3000 |  |  |



**NOTES**

- MAX IAS : JELLI : 185KT.
- NO CIRCLING BEYOND 3 DME SY EAST OF RWY 16R & NORTH OF RWY 25.
- ACFT MAY BE RADAR VECTORED TO FNA.

| CATEGORY   | A                      | B              | C              | D |
|------------|------------------------|----------------|----------------|---|
| S-I GLS    | 230 (210-1.5) 1500 RVR |                |                |   |
| CIRCLING * | 710 (689-2.4)          | 1000 (979-4.0) | 1000 (979-5.0) |   |
| ALTERNATE  | (1189-4.4)             | (1479-6.0)     | (1479-7.0)     |   |

Changes: NOTE 3.

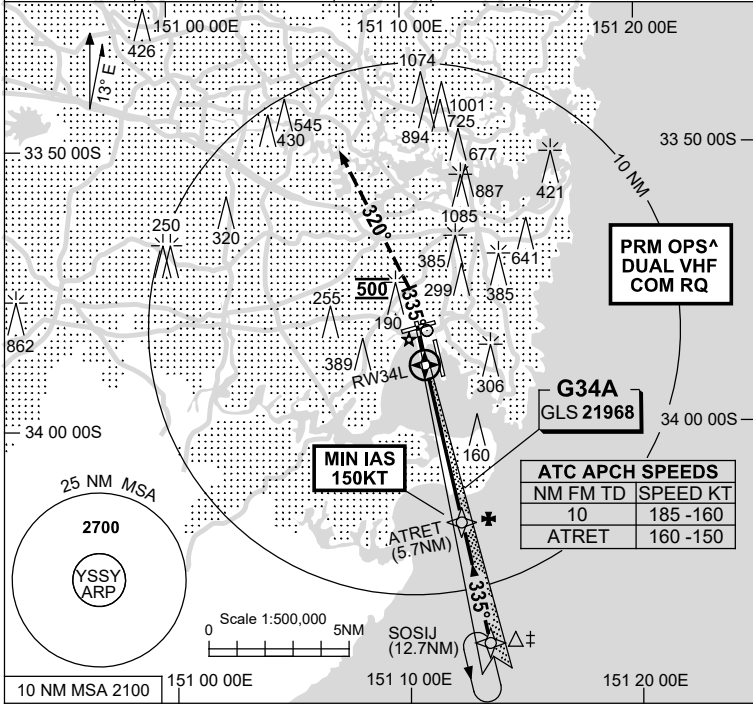
SSYGL04-167

**USE QNH** **GLS RWY 34L**  
**SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

**7 SEP 2023**

|                       |                           |                                |                 |              |   |
|-----------------------|---------------------------|--------------------------------|-----------------|--------------|---|
| ATIS<br>126.25 118.55 | APP<br>N 124.4<br>S 128.3 | DIRECTOR<br>E 125.3<br>W 126.1 | PRM ^<br>119.45 | TWR<br>120.5 | SMC<br>E OF RWY 16R/34L 121.7<br>W OF RWY 16R/34L 126.5 |
|-----------------------|---------------------------|--------------------------------|-----------------|--------------|---|

Bearing are Magnetic  
Elevations in FEET AMSL



**Holding at SOSIJ**

| TR   | IN   | TURN | TIME | MIN ALT | DME LMT |
|------|------|------|------|---------|---------|
| 335° | Left | 1    | 1    | 3000    |         |

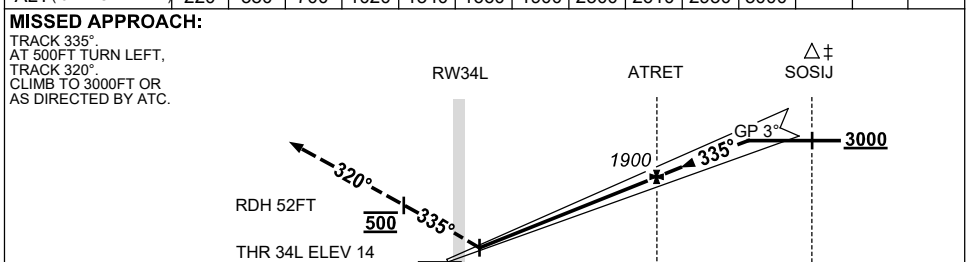
**\* NO CIRCLING**

**3 DME SY**

**SY DME**

**AD ELEV 21**

|                    |     |     |     |      |      |      |      |      |      |      |      |  |  |  |
|--------------------|-----|-----|-----|------|------|------|------|------|------|------|------|--|--|--|
| RW34L DIST         | 0.5 | 1   | 2   | 3    | 4    | 5    | 5.7  | 7    | 8    | 9    | 9.2  |  |  |  |
| ALT (3° APCH PATH) | 220 | 380 | 700 | 1020 | 1340 | 1660 | 1900 | 2300 | 2610 | 2930 | 3000 |  |  |  |



**NOTES**

- ACFT MAY BE RADAR VECTORED TO FNA.
- SIMULTANEOUS APCH AUTHORISED WITH RWY 34R. SEE PRM USER INSTRUCTIONS FOR ADDN RQMNTS.
- NO CIRCLING BEYOND 3 DME SY EAST OF RWY 16R & NORTH OF RWY 25.

| CATEGORY   | A             | B         | C              | D              |
|------------|---------------|-----------|----------------|----------------|
| S-I GLS    |               | 220 (206) | 0.8            | 800 RVR        |
| CIRCLING * | 710 (689-2.4) |           | 1000 (979-4.0) | 1000 (979-5.0) |
| ALTERNATE  | (1189-4.4)    |           | (1479-6.0)     | (1479-7.0)     |

Changes: Editorial. SSYGL05-176

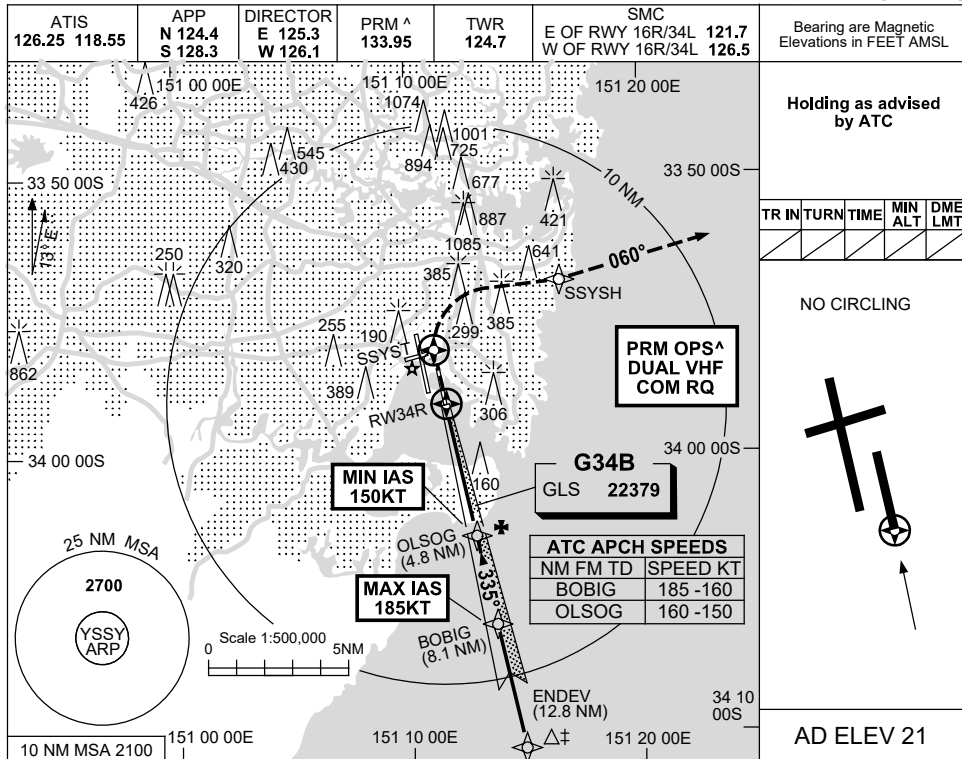
**CAUTION: CLOSELY SPACED PARALLEL RUNWAYS ^**



# USE QNH SYDNEY/KINGSFORD SMITH, NSW (YSSY)

GLS RWY 34R

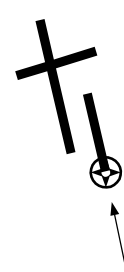
30 NOV 2023



**Holding as advised  
by ATC**

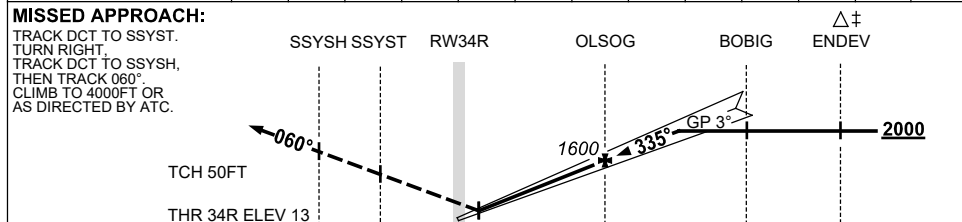
| TR IN | TURN | TIME | MIN ALT | DME LMT |
|-------|------|------|---------|---------|
|       |      |      |         |         |

NO CIRCLING



AD ELEV 21

|                    |     |     |     |     |      |      |      |      |      |  |  |  |
|--------------------|-----|-----|-----|-----|------|------|------|------|------|--|--|--|
| NM TO RW34R        | 0.5 | 1   | 1.2 | 2   | 3    | 4    | 4.8  | 5    | 6.1  |  |  |  |
| ALT (3° APCH PATH) | 220 | 380 | 460 | 700 | 1020 | 1340 | 1600 | 1660 | 2000 |  |  |  |



|             |   |   |     |     |      |
|-------------|---|---|-----|-----|------|
| NM TO RW34R | 2 | 0 | 4.8 | 8.1 | 12.8 |
|-------------|---|---|-----|-----|------|

**NOTES**

1. MAX IAS:  
BOBIG: 185KT,  
MAP UNTIL  
SSYSH: 185KT.
2. ACFT MAY BE  
RADAR VECTORED  
TO FNA.
3. SIMULTANEOUS APCH  
AUTHORISED WITH  
RWY 34L. SEE PRM  
USER INSTRUCTIONS  
FOR ADDN RQMNTS.

| CATEGORY           | A              | B            | C          | D          |
|--------------------|----------------|--------------|------------|------------|
| S-I GLS (3.6% MAP) |                | 220(207-1.2) | 1000 RVR   |            |
| S-I GLS (2.5% MAP) |                | 460(447-2.2) |            |            |
| CIRCLING           | NOT AUTHORISED |              |            |            |
| ALTERNATE          | (1189-4.4)     |              | (1479-6.0) | (1479-7.0) |

Changes: Editorial. SSYGL06-177

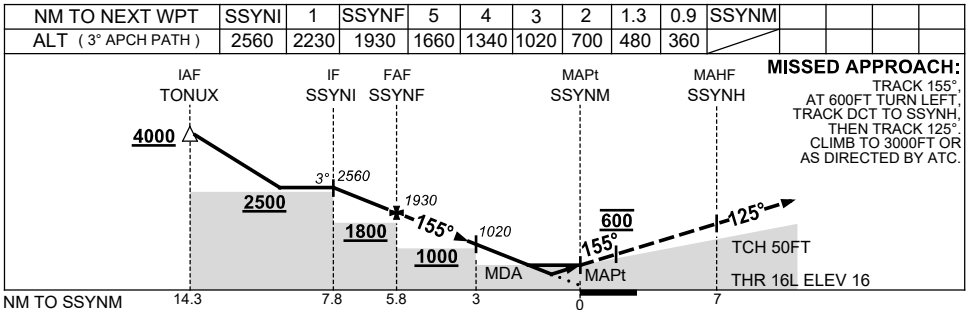
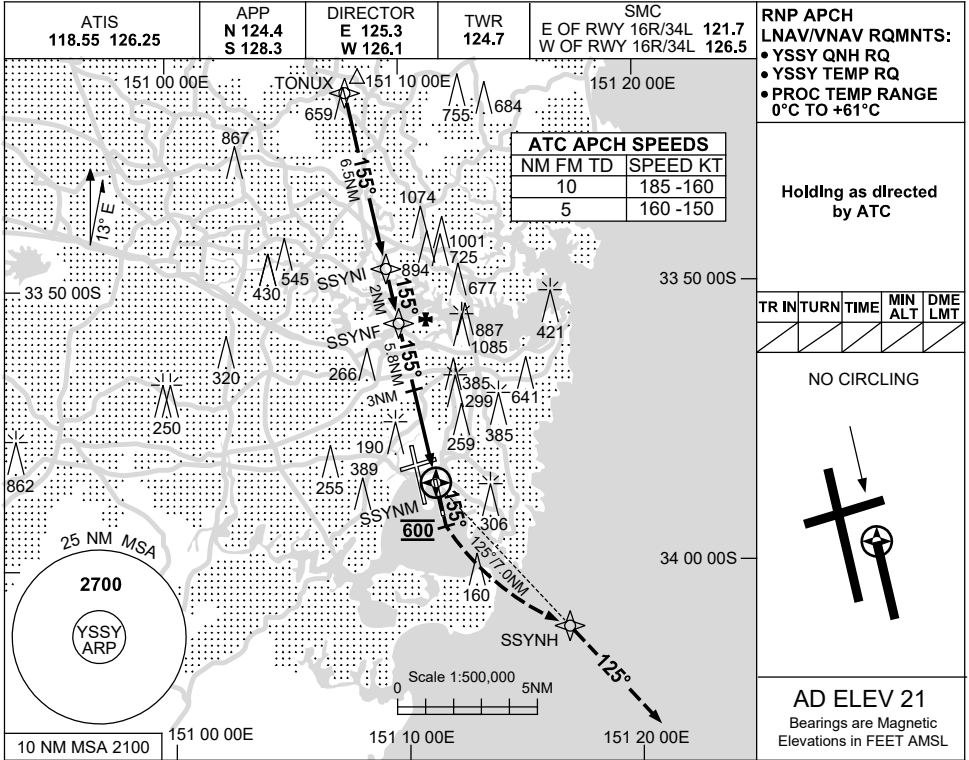
**CAUTION: CLOSELY SPACED PARALLEL RUNWAYS ^**

USE QNH

RNP RWY 16L

1 DEC 2022

**SYDNEY/KINGSFORD SMITH, NSW (YSSY)**



| CATEGORY  | A              | B             | C          | D          |
|-----------|----------------|---------------|------------|------------|
| LNAV/VNAV |                | 360 (344-1.0) |            |            |
| LNAV      |                | 480 (459-1.7) |            |            |
| CIRCLING  | NOT AUTHORISED |               |            |            |
| ALTERNATE | (1189-4.4)     |               | (1479-6.0) | (1479-7.0) |

**NOTES**  
1. MAX IAS:  
INITIAL : 210KT.  
MISS APCH: 220KT.

Changes: LNAV/VNAV MINIMA, DIST/ALT TABLE.

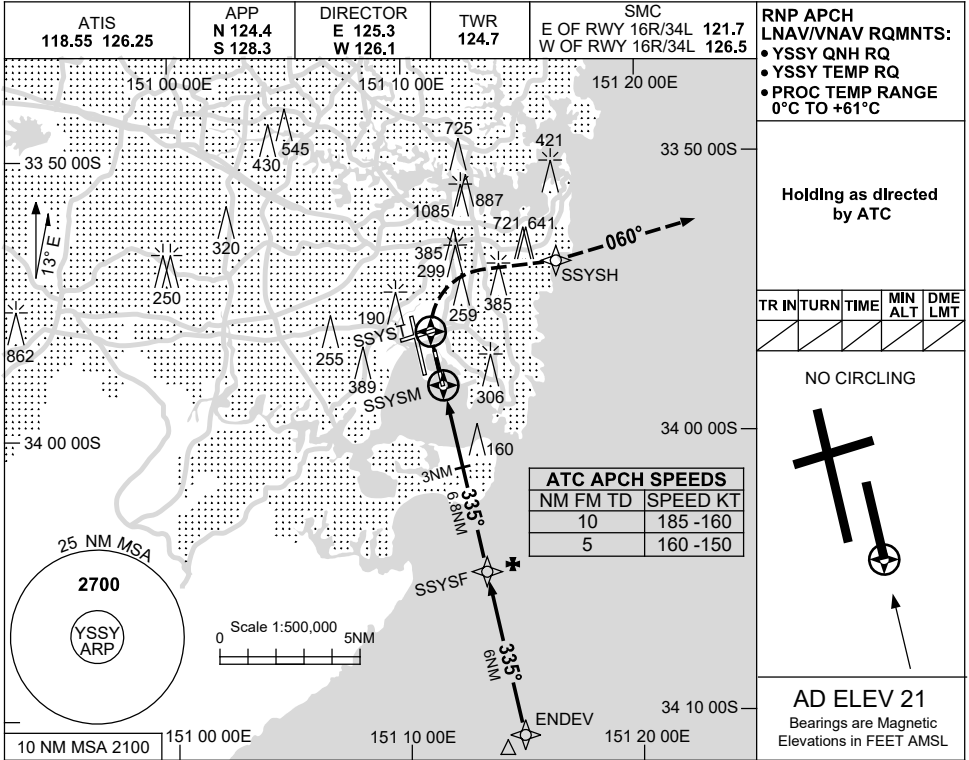
SSYGN01-173

USE QNH

RNP RWY 34R

30 NOV 2023

**SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

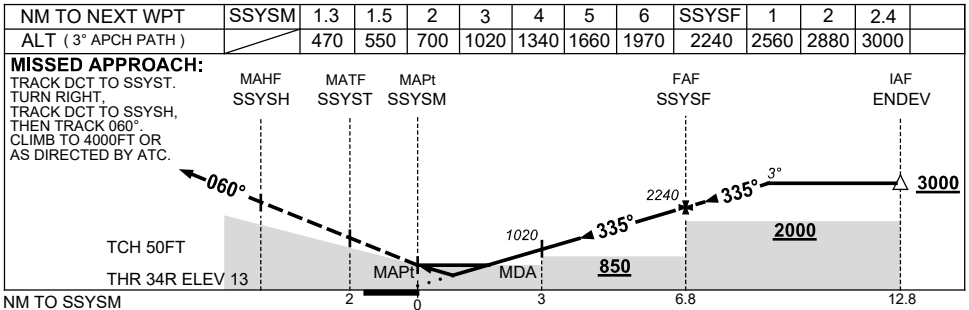


Holding as directed by ATC

| TR | IN | TURN | TIME | MIN ALT | DME LMT |
|----|----|------|------|---------|---------|
|    |    |      |      |         |         |

NO CIRCLING

**AD ELEV 21**  
Bearings are Magnetic  
Elevations in FEET AMSL



- NOTES**
- MAX IAS:  
 INITIAL : 210KT,  
 MAP UNTIL  
 SSYSH : 185KT.

| CATEGORY  | A                    | B          | C | D          |
|-----------|----------------------|------------|---|------------|
| LNAV/VNAV | <b>470 (457-2.2)</b> |            |   |            |
| LNAV      | <b>550 (537-2.7)</b> |            |   |            |
| CIRCLING  | NOT AUTHORISED       |            |   |            |
| ALTERNATE | (1189-4.4)           | (1479-6.0) |   | (1479-7.0) |

Changes: Editorial.

SSYGN02-177

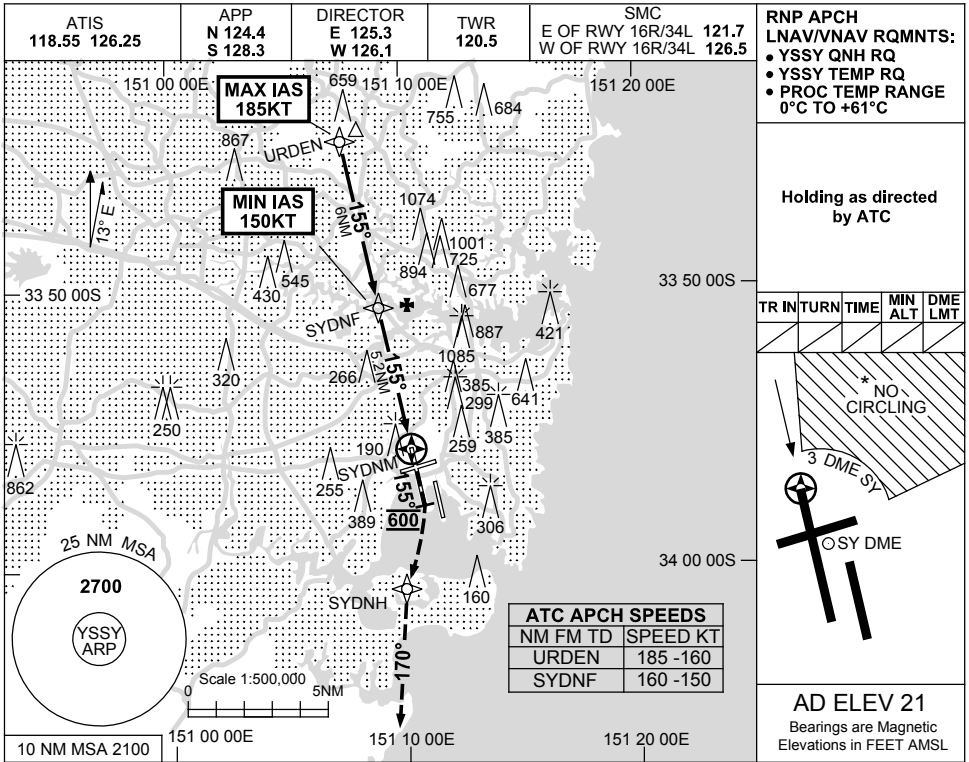


USE QNH

RNP RWY 16R

8 SEP 2022

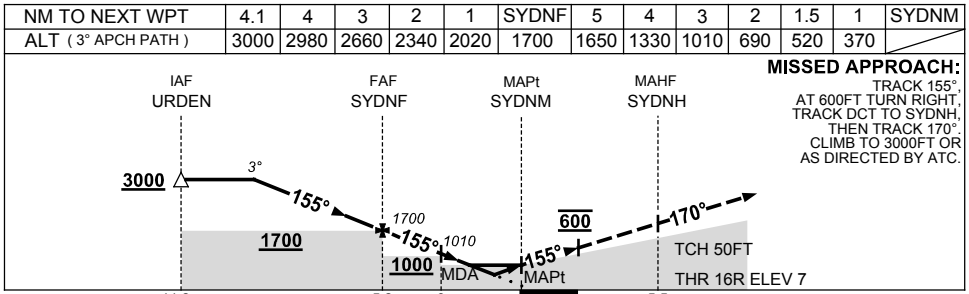
**SYDNEY/KINGSFORD SMITH, NSW (YSSY)**



Holding as directed  
by ATC

| TR IN         | TURN | TIME | MIN ALT | DME LMT |
|---------------|------|------|---------|---------|
| * NO CIRCLING |      |      |         |         |
| 3 DME SY      |      |      |         |         |
| OSY DME       |      |      |         |         |

**AD ELEV 21**  
Bearings are Magnetic  
Elevations in FEET AMSL



| CATEGORY   | A             | B             | C              | D              |
|------------|---------------|---------------|----------------|----------------|
| LNAV/VNAV  |               | 370 (363-1.2) |                |                |
| LNAV       |               | 520 (513-2.1) |                |                |
| CIRCLING * | 710 (689-2.4) |               | 1000 (979-4.0) | 1000 (979-5.0) |
| ALTERNATE  | (1189-4.4)    |               | (1479-6.0)     | (1479-7.0)     |

- NOTES**
- MAX IAS:  
URDEN : 185KT.  
MAP TURN: 200KT.
  - \* NO CIRCLING  
BEYOND 3 DME SY  
EAST OF RWY 16R &  
NORTH OF RWY 25.

Changes: VISIBILITY.

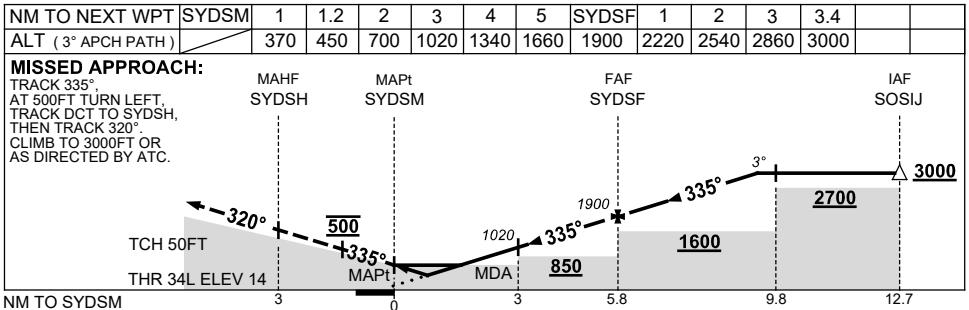
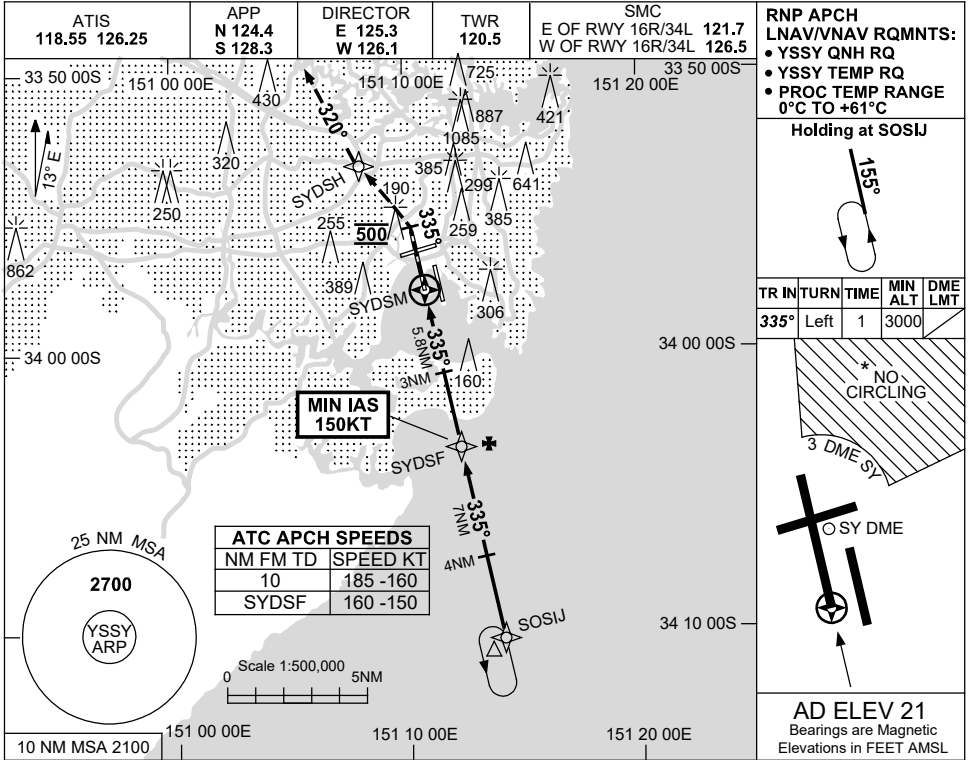
SSYGN03-172

USE QNH

RNP RWY 34L

8 SEP 2022

**SYDNEY/KINGSFORD SMITH, NSW (YSSY)**



**NOTES**

| CATEGORY   | A             | B             | C              | D              |
|------------|---------------|---------------|----------------|----------------|
| LNAV/VNAV  |               | 370 (356-1.6) |                |                |
| LNAV       |               | 450 (436-2.0) |                |                |
| CIRCLING * | 710 (689-2.4) |               | 1000 (979-4.0) | 1000 (979-5.0) |
| ALTERNATE  | (1189-4.4)    |               | (1479-6.0)     | (1479-7.0)     |

- MAX IAS:  
INITIAL : 210KT.  
HOLDING: 210KT.
- \* NO CIRCLING BEYOND 3 DME SY EAST OF RWY 16R & NORTH OF RWY 25.

Changes: VISIBILITY.

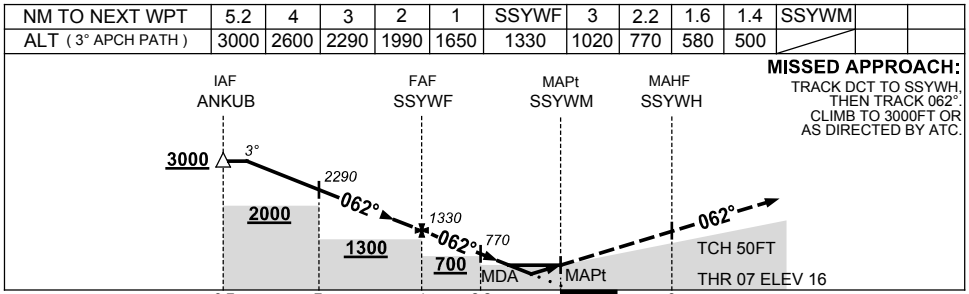
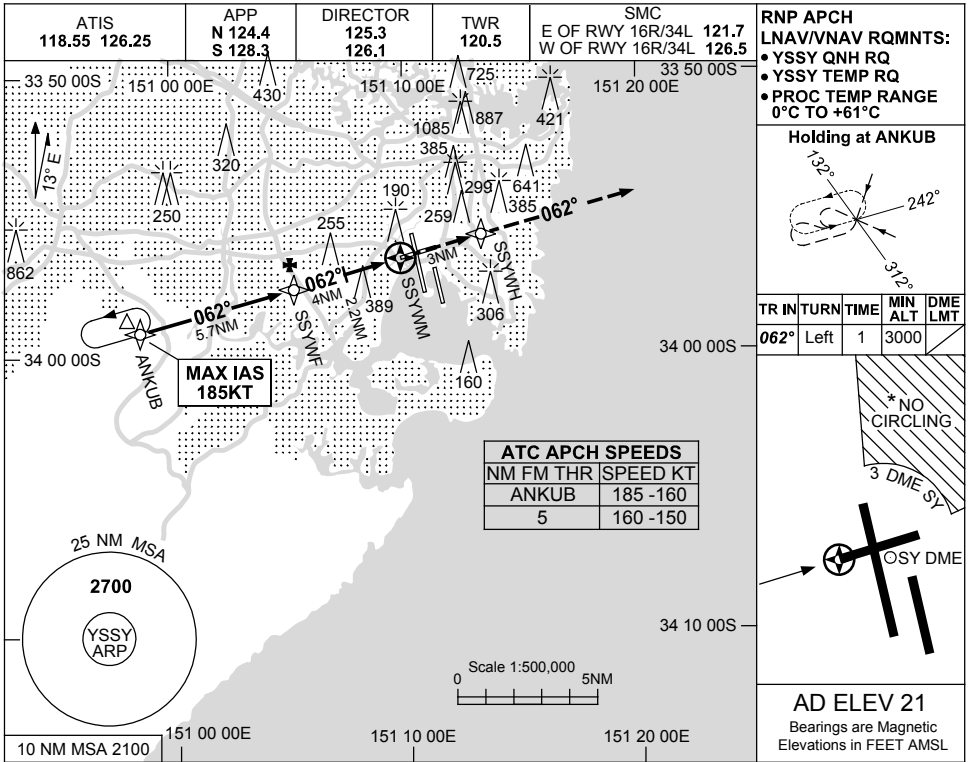
SSYGN04-172

USE QNH

RNP RWY 07

30 NOV 2023

**SYDNEY/KINGSFORD SMITH, NSW (YSSY)**



**NOTES**

| CATEGORY   | A             | B             | C              | D              |
|------------|---------------|---------------|----------------|----------------|
| LNAV/VNAV  |               | 500 (484-2.7) |                |                |
| LNAV       |               | 580 (559-3.2) |                |                |
| CIRCLING * | 710 (689-2.4) |               | 1000 (979-4.0) | 1000 (979-5.0) |
| ALTERNATE  | (1189-4.4)    |               | (1479-6.0)     | (1479-7.0)     |

1. MAX IAS:  
ANKUB : 185KT.  
\*2. NO CIRCLING  
BEYOND 3 DME SY  
EAST OF RWY 16R &  
NORTH OF RWY 25.

Changes: MISSED APCH ALT, Editorial.

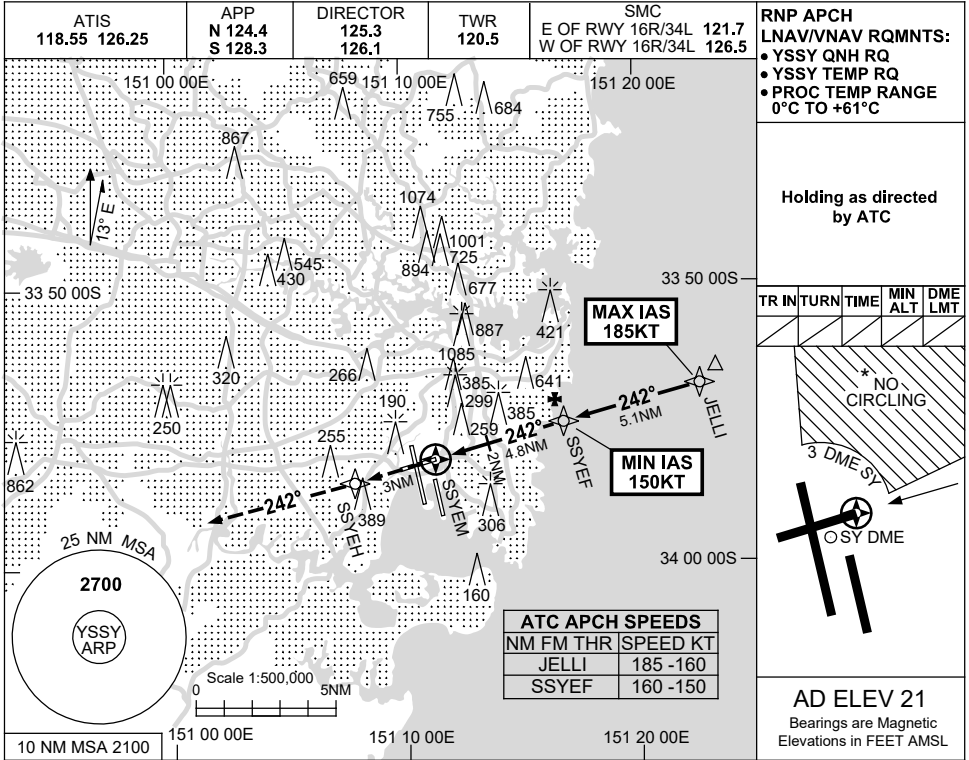
SSYGN05-177

USE QNH

RNP RWY 25

30 NOV 2023

SYDNEY/KINGSFORD SMITH, NSW (YSSY)



Holding as directed by ATC

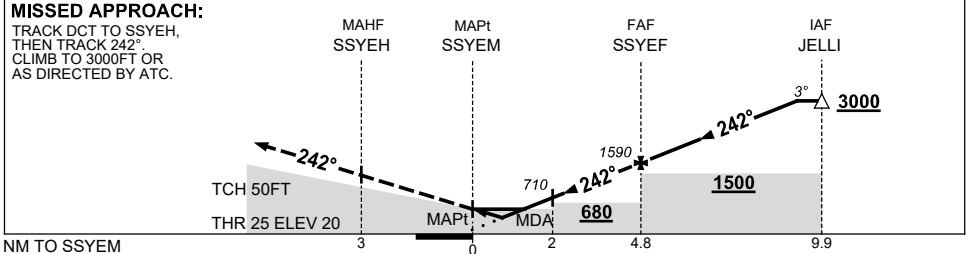
| TR          | INT | TURN | TIME | MIN ALT | DME LMT |
|-------------|-----|------|------|---------|---------|
| *           |     |      |      |         |         |
| NO CIRCLING |     |      |      |         |         |
| 3 DME SY    |     |      |      |         |         |

OSY DME

AD ELEV 21

Bearings are Magnetic  
Elevations in FEET AMSL

|                    |       |     |     |     |      |      |       |      |      |      |      |      |  |
|--------------------|-------|-----|-----|-----|------|------|-------|------|------|------|------|------|--|
| NM TO NEXT WPT     | SSYEM | 0.9 | 1.4 | 2   | 3    | 4    | SSYEF | 1    | 2    | 3    | 4    | 4.4  |  |
| ALT (3° APCH PATH) |       | 360 | 520 | 710 | 1030 | 1340 | 1590  | 1910 | 2230 | 2550 | 2860 | 3000 |  |



**NOTES**

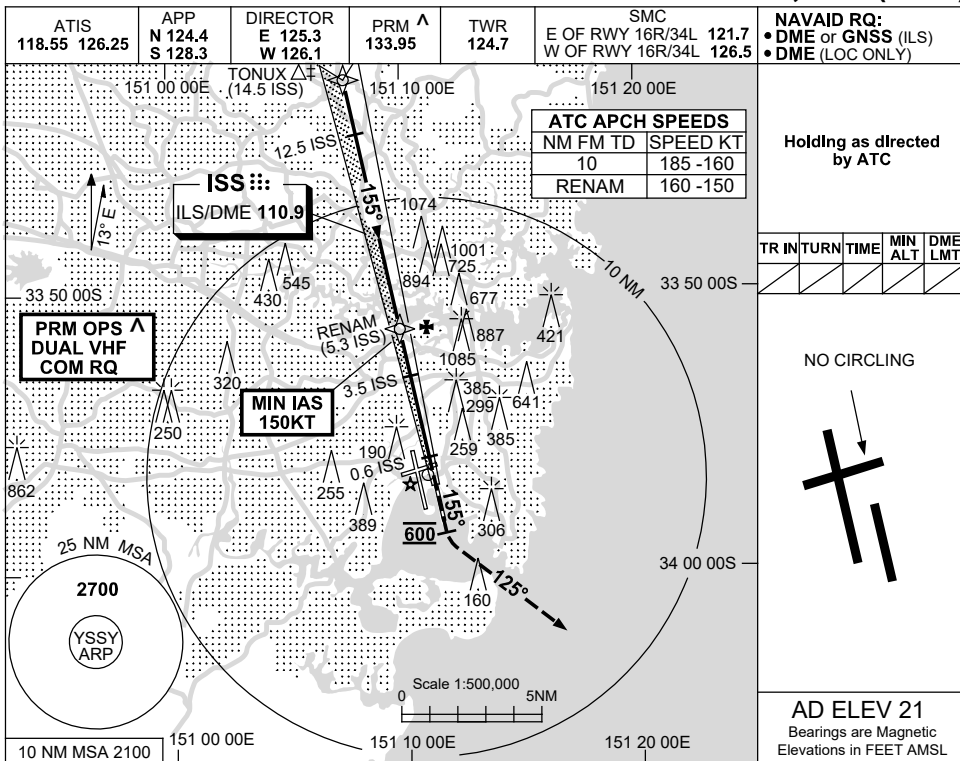
| CATEGORY   | A             | B              | C              | D |
|------------|---------------|----------------|----------------|---|
| LNAV/VNAV  |               | 360 (340-1.9)  |                |   |
| LNAV       |               | 520 (499-2.8)  |                |   |
| CIRCLING * | 710 (689-2.4) | 1000 (979-4.0) | 1000 (979-5.0) |   |
| ALTERNATE  | (1189-4.4)    | (1479-6.0)     | (1479-7.0)     |   |

1. MAX IAS: JELLI : 185KT.  
\* 2. NO CIRCLING BEYOND 3 DME SY EAST OF RWY 16R & NORTH OF RWY 25.

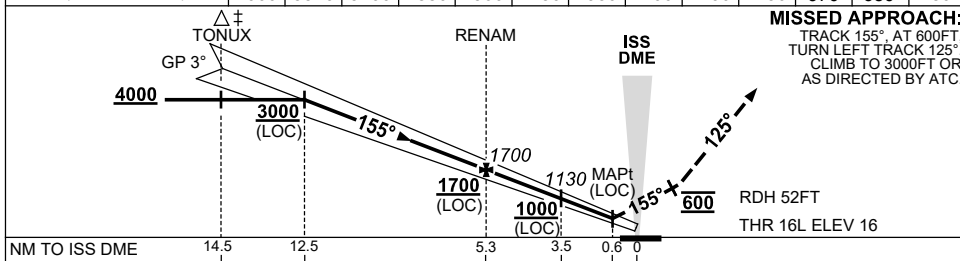
Changes: Editorial. SSYGN06-177

USE QNH ILS or LOC RWY 16L - Page 1  
**SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

9 SEP 2021



|                    |      |      |      |      |      |      |      |      |      |      |     |     |     |
|--------------------|------|------|------|------|------|------|------|------|------|------|-----|-----|-----|
| NM TO ISS DME      | 12.5 | 11   | 10   | 9    | 8    | 7    | 6    | 5.3  | 4    | 3.5  | 3   | 2   | 1.5 |
| ALT (3° APCH PATH) | 4000 | 3520 | 3200 | 2880 | 2560 | 2250 | 1930 | 1700 | 1290 | 1130 | 970 | 650 | 480 |



| CATEGORY   | A              | B             | C          | D          |
|------------|----------------|---------------|------------|------------|
| S-I ILS    |                | 220 (204) 0.8 | 550 RVR    |            |
| S-I LOC    |                | 480 (459-1.7) |            |            |
| CIRCLING   | NOT AUTHORISED |               |            |            |
| ALTERNATE* | (1189-4.4)     |               | (1479-6.0) | (1479-7.0) |

**NOTES**

- ‡1. ACFT MAY BE RADAR VECTORED TO FNA.
- ‡2. SIMULTANEOUS APCH AUTHORISED WITH RWY 16R. SEE PRM USER INSTRUCTIONS FOR ADDN RQMNTS.
- \*3. SPECIAL ALTN MNM 700/2.5KM.

Changes: NOTE 2.

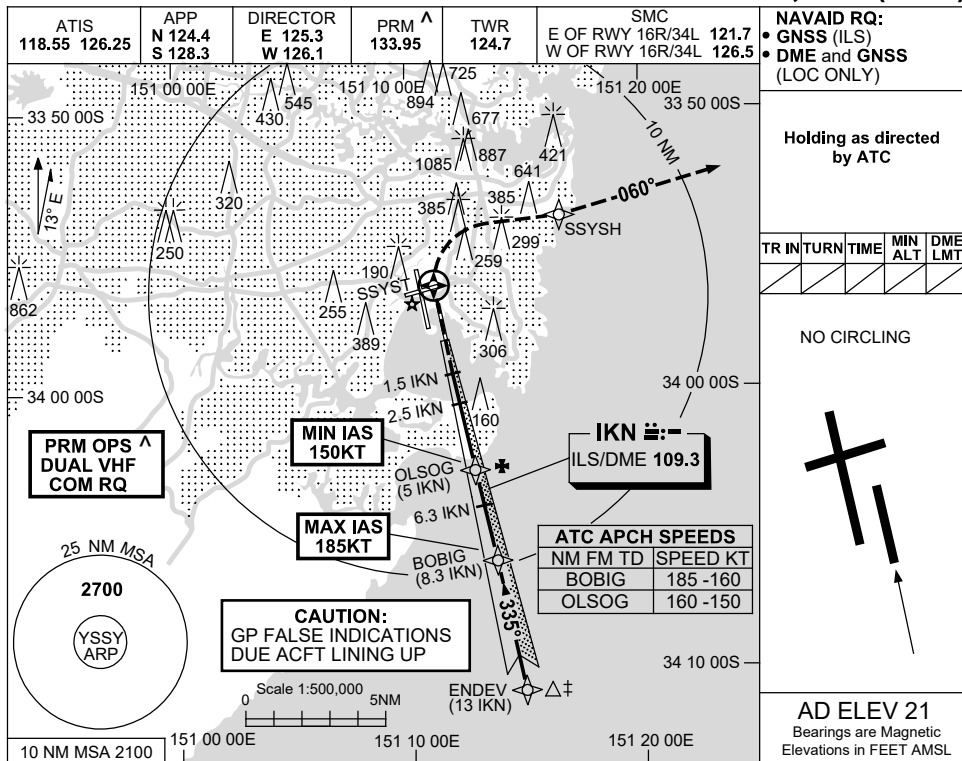
SSY103-168

**CAUTION: CLOSELY SPACED PARALLEL RUNWAYS  $\Delta$**

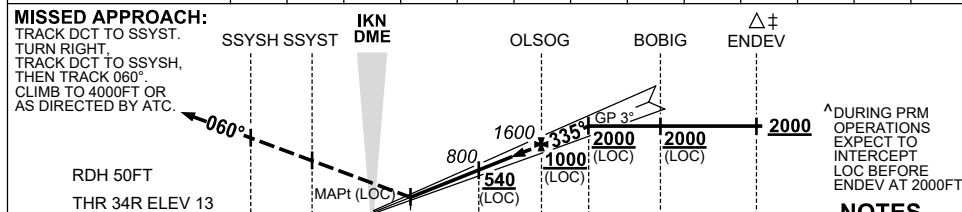


30 NOV 2023

**SYDNEY/KINGSFORD SMITH, NSW (YSSY)**



|                    |     |     |     |     |      |      |      |      |  |  |  |  |
|--------------------|-----|-----|-----|-----|------|------|------|------|--|--|--|--|
| NM TO IKN DME      | 1.5 | 2   | 2.5 | 3   | 4    | 5    | 6    | 6.3  |  |  |  |  |
| ALT (3° APCH PATH) | 500 | 650 | 800 | 960 | 1280 | 1600 | 1920 | 2000 |  |  |  |  |



|               |     |   |     |     |     |     |     |      |
|---------------|-----|---|-----|-----|-----|-----|-----|------|
| NM TO IKN DME | 1.8 | 0 | 1.5 | 2.5 | 5   | 6.3 | 8.3 | 13   |
| NM TO THR 34R | 2   | 0 | 1.3 | 2.3 | 4.8 | 6.1 | 8.1 | 12.8 |

| CATEGORY           | A              | B             | C          | D          |
|--------------------|----------------|---------------|------------|------------|
| S-I ILS (3.6% MAP) |                | 220 (207-1.2) | 1000 RVR   |            |
| S-I ILS (2.5% MAP) |                | 460 (447-2.2) |            |            |
| S-I LOC            |                | 500 (487-2.4) |            |            |
| CIRCLING           | NOT AUTHORISED |               |            |            |
| ALTERNATE *        | (1189-4.4)     |               | (1479-6.0) | (1479-7.0) |

- ^ DURING PRM OPERATIONS EXPECT TO INTERCEPT LOC BEFORE ENDEV AT 2000FT
- NOTES**
- MAX IAS: BOBIG : 185KT, MAP UNTIL SSYSH : 185KT.
  - ACFT MAY BE RADAR VECTORED TO FNA.
  - SIMULTANEOUS APCH AUTHORISED WITH RWY 34L. SEE PRM USER INSTRUCTIONS FOR ADDN RQMNITS.
  - SPECIAL ALTN MNM 700/2.5KM (NOT APPLICABLE TO LOC/DME).

Changes: Editorial.

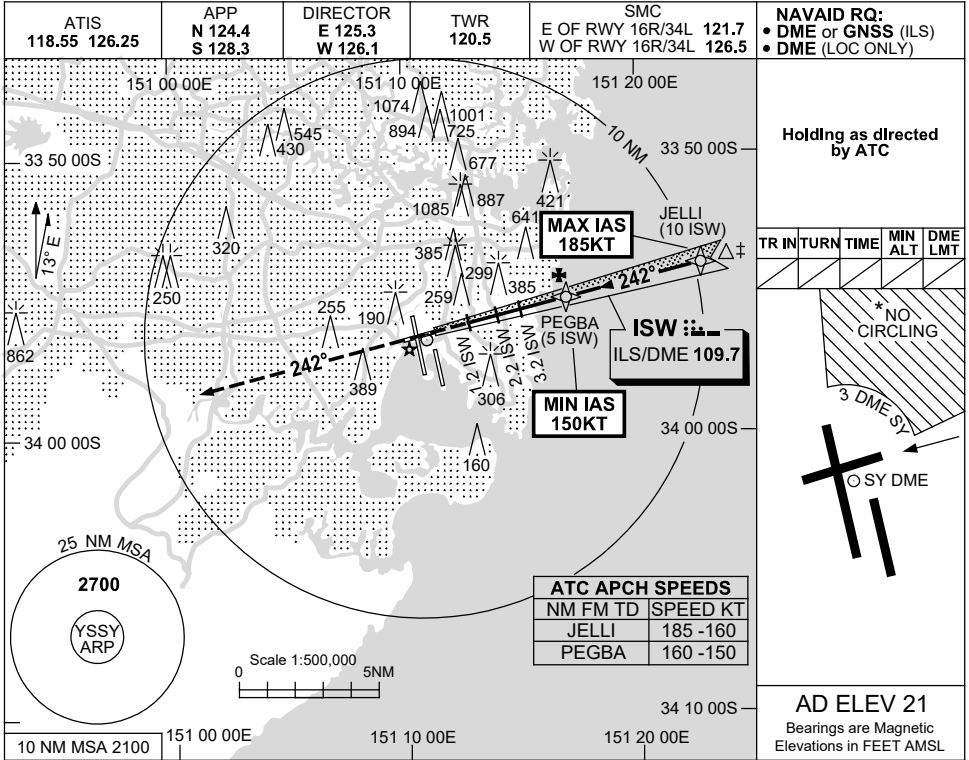
**CAUTION: CLOSELY SPACED PARALLEL RUNWAYS ^**

SSYI05-177

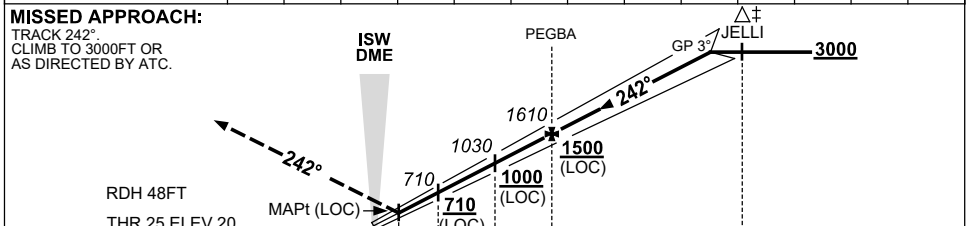
# USE QNH SYDNEY/KINGSFORD SMITH, NSW (YSSY)

ILS or LOC RWY 25

17 JUN 2021



|                    |     |     |     |     |      |      |      |      |      |      |      |      |  |
|--------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|--|
| NM TO ISW DME      | 1.8 | 2   | 2.2 | 3   | 3.2  | 4    | 5    | 6    | 7    | 8    | 9    | 9.4  |  |
| ALT (3° APCH PATH) | 580 | 650 | 710 | 970 | 1030 | 1290 | 1610 | 1920 | 2240 | 2560 | 2880 | 3000 |  |



|               |   |     |     |     |     |    |
|---------------|---|-----|-----|-----|-----|----|
| NM TO ISW DME | 0 | 1.2 | 2.2 | 3.2 | 5   | 10 |
| NM TO THR 25  | 0 | 2   | 3   | 4.8 | 9.8 |    |

**NOTES**

1. MAX IAS : JELLI : 185KT.
2. ACFT MAY BE RADAR VECTORED TO FNA.
3. NO CIRCLING BEYOND 3 DME SY EAST OF RWY 16R & NORTH OF RWY 25.
4. SPECIAL ALTN MNM 700/2.5KM. (NOT APPLICABLE TO LOC/DME).

| CATEGORY   | A             | B             | C              | D              |
|------------|---------------|---------------|----------------|----------------|
| S-I ILS    |               | 230 (210-1.5) | 1500 RVR       |                |
| S-I LOC    |               | 580 (559-3.2) |                |                |
| CIRCLING*  | 710 (689-2.4) |               | 1000 (979-4.0) | 1000 (979-5.0) |
| ALTERNATE* | (1189-4.4)    |               | (1479-6.0)     | (1479-7.0)     |

Changes: NOTE 2.

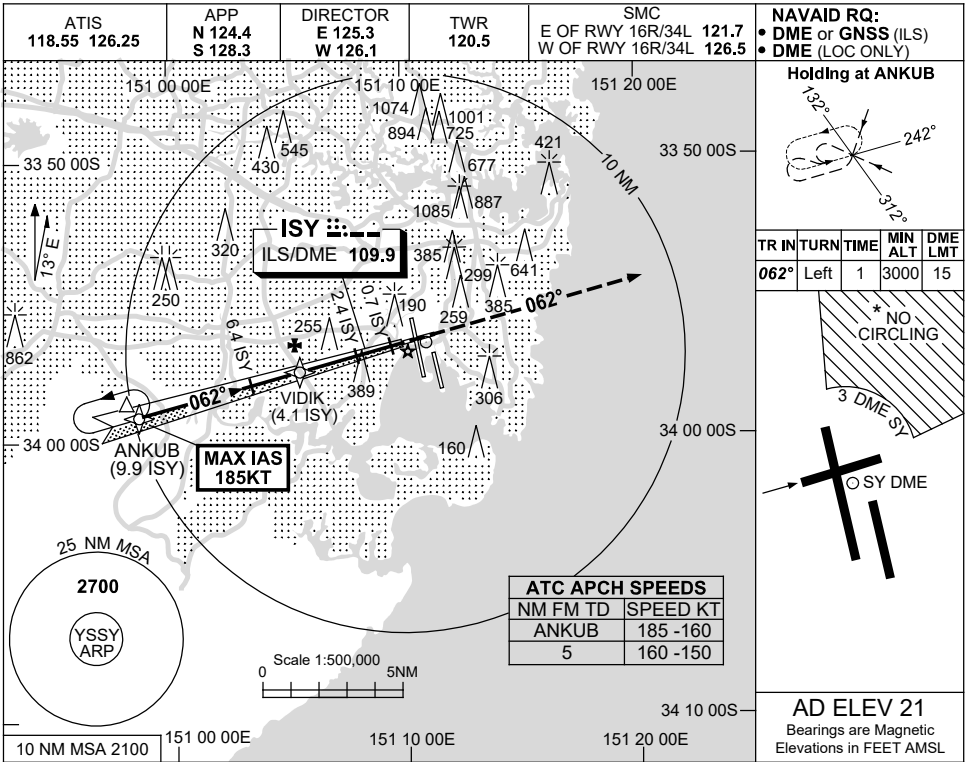
SSYI06-167

USE QNH

ILS or LOC RWY 07

30 NOV 2023

**SYDNEY/KINGSFORD SMITH, NSW (YSSY)**



|                    |      |      |      |      |      |      |      |      |     |     |     |     |  |  |
|--------------------|------|------|------|------|------|------|------|------|-----|-----|-----|-----|--|--|
| NM TO ISY DME      | 9.4  | 9    | 8    | 7    | 6.4  | 6    | 5    | 4.1  | 3   | 2.4 | 2   | 1.9 |  |  |
| ALT (3° APCH PATH) | 3000 | 2880 | 2560 | 2240 | 2050 | 1920 | 1600 | 1320 | 970 | 770 | 650 | 600 |  |  |

**MISSED APPROACH:**  
TRACK 062°  
CLIMB TO 3000FT OR  
AS DIRECTED BY ATC.

|               |     |     |     |     |     |   |
|---------------|-----|-----|-----|-----|-----|---|
| NM TO ISY DME | 9.9 | 6.4 | 4.1 | 2.4 | 0.7 | 0 |
| NM TO THR 07  | 9.7 | 6.2 | 3.9 | 2.2 | 0.5 | 0 |

**NOTES**

1. MAX IAS:  
ANKUB : 185KT.
- \* 2. NO CIRCLING  
BEYOND 3 DME SY  
EAST OF RWY 16R &  
NORTH OF RWY 25.
- ‡ 3. SPECIAL ALTN MNM  
700/2.5KM.  
(NOT APPLICABLE  
TO LOC/DME).

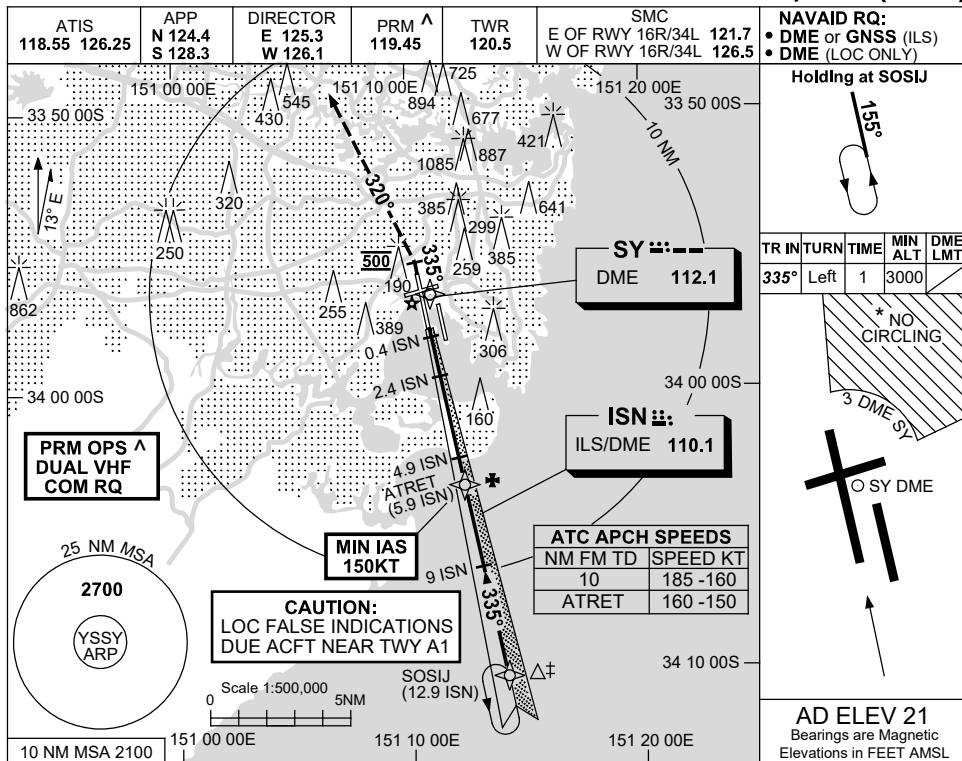
| CATEGORY    | A             | B             | C              | D              |
|-------------|---------------|---------------|----------------|----------------|
| S-I ILS     |               | 220 (204-1.5) | 1500 RVR       |                |
| S-I LOC     |               | 600 (579-3.3) |                |                |
| CIRCLING*   | 710 (689-2.4) |               | 1000 (979-4.0) | 1000 (979-5.0) |
| ALTERNATE*‡ | (1189-4.4)    |               | (1479-6.0)     | (1479-7.0)     |

Changes: MISSED APPROACH, NEW LOGO.

SSYII07-177

**SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

9 SEP 2021



|                   |     |     |     |     |      |      |      |      |      |      |      |      |      |  |  |
|-------------------|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|--|--|
| NM TO ISN DME     | 1.2 | 2   | 2.4 | 3   | 4    | 4.9  | 5    | 5.9  | 6    | 7    | 8    | 9    | 9.4  |  |  |
| ALT(3° APCH PATH) | 400 | 650 | 780 | 970 | 1290 | 1580 | 1610 | 1900 | 1930 | 2240 | 2560 | 2880 | 3000 |  |  |

**MISSED APPROACH:**  
 TRACK 335° AT 500FT TURN LEFT, TRACK 320° CLIMB TO 3000FT OR AS DIRECTED BY ATC.

|               |  |     |     |     |     |     |      |
|---------------|--|-----|-----|-----|-----|-----|------|
| NM TO ISN DME |  | 0.4 | 2.4 | 4.9 | 5.9 | 9   | 12.9 |
| NM TO THR 34L |  | 0.2 | 2.2 | 4.7 | 5.7 | 8.8 | 12.7 |

**NOTES**

- ACFT MAY BE RADAR VECTORED TO FNA.
- SIMULTANEOUS APCH AUTHORIZED WITH RWY 34R. SEE PRM USER INSTRUCTIONS FOR ADDN RQMNTS.
- NO CIRCLING BEYOND 3 DME SY EAST OF RWY 16R & NORTH OF RWY 25.
- SPECIAL ALTN MNM 700/2.5KM.

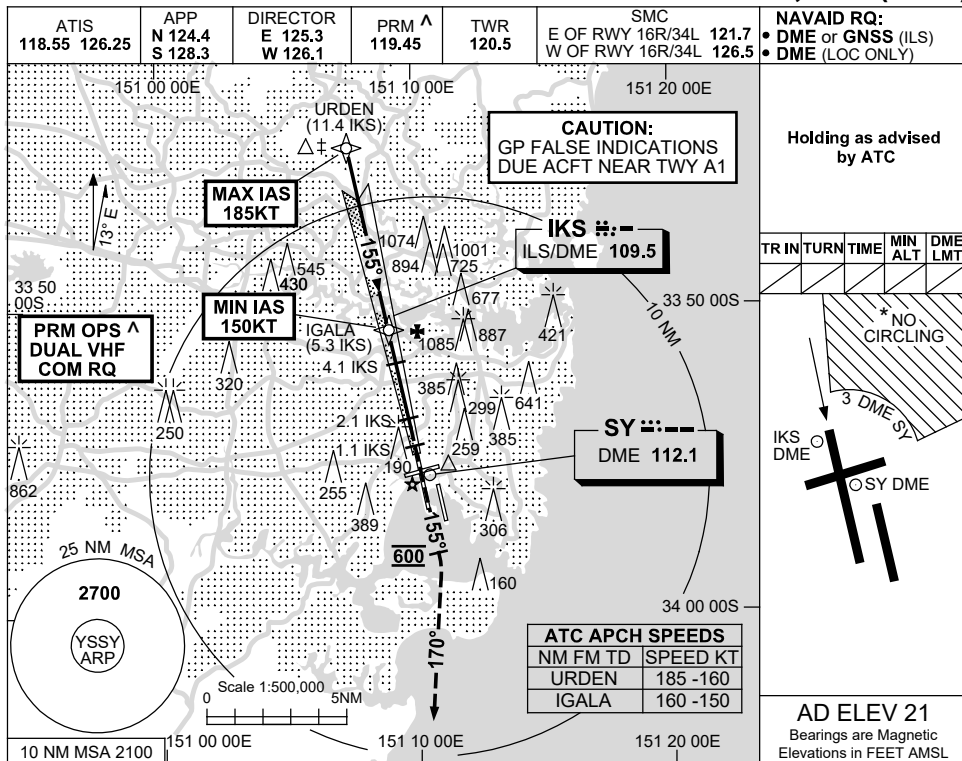
| CATEGORY      | A             | B | C              | D              |
|---------------|---------------|---|----------------|----------------|
| S-I ILS CAT I | 220 (206)     |   | 0.8            | 800 RVR        |
| S-I LOC       | 400 (386-1.7) |   |                |                |
| CIRCLING *    | 710 (689-2.4) |   | 1000 (979-4.0) | 1000 (979-5.0) |
| ALTERNATE *   | (1189-4.4)    |   | (1479-6.0)     | (1479-7.0)     |

Changes: NOTE 2.

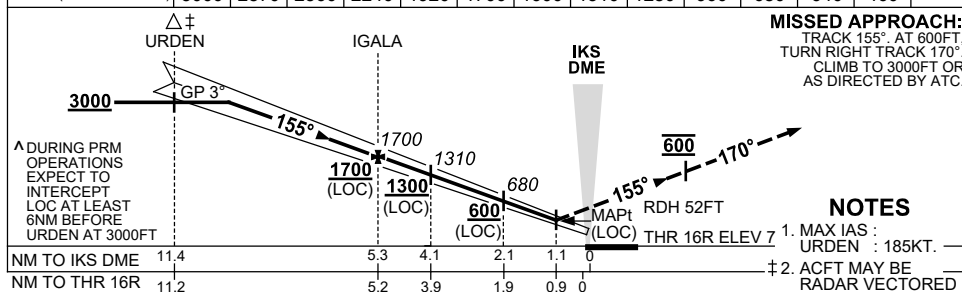
**CAUTION: CLOSELY SPACED PARALLEL RUNWAYS ^**

SSYII10-168

23 MAR 2023



|                    |      |      |      |      |      |      |      |      |      |     |     |     |     |  |
|--------------------|------|------|------|------|------|------|------|------|------|-----|-----|-----|-----|--|
| NM TO IKS DME      | 9.4  | 9    | 8    | 7    | 6    | 5.3  | 5    | 4.1  | 4    | 3   | 2.1 | 2   | 1.4 |  |
| ALT (3° APCH PATH) | 3000 | 2870 | 2560 | 2240 | 1920 | 1700 | 1600 | 1310 | 1280 | 960 | 680 | 640 | 460 |  |



| CATEGORY      | A             | B             | C              | D              |
|---------------|---------------|---------------|----------------|----------------|
| S-I ILS CAT I |               | 210 (203)     | 0.8            | 550 RVR        |
| S-I LOC       |               | 460 (453-1.7) |                |                |
| CIRCLING *    | 710 (689-2.4) |               | 1000 (979-4.0) | 1000 (979-5.0) |
| ALTERNATE *   | (1189-4.4)    |               | (1479-6.0)     | (1479-7.0)     |

Changes: Editorial.

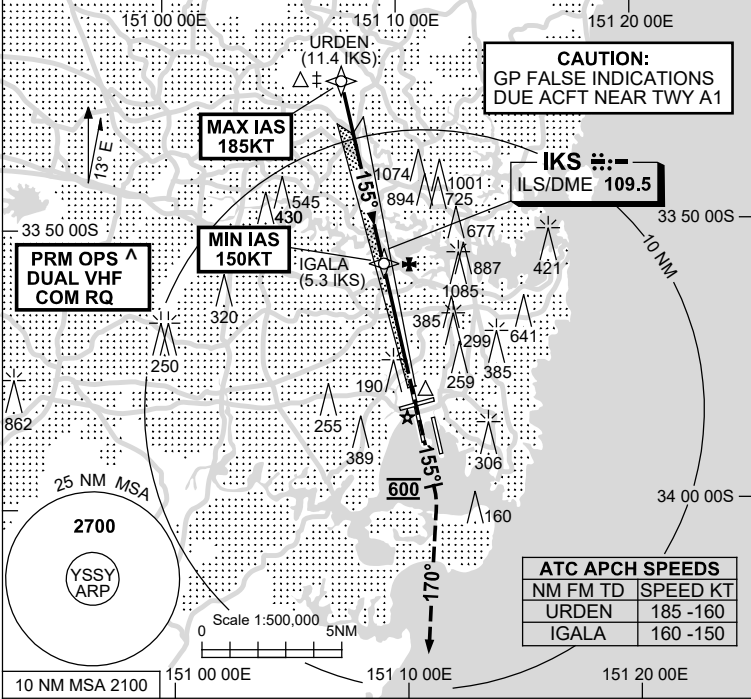
SSYII11-174

**CAUTION: CLOSELY SPACED PARALLEL RUNWAYS ^**

23 MAR 2023

|                       |                           |                                |                 |              |   |
|-----------------------|---------------------------|--------------------------------|-----------------|--------------|---|
| ATIS<br>118.55 126.25 | APP<br>N 124.4<br>S 128.3 | DIRECTOR<br>E 125.3<br>W 126.1 | PRM ^<br>119.45 | TWR<br>120.5 | SMC<br>E OF RWY 16R/34L 121.7<br>W OF RWY 16R/34L 126.5 |
|-----------------------|---------------------------|--------------------------------|-----------------|--------------|---|

**NAVAID RQ:**  
• DME or GNSS (ILS SA CAT I)  
• DME (ILS SA CAT II and CAT I)



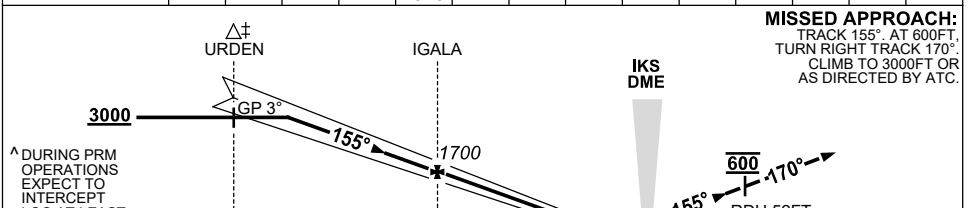
**Holding as advised by ATC**

| TR IN | TURN | TIME | MIN ALT | DME LMT |
|-------|------|------|---------|---------|
|       |      |      |         |         |

**NO CIRCLING**

**AD ELEV 21**  
Bearings are Magnetic  
Elevations in FEET AMSL

|                    |      |      |      |      |      |      |      |      |     |     |     |  |  |
|--------------------|------|------|------|------|------|------|------|------|-----|-----|-----|--|--|
| NM TO IKS DME      | 9.4  | 9    | 8    | 7    | 6    | 5.3  | 5    | 4    | 3   | 2   | 1   |  |  |
| ALT (3° APCH PATH) | 3000 | 2870 | 2560 | 2240 | 1920 | 1700 | 1600 | 1280 | 960 | 640 | 330 |  |  |



**MISSED APPROACH:**  
TRACK 155°. AT 600FT, TURN RIGHT TRACK 170°. CLIMB TO 3000FT OR AS DIRECTED BY ATC.

|               |      |     |   |
|---------------|------|-----|---|
| NM TO IKS DME | 11.4 | 5.3 | 0 |
| NM TO THR 16R | 11.2 | 5.2 | 0 |

**NOTES**

- MAX IAS: URDEN : 185KT.
- ACFT MAY BE RADAR VECTORED TO FNA.
- SIMULTANEOUS APCH AUTHORIZED WITH RWY 16L. SEE PRM USER INSTRUCTIONS FOR ADDN RQMNTS.
- SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED.
- CAT A, B, C 350 RVR CAT D 400 RVR.

| CATEGORY           | A | B                   | C            | D |
|--------------------|---|---------------------|--------------|---|
| S-I ILS CAT II#    |   | RA 101 DA 107 (100) | 300 RVR      |   |
| S-I ILS SA CAT II# |   | RA 101 DA 107 (100) | 350/400 RVR§ |   |
| S-I ILS SA CAT I#  |   | RA 148 DA 157 (150) | 450 RVR      |   |

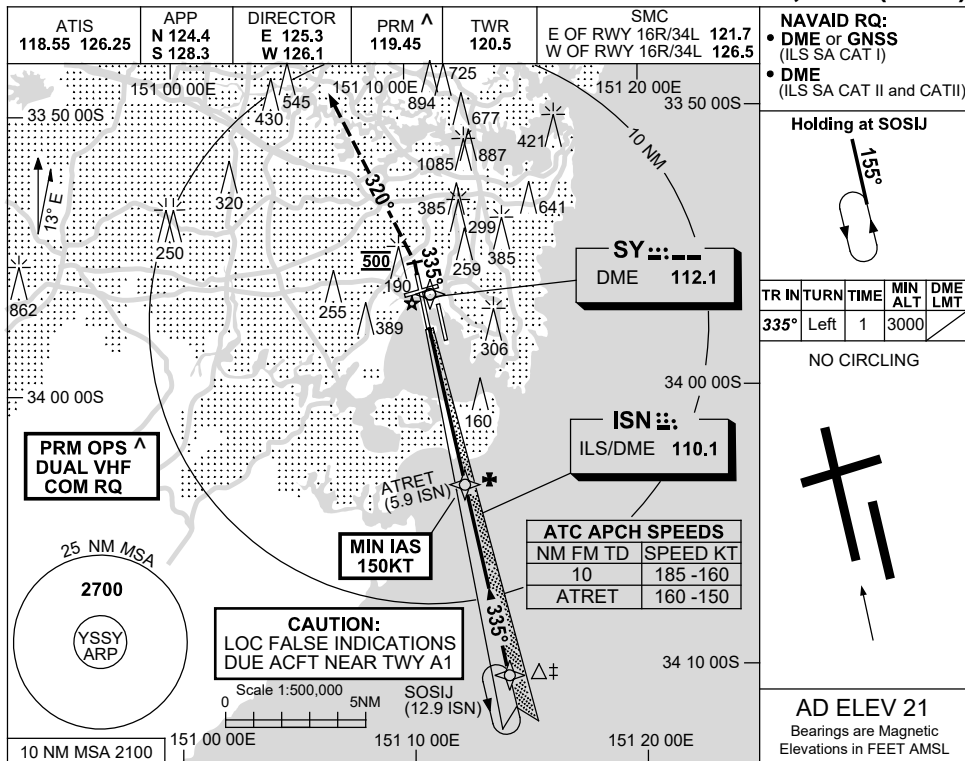
Changes: Editorial.

SSYII20-174

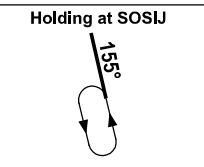
**CAUTION: CLOSELY SPACED PARALLEL RUNWAYS ^**

**USE QNH** ILS RWY 34L - Page 2  
**SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

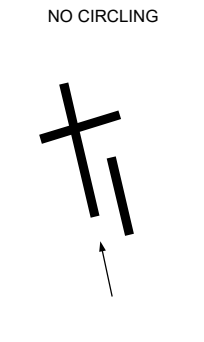
9 SEP 2021



**NAVAID RQ:**  
 • DME or GNSS (ILS SA CAT I)  
 • DME (ILS SA CAT II and CAT II)

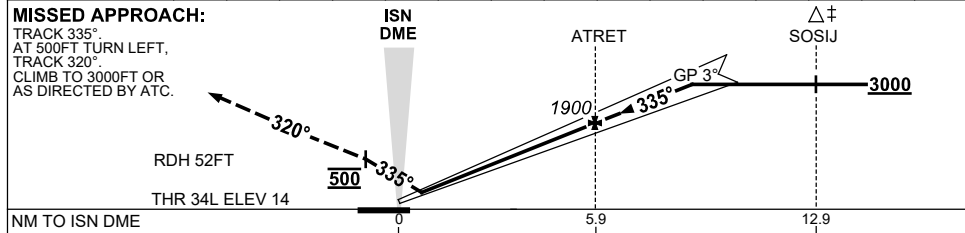


| TR IN | TURN | TIME | MIN ALT | DME LMT |
|-------|------|------|---------|---------|
| 335°  | Left | 1    | 3000    |         |



**AD ELEV 21**  
 Bearings are Magnetic  
 Elevations in FEET AMSL

|                    |     |     |     |      |      |      |      |      |      |      |      |  |  |  |
|--------------------|-----|-----|-----|------|------|------|------|------|------|------|------|--|--|--|
| NM TO ISN DME      | 1   | 2   | 3   | 4    | 5    | 5.9  | 6    | 7    | 8    | 9    | 9.4  |  |  |  |
| ALT (3° APCH PATH) | 330 | 650 | 970 | 1290 | 1610 | 1900 | 1930 | 2240 | 2560 | 2880 | 3000 |  |  |  |



|               |   |     |      |
|---------------|---|-----|------|
| NM TO ISN DME | 0 | 5.9 | 12.9 |
| NM TO THR 34L | 0 | 5.7 | 12.7 |

**NOTES**  
 †1. ACFT MAY BE RADAR VECTORED TO FNA.  
 †2. SIMULTANEOUS APCH AUTHORISED WITH RWY 34R. SEE PRM USER INSTRUCTIONS FOR ADDN RQMNTS.

| CATEGORY           | A | B                   | C       | D |
|--------------------|---|---------------------|---------|---|
| S-I ILS CAT II#    |   | RA 102 DA 114 (100) | 300 RVR |   |
| S-I ILS SA CAT II# |   | RA 102 DA 114 (100) | 600 RVR |   |
| S-I ILS SA CAT I#  |   | RA 163 DA 164 (150) | 650 RVR |   |

#3. SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED.

Changes: NOTE 2.

**CAUTION: CLOSELY SPACED PARALLEL RUNWAYS** <sup>^</sup>

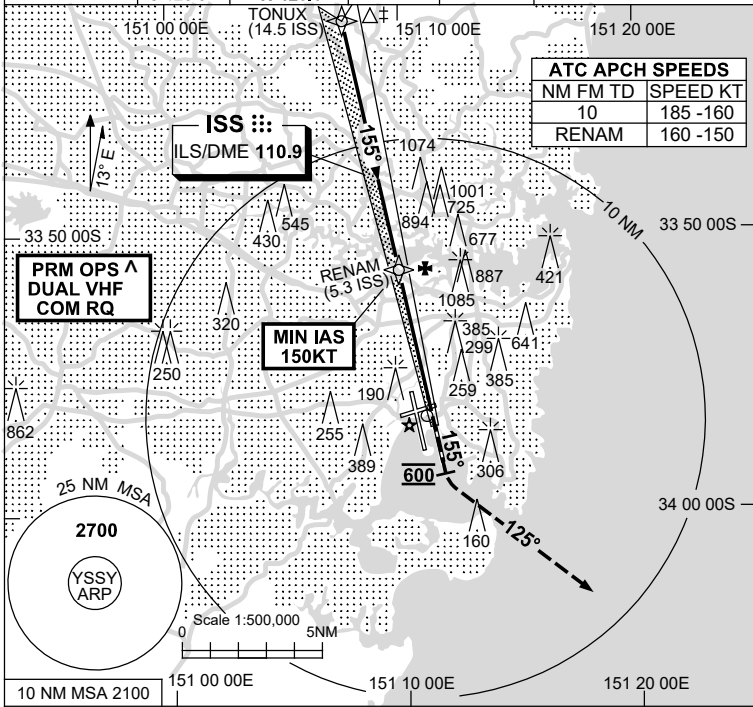
SSYI21-168

**USE QNH** ILS RWY 16L - Page 2  
**SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

9 SEP 2021

|                       |                           |                                |                            |              |   |
|-----------------------|---------------------------|--------------------------------|----------------------------|--------------|---|
| ATIS<br>118.55 126.25 | APP<br>N 124.4<br>S 128.3 | DIRECTOR<br>E 125.3<br>W 126.1 | PRM <sup>^</sup><br>133.95 | TWR<br>124.7 | SMC<br>E OF RWY 16R/34L 121.7<br>W OF RWY 16R/34L 126.5 |
|-----------------------|---------------------------|--------------------------------|----------------------------|--------------|---|

**NAVAID RQ:**  
 • DME or GNSS (ILS SA CAT I)  
 • DME (ILS SA CAT II)



| ATC APCH SPEEDS |          |
|-----------------|----------|
| NM FM TD        | SPEED KT |
| 10              | 185-160  |
| RENAM           | 160-150  |

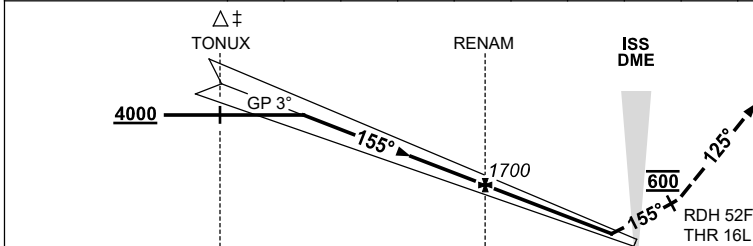
**Holding as directed by ATC**

| TR IN | TURN | TIME | MIN ALT | DME LMT |
|-------|------|------|---------|---------|
| /     | /    | /    | /       | /       |

**NO CIRCLING**

**AD ELEV 21**  
 Bearings are Magnetic  
 Elevations in FEET AMSL

|                    |      |      |      |      |      |      |      |      |      |     |     |     |  |
|--------------------|------|------|------|------|------|------|------|------|------|-----|-----|-----|--|
| NM TO ISS DME      | 12.5 | 11   | 10   | 9    | 8    | 7    | 6    | 5.3  | 4    | 3   | 2   | 1   |  |
| ALT (3° APCH PATH) | 4000 | 3520 | 3200 | 2880 | 2560 | 2250 | 1930 | 1700 | 1290 | 970 | 650 | 330 |  |



**MISSED APPROACH:**  
 TRACK 155°  
 AT 600FT,  
 TURN LEFT TRACK 125°  
 CLIMB TO 3000FT OR  
 AS DIRECTED BY ATC.

|               |      |  |     |  |   |
|---------------|------|--|-----|--|---|
| NM TO ISS DME | 14.5 |  | 5.3 |  | 0 |
| NM TO THR 16L | 14.3 |  | 5.1 |  | 0 |

**NOTES**

- ACFT MAY BE RADAR VECTORED TO FNA.
- SIMULTANEOUS APCH AUTHORISED WITH RWY 16R. SEE PRM USER INSTRUCTIONS FOR ADDN RQMNTS.
- SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED.
- CAT A, B, C 350 RVR CAT D 400RVR.

| CATEGORY            | A | B                   | C             | D |
|---------------------|---|---------------------|---------------|---|
| S-I ILS SA CAT II # |   | RA 101 DA 116 (100) | 350/400 RVR § |   |
| S-I ILS SA CAT I #  |   | RA 152 DA 166 (150) | 450 RVR       |   |
|                     |   |                     |               |   |

Changes: NOTE 2.

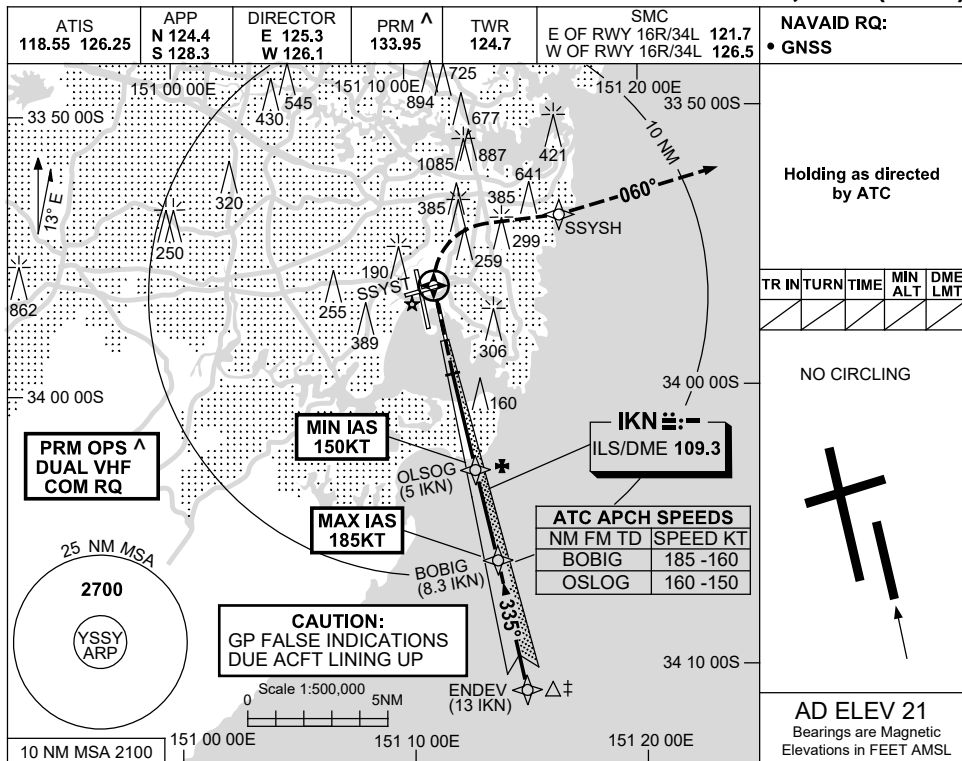
SSYII22-168

**CAUTION: CLOSELY SPACED PARALLEL RUNWAYS <sup>^</sup>**

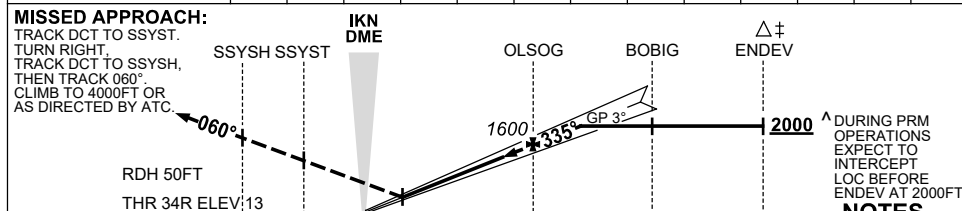


30 NOV 2023

SYDNEY/KINGSFORD SMITH, NSW (YSSY)



|                    |     |     |     |      |      |      |      |  |  |  |  |
|--------------------|-----|-----|-----|------|------|------|------|--|--|--|--|
| NM TO IKN DME      | 1   | 2   | 3   | 4    | 5    | 6    | 6.3  |  |  |  |  |
| ALT (3° APCH PATH) | 330 | 650 | 960 | 1280 | 1600 | 1920 | 2000 |  |  |  |  |



|               |     |   |     |     |      |
|---------------|-----|---|-----|-----|------|
| NM TO IKN DME | 1.8 | 0 | 5   | 8.3 | 13   |
| NM TO THR 34R | 2   | 0 | 4.8 | 8.1 | 12.8 |

- NOTES**
1. MAX IAS: BOBIG : 185KT, MAP UNTIL SSYSH : 185KT.
  2. ACFT MAY BE RADAR VECTORED TO FNA.
  3. SIMULTANEOUS APCH AUTHORISED WITH RWY 34L. SEE PRM USER INSTRUCTIONS FOR ADDN RQMNTS.
  4. SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED.

| CATEGORY                      | A | B                           | C | D |
|-------------------------------|---|-----------------------------|---|---|
| S-I ILS SA CAT II #(3.7% MAP) |   | RA 101 DA 113 (100) 600 RVR |   |   |
| S-I ILS SA CAT I #(3.4% MAP)  |   | RA 158 DA 163 (150) 650 RVR |   |   |
|                               |   |                             |   |   |

Changes: Editorial.

**CAUTION: CLOSELY SPACED PARALLEL RUNWAYS <sup>^</sup>**

SSYI23-177

**NOISE ABATEMENT PROCEDURES  
SYDNEY (KINGSFORD-SMITH)****1. PREFERRED RUNWAYS**

- 1.1 - (a) **2300-0600 HR local time** (applicable to all aircraft):  
LANDING - Runway 34L  
TAKE-OFF - Runway 16R
- (b) **DAILY MON-SAT 0600-0700 HR local time and  
SUN 0600-0800 HR local time**  
LANDING & TAKE-OFF:  
1. Runway 16L for Take-Off and Runway 34L for Landing  
2. Runway 16L and 16R for Take-Off and Runway 34L for Landing  
3. EQUAL - Runway 25 for Take-Off and Runway 34L and 34R for Landing  
Runway 16L and 16R for Take-Off and Runway 25 for Landing  
Runway 16L and 16R for Take-Off and Runway 07 for Landing  
4. EQUAL - Runway 16L and 16R  
Runway 34L and 34R  
5. EQUAL - Runway 07 or 25
- (c) **DAILY MON - FRI 0700 - 2245 HR local time and  
SAT 0700-2200 HR local time and  
SUN 0800-2200 HR local time**  
LANDING and TAKE - OFF:  
1. Runway 16L for Take-Off and Runway 34L for Landing  
2. EQUAL-Runway 16L and 16R for Take-Off and Runway 07 for Landing  
Runway 25 for Take-Off and Runway 34L and 34R for Landing  
Runway 16L and 16R for Take-Off and Runway 25 for Landing  
3. EQUAL-Runway 16L and 16R  
Runway 34L and 34R  
4. EQUAL-Runway 07 or 25
- (d) **SAT and SUN 2200-2245 HR local time**  
LANDING and TAKE-OFF:  
1. Runway 16L for Take-Off and Runway 34L for Landing  
2. Runway 16L and 16R for Take-off and Runway 34L for Landing  
3. Runway 16L and 16R for Take-off and Runway 25 for Landing  
4. Runway 16L and 16R for Take-off and Runway 07 for Landing  
5. Runway 25 for Take-off and Runway 34L and 34R for Landing  
6. EQUAL-Runway 16L and 16R  
Runway 34L and 34R  
7. EQUAL-Runway 07 or 25
- (e) **2245-2300 HR local time**  
LANDING and TAKE-OFF:  
1. Runway 16L for Take-Off and Runway 34L for Landing  
2. Runway 16L and 16R for Take-off and Runway 34L for Landing  
3. EQUAL-Runway 16L and 16R for Take-off and Runway 25 for Landing  
Runway 16L and 16R for Take-off and Runway 07 for Landing  
4. Runway 16L and 16R
- 1.2 Jet noise abatement climb procedures apply for the following runways:  
Runway 16R 2300-0600 HR local time  
Runways 34L & 34R at other times.

21 MAR 2024

## 2 - PREFERRED FLIGHT PATHS

### 2.1 - Arriving Aircraft

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

(NOTE: For arriving jet aircraft landing Runway 34L and 34R preferred flight path procedures apply at all times).

#### 2.1.1 - Arriving jet aircraft landing Runway 07 will not be permitted to descend below 3,000ft over built-up areas until aligned with the runway centreline 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.

#### 2.1.2 - Other arriving aircraft will not be permitted to descend below 2,000ft over built-up areas until aligned with the runway centreline.

#### 2.1.3 - 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.

### 2.2 - Departing Aircraft

ATC will route departing jet aircraft via Standard Instrument Departures which, where applicable, are contained within the designated flight corridors listed in paragraph 6, and other aircraft, over less noise sensitive areas.

## 3. - TRAINING FLIGHTS.

See AIP/ERSA.

## 4. - CURFEW

### 4.1 INTRODUCTION

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

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

4.1.3 The restrictions set out in this document become effective for all aircraft operating at Sydney/Kingsford Smith Aerodrome at 2245 Local on 24 December 1995. Specific operators have some concessions which are not listed here.

### 4.2 RESTRICTIONS APPLICABLE TO ALL AIRCRAFT

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

### 4.3 GROUP OF AIRCRAFT THAT CAN OPERATE

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

(a) Propeller-driven aircraft with a MTOW of 34,000KG or less that meet the noise level requirements of *ICAO Annex 16, Volume 1, Part 11, Chapter 3,5,6 or 10* (as appropriate to the aircraft classification).

(b) Jets with a MTOW of 34,000KG or less that meet the noise level requirements of *ICAO Annex 16, Volume 1, Part 11, Chapter 4 or 14*.

23 MAR 2023

SYDNEY/KINGSFORD SMITH, NSW (YSSY)

#### 4.4 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 4.5 or 4.6 apply:

(a) for landing:

- (i) 0600-0700 HR & 2200-2300 HR (SAT & SUN) local time.  
Only RWY 34L, unless another RWY is nominated by ATC
- (ii) 2300-0600 HR (Daily) local time.  
Only RWY 34L;

(b) for take-off:

- (i) 0600-0700 HR & 2200-2245 HR (SAT & SUN) local time.  
Only RWY 16R or 16L, unless another RWY is nominated by ATC.
- (ii) 2245-2300 HR (Daily) local time.  
Only RWY 16R or 16L;
- (iii) 2300 - 0600 HR (Daily) local time.  
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 HR Local) 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 Runway 16R and taxiway G.

- (iv) If an aircraft receives taxi clearance prior to 2300 HR it may take off from runway 16R even though the departure time may be within the curfew period;

#### 4.5 EXEMPTIONS

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

(a) The aircraft is being used for or in connection with:

- (i) a search and rescue operation;
- (ii) a medical emergency
- (iii) a natural disaster;

(b) the pilot of the aircraft has declared an in-flight emergency;

(c) the aircraft has insufficient fuel to be diverted to another airport;

(d) there is an urgent need for the aircraft to land or take-off;

- (i) to ensure the safety or security of the aircraft or any person; or
- (ii) to avoid damage to property.

#### 4.6 DISPENSATIONS

4.6.1 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.

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

23 MAR 2023

SYDNEY/KINGSFORD SMITH, NSW (YSSY)

#### 4.7 REVERSE THRUST DURING THE CURFEW PERIOD

4.7.1 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.

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

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

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

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

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

#### 4.8 MISSED APPROACHES DURING THE CURFEW PERIOD

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

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

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

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

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

#### 4.9 CLASSIFICATION OF AIRCRAFT

4.9.1 The operator is responsible for classifying an aircraft in accordance with ICAO Annex 16. Operators may obtain this information by writing to the Director, South West, ACT and NSW Airports and Noise Section, at the address shown in para 4.7.2.

### 5. CONCESSIONS FOR INTERNATIONAL AIRCRAFT

5.1 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:

SSYNA05-174

**1 DEC 2022**

SYDNEY/KINGSFORD SMITH, NSW (YSSY)

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

5.2 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

## **6. DESIGNATED FLIGHT CORRIDORS**

### **6.1 INTRODUCTION**

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

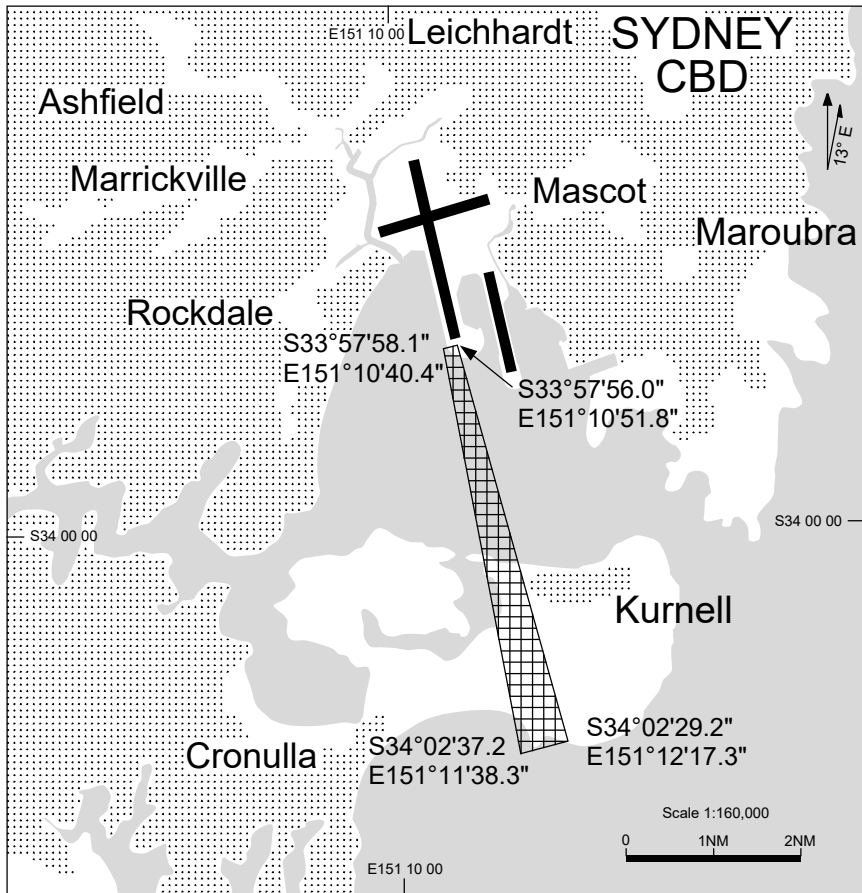
### **6.2 USE OF FLIGHT CORRIDORS**

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.

### **6.3 FLIGHT CORRIDORS**

The Sydney Airport Arrival and Departure flight corridors designated for the runways are promulgated in this document (NAP Pages 7 - 10).

**FLIGHT CORRIDOR A**

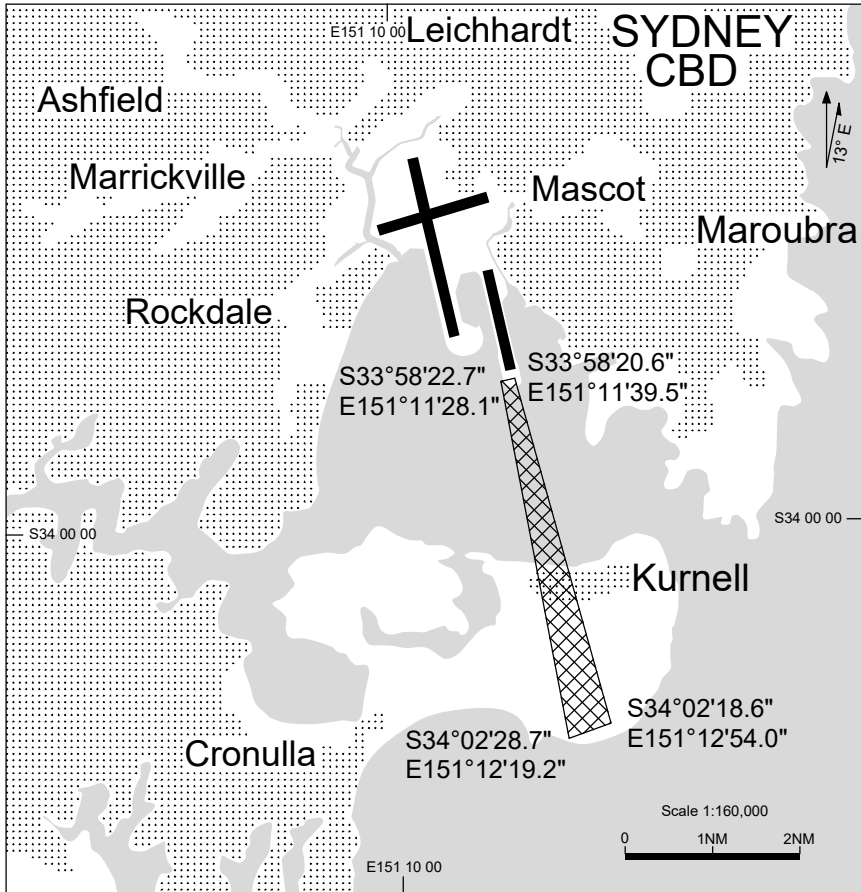


**Flight Corridor A (Runway 34L - landing approach)**

The points by reference to which the location and dimensions of Flight Corridor A are defined are all the points on an imaginary line commencing at the point of intersection of Latitude 33°57'56" South and Longitude 151°10'51.8" East and proceeding in a south-easterly direction along the geodesic to the point of intersection of Latitude 34°02'29.2" South and Longitude 151°12'17.3" East, then in a south-westerly direction along the geodesic to the point of intersection of Latitude 34°02'37.2" South and Longitude 151°11'38.3" East, then in a north-westerly direction along the geodesic to the point of intersection of Latitude 33°57'58.1" South and Longitude 151°10'40.4" East, then in a north-easterly direction along the geodesic to the point of commencement.



FLIGHT CORRIDOR C

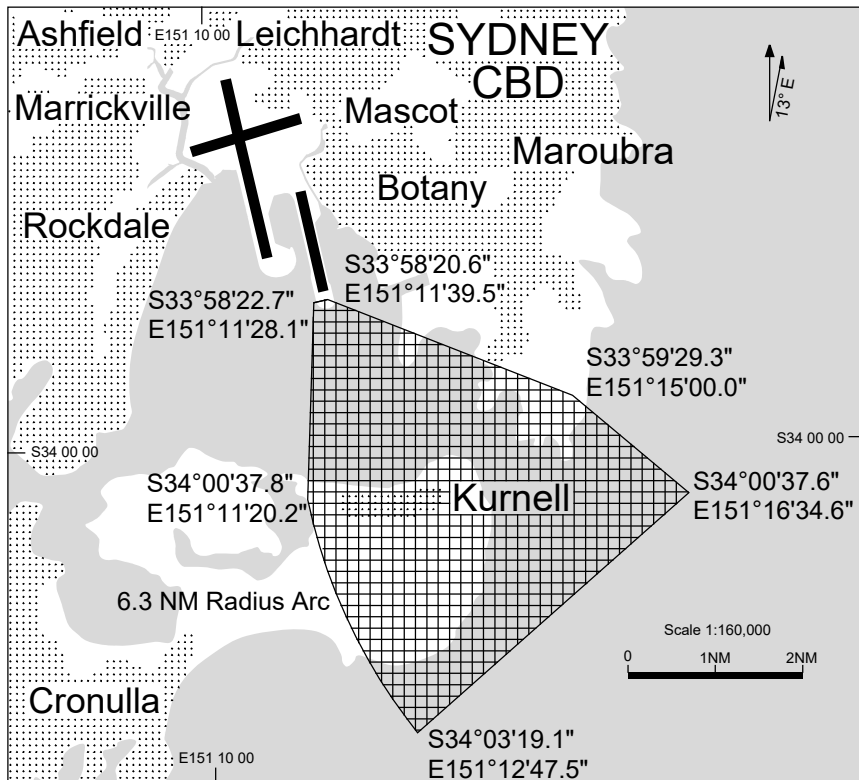


Flight Corridor C (Runway 34R - landing approach)

The points by reference to which the location and dimensions of Flight Corridor C are defined are all the points on an imaginary line commencing at the point of intersection of Latitude 33°58'20.6" South and Longitude 151°11'39.5" East and proceeding in a south-easterly direction along the geodesic to the point of intersection of Latitude 34°02'18.6" South and Longitude 151°12'54" East, then in a south-westerly direction along the geodesic to the point of intersection of Latitude 34°02'28.7" South and Longitude 151°12'19.2" East, then in a north-westerly direction along the geodesic to the point of intersection of Latitude 33°58'22.7" South and Longitude 151°11'28.1" East, then in a north-easterly direction along the geodesic to the point of commencement.

SSYNA08-173

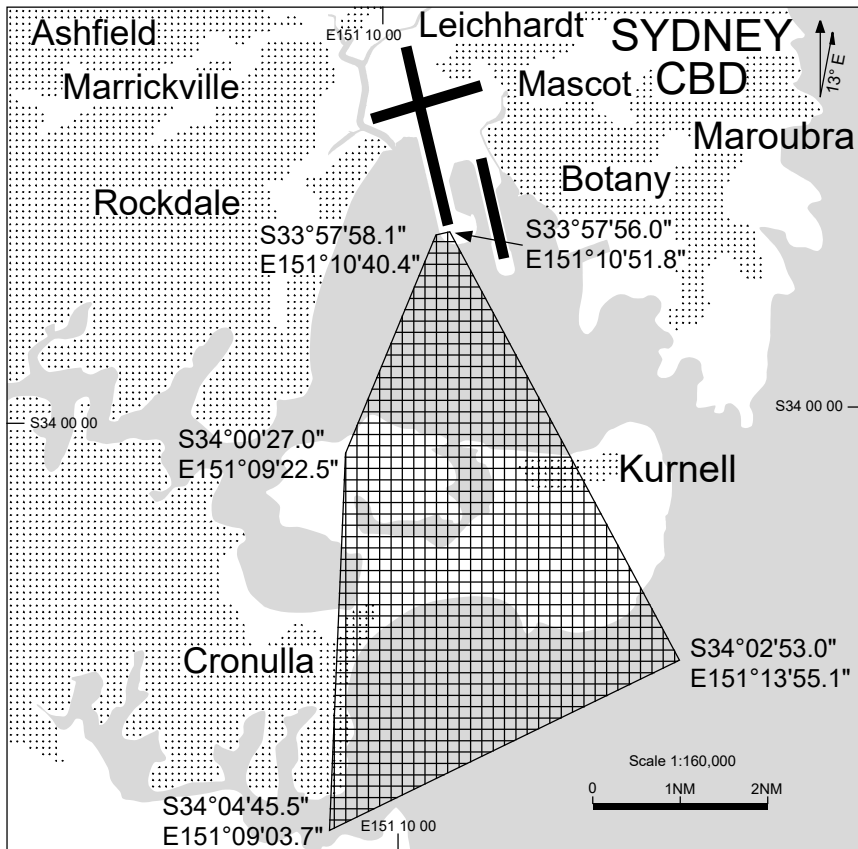
**FLIGHT CORRIDOR E**



**Flight Corridor E (Runway 16L - departure after take-off (IFR flight))**

The points by reference to which the location and dimensions of Flight Corridor E are defined are all the points on an imaginary line commencing at the point of intersection of Latitude 33°58'20.6" South and Longitude 151°11'39.5" East and proceeding in a south-easterly direction along the geodesic to the point of intersection of Latitude 33°59'29.3" South and Longitude 151°15'00" East, then in a south-westerly direction along the geodesic to the point of intersection of Latitude 34°00'37.6" South and Longitude 151°16.34.6" East, then in a south-westerly direction along the geodesic to the point of intersection of Latitude 34°03'19.1" South and Longitude 151°12'47.5" East, then in a north-westerly direction along an arc of a circle of radius 6.3 Nautical Miles centred on the point of intersection of Latitude 33°59'27" South and Longitude 151°18'46.8" East to the point of intersection of Latitude 34°00'37.8" South and Longitude 151°11'20.2" East, then in a northerly direction along the geodesic to the point of intersection of Latitude 33°58'22.7" South and Longitude 151°11'28.1" East, then in a north-easterly direction along the geodesic to the point of commencement.

**FLIGHT CORRIDOR G**



**Flight Corridor G (Runway 16R - departure after take-off (IFR flight))**

The points by reference to which the location and dimensions of Flight Corridor G are defined are all the points on an imaginary line commencing at the point of intersection of Latitude 33°57'56" South and Longitude 151°10'51.8" East and proceeding in a south-easterly direction along the geodesic to the point of intersection of Latitude 34°02'53" South and Longitude 151°13'55.1" East, then in a south-westerly direction along the geodesic to the point of intersection of Latitude 34°04'45.5" South and Longitude 151°09.03.7" East, then in a northerly direction along the geodesic to the point of intersection of Latitude 34°00'27" South and Longitude 151°09'22.5" East, then in a north-easterly direction along the geodesic to the point of intersection of Latitude 33°57'58.1" South and Longitude 151°10'40.4" East, then in a north-easterly direction along the geodesic to the point of commencement.

**1 - SYDNEY-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 endeavour 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 - SYDNEY-ARRIVING AIRCRAFT**

- 2.1 - By day, ATC may use 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 (Metres) |
|---------|--|---------------------|--------------|
| RWY 16R | Domestic Terminal - All aircraft types<br>REFER NOTE 1 | B7                  | 1548         |
|         | International Terminal - All aircraft types            | A4                  | 2228         |
| RWY 34L | Domestic Terminal - All aircraft types                 | B9                  | 1988         |
|         | International Terminal - All aircraft types            | A2                  | 2185         |
| RWY 16L | Non jet  | T3                  | 1607         |
|         | Jet (Less than 18M wheelbase & max 36M wingspan)       | T3                  | 1607         |
|         | Jet  | T4                  | 1964         |
| RWY 34R | Non jet  | T2                  | 1371         |
|         | Jet  | U1                  | 1960         |
| RWY 25  | Non jet  | B                   | 1199         |
|         | Jet  | Y                   | 1952         |
| RWY 07  | Non jet  | B                   | 1253         |
|         | Jet except A388, B748, A346, B773                      | D                   | 1865         |
|         | A388, B748, A346, B773                                 | G4                  | 2407         |

**NOTE 1:** Non-jet ACFT preferring to vacate North of TWY B7 must advise TWR prior to receiving a landing clearance.

**NOTE 2:** Preferred exit taxiway procedures do not apply during Sydney Airport Curfew hours.

17 JUN 2021

## 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 ACFT.

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

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

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

-RWY 16R - expect to reach **3000FT** at least **6NM before URDEN**.

-RWY 34R - expect to reach **2000FT** before **ENDEV**.

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

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

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

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

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

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

**BREAK-OUT:** If ATC determines that an aircraft has or will penetrate the 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)"***

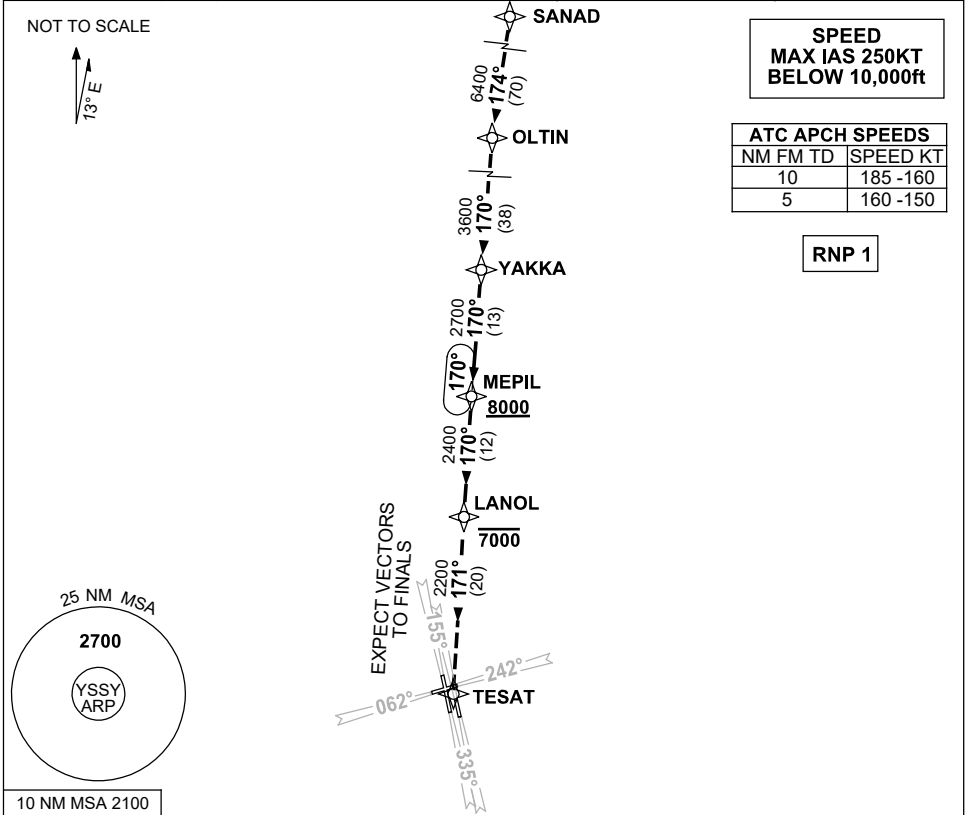
**HAND FLY A BREAK-OUT:** When issued with BREAK-OUT instruction, time is critical. Break-out procedures **MUST BE HAND FLOWN**. In exceptional circumstances a descending BREAK-OUT may be given but the assigned altitude will not be below the applicable (MVA). Read back the break-out instruction as soon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

SSYRM01-167

**STANDARD INSTRUMENT ARRIVAL (STAR)  
MEPIL THREE ARRIVAL (RNAV)  
SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

24 MAR 2022

|                       |              |                            |  |   |  |
|-----------------------|--------------|----------------------------|--|---|--|
| ATIS<br>118.55 126.25 | APP<br>124.4 | DIRECTOR<br>125.3<br>126.1 | TWR<br>RWYS 16R/34L, 07/25 120.5<br>RWYS 16L/34R 124.7 | SMC<br>E OF RWY 16R/34L 121.7<br>W OF RWY 16R/34L 126.5 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|-----------------------|--------------|----------------------------|--|---|--|



10 NM MSA 2100

**TRANSITIONS:**

**SANAD:**

- From SANAD to MEPIL
- Track 174° to OLTIN
  - Turn LEFT track 170° to YAKKA
  - Track 170° to MEPIL
- Cross** MEPIL AT or ABV 8000ft  
Then follow ARRIVAL instructions

**ARRIVAL:**

From MEPIL

- MEPIL THREE**
- Track 170° to LANOL
- Cross** LANOL AT or BLW 7000ft
- Track 171° to TESAT
- EXPECT radar vectors to final approach course after LANOL

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC SY APP +61 2 9556 6515**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: Editorial.

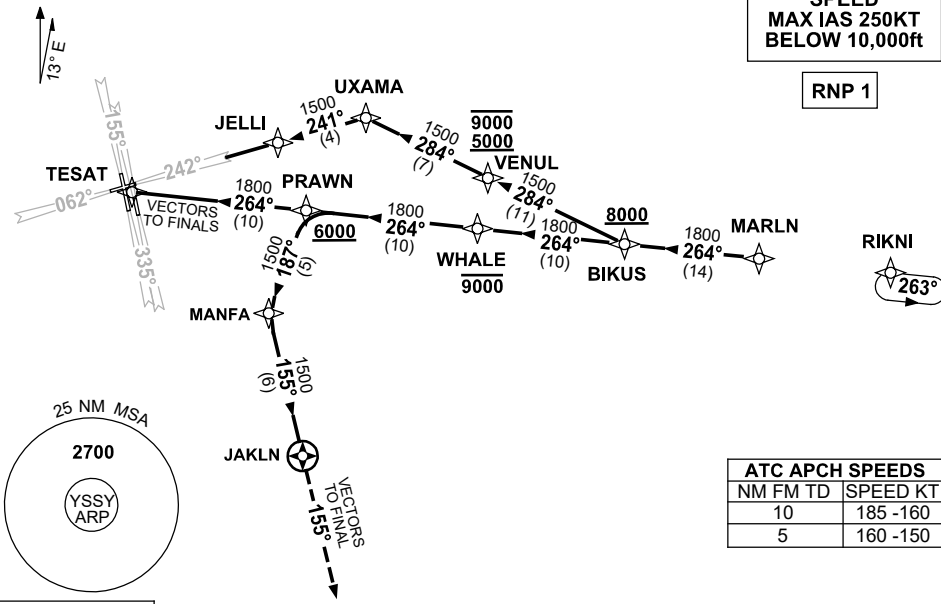
SSYSR01-170

**STANDARD INSTRUMENT ARRIVAL (STAR)  
MARLN FIVE ARRIVAL (RNAV)  
SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

24 MAR 2022

|                       |              |                            |  |   |  |
|-----------------------|--------------|----------------------------|--|---|--|
| ATIS<br>118.55 126.25 | APP<br>124.4 | DIRECTOR<br>125.3<br>126.1 | TWR<br>RWYS 16R/34L, 07/25 120.5<br>RWYS 16L/34R 124.7 | SMC<br>E OF RWY 16R/34L 121.7<br>W OF RWY 16R/34L 126.5 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|-----------------------|--------------|----------------------------|--|---|--|

NOT TO SCALE



**NOTE: TRACKING VIA RIKNI SUBJECT TO ATC CLEARANCE**

**ARRIVAL: MARLN FIVE**

- From MARLN track 264° to BIKUS  
**Cross** BIKUS AT or ABV 8000ft

- RWY 25:**
- Track 284° to VENUL  
**Cross** VENUL BTN 5000ft AND 9000ft
  - Track 284° to UXAMA
  - Track 241° to JELLI for GLS RWY 25 or ILS RWY 25 or RNP RWY 25 or LOC RWY 25

- RWY 07, 34L, 16L, 16R:**
- Track 264° to WHALE  
**Cross** WHALE AT or BLW 9000ft
  - Track 264° to PRAWN  
**Cross** PRAWN AT or ABV 6000ft
  - Track 264° to TESAT, EXPECT radar vectors to final

- RWY 34R:**
- Track 264° to WHALE  
**Cross** WHALE AT or BLW 9000ft
  - Track 264° to PRAWN  
**Cross** PRAWN AT or ABV 6000ft
  - Turn LEFT, track 187° to MANFA
  - Turn LEFT, track 155° to JAKLN
  - Track 155°, EXPECT radar vectors to final

**NOTE:** For RWY 34R during PRM operations, expect to track downwind until reaching 2000ft.

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC SY APP +61 2 9556 6515**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

**STANDARD INSTRUMENT ARRIVAL (STAR)  
ODALE SEVEN ARRIVAL (RNAV)  
SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

**24 MAR 2022**

|                       |              |                            |  |   |  |
|-----------------------|--------------|----------------------------|--|---|--|
| ATIS<br>118.55 126.25 | APP<br>128.3 | DIRECTOR<br>125.3<br>126.1 | TWR<br>RWYS 16R/34L, 07/25 120.5<br>RWYS 16L/34R 124.7 | SMC<br>E OF RWY 16R/34L 121.7<br>W OF RWY 16R/34L 126.5 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|-----------------------|--------------|----------------------------|--|---|--|

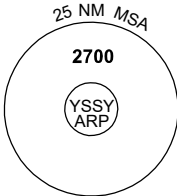
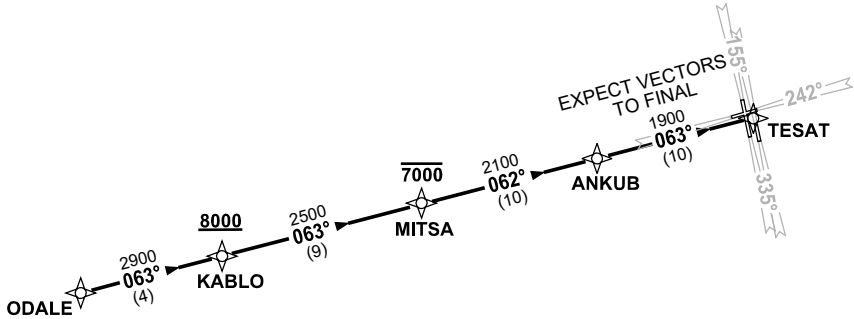
NOT TO SCALE



| ATC APCH SPEEDS |          |
|-----------------|----------|
| NM FM TD        | SPEED KT |
| 10              | 185 -160 |
| 5               | 160 -150 |

**SPEED  
MAX IAS 250KT  
BELOW 10,000FT**

**RNP 1**



10 NM MSA 2100

**ARRIVAL: ODALE SEVEN**

- From ODALE track 063° to KABLO  
**Cross** KABLO AT or ABV 8000FT
- Track 063° to MITSA  
**Cross** MITSA AT or BLW 7000FT
- Track 062° to ANKUB
- Track 063° to TESAT

EXPECT radar vectors to final approach course after MITSA

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC SY APP +61 2 9556 6515**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.



**STANDARD INSTRUMENT ARRIVAL (STAR)  
RIVET THREE ARRIVAL (RNAV)  
SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

24 MAR 2022

|                       |              |                            |  |   |  |
|-----------------------|--------------|----------------------------|--|---|--|
| ATIS<br>118.55 126.25 | APP<br>128.3 | DIRECTOR<br>125.3<br>126.1 | TWR<br>RWYS 16R/34L, 07/25 120.5<br>RWYS 16L/34R 124.7 | SMC<br>E OF RWY 16R/34L 121.7<br>W OF RWY 16R/34L 126.5 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|-----------------------|--------------|----------------------------|--|---|--|

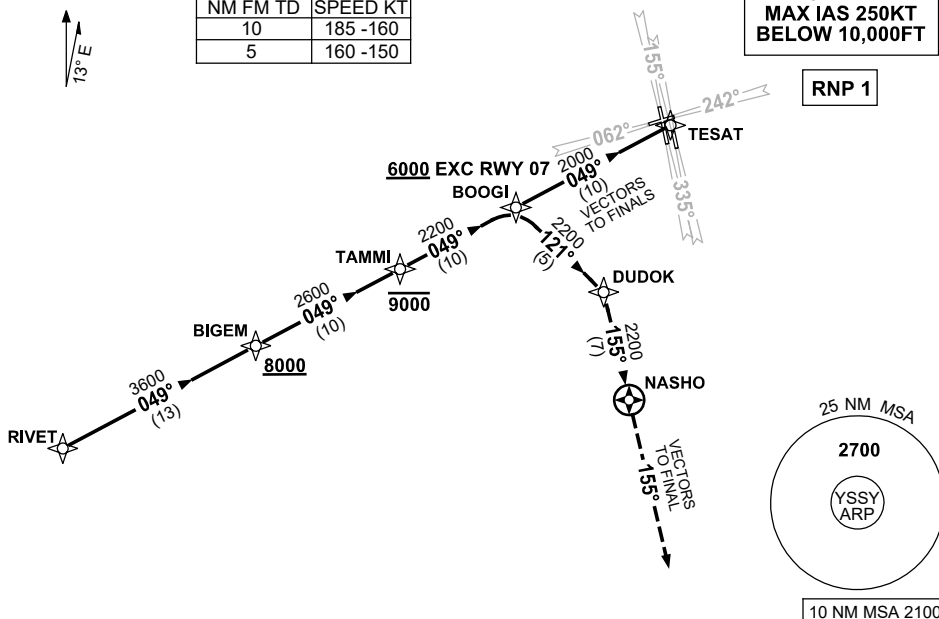
NOT TO SCALE



| ATC APCH SPEEDS |    |    |          |
|-----------------|----|----|----------|
| NM              | FM | TD | SPEED KT |
| 10              |    |    | 185 -160 |
| 5               |    |    | 160 -150 |

**SPEED  
MAX IAS 250KT  
BELOW 10,000FT**

**RNP 1**



**ARRIVAL: RIVET THREE**

- From RIVET track 049° to BIGEM  
**Cross** BIGEM AT or ABV 8000FT
- Track 049° to TAMMI  
**Cross** TAMMI AT or BLW 9000FT

**RWY 07:**

- Track 049° to BOOGI
- Track 049° to TESAT
- EXPECT radar vectors to final

**RWY 16L, 16R or 25:**

- Track 049° to BOOGI  
**Cross** BOOGI AT or ABV 6000FT
- Track 049° to TESAT
- EXPECT radar vectors to final

**RWY 34L or 34R:**

- Track 049° to BOOGI  
**Cross** BOOGI AT or ABV 6000FT
- Turn RIGHT, track 121° to DUDOK
- Turn RIGHT, track 155° to NASHO
- Track 155°, EXPECT radar vectors to final

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC SY APP +61 2 9556 6515**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

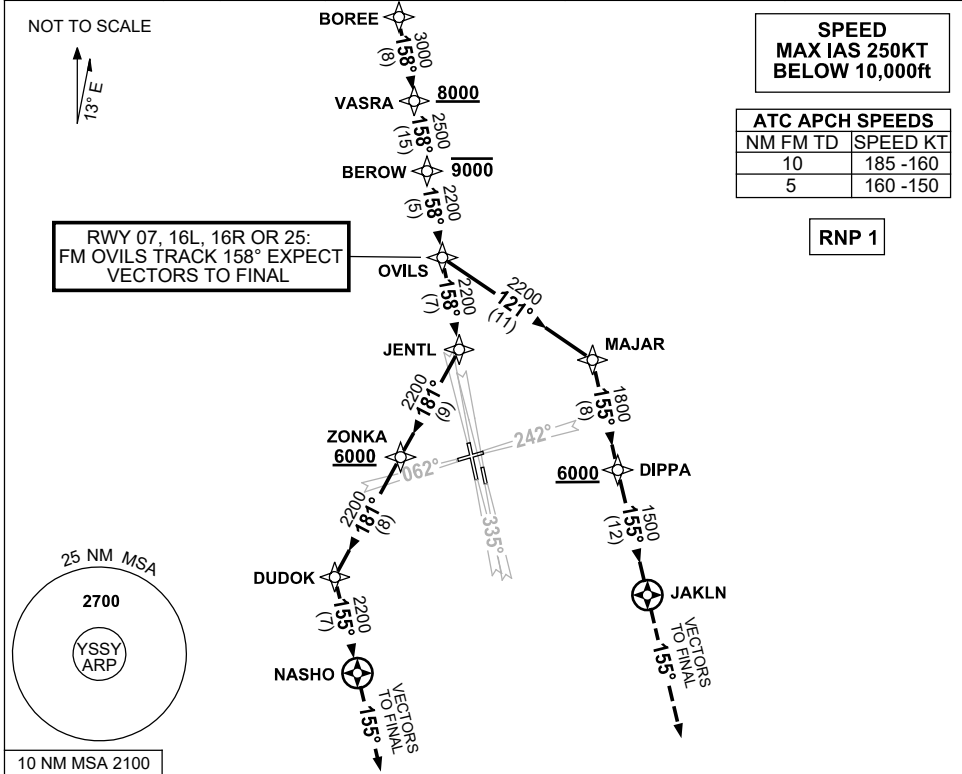
Changes: Editorial.

SSYSR05-170

**STANDARD INSTRUMENT ARRIVAL (STAR)  
BOREE THREE ALPHA ARRIVAL (RNAV)  
SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

24 MAR 2022

|                       |              |                                |  |   |  |
|-----------------------|--------------|--------------------------------|--|---|--|
| ATIS<br>118.55 126.25 | APP<br>124.4 | DIRECTOR<br>E 125.3<br>W 126.1 | TWR<br>RWYS 16R/34L, 07/25 120.5<br>RWYS 16L/34R 124.7 | SMC<br>E OF RWY 16R/34L 121.7<br>W OF RWY 16R/34L 126.5 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|-----------------------|--------------|--------------------------------|--|---|--|



**ARRIVAL:** **BOREE THREE ALPHA**

- From BOREE track 158° to VASRA  
**Cross** VASRA AT or ABV 8000ft
- Track 158° to BEROW  
**Cross** BEROW AT or BLW 9000ft
- Track 158° to OVILS

**RWY 07, 16L, 16R, or 25:** Track 158°, EXPECT radar vectors to final

**RWY 34L:**

- Track 158° to JENTL
- Turn RIGHT, track 181° to ZONKA  
**Cross** ZONKA AT or ABV 6000ft
- Track 181° to DUDOK
- Turn LEFT, track 155° to NASHO
- Track 155°, EXPECT radar vectors to final

**RWY 34R:**

- Turn LEFT, track 121° to MAJAR
- Turn RIGHT, track 155° to DIPPA  
**Cross** DIPPA AT or ABV 6000ft
- Track 155° to JAKLN
- Track 155°, EXPECT radar vectors to final

**NOTE:** For RWY 34R during PRM operations, expect to track downwind until reaching 2000ft

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC SY APP +61 2 9556 6515**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERS A EMERG Section 1.5.

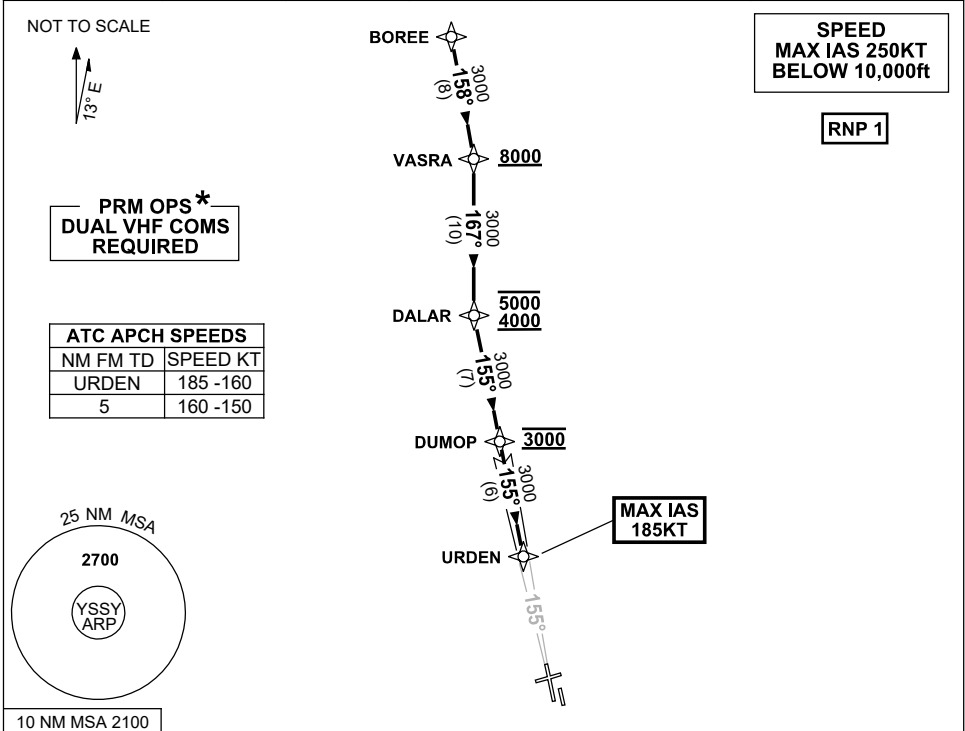
Changes: Editorial.

SSYSR06-170

**STANDARD INSTRUMENT ARRIVAL (STAR)  
BOREE THREE PAPA ARRIVAL (RNAV)  
SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

**24 MAR 2022**

|                       |              |                   |              |   |  |
|-----------------------|--------------|-------------------|--------------|---|--|
| ATIS<br>118.55 126.25 | APP<br>124.4 | DIRECTOR<br>126.1 | TWR<br>120.5 | SMC<br>E OF RWY 16R/34L 121.7<br>W OF RWY 16R/34L 126.5 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|-----------------------|--------------|-------------------|--------------|---|--|



**ARRIVAL: BOREE THREE PAPA**

**RWY 16R:**

- From BOREE track 158° to VASRA  
**Cross** VASRA AT or ABV 8000ft
- Turn RIGHT, track 167° to DALAR  
**Cross** DALAR between 4000ft and 5000ft
- Turn LEFT, track 155° to DUMOP  
**Cross** DUMOP AT 3000ft
- From DUMOP track 155° via FINAL APCH COURSE to URDEN  
**MAX IAS 185KT** from URDEN
- Track via GLS RWY 16R or ILS RWY 16R

**\* PRM OPS : SEE PRM USER INST FOR ADDITIONAL REQUIREMENTS.**

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC SY APP +61 2 9556 6515**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: Editorial. SSYSR09-170

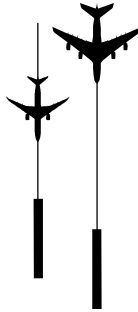
## Independent Visual Approach

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.

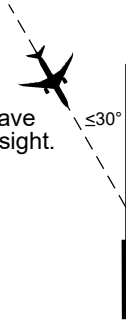
### Important instructions and advisory information for pilots:

- Report visual and/or the runway in sight as soon as possible.
- Manage speed on base leg to ensure you do not overshoot the centreline.  
ATC approach speeds apply,  
160-185KT 10NM FM THR and 150-160KT 5NM FM THR.
- 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 RWY centreline.
- Other aircraft will be operating on the adjacent approach.
- Traffic Information will be provided if another aircraft is within 1NM 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 centreline.
- 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 RWY centreline. Commence the turn to enable intercept of the final approach course for the runway assigned, then track the extended centreline 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.

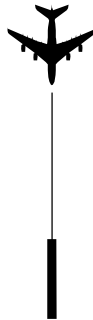
Both these aircraft only have to report visual if on localiser or GLS final approach course.



This aircraft must have reported runway in sight.



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



Both aircraft have to report runway in sight.

