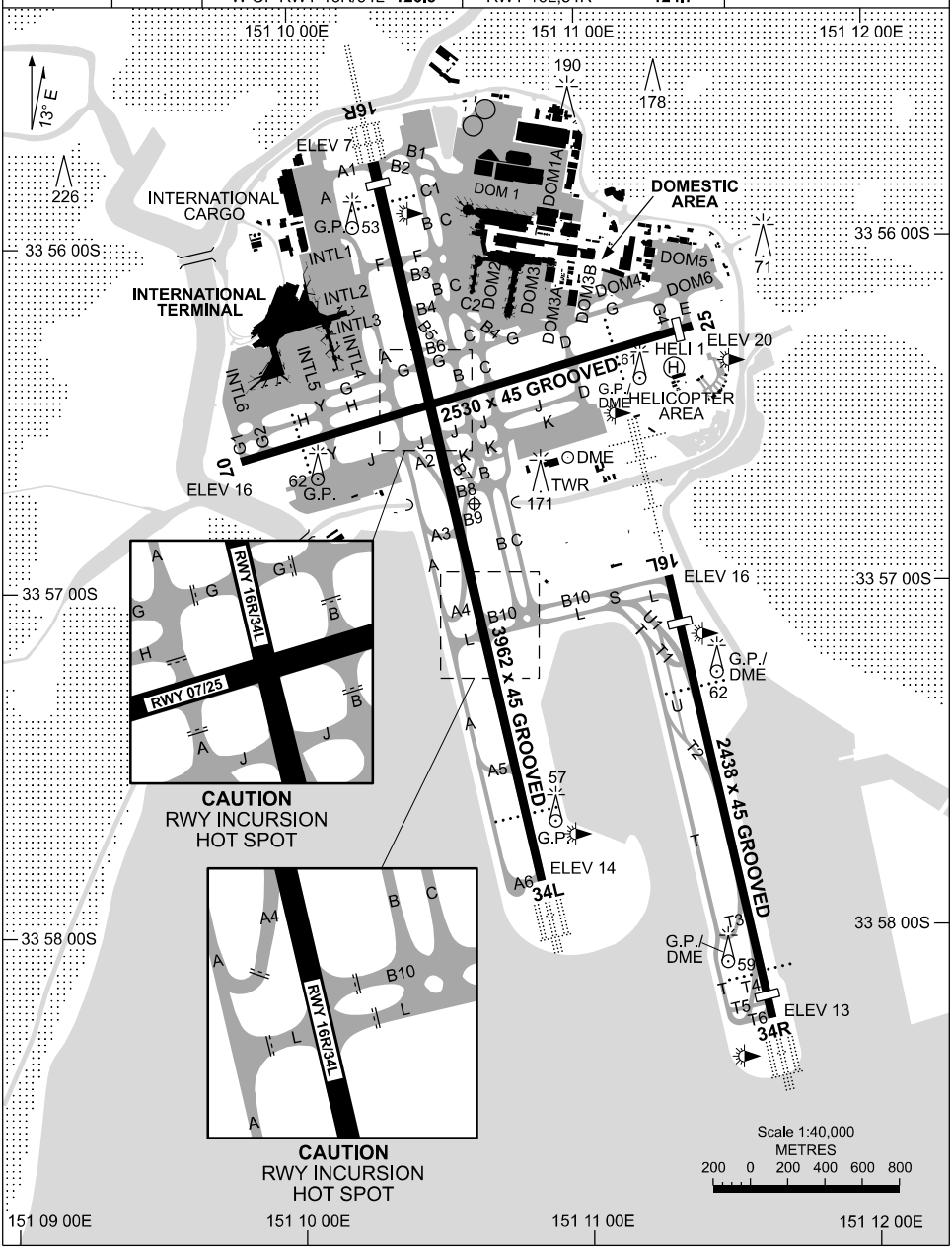
19 MAR 2026

33 56 46S 151 10 38E

SYDNEY/KINGSFORD SMITH, NSW (YSSY)

ATIS	ACD	SMC	TWR	Bearings are Magnetic
118.55	**133.8**	E OF RWY 16R/34L **121.7** W OF RWY 16R/34L **126.5**	RWY 16R/34L,07/25 **120.5** RWY 16L,34R **124.7**	Elevations in FEET AMSL



Changes: IWI DELETED.

SSYAD01-186

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12 JUN 2025 33 56 46S 151 10 38E **SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

ATIS	ACD	SMC	TWR	Bearings are Magnetic Elevations in FEET AMSL
118.55	**133.8**	E OF RWY 16R/34L **121.7** W OF RWY 16R/34L **126.5**	RWY 16R/34L,07/25 **120.5** RWY 16L,34R **124.7**	

AERODROME LIGHTING

RWY	
	TAXIWAY : CENTRELINE GREEN , BLUE EDGE, STOPBAR, RGL (FLG YELLOW) RL : MAN , SDBY (1 SEC DURING LVP, 15 SEC OTHER TIMES)
16R *155*	PAPI 3.0° 64FT HIRL MIRL HIAL-CAT II RTZL RCLL RCLM RVR
335 **34L**	PAPI 3.0° 64FT HIRL MIRL HIAL-CAT II RTZL RCLL RCLM RVR
16L *155*	PAPI 3.0° 53FT HIRL HIAL-CAT I RCLL RCLM RVR
335 **34R**	PAPI 3.0° 53FT HIRL HIAL-SA CAT II RTZL RCLL RCLM RVR
07 *062*	PAPI 3.0° 64FT HIRL RTIL RCLM RVR
242 **25**	PAPI 3.0° 64FT HIRL RCLM RVR

NOTES

Changes: ATIS FREQ REMOVED, Editorial.

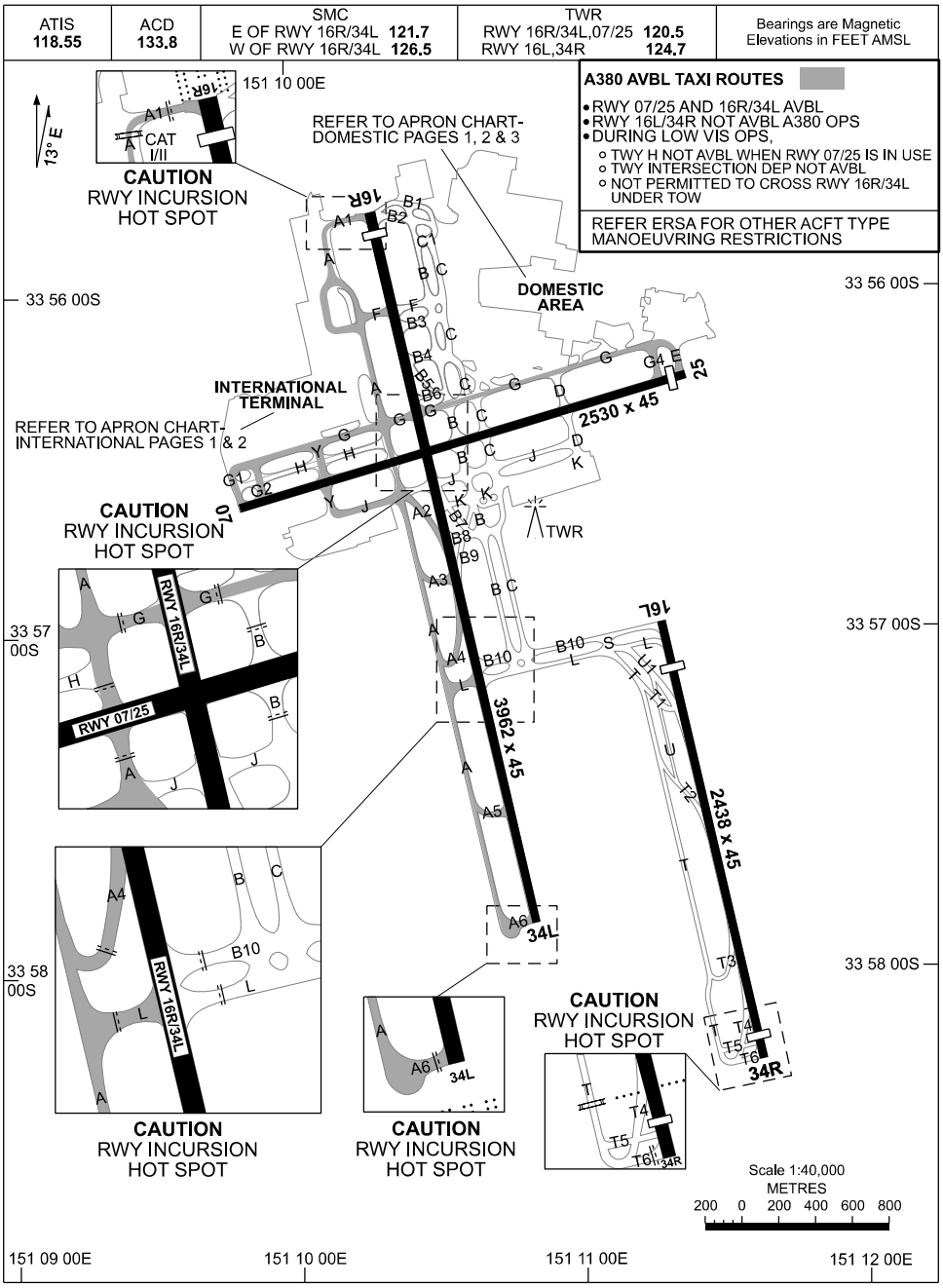
SSYAD02-183

airservices australia

04 SEP 2025

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

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



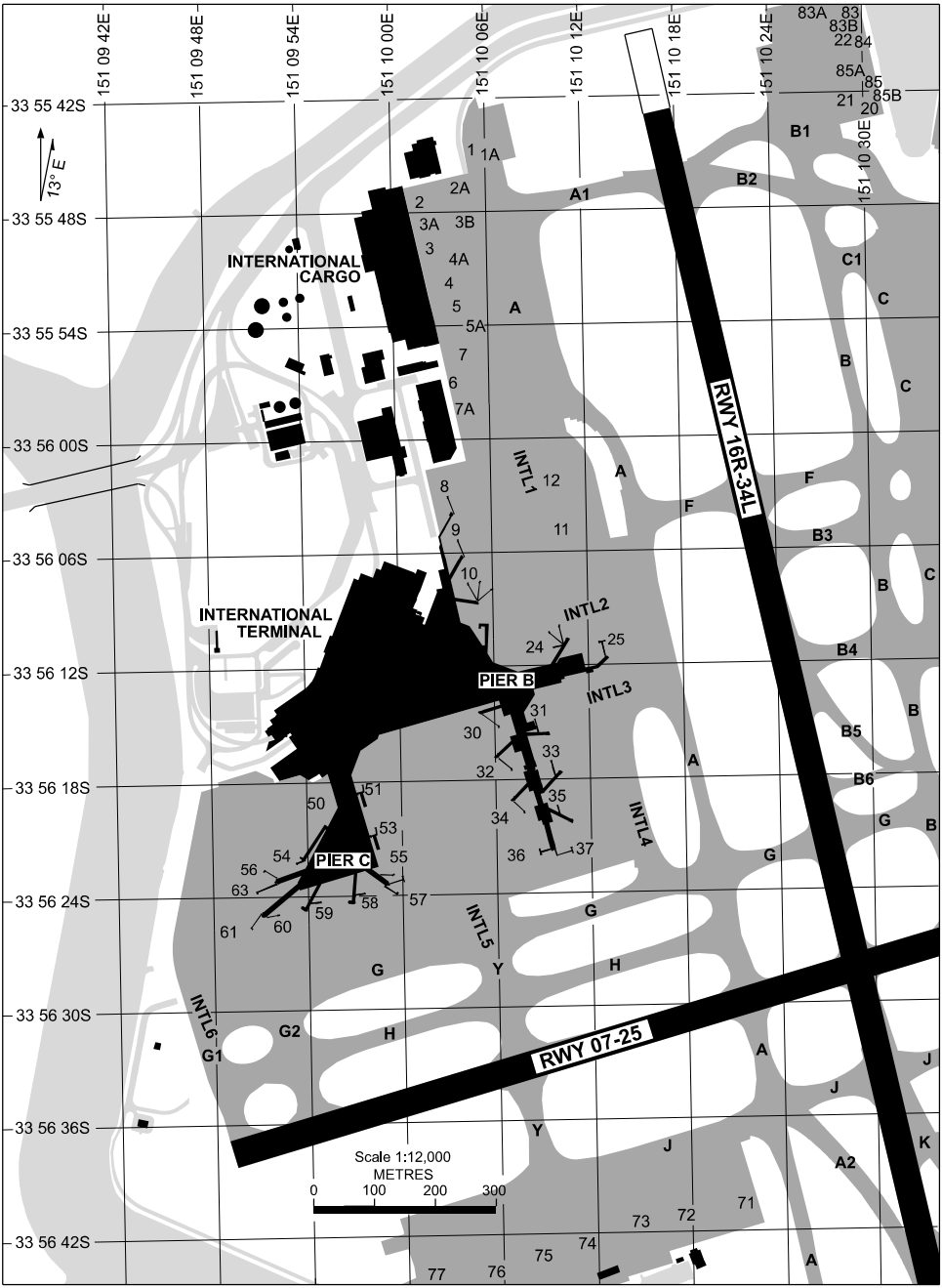
Changes: TWY J EXTENSION, Editorial.

SSYAG01-184

airservices australia

19 MAR 2026

SYDNEY/KINGSFORD SMITH, NSW (YSSY)



Changes: BAY 6A AND 6B DELETED, BAY 7 AND 7A ADDED.

SSYAP01-186

airservices australia

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
1A	33 55 44.24S 151 10 06.27E	9	B461	MARSHALLER	TANKER
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	10	B744	MARSHALLER	F35
7	33 55 56.82S 151 10 04.53E	11	A388/B748	SAFEGATE DGS	F35
7A	33 55 58.77S 151 10 04.54E	9	A321/B738	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	A321/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 15.32S 151 10 06.41E	10	A35K	SAFEGATE DGS	F35
31	33 56 14.58S 151 10 08.91E	10	A35K/B744	SAFEGATE DGS	F35
32	33 56 17.58S 151 10 07.17E	11	A35K	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	A35K	SAFEGATE DGS	F35
35	33 56 19.25S 151 10 09.81E	10	B744	SAFEGATE DGS	F35
36	33 56 22.09S 151 10 08.92E	10	A35K	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	A35K/B744	SAFEGATE DGS	F35
53	33 56 20.24S 151 09 58.25E	11	A35K/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	A321/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/B744	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	A321/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.

Changes: BAYS 6A AND 6B DELETED, BAYS 7 AND 7A ADDED, BAYS 6 AND 7 UPDATED.

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19 MAR 2026

SYDNEY/KINGSFORD SMITH, NSW (YSSY)

Changes: BAYS 104 AND 107 DELETED.

SSYAP03-186

airservices australia

TERMINAL 2 & 3 - PARKING POSITION INFORMATION

BAY	CO-ORDINATES	ELEV (ft)	CAPACITY	NOSE IN GUIDANCE	HYDRANT FUEL
Access from Taxilane DOM1					
1	33 55 55.04S 151 10 50.57E	8	B738	SAFEGATE	F35
2	33 55 54.76S 151 10 48.81E	7	B738	SAFEGATE	F35
3	33 55 54.49S 151 10 46.85E	7	B738	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	B738	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
Access from Taxilane DOM1A					
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
Access from TWY C					
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	A321/B738	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	A321/B738	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	DH8D	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	DH8C	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	B763	Centreline+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	B763	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	B763	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/B737	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	A321/B738	MARSHALLER	F35
Access from TWY K					
120	33 56 36.74S 151 10 48.38E	19	B748	MARSHALLER	TANKER
120A	33 56 34.94S 151 10 47.77E	18	A388	MARSHALLER	TANKER
120B	33 56 35.47S 151 10 49.72E	19	B3XM	MARSHALLER	TANKER
121	33 56 35.96S 151 10 51.66E	20	B748	MARSHALLER	TANKER
121A	33 56 34.20S 151 10 51.06E	18	A388	MARSHALLER	TANKER
121B	33 56 34.70S 151 10 53.00E	19	B3XM	MARSHALLER	TANKER
122	33 56 35.19S 151 10 54.94E	20	B748	MARSHALLER	TANKER
122A	33 56 33.92S 151 10 54.94E	19	B3XM	MARSHALLER	TANKER
123	33 56 34.48S 151 10 57.94E	20	B744	MARSHALLER	TANKER
123A	33 56 32.74S 151 10 57.64E	18	A388	MARSHALLER	TANKER
123B	33 56 34.20S 151 10 58.14E	20	B3XM	MARSHALLER	TANKER
124	33 56 33.84S 151 11 00.65E	19	B744	MARSHALLER	TANKER
124A	33 56 32.58S 151 11 01.52E	18	B3XM	MARSHALLER	TANKER
124B	33 56 32.99S 151 10 59.78E	18	B3XM	MARSHALLER	TANKER
125	33 56 33.20S 151 11 03.37E	19	B744	MARSHALLER	TANKER

Changes: BAYS 120 - 125 UPDATED, Editorial.

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ARRIVALS

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

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

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

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

Taxlway C (Bays 16-19)	
Arrival Runway	Route
16R/34L 16L/34R**	Via B, F

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

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

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

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

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

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

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

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

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DEPARTURES

(Note: Applicable only to aircraft with wingspan of 61m or less)
**** ALL RUNWAY CROSSINGS REQUIRE A SPECIFIC CLEARANCE ****

B1 Apron (Bays 20-23, 83-85)			
DEP RWY	Route	DEP RWY	Route
16R	Via B1	34L - prop	Via B1, C, B10
16L	Via B1, C, B10	34L - jet	Via B1, C, L, A, A6
		34R	Via B1, C, B10, S, T, T6

DOM1 (Bays 1-10) DOM 1A (Bays 64-70) Taxiway C (Bays 11-19, 49, 53, 55, 57, 59)			
DEP RWY	Route	DEP RWY	Route
16R	As instructed by ATC	34L - prop	Via C, B10
16L	Via C, B10	34L - jet	Via C, L, A, A6
		34R	Via C, B10, S, T, T6

DOM2 EXC A330-200 (Bays 52, 54, 56, 58, 31, 33, 35, 39, 41)			
DEP RWY	Route	DEP RWY	Route
16R	Via C2, B4 then as instructed by ATC	34L - prop	Via DOM2, C, B10
16L	Via DOM2, C, B10	34L - jet	Via DOM2, C, L, A, A6
		34R	Via DOM2, C, B10, S, T, T6

DOM2 (Bays 43, 45A)			
DEP RWY	Route	DEP RWY	Route
16R	Via B4 then as instructed by ATC	34L - prop	Via DOM2, C, B10
16L	Via DOM2, C, B10	34L - jet	Via DOM2, C, L, A, A6
		34R	Via DOM2, C, B10, S, T, T6

DOM2 A330-200 (Bays 39, 45)			
DEP RWY	Route	DEP RWY	Route
16R	Via DOM2, G, B then as instructed by ATC	34L	Via DOM2, C, L, A, A6
16L	Via DOM2, C, B10	34R	Via DOM2, C, B10, S, T, T6

DOM3 (Bays 32, 34, 36, 38, 40, 42, 44, 44A, F1-F6) DOM3A (Bays F7-F12) DOM3B (Bays F13-F16)			
DEP RWY	Route	DEP RWY	Route
16R	Via G then as instructed by ATC	34L - prop	Via G, C, B10
16L	Via G, C, B10	34L - jet	Via G, C, L, A, A6
		34R	Via G, C, B10, S, T, T6

DOM4 (Bays 90, 94) DOM5 (All Bays) DOM6 (Bays 98, 99)			
DEP RWY	Route	DEP RWY	Route
16R	Via G then as instructed by ATC	34L - prop	Via G, C, B10
16L	Via G, C, B10	34L - jet	Via G, C, L, A, A6
		34R	Via G, C, B10, S, T, T6

Changes: B1 APRON BAY REFERENCES.

airservices

TERMINAL 2 & 3 - PARKING POSITION INFORMATION

BAY	CO-ORDINATES	ELEV (ft)	CAPACITY	NOSE IN GUIDANCE	HYDRANT FUEL
Access from Taxilane DOM2					
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/B38M	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/B38M	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	A320/B738	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 13.73S 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	A320/B738	MARSHALLER	F35/TANKER
Access from Taxiway B4					
45A	33 56 13.84S 151 10 45.33E	7	A321/B738	SAFEGATE	F35
Access from Taxiway G					
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
Access from Taxilane DOM3					
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/B38M	SAFEGATE	F35/TANKER
40	33 56 10.87S 151 10 46.86E	7	A320/B738	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 07.86S 151 10 52.34E	11	SF34	MARSHALLER	TANKER
F4	33 56 09.19S 151 10 53.04E	12	A320/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
Access from Taxi lanes DOM3A					
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
Access from Taxi lanes DOM3B					
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

NOTE: MAGNETIC ANOMALIES EVIDENT NEAR TERMINAL STRUCTURE.

Changes: BAY 39, 40 CAPACITY, Editorial.

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TERMINAL 2 & 3 - PARKING POSITION INFORMATION

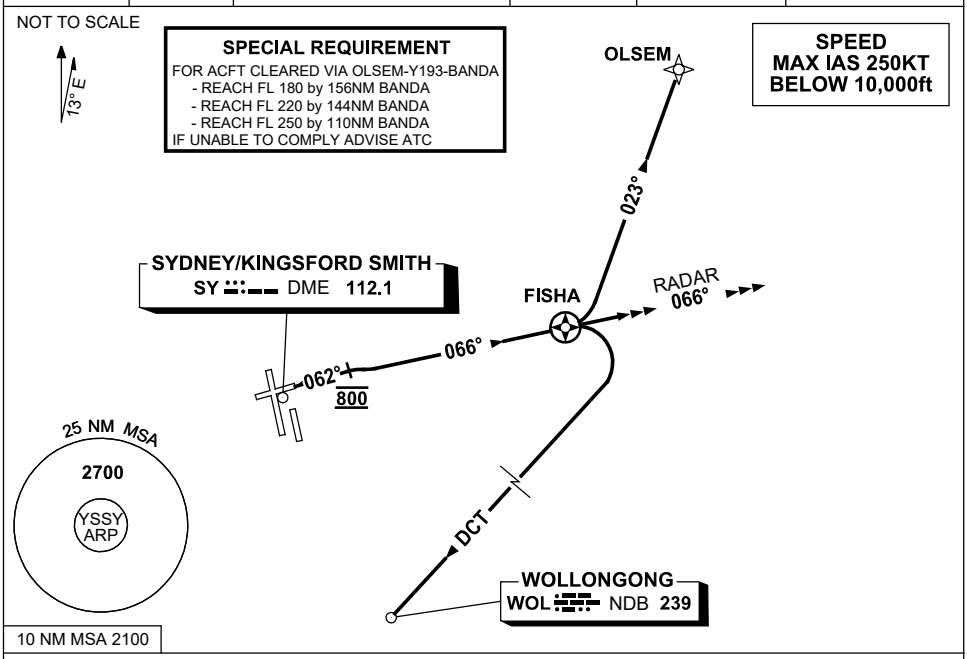
BAY	CO-ORDINATES	ELEV (ft)	CAPACITY	NOSE IN GUIDANCE	HYDRANT FUEL
Access from Taxi lanes DOM4					
90	33 56 06.77S 151 11 05.85E	17	DH8C	MARSHALLER	TANKER
90A	33 56 06.34S 151 11 05.99E	18	A320/B737	MARSHALLER	TANKER
90B	33 56 07.22S 151 11 05.29E	17	DH8C	MARSHALLER	TANKER
90C	33 56 06.94S 151 11 05.78E	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
Access from Taxi lanes DOM5					
96	33 56 06.58S 151 11 16.20E	17	A321/B738	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
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
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
Access from Taxi lanes DOM6					
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: BAYS 104 AND 107 DELETED.

airservices australia

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



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

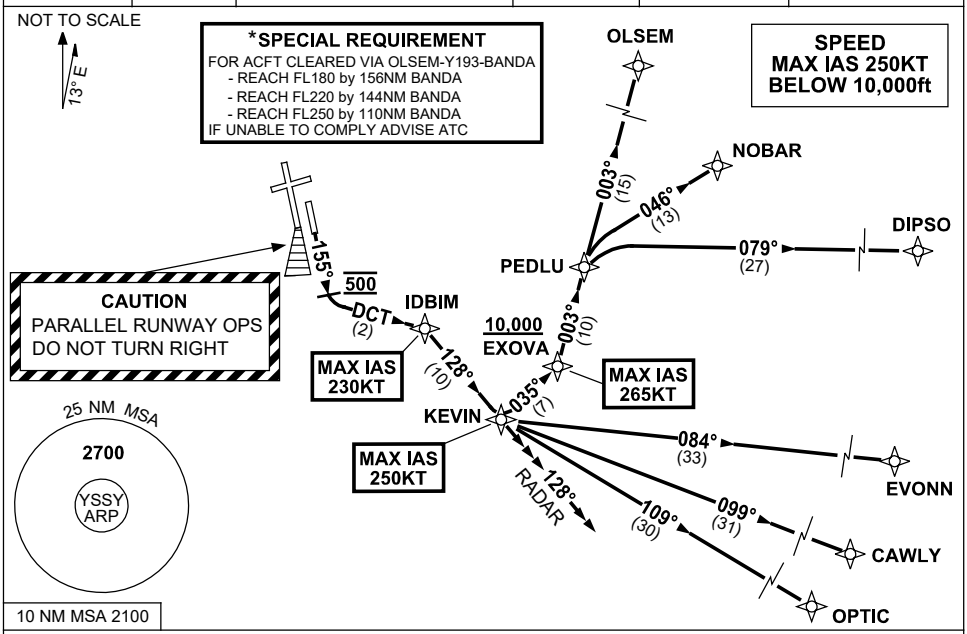
OLSEM
- At FISHA turn LEFT
- Track DCT to OLSEM (approx 023°), then as cleared
- See SPECIAL REQUIREMENT above

Changes: ATIS FREQ REMOVED, Editorial.

12 JUN 2025

SYDNEY/KINGSFORD SMITH, NSW (YSSY)

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



DEPARTURE: **KEVIN SEVEN**

RWY 16L

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

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
- 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: ATIS FREQ REMOVED, Editorial.

SSYDP03-183

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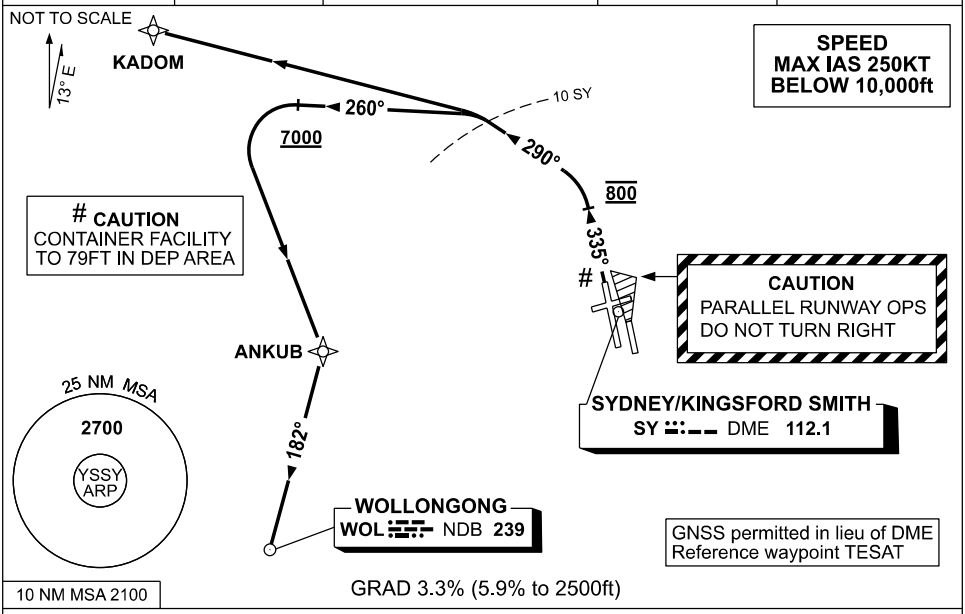
STANDARD INSTRUMENT DEPARTURES (SID)
RWY 34L SOUTH WEST DEPARTURES (JET)
SYDNEY/KINGSFORD SMITH, NSW (YSSY)

ATIS	ACD	SMC	TWR	DEP(S)
118.55	133.8	E OF RWY 16R/34L 121.7 W OF RWY 16R/34L 126.5	120.5	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.

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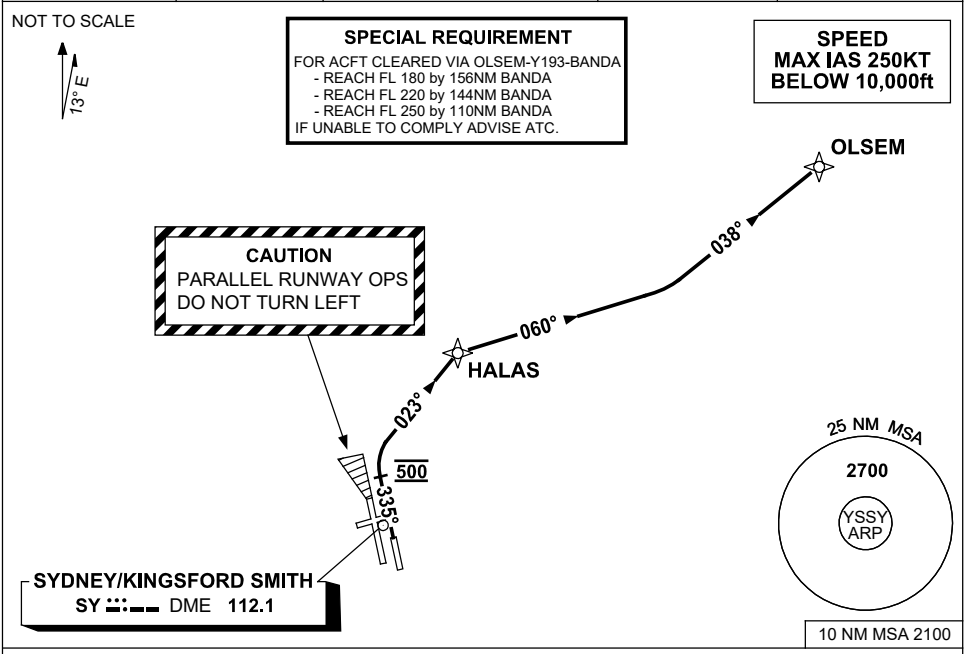
ATIS	ACD	SMC	TWR	DEP(N)
118.55	133.8	E OF RWY 16R/34L 121.7 W OF RWY 16R/34L 126.5	124.7	123.0



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

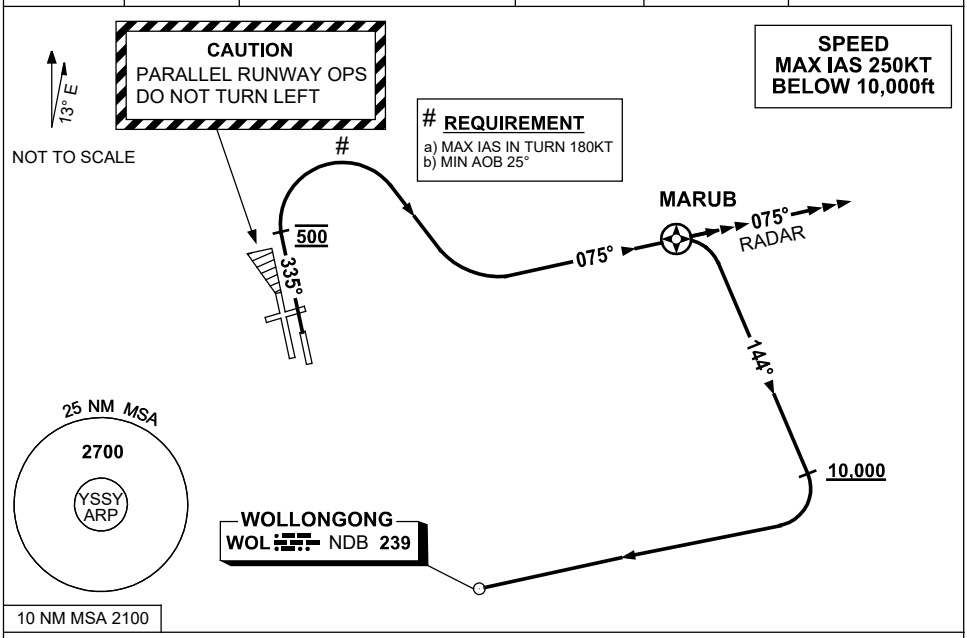
Changes: ATIS FREQ REMOVED, Editorial.

airservices australia

12 JUN 2025

SYDNEY/KINGSFORD SMITH, NSW (YSSY)

ATIS	ACD	SMC	TWR	DEP(N) N&E	DEP(S) S,W&NW
118.55	**133.8**	E OF RWY 16R/34L **121.7** W OF RWY 16R/34L **126.5**	**124.7**	**123.0**	**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

Changes: ATIS FREQ REMOVED, Editorial.

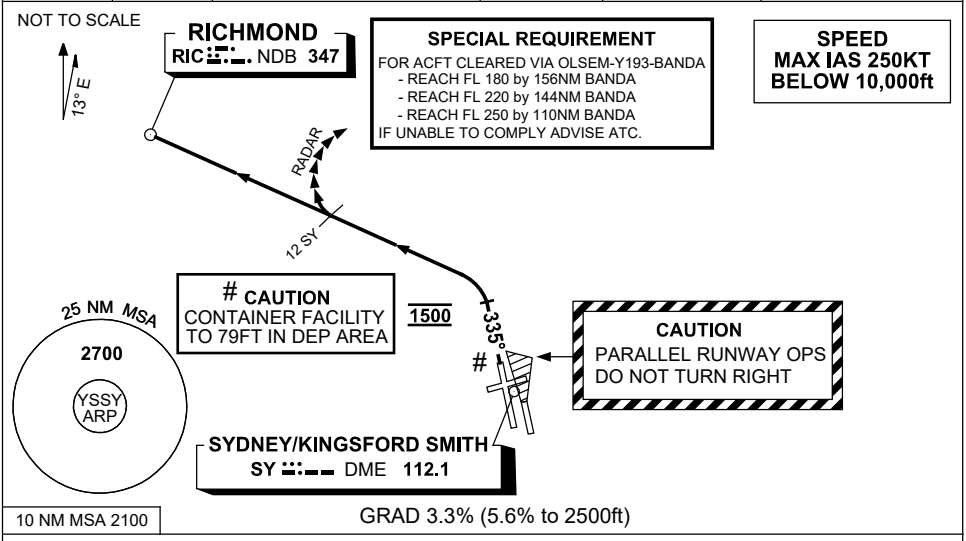
SSYDP08-183

airservices australia

12 JUN 2025

SYDNEY/KINGSFORD SMITH, NSW (YSSY)

ATIS	ACD	SMC	TWR	DEP(N) N&E	DEP(S) S,W&NW
118.55	133.8	E OF RWY 16R/34L 121.7 W OF RWY 16R/34L 126.5	120.5	123.0	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: (RIC)
- Track to RIC NDB, then as cleared

Changes: ATIS FREQ REMOVED, Editorial.

SSYDP09-183

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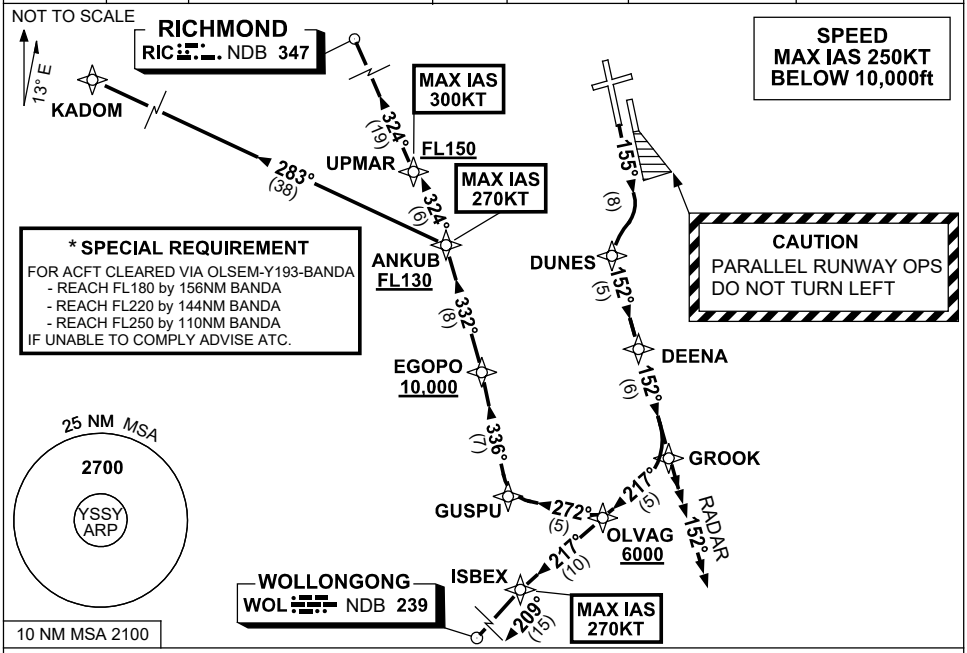
12 JUN 2025

SYDNEY/KINGSFORD SMITH, NSW (YSSY)

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



DEPARTURE: **GROOK ONE**

CAUTION: Parallel runway operations - DO NOT TURN LEFT

RWY 16R

- GRAD 3.3%
- Track 155°
- As soon as practicable turn RIGHT, track DCT to DUNES
- Turn LEFT track 152° to DEENA
- Track 152° to GROOK

TRANSITIONS:

RADAR
- From GROOK continue tracking 152°
- Expect radar vectors to cleared route
- For ACFT cleared via OLSEM
  * See SPECIAL REQUIREMENT above

KADOM MAX IAS 270KT until ANKUB
- From GROOK turn RIGHT track 217° to OLVAG
  Cross OLVAG AT or ABV 6000ft
- Turn RIGHT, track 272° to GUSPU
- 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
  (RQ GRAD TO ANKUB: 5.4%)
- Turn LEFT, track 283° to KADOM then as cleared.

RIC MAX IAS 270KT until ANKUB
- From GROOK turn RIGHT track 217° to OLVAG
  Cross OLVAG AT or ABV 6000ft
- Turn RIGHT, track 272° to GUSPU
- 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
  (RQ GRAD TO ANKUB: 5.4%)
  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 MAX IAS 270KT until ISBEX
- From GROOK turn RIGHT track 217° to OLVAG
  Cross OLVAG AT or ABV 6000ft
- Track 217° to ISBEX
- Turn LEFT, track 209° to WOL, then as cleared.

Changes: ATIS FREQ REMOVED, Editorial.

SSYDP10-183

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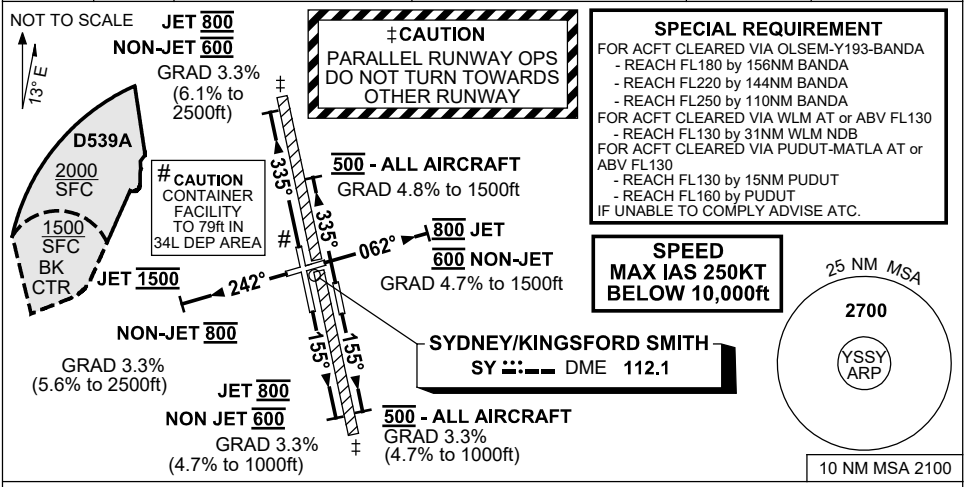
12 JUN 2025

SYDNEY/KINGSFORD SMITH, NSW (YSSY)

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



SYDNEY THREE DEPARTURE (RADAR)

RWY 07
GRAD 4.7% to 1500ft, then 3.3%
- Track 062°
- AT 600ft (800ft **Jet ACFT**) turn to assigned heading or track
- Expect radar vectors
- ACFT cleared via OLSEM, WLM or MATLA see SPECIAL REQUIREMENT above

RWY 16R
GRAD 3.3% (4.7% to 1000ft)
- Track 155°
- AT 600ft (800ft **Jet ACFT**) turn to assigned heading or track
- Expect radar vectors
- ACFT cleared via OLSEM, WLM or MATLA see SPECIAL REQUIREMENT above

RWY 16L
GRAD 3.3% (4.7% to 1000ft)
- Track 155°
- AT 500ft turn to assigned heading or track
- Expect radar vectors
- ACFT cleared via OLSEM, WLM or MATLA see SPECIAL REQUIREMENT above

RWY 25
GRAD 3.3% (5.6% to 2500ft)
- Track 242°
- AT 800ft (NOT BEFORE 1500ft **Jet ACFT**) turn to assigned heading or track
- Expect radar vectors
- ACFT cleared via OLSEM, WLM or MATLA see SPECIAL REQUIREMENT above

RWY 34R
GRAD 4.8% to 1500ft, then 3.3%
- Track 335°
- AT 500ft turn to assigned heading or track
- Expect radar vectors
- ACFT cleared via OLSEM, WLM or MATLA see SPECIAL REQUIREMENT above

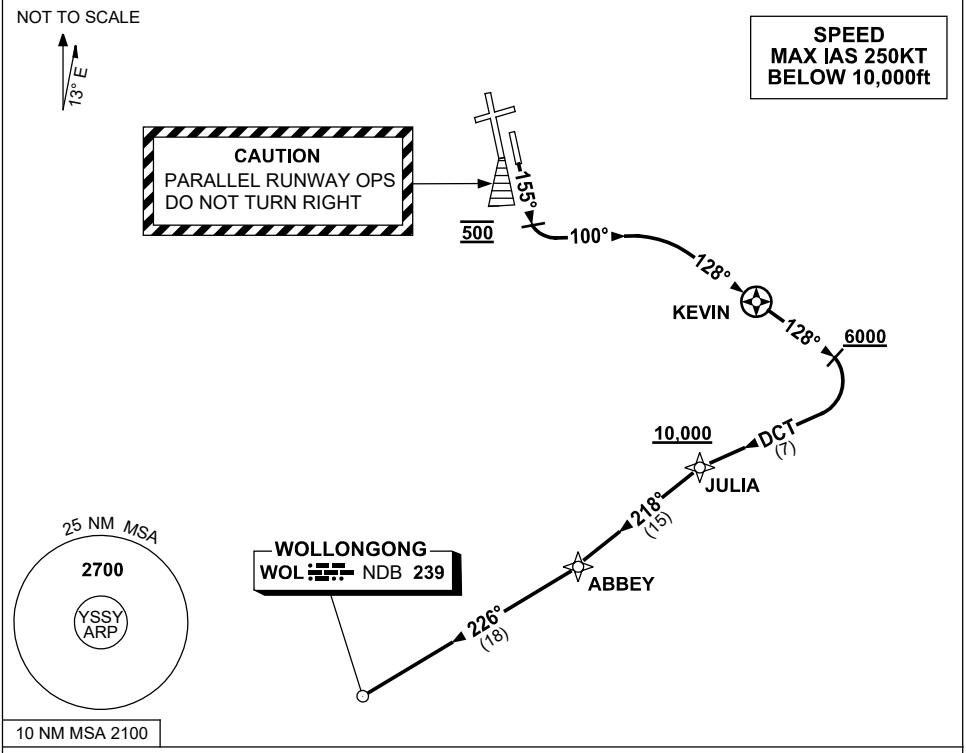
RWY 34L
GRAD 3.3% (6.1% to 2500ft)
- Track 335°
- AT 600ft (800ft **Jet ACFT**) turn to assigned heading or track (NO RIGHT TURN BLW 1500ft)
- Expect radar vectors
- ACFT cleared via OLSEM, WLM or MATLA see SPECIAL REQUIREMENT above

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: ATIS FREQ REMOVED, Editorial.

airservices australia

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



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

Changes: ATIS FREQ REMOVED, Editorial.

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USE QNH

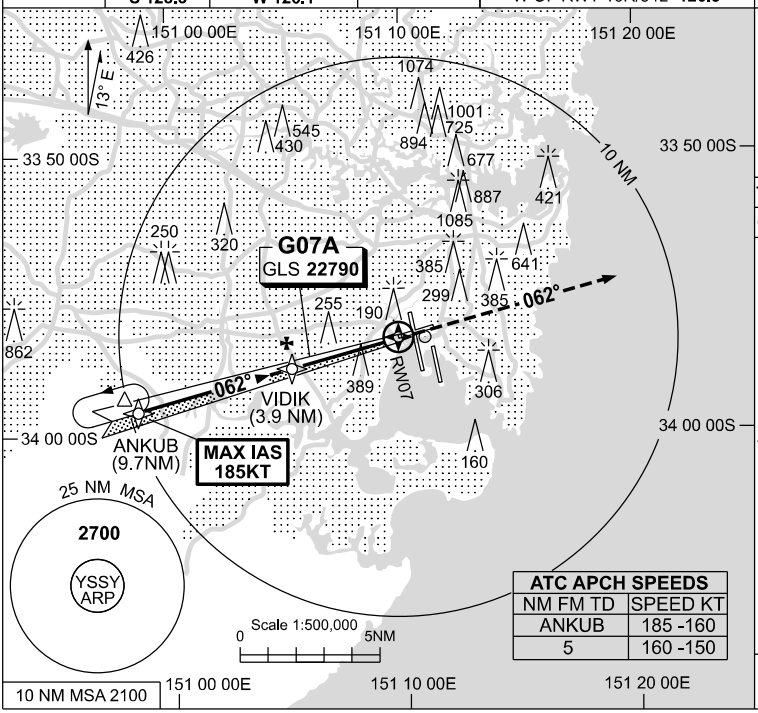
GLS RWY 07

04 SEP 2025

SYDNEY/KINGSFORD SMITH, NSW (YSSY)

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

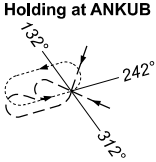
Bearing are Magnetic
Elevations in FEET AMSL



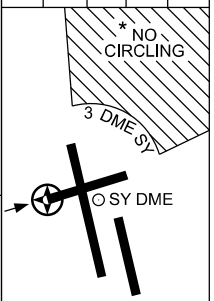
ATC APCH SPEEDS

NM FM TD	SPEED KT
ANKUB	185 -160
5	160 -150

Holding at ANKUB



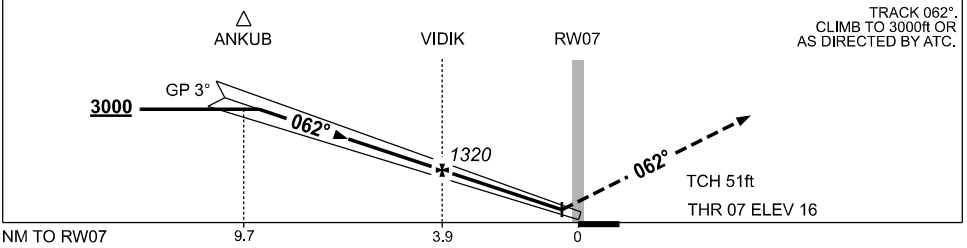
TR IN	TURN	TIME	MIN ALT	DME LMT
062°	Left	1	3000	15



AD ELEV 21

RW07 DIST	9.2	9	8	7	6	5	3.9	3	2	1	0.5		
ALT (3° APCH PATH)	3000	2930	2610	2300	1980	1660	1320	1020	700	390	220		

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



NOTES

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

CATEGORY	A	B	C	D/D$_L$
S-I GLS	**220** (204-1.5) 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: ATIS FREQ AMD, Editorial.

SSYGL01-184

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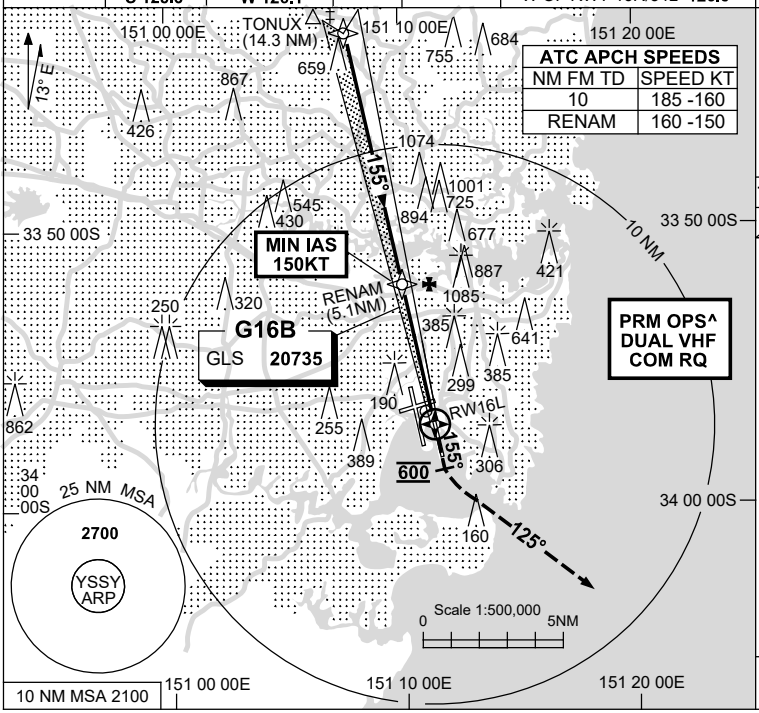
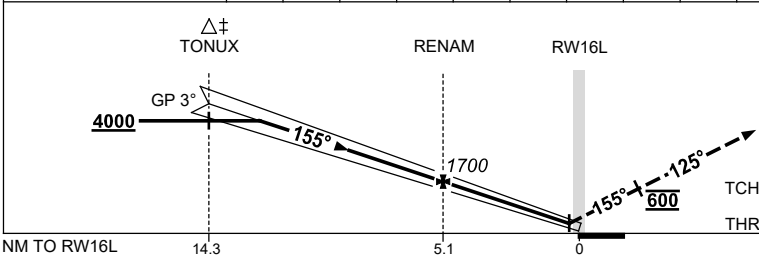
USE QNH GLS RWY 16L

12 JUN 2025 **SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

ATIS	APP	DIRECTOR	PRM ^	TWR	SMC	Bearing are Magnetic Elevations in FEET AMSL
118.55	N 124.4 S 128.3	E 125.3 W 126.1	133.95	124.7	E OF RWY 16R/34L 121.7 W OF RWY 16R/34L 126.5	



RW16L DIST	12.3	11	10	9	8	7	6	5.1	4	3	2	1	0.5
ALT (3° APCH PATH)	4000	3570	3250	2930	2620	2300	1980	1700	1340	1020	700	390	220



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

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: ATIS FREQ REMOVED, Editorial.

SSYGL02-183

CAUTION: CLOSELY SPACED PARALLEL RUNWAYS ^

airservices australia

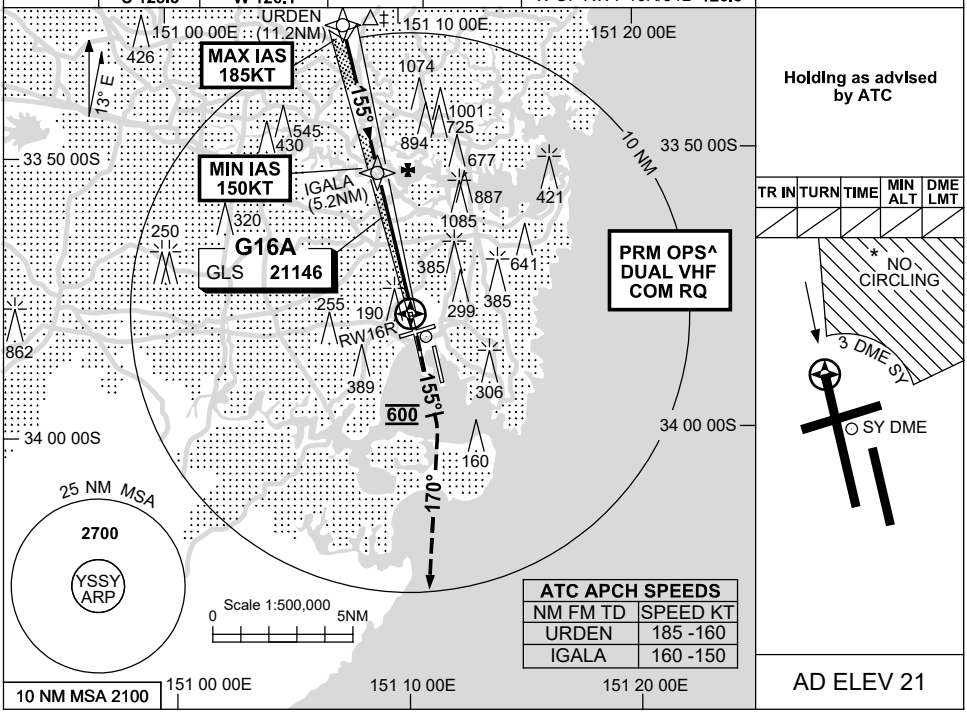
12 JUN 2025

USE QNH

SYDNEY/KINGSFORD SMITH, NSW (YSSY)

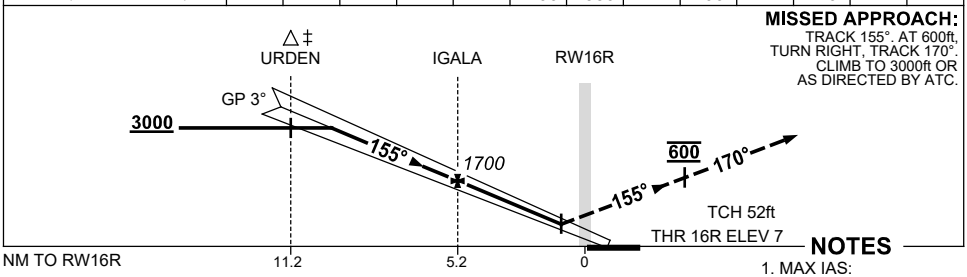
GLS RWY 16R

ATIS	APP	DIRECTOR	PRM ^	TWR	SMC	Bearing are Magnetic Elevations in FEET AMSL
118.55	N 124.4 S 128.3	E 125.3 W 126.1	119.45	120.5	E OF RWY 16R/34L 121.7 W OF RWY 16R/34L 126.5	



ATC APCH SPEEDS	
NM FM TD	SPEED KT
URDEN	185 -160
IGALA	160 -150

RW16R DIST	9.2	9	8	7	6	5.2	4	3	2	1	0.5		
ALT (3° APCH PATH)	3000	2920	2610	2290	1970	1700	1330	1010	700	380	210		



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

CATEGORY	A	B	C	D/D_L
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)

NOTES

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

Changes: ATIS FREQ REMOVED, Editorial.

SSYGL03-183

CAUTION: CLOSELY SPACED PARALLEL RUNWAYS ^

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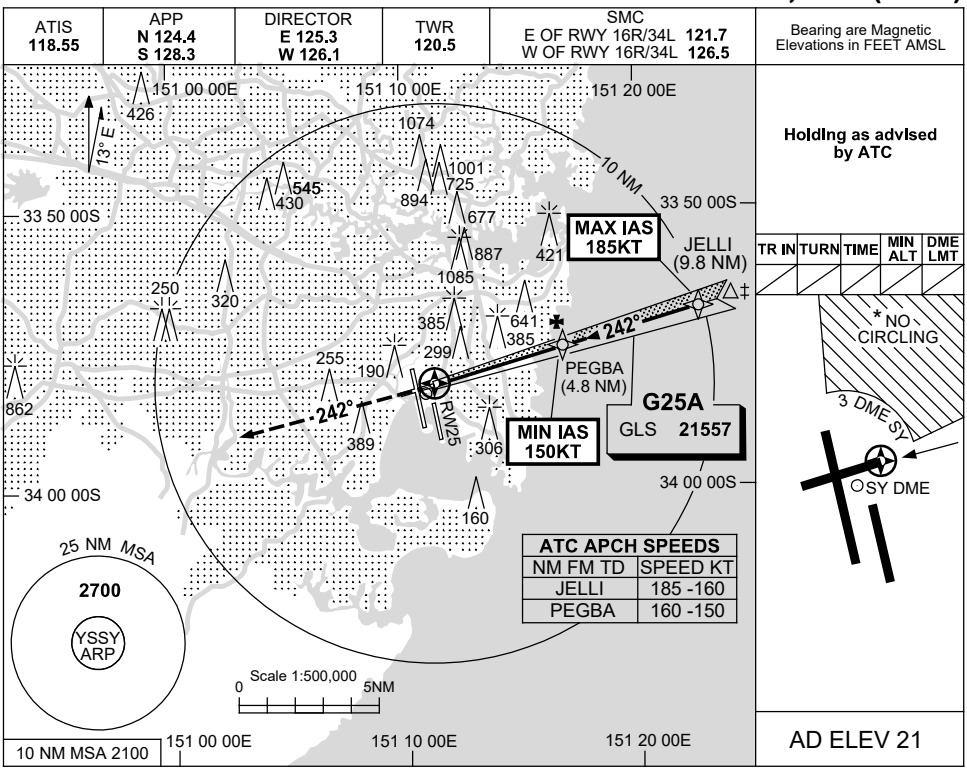
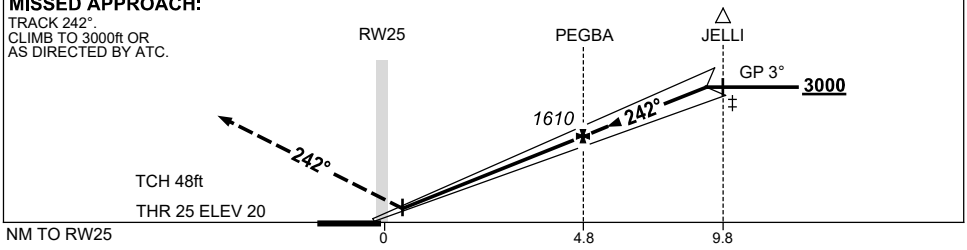
USE QNH GLS RWY 25

12 JUN 2025 **SYDNEY/KINGSFORD SMITH, NSW (YSSY)**



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		

MISSED APPROACH:
TRACK 242°.
CLIMB TO 3000ft OR
AS DIRECTED BY ATC.



CATEGORY	A	B	C	D/D$_L$
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)

NOTES

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

Changes: ATIS FREQ REMOVED, Editorial.

SSYGL04-183

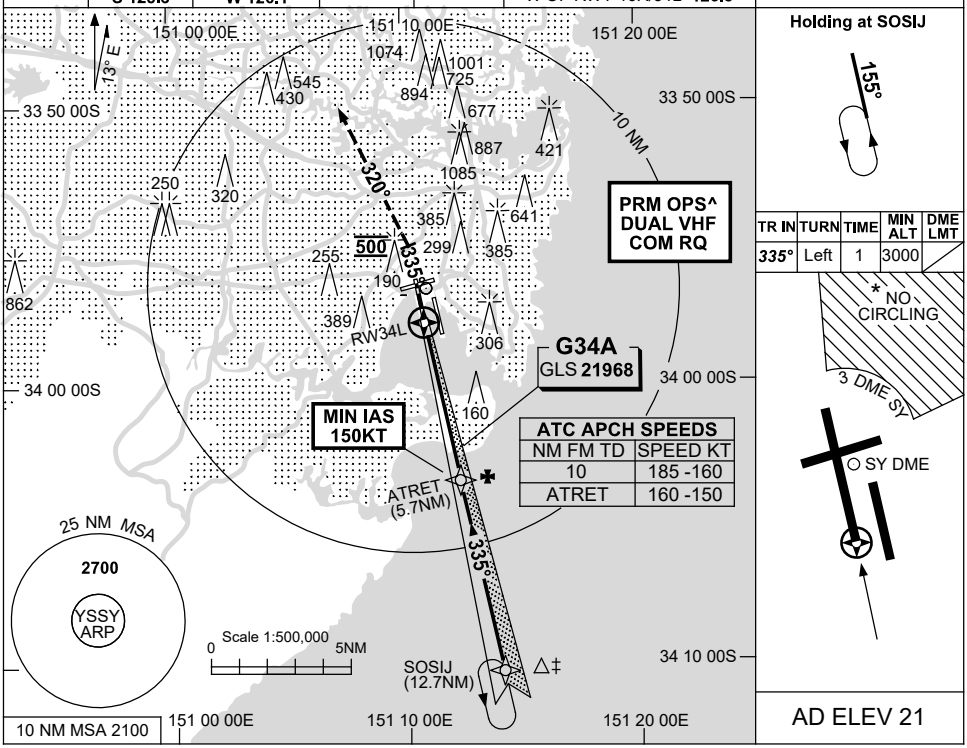
airservices australia

USE QNH GLS RWY 34L

12 JUN 2025 **SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

ATIS	APP	DIRECTOR	PRM ^	TWR	SMC
118.55	**N 124.4** **S 128.3**	**E 125.3** **W 126.1**	**119.45**	**120.5**	E OF RWY 16R/34L **121.7** W OF RWY 16R/34L **126.5**

Bearing are Magnetic
Elevations in FEET AMSL



Holding at SOSIJ

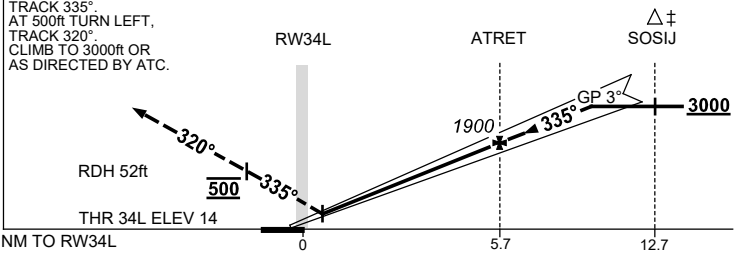
TR IN	TURN	TIME	MIN ALT	DME LMT
335°	Left	1	3000	

ATC APCH SPEEDS

NM FM TD	SPEED KT
10	185 -160
ATRET	160 -150

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			

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



NOTES

‡ 1. ACFT MAY BE RADAR VECTORED TO FNA.

^ 2. SIMULTANEOUS APCH AUTHORISED WITH RWY 34R. SEE PRM USER INSTRUCTIONS FOR ADDN RQMNTS.

* 3. NO CIRCLING BEYOND 3 DME SY EAST OF RWY 16R & NORTH OF RWY 25.

CATEGORY	A	B	C	D/D_L
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: ATIS FREQ REMOVED, Editorial.

SSYGL05-183

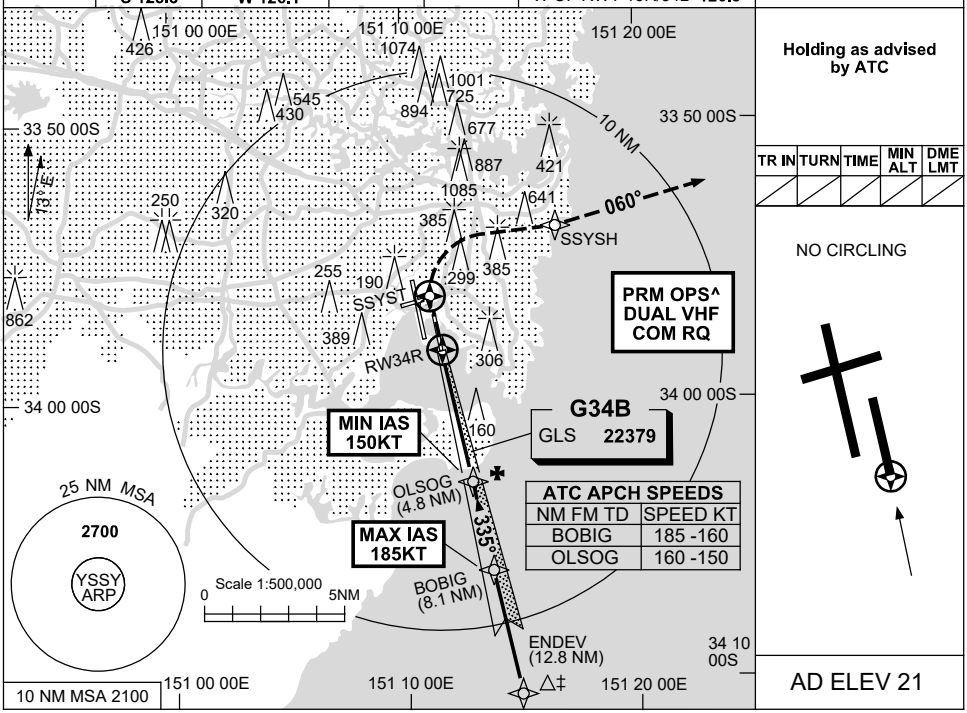
CAUTION: CLOSELY SPACED PARALLEL RUNWAYS ^

airservices australia

USE QNH GLS RWY 34R

12 JUN 2025 **SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

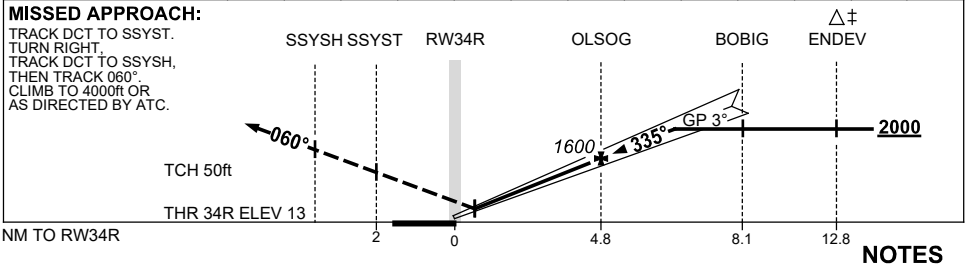
ATIS	APP	DIRECTOR	PRM ^	TWR	SMC	Bearing are Magnetic Elevations in FEET AMSL
118.55	N 124.4 S 128.3	E 125.3 W 126.1	133.95	124.7	E OF RWY 16R/34L 121.7 W OF RWY 16R/34L 126.5	



ATC APCH SPEEDS	
NM FM TD	SPEED KT
BOBIG	185 -160
OLSOG	160 -150

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				

MISSED APPROACH:
TRACK DCT TO SSYST.
TURN RIGHT,
TRACK DCT TO SSYSH,
THEN TRACK 060°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.



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: ATIS FREQ REMOVED, Editorial.

SSYGL06-183

CAUTION: CLOSELY SPACED PARALLEL RUNWAYS ^

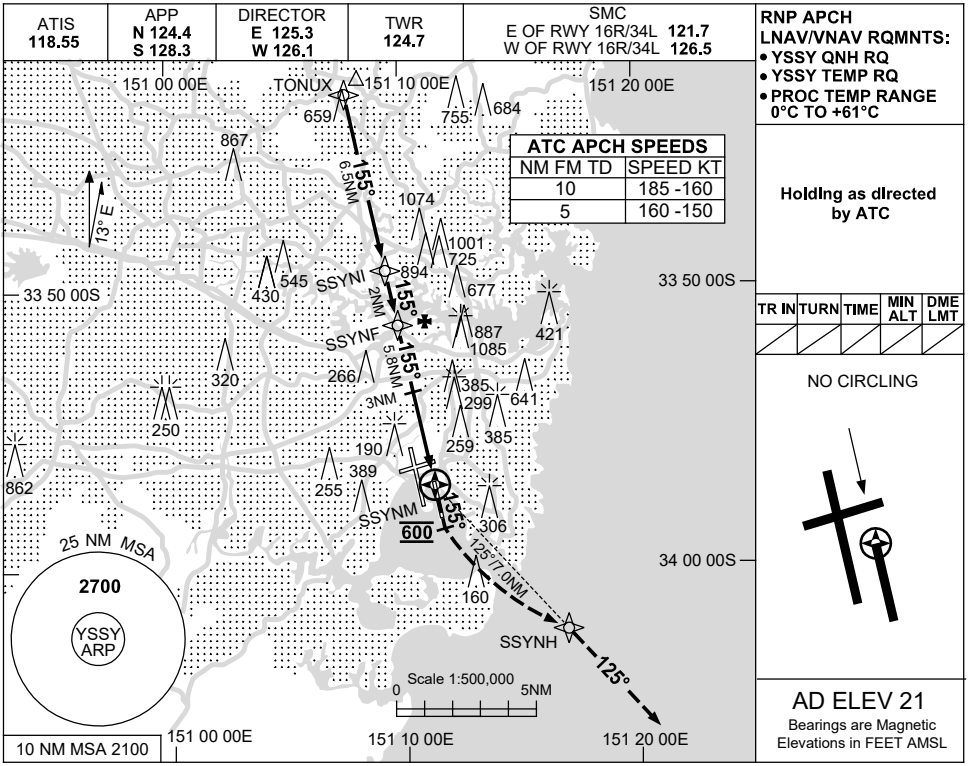
airservices australia

USE QNH

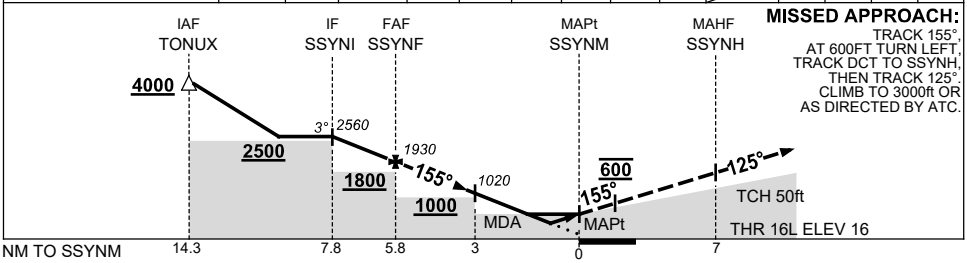
RNP RWY 16L

12 JUN 2025

SYDNEY/KINGSFORD SMITH, NSW (YSSY)



NM TO NEXT WPT	SSYNI	1	SSYNF	5	4	3	2	1.3	0.9	SSYNM
ALT (3° APCH PATH)	2560	2230	1930	1660	1340	1020	700	480	360	



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

NOTES

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

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)

Changes: ATIS FREQ REMOVED, Editorial.

SSYGN01-183

airservices australia

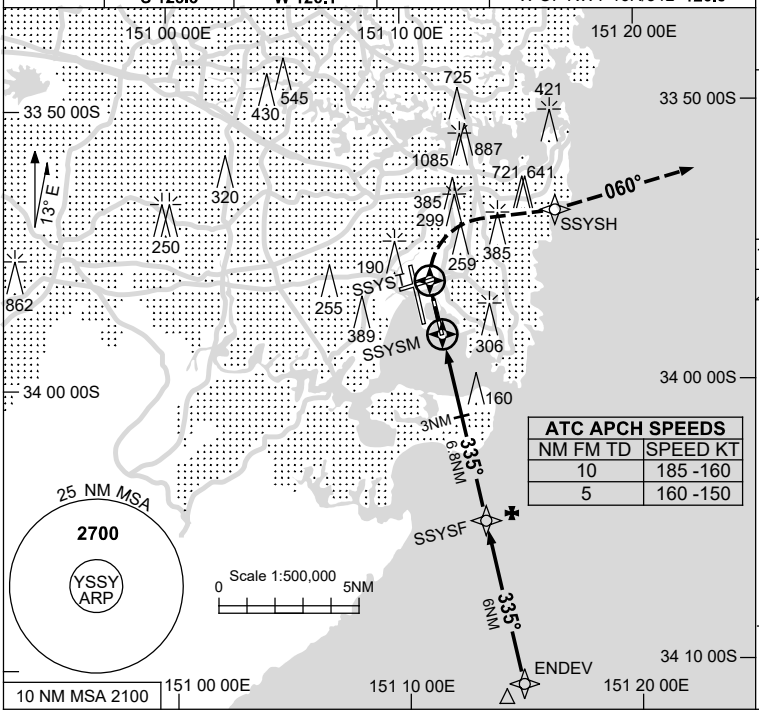
USE QNH

RNP RWY 34R

12 JUN 2025

SYDNEY/KINGSFORD SMITH, NSW (YSSY)

ATIS	APP	DIRECTOR	TWR	SMC
118.55	N 124.4 S 128.3	E 125.3 W 126.1	124.7	E OF RWY 16R/34L 121.7 W OF RWY 16R/34L 126.5

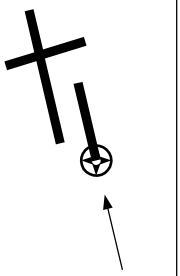


RNP APCH LNAV/VNAV RQMNTS:
- YSSY QNH RQ
- YSSY TEMP RQ
- PROC TEMP RANGE 0°C TO +61°C

Holding as directed by ATC

TR IN	TURN	TIME	MIN ALT	DME LMT

NO CIRCLING



ATC APCH SPEEDS

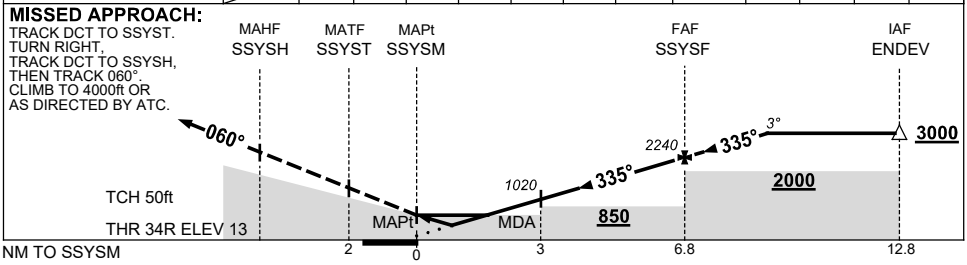
NM FM TD	SPEED KT
10	185 -160
5	160 -150

AD ELEV 21

Bearings are Magnetic
Elevations in FEET AMSL

NM TO NEXT WPT	SSYSM	1.3	1.5	2	3	4	5	6	SSYSF	1	2	2.4	
ALT (3° APCH PATH)		470	550	700	1020	1340	1660	1970	2240	2560	2880	3000	

MISSED APPROACH:
TRACK DCT TO SSYST.
TURN RIGHT,
TRACK DCT TO SSYSH,
THEN TRACK 060°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.



NOTES

1. MAX IAS:
   INITIAL : 210KT,
   MAP UNTIL
   SSYSH : 185KT.

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

Changes: ATIS FREQ REMOVED, Editorial.

SSYGN02-183

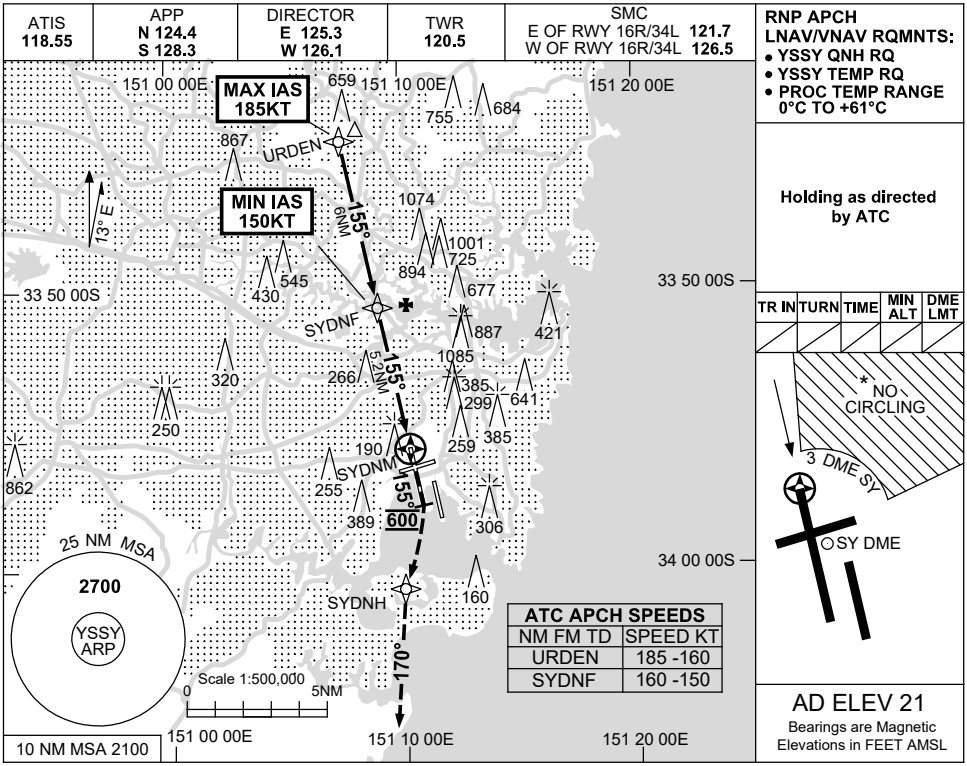
airservices australia

USE QNH

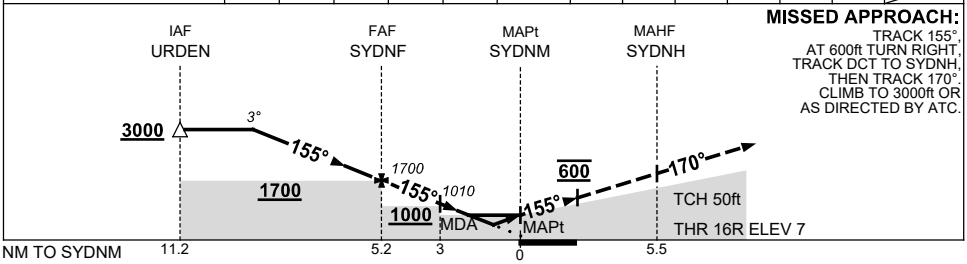
RNP RWY 16R

12 JUN 2025

SYDNEY/KINGSFORD SMITH, NSW (YSSY)



NM TO NEXT WPT	4.1	4	3	2	1	SYDNF	5	4	3	2	1.5	1	SYDNM
ALT (3° APCH PATH)	3000	2980	2660	2340	2020	1700	1650	1330	1010	690	520	370	



MISSED APPROACH:
TRACK 155°, AT 600ft TURN RIGHT, TRACK DCT TO SYDNH, THEN TRACK 170°. CLIMB TO 3000ft OR AS DIRECTED BY ATC.

NOTES

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

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)

Changes: ATIS FREQ REMOVED, Editorial.

SSYGN03-183

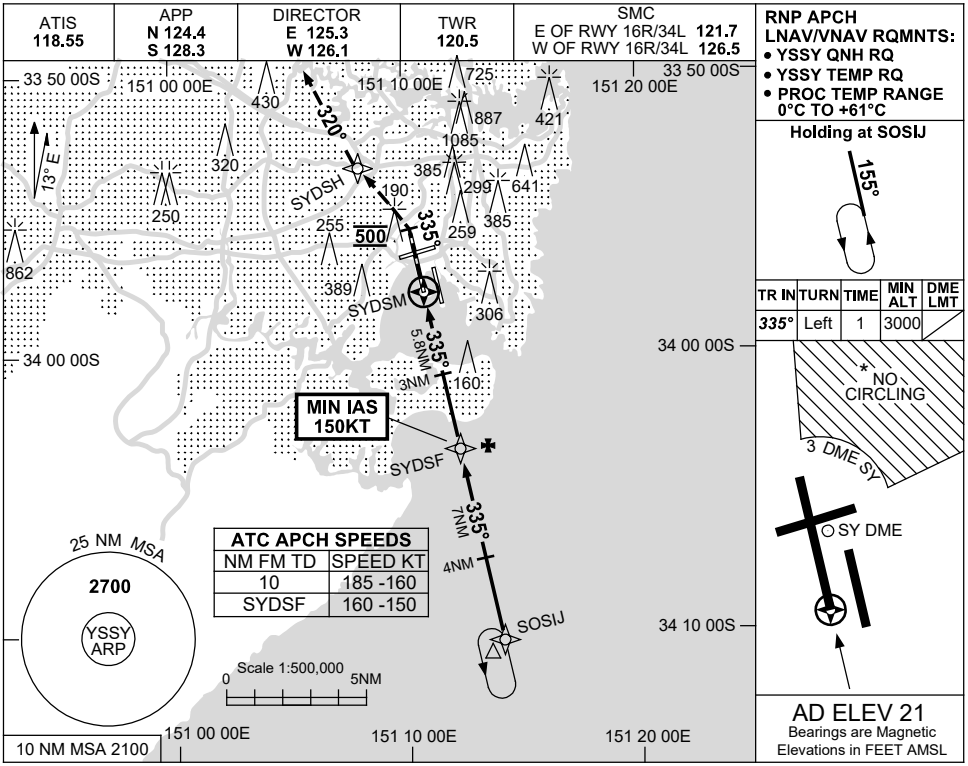
airservices australia

USE QNH

RNP RWY 34L

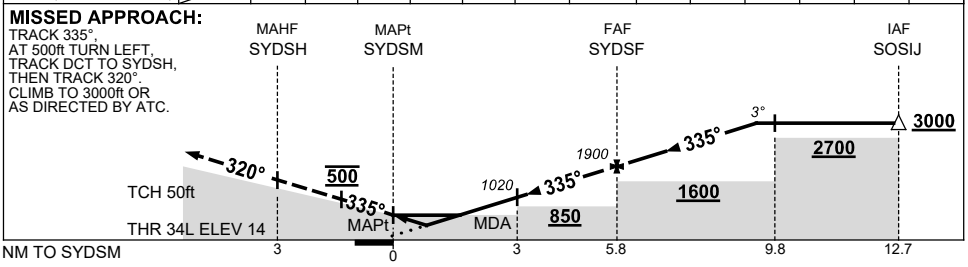
12 JUN 2025

SYDNEY/KINGSFORD SMITH, NSW (YSSY)



NM TO NEXT WPT	SYDSM	1	1.2	2	3	4	5	SYDSF	1	2	3	3.4		
ALT (3° APCH PATH)		370	450	700	1020	1340	1660	1900	2220	2540	2860	3000		

MISSED APPROACH:
TRACK 335°.
AT 500ft TURN LEFT,
TRACK DCT TO SYDSH,
THEN TRACK 320°.
CLIMB TO 3000ft OR
AS DIRECTED BY ATC.



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)

1. MAX IAS:
INITIAL : 210KT.
HOLDING: 210KT.

* 2. NO CIRCLING BEYOND 3 DME SY EAST OF RWY 16R & NORTH OF RWY 25.

Changes: ATIS FREQ REMOVED, Editorial.

SSYGN04-183

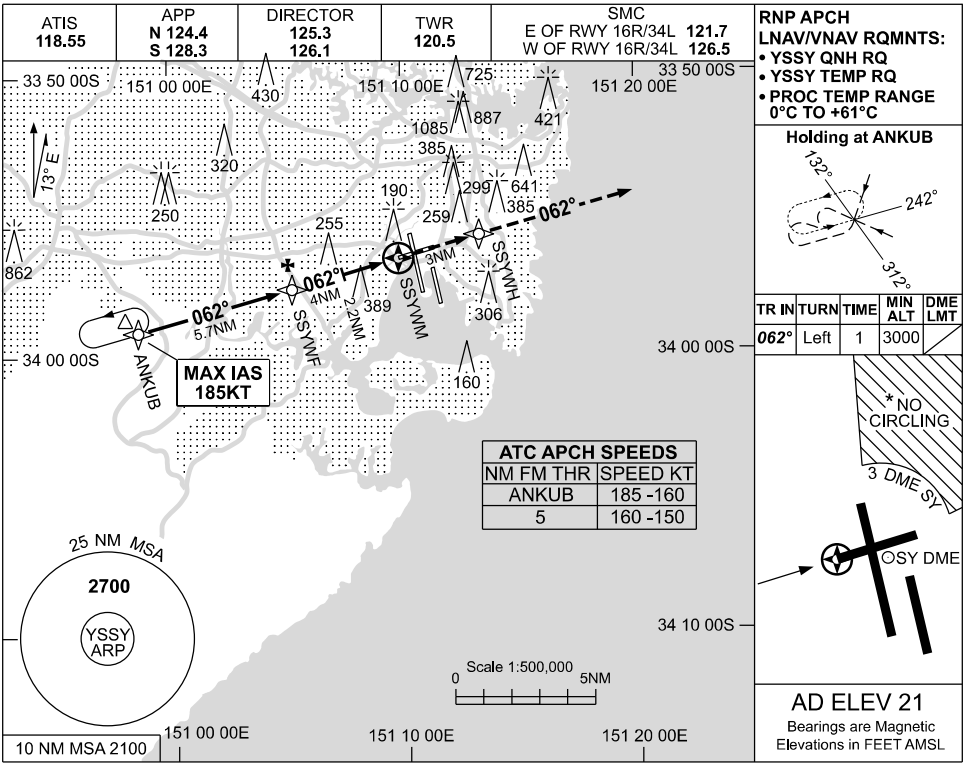
airservices australia

USE QNH

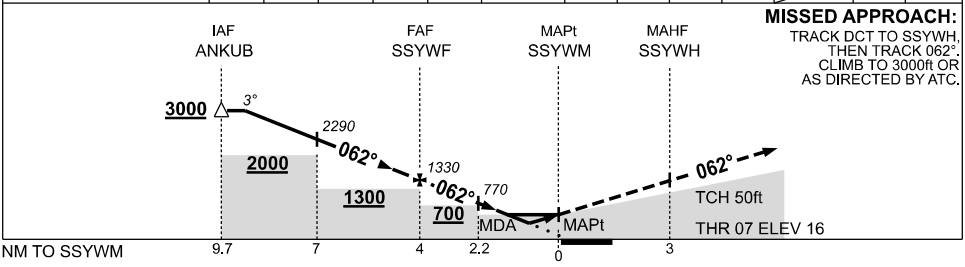
RNP RWY 07

04 SEP 2025

SYDNEY/KINGSFORD SMITH, NSW (YSSY)



NM TO NEXT WPT	5.2	4	3	2	1	SSYWF	3	2.2	1.6	1.4	SSYWM		
ALT (3° APCH PATH)	3000	2600	2290	1990	1650	1330	1020	770	580	500			



MISSED APPROACH:
TRACK DCT TO SSYWH, THEN TRACK 062°. CLIMB TO 3000ft OR AS DIRECTED BY ATC.

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 NOTE CORRECTED, Editorial.

SSYGN05-184

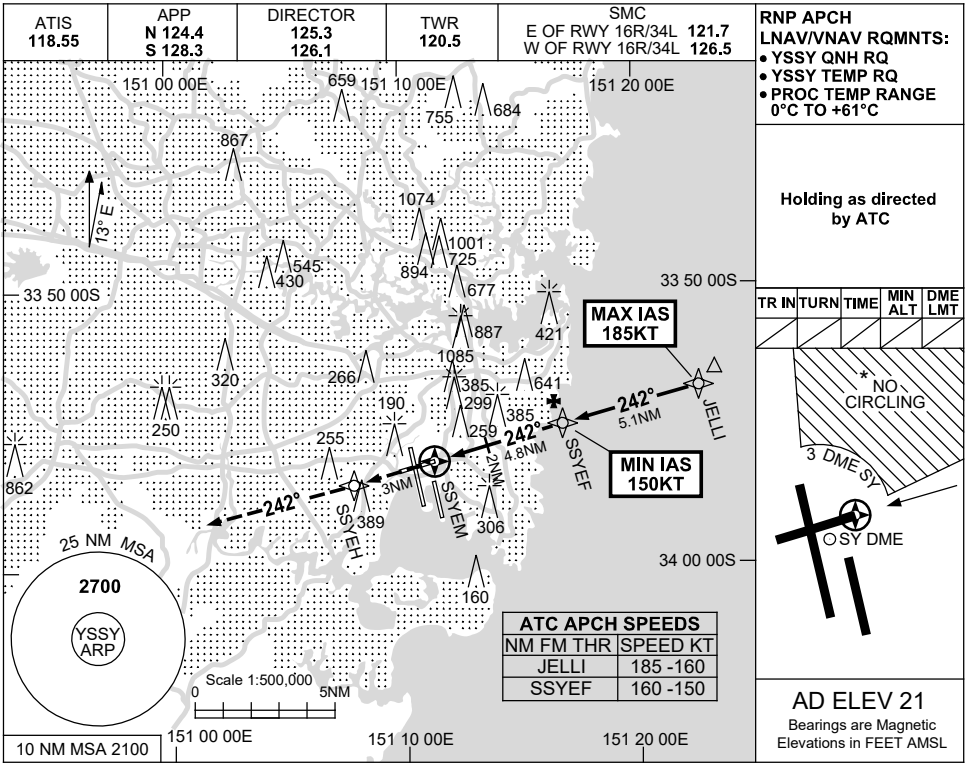
airservices australia

USE QNH

RNP RWY 25

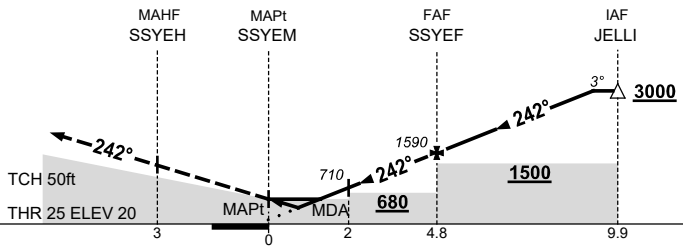
12 JUN 2025

SYDNEY/KINGSFORD SMITH, NSW (YSSY)



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

MISSED APPROACH:
TRACK DCT TO SSYEH, THEN TRACK 242°. CLIMB TO 3000ft OR AS DIRECTED BY ATC.



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: ATIS FREQ REMOVED, Editorial.

SSYGN06-183

airservices australia

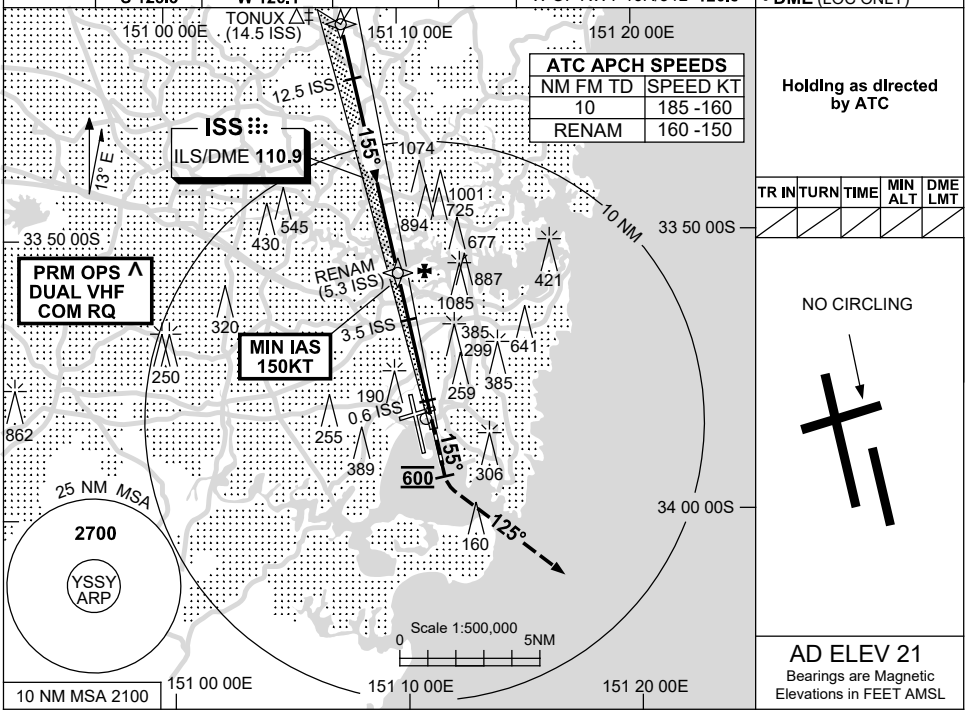
USE QNH

12 JUN 2025

SYDNEY/KINGSFORD SMITH, NSW (YSSY)

ATIS	APP	DIRECTOR	PRM ^	TWR	SMC
118.55	N 124.4 S 128.3	E 125.3 W 126.1	133.95	124.7	E OF RWY 16R/34L 121.7 W OF RWY 16R/34L 126.5

NAVAID RQ:
- **DME** or **GNSS** (ILS)
- **DME** (LOC ONLY)



ATC APCH SPEEDS

NM FM TD	SPEED KT
10	185 -160
RENAM	160 -150

Holding as directed by ATC

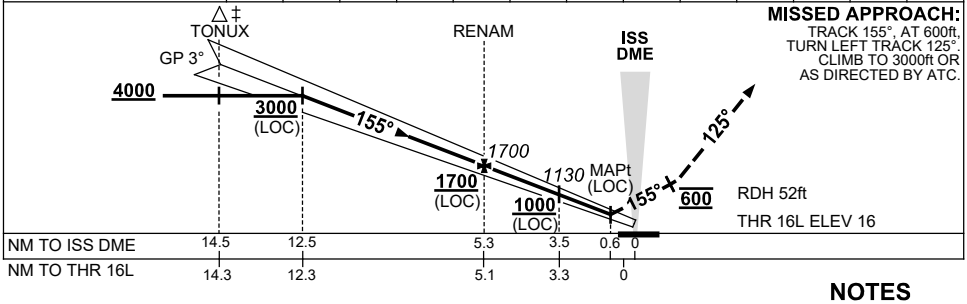
TR IN	TURN	TIME	MIN ALT	DME LMT

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	3.5	3	2	1.5
ALT (3° APCH PATH)	4000	3520	3200	2880	2560	2250	1930	1700	1290	1130	970	650	480



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

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: ATIS FREQ REMOVED, Editorial.

SSYII03-183

CAUTION: CLOSELY SPACED PARALLEL RUNWAYS ^

airservices australia

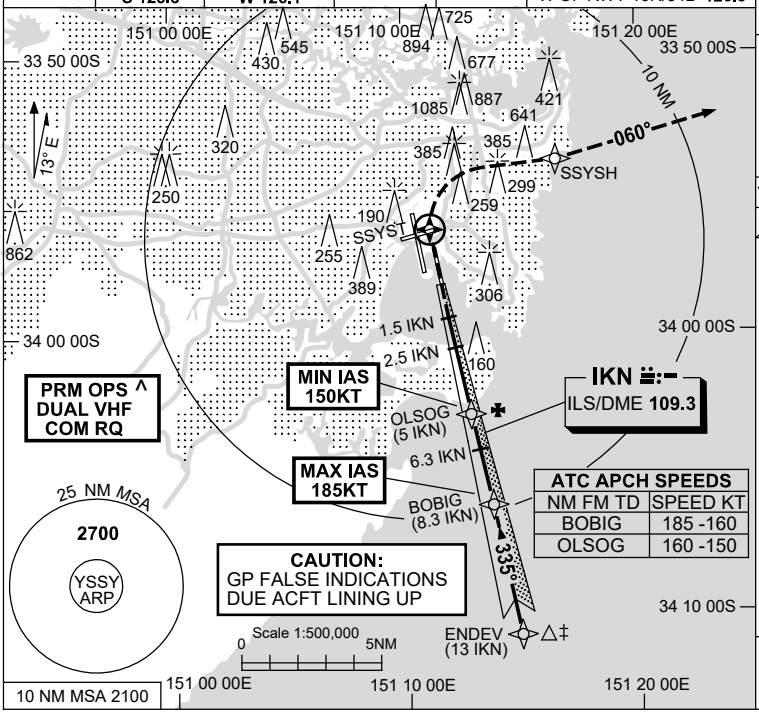
USE QNH

12 JUN 2025

SYDNEY/KINGSFORD SMITH, NSW (YSSY)

ATIS	APP	DIRECTOR	PRM ^	TWR	SMC
118.55	N 124.4 S 128.3	E 125.3 W 126.1	133.95	124.7	E OF RWY 16R/34L 121.7 W OF RWY 16R/34L 126.5

NAVAID RQ:
- **GNSS** (ILS)
- **DME** and **GNSS** (LOC ONLY)



ATC APCH SPEEDS

NM FM TD	SPEED KT
BOBIG	185 -160
OLSOG	160 -150

Holding as directed by ATC

TR IN	TURN	TIME	MIN ALT	DME LMT

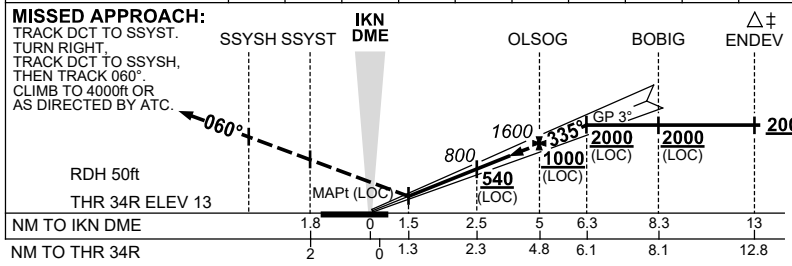
NO CIRCLING

AD ELEV 21

Bearings are Magnetic
Elevations in FEET AMSL

NM TO 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

MISSED APPROACH:
TRACK DCT TO SSYST.
TURN RIGHT,
TRACK DCT TO SSYSH,
THEN TRACK 060°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.



^DURING PRM OPERATIONS EXPECT TO INTERCEPT LOC BEFORE ENDEV AT 2000ft

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 ALTN MNM 700/2.5KM. (NOT APPLICABLE TO LOC/DME).

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)

Changes: ATIS FREQ REMOVED, Editorial.

SSYII05-183

CAUTION: CLOSELY SPACED PARALLEL RUNWAYS ^

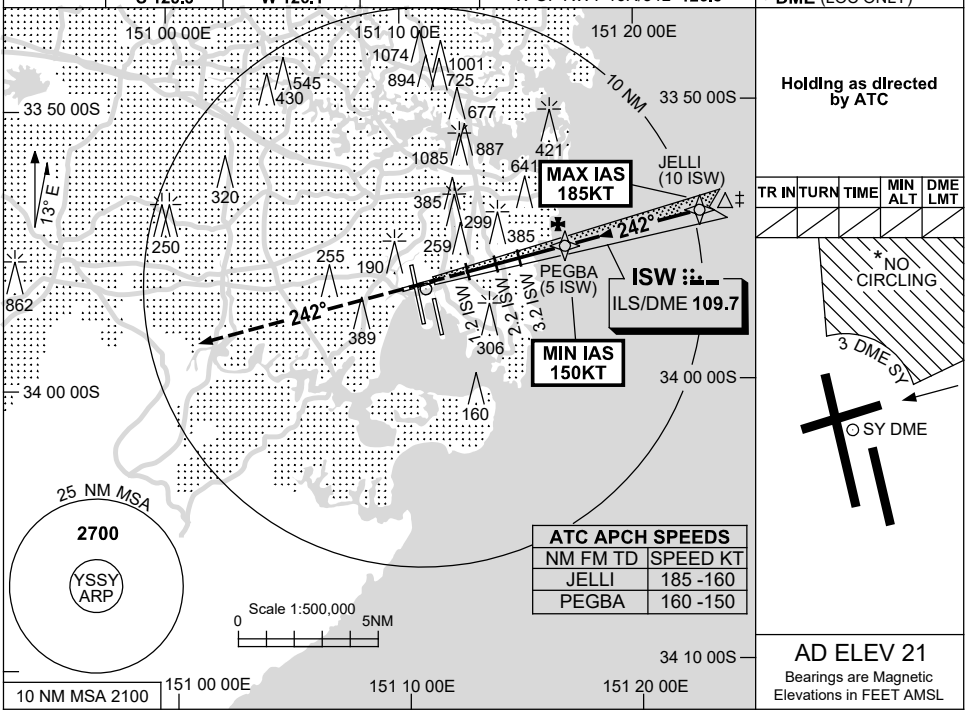
airservices australia

USE QNH ILS or LOC RWY 25

12 JUN 2025 **SYDNEY/KINGSFORD SMITH, NSW (YSSY)**

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

NAVAID RQ:
- **DME** or **GNSS** (ILS)
- **DME** (LOC ONLY)



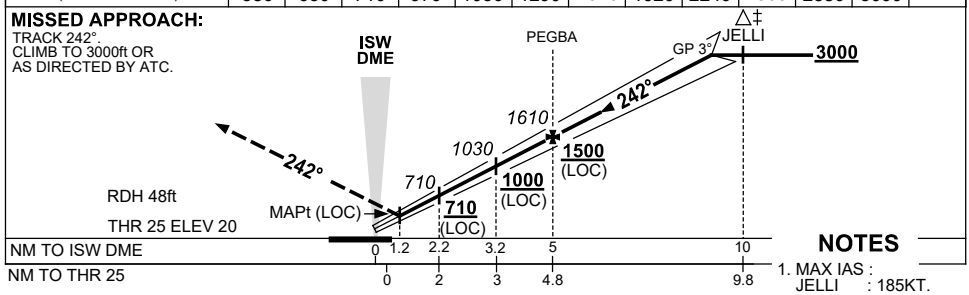
ATC APCH SPEEDS	
NM FM TD	SPEED KT
JELLI	185 -160
PEGBA	160 -150

AD ELEV 21

Bearings are Magnetic
Elevations in FEET AMSL

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	

MISSED APPROACH:
TRACK 242°.
CLIMB TO 3000ft OR
AS DIRECTED BY ATC.



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/D$_L$
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: ATIS FREQ REMOVED, Editorial.

SSYII06-183

airservices australia

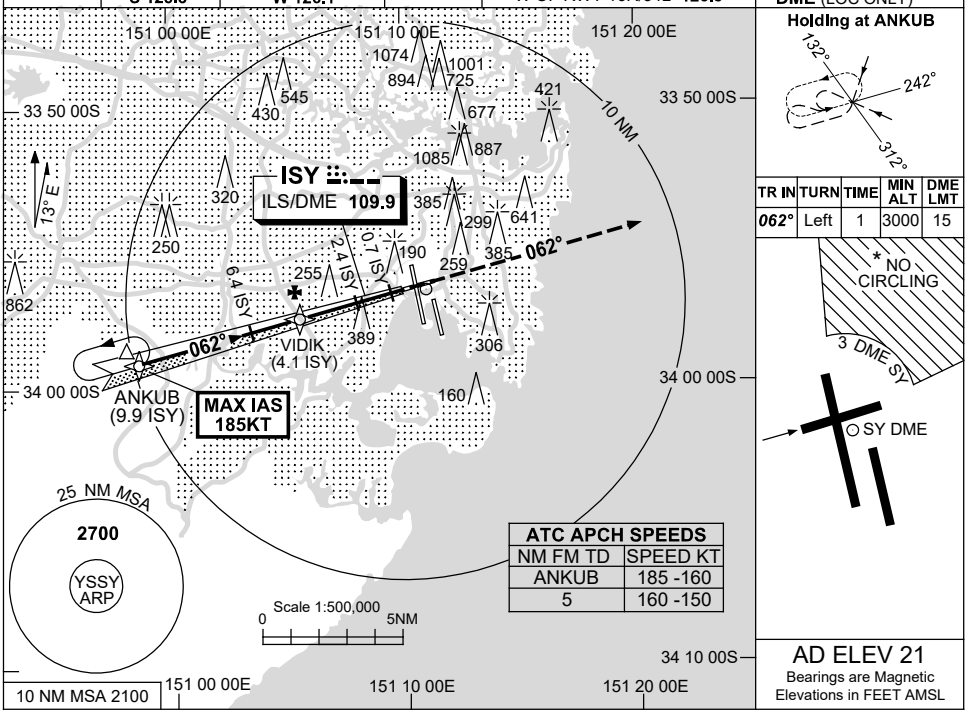
USE QNH ILS or LOC RWY 07

12 JUN 2025

SYDNEY/KINGSFORD SMITH, NSW (YSSY)

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

NAVAID RQ:
- **DME** or **GNSS** (ILS)
- **DME** (LOC ONLY)



Holding at ANKUB

TR IN	TURN	TIME	MIN ALT	DME LMT
062°	Left	1	3000	15

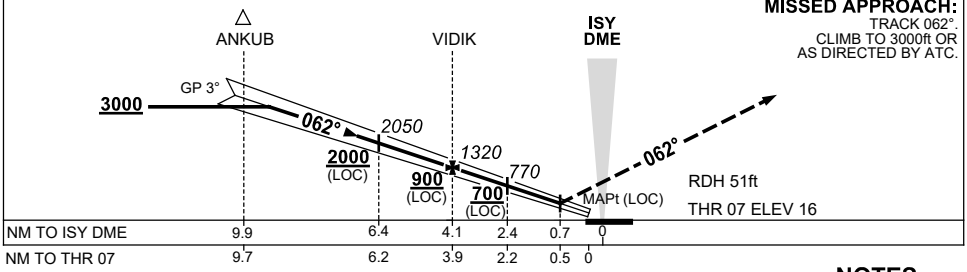
ATC APCH SPEEDS	
NM FM TD	SPEED KT
ANKUB	185 -160
5	160 -150

AD ELEV 21

Bearings are Magnetic
Elevations in FEET AMSL

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.



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/D$_L$
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: ATIS FREQ REMOVED, Editorial.

SSYII07-183

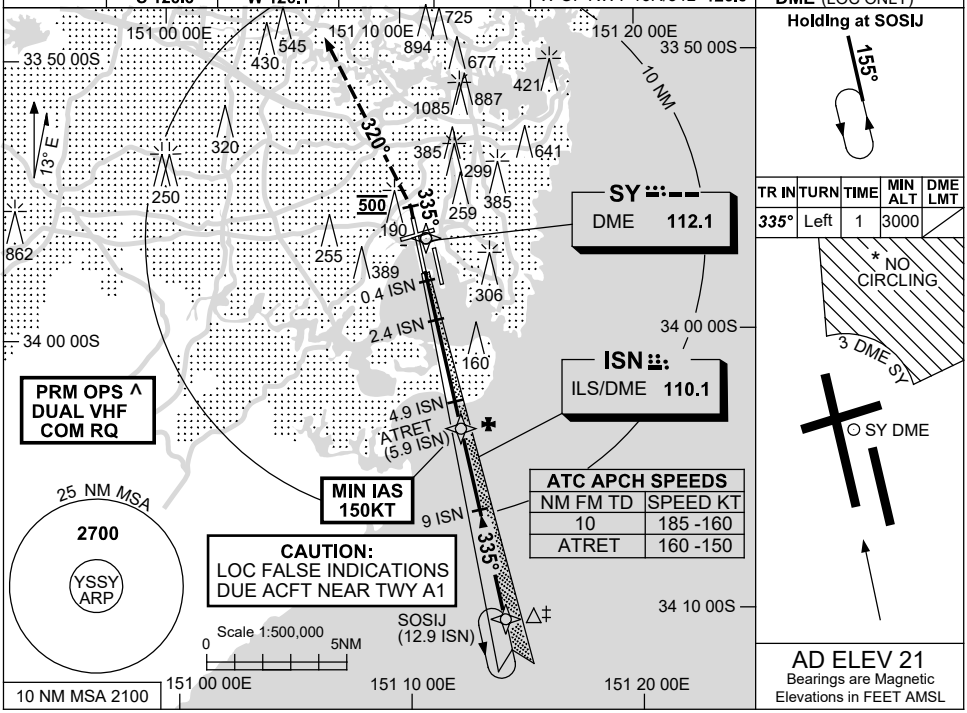
airservices australia

12 JUN 2025

SYDNEY/KINGSFORD SMITH, NSW (YSSY)

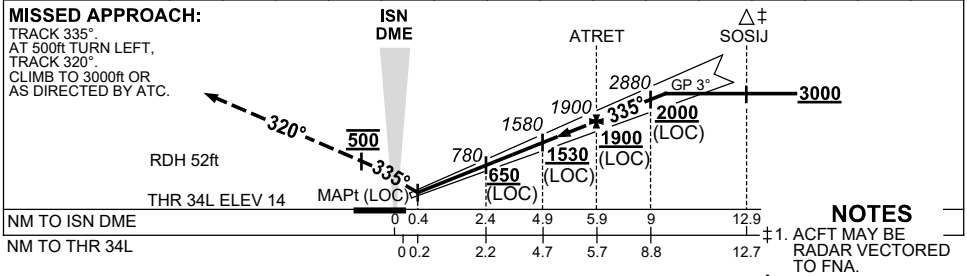
ATIS	APP	DIRECTOR	PRM ^	TWR	SMC
118.55	N 124.4 S 128.3	E 125.3 W 126.1	119.45	120.5	E OF RWY 16R/34L 121.7 W OF RWY 16R/34L 126.5

NAVAID RQ:
- **DME** or **GNSS** (ILS)
- **DME** (LOC ONLY)



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.



CATEGORY	A	B	C	D/D$_L$
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)

NOTES
‡1. ACFT MAY BE RADAR VECTORED TO FNA.
^2. SIMULTANEOUS APCH AUTHORISED WITH RWY 34R. SEE PRM USER INSTRUCTIONS FOR ADDN RQMNTS.
*3. NO CIRCLING BEYOND 3 DME SY EAST OF RWY 16R & NORTH OF RWY 25.
‡4. SPECIAL ALTN MNM 700/2.5KM.

Changes: ATIS FREQ REMOVED, Editorial.

SSYII10-183

CAUTION: CLOSELY SPACED PARALLEL RUNWAYS ^

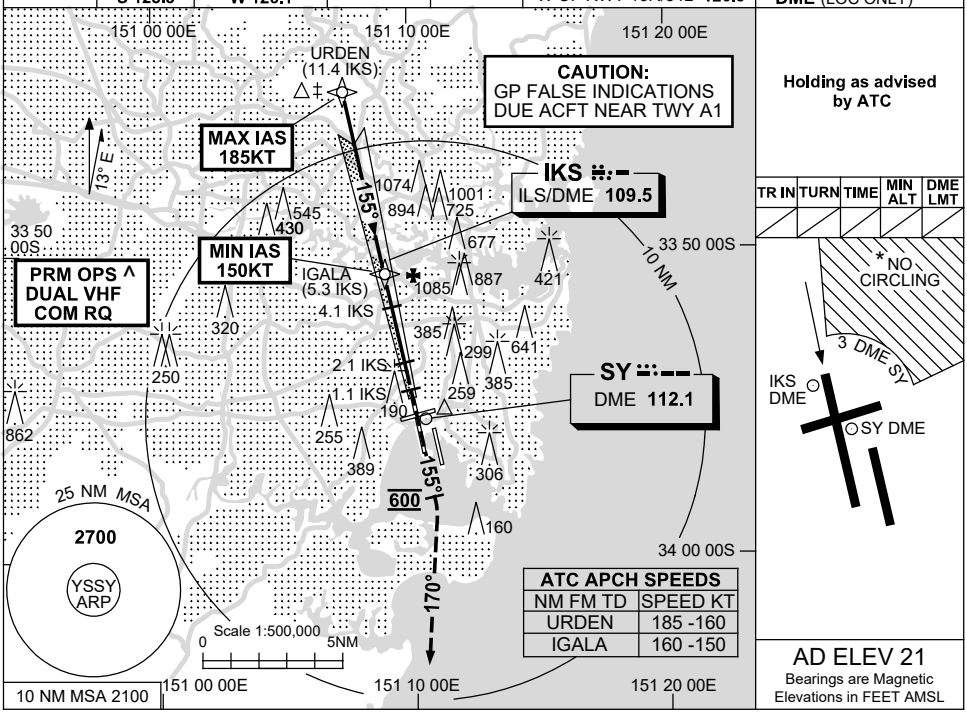
airservices australia

USE QNH

12 JUN 2025

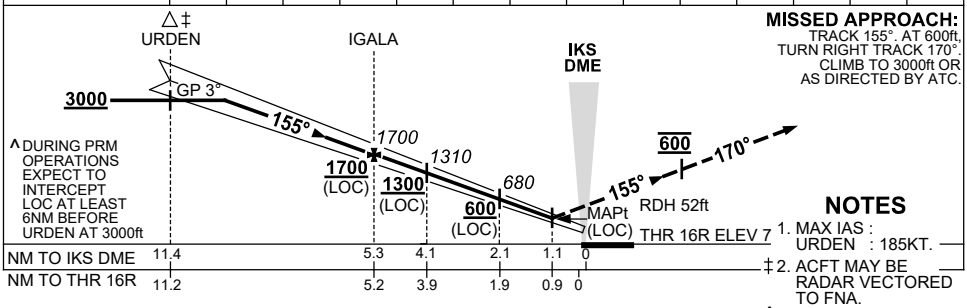
SYDNEY/KINGSFORD SMITH, NSW (YSSY)

ATIS	APP	DIRECTOR	PRM ^	TWR	SMC	NAVAID RQ:
118.55	N 124.4 S 128.3	E 125.3 W 126.1	119.45	120.5	E OF RWY 16R/34L 121.7 W OF RWY 16R/34L 126.5	• DME or GNSS (ILS) • DME (LOC ONLY)



ATC APCH SPEEDS	
NM FM TD	SPEED KT
URDEN	185 -160
IGALA	160 -150

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	



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

NOTES

1. MAX IAS : URDEN : 185KT.
‡2. ACFT MAY BE RADAR VECTORED TO FNA.
^3. SIMULTANEOUS APCH AUTHORISED WITH RWY 16L. SEE PRM USER INSTRUCTIONS FOR ADDN RQMNTS.
*4. NO CIRCLING BEYOND 3 DME SY EAST OF RWY 16R & NORTH OF RWY 25.
‡‡5. SPECIAL ALTN MNM 700/2.5KM.

CATEGORY	A	B	C	D/D$_L$
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: ATIS FREQ REMOVED, Editorial.

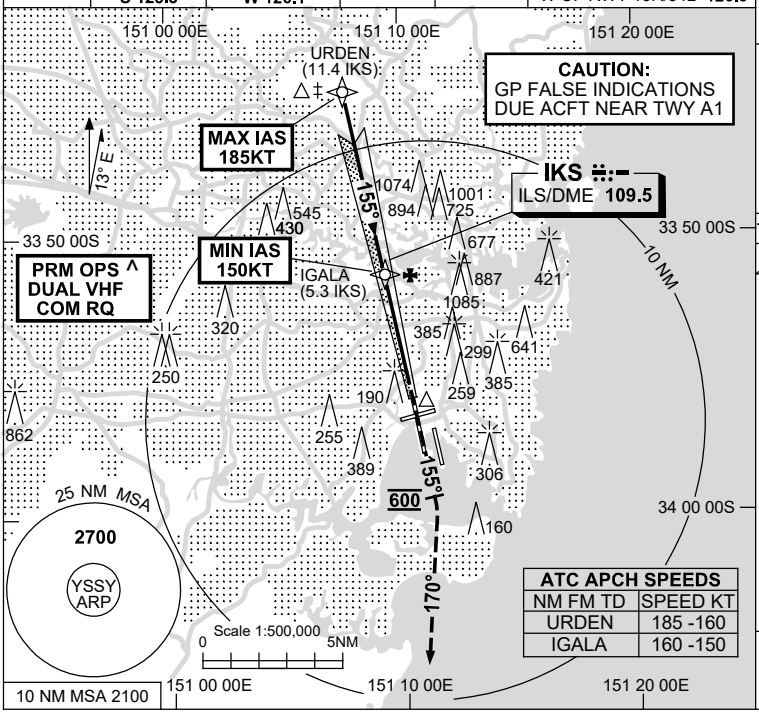
SSYII11-183

CAUTION: CLOSELY SPACED PARALLEL RUNWAYS ^

airservices australia

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

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



ATC APCH SPEEDS	
NM FM TD	SPEED KT
URDEN	185 -160
IGALA	160 -150

Holding as advised by ATC

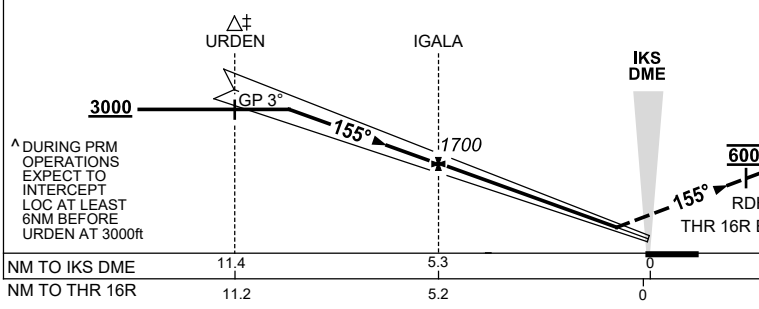
TR IN	TURN	TIME	MIN ALT	DME LMT

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.

NOTES
1. MAX IAS: URDEN : 185KT.
‡2. ACFT MAY BE RADAR VECTORED TO FNA.
^3. SIMULTANEOUS APCH AUTHORISED WITH RWY 16L. SEE PRM USER INSTRUCTIONS FOR ADDN RQMNTS.
#4. SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED.
§5. CAT A, B, C 350 RVR CAT D 400 RVR.

CATEGORY	A	B	C	D/D_L
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: ATIS FREQ REMOVED, Editorial.

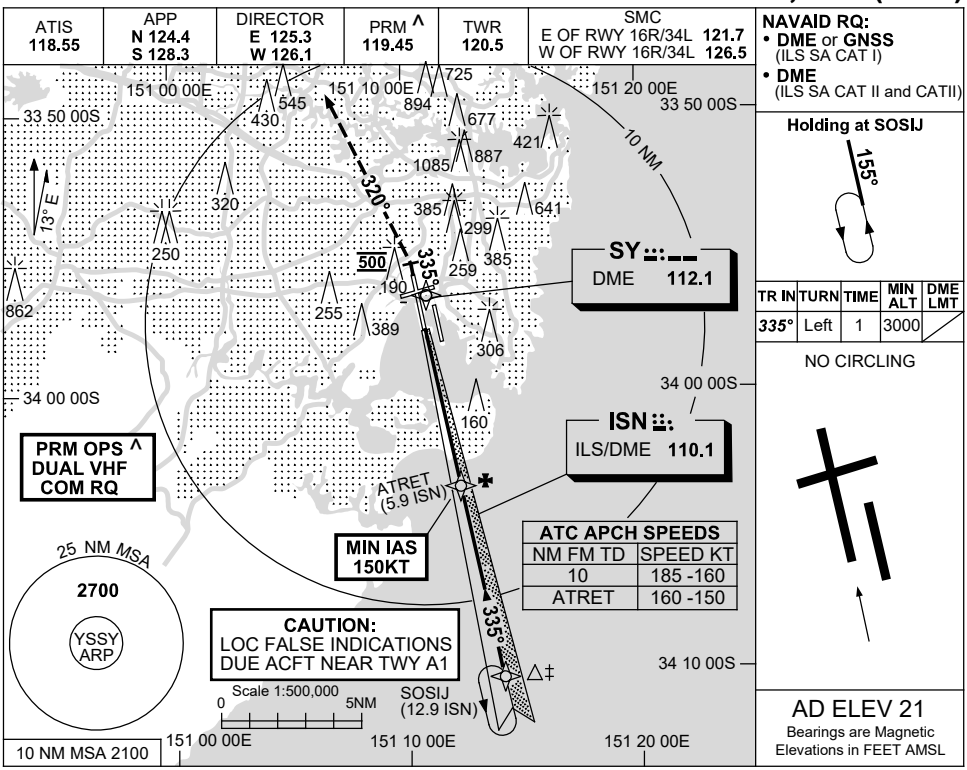
SSYII20-183

CAUTION: CLOSELY SPACED PARALLEL RUNWAYS ^

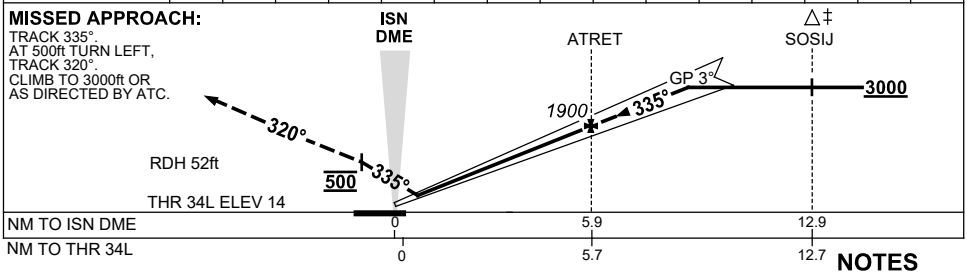
airservices australia

12 JUN 2025

SYDNEY/KINGSFORD SMITH, NSW (YSSY)



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				



NOTES

‡1. ACFT MAY BE RADAR VECTORED TO FNA.

^2. SIMULTANEOUS APCH AUTHORISED WITH RWY 34R. SEE PRM USER INSTRUCTIONS FOR ADDN RQMNTS.

#3. SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED.

CATEGORY	A	B	C	D/D$_L$
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	

Changes: ATIS FREQ REMOVED, Editorial.

SSYII21-183

CAUTION: CLOSELY SPACED PARALLEL RUNWAYS ^

airservices australia

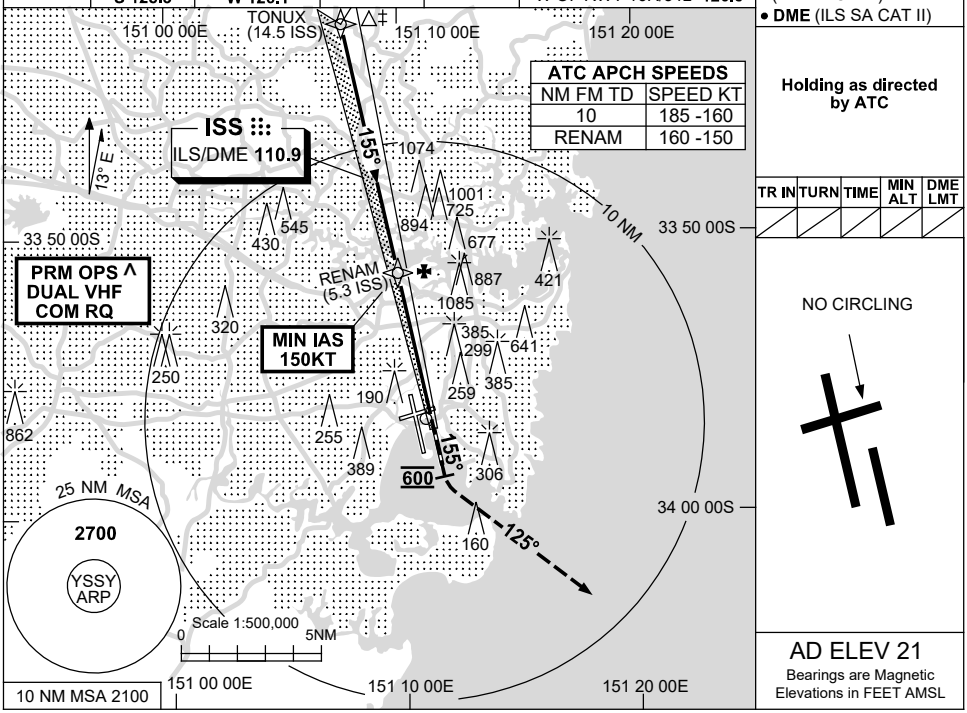
USE QNH

12 JUN 2025

SYDNEY/KINGSFORD SMITH, NSW (YSSY)

ATIS	APP	DIRECTOR	PRM ^	TWR	SMC
118.55	N 124.4 S 128.3	E 125.3 W 126.1	133.95	124.7	E OF RWY 16R/34L 121.7 W OF RWY 16R/34L 126.5

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



Holding as directed by ATC

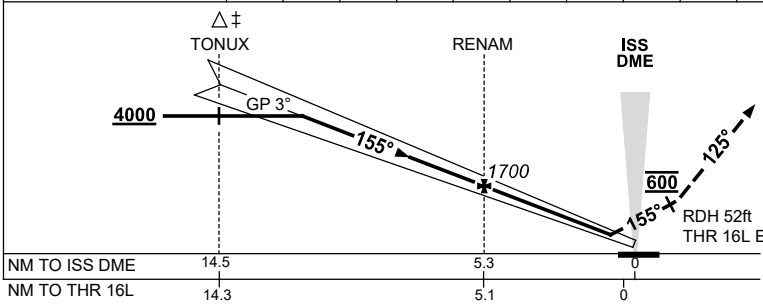
TR IN	TURN	TIME	MIN ALT	DME LMT

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.

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			

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 AIRCREW & ACFT CERTIFICATION REQUIRED.

§4. CAT A, B, C 350 RVR CAT D 400RVR.

Changes: ATIS FREQ REMOVED, Editorial.

SSYII22-183

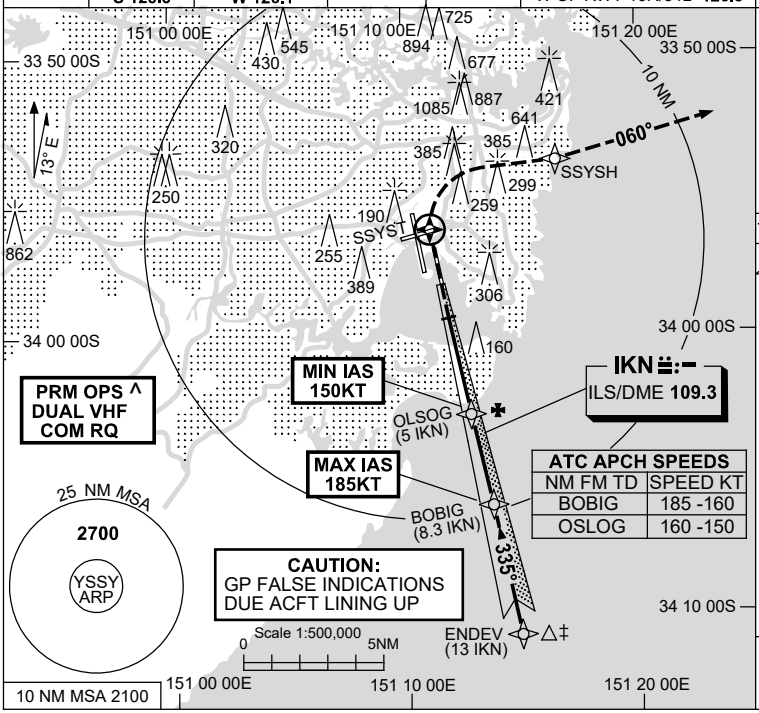
CAUTION: CLOSELY SPACED PARALLEL RUNWAYS ^

airservices australia

12 JUN 2025

SYDNEY/KINGSFORD SMITH, NSW (YSSY)

ATIS	APP	DIRECTOR	PRM ^	TWR	SMC	NAVAID RQ:
118.55	N 124.4 S 128.3	E 125.3 W 126.1	133.95	124.7	E OF RWY 16R/34L 121.7 W OF RWY 16R/34L 126.5	• GNSS



ATC APCH SPEEDS	
NM FM TD	SPEED KT
BOBIG	185 -160
OSLOG	160 -150

Holding as directed by ATC

TR IN	TURN	TIME	MIN ALT	DME LMT

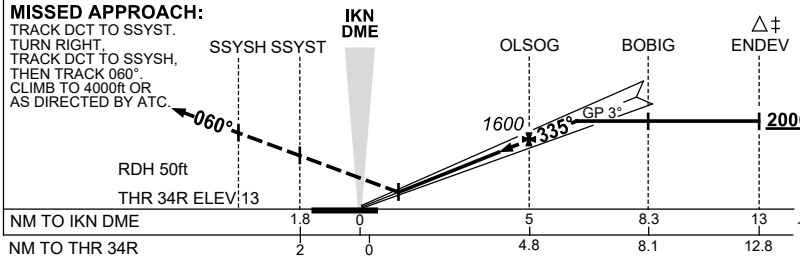
NO CIRCLING

AD ELEV 21

Bearings are Magnetic
Elevations in FEET AMSL

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

MISSED APPROACH:
TRACK DCT TO SSYST.
TURN RIGHT,
TRACK DCT TO SSYSH,
THEN TRACK 060°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.



^ DURING PRM OPERATIONS EXPECT TO INTERCEPT LOC BEFORE ENDEV AT 2000ft

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: ATIS FREQ REMOVED, Editorial.

SSYII23-183

CAUTION: CLOSELY SPACED PARALLEL RUNWAYS ^

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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.

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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.

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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*.

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 RWY, unless the provisions of 4.5 or 4.6 apply:

(a) for landing:

(i) 0600-0700 HR and 2200-2300 HR (SAT and SUN) Local.
Only RWY 34L, unless another RWY is nominated by ATC

(ii) 2300-0600 HR (Daily) Local.
Only RWY 34L;

(b) for take-off:

(i) 0600-0700 HR and 2200-2245 HR (SAT and SUN) Local.
Only RWY 16R or 16L, unless another RWY is nominated by ATC.

(ii) 2245-2300 HR (Daily) Local.
Only RWY 16R or 16L;

(iii) 2300 - 0600 HR (Daily) Local.
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 RWY 16R and taxiway G.

(iv) If an aircraft receives taxi clearance prior to 2300 HR it may take off from RWY 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 PH: 0466 548 063 (24 HRS), or by email to: chapter2@infrastructure.gov.au

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: chapter2@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: chapter2@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:

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

5.2 Slot allocation to operate within the quota can be obtained from;

ACL Asia Pacific
Level 1, Nigel Love Building
10 Arrivals Court
Sydney International Terminal
NSW 2020

Telephone: +61 456 796 802
Email : syd@acl-international.com

6. DESIGNATED FLIGHT CORRIDORS

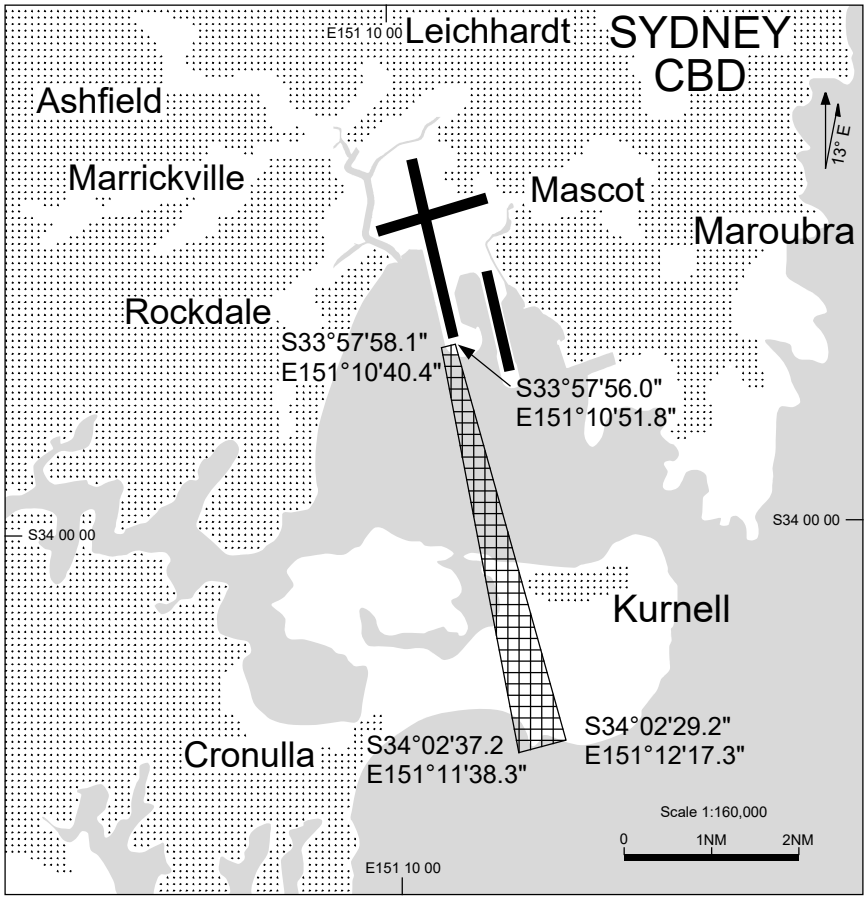
6.1 USE OF FLIGHT CORRIDORS

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.

6.2 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.

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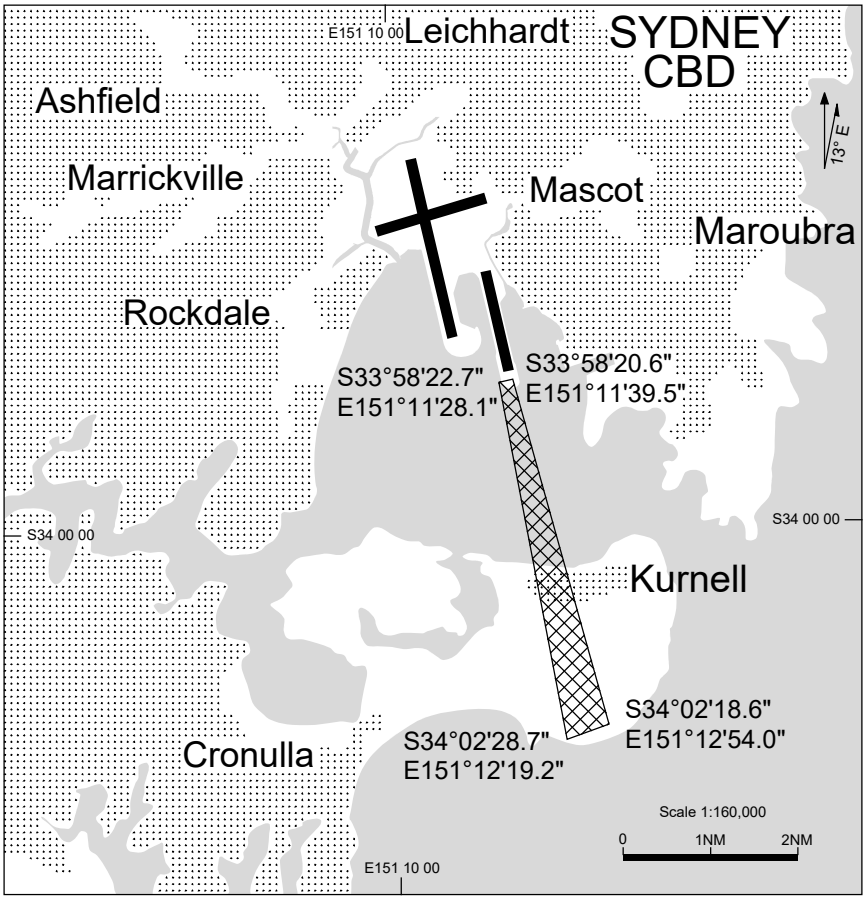
FLIGHT CORRIDOR C



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.

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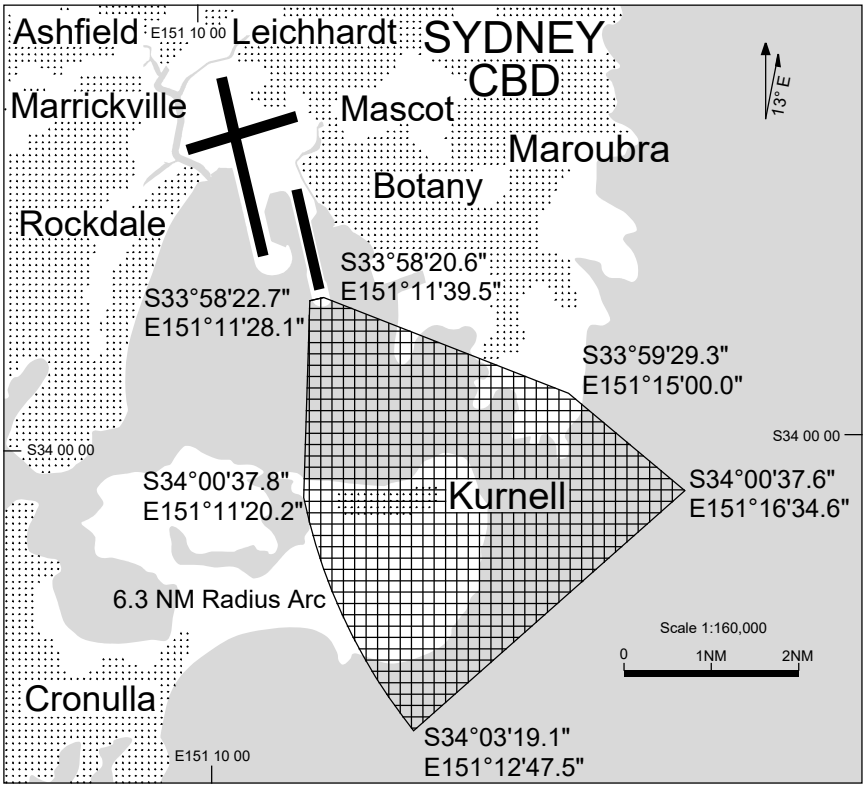
FLIGHT CORRIDOR E



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.

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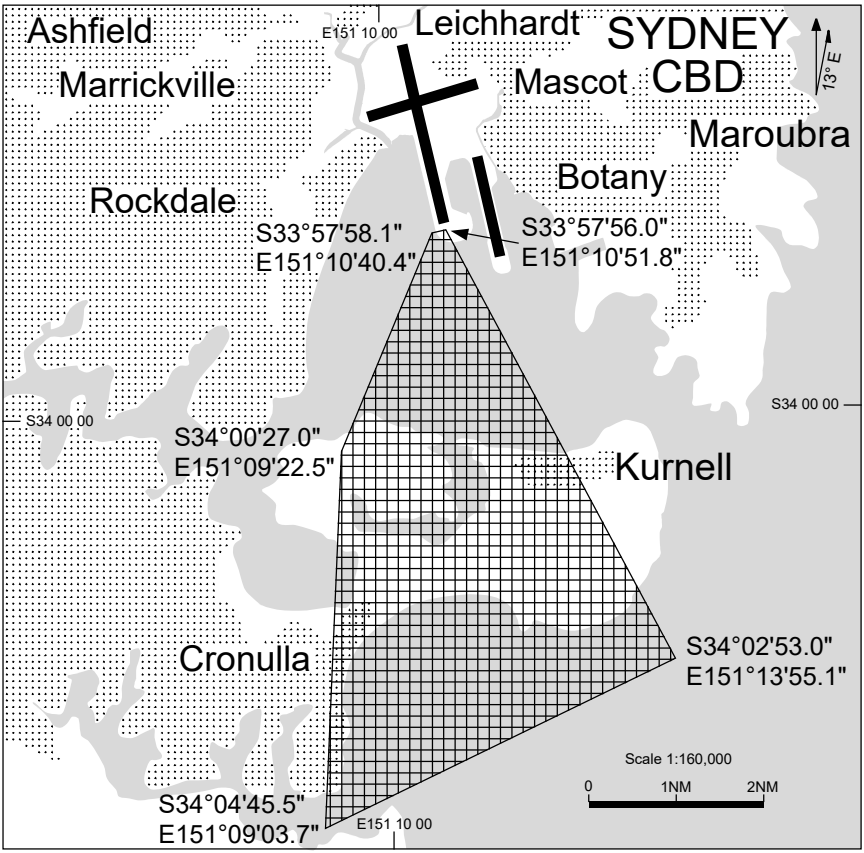
FLIGHT CORRIDOR G



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 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.

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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 ENGAGAED: 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.

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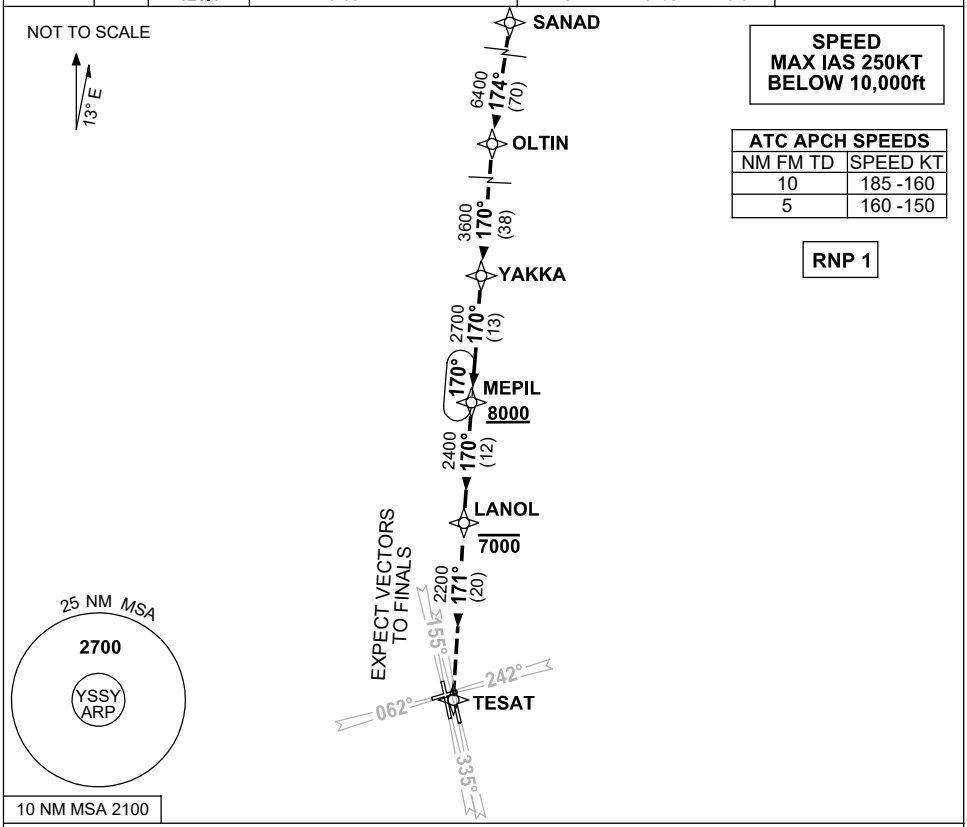
12 JUN 2025

SYDNEY/KINGSFORD SMITH, NSW (YSSY)

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



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: ATIS FREQ REMOVED, Editorial.

SSYSR01-183

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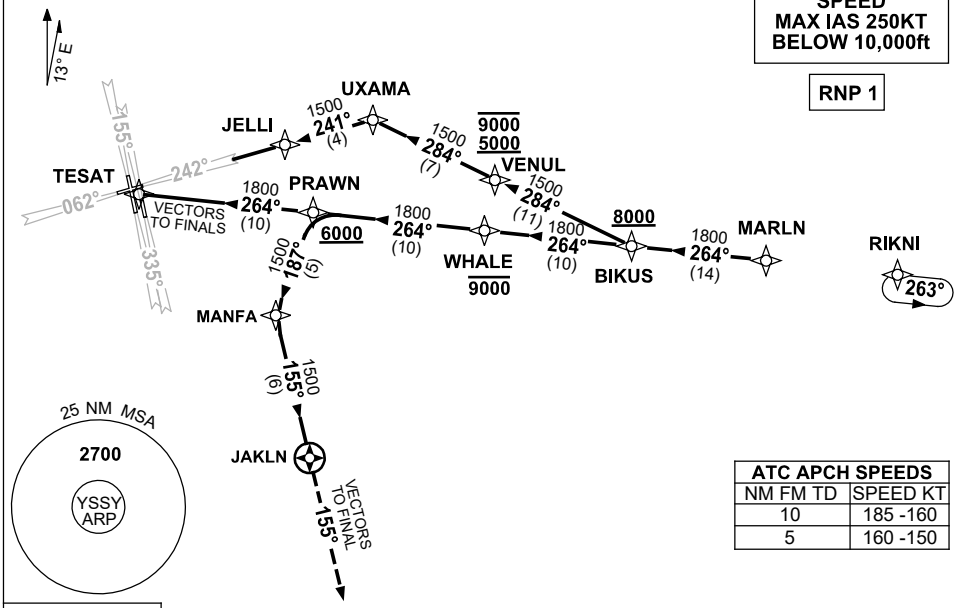
STANDARD INSTRUMENT ARRIVAL (STAR)
MARLN FIVE ARRIVAL (RNAV)

12 JUN 2025

SYDNEY/KINGSFORD SMITH, NSW (YSSY)

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

NOT TO SCALE



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

10 NM MSA 2100

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.

Changes: ATIS FREQ REMOVED, Editorial.

SSYSR02-183

airservices australia

12 JUN 2025

SYDNEY/KINGSFORD SMITH, NSW (YSSY)

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

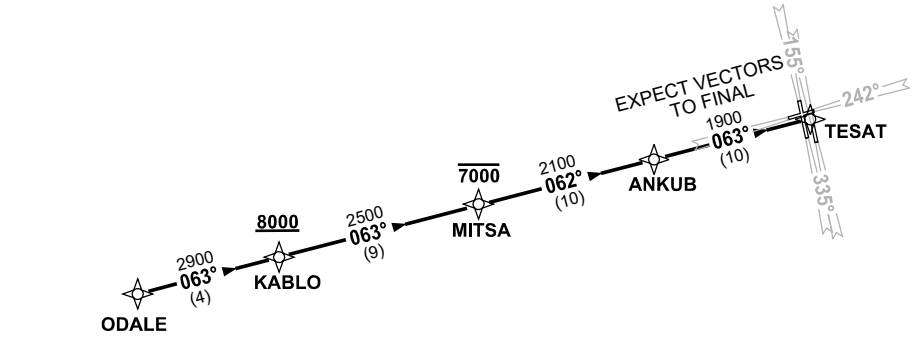
NOT TO SCALE

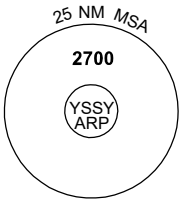
13° E

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.

Changes: ATIS FREQ REMOVED, Editorial.

SSYSR04-183

airservices australia

12 JUN 2025

SYDNEY/KINGSFORD SMITH, NSW (YSSY)

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

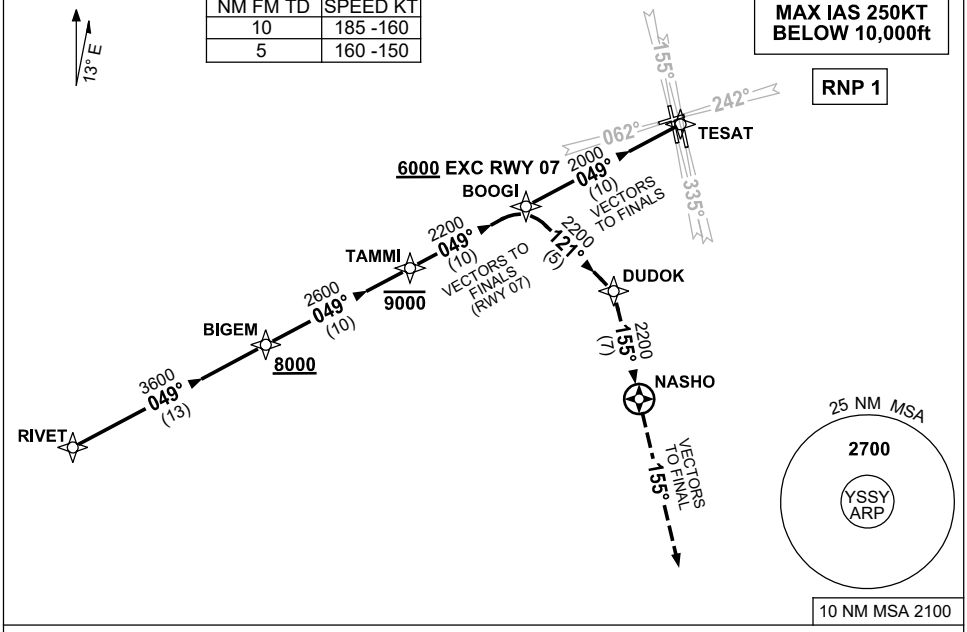
NOT TO SCALE

13° E

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 FOUR**

- 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°, 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: ATIS FREQ REMOVED, Editorial.

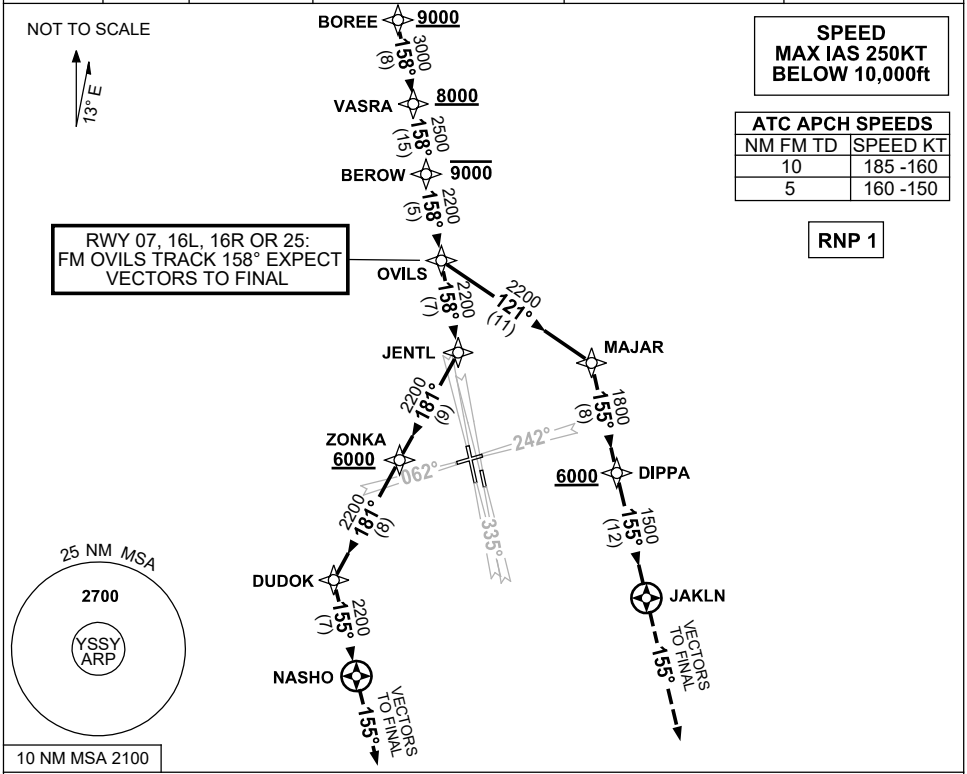
SSYSR05-183

airservices australia

12 JUN 2025

SYDNEY/KINGSFORD SMITH, NSW (YSSY)

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



SPEED
MAX IAS 250KT
BELOW 10,000ft

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

RNP 1

ARRIVAL: **BOREE FOUR ALPHA**

Cross BOREE AT or ABV 9000ft, then
- 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 ERSA EMERG Section 1.5.

Changes: ATIS FREQ REMOVED, Editorial.

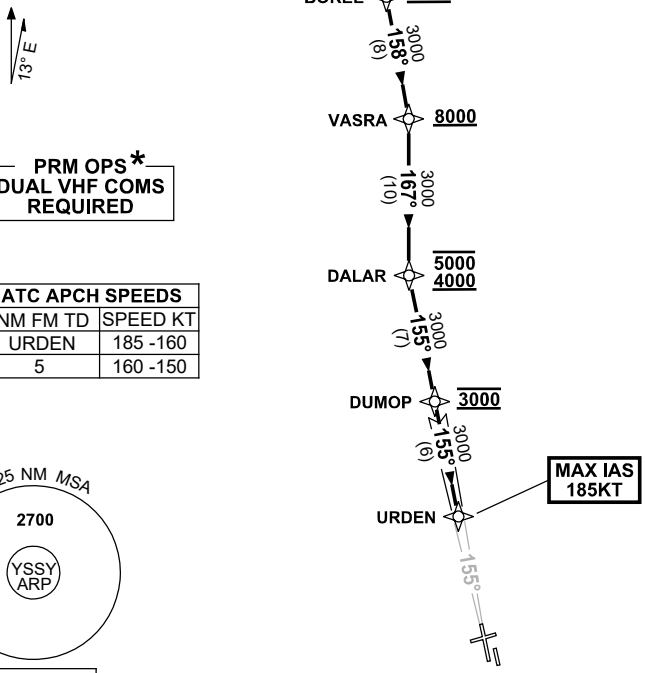
airservices australia

12 JUN 2025

SYDNEY/KINGSFORD SMITH, NSW (YSSY)

ATIS	APP	DIRECTOR	TWR	SMC	Bearings are Magnetic Elevations in FEET AMSL
118.55	**124.4**	**126.1**	**120.5**	E OF RWY 16R/34L **121.7** W OF RWY 16R/34L **126.5**	

NOT TO SCALE



SPEED
MAX IAS 250KT
BELOW 10,000ft

RNP 1

PRM OPS*
DUAL VHF COMS
REQUIRED

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

MAX IAS
185KT

10 NM MSA 2100

ARRIVAL: **BOREE FOUR PAPA**

RWY 16R:

Cross BOREE AT or ABV 9000ft, then
- 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: ATIS FREQ REMOVED, Editorial.

SSYSR09-183

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Independent Visual Approach

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

Important instructions and advisory information for pilots:

- Report visual and/or the runway in sight as soon as possible.
- Manage speed on base leg to ensure you do not overshoot the 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.

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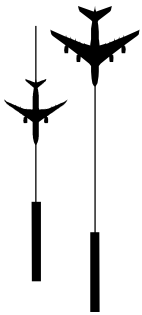
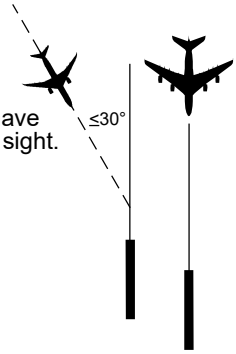
Both these aircraft only have to report visual if on localiser or GLS final approach course.

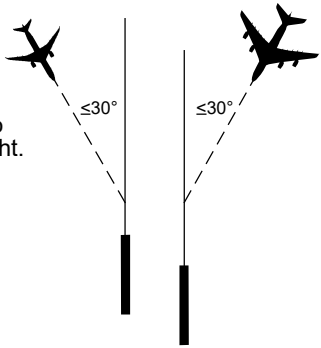


This aircraft must have reported runway in sight.



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

Both aircraft have to report runway in sight.



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