DEPARTURE (YSSY -> YBCS): YSSY (Kingsford Smith Intl)

NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

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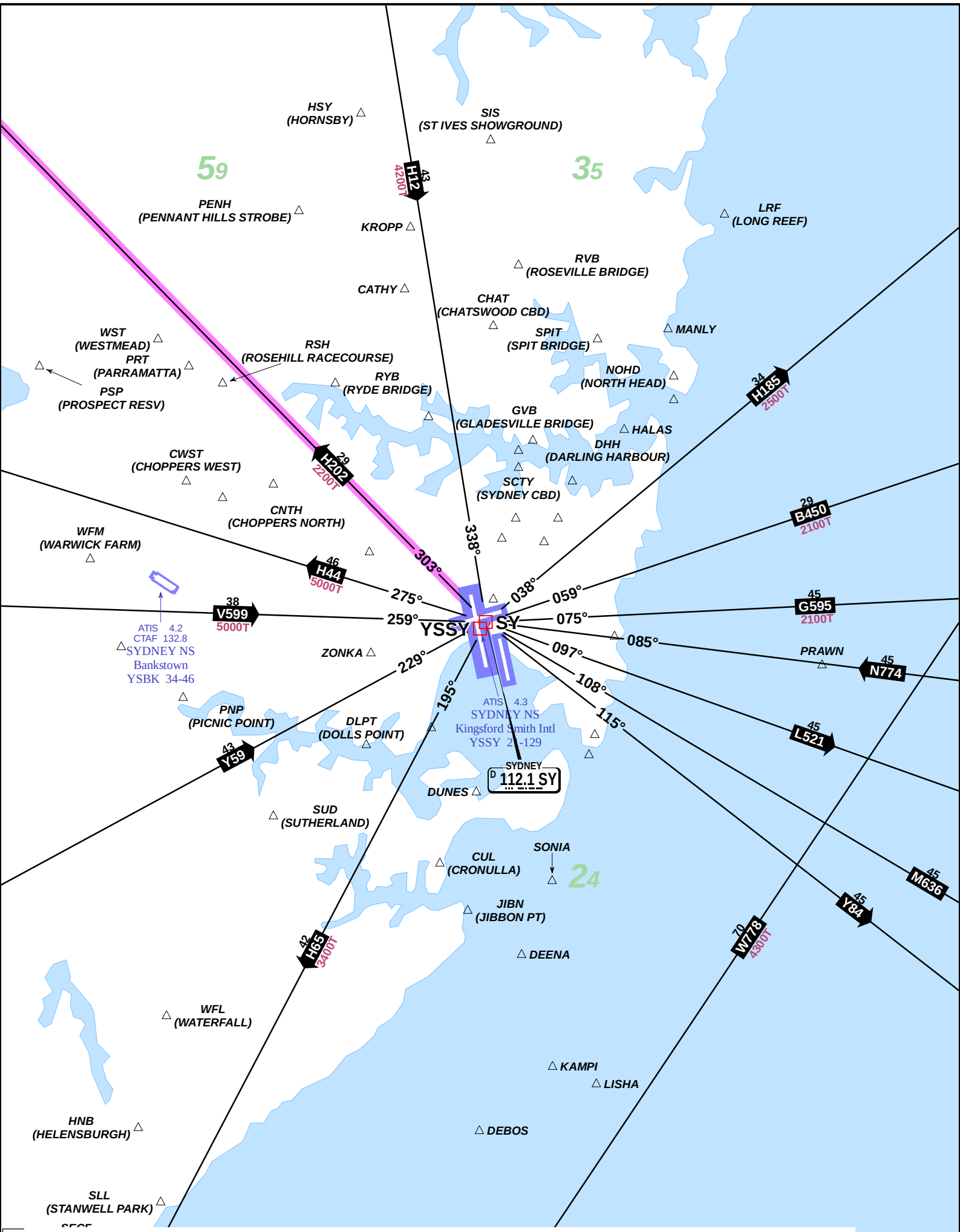
JeppView 3.6.2.0



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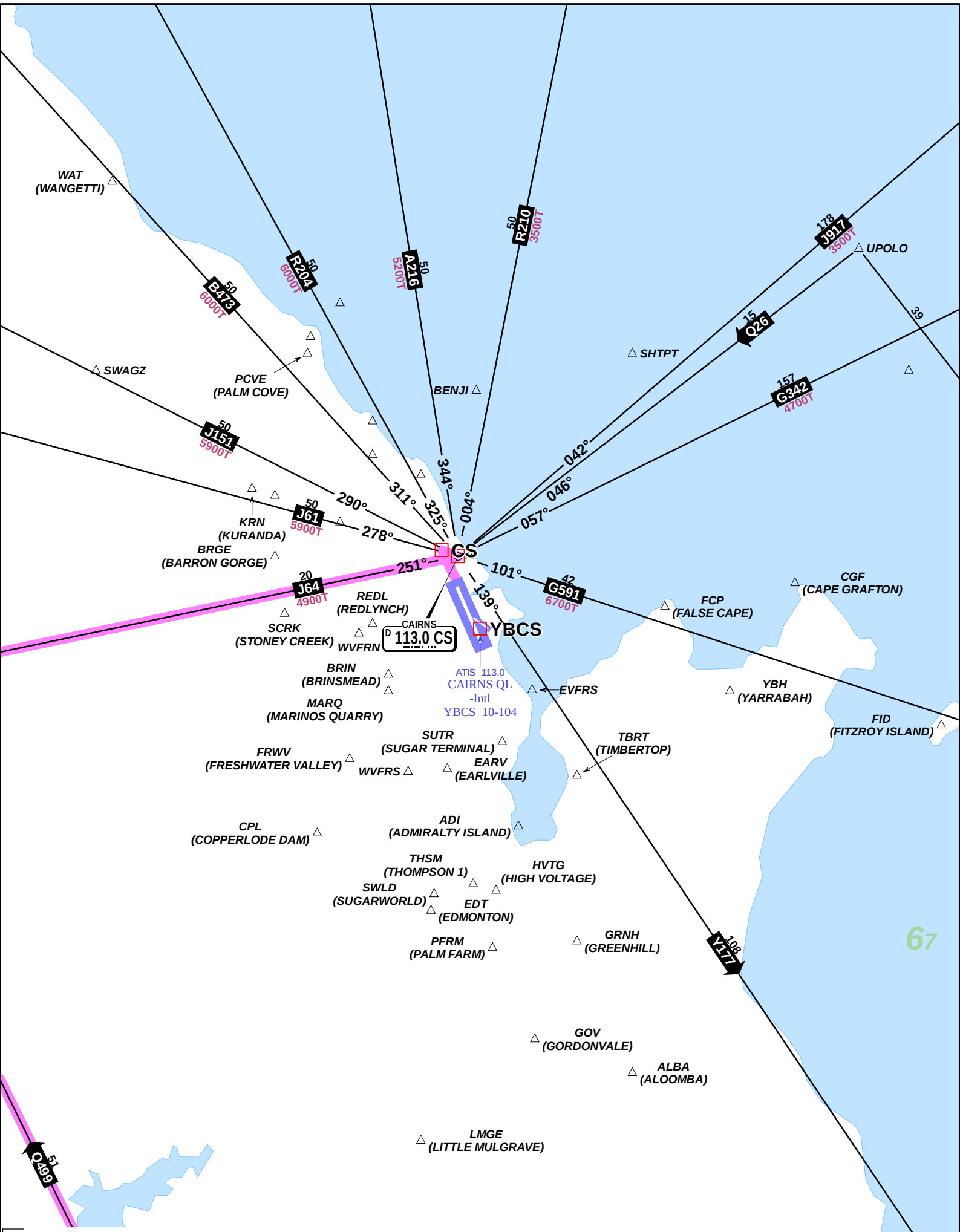
DESTINATION (YSSY -> YBCS): YBCS (Cairns Intl)
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

J E P P E S E N
JeppView 3.6.2.0



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YSSY -> YBCS (Page 1 of 1)

NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:18852094 (1 inch = 258.55 naut mi). Printed on 20 Oct 2014

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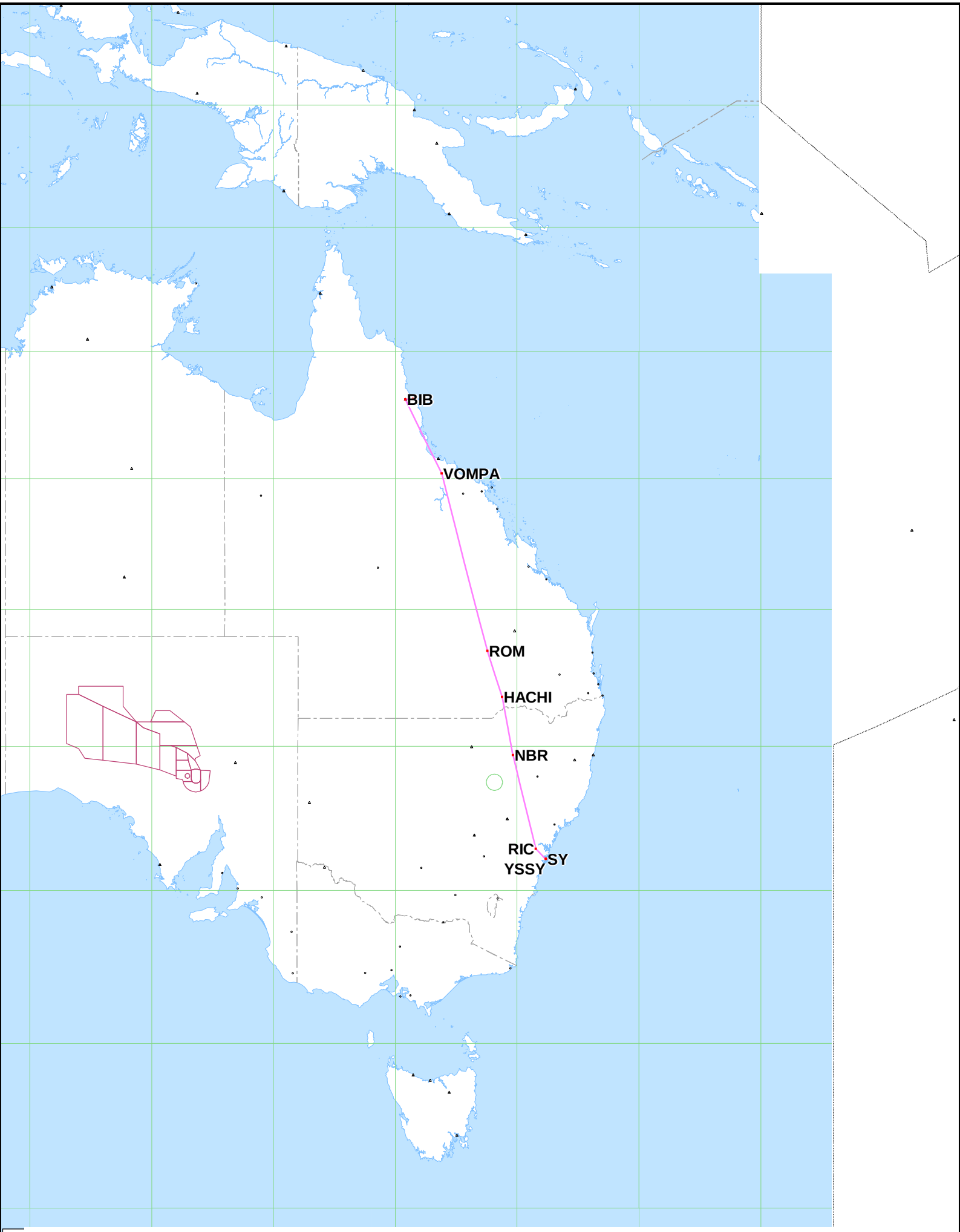

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AIR TRAFFIC FLOW MANAGEMENT PROCEDURES

Slot Management Scheme

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

Ground Delay Program (GDP) Inbound

Sydney GDP is applicable to all fixed wing, non priority flights departing from all Australian domestic airports, and arriving at Sydney between the hours of 2000 and 1300 UTC, as adjusted by daylight saving time variations.

Flights to Sydney during the operation of GDP must obtain an ACA slot and Calculated Off Blocks Time (COBT) in accordance with AIR TRAFFIC FLOW MANAGEMENT in Airway Manual - Air Traffic Control - Australia - Flight Planning. The COBT can be obtained through their company or the National Operations Center on 1800 020 626.

In addition, flights departing from Bankstown or Camden for a landing in Sydney must contact ATC on 02 9556 6515 prior to starting engines.

Ground Delay Program (GDP) Outbound

After receiving Airways Clearance, aircraft participating in a Ground Delay Program (GDP) are required to report when ready for pushback/taxi on Sydney Coordinator on 126.7 MHz.

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

Do not contact Ground, monitor only.

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

NOTE: Aircraft not participating in a GDP are not required to contact Sydney Coordinator prior to requesting pushback, and should contact the relevant Ground Frequency on 121.7 MHz or 126.5 MHz as applicable.

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SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

SECTOR A

SY

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

Alt Set: hPa
Apt Elev: 1 hPa

Trans level: FL 110
Trans alt: 10000'(9979')

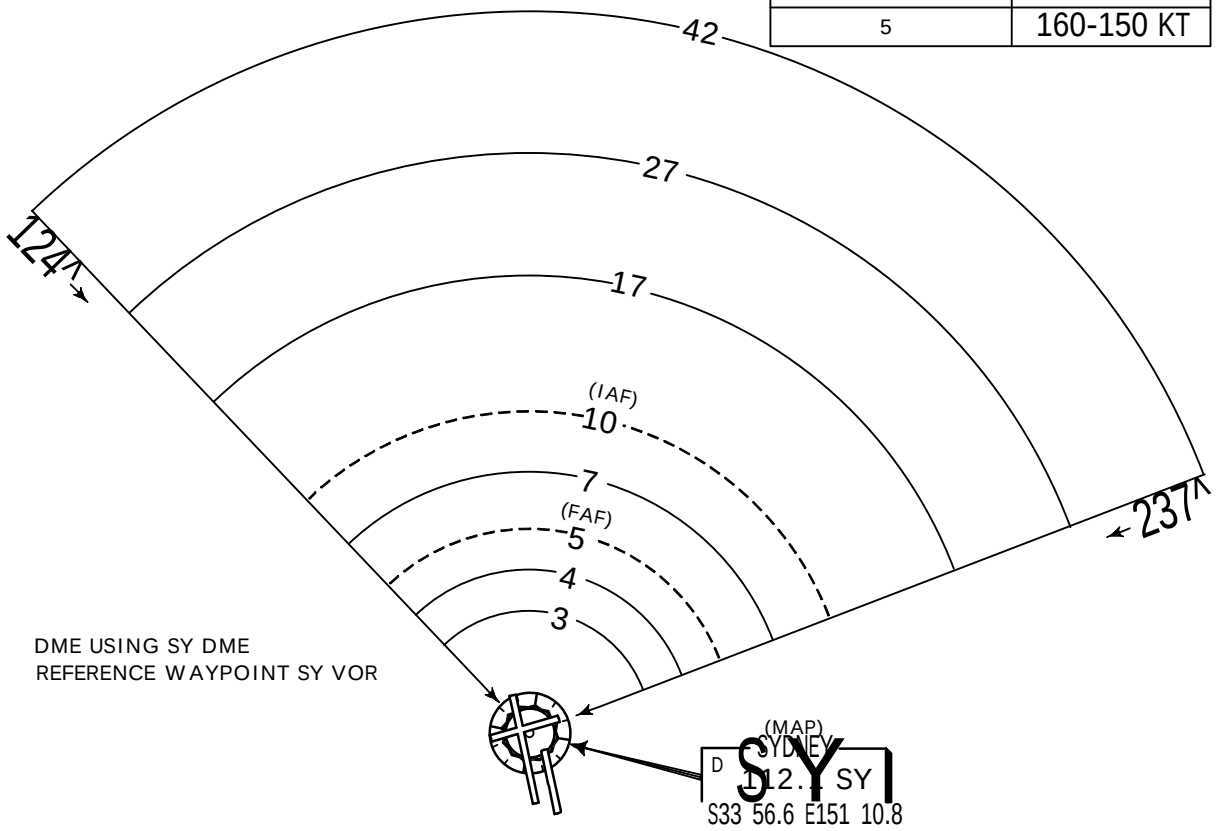
2700'

MSA
SY VOR
Within 25 NM
2100' Within 10 NM

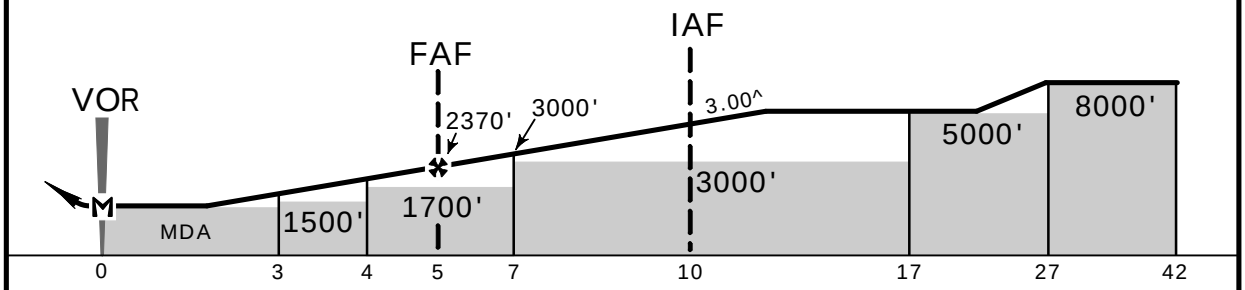
VOR 112.1 SY
Apt. Elev 21'

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

NOT TO SCALE



NM to VOR	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	13.3
ALTITUDE	1400'	1730'	2050'	2370'	2690'	3000'	3320'	3640'	3960'	4280'	4600'	4910'	5000'



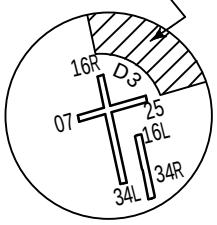
MISSED APPROACH: Climb on track to 3000'.

CIRCLE-TO-LAND

MDA(H) 1400'(1379')

A	2.4 km
B	
C	4.0 km
D	5.0 km

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



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

NS OPS

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SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

SECTOR B

SY

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

Alt Set: hPa
Apt Elev: 1 hPa

Trans level: FL 110
Trans alt: 10000'(9979')

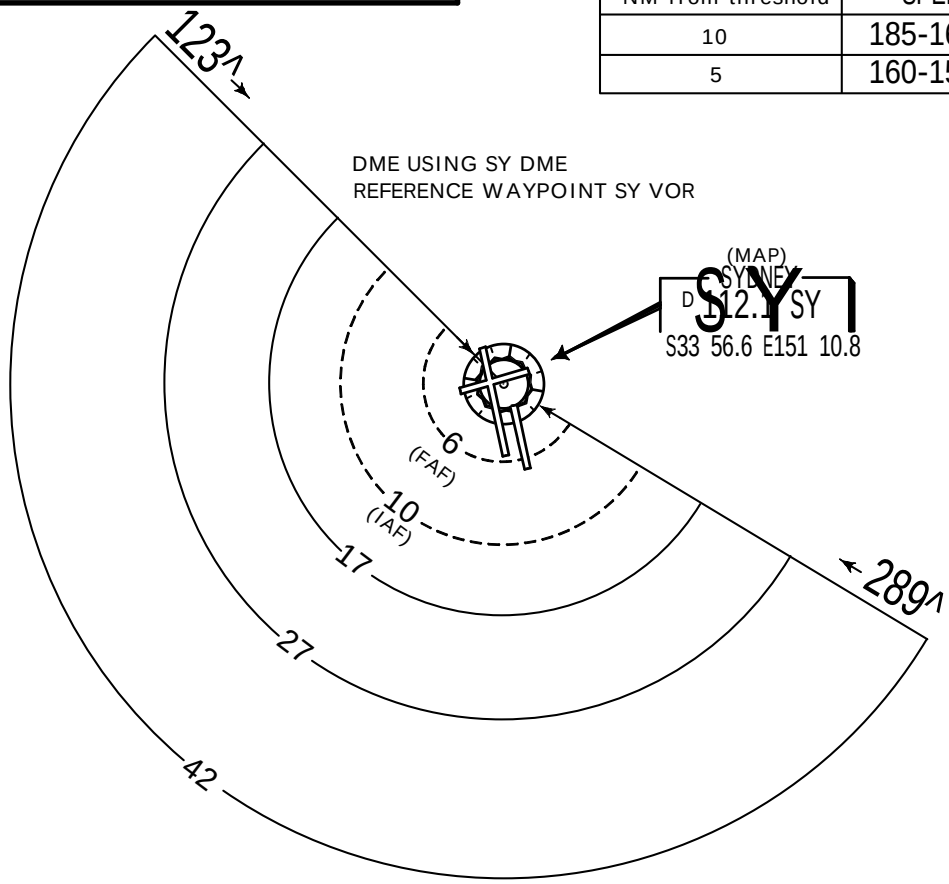
2700'

MSA
SY VOR
Within 25 NM
2100' Within 10 NM

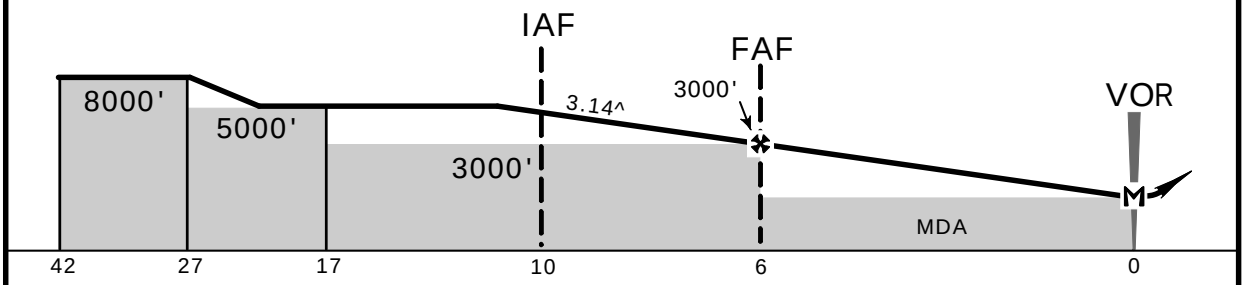
VOR 112.1 SY
Apt. Elev 21'

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

NOT TO SCALE



NM to VOR	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.0
ALTITUDE	5000'	4670'	4340'	4000'	3670'	3340'	3000'	2670'	2340'	2000'	1670'	1340'	1000'



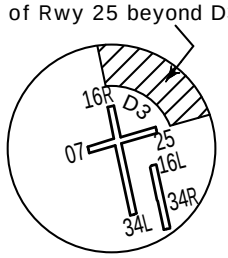
MISSED APPROACH: Climb on track to 3000'.

CIRCLE-TO-LAND

MDA(H) 1000' (979')

A B	2.4 km
C	4.0 km
D	5.0 km

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



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.14^	389	500	556	667	778	889

NS OPS

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CHANGES: Approach speed table; GPS replaced by GNSS; recommended altitudes.

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JEPPESEN 23 MAY 14 (10-2B) .Eff.29.May. .DME.or.GNSS.ARRIVAL.

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

SECTOR C

SY

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

Alt Set: hPa
Apt Elev: 1 hPa

Trans level: FL 110
Trans alt: 10000'(9979')

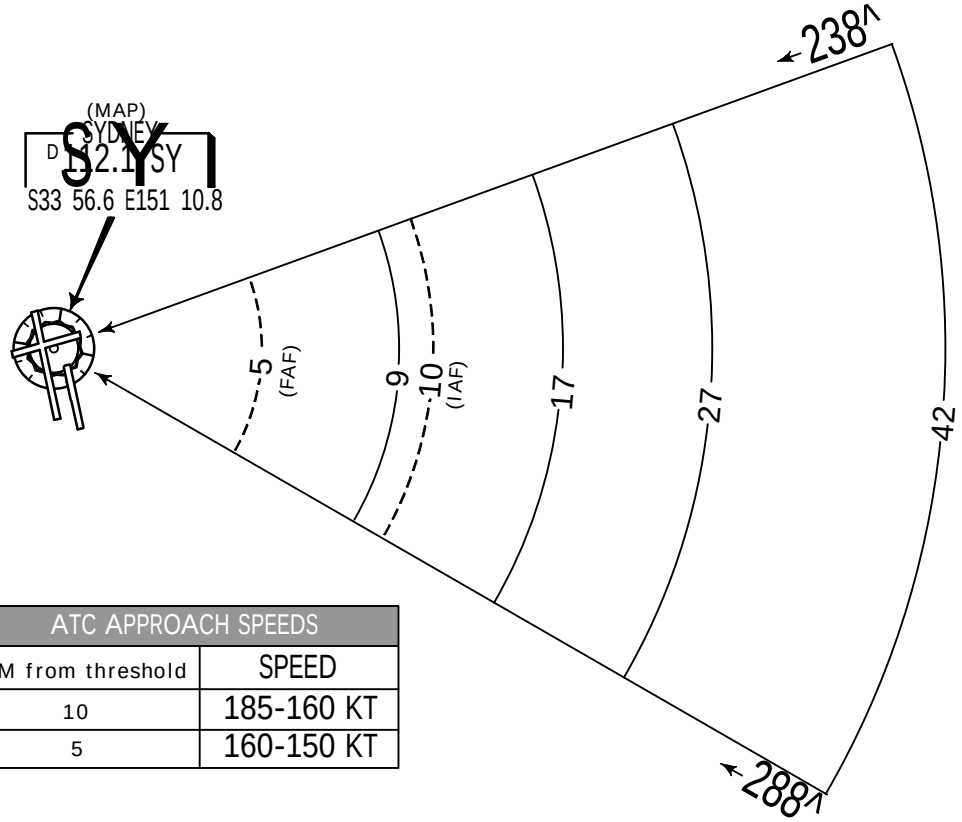
2700'

MSA
SY VOR
2100' Within 10 NM

VOR 112.1 SY
Apt. Elev 21'

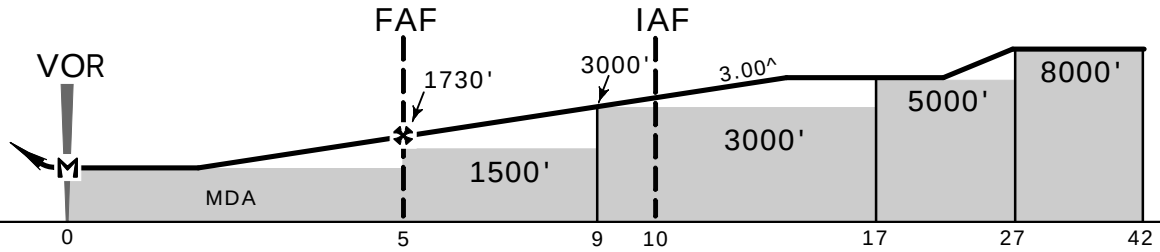
DME USING SY DME
REFERENCE WAYPOINT SY VOR

NOT TO SCALE



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

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



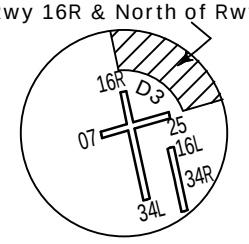
MISSED APPROACH: Climb on track to 3000'.

CIRCLE-TO-LAND

MDA(H) 1000'(979')

A	2.4 km
B	
C	4.0 km
D	5.0 km

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



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

NS OPS

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JEPPESEN 23 MAY 14 .Eff.29.May. 10-2C

.RNAV.STAR.

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

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

TRANS LEVEL: FL 110
TRANS ALT: 10000'

BOREE FIVE ARRIVAL [BOREE5]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

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

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

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

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

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

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

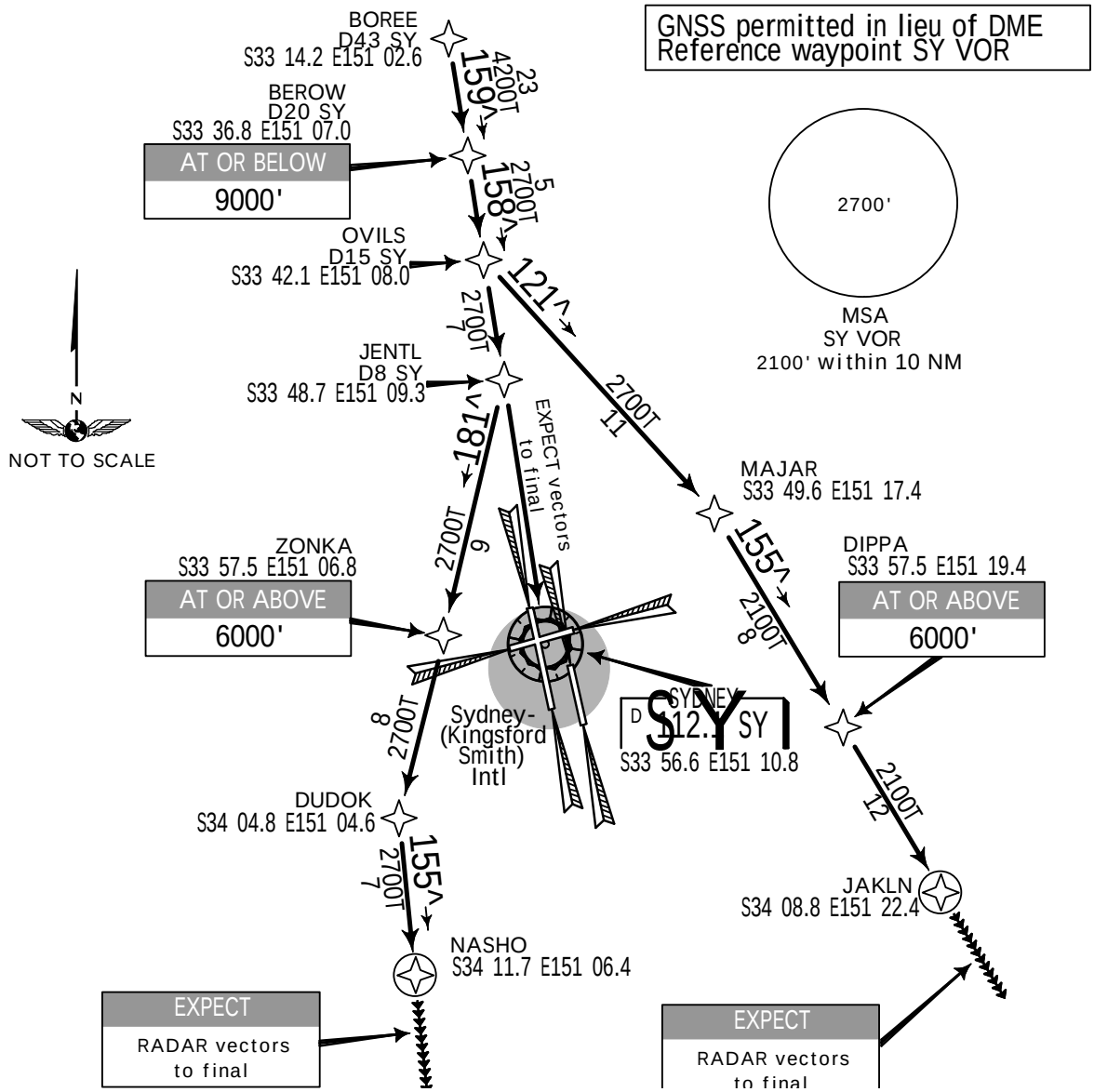
COMMUNICATIONS FAILURE:

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

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

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

GNSS permitted in lieu of DME
Reference waypoint SY VOR



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CHANGES: Approach speed table; GPS replaced by GNSS; procedure renumbered.

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SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

ATIS 112.1 118.55 126.25 428
SYDNEY Approach (R) 124.4

TRANS LEVEL: FL 110
TRANS ALT: 10000'

CALGA NINE ARRIVAL [CALGA9]

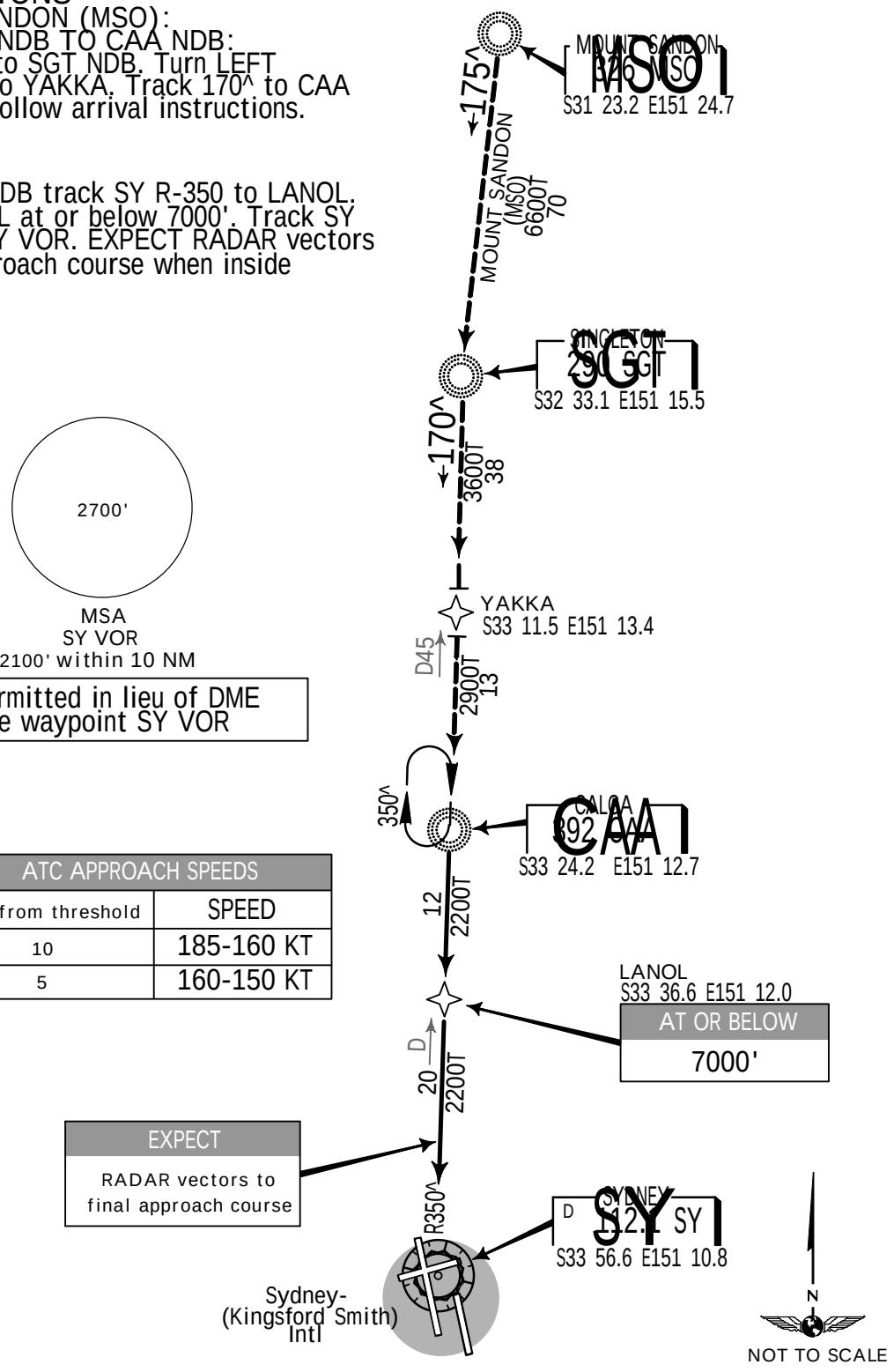
SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS

MOUNT SANDON (MSO):
From MSO NDB TO CAA NDB: Track 175^ to SGT NDB. Turn LEFT track 170^ to YAKKA. Track 170^ to CAA NDB. Then follow arrival instructions.

ARRIVAL

From CAA NDB track SY R-350 to LANOL. Cross LANOL at or below 7000'. Track SY R-350^ to SY VOR. EXPECT RADAR vectors to final approach course when inside SY 30 DME.



2700'
MSA
SY VOR
2100' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint SY VOR

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

AT OR BELOW
7000'

EXPECT
RADAR vectors to final approach course

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

Squawk 7600.
Comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES

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

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

MARLN NINE ARRIVAL [MARLN9]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

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

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

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

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

NOTE: Tracking via SHARK subject to ATC clearance.

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

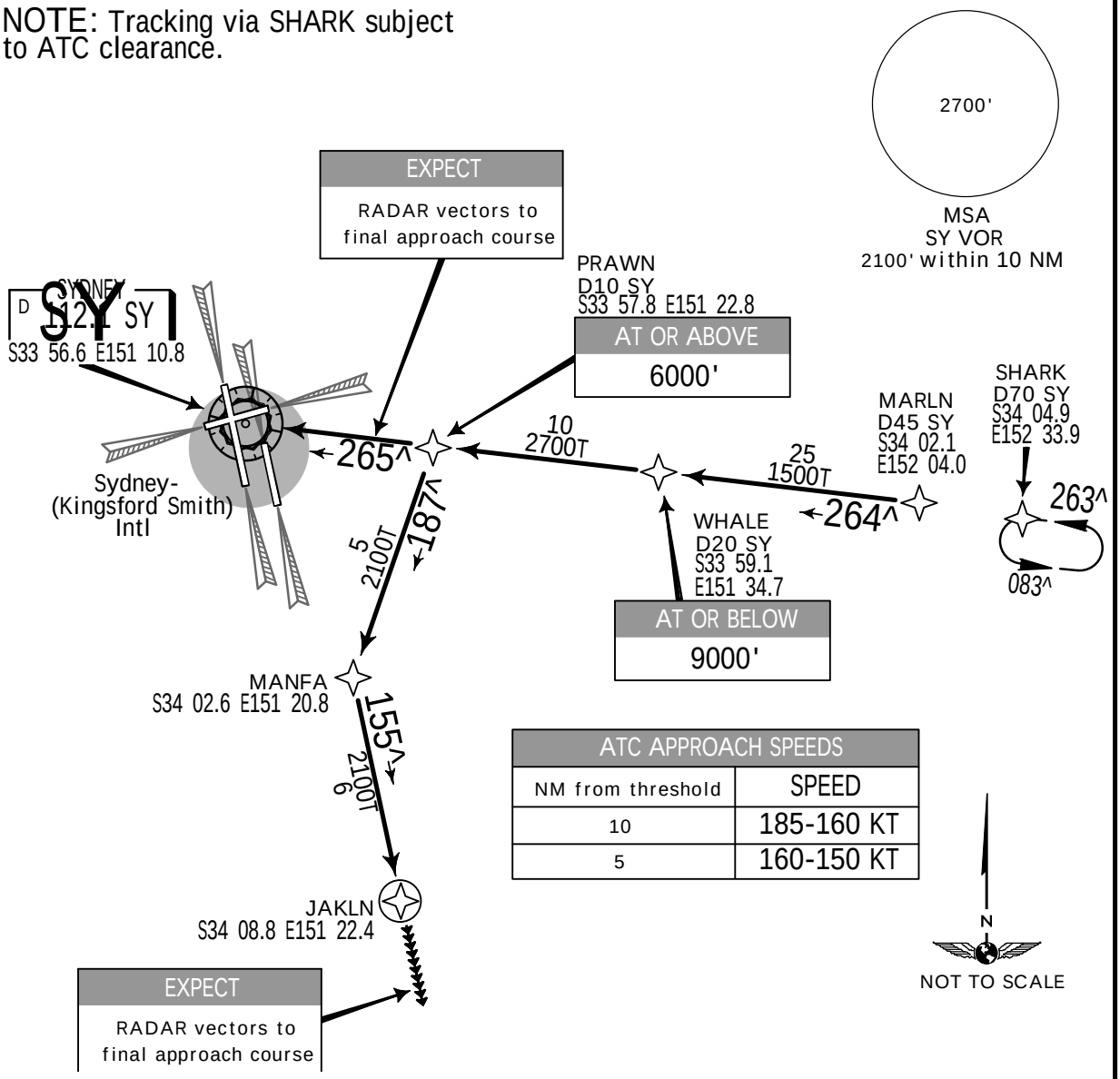
GNSS permitted in lieu of DME
Reference waypoint SY VOR

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

COMMUNICATIONS FAILURE:

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

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST



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

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ATIS 112.1 118.55 126.25 428
SYDNEY Approach (R) 124.4

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

ODALE FOUR ARRIVAL [ODALE4]

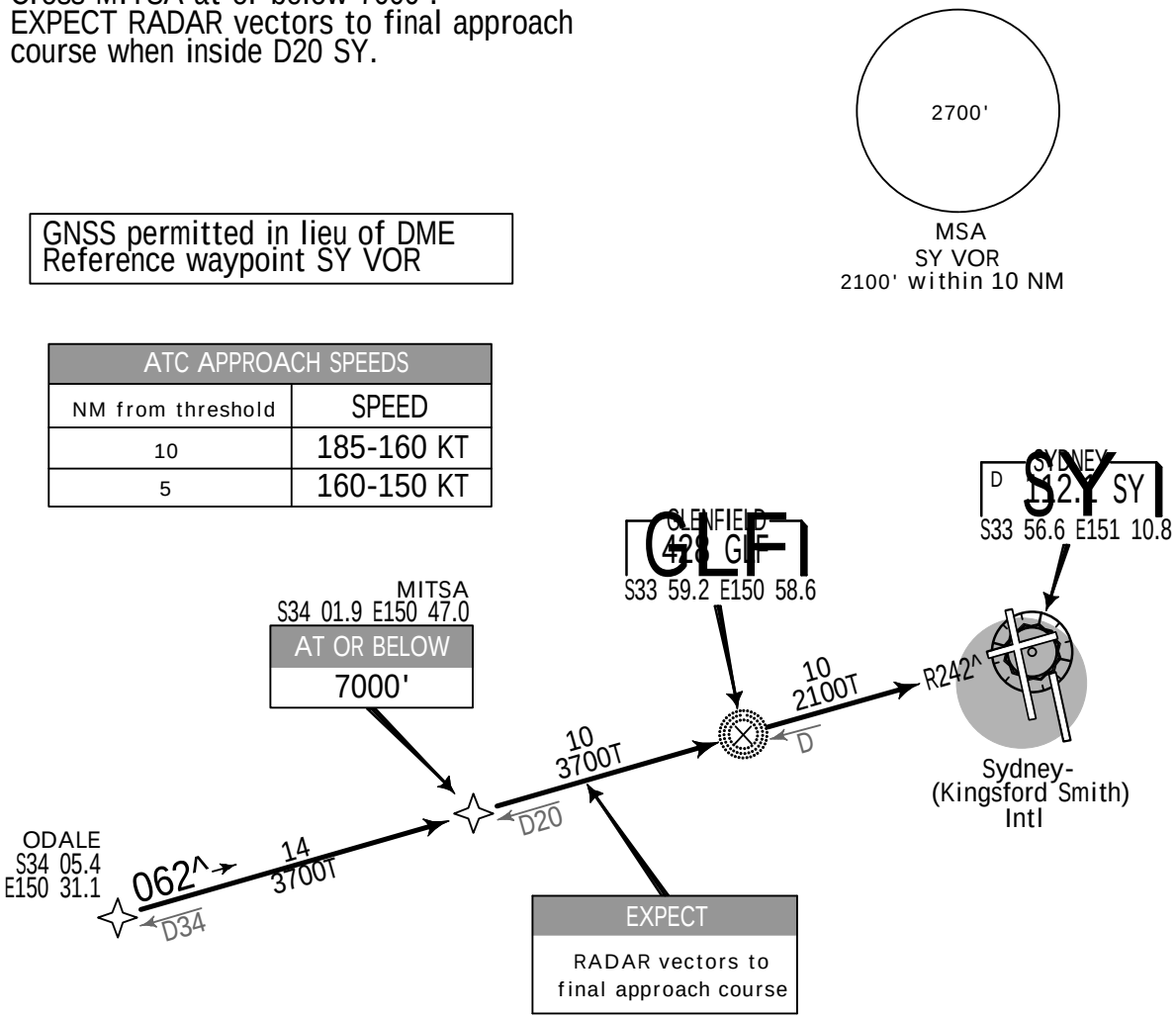
SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

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

GNSS permitted in lieu of DME
Reference waypoint SY VOR

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



N
NOT TO SCALE

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

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

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SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

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

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RIVET ONE ARRIVAL [RIVET1]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

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

RWY 07: EXPECT RADAR vectors to final.

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

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

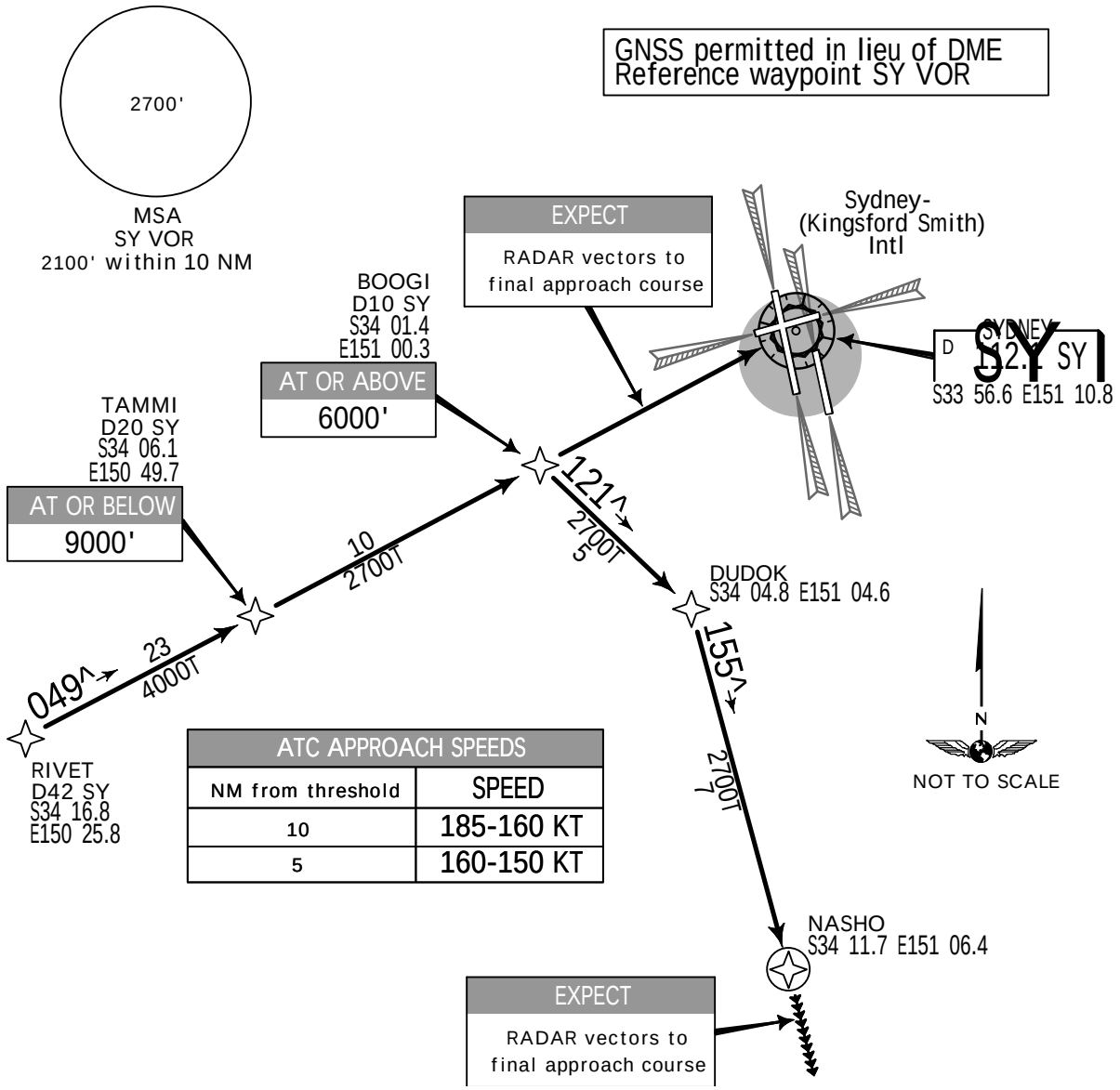
LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

COMMUNICATIONS FAILURE:

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

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

GNSS permitted in lieu of DME
Reference waypoint SY VOR



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

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CHANGES: Approach speed table; GPS replaced by GNSS; procedure renumbered.

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JEPPESEN 23 MAY 14 (10-3) .Eff.29.May.

STANDARD INSTRUMENT DEPARTURE (RADAR) .SID(R).

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

SYDNEY Clearance 133.8
Ground East of RWY 16R/34L 121.7
West of RWY 16R/34L 126.5 when Clearance inop.
Departure (R) North & East 123.0
South, West & Northwest 129.7

TRANS LEVEL: FL 110
TRANS ALT: 10000'

SYDNEY FIVE DEPARTURE (RADAR) [SY5]

ALL RUNWAYS

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradients:
Rwy 07: 4.7% to 1500'.
Rwys 16L/R: 4.7% to 1000'.
Rwy 25: 5.6% to 2500'.
Rwy 34R: 4.8% to 1500'.

Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.6% V/V (fpm)	425	567	851	1134	1418	1701

2700'

MSA SY VOR
2100' within 10 NM

RWY 07: Track 062^. At 600' (800' for Jet ACFT) turn to assigned heading. EXPECT RADAR vectors. ACFT cleared via ENTRA or KAMBA-WLM - See SPECIAL REQUIREMENT. A

RWY 16L: Track 155^. At 500' turn to assigned heading. EXPECT RADAR vectors. ACFT cleared via ENTRA or KAMBA-WLM - See SPECIAL REQUIREMENT. A

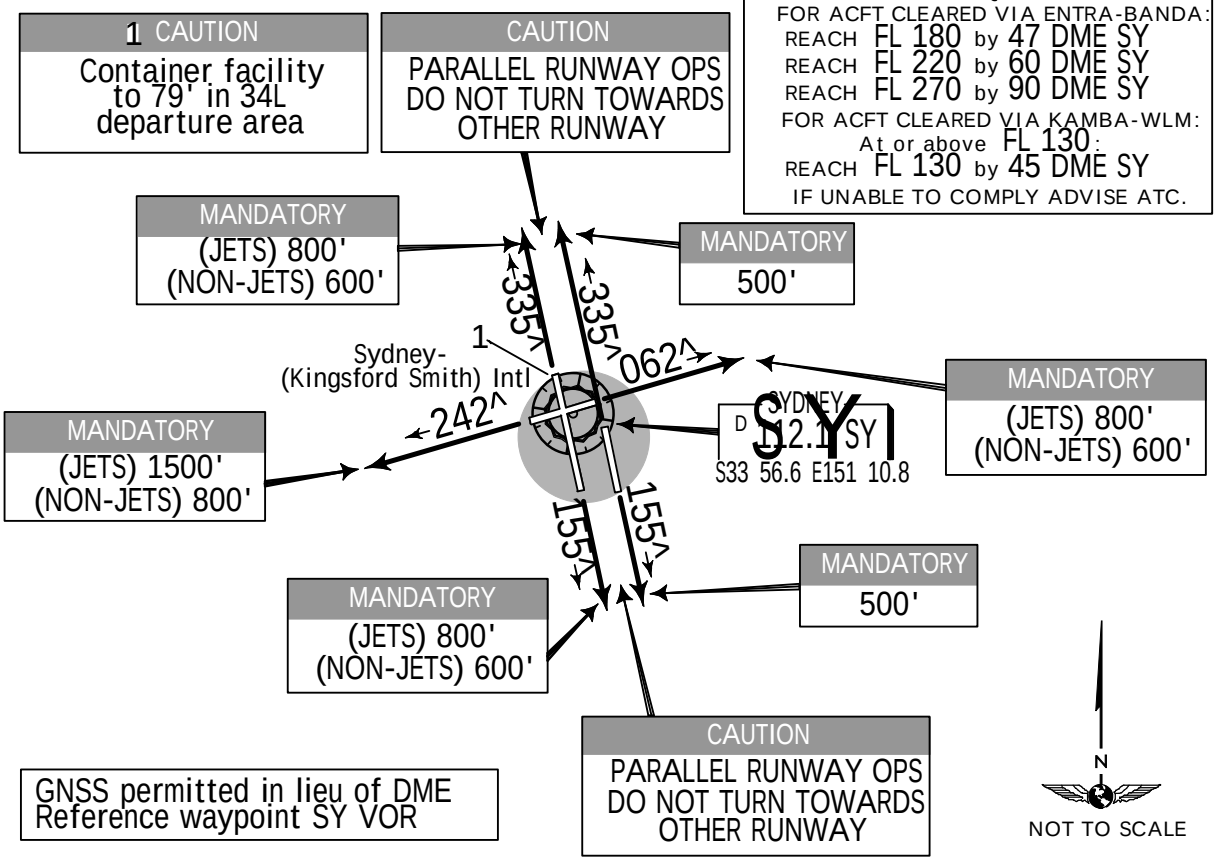
RWY 16R: Track 155^. At 600' (800' for Jet ACFT) turn to assigned heading. EXPECT RADAR vectors. ACFT cleared via ENTRA or KAMBA-WLM - See SPECIAL REQUIREMENT. A

RWY 25: Track 242^. At 800' (NOT BEFORE 1500' for Jet ACFT) turn to assigned heading. EXPECT RADAR vectors. ACFT cleared via ENTRA or KAMBA-WLM - See SPECIAL REQUIREMENT. A

RWY 34L: Track 335^. At 600' (800' for Jet ACFT) turn to assigned heading (NO RIGHT TURN BELOW 1500'). EXPECT RADAR vectors. ACFT cleared via ENTRA or KAMBA-WLM - See SPECIAL REQUIREMENT. A

RWY 34R: Track 335^. At 500' turn to assigned heading. EXPECT RADAR vectors. ACFT cleared via ENTRA or KAMBA-WLM - See SPECIAL REQUIREMENT. A

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



GNSS permitted in lieu of DME
Reference waypoint SY VOR

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

On recognition of communication failure Squawk 7600.
MAINTAIN last assigned vector for two minutes and, if necessary, climb to minimum safe altitude to MAINTAIN terrain clearance, then

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JEPPESEN 23 MAY 14 (10-3A) .Eff.29.May. .RNAV.SID.

SYDNEY Clearance 133.8
Ground East of RWY 16R/34L 121.7
West of RWY 16R/34L 126.5 when Clearance inop.
Departure (R) North & East 123.0
South, West & Northwest 129.7

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

RUNWAY 16L

ABBEY TWO DEPARTURE

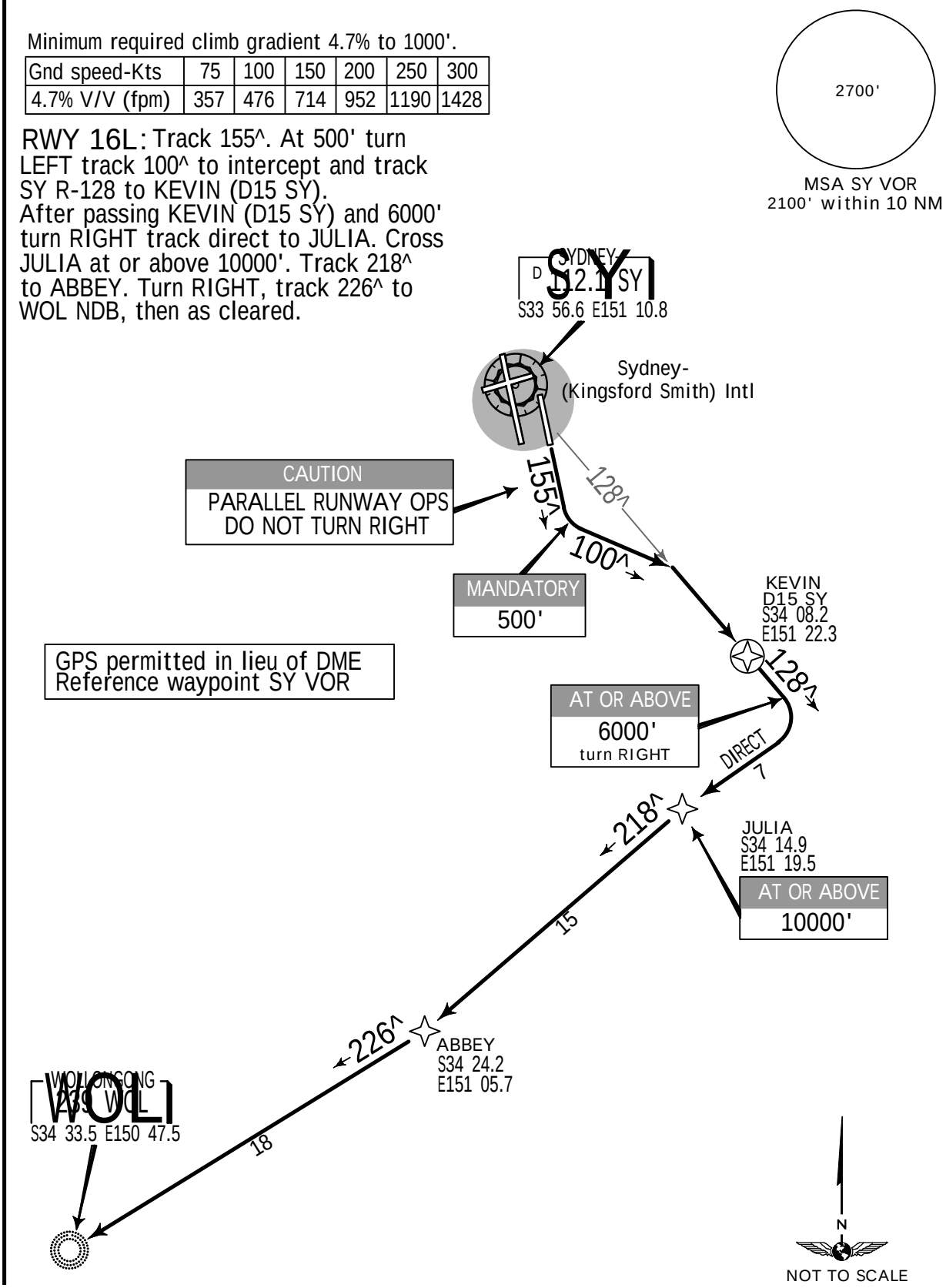
[ABBEY2]

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient 4.7% to 1000'.

Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

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



GPS permitted in lieu of DME
Reference waypoint SY VOR

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JEPPESEN 20 AUG 10 10-3A-1 .Eff.25.Aug.1600Z. .SID.

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

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

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAY 16L

BOTANY BAY SIX DEPARTURE (VISUAL)

SPEED: MAX IAS 250 KT BELOW 10000'

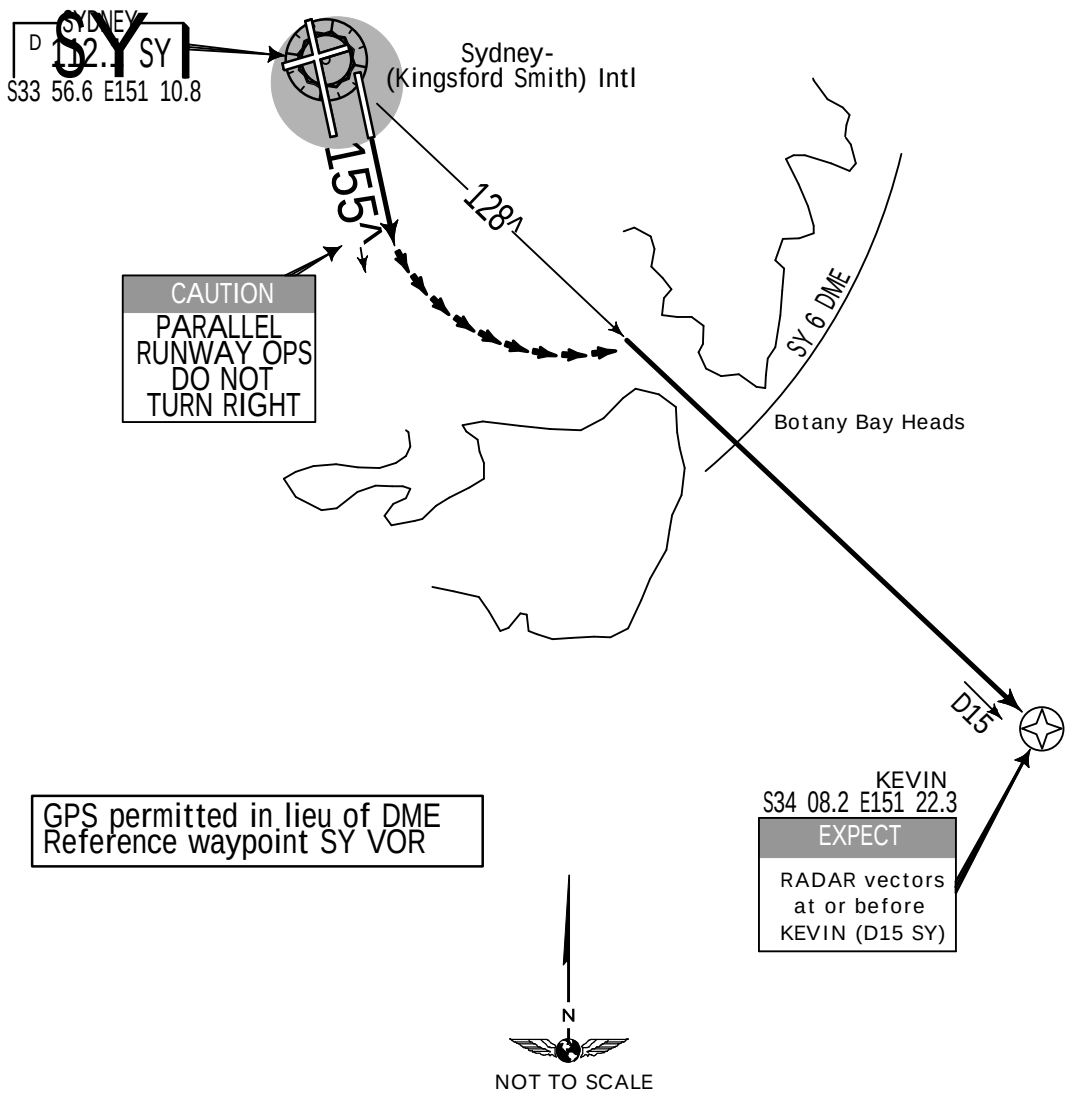
Minimum required climb gradient 5.4% to 700' then 3.3%.

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

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

2700'
MSA
SY VOR
2100' within 10 NM

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



GPS permitted in lieu of DME
Reference waypoint SY VOR

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JEPPESEN 23 MAY 14 (10-3B) .Eff.29.May.

SYDNEY, NSW, AUSTRALIA .SID.

YSSY -(KINGSFORD SMITH) INTL

SYDNEY Clearance 133.8
Ground East of RWY 16R/34L 121.7
West of RWY 16R/34L 126.5 when Clearance inop.
Departure (R) South 129.7

TRANS LEVEL: FL 110
TRANS ALT: 10000'

NON-JETS ONLY RUNWAYS 16R, 34L SOUTH

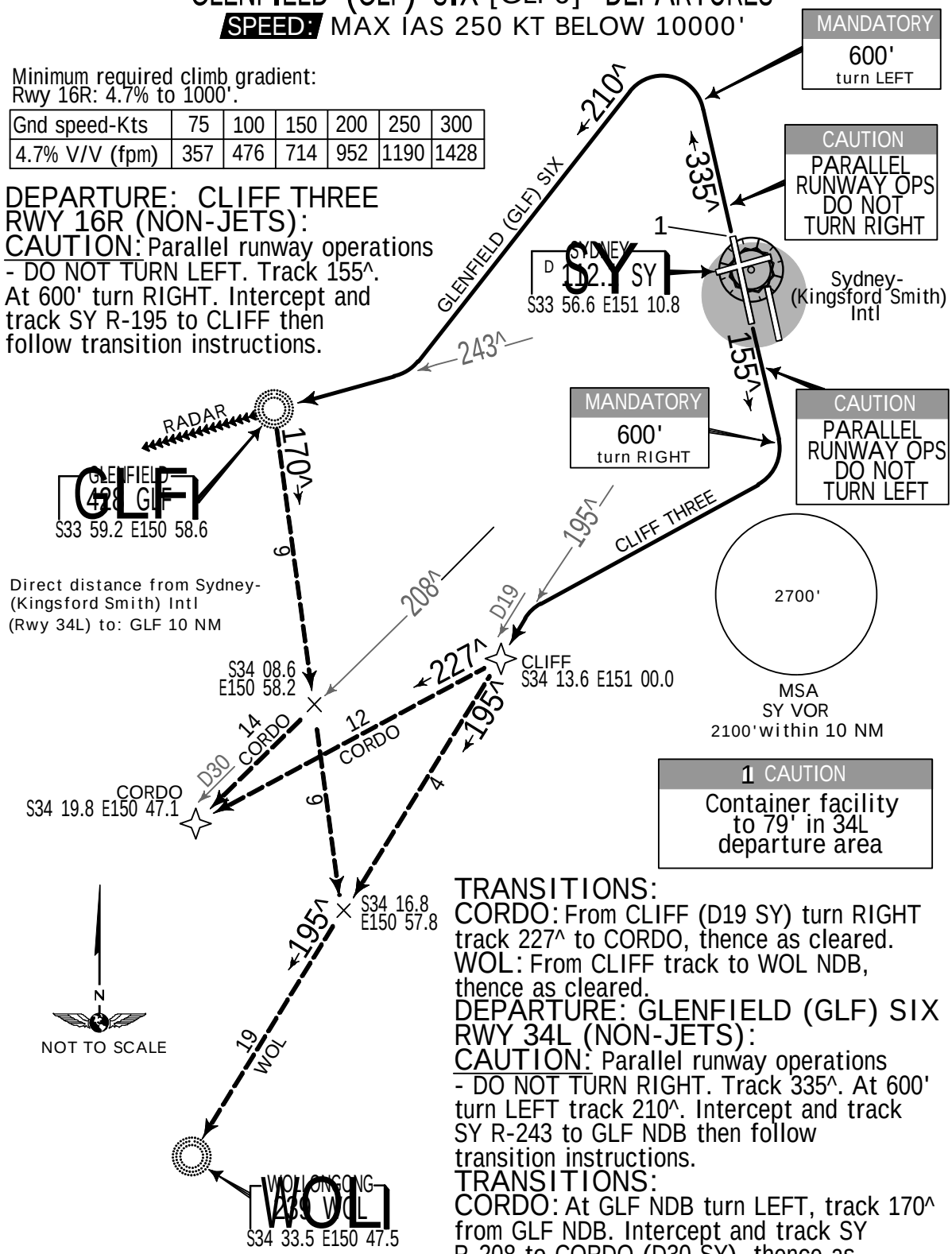
CLIFF THREE [CLIFF3], GLENFIELD (GLF) SIX [GLF6] DEPARTURES

SPEED: MAX IAS 250 KT BELOW 10000'

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

Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

DEPARTURE: CLIFF THREE RWY 16R (NON-JETS):
CAUTION: Parallel runway operations - DO NOT TURN LEFT. Track 155^. At 600' turn RIGHT. Intercept and track SY R-195 to CLIFF then follow transition instructions.



GNSS permitted in lieu of DME
Reference waypoint SY VOR

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

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

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

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JEPPESEN 23 MAY 14 (10-3C) .Eff.29.May.

SYDNEY, NSW, AUSTRALIA

.SID.

YSSY -(KINGSFORD SMITH) INTL

SYDNEY Clearance 133.8
Ground East of RWY 16R/34L 121.7
West of RWY 16R/34L 126.5 when Clearance inop.
Departure (R) 128.3

TRANS LEVEL: FL 110
TRANS ALT: 10000'

CURFEW FOUR DEPARTURE [CURFE4]

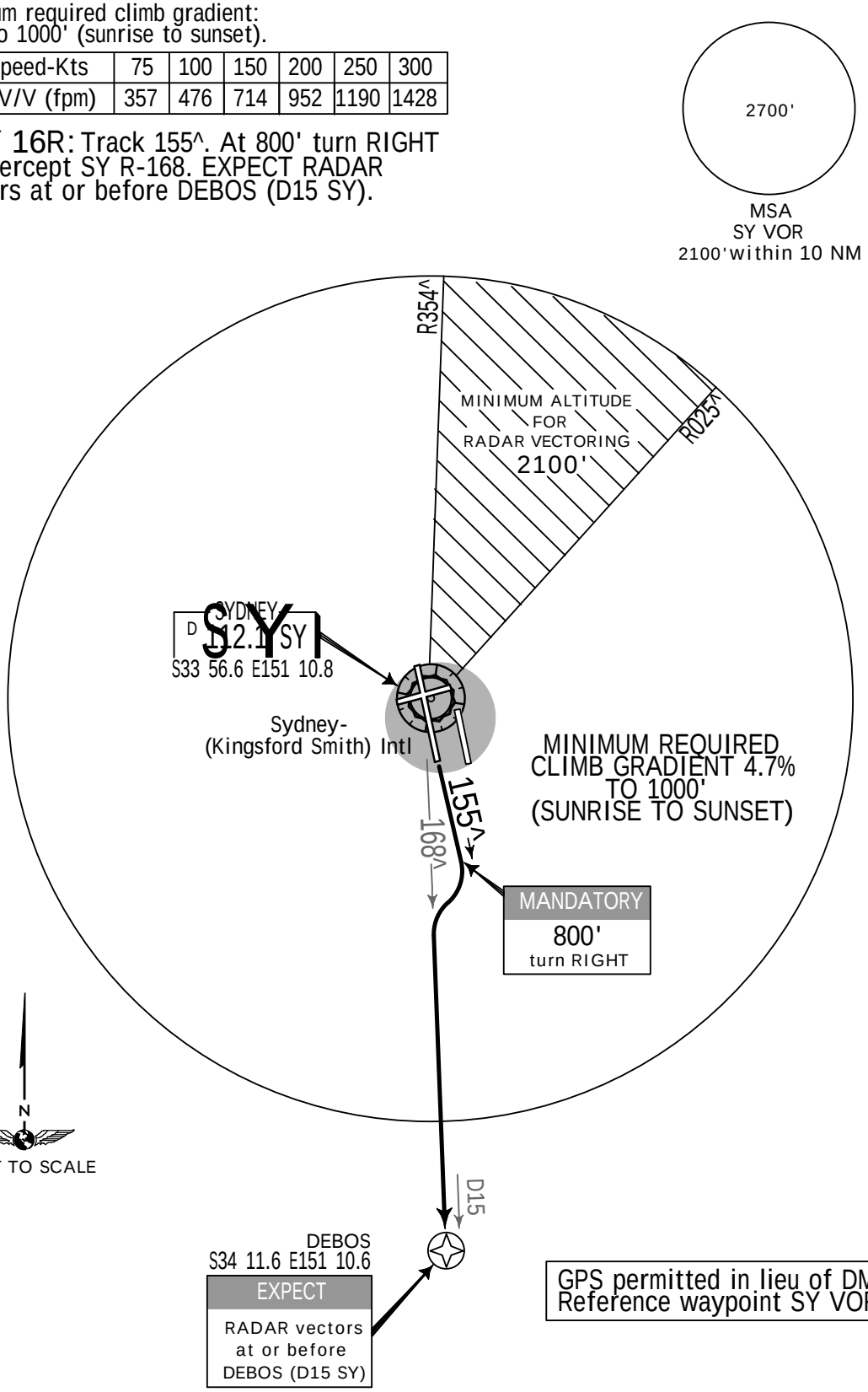
RUNWAY 16R

SPEED: MAX IAS 250 KT BELOW 10000'

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

Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

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



GPS permitted in lieu of DME
Reference waypoint SY VOR

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SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

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

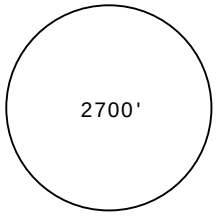
TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAY 16R

JETS ONLY

DEENA FOUR DEPARTURE
[DEENA4]

SPEED: MAX IAS 250 KT BELOW 10000'



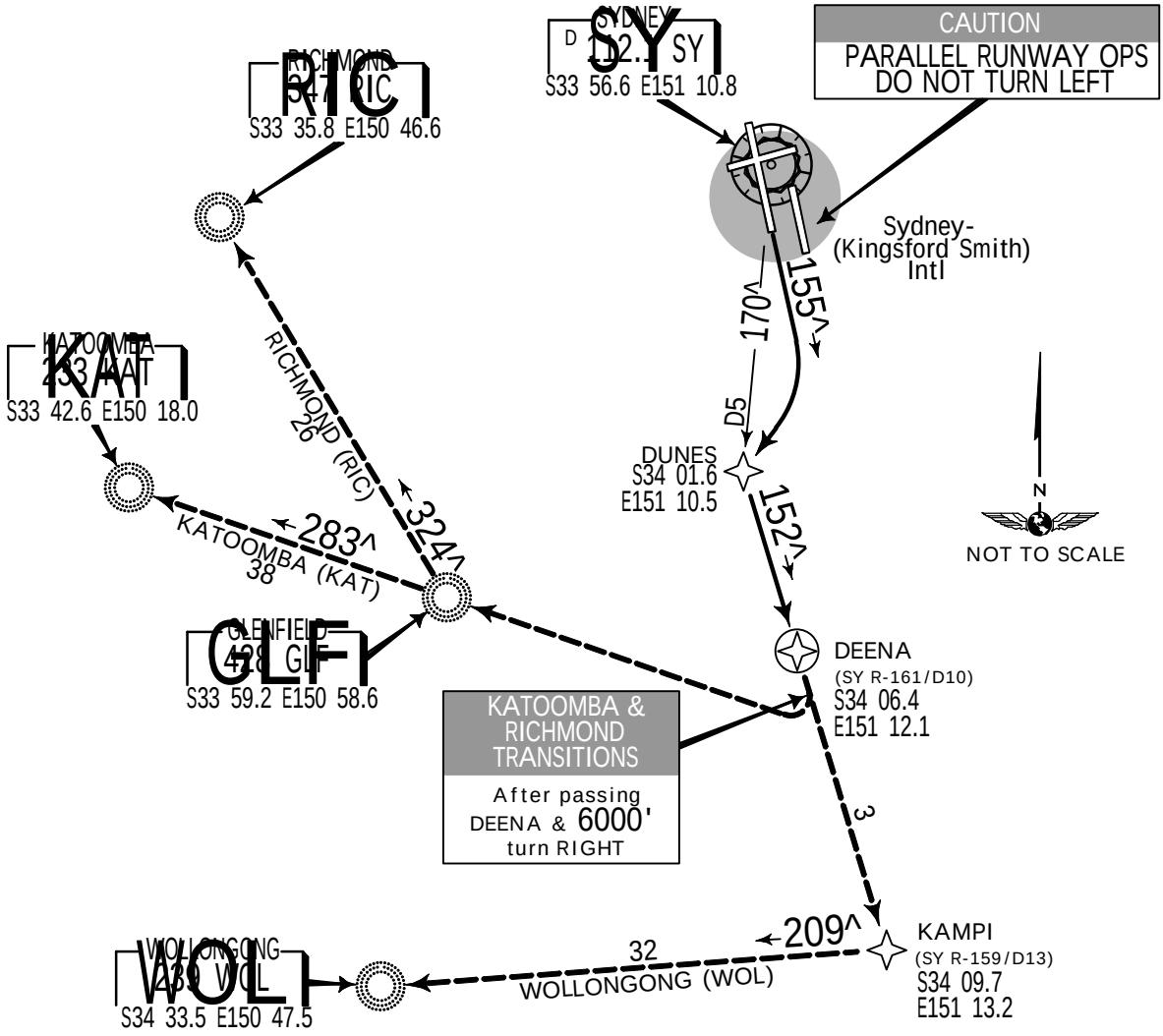
MSA
SY VOR
2100'within 10 NM

Minimum required climb gradient 4.7% to 1000'.

Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

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

TRANSITIONS
KATOOMBA (KAT): At DEENA, turn RIGHT if through 6000', OR track 152^ until past 6000' then turn RIGHT, track to GLF NDB. From GLF NDB track 283^ to KAT NDB, thence as cleared.
RICHMOND (RIC): At DEENA, turn RIGHT if through 6000', OR track 152^ until past 6000' then turn RIGHT, track to GLF NDB. From GLF NDB track 324^ to RIC NDB, thence as cleared.
WOLLONGONG (WOL): At DEENA track 152^ to KAMPI. From KAMPI turn RIGHT track 209^ to WOL NDB, thence as cleared.



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SYDNEY Clearance 133.8
Ground East of RWY 16R/34L 121.7
West of RWY 16R/34L 126.5 when Clearance inop.
Departure (R) North 123.0

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAY 34R

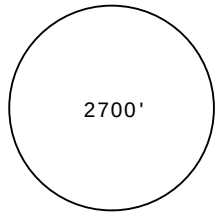
JETS ONLY

ENTRA THREE DEPARTURE
[ENTRA3]

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient
4.8% to 1500'.

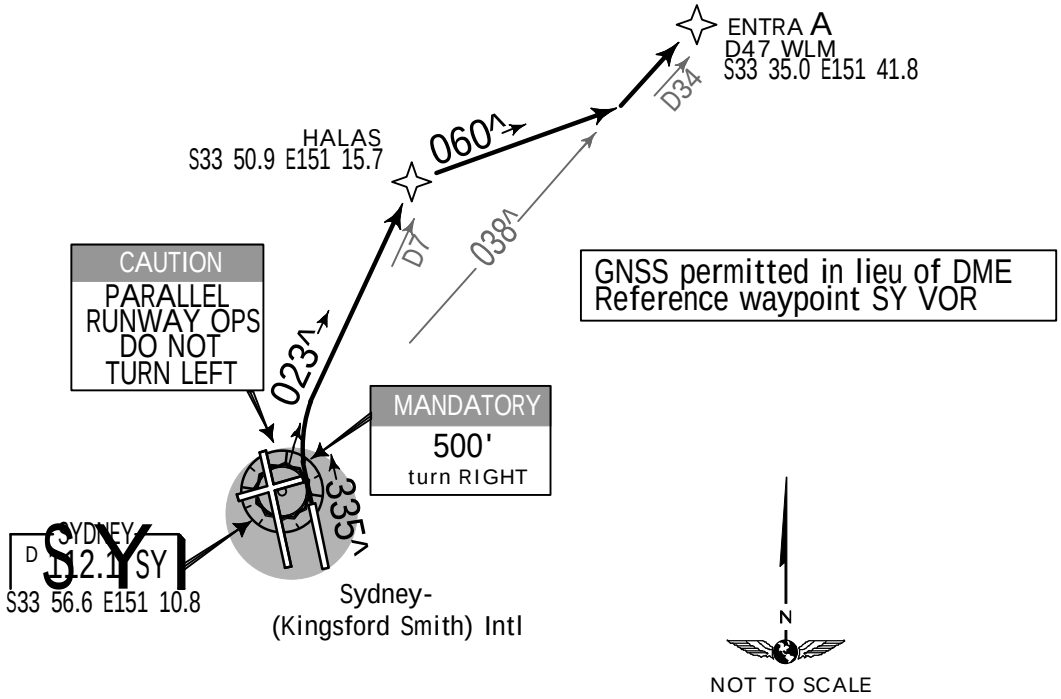
Gnd speed-Kts	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458



MSA
SY VOR
2100'within 10 NM

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

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



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SYDNEY Clearance 133.8
Ground East of RWY 16R/34L 121.7
West of RWY 16R/34L 126.5 when Clearance inop.
Departure (R) North & East 123.0
South, West & Northwest 129.7

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

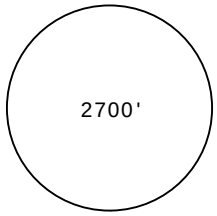
RUNWAY 07

FISHA FIVE DEPARTURE
[FISHA5]

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient
4.7% to 1500'.

Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

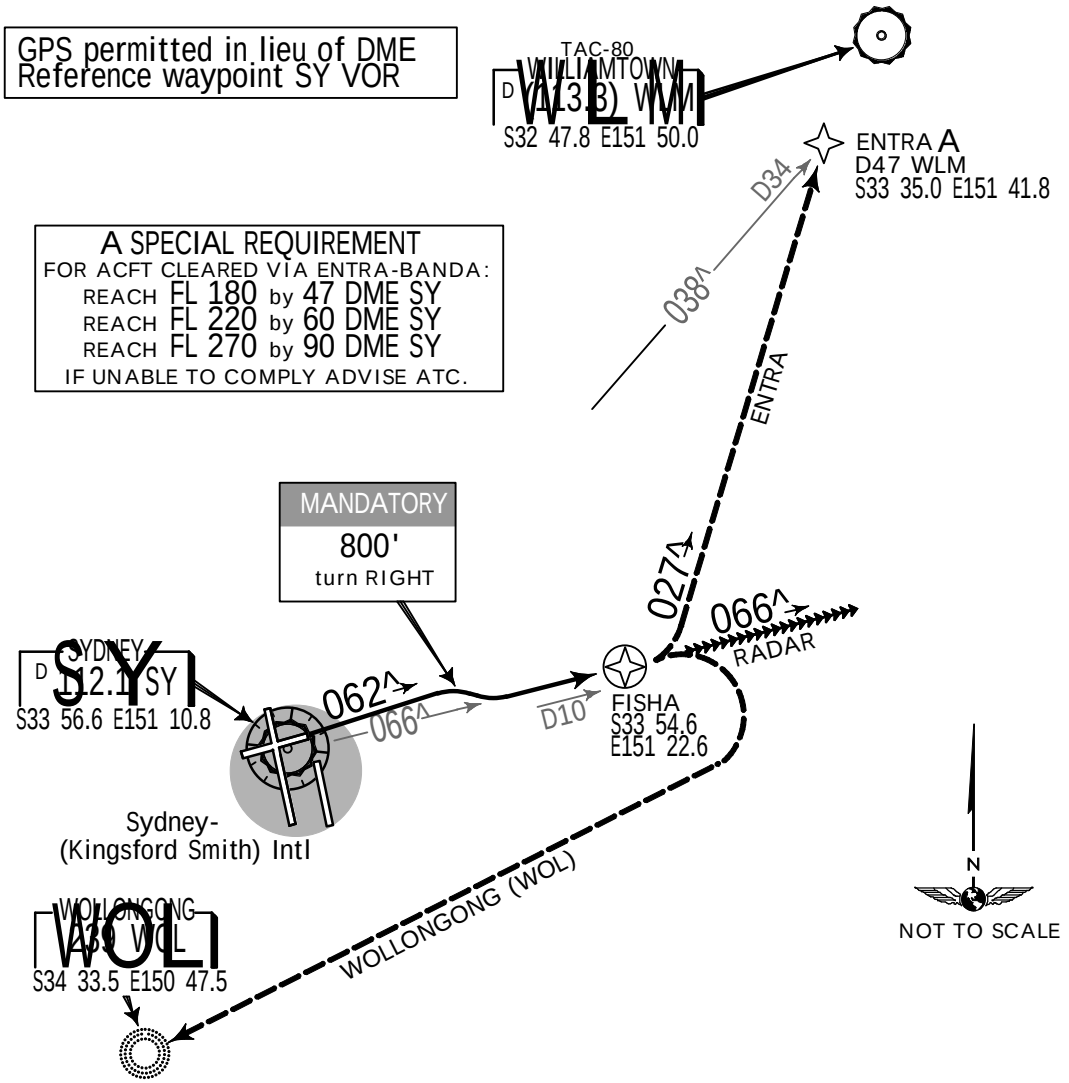


MSA
SY VOR
2100'within 10 NM

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

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

GPS permitted in lieu of DME
Reference waypoint SY VOR



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JEPPESEN 8 NOV 13 (10-3G) .Eff.14.Nov.

SYDNEY, NSW, AUSTRALIA

SID.

YSSY -(KINGSFORD SMITH) INTL

SYDNEY Clearance 133.8
Ground East of RWY 16R/34L 121.7
West of RWY 16R/34L 126.5 when Clearance inop.
Departure (R) North 123.0

TRANS LEVEL: FL 110
TRANS ALT: 10000'

NON-JETS ONLY

RUNWAYS 07 & 16L

KAMBA FIVE DEPARTURE [KAMBA5]

SPEED: MAX IAS 250 KT BELOW 10000'

CAUTION: Parallel runway operations

Minimum required climb gradients:
Rwy 07: 4.7% to 1500'.
Rwy 16L: 4.7% to 1000'.

Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

DEPARTURE:
SEE SPECIAL REQUIREMENT.

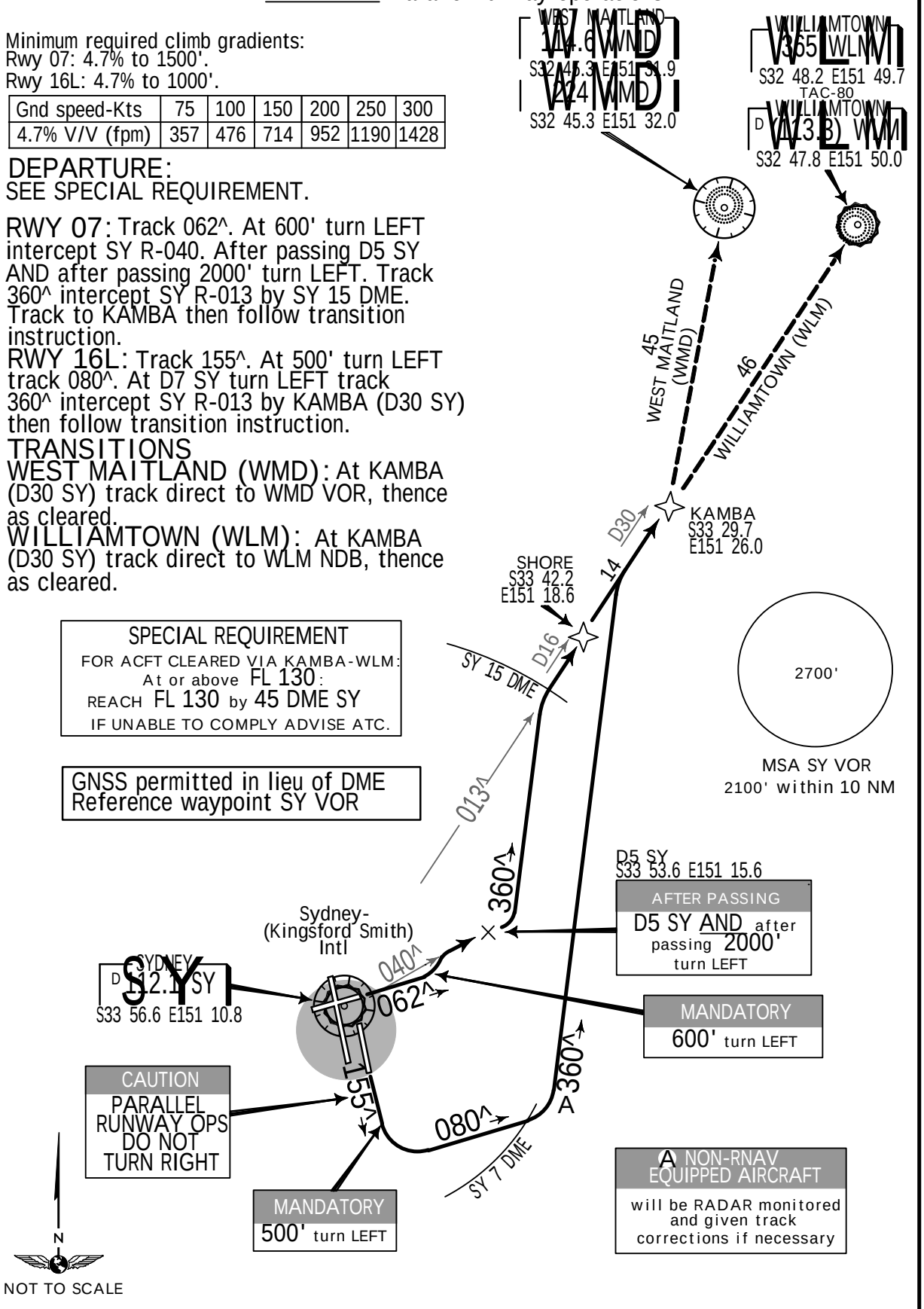
RWY 07: Track 062^. At 600' turn LEFT intercept SY R-040. After passing D5 SY AND after passing 2000' turn LEFT. Track 360^ intercept SY R-013 by SY 15 DME. Track to KAMBA then follow transition instruction.

RWY 16L: Track 155^. At 500' turn LEFT track 080^. At D7 SY turn LEFT track 360^ intercept SY R-013 by KAMBA (D30 SY) then follow transition instruction.

TRANSITIONS

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

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



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

GNSS permitted in lieu of DME
Reference waypoint SY VOR

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CHANGES: Procedure renumbered; Rwy 07 climb gradient; comms.

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SYDNEY Clearance 133.8
Ground East of RWY 16R/34L 121.7
West of RWY 16R/34L 126.5 when Clearance inop.
Departure (R) North & East 123.0
South, West & Northwest 129.7

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

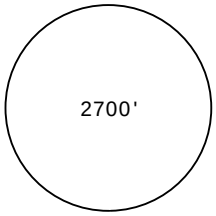
TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

RUNWAY 16R

KAMPI ONE DEPARTURE [KAMPI1]

SPEED: MAX IAS 250 KT BELOW 10000'



MSA SY VOR
2100' within 10 NM

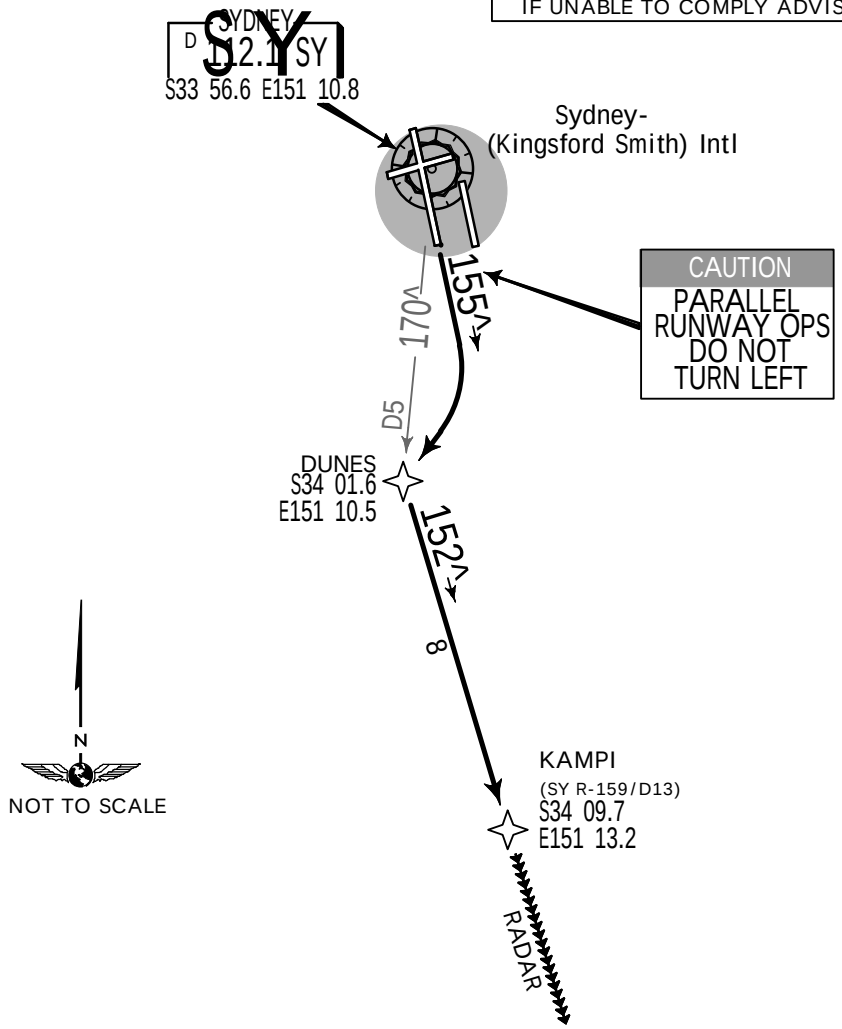
Minimum required climb gradient 4.7% to 1000'.

Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

DEPARTURE

CAUTION: Parallel runway operations - DO NOT TURN LEFT.
Track 155^. As soon as practicable turn RIGHT track direct to DUNES (D5 SY).
At DUNES turn LEFT track 152^ to KAMPI. At KAMPI continue tracking 152^
EXPECT RADAR vectors to cleared route.
For ACFT cleared via ENTRA see SPECIAL REQUIREMENT. A

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



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SYDNEY Clearance 133.8
Ground East of RWY 16R/34L 121.7
West of RWY 16R/34L 126.5 when Clearance inop.
Departure (R) South 129.7

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

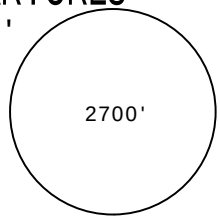
TRANS LEVEL: FL 110
TRANS ALT: 10000'

RWY 34L SOUTHWEST

JETS ONLY

KATOOMBA (KAT) ONE [KAT1], WOLLONGONG (WOL) NINE [WOL9] DEPARTURES

SPEED: MAX IAS 250 KT BELOW 10000'



MSA
SY VOR
2100' within 10 NM

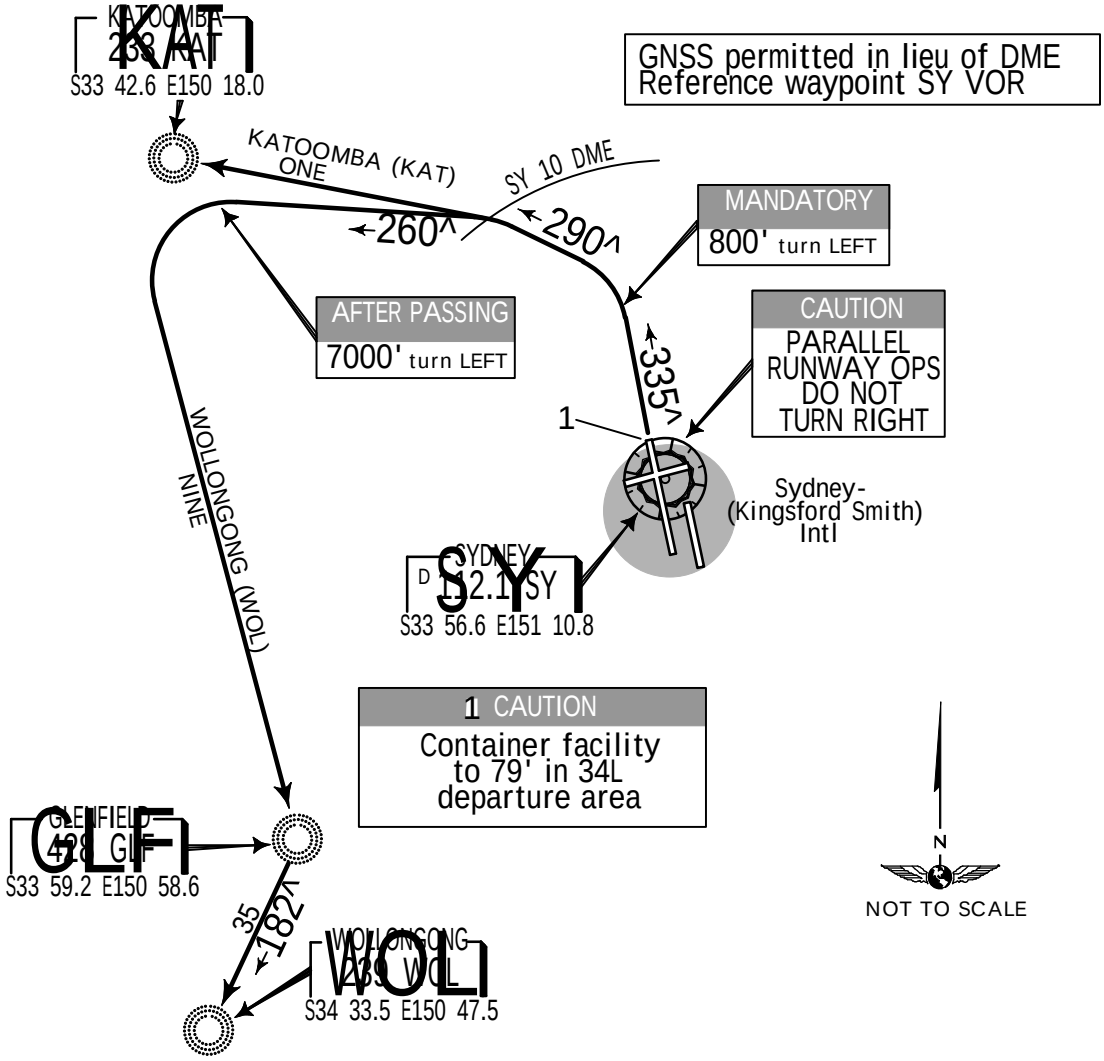
Minimum required climb gradient 5.9% to 2500'.

Gnd speed-Kts	75	100	150	200	250	300
5.9% V/V (fpm)	448	597	896	1195	1494	1792

RWY 34L (JET):
CAUTION: Parallel runway operations - DO NOT TURN RIGHT.
Track 335^. At 800' turn LEFT. Track 290^ to SY 10 DME.
At SY 10 DME turn LEFT.

FOR: KAT
Track direct to KAT NDB, thence via cleared route.

FOR: WOL
Track 260^. After passing 7000', turn LEFT. Track direct to GLF NDB.
From GLF NDB track 182^ to WOL NDB,thence via cleared route.



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

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

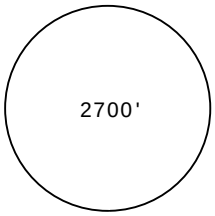
TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAY 16L

JETS ONLY

KEVIN THREE DEPARTURE
[KEVIN3]

SPEED: MAX IAS 250 KT BELOW 10000'



MSA
SY VOR
2100'within 10 NM

Minimum required climb gradient 4.7% to 1000'.

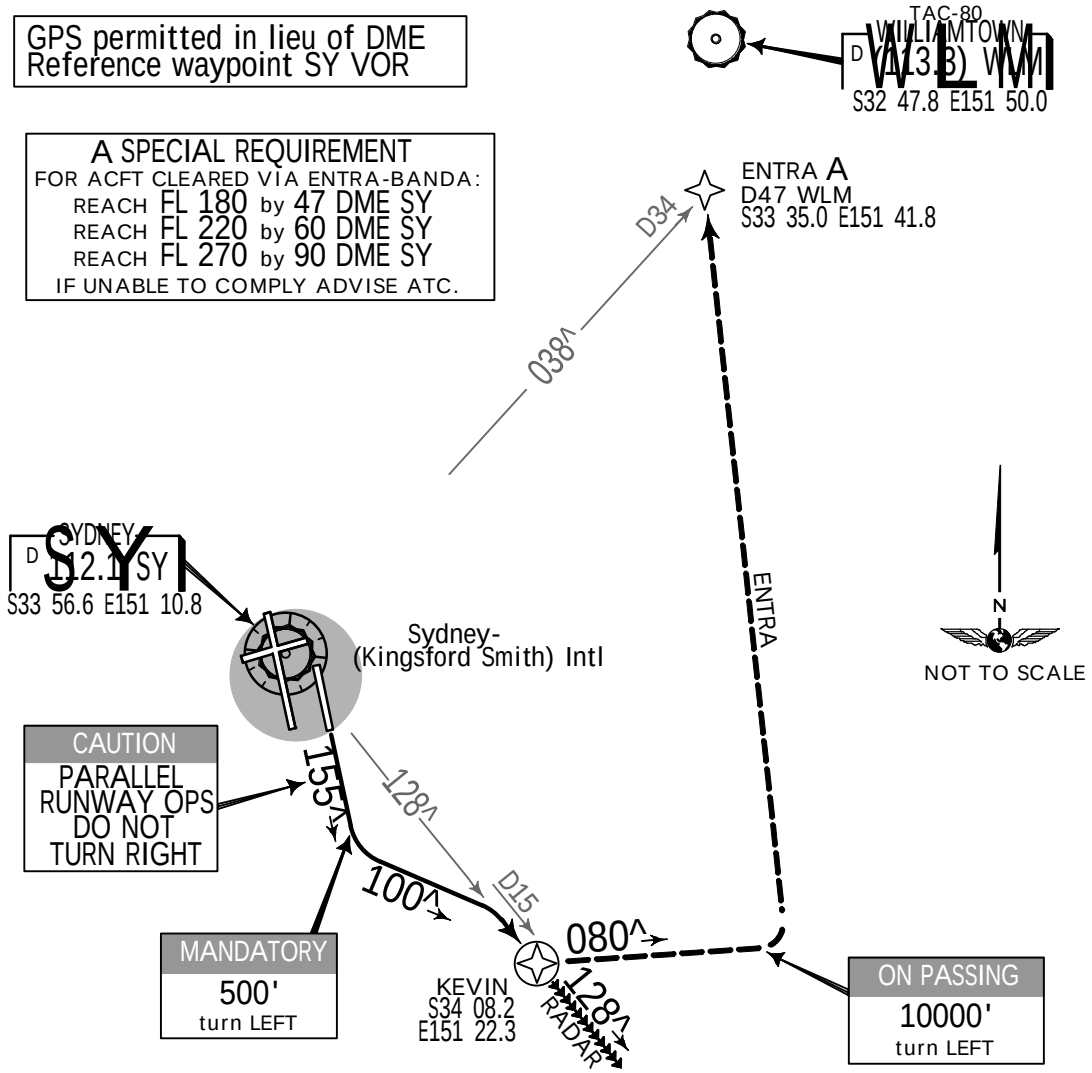
Gnd speed-Kts	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

DEPARTURE
CAUTION: Parallel runway operations - DO NOT TURN RIGHT.
Track 155^. At 500' turn LEFT track 100^ intercept and track SY R-128 to KEVIN (D15 SY) then follow transition instructions.

TRANSITIONS
RADAR: At KEVIN (D15 SY) CONTINUE tracking SY R-128. EXPECT RADAR vectors to cleared route.
ENTRA: At KEVIN (D15 SY) turn LEFT track 080^. On passing 10000' turn LEFT track direct to ENTRA, thence as cleared.
See SPECIAL REQUIREMENTS .A

GPS permitted in lieu of DME
Reference waypoint SY VOR

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



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JEPPESEN 8 NOV 13 (10-3L) .Eff.14.Nov. .SID.

SYDNEY Clearance 133.8
Ground East of RWY 16R/34L 121.7
West of RWY 16R/34L 126.5 when Clearance inop.
Departure (R) North & East 123.0
South, West & Northwest 129.7

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

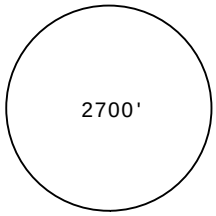
RUNWAY 34R

MARUB FOUR DEPARTURE
[MARUB4]

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient 4.8% to 1500'.

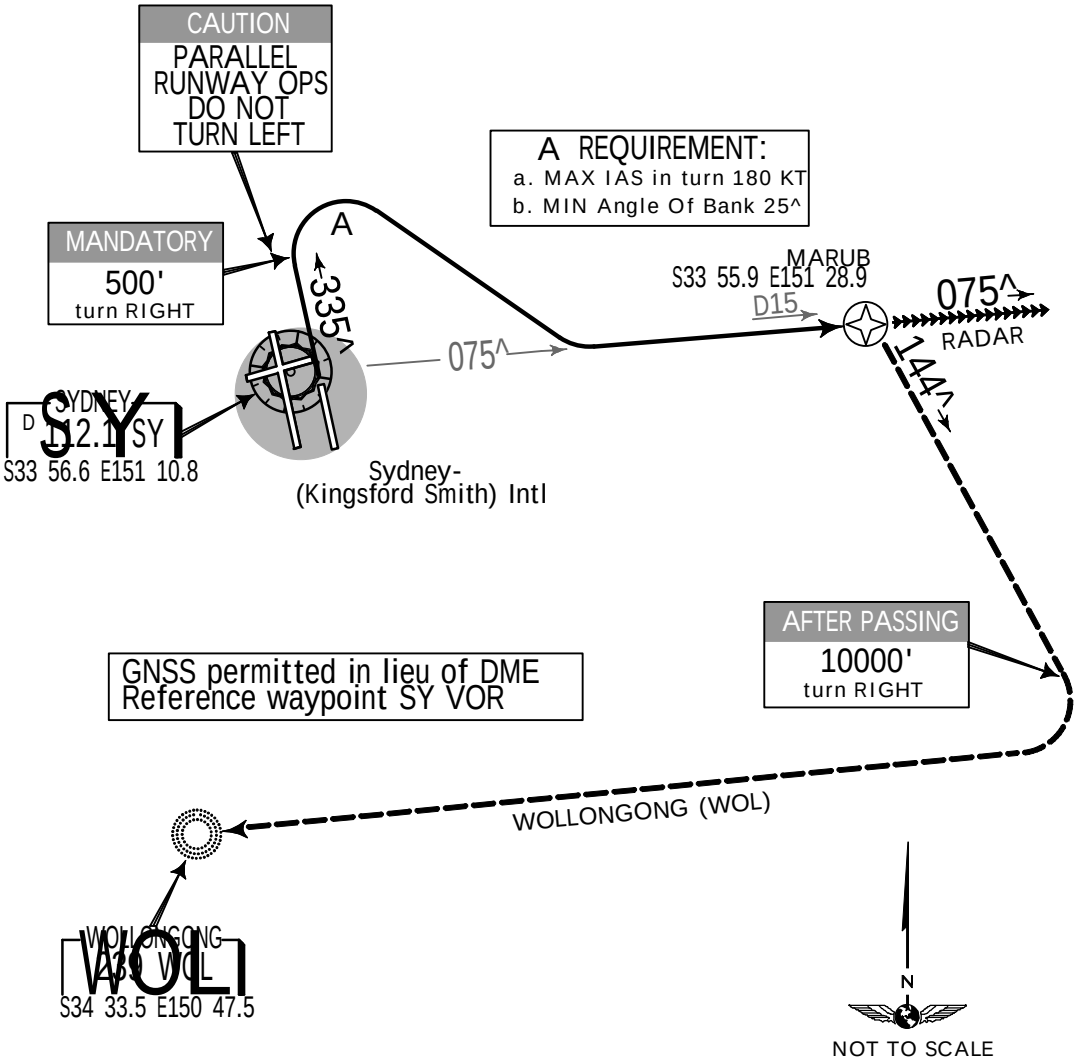
Gnd speed-Kts	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458



MSA
SY VOR
2100' within 10 NM

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

TRANSITIONS
RADAR: At MARUB (D15 SY) continue tracking SY R-075. EXPECT RADAR vectors to cleared route.
WOLLONGONG (WOL): At MARUB (D15 SY) turn RIGHT track 144^. After passing 10000' turn RIGHT track to WOL NDB, thence as cleared.



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JEPPESEN 23 MAY 14 (10-3M) .Eff.29.May. .SID.

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

SYDNEY Clearance 133.8
Ground East of RWY 16R/34L 121.7
West of RWY 16R/34L 126.5 when Clearance inop.
Departure (R) North & East 123.0
South, West & Northwest 129.7

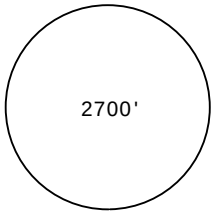
TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

RUNWAY 34L

RICHMOND (RIC) TWO DEPARTURE
[RIC2]

SPEED: MAX IAS 250 KT BELOW 10000'



MSA
SY VOR
2100' within 10 NM

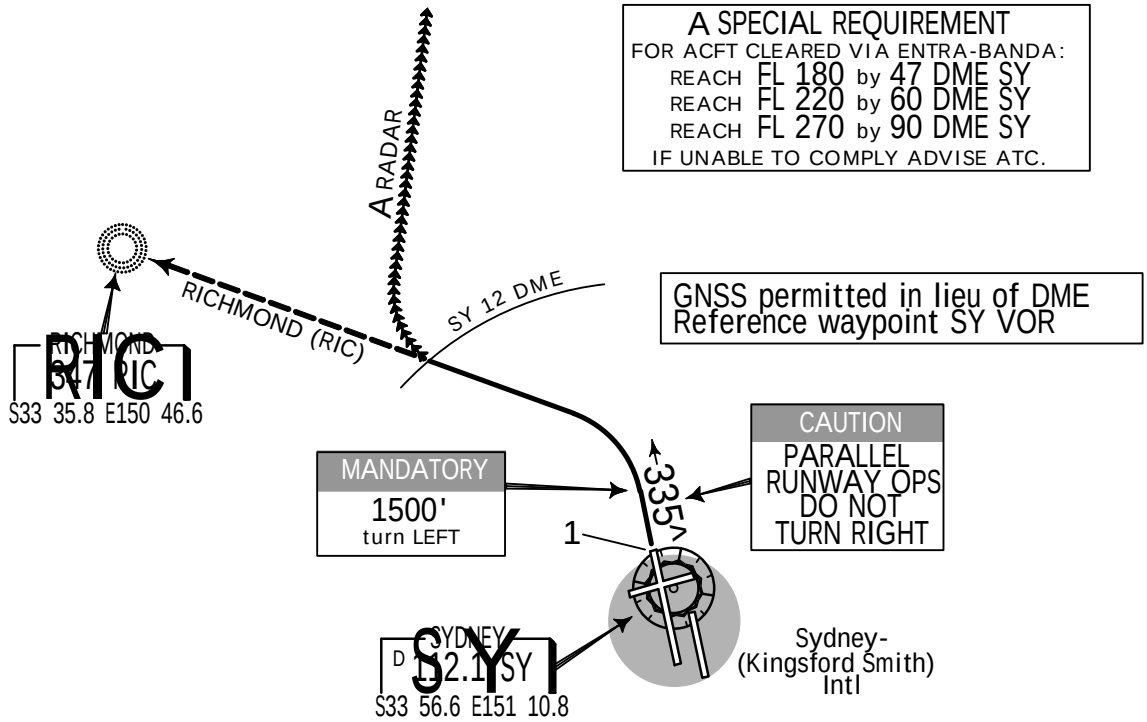
Minimum required climb gradient 5.6% to 2500'.

Gnd speed-Kts	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

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

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

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



CHANGES: Caution note, IGPS replaced by GNSS.

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NOISE ABATEMENT PROCEDURES

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

PREFERRED RUNWAYS

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

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

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

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

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

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

d. 2200-2245 LT Sat and Sun

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

e. 2245-2300 LT

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

Jet noise abatement climb procedures apply for the following runways:

Runway 16R 2300-0600 HR local time

Runways 34L and 34R at other times.

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NOISE ABATEMENT PROCEDURES

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

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

a. climb at V2+10KT to V2+20KT - or body angle limit speed; and

b. maintain take-off power to a height above the aerodrome of 1000ft:

c. then maintaining a positive rate of climb, accelerate to zero flap minimum safe maneuvering speed (VZF) retracting flap on schedule;

d. then reduce to normal climb power/thrust; and

Note: For aeroplanes with slow flap retraction, reduce power/ thrust at an intermediate flap setting.

e. continue climb at not greater than VZF+10KT to a height above the aerodrome of 3000ft:

f. accelerate smoothly to en route climb speed; and

g. maintain runway heading unless required to do otherwise in accordance with a SID or specific ATC instruction.

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

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

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

PREFERRED FLIGHT PATHS

a. Arriving Aircraft

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

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

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

b. Departing Aircraft

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

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NOISE ABATEMENT PROCEDURES

TRAINING FLIGHTS

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

a. Training is not permitted at Sydney except as set out in the following paragraphs.

b. At any time, arriving scheduled aircraft may be permitted to carry out a practice ILS or LOC approach at the conclusion of each leg of flights to Sydney, provided that:

1. the pilot-in-command has stated that the approach is required for license renewal purposes; or
2. the aircraft lands straight ahead and does not use a runway other than the runway currently in use, merely for the purpose of carrying out the practice.

c. All training is at the discretion of ATC as traffic and workload permit.

d. ILS training is also available at Richmond, NSW. See Richmond, NSW 10-4 for conditions.

e. Flying Operations Inspector test and check flights are permitted on any of the aids in the Sydney Terminal Area, subject to appropriate warning and ATC traffic handling capacity.

f. No helicopter training is permitted to or from the heliport.

g. Airline companies may carry out aircraft checking and testing flights, other than under asymmetric conditions, but these will be limited to two circuits by any one company in one day.

h. Military aircraft on practice ILS or LOC approach must intercept the LOC at or above 3000 feet.

CURFEW

a. Introduction

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

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

Specific operators have some concessions which are not listed here.

b. Restrictions Applicable to all Aircraft

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

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NOISE ABATEMENT PROCEDURES

c. Group of Aircraft that can Operate

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

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

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

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

d. Available Runways

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

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

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

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

e. Exemptions

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

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

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NOISE ABATEMENT PROCEDURES

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

f. Dispensations

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

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

g. Reverse Thrust During the Curfew Period

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

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

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

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

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

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

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

h. Missed Approaches During the Curfew Period

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

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

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

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

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

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

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NOISE ABATEMENT PROCEDURES

i. Classification of Aircraft

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

CONCESSIONS FOR INTERNATIONAL AIRCRAFT

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

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

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

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

Telephone: (02) 9313 5469

Facsimile: (02) 9313 4210

SITA: HDQACXH

E-mail: coordaus@magna.com.au

DESIGNATED FLIGHT CORRIDORS

a. Introduction

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

b. Use of Flight Corridors

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

c. Designated Flight Corridors

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

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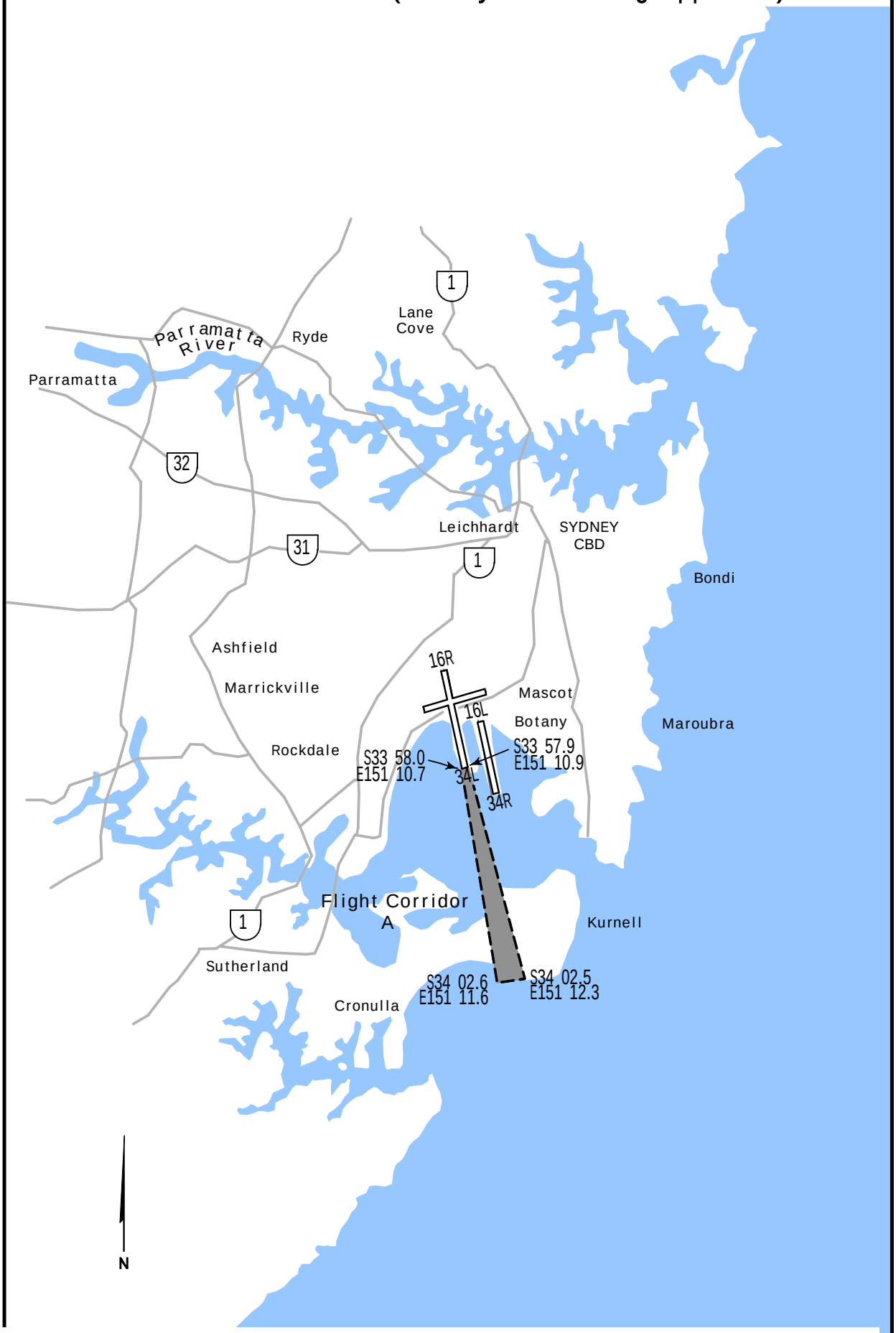
.NOISE.
SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL

NOISE ABATEMENT PROCEDURES

FLIGHT CORRIDOR A (Runway 34L-landing approach)



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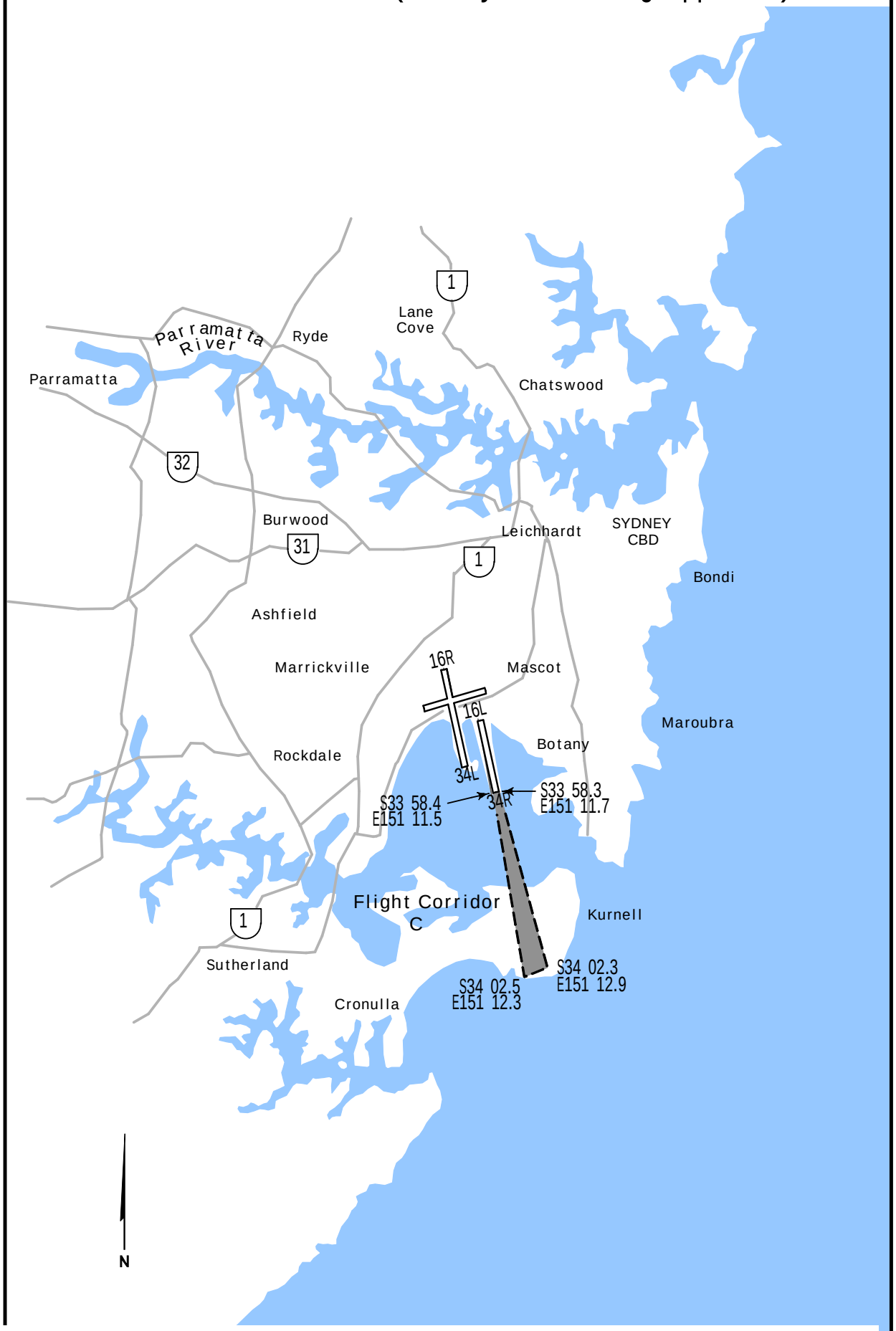
NOISE ABATEMENT PROCEDURES

FLIGHT CORRIDOR C (Runway 34R-landing approach)



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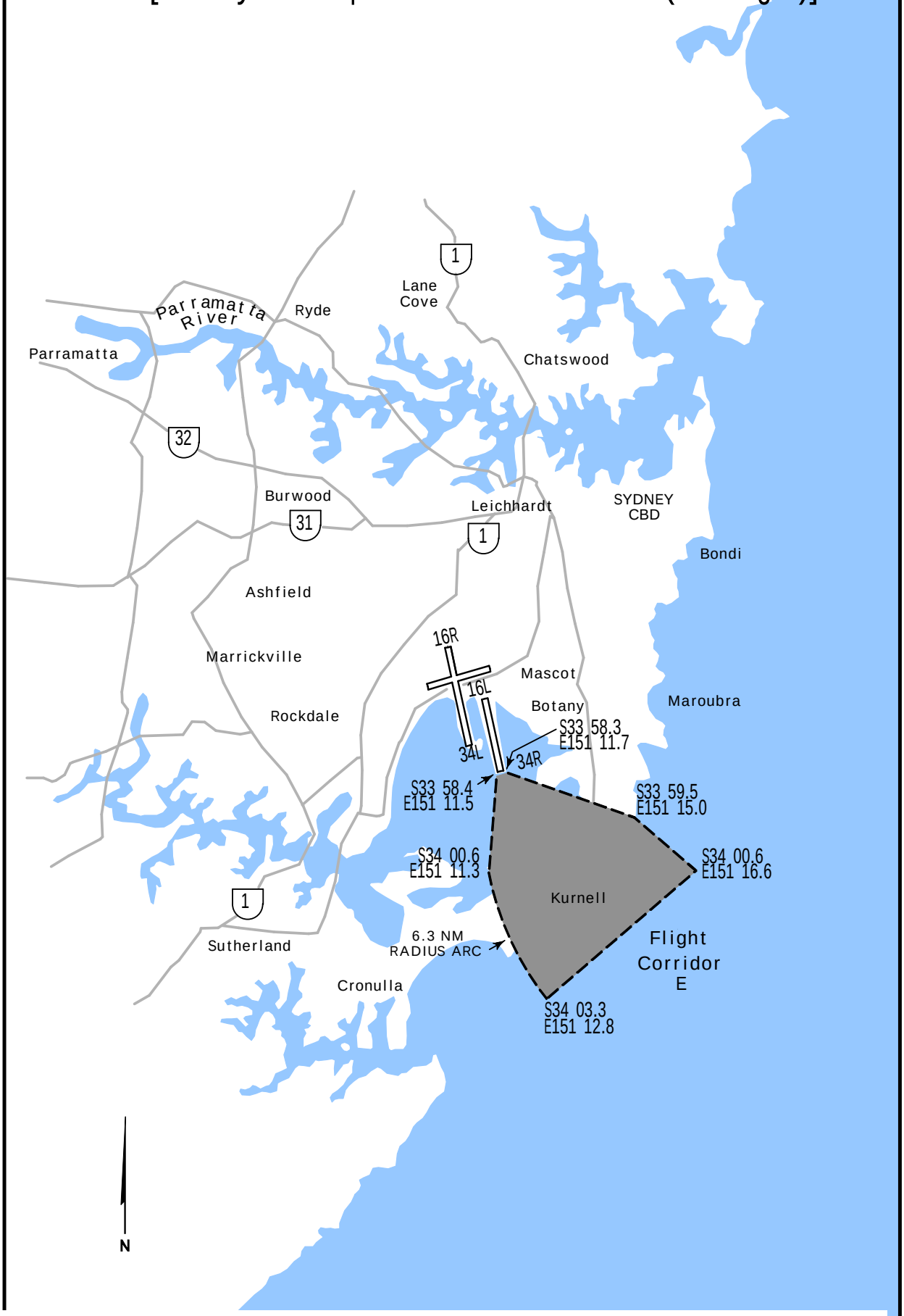
NOISE ABATEMENT PROCEDURES

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



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CHANGES: Northern Flight Corridor F cancelled.

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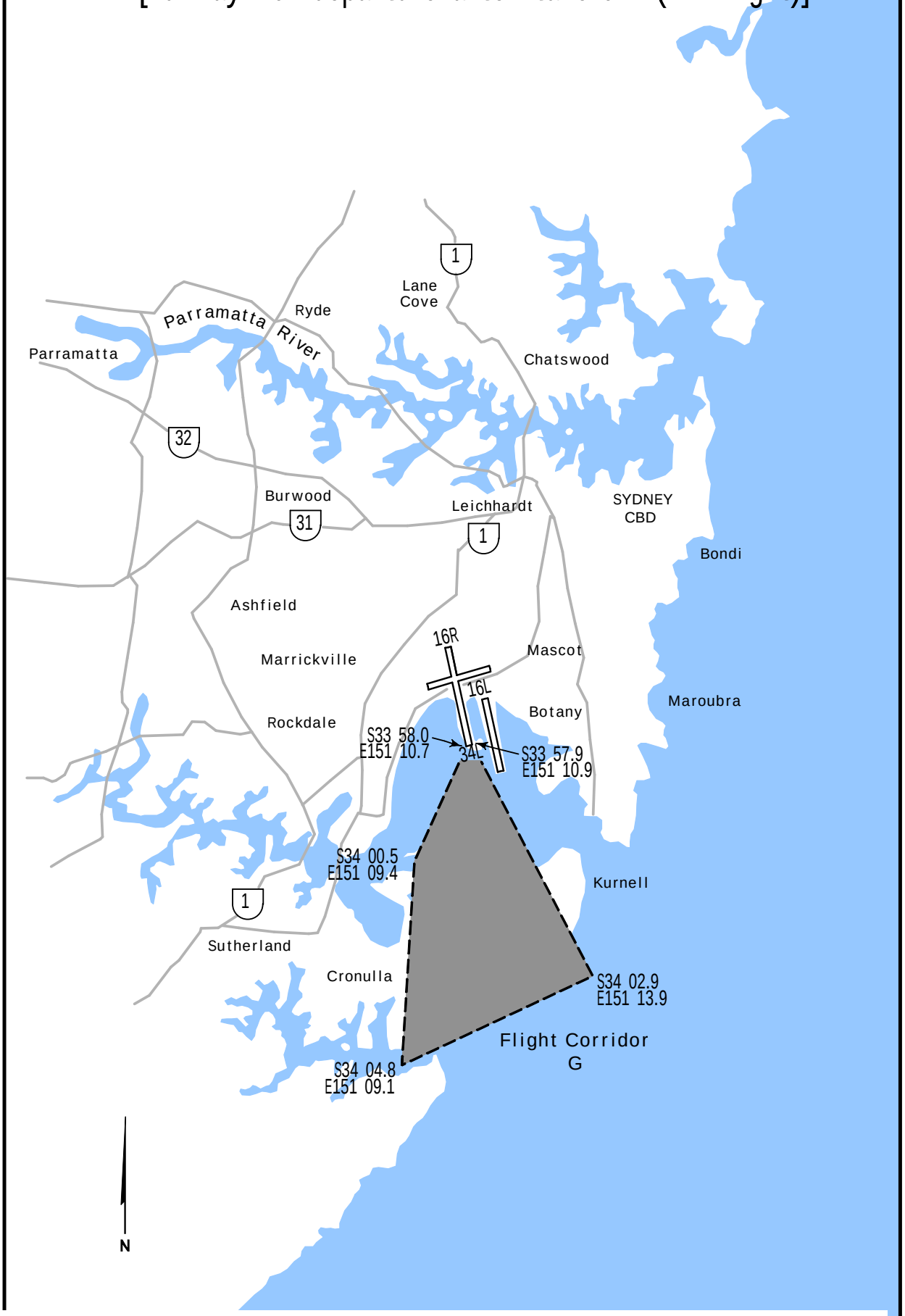
NOISE ABATEMENT PROCEDURES

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



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STANDARD DOMESTIC TAXI ROUTES

ARRIVALS

ALL RUNWAY CROSSINGS REQUIRE A SPECIFIC CLEARANCE	
B1 Apron (Bays 20-24, 83-85)	
Arrival Runway	Route
16R/34L, 16L/34R**	Via B
DOM1 (Bays 1-10) DOM1A (Bays 64-70)	
Arrival Runway	Route
16R/34L, 16L/34R**	Via B, B2
Taxiway C (Bays 11-14)	
Arrival Runway	Route
16R/34L, 16L/34R**	Via B, C1
Taxiway C (Bays 16-19)	
Arrival Runway	Route
16R/34L, 16L/34R**	Via B, F
Taxiway C (Bays 49, 53, 55)	
Arrival Runway	Route
16R/34L, 16L/34R**	Via B, B3
Taxiway C (Bays 57, 59)	
Arrival Runway	Route
16R/34L, 16L/34R**	Via B, B4
DOM2 Except A330-200 (Bays 52, 54, 56, 58, 31, 33, 35, 39, 41)	
Arrival Runway	Route
16R/34L, 16L/34R**	Via B, B4, C2
DOM2 (Bays 43, 45A)	
Arrival Runway	Route
16R/34L, 16L/34R**	Via B, B4
For A330-200: DOM2 (Bay 39, 45)	
Arrival Runway	Route
16R/34L, 16L/34R**	Via B, G, DOM2
DOM3 (Bays 32, 34, 36, 38, 40, 42, 44, 44A, F1-F6) DOM3A (Bays F7-F12) DOM3B (Bays F13-F16) DOM4 (Bays 90-94) DOM5 (All Bays) DOM6 (Bays 98, 99)	
Arrival Runway	Route
16R/34L, 16L/34R**	Via B, G
**** Supplementary Information for aircraft landing 16L/34R****	
Arrival Runway	Route
16L	Via T, L
34R (Exit T2)	Via U, U1, L
34R (Exit U1, L)	Via L
Remain on TWR frequency until west of TWY S then contact Ground. Do not proceed beyond the Taxi-Holding Position Sign without specific ATC clearance.	

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STANDARD DOMESTIC TAXI ROUTES

DEPARTURES

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

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

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

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

DOM1 (Bays 1-10)
DOM1A (Bays 64-70)
Taxiway C (Bays 11-19, 49, 53, 55, 57, 59)

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

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

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

DOM2 (Bays 43, 45A)

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

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

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

DOM3 (Bays 32, 34, 36, 38, 40, 42, 44, 44A, F1-F6)
DOM3A (Bays F7-F12)
DOM3B (Bays F13-F16)

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

DOM4 (Bays 90, 94)
DOM5 (All Bays)
DOM6 (Bays 98, 99)

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

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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 ILS approach once the pilot is visual.

Important instructions and advisory information for pilots:

- Report visual and/or the runway in sight as soon as possible.
- Manage speed on base leg to ensure you do not overshoot the centerline. Standard terminal area speeds apply, 160-185 Kt 10 NM from Threshold and 150-160 Kt 5 NM from Threshold.
- Fly accurate headings when being vectored to final.
- The vector for final will not be greater than 30 degrees.
- Remain on the DIR frequency until you are established on final.
- ATC will provide surveillance or vertical separation until cleared for an independent visual approach.
- Do not pass through your assigned runway centerline.
- Other aircraft will be operating on the adjacent approach.
- Traffic information will be provided if another aircraft is within 1 NM on final.
- Flight crew must respond to any TCAS alert in accordance with the procedures in the aircraft's flight manual.
- The phraseology will include "cleared independent visual approach."
- Accurately track the extended runway centerline.
- Once you are cleared for the "independent visual approach" then 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 to enable intercept of the final approach course for the runway assigned, then an aircraft should initiate a turn in order to track the extended centerline of the runway assigned.
- The layout of Sydney aerodrome has shown that wake turbulence encounters are possible even though the required standard is in place.
- The ILS critical area is not protected.

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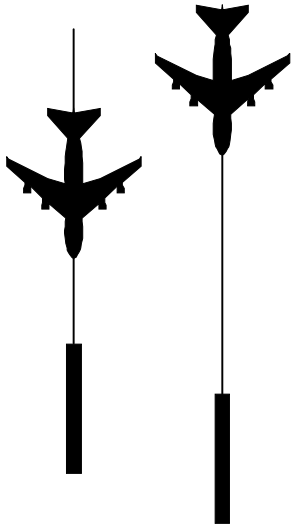
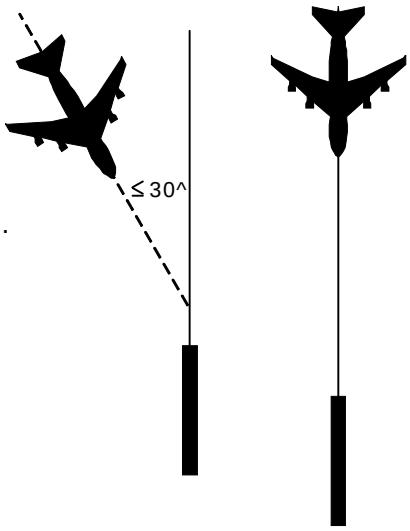
INDEPENDENT VISUAL APPROACH

Both these aircraft only have to report visual if on localizer

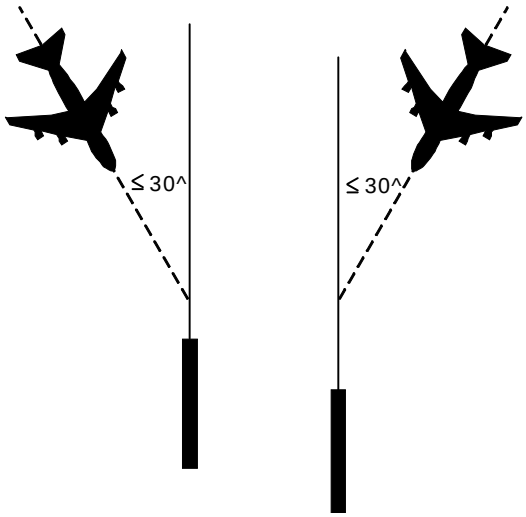


This aircraft must have reported runway in sight.



This aircraft only has to report visual if on localizer

Both aircraft have to report runway in sight.



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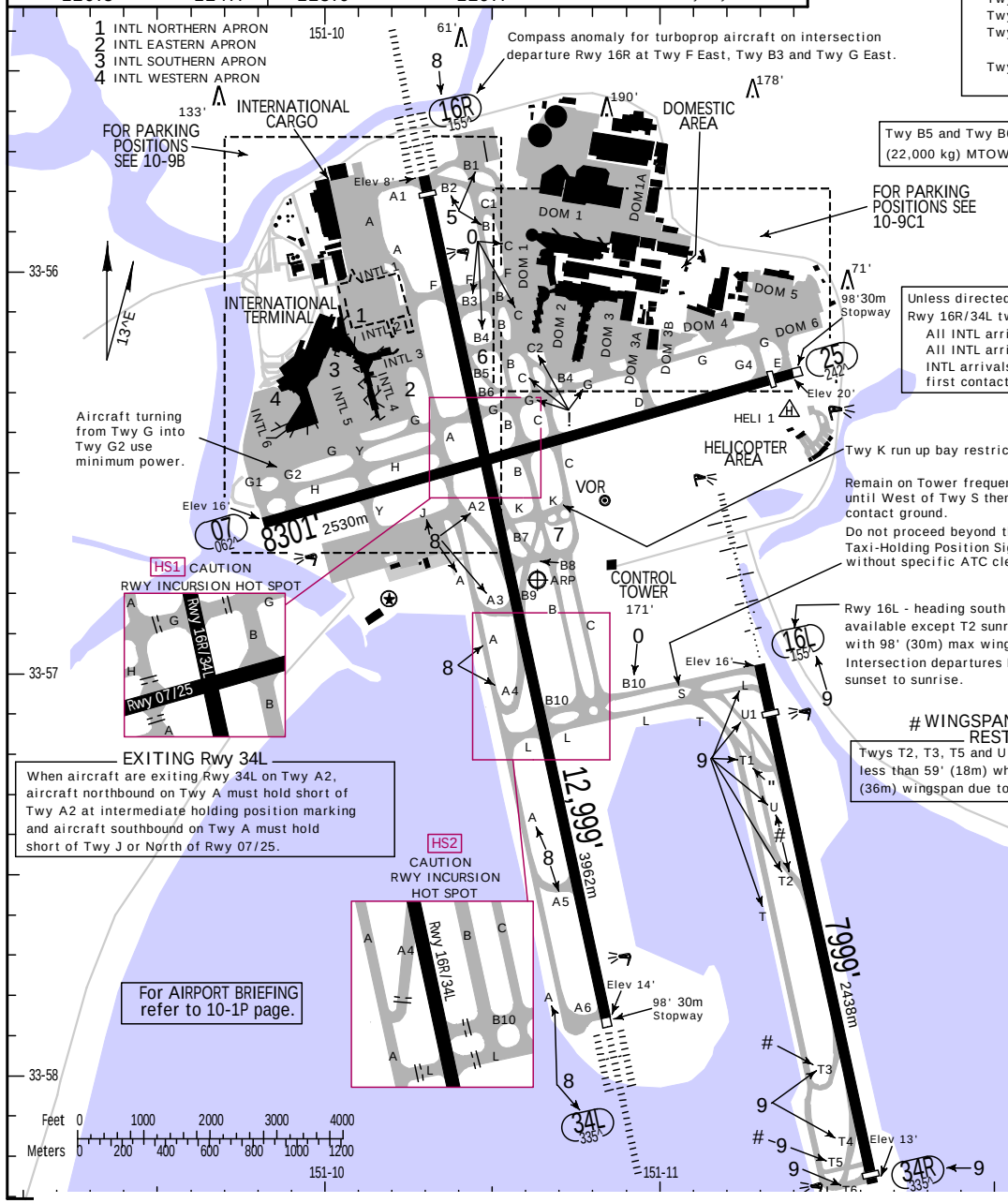
YSSY/SYD
Apt Elev 21
S33 56.8 E151 10.6

JEPPESEN
15 AUG 14 (10-9) .Eff.21.Aug.

SYDNEY, NSW, AUSTRALIA -(KINGSFORD SMITH) INT

ATIS	SYDNEY Clearance	SYDNEY Ground	Ground
112.1 118.55 126.25 428	133.8	121.7 when Clearance inop	East of Rwy 16R/34L 121.7 West of Rwy 16R/34L 126.5

Tower		SYDNEY Departure (R)		
Rwy 16R/34L and 07/25	Rwy 16L/34R	Rte North & East	Rte South, West, Northwest	Rte South, West, Northwest outside 15 NM Sydney
120.5	124.7	123.0	129.7	118.4



GROUND CONTROL

1. Unless directed otherwise by ATC, the following taxiway routes apply:
   - Twy B- Northbound
   - Twy C- Southbound
   - Twy B10- Eastbound between Twy C and Rwy 16L/34R
   - Twy L- Westbound between Rwy 16L/34R and Twy B

Twy B5 and Twy B6 not available to aircraft above 48,502 lbs (22,000 kg) MTOW. Max tire pressure 203 PSI (1400 kPa).

Unless directed otherwise by ATC, the following preferred Rwy 16R/34L twy exits apply to INTL aircraft:
All INTL arrivals Rwy 34L vacate via Twy A2.
All INTL arrivals Rwy 16R vacate via Twy A4.
INTL arrivals Rwy 16R/34L must advise Sydney Tower on first contact if another twy exit is required.

Twy K run up bay restricted to max 75' (23m) wingspan.

Remain on Tower frequency until West of Twy S then contact ground.

Do not proceed beyond the Taxi-Holding Position Sign without specific ATC clearance.

Rwy 16L - heading south right turn onto Twy L, T2, and U1 not available except T2 sunrise to sunset only to non-jet aircraft with 98' (30m) max wingspan.
Intersection departures Rwy 16L from Twy T1 not available sunset to sunrise.

EXITING Rwy 34L

When aircraft are exiting Rwy 34L on Twy A2, aircraft northbound on Twy A must hold short of Twy A2 at intermediate holding position marking and aircraft southbound on Twy A must hold short of Twy J or North of Rwy 07/25.

WINGSPAN & WHEEL BASE RESTRICTIONS

Twys T2, T3, T5 and U restricted to aircraft with less than 59' (18m) wheel base and max 118' (36m) wingspan due to 49' (15m) wide twy.

TURNING RESTRICTIONS

5 Twy B - heading south - right turn onto Twy B2 not available.
Twy B1 - west end - left turn onto Twy B2 not available.
Twy B2 - west end - right turn onto Twy B1 not available.
Twy B2 - heading east - left turns onto Twys B and C not available.
Twy C - heading south - right turn onto Twy B2 not available.

6 Twy B5 - right turn onto Twy B6 not available.
Twy B5 - left turn onto Rwy 16R/34L not available.
Twy B6 - left turn onto Twy B5 not available.
Rwy 34L - right turn onto Twy B5 not available.

7 Twy B - turning into Twy B9 not available.
Twy B7 - left turn onto Twy K not available.
Twy B7 - right turn onto Twy B8 not available.
Twy B7 - turning onto Twy B9 not available.
Twy B8 - turning into Twy B7 and Twy B9 not available.
Twy B9 - turning into Twy B7 and Twy B8 not available.

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

9 Twys L, T1, T2, T3, and T5 - left turn onto Twy T not available.
Twy T - heading north - right turn onto Twys L, T1, T2, T3 and T5 not available.
Twy T1 - turning onto Twy U not available.
Twy T1 - is not available to aircraft exiting Rwy 34R.
Twy T1 - is not available to aircraft on Twy T.
Twys T3 and T4 - right turn onto Rwy 16L/34R not available.
Twy T4 - turning onto Twy T5 not available.
Twy T4 - left turn onto Twy T6 not available.
Twy T5 - turning onto Twy T4 not available.
Twy T6 - right turn onto Twy T4 not available.
Twy U1 - turning onto Twy U not available.
Rwy 16L - heading south right turn onto Twy T5 not available.
Rwy 34R - left turn onto Twys T4, T5, or T3 not available.

WINGSPAN RESTRICTIONS

For aircraft at 118' (36m) wingspan or above.

0 Intersection departure Rwy 16R/34L from Twys B3, B4, and B10 restricted to 118' (36m) max wingspan.
Twy B turning west into Twy B3, Twy B4, and Twy B10 restricted to max 118' (36m) wingspan.
Twy B4 - right turn onto Twy G restricted to max 118' (36m) wingspan.
Twy B4 - heading north - left turn onto Twy C restricted to max 118' (36m) wingspan.
Twy C - heading north - right turn onto Twy B4 restricted to max 118' (36m) wingspan.
Twy C between Twy B2 and Twy F is restricted to aircraft with max 148' (45m) wingspan when an aircraft with 213' (65m) or greater wingspan operating on Twy B between TWY B2 and Twy F.
Twy C between Twy F and Twy B4 speed restriction max 20 Kts applies to all aircraft above 171' (52m) wingspan.
Twy C between Twy F and Twy B4 restricted to 198' (60.4m) max wingspan.

! Twy G - left turn onto Twy B4 restricted to max 118' (36m) wingspan.
Twy G - right turn onto Twy DOM2 restricted to max 118' (36m) wingspan.
Twy C2 restricted to max 118' (36m) wingspan.

" Twy T1 restricted to 171' (52m) max wingspan.

SPECIFIC AIRCRAFT RESTRICTIONS

For A320, A340-600 A380, A380-800, Antonov AN 124, B737, B747, B747-800, B767, B777-300, DC-10, ER, and MD-11.
Twy F West restrictions - B747/B767 type aircraft - Twy not available for intersection departures or taxiing East towards Rwy 16R/34L. Aircraft under tow permitted.
Twy B and Twy C, between Rwy 07/25 and Twy B10, not available to A380 aircraft due to weight limitations.
DC-10/MD-11 type aircraft under power not permitted to turn from Twy C to Twy F or Twy B3 due to jet blast on apron.
Pilots of aircraft larger than B737/A320 types to exercise caution at all twy intersections when taxiing on Twy B between Twy B3 and Rwy 07/25 or on Twy A. When aircraft larger than B737/A320 types are holding short of the associated rwy, no aircraft larger than B737/A320 types should taxi behind due to insufficient wing tip clearance.
A340-600/B777-300/ER Operational Restriction:
In circumstances where no other rwy is available, Rwy 16L/34R is available for landings.
Twy T6, L, B10 and T available when vacating rwy. For aircraft vacating Rwy 34R from Twy B10, left turn into Twy S, then right turn into Twy L, then via Twy A.
Take-off Rwy 16L taxi route available via Twy L - left turn onto Twy S and right onto Twy B10 or depart from Twy L.
A340-600, A380-800, B777-300, Antonov AN124 and B747-800 aircraft operational restrictions and specific taxi routes apply. Contact Aerodrome Operations for Aircraft Operations Restriction document.
When an A380 is on Twy B2, Twy B1 restricted to max 118' (36m) wingspan and SAAB 340 aircraft only.
During LVP the following Twy restrictions apply to A380 aircraft:
1. A380 aircraft to depart from Twy A1 and Twy A6 when operating Rwy 16R/34L. 2. Twy F not available for intersection departure.
3. A380 aircraft under tow not permitted to cross Rwy 16R/34L.

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GENERAL

CAUTION: Birds in vicinity of airport.

CAUTION required during turns as normal clearance to pavement edge may not be available.

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

Taxiway intersection markings are not provided at all taxiway intersections. Where provided, taxiway intersection markings are not lit.

Aircraft under tow, when crossing a runway in use, have equal priority to other aircraft.

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

Jet aircraft under power not permitted to make 180^ turns on taxiways and aprons.

One engine only permitted to start prior to push back (rear mounted engines, not permitted to start on aprons) until aircraft is located at tow bar disconnect point. Aircraft to use minimum power whilst entering and exiting aprons.

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

Access to corporate aviation apron restricted to 48,502 lbs (22,000 kg) MTOW/98' (30m) maximum wingspan and below. Aircraft in excess of this are to contact Aerodrome operations prior to arrival for parking arrangements. Maximum 112' (34m) wingspan available to Bay 96 only.

Ground Based Augmentation System (GBAS) available for CAT I precision approaches to all runways.

Ground Based Augmentation System (GBAS) available for use by operators and pilots authorized to conduct GBAS Landing System by the National Aviation Authority of the State of registration of the aircraft.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
07	1 HIRL 1 REIL 1 PAPI (angle 3.0^, MEHT 64') RVR grooved		7240'2207m		148' 45m
25	1 HIRL 1 PAPI (angle 3.0^, MEHT 64') RVR	7969'2429m	7097'2163m		
1 Standby power available.					
16R 2 34L	HIRL REIL CL ALSF-II TDZ 3 PAPI grooved RVR	12,720'3877m	11,765'3586m		148' 45m
			12,034'3668m		
2 Standby power available. 3 (angle 3.0^, MEHT 64')					
16L	4 HIRL 4 HIALS 4 PAPI (angle 3.0^, MEHT 53') RVR grooved	7241'2207m	6217'1895m		148' 45m
34R	4 HIRL 4 REIL 4 PAPI (angle 3.0^, MEHT 53') RVR	7874'2400m	6851'2088m		
4 Standby power available.					

AIRPORT EFFICIENCY PROCEDURES

1. DEPARTING AIRCRAFT

1.1 Whenever possible, complete cockpit checks prior to line-up and keep any checks requiring completion on the runway to a minimum.

1.2 On receipt of line up clearance, taxi into position as soon as possible. Do not backtrack.

1.3 Pilots and ATC should endeavor to keep aircraft moving and avoid a standing start.

1.4 Commence the take off roll as soon as take off clearance is issued.

2. ARRIVING AIRCRAFT

2.1 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.

2.2 Plan a predictable and efficient exit from the runway and if an exit other than the preferred is required, advise tower on first contact.

2.3 Landing Exit Distance (LED), the distance from the threshold to the furthest edge of the exit taxiway, are provided to assist planning.

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

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

1 TAKE-OFF

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

1 For CASA Approved Operators, all rwys are capable of supporting take-offs with not less than RVR/RV350m.

FOR FILING AS ALTERNATE

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

/DME procedures except LOC/DME Rwy 16L, LOC/DME 16R,

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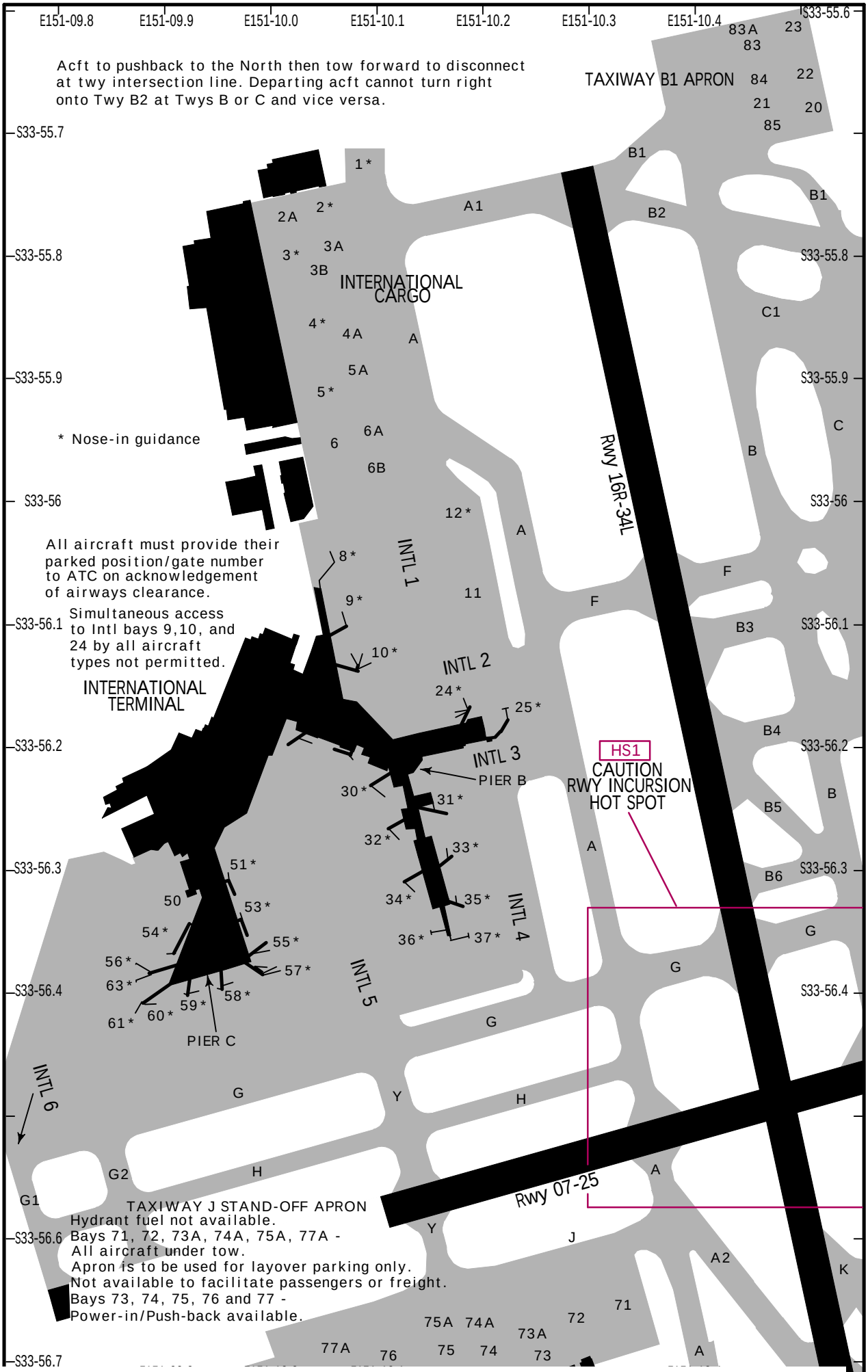
YSSY/SYD

JEPPESEN

29 AUG 14 (10-9B)

SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL



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INTERNATIONAL APRON PARKING BAY INFORMATION

BAY No.	COORDINATES	ELEV (ft)	CAPACITY	NOSE-IN GUIDANCE
1	S33 55.7 E151 10.1	9	B788	SAFEGATE DGS
2	S33 55.8 E151 10.0	10	B744	APIS
2A	S33 55.8 E151 10.1	10	BAE146	MARSHALLED
3	S33 55.8 E151 10.1	11	B744	APIS
3A	S33 55.8 E151 10.1	11	AN-124	MARSHALLED
3B	S33 55.8 E151 10.1	9	BAE146	MARSHALLED
4	S33 55.9 E151 10.1	11	B744	APIS
4A	S33 56.4 E151 10.1	9	BAE146	MARSHALLED
5	S33 55.9 E151 10.1	11	B744	SAFEGATE DGS
5A	S33 55.9 E151 10.1	11	A388	MARSHALLED
6	S33 56.0 E151 10.1	11	A388	SAFEGATE DGS
6A	S33 56.0 E151 10.1	11	B744	MARSHALLED
6B	S33 56.0 E151 10.1	11	B737/A320	MARSHALLED
8	S33 56.1 E151 10.1	11	A388	SAFEGATE DGS
9	S33 56.1 E151 10.1	11	A388	SAFEGATE DGS
10	S33 56.1 E151 10.1	11	A388	SAFEGATE DGS
11	S33 56.1 E151 10.2	11	B763	MARSHALLED
12	S33 56.0 E151 10.2	11	A320	APIS
20, 21	S33 55.7 E151 10.5	7	BAE146	MARSHALLED
22	S33 55.7 E151 10.5	7	DHC8-300	MARSHALLED
23	S33 55.7 E151 10.5	7	BAE146	MARSHALLED
24	S33 56.2 E151 10.2	11	A388	SAFEGATE DGS
25	S33 56.2 E151 10.2	11	B744	SAFEGATE DGS
30	S33 56.2 E151 10.1	11	B744	SAFEGATE DGS
31	S33 56.3 E151 10.1	10	B744	SAFEGATE DGS
32	S33 56.3 E151 10.1	11	B744	SAFEGATE DGS
33	S33 56.3 E151 10.2	10	B744	SAFEGATE DGS
34	S33 56.3 E151 10.1	11	B744	SAFEGATE DGS
35	S33 56.3 E151 10.2	11	B744	SAFEGATE DGS
36	S33 56.4 E151 10.1	11	B744	SAFEGATE DGS
37	S33 56.4 E151 10.2	11	B744	SAFEGATE DGS
50	S33 56.3 E151 09.9	11	B738	MARSHALLED
51	S33 56.3 E151 09.9	11	B744	SAFEGATE DGS
53	S33 56.3 E151 10.0	11	B744	SAFEGATE DGS
54	S33 56.3 E151 09.9	11	B772	SAFEGATE DGS
55	S33 56.4 E151 10.0	11	B737/A320	SAFEGATE DGS
56	S33 56.4 E151 09.9	11	B744	SAFEGATE DGS
57	S33 56.4 E151 10.0	11	A388	SAFEGATE DGS
58	S33 56.4 E151 10.0	11	B744	SAFEGATE DGS
59, 60	S33 56.4 E151 09.9	11	B744	SAFEGATE DGS
61	S33 56.4 E151 09.8	11	A388	SAFEGATE DGS
63	S33 56.4 E151 09.8	11	B737/A320	SAFEGATE DGS
71	S33 56.7 E151 10.3	16	B744	MARSHALLED
72	S33 56.7 E151 10.3	15	A388	MARSHALLED
73	S33 56.7 E151 10.3	15	B744	SAFEGATE DGS
73A	S33 56.7 E151 10.2	15	A388	MARSHALLED
74	S33 56.7 E151 10.2	15	B744	SAFEGATE DGS
74A	S33 56.7 E151 10.2	15	A388	MARSHALLED
75	S33 56.8 E151 10.2	15	B744	SAFEGATE DGS
75A	S33 56.7 E151 10.1	15	A388	MARSHALLED
76, 77	S33 56.8 E151 10.1	15	B744	SAFEGATE DGS
77A	S33 56.7 E151 10.0	15	A388	MARSHALLED
83	S33 55.6 E151 10.5	7	B744	MARSHALLED
83A	S33 55.6 E151 10.5	7	B738	MARSHALLED
84, 85	S33 55.7 E151 10.5	7	B744	MARSHALLED

NOTE:
CHANGES: Bays 30, 34, and 35 capacity.

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CHANGES: Multiple secondary positions added.

DOMESTIC APRON PARKING BAY INFORMATION

BAY No.	COORDINATES	ELEV(ft)	CAPACITY	NOSE IN GUIDANCE
	ACCESS FROM TAXILANE DOM1			
1	S33 55.9 E151 10.9	8	B738	SAFEGATE DGS
2 thru 4	S33 55.9 E151 10.8	7	B763	SAFEGATE DGS
5, 6	S33 55.9 E151 10.7	7	B763	SAFEGATE DGS
7	S33 55.9 E151 10.7	7	B738	SAFEGATE DGS
7A	S33 55.9 E151 10.7	9	B744	SAFEGATE DGS
8	S33 55.9 E151 10.6	7	B738	SAFEGATE DGS
9	S33 55.9 E151 10.6	6	B738	SAFEGATE DGS
10	S33 55.9 E151 10.6	6	B744	SAFEGATE DGS
11	S33 55.9 E151 10.6	8	A333	SAFEGATE DGS
	ACCESS FROM TAXILANE DOM1A			
64	S33 55.8 E151 11.0	9	DH8D	MARSHALLED
65, 66	S33 55.8 E151 11.0	10	DH8D	MARSHALLED
67	S33 55.8 E151 10.9	10	DH8D	MARSHALLED
68, 69	S33 55.9 E151 10.9	10	DH8D	MARSHALLED
70	S33 55.9 E151 11.0	10	DH8D	MARSHALLED
	ACCESS FROM TWY C			
12	S33 55.9 E151 10.6	8	B738	SAFEGATE DGS
13	S33 55.9 E151 10.6	8	A333	SAFEGATE DGS
14	S33 55.9 E151 10.6	8	B738	SAFEGATE DGS
16	S33 56.0 E151 10.6	6	Q400	MARSHALLED
17	S33 56.0 E151 10.6	6	B763	SAFEGATE DGS
17A	S33 56.0 E151 10.6	6	Q400	MARSHALLED
17B	S33 56.0 E151 10.6	5	Q400	MARSHALLED
18	S33 56.0 E151 10.7	7	Q400	MARSHALLED
18A	S33 56.0 E151 10.7	7	DHC8-300	MARSHALLED
19	S33 56.0 E151 10.7	7	Q400	MARSHALLED
19A, 19B	S33 56.0 E151 10.6	6	Q400	MARSHALLED
49	S33 56.0 E151 10.6	8	B763	CENTERLINE + SIDEMARKER
49A	S33 56.0 E151 10.6	8	B743	CENTERLINE + SIDEMARKER
49B	S33 56.0 E151 10.6	8	DHC8-300	MARSHALLED
53	S33 56.1 E151 10.6	7	B763	APIS
53B	S33 56.1 E151 10.6	8	DHC8-300	MARSHALLED
55	S33 56.1 E151 10.6	8	B763	APIS
55B	S33 56.1 E151 10.6	8	DHC8-300	MARSHALLED
57	S33 56.1 E151 10.6	8	A320	SAFEGATE DGS
57A, 57B	S33 56.1 E151 10.6	8	DHC8-300	---
59	S33 56.2 E151 10.6	7	A320	MARSHALLED
	ACCESS FROM TAXILANE DOM2			
31	S33 56.1 E151 10.8	6	B738	SAFEGATE DGS
31A	S33 56.1 E151 10.8	5	ATR72	MARSHALLED
31B	S33 56.1 E151 10.7	5	DHC8-300	MARSHALLED
33	S33 56.1 E151 10.8	6	B738	APIS
33A	S33 56.1 E151 10.7	5	ATR72	MARSHALLED
33B	S33 56.1 E151 10.7	4	DHC8-300	MARSHALLED
35	S33 56.1 E151 10.8	6	B738	SAFEGATE DGS
35A	S33 56.1 E151 10.7	5	DHC8-300	MARSHALLED
39	S33 56.2 E151 10.8	6	A332	SAFEGATE DGS
39A	S33 56.2 E151 10.7	6	ATR72	MARSHALLED
39B	S33 56.2 E151 10.7	6	DHC8-300	MARSHALLED
41	S33 56.2 E151 10.7	7	B738	SAFEGATE DGS
43	S33 56.2 E151 10.7	7	B738	SAFEGATE DGS
45	S33 56.2 E151 10.8	7	A332	SAFEGATE DGS
52	S33 56.1 E151 10.7	7	B738	APIS
52A, 54A	S33 56.1 E151 10.7	6	DHC8-300	MARSHALLED
54, 56	S33 56.1 E151 10.7	7	B738	SAFEGATE DGS
58	S33 56.2 E151 10.7	7	B738	MARSHALLED

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DOMESTIC APRON PARKING BAY INFORMATION

BAY No.	COORDINATES	ELEV (ft)	CAPACITY	NOSE IN GUIDANCE
	ACCESS FROM TAXIWAY B4			
45A	S33 56.2 E151 10.8	7	B738	SAFEGATE DGS
	ACCESS FROM TAXIWAY G			
44	S33 56.2 E151 10.8	8	A332	SAFEGATE DGS
44A	S33 56.2 E151 10.8	8	A320	SAFEGATE DGS
	ACCESS FROM TAXILANE DOM3			
32	S33 56.1 E151 10.8	8	B738	SAFEGATE DGS
32A	S33 56.1 E151 10.8	8	SAAB 340B+	MARSHALLED
34	S33 56.1 E151 10.8	8	A320	SAFEGATE DGS
34A	S33 56.1 E151 10.8	8	SAAB 340B+	MARSHALLED
36	S33 56.1 E151 10.8	7	A320	SAFEGATE DGS
38	S33 56.2 E151 10.8	7	A320	SAFEGATE DGS
40	S33 56.2 E151 10.8	7	A332	SAFEGATE DGS
42	S33 56.2 E151 10.8	8	A320	SAFEGATE DGS
F1, F2	S33 56.1 E151 10.9	11	BAE J41	MARSHALLED
F3	S33 56.1 E151 10.9	11	SAAB 340+	MARSHALLED
F3A	S33 56.1 E151 10.9	11	DHC8-300	MARSHALLED
F4	S33 56.2 E151 10.9	12	B738	MARSHALLED
F4A	S33 56.2 E151 10.9	12	SAAB 340+	MARSHALLED
F4B, F5A/B	S33 56.2 E151 10.9	11	SAAB 340+	MARSHALLED
F5	S33 56.2 E151 10.9	11	B738	MARSHALLED
F6	S33 56.2 E151 10.9	10	B738	MARSHALLED
F6A/B	S33 56.2 E151 10.9	10	SAAB 340+	MARSHALLED
	ACCESS FROM TAXILANE DOM3A			
F7	S33 56.2 E151 10.9	10	DHC8-300	MARSHALLED
F7A	S33 56.2 E151 10.9	10	SAAB 340+	MARSHALLED
F8	S33 56.2 E151 10.9	12	DHC8-300	MARSHALLED
F9	S33 56.2 E151 10.9	14	SAAB 340+	MARSHALLED
F10	S33 56.2 E151 11.0	14	SAAB 340+	MARSHALLED
F11	S33 56.2 E151 11.0	13	SAAB 340+	MARSHALLED
F12	S33 56.2 E151 11.0	11	SAAB 340+	MARSHALLED
	ACCESS FROM TAXILANE DOM3B			
F13, F13A	S33 56.2 E151 11.0	14	DHC8-300	MARSHALLED
F13B	S33 56.2 E151 11.0	14	ATR72	MARSHALLED
F14	S33 56.2 E151 11.0	14	SAAB 340+	MARSHALLED
F15, F15A	S33 56.2 E151 11.0	14	DHC8-300	MARSHALLED
F15B	S33 56.2 E151 11.0	14	SAAB 340+	MARSHALLED
F15C	S33 56.2 E151 11.1	14	ATR72	MARSHALLED
F16, F16A	S33 56.2 E151 11.1	14	DHC8-300	MARSHALLED
	ACCESS FROM TAXILANE DOM4			
90, 90B, 91	S33 56.1 E151 11.1	17	DHC8-300	MARSHALLED
90C	S33 56.1 E151 11.1	17	B747-400	MARSHALLED
91B, 92	S33 56.1 E151 11.1	17	DHC8-300	MARSHALLED
90A, 91A	S33 56.1 E151 11.1	18	B737	MARSHALLED
92A	S33 56.1 E151 11.1	17	B737	MARSHALLED
92B	S33 56.1 E151 11.1	16	DHC8-300	MARSHALLED
93	S33 56.1 E151 11.2	17	B737	MARSHALLED
93A	S33 56.1 E151 11.2	17	B747-400	MARSHALLED
93B, 93C	S33 56.1 E151 11.2	17	SAAB 340+	MARSHALLED
94, 94B	S33 56.1 E151 11.2	16	DHC8-300	MARSHALLED

NOTE:
CHANGES: Parking positions.

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DOMESTIC APRON PARKING BAY INFORMATION

BAY No.	COORDINATES	ELEV (ft)	CAPACITY	NOSE IN GUIDANCE
	ACCESS FROM TAXILANE DOM5			
96	S33 56.1 E151 11.3		30m wingspan	MARSHALLED
96A	S33 56.1 E151 11.3		30m wingspan	MARSHALLED
96B	S33 56.1 E151 11.3		30m wingspan	MARSHALLED
96C	S33 56.1 E151 11.3		30m wingspan	MARSHALLED
102 thru 104	S33 56.1 E151 11.3		18m wingspan	MARSHALLED
105 thru 107	S33 56.1 E151 11.3		18m wingspan	
112, 112A	S33 56.0 E151 11.4		20m wingspan	MARSHALLED
	ACCESS FROM TAXILANE DOM6			
97	S33 56.1 E151 11.4	16	B744	TOWED
97A	S33 56.1 E151 11.4	16	B737	MARSHALLED
97B	S33 56.1 E151 11.4	16	B737	MARSHALLED
97C	S33 56.1 E151 11.4	16	B763	MARSHALLED
98	S33 56.1 E151 11.4	17	B744	TOWED
98A	S33 56.1 E151 11.4	16	B737	MARSHALLED
98B	S33 56.1 E151 11.4	16	B737	TOWED
99	S33 56.1 E151 11.5	16	B744	TOWED
99A	S33 56.1 E151 11.5	17	B737	MARSHALLED

NOTE

CHANGES: New chart.

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PARALLEL RUNWAY USAGE

INDEPENDENT VISUAL APPROACHES

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

RADIO FAILURE PROCEDURES - INDEPENDENT VISUAL APPROACHES

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

a. On Pilot Navigation (IF VISUAL)
- SQUAWK 7600 immediately.
- Track to intercept final at a maximum 30^ prior to the IAF for the nominated runway.
- DO NOT PASS THROUGH FINAL OF THE NOMINATED RUNWAY.

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

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

ARRIVALS

a. If unable to participate in an ILS PRM approach, pilots must notify ATC prior to 120 DME Sydney (or, if departing within 120 DME Sydney, on first contact with ATC).
b. Aircraft up to and including A300/B787 size may be processed to land on either of the parallel runways 16L/34R or 16R/34L.
c. Aircraft landing Rwy 16R require approval to vacate to the left on Twys F, B3 & B4.
d. Aircraft landing Rwy 16L/34R are to remain on Tower freq 124.7 until west of Twy S.
e. Aircraft landing Rwy 34R and vacating Twy T2 are to taxi via Twy U and U1 unless otherwise advised.
f. Aircraft landing Rwy 07/25 require approval to vacate on Twy C.
g. All arriving aircraft are required to advise parking bay on first contact with Sydney Ground.

DEPARTURES

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

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

NOTE:

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

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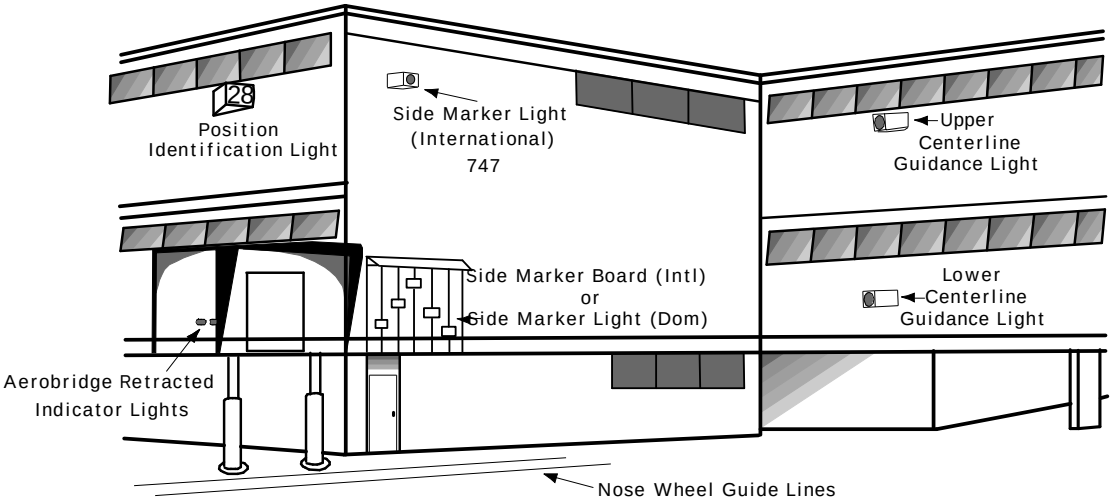
VISUAL DOCKING GUIDANCE SYSTEMS

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

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

a. Position Identification Light
b. Aerobridge Retracted Indicator
c. Centerline Guidance Light
d. Side Marker Board
e. Side Marker Light



Visual Docking Guidance System

Aircraft should use the following elements for docking:

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

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

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VISUAL DOCKING GUIDANCE SYSTEMS

The following is a brief description of the system:

a. The Position Identification Light indicates the number of the docking position and has white numerals on a black background outlined in green neon tubing at night.

b. The Aerobridge Retracted Indicator consists of two lights. The green light indicates the Aerobridge is in the fully retracted position. The red light indicates that the Aerobridge is not fully retracted or that an element of the visual guidance docking system is unserviceable.

c. The Centerline Guidance Light provides azimuth information and is aligned with the left pilot position. The unit emits RED/GREEN light beams and the signals are interpreted as follows:

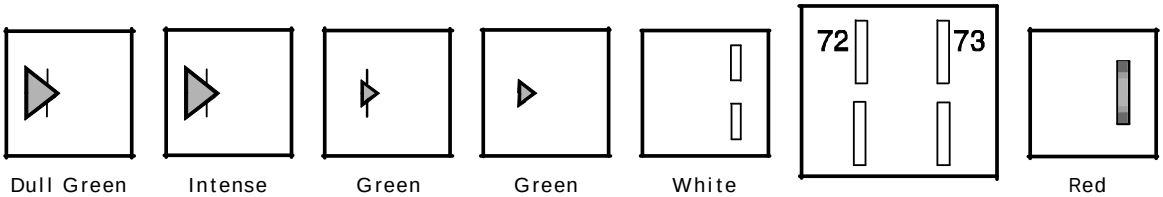
Red/Green	Green/Green	Green/Red
Aircraft is to the left of the centerline	Aircraft is on the centerline	Aircraft is to the right of the centerline

d. The slats on the Side Marker Board indicate the stopping position for each type of aircraft. Approaching the position, the slat will show GREEN; at the stopping position, the slat will show BLACK; and beyond that position RED.

e. There are two Side Marker Light systems that indicate the stopping position.

Domestic (All Types)

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

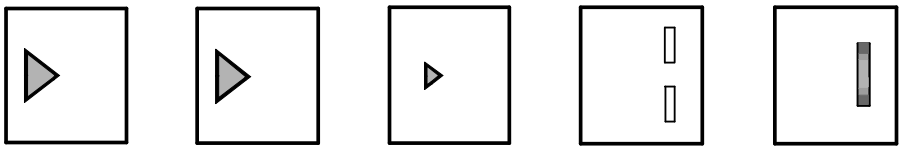


Dull Green | Intense Green | Green DC9 Stop | Green | White B727/737 Stop | White B727 Stop & B737 Stop | Red

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

International (For B747 Aircraft only)

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



Dull Green | Intense Green | Green | White B747 Stop | Red

Side Marker Lights (International) (B747)

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

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

b. Domestic Terminal - Bays 40, 52, 55, 22, 25, 29, 52, 26, 28 and 40

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VISUAL DOCKING GUIDANCE SYSTEMS

The second NIG system in use at Sydney Intl contains the following three elements whose locations are shown in Figures 1 and 2:

a. Position Identification Light,
b. Centerline Guidance Light, and
c. Stopping Position Indicator.

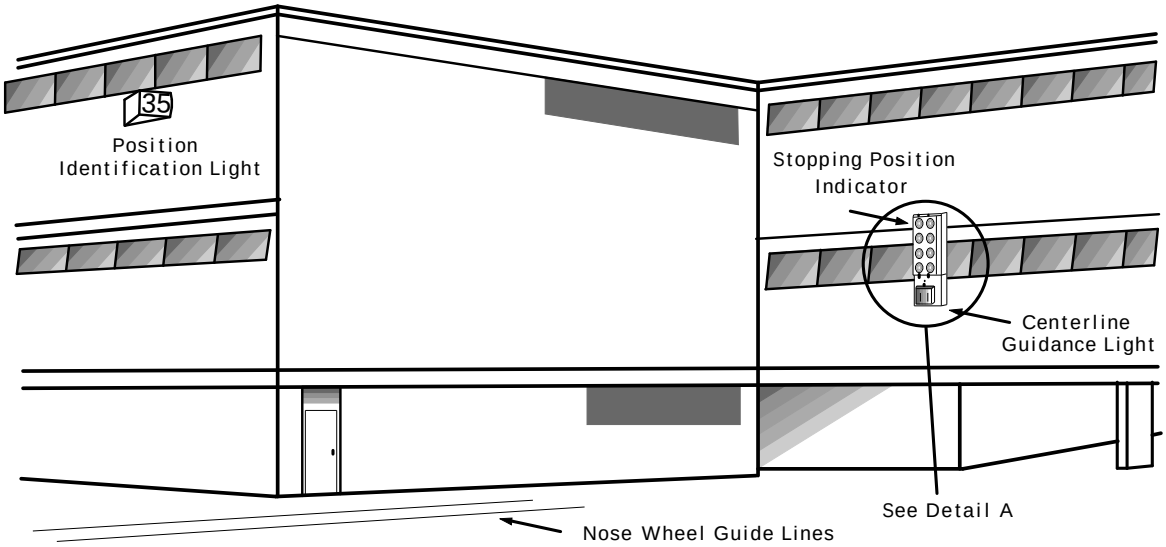
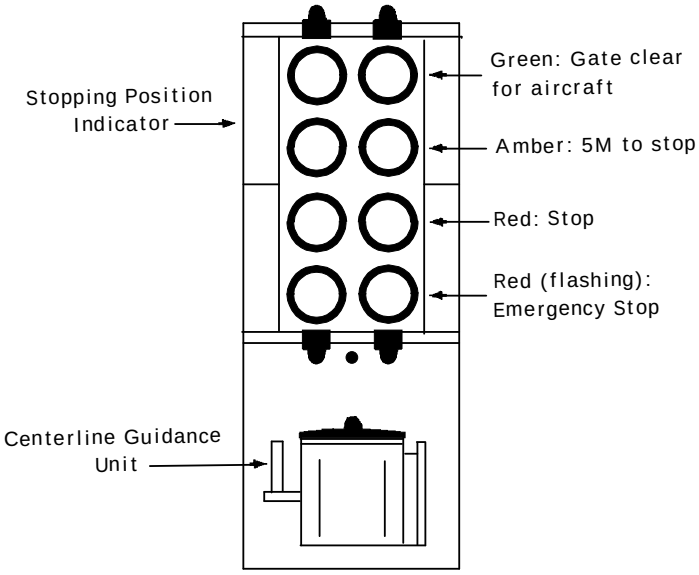


Figure 1 - Visual Docking Guidance System



Detail A

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VISUAL DOCKING GUIDANCE SYSTEMS

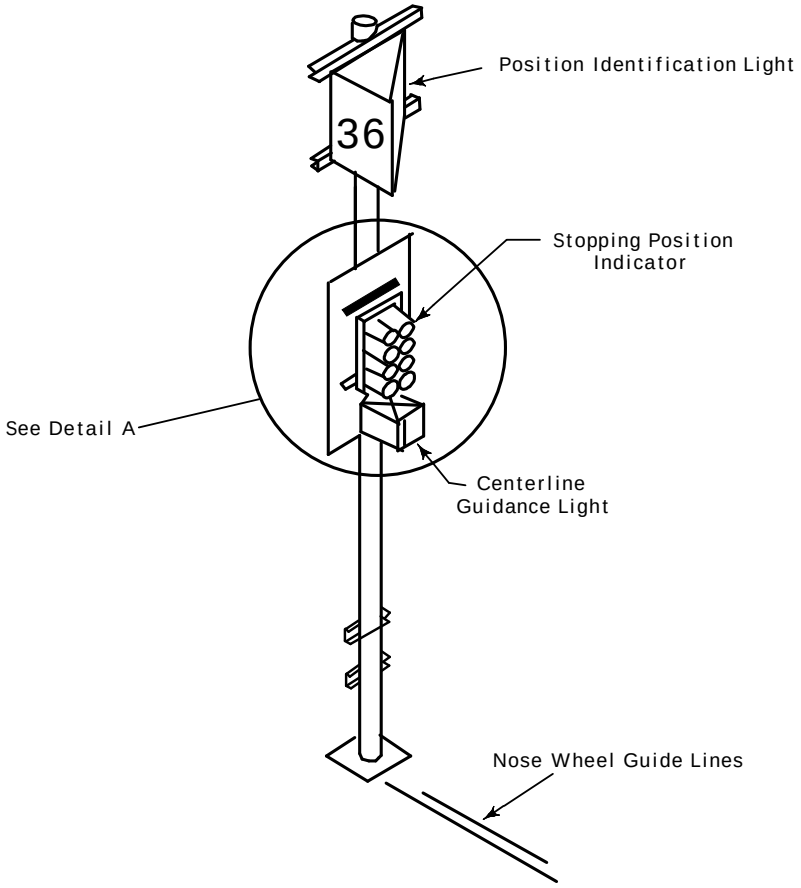
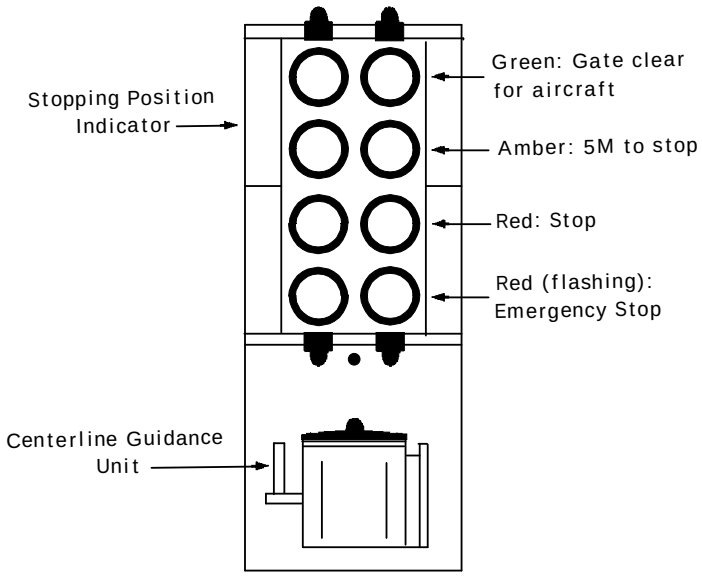


Figure 2 - Visual Docking Guidance System



Detail A

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VISUAL DOCKING GUIDANCE SYSTEMS

Aircraft should use the following elements for docking:

AIRCRAFT TYPES	CENTERLINE LIGHT	STOP
All types	Centerline Guidance Light	Stopping Position Indicator

The following is a brief description of the system:

a. The Position Identification Light indicates the number of the docking position and has white numerals on a dark background outlined in green neon tubing at night.

b. The Centerline Guidance Light provides azimuth information and is aligned with the left pilot position. The unit emits RED/GREEN light beams and the signals are interpreted as follows:

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

c. The Stopping Position Indicator is controlled by an airline ground marshaller and provides stopping information. The signals are interpreted as follows:

GREEN	GO	Gate is clear for aircraft.
AMBER	SLOW	Approximately 16' (5m) to STOP
RED	STOP	Stop immediately.
RED (FLASHING)	EMERGENCY STOP	

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VISUAL DOCKING GUIDANCE SYSTEMS

AIRCRAFT POSITIONING AND INFORMATION SYSTEM (APIS)

The third NIG system in use at Sydney Intl is installed on International Terminal bays 2, 3, 4,12 and Domestic bays 33, 52, 53 and 55.

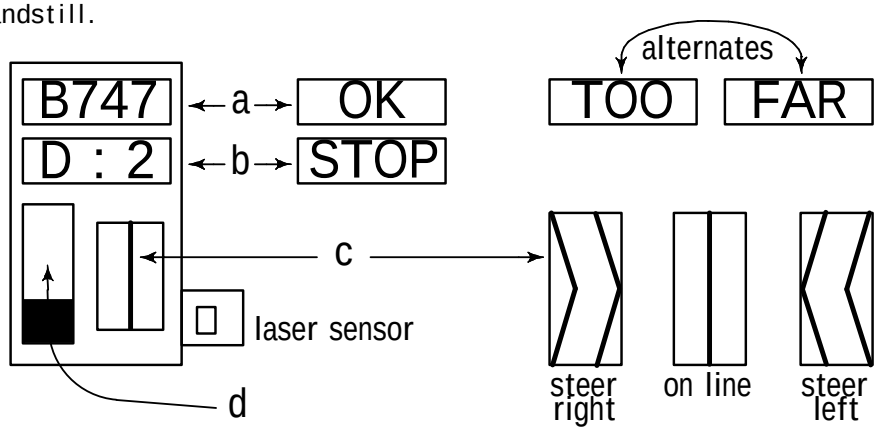
System Description:
The APIS is based on a centerline guidance sub-display. The steering and stop indication is provided from a display unit mounted on a pole in front of the cockpit in line with the left hand pilot seat. The parking bay position identification is mounted on top of the guidance pole.

On approach to the parking position, the pilot will see the display box face showing two rows of yellow alpha-numeric characters on a black background across the top, an illuminated closing-rate "thermometer" at lower left, and an illuminated azimuth guidance display at lower right. The alpha-numeric characters on the top row should be flashing. (See Figure 3)

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

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

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



LEGEND
a. Display: ACFT type, OK or TOO/FAR
b. Display: Door Number or STOP
c. Centerline Beacon: steering guidance
d. `Thermometer': closing rate indication - stopping guidance

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

Figure 3 - APIS Visual Docking Guidance System

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VISUAL DOCKING GUIDANCE SYSTEMS

SAFEGATE DOCKING GUIDANCE SYSTEM (SAFEGATE DGS)

The fourth NIG system is the Safegate Docking Guidance System and is used at Sydney Internation Terminal (Bays 1, 5, 6, 6A, 8, 9, 10, 24, 25, 30, 31, 32, 33, 34, 35, 36, 37, 51, 53, 54, 55, 56, 57, 58, 59, 60, 61, 63, 73, 74, 75, 76 and 77), Sydney Domestic Terminal (Bays 31, 32, 34, 35, 36, 38, 39, 40, 41, 42, 43, 44, 44A, 45, 45A, 54, 56 and 57) and Sydney Qantas Terminal (Bays 1, 2, 3, 4, 5, 6, 7, 7A, 8, 9, 10, 11, 12, 13, 14 and 16). Its operation is based on laser scanning of the incoming aircraft. The complete system consists of the following three elements:

a. Position Identification Unit (Bay Marker);
b. Aerobridge Retracted Indicator Light; and
c. DGS NIG Unit.

System Description

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

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

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

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

Aircraft Types

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

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

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VISUAL DOCKING GUIDANCE SYSTEMS

System Operation

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

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

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

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

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

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

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

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

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

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

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

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

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

j. When the correct STOP position is reached, the display shows STOP and red lights will be lit.
k. When the aircraft has parked, OK will be displayed.
l. If the aircraft has overshot the position, TOO FAR will be displayed.
m. When ground engineers have placed the chocks at the nosewheel, they will manually change the display to CHOCK ON.
n. During heavy rain or fog, the visibility for the docking system might be reduced. When the system is activated and in capture mode, the display will deactivate the rising vertical arrows and show DOWN GRADE. This text will be superseded by the Closing Rate Bar once the aircraft is detected.

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

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

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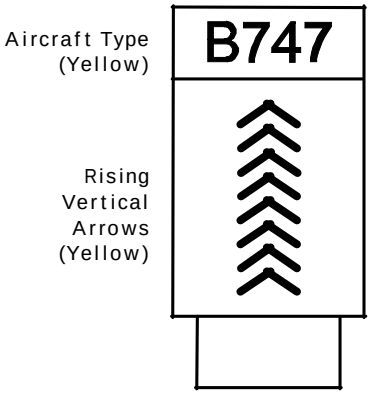
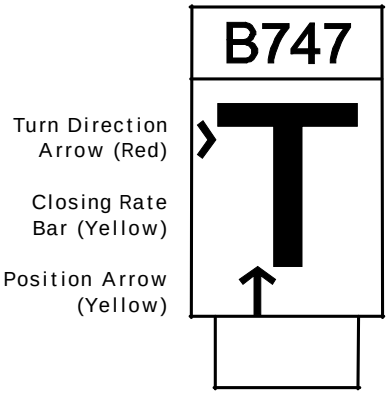
VISUAL DOCKING GUIDANCE SYSTEMS

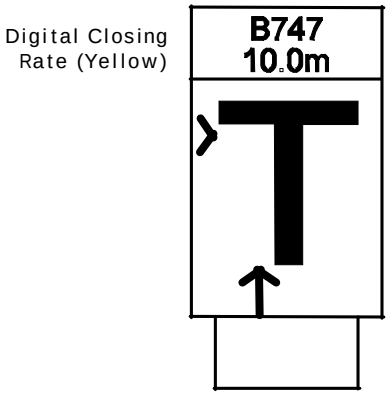
Safegate Docking Guidance System



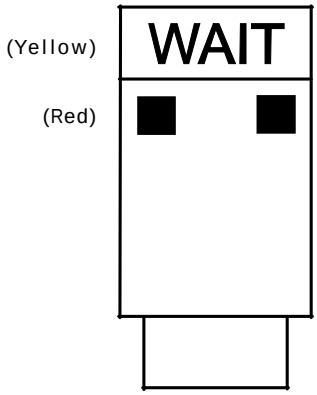
Gate Clear
Searching for Aircraft



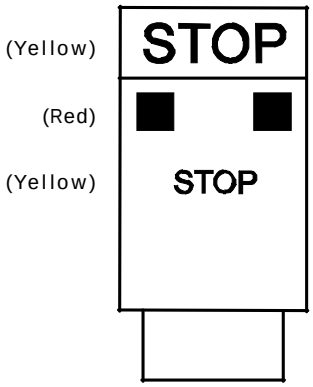
Aircraft Captured
Aircraft Left of Centerline



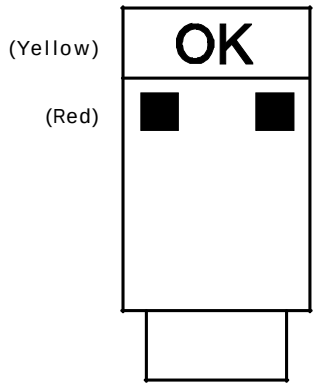
Closing Rate



Aircraft Lost
Wait



Stop Position
Reached



Docking Complete

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ILS PRM USER INSTRUCTIONS

ATTENTION ALL USERS of ILS PRM (PRECISION RUNWAY MONITOR)

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

1. viewing the PRM video "ILS PRM Approaches - A Pilot's Approach";
2. familiarization with the ILS PRM approach procedures in AIP DAP or equivalent operational documents;
3. familiarization with the breakout procedure and phraseology; and
4. completion of an examination conducted by the operator's training and checking organization or chief pilot holding instrument renewal approval or flying training school holding instrument training approval.

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

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

When ILS/PRM approaches are nominated on the ATIS, pilots MUST advise ATC prior to 120 DME 'SY' (or on first contact with ATC if departing within 120 DME 'SY') if unable to participate.

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

APPROACH CHARTS: There are now multiple ILS approach charts for each parallel runway.

ENSURE THAT YOU USE THE ILS PRM CHART APPLICABLE TO CAT I OR CAT II ILS.

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

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

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

TCAS SELECTION: Pilots may select TCAS in the TA mode or maintain RA mode on receipt of instructions to contact the Tower.
New PRM video reflecting these changes is available online at
http:/www.airservicesaustralia.com/precision-runway-monitor/changes-to-tcas-with-ils-prm

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

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

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

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

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

"BREAKOUT ALERT, (callsign) TURN LEFT
(or RIGHT) IMMEDIATELY HEADING (3 digits),
CLIMB (or DESCEND) TO (altitude)"

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 4 JUL 14 (11-1)

SYDNEY, NSW, AUSTRALIA ILS-Z or LOC-Z Rwy 07

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

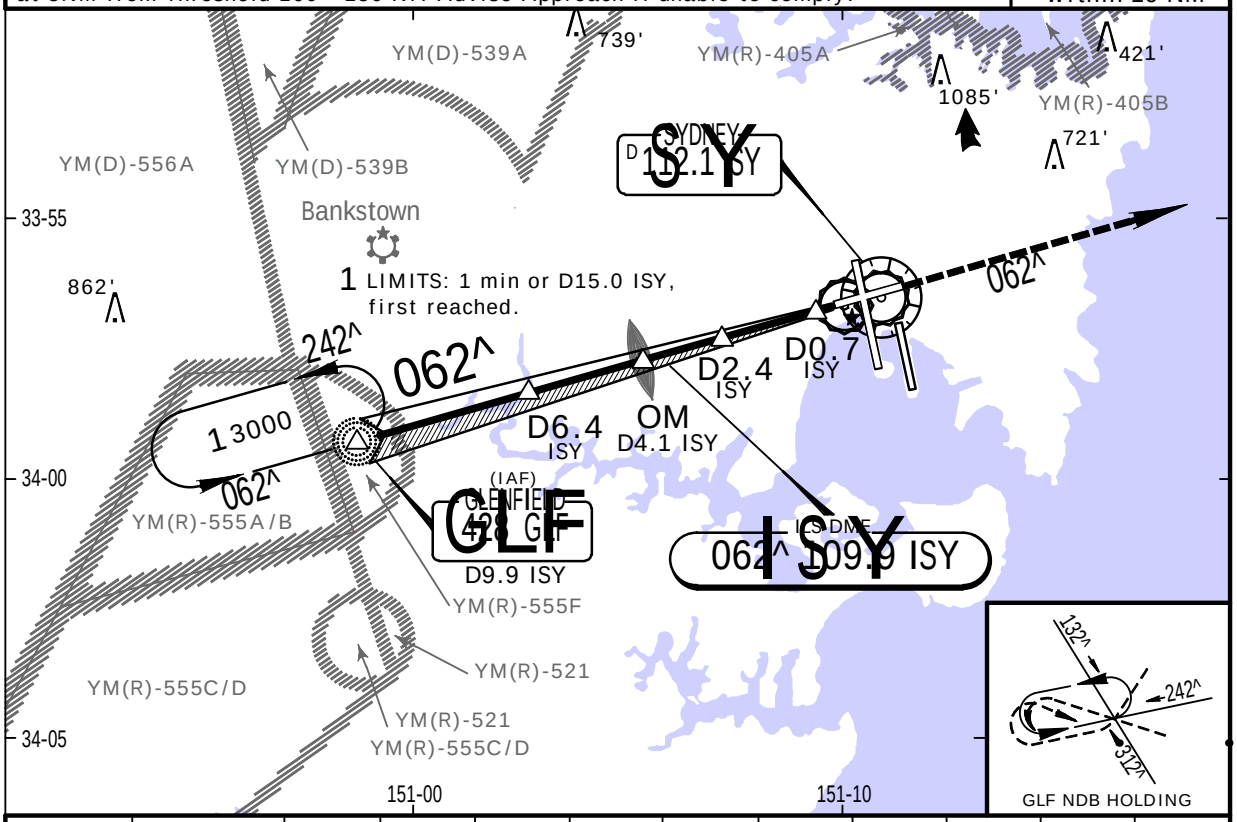
SYDNEY Tower	Ground
Rwy 16R/34L & 07/25 120.5 Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7

LOC ISY	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 21' Rwy 07 16'
109.9	062^	1300' (1284')	270' (254')	

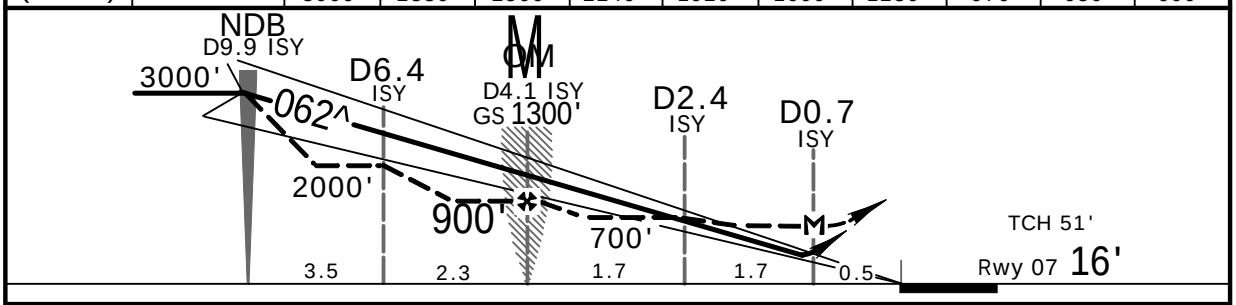
MISSED APCH: Track 062^. Climb to 2000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'
1. ISY DME REQUIRED (LOC Only). 2. ATC Approach Speeds: At GLF NDB 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply.

2700'
MSA SY VOR 2100' within 10 NM



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



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D0.7 ISY						

REIL PAPI 062^ 2000'

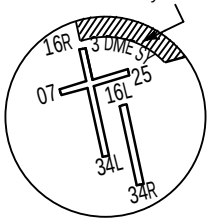
STRAIGHT-IN LANDING RWY07

ILS DA(H) 270' (254')	LOC (GS out) DME MDA(H) 600' (584')
1.5 km	3.3 km

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	710' (689')-2.4 km
135	
180	1000' (979')-4.0 km
205	1000' (979')-5.0 km

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



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CHANGES: Approach speeds note.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 4 JUL 14 (11-2)

SYDNEY, NSW, AUSTRALIA ILS-Y or LOC-Y Rwy 07

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

SYDNEY Tower	Ground
Rwy 16R/34L & 07/25 120.5 Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7

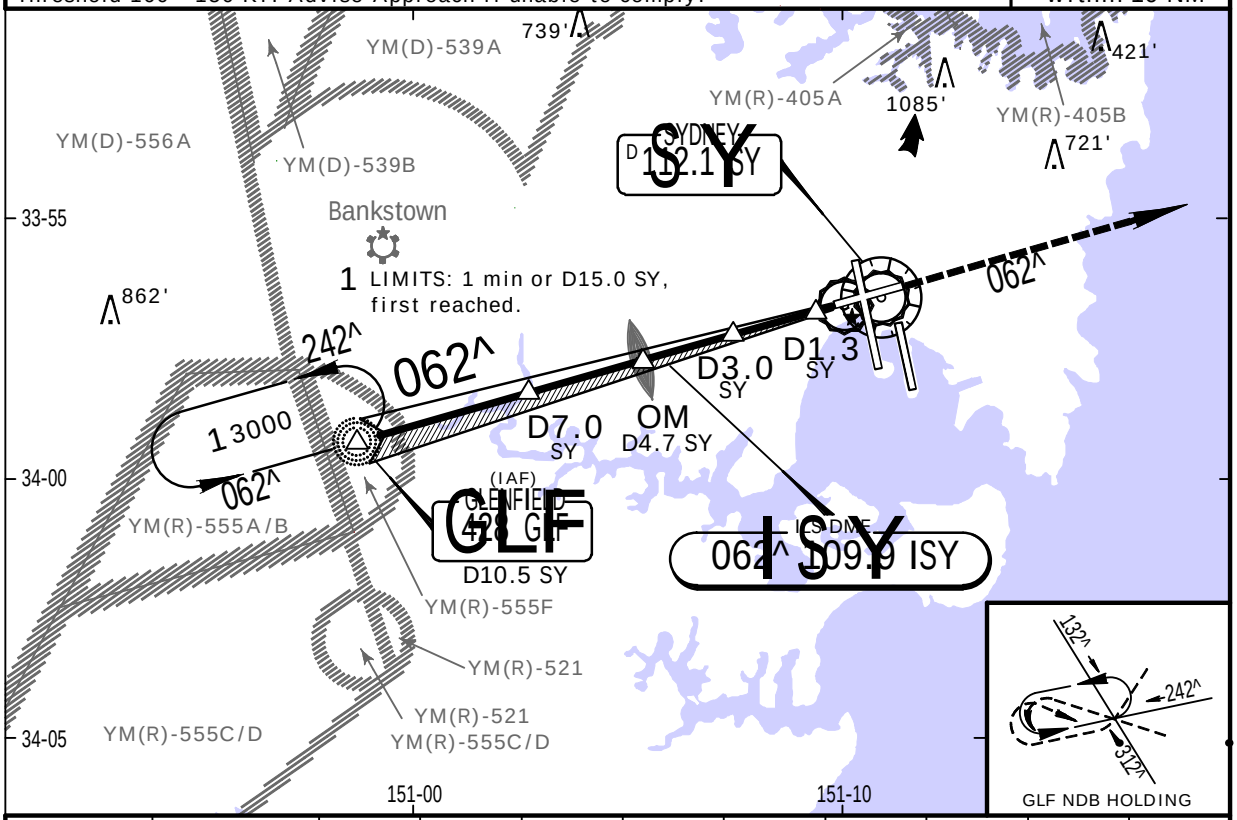
LOC ISY	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 21'
109.9	062^	1300' (1284')	270' (254')	Rwy 07 16'

MISSED APCH: Track 062^. Climb to 2000' or as directed by ATC.

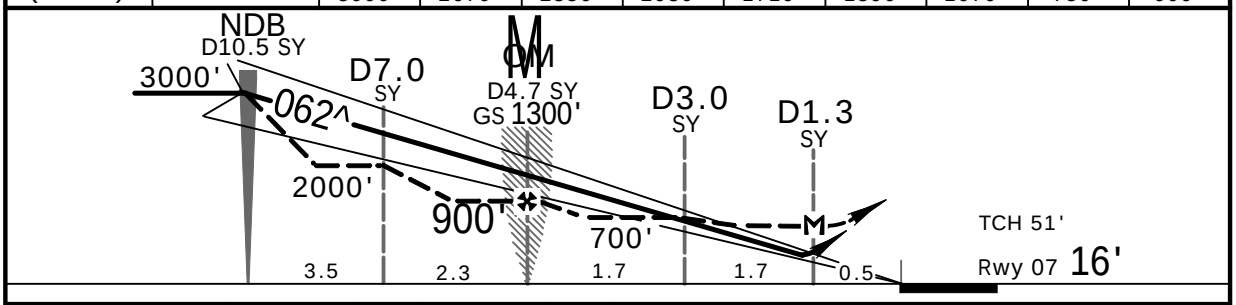
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'

1. SY DME REQUIRED (LOC Only). 2. GNSS permitted in lieu of DME. Reference waypoint SY VOR. 3. ATC Approach Speeds: At GLF NDB 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply.

2700'
MSA SY VOR 2100' within 10 NM



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



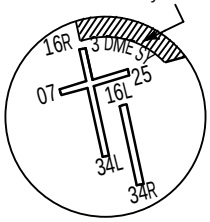
Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D1.3 SY						

REIL PAPI 062^ 2000'

STRAIGHT-IN LANDING RWY07		CIRCLE-TO-LAND
ILS DA(H) 270' (254')	LOC (GS out) DME MDA(H) 600' (584')	

			Max Kts	MDA(H)
A	1.5 km	3.3 km	100	710' (689')-2.4 km
B			135	
C			180	1000' (979')-4.0 km
D			205	1000' (979')-5.0 km

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



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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 4 JUL 14 (11-3)

SYDNEY, NSW, AUSTRALIA ILS-Z or LOC-Z Rwy 16L

BRIEFING STRIP™

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

SYDNEY Tower	Ground
Rwy 16L/34R 124.7 Rwy 16R/34L & 07/25 120.5	West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7

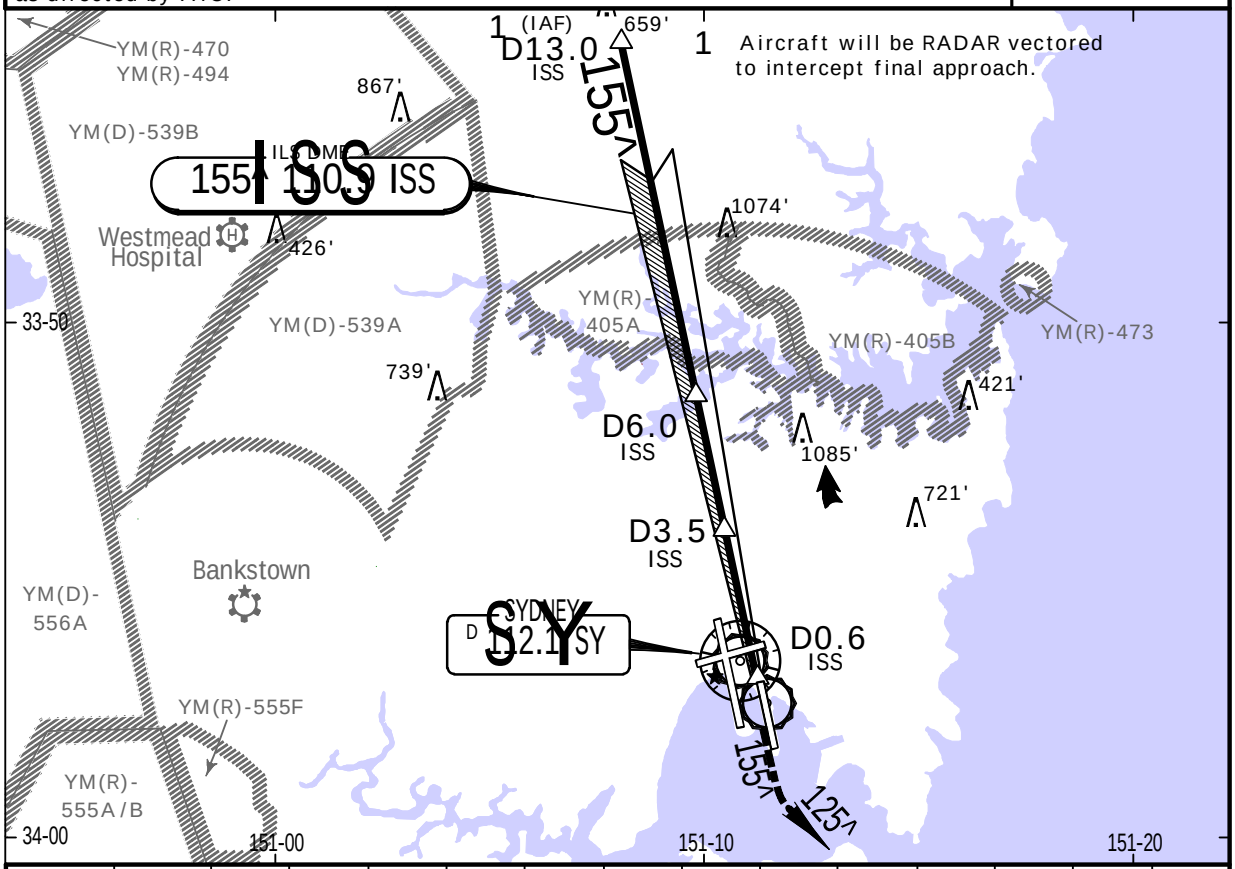
LOC ISS	Final Apch Crs	GS D6.0 ISS	ILS DA(H)	Apt Elev 21'
110.9	155^	1920' (1904')	220' (204')	Rwy 16L 16'

MISSED APCH: Track 155^. At MANDATORY 600', turn LEFT track 125^. Climb to 3000' or as directed by ATC.

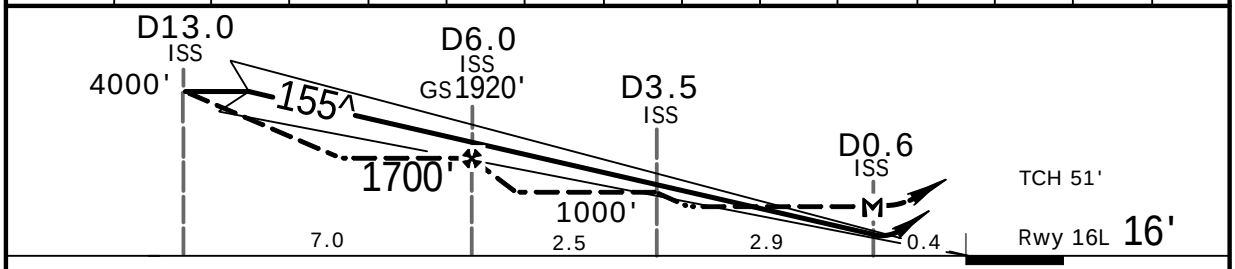
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'

1. ISS DME REQUIRED. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.

2700'
MSA SY VOR 2100' within 10 NM



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



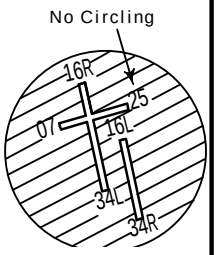
Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D0.6 ISS						

HIALS PAPI PAPI 155^ MANDATORY 600' 125^ LT 3000'

STRAIGHT-IN LANDING RWY16L

	ILS DME DA(H) 220' (204')			LOC (GS out) DME MDA(H) 480' (464')		CIRCLE-TO-LAND
	FULL	HIRL out	HIALS out		HIALS out	
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	1.5 km	2.4 km	NA
B						
C						

No Circling



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YSSY/SYD SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL 4 JUL 14 (11-4) ILS-Z PRM Rwy 16L

JEPPESEN

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

SYDNEY Tower		MONITOR	Ground	
Rwy 16L/34R 124.7	Rwy 16R/34L & 07/25 120.5	PRM 133.95	West of Rwy 16R/34L 126.5	East of Rwy 16R/34L 121.7

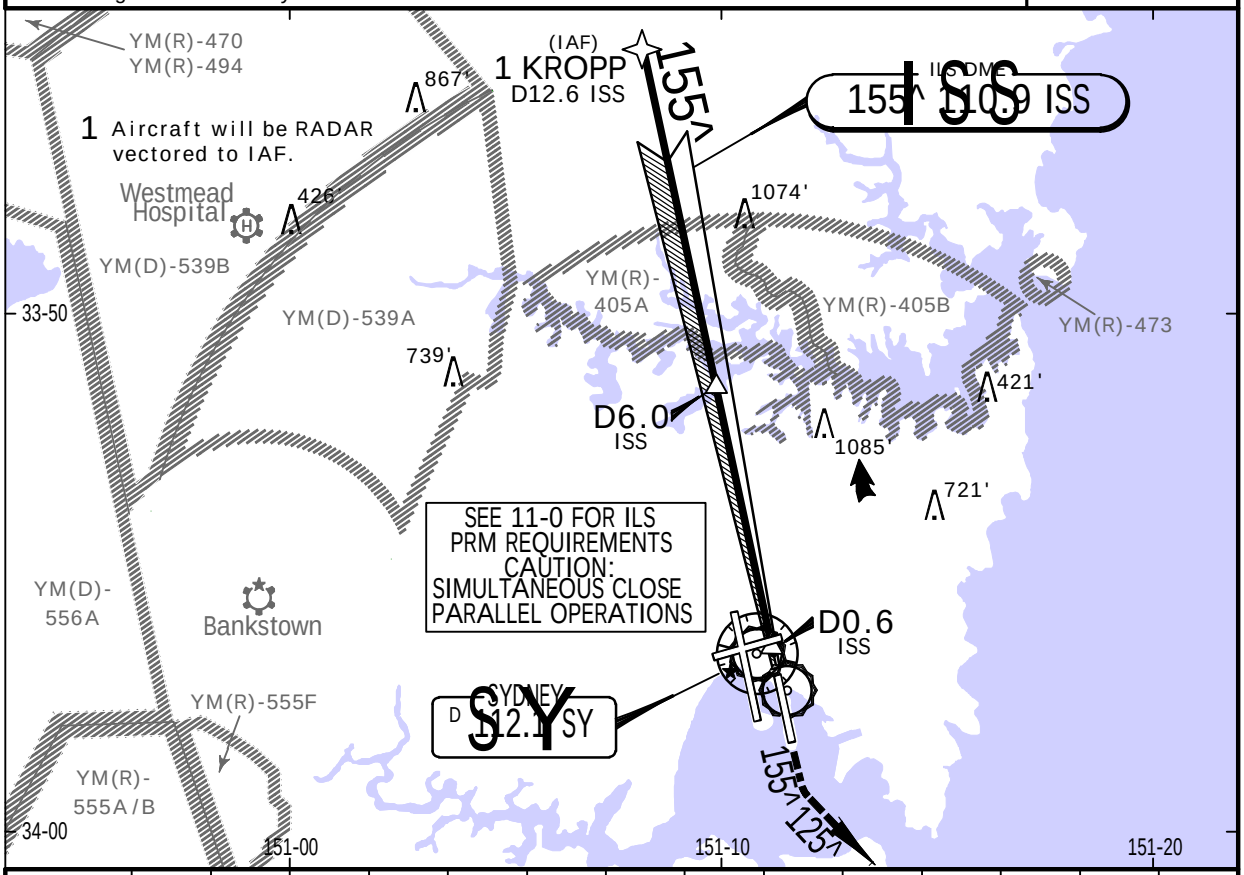
LOC	Final	GS	ILS	
ISS 110.9	Apch Crs 155^	D6.0 ISS 1920' (1904')	DA(H) 220' (204')	Apt Elev 21' Rwy 16L 16'

MISSED APCH: Track 155^. At MANDATORY 600', turn LEFT track 125^. Continue climb to 3000' or as directed by ATC.

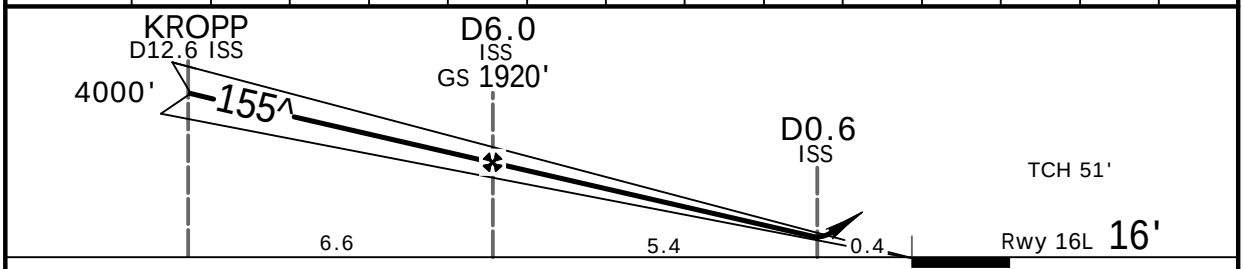
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'

1. ISS DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 5. Holding as directed by ATC.

2700'
MSA SY VOR 2100' within 10 NM



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



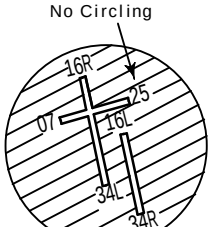
Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

HIALS PAPI PAPI | 155^ | MANDATORY 600' | 125^ LT | 3000'

STRAIGHT-IN LANDING RWY 16L ILS DA(H) 220' (204')	FULL	HIRL out	HIALS out
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km
B			
C			

CIRCLE-TO-LAND	
A	NA
B	
C	

No Circling



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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 4 JUL 14 (11-5)

SYDNEY, NSW, AUSTRALIA ILS-Y or LOC-Y Rwy 16L

BRIEFING STRIP™

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

SYDNEY Tower	Ground
Rwy 16L/34R 124.7 Rwy 16R/34L & 07/25 120.5	West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7

LOC ISS	Final Apch Crs	GS D5.2 SY	ILS DA(H)	Apt Elev 21'
110.9	155^	1920' (1904')	220' (204')	Rwy 16L 16'

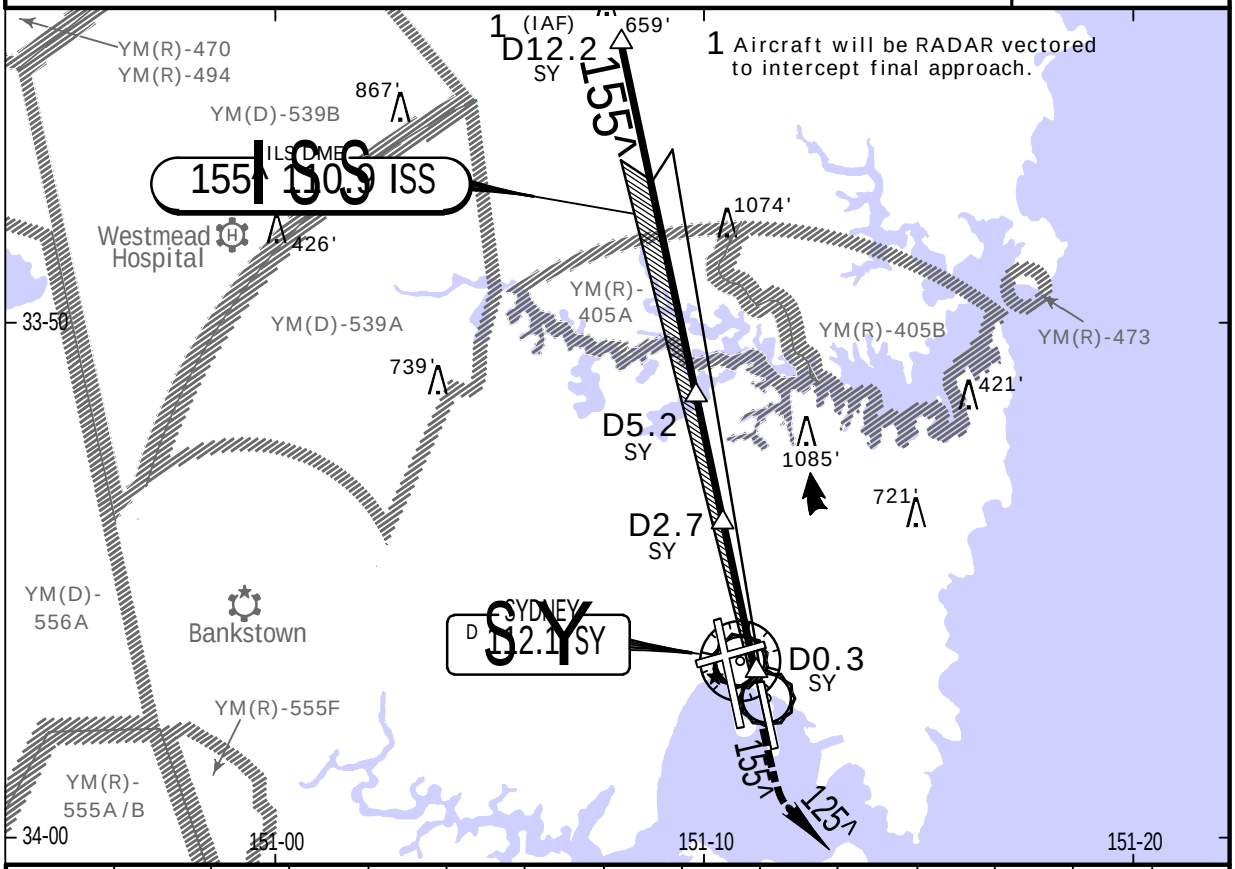
MISSED APCH: Track 155^. At MANDATORY 600', turn LEFT track 125^. Climb to 3000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'

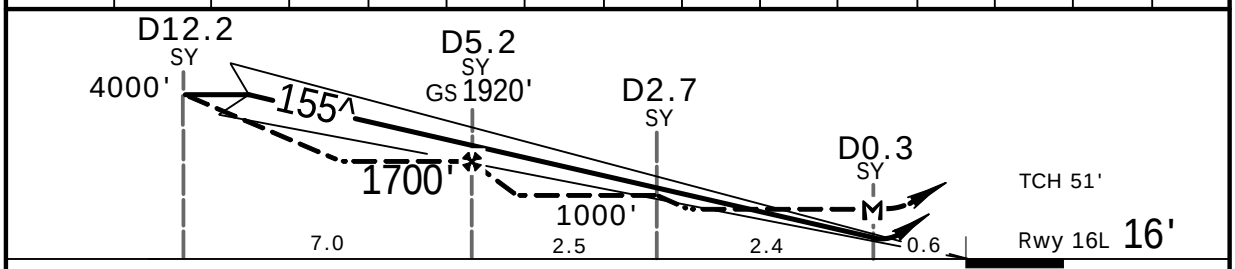
1. SY DME REQUIRED. 2. GNSS permitted in lieu of DME. Reference waypoint SY VOR. 3. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 4. Holding as directed by ATC.

2700'

MSA SY VOR 2100' within 10 NM



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



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D0.3 SY						

HIALS PAPI PAPI

155^

MANDATORY 600'

125^ LT

3000'

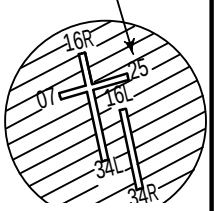
STRAIGHT-IN LANDING RWY16L

	ILS DME DA(H) 220' (204')			LOC (GS out) DME MDA(H) 480' (464')	
	FULL	HIRL out	HIALS out		HIALS out
A	RVR 550m	1.2 km	1.5 km	1.5 km	2.4 km
B					
C	VIS 0.8 km				

CIRCLE-TO-LAND

A	NA
B	
C	

No Circling



ANS OPS

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YSSY/SYD SYDNEY, NSW, AUSTRALIA

JEPPESEN

-(KINGSFORD SMITH) INTL 4 JUL 14 (11-6)

ILS-Y PRM Rwy 16L

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

SYDNEY Tower		MONITOR	Ground	
Rwy 16L/34R 124.7	Rwy 16R/34L & 07/25 120.5	PRM 133.95	West of Rwy 16R/34L 126.5	East of Rwy 16R/34L 121.7

LOC ISS	Final Apch Crs	GS D5.2 SY	ILS DA(H)	Apt Elev 21'
110.9	155^	1920' (1904')	220' (204')	Rwy 16L 16'

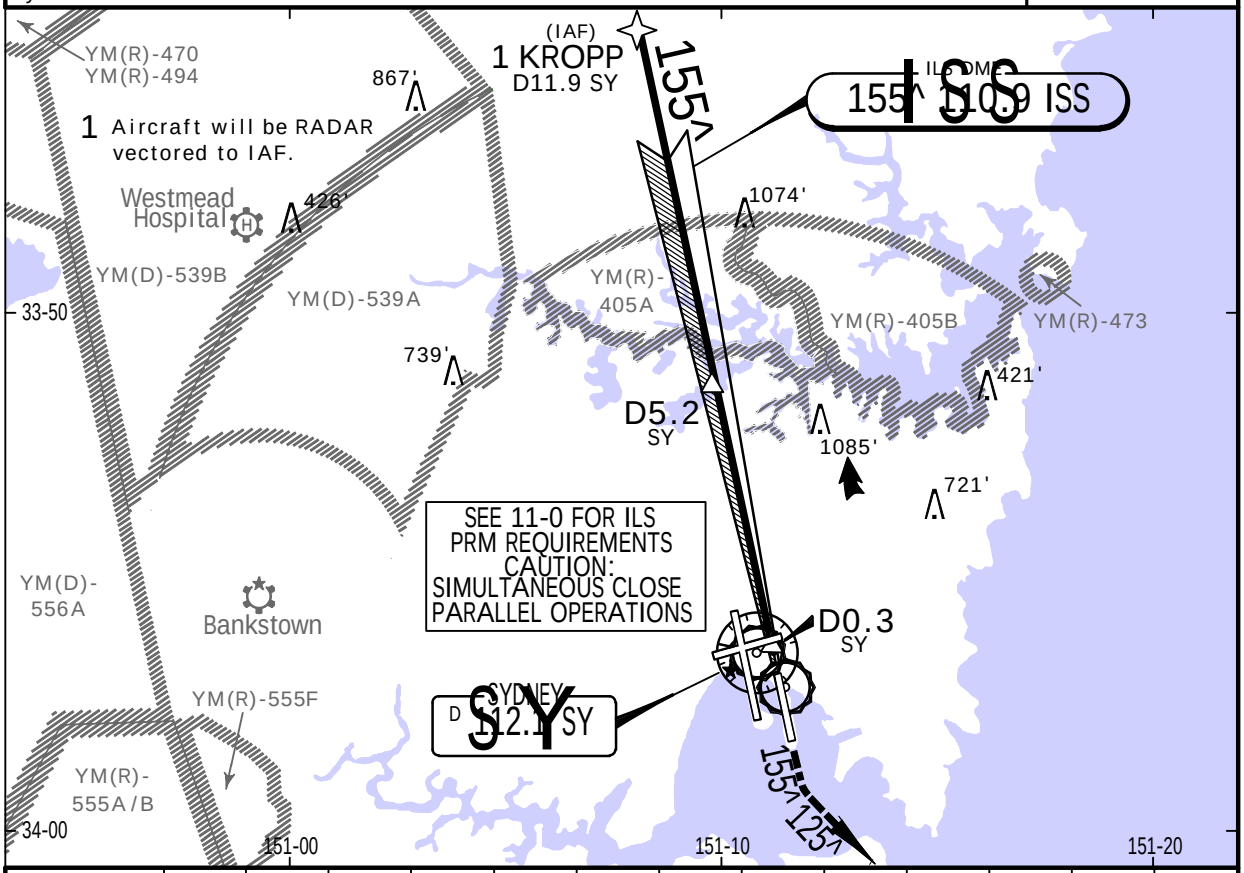
MISSED APCH: Track 155^. At MANDATORY 600', turn LEFT track 125^. Continue climb to 3000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'

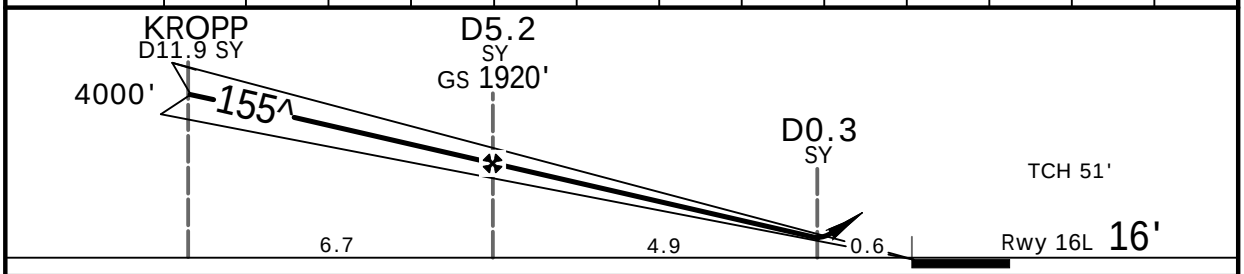
1. SY DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. GNSS permitted in lieu of DME. Reference waypoint SY VOR. 5. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 6. Holding as directed by ATC.

2700'

MSA SY VOR 2100' within 10 NM



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



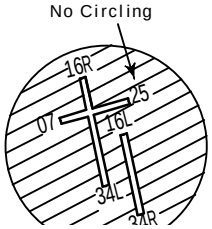
Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

HIALS PAPI PAPI | 155^ | MANDATORY 600' | 125^ LT | 3000'

STRAIGHT-IN LANDING RWY 16L ILS DA(H) 220' (204')	FULL	HIRL out	HIALS out
A	RVR 550m	1.2 km	1.5 km
B			
C	VIS 0.8 km		

CIRCLE-TO-LAND	
A	NA
B	
C	

No Circling



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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 15 AUG 14 .Eff.21.Aug. (11-7)

SYDNEY, NSW, AUSTRALIA ILS-Z or LOC-Z Rwy 16R

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

SYDNEY Tower	Ground
Rwy 16R/34L & 07/25 120.5 Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7

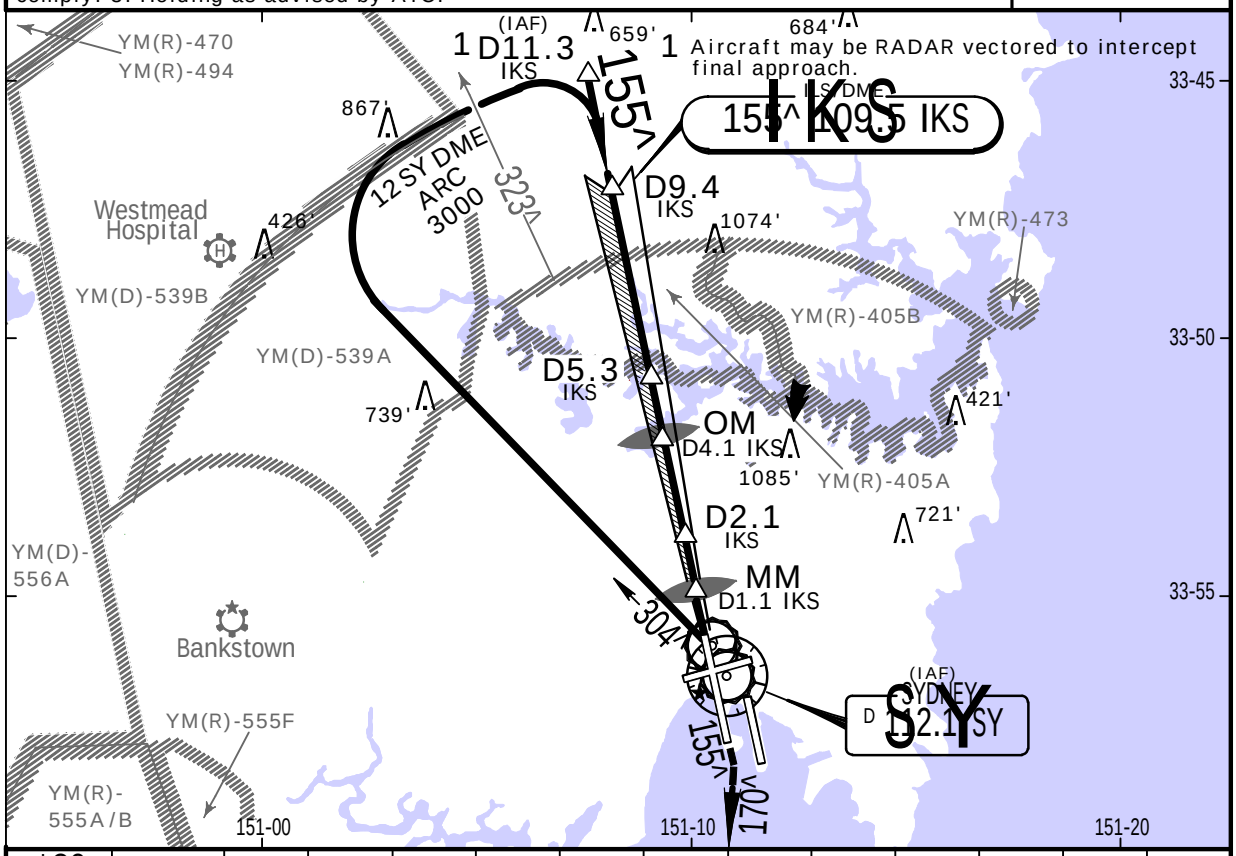
LOC IKS	Final Apch Crs	GS D5.3 IKS	ILS DA(H)	Apt Elev 21'
109.5	155^	1700' (1692')	210' (202')	Rwy 16R 8'

MISSED APCH: Track 155^, at MANDATORY 600', turn RIGHT track 170^. Climb to 3000' or as directed by ATC.

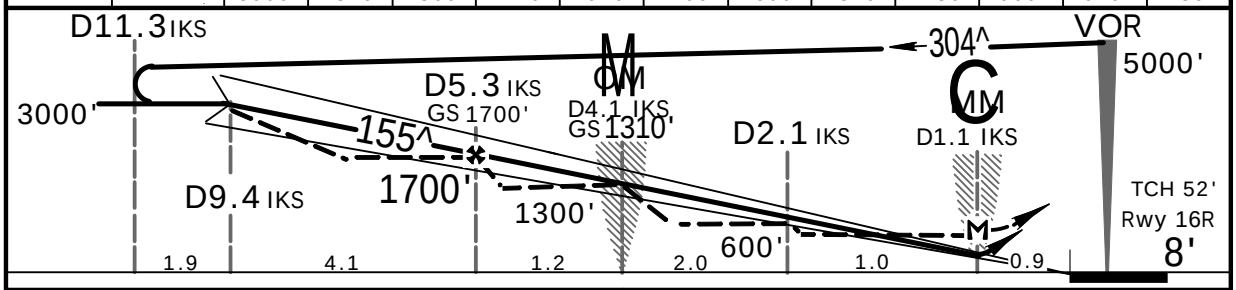
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

1. IKS DME (LOC ONLY) REQUIRED. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as advised by ATC.

2700'
MSA SY VOR 2100' within 10 NM



LOC (GS out)	IKS DME	9.4	9.0	8.0	7.0	6.0	5.3	5.0	4.1	4.0	3.0	2.0	1.4
	ALTITUDE	3000'	2870'	2560'	2240'	1920'	1700'	1600'	1310'	1280'	960'	640'	450'



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at MM/D1.1 IKS						

ALSF-II PAPI PAPI 155^ MANDATORY 600' 170^ RT 3000'

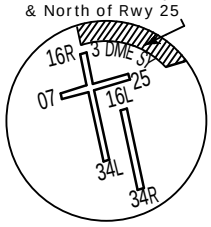
STRAIGHT-IN LANDING RWY16R

ILS DA(H) 210' (202')			LOC (GS out) DME MDA(H) 460' (452')	
FULL	HIRL out	HIALS out		HIALS out
RVR 550m VIS 0.8 km	1.2 km	1.5 km	1.7 km	2.6 km

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	710' (689')-2.4 km
135	
180	1000' (979')-4.0 km
205	1000' (979')-5.0 km

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



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JeppView 3.6.2.0

YSSY/SYD SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

JEPPESEN 15 AUG 14 Eff.21.Aug. (11-7A)

ILS-Z Rwy 16R CAT II

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

SYDNEY Tower	Ground
Rwy 16R/34L & 07/25 120.5 Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7

BRIEFING STRIP ™

LOC IKS	Final Apch Crs	GS D5.3 IKS	CAT II ILS RA 101' DA(H) 108' (100')	Apt Elev 21' Rwy 16R 8'
109.5	155^	1700' (1692')		

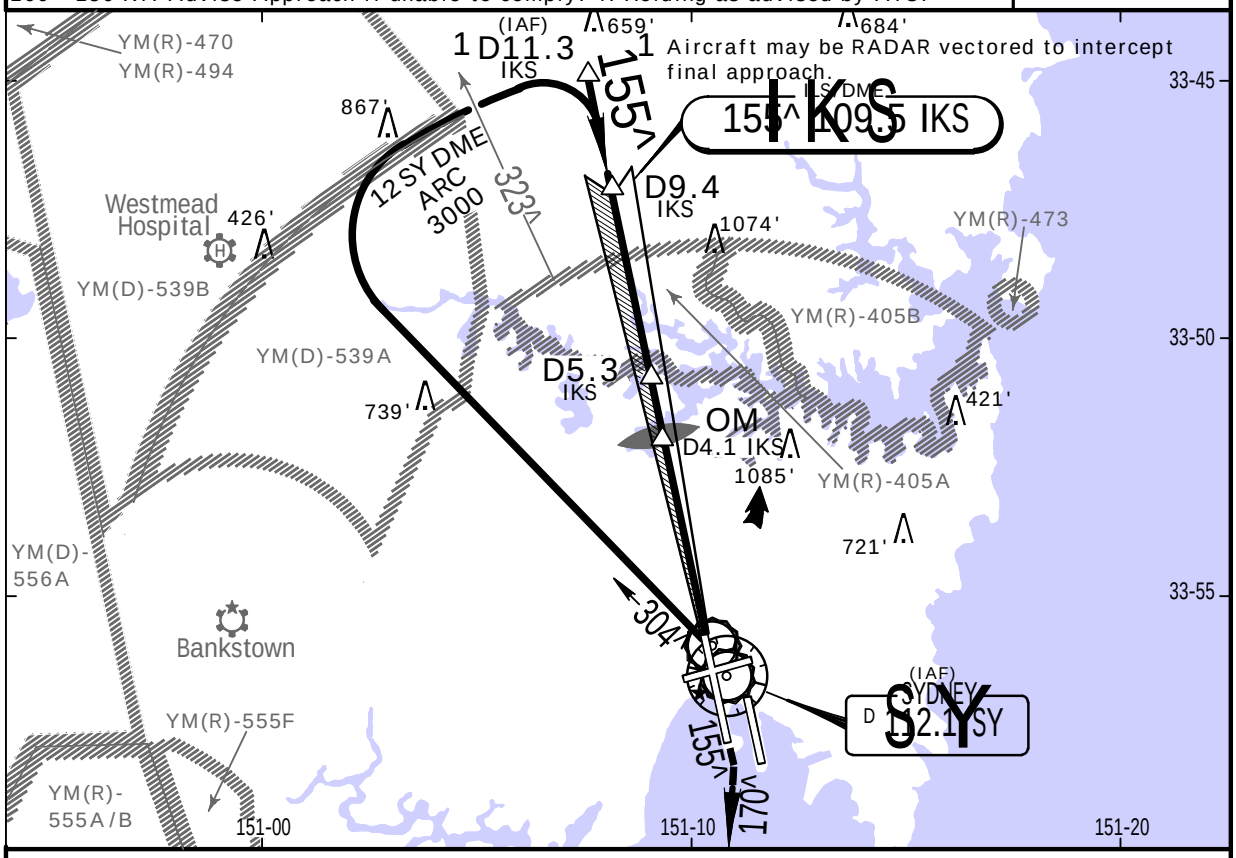
MISSED APCH: Track 155^, at MANDATORY 600', turn RIGHT track 170^. Climb to 3000' or as directed by ATC.

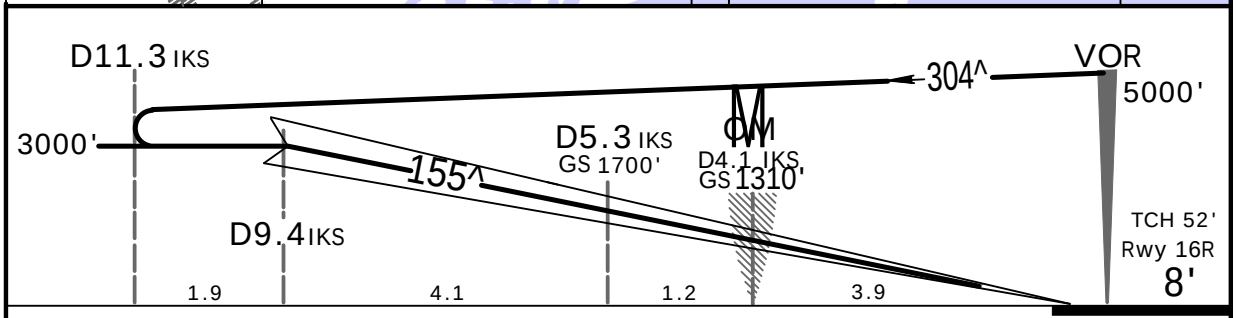
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

1. SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. 2. IKS DME REQUIRED. 3. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 4. Holding as advised by ATC.

2700'

MSA SY VOR 2100' within 10 NM





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

ALSF-II PAPI PAPI 155^ MANDATORY 600' 170^ RT 3000'

STRAIGHT-IN LANDING RWY16R
CAT II ILS
RA 101'
DA(H) 108' (100')

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RVR 350m

CHANGES: Notes:

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YSSY/SYD SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL 4 JUL 14 (11-8) ILS-Z PRM Rwy 16R

JEPPESEN

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

SYDNEY Tower			Ground	
Rwy 16R/34L & 07/25 120.5	Rwy 16L/34R 124.7	MONITOR PRM 119.45	West of Rwy 16R/34L 126.5	East of Rwy 16R/34L 121.7

LOC IKS	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 21'
109.5	155^	1310' (1302')	210' (202')	Rwy 16R 8'

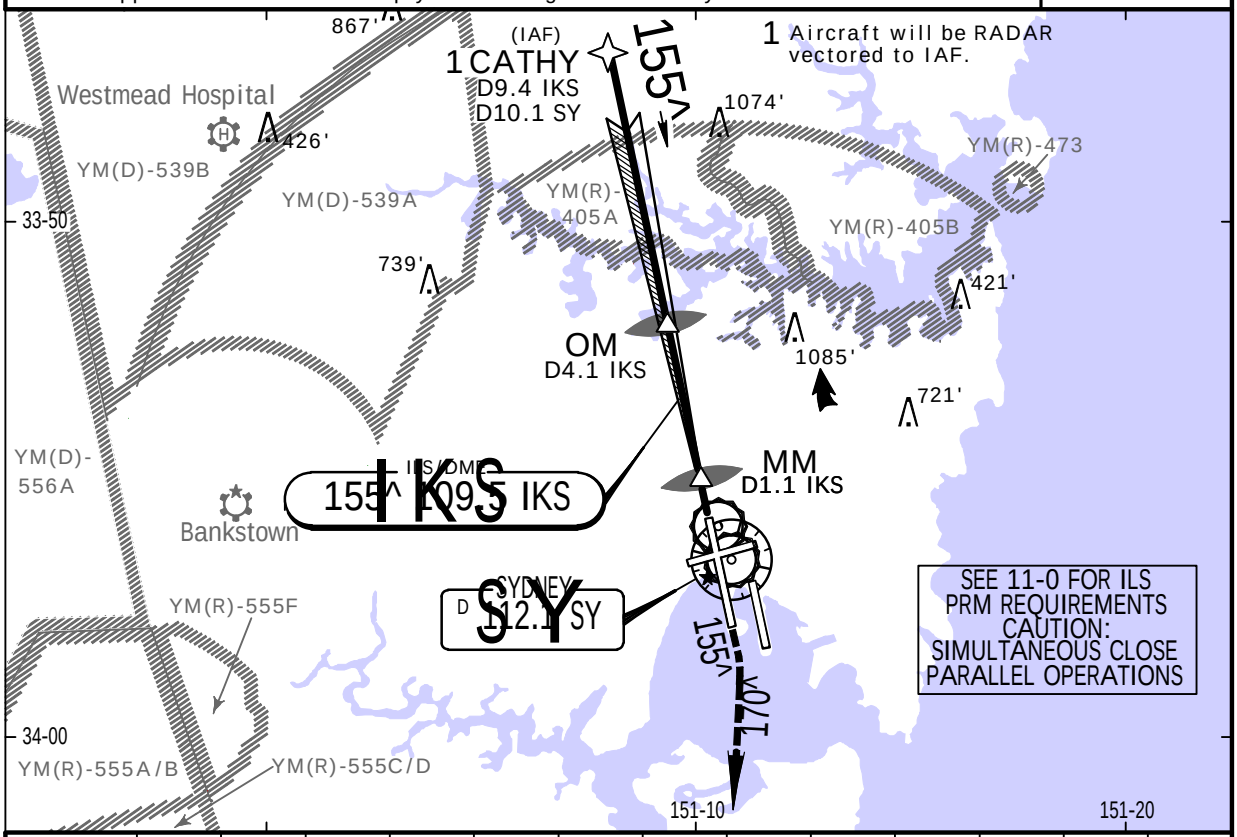
MISSED APCH: Track 155^, at MANDATORY 600' turn RIGHT, track 170^. Continue climb to 3000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

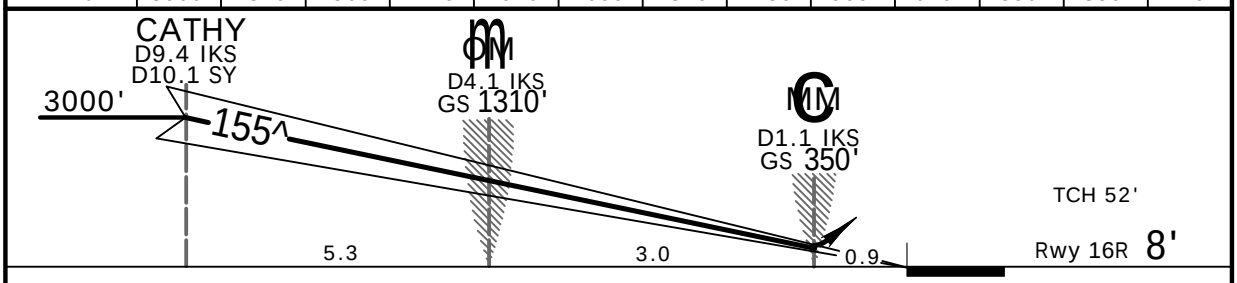
1. Dual VHF communications required. 2. See 11-0 for "ILS PRM USER INSTRUCTIONS". 3. ATC Approach Speeds: At CATHY 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 4. Holding as advised by ATC.

2700'

MSA SY VOR 2100' within 10 NM



IKS DME	9.4	9.0	8.0	7.0	6.0	5.0	4.1	4.0	3.0	2.0	1.1	1.0	0.7
ALTITUDE	3000'	2870'	2560'	2240'	1920'	1600'	1310'	1280'	960'	640'	350'	330'	210'



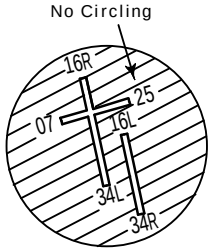
Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II PAPI PAPI

155^ | MANDATORY 600' | 170^ RT | 3000'

STRAIGHT-IN LANDING RWY16R ILS DME DA(H) 210' (202')			CIRCLE-TO-LAND
FULL	HIRL out	HIALS out	
RVR 550m VIS 0.8 km	1.2 km	1.5 km	NOT AUTHORIZED

A B C D



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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 4 JUL 14 (11-8A)

SYDNEY, NSW, AUSTRALIA
ILS-Z PRM Rwy 16R CAT II

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

SYDNEY Tower		MONITOR	Ground	
Rwy 16R/34L & 07/25 120.5	Rwy 16L/34R 124.7	PRM 119.45	West of Rwy 16R/34L 126.5	East of Rwy 16R/34L 121.7

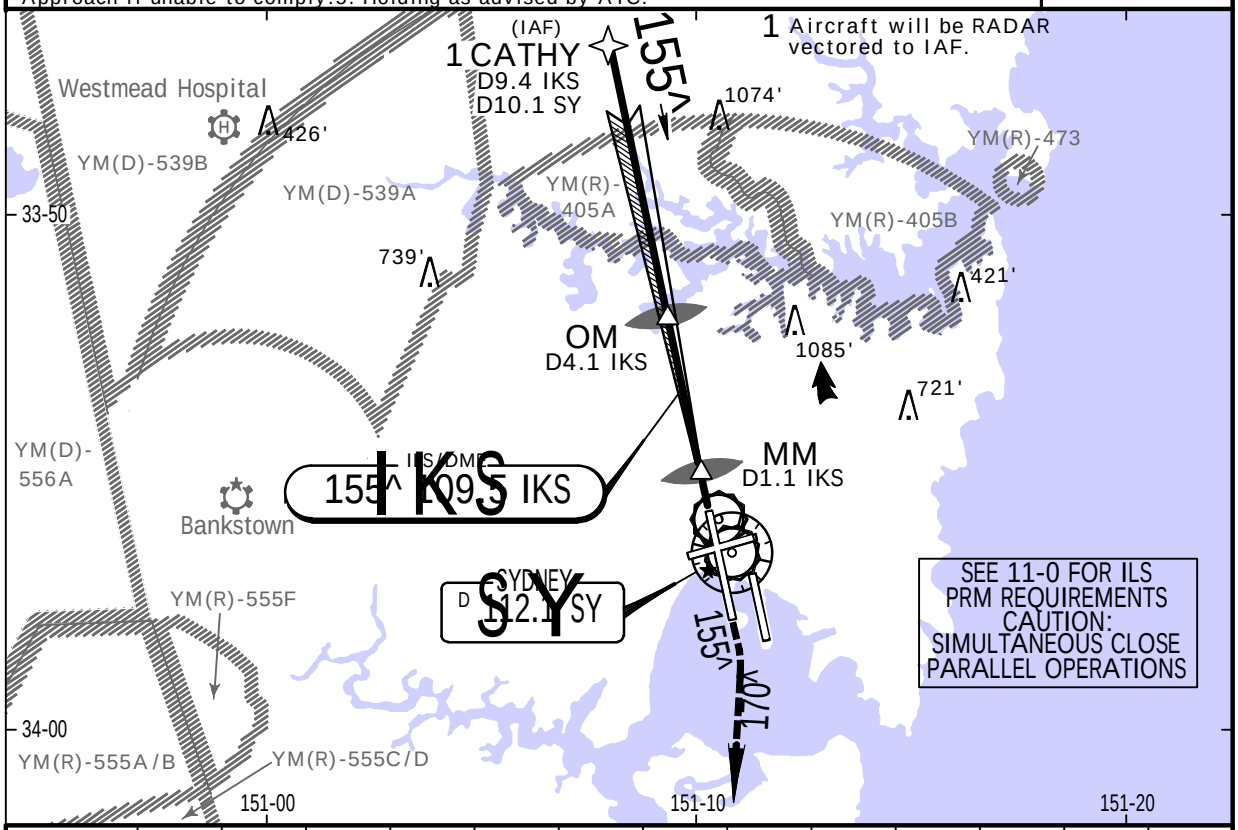
LOC	Final Apch Crs	GS	CAT II ILS		
IKS 109.5	155^	OM 1310' (1302')	RA 101' DA(H) 108' (100')	Apt Elev 21' Rwy 16R 8'	2700'

MISSED APCH: Track 155^, at MANDATORY 600' turn RIGHT, track 170^. Continue climb to 3000' or as directed by ATC.

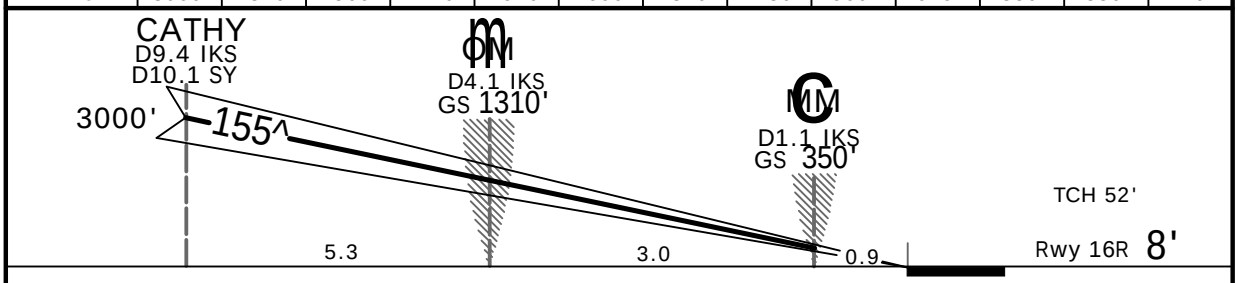
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

1. SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At CATHY 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply.5. Holding as advised by ATC.

MSA SY VOR 2100' within 10 NM



IKS DME	9.4	9.0	8.0	7.0	6.0	5.0	4.1	4.0	3.0	2.0	1.1	1.0	0.7
ALTITUDE	3000'	2870'	2560'	2240'	1920'	1600'	1310'	1280'	960'	640'	350'	330'	210'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI	155^	MANDATORY 600'	170^ RT	3000'
GS 3.00^	372	478	531	637	743	849					

STRAIGHT-IN LANDING RWY 16R
CAT II ILS
RA 101'
DA(H) 108' (100')

RVR 350m

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 18 JUL 14 (11-9)

SYDNEY, NSW, AUSTRALIA ILS-Y or LOC-Y Rwy 16R

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

SYDNEY Tower	Ground
Rwy 16R/34L & 07/25 120.5 Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7

BRIEFING STRIP ™

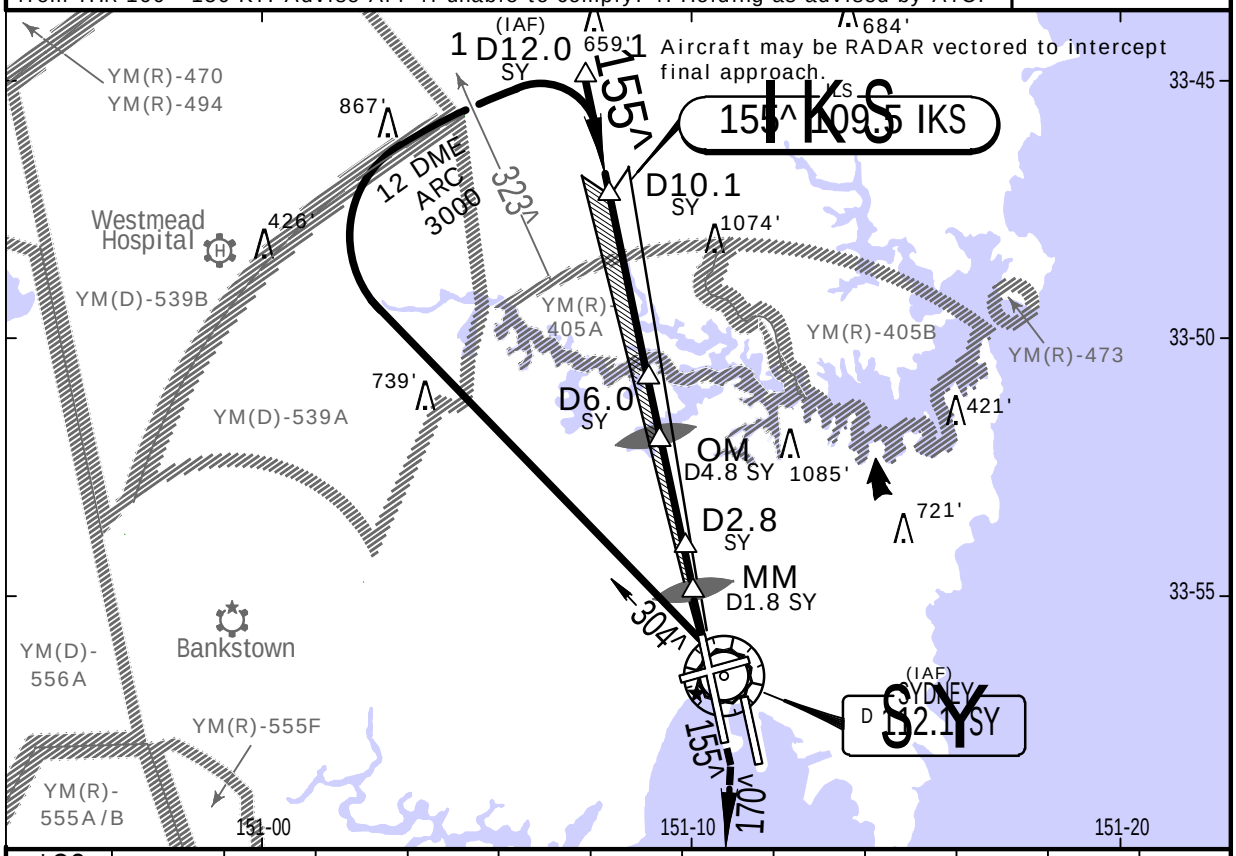
LOC IKS	Final Apch Crs	GS D6.0 SY	ILS DA(H)	Apt Elev 21'
109.5	155^	1700' (1692')	210' (202')	Rwy 16R 8'

MISSED APCH: Track 155^, at MANDATORY 600', turn RIGHT track 170^. Climb to 3000' or as directed by ATC.

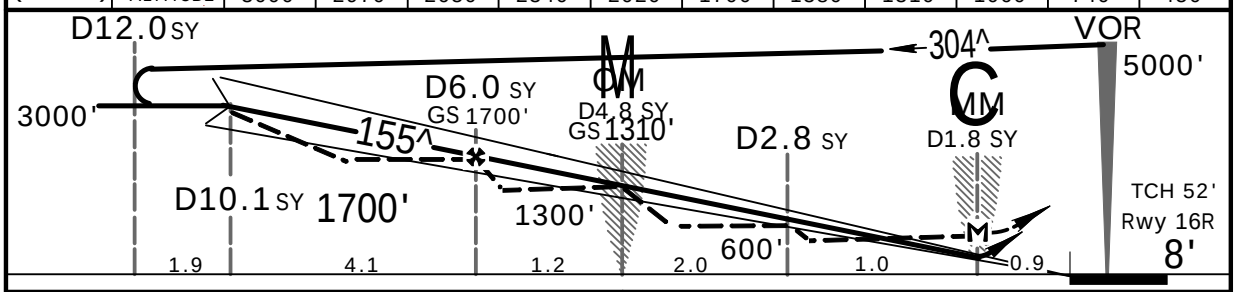
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

1. SY DME (LOC ONLY) REQUIRED. 2. GNSS permitted in lieu of DME. Reference waypoint SY VOR. 3. ATC Approach Speeds: At 10NM from THR 185 - 160 KT, at 5NM from THR 160 - 150 KT. Advise APP if unable to comply. 4. Holding as advised by ATC.

2700'
MSA SY VOR 2100' within 10 NM



LOC (GS out)	SY DME	10.1	10.0	9.0	8.0	7.0	6.0	5.0	4.8	4.0	3.0	2.1
	ALTITUDE	3000'	2970'	2650'	2340'	2020'	1700'	1380'	1310'	1060'	740'	450'



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at MM/D1.8 SY						

ALSF-II PAPI PAPI 155^ MANDATORY 600' 170^ RT 3000'

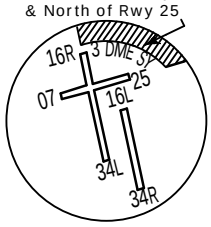
STRAIGHT-IN LANDING RWY16R

	ILS DA(H) 210' (202')		LOC (GS out) DME MDA(H) 460' (452')	
	FULL	HIRL out / HIALS out		HIALS out
A	RVR 550m	1.2 km	1.7 km	2.6 km
B				
C	VIS 0.8 km	1.5 km		
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	710' (689')-2.4 km
135	
180	1000' (979')-4.0 km
205	1000' (979')-5.0 km

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



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CHANGES: Step down D2.8: SY, minimums.

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YSSY/SYD

-(KINGSFORD SMITH) INTL

JEPPESEN

18 JUL 14 (11-10)

SYDNEY, NSW, AUSTRALIA
ILS-Y PRM Rwy 16R

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

SYDNEY Tower		Ground	
Rwy 16R/34L & 07/25 120.5	Rwy 16L/34R 124.7	MONITOR PRM 119.45	West of Rwy 16R/34L 126.5	East of Rwy 16R/34L 121.7

LOC IKS	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 21'
109.5	155^	1310' (1302')	210' (202')	Rwy 16R 8'

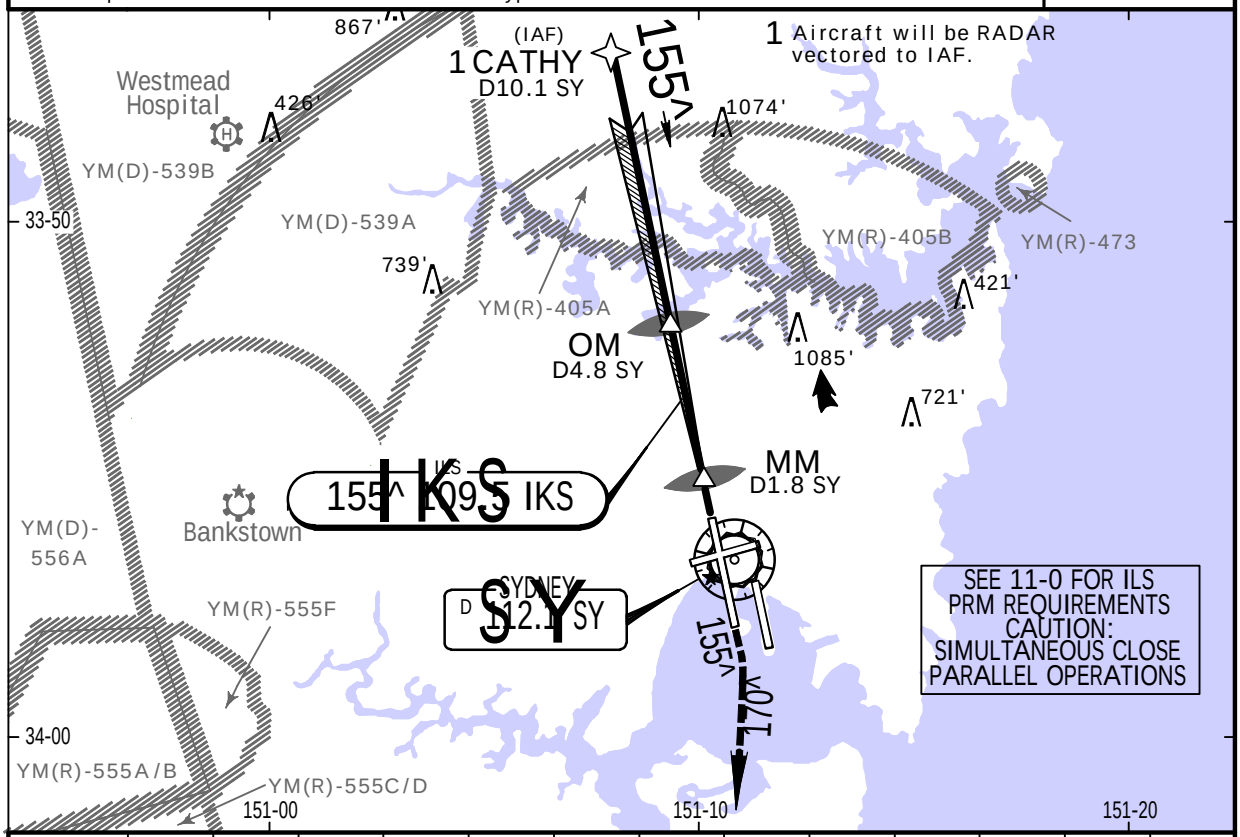
MISSED APCH: Track 155^, at MANDATORY 600' turn RIGHT, track 170^. Continue climb to 3000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

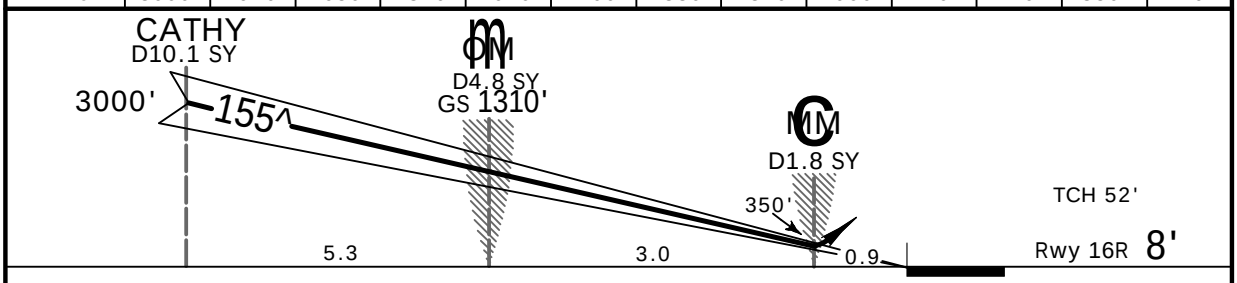
1. SY DME required. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At CATHY 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 5. Holding as advised by ATC. 6. GNSS permitted in lieu of DME. Reference waypoint SY VOR.

2700'

MSA SY VOR 2100' within 10 NM



SY DME	10.1	10.0	9.0	8.0	7.0	6.0	5.0	4.8	4.0	3.0	2.0	1.8	1.4
ALTITUDE	3000'	2970'	2650'	2340'	2020'	1700'	1380'	1310'	1060'	740'	420'	350'	210'



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

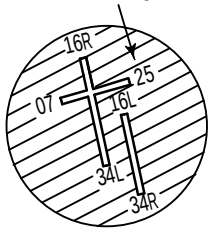
ALSF-II PAPI PAPI

155^ | MANDATORY 600' | 170^ RT | 3000'

STRAIGHT-IN LANDING RWY16R ILS DA(H) 210' (202')	FULL	HIRL out	HIALS out
A, B, C, D	RVR 550m VIS 0.8 km	1.2 km	1.5 km

CIRCLE-TO-LAND	
A, B, C, D	NA

No Circling



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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 4 JUL 14 (11-11)

SYDNEY, NSW, AUSTRALIA
ILS or LOC Rwy 25

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R) North	SYDNEY Approach (R) South	Director West	Director East
112.1 118.55 126.25 428	124.4	128.3	126.1	125.3

SYDNEY Tower		Ground	
Rwy 16R/34L & 07/25 120.5	Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5	East of Rwy 16R/34L 121.7

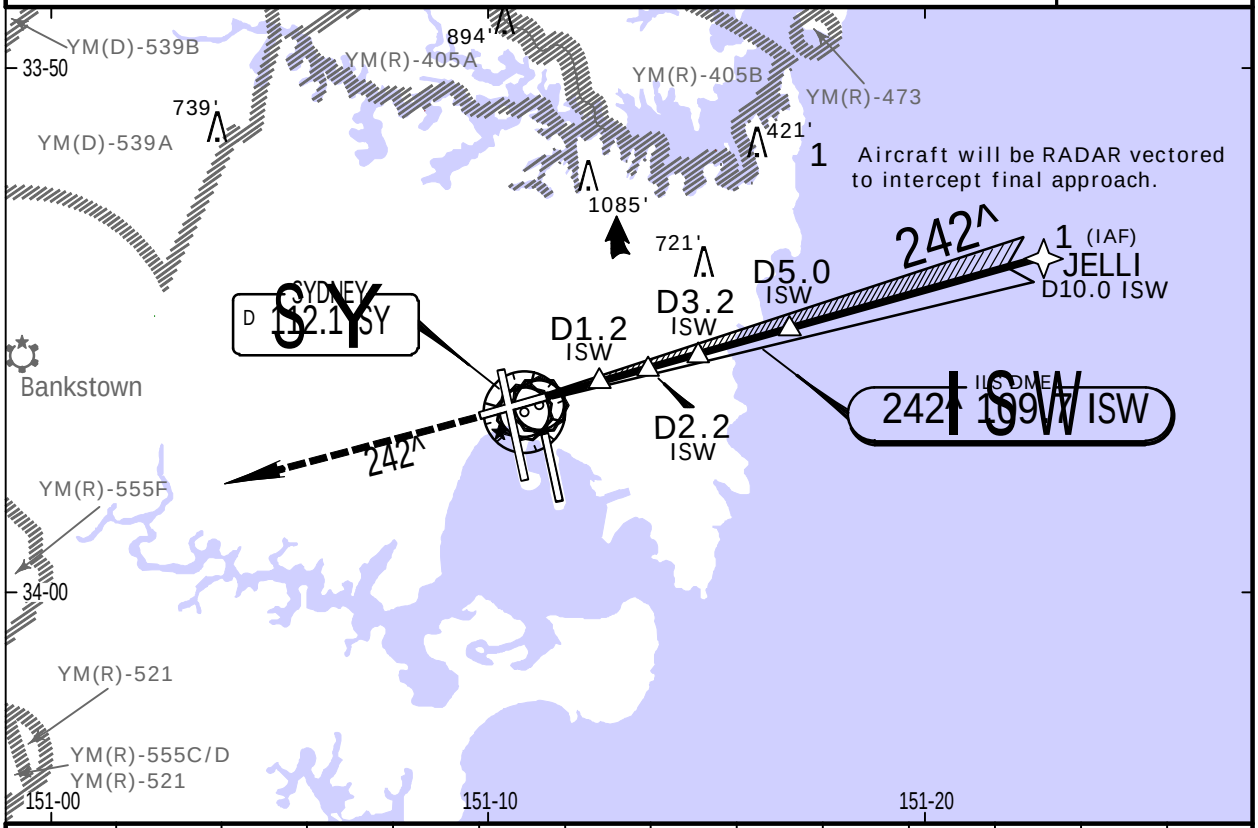
LOC ISW	Final Apch Crs	GS D5.0 ISW	ILS DA(H)	Apt Elev 21'
109.7	242^	1610' (1590')	270' (250')	Rwy 25 20'

MISSED APCH: Track 242^. Climb to 3000' or as directed by ATC.

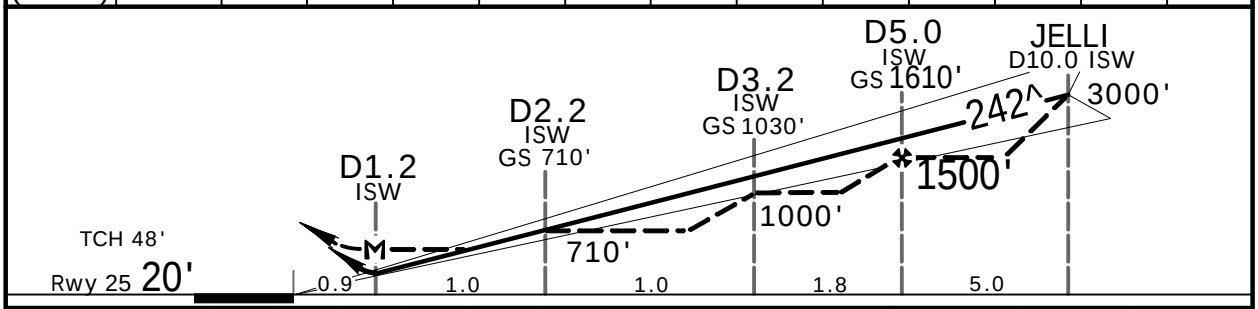
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'

1. ISW DME REQUIRED. 2. ATC Approach Speeds: At JELLI 185 - 160 KT, at 5NM from THR 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.

2700'
MSA SY VOR 2100' within 10 NM



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



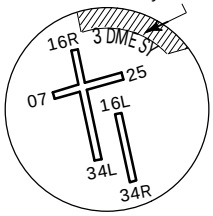
Gnd Speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D1.2 ISW						

PAPI 242^ 3000'

STRAIGHT-IN LANDING RWY 25	ILS DME	LOC (GS out) DME
	DA(H) 270' (250')	MDA(H) 580' (560')
A, B, C, D	1.5 km	3.2 km

CIRCLE-TO-LAND Max Kts	MDA(H)
100, 135	710' (689') - 2.4 km
180	1000' (979') - 4.0 km
205	1000' (979') - 5.0 km

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



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CHANGES: Approach speeds note.

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YSSY/SYD SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

JEPPESEN 4 JUL 14 (11-12)

ILS-Z or LOC-Z Rwy 34L

BRIEFING STRIP™

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

SYDNEY Tower	Ground
Rwy 16R/34L & Rwy 07/25 120.5 Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7

LOC ISN	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 21'
110.1	335^	1290' (1276')	220' (206')	Rwy 34L 14'

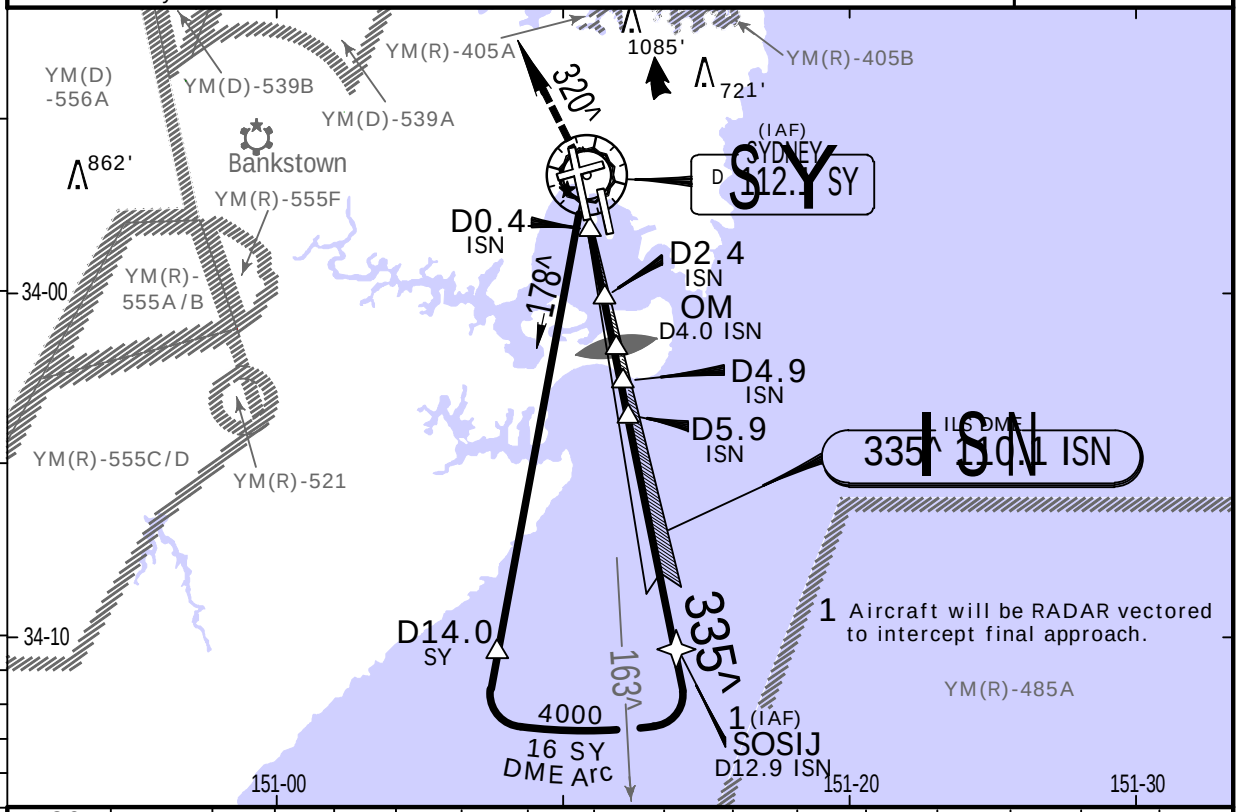
MISSED APCH: Track 335^. At MANDATORY 500' turn LEFT track 320^. Climb to 3000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'

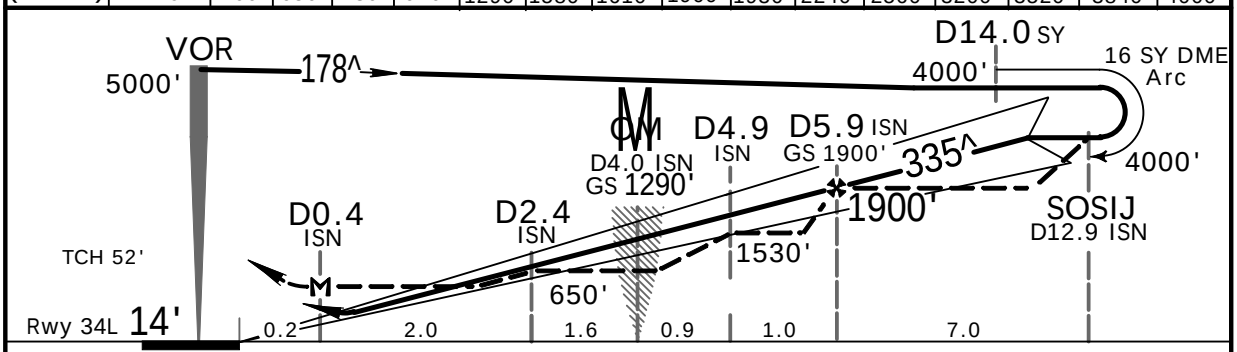
1. ISN DME REQUIRED. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.

2700'

MSA SY VOR 2100' within 10 NM



LOC (GS out)	ISN DME	1.2	2.0	2.4	3.0	4.0	4.9	5.0	5.9	6.0	7.0	8.0	10.0	11.0	12.0	12.5
	ALTITUDE	400'	650'	780'	970'	1290'	1580'	1610'	1900'	1930'	2240'	2560'	3200'	3520'	3840'	4000'



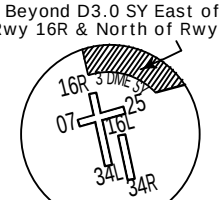
Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D0.4 ISN						

ALSF-II PAPI PAPI 335^ MANDATORY 500' 320^ LT 3000'

STRAIGHT-IN LANDING RWY 34L	ILS DME DA(H) 220' (206')			LOC (GS out) DME MDA(H) 400' (386')	
	FULL	HIRL out	HIALS out		HIALS out
A	RVR 800m	1.2 km	1.5 km	1.7 km	2.6 km
B					
C	VIS 0.8 km				

CIRCLE-TO-LAND Max Kts	MDA(H)
100	710' (689') -2.4 km
135	
180	1000' (979') -4.0 km

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



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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 4 JUL 14 (11-12A)

SYDNEY, NSW, AUSTRALIA ILS-Z Rwy 34L CAT II

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

SYDNEY Tower	Ground
Rwy 16R/34L & Rwy 07/25 120.5 Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7

BRIEFING STRIP™

LOC ISN	Final Apch Crs	GS OM	CAT II ILS RA 101' DA(H)	Apt Elev 21' Rwy 34L 14'
110.1	335^	1290' (1276')	114' (100')	

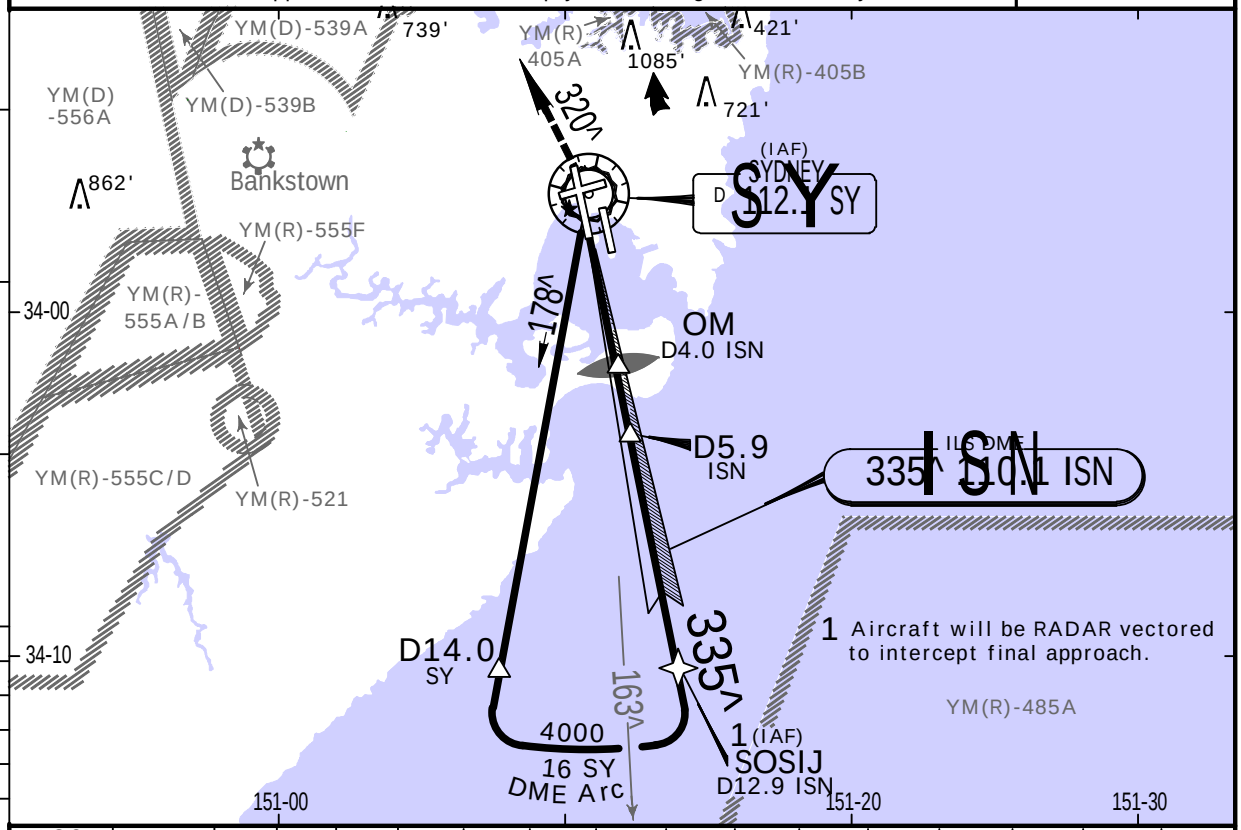
MISSED APCH: Track 335^. At MANDATORY 500' turn LEFT track 320^. Climb to 3000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'

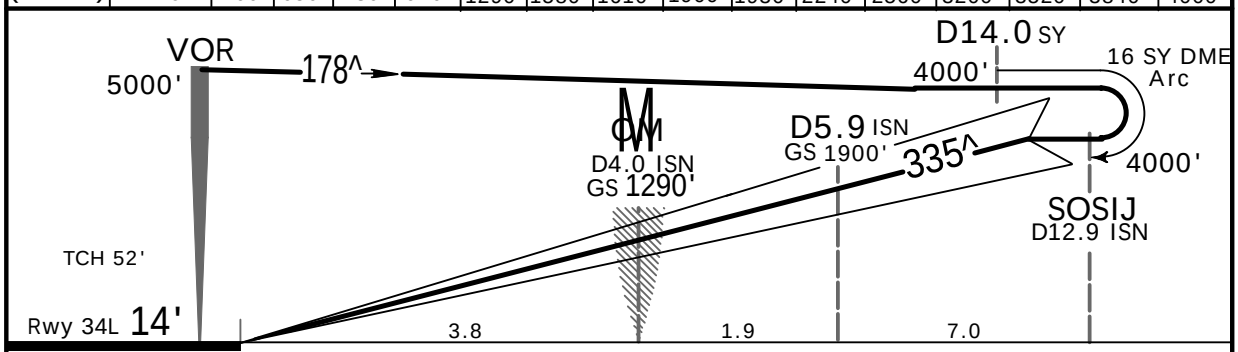
1. SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED. 2. ISN DME REQUIRED.
3. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 4. Holding as directed by ATC.

2700'

MSA SY VOR 2100' within 10 NM



LOC (GS out)	ISN DME	1.2	2.0	2.4	3.0	4.0	4.9	5.0	5.9	6.0	7.0	8.0	10.0	11.0	12.0	12.5
	ALTITUDE	400'	650'	780'	970'	1290'	1580'	1610'	1900'	1930'	2240'	2560'	3200'	3520'	3840'	4000'



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

ALSF-II PAPI PAPI | 335^ | MANDATORY 500' | 320^ LT | 3000'

STRAIGHT-IN LANDING RWY 34L
CAT II ILS
RA 101'
DA(H) 114' (100')

RVR 350m

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YSSY/SYD SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL 4 JUL 14 (11-13)

ILS-Z PRM Rwy 34L

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

SYDNEY Tower		MONITOR	Ground
Rwy 16R/34L & Rwy 07/25 120.5	Rwy 16L/34R 124.7	PRM 119.45	West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7

LOC ISN	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 21'
110.1	335^	1290' (1276')	220' (206')	Rwy 34L 14'

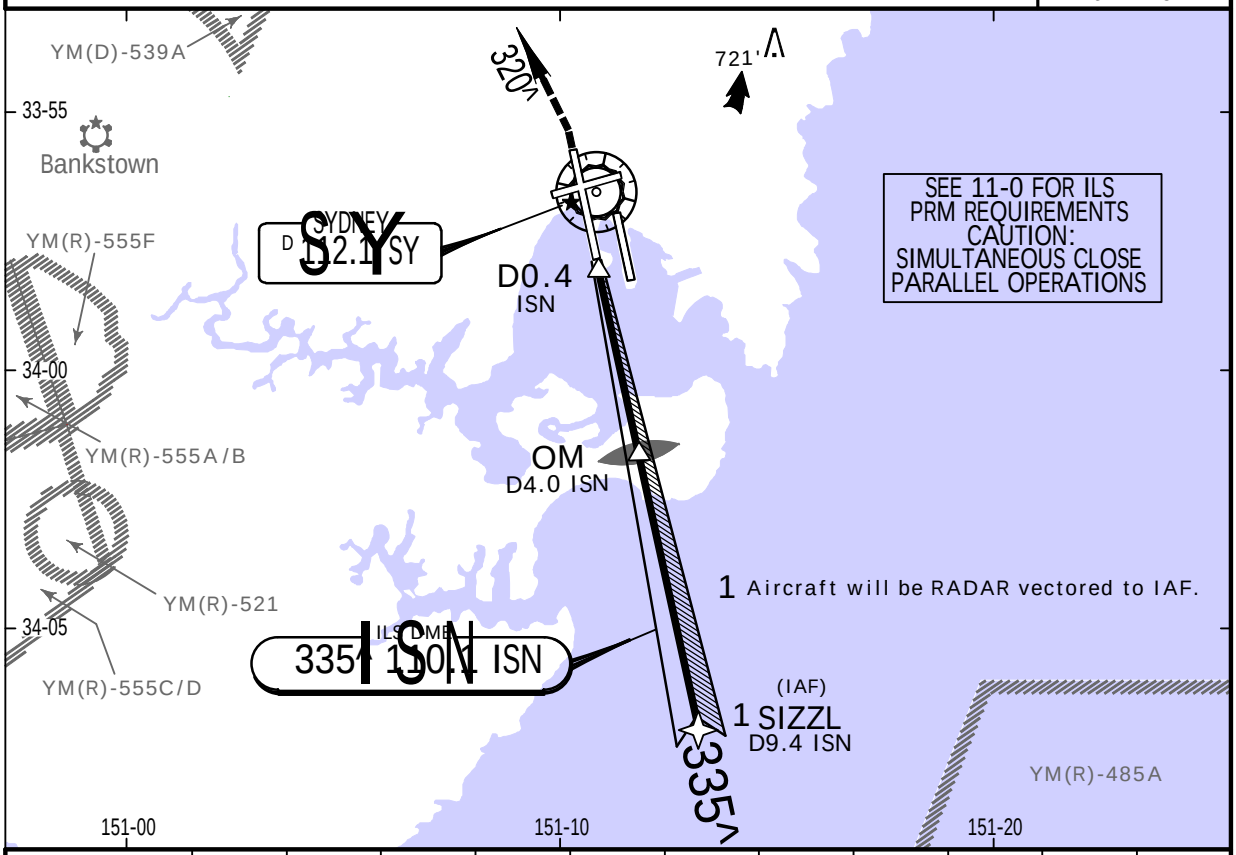
MISSED APCH: Track 335^. At MANDATORY 500' turn LEFT track 320^. Climb to 3000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'

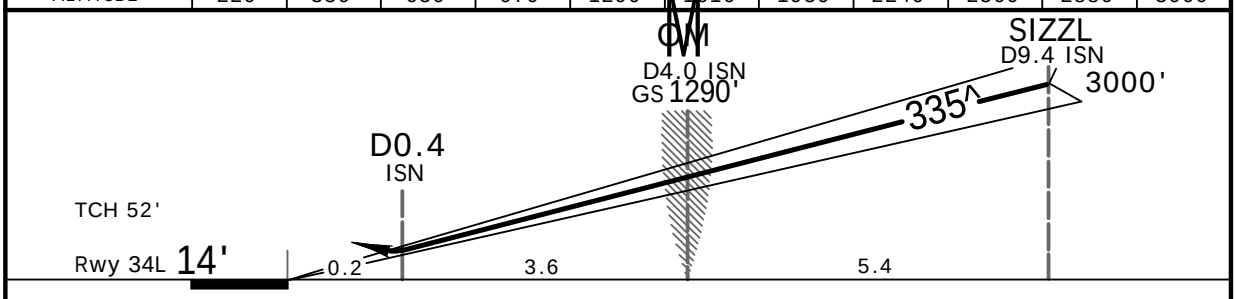
1. ISN DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At SIZZL 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 5. Holding as directed by ATC.

2700'

MSA SY VOR 2100' within 10 NM



ISN DME	0.7	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	9.4
ALTITUDE	220'	330'	650'	970'	1290'	1610'	1930'	2240'	2560'	2880'	3000'



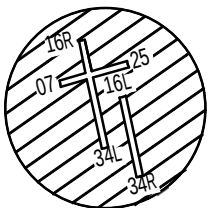
Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II PAPI PAPI 335^ MANDATORY 500' 320^ LT 3000'

STRAIGHT-IN LANDING RWY 34L ILS DME DA(H) 220' (206')			CIRCLE-TO-LAND
FULL	HIRL out	HIALS out	
RVR 800m VIS 0.8 km	1.2 km	1.5 km	NOT AUTHORIZED

NS OPS A B C

No Circling



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YSSY/SYD SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL 4 JUL 14 (11-13A) ILS-Z PRM Rwy 34L CAT II

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

SYDNEY Tower		MONITOR	Ground
Rwy 16R/34L & Rwy 07/25 120.5	Rwy 16L/34R 124.7	PRM 119.45	West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7

LOC ISN	Final Apch Crs	GS OM	CAT II RA 101' DA(H)	Apt Elev 21' Rwy 34L 14'
110.1	335^	1290' (1276')	114' (100')	

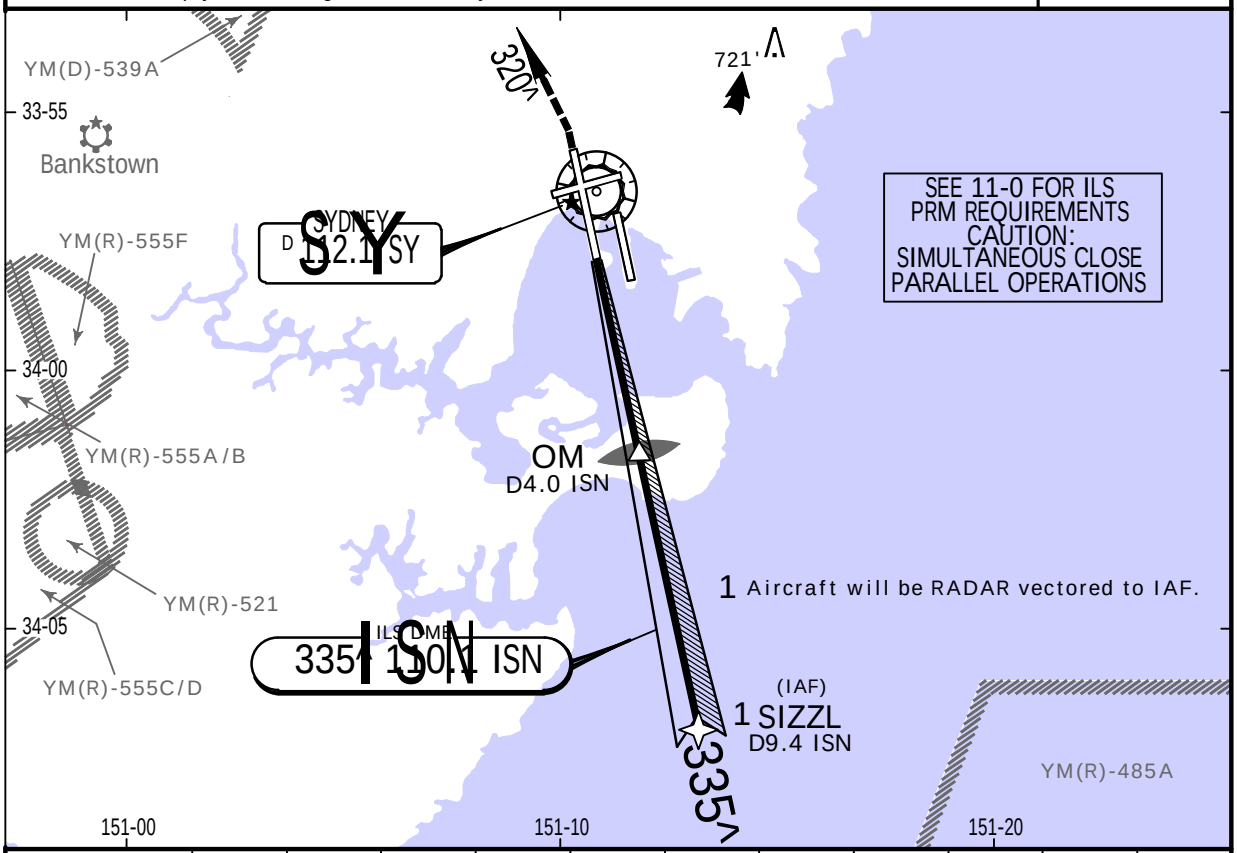
MISSED APCH: Track 335^. At MANDATORY 500' turn LEFT track 320^. Climb to 3000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'

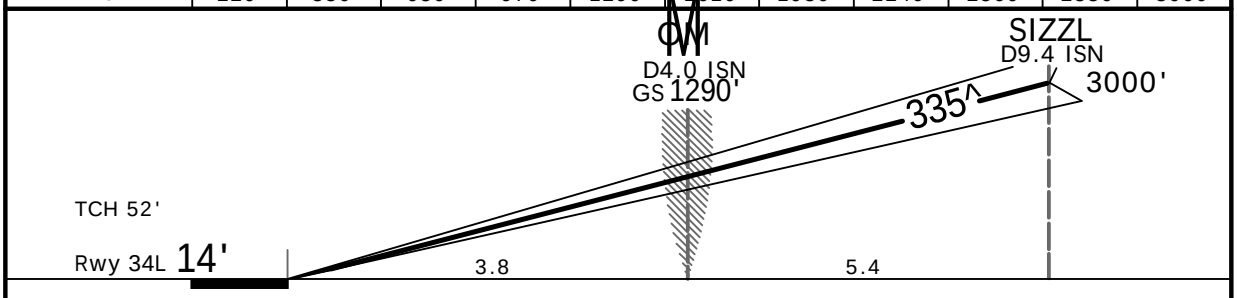
1. SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED. 2. ISN DME REQUIRED. 3. DUAL VHF COMMUNICATIONS REQUIRED. 4. See 11-0 for "ILS PRM USER INSTRUCTIONS". 5. ATC Approach Speeds: At SIZZL 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 6. Holding as directed by ATC.

2700'

MSA SY VOR 2100' within 10 NM



ISN DME	0.7	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	9.4
ALTITUDE	220'	330'	650'	970'	1290'	1610'	1930'	2240'	2560'	2880'	3000'



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

ALSF-II PAPI PAPI 335^ MANDATORY 500' 320^ LT 3000'

STRAIGHT-IN LANDING RWY 34L
CAT II ILS
RA 101'
DA(H) 114' (100')

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RVR 350m

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 4 JUL 14 (11-14)

SYDNEY, NSW, AUSTRALIA ILS-Y or LOC-Y Rwy 34L

BRIEFING STRIP™

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

SYDNEY Tower	Ground
Rwy 16R/34L & Rwy 07/25 120.5 Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7

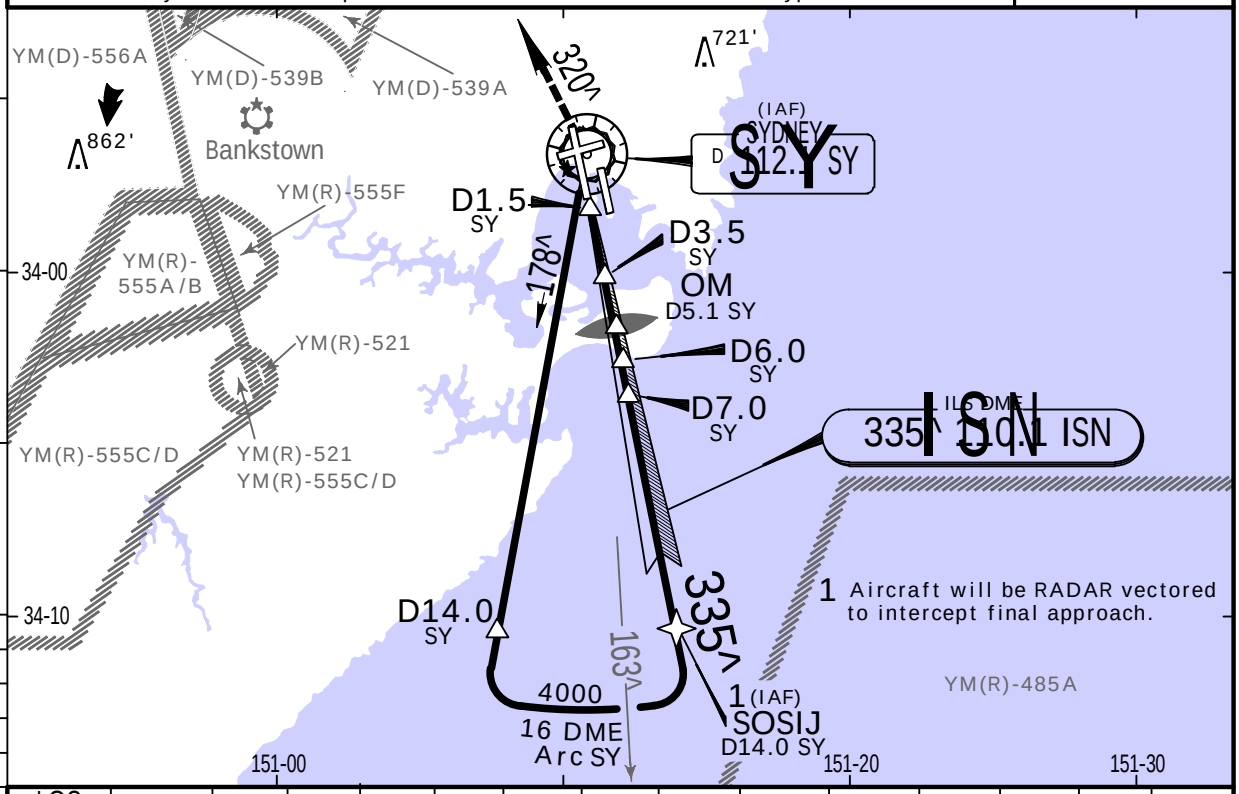
LOC ISN	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 21'
110.1	335^	1290' (1276')	220' (206')	Rwy 34L 14'

MISSED APCH: Track 335^. At MANDATORY 500' turn LEFT track 320^. Climb to 3000' or as directed by ATC.

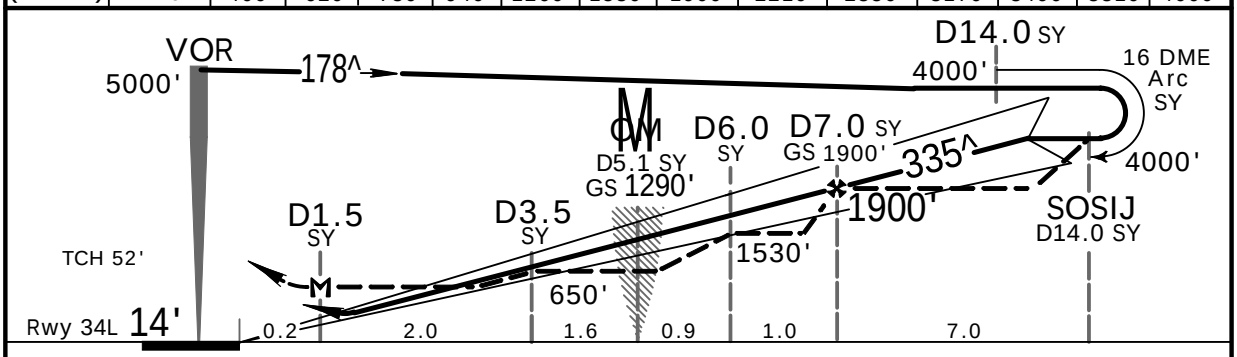
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'

1. SY DME REQUIRED. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC. 4. GNSS permitted in lieu of DME. Reference waypoint SY VOR.

2700'
MSA SY VOR 2100' within 10 NM



LOC (GS out)	SY DME	2.3	3.0	3.5	4.0	5.0	6.0	7.0	8.0	10.0	11.0	12.0	13.0	13.6
	ALTITUDE	400'	620'	780'	940'	1260'	1580'	1900'	2210'	2850'	3170'	3490'	3810'	4000'



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D1.5 SY						

ALSF-II PAPI PAPI 335^ MANDATORY 500' 320^ LT 3000'

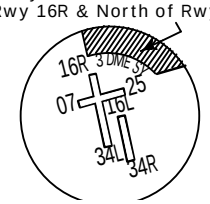
STRAIGHT-IN LANDING RWY 34L

	ILS DME DA(H) 220' (206')		LOC (GS out) DME MDA(H) 400' (386')	
	FULL	HIRL out / HIALS out		HIALS out
A	RVR 800m	1.2 km	1.5 km	1.7 km	2.6 km
B				
C	VIS 0.8 km			

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	710' (689') -2.4 km
135	
180	1000' (979') -4.0 km

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



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YSSY/SYD SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL 4 JUL 14 (11-15) ILS-Y PRM Rwy 34L

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

SYDNEY Tower		MONITOR	Ground	
Rwy 16R/34L & Rwy 07/25 120.5	Rwy 16L/34R 124.7	PRM 119.45	West of Rwy 16R/34L 126.5	East of Rwy 16R/34L 121.7

LOC ISN	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 21'
110.1	335^	1290' (1276')	220' (206')	Rwy 34L 14'

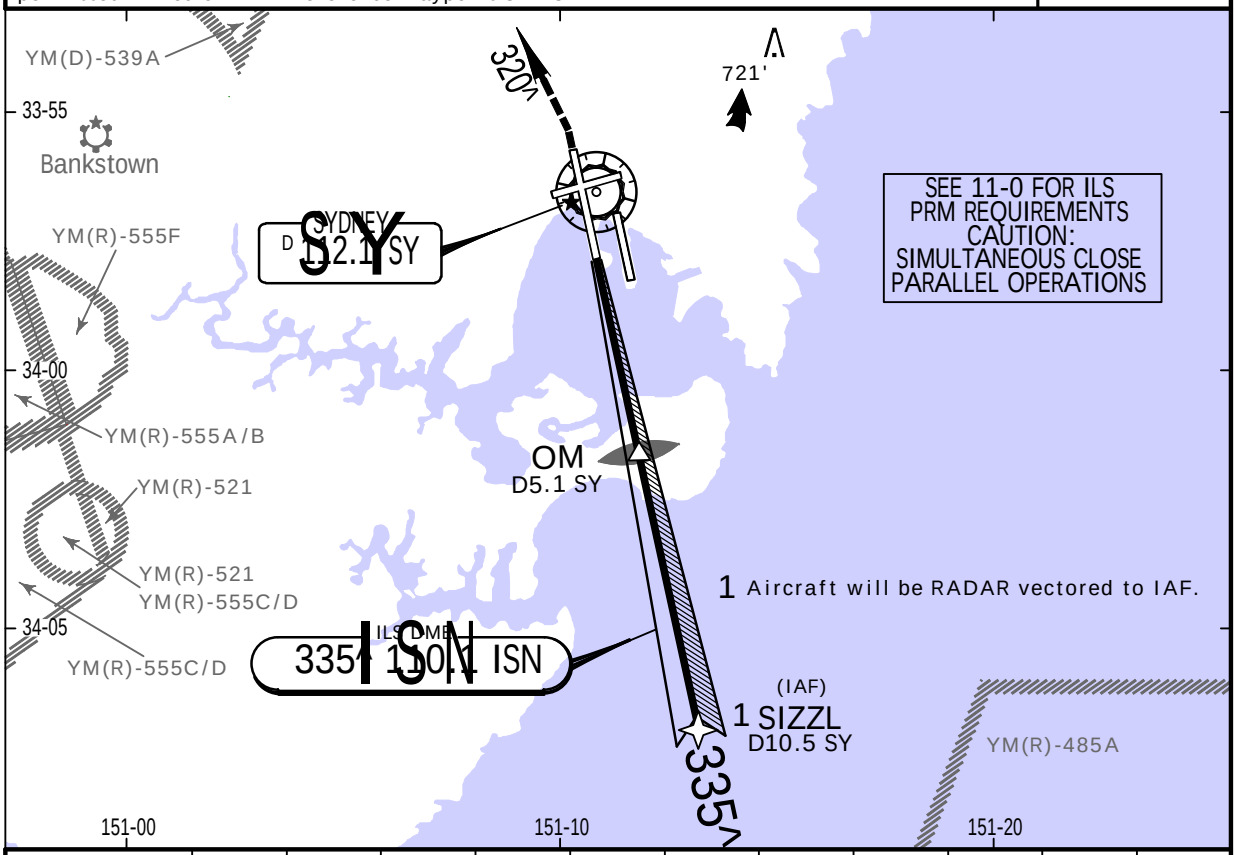
MISSED APCH: Track 335^. At MANDATORY 500' turn LEFT track 320^. Climb to 3000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'

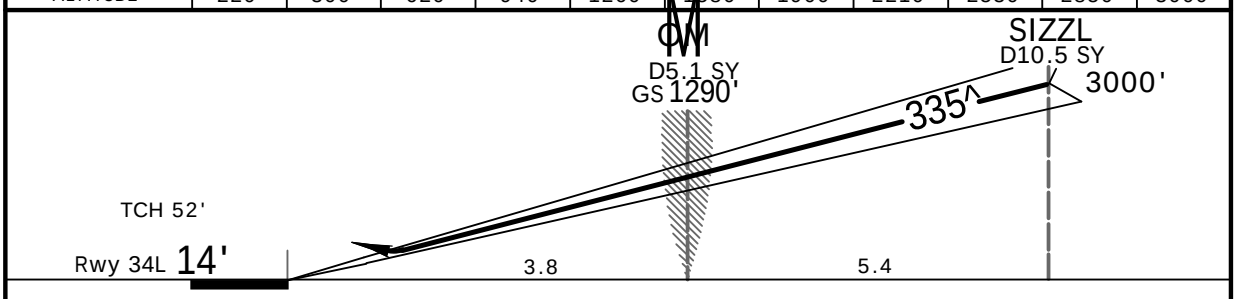
1. SY DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At SIZZL 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 5. Holding as directed by ATC. 6. GNSS permitted in lieu of DME. Reference waypoint SY VOR.

2700'

MSA SY VOR 2100' within 10 NM



SY DME	1.8	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	10.5
ALTITUDE	220'	300'	620'	940'	1260'	1580'	1900'	2210'	2530'	2850'	3000'



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

ALSF-II PAPI PAPI 335^ MANDATORY 500' 320^ LT 3000'

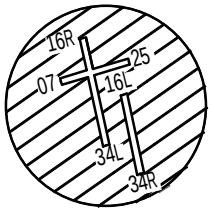
STRAIGHT-IN LANDING RWY 34L
ILS DME
DA(H) 220' (206')

	FULL	HIRL out	HIALS out
A	RVR 800m	1.2 km	1.5 km
B			
C	VIS 0.8 km		

CIRCLE-TO-LAND

A	NOT AUTHORIZED
B	
C	

No Circling



NS OPS

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CHANGES: Approach speeds note.

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YSSY/SYD SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

JEPPESEN 4 JUL 14 (11-16)

ILS-Z or LOC-Z Rwy 34R

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

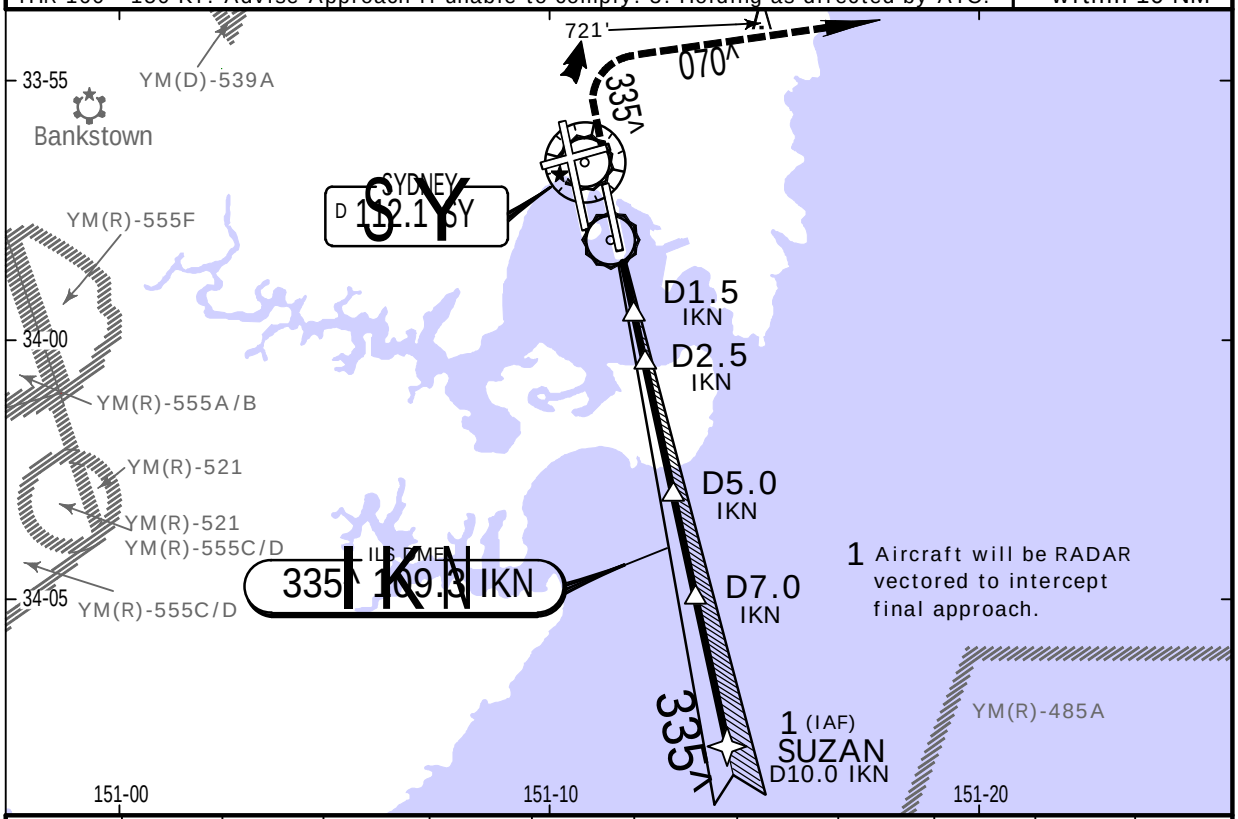
SYDNEY Tower	Ground
Rwy 16L/34R 124.7 Rwy 16R/34L & 07/25 120.5	West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7

LOC IKN	Final Apch Crs	GS D7.0 IKN	ILS DA(H) (CONDITIONAL)	Apt Elev 21' Rwy 34R 13'
109.3	335^	2240' (2227')	270' (257')	

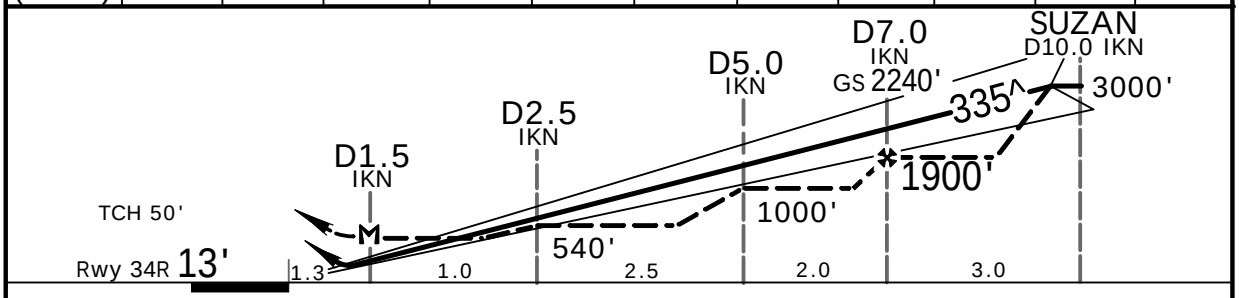
MISSED APCH: Track 335^. At MANDATORY 600' turn RIGHT track 070^. Climb to 2000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'
1. IKN DME REQUIRED. 2. ATC Approach Speeds: At SUZAN 185 - 160 KT, At 5NM from THR 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.

2700'
MSA SY VOR 2100' within 10 NM



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



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D1.5 IKN						

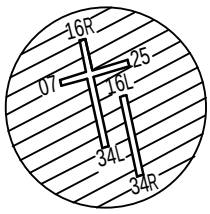
REIL PAPI	335^	MANDATORY 600'	070^ RT	2000'

STRAIGHT-IN LANDING RWY 34R

ILS DME		LOC (GS out) DME
Missed approach requires a minimum climb gradient of 3.3%	Missed approach requires a minimum climb gradient of 2.5%	
DA(H) 270' (257')	DA(H) 460' (447')	MDA(H) 500' (487')

CIRCLE-TO-LAND

No Circling



NS OPS					
A	1.5 km	2.5 km	2.7 km	A	NOT AUTHORIZED
B				B	
C				C	

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CHANGES: Approach speeds note.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 4 JUL 14 (11-17)

SYDNEY, NSW, AUSTRALIA ILS-Z PRM Rwy 34R

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

SYDNEY Tower		Ground
Rwy 16L/34R 124.7 Rwy 16R/34L & Rwy 07/25 120.5	MONITOR PRM 133.95	West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7

LOC IKN	Final Apch Crs	GS D4.0 IKN	ILS DA(H) (CONDITIONAL)	Apt Elev 21' Rwy 34R 13'
109.3	335^	1280' (1267')	270' (257')	

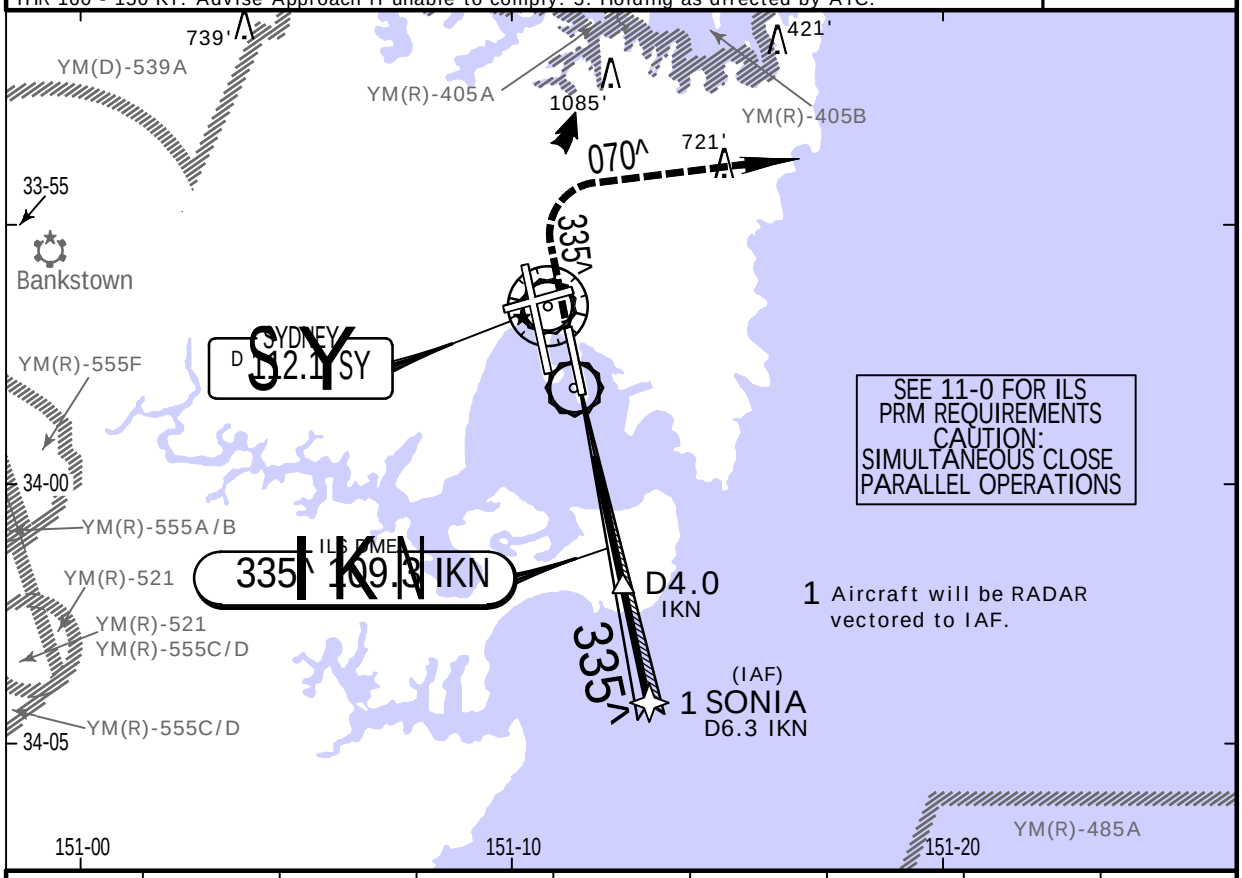
MISSED APCH: Track 335^. At MANDATORY 600' turn RIGHT track 070^. Continue climb to 2000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

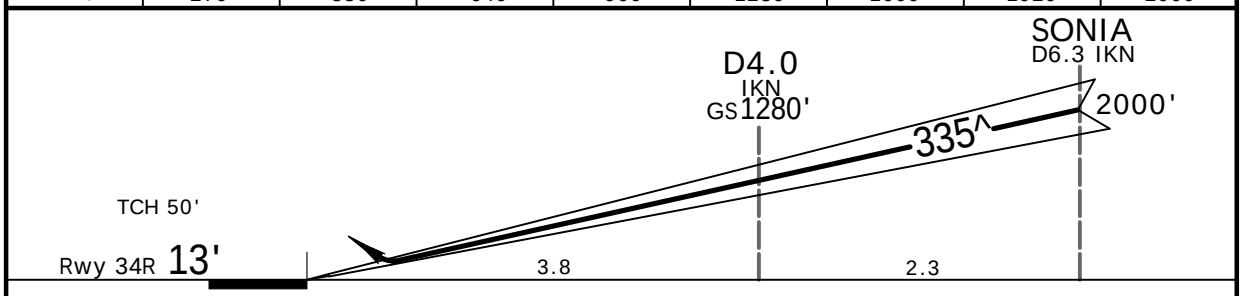
1. IKN DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At 10NM from THR 185 - 160 KT, at 5NM from THR 160 - 150 KT. Advise Approach if unable to comply. 5. Holding as directed by ATC.

2700'

MSA SY VOR 2100' within 10 NM



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

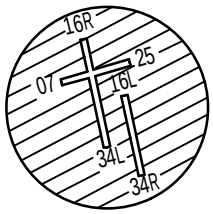


Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

REIL PAPI | 335^ | MANDATORY 600' | 070^ RT | 2000'

STRAIGHT-IN LANDING RWY 34R ILS DME		CIRCLE-TO-LAND
Missed approach requires a minimum climb gradient of 3.3% DA(H) 270' (257')	Missed approach requires a minimum climb gradient of 2.5% DA(H) 460' (447')	
A B C: 1.5 km	2.5 km	A B C: NOT AUTHORIZED

No Circling



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YSSY/SYD SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL 4 JUL 14 (11-18) ILS-Y or LOC-Y Rwy 34R

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

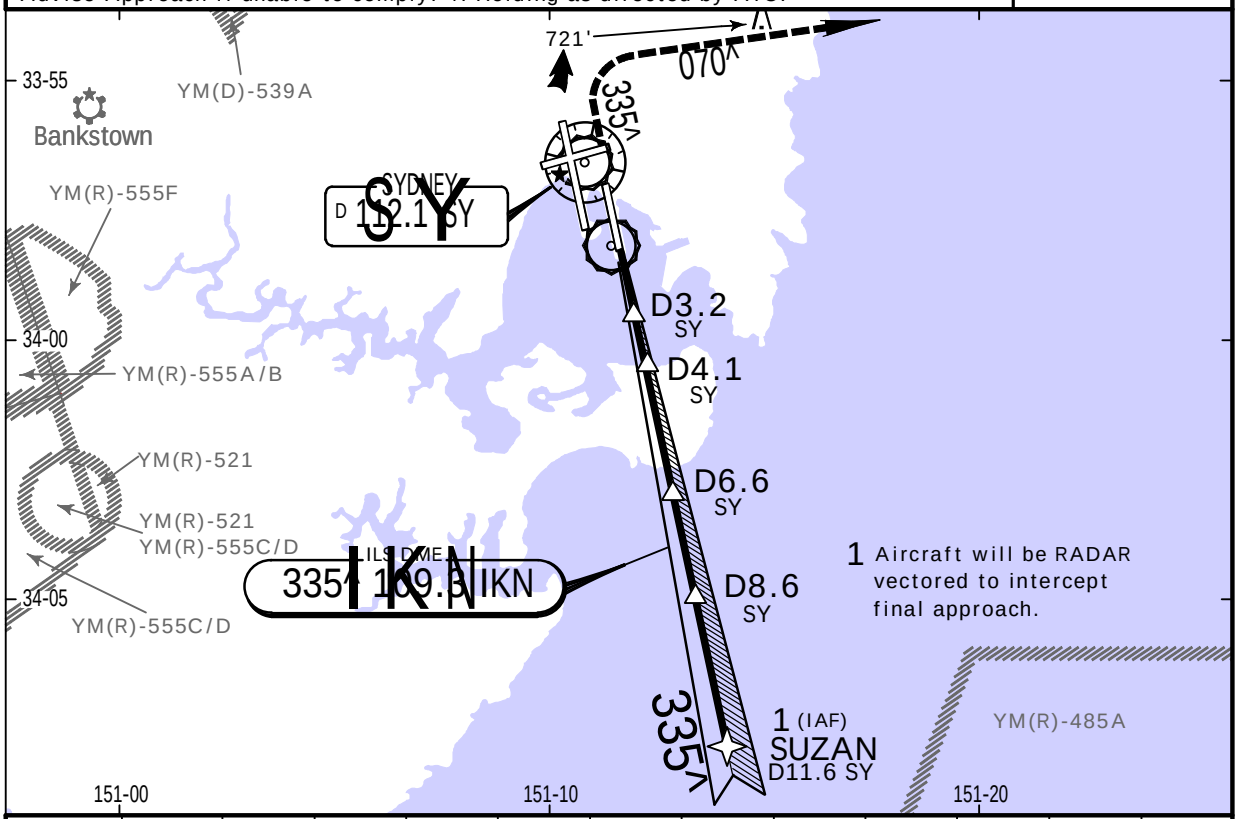
SYDNEY Tower	Ground
Rwy 16L/34R 124.7 Rwy 16R/34L & 07/25 120.5	West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7

LOC IKN	Final Apch Crs	GS D8.6 SY	ILS DA(H) (CONDITIONAL)	Apt Elev 21' Rwy 34R 13'
109.3	335^	2240' (2227')	270' (257')	

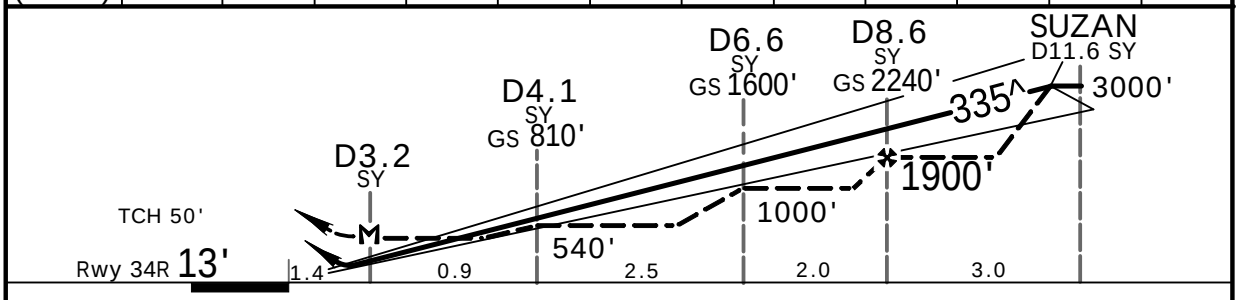
MISSED APCH: Track 335^. At MANDATORY 600' turn RIGHT track 070^. Climb to 2000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'
1. SY DME REQUIRED. 2. GNSS permitted in lieu of DME. Reference waypoint SY VOR.
3. ATC Approach Speeds: At SUZAN 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 4. Holding as directed by ATC.

2700'
MSA SY VOR 2100' within 10 NM



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



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D3.2 SY						

REIL PAPI	335^	MANDATORY 600'	070^ RT	2000'

STRAIGHT-IN LANDING RWY 34R
ILS DME

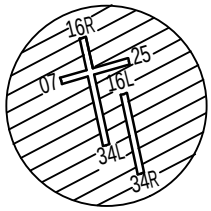
Missed approach requires a minimum climb gradient of 3.3%	Missed approach requires a minimum climb gradient of 2.5%	LOC (GS out) DME
DA(H) 270' (257')	DA(H) 460' (447')	MDA(H) 500' (487')

A	1.5 km	2.5 km	2.7 km
B			
C			

CIRCLE-TO-LAND

A	NOT AUTHORIZED
B	
C	

No Circling



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CHANGES: Approach speeds note.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 4 JUL 14 (11-19)

SYDNEY, NSW, AUSTRALIA ILS-Y PRM Rwy 34R

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

SYDNEY Tower		Ground
Rwy 16L/34R 124.7	Rwy 16R/34L & Rwy 07/25 120.5	MONITOR PRM 133.95	West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7

LOC IKN	Final Apch Crs	GS D5.6 SY	ILS DA(H) (CONDITIONAL)	Apt Elev 21'
109.3	335^	1280' (1267')	270' (257')	Rwy 34R 13'

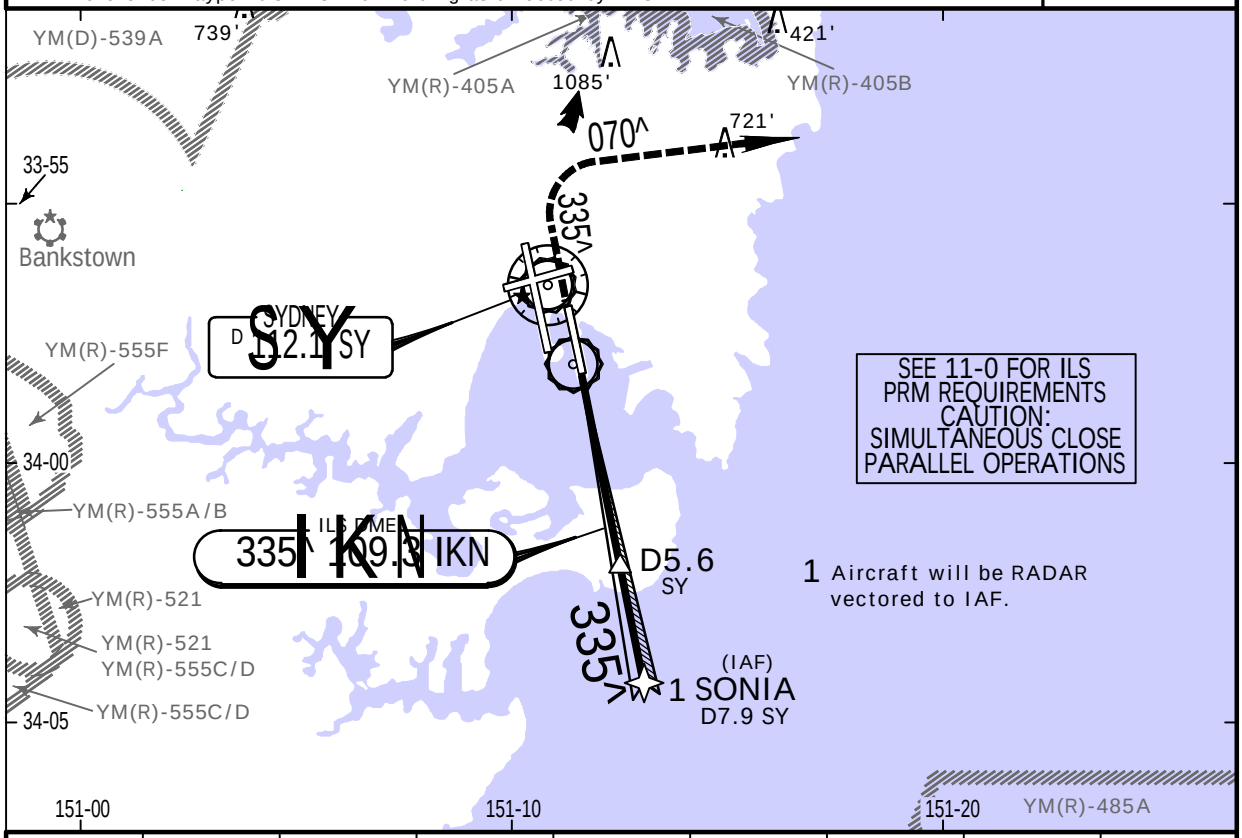
MISSED APCH: Track 335^. At MANDATORY 600' turn RIGHT track 070^. Continue climb to 2000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

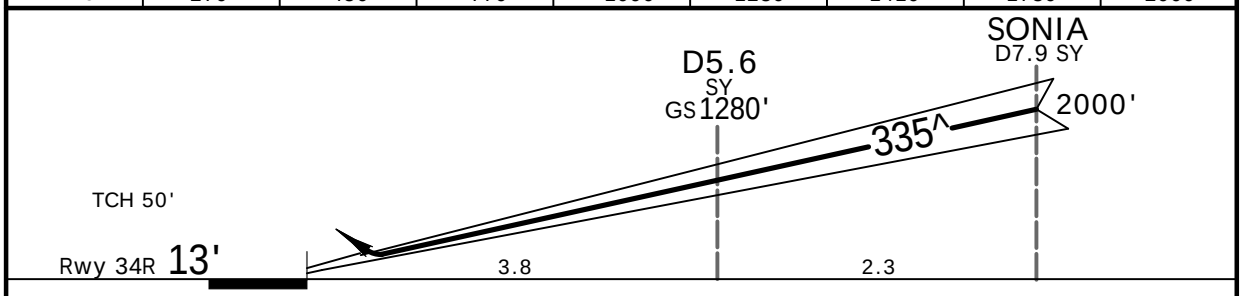
1. SY DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 5. GNSS permitted in lieu of DME. Reference waypoint SY VOR. 6. Holding as directed by ATC.

2700'

MSA SY VOR 2100' within 10 NM



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

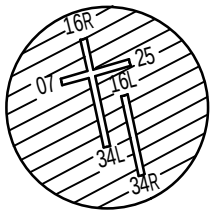


Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

REIL PAPI | 335^ | MANDATORY 600' | 070^ RT | 2000'

STRAIGHT-IN LANDING RWY 34R ILS DME		CIRCLE-TO-LAND
Missed approach requires a minimum climb gradient of 3.3% DA(H) 270' (257')	Missed approach requires a minimum climb gradient of 2.5% DA(H) 460' (447')	
A B C: 1.5 km	2.5 km	A B C: NOT AUTHORIZED

No Circling



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CHANGES: Approach Speeds note.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 4 JUL 14 (12-1)

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

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R) North	SYDNEY Approach (R) South	Director West	Director East
112.1 118.55 126.25 428	124.4	128.3	126.1	125.3

SYDNEY Tower Rwy 16R/34L & 07/25	SYDNEY Tower Rwy 16L/34R	Ground West of Rwy 16R/34L	Ground East of Rwy 16R/34L
120.5	124.7	126.5	121.7

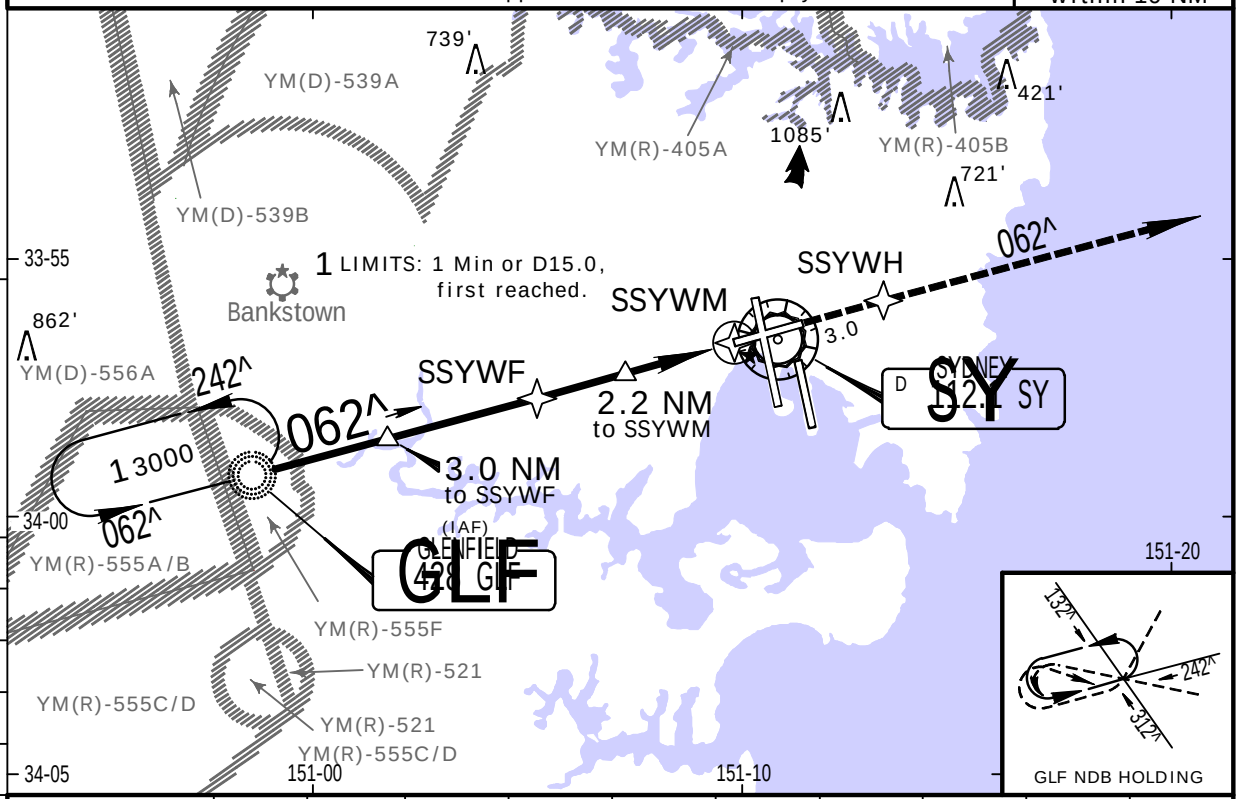
RNAV	Final Apch Crs	Procedure Alt SSYWF	MDA(H)	Apt Elev 21'
	062^	1330' (1314')	580' (564')	Rwy 07 16'

MISSED APCH: Track direct to SSYWH, then track 062^. Climb to 2000' or as directed by ATC.

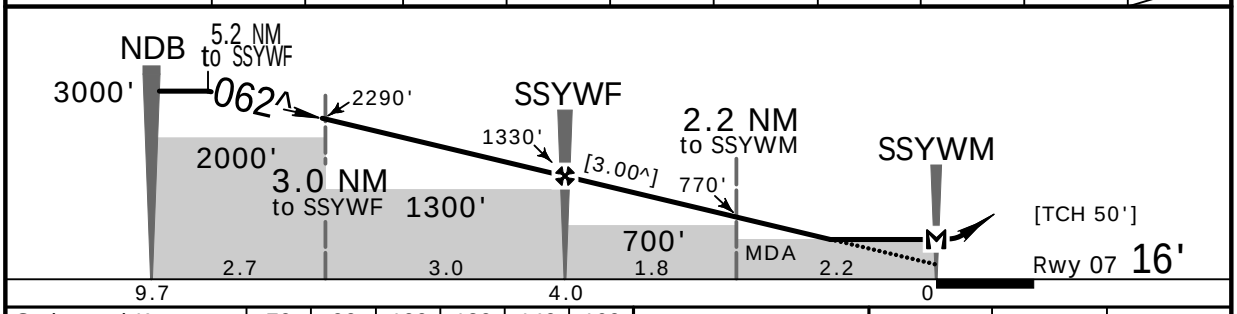
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'

1. Max IAS for initial 210 Kts. 2. ATC Approach Speeds: At GLF NDB 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply.

2700'
MSA SY VOR 2100' within 10 NM



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



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00^]	372	478	531	637	743	849
MAP at SSYWM						

REIL PAPI D SSYWH

STRAIGHT-IN LANDING RWY 07

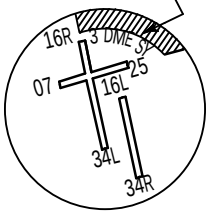
MDA(H) 580' (564')

A	3.2 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	710' (689') - 2.4 km
135	
180	1000' (979') - 4.0 km
205	1000' (979') - 5.0 km

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



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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 4 JUL 14 (12-2)

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

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R) North	SYDNEY Approach (R) South	Director West	Director East
112.1 118.55 126.25 428	124.4	128.3	126.1	125.3

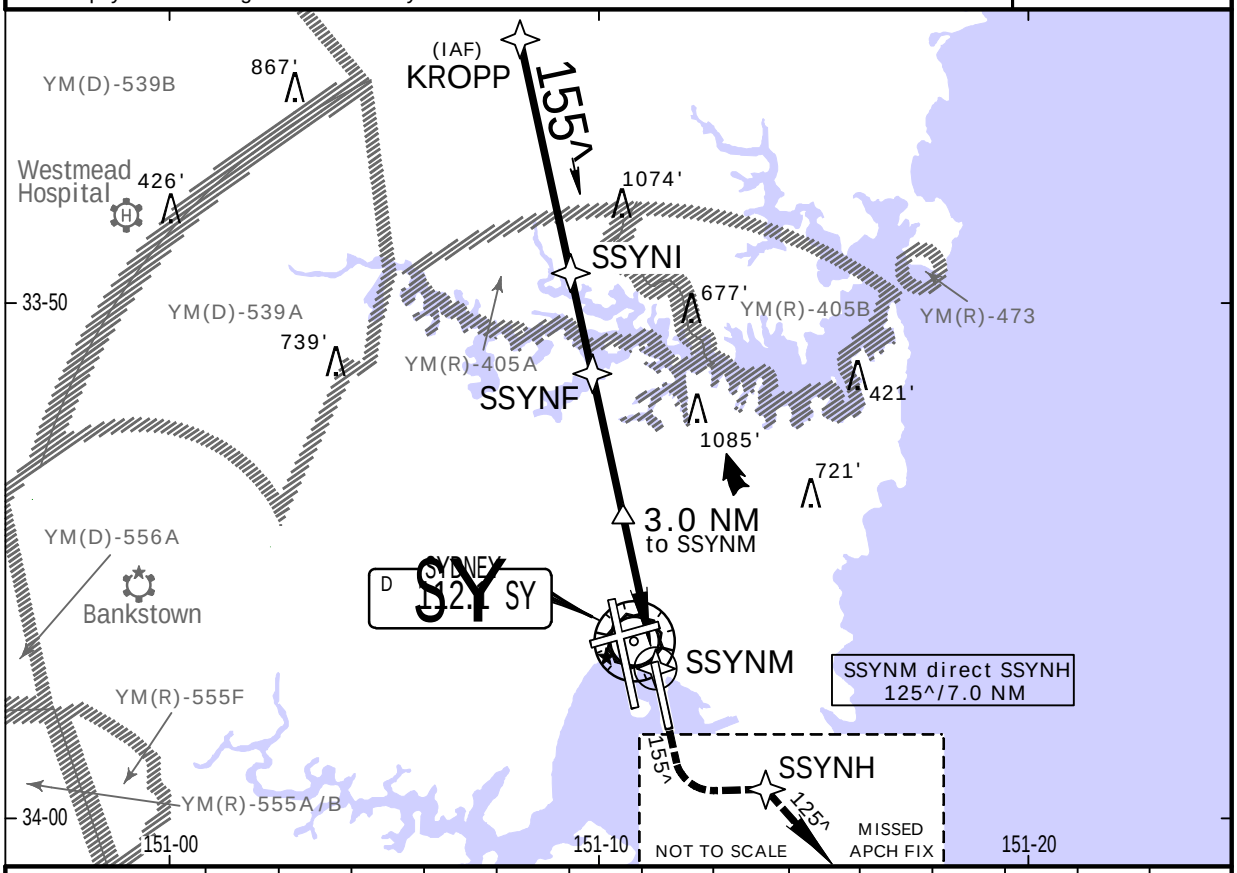
SYDNEY Tower Rwy 16L/34R	SYDNEY Tower Rwy 16R/34L & 07/25	Ground West of Rwy 16R/34L	Ground East of Rwy 16R/34L
124.7	120.5	126.5	121.7

RNAV	Final Apch Crs	Procedure Alt SSYNF	MDA(H)	Apt Elev 21' / Rwy 16L 16'
	155^	1930' (1914')	480' (464')	

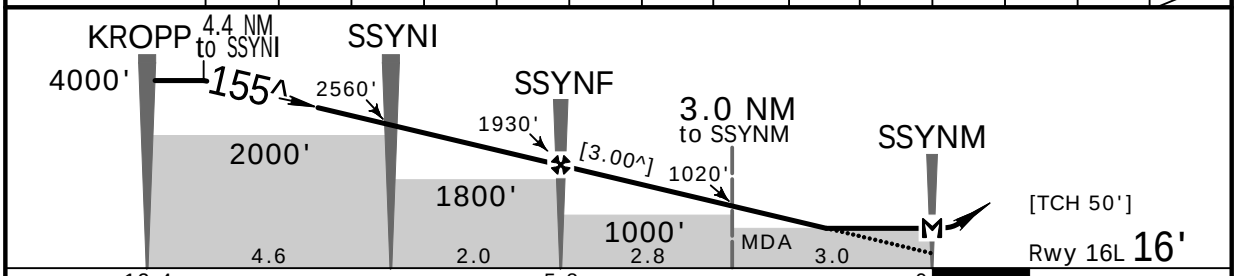
MISSED APCH: Track 155^, at MANDATORY 600' turn LEFT, track direct to SSYNH, then track 125^. Climb to 3000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'
1. Max IAS for initial 210 Kts. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.

2700'
MSA SY VOR 2100' within 10 NM



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



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00^]	372	478	531	637	743	849
MAP at SSYNM						

HIALS PAPI PAPI 155^ MANDATORY 600' LT D SSYNH

STRAIGHT-IN LANDING RWY 16L MDA(H) 480' (464') HIALS out	CIRCLE-TO-LAND
A B C: 2.6 km	A B C: NOT AUTHORIZED

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CHANGES: Approach speeds note.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 4 JUL 14 (12-3)

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

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R) North	SYDNEY Approach (R) South	Director West	Director East
112.1 118.55 126.25 428	124.4	128.3	126.1	125.3

SYDNEY Tower Rwy 16R/34L & 07/25	SYDNEY Tower Rwy 16L/34R	Ground West of Rwy 16R/34L	Ground East of Rwy 16R/34L
120.5	124.7	126.5	121.7

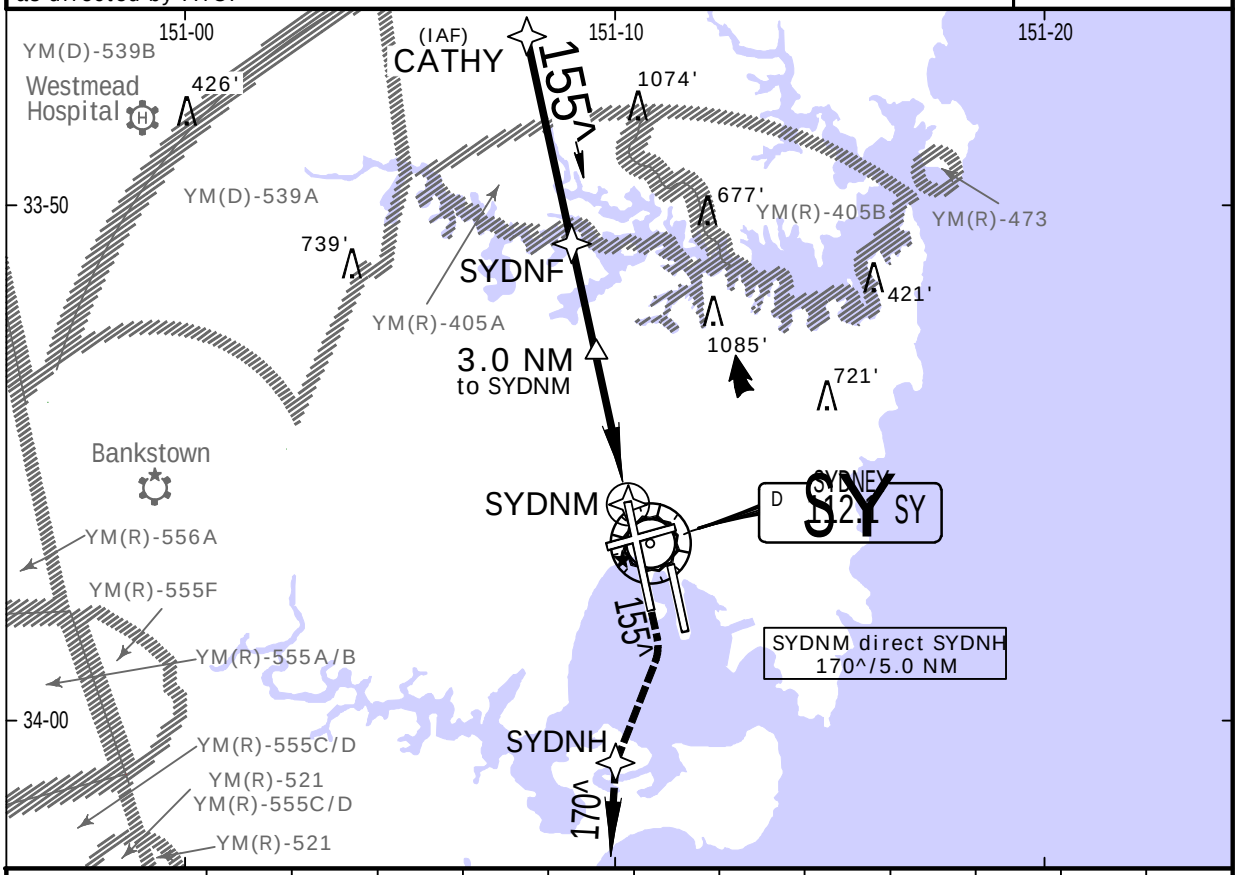
RNAV	Final Apch Crs	Procedure Alt SYDNF	MDA(H)	Apt Elev 21' / Rwy 16R 8'
	155^	1700' (1692')	520' (512')	

MISSED APCH: Track 155^, at MANDATORY 600' turn RIGHT, track direct to SYDNH, then track 170^. Climb to 3000' or as directed by ATC.

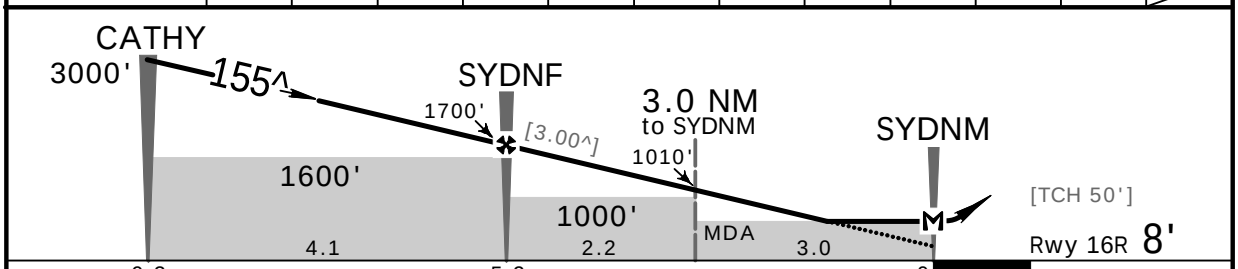
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'
1. Max IAS for initial 210 Kts. 2. ATC Approach Speeds: At CATHY 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.

2700'

MSA SY VOR 2100' within 10 NM



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



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

ALSF-II PAPI PAPI 155^ MANDATORY 600' RT D SYDNH

STRAIGHT-IN LANDING RWY 16R

MDA(H) 520' (512')

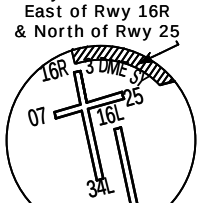
HIALS out

A	
B	2.9 km
C	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	710' (689') - 2.4 km
135	
180	1000' (979') - 4.0 km

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



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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 4 JUL 14 (12-4)

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

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R) North	SYDNEY Approach (R) South	Director West	Director East
112.1 118.55 126.25 428	124.4	128.3	126.1	125.3

SYDNEY Tower Rwy 16R/34L & 07/25	SYDNEY Tower Rwy 16L/34R	Ground West of Rwy 16R/34L	Ground East of Rwy 16R/34L
120.5	124.7	126.5	121.7

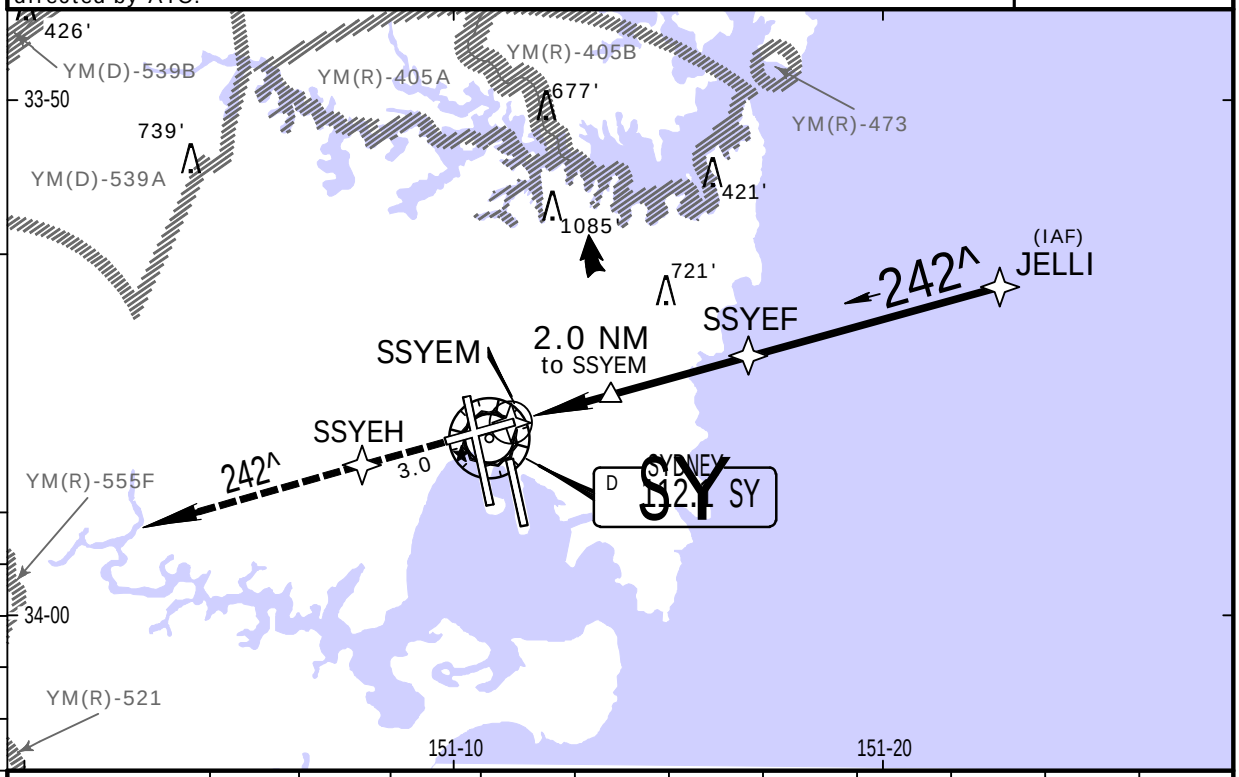
RNAV	Final Apch Crs	Procedure Alt SSYEF	MDA(H)	Apt Elev 21'
	242^	1590' (1570')	520' (500')	Rwy 25 20'

MISSED APCH: Track direct to SSYEH, thence track 242^. Climb to 3000' or as directed by ATC.

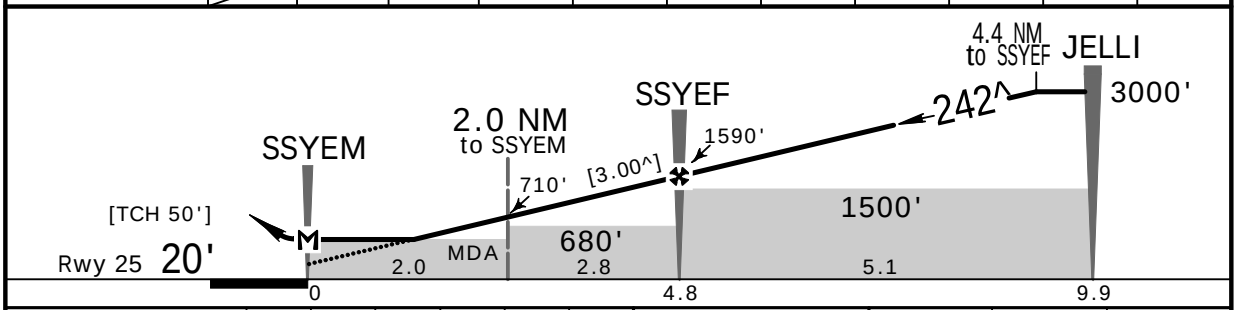
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'
1. Max IAS for initial 210 Kts. 2. ATC Approach Speeds: At JELLI 185 - 160 KT, at 5NM from Threshold, 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.

2700'

MSA SY VOR 2100' within 10 NM



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



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

PAPI D SSYEH

STRAIGHT-IN LANDING RWY 25

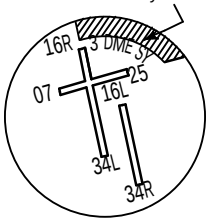
MDA(H) 520' (500')

A	2.8 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	710' (689') - 2.4 km
135	
180	1000' (979') - 4.0 km
205	1000' (979') - 5.0 km

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



CHANGES: Approach speeds note.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 4 JUL 14 (12-5)

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

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R)		Director	
112.1 118.55 126.25 428	North 124.4	South 128.3	West 126.1	East 125.3

SYDNEY Tower		Ground	
Rwy 16R/34L & 07/25	Rwy 16L/34R	West of Rwy 16R/34L	East of Rwy 16R/34L
120.5	124.7	126.5	121.7

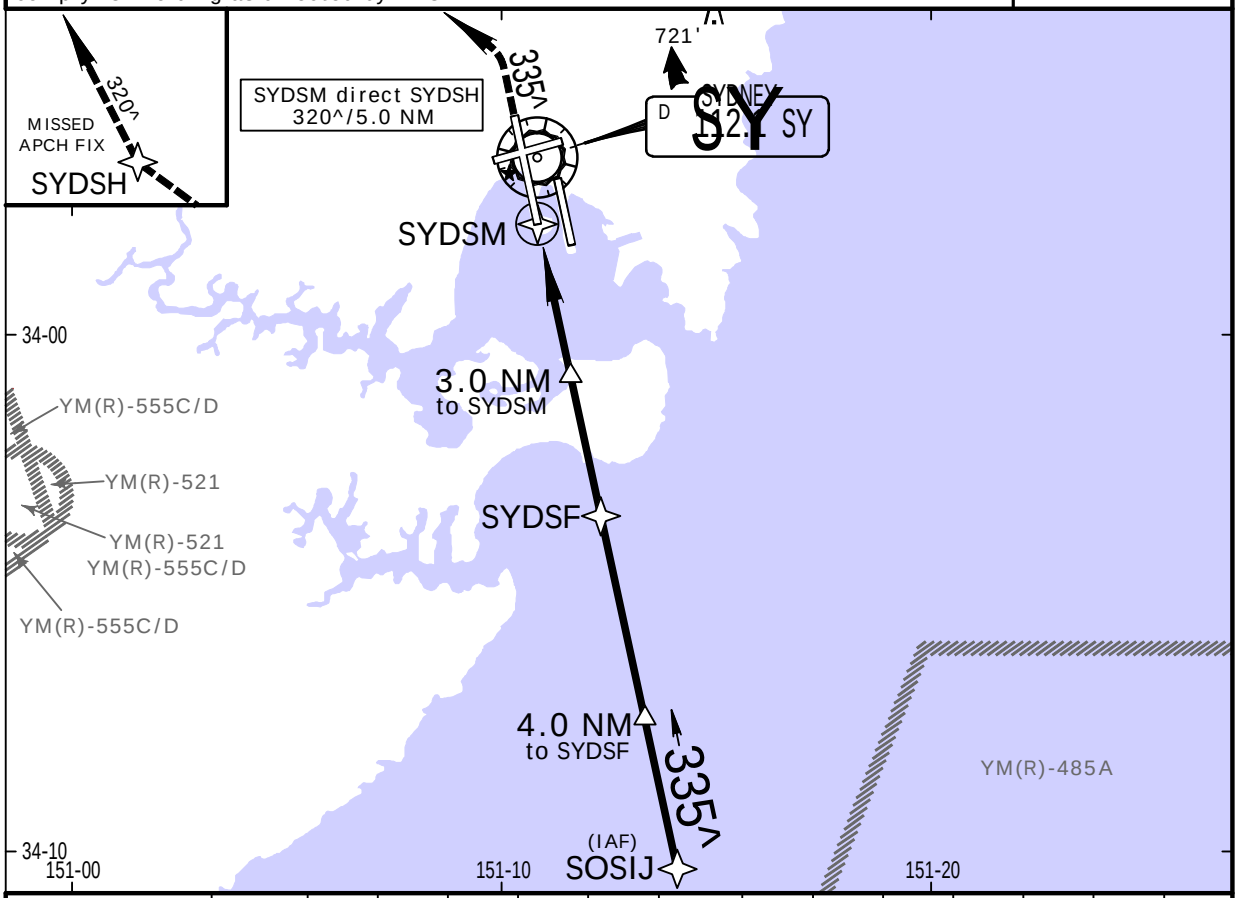
RNAV	Final Apch Crs	Procedure Alt SYDSF	MDA(H)	Apt Elev 21'
	335^	1900' (1886')	450' (436')	Rwy 34L 14'

MISSED APCH: Track 335^, at MANDATORY 500' turn LEFT, track direct to SYDSH, then track 320^. Climb to 3000' or as directed by ATC.

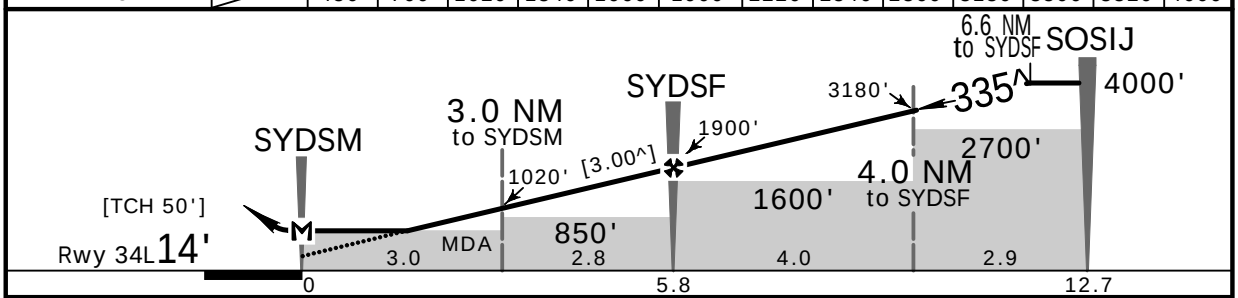
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'

1. Max IAS for initial 210 Kts. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.

2700'
MSA SY VOR 2100' within 10 NM



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



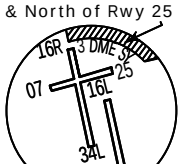
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle[3.00^]	372	478	531	637	743	849
MAP at SYDSM						

HIALS PAPI PAPI 335^ MANDATORY 500' LT D SYDSH

STRAIGHT-IN LANDING RWY 34L MDA(H) 450' (436')	
A	2.4 km
B	
C	

CIRCLE-TO-LAND	
Max Kts	MDA(H)
100	710' (689') - 2.4 km
135	
180	1000' (979') - 4.0 km

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



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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 4 JUL 14 (12-6)

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

BRIEFING STRIP™

ATIS	SYDNEY Approach (R)		Director	
112.1 118.55 126.25 428	North 124.4	South 128.3	West 126.1	East 125.3

SYDNEY Tower		Ground	
Rwy 16L/34R	Rwy 16R/34L & 07/25	West of Rwy 16R/34L	East of Rwy 16R/34L
124.7	120.5	126.5	121.7

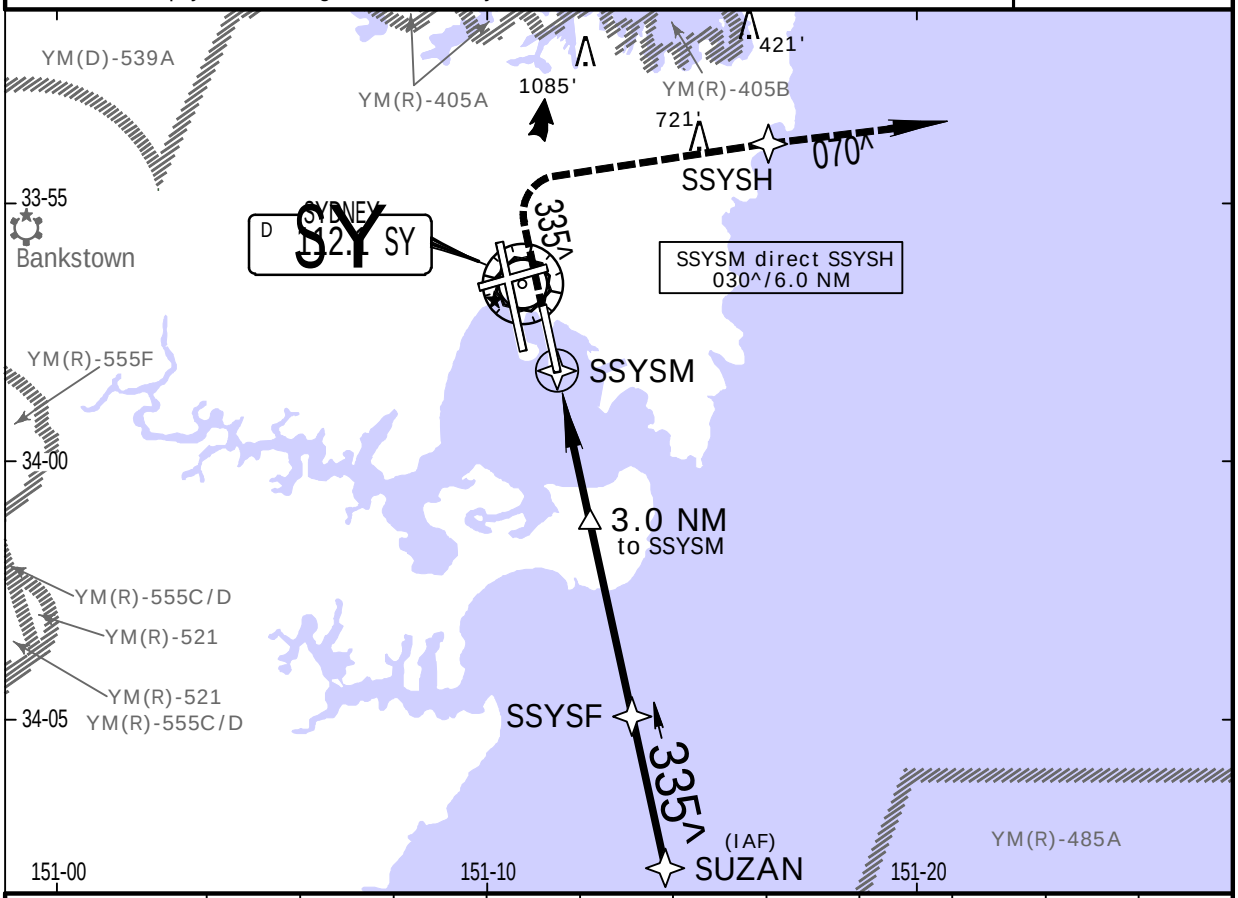
RNAV	Final Apch Crs	Procedure Alt SSYSF	MDA(H)	Apt Elev 21'
	335^	2240' (2227')	550' (537')	Rwy 34R 13'

MISSED APCH: Track 335^, at MANDATORY 600' turn RIGHT, track direct to SSYSH, then track 070^. Climb to 2000' or as directed by ATC.

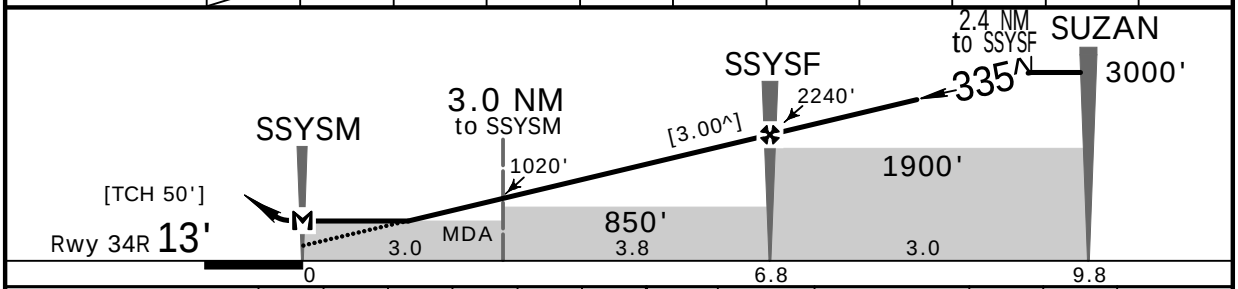
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

1. Max IAS for initial 210 Kts, for missed approach: 190 Kts. 2. ATC Approach Speeds: At SUZAN 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC

2700'
MSA SY VOR 2100' within 10 NM



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



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00^]	372	478	531	637	743	849
MAP at SSYSM						

REIL PAPI | 335^ | MANDATORY 600' | RT | D | SSYSH

STRAIGHT-IN LANDING RWY 34R	CIRCLE-TO-LAND
MDA(H) 550' (537')	
A B C: 3.0 km	A B C: NOT AUTHORIZED

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CHANGES: Approach speeds note.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 26 SEP 14 (12-40)

SYDNEY, NSW, AUSTRALIA GLS Rwy 07

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R) North	SYDNEY Approach (R) South	Director West	Director East
112.1 118.55 126.25 428	124.4	128.3	126.1	125.3

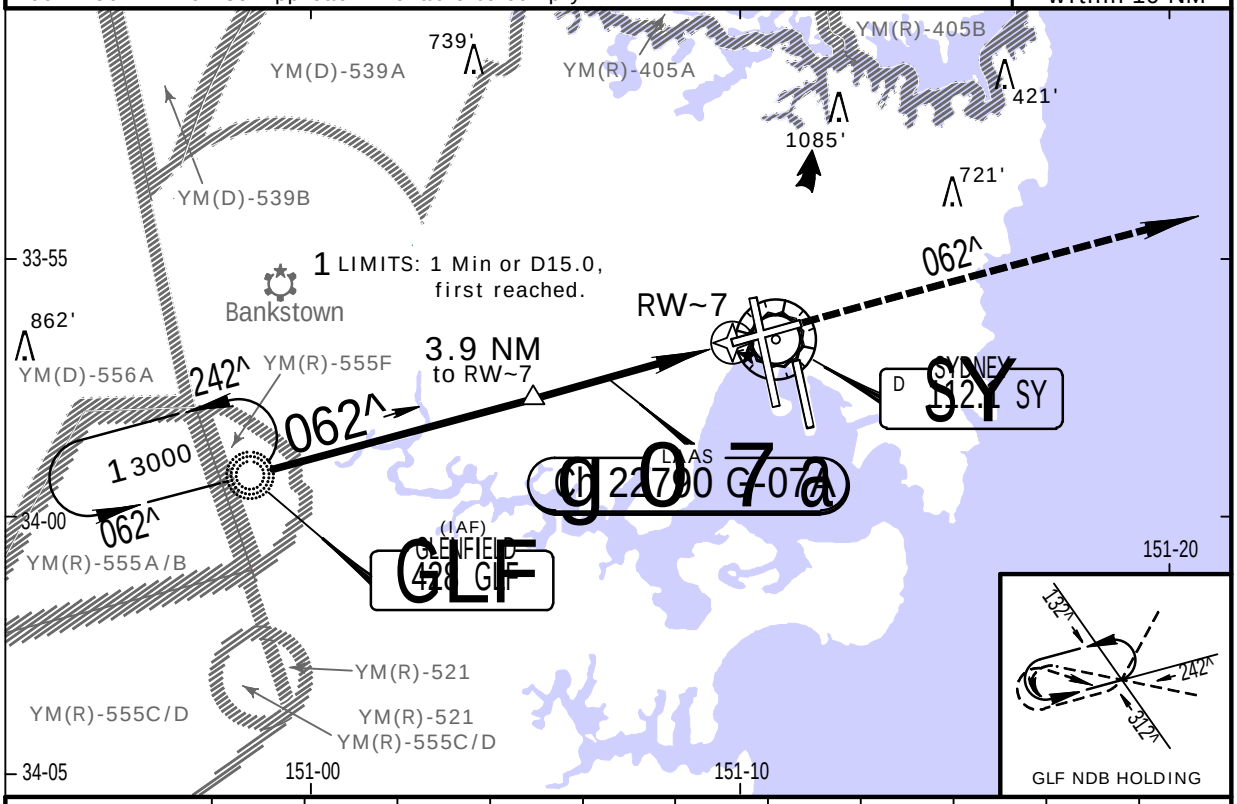
SYDNEY Tower Rwy 16R/34L & 07/25	SYDNEY Tower Rwy 16L/34R	Ground West of Rwy 16R/34L	Ground East of Rwy 16R/34L
120.5	124.7	126.5	121.7

LAAS	Final Apch Crs	Minimum Alt NDB	GLS DA(H)	Apt Elev 21'
Ch 22790 G-07A	062^	3000' (2984')	270' (254')	Rwy 07 16'

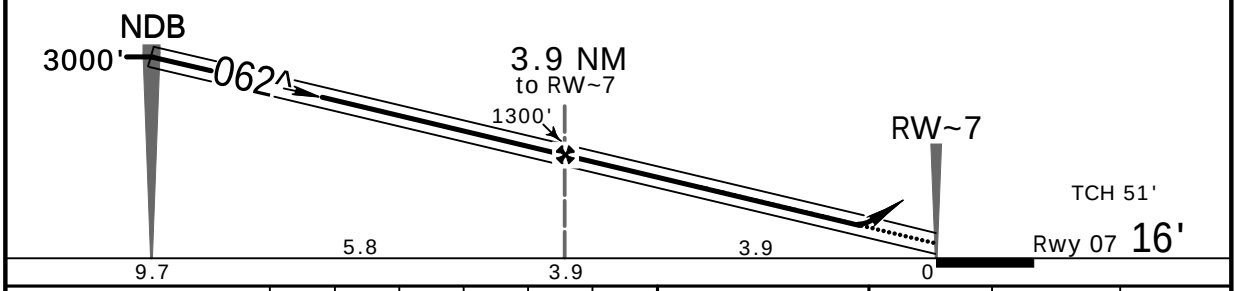
MISSED APCH: Track 062^. Climb to 2000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'
1. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply.

2700'
MSA SY VOR 2100' within 10 NM



NM to RW~7	9.2	9.0	8.0	7.0	6.0	5.0	3.9	3.0	2.0	1.0	0.6
ALTITUDE	3000'	2930'	2610'	2300'	1980'	1660'	1300'	1020'	700'	390'	270'



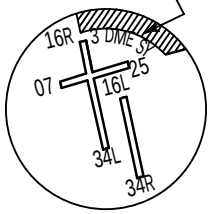
Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at DA						

REIL PAPI | 062^ | 2000'

STRAIGHT-IN LANDING RWY 07 GLS DA(H) 270' (254')	CIRCLE-TO-LAND Max Kts	MDA(H)
A	100	710'(689')-2.4 km
B	135	
C	180	1000'(979')-4.0 km
D	205	1000'(979')-5.0 km

1.5 km

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



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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 26 SEP 14 (12-41)

SYDNEY, NSW, AUSTRALIA GLS Rwy 16L

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

SYDNEY Tower		Ground	
Rwy 16L/34R	Rwy 16R/34L & 07/25	West of Rwy 16R/34L	East of Rwy 16R/34L
124.7	120.5	126.5	121.7

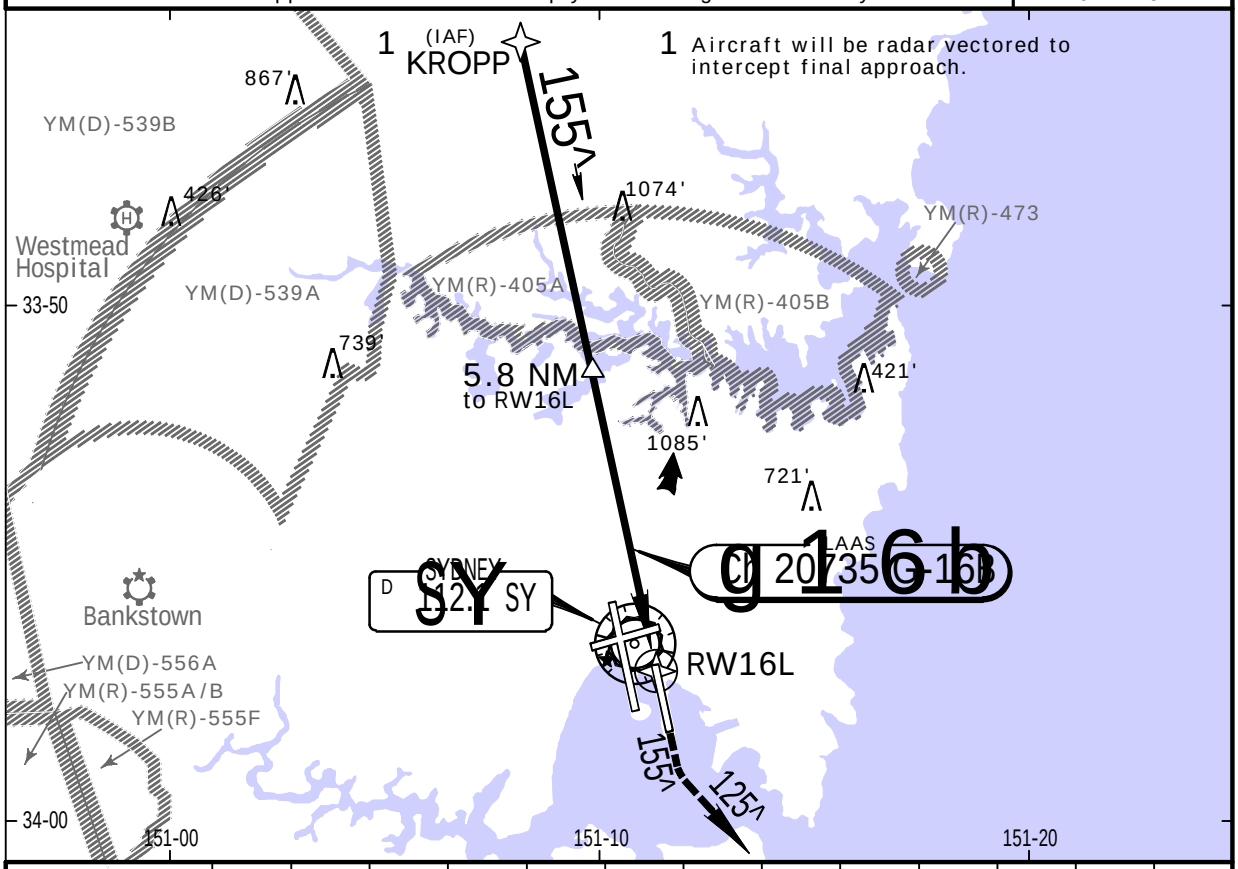
LAAS	Final Apch Crs	Minimum Alt KROPP	GLS DA(H)	Apt Elev 21'
Ch 20735 G-16B	155^	4000' (3984')	220' (204')	Rwy 16L 16'

MISSED APCH: Track 155^. At MANDATORY 600' turn LEFT, track 125^. Climb to 3000' or as directed by ATC.

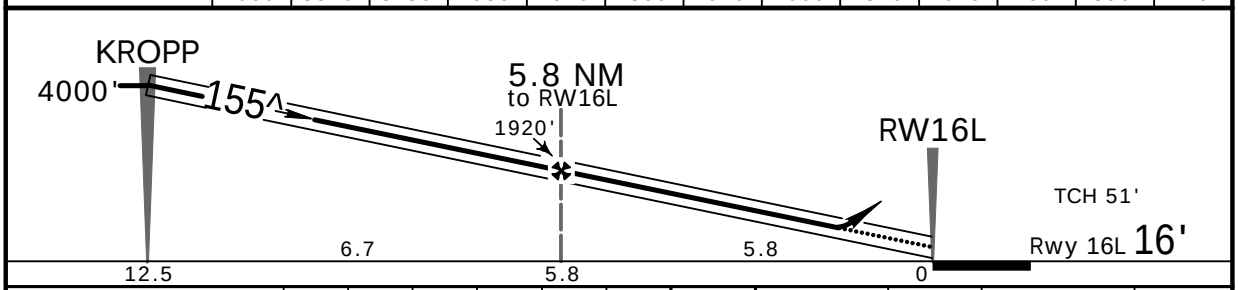
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'
1. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as advised by ATC.

2700'

MSA SY VOR 2100' within 10 NM



NM to RW16L	12.4	11.0	10.0	9.0	8.0	7.0	5.8	5.0	4.0	3.0	2.0	1.0	0.5
ALTITUDE	4000'	3570'	3250'	2930'	2610'	2300'	1920'	1660'	1340'	1020'	700'	390'	220'



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

HIALS PAPI PAPI 155^ MANDATORY 600' LT 125^

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

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 26 SEP 14 (12-42)

SYDNEY, NSW, AUSTRALIA GLS Rwy 16R

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R)		Director	
112.1 118.55 126.25 428	North 124.4	South 128.3	West 126.1	East 125.3

SYDNEY Tower		Ground	
Rwy 16R/34L & 07/25	Rwy 16L/34R	West of Rwy 16R/34L	East of Rwy 16R/34L
120.5	124.7	126.5	121.7

LAAS	Final Apch Crs	Minimum Alt CATHY	GLS DA(H)	Apt Elev 21'
Ch 21146 G-16A	155^	3000' (2992')	210' (202')	Rwy 16R 8'

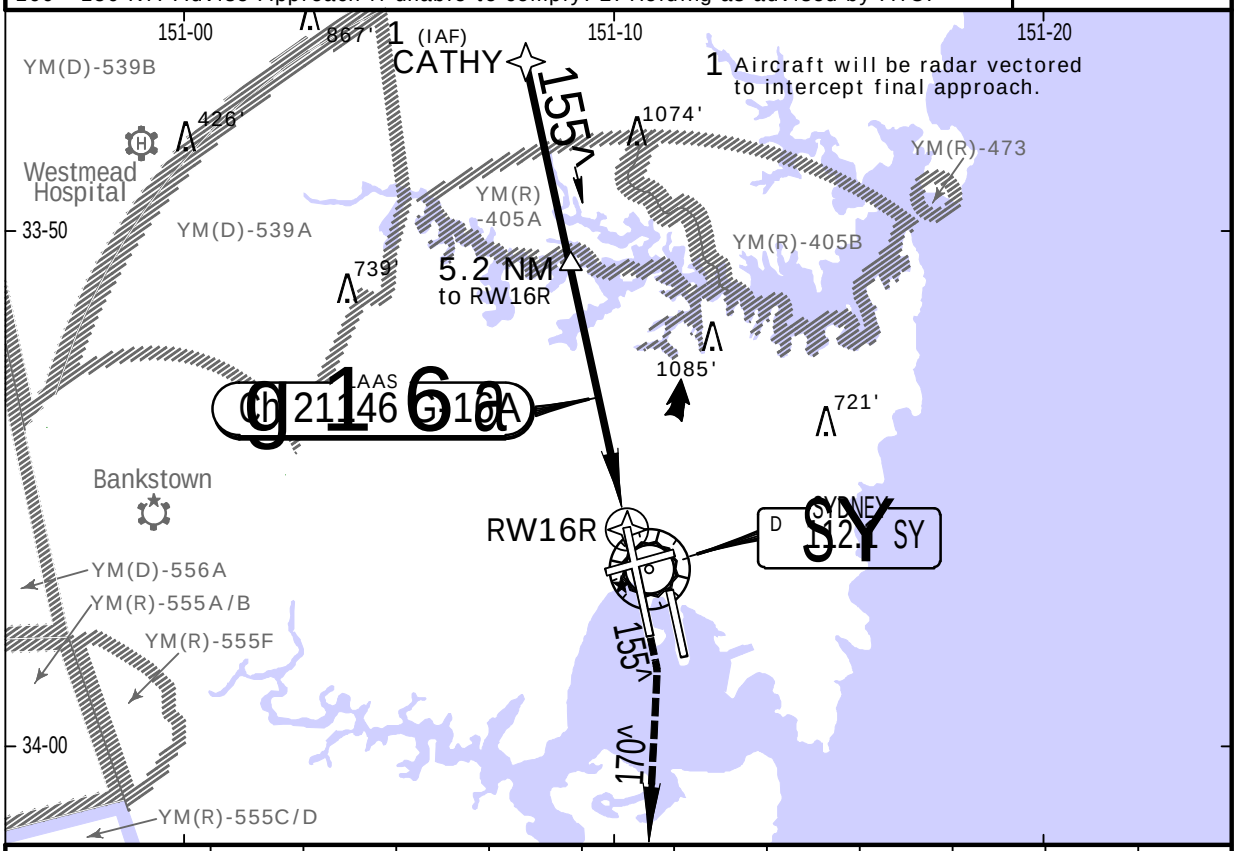
MISSED APCH: Track 155^. At MANDATORY 600' turn RIGHT, track 170^. Climb to 3000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

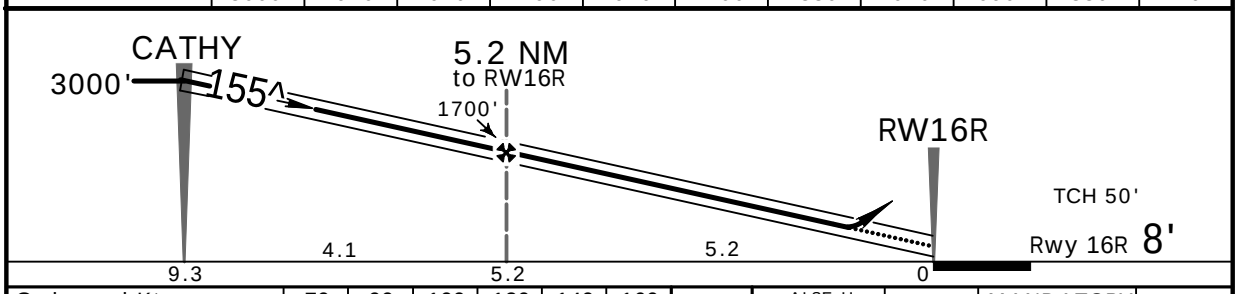
1. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as advised by ATC.

2700'

MSA SY VOR 2100' within 10 NM



NM to RW16R	9.2	9.0	8.0	7.0	6.0	5.2	4.0	3.0	2.0	1.0	0.5
ALTITUDE	3000'	2920'	2610'	2290'	1970'	1700'	1330'	1010'	690'	380'	210'



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

ALSF-II PAPI PAPI 155^ MANDATORY 600' RT 170^

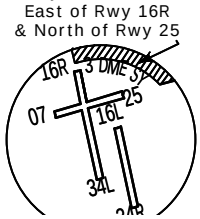
STRAIGHT-IN LANDING RWY 16R GLS DA(H) 210' (202')

	FULL	HIRL out	HIALS out
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km
B			
C			

Max Kts	MDA(H)
100	710' (689') - 2.4 km
135	
180	1000' (979') - 4.0 km

CIRCLE-TO-LAND

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



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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 26 SEP 14 (12-43)

SYDNEY, NSW, AUSTRALIA GLS Rwy 25

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R)		Director	
112.1 118.55 126.25 428	North 124.4	South 128.3	West 126.1	East 125.3

SYDNEY Tower		Ground	
Rwy 16R/34L & 07/25	Rwy 16L/34R	West of Rwy 16R/34L	East of Rwy 16R/34L
120.5	124.7	126.5	121.7

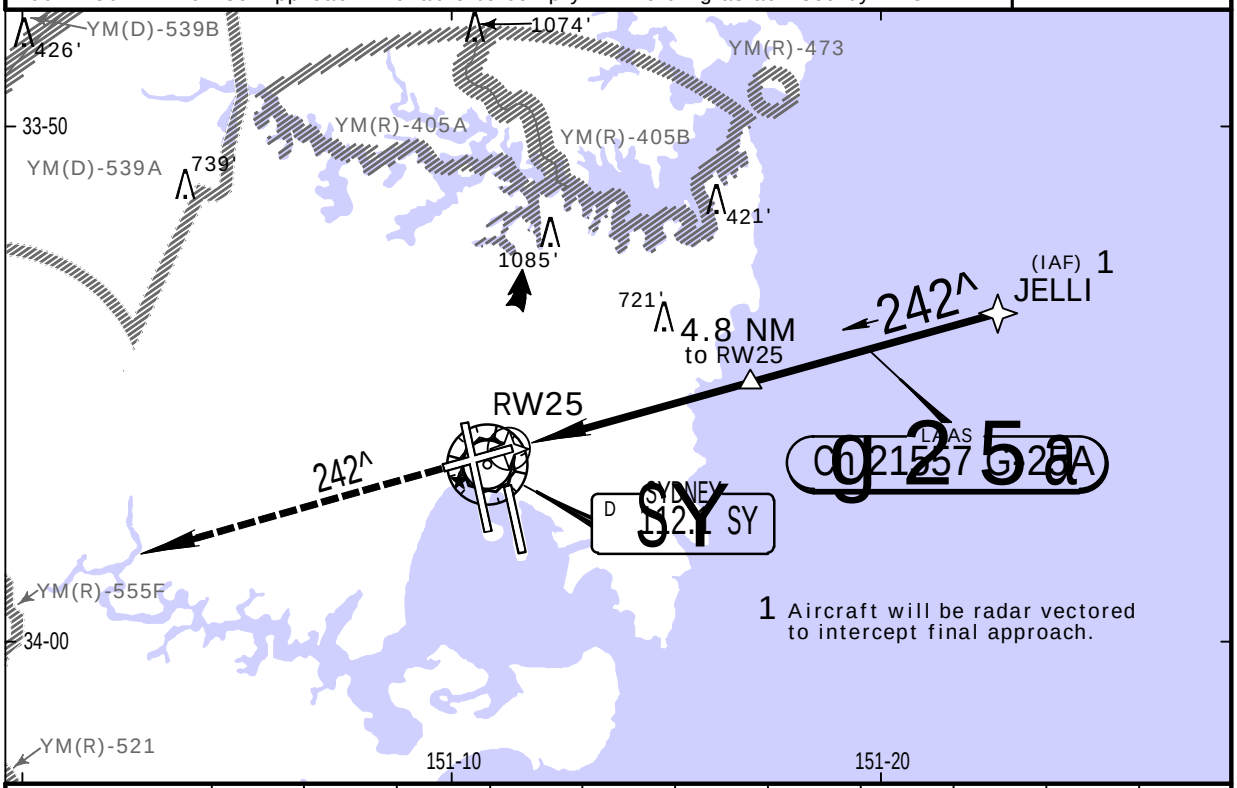
LAAS	Final Apch Crs	Minimum Alt JELLI	GLS DA(H)	Apt Elev 21'
Ch 21557 G-25A	242^	3000' (2980')	270' (250')	Rwy 25 20'

MISSED APCH: Track 242^. Climb to 3000' or as directed by ATC.

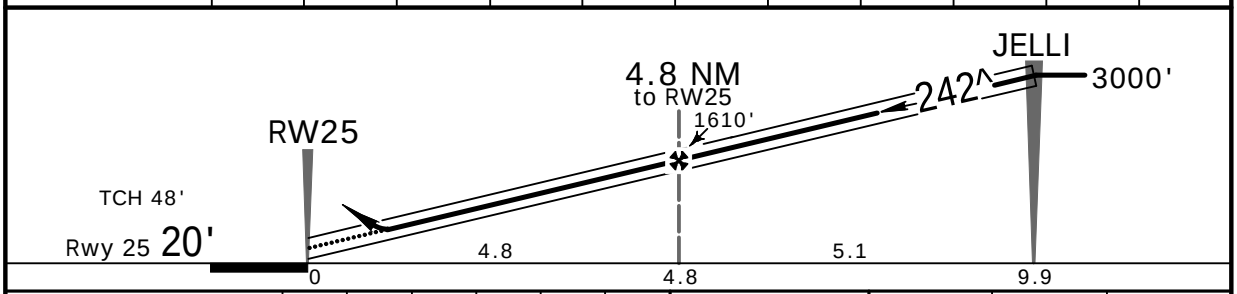
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'
1. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as advised by ATC.

2700'

MSA SY VOR 2100' within 10 NM



NM to RW25	0.6	1.0	2.0	3.0	4.0	4.8	6.0	7.0	8.0	9.0	9.2
ALTITUDE	270'	390'	700'	1020'	1340'	1610'	1980'	2300'	2620'	2930'	3000'

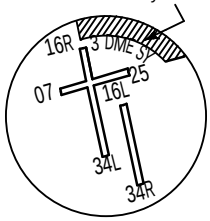


Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at DA							

PAPI 242^ 3000'

STRAIGHT-IN LANDING RWY 25 GLS DA(H) 270' (250')		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1.5 km	100	710' (689') - 2.4 km
B		135	
C		180	1000' (979') - 4.0 km
D		205	1000' (979') - 5.0 km

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



NS OPS

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 26 SEP 14 (12-44)

SYDNEY, NSW, AUSTRALIA GLS Rwy 34L

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R)		Director	
112.1 118.55 126.25 428	North 124.4	South 128.3	West 126.1	East 125.3

SYDNEY Tower		Ground	
Rwy 16R/34L & 07/25	Rwy 16L/34R	West of Rwy 16R/34L	East of Rwy 16R/34L
120.5	124.7	126.5	121.7

LAAS	Final Apch Crs	Minimum Alt SOSIJ	GLS DA(H)	Apt Elev 21'
Ch 21968 G-34A	335^	4000' (3986')	220' (206')	Rwy 34L 14'

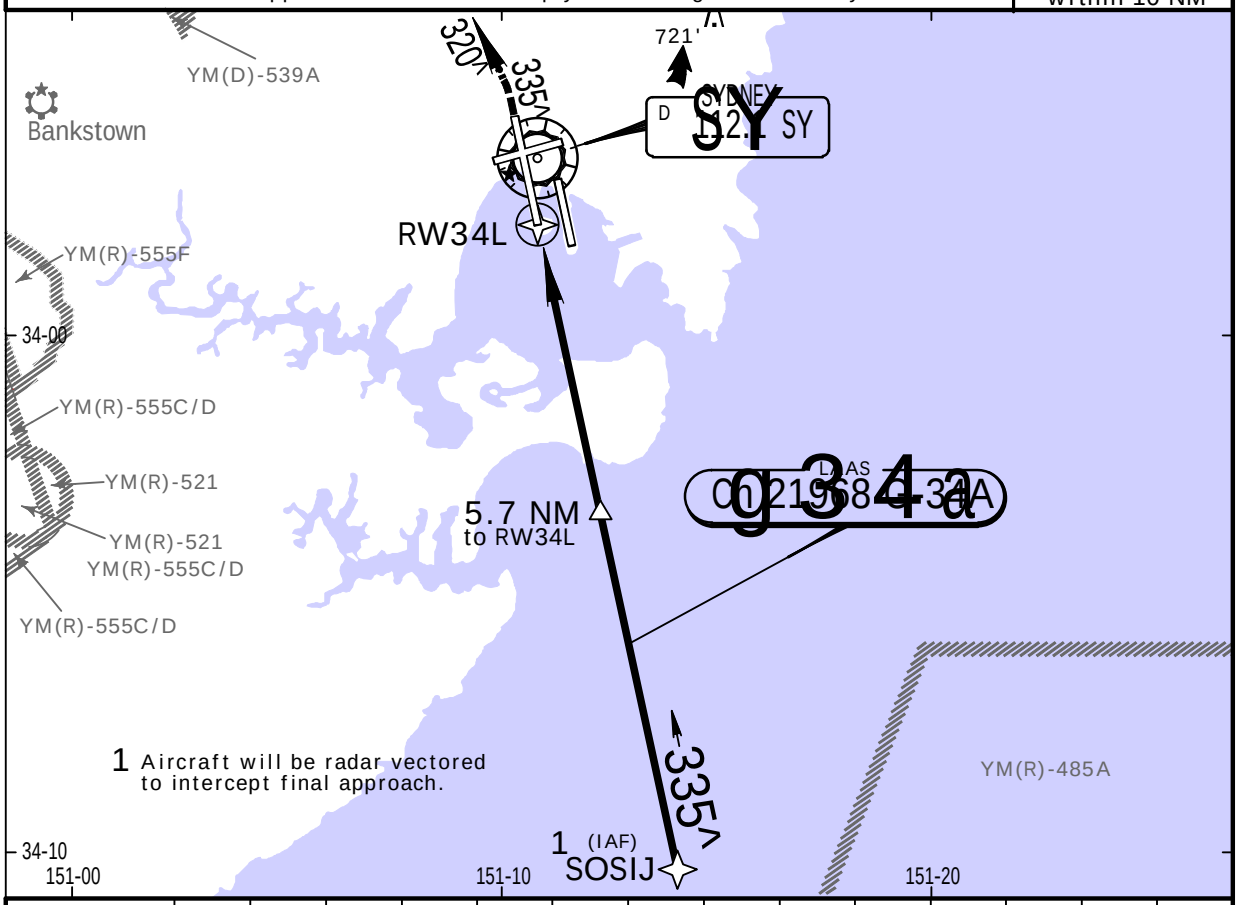
MISSED APCH: Track 335^. At MANDATORY 500' turn LEFT, track 320^. Climb to 3000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'

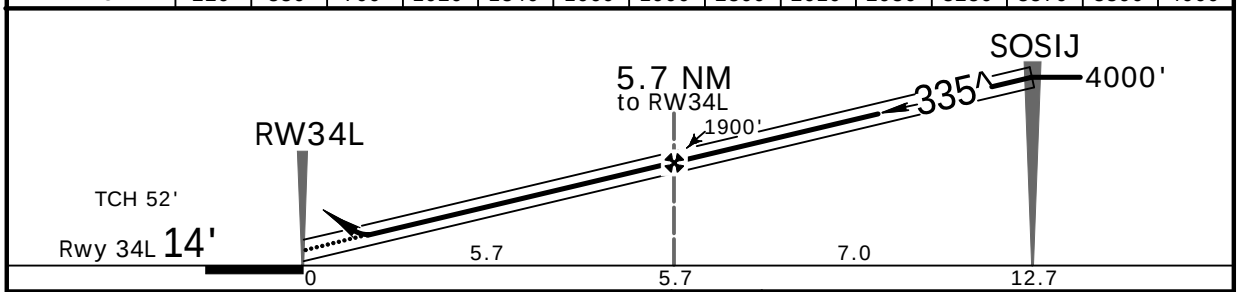
1. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as advised by ATC.

2700'

MSA SY VOR 2100' within 10 NM



NM to RW34L	0.5	1.0	2.0	3.0	4.0	5.0	5.8	7.0	8.0	9.0	10.0	11.0	12.0	12.4
ALTITUDE	220'	380'	700'	1020'	1340'	1660'	1900'	2300'	2610'	2930'	3250'	3570'	3890'	4000'



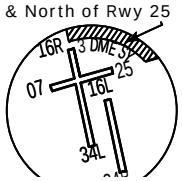
Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at DA						

HIALS PAPI PAPI 335^ MANDATORY 500' LT 320^

STRAIGHT-IN LANDING RWY 34L GLS DA(H) 220' (206')	FULL	HIRL out	HIALS out
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km
B			
C			

CIRCLE-TO-LAND Max Kts	MDA(H)
100	710'(689')-2.4 km
135	
180	1000'(979')-4.0 km

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



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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 26 SEP 14 (12-45)

SYDNEY, NSW, AUSTRALIA GLS Rwy 34R

BRIEFING STRIP™

ATIS	SYDNEY Approach (R)		Director	
112.1 118.55 126.25 428	North 124.4	South 128.3	West 126.1	East 125.3

SYDNEY Tower		Ground	
Rwy 16L/34R	Rwy 16R/34L & 07/25	West of Rwy 16R/34L	East of Rwy 16R/34L
124.7	120.5	126.5	121.7

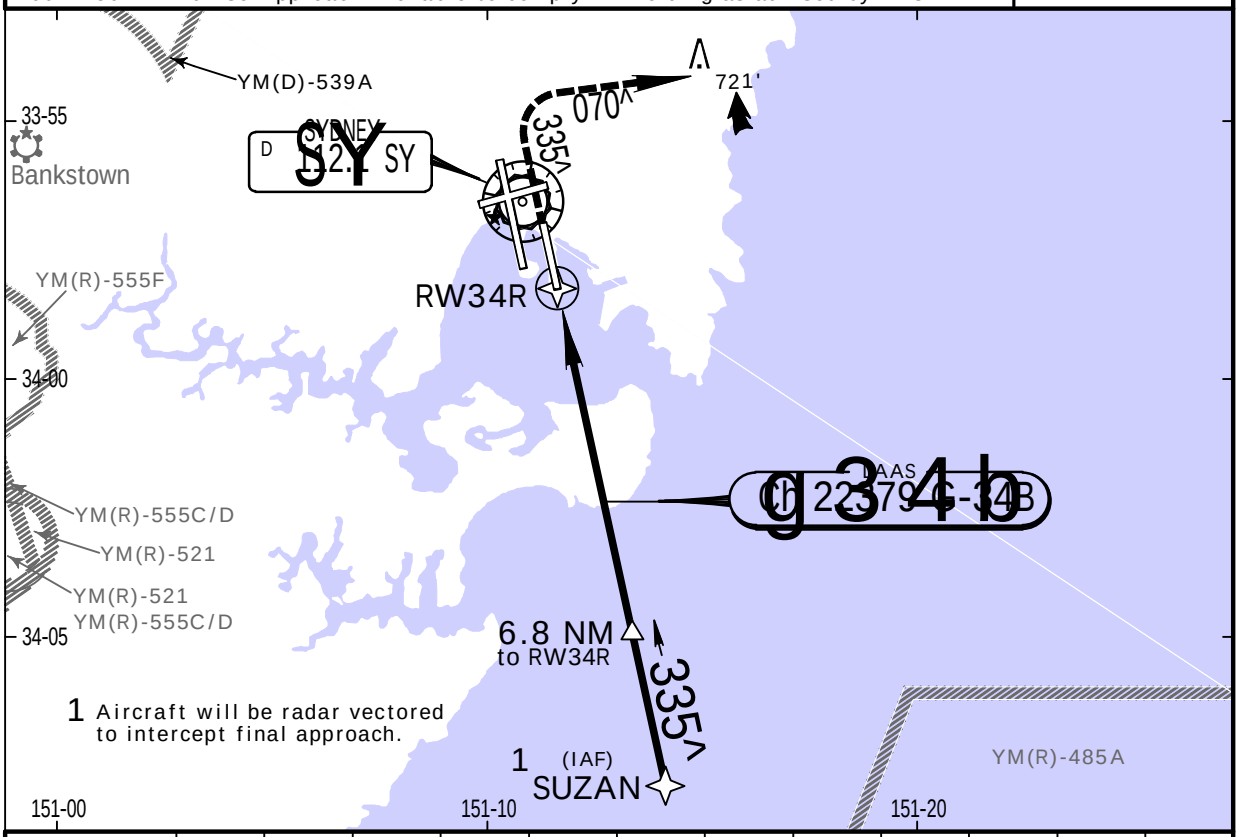
LAAS	Final Apch Crs	Minimum Alt SUZAN	GLS DA(H) (CONDITIONAL)	Apt Elev 21'
Ch 22379 G-34B	335^	3000' (2987')	270' (257')	Rwy 34R 13'

MISSED APCH: Track 335^. At MANDATORY 600' turn RIGHT, track 070^. Climb to 2000' or as directed by ATC.

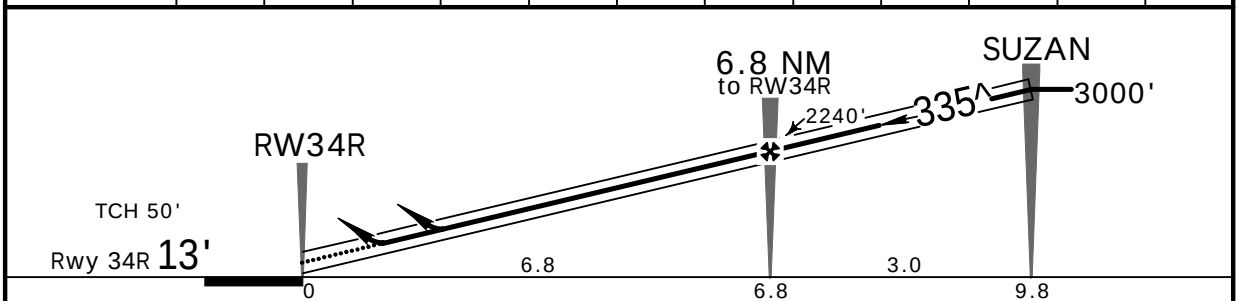
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

1. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 2. Holding as advised by ATC.

2700'
MSA SY VOR 2100' within 10 NM



NM to RW34R	0.7	1.0	1.2	2.0	3.0	4.0	5.0	6.0	6.8	8.0	9.0	9.2
ALTITUDE	270'	380'	460'	700'	1020'	1340'	1660'	1970'	2240'	2610'	2930'	3000'



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

REIL PAPI | 335^ | MANDATORY 600' RT | 070^

STRAIGHT-IN LANDING RWY 34R GLS		CIRCLE-TO-LAND
Missed approach climb gradient 3.3% DA(H) 270' (257')	Missed approach climb gradient 2.5% DA(H) 460' (447')	
1.5 km	2.5 km	NOT AUTHORIZED

OPS

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 4 JUL 14 (13-1)

SYDNEY, NSW, AUSTRALIA VOR Rwy 07

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R) North	South	Director West	East
112.1 118.55 126.25 428	124.4	128.3	126.1	125.3

SYDNEY Tower Rwy 16R/34L & 07/25	Rwy 16L/34R	Ground West of Rwy 16R/34L	East of Rwy 16R/34L
120.5	124.7	126.5	121.7

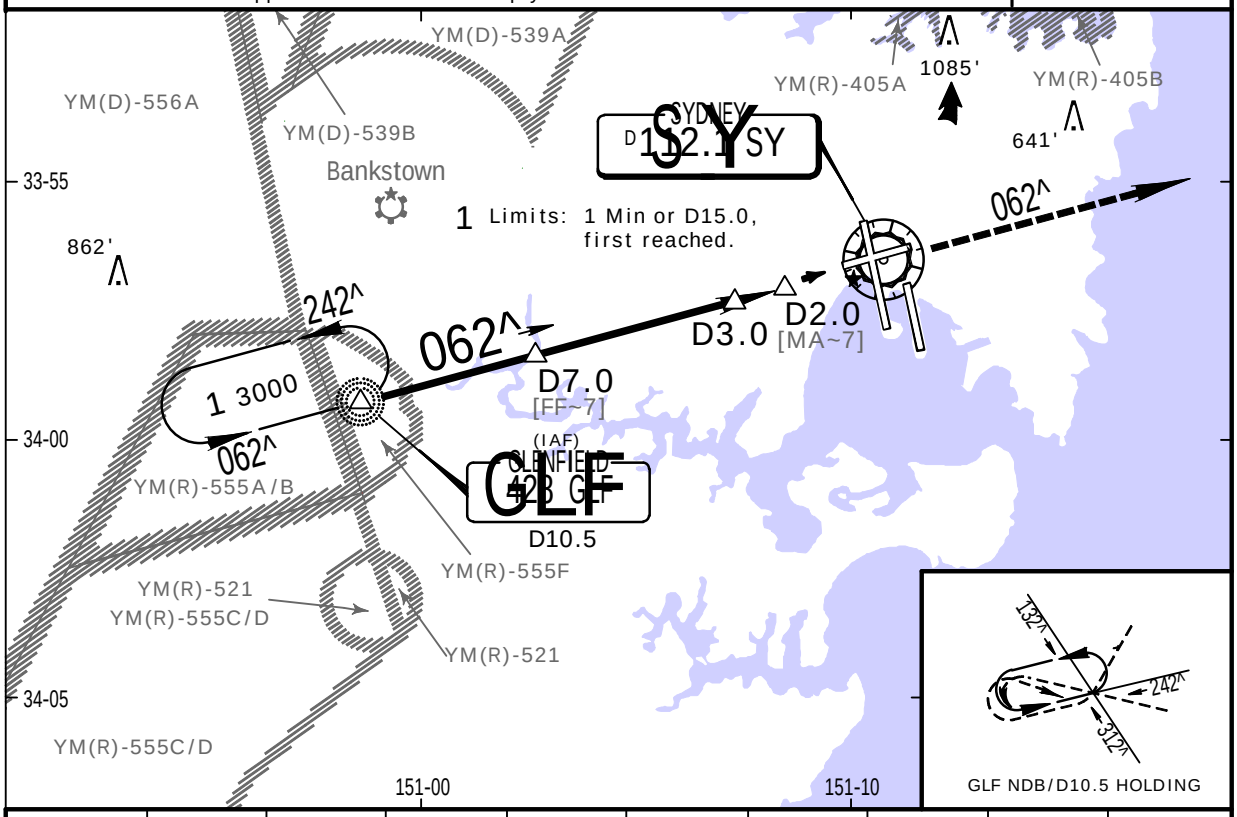
VOR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 21'
SY 112.1	062^	D7.0 2030' (2014')	650' (634')	Rwy 07 16'

MISSED APCH: Track 062^. Climb to 2000' or as directed by ATC .

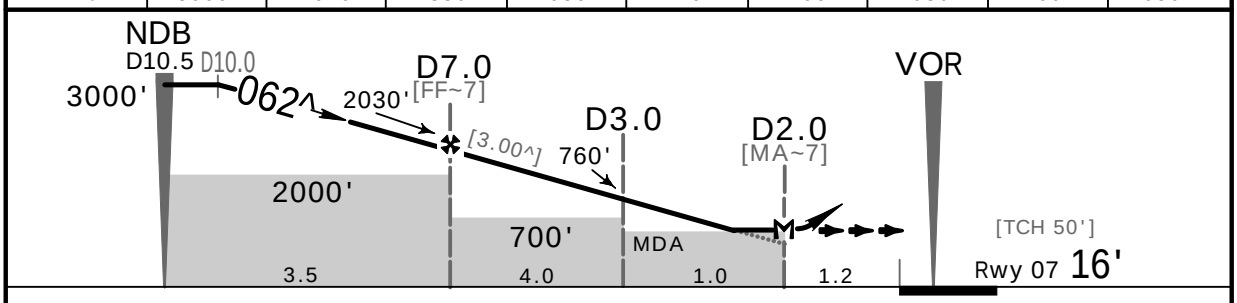
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'

1. SY DME REQUIRED. 2. GNSS permitted in lieu of DME. Reference waypoint SY VOR.
3. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply.

2700'
MSA SY VOR 2100' within 10 NM



SY DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.7
ALTITUDE	3000'	2670'	2350'	2030'	1710'	1400'	1080'	760'	650'



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

REIL
PAPI

062^ 2000'

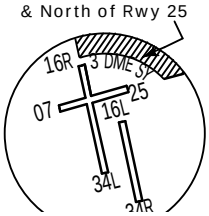
STRAIGHT-IN LANDING RWY 07
VOR DME
MDA(H) 650' (634')

A	3.6 km
B	
C	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	710'(689')-2.4 km
135	
180	1000'(979')-4.0 km

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



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CHANGES: Approach speeds note.

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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 4 JUL 14 (13-2)

SYDNEY, NSW, AUSTRALIA VOR Rwy 25

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

SYDNEY Tower	Ground
Rwy 16R/34L & 07/25 120.5 Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7

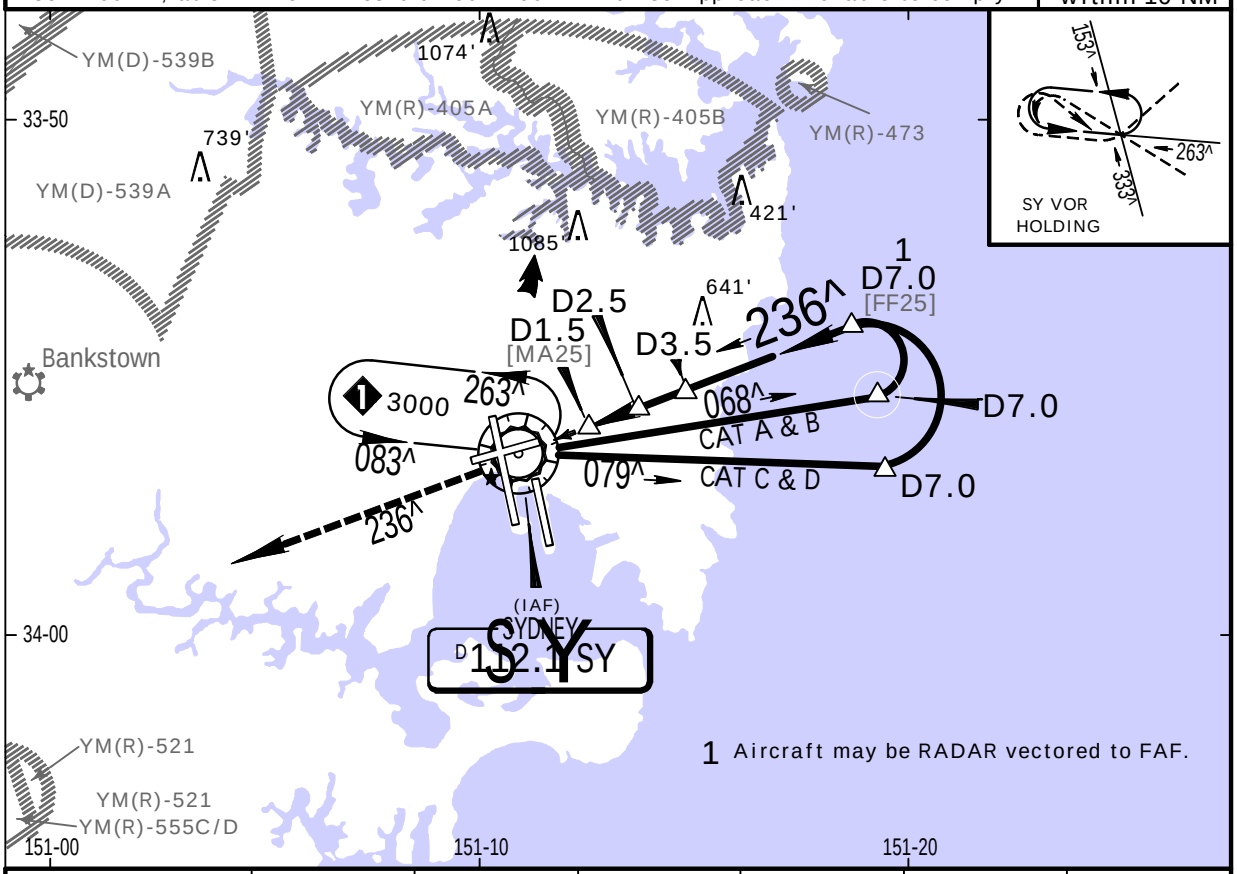
VOR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 21'
SY 112.1	236^	D7.0 2130' (2110')	580' (560')	Rwy 25 20'

MISSED APCH: Track 236^, climb to 3000' or as directed by ATC .

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'

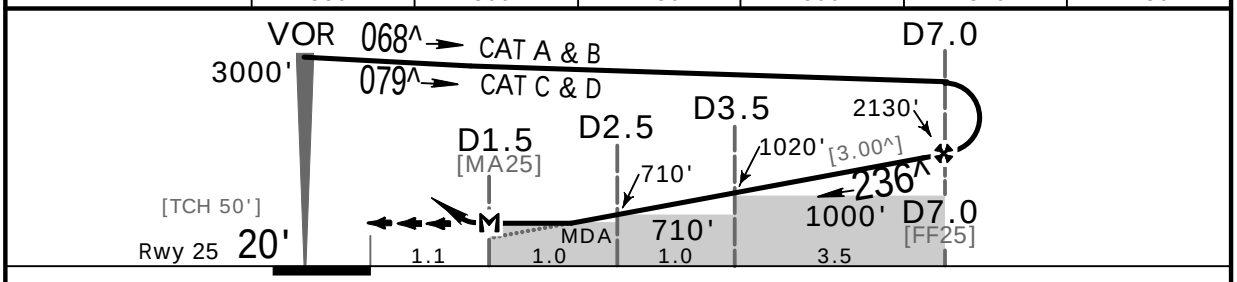
1. SY DME REQUIRED. 2. Max IAS for initial: 210 kts. 3. GNSS permitted in lieu of DME. Reference waypoint SY VOR. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply.

2700'
MSA SY VOR 2100' within 10 NM



1 Aircraft may be RADAR vectored to FAF.

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

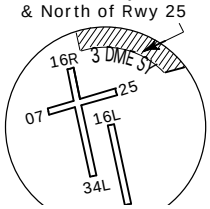


Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00^]	372	478	531	637	743	849
MAP at D1.5						

PAPI 236^ 3000'

STRAIGHT-IN LANDING RWY 25 VOR DME MDA(H) 580' (560')		CIRCLE-TO-LAND	
		Max Kts	MDA(H)
A	3.2 km	100	710' (689')-2.4 km
B		135	
C		180	1000' (979')-4.0 km

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



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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 4 JUL 14 (13-3)

SYDNEY, NSW, AUSTRALIA VOR Rwy 34L

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

SYDNEY Tower	Ground
Rwy 16R/34L & 07/25 120.5 Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7

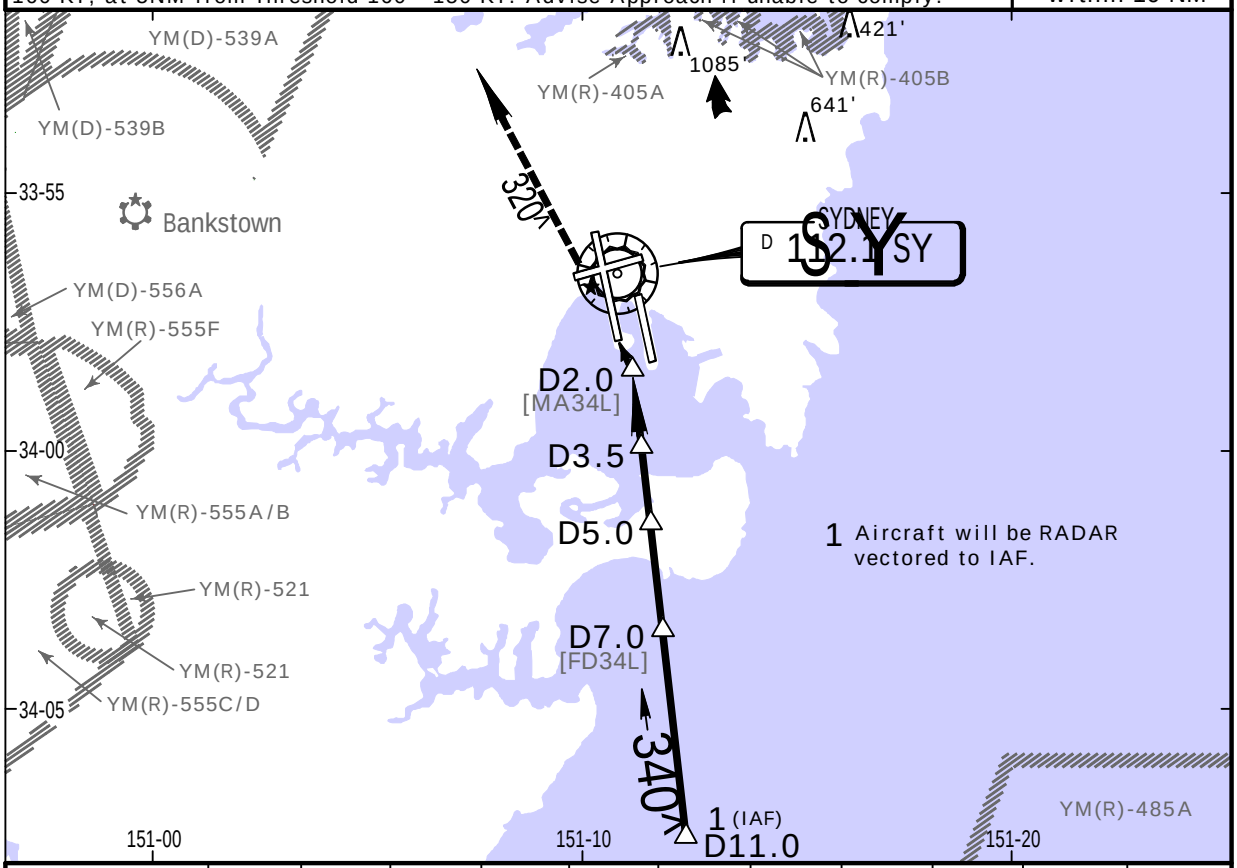
VOR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev / RWY 34L
SY 112.1	340^	D7.0 1890' (1876')	410' (396')	Apt Elev 21' RWY 34L 14'

MISSED APCH: Turn LEFT, track 320^. Climb to 3000' or as directed by ATC.

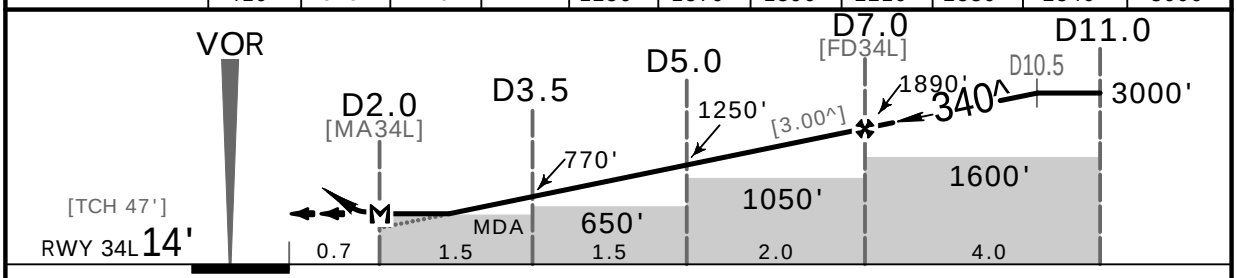
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'

1. SY DME REQUIRED. 2. Holding as directed by ATC. 3. GNSS permitted in lieu of DME. Reference waypoint SY VOR. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply.

2700'
MSA SY VOR 2100' within 10 NM



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



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

PAPI LT 320^ 3000'

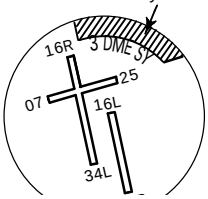
STRAIGHT-IN LANDING RWY 34L
VOR DME
MDA(H) 410' (396')

A	2.1 km
B	
C	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	710' (689') - 2.4 km
135	
180	1000' (979') - 4.0 km

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



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YSSY/SYD -(KINGSFORD SMITH) INTL

JEPPESEN 4 JUL 14 (13-4)

SYDNEY, NSW, AUSTRALIA VOR-N

BRIEFING STRIP ™

ATIS	SYDNEY Approach (R)	Director
112.1 118.55 126.25 428	North 124.4 South 128.3	West 126.1 East 125.3

SYDNEY Tower	Ground
Rwy 16R/34L & 07/25 120.5 Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7

VOR SY	Final Apch Crs	Procedure Alt D6.0	MDA(H) Refer to Minimums	Apt Elev
112.1	146^	1700' (1679')		21'

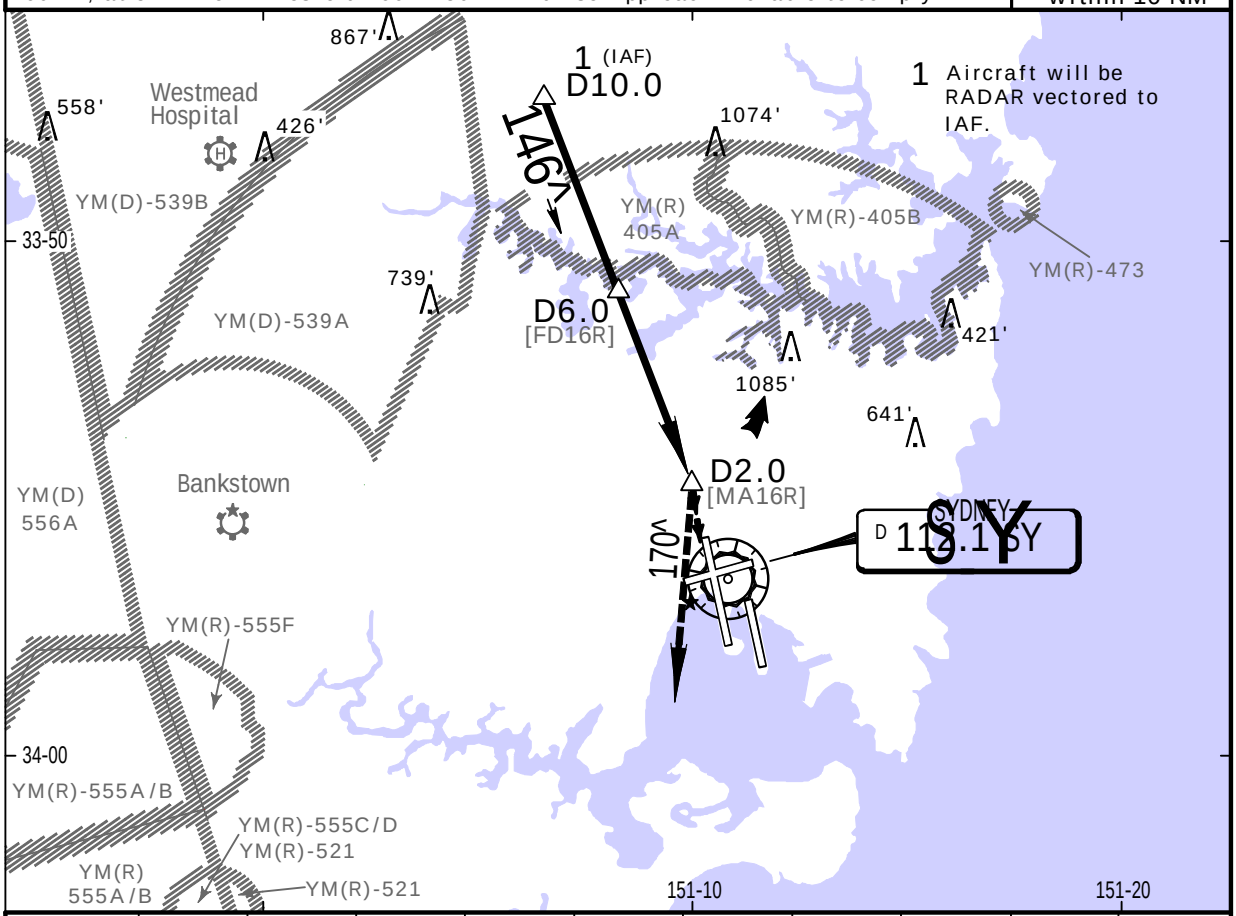
MISSED APCH: Turn RIGHT track 170^ climb to 3000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

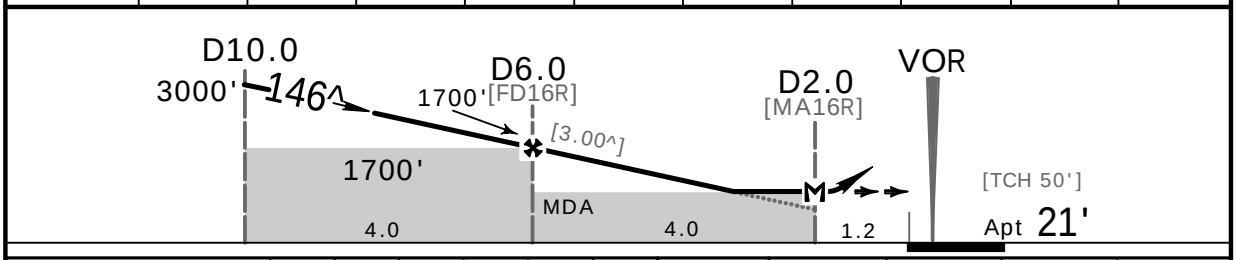
1. SY DME REQUIRED. 2. Holding as directed by ATC. 3. GNSS permitted in lieu of DME. Reference waypoint SY VOR. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply.

2700'

MSA SY VOR 2100' within 10 NM



SY DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.8	3.0	2.9
ALTITUDE	3000'	2650'	2330'	2010'	1700'	1380'	1060'	1000'	740'	710'



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

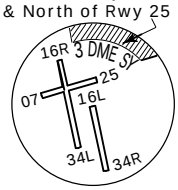
Lighting - Refer to Airport Chart

RT 170^ 3000'

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	100	710' (689')-2.4 km
B	135	
C	180	1000'(979')-4.0 km
D	205	1000'(979')-5.0 km

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



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CHANGES: Approach speeds note.

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JEPPESEN 15 AUG 14 (10-2) .Eff.21.Aug. .DME.or.GNSS.ARRIVAL.

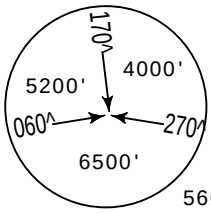
CAIRNS, QLD, AUSTRALIA

CAIRNS INTL
SECTOR A
VOR 113.0 CS
NDB 364 CS
Apt. Elev 10'

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4
CAIRNS Tower 124.9
Ground 121.7

Alt Set: hPa
Apt Elev: 0 hPa

Trans level: FL 110
Trans alt: 10000' (9990')

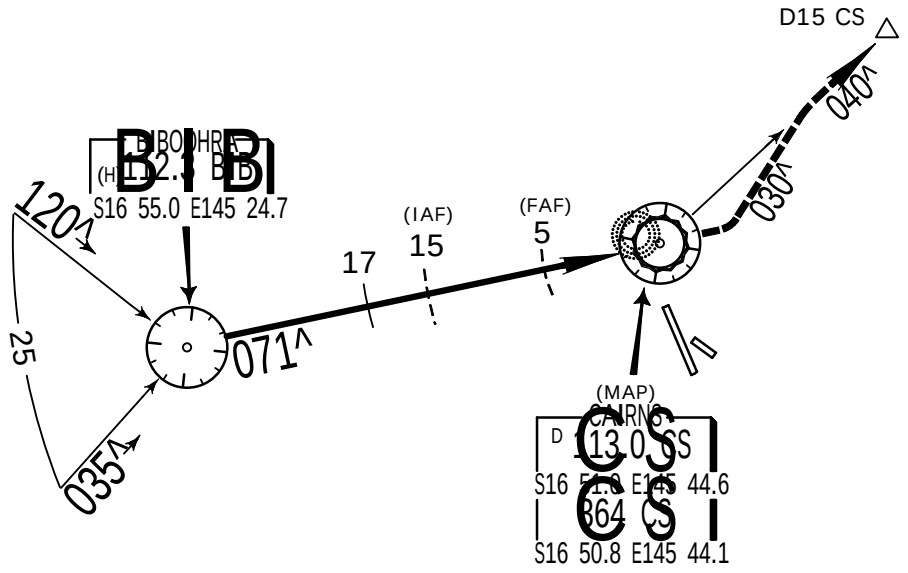


MSA
CS VOR or NDB
Within 25 NM
5600' Within 10 NM

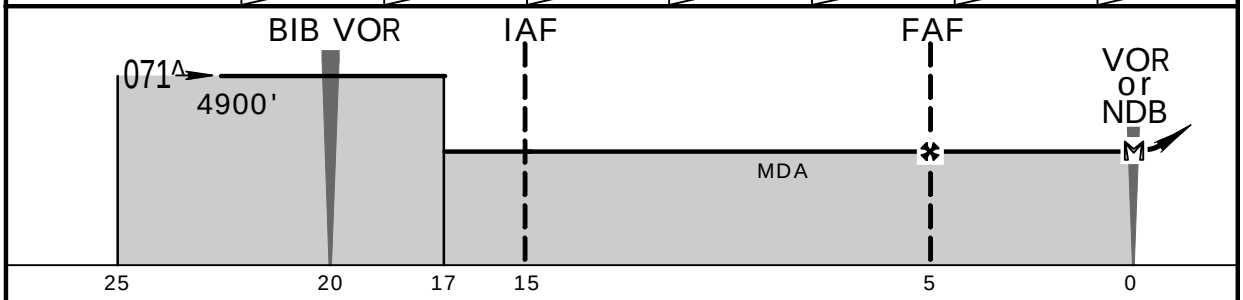
Track to BIB VOR, thence 071^ to CS VOR/NDB

DME USING CS DME
REFERENCE WAYPOINT CS VOR

NOT TO SCALE



NM to VOR							
ALTITUDE							

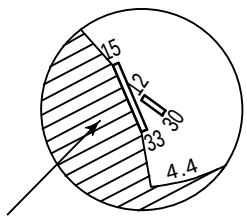


MISSED APPROACH: Turn LEFT track 030^ to intercept and track 040^ from CS VOR or NDB. Climb to 5000' and track to D15 CS or as directed by ATC.

CIRCLE-TO-LAND

MDA(H) 4500' (4490')

A	2.4 km
B	
C	4.0 km
D	5.0 km



No Circling West of Rwy 15-33 or beyond 4.4 DME to the South.

NS OPS

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JEPPESEN 15 AUG 14 (10-2A) .Eff.21.Aug. .DME.or.GNSS.ARRIVAL.

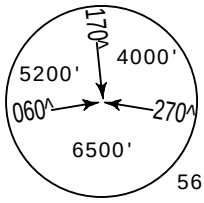
CAIRNS, QLD, AUSTRALIA

CAIRNS INTL
VOR 113.0 CS
NDB 364 CS
Apt. Elev 10'

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4
CAIRNS Tower 124.9
Ground 121.7

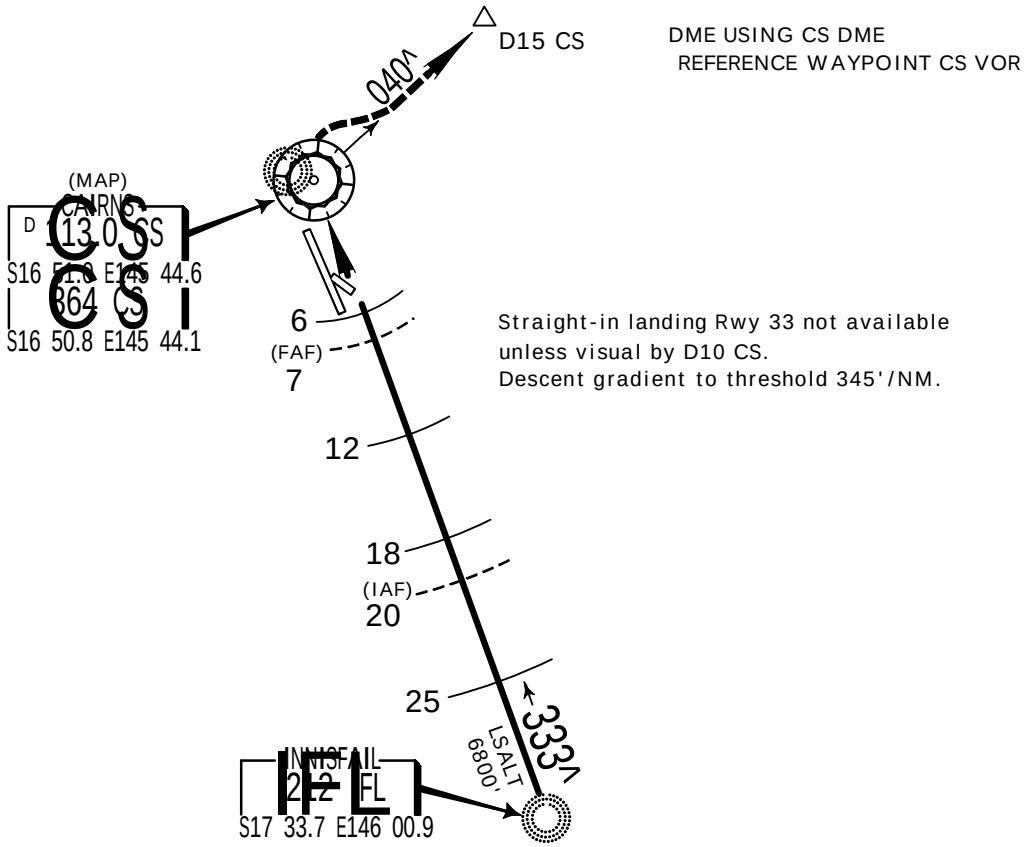
Alt Set: hPa
Apt Elev: 0 hPa

Trans level: FL 110
Trans alt: 10000' (9990')



MSA
CS VOR or NDB
Within 25 NM
5600' Within 10 NM

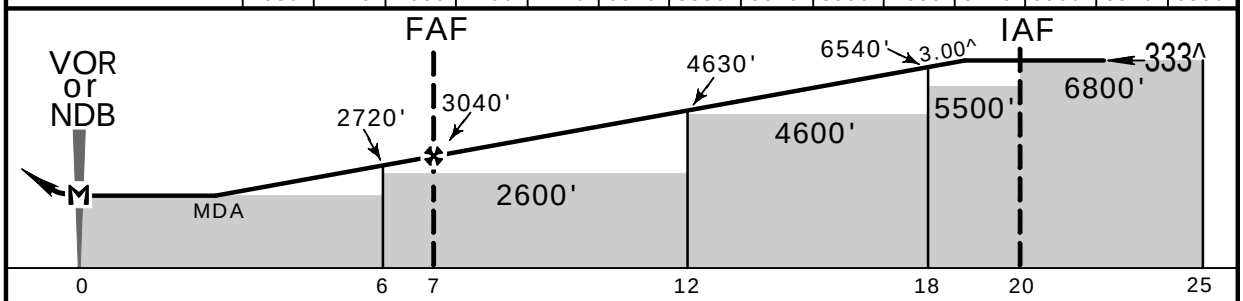
IFL NDB to CS VOR or NDB



Straight-in landing Rwy 33 not available unless visual by D10 CS.
Descent gradient to threshold 345'/NM.

NOT TO SCALE

NM to VOR	2.6	2.9	4.0	5.0	6.0	7.0	8.0	9.0	10.0	12.0	14.0	16.0	18.0	18.8
ALTITUDE	1630'	1720'	2080'	2400'	2720'	3040'	3350'	3670'	3990'	4630'	5270'	5900'	6540'	6800'

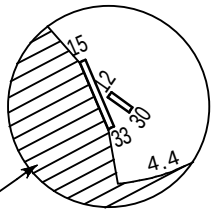


MISSED APPROACH: Turn RIGHT to intercept and track 040^ from CS VOR or NDB. Climb to 5000' and track to D15 CS or as directed by ATC.

CIRCLE-TO-LAND

MDA(H) A, B: 1630'(1620')
C, D: 1720'(1710')

A, B	2.4 km
C	4.0 km
D	5.0 km



No Circling West of Rwy 15-33 or beyond 4.4 DME to the South.

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

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JEPPESEN 15 AUG 14 (10-2B) .Eff.21.Aug. .DME.or.GNSS.ARRIVAL.

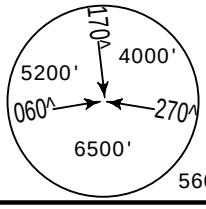
CAIRNS, QLD, AUSTRALIA

CAIRNS INTL

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4
CAIRNS Tower 124.9
Ground 121.7

Alt Set: hPa
Apt Elev: 0 hPa

Trans level: FL 110
Trans alt: 10000' (9990')

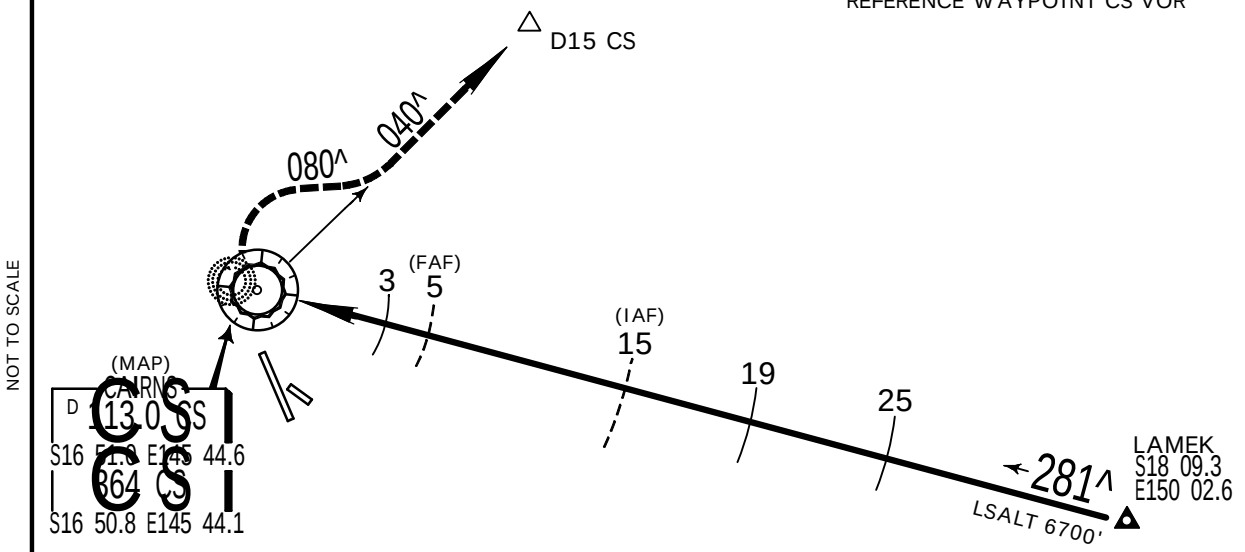


MSA
CS VOR or NDB
Within 25 NM
5600' Within 10 NM

VOR 113.0 CS
NDB 364 CS
Apt. Elev 10'

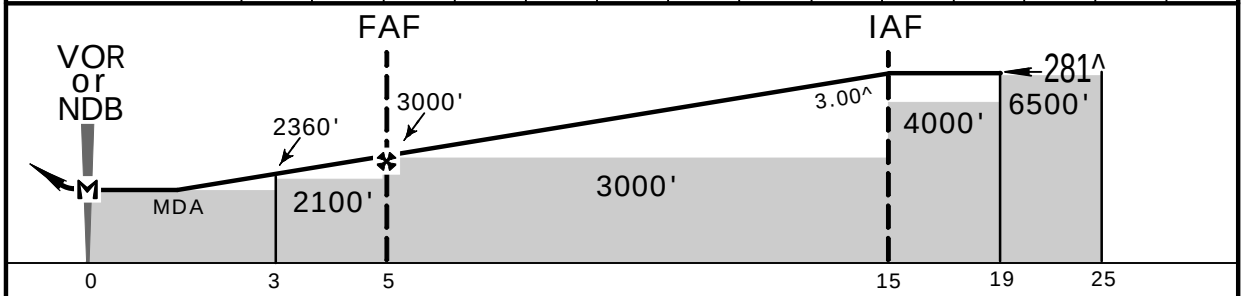
LAMEK to CS VOR or NDB

DME USING CS DME
REFERENCE WAYPOINT CS VOR



NOT TO SCALE

NM to VOR	0.7	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	16.0
ALTITUDE	1620'	2040'	2360'	2680'	3000'	3320'	3640'	3960'	4270'	4590'	4910'	5230'	5550'	6500'



MISSED APPROACH: Turn RIGHT track 080^ to intercept and track 040^ from CS VOR or NDB. Climb to 5000' and track to D15 CS or as directed by ATC.

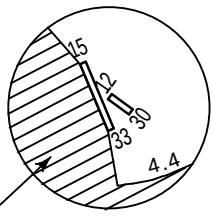
LIMITATION: Max 185 KT until established on CS R-040 VOR (040^ bearing from CS NDB).

CAUTION: Do NOT delay turn onto 080^ due to high terrain West of Missed Approach Area.

CIRCLE-TO-LAND

MDA(H) A, B: 1620' (1610')
C, D: 1720' (1710')

A, B	2.4 km
C	4.0 km
D	5.0 km



No Circling West of Rwy 15-33 or beyond 4.4 DME to the South.

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

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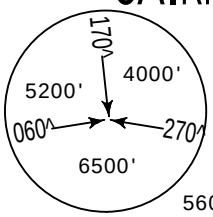
JEPPESEN 15 AUG 14 (10-2C) .Eff.21.Aug. .DME.or.GNSS.ARRIVAL.

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4
CAIRNS Tower 124.9
Ground 121.7

Alt Set: hPa
Apt Elev: 0 hPa

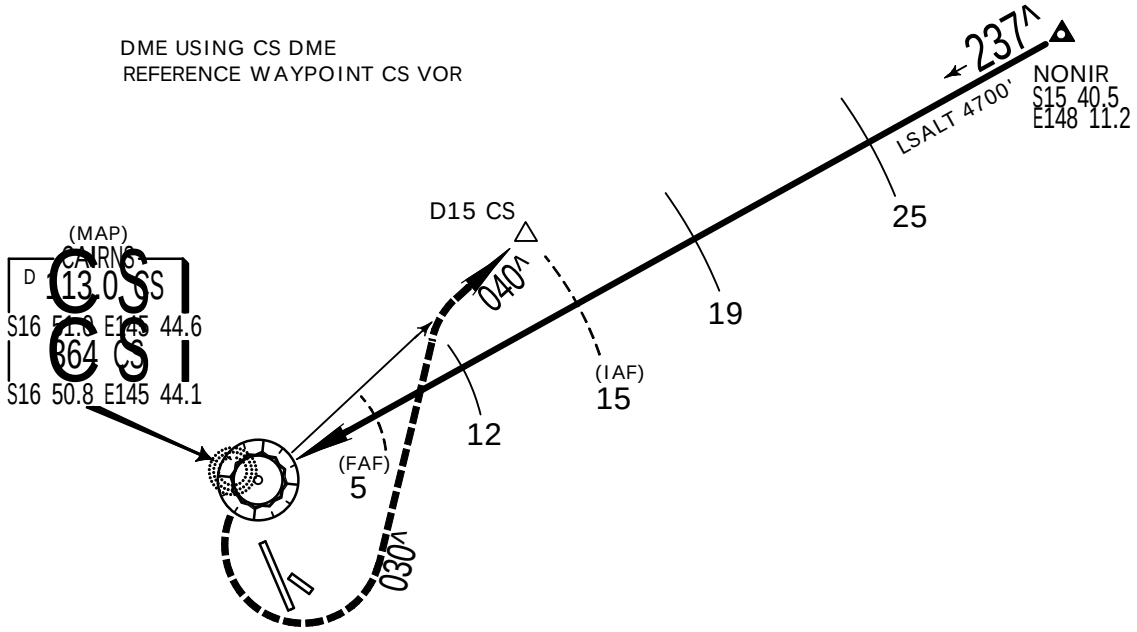
Trans level: FL 110
Trans alt: 10000' (9990')



MSA
CS VOR or NDB
Within 25 NM
5600' Within 10 NM

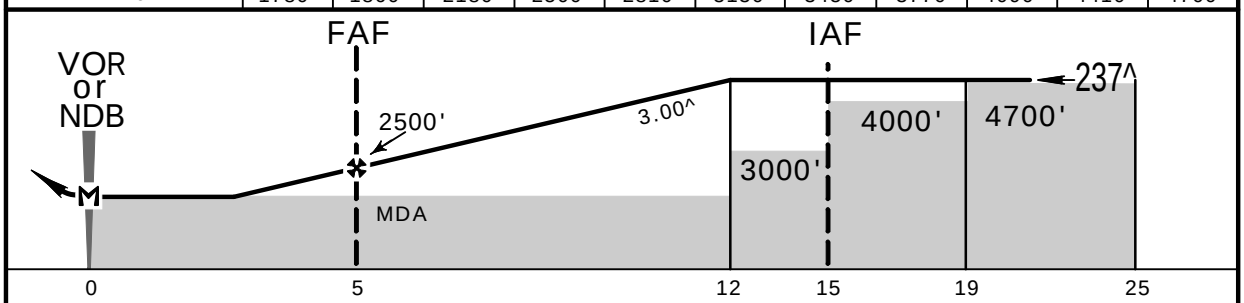
CAIRNS INTL
VOR 113.0 CS
NDB 364 CS
Apt. Elev 10'

NONIR to CS VOR or NDB



NOT TO SCALE

NM to VOR	2.8	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	11.9
ALTITUDE	1780'	1860'	2180'	2500'	2810'	3130'	3450'	3770'	4090'	4410'	4700'



MISSED APPROACH: Turn LEFT track 030^ to intercept and track 040^ from CS VOR or NDB. Climb to 5000' and track to D15 CS or as directed by ATC.

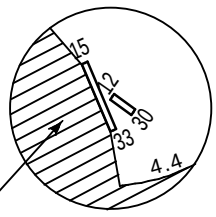
LIMITATION: Max 185 KT until established on CS VOR R-040 (040^ bearing from CS NDB).

CAUTION: Do NOT delay turn onto 030^ due to high terrain West of Missed Approach Area.

CIRCLE-TO-LAND

MDA(H) 1780' (1770')

A	2.4 km
B	
C	4.0 km
D	5.0 km



No Circling West of Rwy 15-33 or beyond 4.4 DME to the South.

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

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JEPPESEN (10-2D) 1 MAR 13 .Eff.7.Mar.

.RNAV.STAR.

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

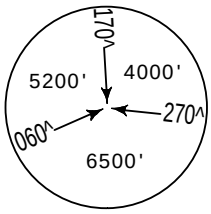
BIBOOHRA (BIB) TWO ALPHA ARRIVAL [BIB2A], BIBOOHRA (BIB) TWO BRAVO ARRIVAL [BIB2B], BIBOOHRA (BIB) TWO VICTOR ARRIVAL [BIB2V]

SPEED: MAX IAS 250 KT BELOW 10000'

BIBOOHRA (BIB) TWO ALPHA RWY 15: From BIB VOR track 022^ to RAINY. From RAINY, track via CS 15 DME Arc for ILS or LOC RWY 15.

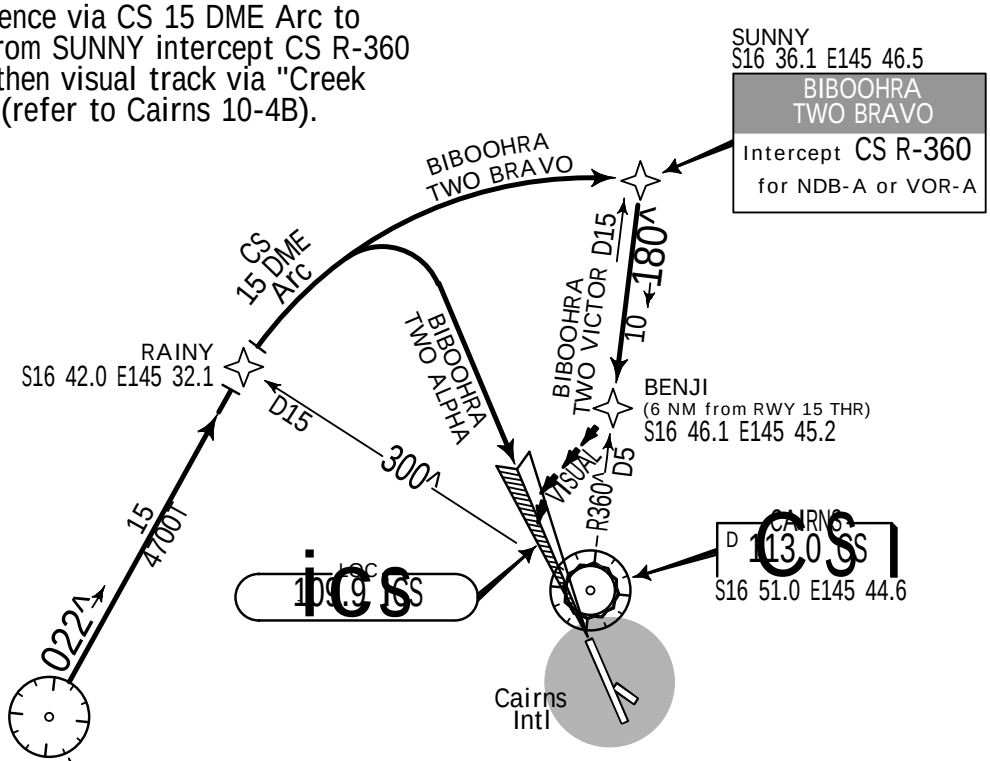
BIBOOHRA (BIB) TWO BRAVO RWY 15: From BIB VOR track 022^ to RAINY, thence via CS 15 DME Arc to SUNNY, then intercept CS R-360 for NDB-A or VOR-A.

BIBOOHRA (BIB) TWO VICTOR RWY 15: From BIB VOR track 022^ to RAINY, thence via CS 15 DME Arc to SUNNY. From SUNNY intercept CS R-360 to BENJI then visual track via "Creek Corridor" (refer to Cairns 10-4B).



MSA CS VOR
5600' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



Direct distance to Cairns Intl from:
BENJI 7 NM
RAINY 17 NM
SUNNY 17 NM

N
NOT TO SCALE

COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

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JEPPESEN 10-2E 1 MAR 13 .Eff.7.Mar.

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

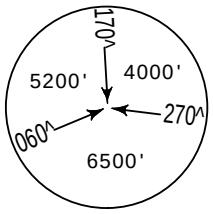
TRANS LEVEL: FL 110
TRANS ALT: 10000'

BIBOOHRA (BIB) TWO PAPA ARRIVAL [BIB2P]
BIBOOHRA (BIB) TWO UNIFORM ARRIVAL [BIB2U]

SPEED: MAX IAS 250 KT BELOW 10000'

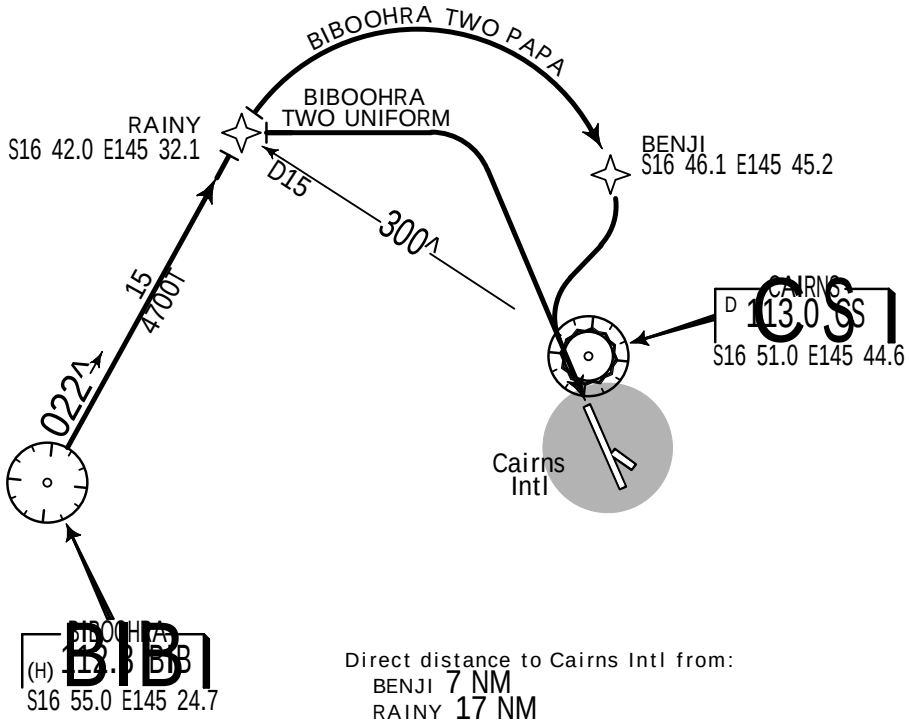
BIBOOHRA (BIB) TWO PAPA
RWY 15: From BIB VOR track 022^ to RAINY. From RAINY, track via RNAV-P (RNP) RWY 15.

BIBOOHRA (BIB) TWO UNIFORM
RWY 15: From BIB VOR track 022^ to RAINY. From RAINY, track via RNAV-U (RNP) RWY 15.



MSA CS VOR
5600' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



Direct distance to Cairns Intl from:
BENJI 7 NM
RAINY 17 NM

N
NOT TO SCALE

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

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CHANGES: Procedure renumbered; GPS replaced by GNSS.

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JEPPESEN

10-2F

24 MAY 13
.Eff.29.May.1600Z.

CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

TRANS LEVEL: FL 110
TRANS ALT: 10000'

CODIE FOUR ALPHA ARRIVAL[CODI4A], CODIE FOUR ZULU ARRIVAL[CODI4Z]

SPEED: MAX IAS 250 KT BELOW 10000'

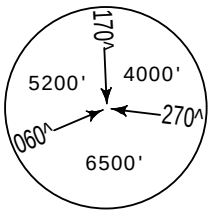
TRANSITIONS:

CARBA: From CARBA track 090^ to CODIE.
DREWS: From DREWS track 142^ to CODIE.
KONDA: From KONDA track 076^ to CODIE.
LAKED: From LAKED track 120^ to CODIE.
LOCKA: From LOCKA track 174^ to CODIE.
ZANEY: From ZANEY track 203^ to CODIE.
FOLLOW ARRIVAL INSTRUCTIONS

ARRIVAL:

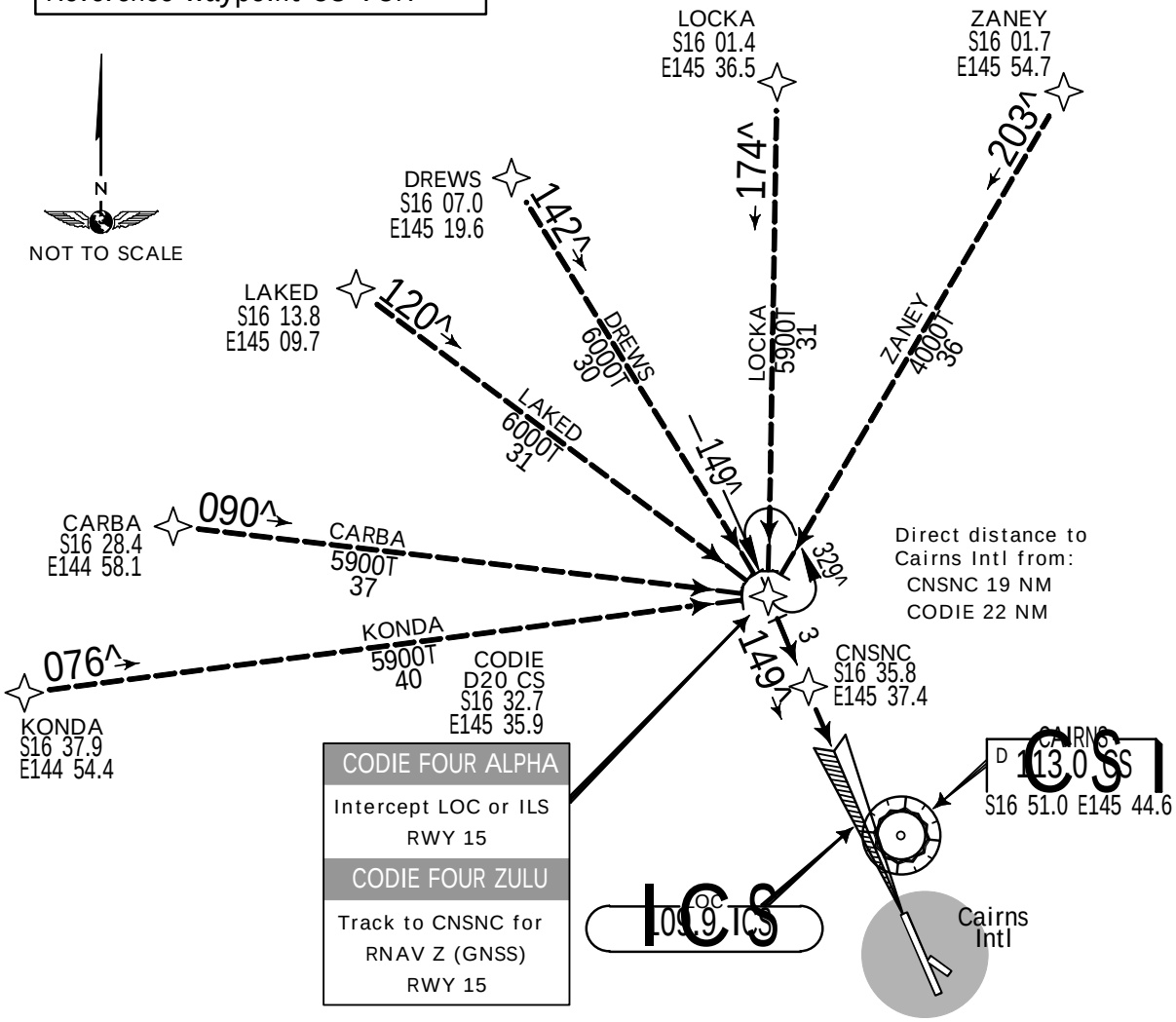
CODIE FOUR ALPHA
RWY 15: From CODIE, intercept LOC for ILS or LOC RWY 15.

CODIE FOUR ZULU
RWY 15: From CODIE, track 149^ to CNSNC for RNAV Z (GNSS) RWY 15.



MSA CS VOR
5600' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



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COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

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JEPPESEN (10-2G) 24 MAY 13 .Eff.29.May.1600Z

CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

TRANS LEVEL: FL 110
TRANS ALT: 10000'

CODIE FOUR UNIFORM ARRIVAL [CODI4U]

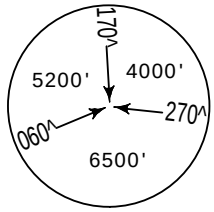
SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

CARBA: From CARBA track 090^ to CODIE.
DREWS: From DREWS track 142^ to CODIE.
KONDA: From KONDA track 076^ to CODIE.
LAKED: From LAKED track 120^ to CODIE.
LOCKA: From LOCKA track 174^ to CODIE.
ZANEY: From ZANEY track 203^ to CODIE.
FOLLOW ARRIVAL INSTRUCTIONS

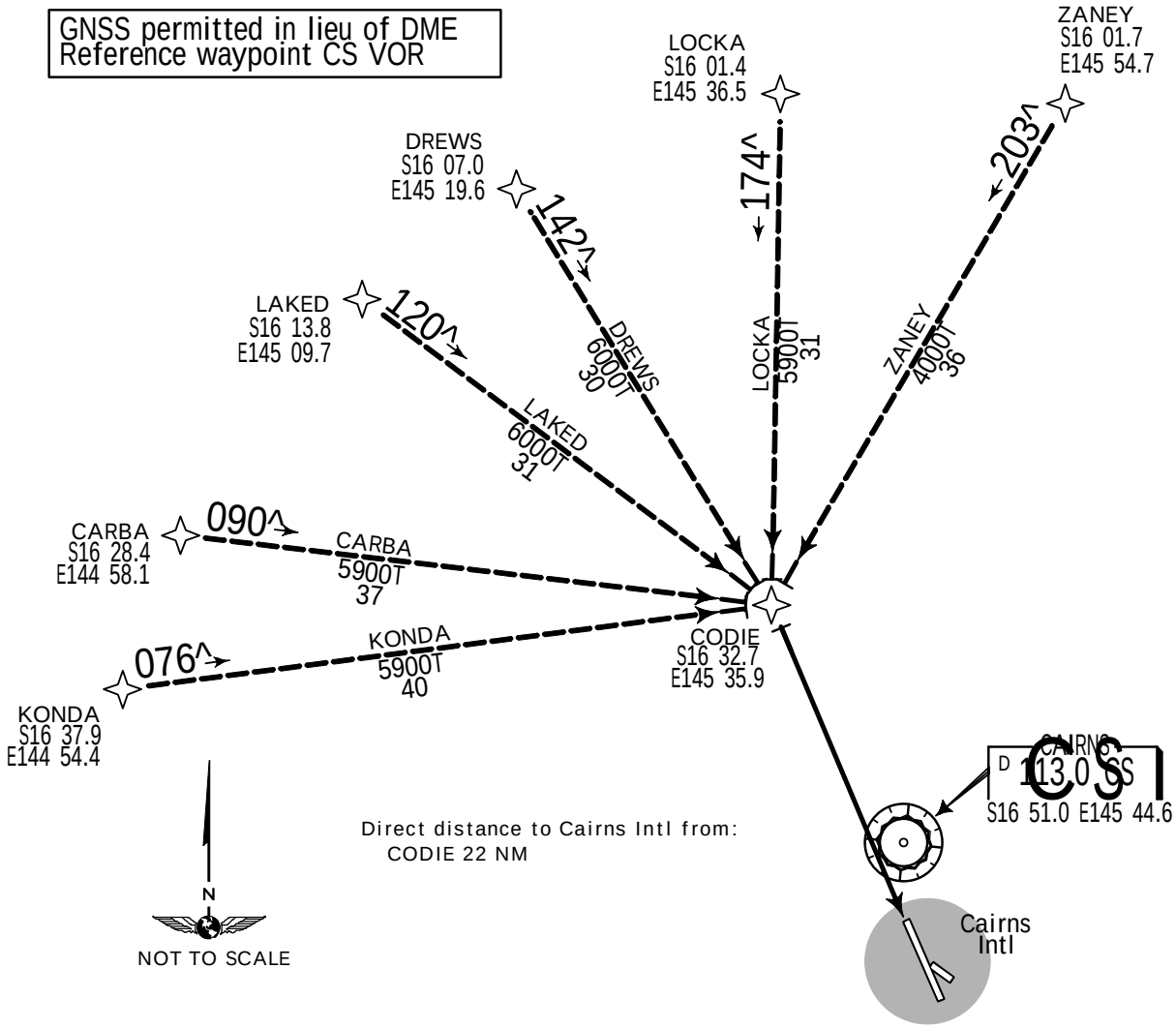
ARRIVAL:

RWY 15: From CODIE, track via RNAV U (RNP) RWY 15.



MSA CS VOR
5600' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

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CHANGES: Procedure renumbered, holding pattern removed, GPS to GNSS.

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.RNAV.STAR..

JEPPESEN (10-2H) 12 NOV 10 .Eff.18.Nov.

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

HENDO FIVE ALPHA ARRIVAL

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

BARIA: From BARIA track 262^ to ROLFE. Cross ROLFE at or below 10000'. Track 262^ to HENDO.

BULOK: From BULOK track 069^ to HENDO.

CARBA: From CARBA track 129^ to BIB, turn RIGHT, track 139^ to TOTTY, then via CS VOR 24 DME Arc to HENDO.

FISHY: From FISHY track 005^ to HENDO.

KONDA: From KONDA track 113^ to BIB, turn RIGHT, track 139^ to TOTTY, then via CS VOR 24 DME to HENDO.

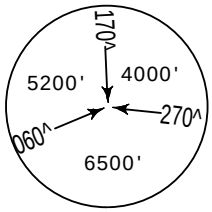
LAKED: From LAKED track 154^ to BIB, turn LEFT, track 139^ to TOTTY, then via CS VOR 24 DME Arc to HENDO.

NORMA: From NORMA track 031^ to HENDO.

FOLLOW ARRIVAL INSTRUCTIONS

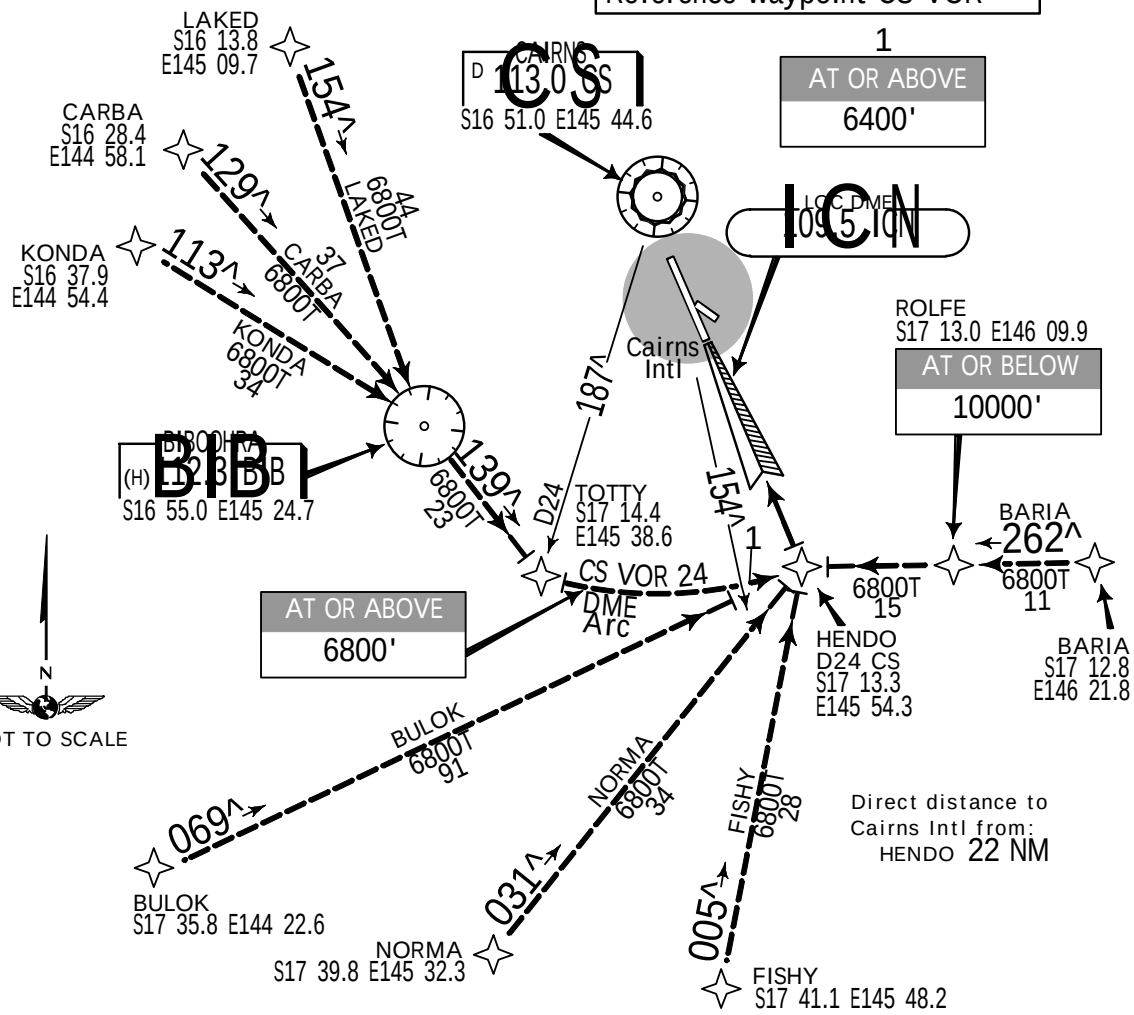
ARRIVAL:

RWY 33: From HENDO, intercept LOC RWY 33.



MSA CS VOR
5600' within 10 NM

GPS permitted in lieu of DME
Reference waypoint CS VOR



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COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380
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

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CHANGES: Procedure renumbered, altitude restriction, CS coordinates.

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JEPPESEN (10-2J) 12 NOV 10 .Eff.18.Nov.

CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

HENDO FIVE UNIFORM ARRIVAL

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

BARIA: From BARIA track 262^ to ROLFE. Cross ROLFE at or below 10000'. Track 262^ to HENDO.

BULOK: From BULOK track 069^ to HENDO.

CARBA: From CARBA track 129^ to BIB, turn RIGHT, track 139^ to TOTTY, then via CS VOR 24 DME Arc to HENDO.

FISHY: From FISHY track 005^ to HENDO.

KONDA: From KONDA track 113^ to BIB, turn RIGHT, track 139^ to TOTTY, then via CS VOR 24 DME Arc to HENDO.

LAKED: From LAKED track 154^ to BIB, turn LEFT, track 139^ to TOTTY, then via CS VOR 24 DME Arc to HENDO.

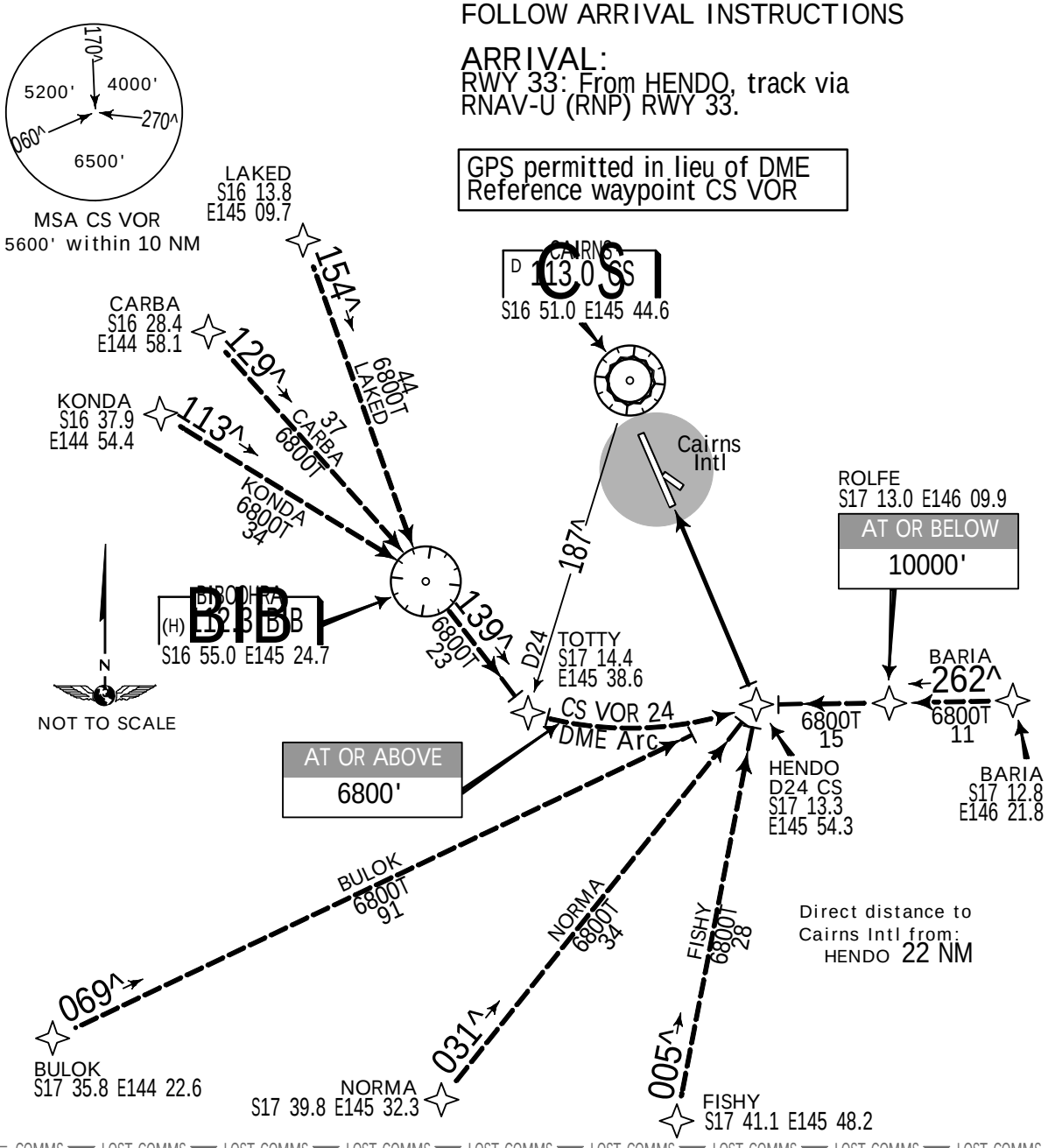
NORMA: From NORMA track 031^ to HENDO.

FOLLOW ARRIVAL INSTRUCTIONS

ARRIVAL:

RWY 33: From HENDO, track via RNAV-U (RNP) RWY 33.

GPS permitted in lieu of DME
Reference waypoint CS VOR



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COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

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CHANGES: Procedure renumbered; CS coordinates.

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JEPPESEN (10-2K) 24 MAY 13 .Eff.29.May.1600Z. CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

KEEWI SIX ALPHA ARRIVAL [KEWI6A], KEEWI SIX VICTOR ARRIVAL [KEWI6V]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

CARBA: From CARBA track 093^ to SUNNY then track 130^ to KEEWI.

DREWS: From DREWS track 131^ to SUNNY then track 130^ to KEEWI.

KONDA: From KONDA track 081^ to SUNNY then track 130^ to KEEWI.

LAKED: From LAKED track 115^ to SUNNY then track 130^ to KEEWI.

LOCKA: From LOCKA track 150^ to KEEWI.

ZANEY: From ZANEY track 171^ to KEEWI.

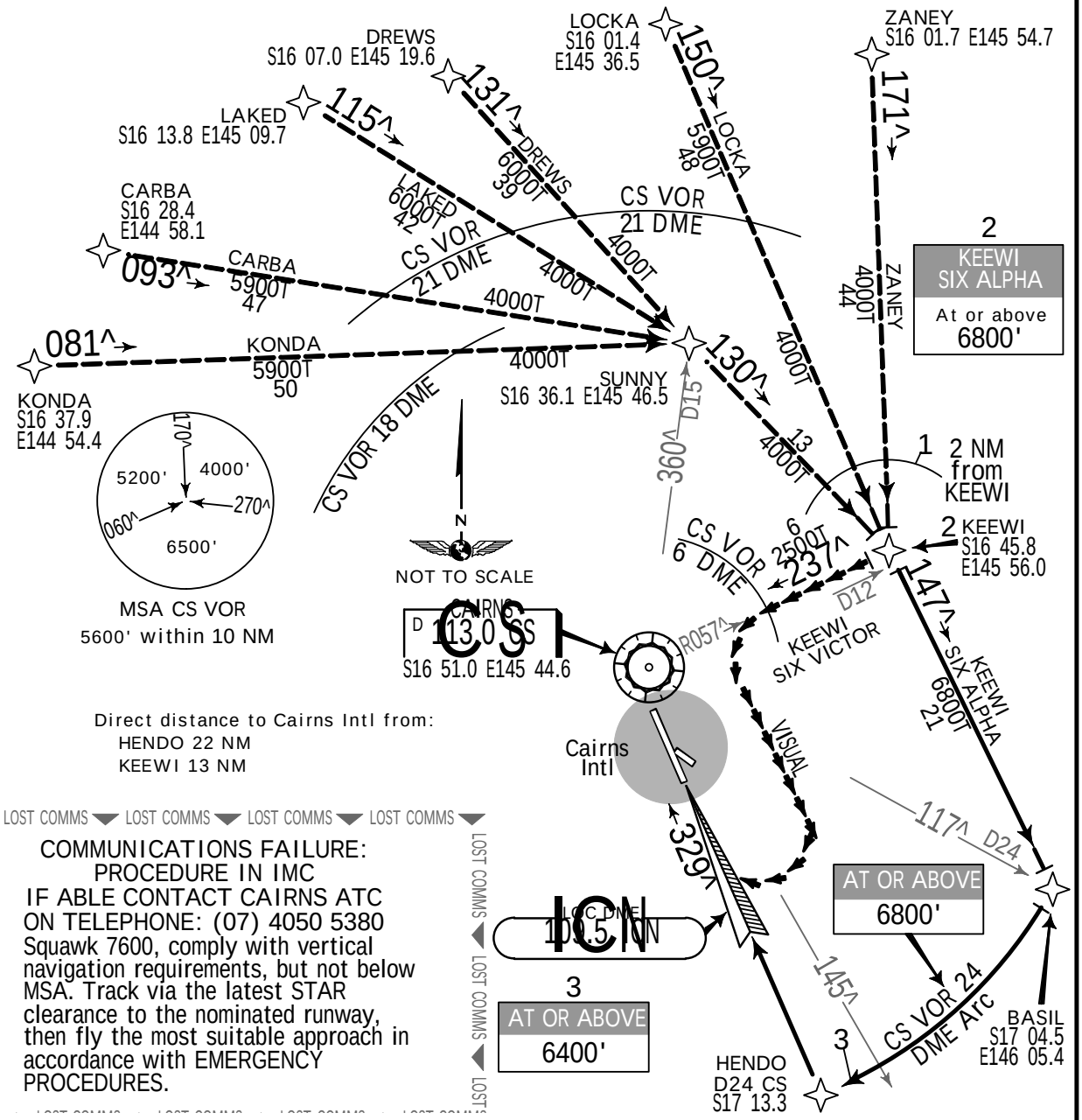
FOLLOW ARRIVAL INSTRUCTIONS

ARRIVALS:

KEEWI SIX ALPHA
RWY 33: Cross KEEWI at or above 6800'. From KEEWI track 147^ to BASIL, then via CS VOR 24 DME Arc for LOC RWY 33.

KEEWI SIX VICTOR
RWY 33: At 2 NM KEEWI (1VISUAL PROCEDURE ONLY) visual turn RIGHT, intercept CS R-057 to CS VOR 6 DME. At CS VOR 6 DME visual turn LEFT track direct for RIGHT base RWY 33.

GNSS permitted in lieu of DME
Reference waypoint CS VOR



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COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380
Squawk 7600, comply with vertical navigation requirements, but not below MSA. Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

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JEPPESEN (10-2L) 24 MAY 13 .Eff.29.May.1600Z. CAIRNS, QLD, AUSTRALIA

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

YBCS CAIRNS INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

KEEWI SIX PAPA ARRIVAL[KEWI6P], KEEWI SIX UNIFORM ARRIVAL[KEWI6U]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

CARBA: From CARBA track 093^ to SUNNY then track 130^ to KEEWI.

DREWS: From DREWS track 131^ to SUNNY then track 130^ to KEEWI.

KONDA: From KONDA track 081^ to SUNNY then track 130^ to KEEWI.

LAKED: From LAKED track 115^ to SUNNY then track 130^ to KEEWI.

LOCKA: From LOCKA track 150^ to KEEWI.

ZANEY: From ZANEY track 171^ to KEEWI.

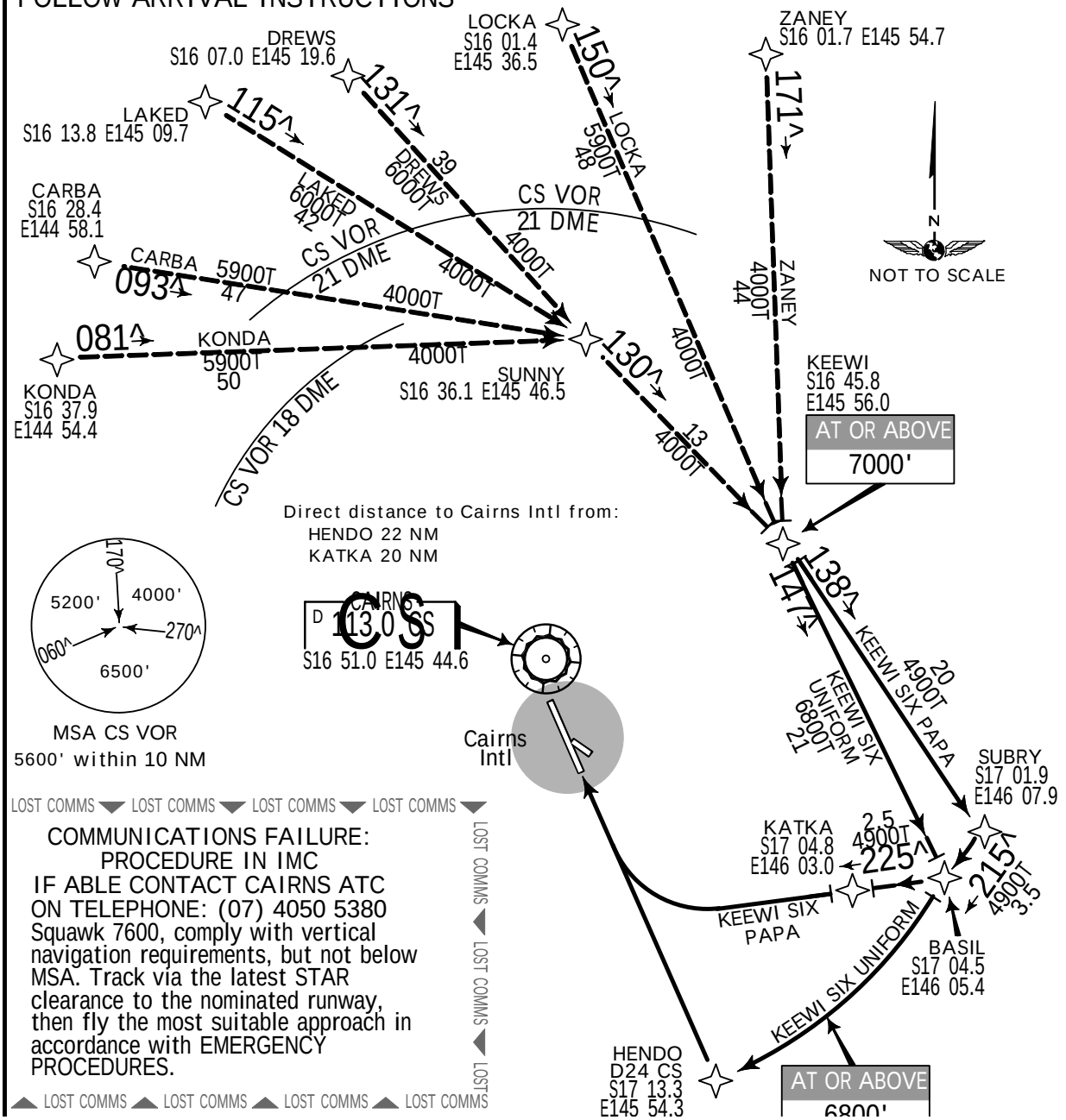
FOLLOW ARRIVAL INSTRUCTIONS

ARRIVALS:

KEEWI SIX PAPA:
RWY 33: Cross KEEWI at or above 7000'. From KEEWI track 138^ to SUBRY, turn RIGHT, track 215^ to BASIL, thence 255^ to KATKA. Track via RNAV-P (RNP) RWY 33.

KEEWI SIX UNIFORM:
RWY 33: Cross KEEWI at or above 7000'. From KEEWI track 147^ to BASIL, thence via RNAV-U (RNP) RWY 33.

GNSS permitted in lieu of DME
Reference waypoint CS VOR



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COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380
Squawk 7600, comply with vertical navigation requirements, but not below MSA. Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

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JEPPESEN 10-2M 1 MAR 13 .Eff.7.Mar.

.RNAV.STAR.

CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

TRANS LEVEL: FL 110
TRANS ALT: 10000'

SUNNY THREE BRAVO ARRIVAL[SUNY3B], SUNNY THREE VICTOR ARRIVAL[SUNY3V]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

CARBA: From CARBA track 093^ to SUNNY.

DREWS: From DREWS track 131^ to SUNNY.

KONDA: From KONDA track 081^ to SUNNY.

LAKED: From LAKED track 115^ to SUNNY.

LOCKA: From LOCKA track 157^ to SUNNY.

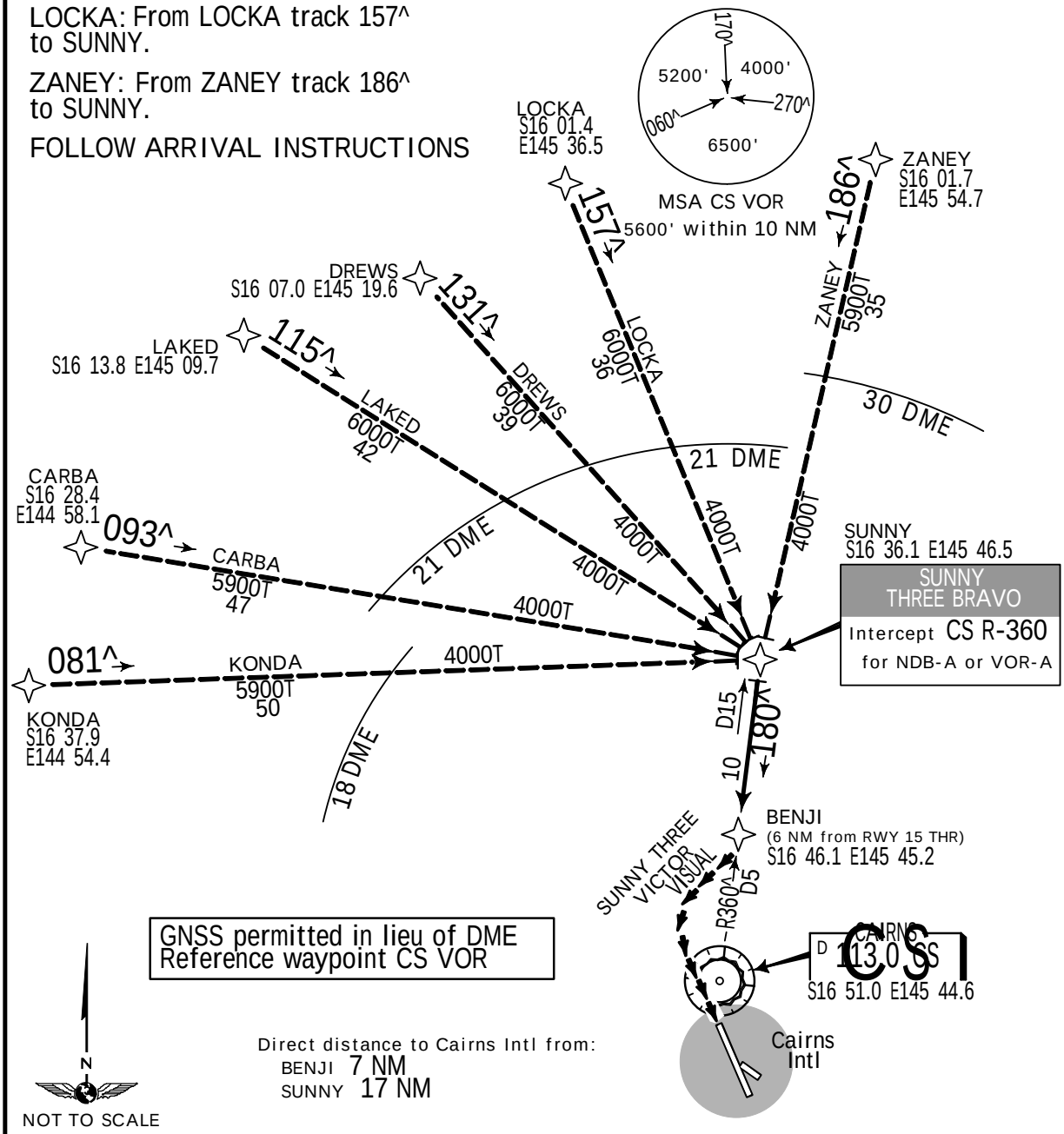
ZANEY: From ZANEY track 186^ to SUNNY.

FOLLOW ARRIVAL INSTRUCTIONS

ARRIVALS:

SUNNY THREE BRAVO
RWY 15: From SUNNY intercept CS R-360 for NDB-A or VOR-A.

SUNNY THREE VICTOR
RWY 15: From SUNNY intercept CS R-360 visual to BENJI, then track via "Creek Corridor" (refer to Cairns 10-4B).



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COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

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JEPPESEN (10-2N) 1 MAR 13 .Eff.7.Mar.

.RNAV.STAR.

CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

TRANS LEVEL: FL 110
TRANS ALT: 10000'

SUNNY THREE PAPA ARRIVAL [SUNY3P]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

CARBA: From CARBA track 093^ to SUNNY.

DREWS: From DREWS track 131^ to SUNNY.

KONDA: From KONDA track 081^ to SUNNY.

LAKED: From LAKED track 115^ to SUNNY.

LOCKA: From LOCKA track 157^ to SUNNY.

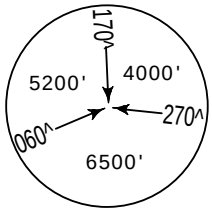
ZANEY: From ZANEY track 186^ to SUNNY.

FOLLOW ARRIVAL INSTRUCTIONS

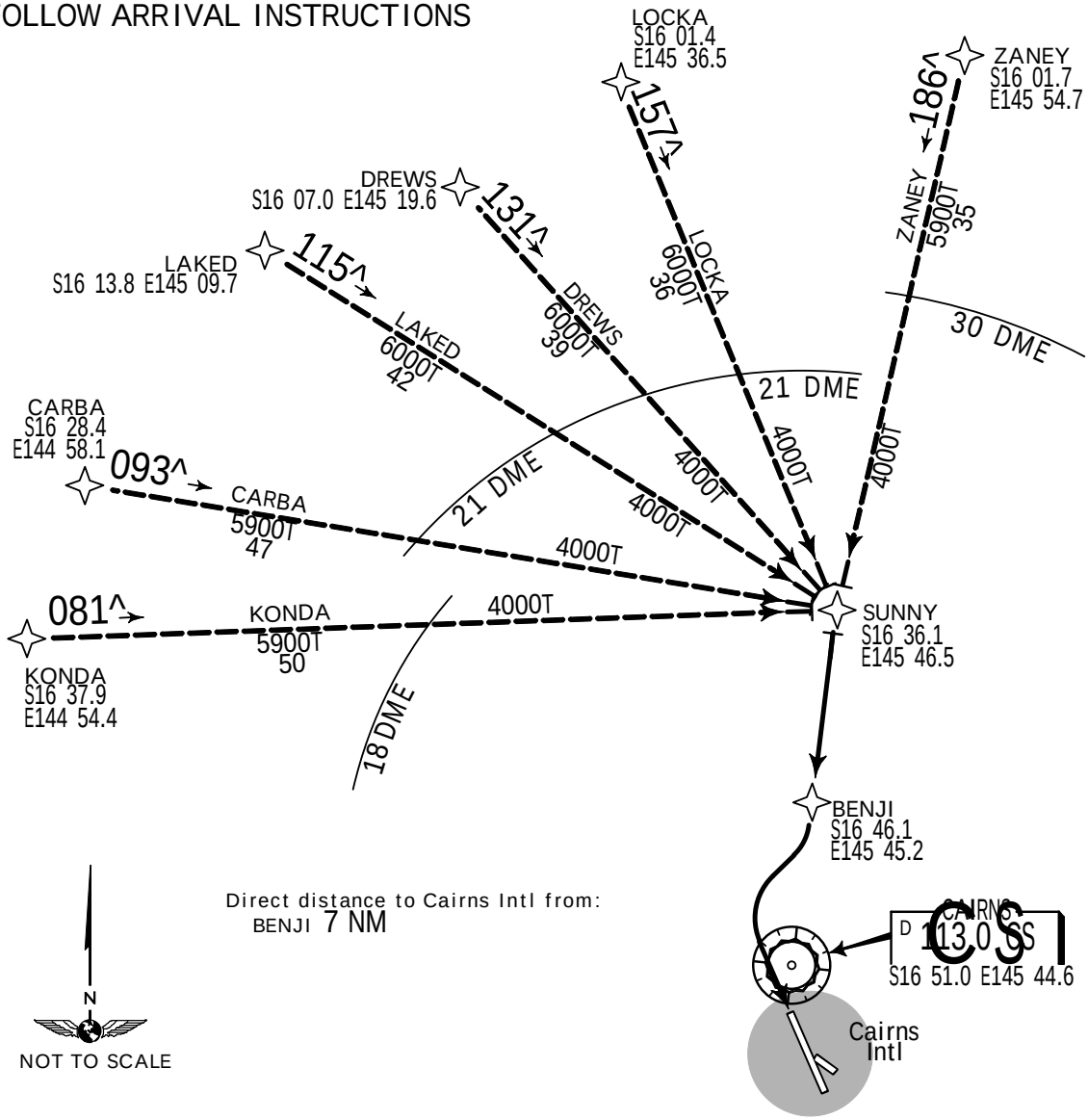
ARRIVAL:

RWY 15: From SUNNY track via RNAV-P (RNP) RWY 15.

GNSS permitted in lieu of DME
Reference waypoint CS VOR



MSA CS VOR
5600' within 10 NM



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COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

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JEPPESEN (10-2P) 24 MAY 13

CAIRNS, QLD, AUSTRALIA

.Eff.29.May.1600Z.

YBCS CAIRNS INTL

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

TRANS LEVEL: FL 110
TRANS ALT: 10000'

UPOLO FIVE ALPHA ARRIVAL [UPOL5A], UPOLO FIVE BRAVO ARRIVAL [UPOL5B], UPOLO FIVE VICTOR ARRIVAL [UPOL5V]

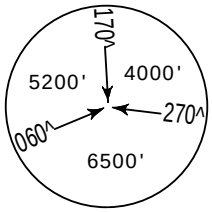
SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL: Track via CS 15 DME Arc to SUNNY ; then:

UPOLO FIVE ALPHA
RWY 15: From SUNNY, track via CS 15 DME Arc for ILS or LOC RWY 15.

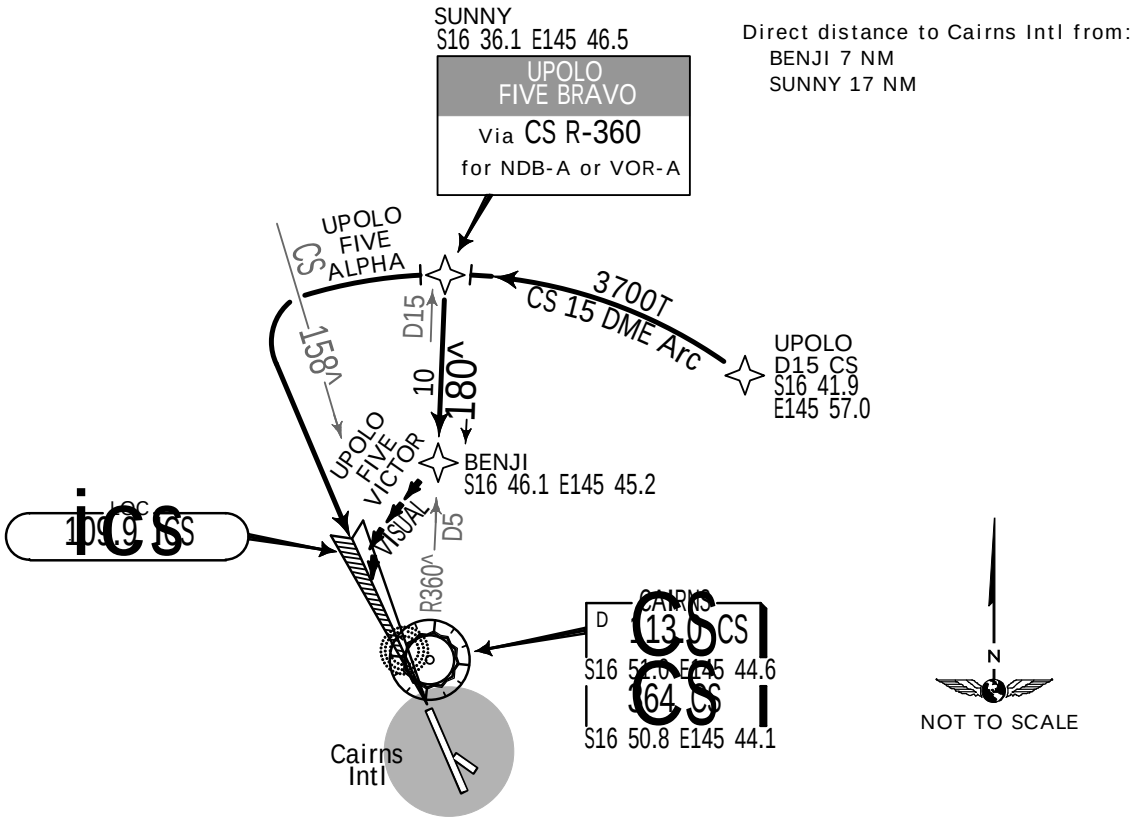
UPOLO FIVE BRAVO
RWY 15: From SUNNY, track via CS R-360 for NDB-A or VOR-A.

UPOLO FIVE VICTOR
RWY 15: From SUNNY, intercept CS R-360 visual to BENJI, then track via "Creek Corridor" (refer to Cairns 10-4B).



MSA CS VOR
5600' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



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COMMUNICATIONS FAILURE: PROCEDURE IN IMC

IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

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JEPPESEN (10-2Q) 24 MAY 13

CAIRNS, QLD, AUSTRALIA

.Eff.29.May.1600Z.

YBCS CAIRNS INTL

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

TRANS LEVEL: FL 110
TRANS ALT: 10000'

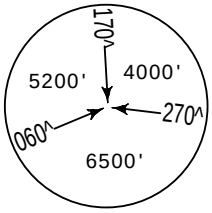
UPOLO FIVE PAPA ARRIVAL [UPOL5P], UPOLO FIVE UNIFORM ARRIVAL [UPOL5U]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL:

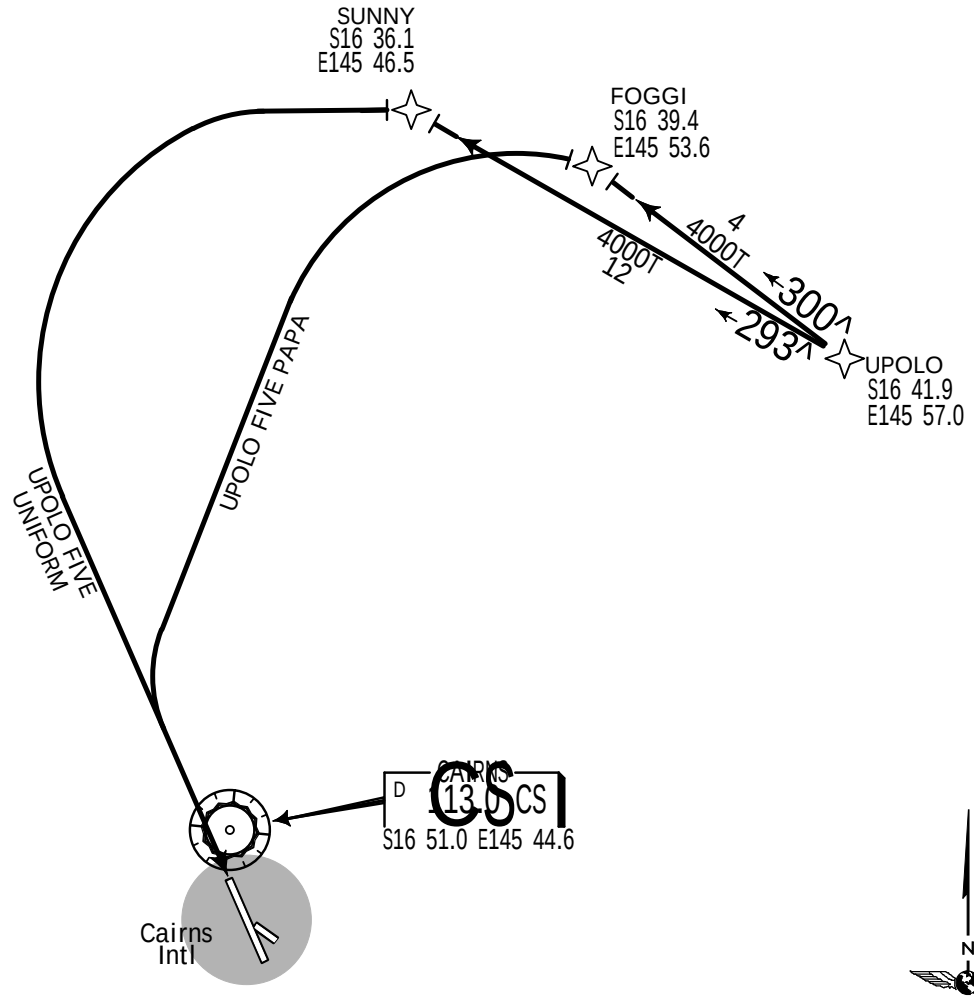
UPOLO FIVE PAPA
RWY 15: From UPOLO, track 300^ to FOGGI, then via RNAV-P (RNP) RWY 15.

UPOLO FIVE UNIFORM
RWY 15: From UPOLO, track 293^ to SUNNY, then via RNAV-U (RNP) RWY 15.



MSA CS VOR
5600' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



Direct distance to Cairns Intl from:
FOGGI 16 NM
SUNNY 17 NM

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COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380

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

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.RNAV.STAR..

JEPPESEN (10-2S)

24 MAY 13
.Eff.29.May.1600Z.

CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

ATIS 113.0 131.1
CAIRNS Approach (R) 118.4 126.1

TRANS LEVEL: FL 110
TRANS ALT: 10000'

TOTTY ONE PAPA ARRIVAL [TOTY1P]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS:

BULOK: From BULOK to TOTTY Track 067^ to TOTTY.

CARBA: From CARBA to TOTTY Track 129^ to BIB. Turn RIGHT, track 139^ to TOTTY.

FISHY: From FISHY to TOTTY Track 334^ to TOTTY.

KONDA: From KONDA to TOTTY Track 113^ to BIB, Turn RIGHT, track 139^ to TOTTY.

LAKED: From LAKED to TOTTY Track 154^ to BIB. Turn LEFT, track 139^ to TOTTY.

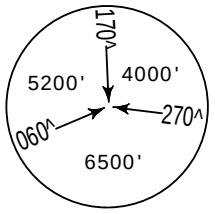
NORMA: From NORMA to TOTTY Track 006^ to TOTTY.

FOLLOW ARRIVAL INSTRUCTIONS

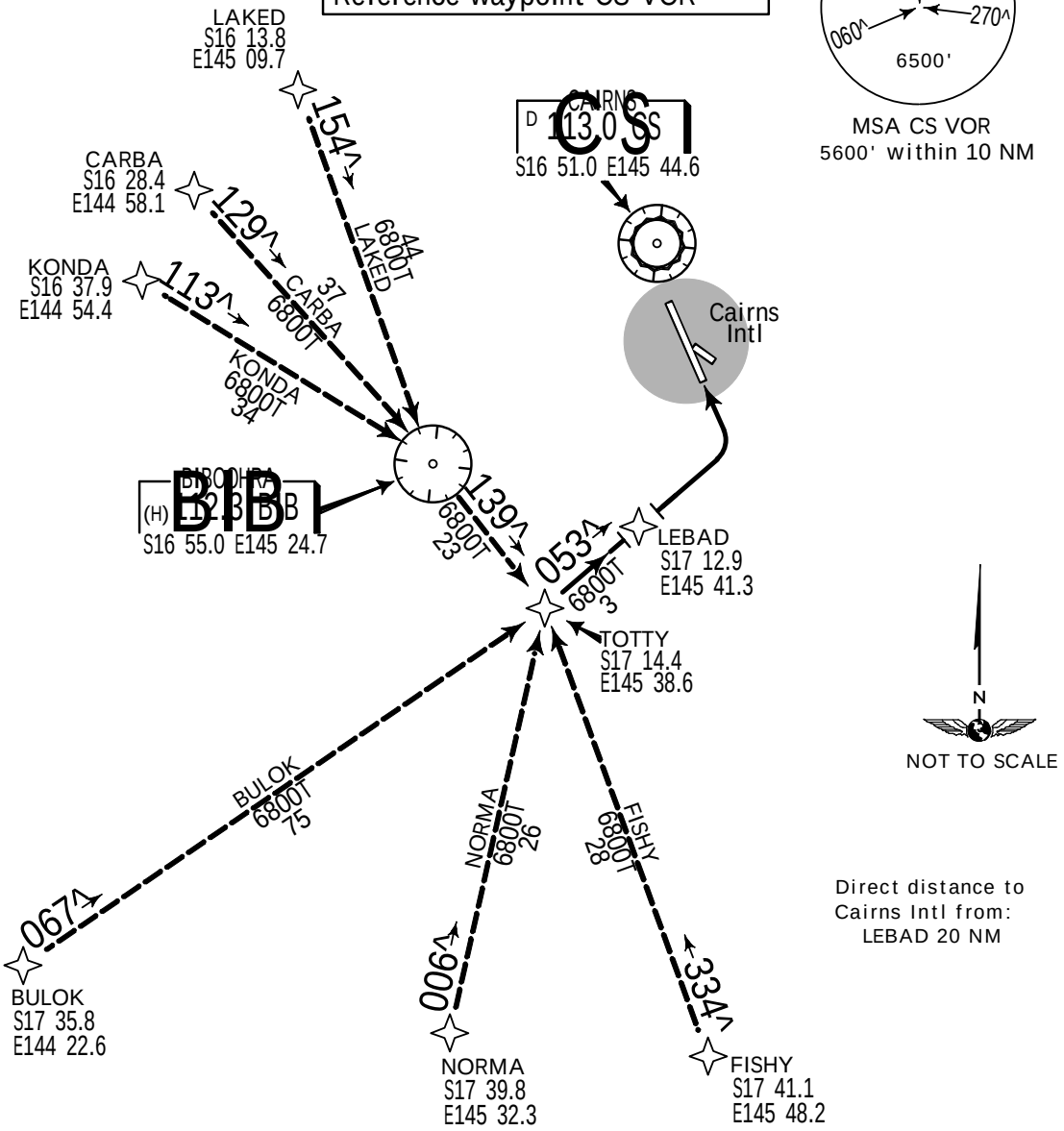
ARRIVAL:

RWY 33: From TOTTY track 053^ to LEBAD, thence via RNAV-P (RNP) RWY 33.

GNSS permitted in lieu of DME
Reference waypoint CS VOR



MSA CS VOR
5600' within 10 NM



Direct distance to
Cairns Intl from:
LEBAD 20 NM

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COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT CAIRNS ATC ON TELEPHONE: (07) 4050 5380
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

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CHANGES: New procedure at this airport.

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JEPPESEN 28 FEB 14 (10-3)

STANDARD INSTRUMENT DEPARTURES (RADAR) .SID(R).
.Eff.6.Mar.

CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

CAIRNS Clearance	121.7
Departure (R)	118.4
	126.1 (as advised)

TRANS LEVEL: FL 110
TRANS ALT: 10000'

CAIRNS ONE DEPARTURE (RADAR)

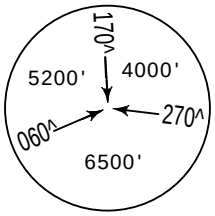
RUNWAYS 15, 33

Minimum required climb gradients:
Rwy 15: 4.0% to 600'.
Rwy 33: 4.6% to 2000'.

Gnd speed-Kts	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.6% V/V (fpm)	349	466	699	932	1165	1398

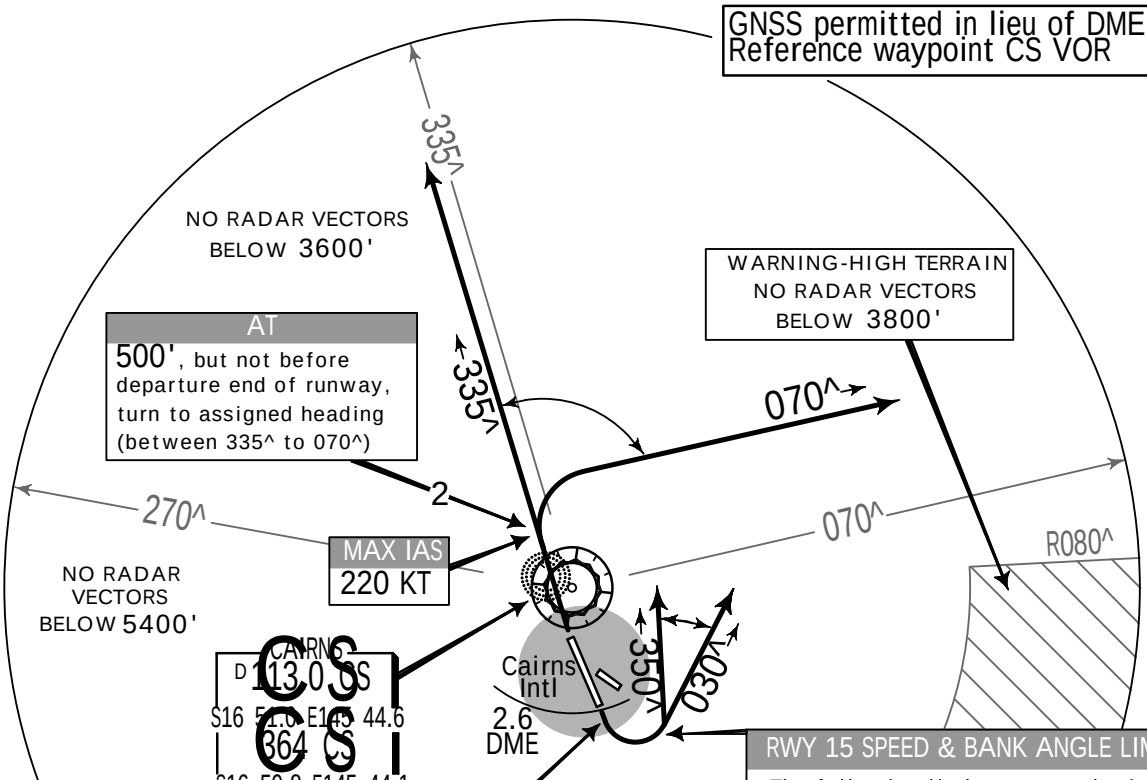
RWY 15: Track 149^. 1 At the earlier of 400' or departure end of runway (2.6 DME), turn LEFT to assigned heading (between 350^ to 030^).
When directed, contact Departure for RADAR vectors.

RWY 33: MAX IAS 220 KT. Track 329^. 2 At 500', but not before departure end of runway, turn to assigned heading (between 335^ to 070^). When directed, contact Departure for RADAR vectors.



MSA CS VOR
5600' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



RWY 15 SPEED & BANK ANGLE LIMITS
The following limits are required until tracking assigned heading-between 350^ to 030^:
1. Max IAS 190 KT
2. Minimum 25^ Bank

AT EARLIER OF
400' or departure end of runway (2.6 DME) turn LEFT to assigned heading (between 350^ to 030^)

1 WARNING:
Rwy 15
DO NOT DELAY TURN TO ASSIGNED HEADING BEYOND DEPARTURE END OF RUNWAY DUE TO HIGH TERRAIN SOUTHEAST OF AIRPORT

N
NOT TO SCALE

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

On recognition of communications 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.

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CHANGES: Procedure revised, renumbered.

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JEPPESEN 28 FEB 14 (10-3A) .Eff.6.Mar.

.SID.

CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

CAIRNS Clearance	121.7
Departure (R)	118.4
	126.1 (as advised)

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAY 15

NON-JETS ONLY

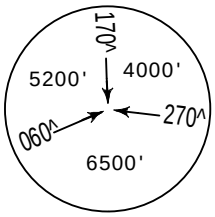
BIBOOHRA ONE DEPARTURE (BIB) [BIB1]

Minimum required climb gradient 4.0% to 600'.

Gnd speed-Kts	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

RWY 15: Track 149^. 1 At the earlier of 400' or departure end of runway (2.6 DME), turn LEFT track 030^. At or above 3000' turn LEFT. Track to CS VOR/NDB.

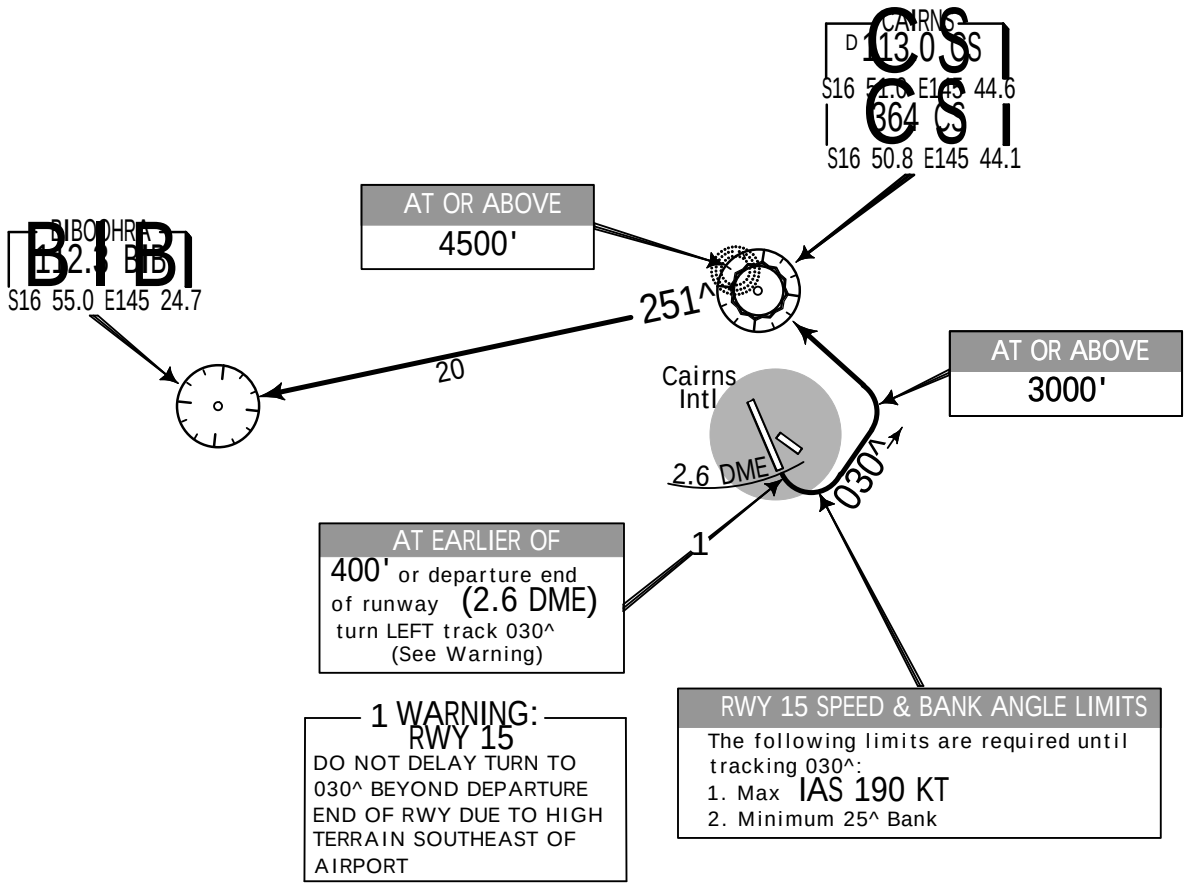
REQUIREMENT: Reach 4500' by CS VOR/NDB. Track 251^ to BIB VOR.

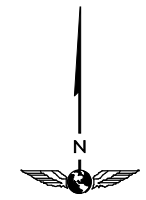


MSA CS VOR
5600' within 10 NM

Direct distance from Cairns Intl to:
CS VOR (NDB) 2 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR





NOT TO SCALE

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CAIRNS Clearance	121.7
Departure (R)	118.4
	126.1 (as advised)

FOR CASA APPROVED OPERATORS ONLY

.RNAV.SID.
CAIRNS, QLD, AUSTRALIA

JEPPESEN
24 MAY 13
.Eff.29.May.1600Z. 10-3A-1 YBCS CAIRNS INTL

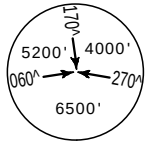
TRANS LEVEL: FL 110
TRANS ALT: 10000'

CREEK FOUR RNAV (RNP 0.3) DEPARTURE (RWY 33)

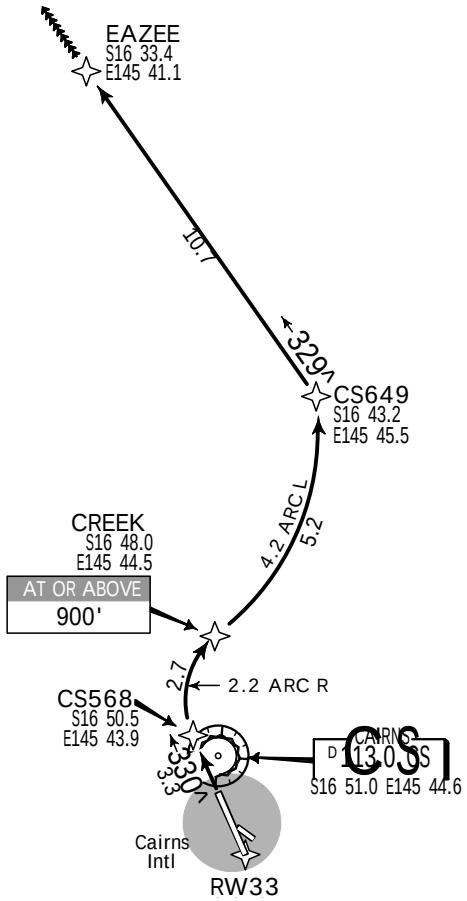
[CREEK4]
MVD-N (NARROW-BODY JET AIRCRAFT).
MVD-2 (2 ENGINES WIDE BODY AIRCRAFT)
(RF REQUIRED)

RWY 33: Track 330^ to CS568. Turn RIGHT via the RNAV (RNP) track to CREEK. Cross CREEK at or above 900'. Turn LEFT via the RNAV (RNP) track to CS649. Track 329^ to EAZEE.

TRANSITION:
RADAR: From EAZEE thence as cleared.



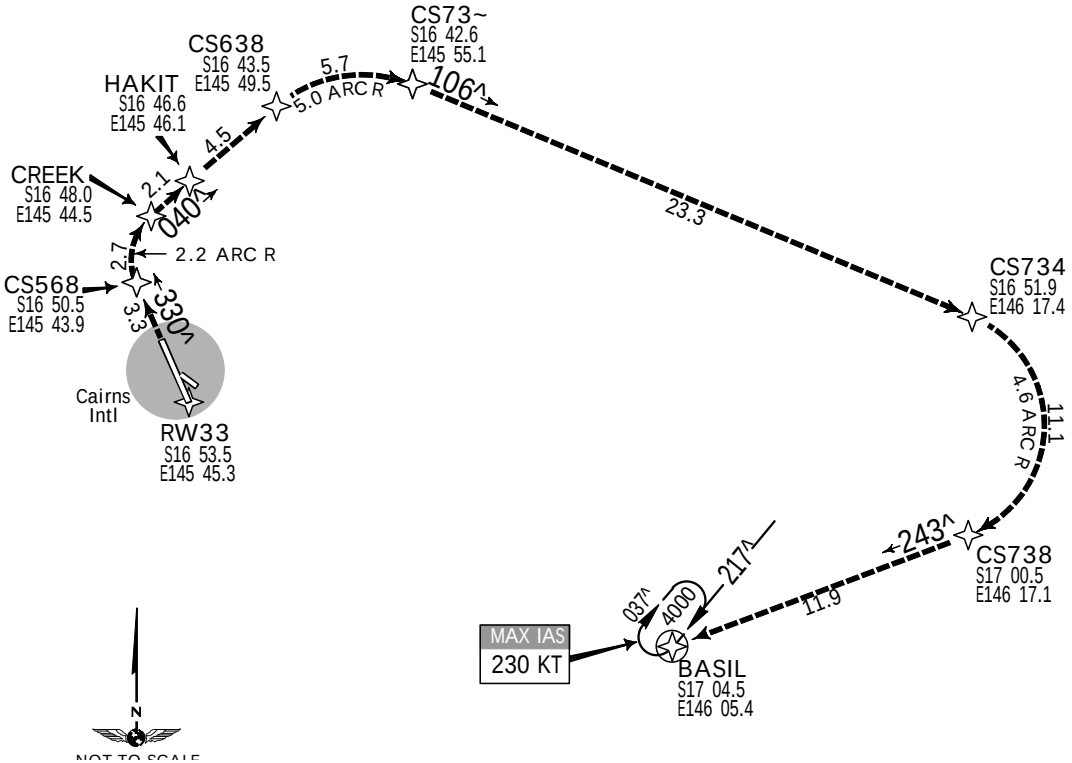
MSA CS VOR
5600' within 10 NM



RNAV (RNP 0.3) ENGINE OUT DEPARTURE (RWY 33)

ENGINE FAILURE PRIOR TO CREEK
- -Climb to 4000'.
- -Fly the RNAV (RNP) ENGINE OUT DEPARTURE track to BASIL.
- -Hold at BASIL. MAX holding speed 230 KT.

ENGINE FAILURE AFTER CREEK
- -Continue via the RNAV (RNP) CREEK FOUR DEPARTURE track to EAZEE.



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CHANGES: New procedure at this airport.

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CAIRNS Clearance	121.7
Departure (R)	118.4
	126.1 (as advised)

CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAY 33

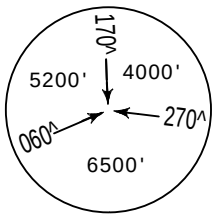
JETS ONLY

EAZEE ONE DEPARTURE [EAZEE1]

SPEED: MAX IAS 220 KT UNTIL HAKIT

Minimum required climb gradient 4.6% to 2000'.

Gnd speed-Kts	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1398



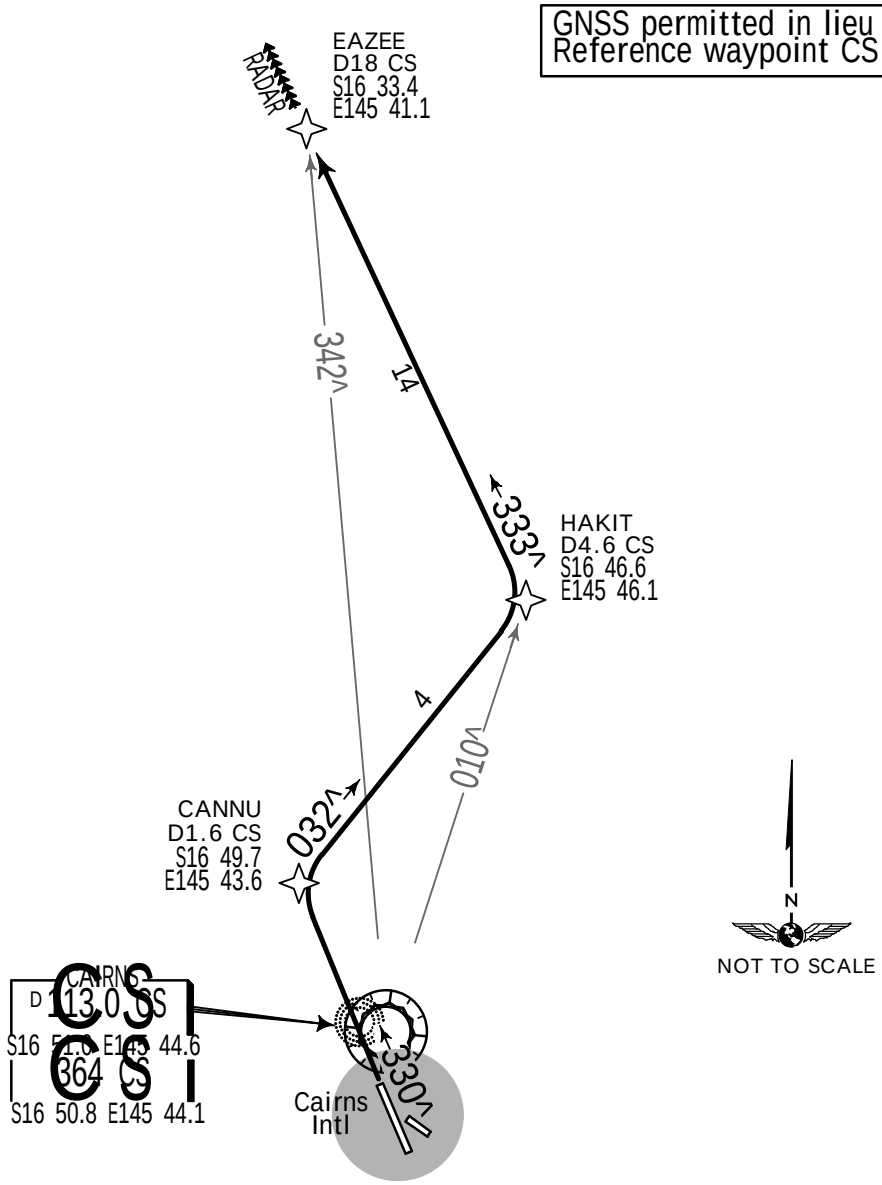
MSA CS VOR
5600' within 10 NM

RWY 33: Track 330^ to CANNU. Turn RIGHT, track 032^ to HAKIT. Turn LEFT, track 333^ to EAZEE. When directed, contact Departure.

TRANSITION:
RADAR: From EAZEE, EXPECT RADAR vectors to cleared route.

Direct distance from Cairns Intl to:
CANNU 4 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR



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JEPPESEN 28 FEB 14 (10-3C) .Eff.6.Mar.

.SID.

CAIRNS, QLD, AUSTRALIA

YBCS CAIRNS INTL

CAIRNS Clearance	121.7
Departure (R)	118.4
	126.1 (as advised)

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAY 15

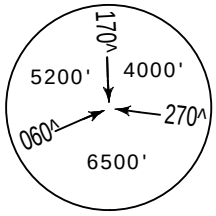
JETS ONLY

SWIFT SEVEN DEPARTURE [SWIFT7]

Minimum required climb gradient 4.0% to 600'.

Gnd speed-Kts	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

RWY 15: Track 149^. 1 At the earlier of 400' or departure end of runway (2.6 DME), turn LEFT, track 030^, intercept CS R-080. When established on CS R-080 and after passing 4000' turn RIGHT, track direct to SWIFT. Then as cleared.



MSA CS VOR
5600' within 10 NM

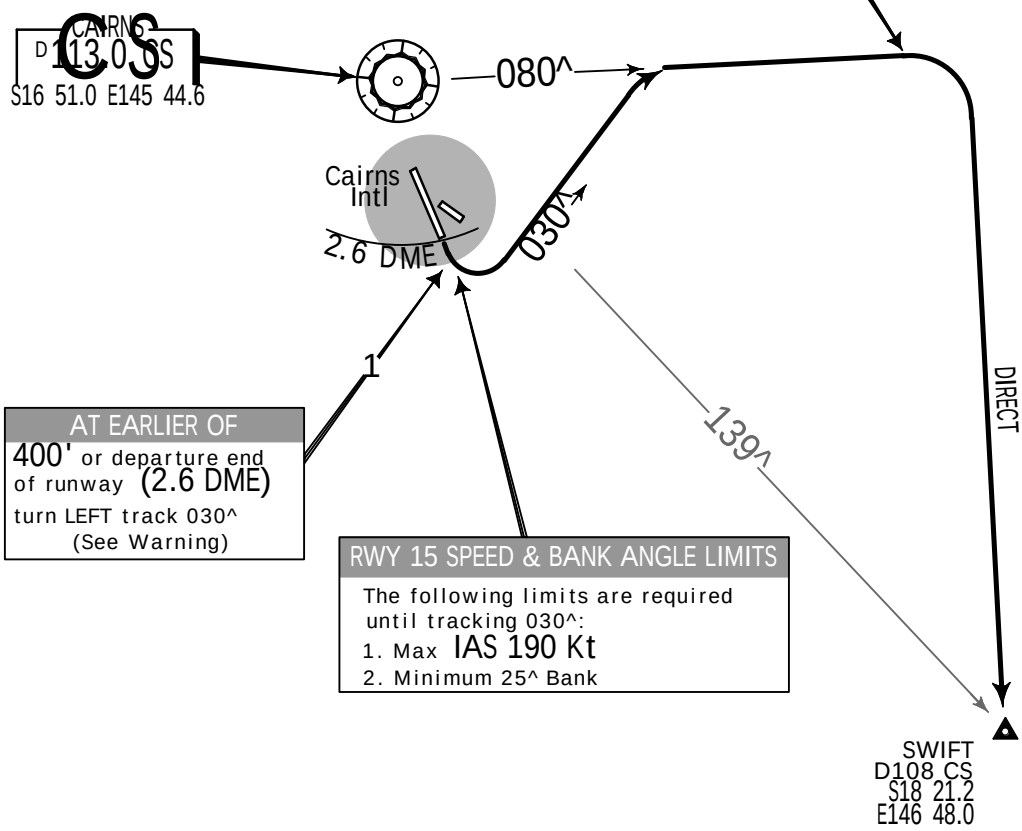
Direct distance from Cairns Intl to:
SWIFT 106 NM

GNSS permitted in lieu of DME
Reference waypoint CS VOR

NOT TO SCALE

1 WARNING:
RWY 15
DO NOT DELAY TURN TO 030^ BEYOND DEPARTURE END OF RWY DUE TO HIGH TERRAIN SOUTHEAST OF AIRPORT

AFTER PASSING 4000'
Turn RIGHT



AT EARLIER OF
400' or departure end of runway (2.6 DME)
turn LEFT track 030^
(See Warning)

RWY 15 SPEED & BANK ANGLE LIMITS
The following limits are required until tracking 030^:
1. Max IAS 190 Kt
2. Minimum 25^ Bank

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NOISE ABATEMENT PROCEDURES

Local Time minus 10 HOURS = UTC

1. PREFERRED RUNWAYS

Landing	Runway 15
Take-off	Runway 15-Jet Noise Abatement climb procedures apply

NOTE: Intersection departures Runways 15 and 33 are not permitted 2300 - 0600 local time by aircraft exceeding 23,000 kg (50,706 lbs) MTOW.

2. PREFERRED FLIGHT PLANS

2.1 Arriving Aircraft

Aircraft will be routed clear of populous areas until seawards of the coastline or established on their final approach course. To assist with noise reduction on final approach course, pilots are requested to delay flap deployment until as late as is operationally practicable.

(a) Landing Runway 15 - Expect to be tracked via STAR. When VMC exists below 3000' by day, aircraft of 136,000 kg MTOW (299,828 lbs) or below will be cleared to maneuver visually from BENJI to cross the coast at the mouth of Richter's Creek: via the 'Creek Corridor', as depicted in the diagram, or Approved aircraft may be cleared via the RNAV (RNP) P day or night.

(b) Landing Runway 33 - Expect to be tracked via a RWY 33 LLZ approach, or if weather conditions are suitable, join a visual right circuit seawards of the coastline.

2.2 Departing Aircraft-Jets

Follow the requirements of the Standard Instrument Departure and then be routed clear of populous areas.

3. TRAINING FLIGHTS

3.1 Circuit training by jet aircraft and other aircraft exceeding 5700kg MTOW (12,566 lbs) is not permitted between 2200-0700 local time.

3.2 Circuit training preferred directions:

(a) RWY 15 & RWY 12 - Left hand circuits.
(b) RWY 33 & RWY 30 - Right hand circuits.

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NOISE ABATEMENT PROCEDURES

4. OTHER RESTRICTIONS

4.1 All aircraft between the hours of 2300-0600 LT, unless associated with the normal preparation for flight, are not permitted to conduct engine runs, including idle power, without prior permission from Cairns L/P, telephone - (07) 4080 6744 (H24)

4.2 All engine runs, other than short duration idle power runs, are to be conducted in designated runup bays only, except that subject to the requirements of Civil Aviation Order 20.9, Section 5 (not published herein), NON-turbine propeller driven aircraft below 5700kg MTOW (12,566 lbs) may undertake short duration low power engine runs within leased areas.

4.3 Operators are requested to use Ground Power Units in lieu of aircraft Auxiliary Power Units where possible, especially on the International Apron between the hours of 2300-0600 LT.

4.4 Operators and pilots of jet aircraft are requested to cooperate in limiting the use of reverse thrust when landing between the hours of 2300-0600 LT.

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.NOISE.

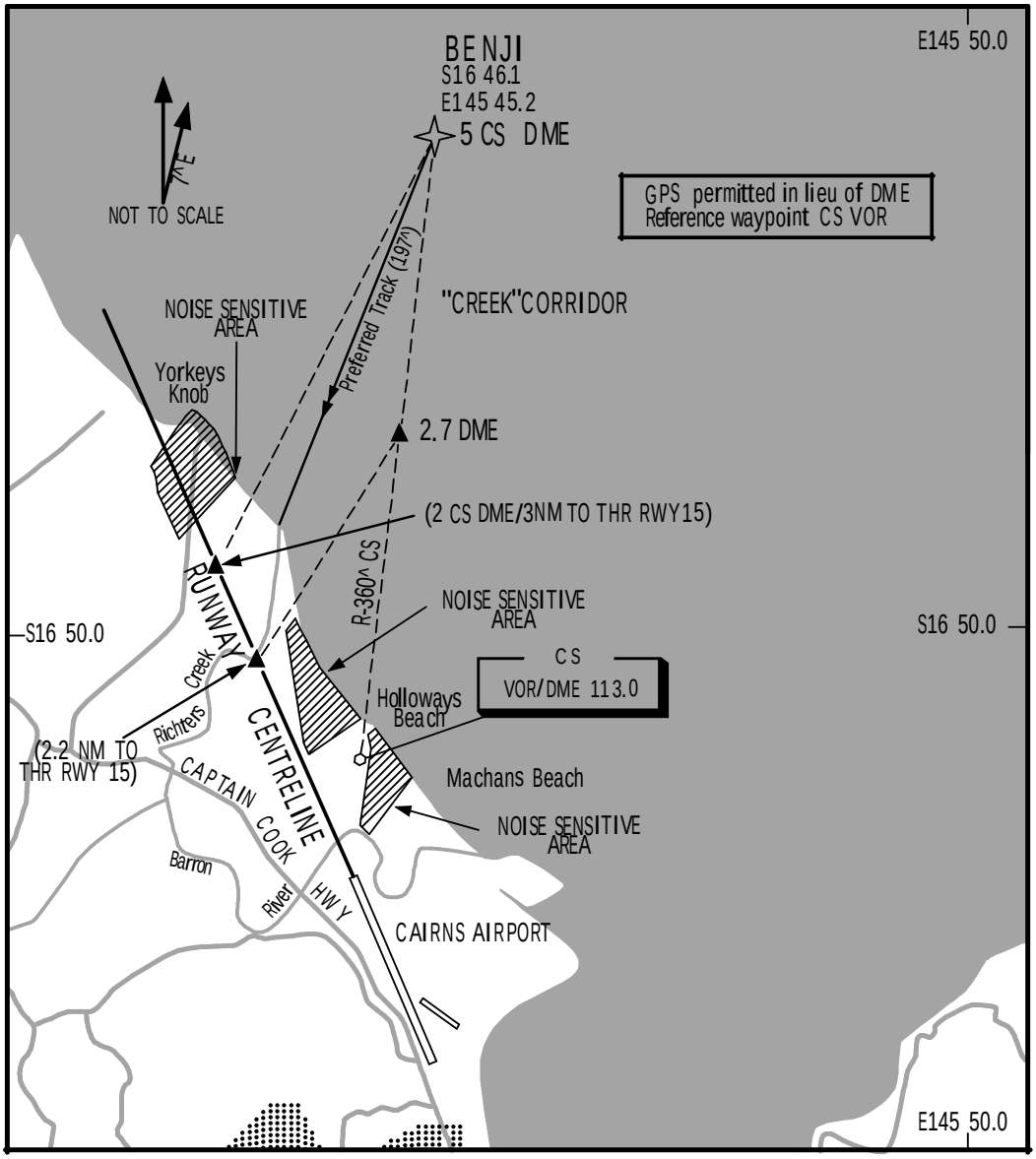
YBCS/CNS

JEPPESEN CAIRNS, QLD, AUSTRALIA

25 AUG 06 10-4B

CAIRNS INTL

NOISE ABATEMENT PROCEDURES



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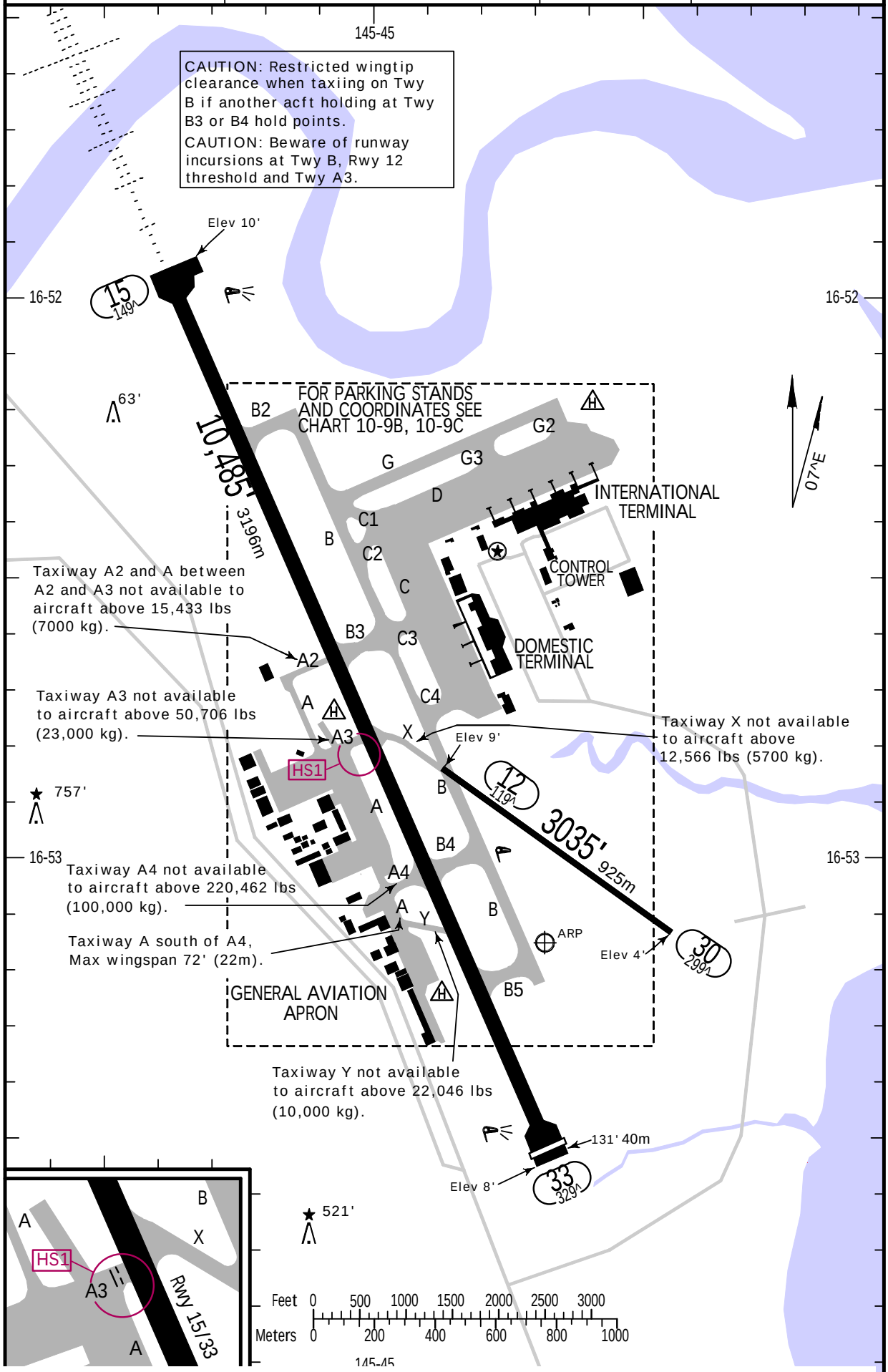
YBCS/CNS CAIRNS, QLD, AUSTRALIA

Apt Elev 10
S16 53.2 E145 45.3

JEPPESEN 15 AUG 14 (10-9) .Eff.21.Aug.

CAIRNS INTL

ATIS		CAIRNS Ground (Clearance Delivery)	Tower	CAIRNS Departure (R)
113.0	131.1	121.7	124.9	118.4



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GENERAL

Birds in vicinity of airport.
Western run-up bay not available to turbine engine aircraft except for normal pre-flight checks associated with departure.
Aircraft departing from YBCS shall obtain an airways clearance from Cairns Ground prior to taxi clearance request.
All aircraft must provide their parked positon/gate number to ATC on acknowledgement of airways clearance.
All aircraft using Runway 15-33 turning nodes to use maximum radius turn. All wide bodied aircraft are requested to use minimum thrust. For B-747 aircraft counter clockwise turns are preferred on Runway 33 node. Aircraft with wingspans of 118'(36m) and above must use turning nodes at runway ends. Aircraft to execute maximum radius turns. Runway 15 threshold turning node clockwise turn only.
Outboard engines on 4-engine jet aircraft to be operated at low power on taxiways.
Rwy 15-False course indication may occur outside 035^ either side of LLZ-Pilot monitored outside ATS hours of operation.
Right-hand circuits Rwy 30 & 33.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
12 1 30					59' 18m

1 Not available to aircraft above 12,566 lbs (5700 kg) MTOW.

15	HIRL HIALS PAPI (angle 3.0^, MEHT 53') grooved	10,354'3156m	9237' 2815m	10,354'3156m	148' 45m
33	HIRL PAPI (angle 3.0^, MEHT 62') grooved	10,354'3156m			

Standby power available.

1 TAKE-OFF

	All Rwys STANDARD With RL & either CL or RCLM	Other
1 Eng	300'-2 km	
2, 3 & 4 Eng	Single pilot acft without auto-feathering. Acft not above 5700 kg & not capable of Engine out climb gradient of 1.9%. 300'-2 km	
2, 3 & 4 Eng	800m	

1 Rwy 12-30 night NA.

FOR FILING AS ALTERNATE

	ILS or LOC Rwy 15 RNAV-P (RNP) Rwy 15 RNAV-U (RNP) Rwy 15 RNAV-P (RNP) Rwy 33 RNAV-U (RNP) Rwy 33	NDB-A or VOR-A	LOC-Y Rwy 33
A B	1220'-4.4 km	1220'-4.4 km	1220'-4.4 km
C	1400'-6.0 km	1500'-6.0 km	NOT APPLICABLE
D	2210'-7.0 km	2210'-7.0 km	

	RNAV-Z (GNSS) Rwy 15	LOC-Z Rwy 33	NDB-B or VOR-B (without ILS, LOC + DME)
A B	2110'-4.4 km	NOT APPLICABLE	2150'-4.4 km
C	2210'-6.0 km	1400'-6.0 km	2210'-6.0 km

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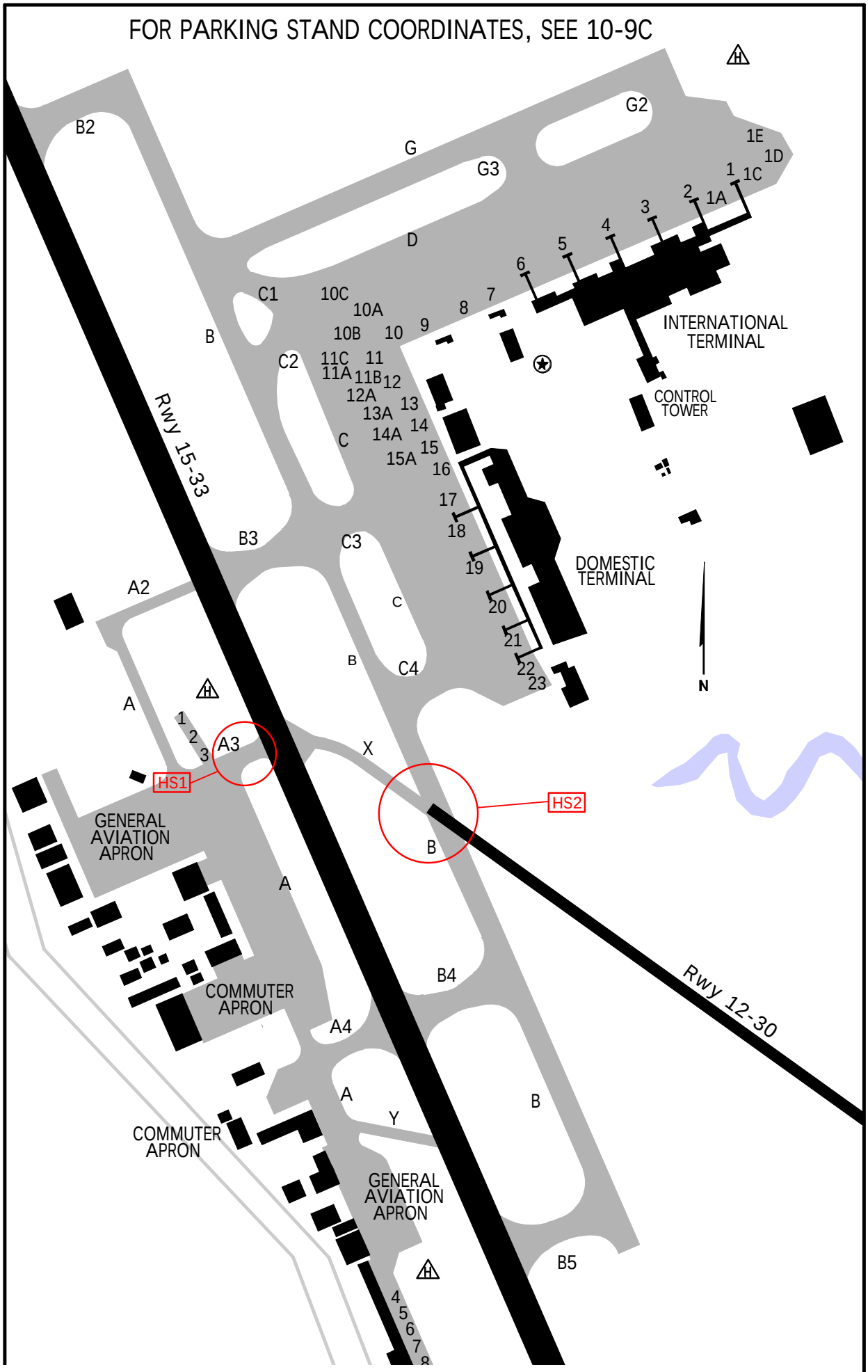

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PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV
DOMESTIC TERMINAL		
11	S16 52.4 E145 45.1	11'
11A, 11B, 11C	S16 52.5 E145 45.1	10'
12, 13	S16 52.5 E145 45.1	11'
12A, 13A	S16 52.5 E145 45.1	10'
14, 15	S16 52.5 E145 45.1	11'
14A, 15A	S16 52.5 E145 45.1	10'
16,17	S16 52.6 E145 45.1	11'
1 18, 18A	S16 52.6 E145 45.2	11'
1 19, 19A	S16 52.6 E145 45.2	11'
1 20, 20A	S16 52.7 E145 45.2	11'
1 21, 21A	S16 52.7 E145 45.2	11'
1 22, 22A	S16 52.7 E145 45.2	11'
23	S16 52.7 E145 45.2	11'
GENERAL AVIATION APRON		
1	S16 52.8 E145 44.9	8'
2, 3	S16 52.8 E145 44.9	7'
4 thru 8	S16 53.3 E145 45.1	6'

STAND No.	COORDINATES	ELEV
INTERNATIONAL TERMINAL		
1 1	S16 52.4 E145 45.3	10'
1A	S16 52.3 E145 45.4	10'
1C	S16 52.3 E145 45.4	9
1D	S16 52.3 E145 45.5	9
1E	S16 52.3 E145 45.4	9
1 2	S16 52.3 E145 45.4	11'
2B	S16 52.3 E145 45.4	11'
1 3	S16 52.3 E145 45.3	11'
3B	S16 52.3 E145 45.3	11'
1 4	S16 52.4 E145 45.3	11'
4B	S16 52.3 E145 45.3	11'
1 5	S16 52.4 E145 45.3	11'
5B, 1 6, 6B	S16 52.4 E145 45.2	11'
7, 7B	S16 52.4 E145 45.2	12'
8	S16 52.4 E145 45.1	12'
9	S16 52.4 E145 45.1	11'
10, 10A, 10B	S16 52.4 E145 45.1	10'
10C	S16 52.4 E145 45.1	9

1 Safegate Docking Guidance System

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VISUAL DOCKING GUIDANCE SYSTEMS

SAFEGATE DOCKING GUIDANCE SYSTEM (DGS)

The fifth NIG system is the Safegate DGS and is used at Cairns Domestic Terminal (Bays 18, 19, 20, 21 and 22) and International Terminal (Bays 1 through 6). Its operation is based on laser scanning of the incoming aircraft. The complete system consists of the following three elements:

a. Position Identification Unit (Bay Marker);
b. Aerobridge Retracted Indicator Light; and
c. DGS Nose-In-Guidance (NIG) Unit.

System Description

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

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

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

a. The top alphanumeric information display which shows aircraft type designation, and other message information as necessary in yellow.

b. The azimuth and centerline guidance displays in red and yellow, and the Closing Rate Bar in yellow.

Aircraft Types

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

Type	Display
Boeing	707 (Bays 5 & 6), 717 (Bays 21 & 22), 727 (Bays 5 & 6), 737/4, 737/8, 737/9 (Bays 18, 19, 20, 21, 22), 747 (Bays 1, 2, 3, 4, 5, 6, 18, 19, 20), 757 (Bays 1, 2, 3, 4, 5, 6), 767 (Bays 1, 2, 3, 4, 5, 6, 18, 19, 20), 777 (Bays 1, 2, 3, 4, 5, 6), 787 (Bay 20).
Airbus Industries	300 (Bays 2, 3, 4, 5, 6), 319 (Bays 1, 18, 19, 20, 21, 22), 320, 321, 330 (Bays 1, 2, 3, 4, 5, 6, 18, 19, 20), 340 (Bays 1, 2, 3, 4, 5, 6, 20).
McDonnell Douglas	DC-10/1 (Bays 1, 2, 3, 4, 5, 6), DC-10/2 (Bays 2, 3, 4), MD-11 (Bays 1, 5, 6).
Embraer	E170, E190 (Bays 5, 6, 18, 19, 20, 21, 22).
Fokker	F100 (Bays 1, 21, 22)

System Operation

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

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

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

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

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

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VISUAL DOCKING GUIDANCE SYSTEMS

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

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

f. A vertical yellow arrow shows the aircraft position in relation to the centerline.

g. A flashing red arrow indicates the direction to turn to return to the centerline.

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

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

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

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

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

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

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

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

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

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

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

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

Parking Restrictions

Due to a critical shortage of apron space, all non-RPT aircraft above 5700 kg (12,566 lbs) and rotary wing, Government and military aircraft requiring access to the General Aviation, Domestic or International aprons must obtain prior parking approval from the Port Authority. Approval must be obtained at least 48 hrs in advance from: phone 07 4052 3888 or 4052 9744 (H24), fax 4035 9115.

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YBCS/CNS CAIRNS INTL

JEPPESEN

15 AUG 14 (11-1) .Eff.21.Aug.

CAIRNS, QLD, AUSTRALIA ILS or LOC Rwy 15

BRIEFING STRIP ™

ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7

LOC ICS	Final Apch Crs	GS D8.0	ILS DA(H)	Apt Elev / Rwy 15
109.9	149^	2900' (2890')	320' (310')	10' / 10'

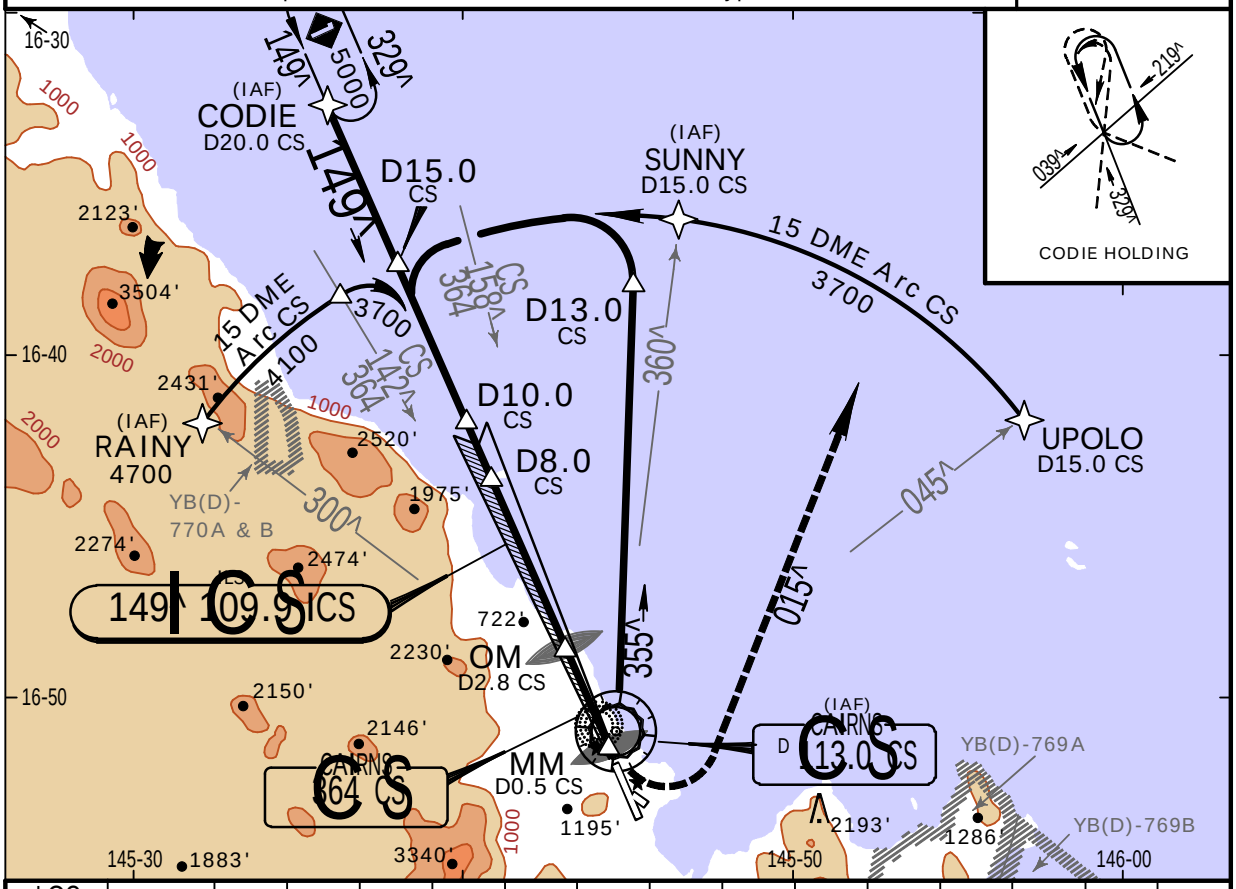
MISSED APCH: Turn LEFT, track 015^. Intercept 15 DME Arc CS VOR. Climb to 3700' or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

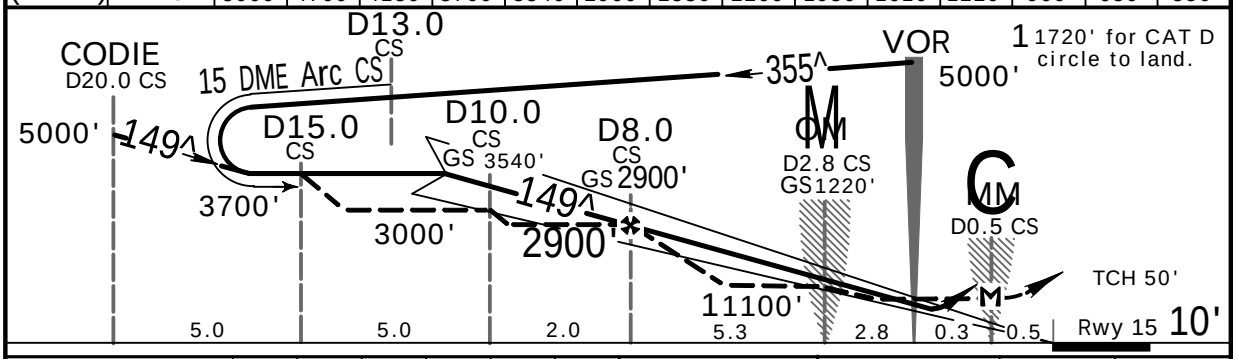
1. CS DME REQUIRED (LOC only). 2. Max IAS 180 Kts from 1000' on final until tracking 015^ in missed approach. 3. Aircraft may be RADAR vectored to D14.0 CS final at 3700'. 4. GNSS permitted in lieu of DME. Reference waypoint CS VOR.

170^ 4000' 270^ 6500' 060^ 5200'

MSA CS VOR/NDB 5600' within 10 NM



LOC (GS out)	CS DME	14.5	13.6	12.0	10.5	10.0	8.0	7.0	6.0	5.0	4.0	2.8	2.0	1.0	0.8
	ALTITUDE	5000'	4700'	4180'	3700'	3540'	2900'	2580'	2260'	1930'	1610'	1220'	960'	630'	550'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at MM							

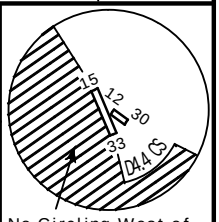
HIALS PAPI PAPI LT 015^

STRAIGHT-IN LANDING RWY15

	ILS DA(H) 320' (310') FULL	HIRL out	HIALS out	LOC (GS out) DME MDA(H) 550' (540')	HIALS out
A	1.2 km	1.7 km	2.1 km	3.0 km	
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	730' (720') -2.4 km
135	910' (900') -4.0 km
180	1720' (1710') -5.0 km
205	



No Circling West of Rwy 15-33 or Beyond D4.4 CS to the South.

NS OPS

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YBCS/CNS CAIRNS INTL

JEPPESEN 15 AUG 14 (11-2) .Eff.21.Aug.

CAIRNS, QLD, AUSTRALIA

CAT C & D **LOC-Z Rwy 33**

BRIEFING STRIP ™

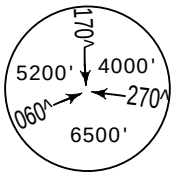
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4	124.9	121.7

LOC ICN	Final Apch Crs	Procedure Alt D8.0 CS/ICN	MDA(H)	Apt Elev 10' Rwy 33 8'
109.5	329^	1840' (1832')	800' (792')	

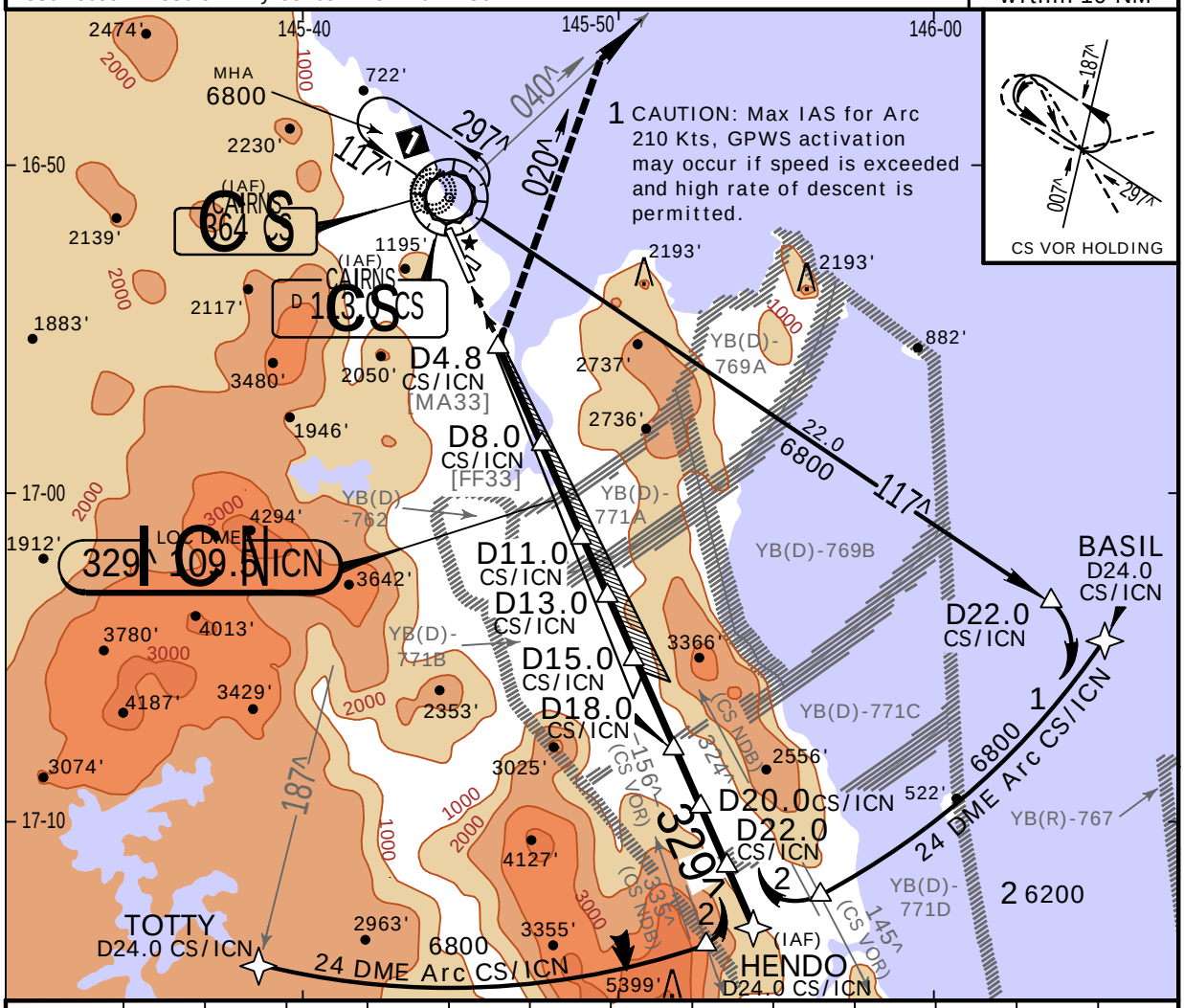
MISSED APCH: Track 020^. Intercept CS VOR R-040 outbound (040^ bearing from CS NDB). Climb to 4000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

1. CS or ICN DME REQUIRED. 2. Max IAS for missed approach turn 185 Kts. 3. GNSS permitted in lieu of DME. Reference waypoint CS VOR. 4. Use of LOC restricted: West of Rwy centerline within 30^.

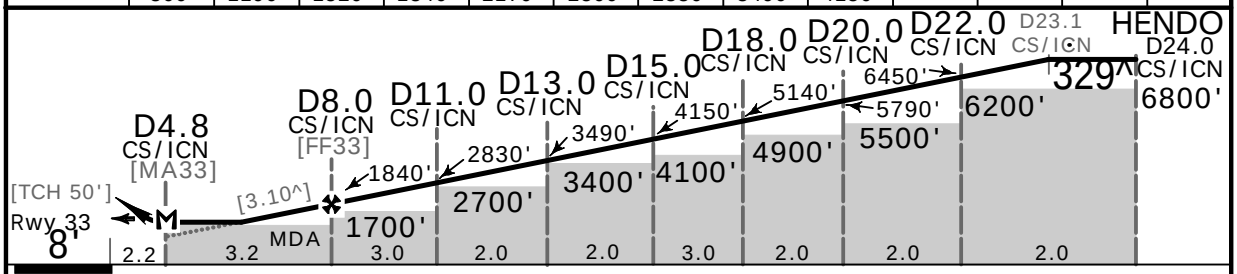


MSA CS VOR/NDB 5600' within 10 NM



CS VOR HOLDING

CS/ICN DME	4.8	6.0	7.0	8.0	9.0	10.0	11.0	13.0	15.0	18.0	20.0	22.0	23.1
ALTITUDE	800'	1190'	1520'	1840'	2170'	2500'	2830'	3490'	4150'	5140'	5790'	6450'	6800'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.10^]	384	494	548	658	768	878
MAP at D4.8 CS/ICN						

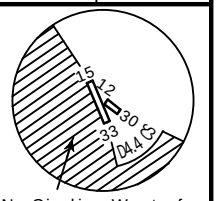
PAPI 020^

STRAIGHT-IN LANDING RWY33
LOC DME
MDA(H) 800' (792')

A/B	NOT APPLICABLE
C	4.5 km

CIRCLE-TO-LAND

Max Kts	MDA(H)
A/B	NOT APPLICABLE
180	910' (900') -4.0 km



No Circling West of

NS OPS

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YBCS/CNS CAIRNS INTL

JEPPESEN 15 AUG 14 (11-3) .Eff.21.Aug.

CAIRNS, QLD, AUSTRALIA

CAT A & B LOC-Y Rwy 33

BRIEFING STRIP ™

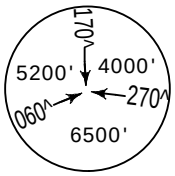
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4	124.9	121.7

LOC ICN	Final Apch Crs	Procedure Alt D8.0 CS/ICN	MDA(H)	Apt Elev / Rwy 33
109.5	329^	1840' (1832')	730' (722')	10' / 8'

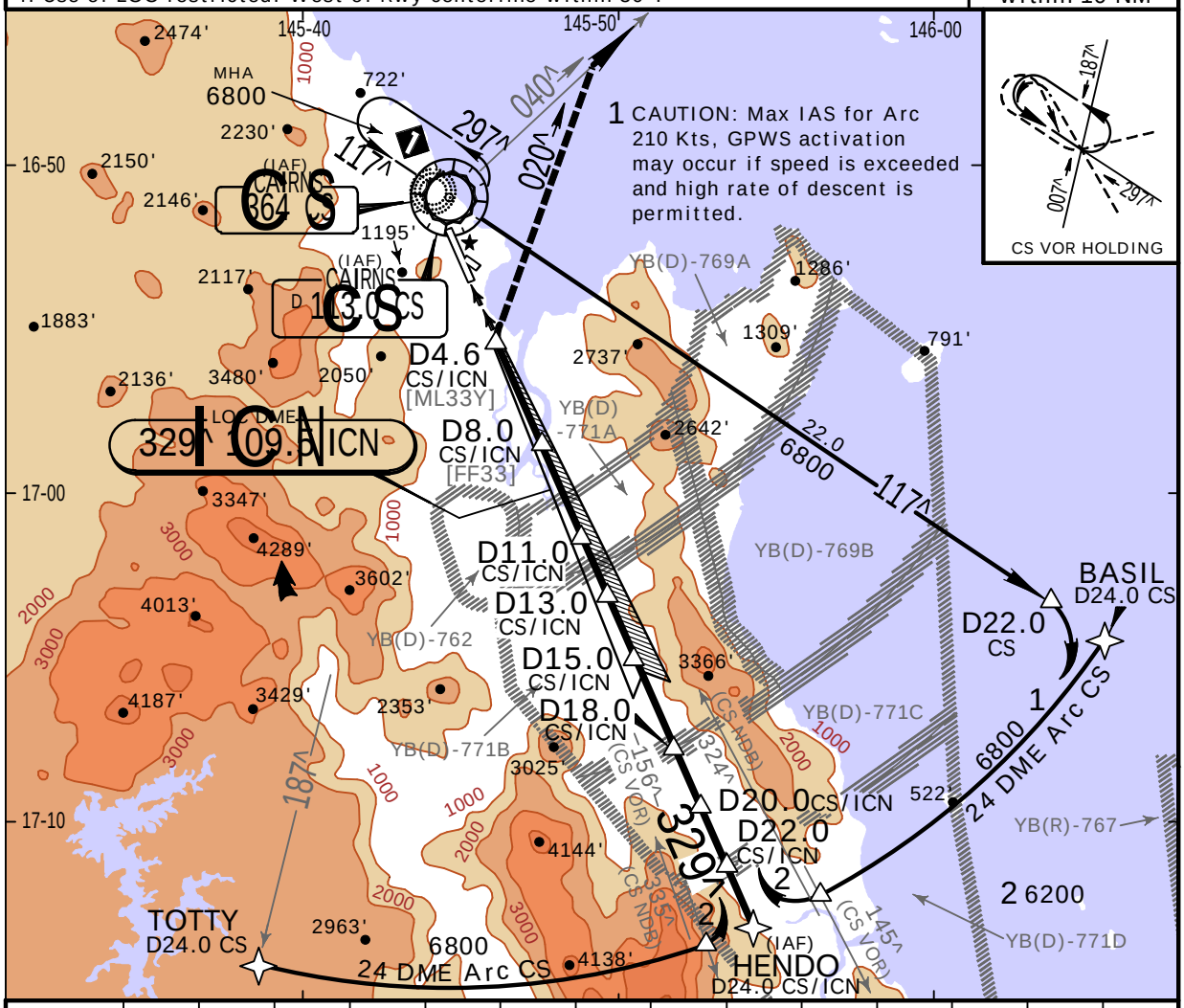
MISSED APCH: Track 020^. Intercept CS VOR R-040 outbound (040^ bearing from CS NDB). Climb to 4000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

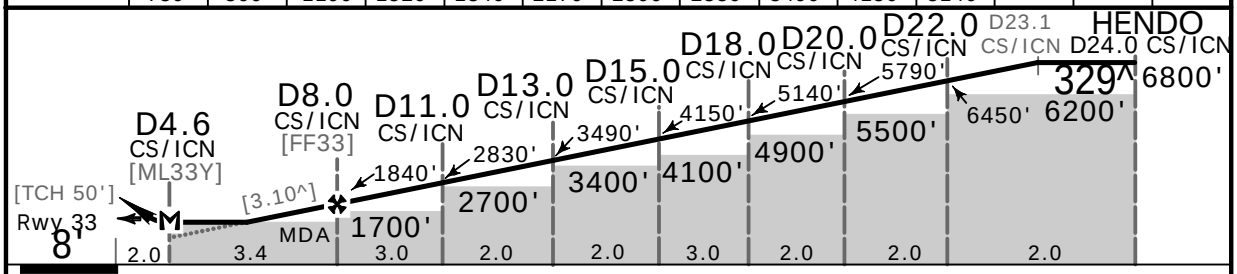
1. CS or ICN DME REQUIRED. 2. Max IAS for missed approach turn 140 Kts.
3. GNSS permitted in lieu of DME. Reference waypoint CS VOR.
4. Use of LOC restricted: West of Rwy centerline within 30^.



MSA CS VOR/NDB 5600' within 10 NM



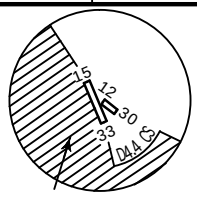
CS/ICN DME	4.6	5.0	6.0	7.0	8.0	9.0	10.0	11.0	13.0	15.0	18.0	20.0	22.0	23.1
ALTITUDE	730'	860'	1190'	1520'	1840'	2170'	2500'	2830'	3490'	4150'	5140'	5790'	6450'	6800'



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.10^]	384	494	548	658	768	878
MAP at D4.6 CS/ICN						

PAPI 020^

STRAIGHT-IN LANDING RWY33 LOC DME MDA(H) 730' (722')	CIRCLE-TO-LAND Max Kts.	MDA(H)
A	100	730' (720') -2.4 km
B 4.1 km	135	
C NOT APPLICABLE	C	NOT APPLICABLE



No Circling West of

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YBCS/CNS CAIRNS INTL

JEPPESEN 23 MAY 14 .Eff.29.May. (12-1)

CAIRNS, QLD, AUSTRALIA RNAV-Z (GNSS) Rwy 15

BRIEFING STRIP ™

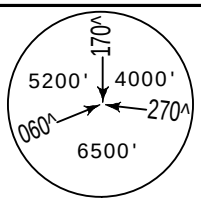
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4	124.9	121.7

RNAV	Final Apch Crs	Procedure Alt CNSNF	MDA(H) (CONDITIONAL)	Apt Elev 10' Rwy 15 10'
	149^	2450' (2440')	860' (850')	

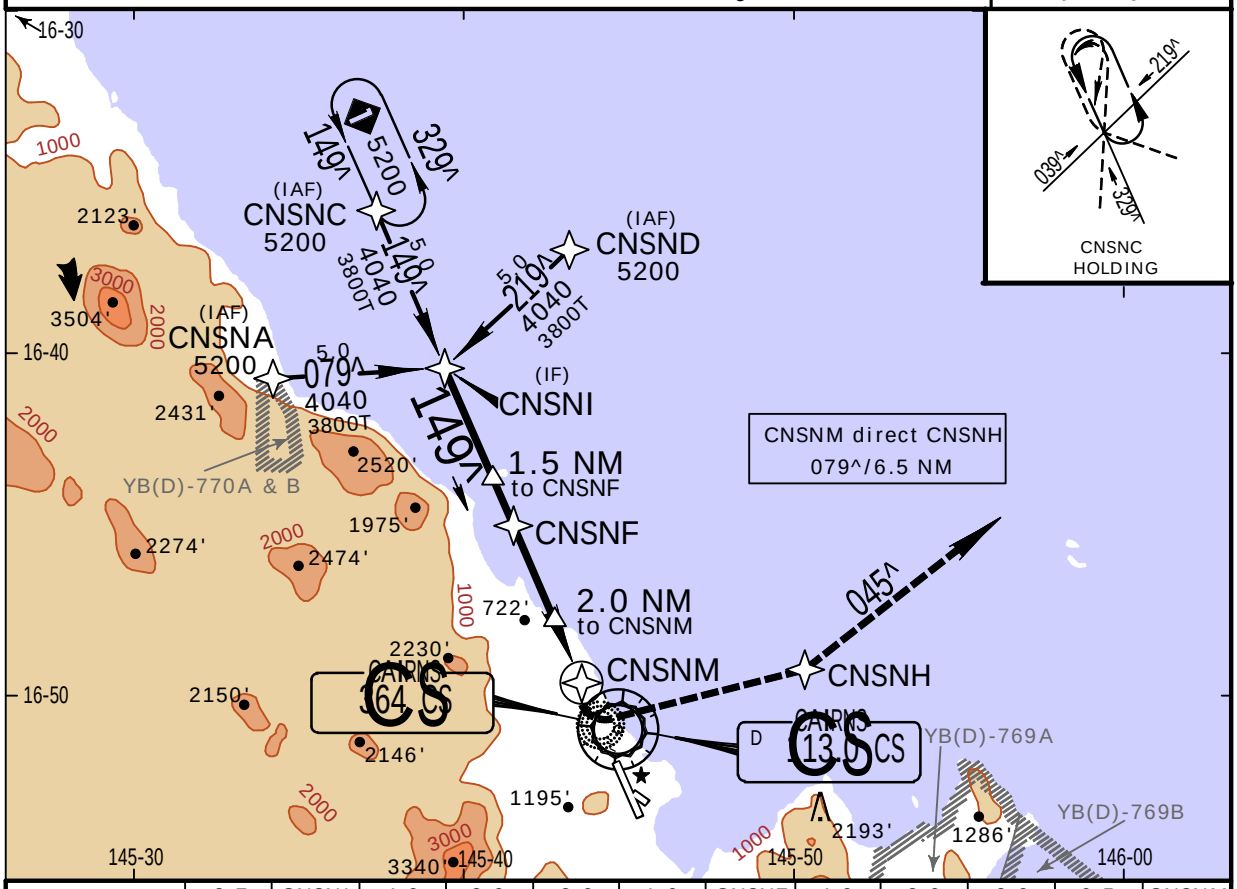
MISSED APCH: Turn LEFT, track direct to CNSNH, thence track 045^. Climb to 5200' or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

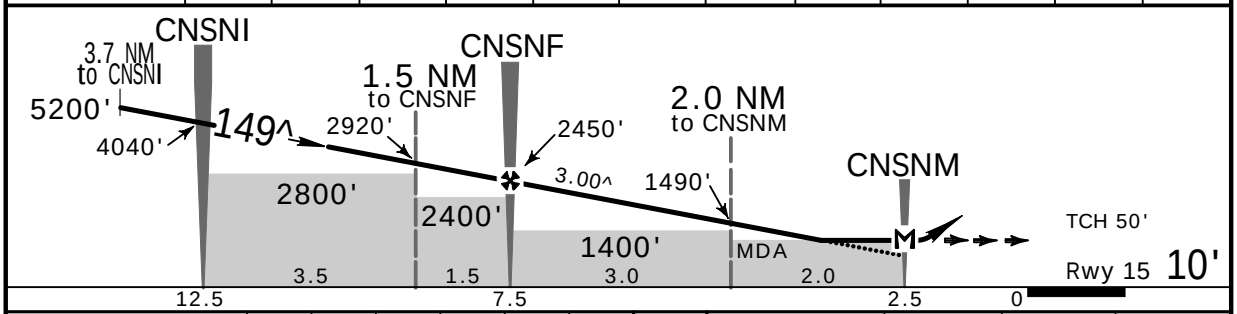
1. Max IAS for initial 210 Kts, for MAP turn 190 Kts, for holding 230 kts.



MSA CS VOR/NDB 5600' within 10 NM



NM to NEXT WPT	3.7	CNSNI	4.0	3.0	2.0	1.0	CNSNF	4.0	3.0	2.0	0.5	CNSNM
ALTITUDE	5200'	4040'	3720'	3400'	3080'	2770'	2450'	2130'	1810'	1490'	1030'	860'



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

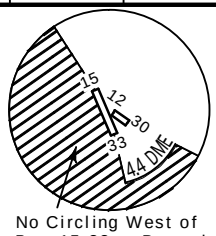
HIALS PAPI PAPI LT CNSNH

STRAIGHT-IN LANDING RWY15

	Missed apch climb gradient mim 4.0% MDA(H) 860' (850') HIALS out	Missed apch climb gradient mim 2.5% MDA(H) 1030' (1020') HIALS out
A	4.9 km	5.0 km
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1620' (1610') - 2.4 km
135	
180	1720' (1710') - 4.0 km
205	1720' (1710') - 5.0 km



No Circling West of Rwy 15-33 or Beyond 4.4 DME to the South (2 NM South of threshold Rwy 33).

NS OPS

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YBCS/CNS JEPPESEN 24 MAY 13
CAIRNS INTL (12-20) Eff.29.May.1600Z.

MISSED APCH CLIMB GRADIENT MIM 4.6%
CAT C & D

CAIRNS, QLD, AUSTRALIA
RNAV-P (RNP) Rwy 15

BRIEFING STRIP ™

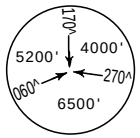
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7

RNAV	Final Apch Crs	Procedure Alt CS572	RNP DA(H)	Apt Elev 10'
RNV P 15	150^	1300' (1290')	Refer to Minimums	Rwy 15 10'

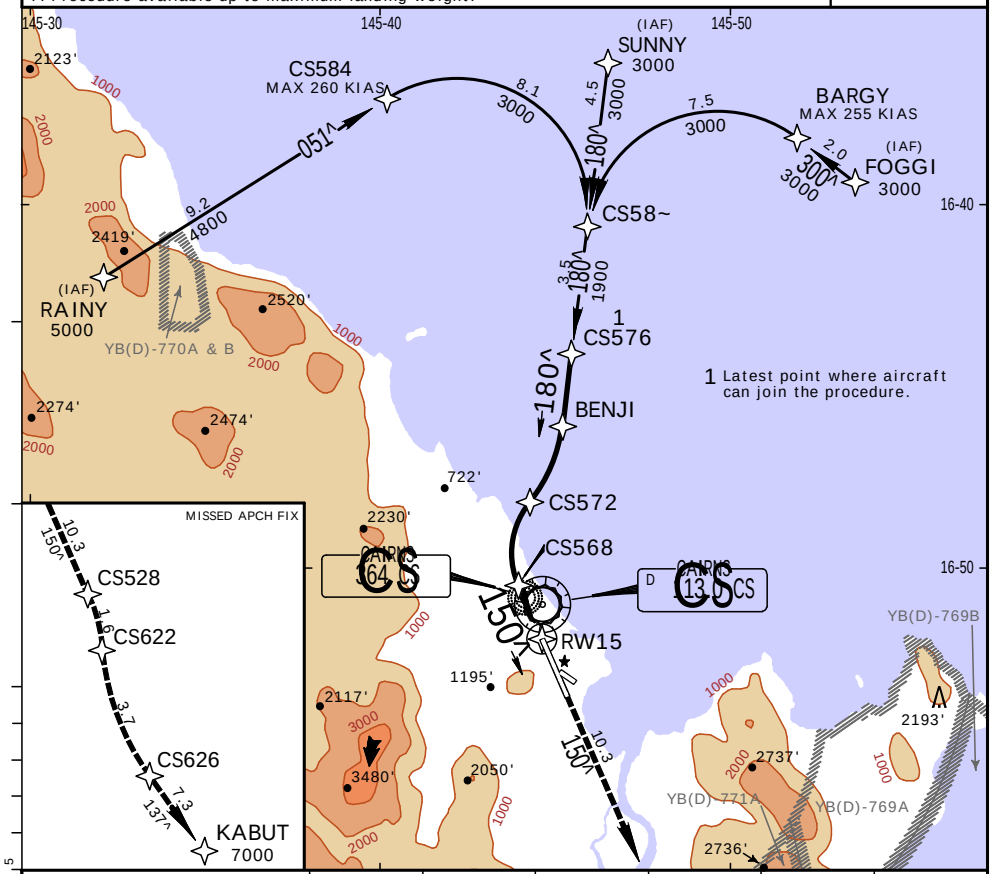
MISSED APCH: Climb to 7000' or as directed by ATC via the RNAV (RNP) Missed Approach track to KABUT. Acceleration altitude 2000' QNH.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

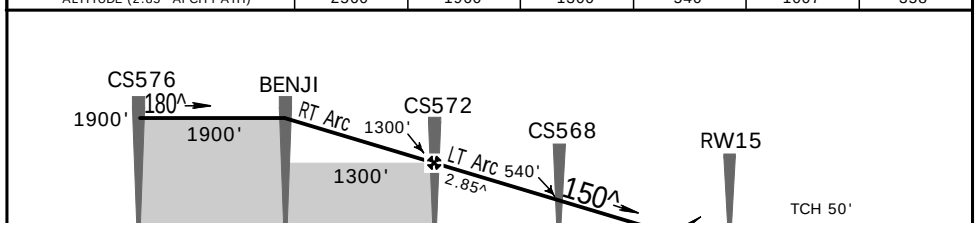
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.
4. Local temperature REQUIRED. 5. Procedure temperature range 12^C (54^F) to 36^C (97^F).
6. Lateral transition to missed approach must not be initiated prior to DA(H) position.
7. Procedure available up to maximum landing weight.



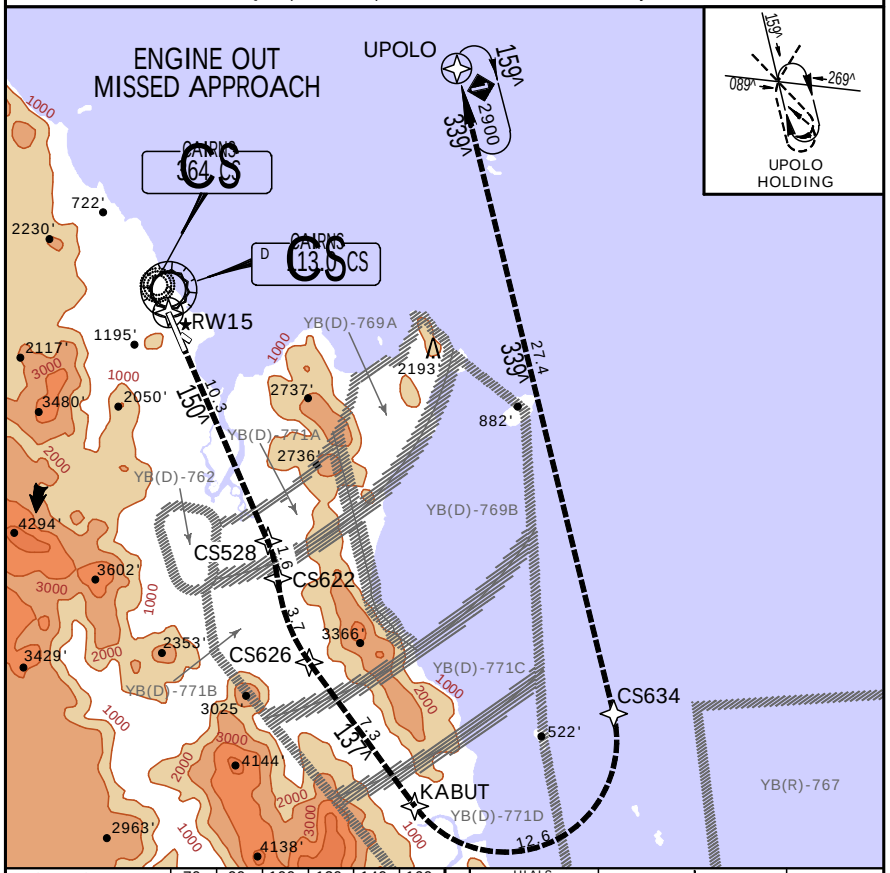
MSA CS VOR/NDB 5600' within 10 NM



Dist from MAP	CS576	BENJI	CS572	CS568	3.1	1.0
ALTITUDE (2.85^ APCH PATH)	2560'	1960'	1300'	540'	1007'	358'



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to UPOLO and hold as published.
Acceleration altitude 2000' QNH (2000' AGL). Climb to 2900', or as directed by ATC.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.85^	353	454	504	605	706	807
MAP at DA						

HIALS PAPI PAPI 7000' via RNP RNAV TRACK KABUT

STRAIGHT-IN LANDING RW15
Missed apch climb gradient (All Engines) mim 4.6% to 7000'

	RNP 0.10		RNP 0.15	
1 CAT C: DA(H)	358' (348')		438' (428')	
2 CAT C/D: DA(H)	375' (365')		451' (441')	
	HIRL out	HIALS out	HIRL out	HIALS out
C	1.9 km		2.4 km	
C/D	2.0 km			

	RNP 0.20		RNP 0.30	
1 CAT C: DA(H)	622' (612')		993' (983')	
2 CAT C/D: DA(H)	636' (626')		1007' (997')	
	HIRL out	HIALS out	HIRL out	HIALS out
C	3.5 km		5.8 km	
C/D	3.6 km		5.9 km	

D
ft) 2 MVD-2 (2 engine wide-body aircraft)

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CHANGES: New procedure.

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YBCS/CNS
CAIRNS INTL

JEPPESEN
24 MAY 13
.Eff.29.May.1600Z. (12-21)

MISSED APCH CLIMB GRADIENT MIM 4.6%
CAT C & D

CAIRNS, QLD, AUSTRALIA
RNAV-U (RNP) Rwy 15

BRIEFING STRIP ™

ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7

RNAV	Final Apch Crs	Procedure Alt CS588	RNP DA(H)	Apt Elev / Rwy 15
RNV U 15	150^	1700' (1690')	Refer to Minimums	10' / 10'

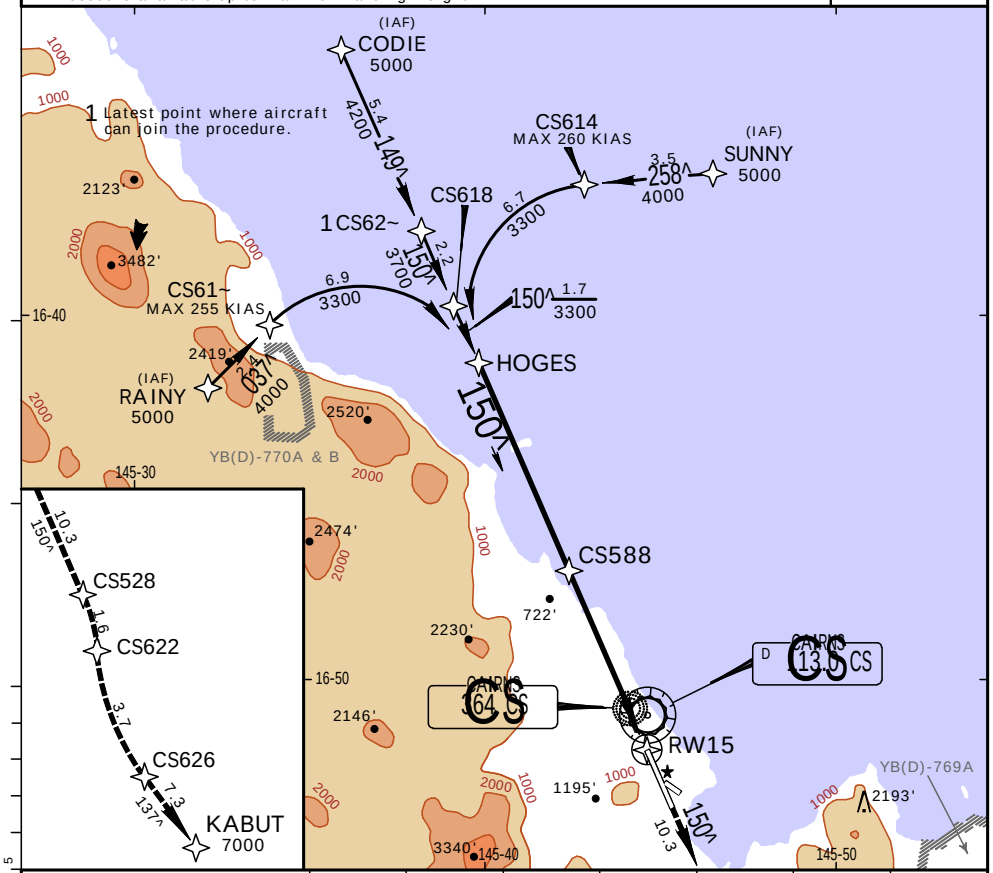
MISSED APCH: Climb to 7000' or as directed by ATC via the RNAV (RNP) Missed Approach track to KABUT. Acceleration altitude 2000' QNH.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

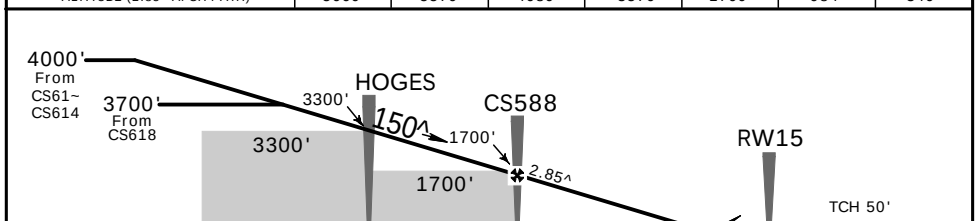
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.
4. Local temperature REQUIRED. 5. Procedure temperature range 12^C (54^F) to 36^C (97^F).
6. Lateral transition to missed approach must not be initiated prior to DA(H) position.
7. Procedure available up to maximum landing weight.

170^ 5200' 4000' 270^ 060^ 6500'

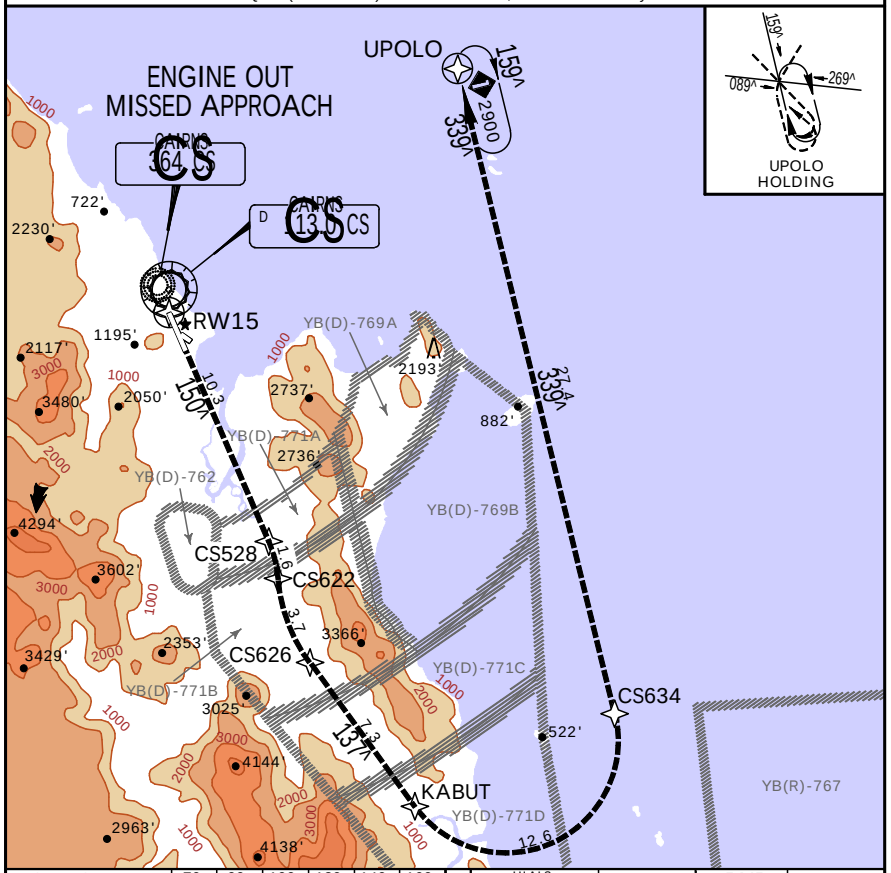
MSA CS VOR/NDB
5600'
within 10 NM



Dist from MAP	CS61~	CS614	CS618	HOGES	CS588	3.1	0.9
ALTITUDE (2.85^ APCH PATH)	5660'	5570'	4080'	3570'	1700'	984'	340'



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to UPOLO and hold as published.
Acceleration altitude 2000' QNH (2000' AGL). Climb to 2900', or as directed by ATC.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.85^	353	454	504	605	706	807
MAP at DA						

HIALS PAPI PAPI | 7000' via | RNP RNAV TRACK | KABUT

STRAIGHT-IN LANDING RW15
Missed apch climb gradient (All Engines) mim 4.6% to 7000'

	RNP 0.10	RNP 0.15
1 CAT C: DA(H)	340' (330')	424' (414')
2 CAT C/D: DA(H)	346' (336')	463' (453')
	HIRL out / HIALS out	HIRL out / HIALS out
C	1.8 km	2.3 km
C/D		2.5 km

	RNP 0.20	RNP 0.30
1 CAT C: DA(H)	609' (599')	980' (970')
2 CAT C/D: DA(H)	613' (603')	984' (974')
	HIRL out / HIALS out	HIRL out / HIALS out
C	3.4 km	5.7 km
C/D		

D
ft) 2 MVD-2 (2 engine wide-body aircraft)

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CHANGES: New procedure.

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YBCS/CNS
CAIRNS INTL

JEPPESEN
(12-22) 24 MAY 13
Eff.29.May.1600Z.

CAIRNS, QLD, AUSTRALIA
CAT C & D RNAV-P (RNP) Rwy 33

BRIEFING STRIP ™

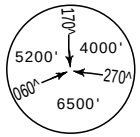
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7

RNAV	Final Apch Crs	Procedure Alt CS524	RNP DA(H)	Apt Elev / Rwy 33
RNV P 33	330^	2300' (2292')	Refer to Minimums	10' / 8'

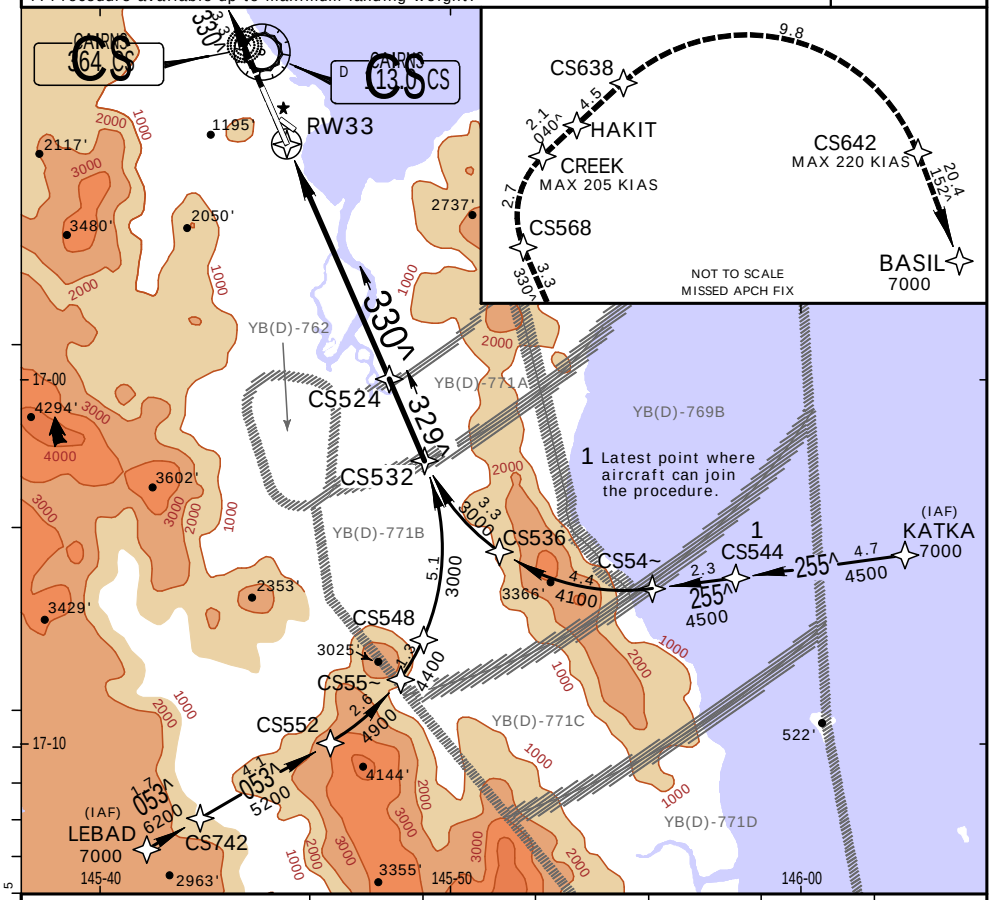
MISSED APCH: Climb to 7000' or as directed by ATC via the RNAV (RNP) Missed Approach track to BASIL. Acceleration altitude 1500' QNH.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

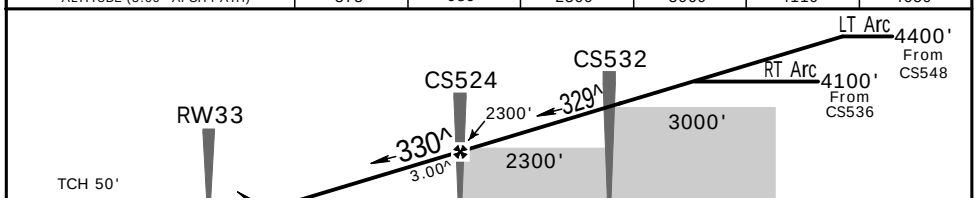
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.
4. Local temperature REQUIRED. 5. Procedure temperature range 12^C (54^F) to 36^C (97^F).
6. Lateral transition to missed approach must not be initiated prior to DA(H) position.
7. Procedure available up to maximum landing weight.



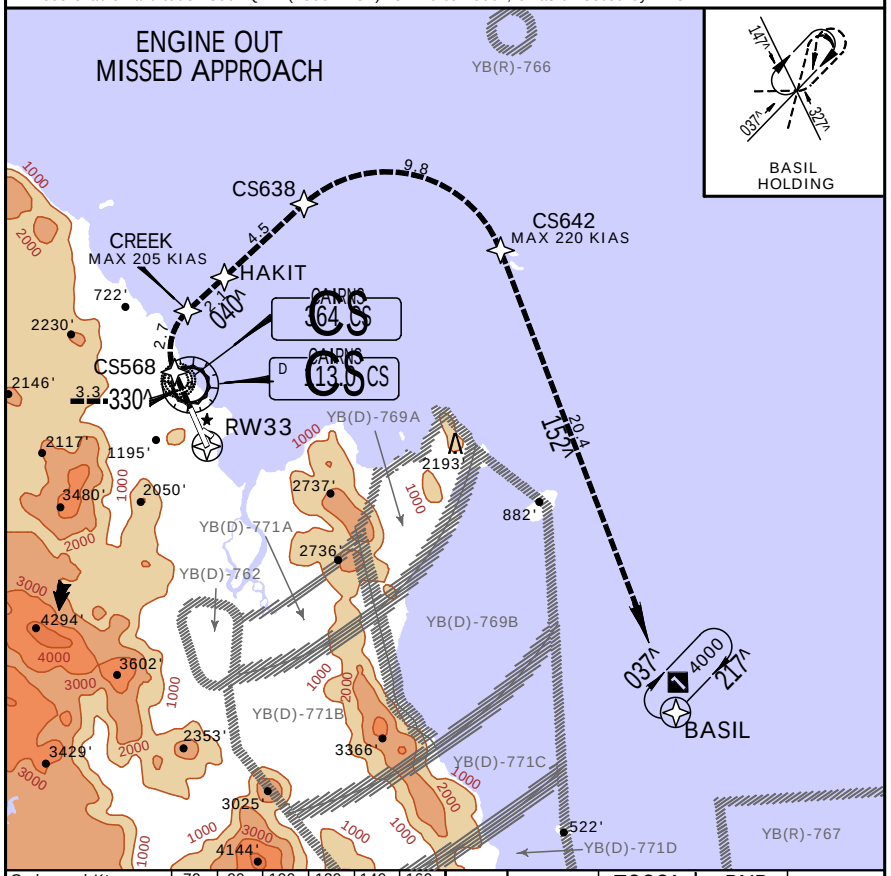
MSA CS VOR/NDB
5600'
within 10 NM



Dist from Threshold	1.0	2.9	CS524	CS532	CS536	CS548
ALTITUDE (3.00^ APCH PATH)	375'	989'	2300'	3060'	4110'	4650'



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to BASIL and hold as published.
Acceleration altitude 1500' QNH (1500' AGL). Climb to 4000', or as directed by ATC.



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

PAPI | 7000' via RNP RNAV TRACK | BASIL

STRAIGHT-IN LANDING RW33

	RNP 0.10	RNP 0.15
	1 CAT C: DA(H) 375' (367') 2 CAT C/D: DA(H) 379' (371')	1 CAT C: DA(H) 539' (531') 2 CAT C/D: DA(H) 544' (536')
C / C/D	1.9 km	2.9 km
	RNP 0.20	RNP 0.30
	1 CAT C: DA(H) 652' (644') 2 CAT C/D: DA(H) 656' (648')	1 CAT C: DA(H) 984' (976') 2 CAT C/D: DA(H) 989' (981')
C	3.5 km	5.4 km
C/D		5.5 km
D		

ft) 2 MVD-2 (2 engine wide-body aircraft)

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CHANGES: New procedure.

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YBCS/CNS
CAIRNS INTL

JEPPESEN
24 MAY 13
Eff.29.May.1600Z. (12-23)

CAIRNS, QLD, AUSTRALIA
CAT C & D RNAV-U (RNP) Rwy 33

BRIEFING STRIP ™

ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7

RNAV	Final Apch Crs	Procedure Alt CS524	RNP DA(H)	Apt Elev / Rwy 33
RNV U 33	329^	2300' (2992')	Refer to Minimums	10' / 8'

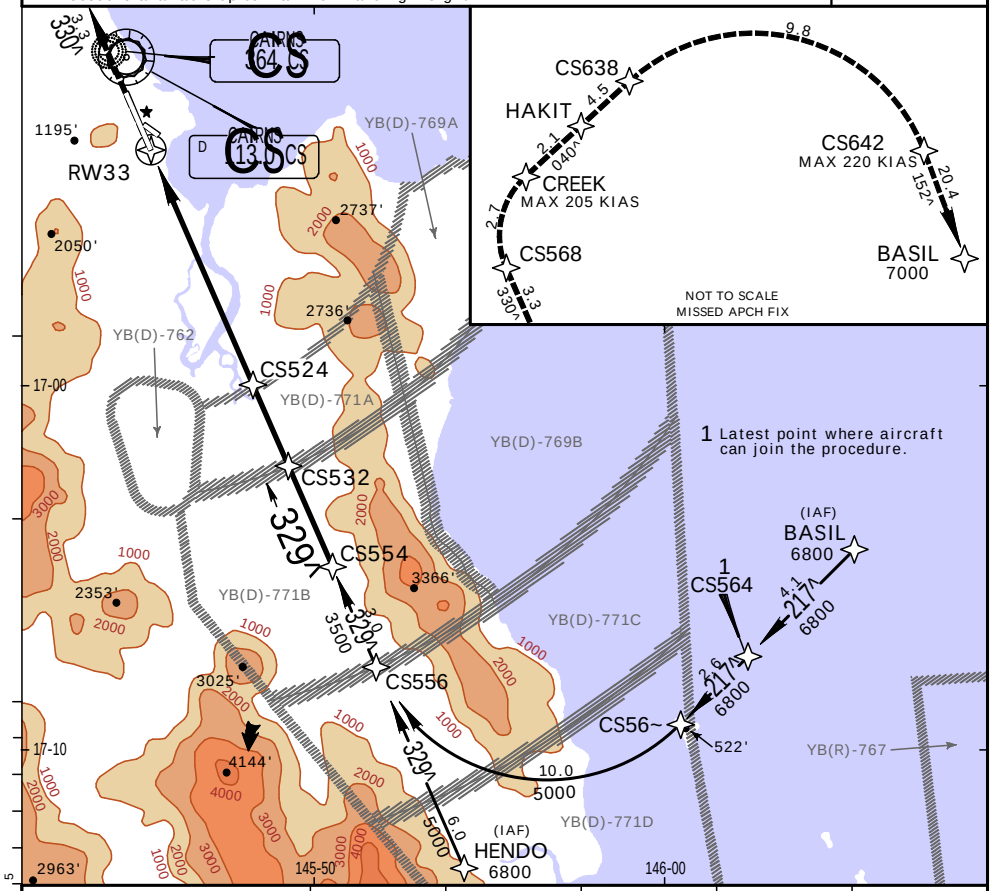
MISSED APCH: Climb to 7000' or as directed by ATC via the RNAV (RNP) Missed Approach track to BASIL. Acceleration altitude 1500' QNH.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'

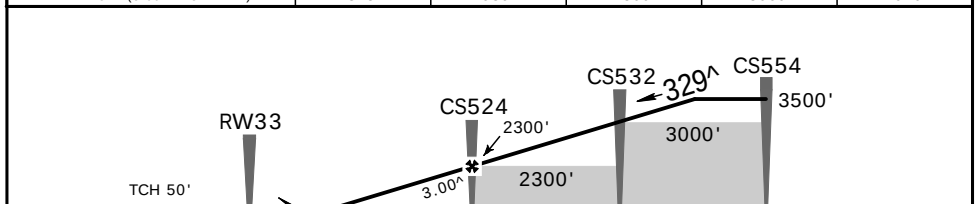
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.
4. Local temperature REQUIRED. 5. Procedure temperature range 12^C (54^F) to 36^C (97^F).
6. Lateral transition to missed approach must not be initiated prior to DA(H) position.
7. Procedure available up to maximum landing weight.

170^ 4000' 5200' 270^ 060^ 6500'

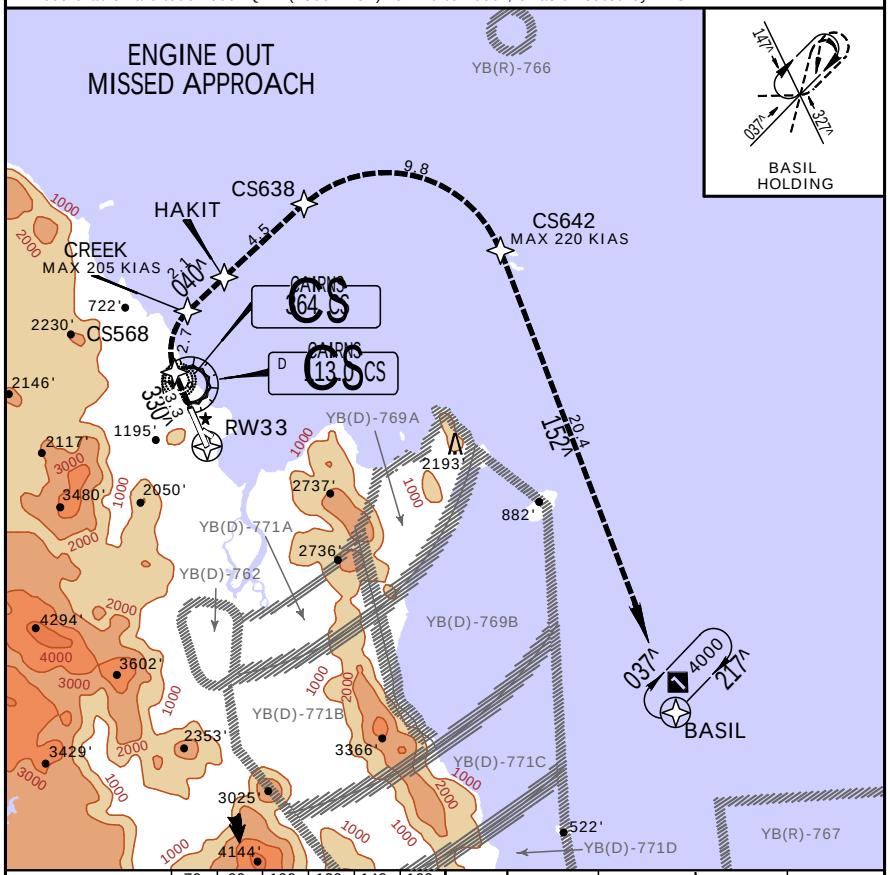
MSA CS VOR/NDB 5600' within 10 NM



Dist from Threshold	1.0	2.9	CS524	CS532	CS554
ALTITUDE (3.00^ APCH PATH)	375'	989'	2300'	3060'	4010'



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to BASIL and hold as published.
Acceleration altitude 1500' QNH (1500' AGL). Climb to 4000', or as directed by ATC.



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

PAPI | 7000' via RNP RNAV TRACK | BASIL

STRAIGHT-IN LANDING RW33

	RNP 0.10	RNP 0.15
1 CAT C: DA(H)	375' (367')	539' (531')
2 CAT C/D: DA(H)	379' (371')	544' (536')
C / C/D	1.9 km	2.9 km

	RNP 0.20	RNP 0.30
1 CAT C: DA(H)	652' (644')	984' (976')
2 CAT C/D: DA(H)	656' (648')	989' (981')
C	3.5 km	5.4 km
C/D		5.5 km
D		

ft) 2 MVD-2 (2 engine wide-body aircraft)

CHANGES: New procedure.

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YBCS/CNS
CAIRNS INTL

JEPPESEN 15 AUG 14 (13-1) .Eff.21.Aug.

CAIRNS, QLD, AUSTRALIA
NDB-A or VOR-A

BRIEFING STRIP ™

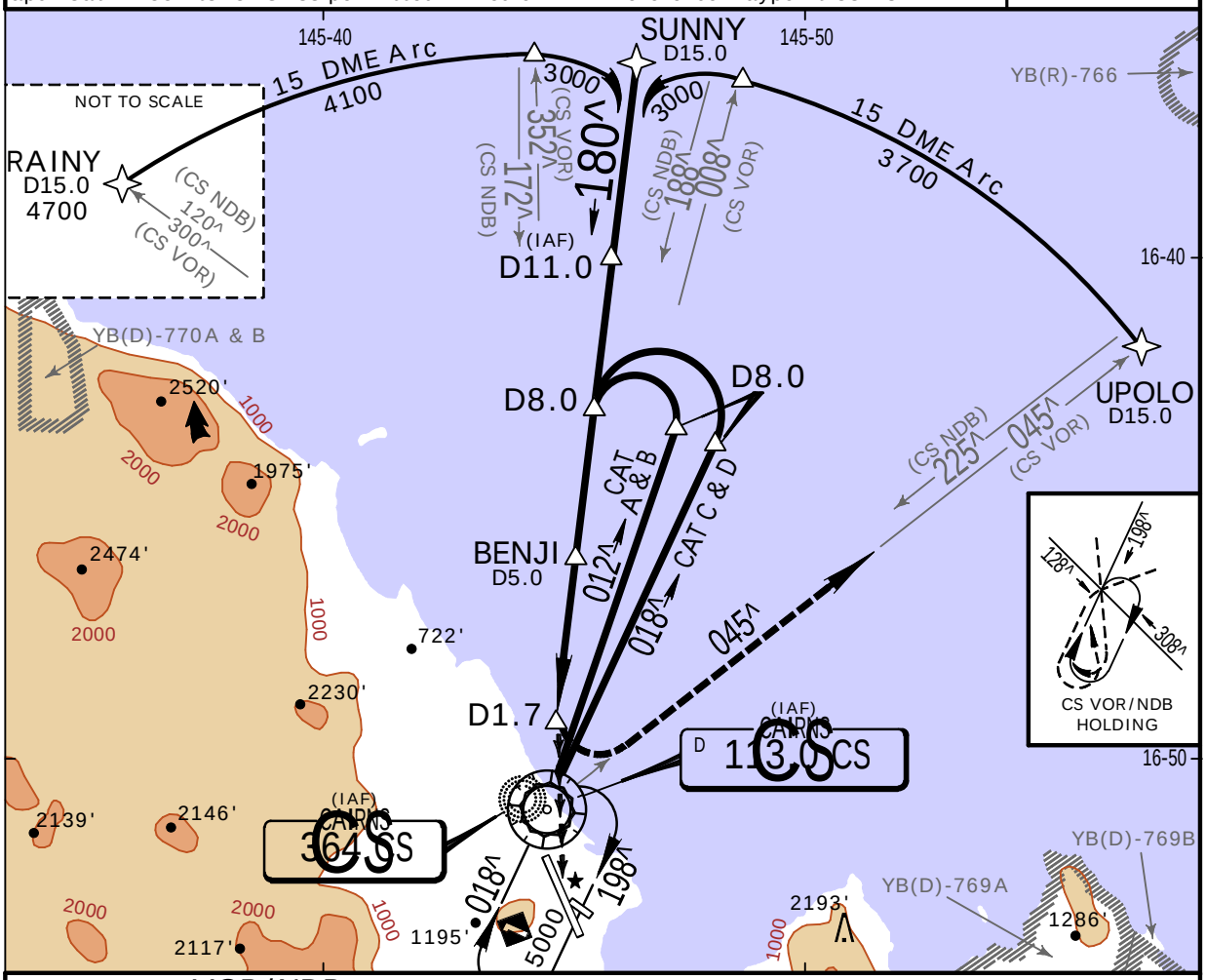
ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4 126.1 (as advised)	124.9	121.7

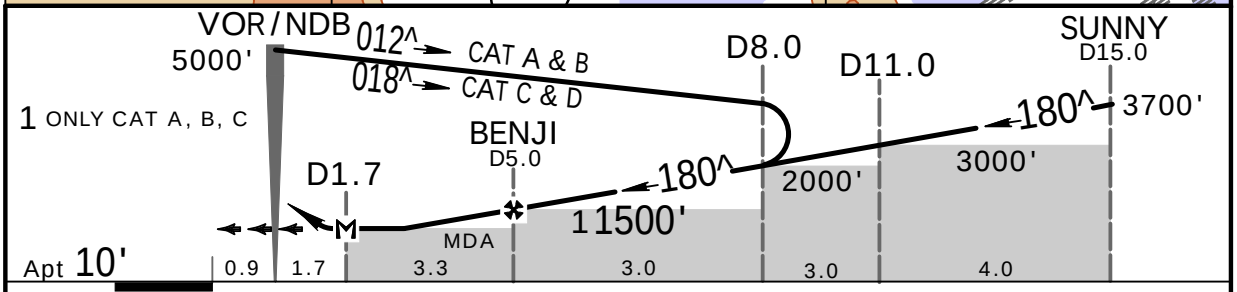
VOR CS	NDB CS	Final Apch Crs	Minimum Alt (CONDITIONAL)	MDA(H)	Apt Elev
113.0	364	180^	BENJI 1500' (1490')	Refer to Minimums	10'

MISSED APCH: Turn LEFT, intercept and track CS VOR R-045 (045^ bearing from CS NDB), climb to 4000' or as directed by ATC.

Alt Set: hPa Apt Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'
1. CS DME REQUIRED. 2. Max IAS holding 185 Kts, missed apch Cat C 165 Kts, missed apch Cat D 185 Kts. 3. GNSS permitted in lieu of DME. Reference waypoint CS VOR.

MSA CS VOR/NDB 5600' within 10 NM
170^ 4000' 270^ 6500' 090^ 5200'

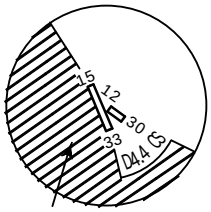




							Lighting - Refer to Airport Chart	LT	CS 113.0 R-045 or	CS 364 045^
MAP at D1.7										

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	100	730'(720')-2.4 km
B	135	
C	180	1010'(1000')-4.0 km



CHANGES: Notes, minimums.

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YBCS/CNS
CAIRNS INTL

JEPPESEN
15 AUG 14 (13-2) .Eff.21.Aug.

CAIRNS, QLD, AUSTRALIA
NDB-B or VOR-B

ATIS	CAIRNS Approach (R)	CAIRNS Tower	Ground
113.0 131.1	118.4	124.9	121.7

BRIEFING STRIP ™

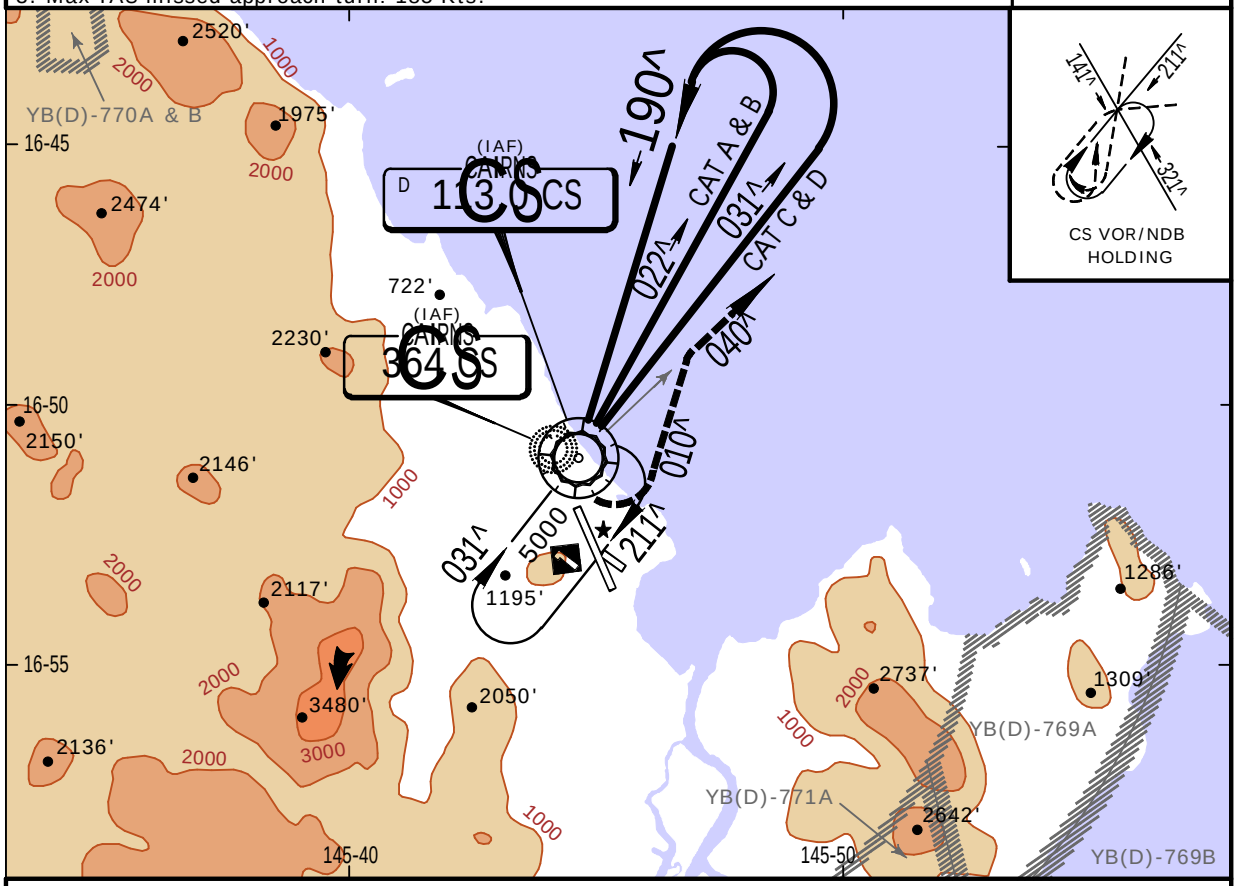
VOR CS	Final Apch Crs	No FAF	MDA(H)	Apt Elev
113.0	190^		Refer to Minimums	10'
NDB CS 364				

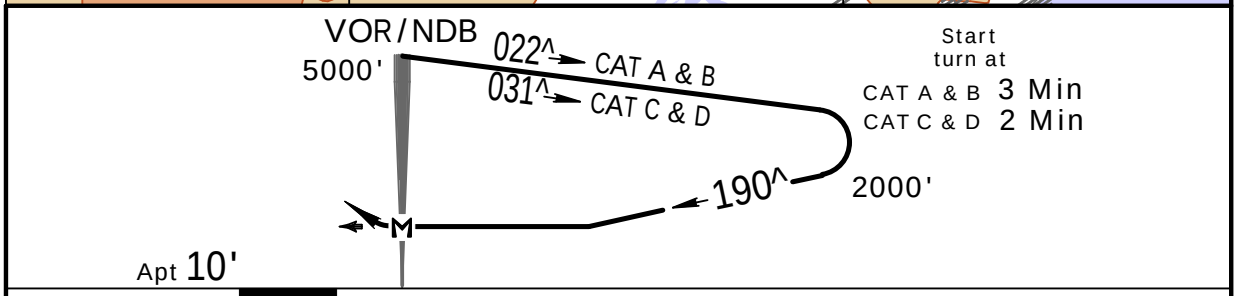
MISSED APCH: Turn LEFT track 010^, intercept CS VOR R-040 outbound (040^ bearing from CS NDB). Climb to 4000' or as directed by ATC.

Alt Set: hPa Apt Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'
1. Max IAS initial Cat A & B: 140 Kts. 2. Max IAS holding: 185 Kts.
3. Max IAS missed approach turn: 185 Kts.

170^ 4000' 270^ 6500' 090^ 5200'

MSA CS VOR/NDB 5600' within 10 NM

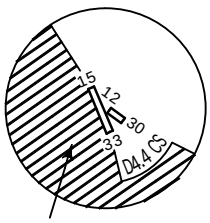




MAP at VOR/NDB							Lighting - Refer to Airport Chart	LT	010^	CS 113.0 R-040	or	CS 364 040^

CIRCLE-TO-LAND

	Max Kts.	MDA(H)
A	100	1660'(1650') -2.4 km
B	135	
C	180	1720'(1710') -4.0 km
D	205	1720'(1710') -5.0 km



No Circling West of Rwy 15-33 or Beyond D4.4 CS or 2 NM south of threshold Rwy 33.

NS OPS

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