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Terminal Charts For YSCB

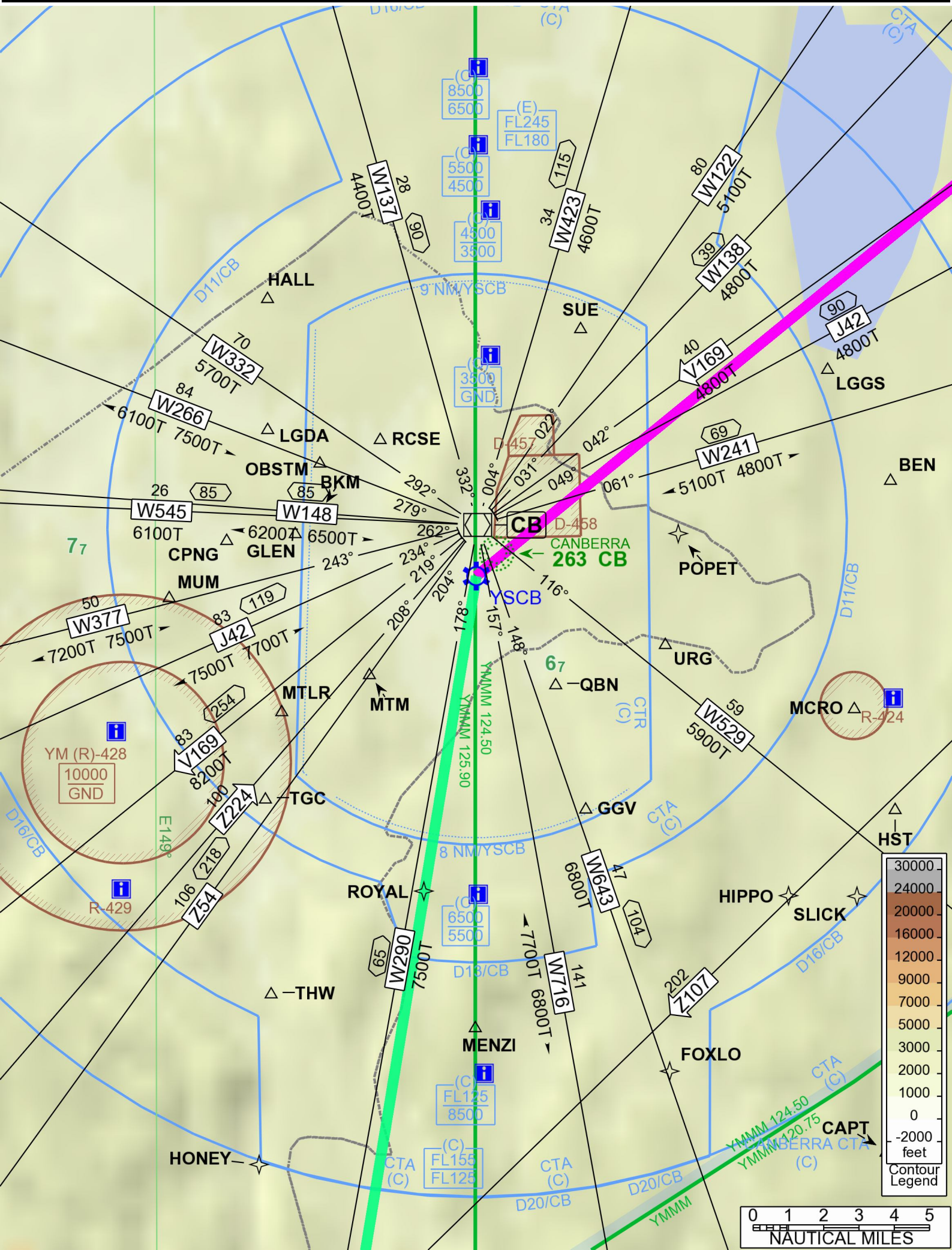
Airport Information For YSSY

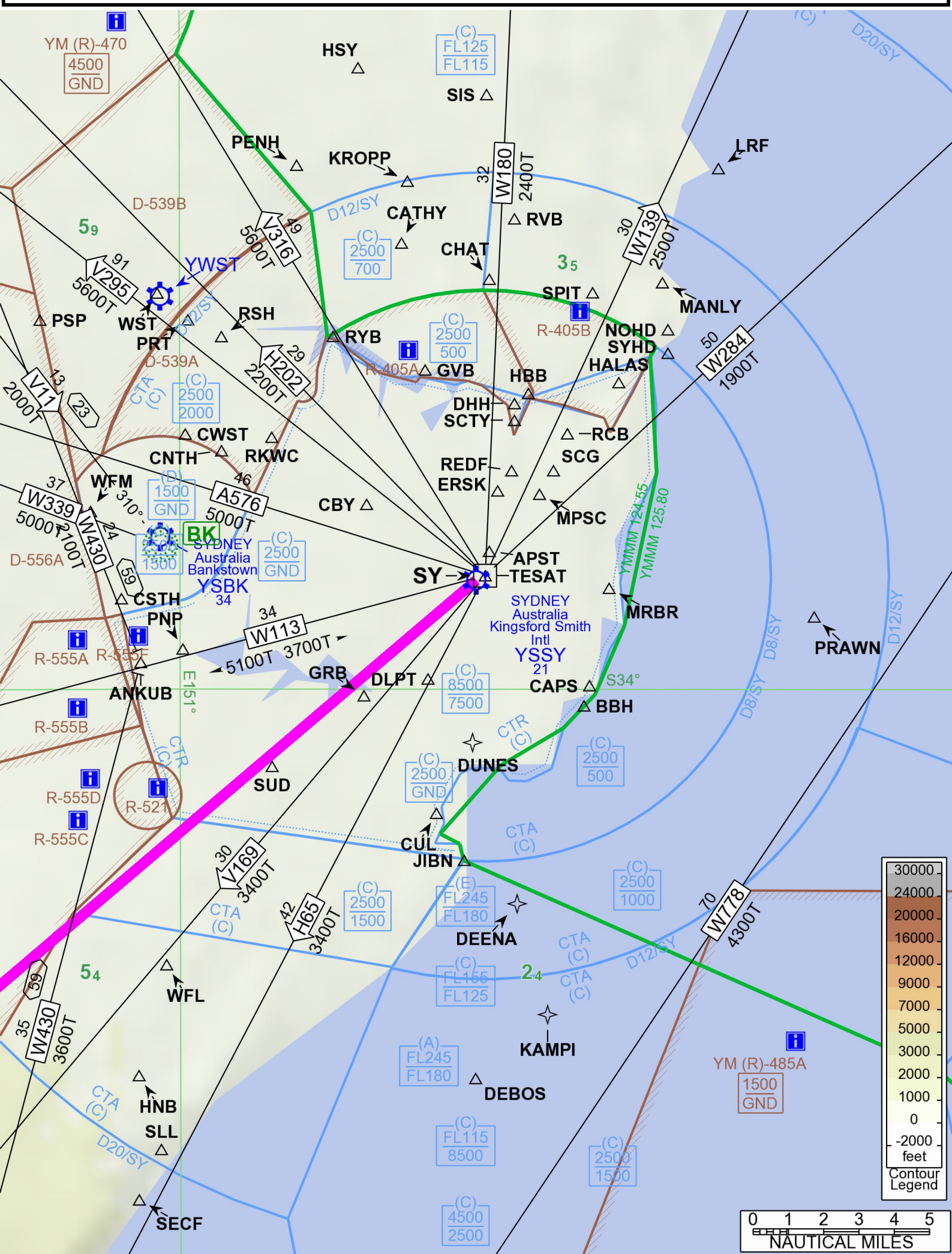
Terminal Charts For YSSY

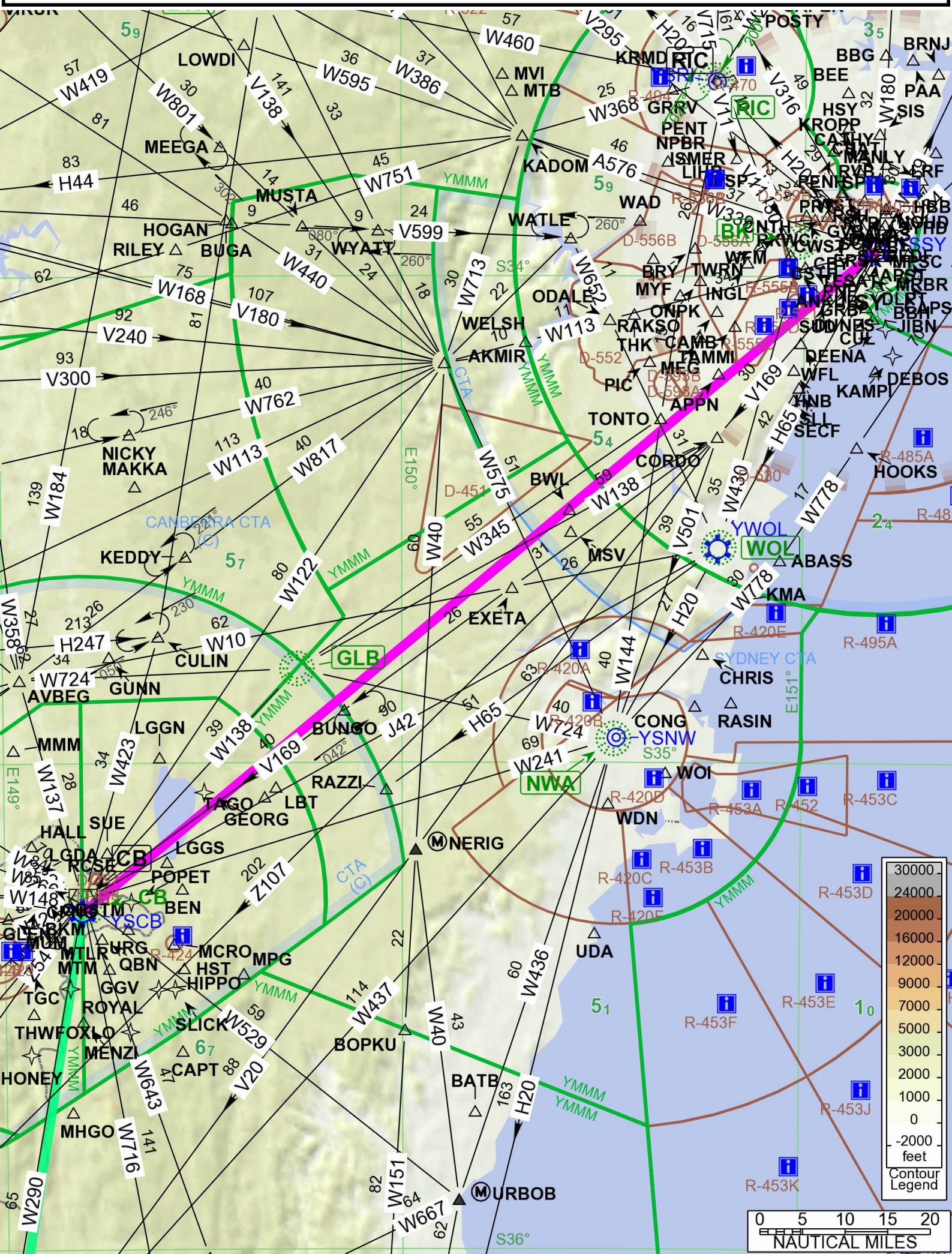
Revision Letter For Cycle 15-2016

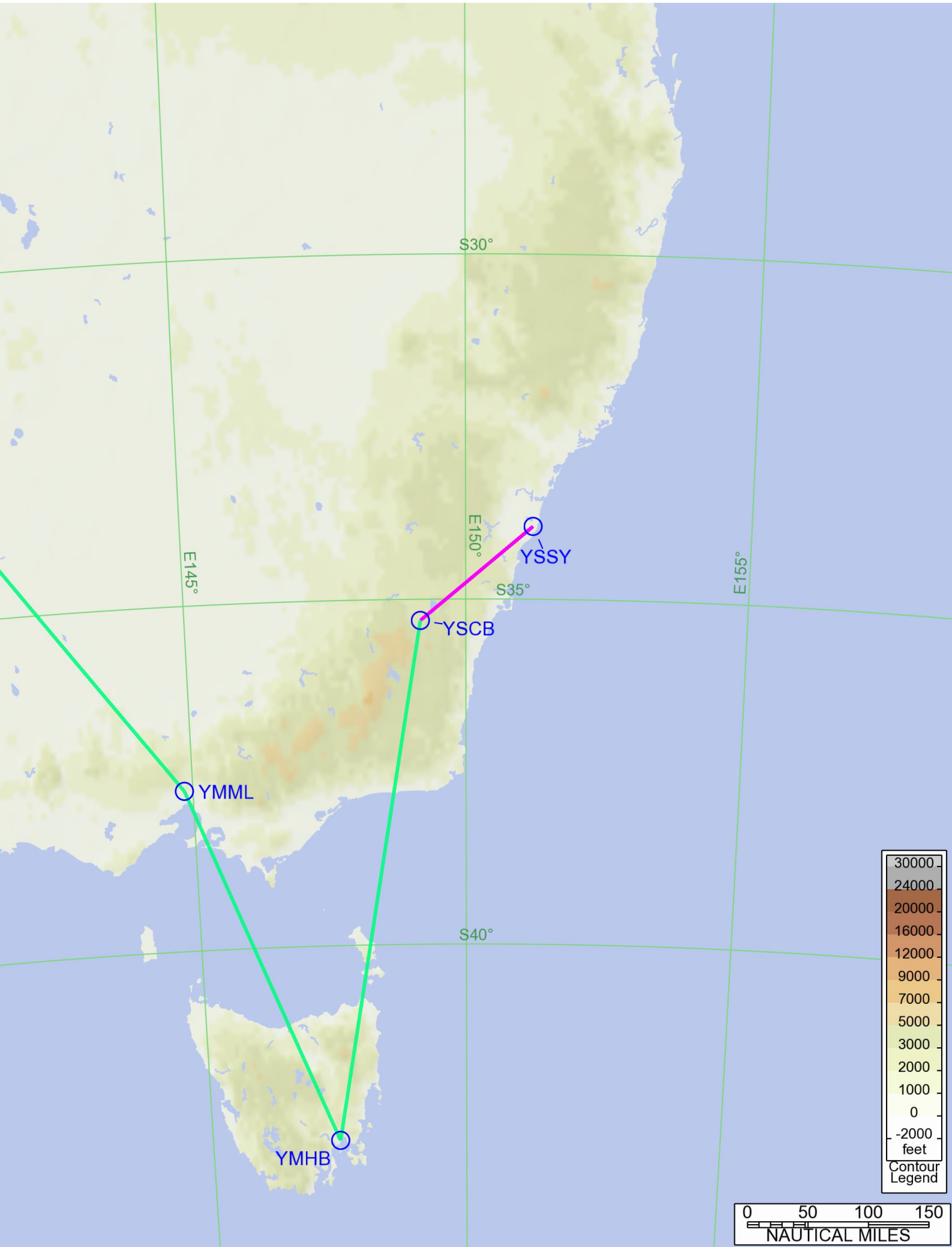
Change Notices

Notebook









General Information

Location: CANBERRA AC AUS
 ICAO/IATA: YSCB / CBR
 Lat/Long: S35° 18.41', E149° 11.70'
 Elevation: 1886 ft

Airport Use: Public
 Daylight Savings: Observed
 UTC Conversion: -10:00 = UTC
 Magnetic Variation: 12.0° E

Fuel Types: 100-130 Octane, Jet A-1
 Oxygen Types: Low Pressure
 Customs: Yes
 Airport Type: IFR
 Landing Fee: Yes
 Control Tower: Yes
 Jet Start Unit: Yes
 LLWS Alert: No
 Beacon: Yes

Sunrise: 1935 Z
 Sunset: 0809 Z

Runway Information

Runway: 12
 Length x Width: 5508 ft x 148 ft
 Surface Type: asphalt
 TDZ-Elev: 1849 ft
 Lighting: Edge, Pilot controlled

Runway: 17
 Length x Width: 10771 ft x 148 ft
 Surface Type: asphalt
 TDZ-Elev: 1874 ft
 Lighting: Edge, Pilot controlled
 Stopway: 985 ft

Runway: 30
 Length x Width: 5508 ft x 148 ft
 Surface Type: asphalt
 TDZ-Elev: 1886 ft
 Lighting: Edge, Pilot controlled
 Displaced Threshold: 213 ft

Runway: 35
 Length x Width: 10771 ft x 148 ft
 Surface Type: asphalt

TDZ-Elev: 1870 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 1969 ft

Communication Information

ATIS: 26.300
ATIS: 127.450
ATIS: 116.700
Canberra Tower: 118.700 CTAF PCL
Canberra Ground: 121.700
Canberra Clearance Delivery: 121.700
Canberra Approach: 124.500 Out to 30 mi.
Canberra Approach: 125.900 Out to 30 mi.
Canberra Departure: 125.900
Canberra Departure: 124.500 Out to 30 mi.
Canberra Traffic MULTICOM: 118.700 CTAF PCL
AWIS: 116.700
Melbourne Center Information: 125.900 RCO

JEPPESSEN

16 AUG 13 **(10-2)**

**.DME.or.GNSS.ARRIVAL.
CANBERRA, ACT, AUSTRALIA**

*ATIS 116.7 127.45 263
AWIS 116.7 when ATIS inop.
CANBERRA Approach (*R) Within 30 NM:
East of Rwy 17/35 124.5
West of Rwy 17/35 125.9
*CANBERRA Tower 118.7
*Ground 121.7
MELBOURNE Center (FIA) 125.9 (On ground) When Twr inop.
CTAF (AFRU+PAL) 118.7 when Twr inop.
Alt Set: hPa Trans level: FL 110
Apt Elev: 67 hPa Trans alt: 10000' (8114')

250°

4600'

5900'

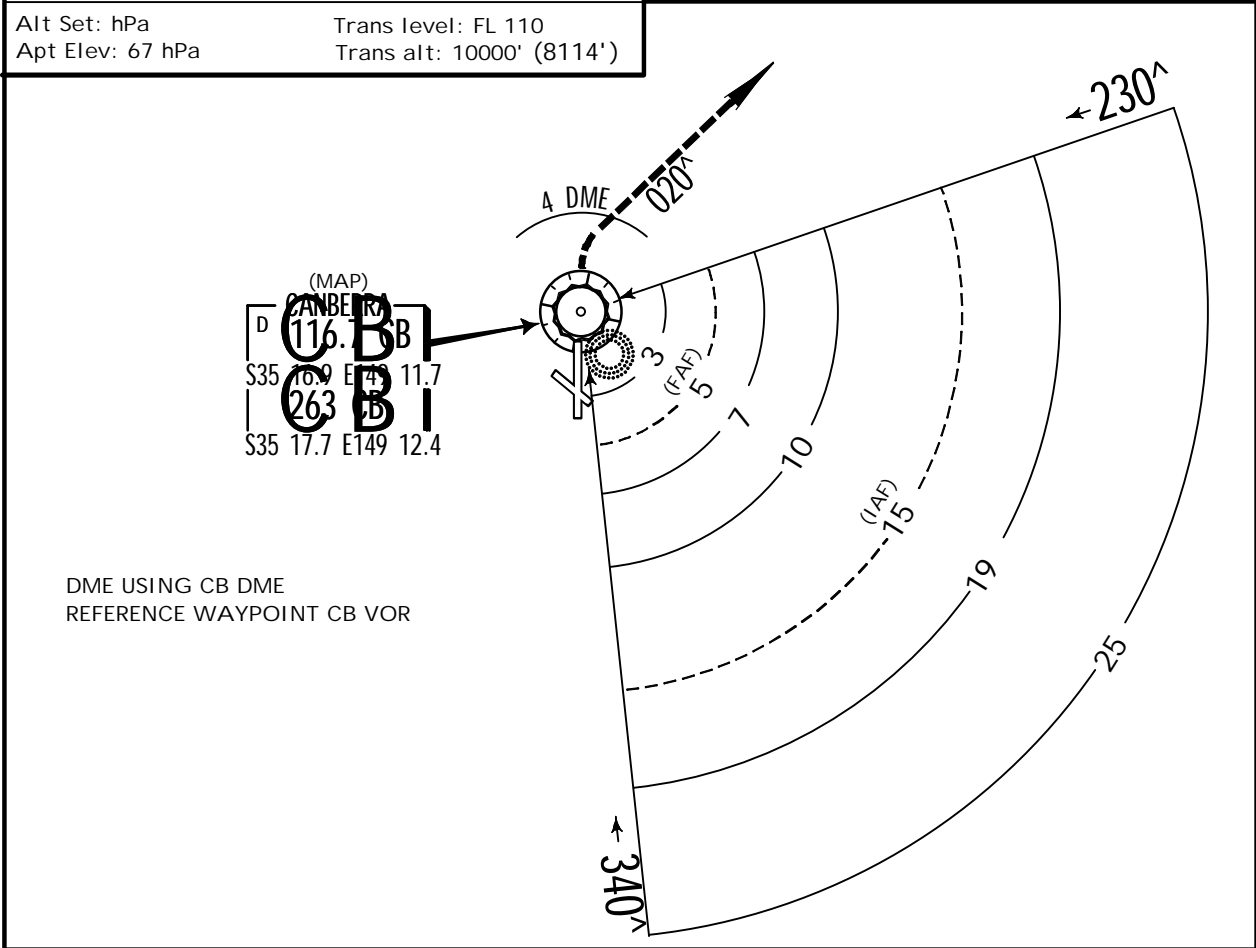
075°

7500'

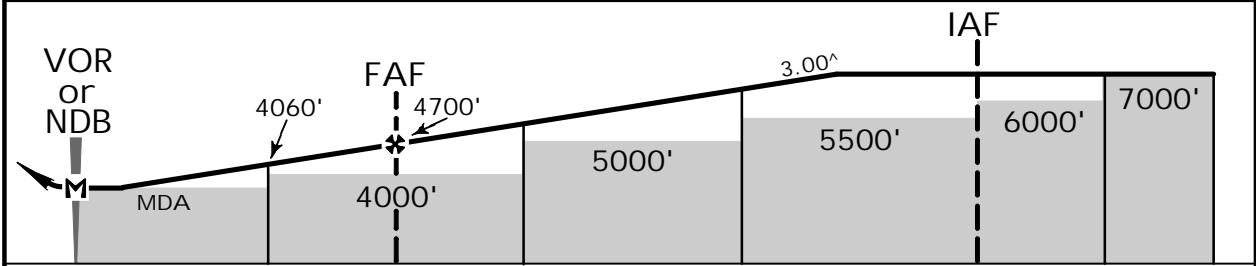
MSA
CB VOR or NDB
within 25 NM
5100' within 10 NM

CANBERRA
SECTOR A
CB
VOR 116.7
NDB 263
Apt. Elev 1886'

NOT TO SCALE



NM to VOR	0.8	1.0	1.5	1.9	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	12.0	12.2
ALTITUDE	3350'	3430'	3580'	3720'	3750'	4060'	4380'	4700'	5020'	5340'	5650'	5970'	6290'	6930'	7000'



MISSED APPROACH: Turn RIGHT, track 020°, climb to 5100' or as directed by ATC.
Requirement: Complete turn within CB 4 DME.

	Actual Aero QNH						CIRCLE-TO-LAND						Forecast Terminal QNH					
	MDA(H)						MDA(H)						MDA(H)					
A	A, B: 3250' (1364')						A, B: 3350' (1464')						A, B: 3350' (1464')					
B	C: 3480' (1594')						C: 3580' (1694')						C: 3580' (1694')					
C	D: 3620' (1734')						D: 3720' (1834')						D: 3720' (1834')					
D	2.4 km						2.4 km						2.4 km					
B	2.4 km						2.4 km						2.4 km					
C	4.0 km						4.0 km						4.0 km					
D	5.0 km						5.0 km						5.0 km					

17

72

30

35

No circling beyond 4 NM WEST of Rwy 17/35.

PANS OPS

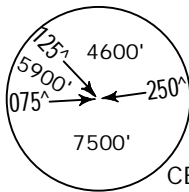
Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at VOR or NDB						

CHANGES: None.

CANBERRA, ACT, AUSTRALIA
DME or GNSS ARRIVAL

*ATIS 116.7 127.45 263
AWIS 116.7 when ATIS inop.
CANBERRA Approach (*R) Within 30 NM:
East of Rwy 17/35 124.5
West of Rwy 17/35 125.9
*CANBERRA Tower 118.7
*Ground 121.7
MELBOURNE Center (FIA) 125.9 (On ground) When Twr inop.
CTAF (AFRU+PAL) 118.7 when Twr inop.

Alt Set: hPa Trans level: FL 110
Apt Elev: 67 hPa Trans alt: 10000' (8114')

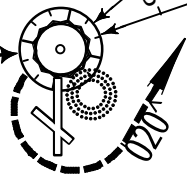


MSA
CB VOR or NDB
within 25 NM
5100' within 10 NM Apt. Elev 1886'

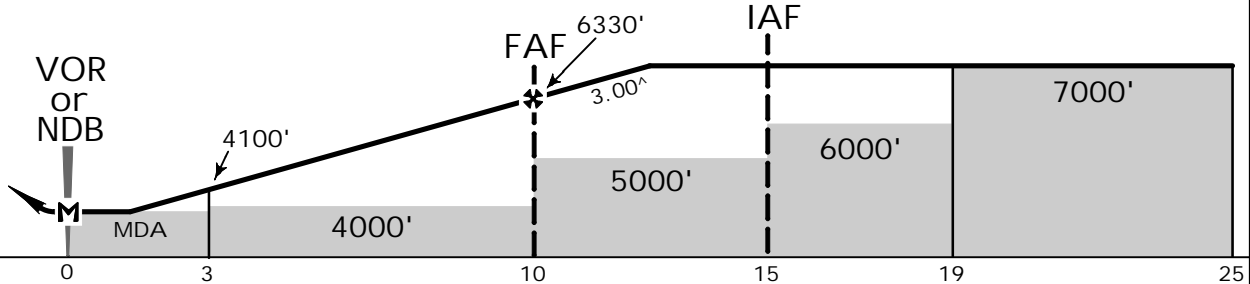
CANBERRA
SECTOR C
VOR 116.7
NDB 263

DME USING CB DME
REFERENCE WAYPOINT CB VOR

(MAP)
CANBERRA
D 116.7
S35 16.9 E49 11.7
263
S35 17.7 E149 12.4

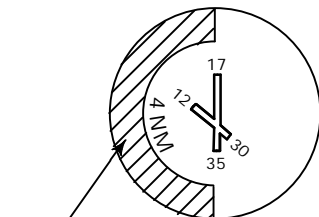


NM to VOR	0.7	1.4	1.8	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	12.1
ALTITUDE	3350'	3580'	3720'	3780'	4100'	4420'	4740'	5050'	5370'	5690'	6010'	6330'	6650'	6970'	7000'



MISSED APPROACH: Turn LEFT, track 020°, climb to 5100' or as directed by ATC.

CIRCLE-TO-LAND	
Actual Aero QNH	Forecast Terminal QNH
A, B: 3250' (1364')	A, B: 3350' (1464')
C: 3480' (1594')	C: 3580' (1694')
D: 3620' (1734')	D: 3720' (1834')
MDA(H)	MDA(H)
A	2.4 km
B	2.4 km
C	4.0 km
D	4.0 km
	5.0 km



No circling beyond 4 NM WEST
of Rwy 17/35.

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

JEPPesen

20 MAY 16

(10-2B)

Eff. 26 May. DME or GNSS ARRIVAL.
CANBERRA, ACT, AUSTRALIA

*ATIS 116.7 127.45 263

AWIS 116.7 when ATIS inop.

CANBERRA Approach (*R) Within 30 NM:

East of Rwy 17/35 124.5

West of Rwy 17/35 125.9

*CANBERRA Tower 118.7

*Ground 121.7

MELBOURNE Center (FIA) 125.9 (On ground) When Twr inop.

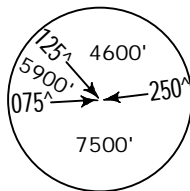
CTAF (AFRU+PAL) 118.7 when Twr inop.

Alt Set: hPa

Apt Elev: 67 hPa

Trans level: FL110

Trans alt: 10000' (8114')



CANBERRA

VOR 16.7 CB

NDB 263 CB

Apt. Elev 1886'

AVBEG to CB VOR/NDB

AVBEG
S34 49.7 E149 02.5

152°
LSALT 4400'

19

(IAF)

15

(FAF)

10

6

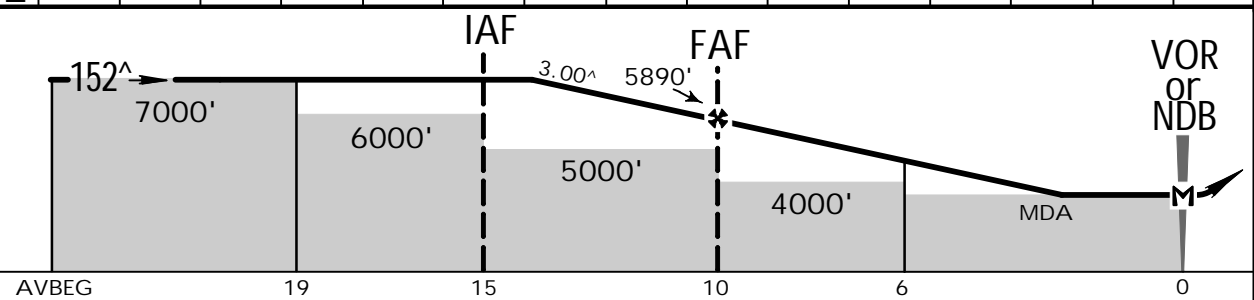
DME USING CB DME
REFERENCE WAYPOINT CB VOR

(MAP)
CANBERRA
116.7 CB
263 CB
S35 16.9 E149 11.7
S35 17.7 E149 12.4

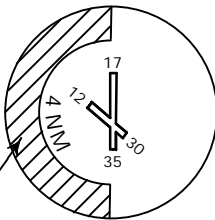
1 NM to VOR

2 ALTITUDE

1	13.5	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.2	3.0	2.8	2.7
2	7000'	6840'	6520'	6200'	5890'	5570'	5250'	4930'	4610'	4300'	3980'	3720'	3660'	3580'	3550'



MISSED APPROACH: Turn LEFT, track 020°, climb to 5100' or as directed by ATC.

		CIRCLE-TO-LAND							
		Actual Aero QNH			Forecast Terminal QNH				
		MDA(H)			MDA(H)				
		A, B: 3450' (1564')			A, B: 3550' (1664')				
		C: 3480' (1594')			C: 3580' (1694')				
		D: 3620' (1734')			D: 3720' (1834')				
A	2.4 km			2.4 km					
B	2.4 km			2.4 km					
C	4.0 km			4.0 km					
D	5.0 km			5.0 km					
Gnd speed-Kts		70	90	100	120	140	160		
Descent angle 3.00^		372	478	531	637	743	849		
MAP at VOR or NDB									

JEPPesen

20 MAY 16

(10-2C)

Eff. 26 May

.DME.or.GNSS.ARRIVAL.
CANBERRA, ACT, AUSTRALIA

*ATIS 116.7 127.45 263

AWIS 116.7 when ATIS inop.

CANBERRA Approach (*R) Within 30 NM:

East of Rwy 17/35 124.5

West of Rwy 17/35 125.9

*CANBERRA Tower 118.7

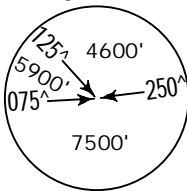
*Ground 121.7

MELBOURNE Center (FIA) 125.9 (On ground) When Twr inop.

CTAF (AFRU+PAL) 118.7 when Twr inop.

Alt Set: hPa
Apt Elev: 67 hPa

Trans level: FL110
Trans alt: 10000' (8114')

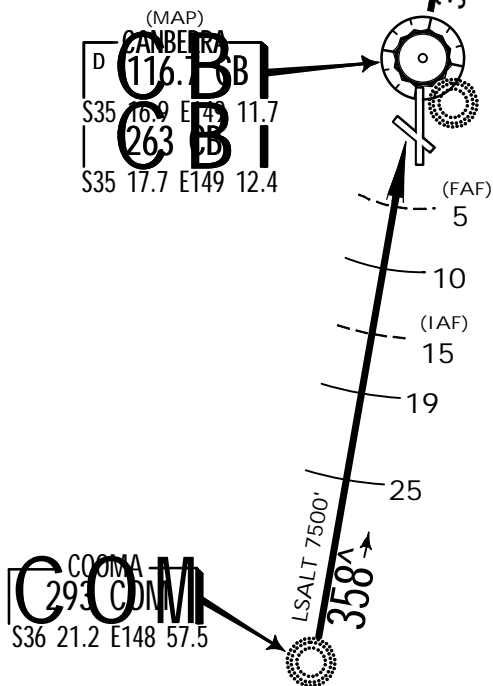


MSA
CB VOR or NDB
5100' within 10 NM

CANBERRA
VOR 16.7 CB
NDB 263 CB
Apt. Elev 1886'

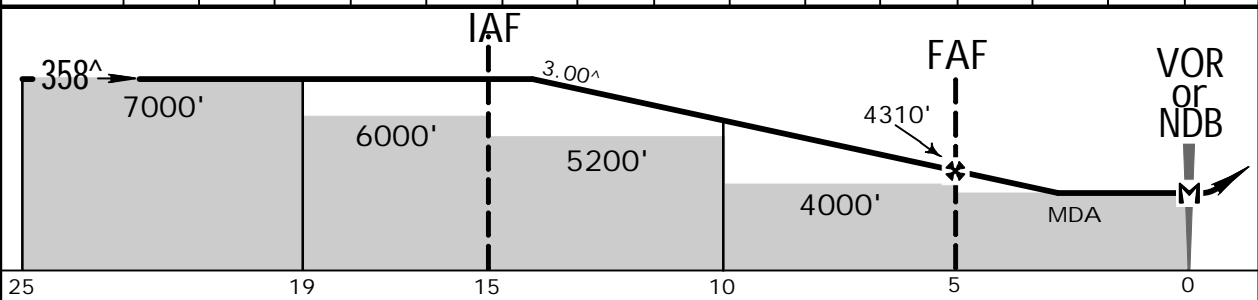
COM NDB to CB VOR/NDB

NOT TO SCALE



DME USING CB DME
REFERENCE WAYPOINT CB VOR

NM to VOR	13.5	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.2	3.0	2.7	2.0
ALTITUDE	7000'	6850'	6530'	6210'	5900'	5580'	5260'	4940'	4620'	4310'	3990'	3720'	3670'	3580'	3350'



MISSED APPROACH: Track 358°, climb to 5100' or as directed by ATC.

CIRCLE-TO-LAND

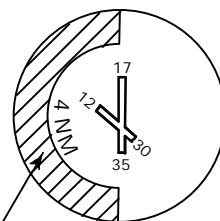
Actual Aero QNH

A, B: 3250' (1364')
C: 3480' (1594')
D: 3620' (1734')

Forecast Terminal QNH

A, B: 3350' (1464')
C: 3580' (1694')
D: 3720' (1834')

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



No circling beyond 4 NM WEST
of Rwy 17/35.

PANS OPS

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

JEPPesen

20 MAY 16

(10-2D)

Eff. 26 May.

.DME. or .GNSS. ARRIVAL.

CANBERRA, ACT, AUSTRALIA

*ATIS 116.7 127.45 263

AWIS 116.7 when ATIS inop.

CANBERRA Approach (*R) Within 30 NM:

East of Rwy 17/35 124.5

West of Rwy 17/35 125.9

*CANBERRA Tower 118.7

*Ground 121.7

MELBOURNE Center (FIA) 125.9 (On ground) When Twr inop.

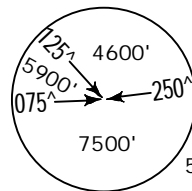
CTAF (AFRU+PAL) 118.7 when Twr inop.

Alt Set: hPa

Trans level: FL110

Apt Elev: 67 hPa

Trans alt: 10000' (8114')



MSA
CB VOR or NDB
5100' within 10 NM

CANBERRA

VOR

116.7
263

Apt. Elev

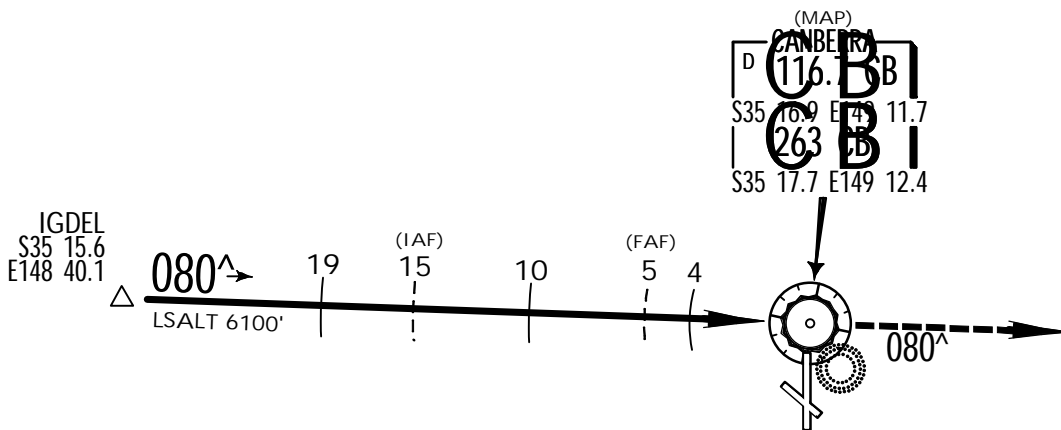
1886'

IGDEL to CB VOR

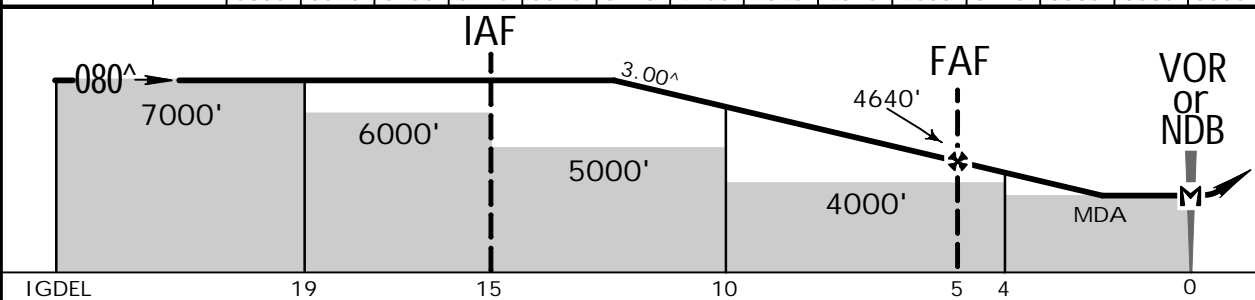
DME USING CB DME

REFERENCE WAYPOINT CB VOR

NOTE: Arrival is not permitted using CB NDB.

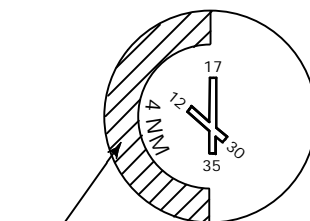


NM to VOR	12.4	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.1	2.0	1.7	1.0
ALTITUDE	7000'	6860'	6540'	6230'	5910'	5590'	5270'	4950'	4640'	4320'	4000'	3720'	3680'	3580'	3350'



MISSED APPROACH: Track 080°, climb to 5100' or as directed by ATC.

Actual Aero QNH		CIRCLE-TO-LAND	Forecast Terminal QNH		
MDA(H)	A, B:	3250' (1364')	MDA(H)	A, B:	3350' (1464')
	C:	3480' (1594')		C:	3580' (1694')
	D:	3620' (1734')		D:	3720' (1834')
A	2.4 km		2.4 km		
B					
C	4.0 km		4.0 km		
D	5.0 km		5.0 km		



No circling beyond 4 NM WEST of Rwy 17/35.

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

*ATIS 116.7 127.45 263

AWIS 116.7 when ATIS inop.

CANBERRA Approach (*R) Within 30 NM: 124.5

YSCB CANBERRA

TRANS LEVEL: FL110
TRANS ALT: 10000'

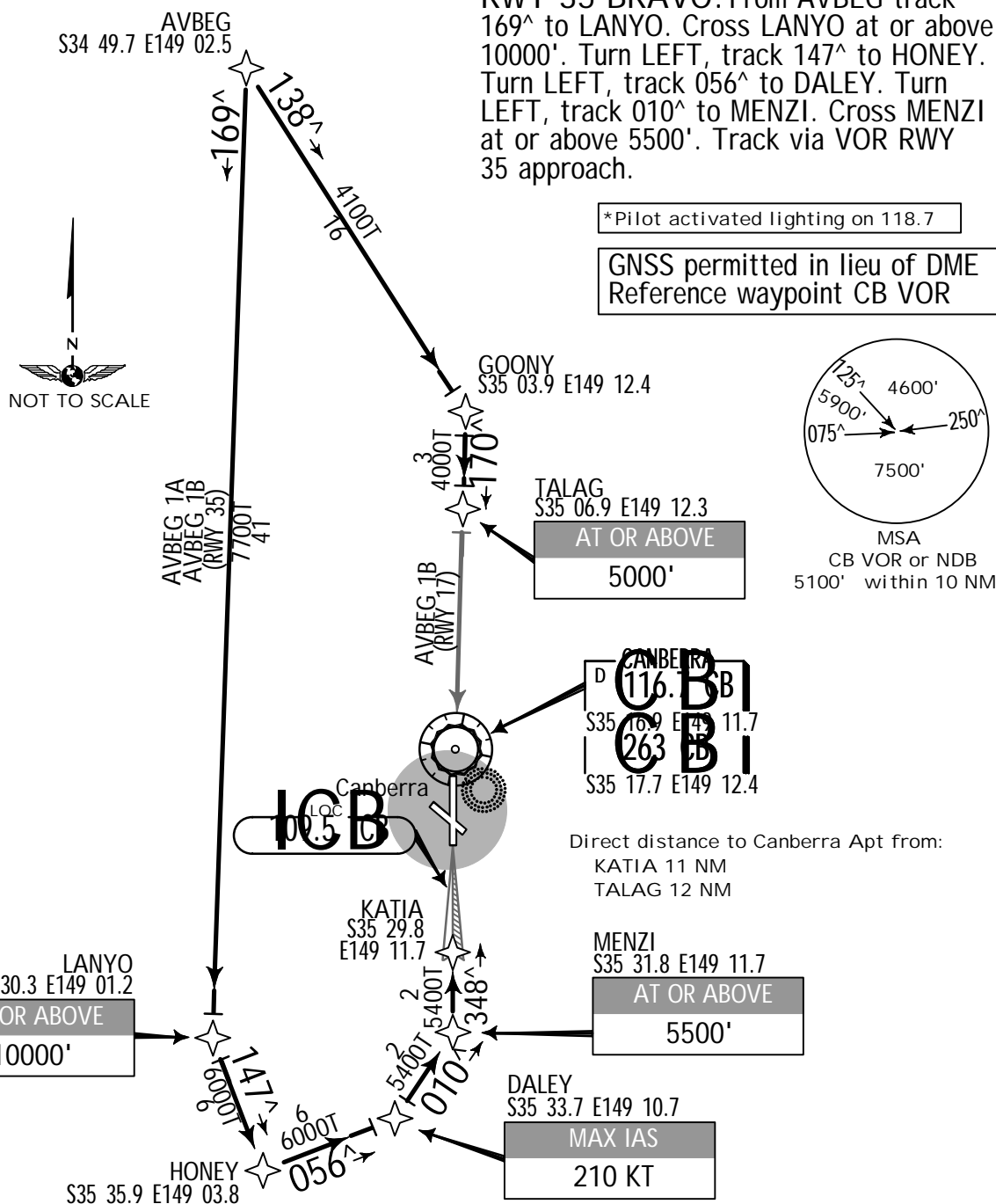
AVBEG ONE ALPHA [AVBE1A], AVBEG ONE BRAVO [AVBE1B] ARRIVALS

SPEED: MAX IAS 250 KT BELOW 10000'

RWY 17 BRAVO: From AVBEG track 138° to GOONY. Turn RIGHT, track 170° to TALAG. Cross TALAG at or above 5000'. Track via VOR RWY 17 approach.

RWY 35 ALPHA: From AVBEG track 169° to LANYO. Cross LANYO at or above 10000'. Turn LEFT, track 147° to HONEY. Turn LEFT, track 056° to DALEY. Turn LEFT, track 010° to MENZI. Cross MENZI at or above 5500'. Intercept LOC RWY 35.

RWY 35 BRAVO: From AVBEG track 169° to LANYO. Cross LANYO at or above 10000'. Turn LEFT, track 147° to HONEY. Turn LEFT, track 056° to DALEY. Turn LEFT, track 010° to MENZI. Cross MENZI at or above 5500'. Track via VOR RWY 35 approach.



LOST COMMS ▼ LOST COMMS ▼ 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.

LOST COMMS ▼

JEPPesen

20 MAY 16

(10-2D2)

.Eff.26.May.

.RNAV.STAR.

*ATIS 116.7 127.45 263

AWIS 116.7 when ATIS inop.

CANBERRA Approach (*R) Within 30 NM 124.5

CANBERRA, ACT, AUSTRALIA

YSCB CANBERRA

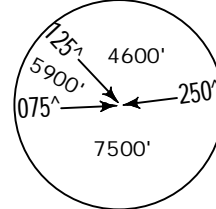
TRANS LEVEL: FL110
TRANS ALT: 10000'

AVBEG ONE UNIFORM ARRIVAL

[AVBE1U]

SPEED: MAX IAS 250 KT BELOW 10000'

RWY 17: From AVBEG track 138°
to GOONY. Track via RNAV-U (RNP)
RWY 17.



*Pilot activated lighting on 118.7

MSA
CB VOR or NDB
5100' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CB VOR

AVBEG
S34 49.7 E149 02.5

138°
4100'
16

GOONY
S35 03.9 E149 12.4

Direct distance from GOONY to:
Canberra Apt 15 NM

Canberra

CANBERRA
D 116.7
S35 16.9 E149 11.7
263
S35 17.7 E149 12.4



NOT TO SCALE

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ 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.

JEPPesen

20 MAY 16

(10-2E)

.Eff.26.May.

.RNAV.STAR.

CANBERRA, ACT, AUSTRALIA

*ATIS 116.7 127.45 263

AWIS 116.7 when ATIS inop.

CANBERRA Approach (*R) Within 30 NM: 124.5

YSCB CANBERRA

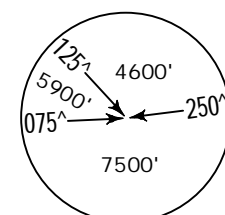
TRANS LEVEL: FL110
TRANS ALT: 10000'

NON-JET ONLY
**BUNGO TWO ALPHA [BUNG2A],
BUNGO TWO BRAVO [BUNG2B]
ARRIVALS**
SPEED: MAX 250 KIAS BELOW 10000'

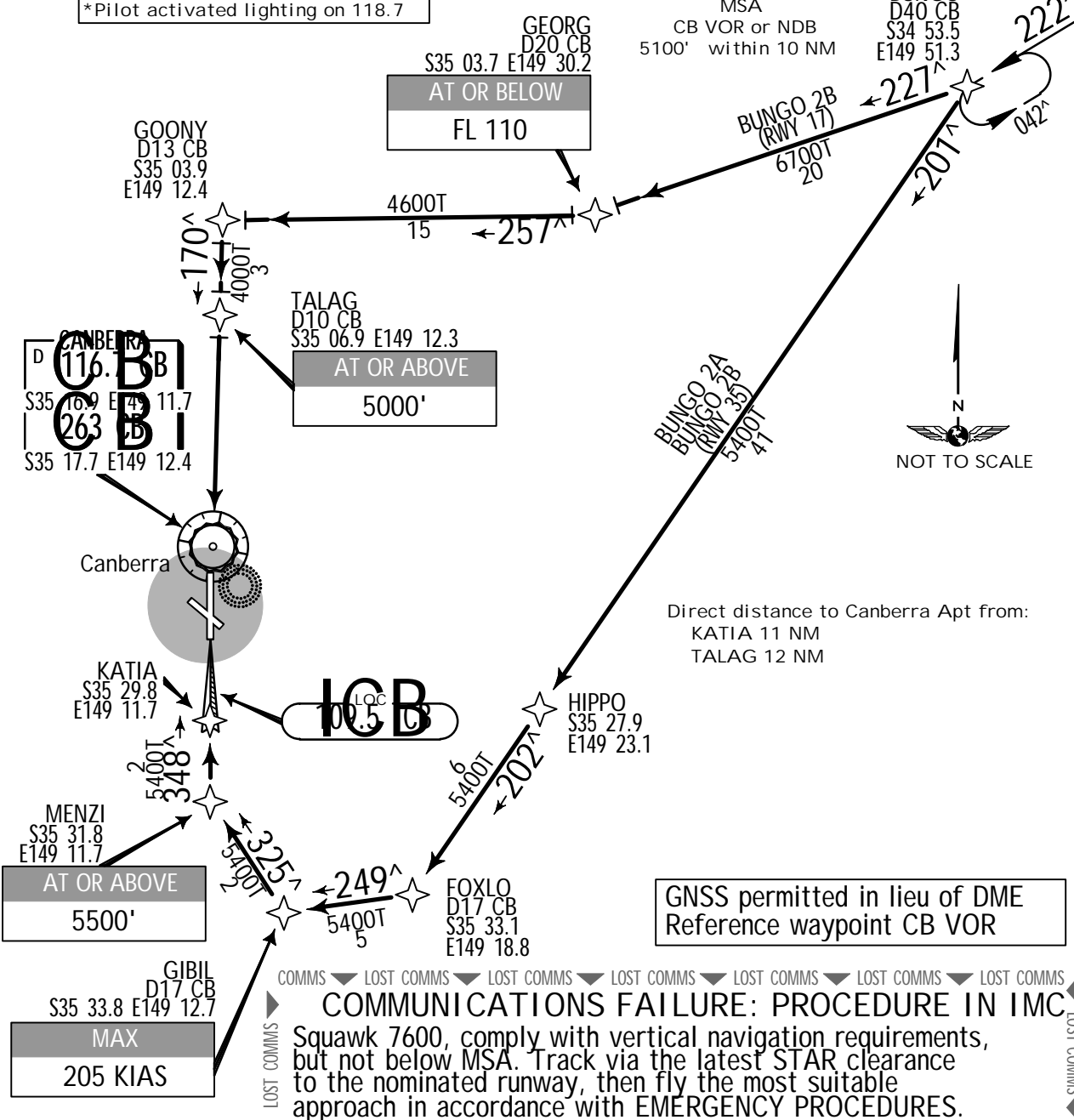
RWY 17 BRAVO: From BUNGO track 227° to GEORG. Cross GEORG at or below FL 110. Turn RIGHT, track 257° to GOONY. Turn LEFT, track 170° to TALAG. Cross TALAG at or above 5000'. Track via VOR RWY 17 approach.

RWY 35 ALPHA: From BUNGO track 201° to HIPPO. Track 202° to FOXLO. Turn RIGHT, track 249° to GIBIL. Turn RIGHT, track 325° to MENZI. Cross MENZI at or above 5500'. Intercept LOC RWY 35.

RWY 35 BRAVO: From BUNGO track 201° to HIPPO. Track 202° to FOXLO. Turn RIGHT, track 249° to GIBIL. Turn RIGHT, track 325° to MENZI. Cross MENZI at or above 5500'. Track via VOR RWY 35 approach.



*Pilot activated lighting on 118.7



*ATIS 116.7 127.45 263

AWIS 116.7 when ATIS inop.

CANBERRA Approach (*R) Within 30 NM: 124.5

CANBERRA, ACT, AUSTRALIA

YSCB CANBERRA

TRANS LEVEL: FL110
TRANS ALT: 10000'

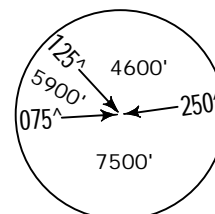
NON-JET ONLY

BUNGO TWO VICTOR [BUNG2V] ARRIVAL

SPEED: MAX 250 KIAS BELOW 10000'

RWY 30 VICTOR: From BUNGO track 214° to ENDOR. Track 214° visual to LAMIG. Turn RIGHT, intercept visual final RWY 30.

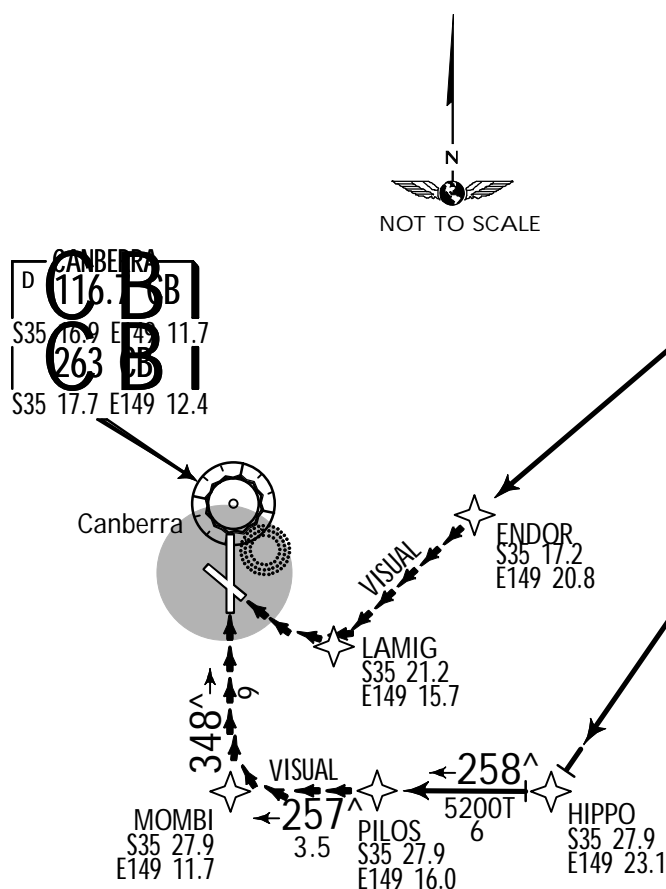
RWY 35 VICTOR (HJ ONLY):
From BUNGO track 201° to HIPPO.
Turn RIGHT, track 258° to PILOS.
Track 257° visual to MOMBI. Turn RIGHT, intercept visual final RWY 35.



MSA
CB VOR or NDB
5100' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CB VOR

*Pilot activated lighting on 118.7



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.

YSCB CANBERRA

CANBERRA Approach (*R) Within 30 NM: 124.5

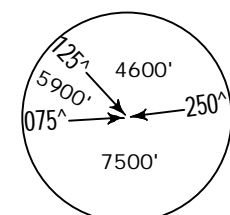
TRANS LEVEL: FL 110
TRANS ALT: 10000'

SPEED: MAX IAS 250 KT BELOW 10000'

WOLBI: From WOLBI to MANDA:
Track 047^ to MANDA. Then follow
arrival instructions.

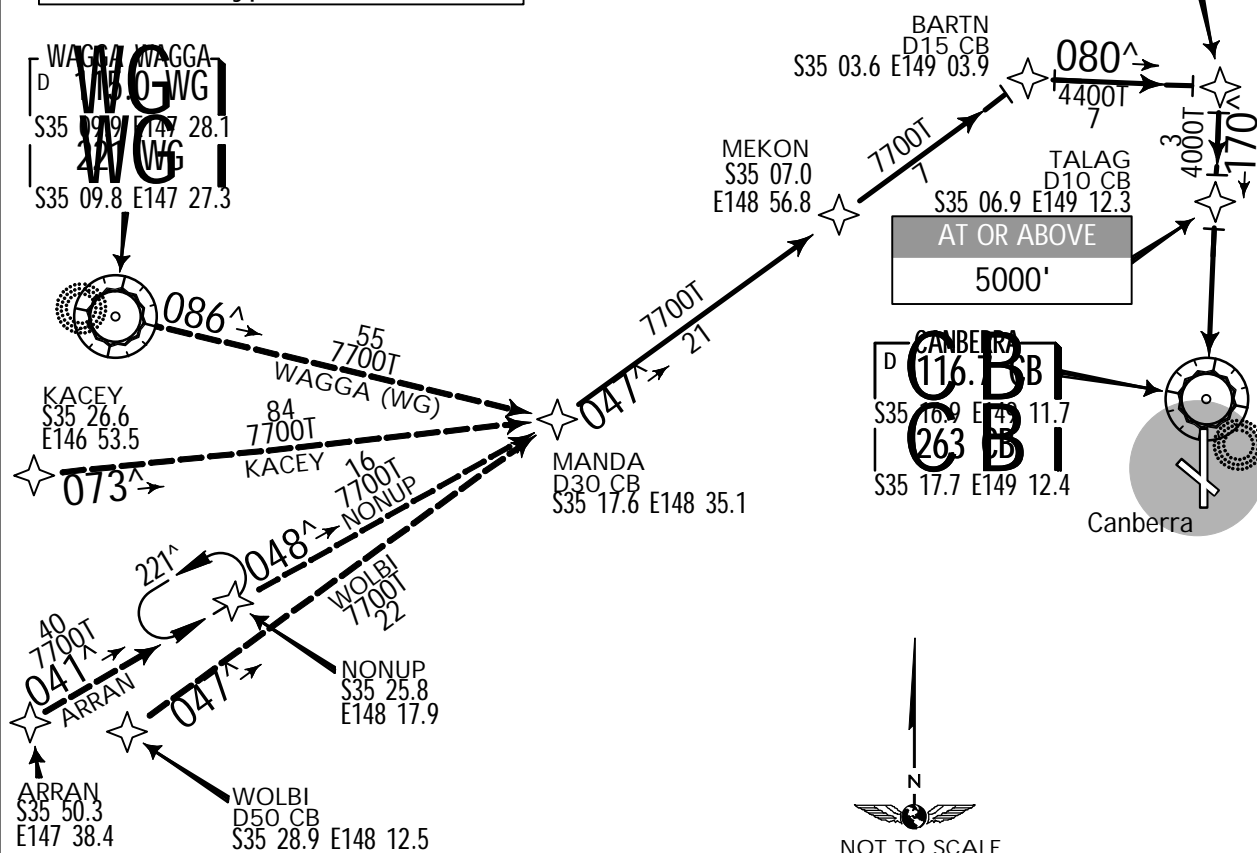
GNSS permitted in lieu of DME
Reference waypoint CB VOR

RWY 17 BRAVO: From MANDA track 047^ to MEKON. Track 047^ to BARTON. Turn RIGHT, track 080^ to GOONY. Turn RIGHT, track 170^ to TALAG. Cross TALAG at or above 5000'. Track via VOR RWY 17.



MSA
CB VOR or NDB
5100' within 10 NM

GOONY
D13 CB
S35 03.9
F149 12.4



NOT TO SCALE

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

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.

LOS | COMMS ◀

YSCB CANBERRA

CANBERRA Approach (*R) Within 30 NM 124.5

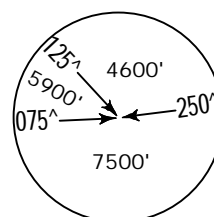
TRANS LEVEL: FL 110
TRANS ALT: 10000'

MANDA EIGHT PAPA [MAND8P],
MANDA EIGHT UNIFORM [MAND8U] ARRIVALS

SPEED: MAX IAS 250 KT BELOW 10000'

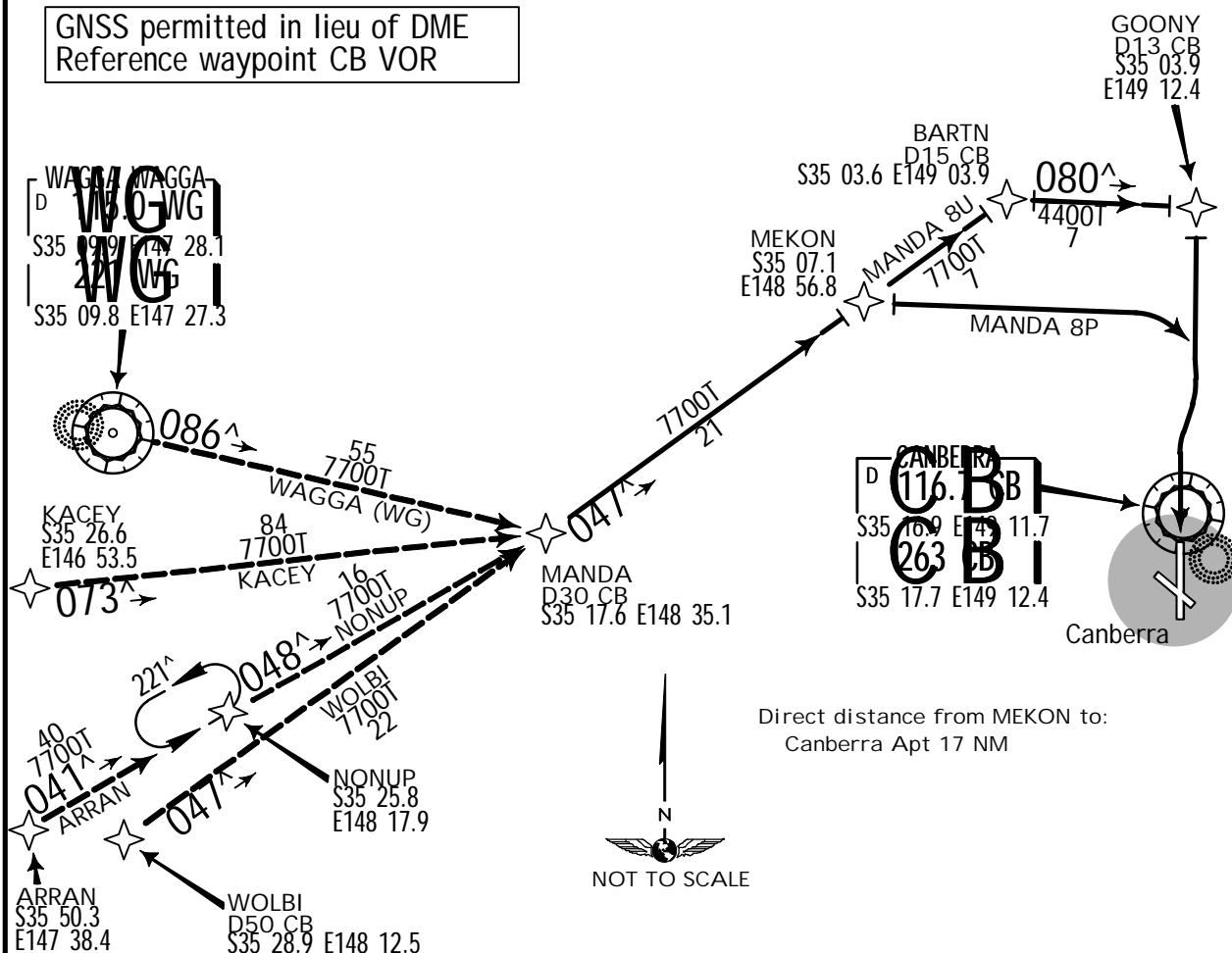
WOLBI: From WOLBI to MANDA:
Track 047^ to MANDA. Then follow
arrival instructions.

RWY 17 UNIFORM: From MANDA track 047^ to MEKON. Track 047^ to BARTN. Turn RIGHT, track 080^ to GOONY. Track via RNAV-U (RNP) RWY 17.



MSA
CB VOR or NDB
5100' within 10 NM

*Pilot activated lighting on 118.7

GNSS permitted in lieu of DME
Reference waypoint CB VOR

Direct distance from MEKON to:
Canberra Apt 17 NM

NOT TO SCALE

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ 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.

JEPPESEN, 2006, 2014. ALL RIGHTS RESERVED.

JEPPesen

7 NOV 14

(10-2J)

.Eff.13.Nov.

.RNAV.STAR.

CANBERRA, ACT, AUSTRALIA

*ATIS 116.7 127.45 263

AWIS 116.7 when ATIS inop.

CANBERRA Approach (*R) Within 30 NM 124.5

YSCB CANBERRA

TRANS LEVEL: FL 110
TRANS ALT: 10000'

POLLI FOUR PAPA ARRIVAL [POLI4P]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS

ALBURY (AY): From AY VOR to POLLI:
Track 065[^] to POLLI. Then follow arrival instructions.

ARRAN: From ARRAN to POLLI:
Track 071[^] to POLLI. Then follow arrival instructions.

EBONY: From EBONY to POLLI:
Track 059[^] to POLLI. Then follow arrival instructions.

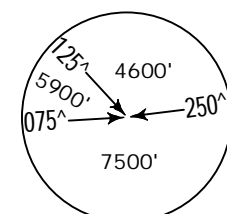
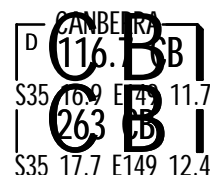
KACEY: From KACEY to POLLI:
Track 091[^] to POLLI. Then follow arrival instructions.

WAGGA (WG): From WG VOR to POLLI:
Track 110[^] to POLLI. Then follow arrival instructions.

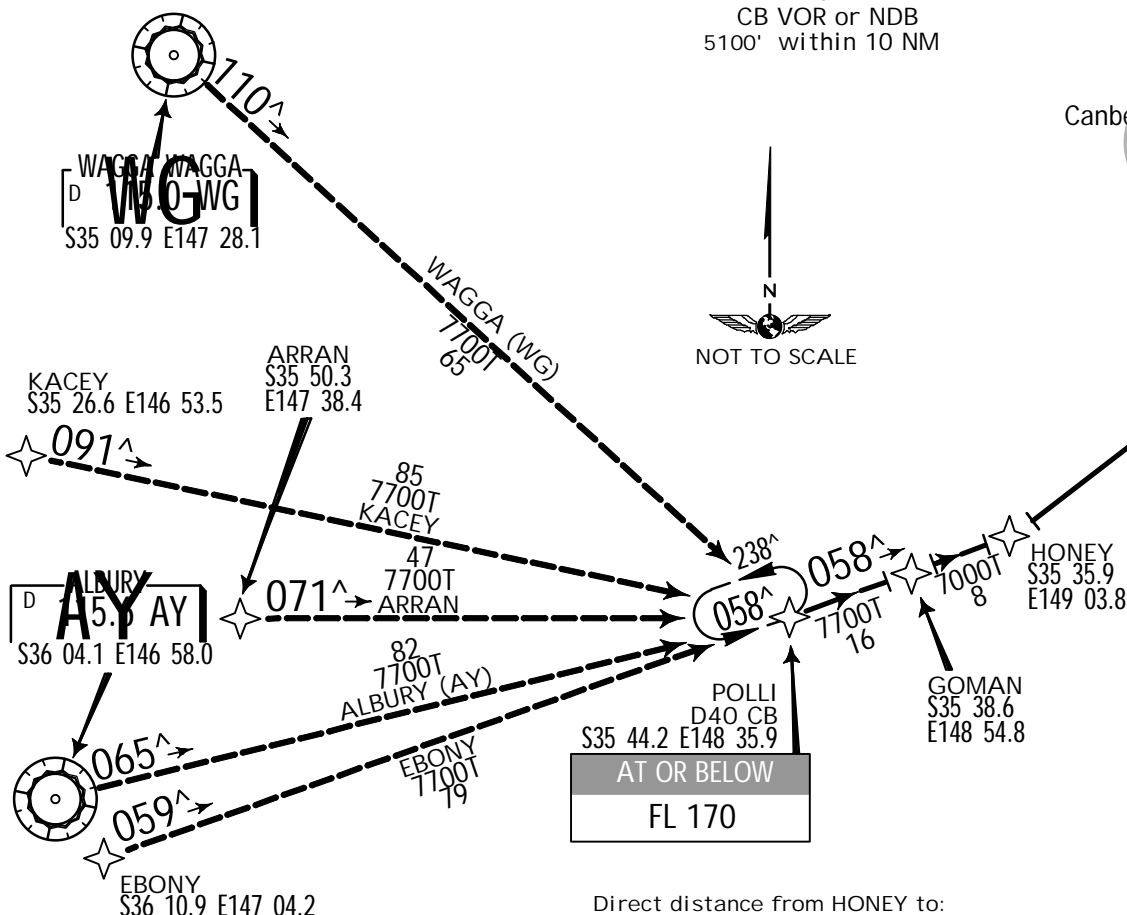
ARRIVAL

RWY 35 PAPA: Cross POLLI at or below FL 170. From POLLI track 058[^] to GOMAN. Track 058[^] to HONEY. Track via RNAV-P (RNP) RWY 35.

*Pilot activated lighting on 118.7


MSA
CB VOR or NDB
5100' within 10 NM


Canberra



LOST COMMS ▼ LOST COMMS ▼ 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.

LOST COMMS ▼

JEPPesen

6 NOV 15

(10-2K)

.Eff.12.Nov.

.RNAV.STAR.

CANBERRA, ACT, AUSTRALIA

*ATIS 116.7 127.45 263

AWIS 116.7 when ATIS inop.

CANBERRA Approach (*R) Within 30 NM 124.5

YSCB CANBERRA

TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

RAZZI THREE ALPHA [RAZI3A], RAZZI THREE BRAVO [RAZI3B] ARRIVALS

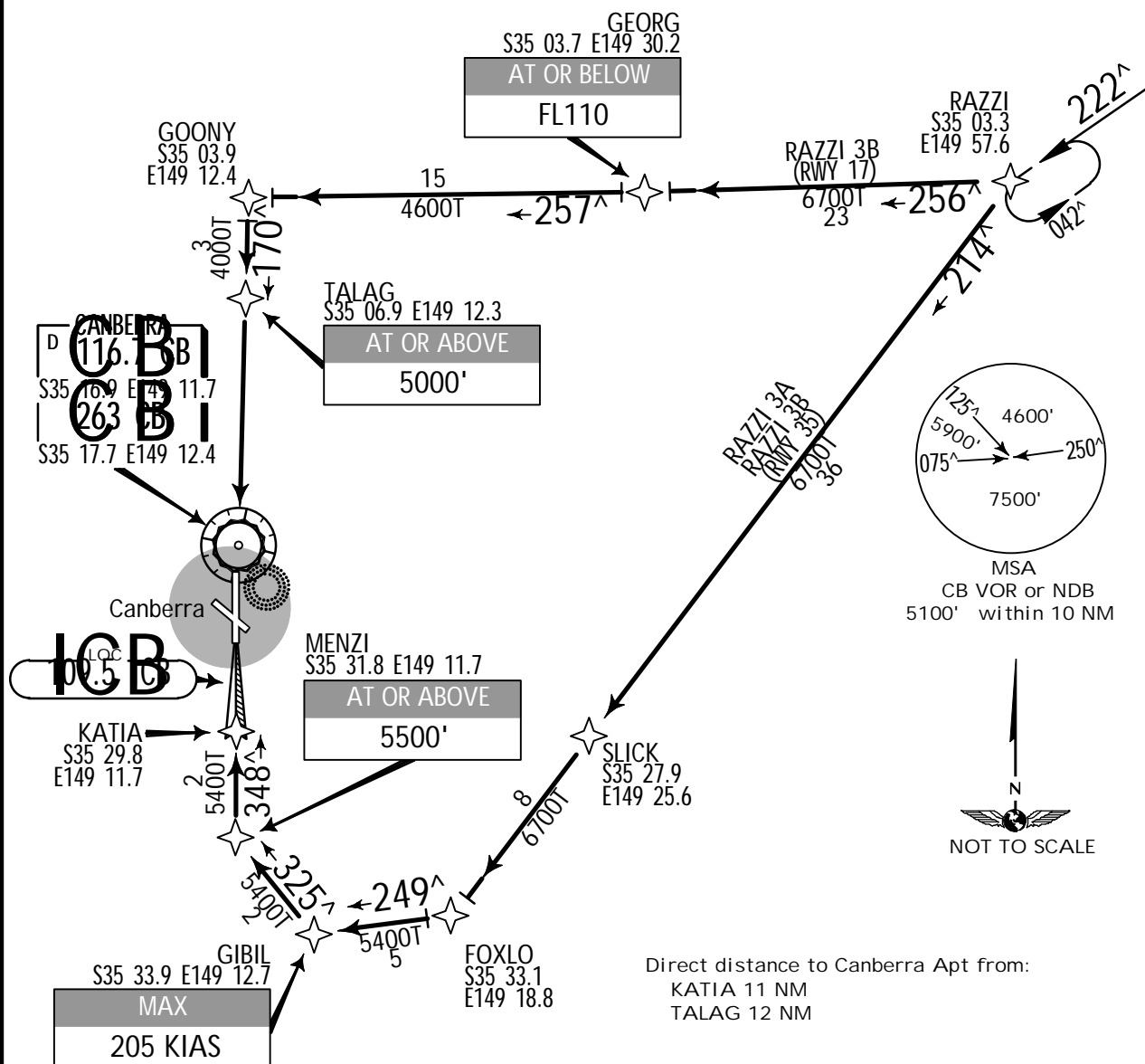
SPEED: MAX 250 KIAS BELOW 10000'

RWY 17 BRAVO: From RAZZI track 256° to GEORG. Cross GEORG at or below FL 110. Track 257° to GOONY. Turn LEFT, track 170° to TALAG. Cross TALAG at or above 5000'. Track via VOR RWY 17.

*Pilot activated lighting on 118.7

RWY 35 ALPHA: From RAZZI track 214° to SLICK. Track 214° to FOXLO. Turn RIGHT, track 249° to GIBIL. Turn RIGHT, track 325° to MENZI. Cross MENZI at or above 5500'. Intercept LOC RWY 35.

RWY 35 BRAVO: From RAZZI track 214° to SLICK. Track 214° to FOXLO. Turn RIGHT, track 249° to GIBIL. Turn RIGHT, track 325° to MENZI. Cross MENZI at or above 5500'. Track via VOR RWY 35 approach.



LOST COMMS ▼ LOST COMMS ▼ 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.

LOST COMMS ▼

JEPPesen

6 NOV 15

(10-2L)

.Eff.12.Nov.

.RNAV.STAR.

CANBERRA, ACT, AUSTRALIA

*ATIS 116.7 127.45 263

AWIS 116.7 when ATIS inop.

CANBERRA Approach (*R) Within 30 NM 124.5

YSCB CANBERRA

TRANS LEVEL: FL110

TRANS ALT: 10000'

JETS ONLY

**RAZZI THREE PAPA [RAZI3P],
RAZZI THREE UNIFORM [RAZI3U] ARRIVALS**

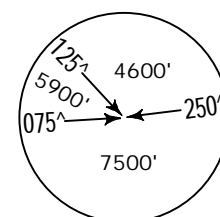
SPEED: MAX 250 KIAS BELOW 10000'

RWY 17 PAPA: From RAZZI track 256[^] to GEORG. Cross GEORG at or below FL 110. Turn LEFT, track 242[^] to SAPIT. Track via RNAV-P (RNP) RWY 17.

RWY 17 UNIFORM: From RAZZI track 256[^] to GEORG. Cross GEORG at or below FL 110. Track 257[^] to GOONY. Track via RNAV-U (RNP) RWY 17.

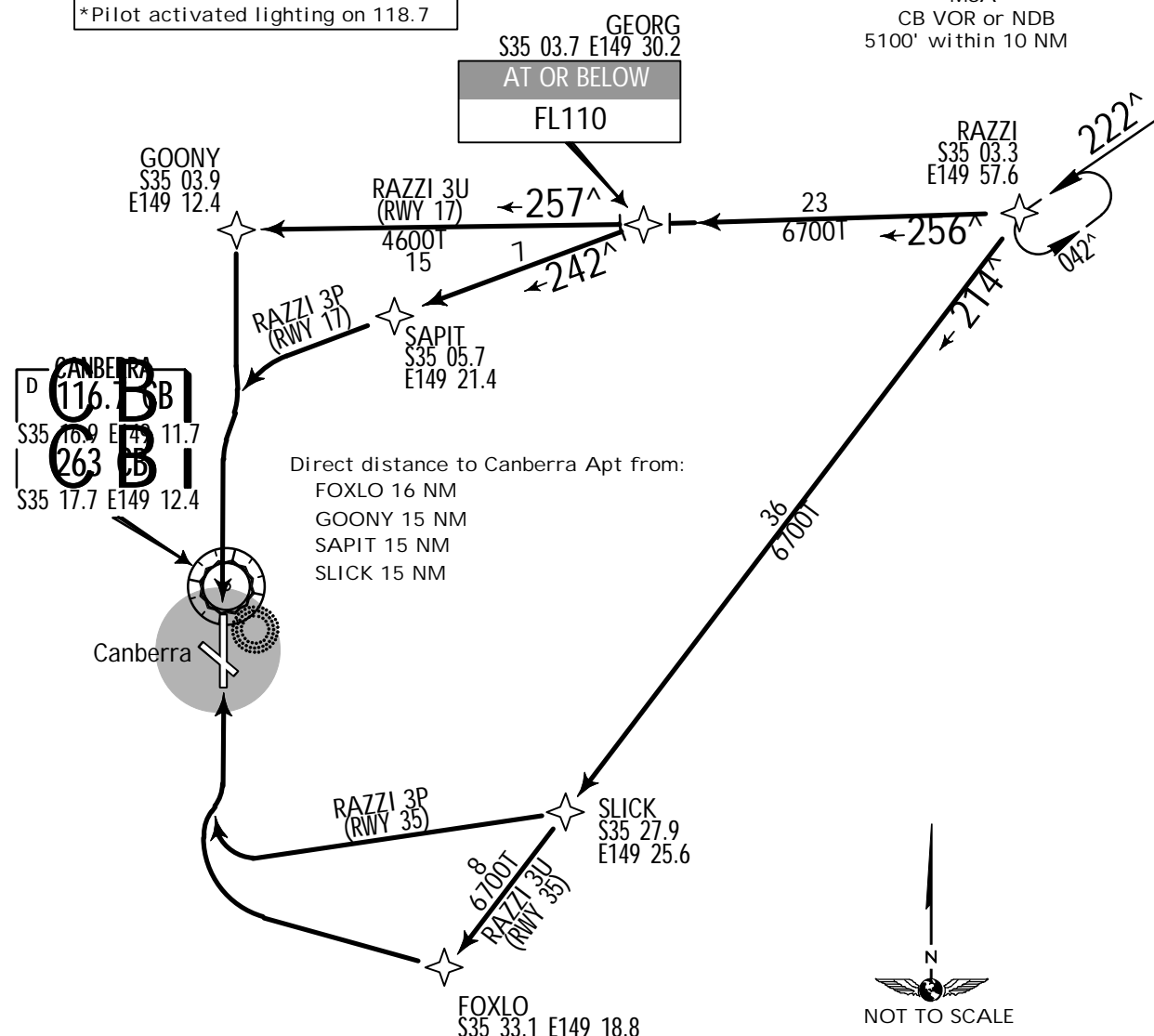
RWY 35 PAPA: From RAZZI track 214[^] to SLICK. Track via RNAV-P (RNP) RWY 35.

RWY 35 UNIFORM: From RAZZI track 214[^] to SLICK. Track 214[^] to FOXLO. Track via RNAV-U (RNP) RWY 35.



MSA
CB VOR or NDB
5100' within 10 NM

*Pilot activated lighting on 118.7



LOST COMMS ▼ LOST COMMS ▼ 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.

JEPPesen

6 NOV 15

(10-2L1)

.Eff.12.Nov.

.RNAV.STAR.

*ATIS 116.7 127.45 263

AWIS 116.7 when ATIS inop.

CANBERRA Approach (*R) Within 30 NM 124.5

CANBERRA, ACT, AUSTRALIA

YSCB CANBERRA

TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

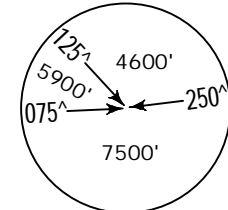
RAZZI THREE VICTOR [RAZI3V]
ARRIVAL

SPEED: MAX 250 KIAS BELOW 10000'

RWY 35 VICTOR (HJ ONLY):
From RAZZI track 214[^] to SLICK.
Turn RIGHT, track 258[^] to PILOS.
Track 257[^] visual to MOMBI. Turn
RIGHT, intercept visual final RWY 35.

GNSS permitted in lieu of DME
Reference waypoint CB VOR

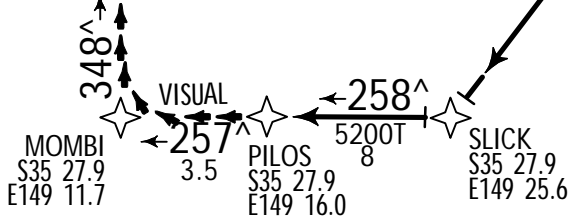
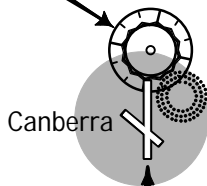
*Pilot activated lighting on 118.7



MSA
CB VOR or NDB
5100' within 10 NM

Direct distance to Canberra Apt from:
MOMBI 9 NM

CANBERRA
D 116.7
S35 16.9 E149 11.7
263
S35 17.7 E149 12.4



LOST COMMS ▼ LOST COMMS ▼ 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.

JEPPesen

20 MAY 16 10-3

.Eff.26.May.

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

CANBERRA, ACT, AUSTRALIA

YSCB CANBERRA

*CANBERRA Clearance 121.7
Departure (*R) Within 30 NM:
East of Rwy 17/35 124.5
West of Rwy 17/35 125.9

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAYS 12, 17 & 35

CANBERRA NINE DEPARTURE (RADAR)

[CB9]

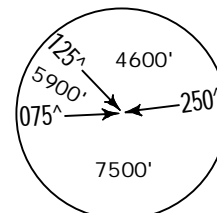
Minimum required climb gradients:

Rwy 12: 5.8% to 3200'.

Rwy 17: 4.9% to 4800'.

Rwy 35: 6.6% to 3400'.

Gnd speed-Kts	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489
5.8% V/V (fpm)	441	587	881	1175	1468	1762
6.6% V/V (fpm)	501	668	1003	1337	1671	2005



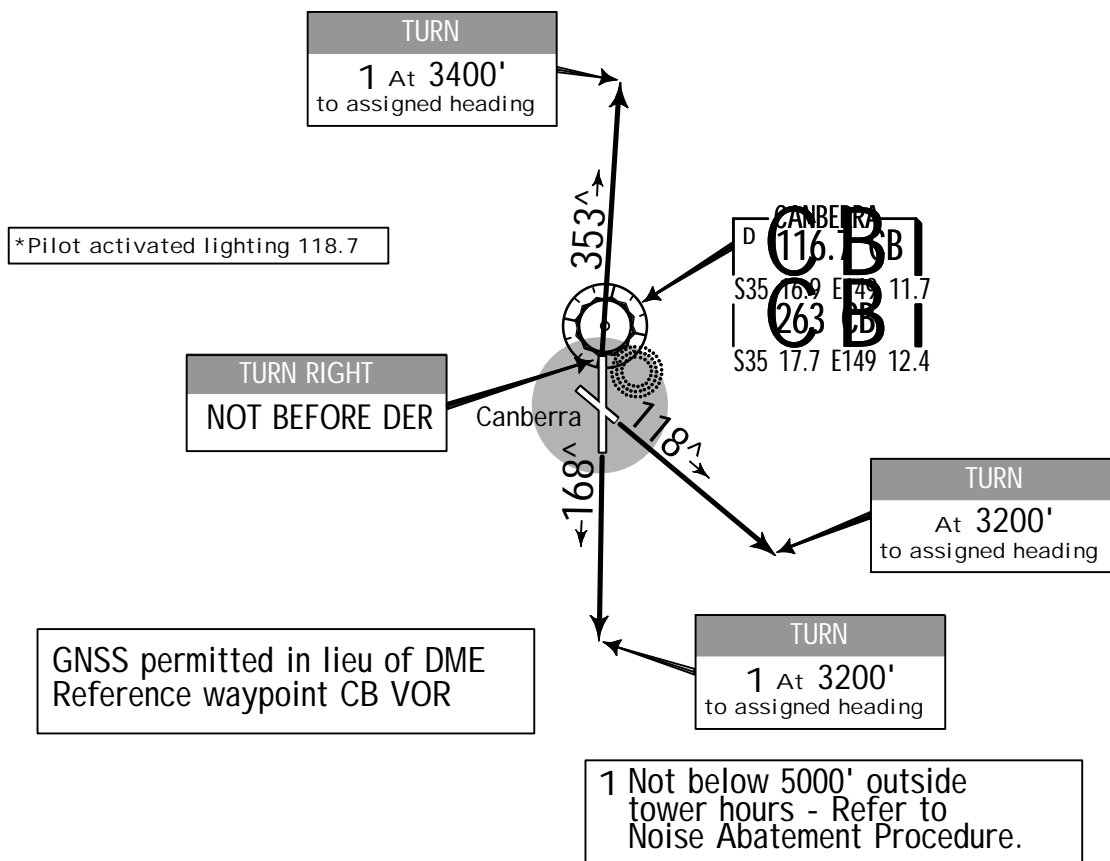
MSA
CB VOR or NDB
5100' within 10 NM

DEPARTURE

RWY 12: Track 118°. At 3200' turn to assigned heading.

RWY 17: Track 168°. At 3200' 1 turn to assigned heading.

RWY 35: Not before departure end of runway turn RIGHT, track 353°. At 3400' 1 turn to assigned heading.



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 proceed in accordance with the latest ATC route clearance acknowledged.

LOST COMMS ▲

JEPPesen

10-3A

20 MAY 16
Eff. 26 May.

CANBERRA, ACT, AUSTRALIA

.RNAV.SID.

*CANBERRA Clearance 121.7

Departure (*R): 124.5

YSCB CANBERRA

TRANS LEVEL: FL 110
TRANS ALT: 10000'

NON-JETS ONLY
AKMIR ONE DEPARTURE
[AKMIR1]

Minimum required climb gradients:

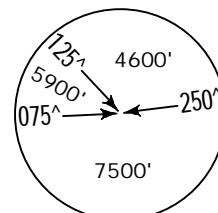
Rwy 17: 4.9% to 4800'.

Rwy 35: 6.6% to 3400'.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

RWY 17: Track 168°. At 3200' turn RIGHT, track 180°. At 5000' turn LEFT, track direct to OGORA. Turn LEFT, track 350° to OKERU. Cross OKERU at or above FL 120. Turn RIGHT, track 022° to AKMIR, thence as cleared.

RWY 35: Not before departure end of runway (0.6 DME) turn RIGHT, track 353°. At 3400' 1 turn RIGHT, track direct to OKERU. Turn LEFT, track 022° to AKMIR, thence as cleared.



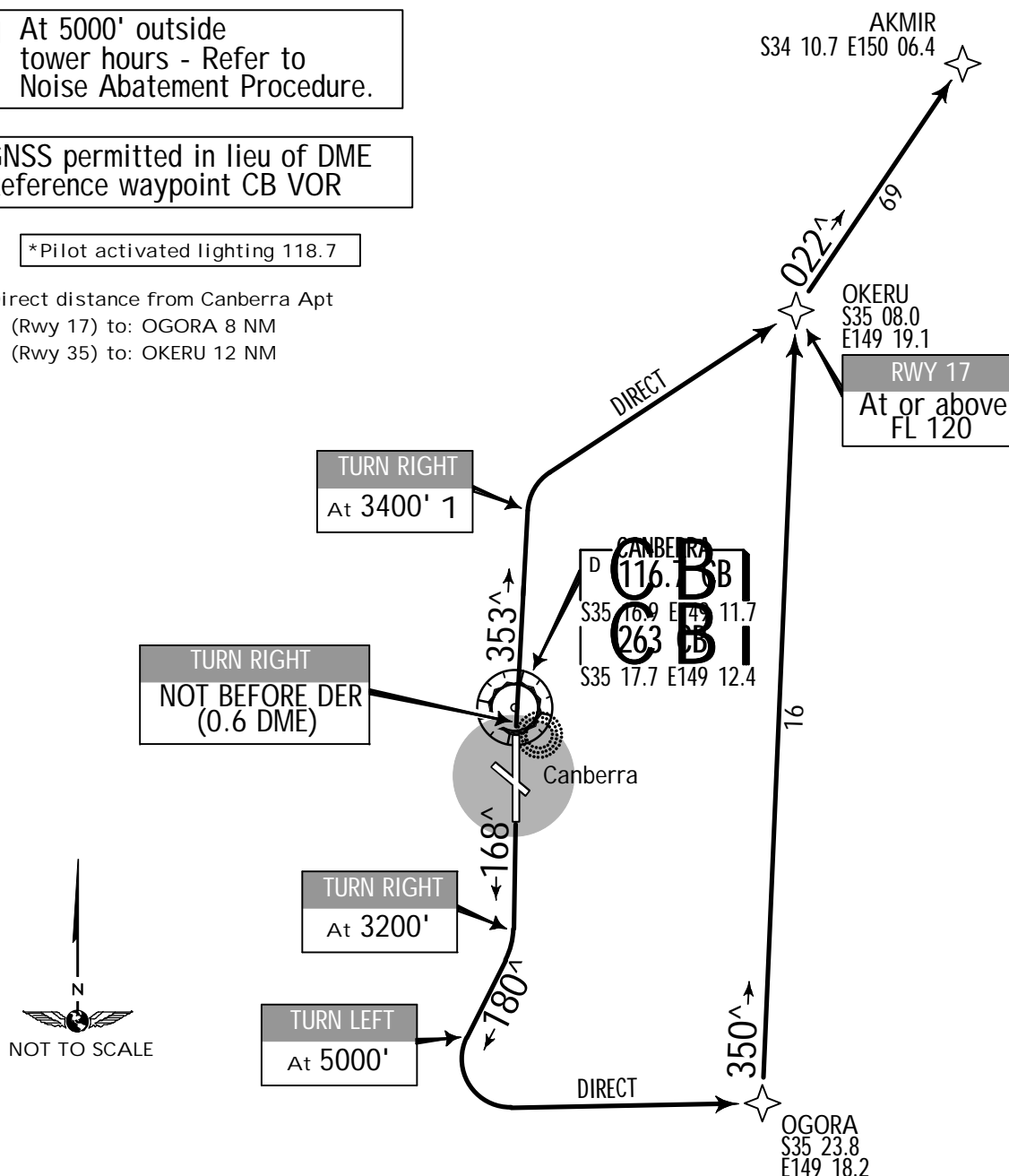
MSA
CB VOR or NDB
5100' within 10 NM

1 At 5000' outside tower hours - Refer to Noise Abatement Procedure.

GNSS permitted in lieu of DME
Reference waypoint CB VOR

*Pilot activated lighting 118.7

Direct distance from Canberra Apt
(Rwy 17) to: OGORA 8 NM
(Rwy 35) to: OKERU 12 NM



* CANBERRA Clearance	121.7
Departure (*R) Within 30 NM:	
Rwy 35 CULIN/Rwy 17	124.5
Rwy 35 YAS	125.9

YSCB CANBERRA

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

RUNWAYS NORTH

AVBEG ONE [AVBEG1]
CULIN NINE [CULIN9], DEPARTURES

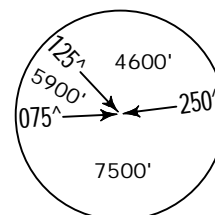
SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradients:

Rwy 17: 4.9% to 4800'.

Rwy 35: 6.6% to 3400'.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489
6.6% V/V (fpm)	501	668	1003	1337	1671	2005



MSA
CB VOR or NDB
5100' within 10 NM

RWY 17: Track 168°. At 3200' turn RIGHT, track direct to ROYAL (approx 180°). Turn LEFT, track 075° to ONGLO. Cross ONGLO at or above 8000'. Turn LEFT, track 356° to POPET. From POPET:

For AVBEG: Turn LEFT, track 321^
to AVBEG, thence as cleared.

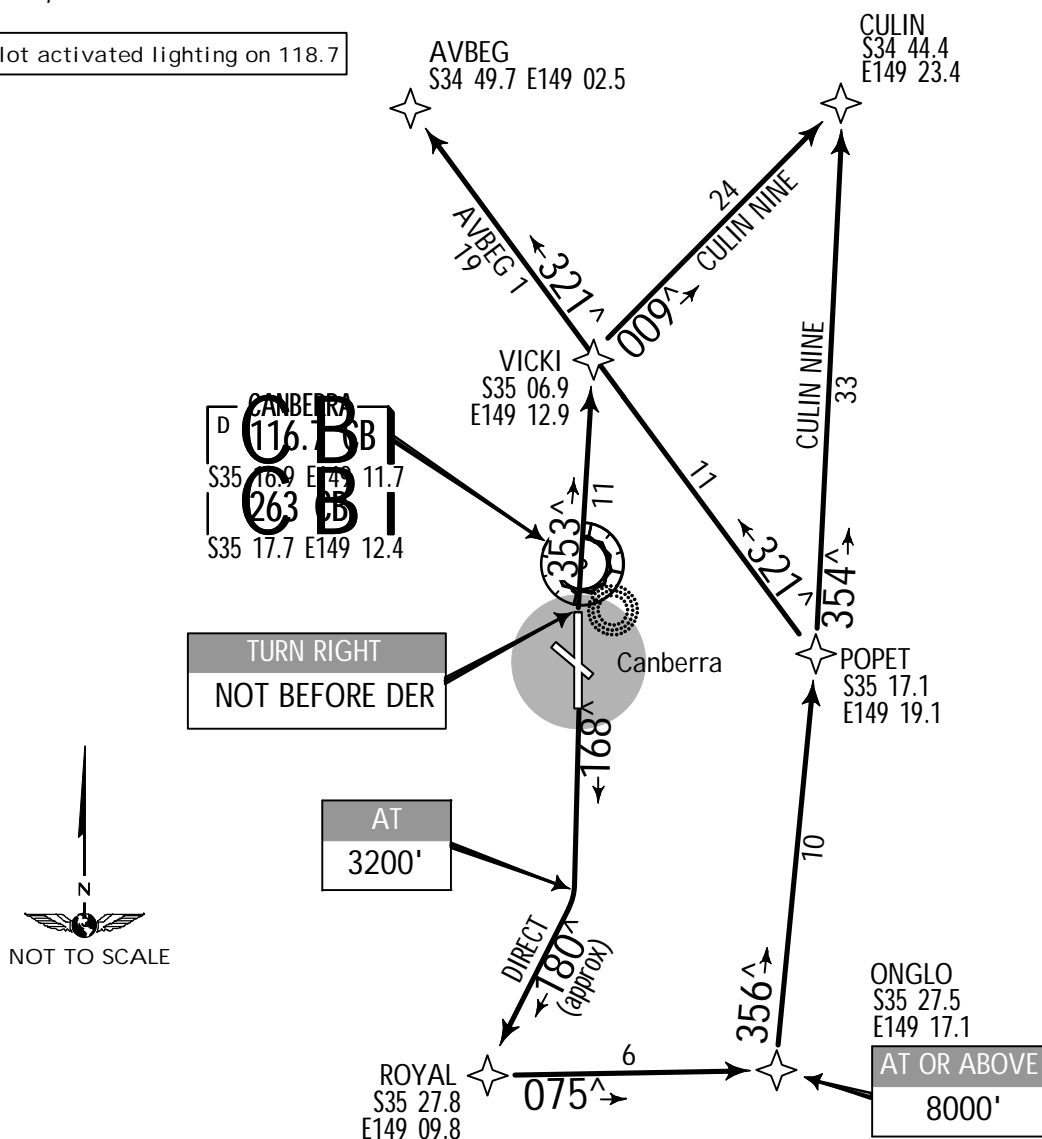
For CULIN: Turn LEFT, track 354^
to CULIN, thence as cleared.

RWY 35: Not before departure end of runway turn RIGHT, track 353° to VICKI. From VICKI:

For AVBEG: Turn LEFT. Track 321^
to AVBEG, thence as cleared.

For CULIN: Turn RIGHT. Track 009^ to CULIN, thence as cleared.

*Pilot activated lighting on 118.7



YSCB/CBR
CANBERRA



20 MAY 16

10-3B

CANBERRA, ACT, AUSTRALIA

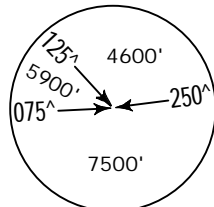
.Eff.26.May.

.RNAV.SID.

CANBERRA
Departure (R)
125.9

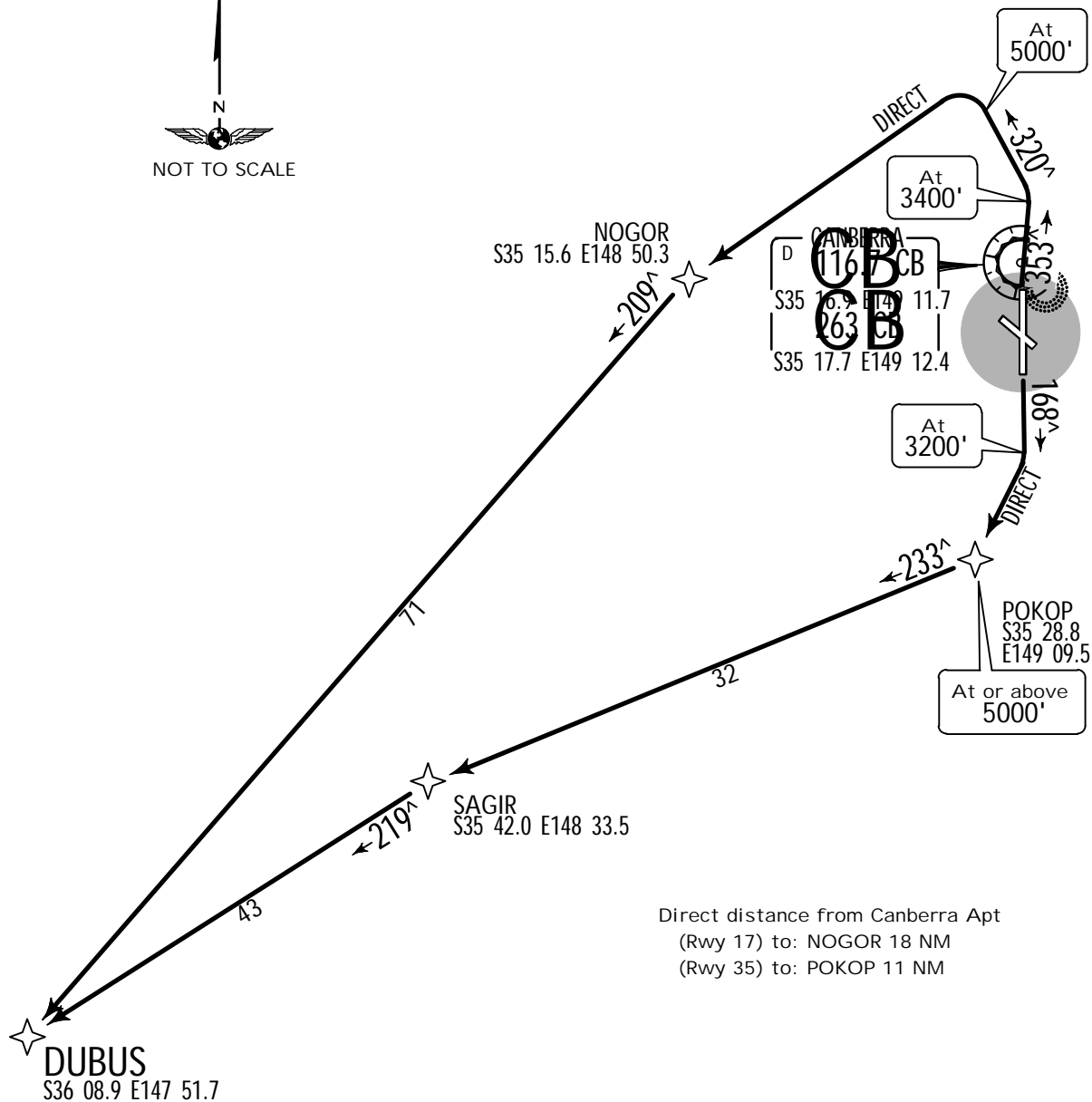
Apt Elev
1886'

Trans level: FL110 Trans alt: 10000'
Non-jets only.



MSA
CB VOR or NDB
5100' within 10 NM

DUBUS 1 [DUBUS1]



This SID requires minimum climb gradients:

Rwy 17: 4.9% to 4800'.

Rwy 35: 6.6% to 3400'.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

RWY	INITIAL CLIMB
17	Track 168°. At 3200' turn RIGHT track direct to POKOP. Cross POKOP at or above 5000'. Turn RIGHT, track 233° to SAGIR. Turn LEFT, track 219° to DUBUS, thence as cleared.
35	Not before departure end of runway turn RIGHT track 353°. At 3400' turn LEFT, track 320°. At 5000' turn LEFT, track direct to NOGOR. Turn LEFT, track 209° to DUBUS, thence as cleared.

JEPPesen

10-3C

20 MAY 16
Eff. 26 May.

CANBERRA, ACT, AUSTRALIA

RNAV SID

*CANBERRA Clearance 121.7
Departure (*R) 125.9

YSCB CANBERRA

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

RUNWAYS SOUTH AND WEST

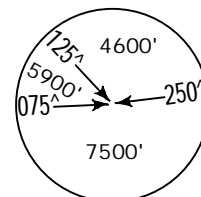
HOWLY SEVEN [HOWLY7],
NONUP SEVEN [NONUP7],
TANTA ONE [TANTA1],
WAGGA (WG) NINE [WG9] **DEPARTURES**
SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradients:

Rwy 17: 4.9% to 4800'.

Rwy 35: 6.6% to 3400'.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489
6.6% V/V (fpm)	501	668	1003	1337	1671	2005



MSA
CB VOR or NDB
5100' within 10 NM

RWY 17: Track 168°. At 3200' turn RIGHT, track direct to BIDGI (approx 180°).

For **HOWLY**: At BIDGI turn RIGHT, track 254° to KEATS. At KEATS turn RIGHT, track 294° to HOWLY, thence as cleared.

For **NONUP**: At BIDGI turn RIGHT, track 254° to KEATS. At KEATS turn RIGHT, track 271° to NONUP, thence as cleared.

For **TANTA**: Turn RIGHT, track 222° to KELLY. Track 223° to TANTA, thence as cleared.

For **WG**: At BIDGI turn RIGHT, track 254° to KEATS. At KEATS turn RIGHT, track 275° to WG VOR, thence as cleared.

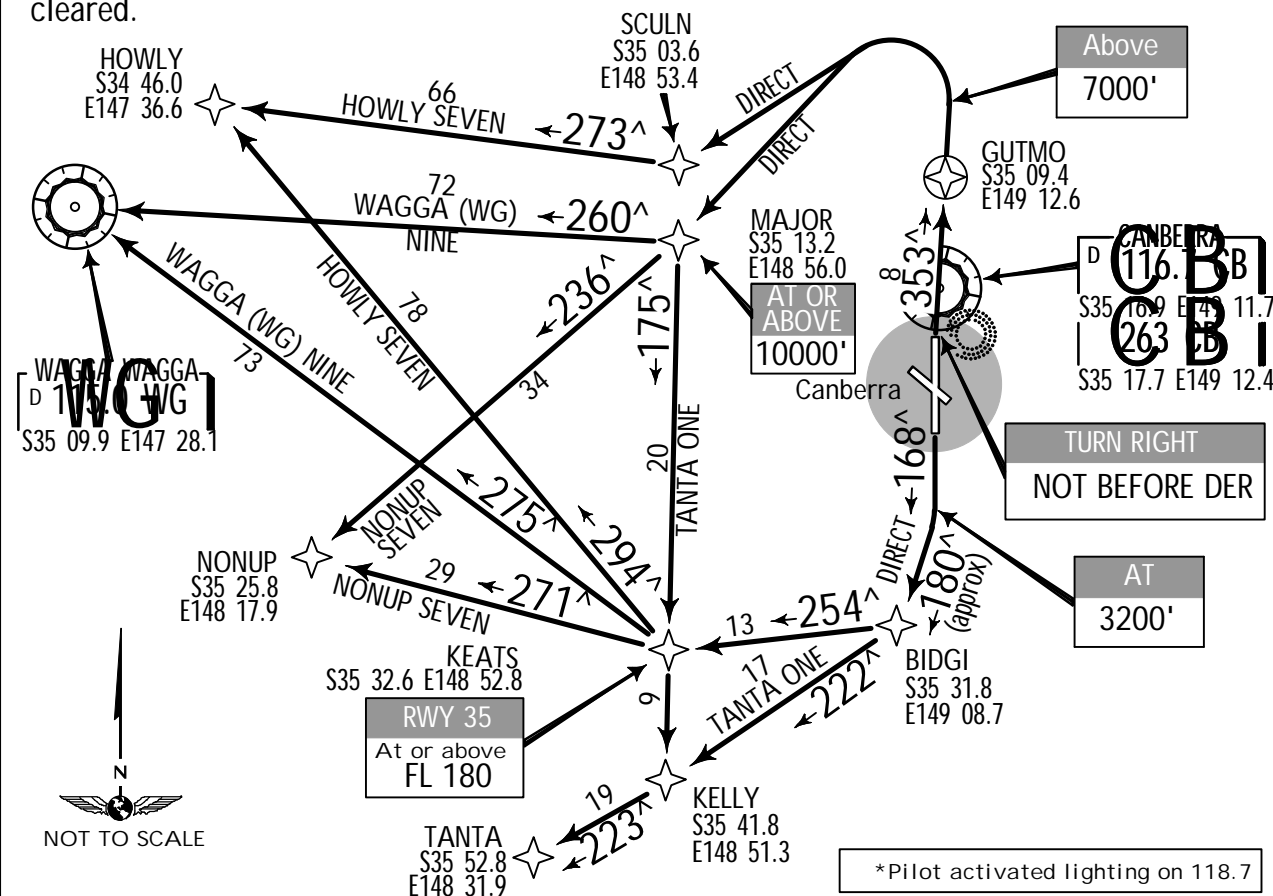
RWY 35: Not before departure end of runway turn RIGHT. Track 353° to GUTMO, thence 353°. After passing GUTMO and 7000' turn LEFT.

For **HOWLY**: Track direct to SCULN. Track 273° to HOWLY, thence as cleared.

For **NONUP**: Track direct to MAJOR. Cross MAJOR at or above 10000'. Track 236° to NONUP, thence as cleared.

For **TANTA**: Track direct to MAJOR. Cross MAJOR at or above 10000'. Turn LEFT, track 175° to KEATS. Cross KEATS at or above FL180. Track 175° to KELLY. Turn RIGHT, track 223° to TANTA, thence as cleared.

For **WG**: Track direct to MAJOR. Cross MAJOR at or above 10000'. Track 260° to WG VOR, then as cleared.



YSCB/CBR


JEPPesen
 20 MAY 16
 .Eff.26.May. (10-4)

CANBERRA, ACT, AUSTRALIA
 NOISE
 CANBERRA

NOISE ABATEMENT PROCEDURES

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

1. PREFERRED RUNWAYS

PRIORITY	LANDING		TAKE-OFF
	0700-2000 local time	2000-0700 local time	
1	Runway 35, 17 & 30	Runway 17	Runway 35
2	Runway 12	Runway 35 & 30	Runway 17
3		Runway 12	Runway 30 & 12

Notes:

1. The above priorities are to be used to ensure that the majority of movements occur on the most preferred runway.
2. The above priorities do not dictate the mandatory use of opposite direction or crossing runways.

2. PREFERRED FLIGHT PATHS

Noise abatement area

A Noise Abatement Area applies to most areas of Canberra and Queanbeyan. Aircraft will normally be routed to avoid the Noise Abatement Area, which includes Gungahlin, North Canberra, Belconnen, South Canberra, Woden, Tuggeranong and Queanbeyan (see graphic depiction on reverse side of this page).

Where it is not practical for aircraft to remain clear of those areas, overflight of the Noise Abatement Area is restricted to heights of not lower than:

- I. 7000' MSL by jet aircraft; and
- II. 5000' MSL by propeller aircraft over 5,700kg (12,566 lbs) MTOW.

Notes: The Noise Abatement Areas do not apply to:

1. Aircraft with priorities in accordance with the following:
 - a. An aircraft in an emergency, including being subjected to unlawful interference, will be given priority in all circumstances.
 - b. A multi-engine aircraft which has suffered the loss of an engine and has not been subject to a SAR phase, or has not been considered under the provision of paragraph a. above, shall be granted priority for landing.
 - c. An aircraft which has suffered radio communications failure will be granted priority for landing.
 - d. An aircraft which has declared a Mercy flight.
 - e. An aircraft participating in a Search and Rescue (SAR), Medical (MEDEVAC) or Fire and Flood Relief (FFR) flights shall be granted priority as necessary.
 - f. An aircraft operating under police callsign 'POLAIR RED' or 'FEDPOL RED' engaged in operations where life is at risk.
2. Aircraft that need to enter the Noise Abatement Area to avoid hazardous weather;
3. Aircraft that need to enter the Noise Abatement Area due to operational requirements;
4. Tower circuit training aircraft;
5. Aircraft that have made an unplanned missed approach and are reprocessed via a circuit;
6. Aircraft that require a departure on the reciprocal of the duty arrival runway, if avoiding the Noise Abatement Area would cause significant delay to aircraft operations.

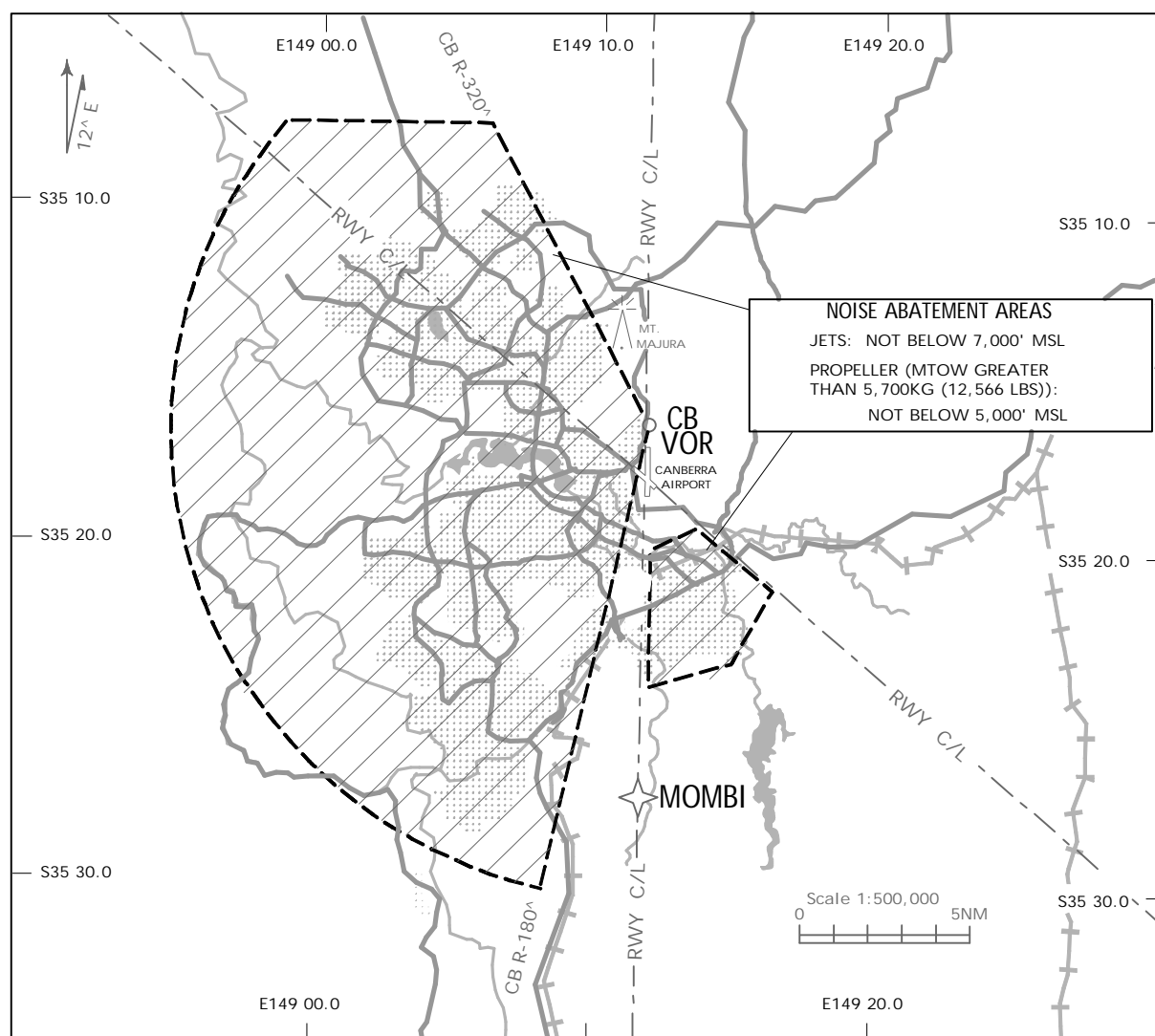
YSCB/CBR

20 MAY 16
Eff. 26 May.

10-4A

CANBERRA, ACT, AUSTRALIA
NOISE
CANBERRA

NOISE ABATEMENT PROCEDURES



ARRIVING AIRCRAFT DURING ATC HOURS OF OPERATION

a. Landing Rwy 35

By night, jet aircraft will be radar vectored to be established on final no closer than MOMBI.

b. Landing Rwy 17

In VMC, aircraft on right base will be radar vectored to intercept final no closer than 4 DME CB.

c. Landing Rwy 30

No specific procedures apply.

d. Landing Rwy 12

1. Only available when operationally required by the pilot in command.
2. In VMC, aircraft will be radar vectored to remain clear of the Noise Abatement Areas until established on final.

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CANBERRA, ACT, AUSTRALIA

2 DEC 05

10-4B

CANBERRA

NOISE ABATEMENT PROCEDURES

ARRIVING AIRCRAFT OUTSIDE ATC HOURS OF OPERATION

a. Landing Rwy 35 or 17

1. All IFR aircraft landing are required to conduct a straight-in instrument approach.
2. Aircraft may track via a DME arc to intercept the final approach track.

b. Landing Rwy 30

No specific procedures apply.

c. Landing Rwy 12

Only available when operationally required by the pilot in command.

DEPARTING AIRCRAFT DURING ATC HOURS OF OPERATION

ATC will route departing aircraft (including aircraft below 5700kg (12,566 lbs) MTOW in some situations) over less noise sensitive areas.

a. Departing Rwy 35

1. Jet aircraft departing shall normally be assigned a heading of 350°.
2. Jet aircraft, turning to the right, are required to reach 4500' prior to the commencement of a turn.
3. Jet aircraft, turning to the left, must pass abeam Mt. Majura prior to the commencement of a turn.

b. Departing Rwy 17

Aircraft shall normally be assigned a heading of 180° until clear of the Noise Abatement Area.

c. Departing Rwy 30

1. Only available if operationally required by the pilot in command.
2. By day when the aircraft can be flown in VMC below 4500' (MVA), aircraft shall normally be assigned runway heading until clear of the Noise Abatement Area.

d. Departing Rwy 12

Only available if operationally required by the pilot in command.

DEPARTING AIRCRAFT OUTSIDE ATC HOURS OF OPERATION

a. Departing Rwy 35 (all aircraft over 5700kg (12,566 lbs) MTOW)

1. Track 353°m (SID Radar initial track).
2. At or above 5000', turn left or right to intercept flight plan route.

b. Departing Rwy 17 (all aircraft over 5700kg (12,566 lbs) MTOW)

1. Track 168°m (SID Radar initial track).
2. At or above 5000', turn left or right to intercept flight plan route.

c. Departing Rwy 30 or 12

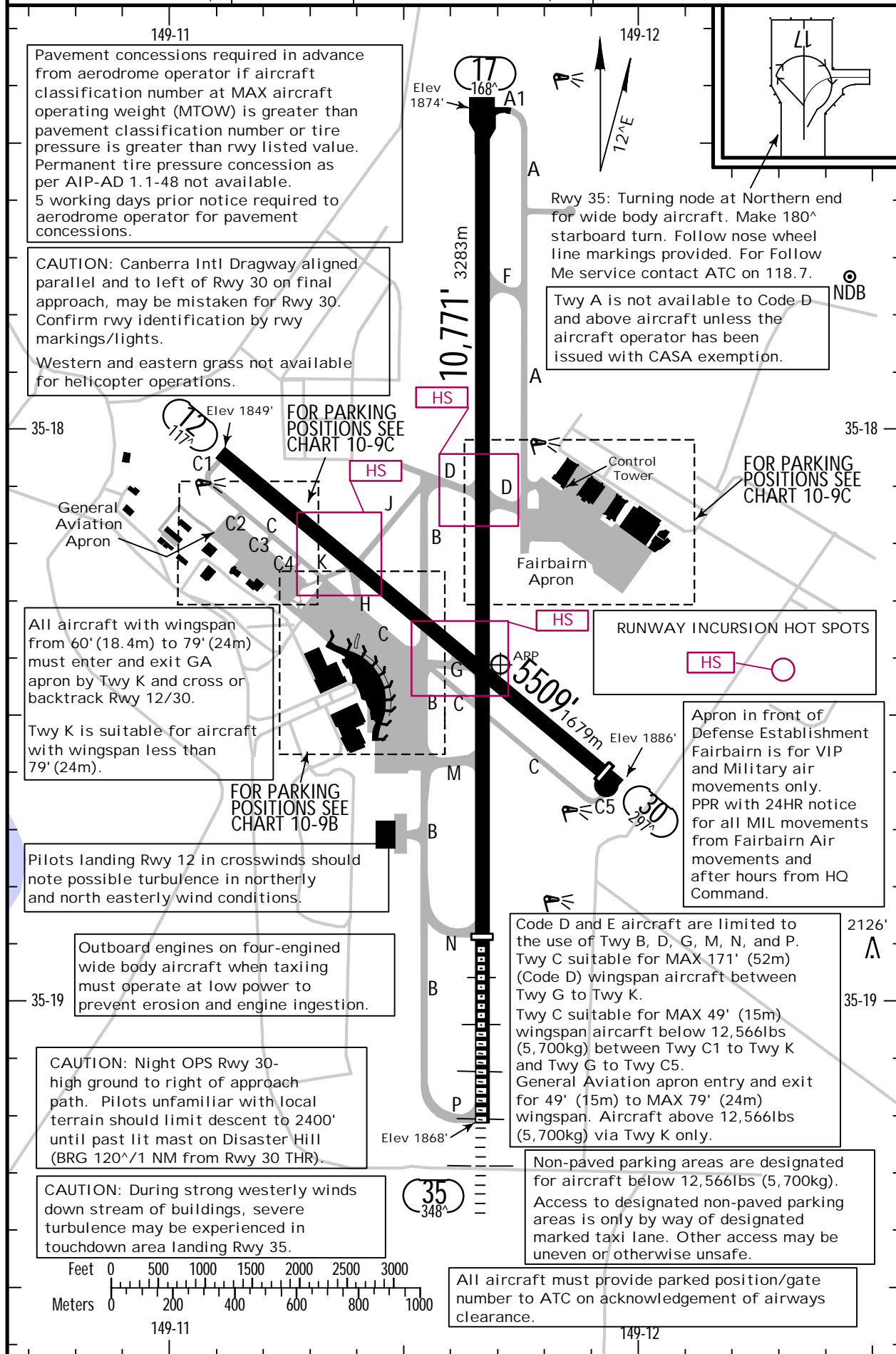
Only available when operationally required by the pilot in command.

YSCB/CBR.
Apt Elev 1886'
S35 18.4 E149 11.7

JEPPESEN
13 MAR 15 (10-9)

CANBERRA, ACT, AUSTRALIA

*ATIS		AWIS		*CANBERRA Clearance		*Ground	
116.7	127.45	116.7	when ATIS inop.	121.7		121.7	
CANBERRA Departure (FIA) On ground		*Tower	CTAF (AFRU+PAL)		CANBERRA Departure Within 30 NM (*) East of Rwy 17/35 West of Rwy 17/35		
125.9	when Tower inop.	118.7	118.7 when Twr inop.		124.5		125.9



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CANBERRA, ACT, AUSTRALIA

CANBERRA

GENERAL

CAUTION: Aircraft operating between Black Mountain and airport may experience radio interference.

CAUTION: Bird hazard exists.

Taxiing Rwy 12/30 not available for aircraft larger than DASH 8.

Prior notice required for non-scheduled widebody aircraft movements.

Regular Public Transport apron not available for GA or Military aircraft parking.

GA aircraft with wingspan above 79' (24m) or ramp weight above 77,162lbs (35,000kg) and all military aircraft not parked on 34SQN apron must park on the Fairbairn Apron. PPR for all parking on Fairbairn Apron. All aircraft must park on a designated parking bay allocated by airport operations officer and must obtain an ATC clearance to enter a twy before commencing departure from the parking bay.

All aircraft operators are subject to the airport Conditions of Use, available upon request.

Rotating beacon on Mt. Ainslie northwest of airport.

Noise abatement procedures apply.

ADDITIONAL RUNWAY INFORMATION

			USABLE LENGTHS		WIDTH
RWY		Threshold	Landing Beyond Glide Slope	Take-Off	
12 1 30	234 MIRL				6 148' 45m
	234 MIRL 345 PAPI-L (angle 3.9°, MEHT 31')	5295' 1614m			

1 Pavement concessions required in advance from aerodrome operator for all aircraft with maximum take-off weight greater than pavement classification number 12.

2 Portable lighting. Prior notice required.

3 Standby power available. Manual in emergency.

4 Activate on 118.7 when tower inop.

5 Not available for jet aircraft.

6 Runway suitability for civil ops to be determined as if runway width 98' (30m).

17 35	789 HIRL			8802'		8802'	148' 45m
	890 T-VASI (angle 3.0°, MEHT 39')	grooved	RVR	2683m		2683m	
	789 HIRL 89 HIALS			8802'	7764'		
	89 T-VASI (angle 3.0°, MEHT 44')	grooved		2683m	2366m		

7 Portable lighting. Prior notice required.

8 Standby power available. Manual in emergency.

9 Activate on 118.7 when tower inop.

0 Shielded to 7° right. Left side of T-VASI is not visible at low altitudes at night.

! Last 1969' (600m) is unavailable for landing distance computations.

TAKE-OFF

	Rwys 17, 35				Rwys 12, 30	
	STANDARD				STANDARD	
	With RL & RCLM Twr Operating	Twr Inop Day	Twr Inop Night	Other		
1 Eng	300' - 2 km				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				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	550m	550m	800m	800m	800m	

FOR FILING AS ALTERNATE

	RNAV (GNSS) Rwy 30 ILS-Y Rwy 35 ILS-Z Rwy 35 LOC DME-Y Rwy 35 LOC DME-Z Rwy 35 RNAV-Z (GNSS) Rwy 35 VOR Rwy 35 NDB-A		VOR Rwy 17		RNAV-P (RNP Rwy 17 RNAV-U (RNP Rwy 17 RNAV-P (RNP Rwy 35 RNAV-U (RNP Rwy 35
	Actual Aero QNH	Forecast Terminal QNH	Actual Aero QNH	Forecast Terminal QNH	
A	1864'-4.4 km	1964'-4.4 km	2094'-6.0 km	2194'-6.0 km	NA
B					
C	1 2094'-6.0 km	1 2194'-6.0 km			2194'-6.0 km
D	1 2234'-7.0 km	1 2334'-7.0 km	2234'-7.0 km	2334'-7.0 km	2334'-7.0 km

1 RNAV-Z (GNSS) Rwy 30 not authorized.

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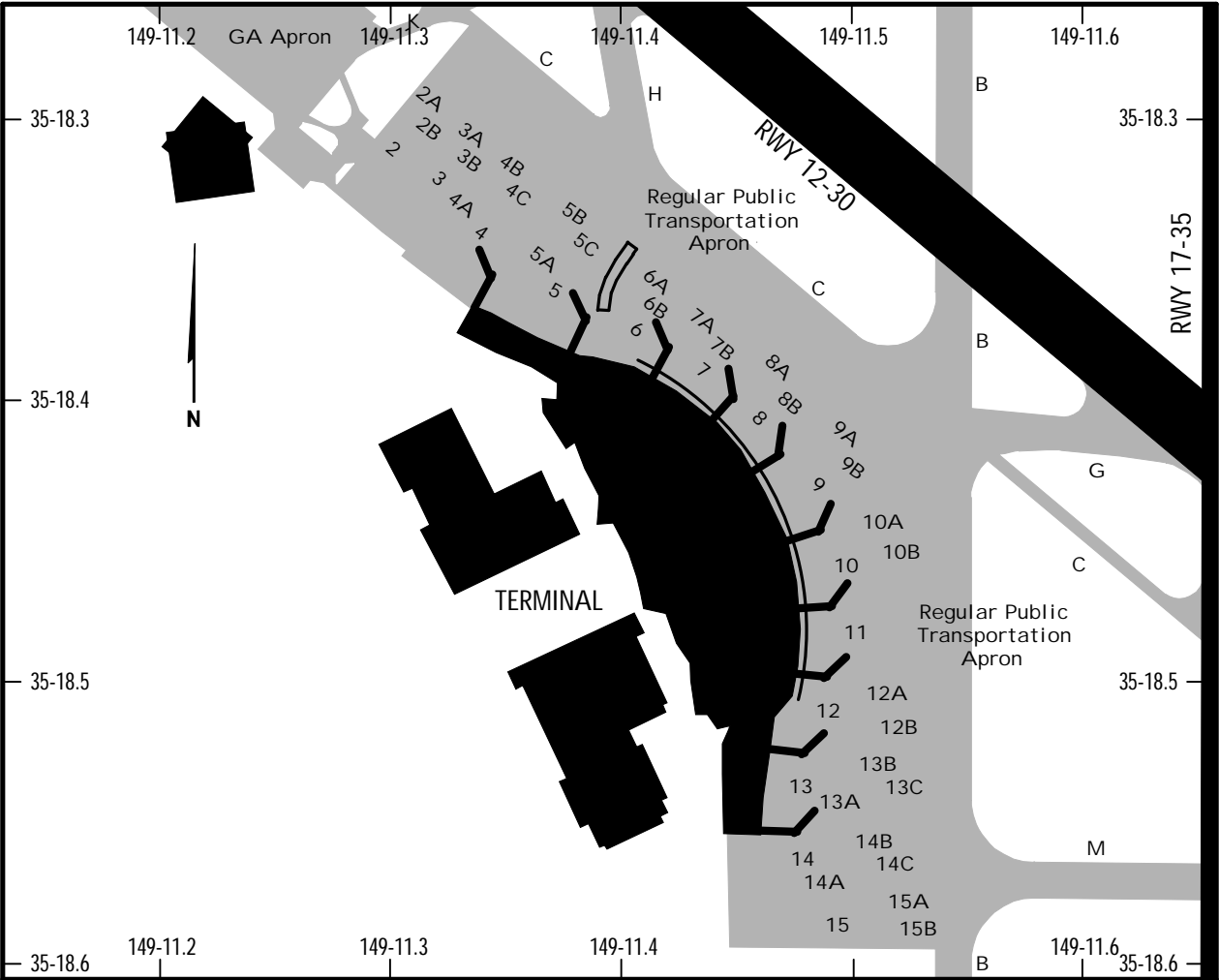
CANBERRA, ACT, AUSTRALIA

16 AUG 13

10-9B

.Eff.22.Aug.

CANBERRA



PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
2	S35 18.3 E149 11.3	1853	10	S35 18.5 E149 11.5	1861
2A, 2B, 3	S35 18.3 E149 11.3	1854	10A, 10B	S35 18.5 E149 11.5	1862
3A, 3B	S35 18.3 E149 11.3	1855	11	S35 18.5 E149 11.5	1861
4	S35 18.4 E149 11.4	1855	12	S35 18.5 E149 11.5	1860
4A	S35 18.4 E149 11.3	1855	12A, 12B	S35 18.5 E149 11.5	1861
4B	S35 18.3 E149 11.4	1855	13, 13A	S35 18.5 E149 11.5	1859
4C	S35 18.3 E149 11.4	1856	13B	S35 18.5 E149 11.5	1860
5, 5A, 5B	S35 18.4 E149 11.4	1856	13C	S35 18.5 E149 11.5	1861
5C	S35 18.4 E149 11.4	1857	14, 14A	S35 18.6 E149 11.5	1858
6	S35 18.4 E149 11.4	1858	14B	S35 18.6 E149 11.5	1859
6A, 6B, 7	S35 18.4 E149 11.4	1859	14C	S35 18.6 E149 11.5	1860
7A	S35 18.4 E149 11.5	1860	15	S35 18.6 E149 11.5	1859
7B	S35 18.4 E149 11.4	1859	15A	S35 18.6 E149 11.5	1860
8, 8A, 8B	S35 18.4 E149 11.5	1861	15B	S35 18.6 E149 11.5	1862
9, 9A, 9B	S35 18.4 E149 11.5	1862			

YSCB/CBR

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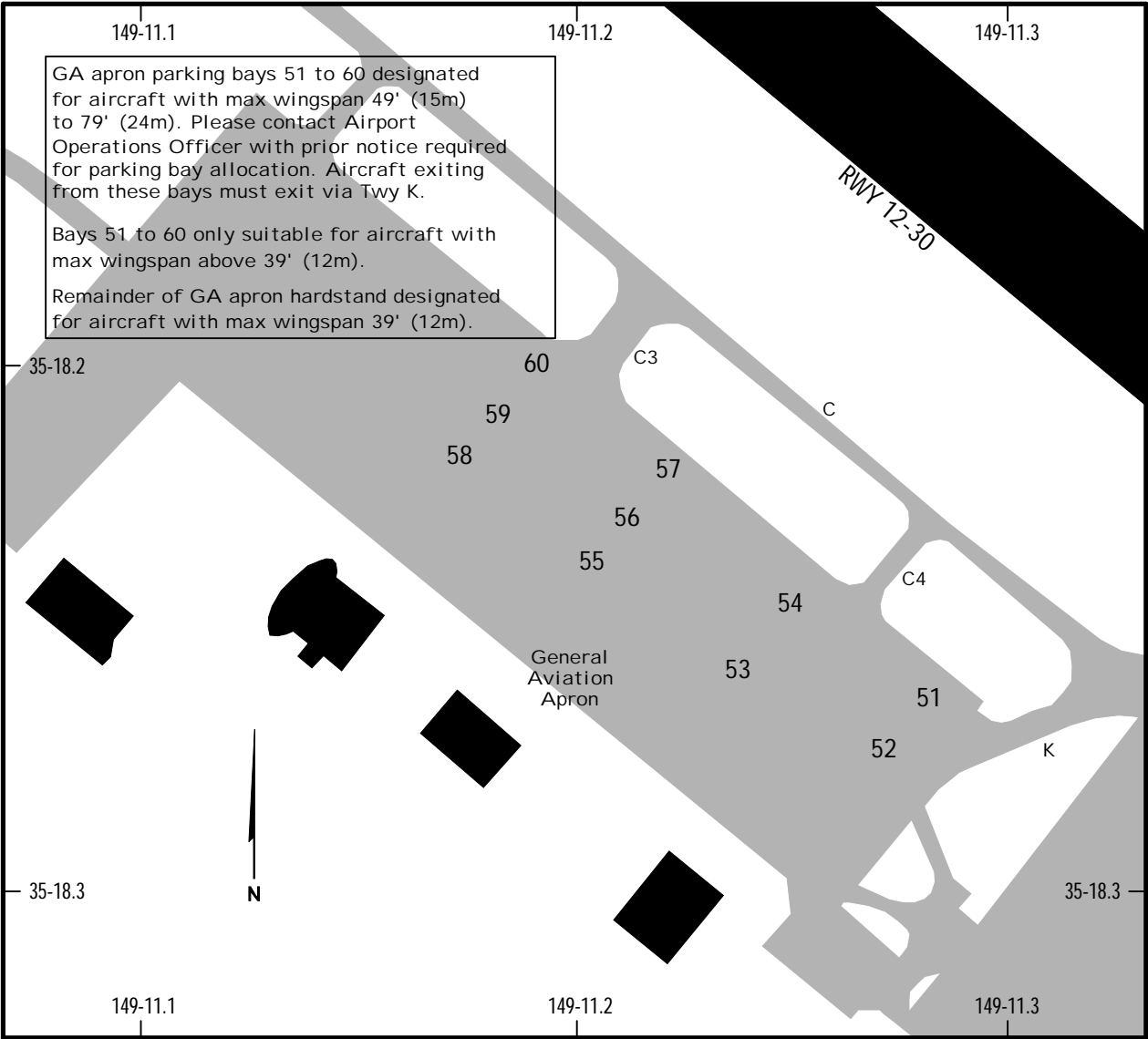
CANBERRA, ACT, AUSTRALIA

16 AUG 13

10-9C

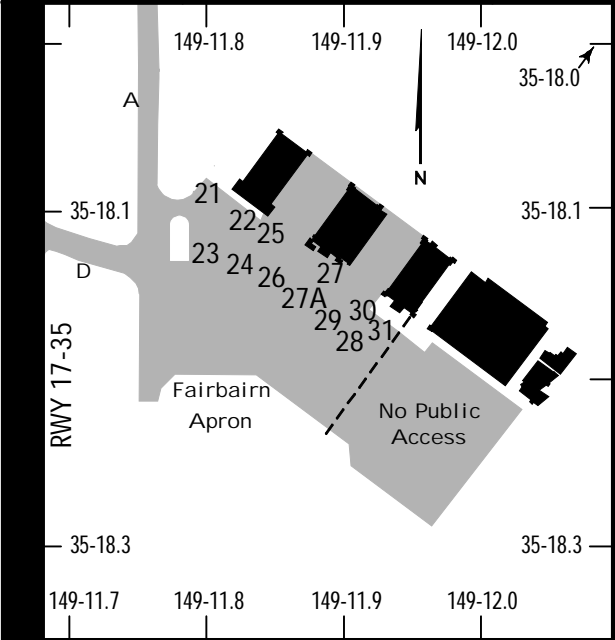
.Eff.22.Aug.

CANBERRA



PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
51	S35 18.3 E149 11.3	1851	56, 57	S35 18.2 E149 11.2	1849
52	S35 18.3 E149 11.3	1852	58, 59	S35 18.2 E149 11.2	1847
53	S35 18.3 E149 11.2	1850	60	S35 18.2 E149 11.2	1848
54	S35 18.2 E149 11.2	1850			
55	S35 18.2 E149 11.2	1848			



PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV
21 thru 25 26, 27 27A thru 31	S35 18.1 E149 11.8 S35 18.1 E149 11.9 S35 18.2 E149 11.9	

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JEPPESSEN

1 JUL 16

(10-9D)

CANBERRA, ACT, AUSTRALIA

CANBERRA

LOW VISIBILITY**OPERATIONS**

- a. For CASA APV operators, Rwy 17/35 are capable of supporting take-offs with an RVR/RV of not less than 350m. Instrument RVR is provided for Rwy 17/35. If instrument RVR is not available, Rwy Visibility assessment measurements available.
- b. Secondary power switchover time: 1 SEC during LVP; 15 SEC at other times.

PROCEDURES

- c. Preparations for the activation of Low Visibility Procedures (LVP) are commenced when the visibility has reduced to 1500m and are further reducing. This ensures that the LVP are in force at or just prior to the visibility reducing to 800m.
- d. When visibility is less than 800m, ATC will limit vehicle access on the maneuvering area to the Airport Operations Officer (AOO) and ARFF/ other EMERG vehicles. ACFT position reporting procedures may be implemented.
- e. Intersection DEP are restricted. All ACFT will normally be directed to the full length of the Rwy for DEP.
- f. Any pilot unsure of their position whilst operating on the Maneuvering Area must Hold Position (STOP) and immediately advise ATC.
- g. Flight crew must notify ATC if a Follow Me service is required.
- h. Radio Failure - ACFT must hold position and await further guidance from a Follow Me vehicle.
- i. High Intensity Approach Lighting (HIAL) system and High Intensity Runway Edge Lighting are used in reduced visibility.
- j. Instrument number CASA 160/14 applies for a Rwy that is intended to be used in RVR/RV conditions less than a value of 550m without stop bars. This restricts OPS to a MAX of four ACFT in total on the maneuvering area.

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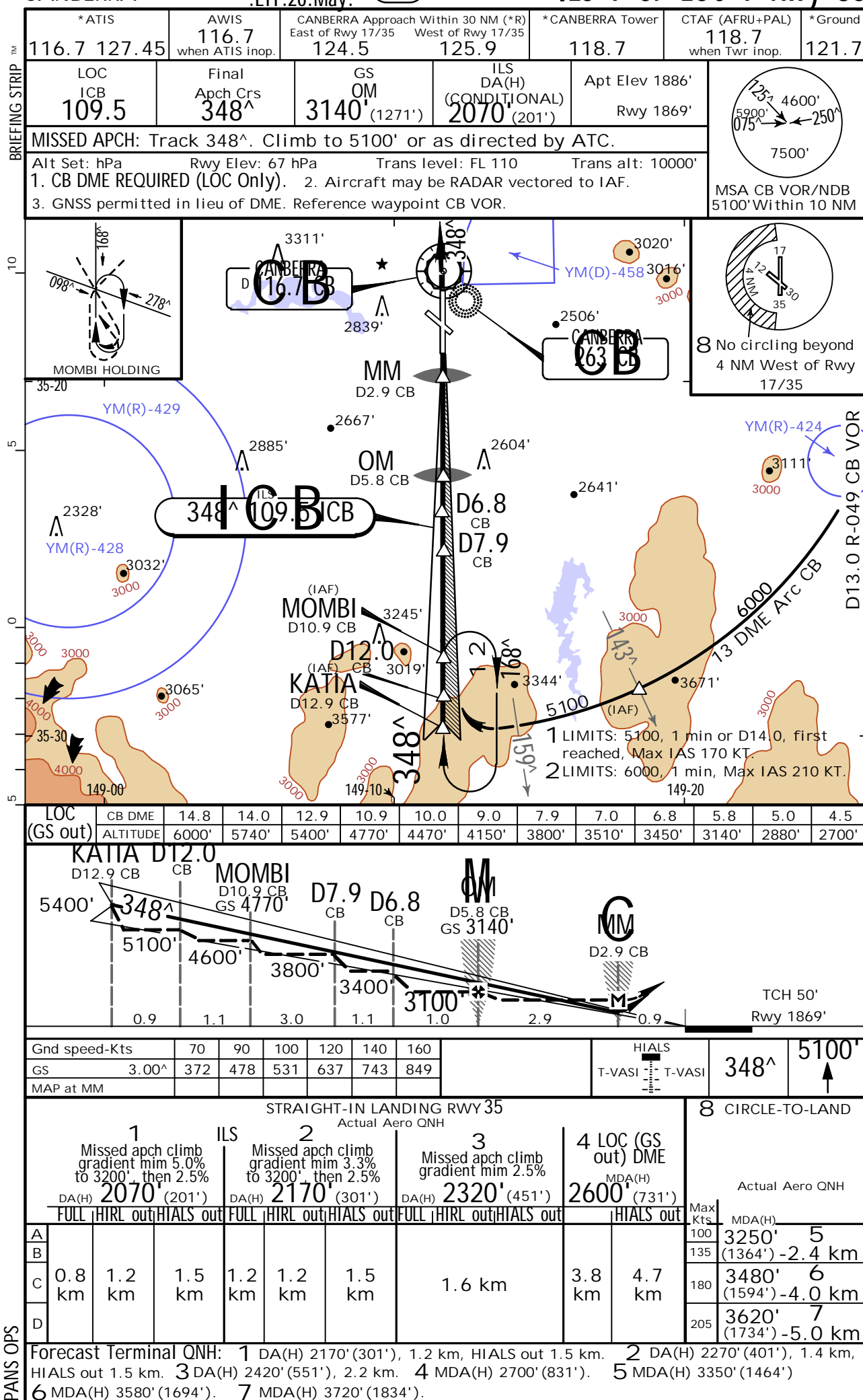
20 MAY 16
Eff. 26 May.

(11-1)

JEPPesen

CANBERRA, ACT, AUSTRALIA

ILS-Y or LOC-Y Rwy 35



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CANBERRA

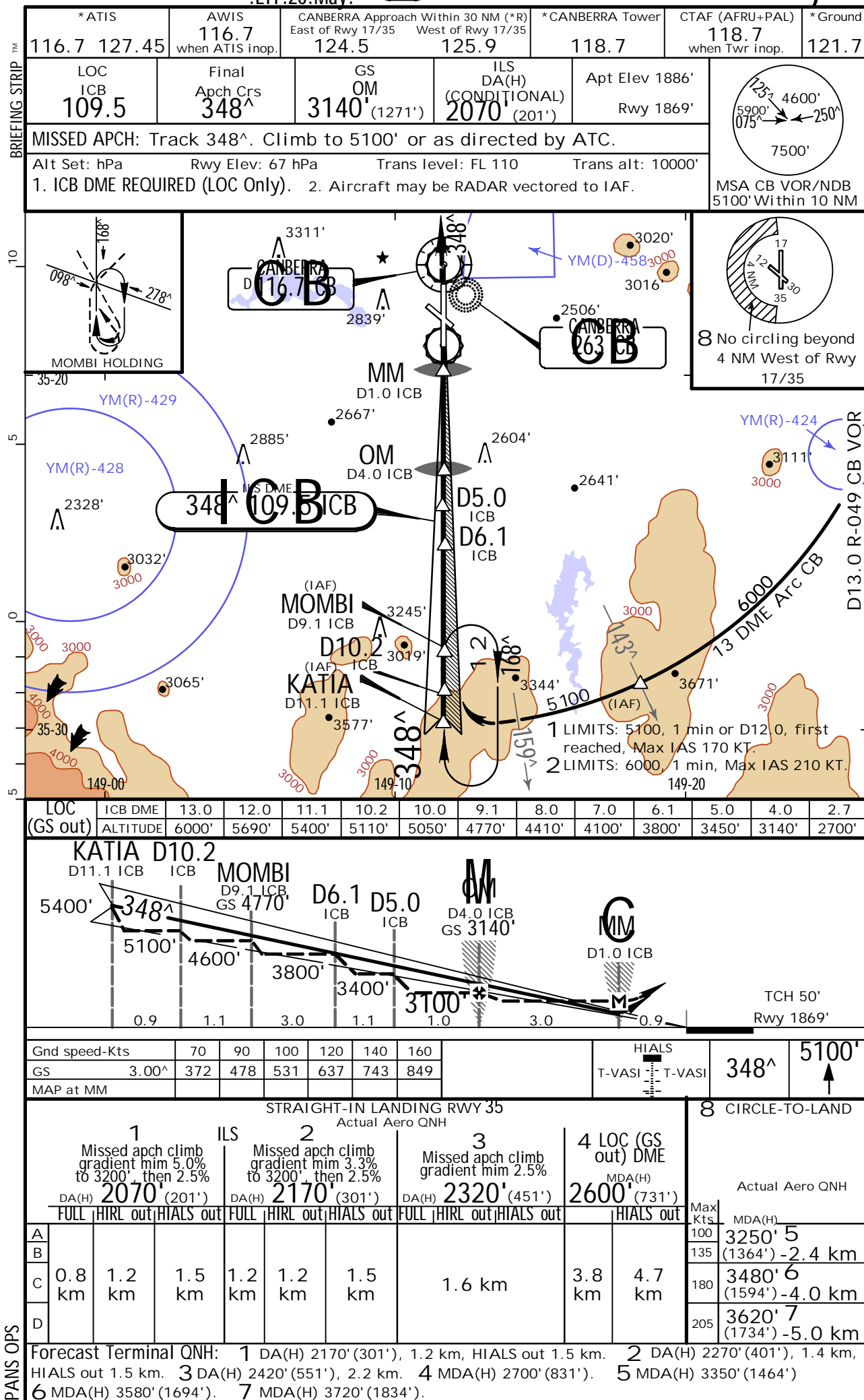
20 MAY 16
Eff. 26 May.

(11-2)

JEPPESSEN

CANBERRA, ACT, AUSTRALIA

ILS-Z or LOC-Z Rwy 35



YSCB/CBR
CANBERRA

JEPPesen
29 JAN 16 (12-1)

CAT A & B

CANBERRA, ACT, AUSTRALIA
RNAV-Z (GNSS) Rwy 30

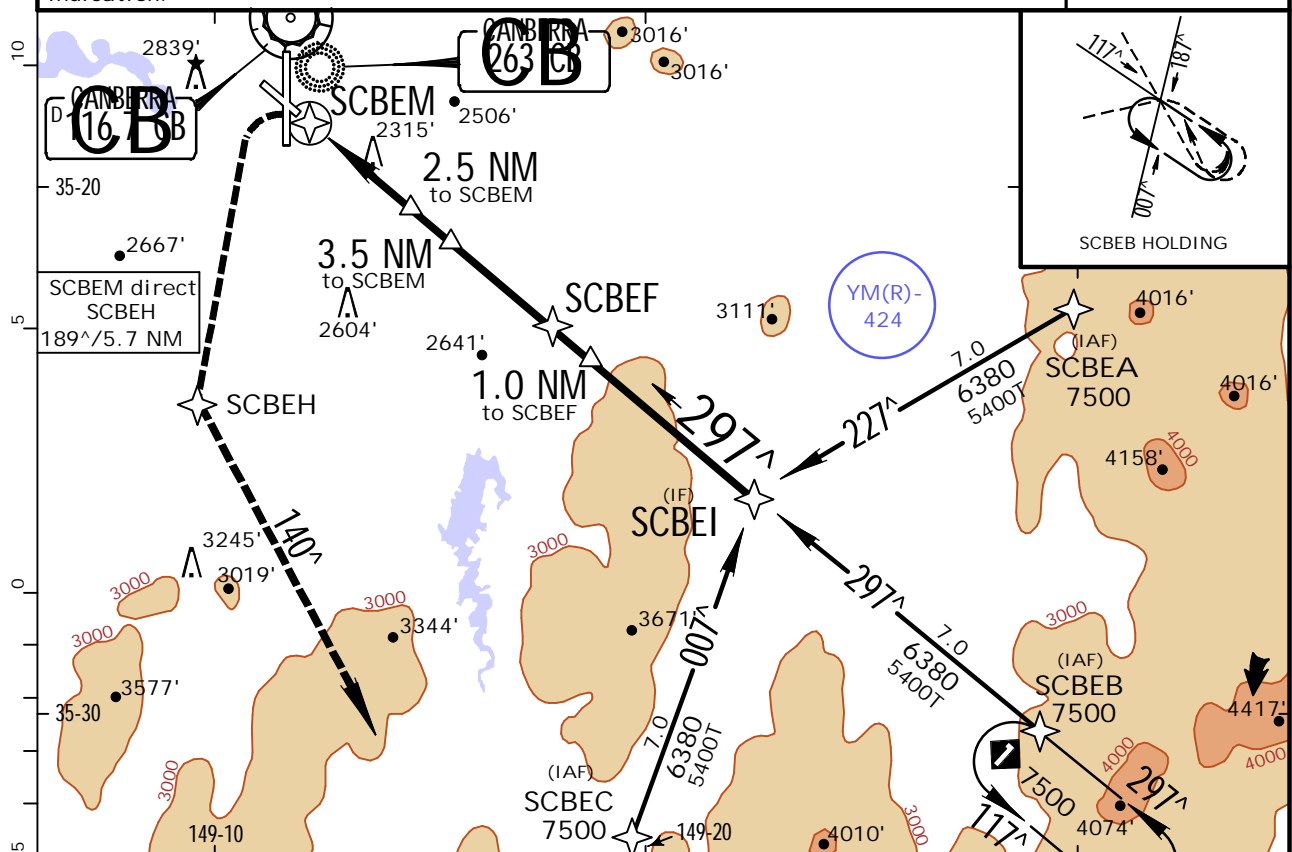
*ATIS 116.7 127.45	AWIS 116.7 when ATIS inop.	CANBERRA Approach Within 30 NM (*R) East of Rwy 17/35 124.5	West of Rwy 17/35 125.9	*CANBERRA Tower 118.7	CTAF (AFRU+PAL) 118.7 when Twr inop.	*Ground 121.7
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RNAV	Final Apch Crs 297 [^]	Procedure Alt SCBEF 4410' (2524')	MDA(H) (CONDITIONAL) 2680' (794')	Apt Elev 1886' Rwy 30 1886'	
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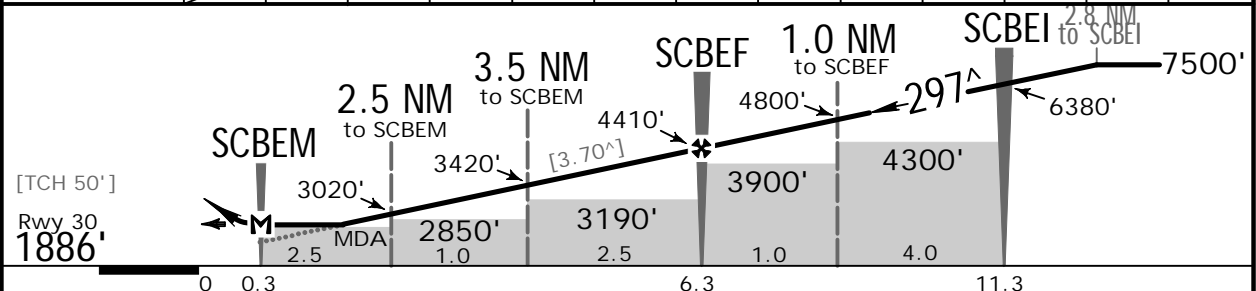
MISSED APCH: Turn LEFT, track direct to SCBEH, thence 140[^].
Climb to 7500'.

Alt Set: hPa Rwy Elev: 67 hPa Trans level: FL 110 Trans alt: 10000'
1. Max IAS for initial: 210 Kts, for missed approach turn 150 Kts. 2. PAPI required for night approach. 3. Approach path angle does not coincide with PAPI on glide slope indication.

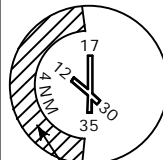
MSA CB VOR/NDB
5100'
Within 10 NM



NM TO NEXT WPT	SCBEM	1.9	2.0	3.0	4.0	5.0	SCBEF	1.0	2.0	3.0	4.0	SCBEI	2.8
ALTITUDE		2780'	2830'	3220'	3620'	4010'	4410'	4800'	5200'	5590'	5990'	6380'	7500'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L		SCBEH
Descent Angle	[3.70 [^]]	458	589	655	786	1048			

STRAIGHT-IN LANDING RWY 30			CIRCLE-TO-LAND				
Actual Aero QNH		Forecast Terminal QNH	Actual Aero QNH		Forecast Terminal QNH		
MDA(H)	2680' (794')	MDA(H) 2780' (894')	MDA(H)		MDA(H)		
A	5.0 km	5.0 km	100	3250' -2.4 km (1364')	3350' -2.4 km (1464')		
B			135				
C	NOT APPLICABLE	NOT APPLICABLE	C	NOT APPLICABLE	NOT APPLICABLE		
D							

YSCB/CBR

CANBERRA

29 JAN 16

(12-2)

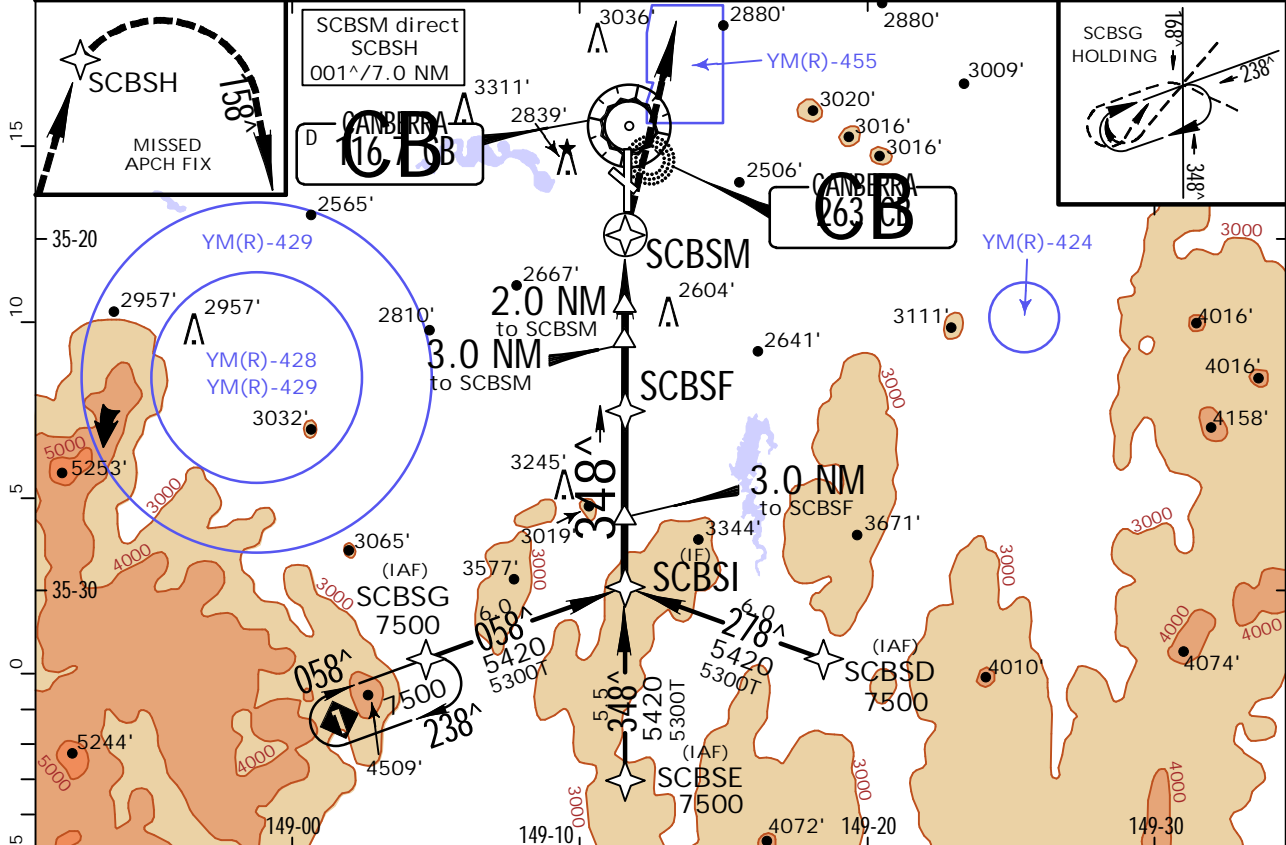
JEPPesen

CANBERRA, ACT, AUSTRALIA

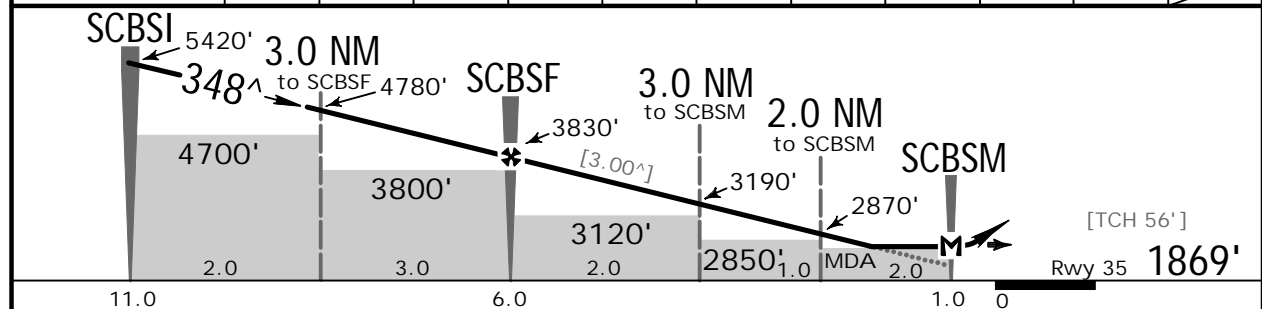
RNAV-Z (GNSS) Rwy 35



BRIEFING STRIP™


*ATIS 116.7 127.45		AWIS 116.7 when ATIS inop.		CANBERRA Approach Within 30 NM (*R) East of Rwy 17/35 West of Rwy 17/35 124.5 125.9		*CANBERRA Tower 118.7		CTAF (AFRU+PAL) 118.7 when Twr inop.		*Ground 121.7	
RNAV		Final Apch Crs 348^		Procedure Alt SCBSF 3830' (1961')		MDA(H) (CONDITIONAL) 2500' (631')		Apt Elev 1886' Rwy 35 1869'		<p>4600'</p> <p>5900'</p> <p>250'</p> <p>7500'</p> <p>123'</p> <p>075'</p>	
MISSED APCH: Turn RIGHT, track direct to SCBSH, thence turn RIGHT track 158^. Climb to 7500'.											
Alt Set: hPa		Rwy Elev: 67 hPa		Trans level: FL 110		Trans alt: 10000'		MSA CB VOR/NDB 5100' Within 10 NM			
1. Max IAS for initial: 210 Kts, for missed approach turn 200 Kts.											



NM TO NEXT WPT	SCBSI	4.0	3.0	2.0	1.0	SCBSF	4.0	3.0	2.0	1.1	SCBSM
ALTITUDE	5420'	5100'	4780'	4460'	4150'	3830'	3510'	3190'	2870'	2600'	



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

STRAIGHT-IN LANDING RWY 35				CIRCLE-TO-LAND				
Actual Aero QNH		Forecast Terminal QNH		Actual Aero QNH		Forecast Terminal QNH		
MDA(H) 2500' (631')		MDA(H) 2600' (731')		MDA(H)		MDA(H)		
HIALS out		HIALS out		HIALS out		HIALS out		
A	B	C	D	A	B	C	D	
4.1 km		4.1 km		4.1 km		4.1 km		
				Max Kts				
				100	3250' -2.4 km (1364')		3350' -2.4 km (1464')	
				135	3480' -4.0 km (1594')		3580' -4.0 km (1694')	
				180	3620' -5.0 km (1734')		3720' -5.0 km (1834')	
				205				

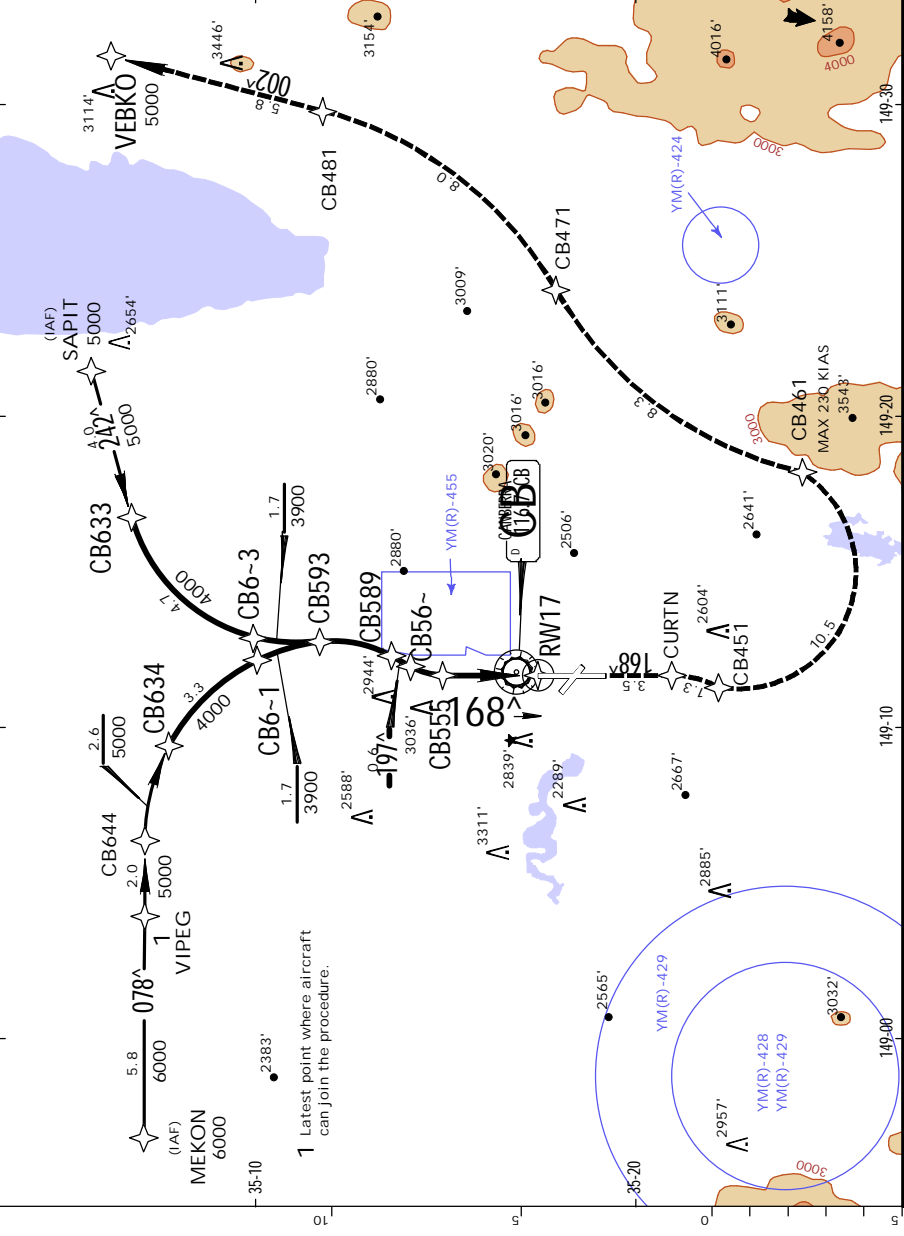
CANBERRA 6 MAY 16 12-20

* ATIS	AWIS	CANBERRA Approach Within 30 NM (°R) East of Rwy 17/35	*CANBERRA Tower	CTAF (AFRU+PAL)	*Ground
116.7 127.45 when ATIS inop.	116.7	124.5	118.7	118.7 when Twr inop.	121.7
RNAV	Final	Procedure Alt	RNAV DA(H)	Apt Elev	
RNV P 17	168	3900 (2026')	Refer to Minimums	1886' Rwy 1874'	

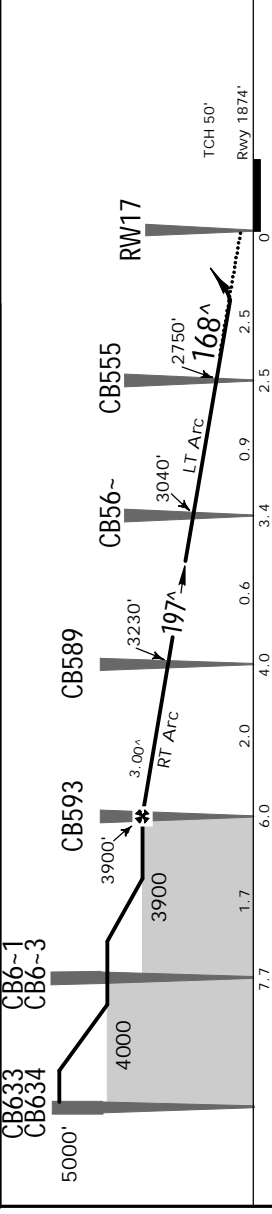
MISSD APCH: Climb to 5000', or as directed by ATC, via the RNAV (RNP) Missed Approach track to VEBKO. Acceleration altitude 4400' ONH.

Alt Set: hPa
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local ONH REQUIRED. 4. Local temperature REQUIRED.
5. Procedure temperature range -7°C (19°F) to 40°C (104°F); 6. Lateral transition to missed approach must not be initiated prior to DA(H) position.

Trans level: FL 110
MSA CB VOR 5100' within 10 NM



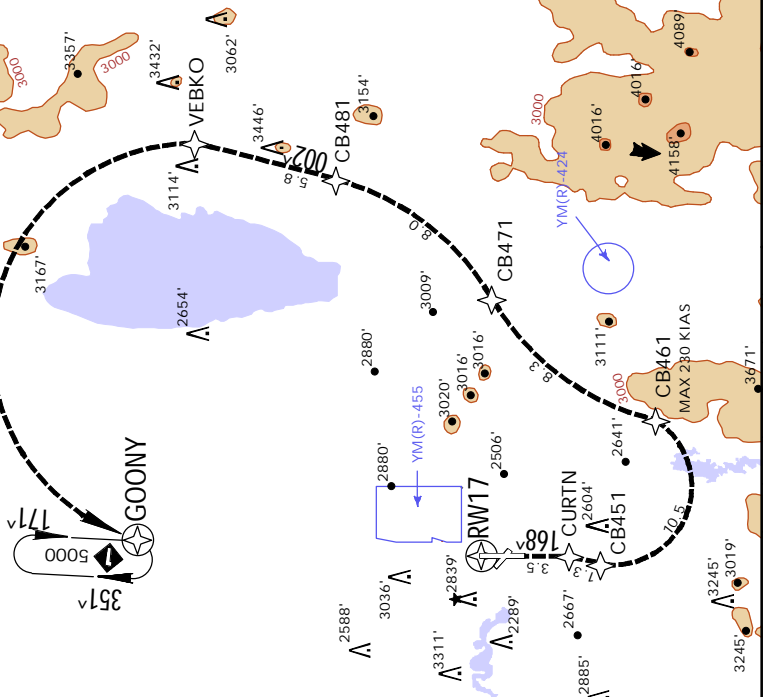
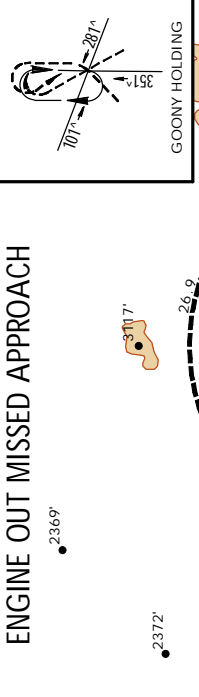
Distance to Threshold	CB633	CB634	CB6-3	CB6-1	CB593	CB589	CB56~	CB555	
ALTITUDE (3.0° APCH PATH)	5860'	5420'	4370'	4370'	3900'	3230'	3040'	2750'	2381'



CHANGES: Minimums.

ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to GOONY and hold as published. Acceleration altitude 4400' ONH (2500' AGL). Climb to 5000' or as directed by ATC.

ENGINE OUT MISSED APPROACH



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

RNAV (RNP)	5000'	via	TRACK
RNP 0.10	STRAIGHT-IN LANDING RWY 17		
1 CAT C: DA(H) 2381' (507')			
2 CAT C/D: DA(H) 2398' (524')			

C	2.7 km	3.0 km
C/D	2.8 km	3.2 km

RNAV (RNP)	5000'	via	TRACK
RNP 0.30			
1 CAT C: DA(H) 2779' (905')			
2 CAT C/D: DA(H) 2792' (918')			

C	5.0 km	8.0 km
C/D	5.1 km	

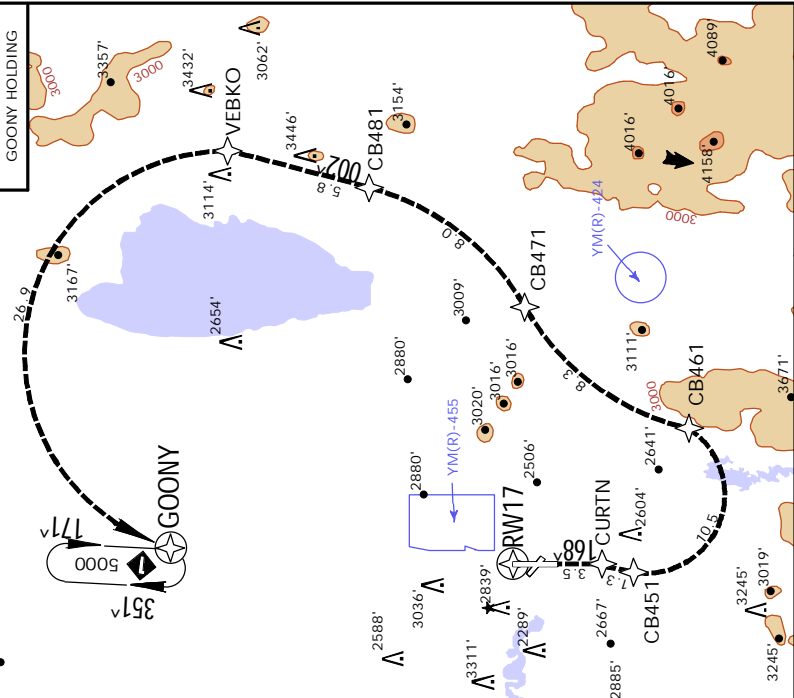
CIRCLE-TO-LAND: NOT AUTHORIZED		
1 MVD-N (Narrow-body jet aircraft)	2 MVD-2 (2 engine wide-body aircraft)	

*ATIS	AWIS	CANBERRA Approach Within 30 NM ("R) East of Rwy 17/35 West of Rwy 17/35	*CANBERRA Tower	CTAF (AFRU+PAL)	*Ground
116.7 127.45	116.7	124.5	118.7	118.7	121.7
	when ATIS Inop.			when Twr Inop.	
Final		Procedure Alt		RNP DA (H)	1996'
RNP					

25° 4600'

ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to GOONY and hold as published.
 Acceleration altitude 4400' QNH (2500' AGL). Climb to 5000', or as directed by ATC.

ENGINE OUT MISSED APPROACH

[illegible]

STRAIGHT-IN LANDING RWY 17

RNP U.10		RNP U.15	
1 CAT C: DA(H)	2381 ¹ (507°)	1 CAT C: DA(H)	2434 ¹ (560°)
2 CAT C/D: DA(H)	2398 ¹ (524°)	2 CAT C/D: DA(H)	2461 ¹ (587°)

C	2.7 km	3.0 km
C/D	2.8 km	3.2 km

RNP 0.20		RNP 0.30	
1 CAT C: DA(H)	2779' (905')	1 CAT C: DA(H)	3282' (1408')
2 CAT C/D: DA(H)	2792' (918')	2 CAT C/D: DA(H)	3296' (1422')

C	5.0 km	8.0 km
C/D	5.1 km	

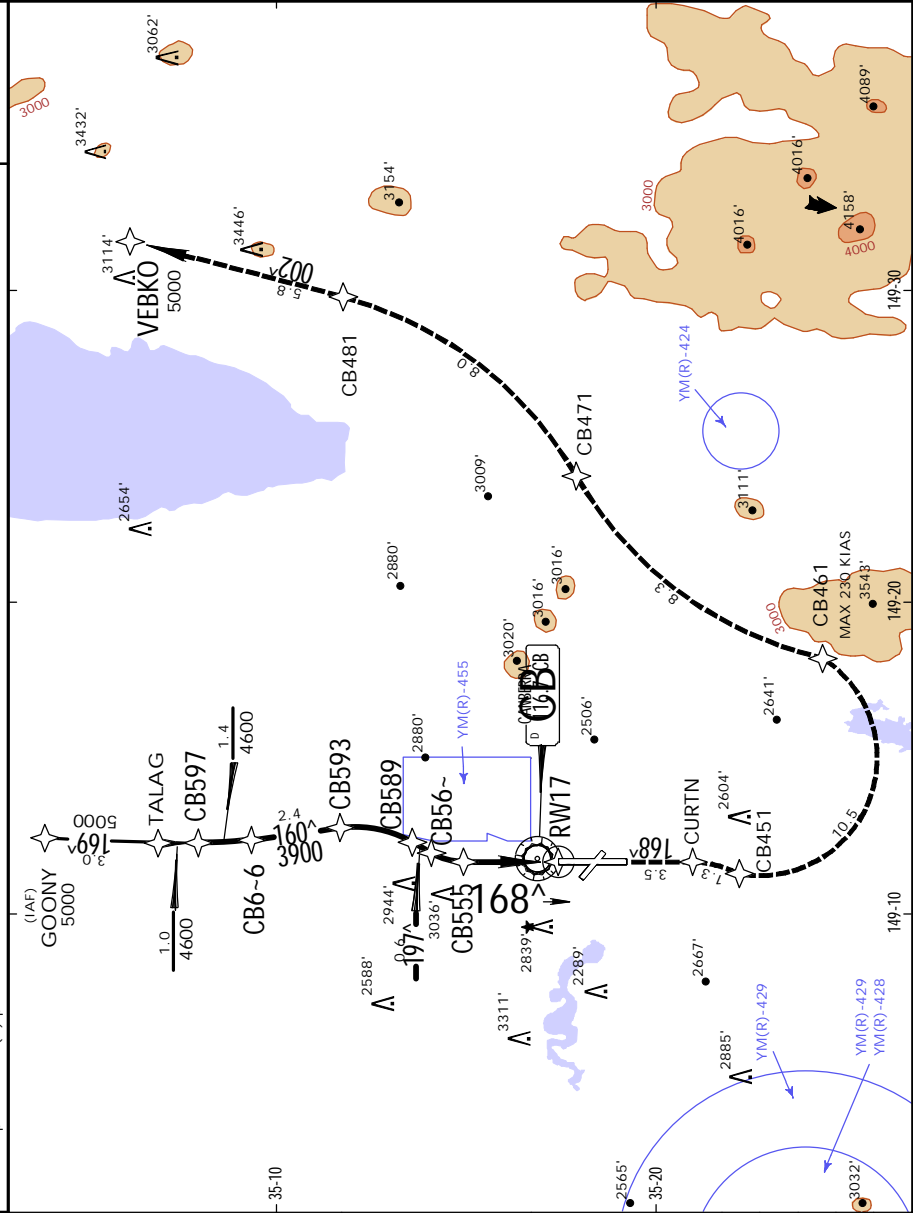
2	MVD-2 (2 engine wide-body aircraft)	2	MVD-N (Narrow-body jet aircraft)	2	MVD-2 (2 engine wide-body aircraft)
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*ATIS	AWIS	CANBERRA Approach Within 30 NM (°R) East of Rwy 17/35 West of Rwy 17/35	*CANBERRA Tower	CTAF (AFRU+PAL)	*Ground
116.7 127.45 when ATIS Inop.	116.7	124.5	118.7	118.7 when Twr Inop.	121.7
RNAV RNV U 17	Final Appch C's 168	Procedure Alt CBS 93 3900' (2026°)	RNP DA(H) Refer to Minimums	Apt Elev Rwy	1886' 1874'

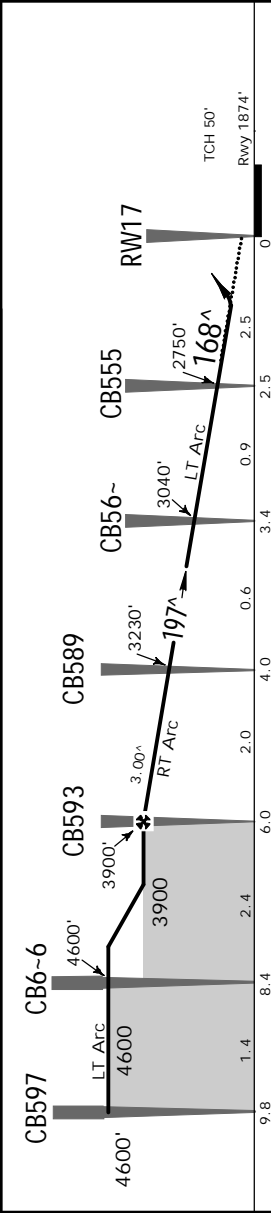
MISSED APCH: Climb to 5000', or as directed by ATC, via the RNAV (RNP) Missed Approach track to VEBKO. Acceleration altitude 4400' ONH.

Alt Set: hPa
Rwy Elev: 67 hPa
Trans alt: 100
Trans level: FL 110
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED. 4. Local temperature REQUIRED.

5. Procedure temperature range -7°C (19°F) to 40°C (104°F). 6. Lateral transition to missed approach must not be initiated prior to DA(H) position.



Distance to Threshold	CB597	CB6-6	CB593	CB589	CB56~	4.3	1.4
ALTITUDE (3.0° APCH PATH)	5040'	4600'	3900'	3230'	3040'	2750'	2381'

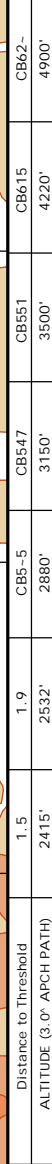
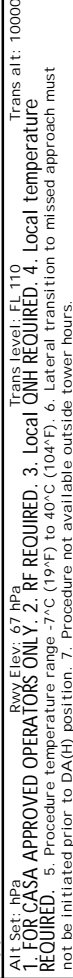


CHANGES: Minimums.

11 (b)

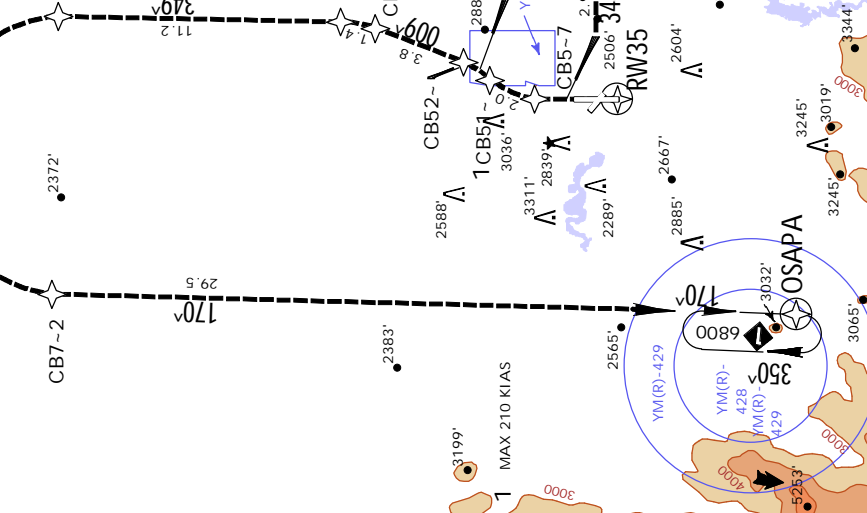
J (RNP) RWV 35

MISSED APCH FIX



17.2

2309



Grid speed-Kts	70	90	100	120	140	160	T-VASI
Descent Angle	3.00°	372	478	531	637	743 849	
MAP at DA							

STRAIGHT-IN LANDING RWY

Missed apch climb gradient (All Engines) min

RNP 0.15

1 CAT C: DA(H) 2415' (546')
2 CAT C/D: DA(H) 2430' (561')

ALS out

C	2.0 km	2.9 km	2.6 km
C/D	2.1 km	3.0 km	2.7 km

CIRCLE-TO-LAND: NOT AUTHORIZED

MVD-N (Narrow-body jet aircraft)

2 MVD-2 (2 engines with

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CANBERRA, ACT, AUSTRALIA
ay. VOR Rwy 17

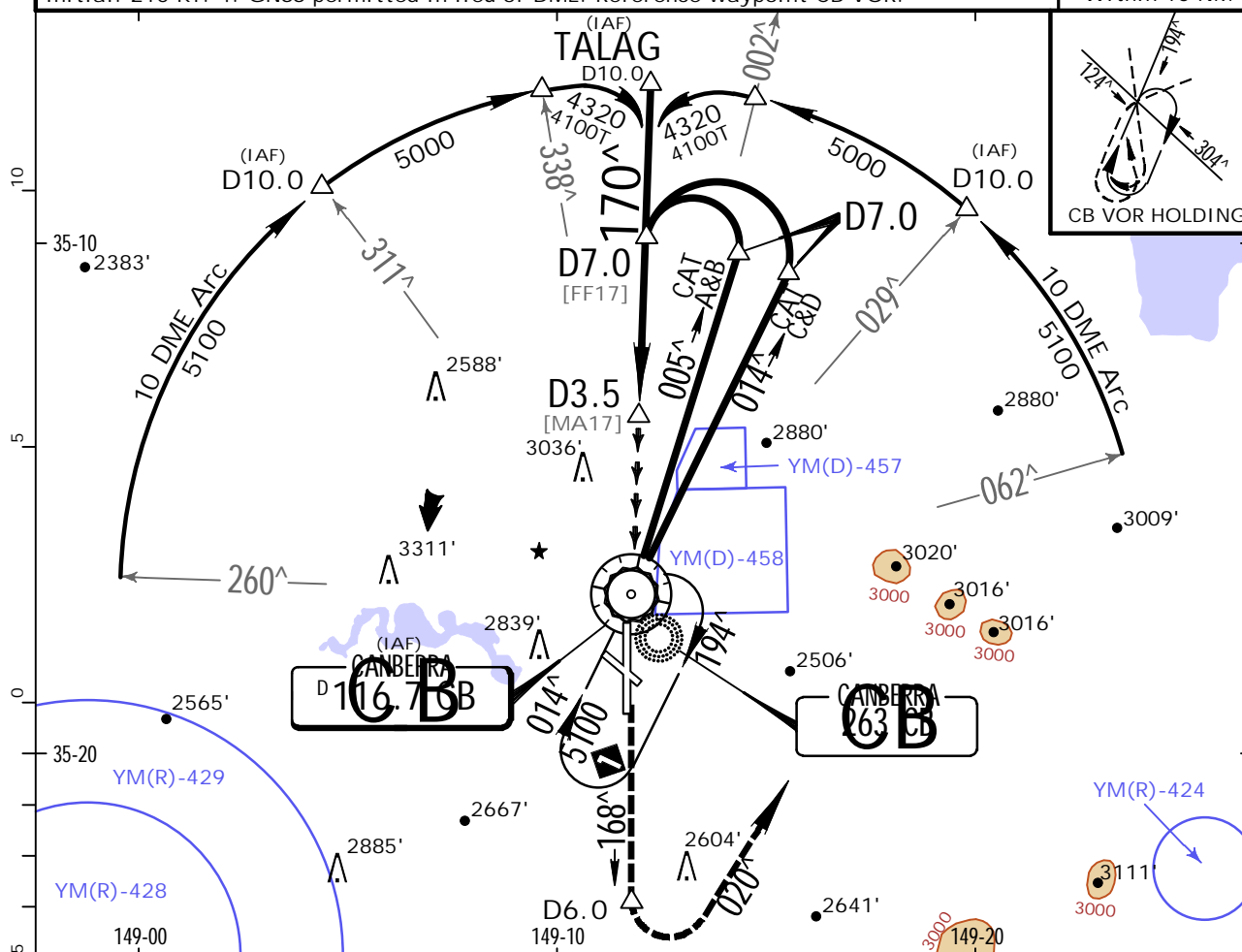
* ATIS 116.7 127.45	AWIS 116.7 when ATIS inop.	CANBERRA Approach Within 30 NM (*R) East of Rwy 17/35 West of Rwy 17/35 124.5 125.9		* CANBERRA Tower 118.7	CTAF (AFRU+PAL) 118.7 when Twr inop.	* Ground 121.7
VOR CB 116.7	Final Apch Crs 170^	Procedure Alt D7.0 4320' (2446')	MDA(H) (CONDITIONAL) 3250' (1376')	Apt Elev 1886' Rwy 1874'		

MISSED APCH: Track to CB VOR, thence track 168°, at D6.0 and not below 3600' turn LEFT track 020°. Continue climb to 5100' or as directed by ATC.

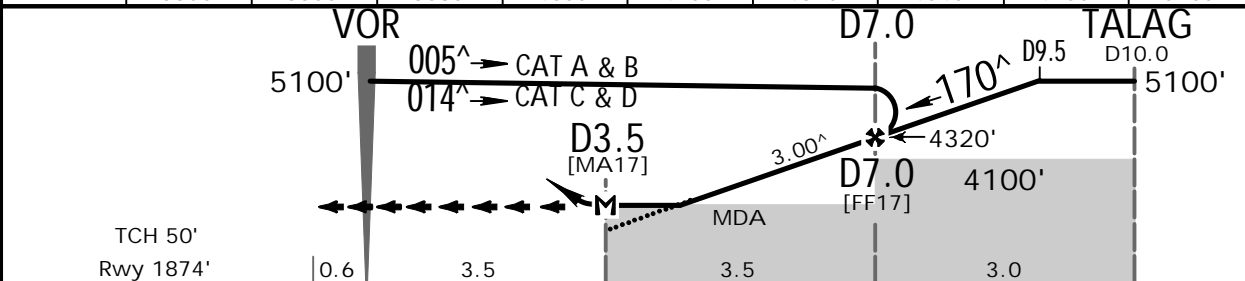
Alt Set: hPa Rwy Elev: 67 hPa Trans level: FL 110 Trans alt: 10000'

1. DME REQUIRED. 2. Aircraft may be RADAR vectored to IAF. 3. Max IAS for initial: 210 KT. 4. GNSS permitted in lieu of DME. Reference waypoint CB VOR.


MSA
CB VOR/NDB
5100'
Within 10 NM



CB DME	3.9	4.0	5.0	6.0	6.3	7.0	8.0	9.0	9.5
ALTITUDE	3350'	3360'	3680'	4000'	4100'	4320'	4640'	4960'	5100'



Gnd speed-Kts	70	90	100	120	140	160		T-VASI	CB 116.7
Descent Angle 3.00^	372	478	531	637	743	849			
MAP at D3.5									

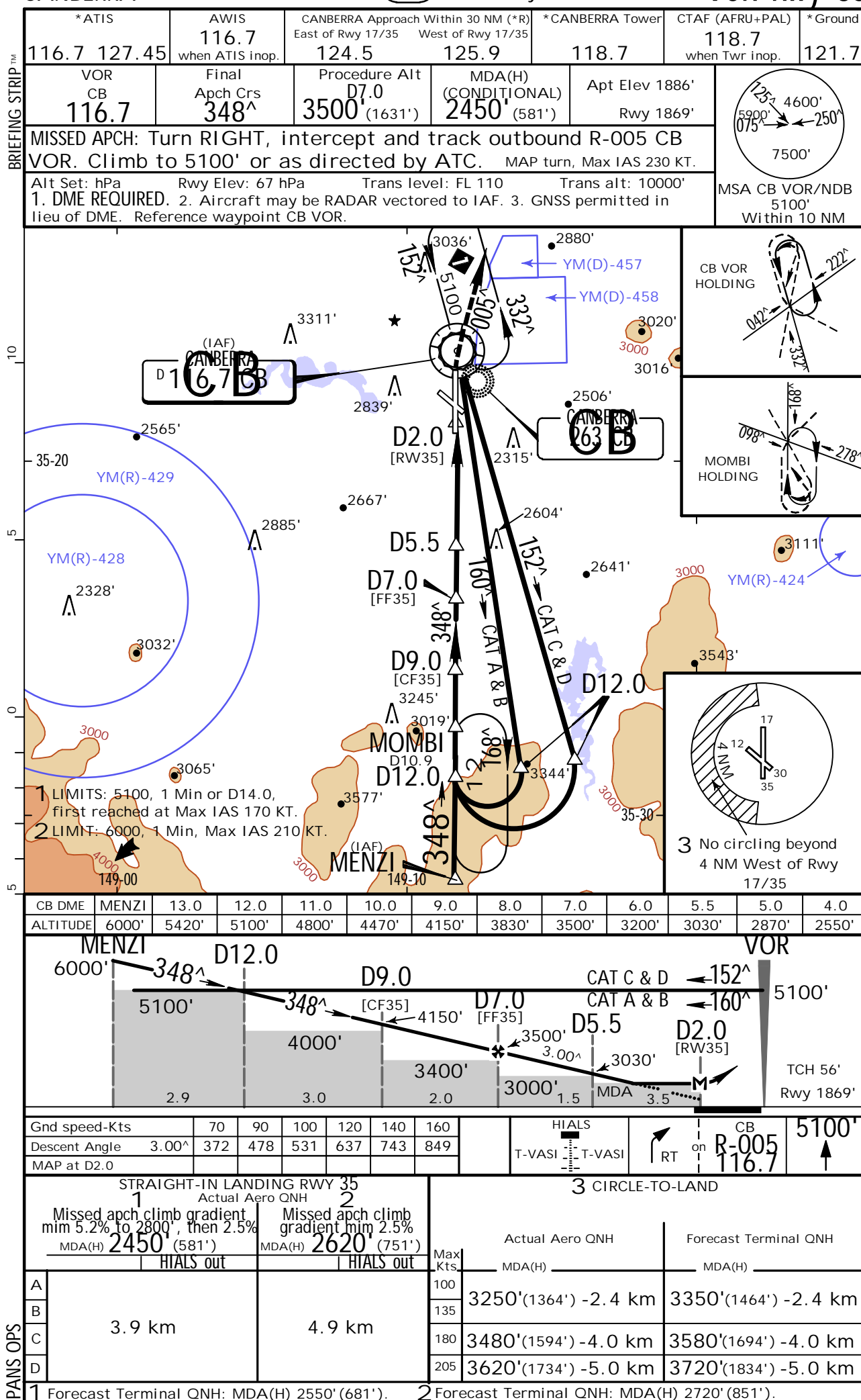
STRAIGHT-IN LANDING RWY 17			CIRCLE-TO-LAND			
Actual Aero QNH MDA(H) 3250' (1376')		Forecast Terminal QNH MDA(H) 3350' (1476')		Actual Aero QNH MDA(H)	Forecast Terminal QNH MDA(H)	
A	5.0 km	5.0 km	A	NOT AUTHORIZED	NOT AUTHORIZED	
B			B			
C			180	3480' (1594') -4.0 km	3580' (1694') -4.0 km	
D			205	3620' (1734') -5.0 km	3720' (1834') -5.0 km	

YSCB/CBR

CANBERRA

JEPPESSEN CANBERRA, ACT, AUSTRALIA
20 MAY 16 13-2 Eff.26.May.

VOR Rwy 35



CANBERRA, ACT, AUSTRALIA
NDB-A

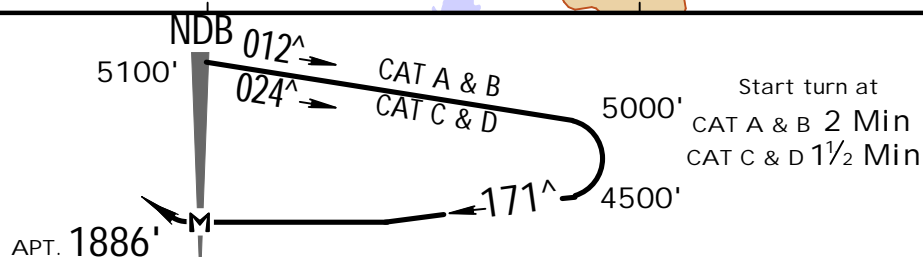
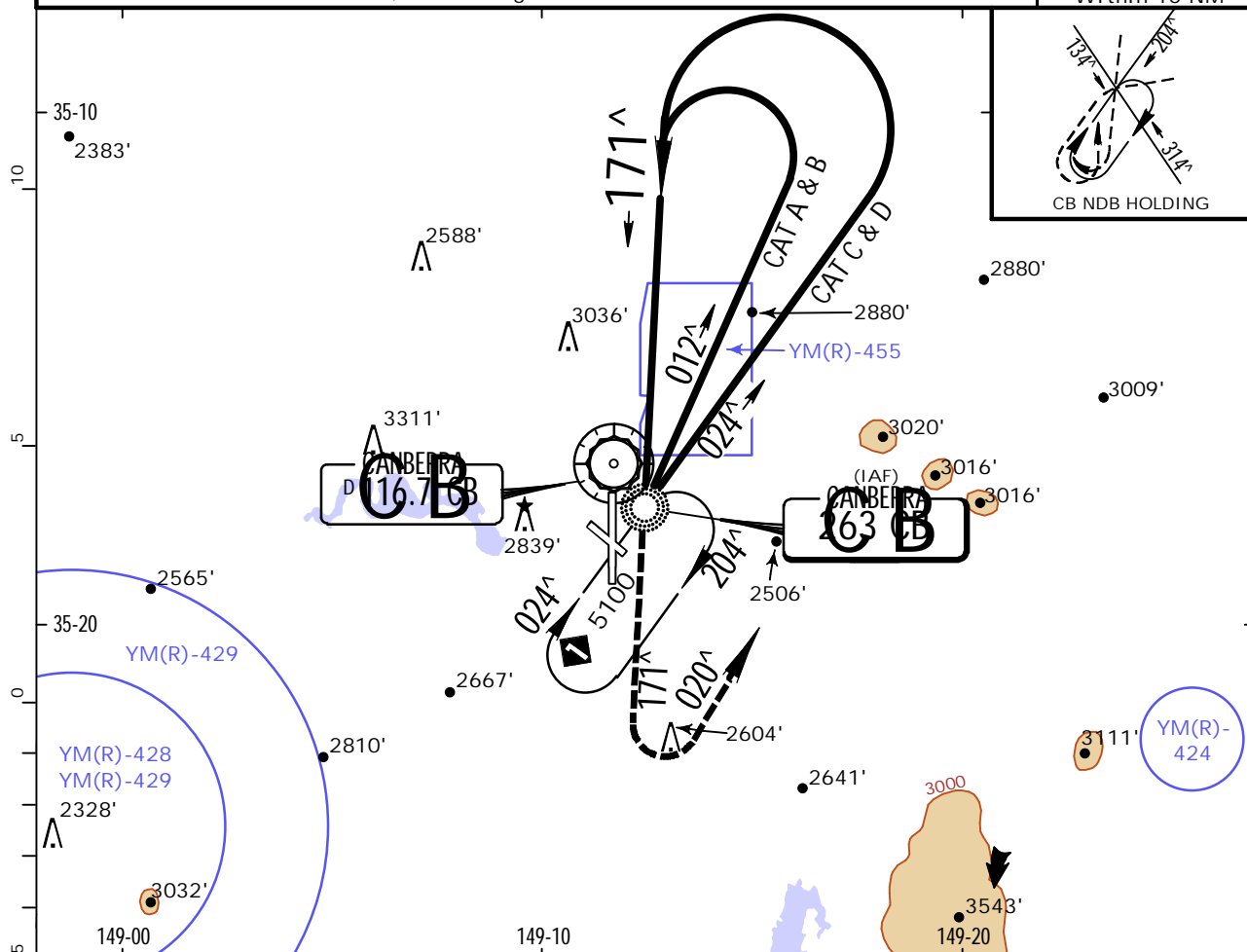
* ATIS	AWIS when ATIS inop.	CANBERRA Approach Within 30 NM (*R) East of Rwy 17/35 West of Rwy 17/35		* CANBERRA Tower	CTAF-R (AFRU+PAL) when Twr inop.	* Ground
116.7127.45	116.7	124.5	125.9	118.7	118.7	121.7
NDB CB 263	Final Apch Crs 171 [^]	No FAF	MDA(H) Refer to Minimums	Apt Elev 1886'		

MISSED APCH: Track 171^, At 3600' turn LEFT, track 020^.
Continue climb to 5100' or as directed by ATC.


Alt Set: hPa Apt Elev: 67 hPa Trans level: FL 110 Trans alt: 10000'

1. Max IAS for initial: 185 Kts., for holding: 210 Kts.

MSA CB NDB/VOR
5100'
Within 10 NM

[illegible]

		CIRCLE-TO-LAND			
		Actual Aero QNH		Forecast Terminal QNH	
	Max Kts	MDA (H)		MDA (H)	
A	100	3250' (1364')	-2.4 km	3350' (1464')	-2.4 km
B	135	3480' (1594')	-4.0 km	3580' (1694')	-4.0 km
C	180	3620' (1734')	-5.0 km	3720' (1834')	-5.0 km



No circling beyond 4 NM
West of Rwy 17/35.

No circling beyond 4 NM
West of Rwy 17/35.

General Information

Location: SYDNEY NS AUS
ICAO/IATA: YSSY / SYD
Lat/Long: S33° 56.77', E151° 10.63'
Elevation: 21 ft

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

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

Sunrise: 1928 Z
Sunset: 0800 Z

Runway Information

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

Runway: 16L
Length x Width: 7999 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 16 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 756 ft

Runway: 16R
Length x Width: 12999 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 279 ft
Stopway: 98 ft

Runway: 25

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

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

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

Communication Information

ATIS: 118.550
ATIS: 126.250
Sydney Tower: 120.500
Sydney Tower: 124.700
Sydney Ground: 126.500
Sydney Ground: 121.700
Ansett Apron Ramp/Taxi: 130.950
Sydney Delivery Clearance Delivery: 133.800
Sydney Approach: 124.400
Sydney Approach: 125.300
Sydney Approach: 126.100
Sydney Approach: 128.300
Sydney Approach: 135.900
Sydney Departure: 118.400 Beyond 15 mi.
Sydney Departure: 129.700
Sydney Departure: 128.300
Sydney Departure: 123.000
Sydney Terminal Control Area: 135.100
Ils Monitor Only Radar: 133.950
Sydney Centre Radar: 125.800
Sydney Centre Radar: 124.550
Ils Monitor Only Radar: 119.450
Air Ops Operations: 1320.600 Military
Air Ops Operations: 1123.500 Military
Air Ops Operations: 897.400 Military
Air Ops Operations: 568.700 Military
Air Ops Operations: 303.200 Military
Skyfuel Australia Operations: 129.900

YSSY/SYD **JEPPESSEN****SYDNEY, NSW, AUSTRALIA**

-(KINGSFORD SMITH) INTL

10-1P

8 APR 16

.AIRPORT.BRIEFING.

AIR TRAFFIC FLOW MANAGEMENT PROCEDURES

Slot Management Scheme

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

Ground Delay Program (GDP) Inbound

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 127.6 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.

Sydney Early Morning Arrival Procedure (SEMAP)

To mitigate airborne and ground delay and associated ATC and pilot workload, as well as avoid unnecessary fuel burn attributable to flights arriving earlier than their scheduled arrival time, SEMAP is designed to evenly spread flight arriving during the period 2000 to 2059 UTC by aligning the flight arrival to the allocated airport slot time.

SEMAP provides flight with early notification of a required arrival time at the planned AFIX (Arrival Fix) associated with Sydney Airport. This AFIX arrival time is derived from the airport allocated slot.

When aircraft approved to land during the curfew are not able to land on Rwy 34 prior to 2000 UTC, they are then included in the post curfew traffic sequence. This additional arrival demand adds considerable delay for SEMAP aircraft and increases the need to maximise the utilisation of Rwy 16L/34R at Sydney Airport to reduce airborne delays.

Procedures

1. This procedure is applicable to all flight with a SKED arrival time at Sydney Airport between the hours of 2000 to 2059 UTC for the period commencing 1604020445 and ending 1610022100.
2. Operators of flights with SKED arrival time at Sydney Airport between 2000 and 2059 UTC shall access the NOC website to determine the forecast runway configuration and their earliest arrival time at the YSSY AFIX.
3. Tactical changes made to the Sydney Airport runway configuration post the notification of the runway configuration by the NOC at 0445 UTC shall not change the time determined in paragraph 2.
4. Flights arriving at their planned AFIX prior to the earliest time can anticipate delays of up to 30 minutes. An amended traffic advisory is applicable to flights arriving early at the AFIX during the SEMAP period.

YSSY/SYD **JEPPESSEN****SYDNEY, NSW, AUSTRALIA**

-(KINGSFORD SMITH) INTL

10-1P1 8 APR 16**.AIRPORT.BRIEFING.**

5. Where speed changes to that notified to ATC via flight plan are required to meet a SEMAP time, pilots are reminded THEY MUST notify speed changes to ATC.
6. Pilots must first comply with speed control instructions issued by ATC, regardless of the speed required to meet a SEMAP time.
7. At 1830 UTC the NOC shall assess flight compliance with SEMAP times and advise airline operations centres which flights are early non-compliant. Any resolution of whether a flight is early non-compliant shall occur solely between airline operations centres and the NOC, and NOT on air-ground frequencies.
8. Following the process at paragraph 7, the NOC shall provide airlines with a final list of the flights deemed non-compliant with SEMAP times.
9. When required, ATC will allocate Rwy 16L/34R to A330/B772/B787 type aircraft and below to minimise arrival delays.
10. A330/B772/B787 type aircraft and below that cannot operationally utilise Rwy 16L/34R must notify ATC as soon as possible but no later than 160 MN from Sydney.
11. The NOC will provide the following daily reports on:
 - a. compliance with SEMAP times
 - b. non-acceptance and utilisation of Rwy 16L/34R by A330/B772/B787 type aircraft and below
 - c. actual AFIX crossing times
12. Descent speed: ATC tactical flow commences prior to top of descent and overrides compliance with SEMAP AFIX times. Unless assigned a specific speed by ATC, aircraft should descent at company profile descent speeds. Advise ATC of any variation.
13. Flights with a SKED arrival time of 2100 UTC or later should plan to arrive post the SEMAP period as arrival prior to 2100 UTC may subject the flight to significant airborne delay.
14. Flights diverting to Sydney during the SEMAP period may experience both airborne and gate delays.

LOW VISIBILITY PROCEDURES (LVP)

General

1. For CASA approved operators, all runways are capable of supporting take-offs with an RVR/RV of not less than 350m.
2. Taxiway light spacing intended for use in visibility conditions of not less than a value of 350m.

Procedures

1. Preparations for the activation of Low Visibility Procedures (LVP) are commenced when visibility has reduced to 2000m. This ensures that the LVP are in force at or just prior to the visibility reducing to 800m.
2. When visibility reduces to 2000m or below and/or observed cloud base in broken or overcast at or below 600', Air Traffic Control will protect the ILS by using the CAT I/II RHP at taxiway A1 and CAT I RHP at taxiway T.
3. Intersection departures are restricted. All aircraft will normally be directed to the full length of a runway for departure.
4. Any pilot unsure of their position whilst operating on the Maneuvering Area must Hold Position (STOP) and immediately advise Air Traffic Control.
5. Radio failure - aircraft must hold position and await further guidance from a Follow Me vehicle.
6. Instrument RVR is provided for each runway. If instrument RVR is not available, RV available.
7. Air Traffic Control uses Advanced Surface Movement Guidance Control System (A-SMGCS) to monitor aircraft and vehicles on the Maneuvering Area.
8. If A-SMGCS is unserviceable during LVP:
 - a. Air Traffic Control will further restrict aircraft and vehicles access to movements on the Maneuvering Area.
 - b. Position reporting procedures will be implemented as required by Air Traffic Control.
9. A380 aircraft during Low Visibility

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

JEPPesen

20 MAY 16

10-2

Eff. 26 May

.RNAV.STAR.

SYDNEY, NSW, AUSTRALIA

ATIS 118.55 126.25 428

SYDNEY Approach (R) North 124.4

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

BOREE SIX ARRIVAL [BOREE6]
SPEED: MAX IAS 250 KT BELOW 10000'
ARRIVAL

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

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

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.

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

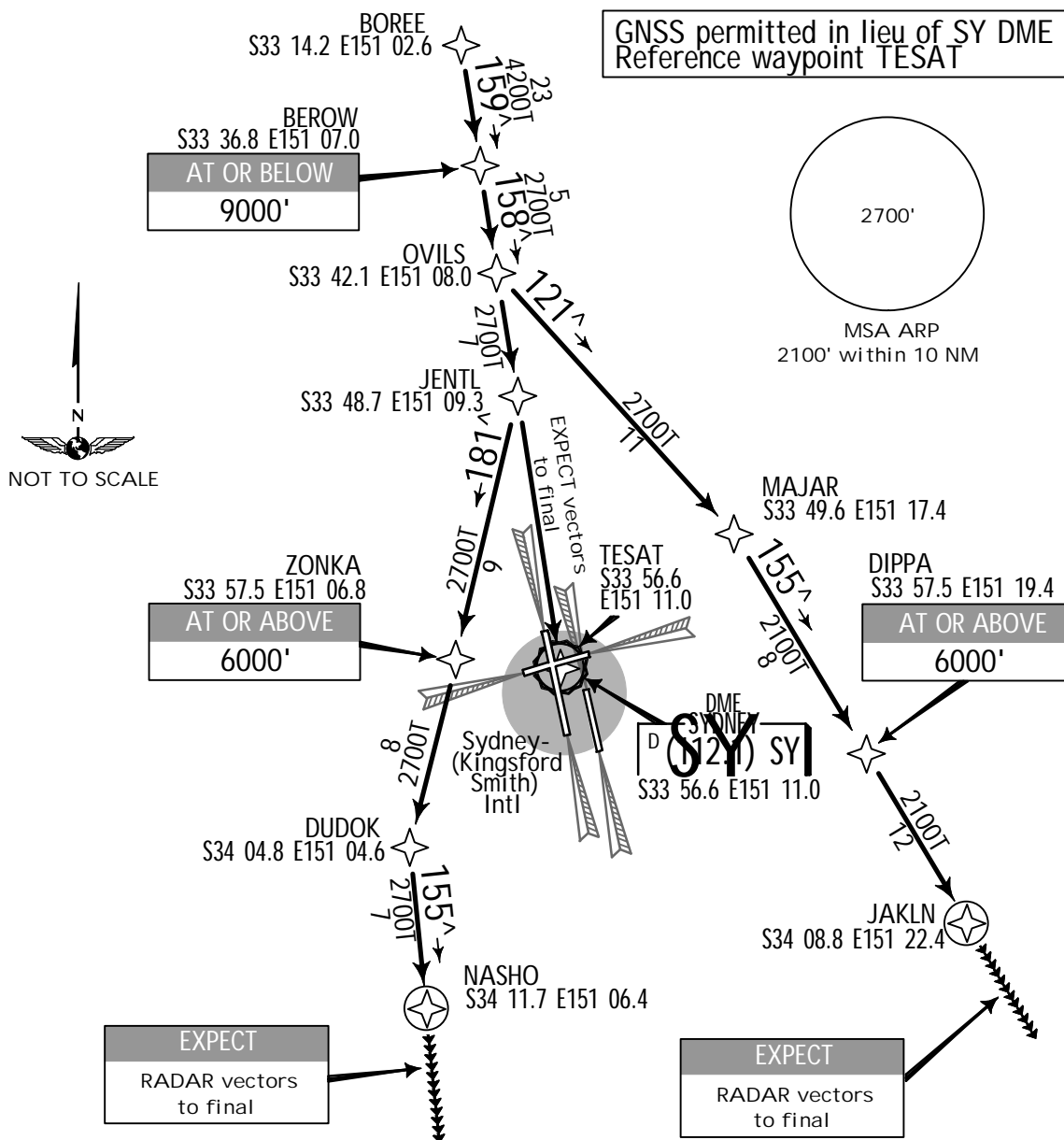
**COMMUNICATIONS FAILURE:
PROCEDURE IN IMC**
Squawk 7600.

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 SY DME
Reference waypoint TESAT


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ATIS 118.55 126.25 428

SYDNEY Approach (R) North 124.4

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

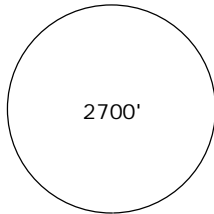
MEPIL ONE ARRIVAL [MEPIL1]
SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITION

SANAD:
From SANAD TO MEPIL:
Track 175° to OLTIN. Turn LEFT
track 170° to YAKKA. Track 170° to
MEPIL. Then follow arrival instructions.

ARRIVAL

From MEPIL track 170° to LANOL.
Cross LANOL at or below 7000'. Track
170° to TESAT. EXPECT RADAR vectors
to final approach course when inside
10 LANOL.



MSA ARP
2100' within 10 NM

GNSS permitted in lieu of SY DME
Reference waypoint TESAT

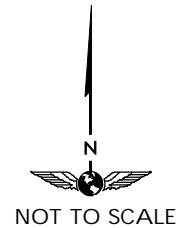
ATC APPROACH SPEEDS	
NM from threshold	SPEED
10	185-160 KT
5	160-150 KT

EXPECT
RADAR vectors
to final

LANOL
S33 36.6 E151 12.0
AT OR BELOW
7000'

Sydney-
(Kingsford-Smith)
Intl

DME
SY
S33 56.6 E151 11.0
TESAT
S33 56.6 E151 11.0



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.

ATIS 118.55 126.25 428

SYDNEY Approach (R) South 128.3

YSSY -(KINGSFORD SMITH) INTL

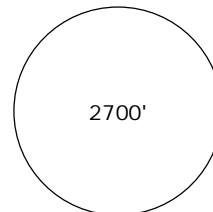
TRANS LEVEL: FL 110
TRANS ALT: 10000'

ODALE SIX ARRIVAL [ODALE6]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

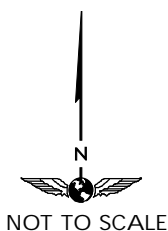
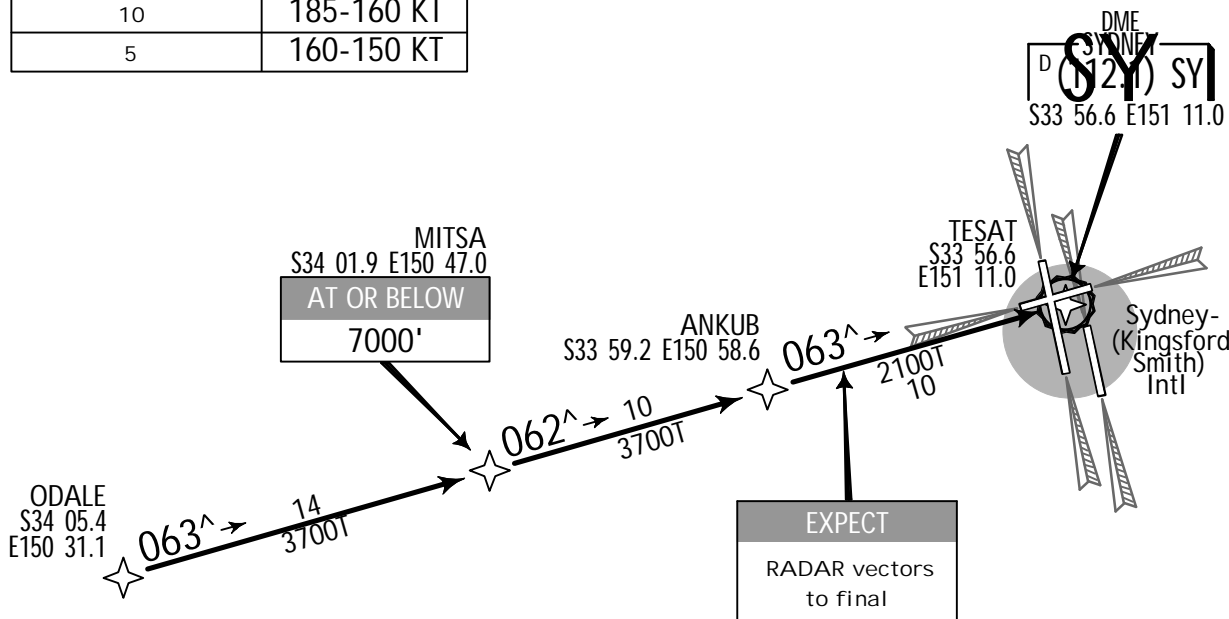
From ODALE track 063° to MITSA.
Cross MITSA at or below 7000'. Track
062° to ANKUB. Track 063° to TESAT.
EXPECT RADAR vectors to final
approach course after MITSA.



MSA ARP
2100' within 10 NM

GNSS permitted in lieu of SY DME
Reference waypoint TESAT

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



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.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

ATIS 118.55 126.25 428

SYDNEY Approach (R) South 128.3

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RIVET TWO ARRIVAL [RIVET2]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

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

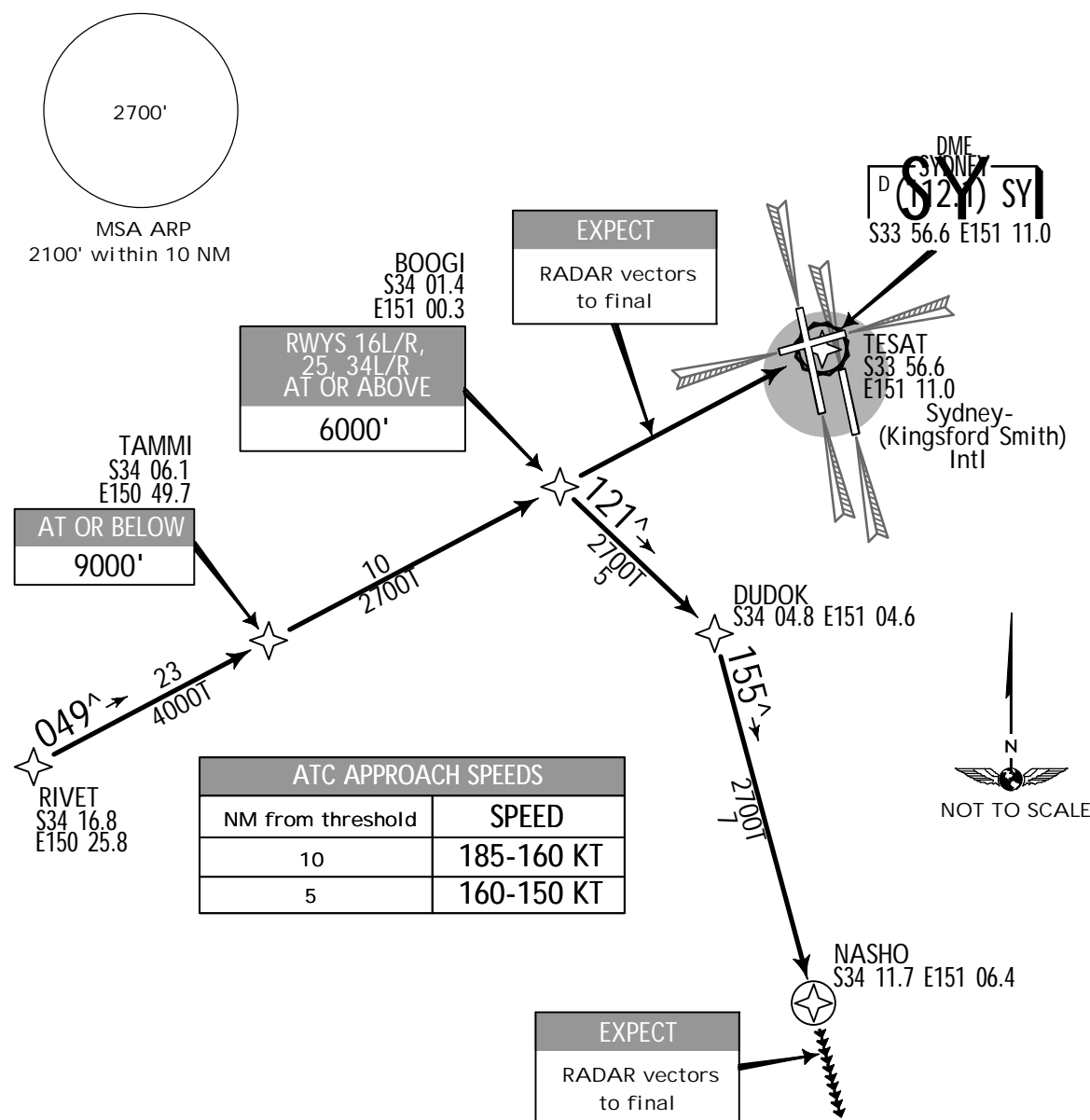
RWY 07: Track 049° to BOOGI.
Track 049° to TESAT. EXPECT
RADAR vectors to final.

RWYS 16L/R, 25: Track 049° to
BOOGI. Cross BOOGI at or above
6000'. Track 049° to TESAT.
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
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.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

GNSS permitted in lieu of SY DME
Reference waypoint TESAT



JEPPesen

7 NOV 14

(10-3)

.Eff.13.Nov.

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

SYDNEY, NSW, AUSTRALIA

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

YSSY -(KINGSFORD SMITH) INTL

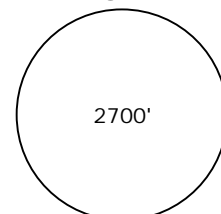
TRANS LEVEL: FL 110
TRANS ALT: 10000'

SYDNEY SIX DEPARTURE (RADAR) [SY6] 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



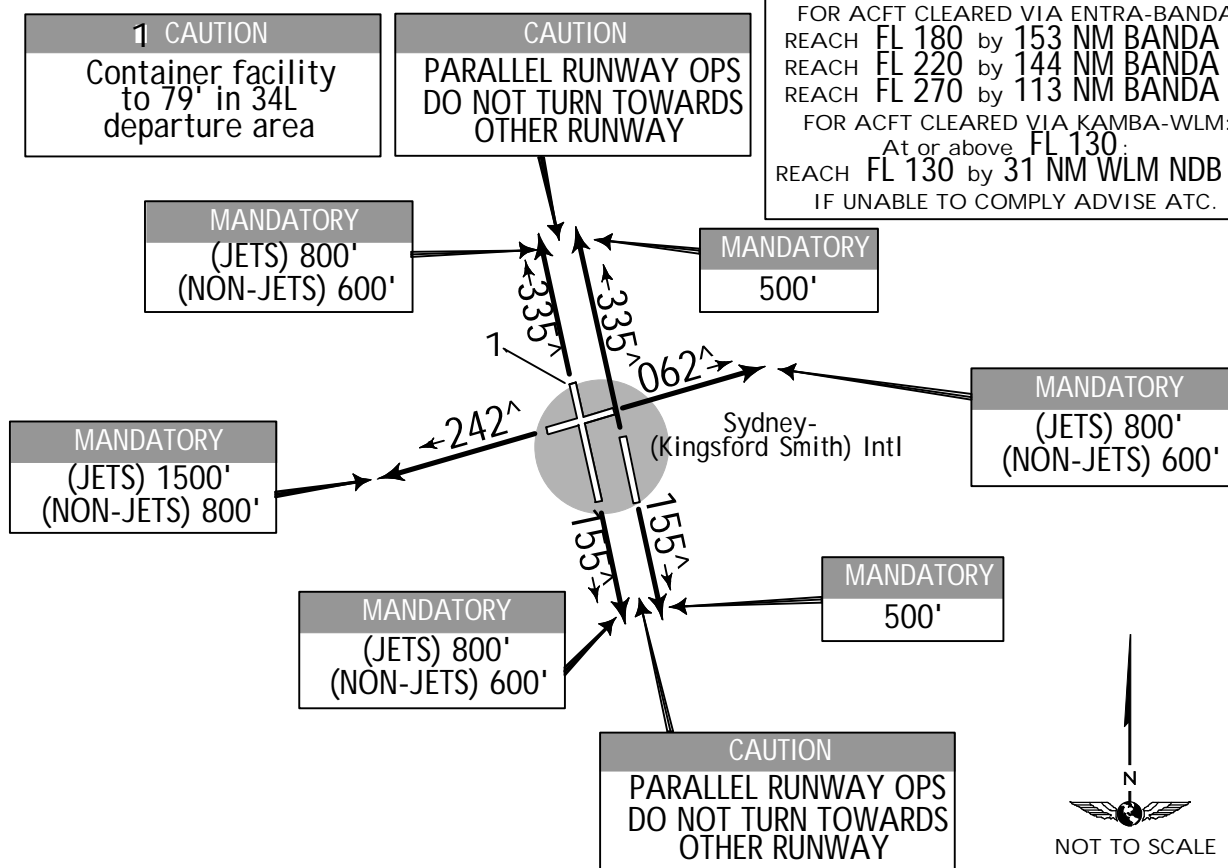
MSA ARP
2100' within 10 NM

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 153 NM BANDA
REACH FL 220 by 144 NM BANDA
REACH FL 270 by 113 NM BANDA
FOR ACFT CLEARED VIA KAMBA-WLM:
At or above FL 130:
REACH FL 130 by 31 NM WLM NDB
IF UNABLE TO COMPLY ADVISE ATC.



LOST COMMS ▼ 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 proceed in accordance with the latest ATC route clearance acknowledged.

LOST COMMS

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 THREE DEPARTURE

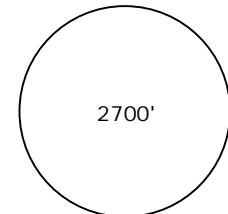
[ABBEY3]

SPEED: MAX IAS 250 KT BELOW 10000'

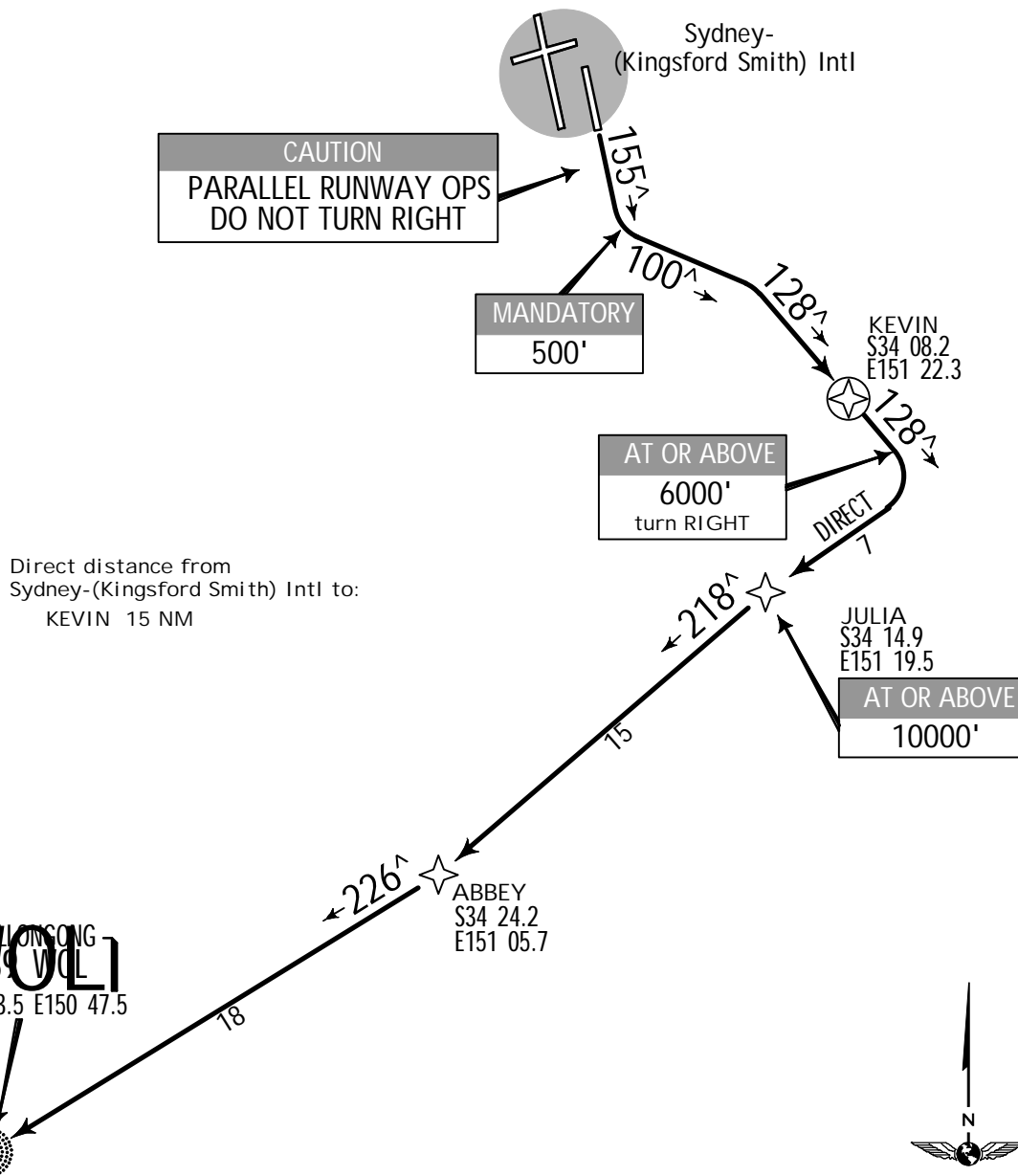
Minimum required climb gradient 4.7% to 1000'.

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 128° to KEVIN. After passing KEVIN 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.



MSA ARP
2100' within 10 NM



NOT TO SCALE

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: FL110
TRANS ALT: 10000'

NON-JETS ONLY

RUNWAYS 16R, 34L SOUTH

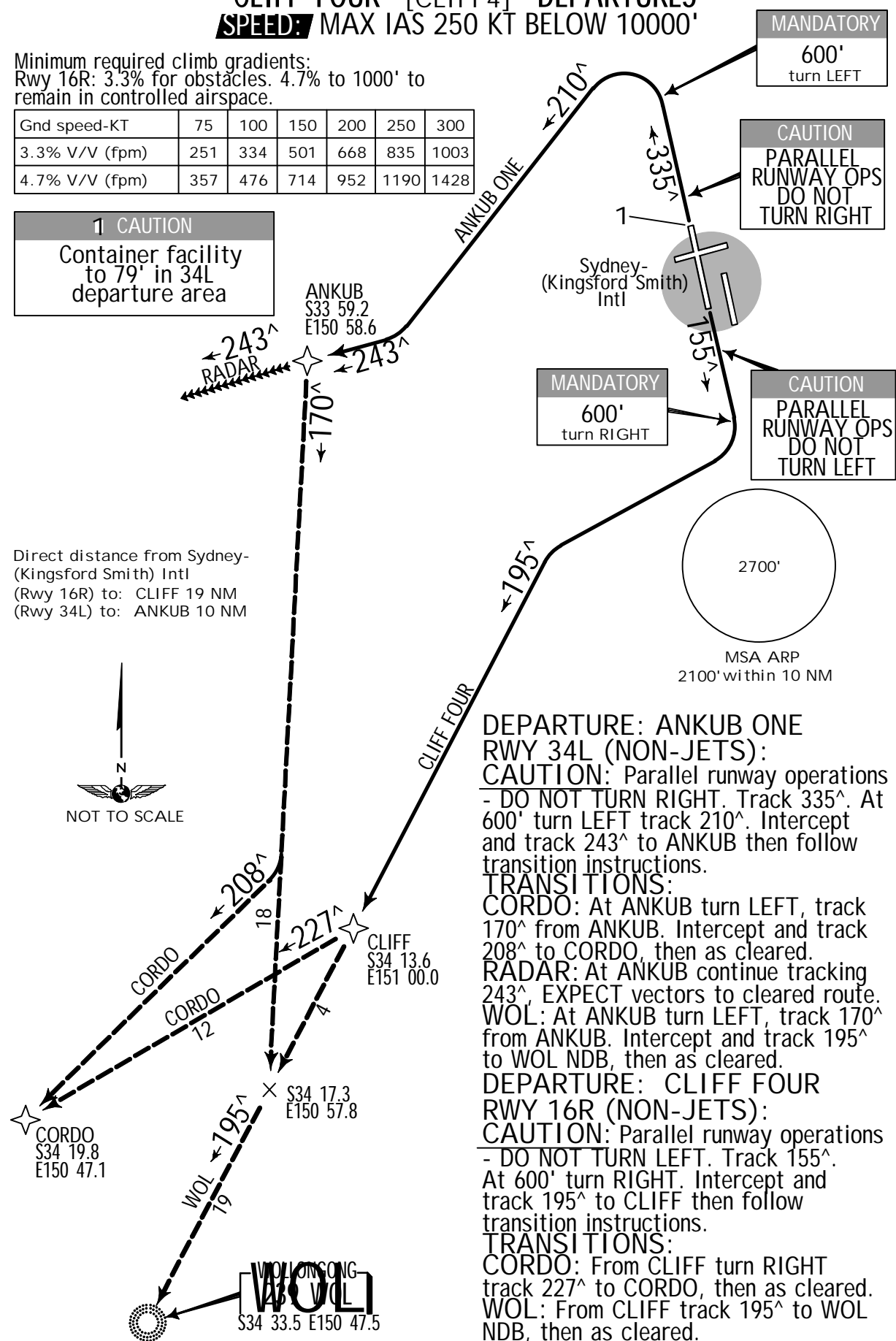
ANKUB ONE [ANKUB1],
CLIFF FOUR [CLIFF4] DEPARTURES
SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradients:
Rwy 16R: 3.3% for obstacles. 4.7% to 1000' to remain in controlled airspace.

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

1 CAUTION
Container facility to 79' in 34L departure area

Direct distance from Sydney-(Kingsford Smith) Intl
(Rwy 16R) to: CLIFF 19 NM
(Rwy 34L) to: ANKUB 10 NM



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

TRANSITIONS:
CORDO: At ANKUB turn **LEFT**, track 170° from ANKUB. Intercept and track 208° to CORDO, then as cleared.

RADAR: At ANKUB continue tracking 243°, **EXPECT** vectors to cleared route.
WOL: At ANKUB turn **LEFT**, track 170° from ANKUB. Intercept and track 195° to WOL NDB, then as cleared.

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

TRANSITIONS:
CORDO: From CLIFF turn **RIGHT** track 227° to CORDO, then as cleared.
WOL: From CLIFF track 195° to WOL NDB, then as cleared.

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: FL110
TRANS ALT: 10000'

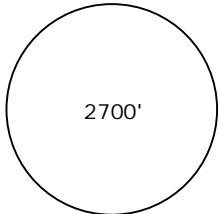
RUNWAY 16L

BOTANY BAY SEVEN DEPARTURE (VISUAL)
SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient 5.4% to 700'.

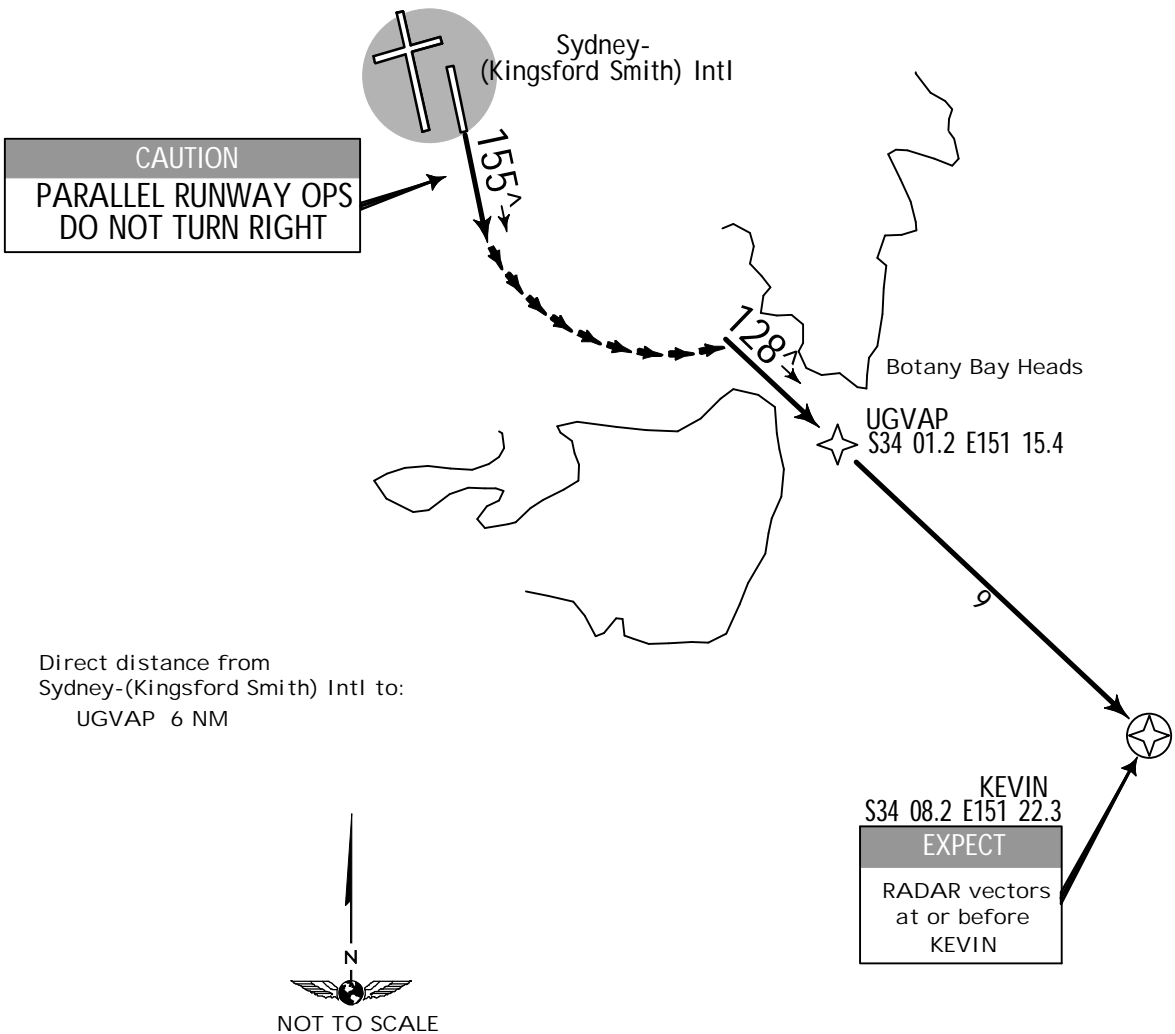
Gnd speed-Kts	75	100	150	200	250	300
5.4% V/V (fpm)	410	547	820	1094	1367	1641

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



MSA ARP
2100' within 10 NM

A SPECIAL REQUIREMENT
FOR ACFT CLEARED VIA ENTRA-BANDA:
REACH FL180 by 153 NM BANDA
REACH FL220 by 144 NM BANDA
REACH FL270 by 113 NM BANDA
IF UNABLE TO COMPLY ADVISE ATC.





20 MAY 16

(10-3D)

.Eff.26.May.

SYDNEY, NSW, AUSTRALIA

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) 128.3

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

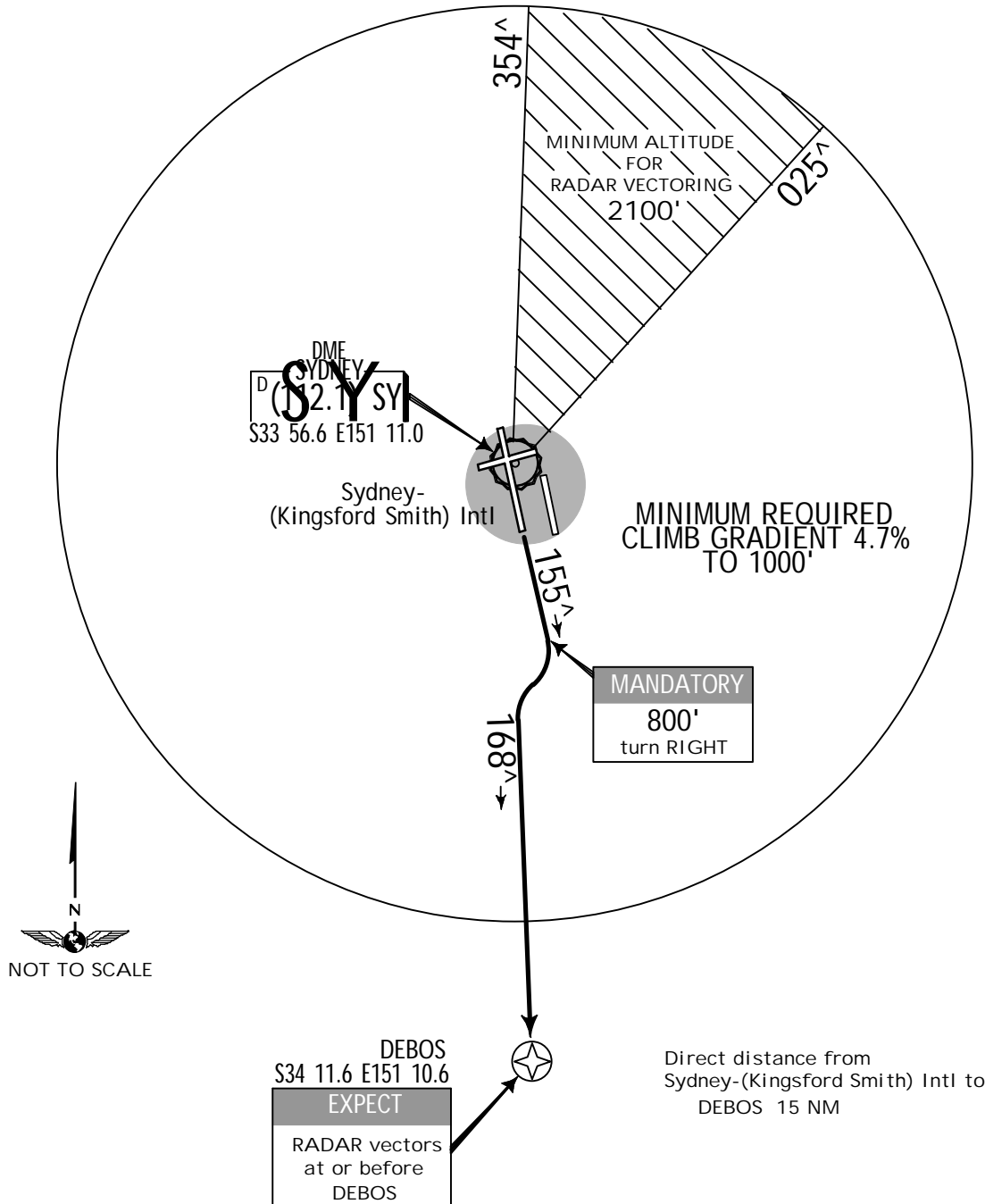
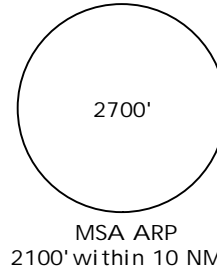
CURFEW FIVE DEPARTURE [CURFE5]
SPEED: MAX IAS 250 KT BELOW 10000'

RUNWAY 16R

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 16R: Track 155°. At 800' turn RIGHT to intercept 168° to DEBOS. EXPECT RADAR vectors at or before DEBOS.



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: FL110
TRANS ALT: 10000'

JETS ONLY

RUNWAY 16R

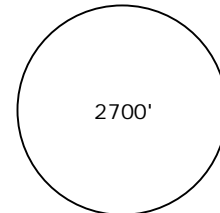
DEENA SIX DEPARTURE

[DEENA6]

SPEED: MAX IAS 250 KT BELOW 10000'

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

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



MSA ARP
2100' within 10 NM

DEPARTURE

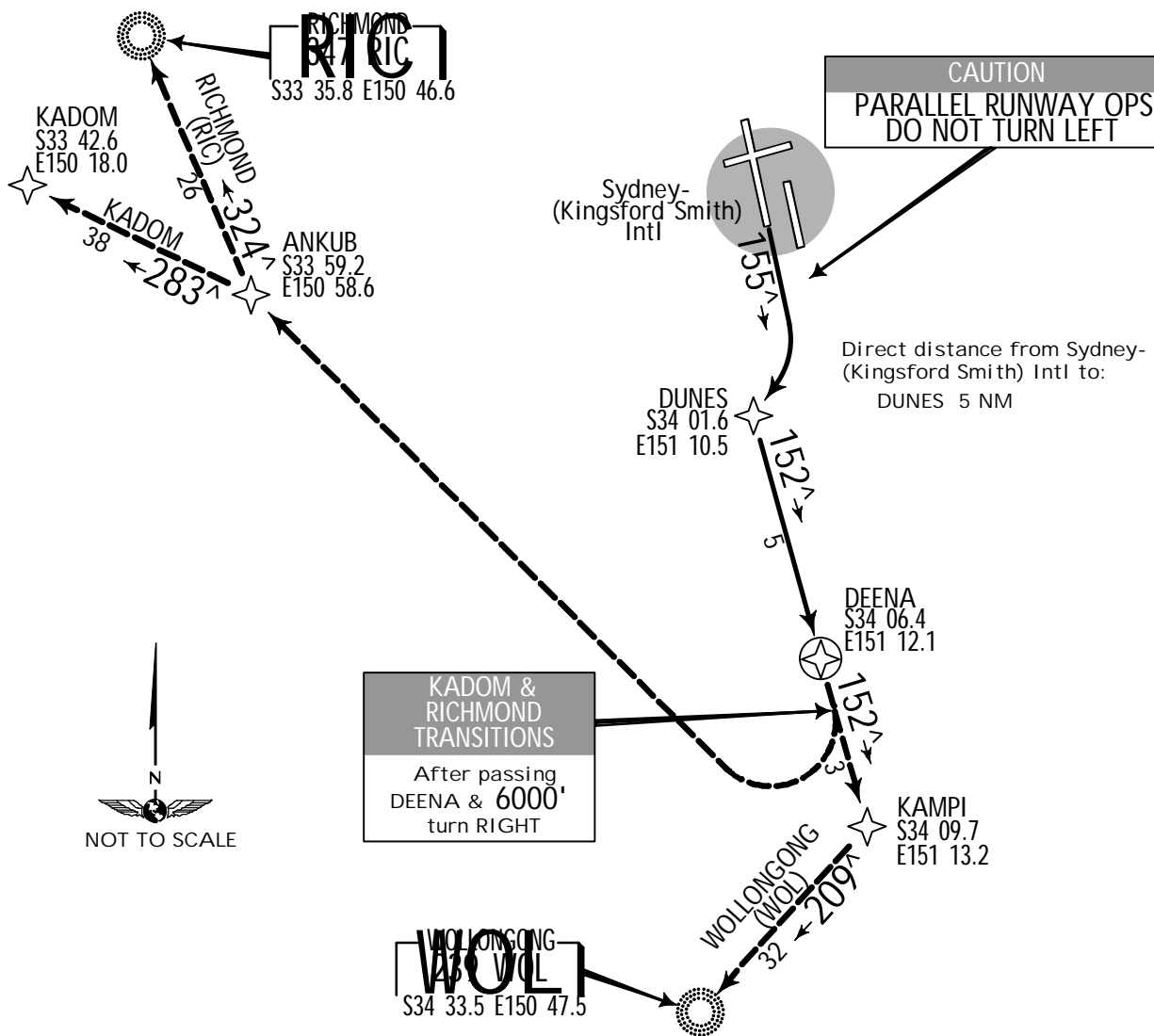
CAUTION: Parallel runway operations - DO NOT TURN LEFT.
Track 155°. As soon as practicable turn RIGHT, track direct to DUNES.
From DUNES turn LEFT track 152° to DEENA, then follow transition instructions.

TRANSITIONS

KADOM: At DEENA, turn RIGHT if through 6000', OR track 152° until past 6000' then turn RIGHT, track direct to ANKUB. From ANKUB track 283° to KADOM, then as cleared.

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

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



JEPPesen

7 NOV 14

(10-3F)

.Eff.13.Nov.

.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 123.0

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAY 34R

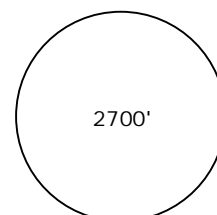
JETS ONLY

ENTRA FOUR DEPARTURE [ENTRA4]

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 ARP
2100' within 10 NM

DEPARTURE

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

A SPECIAL REQUIREMENT
FOR ACFT CLEARED VIA ENTRA-BANDA:
REACH FL 180 by 153 NM BANDA
REACH FL 220 by 144 NM BANDA
REACH FL 270 by 113 NM BANDA
IF UNABLE TO COMPLY ADVISE ATC.

Direct distance from
Sydney-(Kingsford Smith) Intl to:
HALAS 7 NM

CAUTION
PARALLEL RUNWAY OPS
DO NOT TURN LEFT

HALAS
S33 50.9 E151 15.7

MANDATORY
500'
turn RIGHT



Sydney-
(Kingsford Smith) Intl

ENTRA
S33 35.0 E151 41.8



.RNAV.SID.

JEPPESSEN

7 NOV 14

(10-3G)

.Eff.13.Nov.

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

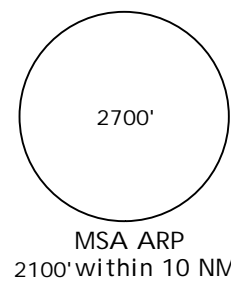
RUNWAY 07

FISHA SIX DEPARTURE [FISHA6]

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



DEPARTURE

Track 062°. At 800' turn RIGHT intercept and track 066° to FISHA then follow transition instructions.

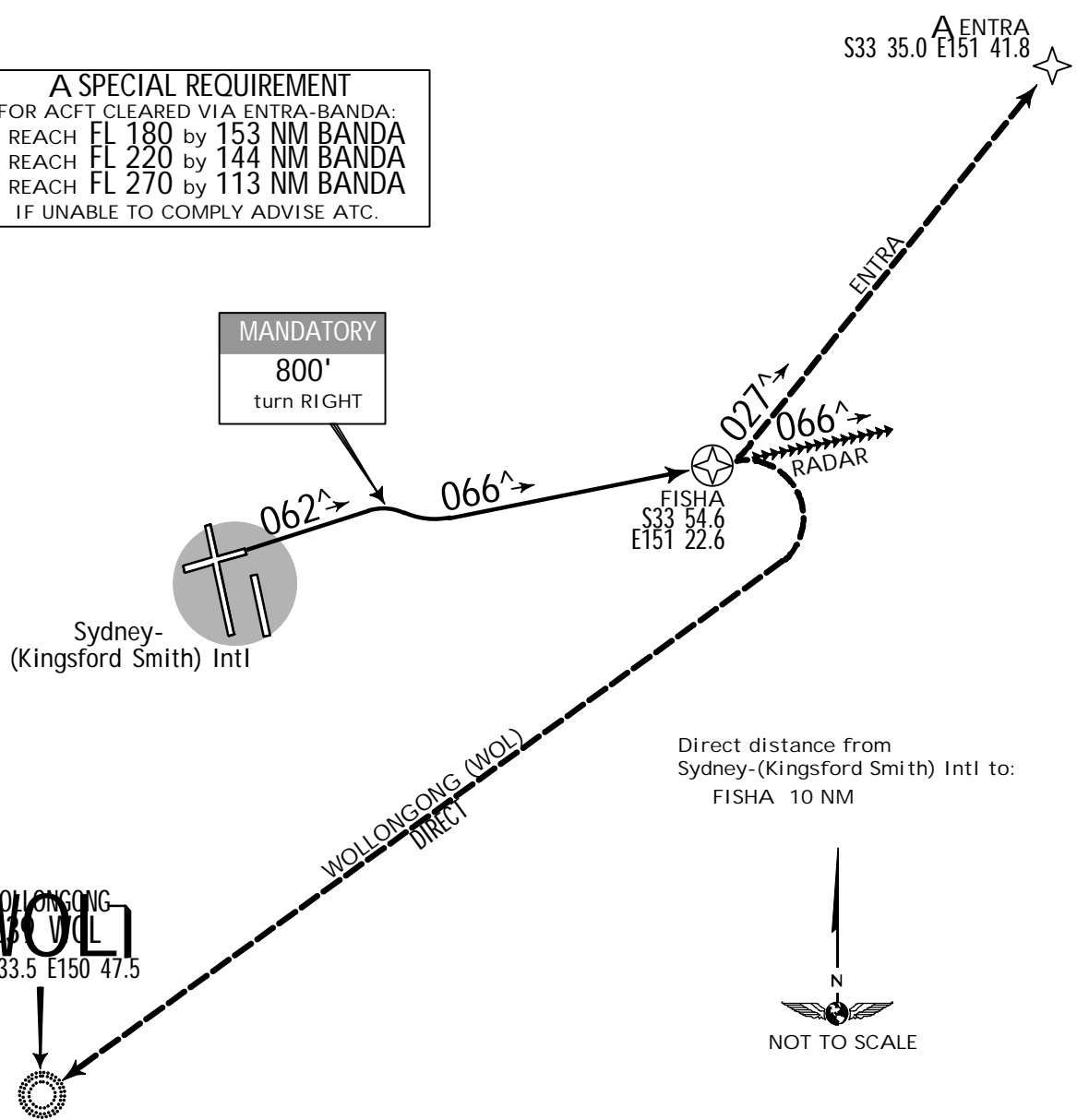
TRANSITIONS

ENTRA: At FISHA turn LEFT. Track direct to ENTRA (approx 027°), then as cleared. See SPECIAL REQUIREMENT A

RADAR: At FISHA CONTINUE tracking 066°. EXPECT RADAR vectors to cleared route.

WOLLONGONG (WOL): At FISHA turn RIGHT. Track direct to WOL NDB, then as cleared.

A SPECIAL REQUIREMENT
FOR ACFT CLEARED VIA ENTRA-BANDA:
REACH FL 180 by 153 NM BANDA
REACH FL 220 by 144 NM BANDA
REACH FL 270 by 113 NM BANDA
IF UNABLE TO COMPLY ADVISE ATC.



JEPPesen

20 MAY 16

(10-3H)

.Eff.26.May.

.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) South 129.7

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

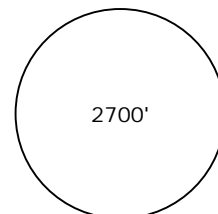
RWY 34L SOUTHWEST

JETS ONLY

**KADOM ONE [KADOM1],
WOLLONGONG (WOL) TWO [WOL2] DEPARTURES**
SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradients:
3.3% for obstacles.
5.9% to 2500' to remain in controlled airspace.

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



MSA ARP
2100' within 10 NM

RWY 34L (JET):

CAUTION: Parallel runway operations - DO NOT TURN RIGHT.

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

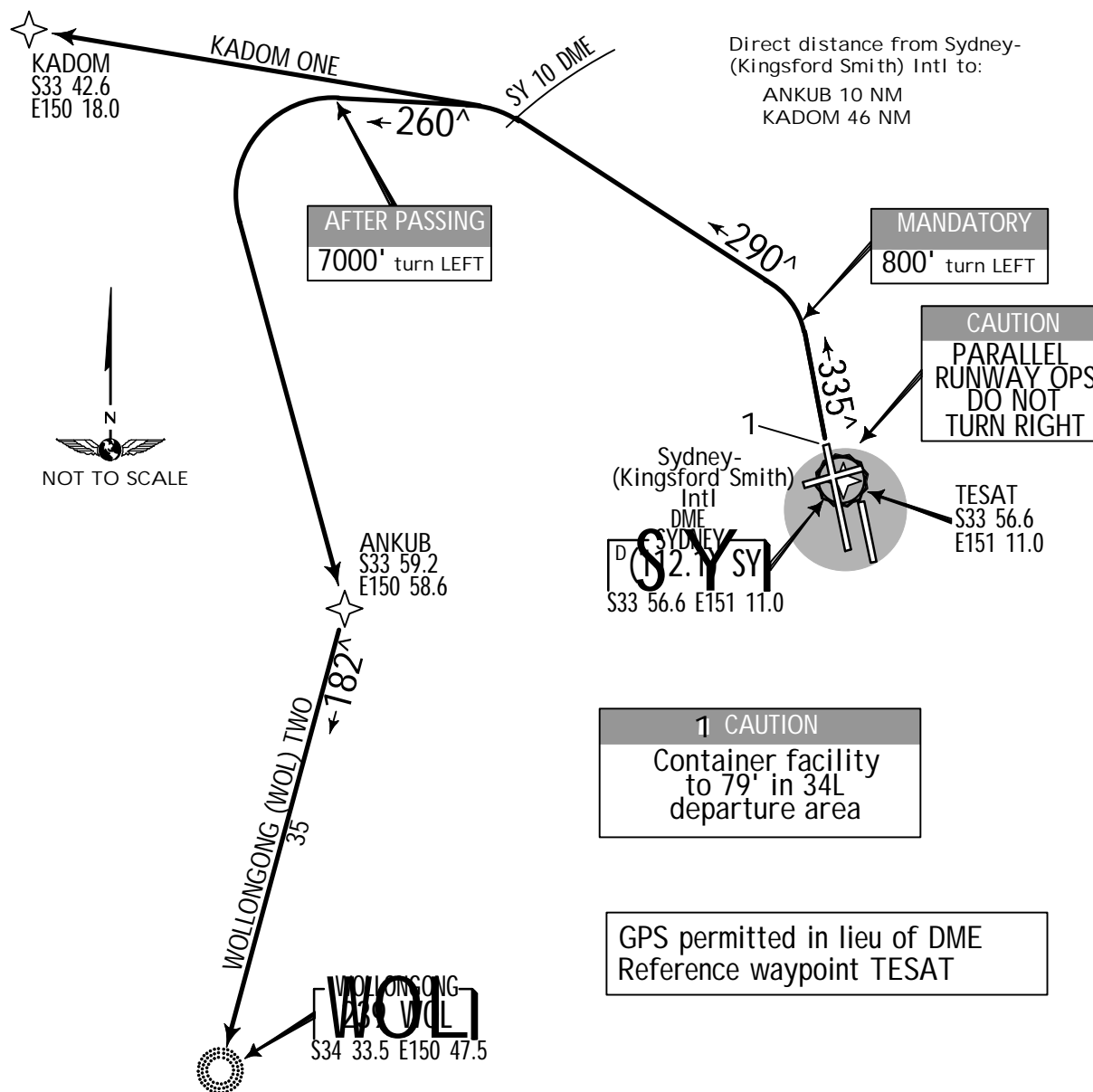
At SY 10 DME turn LEFT.

FOR: KADOM

Track direct to KADOM, then via cleared route.

FOR: WOL

Track 260°. After passing 7000', turn LEFT. Track direct to ANKUB. From ANKUB track 182° to WOL NDB, then via cleared route.



JEPPESEN 20 MAY 16 (10-3J) Eff. 26. May.

.RNAV.SID.
SYDNEY, NSW, AUSTRALIA

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

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

NON-JETS ONLY
RUNWAYS 07 & 16L
KAMBA SEVEN DEPARTURE [KAMBA7]
SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradients:

Rwy 07: 4.7% to 1500'

Rwy 16L: 3.3% for obstacles. 4.7% to 1000' to remain in controlled airspace.

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

DEPARTURE:

CAUTION: Parallel runway operations
SEE SPECIAL REQUIREMENT A

RWY 07: Track 062°. At 600' turn LEFT intercept and track 040° to ENKAS. After passing ENKAS AND after passing 2000' turn LEFT, track 360°. Intercept and track 013° to SHORE. Track 013° to KAMBA then follow transition instruction.

RWY 16L: Track 155°. At 500' turn LEFT track 080°. At D7 SY turn LEFT track 360°, intercept and track 013° to KAMBA. Intercept track by KAMBA then follow transition instruction.

TRANSITIONS

MATLA: At KAMBA track direct to MATLA, then as cleared.

WILLIAMTOWN (WLM): At KAMBA track direct to WLM NDB, then as cleared.

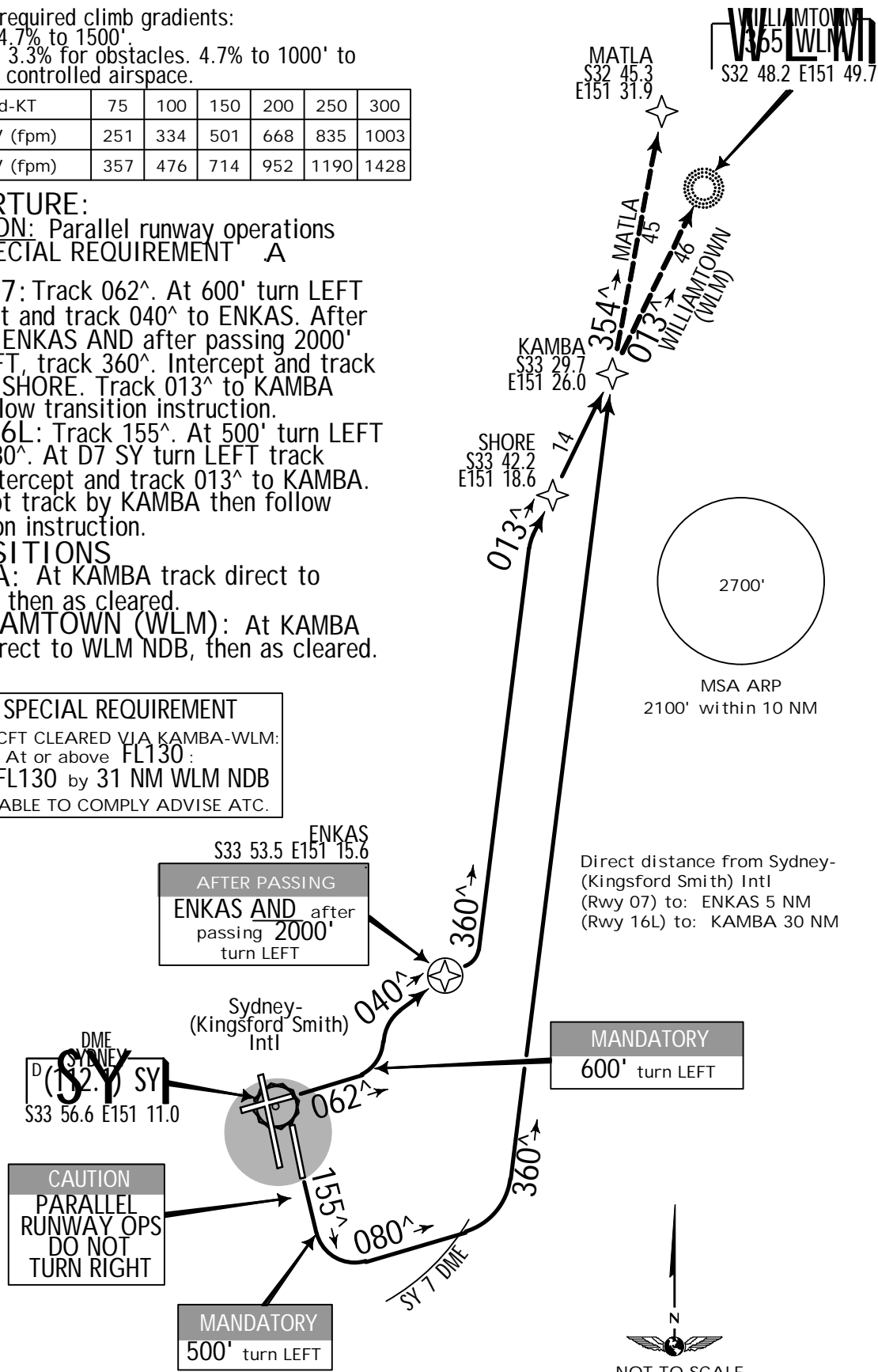
A SPECIAL REQUIREMENT

FOR ACFT CLEARED VIA KAMBA-WLM:

At or above FL130:

REACH FL130 by 31 NM WLM NDB

IF UNABLE TO COMPLY ADVISE ATC.



Direct distance from Sydney-
(Kingsford Smith) Intl
(Rwy 07) to: ENKAS 5 NM
(Rwy 16L) to: KAMBA 30 NM

MANDATORY

600' turn LEFT

ENKAS
S33 53.5 E151 15.6

AFTER PASSING

ENKAS AND after
passing 2000'
turn LEFT

Sydney-
(Kingsford Smith)
Intl

DME
SYDNEY
SY
(12.1)
S33 56.6 E151 11.0

CAUTION
PARALLEL
RUNWAY OPS
DO NOT
TURN RIGHT

MANDATORY
500' turn LEFT

NOT TO SCALE

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

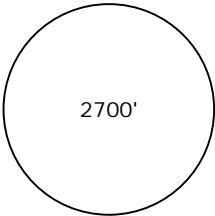
YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

RUNWAY 16R

KAMPI TWO DEPARTURE [KAMPI2]
SPEED: MAX IAS 250 KT BELOW 10000'



MSA ARP
2100' within 10 NM

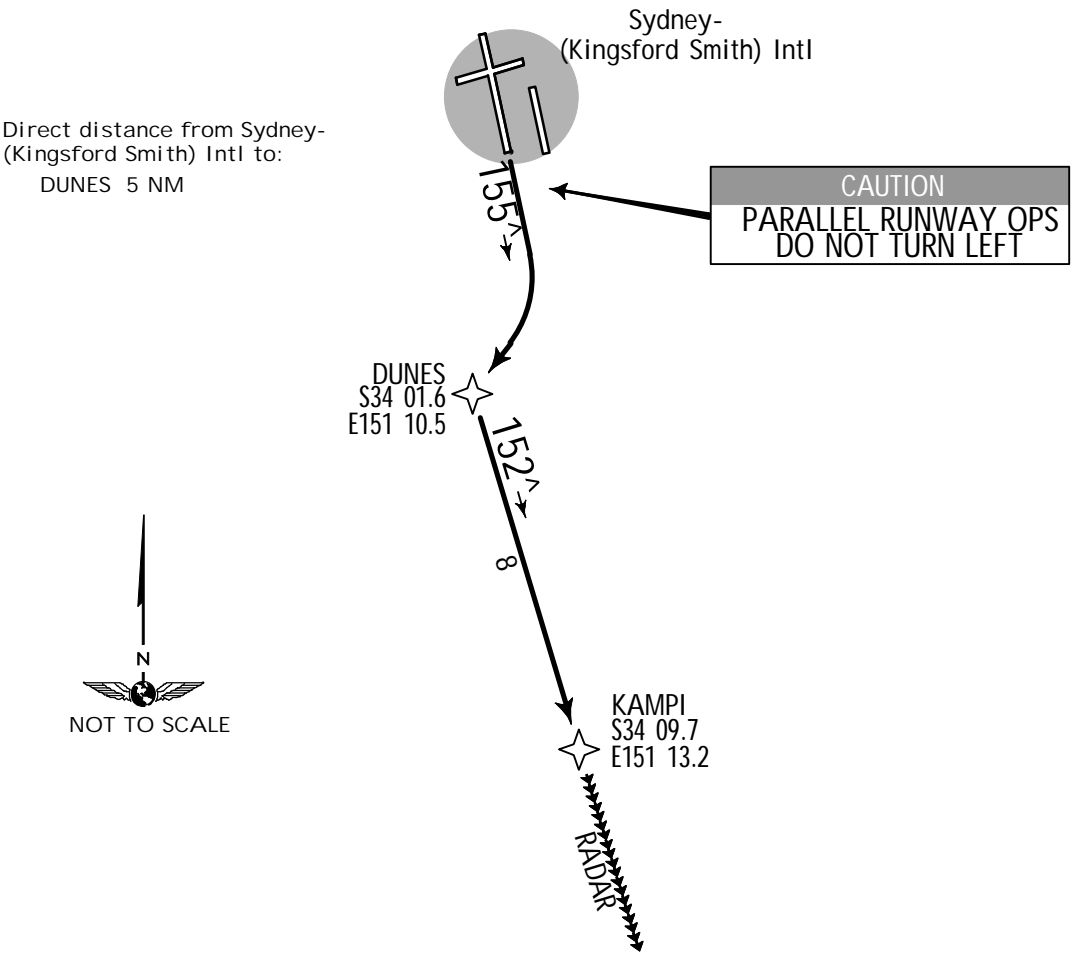
Minimum required climb gradient 4.7% to 1000'.

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.
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 FL180 by 153 NM BANDA
REACH FL220 by 144 NM BANDA
REACH FL270 by 113 NM BANDA
IF UNABLE TO COMPLY ADVISE ATC.



SYDNEY, NSW, AUSTRALIA

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

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

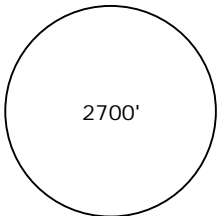
RUNWAY 16L

KEVIN FOUR DEPARTURE [KEVIN4]

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



MSA ARP
2100' within 10 NM

DEPARTURE

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

TRANSITIONS

ENTRA: At KEVIN turn LEFT track 080°. On passing 10000' turn LEFT track direct to ENTRA, then as cleared.

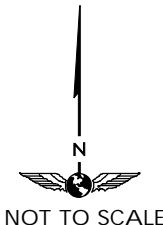
See SPECIAL REQUIREMENTS .A

RADAR: At KEVIN CONTINUE tracking 128°. EXPECT RADAR vectors to cleared route.

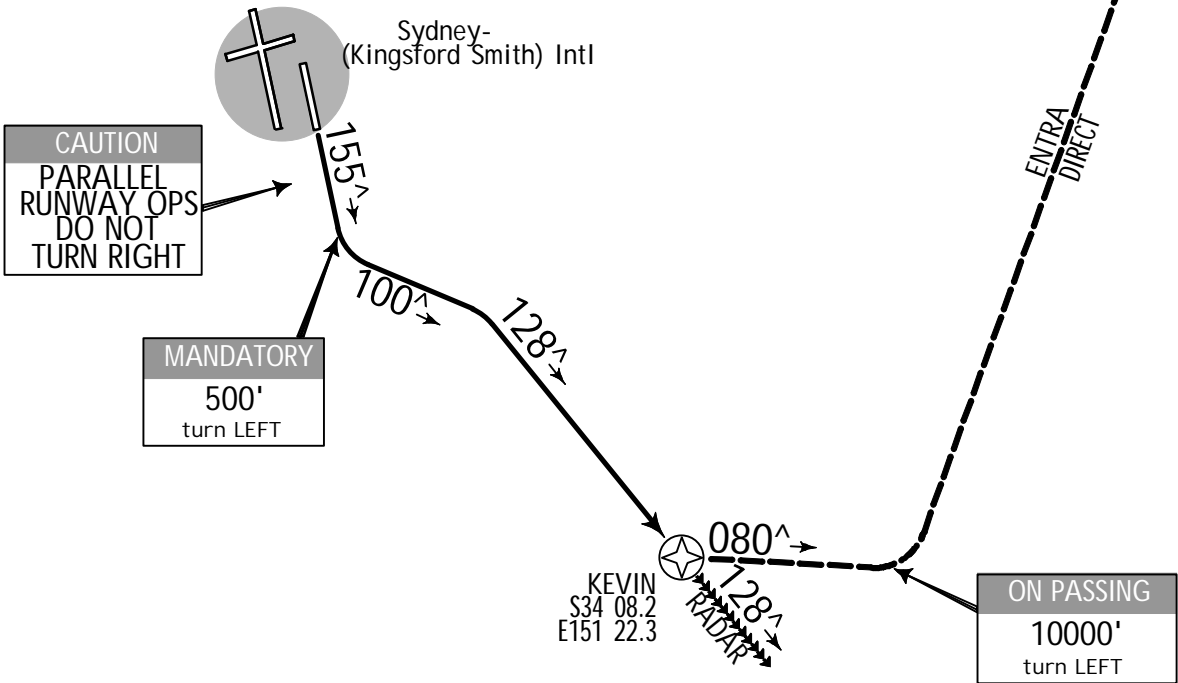
A SPECIAL REQUIREMENT

FOR ACFT CLEARED VIA ENTRA-BANDA:
REACH FL180 by 153 NM BANDA
REACH FL220 by 144 NM BANDA
REACH FL270 by 113 NM BANDA
IF UNABLE TO COMPLY ADVISE ATC.

Direct distance from
Sydney-(Kingsford Smith) Intl to:
KEVIN 15 NM



A ENTRA
S33 35.0 E151 41.8



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

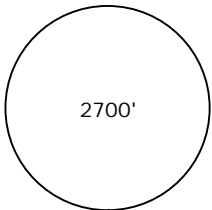
RUNWAY 34R

MARUB FIVE DEPARTURE
[MARUB5]

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 ARP
2100' within 10 NM

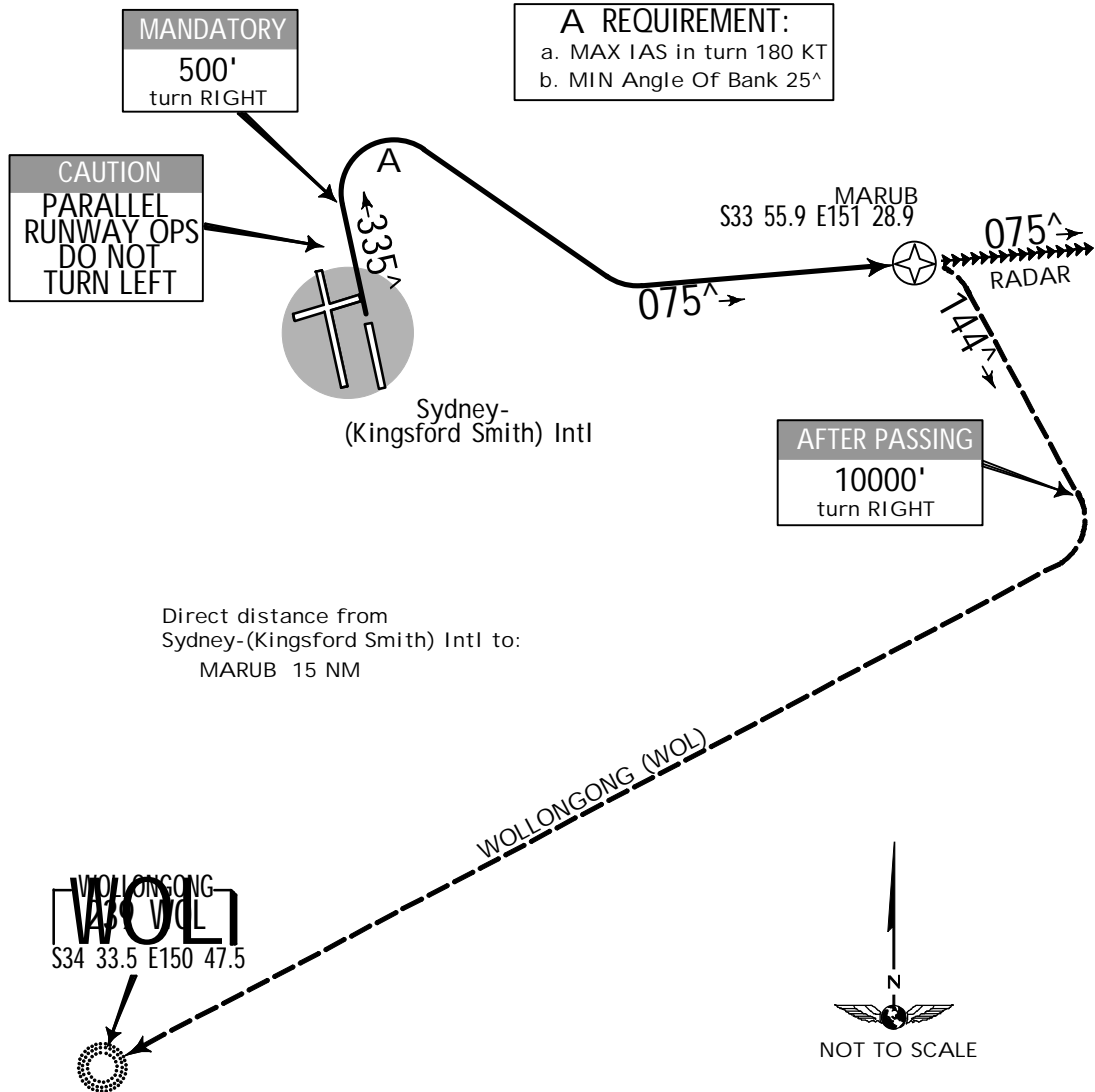
DEPARTURE

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

TRANSITIONS

RADAR: At MARUB continue tracking 075°. EXPECT RADAR vectors to cleared route.

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



JEPPesen

7 NOV 14

10-3N

.Eff.13.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

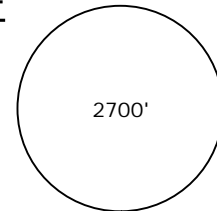
TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

RUNWAY 34L

RICHMOND (RIC) THREE DEPARTURE [RIC3]

SPEED: MAX IAS 250 KT BELOW 10000'



MSA ARP
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

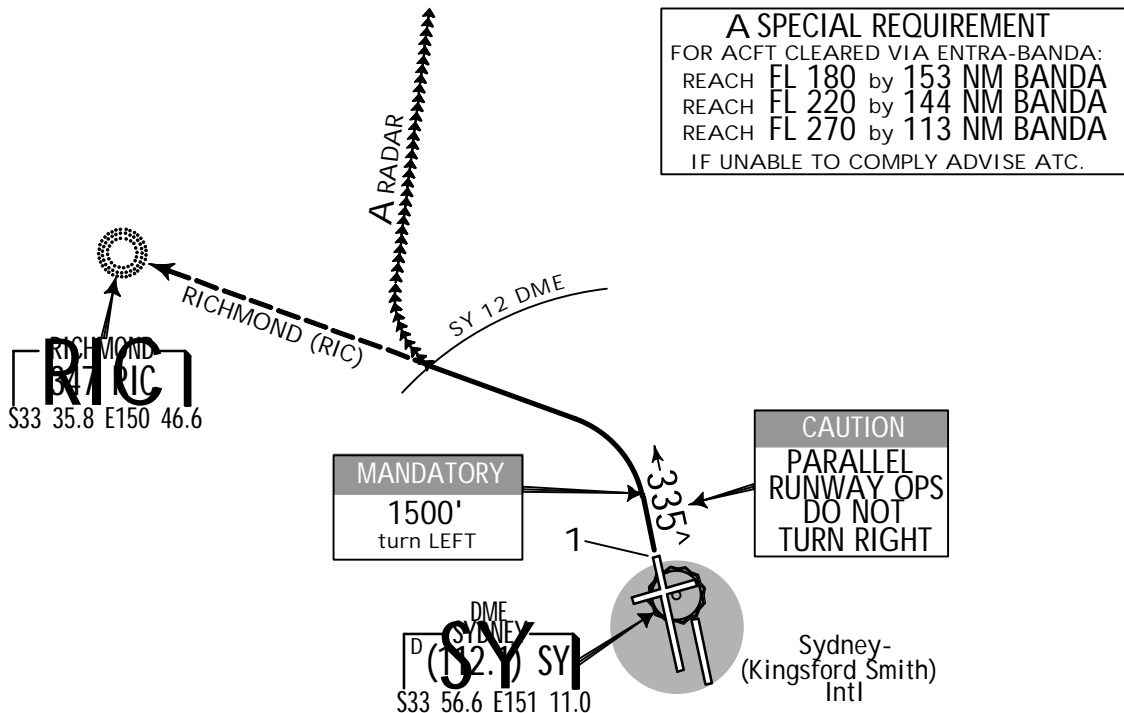
DEPARTURE

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, then as cleared.



YSSY/SYD



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

NOISE ABATEMENT PROCEDURES

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

PREFERRED RUNWAYS

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

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

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

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

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

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

d. 2200-2245 LT Sat and Sun

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

e. 2245-2300 LT

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

Jet noise abatement climb procedures apply for the following runways:

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

YSSY/SYD

20 MAY 16
Eff. 26 May.



JEPPESSEN

10-4A

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

NOISE.

NOISE ABATEMENT PROCEDURES

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

b. Departing Aircraft

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

YSSY/SYD

11 MAR 16 10-4B



JEPPesen

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

NOISE ABATEMENT PROCEDURES

TRAINING FLIGHTS

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

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

CURFEW

a. Introduction

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

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

Specific operators have some concessions which are not listed here.

b. Restrictions Applicable to all Aircraft

The restrictions listed in this paragraph are applicable to all aircraft, including propeller driven aircraft, over 34,000kg (74,957 lbs) MTOW. There are some concessions for specified classes of aircraft which are listed in the section titled 'Concessions for International Aircraft'.

YSSY/SYD

 **JEPPESSEN**
11 MAR 16 10-4C

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

NOISE ABATEMENT PROCEDURES

c. Group of Aircraft that can Operate

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

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

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

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

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

Beechcraft 4000

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

Canadair Challenger 300/601/604

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

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

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

Global Express

Global 5000

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

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

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

Legacy EMB-135

Mitsubishi MU-300**

Premier 1/1A

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

** Grandfathered until 31 December 2022

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

d. Available Runways

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

1. for landing:

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

(b) 2300-0600 local time (Daily) only Rwy 34L;

2. for take-off:

(a) 0600-0700 local time & 2200-2245 local time (Sat & Sun) only Rwy 16R or 16L, unless another runway is nominated by Air Traffic Control;

(b) 2245-2300 local time (Daily) only Rwy 16R or 16L;

(c) 2300-0600 local time (Daily) only Rwy 16R, south of the intersection of taxiway G.

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

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

YSSY/SYD


JEPPesen
 11 MAR 16 (10-4D)

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

NOISE ABATEMENT PROCEDURES

e. Exemptions

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

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

f. Dispensations

1. Dispensation from these conditions requires the approval of the Minister for Transport. The Minister, or a delegate of the Minister, may approve operations in exceptional circumstances having regard to the guidelines for approval of dispensations.
2. An operator may apply to the Department of Infrastructure and Regional Development for a dispensation to land at, or take off from, Sydney Airport during the curfew. All dispensation requests should be made through telephone number +61 2 6274 6998 (24 hours), or by email to: chapter2@infrastructure.gov.au

g. Reverse thrust during the curfew period

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

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

Curfew Manager,
 Aviation Environment
 GPO Box 594, Canberra ACT 2601
 Or a facsimile sent to: +61 2 6274 6822.

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

h. Missed approaches during the curfew period

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

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

Curfew Manager,
 Aviation Environment
 GPO Box 594, Canberra ACT 2601
 Or a facsimile sent to: +61 2 6274 6822.

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

i. Classification of aircraft

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

YSSY/SYD

JEPPESSEN
11 MAR 16 10-4E

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

NOISE ABATEMENT PROCEDURES

CONCESSIONS FOR INTERNATIONAL AIRCRAFT

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

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

DESIGNATED FLIGHT CORRIDORS

- a. Introduction

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

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

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

JEPPES EN

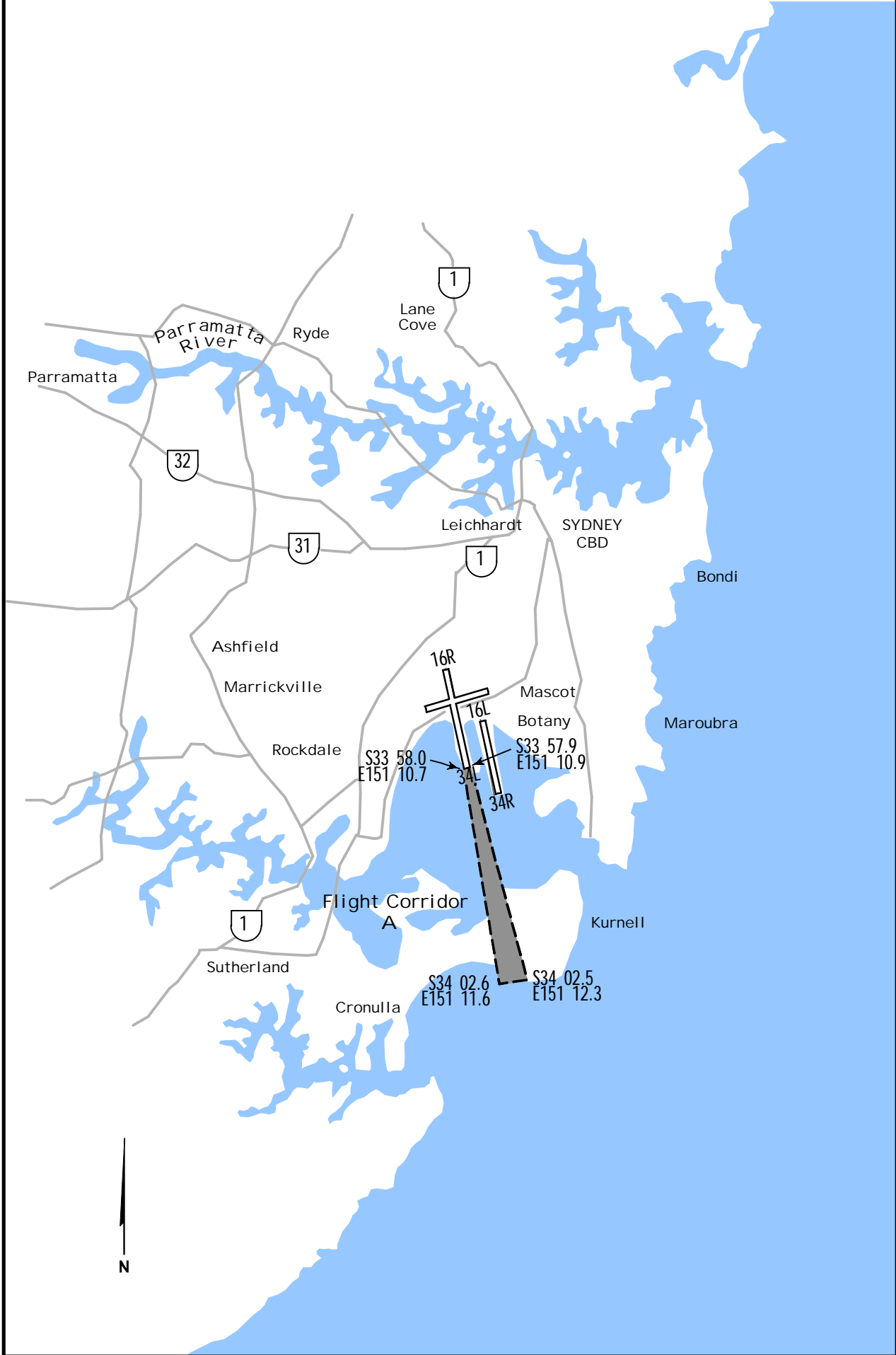
19 APR 96

10-4F

SYDNEY, NSW, AUSTRALIA
- (KINGSFORD SMITH) INTL

NOISE ABATEMENT PROCEDURES

FLIGHT CORRIDOR A (Runway 34L-landing approach)



CHANGES: Northern Flight Corridor B cancelled.

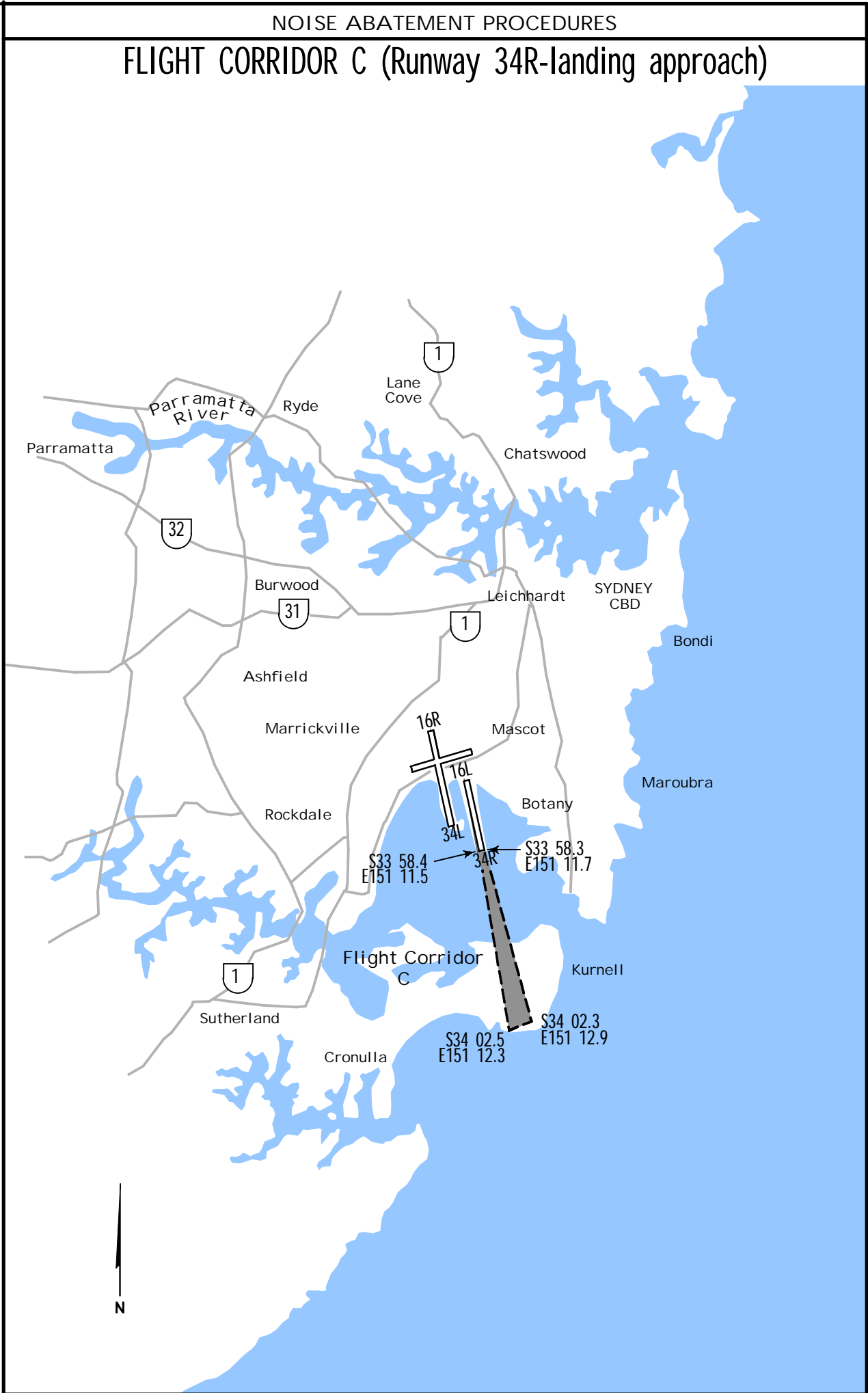
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10-4G

NOISE.
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-(KINGSFORD SMITH) INTL



CHANGES: Northern Flight Corridor D cancelled.

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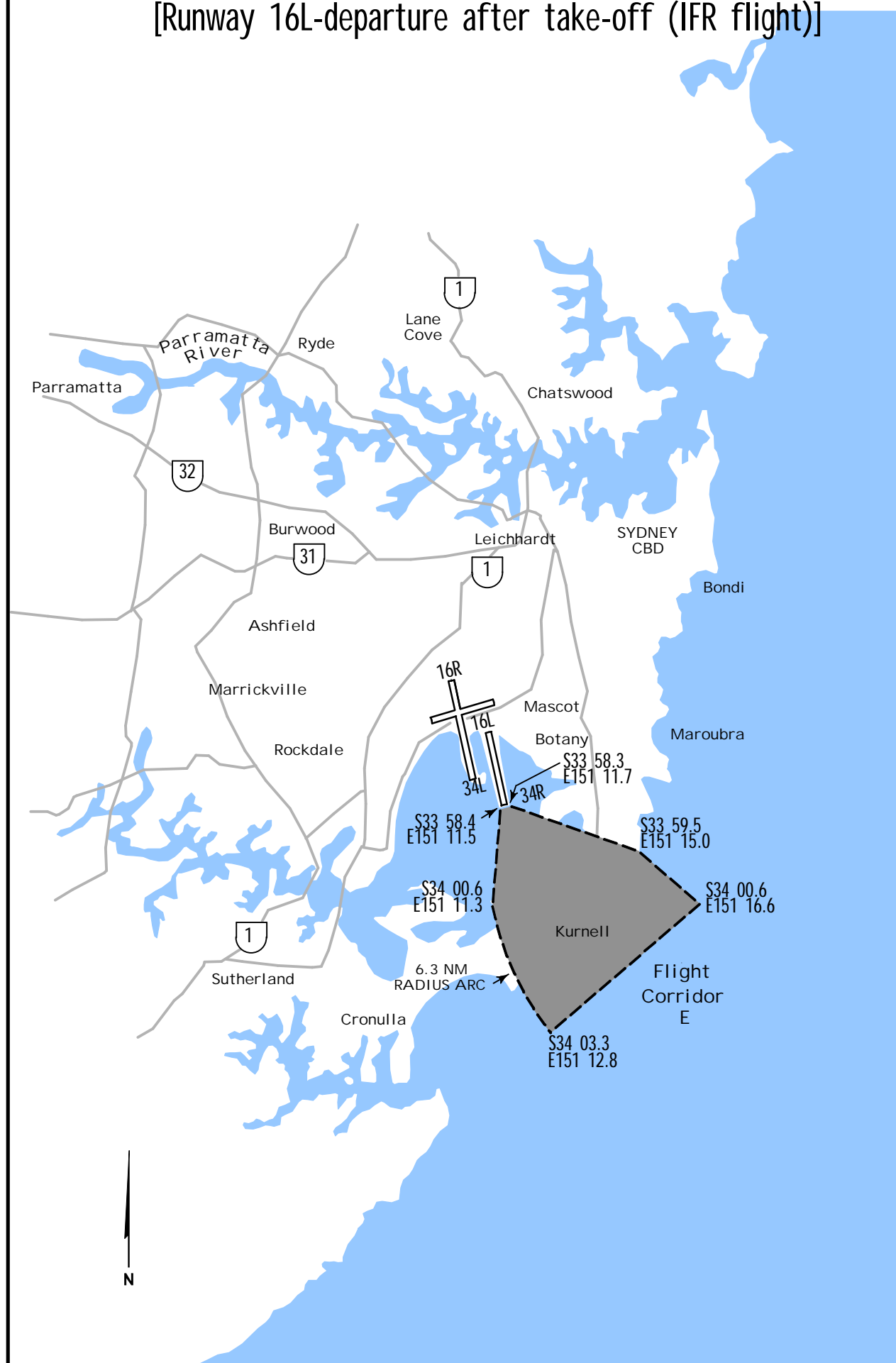
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(10-4H)

SYDNEY, NSW, AUSTRALIA
- (KINGSFORD SMITH) INTL

NOISE ABATEMENT PROCEDURES

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



CHANGES: Northern Flight Corridor F cancelled.

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19 APR 96

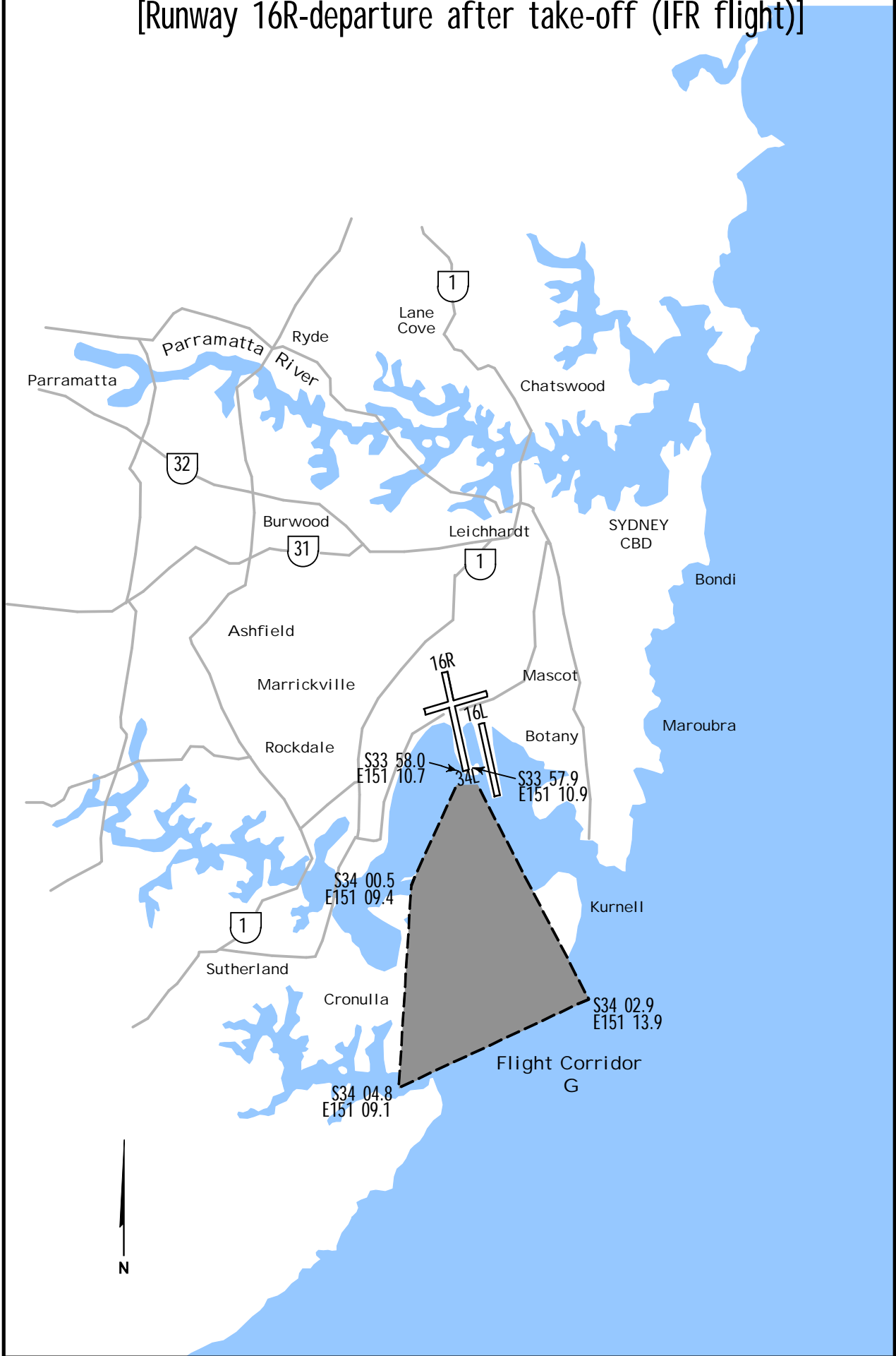
10-4J

SYDNEY, NSW, AUSTRALIA
- (KINGSFORD SMITH) INTL

NOISE.

NOISE ABATEMENT PROCEDURES

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



YSSY/SYD



JEPPESEN

6 JUN 14

10-6

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

TAXI.

STANDARD DOMESTIC TAXI ROUTES

ARRIVALS

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

YSSY/SYD



JEPPESEN

6 JUN 14

(10-6A)

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

TAXI.

STANDARD DOMESTIC TAXI ROUTES

DEPARTURES

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

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

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

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

DOM1 (Bays 1-10)

DOM1A (Bays 64-70)

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

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

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

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

DOM2 (Bays 43, 45A)

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

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

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

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

DOM3A (Bays F7-F12)

DOM3B (Bays F13-F16)

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

DOM4 (Bays 90, 94)

DOM5 (All Bays)

DOM6 (Bays 98, 99)

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

YSSY/SYD



JEPPESSEN

SYDNEY, NSW, AUSTRALIA

23 MAY 14

10-6B

.Eff.29.May. -(KINGSFORD SMITH) INTL

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.

YSSY/SYD



JEPPESEN

SYDNEY, NSW, AUSTRALIA

23 MAY 14

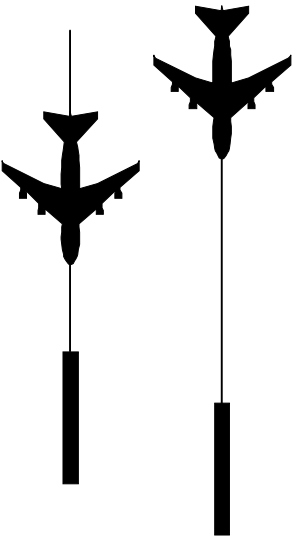
10-6C

.Eff.29.May.

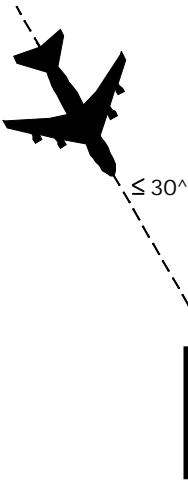
-(KINGSFORD SMITH) INTL

INDEPENDENT VISUAL APPROACH

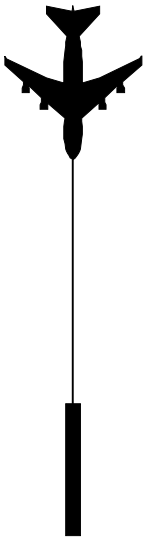
Both these aircraft only have to report visual if on localizer



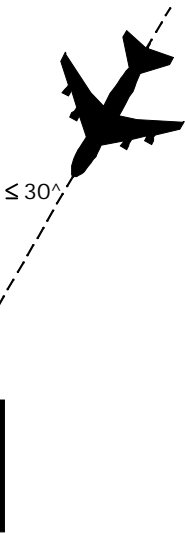
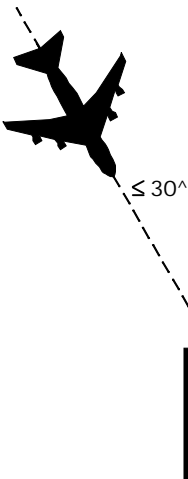
This aircraft must have reported runway in sight.



This aircraft only has to report visual if on localizer



Both aircraft have to report runway in sight.



YSSY/SYD

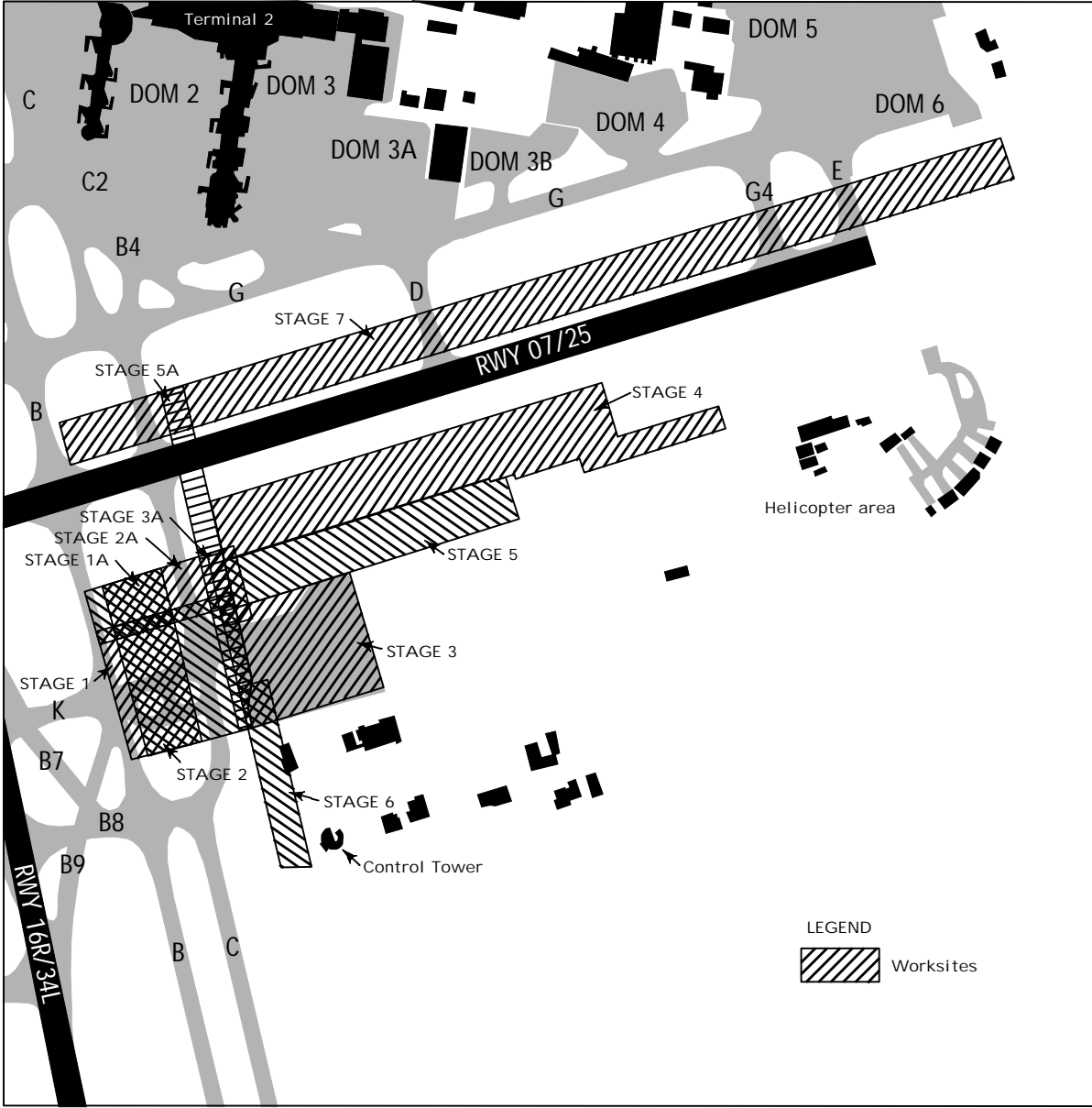
JEPPesen
25 MAR 16
.Eff.31.Mar. (10-8)

SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL

SOUTHEAST SECTOR APRON CONSTRUCTION

EXTENSION OF TAXIWAY K TO THE EAST

COMMENCEMENT OF WORK FOR EACH STAGE WILL BE ADVISED BY NOTAM



SYDNEY AIRPORT - RUNWAY 16L/34R AND
ASSOCIATED TAXIWAYS RESHEET.

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

Sydney Airport will be conducting works associated with the resheet of runway 16L/34R and Taxiways T, T1, T2, T3, T4, T5, T6, U, U1.

The work is expected to take approximately fifty-two (52) weeks and will commence in April 2016.

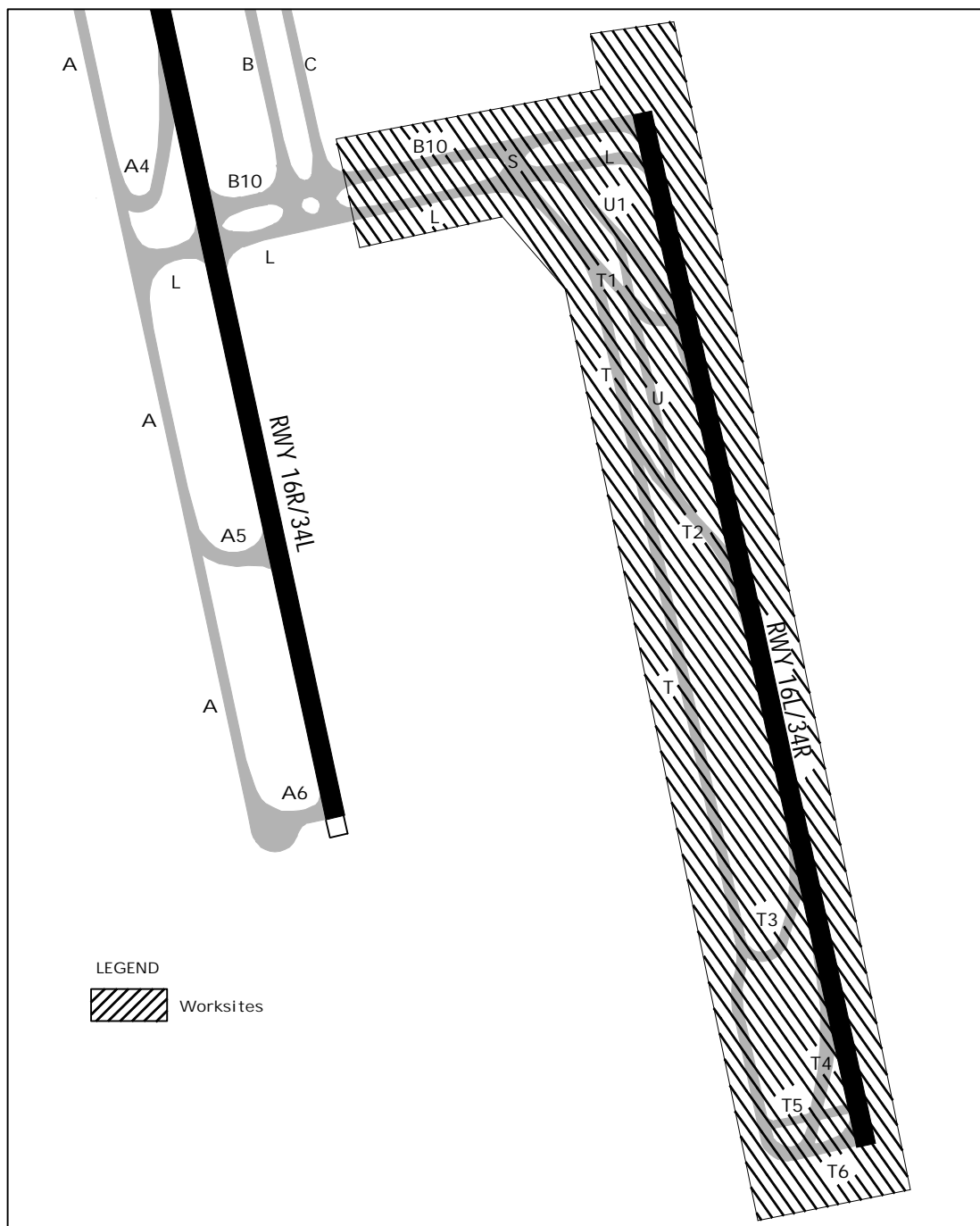
The work will be divided into one stage and will be conducted during curfew hours.

Runway 16L/34R and associated taxiways will be closed during, and just prior to curfew hours to facilitate works.

These closures will be notified by Notam.

Restrictions to aircraft operations:

- Runway 16L/34R 7999' (2438m) not available to aircraft for landings or take-offs during work periods.
- Taxiways B10 and L, between taxiway C and runway 16L/34R not available to aircraft during work periods.
- Taxiways T, T1, T2, T3, T4, T5, T6, U, U1 and S not available to aircraft during work periods.

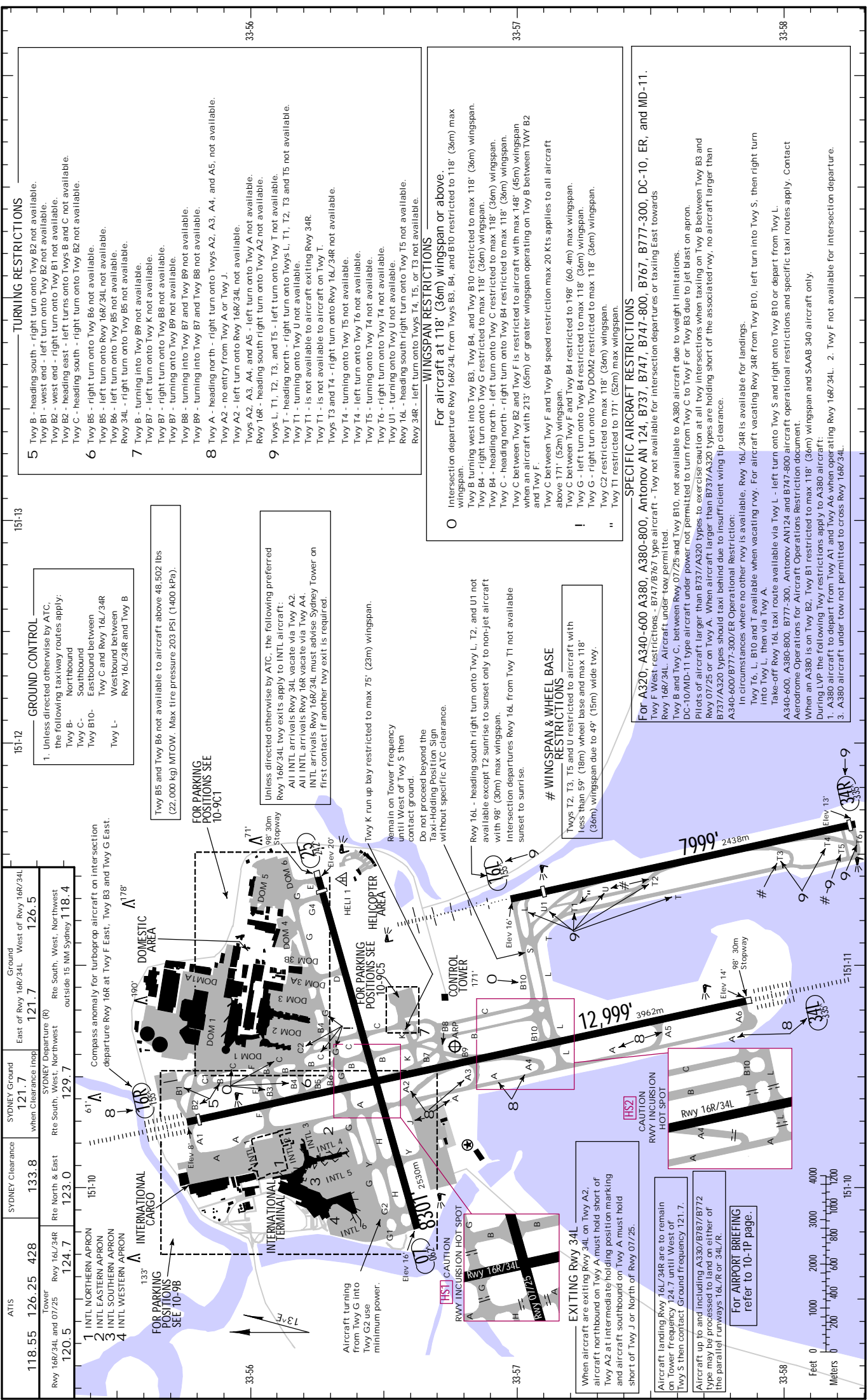


YSSY/SYP
AOT Elev
33-56.8 E151-10.6

SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL

JEPPESEN

6 MAY 16 10-9



CHANGES: None.

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<div><div><div>GENERAL</div><div>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. Aircraft with rear mounted engines 171' (52m) and above not permitted to start on taxi/ane where a building is located behind the aircraft. Aircraft permitted to start second engine at commencement of tow forward or when located at tow bar disconnect point. Aircraft to use minimum power while 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. restricted to CASA authorized operators. 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.</div></div></div>									
ADDITIONAL RUNWAY INFORMATION									
RWY				USABLE LENGTHS		LANDING BEYOND		TAKE-OFF	WIDTH
				Threshold	Glide Slope				
07	1 HIRL 1 REIL 1 PAPI (angle 3.0°, MEHT 64°)	RVR			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 HIRL 3 CL ALSF-II TDZ 4 PAPI	grooved RVR	12,720' 3877m		11,765' 3586m				148' 45m
34L					12,034' 3668m				
2 Standby power available.									
3 15M spacing.									
4 (angle 3.0°, MEHT 64°)									
16L	5 HIRL 6 CL 5 HIALS 5 PAPI (angle 3.0°, MEHT 53°)	RVR	7241' 2207m		6217' 1895m				148' 45m
34R	5 HIRL 6 CL 5 REIL 5 PAPI (angle 3.0°, MEHT 53°)	RVR	7874' 2400m		6851' 2088m				
5 Standby power available.									
6 30M spacing.									

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.									

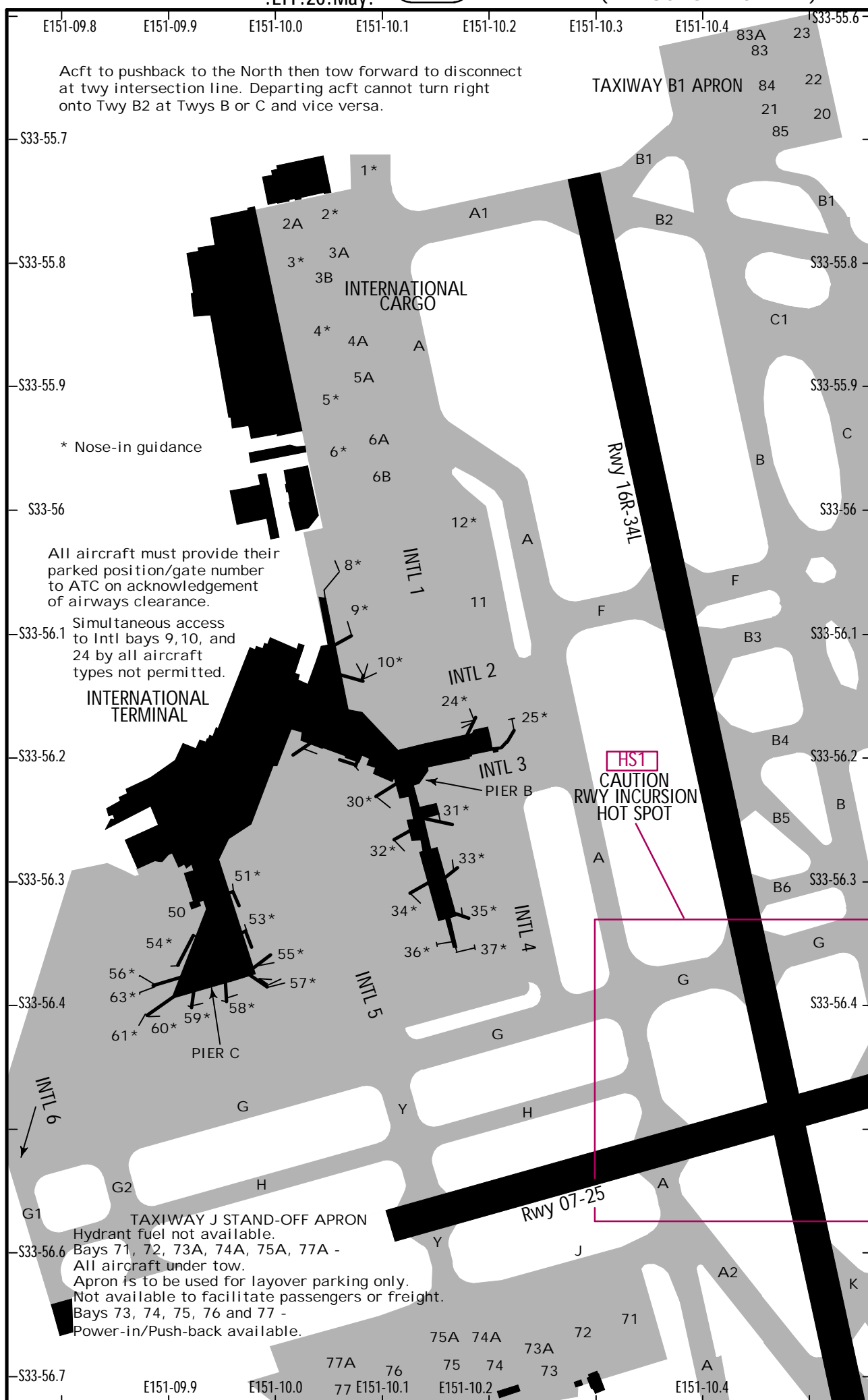
YSSY/SYD

20 MAY 16
Eff. 26 May.

10-9B

JEPPESSEN SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL



YSSY/SYD


JEPPESSEN
20 MAY 16
.Eff.26.May. (10-9C)

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

INTERNATIONAL APRON PARKING BAY INFORMATION

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

NOTE: Magnetic anomalies evident near apron structure.



YSSY/SYD



SYDNEY, NSW, AUSTRALIA

14 AUG 15

(10-9C-2)

.Eff.20.Aug.

-(KINGSFORD SMITH) INTL

DOMESTIC APRON PARKING BAY INFORMATION				
BAY No.	COORDINATES		ELEV(ft)	NOSE IN GUIDANCE
ACCESS FROM TAXILANE DOM1				
1	S33 55.9	E151 10.9	8	SAFEGATE DGS
2 thru 4	S33 55.9	E151 10.8	7	SAFEGATE DGS
5, 6	S33 55.9	E151 10.7	7	SAFEGATE DGS
7	S33 55.9	E151 10.7	7	SAFEGATE DGS
7A	S33 55.9	E151 10.7	7	SAFEGATE DGS
8	S33 55.9	E151 10.6	7	SAFEGATE DGS
9	S33 55.9	E151 10.6	6	SAFEGATE DGS
10	S33 55.9	E151 10.6	6	SAFEGATE DGS
11	S33 55.9	E151 10.6	8	SAFEGATE DGS
ACCESS FROM TAXILANE DOM1A				
64	S33 55.8	E151 11.0	9	MARSHALLED
65	S33 55.8	E151 11.0	9	MARSHALLED
66, 67, 68	S33 55.8	E151 11.0	10	MARSHALLED
69	S33 55.9	E151 11.0	9	MARSHALLED
70	S33 55.9	E151 11.0	10	MARSHALLED
ACCESS FROM TWY C				
12	S33 55.9	E151 10.6	8	SAFEGATE DGS
13	S33 55.9	E151 10.6	8	SAFEGATE DGS
14	S33 55.9	E151 10.6	7	SAFEGATE DGS
16	S33 56.0	E151 10.6	6	SAFEGATE DGS
17	S33 56.0	E151 10.6	6	SAFEGATE DGS
17A	S33 56.0	E151 10.6	6	MARSHALLED
17B	S33 56.0	E151 10.6	5	MARSHALLED
18	S33 56.0	E151 10.7	7	MARSHALLED
18A	S33 56.0	E151 10.7	7	MARSHALLED
19	S33 56.0	E151 10.7	7	MARSHALLED
19A	S33 56.0	E151 10.6	5	MARSHALLED
19B	S33 56.0	E151 10.6	6	MARSHALLED
49	S33 56.1	E151 10.6	8	CENTERLINE + SIDEMARKER
49B	S33 56.1	E151 10.6	6	MARSHALLED
53	S33 56.1	E151 10.6	8	APIS
53B	S33 56.1	E151 10.6	6	MARSHALLED
55	S33 56.1	E151 10.6	8	APIS
55B	S33 56.1	E151 10.6	8	MARSHALLED
57	S33 56.1	E151 10.6	8	SAFEGATE DGS
57A, 57B	S33 56.1	E151 10.6	7	MARSHALLED
59	S33 56.2	E151 10.6	8	MARSHALLED
ACCESS FROM TAXILANE DOM2				
31	S33 56.1	E151 10.8	6	SAFEGATE DGS
31A	S33 56.1	E151 10.8	5	MARSHALLED
31B	S33 56.1	E151 10.7	5	MARSHALLED
33	S33 56.1	E151 10.8	6	APIS
33A	S33 56.1	E151 10.7	5	MARSHALLED
33B	S33 56.1	E151 10.7	4	MARSHALLED
35	S33 56.1	E151 10.8	6	SAFEGATE DGS
35A	S33 56.1	E151 10.7	5	MARSHALLED
39	S33 56.2	E151 10.8	6	SAFEGATE DGS
39A	S33 56.2	E151 10.7	6	MARSHALLED
39B	S33 56.2	E151 10.7	6	MARSHALLED
41	S33 56.2	E151 10.7	7	SAFEGATE DGS
43	S33 56.2	E151 10.7	7	SAFEGATE DGS
45	S33 56.2	E151 10.8	7	SAFEGATE DGS
52	S33 56.1	E151 10.7	7	APIS
52A, 54A	S33 56.1	E151 10.7	6	MARSHALLED
54, 56	S33 56.1	E151 10.7	7	SAFEGATE DGS
58	S33 56.2	E151 10.7	7	MARSHALLED
NOTE: Magnetic anomalies evident near terminal structure.				

NOTE: Magnetic anomalies evident near terminal structure.

YSSY/SYD



SYDNEY, NSW, AUSTRALIA

29 AUG 14 10-9C-3

-(KINGSFORD SMITH) INTL

DOMESTIC APRON PARKING BAY INFORMATION

BAY No.	COORDINATES	ELEV (ft)	CAPACITY	NOSE IN GUIDANCE
45A	ACCESS FROM TAXIWAY B4 S33 56.2 E151 10.8	7	B738	SAFEGATE DGS
44	ACCESS FROM TAXIWAY G S33 56.2 E151 10.8	8	A332	SAFEGATE DGS
44A	S33 56.2 E151 10.8	8	A320	SAFEGATE DGS
32	ACCESS FROM TAXILANE DOM3 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
F7	ACCESS FROM TAXILANE DOM3A 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
F13, F13A	ACCESS FROM TAXILANE DOM3B 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
90, 90B, 91	ACCESS FROM TAXILANE DOM4 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: Magnetic anomalies evident near terminal structure.

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: Magnetic anomalies evident near terminal structure.				

YSSY/SYD

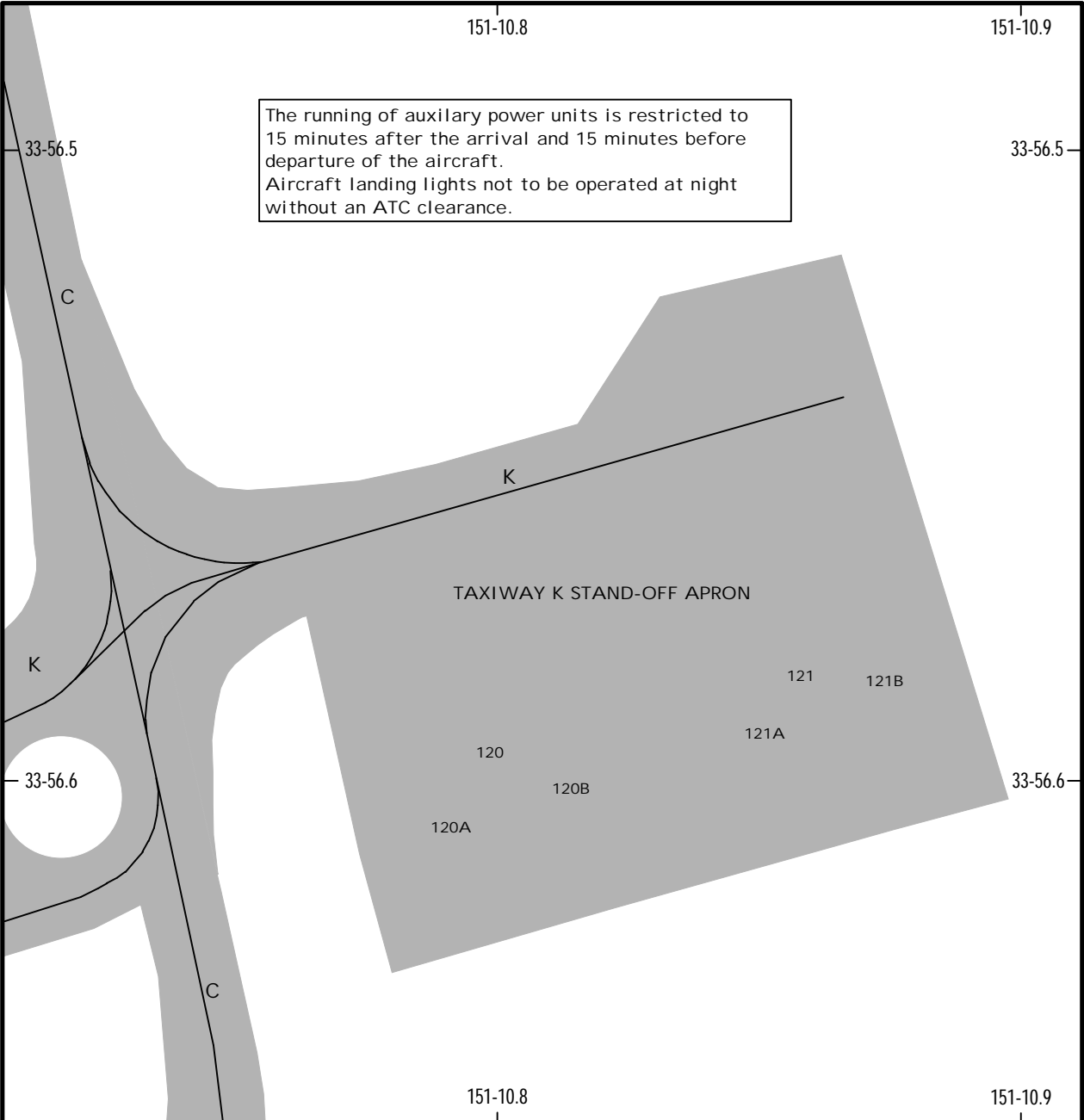


SYDNEY, NSW, AUSTRALIA

17 JUN 16

10-9C-5

-(KINGSFORD SMITH) INTL



BAY No.	COORDINATES	ELEV (ft)
TAXIWAY K STAND-OFF APRON		
120	S33 56.6 E151 10.8	18
120A, 120B	S33 56.6 E151 10.8	20
121	S33 56.6 E151 10.9	19
121A, 121B	S33 56.6 E151 10.9	20

YSSY/SYD



SYDNEY, NSW, AUSTRALIA

- (KINGSFORD SMITH) INTL

PARALLEL RUNWAY USAGE

INDEPENDENT VISUAL APPROACHES

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

RADIO FAILURE PROCEDURES - INDEPENDENT VISUAL APPROACHES

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

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

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

Attempts should also be made on the Tower frequency.

ARRIVALS

- a. 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 A330/B787/B772 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. Departure aircraft up to and including A330/B787/B772 type may request or be offered departure from Rwy 16L/34R at clearance delivery stage.
3. Domestic Jet departures to the South may be assigned Rwy 16L for traffic management purposes.

YSSY/SYD

JEPPESSEN
1 JAN 16 (10-9E)

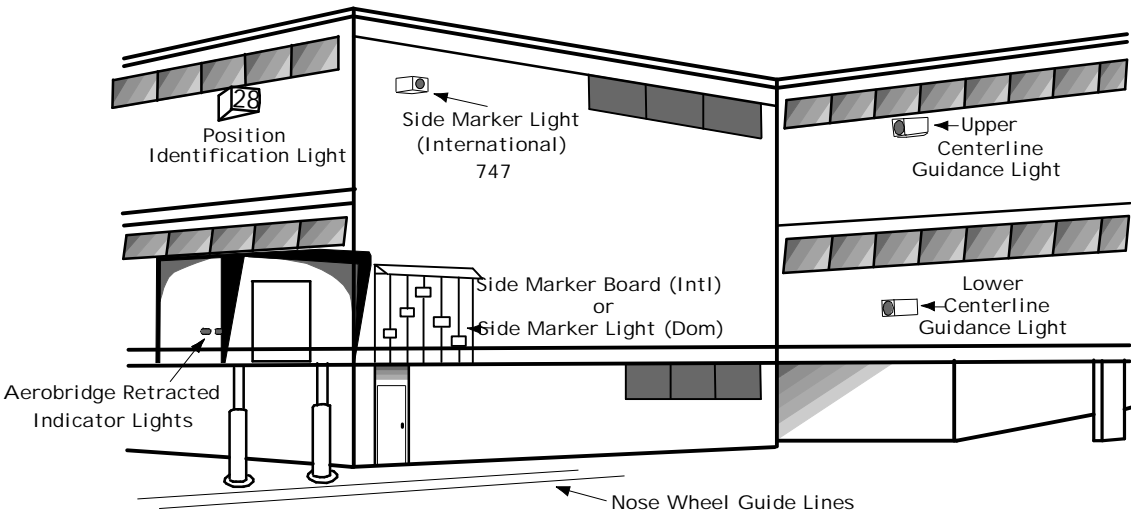
.AIRPORT.
SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL

VISUAL DOCKING GUIDANCE SYSTEMS

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

YSSY/SYD

JEPPESEN
14 AUG 15
Eff. 20 Aug. (10-9F)

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

VISUAL DOCKING GUIDANCE SYSTEMS

The following is a brief description of the system:

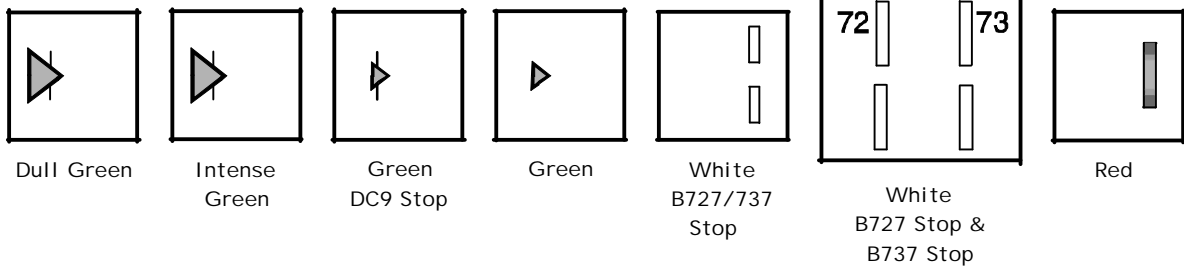
- The Position Identification Light indicates the number of the docking position and has white numerals on a black background outlined in green neon tubing at night.
- The Aerobridge Retracted Indicator consists of two lights. The green light indicates the Aerobridge is in the fully retracted position.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

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

Domestic (All Types)

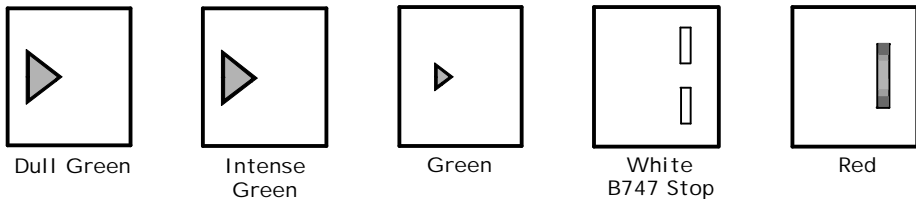
- Approaching the position, a preliminary dull GREEN light will show through the arrow-shaped aperture which also exhibits a cross bar.
- As the aircraft moves forward, the intensity of the green light increases until it becomes a bright arrow-head T shape which is the DC9 stopping point.
- As the aircraft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



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

International (For B747 Aircraft only)

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



Side Marker Lights (International) (B747)

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

- Domestic Terminal - Bay 49.

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SYDNEY, NSW, AUSTRALIA

- (KINGSFORD SMITH) INTL

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:

- Position Identification Light,
- Centerline Guidance Light, and
- Stopping Position Indicator.

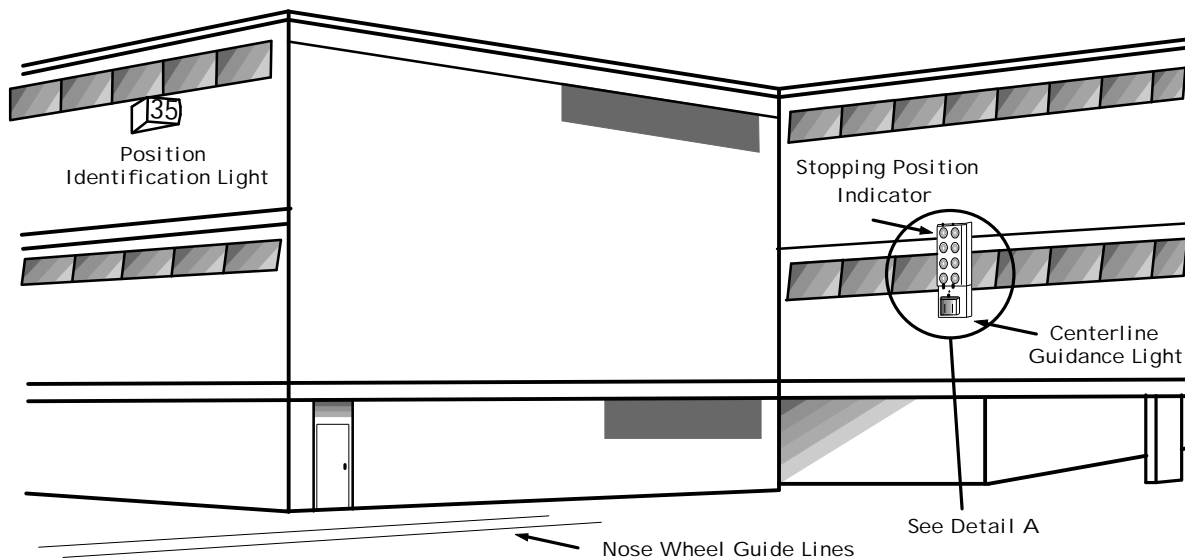
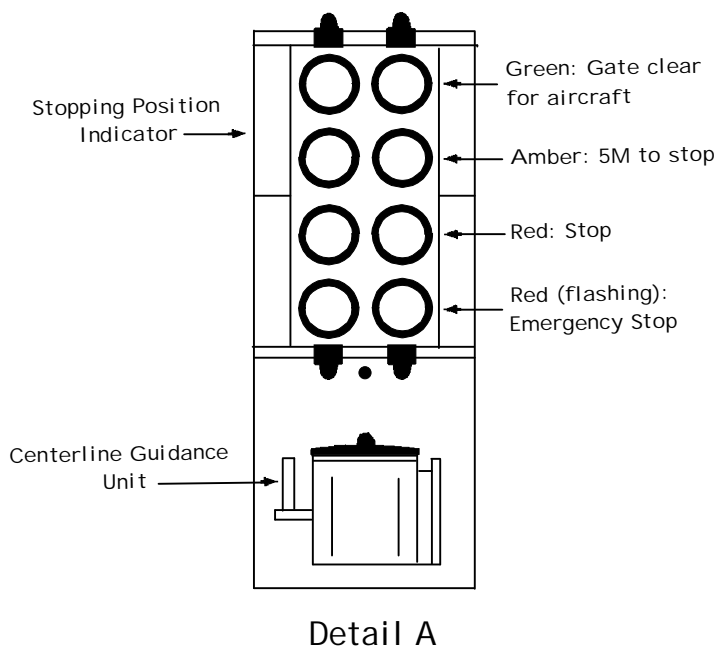


Figure 1 - Visual Docking Guidance System



Detail A

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VISUAL DOCKING GUIDANCE SYSTEMS

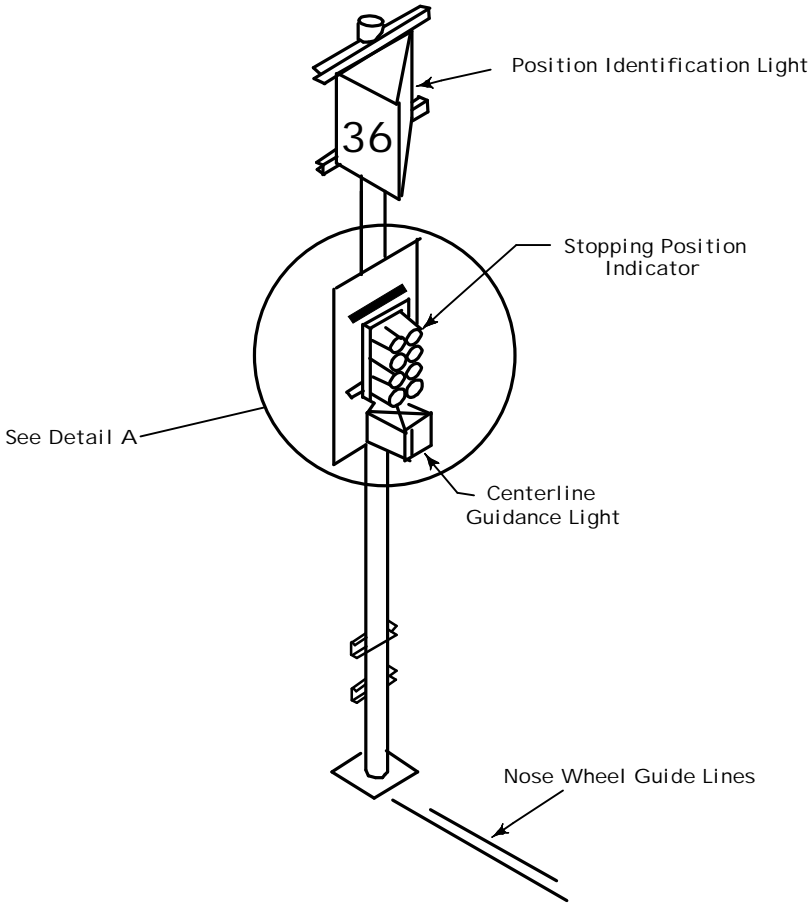
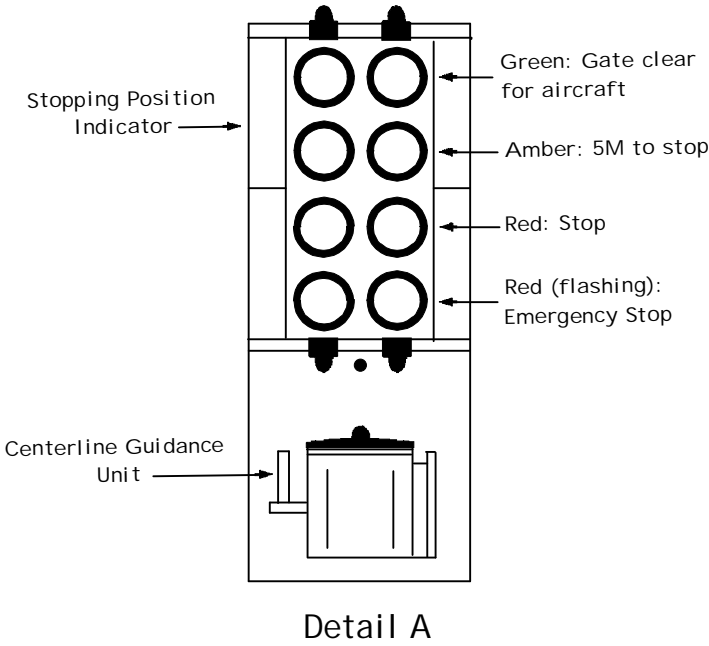


Figure 2 - Visual Docking Guidance System



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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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SYDNEY, NSW, AUSTRALIA

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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:

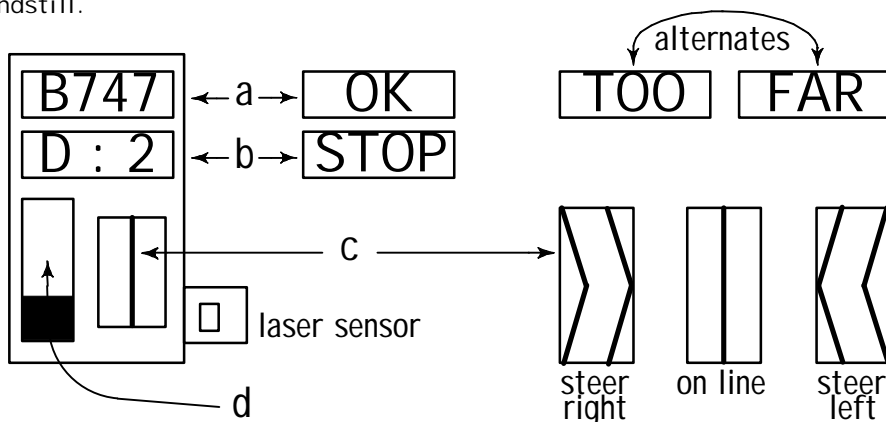
The APIS is based on a centerline guidance sub-display. The steering and stop indication is provided from a display unit mounted on a pole in front of the cockpit in line with the left hand pilot seat. The parking bay position identification is mounted on top of the guidance pole.

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.

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

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



LEGEND

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

Note:

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

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 International Terminal (Bays 1, 5, 6, 6A, 8, 9, 10, 24, 25, 30, 31, 32, 33, 34, 35, 36, 37, 50, 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
Airbus Industrie	A380, A340, A330, A321, A320, A310, A300
Boeing	B787, B777, B767, B757, B747, B737
British Aerospace	BAe146
Embraer	E190
Fokker	F100
McDonnell Douglas	MD11

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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.

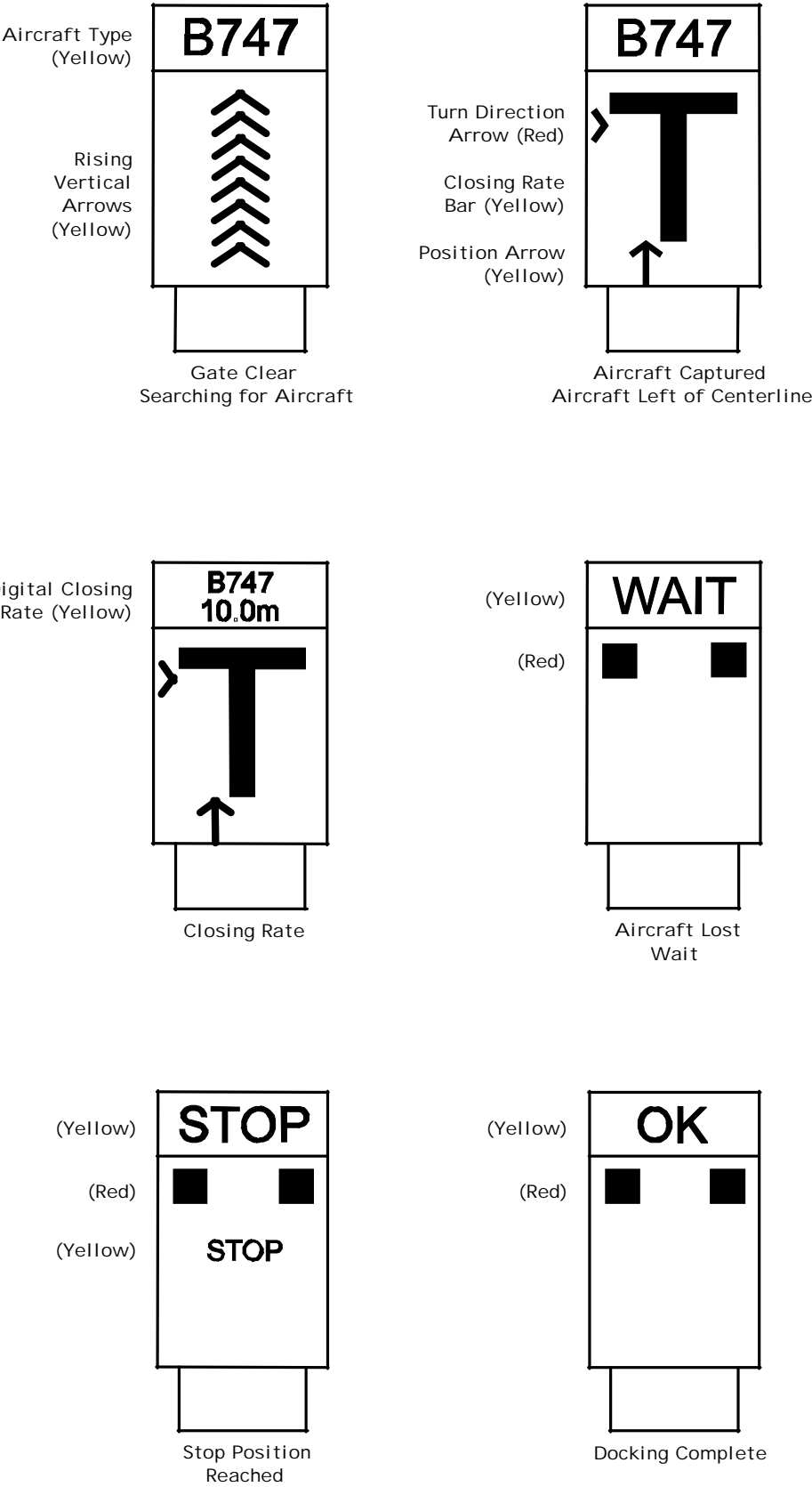
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VISUAL DOCKING GUIDANCE SYSTEMS

Safegate Docking Guidance System



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14 AUG 15 (11-0)

SYDNEY, NSW, AUSTRALIA

.Eff.20.Aug. -(KINGSFORD SMITH) INTL

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, or be approved for PRM operations by the NATIONAL AVIATION AUTHORITY (NAA) for the state of registration of the aircraft.

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.

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

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:

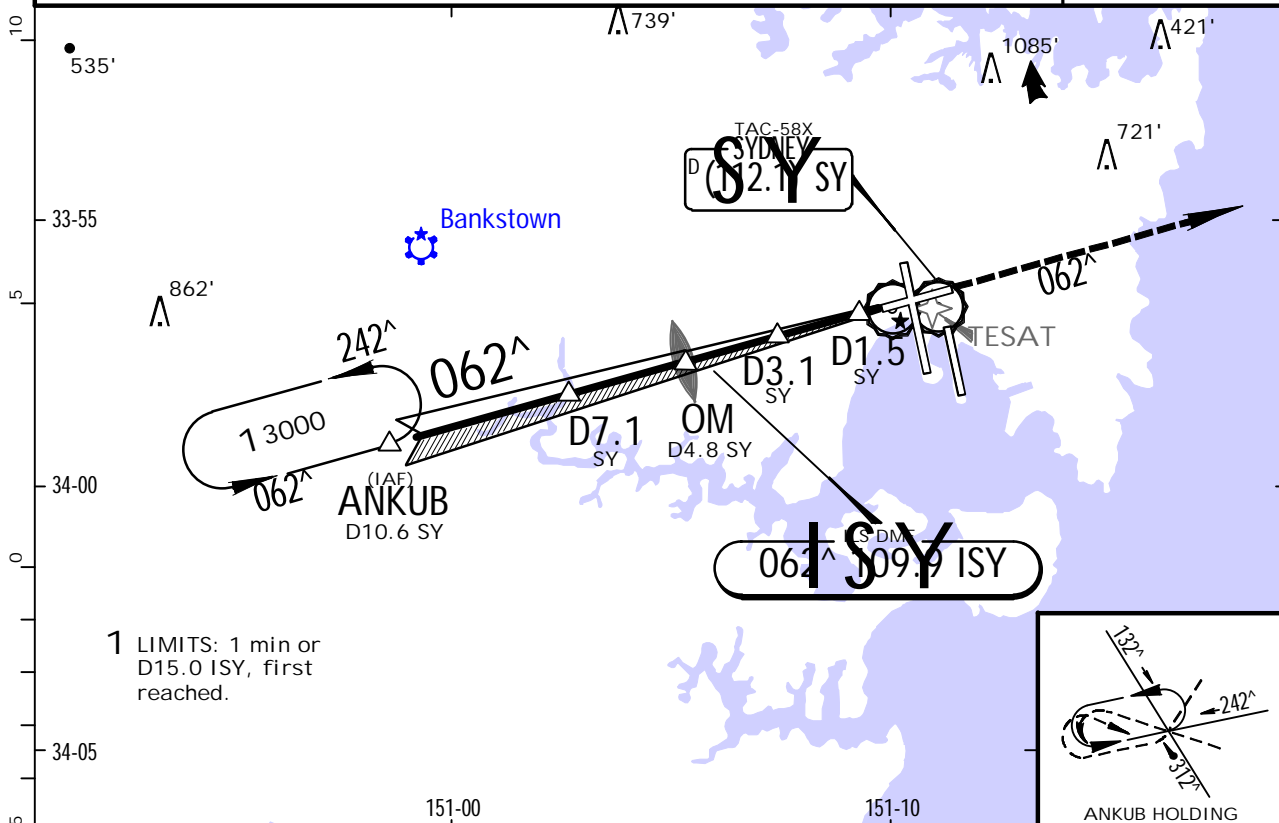
"BREAKOUT ALERT, (callsign) TURN LEFT
(or RIGHT) IMMEDIATELY HEADING (3 digits),
CLIMB (or DESCEND) TO (altitude)"

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 20 MAY 16
 .Eff.26.May. (11-2)

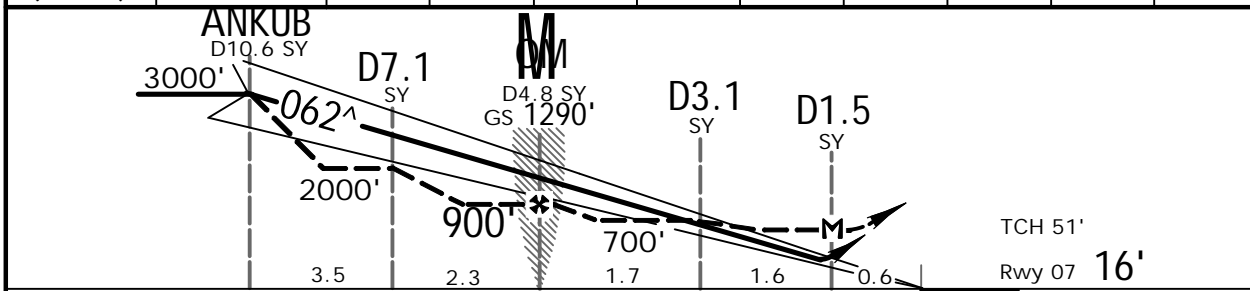
SYDNEY, NSW, AUSTRALIA
ILS-Y or LOC-Y Rwy 07

BRIEFING STRIP™

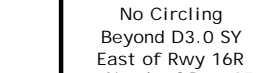
ATIS			SYDNEY Approach (R)			Director		
118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3		
SYDNEY Tower			Ground					
Rwy 16R/34L & 07/25	120.5	Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7			
LOC ISY 109.9	Final Apch Crs 062^	GS OM 1290' (1274')	ILS DA(H) 270' (254')	Apt Elev 21'	Rwy 07 16'	<div>2700'</div> <div>MSA YSSY ARP 2100' within 10 NM</div>		
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. ATC Approach Speeds: At ANKUB 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. GNSS permitted in lieu of DME. Reference waypoint TESAT.								



LOC (GS out)	SY DME	10.2	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.6
	ALTITUDE	3000'	2630'	2310'	1990'	1670'	1360'	1040'	720'	600'



Gnd speed-Kts	70	90	100	120	140	160		REIL PAPI	062^	2000' ↑
GS 3.00^	372	478	531	637	743	849				
MAP at D1.5 SY										

STRAIGHT-IN LANDING RWY07			CIRCLE-TO-LAND			<div>No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25</div> 
ILS DA(H) 270' (254')		LOC (GS out) DME MDA(H) 600' (584')	Max Kts	MDA(H)		
			100	710' (689')-2.4 km		
			135			
			180	1000' (979')-4.0 km		
			205	1000' (979')-5.0 km		
A						
B						
C	1.5 km			3.3 km		
D						

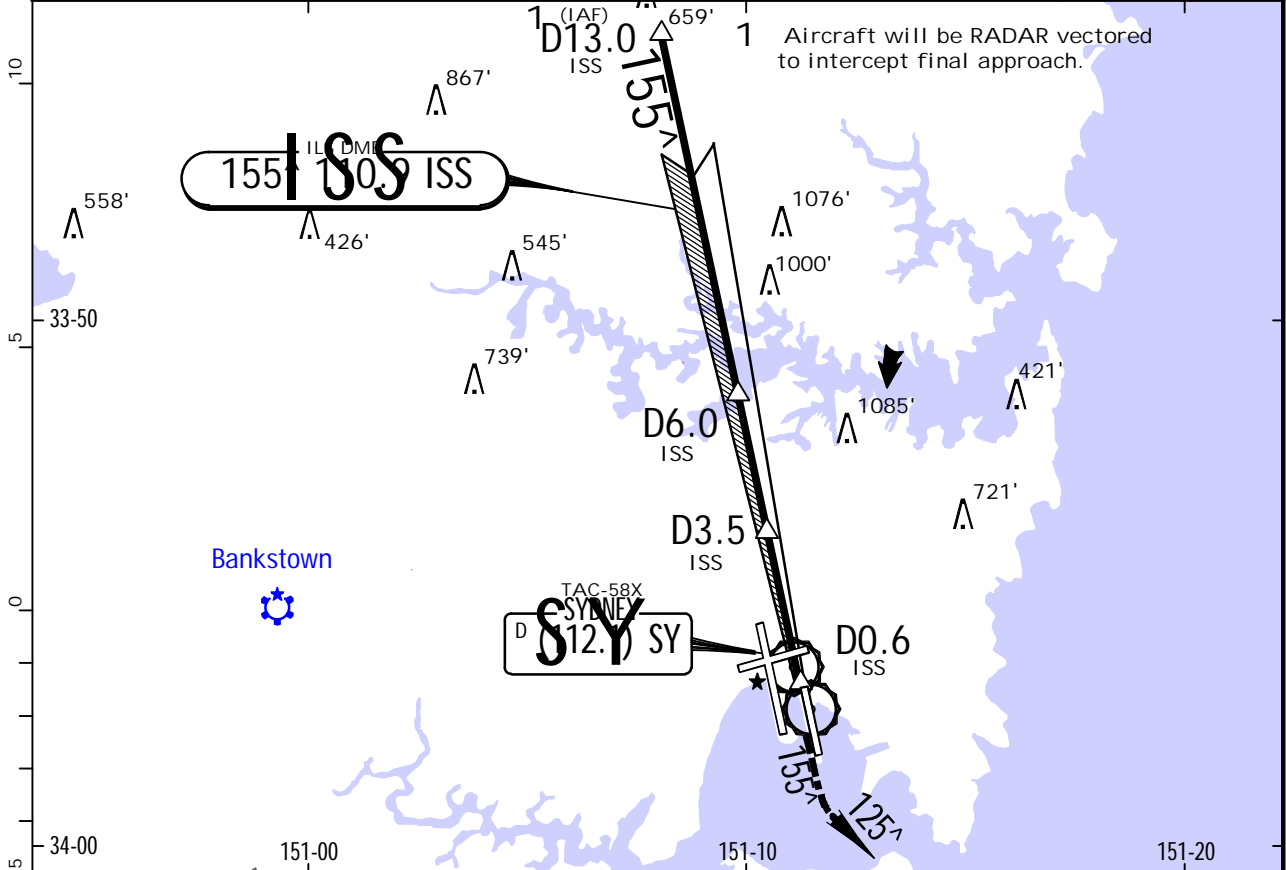
YSSY/SYD

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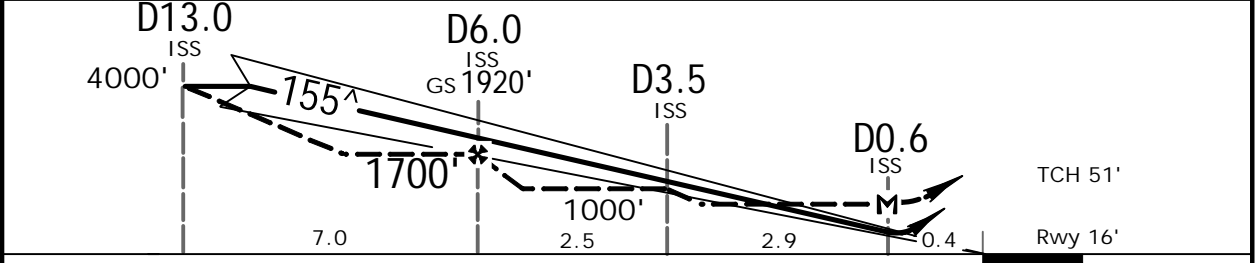
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14 AUG 15
Eff. 20 Aug. (11-3)

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

ATIS			SYDNEY Approach (R)			Director				
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 110.9	Final Apch Crs 155^	GS D6.0 ISS 1920'	(1904')		ILS DA(H) 220'	(204')		Apt Elev 21'	Rwy 16'	
MISSED APCH: Track 155^. At MANDATORY 600', turn LEFT track 125^. Climb to 3000' or as directed by ATC.									<div>2700'</div>	
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.									MSA YSSY ARP 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	HIALS PAPI PAPI	155^	MANDATORY 600'	125^	3000'
GS	3.00^	372	478	531	637	743					
MAP at D0.6 ISS											

STRAIGHT-IN LANDING RWY16L						CIRCLE-TO-LAND		<div><div>No Circling</div></div>		
ILS DME			LOC (GS out) DME							
DA(H) 220' (204')			MDA(H) 480' (464')							
FULL		HIRL out	HIALS out	HIALS out						
A	RVR 550m vis 0.8 km	1.2 km	1.5 km	1.7 km	2.6 km	A	NA			
B										
C										
D										

YSSY/SYD

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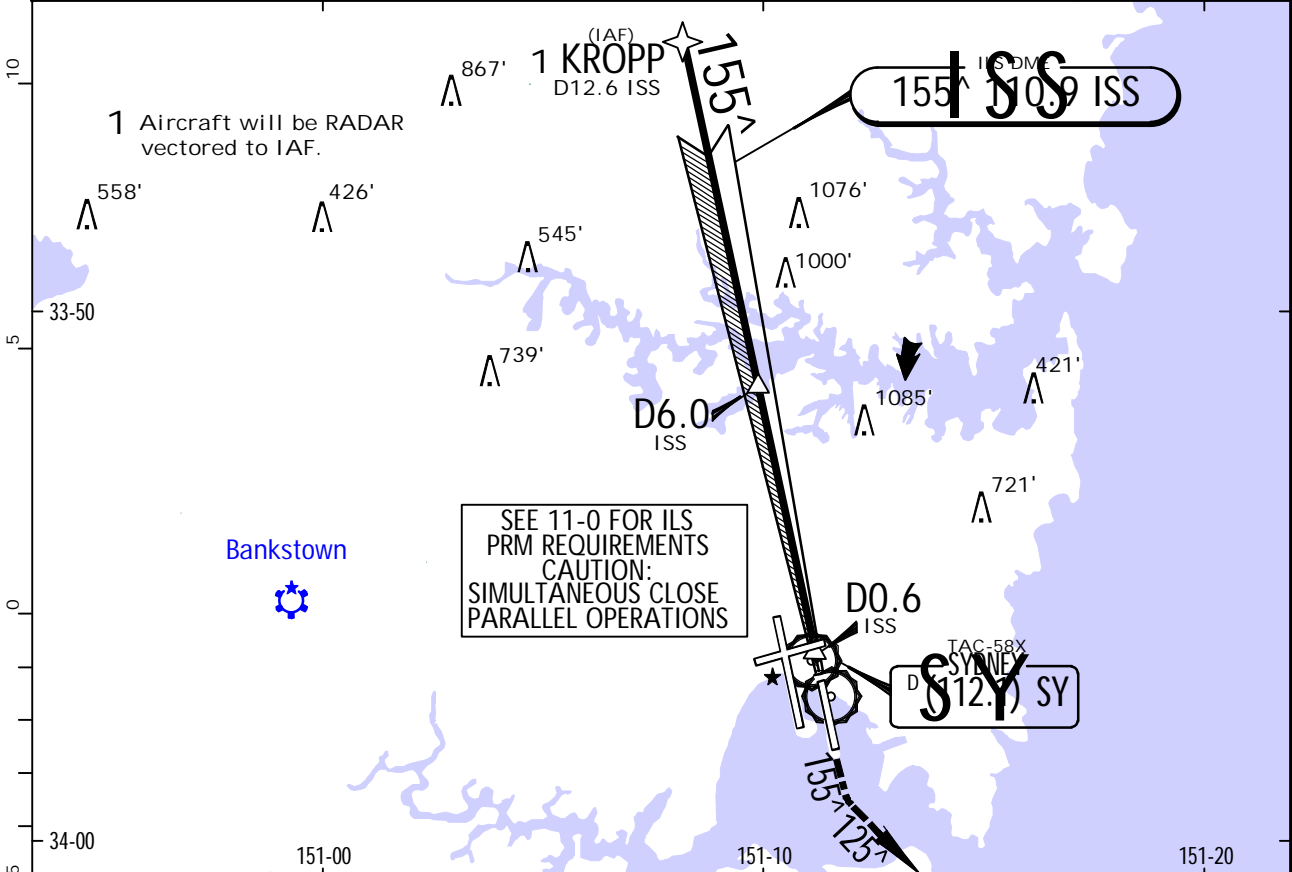
SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL 14 AUG 15 (11-4) .Eff.20.Aug.

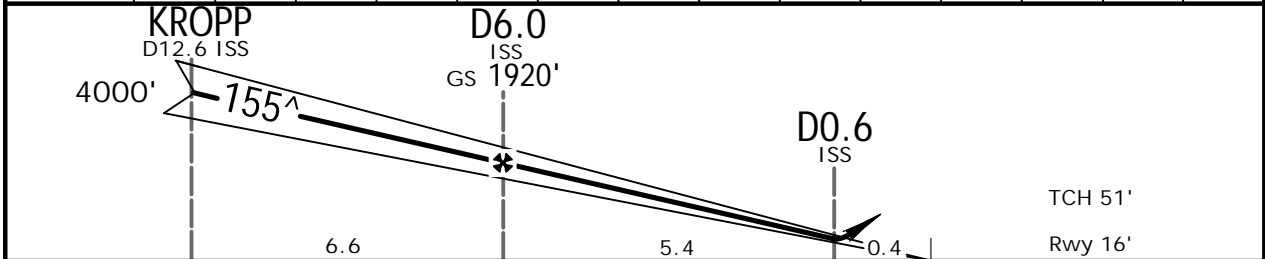
ILS-Z PRM Rwy 16L

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

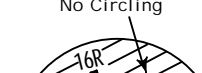
BRIEFING STRIP™	ATIS			SYDNEY Approach (R)		Director	
	118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3
	SYDNEY Tower			MONITOR		Ground	
	Rwy 16L/34R 124.7	Rwy 16R/34L & 07/25 120.5	PRM 133.95	West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7	
	LOC ISS 110.9	Final Apch Crs 155^	GS D6.0 ISS 1920' (1904')	ILS DA(H) 220' (204')	Apt Elev 21'	<div>2700'</div>	
	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.						MSA YSSY ARP 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	0.7
ALTITUDE	4000'	3830'	3520'	3200'	2880'	2560'	2240'	1920'	1610'	1290'	970'	650'	330'	220'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		MANDATORY		125^	3000'
GS	3.00^	372	478	531	637	743	PAPI	PAPI	155^	600'	LT	↑

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

CHANGES: None.

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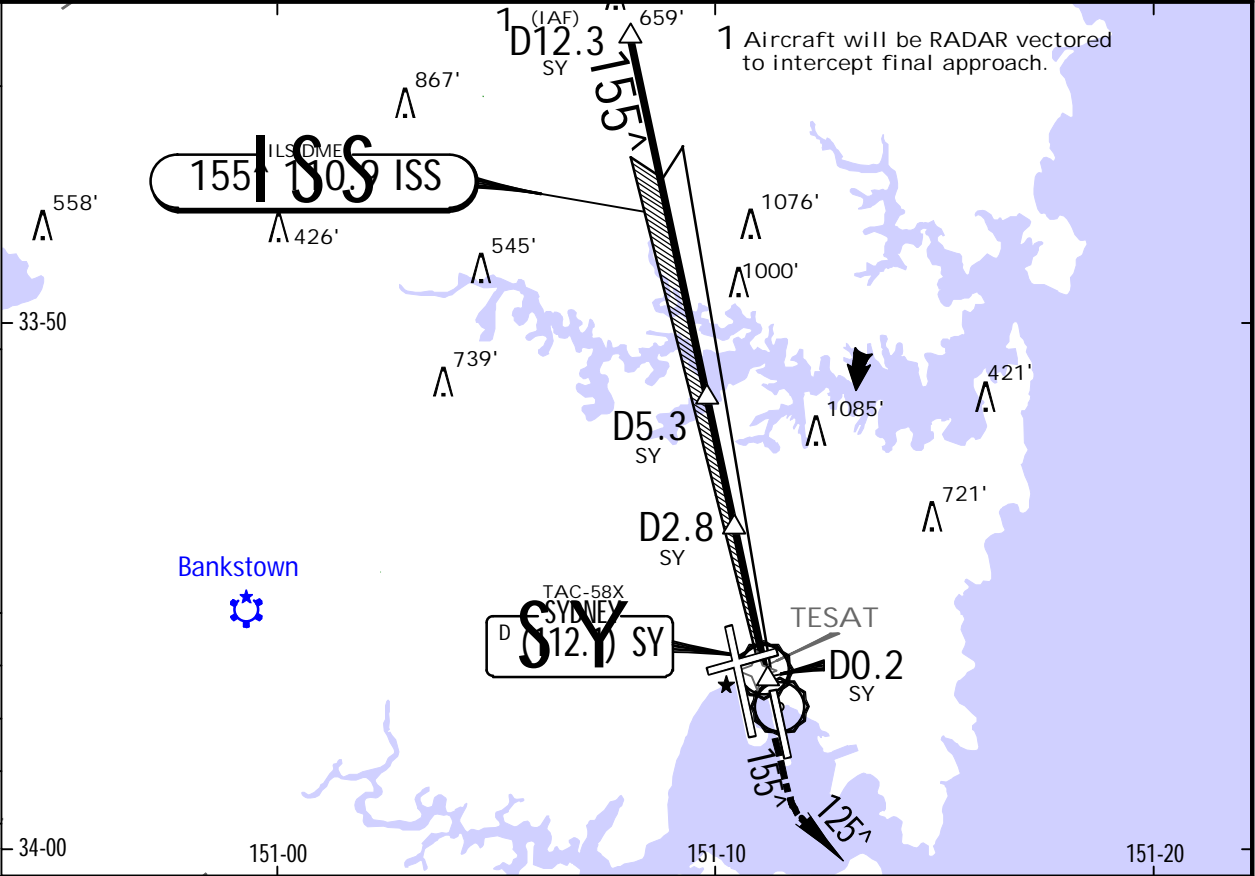
YSSY/SYD

-(KINGSFORD SMITH) INTL

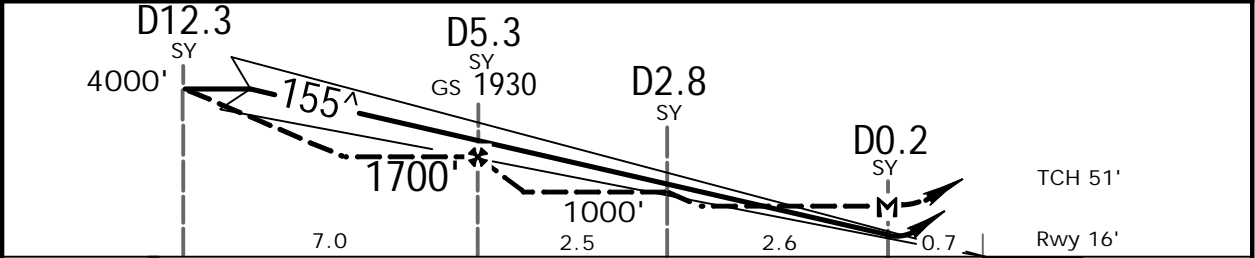
JEPPesen
14 AUG 15
Eff. 20. Aug. (11-5)

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

ATIS			SYDNEY Approach (R)			Director				
118.55	126.25	428	North	124.4	South	128.3	West	126.1	East	125.3
SYDNEY Tower Rwy 16R/34L & Rwy 16L/34R 124.7 07/25 120.5					Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7					
LOC ISS 110.9	Final Apch Crs 155^	GS D5.3 SY 1930' (1914')	ILS DA(H) 220' (204')		Apt Elev 21' Rwy 16'		<div><div>2700'</div><div>MSA YSSY ARP 2100' within 10 NM</div></div>			
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. 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 TESAT.										



LOC (GS out)	SY DME	11.8	11.0	10.0	9.0	8.0	7.0	6.0	5.3	4.0	3.0	2.0	1.0	0.7
	ALTITUDE	4000'	3750'	3430'	3110'	2790'	2480'	2160'	1930'	1520'	1200'	880'	560'	480'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MANDATORY	125^	3000'
GS	3.00^	372	478	531	637	743	PAPI	155^	600'	
MAP at D0.2 SY									LT	

STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND		No Circling	
ILS DME		LOC (GS out) DME					
DA(H) 220' (204')		MDA(H) 480' (464')					
FULL		HIRL out		HIALS out			
A						A	
B	RVR 550m	1.2 km	1.5 km	1.7 km	2.6 km	B	NA
C	VIS 0.8 km					C	
D						D	

YSSY/SYD

JEPPESSEN

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

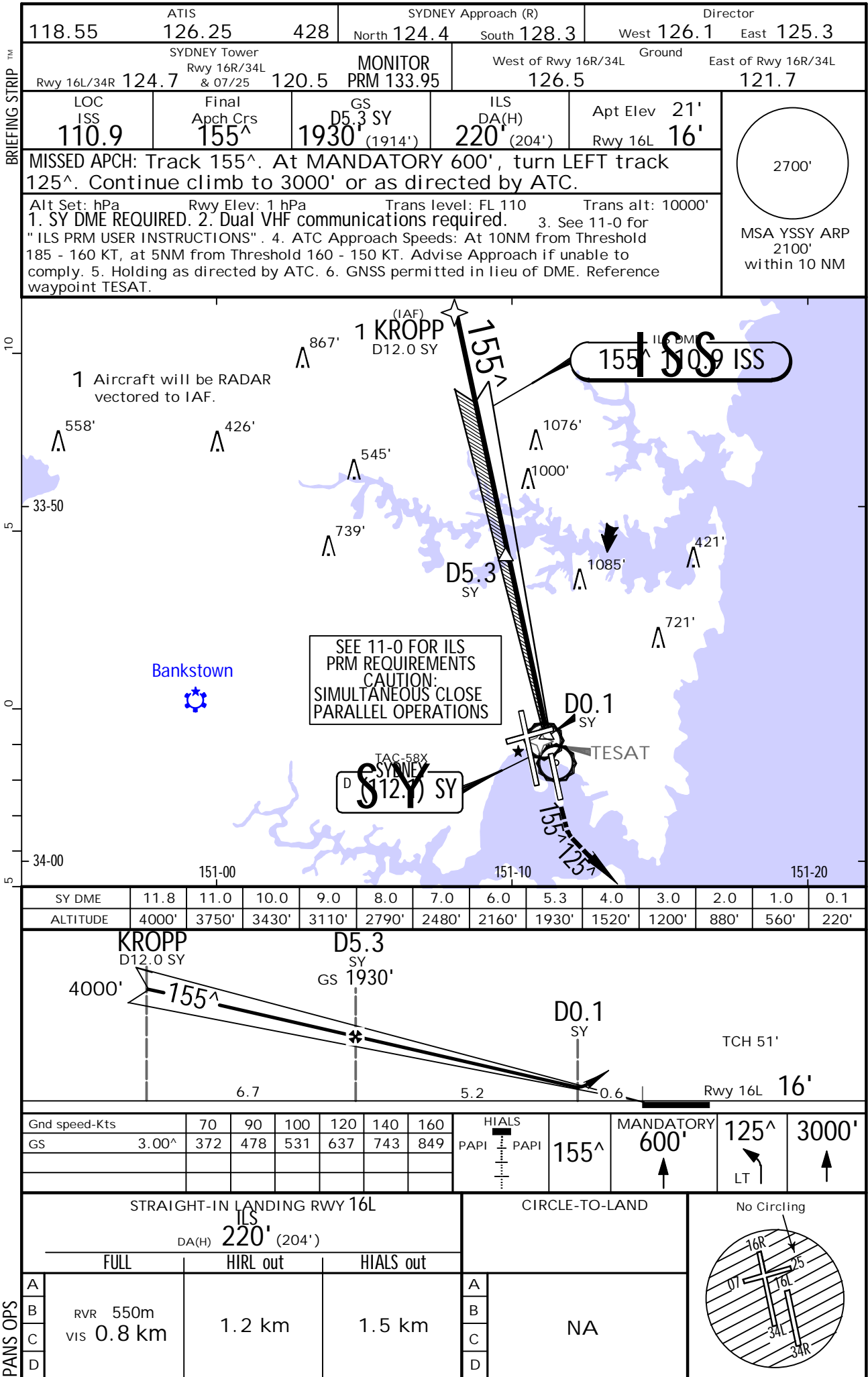
14 AUG 15

11-6

.Eff.20.Aug.

ILS-Y PRM Rwy 16L

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS



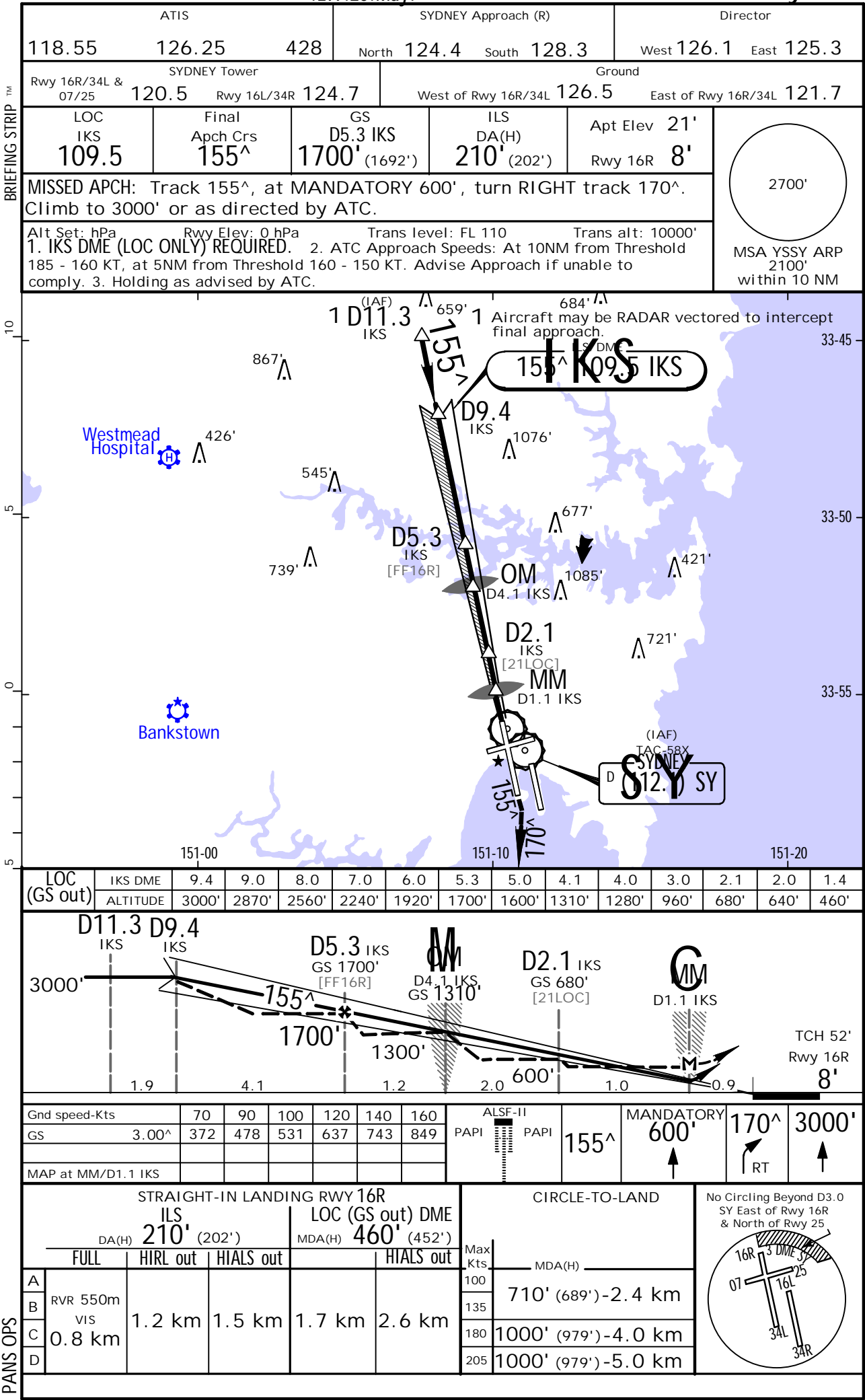
YSSY/SYD

-(KINGSFORD SMITH) INTL

JEPPESSEN

22 MAY 15
Eff. 28 May. (11-7)

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

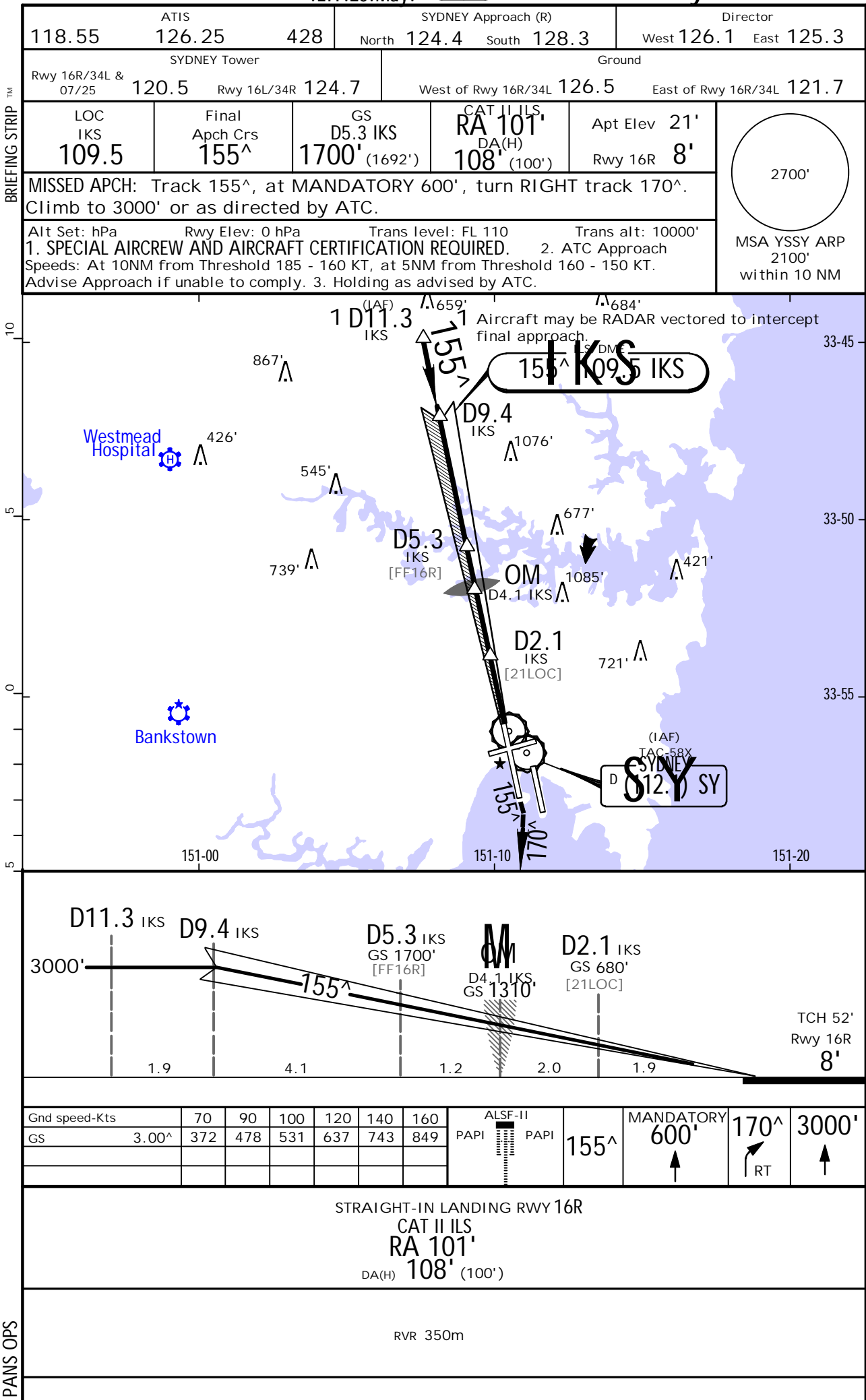


YSSY/SYD

-(KINGSFORD SMITH) INTL

JEPPESSEN
22 MAY 15
Eff. 28 May. (11-7A)

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



YSSY/SYD

-(KINGSFORD SMITH) INTL

5 DEC 14

11-8

**JEPPESEN**


SYDNEY, NSW, AUSTRALIA

ILS-Z PRM Rwy 16R

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

ATIS			SYDNEY Approach (R)		Director	
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	East of Rwy 16R/34L
					126.5	121.7

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

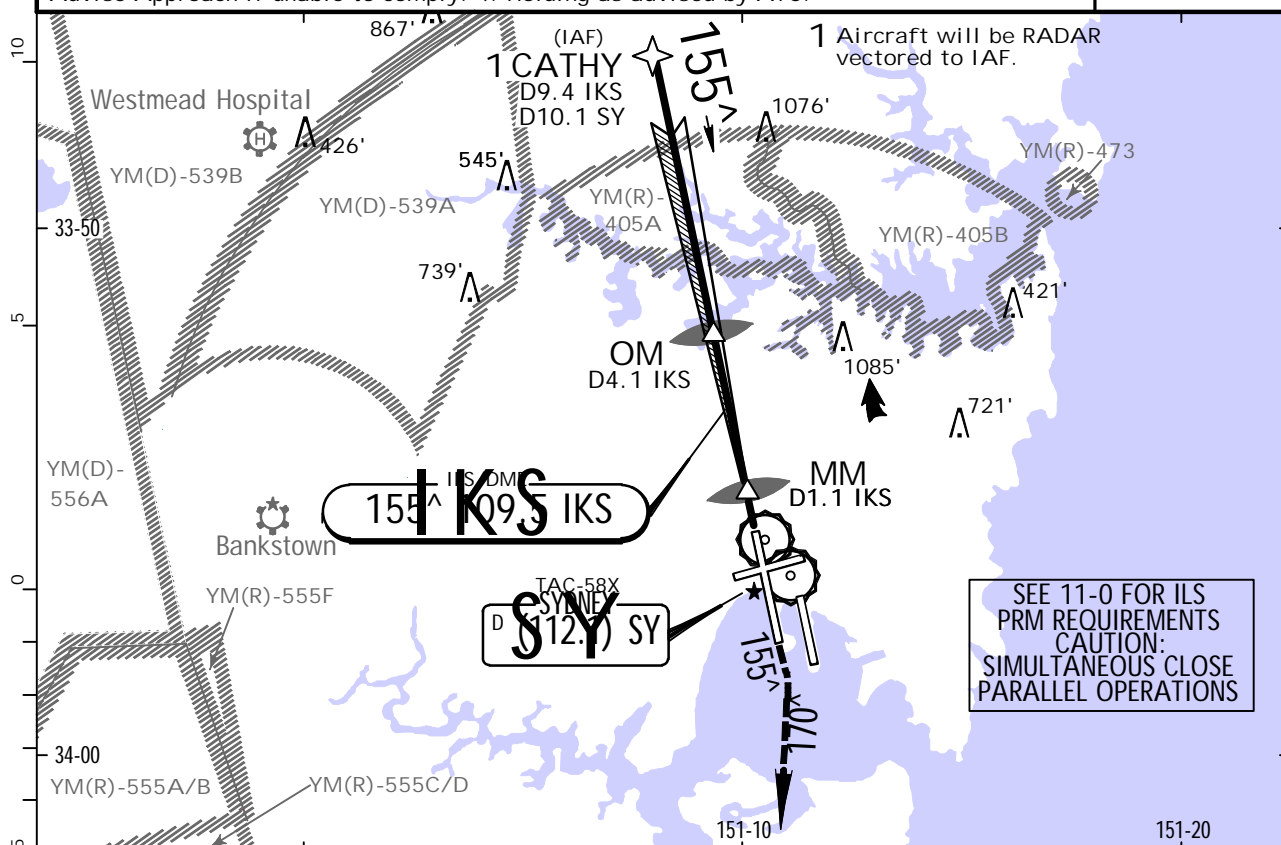
MISSSED APCH: Track 155^, at MANDATORY 600' turn RIGHT, track 170^.
Continue climb to 3000' or as directed by ATC.

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

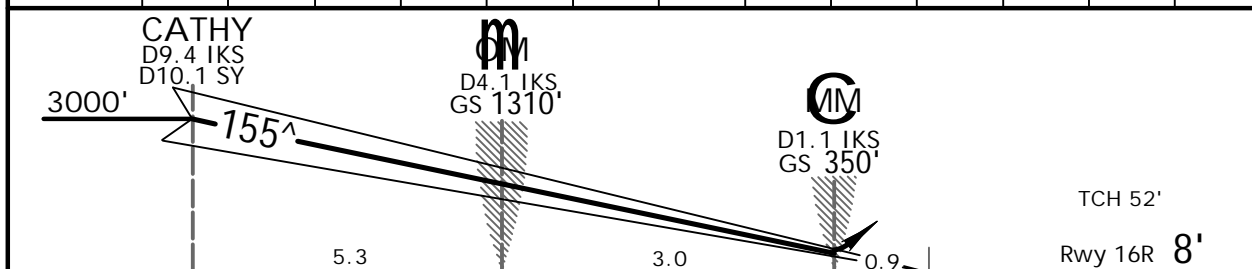
1. Dual VHF communications required. 2. See 11-0 for " ILS PRM USER INSTRUCTIONS" .





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.

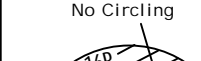
MSA YSSY ARP
2100'
within 10 NM



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	<div style="display: flex; align-items: center; justify-content: center;"> <div style="text-align: center;"> ALSF-II  PAPI </div> <div style="margin: 0 20px;">155[^]</div> <div style="text-align: center;"> MANDATORY 600[']  </div> <div style="margin: 0 20px;">170[^]</div> <div style="text-align: center;">  RT </div> <div style="margin: 0 20px;">3000[']</div> <div style="text-align: center;">  </div> </div>
GS 3.00 [^]	372	478	531	637	743	849	

STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND		<div>No Circling</div> 
ILS DME						
DA(H) 210' (202')						
FULL		HIRL out	HIALS out			
A				A		
B	RVR 550m			B	NOT	
C	VIS 0.8 km	1.2 km	1.5 km	C	AUTHORIZED	
D				D		

YSSY/SYD

-(KINGSFORD SMITH) INTL

5 DEC 14

JEPPESSEN

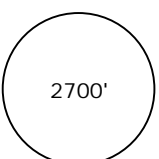
SYDNEY, NSW, AUSTRALIA

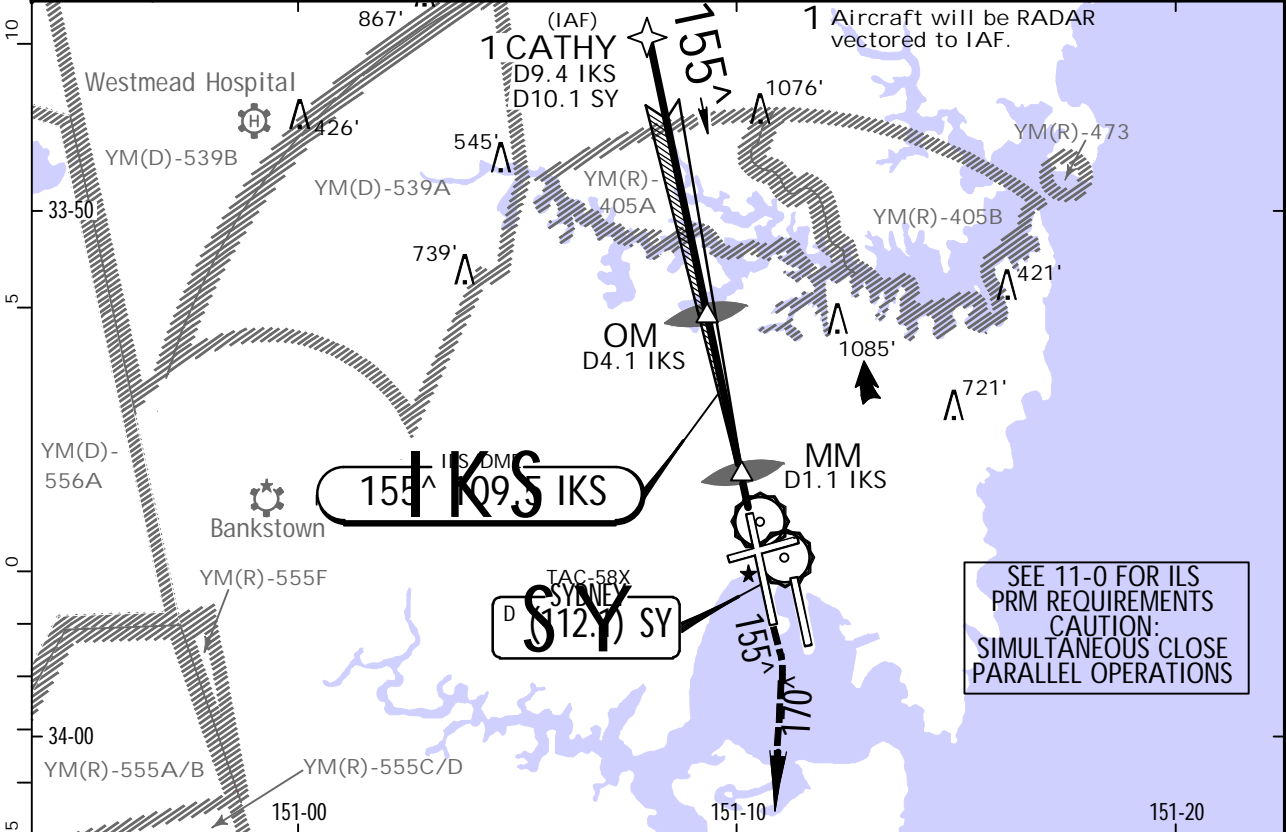
11-8A

ILS-Z PRM Rwy 16R CAT II

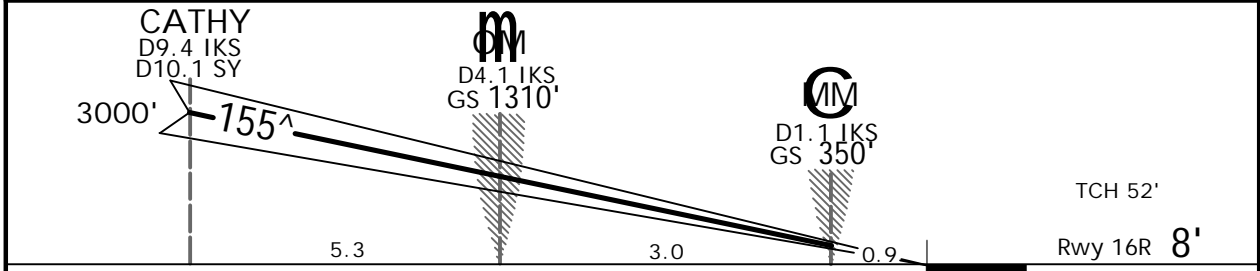
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS


BRIEFING STRIP™

118.55			ATIS			126.25			428			SYDNEY Approach (R)			Director					
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			CAT II ILS RA 101'			Apt Elev 21'								
109.5			155^			1310' (1302')			108' (100')			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. 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 YSSY ARP 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	<div>ALSIF-II</div> <div>PAPIPAPI</div> <td rowspan="4">155^</td> <td rowspan="4">MANDATORY</td> <td rowspan="4">170^</td> <td rowspan="4">3000'</td>	155^	MANDATORY	170^	3000'			
GS	3.00^	372	478	531	637	743						849	<div>600'</div> <div>↑</div>	<div><div>RT</div><div>↑</div></div>

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

RVR 350m

PANS OPS

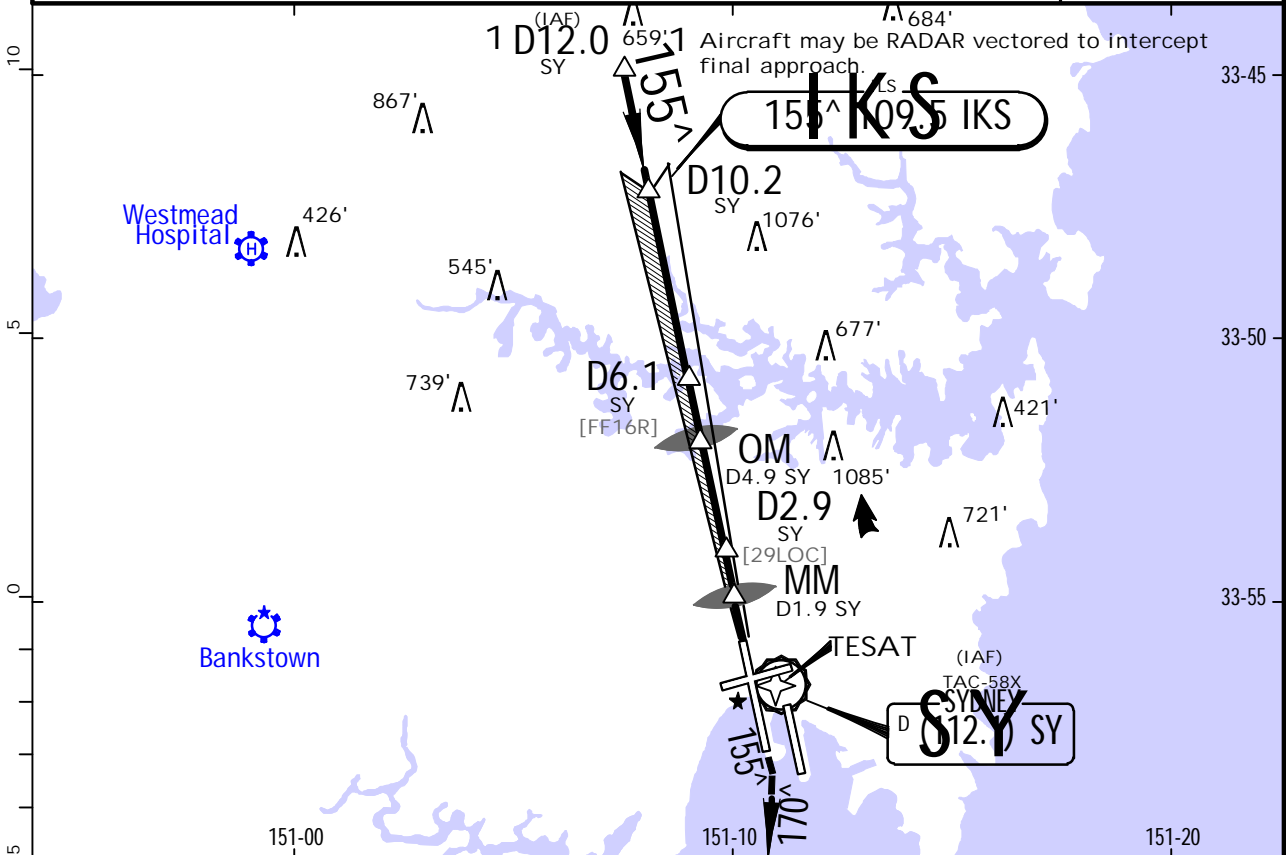
YSSY/SYD

-(KINGSFORD SMITH) INTL

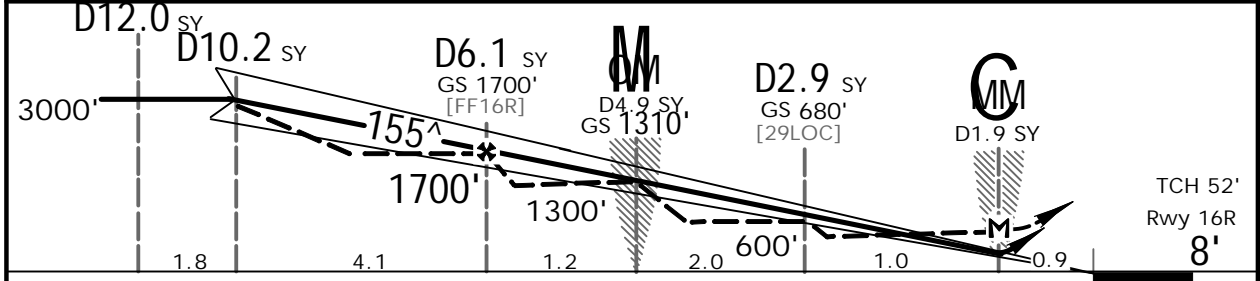
JEPPesen
22 MAY 15
Eff. 28 May. (11-9)

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

ATIS			SYDNEY Approach (R)			Director		
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 109.5	Final Apch Crs 155^	GS D6.1 SY 1700' (1692')	ILS DA(H) 210' (202')	Apt Elev 21'		<div>2700'</div>		
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. ATC Approach Speeds: At 10NM from THR 185 - 160 KT, at 5NM from THR 160 - 150 KT. Advise APP if unable to comply.								
3. Holding as advised by ATC. 4. GNSS permitted in lieu of DME. Reference waypoint TESAT.								
						MSA YSSY ARP 2100' within 10 NM		

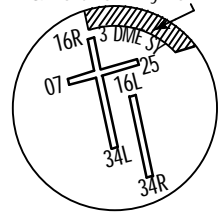


LOC (GS out)	SY DME	10.2	10.0	9.0	8.0	7.0	6.1	5.0	4.9	4.0	3.0	2.9	2.2
ALTITUDE		3000'	2930'	2610'	2290'	1980'	1700'	1340'	1310'	1020'	700'	680'	460'



Grnd speed-Kts	70	90	100	120	140	160	ALSIF-II		MANDATORY		170^	3000'
GS	3.00^	372	478	531	637	743	PAPI	PAPI	155^	600'	RT	↑
MAP at MM/D1.9 SY												

STRAIGHT-IN LANDING RWY 16R						CIRCLE-TO-LAND		<div>No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25</div>
ILS			LOC (GS out) DME					
DA(H) 210' (202')			MDA(H) 460' (452')					
FULL		HIRL out	HIALS out			MDA(H)		
A							Max Kts	
B	RVR 550m						100	
C	VIS	1.2 km	1.5 km	1.7 km	2.6 km		135	
D	0.8 km						180	
							205	



YSSY/SYD

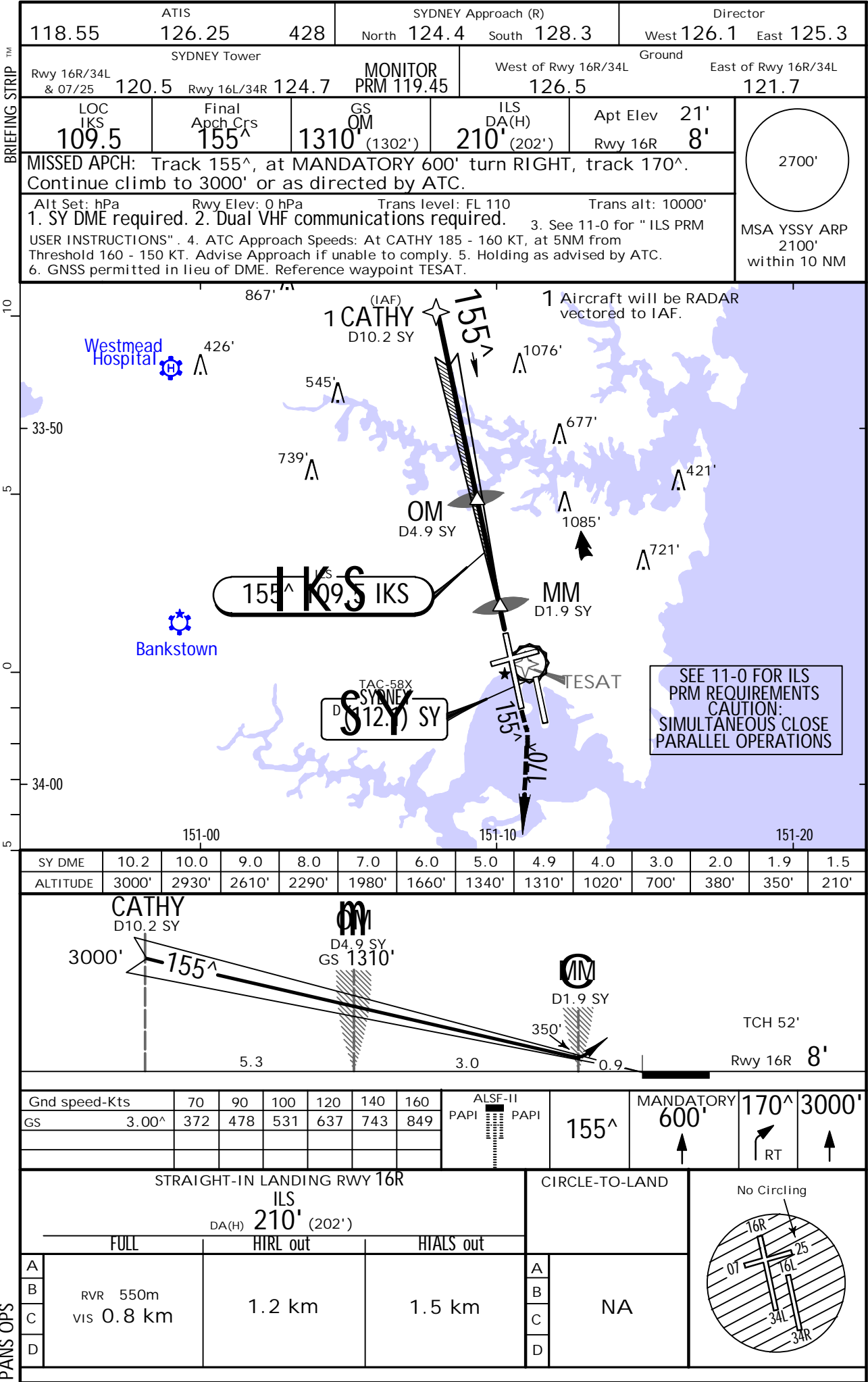
JEPPESSEN

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL 22 MAY 15 (11-10) .Eff.28.May.

ILS-Y PRM Rwy 16R

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS



YSSY/SYD


-(KINGSFORD SMITH) INTL

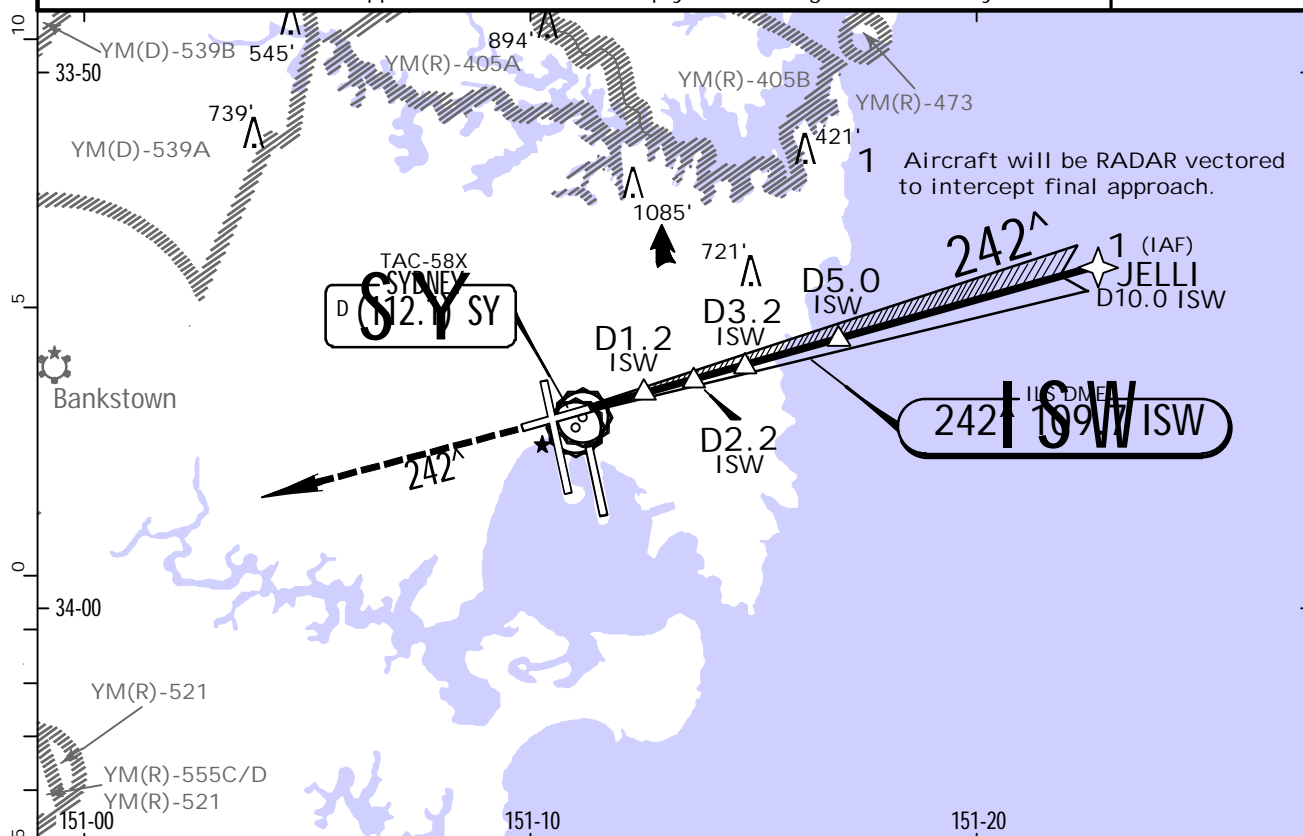
5 DEC 14

11-11

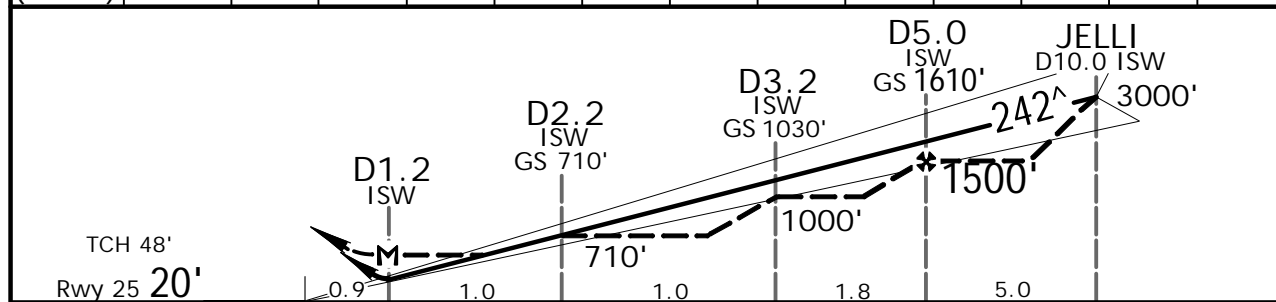
JEPPesen SYDNEY, NSW, AUSTRALIA
5 DEC 14 (11-11) ILS or LOC Rwy 25

ILS or LOC Rwy 25


ATIS			SYDNEY Approach (R)		Director	
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 ISW 109.7	Final Apch Crs 242^	GS D5.0 ISW 1610' (1590')	ILS DA(H) 270' (250')	Apt Elev 21' 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.						
						MSA YSSY ARP 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	PAPI	242 [^]	3000' ↑
GS 3.00 [^]	372	478	531	637	743	849			
MAP at D1.2 ISW									

STRAIGHT-IN LANDING RWY 25			CIRCLE-TO-LAND		<div>No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25</div> 
ILS DME		LOC (GS out) DME		MDA(H) _____	
DA(H)	270' (250')	MDA(H)	580' (560')		
A	1.5 km	3.2 km	Max Kts		
B			100	710'(689')-2.4 km	
C			135	1000'(979')-4.0 km	
D			180	1000'(979')-5.0 km	
			205	1000'(979')-5.0 km	

YSSY/SYD

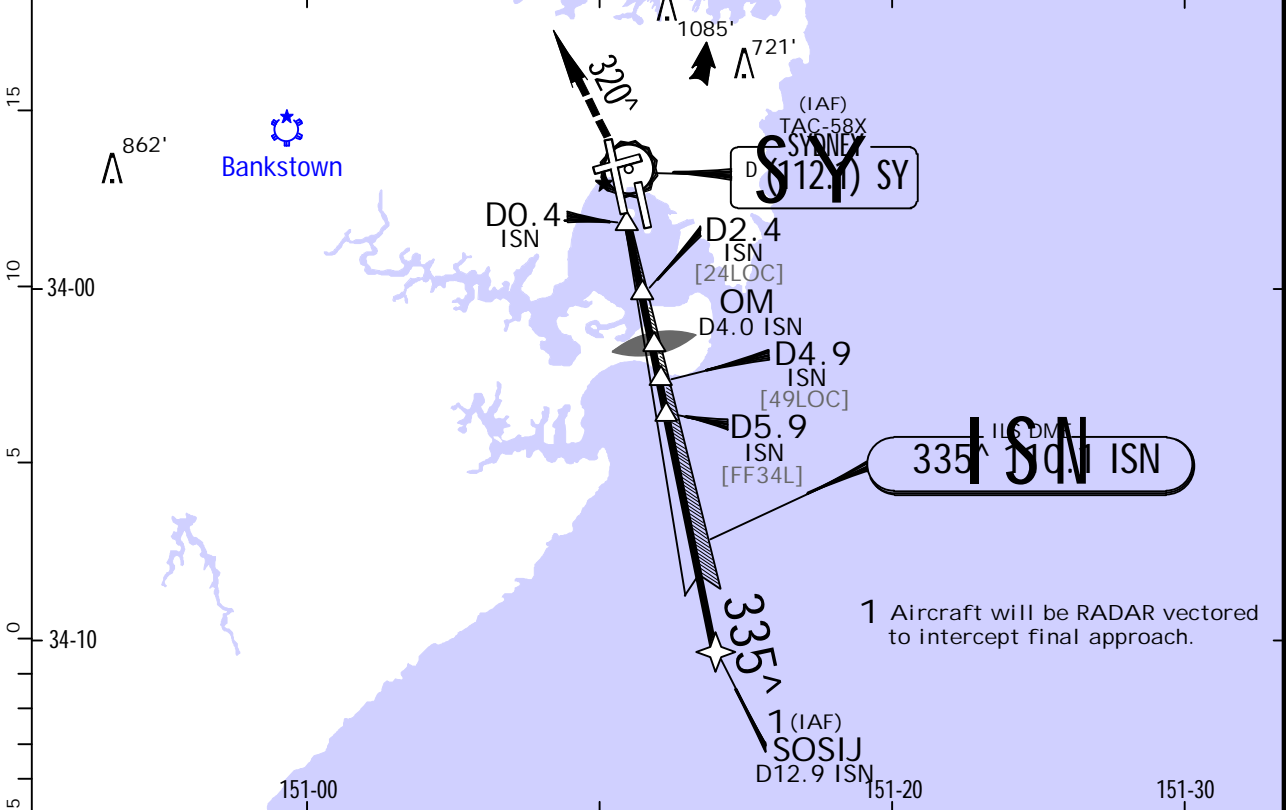
-(KINGSFORD SMITH) INTL

JEPPesen
27 FEB 15
Eff.5.Mar.

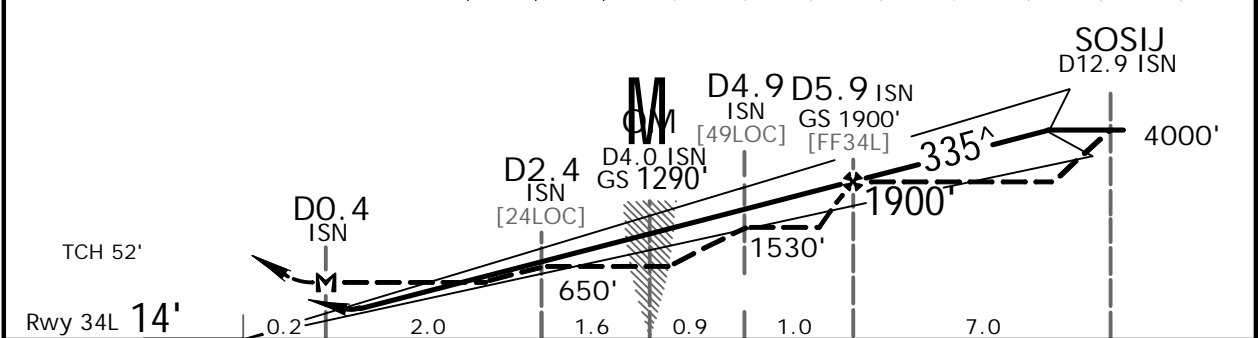
11-12

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

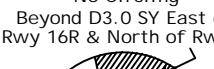
ATIS			SYDNEY Approach (R)			Director				
118.55	126.25	428	North	124.4	South	128.3	West	126.1	East	125.3
SYDNEY Tower				Ground						
Rwy 16R/34L & Rwy 07/25		120.5	Rwy 16L/34R		124.7	West of Rwy 16R/34L		126.5	East of Rwy 16R/34L 121.7	
LOC ISN 110.1	Final Apch Crs 335^	GS OM 1290' (1276')		ILS DA(H) 220' (206')		Apt Elev 21' Rwy 34L 14'		<div>2700'</div> <div>MSA YSSY ARP 2100' within 10 NM</div>		
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.										



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	<div>ALSIF-II</div> <div>PAPI</div> <div><div></div></div> <div>PAPI</div>	335 [^]	MANDATORY	500'	320 [^]	3000'
GS	3.00 [^]	372	478	531	637	743			849	<div>500'</div> <div>↑</div>	<div>320[^]</div> <div>↙</div>	<div>3000'</div> <div>↑</div>
MAP at D0.4 ISN										LT		

STRAIGHT-IN LANDING RWY 34L						CIRCLE-TO-LAND		<div>No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25</div> 
ILS DME			LOC (GS out) DME			Max Kts	MDA(H)	
DA(H) 220' (206')			MDA(H) 400' (386')					
FULL		HIRL out		HIALS out				
A						100	710' (689') - 2.4 km	
B	RVR 800m	1.2	1.5	1.7	2.6	135		
C	vis 0.8 km	1.2	1.5	1.7	1.7	180	1000' (979') - 4.0 km	
D						205	1000' (979') - 5.0 km	

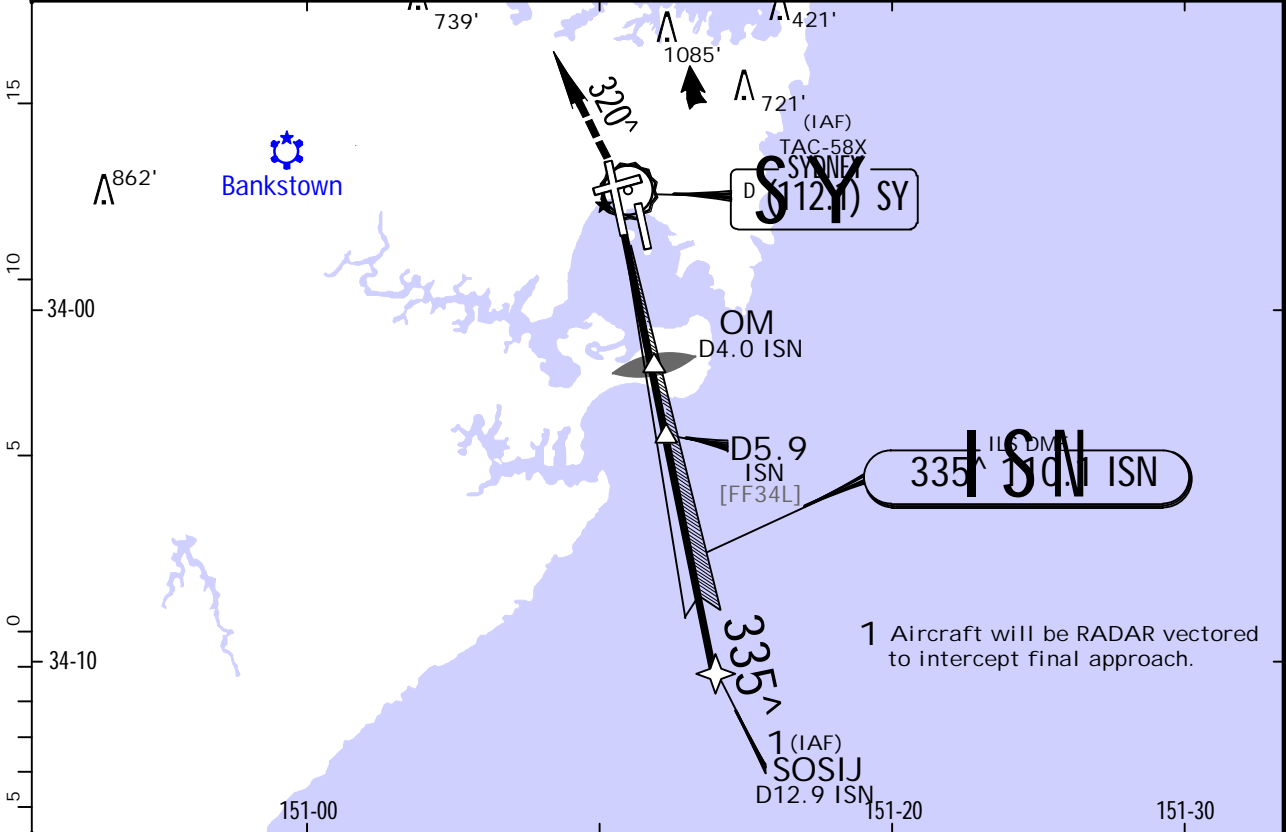
YSSY/SYD

-(KINGSFORD SMITH) INTL

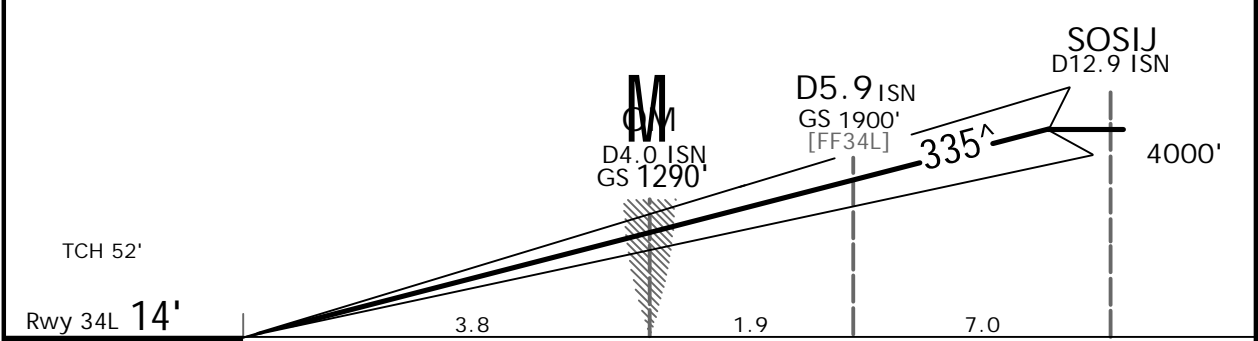
JEPPESSEN
27 FEB 15
Eff. 5. Mar. (11-12A)

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

ATIS			SYDNEY Approach (R)			Director								
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	CAT II ILS RA 101'		Apt Elev 21'		<div>2700'</div> <div>MSA YSSY ARP 2100' within 10 NM</div>							
110.1	335^	1290'	(1276')		114'						(100')		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. 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.														



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	ALSF-II PAPI	335^	MANDATORY 500'	320^ LT	3000'
GS	3.00^	372	478	531	637	849					

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

PANS OPS
RVR 350m

YSSY/SYD



JEPPESSEN

SYDNEY, NSW, AUSTRALIA

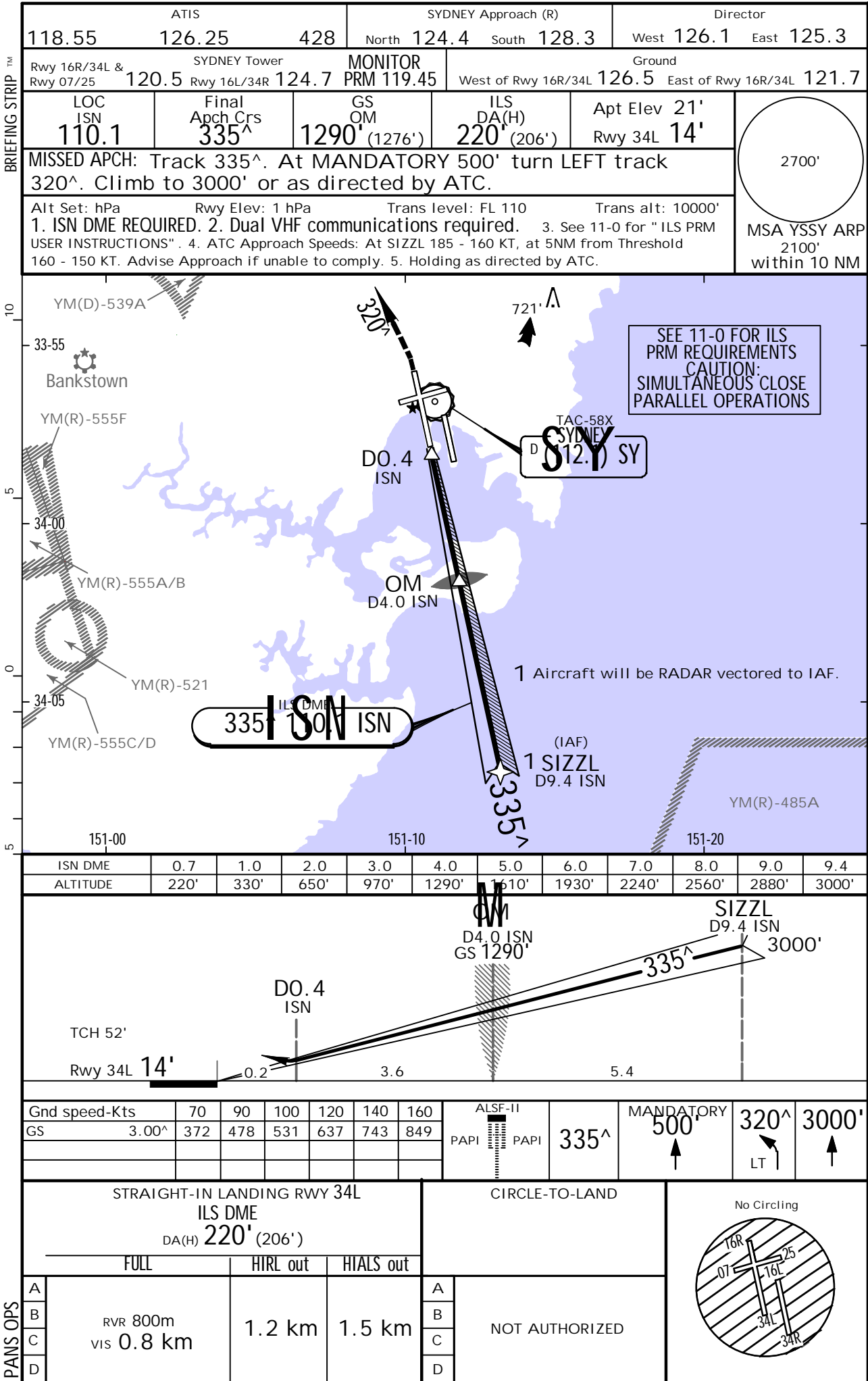
-(KINGSFORD SMITH) INTL

5 DEC 14

11-13

ILS-Z PRM Rwy 34L

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS



YSSY/SYD



JEPPESSEN

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

5 DEC 14

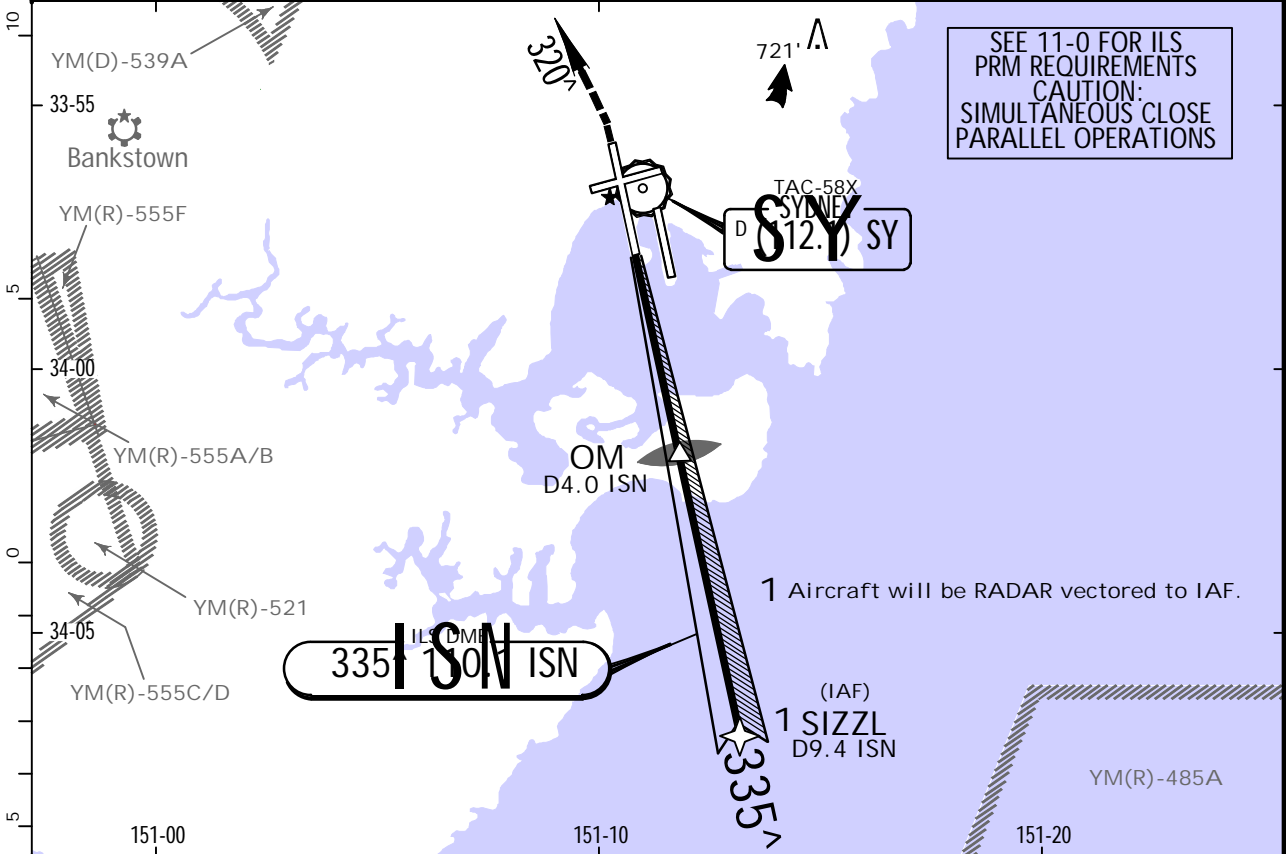
11-13A

ILS-Z PRM Rwy 34L CAT II

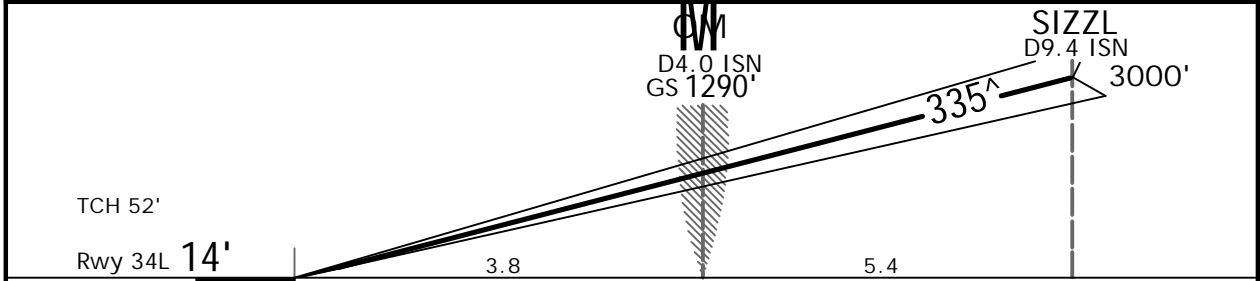
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP

ATIS			SYDNEY Approach (R)			Director	
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 110.1	Final Apch Crs 335^	GS OM 1290' (1276')	CAT II RA 101' DA(H) 114' (100')	Apt Elev 21' Rwy 34L 14'		<div>2700'</div> <div>MSA YSSY ARP 2100' within 10 NM</div>	
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.							



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	ALSF-II	MANDATORY	320^	3000'
GS	3.00^	372	478	531	637	743	849	335^	500'	LT

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

RVR 350m

PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL

JEPPesen

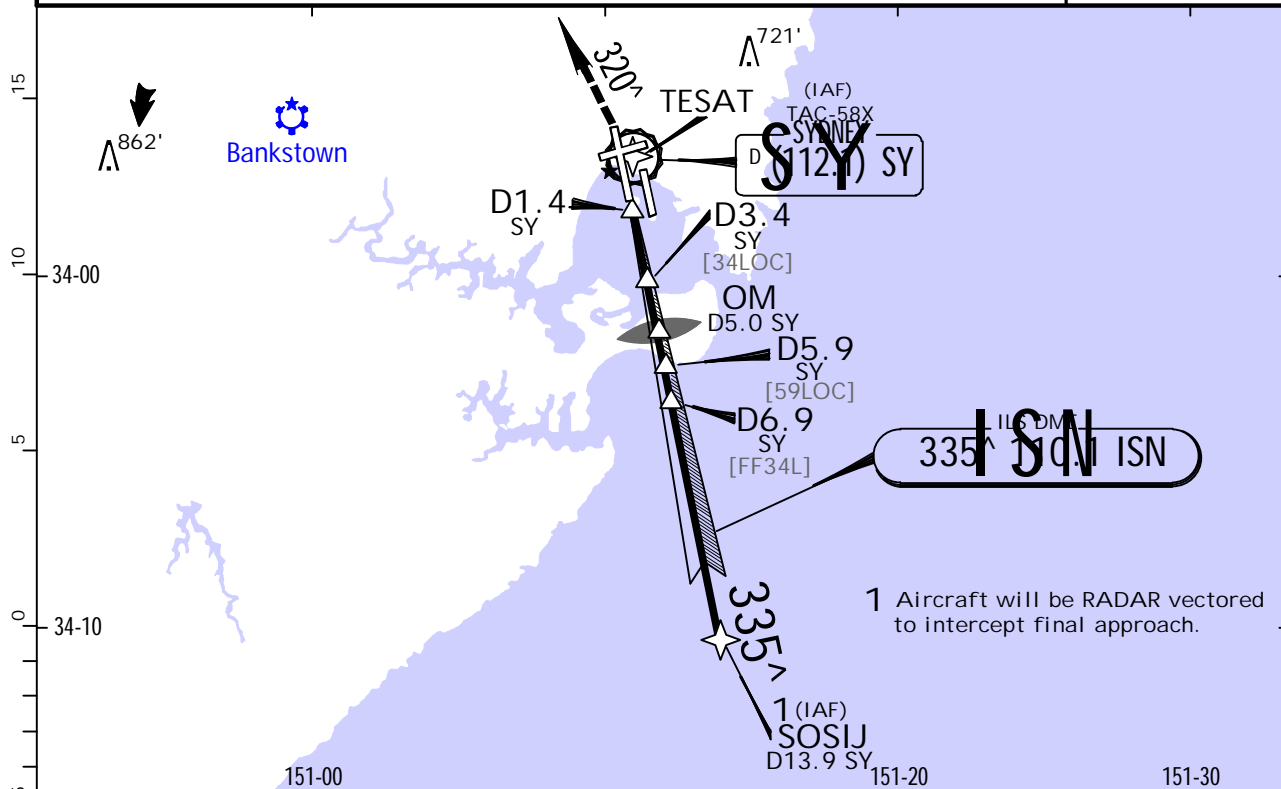
27 FEB 15
Eff. 5 Mar.

11-14

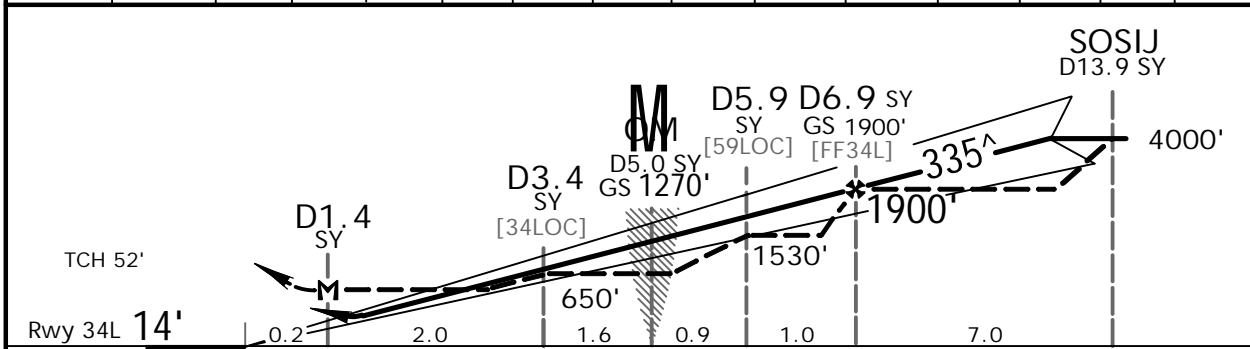
SYDNEY, NSW, AUSTRALIA
ILS-Y or LOC-Y Rwy 34L

BRIEFING STRIP™


ATIS			SYDNEY Approach (R)			Director			
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'		<div>2700'</div> <div>MSA YSSY ARP 2100' within 10 NM</div>			
110.1	335^	1270'	(1256')	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 TESAT.									



LOC (GS out)	SY DME	2.3	3.0	3.4	4.0	5.0	5.9	6.9	8.0	10.0	11.0	12.0	13.0	13.6
ALTITUDE		400'	630'	760'	950'	1270'	1550'	1900'	2220'	2860'	3180'	3500'	3810'	4000'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	MANDATORY	320^	3000'
GS	3.00^	372	478	531	637	849	PAPI	335^	500'	320^
MAP at D1.4 SY							PAPI			

STRAIGHT-IN LANDING RWY 34L						CIRCLE-TO-LAND		<div>No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25</div> 	
ILS DME			LOC (GS out) DME			MDA(H)			
DA(H) 220' (206')			MDA(H) 400' (386')						
FULL		HIRL out	HIALS out			MDA(H)			
A	RVR 800m VIS 0.8 km					100	710' (689') -2.4 km		
B						135			
C		1.2 km	1.5 km	1.7 km	2.6 km	180			1000' (979') -4.0 km
D						205			1000' (979') -5.0 km

CHANGES: Procedure revised.

JEPPesen, 1998, 2015. ALL RIGHTS RESERVED.

YSSY/SYD

-(KINGSFORD SMITH) INTL



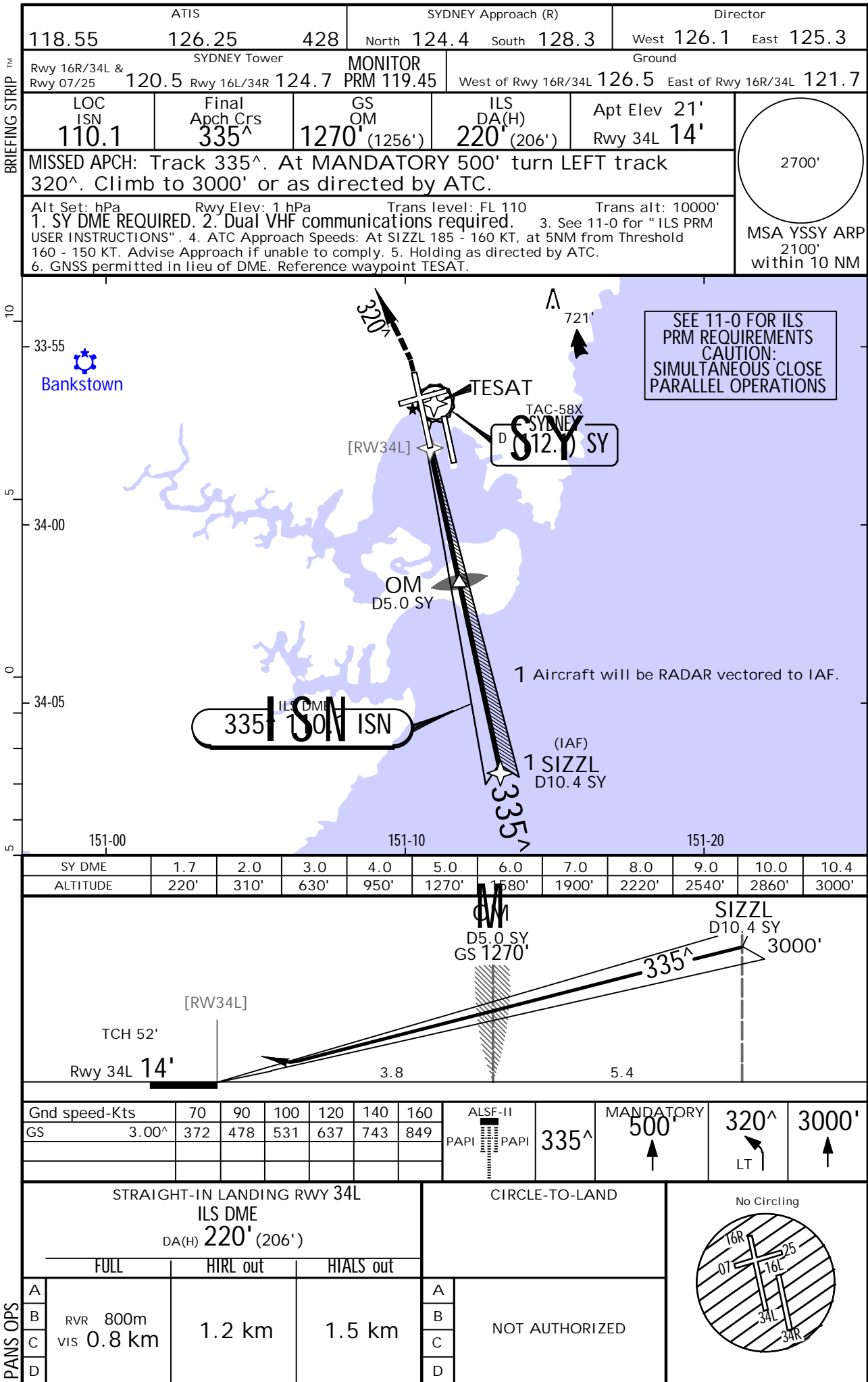
JEPPESSEN SYDNEY, NSW, AUSTRALIA

27 FEB 15
Eff. 5. Mar.

11-15

ILS-Y PRM Rwy 34L

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS



YSSY/SYD

-(KINGSFORD SMITH) INTL

5 DEC 14

11-16

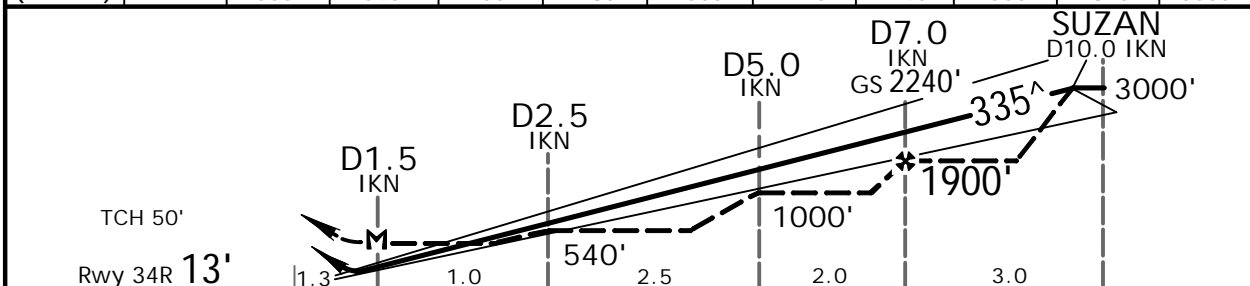
SYDNEY, NSW, AUSTRALIA

ILS-Z or LOC-Z Rwy 34R

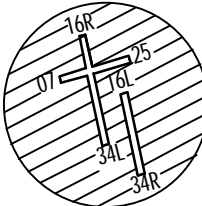
ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	428	North 124.4	South 128.3	West 126.1 East 125.3
SYDNEY Tower			Ground		
Rwy 16L/34R 124.7		Rwy 16R/34L & 07/25 120.5	West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7
LOC IKN 109.3	Final Apch Crs 335^	GS D7.0 IKN 2240' (2227')	ILS DA(H) (CONDITIONAL) 270' (257')	Apt Elev 21' 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. 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.					MSA YSSY ARP 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	REIL PAPI	335 [^]	MANDATORY 600' ↑	070 [^] RT →	2000' ↑
GS 3.00 [^]	372	478	531	637	743	849					
MAP at D1.5 IKN											

STRAIGHT-IN LANDING RWY 34R				CIRCLE-TO-LAND		<div>No Circling</div> 
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')				
A			A			
B	1.5 km	2.5 km	B	NOT AUTHORIZED		
C			C			
D			D			

YSSY/SYD

-(KINGSFORD SMITH) INTL

5 DEC 14

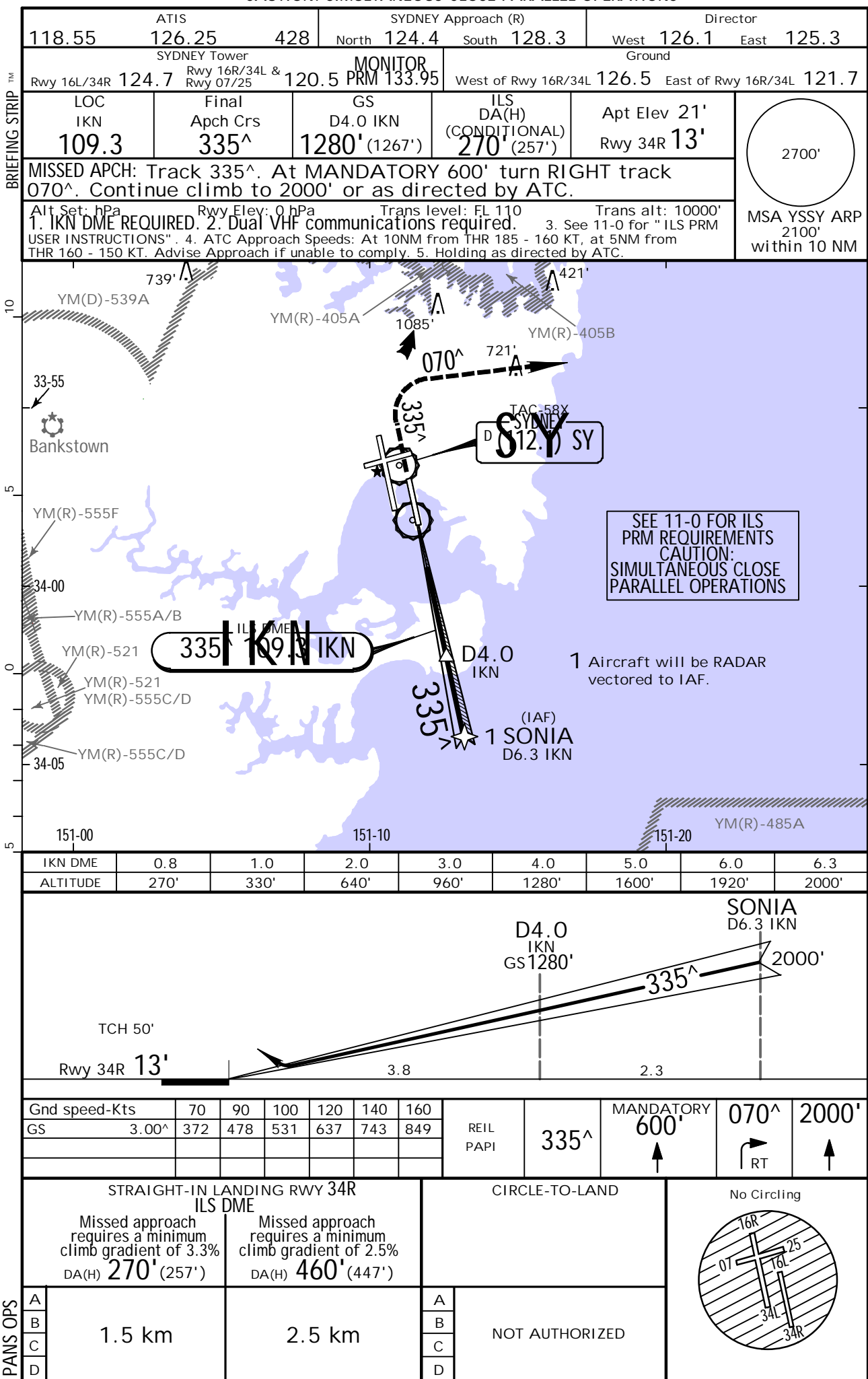
11-17



JEPPESSEN

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

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS



YSSY/SYD

-(KINGSFORD SMITH) INTL

5 DEC 14

11-18



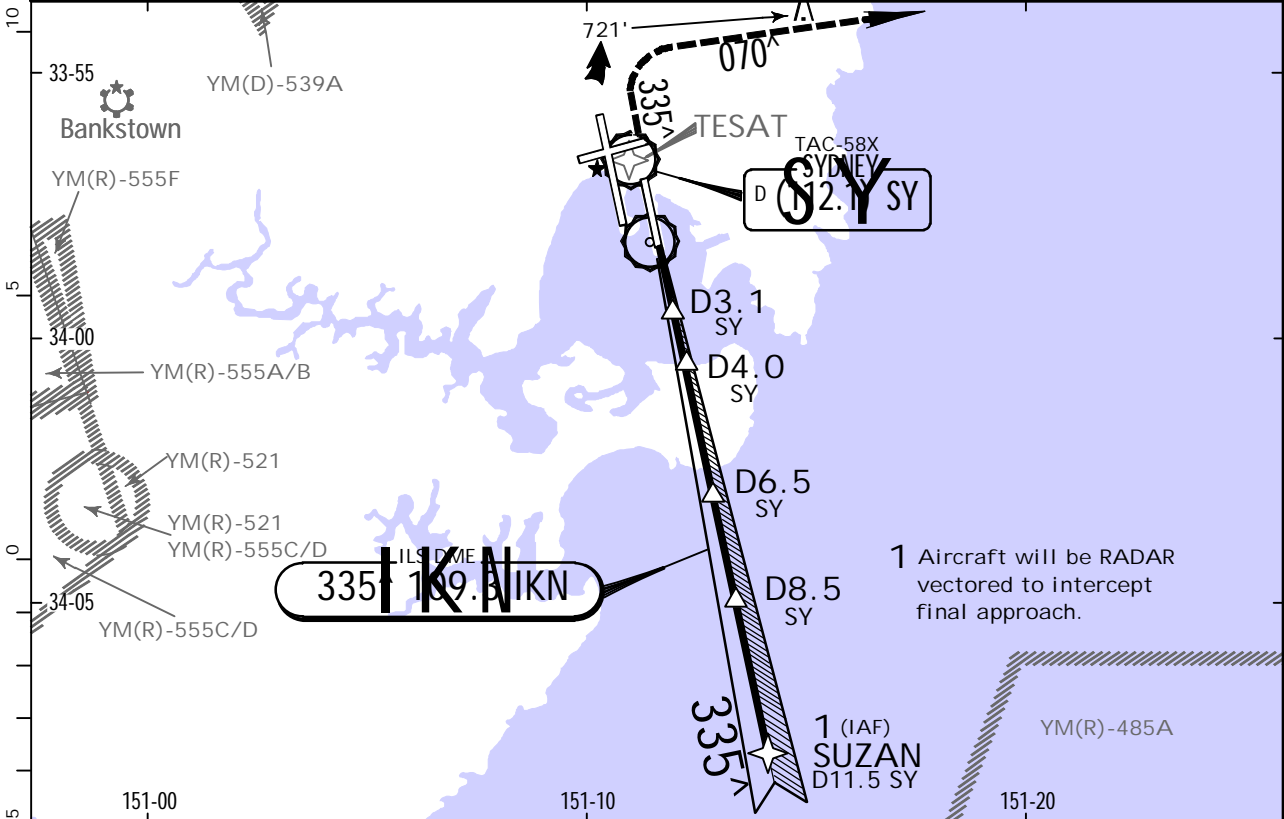
JEPPESSEN

SYDNEY, NSW, AUSTRALIA

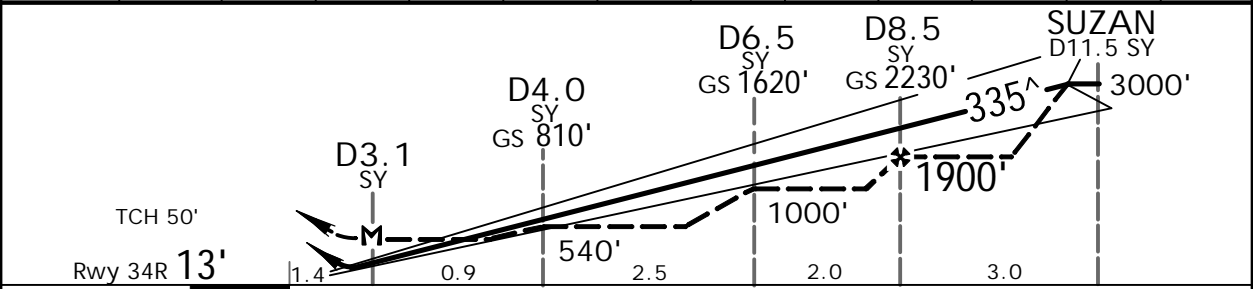
ILS-Y or LOC-Y Rwy 34R

BRIEFING STRIP™

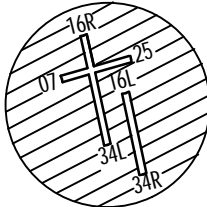
ATIS			SYDNEY Approach (R)		Director	
118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower				Ground		
Rwy 16L/34R 124.7		Rwy 16R/34L & 07/25 120.5		West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7
LOC IKN 109.3	Final Apch Crs 335^	GS D8.5 SY 2230' (2217')	ILS DA(H) (CONDITIONAL) 270' (257')	Apt Elev 21'	<div>2700'</div> <div>MSA YSSY ARP 2100' within 10 NM</div>	
MISSED APCH: Track 335^ At MANDATORY 600' turn RIGHT track 070^ Climb to 2000' or as directed by ATC.				Rwy 34R 13'		
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'						
1. SY DME REQUIRED. 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. 4. GNSS permitted in lieu of DME. Reference waypoint TESAT.						



LOC (GS out)	SY DME	3.1	4	5.0	6.0	6.5	7.0	8.0	8.5	9.0	10.0	10.9
	ALTITUDE	500'	810'	1110'	1430'	1620'	1750'	2070'	2230'	2380'	2700'	3000'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	335^	MANDATORY 600'	070^ RT	2000'
GS	3.00^	372	478	531	637	743					
MAP at D3.1 SY											

STRAIGHT-IN LANDING RWY 34R				CIRCLE-TO-LAND		<div>No Circling</div> 
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')				
A	1.5 km	2.5 km	2.7 km	A	NOT AUTHORIZED	
B						
C						
D						

YSSY/SYD

-(KINGSFORD SMITH) INTL

5 DEC 14

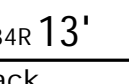
11-19

**JEPPESEN**

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

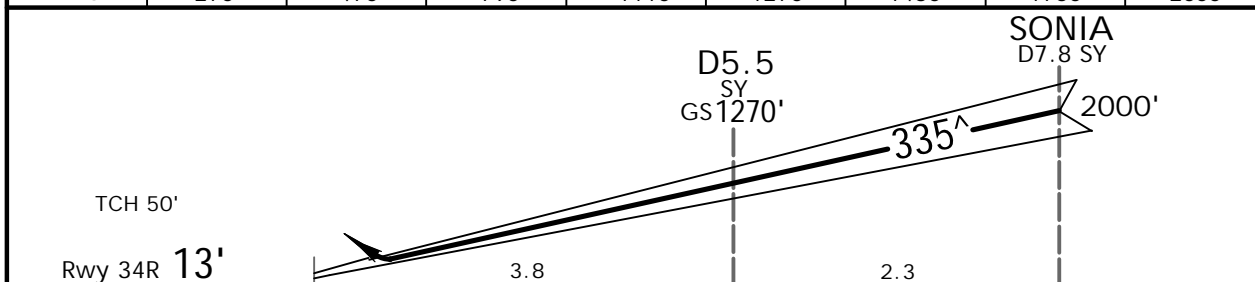
ILS-Y PRM Rwy 34R

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS


ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	428	North 124.4	South 128.3	West 126.1 East 125.3
SYDNEY Tower			MONITOR		Ground
Rwy 16L/34R 124.7	Rwy 16R/34L & Rwy 07/25 120.5	PRM 133.95		West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7	
LOC IKN 109.3	Final Apch Crs 335^	GS D5.5 SY 1270' (1257')	ILS DA(H) (CONDITIONAL) 270' (257')	Apt Elev 21' 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. Holding as directed by ATC. 6. GNSS permitted in lieu of DME. Reference waypoint TESAT.					



SY DME	2.4	3.0	4.0	5.0	5.5	6.0	7.0	7.8
ALTITUDE	270'	470'	790'	1110'	1270'	1430'	1750'	2000'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	335 [^]	MANDATORY 600' ↑	070 [^] RT ↗	2000' ↑
GS 3.00 [^]	372	478	531	637	743	849					

		STRAIGHT-IN LANDING RWY 34R		CIRCLE-TO-LAND		No Circling	
		ILS 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')			
PANS OPS	A	1.5 km		2.5 km		A	NOT AUTHORIZED
	B						
	C						
	D						

YSSY/SYD


- (KINGSFORD SMITH) INTL

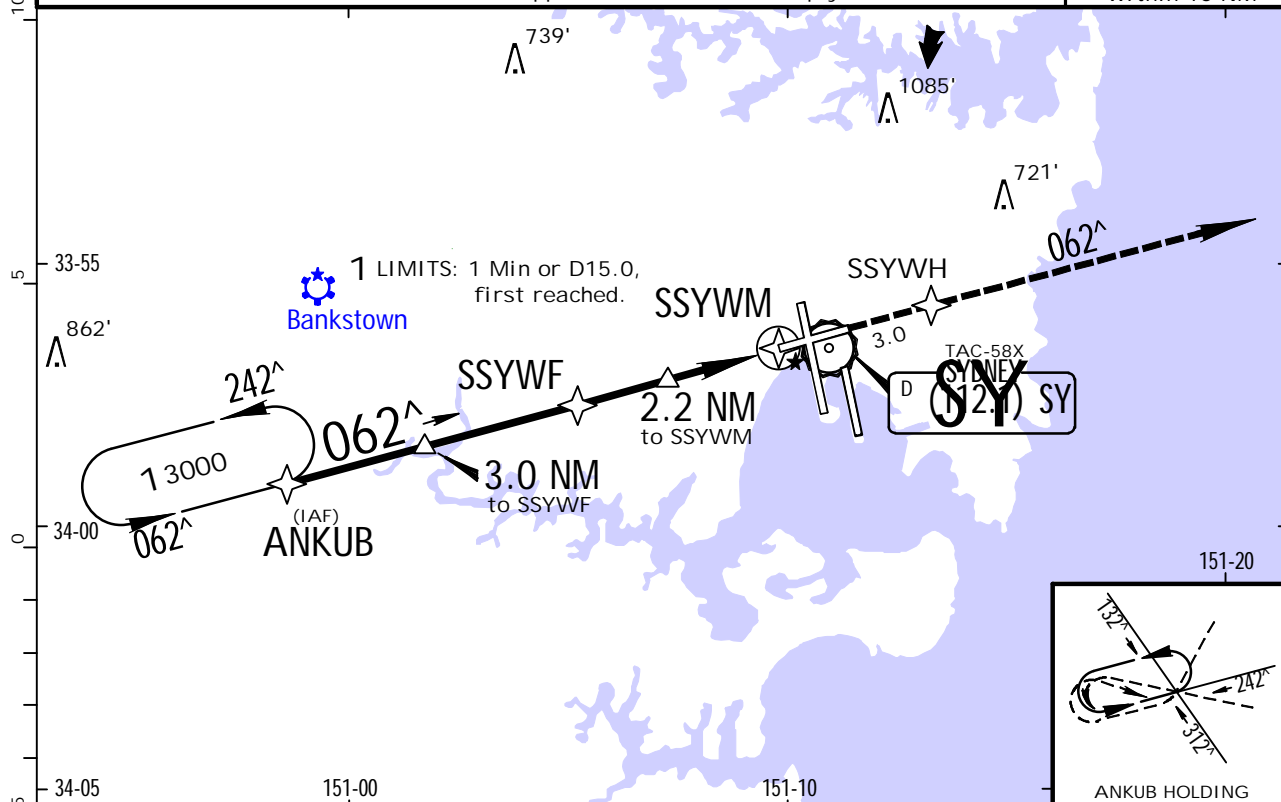
20 MAY 16
Eff. 26. May.

12-1

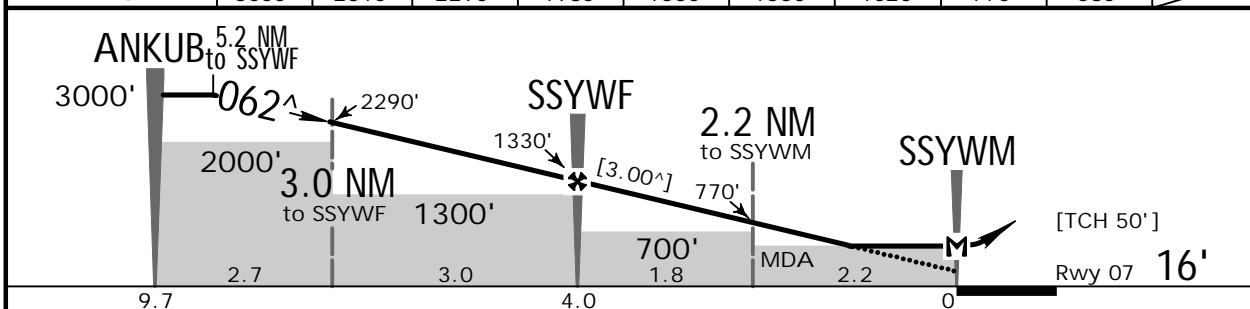
SYDNEY NSW AUSTRALIA


RNAV-Z (GNSS) Rwy 07

ATIS			SYDNEY Approach (R)		Director	
118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower Rwy 16R/34L & 07/25 120.5				Rwy 16L/34R 124.7	Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7	
RNAV	Final Apch Crs 062 [^]	Procedure Alt SSYWH 1330' (1314')	MDA(H) 580' (564')	Apt Elev 21' Rwy 07 16'	 2700'	
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 ANKUB 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply.						MSA YSSY ARP 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		REIL PAPI		SSYWH
Descent Angle [3.00^]	372	478	531	637	743	849				
MAP at SSYWM										

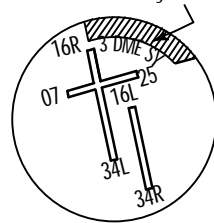
STRAIGHT-IN LANDING RWY 07

MDA(H) 580' (564')

CIRCLE-TO-LAND

MDA(H) 580' (564')		Max Kts	MDA(H)	
A	3.2 km	100	710' (689') - 2.4 km	
B		135	1000' (979') - 4.0 km	
C		180	1000' (979') - 5.0 km	
D		205	1000' (979') - 5.0 km	

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

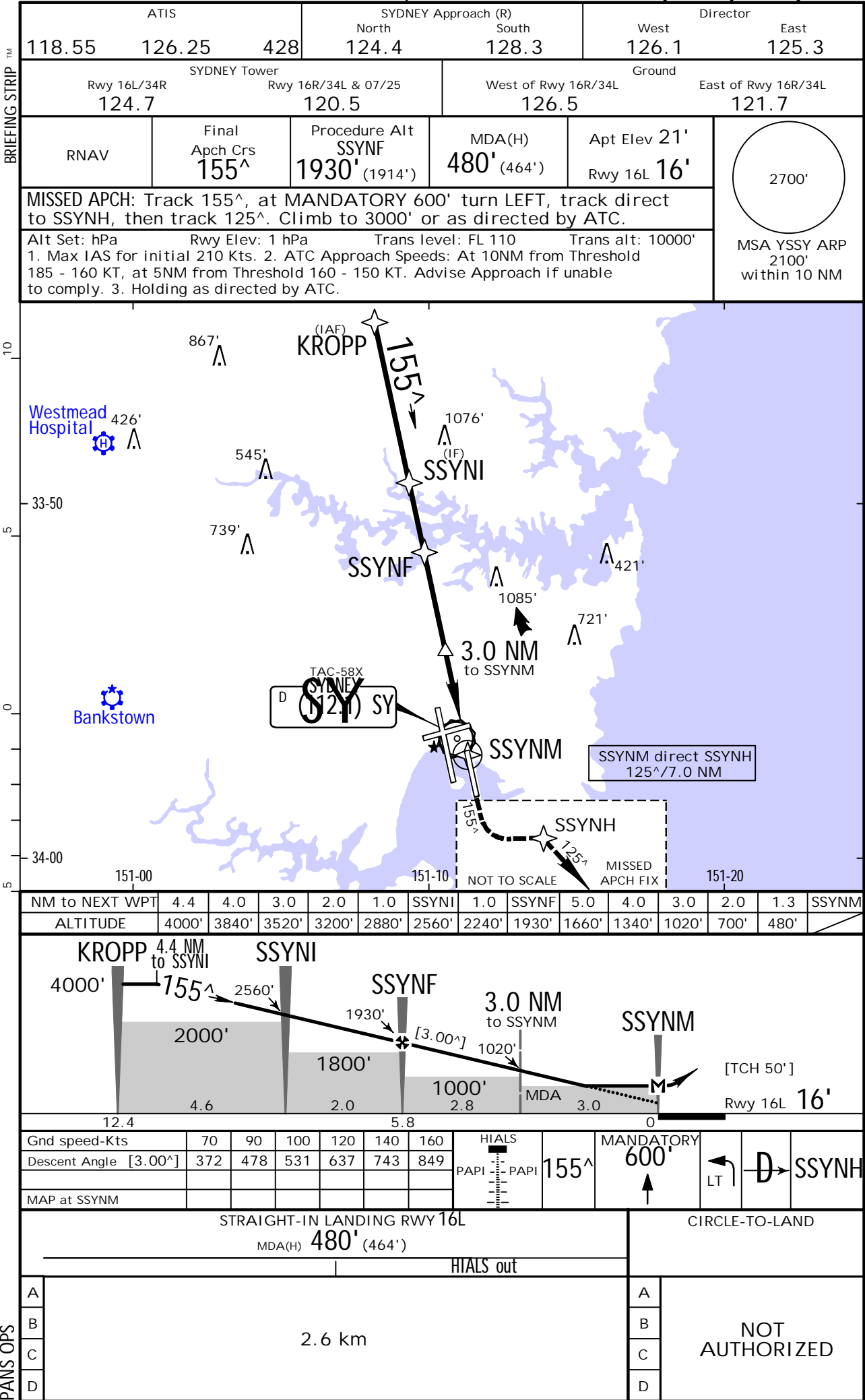


YSSY/SYD

-(KINGSFORD SMITH) INTL

JEPPESSEN
20 MAY 16
Eff. 26 May. (12-2)

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



YSSY/SYD

-(KINGSFORD SMITH) INTL

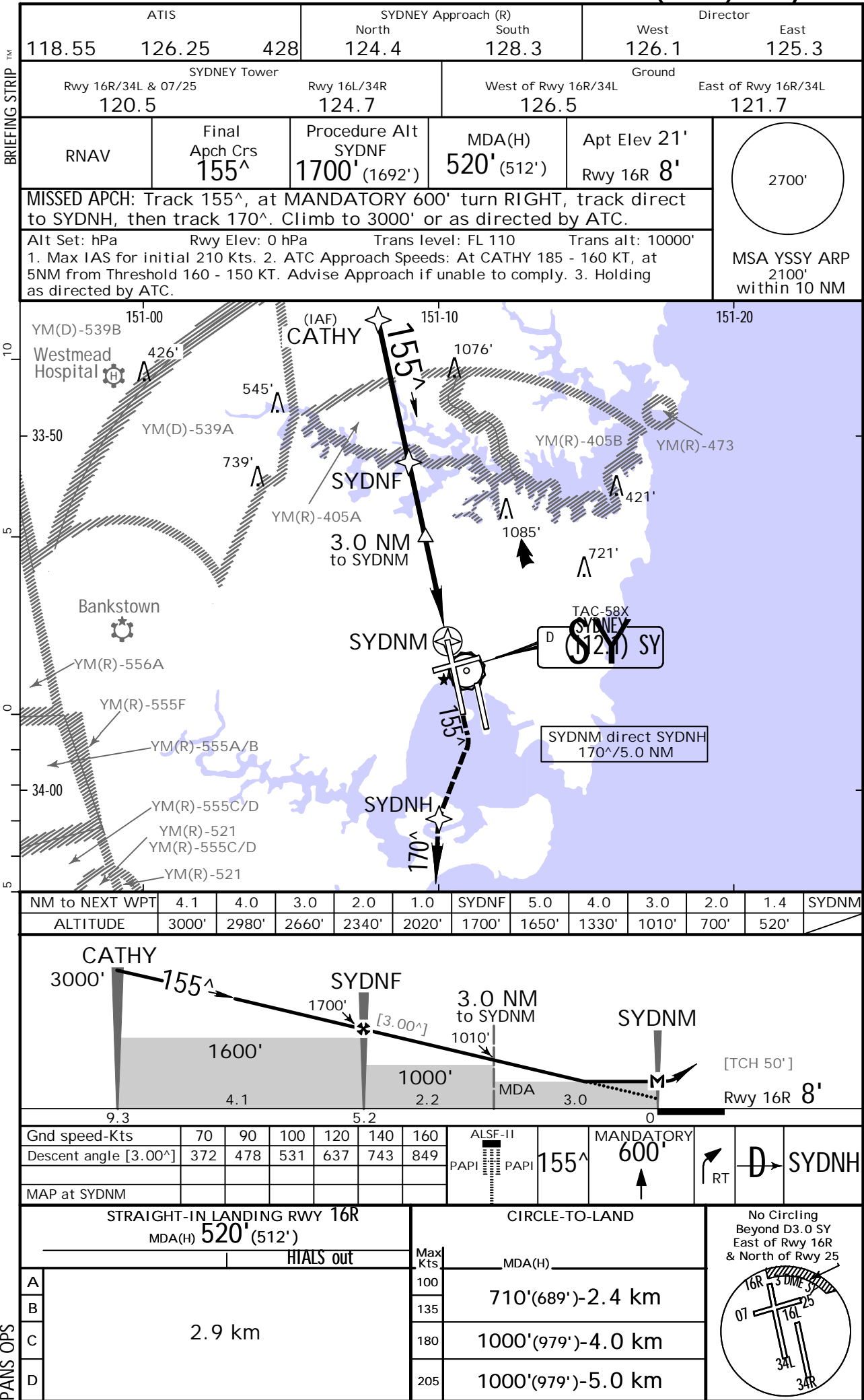


JEPPESSEN

5 DEC 14

(12-3)

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



YSSY/SYD

- (KINGSFORD SMITH) INTL

5 DEC 14


12-4

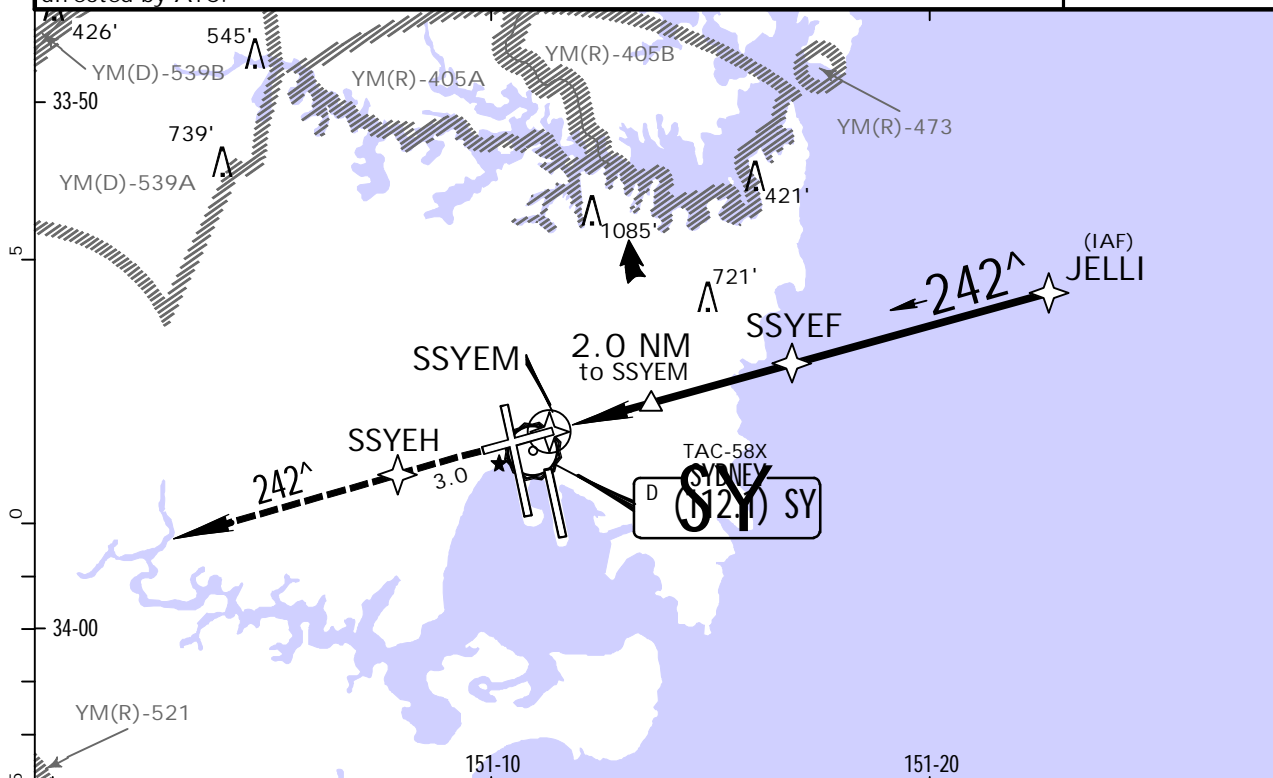
**JEPPESEN**

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

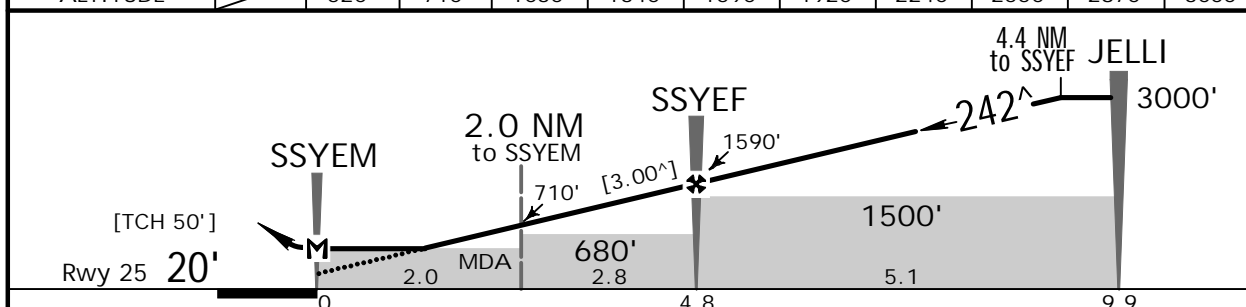
RNAV-Z (GNSS) Rwy 25


BRIEFING STRIP™

ATIS			SYDNEY Approach (R)		Director	
			North	South	West	East
118.55	126.25	428	124.4	128.3	126.1	125.3
SYDNEY Tower				Ground		
Rwy 16R/34L & 07/25		Rwy 16L/34R		West of Rwy 16R/34L		East of Rwy 16R/34L
120.5		124.7		126.5		121.7
RNAV	Final Apch Crs 242^	Procedure Alt SSYEF 1590' (1570')	MDA(H) 520' (500')	Apt Elev 21' 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.						
						MSA YSSY ARP 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		PAPI		SSYEH
Descent angle [3.00^]	372	478	531	637	743	849				
MAP at SSYEM										

STRAIGHT-IN LANDING RWY 25

MDA(H) 520' (500')

CIRCLE-TO-LAND

Max Kts
100
135
180
205

MDA(H)

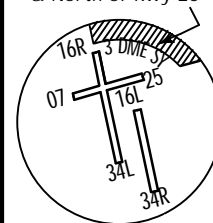
710'(689')-2.4 km

1,000' (approx) 4.0 km

1000'(979')-5.0 km

2.8 km

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



PANS OPS

YSSY/SYD

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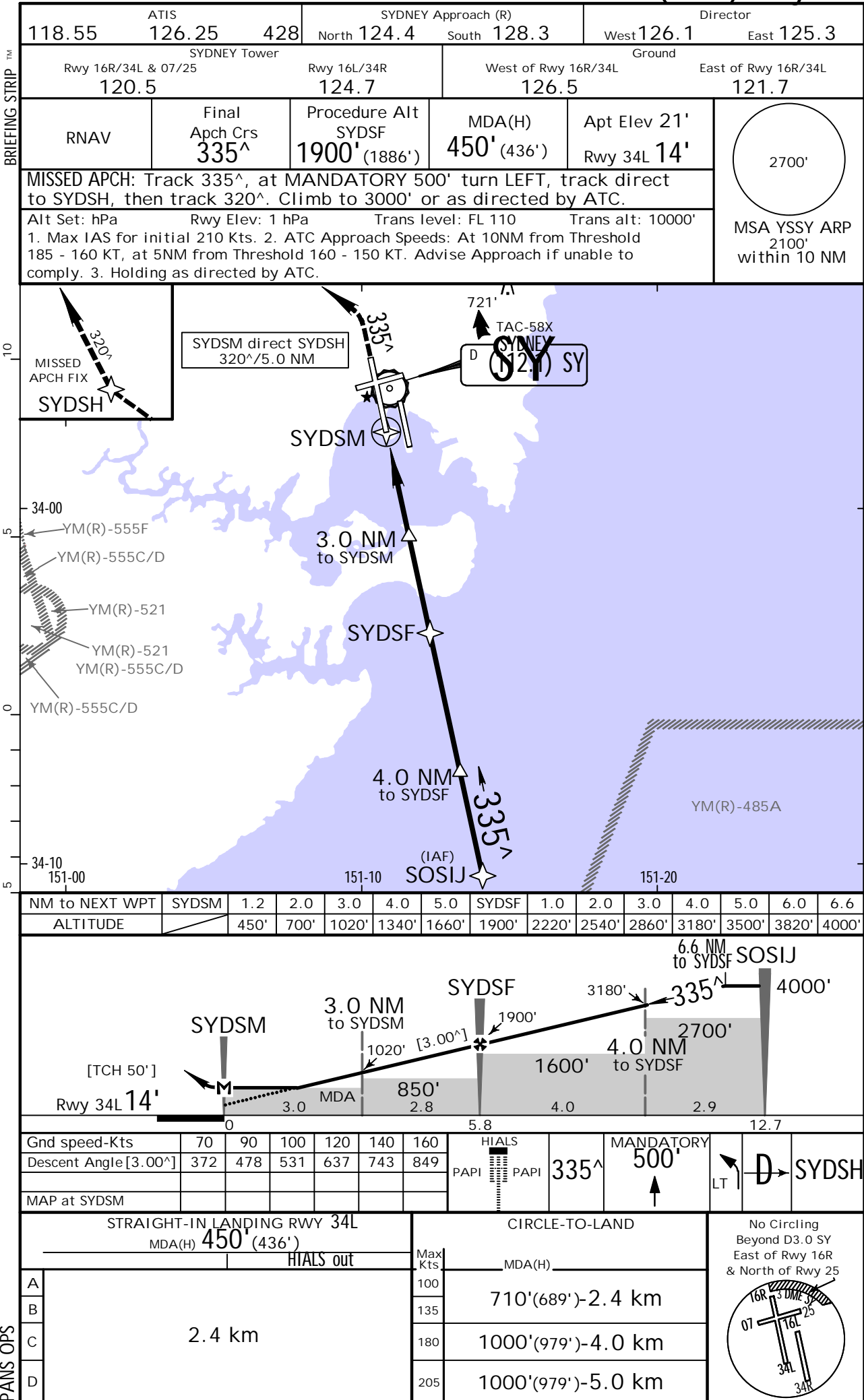


JEPPESSEN

5 DEC 14

(12-5)

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



YSSY/SYD

-(KINGSFORD SMITH) INTL

5 DEC 14

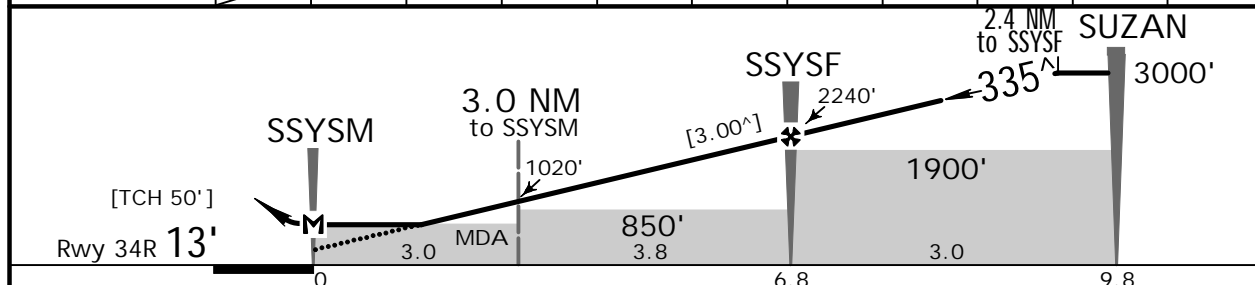
12-6



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

118.55		ATIS 126.25		428		SYDNEY Approach (R) North 124.4		South 128.3		Director West 126.1		East 125.3	
SYDNEY Tower Rwy 16L/34R 124.7						Rwy 16R/34L & 07/25 120.5		Ground West of Rwy 16R/34L 126.5				East of Rwy 16R/34L 121.7	
RNAV		Final Apch Crs 335^		Procedure Alt SSYSF 2240' (2227')		MDA(H) 550' (537')		Apt Elev 21' Rwy 34R 13'		<div><div>2700'</div></div> <div>MSA YSSY ARP 2100' within 10 NM</div>			
MISSED APCH: Track 335^, at MANDATORY 600' turn RIGHT, track direct to SSSYH, 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													



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	REIL PAPI	335 [^]	MANDATORY 600'	 RT		SSYSM
Descent Angle [3.00 [^]]	372	478	531	637	743	849						
MAP at SSYSM												

STRAIGHT-IN LANDING RWY 34R	CIRCLE-TO-LAND
MDA(H) 550' (537')	

A	3.0 km	A	NOT AUTHORIZED
B		B	
C		C	
D		D	

CHANGES: ATIS frequency removed.

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YSSY/SYD

-(KINGSFORD SMITH) INTL

20 MAY 16

(12-40)

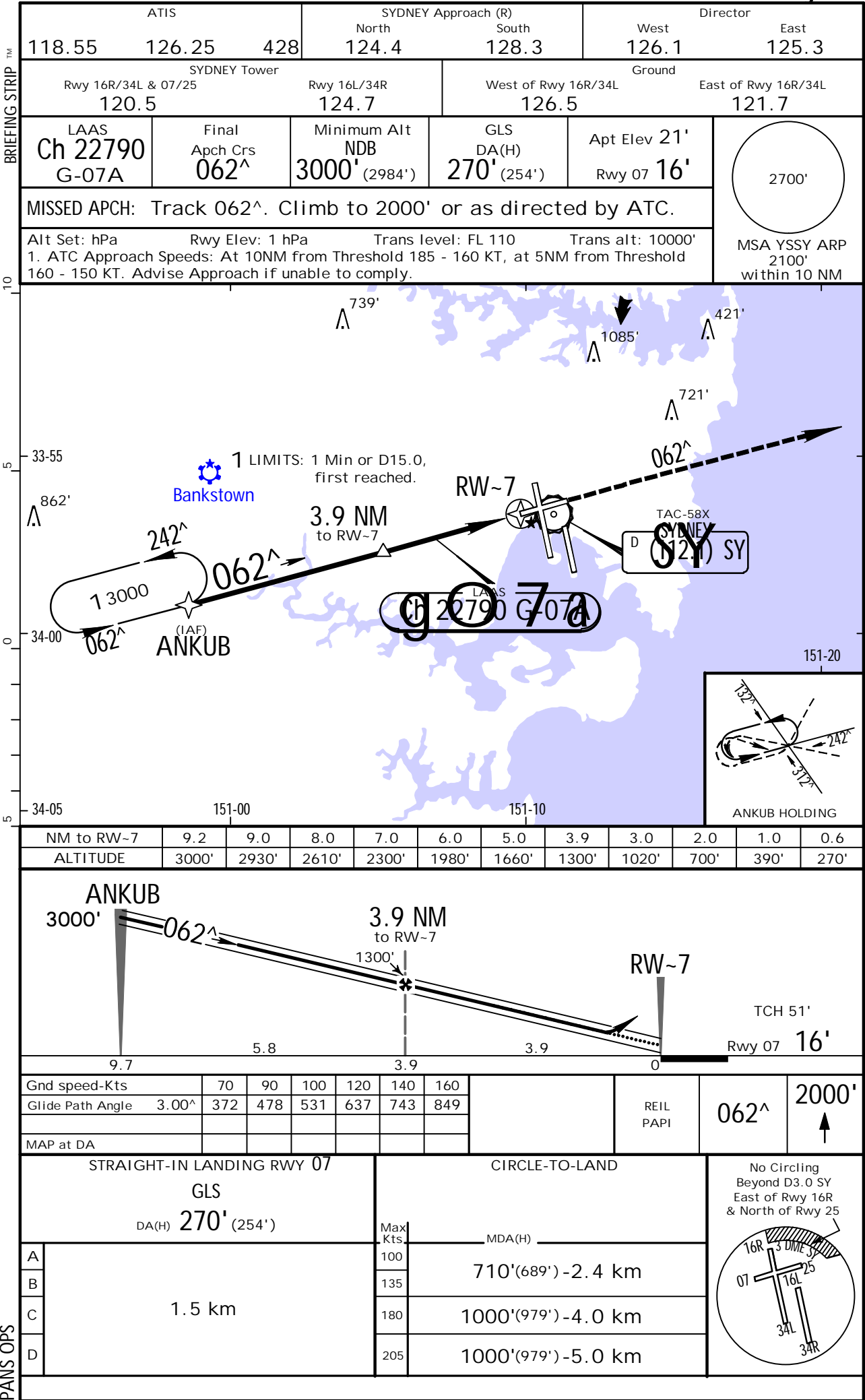
.Eff.26.May.



JEPPESSEN

SYDNEY, NSW, AUSTRALIA

GLS Rwy 07



YSSY/SYD

-(KINGSFORD SMITH) INTL



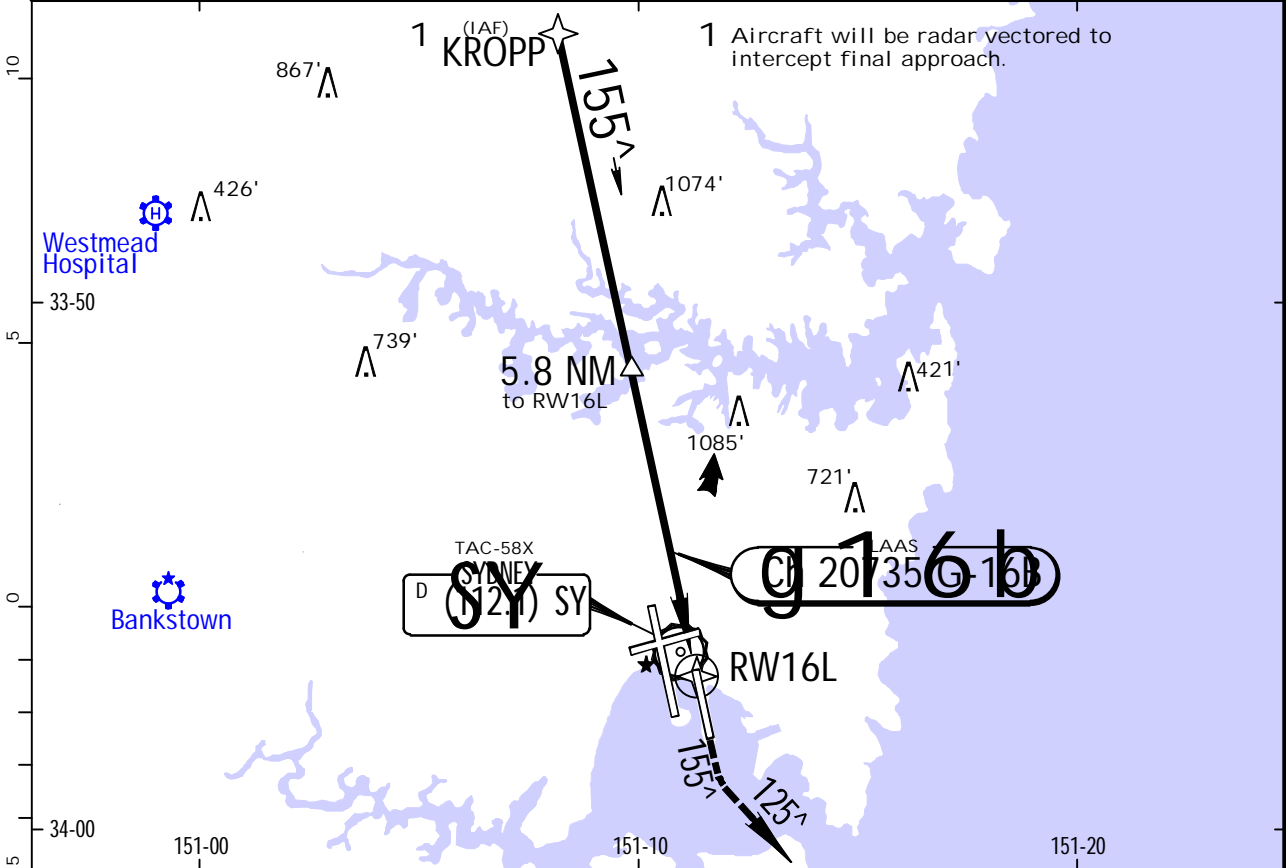
JEPPESSEN

SYDNEY, NSW, AUSTRALIA

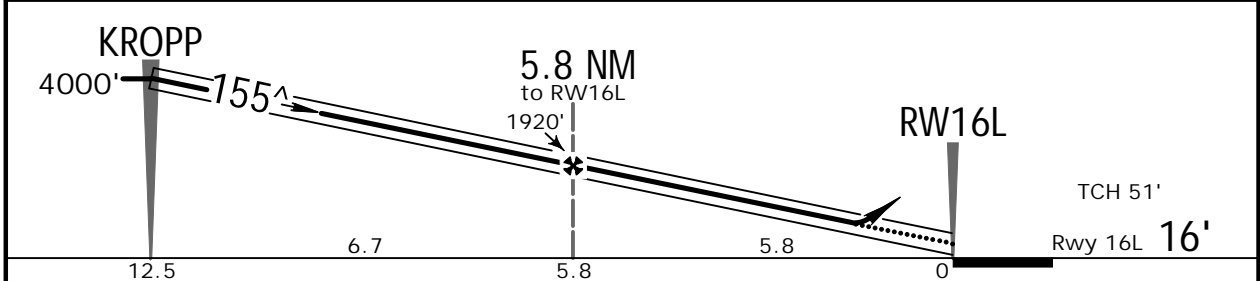
GLS Rwy 16L

20 MAY 16 (12-41).Eff.26.May.

118.55			ATIS 126.25		428	SYDNEY Approach (R) North 124.4			South 128.3		Director West 126.1		East 125.3	
SYDNEY Tower Rwy 16L/34R 124.7						Rwy 16R/34L & 07/25 120.5			Ground West of Rwy 16R/34L 126.5				East of Rwy 16R/34L 121.7	
LAAS Ch 20735 G-16B		Final Apch Crs 155^		Minimum Alt KROPP 4000' (3984')		GLS DA(H) 220' (204')		Apt Elev 21' Rwy 16L 16'		<div>2700'</div>				
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.														
MSA YSSY ARP 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	HIALS PAPI PAPI	MANDATORY 155^	600' LT	125^
GLide Path Angle	3.00^	372	478	531	637	743				
MAP at DA										

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

YSSY/SYD

-(KINGSFORD SMITH) INTL

5 DEC 14

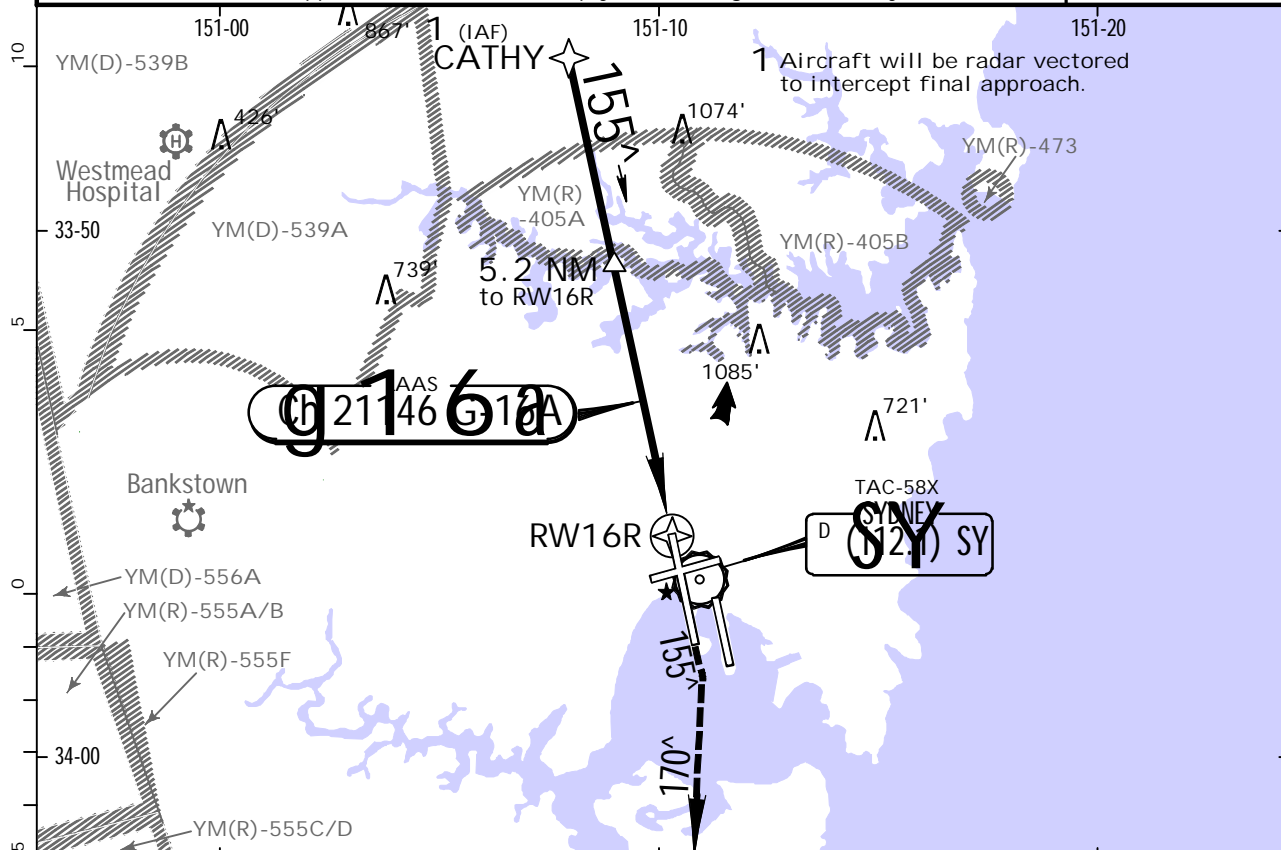
(12-42)

**JEPPESEN**

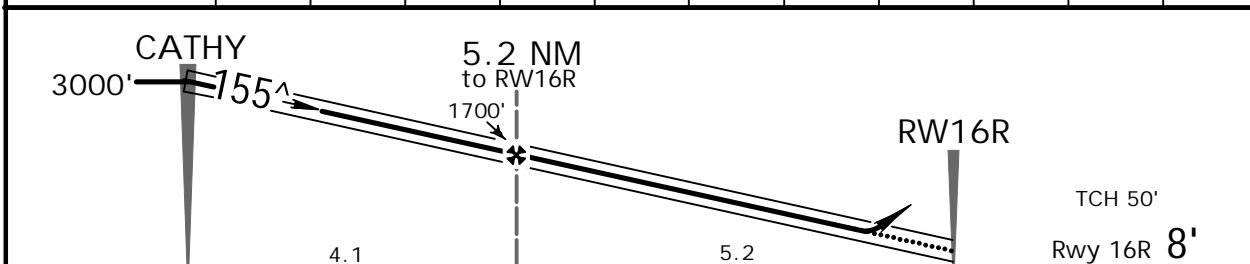
SYDNEY, NSW, AUSTRALIA

GLS Rwy 16R

ATIS			SYDNEY Approach (R)			Director		
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 Ch 21146 G-16A	Final Apch Crs 155^	Minimum Alt CATHY 3000' (2992')		GLS DA(H) 210' (202')	Apt Elev 21' Rwy 16R 8'		<div>2700'</div>	
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.								
MSA YSSY ARP 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'



9.3			5.2					0		
Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle 3.00^	372	478	531	637	743	849				
MAP at DA										

STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND	
GLS DA(H) 210' (202')				MDA(H)	
FULL		HIRL out	HIRLS out	Max Kts	
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	100	710'(689')-2.4 km
B				135	
C				180	
D				205	
<div style="display: flex; justify-content: space-between; align-items: center;"> <div> <p>No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25</p> </div> </div>					

YSSY/SYD

- (KINGSFORD SMITH) INTL

5 DEC 14


12-43



JEPPESEN

SYDNEY, NSW, AUSTRALIA

GLS Rwy 25

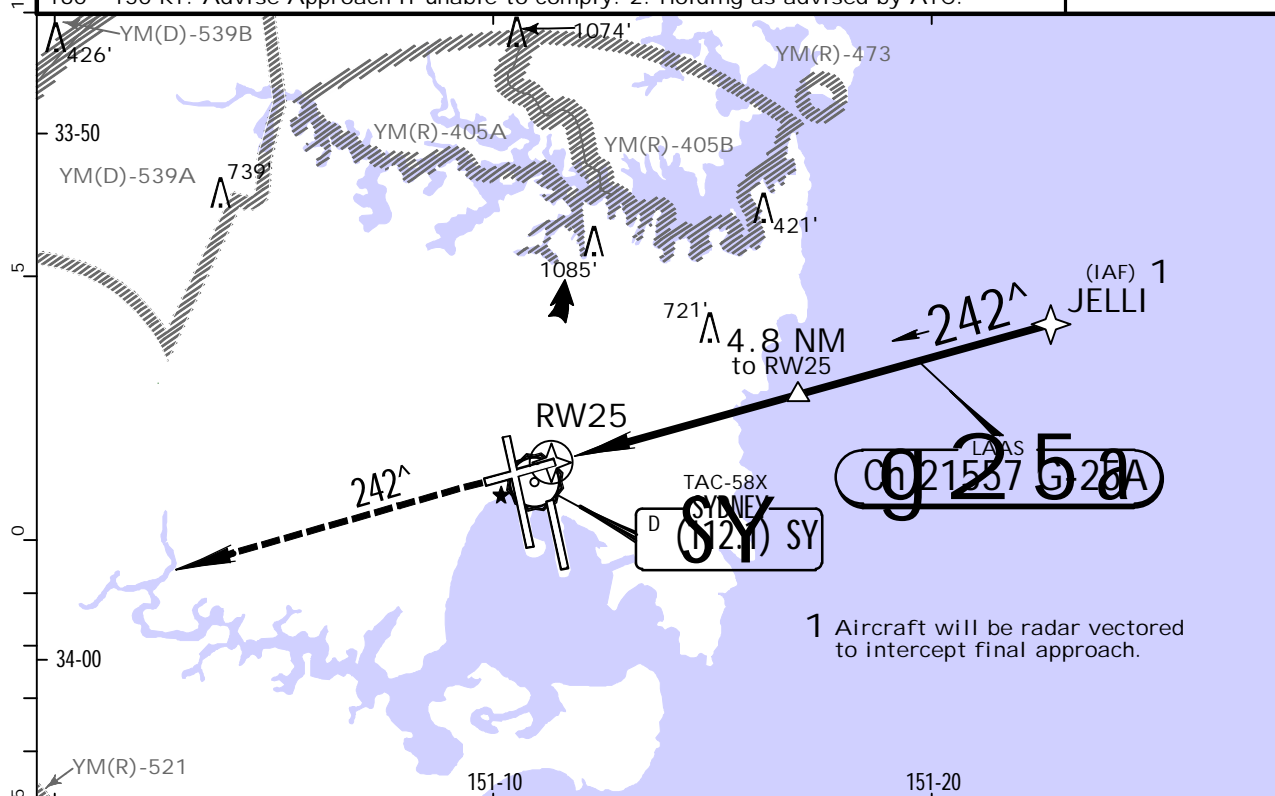
ATIS			SYDNEY Approach (R)		Director	
118.55	126.25	428	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower				Ground		
Rwy 16R/34L & 07/25		Rwy 16L/34R		West of Rwy 16R/34L		East of Rwy 16R/34L
120.5		124.7		126.5		121.7
LAAS Ch 21557 G-25A	Final Apch Crs 242^	Minimum Alt JELLI 3000' (2980')	GLS DA(H) 270' (250')	Apt Elev 21' Rwy 25 20'		

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

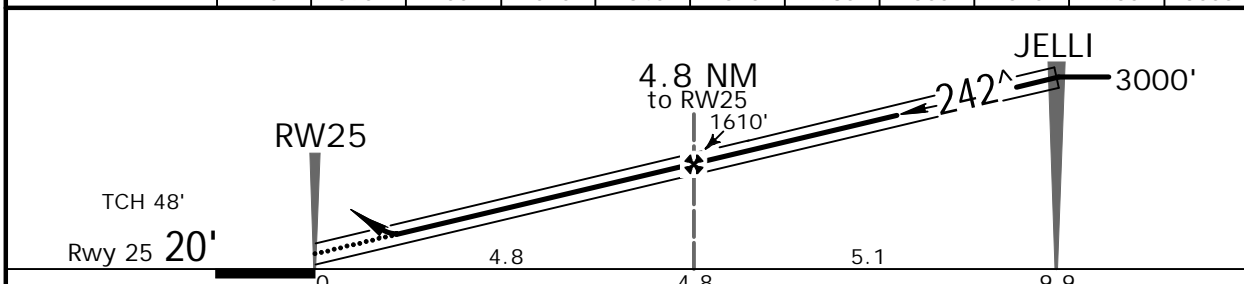
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'

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.

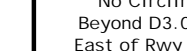
MSA YSSY ARP
2100'
within 10 NM



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	PAPI	242^	3000' ↑
Glide Path Angle 3.00^	372	478	531	637	743	849			
MAP at DA									

STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND		<div>No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25</div> 
GLS				
DA(H) 270' (250')		Max Kts	MDA(H)	
A	1.5 km	100	710'(689')-2.4 km	
B		135	1000'(979')-4.0 km	
C		180	1000'(979')-5.0 km	
D		205		

YSSY/SYD

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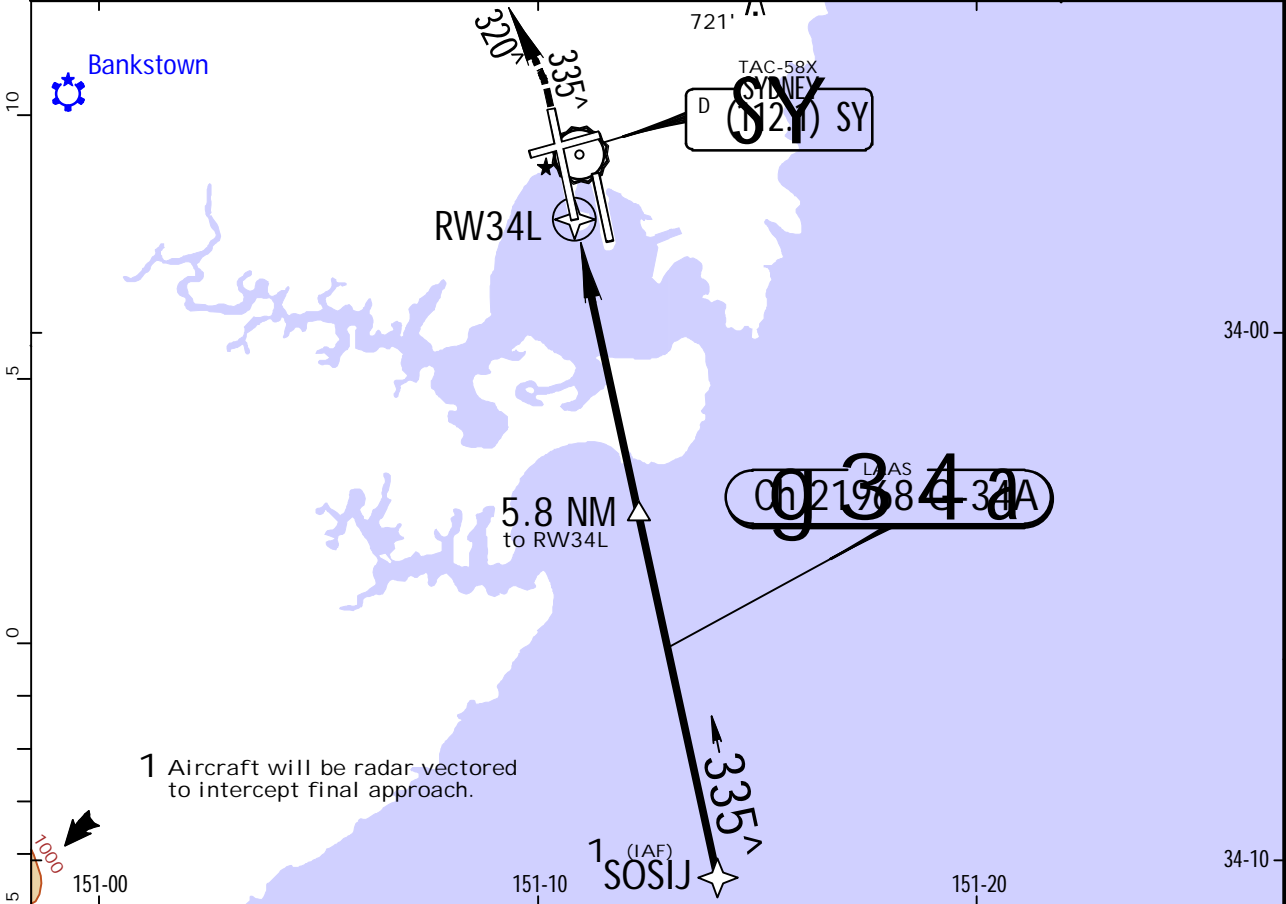
SYDNEY, NSW, AUSTRALIA
GLS Rwy 34L

22 APR 16

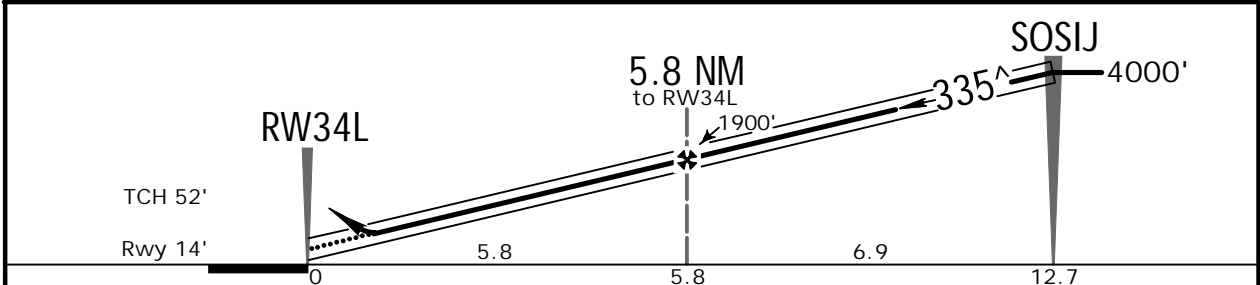
12-44

BRIEFING STRIP™


ATIS 118.55 126.25 428			SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & 07/25 120.5				Rwy 16L/34R 124.7	Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7	
LAAS Ch 21968 G-34A	Final Apch Crs 335^	Minimum Alt SOSIJ 4000' (3986')	GLS DA(H) 220' (206')	Apt Elev 21' Rwy 14'		<div>2700'</div>
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.						
						MSA YSSY ARP 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	HIALS		MANDATORY	
Glide Path Angle	3.00^	372	478	531	637	743	849	PAPI	335^	500'
MAP at DA										320^
										LT

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

CHANGES: Minimums.

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YSSY/SYD

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22 APR 16

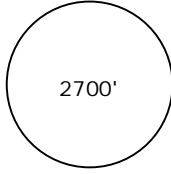
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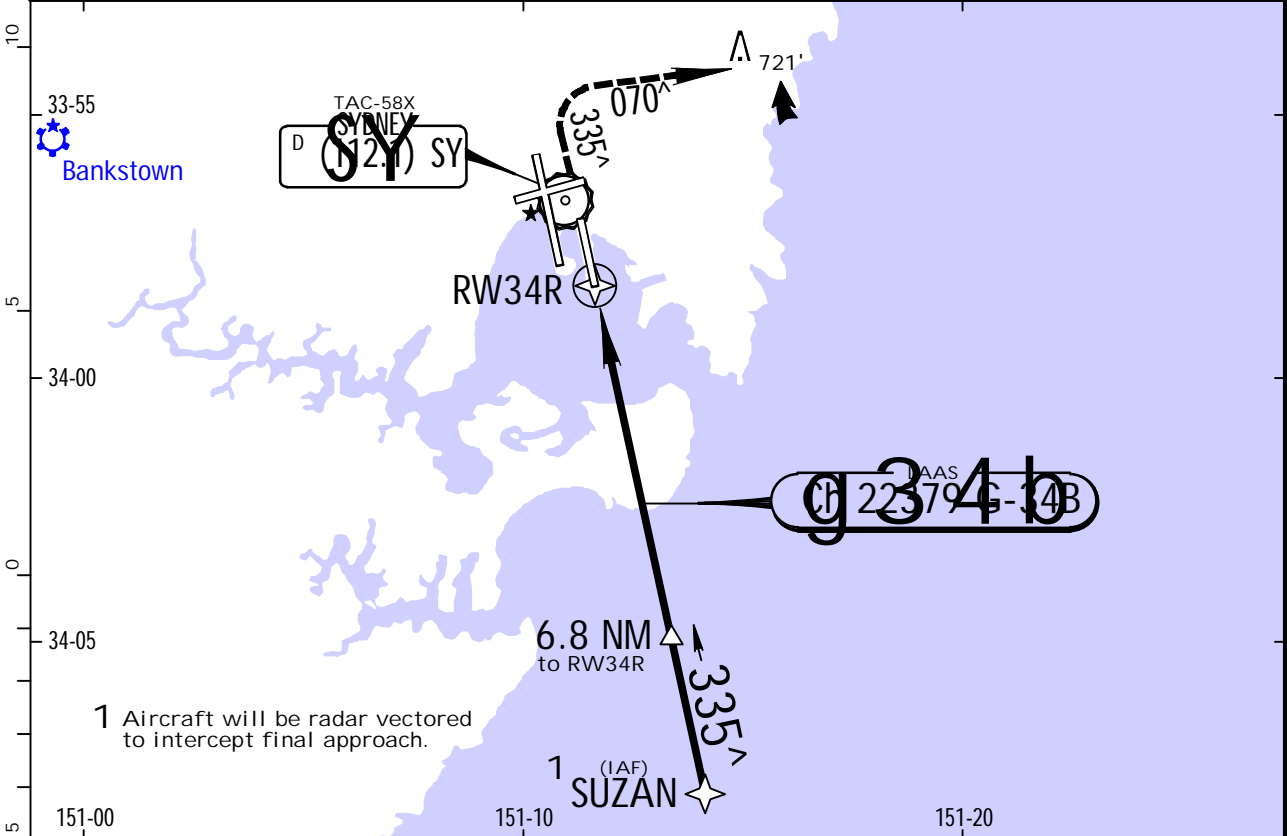


JEPPESSEN

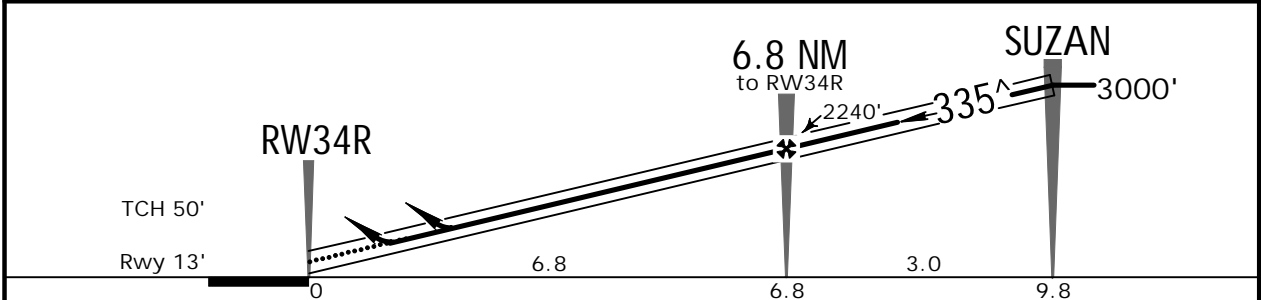
SYDNEY, NSW, AUSTRALIA
GLS Rwy 34R

BRIEFING STRIP™

ATIS			SYDNEY Approach (R)		Director	
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 Ch 22379 G-34B	Final Apch Crs 335^	Minimum Alt SUZAN 3000' (2987')	GLS DA(H) (CONDITIONAL) 270' (257')	Apt Elev 21' Rwy 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.						
MSA YSSY ARP 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	REIL PAPI	335^	MANDATORY 600' RT	070^
Glide Path Angle	3.00^	372	478	531	637	743				
MAP at DA										

STRAIGHT-IN LANDING RWY 34R Missed approach climb gradient 3.3% DA(H) 270' (257')				CIRCLE-TO-LAND Missed approach climb gradient 2.5% DA(H) 460' (447')			
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PANS OPS

A	1.5 km	2.5 km	A	NOT AUTHORIZED
B			B	
C			C	
D			D	

SYDNEY, NS (KINGSFORD SMITH INTL - YSSY)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport YSCB

No Chart Change Notices for Airport YSSY