

YMML/MEL
MELBOURNE INTL

10 MAR 17

 **JEPPESEN**
(20-1P)**MELBOURNE, VIC, AUSTRALIA****AIRPORT BRIEFING**

AIR TRAFFIC FLOW MANAGEMENT PROCEDURES

Ground Delay Program (GDP) Inbound.

Melbourne GDPs are applicable to all fixed wing, non priority flights departing from all Australian domestic airports, and arriving at Melbourne daily between the hours of 2000-1400 UTC, as adjusted by daylight saving variations.

Except as specified in Note 1 below, flights from all Australian airports are required to operate in accordance with the Calculated Off Blocks Time (COBT). The COBT can be obtained through their company or the National Operations Center.

Note 1: COBTs generated by Perth Departure Management Program will take precedence over COBTs generated by the Melbourne Arrivals GDP.

Flights departing within a 60NM radius of Melbourne must also obtain a start clearance from the departure airport when active or from Melbourne ATC.

Ground Delay Program (GDP) Outbound.

Aircraft departing Melbourne (YMML) aerodrome for an Australian Airport with a Ground Delay Program must contact Airways Clearance Delivery 127.2 after receiving an Airways Clearance and prior to start. Aircraft Clearance Delivery will check compliance with COBT before transferring to Surface Movement Control 121.7.

7874' (2400m) Runway Separation.

ICAO provides conditions for the application of reduced runway separation. The 7874' (2400m) runway separation standard applies to arriving aircraft where the lead aircraft is greater than 15,432 lbs (7000 kg), which complements existing Australian standards.

Effective 01 MAR 2017 1300 UTC the 7874' (2400m) runway separation standard will be able to be used at Melbourne Airport on Rwy 16/34. The standard will not be used on Rwy 09/27 due to insufficient length.

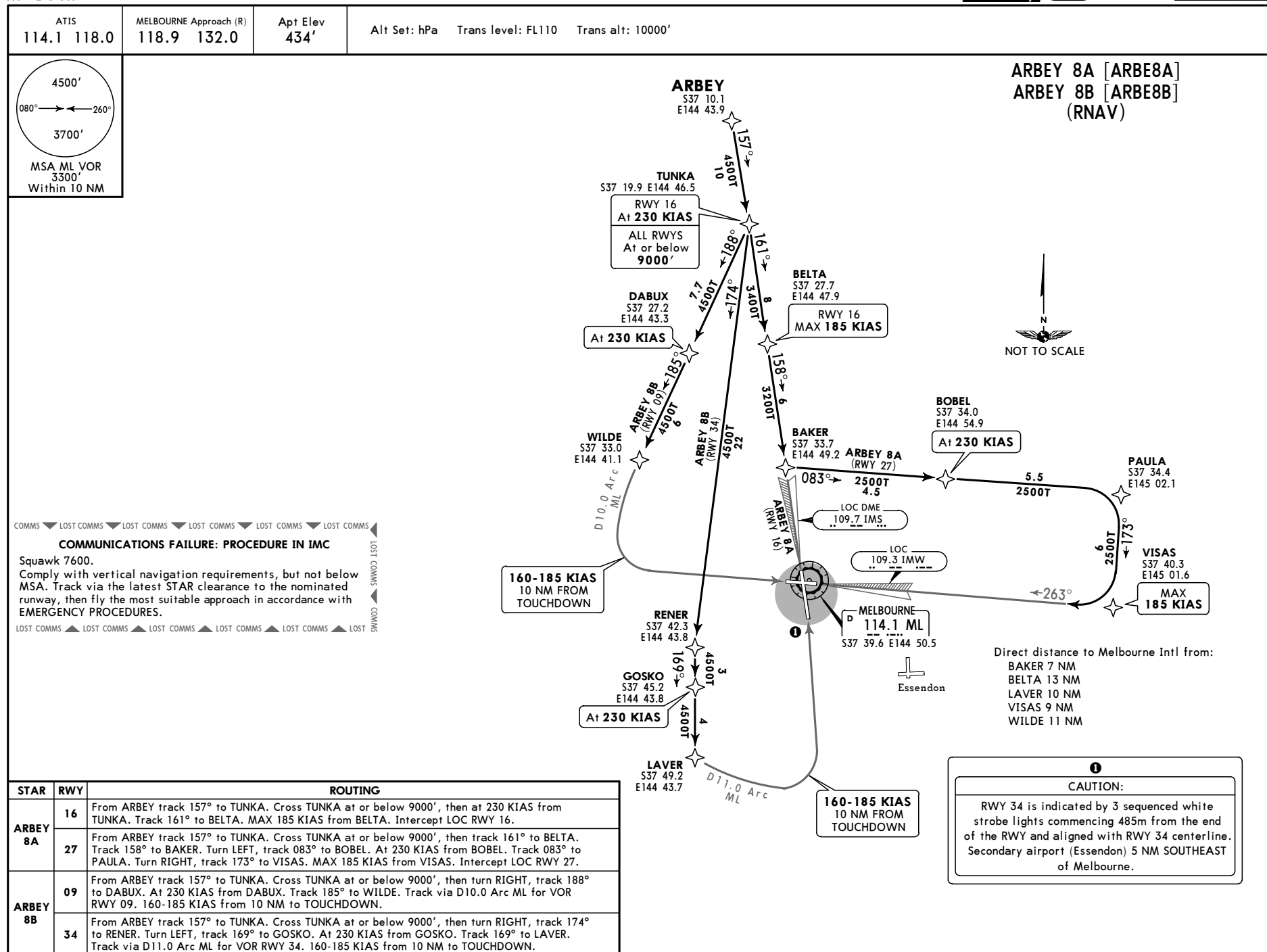
The standard allows for two aircraft to occupy the runway at one time, provided the lead aircraft has a MTOW of 15,432 lbs (7000 kg) or more, and environmental conditions support normal approaches, good visibility and good braking characteristics. The lead aircraft must remain in motion and vacate the runway without backtracking.

The following aircraft may be any weight or category but wake turbulence separation must still be applied between the aircraft.

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MELBOURNE INTL

JEPPESEN
20 MAY 16
Eff 26 May 20-2

MELBOURNE, VIC,
AUSTRALIA
RNAV STAR



JEPPESEN
20 MAY 16 **20-2A** **Eff 26 May**

MELBOURNE, VIC,
AUSTRALIA
RNAV STAR

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MELBOURNE, VIC,
AUSTRALIA
RNAV STAR

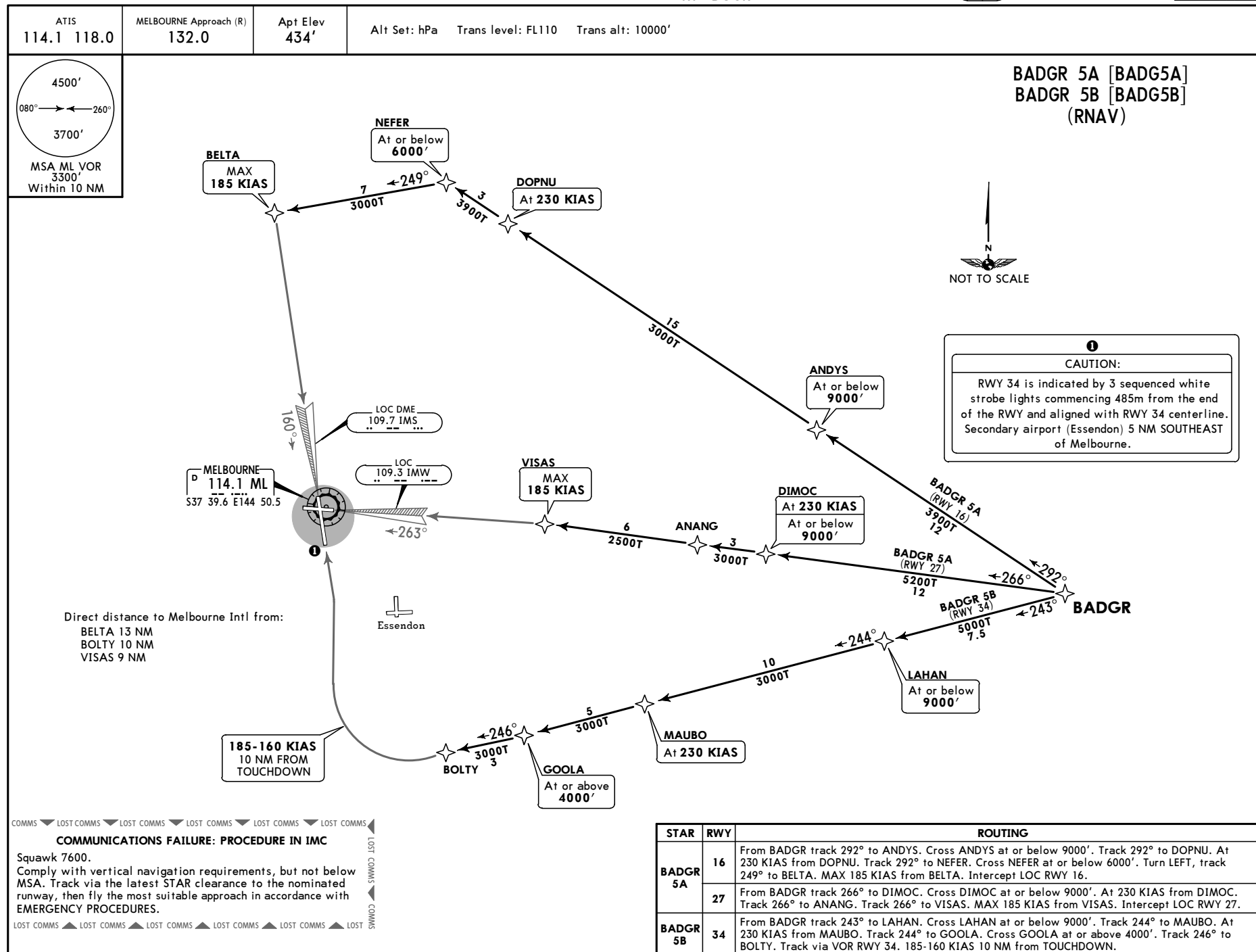
RNAV STAR

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YMM/MEL
MELBOURNE INTL

JEPPESEN
4 NOV 16 (20-2C) Eff 9 Nov 1600Z

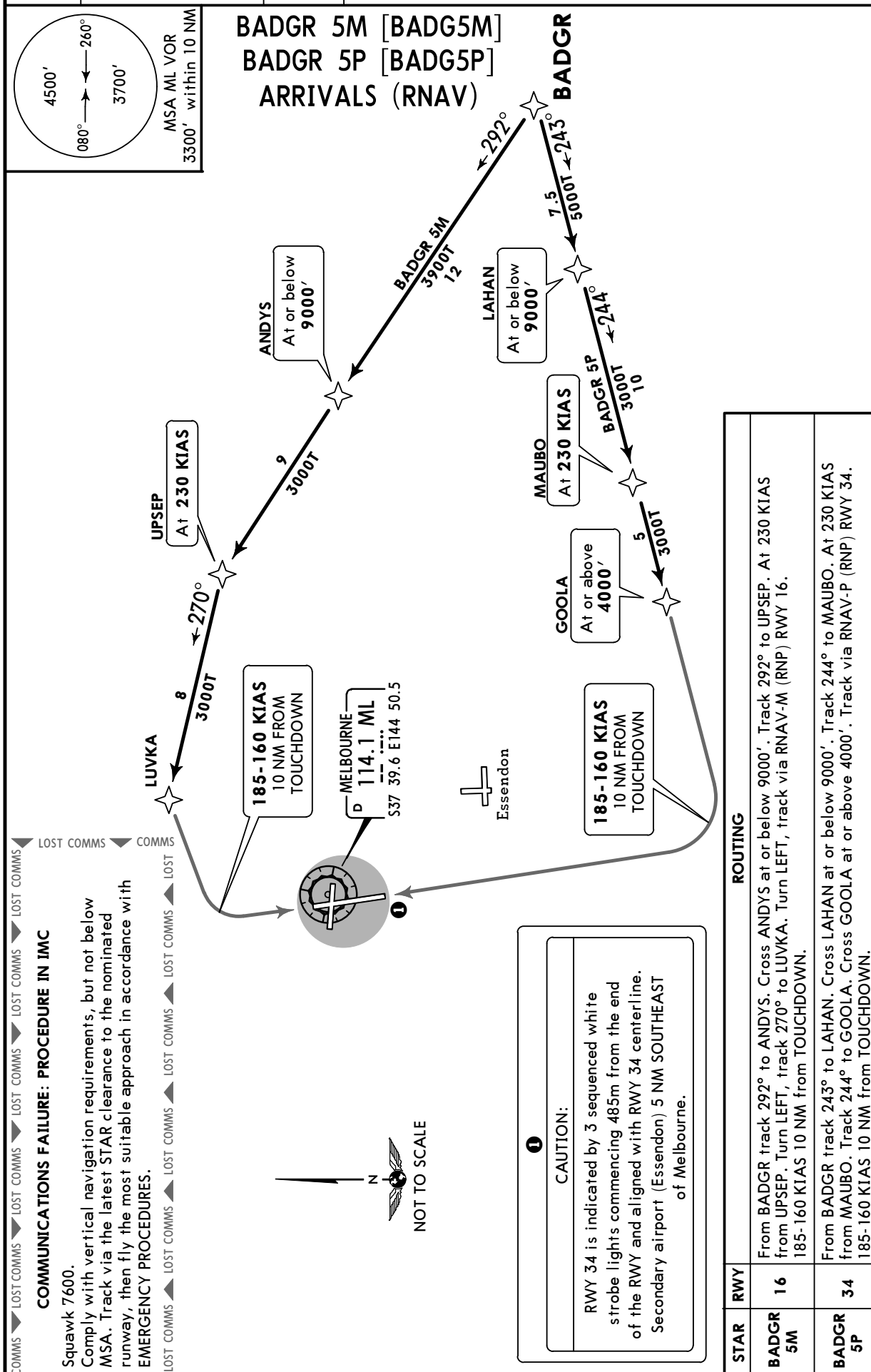
MELBOURNE, VIC,
AUSTRALIA
RNAV STAR



YMML/MEL
MELBOURNE INTL

JEPPESSEN MELBOURNE, VIC, AUSTRALIA
4 NOV 16 (20-2D) Eff 9 Nov 1600Z **RNAV STAR**

ATIS 114.1 118.0	MELBOURNE Approach (R) 132.0	Apt Elev 434'	Alt Set: hPa Trans level: FL110 Trans alt: 10000'
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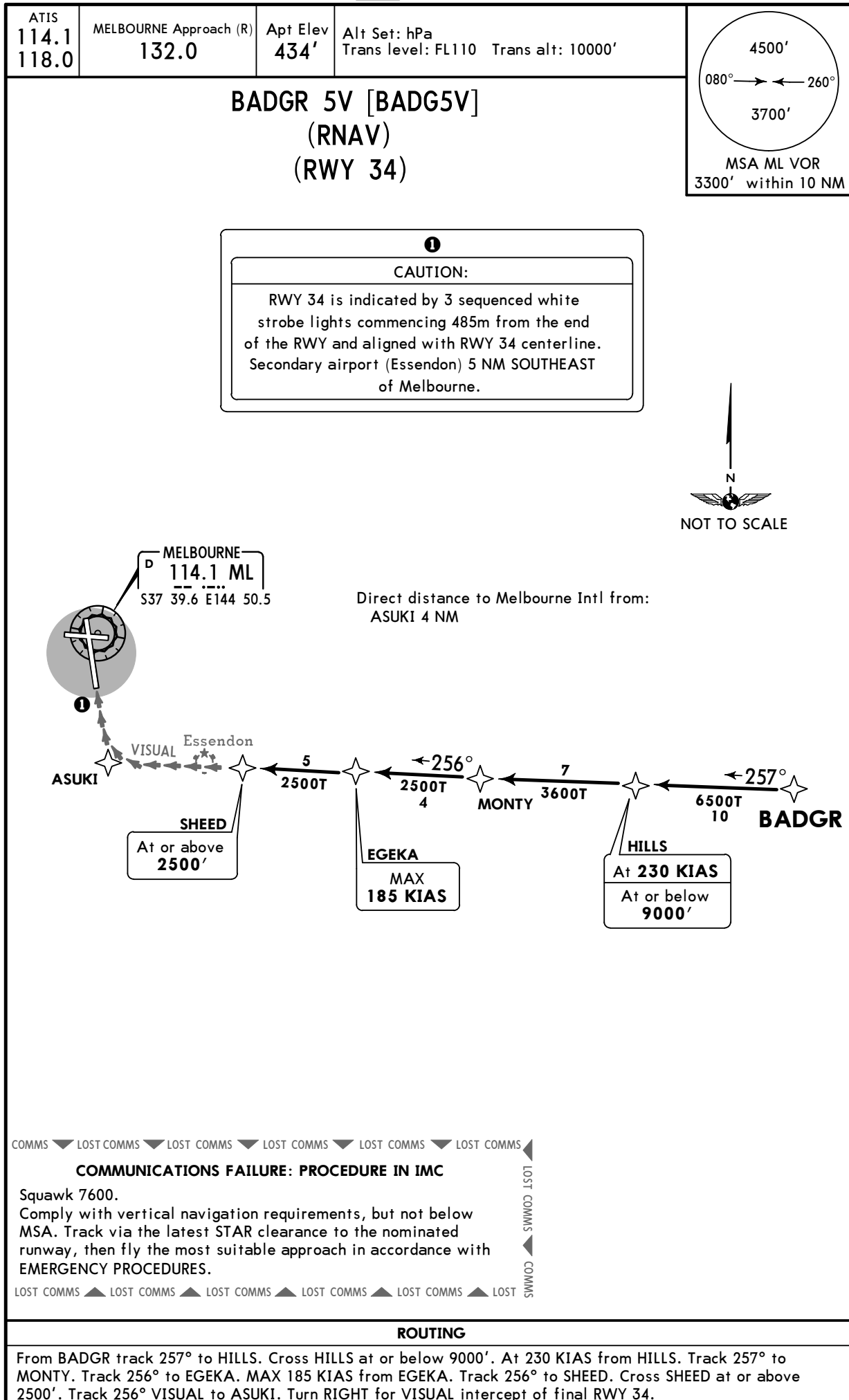


CHANGES: Procedure renumbered, BADGR 5M added.

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YMML/MEL
MELBOURNE INTL

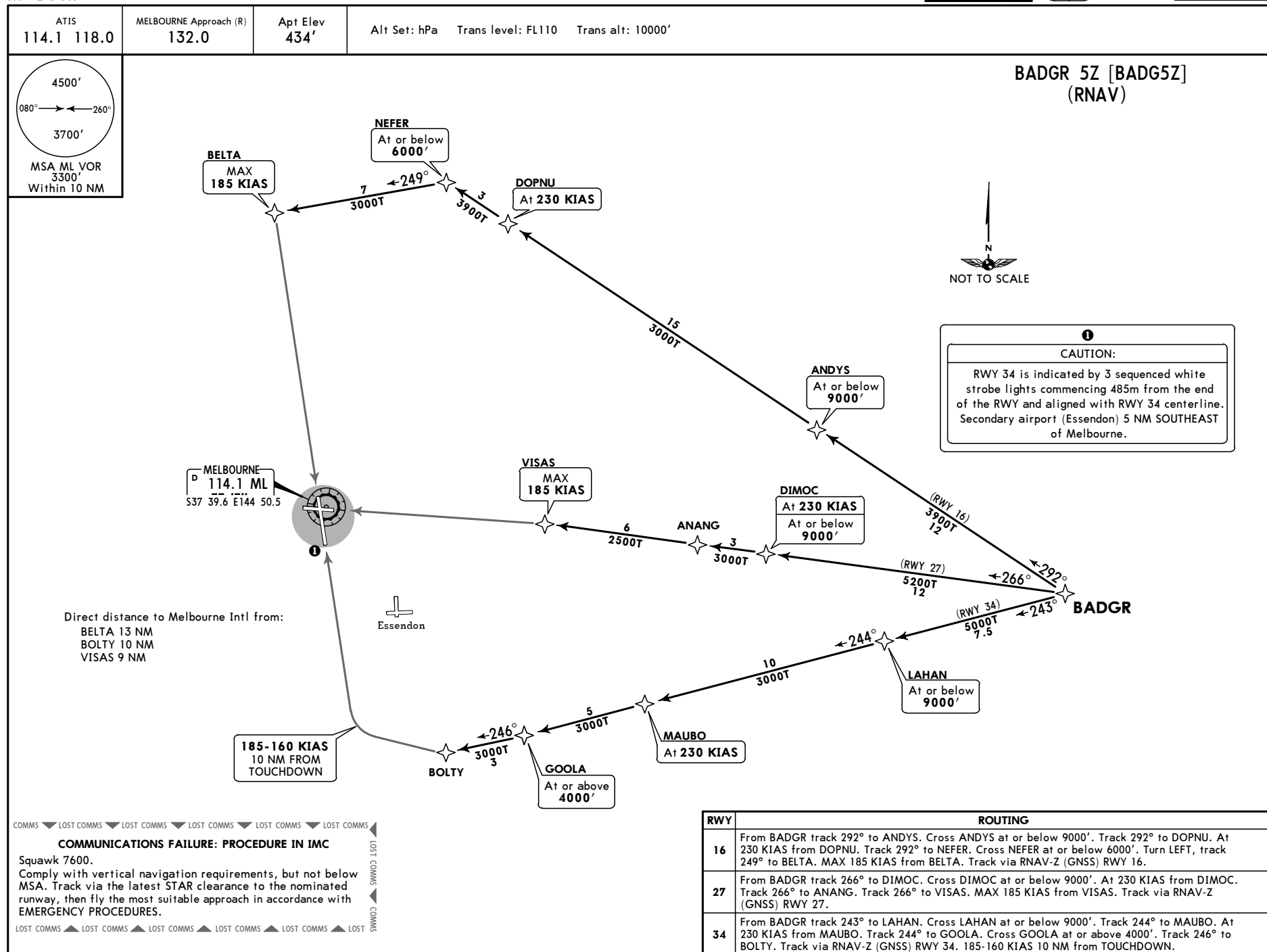
JEPPESEN MELBOURNE, VIC, AUSTRALIA
4 NOV 16 **(20-2E)** **Eff 9 Nov 1600Z** **RNAV STAR**



YMML/MEL
MELBOURNE INTL

JEPPESEN
4 NOV 16
Eff 9 Nov 1600Z (20-2F)

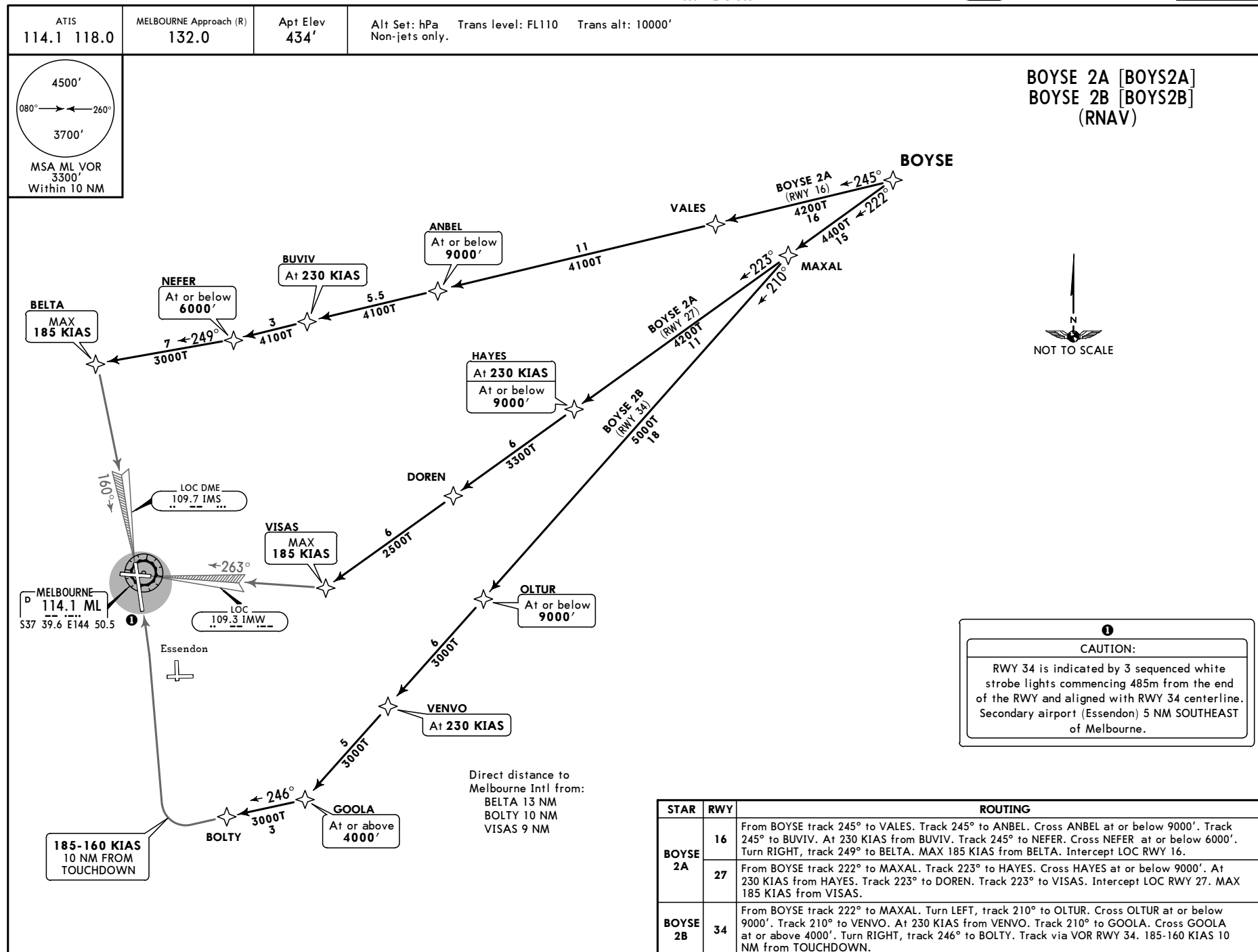
MELBOURNE, VIC,
AUSTRALIA
RNAV STAR



YMML/MEL
MELBOURNE INTL

JEPPESEN
4 NOV 16 **20-2G** Eff 9 Nov 1600Z

MELBOURNE, VIC,
AUSTRALIA
RNAV STAR



YMML/MEL
MELBOURNE INTL

20 MAY 16

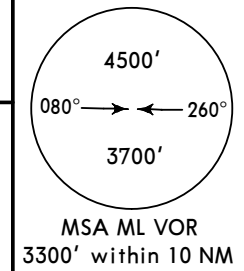
20-2H

Eff 26 May

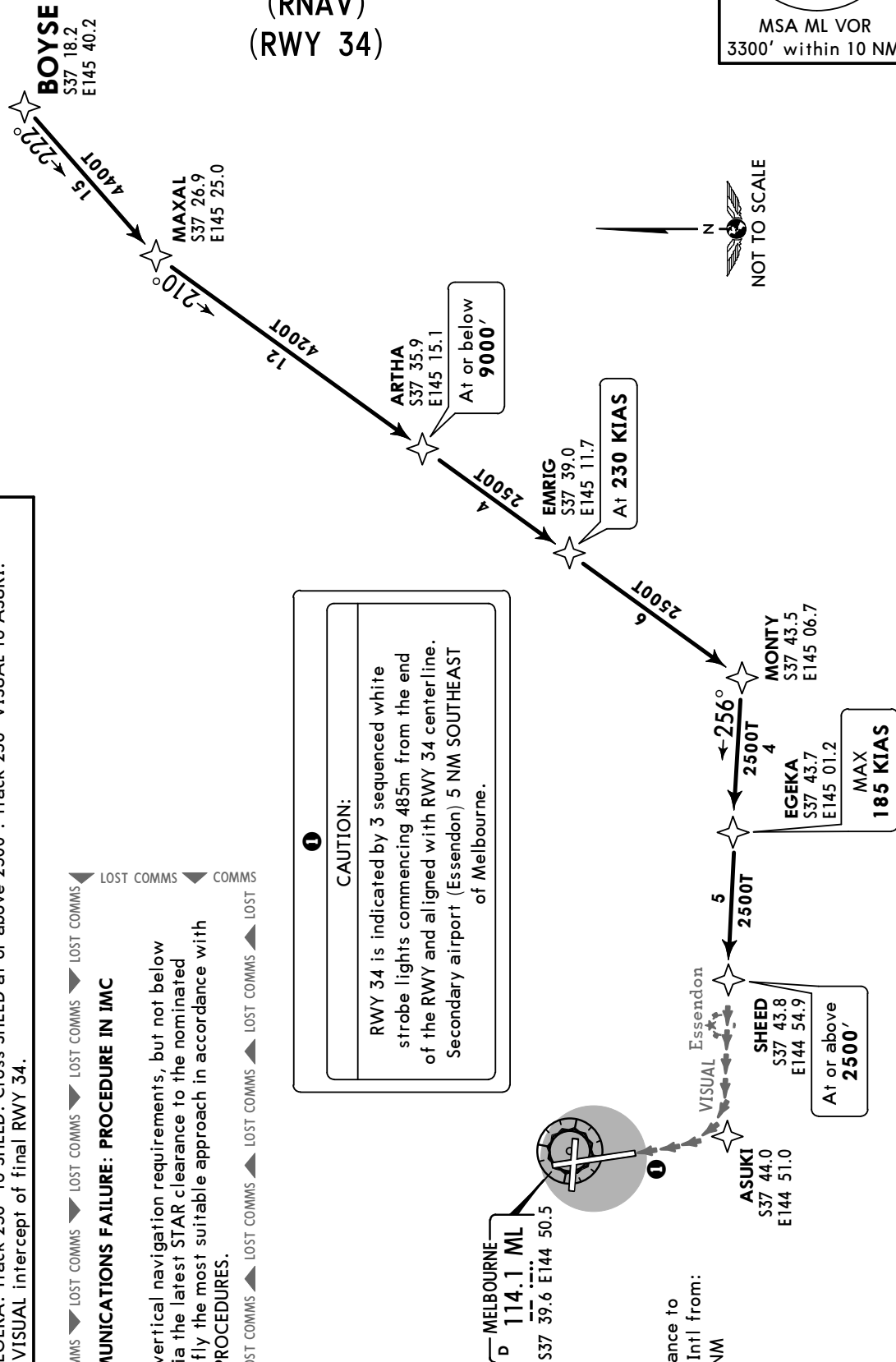
JEPPESEN MELBOURNE, VIC, AUSTRALIA

RNAV STAR

ATIS 114.1 118.0	MELBOURNE Approach (R) 132.0	Apt Elev 434'	Alt Set: hPa Trans level: FL110 Trans alt: 10000' Non-jets only.
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**BOYSE 2V [BOYS2V]
(RNAV)
(RWY 34)**



ROUTING

From BOYSE track 222° to MAXAL. Turn LEFT, track 210° to ARTHA. Cross ARTHA at or below 9000'. Track 210° to EMRIG. At 230 KIAS from EMRIG. Track 210° to MONTY. Turn RIGHT, track 256° to EGEKA. MAX 185 KIAS from EGEKA. Track 256° to SHEED. Cross SHEED at or above 2500'. Track 256° VISUAL to ASUKI. Turn RIGHT for VISUAL intercept of final RWY 34.

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 ▲ LOST

CAUTION:

RWY 34 is indicated by 3 sequenced white strobe lights commencing 485m from the end of the RWY and aligned with RWY 34 center line. Secondary airport (Essendon) 5 NM SOUTHEAST of Melbourne.

—MELBOURNE—

D 114.1 ML
\$37 39.6 E144 50.5

Direct distance to
Melbourne Intl from:
ASUKI 4 NM

JEPPESSEN
20 MAY 16
Eff 26 May 20-2J

MELBOURNE, VIC,
AUSTRALIA
RNAV STAR

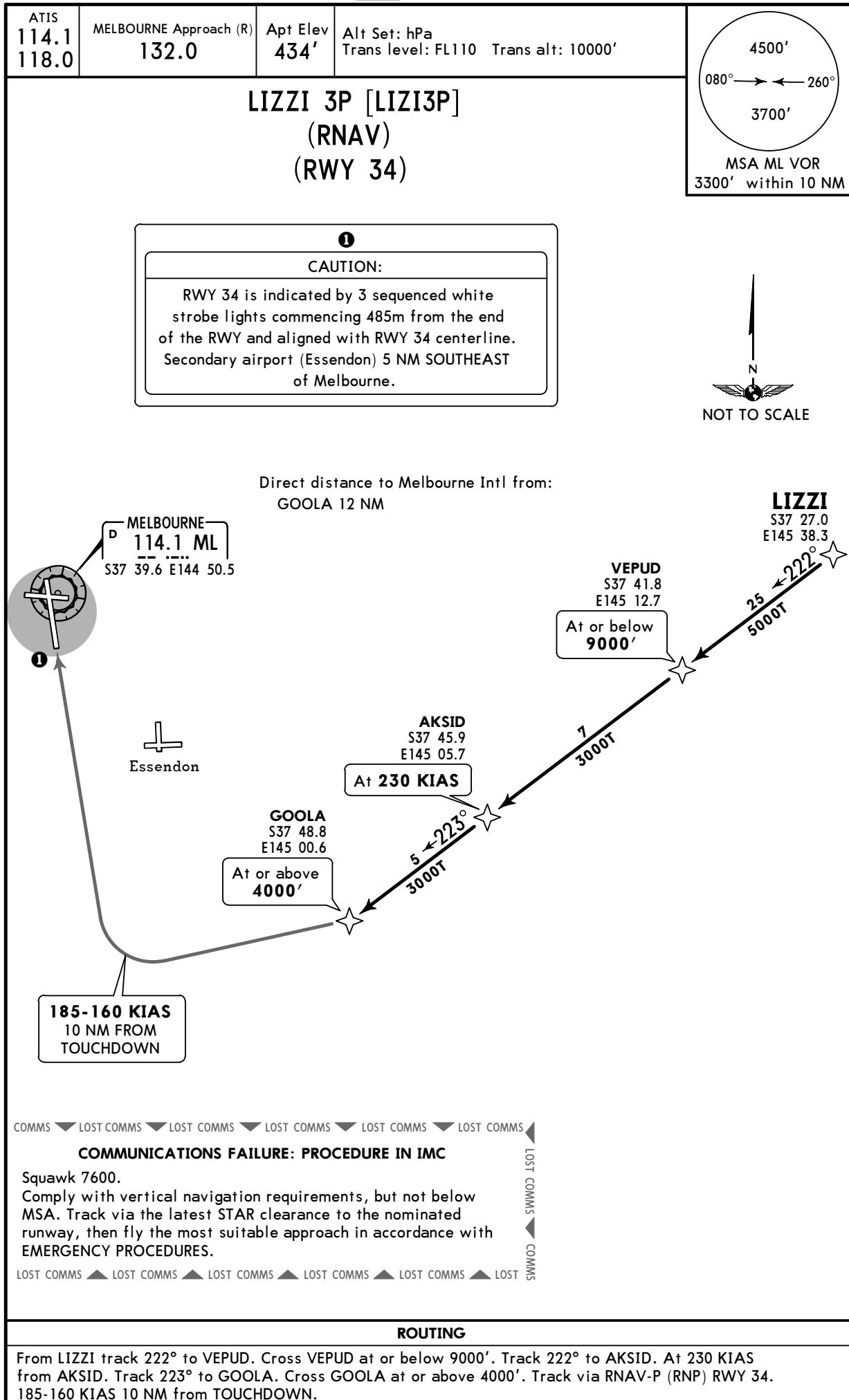
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MELBOURNE, VIC,
AUSTRALIA
RNAV STAR

CHANGES: Procedures renumbered. LIZZI 2D withdrawn. BOL, EPP NDBs decommissioned. BELTA, VISAS waypoints established. GNSS required note removed. new format.

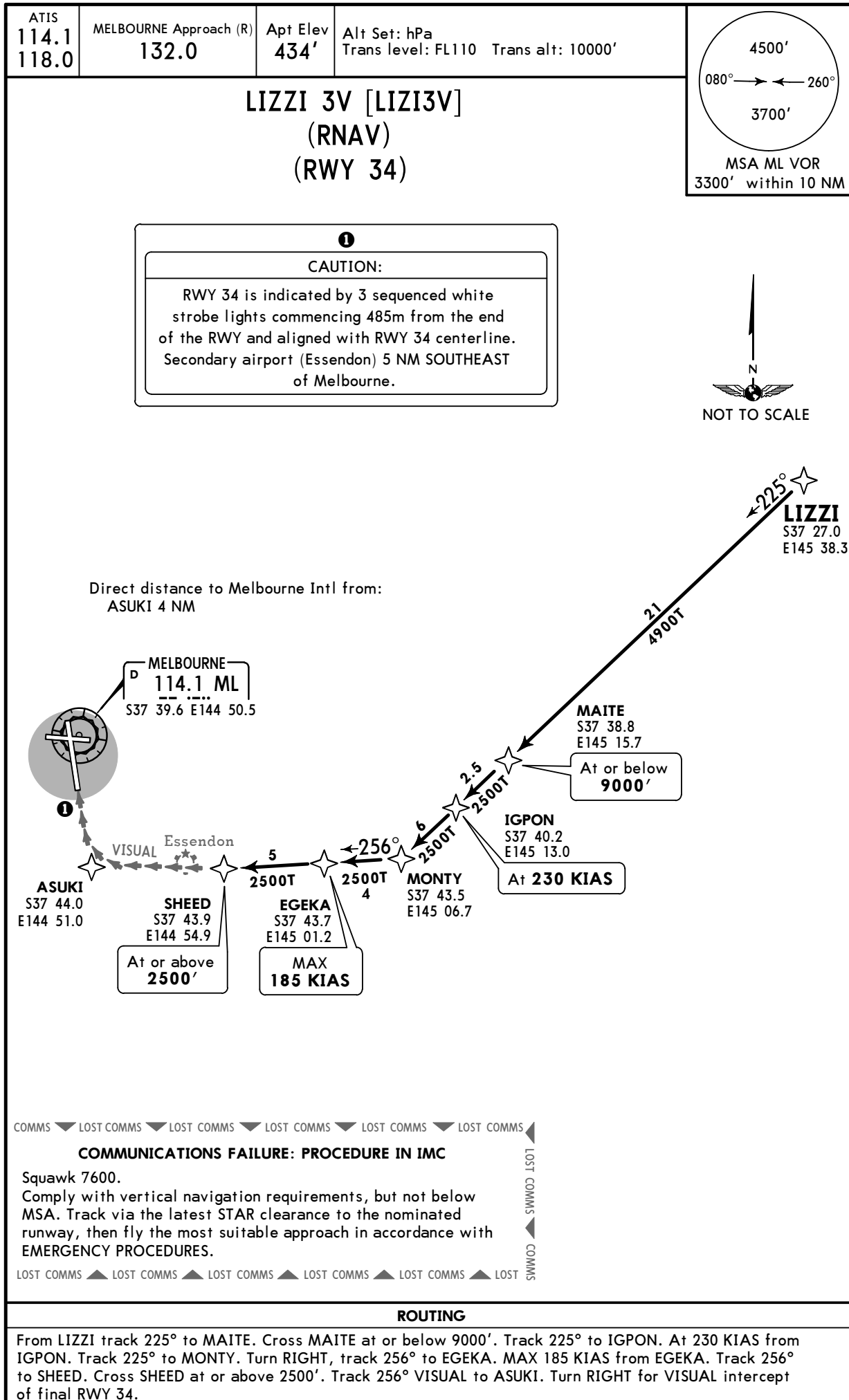
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MELBOURNE INTL

JEPPESEN **MELBOURNE, VIC, AUSTRALIA**
20 MAY 16 **20-2L** **Eff 26 May** **RNAV STAR**



YMML/MEL
MELBOURNE INTL

JEPPESEN **MELBOURNE, VIC, AUSTRALIA**
20 MAY 16 **20-2M** **Eff 26 May** **RNAV STAR**



JEPPESSEN
20 MAY 16
Eff 26 May (20-2N)

MELBOURNE, VIC,
AUSTRALIA
RNAV STAR

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YMML/MEL
MELBOURNE INTL

JEPPESSEN MELBOURNE, VIC, AUSTRALIA

20 MAY 16

20-2P

Eff 26 May**RNAV STAR**

ATIS 114.1 118.0	MELBOURNE Approach (R) 132.0	Apt Elev 434'	Alt Set: hPa Trans level: FL110 Trans alt: 10000'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: auto; position: relative;"> 4500' 3700' → ← 080° 260° </div> <p style="text-align: center; margin-top: 5px;">MSA ML VOR 3300' within 10 NM</p>
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MONTY 9B [MONT9B]

MONTY 9Z [MONT9Z]

(RNAV)

(RWY 09)

Direct distance to Melbourne Intl from:
MISCH 10 NM
MMLWD 10 NM

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.

TRANSITIONS	
BADGR	From BADGR to MONTY: Track 257° to MONTY. Then follow arrival instructions.
BOYSE (NON-JET ONLY)	From BOYSE to MONTY: Track 222° to MAXAL. Turn LEFT, track 210° to MONTY. Then follow arrival instructions.
LIZZI	From LIZZI to MONTY: Track 225° to MONTY. Then follow arrival instructions.
WAREN	From WARREN to MONTY: Track 320° to MONTY. Then follow arrival instructions.

STAR	ROUTING
MONTY 9B	Track 256° to SHEED. Cross SHEED at or above 6000'. Turn LEFT, track 248° to KALNI. At 230 KIAS from KALNI. Track 248° to MISCH. Track via D10.0 Arc ML for VOR RWY 09. 160-185 KIAS from 10 NM to TOUCHDOWN.
MONTY 9Z	Track 256° to SHEED. Cross SHEED at or above 6000'. Turn LEFT, track 248° to KALNI. At 230 KIAS from KALNI. Track 248° to MISCH. Track via RNAV-Z (GNSS) RWY 09. 160-185 KIAS from 10 NM to TOUCHDOWN.

YMML/MEL
MELBOURNE INTL

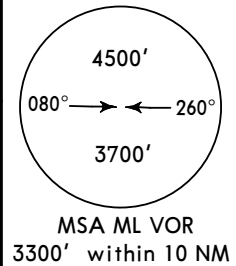
20 MAY 16

JEPPESEN MELBOURNE, VIC, AUSTRALIA

20-2Q

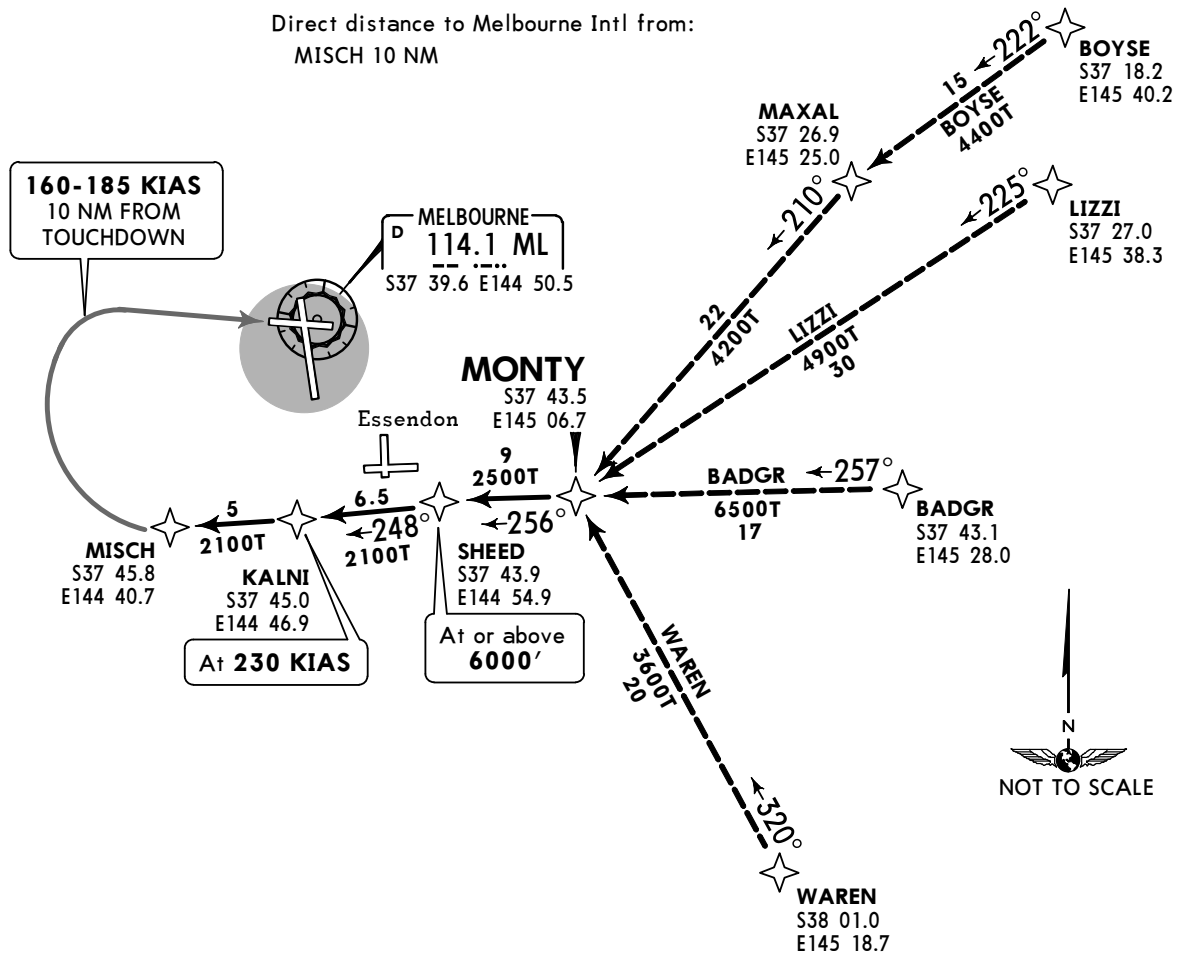
Eff 26 May**RNAV STAR**

ATIS 114.1 118.0	MELBOURNE Approach (R) 132.0	Apt Elev 434'	Alt Set: hPa Trans level: FL110 Trans alt: 10000'	
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**MONTY 9P [MONT9P]
(RNAV)
(RWY 09)**

Direct distance to Melbourne Intl from:
MISCH 10 NM



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

TRANSITIONS

BADGR	From BADGR to MONTY: Track 257° to MONTY. Then follow arrival instructions.
BOYSE (NON-JET ONLY)	From BOYSE to MONTY: Track 222° to MAXAL. Turn LEFT, track 210° to MONTY. Then follow arrival instructions.
LIZZI	From LIZZI to MONTY: Track 225° to MONTY. Then follow arrival instructions.
WAREN	From WAREN to MONTY: Track 320° to MONTY. Then follow arrival instructions.

ROUTING

Track 256° to SHEED. Cross SHEED at or above 6000'. Turn LEFT, track 248° to KALNI. At 230 KIAS from KALNI. Track 248° to MISCH. Track via RNAV-P (RNP) RWY 09. 160-185 KIAS from 10 NM to TOUCHDOWN.

YMML/MEL
MELBOURNE INTL

20 MAY 16

(20-2S)

Eff 26 May

JEPPESEN MELBOURNE, VIC, AUSTRALIA

RNAV STAR

ATIS
114.1
118.0

MELBOURNE Approach (R)
129.4

Apt Elev
434'

Alt Set: hPa
Trans level: FL110 Trans alt: 10000'

4500'

080° → ← 260°

3700'

MSA ML VOR
3300' within 10 NM

PORTS 9B [PORT9B]
PORTS 9Z [PORT9Z]
(RNAV)

1

CAUTION:

RWY 34 is indicated by 3 sequenced white
strobe lights commencing 485m from the end
of the RWY and aligned with RWY 34 centerline.
Secondary airport (Essendon) 5 NM SOUTHEAST
of Melbourne.

2

PORTS 9Z
(RWY 09)

160-185 KIAS
10 NM FROM
TOUCHDOWN

MELBOURNE
114.1 ML
S37 39.6 E144 50.5

MMLWD
S37 43.0 E144 38.6

MISCH
S37 45.8 E144 40.7

KEVEK
S37 49.9 E144 44.3
At 230 KIAS

Essendon

MMLSI
S37 50.1 E144 52.1
MAX 185 KIAS

TONAR (VOR)
S37 50.6 E144 51.2
MAX 185 KIAS

PIERS
S37 55.0 E144 53.1

PORTS
S38 01.2 E144 54.2
RWY 34
At 230 KIAS
ALL RWYS
At or below
9000'

EKKAS
S38 04.7 E145 11.4

MILLA
S38 12.9 E145 53.6

LATTA
S38 07.6 E145 04.3

ONAGI
S38 28.3 E145 37.4

Direct distance to
Melbourne Intl from:
MISCH 10 NM
MMLSI 10 NM
MMLWD 10 NM
TONAR 10 NM

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.

TRANSITIONS

MILLA

From MILLA to PORTS: Track 272° to EKKAS. Track 272° to PORTS. Cross PORTS at or below 9000'. Then follow arrival instruction.

ONAGI

From ONAGI to PORTS: Track 296° to LATTA. Track 297° to PORTS. Cross PORTS at or below 9000'. Then follow arrival instruction.

STAR

RWY

ROUTING

PORTS 9B

09

From PORTS: Turn RIGHT, track 313° to KEVEK. At 230 KIAS from KEVEK. Track 313° to MISCH. Track via D10.0 Arc ML for VOR RWY 09. 160-185 KIAS from 10 NM to TOUCHDOWN.

PORTS 9B

34

From PORTS: At 230 KIAS from PORTS. Turn RIGHT, track 340° to PIERS. Turn LEFT, track 330° to TONAR for VOR RWY 34. MAX 185 KIAS from TONAR.

PORTS 9Z

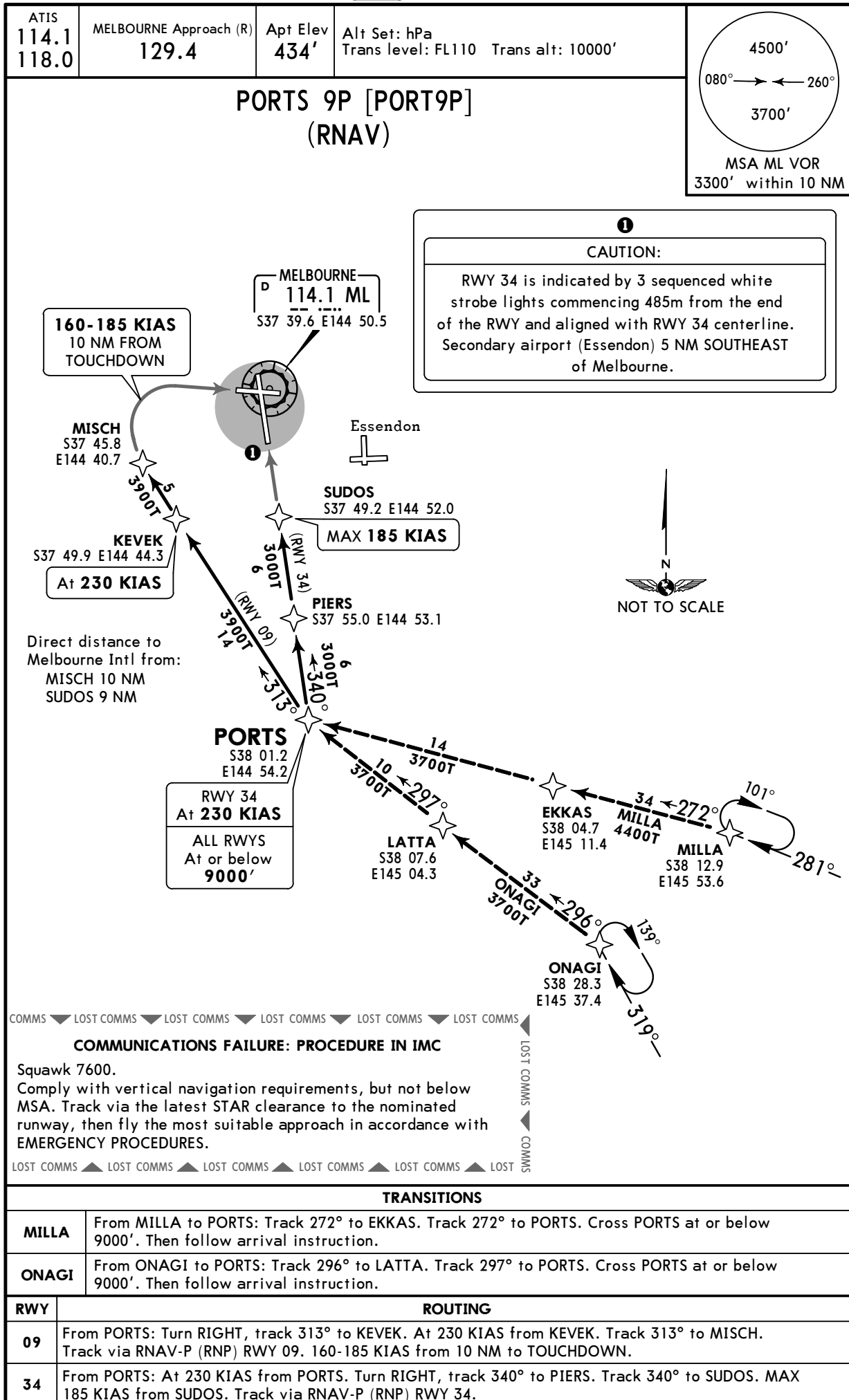
09

From PORTS: Turn RIGHT, track 313° to KEVEK. At 230 KIAS from KEVEK. Track 313° to MISCH. Track via RNAV-Z (GNSS) RWY 09. 160-185 KIAS from 10 NM to TOUCHDOWN.

PORTS 9Z

34

From PORTS: At 230 KIAS from PORTS. Turn RIGHT, track 340° to PIERS. Track 340° to MMLSI. Track via RNAV-Z (GNSS) RWY 34. MAX 185 KIAS from MMLSI.

YMML/MEL
MELBOURNE INTL
JEPPesen **MELBOURNE, VIC, AUSTRALIA**
 20 MAY 16 **(20-2T)** **Eff 26 May** **RNAV STAR**



JEPPESSEN

20-2U

24 FEB 17
Eff 2 Mar

MELBOURNE, VIC, AUSTRALIA

ATIS 114.1 118.0

MELBOURNE Approach (R) 118.9 132.0

YMML MELBOURNE INTL

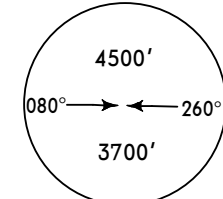
TRANS LEVEL: FL 110
TRANS ALT: 10000'

TUNKA TWO BRAVO [TUNK2B]
TUNKA TWO ZULU [TUNK2Z]
ARRIVALS

ARRIVAL

RWY 34 BRAVO:

Cross TUNKA at or below 9000'.
From TUNKA, track 160° to BILAB.
Turn RIGHT, track 189° to RENER.
Turn LEFT, track 169° to GOSKO.
IAS 230 KT from GOSKO. Track 169°
to LAVER. Track via ML 11 DME
Arc for VOR RWY 34.
IAS 160-185 KT from 10NM
to TOUCHDOWN.



MSA ML VOR
3300' within 10 NM

RWY 34 ZULU:

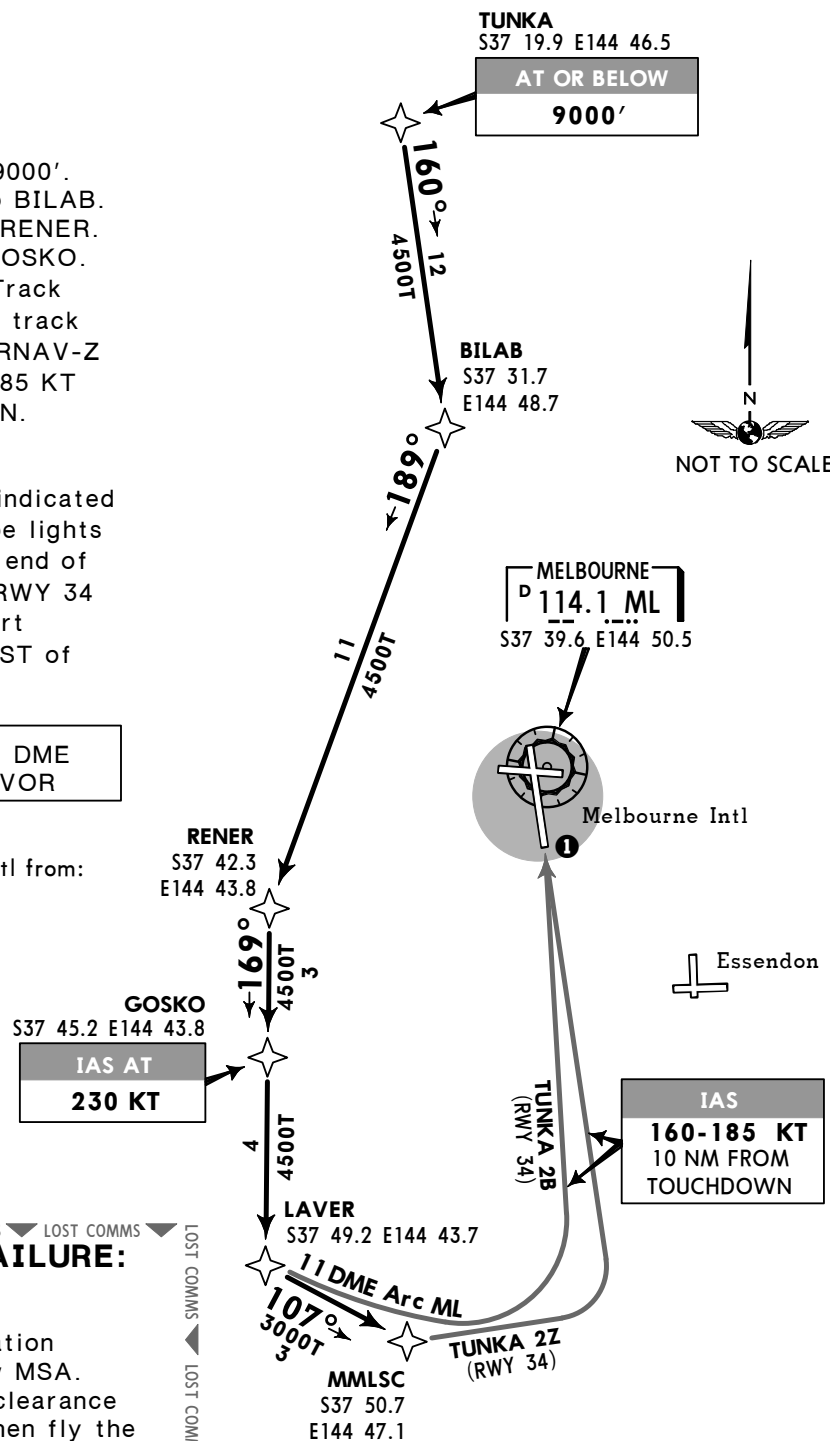
Cross TUNKA at or below 9000'.
From TUNKA, track 160° to BILAB.
Turn RIGHT, track 189° to RENER.
Turn LEFT, track 169° to GOSKO.
IAS 230 KT from GOSKO. Track
169° to LAVER. Turn LEFT, track
107° to MMLSC. Track via RNAV-Z
(GNSS) RWY 34. IAS 160-185 KT
from 10 NM to TOUCHDOWN.

1 CAUTION: RWY 34 is indicated by 3 sequenced white strobe lights commencing 485m from the end of the RWY and aligned with RWY 34 centerline. Secondary airport (Essendon) 5 NM SOUTHEAST of Melbourne.

GNSS permitted in lieu of DME
Reference waypoint ML VOR

Direct distance to Melbourne Intl from:

LAVER 10 NM
MMLSC 11 NM



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

20-2V

24 FEB 17
Eff 2 Mar

MELBOURNE, VIC, AUSTRALIA

ATIS 114.1 118.0

MELBOURNE Approach (R) 118.9 132.0

YMML MELBOURNE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

TUNKA TWO PAPA[TUNK2P] ARRIVAL

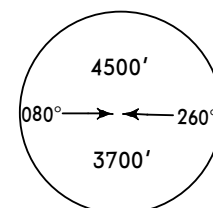
ARRIVAL RWY 34 PAPA:

Cross TUNKA at or below 9000'.
From TUNKA, track 160° to BILAB.
Turn RIGHT, track 189° to RENER.
Turn LEFT, track 169° to GOSKO.
IAS 230 KT from GOSKO. Track 169°
to LAVER. Track via RNAV-P (RNP)
RWY 34. IAS 160-185 KT from
10 NM to TOUCHDOWN.

CAUTION: RWY 34 is indicated
by 3 sequenced white strobe lights
commencing 485m from the end of
the RWY and aligned with RWY 34
centerline. Secondary airport
(Essendon) 5 NM SOUTHEAST of
Melbourne.

GNSS permitted in lieu of DME
Reference waypoint ML VOR

Direct distance to Melbourne Intl from:
LAVER 10 NM



MSA ML VOR
3300' within 10 NM

TUNKA
S37 19.9 E144 46.5

AT OR BELOW

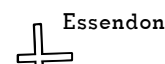
9000'

BILAB
S37 31.7
E144 48.7



MELBOURNE
D 114.1 ML
S37 39.6 E144 50.5

Melbourne Intl



Essendon

RENER
S37 42.3
E144 43.8

GOSKO
S37 45.2 E144 43.8

IAS AT
230 KT

LAVER
S37 49.2
E144 43.7

IAS
160-185 KT
10 NM FROM
TOUCHDOWN

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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

Squawk 7600.

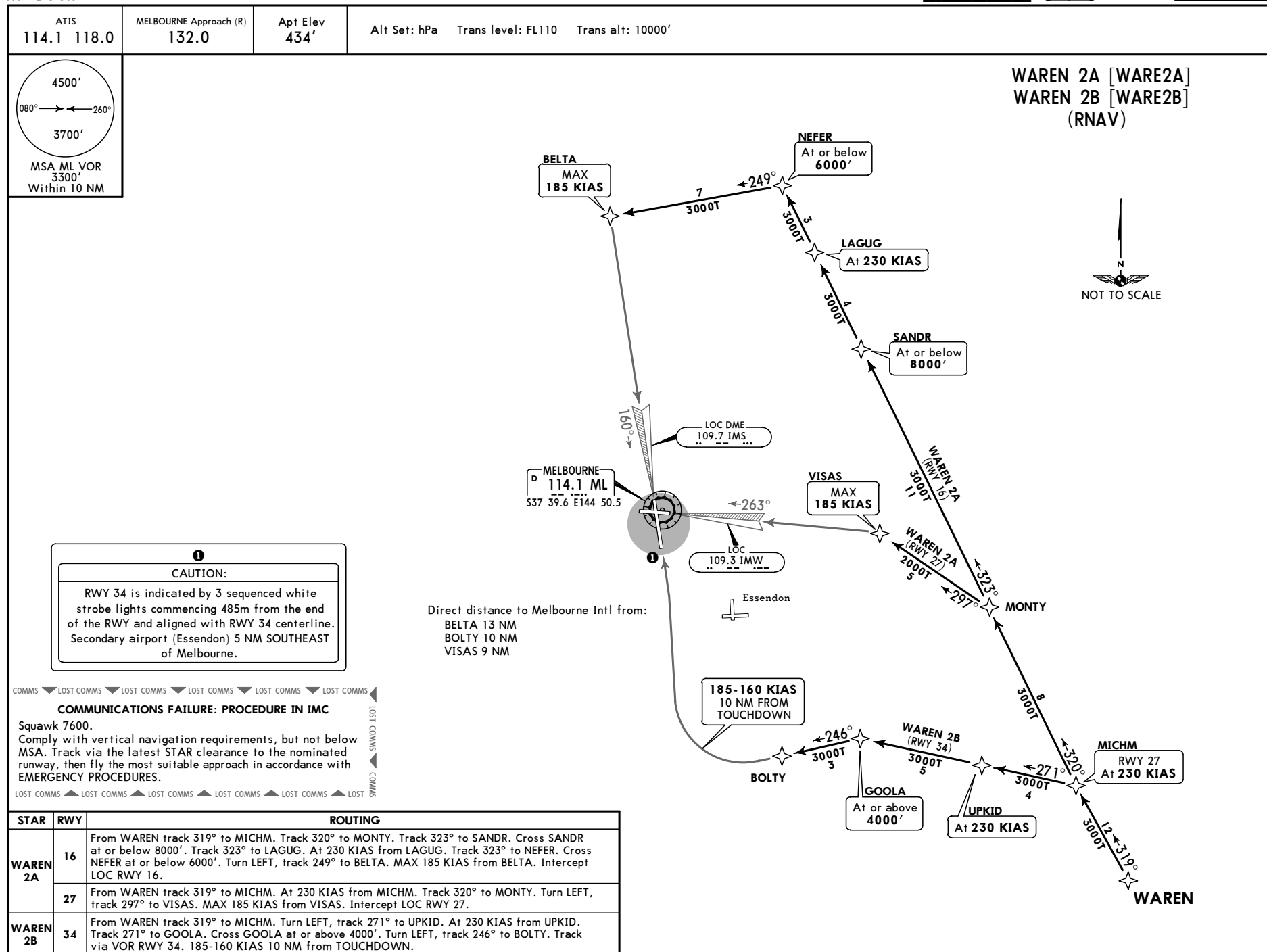
Comply with vertical navigation
requirements, but not below MSA.
Track via the latest STAR clearance
to the nominated runway, then fly the
most suitable approach in accordance
with EMERGENCY PROCEDURES.

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

YMML/MEL
MELBOURNE INTL

JEPPESEN
4 NOV 16
Eff 9 Nov 1600Z (20-2W)

MELBOURNE, VIC,
AUSTRALIA
RNAV STAR



YMML/MEL
MELBOURNE INTL

4 NOV 16

20-2X

Eff 9 Nov 1600Z

JEPPESEN MELBOURNE, VIC, AUSTRALIA

RNAV STAR

ATIS
 114.1
 118.0

MELBOURNE Approach (R)
 132.0

Apt Elev
 434'

Alt Set: hPa
 Trans level: FL110 Trans alt: 10000'

MSA ML VOR
3300' within 10 NM

WAREN 2M [WARE2M] WAREN 2P [WARE2P] ARRIVALS (RNAV)

NOT TO SCALE

CAUTION:

RWY 34 is indicated by 3 sequenced white strobe lights commencing 485m from the end of the RWY and aligned with RWY 34 centerline. Secondary airport (Essendon) 5 NM SOUTHEAST of Melbourne.

185-160 KIAS
10 NM FROM TOUCHDOWN

185-160 KIAS
10 NM FROM TOUCHDOWN

185-160 KIAS
10 NM FROM TOUCHDOWN

185-160 KIAS
10 NM FROM TOUCHDOWN

185-160 KIAS
10 NM FROM TOUCHDOWN

185-160 KIAS
10 NM FROM TOUCHDOWN

185-160 KIAS
10 NM FROM TOUCHDOWN

185-160 KIAS
10 NM FROM TOUCHDOWN

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.

ROUTING

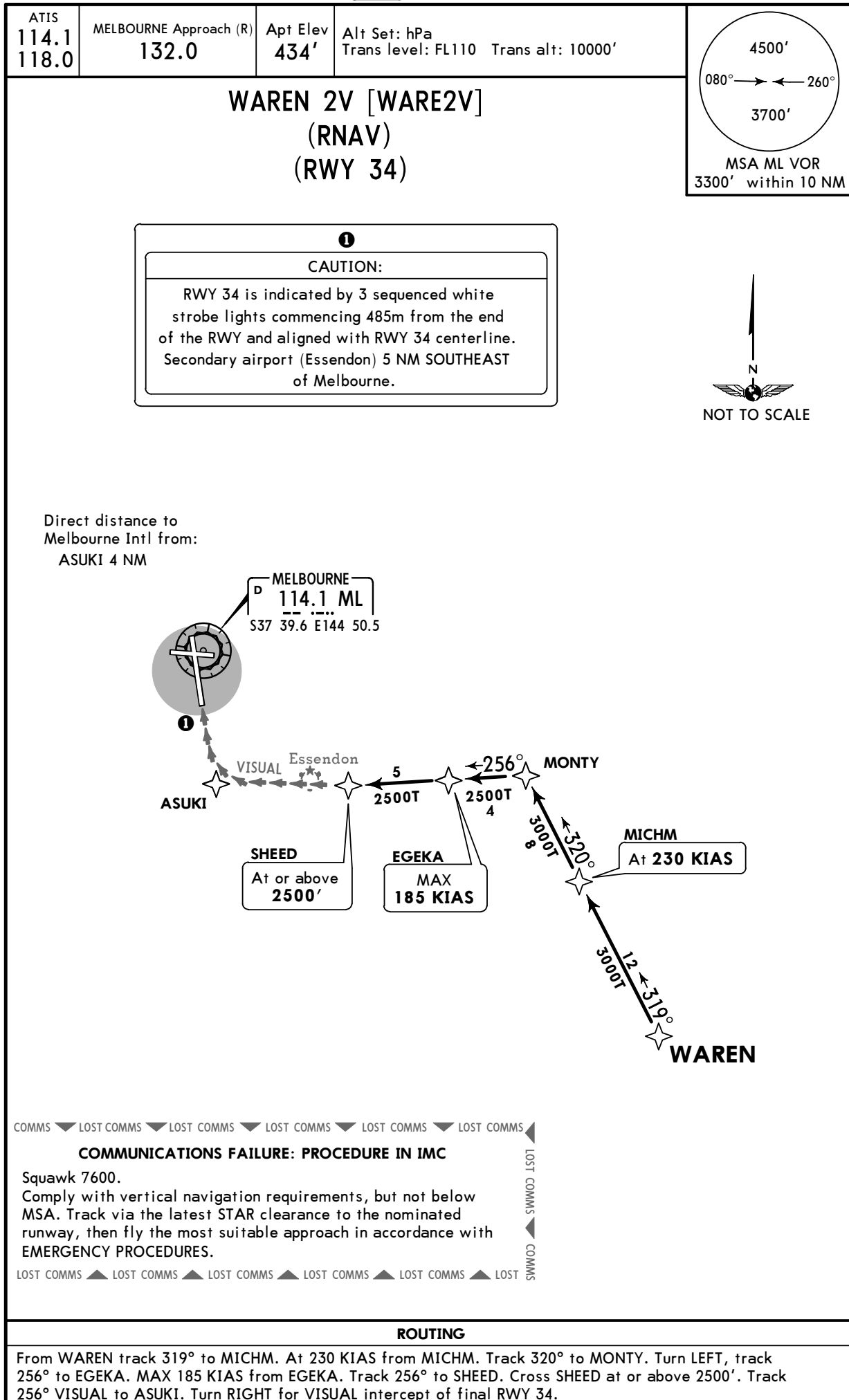
From WAREN track 319° to MICHM. Turn RIGHT, track 323° to DUGOT. At 230 KIAS from DUGOT. Track 323° to VENPU. Cross VENPU at or below 8000'. Turn LEFT, track 307° to LUVKA. Turn LEFT, track via RNAV-M (RNP) RWY 16. 185-160 KIAS 10NM from TOUCHDOWN.

From WAREN track 319° to MICHM. Turn LEFT, track 271° to UPKID. At 230 KIAS from UPKID. Track 271° to GOOLA. Cross GOOLA at or above 4000'. Track via RNAV-P (RNP) RWY 34. 185-160 KIAS 10 NM from TOUCHDOWN.

STAR	RWY	ROUTING
WAREN 2M	16	From WAREN track 319° to MICHM. Turn RIGHT, track 323° to DUGOT. At 230 KIAS from DUGOT. Track 323° to VENPU. Cross VENPU at or below 8000'. Turn LEFT, track 307° to LUVKA. Turn LEFT, track via RNAV-M (RNP) RWY 16. 185-160 KIAS 10NM from TOUCHDOWN.
WAREN 2P	34	From WAREN track 319° to MICHM. Turn LEFT, track 271° to UPKID. At 230 KIAS from UPKID. Track 271° to GOOLA. Cross GOOLA at or above 4000'. Track via RNAV-P (RNP) RWY 34. 185-160 KIAS 10 NM from TOUCHDOWN.

YMML/MEL
MELBOURNE INTL

JEPPESEN **MELBOURNE, VIC, AUSTRALIA**
4 NOV 16 **(20-2Y)** **Eff 9 Nov 1600Z** **RNAV STAR**

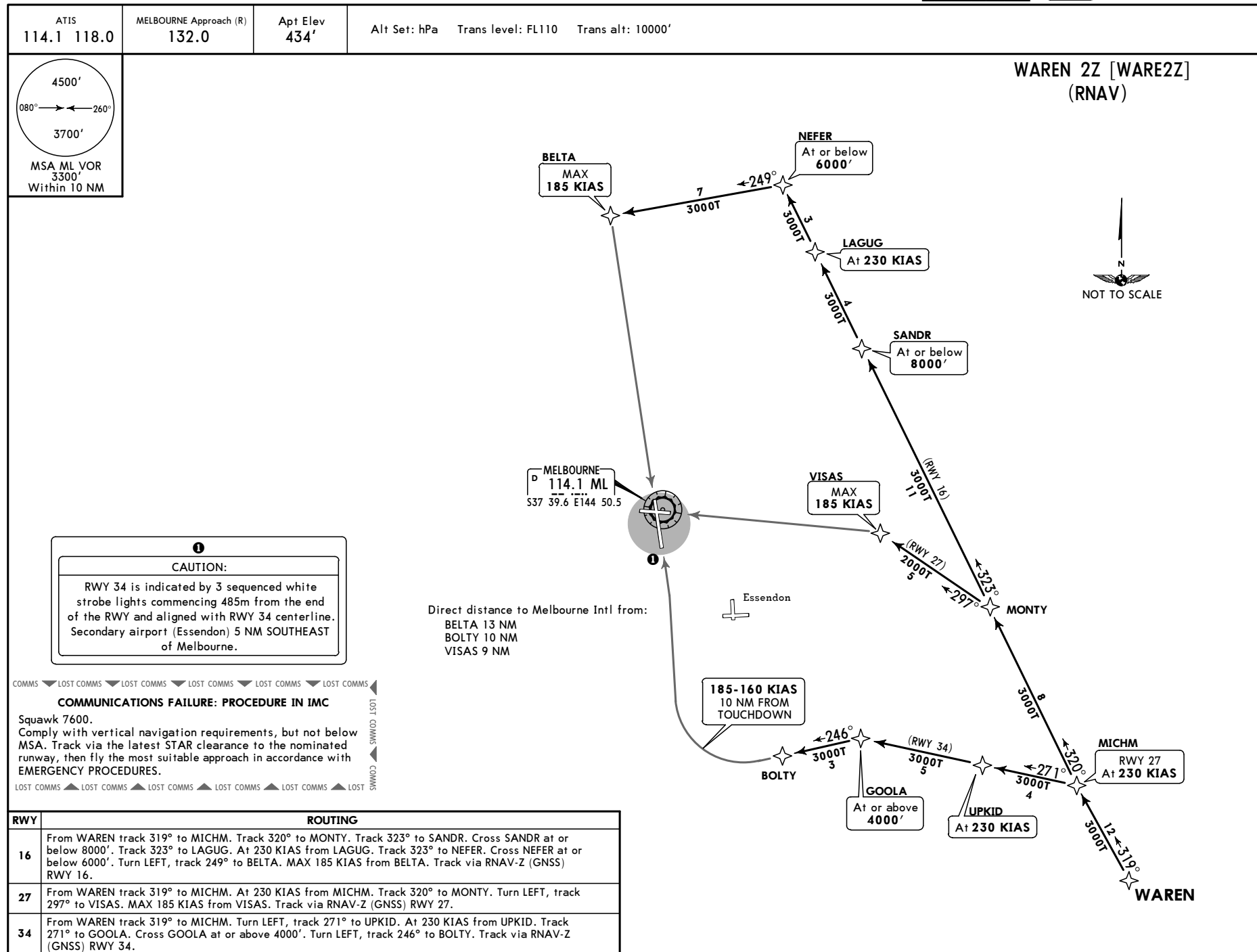


YMML/MEL
MELBOURNE INTL

4 NOV 16
Eff 9 Nov 1600Z

(20-2Y1)

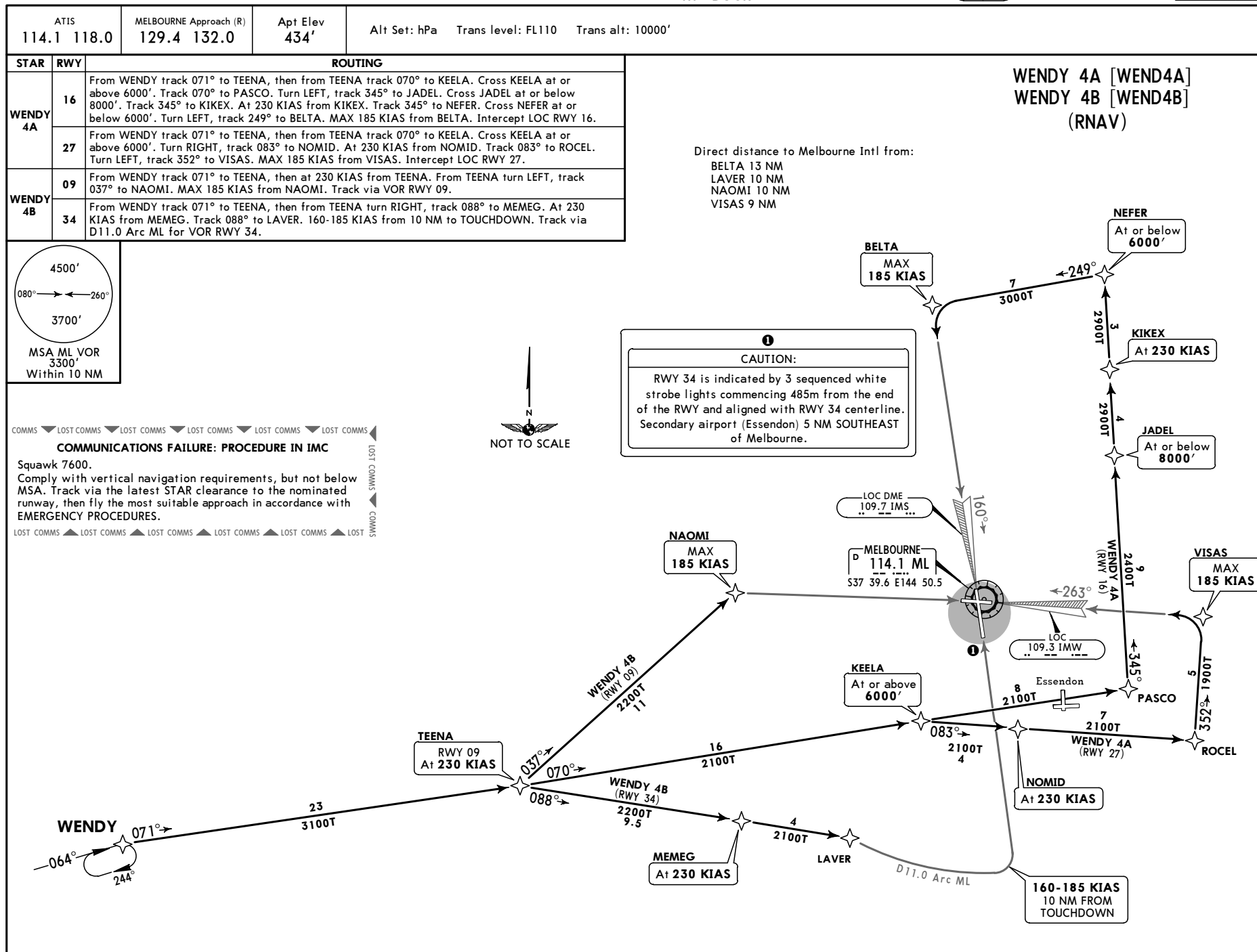
MELBOURNE, VIC,
AUSTRALIA
RNAV STAR



YMMML/MEL
MELBOURNE INTL

JEPPESEN
4 NOV 16 (20-2Y2) Eff 9 Nov 1600Z

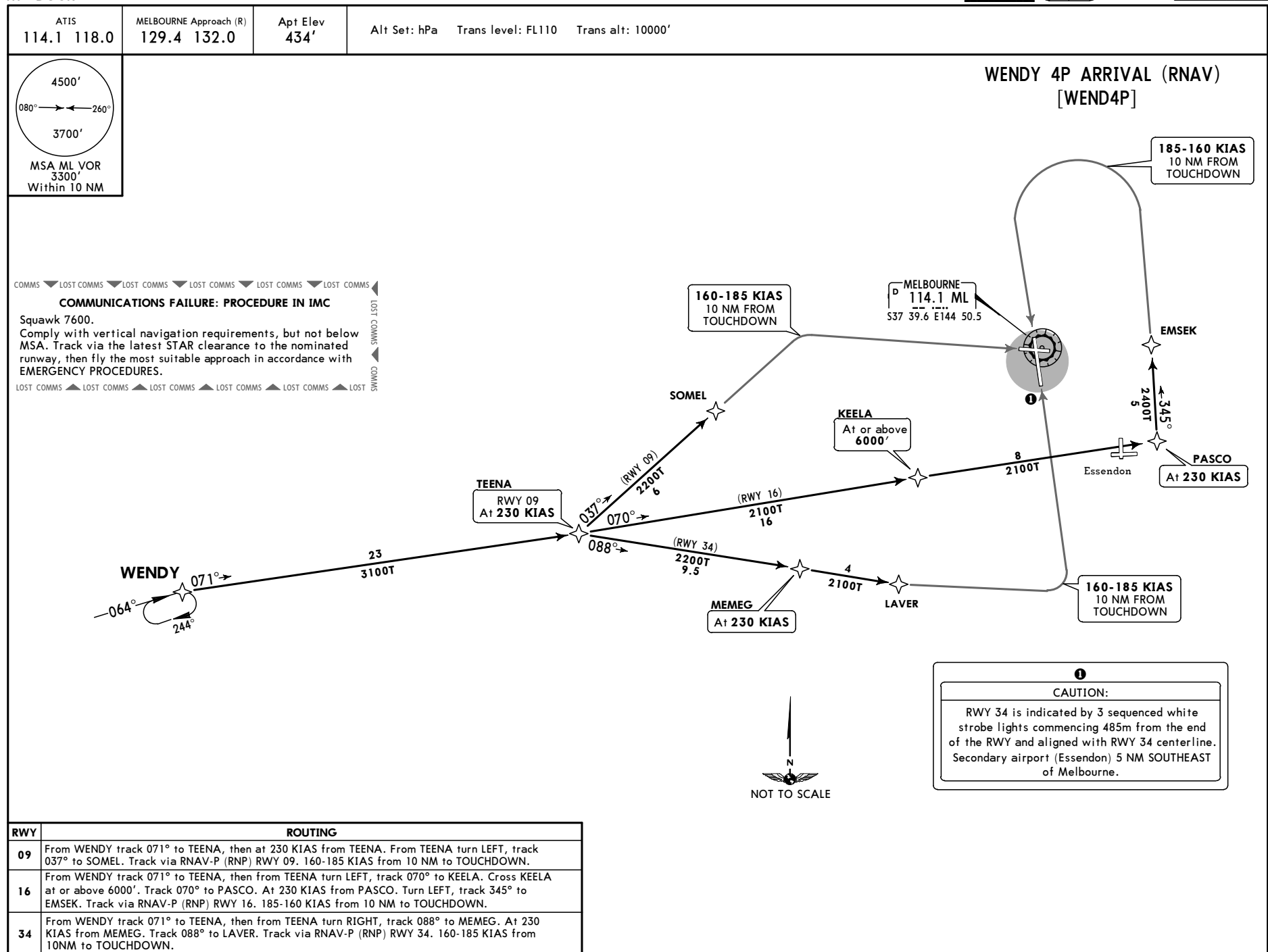
MELBOURNE, VIC,
AUSTRALIA
RNAV STAR



YMML/MEL
MELBOURNE INTL

JEPPESEN
24 FEB 17
Eff 2 Mar 20-2Z

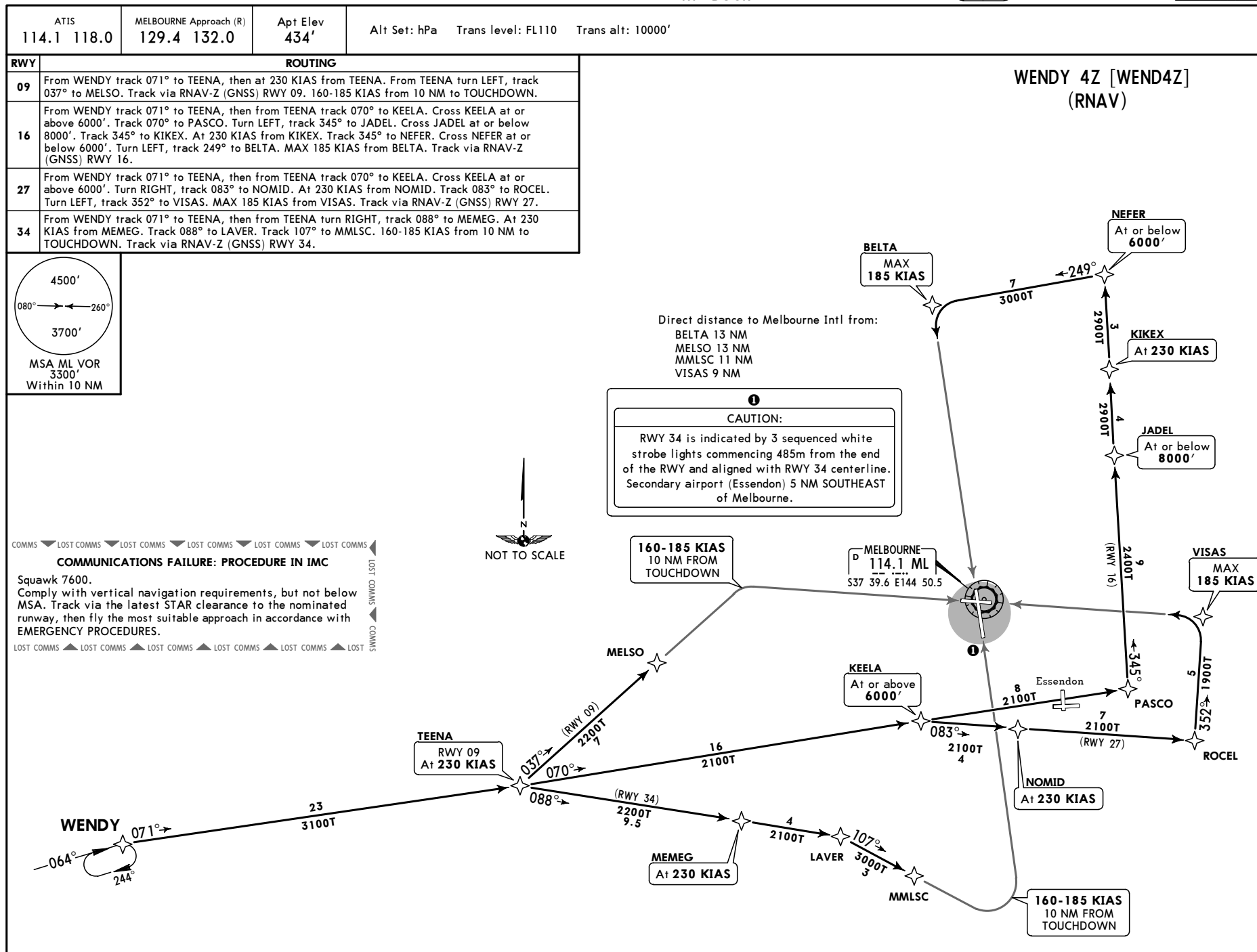
MELBOURNE, VIC,
AUSTRALIA
RNAV STAR



YMML/MEL
MELBOURNE INTL

24 FEB 17 (20-2Z1) Eff 2 Mar

MELBOURNE, VIC,
AUSTRALIA
RNAV STAR



JEPPESEN

20-3

12 FEB 16

MELBOURNE, VIC, AUSTRALIA

RNAV SID

MELBOURNE Clearance 127.2

Departure (R) 129.4

YMML MELBOURNE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

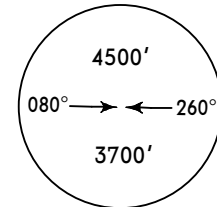
JETS ONLY

RUNWAY 16

BISON FOUR DEPARTURE [BISON4]

Minimum required climb gradient:
4.8% to 2900'.

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



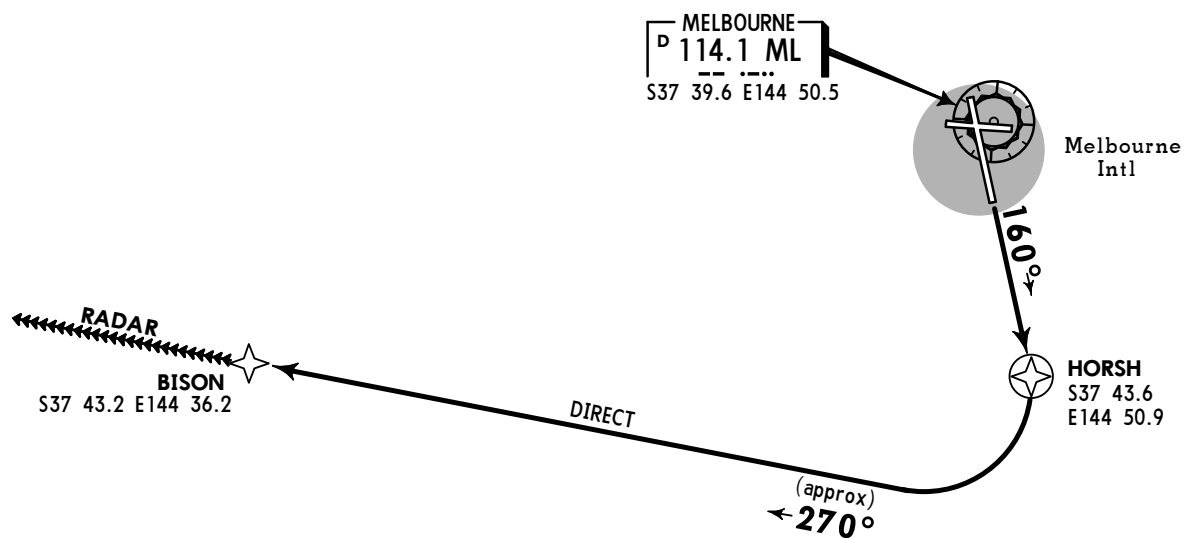
MSA ML VOR
3300' within 10 NM

RWY 16: Track 160°. At HORSH turn RIGHT.
Track direct to BISON (approx 270°).
Then follow transition instruction.

TRANSITION:

RADAR: At BISON continue tracking 270°,
EXPECT RADAR vectors to cleared route.

Direct distance from Melbourne Intl to:
HORSH 3 NM



JEPPesen

20-3A

12 FEB 16

RNAV SID

MELBOURNE Clearance **127.2**

Departure (R) **129.4** RWY 16 and 27

118.9 RWY 34

MELBOURNE, VIC, AUSTRALIA

YMML MELBOURNE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

CORRS SIX DEPARTURE [CORRS6]

Minimum required climb gradients:

Rwy 16: 4.8% to 2900'

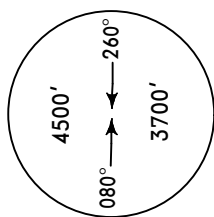
Rwy 34: 4.6% to 1500'

Gnd speed-Kts	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1398
4.8% V/V (fpm)	365	486	729	972	1215	1458

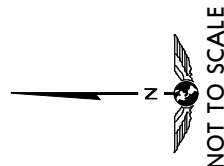
RWY 16: Track 160° to YARRA. Cross YARRA at or above 4000'. Turn LEFT, track 087° to CORRS, thence as cleared.

RWY 27: Track 263° to HOPLA. Cross HOPLA at or above 4000'. Turn LEFT, track 200° to DARLY. Turn LEFT, track 105° to STEVO. Cross STEVO at or above 8000'. Turn LEFT, track 090° to CORRS, thence as cleared.

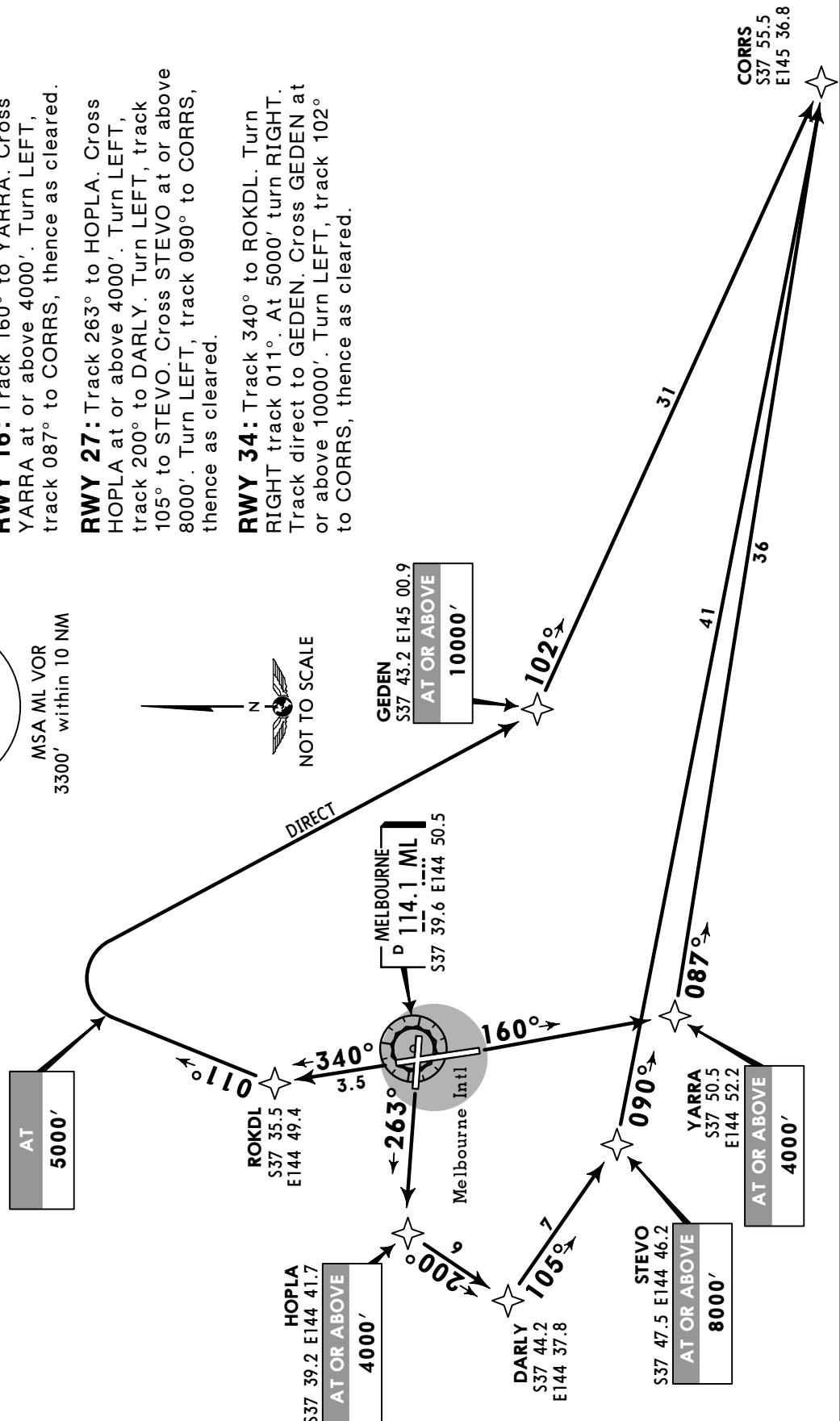
RWY 34: Track 340° to ROKDL. Turn RIGHT track 011°. At 5000' turn RIGHT. Track direct to GEDEN. Cross GEDEN at or above 10000'. Turn LEFT, track 102° to CORRS, thence as cleared.



MSA ML VOR
3300' within 10 NM

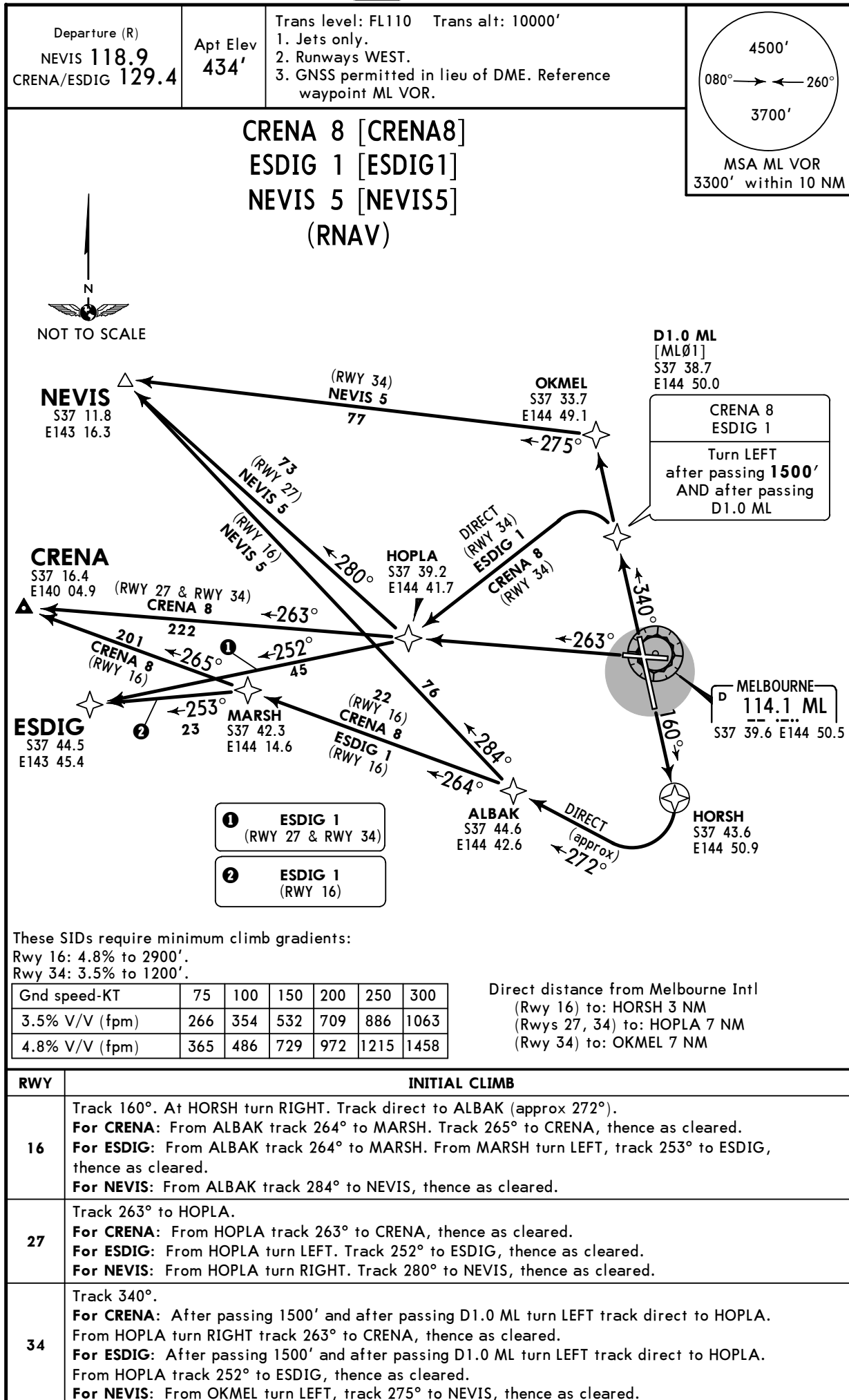


Direct distance from Melbourne Intl
(Rwy 16) to: YARRA 10 NM
(Rwy 27) to: HOPLA 7 NM



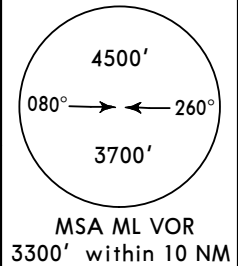
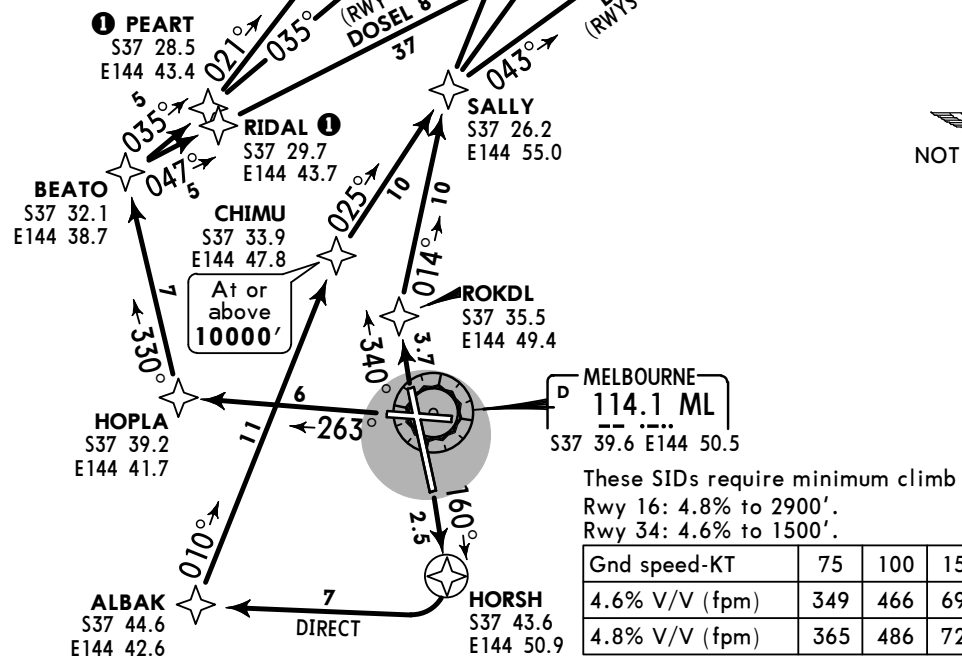
YMML/MEL
MELBOURNE INTL

JEPPesen **MELBOURNE, VIC, AUSTRALIA**
20 MAY 16 **(20-3B)** **Eff 26 May** **RNAV SID**



YMML/MEL
MELBOURNE INTLJEPPESEN MELBOURNE, VIC, AUSTRALIA
20 MAY 16 (20-3C) Eff 26 May

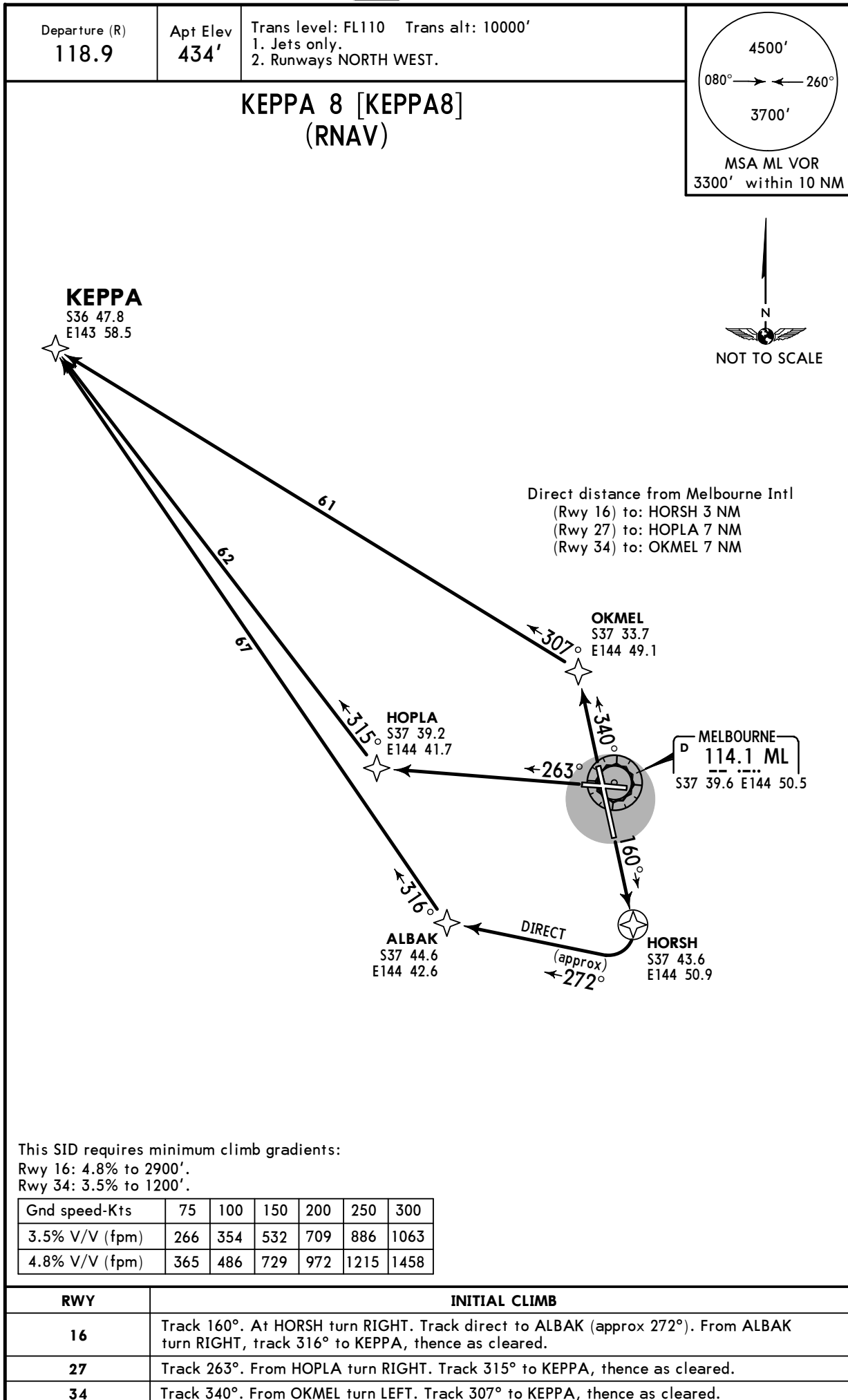
RNAV SID

Departure (R)
118.9Apt Elev
434'Trans level: FL110 Trans alt: 10000'
1. Jets only.
2. Runways NORTH EAST.DOSEL 8 [DOSEL8]
MANGALORE (MNG) 1 [MNG1]
NONIX 1 [NONIX1]
(RNAV)①
At or above
10000'

RWY	INITIAL CLIMB
16	Track 160°. At HORSH turn RIGHT, track direct to ALBAK. Turn RIGHT, track 010° to CHIMU. Cross CHIMU at or above 10000'. Turn RIGHT, track 025° to SALLY. For DOSEL: Turn RIGHT, track 043° to DOSEL, thence as cleared. For MNG: Turn LEFT, track 011° to MNG VOR, thence as cleared. For NONIX: Track 025° to NONIX, thence as cleared.
27	Track 263° to HOPLA. Turn RIGHT, track 330° to BEATO. For DOSEL: Turn RIGHT, track 047° to RIDAL. Cross RIDAL at or above 10000'. Track 047° to DOSEL, thence as cleared. For MNG: Turn RIGHT, track 035° to PEART. Cross PEART at or above 10000'. Track 021° to MNG VOR, thence as cleared. For NONIX: Turn RIGHT, track 035° to PEART. Cross PEART at or above 10000'. Turn RIGHT, track 035° to NONIX, thence as cleared.
34	Track 340° to ROKDL. Turn RIGHT, track 014° to SALLY. For DOSEL: Track 043° to DOSEL, thence as cleared. For MNG: Track 011° to MNG VOR, thence as cleared. For NONIX: Track 025° to NONIX, thence as cleared.

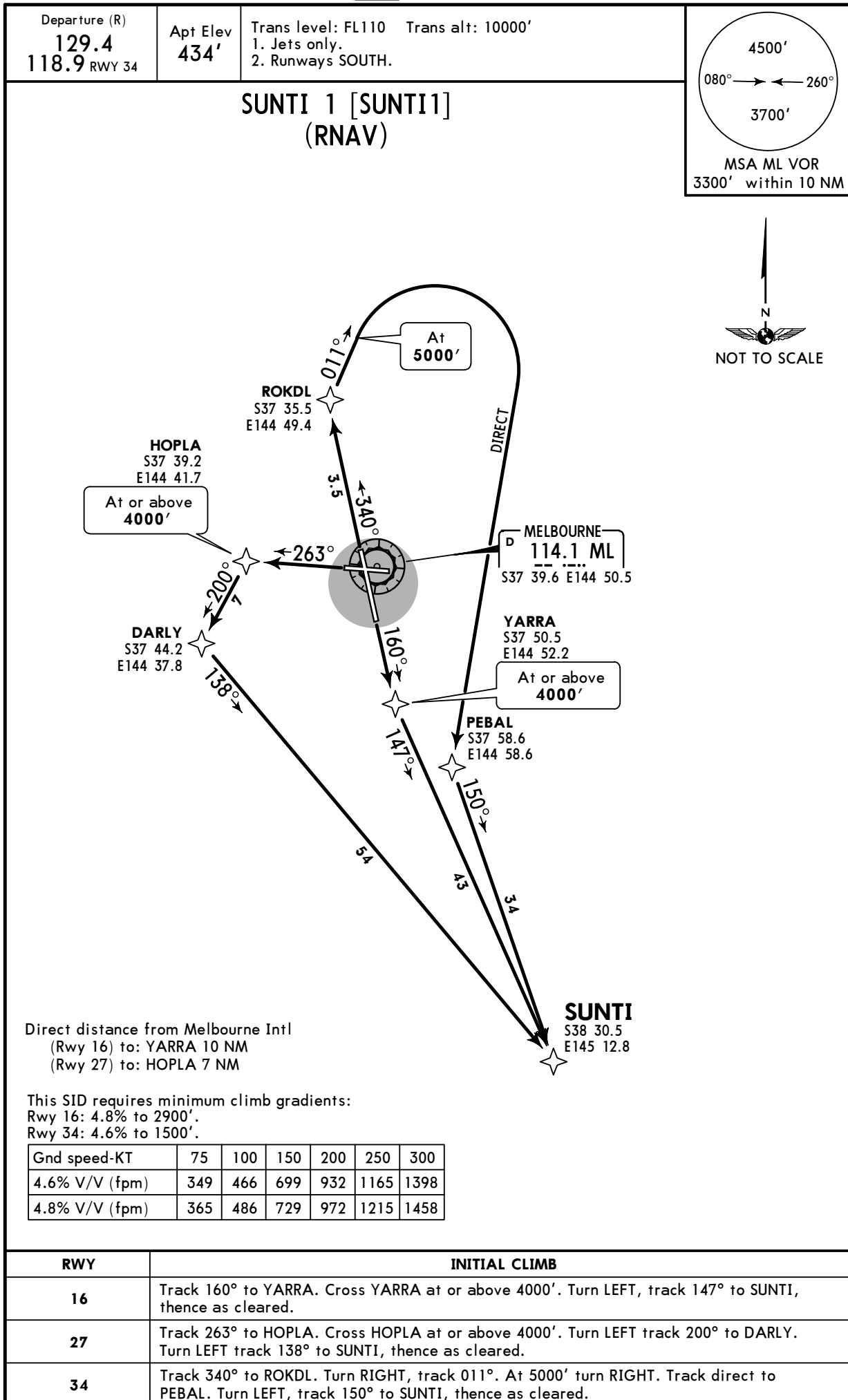
YMML/MEL
MELBOURNE INTL

JEPPESEN **MELBOURNE, VIC, AUSTRALIA**
20 MAY 16 **(20-3D)** **Eff 26 May** **RNAV SID**



YMML/MEL
MELBOURNE INTL

JEPPesen **MELBOURNE, VIC, AUSTRALIA**
20 MAY 16 **(20-3E)** **Eff 26 May** **RNAV SID**



YMML/MEL
MELBOURNE INTL

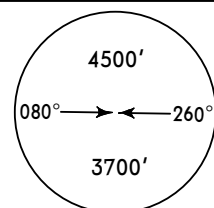
JEPPESEN MELBOURNE, VIC, AUSTRALIA

15 JAN 16

20-3F

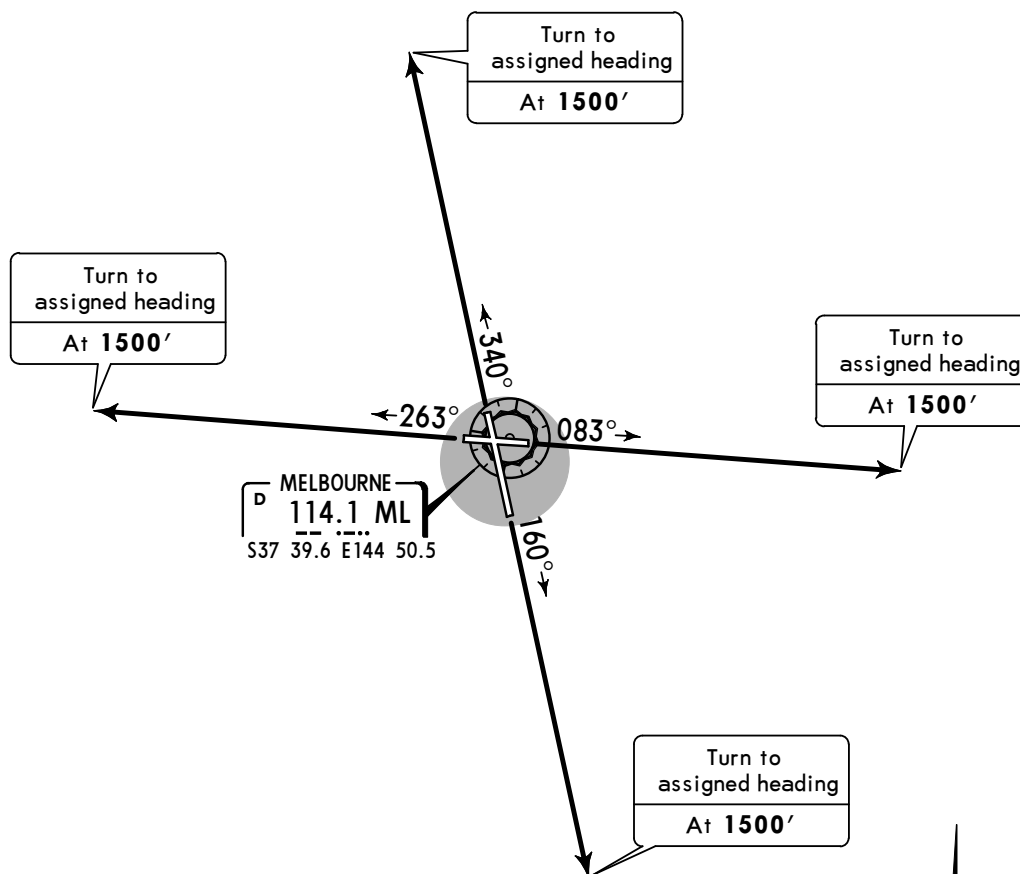
SID

Departure (R)		Apt Elev 434'	Trans level: FL110 Trans alt: 10000'
Tracks Northwest, North, Northeast 118.9	Tracks Southwest, South, Southeast 129.4		



MSA ML VOR
3300' within 10 NM

MELBOURNE 4 (RADAR) [ML4]



This SID requires minimum climb gradients:

Rwy 09: 3.3% for obstacles. 4.8% to 3000' to remain in controlled airspace.

Rwy 16: 4.8% to 2900', then 3.3% for obstacles.
5.5% to 5000' to remain in controlled airspace.

Rwy 27: 3.3% for obstacles. 5.0% to 4000' to remain in controlled airspace.

Rwy 34: 3.5% to 1200', then 3.3% for obstacles.
5.4% to 3500' 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
3.5% V/V (fpm)	266	354	532	709	886	1063
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.4% V/V (fpm)	410	547	820	1094	1367	1641
5.5% V/V (fpm)	418	557	835	1114	1392	1671

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.

RWY	INITIAL CLIMB
09	Track 083°. At 1500' turn to assigned heading.
16	Track 160°. At 1500' turn to assigned heading.
27	Track 263°. At 1500' turn to assigned heading.
34	Track 340°. At 1500' turn to assigned heading.

YMML/MEL

20 MAY 16
Eff 26 May**JEPPESEN****MELBOURNE, VIC, AUSTRALIA**
MELBOURNE INTL**NOISE****NOISE ABATEMENT PROCEDURES**

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

1. PREFERRED RUNWAY MODES (applicable to all aircraft)1.1. a) **0600 - 2300 hours local time**

RUNWAY MODE			
PRIORITY	LANDING	TAKE-OFF	NOTES
1 (equal)	Runway 16	Runway 27	See Note 1
1 (equal)	Runway 27	Runway 27 & 34	See Note 2
2	Runway 27	Runway 27	
3	Runway 34 or 16	Runway 34 or 16	
4	Runway 09	Runway 09	See Note 3

b) **0600 - 2300 hours local time (high capacity landing modes)**

RUNWAY MODE			
PRIORITY	LANDING	TAKE-OFF	NOTES
1 (equal)	Runway 27 & 34 (LAHSO)	Runway 27	See Note 4
1 (equal)	Runway 34 & 09 (LAHSO)	Runway 34	See Note 4

c) **2300 - 0600 hours local time**

RUNWAY MODE			
PRIORITY	LANDING	TAKE-OFF	NOTES
1	Runway 16	Runway 27	Except as per Note 5 See also Note 6
2	Runway 27	Runway 27 & 34	See Note 2 & 5
3	Runway 27	Runway 27	
4	Runway 34 or 16	Runway 34 or 16	
5	Runway 09	Runway 09	See Note 3

Notes:

- Runway 16 take-off permitted for South and East bound routes, subject to traffic by:
 - propeller-driven aircraft, the noise emissions from which do not exceed 90 EPNdB (e.g.: DHC8, SF34); or
 - jet aircraft up to B737/A320 size, but only when there is a significant ground delay for a departure from Runway 27.
 - Runway 34 landing is permitted, subject to traffic, for arrivals via the PORTS STAR through South-West to the WENDY STAR.
 - Runway 09 is equal first priority for landing but lowest priority for take-off. Ad-hoc landings on Runway 09 may be available when suitable with overall traffic management.
 - High capacity modes may be used during peak arrival periods when significant airborne delays would otherwise occur.
 - Night jet departures: When there are jet departures requiring the longer runway for take-off, priority 2 mode may be nominated by ATC instead of priority 1.
 - Runway 34 landing is permitted, subject to traffic, for arrivals via the WENDY STAR.
- 1.2. Between the hours of 2300 and 0600 local time, jet aircraft departing Runway 16 must use the full runway length.
- 1.3. Jet noise abatement climb procedures apply for Runways 16 and 09.

2. PREFERRED FLIGHT PATHS

2.1. The minimum height over densely populated areas is:

- Jet aircraft 5000' AGL;
 - Non-jet aircraft 3000' AGL;
- except where impractical in the normal course of operation to and from the airport runways.

2.2. ATC shall normally process IFR departing aircraft via Standard Instrument Departures. When a departing aircraft is not following a procedural SID, ATC shall process the aircraft via flight paths that approximate relevant SID tracks, where possible, and in compliance with para 2.1.

YMML/MEL**JEPPesen**
20 MAY 16
Eff 26 May**(20-4A)****MELBOURNE, VIC, AUSTRALIA**
MELBOURNE INTL**NOISE****NOISE ABATEMENT PROCEDURES**

- 2.3. IFR arriving aircraft must be processed via STAR tracks (where available), although aircraft may be radar vectored from STAR down-wind or base leg to final approach. Otherwise, STAR tracking may only be varied if essential for sequencing or separation. Non-STAR tracking must comply with para 2.1.
- 2.4. When Runway 16 is in use:
Aircraft for left base will be tracked via:
- I. STAR track via BELTA; or
 - II. Visual track for left base to ROKDL; provided that
 - a) Aircraft must not be track shortened prior to HORUS waypoint (D20.0 ML) from the LIZZI STAR or VALES waypoint (D30.0 ML) from the BOYSE STAR; or
 - b) If separation requires aircraft to be positioned North of the STAR base leg, ATC should route aircraft clear of Wallan township. If avoidance of Wallan is not possible then overflight by jet aircraft should be at or above 6000' MSL whenever practicable.
- 2.5. When Runway 34 is in use:
- 1) Aircraft for right base:
 - I. Must follow STAR track via Essendon Airport; or
 - II. If separation requires, may be RADAR VECTORED South of Essendon Airport to intercept runway centerline.
 - 2) Aircraft for straight-in approach or left base:
 - I. Must follow the applicable STAR; or
 - II. Between 0600 and 2300 local time only, may be RADAR VECTORED to be established on runway centerline not closer than D5.0 ML (3.5 NM from touchdown).
- 2.6. Between the hours of 2300 and 0600 local time, aircraft from the South-East must not proceed West of the ONAGI-MONTY track until MONTY, except that aircraft requiring to land on Runway 34 may proceed via the PORTS STAR for straight-in approach.

3. TRAINING FLIGHTS

- a. All aircraft planning practice instrument approaches (available 2000-1300 UTC), survey or airwork within the Melbourne Terminal Airspace require prior ATC approval.
- b. For training and airwork, pilots must contact the Melbourne Traffic Manager on 03 9235 7337 to book a time slot. For arriving aircraft a request must be made to Melbourne Center by 120 NM from Melbourne or on first contact for aircraft entering CTA within 120 NM.
- c. Training circuits are not permitted.

YMML/MEL

**JEPPESEN MELBOURNE, VIC, AUSTRALIA**

8 APR 16 (20-8)

MELBOURNE INTL**RUNWAY 16 HIGH INTENSITY APPROACH LIGHTING
REPLACEMENT PROJECT**

The project is expected to commence early February 2016 and take approximately four months period to complete. The actual date and time of commencement of the work will be notified by an Operations Advice, Local works plan and NOTAM.

1. Stage 1 - The Northern end of Runway 16/34 - Displaced Threshold

Runway 09/27 will be available.

244m of the north end of Runway 16/34 will not be available.

Runway 16 will have a displaced threshold marked as follows:

- Daytime markings will consist of V-Bars, either side of Runway 16, unserviceable cross at 200m intervals and Runway Threshold Identification Lights (Strobe lights).
- Night time markings will consist of five green lights either side of the runway during the hours of darkness. A single sided PAPI will be provided for Runway 16 landings during daytime and night-time hours.
- All markings north of the temporary runway end will need to be blacked out or removed.

The Runway 16 Glide Path, double PAPI, High Intensity Approach Lights (HIAL), Runway Centre Line Lights (RCLL) Runway Touchdown Zone Lights (RTZL) and High Intensity Runway Lights (HIRL) will not be available. Runway Circling Guidance Lights (RCGL) and temporary single sided PAPI Runway 16 Localizer will be available.

Runway 34 centreline lights not available. RCGL and HIRL available.
Double PAPI available.

The Temporary Runway Strip End will be at Chainage 6870.

Unserviceability cones and red obstruction light at 3m centres will be placed at Chainage 6870 across the Runway 16/34 north of Taxiway Charlie.

During this stage of the works, Taxiway Alpha north of Taxiway Charlie and Taxiway Bravo will not be available.

Please note: the Limit of Works is at Chainage 7114.7 all men and equipment must at all time be behind this line.

As a result of jet blast issues, all men and equipment must pull back to Chainage 7310 for all Code E and Code F (B747 aircraft and above) that depart Runway 16.

Engine Ground running at Taxiway Bravo will not be available except by prior arrangements with the Senior Airside Safety Officer.

2. Stage 2 - Runway 16/34 Closure

During this stage of the works the full length of Runway 16/34 will not be available, Taxiway Kilo, Taxiway Juliet (west of Taxiway Alpha), Taxiway Golf (west of Taxiway Victor), Taxiway Foxtrot (west of Taxiway Victor), Taxiway Alpha (north of Runway 09/27), Taxiway Charlie, and Taxiway Bravo will not be available.

Works on this stage will only be undertaken when the prevailing wind conditions do not dictate the essential use of Runway 16/34.

Engine Ground running at Taxiway Bravo will not be available except by prior arrangements with the Senior Airside Safety Officer (Car 2).

YMML/MEL

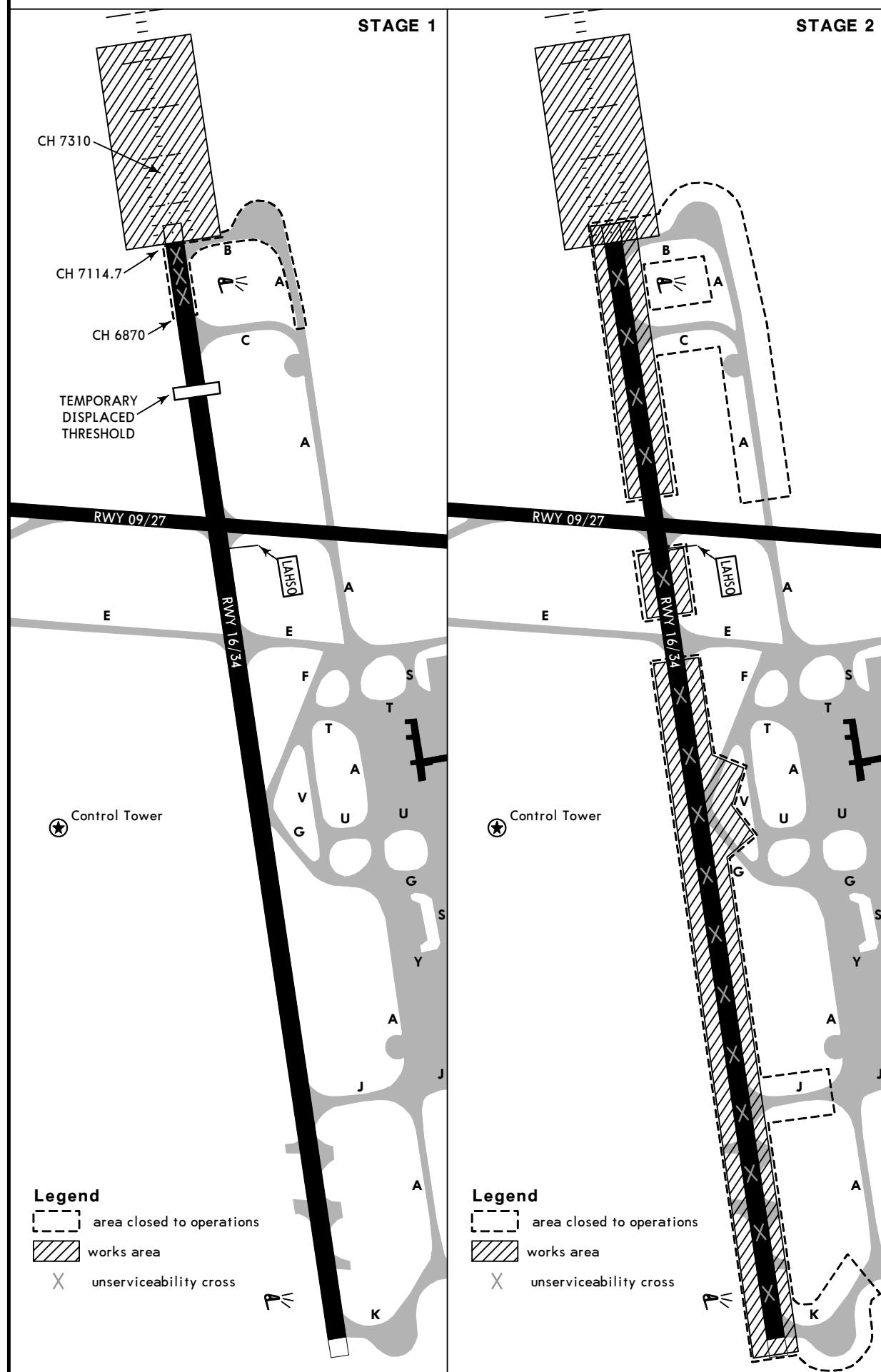


JEPPESEN MELBOURNE, VIC, AUSTRALIA

8 APR 16 (20-8A)

MELBOURNE INTL

**RUNWAY 16 HIGH INTENSITY APPROACH LIGHTING
REPLACEMENT PROJECT (contd.)**



YMML/MEL

**JEPPESEN MELBOURNE, VIC, AUSTRALIA**

10 MAR 17 (20-8B)

MELBOURNE INTL**RUNWAY 27 HIGH INTENSITY APPROACH LIGHTING
REPLACEMENT PROJECT
(MOWP 02/2016)**

The project is expected to commence October 2016 with an expected completion date of April 2017. The actual date and time of commencement of the work will be notified by a Local works plan and/or an Operations Advice and associated NOTAM which will be issued before the commencement of each Stage of works.

Description of the works

Melbourne Airport is undertaking a project to replace the existing High Intensity Approach Lighting (HIAL) systems serving the approach to Runway 27. The new HIAL system will utilise visual aids equipped with Light Emitting Diodes (LED) rather than traditional incandescent/halogen lamps.

The works will be completed in two separate stages.

Stage 1

Involves the removal and replacement of the Runway 27 High Intensity Approach Lighting System including the installation of electrical cables, structures and the commissioning of the Runway 27 High Intensity Approach Lighting System.

Stage 2

Involves the removal and replacement of the Runway 27 High Intensity Approach Lighting System including the installation of electrical cables, structures and the commissioning of the Runway 27 High Intensity Approach Lighting System located approximately 400m east of the Runway 27 Threshold.

Please note that these works may not be sequential and Stages may run concurrently with other Stages.

Operational and ACFT restrictions**Stage 1**

During this stage of works Runway 09/27 will be closed for all aircraft operations. During this stage of the works the full length of Runway 09/27 will not be available, Taxiway Quebec (north of Taxiway Echo), Taxiway Papa (north of Taxiway Echo), Taxiway Mike, Taxiway November and Taxiway Echo (west of Runway 16/34) will not be available.

The full length of Runway 16/34 will be available.

During this Stage of works, if the winds dictate the essential use of Runway 09/27 the working hours may change or works cancelled.

Stage 2

This stage of works will be conducted during daylight hours or other hours as agreed by Melbourne Airport in conjunction with Airservices Australia (ATC).

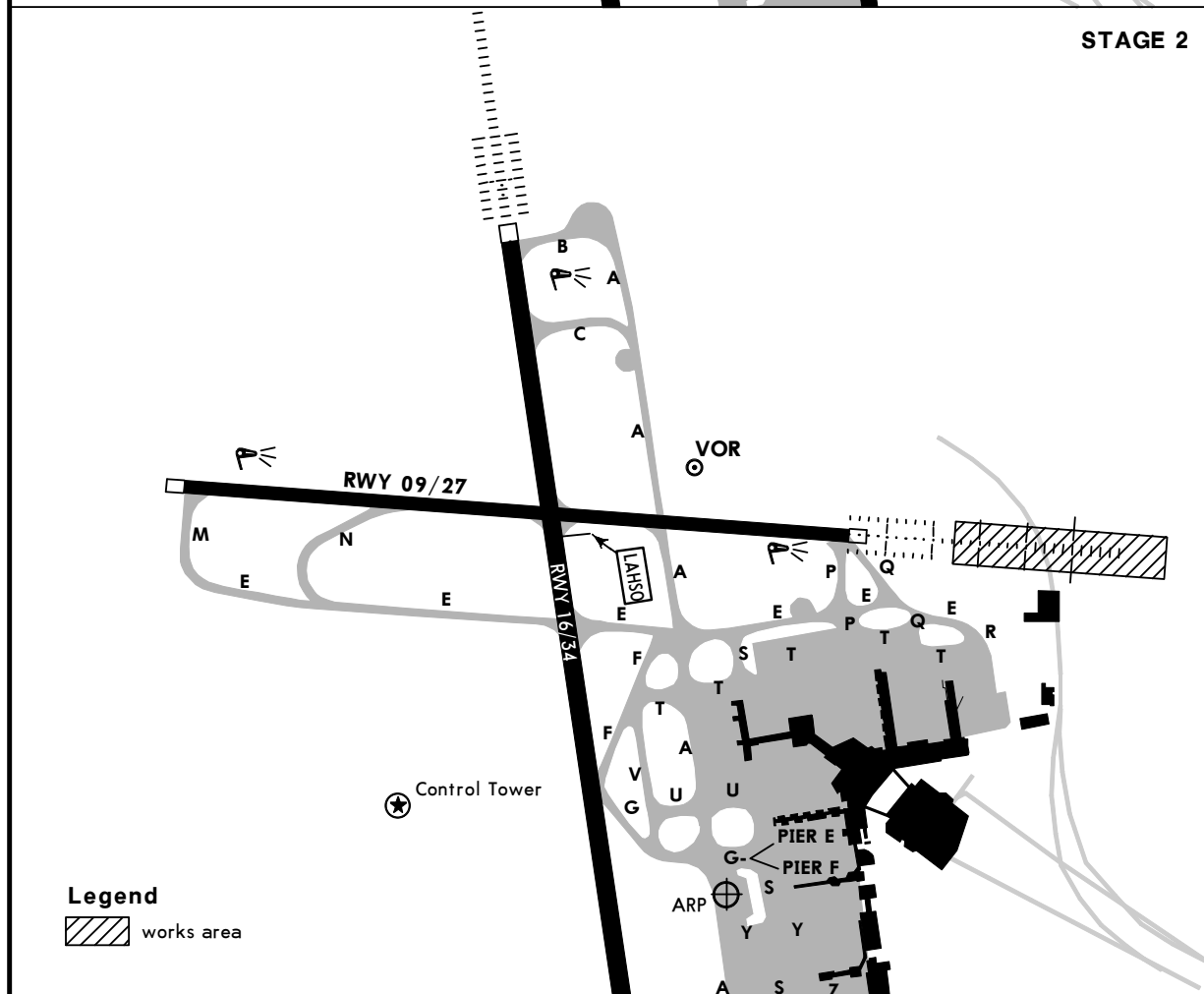
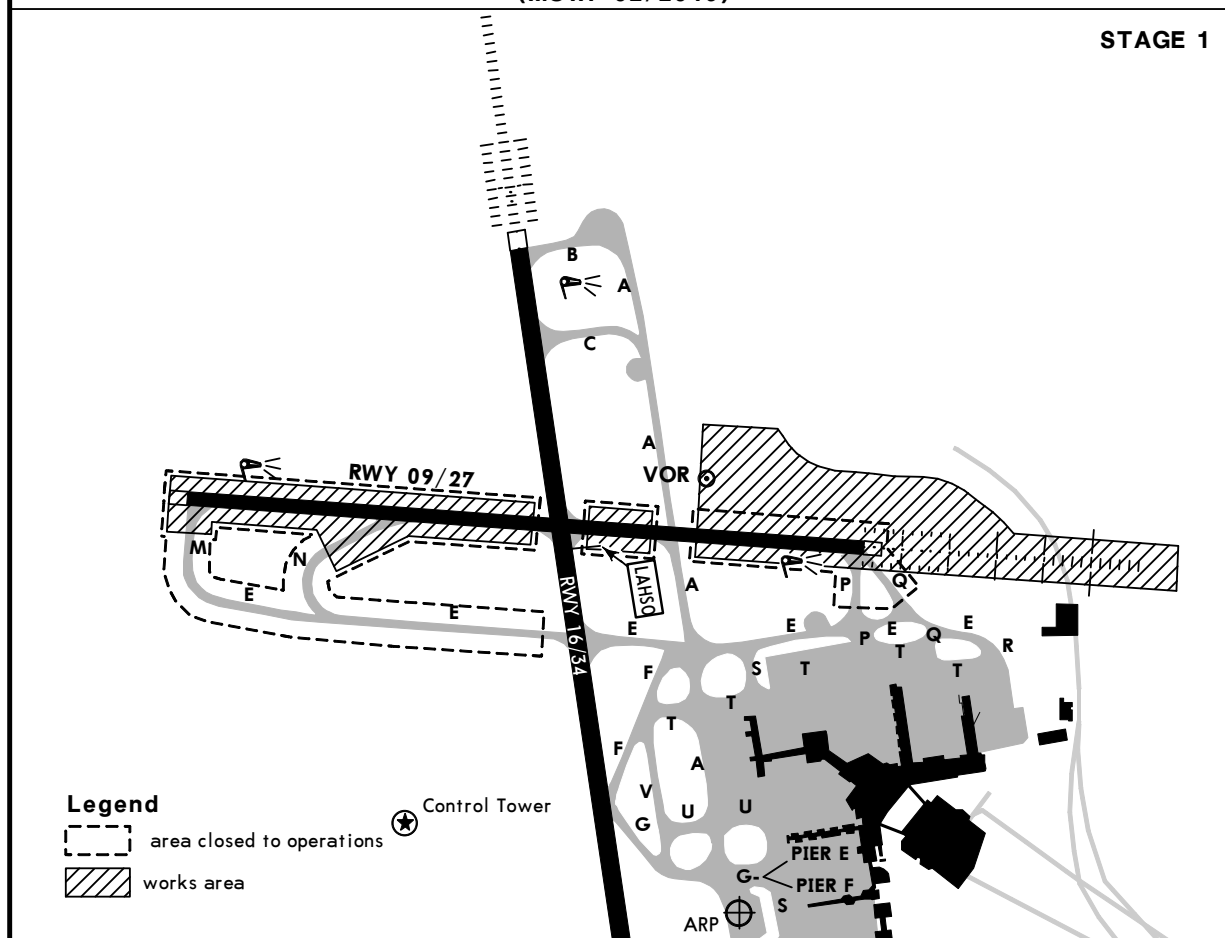
The full length of Runway 16/34 and Runway 09/27 will be available.

Works will be undertaken under the Runway 27 approach and Runway 09 take-off area clear and nil impact to aircraft operations.

YMML/MEL

JEPPESEN MELBOURNE, VIC, AUSTRALIA
10 MAR 17 (20-8C) MELBOURNE INTL

RUNWAY 27 HIGH INTENSITY APPROACH LIGHTING REPLACEMENT PROJECT
(MOWP 02/2016)



CHANGES: Stage 1 updated.

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YMML/MEL

 **JEPPESEN** MELBOURNE, VIC, AUSTRALIA
27 JAN 17 **(20-8D)** MELBOURNE INTL

RUNWAY MAINTENANCE TO RUNWAY 16/34 AND RUNWAY 09/27

The project is expected to commence January 2017 and take approximately twelve months period to complete unless otherwise amended or extended. The actual date and time of commencement of the work will be notified by an Operations Advice, Local works plan and NOTAM.

Hours of Works

The works will be conducted for Stage 1, 2, 3, 4, 5, 6, 7 and, 8 will generally be between the hours of 01:00 local time and 06:00 local time for Runway 16/34 and Runway 09/27 unless otherwise advised by a Local Works Plan and NOTAM.

Please note that during Stage 2 only, if the winds do not dictate the essential use of Runway 09/27 the times may change from 01:00 local to 06:00 local to the times of 09:30 local until 16:00 local, this would only occur under consultation with Air Traffic Control (ATC) and the Melbourne Airport Senior Airside Safety Officer (Car 2) and advised by a Local Works Plan and NOTAM.

Operational restrictions

Stage 1 the Northern end of Runway 16/34 - Displaced Threshold

Runway 09/27 will be available.

3625' (1105m) of the north end of Runway 16/34 will not be available.

Runway 16 will have a displaced threshold @ Chainage 19521' (5950m) marked by five green lights either side of the runway during the hours of darkness.

A single sided PAPI will be provided for Runway 16 landings during night-time hours.

The Runway 16 ILS, Double PAPI not available, High Intensity Approach Lights (HIAL), Runway Centre Line Lights (RCLL) and Runway Touchdown Zone Lights (RTZL) will not be available. Medium High Intensity Runway Lights (HIRL) and Runway Circling Guidance Lights (RCGL) will be available.

Runway 34 centreline lights not available HIRL and RCGL available. Double PAPI available.

The Temporary Runway End will be at Chainage 6010.

Unserviceability cones and red obstruction light at 10' (3m) centres will be placed at Chainage 6266 across the Runway 16/34 north of Runway 09/27.

During this stage of the works, Taxiway Alpha (north of Runway 09/27), Taxiway Charlie and Taxiway Bravo will not be available.

Please note: the Limit of Works is at Chainage 6437 all men and equipment must at all time be behind this line.

Engine Ground running at Taxiway Bravo will not be available except by prior arrangements with the Senior Airside Safety Officer (Car 2).

Stage 2

During this stage of the works the full length of Runway 09/27 will not be available, Taxiway Quebec (north of Taxiway Echo), Taxiway Papa (north of Taxiway Echo), Taxiway Mike, Taxiway November and Taxiway Echo (west of Runway 16/34) will not be available.

Works on this stage will only be undertaken when the prevailing wind conditions do not dictate the essential use of Runway 09/27.

Stage 3

During this stage of the works the full length of Runway 09/27 will not be available, Taxiway Quebec (north of Taxiway Echo), Taxiway Papa (north of Taxiway Echo), Taxiway Alpha (north of Taxiway Echo and south of Taxiway Bravo), Taxiway Charlie, Taxiway Mike, Taxiway November and Taxiway Echo (west of Runway 16/34) will not be available.

Due to Taxiway Alpha (north of Taxiway Echo) being closed, aircraft requiring a full length takeoff for Runway 16 must enter Runway 16/34 via Taxiway Echo and backtrack using Taxiway Bravo for turnaround. Similarly, aircraft that pass Taxiway Echo during the Runway 34 landing roll must back track Runway 16/34 using Taxiway Bravo for turnaround.

Works on this stage will only be undertaken when the prevailing wind conditions do not dictate the essential use of Runway 09/27.

YMML/MEL **JEPPESEN MELBOURNE, VIC, AUSTRALIA**
27 JAN 17 **(20-8E)** **MELBOURNE INTL****RUNWAY MAINTENANCE TO RUNWAY 16/34
AND RUNWAY 09/27 (contd.)****Stage 4 Runway Intersection - Displaced Threshold**

will not be conducted when the prevailing wind condition dictates the essential use of Runway 09/27.

Runway 09/27 will not be available.

3625' (1105m) of the north end of Runway 16/34 will not be available.

Runway 16 will have a displaced threshold @ Chainage 19521' (5950m) marked by five green lights either side of the runway during the hours of darkness. A single sided PAPI will be provided for Runway 16 landings during night-time hours.

The Runway 16 ILS, Double PAPI not available, High Intensity Approach Lights (HIAL), Runway Centre Line Lights (RCLL) and Runway Touchdown Zone Lights (RTZL) will not be available. High Intensity Runway Lights (HIRL) and Runway Circling Guidance Lights (RCGL) will be available.

Runway 34 centreline lights not available HIRL and RCGL available. Double PAPI available.

The end of Runway 34 will be marked by red lights at 10' (3m) centres at Chainage 6010 across the runway.

During this stage of the works, Taxiway Alpha (north of Taxiway Echo), Taxiway Bravo, Taxiway Charlie, Taxiway Echo (west of Runway 16/34), Taxiway November, Taxiway Mike, Taxiway Papa (north of Taxiway Echo) and Taxiway Quebec (north of Taxiway Echo) will not be available.

Aircraft landing on Runway 34 must exit via Taxiway Echo or Taxiway Foxtrot or at ATC discretion.

Please note: for all Jet engine aircraft departing on Runway 16 or landing on Runway 34 all men and equipment must pullback to Chainage 6437, once the aircraft has departed Runway 16 or the landed aircraft has vacated Runway 34 the works party can return to the Limit of Works at Chainage 6078.

Engine Ground running at Taxiway Bravo will not be available except by prior arrangements with the Senior Airside Safety Officer (Car 2).

Stage 5

During this stage of works the Full length of Runway 16/34 and the following taxiways will not be available.

Taxiway Echo (west of Runway 16/34), Taxiway November, Taxiway Mike, Taxiway Kilo, Taxiway Juliet (west of Taxiway Alpha), Taxiway Golf (west of Taxiway Victor), Taxiway Foxtrot (west of Taxiway Victor), Taxiway Echo (west of Taxiway Foxtrot), Taxiway Alpha (north of Runway 09/27), Taxiway Charlie, Taxiway Bravo will not be available.

Engine Ground running at Taxiway Bravo will not be available except by prior arrangements with the Senior Airside Safety Officer (Car 2).

Due to Taxiway Mike, Taxiway November and Taxiway Echo (west of Runway 16/34) not being available, Code C aircraft (B737/A320) and below landing on Runway 27 will be required to conduct a 180 degree turn on the Runway 09 threshold, backtrack and vacate Runway 09/27 at ATC discretion.

Code D, E and F (B767/A330 and above) aircraft landing on Runway 27 will be required to vacate Runway 09/27 onto Taxiway Mike, clear of the Runway 09/27 flight strip, an airline tug will be present to push aircraft back to the Runway 09 threshold, tail facing west, the aircraft can then proceed under its own power (or under tow) vacating Runway 09/27 at ATC discretion.

Works on this stage will only be undertaken when the prevailing wind conditions do not dictate the essential use of either Runway 16 or Runway 34.

Stage 6

During this stage of works the full length of Runway 16/34 and the following taxiways will not be available.

Taxiway Kilo, Taxiway Juliet (west of Taxiway Alpha), Taxiway Golf (west of Taxiway Victor), Taxiway Foxtrot (west of Taxiway Victor), Taxiway Alpha (north of Runway 09/27), Taxiway Charlie, Taxiway Bravo will not be available.

Engine Ground running at Taxiway Bravo will not be available except by prior arrangements with the Senior Airside Safety Officer (Car 2).

Works on this stage will only be undertaken when the prevailing wind conditions do not dictate the essential use of either Runway 16 or Runway 34.

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**JEPPESEN MELBOURNE, VIC, AUSTRALIA**27 JAN 17 **20-8F****MELBOURNE INTL****RUNWAY MAINTENANCE TO RUNWAY 16/34
AND RUNWAY 09/27 (contd.)****Stage 7**

During this stage of works Runway 16/34 south of Taxiway Juliet will not be available to aircraft operations.

2503' (763m) of the southern end of Runway 34 will not be available.

Runway 34 threshold will **not** be displaced and **no** temporarily displaced threshold will be provided. Landing on Runway 34 will **not** be available. Restricted length for takeoff on Runway 16/34 will apply. Restricted lengths for landing on Runway 16 will apply.

During this stage of the works, Taxiway Kilo will not be available.

Please note: for all Jet engine aircraft departing on Runway 16/34 or landing on Runway 16 all men and equipment must pullback to Chainage 3920, once the aircraft has departed Runway 16/34 or the landed aircraft has vacated Runway 16 the works party can return to the Limit of Works.

Works will only be undertaken when the prevailing wind conditions do not dictate the essential use of Runway 16/34.

Stage 8 Runway Intersection - Displaced Threshold

will not be conducted when the prevailing wind condition dictates the essential use of Runway 09/27.

Runway 09/27 will not be available.

4304' (1312m) of the north end of Runway 16/34 will not be available.

Runway 16 will have a displaced threshold @ Chainage 18156' (5534m) marked by five green lights either side of the runway during the hours of darkness. A single sided PAPI will be provided for Runway 16 landings during night-time hours.

The Runway 16 ILS, Double PAPI not available, High Intensity Approach Lights (HIAL), Runway Centre Line Lights (RCLL) and Runway Touchdown Zone Lights (RTZL) will not be available. High Intensity Runway Lights (HIRL) and Runway Circling Guidance Lights (RCGL) will be available.

Runway 34 centreline lights are not available.

HIRL and RCGL available

Double PAPI will be available.

The end of Runway 34 will be at Chainage 5805.

Unserviceability cones and red obstruction lights at 10' (3m) centres placed across the unway at Chainage 5867.

During this stage of the works, Taxiway Alpha (north of Taxiway Echo), Taxiway Bravo, Taxiway Charlie, Taxiway Echo (west of Runway 16/34), Taxiway November, Taxiway Mike, Taxiway Papa (north of Taxiway Echo) and Taxiway Quebec (north of Taxiway Echo) will not be available.

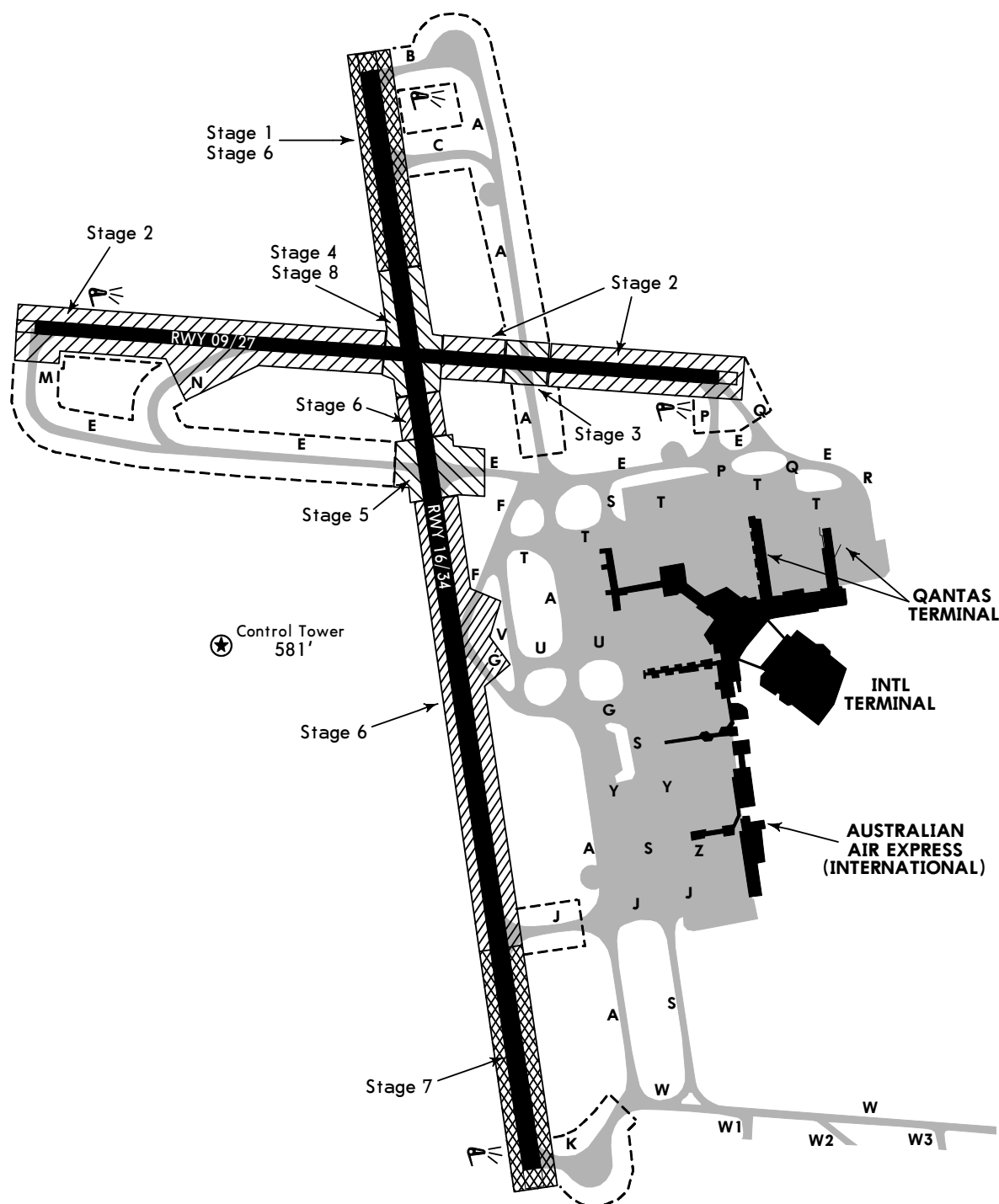
Please note: for all Jet engine aircraft departing on Runway 16 or landing on Runway 34 all men and equipment must stay behind the Limit of Works at Chainage 6078.

Engine Ground running at Taxiway Bravo will not be available except by prior arrangements with the Senior Airside Safety Officer (Car 2).

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JEPPESEN MELBOURNE, VIC, AUSTRALIA
27 JAN 17 (20-8G) MELBOURNE INTL

**RUNWAY MAINTENANCE TO RUNWAY 16/34
AND RUNWAY 09/27 (contd.)**



Legend

- area closed to operations
- works area

YMML/MEL**JEPPESEN MELBOURNE, VIC, AUSTRALIA**

7 APR 17 (20-8H)

MELBOURNE INTL**TAXIWAY ALPHA OVERLAY PROJECT
(MOWP 03/16)**

The project is expected to commence by 16th January 2017 and take approximately 4 months to complete. The actual date and time of commencement of the work will be notified by Local works plan and/or an Operations Advice and associated NOTAM which will be issued before the commencement of each Stage of works.

A Local Works Plan will be issued at least 48 hours prior to the commencement of each MOWP Stage.

Hours of Works**Stage 1**

The works will be conducted for Stage 1 between the hours of 22:00 local time and 06:00 local time Sunday till Thursday inclusive or such other hours as agreed by Melbourne Airport in conjunction with Airservices Australia (ATC).

In the event that Rwy 09/27 is closed; the works will be restricted from 01:15 local time to 06:00 local time or as agreed by Melbourne Airport in conjunction with Airservices Australia (ATC).

Stage 2

The works will be conducted for Stage 2 seven days a week (24/7) or such other hours as agreed by Melbourne Airport in conjunction with Airservices Australia (ATC) and communicated to stakeholders via Local Works advice and NOTAM.

OPERATIONAL AND AIRCRAFT RESTRICTIONS**Stage 1**

During this stage of works the following Taxiways will not be available to aircraft.

Taxiway Alpha between Runway 09/27 and 189' (57.5 m) South of Taxiway Bravo
Taxiway Charlie

Bravo Run Up Bay will not be available for aircraft maintenance - engine ground runs.

Due to Taxiway Alpha (North of Runway 09/27) being closed, aircraft requiring a full length takeoff for Runway 16 must enter Runway 16/34 via Taxiway Echo and backtrack using Taxiway Bravo for turnaround. Similarly, aircraft that pass Taxiway Echo during the Runway 34 landing roll must backtrack Runway 16/34 using Taxiway Bravo for turnaround. Taxiway Alpha Centerline lighting North of Runway 09/27 will not be available.

Blue Taxiway edge lights will be installed on Taxiway Alpha North of Runway 09/27.

Follow me service is available on request.

Stage 2

During this stage of works the following Taxiways will not be available to aircraft.

Taxiway Alpha between Taxiway Charlie and Taxiway Bravo

Taxiway Bravo

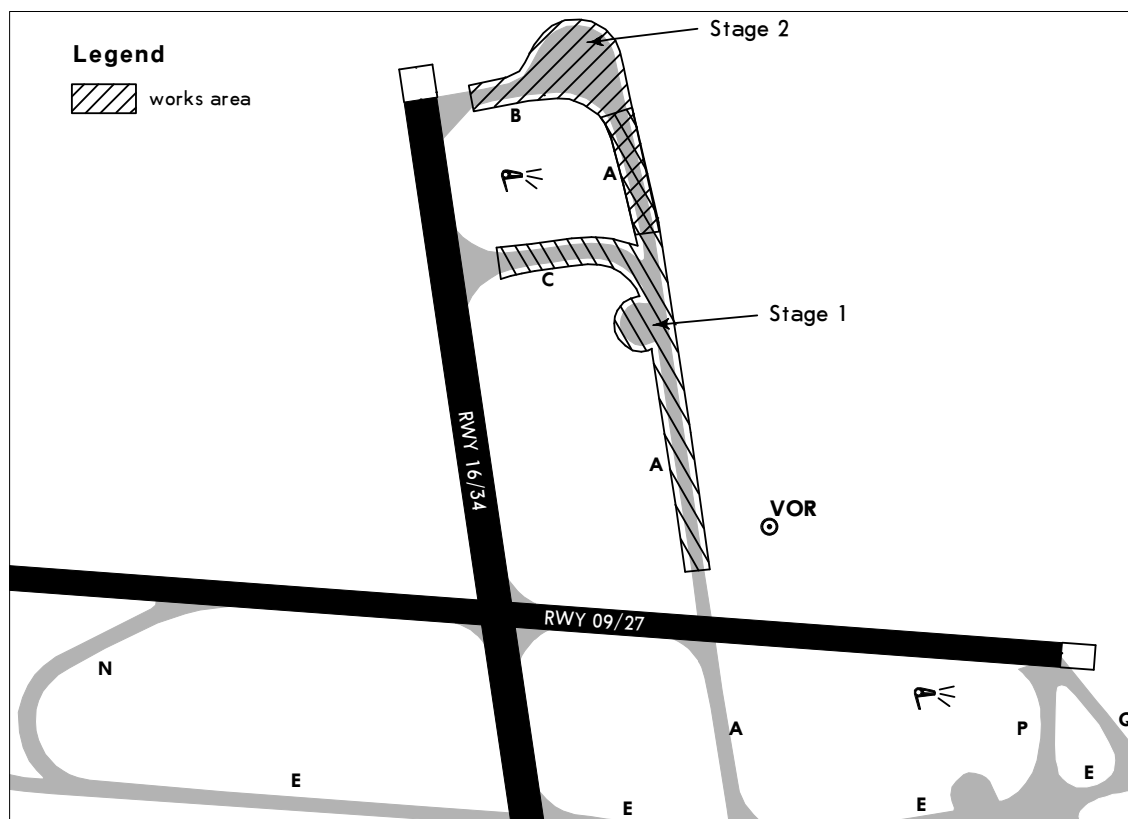
Bravo Run Up Bay will not be available

Runway 16 full length departures not available.

Aircraft landing Runway 34 must exit via Taxiway Charlie

Taxiway Alpha Centerline lighting North of Runway 09/27 will not be available.

Blue Taxiway edge lights will be installed on Taxiway Alpha North of Runway 09/27.



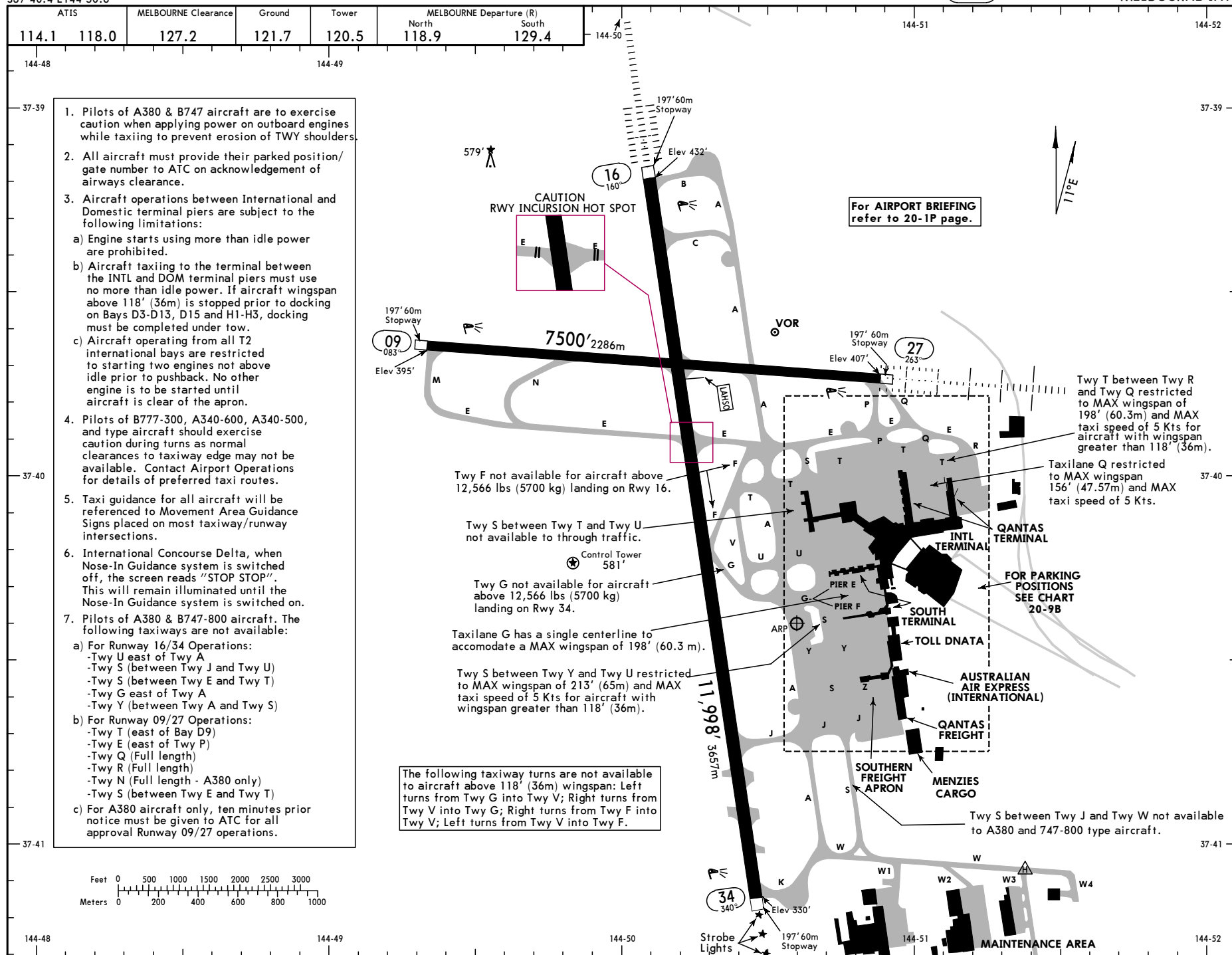
YMMML/MEL

Apt Elev 434'
S37 40.4 E144 50.6

JEPPesen MELBOURNE, VIC, AUSTRALIA

23 SEP 16 (20-9)

MELBOURNE INTL



YMML/MEL

JEPPESEN

23 SEP 16

20-9A

MELBOURNE, VIC, AUSTRALIA

MELBOURNE INTL

GENERAL

CAUTION: Birds in vicinity of airport.

WARNING: Secondary airport Melbourne/Essendon 5 NM southeast.

Start clearance is required for aircraft departing Melbourne for Essendon or Moorabbin.

Pilots will be notified by ATIS broadcast or directed transmission if RVR is not available when the visibility is less than 2625' (800m).

ADDITIONAL RUNWAY INFORMATION

RWY		LANDING Threshold	USABLE LENGTHS		LAHSO Distance	TAKE- OFF	WIDTH
			BEYOND Glide Slope				
09	② MIRL PAPI (angle 3.0°, MEHT 74') RVR						148' 45m
①							
27	HIRL ③ CL HIALS TDZ PAPI (angle 3.0°, MEHT 74') RVR		6427' 1959m				

① Grooved. Standby power available for all lights.

② WARNING: Runway lights may be partially obscured when on downwind leg for Runway 09.

③ 15M spacing.

16	HIRL ⑤ CL HIALS TDZ PAPI (angle 3.0°, MEHT 74') RVR		10,786' 3288m				197' 60m
④ ⑧							
⑦ 34	HIRL ⑥ SFL ⑤ CL PAPI (angle 3.0°, MEHT 74') RVR			09/27	8654' 2638m		

④ Grooved. Standby power available for all lights.

⑦ Hold short lights Rwy 34.

⑤ 15M spacing.

⑧ Circling Guidance Lights.

⑥ 3 sequenced lead-in strobe lights.

TAKE-OFF

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

FOR FILING AS ALTERNATE

	Special		
		FOR FILING AS ALTERNATE	Other
	① ILS Rwy 16 ILS Rwy 27 LOC DME Rwy 27 VOR Rwy 34	RNAV-P (RNP) Rwy 09 RNAV-P (RNP) Rwy 34	
A	700' - 2.5 km	NA	1206' - 4.4 km
B			
C		1516' - 6.0 km	1516' - 6.0 km
D		1666' - 7.0 km	1666' - 7.0 km

① LOC DME Rwy 16 not applicable.

YMML/MEL **JEPPesen**
24 MAR 17 **(20-9A1)****MELBOURNE, VIC, AUSTRALIA****MELBOURNE INTL****AIRPORT EFFICIENCY PROCEDURES****1. DEPARTING AIRCRAFT**

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

2. ARRIVING AIRCRAFT

- 2.1 By day, ATC may use 7874' (2400m) runway separation between aircraft arriving to Runway 16/34. Both aircraft may occupy the runway during application of the standard.
- 2.2 By day or night, ATC may use 2.5NM spacing between aircraft arriving to Runway 16/34 and Runway 27. Expect to vacate the runway via the Rapid Exit Taxiways (RETs) specified in the table below.
- 2.3 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.
- 2.4 Plan a predictable and efficient exit from the runway and if an exit other than the preferred is required, advise tower on first contact.
- 2.5 Landing Exit Distance (LED), the distance from the threshold to the furthest edge of the exit taxiway, are provided to assist planning.

RWY	AIRCRAFT TYPE	TWY Exits	LED
09	Turboprop Other aircraft	① A	5440' 1658m
		① P	7500' 2286m
		Q	7500' 2286m
16	All aircraft	E	4442' 1354m
		① ② G	6381' 1945m
		J	9531' 2905m
27	All aircraft Heavy	① ② N	5348' 1630m
		M	7500' 2286m
34	All aircraft	① ② F	5938' 1810m
		E	7700' 2347m
		C	11,027' 3361m

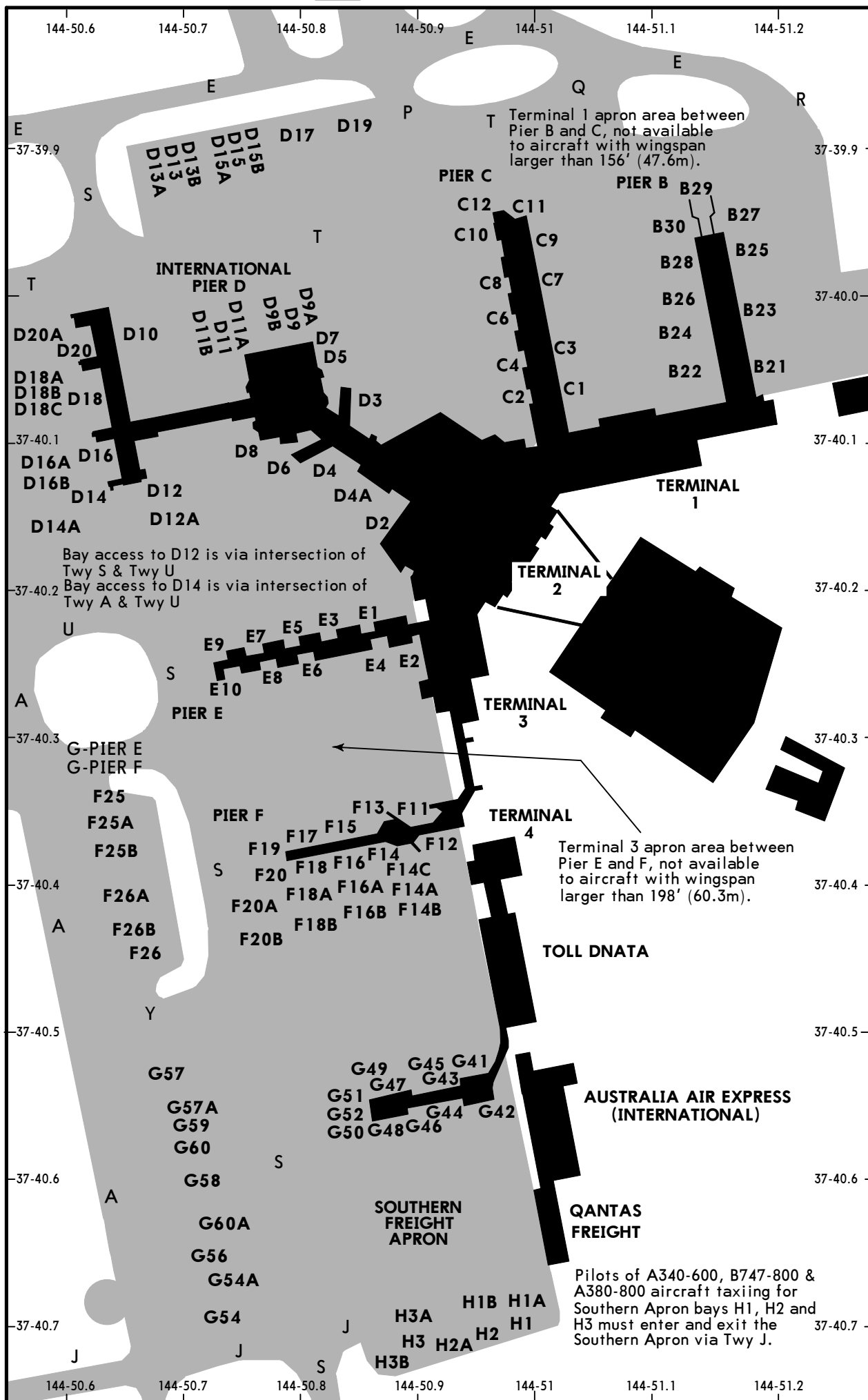
① Preferred exits.

② Indicates Rapid Exit Taxiway (RET) and maximum design ground speeds are 53 KT (50 KT WET).

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JEPPesen
8 APR 16 (20-9B)

MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL



CHANGES: Aircraft parking bays at southern freight apron.

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YMML/MEL **JEPPESEN**
8 APR 16 (20-9C)**MELBOURNE, VIC, AUSTRALIA**
MELBOURNE INTL**PARKING BAY COORDINATES**

BAY No.	COORDINATES	ELEV	BAY No.	COORDINATES	ELEV
PIER B			SOUTHERN FREIGHT APRON		
B21	S37 40.1 E144 51.2		G41	S37 40.5 E144 50.9	375'
B22	S37 40.0 E144 51.1		G42	S37 40.6 E144 50.9	371'
B23	S37 40.0 E144 51.2		G43	S37 40.5 E144 50.9	374'
B24	S37 40.0 E144 51.1		G44	S37 40.6 E144 50.9	370'
B25	S37 40.0 E144 51.2		G45	S37 40.5 E144 50.9	373'
B26	S37 40.0 E144 51.1		G46	S37 40.6 E144 50.9	370'
B27	S37 40.0 E144 51.2		G47	S37 40.5 E144 50.8	372'
B28, B30	S37 40.0 E144 51.1		G48	S37 40.6 E144 50.8	368'
B29	S37 39.9 E144 51.1		G49	S37 40.5 E144 50.8	370'
			G50	S37 40.6 E144 50.8	367'
PIER C			G51	S37 40.6 E144 50.8	370'
C1 thru C4	S37 40.1 E144 51.0		G52	S37 40.6 E144 50.8	369'
C6 thru C9	S37 40.0 E144 51.0		G54	S37 40.7 E144 50.7	363'
C10	S37 40.0 E144 50.9		G54A, G56	S37 40.6 E144 50.7	363'
C11	S37 40.0 E144 51.0		G57, G57A	S37 40.5 E144 50.7	367'
C12	S37 40.0 E144 50.9				
INTERNATIONAL PIER D			G58	S37 40.6 E144 50.7	365'
D2	S37 40.2 E144 50.9	387'	G59	S37 40.6 E144 50.7	367'
D3	S37 40.1 E144 50.8	388'	G60	S37 40.6 E144 50.7	366'
D4 thru D4A	S37 40.1 E144 50.8	387'	G60A	S37 40.6 E144 50.7	364'
D5	S37 40.1 E144 50.8	390'	H1	S37 40.7 E144 50.9	363'
D6	S37 40.2 E144 50.7	386'	H1A, H1B	S37 40.7 E144 50.9	364'
D7	S37 40.0 E144 50.8	391'	H2, H2A	S37 40.7 E144 50.9	363'
D8	S37 40.1 E144 50.7	386'	H3	S37 40.7 E144 50.9	362'
D9 thru D9B	S37 40.1 E144 50.8	390'	H3A	S37 40.7 E144 50.8	363'
D10	S37 40.1 E144 50.7	386'	H3B	S37 40.7 E144 50.8	361'
D11 thru D11B	S37 40.1 E144 50.7	388'			
D12, D12A	S37 40.2 E144 50.7	383'			
D13 thru D13B	S37 39.9 E144 50.7	396'			
D14, D14A	S37 40.2 E144 50.6	382'			
D15 thru D15B	S37 39.9 E144 50.7	393'			
D16 thru D16B	S37 40.1 E144 50.6	382'			
D17	S37 39.9 E144 50.8	394'			
D18 thru D18C	S37 40.1 E144 50.6	383'			
D19	S37 39.9 E144 50.8	395'			
D20, D20A	S37 40.1 E144 50.6	383'			
PIER E					
E1, E2	S37 40.2 E144 50.9				
E3 thru E8	S37 40.2 E144 50.8				
E9	S37 40.2 E144 50.7				
E10	S37 40.3 E144 50.7				
PIER F					
F11 thru F13	S37 40.4 E144 50.9				
F14 thru F14C	S37 40.4 E144 50.9				
F15	S37 40.4 E144 50.8				
F16 thru F16B	S37 40.4 E144 50.8				
F17	S37 40.4 E144 50.8				
F18 thru F18B	S37 40.4 E144 50.8				
F19	S37 40.4 E144 50.8				
F20 thru F20B	S37 40.4 E144 50.8				
F25	S37 40.5 E144 50.5	372'			
F25A	S37 40.5 E144 50.5	373'			
F25B	S37 40.5 E144 50.5	372'			
F26 thru F26B	S37 40.5 E144 50.5	371'			

CHANGES: Bays removed at southern freight apron.

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MELBOURNE INTL

3 JUN 16

(20-9C-0)

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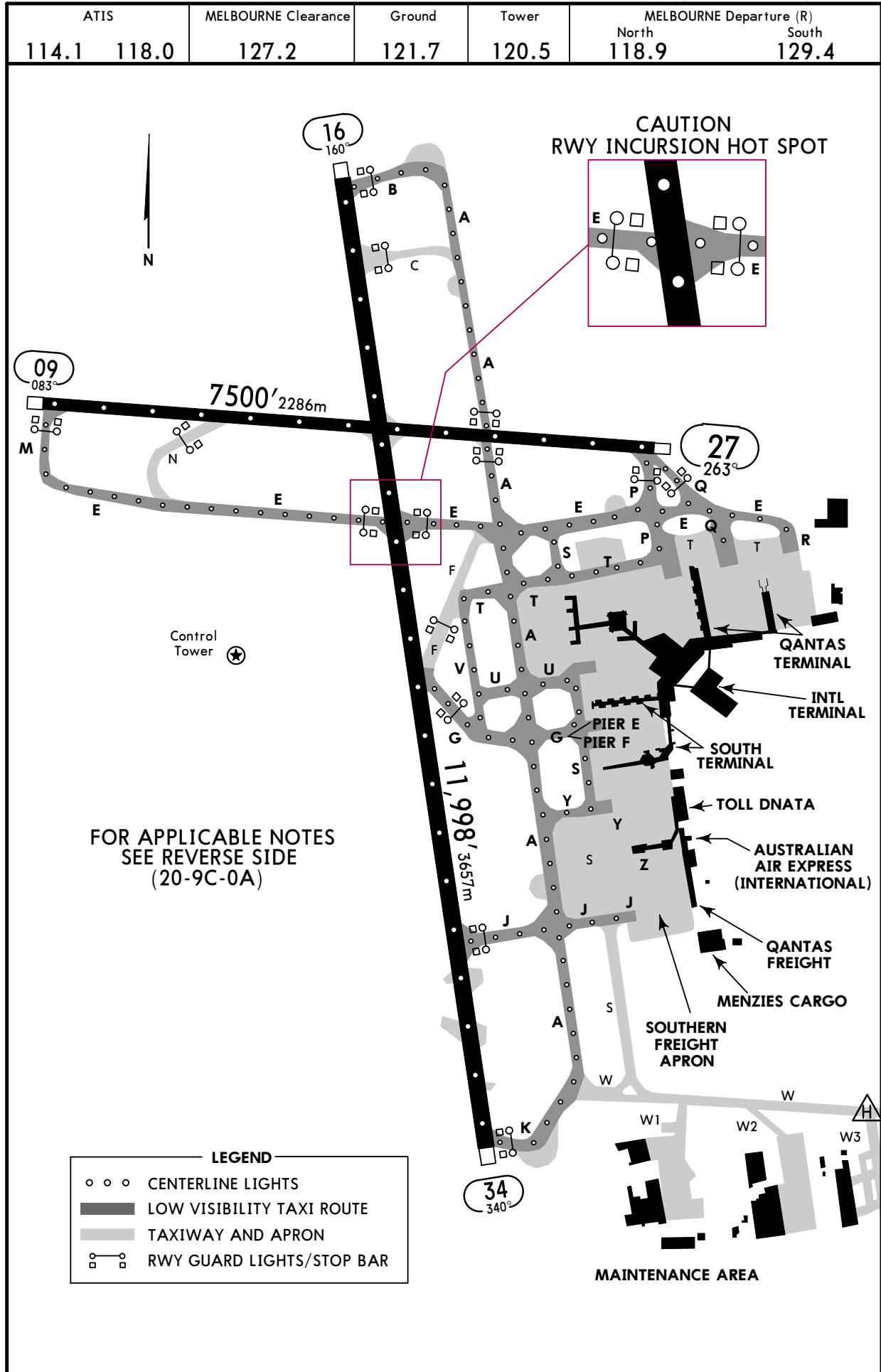
MELBOURNE, VIC, AUSTRALIA
LOW VISIBILITY TAXI ROUTES

A-SMGCS

LESS THAN RVR 550m TO 75m

Arrivals - Rwy 16

Departures - Rws 16/27



YMML/MEL
MELBOURNE INTL**JEPPESEN MELBOURNE, VIC, AUSTRALIA**

3 JUN 16

20-9C-0A**LOW VISIBILITY TAXI OPERATIONS**

Preparations for the activation of Low Visibility Procedures (LVP) are commenced when visibility has reduced to 2000m and is further reducing.

When visibility deteriorates below 550m RVR and/or when the cloud base reduces below 200', the ILS critical and sensitive areas are protected and "Low Visibility Procedures in Force" is declared.

LVP measures are progressively lifted when cloud base reaches 300' and the visibility reaches 850m and is increasing.

ATC uses Advanced Surface Movement Guidance Control System (A-SMGCS) to monitor ACFT and vehicles on the Maneuvering Area.

If A-SMGCS is Unserviceable during LVP:

- a. ATC will further restrict operations on the Maneuvering Area.
- b. Position reporting procedures may be implemented.

"FOLLOW-ME" SERVICE: Flight Crew must notify ATC if a "Follow Me" service is required.

For CASA approved operators, all Rwy's are capable of supporting low visibility take-offs without limit, however only:

- a. Rwy 16 and 27 are normally used for low visibility departures.
- b. Rwy 16 is capable of supporting localizer guided take-offs.

Note: Flight crew must inform ATC at start up about an intention to conduct a take-off that requires localizer guidance.

Access to Rwy 27 is via Twy Papa or Twy Quebec. Access to Rwy 16 is via Twy Bravo. Intersection departures are not permitted.

Rwy 16 is the arrival runway for low visibility operations and is capable of supporting Category II and III approaches.

No arrivals will be allowed when RVR is less than RVR 75m.

Approved taxiway exits are Twy Golf, Twy Juliet and Twy Kilo.

During LVP, the following Twys are not available:

- a. Twy Charlie, Twy Foxtrot, Twy Tango between Twy Papa and Twy Romeo
- b. Twy November
- c. Twy Sierra between Twy Yankee and Twy Whiskey
- d. Twy Whiskey between Twy Alpha and Twy Whiskey Four

Instrumented RVR is provided for each Rwy. In event of failure of RVR, Runway Visibility assessments will not be provided.

YMML/MEL**JEPPesen** MELBOURNE, VIC, AUSTRALIA
23 SEP 05 (20-9D) MELBOURNE INTL**VISUAL DOCKING GUIDANCE SYSTEMS**

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

The first NIG system contains five elements whose location is shown in Figure 1.

- Position Identification Light
- Aerobridge Retracted Indicator
- Centerline Guidance Light
- Side Marker Board
- Side Marker Light

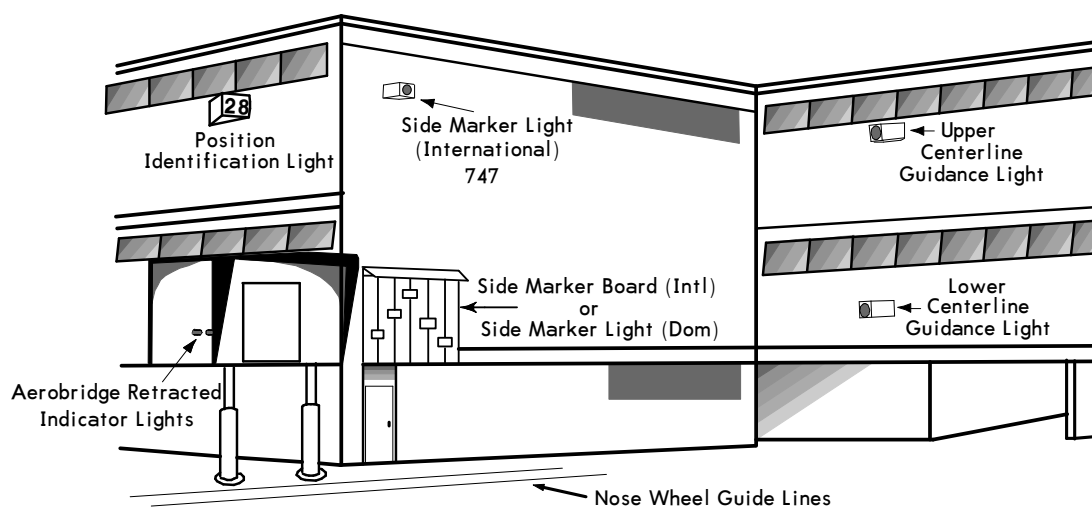


Figure 1 - Visual Docking Guidance System

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

NOTES:

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: 5 to 7.5m
 - c. Upper: above 7.5m

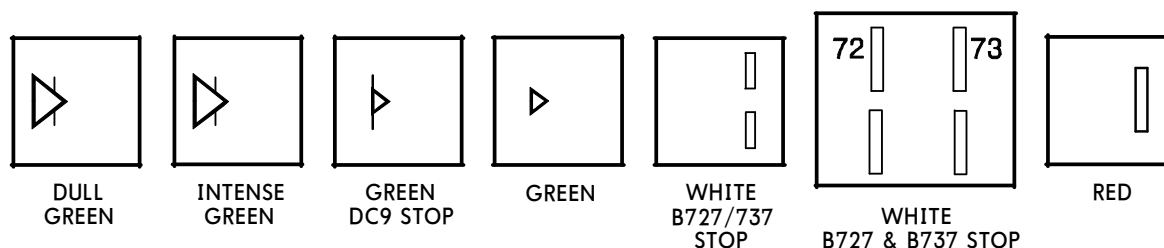
YMML/MEL**JEPPESEN** MELBOURNE, VIC, AUSTRALIA
23 SEP 05 (20-9E) MELBOURNE INTL**VISUAL DOCKING GUIDANCE SYSTEMS**

The following is a brief description of the system:

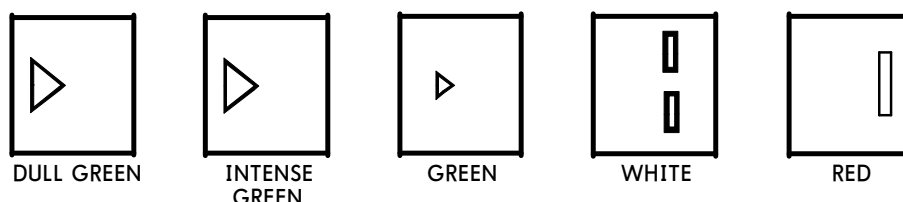
- c. The Position Identification Light indicates the number of the docking position and is white numerals on a black background outlined in green neon tubing at night.
- d. The Aerobridge Retracted Indicator consists of two lights. The green light indicates the Aerobridge is in the fully retracted position. The red light indicates that the Aerobridge is not fully retracted or that an element of the visual guidance docking system is unserviceable.
- e. 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: Aircraft is to the left of the centerline
GREEN/GREEN: Aircraft is on the centerline
GREEN/RED: Aircraft is to the right of the centerline
- f. 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.
- g. There are two Side Marker Light systems that indicate the stopping position.

DOMESTIC (ALL TYPES)

- a. Approaching the position a preliminary dull GREEN light will show through the arrow-shaped aperture which also exhibits a cross bar.
- b. 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.
- c. As the aircraft continues the bar of the stop signal disappears and the arrow-head starts to reduce in size.
- d. 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.
- e. If the stopping position is passed then a single RED bar appears.

**Figure 2 - Side Marker Lights (Domestic)**

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.

**Figure 3 - Side Marker Light (International) (B747 only)**

YMML/MEL

23 SEP 05

JEPPESEN

20-9F

MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL**PARKING****VISUAL DOCKING GUIDANCE SYSTEMS****AIRCRAFT POSITIONING AND INFORMATION SYSTEM (APIS)**

The third system operating in Australia is installed on International Terminal bays at Melbourne Airport. 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.

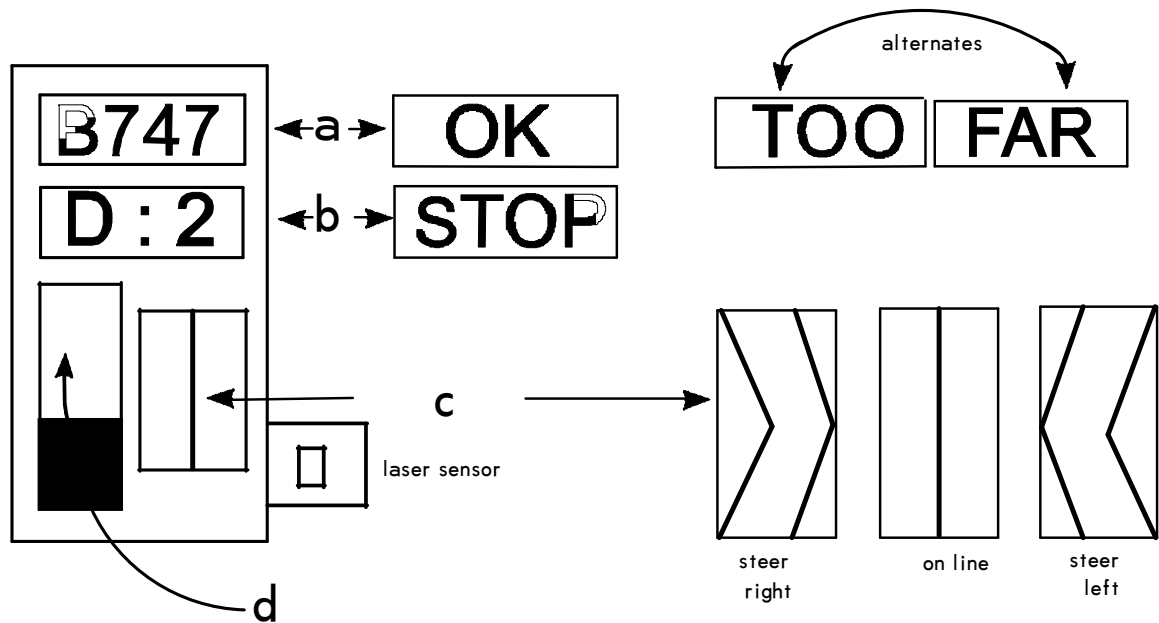
The following is the sequence of APIS operation from initial approach to STOP:

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

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

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JEPPESEN MELBOURNE, VIC, AUSTRALIA
23 SEP 05 (20-9G) MELBOURNE INTL

VISUAL DOCKING GUIDANCE SYSTEMS**Figure 4 - APIS Diagram**

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

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

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14 MAY 10

20-9H

MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL**VISUAL DOCKING GUIDANCE SYSTEMS****SAFEGATE DOCKING GUIDANCE SYSTEM (DGS)**

The Safegate Docking Guidance System is used at Melbourne International Terminal (Bays D2, D3, D4, D5, D6 and D8). Its operation is based on laser scanning of the incoming aircraft. The complete system consists of the following three elements:

1. Position Identification Unit (Bay Marker);
2. Aerobridge Retracted Indicator Light; and
3. 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 the aircraft.

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

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

Aircraft Types

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

Type	Display
Boeing	777-300, 777-200, 767, 747, 737-800, 737-700, 737-400, 737-300
McDonnell Douglas	MD11, DC10
Airbus Industries	340-500, 340-300, 340-200, 330, 320, 310, 300

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14 MAY 10

20-9J

MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL**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.

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14 MAY 10

20-9K

MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL**VISUAL DOCKING GUIDANCE SYSTEMS**

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

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

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.

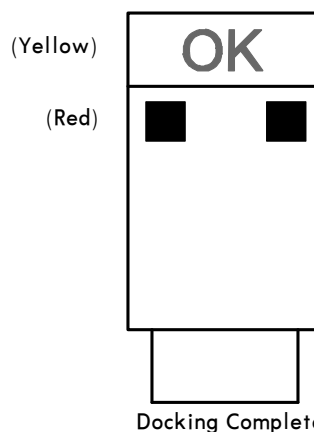
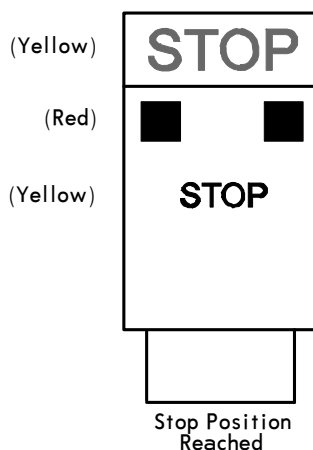
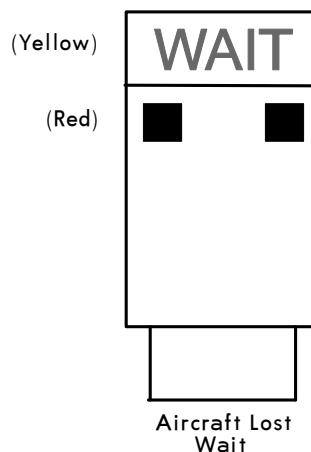
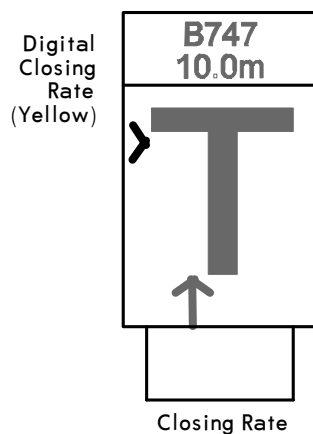
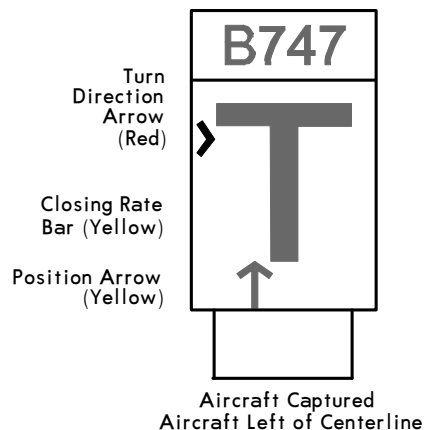
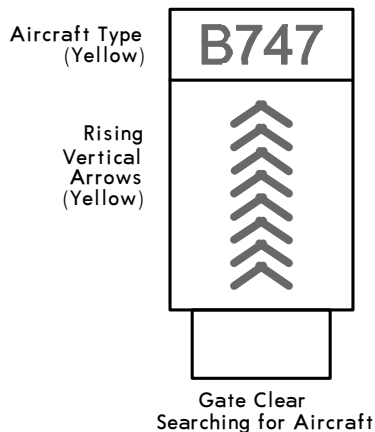
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14 MAY 10 (20-9L)

MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL

VISUAL DOCKING GUIDANCE SYSTEMS

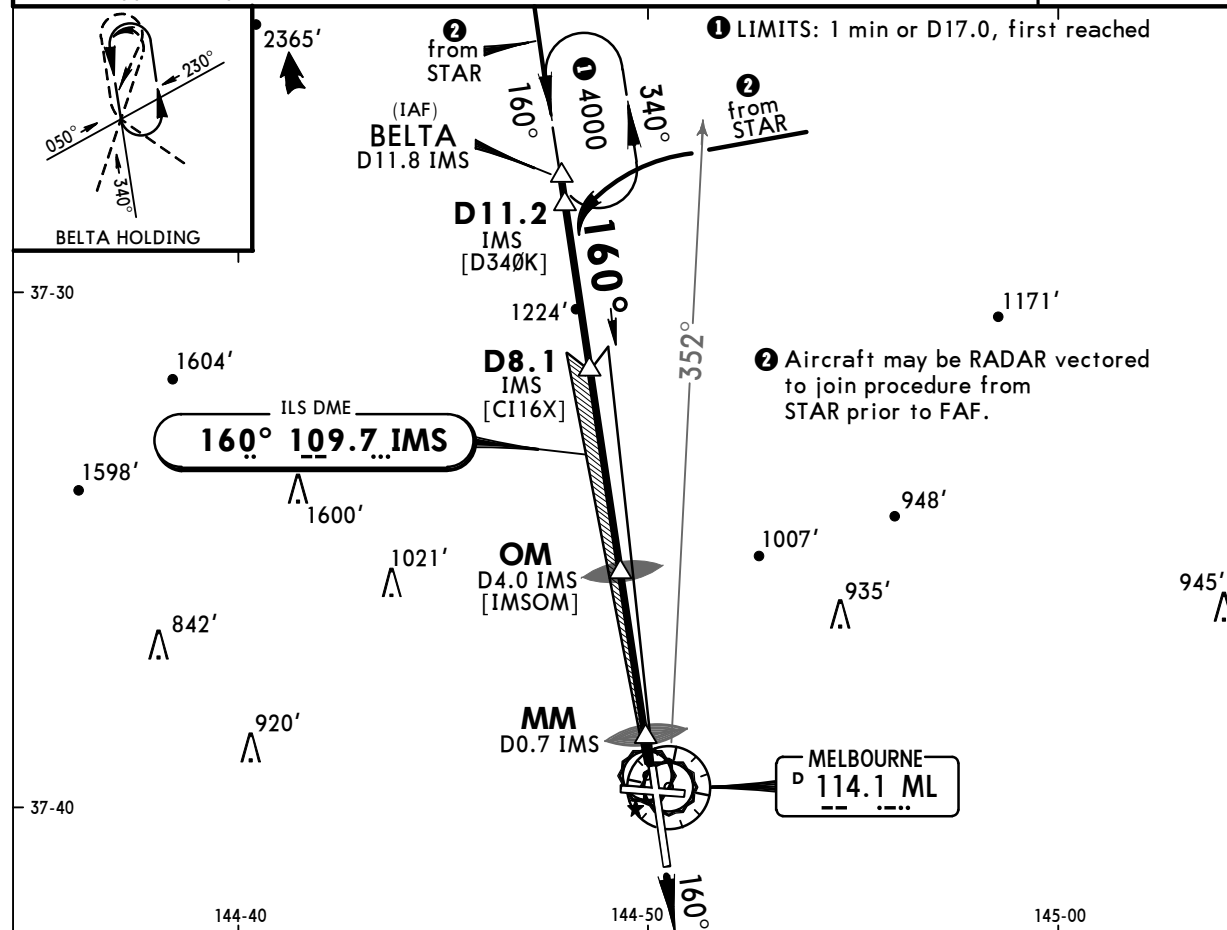
SAFEGATE DOCKING GUIDANCE SYSTEM



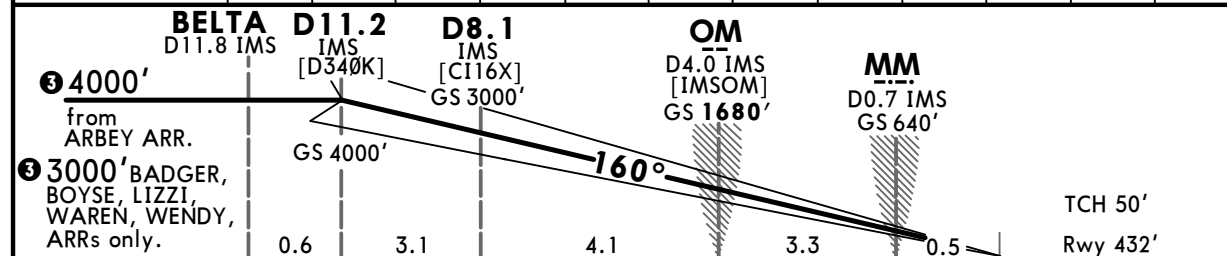
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MELBOURNE INTL




JEPPESEN MELBOURNE, VIC, AUSTRALIA
23 SEP 16 (21-1) ILS X Rwy 16 CAT II & III

ATIS		MELBOURNE Approach (R)		MELBOURNE Tower		Ground	
114.1 118.0		132.0		120.5		121.7	
LOC IMS	Final Apch Crs	GS OM 1680' (1248')	CAT IIIB	CAT IIIA	CAT II ILS RA 93' DA(H) 532' (100')	Apt Elev 434'	
109.7	160°		Refer to Minimums			Rwy 432'	
MISSD APCH: Track 160°. Climb to 4000' or as directed by ATC.							
Alt Set: hPa		Rwy Elev: 16 hPa		Trans level: FL 110		Trans alt: 10000'	
1. IMS DME Required. 2. Special Aircrew & Acft Certification Required.							
3. ATC Approach Speeds: At BELTA 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.							



IMS DME	11.2	10.0	9.0	8.1	7.0	5.0	3.9	3.0	2.3	2.0	1.0	0.7
ALTITUDE	4000'	3600'	3280'	3000'	2650'	2010'	1680'	1370'	1140'	1050'	740'	640'



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

STRAIGHT-IN LANDING RWY 16

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DA(H) 482' (50')	DA(H) 532' (100')
RVR 75m	RVR 175m	RVR 300m

CHANGES: Lighting depiction.

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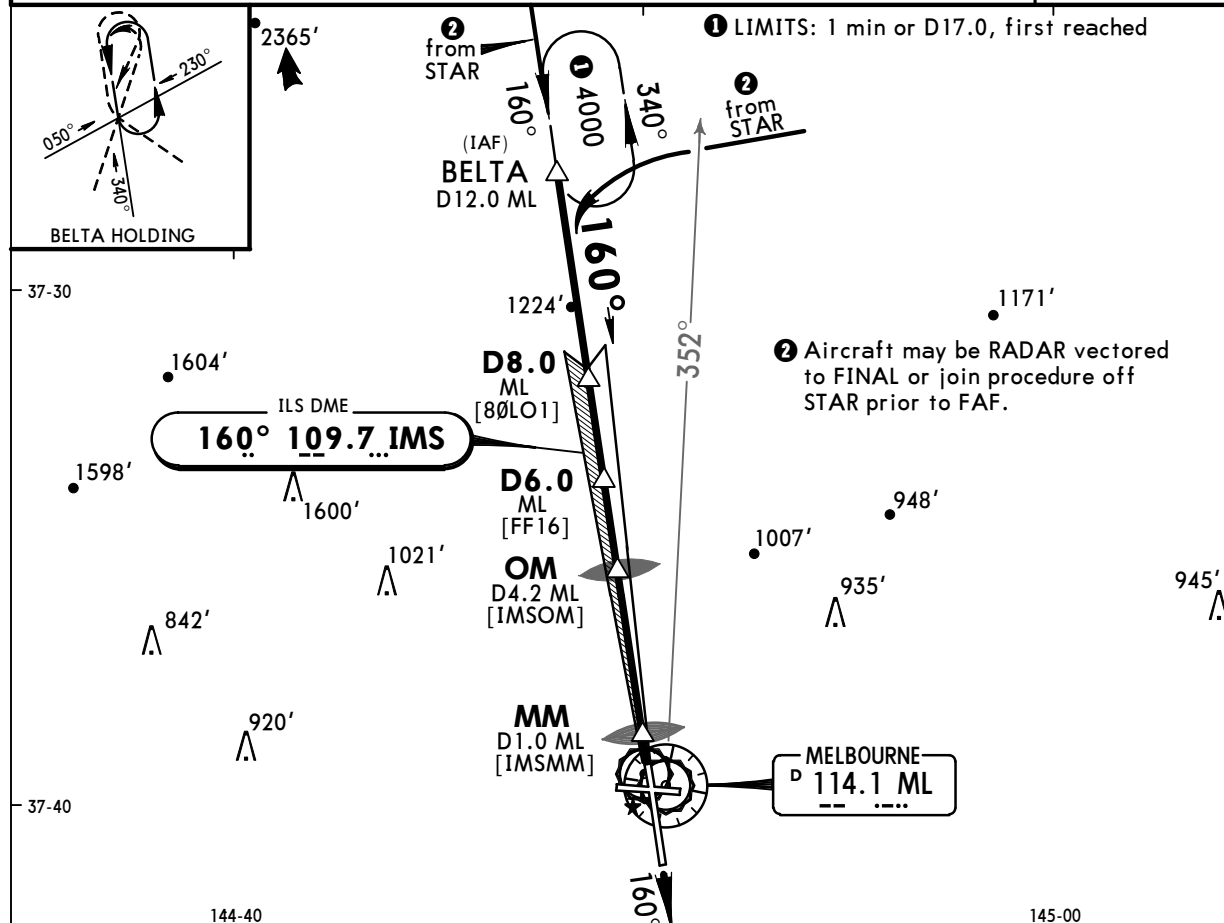
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23 SEP 16

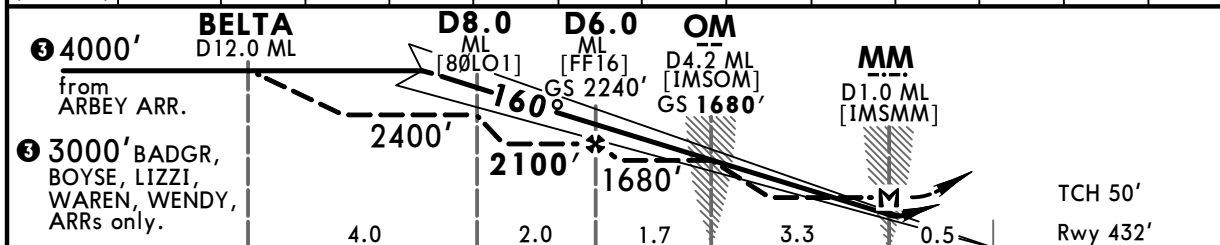
(21-2)

JEPPESSEN MELBOURNE, VIC, AUSTRALIA
3 SEP 16 (21-2) ILS Y or LOC Y Rwy 16

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7	
LOC IMS 109.7	Final Apch Crs 160°	GS OM 1680' (1248')	ILS DA(H) 640' (208')	Apt Elev 434' Rwy 432'			
MISSED APCH: Track 160°. Climb to 4000' or as directed by ATC.							MSA ML VOR 3300' within 10 NM
Alt Set: hPa Rwy Elev: 16 hPa Trans level: FL 110 Trans alt: 10000' 1. ML DME Required (LOC only). 2. GNSS permitted in lieu of DME. Reference waypoint ML VOR. 3. ATC Approach Speeds: At BELTA 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.							



LOC (GS out)	ML DME	11.5	11.0	10.0	9.0	8.4	8.0	7.0	6.0	5.0	4.2	3.0	2.5
	ALTITUDE	4000'	3840'	3520'	3200'	3000'	2880'	2560'	2240'	1920'	1680'	1290'	1140'



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

STRAIGHT-IN LANDING RWY16						CIRCLE-TO-LAND	
ILS				LOC (GS out) DME			
DA(H) 640' (208')				MDA(H) 1140' (708')			
FULL		HIRL out	HALS out	HALS out		Max Kts	MDA(H)
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	3.0 km	3.9 km	100	1140' (706') -2.4 km
B						135	
C						180	1450' (1016') -4.0 km
D						205	1600' (1166') -5.0 km

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MELBOURNE INTL

24 FEB 17

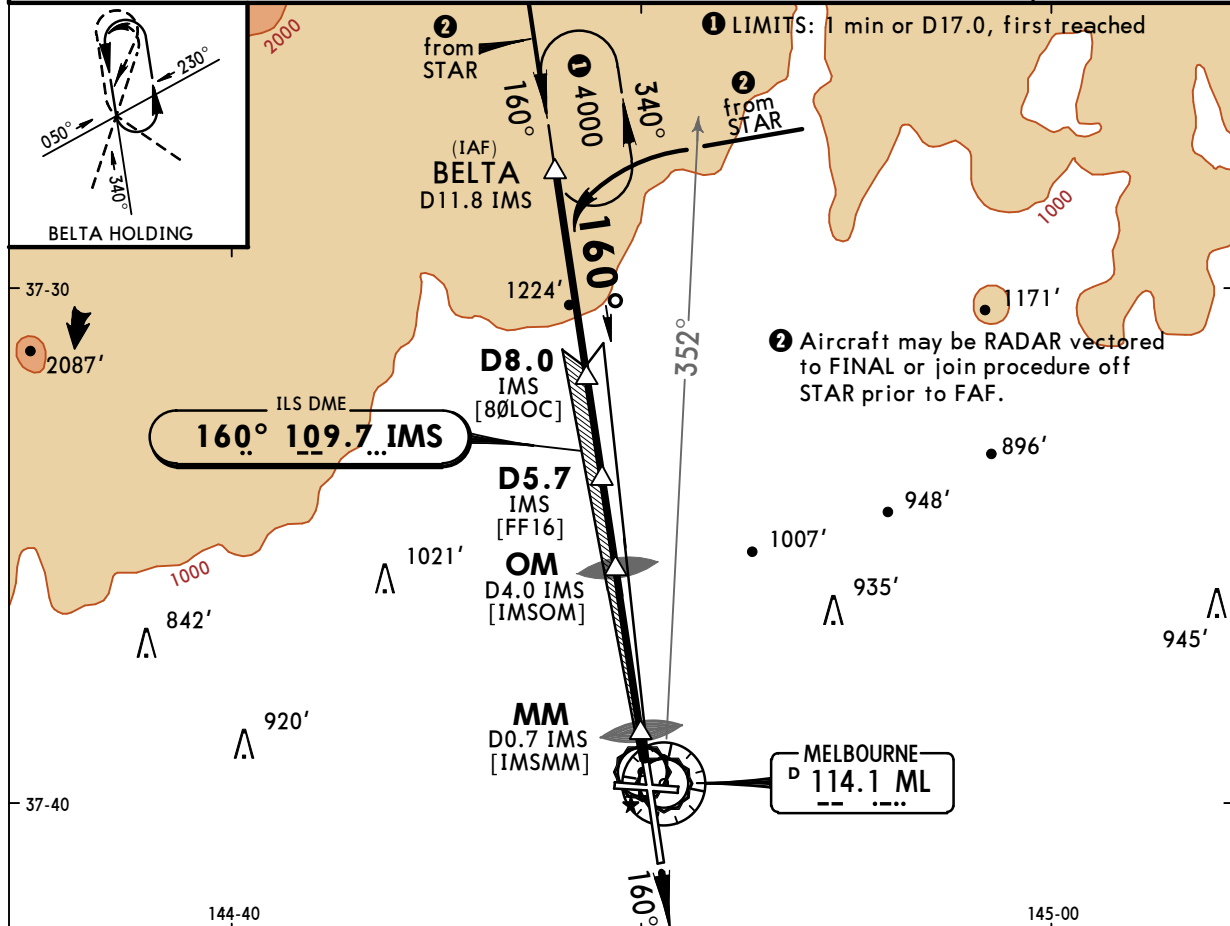
(21-3)

Eff 2 Mar

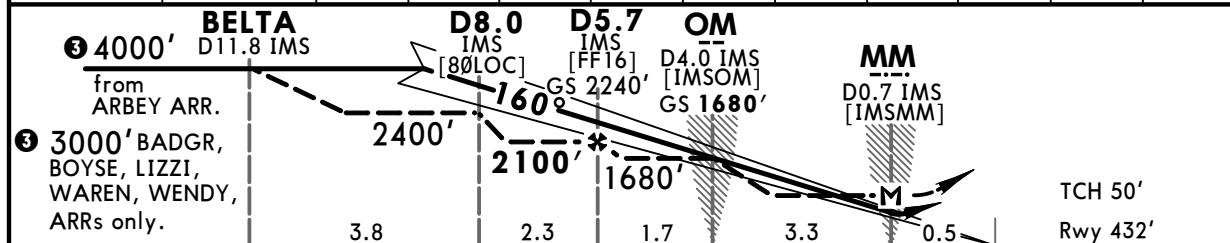
JEPPESEN MELBOURNE, VIC, AUSTRALIA
ILS Z or LOC Z Rwy 16

BRIEFING STRIP

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7	
LOC IMS 109.7	Final Apch Crs 160°	GS OM 1680' (1248')	ILS DA(H) 640' (208')	Apt Elev 434' Rwy 432'		<div><div>4500</div><div>080° → ← 260°</div><div>3700</div></div> <div>MSA ML VOR 3300' within 10 NM</div>	
MISSED APCH: Track 160°. Climb to 4000' or as directed by ATC.							
Alt Set: hPa Rwy Elev: 16 hPa Trans level: FL 110 Trans alt: 10000'							
1. IMS DME Required (LOC only). 2. ATC Approach Speeds: At BELTA 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.							



LOC (GS out)	IMS DME	11.2	10.0	9.0	8.1	7.0	5.7	5.0	3.9	3.0	2.3
	ALTITUDE	4000'	3600'	3280'	3000'	2650'	2240'	2010'	1680'	1370'	1140'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		PAPI		PAPI		160°		4000'	
GS	3.00°	372	478	531	637	849										
MAP at MM																

STRAIGHT-IN LANDING RWY16						CIRCLE-TO-LAND		
ILS			LOC (GS out) DME					
DA(H) 640' (208')			MDA(H) 1140' (708')					
FULL	HIRL out	HIALS out		HIALS out	Max Kts	MDA(H)		
A					100	1140'(706') -2.4 km		
B					135			
C	RVR 550m VIS 0.8 km	1.2 km	1.5 km	3.0 km	180	1450'(1016') -4.0 km		
D					205	1600'(1166') -5.0 km		

PANS OPS

CHANGES: None.

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MELBOURNE INTL

24 FEB 17

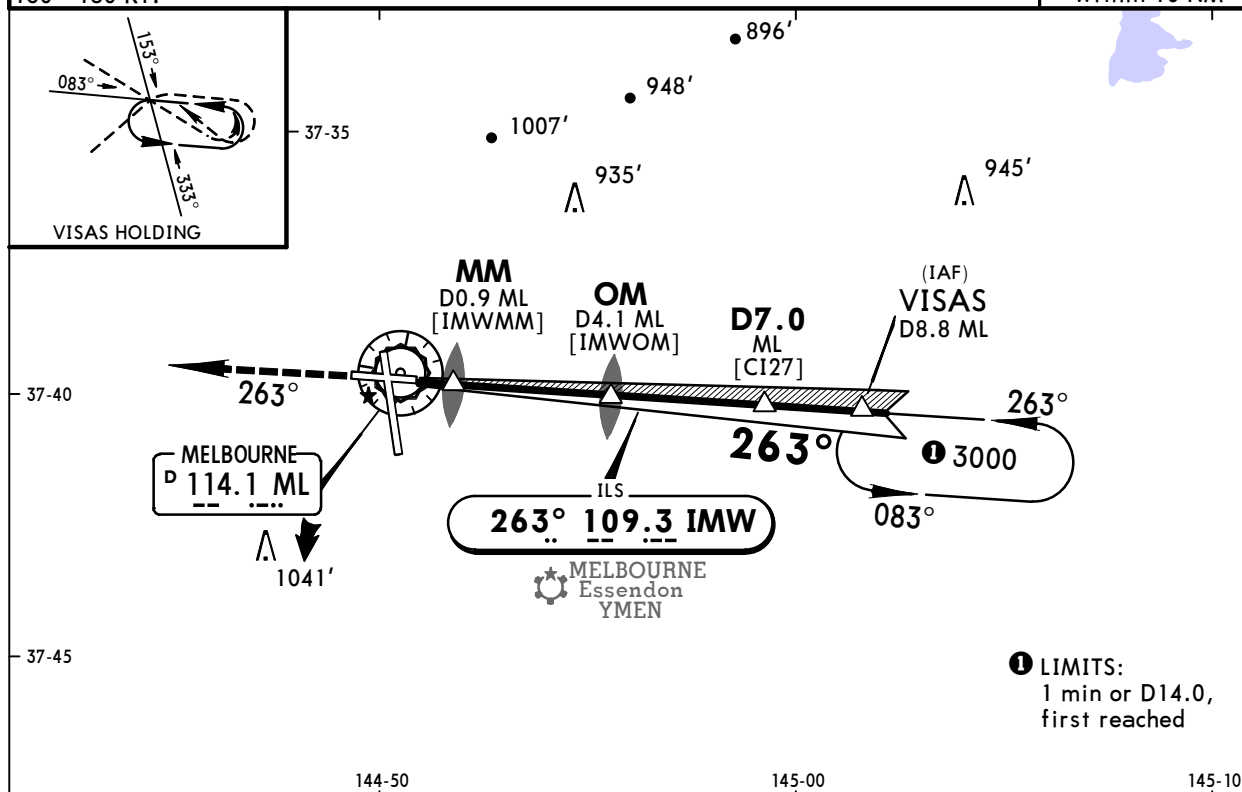
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JEPPesen MELBOURNE, VIC, AUSTRALIA

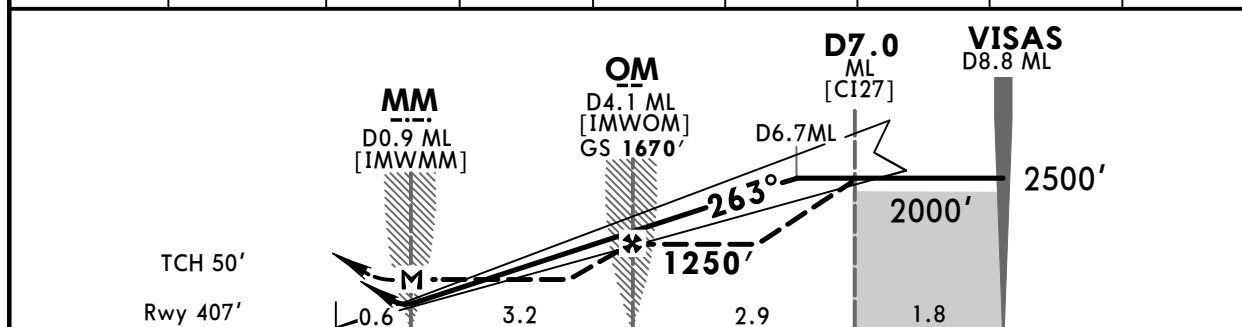
ILS or LOC Rwy 27

BRIEFING STRIP

ATIS		MELBOURNE Approach (R)		MELBOURNE Tower		Ground				
114.1		118.0		132.0		120.5		121.7		
LOC IMW 109.3		Final Apch Crs 263°		GS OM 1670' (1263')		ILS DA(H) 610' (203')		Apt Elev 434' Rwy 407'		
MISSED APCH: Track 263°. Climb to 4000' or as directed by ATC.									<div><div>4500</div><div>080° → ← 260°</div><div>3700</div></div> <div>MSA ML VOR 3300' within 10 NM</div>	
Alt Set: hPa Rwy Elev: 15 hPa Trans level: FL 110 Trans alt: 10000'										
1. DME Required (LOC only). 2. GNSS permitted in lieu of DME. Reference waypoint ML VOR. 3. ATC Approach Speeds: At VISAS 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.										



LOC (GS out)	ML DME	1.6	2.0	3.0	4.1	5.0	6.0	6.7
	ALTITUDE	880'	1010'	1320'	1670'	1960'	2280'	2500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		PAPI		PAPI		263°		4000'	
GS	3.00°	372	478	531	637	743										
MAP at MM																

STRAIGHT-IN LANDING RWY27						CIRCLE-TO-LAND			
ILS			LOC (GS out) DME						
DA(H) 610' (203')			MDA(H) 880' (473')						
FULL		HIRL out	HIALS out	HIALS out		Max Kts	MDA(H)		
A						100			
B	RVR 550m					135	1140' (706') -2.4 km		
C	VIS 0.8 km	1.2 km	1.5 km	1.7 km	2.6 km	180	1450' (1016') -4.0 km		
D						205	1600' (1166') -5.0 km		

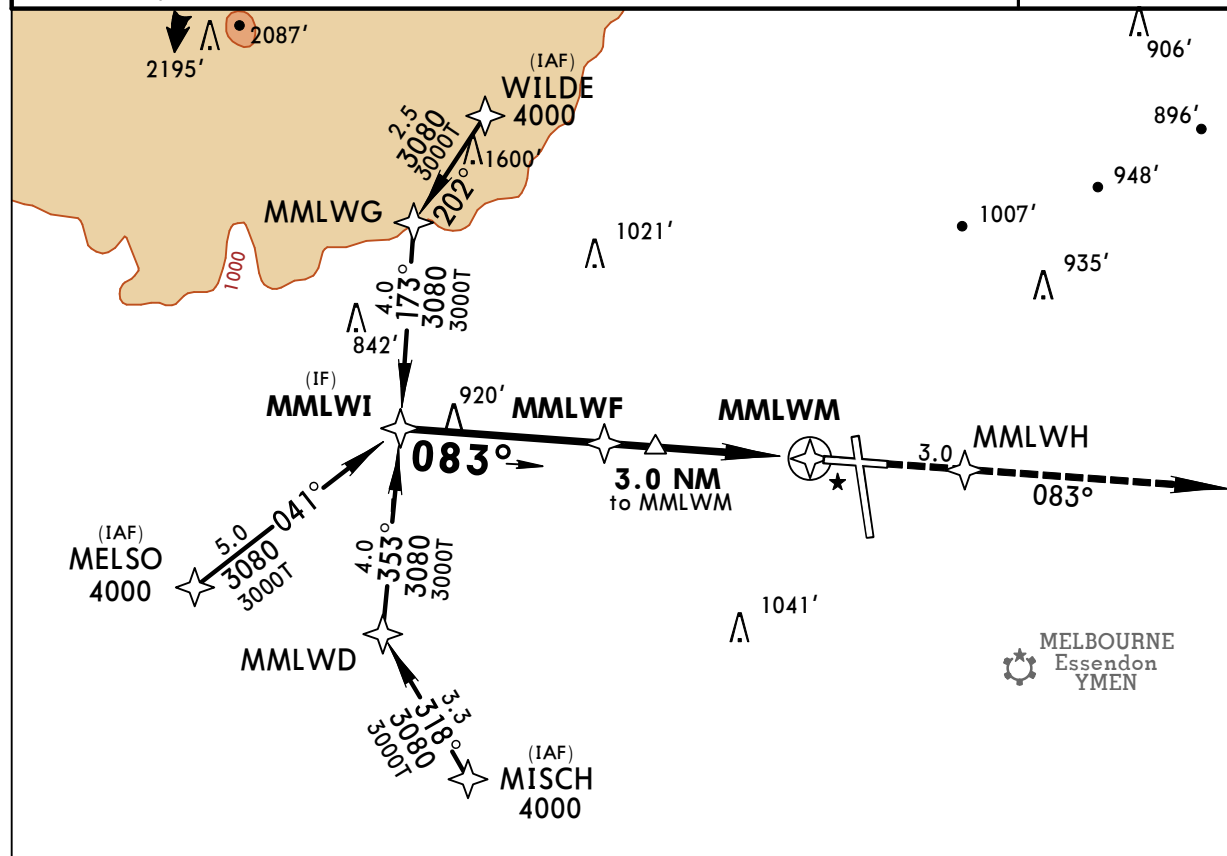
CHANGES: DME dist table, profile.

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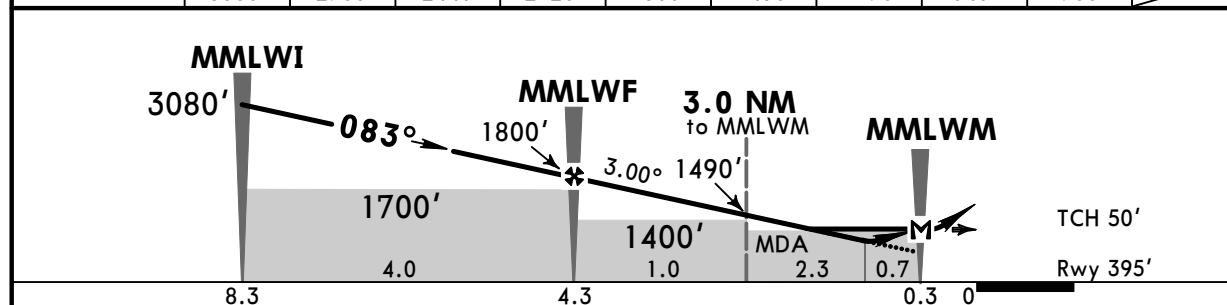
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MELBOURNE INTLJEPPESEN MELBOURNE, VIC, AUSTRALIA
24 FEB 17 (22-1) Eff 2 Mar RNAV-Z (GNSS) Rwy 09

BRIEFING STRIP™

ATIS 114.1	118.0	MELBOURNE Approach (R) 132.0	MELBOURNE Tower 120.5	Ground 121.7
RNAV	Final Aptch Crs 083°	Procedure Alt MMLWF 1800' (1405')	LNAV/VNAV DA(H) 760' (365')	Apt Elev 434' Rwy 395'
MISSED APCH: Track direct to MMLWH, thence 083°. Climb to 4000' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 14 hPa Trans level FL 110 Trans alt: 10000' 1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range -5°C (23°F) to 60°C (140°F). 3. Max for initial: 200 KT. 4. Holding as directed by ATC. 5. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.				
MSA ARP 3300' within 10 NM				



NM to NEXT WPT	MMLWI	3.0	2.0	1.0	MMLWF	3.0	2.0	1.0	0.7	MMLWM
ALTITUDE	3080'	2760'	2440'	2120'	1800'	1490'	1170'	840'	760'	



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle	3.00°	372	478	531	637	743	849			
LNAV/VNAV: MAP at DA										
LNAV: MAP at MMLWM										

STRAIGHT-IN LANDING RWY 09				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV		Max Kts		MDA(H)	
DA(H) 760' (365')		MDA(H) 840' (445')					
A				100		1140' (706') - 2.4 km	
B				135			
C	2.0 km		2.5 km	180		1450' (1016') - 4.0 km	
D				205		1600' (1166') - 5.0 km	

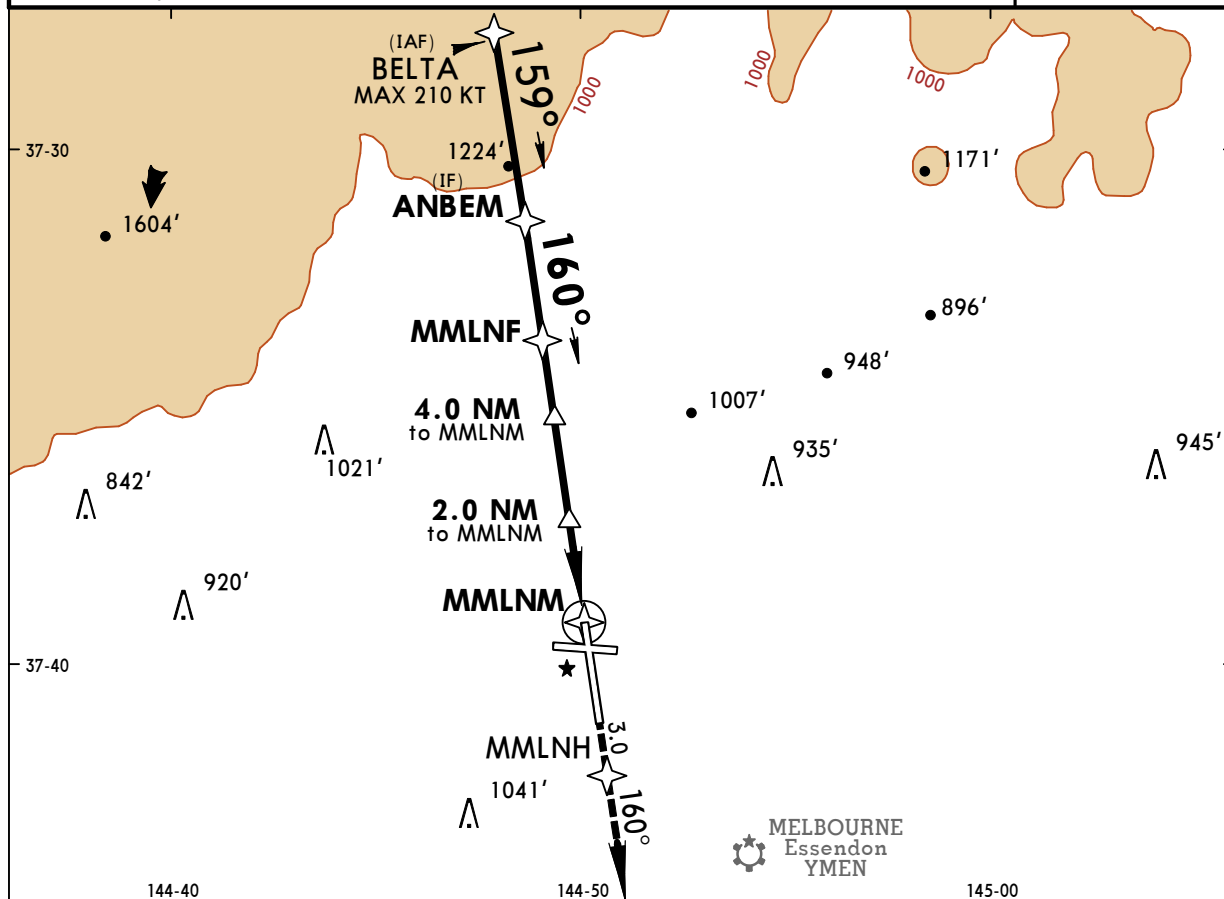
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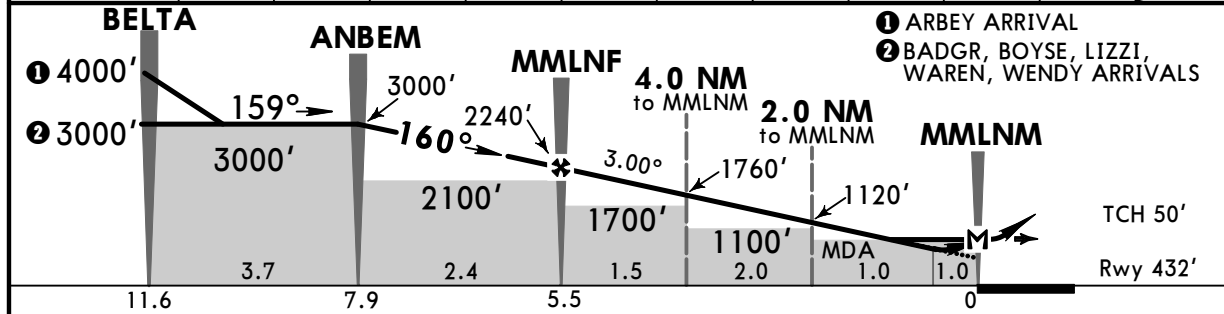
JEPPESEN MELBOURNE, VIC, AUSTRALIA 24 FEB 17 (22-2) Eff 2 Mar RNAV-Z (GNSS) Rwy 16

BRIEFING STRIP

ATIS 114.1	118.0	MELBOURNE Approach (R) 132.0	MELBOURNE Tower 120.5	Ground 121.7
RNAV	Final Aptch Crs 160°	Procedure Alt MMLNF 2240' (1808')	LNAV/VNAV DA(H) 810' (378')	Apt Elev 434' Rwy 432'
MISSED APCH: Track direct to MMLNH, thence 160°, climb to 4000' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 16 hPa Trans level FL 110 Trans alt: 10000' 1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range -5°C (23°F) to 60°C (140°F). 3. Max for initial: 210 KT. 4. Holding as directed by ATC. 5. ATC Approach Speeds: At BELTA 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.				
				4500 080° → ← 260° 3700 MSA ARP 3300' within 10 NM



NM to NEXT WPT	ANBEM	2.0	1.0	MMLNF	5.0	4.0	3.0	2.0	1.3	1.0	MMLNM
ALTITUDE	3000'	2880'	2560'	2240'	2070'	1760'	1440'	1120'	890'	810'	



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle	3.00°	372	478	531	637	743	849			
LNAV/VNAV: MAP at DA										
LNAV: MAP at MMLNM										

STRAIGHT-IN LANDING RWY 16				CIRCLE-TO-LAND			
LNAV/VNAV DA(H) 810' (378')		LNAV MDA(H) 890' (458')		Max Kts.		MDA(H)	
HIALS out		HIALS out		100		1140' (706') - 2.4 km	
2.1 km		2.6 km		135		1450' (1016') - 4.0 km	
				180		1600' (1166') - 5.0 km	
				205			

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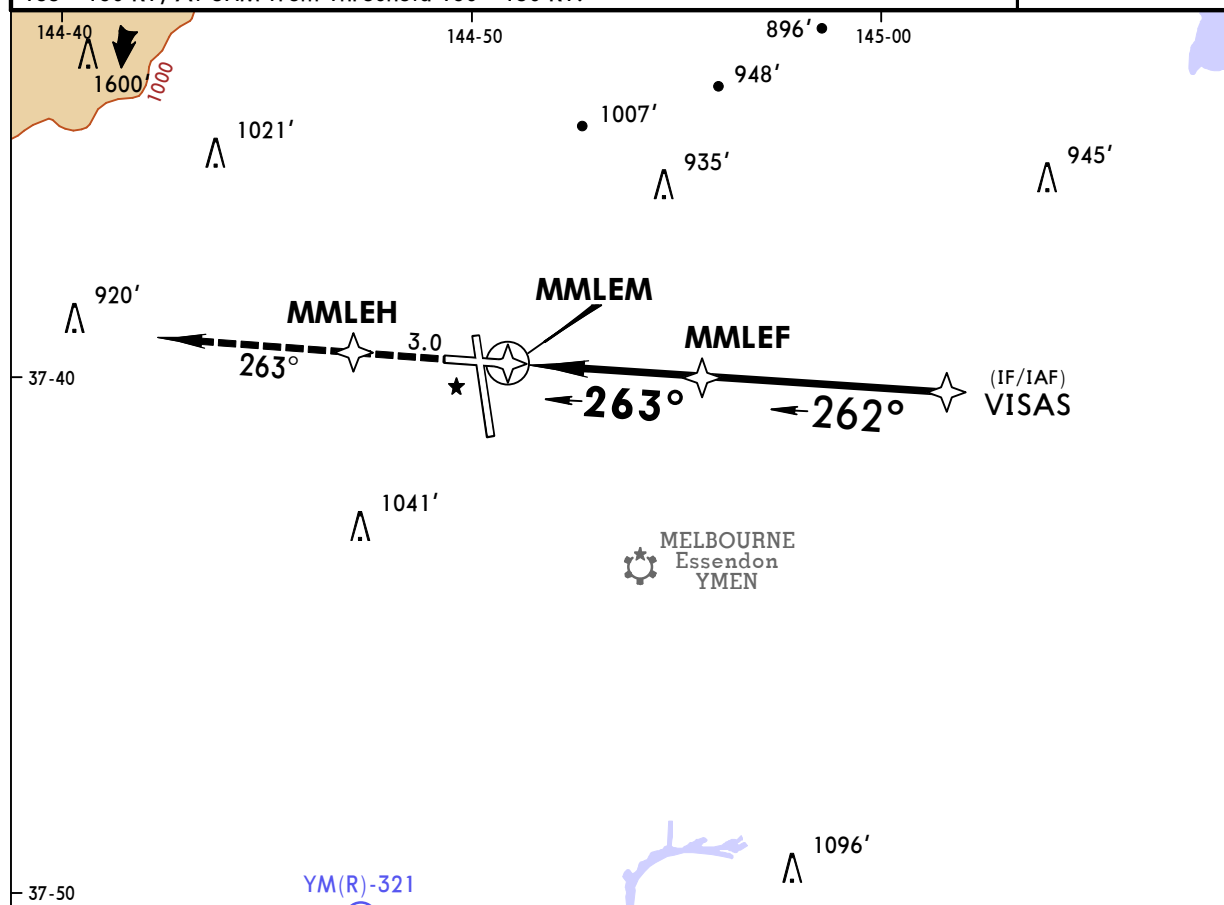
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(22-3)

JEPPesen MELBOURNE, VIC, AUSTRALIA
RNAV-Z (GNSS) Rwy 27

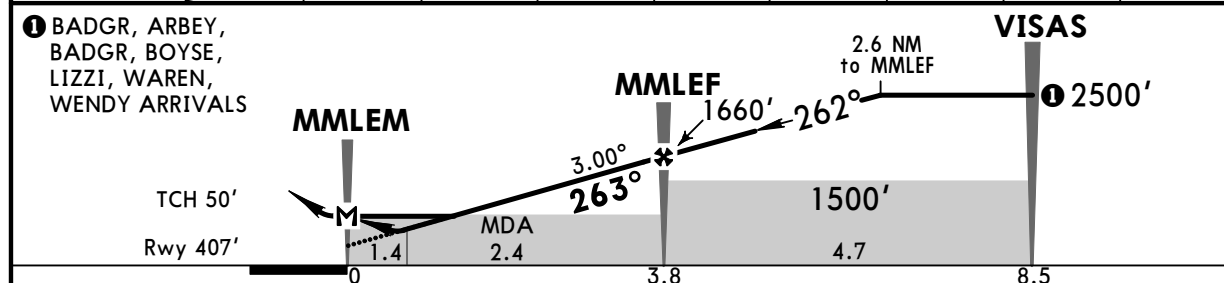
BRIEFING STRIP™

ATIS 114.1	118.0	MELBOURNE Approach (R) 132.0	MELBOURNE Tower 120.5	Ground 121.7
RNAV	Final Apch Crs 263°	Procedure Alt MMLEF 1660' (1253')	LNAV/VNAV DA(H) 900' (493')	Apt Elev 434' Rwy 407'
MISSED APCH: Track direct to MMLEH, thence 263°, climb to 4000' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 15 hPa Trans level FL 110 Trans alt: 10000' 1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range -5°C (23°F) to 60°C (140°F). 3. Max for initial: 210 KT. 4. Holding as directed by ATC. 5. ATC Approach Speeds: At VISAS 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.				
 MSA ARP 3300' within 10 NM				



NM to NEXT WPT	MMLEM	1.4	1.5	2.0	3.0	MMLEF	1.0	2.0	2.6
ALTITUDE		900'	950'	1090'	1410'	1660'	1980'	2300'	2500'

① BADGR, ARBEY,
BADGR, BOYSE,
LIZZI, WARREN,
WENDY ARRIVALS



Gnd speed-Kts	70	90	100	120	140	160	HIALS		PAPI		MMLEH	
Descent Angle 3.00°	372	478	531	637	743	849						
LNAV/VNAV: MAP at DA												
LNAV: MAP at MMLEM												

STRAIGHT-IN LANDING RWY 27					CIRCLE-TO-LAND	
LNAV/VNAV			LNAV		Max Kts	
DA(H) 900'(493')			MDA(H) 950'(543')			
HIALS out			HIALS out		MDA(H)	
A	2.8 km		3.1 km		100	1140'(706')- 2.4 km
B					135	
C					180	
D					205	
						1450'(1016')- 4.0 km
						1600'(1166')- 5.0 km

PANS OPS

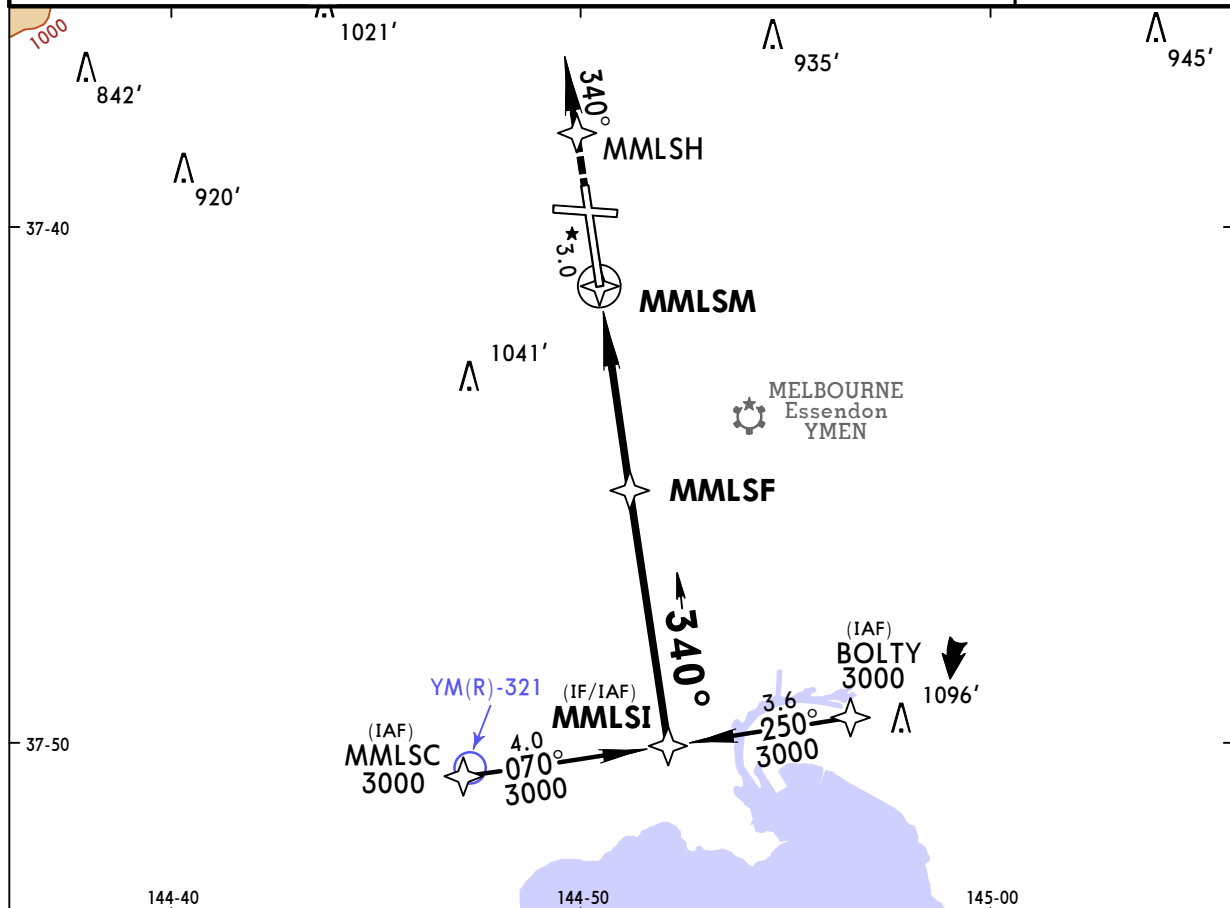
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Eff 2 Mar

(22-4)

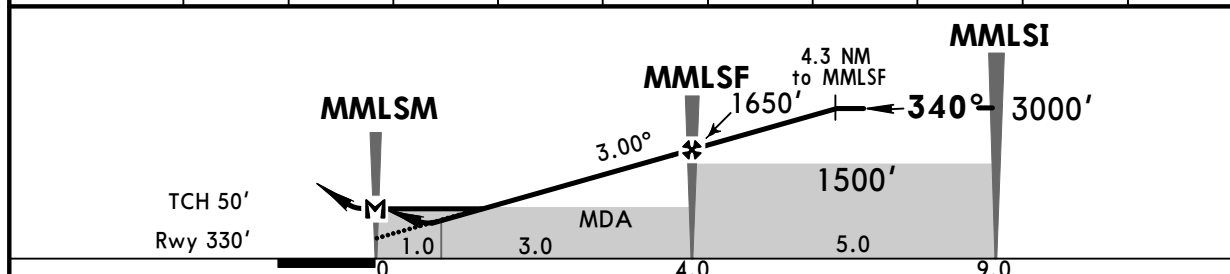
JEPPesen MELBOURNE, VIC, AUSTRALIA
RNAV-Z (GNSS) Rwy 34

BRIEFING STRIP™

ATIS 114.1	118.0	MELBOURNE Approach (R) 132.0	MELBOURNE Tower 120.5	Ground 121.7
RNAV	Final Apch Crs 340°	Procedure Alt MMLSF 1650' (1320')	LNAV/VNAV DA(H) 690' (360')	Apt Elev 434' Rwy 330'
MISSED APCH: Track direct to MMLSH, thence 340°, climb to 4000' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 12 hPa Trans level FL 110 Trans alt: 10000' 1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range -5°C (23°F) to 60°C (140°F). 3. Max for initial: 200 KT. 4. ATC Approach Speeds: At 10 NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.				
<div style="text-align: center;"> 4500 080° → ← 260° 3700 MSA ARP 3300' within 10 NM </div>				



NM to NEXT WPT	1.0	1.3	2.0	3.0	MMLSF	1.0	2.0	3.0	4.0	4.3
ALTITUDE	690'	780'	1020'	1340'	1650'	1970'	2290'	2610'	2930'	3000'



Gnd speed-Kts	70	90	100	120	140	160	SFL PAPI		D → MMLSH	
Descent Angle	3.00°	372	478	531	637	849				
LNAV/VNAV: MAP at DA										
LNAV: MAP at MMLSM										

STRAIGHT-IN LANDING RWY 34					CIRCLE-TO-LAND				
LNAV/VNAV DA(H) 690' (360')			LNAV MDA(H) 780' (450')		Max Kts	MDA(H)			
2.0 km			2.5 km		100	1140' (706') - 2.4 km			
					135	1450' (1016') - 4.0 km			
					180	1600' (1166') - 5.0 km			
					205				

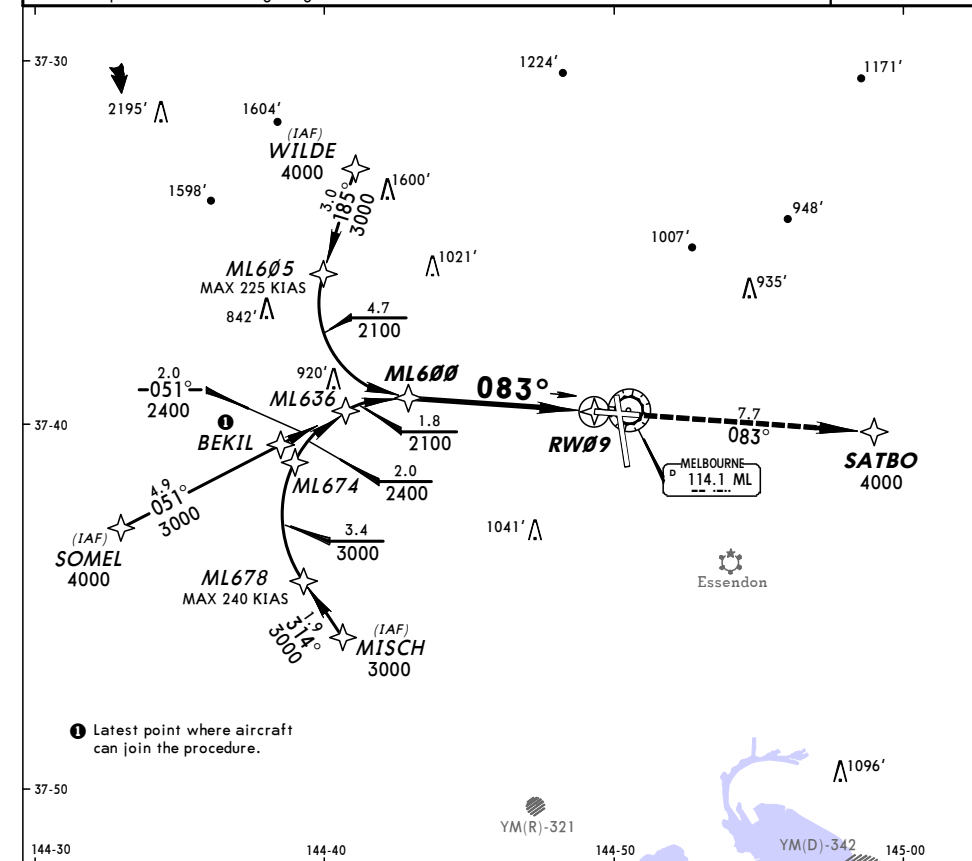
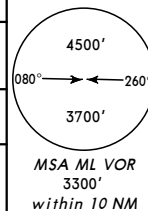
PANS OPS

YMML/MEL JEPPESEN
MELBOURNE INTL 10 OCT 14 22-20

MISSED APCH CLIMB
GRADIENT (ALL ENGINES)
MIM 5.9%

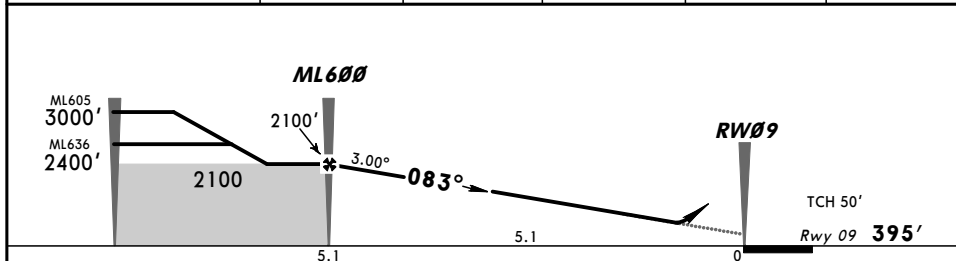
MELBOURNE, VIC, AUSTRALIA
RNAV-P (RNP) Rwy 09

ATIS 114.1	118.0	MELBOURNE Approach (R) 132.0	MELBOURNE Tower 120.5	Ground 121.7
RNAV RNV P 09	Final Apch Crs 083°	Procedure Alt ML600 2100' (1705')	RNP DA(H) Refer to Minimums	Apt Elev 434' Rwy 09 395'
MISSED APCH: Climb to 4000' or as directed by ATC via the RNAV (RNP) Missed Approach track. Expect vectors. Acceleration altitude 2400' QNH.				
Alt Set: hPa Rwy Elev: 14 hPa Trans level: FL 110 Trans alt: 10000' 1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED. 4. Local temperature REQUIRED. 5. Procedure temperature range -1°C (30°F) to 38°C (100°F). 6. Lateral transition to missed approach must not be initiated prior to DA(H) position. 7. Procedure available up to maximum landing weight.				



1 Latest point where aircraft can join the procedure.

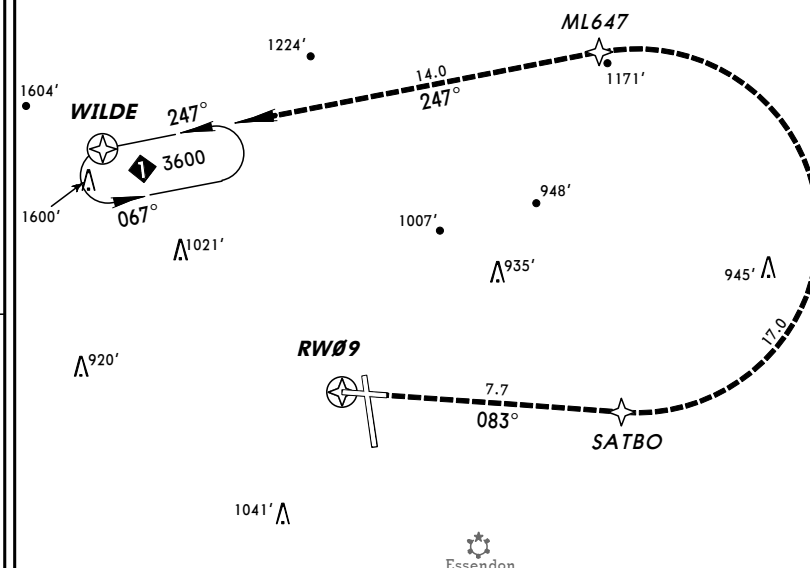
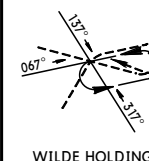
Distance to Threshold	ML605	ML636	ML600	1.5	1.2
ALTITUDE	3560'	2640'	2100'	927'	814'



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to WILDE and hold as published.
Acceleration altitude 2400' QNH (2000' AGL). Climb to 3600', or as directed by ATC.

2365'

ENGINE OUT MISSED APPROACH



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

PAPI

4000' RNAV
via (RNP)
TRACK

STRAIGHT-IN LANDING RWY 09

Missed apch climb gradient (All Engines) mim 5.9% to 4000'

RNP 0.20

- 1 CAT C: DA(H) 866' (471')
- 2 CAT C/D: DA(H) 871' (476')
- 3 CAT D: DA(H) 868' (473')

RNP 0.30

- 1 CAT C: DA(H) 928' (533')
- 2 CAT C/D: DA(H) 946' (551')
- 3 CAT D: DA(H) 964' (569')

C		3.0 km
C/D	2.7 km	3.1 km
D		3.2 km

CIRCLE-TO-LAND: NOT AUTHORIZED

- 1 MVD-N (Narrow-body jet aircraft)
- 2 MVD-2 (2 engine wide-body aircraft)
- 3 MVD-4 (4 engine wide-body aircraft)

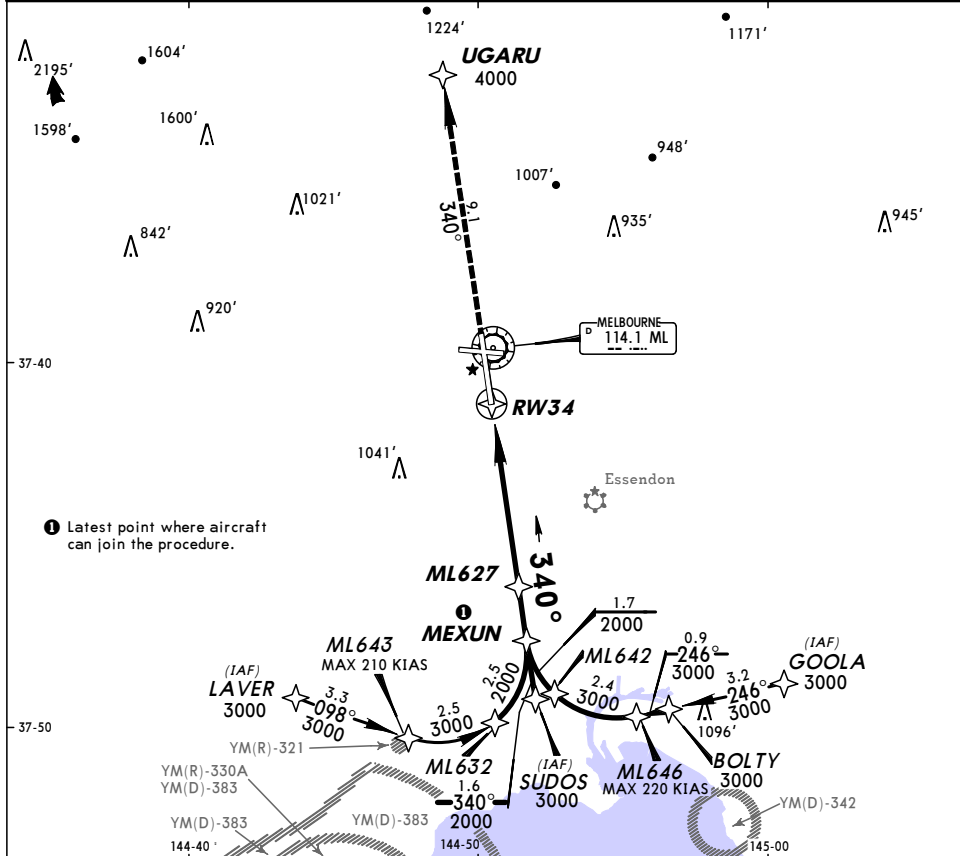
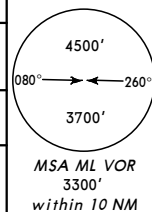
Note: MVD-4 authorized Cat D minimums only.

YMML/MEL
MELBOURNE INTL 10 OCT 14 (22-21)

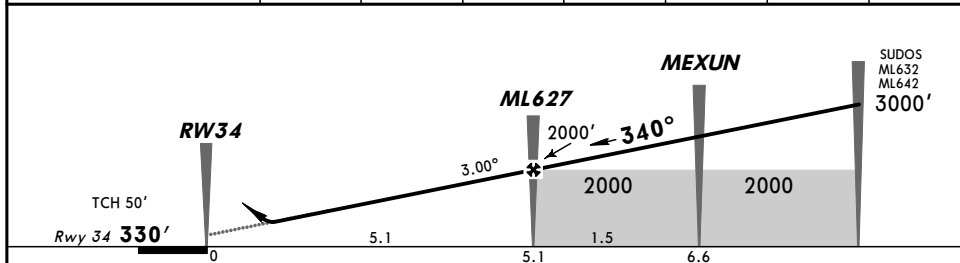
ATIS 114.1	MELBOURNE Approach (R) 118.0	MELBOURNE Tower 132.0	Ground 120.5	121.7
RNAV RNP P 34	Final Apch Crs 340°	Procedure Alt ML627 2000' (1670')	RNP DA(H) Refer to Minimums	Apt Elev 434' Rwy 34 330'

MISSED APCH: Climb to 4000' or as directed by ATC via the RNAV (RNP) Missed Approach track. Expect vectors. Acceleration altitude 2500' QNH.

Alt Set: hPa Rwy Elev: 12 hPa Trans level: FL 110 Trans alt: 10000'
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED. 4. Local temperature REQUIRED. 5. Procedure temperature range -1°C (30°F) to 38°C (100°F). 6. Lateral transition to missed approach must not be initiated prior to DA(H) position. 7. Procedure available up to maximum landing weight.



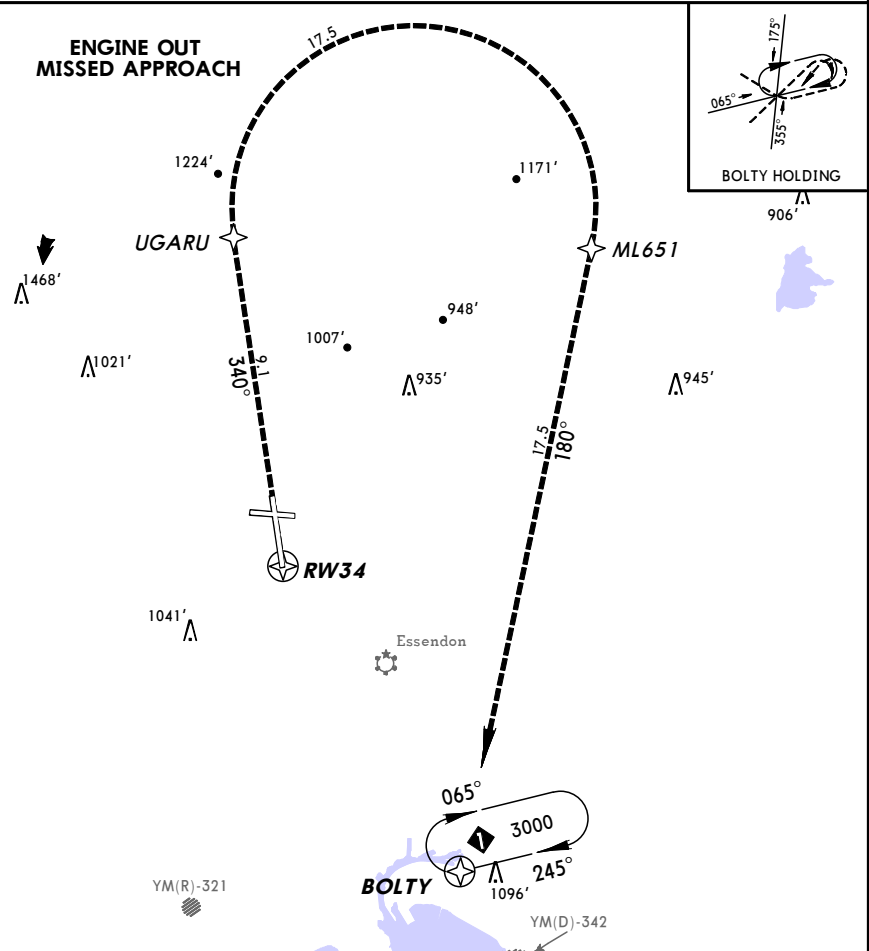
Distance to Threshold	1.0	1.3	ML627	MEXUN	SUDOS	ML642	ML632
ALTITUDE	691'	800'	2000'	2480'	3000'	3000'	3270'



MISSED APCH CLIMB
GRADIENT (ALL ENGINES)
MIM 5.4%

MELBOURNE, VIC, AUSTRALIA
RNAV-P (RNP) Rwy 34

ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to BOLTY and hold as published.
Acceleration altitude 2500' QNH (2100' AGL). Climb to 3000', or as directed by ATC.



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

SFL PAPI 4000' RNAV (RNP) TRACK

STRAIGHT-IN LANDING RWY 34 Missed apch climb gradient (All Engines) mim 5.4% to 4000'	
RNP 0.10	RNP 0.30
1 CAT C: DA(H) 711' (381')	1 CAT C: DA(H) 795' (465')
2 CAT C/D: DA(H) 716' (386')	2 CAT C/D: DA(H) 800' (470')
3 CAT D: DA(H) 729' (399')	3 CAT D: DA(H) 803' (473')
C 2.1 km	2.6 km
C/D 2.2 km	2.7 km
D	
CIRCLE-TO-LAND: NOT AUTHORIZED	
1 MVD-N (Narrow-body jet aircraft) 2 MVD-2 (2 engine wide-body aircraft) 3 MVD-4 (4 engine wide-body aircraft)	
Note: MVD-4 authorized Cat D minimums only.	

YMML/MEL
MELBOURNE INTL

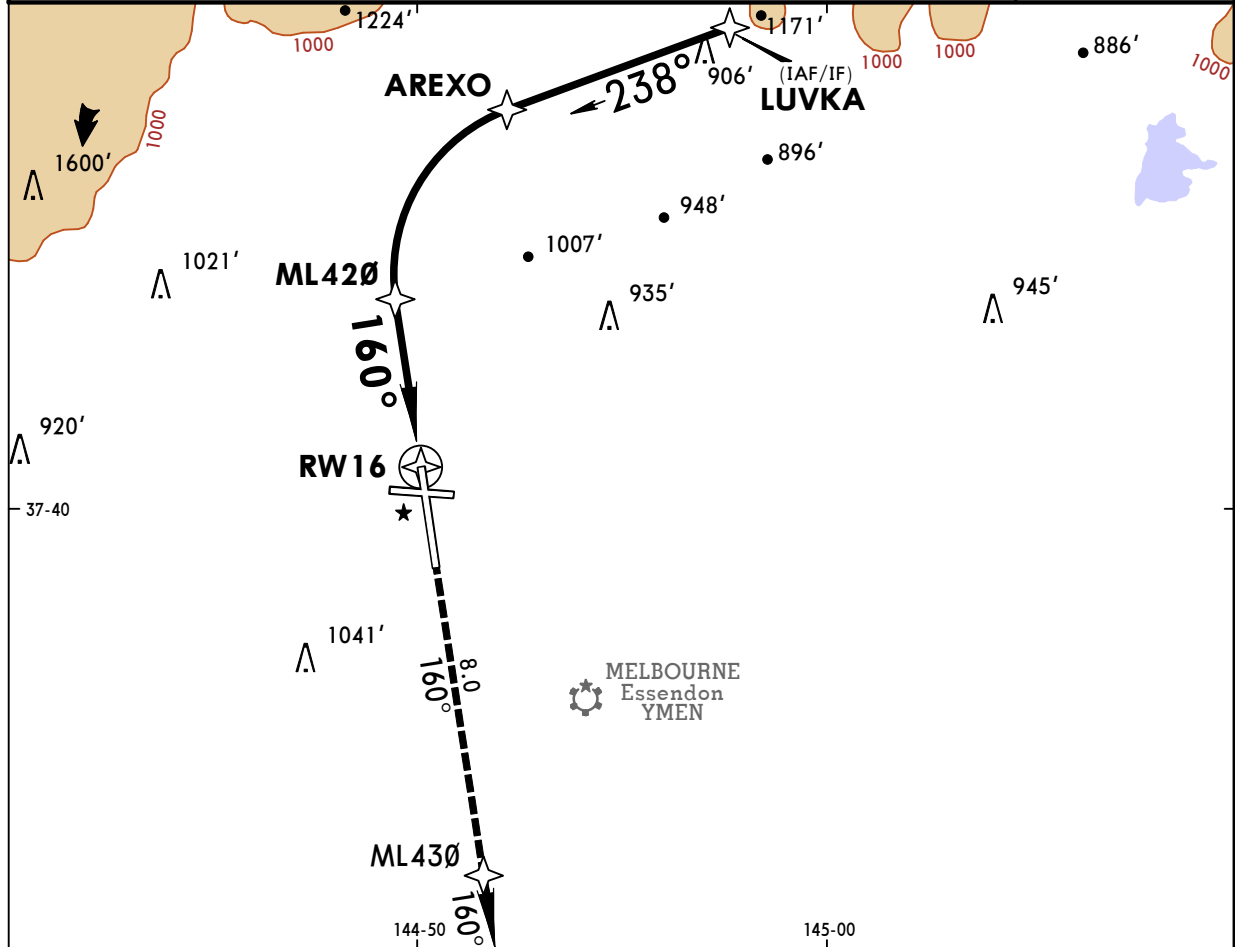
JEPPesen
24 FEB 17
Eff 2 Mar

(22-22)

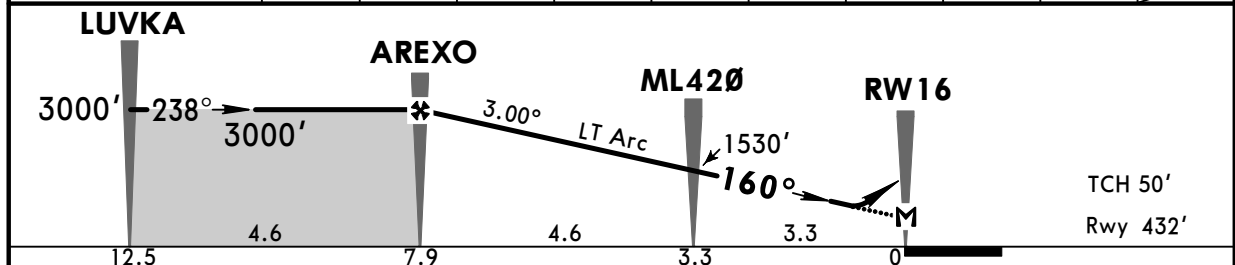
MELBOURNE, VIC, AUSTRALIA
RNAV-M (RNP) Rwy 16

BRIEFING STRIP

ATIS 114.1	118.0	MELBOURNE Approach (R) 132.0	MELBOURNE Tower 120.5	Ground 121.7
RNAV	Final Apch Crs 160°	Procedure Alt AREXO 3000' (2568')	RNP 0.11 DA(H) 818' (386')	Apt Elev 434' Rwy 432'
MISSED APCH: Track 160° to ML430, thence track 160°. Climb to 4000' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 16 hPa Trans level FL 110 Trans alt: 10000' 1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED. 4. Local temperature REQUIRED. 5. Procedure temperature range -2°C (28°F) to 48°C (118°F). 6. ATC Approach Speeds: at 10NM from Threshold 185 - 160KT, at 5NM from Threshold 160 - 150 KT.				
				MSA ARP 3300' within 10 NM



NM to NEXT WPT	AREXO	4.0	3.0	2.0	1.0	ML420	3.0	2.0	1.1	RW16
ALTITUDE	3000'	2800'	2490'	2170'	1850'	1530'	1440'	1120'	820'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI			
Descent Angle	3.00°	372	478	531	637	743	849	160°		
MAP at RW16								ML430		

STRAIGHT-IN LANDING RWY16				CIRCLE-TO-LAND			
RNP 0.11	RNP 0.30						
DA(H) 818' (386')	DA(H) 888' (456')						

PANS OPS

A			A	
B			B	
C			C	
D			D	
	2.2 km	2.6 km		NOT AUTHORIZED

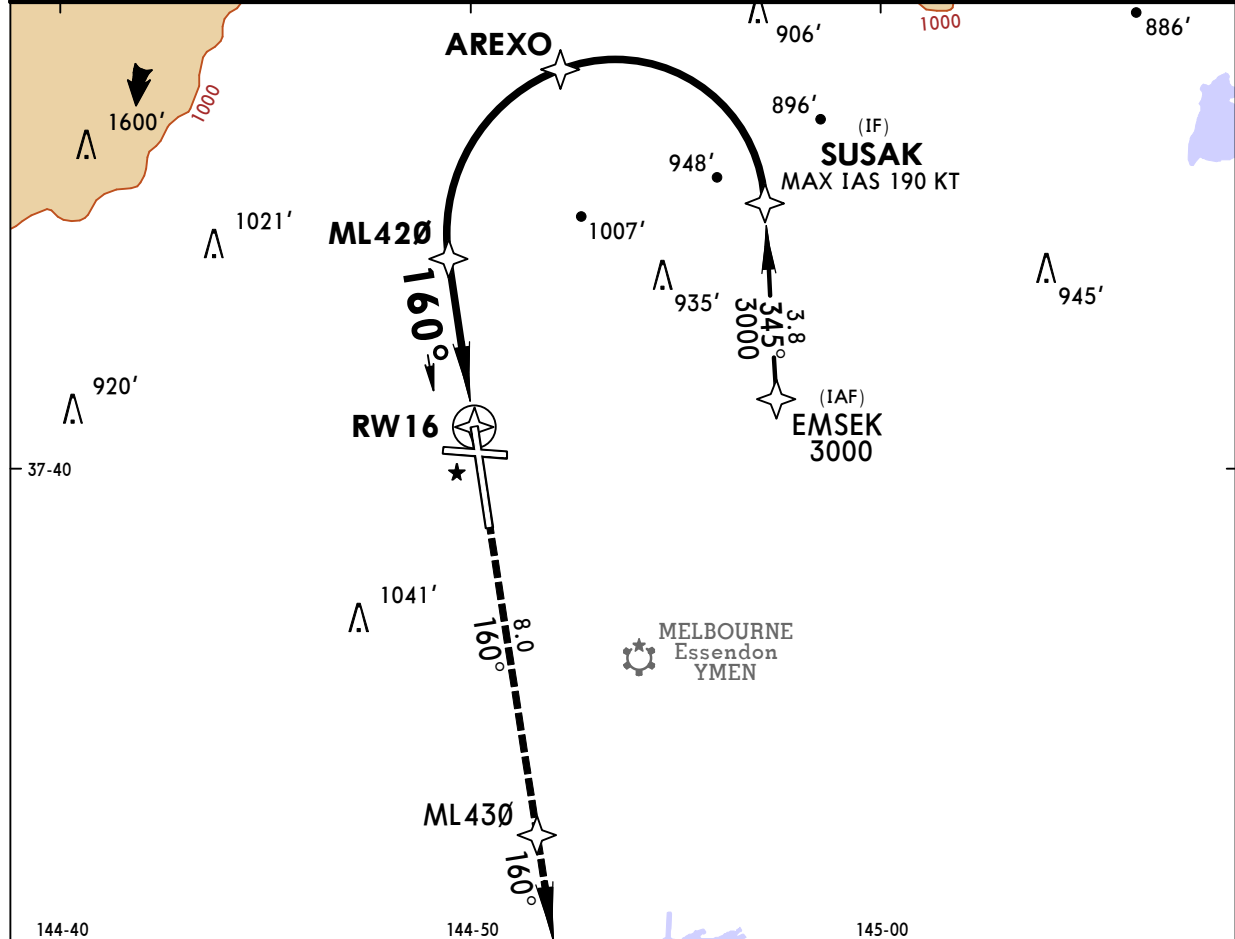
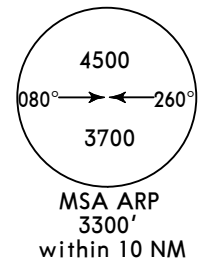
YMML/MEL
MELBOURNE INTL

JEPPesen **MELBOURNE, VIC, AUSTRALIA**
24 FEB 17
Eff 2 Mar **(22-23)**

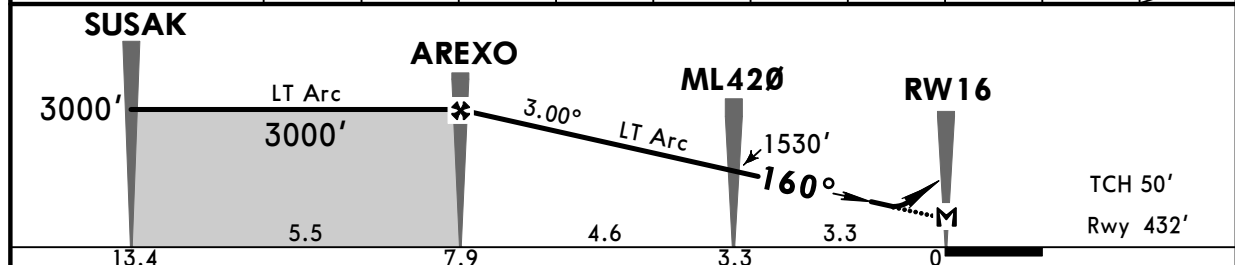
RNAV-P (RNP) Rwy 16

BRIEFING STRIP

ATIS 114.1	118.0	MELBOURNE Approach (R) 132.0	MELBOURNE Tower 120.5	Ground 121.7
RNAV	Final Apch Crs 160°	Procedure Alt AREXO 3000' (2568')	RNP 0.11 DA(H) 818' (386')	Apt Elev 434' Rwy 432'
MISSED APCH: Track 160° to ML430, thence track 160°. Climb to 4000' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 16 hPa Trans level FL 110 Trans alt: 10000' 1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED. 4. Local temperature REQUIRED. 5. Procedure temperature range -2°C (28°F) to 48°C (118°F). 6. ATC Approach Speeds: at 10NM from Threshold 185 - 160KT, at 5NM from Threshold 160 - 150 KT.				



NM to NEXT WPT	AREXO	4.0	3.0	2.0	1.0	ML420	3.0	2.0	1.1	RW16
ALTITUDE	3000'	2800'	2490'	2170'	1850'	1530'	1440'	1120'	820'	



MAP at RW16										
-------------	--	--	--	--	--	--	--	--	--	--

STRAIGHT-IN LANDING RWY16						CIRCLE-TO-LAND				
RNP 0.11			RNP 0.30							
DA(H) 818' (386')			DA(H) 888' (456')							

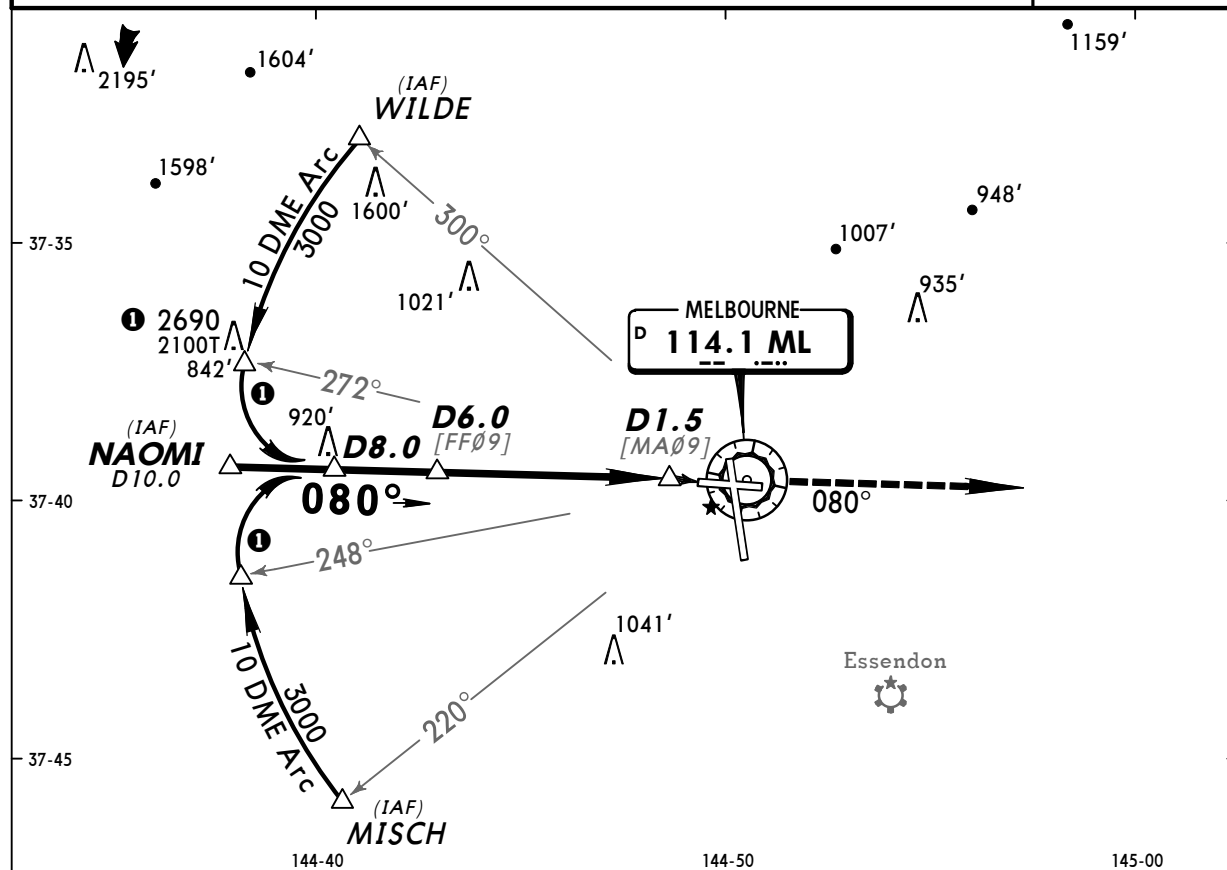
PANS OPS

A	2.2 km	2.6 km	A	NOT AUTHORIZED
B			B	
C			C	
D			D	

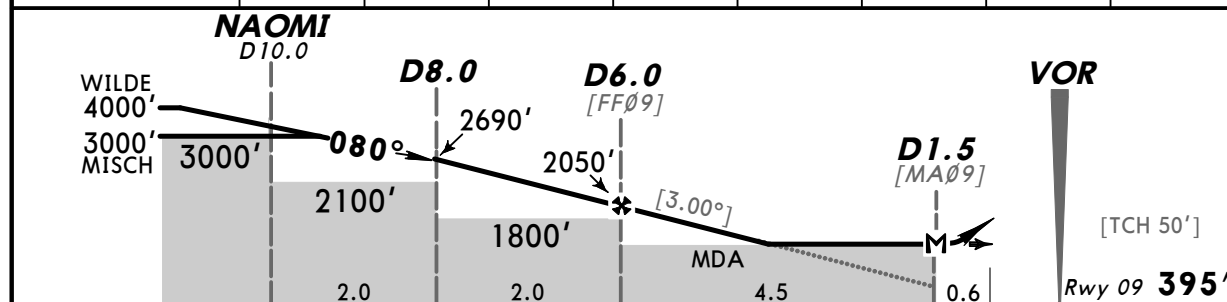
YMML/MEL
MELBOURNE INTLJEPPESEN
20 JUN 14 (23-1) Eff 25 Jun 1400ZMELBOURNE, VIC, AUSTRALIA
VOR Rwy 09

BRIEFING STRIP

ATIS		MELBOURNE Approach (R)		MELBOURNE Tower		Ground	
114.1 118.0		132.0		120.5		121.7	
VOR ML 114.1	Final Apch Crs 080°	Procedure Alt D6.0 2050' (1655')	MDA(H) 950' (555')	Apt Elev 434'	Rwy 09 395'	<div><div>4500'</div><div>080°→←260°</div><div>3700'</div></div>	
MISSED APCH: Track 080°, climb to 4000' or as directed by ATC.							<div>MSA ML VOR 3300' within 10 NM</div>
Alt Set: hPa Rwy Elev: 14 hPa Trans level: FL 110 Trans alt: 10000'							
1. DME Required. 2. Aircraft may be RADAR vectored to IAF. 3. Holding as advised by ATC. 4. GNSS permitted in lieu of DME. Reference waypoint ML VOR. 5. ATC Approach Speeds: At NAOMI 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.							



ML DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.5
ALTITUDE	3000'	2690'	2370'	2050'	1730'	1420'	1100'	950'



Gnd speed-Kts	70	90	100	120	140	160	PAPI	080°	4000' ↑
Descent Angle [3.00°]	372	478	531	637	743	849			
MAP at D1.5									

STRAIGHT-IN LANDING RWY09						CIRCLE-TO-LAND					
MDA(H) 950' (555')											
						Max Kts	MDA(H)				
						100					
						135	1140' (706') - 2.4 km				
						180	1450' (1016') - 4.0 km				
						205	1600' (1166') - 5.0 km				

PANS OPS

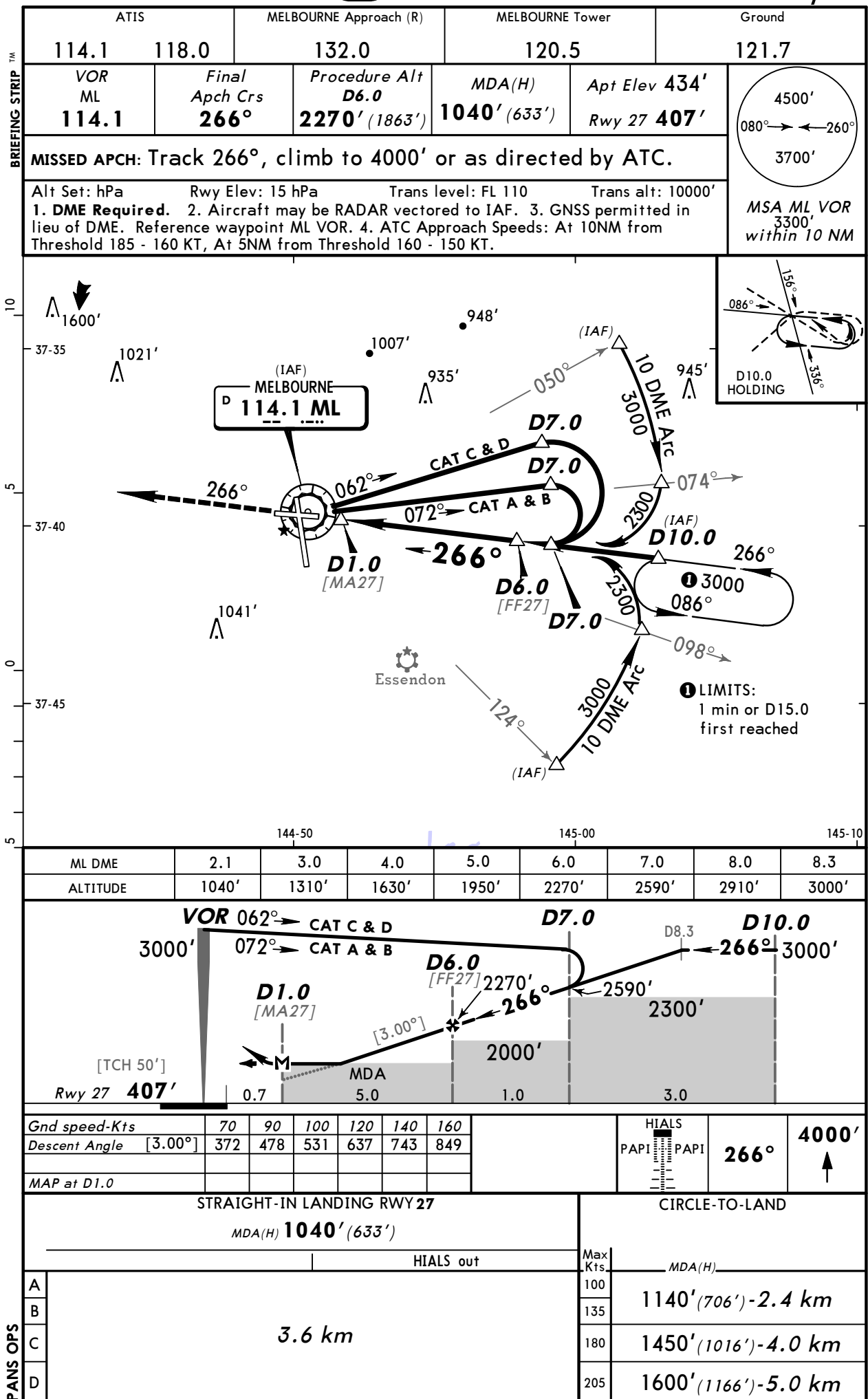
CHANGES: ATIS frequency.

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YMML/MEL
MELBOURNE INTL

JEPPesen
20 JUN 14 **(23-2)** **Eff 25 Jun 1400Z**

MELBOURNE, VIC, AUSTRALIA
VOR Rwy 27



CHANGES: ATIS frequency.

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YMML/MEL
MELBOURNE INTL

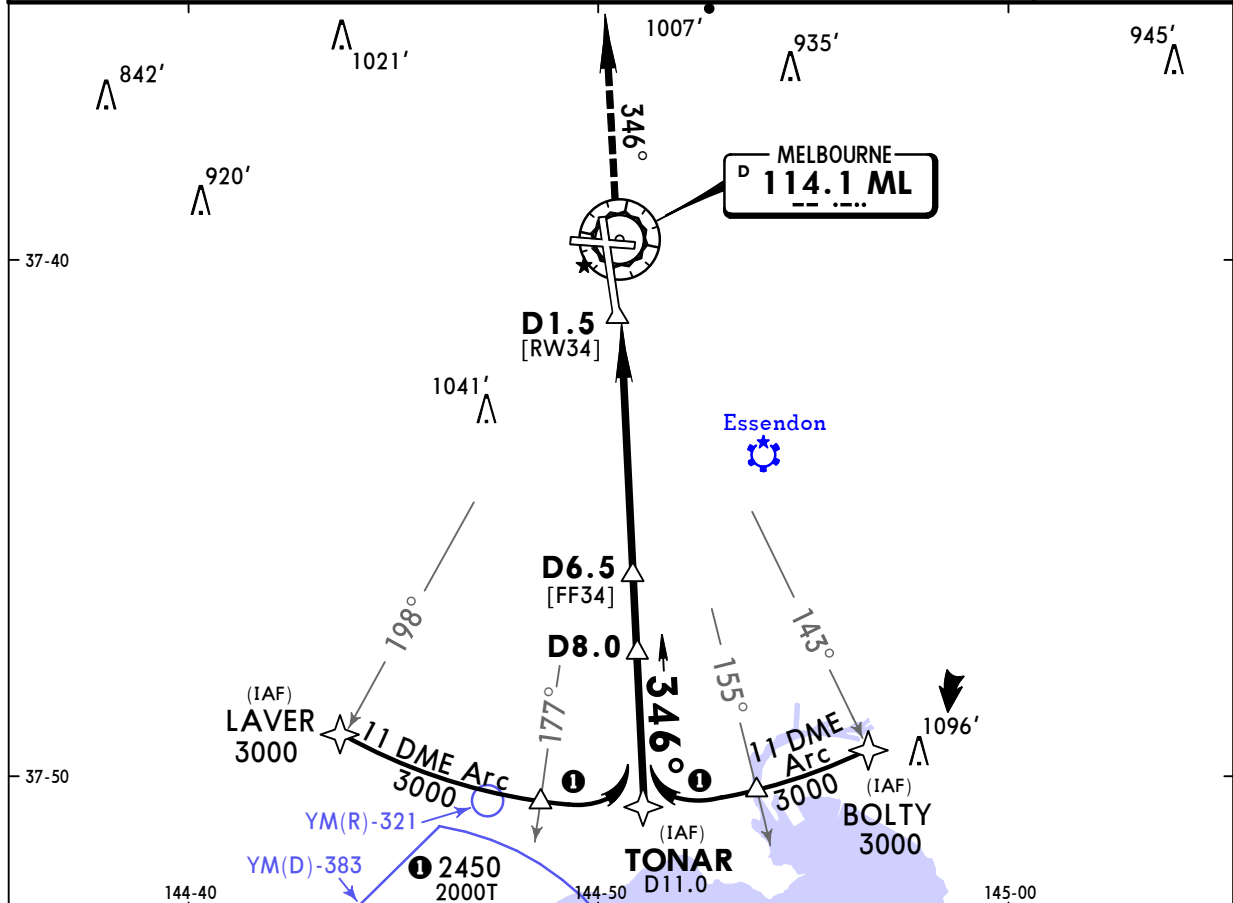
20 MAY 16 **(23-3)**

Eff 26 May

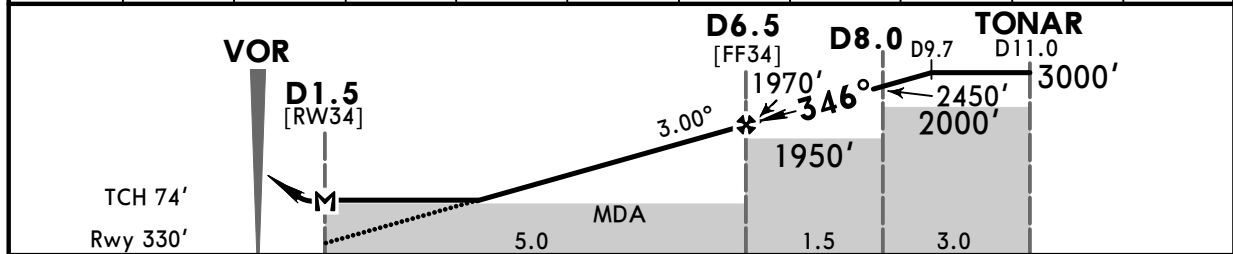
MELBOURNE, VIC, AUSTRALIA
VOR Rwy 34

BRIEFING STRIP

ATIS		MELBOURNE Approach (R)		MELBOURNE Tower		Ground	
114.1 118.0		132.0		120.5		121.7	
VOR ML 114.1	Final Apch Crs 346°	Procedure Alt D6.5 1970' (1640')	MDA(H) 760' (430')	Apt Elev 434' Rwy 330'		<div><div>4500'</div><div>080° → ← 260°</div><div>3700'</div></div> <div>MSA ML VOR 3300' within 10 NM</div>	
MISSED APCH: Track 346°. Climb to 4000' or as directed by ATC.							
Alt Set: hPa Rwy Elev: 12 hPa Trans level: FL 110 Trans alt: 10000'							
1. DME Required. 2. Aircraft may be RADAR vectored to IAF. 3. Holding as advised by ATC. 4. GNSS permitted in lieu of DME. Reference waypoint ML VOR. 5. ATC Approach Speeds: At TONAR 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.							



ML DME	2.7	3.0	4.0	5.0	6.0	6.5	7.0	8.0	9.0	9.7
ALTITUDE	760'	860'	1180'	1490'	1810'	1970'	2130'	2450'	2770'	2990'



Gnd speed-Kts	70	90	100	120	140	160	SFL PAPI		4000' ↑	
Descent Angle	3.00°	372	478	531	637	743				
MAP at D1.5										

STRAIGHT-IN LANDING RWY34					CIRCLE-TO-LAND				
MDA(H) 760' (430')					MDA(H)				
A	2.4 km				Max Kts				
B					100	1140' (706') - 2.4 km			
C					135	1450' (1016') - 4.0 km			
D					180	1600' (1166') - 5.0 km			
					205				

PANS OPS

YSSY/SYD**-(KINGSFORD SMITH) INTL****JEPPesen****(10-1P)** 7 APR 17**SYDNEY, NSW, AUSTRALIA****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 1704010445 and ending 1709292100.
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**-(KINGSFORD SMITH) INTL** **JEPPESEN****(10-1P1)** 7 APR 17**SYDNEY, NSW, AUSTRALIA****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 NM from Sydney.
11. The NOC will provide the following daily reports on:
 - a. compliance with SEMAP times
 - b. non-acceptance of Rwy 16L/34R by A330/B772/B787 type aircraft
 - 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 additional 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 is broken or overcast at or below 600', Air Traffic Control will protect the ILS by using the CAT I/II RHP at taxiway A and CAT I RHP at taxiway T.
3. Intersection departures are restricted. All aircraft will normally be directed to the full length of a runway for departure.
4. Any pilot unsure of their position whilst operating on the Maneuvering Area must Hold Position (STOP) and immediately advise Air Traffic Control.
5. Radio failure - aircraft must hold position and await further guidance from a Follow Me vehicle.
6. Instrument RVR is provided 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.

ATIS 118.55 126.25

SYDNEY Approach (R) North 124.4

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL110
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.

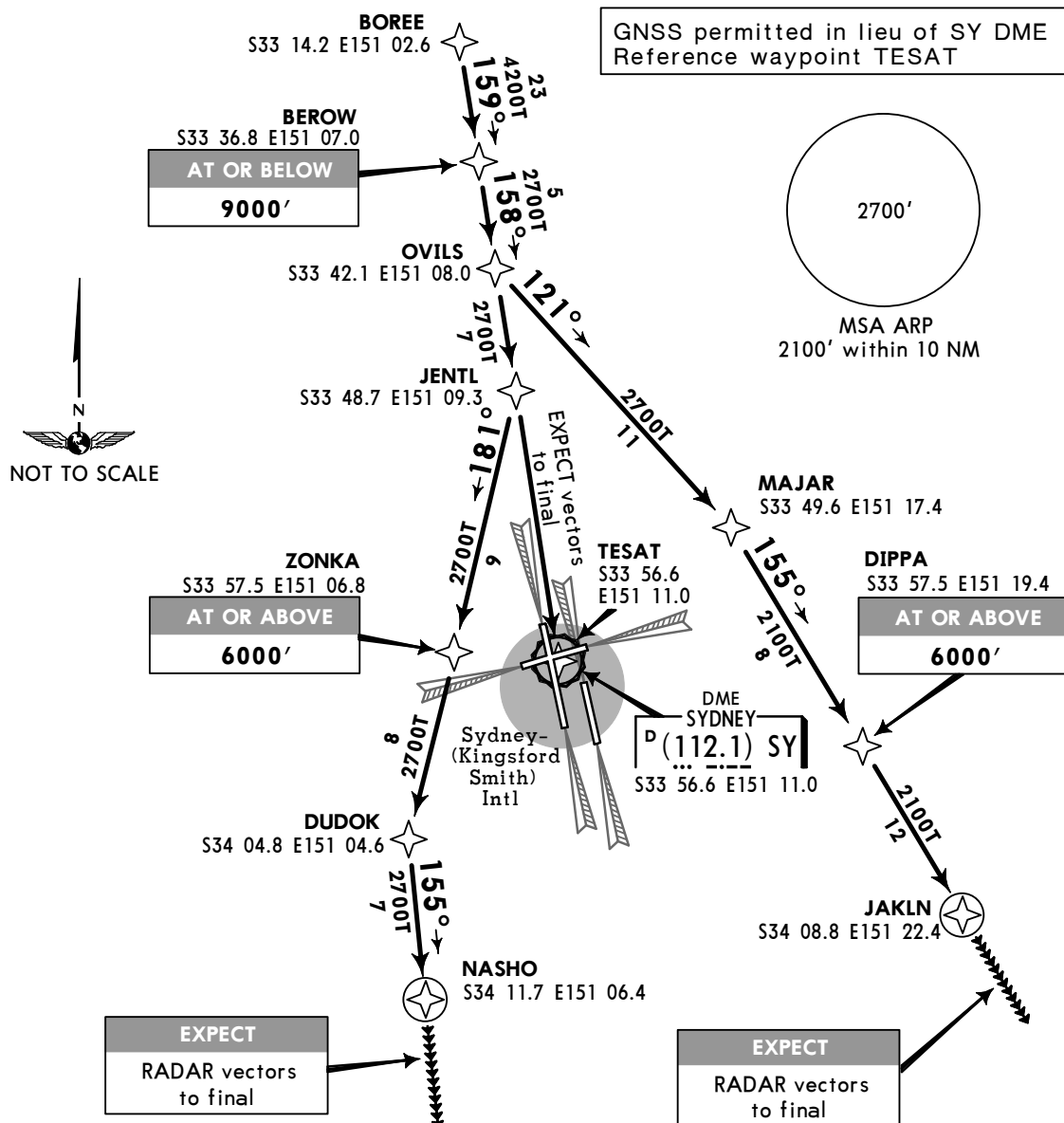
Track via the latest STAR clearance
to the nominated runway, then fly the
most suitable approach in accordance
with EMERGENCY PROCEDURES.

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



JEPPesen

18 NOV 16 (10-2A)

RNAV STAR

ATIS 118.55 126.25

SYDNEY Approach (R) North 124.4

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

MARLN TWO ARRIVAL [MARLN2]
SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

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

RWY 25: Track 264° to PRAWN.
Track 265° to TESAT. EXPECT
RADAR vectors to final.

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

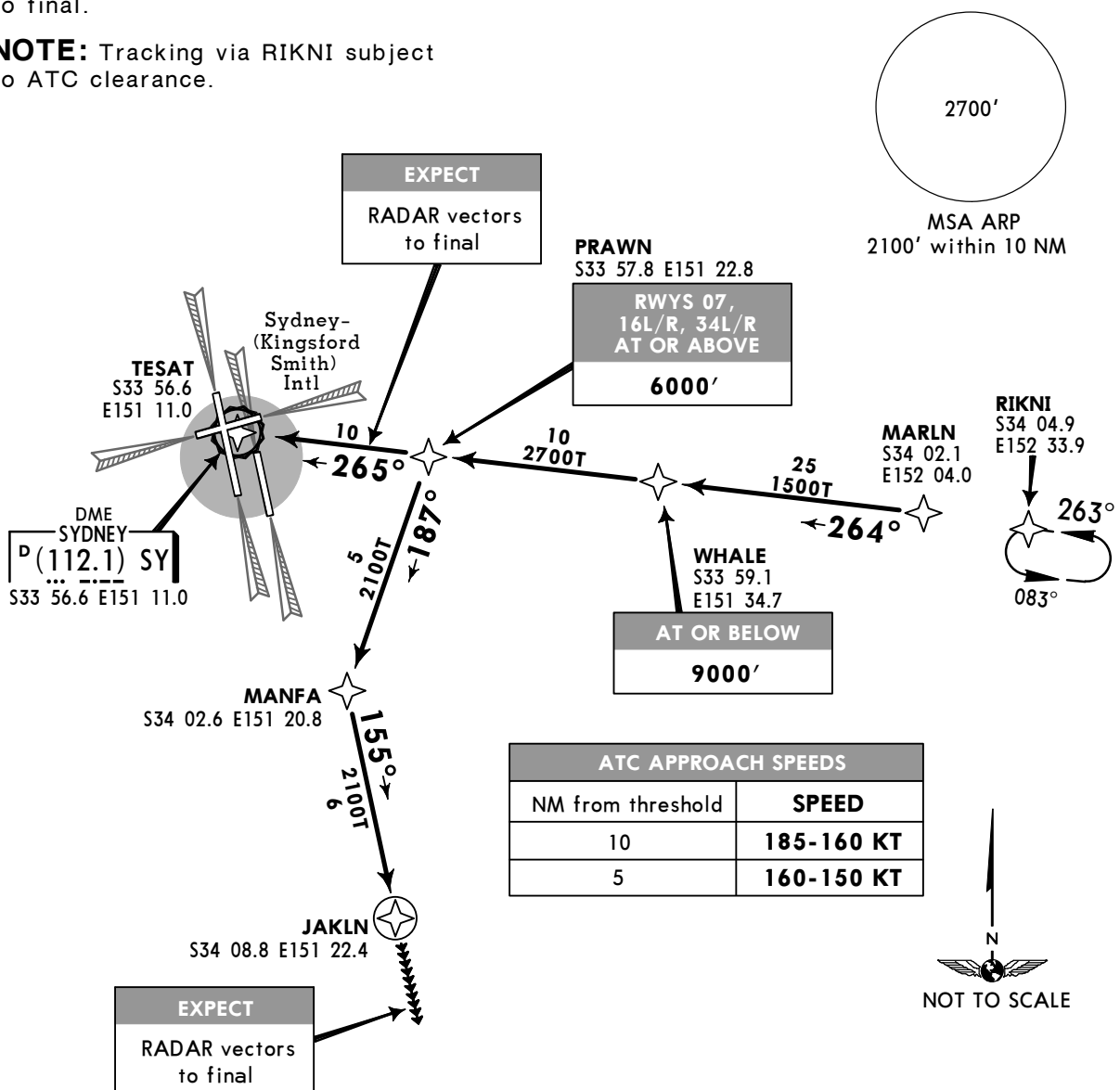
RWY 34R: Track 264° to PRAWN.
Cross PRAWN at or above 6000'.
Turn LEFT, track 187° to MANFA.
Turn LEFT, track 155° to JAKLN.
Track 155°, EXPECT RADAR vectors
to final.

NOTE: Tracking via RIKNI subject
to ATC clearance.

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

GNSS permitted in lieu of SY DME
Reference waypoint TESAT

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



JEPPesen

18 NOV 16 (10-2B)

RNAV STAR

ATIS 118.55 126.25

SYDNEY Approach (R) North 124.4

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000'

MEPIL ONE ARRIVAL [MEPIL1]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITION

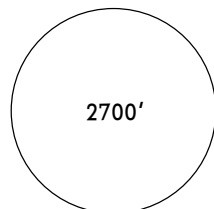
SANAD:

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'

DME SYDNEY
P(112.1) SY
S33 56.6 E151 11.0

Sydney-
(Kingsford Smith)
Intl

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.

JEPPesen

18 NOV 16 (10-2C)

RNAV STAR

ATIS 118.55 126.25

SYDNEY Approach (R) South 128.3

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

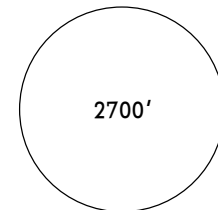
TRANS LEVEL: FL 110
TRANS ALT: 10000'

ODALE SIX ARRIVAL [ODALE6]

***SPEED:* MAX IAS 250 KT BELOW 10000'**

ARRIVAL

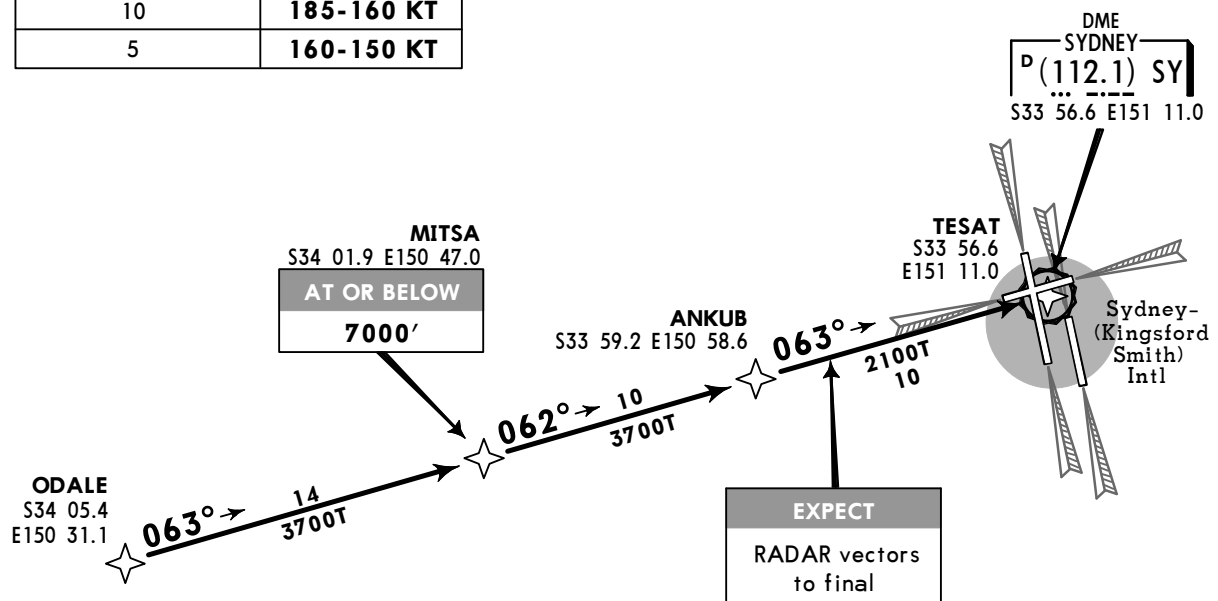
From ODALE track 063° to MITSA.
Cross MITSA at or below 7000'. Track
062° to ANKUB. Track 063° to TESAT.
EXPECT RADAR vectors to final
approach course after MITSA.



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
LOST COMMS

JEPPesen

18 NOV 16 (10-2D)

RNAV STAR

ATIS 118.55 126.25

SYDNEY Approach (R) South 128.3

SYDNEY, NSW, AUSTRALIA

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.

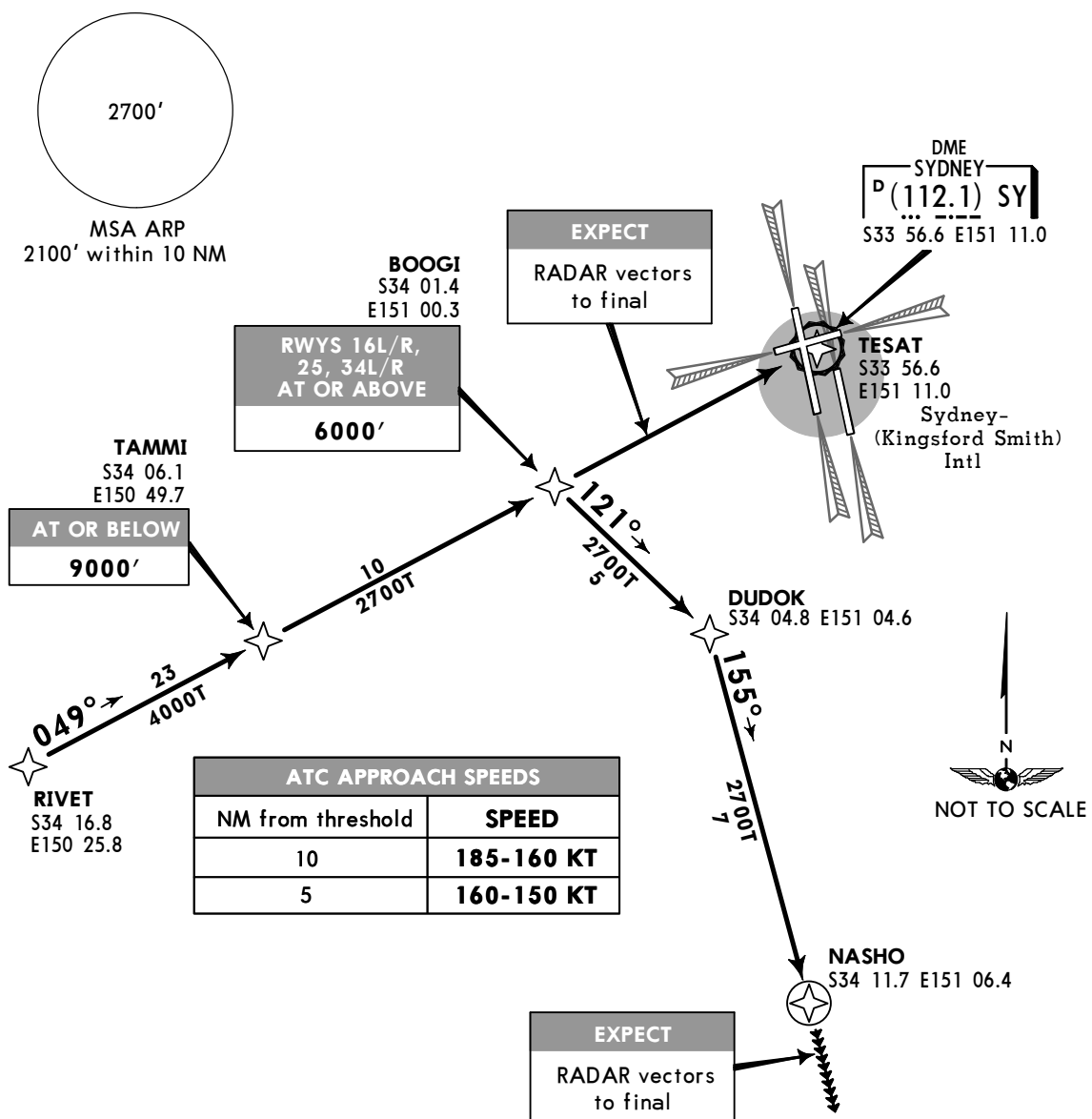
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

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



YSSY/SYD

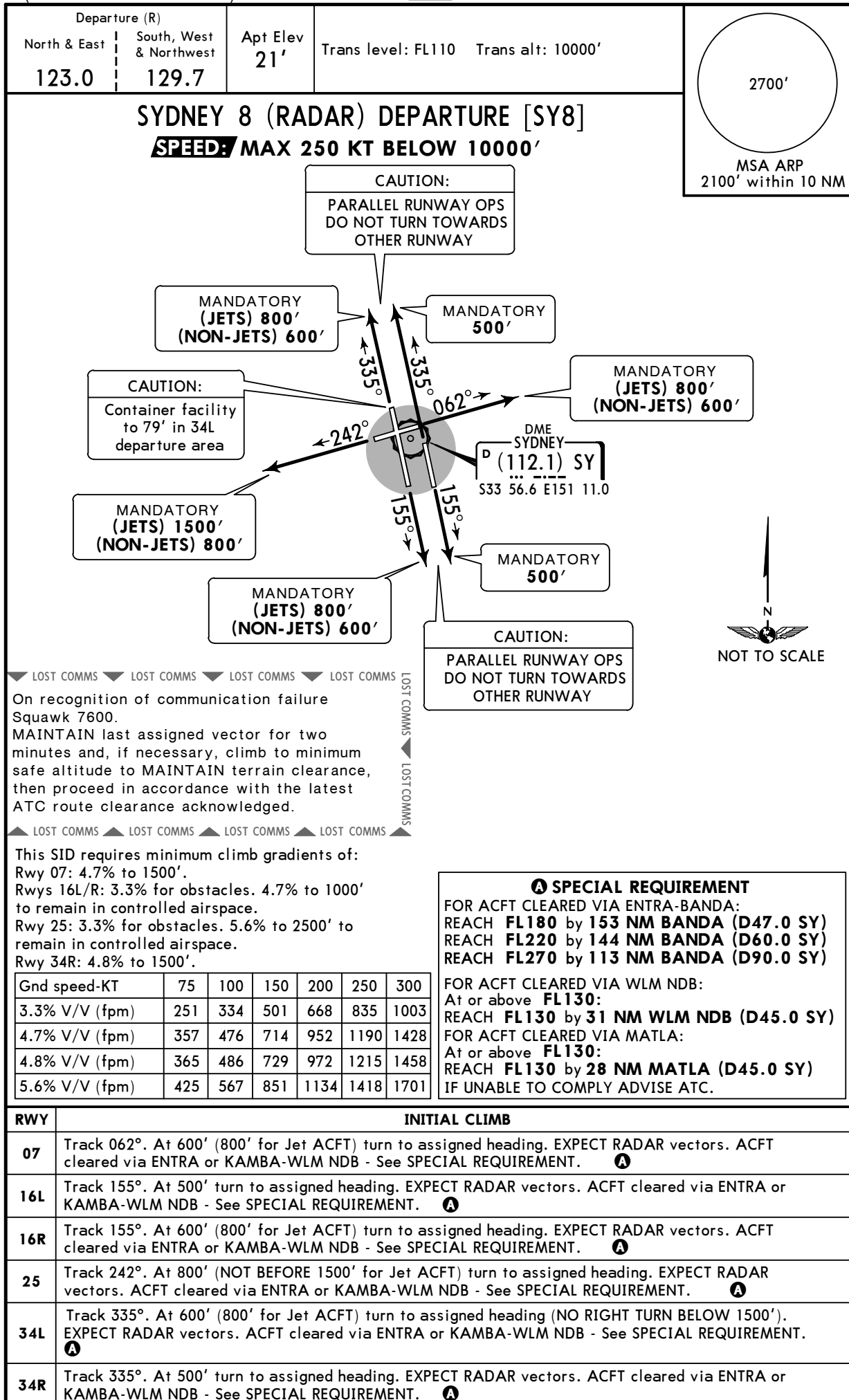
- (KINGSFORD SMITH) INTL

24 FEB 17

10-3

Eff 2 Mar

SID



JEPPesen

24 FEB 17

(10-3A)

Eff 2 Mar

RNAV SID

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

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

RUNWAY 16L

ABBEY THREE DEPARTURE

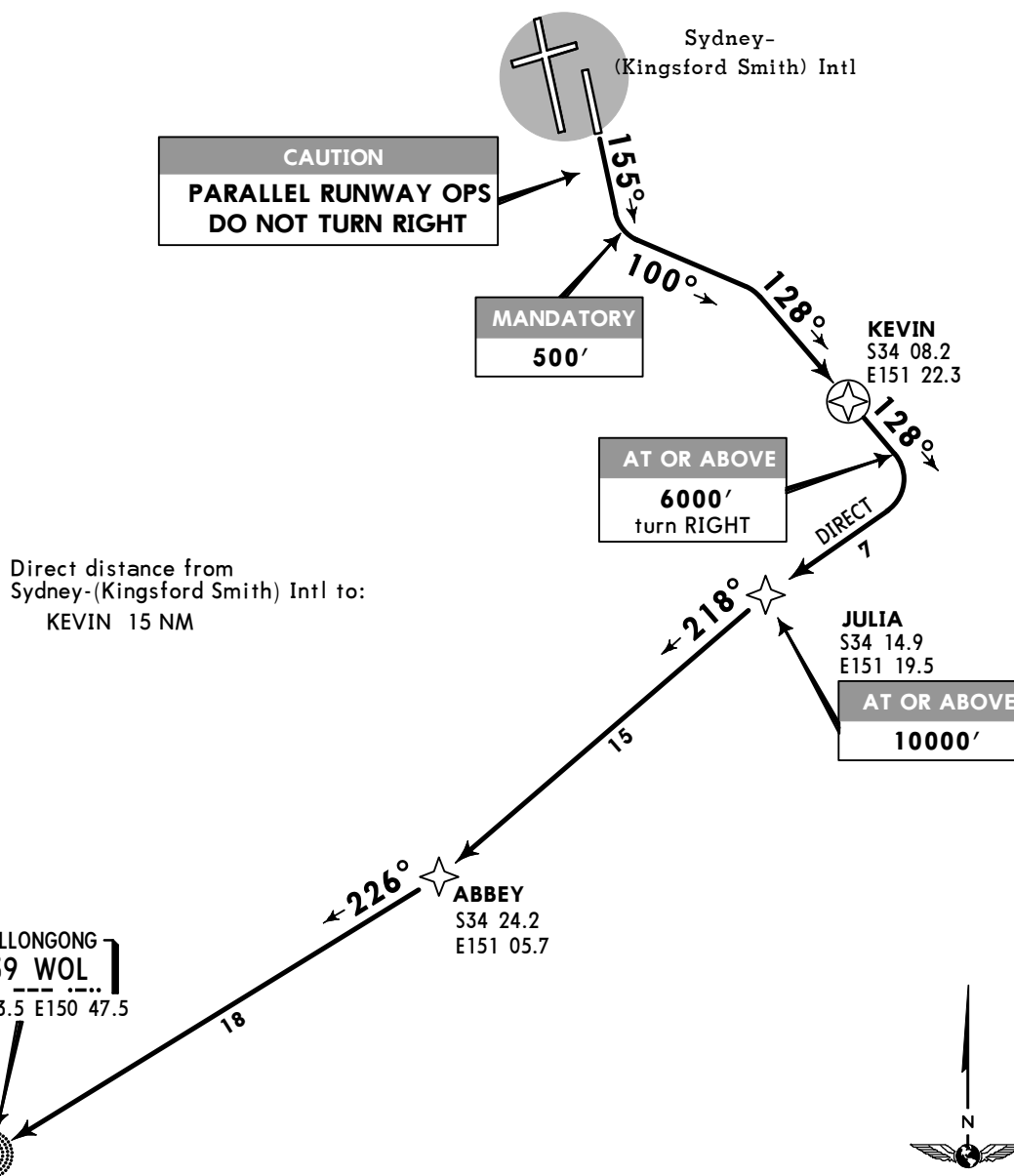
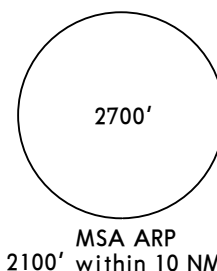
[ABBEY3]

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.



JEPPesen 12 AUG 16 (10-3B) Eff 18 Aug

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) 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**

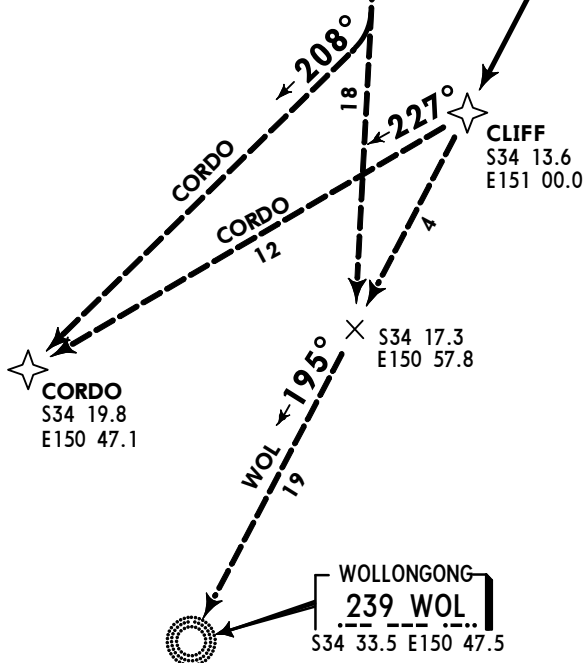
SPEED: MAX IAS 250 KT BELOW 10000'

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

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.

JEPPesen 12 AUG 16

(10-3C)

Eff 18 Aug

RNAV SID

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

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

RUNWAY 16L

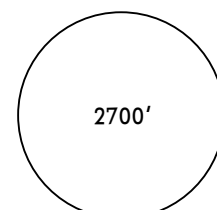
BOTANY BAY EIGHT DEPARTURE (VISUAL)

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

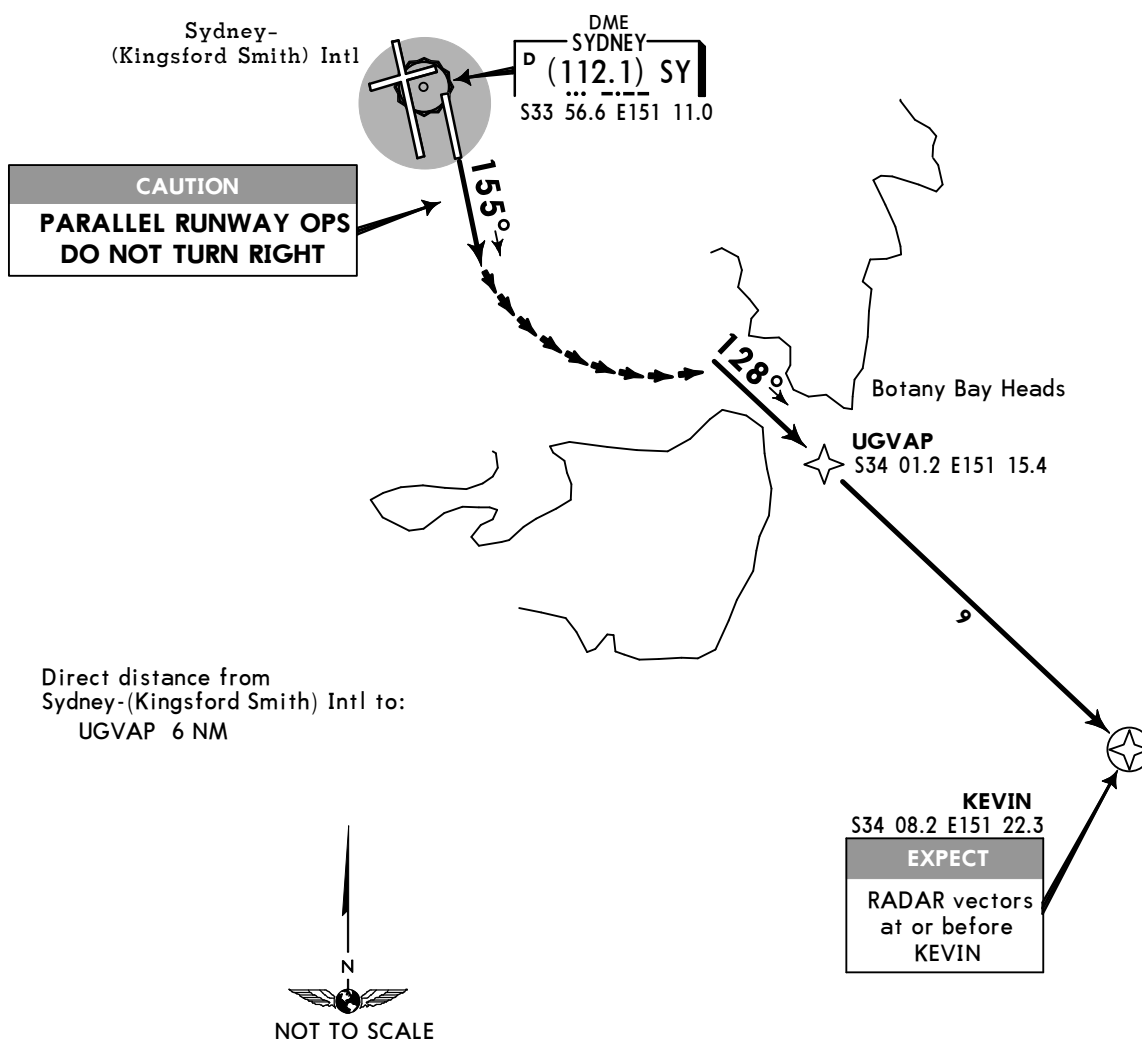
FOR ACFT CLEARED VIA ENTRA-BANDA:

REACH **FL180** by **153 NM BANDA (D47.0 SY)**

REACH **FL220** by **144 NM BANDA (D60.0 SY)**

REACH **FL270** by **113 NM BANDA (D90.0 SY)**

IF UNABLE TO COMPLY ADVISE ATC.



JEPPESEN 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
Departure (R) **128.3** inop.

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

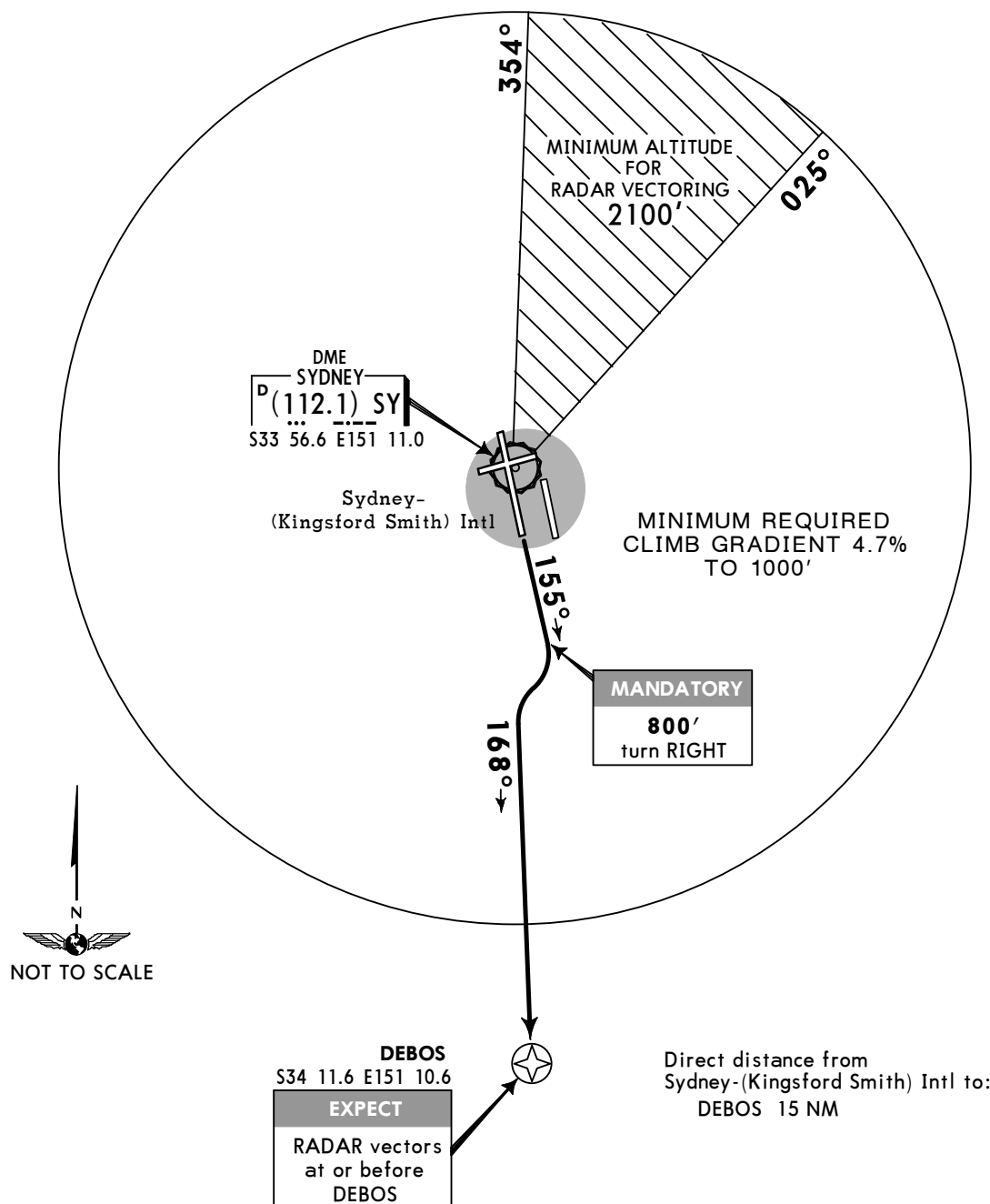
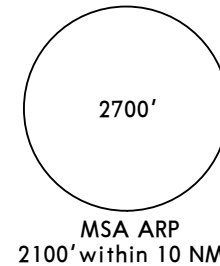
CURFEW FIVE DEPARTURE [CURFE5]
SPEED: MAX IAS 250 KT BELOW 10000'

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.



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

JEPPESEN 20 MAY 16

10-3E

Eff 26 May

RNAV SID

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

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

RUNWAY 16R

DEENA SIX DEPARTURE [DEENA6]

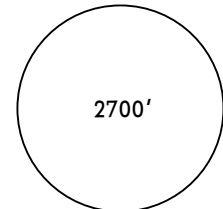
SPEED: MAX IAS 250 KT BELOW 10000'

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.

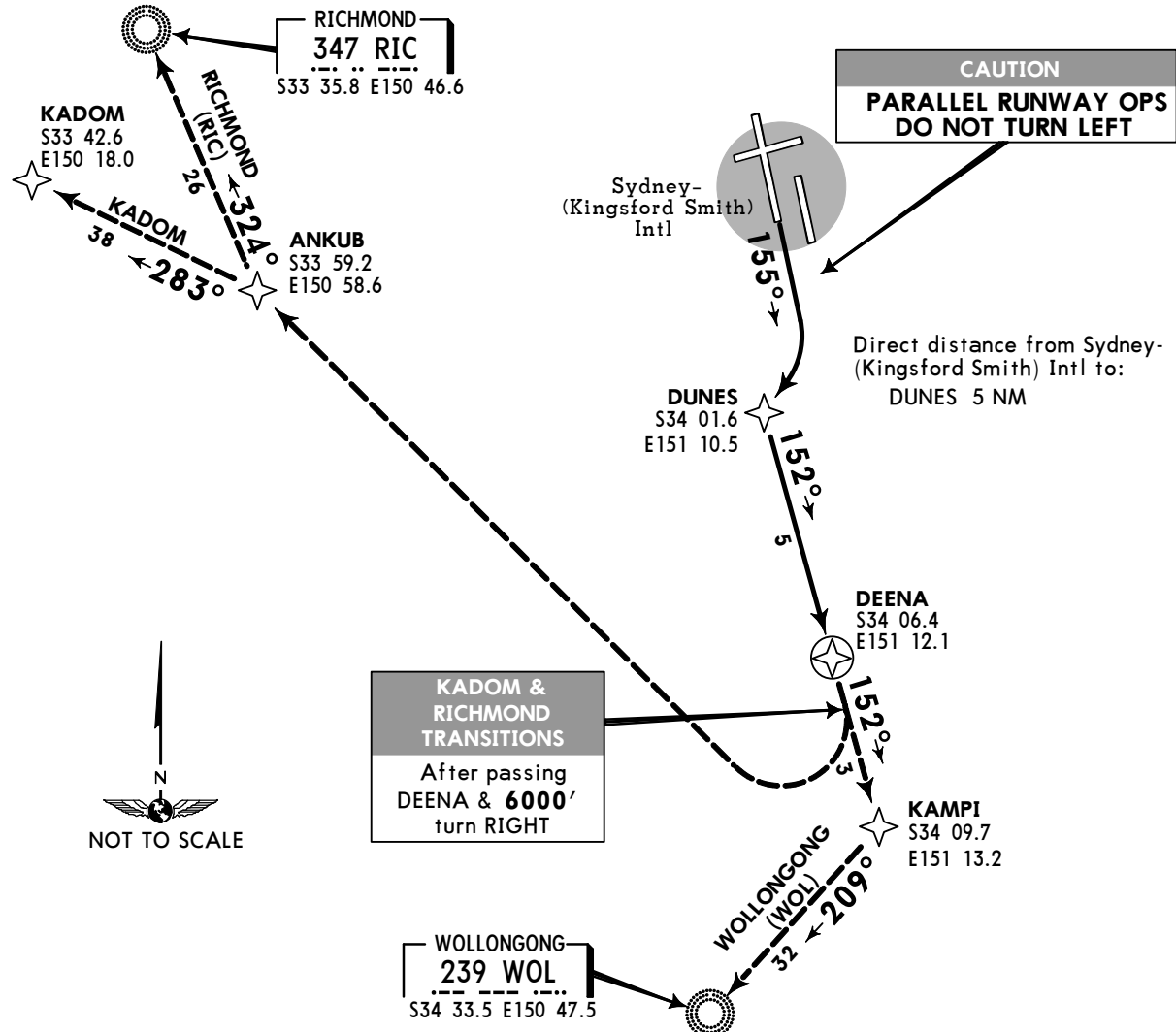
From DUNES turn LEFT track 152° to DEENA, then follow transition instructions.

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.



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: FL110
TRANS ALT: 10000'

JETS ONLY

RUNWAY 34R

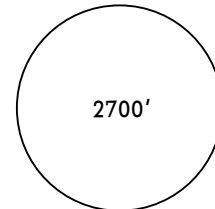
ENTRA FIVE DEPARTURE

[ENTRA5]

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

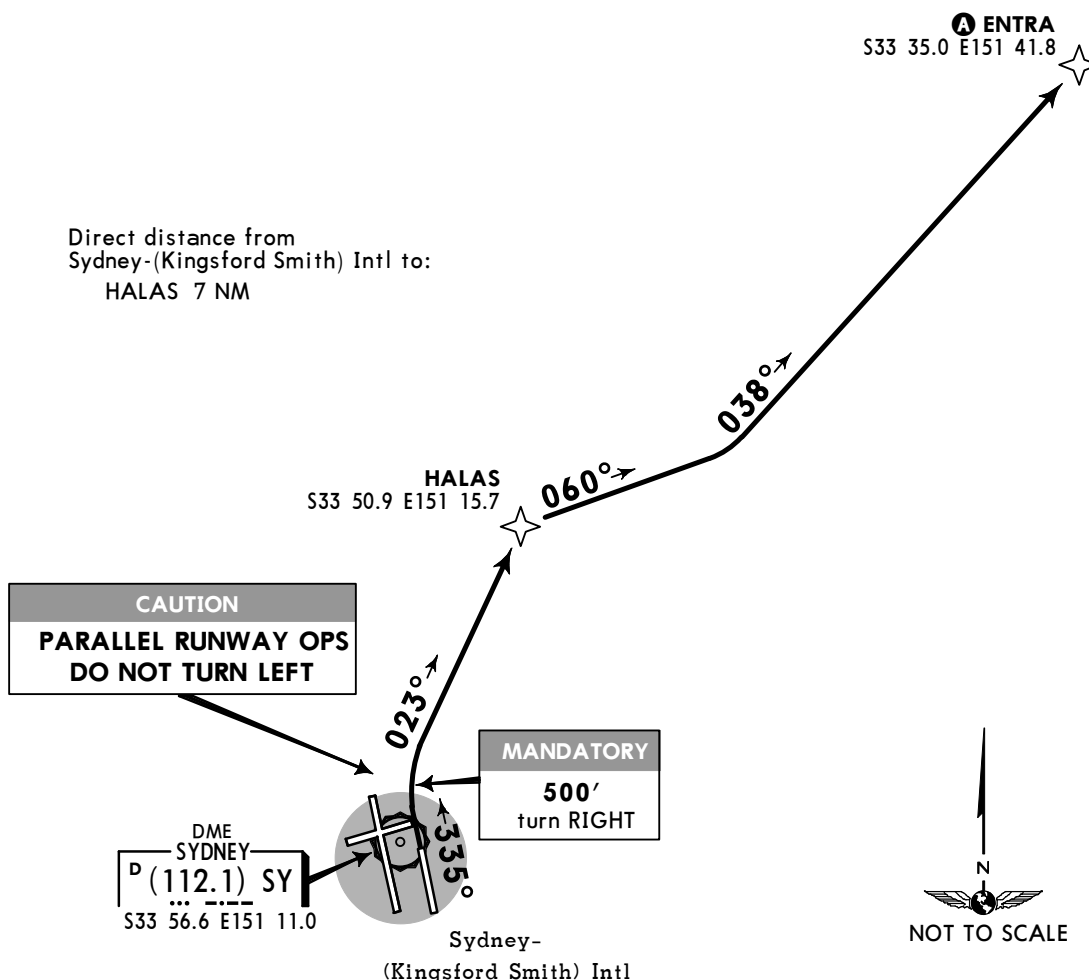
DEPARTURE

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 **FL180** by **153 NM BANDA (D47.0 SY)**
REACH **FL220** by **144 NM BANDA (D60.0 SY)**
REACH **FL270** by **113 NM BANDA (D90.0 SY)**
IF UNABLE TO COMPLY ADVISE ATC.

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



JEPPESEN

12 AUG 16

(10-3G)

Eff 18 Aug

RNAV SID

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

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

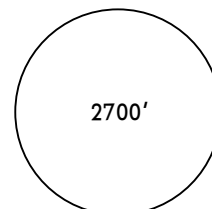
RUNWAY 07

FISHA SEVEN DEPARTURE
[FISHA7]

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradient 4.7% to 1500'.

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



MSA ARP
2100' within 10 NM

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

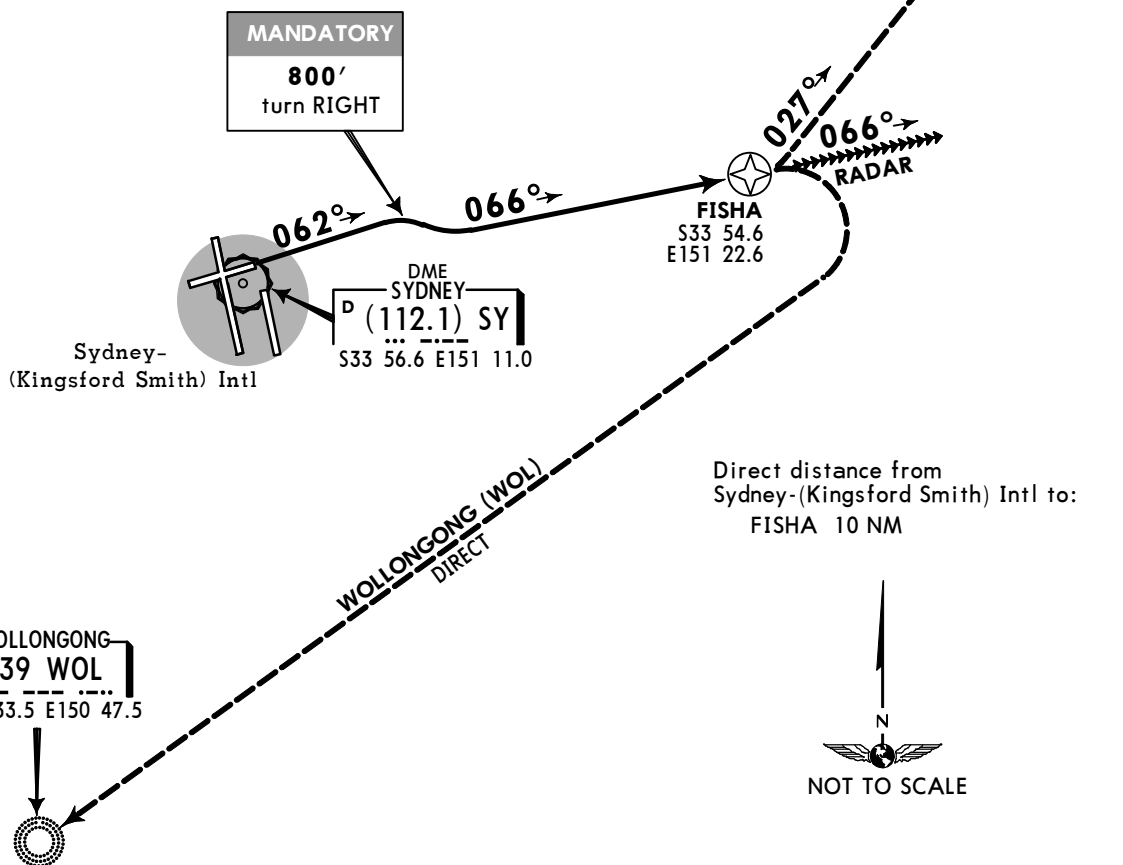
FOR ACFT CLEARED VIA ENTRA-BANDA:

REACH **FL180** by **153 NM BANDA (D47.0 SY)**

REACH **FL220** by **144 NM BANDA (D60.0 SY)**

REACH **FL270** by **113 NM BANDA (D90.0 SY)**

IF UNABLE TO COMPLY ADVISE ATC.



JEPPESEN

18 NOV 16 (10-3H)

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'

JETS ONLY

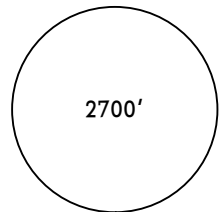
RWY 34L SOUTHWEST

**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):

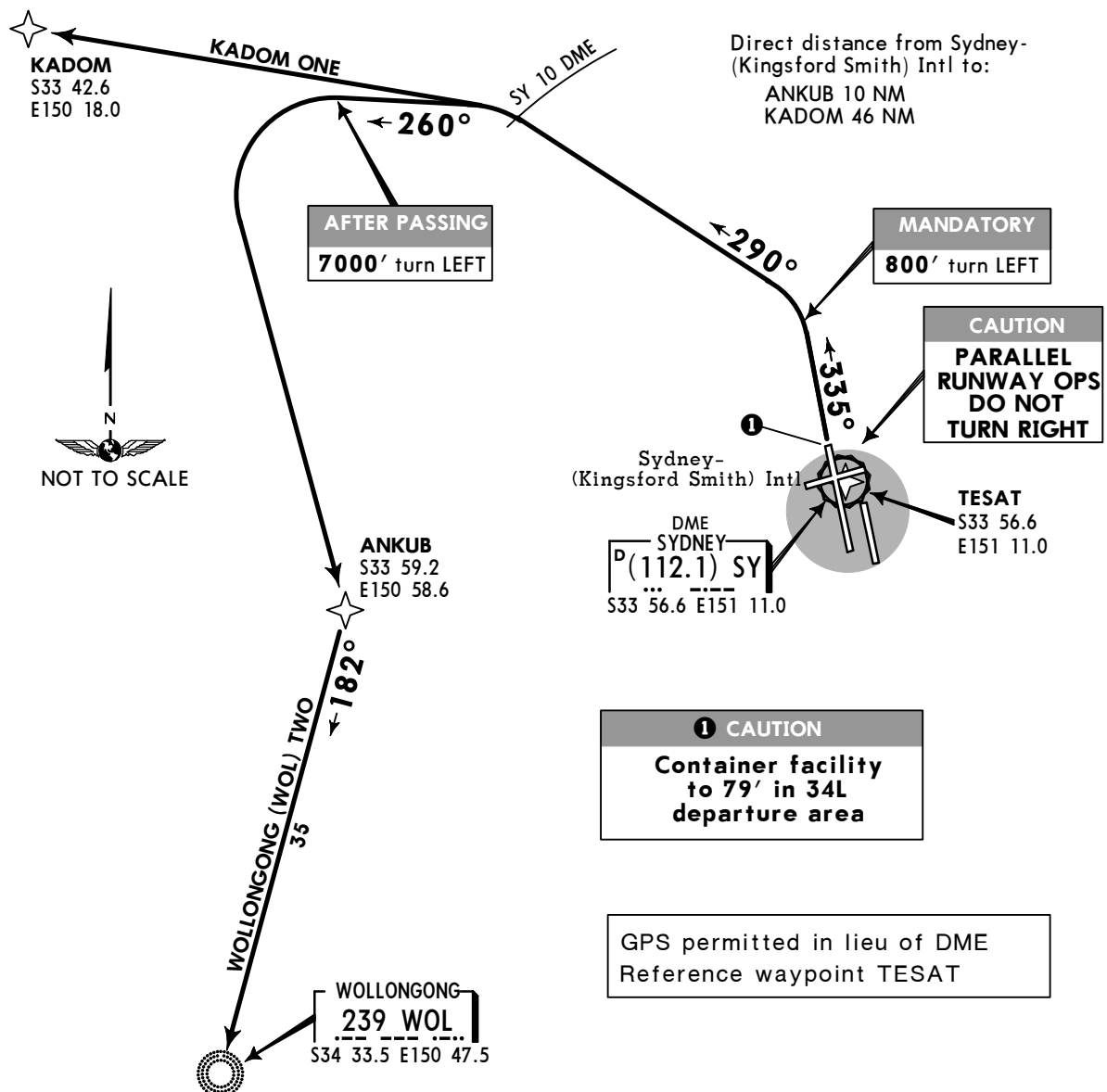
CAUTION: Parallel runway operations - DO NOT TURN RIGHT.
Track 335°. At 800' turn LEFT. Track 290° to SY 10 DME.
At SY 10 DME turn LEFT.

FOR: KADOM

Track direct to KADOM, then via cleared route.

FOR: WOL NDB

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



JEPPesen 18 NOV 16 (10-3J)

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: FL110
TRANS ALT: 10000'

NON-JETS ONLY

RUNWAYS 07 & 16L

KAMBA EIGHT DEPARTURE [KAMBA8]

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 WLM NDB:

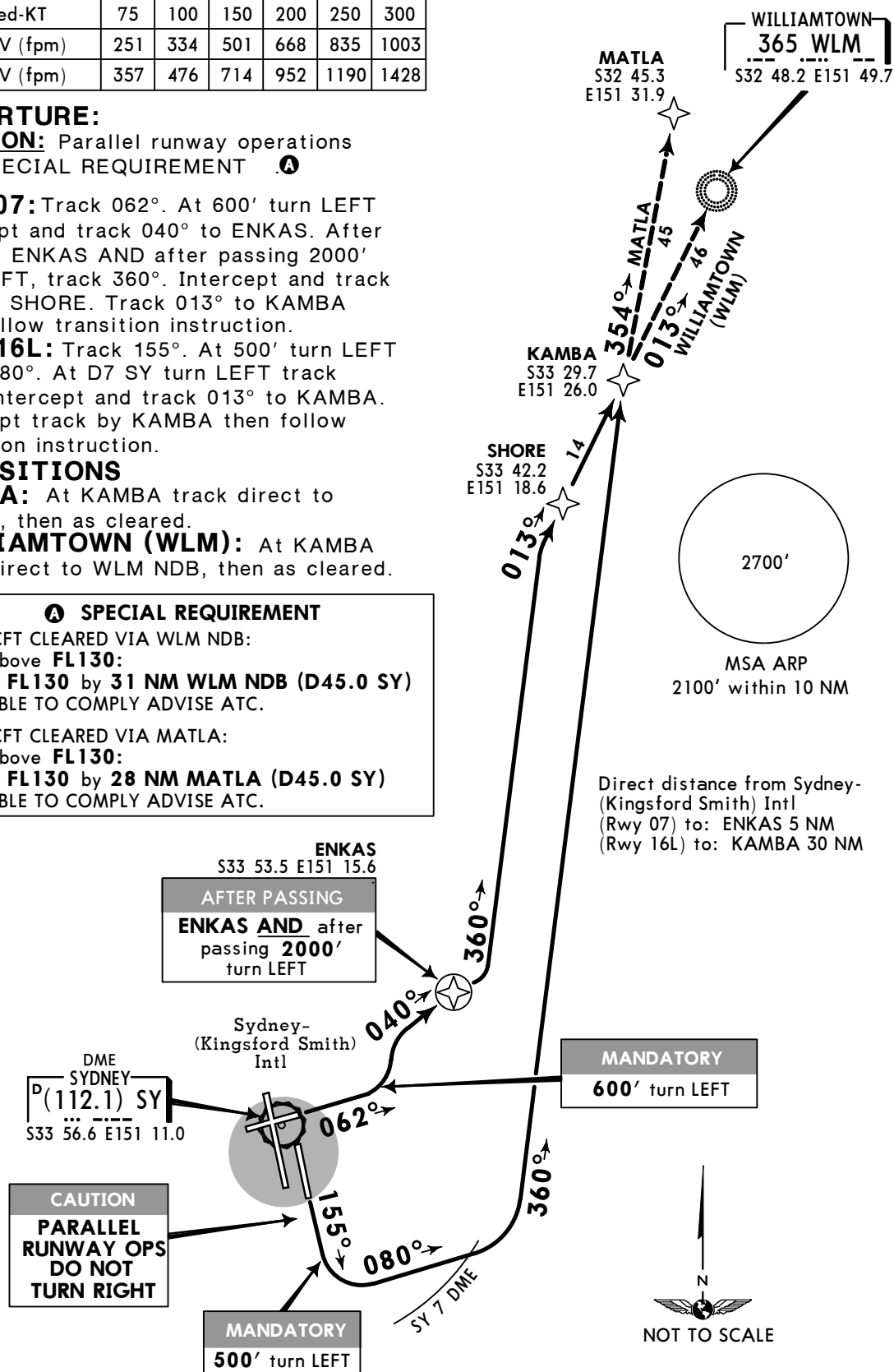
At or above **FL130:**

REACH **FL130** by **31 NM WLM NDB (D45.0 SY)**
IF UNABLE TO COMPLY ADVISE ATC.

FOR ACFT CLEARED VIA MATLA:

At or above **FL130:**

REACH **FL130** by **28 NM MATLA (D45.0 SY)**
IF UNABLE TO COMPLY ADVISE ATC.



JEPPESEN

12 AUG 16

(10-3K)

Eff 18 Aug

RNAV SID

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

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

RUNWAY 16R

KAMPI THREE DEPARTURE [KAMPI3]

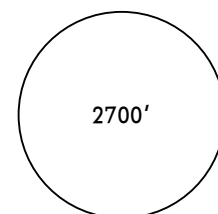
SPEED: MAX IAS 250 KT BELOW 10000'

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.

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

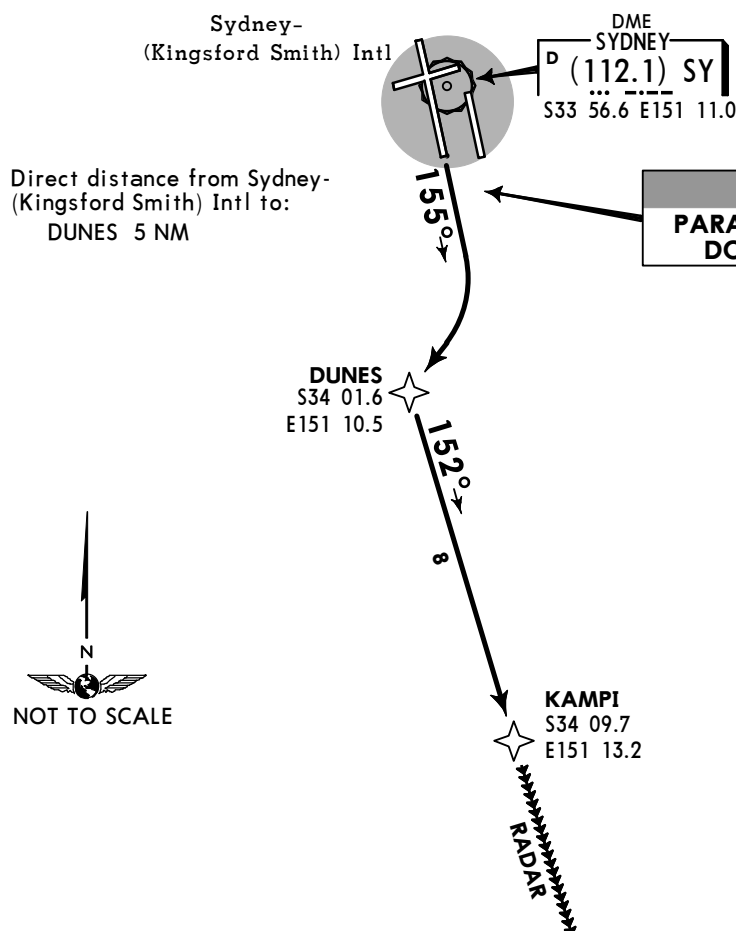
FOR ACFT CLEARED VIA ENTRA-BANDA:

REACH **FL180** by **153 NM BANDA (D47.0 SY)**

REACH **FL220** by **144 NM BANDA (D60.0 SY)**

REACH **FL270** by **113 NM BANDA (D90.0 SY)**

IF UNABLE TO COMPLY ADVISE ATC.



JEPPesen

12 AUG 16

(10-3L)

Eff 18 Aug

RNAV SID

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

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

RUNWAY 16L

KEVIN FIVE DEPARTURE
[KEVIN5]

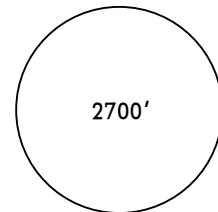
SPEED: MAX IAS 250 KT BELOW 10000'

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 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:

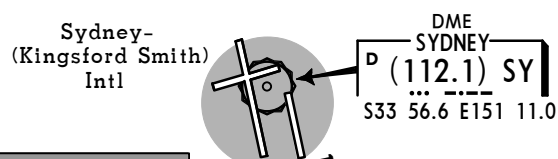
REACH **FL180** by **153 NM BANDA (D47.0 SY)**

REACH **FL220** by **144 NM BANDA (D60.0 SY)**

REACH **FL270** by **113 NM BANDA (D90.0 SY)**

IF UNABLE TO COMPLY ADVISE ATC.

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



CAUTION
PARALLEL
RUNWAY OPS
DO NOT
TURN RIGHT

MANDATORY
500'
turn LEFT

KEVIN
S34 08.2
E151 22.3



.A ENTRA
S33 35.0 E151 41.8

ENTRA
DIRECT

ON PASSING
10000'
turn LEFT

JEPPESEN 12 AUG 16 (10-3M) Eff 18 Aug

RNAV SID

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

SYDNEY, NSW, AUSTRALIA

YSSY -(KINGSFORD SMITH) INTL

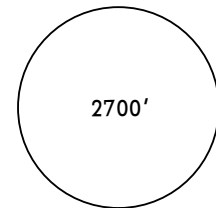
TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

RUNWAY 34R

MARUB FIVE DEPARTURE
[MARUB5]

SPEED: MAX IAS 250 KT BELOW 10000'



MSA ARP
2100' within 10 NM

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

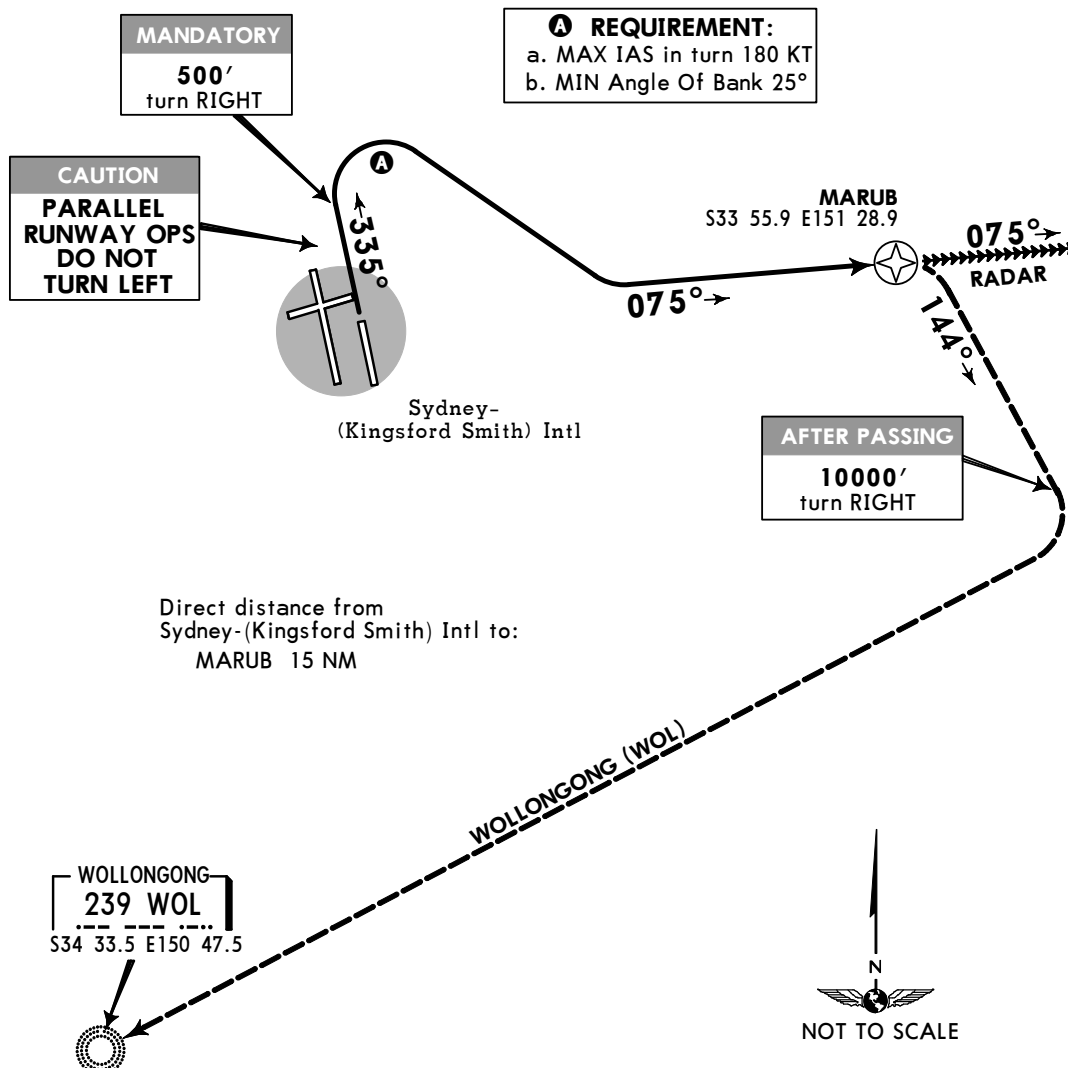
DEPARTURE

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

12 AUG 16

(10-3N)

Eff 18 Aug

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

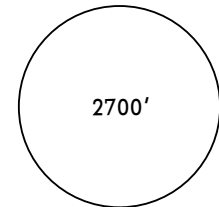
TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

RUNWAY 34L

RICHMOND (RIC) FOUR DEPARTURE
[RIC4]

SPEED: MAX IAS 250 KT BELOW 10000'



MSA ARP
2100' within 10 NM

Minimum required climb gradients:

3.3% for obstacles.

5.6% to 2500' to remain in controlled airspace.

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

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.

A SPECIAL REQUIREMENT

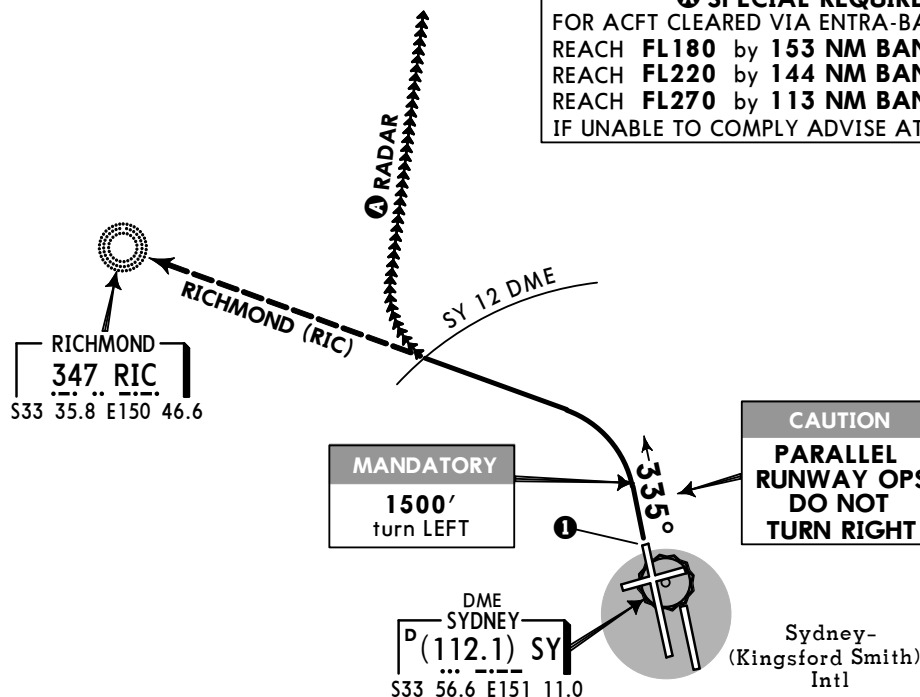
FOR ACFT CLEARED VIA ENTRA-BANDA:

REACH FL180 by 153 NM BANDA (D47.0 SY)

REACH FL220 by 144 NM BANDA (D60.0 SY)

REACH FL270 by 113 NM BANDA (D90.0 SY)

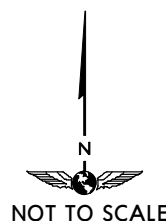
IF UNABLE TO COMPLY ADVISE ATC.



Direct distance from
Sydney-(Kingsford Smith) Intl to:
RIC NDB 29 NM

CAUTION

Container facility
to 79' in 34L
departure area



YSSY/SYD

10 MAR 17 **JEPPESEN**
(10-4)**SYDNEY, NSW, AUSTRALIA**
-(KINGSFORD SMITH) INTL**NOISE****NOISE ABATEMENT PROCEDURES**

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

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

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

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

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

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

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

d. 2200-2245 LT Sat and Sun

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

e. 2245-2300 LT

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

Jet noise abatement climb procedures apply for the following runways:

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

YSSY/SYD

10 MAR 17

**JEPPESEN**

(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 / tailwind components apply to ATC nominated runways:

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

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

PREFERRED FLIGHT PATHS**a. Arriving Aircraft**

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

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

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

b. Departing Aircraft

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

YSSY/SYD


JEPPESEN
11 MAR 16 **10-4B**
SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL**NOISE****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 **JEPPESEN**
11 MAR 16 **10-4C****SYDNEY, NSW, AUSTRALIA**
-(KINGSFORD SMITH) INTL**NOISE****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/

Embraer 145/145ER/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**
10 MAR 17 **10-4D****SYDNEY, NSW, AUSTRALIA**
-(KINGSFORD SMITH) INTL**NOISE****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 tailwind 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

 **JEPPESEN**
10 MAR 17 (10-4E)**SYDNEY, NSW, AUSTRALIA**
-(KINGSFORD SMITH) INTL**NOISE****NOISE ABATEMENT PROCEDURES****CONCESSIONS FOR INTERNATIONAL AIRCRAFT**

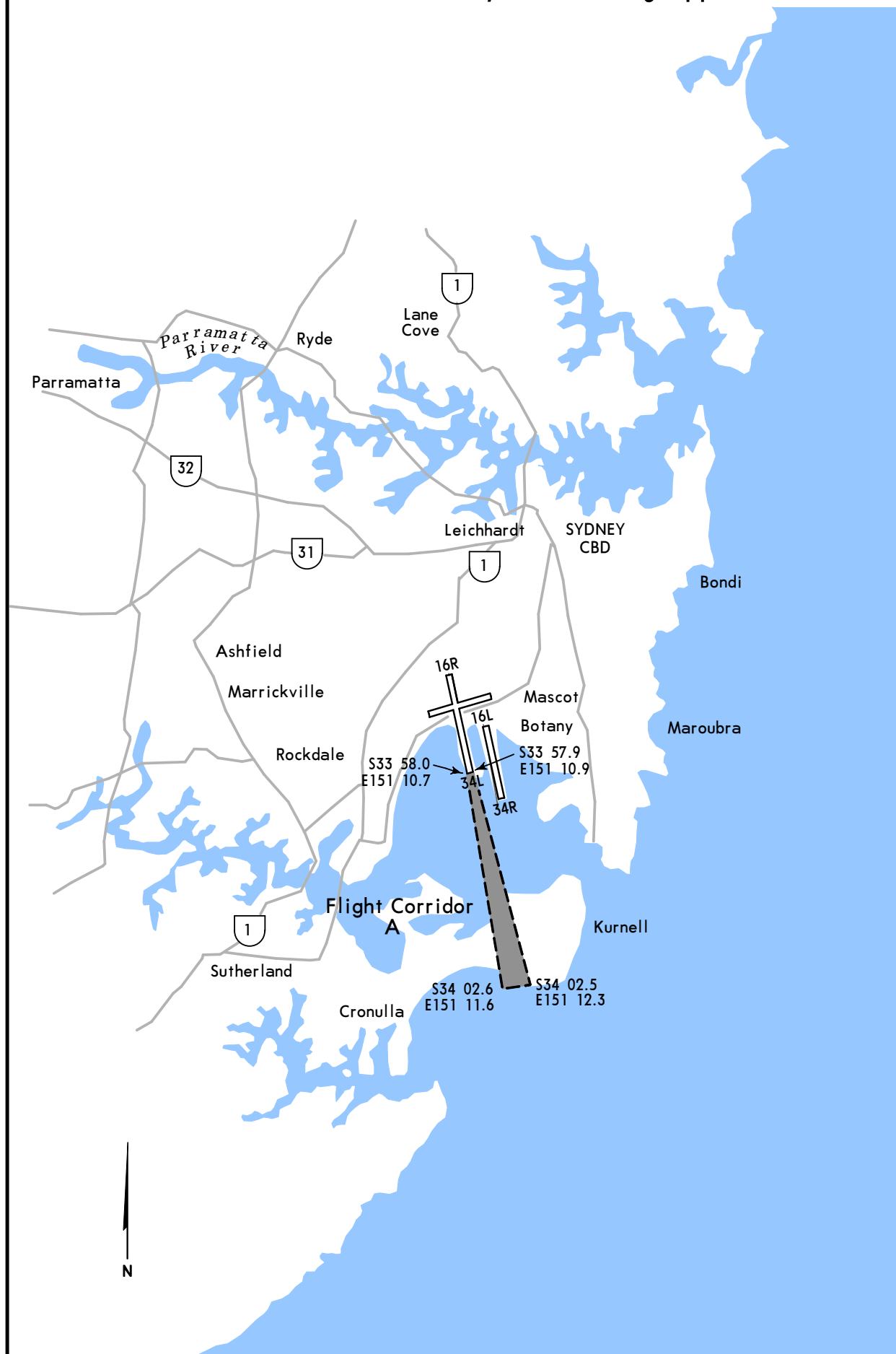
- a. Operators are permitted to operate an aircraft engaged in an international operation that meets the noise level requirements of ICAO Annex 16, Volume I, Part II, Chapter 3, and that is engaged in the transport of passengers or persons generally for hire or reward to or from Sydney Aerodrome, provided 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.

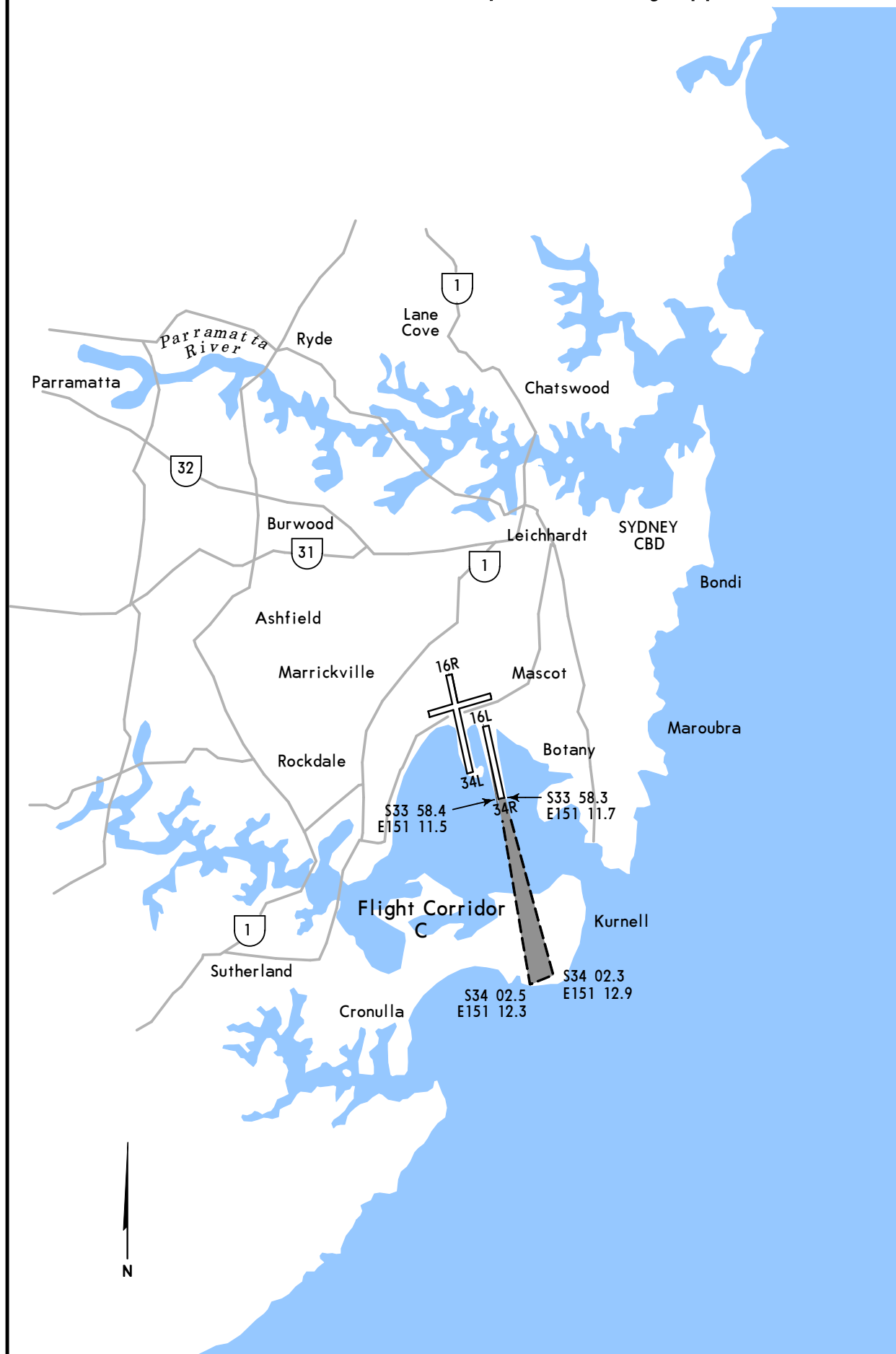
NOISE ABATEMENT PROCEDURES

FLIGHT CORRIDOR A (Runway 34L-landing approach)



NOISE ABATEMENT PROCEDURES

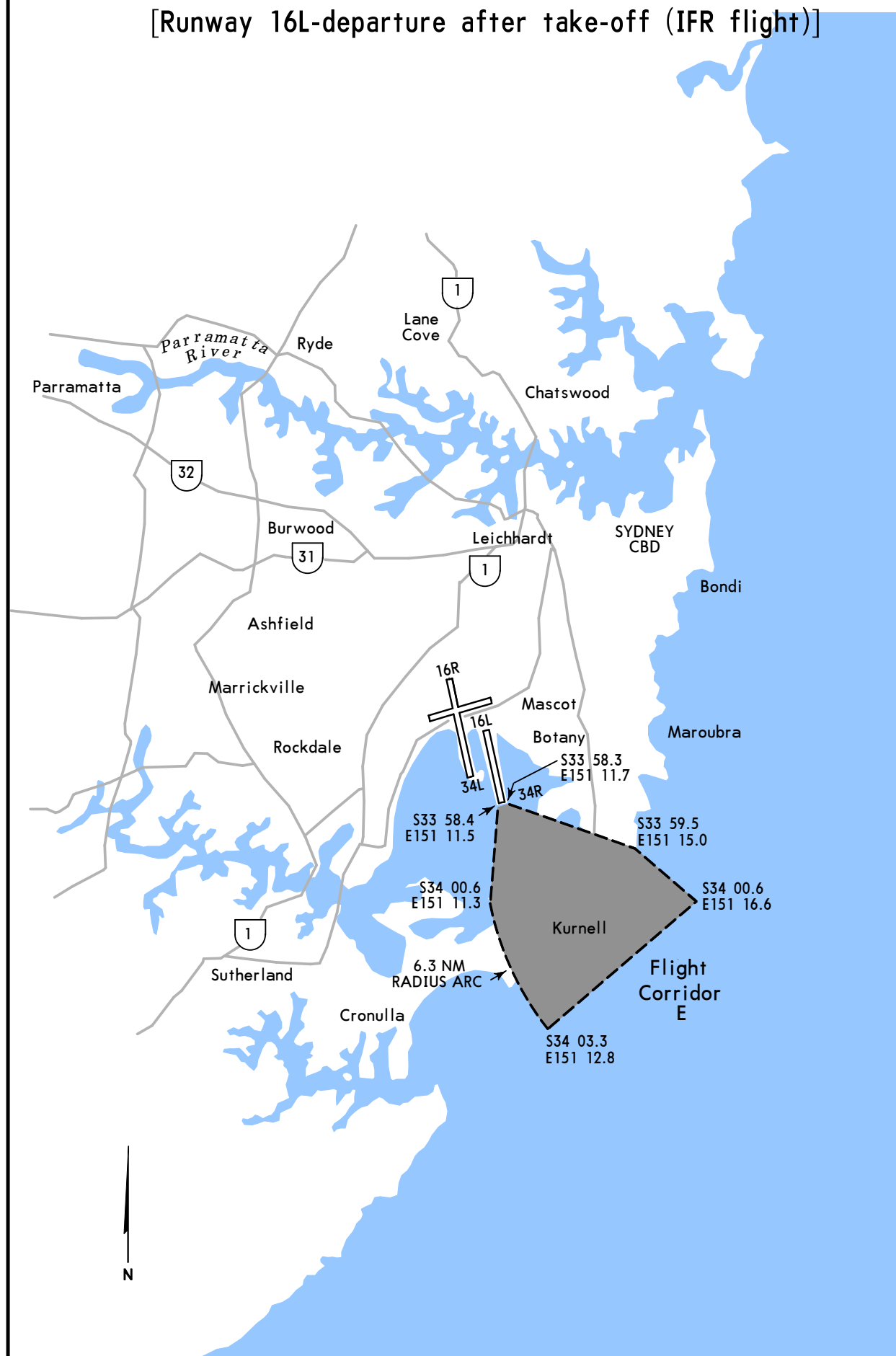
FLIGHT CORRIDOR C (Runway 34R-landing approach)



NOISE ABATEMENT PROCEDURES

FLIGHT CORRIDOR E

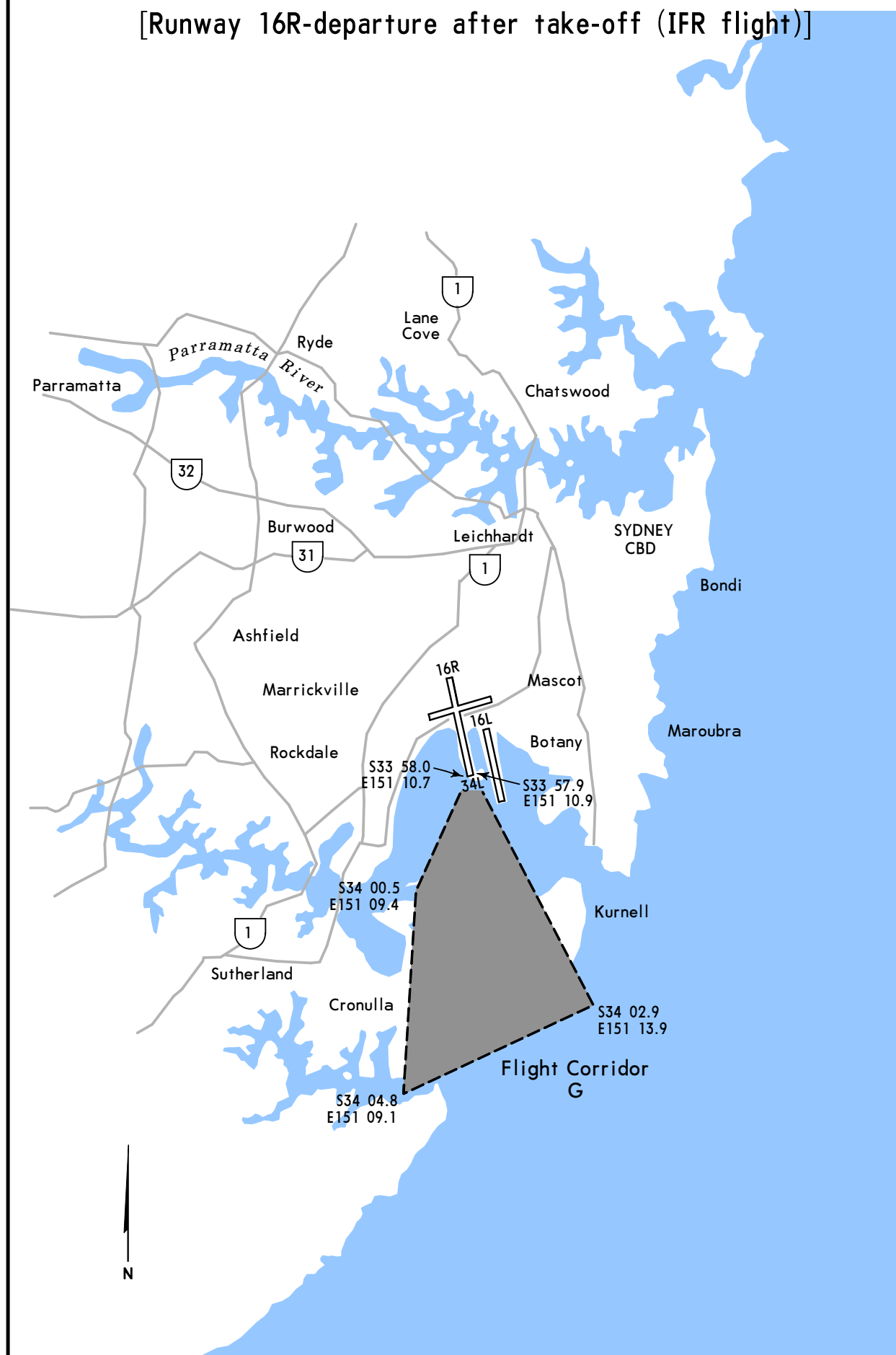
[Runway 16L-departure after take-off (IFR flight)]



NOISE ABATEMENT PROCEDURES

FLIGHT CORRIDOR G

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



TAXI

YSSY/SYD

**JEPPESEN SYDNEY, NSW, AUSTRALIA**

6 JUN 14

(10-6)

-(KINGSFORD SMITH) INTL

STANDARD DOMESTIC TAXI ROUTES**ARRIVALS******ALL RUNWAY CROSSINGS REQUIRE A SPECIFIC CLEARANCE******B1 Apron (Bays 20-24, 83-85)**

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

**DOM1 (Bays 1-10)
DOM1A (Bays 64-70)**

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

Taxiway C (Bays 11-14)

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

Taxiway C (Bays 16-19)

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

Taxiway C (Bays 49, 53, 55)

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

Taxiway C (Bays 57, 59)

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

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

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

DOM2 (Bays 43, 45A)

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

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

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

DOM3 (Bays 32, 34, 36, 38, 40, 42, 44, 44A, F1-F6)**DOM3A (Bays F7-F12)****DOM3B (Bays F13-F16)****DOM4 (Bays 90-94)****DOM5 (All Bays)****DOM6 (Bays 98, 99)**

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

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

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

Remain on TWR frequency until west of TWY S then contact Ground.

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

TAXI

YSSY/SYD

**JEPPESEN SYDNEY, NSW, AUSTRALIA**

6 JUN 14

(10-6A)

-(KINGSFORD SMITH) INTL

STANDARD DOMESTIC TAXI ROUTES**DEPARTURES**

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

****ALL RUNWAY CROSSINGS REQUIRE A SPECIFIC CLEARANCE******B1 Apron (Bays 20-24, 83-85)**

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

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

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

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

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

DOM2 (Bays 43, 45A)

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

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

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

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

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

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

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

YSSY/SYD

 **JEPPESEN** SYDNEY, NSW, AUSTRALIA
4 NOV 16 **10-6B** Eff 10 Nov -(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:

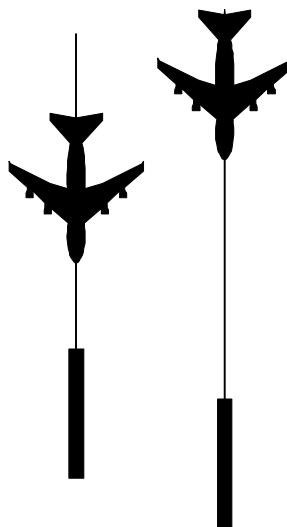
- Report visual and/or the runway in sight as soon as possible.
- Manage speed on base leg to ensure you do not overshoot the centerline.
Standard terminal area speeds apply, 160-185 Kt 10 NM from Threshold and 150-160 Kt 5 NM from Threshold.
- Fly accurate headings when being vectored to final.
- The 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, do not pass through your assigned runway centerline. Commence the turn to enable intercept of the final approach course for the runway assigned, then track the extended centerline of the runway assigned.
- The layout of Sydney aerodrome has shown that wake turbulence encounters are possible even though the required standard is in place.
- The ILS critical area is not protected.

YSSY/SYD

JEPPESEN SYDNEY, NSW, AUSTRALIA
4 NOV 16 **10-6C** Eff 10 Nov -(KINGSFORD SMITH) INTL

INDEPENDENT VISUAL APPROACH

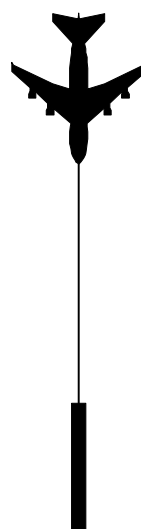
Both these aircraft only have to report visual if on localizer



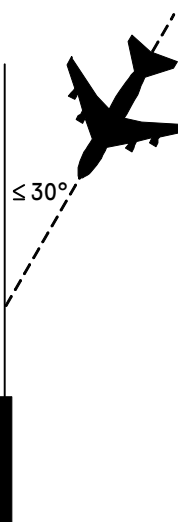
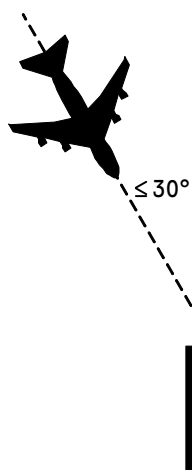
This aircraft must have reported runway in sight.



This aircraft only has to report visual if on localizer



Both aircraft have to report runway in sight.



YSSY/SYD



10 MAR 17

(10-8)

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

**SYDNEY AIRPORT - RUNWAY 16R/34L CONCRETE BLOCK
REPLACEMENT PROJECT
(MOWP 03/16)****ACTUAL DATES AND TIMES OF WORK AND OPERATIONAL RESTRICTIONS
WILL BE ADVISED BY NOTAM.**

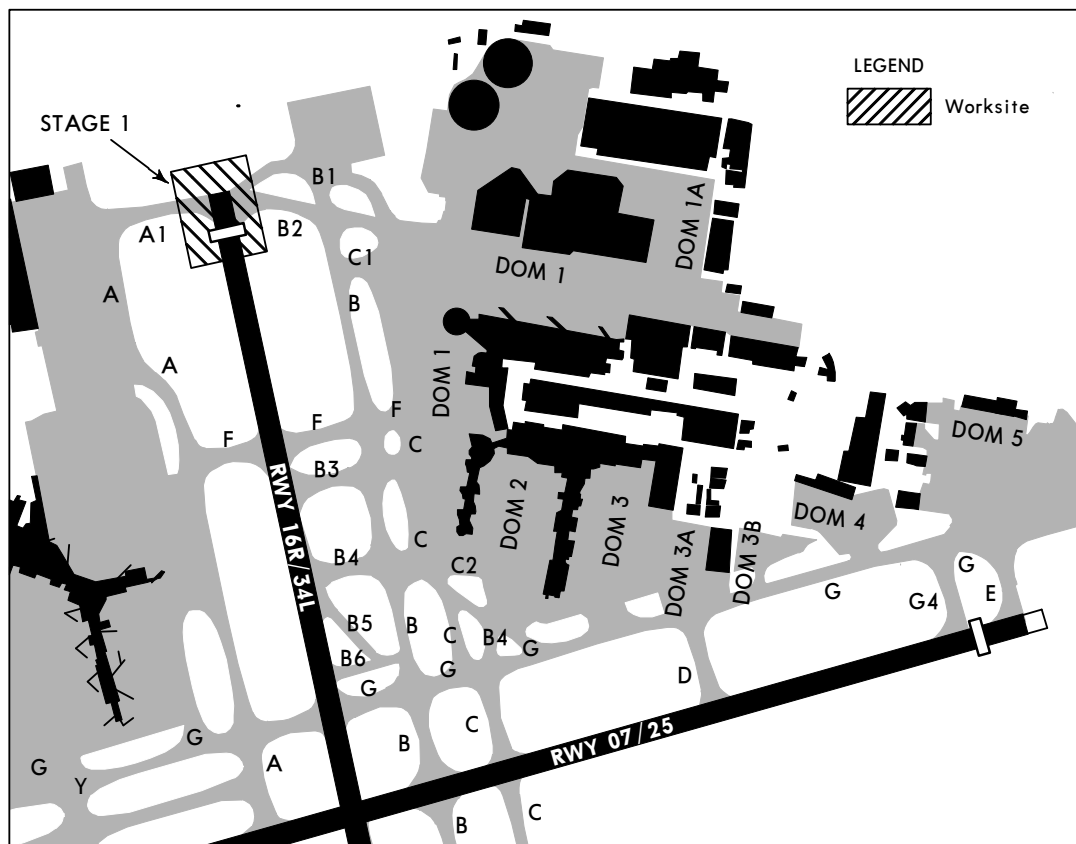
Sydney Airport will be conducting works associated with the removal and subsequent replacement of concrete slabs on the northern end of Runway 16R/34L pavements.

The work is expected to be of approximately fifty-two (52) weeks duration.

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

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

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



YSSY / SYD

**JEPPESEN**

SYDNEY, NSW, AUSTRALIA

10 MAR 17

10-8A

-(KINGSFORD SMITH) INTL

**SYDNEY AIRPORT - RUNWAY 16L/34R AND
ASSOCIATED TAXIWAYS RESHEET
(MOWP 01/16)**

**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.

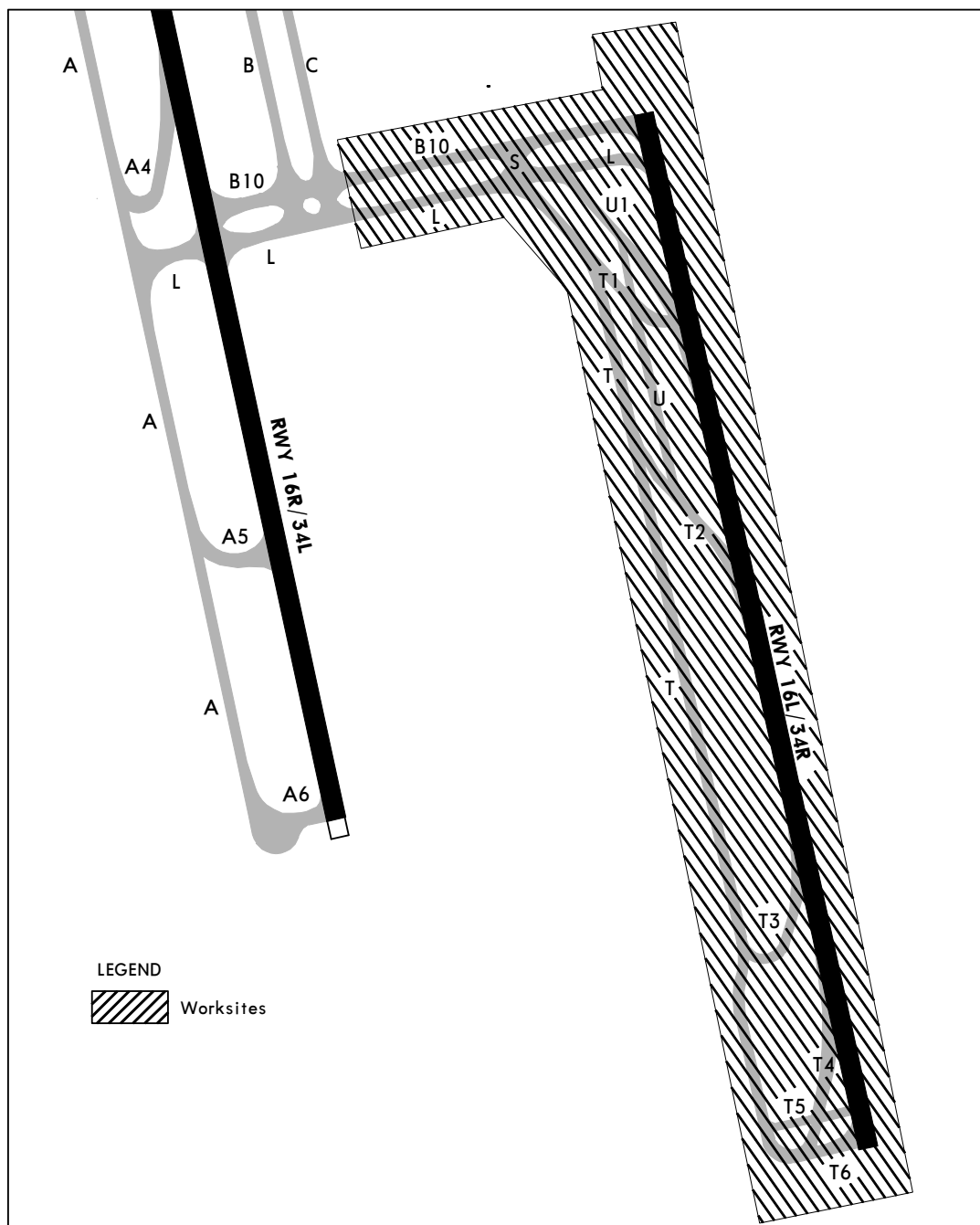
The work will be divided into one stage and will be conducted during curfew hours.

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:

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



YSSY/SYD



JEPPESEN

SYDNEY, NSW, AUSTRALIA

7 APR 17 (10-8B)

-(KINGSFORD SMITH) INTL

**SYDNEY AIRPORT - RUNWAY 34R AIRFIELD
GROUND LIGHTING UPGRADE.
(MOWP 02/16)****ACTUAL DATES AND TIMES OF WORK AND OPERATIONAL RESTRICTIONS
WILL BE ADVISED BY NOTAM.**

Sydney Airport will be conducting works associated with the upgrade of the Runway 34R Airfield Ground Lighting System.

The work is scheduled to commence in March 2017 and is expected to be of approximately nineteen (19) months duration.

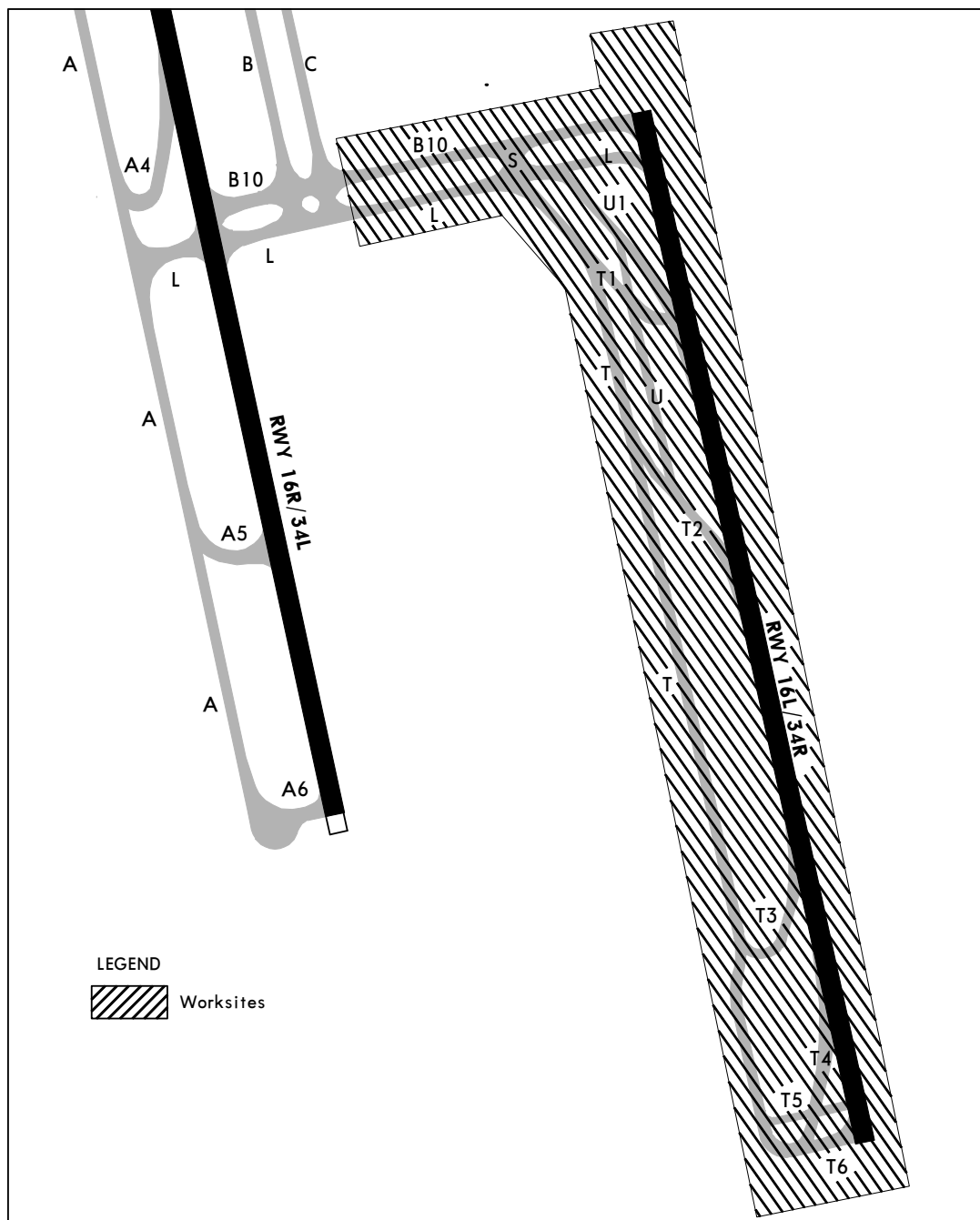
The works will be carried out in one stage and will be conducted during curfew hours.

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/34L 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/SYD



JEPPESEN

SYDNEY, NSW, AUSTRALIA

7 APR 17

10-8C

-(KINGSFORD SMITH) INTL

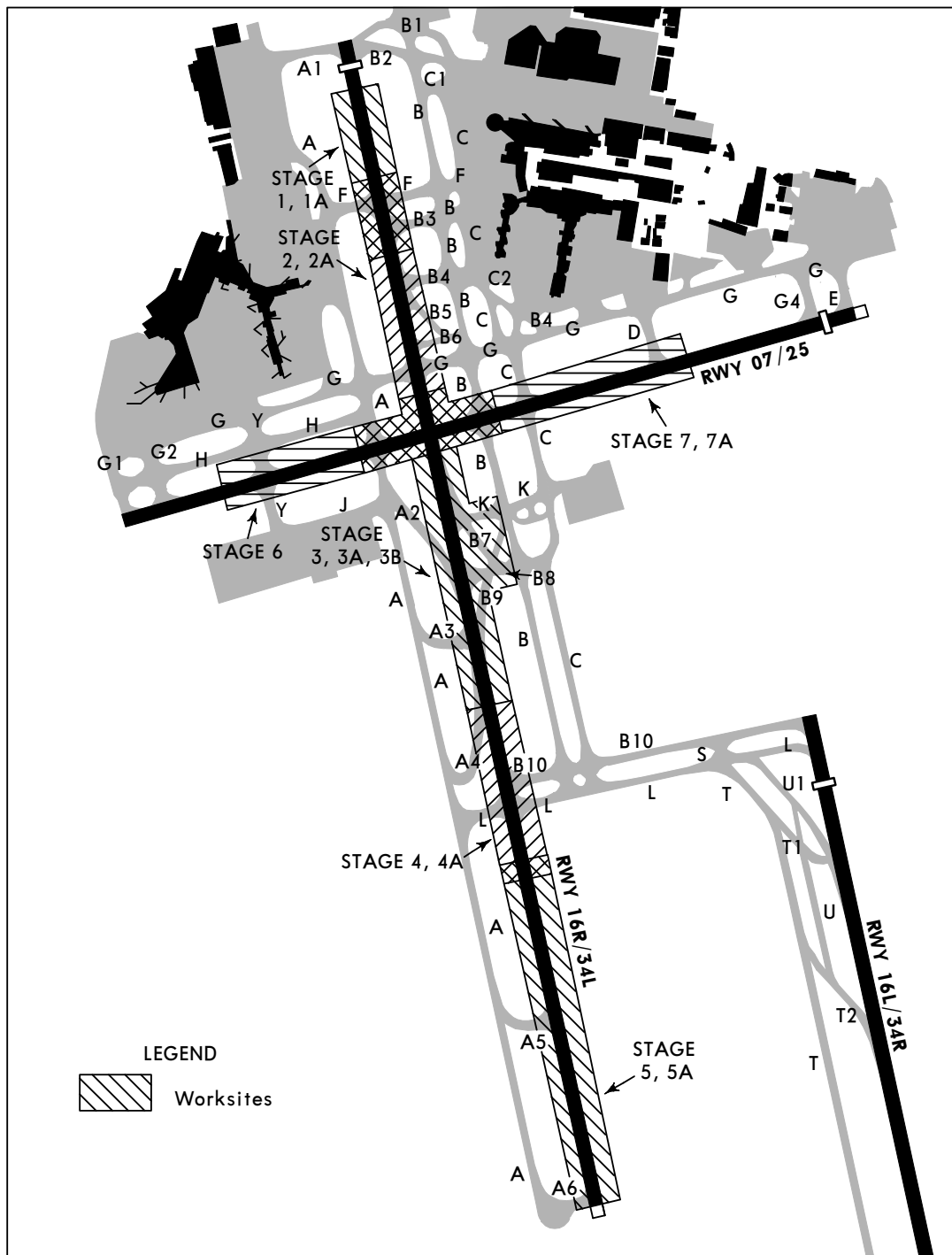
**SYDNEY AIRPORT - RUNWAY 16R/34L AND 07/25 SHOULDER
RESURFACING AND STABILISATION PROJECT.
(MOWP 03/15)****ACTUAL DATES AND TIMES OF WORK AND OPERATIONAL RESTRICTIONS
WILL BE ADVISED BY NOTAM.**

Sydney Airport will be conducting works associated with the runway 16R/34L and 07/25
Shoulder Resurfacing and Stabilisation Works.

Work is scheduled to commence in July 2015 and is expected to be of approximately
twenty-four (24) months duration.

The works will be carried out in fourteen (14) stages and will be conducted during curfew hours.
Runway 16R/34L, 07/25 and associated taxiways will be closed during, and just prior to curfew
hours to facilitate works.

These closures will be notified by Notam.



YSSY/SYD

**JEPPESEN**

7 APR 17

(10-8D)

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

**SYDNEY AIRPORT - RUNWAY 16L HIAL MAINTENANCE
(MOWP 06/15)****ACTUAL DATES AND TIMES OF WORK AND OPERATIONAL RESTRICTIONS
WILL BE ADVISED BY NOTAM.**

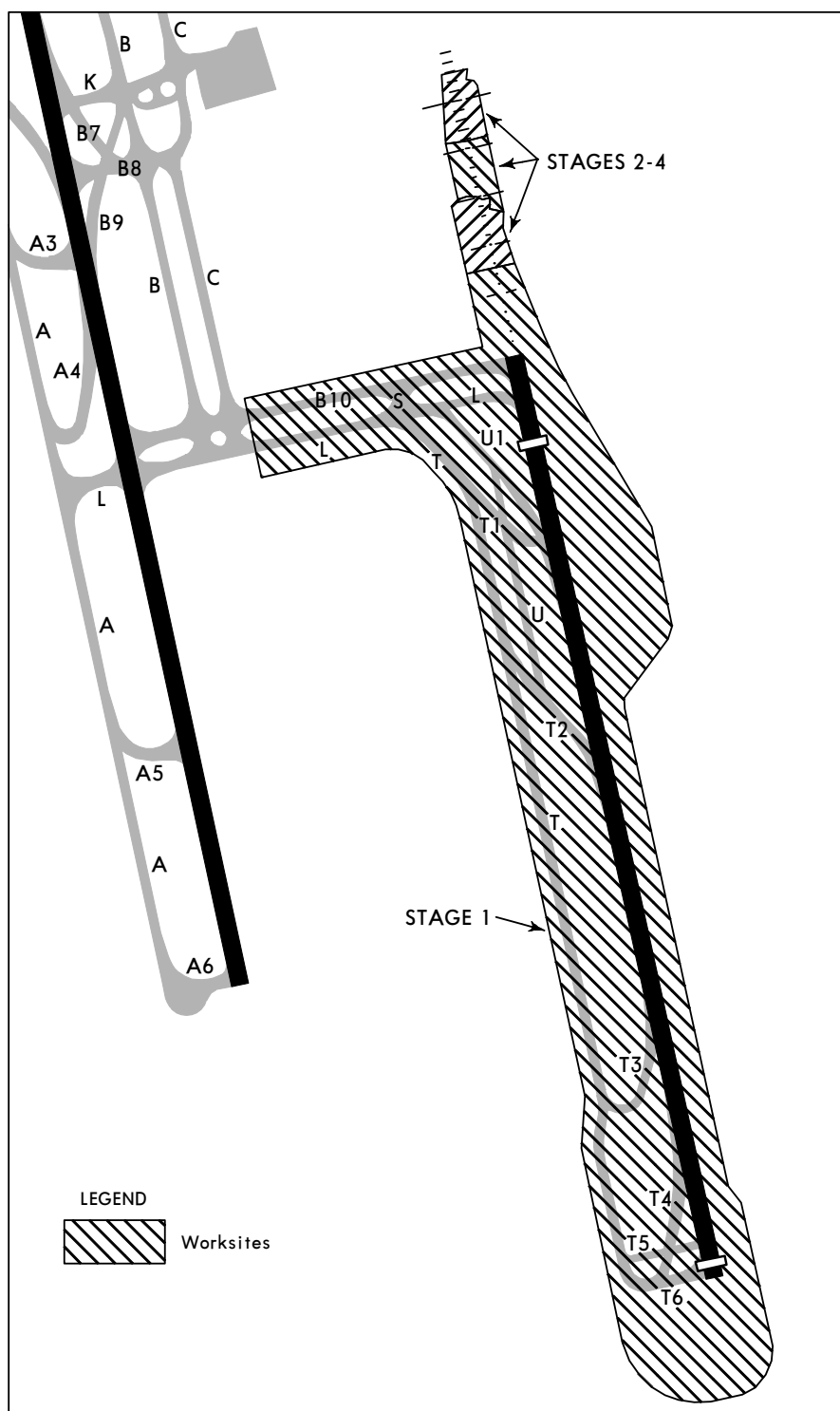
Sydney Airport will be conducting works associated with the maintenance of the High Intensity Approach Light (HIAL) System for Runway 16L.

The work is expected to be of approximately 23 months duration.

Each stage of work may be required to be accessed multiple times during the works. In general each stage of work will be of 1 to 30 days duration.

The works will be carried out in four (4) stages.

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



YSSY/SYD

**JEPPESEN**

SYDNEY, NSW, AUSTRALIA

7 APR 17

10-8E

-(KINGSFORD SMITH) INTL

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

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

Work is scheduled to commence in March 2017 and is expected to be of approximately ten (10) months duration.

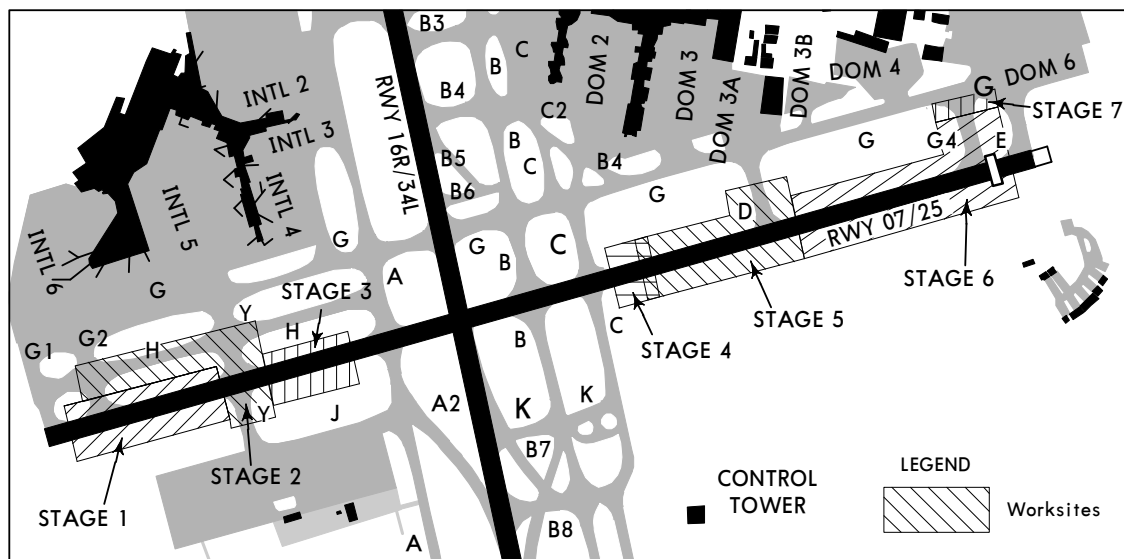
Each stage of work may be required to be accessed multiple times during the works. In general each stage of work will be of 1 to 20 days duration.

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

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

Stage Restrictions:

- a. Stages 1, 2, 5 & 6 will require parts of Taxiway/s to be temporarily closed to facilitate works. These stages will require a NOTAM.
- b. Stages 1, 2, 3, 5 & 6 will require Runway 07/25 to be temporarily closed to facilitate works. These stages will require a NOTAM.
- c. Stages 2 and 4 will be carried out during curfew hours.
- d. Stage 7 will be carried out during curfew hours, and on the basis of 5 minute recall for the works party.
- e. During WestConnex closure period of RWY 07/25, Stages 1, 3, 5 & 6 will be available for works from 1200 hrs until 0600 the following day.
- f. Outside of the WestConnex closure period, all works will be carried out during curfew.



YSSY/SYD



21 APR 17

10-8F

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

**SYDNEY AIRPORT - T1 to T2 REDUNDANT FIBRE LINK INSTALLATION
(MOWP 17/002)****ACTUAL DATES AND TIMES OF WORK AND OPERATIONAL RESTRICTIONS
WILL BE ADVISED BY NOTAM.**

Work is scheduled to commence in April 2017 and is expected to be of approximately twelve (12) weeks duration.

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

AIRPORT OPERATIONS

The work will be covered by two stages and will be conducted during curfew hours. Section of Runway 16R/34L and Taxiways will be closed during curfew hours to facilitate works. These closures will be notified by NOTAM.

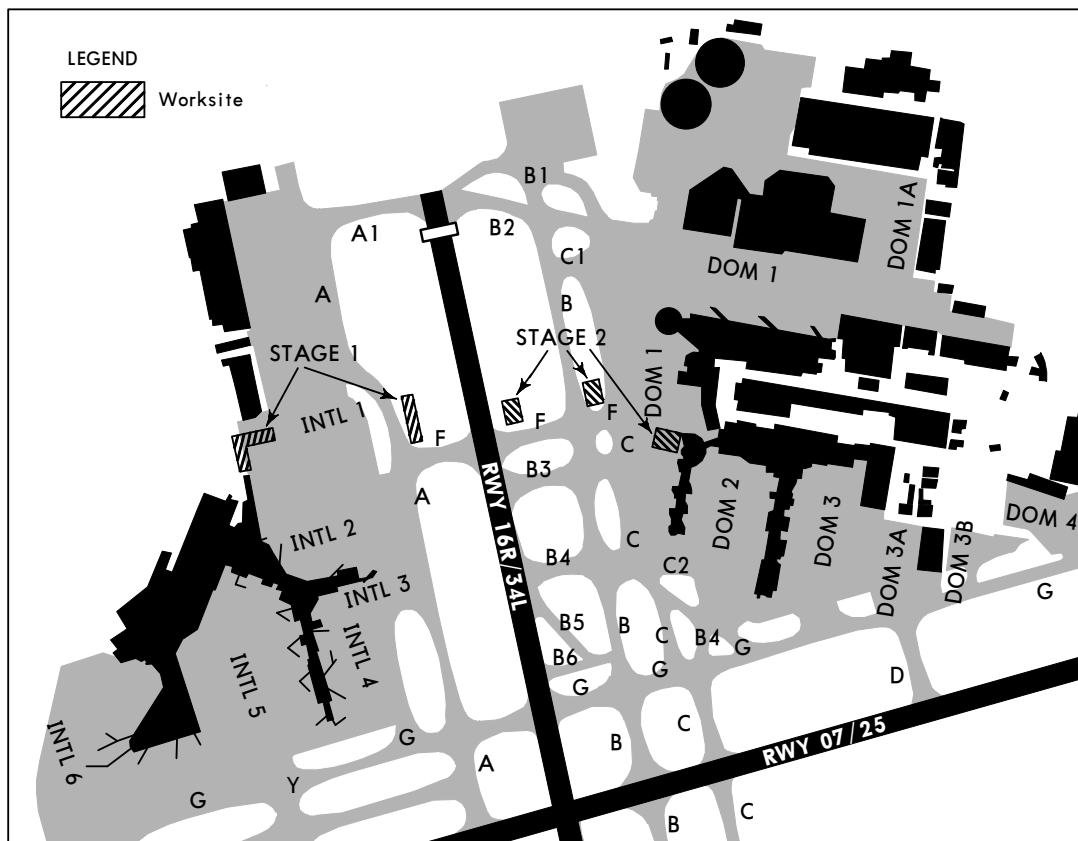
Hours of Work

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

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

Specific Stage Restrictions

- Stages 1 & 2 will require part of Runway 16R/34L to be temporarily closed to facilitate works. These stages will require a NOTAM and will be carried out during curfew.
- Stages 1 & 2 will require parts of Taxiways to be restricted to facilitate works. These stages will require a NOTAM and will be carried out during curfew.
- Stage 1 will require Bay 8 to be closed and free of aircraft to facilitate works.
- Stage 2 will require Bay 49 to be closed and free of aircraft to facilitate works.



YSSY/SYD

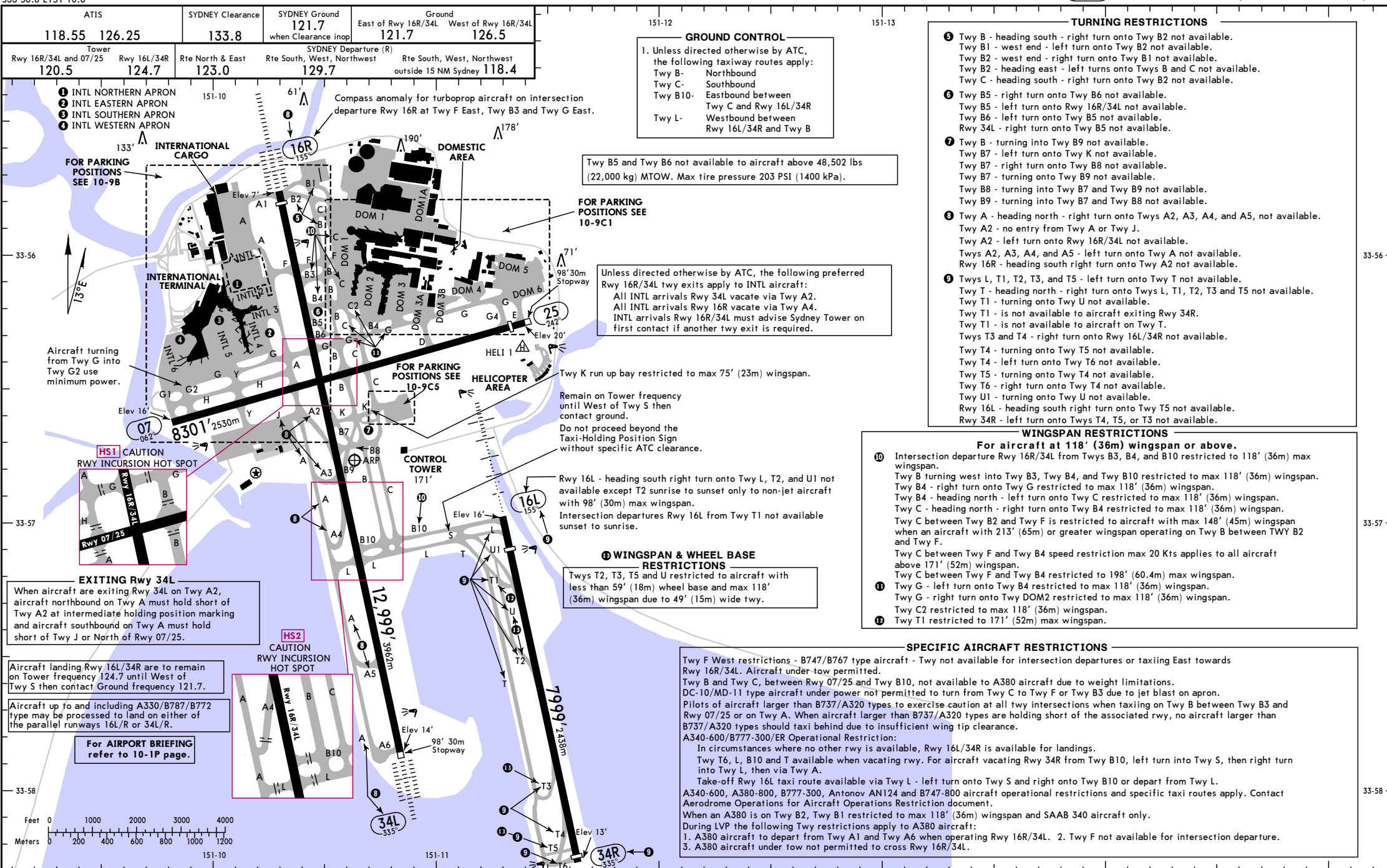
Apt Elev 21'
533 56.8 E151 10.6

JEPPESEN

SYDNEY, NSW, AUSTRALIA

24 MAR 17 10-9

-(KINGSFORD SMITH) INT



YSSY/SYD

24 MAR 17 **10-9A**

SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL

GENERAL

CAUTION: Birds in vicinity of airport.

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

To prevent jet blast issues on opposite aircraft parking bays where visual docking guidance system or marshaller is not available, aircraft must hold on the Taxiway/Taxilane until visual docking guidance system or marshaller is available before proceeding onto bay.

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 taxilane 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.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
07	① HIRL ① REIL ① PAPI (angle 3.0°, MEHT 64')	RVR		7240' 2207m	②	148' 45m
25	① HIRL ① PAPI (angle 3.0°, MEHT 64') grooved	RVR	7969' 2429m	7097' 2163m		

① Standby power available.

16R	③ HIRL ④ CL HIALS TDZ ⑤ PAPI	grooved RVR	12,720' 3877m	11,765' 3586m	②	148' 45m
34L				12,034' 3668m		

③ Standby power available.

④ 15M spacing.

⑤ (angle 3.0°, MEHT 64')

16L	HIRL ⑦ CL HIALS PAPI (angle 3.0°, MEHT 53') RVR	7241' 2207m	6217' 1895m	②	148' 45m
34R	HIRL ⑦ CL REIL PAPI (angle 3.0°, MEHT 53') RVR	7874' 2400m	6851' 2088m		

⑥ Standby power available.

⑦ 30M spacing.

⑧ TAKE-OFF RUN AVAILABLE

RWY 07:

From rwy head	8,301'	2530m
Twy A	5466'	1666m
Twy B	4265'	1300m
Twy C	3760'	1146m
Twy G2	7864'	2397m
Twy Y	6735'	2053m

RWY 16R:

From rwy head	12,999'	3962m
Twy A3	6335'	1931m
Twy B10	4721'	1439m
Twy B3	10925'	3330m
Twy B4	10298'	3139m
Twy B6	9600'	2926m
Twy B8	7027'	2142m
Twy F	11240'	3426m
Twy G	9347'	2849m
Twy L	4459'	1359m

RWY 34L:

From rwy head	12,999'	3962m
Twy A5	10997'	3352m
Twy B10	8353'	2546m
Twy B6	3474'	1059m
Twy B8	6043'	1842m
Twy G	3724'	1135m
Twy K	5453'	1662m
Twy L	8615'	2626m

RWY 25:

From rwy head	8,301'	2530m
Twy B	4114'	1254m
Twy C	4613'	1406m
Twy D	6119'	1865m
Twy G4	7854'	2394m

RWY 16L:

From rwy head	7,999'	2438m
Twy L	7470'	2277m

RWY 34R:

From rwy head	7,999'	2438m
Twy T3	5302'	1616m
Twy T5	7749'	2362m

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 desired, advise tower on first contact.

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

RWY	AIRCRAFT TYPE	Preferred TWY Exits	LED
07	Non jet	B	4111' 1253m
	Jet except A388, B748, A346, B773	D	6119' 1865m
	A388, B748, A346, B773	G4	7897' 2407m
16L	Non jet	⑨ T3	5272' 1607m
	Jet	⑨ ⑧ T3	5272' 1607m
	Jet	T4	6444' 1964m
16R	Domestic Terminal - All aircraft types	⑩ B7	5079' 1548m
	International Terminal - All aircraft types	A4	7310' 2228m
25	Non jet	B	3934' 1199m
	Jet	Y	6404' 1952m
34L	Domestic Terminal - All aircraft types	B9	6522' 1988m
	International Terminal - All aircraft types	A2	7169' 2185m
34R	Non jet	③ T2	4498' 1371m
	Jet	U1	6430' 1960m

⑧ Twys T2 and T3 restricted to aircraft with less than 59' (18m) wheel base and max 118' (36m) wingspan due to 49' (15m) wide twy.

⑨ Less than 59' (18m) wheel base and max 118' (36m) wingspan.

⑩ Non jet aircraft preferring to vacate North of Twy B7 must advise Tower prior to receiving a landing clearance.

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

① TAKE-OFF

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

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

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

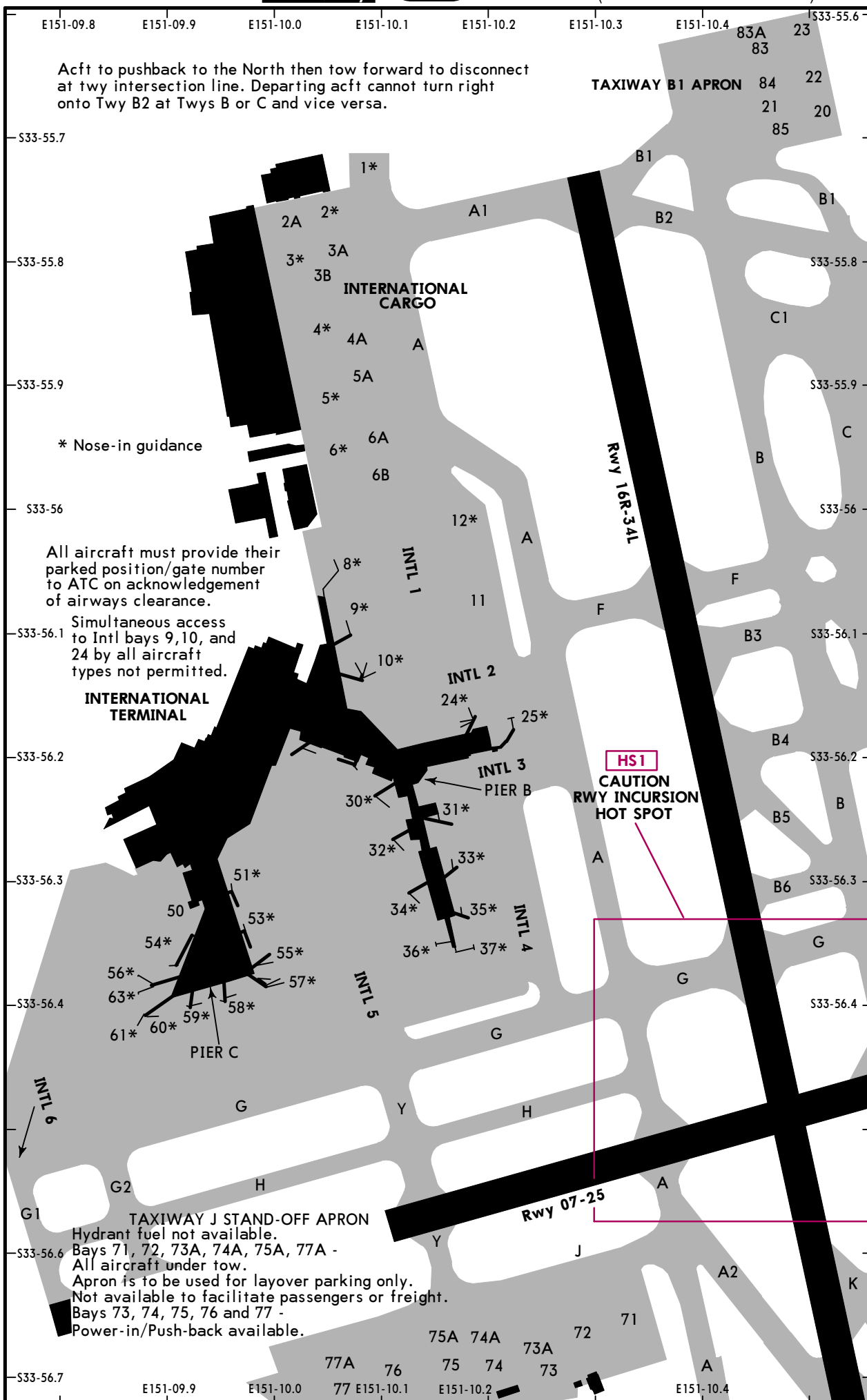
② Not applicable to all LOC/DME procedures except LOC/DME Rwy 16L, LOC/DME 16R and LOC/DME Rwy 34L.

YSSY/SYD

20 MAY 16
Eff 26 May

(10-9B)

SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL



YSSY/SYD


JEPPesen
 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

14 AUG 15

JEPPESEN

SYDNEY, NSW, AUSTRALIA

14 AUG 15 (10-9C-1)

Eff 20 Aug

- (KINGSFORD SMITH) INTL



CHANGES: Bay 49A deleted.

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YSSY/SYD

14 AUG 15

**JEPPesen**

SYDNEY, NSW, AUSTRALIA

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.

YSSY/SYD

 **JEPPesen**
29 AUG 14 (10-9C-3)

SYDNEY, NSW, AUSTRALIA

-(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.

YSSY/SYD


JEPPesen
29 AUG 14 (10-9C-4)

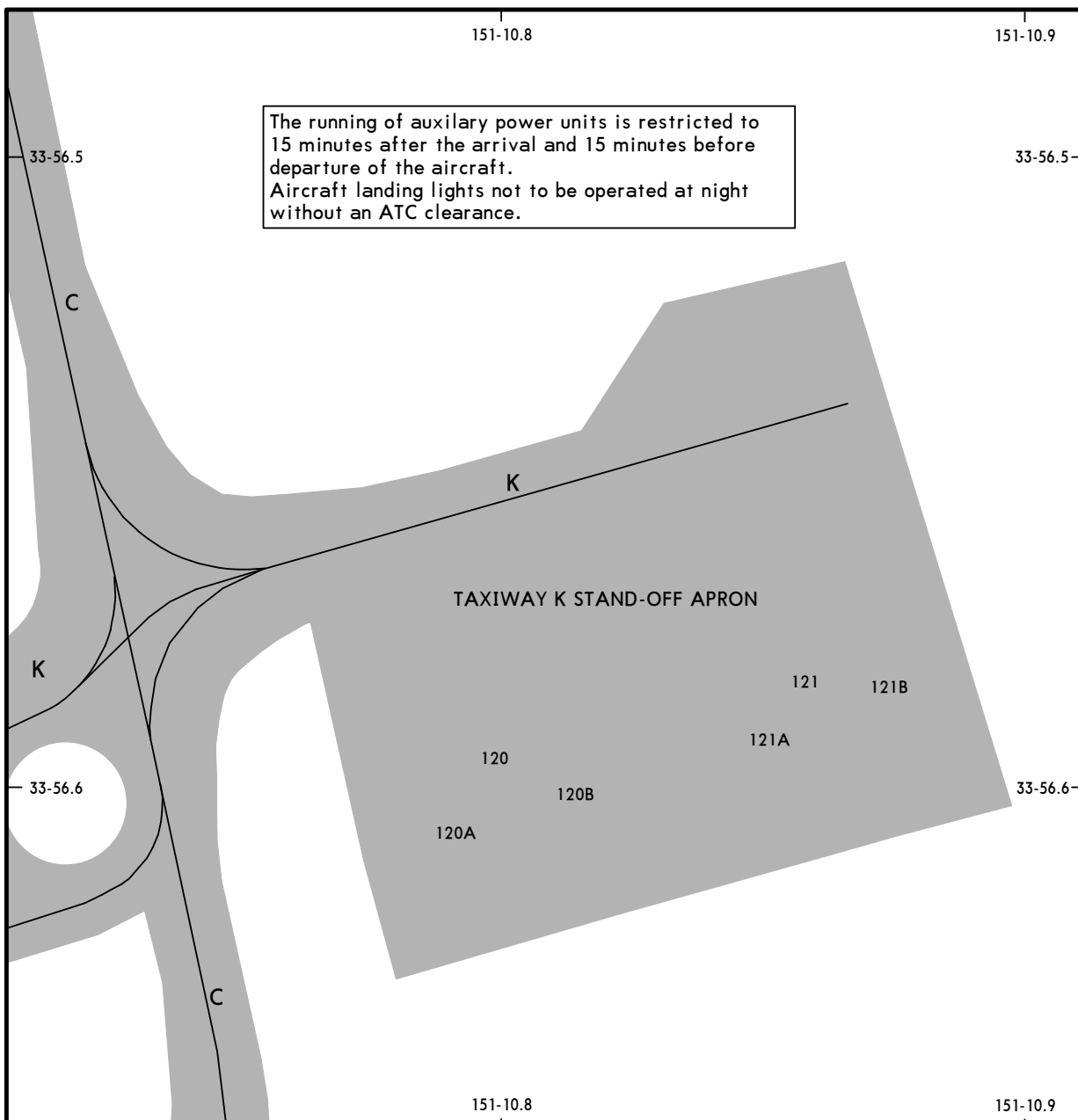
SYDNEY, NSW, AUSTRALIA
 -(KINGSFORD SMITH) INTL
DOMESTIC APRON PARKING BAY INFORMATION

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	MARSHALLED
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

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

DEPARTURES

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

- a. Intersection departures by jet aircraft on Rwy 34L are NOT PERMITTED 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:

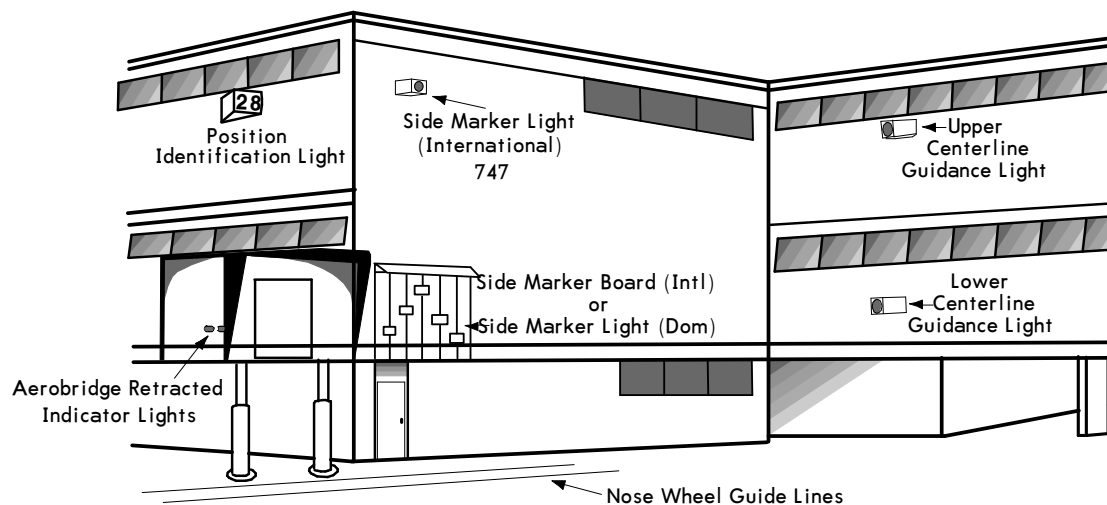
1. Aircraft which operationally require use of either Rwy 16R/34L or Rwy 07/25 must notify ATC at Clearance Delivery stage.
2. Departure aircraft up to and including A330/B787/B772 type may request or be offered departure from Rwy 16L/34R at clearance delivery stage.
3. Jet departures to the South may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

YSSY/SYD**JEPPESEN**
12 AUG 16
Eff 18 Aug (10-9E)**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.

- Position Identification Light
- Aerobridge Retracted Indicator
- Centerline Guidance Light
- Side Marker Board
- 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:

- Some International docking positions are not equipped for wide body aircraft and hence only the Lower Centerline Guidance light is provided.
- Heights of the Centerline Guidance Lights are:
 - Lower: up to 5M
 - Intermediate: 5M to 7.5M
 - 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:

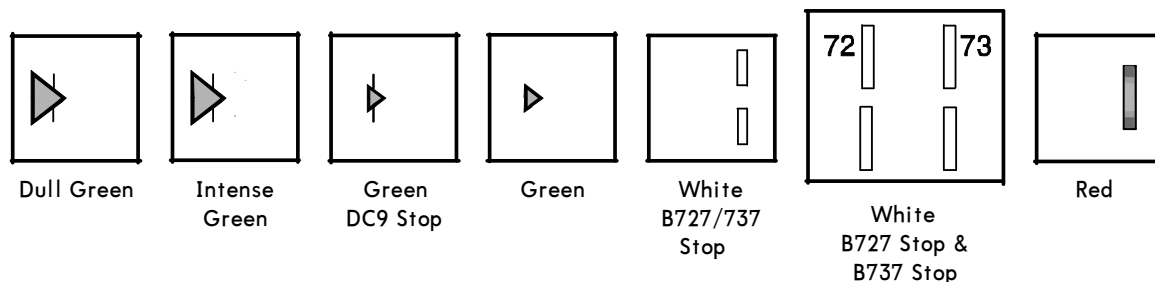
- The Position Identification Light indicates the number of the docking position and has white numerals on a black background outlined in green neon tubing at night.
- The Aerobridge Retracted Indicator consists of two lights. The green light indicates the Aerobridge is in the fully retracted position. 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

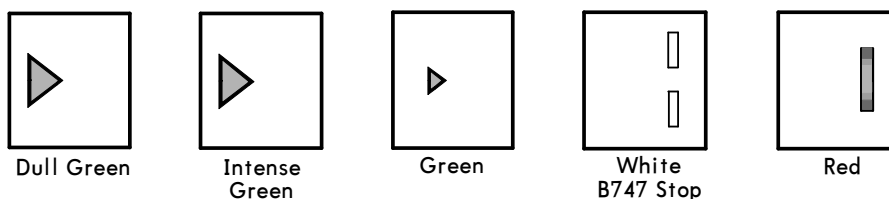
- The slats on the Side Marker Board indicate the stopping position for each type of aircraft. Approaching the position, the slat will show GREEN; at the stopping position, the slat will show BLACK; and beyond that position RED.
- There are two Side Marker Light systems that indicate the stopping position.

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.

YSSY/SYD

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

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.

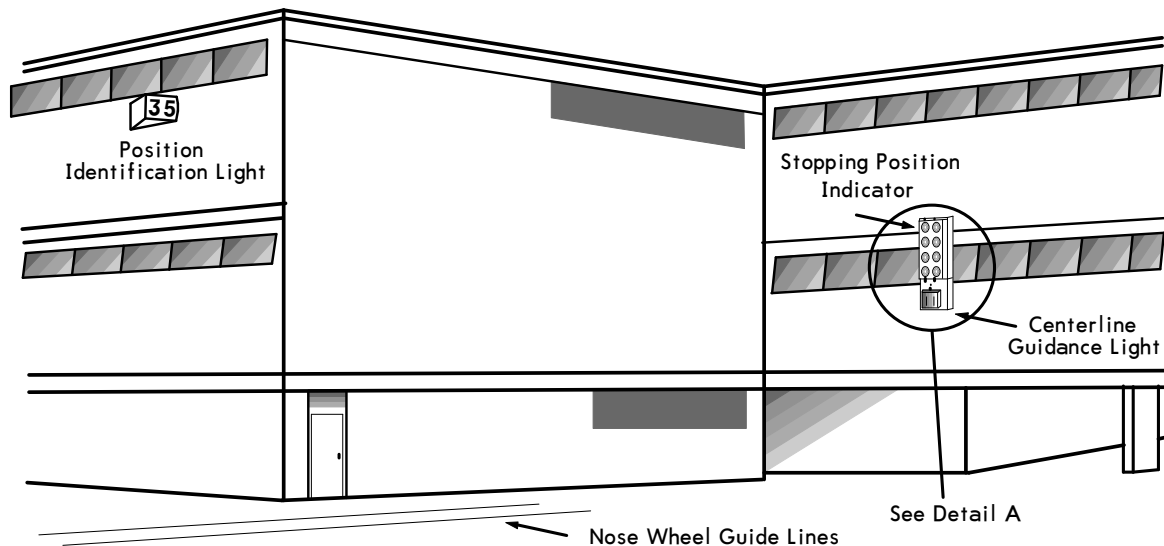
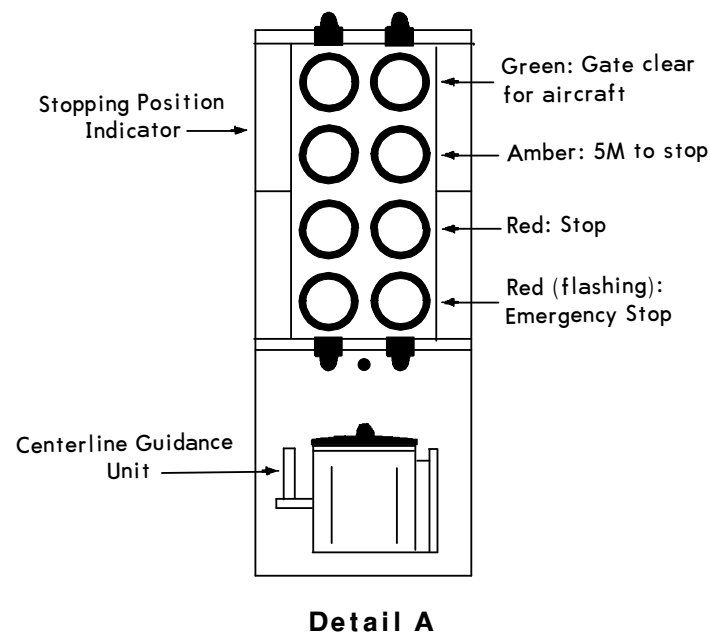


Figure 1 - Visual Docking Guidance System



YSSY/SYD

JEPPESEN
6 JUN 14 (10-9H)

SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL

VISUAL DOCKING GUIDANCE SYSTEMS

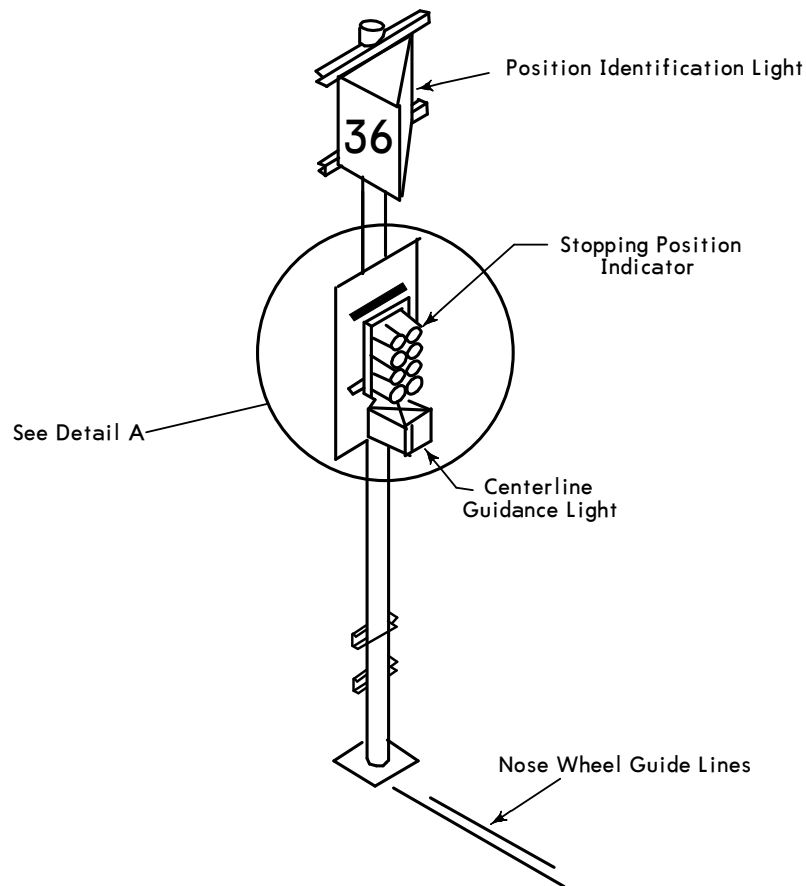
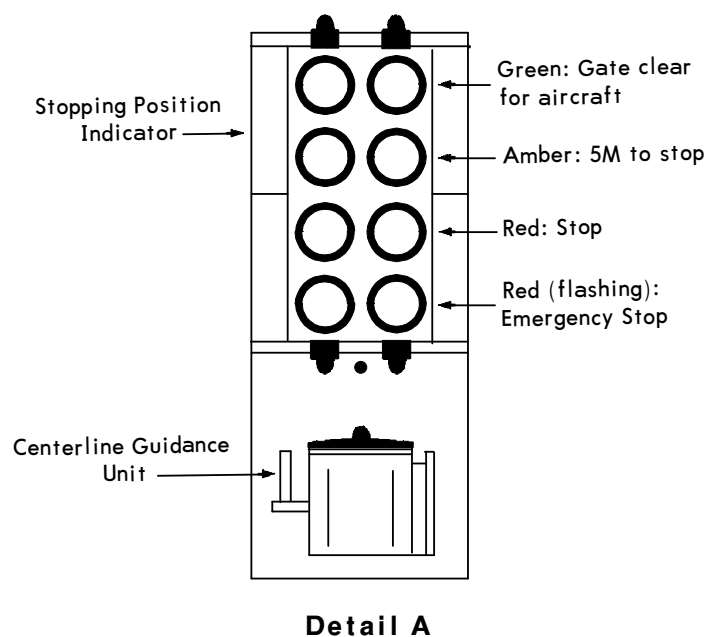


Figure 2 - Visual Docking Guidance System



YSSY/SYD

 **JEPPESEN**
6 JUN 14 (10-9J)**SYDNEY, NSW, AUSTRALIA**
- (KINGSFORD SMITH) INTL**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	

YSSY/SYD

JEPPESEN
20 NOV 15 (10-9K)SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL**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:

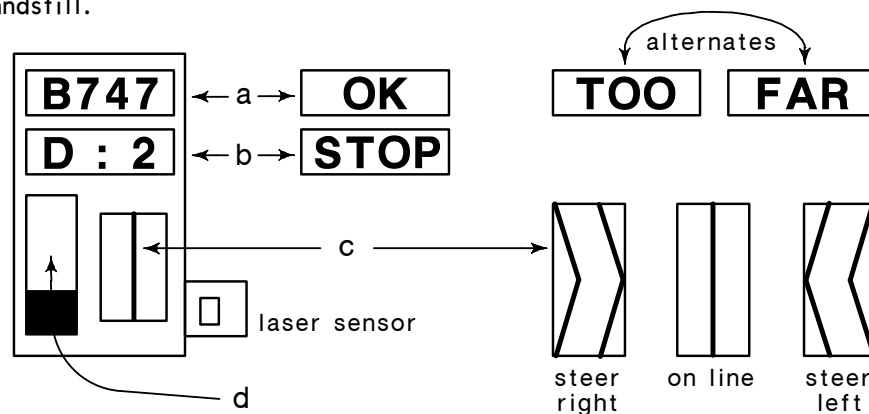
The APIS is based on a centerline guidance sub-display. The steering and stop indication is provided from a display unit mounted on a pole in front of the cockpit in line with the left hand pilot seat. The parking bay position identification is mounted on top of the guidance pole.

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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20 NOV 15 (10-9L)**SYDNEY, NSW, AUSTRALIA**

-(KINGSFORD SMITH) INTL

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

YSSY/SYD **JEPPESEN**
6 JUN 14 (10-9M)**SYDNEY, NSW, AUSTRALIA**
-(KINGSFORD SMITH) INTL**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 overshoot the position, TOO FAR will be displayed.
- m. When ground engineers have placed the chocks at the nosewheel, they will manually change the display to CHOCK ON.
- 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.*

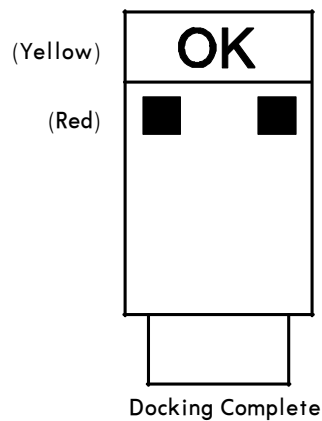
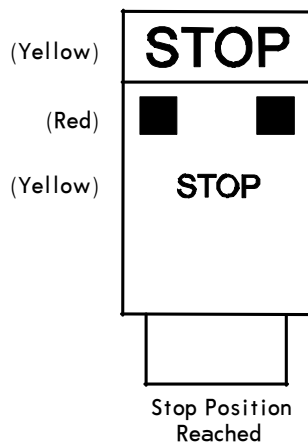
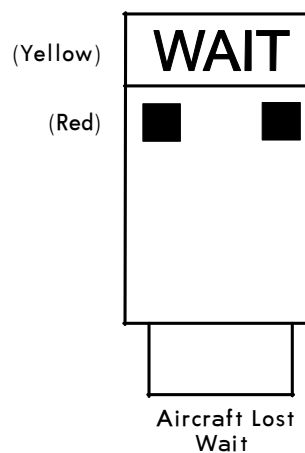
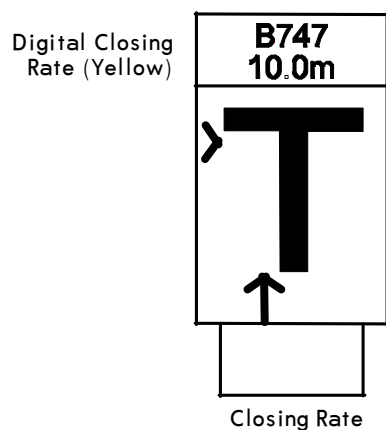
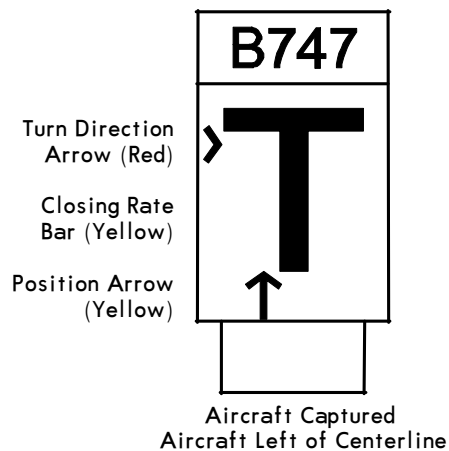
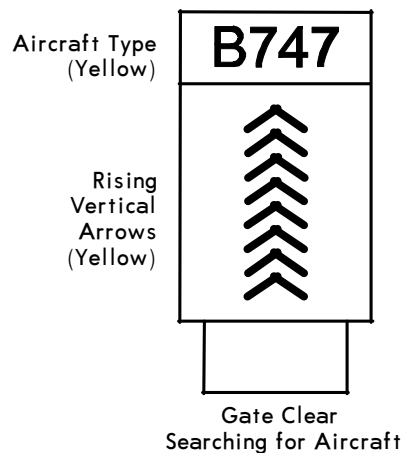
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JEPPESEN
6 JUN 14 (10-9N)

SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL

VISUAL DOCKING GUIDANCE SYSTEMS

Safegate Docking Guidance System



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12 AUG 16

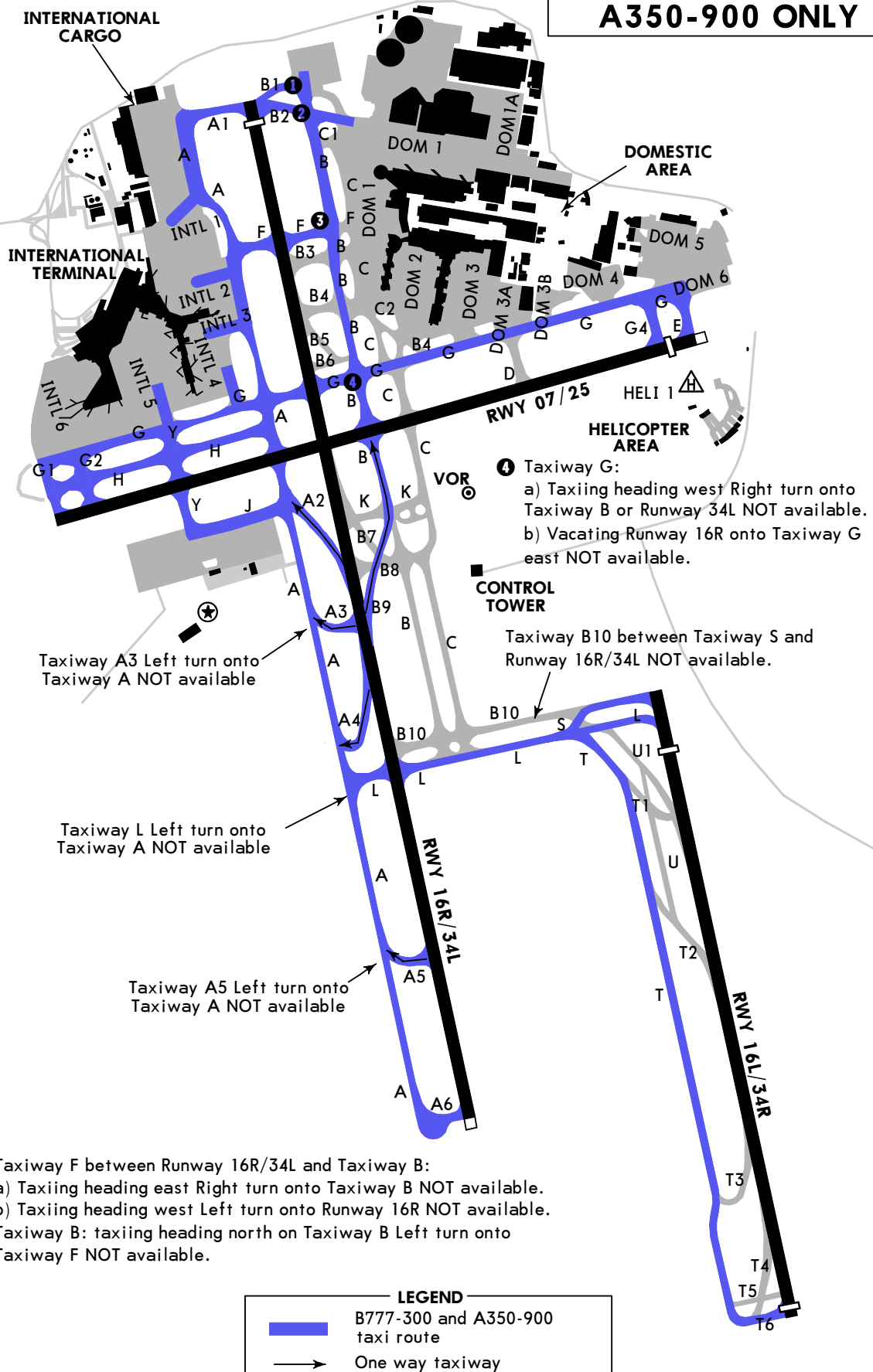
10-9R1

JEPPESEN

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

- ❶ Taxiway B: Taxiing north on Taxiway B Left turn onto Taxiway B1 NOT available.
Taxiway B1 heading east Right turn onto Taxiway B NOT available.
- ❷ Taxiway B: Taxiing south on Taxiway B Right turn onto Taxiway B2 NOT available.
Taxiway B2 heading east Left turn onto Taxiway B NOT available.

**FOR B777-300 and
A350-900 ONLY**

YSSY/SYD

**JEPPESEN**

4 NOV 16

(11-0)**Eff 10 Nov****SYDNEY, NSW, AUSTRALIA****-(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.

APPROACH START ALTITUDES - RUNWAY 16R AND RUNWAY 34R

Pilots should expect to reach the procedure initial approach altitude prior to intercepting the localiser.

Runway 16R - expect to reach 3000' prior to turning base or approx 18 NM to touchdown.

Runway 34R - expect to reach 2000' prior to turning base or approx 15 NM to touchdown.

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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- (KINGSFORD SMITH) INTL




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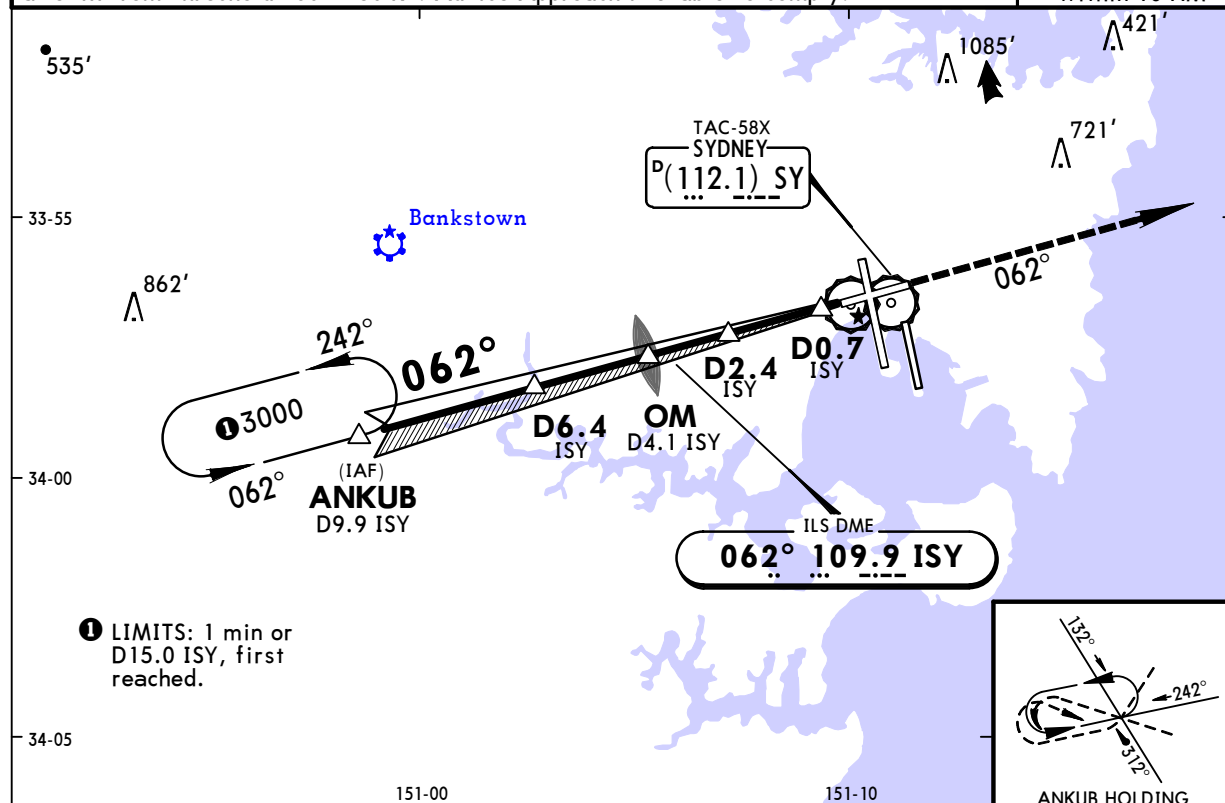
4 NOV 16
Eff 10 Nov

(11-1)

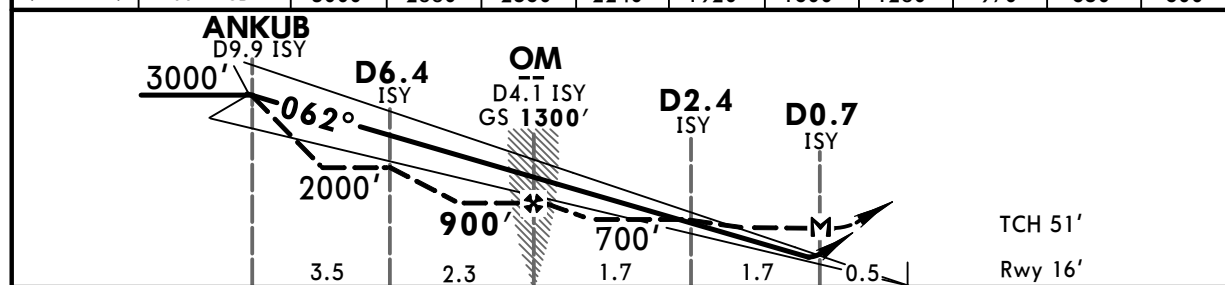
SYDNEY, NSW, AUSTRALIA

ILS-Z' or LOC-Z Rwy 07

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			Ground		
Rwy 16R/34L & 07/25	120.5	Rwy 16L/34R	124.7	West of Rwy 16R/34L	126.5
				East of Rwy 16R/34L	121.7
LOC ISY 109.9	Final Apch Crs 062°	GS OM 1300' (1284')	ILS DA(H) 270' (254')	Apt Elev 21' Rwy 16'	 2700'
MISSED APCH: Track 062°. Climb to 2000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. ISY DME REQUIRED (LOC Only). 2. ATC Approach Speeds: At ANKUB 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply.					
					MSA ARP 2100' within 10 NM



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



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

STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND	
ILS DA(H) 270' (254')		LOC (GS out) DME MDA(H) 600' (584')	
A	1.5 km	3.3 km	Max Kts. _____ MDA(H) _____
B			100 710' (689') - 2.4 km
C			135 1000' (979') - 4.0 km
D			180 1000' (979') - 5.0 km
			205

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

YSSY / SYD

-(KINGSFORD SMITH) INTL

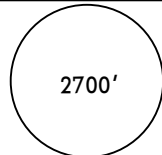
JEP
4 NOV 16
Eff 10 Nov

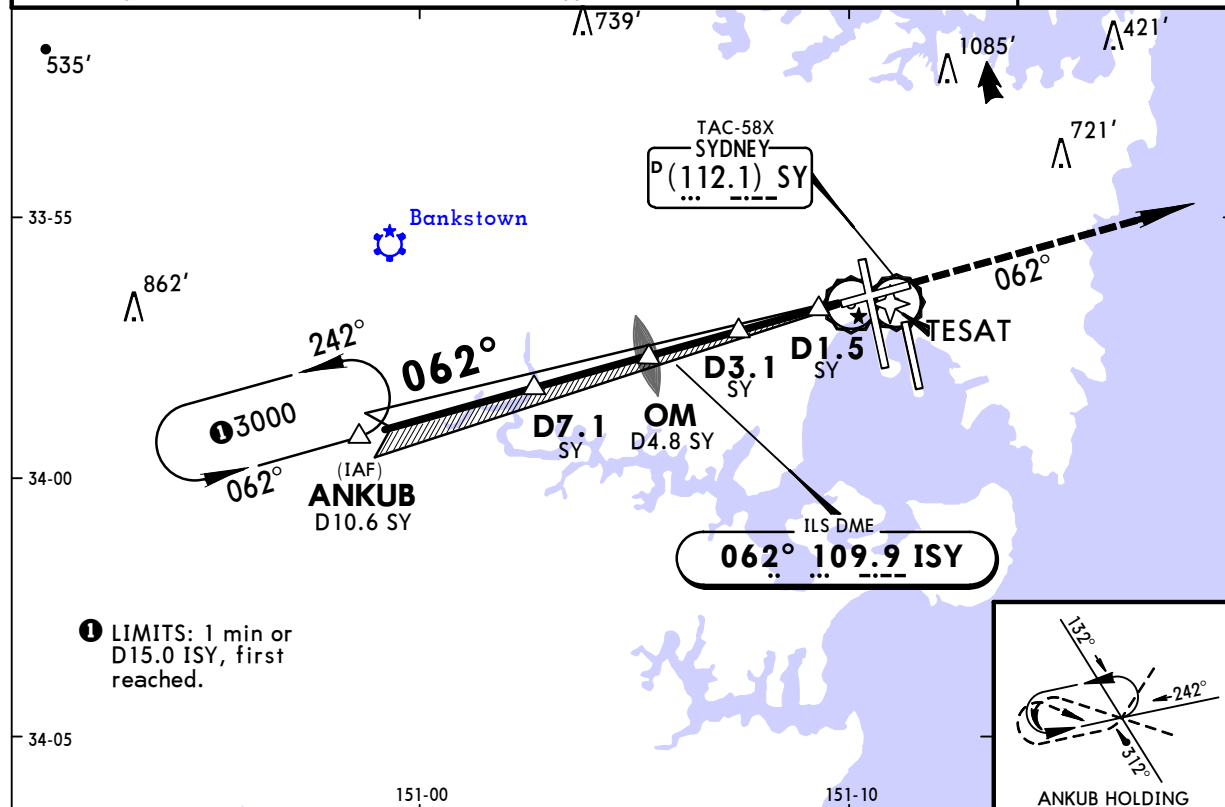
4 NOV 16

11-2

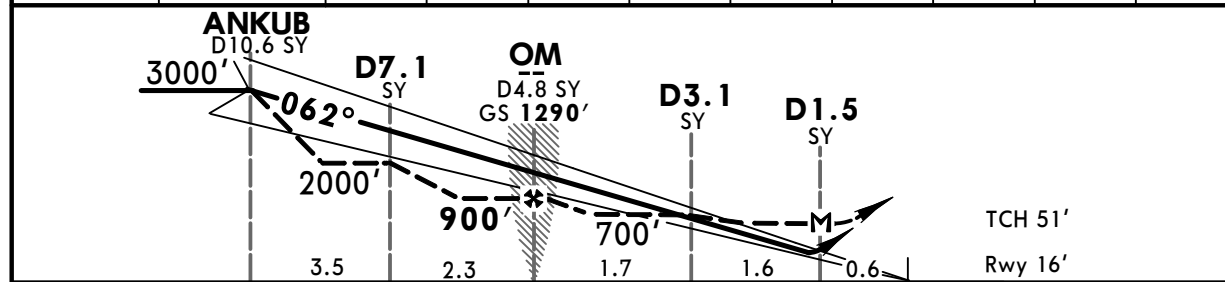
JEPPESSEN SYDNEY, NSW, AUSTRALIA
4 NOV 16 (11-2) ILS-Y or LOC-Y Rwy 07
Eff 10 Nov

ILS-Y or LOC-Y Rwy 07


ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			Ground		
Rwy 16R/34L & 07/25	120.5	Rwy 16L/34R	124.7	West of Rwy 16R/34L	126.5
				East of Rwy 16R/34L	121.7
LOC ISY	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 21'	
109.9	062°	1290' (1274')	270' (254')	Rwy 16'	
MISSED APCH: Track 062°. Climb to 2000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. SY DME REQUIRED (LOC Only). 2. 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.					MSA ARP 2100' within 10 NM



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'



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

CHANGES: ATIS.

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YSSY/SYD

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4 NOV 16
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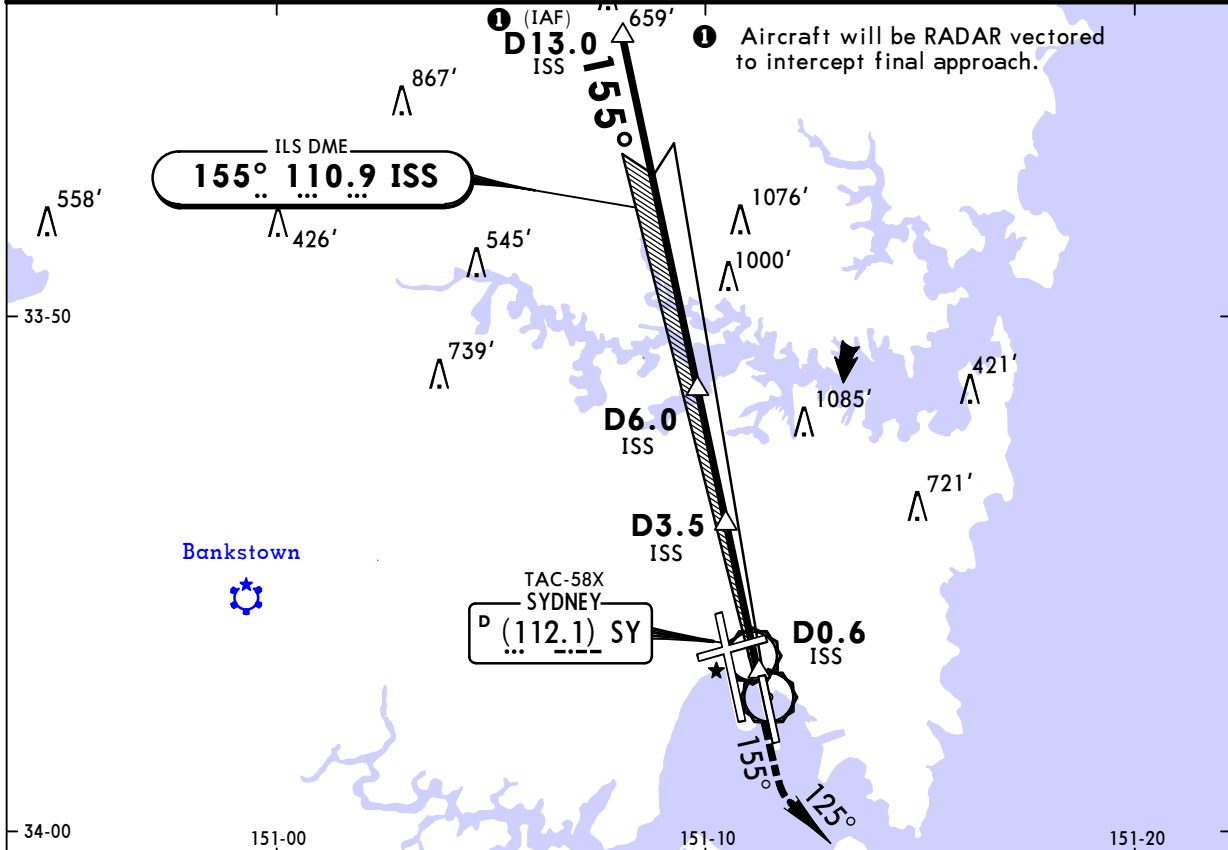
(11-3)

SYDNEY, NSW, AUSTRALIA

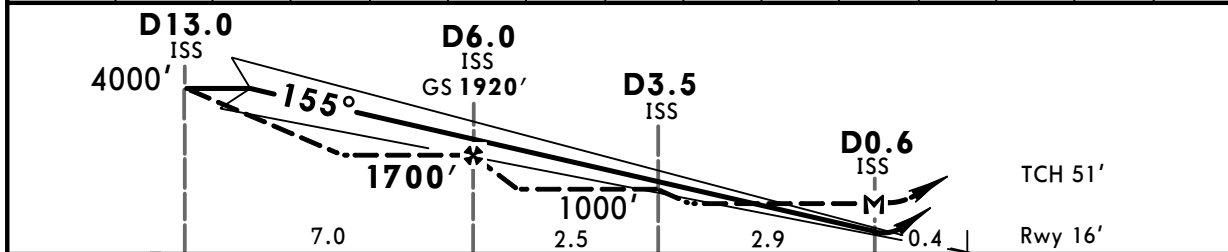
ILS-Z or LOC-Z Rwy 16L

BRIEFING STRIP™

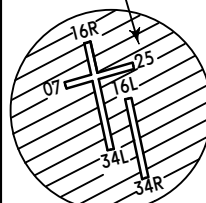
ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower Rwy 16L/34R 124.7 Rwy 16R/34L & 07/25 120.5			Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7		
LOC ISS 110.9	Final Apch Crs 155°	GS D6.0 ISS 1920' (1904')	ILS DA(H) 220' (204')	Apt Elev 21' Rwy 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. 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 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	<div>HIALS</div> <div>PAPI</div> <div>PAPI</div> <div>155°</div>	<div>MANDATORY</div> <div>600'</div> <div>↑</div>	<div>125°</div> <div>LT</div> <div>↑</div>	<div>3000'</div> <div>↑</div>	
GS	3.00°	372	478	531	637	743					849
MAP at D0.6 ISS											

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

PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL

4 NOV 16

(11-4)

Eff 10 Nov

SYDNEY, NSW, AUSTRALIA

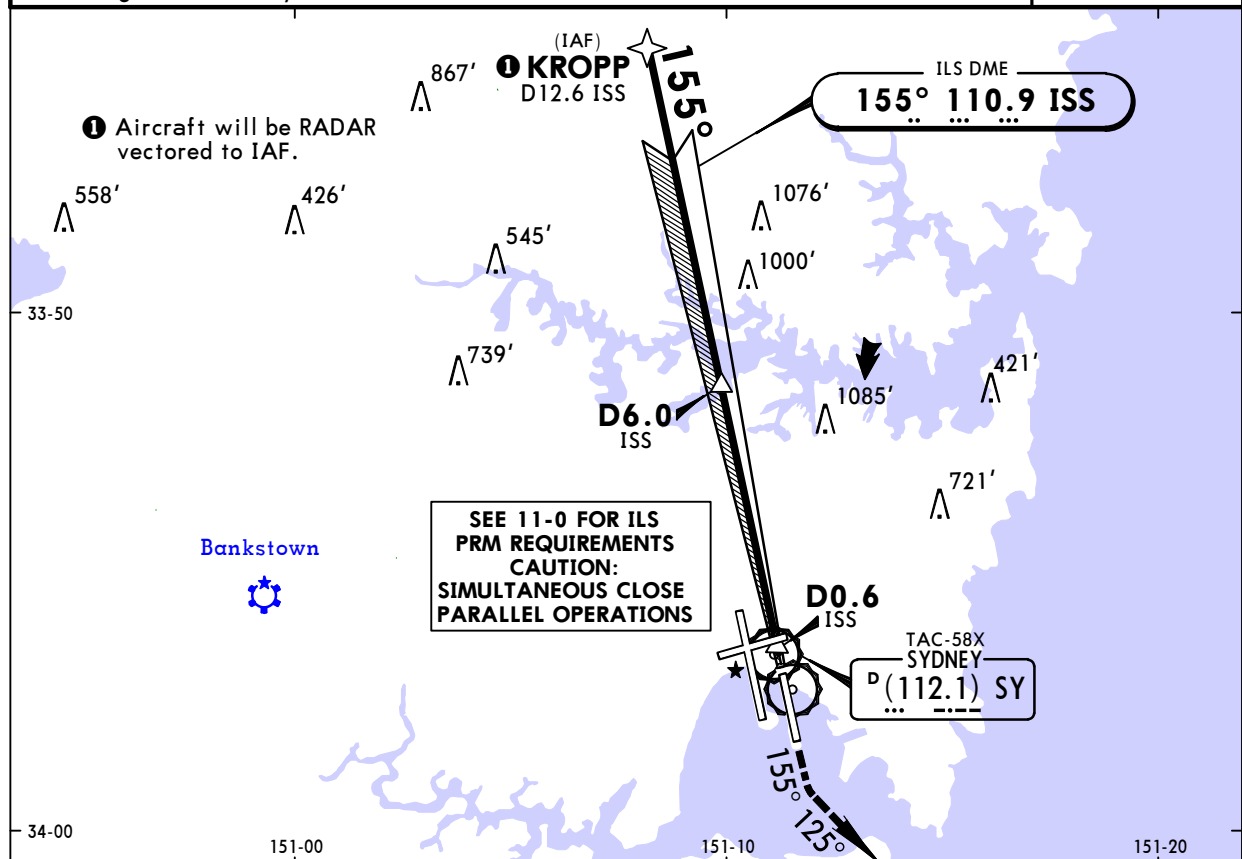
ILS-Z PRM Rwy 16L

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

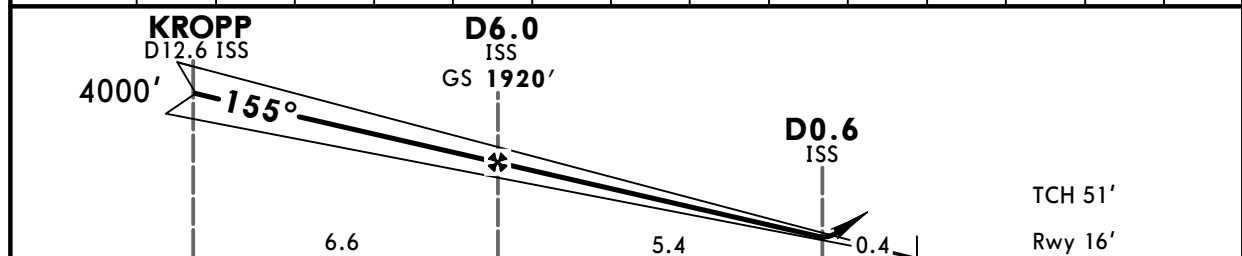
BRIEFING STRIP

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			Ground		
Rwy 16L/34L		Rwy 16R/34L		East of Rwy 16R/34L	
124.7		120.5		121.7	
Rwy 16L/34R		PRM 133.95		West of Rwy 16R/34L	
126.5					
LOC	Final	GS	ILS	Apt Elev 21'	<div>2700'</div> <div>MSA ARP 2100' within 10 NM</div>
ISS	Apch Crs	D6.0 ISS	DA(H)		
110.9	155°	1920' (1904')	220' (204')	Rwy 16'	
MISSED APCH: Track 155°. At MANDATORY 600', turn LEFT track 125°. Continue climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					
1. ISS DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 5. Holding as directed by ATC.					

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.



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	155°	600'	LT

STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND		<div><div>No Circling</div></div>
ILS						
DA(H) 220' (204')						
FULL		HIRL out	HIALS out			
A				A		
B	RVR 550m	1.2 km	1.5 km	B	NA	
C	VIS 0.8 km			C		
D				D		

PANS OPS

CHANGES: ATIS.

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YSSY/SYD

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JEPPesen
4 NOV 16
Eff 10 Nov (11-5)

SYDNEY, NSW, AUSTRALIA

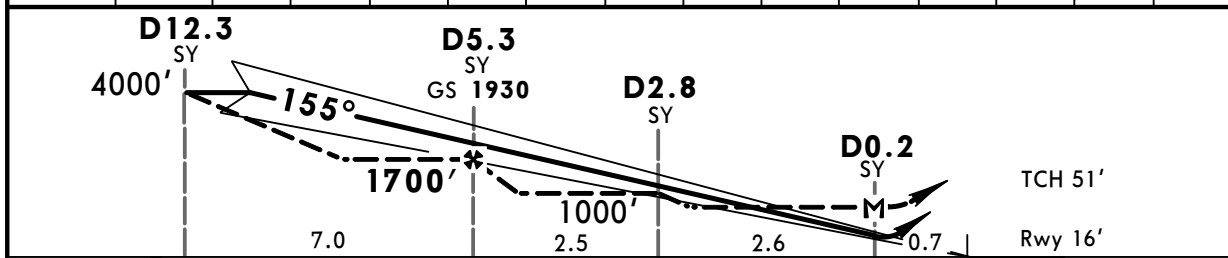
ILS-Y or LOC-Y Rwy 16L

BRIEFING STRIP™

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower Rwy 16R/34L & 07/25			Ground		
Rwy 16L/34R	124.7	120.5	West of Rwy 16R/34L	126.5	East of Rwy 16R/34L 121.7
LOC ISS	Final Apch Crs	GS D5.3 SY	ILS DA(H)	Apt Elev 21'	<div><div>2700'</div><div>MSA ARP 2100' within 10 NM</div></div>
110.9	155°	1930' (1914')	220' (204')	Rwy 16'	
MISSED APCH: Track 155°. At MANDATORY 600', turn LEFT track 125°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					
1. SY DME REQUIRED. 2. 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	<div><div>HIALS</div><div><div>PAPI</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div>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STRAIGHT-IN LANDING RWY16L					CIRCLE-TO-LAND		<div><div>No Circling</div></div>	
ILS DME			LOC (GS out) DME					NA
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		
B								
C								
D								

PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL

JEPPesen

SYDNEY, NSW, AUSTRALIA

4 NOV 16

(11-6)

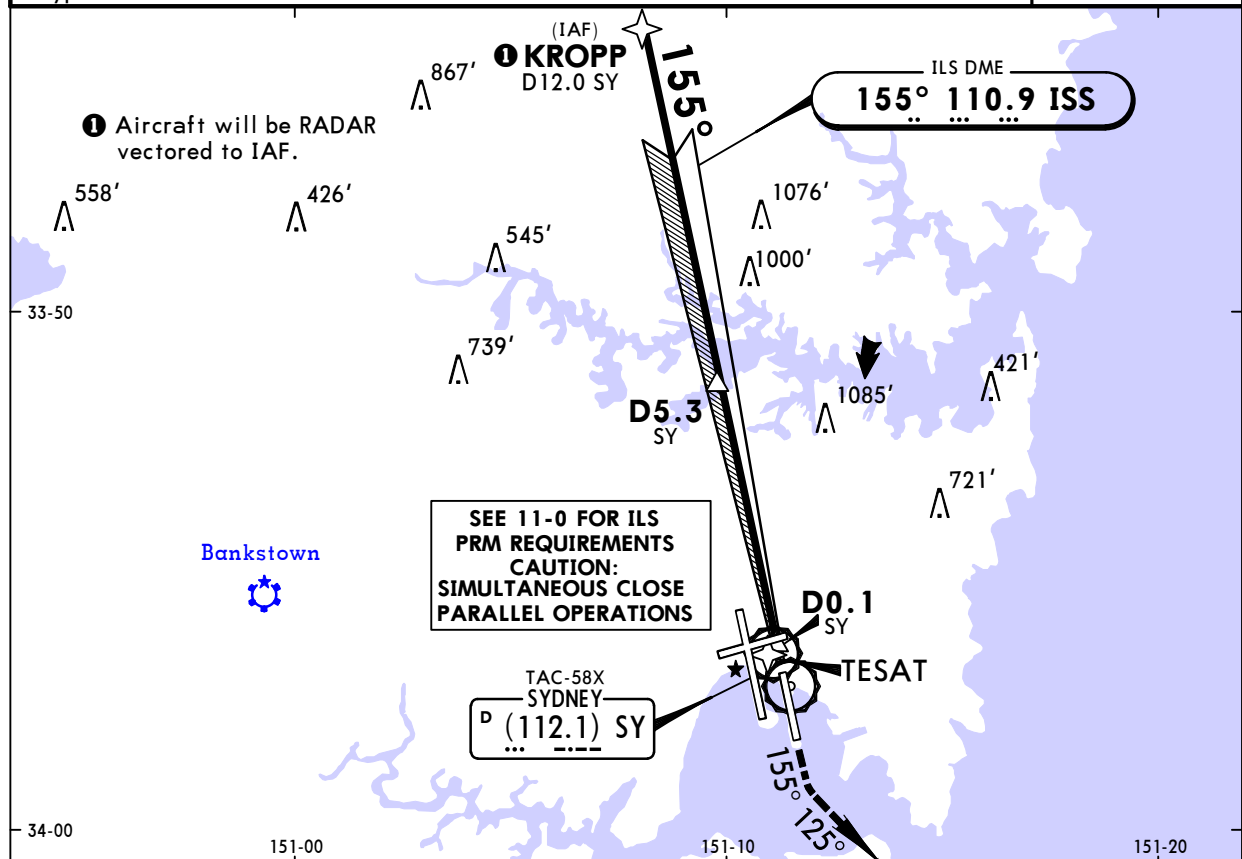
Eff 10 Nov

ILS-Y PRM Rwy 16L

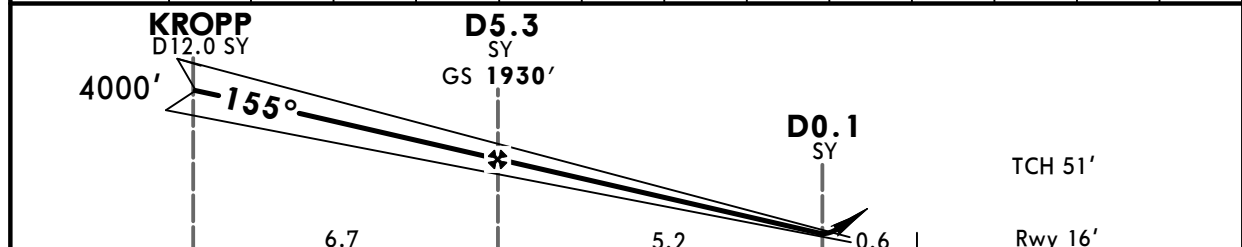
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP

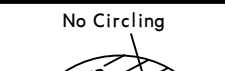
ATIS 118.55		126.25		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & 07/25 Rwy 16L/34R 124.7				MONITOR PRM 133.95		West of Rwy 16R/34L Ground 126.5 East of Rwy 16R/34L 121.7	
LOC ISS 110.9		Final Apch Crs 155°		GS D5.3 SY 1930' (1914')		ILS DA(H) 220' (204')	
						Apt Elev 21' Rwy 16'	
MISSED APCH: Track 155°. At MANDATORY 600', turn LEFT track 125°. Continue climb to 3000' or as directed by ATC.							<div>2700'</div> <div>MSA ARP 2100' within 10 NM</div>
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. SY DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At 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	11.8	11.0	10.0	9.0	8.0	7.0	6.0	5.3	4.0	3.0	2.0	1.0	0.1
ALTITUDE	4000'	3750'	3430'	3110'	2790'	2480'	2160'	1930'	1520'	1200'	880'	560'	220'



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

STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND		<div>No Circling </div>
ILS						
DA(H) 220' (204')						
FULL		HIRL out	HIALS out			
A				A		
B	RVR 550m	1.2 km	1.5 km	B	NA	
C	VIS 0.8 km			C		
D				D		

CHANGES: ATIS.

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YSSY/SYD

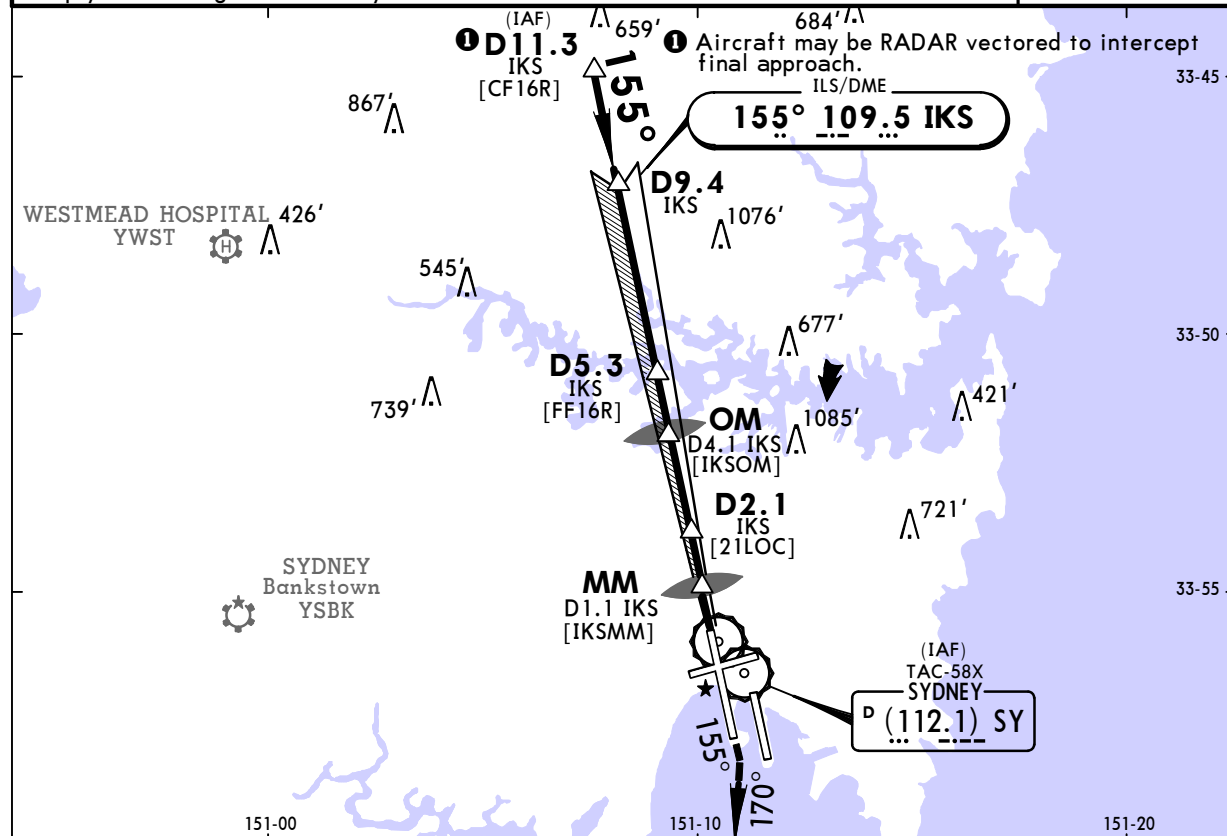
-(KINGSFORD SMITH) INTL

JEPPesen
24 FEB 17
Eff 2 Mar (11-7)

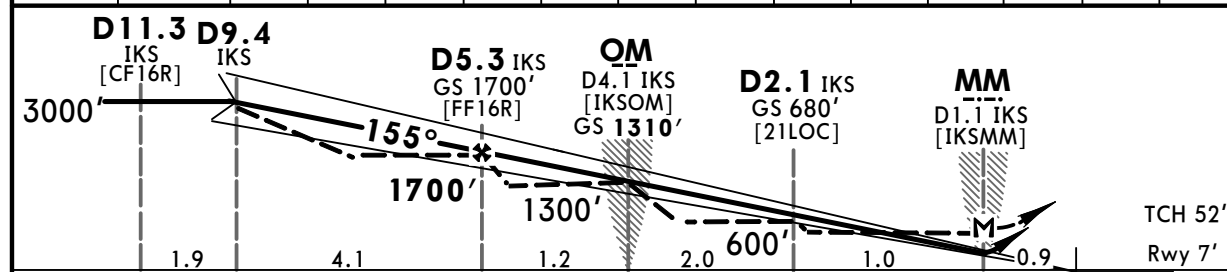
SYDNEY, NSW, AUSTRALIA
ILS-Z or LOC-Z Rwy 16R

BRIEFING STRIP

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower		Ground			
Rwy 16R/34L & 07/25	120.5	Rwy 16L/34R	124.7	West of Rwy 16R/34L	126.5
				East of Rwy 16R/34L	121.7
LOC IKS	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 21'	<div>2700'</div> <div>MSA ARP 2100' within 10 NM</div>
109.5	155°	1310' (1303')	210' (203')	Rwy 7'	
MISSED APCH: Track 155°, at MANDATORY 600', turn RIGHT track 170°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. IKS DME (LOC ONLY) REQUIRED. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as advised by ATC.					



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



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		MANDATORY		170°	3000'
GS	3.00°	372	478	531	637	849	PAPI	PAPI	155°	600'	RT	
MAP at MM/D1.1 IKS												

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			Max Kts		
DA(H)	210' (203')		MDA(H)	460' (453')				
	FULL	HIRL out	HALS out		HALS out		MDA(H)	
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	1.7 km	2.6 km	100	710' (689') - 2.4 km	
B								
C								
D								
						135		
						180	1000' (979') - 4.0 km	
						205	1000' (979') - 5.0 km	

PANS OPS

YSSY/SYD

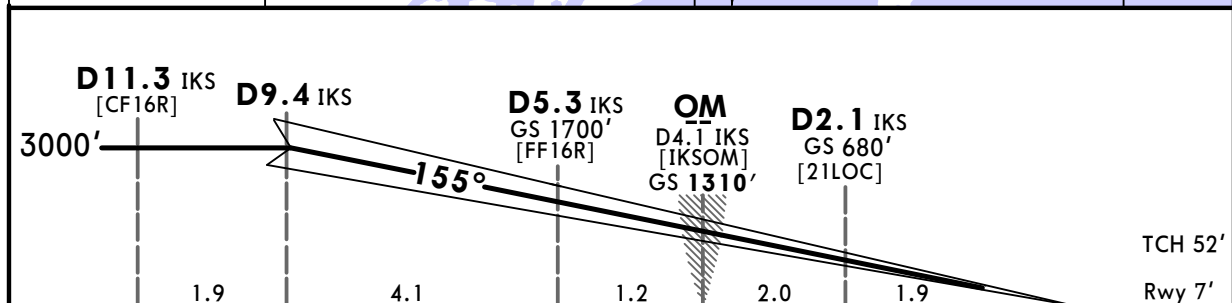
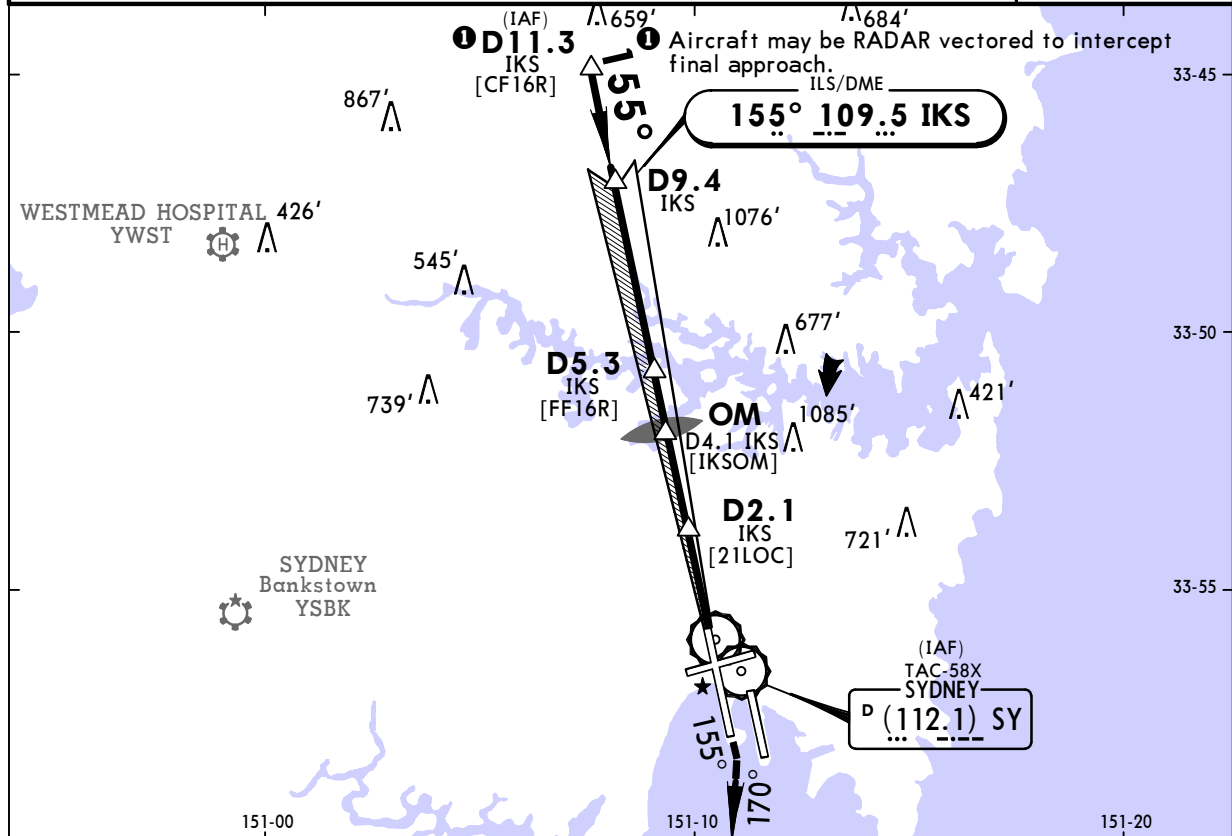
-(KINGSFORD SMITH) INTL

JEPPesen
24 FEB 17
Eff 2 Mar (11-7A)

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

BRIEFING STRIP

ATIS 118.55 126.25		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & 07/25 120.5 Rwy 16L/34R 124.7			Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7		
LOC IKS 109.5	Final Apch Crs 155°	GS OM 1310' (1303')	CAT II ILS RA 101' DA(H) 107' (100')	Apt Elev 21' Rwy 7'	<div>2700'</div> <div>MSA ARP 2100' within 10 NM</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. SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as advised by ATC.					



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

STRAIGHT-IN LANDING RWY 16R
CAT II ILS
RA 101'
DA(H) **107'** (100')

RVR 350m

PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL

24 FEB 17

(11-8)

Eff 2 Mar

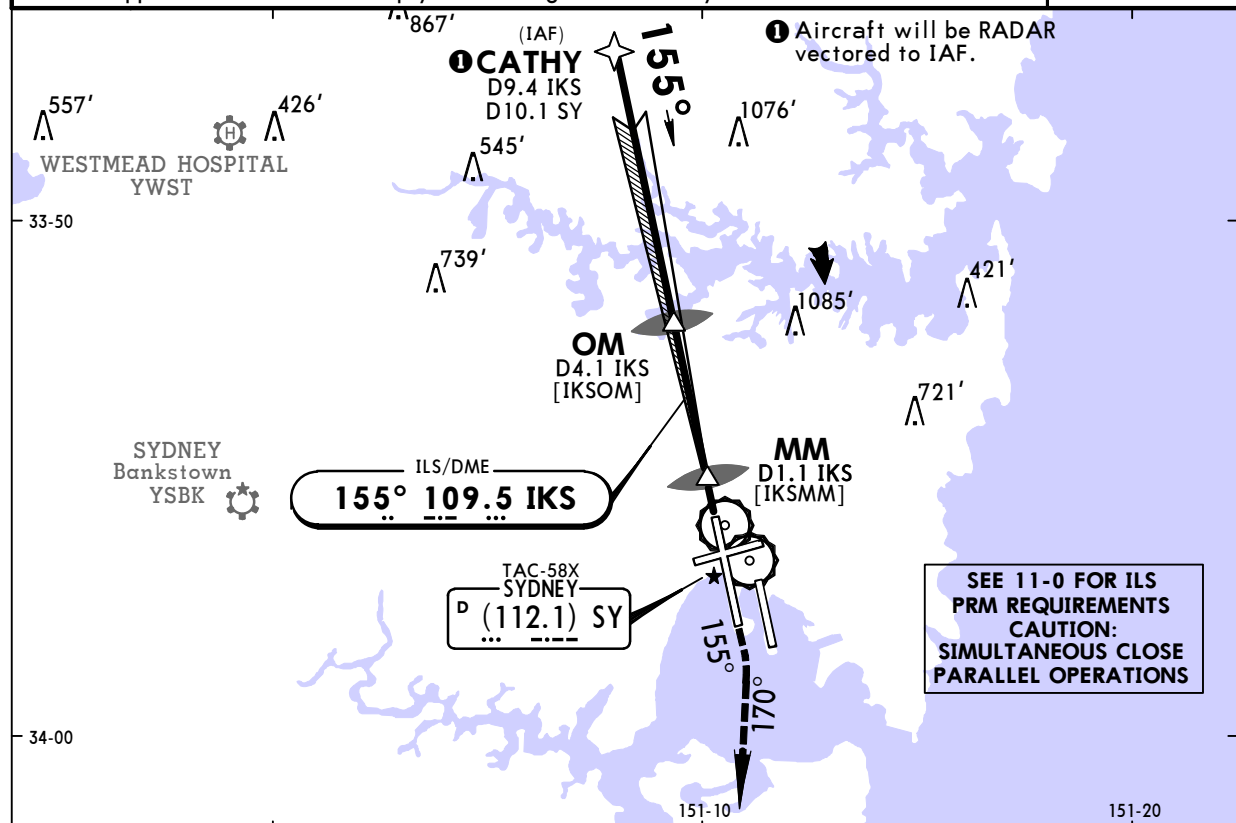
JEPPESEN SYDNEY, NSW, AUSTRALIA

ILS-Z PRM Rwy 16R

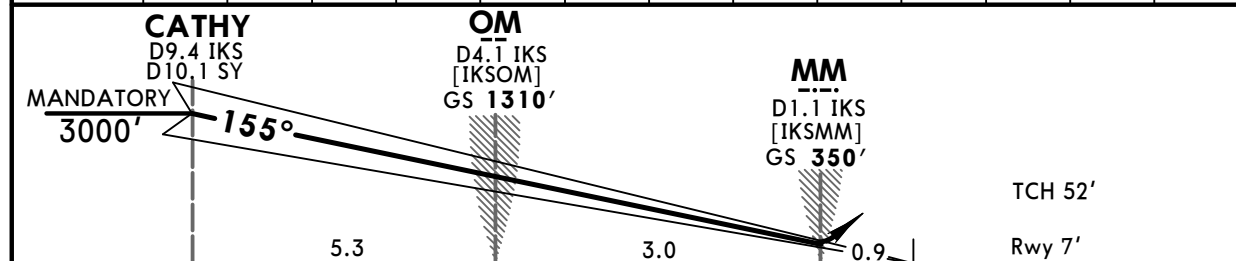
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP

ATIS 118.55 126.25		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & 07/25 120.5 Rwy 16L/34R 124.7 MONITOR PRM 119.45				Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7	
LOC IKS 109.5	Final Apch Crs 155°	GS OM 1310' (1303')	ILS DA(H) 210' (203')	Apt Elev 21' Rwy 7'	<div>2700'</div> <div>MSA ARP 2100' within 10 NM</div>
MISSED APCH: Track 155°, at MANDATORY 600' turn RIGHT, track 170°. Continue climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'					
1. Dual VHF communications required. 2. See 11-0 for "ILS PRM USER INSTRUCTIONS". 3. ATC Approach Speeds: At CATHY 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 4. Holding as advised by ATC.					



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	0.6
ALTITUDE	3000'	2870'	2560'	2240'	1920'	1600'	1310'	1280'	960'	640'	350'	330'	210'



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

STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND		<div>No Circling</div>
ILS DME						
DA(H) 210' (203')						
FULL		HIRL out		HIALS out		
A					A	NOT AUTHORIZED
B	RVR 550m				B	
C	VIS 0.8 km		1.2 km		C	
D			1.5 km		D	

PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL



JEPPesen

SYDNEY, NSW, AUSTRALIA

24 FEB 17
Eff 2 Mar

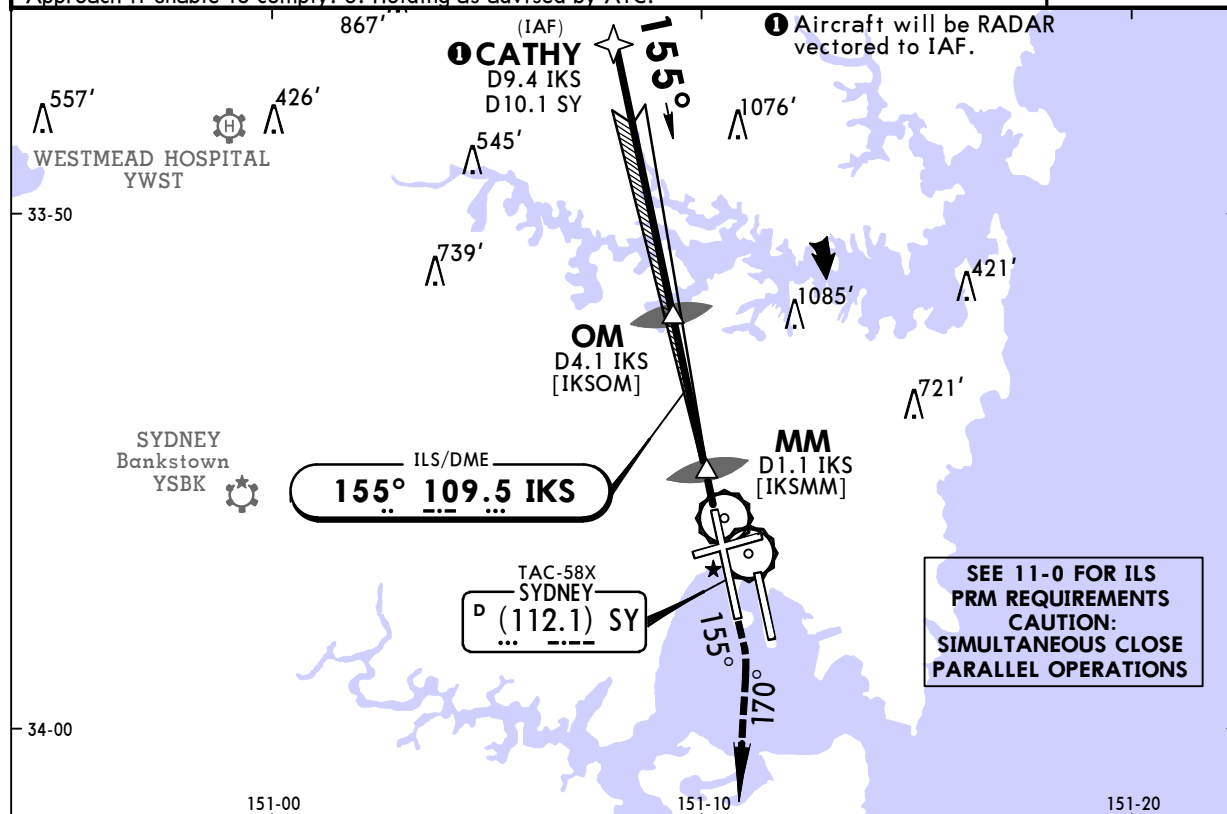
(11-8A)

ILS-Z PRM Rwy 16R CAT II

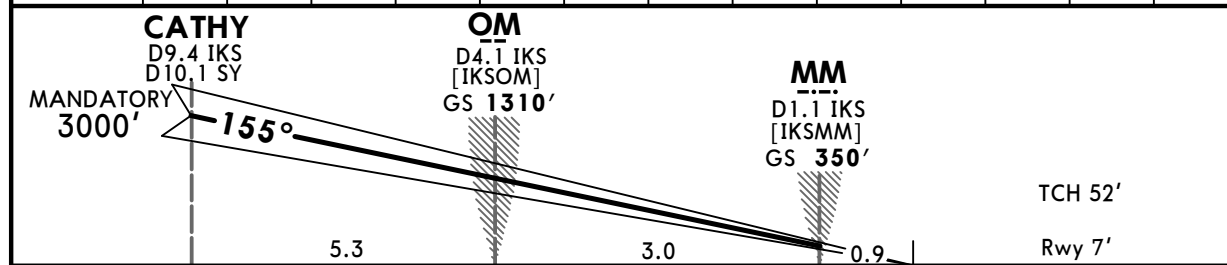
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			Ground		
Rwy 16R/34L & 07/25	120.5	Rwy 16L/34R	124.7	MONITOR PRM 119.45	East of Rwy 16R/34L
				126.5	121.7
LOC IKS	Final Apch Crs	GS OM	CAT II ILS RA 101' DA(H) 107' (100')	Apt Elev 21' Rwy 7'	<div>2700'</div>
109.5	155°	1310' (1303')			
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'					MSA ARP 2100' within 10 NM
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.					



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	0.6
ALTITUDE	3000'	2870'	2560'	2240'	1920'	1600'	1310'	1280'	960'	640'	350'	330'	210'



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

STRAIGHT-IN LANDING RWY 16R
CAT II ILS
RA 101'
DA(H) **107'** (100')

PANS OPS
RVR 350m

YSSY/SYD

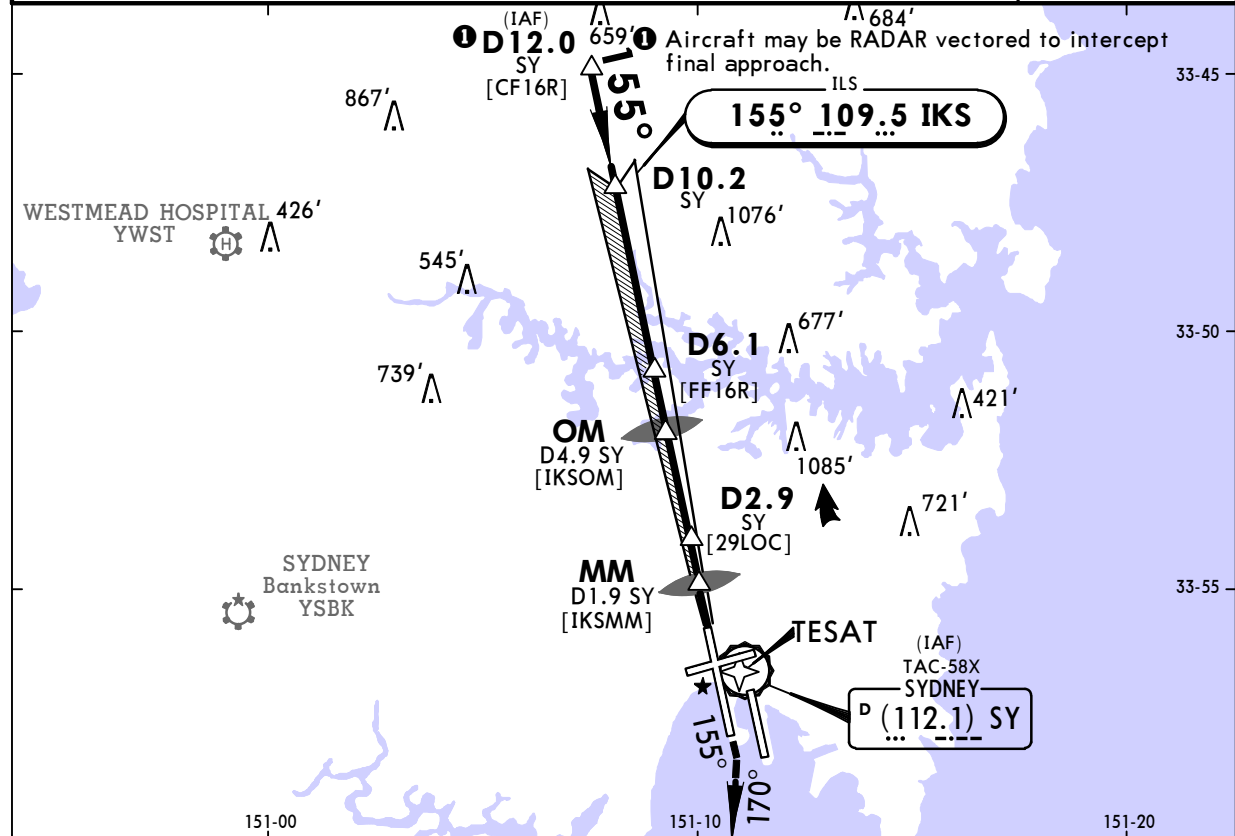
-(KINGSFORD SMITH) INTL

JEPPesen
24 FEB 17
Eff 2 Mar (11-9)

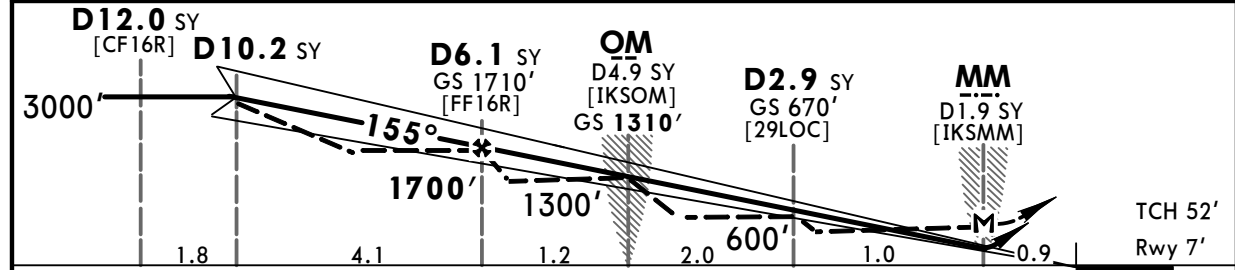
SYDNEY, NSW, AUSTRALIA
ILS-Y or LOC-Y Rwy 16R

BRIEFING STRIP

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			Ground		
Rwy 16R/34L & 07/25	120.5	Rwy 16L/34R	124.7	West of Rwy 16R/34L	126.5
				East of Rwy 16R/34L	121.7
LOC IKS 109.5	Final Apch Crs 155°	GS OM 1310' (1303')	ILS DA(H) 210' (203')	Apt Elev 21'	Rwy 7'
MISSED APCH: Track 155°, at MANDATORY 600', turn RIGHT track 170°. Climb to 3000' or as directed by ATC.					<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;">2700'</div>
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 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'	2950'	2630'	2310'	2000'	1710'	1360'	1310'	1040'	720'	680'	460'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	MANDATORY	170°	3000'
GS	3.00°	372	478	531	637	849	PAPI	600'	RT	
MAP at MM/D1.9 SY										

PANS OPS

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			Max Kts	MDA(H)	
DA(H) 210' (203')			MDA(H) 460' (453')					
FULL	HIRL out	HIALS out		HIALS out				
A						100	710' (689') - 2.4 km	
B	RVR 550m					135		
C	VIS 0.8 km	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	

YSSY/SYD

-(KINGSFORD SMITH) INTL

24 FEB 17

(11-10)

Eff 2 Mar

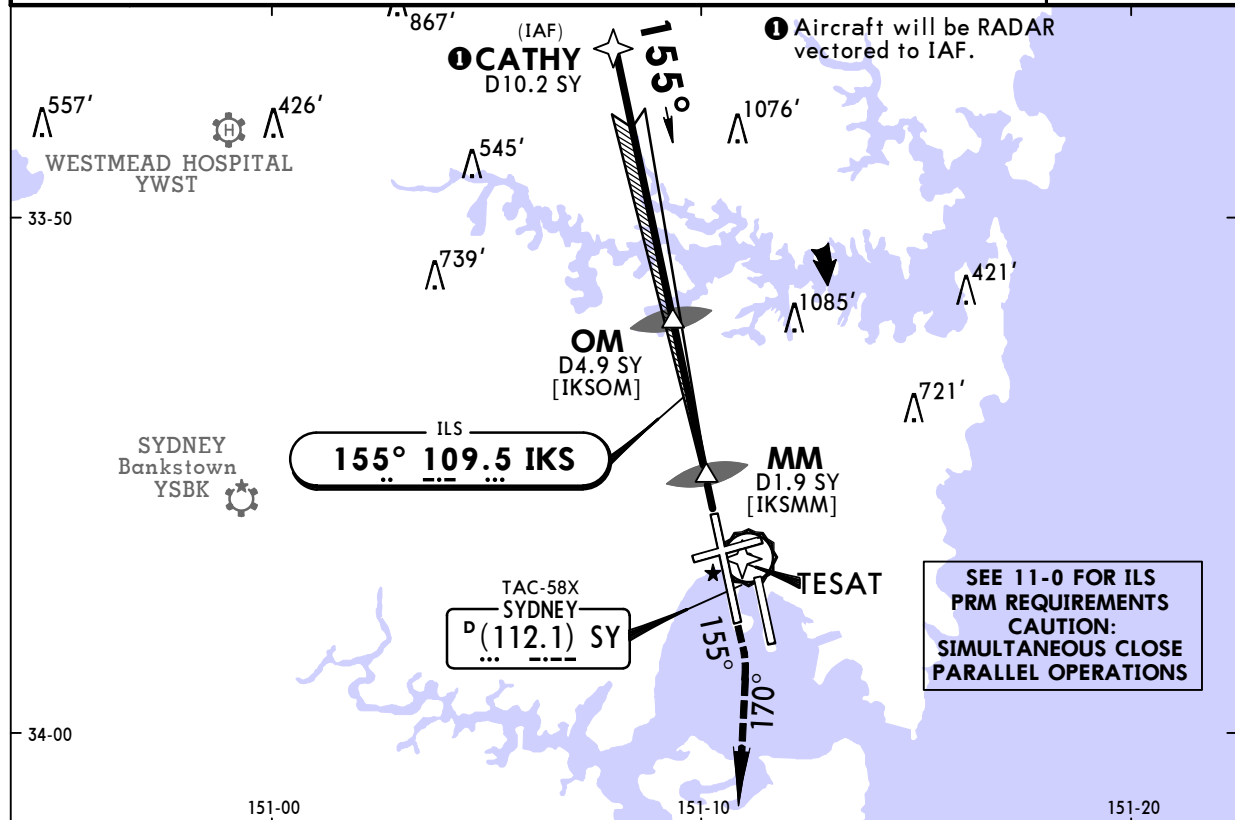
SYDNEY, NSW, AUSTRALIA

ILS-Y PRM Rwy 16R

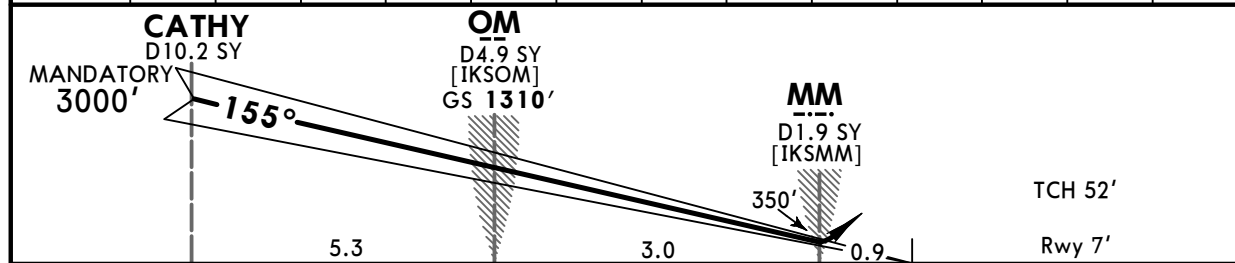
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP


ATIS 118.55 126.25		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & 07/25 120.5 Rwy 16L/34R 124.7			MONITOR PRM 119.45		
Ground West of Rwy 16R/34L 126.5			East of Rwy 16R/34L 121.7		
LOC IKS 109.5	Final Apch Crs 155°	GS OM 1310' (1303')	ILS DA(H) 210' (203')	Apt Elev 21' Rwy 7'	<div>2700'</div> <div>MSA ARP 2100' within 10 NM</div>
MISSED APCH: Track 155°, at MANDATORY 600' turn RIGHT, track 170°. Continue climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'					
1. SY DME required. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At CATHY 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 5. Holding as advised by ATC. 6. GNSS permitted in lieu of DME. Reference waypoint TESAT.					



SY DME	10.2	10.0	9.0	8.0	7.0	6.0	5.0	4.9	4.0	3.0	2.0	1.9	1.5
ALTITUDE	3000'	2950'	2630'	2310'	2000'	1680'	1360'	1310'	1040'	720'	400'	350'	210'



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

STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND		<div>No Circling </div>
ILS DA(H) 210' (203')						
FULL		HIRL out	HIALS out			
A				A	NA	
B	RVR 550m	1.2 km	1.5 km	B		
C	VIS 0.8 km			C		
D				D		

PANS OPS

YSSY/SYD


- (KINGSFORD SMITH) INTL

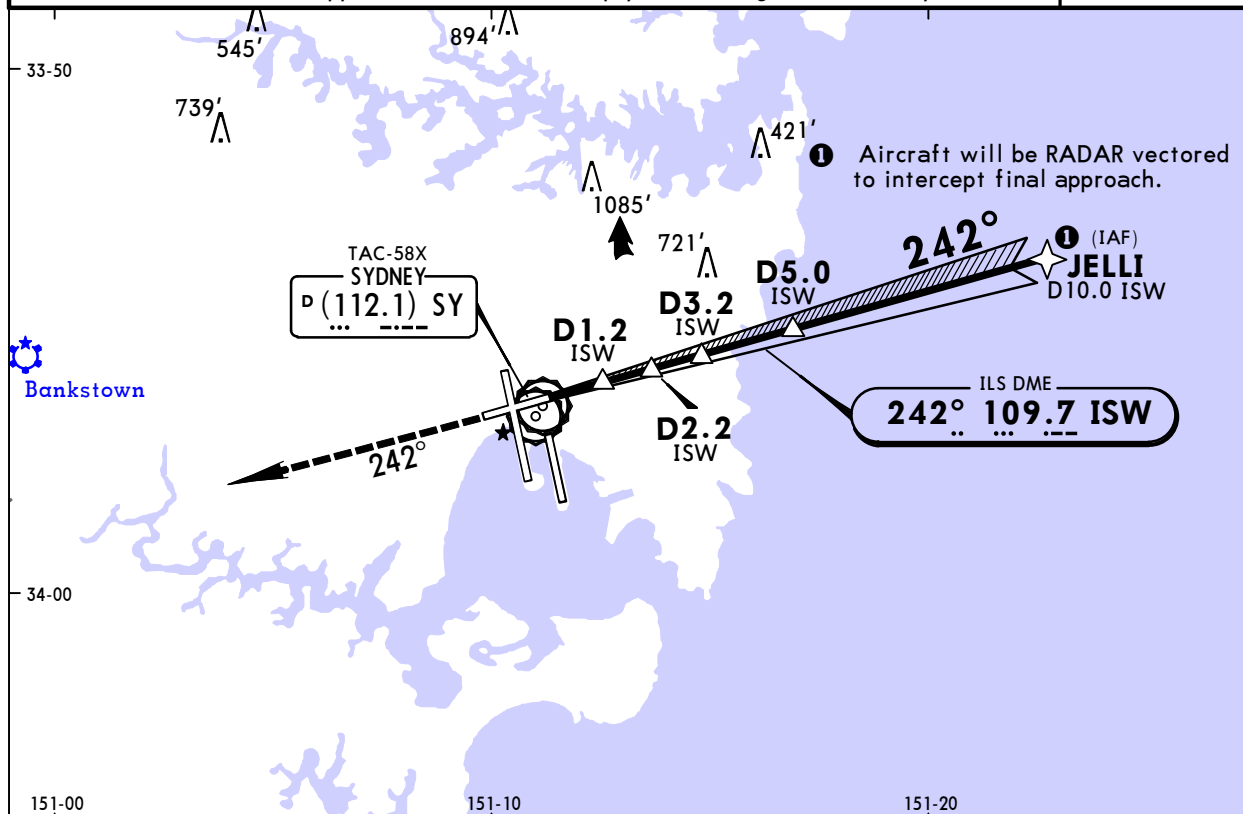
4 NOV 16

11-11

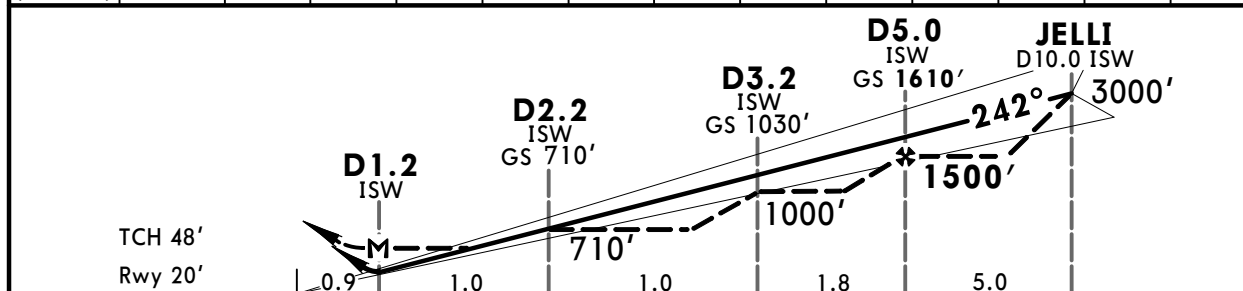
Eff 10 Nov

ILS or LOC Rwy 25

ATIS 118.55 126.25		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & 07/25 120.5 Rwy 16L/34R 124.7			Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7		
LOC ISW 109.7	Final Apch Crs 242°	GS D5.0 ISW 1610' (1590')	ILS DA(H) 270' (250')	Apt Elev 21' Rwy 20'	 2700'
MISSD 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 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		No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25
ILS DME DA(H) 270' (250')		LOC (GS out) DME MDA(H) 580' (560')	Max Kts	MDA(H)	
A	1.5 km	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		

YSSY/SYD

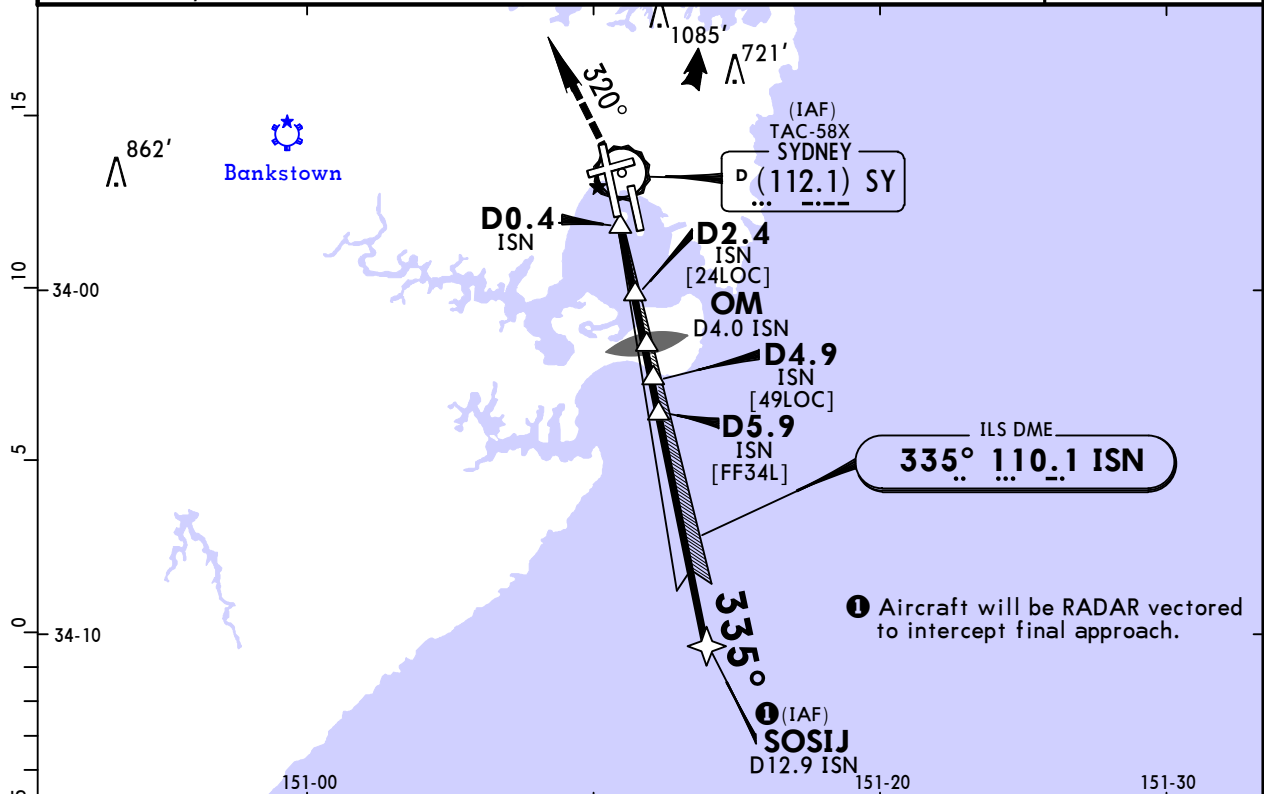
-(KINGSFORD SMITH) INTL

JEPPesen
4 NOV 16
Eff 10 Nov 11-12

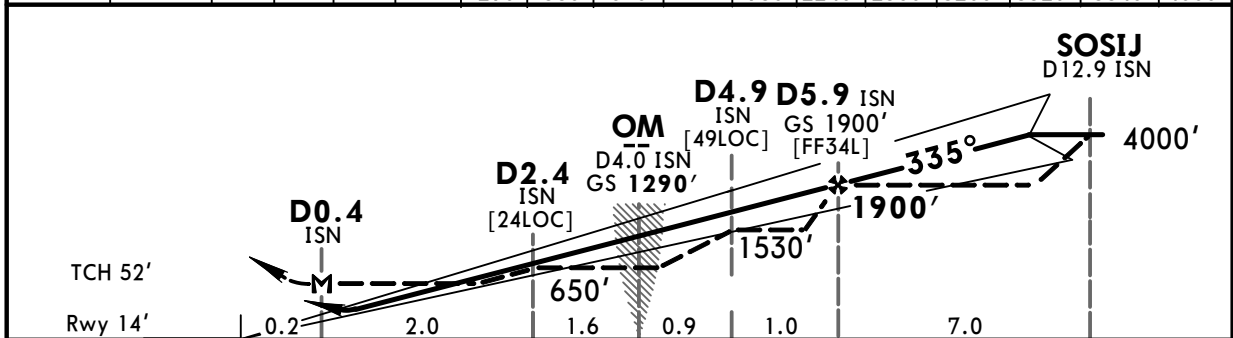
SYDNEY, NSW, AUSTRALIA
ILS-Z or LOC-Z Rwy 34L

BRIEFING STRIP™

ATIS 118.55 126.25		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & Rwy 07/25 120.5 Rwy 16L/34R 124.7		Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7			
LOC ISN 110.1	Final Apch Crs 335°	GS OM 1290' (1276')	ILS DA(H) 220' (206')	Apt Elev 21' Rwy 14'	<div>2700'</div> <div>MSA 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	HIALS	MANDATORY	320°	3000'
GS	3.00°	372	478	531	637	743	PAPI	500'	LT	
MAP at D0.4 ISN										

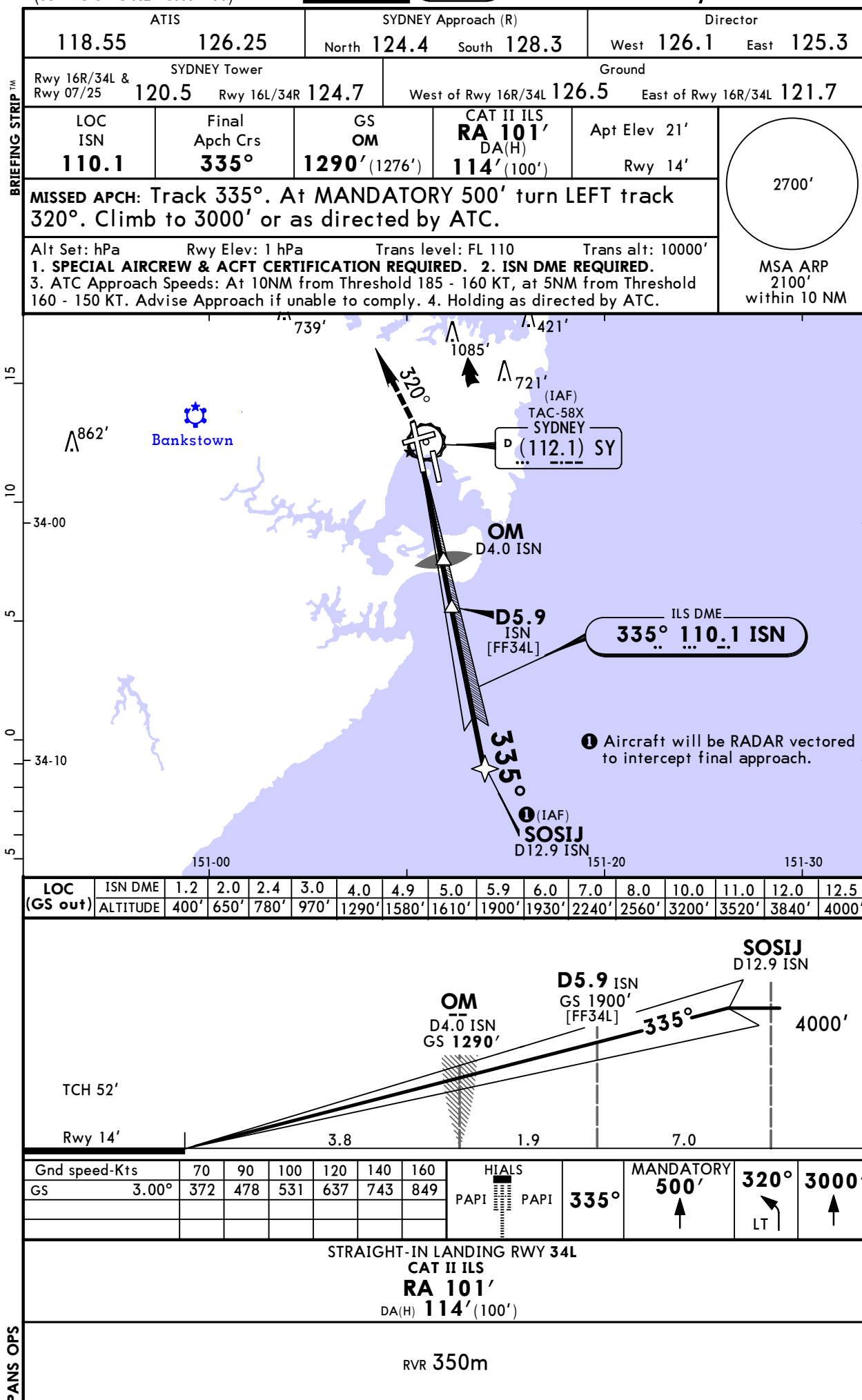
STRAIGHT-IN LANDING RWY 34L					CIRCLE-TO-LAND		
ILS DME		LOC (GS out) DME					
DA(H) 220' (206')		MDA(H) 400' (386')					
FULL	HIRL out	HIALS out	HIALS out		Max Kts	MDA(H)	<div>No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25</div>
A					100	710' (689') -2.4 km	
B	RVR 800m	1.2 km	1.5 km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

YSSY/SYD

-(KINGSFORD SMITH) INTL

JEPPesen
4 NOV 16
Eff 10 Nov 11-12A

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



YSSY/SYD

-(KINGSFORD SMITH) INTL 4 NOV 16 **(11-13)** **Eff 10 Nov** **ILS-Z PRM Rwy 34L**

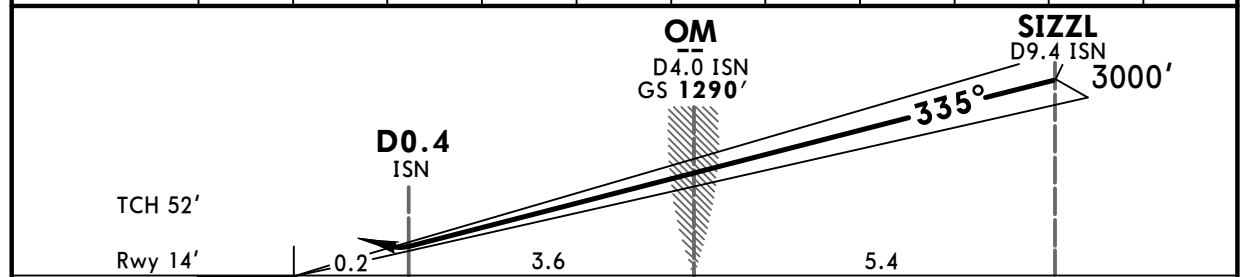
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP™


ATIS		SYDNEY Approach (R)				Director					
118.55		126.25		North	124.4	South	128.3	West	126.1	East	125.3
Rwy 16R/34L & Rwy 07/25		SYDNEY Tower		MONITOR				Ground			
120.5		Rwy 16L/34R		124.7				PRM 119.45		West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7	
LOC ISN		Final Apch Crs		GS OM		ILS DA(H)		Apt Elev 21'		<div>2700'</div> <div>MSA ARP 2100' within 10 NM</div>	
110.1		335°		1290' (1276')		220' (206')		Rwy 14'			
MISSED APCH Track 335°. At MANDATORY 500' turn LEFT track 320°. Climb to 3000' or as directed by ATC.											
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 110				Trans alt: 10000'			
1. ISN DME REQUIRED . 2. Dual VHF communications required . 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At SIZZL 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 5. Holding as directed by ATC.											



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	HIALS		MANDATORY		320°		3000'	
GS	3.00°	372	478	531	637	743	PAPI		335°		LT		↑	

STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND				<div>No Circling</div> 			
ILS DME											
DA(H) 220' (206')											
FULL		HIRL out	HIALS out								
A	RVR 800m VIS 0.8 km	1.2 km	1.5 km	A	NOT AUTHORIZED						
B				B							
C				C							
D				D							

CHANGES: ATIS, lighting.

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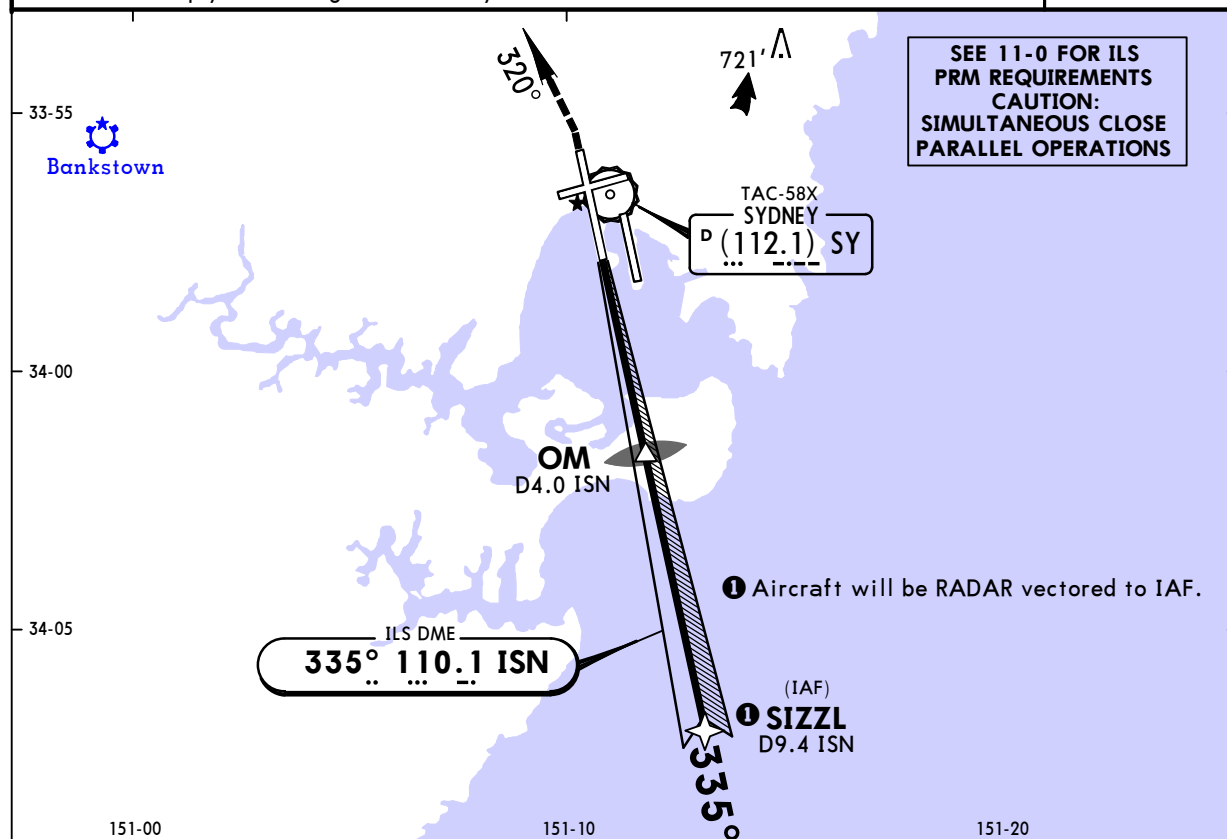
YSSY/SYD

JEPPESSEN SYDNEY, NSW, AUSTRALIA
-(KINGSFORD SMITH) INTL **4 NOV 16** **Eff 10 Nov** **(11-13A)** **ILS-Z PRM Rwy 34L CAT II**

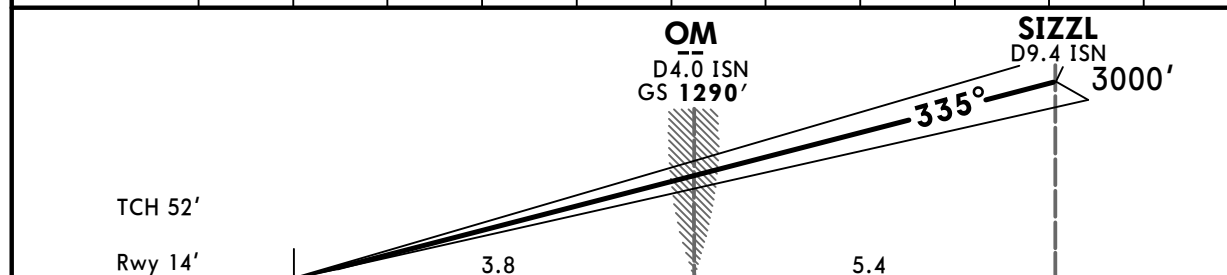
CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS

BRIEFING STRIP™

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	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 14'	<div>2700'</div> <div>MSA 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	HIALS		MANDATORY		320°		3000'	
GS	3.00°	372	478	531	637	743	849	PAPI	PAPI	335°	500'	LT		

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

PANS OPS
RVR 350m

YSSY/SYD

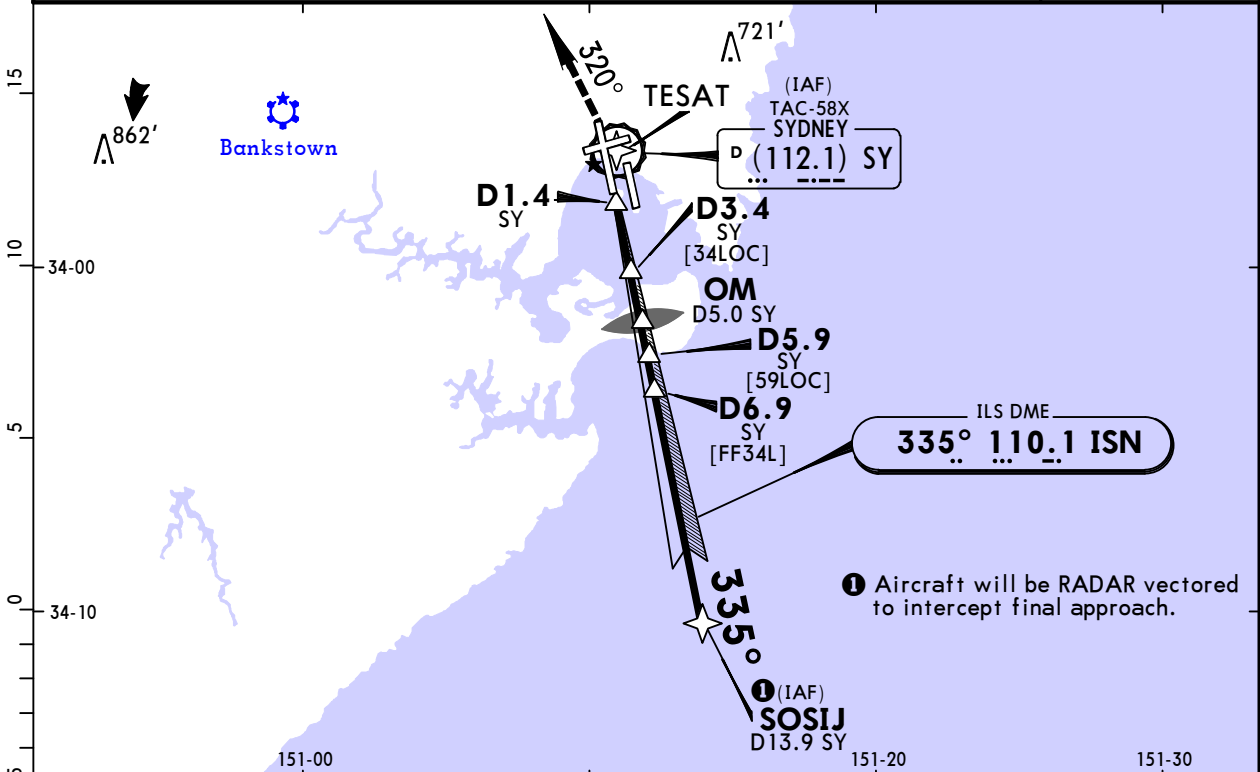
-(KINGSFORD SMITH) INTL

JEPPesen
4 NOV 16
Eff 10 Nov 11-14

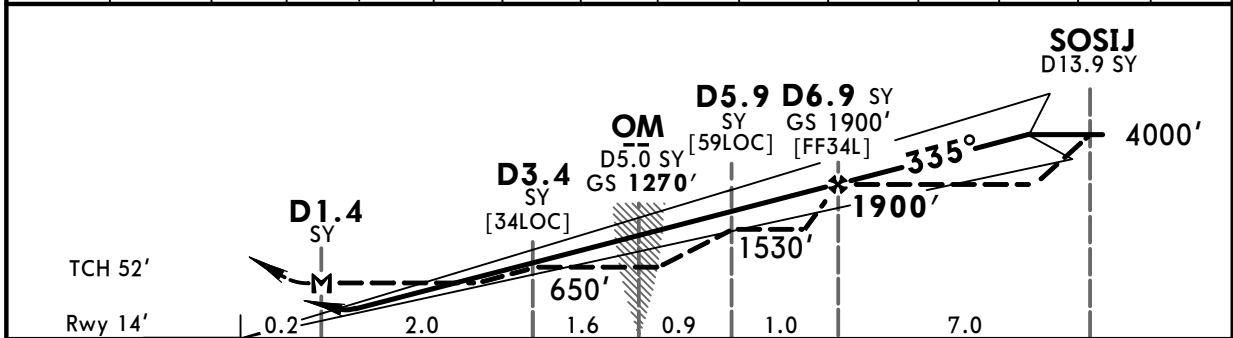
SYDNEY, NSW, AUSTRALIA
ILS-Y or LOC-Y Rwy 34L

BRIEFING STRIP™

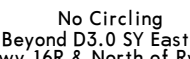
ATIS 118.55 126.25		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16R/34L & Rwy 07/25 120.5 Rwy 16L/34R 124.7			Ground West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7		
LOC ISN 110.1	Final Apch Crs 335°	GS OM 1270' (1256')	ILS DA(H) 220' (206')	Apt Elev 21' Rwy 14'	<div>2700'</div> <div>MSA 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. 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	HIALS	MANDATORY	320°	3000'
GS	3.00°	372	478	531	637	743	PAPI	500'	LT	
MAP at D1.4 SY										

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 DA(H) 220' (206')			LOC (GS out) DME MDA(H) 400' (386')					
FULL		HIRL out	HIALS out			Max Kts	MDA(H)	
A	RVR 800m					100	710' (689') -2.4 km	
B	VIS	1.2 km	1.5 km	1.7 km	2.6 km	135		
C	0.8 km					180	1000' (979') -4.0 km	
D						205	1000' (979') -5.0 km	

YSSY/SYD

-(KINGSFORD SMITH) INTL

JEPPesen SYDNEY, NSW, AUSTRALIA

4 NOV 16
Eff 10 Nov 11-15

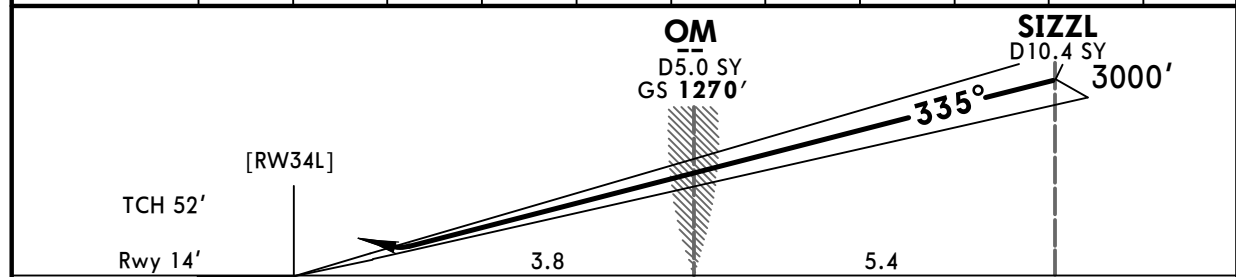
ILS-Y PRM Rwy 34L

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS


ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower		MONITOR		Ground	
Rwy 16R/34L & Rwy 07/25	120.5	Rwy 16L/34R	124.7	PRM 119.45	West of Rwy 16R/34L 126.5 East of Rwy 16R/34L 121.7
LOC ISN	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev	
110.1	335°	1270' (1256')	220' (206')	21'	
MISSED APCH: Track 335°. At MANDATORY 500' turn LEFT track 320°. Climb to 3000' or as directed by ATC.					2700'
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					MSA ARP 2100' within 10 NM
1. SY DME REQUIRED. 2. Dual VHF communications required. 3. See 11-0 for "ILS PRM USER INSTRUCTIONS". 4. ATC Approach Speeds: At SIZZL 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 5. Holding as directed by ATC. 6. GNSS permitted in lieu of DME. Reference waypoint TESAT.					



SY DME	1.7	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	10.4
ALTITUDE	220'	310'	630'	950'	1270'	1580'	1900'	2220'	2540'	2860'	3000'



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

STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND		<div>No Circling</div> 
ILS DME						
DA(H) 220' (206')						
FULL		HIRL out	HIALS out			
A				A		
B	RVR 800m	1.2 km	1.5 km	B	NOT AUTHORIZED	
C	VIS 0.8 km			C		
D				D		

CHANGES: ATIS, lighting.

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YSSY/SYD

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4 NOV 16

Eff 10 Nov

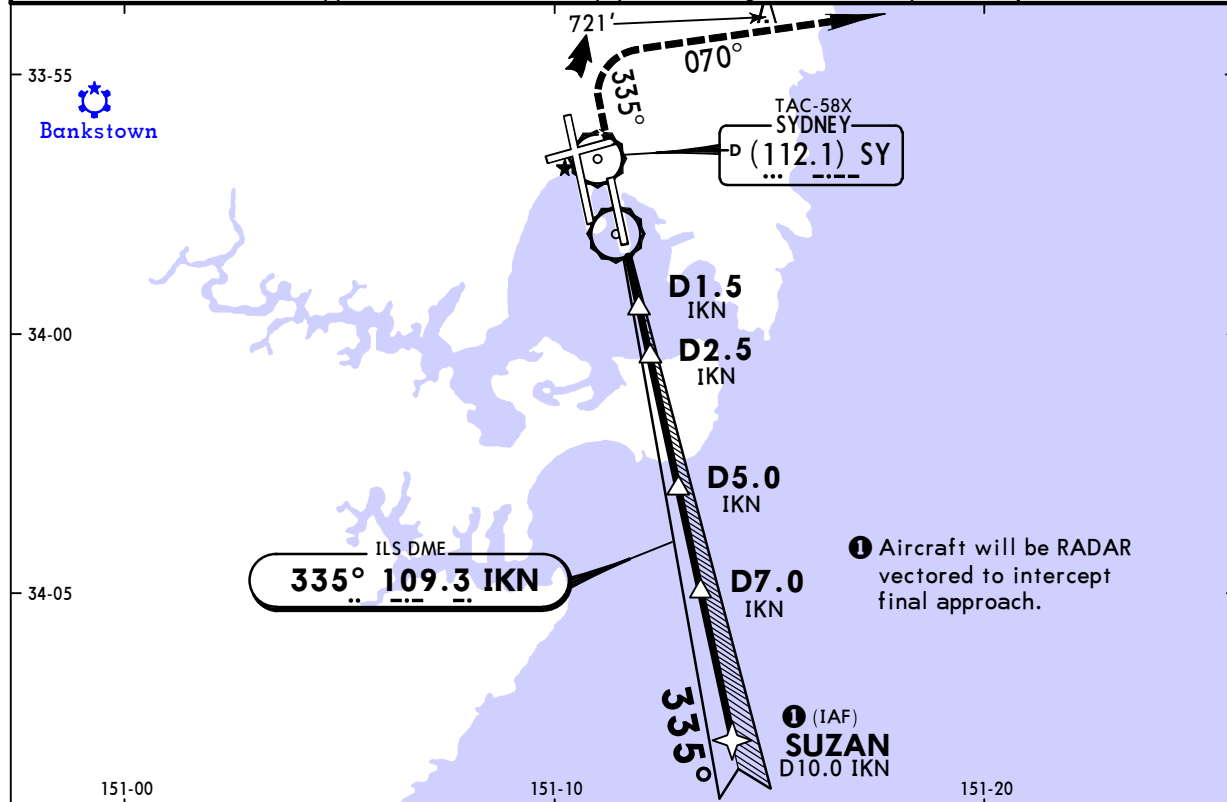
11-16

SYDNEY, NSW, AUSTRALIA

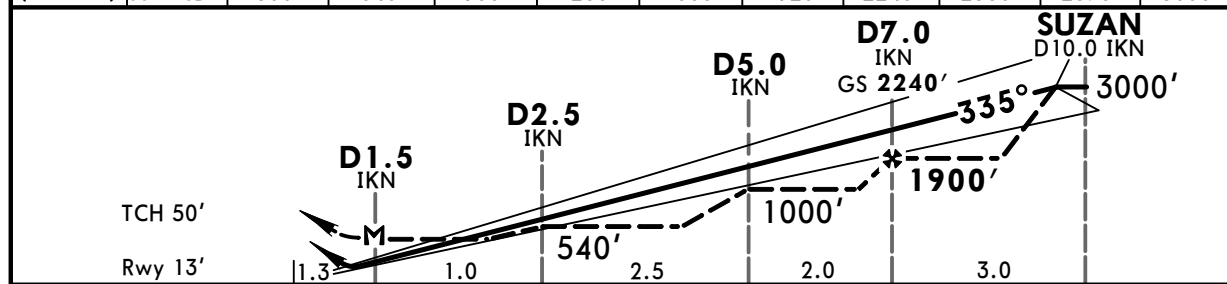
ILS-Z or LOC-Z Rwy 34R

BRIEFING STRIP

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			Ground		
Rwy 16L/34R 124.7	Rwy 16R/34L & 07/25 120.5	West of Rwy 16R/34L 126.5	East of Rwy 16R/34L 121.7		
LOC IKN 109.3	Final Apch Crs 335°	GS D7.0 IKN 2240' (2227')	ILS DA(H) (CONDITIONAL) 270' (257')	Apt Elev 21' Rwy 13'	2700'
MISSED APCH: Track 335°. At MANDATORY 600' turn RIGHT track 070°. Climb to 2000' or as directed by ATC.					MSA ARP 2100' within 10 NM
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.					



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					
MAP at D1.5 IKN											

STRAIGHT-IN LANDING RWY 34R			CIRCLE-TO-LAND	
ILS DME		LOC (GS out) DME	No Circling	
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				
B	1.5 km	2.5 km		
C				
D				

PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL

4 NOV 16

Eff 10 Nov

11-17

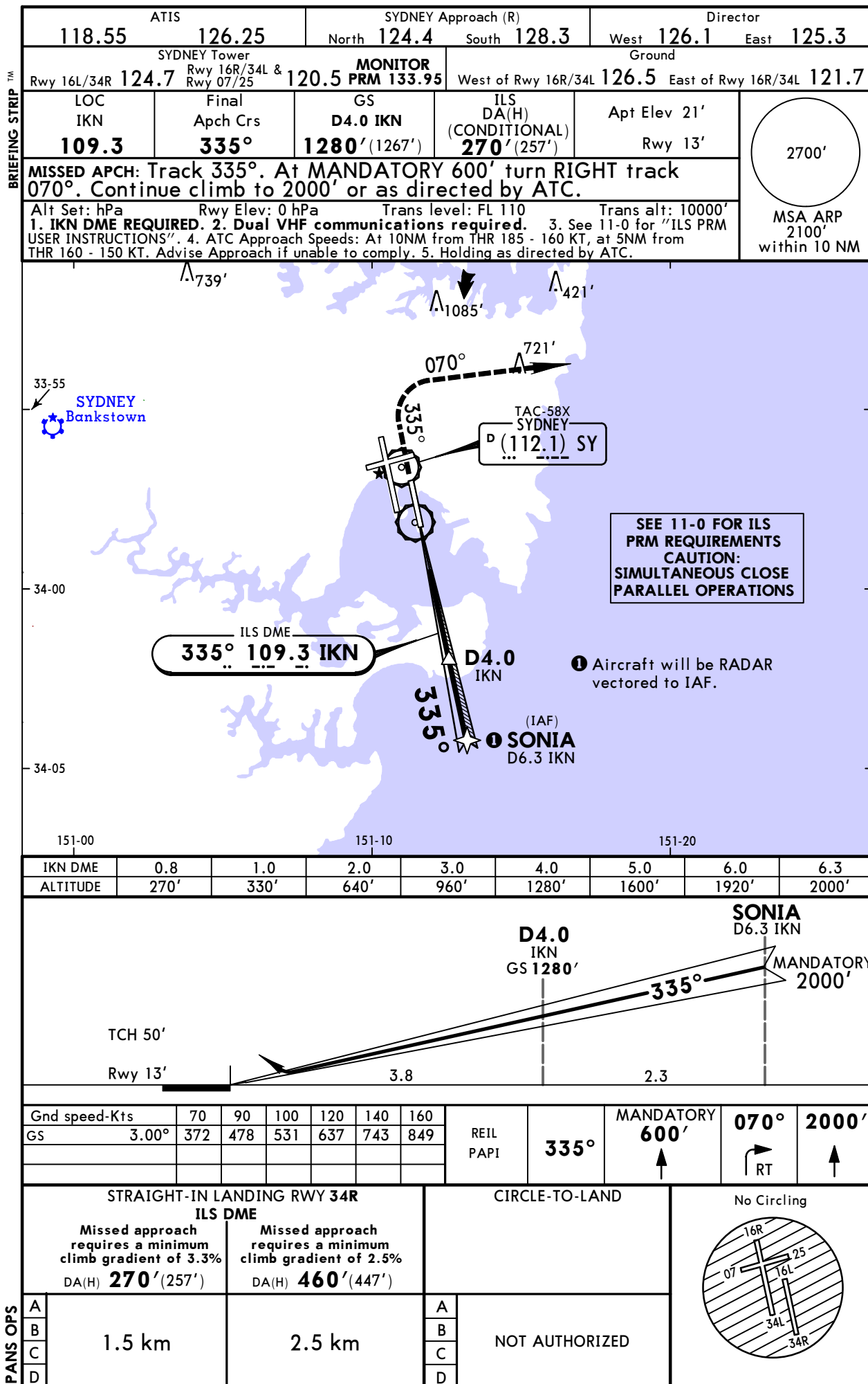


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SYDNEY, NSW, AUSTRALIA

ILS-Z PRM Rwy 34R

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS



YSSY/SYD

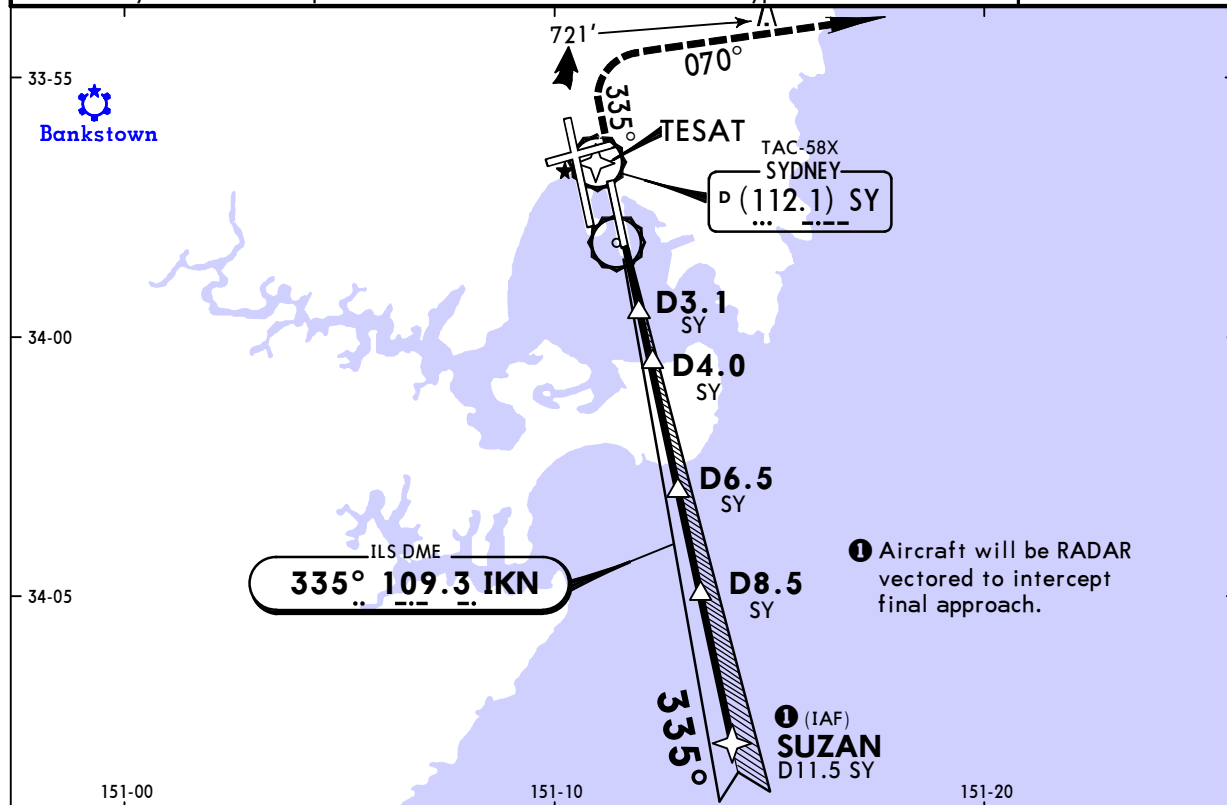
-(KINGSFORD SMITH) INTL

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4 NOV 16
Eff 10 Nov 11-18

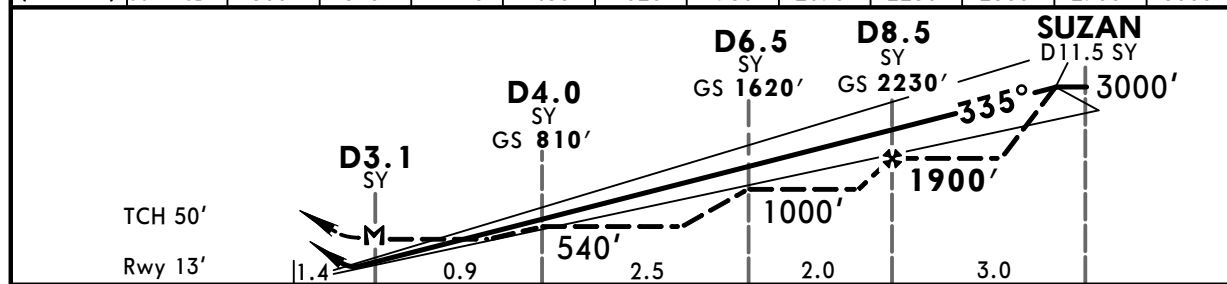
SYDNEY, NSW, AUSTRALIA
ILS-Y or LOC-Y Rwy 34R

BRIEFING STRIP

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			Ground		
Rwy 16L/34R 124.7	Rwy 16R/34L & 07/25 120.5	West of Rwy 16R/34L 126.5		East of Rwy 16R/34L 121.7	
LOC IKN 109.3	Final Apch Crs 335°	GS D8.5 SY 2230' (2217')	ILS DA(H) (CONDITIONAL) 270' (257')	Apt Elev 21' Rwy 13'	<div>2700'</div> <div>MSA 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.					
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 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						849
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					A	NOT AUTHORIZED
B	1.5 km		2.5 km		B	
C					C	
D					D	

PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL

4 NOV 16

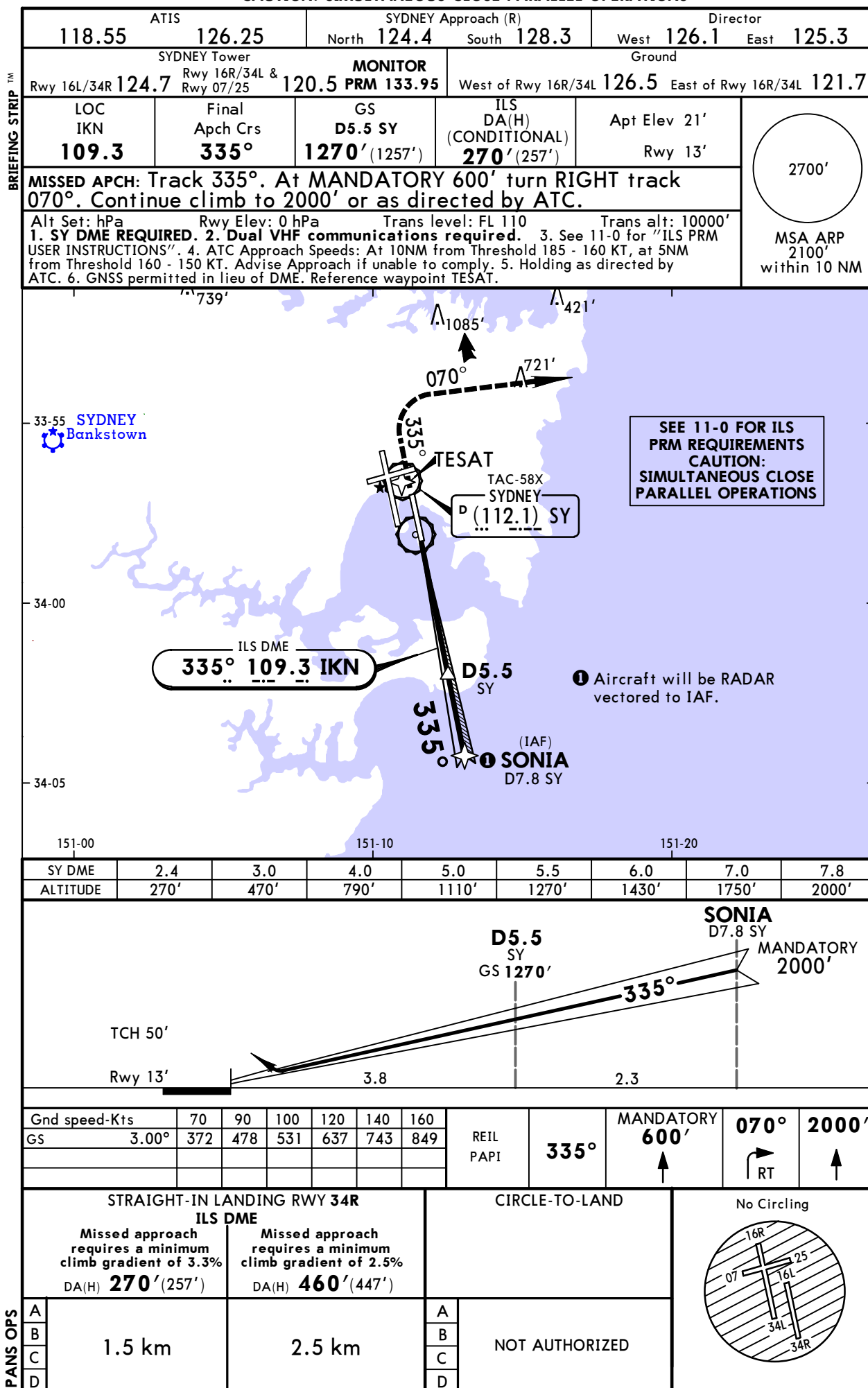
Eff 10 Nov

11-19

JEPPESEN SYDNEY, NSW, AUSTRALIA

ILS-Y PRM Rwy 34R

CAUTION: SIMULTANEOUS CLOSE PARALLEL OPERATIONS



YSSY/SYD

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SYDNEY, NSW, AUSTRALIA

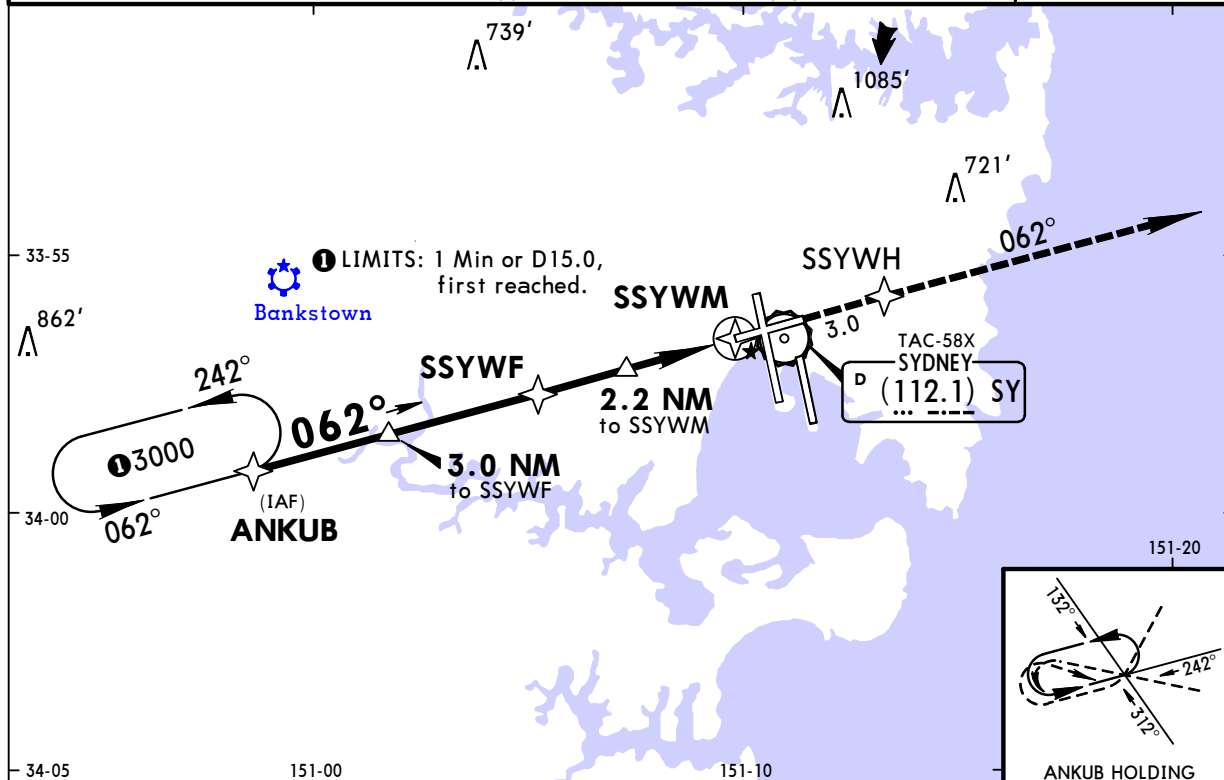
18 NOV 16

(12-1)

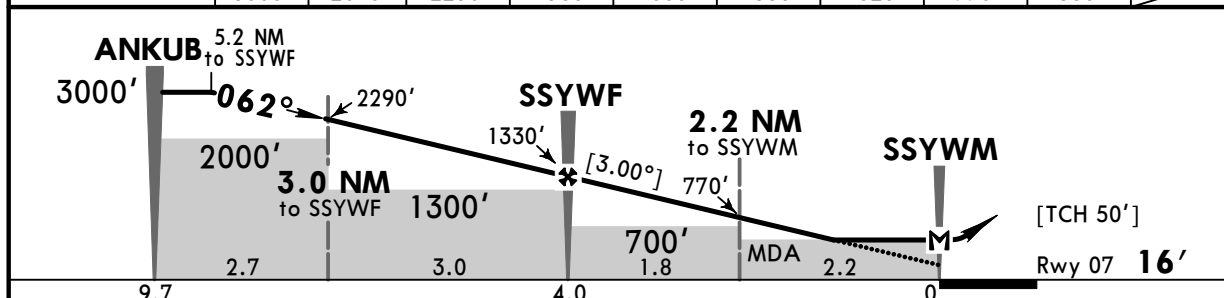
RNAV-Z (GNSS) Rwy 07

BRIEFING STRIP


ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower Rwy 16R/34L & 07/25 120.5		Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5	Ground East of Rwy 16R/34L 121.7	
RNAV	Final Apch Crs 062°	Procedure Alt SSYWF 1330' (1314')	MDA(H) 580' (564')	Apt Elev 21' Rwy 07 16'	<div>2700'</div> <div>MSA YSSY ARP 2100' within 10 NM</div>
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.					



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					CIRCLE-TO-LAND					<div>No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25</div> 					
MDA(H) 580' (564')					Max Kts	MDA(H) _____									
3.2 km					100	710' (689') - 2.4 km									
					135	1000' (979') - 4.0 km									
					180	1000' (979') - 4.0 km									
					205	1000' (979') - 5.0 km									
A															
B															
C															
D															

PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL



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SYDNEY, NSW, AUSTRALIA

18 NOV 16

(12-2)

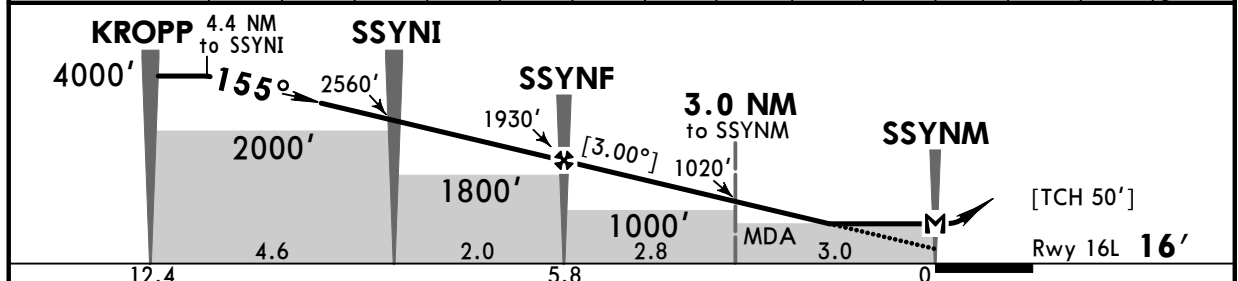
RNAV-Z (GNSS) Rwy 16L

BRIEFING STRIP

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	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 155°	Procedure Alt SSYNF 1930' (1914')	MDA(H) 480' (464')	Apt Elev 21' Rwy 16L 16'	<div><div></div><div>2700'</div></div> <div>MSA YSSY ARP 2100' within 10 NM</div>
MISSED APCH: Track 155°, at MANDATORY 600' turn LEFT, track direct to SSYNH, then track 125°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. Max IAS for initial 210 Kts. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.					



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MANDATORY	LT	SSYNH
Descent Angle [3.00°]	372	478	531	637	743	849	PAPI	155°	600'	
MAP at SSYNM										

STRAIGHT-IN LANDING RWY 16L					CIRCLE-TO-LAND				
MDA(H) 480' (464')									
HIALS out									

PANS OPS

A	2.6 km					A	NOT AUTHORIZED				
B						B					
C						C					
D						D					

YSSY/SYD

-(KINGSFORD SMITH) INTL

JEPPESSEN
24 FEB 17
Eff 2 Mar (12-3)

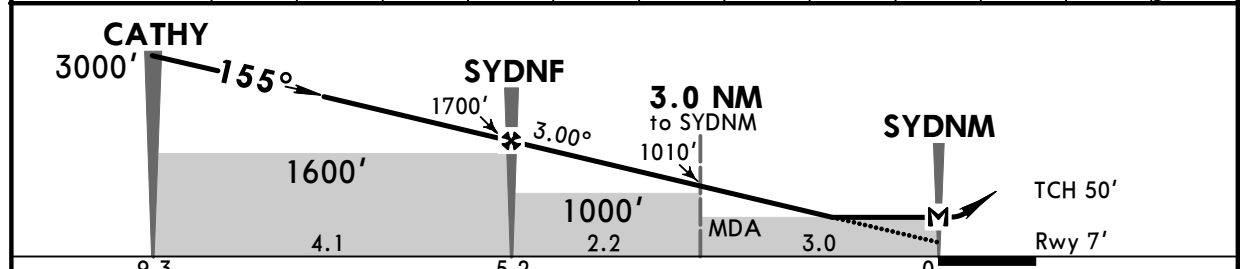
SYDNEY, NSW, AUSTRALIA
RNAV-Z (GNSS) Rwy 16R

BRIEFING STRIP


ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower Rwy 16R/34L & 07/25 120.5			Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5	Ground East of Rwy 16R/34L 121.7
RNAV	Final Apch Crs 155°	Procedure Alt SYDNF 1700' (1693')	MDA(H) 520' (513')	Apt Elev 21' Rwy 7'	<div>2700'</div>
MISSED APCH: Track 155°, at MANDATORY 600' turn RIGHT, track direct to SYDNH, then track 170°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. Max for initial 210 KT. 2. ATC Approach Speeds: At CATHY 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.					
					MSA YSSY ARP 2100' within 10 NM



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



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	MANDATORY	RT	D	SYDNH
Descent angle	3.00°	372	478	531	637	743	PAPI	155°	600'		
MAP at SYDNM											

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

PANS OPS

YSSY/SYD
-(KINGSFORD SMITH) INTL

JEPPESEN

SYDNEY, NSW, AUSTRALIA

24 FEB 17
Eff 2 Mar (12-4)

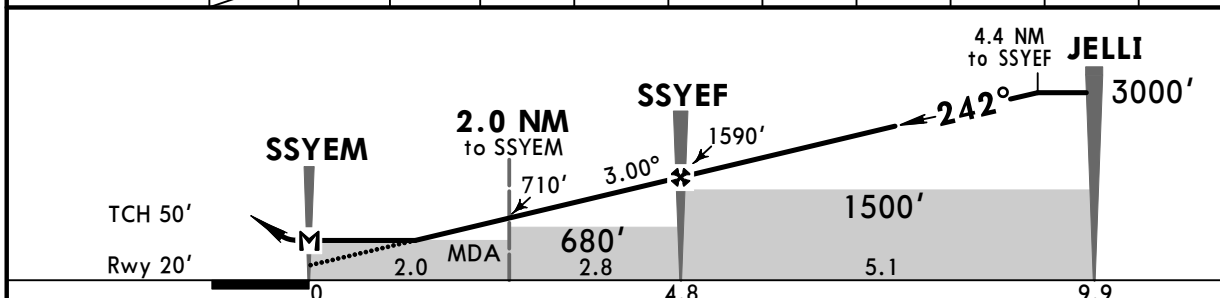
RNAV-Z (GNSS) Rwy 25


BRIEFING STRIP

ATIS		SYDNEY Approach (R)		Director	
118.55 126.25		North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower Rwy 16R/34L & 07/25 120.5		Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5		Ground East of Rwy 16R/34L 121.7
RNAV	Final Apch Crs 242°	Procedure Alt SSYEF 1590' (1570')	MDA(H) 520' (500')	Apt Elev 21' Rwy 20'	<div>2700'</div>
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 for initial 210 KT. 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		SSYEM
Descent angle 3.00°	372	478	531	637	743	849				
MAP at SSYEM										

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

PANS OPS

CHANGES: None.

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YSSY/SYD

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SYDNEY, NSW, AUSTRALIA

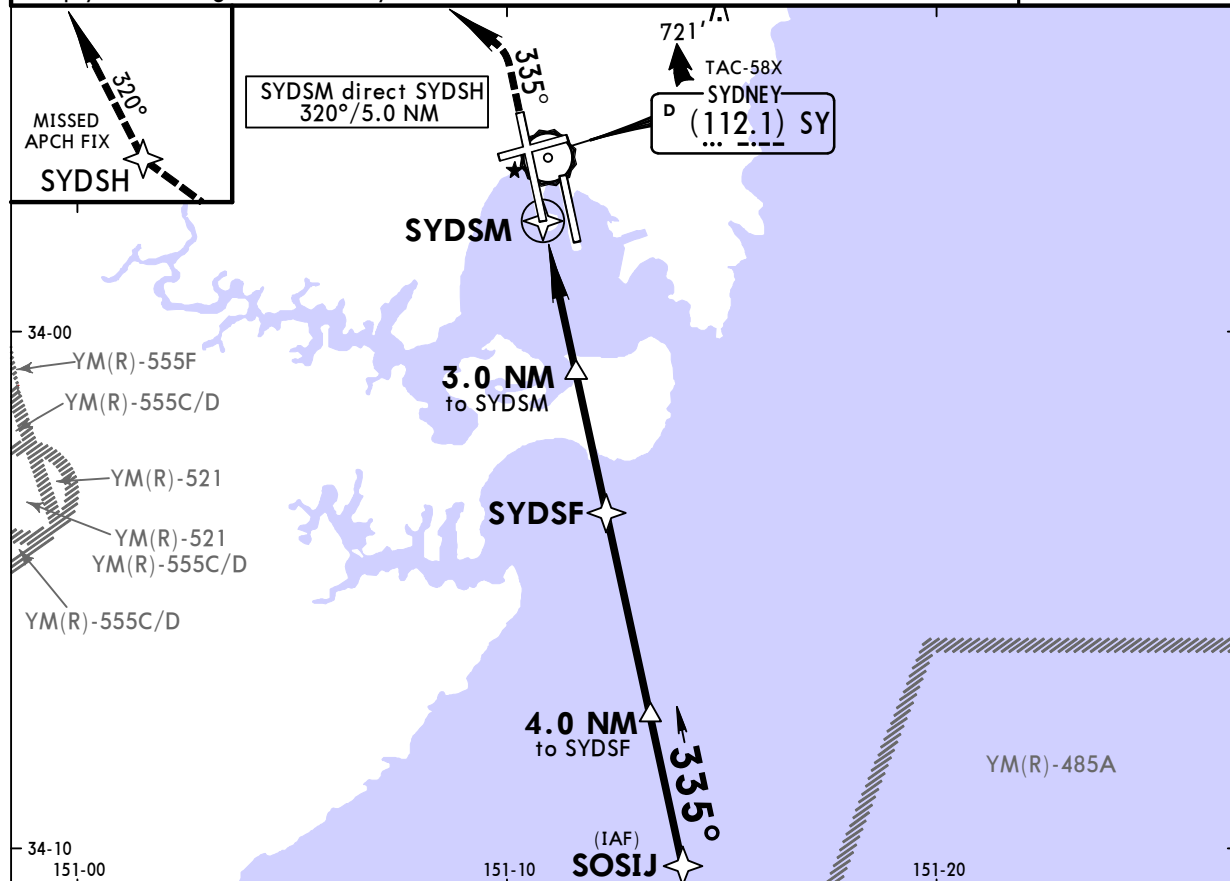
18 NOV 16

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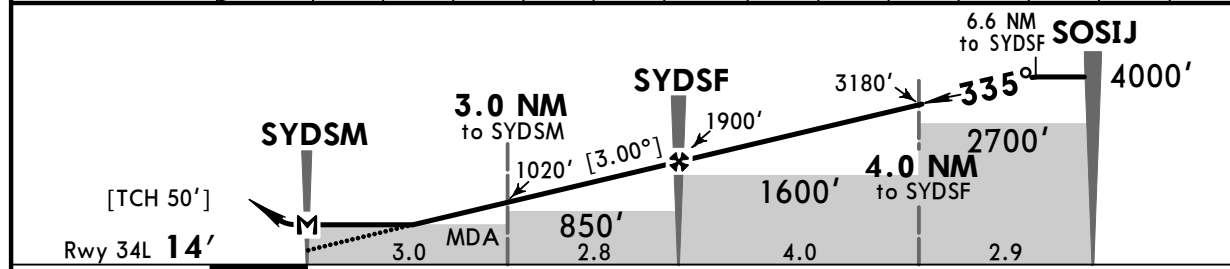
RNAV-Z (GNSS) Rwy 34L

BRIEFING STRIP

ATIS 118.55		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	
RNAV	Final Apch Crs 335°	Procedure Alt SYDSF 1900' (1886')	MDA(H) 450' (436')	Apt Elev 21' Rwy 34L 14'	<div>2700'</div>
MISSED APCH: Track 335°, at MANDATORY 500' turn LEFT, track direct to SYDSH, then track 320°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000' 1. Max IAS for initial 210 Kts. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC.					



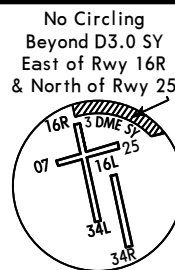
NM to NEXT WPT	SYDSM	1.2	2.0	3.0	4.0	5.0	SYDSF	1.0	2.0	3.0	4.0	5.0	6.0	6.6
ALTITUDE		450'	700'	1020'	1340'	1660'	1900'	2220'	2540'	2860'	3180'	3500'	3820'	4000'



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

STRAIGHT-IN LANDING RWY 34L			CIRCLE-TO-LAND		
MDA(H) 450' (436')			MDA(H)		
HIALS out			HIALS out		
A	2.4 km		Max Kts	710' (689') - 2.4 km	
B			100		
C			135	1000' (979') - 4.0 km	
D			205	1000' (979') - 5.0 km	

PANS OPS



YSSY/SYD

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18 NOV 16

(12-6)



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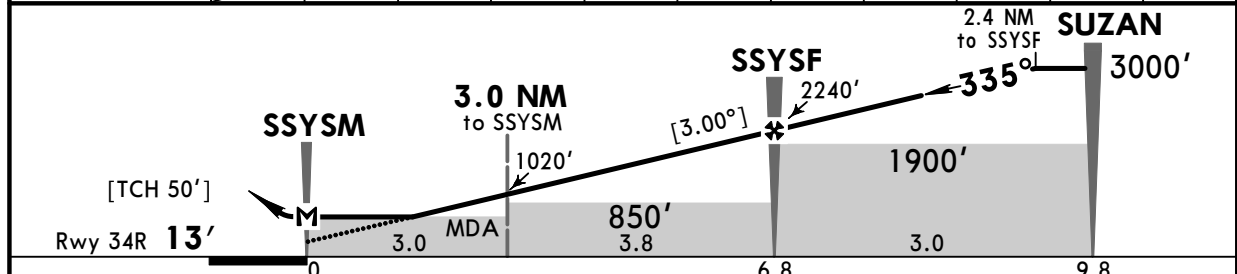
RNAV-Z (GNSS) Rwy 34R

BRIEFING STRIP™

ATIS 118.55 126.25		SYDNEY Approach (R) North 124.4 South 128.3		Director West 126.1 East 125.3	
SYDNEY Tower Rwy 16L/34R 124.7			Rwy 16R/34L & 07/25 120.5		
West of Rwy 16R/34L 126.5			Ground 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>MSA YSSY ARP 2100' within 10 NM</div></div>
MISSED APCH: Track 335°, at MANDATORY 600' turn RIGHT, track direct to SSYSH, then track 070°. Climb to 2000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'					
1. Max IAS for initial 210 Kts, for missed approach: 190 Kts. 2. ATC Approach Speeds: At SUZAN 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply. 3. Holding as directed by ATC					



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 →	SSYSH
Descent Angle [3.00°]	372	478	531	637	743	849				
MAP at SSYSM										

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

PANS OPS

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

YSSY/SYD

-(KINGSFORD SMITH) INTL

18 NOV 16

(12-40)

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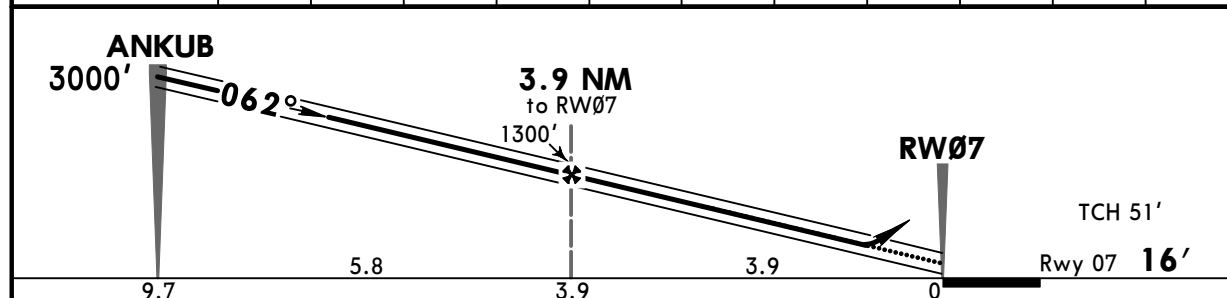
GLS Rwy 07

BRIEFING STRIP


ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower Rwy 16R/34L & 07/25 120.5		Rwy 16L/34R 124.7	West of Rwy 16R/34L 126.5	Ground East of Rwy 16R/34L 121.7	
LAAS Ch 22790 G-07A	Final Apch Crs 062°	Minimum Alt NDB 3000' (2984')	GLS DA(H) 270' (254')	Apt Elev 21' Rwy 07 16'	2700'
MISSED APCH: Track 062°. Climb to 2000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'					
1. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5NM from Threshold 160 - 150 KT. Advise Approach if unable to comply.					
					MSA YSSY ARP 2100' within 10 NM



NM to RWY 07	9.2	9.0	8.0	7.0	6.0	5.0	3.9	3.0	2.0	1.0	0.6
ALTITUDE	3000'	2930'	2610'	2300'	1980'	1660'	1300'	1020'	700'	390'	270'



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

STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND		<div>No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25</div> 
GLS		Max	MDA(H)	
DA(H) 270'(254')		Kts		
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	1000'(979') - 5.0 km	

PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL



SYDNEY, NSW, AUSTRALIA

GLS Rwy 16L

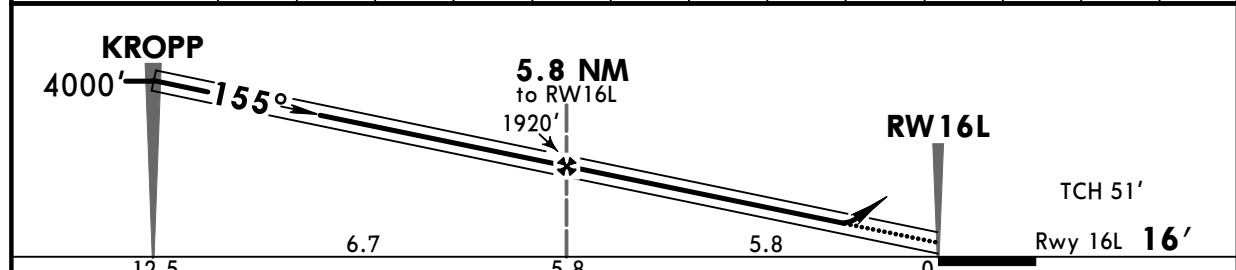
18 NOV 16 (12-41)

BRIEFING STRIP

ATIS 118.55		126.25		SYDNEY Approach (R) North 124.4		South 128.3		Director West 126.1		East 125.3	
Rwy 16L/34R 124.7				SYDNEY Tower Rwy 16R/34L & 07/25 120.5		West of Rwy 16R/34L 126.5			Ground 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 RWY 16L	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		MANDATORY	
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI	155°	600'
MAP at DA								PAPI	125°	LT

STRAIGHT-IN LANDING RWY 16L			CIRCLE-TO-LAND		
GLS					
DA(H) 220' (204')					
FULL	HIRL out	HIALS out			

A				A			
B				B			
C				C			
D				D			

YSSY/SYD

-(KINGSFORD SMITH) INTL



JEPPESEN SYDNEY, NSW, AUSTRALIA

24 FEB 17

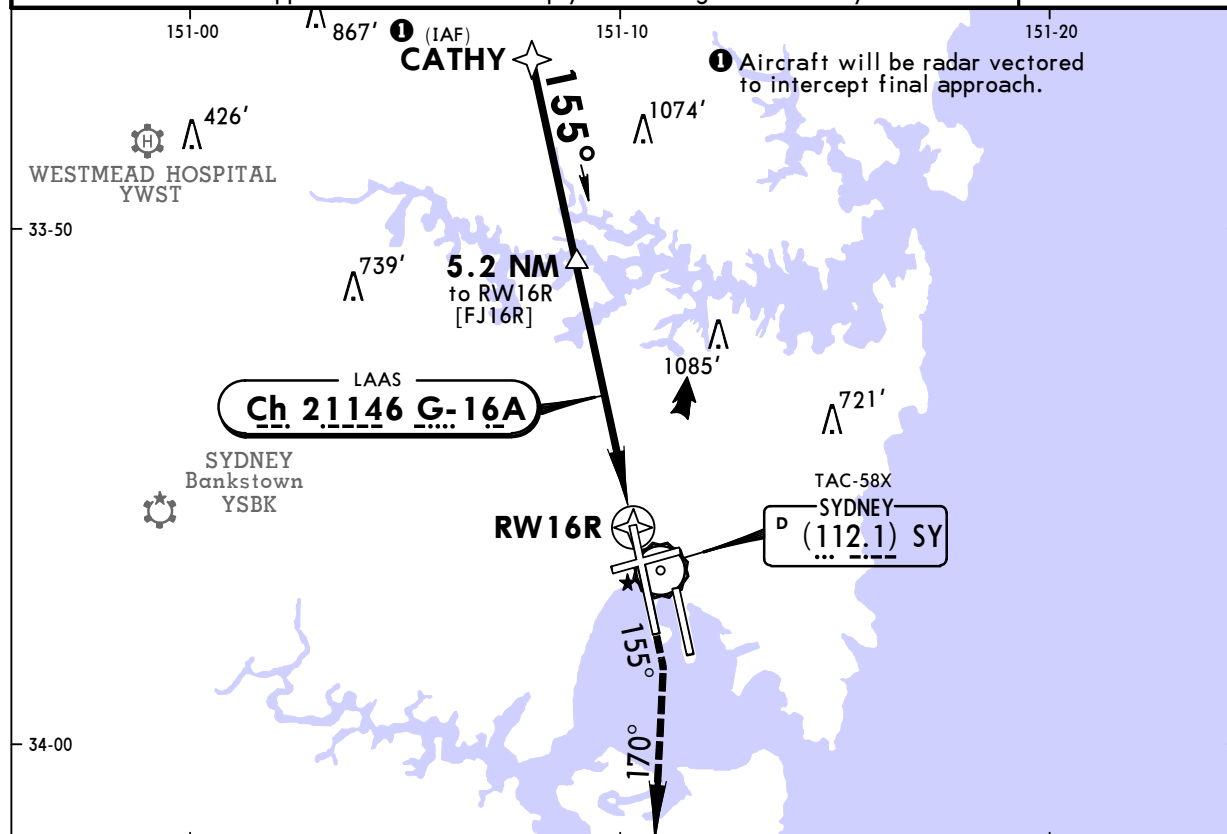
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Eff 2 Mar

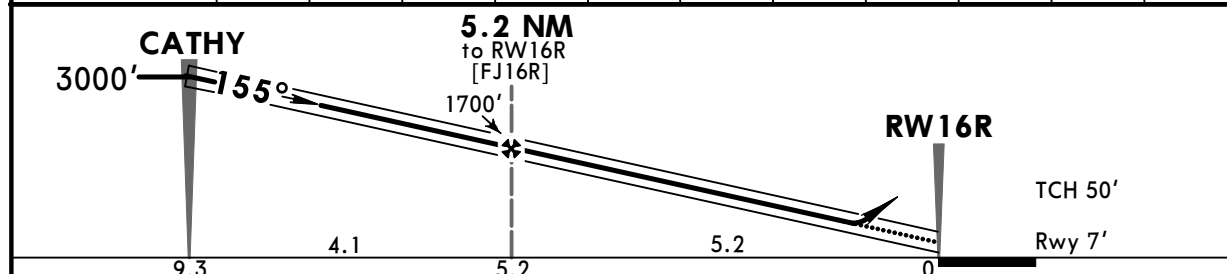
GLS Rwy 16R

BRIEFING STRIP

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			Ground		
Rwy 16R/34L & 07/25		Rwy 16L/34R	West of Rwy 16R/34L		East of Rwy 16R/34L
120.5		124.7	126.5		121.7
LAAS	Final	Minimum Alt	GLS	Apt Elev	<div>2700'</div>
Ch 21146	Apch Crs	CATHY	DA(H)	21'	
G-16A	155°	3000' (2993')	210' (203')	Rwy 7'	
MISSED APCH: Track 155°. At MANDATORY 600' turn RIGHT, track 170°. Climb to 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'					
1. 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'	2600'	2290'	1970'	1700'	1330'	1010'	690'	380'	210'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI PAPI 155°	MANDATORY 600'	170° RT
Glide Path Angle	3.00°	372	478	531	637	849			
MAP at DA									

STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND		<div>No Circling Beyond D3.0 SY East of Rwy 16R & North of Rwy 25</div>
GLS						
DA(H) 210' (203')				MDA(H)		
	FULL	HIRL out	HIALS 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		1000' (979') - 4.0 km
D				205		1000' (979') - 5.0 km

PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL

24 FEB 17

(12-43)

Eff 2 Mar

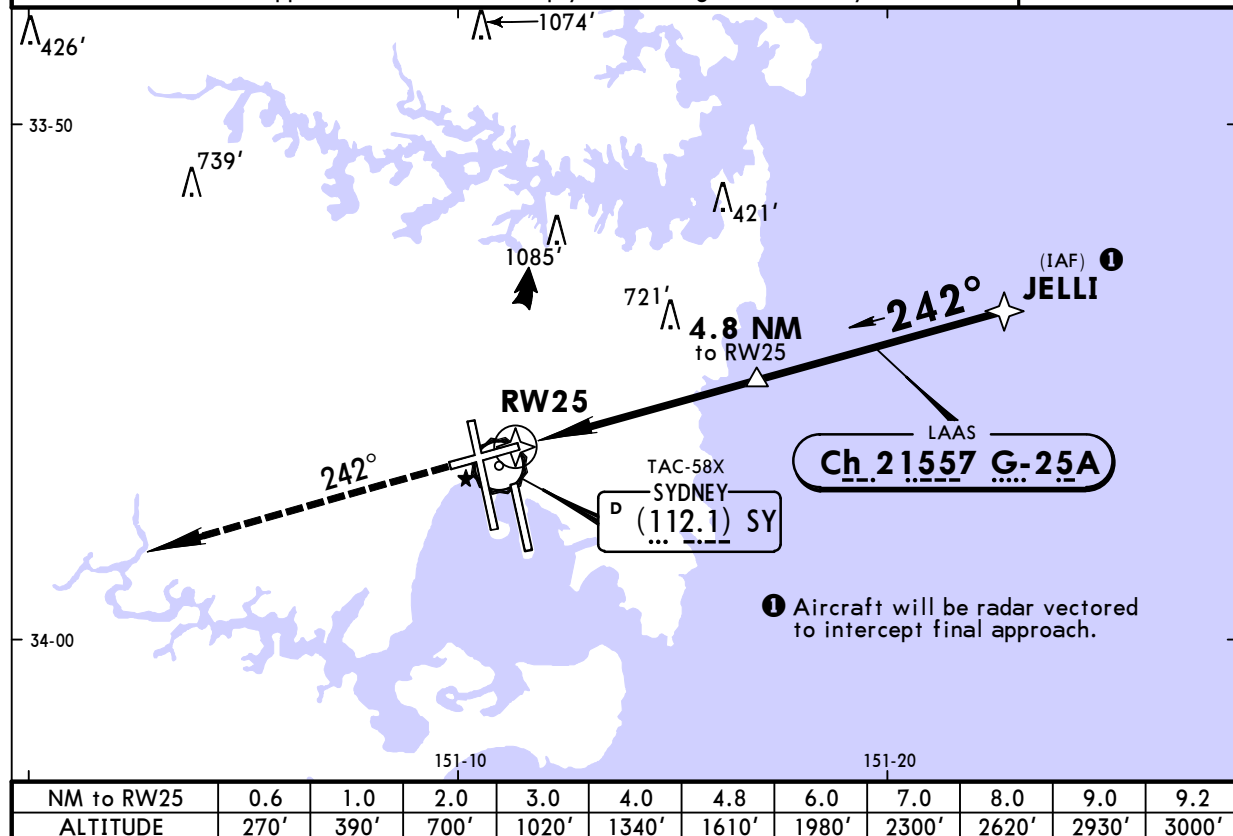


SYDNEY, NSW, AUSTRALIA

GLS Rwy 25

BRIEFING STRIP

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower Rwy 16R/34L & 07/25 120.5			Rwy 16L/34R 124.7	Ground West of Rwy 16R/34L 126.5	East of Rwy 16R/34L 121.7
LAAS Ch 21557 G-25A	Final Apch Crs 242°	Minimum Alt JELLI 3000' (2980')	GLS DA(H) 270' (250')	Apt Elev 21' Rwy 20'	<div>2700'</div>
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



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PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL

18 NOV 16

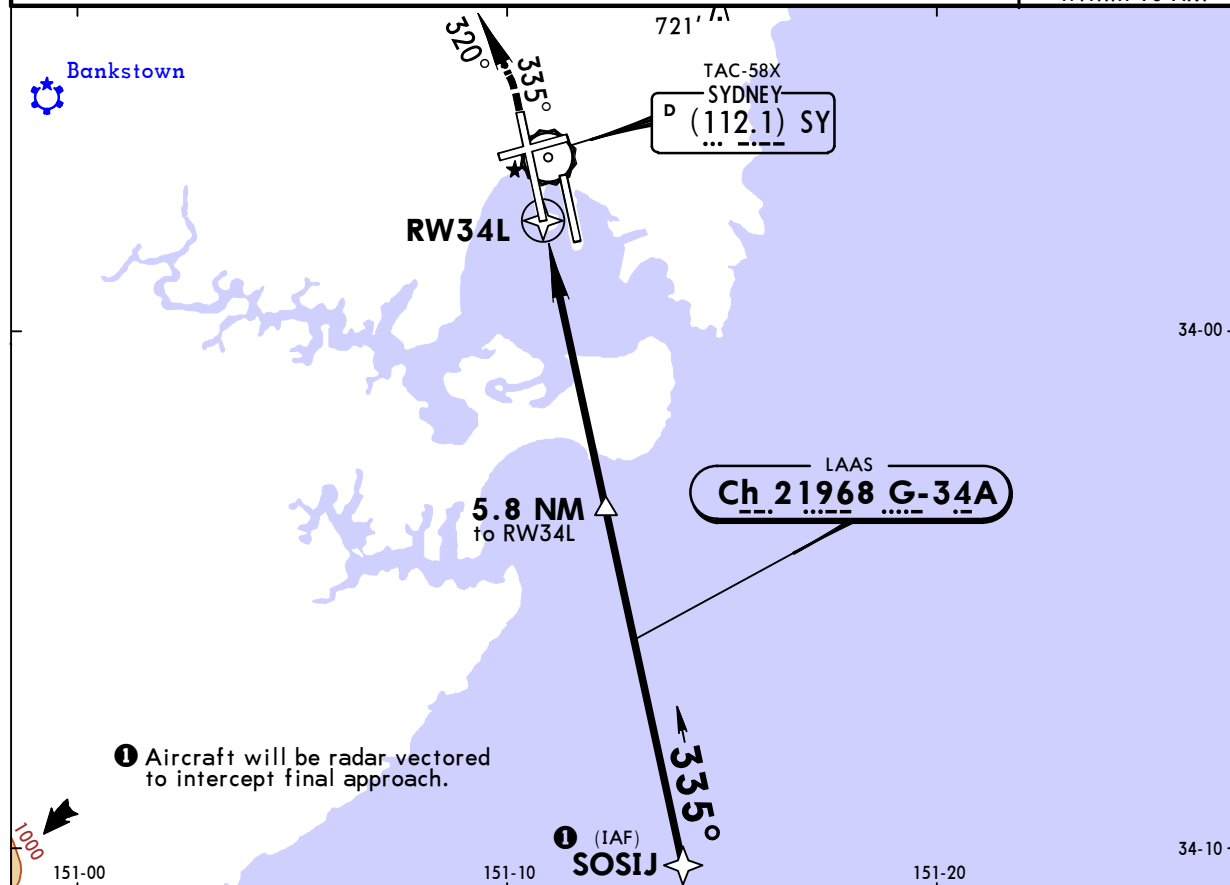
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JEPPESEN SYDNEY, NSW, AUSTRALIA

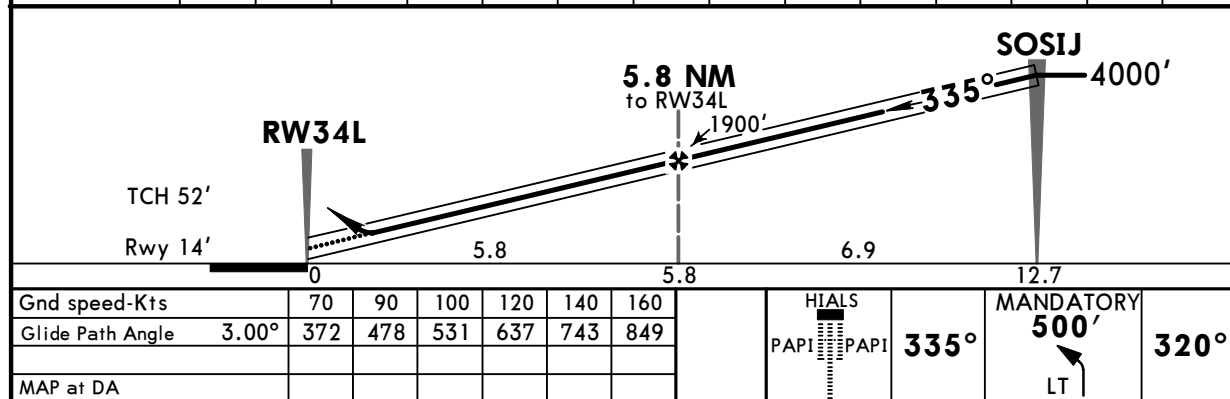
GLS Rwy 34L

BRIEFING STRIP

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



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

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

PANS OPS

YSSY/SYD

-(KINGSFORD SMITH) INTL

18 NOV 16

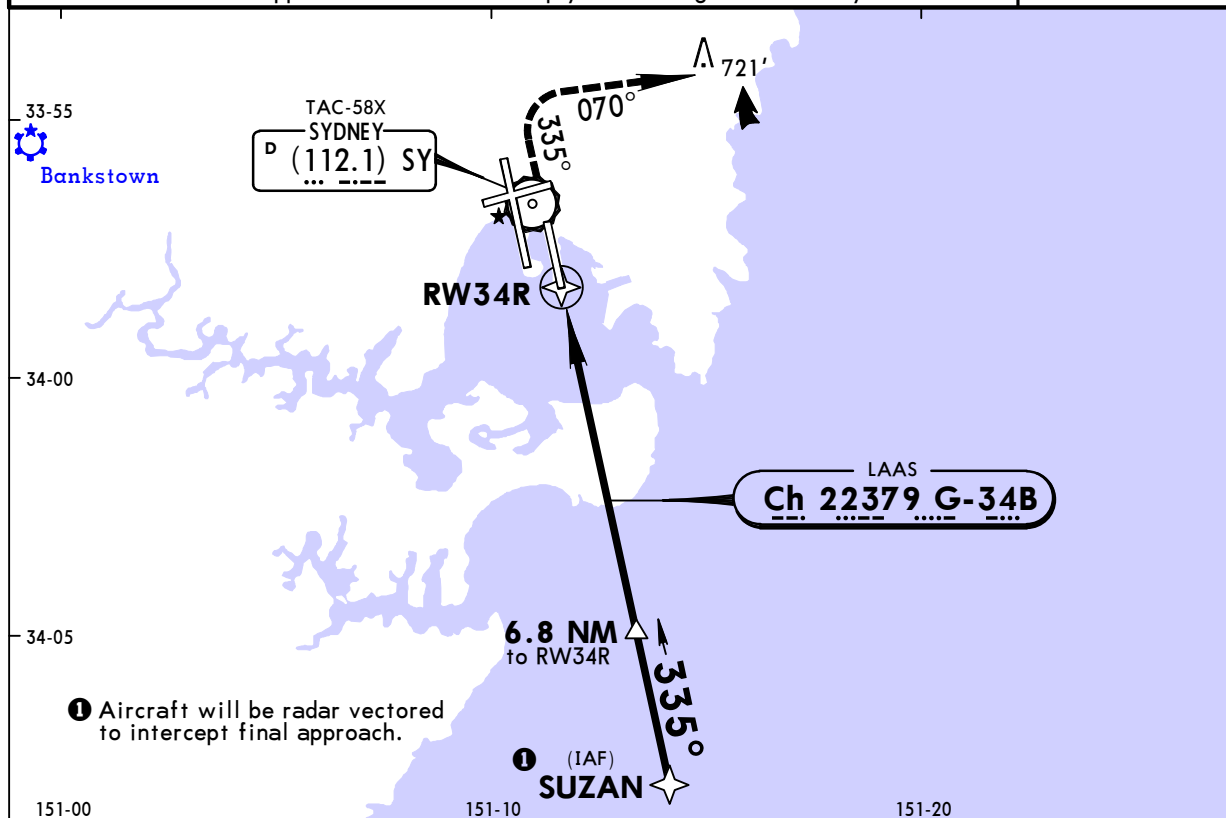
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JEPPesen SYDNEY, NSW, AUSTRALIA

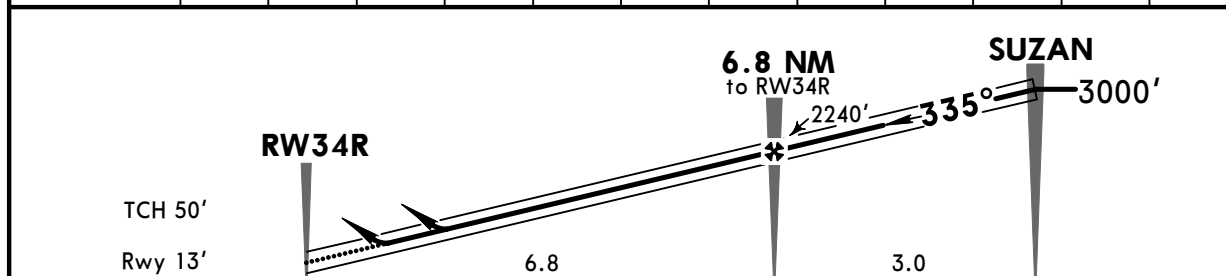
GLS Rwy 34R

BRIEFING STRIP™

ATIS		SYDNEY Approach (R)		Director	
118.55	126.25	North 124.4	South 128.3	West 126.1	East 125.3
SYDNEY Tower			Ground		
Rwy 16L/34R	Rwy 16R/34L & 07/25		West of Rwy 16R/34L	East of Rwy 16R/34L	
124.7	120.5		126.5	121.7	
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'	<div>2700'</div>
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		MANDATORY			
Glide Path Angle	3.00°	372	478	531	637	743	849		335°	600'	070°	
MAP at DA										RT		

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

PANS OPS

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