Trip Kit Index
Printed on 16 Apr 2023
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≱JEPPESENJeppView for Windows

List of pages in this Trip Kit

Trip Kit Index Airport Information For YSSY Terminal Charts For YSSY Revision Letter For Cycle 07-2023 Change Notices Notebook

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General Information

Location: SYDNEY NS AUS ICAO/IATA: YSSY / SYD

Lat/Long: S33° 56.76', E151° 10.63'

Elevation: 21 ft

Airport Use: Public

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

Fuel Types: 100-130 Octane, 115-145 Octane, Jet A-1

Repair Types: Major Airframe, Major Engine

Customs: Yes Airport Type: IFR Landing Fee: Yes Control Tower: Yes Jet Start Unit: No LLWS Alert: No Beacon: Yes

Sunrise: 2018 Z Sunset: 0733 Z

Runway Information

Runway: 07

Length x Width: 8301 ft x 148 ft

Surface Type: asphalt TDZ-Elev: 16 ft Lighting: Edge, REIL Stopway: 98 ft

Runway: 16L

Length x Width: 7999 ft x 148 ft

Surface Type: asphalt

TDZ-Elev: 16 ft

Lighting: Edge, ALS, Centerline Displaced Threshold: 758 ft

Runway: 16R

Length x Width: 12999 ft x 148 ft

Surface Type: asphalt

TDZ-Elev: 7 ft

Lighting: Edge, ALS, Centerline, TDZ

Airport Information For YSSY
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Displaced Threshold: 279 ft

Stopway: 98 ft

Runway: 25

Length x Width: 8301 ft x 148 ft

Surface Type: asphalt TDZ-Elev: 20 ft Lighting: Edge

Displaced Threshold: 331 ft

Runway: 34L

Length x Width: 12999 ft x 148 ft

Surface Type: asphalt

TDZ-Elev: 14 ft

Lighting: Edge, ALS, Centerline, TDZ

Runway: 34R

Length x Width: 7999 ft x 148 ft

Surface Type: asphalt

TDZ-Elev: 13 ft

Lighting: Edge, ALS, Centerline, TDZ

Displaced Threshold: 125 ft

Communication Information

ATIS: 118.550 ATIS: 126.250

Sydney Tower: 133.950 Sydney Tower: 124.700 Sydney Tower: 120.500 Sydney Tower: 119.450 Sydney Ground: 121.700 Sydney Ground: 126.500

Sydney Clearance Delivery: 133.800

Sydney Approach: 128.300 Sydney Approach: 124.400

Sydney Approach: 118.400 Secondary

Sydney Approach: 135.900

Sydney Departure: 118.400 Beyond 15 mi. Secondary

Sydney Departure: 123.000 Sydney Departure: 129.700

Sydney Direct (Approach Control Radar): 118.400 Secondary

Sydney Direct (Approach Control Radar): 125.300 Sydney Direct (Approach Control Radar): 126.100 Rescue And Firefighting Emergency: 131.000

Sydney Centre Information: 124.550 Sydney Centre Information: 125.800 Sydney Coordinator Operations: 127.600 Sydney Terminal Control Area: 135.100

11 JUN 21 (10-1P).Eff.17.Jun.

JEPPESEN SYDNEY, NSW, AUSTRALIA .AIRPORT.BRIEFING.

KINGSFORD SMITH

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

The Sydney arrival GDP applies to all fixed wing, non priority flights departing from all Australian domestic airports and arriving at Sydney between 2000 - 1300 UTC, as adjusted by daylight saving time variations.

Flights to Sydney during the operation of Ground Delay Program must obtain an Airport Coordination Australia (ACA) slot and Calculated off Blocks Time (COBT).

The COBT can be obtained through their company or the Network Coordination Center on 1800 020 626 or atfmu@airservicesaustralia.com.

Ground Delay Program (GDP) Outbound

After receiving Airways Clearance, all aircraft subject to GDP are required to report when ready for pushback/taxi on Sydney Coordinator frequency 127.6 MHz.

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

Sydney Coordinator will advise aircraft to monitor Sydney Ground frequency 121.7 MHz or 126.5 MHz as appropriate.

Do not contact Ground, monitor only.

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

LOW VISIBILITY PROCEDURES

General

- 1. For CASA approved operators, Rwy 16R/34L and 16L/34R are capable of supporting takeoffs with an RVR of not less than 125m.
- 2. For CASA approved operators, Rwy 07/25 is capable of supporting takeoffs with an RVR of not less than 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. All aircraft required to depart from the full length of the assigned runway.
- 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 at the touchdown zone, midpoint zone and end zone for each runway.
- 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
- 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.
- 10. During LVP the following Twy restrictions apply to A380 aircraft:
 - a. A380 aircraft to depart from Twy A1 and Twy A6 when operating Rwy 16R/34L.
 - b. Twy F not available for intersection departure.
 - c. A380 aircraft under tow not permitted to cross Rwy 16R/34L.

.AIRPORT.BRIEFING.

AIRPORT EFFICIENCY PROCEDURES

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 aircrafts arriving to Rwy 16R/34L. Both aircrafts may occupy the runway during application of the standard.
- 2.2 To ensure minimum runway occupancy time and support optimum spacing on final, whenever operational conditions permit, expect to vacate the runway via the exit taxiways specified in the table below.
- 2.3 Plan a predictable and efficient exit from the runway and if an exit other than the preferred is desired, advise tower on first contact.
- 2.4 Landing Exit Distance (LED), the distance from the threshold to the furthest edge of the exit taxiway, are provided to assist planning.

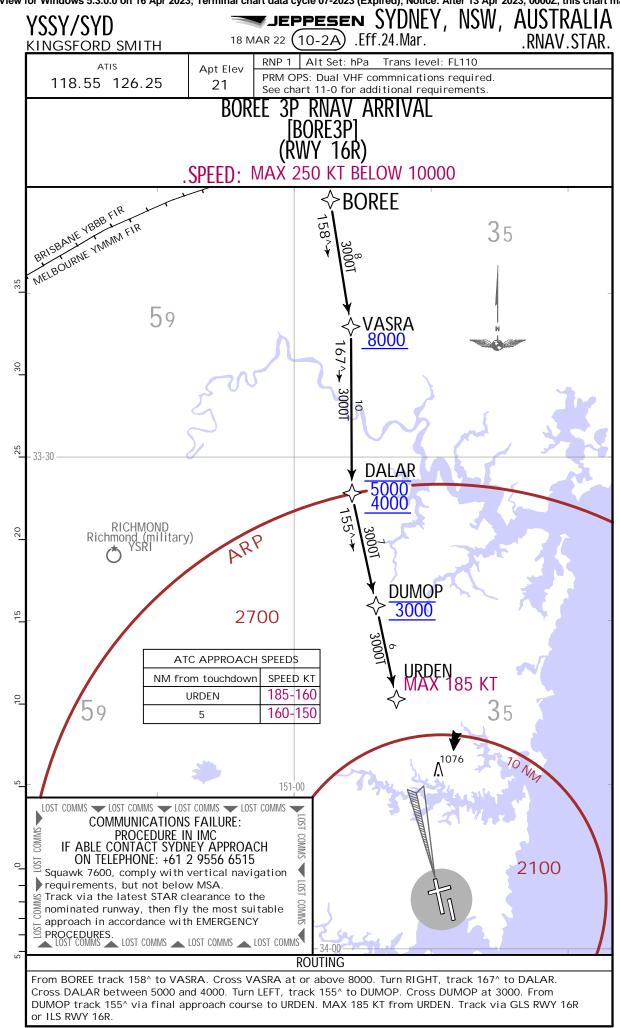
RWY	AIRCRAFT TYPE	Preferred TWY Exits	LED
07	Non jet	B	4111' 1253m
	Jet except A388, B748, A346, B773	D	6119' 1865m
	A388, B748, A346, B773	G4	7897' 2407m
16L	Non jet	1 T3	5272' 1607m
	Jet	21 T3	5272' 1607m
	Jet	T4	6444' 1964m
16R	Domestic Terminal - All aircraft types	3 B7	5079' 1548m
	International 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	1 T2	4498' 1371m
	Jet	U1	6430' 1960m

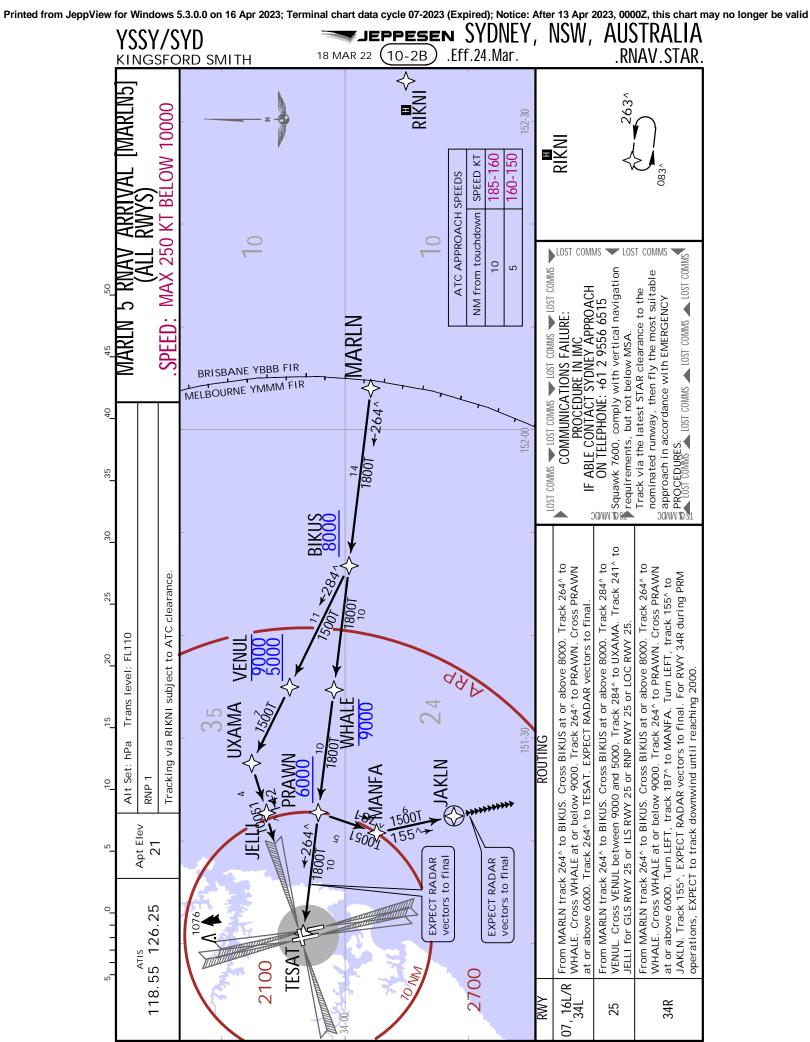
¹ Twys T2 and T3 restricted to aircraft with less than 59' (18m) wheel base and MAX 118' (36m) wingspan due to 49' (15m) wide twy.

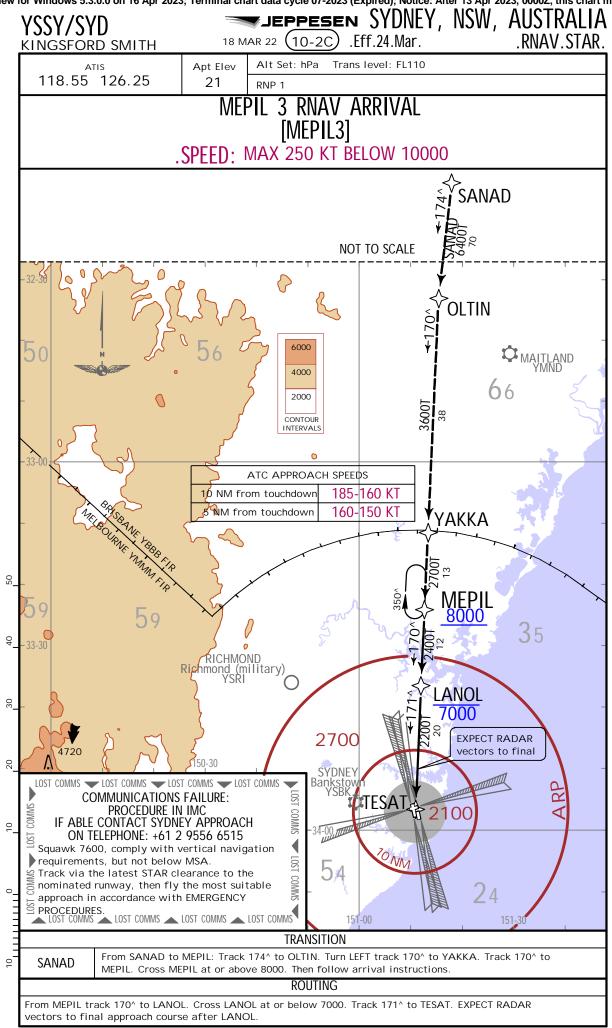
- 2 Less than 59' (18m) wheel base and MAX 118' (36m) wingspan.
- 3 Non jet aircraft preferring to vacate North of Twy B7 must advise Tower prior to receiving a landing clearance.

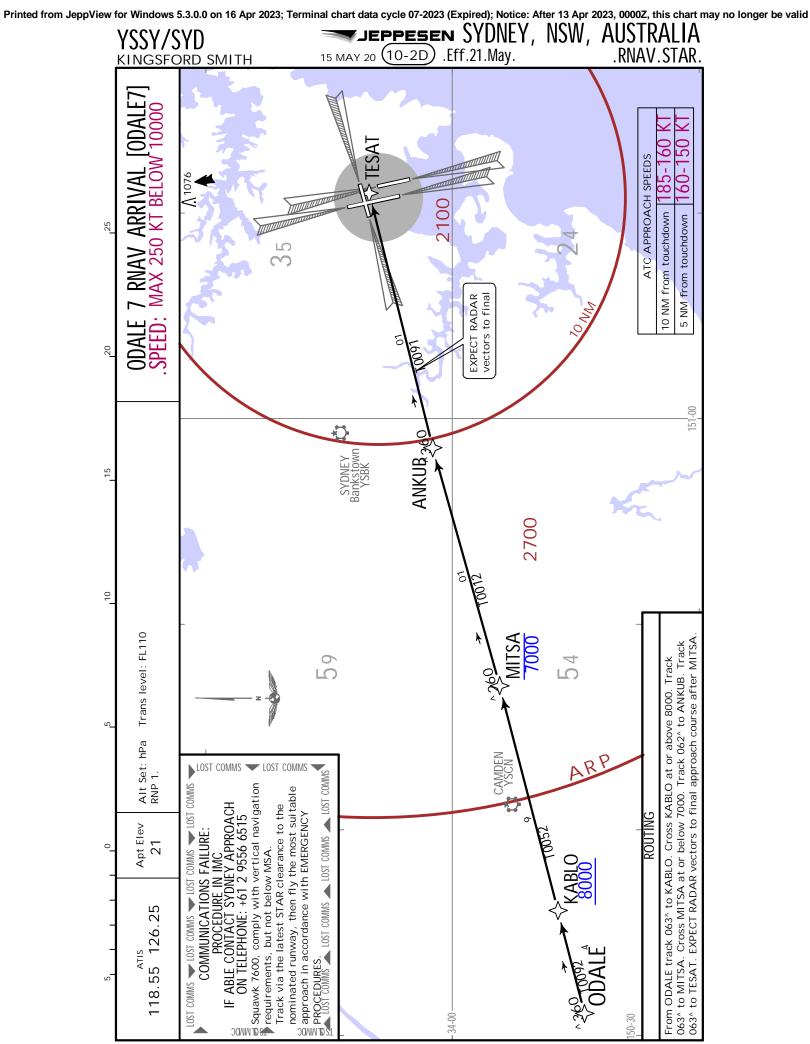
NOTE: Preferred exit taxiway procedures do not apply during Sydney Airport Curfew hours.

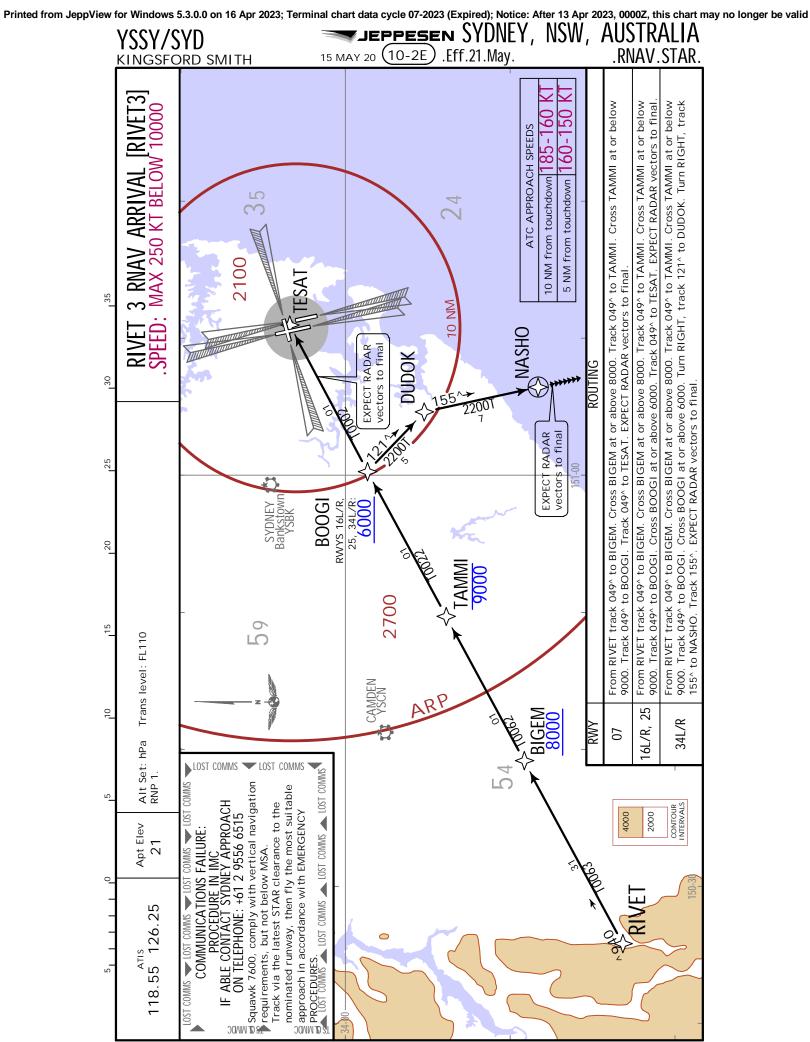
CHANGES: None

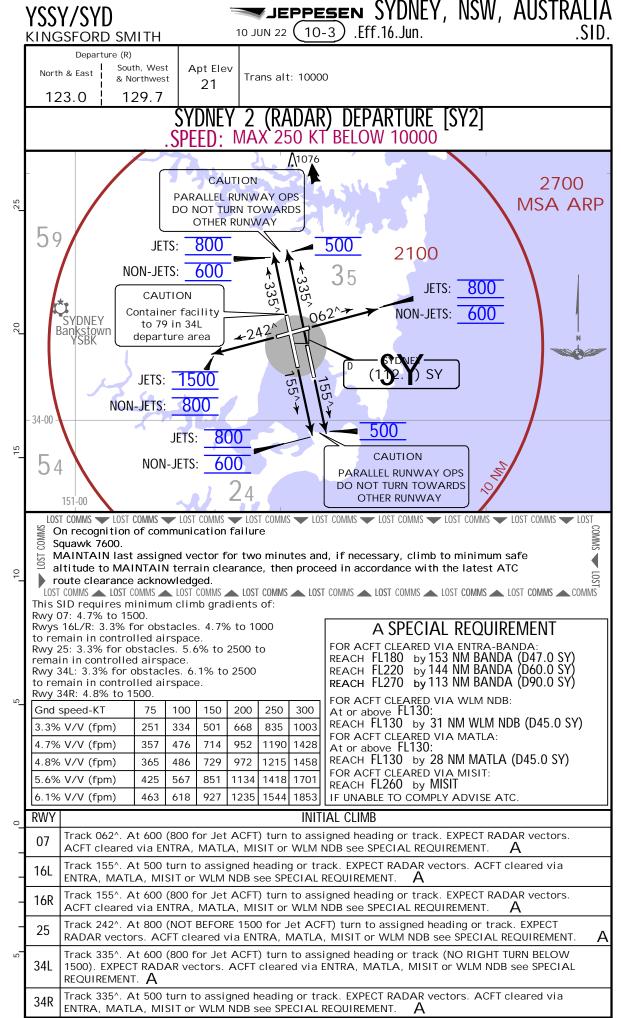


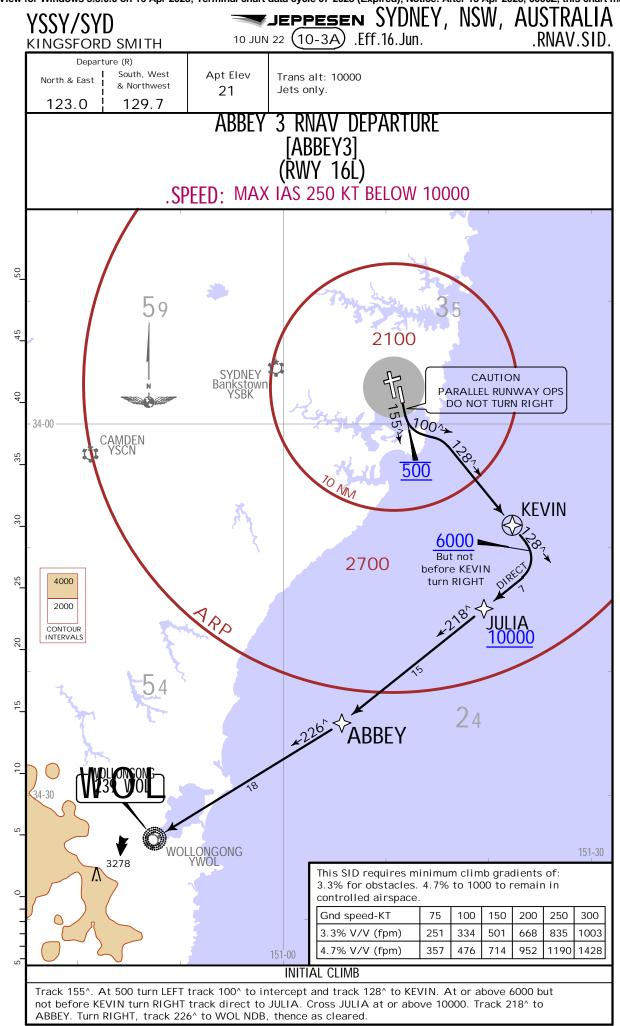


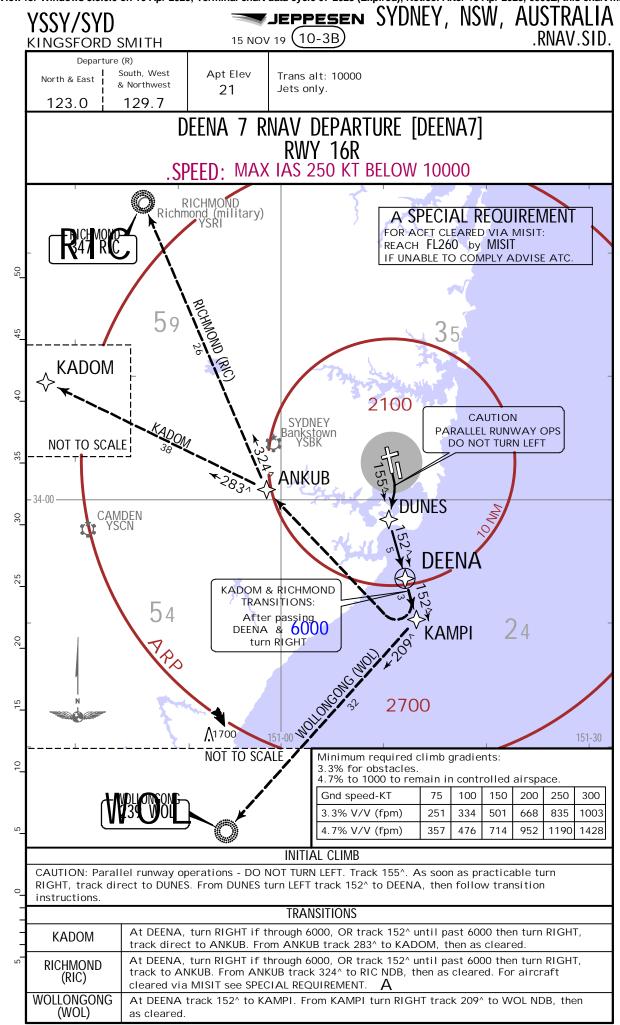


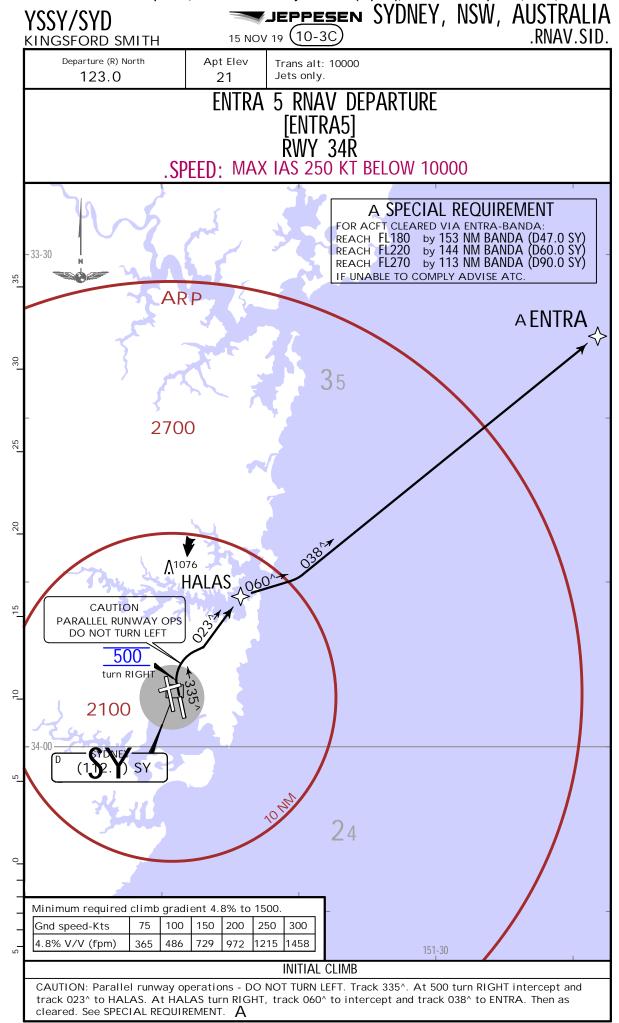


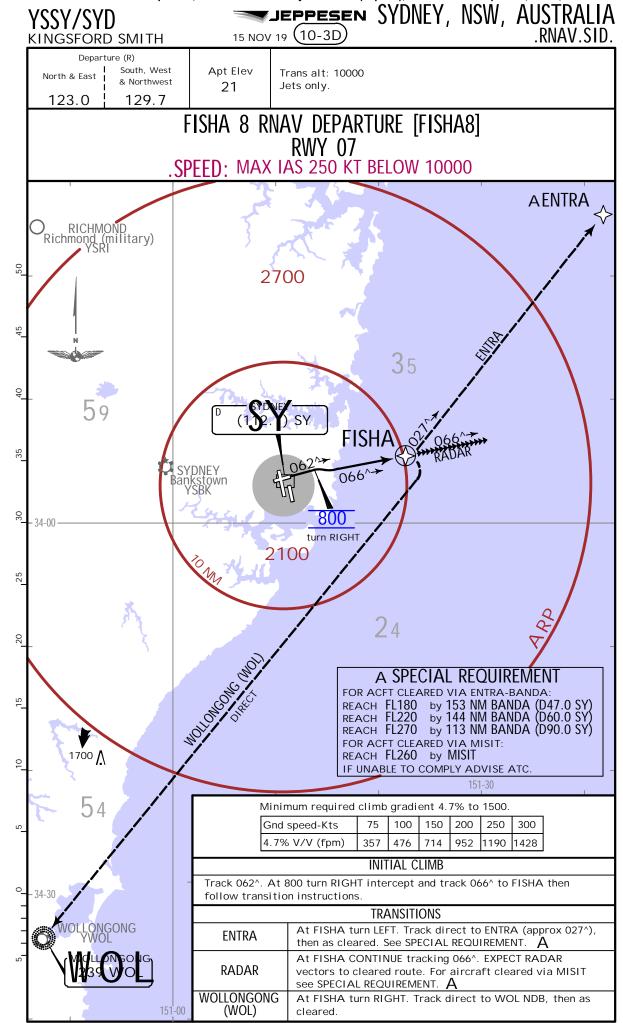


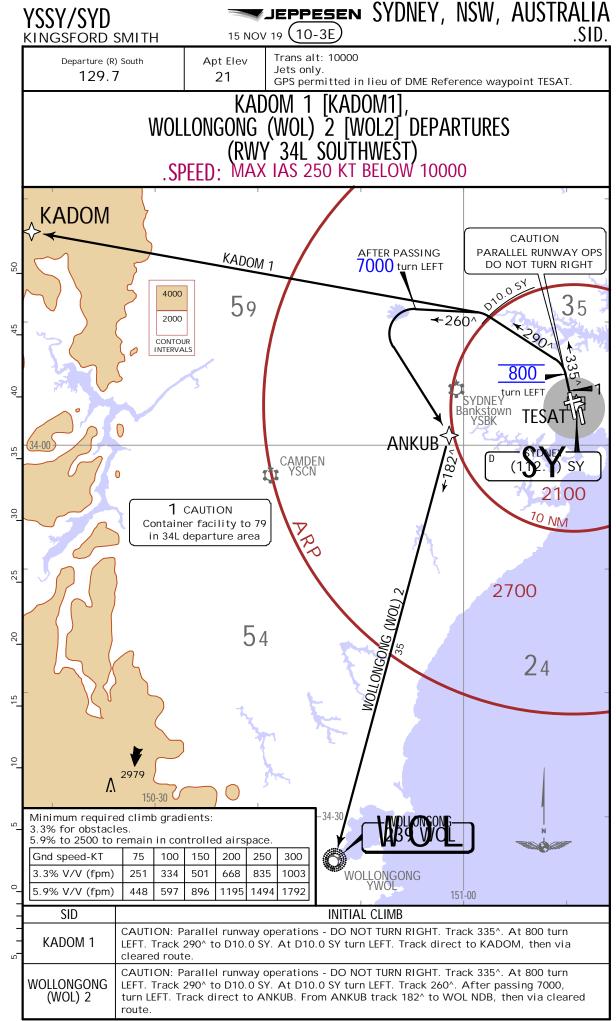


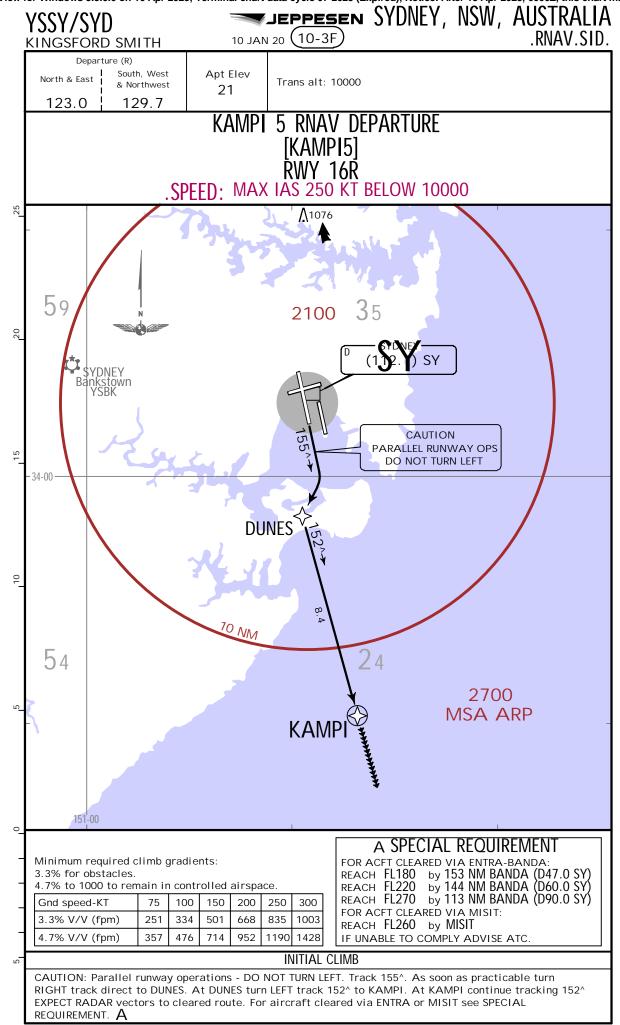




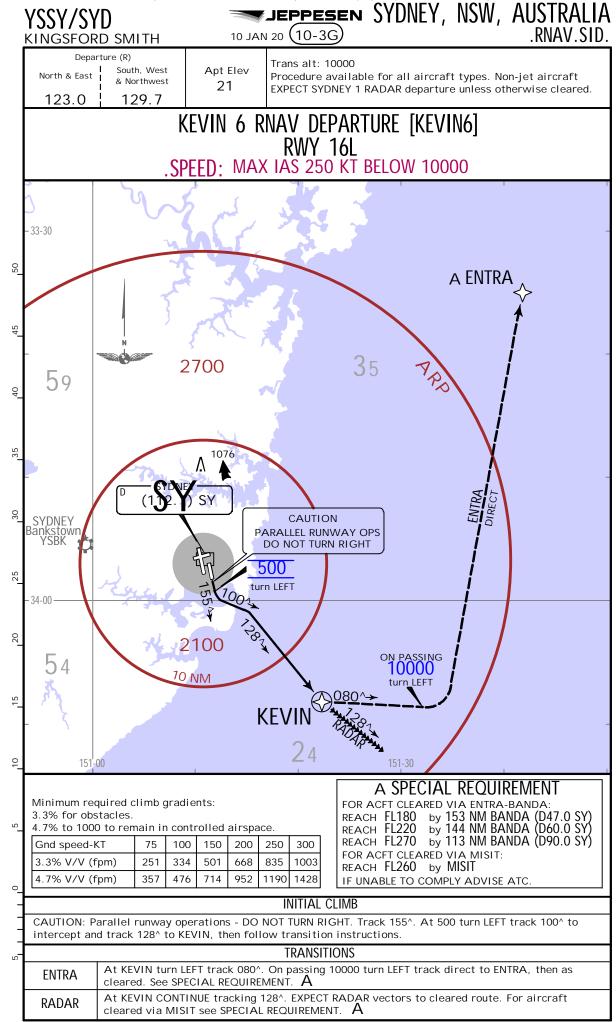


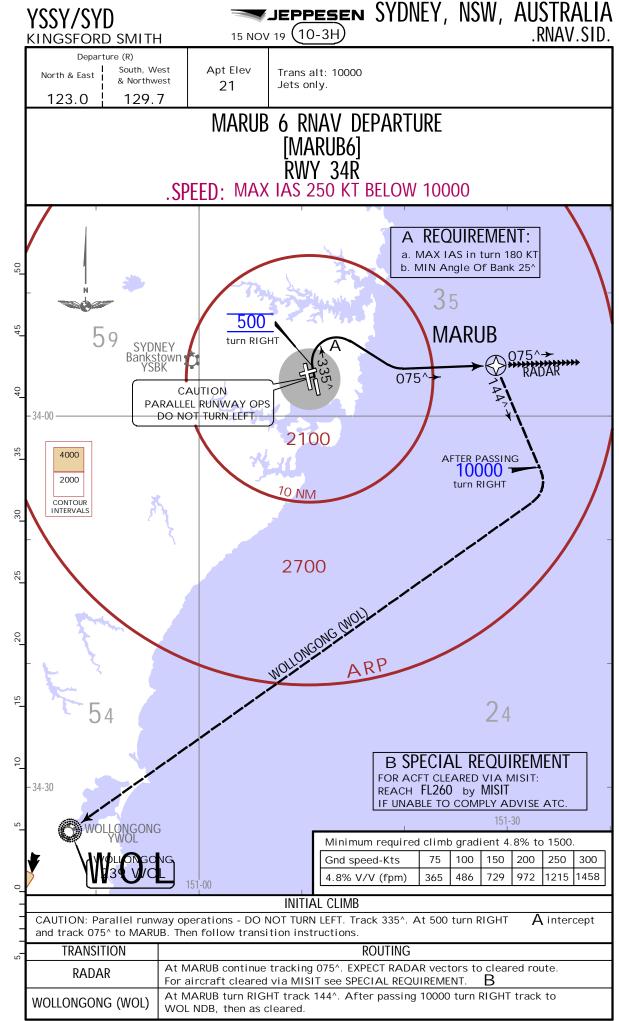


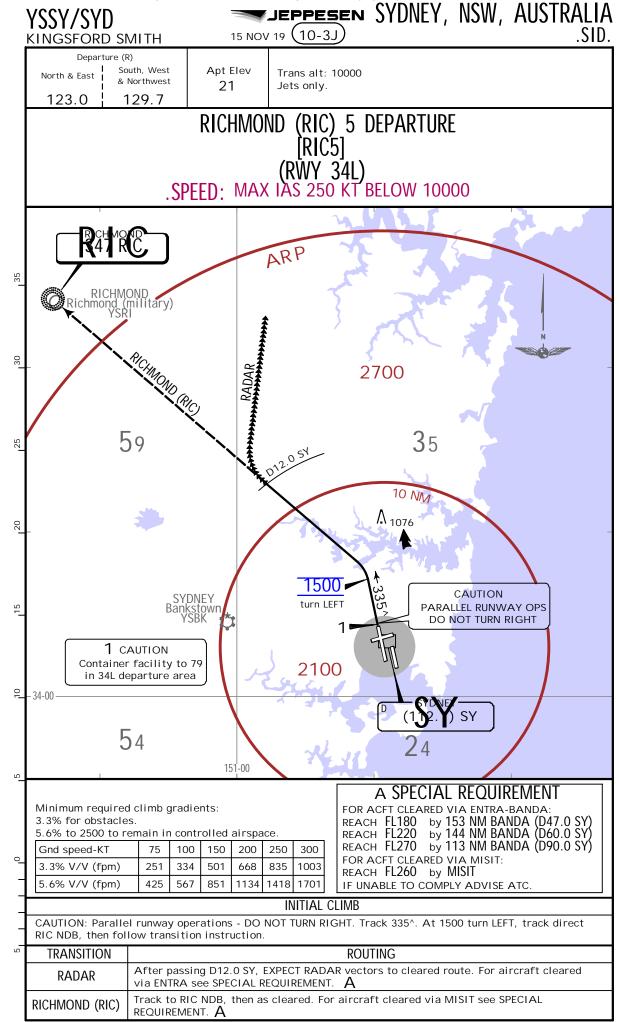




CHANGES: None.







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

Runway 34L
 Runway 16L
 Runway 34L
 Runways 16L and 16R

. 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 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 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

3.

Landing Take-off

1. Runway 34L Runway 16L

Runway 34L
 Runways 16L and 16R
 Runway 25
 Runways 16L and 16R
 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 Runway 07 or 25 Runway 07 or 25

e. 2245-2300 LT

Landing Take-off

Runway 34L
 Runway 34L
 Runways 16L and 16R
 Runway 25
 Runways 16L and 16R
 Runways 16L and 16R
 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.

CHANGES: Airport name.

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NOISE ABATEMENT PROCEDURES

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.



NOISE ABATEMENT PROCEDURES

TRAINING FLIGHTS

- 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'.

CHANGES: Note withdrawn.

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 G++/10/20C-C5/20-D5/20-E5/20-F5/50EX/200/900/2000/7X/900C/900EX/2000EX/

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

Global Express

Global 5000

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

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

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

Legacy EMB-135

Mitsubishi MU-300**

Premier 1/1A

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

- ** Grandfathered until 31 December 2022
- ++ Models of these aircraft which exceed 271 decibels noise total are not permitted to operate. Remaining models in this type are grandfathered until 2022.
- d. Available Runways

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

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

CHANGES: None. | JEPPESEN, 1999, 2016. ALL RIGHTS RESERVED.

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

- 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, Transport, Regional Development, Communications and the Arts for a dispensation to land at, or take off from, Sydney Airport during the curfew. All dispensation requests should be made through tel. no. +61 2 6274 6998 (24 hours), orby 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, Transport, Regional Development, Communications and the Arts at the following address:

Curfew Manager,

Airports Branch

GPO Box 594, Canberra ACT 2601

Or by email to: curfews@infrastructure.gov.au

- 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, Transport, Regional Development, Communications and the Arts at the following address:

Curfew Manager,

Airports Branch

GPO Box 594, Canberra ACT 2601

Or by email to: curfews@infrastructure.gov.au

- $2. \ \ Notification \ of \ missed \ approach \ incidents \ will \ not \ be \ issued \ to \ operators \ by \ Airservices.$
- 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 Director, South West, ACT and NSW Airports and Noise Section, at the address shown in para g.2.



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. Flight corridors

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

CHANGES: None.

JEPPESEN22 JUL 22 (10-4F)

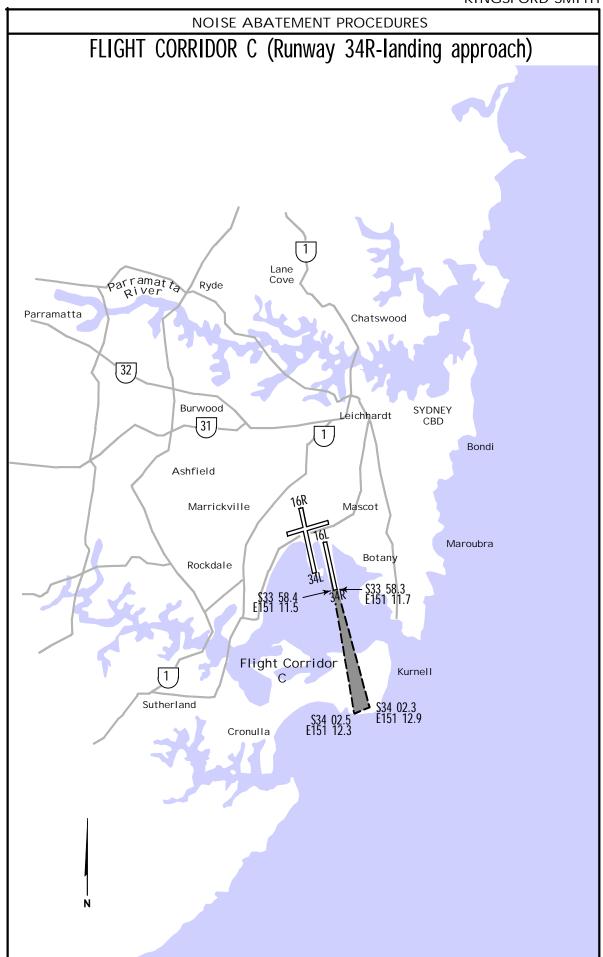
SYDNEY, NSW, AUSTRALIA

KINGSFORD SMITH NOISE ABATEMENT PROCEDURES FLIGHT CORRIDOR A (Runway 34L-landing approach) Lane Cove arramat ta River Ryde Parramatta 32 SYDNEY CBD Leichhardt (31) Bondi Ashfield Marrickville Mascot Botany Maroubra S33 57.9 E151 10.9 Rockdale Flight Corridor Kurnell Sutherland S34 02.6 Cronulla E151 11.6

JEPPESEN 22 JUL 22 (10-4G)

SYDNEY, NSW, AUSTRALIA

KINGSFORD SMITH



JEPPESEN 22 JUL 22 (10-4H)

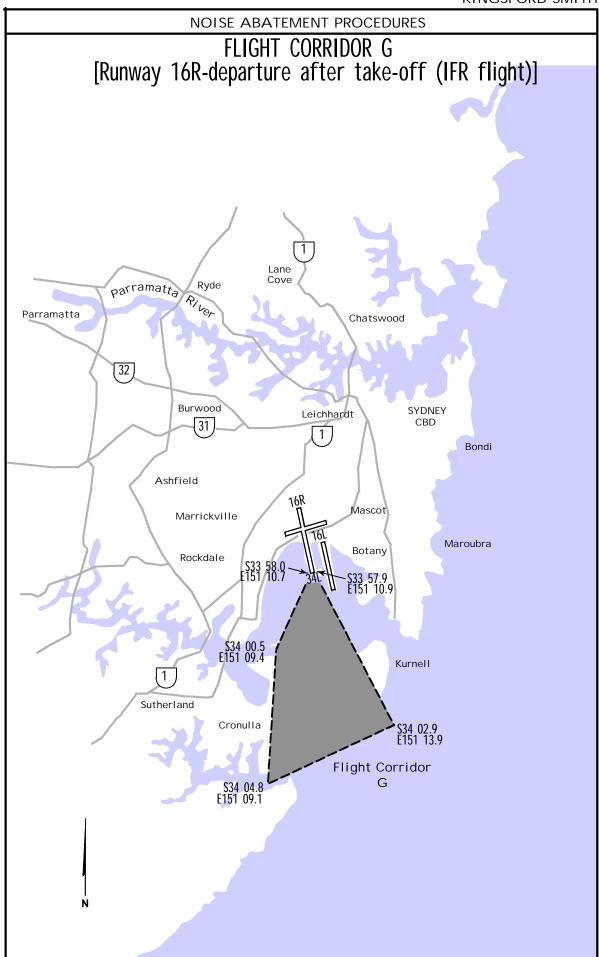
SYDNEY, NSW, AUSTRALIA

KINGSFORD SMITH NOISE ABATEMENT PROCEDURES FLIGHT CORRIDOR E [Runway 16L-departure after take-off (IFR flight)] Lane arramat ta River Ryde Parramatta Chatswood 32 SYDNEY CBD Burwood Leichhardt 31 Bondi Ashfield Marrickville Mascot Maroubra Botany Rockdale S33 58.3 E151 11.7 \$33 58.4 E151 11.5 S33 59.5 E151 15.0 S34 00.6 E151 11.3 Kurnell 6.3 NM RADIUS ARC Flight Sutherland Corridor Š34 03.3 E151 12.8

JEPPESEN 22 JUL 22 (10-4J)

SYDNEY, NSW, AUSTRALIA

KINGSFORD SMITH



STANDARD DOMESTIC TAXI ROUTES

ARRIVALS

ALL RUNWAY CROSSINGS REQUIRE A SPECIFIC CLEARANCE						
B1 Apron (Bays 20-23, 83-85)						
Arrival Runway	Route					
16R/34L, 16L/34R**	Via B					
DOM1 (Bays 1-10) 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 (AII 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.						

STANDARD DOMESTIC TAXI ROUTES

DEPARTURES

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

ALL	RUNWAY CROSSINGS REQ	UIRE A SI	PECIFIC CLEARANCE	
B1 Apror	n (Bays 20-23, 83-85)			
DEP RWY	Route	DEP RWY	Route	
16R	Via B1	34L - Prop	Via B1, C, B10	
16L	Via B1, C, B10	34L - Jet	Via B1, C, L, A, A6	
		34R	Via B1, C, B10, S, T, T6	
DOM1A (ays 1-10) Bays 64-70) C (Bays 11-19, 49, 53, 55, 5	7, 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 Ex	cept A330-200 (Bays 52, 54,	56, 58, 3		
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 (B	ays 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	34L	Via DOM2, C, L, A, A6	
	instructed by ATC			
16L	Via DOM2, C, B10	34R	Via DOM2, C, B10, S, T, T6	
DOM3A (ays 32, 34, 36, 38, 40, 42, 4 Bays F7-F12) Bays F13-F16)	4, 44A, F1	-F6)	
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	
	1	34R	Via G, C, B10, S, T, T6	
DOM4 (Ba DOM5 (A DOM6 (Ba	ays 90, 94) II Bays) ays 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	

KINGSFORD SMITH

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 works will take place during curfew with works affecting aircraft access to the intersection of Rwy 16R/34L and Twy A1.

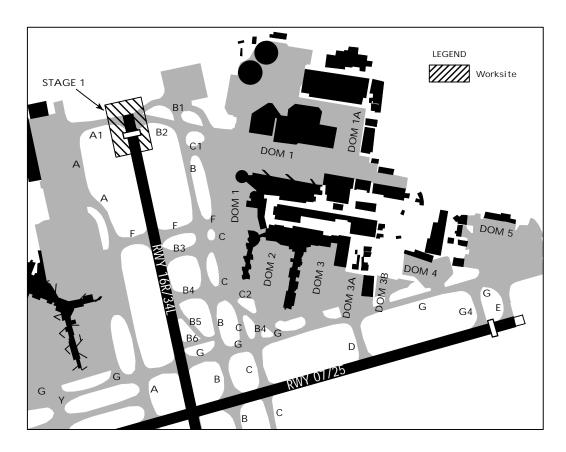
Work is scheduled to commence in October 2017 and is expected to be of approximately fifty-two (52) weeks duration.

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.

Restrictions to aircraft operations:

- a. Stage 1 will require part of Runway 16R/34L and associated Taxiways to be temporarily closed to facilitate works.
- b. The Runway 34L localiser must be turned off for any works in the intersection of Runway 16R and Taxiways Alfa-1, Bravo-1 and Bravo-2.
- c. The Runway 16R Glide Path must be turned off during works period.



KINGSFORD SMITH

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 January 2018 and is expected to be of approximately twenty two (22) months duration.

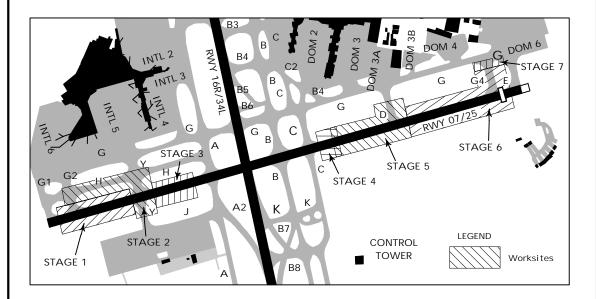
Each stage of work may be required to be accessed multiple times during the works. In general each stage of work will be of 1 to 20 days duration.

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
- e. Stages 1, 3 & 6 will be available for works from 1200 hrs until 0600 the following day.
- f. Stage 5 will be available for works from 1200 hrs until 0600 hrs (as arranged with Airservices Australia), and/or during curfew hours.
- q. The stages/areas worked will remain closed to aircraft traffic until inspected, and declared serviceable.



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AIRFIELD MAINTENANCE AND MINOR CIVIL WORKS (MOWP 21/003)

WORKS INFORMATION

This chart covers all non time limited maintenance works.

Work is scheduled to commence in June 2021 and is expected to be of one hundred and fifty-six (156) weeks duration.

The works will be carried out in fifty (50) 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.

Hours of Work

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

- Runway 16R/34L:
 - Curfew Works 2300-0500hrs EST or 2300-0600hrs ESST;
 - Reduced closure North of B10 and South of B8 are only permitted on Friday, Saturday and
- Runway 16L/34R and Runway 07/25: Curfew Works - 2300-0600hrs EST and ESST;
- Under special circumstances and with ATC liaison, works may be permitted in stages not impacting 16R/34L non-curfew hours 0600-2300 EST and EEST.

Specific Stage Restrictions

Stages may/will require parts of Runway/s and/or Taxiway/s to be temporarily closed to facilitate works on the southern side of the taxiway. These stages will require a NOTAM, and will be carried out during curfew.

Partial Runway 16R/34L closures may occur as follows:

- Runway 34L runway end shortened to Taxiway Golf or Bravo 8 any night;
- Runway 34L runway end shortened to Taxiway Bravo 10 Friday, Saturday or Sunday nights only;
- Runway 34L threshold displaced to Taxiway Bravo 8 Friday, Saturday or Sunday nights only, with a dispensation from the Federal Government; and
- Runway 34L threshold displaced to Taxiway Bravo 10 any night with a dispensation from the Federal Government.

Partial closure of Runway 16R/34L in the Northern and Southern sections cannot be carried out concurrently (eg North of Twy Golf closure and South of Bravo 10 closure is not permitted).

Access to the Bravo-1 stand-off bays shall be available Monday to Thursday nights inclusive. Unless prior alternative parking and access arrangements have been made with freight/airline

Access to the Corporate Aviation Apron shall be available seven nights per week unless prior alternative parking and access arrangements have been made (Aeromedical flights included).

Closures or access restrictions of DOM1/1A can only be implemented after coordination with Qantas. Either Taxiway Bravo or Taxiway Charlie must always be available between Taxiways Bravo 2 and Bravo 10.

When Runway 16R/34L is closed North of Taxiway Bravo 8, Taxiway Bravo must be available between Runway 07/25 and Taxiway Kilo as aircraft vacate the runway via Taxiway Bravo 9.

The intersection of Taxiways Bravo, Charlie, Bravo 10 and Lima must be available whenever there are partial northern runway closures at either Taxiways Bravo 8, Bravo 10.

Taxiway Golf East of Runway 16R/34L must be available whenever Runway 07/25 is closed unless the runway east of Rwy 16R/34L is available for taxiing.



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KINGSFORD SMITH

SOUTH EAST SECTOR APRON DEVELOPMENT (MOWP 19/002, AIC H37/22)

WORKS INFORMATION

Sydney Airport will be conducting works associated with construction to extend the South East Sector Apron which includes taxiway construction.

The works will take place during both curfew and non-curfew hours.

Works affecting aircraft access to Rwy 16R/34L, and Twy will be carried out during curfew hours. Works impacting Rwy 07/25 may take place 24 hours per day, when not required for operations or restricted operations are in use.

The work is expected to take approximately forty-two (42) months and will commence in March 2023.

RESTRICTIONS TO AIRCRAFT OPERATIONS

All aircraft types will be affected by all stages. The work will take place within Stages 1 to 19.

A section of Rwy 16R/34L will be closed during curfew to facilitate works. These closures will be notified by NOTAM.

Rwy 07/25 works are permitted 24 hrs per day, on a 40 minute recall, when operationally required.

Actual dates and times of work and operational restrictions will be advised by NOTAM.

In the event that sections of either Rwy or Twy are not available at the conclusion of curfew, details will be advised via NOTAM for the affected sections.

SPECIFIC STAGE RESTRICTIONS

Stages 1, 2, 3, 4, 5, 7, 9, 10, 12, 13, 14, 16, 17, 18 & 19 will require parts of Taxiways to be temporarily closed or restricted to facilitate works. These stages will require a NOTAM and will be carried out during curfew.

Stages 1, 2, 3, 4, 6, 9, 10, 12, 13, 14, 15, 16, 17, 18 & 19 will require parts of Rwy 16R/34Lto be temporarily closed, and/or Rwy 07/25 to be temporarily closed to facilitate works. These stages will require a NOTAM and will be carried out during curfew.

When stages 1, 2, 3, 16 & 17 are in operation, Rwy 16L/34R must be made available for Emergencies (Air Ambulance, etc).

SPECIAL WARNINGS

As these works are of a time critical nature the runway reduction will take place at 2300 Local each night and Regular Public Transport (RPT) aircraft which have not departed prior will be required to depart from the reduced length if suitable for operations.

YSSY/SYD

6 JAN 23 (10-8D)

SYDNEY, NSW, AUSTRALIA KINGSFORD SMITH

SOUTH EAST SECTOR APRON DEVELOPMENT (CONTD.) (MOWP 19/002, AIC H37/22) В4 HELI 1 ₩ Stage 12 HELICOPTER AREA Stage 8 Stag B7 Stage 7 -Stage 11 В8 Stage 5 Stage 16 CONTROL TOWER В9 Stage 17 B10 B10 Stage 18 **LEGEND** Worksites Stage 19

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RUNWAY 16R HIGH INTENSITY APPROACH LIGHT UPGRADE (MOWP 19/004)

WORKS INFORMATION

This chart covers all works associated with the Runway 16R High Intensity Approach Light (HIAL) Upgrade works

During construction of the new HIAL installation for Runway 16R, the existing HIAL will be taken out of service for a period of approximately three weeks.

Work is expected to take approximately 28 weeks and will commence in September 2019.

The works will be carried out in five (5) 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.

RESTRICTIONS TO AIRCRAFT OPERATIONS Stage 1 & 1A

- a. Rwy 16R/34L north of Twy G (3517' (1072m)) not available to aircraft for landings or take-offs during work periods.
- b. Rwy 16R/34L, between Twy A1 and Twy G, not available to aircraft during work periods.
 - Twy A1 to Twy B1 and Twy B2 crossing available (ATC controlled).
 - Twy F crossing available (ATC controlled).
- c. Twy B5 and Twy B6 not available to aircraft during work periods.
- d. Twy B3 and Twy B4, between Twy B and Rwy 16R/34L, not available to aircraft during work periods.
- e. All runway & taxiway lights within or leading into the worksite, or closed/unserviceable areas, must be trurned off or covered.

Stage 2

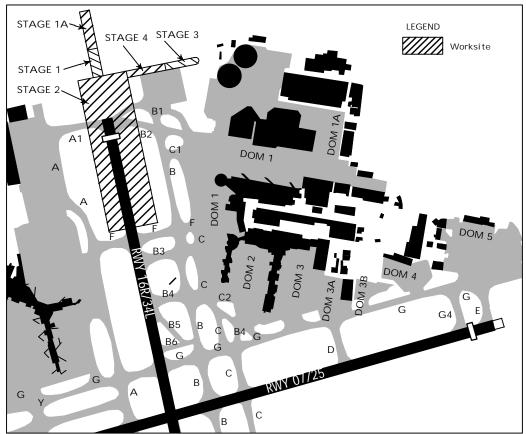
- a. Rwy 16R/34L north of Twy G (3517' (1072m)) not available to aircraft for landings or take-offs during work periods.
- b. Rwy 16R/34L between Twy A1 and Twy G, not available to aircraft during work periods.
 - Twy F crossing available (ATC controlled).
- c. Twy A1, Twy B5 and Twy B6 not available to aircraft during work periods.
- d. Twy B1, B2, B3 and B4, between Twy B and Rwy 16R/34L, not available to aircraft during work periods.
- e. Rwy 34L localiser & Rwy 16R glide path to be turned off during work periods.
- f. All runway & taxiway lights within or leading into the worksite, or closed/unserviceable areas, must be trurned off or covered.

Stage 3

NIL

Stage 4

a. Bay 83 not available to aircraft during work periods.



17 MAR 23 (10-8F)

JEPPESEN SYDNEY, NSW, AUSTRALIA

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RUNWAY 16R/34L & 07/25 CENTRAL AND SOUTHERN RESHEET (MOWP 19/003)

WORKS INFORMATION

This chart covers works associated with the Runways 16R/34L & 07/25 Central and Southern Resheet. Work is scheduled to commence in November 2019 and is scheduled to be completed for March 2023. To date the work has completed in the following areas:

- Runway 16R/34L;
- Twy A2, A3, A4, B, B5, B6, B7, B8, B9, G, K.

The remaining work to be undertaken are in the following areas:

- Runway 07/25 (656' (200m) West of Twy A and 328' (100m) East of Twy C);
- Twy A (between Twy G to A4);
- Twy B between Twy G and Twy K and including the Rwy shoulder where Twy B connects with the Rwy. The works will be carried out in eleven (11) 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.

RESTRICTIONS TO AIRCRAFT OPERATIONS

Partial Runway 16R/34L closures may occur as follows:

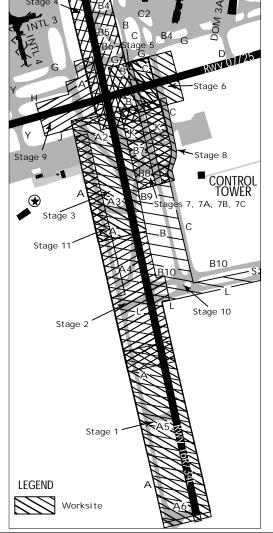
- Runway 34L runway end shortened to Twy G or B8 any night;
- Runway 34L runway end shortened to Twy B10 Friday, Saturday or Sunday nights only;
- Runway 34L threshold displaced to Twy B8 Friday, Saturday or Sunday nights only, with a dispensation from the Federal Government;
- Runway 34L threshold displaced to Twy B10 any night with a dispensation from the Federal Government.

Access to the B1 stand-off bays shall be available Monday to Thursday nights inclusive. Access to the Corporate Aviation Apron shall be available seven nights per week unless prior alternative parking and access arrangements have been made (Aeromedical flights included). Dom 1, including access to Dom 1, may only be closed in coordination with Qantas.

Either Twy B or Twy C must always be available between Twys B2 and B10.

The intersection of Twys B, C, B10 and L must be available whenever there are partial Rwy closures at either Twys B8, B10.

Twy G East of Runway 16R/34L must be available whenever Runway 07/25 is closed unless the Rwy is available for taxiing.



KINGSFORD SMITH

T1 PIER B BAYS 30, 32 & 36 UPGRADE (MOWP 23/001, AIC H04/23)

INTRODUCTION

Syndey Airport is upgrading Terminal 1 Pier B South for new generation aircraft capability with aircraft parking positions (Bays) 30, 32 and 36 to be upgraded.

WORKS INFORMATION

The works will be carried out in 7 stages. The actual dates and times of commencement will be advised by a NOTAM, to be issued not less than forty-eight (48) hours before work commences.

DURATION

The works will commence 1 March 2023 and will continue to 1 December 2024. Closures required to Twy and taxi-lanes will be as advised by NOTAM.

RESTRICTIONS TO AIRCRAFT OPERATIONS

Stage 1

- Twy INTL5, north of Bay 34, not available;
- Bays 30, 32, 51 and 53, not available.

Stage 2

- Twy INTL5, north of Bay 36, not available;
- Bays 30, 32, 34, 51, 53 and 55, not available.

Stage 3

- Twy INTL5, north of Bay 57, not available;
- Bays 30, 32, 34, 36, 51, 53 and 55, not available.

Stage 4

- Twy INTL5 not available;
- Bays 30, 32, 34, 36, 51, 53, 55 and 57, not available.

Stage 5

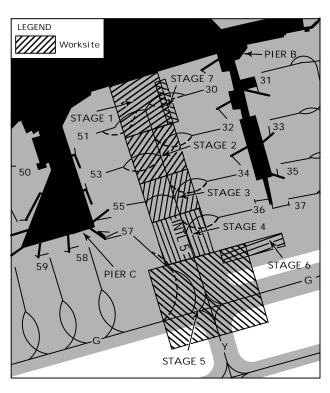
- Twy INTL5 not available;
- Twy G, between Twy G2 and Twy INTL4, not available;
- Twy Y, between Twy G and Twy H, not available;
- Twy H, between Twy G2 and Twy A, MAX 213' (65m) wingspan;
- Bays 30, 32, 34, 36, 51, 53, 55 and 57 not available.

Stage 6

- Twy G, between Twy A and Twy INTL5, MAX winspan 213' (65m);
- Twy INTL5 MAX 213' (65m) wingspan.

Stage 7

- Bay 30 not available.



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RUNWAY 16R THRESHOLD SLAB RECONSTRUCTION (MOWP 21/001)

WORKS INFORMATION

This chart covers all works associated with:

- 1. Surveying
- 2. Service Locating
- 3. Earthworks and Excavation
- 4. Linemarking removal
- 5. Aeronautical Ground Lighting & MAGS work
- 6. Pit and duct installation
- 7. Pavement construction and repair work
- 8. Asphalt surfacing
- 9. Temporary and new pavement markings
- 10. Runway Grooving

Work is scheduled to commence in July 2021 and is expected to be of approximately

Each stage of work may be required to be accessed multiple times during the works. The works will be carried out in twenty-three (23) stages as described within this chart.

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

RESTRICTIONS TO AIRCRAFT OPERATIONS

For Runway 16R/34L, Northern 1552' (473m) is not available to aircraft.

Runway 16R approaches not available.

Taxiways A1 not available.

Taxiways B1 and B2 between Bravo and Runway 16R/34L not available.

Departing from Runway 16R from Taxiway Golf only, or as amended by NOTAM.

Specific Stage Restrictions

Stages may be activated simultaneously with any other stages, and with other works.

Partial Runway 16R/34L closures may occur as follows:

- Runway 34L runway end shortened to Taxiway Golf or Bravo 8 any night;
- Runway 34L runway end shortened to Taxiway Bravo 10 Friday, Saturday or Sunday nights only;
- Runway 34L threshold displaced to Taxiway Bravo 8 Friday, Saturday or Sunday nights only, with a dispensation from the Federal Government; and
- Runway 34L threshold displaced to Taxiway Bravo 10 any night with a dispensation from the Federal Government.

Partial closure of Runway 16R/34L in the Northern and Southern sections cannot be carried out concurrently (eg North of Twy Golf closure and South of Bravo 10 closure is not permitted).

Access to the Bravo-1 stand-off bays shall be available Monday to Thursday nights inclusive. Unless prior alternative parking and access arrangements have been made with freight/airline operators

Access to the Corporate Aviation Apron shall be available seven nights per week unless prior alternative parking and access arrangements have been made (Aeromedical flights included)

Closures or access restrictions of DOM1/1A can only be implemented after coordination with Qantas.

Either Taxiway Bravo or Taxiway Charlie must always be available between Taxiways Bravo 2 and Bravo 10.

When Runway 16R/34L is closed North of Taxiway Bravo 8, Taxiway Bravo must be available between Runway 07/25 and Taxiway Kilo as aircraft vacate the runway via Taxiway Bravo 9.

The intersection of Taxiways Bravo, Charlie, Bravo 10 and Lima must be available whenever there are partial Northern runway closures at either Taxiways Bravo 8, Bravo 10.

Taxiway Golf East of Runway 16R/34L must be available whenever Runway 07/25 is closed unless the runway East of Rwy 16R/34L is available for taxiing.

Runway Approach Procedures

Section	Approach Procedures Note: CAT II not available due Sensitive and Critical Areas not being protected Note: Precision Runway Monitoring not available during Curfew									
	ILS or LOC Rwy 16R	ILS or LOC Rwy 34L	RNAV-Z (GNSS) Rwy 34L							
Rwy 16R North of Twy G	Not Available			Available if Available if LOC Available LOC Available		Available				
Rwy 16R North of Twy B8	Not Available			Available if LOC Available	Available if LOC Available	Available				
Rwy 16R North of Twy B10	Not Available			Available if LOC Available	Available if LOC Available	Available				
Rwy 34L South of Twy B8	Available if LOC Available	Available if LOC Available	Available	Not Available	Not Available	Not Available				
Rwy 34L South of Twy B10	Available if LOC Available	Available if LOC Available	Available	Not Available	Not Available	Not Available				

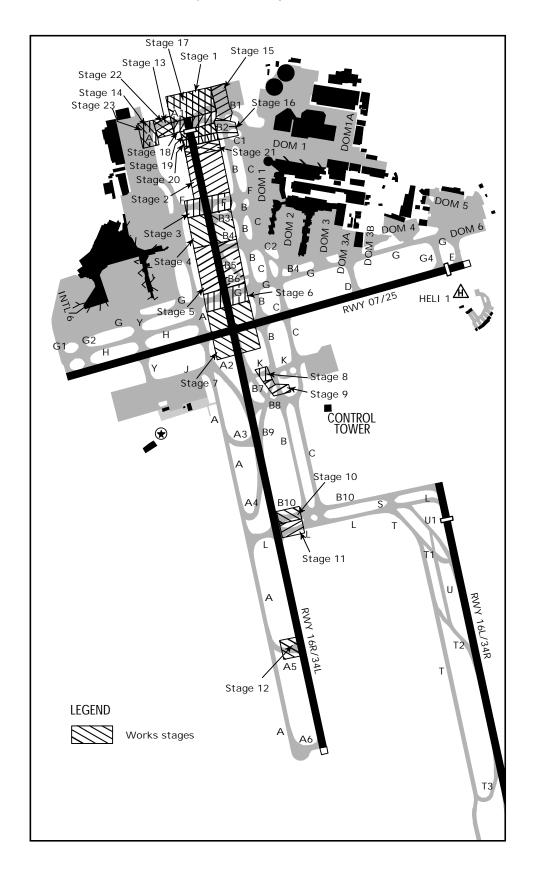
JEPPESEN 3 SEP 21 (10-8H1)

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RUNWAY 16R THRESHOLD SLAB RECONSTRUCTION (CONTD.) (MOWP 21/001)

Work Stages

The works will be carried out in twenty-three (23) stages.



KINGSFORD SMITH

GATEWAY PROJECT (MOWP 21/002)

WORKS INFORMATION

This chart covers all works associated with the construction and commissioning of the Gateway Project. Generally, works will be carried out in an area to the North of Runway 16R/34L, on, and adjacent to, an area of land known as the "Northern Lands".

Work is scheduled to commence in July 2021 and is expected to be of approximately sixty four months duration.

Each stage of work may be required to be accessed multiple times during the works.

The works will be carried out in six (6) stages as described within this chart.

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

RESTRICTIONS TO AIRCRAFT OPERATIONS

- Stage 1 No Runway Closure.
- Stage 2 North of Twy G Closure.
- Stage 3 North of Twy B8 Closure.
- Stage 4 North of Twy B10 Closure.
- Stage 5 North of Twy F Closure.
- Stage 6 Runway 16L/34R Full Length Closure.

Specific Stage Restrictions

Stages may be activated simultaneously with any other stages, and with other works.

Partial Runway 16R/34L closures may occur as follows:

- Runway 34 L Runway end shortened to Taxiway Golf or Bravo 8 any night;
- Runway 34 L Runway end shortened to Taxiway Bravo 10 Friday, Saturday or Sunday nights only;
- Runway 34L threshold displaced to Taxiway Bravo 8 Friday, Saturday or Sunday nights only, with a dispensation from the Federal Government; and
- Runway 34 L threshold displaced to Taxiway Bravo 10 any night with a dispensation from the Federal Government.
- Partial closure of Runway 16R/34L in the Northern and Southern sections cannot be carried out concurrently (eq North of Twy Golf closure and South of Bravo 10 closure is not permitted).

Stage 1

24 hours per day - No (partial) closure of Rwy 16R/34L.

Stage 2

7 nights per week - Partial closure is North of Twy G.

7 nights per week - Partial closure is North of Twy B8.

Stage 4

Friday, Saturday & Sunday nights only - Partial closure is North of Twy B10.

Stage 5

24/7 only when Rwy 16R/34L has NOTAM closure North of Twy F.

7 nights per week- Rwy 16L/34R complete closure.

Runway Approach Procedures

	Approach Procedures Note: CAT II not available due Sensitive and Critical Areas not being protected Note: Precision Runway Monitoring not available during Curfew									
	ILS or LOC Rwy 16R	ILS or LOC Rwy 34L	RNAV-Z (GNSS) Rwy 34L							
Rwy 16R	Not	Not	Not	Available if	Available if	Available				
North of Twy G	Available	Available	Available	LOC Available	LOC Available					
Rwy 16R	Not	Not	Not	Available if	Available if	Available				
North of Twy B8	Available	Available	Available	LOC Available	LOC Available					
Rwy 16R	Not	Not	Not	Available if	Available if	Available				
North of Twy B10	Available	Available	Available	LOC Available	LOC Available					

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GATEWAY PROJECT (CONTD.) (MOWP 21/002) Stage 1 thru 5 Stage 6 B10 LEGEND Works Stages

IJep<u>pese</u>n SYDNEY, NSW, AUSTRALIA

KINGSFORD SMITH

TAXIWAY INTL2 RECONSTRUCTION (MOWP 21/004)

WORKS INFORMATION

This chart covers all works associated the reconstruction of concrete pavement in Taxiway INTL2 and Bay 25 in the north-west sector of Kingsford Smith Airport.

Work is scheduled to commence in November 2021 and is expected to be of approximately 20 week duration.

The works will be carried out in six (6) stages as described within this chart.

Each stage of work may be required to be accessed multiple times during the works.

Each stage will be activated by an Airport Works Plan to be issued no less than forty eight (48) hours prior to works commencing.

To reduce the impact to aircraft operations, where works are to be conducted within a section of a stage, then at the discretion of the Senior Airport Operations and Work Safety Officer the stage may be reduced in size. The Stage NOTAM will be amended to reflect the change.

Where works under this chart are conducted simultaneously with other charts, to reduce potential for confusion to pilots caused by multiple NOTAM with duplicated closures, NOTAMs may be combined to prevent closure duplication.

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

HOURS OF WORK

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

Taxiway INTL2

Curfew Works - 2300-0500 hrs EST or 2300-0600 hrs ESST; Closure of Taxiway A north of G and South of F Closure of Taxiway INTL1 and/or Taxiway INTL2 Closure of Runway 16R/34L North of Taxiway G

• Taxiway INTL2

Daytime Works - 0500-2300 hrs EST or 0600-2300 hrs ESST;

Generally sections outside of runway and taxiway strips will be worked during daylight hours. The exception to this is where the works are nominated as curfew works only due to their location or operational impact.

Curfew stages if required may be accessed, under time limited works, during non-curfew hours following appropriate co-ordination with ATC and an acceptable recall period less than 30 minutes. Where the recall time is greater than 10 minutes, and the works would require closing the facility, a NOTAM must be raised not less than 24hrs before the works commence.

For curfew works, work will not commence until after the departure of the last Regular Public Transport (RPT) aircraft (or delayed RPT aircraft) for stages that affect the runway, or access for aircraft between the apron and the runway. However, if the runway to be affected by works is not the departure runway after 2300 hrs, then works shall commence at 2300 hrs.

RESTRICTIONS TO AIRCRAFT OPERATIONS

All Stages will require a closure of Taxiway INTL2 for the duration of the works. Access to bays 8, 9, 10, 12 and 24 shall be via INTL1 for all stages.

Stage 1 will require the closure of Bays 11 and 25 and require restricted aircraft usage on INTL1 which will be downgraded to maximum Code E aircraft only.

Stage 2 will require restricted aircraft usage on Taxiway A between Taxiway F and INTL3 during work periods (maximum 118' (36m) wingspan) to facilitate works on the western side of the taxiway

Stage 3 will require the closure of Bays 11 and 25 and require restricted aircraft usage on INTL1 which will be downgraded to maximum Code E aircraft only. Therefore Bays 10 and 24 are to be downgraded to maximum Code E accordingly

Stage 4 will require the closure of Bays 10, 11, 24 and 25 and require restricted aircraft usage on INTL1 which will be downgraded to maximum Code E aircraft only.

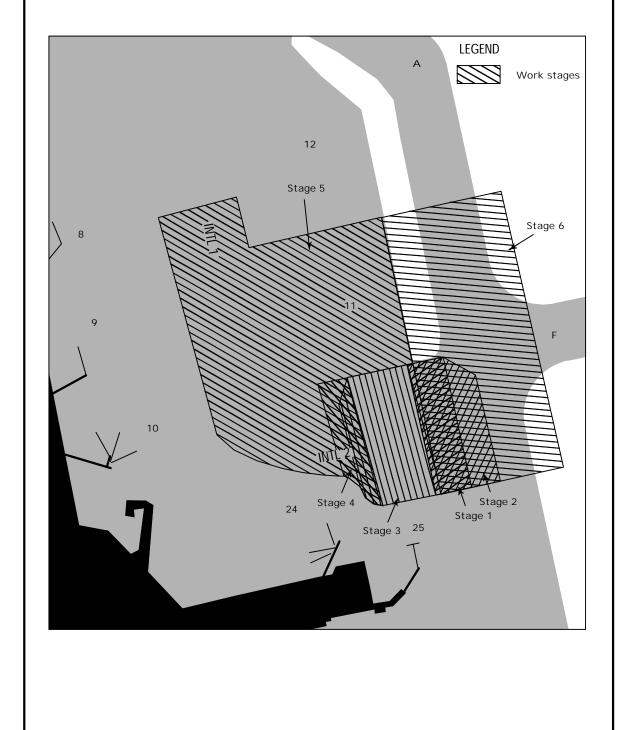
Stage 5 will require the closure of Taxiway INTL1 including the closure of Bays 8, 9, 10, 11, 24

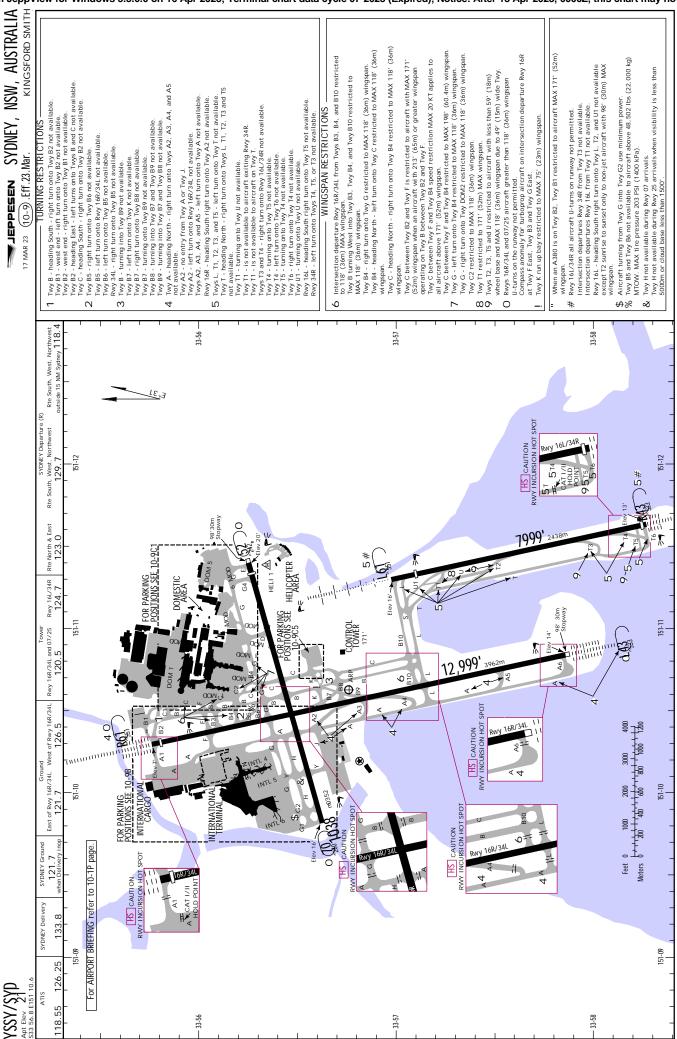
Stage 6 will require the closure of Taxiway A between Taxiway INTL3 and Taxiway INTL1. This will also require the closure of Runway16R/34L north of Taxiway G.

Stages 1, 2, 4, 5 and 6 are to be carried out during curfew hours.

Stage 3 can be carried out in non-curfew hours.

TAXIWAY INTL2 RECONSTRUCTION (CONTD.) (MOWP 21/004)





OXS//SXD

USABLE LENGTHS

ADDITIONAL RUNWAY INFORMATION

CAUTION: Due to the nature of operations at Sydney, possible wake turbulence may exist when the wind is from the West to Northwest at 5 KT or greater during parallel Rwy 34 operations.

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

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

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.

Aircraft landing Rwy 16L/34R are to remain on Tower frequency 124.7 until West of Twy S then contact Ground frequency 121.7

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

Aircraft up to and including A330/B787/8772 type may be processed to land on either of the parallel runways 16L/R or 34L/R.

On Rwy 07/25 intersection with Rwy 16R/34L marked Pattern A Rwy HOLD POINT and Stop Bar lighting. Stop Bar lighting (LED type red with green lead on lights) at all Rwy/Twy intersection

SPECIFIC AIRCRAFT RESTRICTIONS

Twy F West restrictions - B747/B767 type aircraft - Twy not available for intersection departures

Twy B and Twy C, between Rwy 07/25 and Twy B10, not available to A380 aircraft due to weight limitations. DC-10/MD-11 type aircraft under power not permitted to turn from Twy C to Twy F or Twy B3 due to jet blast on apron. or taxiing East towards Rwy 16R/34L. Aircraft under tow permitted

Twy H restrictions - A380 aircraft type - Twy not available when Rwy 07/25 in use.

Pilots of aircraft larger than B737/A320 types to exercise caution at all twy intersections when taxiing on Twy B between Twy B3 and Rwy 07/25 or on Twy A. When aircraft larger than B737/A320 types are holding short of the associated rwy, no aircraft larger than B737/A320 types should taxi behind due to insufficient wing tip clearance.

B777-300/ER and A350-1000 Operational Restrictions: Rwy 16L/34R is available.

Landing Rwy 16L vacate onto Twy T6, Twy T, Twy L, right turn onto Twy A, Landing Rwy 34R vacate onto Twy L, right turn onto Twy A or vacate onto Twy B10, Twy S, Twy L, right turn onto Twy A.

Take-off Rwy 16L Twy A, Twy L, Twy S, right turn Twy B10 or continue on Twy L for departure

All Rwys

Take-off Rwy 34R Twy A, Twy L, Twy T, Twy T6.

A340-600, A380-800, A350-1000, B777-300, Antonov AN124 and B748 aircraft operational restrictions and specific taxi routes apply. Contact Aerodrome Operations for Aircraft Operations

Jnless directed otherwise by ATC, the following taxiway routes apply

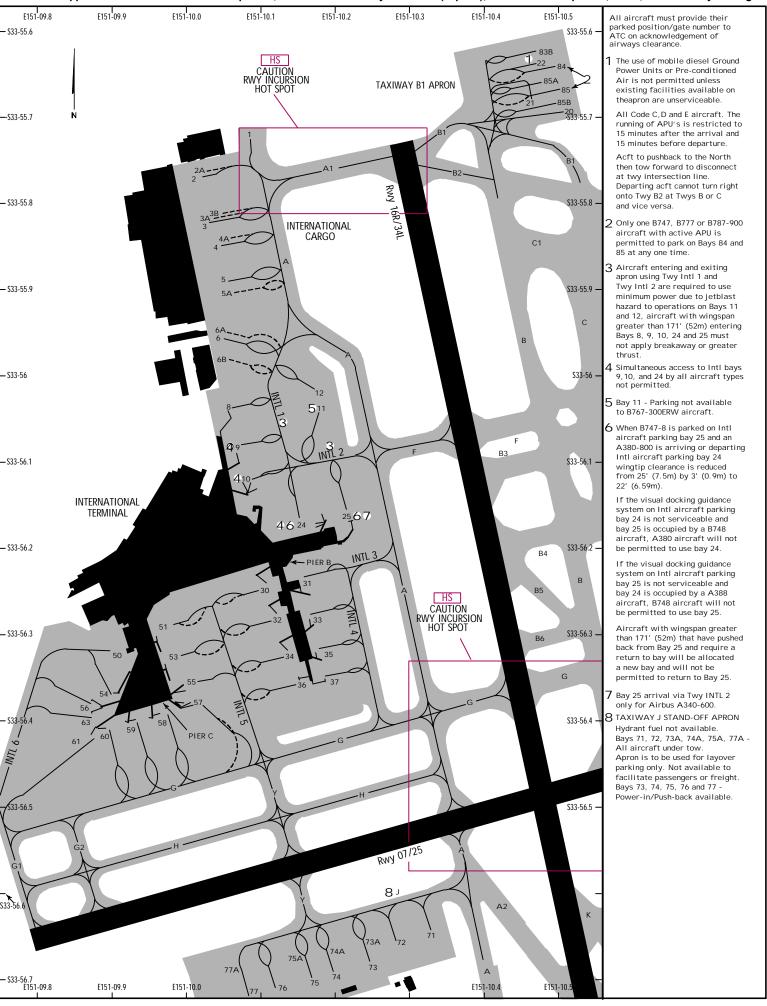
Twy B- Northbound
Twy C- Southbound
Twy C- Southbound
Twy B10- Eastbound between Twy C and Rwy 16L/34R
Twy L- Westbound between Rwy 16L/34R and Twy B

rom JeppView for Windows 5.3.0.0 on 16 Apr 2023; Terminal chart data cycle 07-2023 (Expired); Not																		
WIDTH	148'	45m		148'	45m		148'	45m			_				-	_		
-OFF											3962m	3352m 2546m	1059m 1842m	11.35m 1662m 2626m	2438m	2362m		
TAKE	(\		E				۱			12,999	8353	3474'	3/24 5453' 8615'	1999'	7749'		
- LANDING BEYOND — reshold Glide Slope TAKE-OFF WIDTH	7224' 2202m	6923' 2110m		1,758'3584	2,034'3668m		6214' 1894m	6843' 2086m		 14.	From rwy head 12,999'		Twy B6	Twy K 2 X X 1 L	RWY 34R: From rwy head	Twy T5		
Threshold		7969' 2429m		2,720' 3877m <mark>11,758</mark> '3584m	1		7241' 2207m	7874' 2400m		RWY 34L:	From r	1	1		RWY 34R: From rwy			
<u> </u>	RVR	VR		12, grooved RVR			RVR 72	RVR 78			3962m	1931m 1439m	3330m 3139m	29.26m 2142m 3426m 2849m 1359m	2438m	2277m		
	14') R	S 16		groove			0	naved ly			12,999'	6335'	10, 925'	7027' 11,240' 9347' 4459'	1999'	7470'		1 TAKE-OFF
	1 REIL 1 PAPI (angle 3.0° , MEHT 64°)	1 PAPI (angle 3.0^, MEHT 64')		Z 5 PAPI			8 PAPI	8 PAPI		RWY 16R:	From rwy head 12,999'	Twy A3 Twy B10	Twy B3	Twy B8 Twy F Twy G Twy L	RWY 16L: From rwy head	Twy L		1 TAK
	1 PAPI (an	I (angle 3.0		HIALS TDZ			HIALS 8	HIALS TDZ	except REIL		2530m	1666m 1300m	1146m 2397m	Wsg02	2530m	1254m 1406m 1865m	2394m	
		1 PAP	lable.	4 CL	-	ilable. 64')	7 cL	7 cL	ilable, (53') AILABLI		8301	5466' 4265'	3760'	67,33	8301'	4114' 4613' 6119'	7854'	
	1 HIRL (57m)	1 HIRL (57m)	1 Standby power available.	HIRL (59m)		Standby power available. 15m spacing. (angle 3.0° , MEHT 64°)	HIRL (59m)	HIRL (59m)	Standby power available, except REIL. 15m spacing. (angle 3.0^, MEHT 53') TAKE-OFF RUN AVAILABLE	07:	From rwy head	Twy A	Twy G2	÷	RWY 25: From rwy head	Twy B Twy C Twy D	Twy G4	
RWY	07	25	1 Standby	16R .3	34L	3 Standby powed 15m spacing. 5 (angle 3.0^,	16L	0 34R	6 Standby power 7 15m spacing. 8 (angle 3.0^, 2 TAKE-OFF RI	RWY 07:	From				RWY 25: From rw			

Afte	er 1	3 Apr 2	2023,	0000Z, 1	this	char	t ma	y no	o lor	iger
Other		gradient of 1.9%.	800m	supporting take-offs with an RVR ole of supporting take-offs with		Other		1189°-4.4 KM	1479' -6.0 km	1479' -7.0 km
	With RL & either CL or RCLM 1 300' - 2.0 km	Single pilot acft without auto-feathering. Acft not above 5700 kg & not capable of Engine out climb gradient of 1.9%. $300^{\prime}-2.0~km$		34R are capable of s Rwy 07/25 is capab	FOR FILING AS ALTERNATE	GLS Rwy 25 GLS Rwy 34L GLS Rwy 34R		1479' -7.0 km		
		Single pilot acft w ve 5700 kg & not capal 300' -		16R/34L and 16L/3 proved Operators,	FOR FILING A	GLS Rwy 07 GLS Rwy 16L GLS Rwy 16R		1 4 4 7 0 -	4/4	
With RL & either CL or		Acft not abo	550m	1 For CASA Approved Operators, Rwy 16R/34L and 16L/34R are capable of supporting take-offs with an RVR of not less than 125m. For CASA Approved Operators, Rwy 07/25 is capable of supporting take-offs with an RVR of not less than 350m.		2 Special		C .00C	/ OO - 2:3 KIII	
	1 Eng	2, 3 & 4 Eng	2, 3 & 4 Eng	1 E			∢	В	U	Ω

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



SEP 22

(10-9B) .Eff.8.Sep. KINGSFORD SMITH

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JEPPESEN SYDNEY, NSW, AUSTRALIA

2 SEP 22 10-9C .Eff.8.Sep. KINGSFORD SMITH

	INTERNATIONAL APRON	PARKING I		ATION
BAY No.	COORDINATES	ELEV (ft)	CAPACITY	NOSE-IN GUIDANCE
1	\$33 55.7 E151 10.1	11	A343	SAFEGATE DGS
2	\$33 55.8 E151 10.0	10	B744/A35K	APIS
2A	\$33 55.8 E151 10.1	10	B461	MARSHALLED
3	\$33 55.8 E151 10.0	10	B744/A35K	APIS
3A	\$33 55.8 E151 10.1	10	A124	MARSHALLED
3B	\$33 55.8 E151 10.1	9	B461	MARSHALLED
4	\$33 55.9 E151 10.1	10	B744/A35K	APIS
4A	\$33 55.9 E151 10.1	9	B461	MARSHALLED
5	\$33 55.9 E151 10.1	11	B744/A35K	SAFEGATE DGS
5A, 6	\$33 55.9 E151 10.1	11	A388/B748	SAFEGATE DGS
6A 6B 8 9, 10	\$33 55.9 E151 10.1 \$33 56.0 E151 10.1 \$33 56.0 E151 10.0 \$33 56.1 E151 10.1 \$33 56.1 E151 10.2	10 9 11 11 11	B744 A320 A388/B748 A388/B748 B763/B738	MARSHALLED MARSHALLED SAFEGATE DGS SAFEGATE DGS APIS
12	\$33 56.0 E151 10.2	11	B738/A320	APIS
20	\$33 55.7 E151 10.5	7	B463	MARSHALLED
21	\$33 55.7 E151 10.5	7	B464	MARSHALLED
22	\$33 55.7 E151 10.5	7	B465	MARSHALLED
24	\$33 56.2 E151 10.2	11	A388/B748	SAFEGATE DGS
25	\$33 56.2 E151 10.2	11	B748	SAFEGATE DGS
30	\$33 56.3 E151 10.1	10	B744	SAFEGATE DGS
31	\$33 56.2 E151 10.1	10	B744/A35K	SAFEGATE DGS
32	\$33 56.3 E151 10.1	11	B744	SAFEGATE DGS
33	\$33 56.3 E151 10.2	11	B744	SAFEGATE DGS
34	\$33 56.3 E151 10.1	11	B744	SAFEGATE DGS
35	\$33 56.3 E151 10.2	10	B744	SAFEGATE DGS
36	\$33 56.4 E151 10.1	10	B744/A359	SAFEGATE DGS
37	\$33 56.4 E151 10.2	10	B744/A359	SAFEGATE DGS
50	\$33 56.3 E151 09.9	11	B77L	SAFEGATE DGS
51, 53	\$33 56.3 E151 10.0	11	B744	SAFEGATE DGS
54	\$33 56.4 E151 09.9	10	B77W	SAFEGATE DGS
55	\$33 56.4 E151 10.0	10	B739/A320	SAFEGATE DGS
56	\$33 56.4 E151 09.9	10	B744	SAFEGATE DGS
57	\$33 56.4 E151 10.0	10	A388/B748	SAFEGATE DGS
58	\$33 56.4 E151 10.0	10	B744/A35K	SAFEGATE DGS
59, 60	\$33 56.4 E151 09.9	10	B744/A35K	SAFEGATE DGS
61	\$33 56.4 E151 09.8	10	A388/B748	SAFEGATE DGS
63	\$33 56.4 E151 09.8	9	B738M/A320	SAFEGATE DGS
71	\$33 56.7 E151 10.3	16	B744/A35K	MARSHALLED
72 73 73A 74 74A	\$33 56.7 E151 10.3 \$33 56.7 E151 10.2 \$33 56.7 E151 10.2 \$33 56.7 E151 10.2 \$33 56.7 E151 10.2	15 15 15 15	A388/B748 B744/A35K A388/B748 B744/A35K A388/B748	MARSHALLED SAFEGATE DGS MARSHALLED SAFEGATE DGS MARSHALLED
75 75A 76, 77 77A 83B	\$33 56.7 E151 10.1 \$33 56.7 E151 10.1 \$33 56.8 E151 10.1 \$33 56.7 E151 10.0 \$33 55.6 E151 10.5	15 15 15 17	B744/A35K A388/B748 B744/A35K A388/B748 B73M/A320	SAFEGATE DGS MARSHALLED SAFEGATE DGS MARSHALLED MARSHALLED
84	\$33 55.7 E151 10.5	7	B744/A35K	SAFEGATE DGS
85	\$33 55.7 E151 10.5	7	B744/A359	SAFEGATE DGS
85A, 85B	\$33 55.7 E151 10.5	7	B73M/A320	MARSHALLED
NOTE: N	Magnetic anomalies evident near a	annon etruet	turo	

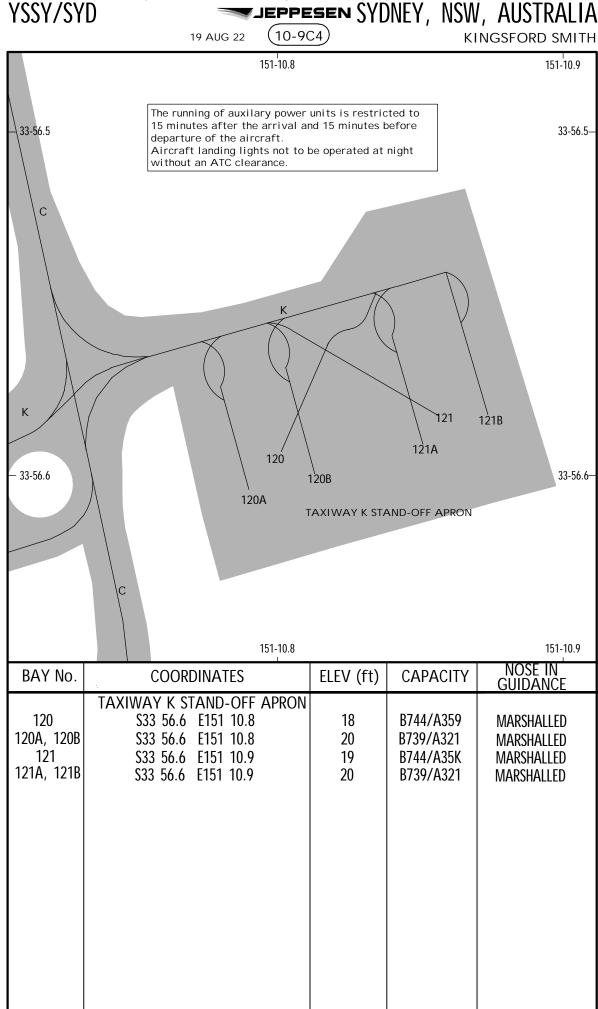
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JEPPESEN 19 AUG 22 (10-9C3)

SYDNEY, NSW, AUSTRALIA

KINGSFORD SMITH DOMESTIC APRON PARKING BAY INFORMATION NOSE IN GUIDANCE ELEV (ft) BAY No. COORDINATES **CAPACITY** ACCESS FROM TAXILANE DOM4 MARSHALLED 90, 90B, 91 \$33 56.1 E151 11.1 DH8C B737/A320 \$33 56.1 \$33 56.1 \$33 56.1 \$33 56.1 E151 11.1 E151 11.1 E151 11.1 E151 11.1 MARSHALLED MARSHALLED MARSHALLED MARSHALLED 90A 18 90C 17 B744 91Å 91B, 92 18 17 B738/A320 DH8C \$33 56.1 \$33 56.1 17 16 B738/A320 DH8C B738/A320 B744 SF34 \$33 56.1 \$33 56.1 \$33 56.1 \$33 56.1 E151 11.2 E151 11.2 E151 11.2 MARSHALLED MARSHALLED MARSHALLED 93 17 93A 17 93B, 93C 16 S33 56.1 E151 11.2 94, 94B DH8C **MARSHALLED** 16 ACCESS FROM TAXILANE DOM5 E151 11.3 E151 11.3 E151 11.3 E151 11.3 E151 11.3 \$33 56.1 \$33 56.1 \$33 56.1 B739/A321 DH8D SF34 96 96A 96B 96C 102 ĎH8Ċ SW3/B190 16 16 \$33 56.1 E151 11.3 \$33 56.1 E151 11.3 \$33 56.0 E151 11.3 103, 104 SW3/B190 SW3/B190 MARSHALLED 17 16 17 18 18 105 MARSHALLED SW3/B190 GLF5 CL60 106, 107 112 112A MARSHALLED MARSHALLEB \$33 56.0 \$33 56.0 ACCESS FROM TAXILANE DOM6 \$33 56.1 \$33 56.1 \$33 56.1 \$33 56.1 \$33 56.1 E151 11.4 E151 11.4 E151 11.3 E151 11.4 E151 11.4 97 97A 97B 97C B744/A35K B738/A321 B738/A321 B763 B744/A35K 16 16 16 16 17 MARSHALLED 98 MARSHALLED B738/A321 B738/A321 B744/A35K 98A 98B \$33 56.1 \$33 56.1 E151 11.4 E151 11.4 MARSHALLED MARSHALLED 16 16 \$33 56.1 E151 11.5 99 MARSHALLED 16 99A S33 56.1 E151 11.5 17 MARSHALLED B738/A321 NOTE:

Magnetic anomalies evident near terminal structure.



JEPPESEN (10-9D)

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
- DO NOT PASS THROUGH FINAL OF THE NOMINATED RUNWAY.

b. On a Radar Assigned HeadingSQUAWK 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. By day, ATC may use (7874') 2400m runway separation between aircrafts arriving to Rwy 16R/34L. Both aircrafts may occupy the runway during application of the standard.

- b. Aircraft up to and including A330/B787/B772 type may be processed to land on either of the parallel runways 16L/34R or 16R/34L.

 c. Aircraft landing Rwy 16R require approval to vacate to the left on Twys F, B3 & B4.

 d. Aircraft landing Rwy 16L/34R are to remain on Tower freq 124.7 until West of Twy S and then contact Ground frequency 121.7.

 e. Aircraft landing Rwy 34R and vacating Twy T2 are to taxi via Twy U and U1 unless otherwise advised.
- otherwise advised.
- f. Aircraft landing Rwy 07/25 require approval to vacate on Twy C.
- g. All arriving aircraft are required to advise parking bay on first contact with Sydney Ground.

DEPARTURES

Departures shall normally be cleared in the order in which they are ready for takeoff,

- except that deviations may be made from this order to facilitate the maximum number of departures with the least average delay.

 a. Intersection departures by jet aircraft on Rwy 34L are NOT PERMITTED. In the event Twy A6 is not available for departure due taxiway or runway availability, Twy A5 may be used for jet aircraft departures on Rwy 34L.

 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:

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

JEPPESEN SYDNEY, NSW, AUSTRALIA

(10-9D1)

-(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 instrument approach once the pilot is visual.

Important instructions and advisory information for pilots:

- Report visual and/or the runway in sight as soon as possible.
- Manage speed on base leg to ensure you do not overshoot the centerline. ATC approach 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 IVA.
- 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 an IVA the requirements of the procedure must be followed.
- If for any reason, including radio failure or radio congestion, contact cannot be established or maintained with DIR such that it prevents an instruction being issued by ATC or a vectoring request being made by the flight crew, do not pass through your assigned 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.

24 AUG 18 (10-9D2)

SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

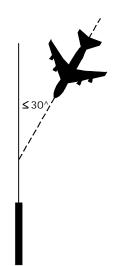


Both these aircraft only have to report visual if on localizer or GLS final approach course.

This aircraft must have reported runway in sight.



Both aircraft have to report runway in sight.



SYDNEY, NSW, AUSTRALIA

-(KINGSFORD SMITH) INTL

VISUAL DOCKING GUIDANCE SYSTEMS

Visual Docking Guidance Systems (VDGS) used at Sydney include:
- The generic Nose in Guidance (NIG) system
- Aircraft Positioning and Information System (APIS)
- Safegate Docking Guidance System

Parking bays & coords charts specify the bays/stands equipped with VDGS and the particular system installed.

NOSE IN GUIDANCE (NIG) SYSTEM

This system is identified on Parking bays & coords charts either as 'NIG' or 'Centerline+Sidemarker'. It includes the following elements:

- Position Identification Light

- Aerobridge Retracted Indicator

- Centerline Guidance Light unit

- One or more Side Marker Light units.

The following is a brief description of the system:

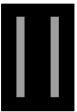
a. The Position Identification Light indicates the number of the docking position and is white numerals on a dark background (illuminated at night).

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

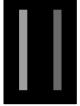
c. The Centerline Guidance Light provides azimuth information and is aligned with the left pilot position. The unit emits RED/GREEN light beams and the signals are interpreted as shown in Figure 1.



RED/GREEN Left of centerline



GREEN/GREEN On centerline



GREEN/RED Right of centerline

Figure 1. Centerline Guidance Light Unit

- d. One or more Side Marker Light units with relevant aircraft types marked on the unit indicate the stopping position as described below:

 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.
 As the aircraft continues, 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 will appear.
 If the stopping position is passed, then a single RED bar appears.



DULL GREEN



INTENSE GREEN



GREEN

Side Marker Lights.



WHITE



RFD

SYDNEY, NSW, AUSTRALIA

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VISUAL DOCKING GUIDANCE SYSTEMS

AIRCRAFT POSITIONING AND INFORMATION SYSTEM (APIS)

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 the lower left and an illuminated azimuth guidance display at the lower right. The alpha-numeric characters on the top row should be flashing (see diagram belŏw).

The following is the sequence of APIS operation from initial approach to STOP:
a. Identify the correct parking bay position.
b. Ensure that the aerobridge retraction light indicates green.
c. Follow the taxi-in line and watch the centerline beacon.
d. Check that the correct aircraft type is flashing and that the door number is shown (where applicable).
e. About 66' (20m) before STOP, the aircraft type display goes steady and the door number

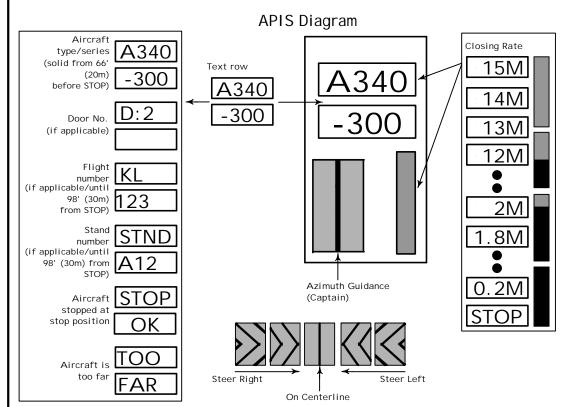
f. Follow the azimuth guidance display. The black arrow heads indicate which direction to steer for the centerline. When the aircraft is properly aligned in azimuth, the black vertical bar will be displayed.

The full closing rate 'thermometer' indicates at least 43' (13m) to STOP. When the aircraft reaches 43' (13m) to STOP, the 'thermometer' bar lights begin to move from bottom to top.

i. The deletion of each 'thermometer' bar indicates about one-and-a-half feet (one-half meter)

j. When the STOP position is reached, all the closing rate 'thermometer' lights extinguish and the lower display indicates STOP. If the aircraft is parked correctly, the top display indicates OK.
k. If the aircraft overshoots the limit for correct parking, the top display indicates TOO FAR (alternating TOO then FAR).
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.



APIS++ Visual Docking Guidance System - typical configuration NOTE: Some APIS++ installations have a single row of text information.

JEPPESEN24 AUG 18 (10-9G)

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VISUAL DOCKING GUIDANCE SYSTEMS

SAFEGATE DOCKING GUIDANCE SYSTEM (DGS)

The complete system consists of the following three elements:

- 1. Position Identification Unit (Bay Marker);
- 2. Aerobridge Retracted Indicator Light; and
- 3. DGS NIG (Nose In Guidance) Unit.

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

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

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

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

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

- a. The pilot indentifies 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 66' (20m) from the STOP position.

NOTE: If the detected aircraft is lost prior to 39' (12m) 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 39' (12m) from the STOP position, the Closing Rate Bar will decrease in size from the bottom by one row of lights per 2' (0.5m) closing rate.

NOTE: If the detected aircraft is lost after 39' (12m) 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.
- I. 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.

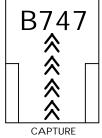
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VISUAL DOCKING GUIDANCE SYSTEMS

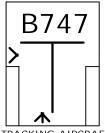
n. During heavy rain or fog, the visibility for the docking system might be reduced. When the system is activated and in capture mode, the display will deactivate the rising vertical arrows and show DOWN GRADE. This text will be superseded by the Closing Rate Bar once the aircraft is detected.

NOTE 1: The pilot must not continue the approach to the bridge unless the DOWN GRADE text has been superseded by the Closing Rate Bar.

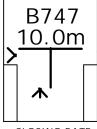
NOTE 2: Ground engineers have access to emergency push-buttons to deactivate the system. When an emergency stop is activated, the display will show STOP. The ground engineers will then be required to complete the docking manually once the emergency situation is



Searching for aircraft



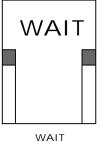
TRACKING AIRCRAFT Aircraft left of centerline

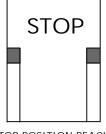


CLOSING RATE

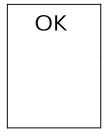


SLOW (DECREASE SPEED)

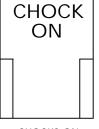




STOP POSITION REACHED



DOCKING COMPLETE



CHOCKS ON

Typical Safegate indications - normal operations

JEPPESEN 11 JUN 21

SYDNEY, NSW, AUSTRALIA KINGSFORD SMITH

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PRM USER INSTRUCTIONS

INDEPENDENT PARALLEL APPROACHES

Precision Runway Monitor (PRM) operations are conducted at Sydney to facilitate independent parallel approaches to closely spaced parallel runways. The following instructions apply during independent parallel approaches when pilots are advised by ATIS "PRM OPERATIONS IN PROGRESS".

REQUIREMENTS: Before participating in PRM operations, pilots must have satisfied training requirements as directed by CASA, or be approved for PRM operations by the NATIONAL AVIATION AUTHORITY (NAA) for the state of registration of the aircraft.

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

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

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

- Runway 16R expect to reach Runway 34R expect to reach 2000' at least 6 NM before URDEN. 2000' before ENDEV.

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

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

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

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

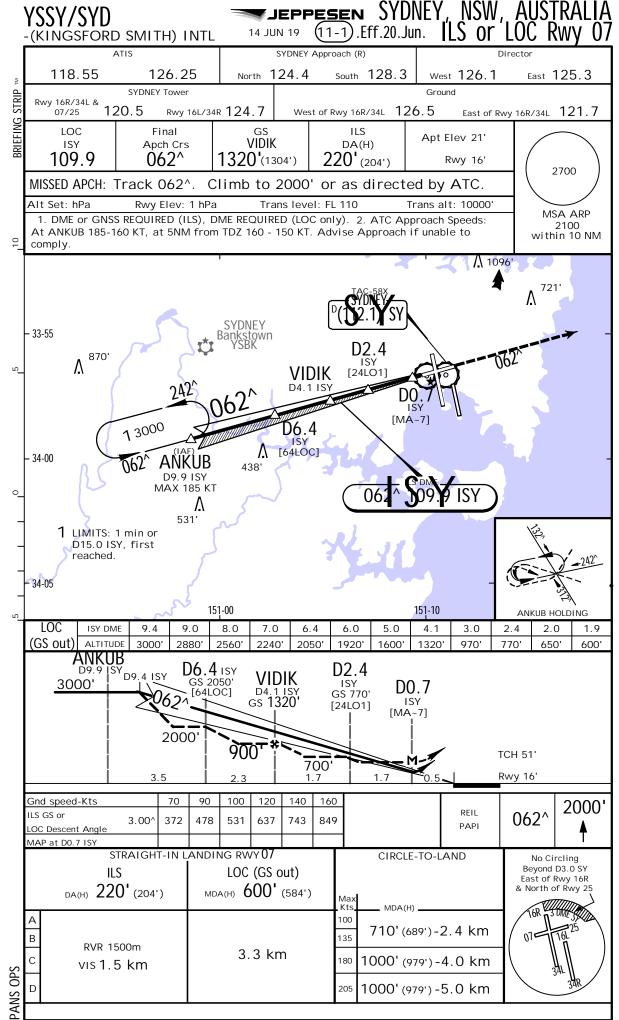
> "(callsign) YOU ARE DEVIATING FROM THE FINAL APPROACH COURSE.
> TURN LEFT (or RIGHT) IMMEDIATELY AND
> RETURN TO YOUR CLEARED APPROACH."

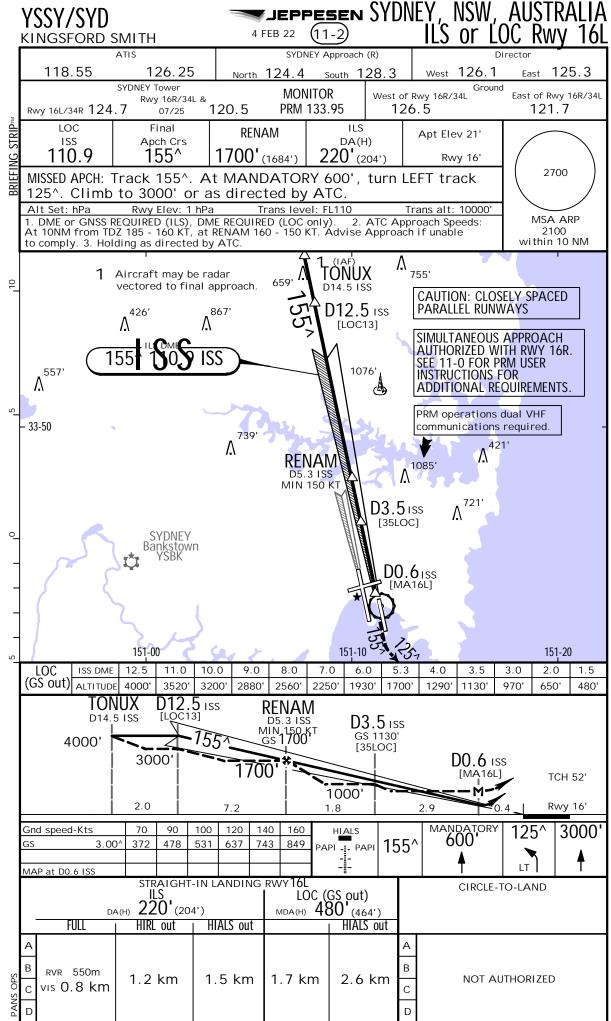
Acknowledge deviation advice as soon as practicable. Compare tracking indications and use the indicator most consistent with ATC advice. Immediately adjust tracking to regain the final approach course.

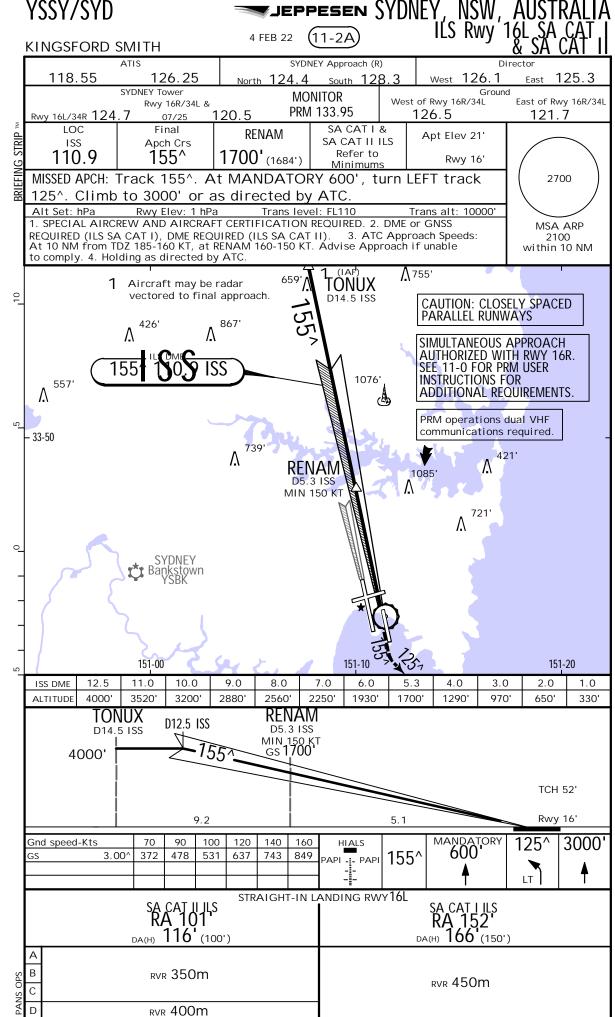
BREAK - OUT: If ATC determines that an aircraft has or will penetrate the No Transgression Zone (NTZ) and avoiding action is required, the non-deviating aircraft on the adjacent approach will be issued BREAK-OUT instructions using the following phraseology:

"BREAK-OUT ALERT, (callsign) TURN LEFT (or RIGHT) IMMEDIATELY HEADING (three digits), CLIMB (or DESCEND) TO (altitude)'

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

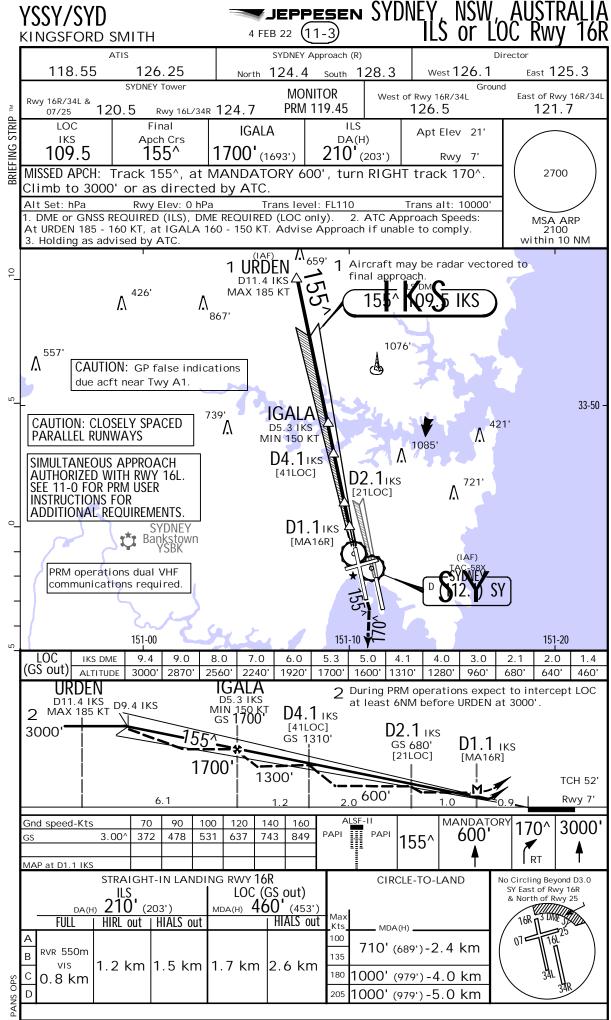


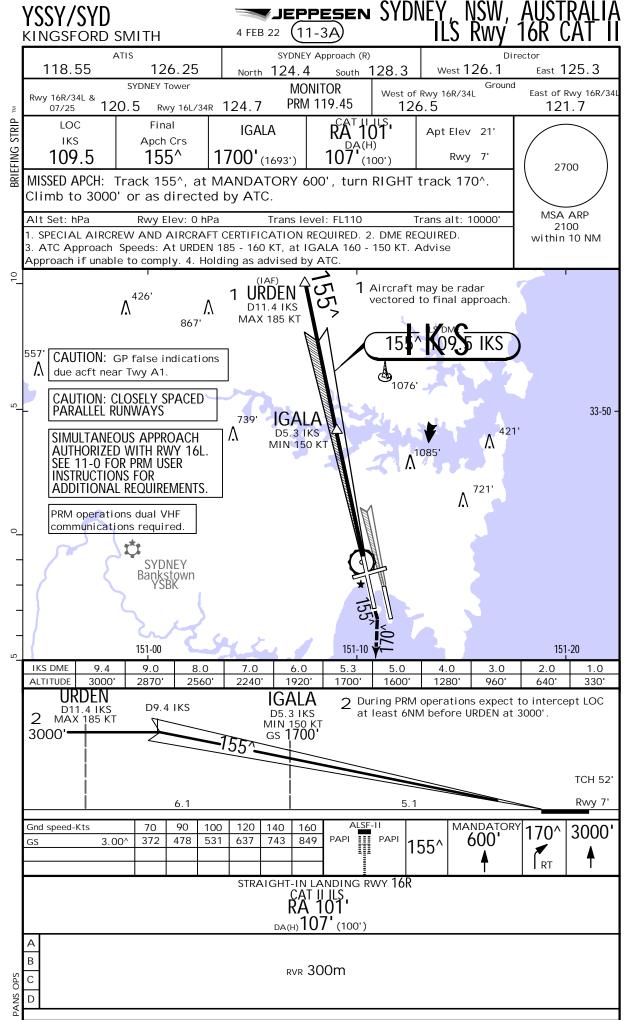


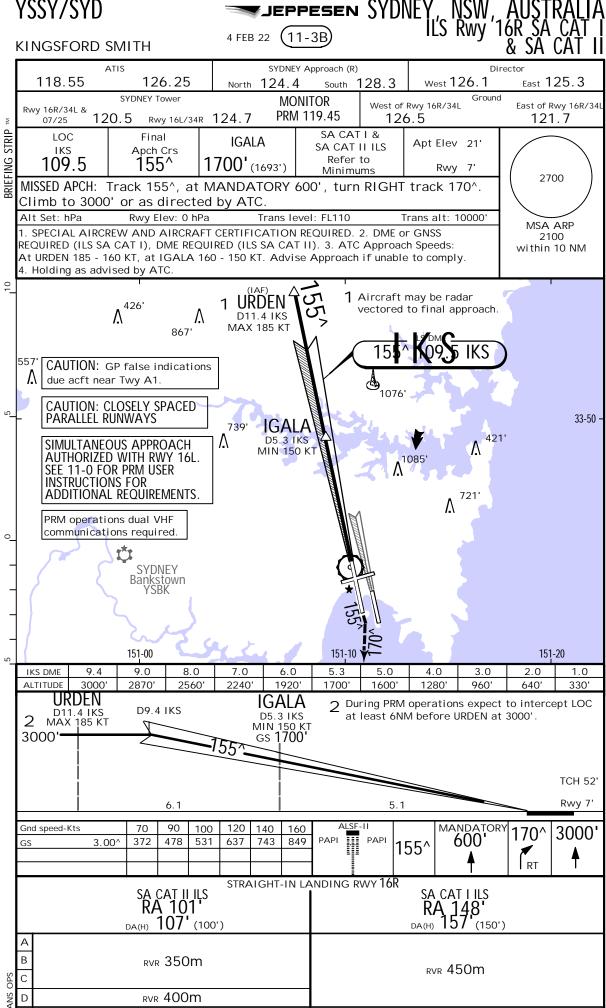


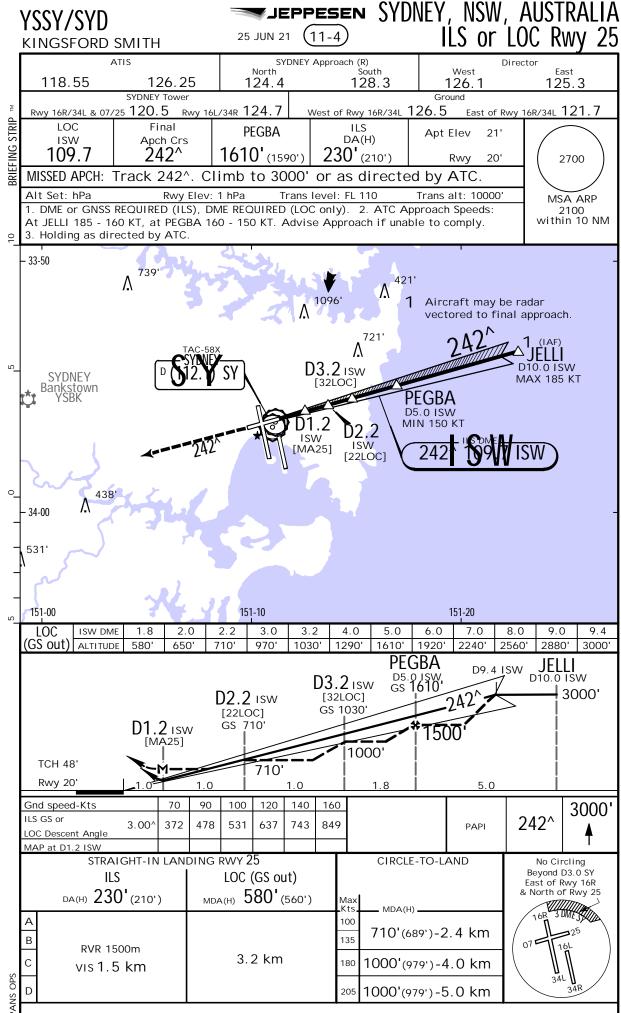
CHANGES: Printing sequence.

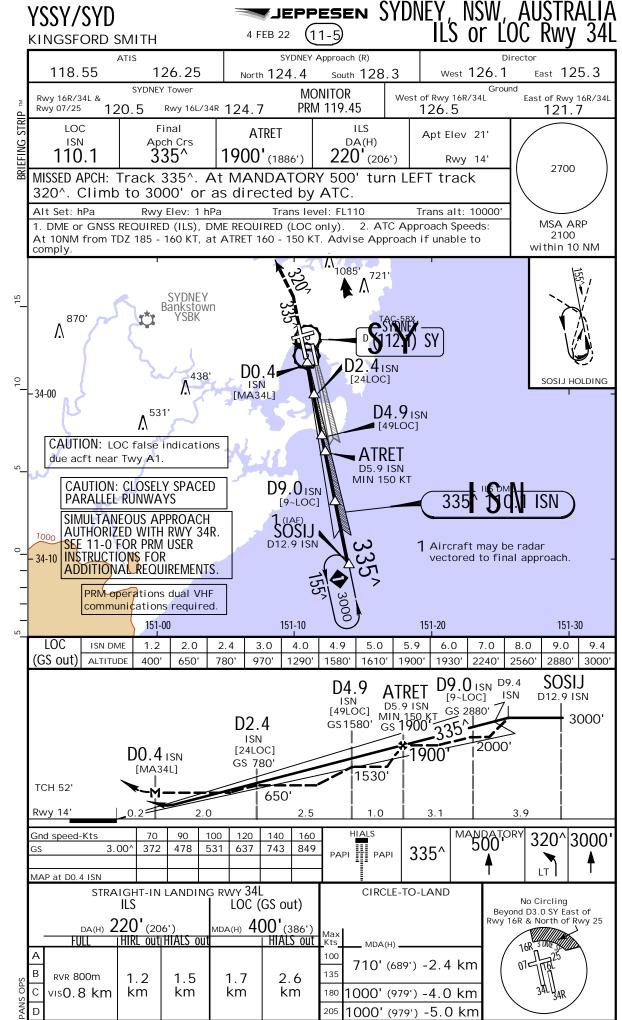
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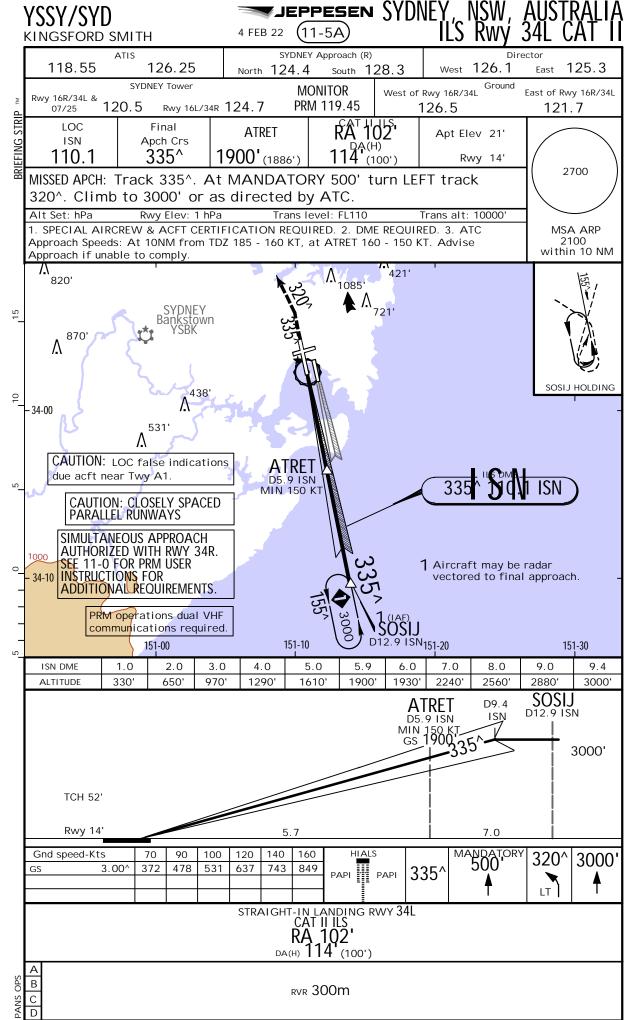


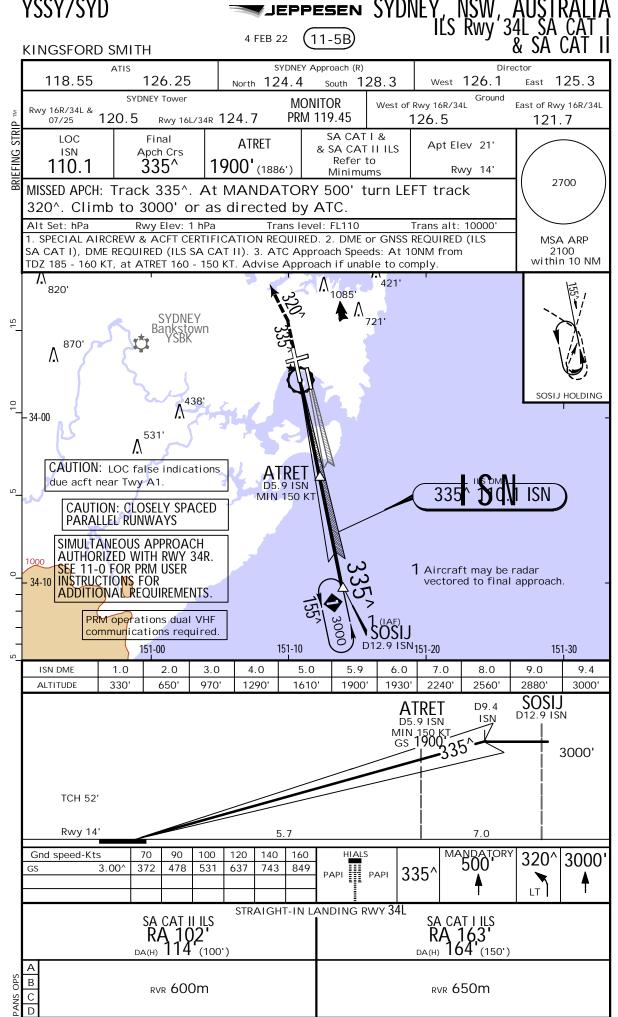


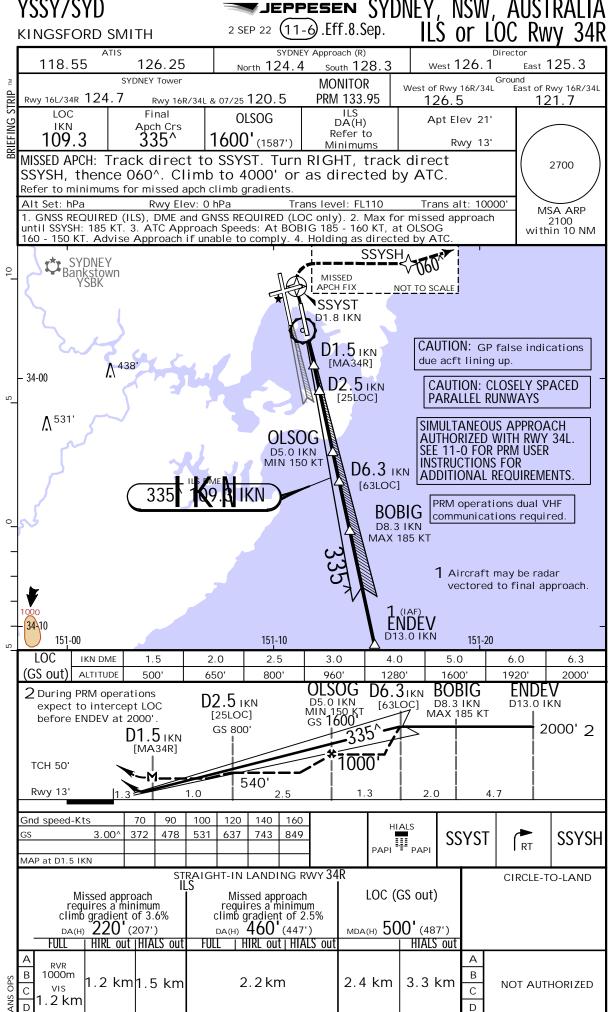


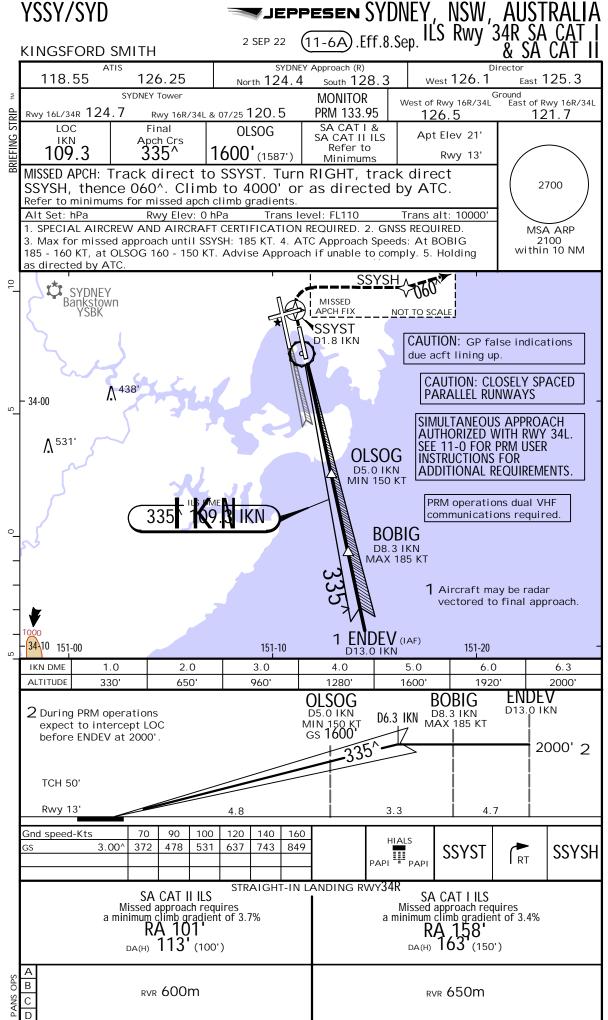


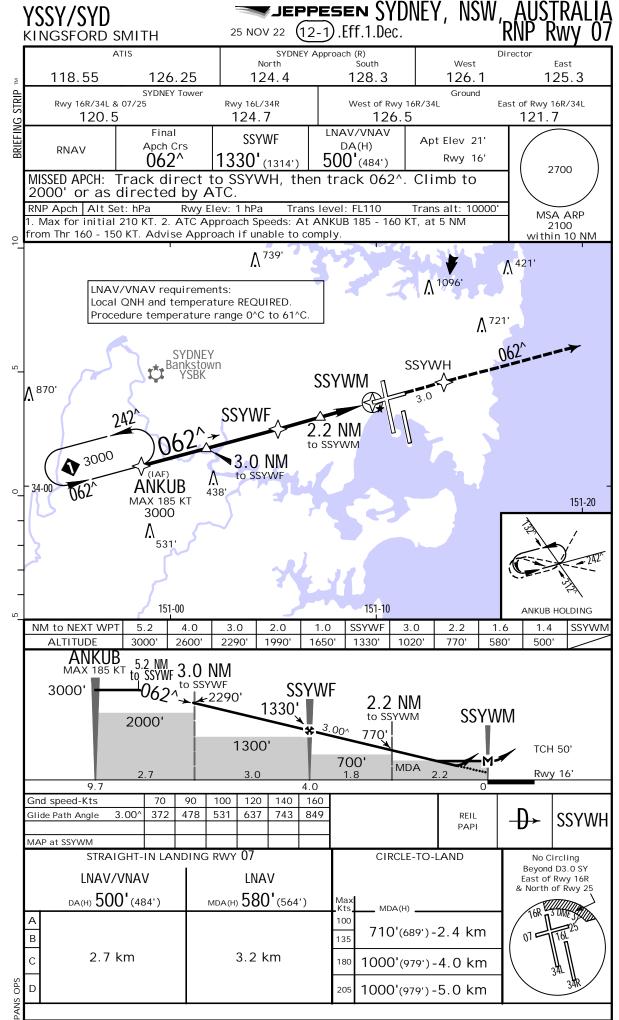


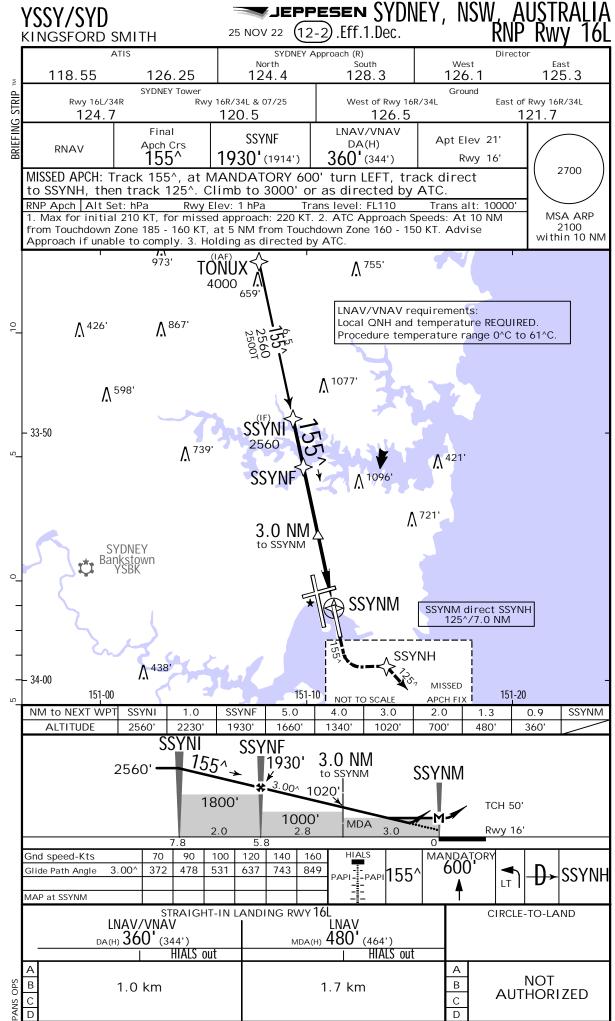






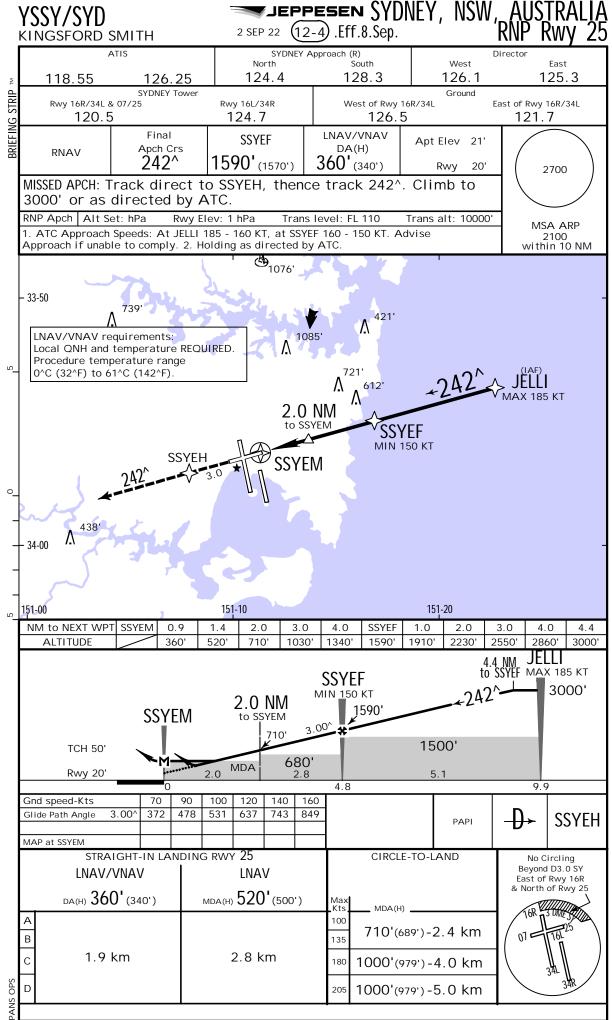


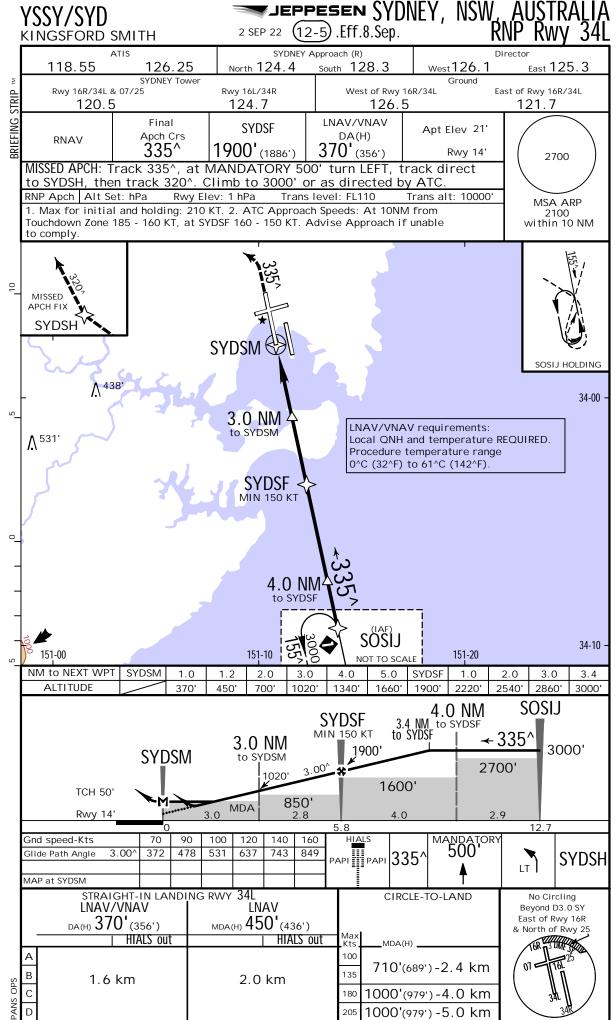


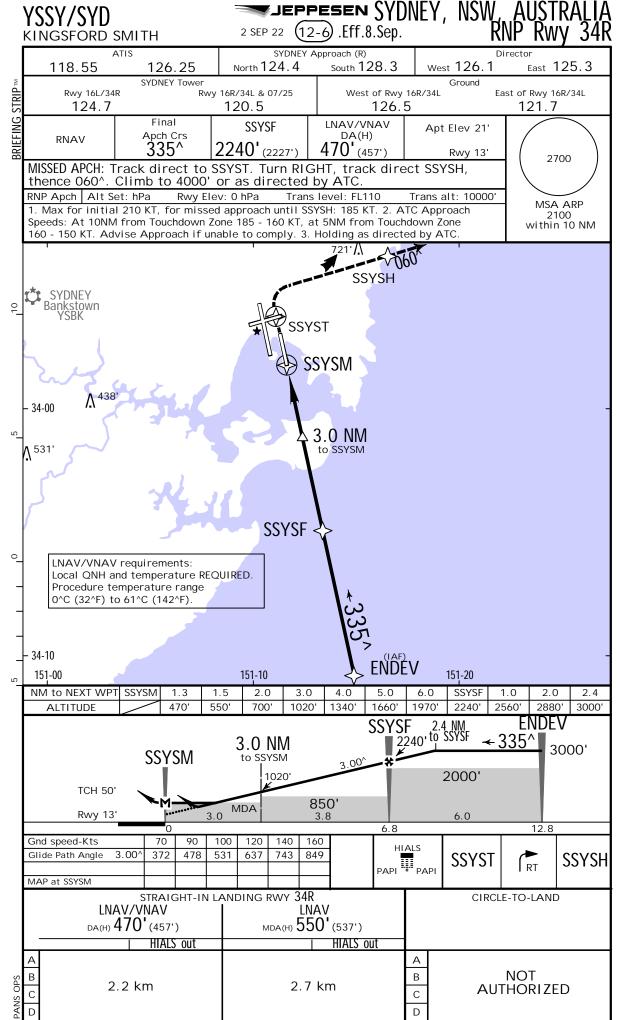


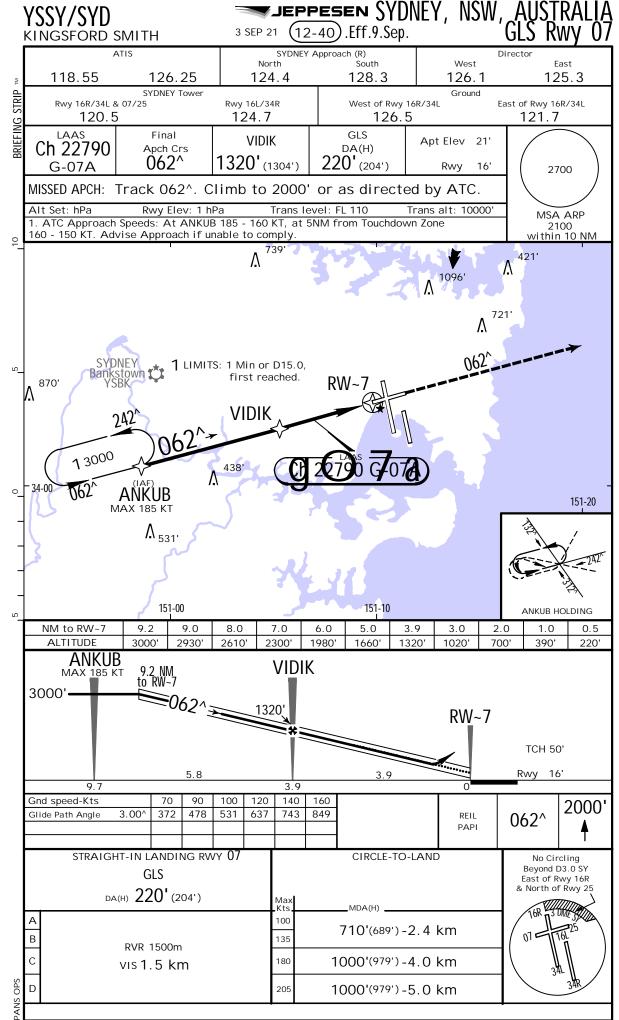


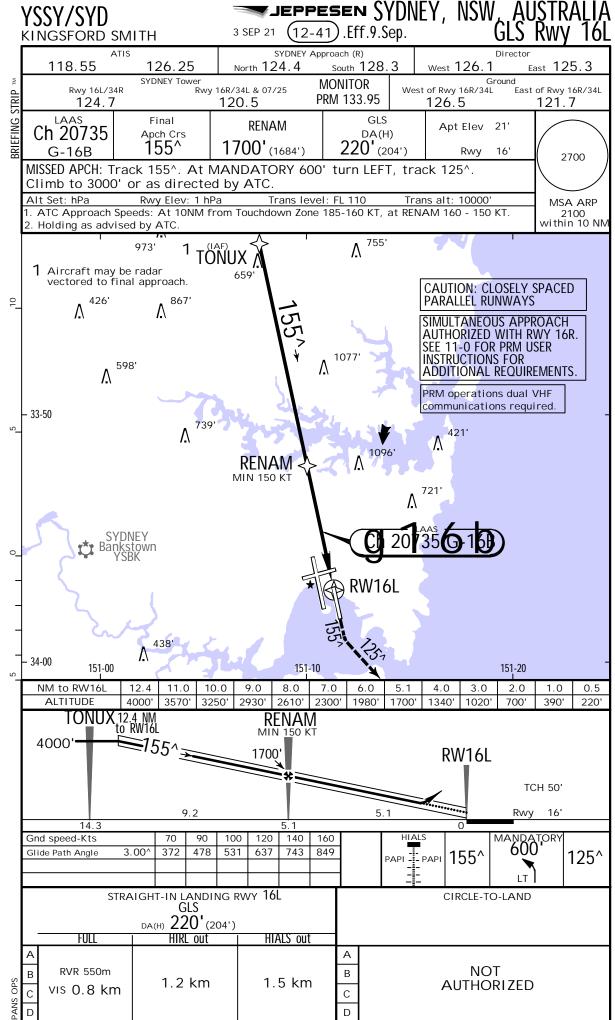
Minimums visibility.

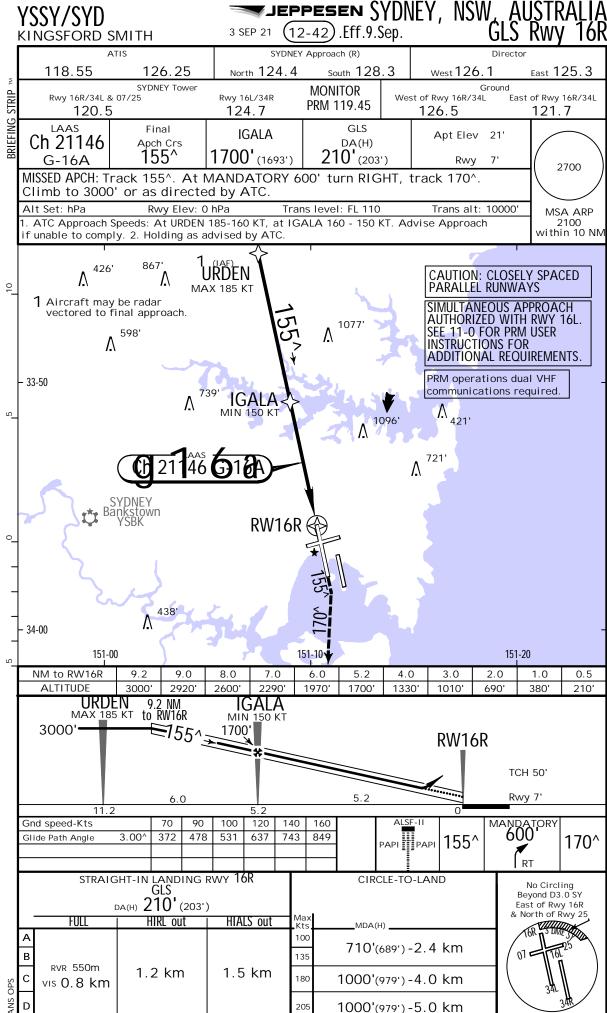


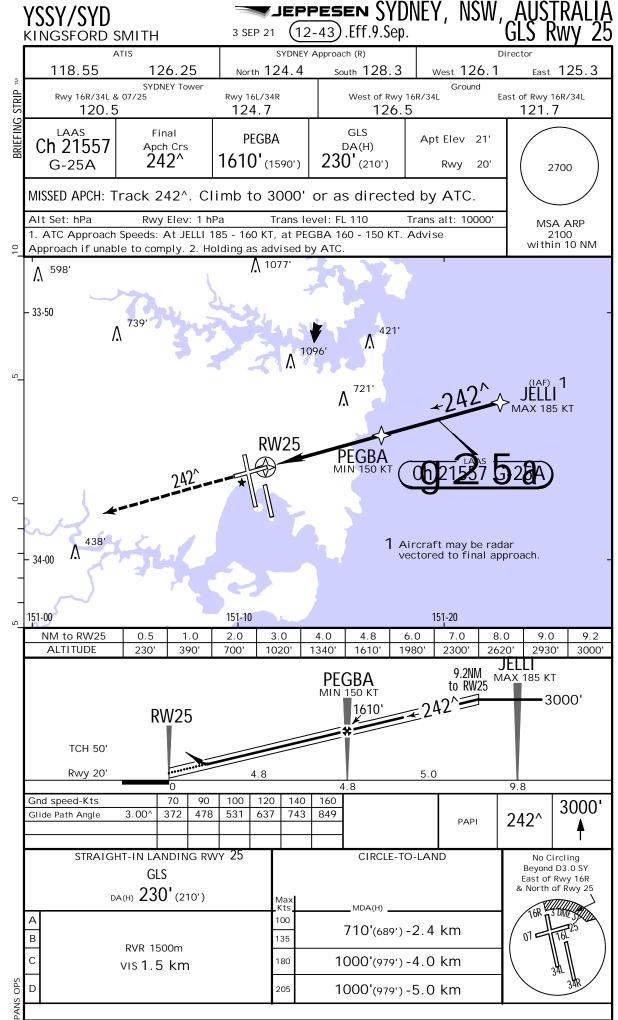


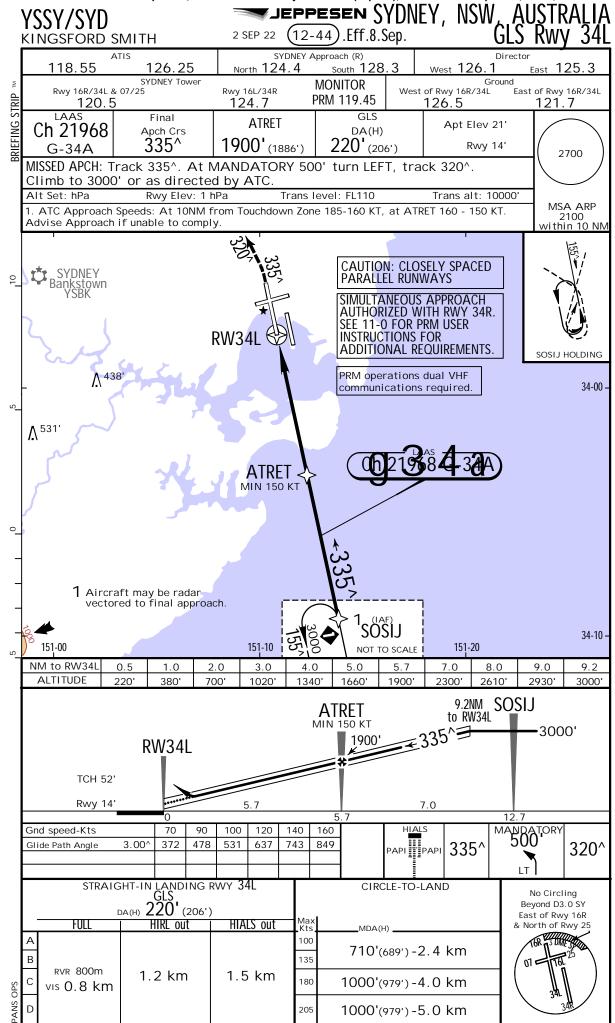


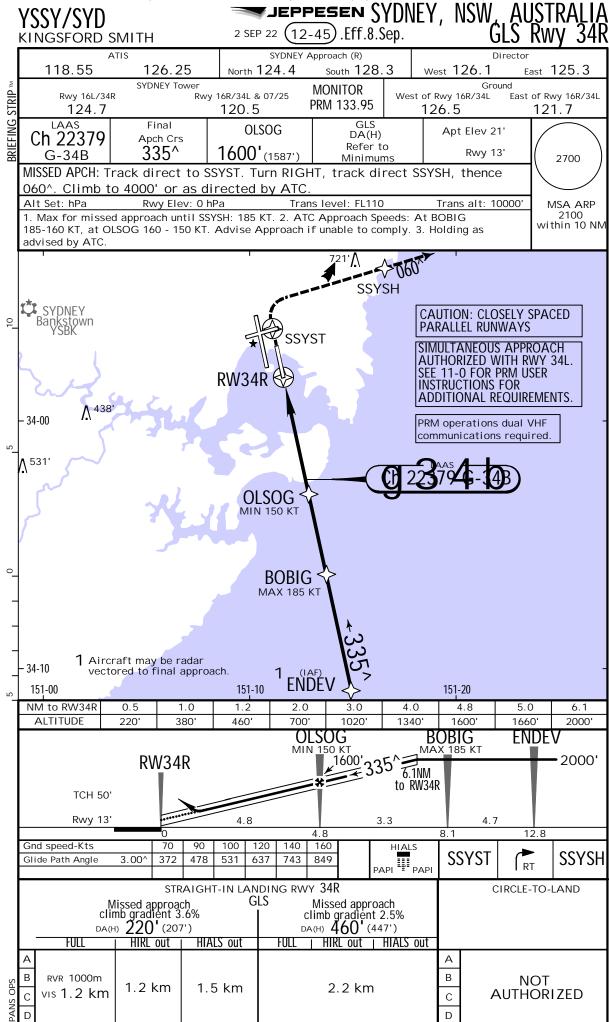












Revision Letter For Cycle 07-2023 Printed on 16 Apr 2023 Page 1 (c) JEPPESEN SANDERSON, INC., 2023, ALL RIGHTS RESERVED

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Chart changes since cycle 06-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT PROCEDURE IDENT INDEX REV DATE EFF DATE

SYDNEY, NS (KINGSFORD SMITH - YSSY)

Terminal Chart Change Notices
Page 1 - Printed on 16 Apr 2023
Notice: After 13 Apr 2023, 0000Z, this data may no longer be valid
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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport YSSY

Type: Terminal

Effectivity: Permanent Begin Date: 20191107 End Date: No end date

(All charts) Airport name should read Kingsford Smith.