AUSTRALIA

AIP SUPPLEMENT (SUP)

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AERONAUTICAL INFORMATION SERVICE,
AIRSERVICES AUSTRALIA, GPO BOX 367,
CANBERRA ACT 2601

For DISTRIBUTION queries, contact:
Email: aim.editorial@airservicesaustralia.com

For CONTENT queries regarding this SUP, contact:
Email: dss.east@airservicesaustralia.com

SYDNEY/KINGSFORD SMITH AERODROME (YSSY) DAP EAST NOISE ABATEMENT PROCEDURES (NAP)

1. INTRODUCTION

1.1 Following the commencement of operations at Sydney/Nancy-Bird Walton Aerodrome (YSWS), the Minister for Infrastructure, Transport, Regional Development and Local Government has enacted *Section 17 of the Sydney Airport Curfew Act 1995.*

1.2 This changes the application of curfew provisions at Sydney/Kingsford Smith Aerodrome (YSSY).

1.3 Refer Appendices 1 to 7 for the amended YSSY Noise Abatement Procedures.

2. CANCELLATION

2.1 This SUP will be cancelled when it is incorporated into AIP DAP, expected to be in DAP Amendment 190, effective 18 March 2027.

3. DISTRIBUTION

3.1 Airservices Australia website only.

Appendices

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4. - CURFEW

4.1 INTRODUCTION

4.1.1. The Sydney Airport Curfew Act 1995 and, the Sydney Airport Curfew Regulations 2023 regulate movements at Sydney/Kingsford-Smith Aerodrome between 2300 and 0600 Local. Additional restrictions apply, daily between 2245 and 2300 Local, and on Saturdays and Sundays between 0600 and 0700 and 2200 and 2300 Local.

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

4.2 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 4.3 or 4.4 apply:

(a) For landing:

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

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

(b) For take-off:

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

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

(iii) **2300 - 0600 HR (Daily) Local**
Only RWY 16R, south of the intersection of Taxiway G.

NOTE: Aircraft that receive a taxi clearance prior to the commencement of the curfew period (2300 HR Local) but subsequently depart after the commencement of the curfew may use the full length of the runway and are not required to reposition south of the intersection of RWY 16R and Taxiway G.

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

4.3 EXEMPTIONS

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

(a) The aircraft is being used for or in connection with:
1. a search and rescue operation;
2. a medical emergency;
3. a natural disaster.

(b) the pilot of the aircraft has declared an in-flight emergency.

(c) the aircraft has insufficient fuel to be diverted to another airport.

(d) there is an urgent need for the aircraft to land or take-off:
1. to ensure the safety or security of the aircraft or any person; or
2. to avoid damage to property.

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4.4 DISPENSATIONS

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

4.4.2 An operator may apply to the Department of Infrastructure, Transport, Regional Development, Communications, Sports 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:

Phone : 0466 548 063 (24 HRS)
Emall : chapter2@infrastructure.gov.au

4.5 REVERSE THRUST DURING THE CURFEW PERIOD

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

4.5.2 If the pilot of an aircraft uses reverse thrust greater than idle reverse thrust, the operator must, no later than 7 days after landing, provide a reverse thrust return including:

(a) date and time;
(b) aircraft registration, operator and type;
(c) engine type; and
(d) reason why reverse thrust greater than idle power was used.

Returns are to be lodged with:

Curfew Manager
Airports Branch
GPO Box 594
Canberra ACT 2601

Email: chapter2@infrastructure.gov.au

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

4.6 MISSED APPROACHES DURING THE CURFEW PERIOD

4.6.1 If the pilot of an aircraft landing at Sydney Aerodrome during a curfew period makes a missed approach, the operator must, within 7 days of the attempted landing, provide a missed approach return including:

(a) date and time;
(b) aircraft registration, operator and type;
(c) reason for the missed approach, including prevailing wind conditions; and
(d) tailwind limits for landing as specified in the aircraft flight manual.

Returns are to be lodged with:

Curfew Manager
Airports Branch
GPO Box 594
Canberra ACT 2601

Email: chapter2@infrastructure.gov.au

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

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5. - DESIGNATED FLIGHT CORRIDORS

5.1 USE OF FLIGHT CORRIDORS

Arriving and departing jet aircraft must fly within, and not deviate from, the appropriate designated flight corridor for the runway, except when instructed or approved otherwise by ATC for safety reasons.

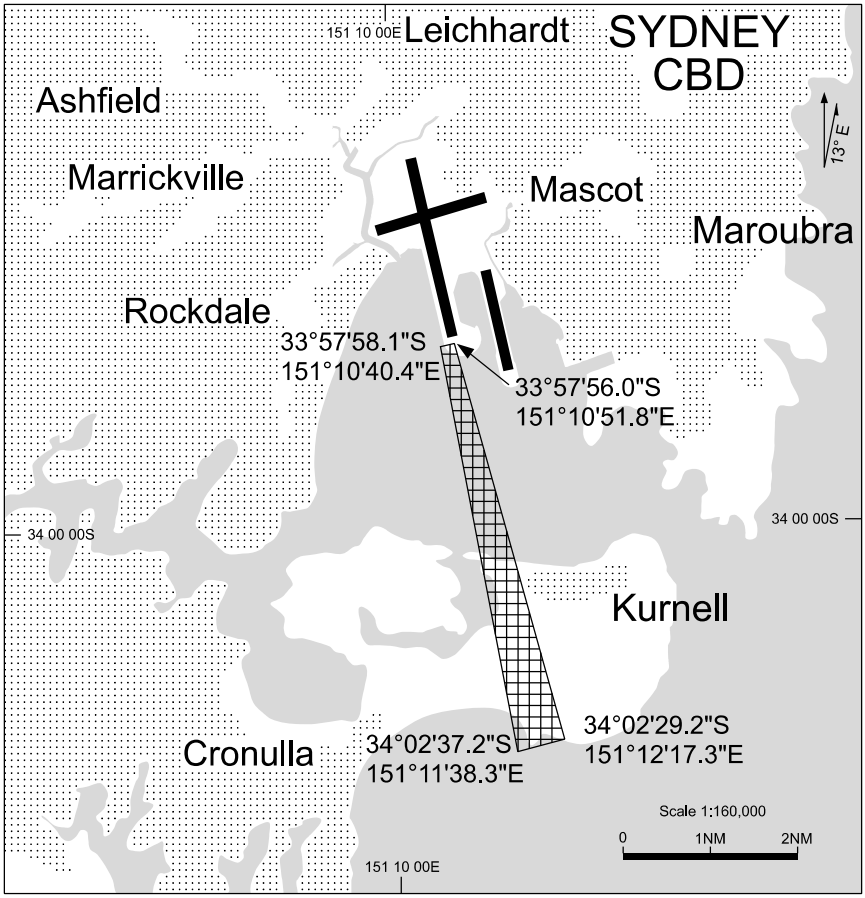
During curfew hours, this requirement applies to ALL aircraft.

5.2 FLIGHT CORRIDORS

The Sydney Airport Arrival and Departure flight corridors designated for the runways are promulgated in this document (NAP Pages 6 - 9).

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FLIGHT CORRIDOR A

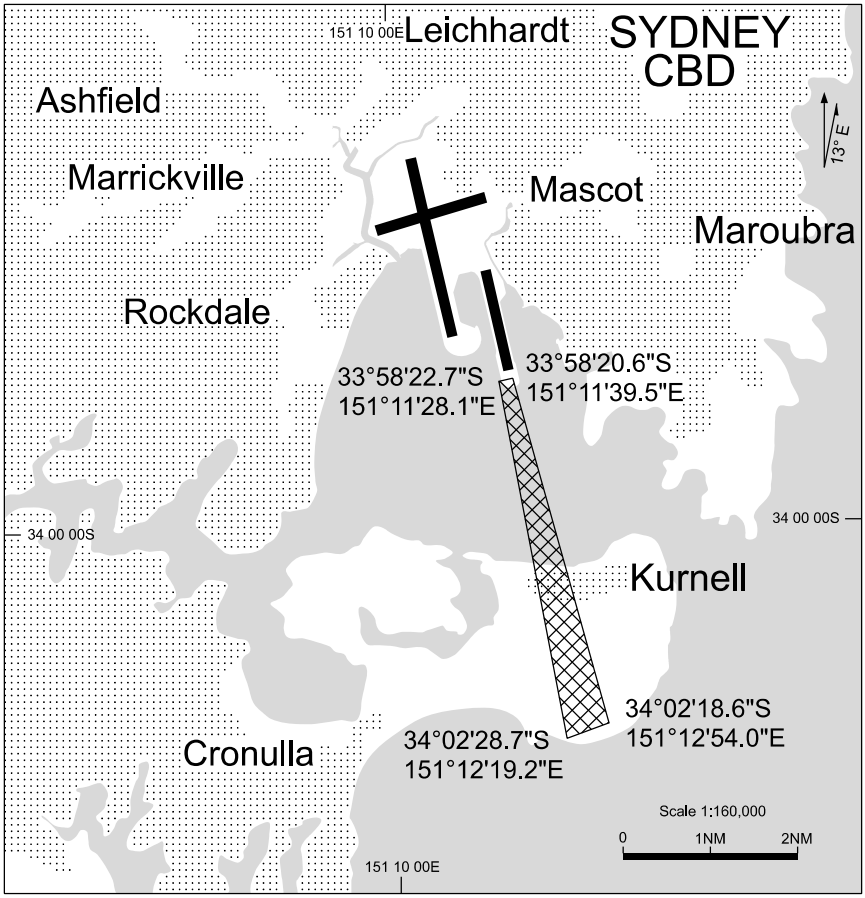


Flight Corridor A (Runway 34L - landing approach)

The points by reference to which the location and dimensions of Flight Corridor A are defined are all the points on an imaginary line commencing at the point of intersection of Latitude 33°57'56" South and Longitude 151°10'51.8" East and proceeding in a south-easterly direction along the geodesic to the point of intersection of Latitude 34°02'29.2" South and Longitude 151°12'17.3" East, then in a south-westerly direction along the geodesic to the point of intersection of Latitude 34°02'37.2" South and Longitude 151°11'38.3" East, then in a north-westerly direction along the geodesic to the point of intersection of Latitude 33°57'58.1" South and Longitude 151°10'40.4" East, then in a north-easterly direction along the geodesic to the point of commencement.

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FLIGHT CORRIDOR C

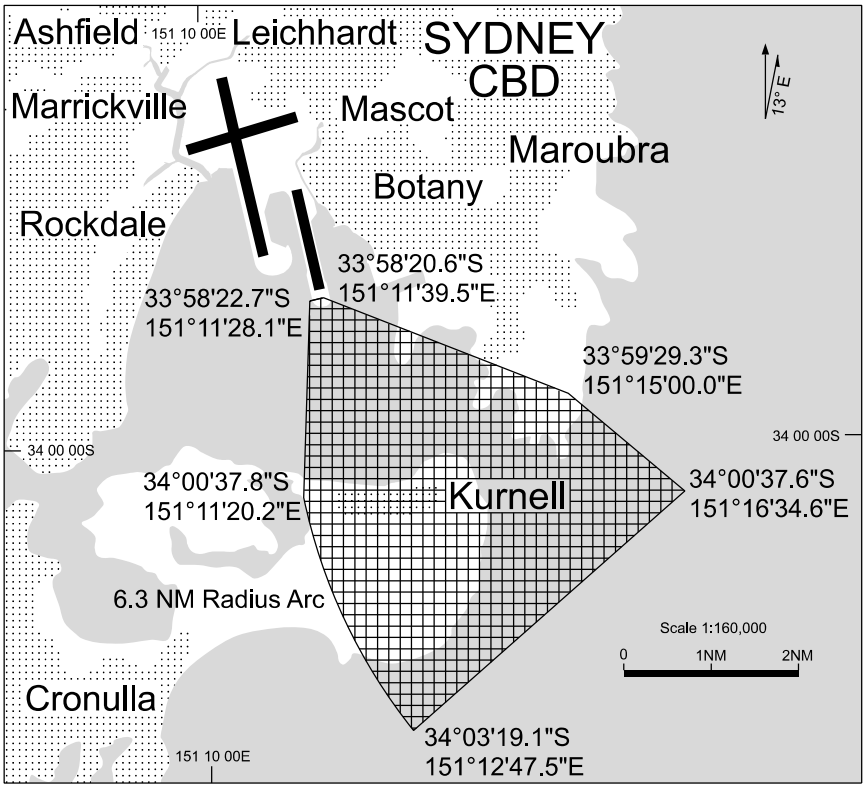


Flight Corridor C (Runway 34R - landing approach)

The points by reference to which the location and dimensions of Flight Corridor C are defined are all the points on an imaginary line commencing at the point of intersection of Latitude 33°58'20.6" South and Longitude 151°11'39.5" East and proceeding in a south-easterly direction along the geodesic to the point of intersection of Latitude 34°02'18.6" South and Longitude 151°12'54" East, then in a south-westerly direction along the geodesic to the point of intersection of Latitude 34°02'28.7" South and Longitude 151°12'19.2" East, then in a north-westerly direction along the geodesic to the point of intersection of Latitude 33°58'22.7" South and Longitude 151°11'28.1" East, then in a north-easterly direction along the geodesic to the point of commencement.

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FLIGHT CORRIDOR E

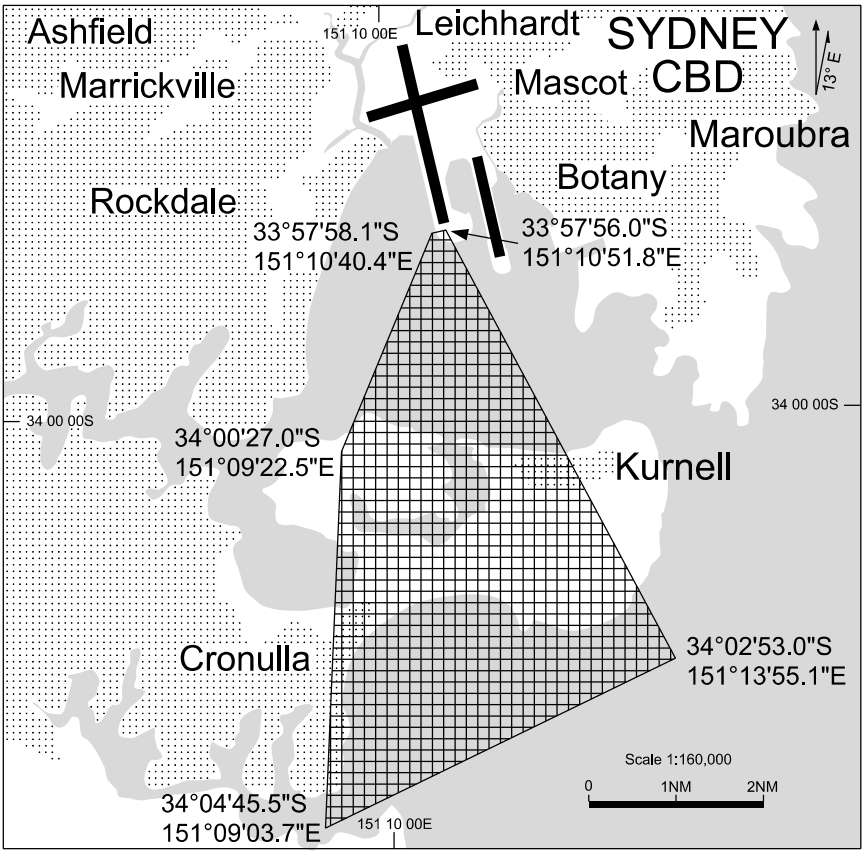


Flight Corridor E (Runway 16L - departure after take-off (IFR flight))

The points by reference to which the location and dimensions of Flight Corridor E are defined are all the points on an imaginary line commencing at the point of intersection of Latitude 33°58'20.6" South and Longitude 151°11'39.5" East and proceeding in a south-easterly direction along the geodesic to the point of intersection of Latitude 33°59'29.3" South and Longitude 151°15'00" East, then in a south-westerly direction along the geodesic to the point of intersection of Latitude 34°00'37.6" South and Longitude 151°16.34.6" East, then in a south-westerly direction along the geodesic to the point of intersection of Latitude 34°03'19.1" South and Longitude 151°12'47.5" East, then in a north-westerly direction along an arc of a circle of radius 6.3 Nautical Miles centred on the point of intersection of Latitude 33°59'27" South and Longitude 151°18'46.8" East to the point of intersection of Latitude 34°00'37.8" South and Longitude 151°11'20.2" East, then in a northerly direction along the geodesic to the point of intersection of Latitude 33°58'22.7" South and Longitude 151°11'28.1" East, then in a north-easterly direction along the geodesic to the point of commencement.

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FLIGHT CORRIDOR G



Flight Corridor G (Runway 16R - departure after take-off (IFR flight))

The points by reference to which the location and dimensions of Flight Corridor G are defined are all the points on an imaginary line commencing at the point of intersection of Latitude 33°57'56" South and Longitude 151°10'51.8" East and proceeding in a south-easterly direction along the geodesic to the point of intersection of Latitude 34°02'53" South and Longitude 151°13'55.1" East, then in a south-westerly direction along the geodesic to the point of intersection of Latitude 34°04'45.5" South and Longitude 151°09.03.7" East, then in a northerly direction along the geodesic to the point of intersection of Latitude 34°00'27" South and Longitude 151°09'22.5" East, then in a north-easterly direction along the geodesic to the point of intersection of Latitude 33°57'58.1" South and Longitude 151°10'40.4" East, then in a north-easterly direction along the geodesic to the point of commencement.

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