

**AIP SUPPLEMENT  
(SUP)****AIRAC****H20/26****Effective: 202607081600 UTC**AERONAUTICAL INFORMATION SERVICE,  
AIRSERVICES AUSTRALIA, GPO BOX 367,  
CANBERRA ACT 2601For **DISTRIBUTION** queries, contact:  
Email: [aim\\_editorial@airservicesaustralia.com](mailto:aim_editorial@airservicesaustralia.com)For **CONTENT** queries regarding this SUP, contact:  
Email: [airspace\\_design@airservicesaustralia.com](mailto:airspace_design@airservicesaustralia.com)**SYDNEY/NANCY-BIRD WALTON  
AERODROME (YSWS) NEW INSTRUMENT  
APPROACH PROCEDURES****1. INTRODUCTION**

- 1.1 This AIP SUP introduces new instrument Departure and Approach Procedures (DAP) for Sydney/Nancy-Bird Walton Aerodrome.
- 1.2 This AIP SUP provides advance notice of procedures that will be published in AIP DAP 187 and become effective 09 July 2026.

**2. IMPLEMENTATION**

- 2.1 The procedures in the appendices become effective 202607081600 UTC.
- 2.2 Recommended coding sheets for the procedures are available on request.
- 2.3 Refer to separate AIP SUP for ERSA FAC and RDS.

**3. RUNWAY DATA**

Threshold	Latitude	Longitude	Elevation (AMSL)
RWY 05	335330.66S	1504144.63E	308FT
RWY 23	335230.13S	1504348.96E	246FT

## 4. WAYPOINTS

4.1 The following is the list of new waypoints.

Waypoint	Latitude	Longitude
ADPAV	340756.67S	1505344.90E
ADPUG	334153.03S	1503959.30E
AGVID	333622.00S	1505603.00E
AKOGA	335930.95S	1501457.36E
BAVOB	334732.89S	1503943.39E
BIPAP	332807.01S	1510910.63E
BOTVU	334339.58S	1505910.38E
BUVNU	335532.97S	1502424.00E
DAMTU	340204.49S	1502404.58E
DOLPA	333456.72S	1505145.00E
DUBSU	333532.00S	1502521.00E
DULAX	334730.00S	1502740.00E
ENROK	334756.98S	1505308.48E
ENVET	340756.00S	1502804.00E
GODUK	333626.32S	1503516.28E
GUPKO	335058.74S	1502445.49E
GUSDO	340018.92S	1502743.11E
IDEKI	335813.94S	1504709.04E
IKIDA	334830.94S	1505432.86E
ISDIT	334222.92S	1505025.77E
KAKNU	340204.04S	1503430.83E
KEXIP	335618.67S	1502004.08E
KIKEL	334604.30S	1504255.60E
LAVEB	340650.56S	1503803.60E
LAXED	340508.94S	1502610.13E
LEKID	333959.95S	1503459.79E
LURPA	335350.12S	1505626.81E
MADUG	333841.78S	1503119.57E
MELIT	344236.16S	1503239.45E

Waypoint	Latitude	Longitude
MIKOM	334942.46S	1503515.55E
NB2EF	334958.49S	1504859.92E
NB2EH	335345.86S	1504113.48E
NB2ET	334846.55S	1503744.29E
NB2EZ	335416.22S	1504011.07E
NB2WF	335625.57S	1503544.82E
NB400	335244.07S	1503012.95E
NB401	335710.55S	1502935.69E
NB402	335732.88S	1503326.06E
NB410	334510.07S	1505109.48E
NB411	334613.27S	1505131.59E
NB412	334730.20S	1505134.51E
NB413	334917.73S	1505023.36E
NB501	335837.00S	1503934.00E
NB502	340504.84S	1503720.73E
NB503	334053.63S	1502933.46E
NB504	334519.55S	1504602.46E
NB505	335040.18S	1504734.51E
NB506	334647.00S	1504545.77E
NB507	334422.32S	1504559.04E
NB508	334110.53S	1504541.16E
NB509	333849.38S	1503733.37E
NB510	334610.68S	1504426.38E
NB511	334512.76S	1503253.25E
NB512	334809.39S	1502559.24E
NB513	335108.30S	1502347.61E
NB514	335751.14S	1502644.59E
NB515	335103.94S	1501949.34E
NB516	335713.35S	1502016.73E
NB517	334802.06S	1502447.63E
NB518	335837.12S	1502347.98E

---

Waypoint	Latitude	Longitude
NB519	335226.00S	1503105.00E
NB520	340033.53S	1503519.42E
NB523	335617.21S	1503602.05E
NB524	335424.81S	1503106.90E
NB525	334711.91S	1503004.80E
NB526	334136.00S	1503054.00E
NB528	334736.99S	1501428.68E
NB529	335430.96S	1502615.46E
NB530	335552.60S	1501927.36E
NB531	340043.78S	1501939.79E
NB532	340355.99S	1502356.67E
NB536	334600.00S	1501700.00E
NB537	333601.02S	1504557.97E
NB538	340639.00S	1502631.00E
NB539	341022.01S	1503942.83E
NB590	340122.06S	1502532.45E
NB593	334857.75S	1505104.23E
NB594	332843.27S	1510132.61E
NB596	334613.09S	1503405.47E
NB597	335055.50S	1504703.12E
NB598	335603.49S	1504948.36E
NB599	340143.44S	1505124.30E
NB600	332719.65S	1505254.61E
NB601	335639.77S	1500450.70E
NB602	334351.04S	1503311.49E
NB603	335102.48S	1504134.59E
NB604	334535.00S	1502952.00E
NB605	334600.00S	1504100.00E
NB606	334857.68S	1503250.31E
NB607	340715.32S	1503420.10E
NOGEB	334059.00S	1511934.00E

Waypoint	Latitude	Longitude
NONOX	340712.68S	1511206.00E
NUGSO	334952.47S	1503606.52E
OGIXO	335125.84S	1502653.19E
OMBEN	340033.36S	1501839.45E
ORIXI	334003.24S	1505023.28E
PASGO	333428.82S	1512202.98E
PIBIX	334259.20S	1504936.29E
PIDEG	335310.86S	1504459.71E
REDAS	340300.32S	1502208.85E
REGER	342807.91S	1503331.44E
RNB01	334617.42S	1504853.92E
RNB02	334733.99S	1504910.61E
RNB03	335116.22S	1503928.83E
RNB04	335508.49S	1503149.46E
SASEG	334752.13S	1501913.32E
TASIK	333157.84S	1505212.27E
TEEVE	334346.68S	1495350.89E
TUPMA	334317.17S	1503723.46E
UNTAV	331738.11S	1505111.21E
UPDID	341839.11S	1503041.18E
VATRU	335203.62S	1504717.61E
WONGA	334808.10S	1503941.07E

## 5. CANCELLATION

- 5.1 This SUP will be cancelled when it is incorporated into AIP DAP, expected to be in DAP Amendment 187, effective 09 July 2026.

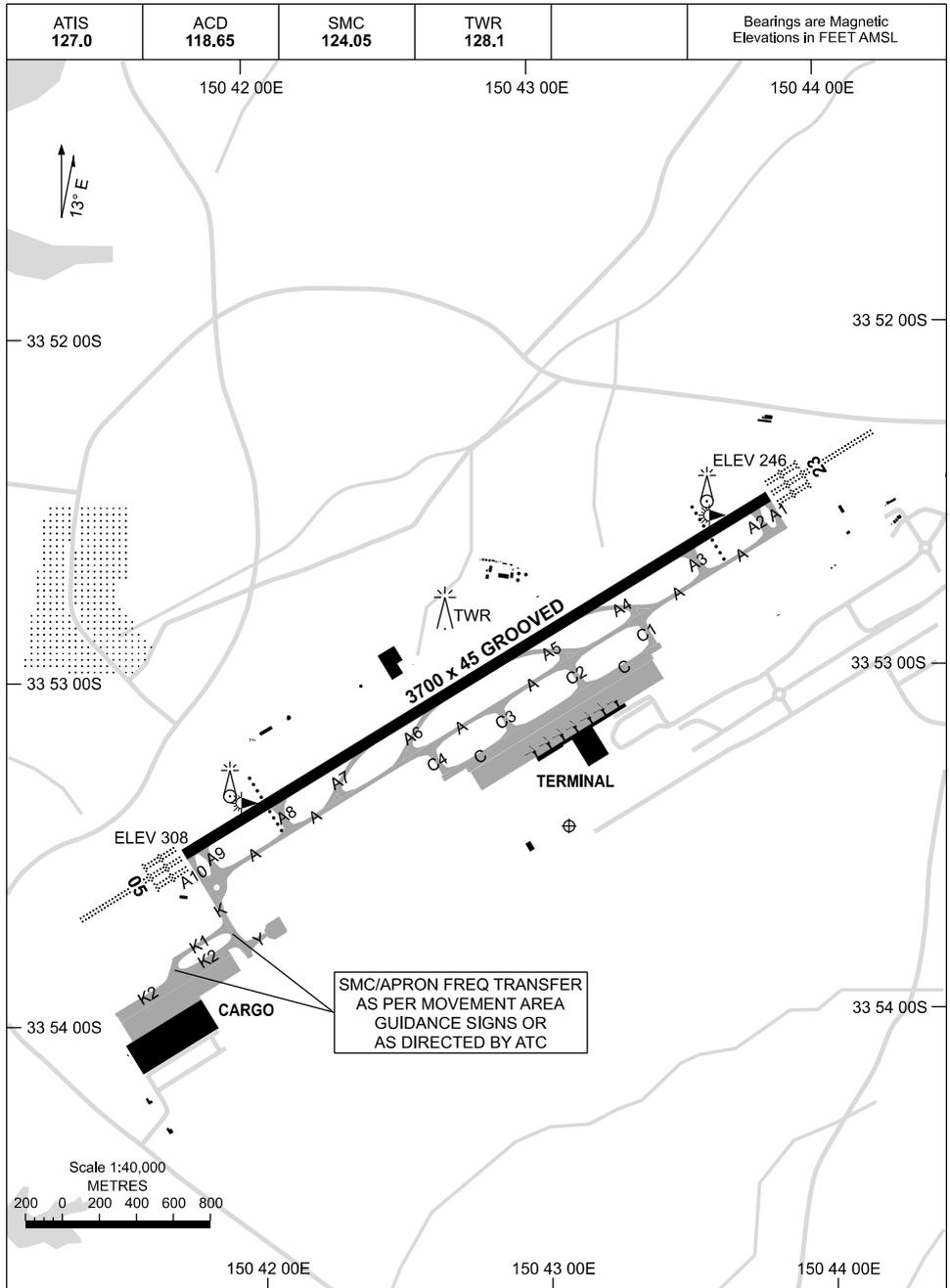
## 6. DISTRIBUTION

- 6.1 Airservices Australia website only.

**Appendices**

1. AERODROME CHART PAGE 1
2. AERODROME CHART PAGE 2
3. APRON CHART TERMINAL
4. APRON CHART CARGO
5. SID WALTON ONE (RADAR)
6. SID RWY 05 ADPAV ONE DELTA (NON-JET) (RNAV)
7. SID BENBU ONE DELTA (RNAV)
8. SID BENBU ONE NOVEMBER (RNAV)
9. SID RWY 23 BENBU ONE QUEBEC (RNAV)
10. SID ENDEV ONE NOVEMBER (RNAV)
11. SID RWY 23 ENDEV ONE QUEBEC (RNAV)
12. SID RWY 05 ISDIT ONE DELTA (NON-JET) (RNAV)
13. SID RWY 05 KAMBA ONE DELTA (NON-JET) (RNAV)
14. SID KAMBA ONE NOVEMBER (NON-JET) (RNAV)
15. SID RWY 23 KAMBA ONE QUEBEC (NON-JET) (RNAV)
16. SID RWY 23 LEKID ONE DELTA (NON-JET) (RNAV)
17. SID RWY 23 MELIT ONE HOTEL (RNAV)
18. SID PASGO ONE NOVEMBER (RNAV)
19. SID PARKES (PKS) ONE DELTA (RNAV)
20. SID REDAS ONE NOVEMBER (RNAV)
21. SID RWY 23 REGER ONE DELTA (NON-JET) (RNAV)
22. SID TEEVE ONE DELTA (RNAV)
23. SID TEEVE ONE NOVEMBER (RNAV)
24. SID RWY 23 TEEVE ONE QUEBEC (RNAV)
25. SID TESAT ONE DELTA (RNAV)
26. SID TONTO ONE DELTA (RNAV)
27. SID RWY 05 TONTO ONE HOTEL (RNAV)

28. SID RWY 23 TONTO ONE QUEBEC (RNAV)
29. STAR BIKUS ONE ALPHA ARRIVAL (RNAV)
30. STAR RWY 23 GODUK ONE NOVEMBER ARRIVAL (RNAV)
31. STAR REVKI ONE ALPHA ARRIVAL (RNAV)
32. STAR REVKI ONE NOVEMBER ARRIVAL (RNAV)
33. STAR RIKNI ONE NOVEMBER ARRIVAL (RNAV)
34. STAR UNTAV ONE ALPHA ARRIVAL (RNAV)
35. STAR RWY 05 UNTAV ONE BRAVO ARRIVAL (RNAV)
36. STAR RWY 05 UNTAV ONE NOVEMBER ARRIVAL (RNAV)
37. STAR 05 UNTAV ONE QUEBEC ARRIVAL (RNAV)
38. ILS OR LOC RWY 05
39. RNP Z RWY 05
40. RNP X RWY 05 (AR)
41. ILS OR LOC RWY 23
42. RNP Z RWY 23
43. RNP X RWY 23 (AR)
44. NOISE ABATEMENT PROCEDURES - PAGE 1
45. NOISE ABATEMENT PROCEDURES - PAGE 2



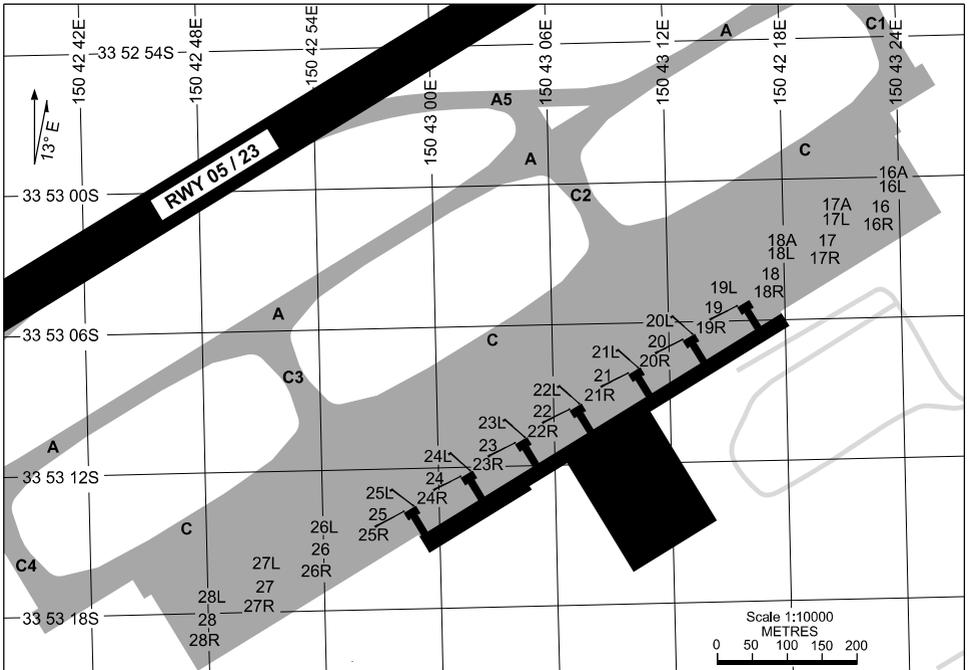
Changes: NEW CHART.

SWSAD01-SUP

ATIS 127.0	ACD 118.65	SMC 124.05	TWR 128.1		Bearings are Magnetic Elevations in FEET AMSL		
<b>RWY</b>	<b>AERODROME LIGHTING</b>						
	TAXIWAY : CENTRELINE GREEN , BLUE EDGE TWY C, K & Y, STOPBAR, RWY GUARD LGT. RL : MAN, SDBY (1 SEC FOR RWY LIGHTING, 15 SECS ALL OTHER LIGHTING)						
<b>05</b> <sup>047</sup>	PAPI 3.0° 66FT	HIRL	HIAL-CAT III	RTZL	RCLL	RCLM	RVR
<sup>227</sup> <b>23</b>	PAPI 3.0° 66FT	HIRL	HIAL-CAT III	RTZL	RCLL	RCLM	RVR
<b>NOTES</b>							

**APPENDIX 3  
TO SUP H20/26**

**APRON CHART - TERMINAL  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**



**PARKING POSITION INFORMATION**

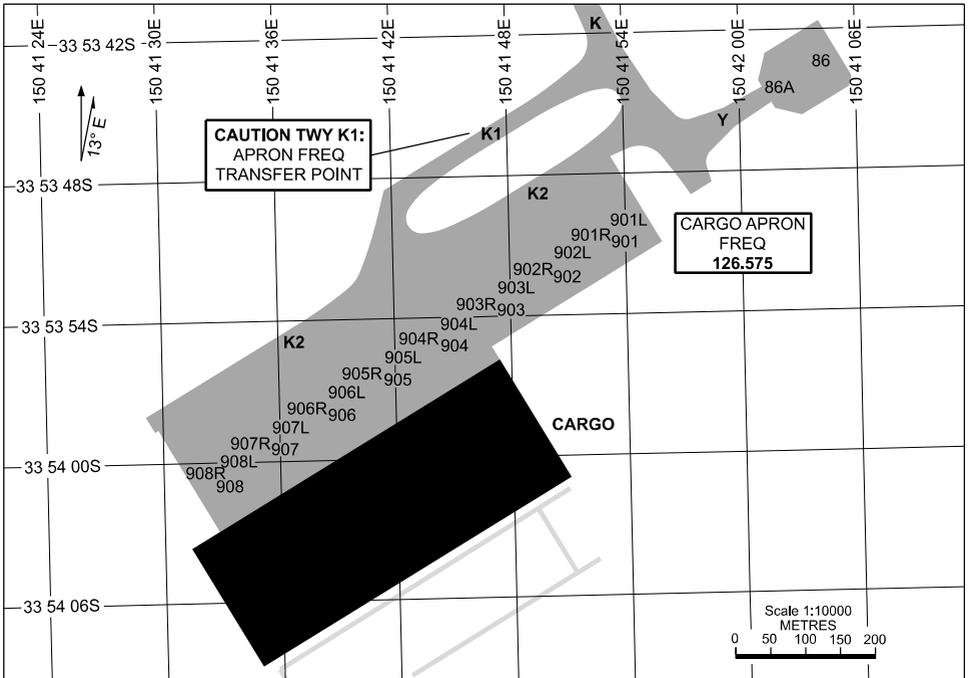
BAYS	CO-ORDINATES		ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
16	33 53 01.52S	150 43 23.41E	278	B779	YES	A-VDGS
16L	33 53 00.25S	150 43 23.61E	277	B3XM	YES	A-VDGS
16R	33 53 01.79S	150 43 22.80E	278	B3XM	YES	A-VDGS/MARSHALLER
16A	33 52 59.94S	150 43 23.57E	276	DH8D	YES	MARSHALLER
17	33 53 12.93S	150 43 25.61E	278	B779	YES	A-VDGS
17L	33 53 01.63S	150 43 20.77E	277	B3XM	YES	A-VDGS
17R	33 53 03.17S	150 43 19.96E	278	B3XM	YES	A-VDGS/MARSHALLER
17A	33 53 01.32S	150 43 20.73E	276	DH8D	YES	MARSHALLER
18	33 53 04.31S	150 43 17.67E	278	B779	YES	A-VDGS
18L	33 53 03.01S	150 43 17.93E	277	B3XM	YES	A-VDGS
18R	33 53 04.55S	150 43 17.12E	278	B3XM	YES	A-VDGS
18A	33 53 02.70S	150 43 17.89E	277	DH8D	YES	A-VDGS/MARSHALLER
19	33 53 05.80S	150 43 14.61E	278	B779	YES	MARSHALLER
19L	33 53 04.50S	150 43 14.87E	277	B3XM	YES	A-VDGS
19R	33 53 06.04S	150 43 14.06E	278	B3XM	YES	A-VDGS
20	33 53 07.18S	150 43 11.77E	278	B779	YES	A-VDGS
20L	33 53 05.88S	150 43 12.04E	277	B3XM	YES	A-VDGS
20R	33 53 07.43S	150 43 11.22E	278	B3XM	YES	A-VDGS
21	33 53 08.56S	150 43 08.93E	278	B779	YES	A-VDGS
21L	33 53 07.27S	150 43 09.20E	278	B3XM	YES	A-VDGS
21R	33 53 08.81S	150 43 08.38E	278	B3XM	YES	A-VDGS
22	33 53 10.05S	150 43 05.88E	278	B779	YES	A-VDGS
22L	33 53 08.75S	150 43 06.14E	278	B3XM	YES	A-VDGS
22R	33 53 10.30S	150 43 05.33E	278	B3XM	YES	A-VDGS
23	33 53 11.44S	150 43 03.04E	278	B779	YES	A-VDGS
23L	33 53 10.14S	150 43 03.30E	278	B3XM	YES	A-VDGS
23R	33 53 11.68S	150 43 02.49E	278	B3XM	YES	A-VDGS
24	33 53 12.82S	150 43 00.20E	278	B779	YES	A-VDGS
24L	33 53 11.52S	150 43 00.46E	278	B3XM	YES	A-VDGS
24R	33 53 13.06S	150 42 59.65E	278	B3XM	YES	A-VDGS
25	33 53 14.27S	150 42 57.22E	278	A388	YES	A-VDGS
25L	33 53 13.01S	150 42 57.40E	278	B3XM	YES	A-VDGS
25R	33 53 14.55S	150 42 56.59E	278	B3XM	YES	A-VDGS
26	33 53 15.72S	150 42 54.23E	278	A388	YES	A-VDGS
26L	33 53 14.46S	150 42 54.41E	278	B3XM	YES	A-VDGS
26R	33 53 16.01S	150 42 53.60E	278	B3XM	YES	A-VDGS
27	33 53 17.22S	150 42 51.16E	279	B779	YES	A-VDGS
27L	33 53 15.92S	150 42 51.42E	278	B3XM	YES	A-VDGS
27R	33 53 17.46S	150 42 50.61E	278	B3XM	YES	A-VDGS
28	33 53 18.60S	150 42 48.32E	279	B779	YES	A-VDGS
28L	33 53 17.30S	150 42 48.58E	278	B3XM	YES	A-VDGS
28R	33 53 18.85S	150 42 47.77E	279	B3XM	YES	A-VDGS

Changes: NEW CHART.

SWSAP01-SUP

**APPENDIX 4  
TO SUP H20/26**

**APRON CHART - CARGO  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**



**PARKING POSITION INFORMATION**

BAYS	CO-ORDINATES		ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
86	33 53 43.39S	150 42 04.23E	301	A388	NIL	PILOT STOP LINE/MARSHALLER
86A	33 53 44.47S	150 42 02.01E	299	A388	NIL	MARSHALLER
901	33 53 50.89S	150 41 53.89E	311	B748	YES	A-VDGS
901L	33 53 49.90S	150 41 54.18E	311	B738/A321	YES	A-VDGS
901R	33 53 50.62S	150 41 52.72E	311	B738/A321	YES	A-VDGS
902	33 53 52.32S	150 41 50.95E	311	B748	YES	A-VDGS
902L	33 53 51.33S	150 41 51.25E	311	B738/A321	YES	A-VDGS
902R	33 53 52.05S	150 41 49.78E	311	B738/A321	YES	A-VDGS
903	33 53 53.75S	150 41 48.01E	311	B748	YES	A-VDGS
903L	33 53 52.77S	150 41 48.31E	311	B738/A321	YES	A-VDGS
903R	33 53 53.48S	150 41 46.84E	311	B738/A321	YES	A-VDGS
904	33 53 55.18S	150 41 45.07E	312	B748	YES	A-VDGS
904L	33 53 54.20S	150 41 45.37E	311	B738/A321	YES	A-VDGS
904R	33 53 54.91S	150 41 43.90E	311	B738/A321	YES	A-VDGS
905	33 53 56.61S	150 41 42.13E	312	B748	YES	A-VDGS
905L	33 53 55.63S	150 41 42.43E	311	B738/A321	YES	A-VDGS
905R	33 53 56.34S	150 41 40.96E	311	B738/A321	YES	A-VDGS
906	33 53 58.04S	150 41 39.19E	312	B748	YES	A-VDGS
906L	33 53 57.06S	150 41 39.49E	311	B738/A321	YES	A-VDGS
906R	33 53 57.77S	150 41 38.02E	311	B738/A321	YES	A-VDGS
907	33 53 59.47S	150 41 36.25E	312	B748	YES	A-VDGS
907L	33 53 58.49S	150 41 36.55E	311	B738/A321	YES	A-VDGS
907R	33 53 59.21S	150 41 35.08E	311	B738/A321	YES	A-VDGS
908	33 54 00.90S	150 41 33.31E	312	B748	YES	A-VDGS
908L	33 53 59.92S	150 41 33.61E	311	B738/A321	YES	A-VDGS
908R	33 54 00.64S	150 41 32.14E	311	B738/A321	YES	A-VDGS

Changes: NEW CHART.

SWSAP03-SUP



**APPENDIX 5  
TO SUP H20/26**

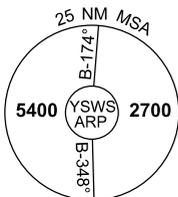
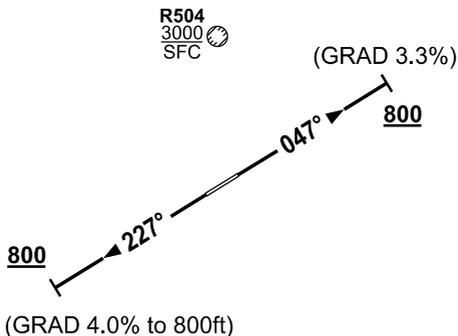
**STANDARD INSTRUMENT DEPARTURES (SID)  
WALTON ONE (RADAR)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

ATIS 127.0	ACD 118.65	SMC 124.05	TWR 128.1	DEP 118.4	FIA SY CEN 124.55	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	---------------	--------------	--------------	----------------------	--

NOT TO SCALE



**SPEED  
MAX IAS 250KT  
BELOW 10,000ft**



10 NM MSA 3300

**WALTON ONE (RADAR)**

**RWY 05:**

- GRAD 3.3%
- Track 047°
- AT or ABV 800ft turn to assigned heading or track
- Expect radar vectors

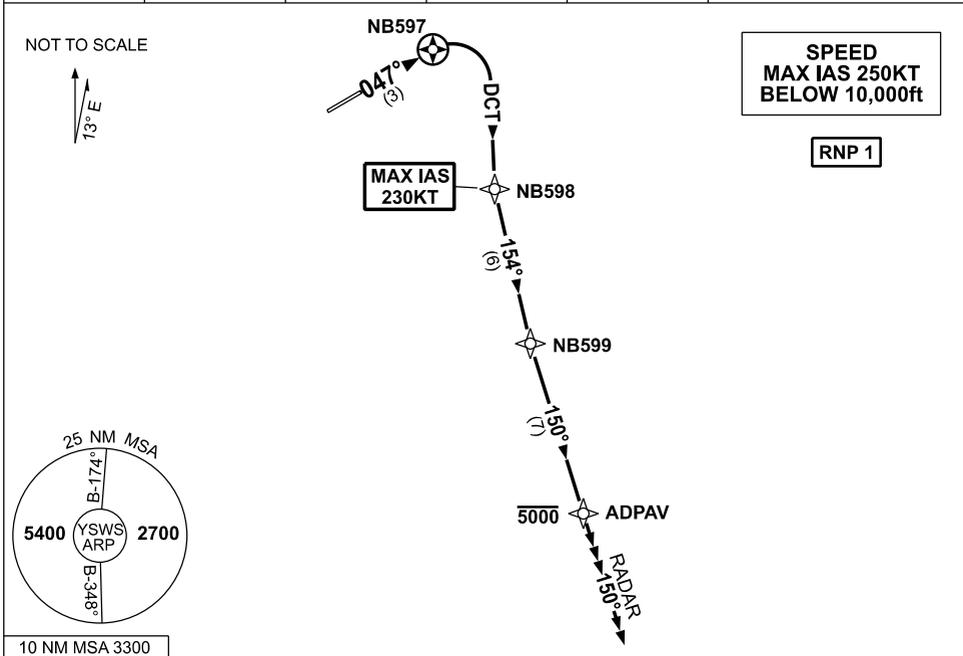
**RWY 23:**

- GRAD 4.0% to 800ft then 3.3%
- Track 227°
- AT or ABV 800ft turn to assigned heading or track
- Expect radar vectors

**APPENDIX 6  
TO SUP H20/26**

**STANDARD INSTRUMENT DEPARTURES (SID)  
RWY 05 ADPAV ONE DELTA (NON-JET) (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

ATIS 127.0	ACD 118.65	SMC 124.05	TWR 128.1	DEP 118.4	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	---------------	--------------	--------------	--



**ADPAV ONE DELTA (NON-JET)**

**RWY 05:**

GRAD 3.3%

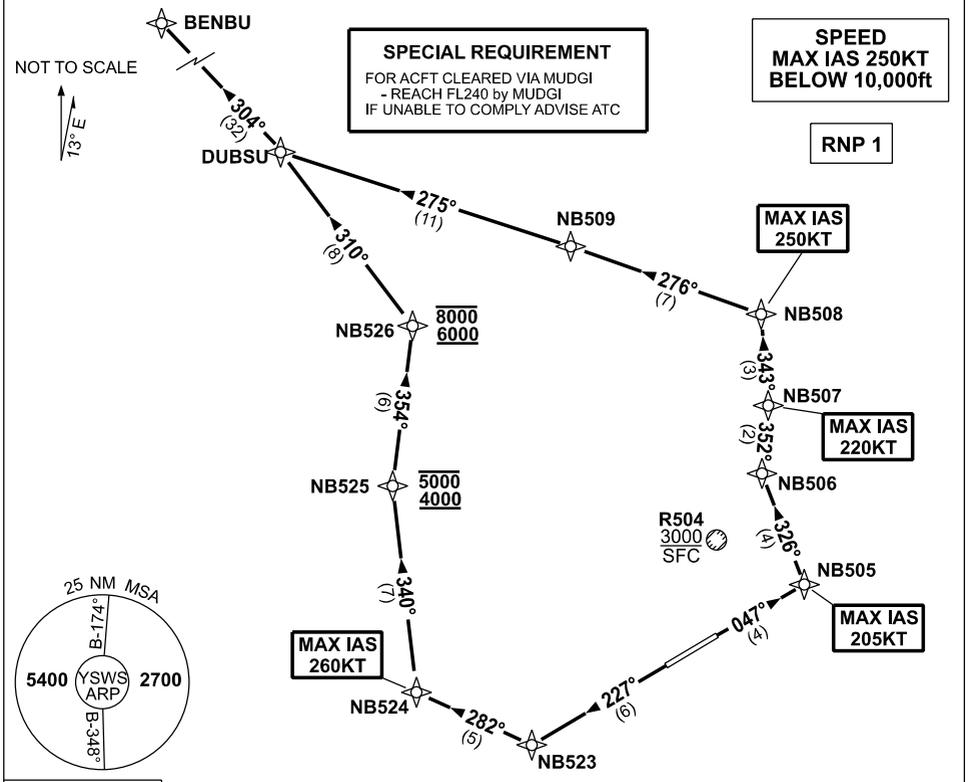
MAX IAS 230KT until NB598

- Track 047° to NB597
- Turn RIGHT, track DCT to NB598
- Track 154° to NB599
- Turn LEFT, track 150° to ADPAV
- **Cross** ADPAV AT or BLW 5000ft
- From ADPAV continue tracking 150°
- Expect radar vectors to cleared route

**APPENDIX 7  
TO SUP H20/26**

**STANDARD INSTRUMENT DEPARTURES (SID)  
BENBU ONE DELTA (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

ATIS <b>127.0</b>	ACD <b>118.65</b>	SMC <b>124.05</b>	TWR <b>128.1</b>	DEP <b>118.4</b>	Bearings are Magnetic Elevations in FEET AMSL
----------------------	----------------------	----------------------	---------------------	---------------------	--



**BENBU ONE DELTA**

**RWY 05**

- GRAD 5.2% to 700ft, then 3.3%
- MAX IAS 205KT until NB505
- Track 047° to NB505
- MAX IAS 220KT until NB507
- Turn LEFT, track 326° to NB506
- Turn RIGHT, track 352° until NB507
- MAX IAS 250KT until NB508
- Turn LEFT, track 343° to NB508
- Turn LEFT, track 276° to NB509
- Turn LEFT, track 275° to DUBSU
- Turn RIGHT, track 304° to BENBU
- See SPECIAL REQUIREMENT above

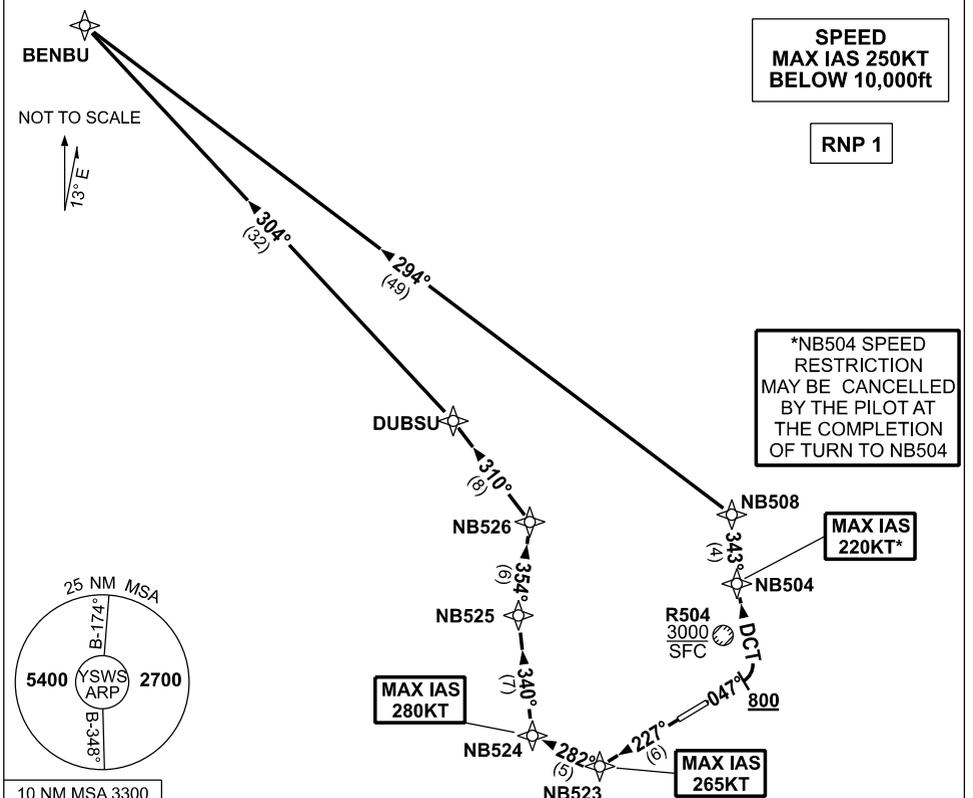
**RWY 23**

- GRAD 4.0% to 800ft, then 3.3%
- MAX IAS 260KT to NB524
- Track 227° to NB523
- Turn RIGHT, track 282° to NB524
- Turn RIGHT, track 340° to NB525
- Cross** NB525 BTN 4000ft and 5000ft
- Turn RIGHT, track 354° to NB526
- Cross** NB526 BTN 6000ft and 8000ft (RQ GRAD to NB526: 4.2%)
- Turn LEFT, track 310° to DUBSU
- Turn LEFT, track 304° to BENBU
- See SPECIAL REQUIREMENT above

**APPENDIX 8  
TO SUP H20/26**

**STANDARD INSTRUMENT DEPARTURES (SID)  
BENBU ONE NOVEMBER (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

ATIS 127.0	ACD 118.65	SMC 124.05	TWR 128.1	DEP 118.4	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	---------------	--------------	--------------	--



**BENBU ONE NOVEMBER**

**RWY 05**

GRAD 4.1% to 700ft, then 3.3%

\*MAX IAS 220KT until NB504

- Track 047°, AT or ABV 800ft turn LEFT and track DCT to NB504
- Track 343° to NB508
- Turn LEFT, track 294° to BENBU

**RWY 23**

GRAD 4.0% to 800ft, then 3.3%

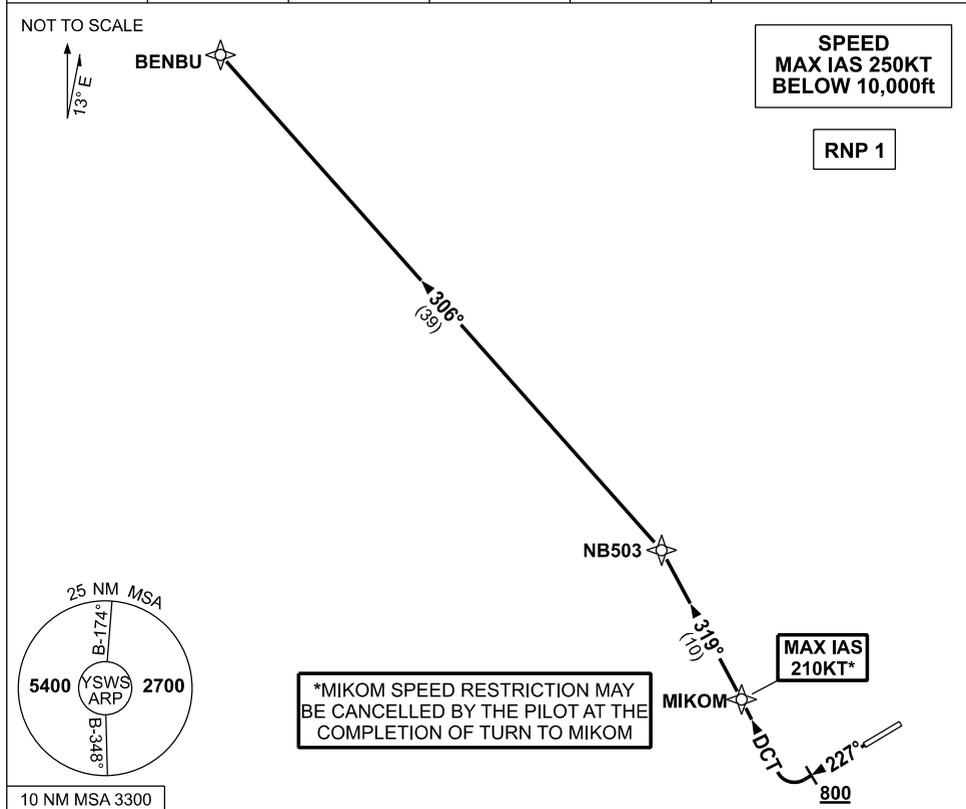
MAX IAS 265KT until NB523

- Track 227° to NB523
- MAX IAS 280KT until NB524
- Turn RIGHT, track 282° to NB524
- Turn RIGHT, track 340° to NB525
- Turn RIGHT, track 354° to NB526
- Turn LEFT, track 310° to DUBSU
- Turn LEFT, track 304° to BENBU

**APPENDIX 9  
TO SUP H20/26**

**STANDARD INSTRUMENT DEPARTURES (SID)  
RWY 23 BENBU ONE QUEBEC (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

ATIS 127.0	ACD 118.65	SMC 124.05	TWR 128.1	DEP 118.4	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	---------------	--------------	--------------	--



**BENBU ONE QUEBEC  
RWY 23**

GRAD 4.1% to 800ft, then 3.3% (6.6% to 4000ft)

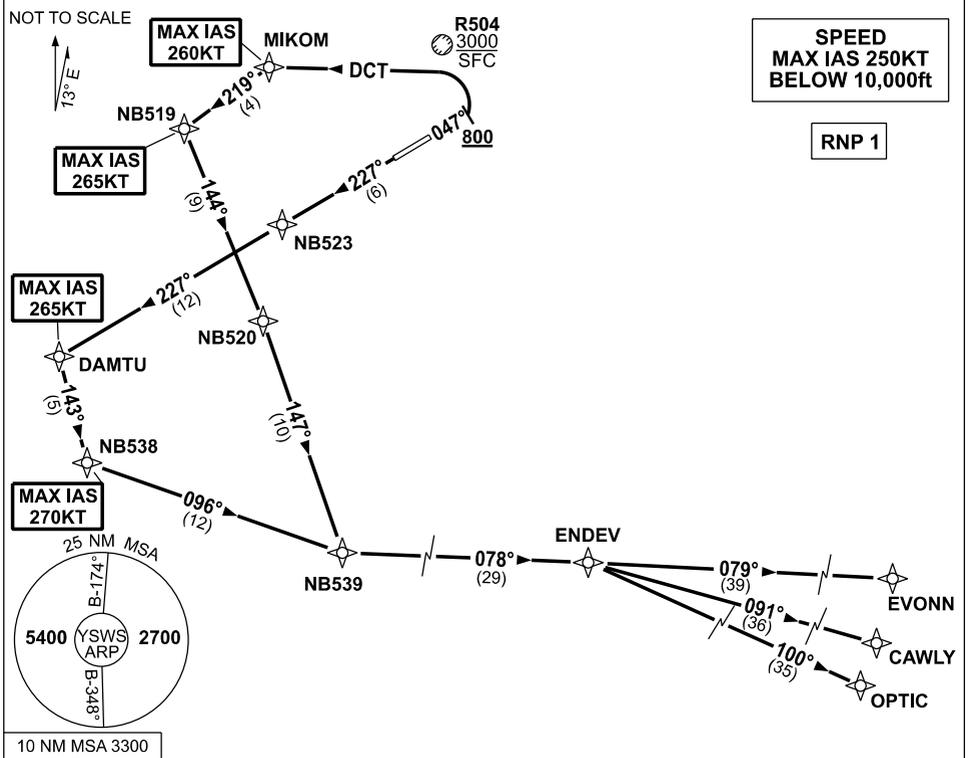
\*MAX IAS 210KT until MIKOM

- Track 227°
- AT or ABV 800ft, turn RIGHT and track DCT to MIKOM
- Track 319° to NB503
- Turn LEFT, track 306° to BENBU

**APPENDIX 10  
TO SUP H20/26**

**STANDARD INSTRUMENT DEPARTURES (SID)  
ENDEV ONE NOVEMBER (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

ATIS 127.0	ACD 118.65	SMC 124.05	TWR 128.1	DEP 118.4	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	---------------	--------------	--------------	--



**ENDEV ONE NOVEMBER**

**RWY 05**

GRAD 3.3%

MAX IAS 260KT until MIKOM

- Track 047°, AT or ABV 800ft turn LEFT and track DCT to MIKOM
- MAX IAS 265KT until NB519
- Track 219° to NB519
- Turn LEFT, track 144° to NB520
- Turn RIGHT, track 147° to NB539
- Turn LEFT, track 078° to ENDEV

**RWY 23**

GRAD 4.0% to 800ft, then 3.3%

MAX IAS 265KT until DAMTU

- Track 227° to NB523
- Track 227° to DAMTU
- MAX IAS 270KT until NB538
- Turn LEFT, track 143° to NB538
- Turn LEFT, track 096° to NB539
- Turn LEFT, track 078° to ENDEV

**TRANSITIONS:**

- EVONN** • From ENDEV, track 079° to EVONN
- CAWLY** • From ENDEV, turn RIGHT, track 091° to CAWLY
- OPTIC** • From ENDEV, turn RIGHT, track 100° to OPTIC

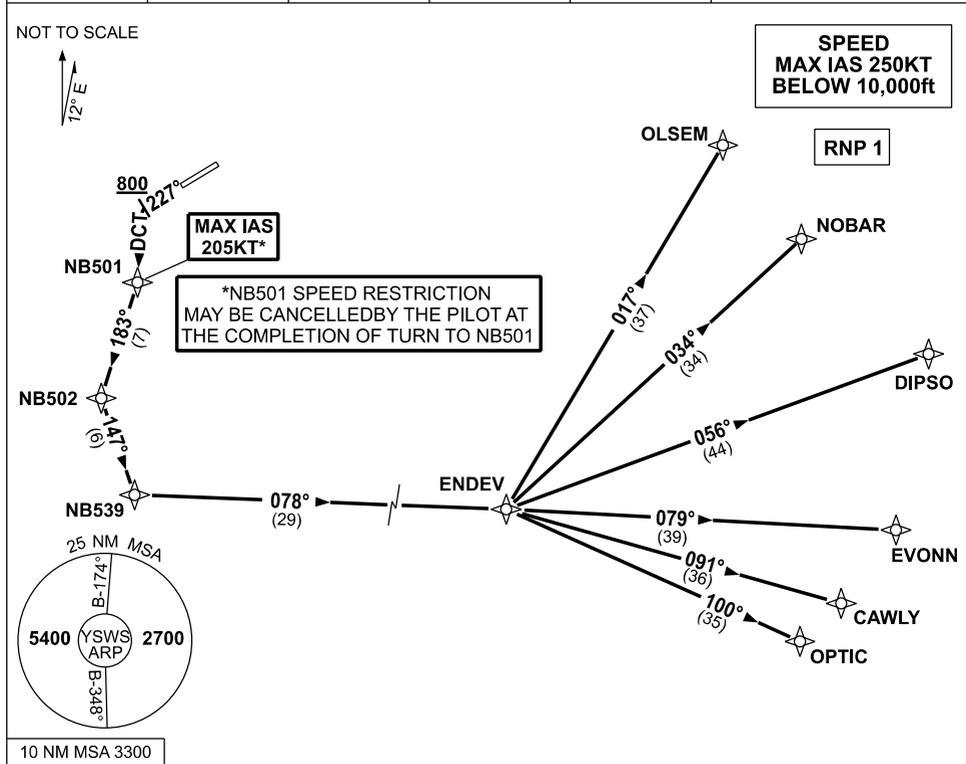
Changes: NEW PROCEDURE.

SWSDP08-SUP

**APPENDIX 11  
TO SUP H20/26**

**STANDARD INSTRUMENT DEPARTURES (SID)  
RWY 23 ENDEV ONE QUEBEC (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (RNAV)**

ATIS 127.0	ACD 118.65	SMC 124.05	TWR 128.1	DEP 118.4	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	---------------	--------------	--------------	--



**ENDEV ONE QUEBEC  
RWY 23**

GRAD 6.5% to 800ft, then 3.3% (5.4% to 4500ft)  
\*MAX IAS 205KT until NB501

- Track 227°, AT or ABV 800ft turn LEFT and track DCT to NB501
- Track 183° to NB502
- Turn LEFT, track 147° to NB539
- Turn LEFT, track 078° to ENDEV

**TRANSITIONS:**

- OLSEM** • From ENDEV, turn LEFT, track 017° to OLSEM
- NOBAR** • From ENDEV, turn LEFT, track 034° to NOBAR
- DIPSO** • From ENDEV, turn LEFT, track 056° to DIPSO
- EVONN** • From ENDEV, track 079° to EVONN
- CAWLY** • From ENDEV, turn RIGHT, track 091° to CAWLY
- OPTIC** • From ENDEV, turn RIGHT, track 100° to OPTIC

Changes: NEW PROCEDURE.

SWSDP09-SUP

**APPENDIX 12  
TO SUP H20/26**

**STANDARD INSTRUMENT DEPARTURES (SID)  
RWY 05 ISDIT ONE DELTA (NON-JET) (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

ATIS 127.0	ACD 118.65	SMC 124.05	TWR 128.1	DEP 118.4	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	---------------	--------------	--------------	--

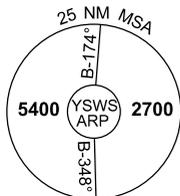
NOT TO SCALE



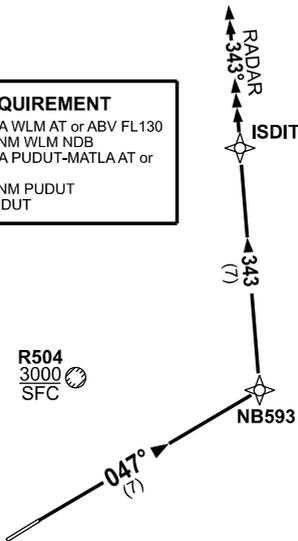
**SPECIAL REQUIREMENT**  
 FOR ACFT CLEARED VIA WLM AT or ABV FL130  
 - REACH FL130 by 31NM WLM NDB  
 FOR ACFT CLEARED VIA PUDUT-MATLA AT or  
 ABV FL130  
 - REACH FL130 by 15NM PUDUT  
 - REACH FL160 by PUDUT

**SPEED  
MAX IAS 250KT  
BELOW 10,000ft**

**RNP 1**



**R504  
3000  
SFC**



10 NM MSA 3300

**ISDIT ONE DELTA (NON-JET)**

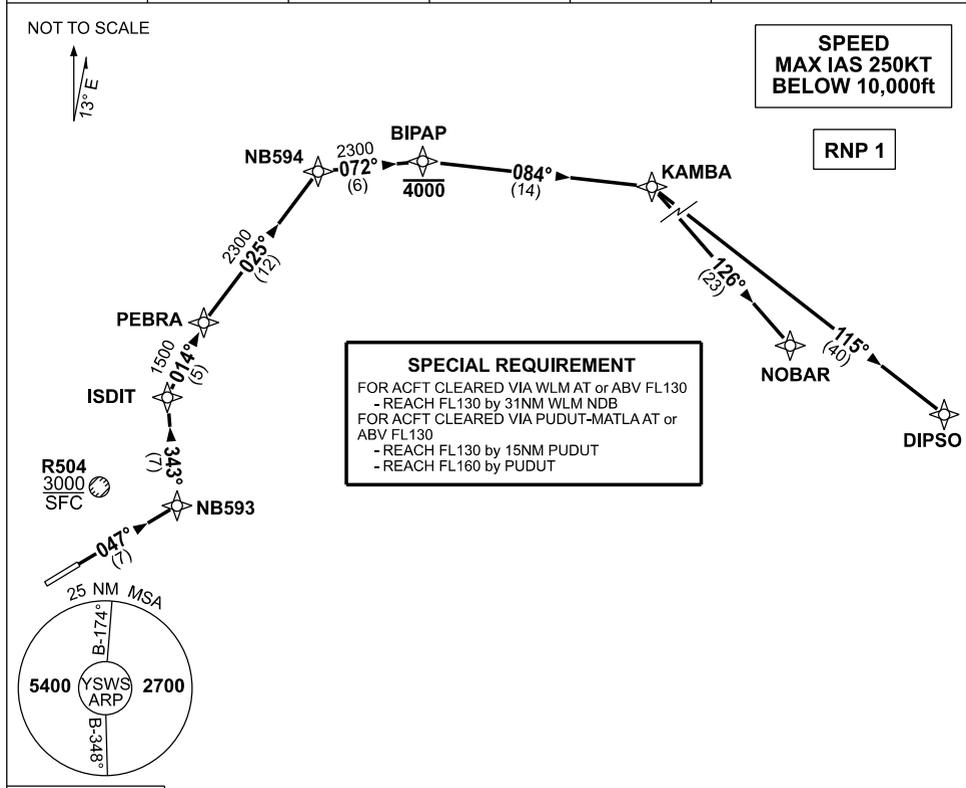
**RWY 05:**

- GRAD 3.3%
- Track 047° to NB593
- Turn LEFT, track 343° to ISDIT
- From ISDIT continue tracking 343°
- Expect radar vectors to cleared route
- See SPECIAL REQUIREMENT above

**APPENDIX 13  
TO SUP H20/26**

**STANDARD INSTRUMENT DEPARTURES (SID)  
RWY 05 KAMBA ONE DELTA (NON-JET) (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

ATIS 127.0	ACD 118.65	SMC 124.05	TWR 128.1	DEP 118.4	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	---------------	--------------	--------------	--



10 NM MSA 3300

**KAMBA ONE DELTA (NON-JET)**

**RWY 05**

- GRAD 3.3%
- Track 047° to NB593
- Turn LEFT, track 343° to ISDIT
- Turn RIGHT, track 014° to PEBRA
- Turn RIGHT, track 025° to NB594
- Turn RIGHT, track 072° to BIPAP
- **Cross BIPAP AT or BLW 4000ft**
- Turn RIGHT, track 084° to KAMBA
- See SPECIAL REQUIREMENT above

**TRANSITIONS:**

- DIPSO** • From KAMBA, turn RIGHT, track 115° to DIPSO
- NOBAR** • From KAMBA, turn RIGHT, track 126° to NOBAR

**APPENDIX 14  
TO SUP H20/26**

**STANDARD INSTRUMENT DEPARTURES (SID)  
KAMBA ONE NOVEMBER (NON-JET) (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

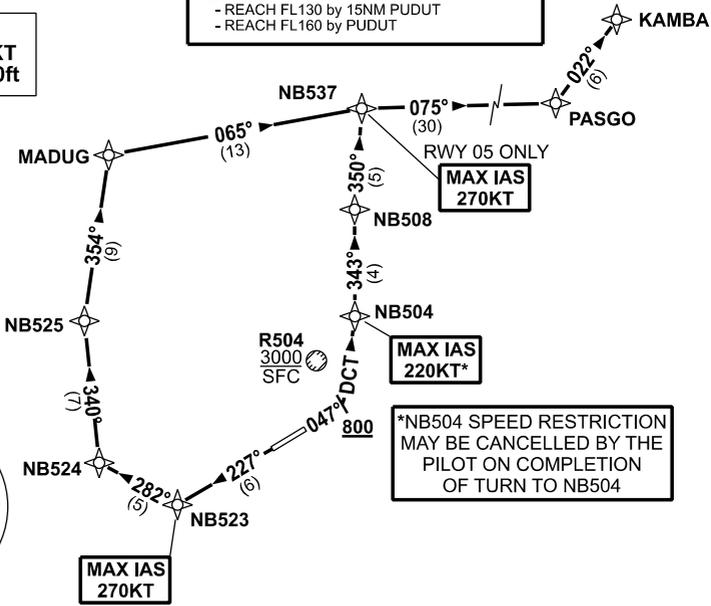
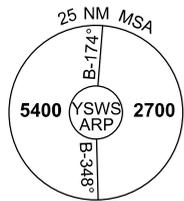
ATIS <b>127.0</b>	ACD <b>118.65</b>	SMC <b>124.05</b>	TWR <b>128.1</b>	DEP <b>118.4</b>	Bearings are Magnetic Elevations in FEET AMSL
----------------------	----------------------	----------------------	---------------------	---------------------	--

NOT TO SCALE

**RNP 1**

**SPECIAL REQUIREMENT**  
FOR ACFT CLEARED VIA WLM AT or ABV FL130  
- REACH FL130 by 31NM WLM NDB  
FOR ACFT CLEARED VIA PUDUT-MATLA AT or ABV FL130  
- REACH FL130 by 15NM PUDUT  
- REACH FL160 by PUDUT

**SPEED  
MAX IAS 250KT  
BELOW 10,000ft**



10 NM MSA 3300

**KAMBA ONE NOVEMBER**

**RWY 05**

- GRAD 4.1% to 700ft, then 3.3%
- \*MAX IAS 220KT until NB504
- Track 047°
- AT or ABV 800ft, turn LEFT and track DCT to NB504
- MAX IAS 270KT until NB537
- Track 343° to NB508
- Turn RIGHT, track 350° to NB537
- Turn RIGHT, track 075° to PASGO
- Turn LEFT, track 022° to KAMBA
- See SPECIAL REQUIREMENT above

**RWY 25**

- GRAD 4.0% to 800ft, then 3.3%
- MAX IAS 270KT until NB523
- Track 227° to NB523
- Turn RIGHT, track 282° to NB524
- Turn RIGHT, track 340° to NB525
- Turn RIGHT, track 354° to MADUG
- Turn RIGHT, track 065° to NB537
- Turn RIGHT, track 075° to PASGO
- Turn LEFT, track 022° to KAMBA
- See SPECIAL REQUIREMENT above

**APPENDIX 15  
TO SUP H20/26**

**STANDARD INSTRUMENT DEPARTURES (SID)  
RWY 23 KAMBA ONE QUEBEC (NON-JET) (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

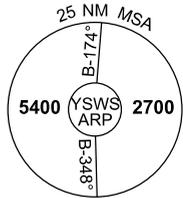
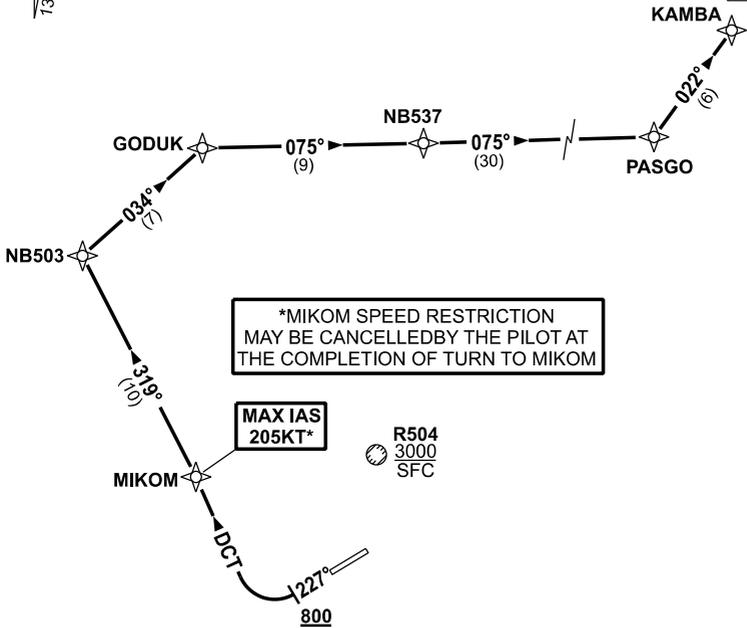
ATIS 127.0	ACD 118.65	SMC 124.05	TWR 128.1	DEP 118.4	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	---------------	--------------	--------------	--

NOT TO SCALE



**RNP 1**

**SPEED  
MAX IAS 250KT  
BELOW 10,000ft**



10 NM MSA 3300

**KAMBA ONE QUEBEC  
RWY 13**

GRAD 4% to 800ft, then 3.3% (6.6% to 4000ft)  
\*MAX IAS 205KT until MIKOM

- Track 227°, AT or ABV 800ft turn RIGHT, track DCT to MIKOM
- Track 319° to NB503
- Turn RIGHT, track 034° to GODUK
- Turn RIGHT, track 075° to NB537
- Track 075° to PASGO
- Turn LEFT, track 022° to KAMBA

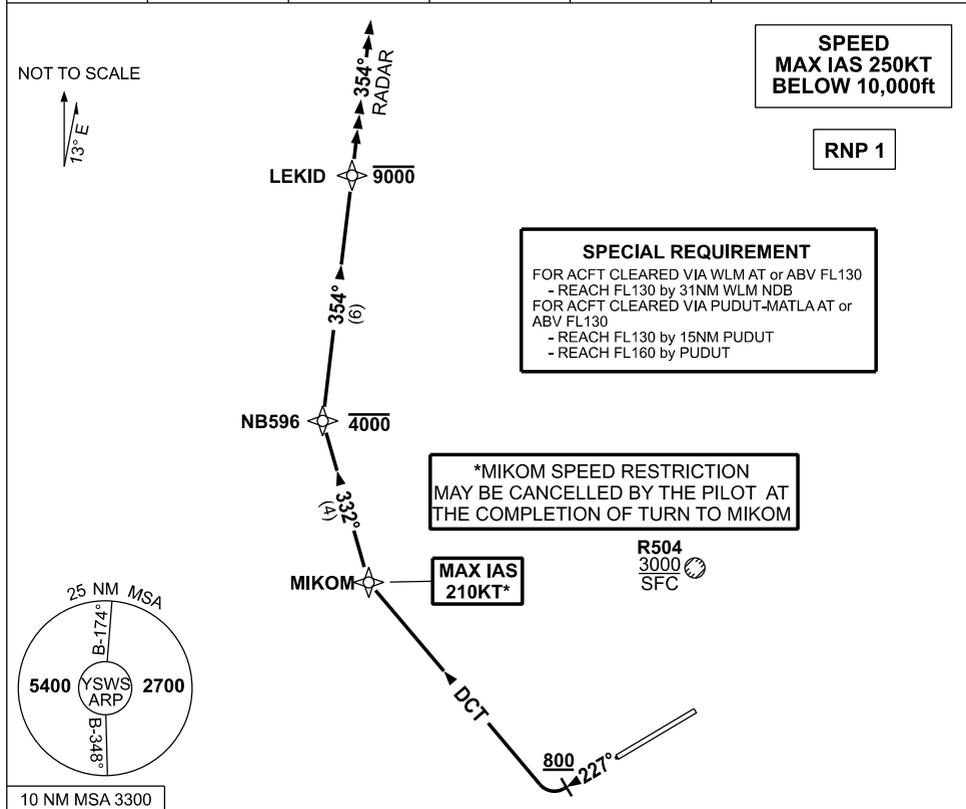
Changes: NEW PROCEDURE.

SWSDP17-SUP

**APPENDIX 16  
TO SUP H20/26**

**STANDARD INSTRUMENT DEPARTURES (SID)  
RWY 23 LEKID ONE DELTA (NON-JET) (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

ATIS 127.0	ACD 118.65	SMC 124.05	TWR 128.1	DEP 118.4	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	---------------	--------------	--------------	--



**LEKID ONE DELTA (NON-JET)  
RWY 23**

GRAD 4.0% to 800ft, then 3.3%  
(6.6% to 4000ft)

\*MAX IAS 210KT until MIKOM

- Track 227°
- AT or ABV 800ft, turn RIGHT, track DCT to MIKOM
- Track 332° to NB596
- **Cross** NB596 AT or BLW 4000ft
- Turn RIGHT, track 354° to LEKID
- **Cross** LEKID AT or BLW 9000ft
- From LEKID continue tracking 354°
- Expect radar vectors to cleared route
- See SPECIAL REQUIREMENT above

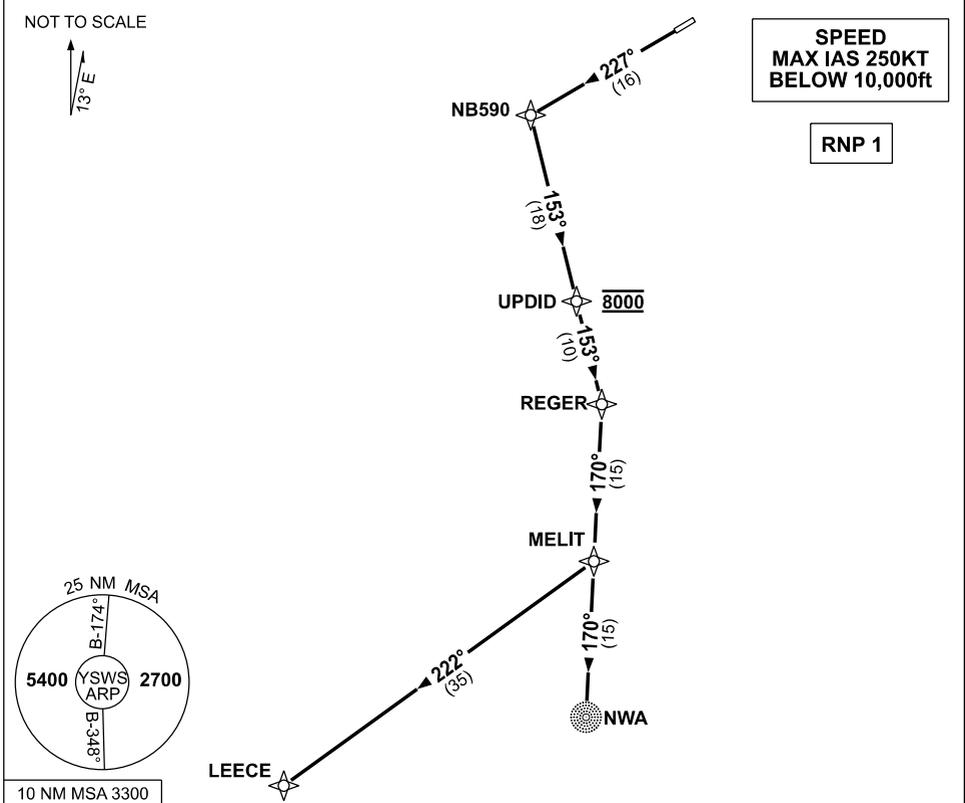
Changes: NEW PROCEDURE.

SWSDP14-SUP

**APPENDIX 17  
TO SUP H20/26**

**STANDARD INSTRUMENT DEPARTURES (SID)  
RWY 23 MELIT ONE HOTEL (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

ATIS 127.0	ACD 118.65	SMC 124.05	TWR 128.1	DEP 118.4	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	---------------	--------------	--------------	--



**MELIT ONE HOTEL  
RWY 23**

GRAD 3.3%

- Track 227° to NB590
- Turn LEFT, track 153° to UPDID  
Cross UPDID AT 8000ft  
(RQ GRAD TO UPDID: 3.9%)
- Track 153° to REGER
- Turn RIGHT, track 170° to MELIT

**TRANSITIONS:**

**LEECE** • From MELIT, turn RIGHT, track 222° to LEECE

**NOWRA (NWA)** • From MELIT, track 170° to NWA NDB

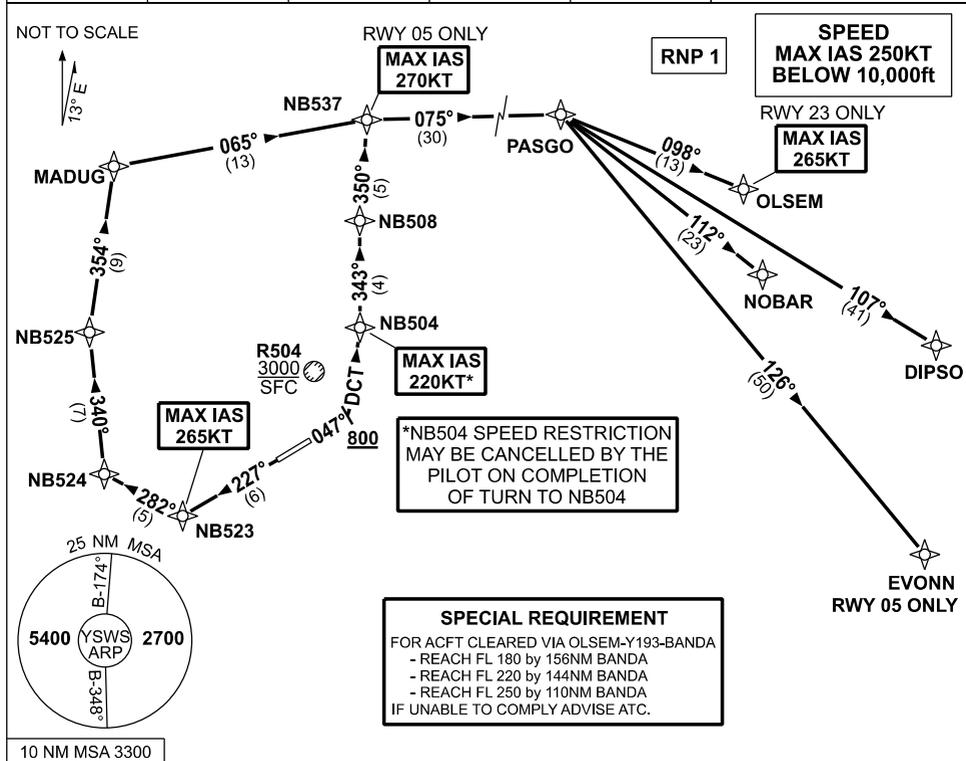
Changes: NEW PROCEDURE.

SWSDP11-SUP

**APPENDIX 18  
TO SUP H20/26**

**STANDARD INSTRUMENT DEPARTURES (SID)  
PASGO ONE NOVEMBER (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (RNAV)**

ATIS 127.0	ACD 118.65	SMC 124.05	TWR 128.1	DEP 118.4	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	---------------	--------------	--------------	--



**PASGO ONE NOVEMBER**

**RWY 05**

- GRAD 4.1% to 700ft, then 3.3%
- \*MAX IAS 220KT until NB504
- Track 047°, AT or ABV 800ft turn LEFT, track DCT to NB504
- MAX IAS 270KT until NB537
- Track 343° to NB508
- Turn RIGHT, track 350° to NB537
- Turn RIGHT, track 075° to PASGO

**RWY 23**

- GRAD 4.0% to 800ft, then 3.3%
- MAX IAS 265KT until NB523
- Track 227° to NB523
- MAX IAS 265KT until OLSEM (OLSEM TRANSITION ONLY)
- Turn RIGHT, track 282° to NB524
- Turn RIGHT, track 340° to NB525
- Turn RIGHT, track 354° to MADUG
- Turn RIGHT, track 065° to NB537
- Turn RIGHT, track 075° to PASGO

**TRANSITIONS:**

- OLSEM** • From PASGO, turn RIGHT, track 098° to OLSEM  
• See SPECIAL REQUIREMENT above.
- DIPSO** • From PASGO, turn RIGHT, track 107° to DIPSO
- NOBAR** • From PASGO, turn RIGHT, track 112° to NOBAR
- EVONN - RWY 05 only** • From PASGO, turn RIGHT, track 126° to EVONN

Changes: NEW PROCEDURE.

SWSDP16-SUP

**APPENDIX 19  
TO SUP H20/26**

**STANDARD INSTRUMENT DEPARTURES (SID)  
PARKES (PKS) ONE DELTA (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (RNAV)**

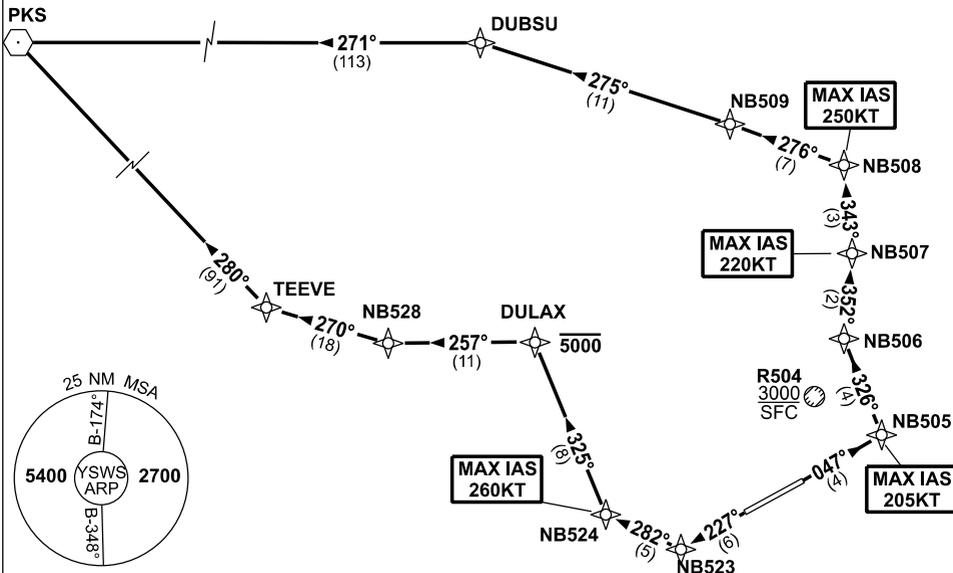
ATIS 127.0	ACD 118.65	SMC 124.05	TWR 128.1	DEP 118.4	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	---------------	--------------	--------------	--

NOT TO SCALE



**SPEED  
MAX IAS 250KT  
BELOW 10,000ft**

**RNP 1**



10 NM MSA 3300

**PARKES (PKS) ONE DELTA**

**RWY 05**

GRAD 5.2% to 700ft, then 3.3%  
MAX IAS 205KT until NB505

- Track 047° to NB505  
MAX IAS 220KT until NB507
- Turn LEFT, track 343° to NB508
- Turn RIGHT, track 352° to NB507  
MAX IAS 250KT until NB508
- Turn LEFT, track 326° to NB506
- Turn LEFT, track 343° to NB508
- Turn LEFT, track 276° to NB509
- Turn LEFT, track 275° to DUBSU
- Turn LEFT, track 271° to PKS VOR

**RWY 23**

GRAD 4.0% to 800ft, then 3.3%  
MAX IAS 260KT until NB524

- Track 227° to NB523
- Turn RIGHT, track 282° to NB524
- Turn RIGHT, track 325° to DULAX  
Cross DULAX AT or BLW 5000ft
- Turn LEFT, track 257° to NB528
- Turn RIGHT, track 270° to TEEVE
- Turn RIGHT, track 280° to PKS VOR

**APPENDIX 20  
TO SUP H20/26**

**STANDARD INSTRUMENT DEPARTURES (SID)  
REDAS ONE NOVEMBER (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (RNAV)**

ATIS 127.0	ACD 118.65	SMC 124.05	TWR 128.1	DEP 118.4	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	---------------	--------------	--------------	--

NOT TO SCALE



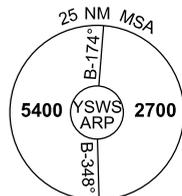
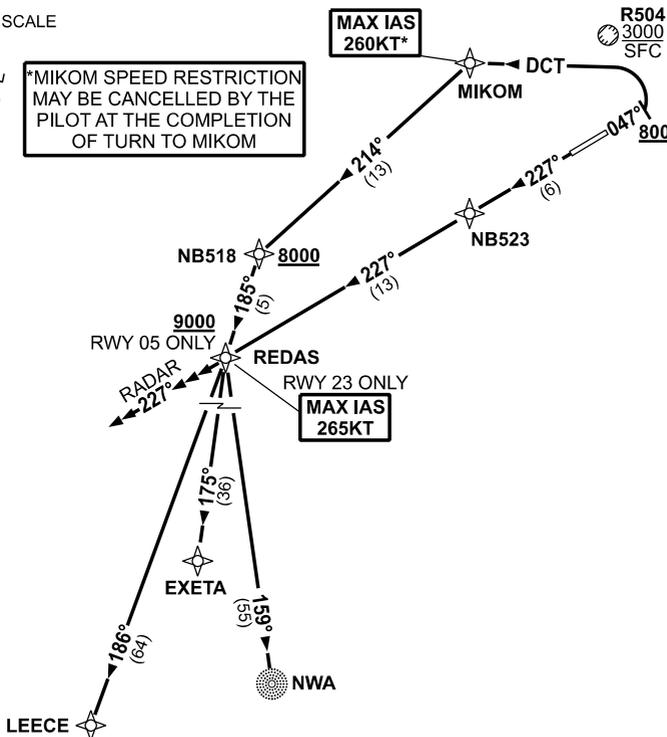
**\*MIKOM SPEED RESTRICTION  
MAY BE CANCELLED BY THE  
PILOT AT THE COMPLETION  
OF TURN TO MIKOM**

**MAX IAS  
260KT\***

**R504  
3000  
SFC**

**SPEED  
MAX IAS 250KT  
BELOW 10,000ft**

**RNP 1**



10 NM MSA 3300

**REDAS ONE NOVEMBER**

**RWY 05**

GRAD 3.3%

\*MAX IAS 260KT until MIKOM

- Track 047°, AT or ABV 800ft turn LEFT and track DCT to MIKOM
- Turn LEFT, track 214° to NB518  
Cross NB518 AT or ABV 8000ft
- Turn LEFT, track 185° to REDAS  
Cross REDAS AT or ABV 9000ft (RQ GRAD to REDAS: 3.6%)

**RWY 23**

GRAD 4.0% to 800ft, then 3.3%  
MAX IAS 265KT until REDAS

- Track 227° to NB523
- Track 227° to REDAS

**TRANSITIONS:**

**NOWRA (NWA)** • From REDAS, turn LEFT, track 159° to NWA NDB

**EXETA** • From REDAS, turn LEFT, track 175° to EXETA

**LEECE** • From REDAS, track 186° to LEECE

**RADAR - RWY 23 only** • At REDAS continue tracking 227°  
• Expect radar vectors to cleared route

**APPENDIX 21  
TO SUP H20/26**

**STANDARD INSTRUMENT DEPARTURES (SID)  
RWY 23 REGER ONE DELTA (NON-JET) (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

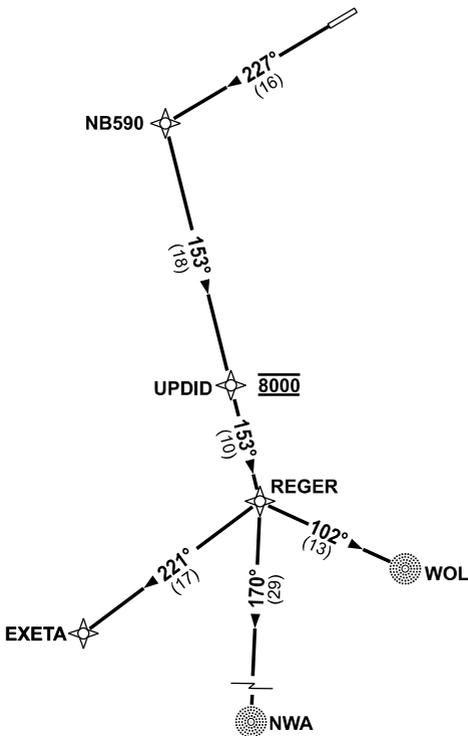
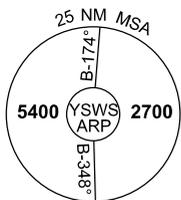
ATIS 127.0	ACD 118.65	SMC 124.05	TWR 128.1	DEP 118.4	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	---------------	--------------	--------------	--

NOT TO SCALE



**SPEED  
MAX IAS 250KT  
BELOW 10,000ft**

**RNP 1**



10 NM MSA 3300

**REGER ONE DELTA (NON-JET)  
RWY 13**

- GRAD 4.0% to 800ft, then 3.3%
- Track 227° to NB590
- Turn LEFT, track 153° to UPDID  
**Cross** UPDID AT 8000ft  
(RQ GRAD to UPDID: 3.9%)
- Track 153° to REGER

**TRANSITIONS:**

- EXETA** • From REGER, turn RIGHT, track 221° to EXETA
- NOWRA (NWA)** • From REGER, turn RIGHT, track 170° to NWA NDB
- WOLLONGONG (WOL)** • From REGER, turn LEFT, track 102° to WOL NDB

Changes: NEW PROCEDURE.

SWSDP15-SUP

**APPENDIX 22  
TO SUP H20/26**

**STANDARD INSTRUMENT DEPARTURES (SID)  
TEEVE ONE DELTA (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (RNAS)**

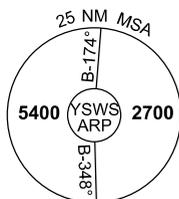
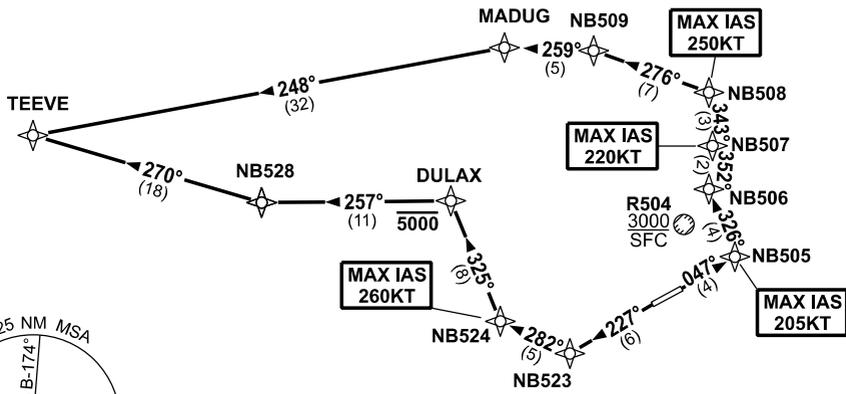
ATIS 127.0	ACD 118.65	SMC 124.05	TWR 128.1	DEP 118.4	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	---------------	--------------	--------------	--

NOT TO SCALE



**SPEED  
MAX IAS 250KT  
BELOW 10,000ft**

**RNP 1**



10 NM MSA 3300

**TEEVE ONE DELTA**

**RWY 05**

- GRAD 5.2% to 700ft, then 3.3%
- MAX IAS 205KT until NB505
- Track 047° to NB505
- MAX IAS 220KT to NB507
- Turn LEFT, track 326° to NB506
- Turn RIGHT, track 352° to NB507
- MAX IAS 250KT until NB508
- Turn LEFT, track 343° to NB508
- Turn LEFT, track 276° to NB509
- Turn LEFT, track 259° to MADUG
- Turn LEFT, track 248° to TEEVE

**RWY 23**

- GRAD 4.0% to 800ft, then 3.3%
- MAX IAS 260KT until NB524
- Track 227° to NB523
- Turn RIGHT, track 282° to NB524
- Turn RIGHT, track 325° to DULAX
- Cross DULAX AT or BLW 5000ft**
- Turn LEFT, track 257° to NB528
- Turn RIGHT, track 270° to TEEVE

Changes: NEW PROCEDURE.

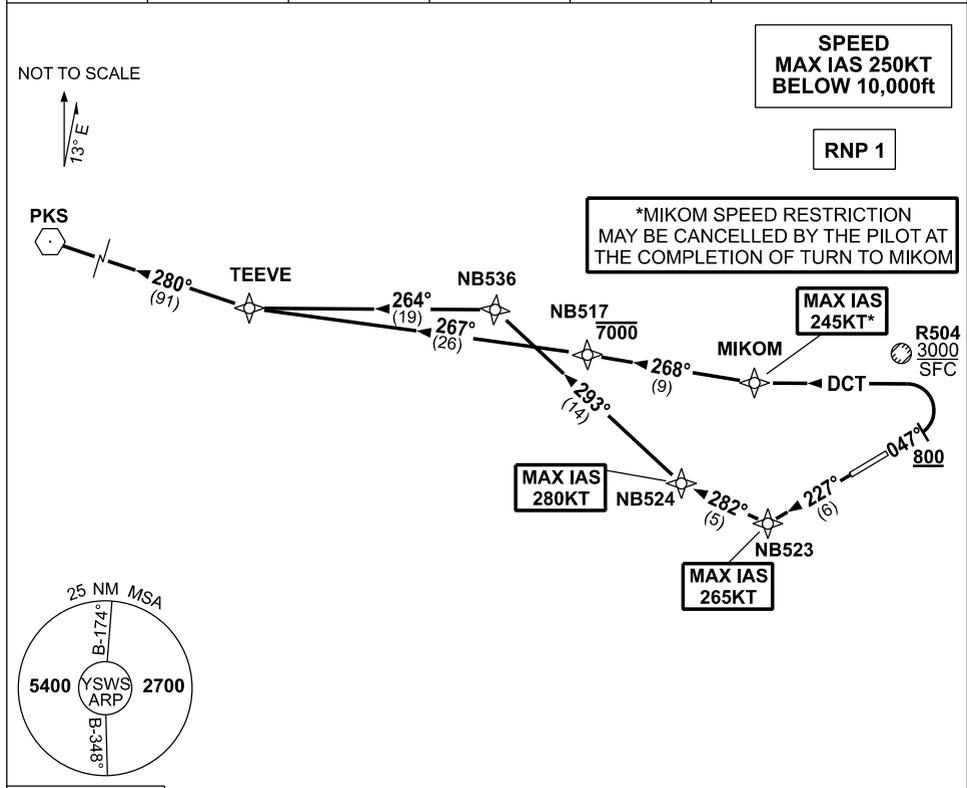
SWSDP05-SUP



**APPENDIX 23  
TO SUP H20/26**

**STANDARD INSTRUMENT DEPARTURES (SID)  
TEEVE ONE NOVEMBER (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

ATIS 127.0	ACD 118.65	SMC 124.05	TWR 128.1	DEP 118.4	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	---------------	--------------	--------------	--



10 NM MSA 3300

**TEEVE ONE NOVEMBER**

**RWY 05**

- GRAD 3.3%
- \*MAX IAS 245KT until MIKOM
- Track 047°
- AT or ABV 800ft turn LEFT, track DCT to MIKOM
- Track 268° to NB517
- **Cross** NB517 AT or BLW 7000ft
- Turn LEFT, track 267° to TEEVE

**RWY 23**

- GRAD 4.0% to 800ft, then 3.3%
- MAX IAS 265KT until NB523
- Track 227° to NB523
- MAX IAS 280KT until NB524
- Turn RIGHT, track 282° to NB524
- Turn RIGHT, track 293° to NB536
- Turn LEFT, track 264° to TEEVE

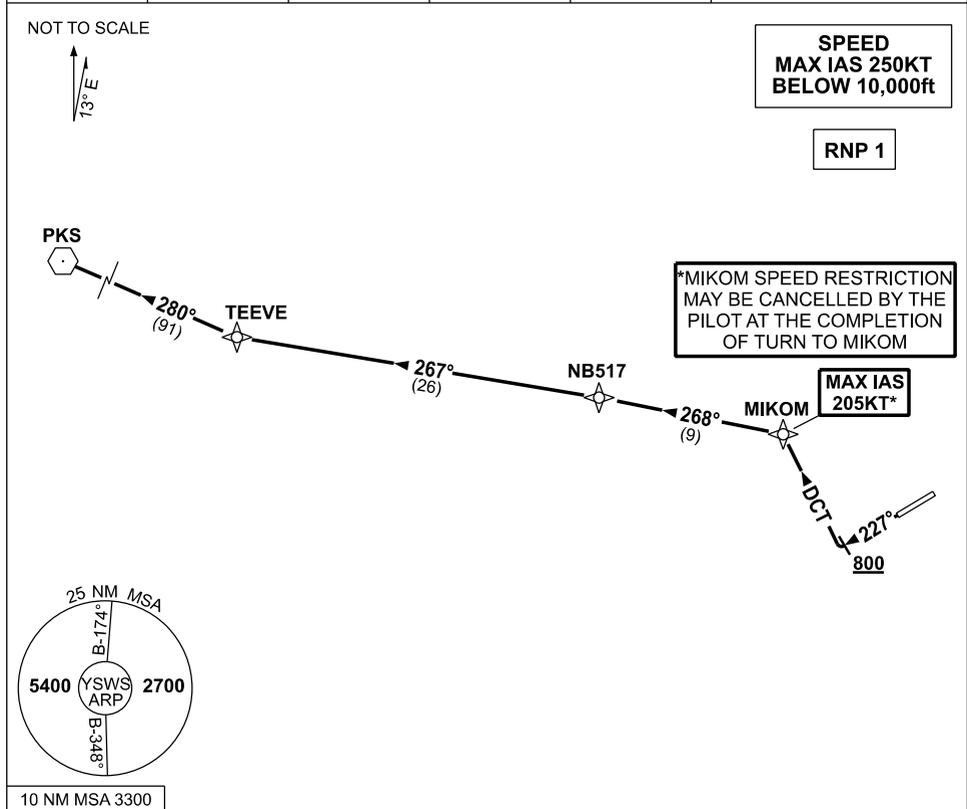
**TRANSITION:**

- PARKES (PKS)** • From TEEVE, turn RIGHT, track 280° to PKS VOR

**APPENDIX 24  
TO SUP H20/26**

**STANDARD INSTRUMENT DEPARTURES (SID)  
RWY 23 TEEVE ONE QUEBEC (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

ATIS 127.0	ACD 118.65	SMC 124.05	TWR 128.1	DEP 118.4	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	---------------	--------------	--------------	--



**TEEVE ONE QUEBEC  
RWY 23**

GRAD 6.9% TO 800ft, then 3.3% (5.5% to 4000ft)

\*MAX IAS 205KT until MIKOM

- Track 227°
- AT or ABV 800ft, turn RIGHT, track DCT to MIKOM
- Turn LEFT, track 268° to NB517
- Turn LEFT, track 267° to TEEVE

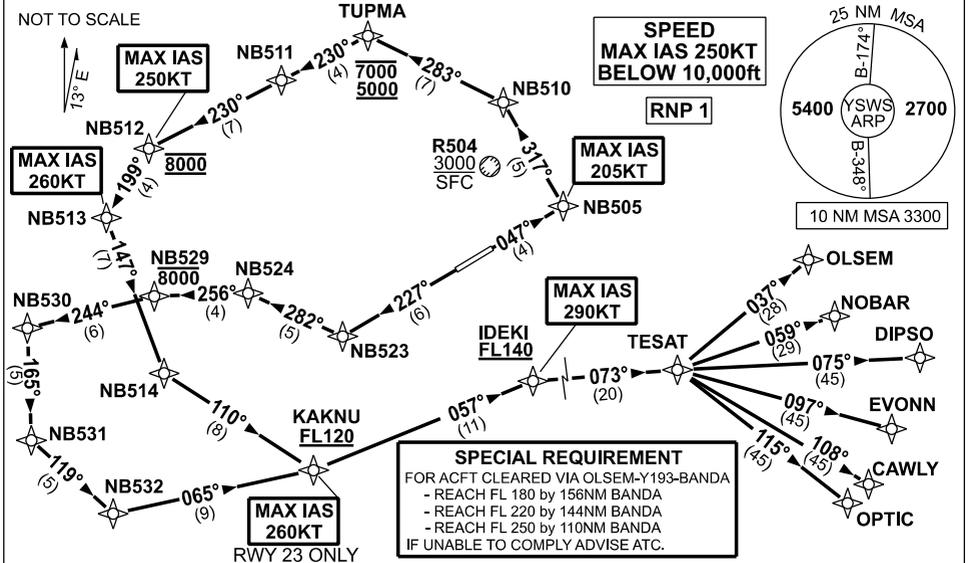
**TRANSITION:**

- **PARKES (PKS)** • From TEEVE, turn RIGHT track 280° to PKS VOR

**APPENDIX 25  
TO SUP H20/26**

**STANDARD INSTRUMENT DEPARTURES (SID)  
TESAT ONE DELTA (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (AWS)**

ATIS 127.0	ACD 118.65	SMC 124.05	TWR 128.1	DEP 118.4	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	---------------	--------------	--------------	--



**TESAT ONE DELTA  
RWY 05**

- GRAD 6.8% to 700ft, then 3.3%
- MAX IAS 205KT until NB512
- Track 047° to NB505
- MAX IAS 250KT until NB512
- Turn LEFT, track 317° to NB510
- Turn LEFT, track 283° to TUPMA
- Cross** TUPMA BTN 5000ft to 7000ft (RQ GRAD to TUPMA: 5.5%)
- Turn LEFT, track 230° to NB511
- Track 230° to NB512
- Cross** NB512 AT 8000ft (RQ GRAD to NB512: 4.7% FM TUPMA)
- MAX IAS 260KT until NB513
- Turn LEFT, track 199° to NB513
- MAX IAS 290KT until IDEKI
- Turn LEFT, track 147° to NB514
- Turn LEFT, track 110° to KAKNU
- Cross** KAKNU AT or ABV FL120 (RQ GRAD to KAKNU: 3.8% FM NB512)
- Turn LEFT, track 057° to IDEKI
- Cross** IDEKI AT or ABV FL140
- Turn RIGHT, track 073° to TESAT

**RWY 23**

- GRAD 4.0% to 800ft, then 3.3%
- MAX IAS 260KT until KAKNU
- Track 227° to NB523
- Turn RIGHT, track 282° to NB524
- Turn LEFT, track 256° to NB529
- Cross** NB529 AT or BLW 8000ft
- Turn LEFT, track 244° to NB530
- Turn LEFT, track 165° to NB531
- Turn LEFT, track 119° to NB532
- Turn LEFT, track 065° to KAKNU
- Cross** KAKNU AT or ABV FL120 (RQ GRAD to KAKNU 5.3%)
- MAX IAS 290KT until IDEKI
- Turn LEFT, track 057° to IDEKI
- Cross** IDEKI AT or ABV FL140
- Turn RIGHT, track 073° to TESAT

**TRANSITIONS:**

- OLSEM**
  - From TESAT, turn LEFT, track 037° to OLSEM, then as cleared.
  - See SPECIAL REQUIREMENT above.
- NOBAR**
  - From TESAT, turn LEFT, track 059° to NOBAR, then as cleared.
- DIPSO**
  - From TESAT, turn RIGHT, track 075° to DIPSO, then as cleared.
- EVONN**
  - From TESAT, turn RIGHT, track 097° to EVONN, then as cleared.
- CAWLY**
  - From TESAT, turn RIGHT, track 108° to CAWLY, then as cleared.
- OPTIC**
  - From TESAT, turn RIGHT, track 115° to OPTIC, then as cleared.

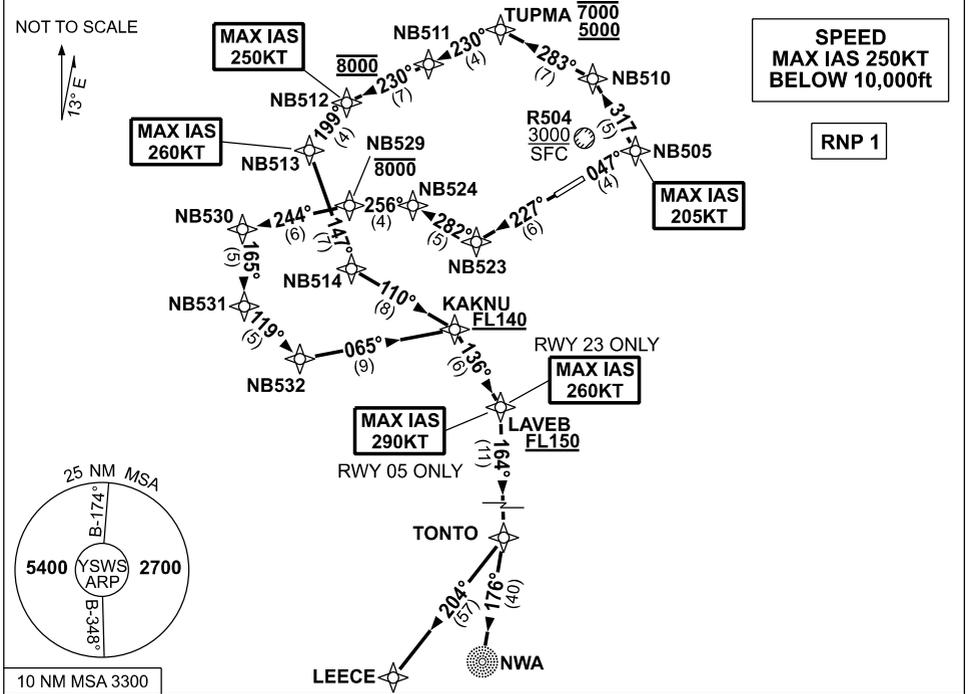
Changes: NEW PROCEDURE.

SWSDP20-SUP

**APPENDIX 26  
TO SUP H20/26**

**STANDARD INSTRUMENT DEPARTURES (SID)  
TONTO ONE DELTA (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (ASWS)**

ATIS 127.0	ACD 118.65	SMC 124.05	TWR 128.1	DEP 118.4	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	---------------	--------------	--------------	--



**TONTO ONE DELTA  
RWY 05**

GRAD 6.8% to 700ft then 3.3%  
MAX IAS 205KT until NB505

- Track 047° to NB505
- MAX IAS 250KT until NB512
- Turn LEFT, track 317° to NB510
- Turn LEFT, track 283° to TUPMA
- Cross** TUPMA between 5000ft and 7000ft (RQ GRAD to TUPMA: 5.5%)
- Turn LEFT, track 230° to NB511
- Track 230° to NB512
- Cross** NB512 AT 8000ft (RQ GRAD to NB512: 4.7% FM TUPMA)
- MAX IAS 260KT until NB513
- Turn LEFT, track 199° to NB513
- MAX IAS 290KT until LAVÉB
- Turn LEFT, track 147° to NB514
- Turn LEFT, track 110° to KAKNU
- Cross** KAKNU AT or ABV FL140 (RQ GRAD to KAKNU: 5.6% FM NB512)
- Turn RIGHT, track 136° to LAVÉB
- Cross** LAVÉB AT or ABV FL150
- Turn RIGHT, track 164° to TONTO

**RWY 23**

GRAD 4.0% to 800ft then 3.3%  
MAX IAS 260KT until LAVÉB

- Track 227° to NB523
- Turn RIGHT, track 282° to NB524
- Turn LEFT, track 256° to NB529
- Cross** NB529 AT or BLW 8000ft
- Turn LEFT, track 244° to NB530
- Turn LEFT, track 165° to NB531
- Turn LEFT, track 119° to NB532
- Turn LEFT, track 065° to KAKNU
- Cross** KAKNU AT or ABV FL140 (RQ GRAD to KAKNU: 6.2%)
- Turn RIGHT, track 136° to LAVÉB
- Cross** LAVÉB AT or ABV FL150
- Turn RIGHT, track 164° to TONTO

**TRANSITIONS:**

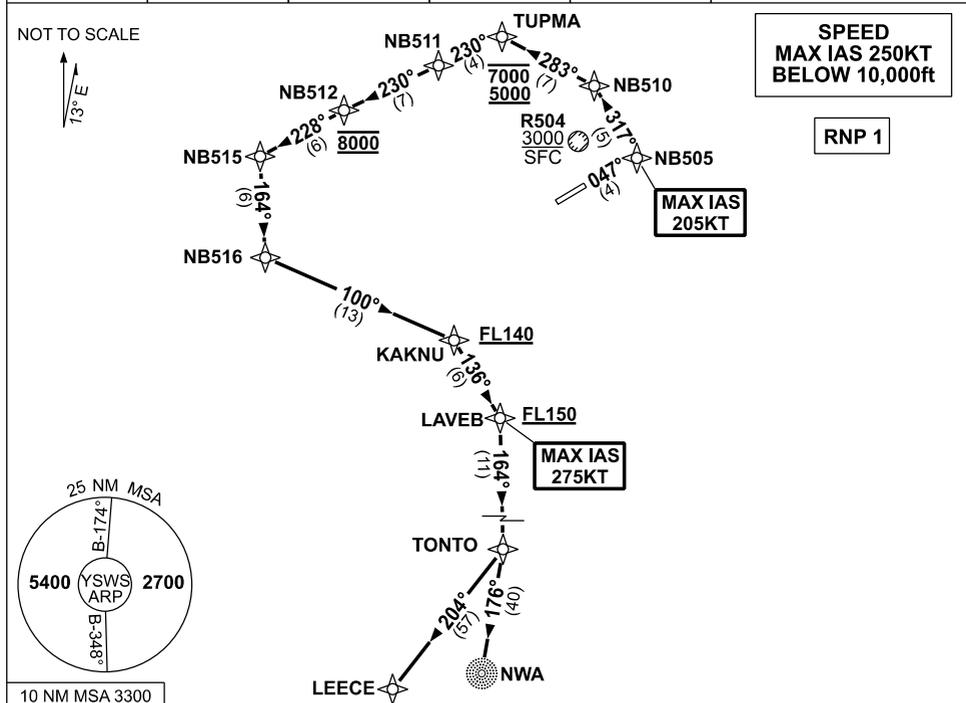
**NOWRA (NWA)** • From TONTO, turn RIGHT, track 176° to NWA NDB  
**LEECE** • From TONTO, turn RIGHT, track 204° to LEECE



**APPENDIX 27  
TO SUP H20/26**

**STANDARD INSTRUMENT DEPARTURES (SID)  
RWY 05 TONTO ONE HOTEL (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

ATIS <b>127.0</b>	ACD <b>118.65</b>	SMC <b>124.05</b>	TWR <b>128.1</b>	DEP <b>118.4</b>	Bearings are Magnetic Elevations in FEET AMSL
----------------------	----------------------	----------------------	---------------------	---------------------	--



**TONTO ONE HOTEL  
RWY 05**

- GRAD 6.8% to 700ft, then 3.3%
- MAX IAS 205KT until NB505
- Track 047° to NB505
- MAX IAS 275KT until LAVEB
- Turn LEFT, track 317° to NB510
- Turn LEFT, track 283° to TUPMA
- Cross** TUPMA between 5000ft and 7000ft  
(RQ GRAD to TUPMA: 5.5%)
- Turn LEFT, track 230° to NB511
- Track 230° to NB512
- Cross** NB512 AT 8000ft  
(RQ GRAD TO NB512: 4.7% FM TUPMA)
- Turn LEFT, track 228° to NB515
- Turn LEFT, track 164° to NB516
- Turn LEFT, track 100° to KAKNU
- Cross** KAKNU AT or ABV FL140  
(RQ GRAD to KAKNU: 4.3% FM NB512)
- Turn RIGHT, track 136° to LAVEB
- Cross** LAVEB AT or ABV FL150
- Turn RIGHT, track 164° to TONTO

**TRANSITIONS:**

- NOWRA (NWA)** • From TONTO, turn RIGHT, track 176° to NWA NDB
- LEECE** • From TONTO, turn RIGHT, track 204° to LEECE

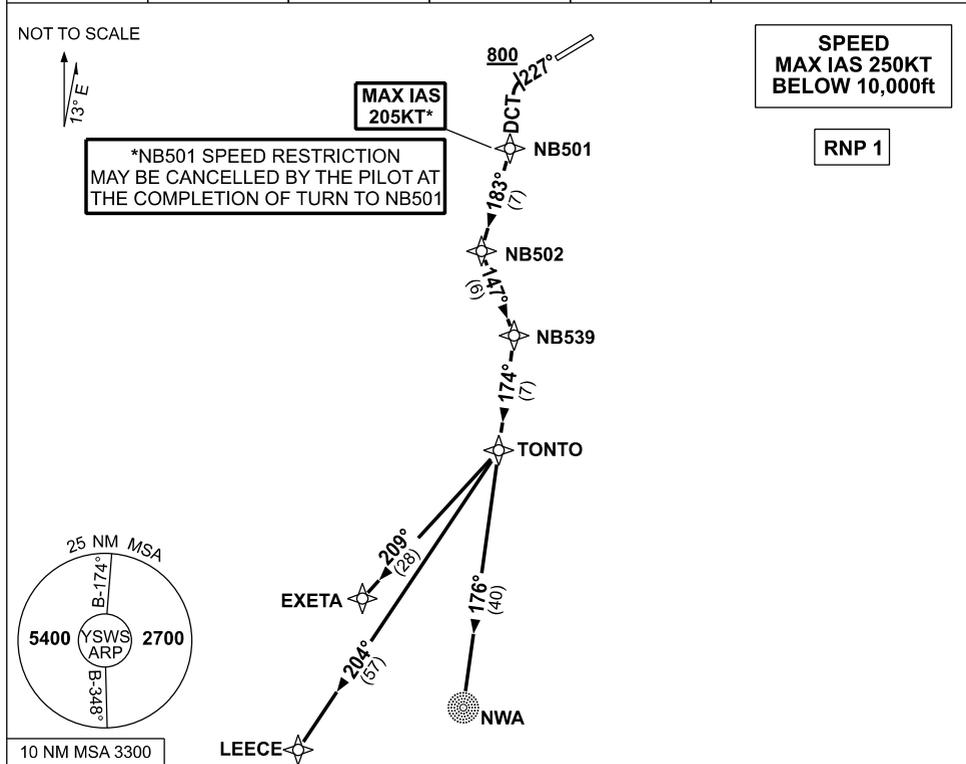
Changes: NEW PROCEDURE.

SWSDP22-SUP

**APPENDIX 28  
TO SUP H20/26**

**STANDARD INSTRUMENT DEPARTURES (SID)  
RWY 23 TONTO ONE QUEBEC (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

ATIS 127.0	ACD 118.65	SMC 124.05	TWR 128.1	DEP 118.4	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	---------------	--------------	--------------	--



**TONTO ONE QUEBEC  
RWY 23**

GRAD 6.5% to 800ft, then 3.3% (6.2% to 8000ft)  
\*MAX IAS 205KT until NB501

- Track 227°, AT or ABV 800ft turn LEFT and track DCT to NB501
- Track 183° to NB502
- Turn LEFT, track 147° to NB539
- Turn RIGHT, track 174° to TONTO

**TRANSITIONS:**

**NOWRA (NWA)** • From TONTO, turn RIGHT, track 176° to NWA NDB

**LEECE** • From TONTO, turn RIGHT, track 204° to LEECE

**EXETA** • From TONTO, turn RIGHT, track 209° to EXETA

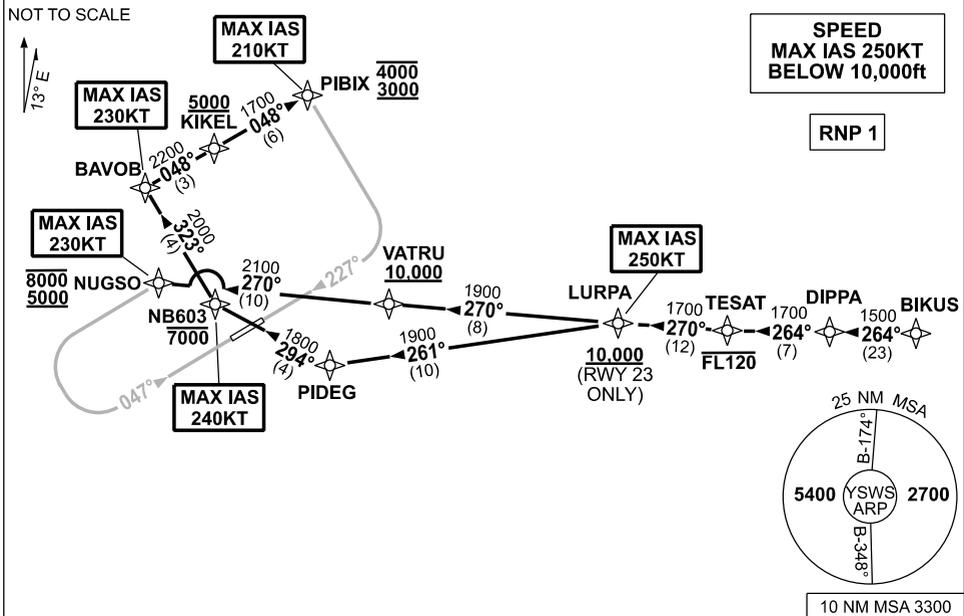
Changes: NEW PROCEDURE.

SWSDP23-SUP

**APPENDIX 29  
TO SUP H20/26**

**STANDARD INSTRUMENT ARRIVAL (STAR)  
BIKUS ONE ALPHA ARRIVAL (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

ATIS 127.0	APP 124.4 119.35	TWR 128.1	SMC 124.05		Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------------	--------------	---------------	--	--



**ARRIVAL: BIKUS ONE ALPHA**

**RWY 05:**

- From BIKUS track 264° to DIPPA
- Track 264° to TESAT  
**Cross** TESAT AT or BLW FL120
- Turn **RIGHT** track 270° to LURPA  
MAX IAS 250KT from LURPA
- Track 270° to VATRU  
**Cross** VATRU AT or ABV 10000ft
- Track 270° to NUGSO for ILS, RNP X (AR), RNP Z, or LOC RWY 05 approach.  
**Cross** NUGSO BTN 5000ft and 8000ft  
MAX IAS 230KT from NUGSO

**RWY 23:**

- From BIKUS track 264° to DIPPA
- Track 264° to TESAT  
**Cross** TESAT AT or BLW FL120
- Turn **RIGHT** track 270° to LURPA  
MAX IAS 250KT from LURPA
- Turn **LEFT** track 261° to PIDEG
- Turn **RIGHT** track 294° to NB603  
**Cross** NB603 AT or BLW 7000ft  
MAX IAS 240KT from NB603
- Turn **RIGHT** track 323° to BAVOB  
MAX IAS 230KT from BAVOB
- Turn **RIGHT** track 048° to KIKEL  
**Cross** KIKEL AT or ABV 5000ft
- Track 048° to PIBIX for ILS, RNP X (AR), RNP Z or LOC RWY 23 approach  
**Cross** PIBIX BTN 3000ft and 4000ft  
MAX IAS 210KT from PIBIX

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC SY APP +61 2 9556 6515**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERS A EMERG Section 1.5.

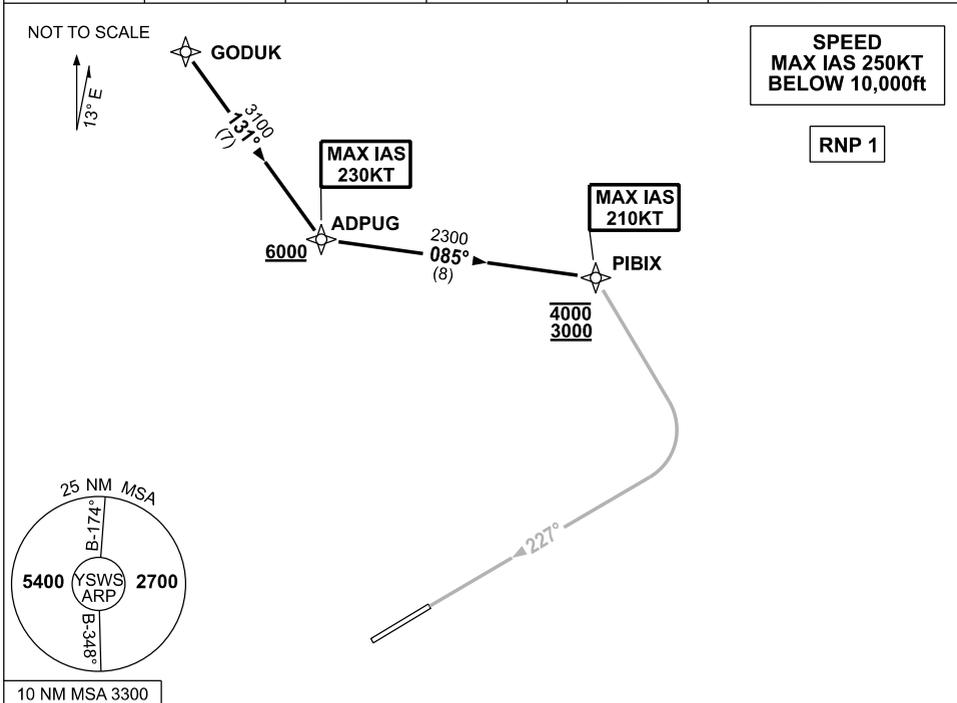
Changes: NEW PROCEDURE.

SWSSR01-SUP

**APPENDIX 30  
TO SUP H20/26**

**STANDARD INSTRUMENT ARRIVAL (STAR)  
RWY 23 GODUK ONE NOVEMBER ARRIVAL (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

ATIS 127.0	APP 119.35	TWR 128.1	SMC 124.05		Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	--------------	---------------	--	--



**ARRIVAL: GODUK ONE NOVEMBER**

**RWY 23:**

- From GODUK, track 131° to ADPUG  
**Cross** ADPUG AT or ABV 6000ft  
 MAX IAS 230KT from ADPUG
- Turn LEFT track 085° to PIBIX for ILS, RNP X (AR), RNP Z or LOC RWY 23 approach,  
**Cross** PIBIX BTN 3000ft to 4000ft  
 MAX IAS 210KT from PIBIX

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC SY APP +61 2 9556 6515**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: NEW PROCEDURE.

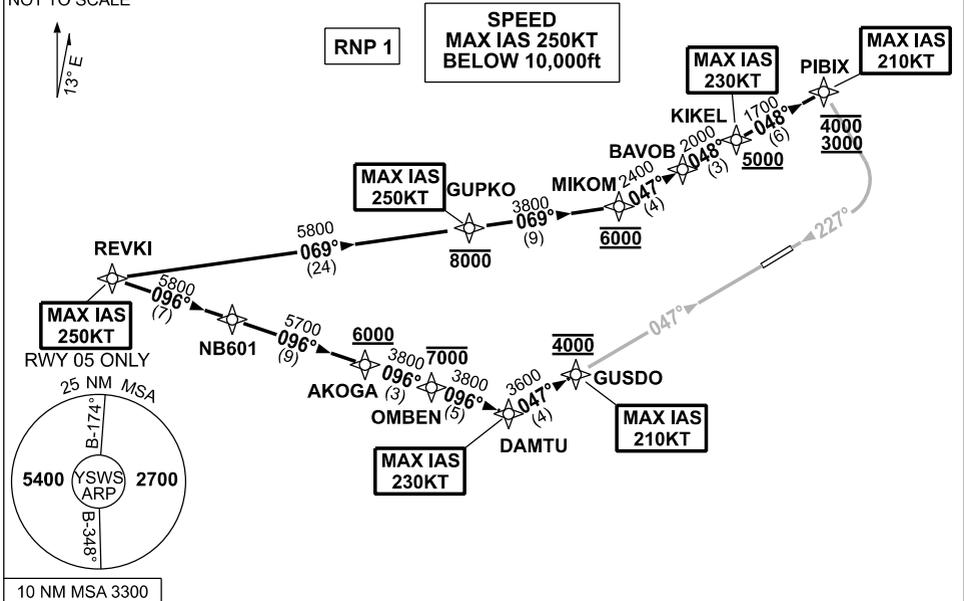
SWSSR02-SUP

**APPENDIX 31  
TO SUP H20/26**

**STANDARD INSTRUMENT ARRIVAL (STAR)  
REVKI ONE ALPHA ARRIVAL (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

ATIS 127.0	APP 119.35	TWR 128.1	SMC 124.05		Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	--------------	---------------	--	--

NOT TO SCALE



**ARRIVAL: REVKI ONE ALPHA**

**RWY 05:**

- MAX IAS 250KT from REVKI
- From REVKI, track 096° to NB601
- Track 096° to AKOGA
- **Cross** AKOGA AT or ABV 6000ft
- Track 096° to OMBEN
- **Cross** OMBEN AT or BLW 7000ft
- Track 096° to DAMTU
- MAX IAS 230KT from DAMTU
- Turn LEFT, track 047° to GUSDO
- **Cross** GUSDO AT 4000ft
- MAX IAS 210KT from GUSDO
- Track via ILS, RNP Z or LOC RWY 05 approach.

**RWY 23:**

- From REVKI, track 069° to GUPKO
- **Cross** GUPKO AT or BLW 8000ft
- MAX IAS 250KT from GUPKO
- Track 069° to MIKOM
- **Cross** MIKOM AT 6000ft
- Turn LEFT, track 047° to BAVOB
- Turn RIGHT, track 048° to KIKEL
- **Cross** KIKEL AT or ABV 5000ft
- MAX IAS 230KT from KIKEL
- Track 048° to PIBIX
- **Cross** PIBIX BTN 3000ft to 4000ft
- MAX IAS 210KT from PIBIX
- Track via ILS, RNP X (AR), RNP Z or LOC RWY 23 approach.

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC SY APP +61 2 9556 6515**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERS A EMERG Section 1.5.

Changes: NEW PROCEDURE.

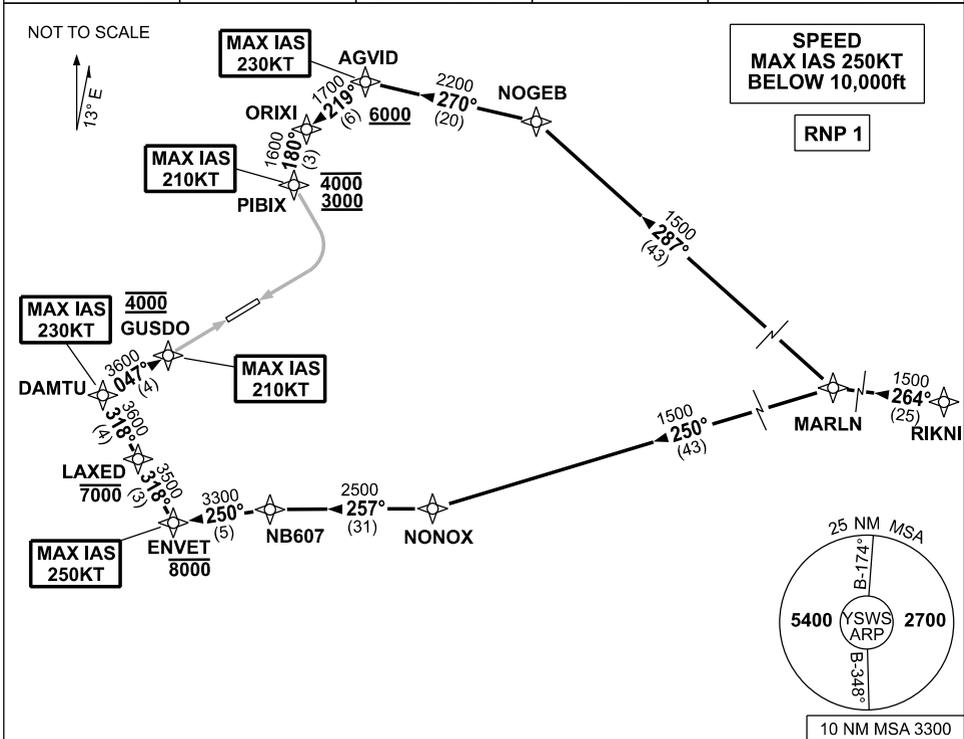
SWSSR07-SUP



**APPENDIX 33  
TO SUP H20/26**

**STANDARD INSTRUMENT ARRIVAL (STAR)  
RIKNI ONE NOVEMBER ARRIVAL (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

ATIS 127.0	APP 124.4 119.35	TWR 128.1	SMC 124.05	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------------	--------------	---------------	--



**ARRIVAL: RIKNI ONE NOVEMBER**  
• From RIKNI, track 264° to MARLN

**RWY 05:**

- From MARLN track 250° to NONOX
- Turn RIGHT, track 257° to NB607
- Turn LEFT, track 250° to ENVET  
Cross ENVET AT or BLW 8000ft  
MAX IAS 250KT from ENVET
- Turn RIGHT, track 318° to LAXED  
Cross LAXED AT or BLW 7000ft
- Track 318° to DAMTU  
MAX IAS 230KT from DAMTU
- Turn RIGHT, track 047° to GUSDO for  
ILS, RNP Z, or LOC RWY 05 approach.  
Cross GUSDO AT 4000ft  
MAX IAS 210KT from GUSDO

**RWY 23:**

- From MARLN, track 287° to NOGEB
- Turn LEFT, track 270° to AGVID  
Cross AGVID AT or ABV 6000ft  
MAX IAS 230KT from AGVID
- Turn LEFT, track 219° to ORIXI
- Turn LEFT, track 180° to PIBIX for  
ILS, RNP Z, RNP X (AR)  
or LOC RWY 23 approach  
Cross PIBIX BTN 3000ft to 4000ft  
MAX IAS 210KT from PIBIX

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC SY APP +61 2 9556 6515**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERS A EMERG Section 1.5.

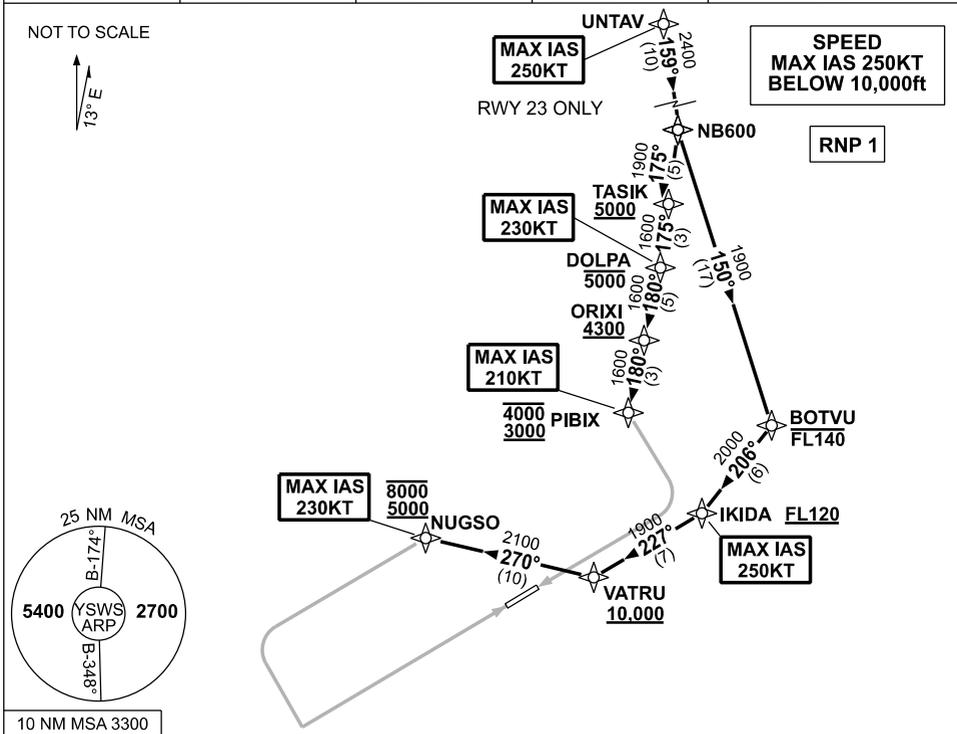
Changes: NEW PROCEDURE.

SWSSR09-SUP

**APPENDIX 34  
TO SUP H20/26**

**STANDARD INSTRUMENT ARRIVAL (STAR)  
UNTAV ONE ALPHA ARRIVAL (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

ATIS 127.0	APP 119.35	TWR 128.1	SMC 124.05	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	--------------	---------------	--



**ARRIVAL: UNTAV ONE ALPHA**

**RWY 05:**

- From UNTAV, track 159° to NB600
- Turn LEFT, track 150° to BOTVU  
Cross BOTVU AT or BLW FL140
- Turn RIGHT, track 206° to IKIDA  
Cross IKIDA AT or ABV FL120  
MAX IAS 250KT AT IKIDA
- Turn RIGHT, track 227° to VATRU  
Cross VATRU AT or ABV 10,000ft
- Turn RIGHT, track 270° to NUGSO for ILS, RNP X (AR), RNP Z or LOC RWY 05 approach.  
Cross NUGSO BTN 5000ft and 8000ft  
MAX IAS 230KT AT NUGSO

**RWY 23:**

- From UNTAV, track 159° to NB600
- Turn RIGHT, track 175° to TASIK  
Cross TASIK AT or ABV 5000ft
- Track 175° to DOLPA  
Cross DOLPA AT or BLW 5000ft  
MAX IAS 230KT AT DOLPA
- Turn RIGHT, track 180° to ORIXI  
Cross ORIXI AT or ABV 4300ft
- Track 180° to PIBIX for ILS, RNP X (AR), RNP Z or LOC RWY 23 approach.  
Cross PIBIX BTN 3000ft and 4000ft  
MAX IAS 210KT AT PIBIX

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC SY APP +61 2 9556 6515**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERS A EMERG Section 1.5.

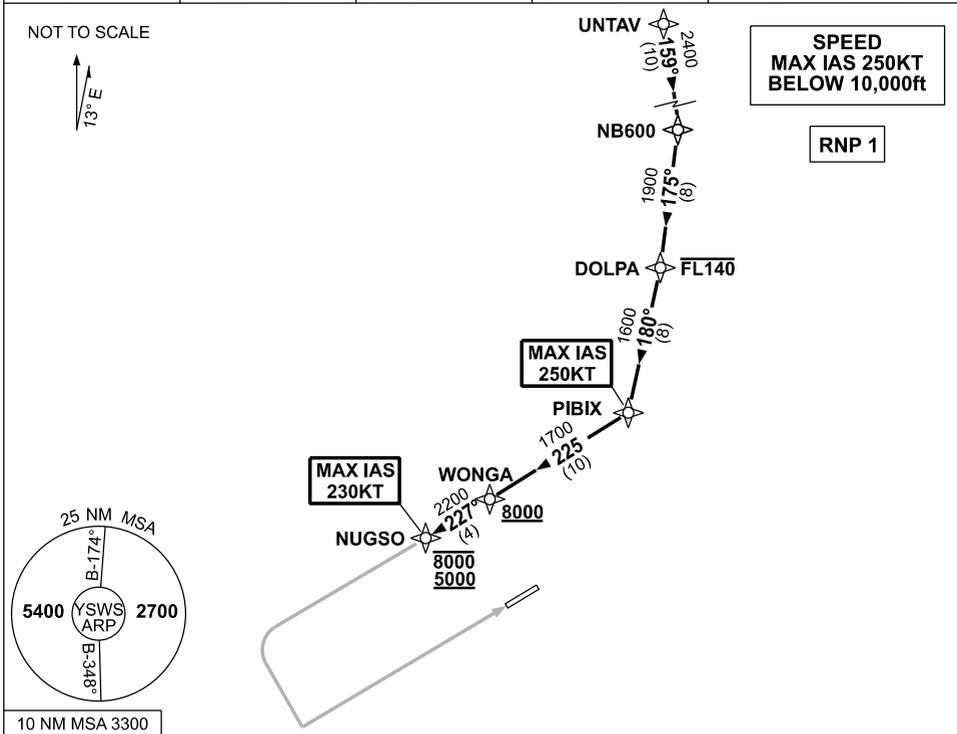
Changes: NEW PROCEDURE.

SWSSR03-SUP

**APPENDIX 35  
TO SUP H20/26**

**STANDARD INSTRUMENT ARRIVAL (STAR)  
RWY 05 UNTAV ONE BRAVO ARRIVAL (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

ATIS 127.0	APP 119.35	TWR 128.1	SMC 124.05	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	--------------	---------------	--



**ARRIVAL: UNTAV ONE BRAVO**

**RWY 05:**

- From UNTAV, track 159° to NB600
- Turn RIGHT, track 175° to DOLPA  
**Cross** DOLPA AT or BLW FL140
- Turn RIGHT, track 180° to PIBIX  
MAX IAS 250KT AT PIBIX
- Turn RIGHT, track 225° to WONGA  
**Cross** WONGA AT or ABV 8000ft
- Turn RIGHT, track 227° to NUGSO for ILS, RNP X (AR), RNP Z or LOC RWY 05 approach.  
**Cross** NUGSO BTN 5000ft and 8000ft  
MAX IAS 230KT AT NUGSO

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC SY APP +61 2 9556 6515**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERS A EMERG Section 1.5.

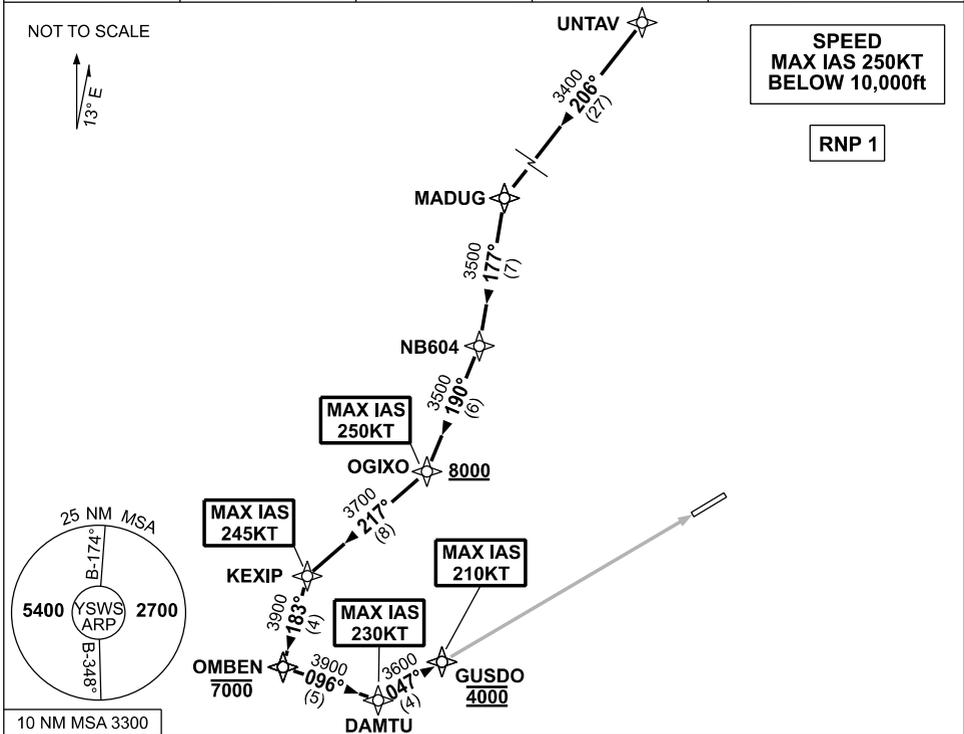
Changes: NEW PROCEDURE.

SWSSR04-SUP

**APPENDIX 36  
TO SUP H20/26**

**STANDARD INSTRUMENT ARRIVAL (STAR)  
RWY 05 UNTAV ONE NOVEMBER ARRIVAL (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

ATIS 127.0	APP 119.35	TWR 128.1	SMC 124.05	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	--------------	---------------	--



**ARRIVAL: UNTAV ONE NOVEMBER**

**RWY 05:**

- From UNTAV track 206° to MADUG
- Turn LEFT, track 177° to NB604
- Turn RIGHT, track 190° to OGIXO  
**Cross** OGIXO AT or ABV 8000ft  
MAX IAS 250KT AT OGIXO
- Turn RIGHT, track 217° to KEXIP  
MAX IAS 245KT AT KEXIP
- Turn LEFT, track 183° to OMBEN  
**Cross** OMBEN AT or BLW 7000ft
- Turn LEFT, track 096° to DAMTU  
MAX IAS 230KT AT DAMTU
- Turn LEFT, track 047° to GUSDO for ILS, RNP Z or LOC RWY 05 approach.  
**Cross** GUSDO AT 4000ft  
MAX IAS 210KT AT GUSDO

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC SY APP +61 2 9556 6515**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERS A EMERG Section 1.5.

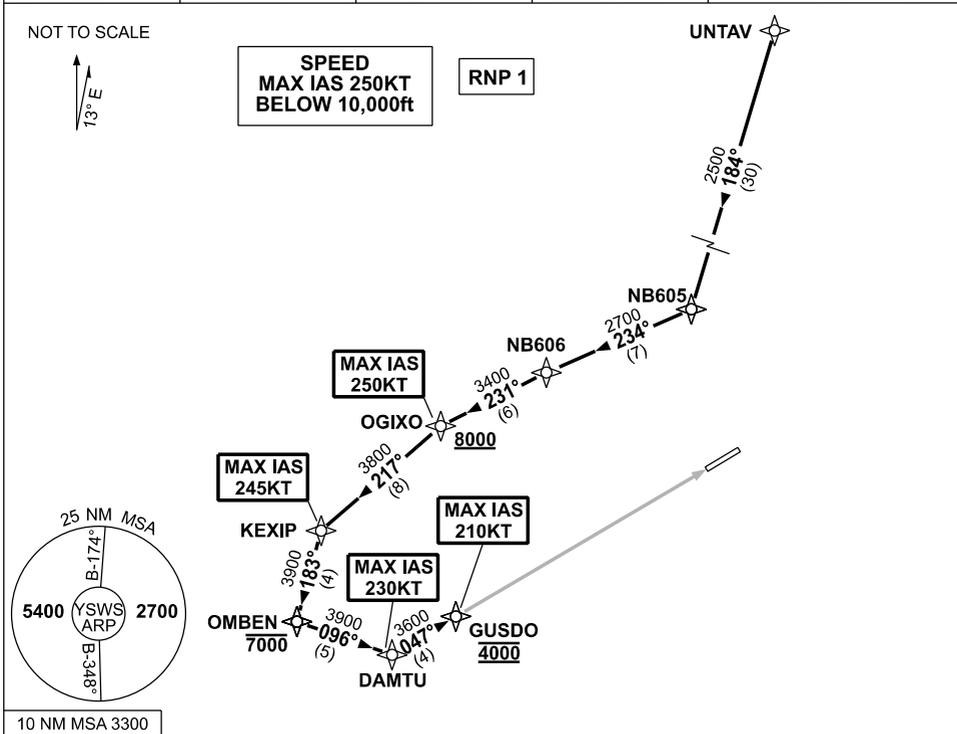
Changes: NEW PROCEDURE.

SWSSR05-SUP

**APPENDIX 37  
TO SUP H20/26**

**STANDARD INSTRUMENT ARRIVAL (STAR)  
RWY 05 UNTAV ONE QUEBEC ARRIVAL (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

ATIS 127.0	APP 119.35	TWR 128.1	SMC 124.05	Bearings are Magnetic Elevations in FEET AMSL
---------------	---------------	--------------	---------------	--



**ARRIVAL: UNTAV ONE QUEBEC**

**RWY 05:**

- From UNTAV, track 184° to NB605
- Turn RIGHT, track 234° to NB606
- Turn LEFT, track 231° to OGIXO  
**Cross** OGIXO AT or ABV 8000ft  
MAX IAS 250KT AT OGIXO
- Turn LEFT, track 217° to KEXIP  
MAX IAS 245KT AT KEXIP
- Turn LEFT, track 183° to OMBEN  
**Cross** OMBEN AT or BLW 7000ft
- Turn LEFT, track 096° to DAMTU  
MAX IAS 230KT AT DAMTU
- Turn LEFT, track 047° to GUSDO for ILS, RNP Z or LOC RWY 05 approach.  
**Cross** GUSDO AT 4000ft  
MAX IAS 210KT AT GUSDO

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC SY APP +61 2 9556 6515**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERS A EMERG Section 1.5.

Changes: NEW PROCEDURE.

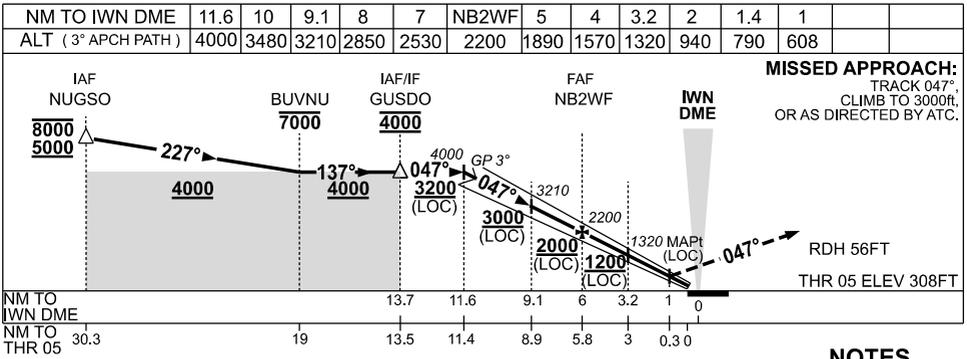
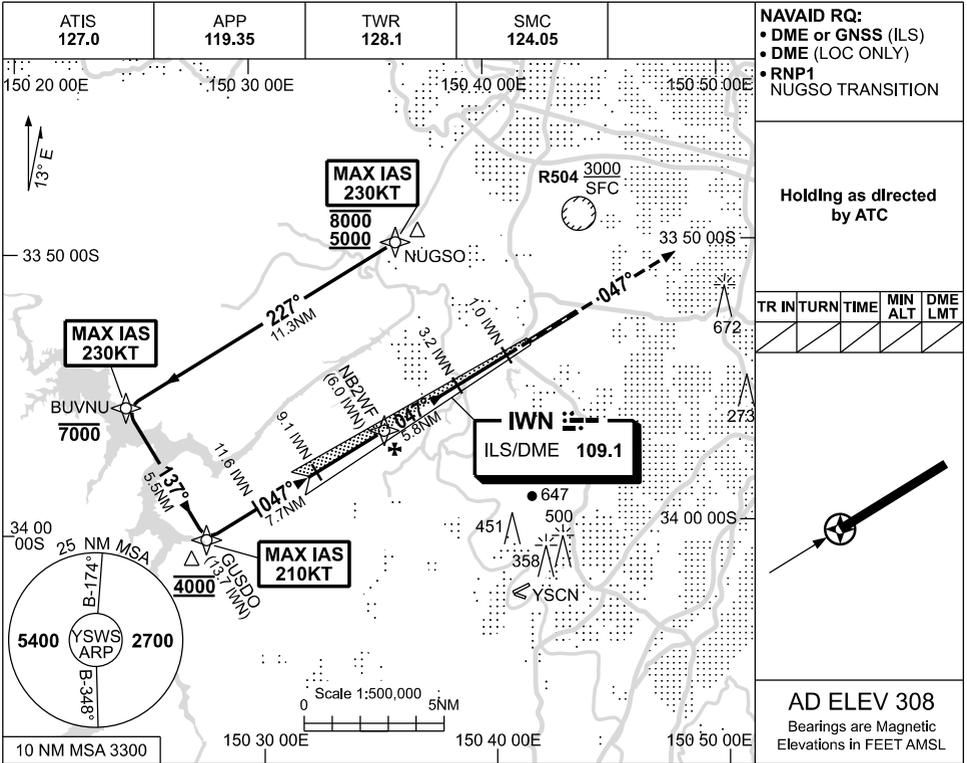
SWSSR06-SUP

USE QNH

ILS or LOC RWY 05

APPENDIX 38  
TO SUP H20/26

SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)



CATEGORY	A	B	C	D/D <sub>L</sub>
S-I ILS	608 (300) 0.9	900 RVR (VIS 0.8	550 RVR WITH ACTUAL QNH)	
S-I LOC	790 (482-2.0)	(VIS 1.4 WITH ACTUAL QNH)		
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1112-4.4)		(1402-6.0)	(1532-7.0)

- NOTES**
- MAX IAS:  
NUGSO : 230KT  
BUVNU : 230KT  
GUSDO : 210KT

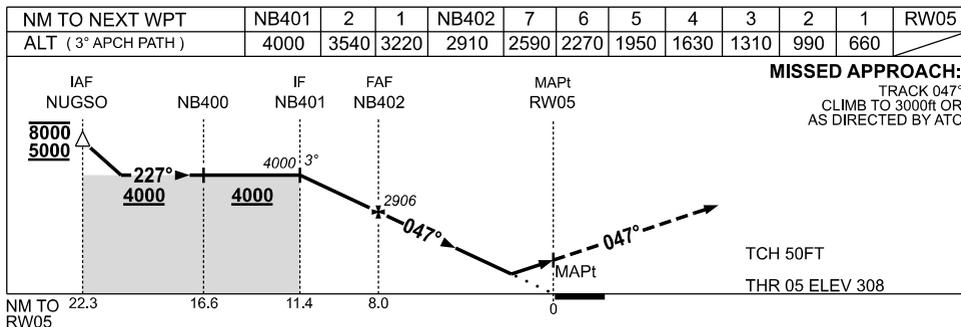
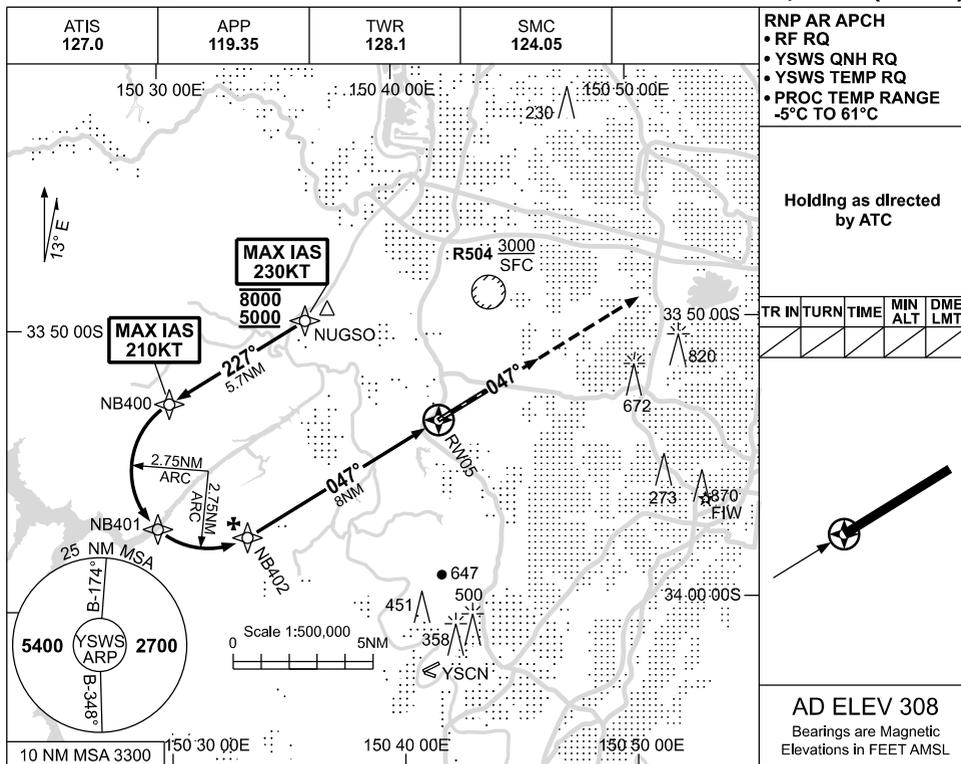
Changes: NEW PROC.

SWSI01-SUP



**APPENDIX 40  
TO SUP H20/26**

**SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**



**NOTES**

1. MAX IAS: 230KT
- NUGSO: 230KT
- NB400: 210KT

CATEGORY	A	B	C	D
RNP 0.3	<b>660 (352-1.2)</b>			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1012-4.4)	(1302-6.0)	(1432-7.0)	

Changes: NEW PROC.

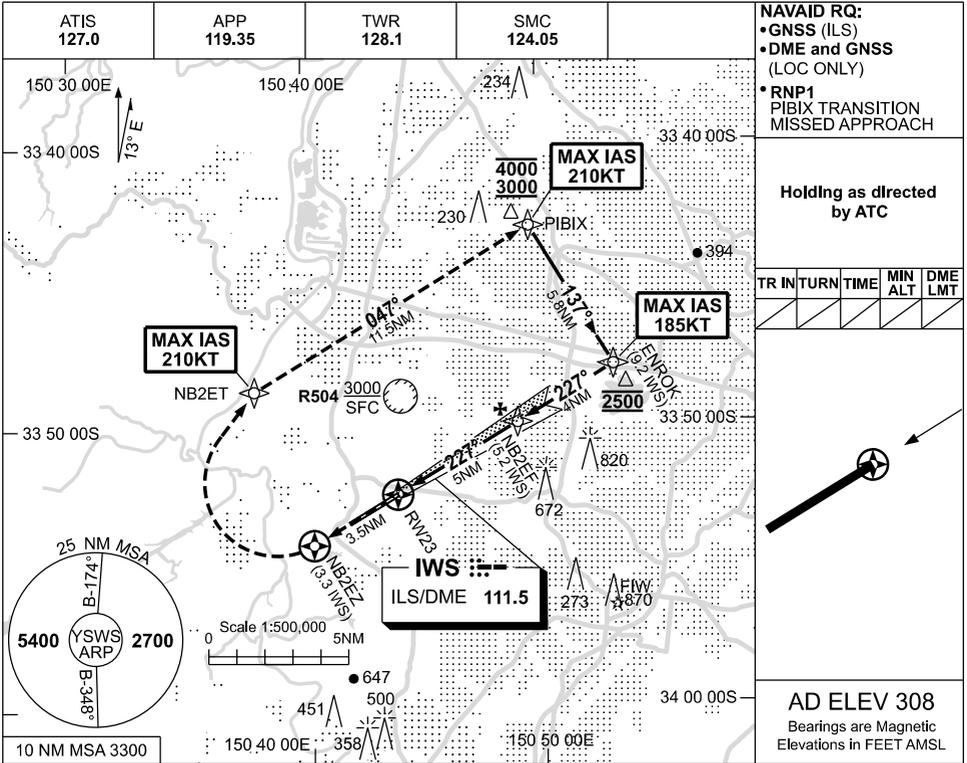
SWSGN01-SUP

USE QNH

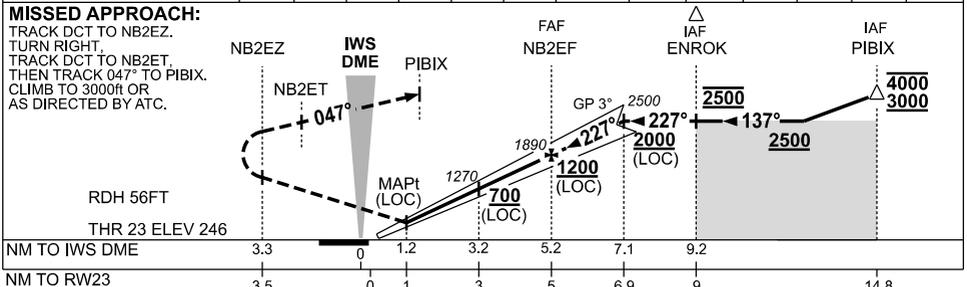
ILS or LOC RWY 23

APPENDIX 41  
TO SUP H20/26

SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)



NM TO IWS DME	0.9	1.4	2	3.2	4	5	NB2EF	6	7.1			
ALT (3° APCH PATH)	546	710	890	1270	1530	1850	1890	2160	2500			



NOTES

CATEGORY	A	B	C	D/D <sub>L</sub>
S-I ILS	546 (300) 0.9	900 RVR (VIS 0.8	550 RVR WITH ACTUAL QNH)	
S-I LOC	710 (464-1.9)	(VIS 1.3 WITH ACTUAL QNH)		
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1112-4.4)		(1402-6.0) (1532-7.0)	

- MAX IAS:  
PIBIX : 210KT  
ENROK : 185KT  
MISS APCH : 210KT

Changes: NEW PROC.

SYDII02-SUP



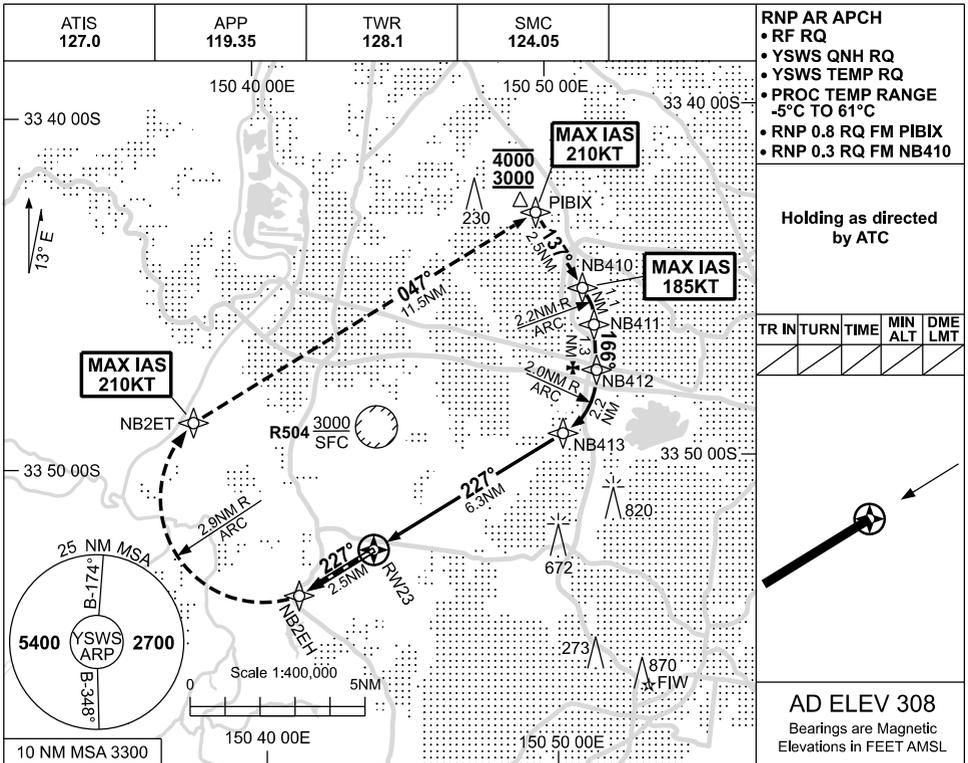
FOR CASA APPROVED OPERATORS ONLY

USE QNH

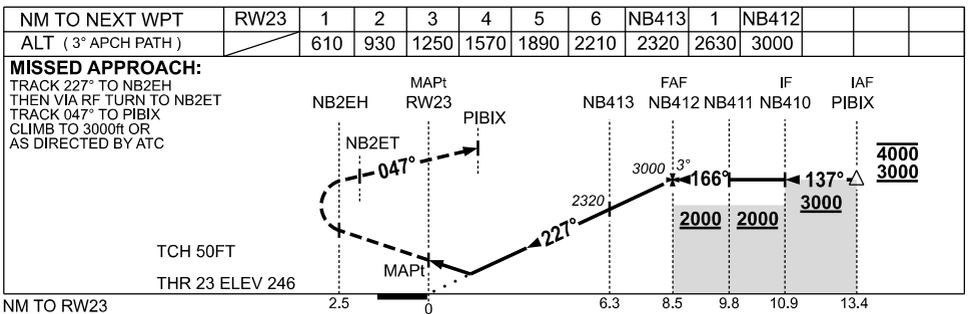
RNP X RWY 23 (AR)

APPENDIX 43  
TO SUP H20/26

SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)



RNP AR APCH				
<ul style="list-style-type: none"> <li>• RF RQ</li> <li>• YSWS QNH RQ</li> <li>• YSWS TEMP RQ</li> <li>• PROC TEMP RANGE -5°C TO 61°C</li> <li>• RNP 0.8 RQ FM PIBIX</li> <li>• RNP 0.3 RQ FM NB410</li> </ul>				
Holding as directed by ATC				
TR	IN	TURN	TIME	DME
/	/	/	/	/
AD ELEV 308				
Bearings are Magnetic Elevations in FEET AMSL				



NOTES

1. MAX IAS: : 210KT
- PIBIX : 185KT
- NB410 : 185KT
- MISS APCH : 210KT

CATEGORY	A	B	C	D
RNP (0.3)	610 (364-1.3)			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1012-4.4)	(1302-6.0)	(1432-7.0)	

Changes: NEW PROC.

SWSGN02-SUP



## NOISE ABATEMENT PROCEDURES

Day and Night preferred runway operations will be nominated during normal operations as per AIP ENR.

Day runway modes provide segregation from Sydney/Kingsford Smith Aerodrome flight paths. Night runway modes allow flight paths not constrained by Sydney/Kingsford Smith Aerodrome operations.

ATC may nominate alternative runway configurations when required due to critical operational requirements, unusual operations such as emergencies, or when airborne delays exceed published holding requirements.

Safe commencement and cessation of night runway operating modes is dependent on transition to and from Sydney/Kingsford Smith Aerodrome curfew mode and as such there may be variations from day to day to accommodate these transitions.

### 1 - PREFERRED RUNWAYS

Priority	Landing	Take-off
<b>Day (0530-2300 Local)</b>		
1	Runway 23	Runway 23
2	Runway 05	Runway 05
<b>Night (2300-0530 Local)</b>		
1	Runway 05 (RRO)	Runway 23 (RRO)
2	Runway 23 (*1)	Runway 23
3	Runway 05	Runway 05 (*2)

(\*1) Subject to ATC approval, landing on Runway 05 is available.

(\*2) Subject to ATC approval, take-off from Runway 23 is available.

#### 1.1 - Reciprocal Runway Operations (RRO)

During RRO and subject to arriving traffic disposition, jet aircraft departing Runway 23 on routes to the west and northwest; ATC may cancel the SID and instruct aircraft to track extended centreline. Once airborne the departure will be radar vectored clear of noise sensitive areas.

## **NOISE ABATEMENT PROCEDURES**

### **2 - PREFERRED FLIGHT PATHS**

#### **2.1 - Arriving Aircraft**

Via a STAR where available, otherwise in compliance with the following provisions:

1. Between 0530 and 2300 Local, when required for traffic management, ATC may clear an aircraft to join final inside the Initial Approach Fix. Wherever practicable this will be no closer than the Final Approach Fix (approximately 6NM final).
2. Between 0530 and 2300 Local, only when required for expedition, ATC may clear aircraft off their assigned STAR, provided the aircraft rejoins the STAR at or above 5,000ft AMSL.
3. Between 2300 and 0530 Local, arriving aircraft must remain on STAR and above 5,000ft AMSL, where practicable, whilst transiting noise sensitive areas.

#### **2.2 - Departing Aircraft**

Via a SID where available, otherwise in compliance with the following provisions:

1. Between 0530 and 2300 Local, ATC may clear a departing aircraft off its assigned SID when above 5,000ft AMSL.
2. Between 2300 and 0530 Local, when subject to RRO-NAP, departing aircraft will be radar vectored to avoid noise sensitive areas or be processed as closely as possible to published flight paths.

### **3 - JET NOISE ABATEMENT CLIMB PROCEDURES**

Jet Noise Abatement Departure Procedures (NADP) are required for all jet departures. NADP 2 is preferred unless operationally unavailable.

### **4 - LANDING - USE OF REVERSE THRUST**

Between 2200 – 0600 Local, pilots are requested to minimise the use of reverse thrust where operationally acceptable.