



SIGHTSEEING FLIGHTS OVER SYDNEY HARBOUR

HARBOUR SCENIC FLIGHTS
The airspace above Sydney Harbour is Class C and availability of an airways clearance to enter it will depend on traffic levels, controller workload and VMC. Include RMKHBARBOUR SCENIC in the flight notification and you may be cleared for the 'Harbour Scenic' which is described below. The route is flown at an altitude of 1500ft on Sydney Airport Local QNH, which is available on the SY ATIS.

AIRWAYS CLEARANCE REQUEST
Track via Class G airspace to Long Reef. Contact Sydney Centre (124.55 MHz) prior to reaching Long Reef and request a 'Harbour Scenic'. You must remain in Class G airspace until in receipt of a clearance, which will be in the form, 'Cleared Harbour Scenic'.

CODED CLEARANCES
A 'Harbour Scenic' clearance authorises you to fly the nominated route at 1500ft. Your report back of 'Cleared Harbour Scenic' acknowledges that you will track via the following route and maintain 1500ft.

HARBOUR SCENIC - MAINTAIN 1500FT THROUGHOUT
At 1500R AMSL, track Long Reef direct to the Harbour Bridge. Remain east of the Harbour Bridge and commence a left turn, remaining north of the Opera House. Conduct two left orbits, remaining east of the Harbour Bridge, north of the Opera House and west of Garden Island. On completion of the second orbit track via North Head to Manly Beach. From Manly Beach track east of the coast to Long Reef. Report passing Manly northbound. Altitude 1500ft.

ENTRY TO VICTOR 1 SOUTH FOLLOWING A HARBOUR SCENIC
Request DESCENT into Victor 1 SOUTH approaching Manly Beach. Subject to traffic, and when established east of the coast, you may be cleared to leave the control area on descent. Report to ATC leaving 1500ft then broadcast position and intentions on 120.8 MHz. In aircraft with a single radio you will need approval to leave the ATC frequency to make this broadcast. You must reach 500ft before passing South Head southbound. Report to ATC when established at 500ft in Victor 1 SOUTH.

VFR COASTAL ROUTE VICTOR 1

GENERAL

- Transit of the Sydney area is available via a VFR Coastal Route within the Class G airspace east of the Sydney Control Zone and Control Area. The route comprises Victor 1 NORTH and Victor 1 SOUTH, which are differentiated by the lower limits of the overlying Class C airspace and by their tracking requirements. The Coastal Route may be flown in either direction, and is available to VMC by day only.
- You must use the current SY Local QNH, which is available on the SY ATIS.
- The carriage and use of radio is mandatory. You should broadcast joining the Coastal Route, stating position and intentions. Pilots of opposite direction aircraft should respond with their position and intention. You should activate your strobes and landing lights and be alert for opposite direction traffic. If possible, keep opposite direction traffic to your left. If transponder equipped, squawk code 1200 with ALT.
- Operations in the Coastal Route share a common VHF broadcast frequency (120.8MHz) with helicopter and floatplane operations in R407A and R407B over Sydney Harbour. This frequency is not monitored by SY ATC. In the event of an emergency, you should call Sydney Centre on 124.55MHz, or make an emergency broadcast on 121.5 MHz. This frequency is usually monitored by domestic and international transport aircraft.
- You can expect non-radio hang glider traffic as you enter and leave the Coastal Route. There could be floatplane traffic north of Sydney Heads.
- Because the Coastal Route is entirely over water, all occupants of single-engine aircraft must wear approved life jackets.



VFR COASTAL ROUTE VICTOR 1 SOUTH

Victor 1 SOUTH extends east of the coast between the South Head of Sydney Harbour and Jibbon Point (the southern headland of Port Hacking). You are required to maintain an altitude of exactly 500ft on Sydney Local QNH when operating in this airspace.

- The requirement in Victor 1 SOUTH is to contain your aircraft in Class G airspace and clear of the Sydney Control Zone. To avoid the SY CTR you should NOT Coastal Fly the Sydney southern beaches between Ben Buckler (the northern headland Bondi Beach) and Long Bay headland (the southern headland Maroubra Beach), and fly east of a straight line between the eastern most point of Cape Banks and the lighthouse on Cape Solander (the north and south heads of Botany Bay).
- Note that some helicopters and beach patrol aeroplanes may have been cleared to coastal fly between Bondi and Maroubra and may not continuously monitor 120.8MHz.
- The term 'Coastal Flying' refers to the practice of flying close to the beach and following the contours of the coastline. This practice is NOT permitted when flying in Victor 1 SOUTH between Ben Buckler and Cape Solander.
- Be aware of the possibility of wake turbulence from aircraft overflying Victor 1 South arriving and departing Sydney Airport. You are required to maintain separation from these aircraft.
- The CTA lower limit south of Jibbon Point and east of the coast is 1000ft. North of Jibbon Point the lower limit of the control area is 500ft.

VFR COASTAL ROUTE VICTOR 1 NORTH

Victor 1 NORTH extends east of the coast between Dee Why (12 DME SY) and the South Head of Sydney Harbour and has a maximum altitude of 1500ft on SY Local QNH. All operations must be conducted between 500ft and 1000ft.

- Operations below 1000ft must remain over water at all times.
- South Head is the northern limit of Victor 1 SOUTH and you should ensure that your aircraft remains clear of Class C airspace when transiting from Victor 1 NORTH to Victor 1 SOUTH.
- Ensure that you reach 500ft before passing South Head southbound.

REMINDER: Flights by single engine aircraft require all occupants to wear life jackets for the duration of the overwater portions of the Coastal Route.

CAUTION: This document is to be used in conjunction with current Sydney VTC, ERSA and NOTAM for operational information (including for status of restricted airspace).

