

SYDNEY/KINGSFORD SMITH

ELEV 21

AVFAX CODE 2001

NSW

UTC +10

YSSY

335646S

1511038E

VAR 13 DEG E

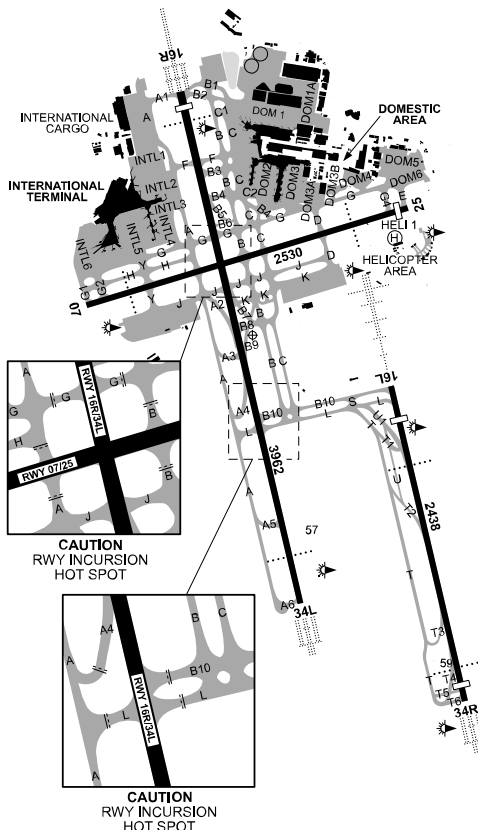
CERT

AD OPR Sydney Airport Corporation Ltd, Locked Bag 5000, Sydney International Airport, NSW,

2020. PH 61 2 9667 9111 (BH). ARO OPS (24HR): Aerodrome Operations

Supervisor 02 9667 9824 MOB: 0419 278 208: Email Car2@syd.com.au.

Website: www.sydneyairport.com.au.



REMARKS

1. AD Charges: All ACFT - Phone +61 2 9667 9111 (BH), Email: aeroquery@syd.com.au.
2. This AD is a Security Controlled Airport.

HANDLING SERVICES AND FACILITIES

For information regarding refuellers hours, fuel types available and acceptable payments methods contact the following:

AIR BP – Air Refuel: PH: +61 2 9313 4241 or 0418 619 365, VHF 129.9.

Viva Energy: PH: +61 2 9667 4044 (office), +61 2 9667 1920 or 0418 962 294, 0400-2300 Local.

Jet Aviation Australia - FBO Services and VIP Lounge H24. Civil and MIL ACFT.

PH OPS: +61 2 9708 8775 H24. Email: svdfbo@jetaviation.com. VHF 135.95. CS 'Jet Aviation'.

Executive: FBO services and VIP Lounge H24. Civil and MIL ACFT. IS-BAH Stage II.

PH +61 2 9693 0888 Email: fbo.vssv@execujet.com.au; VHF: 131.95MHz.

Additional contact details for fuel companies, FBO, catering, ramp and other associated services are available from Sydney's Airport web address:

www.sydneyairport.com.au/corporate/partner-with-us/services

RESCUE AND FIREFIGHTING SERVICES

1. CAT 10.
2. 131.0 MHz AVBL H24. Request via ATC.
3. Water Rescue Service AVBL H24.

AERODROME OBSTACLES

1. RWY 16R GP transmitter building located ADJ the RWY 16R GP antenna infringes the 5 percent plane of RWY 16R/34L flyover area by APRX 2.6FT.
2. Anemometers co-located with each IWDI and obstacle lit where required.
3. Telecommunications TWR 223FT AMSL BRG 263 DEG MAG 2.28NM FM ARP. Unlit.
4. Cargo container trains OPR BTN the following points:
 - a. BRG 037 MAG 1.05NM FM ARP and BRG 047 MAG 1.09 FM ARP cause a transient infringement of RWY 25 APCH and RWY 07 takeoff surfaces.
 - b. The surfaces are infringed by a maximum of 15FT AGL and the highest point of the containers as they transit is 56FT AMSL.
5. RWY 25 Visual Segment Surface (VSS) penetrated by five trees:
 - a. 97FT AMSL BRG 049 MAG 2,083M FM ARP.
 - b. 97FT AMSL BRG 047 MAG 2,111M FM ARP.
 - c. 97FT AMSL BRG 047 MAG 2,112M FM ARP.
 - d. 98FT AMSL BRG 047 MAG 2,118M FM ARP.
 - e. 107FT AMSL BRG 047 MAG 2,178M FM ARP.*Note: Trees remain clear of VSS obstacle clearance surface.*
6. For information regarding temporary or other obstacles refer to NOTAM and/or CTC AD OPR.
7. Trees:
 - a. 33FT AMSL BRG 095 DEG MAG 1,260M FM ARP.
 - b. 35FT AMSL BRG 327 DEG MAG 2,212M FM ARP.
8. Low Level Windshear Alerting Service (LLWSAS) equipment 9FT AMSL BRG 317 DEG MAG 693M FM ARP.

METEOROLOGICAL INFORMATION PROVIDED

1. TAF CAT A, METAR/SPECI, TAF3 H24, AD WRNG, WS WRNG.
2. MET INFO AVBL FM Airservices Pilot Briefing. Elaborative briefing FM MWO 02 9296 1526.
3. AWIS PH 02 9353 6450 - Report faults to BoM.

PHYSICAL CHARACTERISTICS

- | | | | | | |
|---------|-----|------|--------------------------|--------|---------|
| 07/25 | 062 | 83a | PCR 1430/F/A/X/T Grooved | WID 45 | RWS 280 |
| 16L/34R | 155 | 80a | PCR 750/F/A/X/T Grooved | WID 45 | RWS 280 |
| 16R/34L | 155 | 130a | PCR 797/F/A/X/T Grooved | WID 45 | RWS 280 |
1. All RWY have CL markings.
 2. RWY 16R/34L and RWY 07/25 RWY shoulders asphalt sealed WID 15M.
 3. RWY 16L/34R RWY shoulder asphalt sealed WID 7.5M.
 4. TWY are asphalt, concrete or a combination of both.

AERODROME AND APPROACH LIGHTING

- | | | | |
|-------------|----------------|-------------|---------------|
| RWY 07/25 | HIRL | | SDBY PWR AVBL |
| RWY 07/25 | PAPI(2) | 3.0 DEG64FT | SDBY PWR AVBL |
| RWY 07 | RTIL | | SDBY PWR AVBL |
| RWY 16L/34R | HIRL | | SDBY PWR AVBL |
| RWY 16L/34R | PAPI(2) | 3.0 DEG53FT | SDBY PWR AVBL |
| RWY 16L/34R | RCLL(1) | | SDBY PWR AVBL |
| RWY 16L | HIAL-CAT I | | SDBY PWR AVBL |
| RWY 34R | HIAL-CAT II(3) | | SDBY PWR AVBL |
| RWY 34R | RTZL | | SDBY PWR AVBL |
| RWY 16R/34L | HIAL-CAT II | | SDBY PWR AVBL |
| RWY 16R/34L | HIRL | | SDBY PWR AVBL |
| RWY 16R/34L | MIRL | | SDBY PWR AVBL |
| RWY 16R/34L | PAPI(2) | 3.0 DEG64FT | SDBY PWR AVBL |
| RWY 16R/34L | RCLL(1) | | SDBY PWR AVBL |
| RWY 16R/34L | RTZL | | SDBY PWR AVBL |

- (1) 15M spacing
- (2) Both sides
- (3) Special Authorisation
1. **ALS type and length**
 - a. RWY 16L distance coded CL: 900M layout (951M).
 - b. RWY 16R – LED type HIAL ALSF II barrette CL 900M layout (816M).
 - c. RWY 34L - HIAL ICAO compliant reduced length, 420M layout (415M length) ALSF II barrette CL array.
 - d. RWY 34R - HIAL reduced length of 347M ALSF II barrette CL array.
 - e. FM the THR RWY 34R:
 - (i) Two side rows of barrettes are provided extending 260.1M.
 - (ii) The first side row barrette is located 28.9M.
 - (iii) A crossbar is provided at 144.5M that fills the gaps BTN the CL and the side row barrettes.
 - (iv) A crossbar is provided at 289M that extends on both sides of the CL barrettes to a distance of 15M FM the CL, the CL barrettes are at longitudinal intervals of 28.9M, with the first CL light 28.9M.
2. RWY edge LGT spacing: 07/25: 57M; 16L/34R: 59M; 16R/34L: 59M.
3. RWY THR LGT: green.
4. RWY end LGT: red.
5. Stop Bar lighting (LED type red with green lead on lights) operating H24 at all RWY/TWY INT.
6. RWY 16L/34R, 16R/34L and 07/25 HIRL, including THR and end lighting are LED type.
7. South west microwave stop bar barrier devices on 1.06M high frangible support posts installed within the obstacle restricted area either side of the following RWY/TWY intersections:
 - a. RWY16R/34L, TWY A1, A6, B1, B2, B3, B4, B10, F, G and L.
 - b. RWY 07/25, TWY A, B South, C North, D, E, G1, G4 and Y.
 - c. RWY 16L/34R, TWY B10, T5 and T6.
8. On RWY 07/25 INT with RWY 16R/34L marked Pattern A RWY HOLD POINT and Stop Bar LGT.
9. The following IWI are in non-standard locations:
 - a. Left-hand side of RWY 16R, approximately 220M upwind from the RWY 16R THR.
 - b. Right-hand side of RWY 34L, approximately 270M upwind from the RWY 34L THR.
 - c. Right-hand side of RWY 07, approximately 180M upwind from the RWY 07 THR.
 - d. Left-hand side of RWY 25, approximately 310M upwind from the RWY 25 THR.
 - e. Left-hand side of RWY 16L, approximately 210M upwind from the RWY 16L THR.
10. RWY 07 illuminated WDI located on the Southern side of the RWY. For winds outside the range of NNE to ESE indications may be affected by terrain.
11. Wheel clearance over the THR for PAPI all RWY use CASA Manual of Standards special minimum of 6M over the THR. Wheel clearance over all RWY ends is not less than 6M.
12. RWY exit and rapid exit TWY lead off CL lighting ALTN green/yellow until clear of ILS areas. Rapid exit TWY 15M spacing; other TWY exits 7.5M spacing.
13. Heliport:
 - a. Helipad H1 circle has white omni-directional lights.
 - b. Helipad H1 has omni-directional white final approach lights located 110M FM the centre of helipad H1 on BRG 084DEG, 264DEG and 354DEG.
 - c. Green taxiway CL lights are provided at the heliport.
 - d. All lights have 3 stages of intensity.
 - e. An illuminated WDI is installed to the E of helipad H1.
14. **LIGHTING COLOUR CODING**
 - 14.1. **RWY 07 and RWY 25**
 - 14.1.1. RWY edge lighting - THR to RWY end.
 - a. HIRL - white with last 600M yellow.

14.2. RWY 16R and RWY34L**14.2.1. Edge lighting THR to RWY end:**

- a. MIRL - intensity white.
- b. HIRL - white with last 600M yellow.

14.2.2. Centre line lighting THR to RWY end:

- a. White to 900M FM end, 900M-300M FM end alternating 2 red 2 white, 300M FM end red.

14.3. RWY 16L and RWY 34R**14.3.1. Edge lighting THR to RWY end:**

- a. HIRL - white with last 600M yellow.

14.3.2. Centre line lighting THR to RWY end:

- a. White to 900M FM end, 900M-300M FM end alternating 2 red 2 white, 300M FM end red.

OTHER LIGHTING

1. Standby PWR switchover time: 1 SEC during LVP: 15 SEC OT.
2. TWY LGT: LED type green CL spaced 30M straight sections, 15M on curved sections.
Where RQ yellow intermediate hold point lighting and blue TWY edge and APN edge lights.
3. Runway guard lights (LED type) flashing yellow at all RWY/TWY intersections.
4. Standby PWR generators are alerted when LVP are imminent.
5. LIOL for obstacles on the AD.

ATS AND AERODROME COMMUNICATION FACILITIES

FIA	SYDNEY CENTRE	124.55 (17)
FIA	SYDNEY CENTRE	125.8 (16)
ACD	SYDNEY DELIVERY	133.8
APP	SYDNEY APPROACH NORTH	124.4 (12)
APP	SYDNEY APPROACH SOUTH	128.3 (8)
APP	SYDNEY APPROACH WEST	135.9 (18) 363.8
APP	SYDNEY DIRECTOR E	125.3
APP	SYDNEY DIRECTOR W	126.1
ATIS	SYDNEY ATIS	(2) 118.55
COORD	SYDNEY COORDINATOR	127.6 (19)
DEP	SYDNEY DEPARTURES NORTH	123.0 (5)
DEP	SYDNEY DEPARTURES SOUTH	129.7 (4)
DEP	SYDNEY DEPARTURES WEST	(20) 118.4 (13)
PRM	SYDNEY PRM E	133.95 (9)
PRM	SYDNEY PRM W	119.45 (10)
SMC	SYDNEY GROUND	(3) 121.7 (14) 126.5 (15)
TFC	SYDNEY TERMINAL	135.1 (11)
TWR	SYDNEY TOWER	120.5 (6) 124.7 (7)
VOLMET	AUSTRALIA	6676 (1) 11387 (1)

(1) H24, BCST 00 - 05 & 30 - 35. Refer AIP GEN 3.5.

(2) AVBL by phone 02 9556 6566 or 02 9556 6567. MAX BCST 5 MIN.

(3) All ground checks to be carried out on 126.5. Callsign "Sydney Ground" when unable to contact ACD.

(4) Routes S, W & NW

(5) Routes N & E. Low level city coverage unreliable.

(6) RWYs 16R/34L, 07/25

(7) RWYs 16L/34R

(8) BTN 45NM S and 10NM N

(9) RWY 16L/34R

(10) RWY 16R/34L

(11) For inbound ACFT to call for allocation of appropriate Control FREQ and airways clearance within 45NM Sydney.

(12) BTN 45NM N and 10NM S

(13) Routes S, W & NW outside 15NM SY.

(14) E of RWY 16R/34L

(15) W of RWY 16R/34L

(16) FIA North

- (17) FIA South
 (18) RI CTR ABV 1,500FT
 (19) For CDM and related ground OPS.
 (20) ALTN for DIRECTOR, DEPARTURES or APPROACH frequencies as advised by ATC

PRM FREQ is to be pilot monitored - not for pilot transmission. PRM FREQ not guarded outside HR of PRM OPS.

RADIO NAVIGATION AND LANDING AIDS

GBAS	G07A	CH 22790 (RWY07)	335748.0S	1511105.2E	(11)
GBAS	G16A	CH 21146 (RWY16R)	335748.0S	1511105.2E	(11)
GBAS	G16B	CH 20735 (RWY16L)	335748.0S	1511105.2E	(11)
GBAS	G25A	CH 21557 (RWY25)	335748.0S	1511105.2E	(11)
GBAS	G34A	CH 21968 (RWY34L)	335748.0S	1511105.2E	(11)
GBAS	G34B	CH 22379 (RWY34R)	335748.0S	1511105.2E	(11)
DME	IKN	109.3/ 30X (RWY34R)	335805.8S	1511129.1E	(1)
GP	IKN	332 (RWY34R)	335805.8S	1511129.3E	
ILS	IKN	109.3 (RWY34R)	335651.4S	1511116.1E	(10)
LOC	IKN	109.3 (RWY34R)	335651.4S	1511116.1E	
DME	IKS	109.5/ 32X (RWY16R)	335558.5S	1511015.8E	(12)
GP	IKS	332.6 (RWY16R)	335558.5S	1511106.1E	
ILS	IKS	109.5 (RWY16R)	335801.0S	1511052.8E	(7)
LOC	IKS	109.5 (RWY16R)	335801.0S	1511052.8E	
DME	ISN	110.1/ 38X (RWY34L)	335741.1S	1511053.4E	(6)
GP	ISN	334.4 (RWY34L)	335741.1S	1511053.0E	
ILS	ISN	110.1 (RWY34L)	335539.1S	1511016.0E	(8)
LOC	ISN	110.1 (RWY34L)	335539.1S	1511016.0E	
DME	ISS	110.9/ 46X (RWY16L)	335715.0S	1511127.3E	(2)
GP	ISS	330.8 (RWY16L)	335715.0S	1511127.0E	
ILS	ISS	110.9 (RWY16L)	335824.1S	1511140.2E	(3)
LOC	ISS	110.9 (RWY16L)	335824.1S	1511140.2E	
DME	ISW	109.7/ 34X (RWY25)	335622.9S	1511109.5E	(4)
GP	ISW	333.2 (RWY25)	335622.6S	1511109.4E	
ILS	ISW	109.7 (RWY25)	335638.9S	1510943.0E	
LOC	ISW	109.7 (RWY25)	335638.9S	1510943.0E	
DME	ISY	109.9/ 36X (RWY07)	335638.7S	1511002.8E	(5)
GP	ISY	333.8 (RWY07)	335638.5S	1511002.7E	
ILS	ISY	109.9 (RWY07)	335613.4S	1511131.2E	
LOC	ISY	109.9 (RWY07)	335613.4S	1511131.2E	
DME	SY	112.1/ 58X	335637.6S	1511057.4E	(9)
(1)	Antenna ELEV 24FT.				
(2)	ELEV 31FT				
(3)	Antenna ELEV 30FT. ILS RWY 16L Performance Classification II/D/3.				
(4)	Antenna ELEV 34FT.				
(5)	Antenna ELEV 26FT.				
(6)	Antenna ELEV 25FT.				
(7)	ILS RWY 16R Performance Classification II/D/3.				
(8)	ILS RWY 34L Performance Classification II/D/3.				
(9)	DME range limited to 90NM. Antenna ELEV 191FT.				
(10)	ILS RWY 34R Performance Classification II/D/3.				
(11)	Between 50NM and 23NM from the GBAS site, GLS course deviation information is advisory only. Within 23NM from the GBAS site, GLS course deviation information is approved for the conduct of an Instrument Approach.				
(12)	Antenna ELEV 22FT.				

LOCAL TRAFFIC REGULATIONS

1. All aircraft must provide their parked position/gate number to ATC on acknowledgement of airways clearance.
2. One ENG only permitted to start prior to push back. ACFT with rear mounted ENG 52M wingspan and above not permitted to start on taxiway where a building is located behind ACFT. ACFT permitted to start second ENG at commencement of tow forward or when LCA at tow bar disconnect point.
3. ACFT to use MNM PWR whilst entering and exiting aprons.
4. MD11 type ACFT under PWR not permitted to turn FM TWY C to TWY F or TWY B3 due to jet blast on apron.
5. Intersection DEP RWY 16R/34L FM TWY B3, B4 and B10 restricted to 36M MAX wingspan.
6. Access to corporate aviation apron restricted to 22,000KG MTOW/32M MAX wing span and BLW. ACFT in excess of this are to contact AD OPR prior to arrival for parking arrangements.
7. Pilots of ACFT larger than B737/A320 types to exercise caution at all TWY intersections when taxiing on TWY B between B3 and RWY 07/25 or on TWY A. When ACFT larger than B737/A320 types are holding short of the associated RWY, no ACFT larger than B737/A320 types should taxi behind due to insufficient wingtip clearance.
8. A340-600, A380-800, A350-1000, B777-300, Antonov AN124 and B748 ACFT OPR RESTR and specific taxi routes apply. Contact AD OPR on +61 2 9667 9824 for ACFT OPR RESTR document.
9. B777-300/ER and A350-1000 OPR RESTR. RWY 16L/34R is AVBL.
 - a. TWY routes:
 - (i) Landing RWY 16L vacate onto TWY T6, TWY T, TWY L, right turn onto TWY A.
 - (ii) 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.
 - (iii) TKOF RWY 16L TWY A, TWY L, TWY S, right turn TWY B10 or continue on TWY L for DEP.
 - (iv) TKOF RWY 34R TWY A, TWY L, TWY T, TWY T6.
10. Pilots of 4 engine ACFT are to exercise caution when applying PWR on outboard ENG whilst taxiing.
11. When ACFT exiting RWY 34L on TWY A2, ACFT northbound on TWY A must hold short of TWY A2 at intermediate holding position marking and ACFT southbound on TWY A must hold short of TWY J or N of RWY 07/25.
12. Compass anomaly for turboprop ACFT on intersection DEP RWY 16R at TWY F East, B-3 and TWY G East.
13. Fixed wing ACFT landing or taking off must confine operations to sealed runways.
14. ACFT turning FM TWY G into TWY G2 use MNM PWR.
15. **TURNING**
 - a. TWY A - heading N right turn onto TWY A2, TWY A3, TWY A4, TWY A5 not AVBL.
 - b. TWY A2 - No entry FM TWY A or TWY J.
 - c. TWY A2 - left turn onto RWY 16R/34L not AVBL.
 - d. TWY A2, TWY A3, TWY A4, TWY A5 - left turn onto TWY A not AVBL.
 - e. TWY B - heading S - right turn onto TWY B2 not AVBL.
 - f. TWY B - Turning into TWY B9 not AVBL.
 - g. TWY B - Turning west into TWY B3, TWY B4 and TWY B10 restricted to MAX 36M wingspan.
 - h. TWY B1 - W end - left turn onto TWY B2 not AVBL.
 - i. TWY B2 - W end - right turn onto TWY B1 not AVBL.
 - j. TWY B2 - heading E - left turns onto TWYs B and C not AVBL.
 - k. TWY B4 - right turn onto TWY G restricted to MAX 36M wingspan.
 - l. TWY B4 - heading N - left turn onto TWY C restricted to MAX 36M wingspan.
 - m. TWY B5 - right turn onto TWY B6 not AVBL.
 - n. TWY B5 - left turn onto RWY 16R/34L not AVBL.
 - o. TWY B6 - left turn onto TWY B5 not AVBL.

- p. TWY B7 - left turn onto TWY K not AVBL.
 - q. TWY B7 - right turn onto TWY B8 not AVBL.
 - r. TWY B7 - turning onto TWY B9 not AVBL.
 - s. TWY B8 - Turning into TWY B7 and TWY B9 not AVBL.
 - t. TWY B9 - Turning into TWY B7 and TWY B8 not AVBL.
 - u. TWY C - heading S - right turn onto TWY B2 not AVBL.
 - v. TWY C - heading N - right turn onto TWY B4 restricted to MAX 36M wingspan.
 - w. TWY DOM2 - heading N - right turn onto TWY B4 not AVBL.
 - x. TWY DOM2 - left turn onto TWY G restricted to MAX 36M wingspan.
 - y. TWY G - left turn onto TWY B4 restricted to MAX 36M wingspan.
 - z. TWY G - right turn onto TWY DOM2 restricted to MAX 36M wingspan.
 - A. TWY L, TWY T1, TWY T2, TWY T3 and TWY T5 - left turn onto TWY T not AVBL.
 - B. TWY T - heading N right turn onto TWY L, TWY T1, TWY T2, TWY T3 and TWY T5 not AVBL.
 - C. TWY T1 - turning onto TWY U not AVBL.
 - D. TWY T1 - is not AVBL to ACFT exiting RWY 34R.
 - E. TWY T1 - is not AVBL to ACFT on TWY Tango.
 - F. TWY T3 and TWY T4 right turn onto RWY 16L/34R not AVBL.
 - G. TWY T4 - turning onto TWY T5 not AVBL.
 - H. TWY T4 - left turn onto TWY T6 not AVBL.
 - I. TWY T5 - turning onto TWY T4 not AVBL.
 - J. TWY T6 - right turn onto TWY T4 not AVBL.
 - K. TWY U1 - turning onto TWY U not AVBL.
 - L. RWY 16R - heading S right turn onto TWY A2 not AVBL.
 - M. RWY 16L - heading S right turn onto TWY T5 not AVBL.
 - N. RWY 16L - heading S right turn onto TWY L, TWY T2 and TWY U1 not AVBL except T2 HJ only to non-jet ACFT with 30M MAX wingspan.
 - O. RWY 34R - left turn onto TWY T4, TWY T5 or TWY T3 not AVBL.
 - P. RWY 34L - right turn onto TWY B5 not AVBL.
16. **TAXIWAY RESTRICTIONS**
- a. TWY B and TWY C, BTN RWY 07/25 and TWY B10 not AVBL to A380 ACFT due to weight limitations.
 - b. TWY T1 restricted to 52M MAX wingspan.
 - c. TWY B5 and B6 not AVBL to ACFT ABV 22,000KG MTOW. MAX tyre pressure 1,400kPa.
 - d. TWY C BTN TWY B2 and TWY F is restricted to ACFT with MAX 52M wingspan when an ACFT with 65M or greater wingspan operating on TWY B BTN TWY B2 and TWY F.
 - e. TWY C BTN TWY F and TWY B4 speed restriction MAX 20KTS applies to all ACFT ABV 52M wingspan.
 - f. TWY C BTN TWY F and TWY B4 restricted to 60.4M MAX wingspan.
 - g. TWY C2 restricted to MAX 36M wingspan.
 - h. TWY DOM2 N of TWY B4 restricted to MAX 36M wingspan.
 - i. TWY DOM3 restricted to MAX 36M wingspan.
 - j. TWY F west restriction - B747/B767 type ACFT - TWY not AVBL for INT DEP or taxiing east towards RWY 16R/34L. ACFT under tow permitted.
 - k. TWY K run-up bay RESTR to MAX 23M wingspan.
 - l. TWY T2, T3, T5, U restricted to ACFT with less than 18M wheel base and MAX 36M wingspan due 15M wide TWY.
 - m. OPS on DOM 1A at night when VIS is less than 1,200M are not permitted.
 - n. When an A380 is on TWY B2, TWY B1 restricted to ACFT MAX wingspan 52M.
 - o. ACFT entering and exiting APN using TWY INTL 1 and INTL 2 are RQ to use MNM PWR.
 - p. Due to jet blast hazard to OPS on Bays 11 and 12, ACFT with wingspan greater than 52M entering Bays 8, 9, 10, 24 and 25 must not apply breakaway or greater thrust.
 - q. ACFT with wingspan greater than 52M that have pushed back from Bay 25 and RQ a return to bay will be allocated a new bay and will not be permitted to return to Bay 25.

- r. TWY H not AVBL for A380 ACFT when RWY 07/25 in use.
- s. TWY H not AVBL during the following:
 - (i) RWY 07 arrivals.
 - (ii) RWY 25 arrivals when VIS is less than 5,000M or cloud base less than 1,500FT.
- 17. For standard taxiway routes refer to AIP DAP.
- 18. Simultaneous access to INTL bays 9, 10 and 24 by all ACFT types not permitted.
- 19. INT DEP RWY 16L FM TWY T1 not AVBL.
- 20. INT DEP RWY 34R FM TWY T3 not AVBL.
- 21. DOM1A restricted to MAX 28.5M wingspan. Special PROC apply. OPS WI DOM1A require prior approval CTC Qantaslink movements 134.525.
- 22. Qantas Bays 64 to 70 use of pilot stop line permitted only when marshaller not AVBL during thunderstorm activity.
- 23. To prevent jet blast issues on opposite ACFT parking bays where visual docking guidance system or marshaller is not AVBL, ACFT must hold on the taxiway/taxilane until visual docking guidance system or marshaller is AVBL before proceeding onto bay.
- 24. **U-TURNS ARE NOT PERMITTED AS FOLLOWS:**
 - a. RWY 16L/34R all ACFT.
 - b. RWY 16R/34L ACFT greater than 36M wingspan.
 - c. RWY 07/25 ACFT greater than 36M wingspan.
- 25. When B747-8 is parked on International ACFT PRKG Bay 25 and an A380-800 is arriving or departing International ACFT PRKG Bay 24 wingtip clearance is reduced by 0.9M from 7.5M to 6.59M.
- 26. If the visual docking guidance system on International ACFT PRKG Bay 24 is not serviceable and ACFT PRKG Bay 25 is occupied by a B748 ACFT, A380 ACFT will not be permitted to use ACFT PRKG Bay 24. If the visual docking guidance system on International ACFT PRKG Bay 25 is not serviceable and ACFT PRKG Bay 24 is occupied by a A388 ACFT, B748 ACFT will not be permitted to use ACFT PRKG Bay 25.

FLIGHT PROCEDURES

1. ESTIMATED TRAFFIC DELAYS

- 1.1. Estimated airborne traffic delays for ARR ACFT may be expected due to terminal area traffic density and/or single RWY operations:
DLY: 20MIN
EXC 2100-0100 UTC MON-FRI (1HR earlier during HDS), all ACFT that do not meet the requirements for precision RWY monitor (PRM) OPS: 30 MIN.
Note 1: Actual holding times may differ from holding estimates. Historical data on actual holding is available from the NOMIC.
Note 2: Outside the hours of daylight saving, FLT SKED BTN 2000-2059 UTC that are earlier than SEMAP arrival fix time - 30 MIN may expect further DLA associated with curfew restrictions.

2. ATC TRAFFIC MANAGEMENT SPEED

- 2.1. When not on a SID or STAR (including vectoring) - ACFT ARR or DEP SY must not exceed 250KT IAS when BLW 10,000FT AMSL. Advise ATC if a higher speed is operationally required.
- 2.2. At Sydney, a go-around from a visual approach in VMC must be carried out:
 - a. in accordance with the GLS or ILS missed approach procedure for the RWY the ACFT is using, or
 - b. as directed by ATC.
- 2.3. Circling APCH PROC to RWY 16L/34R at night is not permitted.

3. AIR TRAFFIC FLOW MANAGEMENT PROCEDURES

3.1 Slot Management Scheme

Sydney Slot Management Scheme is applicable to all airline and ACFT operators using Sydney Airport. All flights operating into and out of Sydney must obtain an Airport Coordination Limited (ACL) slot in accordance with *AIP ENR 1.9*.

3.2 Ground Delay Program (GDP) Inbound

Sydney GDP is run on demand and promulgated by NOTAM BTN 2000-1300 UTC (1HR earlier during HDS). GDP is applicable to all fixed wing, non-priority flights departing from all Australian domestic airports, arriving at Sydney. Flights to Sydney during the operation of GDP must obtain an ACL slot and Calculated Off Blocks Time (COBT) in accordance with *AIP ENR 1.9*. The COBT can be obtained through their company or the National Operations Management Centre on 1800 020 626^.

In addition, flights departing from Bankstown or Camden for a landing in Sydney must contact ATC on 02 9556 6515 prior to starting engines.

3.3 GDP Outbound

After receiving Airways Clearance, all aircraft subject to GDP are required to report when ready for pushback/taxi on Sydney Coordinator FREQ 127.6 MHz. If required, Sydney Coordinator will check compliance with COBT and apply relevant ATFM procedures.

Sydney Coordinator will advise aircraft to monitor Ground on 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.

4. PRECISION RUNWAY MONITOR (PRM) OPERATIONS

4.1. When PRM OPS is nominated on the ATIS, pilots must advise ATC prior to 120DME SY (or on first CTC with ATC if departing WI 120DME SY) if unable to participate.

Note 1: Refer to DAP EAST SY PRM User Instructions.

Note 2: During PRM OPS, PRM-capable ACFT will be afforded priority over ACFT that are not PRM capable.

Note 3: A serviceable Mode S transponder is required to participate in PRM operations.

5. RADIO FAILURE PROCEDURES - INDEPENDENT VISUAL APPROACHES

5.1 In the event of a radio failure (or blocked FREQ) on the DIRECTOR FREQ, pilots must comply with the following actions:

a. ON PILOT NAVIGATION (IF VISUAL)

SQUAWK 7600 immediately.

Track to intercept final at a MAX 30DEG prior to the IAF of the nominated RWY.

DO NOT PASS THROUGH FINAL FOR THE NOMINATED RWY.

b. ON A RADAR ASSIGNED HEADING

SQUAWK 7600.

Maintain assigned vector for no longer than 2 minutes. Track as required to join final for the nominated RWY at a MAX 30DEG intercept to commence final.

DO NOT PASS THROUGH FINAL OF THE NOMINATED RWY.

5.2 Pilots should attempt to contact the alternate DIRECTOR FREQ (126.1/125.3). Attempts should also be made on the TWR FREQ.

6. ARRIVAL PROCEDURES

6.1. By day, ATC may use 2,400M RWY separation between ACFT ARR to RWY 16R/34L. Both ACFT may occupy the RWY during application of the standard.

6.2. ACFT up to and including A330/B787/B772 type may be processed to land on either of the parallel RWY 16L/R or 34L/R.

6.3. ACFT landing RWY 16R RQ approval to vacate to the left on TWY F, B3 and B4.

6.4. ACFT landing RWY 16L/34R are to remain on TWR frequency 124.7 until W of TWY S and then contact Ground frequency 121.7.

6.5. ACFT landing RWY 34R and vacating TWY T2 are to TAX via TWY U and TWY U1 unless otherwise advised.

6.6. ACFT landing RWY 07/25 RQ approval to vacate on TWY C.

6.7. All ARR ACFT are required to advise PRKG bay on first contact with SY GND.

7. DEPARTURES

- 7.1. 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 DEP by jet ACFT on RWY 34L are NOT PERMITTED, except for medical priority flights. In the event TWY A6 is not available for DEP due TWY or RWY availability, TWY A5 may be used for jet ACFT DEP on RWY 34L.
- b. RWY 16R for DEP to S, W and NW, and DEP FM the INTL terminal.
- c. RWY 16L for DEP to N and E.
- d. RWY 34L for DEP to the W, NW and non-jets to the S, and DEP FM the INTL terminal.
- e. RWY 34R for DEP to the N and jets to the S.

Note 1: ACFT which operationally require to use RWY 16R/34L or RWY 07/25 must notify ATC at Clearance Delivery Stage.

Note 2: DEP ACFT up to and including A330/B787/B772 type may request or be offered DEP from RWY 16L/34R at Clearance Delivery Stage.

Note 3: JET DEP to South may be assigned RWY 16L for traffic management purposes.

8. GROUND CONTROL

- 8.1 Unless directed otherwise by ATC, the following taxiway routes apply:

TWY B - northbound

TWY C - southbound

TWY B10 - eastbound between TWY C and RWY 16L/34R

TWY L - westbound between RWY 16L/34R and TWY B

8.2 Tug Operations

All tugs requesting clearance for pushback and/or tow, must make initial contact with Sydney Coordinator on 127.6 MHz.

Sydney Coordinator will advise the tug to monitor Ground on 121.7 MHz or 126.5 MHz as appropriate.

Do not contact Ground, monitor only.

SMC will initiate contact with the tug when able to process their operation.

8.3 Repositioning Aircraft

All aircraft requesting repositioning must make initial contact with the Sydney Coordinator on 127.6 MHz.

Sydney Coordinator will advise the repositioning aircraft to monitor Ground on 121.7 MHz or 126.5 MHz as appropriate.

Do not contact Ground, monitor only.

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

8.4 Engine Runs

All aircraft requiring engine runs must make initial contact with the Sydney Coordinator on 127.6 MHz, and advise the relevant engine run approval number (Refer *Additional Information Note 5*).

Sydney Coordinator will advise the aircraft to monitor Ground on 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 the engine run.

9. LOW VISIBILITY

9.1 Operations

- 9.1.1 For CASA approved operators, RWY 16R/34L and 16L/34R are capable of supporting takeoffs with an RVR of not less than 125M.

- 9.1.2 For CASA approved operators, RWY 07/25 is capable of supporting takeoffs with an RVR of not less than 350M.

9.2 Procedures

- 9.2.1 Preparations for the activation of Low Visibility Procedures (LVP) are commenced when visibility has reduced to 2,000M. This ensures that the LVP are in force at or just prior to the visibility reducing to 800M.

- 9.2.2 When visibility reduces to 2,000M or below and/or observed cloud base is BKN or OVC at or below 600FT, ATC will protect the ILS by using the CAT I/II RHP at TWY A and CAT I RHP at TWY T.

- 9.2.3 All aircraft required to depart from the full length of the assigned runway.

- 9.2.4 Aircraft under tow during LVP require SYD Safety Vehicle escort. Contact Car 2 on 02 9667 9824 to request Safety Vehicle attendance.

- 9.2.5 Any pilot unsure of their position whilst operating on the Manoeuvring Area must Hold Position (STOP) and immediately advise ATC.
- 9.2.6 Radio failure - Aircraft must hold position and await further guidance from a Follow Me vehicle.
- 9.2.7 Instrument RVR provided at touchdown zone, midpoint zone and end zone for each RWY.
- 9.2.8 ATC uses Advanced Surface Movement Guidance Control System (A-SMGCS) to monitor ACFT and vehicles on the Manoeuvring Area.
- 9.2.9 If A-SMGCS is Unserviceable during LVP:
- ATC will further restrict aircraft and vehicles access to and movements on the Manoeuvring Area.
 - Position reporting procedures will be implemented as required by ATC.
- 9.2.10 **A380 ACFT during Low Visibility**
- During LVP the following TWY RESTR apply to A380 ACFT:
 - A380 ACFT to DEP FM TWY A1 and A6 when OPR RWY 16R/34L.
 - TWY F not AVBL for INT DEP.
 - A380 ACFT under TOW not permitted to cross RWY 16R/34L.
 - Additional RESTR apply to A380 ACFT during LVP as the ILS critical and sensitive areas are obstructed by A380 ACFT tail when holding at RWY hold points. For INFO on the RESTR CTC AD OPR on 61 2 9667 9888 (BH) or 61 2 9667 9824 (24HR) for ACFT OPR RESTR DOC.
 - Refer to *AIP DAP* for Aerodrome Ground Movement Chart.
10. **AIRWORK IN THE SYDNEY TERMINAL AREA**
- 10.1 Pilots intending to conduct airwork within 45NM of YSSY must obtain approval from Sydney ATC, PH 02 9556 6853[^]. Survey or airwork maps should be submitted at least 30MIN prior to making contact. Survey flights are subject to TFC and ATC workload. Operational restrictions can be expected, including possible delays.
- 10.2 Helicopter banner towing is not permitted to or from the aerodrome.
- 10.3 Flight notification acceptance by radio is subject to ATS workload. VFR operations in Sydney Class C airspace should flight plan prior to departure. Failure to do so may result in lengthy delays.
11. **TRAINING FLIGHTS**
- 11.1 Training is not permitted at SY except as set out in the following paragraphs.
- 11.2 At any time, ARR Scheduled ACFT may be permitted to carry out a PILS or LOC APCH at the conclusion of each leg of flights to SY, provided that:
- the pilot in command has stated that the APCH is RQ for licence renewal purposes; or
 - the ACFT lands straight ahead and does not use a RWY other than the RWY currently in use, merely for the purpose of carrying out the practice.
- 11.3 All training is at the discretion of ATC as TFC and workload permit.
- 11.4 ILS training is also AVBL at RI. See separate entry for conditions.
- 11.5 Flying Operations Inspector test and check flights are permitted on any of the aids in the SY Terminal Area, subject to appropriate warning and ATC TFC handling capacity.
- 11.6 No helicopter training is permitted to or from the heliport.
- 11.7 Airline companies may carry out ACFT checking and testing flights, other than under asymmetric COND, but these will be limited to 2 circuits by any company in one day.
- 11.8 MIL ACFT on PILS or LOC APCH must intercept the LOC at or ABV 3,000FT.
12. **LOW LEVEL POLICE HELICOPTER OPERATIONS**
- 12.1 Random low level police HEL OPS will occur in Sydney Class C Airspace.
- 12.2 HEL will operate outside an exclusion area based on each RWY THR at SY and not ABV 700FT.
- 12.3 Mutual traffic information will not be passed BTN police HEL and fixed wing ACFT arriving and departing SY unless ATC considers TFC information is REQ.
- 12.4 TFC information will be passed to police HEL about AD HOC OPS and other HEL in SY Class C Airspace.
- 12.5 Police HEL will be responsible for sighting and avoiding TFC or moving away FM the area of conflict.

13. HELICOPTER GROUND OPERATIONS

13.1 Operating procedures helicopter facility:

- a. Helipad H1 restricted to 16.4M rotor diameter and BLW.
- b. Helipad H2 and company parking pads restricted to 14.7M rotor diameter and BLW.
- c. HEL with rotor diameter greater than 14.7M will require special parking position. HEL OPR to contact AD OPR for parking position. Minimum 24HR notice.
- d. ATC are required to apply wake turbulence separation standards between simultaneous operations on RWY 07/25 and helipad H1.
- e. When parked, no part of a helicopter shall be within 3M of a marked roadway.
- f. Helicopter PRKG on paved areas is restricted to marked PRKG positions only.

13.2 HJ Operations

13.3 HEL shall arrive and depart H1 as directed by ATC. If H1 is unsuitable for safety reasons, or due to extended occupancy of H1, HEL with MAX rotor diameter of 14.7M may use H2 or company parking positions subject to the following requirements:

- a. **INBOUND.** Pilots should advise SY TWR (FREQ 120.5 or 124.7) of their intended landing position (if not H1) prior to descent.
- b. **OUTBOUND.** Pilots should advise current parking position and intended departure position (if different) on first contact with Sydney Tower (FREQ 120.5 or 124.7). Movements to and from company parking positions shall be conducted only by pilots employed by or otherwise operating under the OPS manual of a helicopter organisation based at Sydney Airport and who are experienced in such operations. HEL to remain on TWR (AD CTL) FREQ when DEP SY until instructed to call on a discrete FREQ.

13.4 HN Operations

- a. **INBOUND** HEL required to use H1 and TAX to parking position via H2. For final approach omni directional LGT located 110M FM centre H1 on bearing 084 DEG MAG, 264 DEG MAG, 354 DEG MAG.

- b. **OUTBOUND** HEL required to TAX via H2 for DEP FM H1.

13.4.1 TWY for air taxiing HEL FM H1 to RWY 07/25 AVBL H24.

13.4.2 Access to corporate aviation apron as approved by AD OPR, restricted to wheeled HEL and BLW 14.7M rotor diameter. Ground taxiing via the 30M MAX wing span TWY DOM5.

13.4.3 Parking Facilities

H3 - Public. AVBL for short term PRKG - MAX 2HR limit.

H4/H5/H6/H7/H8/H9/H10 - Leased.

Due to security restrictions, access to and from area must be arranged with local FBO.

13.4.4 No helicopter OPS permitted near INTL or DOM terminals or on INTL or DOM aprons.

14. HELICOPTER ROUTE OPERATIONS

General

14.1 Procedures are promulgated using coded designators and clearances for routes regularly flown by HEL operating in SY terminal airspace. The route coded clearances and operating requirements are as identified hereunder:

14.2 HEL routes are to be considered as access lanes for the purpose of *CASR 91.265(4)(g)* and *91.267(3)(j)*.

14.3 Coded Clearances

14.4 The routes have been given geographical designators and a direction which must be used in all radio communication. Clearance via a specific route authorises a pilot to fly the route at the altitudes specified.

14.5 The clearances are used for flights both inbound to and outbound FM SY Airport, or within designated geographical areas within the Control Zone.

Note 1: The clearance contains route and altitude instructions. If landing at SY Airport, a frequency transfer and clearance limit are specified.

Note 2: If the instruction "MAINTAIN..." is included in the clearance, the descent clearance included within the designated clearance is cancelled.

Note 3: ATC may amend the altitudes specified.

14.6 Coded Route Clearances and Operating Requirements

BONDI 5 - SOUTHBOUND

At ALT not above 1,000FT TR from Sydney Heads E of the coast to Ben Buckler (northern headland of Bondi Beach); descend to 500FT by Ben Buckler; thence TR E of the coast to Long Bay headland (southern headland of Maroubra Beach); ALT 500FT. If intending to land at SY Airport contact SY Tower 124.7 approaching Maroubra Beach.

BONDI 5 - NORTHBOUND

TR E of the coast from Long Bay headland (southern headland of Maroubra Beach) to Ben Buckler (northern headland of Bondi Beach); ALT 500FT; thence climb to not above 1,000FT and remain E of the coast to Sydney Heads.

Special Procedures for Use With BONDI 5

The following should be noted in relation to BONDI 5:

A. The route is designated principally for single engine HEL. Delays may occur when RWY 07 is in use for DEP, or RWY 25 for ARR at YSSY Airport; and

B. The route is not AVBL in either direction when RWY 16 PRM approaches are being conducted at YSSY Airport; and

C. In addition to the ATC FREQ, pilots should maintain a listening watch on 120.8 for information on traffic operating on route VICTOR ONE (V1).

ROSEHILL 5 - INBOUND

TR FM Rosehill Racecourse to Rookwood Cemetery, then via the Cooks River and Canterbury Racecourse to the Novotel (Sydney International Airport) Hotel; ALT 1,000FT. At Canterbury Racecourse descend to 500FT.

Clearance Limit: Novotel (Sydney International Airport) Hotel.

Contact TWR 120.5 at Canterbury Racecourse.

ROSEHILL 5 - OUTBOUND

TR via the Novotel (Sydney International Airport) Hotel and the Cooks River to Rookwood Cemetery, then direct to Rosehill Racecourse; ALT 1,000FT. FREQ change at Rookwood Cemetery approved, control service terminated at Rookwood Cemetery.

ERSKINEVILLE 5 - INBOUND

TR Darling Harbour to Central Railway thence via the railway line to Redfern Railway Station, thence via Erskineville Oval; ALT 1,000FT (climb over water if DEP R405A) thence DCT to The Stamford on descent to 500FT.

Clearance Limit: The Stamford.

Contact TWR 124.7 at Erskineville Oval.

ERSKINEVILLE 5 - OUTBOUND

TR via The Stamford to Erskineville Oval thence via Redfern Railway Station and the railway line to Central Railway and DCT to Darling Harbour; ALT 1,000FT. If entering R405A, descend over water to 500FT before passing millers point. FREQ change at Central Railway approved, control service terminated at Central Railway.

HARBOUR BRIDGE 5 - INBOUND (for arrival from R405B)

TR South Pylon of the Harbour Bridge to Darling Harbour thence Central Railway thence via the railway line to Redfern Railway Station, thence via Erskineville Oval; ALT 1,000FT; thence DCT to The Stamford on descent to 500FT.

Clearance Limit: The Stamford.

Contact TWR 124.7 at Erskineville Oval.

HARBOUR BRIDGE 5 - OUTBOUND (for entry to R405B)

TR via The Stamford to Erskineville Oval thence via Redfern Railway Station and the railway line to Central Railway thence DCT to Darling Harbour thence over water to South Pylon of the Harbour Bridge to enter R405B; ALT 1,000FT. FREQ change at Central Railway approved, control service terminated at Central Railway.

BARRACKS 5 - INBOUND

TR FM Rushcutters Bay to Victoria Barracks; ALT 1,000FT; then via the SCG to Moore Park Supa Centre (corner Dacey Avenue and South Dowling Street), thence E of South Dowling Street and Southern Cross Drive via the Gardeners Road thence Wentworth Avenue overpasses on descent to 500FT.

Clearance Limit: Road junction overpass at the intersection of Southern Cross Drive and Wentworth Avenue.

Contact TWR 124.7 at the SCG.

BARRACKS 5 - OUTBOUND

TR E of Southern Cross Drive and South Dowling Street to the Moore Park Supa Centre (corner Dacey Avenue and South Dowling Street); ALT 1,000FT, thence via Victoria Barracks to Rushcutters Bay. FREQ change at Moore Park Super Centre approved, control service terminated at Moore Park Super Centre.

MAROUBRA 5 - INBOUND

TR FM Maroubra Beach via Fitzgerald Avenue to Bunnerong Road (Heffron Park) to East Gardens Shopping Centre; ALT 1,000FT (climb over water), thence N of Wentworth Avenue to the intersection with Southern Cross Drive on descent to 500FT.

Clearance Limit: Road junction overpass at the intersection of Wentworth Avenue and Southern Cross Drive.

Contact TWR 124.7 at Heffron Park.

MAROUBRA 5 - OUTBOUND

TR via Southern Cross Drive and N of Wentworth Avenue to East Gardens Shopping Centre; ALT 1,000FT, thence via Fitzgerald Avenue to Maroubra Beach. E of the coast descend to 500FT. FREQ change at Maroubra Beach approved if entering V1, control service terminated at Maroubra Beach if entering V1.

CAPE BANKS 5 - INBOUND

TR FM Cape Banks, thence via the eastern shore of Botany Bay to the Port Botany Container Terminal; ALT 500FT.

Clearance Limit: Container Terminal.

CAPE BANKS 5 - OUTBOUND

TR via the road junction overpass at the intersection of General Holmes Drive and Foreshore Road, thence via the Mill Stream and the eastern shore of Botany Bay to Cape Banks; ALT 500FT. FREQ change at Cape Banks approved, control service terminated at Cape Banks.

WANDA 5 - INBOUND

TR FM Wanda Beach, thence DCT to Towra Point to Dolls Point, thence via the W shore of Botany Bay to ABM the Brighton Novotel, remaining over water; ALT 500FT.

Clearance Limit: The Brighton Novotel.

WANDA 5 - OUTBOUND

TR via the western shore of Botany Bay to Dolls Point, remaining over water at all times, thence Towra Point to Wanda Beach; ALT 500FT. FREQ change at Wanda Beach approved, control service terminated at Wanda Beach.

GEORGES RIVER 5 - INBOUND

TR via CHOPPERS SOUTH (Intersection of two creeks enclosing a sewerage treatment works, 2.1NM S of BK) to Picnic Point, thence via the Georges River to Dolls Point; ALT 1,000FT. E of the Georges River Bridge descend to 500FT; then track via the western shore of Botany Bay to ABM the Brighton Novotel, remaining over water.

Clearance Limit: The Brighton Novotel.

Contact TWR 120.5 at the Georges River Bridge.

GEORGES RIVER 5 - OUTBOUND

TR via the western shore of Botany Bay to Dolls Point, remaining over water at all times; ALT 500FT; then via the Georges River to Picnic Point. W of Captain Cook Bridge climb to 1,000FT. FM Picnic Point TR to CHOPPERS SOUTH (Intersection of two creeks enclosing a sewerage treatment works, 2.1NM S of BK). Contact BK Tower 132.8 approaching Picnic Point.

15. **HELICOPTER INBOUND/OUTBOUND PROCEDURES**

15.1 The procedures promulgated in *AIP ENR 1.1* for OPS within HEL access corridors apply.

15.2 **Inbound to Sydney Airport:**

- a. Contact ATC approximately five (5) minutes before the prescribed entry gate and advise intentions, e.g. "HOTEL ECHO LIMA, REQUEST ROSEHILL 5 INBOUND"; and
- b. For the following designated routes, pilots must contact SYDNEY TERMINAL 135.1:
 BOND I 5 - SOUTH or NORTHBOUND
 ROSEHILL 5 - INBOUND
 ERSKINEVILLE 5 - INBOUND
 HARBOUR BRIDGE 5 - INBOUND
 BARRACKS 5 - INBOUND
 MAROUBRA 5 - INBOUND

Note 1: SYDNEY TERMINAL will direct the pilot to call the appropriate APP or DEP frequency for clearance.

Note 2: Contact TWR at the frequency transfer point, unless advised otherwise.

- c. For CAPE BANKS 5 INBOUND, pilots must contact TWR 124.7 for airways clearance.
- d. For WANDA 5 INBOUND, pilots must contact TWR 120.5 for airways clearance.

15.3 Outbound FM Sydney Airport:

Contact Sydney Delivery 133.8, advise intentions and request clearance for designated routes:

ROSEHILL 5 - OUTBOUND
ERSKINEVILLE 5 - OUTBOUND
HARBOUR BRIDGE 5 - OUTBOUND
BARRACKS 5 - OUTBOUND
MAROUBRA 5 - OUTBOUND
CAPE BANKS 5 - OUTBOUND
WANDA 5 - OUTBOUND
GEORGES RIVER 5 - OUTBOUND

Note: Receipt of this clearance does not constitute a takeoff clearance.

If DEP FM Airport Heliport, contact TWR 120.5 for takeoff clearance for:

ROSEHILL 5 - OUTBOUND
WANDA 5 - OUTBOUND
GEORGES RIVER 5 - OUTBOUND
or contact TWR 124.7 for takeoff clearance for:
ERSKINEVILLE 5 - OUTBOUND
HARBOUR BRIDGE 5 - OUTBOUND
BARRACKS 5 - OUTBOUND
MAROUBRA 5 - OUTBOUND
CAPE BANKS 5 - OUTBOUND.

Note: FM elsewhere on the airport contact SYDNEY GND 121.7.

15.4 Flight in Proximity to Bankstown:

When operating via GEORGES RIVER 5, and not LDG or DEP BK, pilots must contact BANKSTOWN TOWER on 132.8 when tracking WI 3NM of the BK CTR.

15.5 Terminal Airspace Sectors for Helicopter Operations:

- a. To reduce FREQ congestion, the following six commonly used geographically defined areas are designated with lateral and vertical limits:

- (i) The CITY EAST SECTOR defined as the area bounded by Rushcutters Bay, Sydney Cricket Ground, Southern pylon Sydney Harbour Bridge, Fort Denison, Clark Island, Rushcutters Bay. ALT - not ABV 2,000FT.

Note: "CITY EAST_SECTOR" means that the ACFT is cleared to operate within the lateral boundaries of the CITY EAST_Sector, not ABV 2,000FT, in compliance with CASR 91.265(4)(g) and 91.267(3)(j).

- (ii) The CBD Sector: defined as the area bounded by Rushcutters Bay, Sydney Cricket Ground, Cleveland Street, Regent Street, George Street, Southern pylon Sydney Harbour Bridge, Fort Denison, Clarke Island, Rushcutters Bay. ALT -not ABV 2,000FT.

Note: "CLEARED CBD SECTOR" means that the ACFT is cleared to operate within the boundaries of the CBD Sector, not ABV 2,000FT, in compliance with CASR 91.265(4)(g) and 91.267(3)(j).

- (iii) The NORTH HARBOUR Sector: defined as the area NE of a line St Ives Showground, Roseville Bridge, Sydney Harbour Bridge North Pylon then via the northern shore of Sydney Harbour to Middle Head then Manly. ALT - not ABV 1,500FT.

Note: "CLEARED NORTH HARBOUR SECTOR" means that the ACFT is cleared to operate within the lateral boundaries of the NORTH HARBOUR Sector, not ABV 1,500FT, in compliance with CASR 91.265(4)(g) and 91.267(3)(j).

- (iv) The NORTHERN BEACHES Sector: defined as the area east of a line Long Reef, Spit Bridge, Sydney Harbour Bridge North Pylon then via the northern shores of Sydney Harbour to Middle Head then Manly. ALT - not ABV 1,500FT.

Note: "CLEARED NORTHERN BEACHES SECTOR" means that the ACFT is cleared to operate within the lateral boundaries of the NORTHERN BEACHES Sector, not ABV 1,500FT, in compliance with CASR 91.265(4)(g) and 91.267(3)(j).

- (v) The SOUTH HARBOUR Sector: defined as the area bounded by lines joining Sydney Harbour Bridge North Pylon, Sydney Harbour Bridge South Pylon, then via the southern shoreline of Sydney Harbour to South Head then Manly to Middle Head, then via the northern shoreline of Sydney Harbour to Sydney Harbour Bridge North Pylon. ALT - not ABV 1,500FT.

Note: "CLEARED SOUTH HARBOUR SECTOR" means that the ACFT is cleared to operate within the lateral boundaries of the SOUTH HARBOUR Sector, not ABV 1,500FT, in compliance with CASR 91.265(4)(g) and 91.267(3)(j).

- (vi) The MANLY Sector defined as the area North of line South Head to Middle Head to the Spit Bridge, East of a line Spit Bridge to intersection Pittwater and Warringah Roads to Curl Curl Beach, Coastal Southbound to South Head. ALT - not ABV 1,500FT.

Note: "CLEARED MANLY SECTOR" means that the ACFT is cleared to operate within the lateral boundaries of the MANLY Sector, not ABV 1,500FT, in compliance with CASR 91.265(4)(g) and 91.267(3)(j).

- b. HEL (to/FM SY Airport or overfly SY Airport) not cleared via 'coded' routes will normally be cleared as follows:

15.6 When RWY 16 or RWY 34 are in use:

- a. via East Lakes Golf Course FM the NE or SE quadrant; or
b. via St George Hospital FM NW or SW quadrant;

15.7 When RWY 07 or RWY 25 are in use:

- a. via SCG in the NE quadrant; or
b. via BBH in the SE quadrant; or
c. via CBY in the NW quadrant; or
d. via GRB in the SW quadrant.

16. **OPS IN R405 A AND B (Refer associated diagram)**

GENERAL

16.1 R405 is established for use by SEAPLANES and HEL with MTOW not above 2,500KG; or have been shown by tests of a standard acceptable to the CASA/Airservices Australia, to not exceed the noise limits specified in:

- a. (for HEL) ICAO Annex 16 Volume 1 Chapter 8 for a HEL of 2,500KG MTOW, or Chapter 11; or
b. (for SEAPLANES) ICAO Annex 16 Volume I Chapter 6 or Chapter 10.

16.2 The *CASR Part 91, 133 and 138* minimum height rules apply to all operations in R405.

16.3 Operations are restricted to VMC by day. Unless specifically authorised by CASA, HEL operations at night are permitted only by AOC, *Part 141* certificate or aerial work certificate holders conducting NVIS operations in accordance with the relevant rules in *CASR Part 91, 133 or 138*.

16.4 SSR PROCEDURES. All ACFT operating in R405 are to squawk CODE 1200.

16.5 HEL LANES. HEL transit and access lanes are established within R405 A and B details of which are provided BLW. Except as authorised by CASA, OPS by HEL WI R405 A and B must be confined to the HEL lanes, and SEAPLANES must be confined to transit lanes, for other than climb and descent to landing sites immediately adjacent to the lanes.

16.6 MIL HEL ABV 2,500KG MTOW may transit R405B E of Fort Denison over water, not ABV 1,000FT on QNH, for access to MIL establishments WI R405.

16.7 SEAPLANES may operate in R405 A and B as follows:

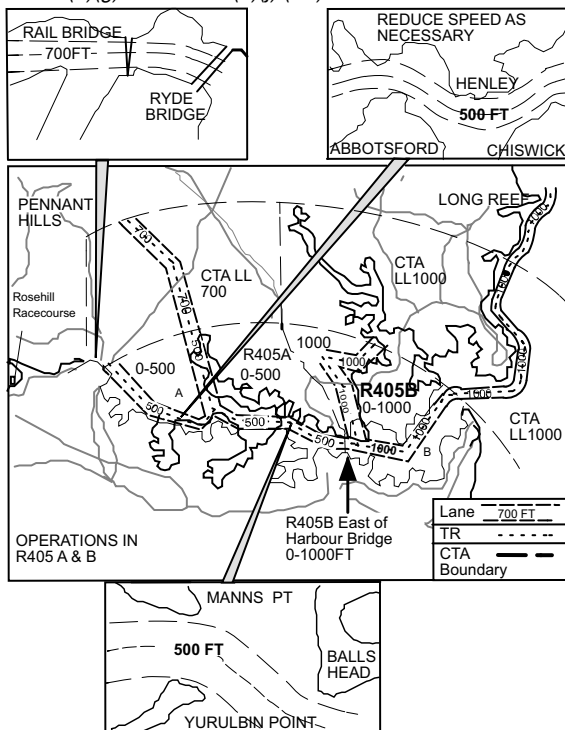
- a. over water at all times;
b. WI R405A not above 500FT on QNH;
c. WI R405B not above 1,000FT on QNH;
d. not use any HEL access lane; and
e. no OPS beneath the Sydney Harbour Bridge or Gladesville Bridge except as authorised by CASA and the Sydney Harbourmaster.

16.8 BROADCAST intentions entering and leaving R405 on FREQ 120.8 MHz. This FREQ is not monitored by Airservices Australia.

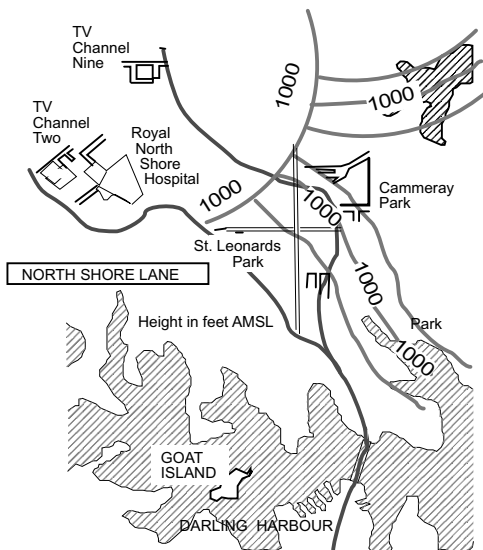
16.9 Entry into R405B from the east, and departure from R405B to the east, must be made over water via Sydney Heads. Transit from Victor 1 overland into R405B is not permitted.

NOTE: EMERGENCY TRANSMISSIONS SHALL BE MADE ON 124.55 MHz.

17. **HEL TRANSIT AND ACCESS LANE PROCEDURES (Refer associated diagram)**
- The ALT specified for each lane shall be maintained during lane transit.
 - Pilots are to keep to the right when flying along a HEL lane.
 - Pilots unfamiliar with the HEL lanes and PROC shall obtain a briefing FM a local HELOPR or Flying School.
 - HEL transit lanes are to be considered as access lanes for the purpose of *CASR 91.265(4)(g)* and *91.267(3)(j). (3A)*.



HELICOPTER TRANSIT LANE



HARBOUR LANE

The harbour lane FLW the Parramatta River FM Silverwater to Ryde Road bridge, Gladesville Bridge, the southern pylon of Sydney Harbour Bridge, ABM Bradley's Head, ABM Middle Head, Sydney Heads and thence coastal to Long Reef. The lane is over water. The ALT to be flown are:

- e. Not BLW 700FT on QNH from Silverwater to Ryde road bridge;
- f. 500FT on QNH BTN Ryde road bridge and the Harbour Bridge;
- g. 1,000FT on QNH BTN the Harbour Bridge and Middle Head, Climb and descent to be conducted east of the Harbour Bridge.
- h. Not ABV 1,000FT on QNH, over water, BTN ABM Middle Head and Long Reef.

18. HELICOPTER ACCESS LANES

- a. **LANE COVE RIVER LANE.** An access lane from Gladesville Bridge to Pennant Hills via Northern Suburbs Cemetery follows the Lane Cove River valley to Pennant Hills. The ALT to be flown are:
 - (i) 500FT on QNH between Gladesville Bridge and Delhi Rd;
 - (ii) 700FT on QNH between Delhi Rd and Pennant Hills.
- b. **NORTH SHORE LANE.** An access lane for the HLS near the Royal North Shore Hospital/Channel 9/Channel 2 is shown on the expanded diagram ABV. The ALT to be flown is 1,000FT on QNH.

19. VFR COASTAL ROUTE VICTOR 1

19.1 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.

- a. The Coastal Route is depicted on the SY VTC and Sydney General Flying Guide (SY GFG) and may be flown in either direction. Operations are restricted to VMC by day only.
- b. Pilots are required to use SY Local QNH, available on the SY ATIS. If transponder equipped, squawk code 1200 with ALT.
- c. The carriage and use of radio is mandatory.
- d. Operations in the Coastal Route share a common VHF broadcast frequency (120.8 MHz) with helicopter and floatplane operations in R405A and R405B over Sydney Harbour.

- e. Pilots should broadcast joining the Coastal Route, stating position and intentions. Pilots of opposite direction aircraft should respond with position and intentions. Landing lights and strobes should be activated and pilots should be alert for opposite direction traffic. If possible, keep opposite direction traffic to your left.
 - f. Broadcast frequency 120.8 MHz is not monitored by SY ATC. In the event of an emergency, pilots are advised to call Sydney Centre on 125.8 MHz or 124.55 MHz, or to make an emergency broadcast on 121.5 MHz. This frequency is usually monitored by domestic and international transport aircraft.
 - g. All occupants of single-engine aircraft must wear approved life jackets for the duration of the overwater portions of the Coastal Route.
 - h. High speed military aircraft are requested to remain clear of the Coastal Route.
- 19.2 **Procedures for Operations in Victor 1 South**
- a. **Victor 1 SOUTH** extends East of the coast between the South Head of Sydney Harbour and Jibbon Point (the southern Headland of Port Hacking) and includes three coastal HLS at Wanda Beach, Cape Baily and Cape Banks. Pilots are required to maintain an altitude of exactly 500FT on Sydney Local QNH when operating in this airspace.
 - b. The requirement in **Victor 1 SOUTH** is to contain your aircraft in Class G airspace and clear of the SY CTR.
 - c. To avoid the SY CTR you must NOT Coastal Fly the Sydney southern beaches between Ben Buckler (the northern headland of Bondi Beach) and Long Bay headland (the southern headland of 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).
 - d. 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.
 - e. Some helicopters and beach patrol aeroplanes may have been cleared to coastal fly between Bondi and Maroubra and may not continuously monitor 120.8 MHz.
 - f. The CTA lower limit south of Jibbon Point and east of the coast is 1,000FT. North of Jibbon Point the lower limit of the CTA is 500FT.
- 19.3 **Wake Turbulence Risk in Victor 1 South**
- a. Runway information is available on the SY ATIS and will assist pilots to anticipate aircraft overflying **Victor 1 SOUTH** to or from Sydney Airport and to determine the wake turbulence risk.
 - b. The wake turbulence standard of 1,000FT vertical separation from heavy aircraft may not always be achievable when flying in **Victor 1 SOUTH**.
 - c. Under normal circumstances, aircraft arriving and departing Sydney airport will be at least 500FT higher than the CTA step (500FT higher than traffic on **Victor 1 SOUTH**). However, there is always the possibility of an aircraft departing Sydney airport experiencing impaired performance and, under these circumstances, the 500FT vertical separation design buffer might be infringed. Pilots flying in **Victor 1 SOUTH** should be aware of the possibility of this occurrence, and of the requirement to see and avoid all other aircraft.
 - d. Because of the unpredictable nature of wake turbulence, pilots must remain vigilant of the proximity of a heavy aircraft, and on becoming aware of the presence of such an aircraft, adjust their flight path to remain well clear of the affected airspace.
 - e. The recommended wake turbulence separation standard behind and below a medium or heavy aircraft is 6NM or 3 minutes.
- 19.4 **Procedures for Operations in Victor 1 North**
- a. **Victor 1 NORTH** extends east of the coast between Dee Why (12DME SY) and the South Head of Sydney Harbour and has a maximum altitude of 1,000FT on SY Local QNH.
 - b. All operations in **Victor 1 NORTH** must be conducted between 500FT and 1,000FT.
 - c. Operations in **Victor 1 NORTH** below 1,000FT must remain over water at all times.
 - d. South Head is the northern limit of **Victor 1 SOUTH** and pilots should ensure that their aircraft remains clear of Class C airspace when transiting from **Victor 1 NORTH** to **Victor 1 SOUTH**.
 - e. Ensure that you reach 500FT before passing South Head southbound.

20. SIGHTSEEING FLIGHTS OVER SYDNEY HARBOUR**20.1 Harbour Scenic Flights**

- a. 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.
- b. You should submit flight notification before your flight to minimise delays and you may be cleared for one of two standard scenic flight routes, 'Harbour Scenic ONE' or 'Harbour Scenic TWO' which are described below.
- c. The routes are flown at an altitude of 1,500FT on Sydney Airport Local QNH, which is available on the SY ATIS.

20.2 Airways Clearance Requests

- a. Track via Class G airspace to Long Reef. Contact Sydney Terminal (135.1 MHz) prior to reaching Long Reef and request a 'Harbour Scenic'.
- b. You must remain in Class G airspace until in receipt of a clearance, which will be in the form, 'Cleared Harbour Scenic ONE' (or 'TWO').

20.3 Coded Clearances

- a. A 'Harbour Scenic' clearance authorises you to fly the nominated route at 1,500FT.
- b. Your read back of 'Cleared Harbour Scenic ONE' (or 'TWO') acknowledges that you will track via the nominated route and maintain 1,500FT.

20.4 Harbour Scenic One

- a. At 1,500FT AMSL, track Long Reef direct to the Harbour Bridge.
- b. Remain east of the Harbour Bridge and commence a left turn, remaining North of the Opera House.
- c. Conduct 2 left orbits, remaining east of the Harbour Bridge, north of the Opera House and west of Garden Island.
- d. On completion of the second orbit track via North Head to Manly Beach.
- e. From Manly Beach track east of the coast to Long Reef. Report passing Manly northbound. Refer following para.

20.5 Harbour Scenic Two

- a. At 1,500FT AMSL, track Long Reef direct to Chatswood Central Business District (CBD).
- b. Conduct 2 left orbits, remaining east of the Chatswood CBD and west of the Roseville Bridge.
- c. On completion of the second orbit track to Manly Beach.
- d. From Manly Beach, track east of the coast to Long Reef.
- e. Report passing Manly northbound. Refer following para.

20.6 Entry into Victor 1 South Following a Harbour Scenic

- a. Request DESCENT into **Victor 1 SOUTH** approaching Manly Beach.
- b. Subject to traffic, and when established east of the coast, you may be cleared to leave the control area on descent.
- c. Report to ATC leaving 1,500FT 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.
- d. You must reach 500FT before passing South Head southbound.
- e. Report to ATC when established at 500FT in **Victor 1 SOUTH**.

20.7 Additional Information

Expanded details and a diagrammatic representation of these procedures are provided on the Sydney General Flying Guide.

NOISE ABATEMENT PROCEDURES

Noise Abatement Procedures (NAP) and Curfew applies. Refer AIP DAP.

ADDITIONAL INFORMATION

1. SECURITY REQUIREMENTS - All fixed wing and HEL crew operating at SY, must hold either Australian or SYD Aviation Security Identity Card (ASIC). Operations must be facilitated through a SY based Fixed Base Operator (FBO) or ground handler to be met on arrival or departure to be escorted to and from the ACFT. Contact details for FBO and Ground Handling Services are available from Sydney Airport Web site:
<https://www.sydneyairport.com.au/corporate/partner-with-us/services>.
2. Animal hazard exists. Increased numbers of the following species are expected during the specified periods: Grey headed flying fox exist after last LGT and numbers can be high DEC-JUN. Peak activity APR-JUN. Australian white ibis numbers can be high JUN-NOV with flocks transiting across RWY 16R/34L BTN TWY B8 and TWY L. Silver gull numbers will be high during periods of rain with flocks transiting across runways in any direction.
3. ACFT carrying dangerous goods Class 1 explosives excluding 1.4 and 1.6 require prior approval from AD OPR. Minimum 48HR notice. Phone 61 2 9693 3290.
4. ACFT carrying livestock require prior approval FM AD OPR. Minimum 24HR notice. Phone 61 2 9667 9921.
5. All ACFT, unless associated with the NORMAL preparation for flight, are not permitted to conduct engine runs, including idle power, without prior authorisation from AD OPR, Phone 61 2 9667 9824 or 0419 278 208.
6. Caution: due to the nature of OPS at YSSY, possible wake turbulence may exist when the wind is from the W to NW at 5KT or greater, during parallel RWY 34 OPS.
7. Weather balloon launch APRX 0545 Local FM 80M W ARP. Launches may occur at other times.

CHARTS RELATED TO THE AERODROME

1. WAC 3456.
2. Aerodrome Obstacle Chart Type A: RWY 07/25, 16R/34L, 16L/34R and 16L (15 DEG divergence) - the latest issue is accessible via the Sydney Airport website:
<https://www.sydneyairport.com.au/corporate/sustainability/safety-and-security/annual-obstacle-monitoring-survey>.
3. Also refer to AIP Departure and Approach Procedures.
4. Precision Approach Terrain Charts RWY 16R/34L and RWY 16L/34R AVBL via the Sydney Airport website:
<https://www.sydneyairport.com.au/corporate/sustainability/safety-and-security/precision-approach-terrain-charts>.

Note: For any issues with the Sydney Airport website links contact the Aerodrome Operations Supervisor via phone: 02 9667 9824 or email: car2@syd.com.au.
