SYDNEY/NANCY-BIRD WALTON

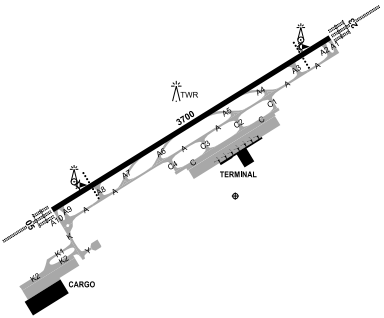
ELEV 308

AVFAX CODE 2101

NSW UTC +10 YSWS

335327S 1504306E VAR 13 DEG E CERT

AD OPR WSA Co, 40 Nancy Drive, Luddenham, NSW, 2745. Email: aocc@wsiairport.com.au. PH 02 4762 8500. ARO 0461 596 925. PH AH Airport Services Manager 02 4762 8114. Website: www.wsiairport.com.au.



REMARKS

1. PPR.
2. AD Charges: CTC AD OPR.
3. Conditions of Use AVBL FM AD OPR.
4. AD is security controlled.
5. ACFT carrying dangerous goods Class 1 (explosives) RQ approval FM AD OPR. MNM 48HR prior to ETA.
6. Cargo APN Controlled by AD OPR. CTC Walton APN FREQ 126.575 on entry to TXL K1.

HANDLING SERVICES AND FACILITIES

AD OPR does not provide ACFT marshalling. All requests to be directed to airline or ground handling agent.

Skytanking: H24 TEL 0420 305 872.

RESCUE AND FIREFIGHTING SERVICES

CAT 8: H24.

EMERG FREQ 131.0 MHz AVBL H24. Request via ATC.

APRONS AND TAXIWAYS

1. TWY A: Asphalt and 400M Concrete each end PCR 692/F/A/W/T WID 23
2. TWY A1 and A2: Concrete PCR 827/R/A/W/T WID 23
3. TWY A3, A8, C1, C2, C3, C4, K, Y: Asphalt PCR 692/F/A/W/T WID 23
4. TWY A4, A5 and A6: Asphalt PCR 520/F/A/W/T WID 23
5. TWY A7: Asphalt PCR 529/F/B/W/T WID 23
6. TWY A9 and A10: Concrete PCR 1182/R/C/W/T WID 23
7. TWY C: Concrete PCR 826/R/A/W/T WID 23
8. TXL K1 and TXL K2: Concrete PCR 1230/R/C/W/T WID 23
9. Passenger Apron: Concrete PCR 833/R/A/1.62MPa/T
10. Aircraft Isolation Bay: Concrete PCR 791/R/A/W/T
11. Cargo Apron: Concrete PCR 1200/R/C/W/T

SURFACE MOVEMENT GUIDANCE

1. PAX APN: A-VDGS AVBL on all stands EXC 16A, 17A and 18A. Marshalling RQ for 16A, 17A and 18A.
2. Cargo Apron: A-VDGS AVBL on all positions.
3. Movement area guidance sign INSTL on all TWY EXC TWY A3. RWY exit sign for TWY A3 not AVBL when vacating RWY 23.
4. Stop Bar microwave barrier devices (SW MW model 316-33457) on 1.2M frangible support posts installed at all RWY/TWY INT within OBST restricted area.

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AERODROME OBSTACLES

1. Various permanent obstacles such as trees and poles in take-off, approach and transitional surfaces.
2. Permanent obstacles such as trees and towers in the inner horizontal and conical surface.
3. For detailed information regarding permanent and temporary obstacles, refer to NOTAM/AIP SUP and/or CTC AD OPR.

METEOROLOGICAL INFORMATION PROVIDED

1. TAF CAT A, METAR/SPECI, AD WRNG, WS WRNG.
2. AWIS PH 02 9353 6463 - Report faults to BoM.

PHYSICAL CHARACTERISTICS

05/23	047	121a/b	PCR 692/F/A/W/T Grooved. 255M RWY ends concrete.	WID 45	RWS 280

OFZ exists.

AERODROME AND APPROACH LIGHTING

RWY 05/23	HIAL-CAT III		SDBY PWR AVBL
RWY 05/23	HIRL		SDBY PWR AVBL
RWY 05/23	PAPI	3.0 DEG66FT	SDBY PWR AVBL
RWY 05/23	RCLL		SDBY PWR AVBL
RWY 05/23	RTZL		SDBY PWR AVBL
RWY 05/23	SFL		SDBY PWR AVBL

1. ALS type and length

a. RWY 05/23 - HIAL, barrette CL: 720M.

2. RWY edge light spacing: 60M.
3. RWY CL spacing: 15M.
4. RWY edge LGT: 600M yellow, FM 600M to 3,100M white, FM 3,100M to 3,700M yellow.
5. RWY THR LGT: green, wing bars installed.
6. RWY end LGT: red, wing bars installed.
7. RWY 05/23 CL: 2,800M white, FM 2,800M to 3,400M ALTN red and white. FM 3,400M red.
8. RTZL: white, extends 900M FM threshold.
9. Wheel CLR over THR for PAPI RWY 05/23 complies with *CASA MOS 139* MNM REQ of 6M. Wheel CLR over both RWY ends not less than 6M.
10. RWY stop bars INSTL TWY A1, A2, A3, A8, A9, A10.
11. No entry bar INSTL Rapid Exit TWY (RET) A4, A5, A6, A7.

OTHER LIGHTING

1. SDBY PWR switchover time: 1 SEC for RWY and APCH LGT. 15 SEC for all other LGT.
2. All TWY: Green CL LGT.
3. ADDN elevated blue edge LGT INSTL on TWY C, K and Y within pushback areas. ADDN blue LGT on TWY C is provided at the ends of TWY near the INT with C1 and C4 to confirm the limits of TWY C.
4. Where RQ, yellow inset intermediate holding position LGT AVBL.
5. ILS critical and sensitive areas indicated by ALTN green and yellow TWY CL LGT sequence.
6. RWY guard LGT INSTL all RWY HLDG points.
7. APN flood Lighting AVBL at all bays.
8. LIOL for OBST on the AD.

ATS AND AERODROME COMMUNICATION FACILITIES

FIA	SYDNEY CENTRE	124.55
ACD	WALTON DELIVERY	118.65
APP	WALTON APPROACH	119.35
APRON	WALTON APRON	126.575 (1)
ATIS	NANCY-BIRD WALTON ATIS	127.0
DEP	WALTON DEPARTURES	118.4
SMC	WALTON GROUND	124.05
TWR	WALTON TOWER	128.1

(1) APN service on cargo APN only.

RADIO NAVIGATION AND LANDING AIDS

DME	IWN	109.1/ 28X (RWY05)	335320.2S	1504154.2E	(2)
GP	IWN	331.4 (RWY05)	335320.5S	1504154.4E	
ILS	IWN	109.1 (RWY05)	335225.0S	1504359.5E	
LOC	IWN	109.1 (RWY05)	335225.0S	1504359.5E	
DME	IWS	111.5/ 52X (RWY23)	335230.5S	1504336.4E	(1)
GP	IWS	332.9 (RWY23)	335230.7S	1504336.5E	
ILS	IWS	111.5 (RWY23)	335335.8S	1504134.0E	
LOC	IWS	111.5 (RWY23)	335335.8S	1504134.0E	

(1) Antenna ELEV 264FT.
(2) Antenna ELEV 310FT.

LOCAL TRAFFIC REGULATIONS

1. ACFT PRKG requests email or PH AD OPR.
2. All ACFT must provide their parked position/gate number to ATC on acknowledgement of airways clearance.
3. GA ACFT PRKG not AVBL.
4. ACFT ENG runs on the stand are restricted to ground idle power only. GND run of ENG above idle requires prior approval via phone.
5. Cross bleed engine starts must be conducted on TWY or TXL.
6. **APN and TWY AVBL and Restrictions:**
   a. TXL K1 is the designated inbound TXL for cargo APN ARR and TXL K2 is the designated outbound TXL unless otherwise instructed.
   b. RET have WT limit of 394,000KG for aborted TKOF, RWY CHG, or taxi via RWY.
   c. ACFT isolation pad AVBL. Pilot stop lines and marshaller stop lines provided.
   d. MNM thrust REQ when turning FM:
      (i) TWY C onto TWY C1, C2, C3 and C4 due jet blast on APN.
      (ii) TXL K2 onto TWY K due jet blast on APN.
      (iii) TWY K onto TWY A due jet blast on airside roadway.
   e. Code F ACFT not permitted to vacate via TWY A8 from RWY 05.
   f. Right turn from TWY K2 to Bay 86 not AVBL.
   g. 180 DEG turns not permitted on RWY or TWY.
   h. APN configuration: Bays 17 to 24 and Bays 27 and 28 single Code E and dual Code C multiple ACFT ramp system. Bays 16, 25 and 26 single Code F and dual Code C multiple ACFT ramp system.
   i. Bays 16A, 17A, and 18A not AVBL to ACFT with wingspan ABV 29M. Secondary parking position markings in use.

   Note: BAE146 ARR on PAX APN required to park on Bays 16L, 16R, 17L, 17R, 18L or 18R only. No PWR-out OPS permitted.
   j. Due noise abatement PROC, BTN 2300–0530 Local, pilots are REQ to minimise use of reverse thrust where OPS acceptable.
   k. TWY K and A10 - sight DIST is at a MNM of 227.1M, affecting VIS of low-profile objects on TWY surfaces from a STD 3M observer height.
7. Training flights:
   a. Circuit training not AVBL.
   b. Instrument approach training other than flights arriving to YSWS not AVBL.

FLIGHT PROCEDURES

1. ESTIMATED AIRBORNE TRAFFIC DELAY

1.1. Estimated airborne traffic delays for ARR ACFT may be expected due to terminal area traffic density: 2000 to 1400 UTC arrival 20MIN; 1400 to 2000 UTC arrival 10MIN, departure 10 MIN (1HR earlier during HDS).

2. AIR TRAFFIC MANAGEMENT SPEED

2.1. When not on a SID or STAR (including vectoring) - ACFT ARR or DEP YSWS must not exceed 250KT IAS when BLW 10,000FT. Advise ATC if a higher speed is operationally required

Information may be continued on the next page: PTO

3. PUSHBACK AND START PROCEDURES

3.1. Departing ACFT with ground power must contact delivery ready for pushback or start. ACFT will be instructed to contact/stand by for apron/ground (as appropriate) once compliant with any applicable ATFM procedures. Apron/Ground will approve pushback or start CLR when able.

3.2. Departing ACFT without ground power are approved to start at own discretion, advising delivery when start complete. ACFT for pushback will be instructed to contact/stand by for apron/ground (as appropriate) once compliant with any applicable ATFM procedures. ACFT for taxi from bay will be instructed to contact apron/ground for taxi clearance once compliant with any applicable AFTM procedures. Apron/Ground will approve pushback or taxi when able.

4. ARRIVAL PROCEDURES

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

5. DEPARTURES

5.1. 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.

5.2. Aircraft departing for aerodromes located within the Sydney basin may require start approval.

6. STANDARD INSTRUMENT DEPARTURE (SID) PROCEDURES

6.1. SID Assignment

6.1.1. DEP ACFT should expect to be cleared on the following SID:

a. Jet - Procedural SID applicable to their cleared route

b. Non Jet:

(i) By day – non-jet SID

(ii) By night – Procedural SID applicable to their cleared route.

6.1.2. WALTON Radar SID may be issued by ATC when required due weather or operational requirements.

6.2. SID Designators

6.2.1. The following SID Designators are used at YSWS:

SID	Use	Expected Timings
D	Day Use - Default SID issued during “Day” mode operations	0530-2300 Local (Outside of YSSY curfew hours)
H	Hot/Heavy - AVBL for ACFT planned via NWA or LEECE at Pilot Request (if unable to meet level restrictions on TONTO Day SID) or issued by ATC when YSWS TEMP ≥ 35 DEG C	
N	Night - issued during ‘night’ mode operations when Reciprocal Runway Operations (RRO) are **not** in use.	2300-0530 Local
Q	RRO - issued during ‘night’ mode when RRO are **in use**.	2300-0530 Local

7. GROUND CONTROL

7.1. Tug Operations

7.1.1. All tugs requesting clearance for pushback and/or tow, must make initial contact with Delivery on 118.65 MHz. Tugs will be instructed to contact/stand by for apron/ground (as appropriate). Any tug request confined to the Cargo apron should contact Apron direct on 126.575 MHz.

7.2. Repositioning Aircraft

7.2.1. All aircraft requesting repositioning, must make initial contact with Delivery on 118.65 MHz. Aircraft will be instructed to contact/stand by for apron/ground (as appropriate).

8. LOW VISIBILITY OPERATIONS

8.1. For CASA approved operators, RWY 05/23 is capable of supporting take-offs with an RVR of not less than 125M for the runway being used.

9. LOW VISIBILITY PROCEDURES

9.1. Instrument RVR provided at touchdown zone, midpoint zone, and end zone for each RWY. Transmissometers and frangible support posts WI OBST restricted area.

9.2. Preparations for the activation of Low Visibility Procedures (LVP) are commenced when visibility has reduced to 2,500M. This ensures that the LVP are in force when:
   a. The cloud ceiling is at or below the CAT I minima; or
   b. The RVR is at or below 550M.
9.3. LVP initiation and implementation may occur earlier if conditions deteriorate rapidly.
9.4. When RVR is at or below 550M or when the cloud ceiling is at or below the CAT I minima, the ILS critical and sensitive areas are protected and “low visibility procedures in force” is declared.
9.5. All aircraft must depart from the full length of the RWY.
9.6. Aircraft under tow during LVP require WSI Safety Vehicle escort.
Contact Car 2 on +61 461 596 925 to request Safety Vehicle attendance.
9.7. Any pilot unsure of their position whilst operating on the Manoeuvring Area must Hold Position (STOP) and immediately advise ATC.
9.8. Radio failure - Aircraft must hold position and await further guidance from a Follow Me vehicle.
9.9. All TWY are suitable for use in RVR conditions less than 350M.

10. FOLLOW ME SERVICE

10.1. Flight crew must notify ATC if a 'Follow Me" service is required.

NOISE ABATEMENT PROCEDURES

Noise Abatement Procedures (NAP) apply. Refer AIP DAP.

ADDITIONAL INFORMATION

1. Species-specific NOTAM will be issued during periods of increased wildlife activity.
2. ACFT REQ nose tethering, nose loading OPS, or carrying livestock must obtain approval FM AD OPR MNM 48HR prior to ETA.

CHARTS RELATED TO THE AERODROME

1. WAC 3456.
2. Aerodrome Obstacle Chart Type A RWY 05/23 second edition AVBL FM AD OPR.
3. Also refer to AIP Departure and Approach Procedures.

Information may be continued on the next page: PTO