

**1 AIRPORT DIRECTORY**  
**1.254 SYDNEY YSSY/SYD**

## 1.254 Sydney YSSY/SYD

Australia

### 1.254.1 Classification

Type	Airport Classification	Runways	
B787	A	16LR/34LR	07/25

Service	Frequency	Callsign	ACARS Addressing		
			Traffic (D)	Traffic (I)	Engineering
Handling	129.500 – Dom 131.700 – Intl	Qantas Sydney	SYDKIQF	SYDKOQF	SYDEWQF SYDEKQF
Engineering	119.525 – Dom 131.700 – Intl	Qantas Engineering			
Load Control	132.650	Qantas Load Control			
Ops Control	129.500 – Dom 131.700 – Intl	Qantas Control	SYDWWQF		
Flight Dispatch	129.500 – Dom 131.700 – Intl	Qantas Dispatch	SYDOSQF		

**THREAT:** *34R published missed approach procedures are a high workload manoeuvre capturing a mandatory turn and early level off. Do not delay the turn.*

*Severe turbulence is possible on short final to Rwy 16R when the wind is between 200° and 220° and greater than 30 kt due to rotor turbulence caused by the international and freight terminals.*

*Twys A4, B5, B7, T2, T3, and T4 are not to be used as High Speed Turnoffs. They do not conform to ICAO recommendations for Rapid Exit Taxiways.*

*Aircraft that operate from Terminal 2 frequently use remote-controlled driverless tractors to position aircraft onto Twy C. Aircraft taxiing from Terminal 3 are to exercise caution when operating in the vicinity of this equipment.*

*If entry to the Nowra Military Restricted areas south of Sydney may be needed due to weather requirements, clearance is required before takeoff.*

*Pilots have reported a distraction hazard from unshielded playing field night lighting on Rwy 07 short final, south of the extended centreline.*

## **1.254.2 General**

### **Arrival Air Traffic Flow Management (ATFM)**

Arrival ATFM procedures apply. Refer to [FAM Air Traffic Flow Management \(AFTM\)](#) – 17.6.4.3, Arrival AFTM.

### **Sydney Slot Compliance Scheme**

The scheme requires arriving and departing aircraft to operate within their allocated slot (blox) time. If flights operate outside their Allowed Tolerances the Company may be fined. Allowed Tolerances are as follows:

- 15 minutes for sectors less than three hours excluding departures from NOU, ASP, AYQ, CNS and NZ Airports.
- 30 minutes for sectors three hours or longer.

### **1.254.3 Airport Hours**

Curfew 2300 – 0600 LT

Refer JTC 10-4B/J for additional restrictions during shoulder periods.

Aircraft scheduled to arrive in the morning, prior to 0600 LT – may land before 0600 LT but not before 0500 LT. Failure to comply with the Curfew Regulations will render the Company liable to severe penalties. Compliance with the Curfew Regulations is the Captain's responsibility and the issue of a Takeoff or Landing Clearance does not override any regulation. The airport may not be nominated or used as an Alternate during the curfew.

*Note: ATC do not police the curfew and will only advise that the curfew exists and for aircraft to advise intentions. Providing that a taxi clearance is received prior to 2300 LT, aircraft may depart from Rwy 16R after 2300 LT. For departures from Rwy 34L, aircraft are required to be airborne no later than 2245 LT.*

### **1.254.4 Arrivals**

Ferry flights must advise Sydney Approach on first contact of their intended parking area,

e.g: Domestic, International or Maintenance.

For a turning Missed Approach, e.g. ILS DME Rwy 16L, the turn should not be commenced until reaching the published Missed Approach Point unless instructed by ATC. The use of the term 'Mandatory' with the turning altitude does not override this requirement.

Sydney Tower will provide the following additional information prior to issuing a landing clearance:

- The runway threshold wind.
- The unavailability of a taxiway that would normally be used to exit the runway.
- Any interruption to the PAPI as a result of an intensity adjustment.

## **PRM Approaches**

Refer to JTC Sydney 11-0 Dual VHF Requirements. The requirement to “have the relevant PRM frequency selected prior to transfer to aerodrome control” does not infer that there is a requirement to monitor the PRM frequency prior to changing to the Tower frequency. It must, however, be monitored at all times when in contact with the Tower. The Tower will transmit on both frequencies so that in the event of a problem with the Tower’s transmission, the PRM frequency can be used to issue any breakout instructions.

Interception of the localiser will occur at a minimum of 12 nm to touchdown.

Aircraft will not be cleared to intercept the final approach course until maintaining the final cleared altitude. This requires an early level off at 2000 ft for Rwy 34R and 3000 ft for Rwy 16R. Aircraft will be cleared at 3000 ft or higher for Rwy 34L and 4000 ft or higher for Rwy 16L for dependant approach separation.

Specific STARS may be assigned when ILS PRM approaches are in use (eg. BOREE “P” STAR for 16R) to achieve the early level segment required for 16R and 34R. Crew reports highlight the need for careful energy and AFS mode management to simultaneously achieve the altitude constraints, reduce to approach speed and capture the G/S when cleared via these STARS. Note that if cleared to “Descend via the STAR” and then subsequently “Cleared ILS PRM approach”, the STAR altitude requirements still apply and early G/S capture should be avoided.

## **Independent Visual Approaches**

For parallel approaches at Sydney, Flight Crew are encouraged to utilise an appropriate Autopilot Flight Director System (AFDS) mode to ensure that the aircraft intercepts and tracks the final approach path of the nominated runway. Flight Crew should only cross the extended centreline of the nominated runway under specific instruction of the ATC controller.

## **1.254.5 Noise Abatement**

Use Rwy 16L/34R when advised by ATC and when operationally acceptable.

Aircraft scheduled to arrive prior to 0600 LT must use Rwy 34L/R due to noise abatement reasons. A CAV has been issued to allow aircraft to hold until 0600 LT for those occasions when Rwy 34L/R is unable to be used. See Sydney Early Arrivals – CAV 01/98 on 4.1.3.

Idle reverse thrust is to be used after landing during the curfew period. Refer also to JTC 10-4D. An Intellex Pilot Report is to be submitted if reverse thrust above idle is used during this period.

## **1.254.6 Ground Operations**

### **1.254.6.1 General**

Airport appears in aircraft AMM database.

International Terminal Operations: Careful consideration of jet blast affecting standoff bays 11 and 12 should be made when turning onto International terminal bays from apron taxiways Intl 1 and 2.

For flights departing the domestic and international terminals, the bay number must be advised when reading back the PDC or requesting airways clearance.

International Eastern Apron: Avoid stopping while exiting via Twy INTL-3 to safeguard personnel and equipment at Bays 31 and 33.

Ferry and maintenance flights, to and from the hangar area, will arrive at or depart from Bays 84 or 85. Tow to or from these positions will be arranged as needed.

Interference has been reported at times when parked on bays 8, 32, 34 and 54. The interference normally ceases when the bridge has been withdrawn, or the aircraft pushes back.

Parking at Gate 31, 33 and 35 is susceptible to overshooting.

### **1.254.6.2 Parking – International Terminal**

Not Applicable

### **1.254.6.3 Parking – Domestic Terminal**

Parking at Bay 13 is not available when a B737 is parked on Bay 12 and/or Bay 14.

The primary taxiway onto DOM 1 apron is Twy B2. Refer to Jeppesen 10-9C-2A/2B for bay suitability and restrictions.

Bay 7A: When approaching from the west, the lead-in line for Bay 7A is 21 m beyond the lead-in line to Bay 6. Extreme caution should be exercised when entering the bay, as the aircraft must turn through approximately 135 degrees and park so as to face southwest. If hand marshalling is required, the marshaller will stand next to the one way sign on the left of the lead-in line.

## **1.254.7 Departures**

For International departures, ATC may not always approve a request for a Twy G intersection departure due to the aircraft potentially blocking other traffic on Twy A.

Heavy weight departures may not meet the specified SID climb gradient for departures on Rwy 34L.

Use OPT Takeoff – All Engines module to determine aircraft gradient capability required to meet SID requirement or advise ATC to request an alternate SID.

### **Domestic Taxi Routes**

All Qantas aircraft operating to or from Qantas Terminal 3 will, unless instructed otherwise by ATC, taxi via:

- Twy B northbound.
- Twy C southbound.

For runways 16LR/34LR, Refer Jeppesen Standard Domestic Taxi Routes (pages 10-6 and 10-6A).