

SYDNEY (SYD/YSSY)

Elevation 21ft

CATEGORY A

No AV brief required.

GENERAL

- Sydney Airport is very noise sensitive. Extensive noise abatement notes in the charts.
- High traffic levels can be expected with accompanying ramp and ATC congestion. Previous years have seen in excess of 200 aircraft taking part in the first and final legs.
- Official sims can generally expect some measure of priority handling but be prepared for long delays outbound and load taxi fuel accordingly.

ARRIVAL**Diversion Airports**

MELBOURNE	MEL/YMML	381 nm/234°T	CAT A
BRISBANE	BNE/YBBN	407 nm/014°T	CAT A
ADELAIDE	ADL/YPAD	629 nm/264°T	CAT A

- Official sims will be issued with special arrival procedures prior to the final leg
- Simultaneous close parallel ILS approaches and independent visual approaches to parallel runways may be in use. In the latter case, remember it is the pilot's responsibility to maintain the necessary separation from adjacent aircraft and that traffic information WILL NOT be given about aircraft on adjacent approaches.

GROUND

- Only taxiway T6 is wide enough for exit from 16L.
- Exercise caution with regard to jet blast when taxiing within the vicinity of the international ramp/terminal area.
- If aircraft, ground equipment or personnel are present on stands 11 and 12, crews should anticipate the potential for jet blast when parking on opposing stands (8, 9, 10, 24, 25)

DEPARTURE

- Be prepared for ground and ATC congestion and long taxi delays. Simfest taxi out time at SYD in 2017 was 27 minutes.
- ATC may elect to issue pre-departure clearance instead of a normal airways clearance. When pre-departure clearances are in use, pilots will be notified by ATIS, for example:

"PDC AVBL. ACFT IN RECEIPT OF PDC TO MNTN 5000FT"

- In order to reduce radio congestion, pilots of eligible aircraft shall contact Clearance Delivery by text only on frequency chat and request "PDC REQ" with the ATIS identifier. For Example: "PDC REQ with INFO A".
- ATC will require readback of the SID (Including runway and/or transition if issued) and transponder code as received from your PDC message. Your clearance read back should also include any other requirements and must state your current parking position/bay. You should read back on the Clearance Delivery Frequency prior to pushback.
- Once you have completed this process, you can contact the appropriate ground frequency for further requests.

WEATHER

- In moist SE winds behind a cold front and within 3 hours of its passage, broken scud with base 400-800ft drifts in from the sea. It is followed later by showers and further scud of up to 8/8 cover. The "black north-easter" which develops ahead of a trough also brings low cloud, but conditions are less severe than those with SE winds.
- Most thunderstorms occur at cold fronts, which if active are of the line squall type (southerly buster) and may persist for periods of up to 3 hours. Dust with NW winds may reduce visibility.
- Prevailing wind Oct to Apr is easterly

OPERATIONAL INFORMATION

Handling Agent	QANTAS (Pax), MENZIES (Ramp)
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use both ground services at all times