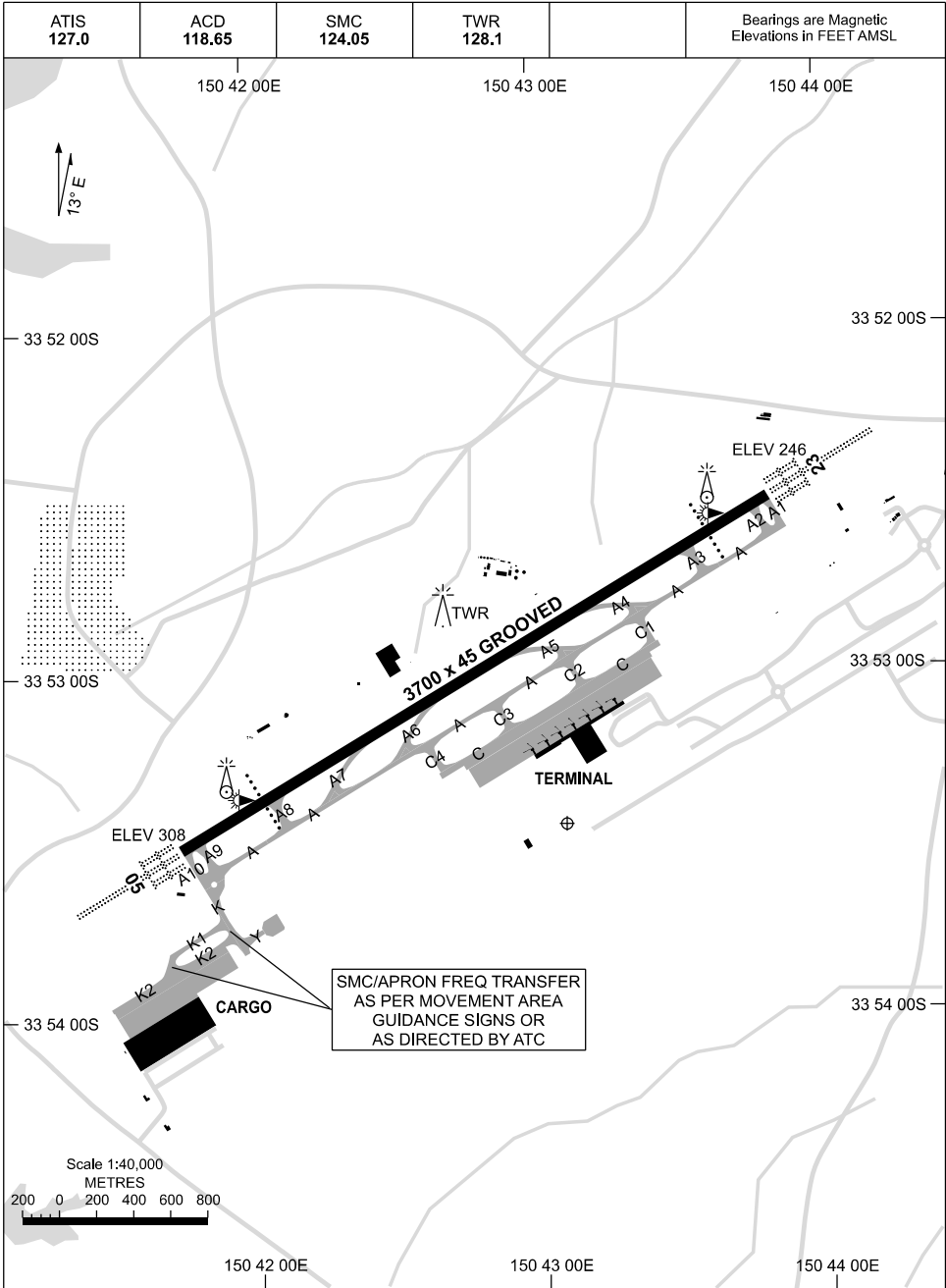


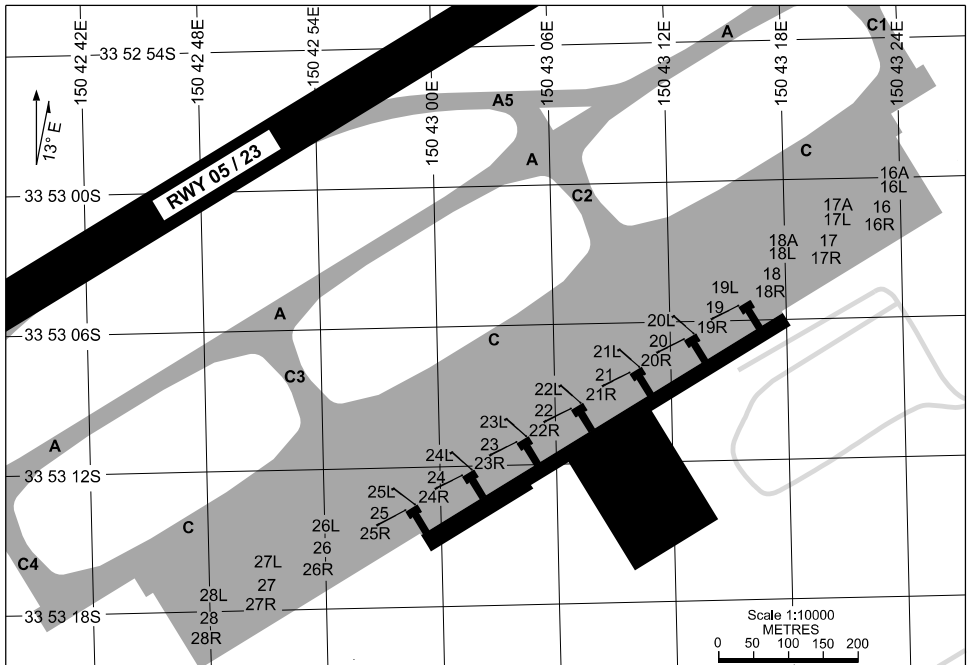


|                             |                                                                                                                                                     |               |              |      |                                                  |          |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|---------------|--------------|------|--------------------------------------------------|----------|
| ATIS<br>127.0               | ACD<br>118.65                                                                                                                                       | SMC<br>124.05 | TWR<br>128.1 |      | Bearings are Magnetic<br>Elevations in FEET AMSL |          |
|                             |                                                                                                                                                     |               |              |      |                                                  |          |
| RWY                         | AERODROME LIGHTING                                                                                                                                  |               |              |      |                                                  |          |
|                             | TAXIWAY : CENTRELINE GREEN , BLUE EDGE TWY C, K & Y, STOPBAR, RWY GUARD LGT.<br>RL : MAN, SDBY (1 SEC FOR RWY LIGHTING, 15 SECS ALL OTHER LIGHTING) |               |              |      |                                                  |          |
|                             |                                                                                                                                                     |               |              |      |                                                  |          |
| 05 <sup>047</sup><br>227 23 | PAPI 3.0° 66FT                                                                                                                                      | HIRL          | HIAL-CAT III | RTZL | RCLL                                             | RCLM RVR |
|                             | PAPI 3.0° 66FT                                                                                                                                      | HIRL          | HIAL-CAT III | RTZL | RCLL                                             | RCLM RVR |
|                             |                                                                                                                                                     |               |              |      |                                                  |          |
| NOTES                       |                                                                                                                                                     |               |              |      |                                                  |          |

## APRON CHART - TERMINAL

09 JUL 2026

## SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)



## PARKING POSITION INFORMATION

| BAYS | CO-ORDINATES |               | ELEV (ft) | CAPACITY | HYDRANT FUEL | DOCKING SYSTEM    |
|------|--------------|---------------|-----------|----------|--------------|-------------------|
| 16   | 33 53 01.52S | 150 43 23.41E | 278       | B779     | YES          | A-VDGS            |
| 16L  | 33 53 00.25S | 150 43 23.61E | 277       | B3XM     | YES          | A-VDGS            |
| 16R  | 33 53 01.79S | 150 43 22.80E | 278       | B3XM     | YES          | A-VDGS/MARSHALLER |
| 16A  | 33 52 59.94S | 150 43 23.57E | 276       | DH8D     | YES          | MARSHALLER        |
| 17   | 33 53 02.93S | 150 43 20.51E | 277       | B779     | YES          | A-VDGS            |
| 17L  | 33 53 01.63S | 150 43 20.77E | 277       | B3XM     | YES          | A-VDGS            |
| 17R  | 33 53 03.17S | 150 43 19.96E | 278       | B3XM     | YES          | A-VDGS/MARSHALLER |
| 17A  | 33 53 01.32S | 150 43 20.73E | 276       | DH8D     | YES          | MARSHALLER        |
| 18   | 33 53 04.31S | 150 43 17.67E | 278       | B779     | YES          | A-VDGS            |
| 18L  | 33 53 03.01S | 150 43 17.93E | 277       | B3XM     | YES          | A-VDGS            |
| 18R  | 33 53 04.55S | 150 43 17.12E | 278       | B3XM     | YES          | A-VDGS/MARSHALLER |
| 18A  | 33 53 02.70S | 150 43 17.89E | 277       | DH8D     | YES          | MARSHALLER        |
| 19   | 33 53 05.80S | 150 43 14.61E | 278       | B779     | YES          | A-VDGS            |
| 19L  | 33 53 04.50S | 150 43 14.87E | 277       | B3XM     | YES          | A-VDGS            |
| 19R  | 33 53 06.04S | 150 43 14.06E | 278       | B3XM     | YES          | A-VDGS            |
| 20   | 33 53 07.18S | 150 43 11.77E | 278       | B779     | YES          | A-VDGS            |
| 20L  | 33 53 05.88S | 150 43 12.04E | 277       | B3XM     | YES          | A-VDGS            |
| 20R  | 33 53 07.43S | 150 43 11.22E | 278       | B3XM     | YES          | A-VDGS            |
| 21   | 33 53 08.56S | 150 43 09.93E | 278       | A389     | YES          | A-VDGS            |
| 21L  | 33 53 07.27S | 150 43 09.20E | 278       | B3XM     | YES          | A-VDGS            |
| 21R  | 33 53 08.81S | 150 43 08.38E | 278       | B3XM     | YES          | A-VDGS            |
| 22   | 33 53 10.05S | 150 43 05.88E | 278       | B779     | YES          | A-VDGS            |
| 22L  | 33 53 08.75S | 150 43 06.14E | 278       | B3XM     | YES          | A-VDGS            |
| 22R  | 33 53 10.30S | 150 43 05.33E | 278       | B3XM     | YES          | A-VDGS            |
| 23   | 33 53 11.44S | 150 43 03.04E | 278       | B779     | YES          | A-VDGS            |
| 23L  | 33 53 10.14S | 150 43 03.30E | 278       | B3XM     | YES          | A-VDGS            |
| 23R  | 33 53 11.68S | 150 43 02.49E | 278       | B3XM     | YES          | A-VDGS            |
| 24   | 33 53 12.82S | 150 43 00.20E | 278       | B779     | YES          | A-VDGS            |
| 24L  | 33 53 11.52S | 150 43 00.46E | 278       | B3XM     | YES          | A-VDGS            |
| 24R  | 33 53 13.06S | 150 42 59.65E | 278       | B3XM     | YES          | A-VDGS            |
| 25   | 33 53 14.27S | 150 42 57.22E | 278       | A388     | YES          | A-VDGS            |
| 25L  | 33 53 13.01S | 150 42 57.40E | 278       | B3XM     | YES          | A-VDGS            |
| 25R  | 33 53 14.55S | 150 42 56.59E | 278       | B3XM     | YES          | A-VDGS            |
| 26   | 33 53 15.72S | 150 42 58.23E | 278       | A388     | YES          | A-VDGS            |
| 26L  | 33 53 14.46S | 150 42 54.41E | 278       | B3XM     | YES          | A-VDGS            |
| 26R  | 33 53 16.01S | 150 42 53.60E | 278       | B3XM     | YES          | A-VDGS            |
| 27   | 33 53 17.22S | 150 42 51.16E | 279       | B779     | YES          | A-VDGS            |
| 27L  | 33 53 15.92S | 150 42 51.42E | 278       | B3XM     | YES          | A-VDGS            |
| 27R  | 33 53 17.46S | 150 42 50.61E | 279       | B3XM     | YES          | A-VDGS            |
| 28   | 33 53 18.60S | 150 42 48.32E | 279       | B779     | YES          | A-VDGS            |
| 28L  | 33 53 17.30S | 150 42 48.58E | 279       | B3XM     | YES          | A-VDGS            |
| 28R  | 33 53 18.65S | 150 42 47.77E | 279       | B3XM     | YES          | A-VDGS            |

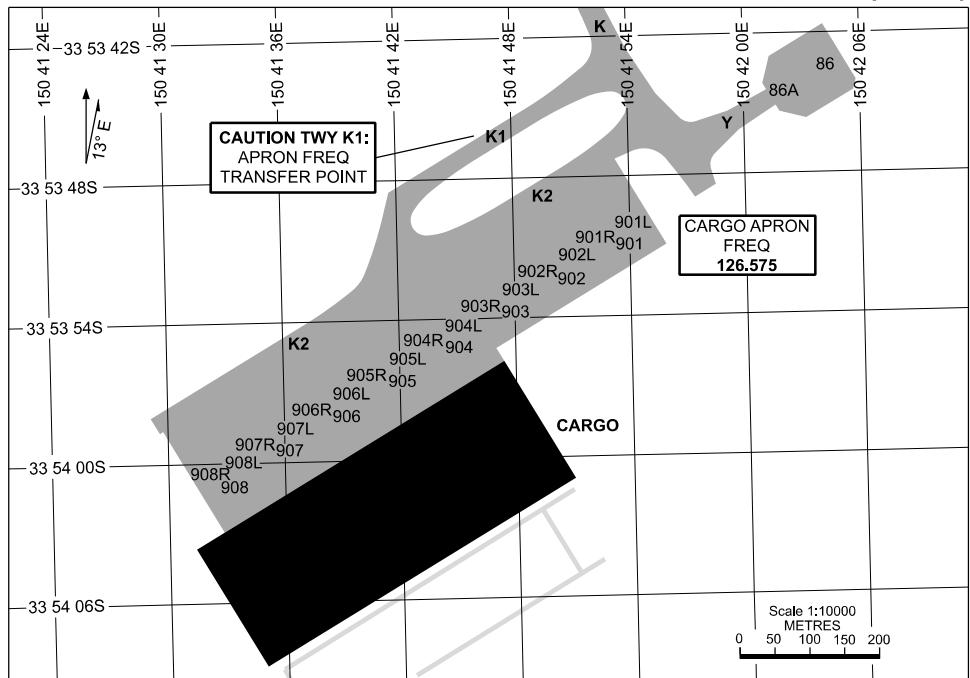
Changes: NEW CHART.

SWSAP01-187

09 JUL 2026

APRON CHART - CARGO

SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)



| PARKING POSITION INFORMATION |              |               |           |           |              |                            |
|------------------------------|--------------|---------------|-----------|-----------|--------------|----------------------------|
| BAYS                         | CO-ORDINATES |               | ELEV (ft) | CAPACITY  | HYDRANT FUEL | DOCKING SYSTEM             |
| 86                           | 33 53 43.39S | 150 42 04.23E | 301       | A388      | NIL          | PILOT STOP LINE/MARSHALLER |
| 86A                          | 33 53 44.47S | 150 42 02.01E | 299       | A388      | NIL          |                            |
| 901                          | 33 53 50.89S | 150 41 53.89E | 311       | B748      | YES          | A-VDGS                     |
| 901L                         | 33 53 49.90S | 150 41 54.19E | 311       | B738/A321 | YES          | A-VDGS                     |
| 901R                         | 33 53 50.62S | 150 41 52.72E | 311       | B738/A321 | YES          | A-VDGS                     |
| 902                          | 33 53 52.32S | 150 41 50.95E | 311       | B748      | YES          | A-VDGS                     |
| 902L                         | 33 53 51.33S | 150 41 51.25E | 311       | B738/A321 | YES          | A-VDGS                     |
| 902R                         | 33 53 52.05S | 150 41 49.78E | 311       | B738/A321 | YES          | A-VDGS                     |
| 903                          | 33 53 53.75S | 150 41 48.01E | 311       | B748      | YES          | A-VDGS                     |
| 903L                         | 33 53 52.77S | 150 41 48.31E | 311       | B738/A321 | YES          | A-VDGS                     |
| 903R                         | 33 53 53.48S | 150 41 46.84E | 311       | B738/A321 | YES          | A-VDGS                     |
| 904                          | 33 53 55.18S | 150 41 45.07E | 312       | B748      | YES          | A-VDGS                     |
| 904L                         | 33 53 54.20S | 150 41 45.37E | 311       | B738/A321 | YES          | A-VDGS                     |
| 904R                         | 33 53 54.91S | 150 41 43.90E | 311       | B738/A321 | YES          | A-VDGS                     |
| 905                          | 33 53 56.61S | 150 41 42.13E | 312       | B748      | YES          | A-VDGS                     |
| 905L                         | 33 53 55.63S | 150 41 42.43E | 311       | B738/A321 | YES          | A-VDGS                     |
| 905R                         | 33 53 56.34S | 150 41 40.96E | 311       | B738/A321 | YES          | A-VDGS                     |
| 906                          | 33 53 58.04S | 150 41 39.19E | 312       | B748      | YES          | A-VDGS                     |
| 906L                         | 33 53 57.06S | 150 41 39.49E | 311       | B738/A321 | YES          | A-VDGS                     |
| 906R                         | 33 53 57.77S | 150 41 38.02E | 311       | B738/A321 | YES          | A-VDGS                     |
| 907                          | 33 53 59.47S | 150 41 36.25E | 312       | B748      | YES          | A-VDGS                     |
| 907L                         | 33 53 58.49S | 150 41 36.55E | 311       | B738/A321 | YES          | A-VDGS                     |
| 907R                         | 33 53 59.21S | 150 41 35.08E | 311       | B738/A321 | YES          | A-VDGS                     |
| 908                          | 33 54 00.90S | 150 41 33.31E | 312       | B748      | YES          | A-VDGS                     |
| 908L                         | 33 53 59.92S | 150 41 33.61E | 311       | B738/A321 | YES          | A-VDGS                     |
| 908R                         | 33 54 00.64S | 150 41 32.14E | 311       | B738/A321 | YES          | A-VDGS                     |

## STANDARD INSTRUMENT DEPARTURES (SID)

WALTON ONE (RADAR)

09 JUL 2026

SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)

|               |               |               |              |              |                      |                                                  |
|---------------|---------------|---------------|--------------|--------------|----------------------|--------------------------------------------------|
| ATIS<br>127.0 | ACD<br>118.65 | SMC<br>124.05 | TWR<br>128.1 | DEP<br>118.4 | FIA<br>SY CEN 124.55 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------|---------------|---------------|--------------|--------------|----------------------|--------------------------------------------------|

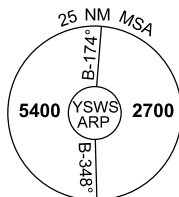
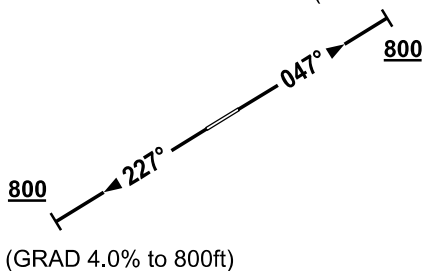
NOT TO SCALE



**SPEED**  
**MAX IAS 250KT**  
**BELOW 10,000ft**

**R504**  
**3000**  
**SFC**

(GRAD 3.3%)



10 NM MSA 3300

**WALTON ONE (RADAR)****RWY 05:**

- GRAD 3.3%
- Track 047°
- AT or ABV 800ft turn to assigned heading or track
- Expect radar vectors

**RWY 23:**

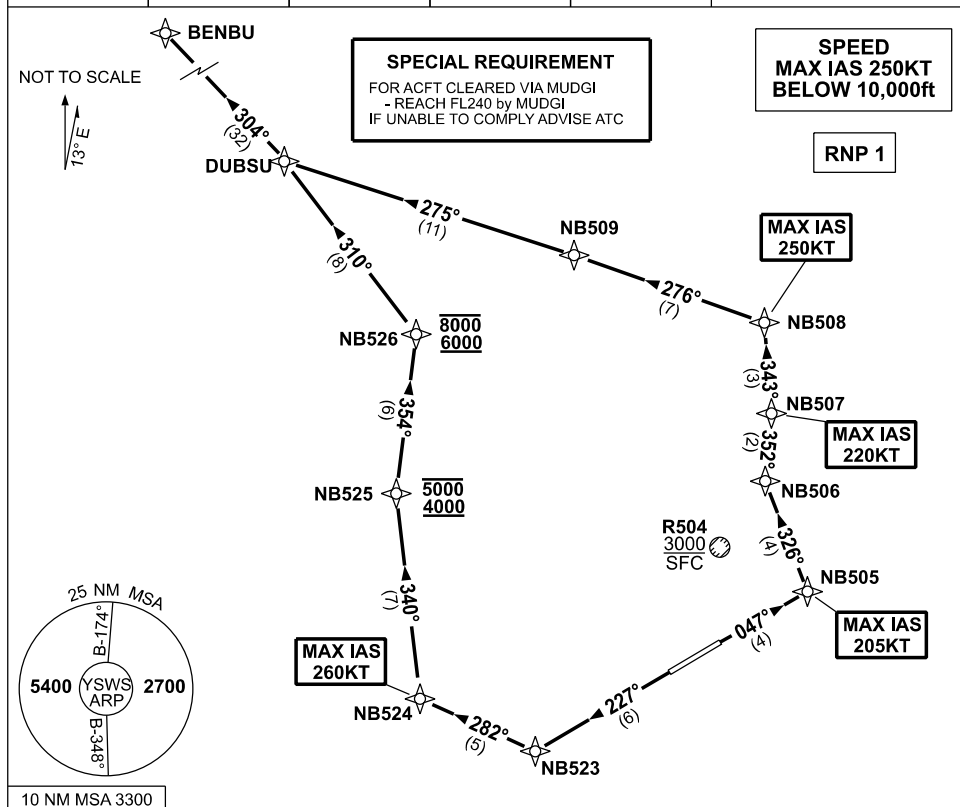
- GRAD 4.0% to 800ft then 3.3%
- Track 227°
- AT or ABV 800ft turn to assigned heading or track
- Expect radar vectors

Changes: NEW PROCEDURE.

SWSDP01-187

## 09 JUL 2026

|               |               |               |              |              |                                                  |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>127.0 | ACD<br>118.65 | SMC<br>124.05 | TWR<br>128.1 | DEP<br>118.4 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|



## BENBU ONE DELTA

## RWY 05

GRAD 5.2% to 700ft, then 3.3%  
MAX IAS 205KT until NB505

- Track 047° to NB505  
MAX IAS 220KT until NB507
- Turn LEFT, track 326° to NB506
- Turn RIGHT, track 352° until NB507  
MAX IAS 250KT until NB508
- Turn LEFT, track 343° to NB508
- Turn LEFT, track 276° to NB509
- Turn LEFT, track 275° to DUBSU
- Turn RIGHT, track 304° to BENBU
- See SPECIAL REQUIREMENT above

## RWY 23

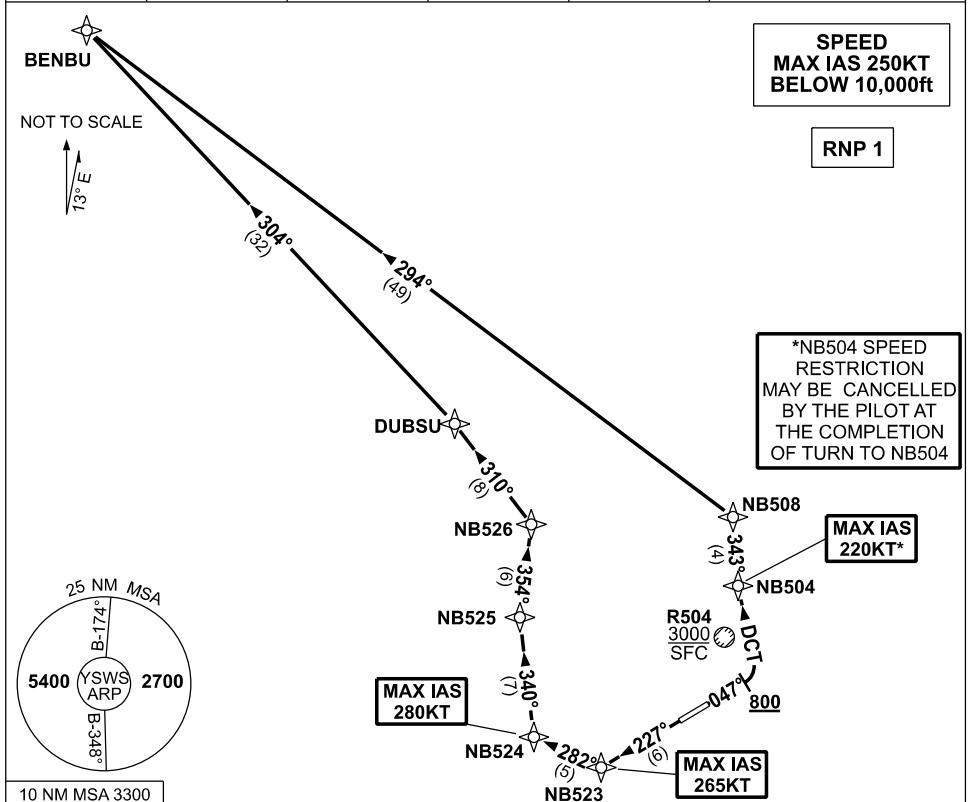
GRAD 4.0% to 800ft, then 3.3%  
MAX IAS 260KT to NB524

- Track 227° to NB523
- Turn RIGHT, track 282° to NB524
- Turn RIGHT, track 340° to NB525
- **Cross** NB525 BTN 4000ft and 5000ft
- Turn RIGHT, track 354° to NB526
- **Cross** NB526 BTN 6000ft and 8000ft  
(RQ GRAD to NB526: 4.2%)
- Turn LEFT, track 310° to DUBSU
- Turn LEFT, track 304° to BENBU
- See **SPECIAL REQUIREMENT** above

# STANDARD INSTRUMENT DEPARTURES (SID) BENBU ONE NOVEMBER (RNAV) SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)

09 JUL 2026

|               |               |               |              |              |                                                  |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>127.0 | ACD<br>118.65 | SMC<br>124.05 | TWR<br>128.1 | DEP<br>118.4 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|



## BENBU ONE NOVEMBER

### RWY 05

- GRAD 4.1% to 700ft, then 3.3%
- \*MAX IAS 220KT until NB504
- Track 047°, AT or ABV 800ft turn LEFT and track DCT to NB504
- Track 343° to NB508
- Turn LEFT, track 294° to BENBU

### RWY 23

- GRAD 4.0% to 800ft, then 3.3%
- MAX IAS 265KT until NB523
- Track 227° to NB523
- MAX IAS 280KT until NB524
- Turn RIGHT, track 282° to NB524
- Turn RIGHT, track 340° to NB525
- Turn RIGHT, track 354° to NB526
- Turn LEFT, track 310° to DUBSU
- Turn LEFT, track 304° to BENBU

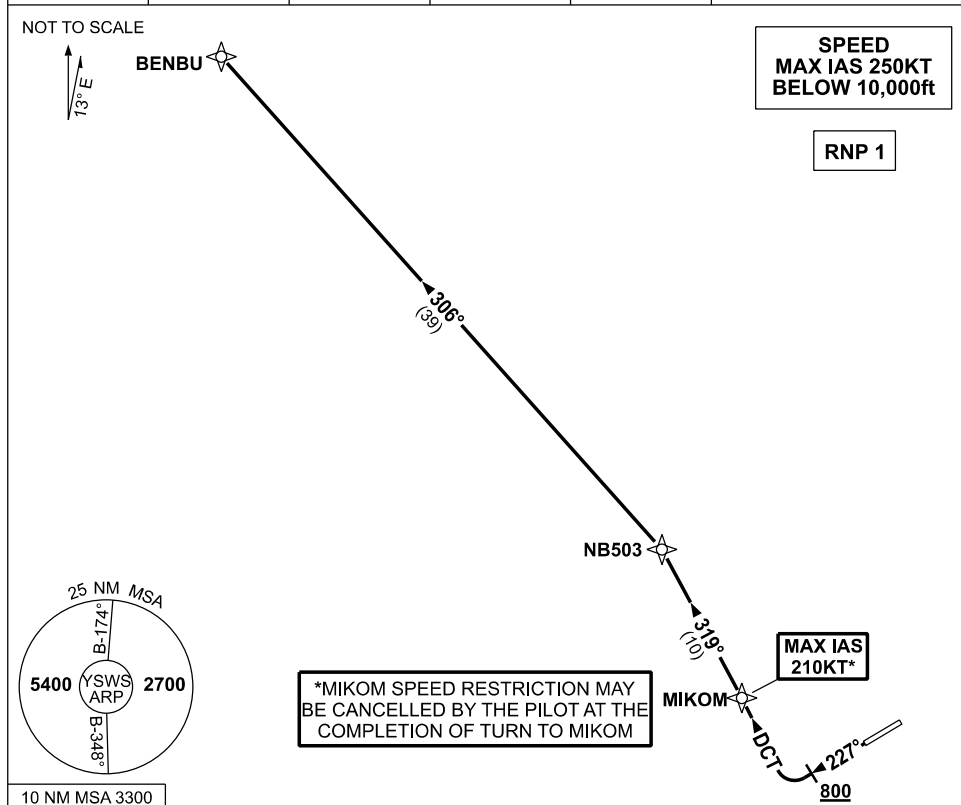
Changes: NEW PROCEDURE.

SWSDP03-187

**STANDARD INSTRUMENT DEPARTURES (SID)  
RWY 23 BENBU ONE QUEBEC (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

**09 JUL 2026**

|                      |                      |                      |                     |                     |                                                  |
|----------------------|----------------------|----------------------|---------------------|---------------------|--------------------------------------------------|
| ATIS<br><b>127.0</b> | ACD<br><b>118.65</b> | SMC<br><b>124.05</b> | TWR<br><b>128.1</b> | DEP<br><b>118.4</b> | Bearings are Magnetic<br>Elevations in FEET AMSL |
|----------------------|----------------------|----------------------|---------------------|---------------------|--------------------------------------------------|



**BENBU ONE QUEBEC**

**RWY 23**

GRAD 4.1% to 800ft, then 3.3% (6.6% to 4000ft)

\*MAX IAS 210KT until MIKOM

- Track 227°
- AT or ABV 800ft, turn RIGHT and track DCT to MIKOM
- Track 319° to NB503
- Turn LEFT, track 306° to BENBU

Changes: NEW PROCEDURE.

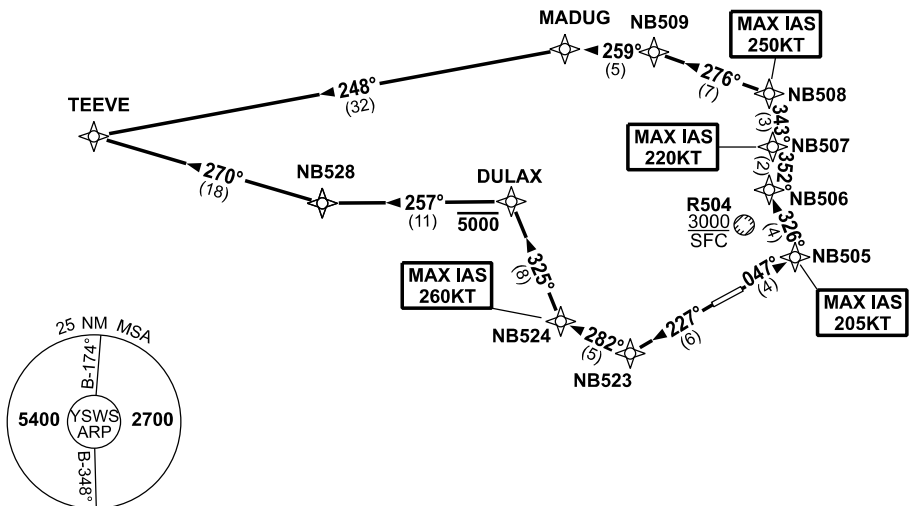
SWSDP04-187

09 JUL 2026

NOT TO SCALE



## RNP 1



10 NM MSA 3300

## RWY 05

- Track 047° to NB505  
MAX IAS 220KT to NB507
- Turn LEFT, track 326° to NB506
- Turn RIGHT, track 352° to NB507  
MAX IAS 250KT until NB508
- Turn LEFT, track 343° to NB508
- Turn LEFT, track 276° to NB509
- Turn LEFT, track 259° to MADUG
- Turn LEFT, track 248° to TEEVE

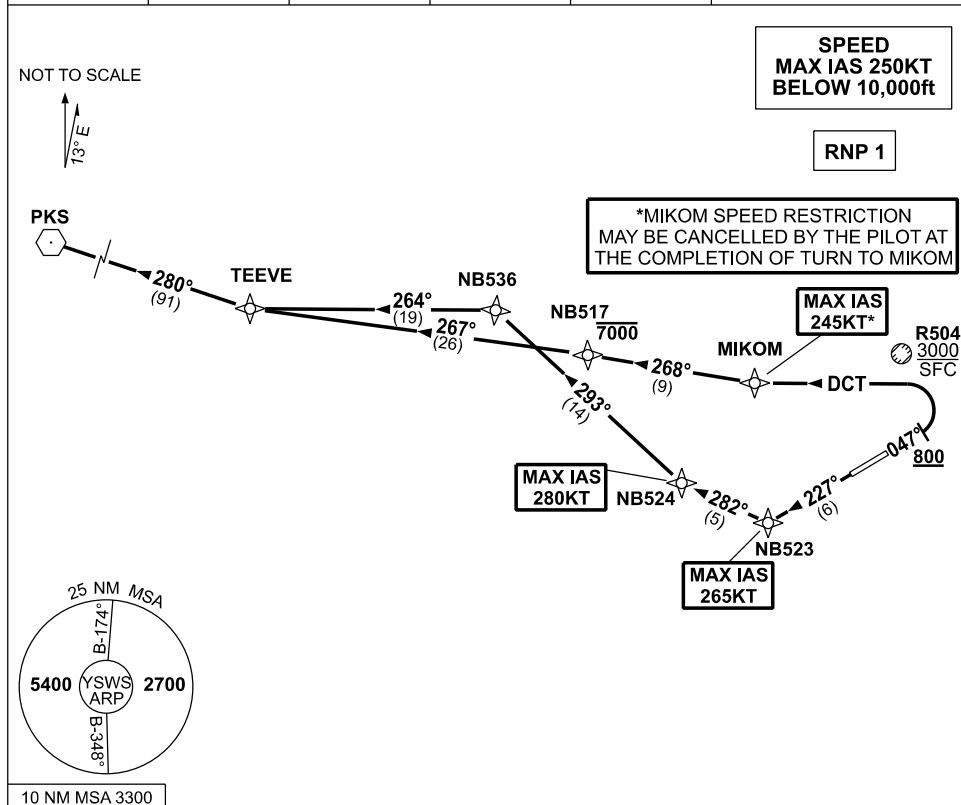
- Track 227° to NB523
- Turn RIGHT, track 282° to NB524
- Turn RIGHT, track 325° to DULAX
- **Cross** DULAX AT or BLW 5000ft
- Turn LEFT, track 257° to NB528
- Turn RIGHT, track 270° to TEEVE

SWSDP05-187

# STANDARD INSTRUMENT DEPARTURES (SID) TEEVE ONE NOVEMBER (RNAV) SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)

09 JUL 2026

|               |               |               |              |              |                                                  |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>127.0 | ACD<br>118.65 | SMC<br>124.05 | TWR<br>128.1 | DEP<br>118.4 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|



## TEEVE ONE NOVEMBER

### RWY 05

- GRAD 3.3%
- \*MAX IAS 245KT until MIKOM
- Track 047°
- AT or ABV 800ft turn LEFT, track DCT to MIKOM
- Track 268° to NB517
- **Cross** NB517 AT or BLW 7000ft
- Turn LEFT, track 267° to TEEVE

### RWY 23

- GRAD 4.0% to 800ft, then 3.3%
- MAX IAS 265KT until NB523
- Track 227° to NB523
- MAX IAS 280KT until NB524
- Turn RIGHT, track 282° to NB524
- Turn RIGHT, track 293° to NB536
- Turn LEFT, track 264° to TEEVE

## TRANSITION:

- PARKES (PKS)** • From TEEVE, turn RIGHT, track 280° to PKS VOR

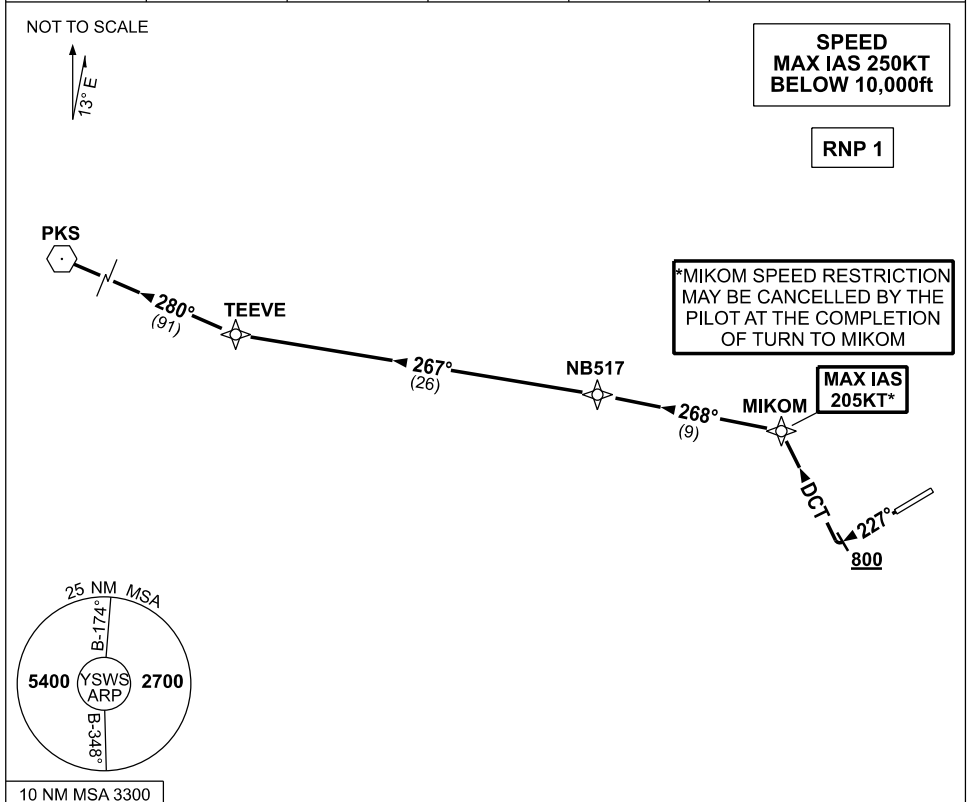
Changes: NEW PROCEDURE.

SWSDP06-187

**STANDARD INSTRUMENT DEPARTURES (SID)  
RWY 23 TEEVE ONE QUEBEC (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

**09 JUL 2026**

|                      |                      |                      |                     |                     |                                                  |
|----------------------|----------------------|----------------------|---------------------|---------------------|--------------------------------------------------|
| ATIS<br><b>127.0</b> | ACD<br><b>118.65</b> | SMC<br><b>124.05</b> | TWR<br><b>128.1</b> | DEP<br><b>118.4</b> | Bearings are Magnetic<br>Elevations in FEET AMSL |
|----------------------|----------------------|----------------------|---------------------|---------------------|--------------------------------------------------|



**TEEVE ONE QUEBEC**

**RWY 23**

GRAD 6.9% TO 800ft, then 3.3% (5.5% to 4000ft)

\*MAX IAS 205KT until MIKOM

- Track 227°
- AT or ABV 800ft, turn **RIGHT**, track DCT to MIKOM
- Turn **LEFT**, track 268° to NB517
- Turn **LEFT**, track 267° to TEEVE

**TRANSITION:**

**PARKES (PKS)** • From TEEVE, turn **RIGHT** track 280° to PKS VOR

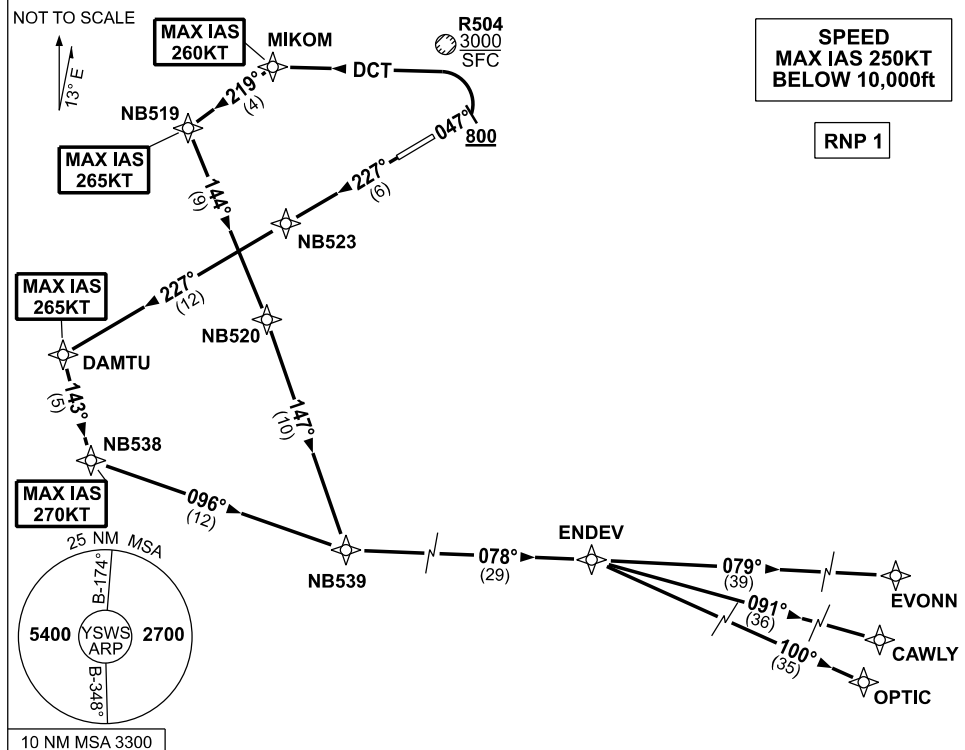
Changes: NEW PROCEDURE.

SWSDP07-187

# STANDARD INSTRUMENT DEPARTURES (SID) ENDEV ONE NOVEMBER (RNAV) SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)

09 JUL 2026

|               |               |               |              |              |                                                  |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>127.0 | ACD<br>118.65 | SMC<br>124.05 | TWR<br>128.1 | DEP<br>118.4 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|



## ENDEV ONE NOVEMBER

### RWY 05

GRAD 3.3%

MAX IAS 260KT until MIKOM

- Track 047°, AT or ABV 800ft turn LEFT and track DCT to MIKOM
- MAX IAS 265KT until NB519
- Track 219° to NB519
- Turn LEFT, track 144° to NB520
- Turn RIGHT, track 147° to NB539
- Turn LEFT, track 078° to ENDEV

### RWY 23

GRAD 4.0% to 800ft, then 3.3%

MAX IAS 265KT until DAMTU

- Track 227° to NB523
- Track 227° to DAMTU
- MAX IAS 270KT until NB538
- Turn LEFT, track 143° to NB538
- Turn LEFT, track 096° to NB539
- Turn LEFT, track 078° to ENDEV

## TRANSITIONS:

- EVONN** • From ENDEV, track 079° to EVONN
- CAWLY** • From ENDEV, turn RIGHT, track 091° to CAWLY
- OPTIC** • From ENDEV, turn RIGHT, track 100° to OPTIC

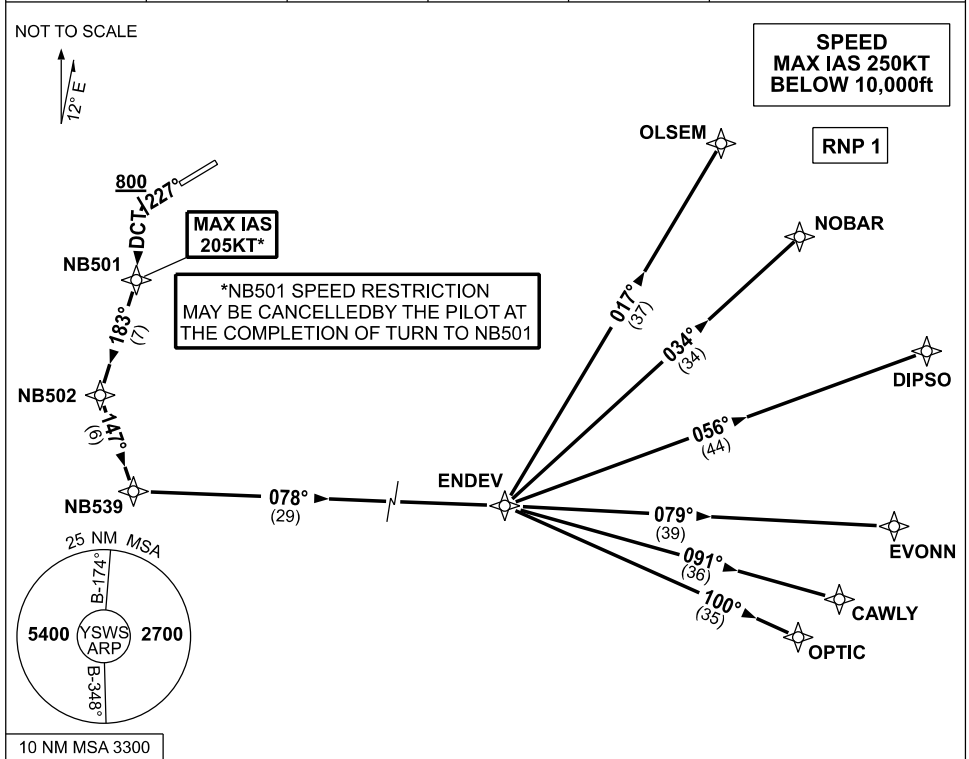
Changes: NEW PROCEDURE.

SWSDP08-187

# STANDARD INSTRUMENT DEPARTURES (SID) RWY 23 ENDEV ONE QUEBEC (RNAV) SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)

09 JUL 2026

| ATIS<br>127.0 | ACD<br>118.65 | SMC<br>124.05 | TWR<br>128.1 | DEP<br>118.4 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|



## ENDEV ONE QUEBEC

### RWY 23

GRAD 6.5% to 800ft, then 3.3% (5.4% to 4500ft)

\*MAX IAS 205KT until NB501

- Track 227°, AT or ABV 800ft turn LEFT and track DCT to NB501
- Track 183° to NB502
- Turn LEFT, track 147° to NB539
- Turn LEFT, track 078° to ENDEV

### TRANSITIONS:

- OLSEM** • From ENDEV, turn LEFT, track 017° to OLSEM
- NOBAR** • From ENDEV, turn LEFT, track 034° to NOBAR
- DIPSO** • From ENDEV, turn LEFT, track 056° to DIPSO
- EVONN** • From ENDEV, track 079° to EVONN
- CAWLY** • From ENDEV, turn RIGHT, track 091° to CAWLY
- OPTIC** • From ENDEV, turn RIGHT, track 100° to OPTIC

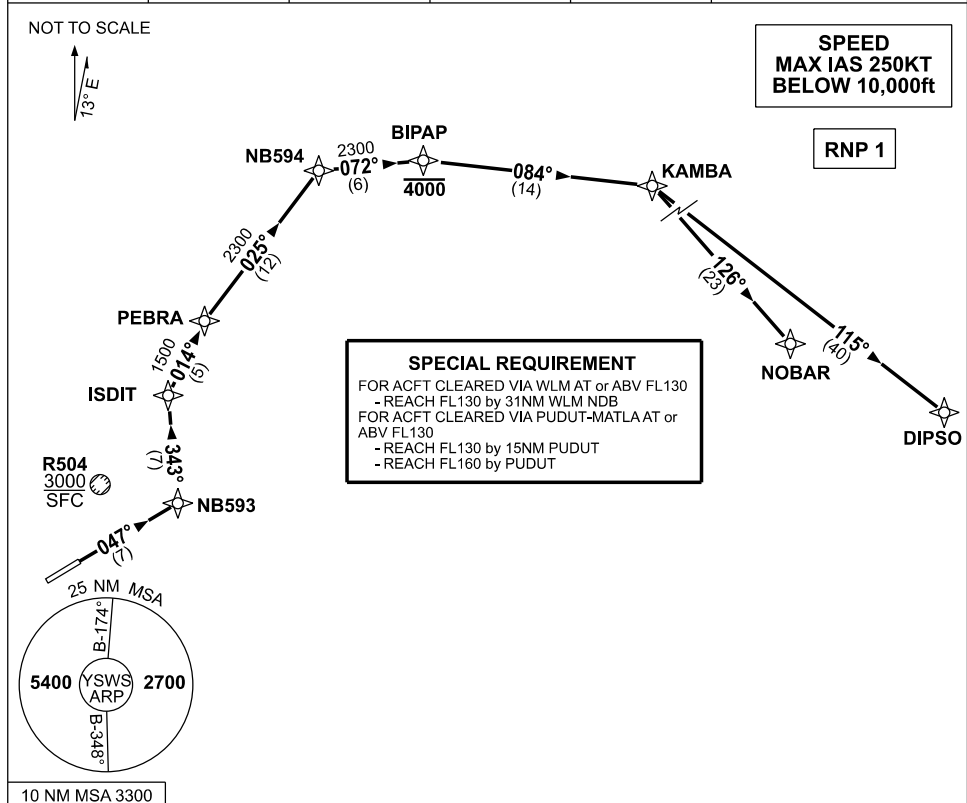
Changes: NEW PROCEDURE.

SWSDP09-187

# STANDARD INSTRUMENT DEPARTURES (SID) RWY 05 KAMBA ONE DELTA (NON-JET) (RNAV) SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)

09 JUL 2026

|               |               |               |              |              |                                                  |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>127.0 | ACD<br>118.65 | SMC<br>124.05 | TWR<br>128.1 | DEP<br>118.4 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|



## KAMBA ONE DELTA (NON-JET) RWY 05

- GRAD 3.3%
- Track 047° to NB593
- Turn LEFT, track 343° to ISDIT
- Turn RIGHT, track 014° to PEBRA
- Turn RIGHT, track 025° to NB594
- Turn RIGHT, track 072° to BIPAP
- Cross BIPAP AT or BLW 4000ft
- Turn RIGHT, track 084° to KAMBA
- See SPECIAL REQUIREMENT above

### TRANSITIONS:

- DIPSO** • From KAMBA, turn RIGHT, track 115° to DIPSO
- NOBAR** • From KAMBA, turn RIGHT, track 126° to NOBAR

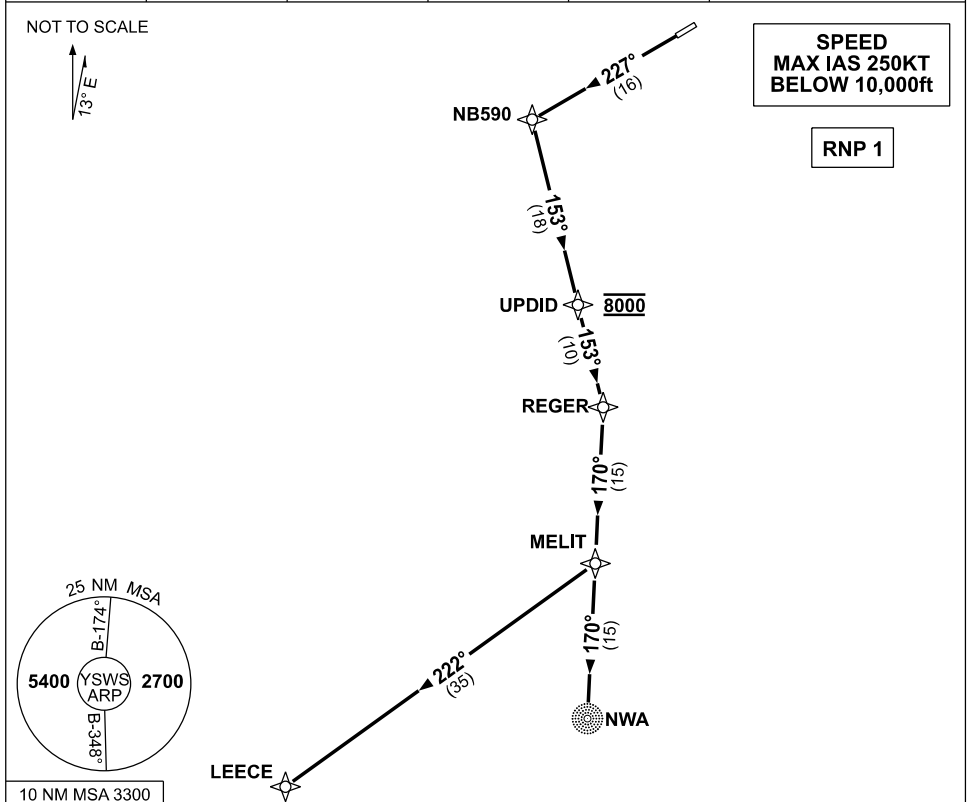
Changes: NEW PROCEDURE.

SWSDP10-187

# STANDARD INSTRUMENT DEPARTURES (SID) RWY 23 MELIT ONE HOTEL (RNAV) SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)

09 JUL 2026

|               |               |               |              |              |                                                  |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>127.0 | ACD<br>118.65 | SMC<br>124.05 | TWR<br>128.1 | DEP<br>118.4 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|



## MELIT ONE HOTEL

### RWY 23

GRAD 3.3%

- Track 227° to NB590
- Turn LEFT, track 153° to UPDID  
Cross UPDID AT 8000ft  
(RQ GRAD TO UPDID: 3.9%)
- Track 153° to REGER
- Turn RIGHT, track 170° to MELIT

### TRANSITIONS:

- LEECE** • From MELIT, turn RIGHT, track 222° to LEECE
- NOWRA (NWA)** • From MELIT, track 170° to NWA NDB

Changes: NEW PROCEDURE.

SWSDP11-187

## STANDARD INSTRUMENT DEPARTURES (SID)

RWY 05 ISDIT ONE DELTA (NON-JET) (RNAV)

SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)

09 JUL 2026

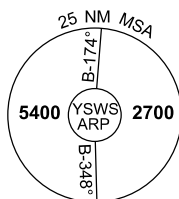
|               |               |               |              |              |                                                  |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>127.0 | ACD<br>118.65 | SMC<br>124.05 | TWR<br>128.1 | DEP<br>118.4 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|

NOT TO SCALE

**SPECIAL REQUIREMENT**

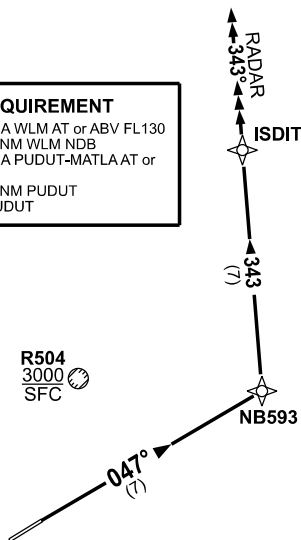
FOR ACFT CLEARED VIA WLM AT or ABV FL130  
 - REACH FL130 by 31NM WLM NDB  
 FOR ACFT CLEARED VIA PUDUT-MATLA AT or  
 ABV FL130  
 - REACH FL130 by 15NM PUDUT  
 - REACH FL160 by PUDUT

**SPEED**  
**MAX IAS 250KT**  
**BELOW 10,000ft**

**RNP 1**

10 NM MSA 3300

**R504**  
 3000  
 SFC

**ISDIT ONE DELTA (NON-JET)****RWY 05:**

GRAD 3.3%

- Track 047° to NB593
- Turn LEFT, track 343° to ISDIT
- From ISDIT continue tracking 343°
- Expect radar vectors to cleared route
- See SPECIAL REQUIREMENT above

Changes: NEW PROCEDURE.

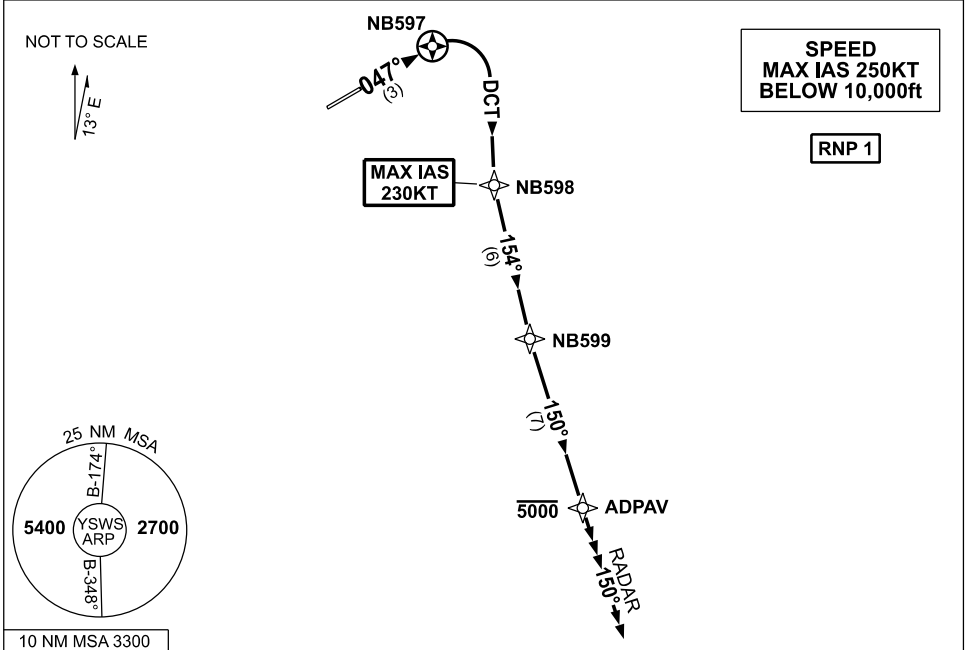
SWSDP12-187

STANDARD INSTRUMENT DEPARTURES (SID)  
RWY 05 ADPAV ONE DELTA (NON-JET) (RNAV)

SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)

09 JUL 2026

|               |               |               |              |              |                                                  |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>127.0 | ACD<br>118.65 | SMC<br>124.05 | TWR<br>128.1 | DEP<br>118.4 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|



ADPAV ONE DELTA (NON-JET)

RWY 05:

GRAD 3.3%

MAX IAS 230KT until NB598

- Track 047° to NB597
- Turn RIGHT, track DCT to NB598
- Track 154° to NB599
- Turn LEFT, track 150° to ADPAV
- **Cross** ADPAV AT or BLW 5000ft
- From ADPAV continue tracking 150°
- Expect radar vectors to cleared route

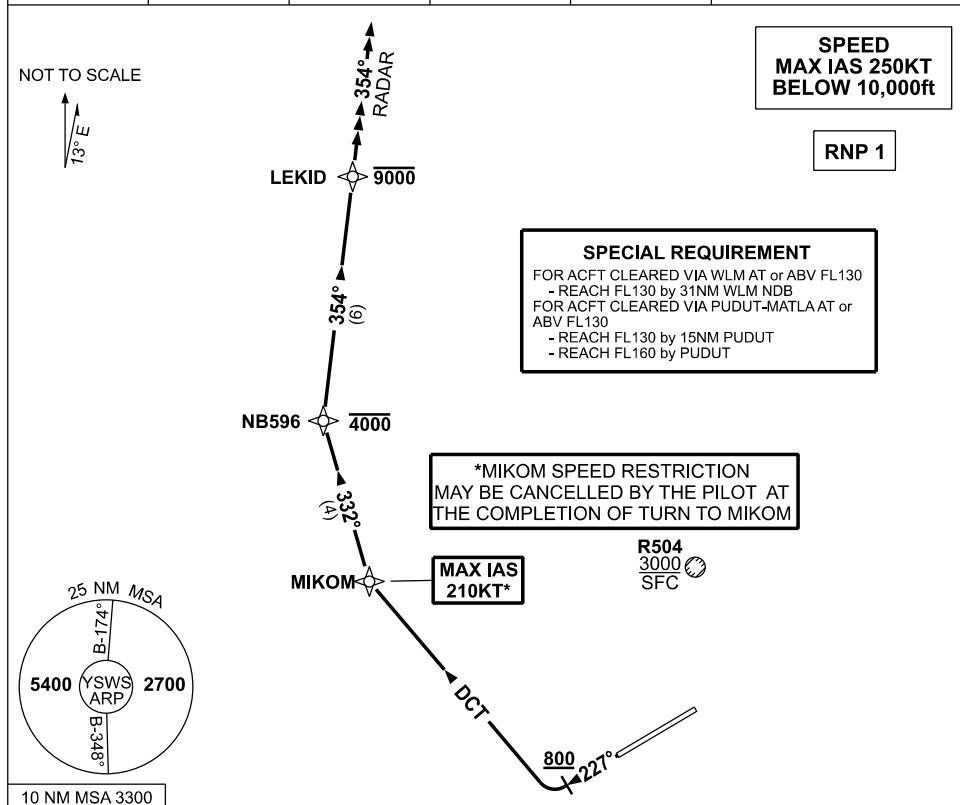
Changes: NEW PROCEDURE.

SWSDP13-187

# STANDARD INSTRUMENT DEPARTURES (SID) RWY 23 LEKID ONE DELTA (NON-JET) (RNAV) SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)

09 JUL 2026

| ATIS  | ACD    | SMC    | TWR   | DEP   | Bearings are Magnetic<br>Elevations in FEET AMSL |
|-------|--------|--------|-------|-------|--------------------------------------------------|
| 127.0 | 118.65 | 124.05 | 128.1 | 118.4 |                                                  |



## LEKID ONE DELTA (NON-JET) RWY 23

GRAD 4.0% to 800ft, then 3.3%  
(6.6% to 4000ft)

\*MAX IAS 210KT until MIKOM

- Track 227°
- AT or ABV 800ft, turn RIGHT, track DCT to MIKOM
- Track 332° to NB596
- **Cross** NB596 AT or BLW 4000ft
- Turn RIGHT, track 354° to LEKID
- **Cross** LEKID AT or BLW 9000ft
- From LEKID continue tracking 354°
- Expect radar vectors to cleared route
- See SPECIAL REQUIREMENT above

Changes: NEW PROCEDURE.

SWSDP14-187

# STANDARD INSTRUMENT DEPARTURES (SID) RWY 23 REGER ONE DELTA (NON-JET) (RNAV) SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)

09 JUL 2026

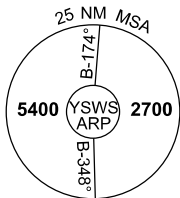
|               |               |               |              |              |                                                  |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>127.0 | ACD<br>118.65 | SMC<br>124.05 | TWR<br>128.1 | DEP<br>118.4 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|

NOT TO SCALE

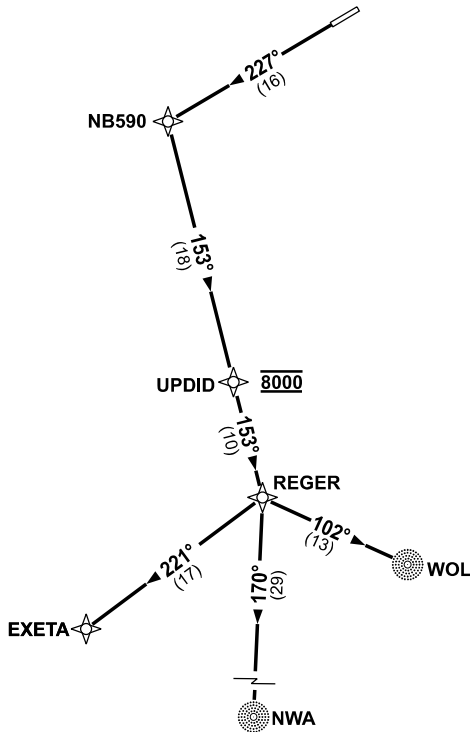


**SPEED  
MAX IAS 250KT  
BELOW 10,000ft**

**RNP 1**



10 NM MSA 3300



## REGER ONE DELTA (NON-JET) RWY 23

- GRAD 4.0% to 800ft, then 3.3%
- Track 227° to NB590
- Turn LEFT, track 153° to UPDID
- Cross** UPDID AT 8000ft  
(RQ GRAD to UPDID: 3.9%)
- Track 153° to REGER

## TRANSITIONS:

### EXETA

- From REGER, turn RIGHT, track 221° to EXETA

### NOWRA (NWA)

- From REGER, turn RIGHT, track 170° to NWA NDB

### WOLLONGONG (WOL)

- From REGER, turn LEFT, track 102° to WOL NDB

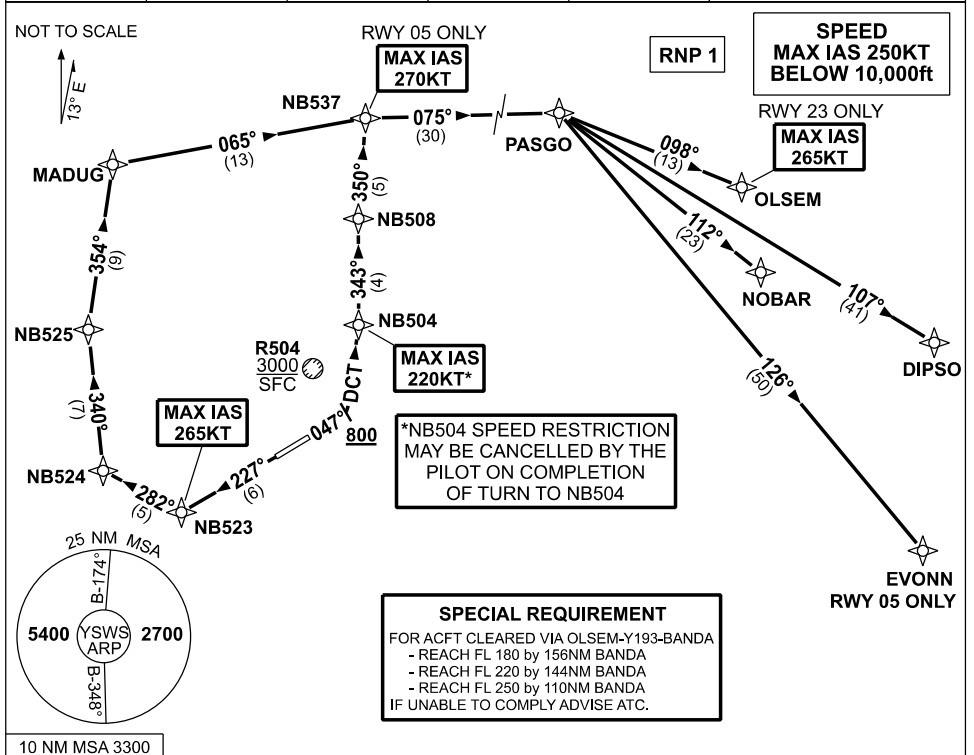
Changes: NEW PROCEDURE.

SWSDP15-187

# STANDARD INSTRUMENT DEPARTURES (SID) PASGO ONE NOVEMBER (RNAV) SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)

09 JUL 2026

|               |               |               |              |              |                                                  |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>127.0 | ACD<br>118.65 | SMC<br>124.05 | TWR<br>128.1 | DEP<br>118.4 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|



## PASGO ONE NOVEMBER

### RWY 05

- GRAD 4.1% to 700ft, then 3.3%
- \*MAX IAS 220KT until NB504
- Track 047°, AT or ABV 800ft turn LEFT, track DCT to NB504
- MAX IAS 270KT until NB537
- Track 343° to NB508
- Turn RIGHT, track 350° to NB537
- Turn RIGHT, track 075° to PASGO

### RWY 23

- GRAD 4.0% to 800ft, then 3.3%
- MAX IAS 265KT until NB523
- Track 227° to NB523
- MAX IAS 265KT until OLSEM (OLSEM TRANSITION ONLY)
- Turn RIGHT, track 282° to NB524
- Turn RIGHT, track 340° to NB525
- Turn RIGHT, track 354° to MADUG
- Turn RIGHT, track 065° to NB537
- Turn RIGHT, track 075° to PASGO

## TRANSITIONS:

- OLSEM** • From PASGO, turn RIGHT, track 098° to OLSEM  
• See SPECIAL REQUIREMENT above.
- DIPSO** • From PASGO, turn RIGHT, track 107° to DIPSO
- NOBAR** • From PASGO, turn RIGHT, track 112° to NOBAR
- EVONN - RWY 05 only** • From PASGO, turn RIGHT, track 126° to EVONN

Changes: NEW PROCEDURE.

SWSDP16-187

**STANDARD INSTRUMENT DEPARTURES (SID)  
RWY 23 KAMBA ONE QUEBEC (NON-JET) (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

**09 JUL 2026**

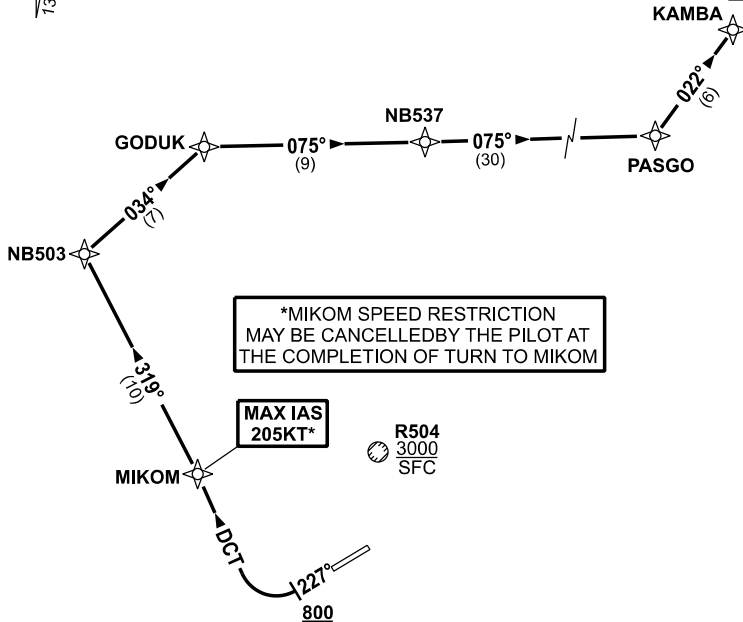
|               |               |               |              |              |                                                  |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>127.0 | ACD<br>118.65 | SMC<br>124.05 | TWR<br>128.1 | DEP<br>118.4 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|

NOT TO SCALE



**RNP 1**

**SPEED  
MAX IAS 250KT  
BELOW 10,000ft**



**KAMBA ONE QUEBEC**

**RWY 23**

GRAD 4% to 800ft, then 3.3% (6.6% to 4000ft)

\*MAX IAS 205KT until MIKOM

- Track 227°, AT or ABV 800ft turn RIGHT, track DCT to MIKOM
- Track 319° to NB503
- Turn RIGHT, track 034° to GODUK
- Turn RIGHT, track 075° to NB537
- Track 075° to PASGO
- Turn LEFT, track 022° to KAMBA

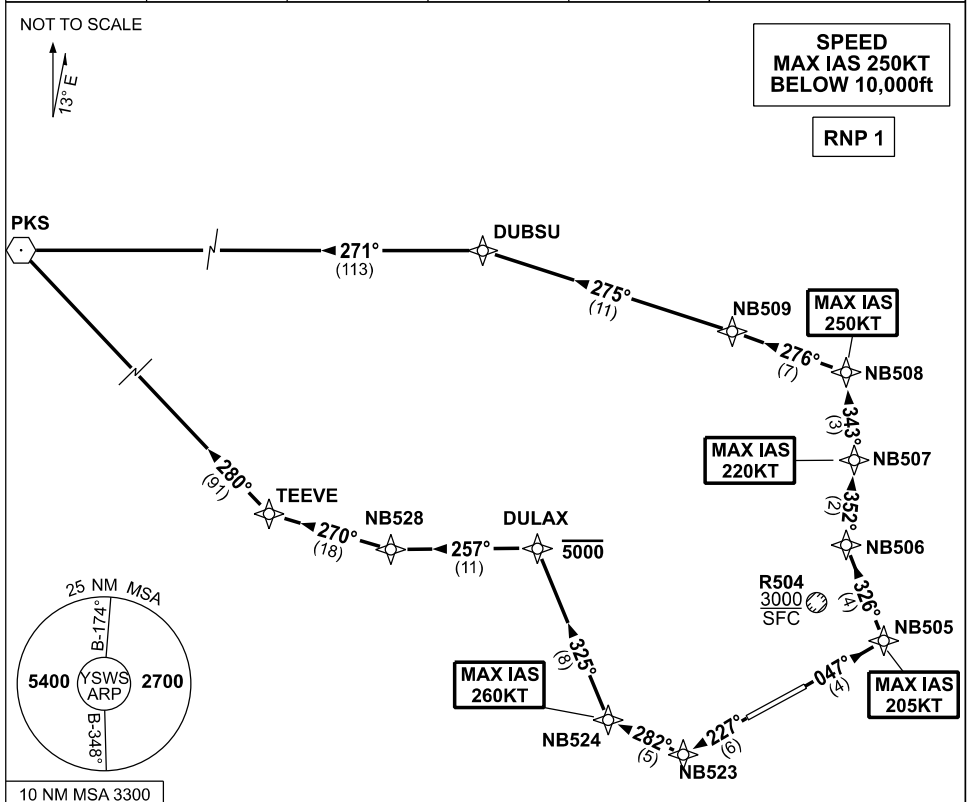
Changes: NEW PROCEDURE.

SWSDP17-187

# STANDARD INSTRUMENT DEPARTURES (SID) PARKES (PKS) ONE DELTA (RNAV) SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)

09 JUL 2026

|               |               |               |              |              |                                                  |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>127.0 | ACD<br>118.65 | SMC<br>124.05 | TWR<br>128.1 | DEP<br>118.4 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|



## PARKES (PKS) ONE DELTA

### RWY 05

GRAD 5.2% to 700ft, then 3.3%  
MAX IAS 205KT until NB505

- Track 047° to NB505
- MAX IAS 220KT until NB507
- Turn LEFT, track 326° to NB506
- Turn RIGHT, track 352° to NB507
- MAX IAS 250KT until NB508
- Turn LEFT, track 343° to NB508
- Turn LEFT, track 276° to NB509
- Turn LEFT, track 275° to DUBSU
- Turn LEFT, track 271° to PKS VOR

### RWY 23

GRAD 4.0% to 800ft, then 3.3%  
MAX IAS 260KT until NB524

- Track 227° to NB523
- Turn RIGHT, track 282° to NB524
- Turn RIGHT, track 325° to DULAX
- Cross DULAX AT or BLW 5000ft
- Turn LEFT, track 257° to NB528
- Turn RIGHT, track 270° to TEEVE
- Turn RIGHT, track 280° to PKS VOR

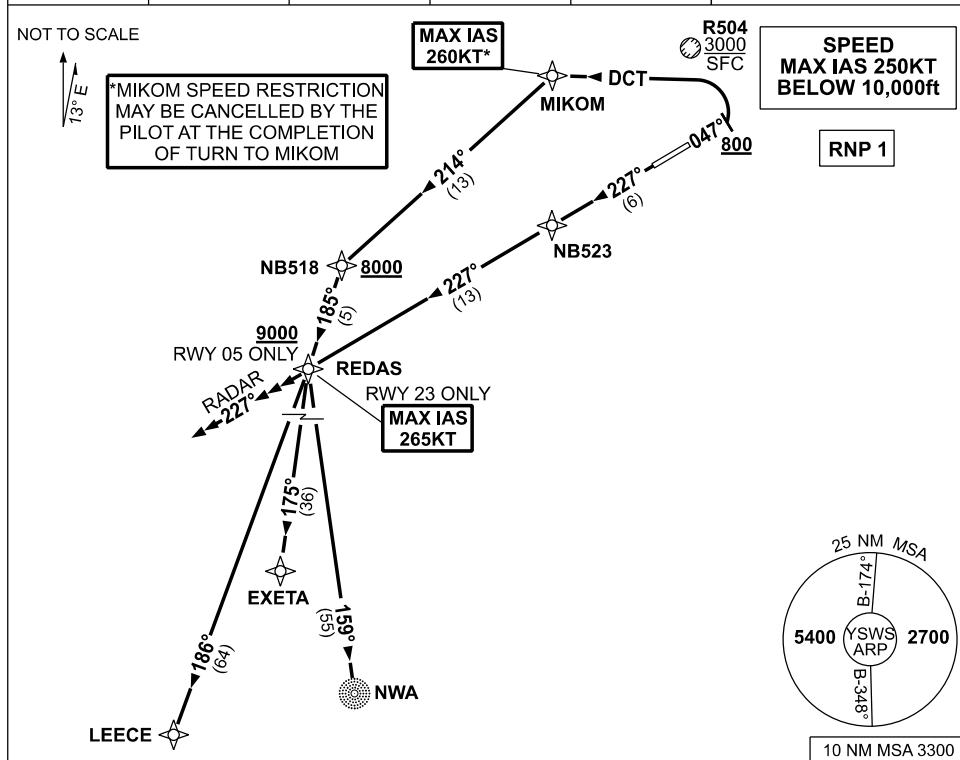
Changes: NEW PROCEDURE.

SWSDP18-187

# STANDARD INSTRUMENT DEPARTURES (SID) REDAS ONE NOVEMBER (RNAV) SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)

09 JUL 2026

|               |               |               |              |              |                                                  |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>127.0 | ACD<br>118.65 | SMC<br>124.05 | TWR<br>128.1 | DEP<br>118.4 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|



## REDAS ONE NOVEMBER

### RWY 05

GRAD 3.3%

\*MAX IAS 260KT until MIKOM

- Track 047°, AT or ABV 800ft turn LEFT and track DCT to MIKOM
- Turn LEFT, track 214° to NB518
- Cross NB518 AT or ABV 8000ft
- Turn LEFT, track 185° to REDAS
- Cross REDAS AT or ABV 9000ft (RQ GRAD to REDAS: 3.6%)

### RWY 23

GRAD 4.0% to 800ft, then 3.3%

MAX IAS 265KT until REDAS

- Track 227° to NB523
- Track 227° to REDAS

## TRANSITIONS:

**NOWRA (NWA)** • From REDAS, turn LEFT, track 159° to NWA NDB

**EXETA** • From REDAS, turn LEFT, track 175° to EXETA

**LEECE** • From REDAS, track 186° to LEECE

**RADAR - RWY 23 only** • At REDAS continue tracking 227°  
• Expect radar vectors to cleared route

Changes: NEW PROCEDURE.

SWSDP19-187

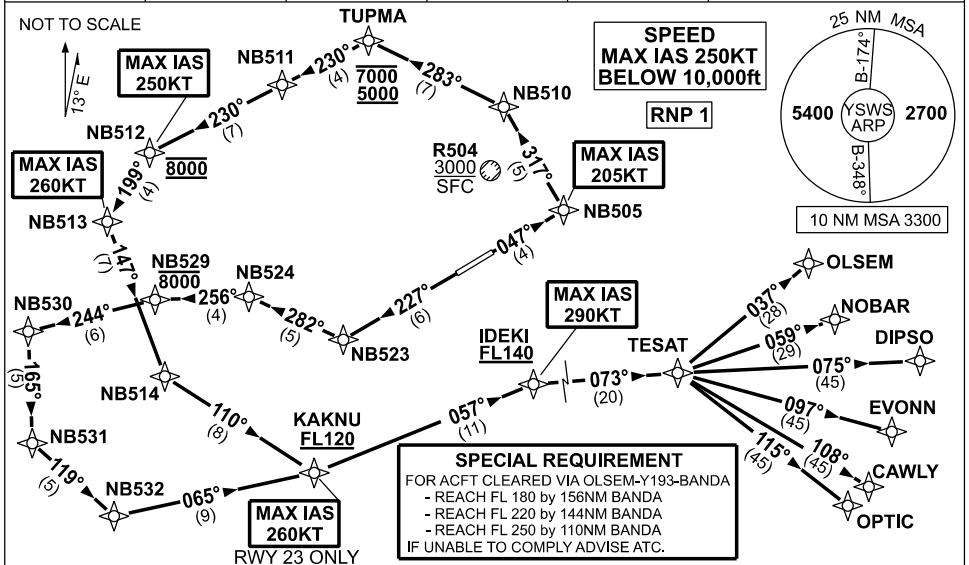
# STANDARD INSTRUMENT DEPARTURES (SID)

## TESAT ONE DELTA (RNAV)

### SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)

09 JUL 2026

|               |               |               |              |              |                                                  |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>127.0 | ACD<br>118.65 | SMC<br>124.05 | TWR<br>128.1 | DEP<br>118.4 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|



#### TESAT ONE DELTA

##### RWY 05

- GRAD 6.8% to 700ft, then 3.3%
- MAX IAS 205KT until NB505
- Track 047° to NB505
- MAX IAS 250KT until NB512
- Turn LEFT, track 317° to NB510
- Turn LEFT, track 283° to TUPMA
- Cross** TUPMA BTN 5000ft to 7000ft  
(RQ GRAD to TUPMA: 5.5%)
- Turn LEFT, track 230° to NB511
- Track 230° to NB512
- Cross** NB512 AT 8000ft  
(RQ GRAD to NB512: 4.7% FM TUPMA)
- MAX IAS 260KT until NB513
- Turn LEFT, track 199° to NB513
- MAX IAS 290KT until IDEKI
- Turn LEFT, track 147° to NB514
- Turn LEFT, track 110° to KAKNU
- Cross** KAKNU AT or ABV FL120  
(RQ GRAD to KAKNU: 3.8% FM NB512)
- Turn LEFT, track 057° to IDEKI
- Cross** IDEKI AT or ABV FL140
- Turn RIGHT, track 073° to TESAT

##### RWY 23

- GRAD 4.0% to 800ft, then 3.3%
- MAX IAS 260KT until KAKNU
- Track 227° to NB523
- Turn RIGHT, track 282° to NB524
- Turn LEFT, track 256° to NB529
- Cross** NB529 AT or BLW 8000ft
- Turn LEFT, track 244° to NB530
- Turn LEFT, track 165° to NB531
- Turn LEFT, track 119° to NB532
- Turn LEFT, track 065° to KAKNU
- Cross** KAKNU AT or ABV FL120  
(RQ GRAD to KAKNU 5.3%)
- MAX IAS 290KT until IDEKI
- Turn LEFT, track 057° to IDEKI
- Cross** IDEKI AT or ABV FL140
- Turn RIGHT, track 073° to TESAT

#### TRANSITIONS:

- OLSEM**
  - From TESAT, turn LEFT, track 037° to OLSEM, then as cleared.
  - See SPECIAL REQUIREMENT above.
- NOBAR**
  - From TESAT, turn LEFT, track 059° to NOBAR, then as cleared.
- DIPSO**
  - From TESAT, turn RIGHT, track 075° to DIPSO, then as cleared.
- EVONN**
  - From TESAT, turn RIGHT, track 097° to EVONN, then as cleared.
- CAWLY**
  - From TESAT, turn RIGHT, track 108° to CAWLY, then as cleared.
- OPTIC**
  - From TESAT, turn RIGHT, track 115° to OPTIC, then as cleared.

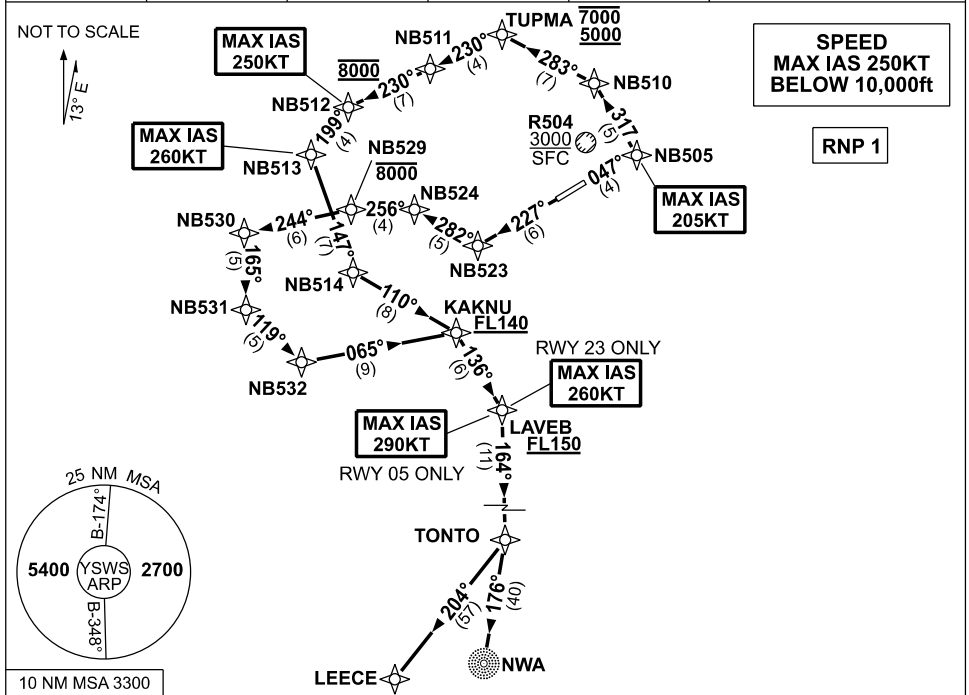
Changes: NEW PROCEDURE.

SWSDP20-187

# STANDARD INSTRUMENT DEPARTURES (SID) TONTO ONE DELTA (RNAV) SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)

09 JUL 2026

|               |               |               |              |              |                                                  |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>127.0 | ACD<br>118.65 | SMC<br>124.05 | TWR<br>128.1 | DEP<br>118.4 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|



## TONTO ONE DELTA

### RWY 05

- GRAD 6.8% to 700ft then 3.3%
- MAX IAS 205KT until NB505
- Track 047° to NB505
- MAX IAS 250KT until NB512
- Turn LEFT, track 317° to NB510
- Turn LEFT, track 283° to TUPMA
- Cross** TUPMA between 5000ft and 7000ft (RQ GRAD to TUPMA: 5.5%)
- Turn LEFT, track 230° to NB511
- Track 230° to NB512
- Cross** NB512 AT 8000ft (RQ GRAD to NB512: 4.7% FM TUPMA)
- MAX IAS 260KT until NB513
- Turn LEFT, track 199° to NB513
- MAX IAS 290KT until LAVEB
- Turn LEFT, track 147° to NB514
- Turn LEFT, track 110° to KAKNU
- Cross** KAKNU AT or ABV FL140 (RQ GRAD to KAKNU: 5.6% FM NB512)
- Turn RIGHT, track 136° to LAVEB
- Cross** LAVEB AT or ABV FL150
- Turn RIGHT, track 164° to TONTO

### RWY 23

- GRAD 4.0% to 800ft then 3.3%
- MAX IAS 260KT until LAVEB
- Track 227° to NB523
- Turn RIGHT, track 282° to NB524
- Turn LEFT, track 256° to NB529
- Cross** NB529 AT or BLW 8000ft
- Turn LEFT, track 244° to NB530
- Turn LEFT, track 165° to NB531
- Turn LEFT, track 119° to NB532
- Turn LEFT, track 065° to KAKNU
- Cross** KAKNU AT or ABV FL140 (RQ GRAD to KAKNU: 6.2%)
- Turn RIGHT, track 136° to LAVEB
- Cross** LAVEB AT or ABV FL150
- Turn RIGHT, track 164° to TONTO

## TRANSITIONS:

- NOWRA (NWA)** • From TONTO, turn RIGHT, track 176° to NWA NDB
- LEECE** • From TONTO, turn RIGHT, track 204° to LEECE

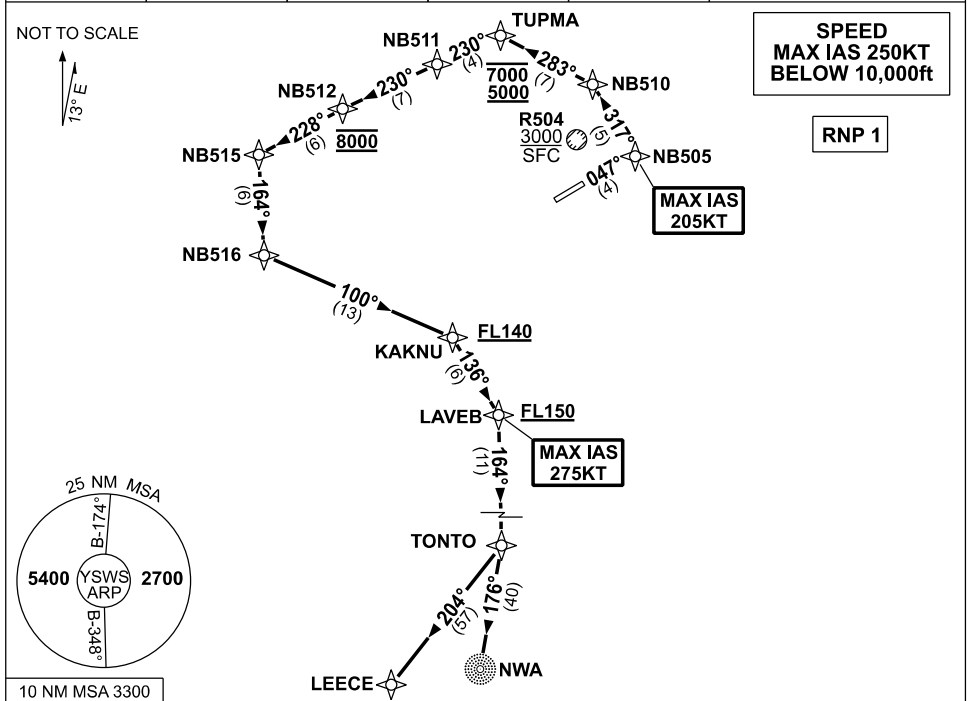
Changes: NEW PROCEDURE.

SWSDP21-187

# STANDARD INSTRUMENT DEPARTURES (SID) RWY 05 TONTO ONE HOTEL (RNAV) SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)

09 JUL 2026

| ATIS  | ACD    | SMC    | TWR   | DEP   | Bearings are Magnetic<br>Elevations in FEET AMSL |
|-------|--------|--------|-------|-------|--------------------------------------------------|
| 127.0 | 118.65 | 124.05 | 128.1 | 118.4 |                                                  |



## TONTO ONE HOTEL RWY 05

- GRAD 6.8% to 700ft, then 3.3%
- MAX IAS 205KT until NB505
- Track 047° to NB505
- MAX IAS 275KT until LAVEB
- Turn LEFT, track 317° to NB510
- Turn LEFT, track 283° to TUPMA
- Cross** TUPMA between 5000ft and 7000ft  
(RQ GRAD to TUPMA: 5.5%)
- Turn LEFT, track 230° to NB511
- Track 230° to NB512
- Cross** NB512 AT 8000ft  
(RQ GRAD TO NB512: 4.7% FM TUPMA)
- Turn LEFT, track 228° to NB515
- Turn LEFT, track 164° to NB516
- Turn LEFT, track 100° to KAKNU
- Cross** KAKNU AT or ABV FL140  
(RQ GRAD to KAKNU: 4.3% FM NB512)
- Turn RIGHT, track 136° to LAVEB
- Cross** LAVEB AT or ABV FL150
- Turn RIGHT, track 164° to TONTO

## TRANSITIONS:

- NOWRA (NWA)** • From TONTO, turn RIGHT, track 176° to NWA NDB
- LEECE** • From TONTO, turn RIGHT, track 204° to LEECE

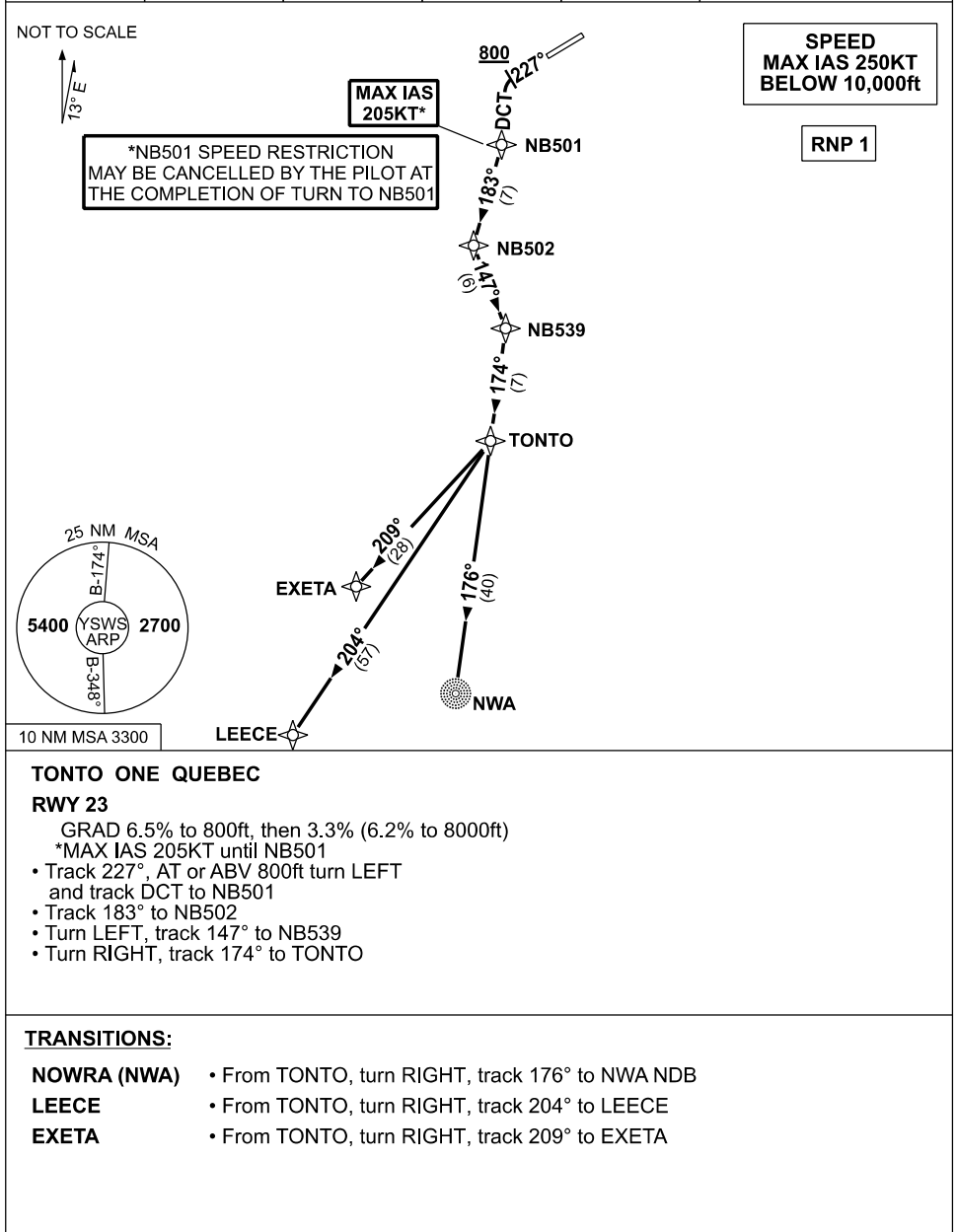
Changes: NEW PROCEDURE.

SWSDP22-187

# STANDARD INSTRUMENT DEPARTURES (SID) RWY 23 TONTO ONE QUEBEC (RNAV) SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)

09 JUL 2026

|               |               |               |              |              |                                                  |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|
| ATIS<br>127.0 | ACD<br>118.65 | SMC<br>124.05 | TWR<br>128.1 | DEP<br>118.4 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------|---------------|---------------|--------------|--------------|--------------------------------------------------|



Changes: NEW PROCEDURE.

SWSDP23-187

# STANDARD INSTRUMENT DEPARTURES (SID) KAMBA ONE NOVEMBER (NON-JET) (RNAV) SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)

09 JUL 2026

| ATIS  | ACD    | SMC    | TWR   | DEP   | Bearings are Magnetic<br>Elevations in FEET AMSL |
|-------|--------|--------|-------|-------|--------------------------------------------------|
| 127.0 | 118.65 | 124.05 | 128.1 | 118.4 |                                                  |

NOT TO SCALE

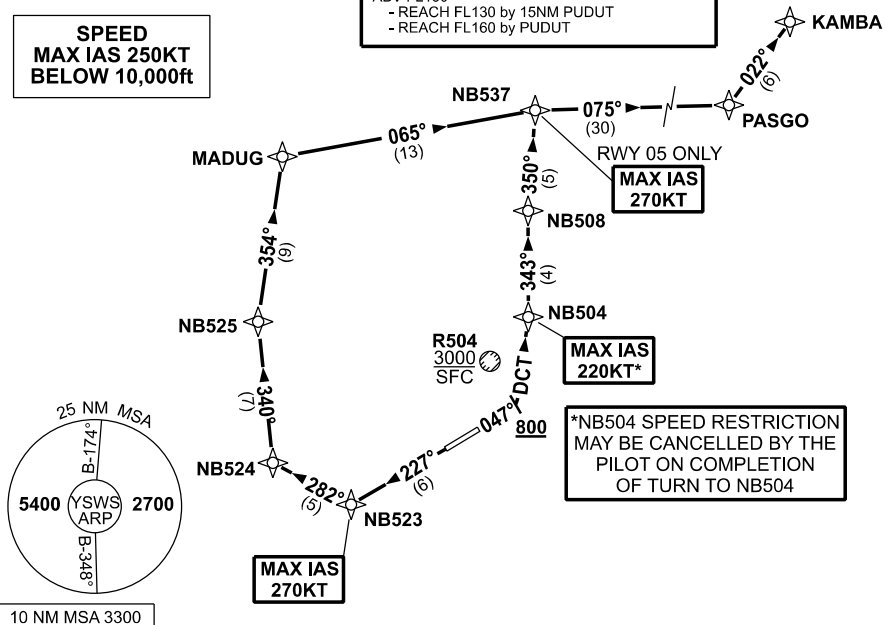


RNP 1

**SPEED**  
MAX IAS 250KT  
BELOW 10,000ft

## SPECIAL REQUIREMENT

FOR ACFT CLEARED VIA WLM AT or ABV FL130  
- REACH FL130 by 31NM WLM NDB  
FOR ACFT CLEARED VIA PUDUT-MATLA AT or  
ABV FL130  
- REACH FL130 by 15NM PUDUT  
- REACH FL160 by PUDUT



## KAMBA ONE NOVEMBER

### RWY 05

GRAD 4.1% to 700ft, then 3.3%  
\*MAX IAS 220KT until NB504

- Track 047°
- AT or ABV 800ft, turn LEFT and track DCT to NB504
- MAX IAS 270KT until NB537
- Track 343° to NB508
- Turn RIGHT, track 350° to NB537
- Turn RIGHT, track 075° to PASGO
- Turn LEFT, track 022° to KAMBA
- See SPECIAL REQUIREMENT above

### RWY 23

GRAD 4.0% to 800ft, then 3.3%  
MAX IAS 270KT until NB523

- Track 227° to NB523
- Turn RIGHT, track 282° to NB524
- Turn RIGHT, track 340° to NB525
- Turn RIGHT, track 354° to MADUG
- Turn RIGHT, track 065° to NB537
- Turn RIGHT, track 075° to PASGO
- Turn LEFT, track 022° to KAMBA
- See SPECIAL REQUIREMENT above

Changes: NEW PROCEDURE.

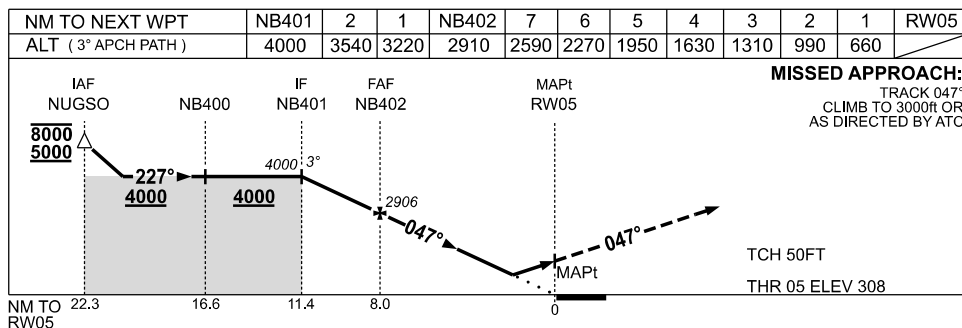
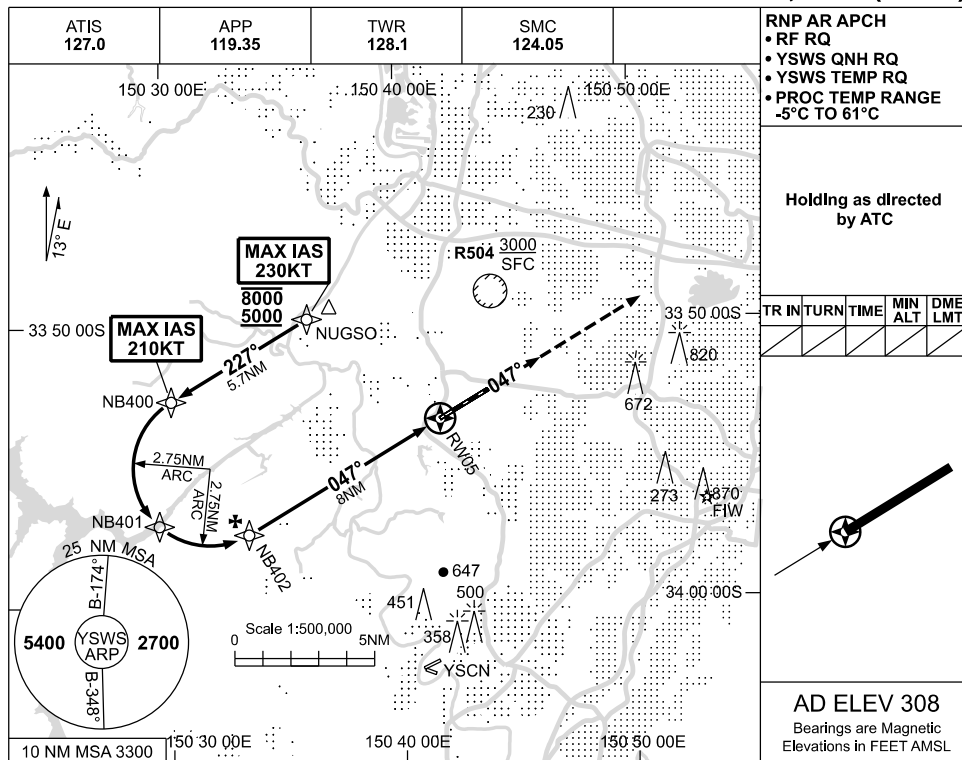
SWSDP24-187

USE QNH

RNP X RWY 05 (AR)

09 JUL 2026

SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)

**NOTES**

1. MAX IAS: 230KT  
 NUGSO: 230KT  
 NB400: 210KT

| CATEGORY  | A              | B | C          | D          |
|-----------|----------------|---|------------|------------|
| RNP 0.3   | 660 (352-1.2)  |   |            |            |
| CIRCLING  | NOT AUTHORISED |   |            |            |
| ALTERNATE | (1012-4.4)     |   | (1302-6.0) | (1432-7.0) |

Changes: NEW PROCEDURE.

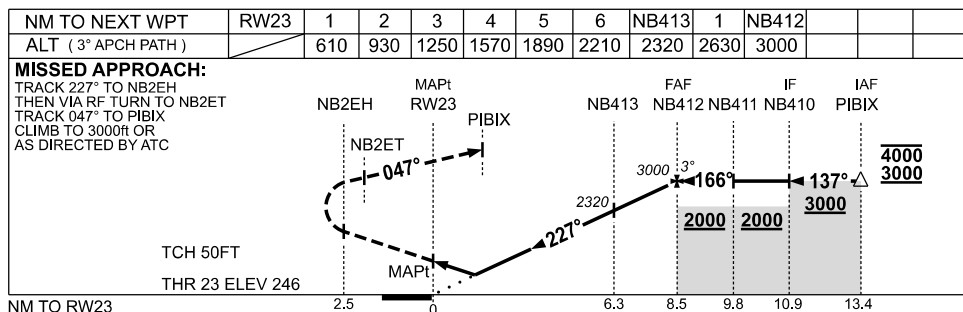
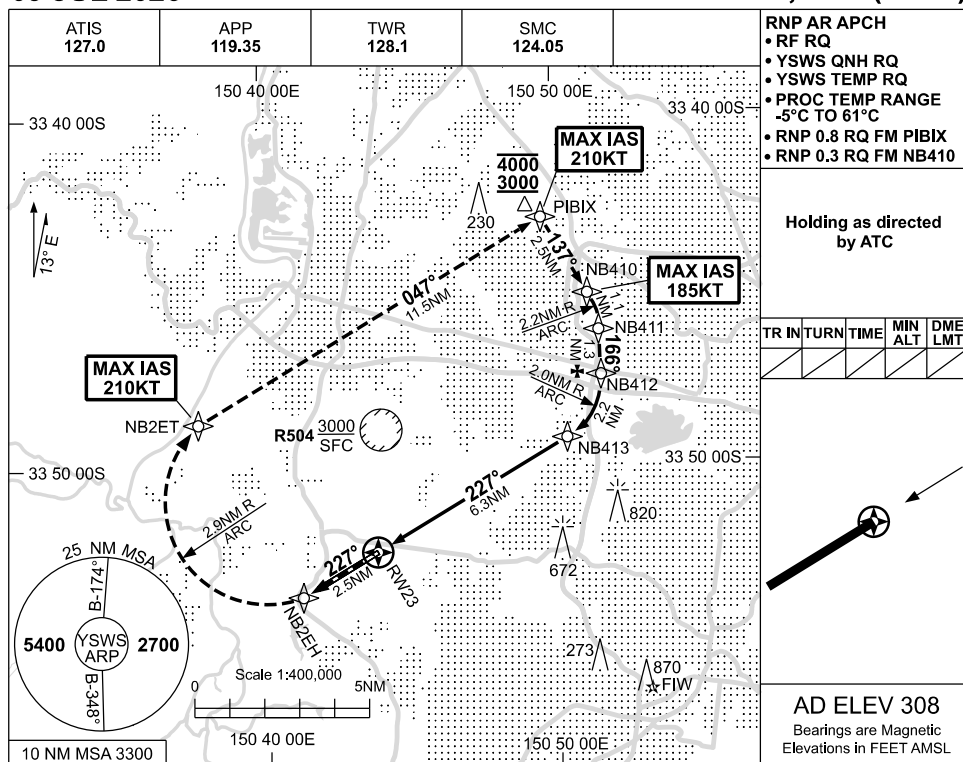
SWSGN01-187

USE QNH

RNP X RWY 23 (AR)

09 JUL 2026

SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)



## NOTES

| CATEGORY  | A              | B | C          | D          |
|-----------|----------------|---|------------|------------|
| RNP (0.3) | 610 (364-1.3)  |   |            |            |
| CIRCLING  | NOT AUTHORISED |   |            |            |
| ALTERNATE | (1012-4.4)     |   | (1302-6.0) | (1432-7.0) |

1. MAX IAS:  
 PIBIX : 210KT  
 NB410 : 185KT  
 MISS APCH : 210KT

Changes: NEW PROCEDURE.

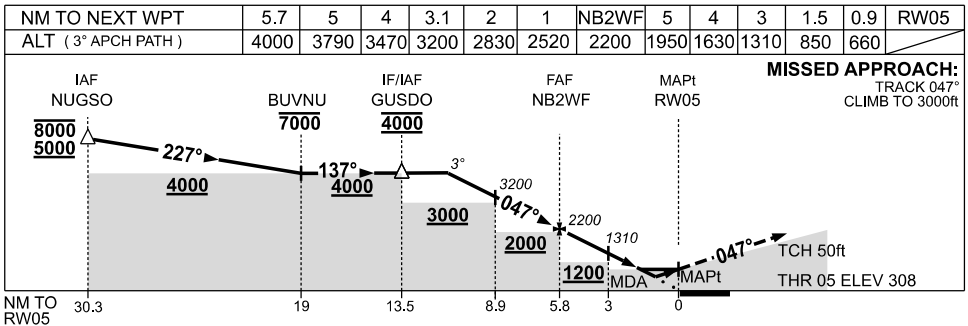
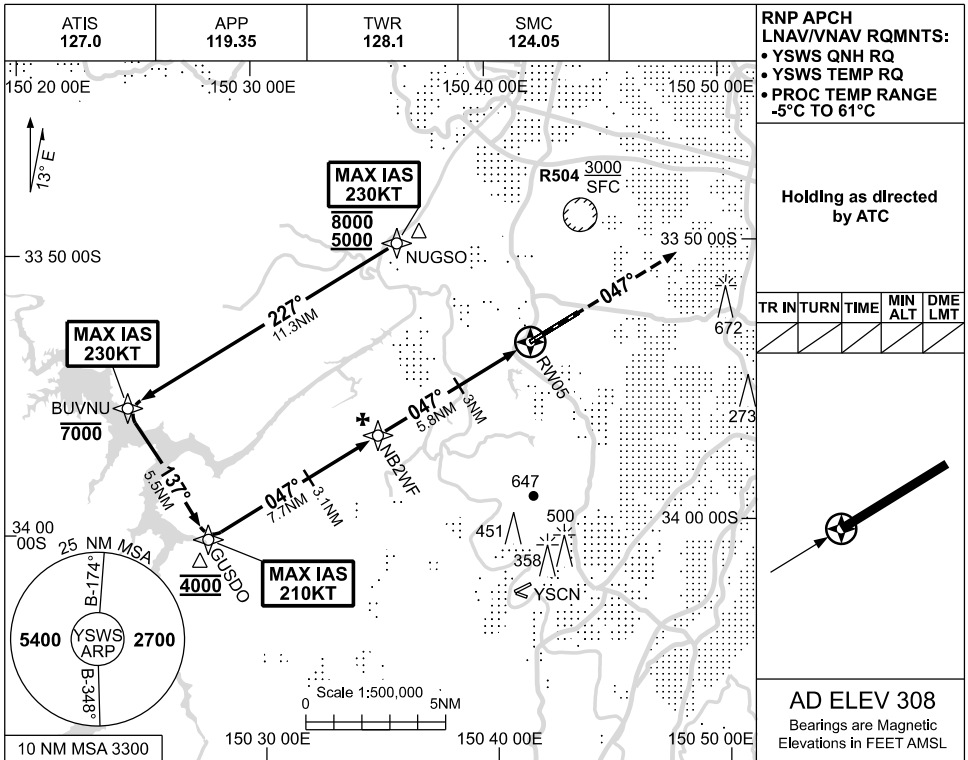
SWSGN02-187

USE QNH

RNP Z RWY 05

03 SEP 2026

SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)



## NOTES

- MAX IAS:  
NUGSO : 230KT  
BUVNU : 230KT  
GUSDO : 210KT

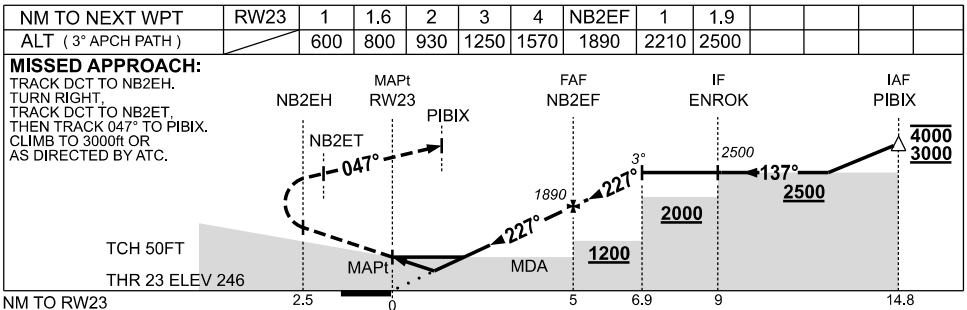
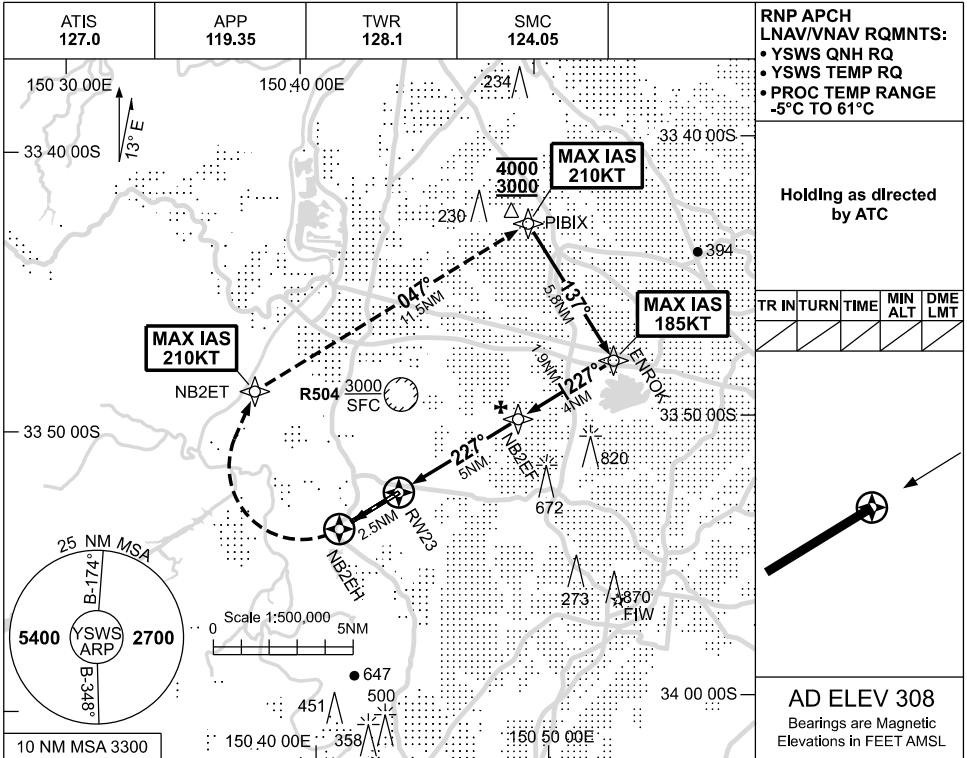
| CATEGORY  | A              | B | C          | D          |
|-----------|----------------|---|------------|------------|
| LNAV/VNAV | 660 (352-1.2)  |   |            |            |
| LNAV      | 850 (542-2.4)  |   |            |            |
| CIRCLING  | NOT AUTHORISED |   |            |            |
| ALTERNATE | (1112-4.4)     |   | (1402-6.0) | (1532-7.0) |

Changes: 5.6NM SDF DELETED, DIST-ALT, Editorial.

SWSGN03-188

09 JUL 2026

SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)



## NOTES

1. MAX IAS:  
 PIBIX : 210KT  
 ENROK : 185KT  
 MISS APCH : 210KT

| CATEGORY  | A              | B | C          | D          |
|-----------|----------------|---|------------|------------|
| LNAV/VNAV | 600 (354-1.3)  |   |            |            |
| LNAV      | 800 (554-2.4)  |   |            |            |
| CIRCLING  | NOT AUTHORISED |   |            |            |
| ALTERNATE | (1112-4.4)     |   | (1402-6.0) | (1532-7.0) |

Changes: NEW PROCEDURE.

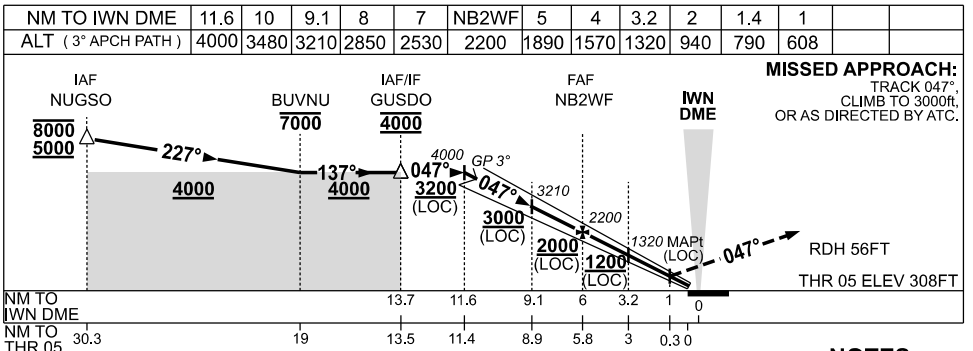
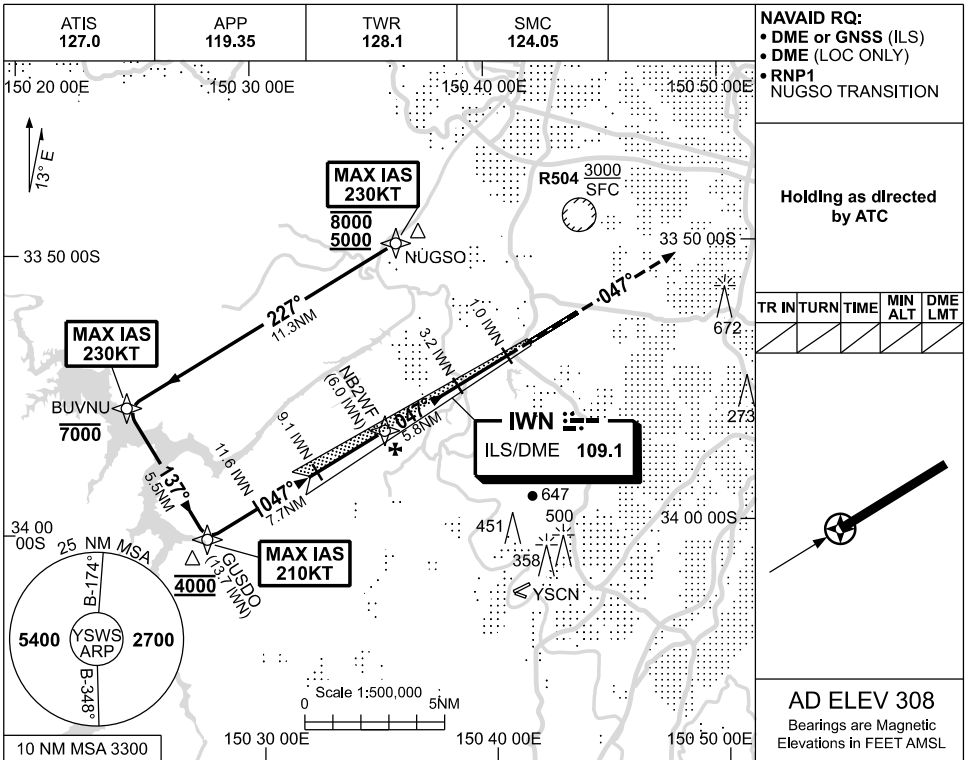
SWSGN04-187

USE QNH

ILS or LOC RWY 05

09 JUL 2026

SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)



| CATEGORY  | A                                                       | B | C          | D/D <sub>L</sub> |
|-----------|---------------------------------------------------------|---|------------|------------------|
| S-I ILS   | 608 (300) 0.9 900 RVR (VIS 0.8 550 RVR WITH ACTUAL QNH) |   |            |                  |
| S-I LOC   | 790 (482-2.0) (VIS 1.4 WITH ACTUAL QNH)                 |   |            |                  |
| CIRCLING  | NOT AUTHORISED                                          |   |            |                  |
| ALTERNATE | (1112-4.4)                                              |   | (1402-6.0) | (1532-7.0)       |

- NOTES**
- MAX IAS:  
NUGSO : 230KT  
BUVNU : 230KT  
GUSDO : 210KT

Changes: NEW PROCEDURE.

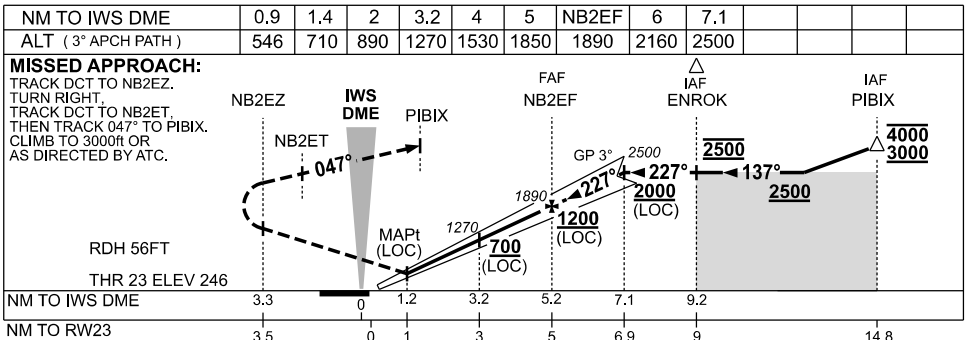
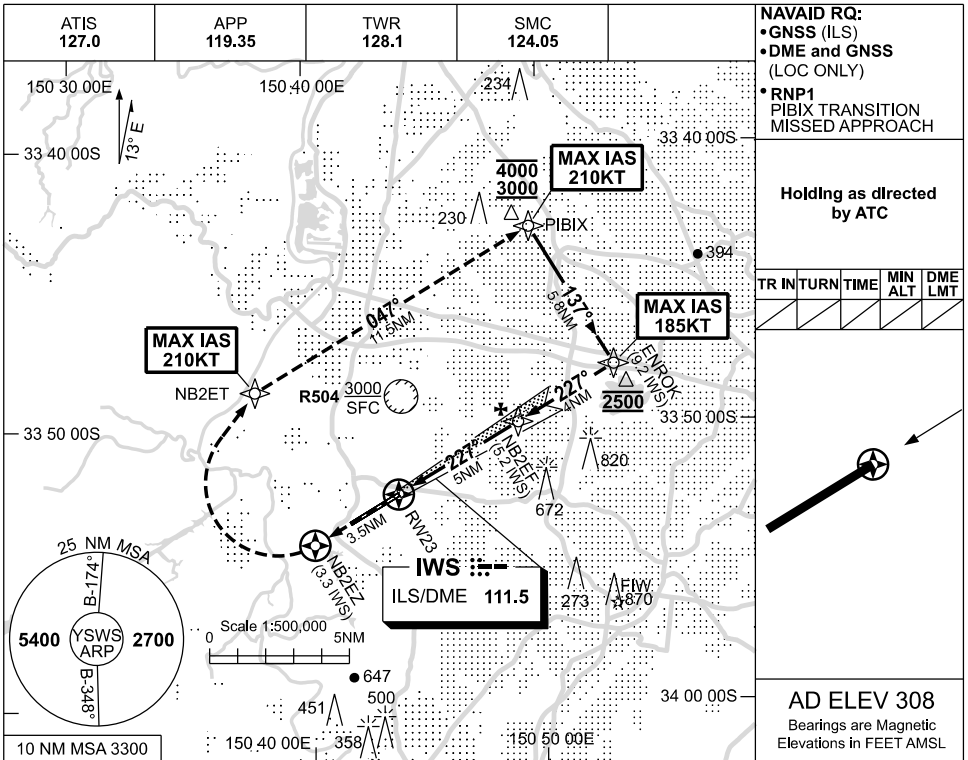
SWSI01-187

USE QNH

ILS or LOC RWY 23

09 JUL 2026

SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)



**NOTES**

| CATEGORY  | A              | B                         | C                        | D/D <sub>L</sub> |
|-----------|----------------|---------------------------|--------------------------|------------------|
| S-I ILS   | 546 (300) 0.9  | 900 RVR (VIS 0.8          | 550 RVR WITH ACTUAL QNH) |                  |
| S-I LOC   | 710 (464-1.9)  | (VIS 1.3 WITH ACTUAL QNH) |                          |                  |
| CIRCLING  | NOT AUTHORISED |                           |                          |                  |
| ALTERNATE | (1112-4.4)     |                           | (1402-6.0)               | (1532-7.0)       |

1. MAX IAS:  
 PIBIX : 210KT  
 ENROK : 185KT  
 MISS APCH : 210KT

Changes: NEW PROCEDURE.

SWSII02-187

09 JUL 2026

## NOISE ABATEMENT PROCEDURES

Day and Night preferred runway operations will be nominated during normal operations as per AIP ENR.

Day runway modes provide segregation from Sydney/Kingsford Smith Aerodrome flight paths. Night runway modes allow flight paths not constrained by Sydney/Kingsford Smith Aerodrome operations.

ATC may nominate alternative runway configurations when required due to critical operational requirements, unusual operations such as emergencies, or when airborne delays exceed published holding requirements.

Safe commencement and cessation of night runway operating modes is dependent on transition to and from Sydney/Kingsford Smith Aerodrome curfew mode and as such there may be variations from day to day to accommodate these transitions.

### 1 - PREFERRED RUNWAYS

| Priority                       | Landing         | Take-off        |
|--------------------------------|-----------------|-----------------|
| <b>Day (0530-2300 Local)</b>   |                 |                 |
| 1                              | Runway 23       | Runway 23       |
| 2                              | Runway 05       | Runway 05       |
| <b>Night (2300-0530 Local)</b> |                 |                 |
| 1                              | Runway 05 (RRO) | Runway 23 (RRO) |
| 2                              | Runway 23 (*1)  | Runway 23       |
| 3                              | Runway 05       | Runway 05 (*2)  |

(\*1) Subject to ATC approval, landing on Runway 05 is available.

(\*2) Subject to ATC approval, take-off from Runway 23 is available.

#### 1.1 - Reciprocal Runway Operations (RRO)

During RRO and subject to arriving traffic disposition, jet aircraft departing Runway 23 on routes to the west and northwest; ATC may cancel the SID and instruct aircraft to track extended centreline. Once airborne the departure will be radar vectored clear of noise sensitive areas.

SWSNA01-187

## NOISE ABATEMENT PROCEDURES

### 2 - PREFERRED FLIGHT PATHS

#### 2.1 - Arriving Aircraft

Via a STAR where available, otherwise in compliance with the following provisions:

1. Between 0530 and 2300 Local, when required for traffic management, ATC may clear an aircraft to join final inside the Initial Approach Fix. Wherever practicable this will be no closer than the Final Approach Fix (approximately 6NM final).
2. Between 0530 and 2300 Local, only when required for expedition, ATC may clear aircraft off their assigned STAR, provided the aircraft rejoins the STAR at or above 5,000ft AMSL.
3. Between 2300 and 0530 Local, arriving aircraft must remain on STAR and above 5,000ft AMSL, where practicable, whilst transiting noise sensitive areas.

#### 2.2 - Departing Aircraft

Via a SID where available, otherwise in compliance with the following provisions:

1. Between 0530 and 2300 Local, ATC may clear a departing aircraft off its assigned SID when above 5,000ft AMSL.
2. Between 2300 and 0530 Local, when subject to RRO-NAP, departing aircraft will be radar vectored to avoid noise sensitive areas or be processed as closely as possible to published flight paths.

### 3 - JET NOISE ABATEMENT CLIMB PROCEDURES

Jet Noise Abatement Departure Procedures (NADP) are required for all jet departures. NADP 2 is preferred unless operationally unavailable.

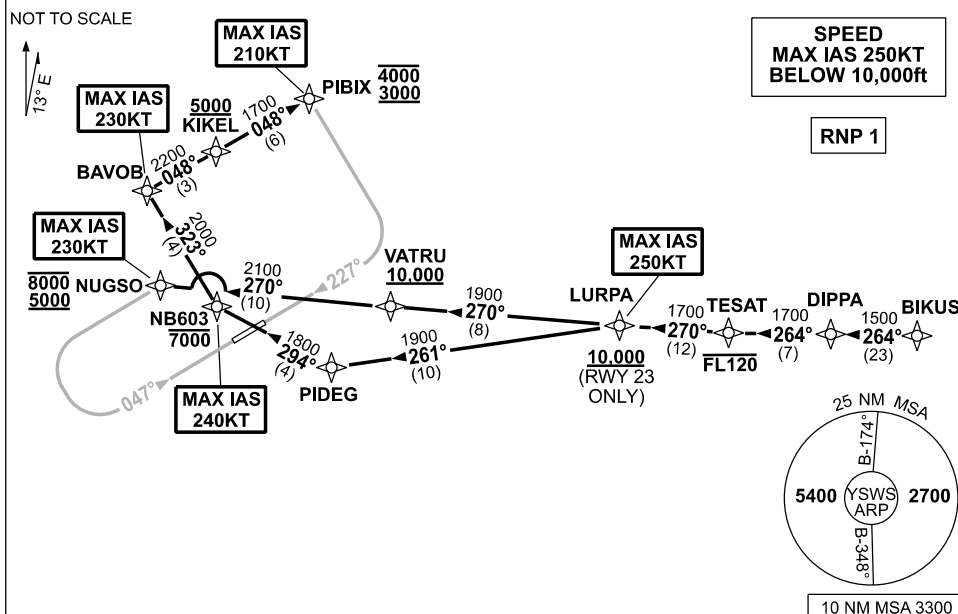
### 4 - LANDING - USE OF REVERSE THRUST

Between 2200 – 0600 Local, pilots are requested to minimise the use of reverse thrust where operationally acceptable.

**STANDARD INSTRUMENT ARRIVAL (STAR)  
BIKUS ONE ALPHA ARRIVAL (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

**09 JUL 2026**

|               |                     |              |               |  |                                                  |
|---------------|---------------------|--------------|---------------|--|--------------------------------------------------|
| ATIS<br>127.0 | APP<br>124.4 119.35 | TWR<br>128.1 | SMC<br>124.05 |  | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------|---------------------|--------------|---------------|--|--------------------------------------------------|



**ARRIVAL: BIKUS ONE ALPHA**

**RWY 05:**

- From BIKUS track 264° to DIPPA
- Track 264° to TESAT
- **Cross** TESAT AT or BLW FL120
- Turn **RIGHT** track 270° to LURPA  
MAX IAS 250KT from LURPA
- Track 270° to VATRU
- **Cross** VATRU AT or ABV 10000ft
- Track 270° to NUGSO for ILS, RNP X (AR), RNP Z, or LOC RWY 05 approach.  
**Cross** NUGSO BTN 5000ft and 8000ft  
MAX IAS 230KT from NUGSO

**RWY 23:**

- From BIKUS track 264° to DIPPA
- Track 264° to TESAT
- **Cross** TESAT AT or BLW FL120
- Turn **RIGHT** track 270° to LURPA  
MAX IAS 250KT from LURPA
- Turn **LEFT** track 261° to PIDEDEG
- Turn **RIGHT** track 294° to NB603  
**Cross** NB603 AT or BLW 7000ft  
MAX IAS 240KT from NB603
- Turn **RIGHT** track 323° to BAVOB  
MAX IAS 230KT from BAVOB
- Turn **RIGHT** track 048° to KIKEL  
**Cross** KIKEL AT or ABV 5000ft
- Track 048° to PIBIX for  
ILS, RNP X (AR), RNP Z or  
LOC RWY 23 approach  
**Cross** PIBIX BTN 3000ft and 4000ft  
MAX IAS 210KT from PIBIX

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC SY APP +61 2 9556 6515**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSB EMERG Section 1.5.

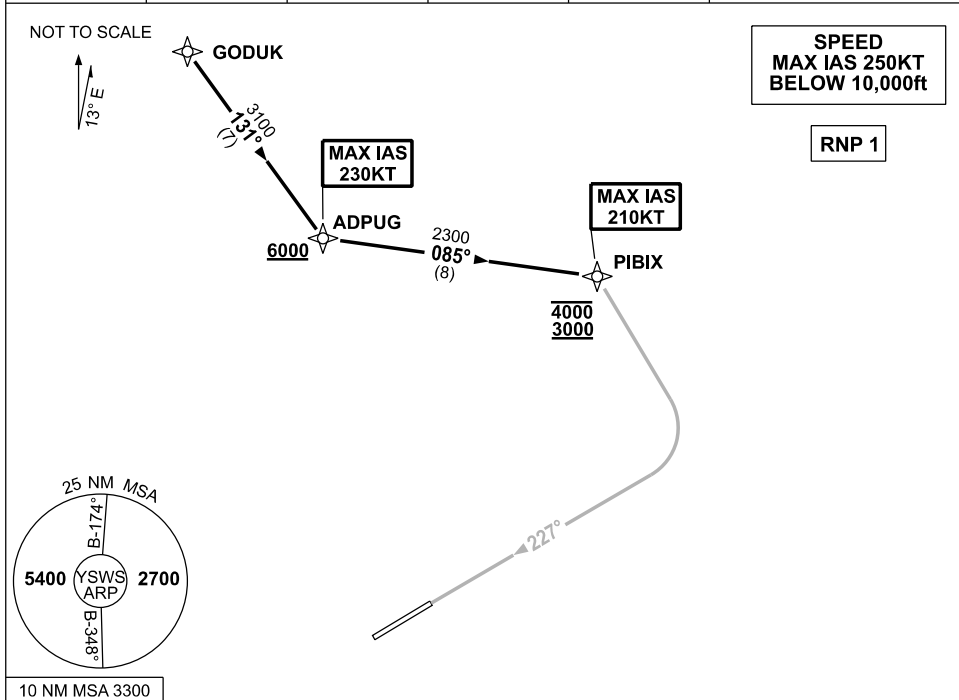
Changes: NEW PROCEDURE.

SWSSR01-187

**STANDARD INSTRUMENT ARRIVAL (STAR)  
RWY 23 GODUK ONE NOVEMBER ARRIVAL (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

**09 JUL 2026**

|                      |                      |                     |                      |  |                                                  |
|----------------------|----------------------|---------------------|----------------------|--|--------------------------------------------------|
| ATIS<br><b>127.0</b> | APP<br><b>119.35</b> | TWR<br><b>128.1</b> | SMC<br><b>124.05</b> |  | Bearings are Magnetic<br>Elevations in FEET AMSL |
|----------------------|----------------------|---------------------|----------------------|--|--------------------------------------------------|



**ARRIVAL: GODUK ONE NOVEMBER**

**RWY 23:**

- From GODUK, track 131° to ADPUG  
**Cross** ADPUG AT or ABV 6000ft  
MAX IAS 230KT from ADPUG
- Turn LEFT track 085° to PIBIX for  
ILS, RNP X (AR), RNP Z  
or LOC RWY 23 approach,  
**Cross** PIBIX BTN 3000ft to 4000ft  
MAX IAS 210KT from PIBIX

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC SY APP +61 2 9556 6515**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSa EMERG Section 1.5.

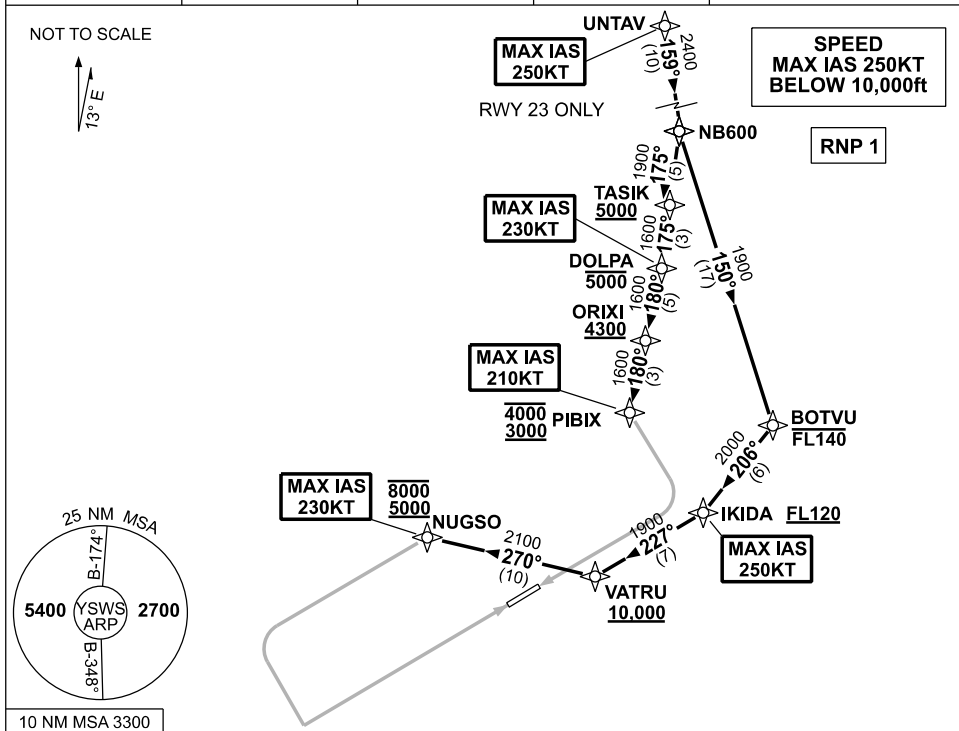
Changes: NEW PROCEDURE.

SWSSR02-187

**STANDARD INSTRUMENT ARRIVAL (STAR)  
UNTAV ONE ALPHA ARRIVAL (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

**09 JUL 2026**

|               |               |              |               |                                                  |
|---------------|---------------|--------------|---------------|--------------------------------------------------|
| ATIS<br>127.0 | APP<br>119.35 | TWR<br>128.1 | SMC<br>124.05 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------|---------------|--------------|---------------|--------------------------------------------------|



**ARRIVAL: UNTAV ONE ALPHA**

**RWY 05:**

- From UNTAV, track 159° to NB600
- Turn LEFT, track 150° to BOTVU  
**Cross** BOTVU AT or BLW FL140
- Turn RIGHT, track 206° to IKIDA  
**Cross** IKIDA AT or ABV FL120  
MAX IAS 250KT AT IKIDA
- Turn RIGHT, track 227° to VATRU  
**Cross** VATRU AT or ABV 10,000ft
- Turn RIGHT, track 270° to NUGSO for  
ILS, RNP X (AR), RNP Z  
or LOC RWY 05 approach.  
**Cross** NUGSO BTN 5000ft and 8000ft  
MAX IAS 230KT AT NUGSO

**RWY 23:**

- MAX IAS 250KT AT UNTAV
- From UNTAV, track 159° to NB600
- Turn RIGHT, track 175° to TASIK  
**Cross** TASIK AT or ABV 5000ft
- Track 175° to DOLPA  
**Cross** DOLPA AT or BLW 5000ft  
MAX IAS 230KT AT DOLPA
- Turn RIGHT, track 180° to ORIXI  
**Cross** ORIXI AT or ABV 4300ft
- Track 180° to PIBIX for  
ILS, RNP X (AR), RNP Z  
or LOC RWY 23 approach.  
**Cross** PIBIX BTN 3000ft and 4000ft  
MAX IAS 210KT AT PIBIX

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC SY APP +61 2 9556 6515**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSB EMERG Section 1.5.

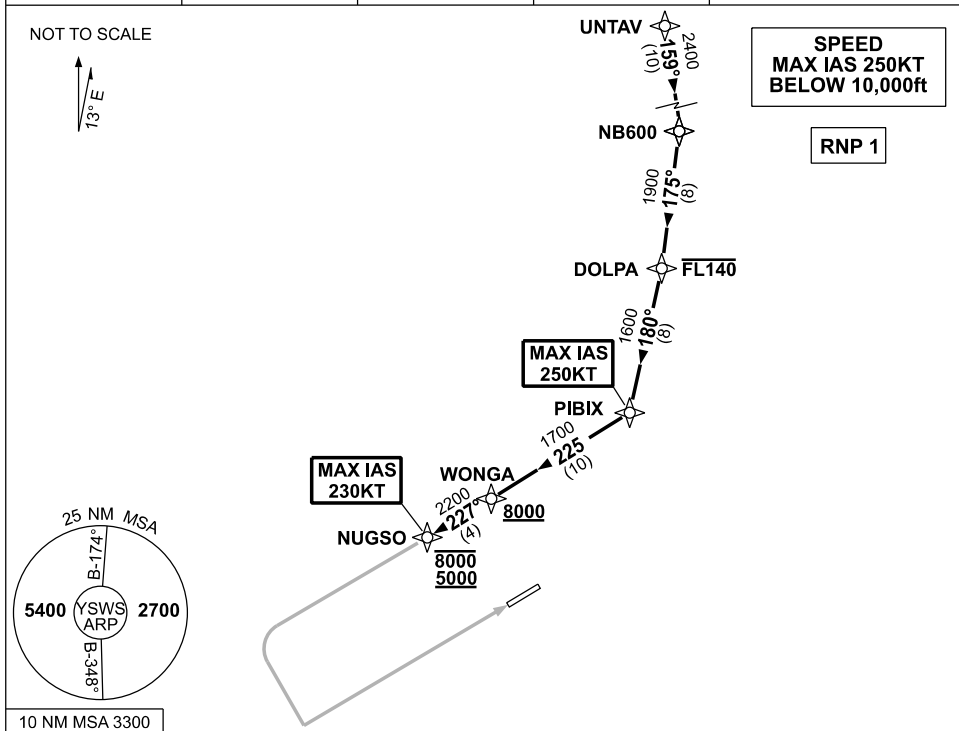
Changes: NEW PROCEDURE.

SWSSR03-187

**STANDARD INSTRUMENT ARRIVAL (STAR)  
RWY 05 UNTAV ONE BRAVO ARRIVAL (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

**09 JUL 2026**

|               |               |              |               |                                                  |
|---------------|---------------|--------------|---------------|--------------------------------------------------|
| ATIS<br>127.0 | APP<br>119.35 | TWR<br>128.1 | SMC<br>124.05 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------|---------------|--------------|---------------|--------------------------------------------------|



**ARRIVAL: UNTAV ONE BRAVO**

**RWY 05:**

- From UNTAV, track 159° to NB600
- Turn RIGHT, track 175° to DOLPA  
**Cross** DOLPA AT or BLW FL140
- Turn RIGHT, track 180° to PIBIX  
**MAX IAS 250KT AT PIBIX**
- Turn RIGHT, track 225° to WONGA  
**Cross** WONGA AT or ABV 8000ft
- Turn RIGHT, track 227° to NUGSO for  
ILS, RNP X (AR), RNP Z  
or LOC RWY 05 approach.  
**Cross** NUGSO BTN 5000ft and 8000ft  
**MAX IAS 230KT AT NUGSO**

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC SY APP +61 2 9556 6515**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

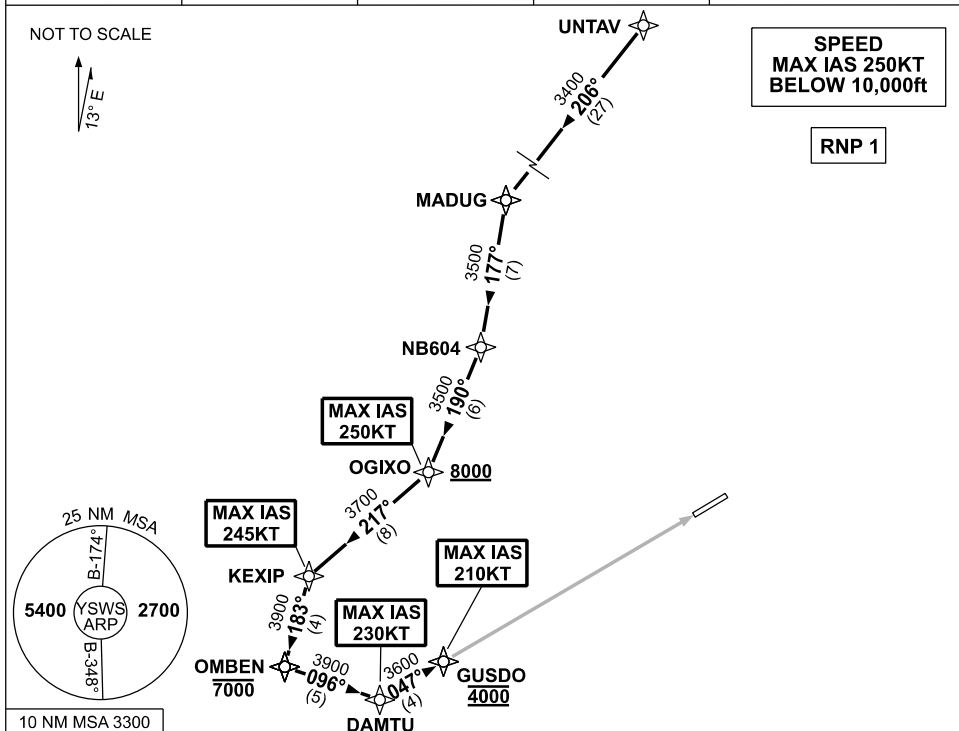
Changes: NEW PROCEDURE.

SWSSR04-187

**STANDARD INSTRUMENT ARRIVAL (STAR)  
RWY 05 UNTAV ONE NOVEMBER ARRIVAL (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

**09 JUL 2026**

|               |               |              |               |                                                  |
|---------------|---------------|--------------|---------------|--------------------------------------------------|
| ATIS<br>127.0 | APP<br>119.35 | TWR<br>128.1 | SMC<br>124.05 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------|---------------|--------------|---------------|--------------------------------------------------|



**ARRIVAL: UNTAV ONE NOVEMBER**

**RWY 05:**

- From UNTAV track 206° to MADUG
- Turn LEFT, track 177° to NB604
- Turn RIGHT, track 190° to OGIXO  
**Cross** OGIXO AT or ABV 8000ft  
MAX IAS 250KT AT OGIXO
- Turn RIGHT, track 217° to KEXIP  
MAX IAS 245KT AT KEXIP
- Turn LEFT, track 183° to OMBEN  
**Cross** OMBEN AT or BLW 7000ft
- Turn LEFT, track 096° to DAMTU  
MAX IAS 230KT AT DAMTU
- Turn LEFT, track 047° to GUSDO for  
ILS, RNP Z or LOC RWY 05 approach.  
**Cross** GUSDO AT 4000ft  
MAX IAS 210KT AT GUSDO

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC SY APP +61 2 9556 6515**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSB EMERG Section 1.5.

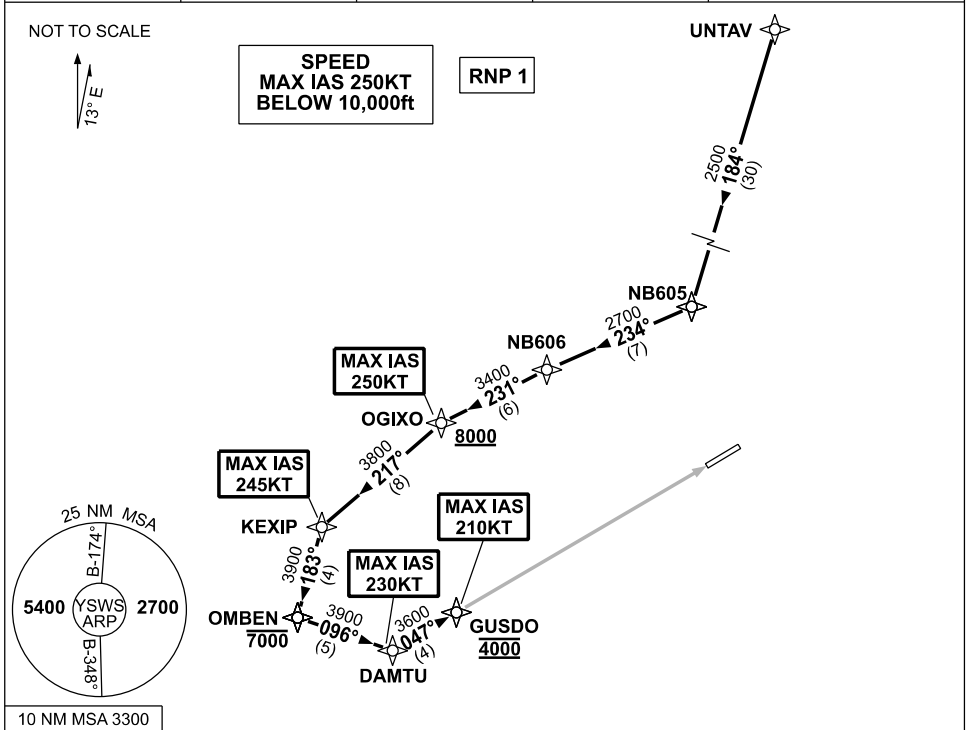
Changes: NEW PROCEDURE.

SWSSR05-187

**STANDARD INSTRUMENT ARRIVAL (STAR)  
RWY 05 UNTAV ONE QUEBEC ARRIVAL (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

**09 JUL 2026**

|               |               |              |               |                                                  |
|---------------|---------------|--------------|---------------|--------------------------------------------------|
| ATIS<br>127.0 | APP<br>119.35 | TWR<br>128.1 | SMC<br>124.05 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------|---------------|--------------|---------------|--------------------------------------------------|



**ARRIVAL: UNTAV ONE QUEBEC**

**RWY 05:**

- From UNTAV, track 184° to NB605
- Turn RIGHT, track 234° to NB606
- Turn LEFT, track 231° to OGIXO
- **Cross** OGIXO AT or ABV 8000ft
- MAX IAS 250KT AT OGIXO
- Turn LEFT, track 217° to KEXIP
- MAX IAS 245KT AT KEXIP
- Turn LEFT, track 183° to OMBEN
- **Cross** OMBEN AT or BLW 7000ft
- Turn LEFT, track 096° to DAMTU
- MAX IAS 230KT AT DAMTU
- Turn LEFT, track 047° to GUSDO for ILS, RNP Z or LOC RWY 05 approach.
- **Cross** GUSDO AT 4000ft
- MAX IAS 210KT AT GUSDO

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

**IF ABLE CTC SY APP +61 2 9556 6515**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSB EMERG Section 1.5.

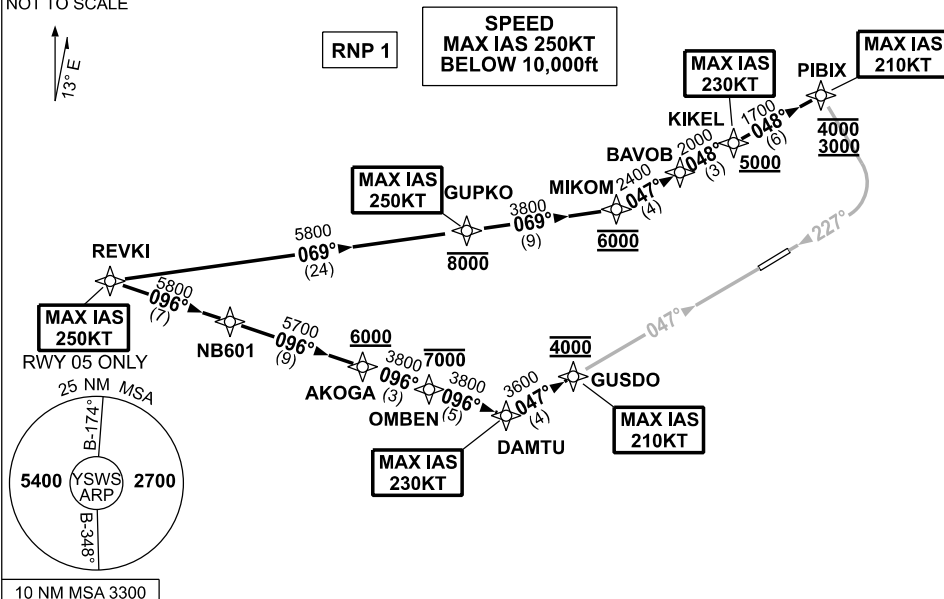
Changes: NEW PROCEDURE.

SWSSR06-187

**09 JUL 2026**

## Bearings are Magnetic Elevations in FEET AMSL

A diagram showing a vertical line and a line at  $13^\circ \text{ E}$  from the vertical.

**RWY 05:**

- MAX IAS 250KT from REVKI
- From REVKI, track 096° to NB601
- Track 096° to AKOGA
  - **Cross** AKOGA AT or ABV 6000ft
- Track 096° to OMBEN
  - **Cross** OMBEN AT or BLW 7000ft
- Track 096° to DAMTU
  - MAX IAS 230KT from DAMTU
- Turn LEFT, track 047° to GUSDO
  - **Cross** GUSDO AT 4000ft
- MAX IAS 210KT from GUSDO
- Track via ILS, RNP Z or LOC RWY 05 approach.

## RWY 23:

- From REVKI, track 069° to GUPKO  
**Cross** GUPKO AT or BLW 8000ft  
MAX IAS 250KT from GUPKO
- Track 069° to MIKOM  
**Cross** MIKOM AT 6000ft
- Turn LEFT, track 047° to BAVOB
- Turn RIGHT, track 048° to KIKEL  
**Cross** KIKEL AT or ABV 5000ft  
MAX IAS 230KT from KIKEL
- Track 048° to PIBIX  
**Cross** PIBIX BTN 3000ft to 4000ft  
MAX IAS 210KT from PIBIX
- Track via ILS, RNP X (AR), RNP Z  
or LOC RWY 23 approach.

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

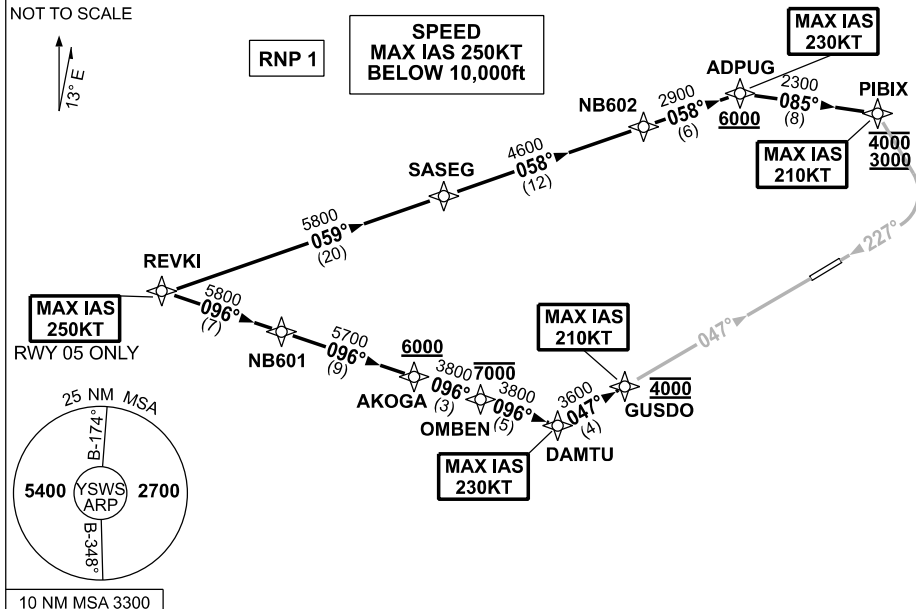
SWSSR07-187

**STANDARD INSTRUMENT ARRIVAL (STAR)  
REVKI ONE NOVEMBER ARRIVAL (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

**09 JUL 2026**

|               |               |              |               |                                                  |
|---------------|---------------|--------------|---------------|--------------------------------------------------|
| ATIS<br>127.0 | APP<br>119.35 | TWR<br>128.1 | SMC<br>124.05 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------|---------------|--------------|---------------|--------------------------------------------------|

NOT TO SCALE



**ARRIVAL: REVKI ONE NOVEMBER**

**RWY 05:**

- MAX IAS 250KT from REVKI
- From REVKI, track 096° to NB601
- Track 096° to AKOGA
- Cross** AKOGA AT or ABV 6000ft
- Track 096° to OMBEN
- Cross** OMBEN AT or BLW 7000ft
- Track 096° to DAMTU
- MAX IAS 230KT AT DAMTU
- Turn LEFT, track 047° to GUSDO
- Cross** GUSDO AT 4000ft
- MAX IAS 210KT AT GUSDO
- Track via ILS, RNP Z or LOC RWY 05 approach.

**RWY 23:**

- From REVKI, track 059° to SASEG
- Track 058° to NB602
- Track 058° to ADPUG
- Cross** ADPUG AT OR ABV 6000ft
- MAX IAS 230KT AT ADPUG
- Turn RIGHT, track 085° to PIBIX
- Cross** PIBIX BTN 3000ft to 4000ft
- MAX IAS 210KT AT PIBIX
- Track via ILS, RNP X (AR), RNP Z or LOC RWY 23 approach

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC SY APP +61 2 9556 6515**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSB EMERG Section 1.5.

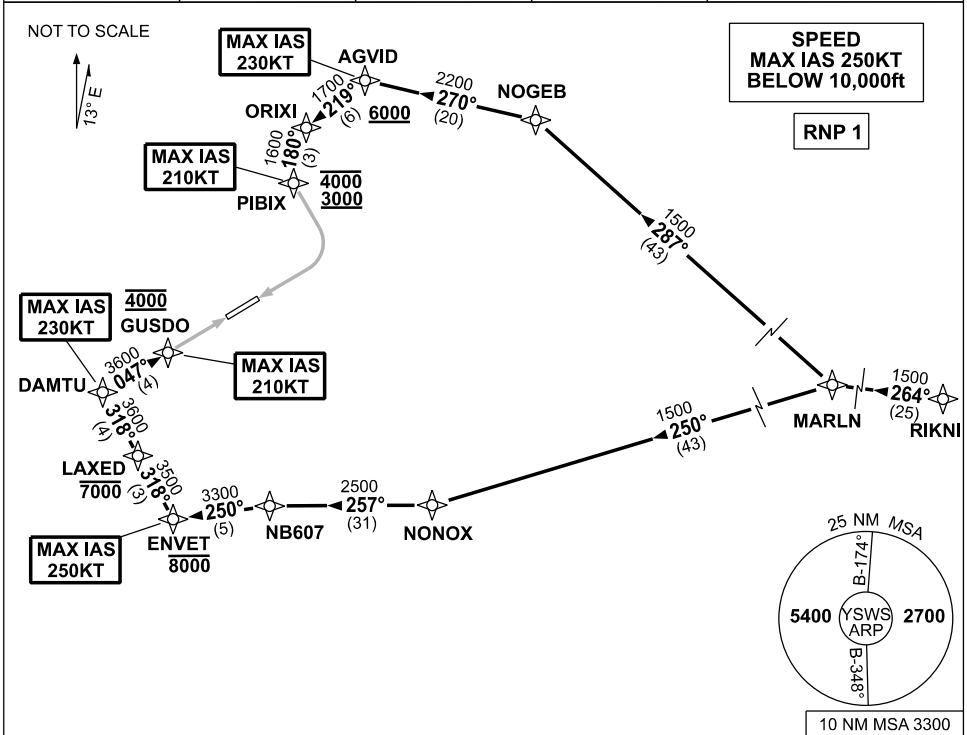
Changes: NEW PROCEDURE.

SWSSR08-187

**STANDARD INSTRUMENT ARRIVAL (STAR)  
RIKNI ONE NOVEMBER ARRIVAL (RNAV)  
SYDNEY/NANCY-BIRD WALTON, NSW (YSWS)**

09 JUL 2026

|               |                     |              |               |                                                  |
|---------------|---------------------|--------------|---------------|--------------------------------------------------|
| ATIS<br>127.0 | APP<br>124.4 119.35 | TWR<br>128.1 | SMC<br>124.05 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------|---------------------|--------------|---------------|--------------------------------------------------|



**ARRIVAL: RIKNI ONE NOVEMBER**

- From RIKNI, track 264° to MARLN

**RWY 05:**

- From MARLN track 250° to NONOX
- Turn RIGHT, track 257° to NB607
- Turn LEFT, track 250° to ENVET  
**Cross** ENVET AT or BLW 8000ft  
MAX IAS 250KT from ENVET
- Turn RIGHT, track 318° to LAXED  
**Cross** LAXED AT or BLW 7000ft
- Track 318° to DAMTU  
MAX IAS 230KT from DAMTU
- Turn RIGHT, track 047° to GUSDO for  
ILS, RNP Z, or LOC RWY 05 approach.  
**Cross** GUSDO AT 4000ft  
MAX IAS 210KT from GUSDO

**RWY 23:**

- From MARLN, track 287° to NOGEB
- Turn LEFT, track 270° to AGVID  
**Cross** AGVID AT or BLW 6000ft  
MAX IAS 230KT from AGVID
- Turn LEFT, track 219° to ORIXI
- Turn LEFT, track 180° to PIBIX for  
ILS, RNP Z, RNP X (AR)  
or LOC RWY 23 approach  
**Cross** PIBIX BTN 3000ft to 4000ft  
MAX IAS 210KT from PIBIX

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC  
IF ABLE CTC SY APP +61 2 9556 6515**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSB EMERG Section 1.5.

Changes: NEW PROCEDURE.

SWSSR09-187