WorldFlight 2026

Sydney (YSSY) Airport Briefing

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Scenery

All recommended scenery can be downloaded from the WorldFlight Center. VATPAC has made additional scenery upgrades for both MSFS20/24 and X-Plane to accommodate more aircraft. We highly encourage you to download this to avoid having to taxi via the grass.

Departure

Flight Planning

- The official route is: **KADOM PKS ENPAG T74 TN A464 IKUMA Z86 DIL W37 NUKPO**. All pilots should file with this routing.
- Controllers will, as necessary, amend to the alternate routing, which follows **UNTAV MDG ENPAG** then onto the **T74** airway to join the official route. You will receive this amendment before your PDC. You do not need to refile with the alternate routing; controllers will amend your flight plan.
- Expect enroute delays, and load an additional 90–180 minutes of contingency fuel.

Airways Clearance

- All aircraft can expect airways clearance via PDC.
- You should only read back your assigned **SID** (including transition if applicable), **squawk code**, and **bay number**.

Sydney Coordinator

- **Sydney Coordinator (SY-C_GND)** is a departure flow management position.
- After reading back your PDC to **Sydney Delivery (SY_DEL)**, contact Coordinator to request pushback or engine start.
- You will be placed into the queue for pushback. Estimated delays will be communicated regularly. Avoid calling to ask for your queue position or estimated delay. If almost one hundred aircraft repeatedly ask for their position in the queue, this clogs the frequency and delays departure for everyone.
- When it's your turn, you will be instructed to ***'standby for ground'***. **DO NOT** call the ground controller; switch to their frequency and monitor – they will call you when pushback is available.

Sydney Tower

On first contact with Tower, report ready: 'Sydney Tower, QFA25, ready'.

All other procedures for the departure will be standard. You can find more information on standard Australian procedures here: Pilot Procedures.

Arrival

Enroute from Alice Springs (YBAS), aircraft may be issued a re-routing to aid traffic flow to both runways. This may happen at any time and you can expect **IGDAM DCT BOREE DCT TESAT** for runway 16L/34R. If you do not receive this amended routing, you can expect runway 16R/34L. If runway 25/07 is in use, everyone will be on the official route.

You can expect the **RIVET 5** arrival for runway 16R/34L/25/07 if on the official route, or the **BOREE 5A** for runway 16L/34R if you received the amended routing.

Independent Visual Approaches may be in use at Sydney. Please familiarise yourself with this procedure; all information through the previous link. In particular:

- **Do not pass through your assigned runway centreline**; turn to intercept final yourself if ATC does not vector you in time.
- Report 'VISUAL' or 'RUNWAY IN SIGHT' as soon as possible.
    - 'Visual' means you can see the ground or water beneath you.
    - 'Runway in sight' means you can see your assigned runway.

We highly recommend you read all sections of the arrival section in the Pilot Procedures as it is all relevant information.