## 24 MAR 2022

ATIS 118.55 126.25	APP <b>124.4</b>	DIRECTOR 126.1	TWR 120.5	SMC E OF RWY 16R/34L <b>121.7</b> W OF RWY 16R/34L <b>126.5</b>	Bearings are Magnetic Elevations in FEET AMSL
NOT TO SCALE	,	BOREE 🔷 ම සූ			SPEED MAX IAS 250KT BELOW 10,000ft
1 12		V	ASRA ∳ <u>800</u>	<u>0</u>	RNP 1
PRM OPS* DUAL VHF COMS REQUIRED		<b>1</b> 3000 <b>1</b> (10) <b>1 1</b>			
ATC APCH NM FM TD URDEN 5	SPEED KT 185 -160 160 -150	D.	ALAR $\sqrt{\frac{500}{400}}$	0 0 8000	
25 NM MS <sub>A</sub> 2700  (YSSY) ARP			URDEN	MAX IAS 185KT	

## ARRIVAL: BOREE THREE PAPA

## **RWY 16R:**

- From BOREE track 158° to VASRA <u>Cross</u> VASRA AT or ABV 8000ft
   Turn RIGHT, track 167° to DALAR
- Cross DALAR between 4000ft and 5000ft
- Turn LEFT, track 155° to DUMOP <u>Cross</u> DUMOP AT 3000ft
- From DUMOP track 155° via FINAL APCH COURSE to URDEN MAX IAS 185KT from URDEN
- Track via GLS RWY 16R or ILS RWY 16R

\* PRM OPS : SEE PRM USER INST FOR ADDITIONAL REQUIREMENTS.

## 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: Editorial. SSYSR09-170

