



IVAO

IVAO - XO

ATC Ops Manual

Sydney Ground

YSSY_GND




YSSY_E_GND

YSSY_W_GND

Airport Information

Information	
ICAO Code	YSSY
IATA Code	SYD
Airport name	<i>Sydney Kingsford Smith Airport</i>
Time zone conversion	UTC +10
Permitted traffic types	IFR / VFR
Runways	16L/34R, 16R/34L, 07/25

Ground Positions

Logon:	Callsign	Frequency	FRA
YSSY_GND	Sydney Ground	121.700MHz	
YSSY_E_GND	Sydney Ground	121.700MHz	
YSSY_W_GND	Sydney Ground	126.500MHz	

1. YSSY_GND is the standard position for Sydney Ground. This position shall **only** be opened when YSSY_TWR is already online.
2. YSSY_E_GND and YSSY_W_GND may be opened **instead of** YSSY_GND when YSSY_TWR and YSSY_DEL are also online.
3. YSSY_GND cannot be open at the same time as YSSY_E_GND and YSSY_W_GND.
4. YSSY_E_GND nor YSSY_W_GND shall be opened independently.

In absence of Sydney Delivery being online, also refer to the Sydney Delivery Ops Manual to provide a top-down service (required).

Standard Taxi Routes

Sydney utilises a one-way taxi system along taxiways B and C. Where practical, controllers should send aircraft taxiing northbound via L & B, and southbound via C and B10. This in no way prevents a controller from deviating to improve traffic flow, particularly when aircraft are pushing back onto B from DOM1.

Note aircraft pushing back from bays 11-19, 49-57, and 59 will ordinarily be instructed to push tail north to achieve this traffic flow, even when assigned Runway 16R.

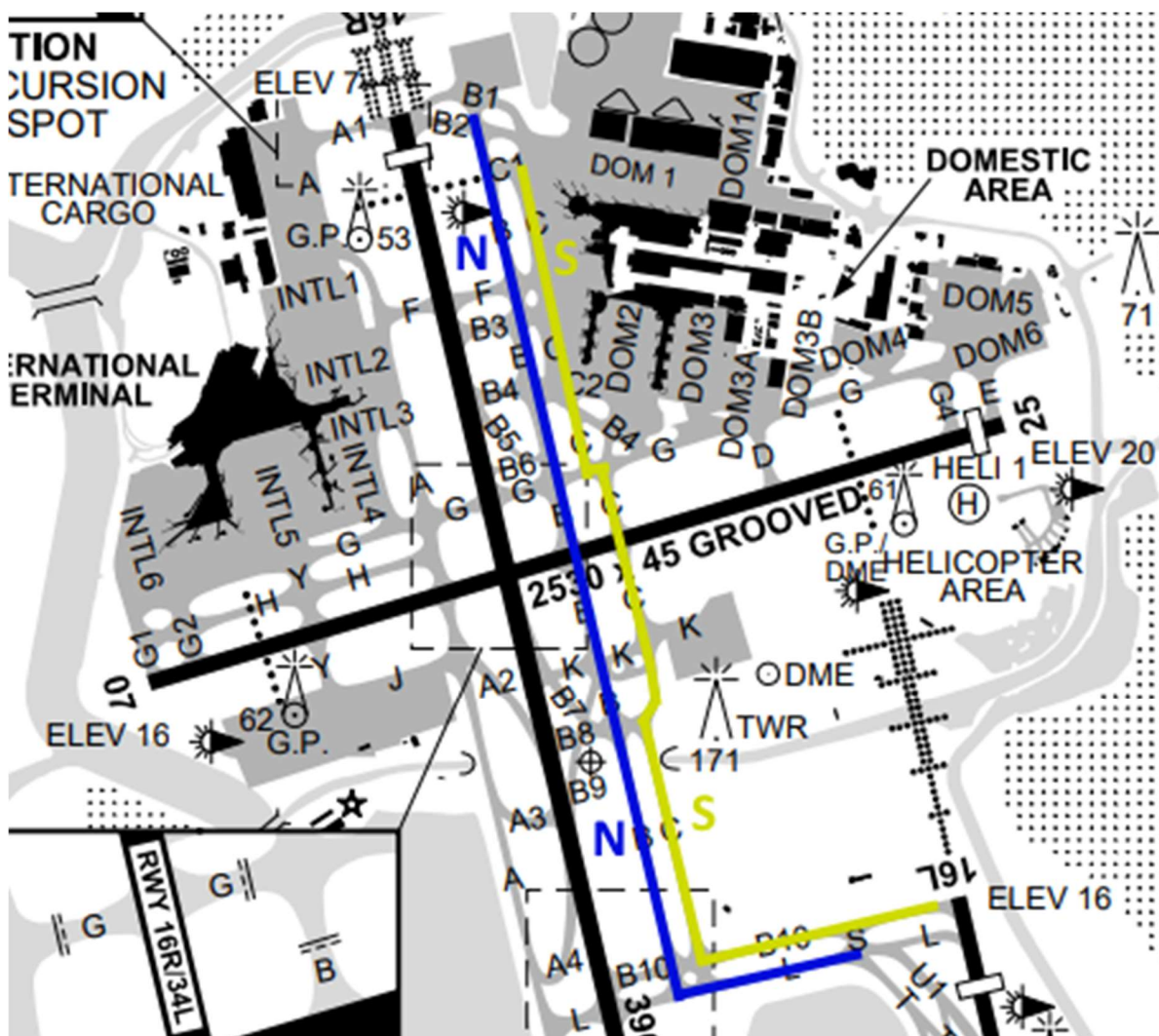


Image from AIP Sept 2023. Uncontrolled.

Blue – Northbound (TWY B, L)

Yellow – Southbound (TWY C, B10)

Aircraft Bay Assignment

Sydney can be split into two sides, the international side to the west of Runway 16R/34L, and the domestic side to the east.

Domestic:

Stand	Airlines
1-19	QFA, QLK, QJE
64-70	QLK
49-59	JST, RXA
31-54 odd only	JST, RXA, VOZ
32-44 even only	VOZ
F1-F16	<i>Prop airliners excl QLK (see 64-70)</i>
90-94	<i>Cargo</i>
102-112	<i>AM, private jets (including international)</i>
96-99 & 120-121	<i>Overflow</i>

International:

Stand	Airlines
20 &, 85, 88	QFA mediums (<i>international</i>)
1-6	<i>Cargo (international)</i>
71-77	<i>Overflow (domestic)</i>
58-61	Emirates (<i>preferred</i>)
All others	<i>Internationals</i>

Notes:

- *Few domestic bays can accommodate aircraft larger than 737/A320. Apron Chart Domestic Page 2 & 3 refer.*
- *See chart below*

Domestic Stand Assignment



Image from AIP Sept 2023. Uncontrolled.

Red: QFA, QJE, QLK

Orange: Jetstar, Rex

White: Virgin Australia, Rex

Blue: Light (prop) airliners and cargo

Green: Ambulance and private jets

Any other operators flying domestic flights into Sydney shall be assigned DOM2 or DOM3 unless specifically requested otherwise, or unable due to aircraft size.

Runway Release

When runway 07/25 is not in use, ground may request a release of the runway. In this case the runway is owned by ground, and ground do not need to coordinate runway crossing, backtracks, or taxiing on 07 or 25. In the rare case of parallel runways not being in use, the same principle applies. At any time Tower can withdraw this release.

Intersectional Departures

Due to noise abatement procedures, intersectional departures are to be avoided from Runways 34L & R unless required for operational reasons, or by pilot request.

Helicopters

Ordinarily Ground will not work helicopters, they will be transferred from the Delivery frequency straight to Tower, and depart/arrive from stand or the helipad (heli 1). An exception will apply when helicopters request to route via taxiways.

Transfer to Tower

In real life, Australian operated aircraft will usually transfer to Tower without instruction, however due to the nature of IVAO this cannot always be expected, therefore Ground must transfer all aircraft to Tower when practical (no further ground traffic to effect).

When Tower is split into YSSY_E_TWR and YSSY_W_TWR, departures for runway 16R/34L and 07/25 will be transferred to YSSY_W_TWR on 120.500MHz, and departures for runway 34R/16L will be transferred to YSSY_E_TWR on 124.700MHz. The same applies to coordinating runway crossing clearances.

In addition to this manual, we recommend you read the Sydney Tower & Sydney Delivery Ops Manuals to fully understand the position and related procedures.