

GENERAL**Operational Hours**

ATS Hours: 2000-1400‡

AD OPS Hours: Not published

Airport Information

RFF: CAT 8, see NOTAM for OPS HR

PCN: RWY 12/30: 12/F/C/1050 (152 PSI)/T, RWY 17/35: 62/F/B/1500 (218 PSI)/T Grooved

Operation**Traffic Note**

30min PN for activation of RWY lighting by CTAF.

Low Visibility Procedure

LVP in force when VIS at or just prior to 800m. Expect ACFT PSN reporting PROC in use.

INT DEP restricted. All ACFT will normally be directed to full length of RWY for DEP.

| No intersection TKOF is permitted from TWY C.

Follow me O/R.

OPS restricted to MAX 4 ACFT on maneuvering area at the same time.

Preferential RWY**LDG between 2100-1000‡:**

1. RWY 35, RWY 17, RWY 30
2. RWY 12

LDG between 1000-2100‡:

1. RWY 17
2. RWY 35, RWY 30
3. RWY 12

TKOF

1. RWY 35
2. RWY 17
3. RWY 30, RWY 12

RWY Restrictions

RWY 12/30 width 30m / 98ft only.

RWY 30 PAPI not AVBL to public transport JET ACFT.

RWY 35 turning pad at northern end designated to accommodate normal turning radius of wide body ACFT. ACFT turn right 180°. Nose-wheel markings provided. Follow-me O/R.

RWY 35: full length DEP only AVBL if operational required.

TWY Restrictions

ACFT Code D and E use only TWY B, D, G, M, N, P.

TWY C between TWY G to K MAX wingspan 65m / 213ft (B777).

TWY C between TWY C1 to TWY K, TWY G to TWY C5 MAX wingspan 15m / 49ft and MAX weight 5.7t / 12500lbs.

TWY A not AVBL to code letter D ACFT and above unless ACFT OPR has exemption by civil aviation safety authority.

GENERAL**Taxi/Parking**

APN AVBL for A380 with PN.

Wide body ACFT with four ENGs taxi with outboard ENG at low PWR.

All wide body ACFT with a wingspan up to MAX 65m / 213ft (B777) taxiing movements on TWY G are required to use the over-steer turn guidance markings.

Taxi along RWY 12/30 not AVBL for ACFT larger than Dash 8.

Stands 4, 4D, 5, 5A, 6-13, 13A equipped with SAFEGATE.

Marshaller is mandatory at stands 2, 2A, 2B, 3, 3A/B, 4A/B/C, 6A, 7A, 8A/B, 14, 14A/B/C, 15.

Noise Abatement Procedures

The noise abatement area lies within a semi-circle to the east of the AD with a diameter of 15NM.

Avoid overflight of noise abatement area, if possible.

If overflight is necessary, MNM overflight height for jet ACFT is 7000ft, for PROP ACFT 5000ft.

Noise abatement area does not apply in cases of sanitary flights, EMERG, hazardous weather, OPS requirements, unplanned MISAP, possible significant delay of ACFT OPS.

Warnings

CB DME unusable: R332 at low ALT beyond 9NM.

ACFT operating between Black Mountain and Canberra AD may experience radio interference.

Outside AD HR all NAVAIDS are pilot monitored.

Local HEL OPS are to be conducted on the eastern grass, which is NE of RWYs INT. Circuit OPS from the eastern grass are to be conducted parallel to RWY 12/30 and within the blue gable markers.

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft.

Communication

COM Failure: See CRAR and in addition;

Track via latest STAR CLR to the nominated RWY, then fly the most suitable APCH in accordance with ERSA EMERG.

COM Failure during LVP: Hold position and wait for follow-me.

Arrival Procedure

For TFC reasons, inbound ACFT may be positioned onto a 5NM final.

Night OPS RWY 30

High terrain right of APCH path. If unfamiliar with local terrain, limit descent to 2400ft until past lit mast on Disaster Hill (BRG 120/1NM from RWY 30 THR).

ARRIVAL

Noise Abatement Procedure: See CRAR and in addition;

During ATC hours of OPS

RWY 35: At night, JET ACFT will be radar vectored to be established on final no closer than MOMB.

RWY 17: In VMC, ACFT on right base will be radar vectored to intercept final no closer than D4 CB.

RWY 12

- Only AVBL when operationally required.
- In VMC, ACFT will be radar vectored to remain clear of noise abatement areas until established on final.

Outside ATC hours of OPS

RWY 35 or 17

- All IFR LDG are required to conduct a straight-in APCH.
- ACFT may track via a DME arc to intercept final APCH track.

RWY 12: Only AVBL when operationally required.

Warnings

RWY 17 T-VASIS shielded 7° right. Left hand side T-VASIS not visible at low ALT at night.

Canberra INTL Dragway aligned parallel and to the left of RWY 30 on final APCH, may be mistaken for RWY 30. Confirm RWY identification by RWY markings/lights.

During strong westerly wind down stream of buildings, severe TURB may be experienced in touch down area RWY 35.

DEPARTURE

Take-off Minima

RWY		17/35	
Multi ENG	ft - m/km	0 - 350R/350V	For CASA approved OPR REDL+RCLM
		0 - 550R/550V	REDL+RCLM
		0 - 800R/800V	wo LGT, HJ only
		c300 - 2.0V	-

RWY		12/30	
Multi ENG	ft - m/km	0 - 800V	wo LGT, HJ only
		c300 - 2.0V	-

Speed

MAX IAS 250KT below 10000ft.

Communication

COM Failure: See CRAR and in addition;

CANBERRA

Maintain last assigned vector for 2min and, if necessary, climb to MNM safe ALT to maintain terrain CLR, then proceed in accordance with the latest ATC route CLR acknowledged.

COM Failure during LVP: Hold position and wait for follow-me.

DEPARTURE**Departure Procedure**

Noise Abatement Procedure: See CRAR and in addition;

During ATC hours of OPS

RWY 35

- ACFT shall normally be assigned a HDG of 350°.
- Reach 4500ft prior commencement of right turn.
- Pass abeam Mt Majura (check with ATC for exact PSN) prior commencement of left turn.

RWY 17: ACFT shall normally be assigned a HDG of 180° until clear of noise abatement areas.

RWY 30

- Only AVBL if operationally required.
- By day when ACFT can be flown in VMC below 4500ft, ACFT shall be assigned RWY HDG until clear of noise abatement area.

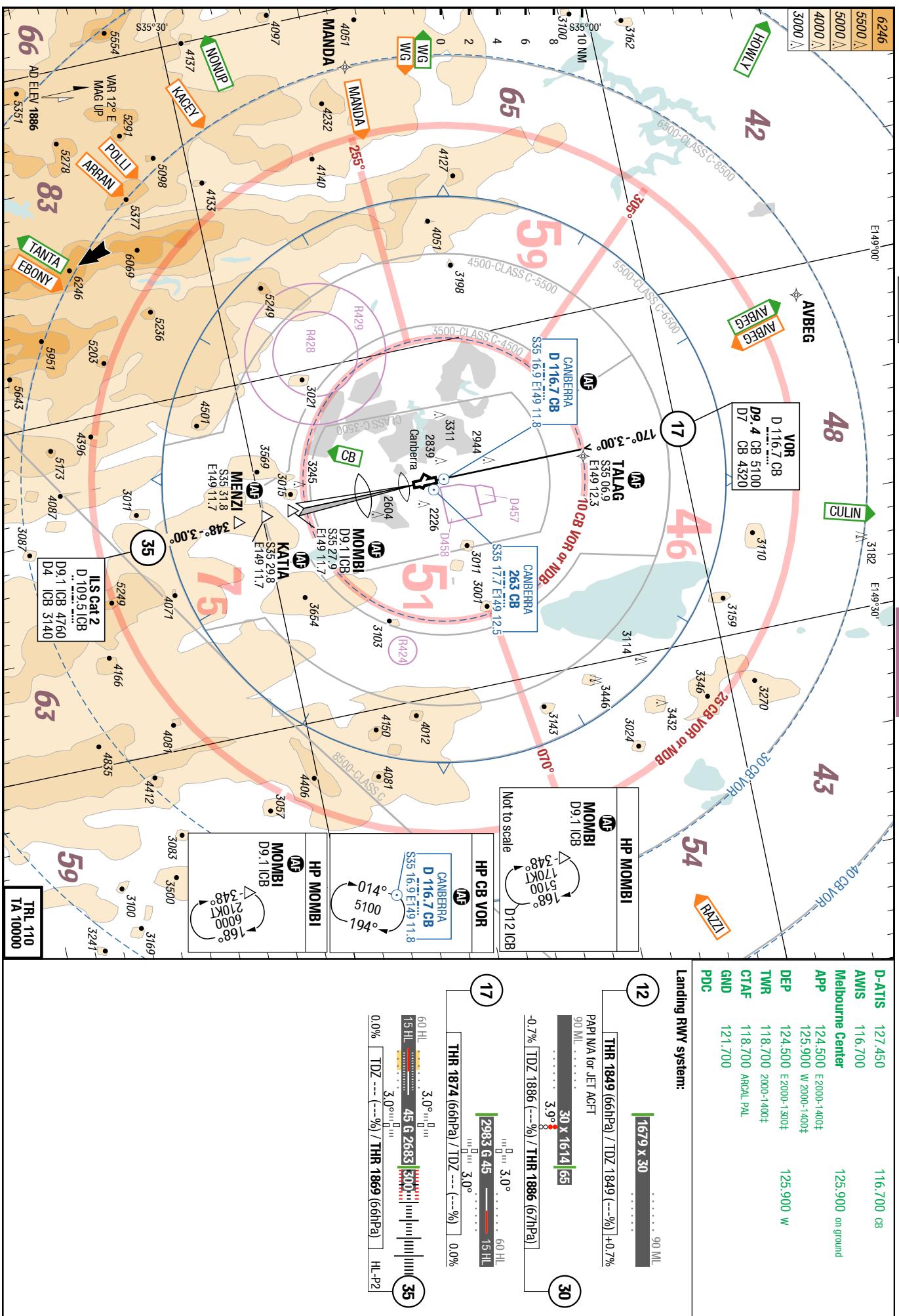
RWY 12: only AVBL if operationally required.

Outside ATC hours of OPS

RWY 35: Track 353°M (SID RADAR initial track). At or above 5000ft turn left or right to intercept FPL route.

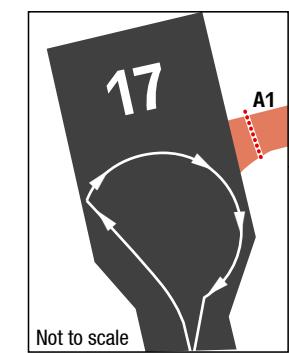
RWY 17: Track 168°M (SID RADAR initial track). At or above 5000ft turn left or right to intercept FPL route.

RWY 30 or 12: Only AVBL if operationally required.



E149°12.5'

E149°11.5'



D-ATIS	127.450 116.700 CB
AWIS	116.700
TWR	118.700 2000-1400‡
CTAF	118.700 ARCAL PAL
GND	121.700
PDC	

CANBERRA
236 CBFull length departures from
RWY 35 only if OPR required.12
118°
1849GENERAL
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3283 G 45

1679 X 30

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See APC
C5
2116Caution
Runway incursion hot spots

RWY	TORA	ASDA	TODA
12	1679	1679	1739
17	2983	2983	3073
30	1679	1679	1739
35	② 3283	3283	3343

2126

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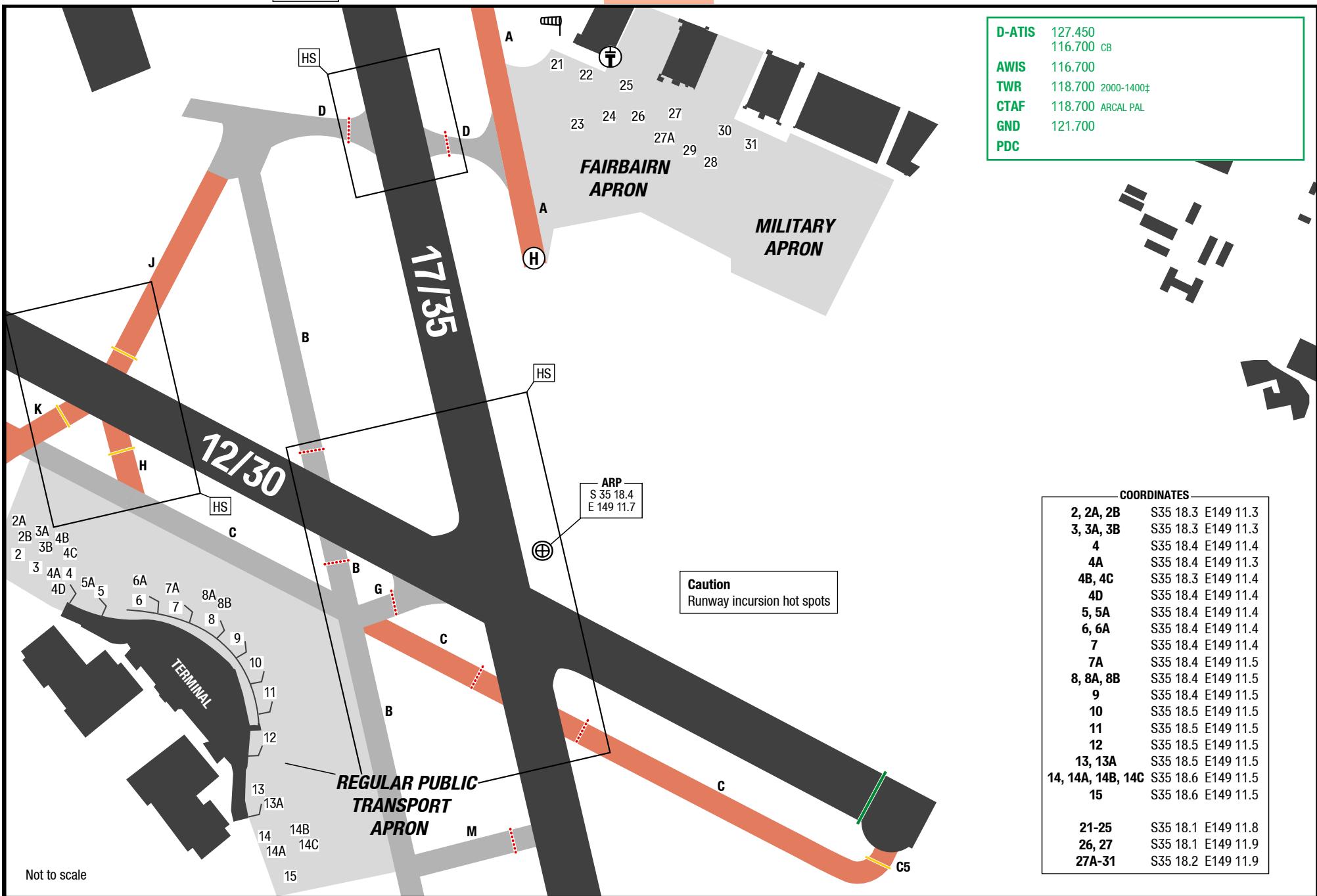
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Effective 26-MAY-2016

19-MAY-2016

CBR-YSCB

4-10

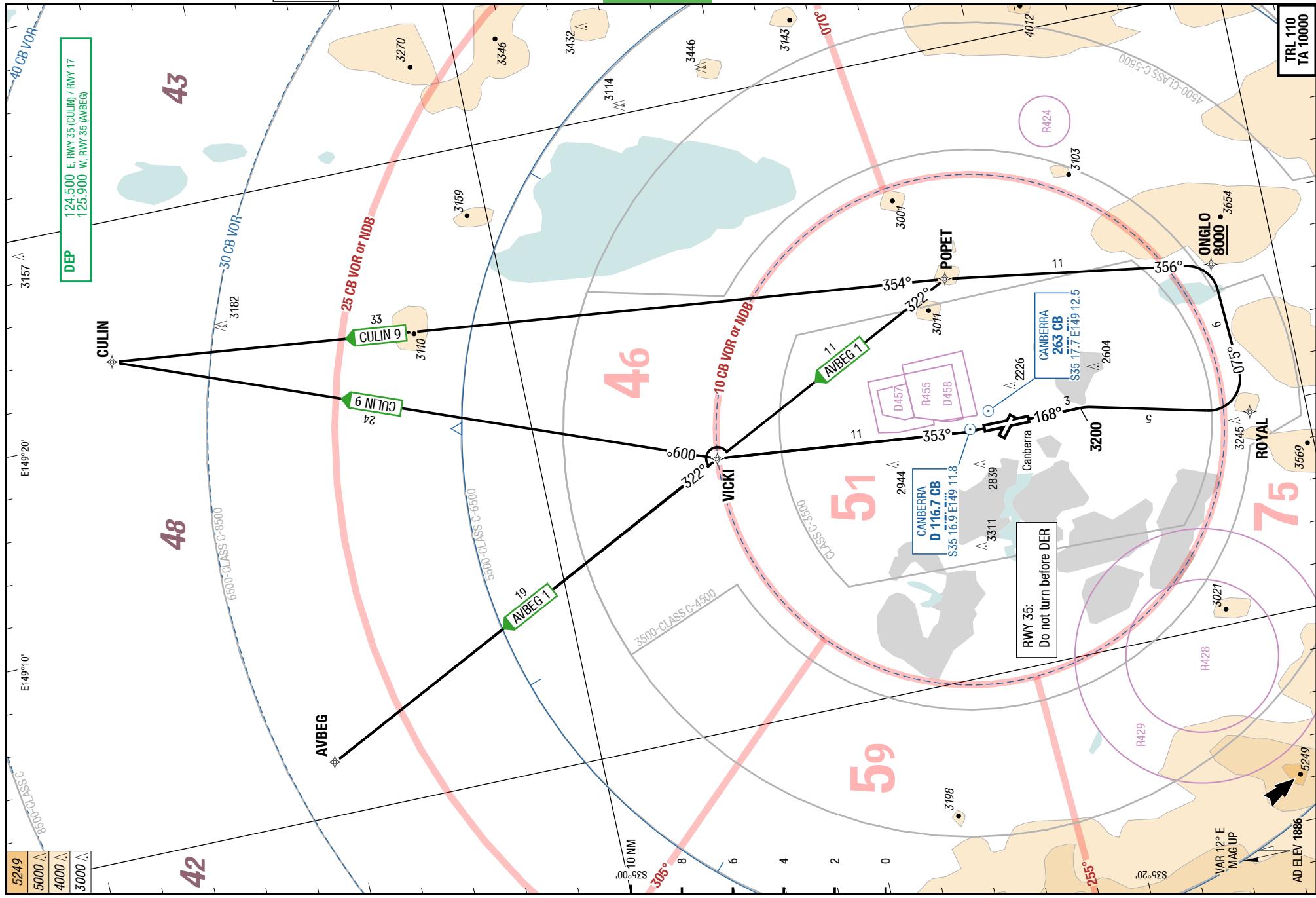
Australia Canberra RNAV SIDs South/West (Jet)

RNAV SIDs North (Jet)

Canberra Australia

RNAV SIDs South/West (Jet)

RNAV SIDs North (Jet)



Effective 26-MAY-2016

19-MAY-2016

CBR-YSCB

Australia Canberra

Canberra Australia

4-20

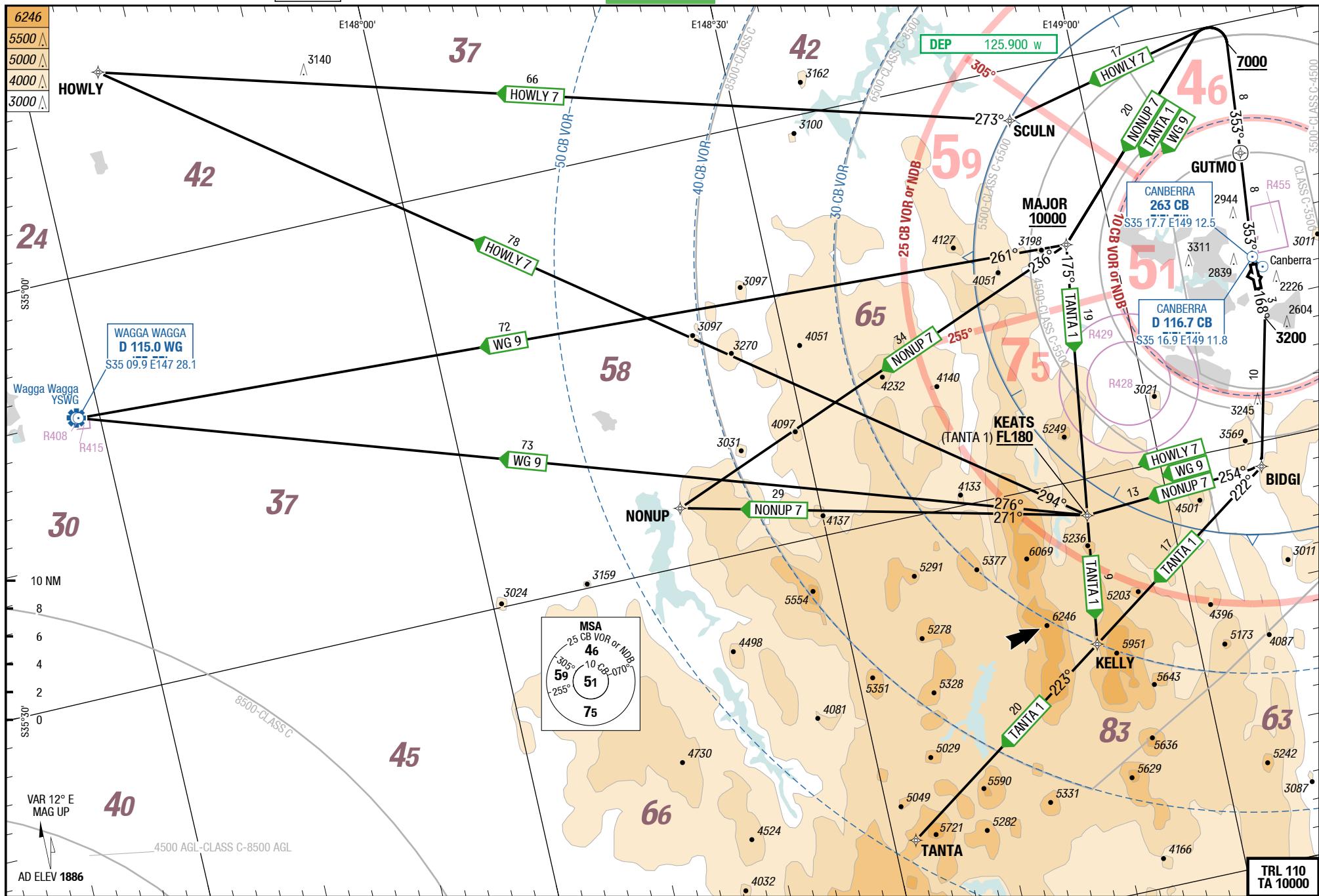
RNAV SIDs South/West (Jet)

10

3

Canberra Australia

RNAV SIDs South/West (Jet)



Effective 03-MAR-2016

25-FEB-2016

CBR-YSCB

Australia Canberra

NIL

SID

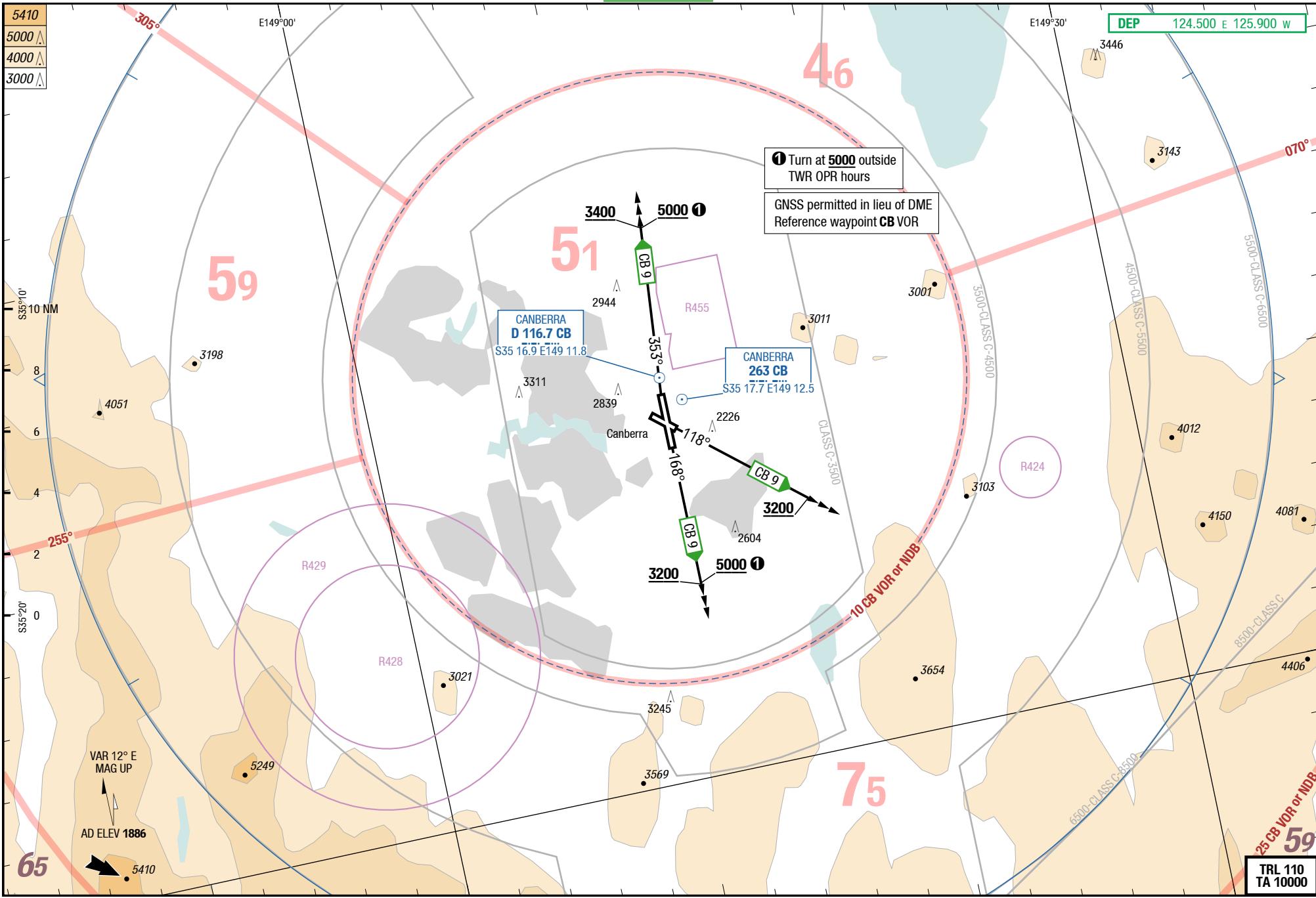
Canberra Australia

NIL

SID

4-30

SIDs CANBERRA 9 (CB 9)



Changes: PROC renumbered

CBR-YSCB

5-10

RNAV SIDs North (Jet)

AVBEG 1 / CULIN 9

RWYs 17 (168°) / 35 (348°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
Runway 17		
AVBEG 1 (Jet) 4.9% to 4800 124.500	at 3200 RT direct ROYAL - ONGLO - POPET - AVBEG	ONGLO MNM 8000
Runway 35		
CULIN 9 (Jet) 4.9% to 4800 124.500	at 3200 RT direct ROYAL - ONGLO - POPET - CULIN	ONGLO MNM 8000
AVBEG 1 (Jet) 6.6% to 3400 125.900	after DER RT 353° to VICKI - AVBEG	
CULIN 9 (Jet) 6.6% to 3400 124.500	after DER RT 353° to VICKI - CULIN	

CBR-YSCB

5-20

RNAV SIDs South/West (Jet)

HOWLY 7 / NONUP 7 / TANTA 1 / WAGGA 9

RWYs 17 (168°) / 35 (348°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17	
HOWLY 7 4.9% to 4800 125.900	at 3200 RT direct BIDGI - KEATS - HOWLY	
NONUP 7 4.9% to 4800 125.900	at 3200 RT direct BIDGI - KEATS - NONUP	
TANTA 1 4.9% to 4800 125.900	at 3200 RT direct BIDGI - KELLY - TANTA	
WAGGA 9 WG 9 4.9% to 4800 125.900	at 3200 RT direct BIDGI - KEATS - WG	
	Runway 35	
HOWLY 7 6.6% to 3400 125.900	after DER RT 353° to GUTMO - at MNM 7000 LT direct SCULN - HOWLY	
NONUP 7 6.6% to 3400 125.900	after DER RT 353° to GUTMO - at MNM 7000 LT direct MAJOR - NONUP	MAJOR MNM 10000
TANTA 1 6.6% to 3400 125.900	after DER RT 353° to GUTMO - at MNM 7000 LT direct MAJOR - KEATS - KELLY - TANTA	MAJOR MNM 10000 KEATS MNM FL180
WAGGA 9 WG 9 6.6% to 3400 125.900	after DER RT 353° to GUTMO - at MNM 7000 LT direct MAJOR - WG	MAJOR MNM 10000

CBR-YSCB

5-30

SIDs CANBERRA 9 (CB 9)

CANBERRA 9

RWYs 12 (118°) / 17 (168°) / 35 (348°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400
5.8%	ft/MIN	800	900	1100	1300	1500	1600
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
Runway 12		
CANBERRA 9 CB 9 5.8% to 3200 124.500 (E) 125.900 (W)	118° - MNM 3200 turn to assigned HDG	
Runway 17		
CANBERRA 9 CB 9 4.9% to 4800 124.500 (E) 125.900 (W) ①	168° - MNM 3200 turn to assigned HDG	
Runway 35		
CANBERRA 9 CB 9 6.6% to 3400 124.500 (E) 125.900 (W) ①	after DER RT 353° - MNM 3400 turn to assigned HDG	

① Turn at MNM 5000 outside TWR OPR hours.

Effective 24-MAY-2018

17-MAY-2018

CBR-YSCB

Australia Canberra

RNAV STARs MANDA 1 / POLL1 7

STAR

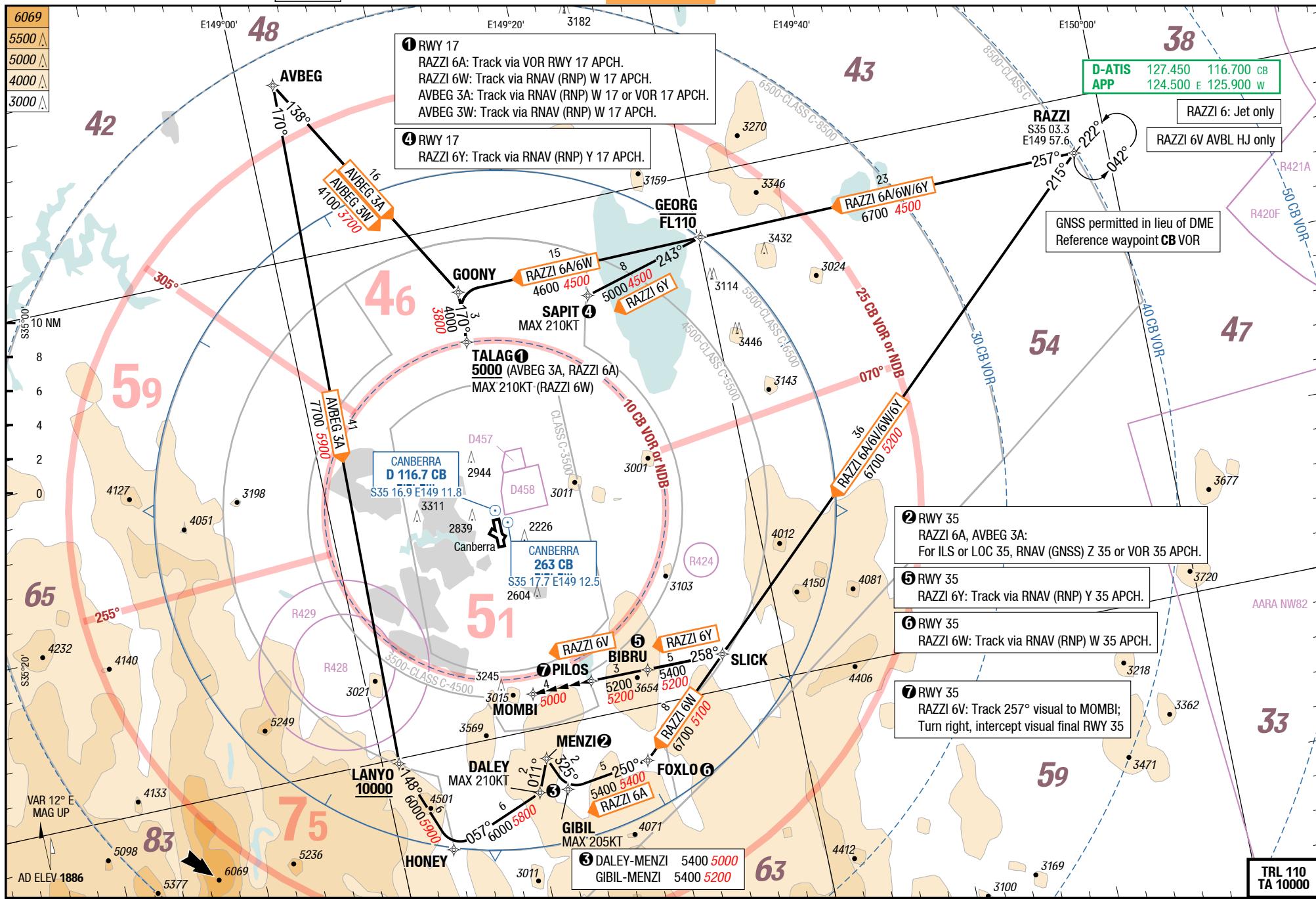
Canberra Australia

RNAV STARs MANDA 1 / POLL1 7

RNAV STARs AVBEG 3 / RAZZI 6

6-10

RNAV STARs AVBEG 3 / RAZZI 6



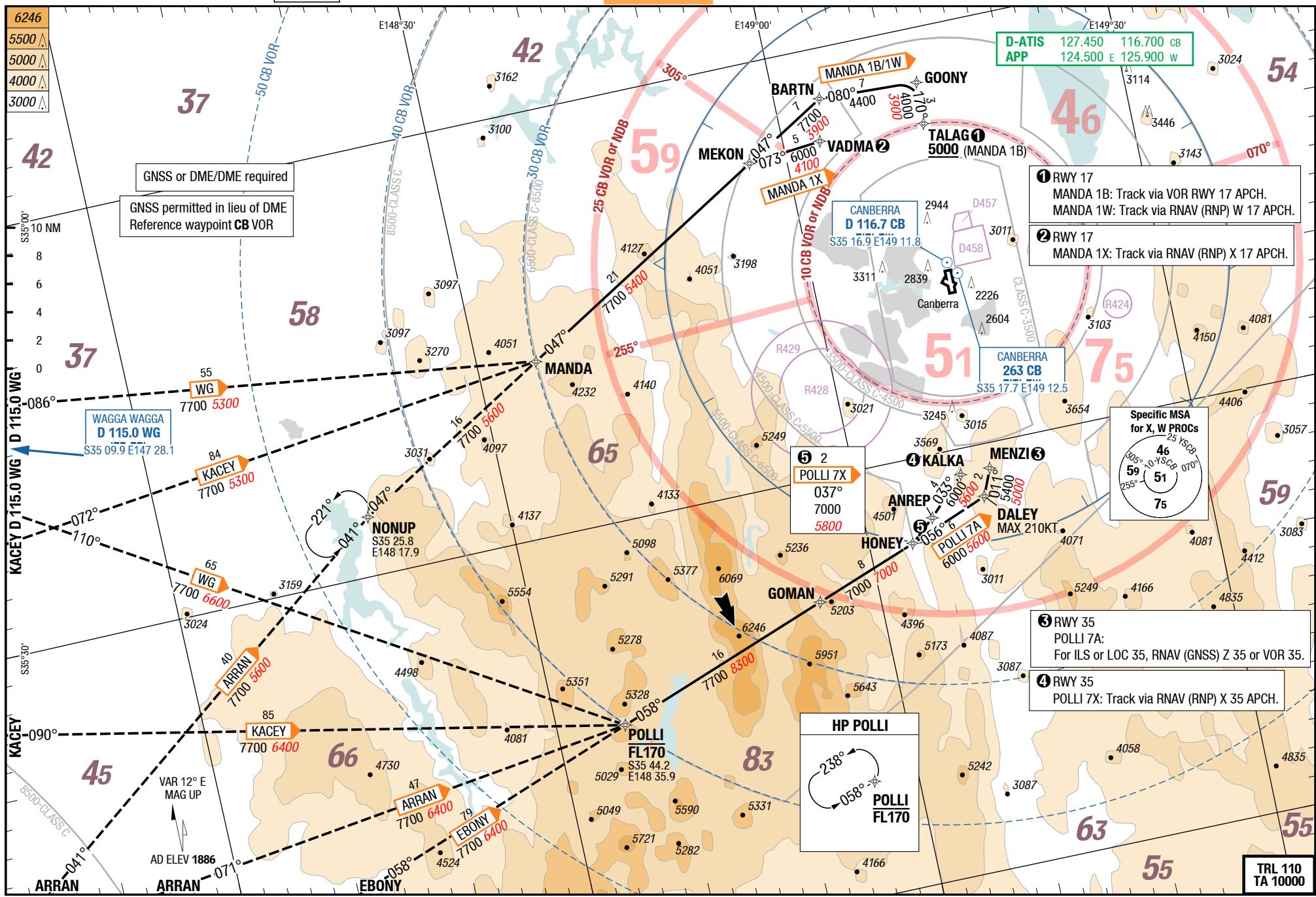
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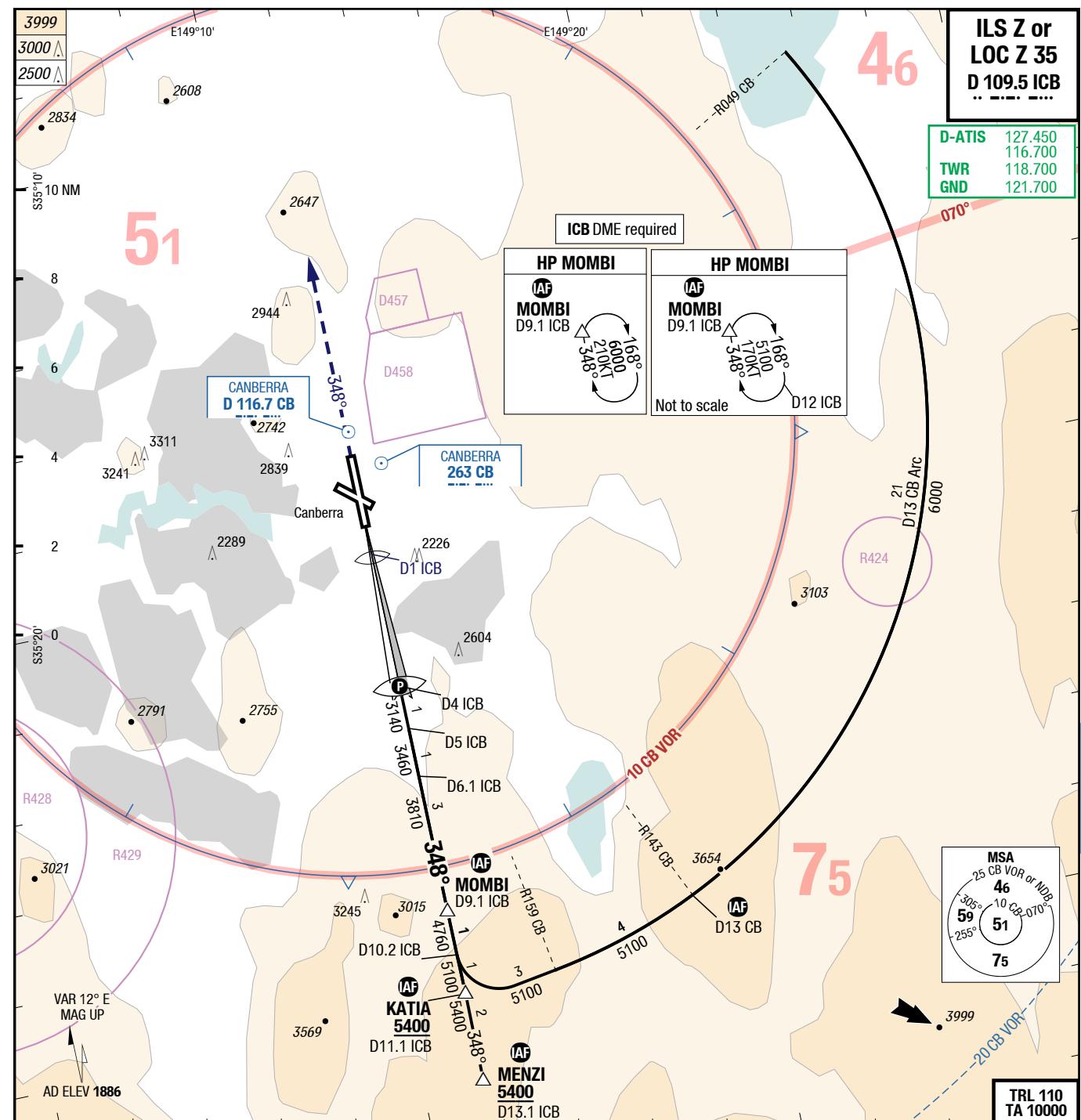
RNAV STARs MANDA 1 / POLLI 7

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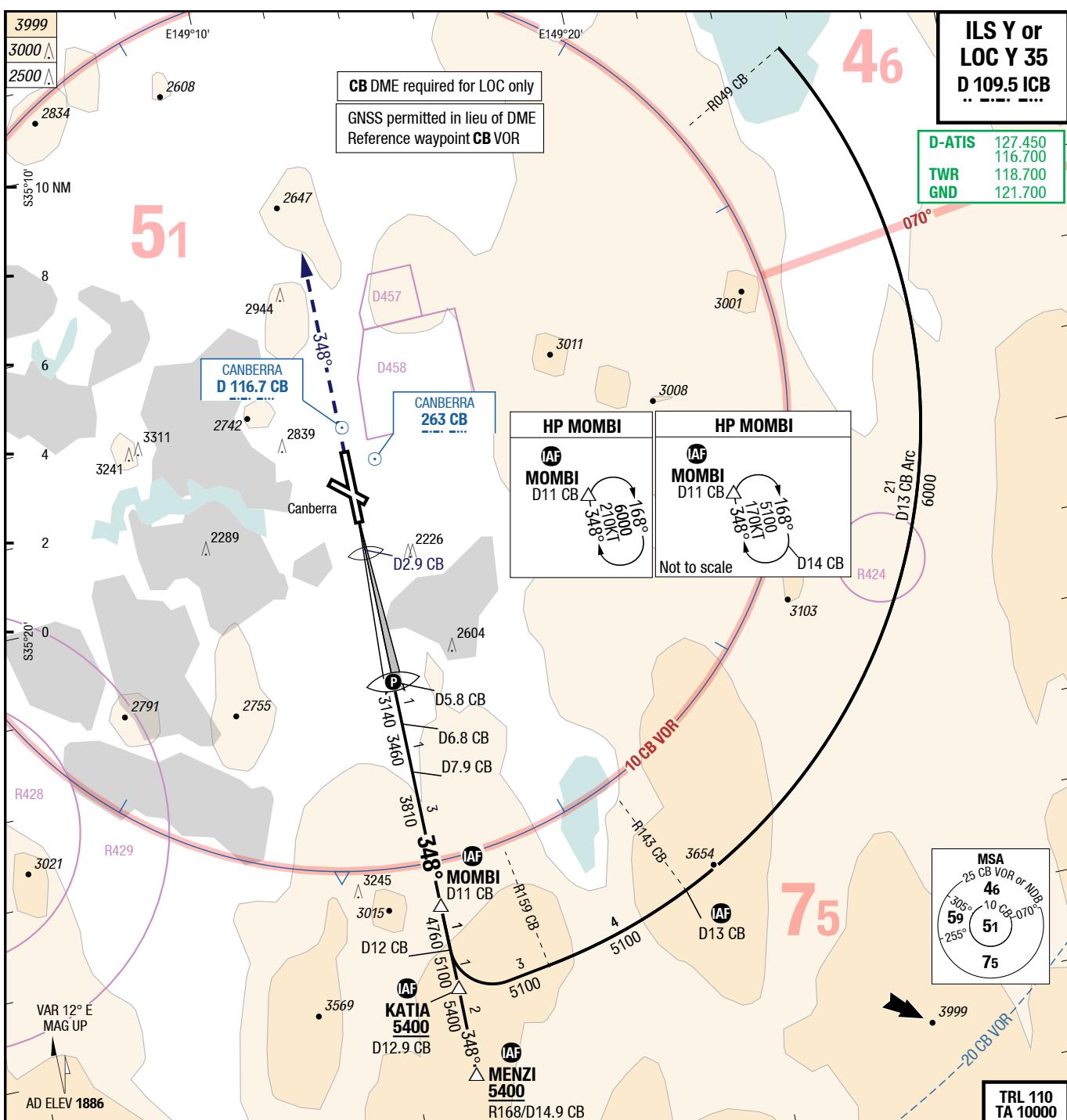
STAR

RNAV STARs MANDA 1 / POLLI 7

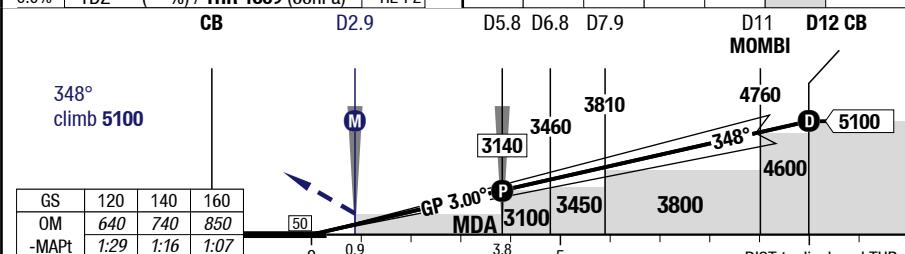




Changes: Nil



60 HL	3.0° III		5	7	8	10	12	LOC 3.0° D CB
15 HL	45 G 2683	300						
0.0%	TD7 --- (---) / THB 1869 (66hPa)	HI -P2	2880	3510	3830	4470	5100	



DIS1 to displaced THR						
35		Cat 1 GA 4.4% 1)	Cat 1 wo ACT QNH GA 4.4% 1)	Cat 1 GA 2.5%	Cat 1 wo ACT QNH GA 2.5%	LOC DME CB 2)
C	ft - m/km ft	210 - 550R/800V 2070	310 - 750R/1.2V 2170	460 - 1.6V 2320	560 - 2.2V 2420	840 - 3.8V 2700
#	m/km	210 - 550R/800V 2070	310 - 750R/1.2V 2170	460 - 1.6V 2320	560 - 2.2V 2420	840 - 3.8V 2700

1) Up to 3200ft
 2) Minima may be reduced by 100ft with actual QNH

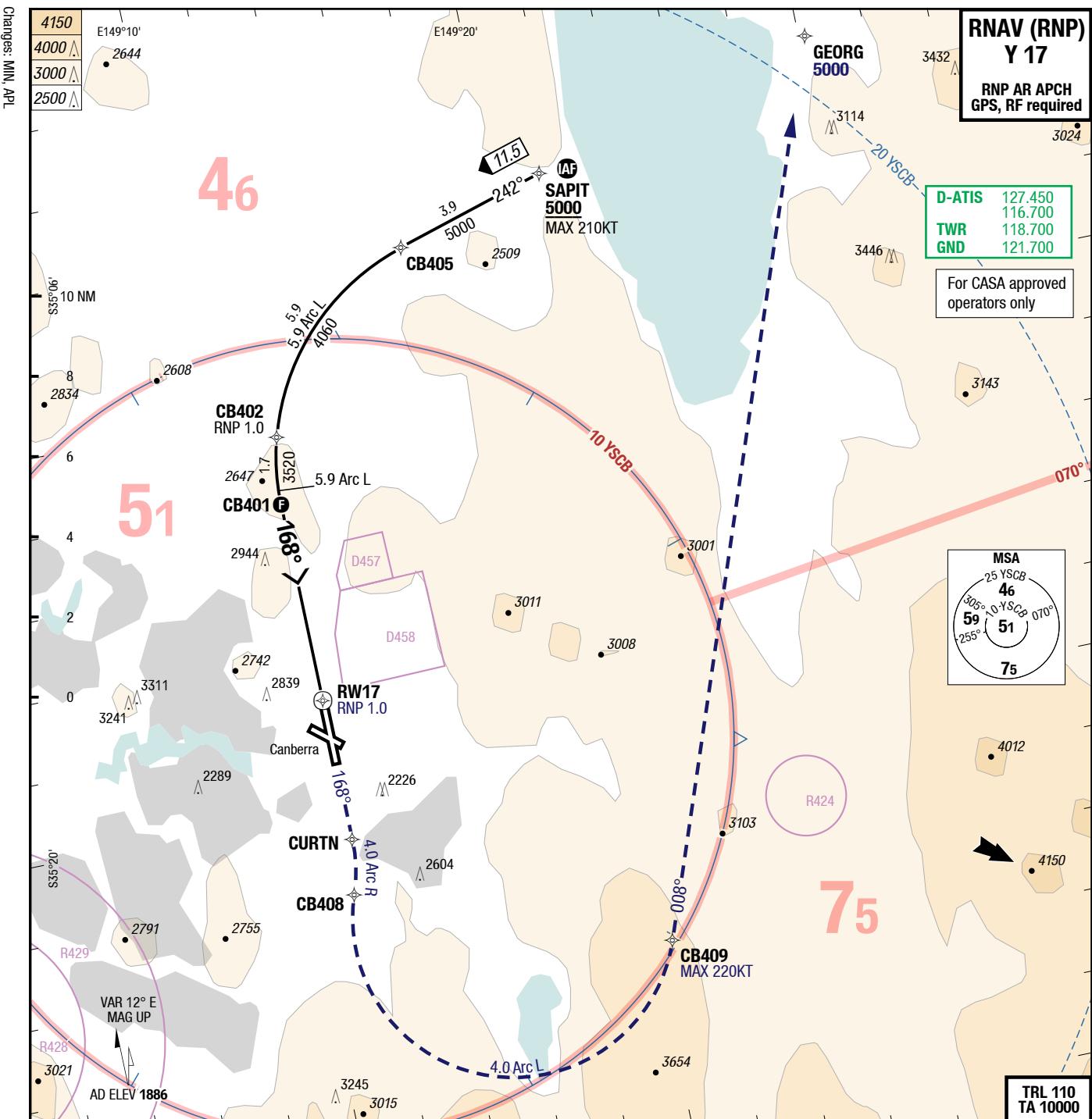
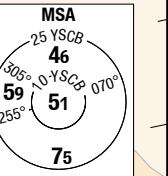
3) E and up to 4NM W of RWY 17/35 only

RNAV (RNP)
Y 17RNP AR APCH
GPS, RF required

D-ATIS	127.450
TWR	116.700
GND	118.700
	121.700

For CASA approved operators only

7-30



3.00° RW17		5	4	3	2	3.0°	60 HL
		3520	3210	2890	2570	2983 G 45	15 HL

THR 1874 (66hPa) / TDZ --- (--%) 0.0%

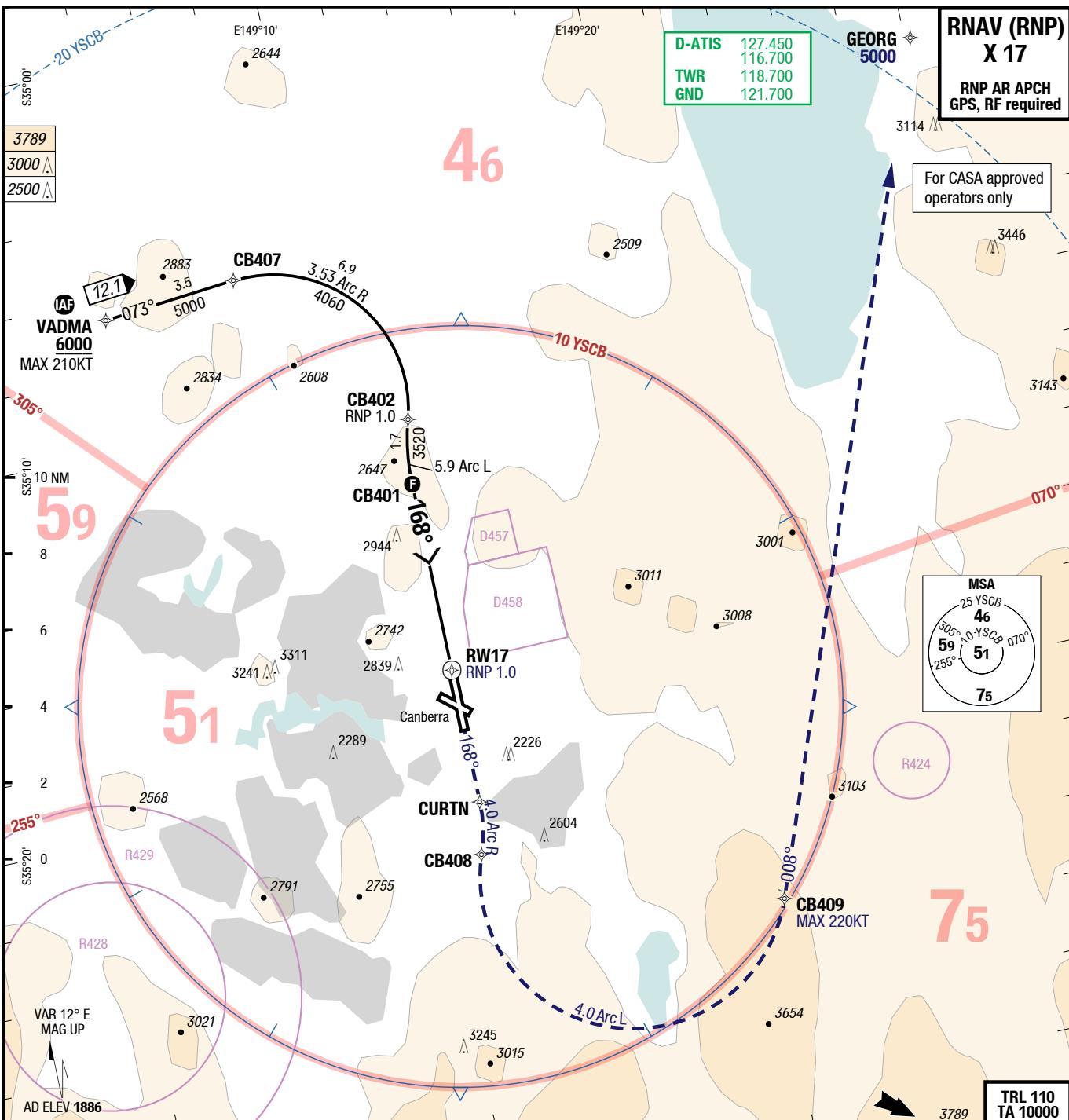
RW17

168° to CURTN
RT (4 Arc R) to CB408
LT (4 Arc L) to CB409 (MAX 220KT)
008° to GEORG
climb 5000

GS	120	140	160
640	740	850	

5 RW17	DA	17	RNAV RNP 0.11 VNAV 1(2)3)	RNAV RNP 0.30 VNAV 1(2)3)	Circling
CB401		C	ft - m/km ft	400 - 2.2V 2270	1310 - 5.0V 3180
3520	168°	D	ft - m/km ft	400 - 2.2V 2270	1310 - 5.0V 3180

1) Uncompensated BARO VNAV NA below -10°C (14°F) or above 45°C (113°F) 2) Use with Canberra (YSCB) QNH only 3) For CASA approved operators only



3.00° RW17		5	4	3	2	17	3.0°		60 HL	
		3520	3210	2890	2570		2983 G 45	15 HL	0.0%	THR 1874 (66hPa) / TDZ --- (---%)
5 RW17 CB401										
3520	3520	3400								
RW17 S35 17.4 E149 11.7										
DIST to THR 5										
17	RNAV RNP 0.11 VNAV 1 2 3)	RNAV RNP 0.30 VNAV 1 2 3)								Circling
C	ft - m/km	400 - 2.2V 2270	1310 - 5.0V 3180							Not authorized
D	ft - m/km	400 - 2.2V 2270	1310 - 5.0V 3180							Not authorized
1) Uncompensated BARO VNAV NA below -10°C (14°F) or above 45°C (113°F) 2) Use with Canberra (YSCB) QNH only 3) For CASA approved operators only										

Effective 02-JUL-2018
21-JUN-2018

CBR-YSCB

7-50

Australia Canberra
RNAV (RNP) Y 35

IAC
IAC

Canberra Australia
RNAV (RNP) Y 35

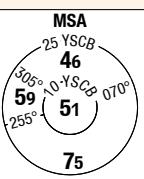
RNAV (RNP) W 17

**RNAV (RNP)
W 17**
RNP AR APCH
GPS, RF required

GEORG
5000

D-ATIS 127.450
116.700
TWR 118.700
GND 121.700

For CASA approved operators only



3001
3008

3103

R424

75

TRL 110
TA 10000

3.00° RW17		5	4	3	2	17	3.0°	60 HL
		3520	3210	2890	2570		3.0°	15 HL

2983 G 45

THR 1874 (66hPa) / TDZ --- (--%)

0.0%

RW17

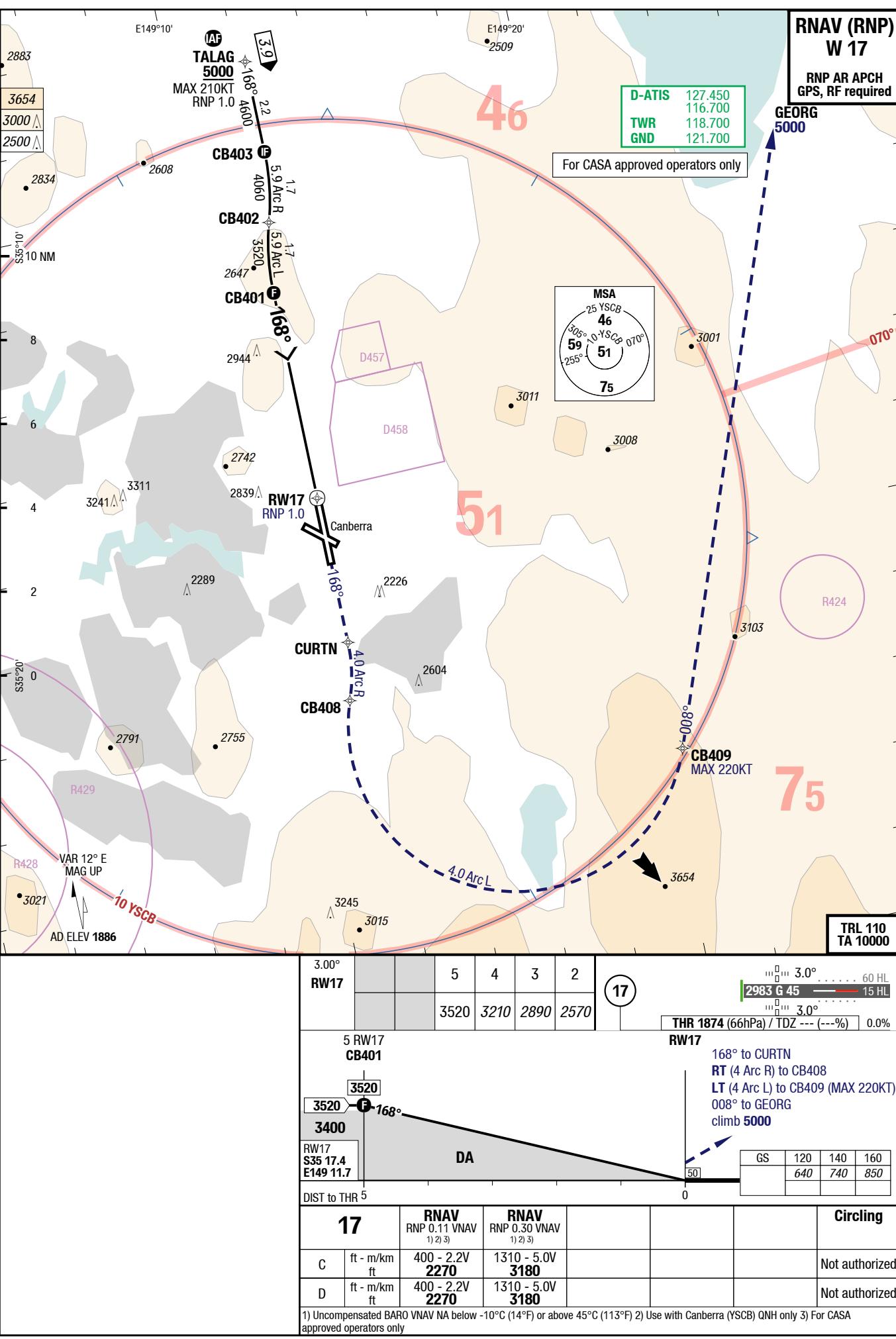
168° to CURTN
RT (4 Arc R) to CB408
LT (4 Arc L) to CB409 (MAX 220KT)
008° to GEORG
climb 5000

GS	120	140	160
640	740	850	

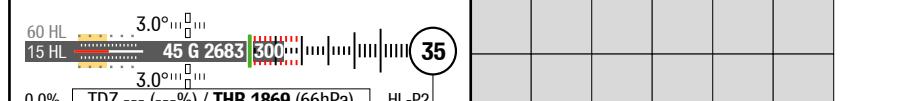
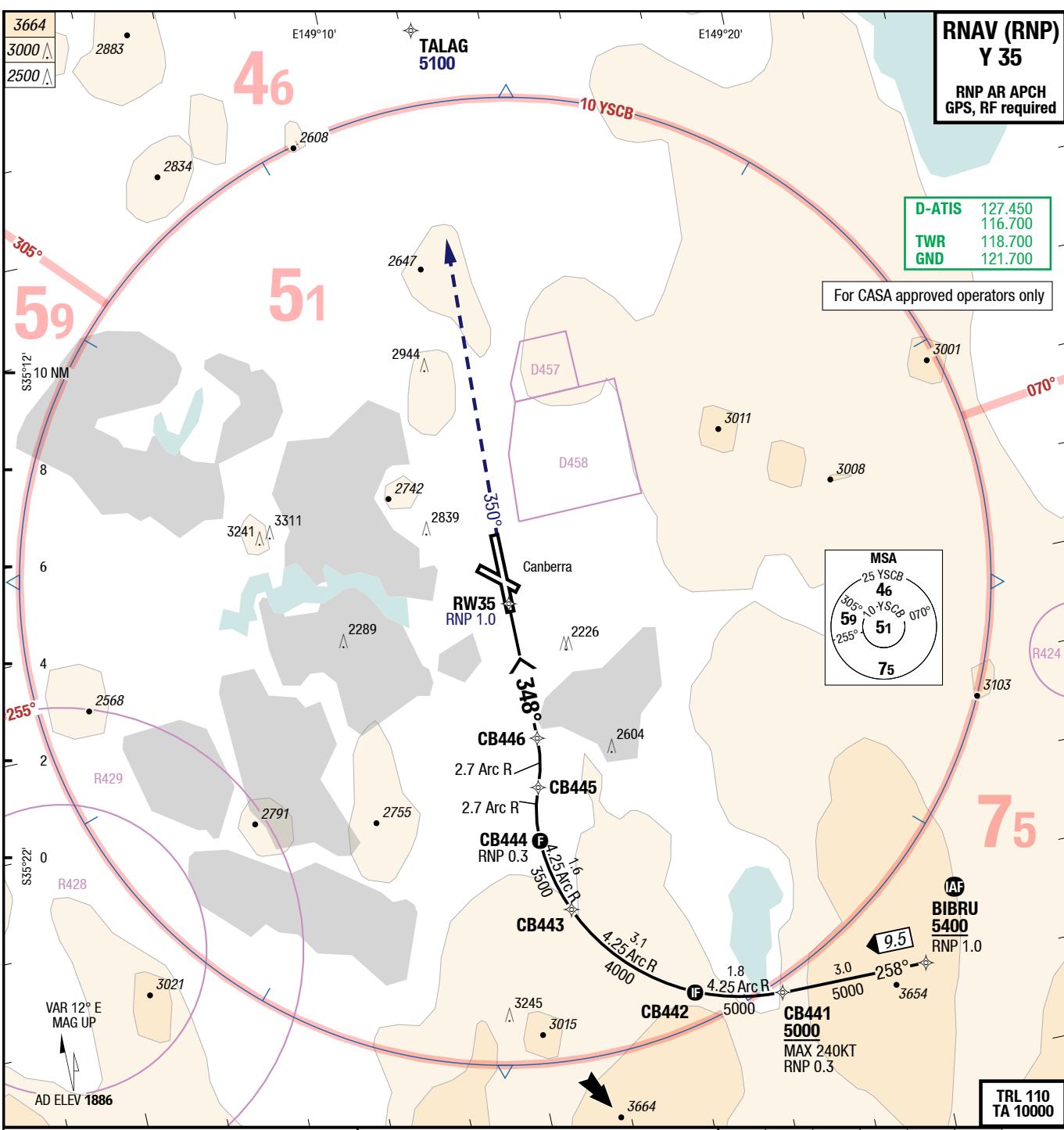
5 RW17 CB401		DA			
3520	F-168°				
3520					
3400					
RW17 S35 17.4 E149 11.7					
DIST to THR 5					
0					
50					

17		RNAV RNP 0.11 VNAV 1 2 3)	RNAV RNP 0.30 VNAV 1 2 3)				Circling
C	ft - m/km ft	400 - 2.2V 2270	1310 - 5.0V 3180				Not authorized
D	ft - m/km ft	400 - 2.2V 2270	1310 - 5.0V 3180				Not authorized

(1) Uncompensated BARO VNAV NA below -10°C (14°F) or above 45°C (113°F) 2) Use with Canberra (YSCB) QNH only 3) For CASA approved operators only



Changes: MIN, APL



350° to TALAG
climb E100

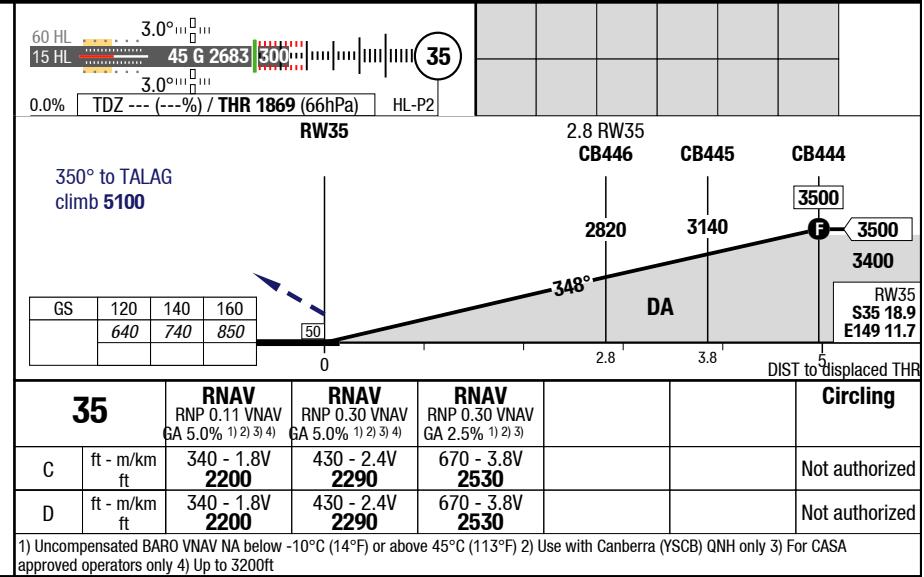
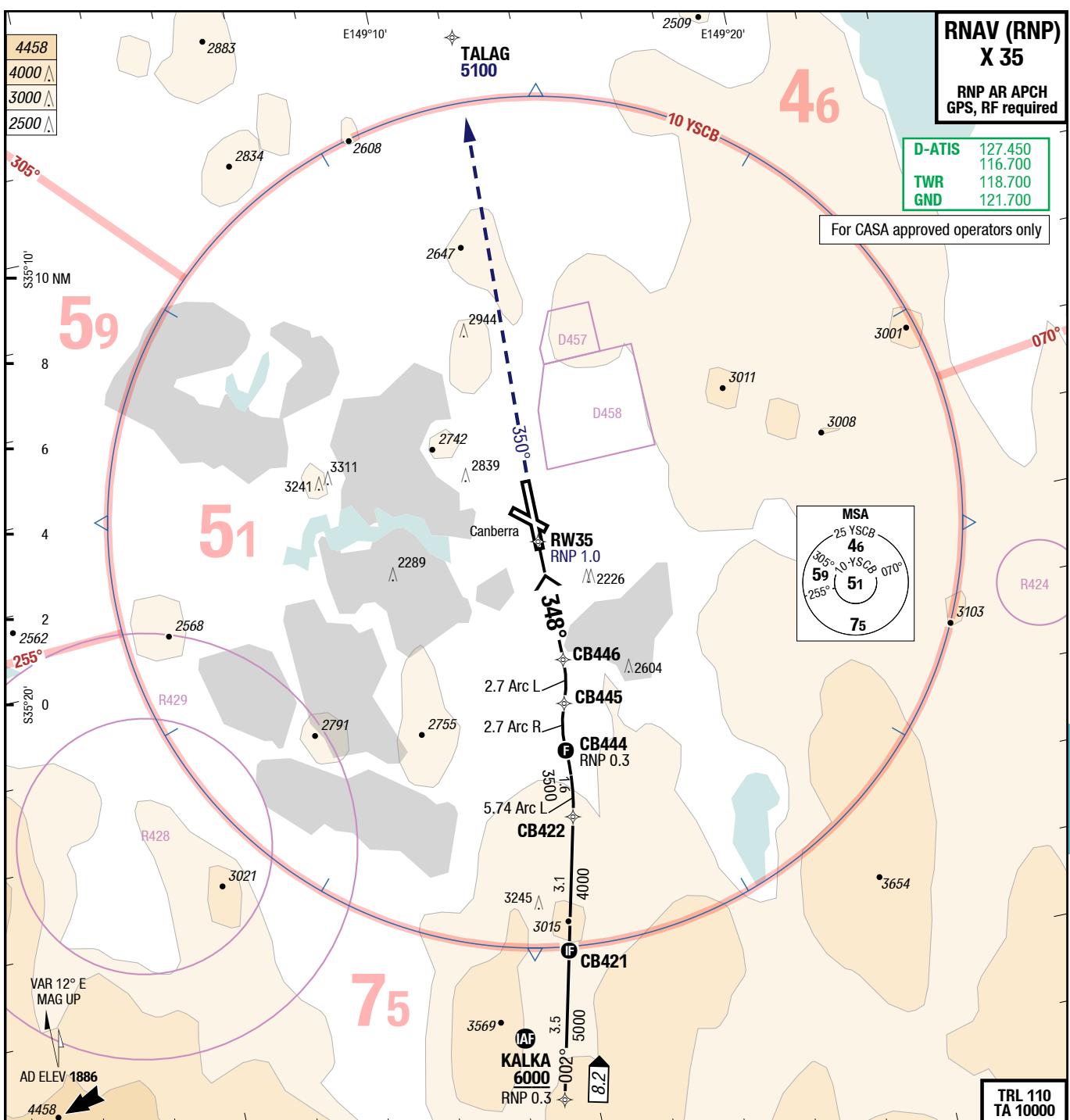
RW35
S35 18.9
E149 11.7

35 **RNAV** **RNAV** **RNAV** **Circling**
BNP 0.11 VNAV BNP 0.30 VNAV BNP 0.30 VNAV

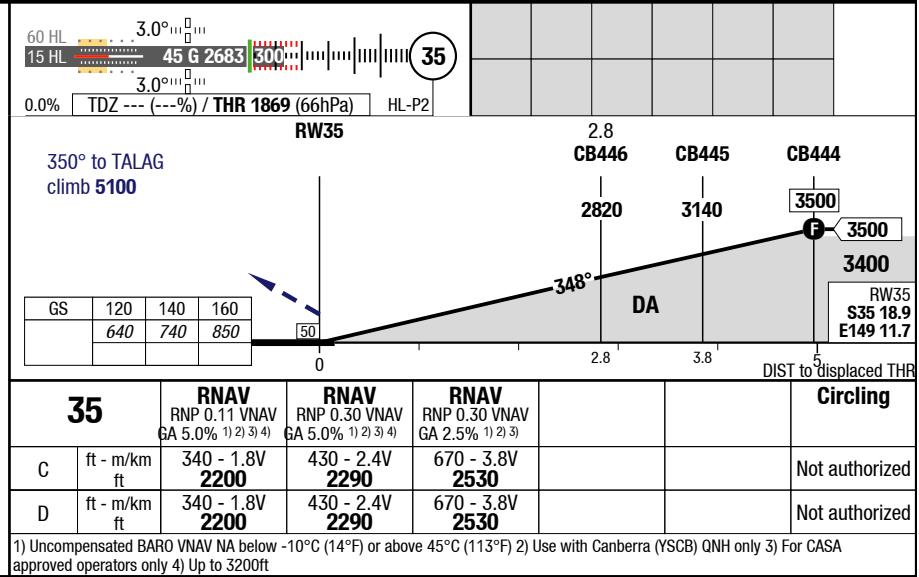
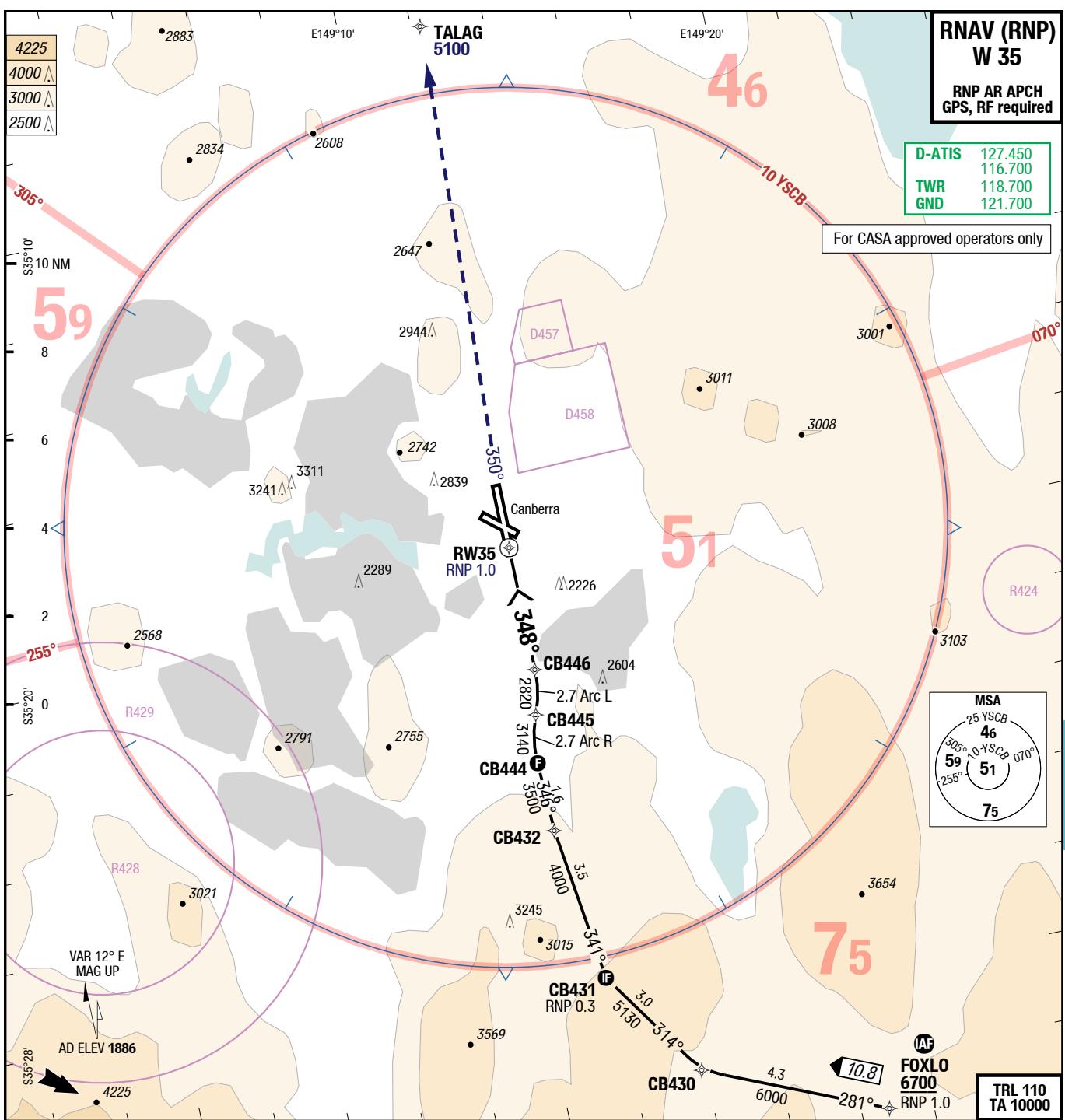
	GA 5.0% 1) 2) 3) 4)	GA 5.0% 1) 2) 3) 4)	GA 2.5% 1) 2) 3)	
ft - m/km ft	340 - 1.8V 220	430 - 2.4V 2290	670 - 3.8V 2530	
# - m/km	240 - 1.8V	430 - 2.4V	670 - 3.8V	Not authorized

1) Uncompensated BARO VNAV NA below -10°C (14°F) or above 45°C (113°F) 2) Use with Canberra (YSCB) QNH only 3) For CASA approved operators only 4) Up to 3200ft

Changes: MIN, APL



Changes: MIN, APL



Effective 02-JUL-2018

21-JUN-2018

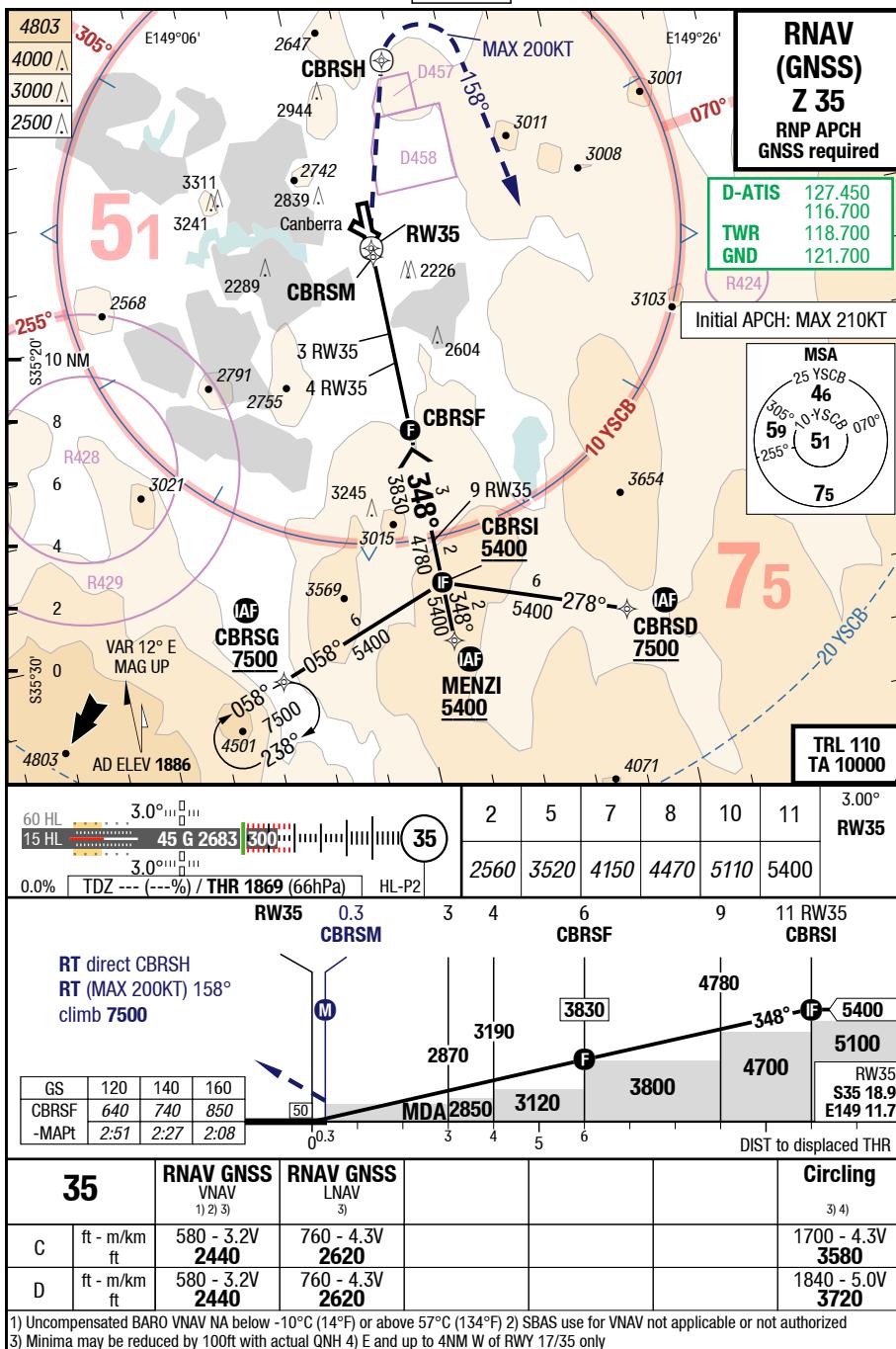
CBR-YSCB

Australia Canberra

IAC

7-90

RNAV (GNSS) Z 35



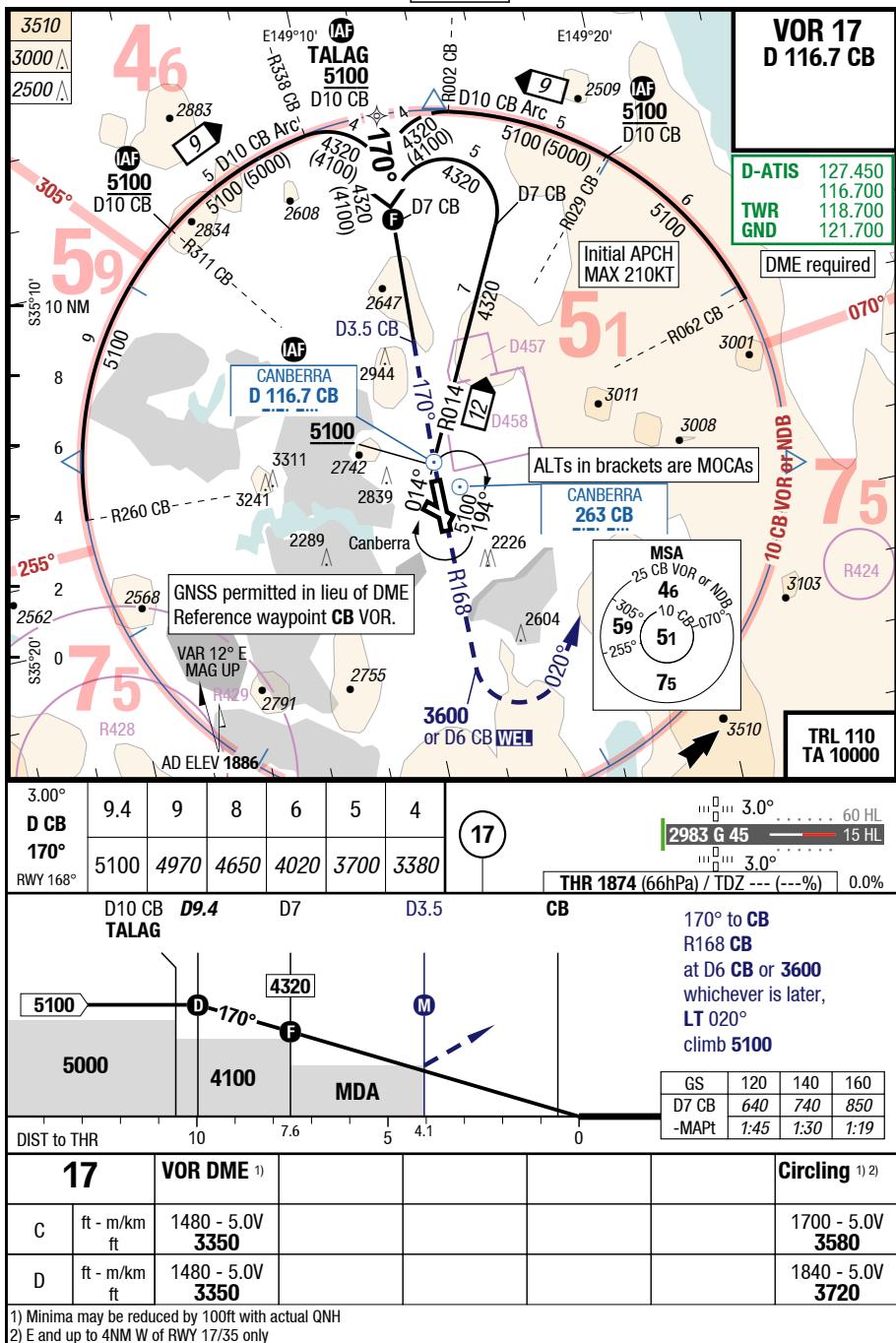
Changes: MIN, APL

CBR-YSCB

7-110

VOR 17

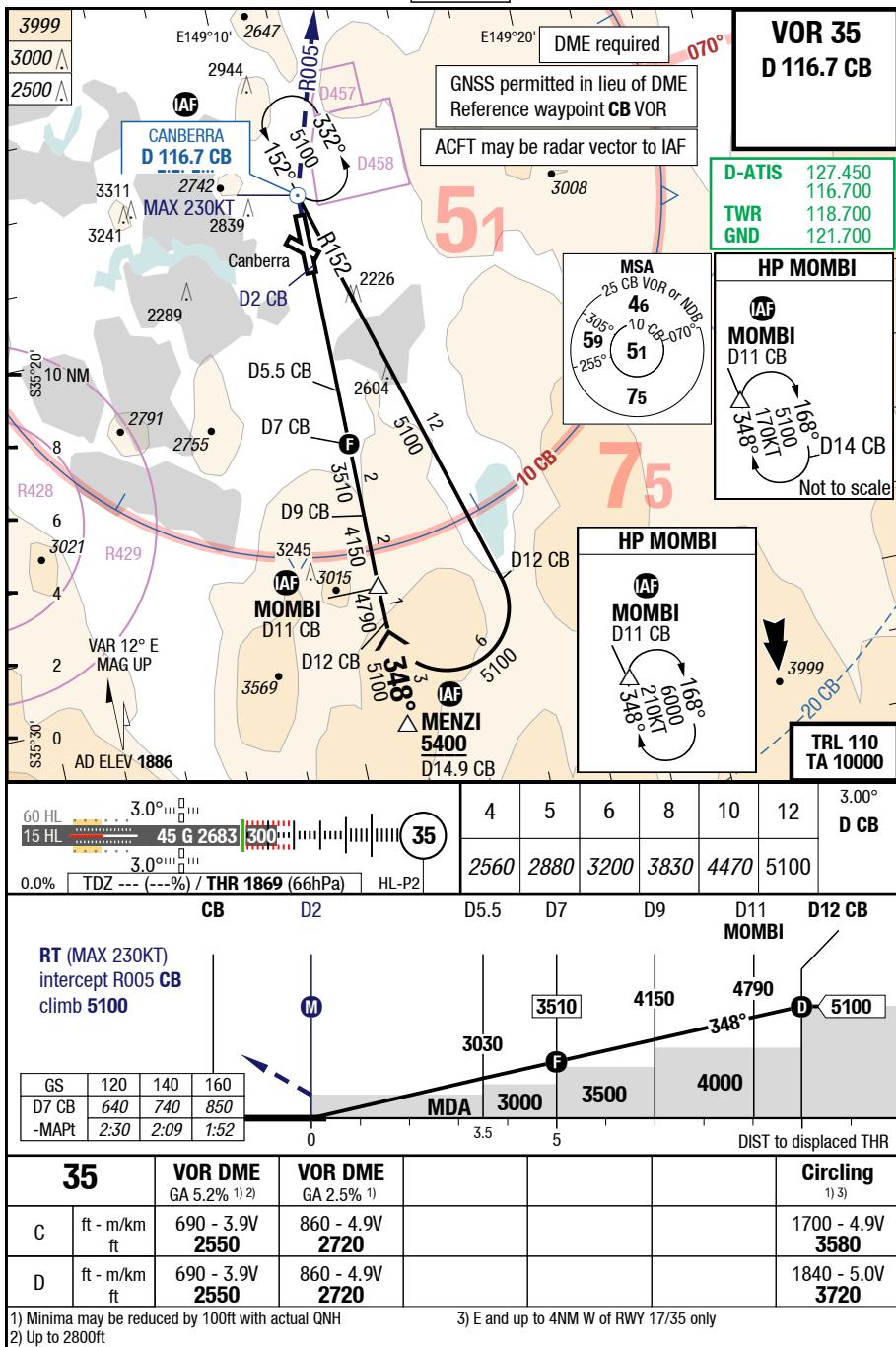
IAC



CBR-YSCB

7-120

VOR 35



Effective 02-JUL-2018

21-JUN-2018

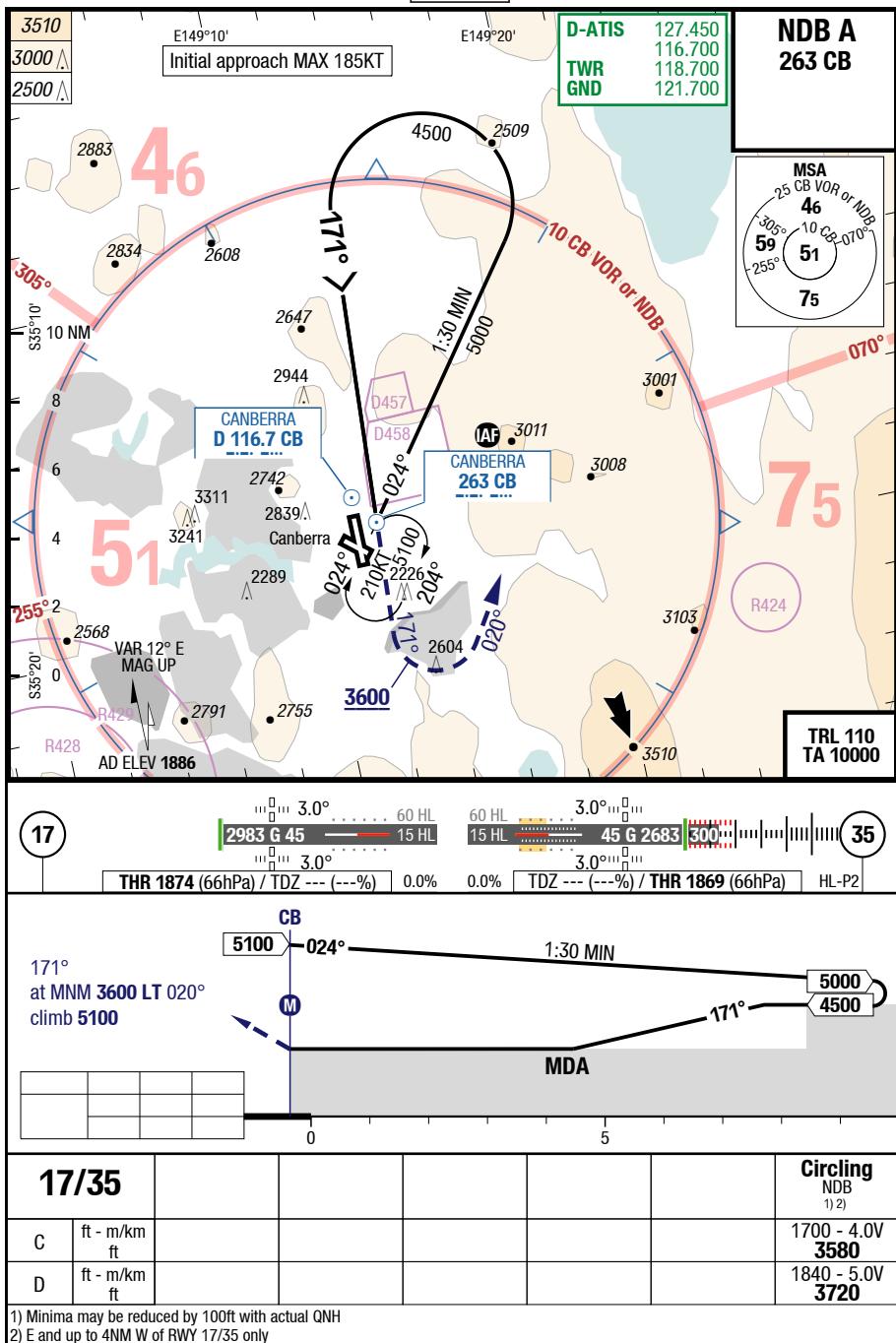
CBR-YSCB

Australia Canberra

IAC

7-130

NDB A



Changes: APL

12-JUL-2018

CBR-YSCB**7-150****WxMinima Overflow**

35		LOC DME 1)	LOC DME APL U/S 1)				
C	ft - m/km ft	840 - 3.8V 2700	840 - 4.7V 2700				
D	ft - m/km ft	840 - 3.8V 2700	840 - 4.7V 2700				

1) Minima may be reduced by 100ft with actual QNH

35		LOC DME CB APL U/S 1)2)					
C	ft - m/km ft	840 - 4.7V 2700					
D	ft - m/km ft	840 - 4.7V 2700					

1) Minima may be reduced by 100ft with actual QNH

2) YANKEE