

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 off 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 MOMBI.

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

Canberra Australia

GBR-YSCB

2-10

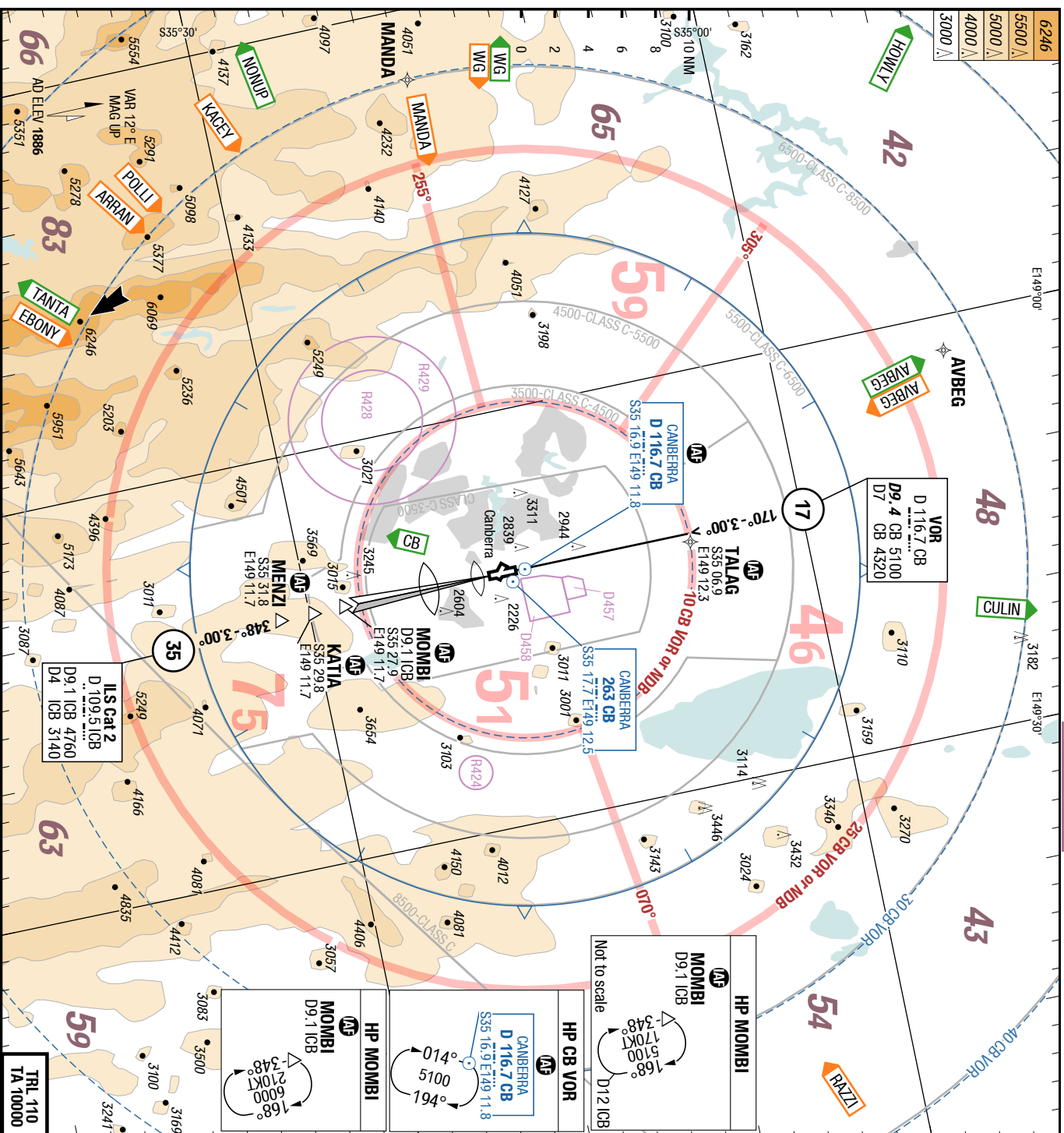


AGC
AFC

AFC

AFC

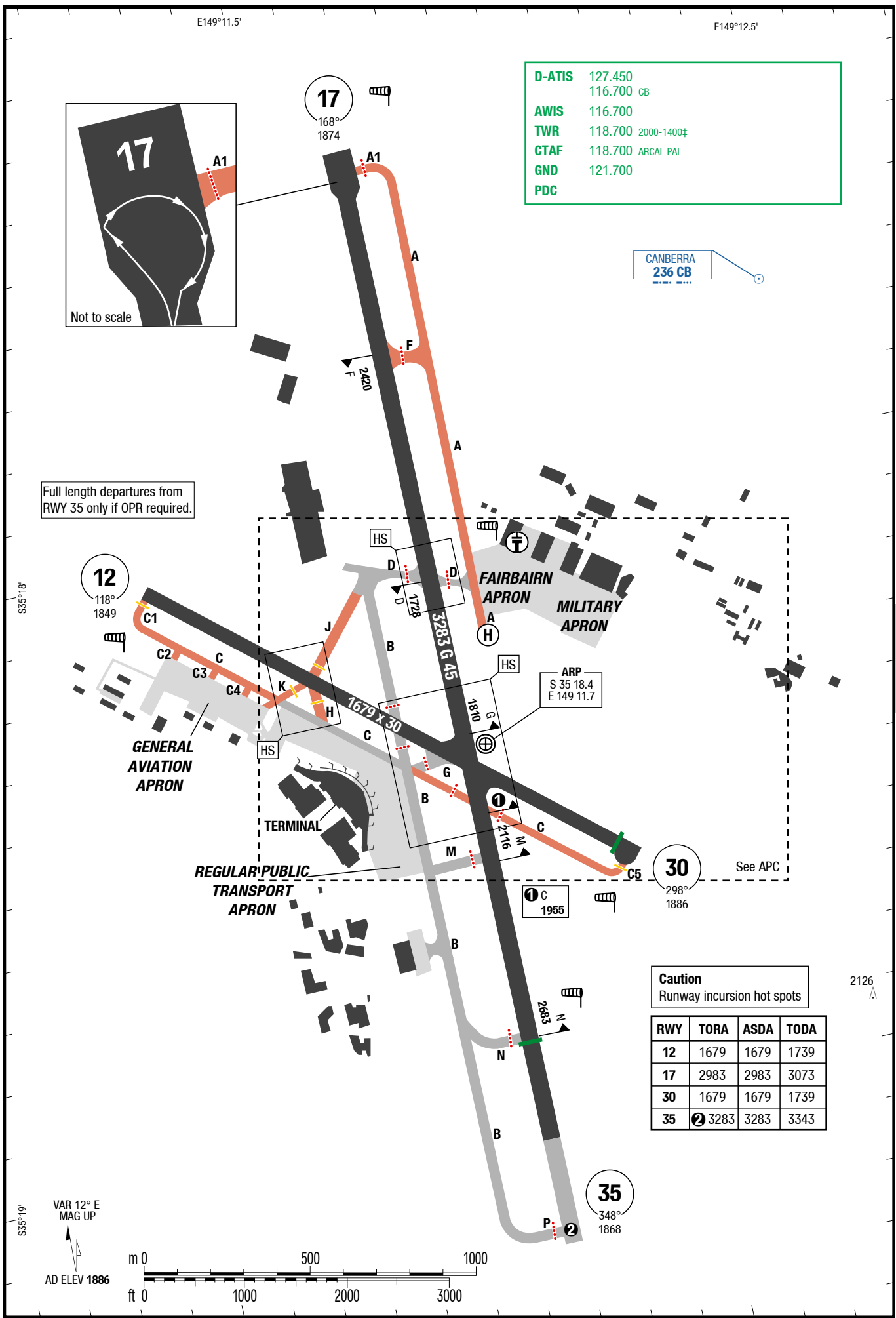
AGC
AFC



D-ATIS	127,450	116,700	CB
AWIS	116,700		
Melbourne Center		125,900	on ground
APP	124,500 E2000-1400+ 125,900 W 2000-1400+		
DEP	124,500 E2000-1300+	125,900	W
TWR	118,700 2000-1400+		
CTAF	118,700 ARCAL PAL		
GND	121,700		
PDC			

Landing RWY system:

[illegible]



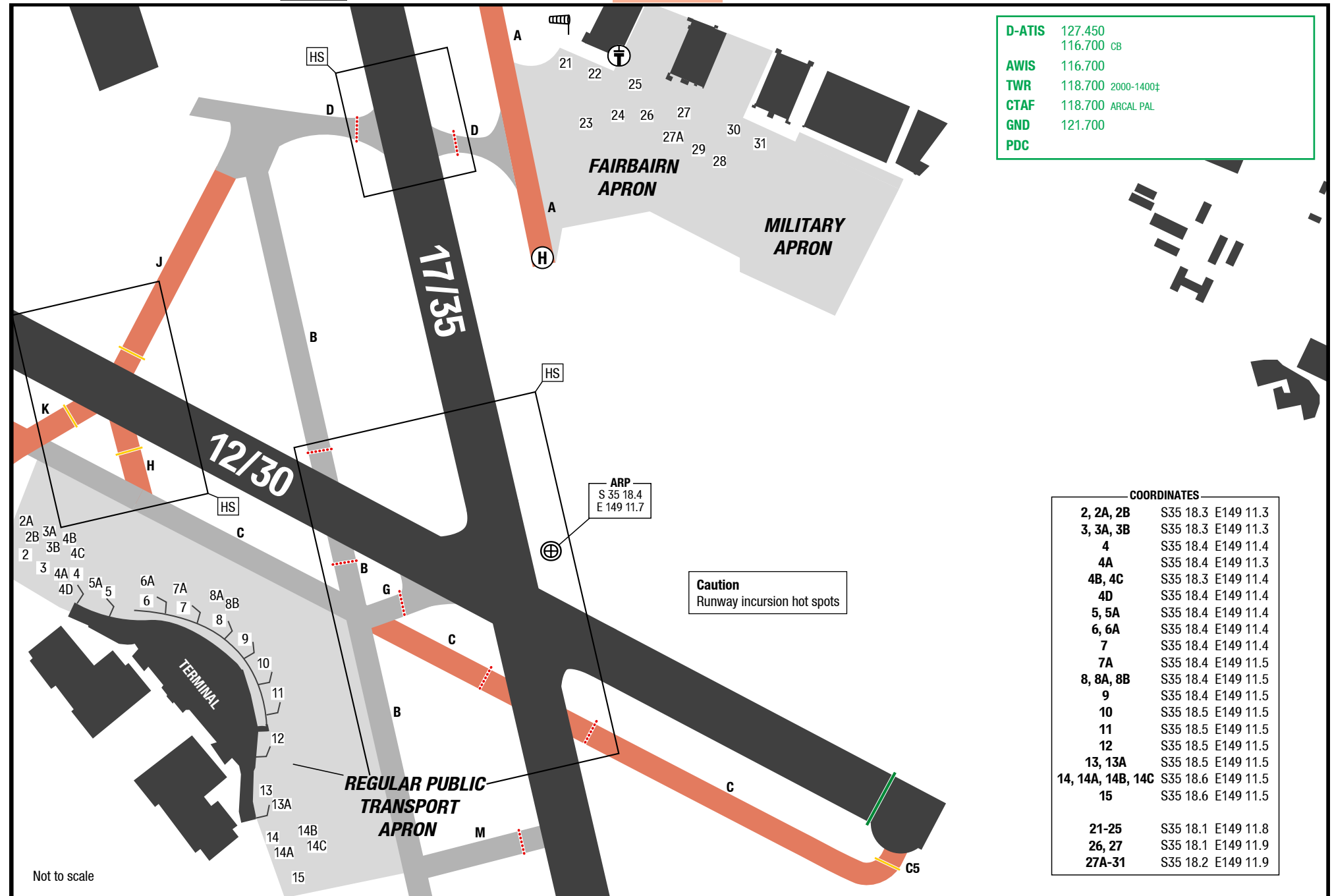
CBR-YSCB

NIL
APC

APC

APC

NIL
APC



Changes: HLDG POS

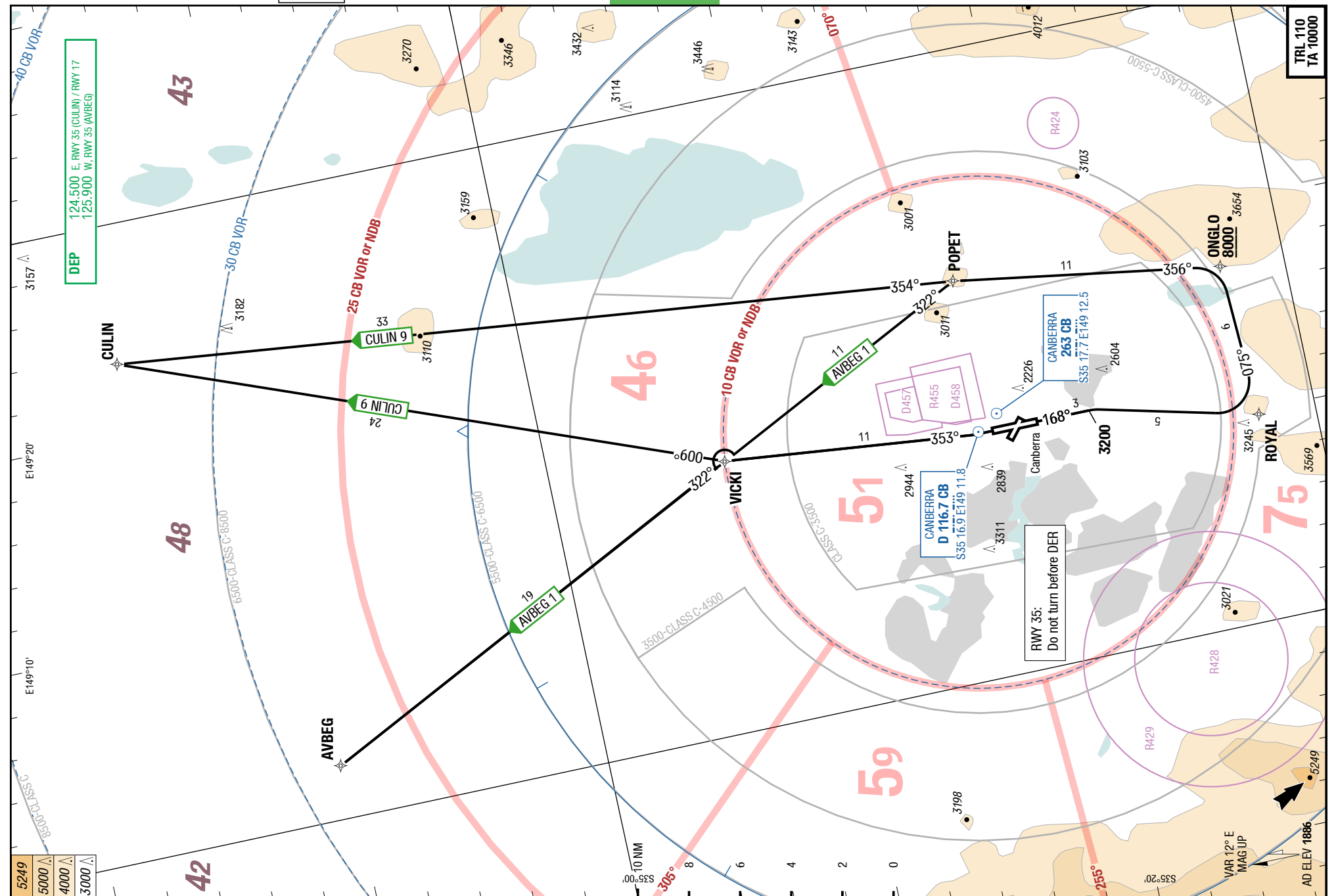
CBR-YSCB

RNAV SIDs North (Jet)

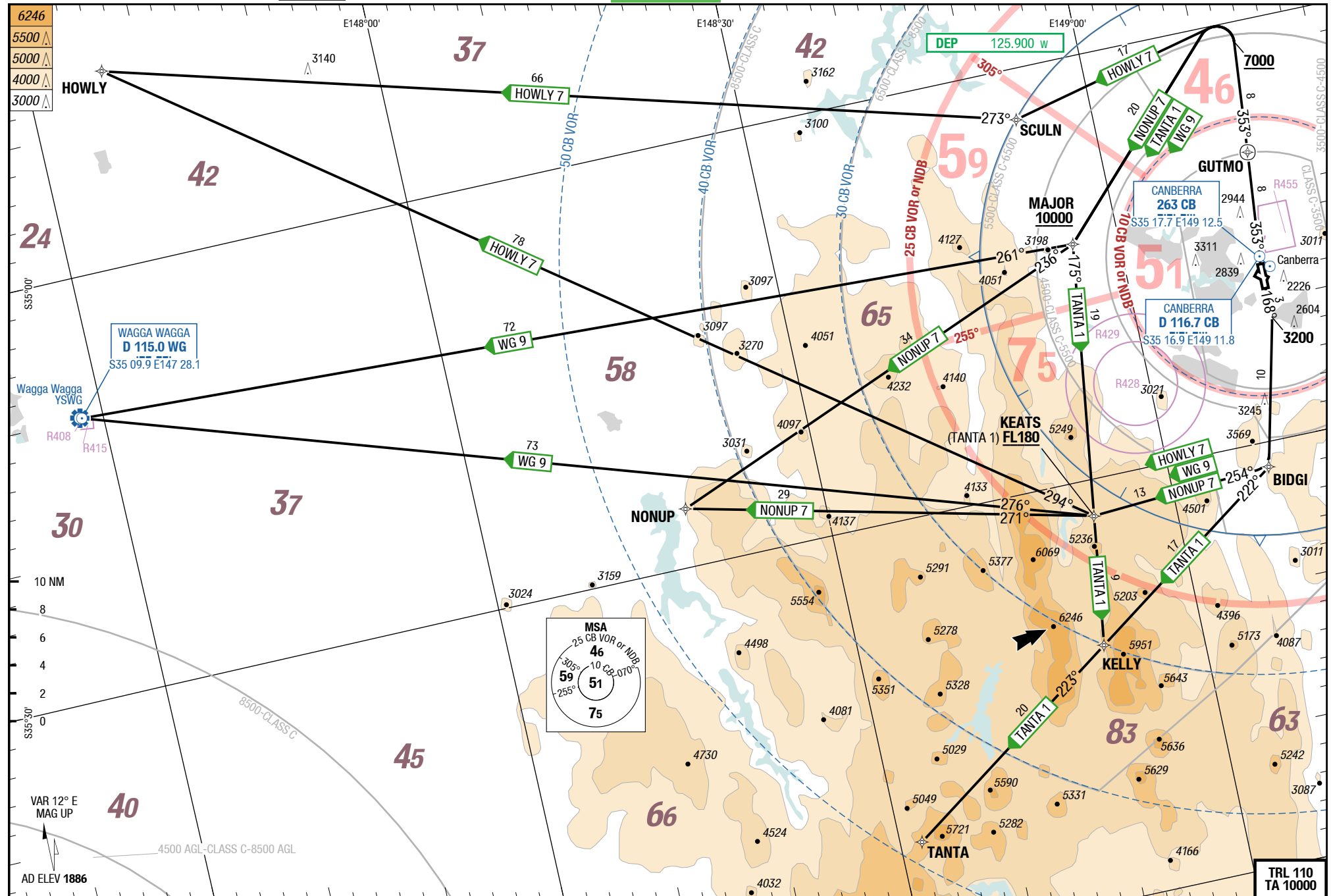
SID

SID

RNAV SIDs North (Jet)



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CBR-YSCB

4-30

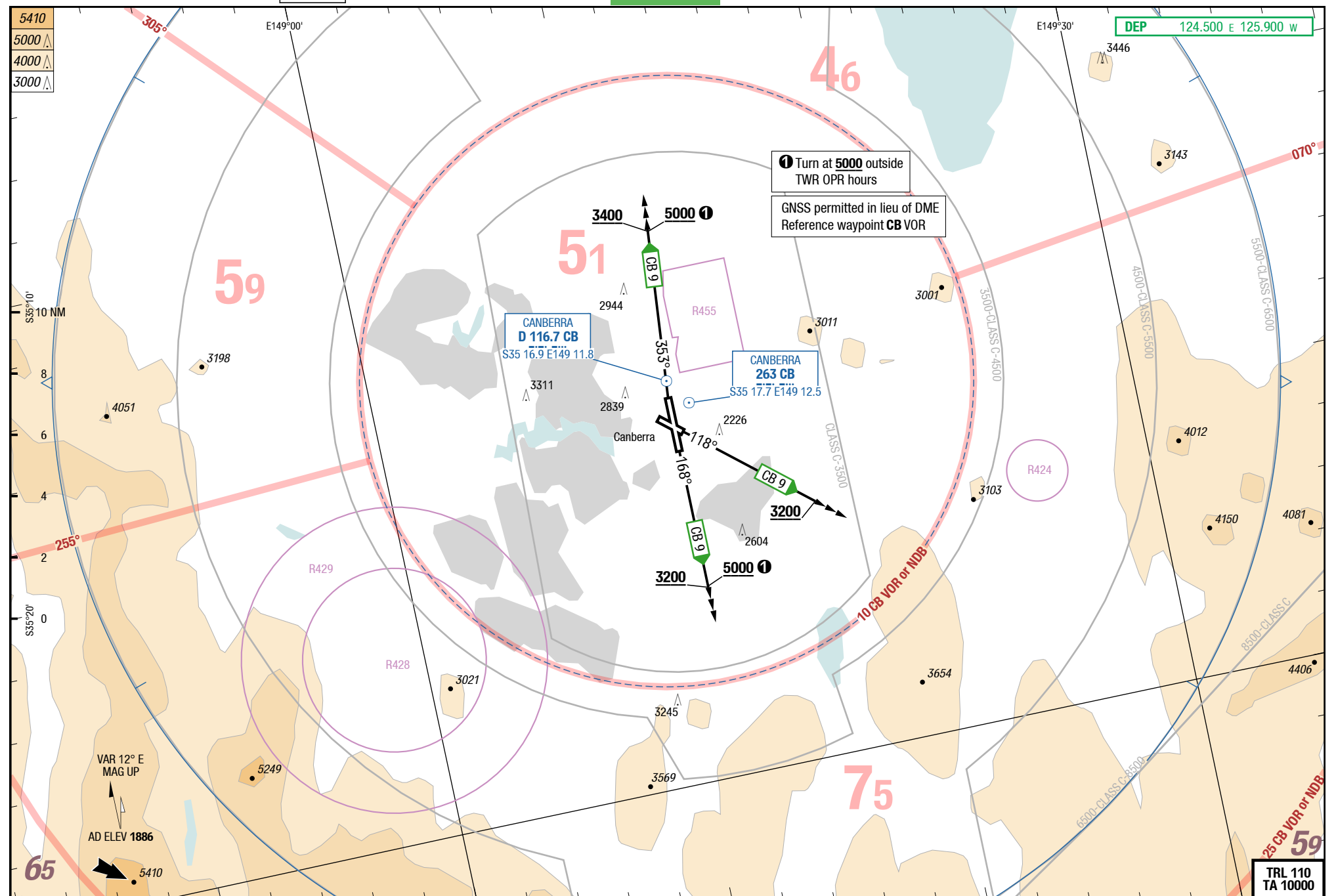
SIDs CANBERRA 9 (CB 9)

SID

SID

NIL

SIDs CANBERRA 9 (CB 9)



Changes: PROC renumbered

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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
CULIN 9 (Jet) 4.9% to 4800 124.500	at 3200 RT direct ROYAL - ONGLO - POPET - CULIN	ONGLO MNM 8000
	Runway 35	
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	

19-MAY-2016

CBR-YSCB

5-20

RNAV SIDs South/West (Jet)

SIDPT

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

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.

17-MAY-2018

CBR-YSCB

Australia **Canberra**

RNAV STARs MANDA 1 / POLLI 7

6-10

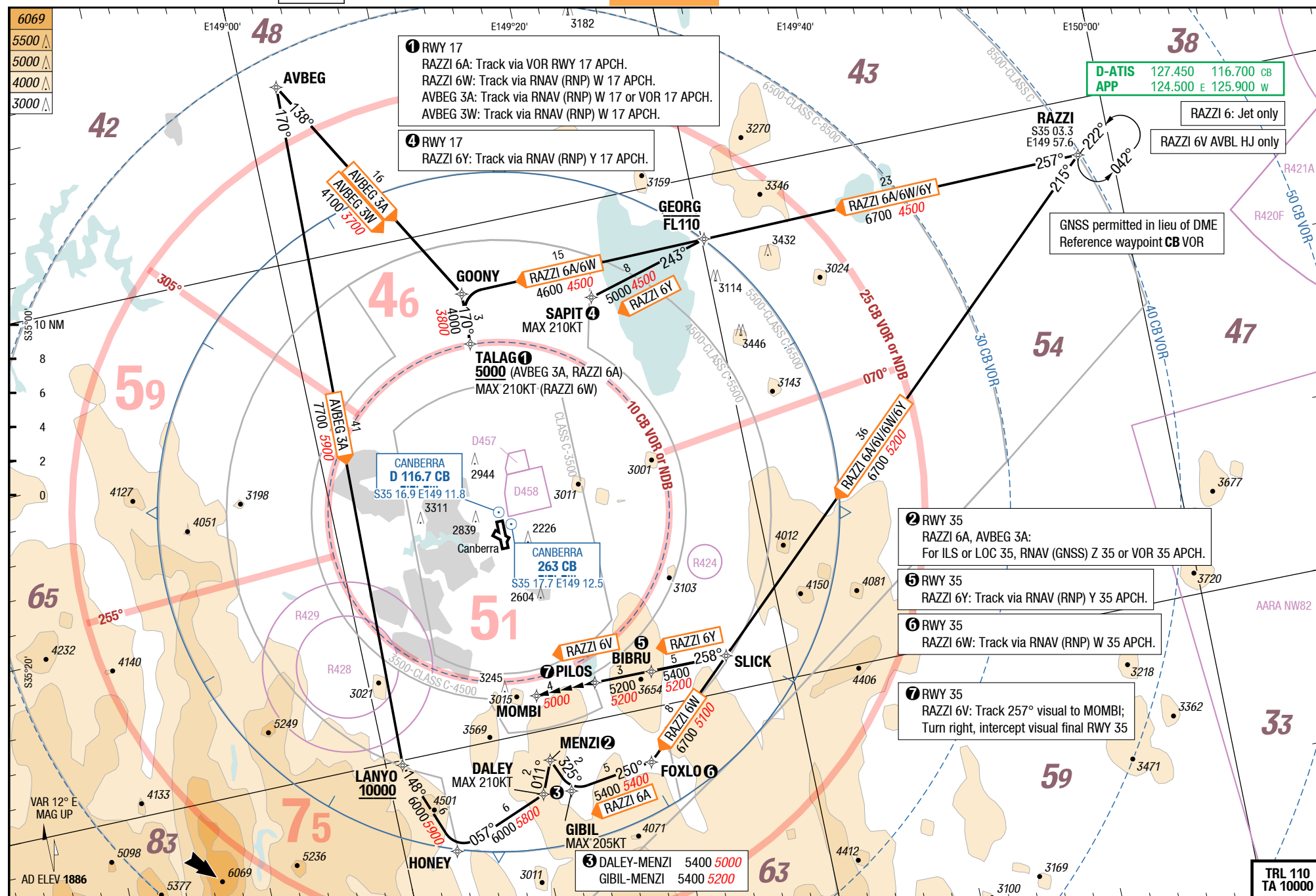
RNAV STARs AVBEG 3 / RAZZI 6

STAR

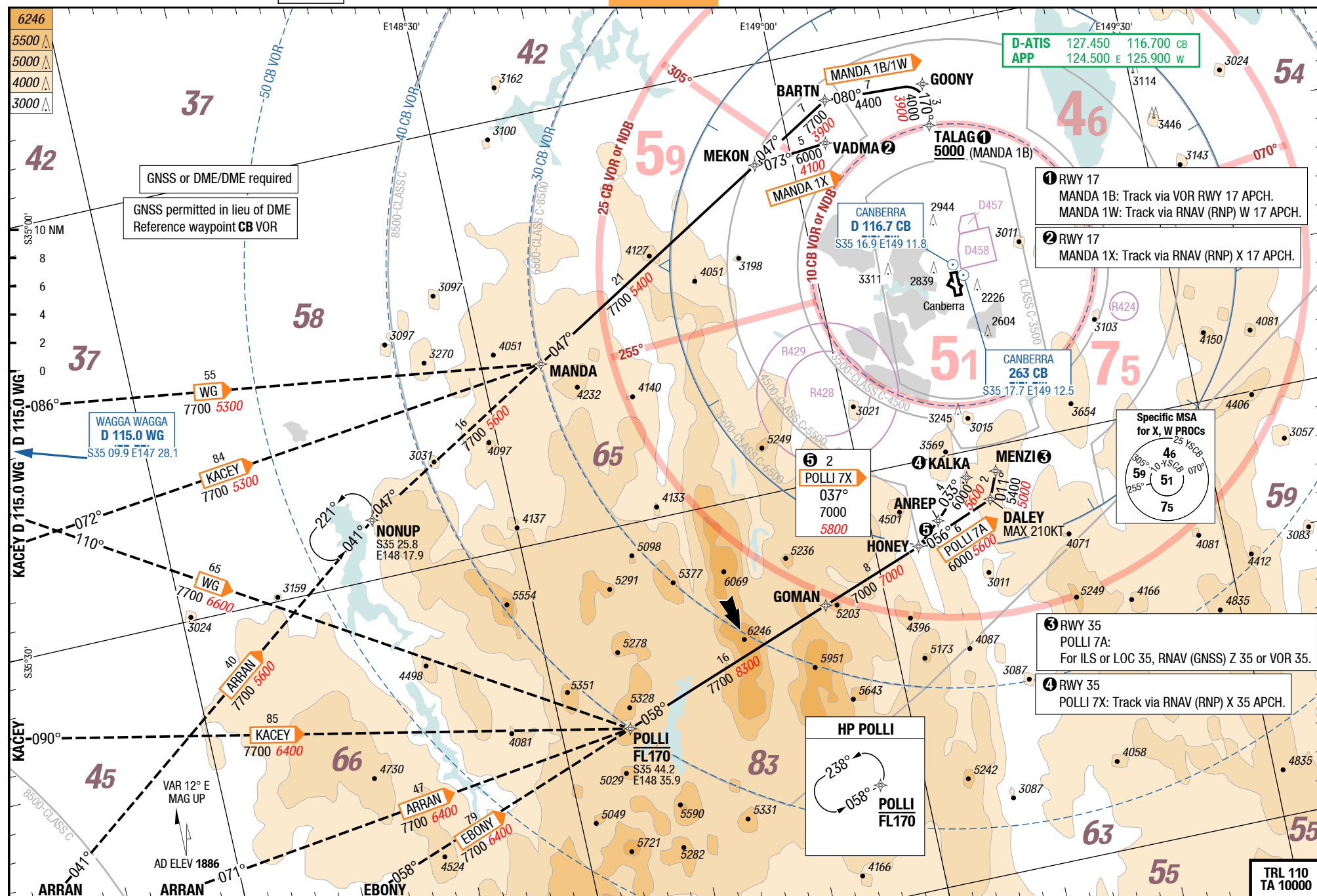
STAR

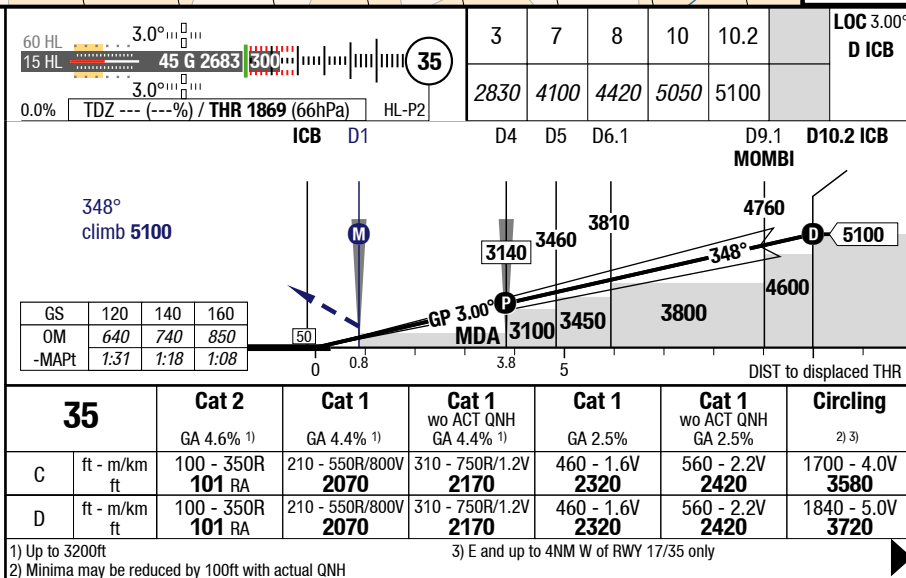
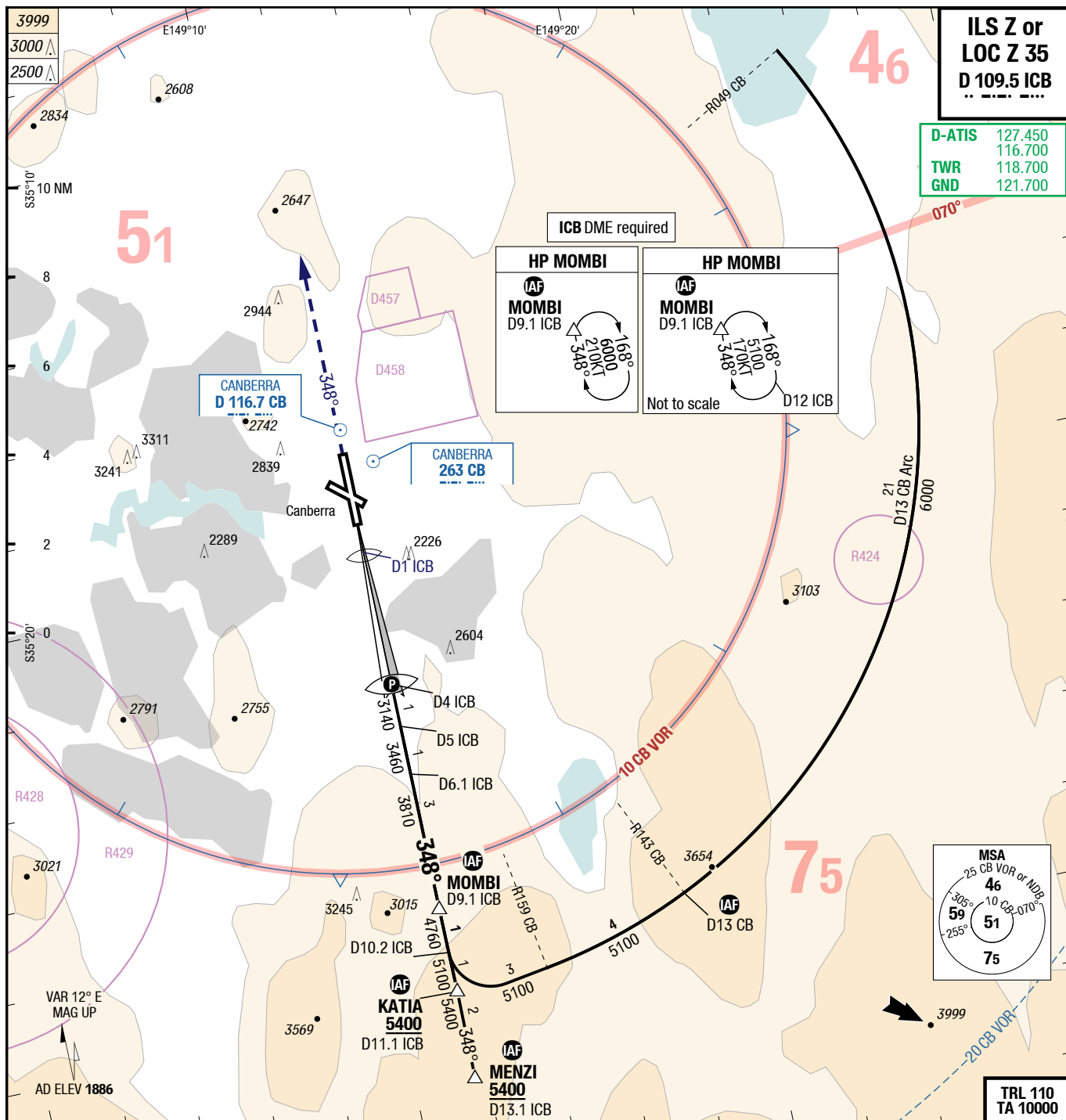
Canberra Australia

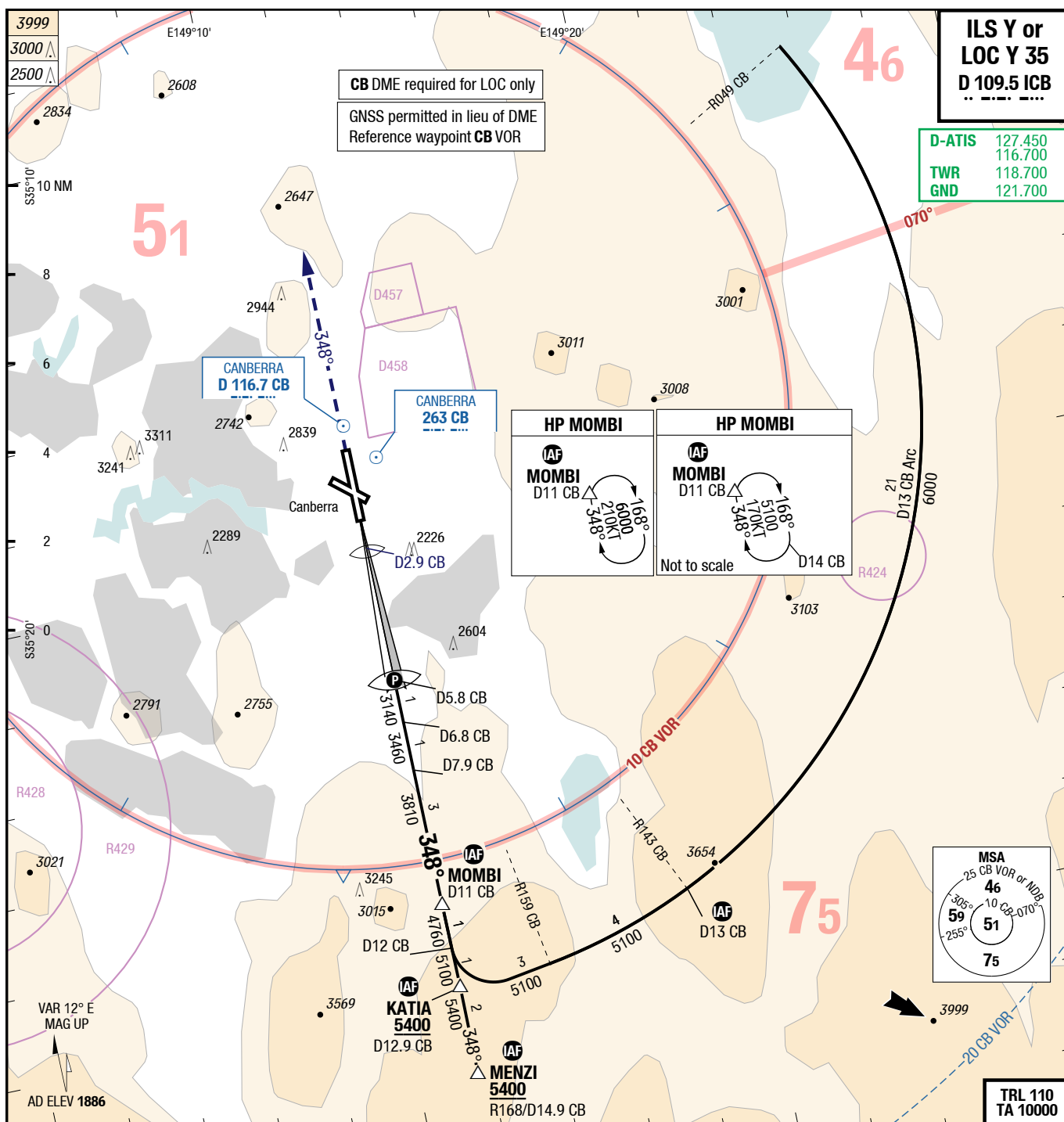
RNAV STARs MANDA 1 / POLLI 7

RNAV STARs AVBEG 3 / RAZZI 6

Changes: Nil







GS	120	140	160
OM	640	740	850
-MAPt	1:29	1:16	1:07

35

Cat 1
GA 4.4%¹⁾

Cat 1
wo ACT QNH GA 4.4%¹⁾

Cat 1
GA 2.5%

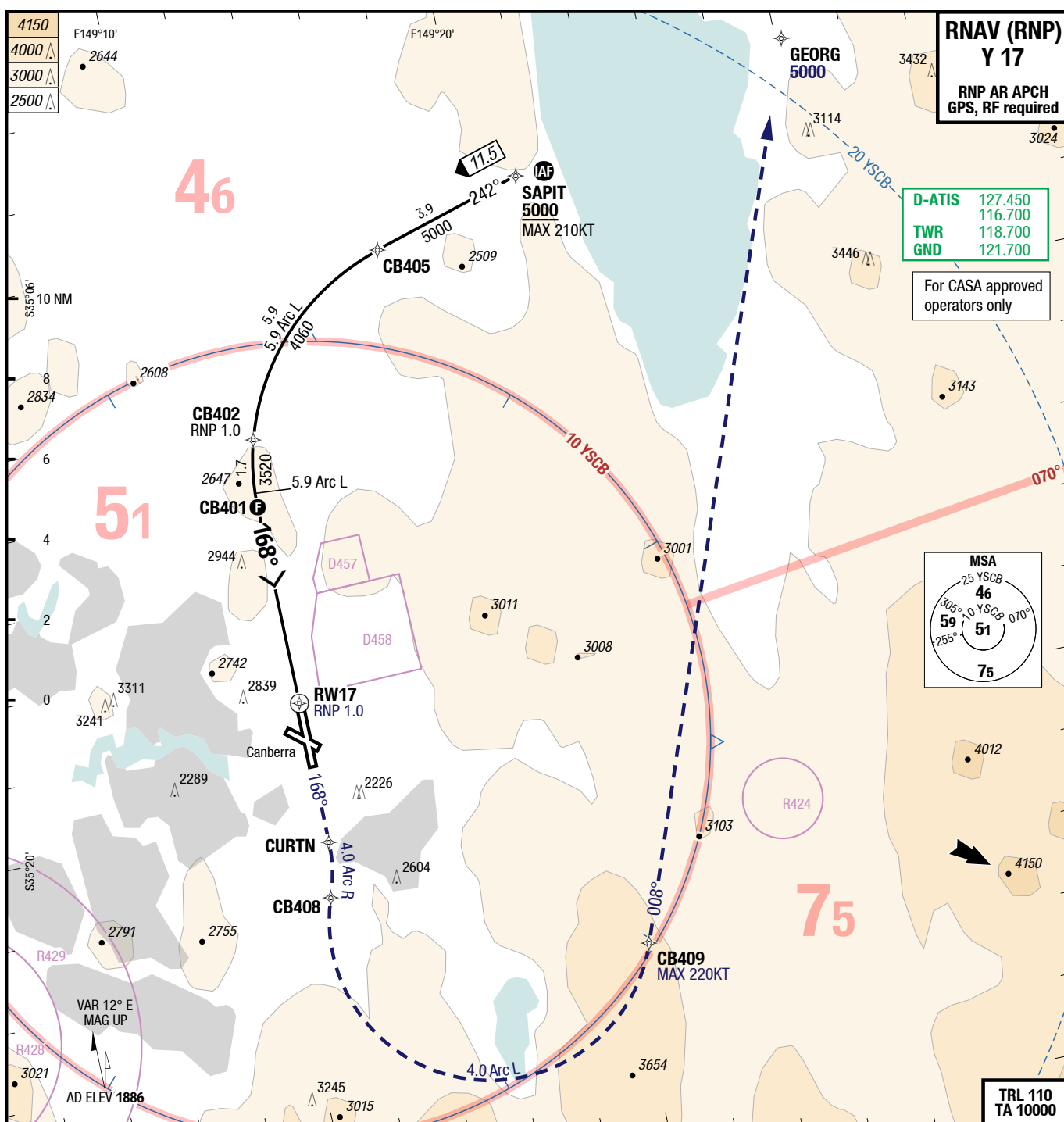
Cat 1
wo ACT QNH GA 2.5%

LOC DME CB²⁾

Circling^{2) 3)}

	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	1700 - 4.0V 3580
D	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	1840 - 5.0V 3720

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



RW17

3.00°

5 RW17
CB401

3520

3520

3400

RW17
S35 17.4
E149 11.7

DA

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

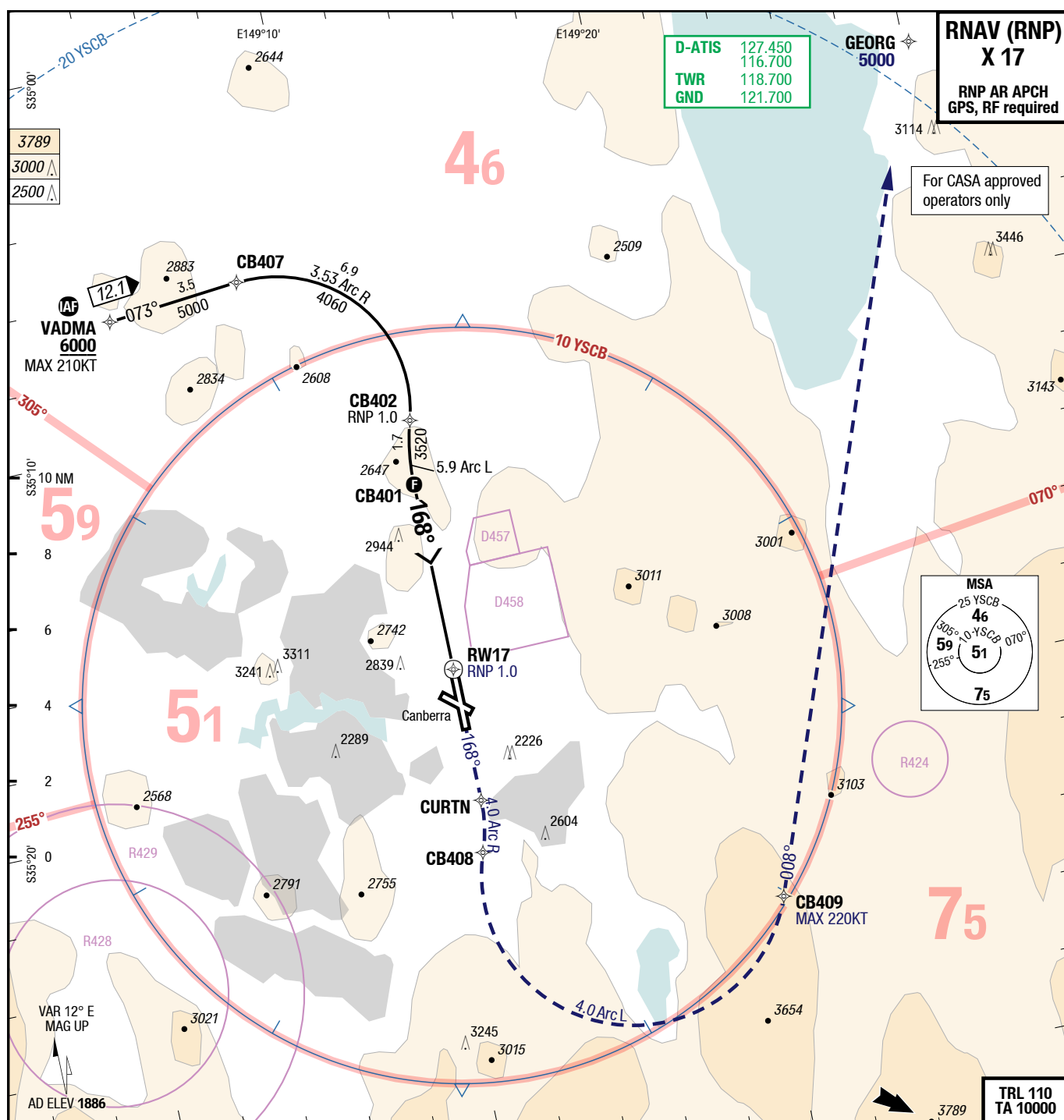
GS

120	140	160
640	740	850

Circling

Not authorized

Not authorized



3.00°
RW17

5 RW17
CB401

3520

3520

3400

RW17
S35 17.4
E149 11.7

168°

DA

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

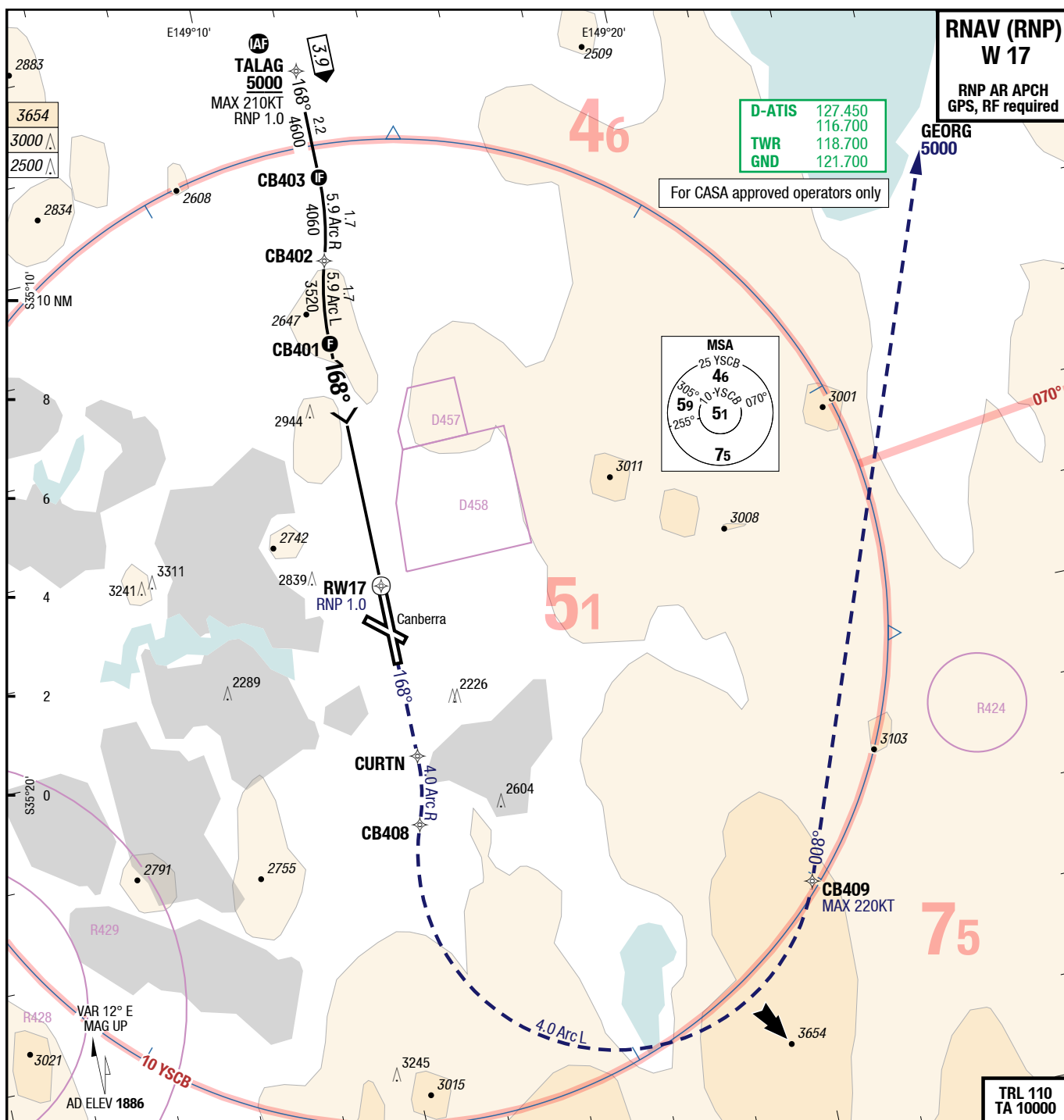
RW17

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

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



3.00°
RW17

5	4	3	2
3520	3210	2890	2570

17

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

5 RW17
CB401

3520

3520

3400

168°

DA

RW17
S35 17.4
E149 11.7

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

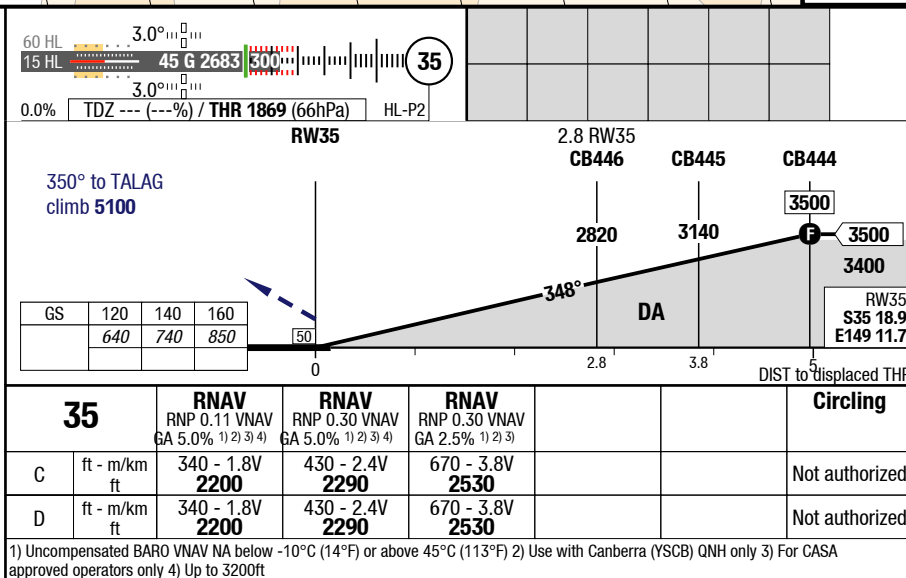
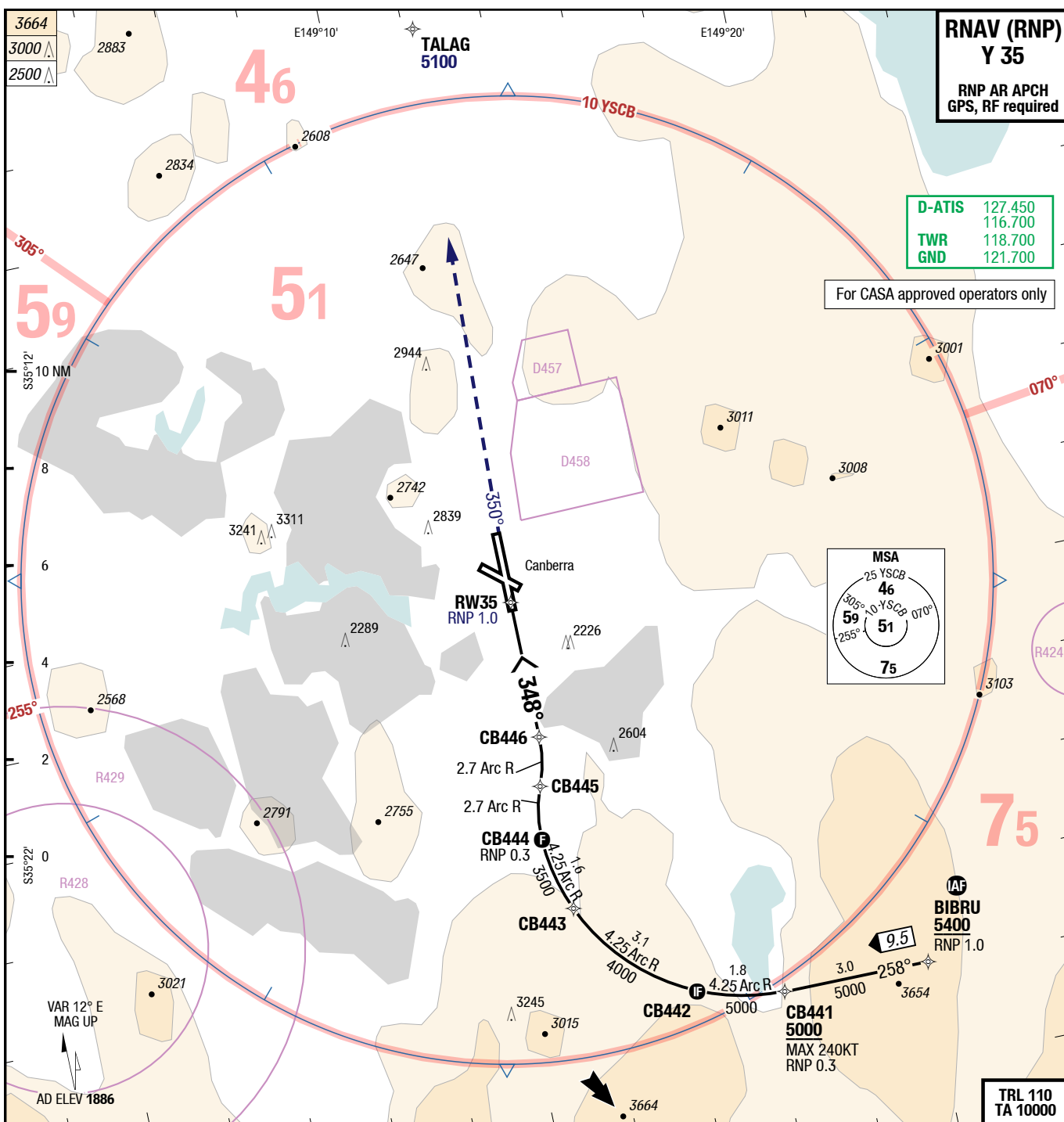
GS	120	140	160
	640	740	850

DIST to THR 5

0

17	ft - m/km ft	RNAV RNP 0.11 VNAV 1) 2) 3)	RNAV RNP 0.30 VNAV 1) 2) 3)				Circling
		400 - 2.2V 2270	1310 - 5.0V 3180				
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

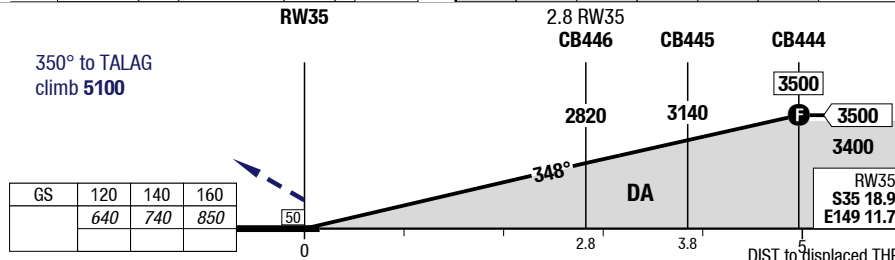
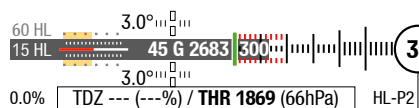
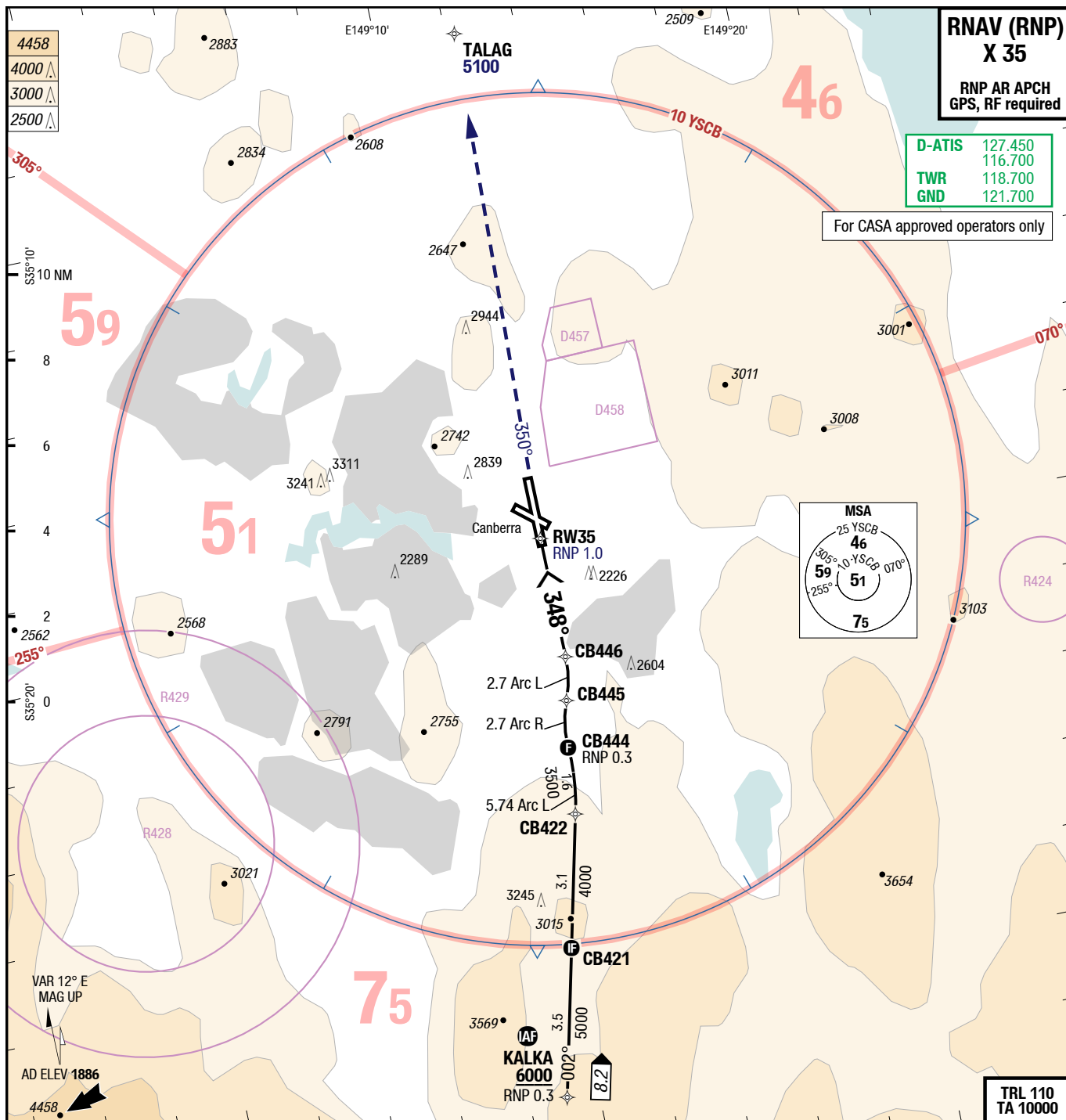
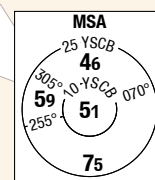
1) Uncompensated BARO VNAV NA below -10°C (14°F) or above 45°C (113°F) 2) Use with Canberra (YSCB) QNH only 3) For CASA approved operators only



RNAV (RNP)
X 35RNP AR APCH
GPS, RF required

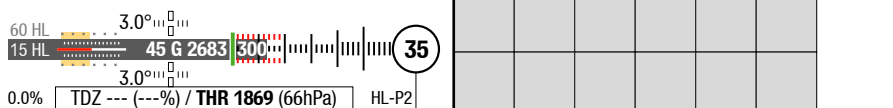
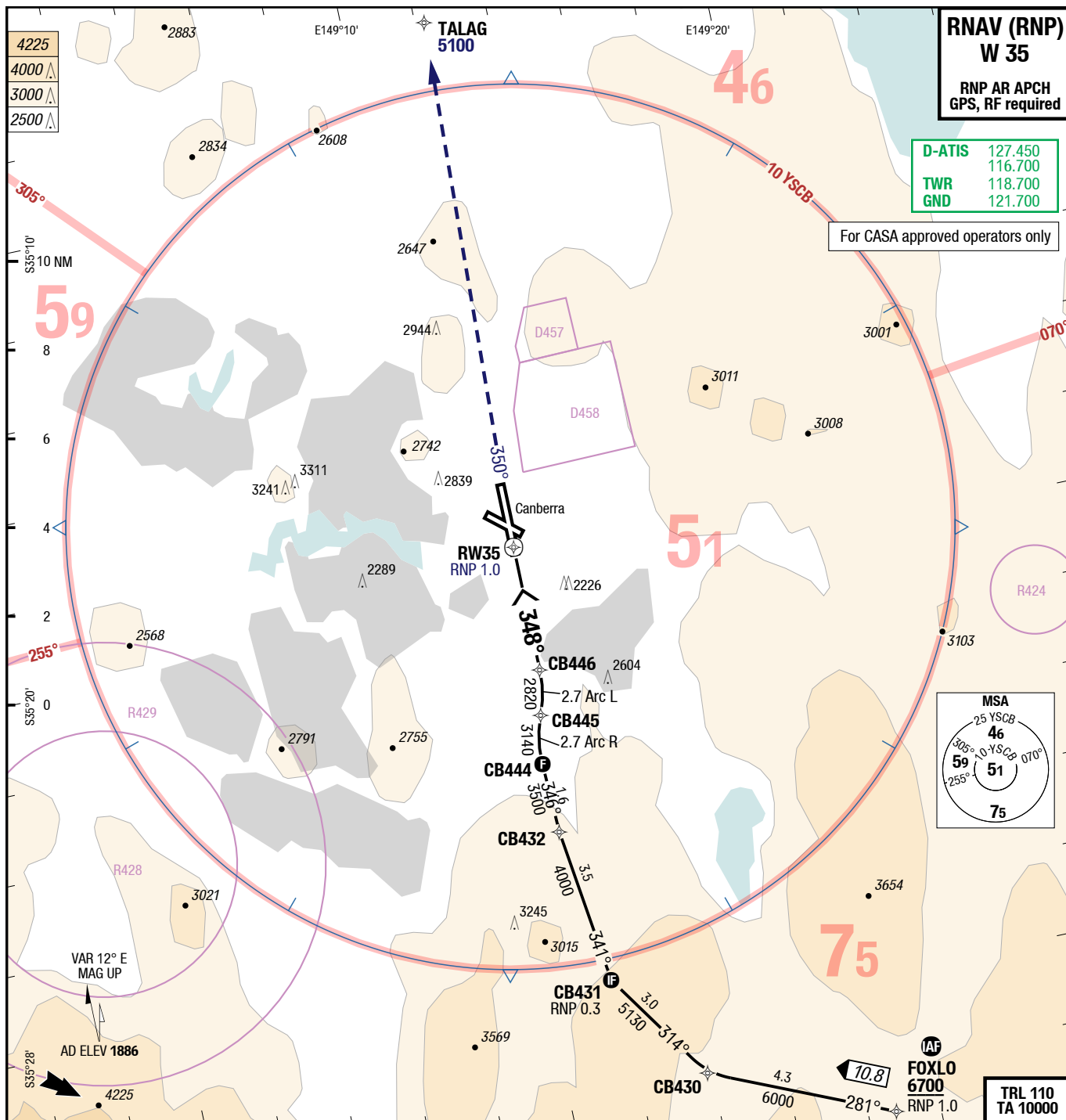
D-ATIS	127.450
TWR	116.700
GND	118.700
	121.700

For CASA approved operators only



35	RNAV RNP 0.11 VNAV GA 5.0% 1) 2) 3) 4)	RNAV RNP 0.30 VNAV GA 5.0% 1) 2) 3) 4)	RNAV RNP 0.30 VNAV GA 2.5% 1) 2) 3)	Circling
C	ft - m/km ft 340 - 1.8V 2200	430 - 2.4V 2290	670 - 3.8V 2530	Not authorized
D	ft - m/km ft 340 - 1.8V 2200	430 - 2.4V 2290	670 - 3.8V 2530	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



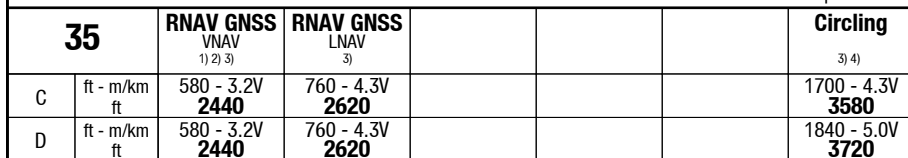
GS	120	140	160
	640	740	850

GS	120	140	160
	640	740	850

GS	120	140	160
	640	740	850

35	RNAV	RNAV	RNAV	Circling
	RNP 0.11 VNAV GA 5.0% 1) 2) 3) 4)	RNP 0.30 VNAV GA 5.0% 1) 2) 3) 4)	RNP 0.30 VNAV GA 2.5% 1) 2) 3)	
C	ft - m/km ft	340 - 1.8V 2200	430 - 2.4V 2290	670 - 3.8V 2530
D	ft - m/km ft	340 - 1.8V 2200	430 - 2.4V 2290	670 - 3.8V 2530

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

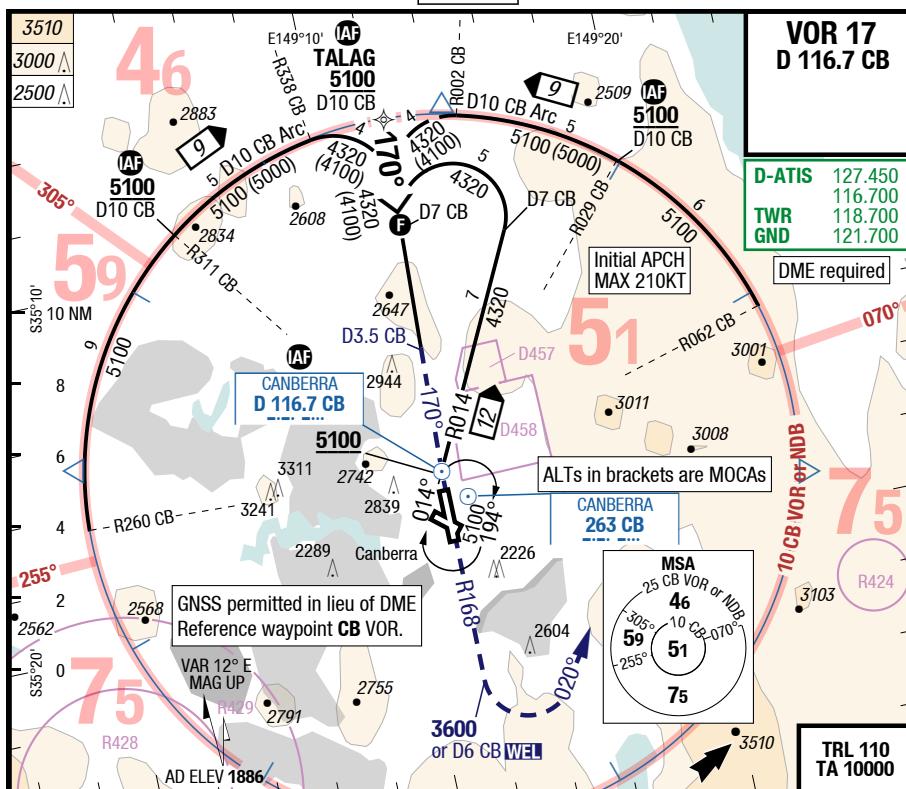


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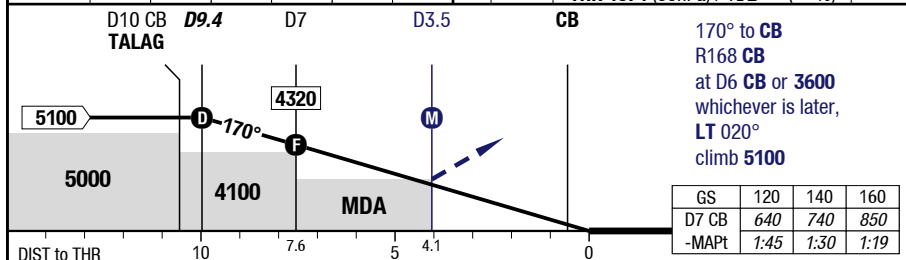
CBR-YSCB

7-110

VOR 17



3.00°	9.4	9	8	6	5	4	17	3.0°	60 HL
D CB								2983 G 45	15 HL
170°								3.0°	
RWY 168°	5100	4970	4650	4020	3700	3380		THR 1874 (66hPa) / TDZ --- (---%)	0.0%



17	VOR DME ¹⁾				Circling ^{1) 2)}
C	ft - m/km ft	1480 - 5.0V 3350			1700 - 5.0V 3580
D	ft - m/km ft	1480 - 5.0V 3350			1840 - 5.0V 3720

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

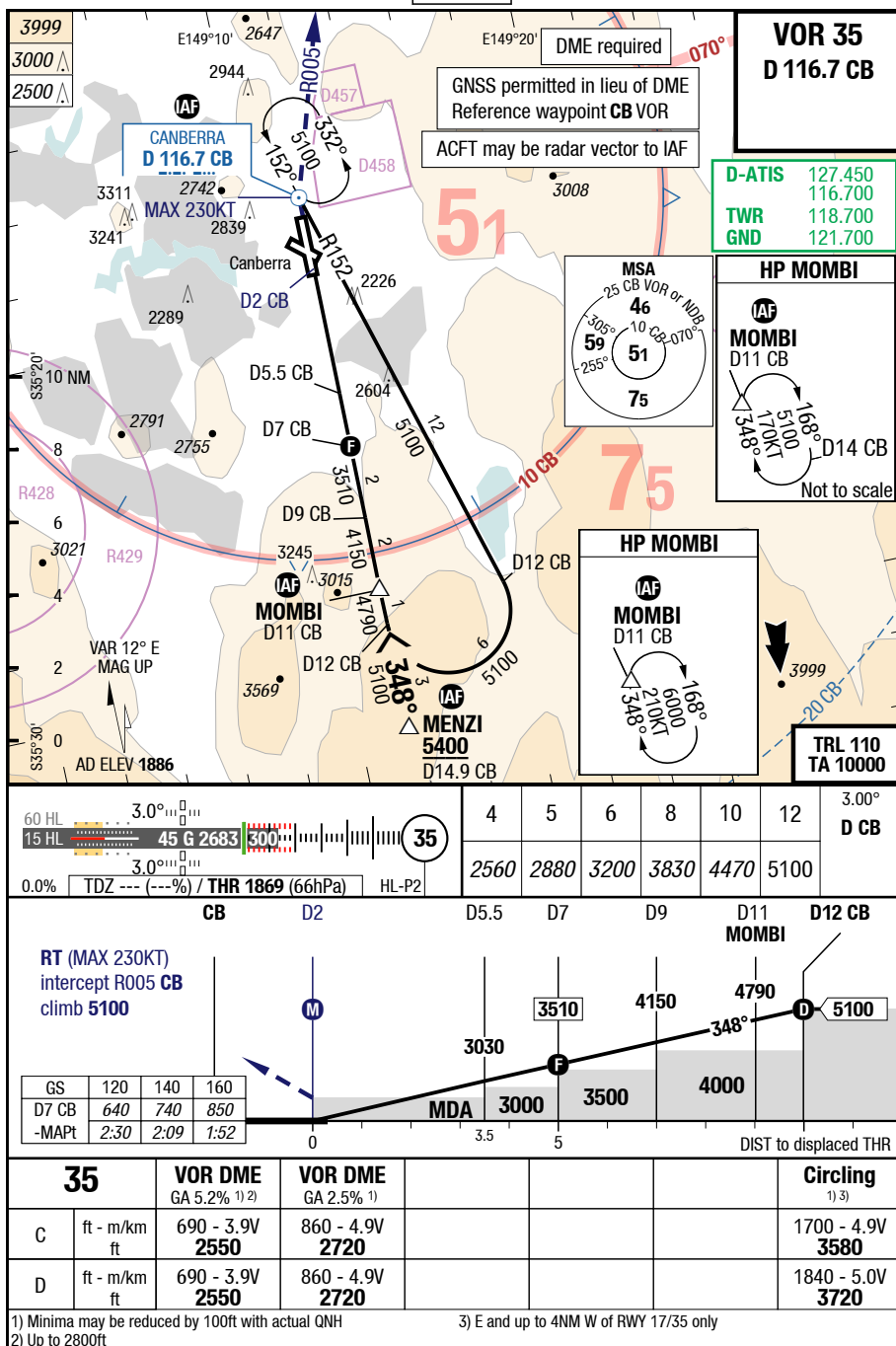
2) E and up to 4NM W of RWY 17/35 only

Changes: APL

CBR-YSCB

7-120

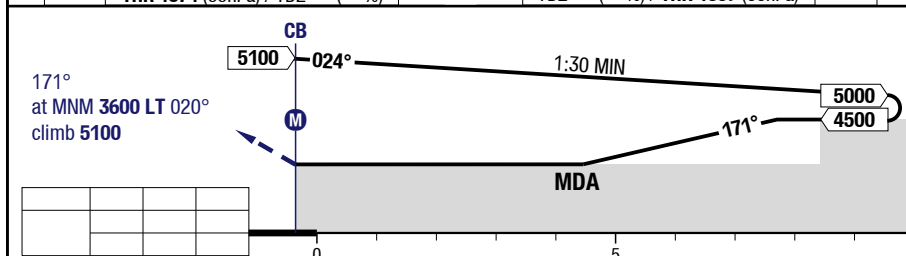
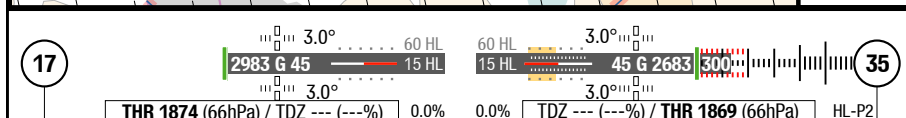
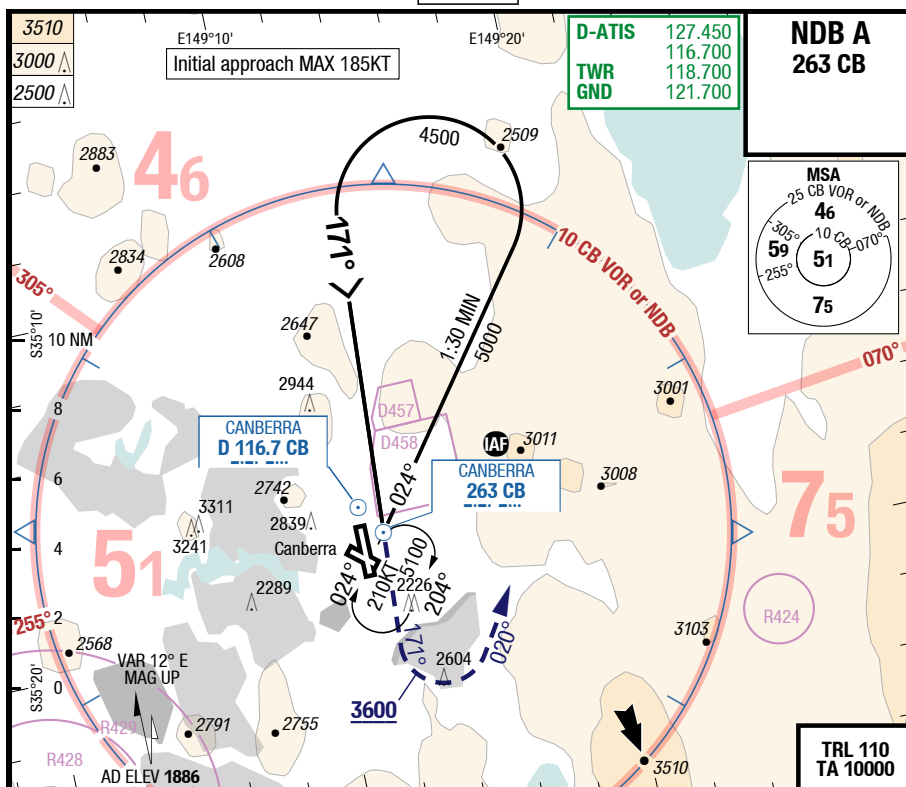
VOR 35



CBR-YSCB

7-130

NDB A



17/35								Circling NDB 1) 2)
C	ft - m/km ft							1700 - 4.0V 3580
D	ft - m/km ft							1840 - 5.0V 3720

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

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

Changes: APL

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