

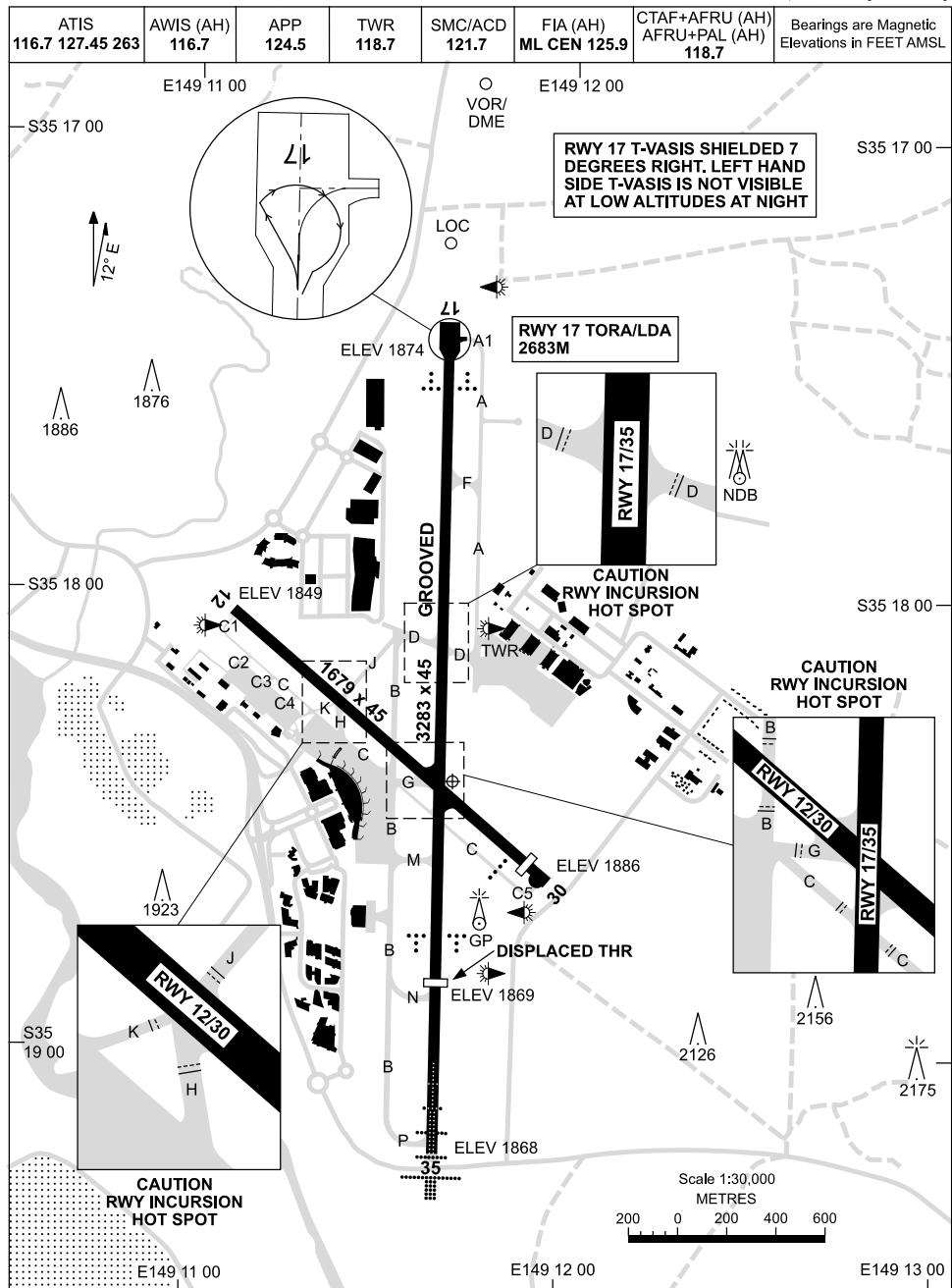
29 MAY 2014

AD ELEV 1886

S35 18 25 E149 11 42

AERODROME CHART - Page 1

CANBERRA, ACT (YSCB)



Changes: RWY 35 IWI.

SCBAD01-139

13 NOV 2014

AD ELEV 1886

S35 18 25 E149 11 42

AERODROME CHART - Page 2

CANBERRA, ACT (YSCB)

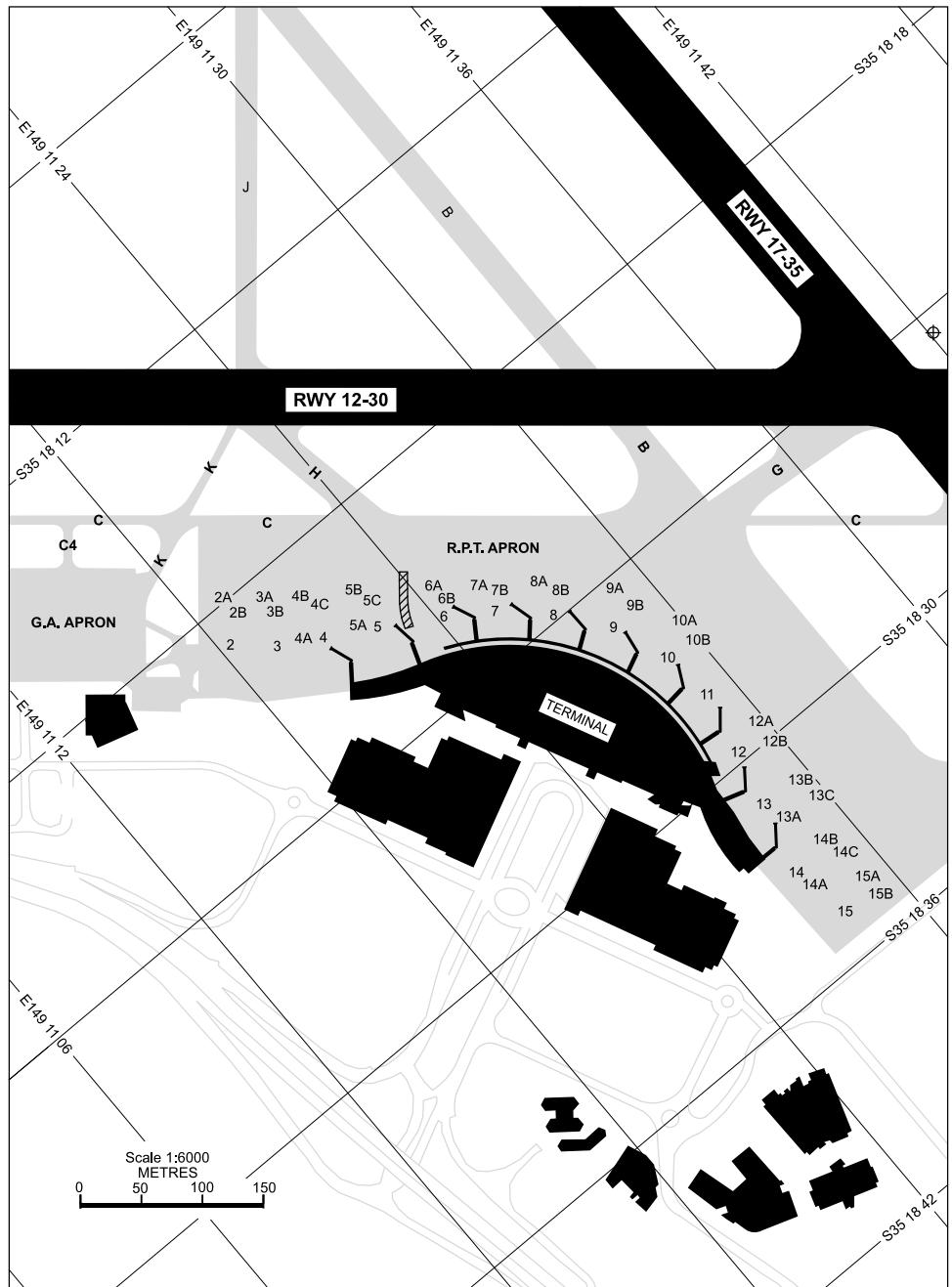
ATIS 116.7 127.45 263	AWIS (AH) 116.7	APP 124.5	TWR 118.7	SMC/ACD 121.7	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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RWY	AERODROME LIGHTING						
	ABN : ALTN W/G MT AINSLIE TAXIWAY : GREEN CENTRELINE , BLUE EDGE RWY 17 TURNING NODE ONLY RL : AFRU+PAL 118.7 (AH) , MANUAL IN EMERG , PTBL PN , SDBY						
17 348	168	T-VASIS 3.0° 39FT HIRL RVR RGL					
	35	T-VASIS 3.0° 44FT HIRL HIAL - CAT 1 RGL					
12 297	117	MIRL					
	30	PAPI LEFT SIDE 3.9° 31FT (NOT AVBL FOR RPT JET ACFT) MIRL					

NOTES

1. TWY ALPHA is not AVBL to Code D and above ACFT unless the ACFT operator has been issued with CASA exemption. Turning node at Northern end RWY 35 for wide body ACFT. Make 180 DEG starboard turn. Follow nose wheel line markings provided. For follow me service contact ATC on 118.7
2. FULL LENGTH DEPARTURES FM RWY 35 ONLY AVBL IF OPR REQUIRED.
3. RUNWAY GUARD LIGHTS OPERATE AT RWY 17/35 HOLDING POINTS.

22 AUG 2013

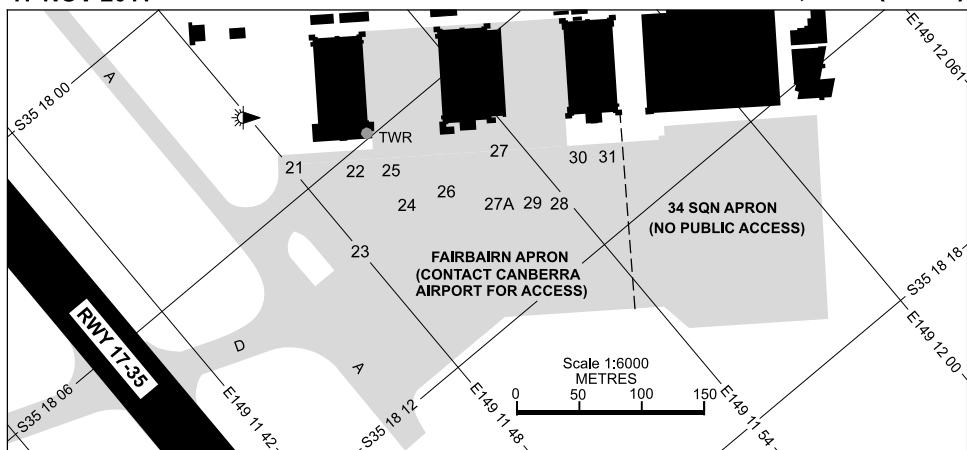


SCBAP01-136

17 NOV 2011

APRON CHART - FAIRBAIRN AND 34 SQN

CANBERRA, ACT (YSCB)



PARKING POSITION INFORMATION

STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	HYDRANT FUEL
21	S35 18 05	E149 11 48	B146	NIL
22	S35 18 06	E149 11 49	B737	NIL
23	S35 18 08	E149 11 48	B737	NIL
24	S35 18 08	E149 11 50	B737	NIL
25	S35 18 07	E149 11 50	B747	NIL
26	S35 18 08	E149 11 51	B737	NIL
27	S35 18 08	E149 11 53	B747	NIL
27A	S35 18 09	E149 11 52	B737	NIL
28	S35 18 10	E149 11 54	B737	NIL
29	S35 18 09	E149 11 53	A380	NIL
30	S35 18 10	E149 11 55	B747	NIL
31	S35 18 10	E149 11 56	B737	NIL

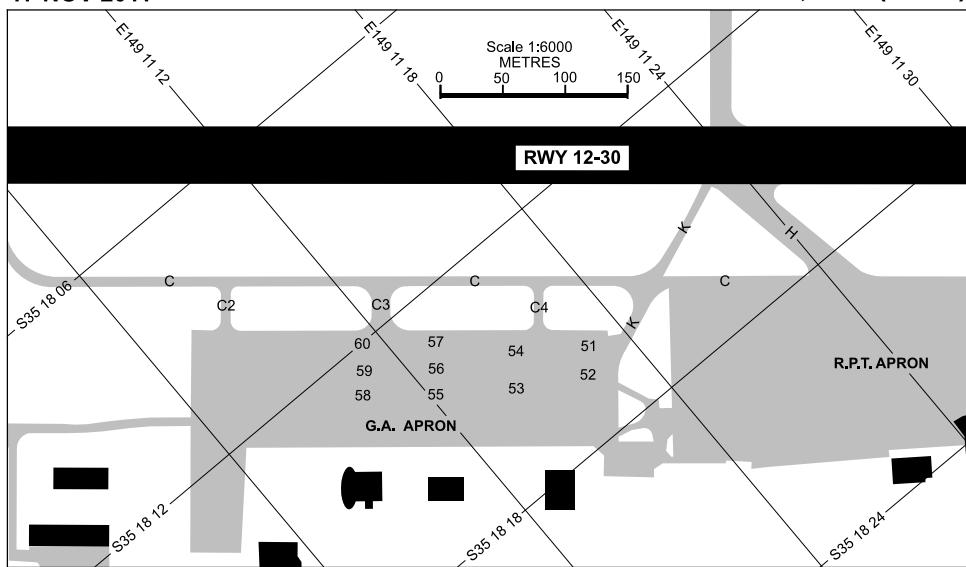
Changes: LOGO.

SCBAP02-129

17 NOV 2011

APRON CHART - GENERAL AVIATION (HARDSTAND)

CANBERRA, ACT (YSCB)



STAND	CO-ORDINATES	ELEV (ft)	CAPACITY (MAX WINGSPAN)	HYDRANT FUEL
51	S35 18 15 E149 11 16	1851	24m	NIL
52	S35 18 16 E149 11 15	1852	24m	NIL
53	S35 18 15 E149 11 13	1850	19m	NIL
54	S35 18 14 E149 11 14	1850	19m	NIL
55	S35 18 14 E149 11 12	1848	18m	NIL
56	S35 18 13 E149 11 12	1849	18m	NIL
57	S35 18 13 E149 11 13	1849	15m	NIL
58	S35 18 13 E149 11 10	1847	19m	NIL
59	S35 18 12 E149 11 11	1847	19m	NIL
60	S35 18 12 E149 11 11	1848	15m	NIL

Changes: LOGO.

SCBAP03-129

21 AUG 2014

PARKING POSITION INFORMATION

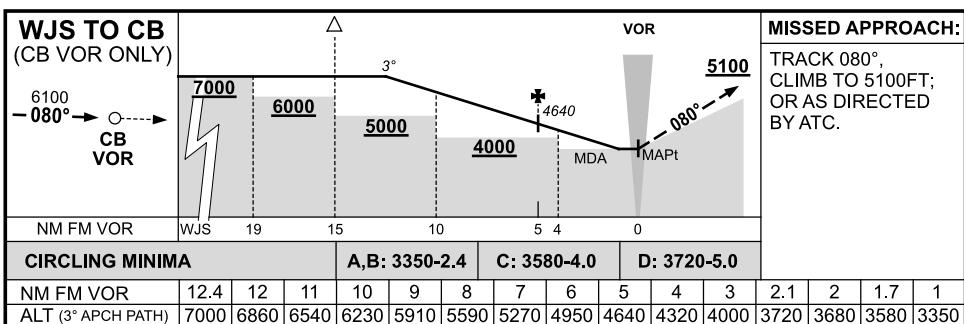
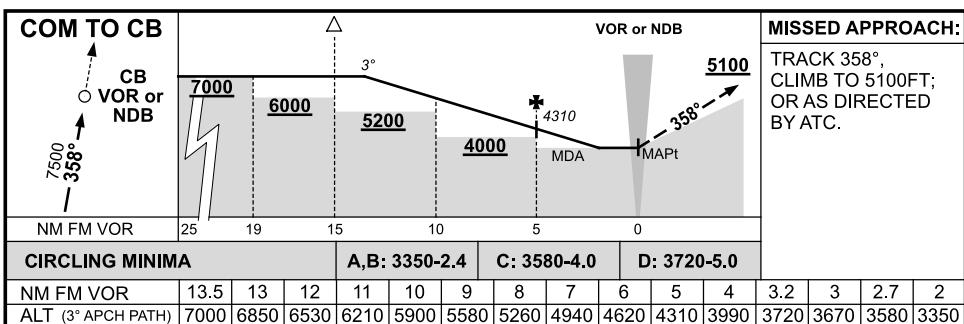
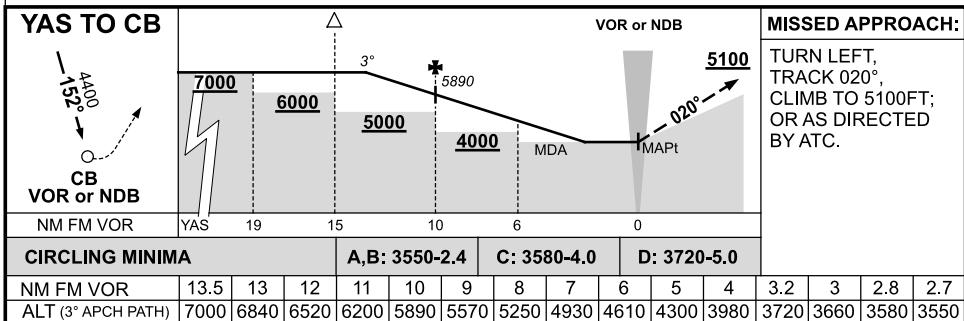
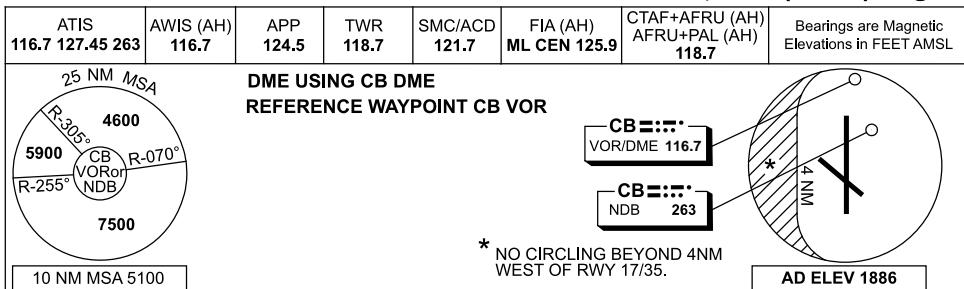
STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	NOSE-IN GUIDANCE	HYDRANT FUEL
2	S35 18 19 E149 11 18	1853	B738	MARSHALLED	NIL
2A	S35 18 19 E149 11 18	1854	DH8D	MARSHALLED	NIL
2B	S35 18 18 E149 11 19	1854	AT72	MARSHALLED	NIL
3	S35 18 20 E149 11 19	1854	B738	MARSHALLED	NIL
3A	S35 18 19 E149 11 20	1855	DH8D	MARSHALLED	NIL
3B	S35 18 19 E149 11 20	1855	AT72	MARSHALLED	NIL
4	S35 18 21 E149 11 21	1855	B738	SAFEGATE	NIL
4A	S35 18 21 E149 11 20	1855	B773	MARSHALLED	NIL
4B	S35 18 20 E149 11 21	1855	DH8D	MARSHALLED	NIL
4C	S35 18 20 E149 11 22	1856	AT72	MARSHALLED	NIL
5	S35 18 22 E149 11 23	1856	B738	SAFEGATE	NIL
5A	S35 18 22 E149 11 22	1856	B788	SAFEGATE	NIL
5B	S35 18 21 E149 11 23	1856	DH8D	MARSHALLED	NIL
5C	S35 18 21 E149 11 23	1857	AT72	MARSHALLED	NIL
6	S35 18 23 E149 11 25	1858	B738	SAFEGATE	NIL
6A	S35 18 23 E149 11 26	1859	DH8D	MARSHALLED	NIL
6B	S35 18 22 E149 11 25	1859	AT72	MARSHALLED	NIL
7	S35 18 24 E149 11 26	1859	B738	SAFEGATE	NIL
7A	S35 18 23 E149 11 27	1860	DH8D	MARSHALLED	NIL
7B	S35 18 23 E149 11 26	1859	AT72	MARSHALLED	NIL
8	S35 18 25 E149 11 27	1861	B738	SAFEGATE	NIL
8A	S35 18 24 E149 11 28	1861	DH8D	MARSHALLED	NIL
8B	S35 18 24 E149 11 28	1861	AT72	MARSHALLED	NIL
9	S35 18 26 E149 11 28	1862	B788	SAFEGATE	NIL
9A	S35 18 25 E149 11 29	1862	DH8D	MARSHALLED	NIL
9B	S35 18 25 E149 11 29	1862	AT72	MARSHALLED	NIL
10	S35 18 27 E149 11 29	1861	B738	SAFEGATE	NIL
10A	S35 18 27 E149 11 29	1862	DH8D	MARSHALLED	NIL
10B	S35 18 27 E149 11 30	1862	AT72	MARSHALLED	NIL
11	S35 18 29 E149 11 29	1861	B738	MARSHALLED	NIL
12	S35 18 30 E149 11 28	1860	B738	MARSHALLED	NIL
12A	S35 18 30 E149 11 29	1861	DH8D	MARSHALLED	NIL
12B	S35 18 30 E149 11 30	1861	AT72	MARSHALLED	NIL
13	S35 18 32 E149 11 28	1859	B738	MARSHALLED	NIL
13A	S35 18 32 E149 11 28	1859	B788	MARSHALLED	NIL
13B	S35 18 32 E149 11 29	1860	DH8D	MARSHALLED	NIL
13C	S35 18 31 E149 11 30	1861	AT72	MARSHALLED	NIL
14	S35 18 33 E149 11 28	1858	B738	MARSHALLED	NIL
14A	S35 18 34 E149 11 28	1858	B773	MARSHALLED	NIL
14B	S35 18 33 E149 11 29	1859	DH8D	MARSHALLED	NIL
14C	S35 18 33 E149 11 30	1860	AT72	MARSHALLED	NIL
15	S35 18 35 E149 11 28	1859	B738	MARSHALLED	NIL
15A	S35 18 34 E149 11 29	1860	DH8D	MARSHALLED	NIL
15B	S35 18 34 E149 11 30	1862	AT72	MARSHALLED	NIL

Changes: BAY 4A NIG.

SCBAP04-140

DME or GNSS ARRIVAL PROCEDURES CANBERRA, ACT (YSCB) Page 1

14 NOV 2013



Changes: WJS TO CB.

SCBDG01-137

DME or GNSS ARRIVAL PROCEDURES CANBERRA, ACT (YSCB) Page 2

14 NOV 2013

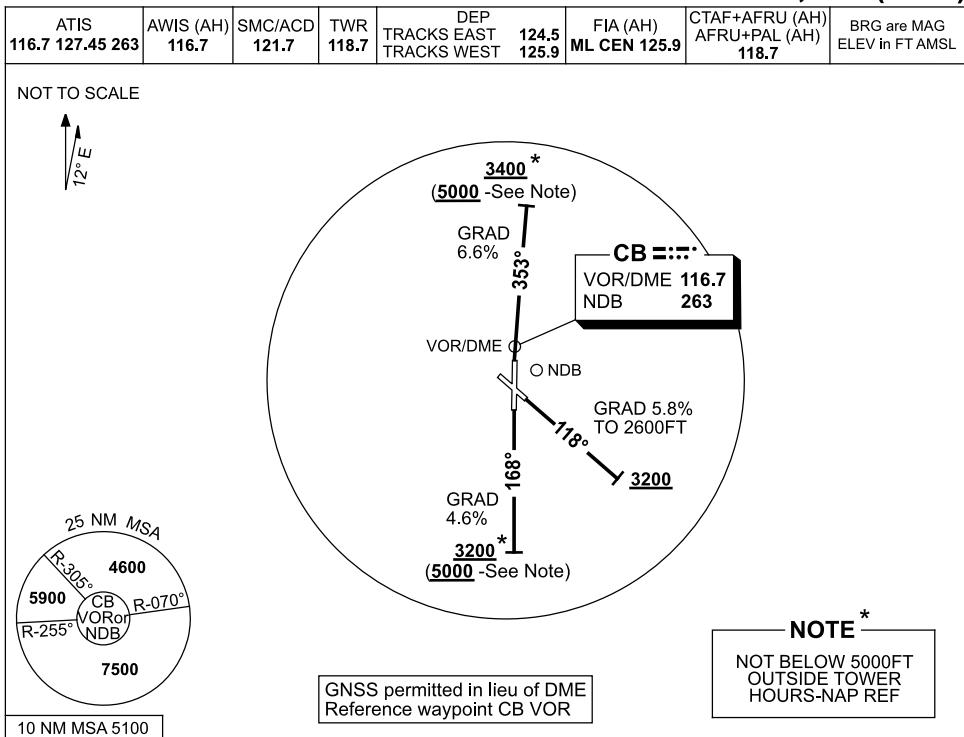
ATIS 116.7 127.45 263	AWIS (AH) 116.7	APP 124.5	TWR 118.7	SMC/ACD 121.7	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL																																
DME USING CB DME REFERENCE WAYPOINT CB VOR																																							
10 NM MSA 5100						* NO CIRCLING BEYOND 4NM WEST OF RWY 17/35.																																	
AD ELEV 1886																																							
SECTOR A																																							
NM FM VOR		<table border="1"> <tr> <td>25</td><td>19</td><td>15</td><td>10</td><td>7</td><td>5</td><td>3</td><td>0</td> </tr> <tr> <td>7000</td><td>6000</td><td>5500</td><td>5000</td><td>4000</td><td>4700</td><td>4060</td><td>5100</td> </tr> </table>						25	19	15	10	7	5	3	0	7000	6000	5500	5000	4000	4700	4060	5100																
25	19	15	10	7	5	3	0																																
7000	6000	5500	5000	4000	4700	4060	5100																																
CIRCLING MINIMA		<table border="1"> <tr> <td>A,B: 3350-2.4</td><td>C: 3580-4.0</td><td>D: 3720-5.0</td> </tr> </table>						A,B: 3350-2.4	C: 3580-4.0	D: 3720-5.0																													
A,B: 3350-2.4	C: 3580-4.0	D: 3720-5.0																																					
NM FM VOR		<table border="1"> <tr> <td>12.2</td><td>12</td><td>10</td><td>9</td><td>8</td><td>7</td><td>6</td><td>5</td><td>4</td><td>3</td><td>2</td><td>1.9</td><td>1.5</td><td>1</td><td>0.8</td> </tr> <tr> <td>ALT (3° APCH PATH)</td><td>7000</td><td>6930</td><td>6290</td><td>5970</td><td>5650</td><td>5340</td><td>5020</td><td>4700</td><td>4380</td><td>4060</td><td>3750</td><td>3720</td><td>3580</td><td>3430</td><td>3350</td> </tr> </table>							12.2	12	10	9	8	7	6	5	4	3	2	1.9	1.5	1	0.8	ALT (3° APCH PATH)	7000	6930	6290	5970	5650	5340	5020	4700	4380	4060	3750	3720	3580	3430	3350
12.2	12	10	9	8	7	6	5	4	3	2	1.9	1.5	1	0.8																									
ALT (3° APCH PATH)	7000	6930	6290	5970	5650	5340	5020	4700	4380	4060	3750	3720	3580	3430	3350																								
SECTOR C																																							
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25	19	15	10	3	0																																		
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A,B: 3350-2.4	C: 3580-4.0	D: 3720-5.0																																					
NM FM VOR		<table border="1"> <tr> <td>12.1</td><td>12</td><td>11</td><td>10</td><td>9</td><td>8</td><td>7</td><td>6</td><td>5</td><td>4</td><td>3</td><td>2</td><td>1.8</td><td>1.4</td><td>0.7</td> </tr> <tr> <td>ALT (3° APCH PATH)</td><td>7000</td><td>6970</td><td>6650</td><td>6330</td><td>6010</td><td>5690</td><td>5370</td><td>5050</td><td>4740</td><td>4420</td><td>4100</td><td>3780</td><td>3720</td><td>3580</td><td>3350</td> </tr> </table>							12.1	12	11	10	9	8	7	6	5	4	3	2	1.8	1.4	0.7	ALT (3° APCH PATH)	7000	6970	6650	6330	6010	5690	5370	5050	4740	4420	4100	3780	3720	3580	3350
12.1	12	11	10	9	8	7	6	5	4	3	2	1.8	1.4	0.7																									
ALT (3° APCH PATH)	7000	6970	6650	6330	6010	5690	5370	5050	4740	4420	4100	3780	3720	3580	3350																								

Changes: WOLBI/CB, SECTOR B ARRIVALS DELETED.

SCBDG02-137

**STANDARD INSTRUMENT DEPARTURES (SID)
CANBERRA EIGHT DEPARTURE (RADAR) - RUNWAYS 12, 17 & 35
CANBERRA, ACT (YSCB)**

13 NOV 2014



CANBERRA EIGHT DEPARTURE (RADAR)

RWY 12

- GRAD 5.8% to 2600FT thence 3.3%
- Track 118°
- At 3200FT turn to assigned heading

RWY 35

- GRAD 6.6% to 3400FT thence 3.3%
- NOT BEFORE DER turn RIGHT, track 353°
- At 3400FT (5000FT-See NOTE *) turn to assigned heading

RWY 17

- GRAD 4.6% to 4800FT thence 3.3%
- Track 168°
- At 3200FT (5000FT-See NOTE *) turn to assigned heading

COMMUNICATIONS FAILURE PROCEDURE

On recognition of communication failure

- Squawk 7600.
- Maintain last assigned vector for two minutes and, if necessary, climb to minimum safe altitude to maintain terrain clearance, then
- Proceed in accordance with the latest ATC route clearance acknowledged.

Changes: RWY 35 PROC.

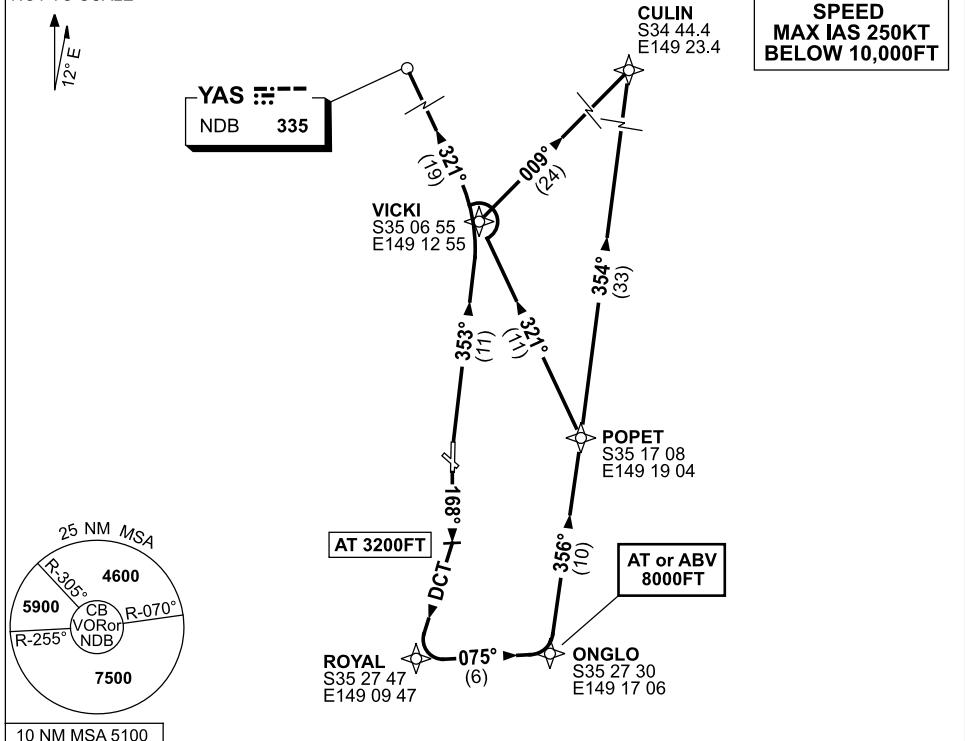
SCBDP01-141

13 NOV 2014

**STANDARD INSTRUMENT DEPARTURES (SID)
RWY 17/35 NORTH (JET) (RNAV)
CANBERRA, ACT (YSBC)**

ATIS 116.7 127.45 263	AWIS (AH) 116.7	SMC/ACD 121.7	TWR 118.7	DEP RWY 17 DEP RWY 35 CULIN DEP RWY 35 YAS	124.5 124.5 125.9	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	BRG are MAG ELEV in FT AMSL
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NOT TO SCALE



**YASS (YAS) SEVEN DEPARTURE (RNAV)
CULIN EIGHT DEPARTURE (RNAV)**

RWY 35

- GRAD 6.6% to 3400FT thence 3.3%
- NOT BEFORE DER turn RIGHT
- Track 353° to VICKI

From VICKI

For YAS

- Turn LEFT, track 321° to YAS NDB, thence as cleared

For CULIN

- Turn RIGHT, track 009° to CULIN, thence as cleared

RWY 17

- GRAD 4.6% to 4800FT thence 3.3%
- Track 168°
- AT 3200FT turn RIGHT,
- Track DCT to ROYAL (approx 180°)
- Turn LEFT, track 075° to ONGLO.
- Cross** ONGLO AT or ABV 8000FT
- Turn LEFT, track 356° to POPET

From POPET

For YAS

- Turn LEFT, track 321° to YAS NDB, thence as cleared

For CULIN

- Turn LEFT, track 354° to CULIN, thence as cleared

Changes: RWY 35 PROC, WPT ECKKS REMOVED, Editorial.

SCBDP05-141

5 MAR 2015

STANDARD INSTRUMENT DEPARTURES (SID)
RWY 17/35 SOUTH & WEST (JET) (RNAV)
CANBERRA, ACT (YSBC)

ATIS 116.7 127.45 263	AWIS (AH) 116.7	SMC/ACD 121.7	TWR 118.7	DEP 125.9	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	BRG are MAG ELEV in FT AMSL
NOT TO SCALE							
<p>HOWLY S34 46 00 E147 36 36</p> <p>WG ----- VOR/DME 115.0</p> <p>NONUP S35 25 50 E148 17 56</p> <p>25 NM MSA 4600 5900 CB VOR or NDB R-303° R-070° R-255°</p> <p>7500</p> <p>10 NM MSA 5100</p>	<p>SCULN S35 03 38 E148 53 27</p> <p>DCT</p> <p>SPEED MAX IAS 250KT BELOW 10,000FT</p> <p>ABV 7000FT</p> <p>MAJOR S35 13 14 E148 55 59</p> <p>AT or ABV 10,000FT</p> <p>GUTMO S35 09 24 E149 12 36</p> <p>RWY 35 AT or ABV FL180</p> <p>AT 3200FT</p> <p>DCT 1.891</p> <p>BIDGI S35 31 48 E149 08 42</p> <p>KELLY S35 41 49 E148 51 15</p> <p>KEATS S35 32 36 E148 52 47</p> <p>TANTA S35 52 50 E148 31 54</p> <p>273° (66)</p> <p>260° (72)</p> <p>294° (78)</p> <p>275° (73)</p> <p>236° (34)</p> <p>175° (20)</p> <p>271° (29)</p> <p>254° (13)</p> <p>223° (19)</p> <p>353° (8)</p> <p>254° (11)</p> <p>222°</p>						

HOWLY SIX DEPARTURE (RNAV)
WAGGA (WG) EIGHT DEPARTURE (RNAV)
NONUP SIX DEPARTURE (RNAV)
TANTA NINE DEPARTURE (RNAV)

RWY 35

- GRAD 6.6% to 3400FT thence 3.3%
- NOT BEFORE DER turn RIGHT
- Track 353° to GUTMO, thence 353°
- After passing GUTMO AND 7000FT, turn LEFT

For HOWLY

- Track DCT to SCULN
- Track 273° to HOWLY, thence as cleared

For WG

- Track DCT to MAJOR
- **Cross** MAJOR AT or ABV 10,000FT
- Track 260° to WG VOR, thence as cleared

For NONUP

- Track DCT to MAJOR
- **Cross** MAJOR AT or ABV 10,000FT
- Track 236° to NONUP, thence as cleared

For TANTA

- Track DCT to MAJOR
- **Cross** MAJOR AT or ABV 10,000FT
- Turn LEFT, track 175° to KEATS
- **Cross** KEATS AT or ABV FL180
- Track 175° to KELLY
- Turn RIGHT, track 223° to TANTA, thence as cleared

RWY 17

- GRAD 4.6% to 4800FT thence 3.3%
- Track 168°
- AT 3200FT turn RIGHT, track DCT to BIDGI (approx 180°)

For HOWLY

- At BIDGI turn RIGHT, track 254° to KEATS
- At KEATS turn RIGHT, track 294° to HOWLY, thence as cleared

For WG

- At BIDGI turn RIGHT, track 254° to KEATS
- At KEATS turn RIGHT, track 271° to WG VOR, thence as cleared

For NONUP

- At BIDGI turn RIGHT, track 254° to KEATS
- At KEATS turn RIGHT, track 271° to NONUP, thence as cleared

For TANTA

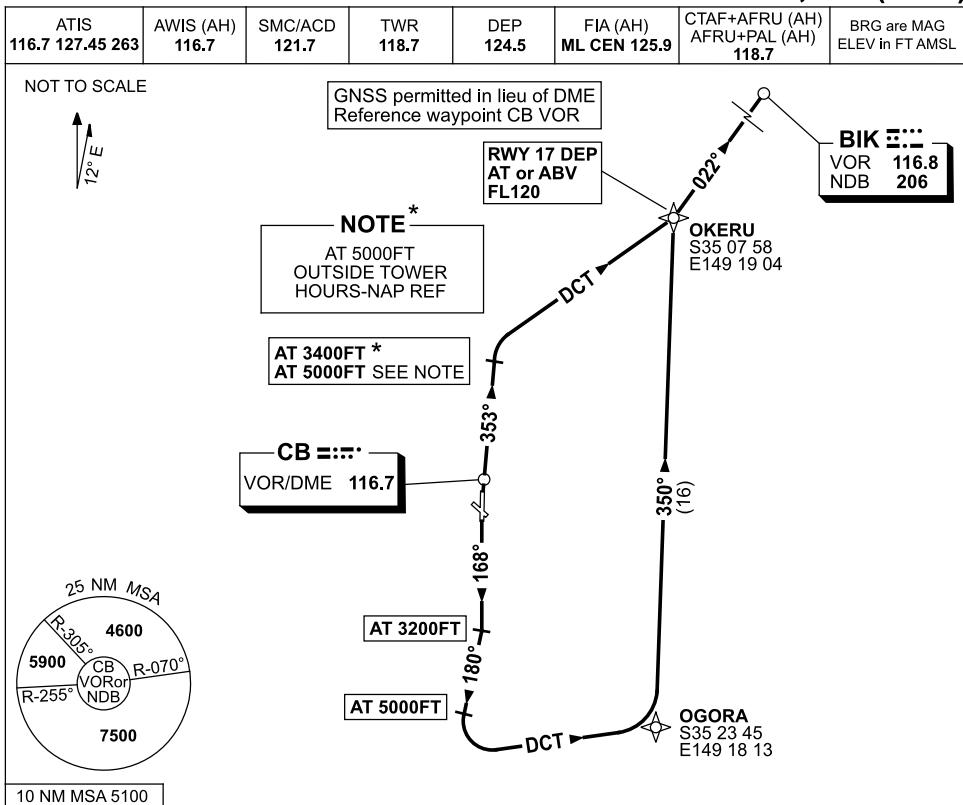
- Turn RIGHT, track 222° to KELLY,
- Track 223° to TANTA, thence as cleared

Changes: Editorial.

SCBDP06-142

12 NOV 2015

**STANDARD INSTRUMENT DEPARTURES (SID)
RWYS NORTH (NON-JET) (RNAV)
CANBERRA, ACT (YSCB)**



BINDOOK (BIK) THREE DEPARTURE

RWY 35

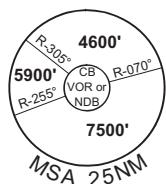
- GRAD 6.6% to 3400FT thence 3.3%
- NOT BEFORE DER (0.6 DME) turn RIGHT, track 353°
- AT 3400FT (5000FT - See NOTE *) turn RIGHT, track DCT to OKERU
- Turn LEFT, track 022° to BIK, thence as cleared

RWY 17

- GRAD 4.6% to 4800FT thence 3.3%
- Track 168°
- AT 3200FT turn RIGHT, track 180°
- AT 5000FT turn LEFT, track DCT to OGORA
- Turn LEFT, track 350° to OKERU
- Cross OKERU AT or ABV FL120
- Turn RIGHT, track 022° to BIK, thence as cleared

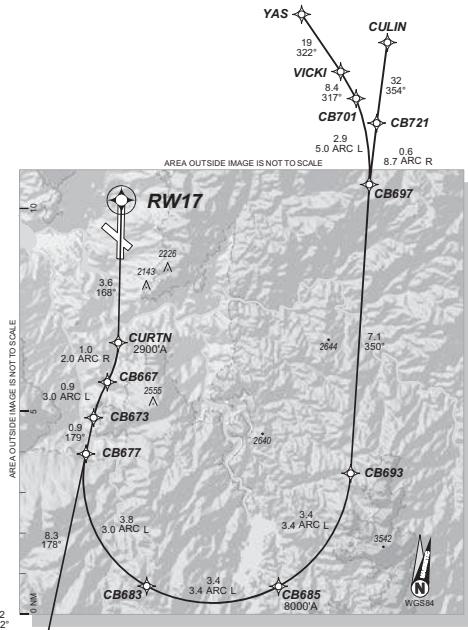
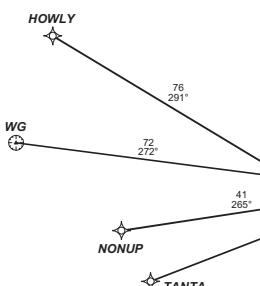
REVISION: Added CB685, Upnumbering to FIVE.

Apt Elev 1886'	Trans ALT 10000'	ATIS (*AWIS AH) 116.7*	ACD/SMC 127.45	TWR 121.7	DEP East 124.5 West 125.9	CTAF (AH) 118.7
CURTN FIVE RNAV (RNP) DEPARTURE	Requires weather minima of 0' ceiling / 400 meters visibility.					
RNP 0.30 (CURTN5.CB677)	HOWLY, WG, NONUP and TANTA transitions require a minimum climb gradient of 460' per NM to 2900' .					
RWY 17	YAS and CULIN Transitions require a minimum climb gradient of 510' per NM to 8000' .					

TAKE-OFF:RWY 17: Fly RNAV (RNP) track to **CURTN**. Cross **CURTN** at or above **2900'**. Thence:**TRANSITIONS:**HOWLY: Fly RNAV (RNP) track to **CB689**. From **CB689**, follow the depicted route to **HOWLY**.WG: Fly RNAV (RNP) track to **CB689**. From **CB689**, follow the depicted route to **WG VOR**.NONUP: Fly RNAV (RNP) track to **CB689**. From **CB689**, follow the depicted route to **NONUP**.TANTA: Fly RNAV (RNP) track to **CB689**. From **CB689**, follow the depicted route to **TANTA**.CULIN: Fly RNAV (RNP) track to **CULIN**. Cross **CB685** at or above **8000'**.YAS: Fly RNAV (RNP) track to **YAS**. Cross **CB685** at or above **8000'**.**LOST COMMUNICATION:**

On recognition of communication failure:

- Squawk 7600
- Climb to minimum safe altitude to maintain terrain clearance
- Proceed in accordance with the latest ATC route clearance acknowledged



**FOR CASA APPROVED
OPERATORS ONLY**



DO NOT USE FOR NAVIGATION MJURA SEVEN DEPARTURE
CANBERRA, ACT (YSCB)

REVISION: MAJOR altitude constraint, Up numbered to SEVEN.

GE PROPRIETARY AND CONFIDENTIAL

Apt Elev 1886'	Trans ALT 10000'	ATIS (*AWIS AH) 116.7*	ACD/SMC 121.7	TWR 118.7	DEP East 124.5 West 125.9	CTAF (AH) 118.7	
MJURA SEVEN RNAV DEPARTURE RNP 0.15 (MJURAT.MJURA) RWY 35							Requires weather minima of 0' ceiling / 400 meters visibility.
TAKE-OFF: RWY 35: Fly RNAV (RNP) track to MJURA . Do not exceed 185 KIAS until CB651 . Climb to 7000' via a 353° course. Thence:							
TRANSITIONS: HOWLY : After 7000' turn left and proceed direct to SCULN . From SCULN , follow the depicted route to HOWLY . WG : After 7000' turn left and proceed direct to MAJOR , cross at or above 10000'. From MAJOR , follow the depicted route to WG VOR . NONUP : After 7000' turn left and proceed direct to MAJOR , cross at or above 10000'. From MAJOR , follow the depicted route to NONUP . TANTA : After 7000' turn left and proceed direct to MAJOR , cross at or above 10000'. From MAJOR , follow the depicted route to TANTA crossing KEATS at or above FL180 . CULIN : After 7000' turn right and proceed direct to CULIN . YAS : After 7000' turn left and proceed direct to YAS .							
LOST COMMUNICATION: On recognition of communication failure: <ul style="list-style-type: none">- Squawk 7600- Climb to minimum safe altitude to maintain terrain clearance- Proceed in accordance with the latest ATC route clearance acknowledged							
FOR CASA APPROVED OPERATORS ONLY							

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21 AUG 2014

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SCBDP09-140

MJURA SEVEN DEPARTURE
CANBERRA, ACT (YSCB)

USE QNH

30 MAY 2013

**RNAV-Z (GNSS) RWY 30
CANBERRA, ACT (YSCB)**

The chart displays the following information:

- ATIS:** 116.7, 127.45, 263
- AWIS (AH):** 116.7
- APP:** 124.5
- TWR:** 118.7
- SMC/ACD:** 121.7
- FIA (AH):** ML CEN 125.9
- CTAFF+AFRU (AH):** AFRU+PAL (AH) 118.7
- Bearings are Magnetic Elevations in FEET AMSL**
- Holding at SCBEB:** Includes a diagram showing holding patterns with headings 117°, 178°, 007°, and 297°.
- TR IN TURN TIME MIN ALT DME LMT:** 297° Left 1 7500
- *NO CIRCLING:** Indicated by a shaded area and a note.
- AD ELEV 1886:** Located in the bottom right corner.

Inset Map (Bottom Left):

- Radius:** 4600
- Altitude:** 5900
- WOR or NDB:** CB
- Runway:** R-070°
- Outer Radius:** R-255°
- Inner Radius:** R-305°
- MSA:** 25 NM MSA
- Elevations:** 7500, 5000, 3000, 2500, 2000, 1500, 1000
- Scale:** 1:500,000
- Distance:** 0, 5NM

NM TO NEXT WPT

SCBEM	1.9	2	3	4	5	SCBEF	1	2	3	4	SCBEI	2.8
ALT (3.7° APCH PATH)	2780	2830	3220	3620	4010	4410	4800	5200	5590	5990	6380	7500

MISSSED APPROACH:

TURN LEFT,
TRACK DCT TO SCBEH,
THENCE 140°
CLIMB TO 7500FT.

MAPT
SCBEM

MAHF
SCBEH

FAF
SCBEF

IF
SCBEI

IAF

SCBEA
SCBEB
SCBEC

7500

3.7°

6380

5400

4300

4800

3900

3190

2850

3020

3420

4410

140°

297°

297°

0.3 1 2.5 3.5 6 7 11 18

THR 30 ELEV 1886

MAPt

NOTES: 1. MAXIAS

NOTES

- S** 1. MAX IAS:
MAP TURN: 150KT.
 - * 2. NO CIRCLING
BEYOND 4NM WEST
OF RWY 17/35.
 - 3. PAPI REQUIRED FOR
NIGHT APCH.
 - # 4. APCH PATH ANGLE
DOES NOT COINCIDE
WITH PAPI ON GLIDE
SLOPE INDICATION.
 - 5. **COLOUR:** SEE
SPEC NOTICES.

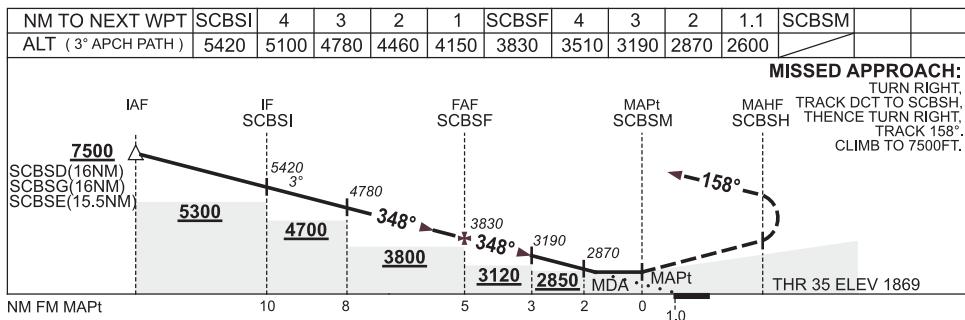
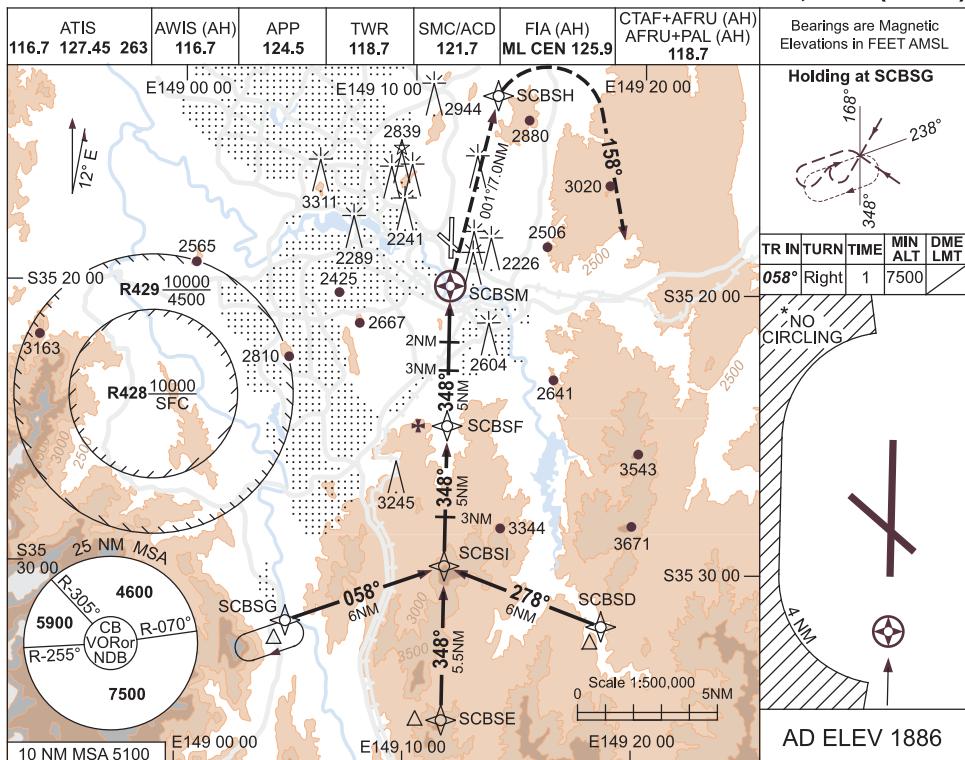
CATEGORY	A	B	C	D
S-I GNSS	2780 (892-5.0)			
CIRCLING *	3350 (1464-2.4)		NOT APPLICABLE	
ALTERNATE	(1964-4.4)			

Changes: PROC NAME, R428, R429, NOTE 1.

SCBGN01-135

30 MAY 2013

USE QNH

RNAV-Z (GNSS) RWY 35
CANBERRA, ACT (YSCB)**NOTES**

CATEGORY	A	B	C	D
S-I GNSS		2600 (731-4.1)		
CIRCLING *	3350 (1464-2.4)	3580 (1694-4.0)	3720 (1834-5.0)	
ALTERNATE	(1964-4.4)	(2194-6.0)	(2334-7.0)	

Changes: R428, R429.

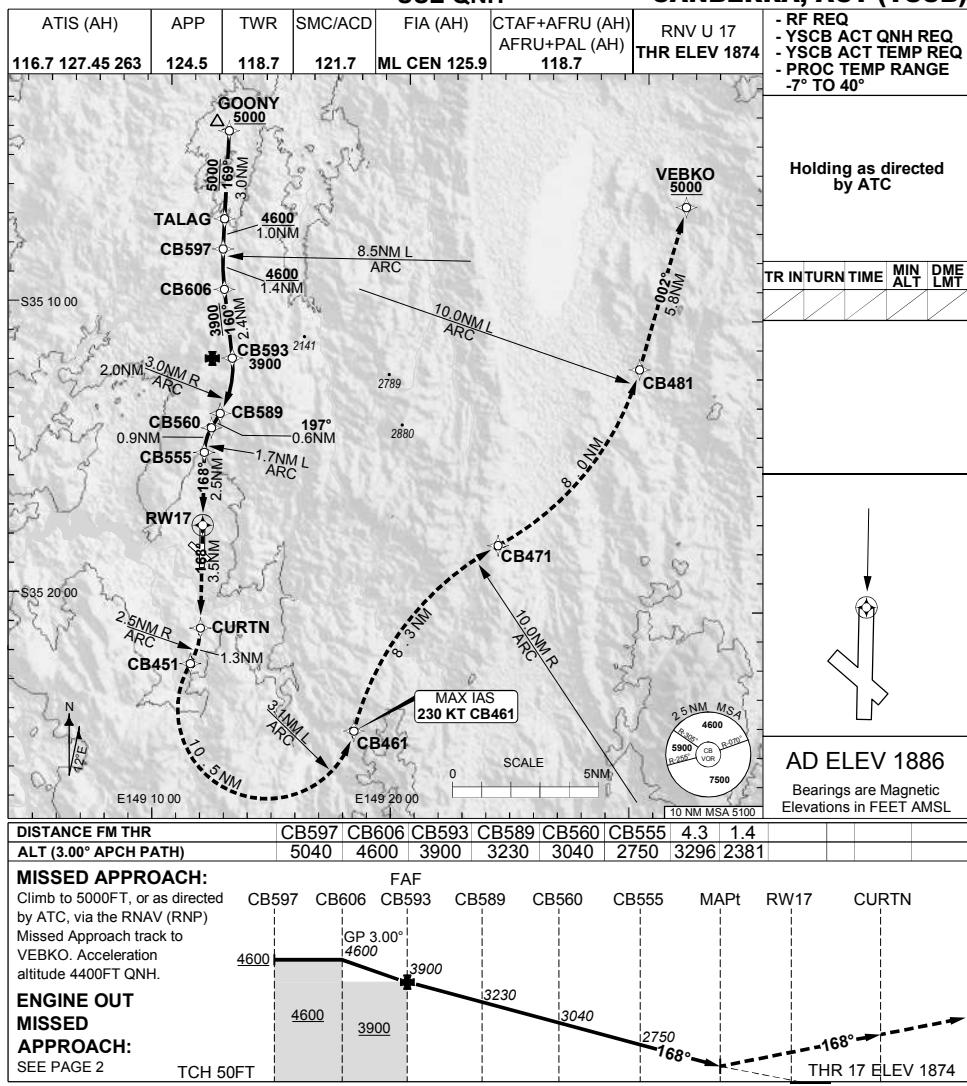
1. MAX IAS:
INITIAL : 210KT.
MAP TURN: 200KT.
- * 2. NO CIRCLING
BEYOND 4NM WEST
OF RWY 17/35.
3. COLOUR: SEE
SPEC NOTICES.

SCBGN02-135

**FOR CASA APPROVED
OPERATORS ONLY**
USE QNH

RNAV-U (RNP) RWY 17 - Page 1

CANBERRA, ACT (YSCB)



CATEGORY	A	B	C		C/D	
			MVD-N	MVD-2		
MVD			DA(H) 2381 (507)-2.7	DA(H) 2398 (524)-2.8		
RNP (0.10)			DA(H) 2434 (560)-3.0	DA(H) 2461 (587)-3.2		
RNP (0.15)			DA(H) 2779 (905)-5.0	DA(H) 2792 (918)-5.1		
RNP (0.20)			DA(H) 3282 (1408)-8.0	DA(H) 3296 (1422)-8.0		
RNP (0.30)			NOT AUTHORISED			
CIRCLING			TBD	TBD		
ALTERNATE						

NOTES

1. Lateral transition to MAPCH must not be initiated prior to DA/H POSN.

Changes: NEW PROC.



12 NOV 2015

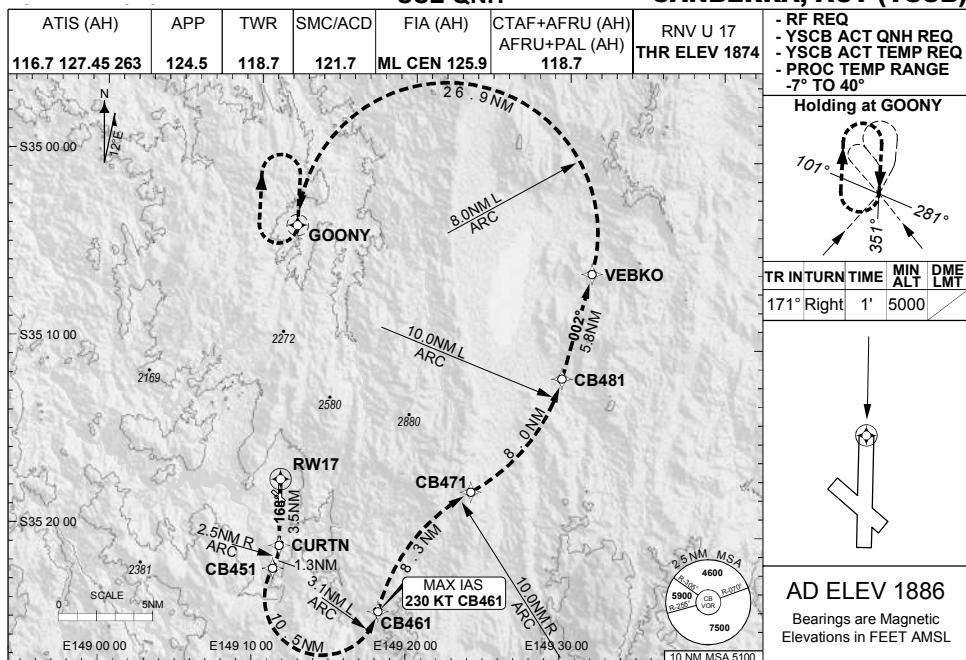
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SCBGN03-145

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USE QNH**

**RNAV-U (RNP) RWY 17 - Page 2
CANBERRA, ACT (YSBC)**



ENGINE OUT MISSED APPROACH:

Track via the RNAV (RNP) Engine Out Missed Approach track to GOONY and hold as published.

Acceleration altitude 4400FT QNH (2500FT AGL).
Climb to 5000FT, or as directed by ATC.

Changes: NEW PROC.



12 NOV 2015

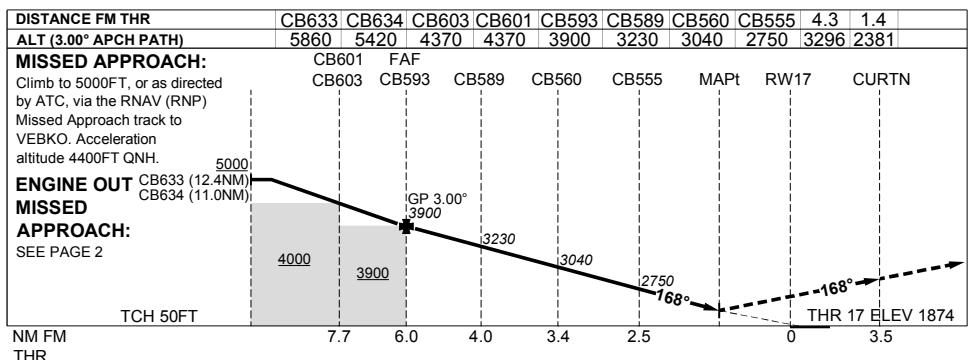
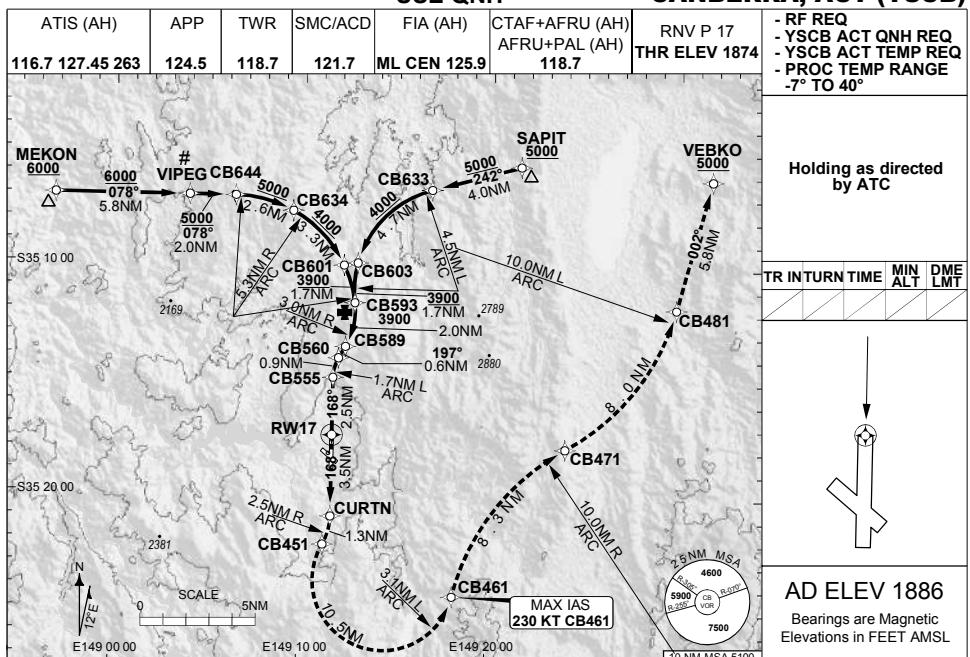
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USE QNH

**RNAV-P (RNP) RWY 17 - Page 1
CANBERRA, ACT (YSBC)**



CATEGORY	A	B	C	C/D
MVD			MVD-N	MVD-2
RNP (0.10)			DA(H) 2381 (507)-2.7	DA(H) 2398 (524)-2.8
RNP (0.15)			DA(H) 2434 (560)-3.0	DA(H) 2461 (587)-3.2
RNP (0.20)			DA(H) 2779 (905)-5.0	DA(H) 2792 (918)-5.1
RNP (0.30)			DA(H) 3282 (1408)-8.0	DA(H) 3296 (1422)-8.0
CIRCLING			NOT AUTHORISED	
ALTERNATE			TBD	TBD

NOTES

1. Lateral transition to MAPCH must not be initiated prior to DA/H POSN.
- #2. Latest point where ACFT can join the PROC.

Changes: NEW PROC.



12 NOV 2015

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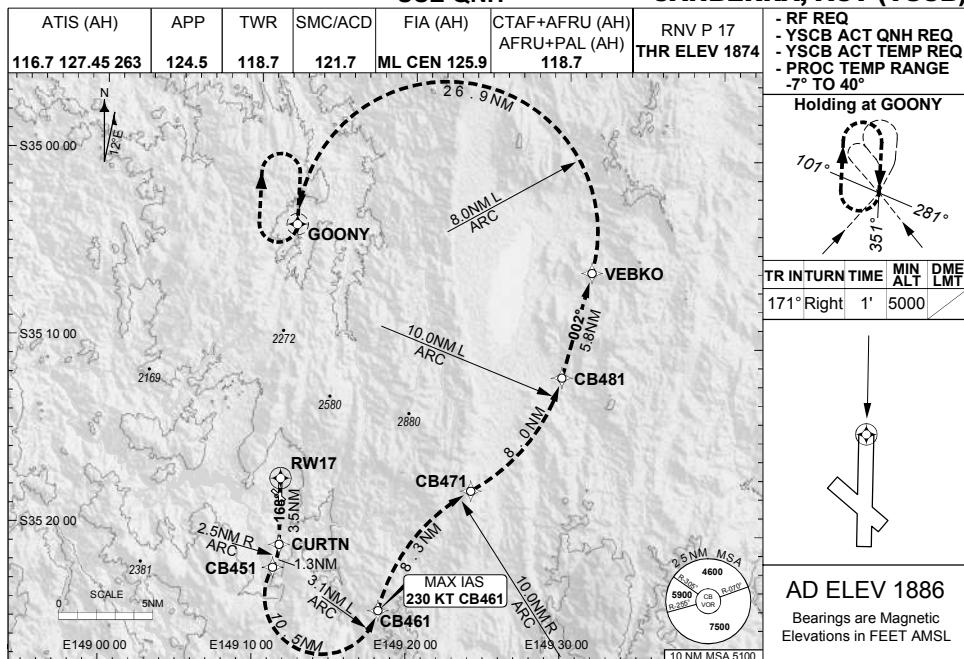
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**FOR CASA APPROVED
OPERATORS ONLY**
USE QNH

RNAV-P (RNP) RWY 17 - Page 2

CANBERRA, ACT (YSBC)



ENGINE OUT MISSED APPROACH:

Track via the RNAV (RNP) Engine Out Missed Approach track to GOONY and hold as published.

Acceleration altitude 4400FT QNH (2500FT AGL).
Climb to 5000FT, or as directed by ATC.

Changes: NEW PROC.



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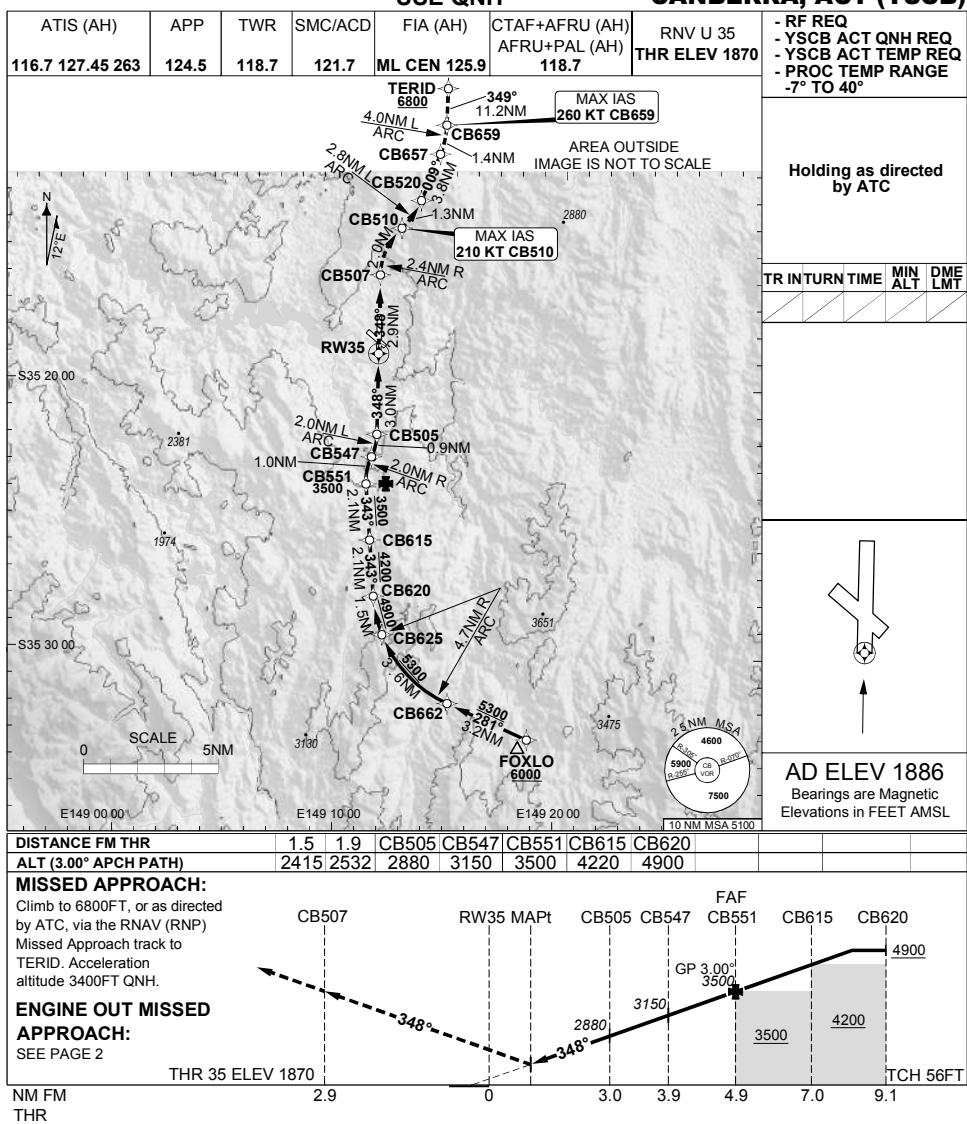
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USE QNH

RNAV-U (RNP) RWY 35 - Page 1

CANBERRA, ACT (YSBC)



CATEGORY	A B	C	C/D
MVD		MVD-N	MVD-2
RNP (0.15)		DA(H) 2415 (545)-3.8	DA(H) 2430 (560)-3.9
RNP (0.30)	N/A	DA(H) 2518 (648)-4.4	DA(H) 2532 (662)-4.5
CIRCLING		NOT AUTHORISED	
ALTERNATE		TBD	TBD

NOTES

1. Lateral transition to MAPCH must not be initiated prior to DA/H POSN.
2. Minimum MAP gradient (AE) 3.0% to 6800FT.

Changes: NEW PROC.



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RNAV-U (RNP) RWY 35 - Page 2

CANBERRA, ACT (YSCB)

ATIS (AH) **APP** **TWR** **SMC/ACD** **FIA (AH)** **CTAF+AFRU (AH)** **RNV U 35** **THR ELEV 1870**

116.7 127.45 263 **124.5** **118.7** **121.7** **ML CEN 125.9** **AFRU+PAL (AH)** **118.7**

N **12E**

S35 00 00

S35 10 00

S35 20 00

E148 50 00 **OSAPA** **E149 10 00** **E149 20 00**

SCALE 5NM

CB702 **TERID** **CB659** **CB657** **CB510** **CB520** **CB507** **RW35**

2369 **2372** **5.5 NM L ARC** **349°** **11.2 NM** **MAX IAS 260 KT CB659**

2370 **4.0 NM L ARC** **1.4 NM** **CB510** **CB520** **2789** **1.3 NM** **MAX IAS 210 KT CB510**

2381 **2.8 NM ARC** **3.6 NM** **CB507** **2.9 NM** **348°** **2.9 NM** **RW35**

1974

2369 **2372** **2381** **1974**

2.5 NM MSA 4600 **5900** **7500**

10 NM MSA 5100

- RF REQ
- YSCB ACT QNH REQ
- YSCB ACT TEMP REQ
- PROC TEMP RANGE
-7° TO 40°

Holding at OSAPA

100° **280°** **350°**

TR IN TURN TIME	MIN ALT	DME LMT
170° Right	1'	6800

AD ELEV 1886
 Bearings are Magnetic
 Elevations in FEET AMSL

ENGINE OUT MISSED APPROACH:

Track via the RNAV (RNP) Engine Out Missed Approach track to OSAPA and hold as published.

Acceleration altitude 3400FT QNH (1500FT AGL).
Climb to 6800FT, or as directed by ATC.

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Changes: NEW PROC



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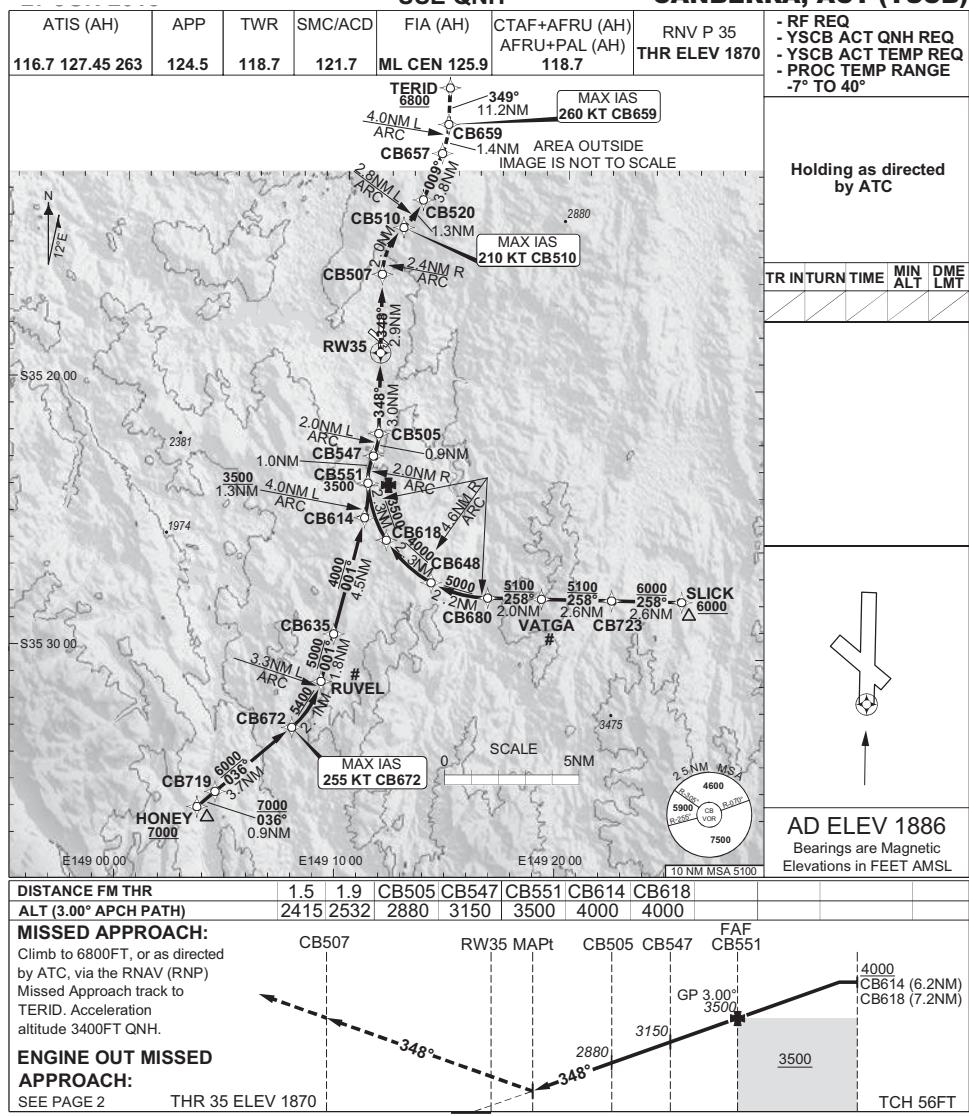
SCBGN08-145

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**FOR CASA APPROVED
OPERATORS ONLY**
USE QNH

RNAV-P (RNP) RWY 35 - Page 1

CANBERRA, ACT (YSCB)



NOTES

1. Lateral transition to MAPCH must not be initiated prior to DA/H POSN.
2. Latest point where ACFT can joint the PROC.
3. Minimum MAP gradient (AE) 3.0% to 6800FT.

Changes: REMOVAL OSAPA TRANSITION.



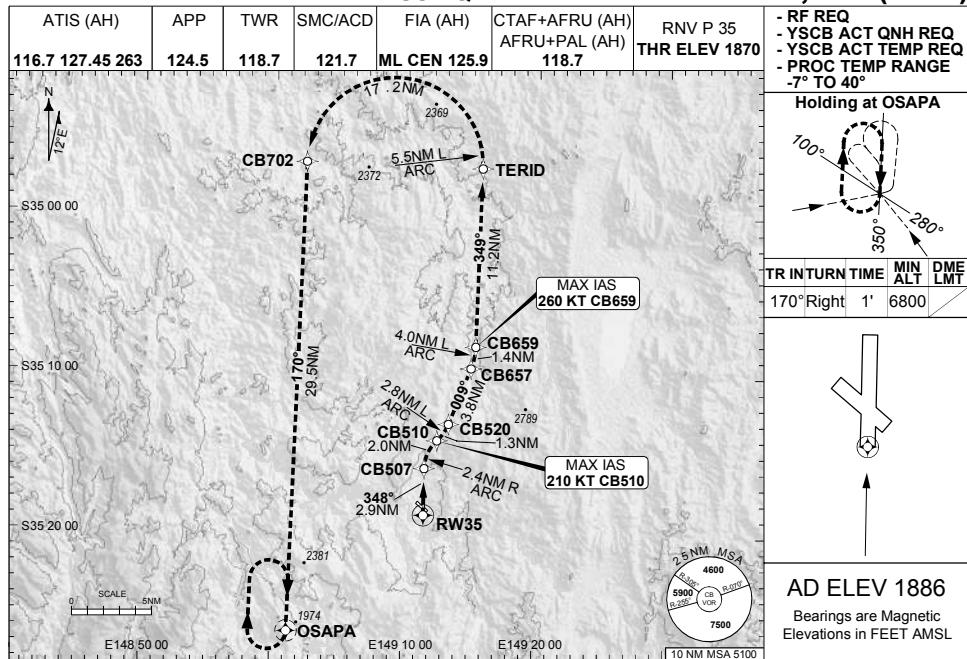
12 NOV 2015

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USE QNH

RNAV-P (RNP) RWY 35 - Page 2
CANBERRA, ACT (YSCB)



ENGINE OUT MISSED APPROACH:

Track via the RNAV (RNP) Engine Out Missed Approach track to OSAPA and hold as published.

Acceleration altitude 3400FT QNH (1500FT AGL).
Climb to 6800FT, or as directed by ATC.

Changes: NEW PROC.



12 NOV 2015

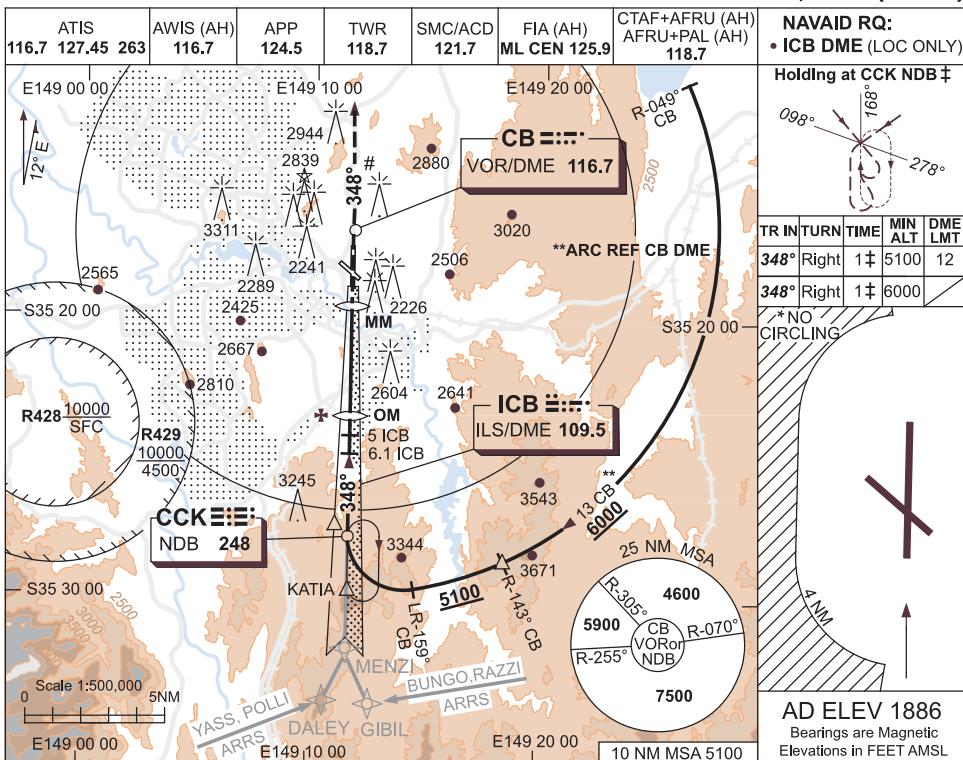
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SCBGN10-145

14 NOV 2013

USE QNH

ILS-Z or LOC-Z RWY 35
CANBERRA, ACT (YSBC)

CATEGORY	A	B	C	D
S-I ILS (2.5% MAP)	2480 (611) 2.6 (VIS 2.0 WITH ACTUAL QNH)			
S-I ILS#(3.3% MAP)	2320 (451) 1.6 (VIS 1.1 WITH ACTUAL QNH)			
S-I ILS##(5.0% MAP)	2210 (341) 1.2 (VIS 0.8 WITH ACTUAL QNH)			
S-I LOC/DME	2700 (831-3.8)			
CIRCLING *	3350 (1464-2.4)	3580 (1694-4.0)	3720 (1834-5.0)	
ALTERNATE	(1964-4.4)	(2194-6.0)	(2334-7.0)	

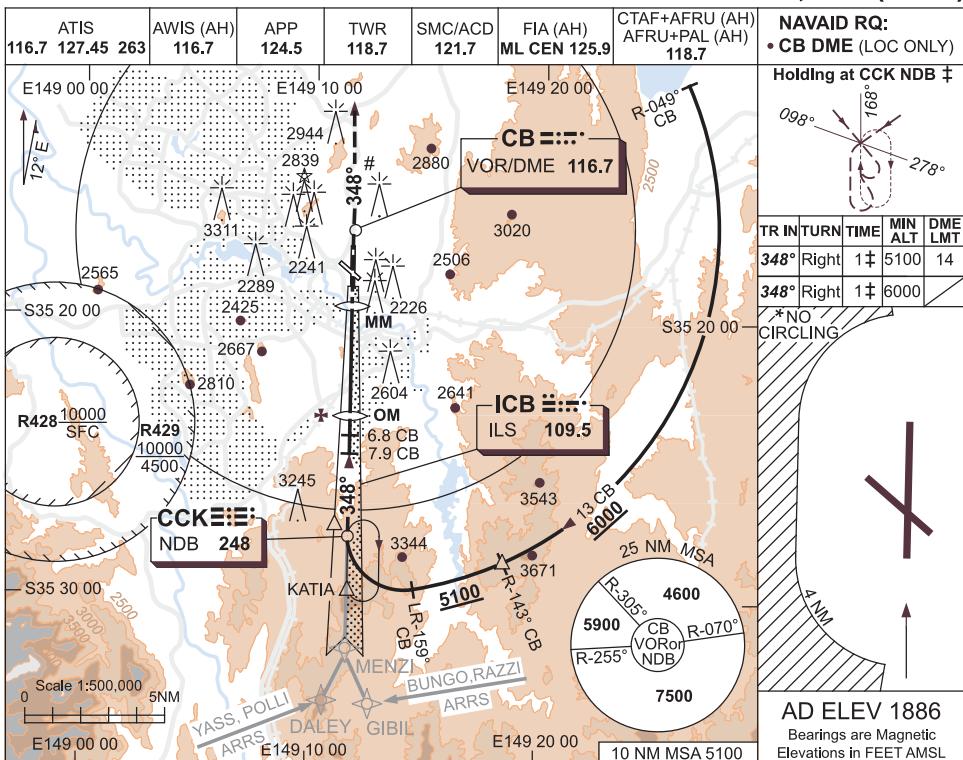
- * 1. MAX IAS: HLDG AT CCK NDB 5100FT: 170KT, 6000FT: 210KT.
- * 2. NO CIRCLING BEYOND 4NM WEST OF RWY 17/35.
- 3. ACFT MAY BE RADAR VECTORED TO IAF.
- # 4. MIN MAP GRAD 3.3% TO 3200FT, THEN 2.5%.
- # 5. MIN MAP GRAD 5.0% TO 3200FT, THEN 2.5%.
- 6. COLOUR: SEE SPEC NOTICES.

Changes: FROM SUP H74/13, REVISED PROC, ICB DME.

SCBII01-137

14 NOV 2013

USE QNH

ILS-Y or LOC-Y RWY 35
CANBERRA, ACT (YSBC)

DME DIST	4.5	5	5.8	6.8	7	7.9	9	10	10.9	12	12.9	14	14.8
ALT (3° APCH PATH)	2700	2880	3140	3450	3510	3800	4150	4470	4770	5110	5400	5740	6000
MISSSED APPROACH: CB DME MM OM CCK NDB GP3° 6000 5500 (R-143°CB) MENZI GNSS permitted in lieu of DME Reference waypoint CB VOR													
TRACK 348° CLIMB TO 5100FT OR AS DIRECTED BY ATC.	#												
RDH 50FT THR 35 ELEV 1869 ##	348°												
NM TO CB DME	0	2.9	5.8	6.8	7.9	10.9	12	12.9	13	14.8			
NM TO RWY 35 THR	0	0.9	3.8	4.8	5.9	8.9	10	10.9	11	12.8			

CATEGORY	A	B	C	D
S-I ILS (2.5% MAP)	2480 (611) 2.6	(VIS 2.0 WITH ACTUAL QNH)		
S-I ILS#(3.3% MAP)	2320 (451) 1.6	(VIS 1.1 WITH ACTUAL QNH)		
S-I ILS##(5.0% MAP)	2210 (341) 1.2	(VIS 0.8 WITH ACTUAL QNH)		
S-I LOC/DME	2700 (831-3.8)			
CIRCLING *	3350 (1464-2.4)	3580 (1694-4.0)	3720 (1834-5.0)	
ALTERNATE	(1964-4.4)	(2194-6.0)	(2334-7.0)	

- NOTES**
- 1. MAXIAS:
HLDG AT CCK NDB
5100FT: 170KT.
6000FT: 210KT.
 - * 2. NO CIRCLING
BEYOND 4NM WEST
OF RWY 35/33.
 - 3. ACFT MAY BE RADAR
VECTORED TO IAF.
 - # 4. MIN MAP GRAD 3.3%
TO 3200FT, THEN 2.5%.
 - # 5. MIN MAP GRAD 5.0%
TO 3200FT, THEN 2.5%.
 - 6. COLOUR: SEE
SPEC NOTICES.

Changes: FROM SUP H74/13, REVISED PROC, CB DME.

SCBII02-137

NOISE ABATEMENT PROCEDURES

CANBERRA

1. PREFERRED RUNWAYS

1.1 LANDING

(a) Between the hours of 0700 and 2000 Local Time:

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

(b) Between the hours of 2000 and 0700 Local Time:

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

1.2 TAKE-OFF

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

1.3 NOTES:

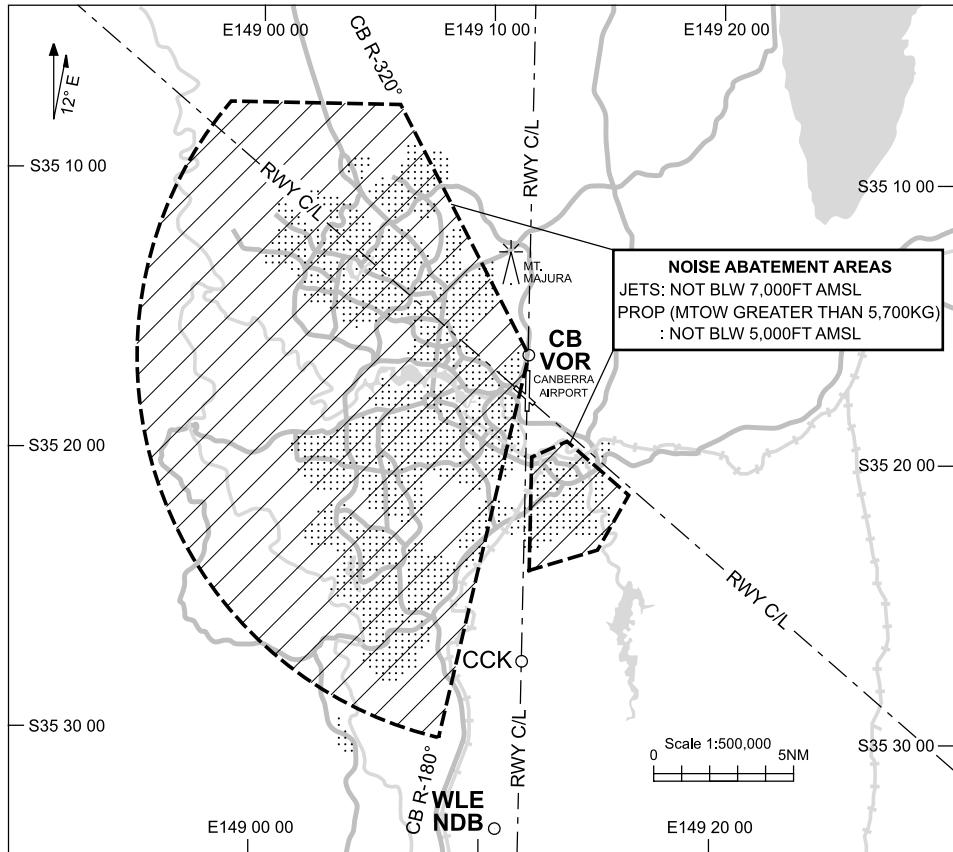
(a) The above priorities are to be used to ensure that the majority of movements occur on the most preferred runway.

(b) The above priorities do not dictate the mandatory use of opposite direction or crossing runways.

2. PREFERRED FLIGHT PATHS

2.1 NOISE ABATEMENT AREA

- (a) A Noise Abatement Area applies to most areas of Canberra and Queanbeyan. Aircraft will normally be routed to avoid the Noise Abatement Area, which includes Gungahlin, North Canberra, Belconnen, South Canberra, Woden, Tuggeranong and Queanbeyan. (see map).
- (b) Where it is not practical for aircraft to remain clear of those areas, overflight of the Noise Abatement Area is restricted to heights of not lower than;
- (i) 7,000FT AMSL by jet aircraft and;
 - (ii) 5,000FT AMSL by propeller aircraft over 5,700kg MTOW.

**NOTES:**

The Noise abatement Areas do not apply to:

- Aircraft with priorities in accordance with AIP ENR 1.4-15 Para 10.1a-f; (aircraft emergencies, medical priorities etc).
- Aircraft that need to enter the Noise Abatement Area to avoid hazardous weather;
- Aircraft that need to enter the Noise Abatement Area due to operational requirements;
- TWR circuit training aircraft;
- Aircraft that have made an unplanned missed approach and are reprocessed via a circuit;
- Aircraft that require a departure on the reciprocal of the duty arrival runway, if avoiding the Noise Abatement Area would cause significant delay to aircraft operations.

2.2 ARRIVING AIRCRAFT DURING ATC HOURS OF OPERATION

(a) LANDING RWY 35

By night, jet aircraft will be radar vectored to be established on final no closer than Church Creek NDB (CCK).

(b) LANDING RWY 17

In VMC, aircraft on right base will be radar vectored to intercept final no closer than 4 DME CB.

(c) LANDING RWY 30

No specific procedures apply.

(d) LANDING RWY 12

1. Only available when operationally required by the pilot in command.
2. In VMC, aircraft will be radar vectored to remain clear of the Noise Abatement Areas until established on final.

2.3 ARRIVING AIRCRAFT OUTSIDE ATC HOURS OF OPERATION

(a) LANDING RWY 35 or 17

1. All IFR aircraft landing are required to conduct a straight-in instrument approach.
2. Aircraft may track via a DME arc to intercept the final approach track.

(b) LANDING RWY 30

No specific procedures apply.

(c) LANDING RWY 12

Only available when operationally required by the pilot in command.

2.4 DEPARTING AIRCRAFT DURING ATC HOURS OF OPERATION

ATC will route departing aircraft (including below 5,700kg MTOW in some situations) over less noise sensitive areas.

(a) DEPARTING RWY 35

1. Jet aircraft departing shall normally be assigned a heading of 350°.
2. Jet aircraft, turning to the right, are required to reach 4500FT prior to the commencement of a turn.
3. Jet aircraft, turning to the left, must pass abeam Mt Majura prior to the commencement of a turn.

(b) DEPARTING RWY 17

Aircraft shall normally be assigned a heading of 180° until clear of the Noise Abatement Area.

(c) DEPARTING RWY 30

1. Only available if operationally required by the pilot in command.
2. By day when the aircraft can be flown in VMC below 4,500FT (MVA), aircraft shall normally be assigned runway heading until clear of the Noise Abatement Area.

(d) DEPARTING RWY 12

Only available if operationally required by the pilot in command.

2.5 DEPARTING AIRCRAFT OUTSIDE ATC HOURS OF OPERATION

(a) DEPARTING RWY 35 (all aircraft over 5,700kg MTOW)

1. Track 353°M (SID RADAR initial track)
2. At or above 5,000FT turn left or right to intercept flight plan route.

(b) DEPARTING RWY 17 (all aircraft over 5,700kg MTOW)

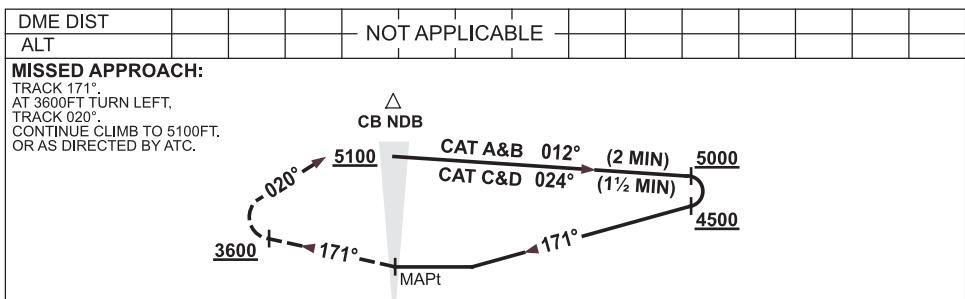
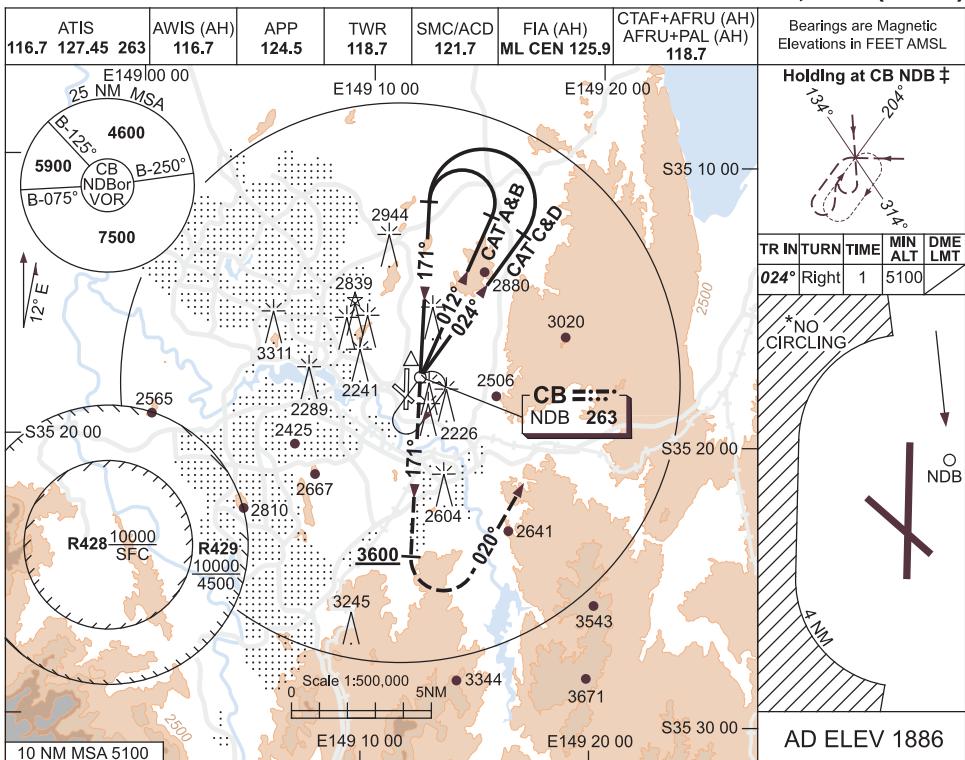
1. Track 168°M (SID RADAR initial track)
2. At or above 5,000FT turn left or right to intercept flight plan route.

(c) DEPARTING RWY 30 or 12

Only available when operationally required by the pilot in command.

30 MAY 2013

USE QNH

NDB-A
CANBERRA, ACT (YSCB)

NOTES

CATEGORY	A	B	C	D
CIRCLING *	3350 (1464-2.4)	3580(1694-4.0)	3720 (1834-5.0)	
ALTERNATE	(1964-4.4)	(2194-6.0)	(2334-7.0)	

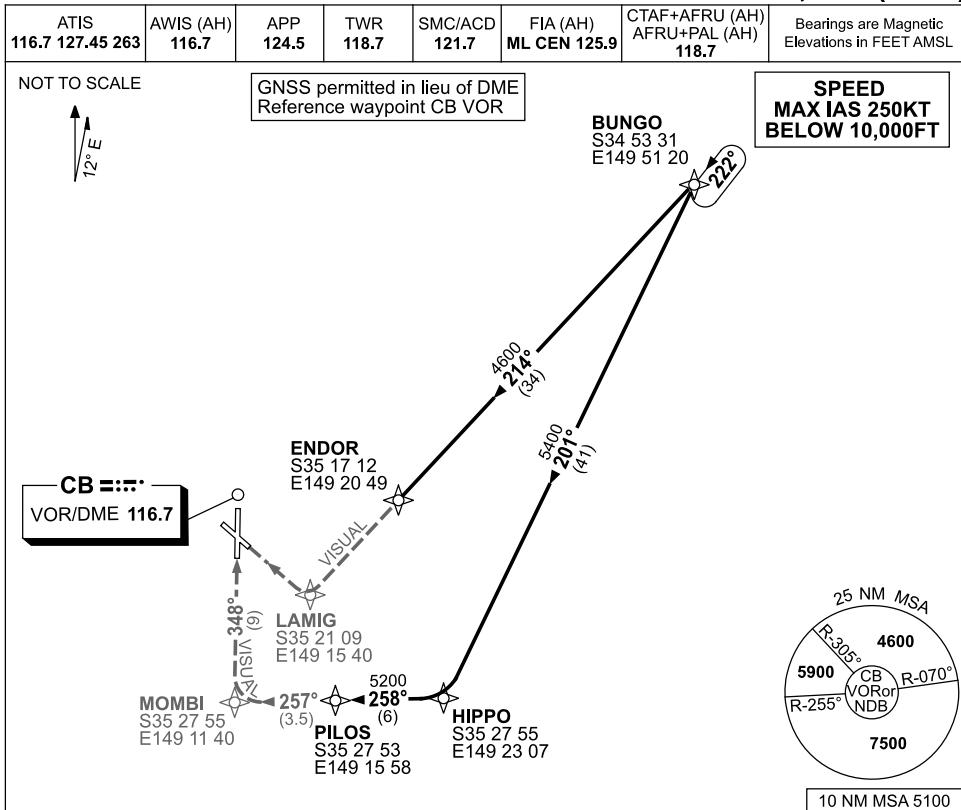
- ‡ 1. MAX IAS : INITIAL : 185KT, HOLDING: 210KT.
- * 2. NO CIRCLING BEYOND 4NM WEST OF RWY 17/35.
- 3. COLOUR: SEE SPEC NOTICES.

Changes: R428, R429.

SCBNB01-135

12 NOV 2015

STANDARD ARRIVAL ROUTE (STAR)
BUNGO TWO VICTOR ARRIVAL (NON-JET) (RNAV)
CANBERRA, ACT (YSCB)



ARRIVAL: BUNGO TWO

RWY 30 VICTOR:

- From BUNGO track 214° to ENDOR
- Track 214° VISUAL to LAMIG
- Turn RIGHT, intercept VISUAL final RWY 30

RWY 35 VICTOR:

- (HJ ONLY)
- From BUNGO track 201° to HIPPO
 - Turn RIGHT, track 258° to PILOS
 - Track 257° VISUAL to MOMBI
 - Turn RIGHT, intercept VISUAL final RWY 35

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

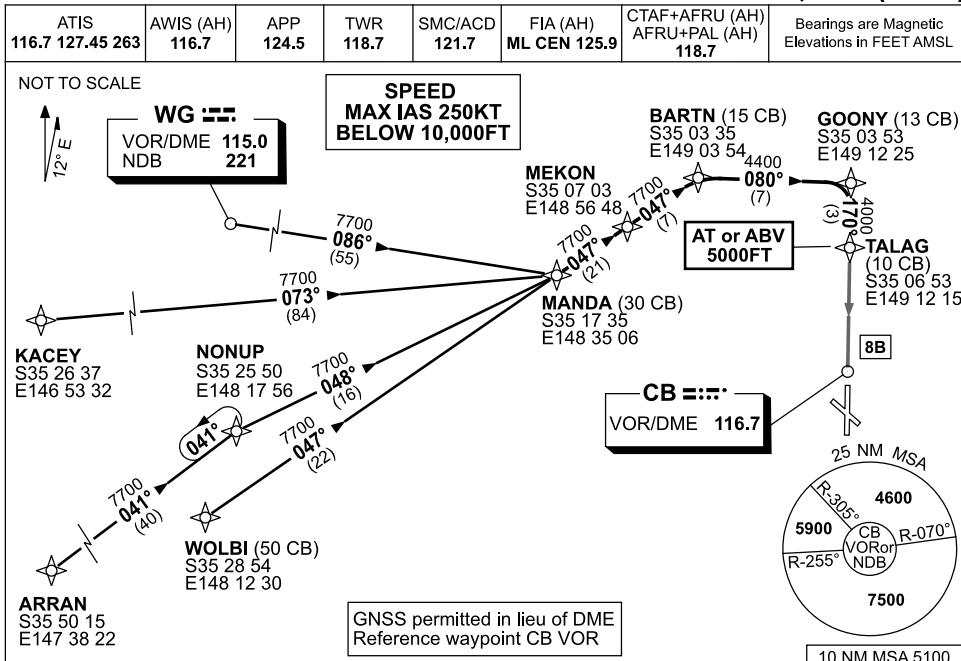
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: HIPPO-PILOS TR/DIST, RWY 35V HJ.

SCBSR01-145

22 AUG 2013

**STANDARD ARRIVAL ROUTE (STAR)
MANDA EIGHT BRAVO ARRIVAL (RNAV)
CANBERRA, ACT (YSCB)**



TRANSITIONS:

- WAGGA:** From WG VOR to MANDA:
(WG) • Track 086° to MANDA
• Then follow ARRIVAL instructions
- KACEY:** From KACEY to MANDA:
• Track 073° to MANDA
• Then follow ARRIVAL instructions

- ARRAN:** From ARRAN to MANDA:
• Track 041° to NONUP
• Turn RIGHT, track 048° to MANDA
• Then follow ARRIVAL instructions
- NONUP:** From NONUP to MANDA:
• Track 048° to MANDA
• Then follow ARRIVAL instructions
- WOLBI:** From WOLBI to MANDA:
• Track 047° to MANDA
• Then follow ARRIVAL instructions

ARRIVAL: **MANDA EIGHT**

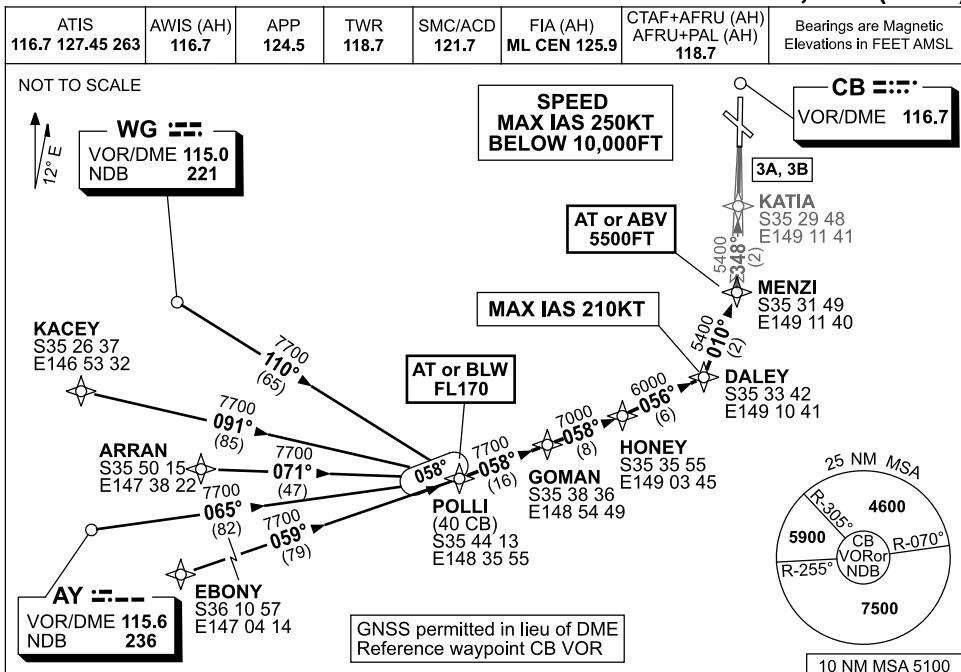
- RWY 17 BRAVO:** From MANDA track 047° to MEKON
• Track 047° to BARTN
• Turn RIGHT, track 080° to GOONY
• Turn RIGHT, track 170° to TALAG
Cross TALAG AT or ABV 5000FT
• Track via VOR RWY 17

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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.

13 NOV 2014

STANDARD ARRIVAL ROUTE (STAR)
POLLI FOUR ALPHA, BRAVO ARRIVAL (RNAV)
CANBERRA, ACT (YSCB)

**TRANSITIONS:**

- WAGGA:** From WG VOR to POLLI:
(WG) • Track 110° to POLLI
• Then follow ARRIVAL instructions
- KACEY:** From KACEY to POLLI:
• Track 091° to POLLI
• Then follow ARRIVAL instructions

ARRAN: From ARRAN to POLLI:

- Track 071° to POLLI
- Then follow ARRIVAL instructions

ALBURY: From AY VOR to POLLI:
(AY)

- Track 065° to POLLI
- Then follow ARRIVAL instructions

EBONY: From EBONY to POLLI:

- Track 059° to POLLI
- Then follow ARRIVAL instructions

ARRIVAL: POLLI FOUR**RWY 35 ALPHA:**

- Cross POLLI AT or BLW FL170
- From POLLI track 058° to GOMAN
- Track 058° to HONEY
- Track 056° to DALEY
- Turn LEFT, track 010° to MENZI
- Cross MENZI AT or ABV 5500FT
- Intercept LOC RWY 35

RWY 35 BRAVO:

- Cross POLLI AT or BLW FL170
- From POLLI track 058° to GOMAN
- Track 058° to HONEY
- Track 056° to DALEY
- Turn LEFT, track 010° to MENZI
- Cross MENZI AT or ABV 5500FT
- Track via VOR RWY 35 approach

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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: PROC NUMBER, GOMAN WPT.

SCBSR03-141

12 NOV 2015

**STANDARD ARRIVAL ROUTE (STAR)
RAZZI THREE ALPHA, BRAVO ARRIVALS (JET) (RNAV)
CANBERRA, ACT (YSCB)**

ATIS 116.7 127.45 263	AWIS (AH) 116.7	APP 124.5	TWR 118.7	SMC/ACD 121.7	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
NOT TO SCALE							
10 NM MSA 5100ft							

ARRIVAL: RAZZI THREE**RWY 17 BRAVO:**

- From RAZZI track 256° to GEORG
Cross GEORG AT or BLW FL110
- Then track 257° to GOONY
- Turn LEFT, track 170° to TALAG
Cross TALAG AT or ABV 5000FT
- Track for VOR RWY 17

RWY 35 ALPHA:

- From RAZZI track 214° to SLICK
- Track 214° to FOXLO
- Turn RIGHT, track 249° to GIBIL, Turn RIGHT, track 325° to MENZI
Cross MENZI AT or ABV 5500FT
- Intercept LOC RWY 35

RWY 35 BRAVO:

- From RAZZI track 214° to SLICK
- Track 214° to FOXLO
- Turn RIGHT, track 249° to GIBIL, Turn RIGHT, track 325° to MENZI
Cross MENZI AT or ABV 5500FT
- Track via VOR RWY 35 approach

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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: PROC NUMBER, Editorial.

SCBSR04-145

**STANDARD ARRIVAL ROUTE (STAR)
YASS TWO ALPHA, BRAVO ARRIVALS (RNAV)
CANBERRA, ACT (YSCB)**

22 AUG 2013

ATIS 116.7 **AWIS (AH)** 116.7 **APP** 124.5 **TWR** 118.7 **SMC/ACD** 121.7 **FIA (AH)** ML CEN 125.9 **CTAF+AFRU (AH)** AFRU+PAL (AH) 118.7 **Bearings are Magnetic Elevations in FEET AMSL**

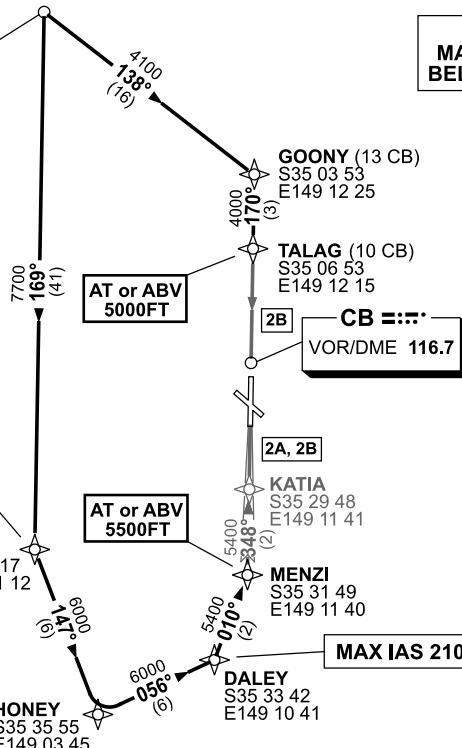
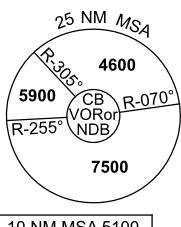
NOT TO SCALE



YAS 335

**SPEED
MAX IAS 250KT
BELOW 10,000FT**

GNSS permitted in lieu of DME
Reference waypoint CB VOR



ARRIVAL: YASS TWO

RWY 17 BRAVO:

- From YAS NDB track 138° to GOONY
 - Turn **RIGHT**, track 170° to TALAG
Cross TALAG AT or ABV 5000FT
 - Track via VOR RWY 17 approach

RWY 35 ALPHA:

From YAS NDB track 169° to LANYO
Cross LANYO AT or ABV 10,000FT
Turn LEFT, track 147° to HONEY
Turn LEFT, track 056° to DALEY
Turn LEFT, track 010° to MENZI
Cross MENZI AT or ABV 5500FT
Intercept LOC RWY 35

RWY 35 BRAVO:

- From YAS NDB track 169° to LANYO
 Cross LANYO AT or ABV 10,000FT
- Turn LEFT, track 147° to HONEY
- Turn LEFT, track 056° to DALEY
- Turn LEFT, track 010° to MENZI
 Cross MENZI AT or ABV 5500FT
- Track via VOR RWY 35 approach

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

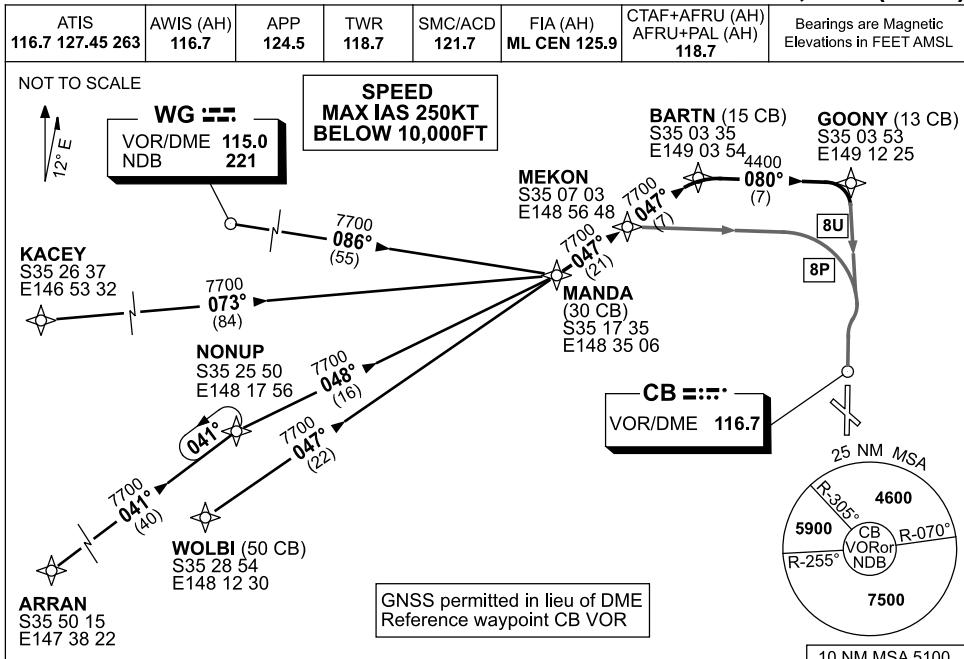
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
 - Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: Editorial.

SCBSR05-136

22 AUG 2013

**STANDARD ARRIVAL ROUTE (STAR)
MANDA EIGHT PAPA, UNIFORM, ARRIVALS (RNAV)
CANBERRA, ACT (YSCB)**

**TRANSITIONS:**

- WAGGA:** From WG VOR to MANDA:
(WG)
• Track 086° to MANDA
• Then follow ARRIVAL instructions
- KACEY:** From KACEY to MANDA:
• Track 073° to MANDA
• Then follow ARRIVAL instructions

- ARRAN:** From ARRAN to MANDA:
• Track 041° to NONUP
• Turn RIGHT, track 048° to MANDA
• Then follow ARRIVAL instructions
- NONUP:** From NONUP to MANDA:
• Track 048° to MANDA
• Then follow ARRIVAL instructions
- WOLBI:** From WOLBI to MANDA:
• Track 047° to MANDA
• Then follow ARRIVAL instructions

ARRIVAL: MANDA EIGHT

- RWY 17 PAPA:** From MANDA track 047° to MEKON
• Track via RNAV-P (RNP) RWY 17

- RWY 17 UNIFORM:** From MANDA track 047° to MEKON
• Track 047° to BARTN
• Turn RIGHT, track 080° to GOONY
• Track via RNAV-U (RNP) RWY 17

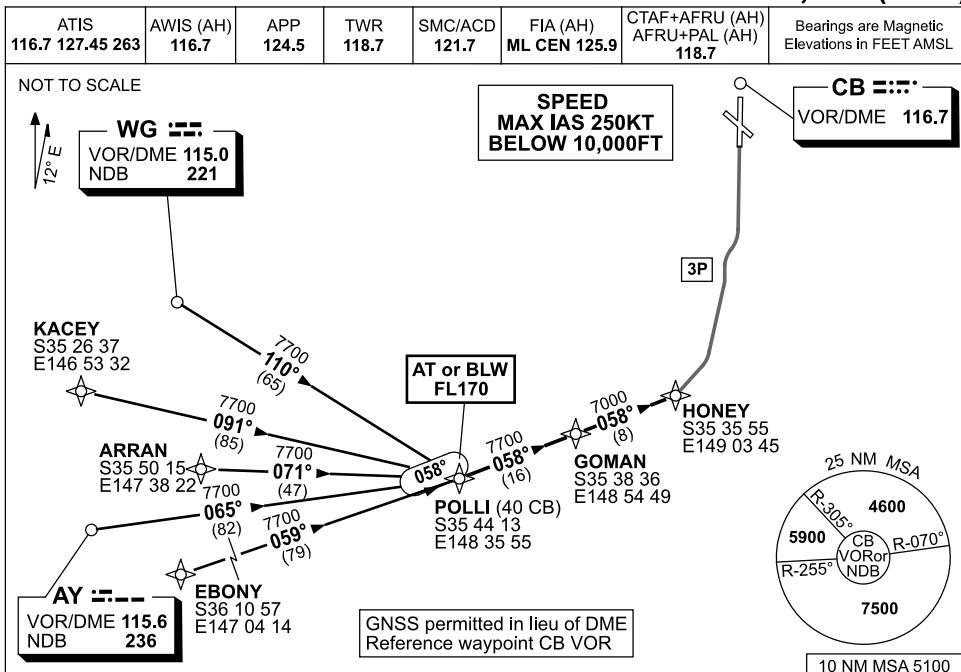
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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: PROC NAME.

SCBSR06-136

13 NOV 2014

**STANDARD ARRIVAL ROUTE (STAR)
POLLI FOUR PAPA ARRIVAL (RNAV)
CANBERRA, ACT (YSCB)**
**TRANSITIONS:**

- WAGGA (WG)**: From WG VOR to POLLI:
 • Track 110° to POLLI
 • Then follow ARRIVAL instructions
- KACEY**: From KACEY to POLLI:
 • Track 091° to POLLI
 • Then follow ARRIVAL instructions

ARRAN (AY): From ARRAN to POLLI:

- Track 071° to POLLI
- Then follow ARRIVAL instructions

ALBURY (AY): From AY VOR to POLLI:

- Track 065° to POLLI
- Then follow ARRIVAL instructions

EBONY: From EBONY to POLLI:

- Track 059° to POLLI
- Then follow ARRIVAL instructions

ARRIVAL: POLLI FOUR

- RWY 35 PAPA:** Cross POLLI AT or BLW FL170
 • From POLLI track 058° to GOMAN
 • Track 058° to HONEY
 • Track via RNAV-P (RNP) RWY 35

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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.

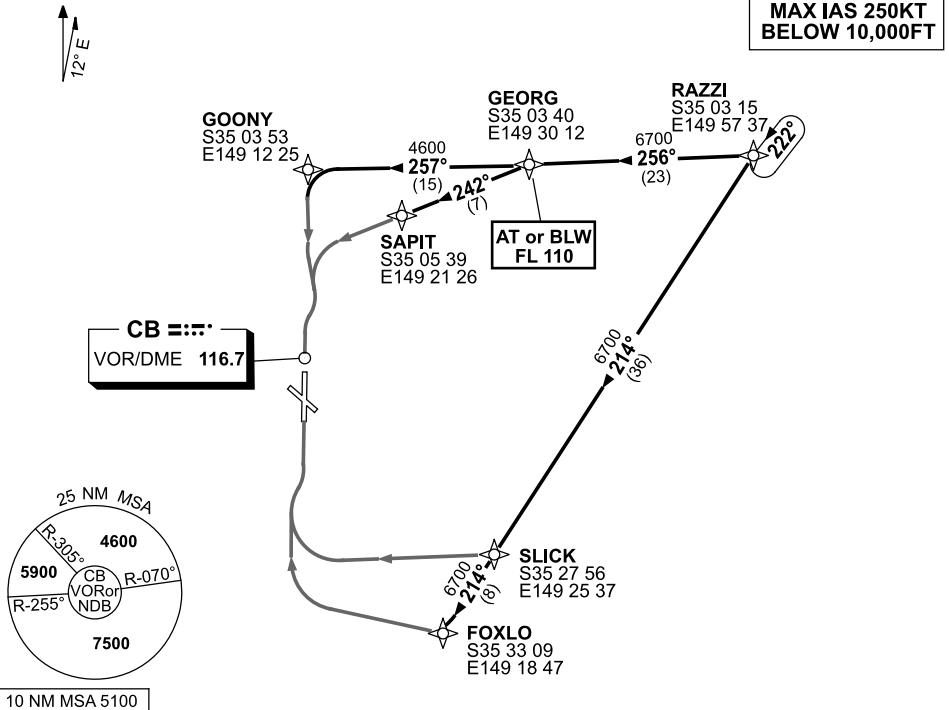
**STANDARD ARRIVAL ROUTE (STAR)
RAZZI THREE PAPA, UNIFORM ARRIVALS (JET) (RNAV)
CANBERRA, ACT (YSCB)**

12 NOV 2015

ATIS 116.7	AWIS (AH) 127.45	APP 263	TWR 116.7	SMC/ACD 124.5	FIA (AH) ML CEN 121.7	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE

**SPEED
MAX IAS 250KT
BELOW 10,000FT**



ARRIVAL: RAZZI THREE

RWY 17 PAPA:

- From RAZZI track 256° to GEORG
- Cross GEORG AT or BLW FL110**
- Turn LEFT, track 242° to SAPIT
- Track via RNAV-P (RNP) RWY 17

RWY 17 UNIFORM:

- From RAZZI track 256° to GEORG
- Cross GEORG AT or BLW FL110
- Track 257° to GOONY
- Track via RNAV-U (RNP) RWY 17

RWY 35 PAPA:

- From RAZZI track 214° to SLICK
- Track via RNAV-P (RNP) RWY 35

RWY 35 UNIFORM:

- From RAZZI track 214° to SLICK
- Track 214° to FOXLO
- Track via RNAV-U (RNP) RWY 35

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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: PROC NUMBER, Editorial.

SCBSR08-145

22 AUG 2013

STANDARD ARRIVAL ROUTE (STAR)
YASS TWO UNIFORM ARRIVAL (RNAV)
CANBERRA, ACT (YSCB)

ATIS 116.7 127.45 263	AWIS (AH) 116.7	APP 124.5	TWR 118.7	SMC/ACD 121.7	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE

SPEED
MAX IAS 250KT
BELOW 10,000FT



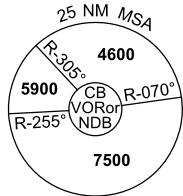
YAS
NDB 335

138°
(16)

GOONY (13 CB)
S35 03 53
E149 12 25

2U

CB
VOR/DME 116.7



GNSS permitted in lieu of DME
Reference waypoint CB VOR

10 NM MSA 5100

ARRIVAL: YASS TWO

RWY 17 UNIFORM:

- From YAS NDB track 138° to GOONY
• Track via RNAV-U (RNP) RWY 17

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

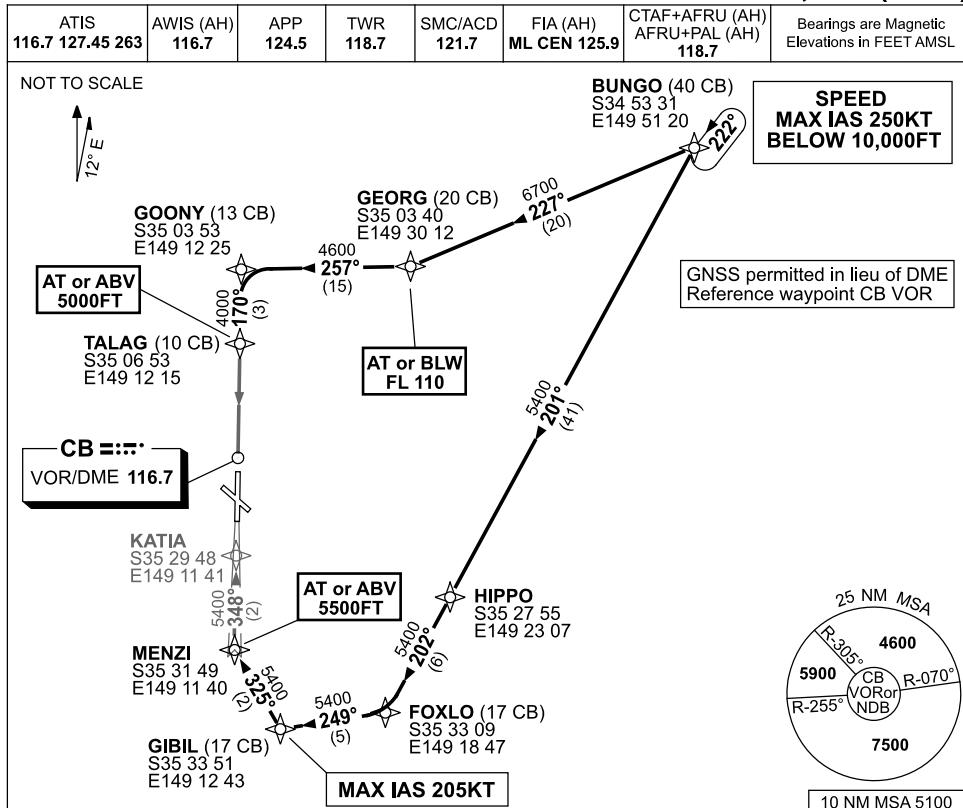
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: Editorial.

SCBSR09-136

12 NOV 2015

**STANDARD ARRIVAL ROUTE (STAR)
BUNGO TWO ALPHA, BRAVO,
ARRIVALS (NON-JET) (RNAV)
CANBERRA, ACT (YSCB)**



ARRIVAL: BUNGO TWO

RWY 17 BRAVO:

- From BUNGO track 227° to GEORG
Cross GEORG AT or BLW FL110
- Turn RIGHT, track 257° to GOONY
 - Turn LEFT, track 170° to TALAG
 - Cross** TALAG AT or ABV 5000FT
 - Track via VOR RWY 17 approach

RWY 35 ALPHA:

- From BUNGO track 201° to HIPPO
- Track 202° to FOXLO
 - Turn RIGHT track 249° to GIBIL
 - Turn RIGHT, track 325° to MENZI
 - Cross** MENZI AT or ABV 5500FT
 - Intercept LOC RWY 35

RWY 35 BRAVO:

- From BUNGO track 201° to HIPPO
- Track 202° to FOXLO
 - Turn RIGHT track 249° to GIBIL
 - Turn RIGHT, track 325° to MENZI
 - Cross** MENZI AT or ABV 5500FT
 - Track via VOR RWY 35 approach

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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: PROC NUMBER.

SCBSR10-145

12 NOV 2015

STANDARD ARRIVAL ROUTE (STAR)
RAZZI THREE VICTOR ARRIVAL (JET) (RNAV)
CANBERRA, ACT (YSCB)

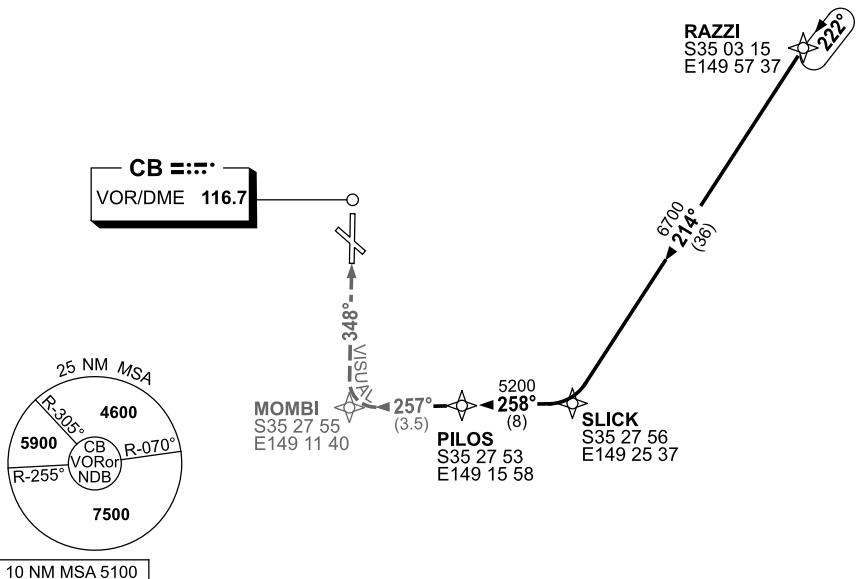
ATIS 116.7 127.45 263	AWIS (AH) 116.7	APP 124.5	TWR 118.7	SMC/ACD 121.7	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



GNSS permitted in lieu of DME
Reference waypoint CB VOR

SPEED
MAX IAS 250KT
BELOW 10,000FT



10 NM MSA 5100

ARRIVAL: RAZZI THREE

RWY 35 VICTOR:

(HJ ONLY)

- From RAZZI track 214° to SLICK
- Turn RIGHT, track 258° to PILOS
- Track 257° VISUAL to MOMBIA
- Turn RIGHT, intercept VISUAL final RWY 35

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

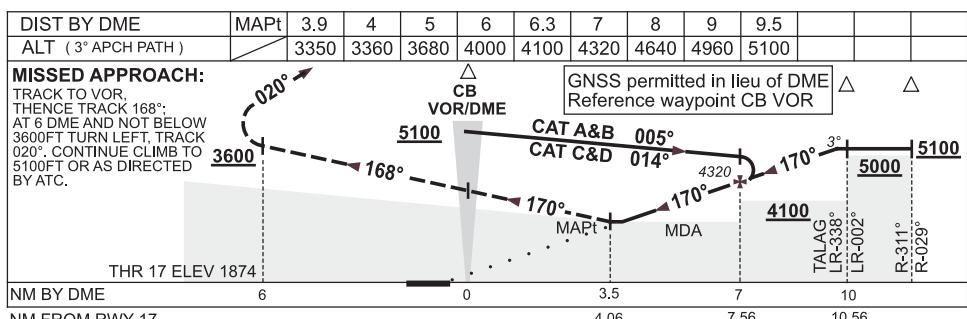
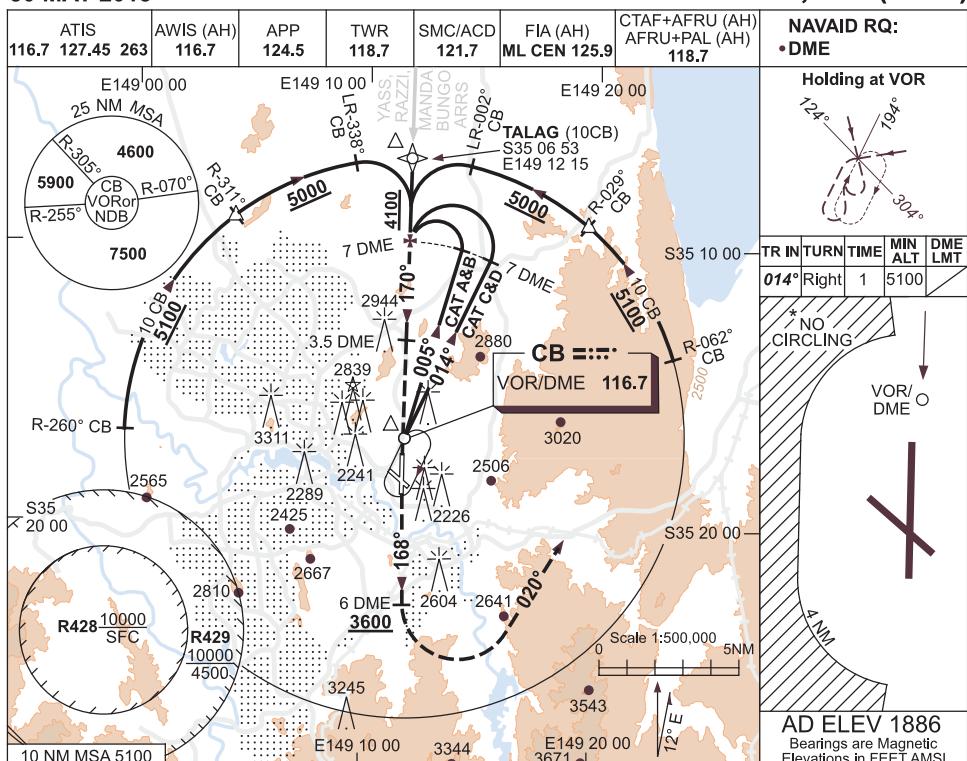
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: SLICK-PILOS DIST, RWY 35V HJ, Editorial.

SCBSR11-145

30 MAY 2013

USE QNH

VOR RWY 17
CANBERRA, ACT (YSCB)

CATEGORY	A	B	C	D
S-I VOR/DME			3350 (1476-5.0)	
CIRCLING *	NOT AUTHORISED		3580 (1694-4.0)	3720 (1834-5.0)
ALTERNATE	(2194-6.0)			(2334-7.0)

Changes: R428, R429.

SCBV001-135

- MAX IAS:
INITIAL : 210KT.

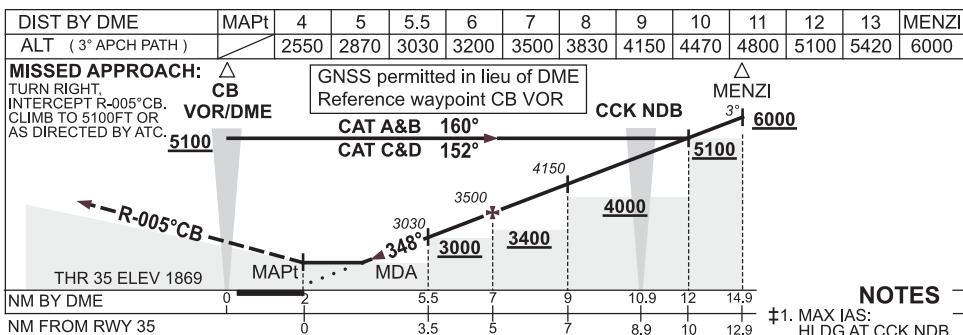
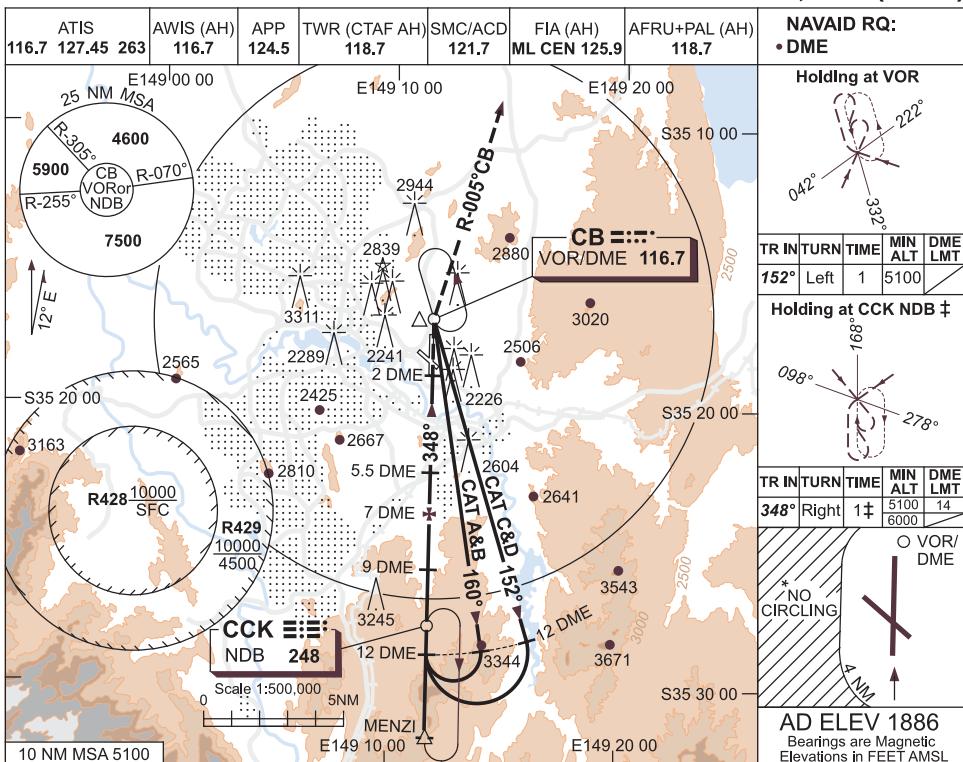
- NO CIRCLING
BEYOND 4NM WEST
OF RWY 17/35.

- ACT MAY BE RADAR
VECTORED TO IAF.

- COLOUR: SEE
SPEC NOTICES.

30 MAY 2013

USE QNH

VOR RWY 35
CANBERRA, ACT (YSBC)

CATEGORY	A	B	C	D
S-I VOR/DME (2.5% MAP)		2720 (851-4.9)		
# S-I VOR/DME (5.2% MAP)		2550 (681-3.9)		
CIRCLING *	3350 (1464-2.4)	3580 (1694-4.0)	3720 (1834-5.0)	
ALTERNATE	(1964-4.4)	(2194-6.0)	(2334-7.0)	

- *1. MAX IAS: HLDG AT CCK NDB 5100FT: 170KT, 6000FT: 210KT, MAP TURN: 230KT.
- *2. NO CIRCLING BEYOND 4NM WEST OF RWY 17/35.
- 3. ACFT MAY BE RADAR VECTORED TO IAF.
- #4. MIN MAP GRAD 5.2% TO 2800FT, THEN 2.5%.
- 5. COLOUR: SEE SPEC NOTICES.

Changes: STEP ALT, R428, R429.

SCBV002-135