

Airport Information

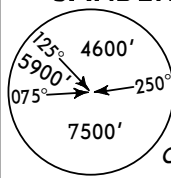
Details for CANBERRA	
City	CANBERRA
State/Province	AC
Country	AUS
Latitude	S 35° 18' 25.00"
Longitude	E 149° 11' 42.00"
Elevation	1886
Longest Runway	10700
Magnetic Variance	E 12.0°
Fuel Type	100-130 octane fuel is available JET A-1 fuel is available
Oxygen	Low pressure is available.
Repair Facility	Repair facilities are unavailable
Landing Fee	There is a landing fee.
Jet Start Unit	A starting unit is available at the airport.
Precision Approach	Availability is Unknown.
Beacon Light	A beacon light is available.
Customs Facilities	Customs are available without restriction
Usage Type	Airport/Heliport is open to the public.
Time Zone Conversion	-10:00=UTC
Daylight Savings	Airport observes daylight savings time
Change Notices Available	none

Terminal Chart Change Notices

*ATIS 116.7 127.45 263
 AWIS 116.7 when ATIS inop.
 CANBERRA Approach (*R) Within 30 NM:
 East of Rwy 17/35 124.5
 West of Rwy 17/35 125.9
 *CANBERRA Tower 118.7
 *Ground 121.7
 MELBOURNE Center (FIA) 125.9 (On ground) When Twr inop.
 CTAF (AFRU+PAL) 118.7 when Twr inop.

CANBERRA, ACT, AUSTRALIA

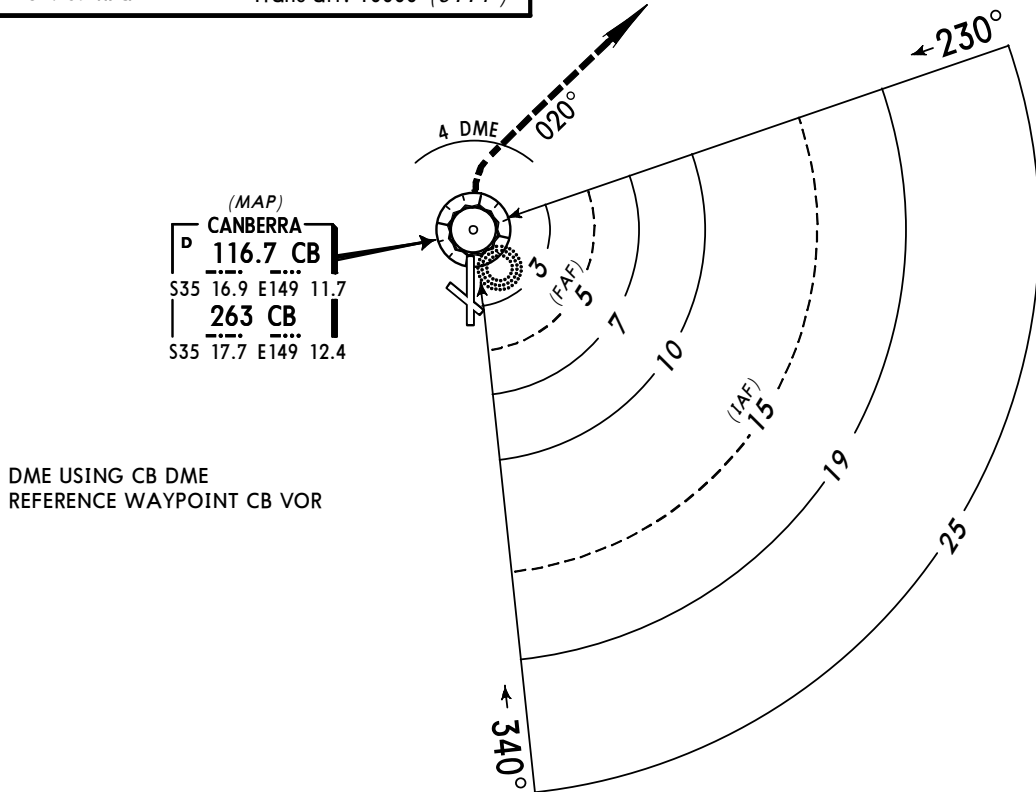
CANBERRA SECTOR A



MSA
 CB VOR or NDB
 within 25 NM
 5100' within 10 NM
 VOR 116.7 CB
 NDB 263 CB
 Apt. Elev 1886'

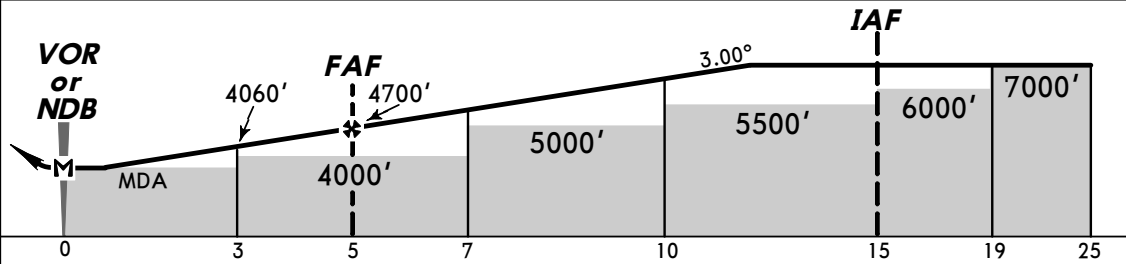
Alt Set: hPa Trans level: FL 110
 Apt Elev: 67 hPa Trans alt: 10000' (8114')

NOT TO SCALE



DME USING CB DME
 REFERENCE WAYPOINT CB VOR

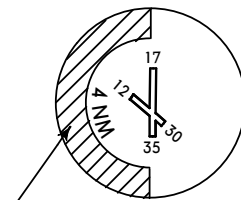
NM to VOR	0.8	1.0	1.5	1.9	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	12.0	12.2
ALTITUDE	3350'	3430'	3580'	3720'	3750'	4060'	4380'	4700'	5020'	5340'	5650'	5970'	6290'	6930'	7000'



MISSED APPROACH: Turn RIGHT, track 020°, climb to 5100' or as directed by ATC.

Requirement: Complete turn within CB 4 DME.

	Actual Aero QNH	CIRCLE-TO-LAND	Forecast Terminal QNH
MDA(H)	A, B: 3250' (1364')		A, B: 3350' (1464')
	C: 3480' (1594')		C: 3580' (1694')
	D: 3620' (1734')		D: 3720' (1834')
A	2.4 km		2.4 km
B	2.4 km		2.4 km
C	4.0 km		4.0 km
D	5.0 km		5.0 km



No circling beyond 4 NM WEST of Rwy 17/35.

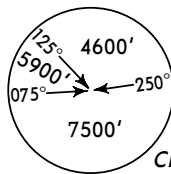
PANS OPS

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at VOR or NDB						

CANBERRA, ACT, AUSTRALIA

**CANBERRA
SECTOR C**

*ATIS 116.7 127.45 263
 AWIS 116.7 when ATIS inop.
 CANBERRA Approach (*R) Within 30 NM:
 East of Rwy 17/35 124.5
 West of Rwy 17/35 125.9
 *CANBERRA Tower 118.7
 *Ground 121.7
 MELBOURNE Center (FIA) 125.9 (On ground) When Twr inop.
 CTAF (AFRU+PAL) 118.7 when Twr inop.



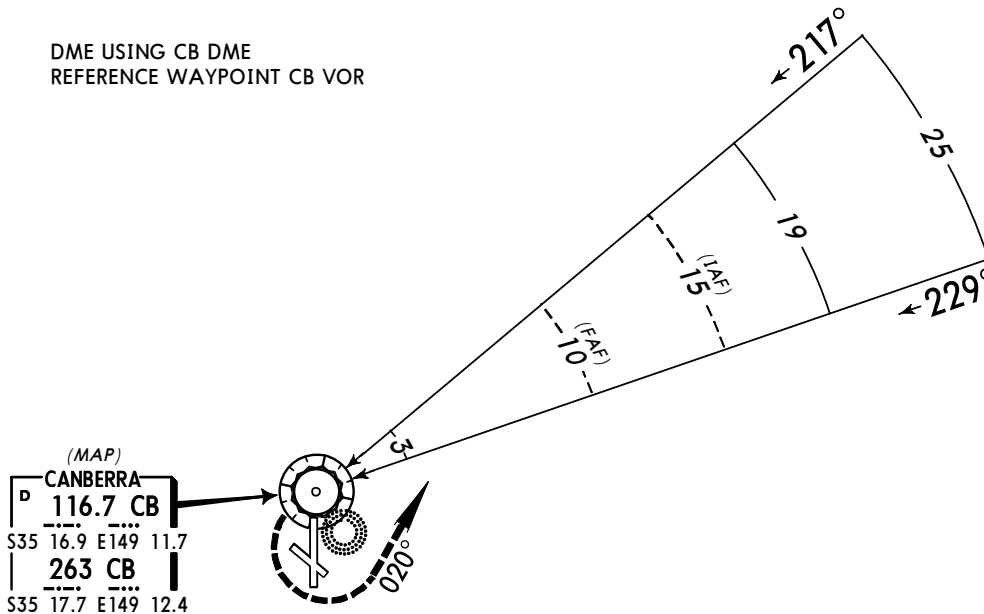
MSA 7500'
 CB VOR or NDB within 25 NM
 5100' within 10 NM Apt. Elev 1886'

VOR 116.7 CB
 NDB 263 CB

Alt Set: hPa Trans level: FL 110
 Apt Elev: 67 hPa Trans alt: 10000' (8114')

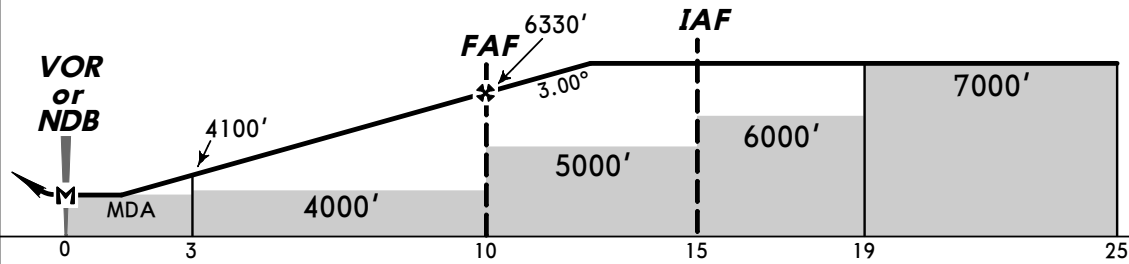
DME USING CB DME
 REFERENCE WAYPOINT CB VOR

NOT TO SCALE



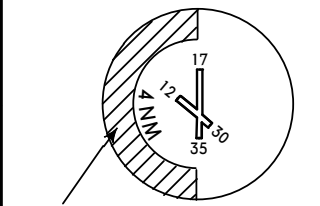
(MAP)	CANBERRA
D	116.7 CB
S35 16.9 E149 11.7	
	263 CB
S35 17.7 E149 12.4	

NM to VOR	0.7	1.4	1.8	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	12.1
ALTITUDE	3350'	3580'	3720'	3780'	4100'	4420'	4740'	5050'	5370'	5690'	6010'	6330'	6650'	6970'	7000'



MISSED APPROACH: Turn LEFT, track 020°, climb to 5100' or as directed by ATC.

	CIRCLE-TO-LAND	
	Actual Aero QNH	Forecast Terminal QNH
A	A, B: 3250' (1364')	A, B: 3350' (1464')
B	C: 3480' (1594')	C: 3580' (1694')
C	D: 3620' (1734')	D: 3720' (1834')
D		



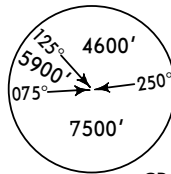
No circling beyond 4 NM WEST of Rwy 17/35.

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at VOR or NDB						

PANS OPS

*ATIS 116.7 127.45 263
 AWIS 116.7 when ATIS inop.
 CANBERRA Approach (*R) Within 30 NM:
 East of Rwy 17/35 124.5
 West of Rwy 17/35 125.9
 *CANBERRA Tower 118.7
 *Ground 121.7
 MELBOURNE Center (FIA) 125.9 (On ground) When Twr inop.
 CTAF (AFRU+PAL) 118.7 when Twr inop.

CANBERRA, ACT, AUSTRALIA



CANBERRA

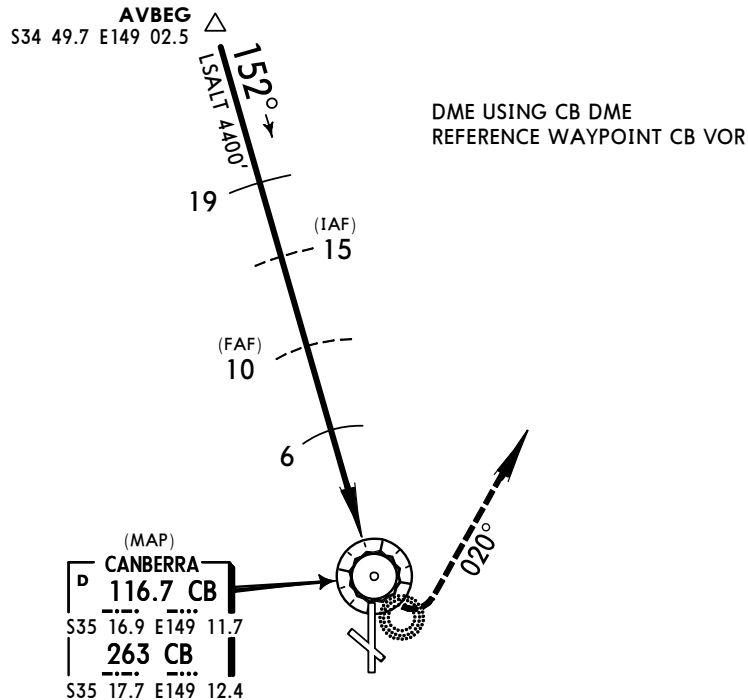
VOR 116.7 CB

NDB 263 CB

MSA
 CB VOR or NDB
 5100' within 10 NM Apt. Elev 1886'

Alt Set: hPa Trans level: FL110
 Apt Elev: 67 hPa Trans alt: 10000' (8114')

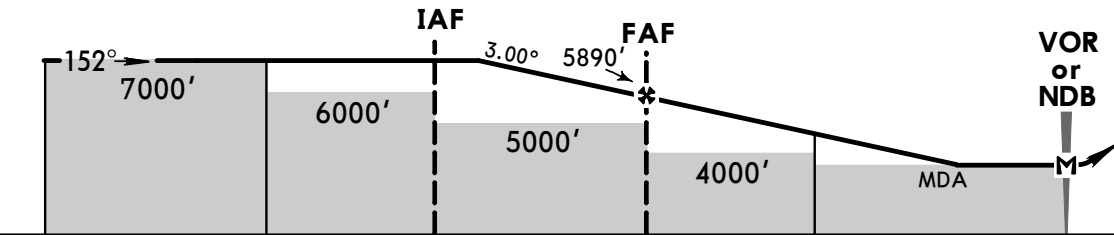
AVBEG to CB VOR/NDB



NOT TO SCALE

- ① NM to VOR
- ② ALTITUDE

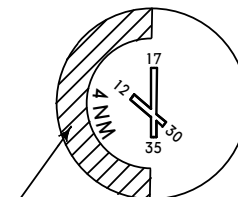
①	13.5	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.2	3.0	2.8	2.7
②	7000'	6840'	6520'	6200'	5890'	5570'	5250'	4930'	4610'	4300'	3980'	3720'	3660'	3580'	3550'



MISSED APPROACH: Turn LEFT, track 020°, climb to 5100' or as directed by ATC.

CIRCLE-TO-LAND

	Actual Aero QNH	Forecast Terminal QNH
A	A, B: 3450' (1564')	A, B: 3550' (1664')
B	C: 3480' (1594')	C: 3580' (1694')
C	D: 3620' (1734')	D: 3720' (1834')
D		



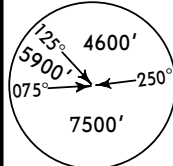
No circling beyond 4 NM WEST of Rwy 17/35.

PANS OPS

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at VOR or NDB						

*ATIS 116.7 127.45 263
 AWIS 116.7 when ATIS inop.
 CANBERRA Approach (*R) Within 30 NM:
 East of Rwy 17/35 124.5
 West of Rwy 17/35 125.9
 *CANBERRA Tower 118.7
 *Ground 121.7
 MELBOURNE Center (FIA) 125.9 (On ground) When Twr inop.
 CTAF (AFRU+PAL) 118.7 when Twr inop.

CANBERRA, ACT, AUSTRALIA



CANBERRA

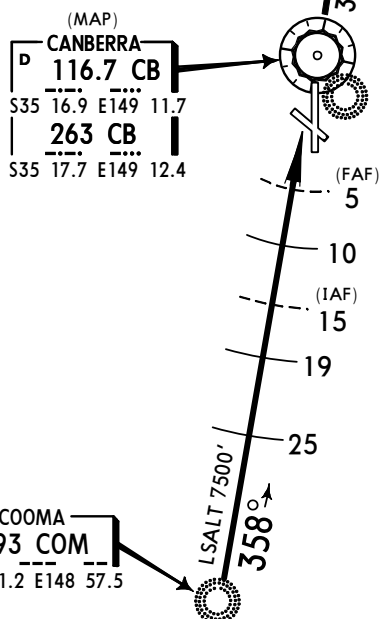
VOR 116.7 CB

NDB 263 CB

MSA
 CB VOR or NDB
 5100' within 10 NM Apt. Elev **1886'**

Alt Set: hPa Trans level: FL110
 Apt Elev: 67 hPa Trans alt: 10000' (8114')

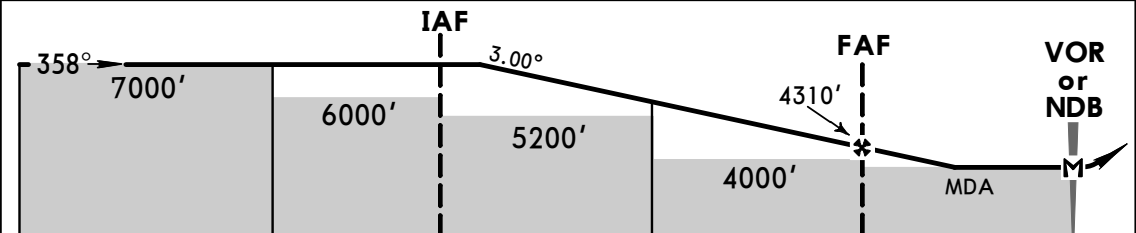
COM NDB to CB VOR/NDB



DME USING CB DME
 REFERENCE WAYPOINT CB VOR

NOT TO SCALE

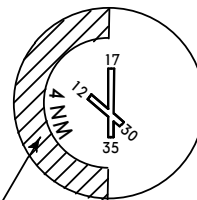
NM to VOR	13.5	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.2	3.0	2.7	2.0
ALTITUDE	7000'	6850'	6530'	6210'	5900'	5580'	5260'	4940'	4620'	4310'	3990'	3720'	3670'	3580'	3350'



MISSED APPROACH: Track 358°, climb to 5100' or as directed by ATC.

CIRCLE-TO-LAND

	Actual Aero QNH	Forecast Terminal QNH
MDA(H)	A, B: 3250' (1364') C: 3480' (1594') D: 3620' (1734')	A, B: 3350' (1464') C: 3580' (1694') D: 3720' (1834')
A	2.4 km	2.4 km
B	2.4 km	2.4 km
C	4.0 km	4.0 km
D	5.0 km	5.0 km



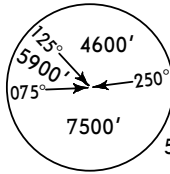
No circling beyond 4 NM WEST of Rwy 17/35.

PANS OPS

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at VOR or NDB						

*ATIS **116.7 127.45 263**
 AWIS **116.7** when ATIS inop.
 CANBERRA Approach (*R) Within 30 NM:
 East of Rwy 17/35 **124.5**
 West of Rwy 17/35 **125.9**
 *CANBERRA Tower **118.7**
 *Ground **121.7**
 MELBOURNE Center (FIA) **125.9** (On ground) When Twr inop.
 CTAF (AFRU+PAL) **118.7** when Twr inop.

CANBERRA, ACT, AUSTRALIA



CANBERRA

VOR **116.7 CB**

MSA
 CB VOR or NDB NDB **263 CB**
 5100' within 10 NM

Apt. Elev **1886'**

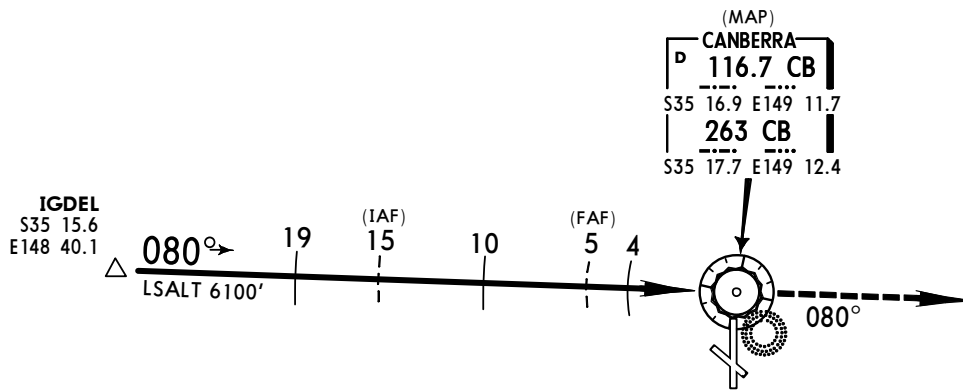
Alt Set: hPa Trans level: FL110
 Apt Elev: 67 hPa Trans alt: 10000' (8114')

IGDEL to CB VOR

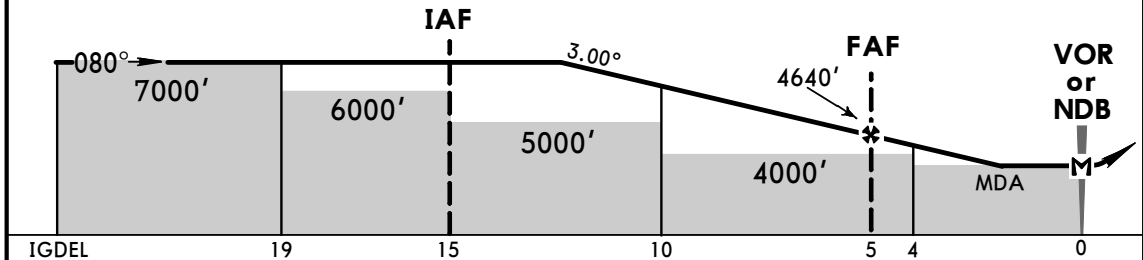
DME USING CB DME
 REFERENCE WAYPOINT CB VOR

NOTE: Arrival is not permitted using CB NDB.

NOT TO SCALE

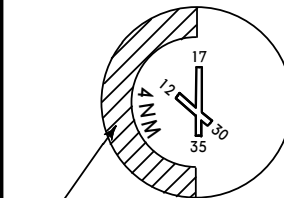


NM to VOR	12.4	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.1	2.0	1.7	1.0
ALTITUDE	7000'	6860'	6540'	6230'	5910'	5590'	5270'	4950'	4640'	4320'	4000'	3720'	3680'	3580'	3350'



MISSED APPROACH: Track 080°, climb to 5100' or as directed by ATC.

	Actual Aero QNH	CIRCLE-TO-LAND	Forecast Terminal QNH
MDA(H)	A, B: 3250' (1364')		A, B: 3350' (1464')
	C: 3480' (1594')	MDA(H)	C: 3580' (1694')
	D: 3620' (1734')		D: 3720' (1834')
A	2.4 km		2.4 km
B	2.4 km		2.4 km
C	4.0 km		4.0 km
D	5.0 km		5.0 km



No circling beyond 4 NM WEST of Rwy 17/35.

PANS OPS

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at VOR						

*ATIS 116.7 127.45 263

AWIS 116.7 when ATIS inop.

CANBERRA Approach (*R) Within 30 NM: 124.5

CANBERRA, ACT, AUSTRALIA

YSCB CANBERRA

TRANS LEVEL: FL110
TRANS ALT: 10000'

NON-JET ONLY

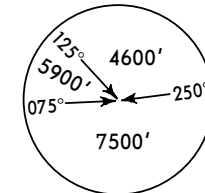
BUNGO TWO ALPHA [BUNG2A], BUNGO TWO BRAVO [BUNG2B] ARRIVALS

SPEED: MAX 250 KIAS BELOW 10000'

RWY 17 BRAVO: From BUNGO track 227° to GEORG. Cross GEORG at or below FL 110. Turn RIGHT, track 257° to GOONY. Turn LEFT, track 170° to TALAG. Cross TALAG at or above 5000'. Track via VOR RWY 17 approach.

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 above 5500'. Track via VOR RWY 35 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 above 5500'. Intercept LOC RWY 35.



*Pilot activated lighting on 118.7

GEORG
D20 CB
S35 03.7 E149 30.2

MSA
CB VOR or NDB
5100' within 10 NM

BUNGO
D40 CB
S34 53.5
E149 51.3

AT OR BELOW
FL 110

GOONY
D13 CB
S35 03.9
E149 12.4

BUNGO 2B
(RWY 17)
6700T
20

222°
042°

170°
4000T
3

4600T
15

TALAG
D10 CB
S35 06.9 E149 12.3
AT OR ABOVE
5000'

CANBERRA
D 116.7 CB
S35 16.9 E149 11.7
263 CB
S35 17.7 E149 12.4

BUNGO 2A
BUNGO 2B
(RWY 35)
5400T
41



Direct distance to Canberra Apt from:
KATIA 11 NM
TALAG 12 NM

KATIA
S35 29.8
E149 11.7

LOC
109.5 ICB

HIPPO
S35 27.9
E149 23.1

MENZI
S35 31.8
E149 11.7
AT OR ABOVE
5500'

GNSS permitted in lieu of DME
Reference waypoint CB VOR

GIBIL
D17 CB
S35 33.8 E149 12.7
MAX
205 KIAS

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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 EMERGENCY PROCEDURES.

*ATIS 116.7 127.45 263

AWIS 116.7 when ATIS inop.

CANBERRA Approach (*R) Within 30 NM: 124.5

CANBERRA, ACT, AUSTRALIA

YSCB CANBERRA

TRANS LEVEL: FL110
TRANS ALT: 10000'

NON-JET ONLY

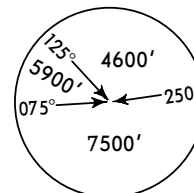
BUNGO TWO VICTOR [BUNG2V] ARRIVAL

SPEED: MAX 250 KIAS BELOW 10000'

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.



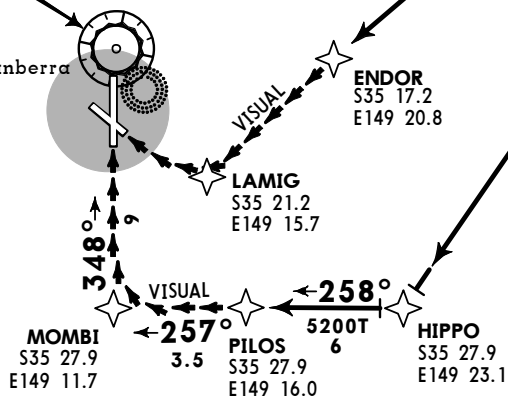
GNSS permitted in lieu of DME
Reference waypoint CB VOR

*Pilot activated lighting on 118.7



CANBERRA	
D	116.7 CB
S35 16.9	E149 11.7
263 CB	
S35 17.7	E149 12.4

Canberra



Direct distance to Canberra Apt from:
LAMIG 4 NM

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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 EMERGENCY PROCEDURES.

CANBERRA, ACT, AUSTRALIA

YSCB CANBERRA

*CANBERRA Clearance 121.7
Departure (*R) Within 30 NM:
East of Rwy 17/35 124.5
West of Rwy 17/35 125.9

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RUNWAYS 12, 17 & 35

CANBERRA NINE DEPARTURE (RADAR)
[CB9]

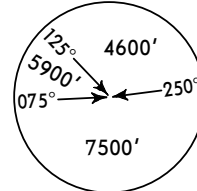
Minimum required climb gradients:

Rwy 12: 5.8% to 3200'.

Rwy 17: 4.9% to 4800'.

Rwy 35: 6.6% to 3400'.

Gnd speed-Kts	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489
5.8% V/V (fpm)	441	587	881	1175	1468	1762
6.6% V/V (fpm)	501	668	1003	1337	1671	2005



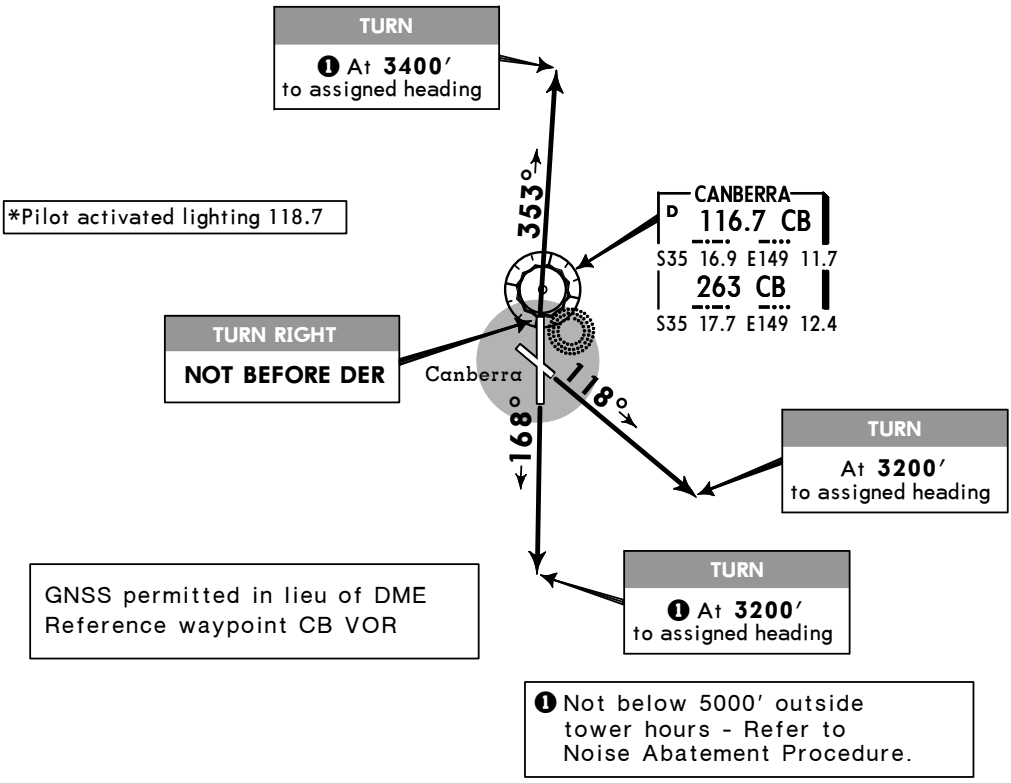
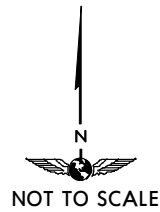
MSA
CB VOR or NDB
5100' within 10 NM

DEPARTURE

RWY 12: Track 118°. At 3200' turn to assigned heading.

RWY 17: Track 168°. At 3200' ① turn to assigned heading.

RWY 35: Not before departure end of runway turn RIGHT, track 353°. At 3400' ① turn to assigned heading.



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

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.

*CANBERRA Clearance 121.7
Departure (*R): 124.5

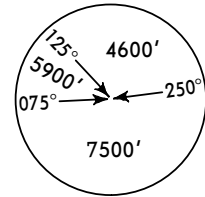
TRANS LEVEL: FL 110
TRANS ALT: 10000'

NON-JETS ONLY

AKMIR ONE DEPARTURE
[AKMIR1]

Minimum required climb gradients:
Rwy 17: 4.9% to 4800'.
Rwy 35: 6.6% to 3400'.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489
6.6% V/V (fpm)	501	668	1003	1337	1671	2005



MSA
CB VOR or NDB
5100' within 10 NM

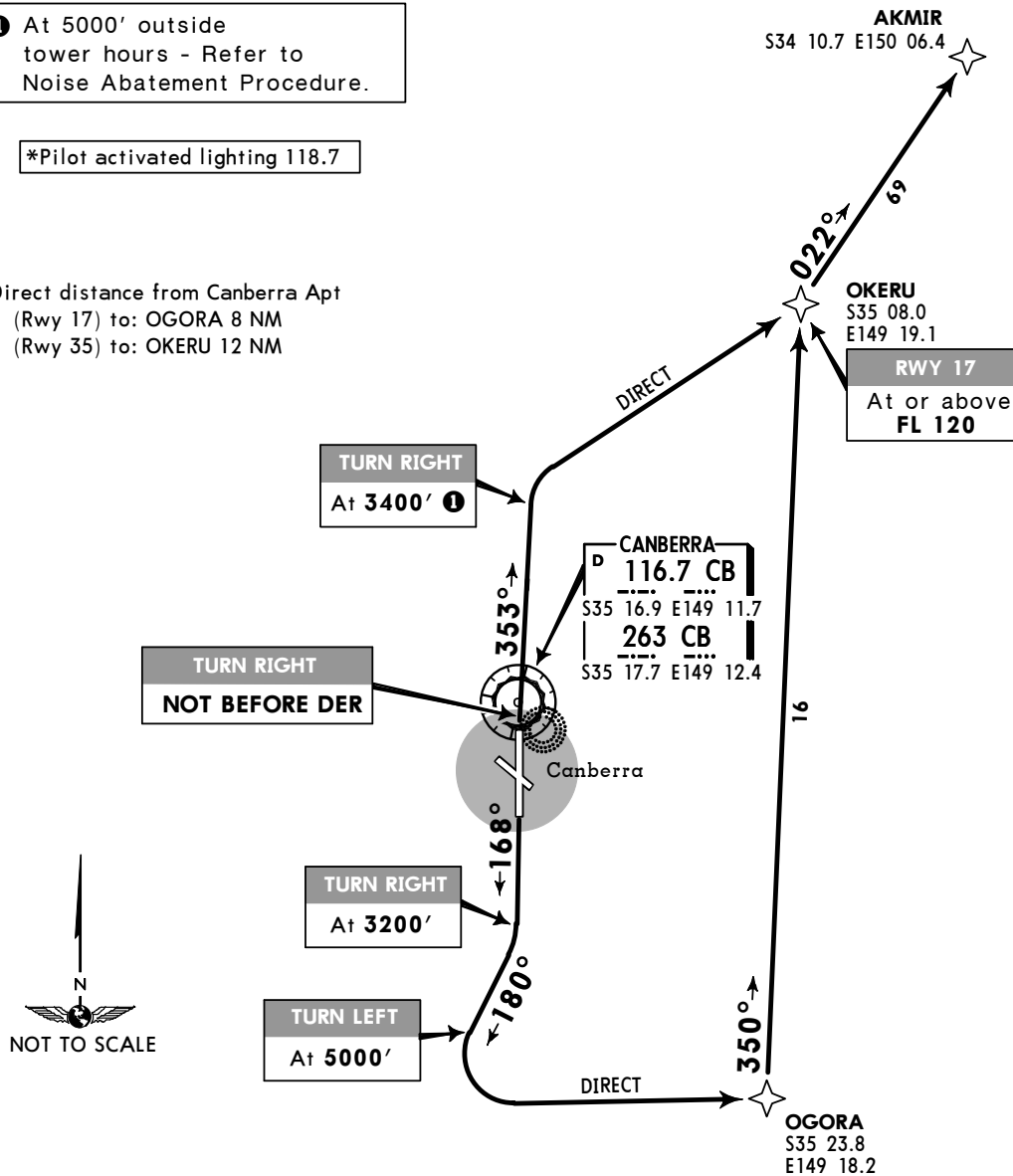
RWY 17: Track 168°. At 3200' turn RIGHT, track 180°. At 5000' turn LEFT, track direct to OGORA. Turn LEFT, track 350° to OKERU. Cross OKERU at or above FL 120. Turn RIGHT, track 022° to AKMIR, thence as cleared.

RWY 35: Not before departure end of runway turn RIGHT, track 353°. At 3400' ① turn RIGHT, track direct to OKERU. Turn LEFT, track 022° to AKMIR, thence as cleared.

① At 5000' outside tower hours - Refer to Noise Abatement Procedure.

*Pilot activated lighting 118.7

Direct distance from Canberra Apt
(Rwy 17) to: OGORA 8 NM
(Rwy 35) to: OKERU 12 NM



CANBERRA, ACT, AUSTRALIA

*CANBERRA Clearance 121.7
 Departure (*R) Within 30 NM:
 Rwy 35 CULIN/Rwy 17 124.5
 Rwy 35 YAS 125.9

YSCB CANBERRA

TRANS LEVEL: FL 110
 TRANS ALT: 10000'

JETS ONLY

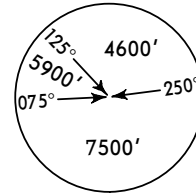
RUNWAYS NORTH

AVBEG ONE [AVBEG1]
 CULIN NINE [CULIN9], DEPARTURES

SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradients:
 Rwy 17: 4.9% to 4800'.
 Rwy 35: 6.6% to 3400'.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489
6.6% V/V (fpm)	501	668	1003	1337	1671	2005



MSA
 CB VOR or NDB
 5100' within 10 NM

RWY 17: Track 168°. At 3200' turn RIGHT, track direct to ROYAL (approx 180°). Turn LEFT, track 075° to ONGLO. Cross ONGLO at or above 8000'. Turn LEFT, track 356° to POPET. From POPET:

For AVBEG: Turn LEFT, track 321° to AVBEG, thence as cleared.

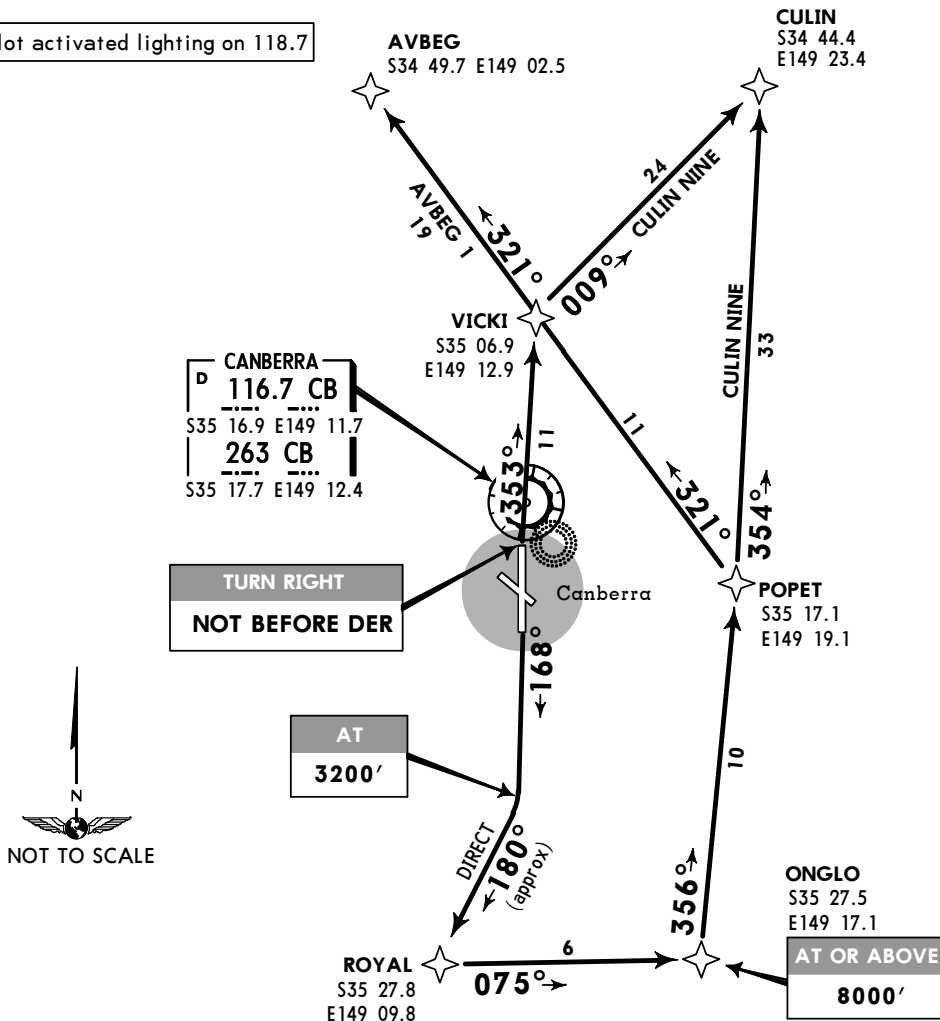
For CULIN: Turn LEFT, track 354° to CULIN, thence as cleared.

RWY 35: Not before departure end of runway turn RIGHT, track 353° to VICKI. From VICKI:

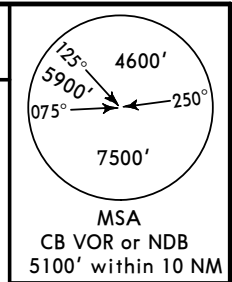
For AVBEG: Turn LEFT. Track 321° to AVBEG, thence as cleared.

For CULIN: Turn RIGHT. Track 009° to CULIN, thence as cleared.

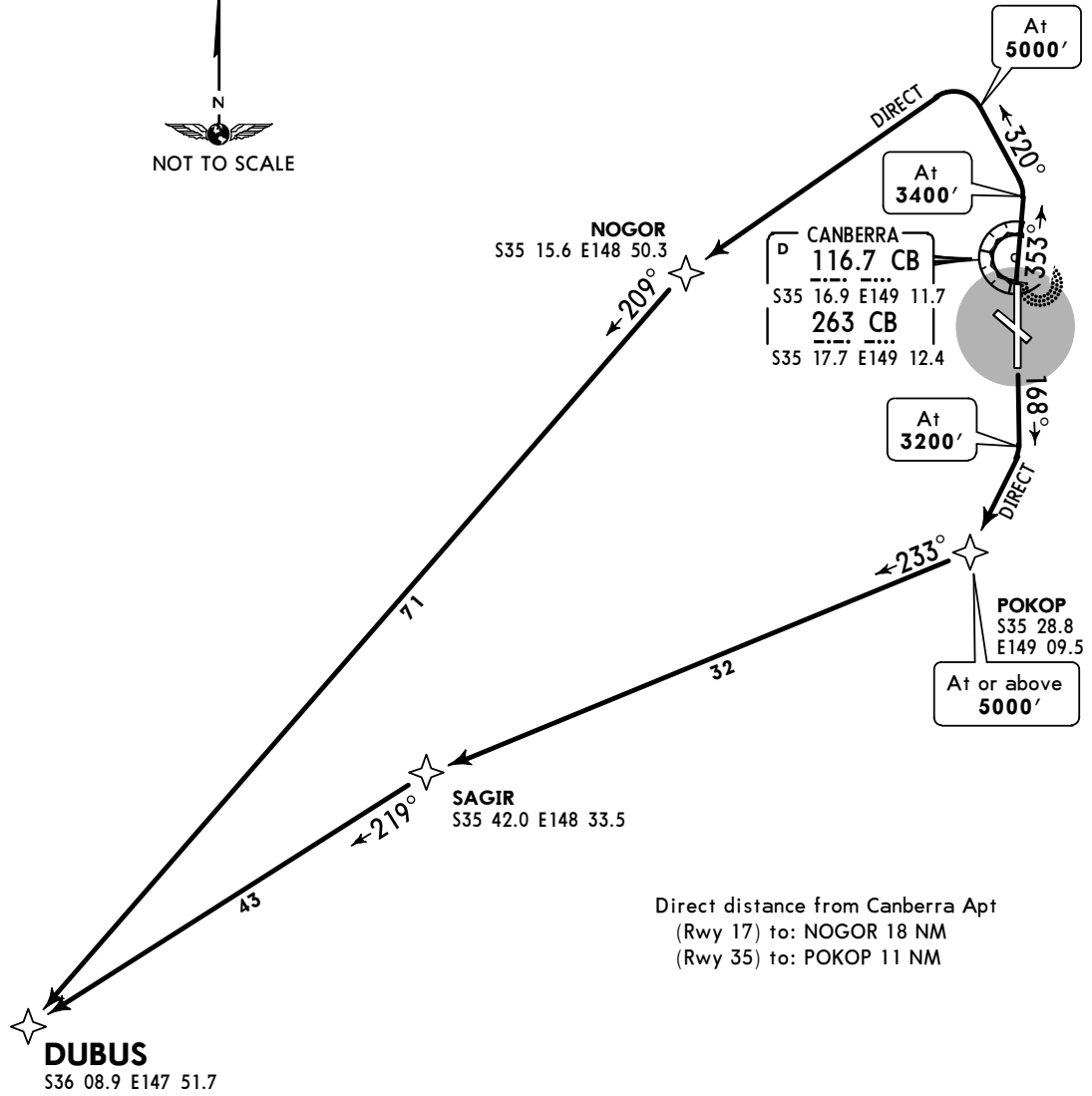
*Pilot activated lighting on 118.7



CANBERRA Departure (R) 125.9	Apt Elev 1886'	Trans level: FL110 Non-jets only.	Trans alt: 10000'
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DUBUS 1 [DUBUS1]



Direct distance from Canberra Apt
(Rwy 17) to: NOGOR 18 NM
(Rwy 35) to: POKOP 11 NM

This SID requires minimum climb gradients:
Rwy 17: 4.9% to 4800'.
Rwy 35: 6.6% to 3400'.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

RWY	INITIAL CLIMB
17	Track 168°. At 3200' turn RIGHT track direct to POKOP. Cross POKOP at or above 5000'. Turn RIGHT, track 233° to SAGIR. Turn LEFT, track 219° to DUBUS, thence as cleared.
35	Not before departure end of runway turn RIGHT track 353°. At 3400' turn LEFT, track 320°. At 5000' turn LEFT, track direct to NOGOR. Turn LEFT, track 209° to DUBUS, thence as cleared.

*CANBERRA Clearance 121.7
Departure (*R) 125.9

YSCB CANBERRA

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY RUNWAYS SOUTH AND WEST

**HOWLY SEVEN [HOWLY7],
NONUP SEVEN [NONUP7],
TANTA ONE [TANTA1],
WAGGA (WG) NINE [WG9] DEPARTURES**

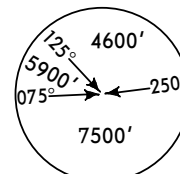
SPEED: MAX IAS 250 KT BELOW 10000'

Minimum required climb gradients:

Rwy 17: 4.9% to 4800'.

Rwy 35: 6.6% to 3400'.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489
6.6% V/V (fpm)	501	668	1003	1337	1671	2005



MSA
CB VOR or NDB
5100' within 10 NM

RWY 17: Track 168°. At 3200' turn RIGHT, track direct 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 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.

For WG: At BIDGI turn RIGHT, track 254° to KEATS. At KEATS turn RIGHT, track 275° to WG VOR, thence as cleared.

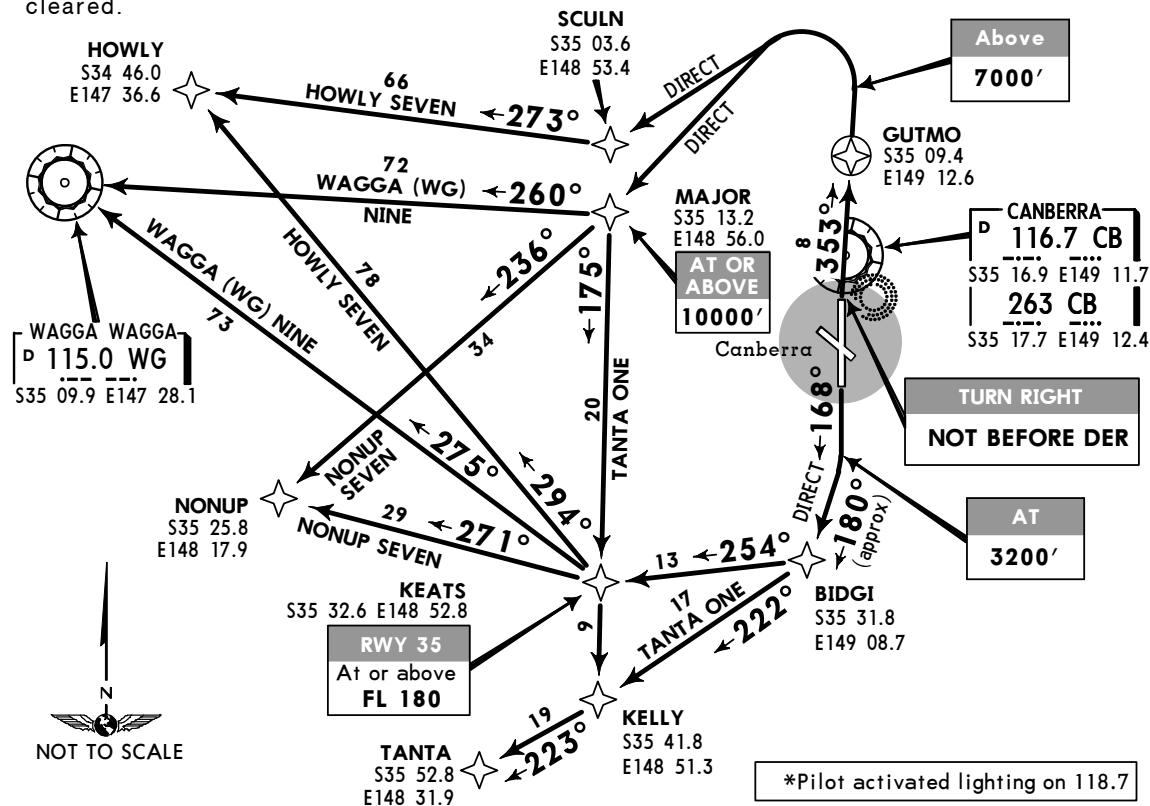
RWY 35: Not before departure end of runway turn RIGHT. Track 353° to GUTMO, thence 353°. After passing GUTMO and 7000' turn LEFT.

For HOWLY: Track direct to SCULN. Track 273° to HOWLY, thence as cleared.

For NONUP: Track direct to MAJOR. Cross MAJOR at or above 10000'. Track 236° to NONUP, thence as cleared.

For TANTA: Track direct to MAJOR. Cross MAJOR at or above 10000'. Turn LEFT, track 175° to KEATS. Cross KEATS at or above FL180. Track 175° to KELLY. Turn RIGHT, track 223° to TANTA, thence as cleared.

For WG: Track direct to MAJOR. Cross MAJOR at or above 10000'. Track 260° to WG VOR, then as cleared.



NOISE ABATEMENT PROCEDURES

SUMMER (Oct-Mar): Local Time minus 11 HOURS = UTC
 WINTER: Local Time minus 10 HOURS = UTC

1. PREFERRED RUNWAYS

PRIORITY	LANDING		TAKE-OFF
	0700-2000 local time	2000-0700 local time	
1	Runway 35, 17 & 30	Runway 17	Runway 35
2	Runway 12	Runway 35 & 30	Runway 17
3		Runway 12	Runway 30 & 12

Notes:

1. The above priorities are to be used to ensure that the majority of movements occur on the most preferred runway.
2. The above priorities do not dictate the mandatory use of opposite direction or crossing runways.

2. PREFERRED FLIGHT PATHS

Noise abatement area

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 graphic depiction on reverse side of this page).

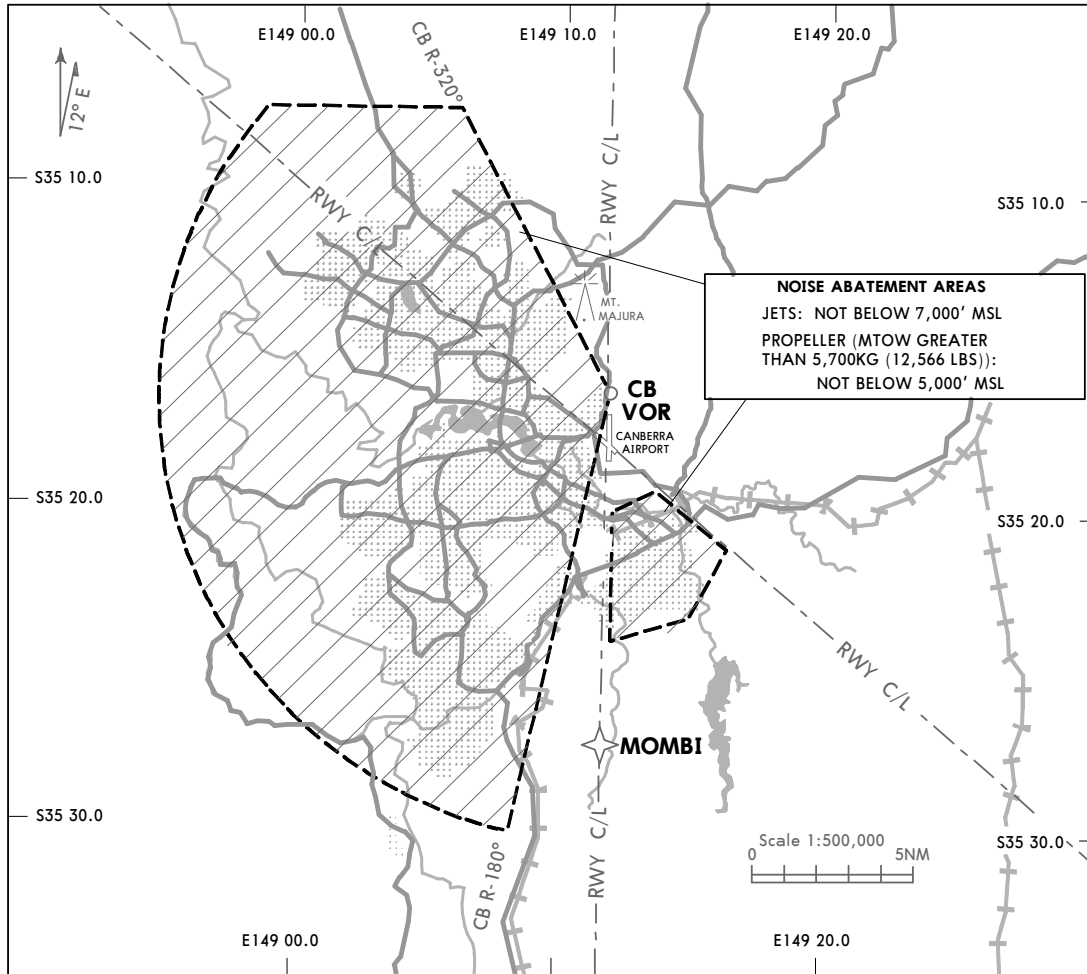
Where it is not practical for aircraft to remain clear of those areas, overflight of the Noise Abatement Area is restricted to heights of not lower than:

- I. 7000' MSL by jet aircraft; and
- II. 5000' MSL by propeller aircraft over 5,700kg (12,566 lbs) MTOW.

Notes: The Noise Abatement Areas do not apply to:

1. Aircraft with priorities in accordance with the following:
 - a. An aircraft in an emergency, including being subjected to unlawful interference, will be given priority in all circumstances.
 - b. A multi-engine aircraft which has suffered the loss of an engine and has not been subject to a SAR phase, or has not been considered under the provision of paragraph a. above, shall be granted priority for landing.
 - c. An aircraft which has suffered radio communications failure will be granted priority for landing.
 - d. An aircraft which has declared a Mercy flight.
 - e. An aircraft participating in a Search and Rescue (SAR), Medical (MEDEVAC) or Fire and Flood Relief (FFR) flights shall be granted priority as necessary.
 - f. An aircraft operating under police call sign 'POLAIR RED' or 'FEDPOL RED' engaged in operations where life is at risk.
2. Aircraft that need to enter the Noise Abatement Area to avoid hazardous weather;
3. Aircraft that need to enter the Noise Abatement Area due to operational requirements;
4. Tower circuit training aircraft;
5. Aircraft that have made an unplanned missed approach and are reprocessed via a circuit;
6. 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.

NOISE ABATEMENT PROCEDURES



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 MOMBI.

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.

NOISE ABATEMENT PROCEDURES**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.

DEPARTING AIRCRAFT DURING ATC HOURS OF OPERATION

ATC will route departing aircraft (including aircraft below 5700kg (12,566 lbs) 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 4500' 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 4500' (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.

DEPARTING AIRCRAFT OUTSIDE ATC HOURS OF OPERATION**a. Departing Rwy 35 (all aircraft over 5700kg (12,566 lbs) MTOW)**

1. Track 353°m (SID Radar initial track).
2. At or above 5000', turn left or right to intercept flight plan route.

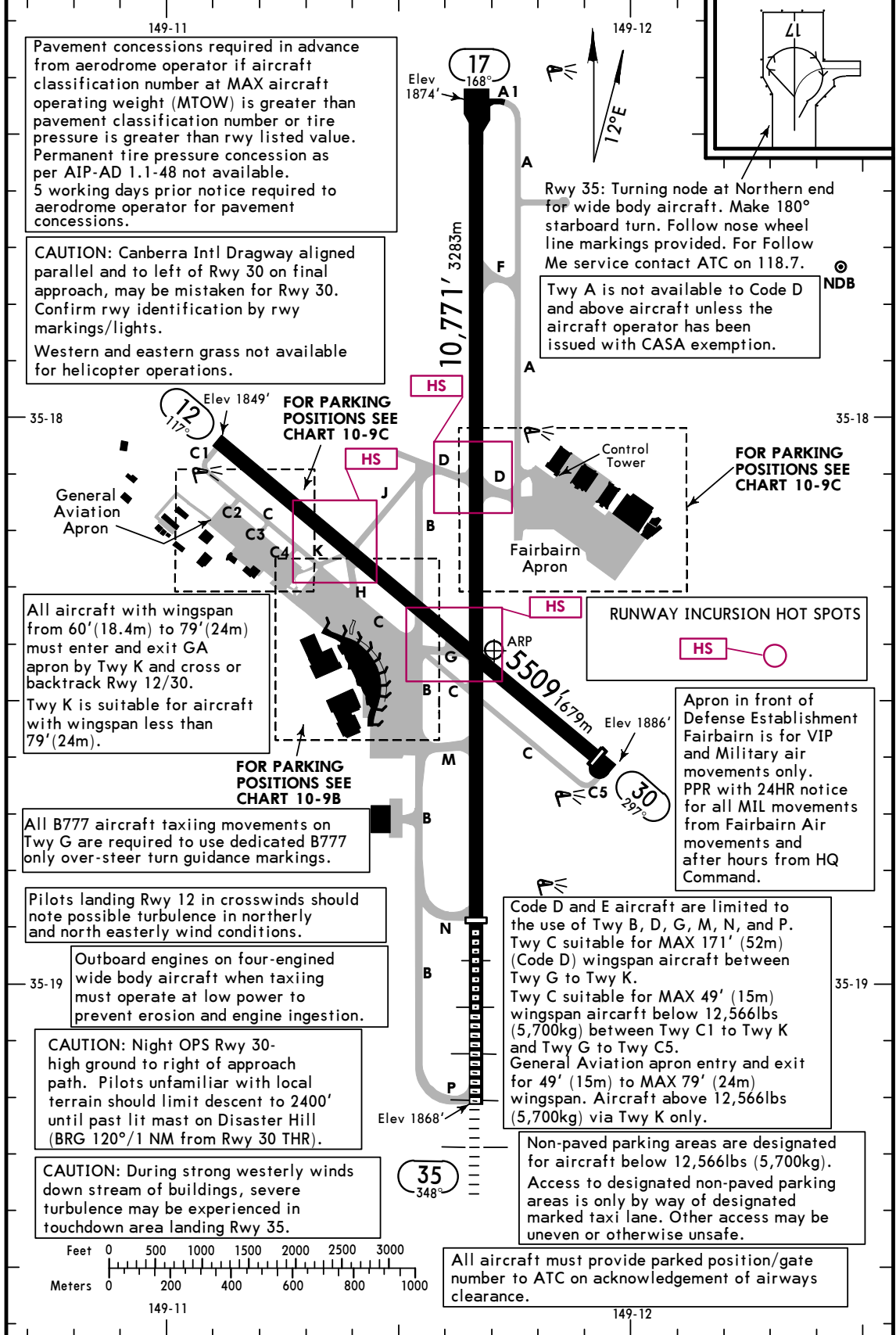
b. Departing Rwy 17 (all aircraft over 5700kg (12,566 lbs) MTOW)

1. Track 168°m (SID Radar initial track).
2. At or above 5000', 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.

*ATIS		AWIS		*CANBERRA Clearance		*Ground	
116.7	127.45	116.7	when ATIS inop.	121.7		121.7	
CANBERRA Departure (FIA) On ground		*Tower	CTAF (AFRU+PAL)		CANBERRA Departure Within 30 NM (*R) East of Rwy 17/35		West of Rwy 17/35
125.9	when Tower inop.	118.7	118.7 when Twr inop.		124.5	125.9	



149-11
 Pavement concessions required in advance from aerodrome operator if aircraft classification number at MAX aircraft operating weight (MTOW) is greater than pavement classification number or tire pressure is greater than rwy listed value. Permanent tire pressure concession as per AIP-AD 1.1-48 not available. 5 working days prior notice required to aerodrome operator for pavement concessions.

CAUTION: Canberra Intl Dragway aligned parallel and to left of Rwy 30 on final approach, may be mistaken for Rwy 30. Confirm rwy identification by rwy markings/lights. Western and eastern grass not available for helicopter operations.

149-12
 Rwy 35: Turning node at Northern end for wide body aircraft. Make 180° starboard turn. Follow nose wheel line markings provided. For Follow Me service contact ATC on 118.7.

Twy A is not available to Code D and above aircraft unless the aircraft operator has been issued with CASA exemption.

35-18
 FOR PARKING POSITIONS SEE CHART 10-9C
 General Aviation Apron

FOR PARKING POSITIONS SEE CHART 10-9C
 Control Tower
 Fairbairn Apron

FOR PARKING POSITIONS SEE CHART 10-9C

All aircraft with wingspan from 60' (18.4m) to 79' (24m) must enter and exit GA apron by Twy K and cross or backtrack Rwy 12/30. Twy K is suitable for aircraft with wingspan less than 79' (24m).

RUNWAY INCURSION HOT SPOTS
 HS

Apron in front of Defense Establishment Fairbairn is for VIP and Military air movements only. PPR with 24HR notice for all MIL movements from Fairbairn Air movements and after hours from HQ Command.

All B777 aircraft taxiing movements on Twy G are required to use dedicated B777 only over-steer turn guidance markings.

Pilots landing Rwy 12 in crosswinds should note possible turbulence in northerly and north easterly wind conditions.

35-19
 Outboard engines on four-engined wide body aircraft when taxiing must operate at low power to prevent erosion and engine ingestion.

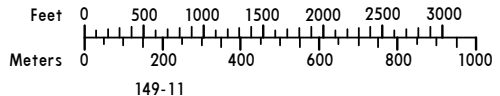
CAUTION: Night OPS Rwy 30-high ground to right of approach path. Pilots unfamiliar with local terrain should limit descent to 2400' until past lit mast on Disaster Hill (BRG 120°/1 NM from Rwy 30 THR).

Code D and E aircraft are limited to the use of Twy B, D, G, M, N, and P. Twy C suitable for MAX 171' (52m) (Code D) wingspan aircraft between Twy G to Twy K. Twy C suitable for MAX 49' (15m) wingspan aircraft below 12,566lbs (5,700kg) between Twy C1 to Twy K and Twy G to Twy C5. General Aviation apron entry and exit for 49' (15m) to MAX 79' (24m) wingspan. Aircraft above 12,566lbs (5,700kg) via Twy K only.

CAUTION: During strong westerly winds down stream of buildings, severe turbulence may be experienced in touchdown area landing Rwy 35.

Non-paved parking areas are designated for aircraft below 12,566lbs (5,700kg). Access to designated non-paved parking areas is only by way of designated marked taxi lane. Other access may be uneven or otherwise unsafe.

All aircraft must provide parked position/gate number to ATC on acknowledgement of airways clearance.



GENERAL

CAUTION: Aircraft operating between Black Mountain and airport may experience radio interference.
 CAUTION: Bird hazard exists.
 Taxiing Rwy 12/30 not available for aircraft larger than DASH 8.
 Prior notice required for non-scheduled widebody aircraft movements.
 Regular Public Transport apron not available for GA or Military aircraft parking.
 GA aircraft with wingspan above 79' (24m) or ramp weight above 77,162lbs (35,000kg) and all military aircraft not parked on 34SQN apron must park on the Fairbairn Apron. PPR for all parking on Fairbairn Apron. All aircraft must park on a designated parking bay allocated by airport operations officer and must obtain an ATC clearance to enter a twy before commencing departure from the parking bay.
 All aircraft operators are subject to the airport Conditions of Use, available upon request.
 Rotating beacon on Mt. Ainslie northwest of airport.
 Noise abatement procedures apply.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	Take-Off	
12	2345 MIRL				98' 30m
30	2345 MIRL 356 PAPI-L (angle 3.9°, MEHT 31')	5295' 1614m			

- 1** Pavement concessions required in advance from aerodrome operator for all aircraft with maximum take-off weight greater than pavement classification number 12. Runway width 98' (30m) Code 2C. Surveyed to Code 3 standards.
- 2** Portable lighting. Prior notice required. **3** Standby power available. Manual in emergency.
- 4** 148' (45m) width **5** Activate on 118.7 when tower inop. **6** Not available for jet aircraft.

17	789 HIRL			11 9787' 2983m	12 9787' 2983m	148' 45m
	8910 T-VASI (angle 3.0°, MEHT 39')	grooved	RVR			
35	789 HIRL 89 HIALS			8802'	7801'	
	89 T-VASI (angle 3.0°, MEHT 44')	grooved		2683m	2378m	

- 7** Portable lighting. Prior notice required. **8** Standby power available. Manual in emergency.
- 9** Activate on 118.7 when tower inop.
- 10** Shielded to 7° right. Left side of T-VASI is not visible at low altitudes at night.
- 11** Last 984' (300m) is unavailable for landing distance computations.
- 12** TAKE-OFF RUN AVAILABLE

RWY 17:

From rwy head 9787' 2983m
 Twy D 5669' 1728m
 Twy F 7940' 2420m

RWY 35:

From rwy head 10,771' 3283m
 Twy C 6414' 1955m
 Twy G 5938' 1810m
 Twy M 6942' 2116m
 Twy N 8802' 2683m

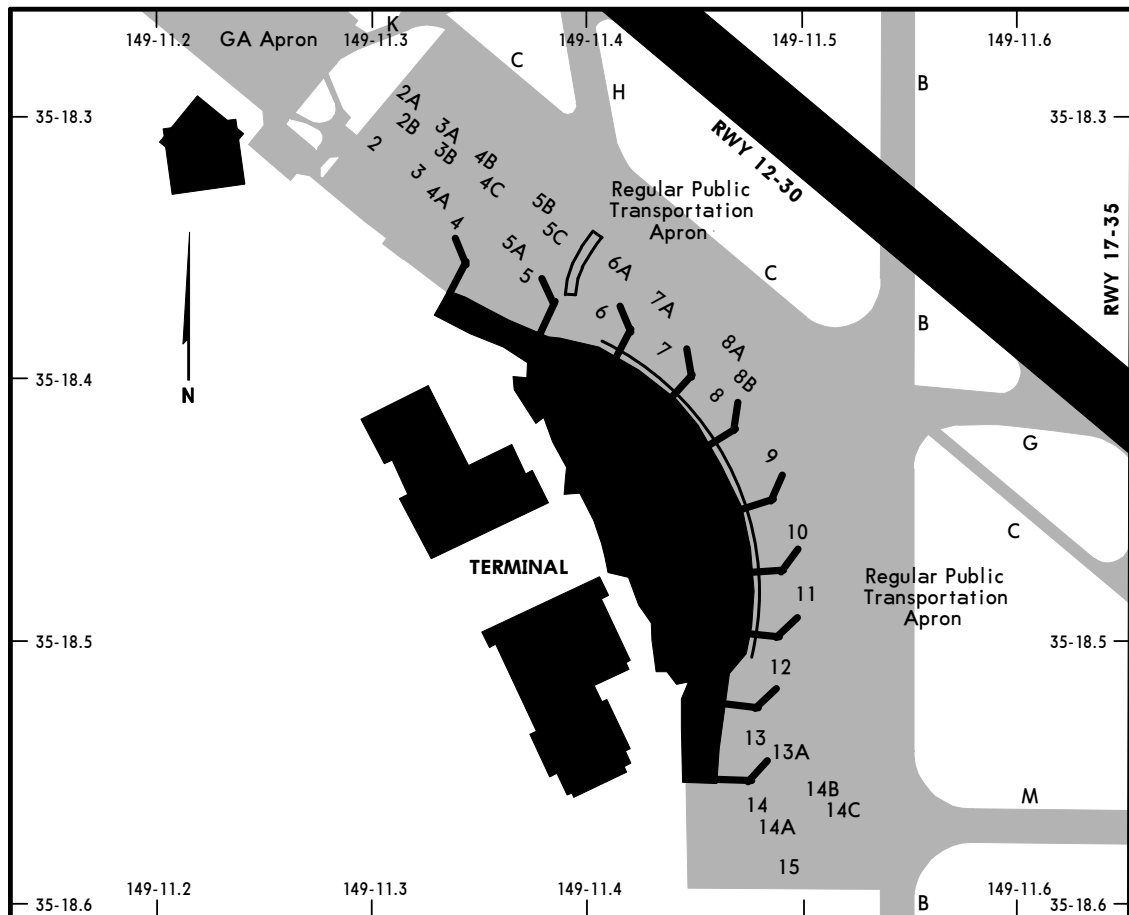
TAKE-OFF

	Rwys 17, 35				Rwys 12, 30	
	STANDARD				STANDARD	
	With RL & RCLM Twr Operating	Twr Inop Day	Twr Inop Night	Other		
1 Eng	300' - 2 km				300' - 2 km	
2, 3 & 4 Eng	Single pilot acft without auto-feathering. Acft not above 5700 kg & not capable of Engine out climb gradient of 1.9%. 300' - 2 km				Single pilot acft without auto-feathering. Acft not above 5700 kg & not capable of Engine out climb gradient of 1.9%. 300' - 2 km	
2, 3 & 4 Eng	550m	550m	800m	800m	800m	

FOR FILING AS ALTERNATE

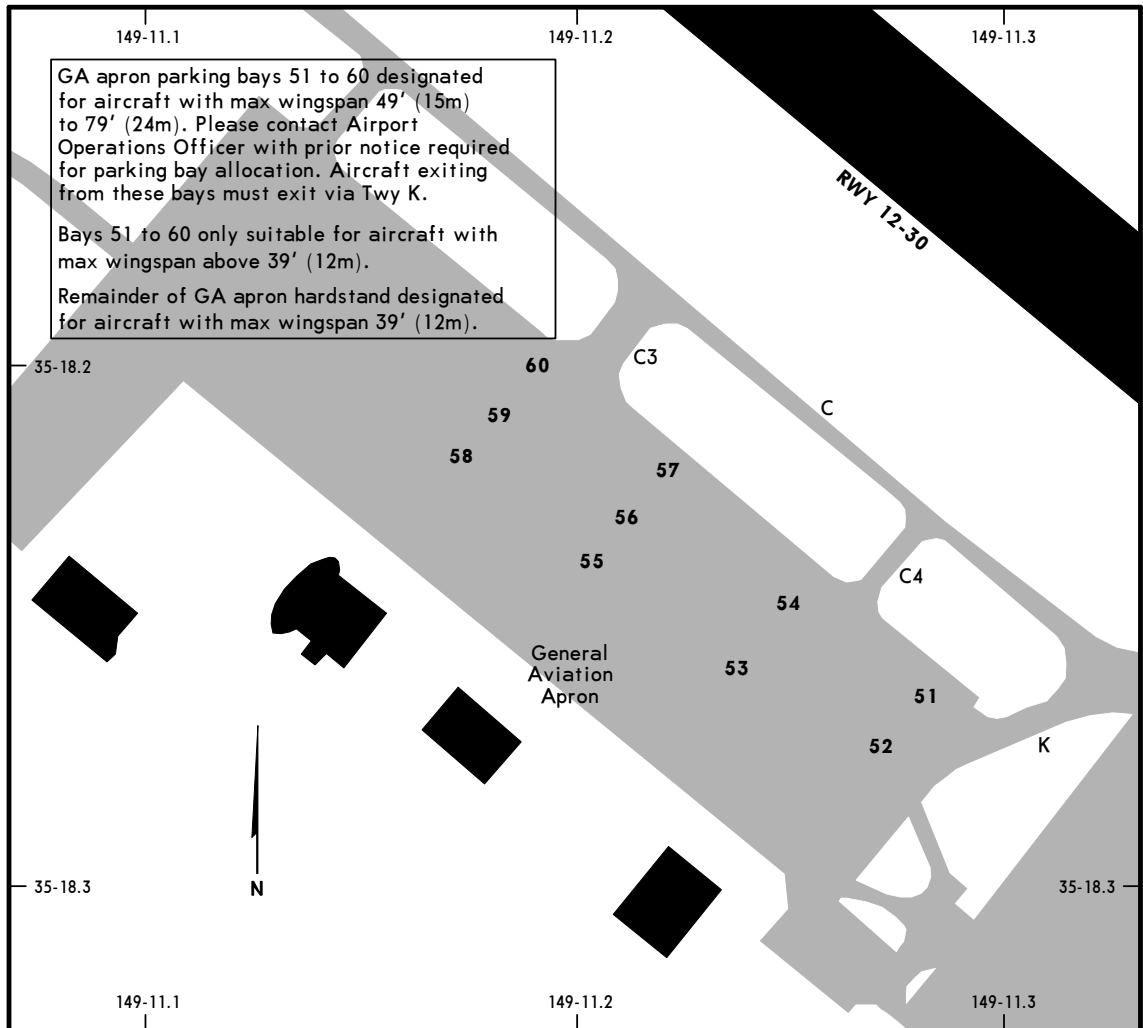
	RNAV (GNSS) Rwy 30 ILS-Y Rwy 35 ILS-Z Rwy 35 LOC DME-Y Rwy 35 LOC DME-Z Rwy 35 RNAV-Z (GNSS) Rwy 35 VOR Rwy 35 NDB-A		VOR Rwy 17		RNAV-P (RNP) Rwy 17 RNAV-U (RNP) Rwy 17 RNAV-P (RNP) Rwy 35 RNAV-U (RNP) Rwy 35
	Actual Aero QNH	Forecast Terminal QNH	Actual Aero QNH	Forecast Terminal QNH	
A	1864'-4.4 km	1964'-4.4 km	2094'-6.0 km	2194'-6.0 km	NA
B					
C	1 2094'-6.0 km	1 2194'-6.0 km			2194'-6.0 km
D	1 2234'-7.0 km	1 2334'-7.0 km	2234'-7.0 km	2334'-7.0 km	2334'-7.0 km

1 RNAV-Z (GNSS) Rwy 30 not authorized.



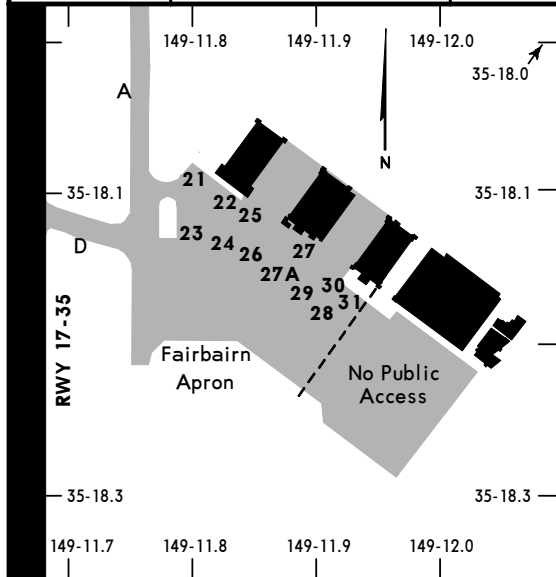
PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
2	S35 18.3 E149 11.3	1853	10	S35 18.5 E149 11.5	1861
2A, 2B, 3	S35 18.3 E149 11.3	1854	11	S35 18.5 E149 11.5	1861
3A, 3B	S35 18.3 E149 11.3	1855	12	S35 18.5 E149 11.5	1860
4	S35 18.4 E149 11.4	1855	13, 13A	S35 18.5 E149 11.5	1859
4A	S35 18.4 E149 11.3	1855	14, 14A	S35 18.6 E149 11.5	1858
4B	S35 18.3 E149 11.4	1855	14B	S35 18.6 E149 11.5	1859
4C	S35 18.3 E149 11.4	1856	14C	S35 18.6 E149 11.5	1860
5, 5A, 5B	S35 18.4 E149 11.4	1856	15	S35 18.6 E149 11.5	1859
5C	S35 18.4 E149 11.4	1857			
6	S35 18.4 E149 11.4	1858			
6A, 7	S35 18.4 E149 11.4	1859			
7A	S35 18.4 E149 11.5	1860			
8, 8A, 8B	S35 18.4 E149 11.5	1861			
9	S35 18.4 E149 11.5	1862			



PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
51	S35 18.3 E149 11.3	1851	56, 57	S35 18.2 E149 11.2	1849
52	S35 18.3 E149 11.3	1852	58, 59	S35 18.2 E149 11.2	1847
53	S35 18.3 E149 11.2	1850	60	S35 18.2 E149 11.2	1848
54	S35 18.2 E149 11.2	1850			
55	S35 18.2 E149 11.2	1848			



PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV
21 thru 25	S35 18.1 E149 11.8	
26, 27	S35 18.1 E149 11.9	
27A thru 31	S35 18.2 E149 11.9	

LOW VISIBILITY**OPERATIONS**

- a. For CASA APV operators, Rwy 17/35 are capable of supporting take-offs with an RVR/RV of not less than 350m. Instrument RVR is provided for Rwy 17/35. If instrument RVR is not available, Rwy Visibility assessment measurements available.
- b. Secondary power switchover time: 1 SEC during LVP; 15 SEC at other times.

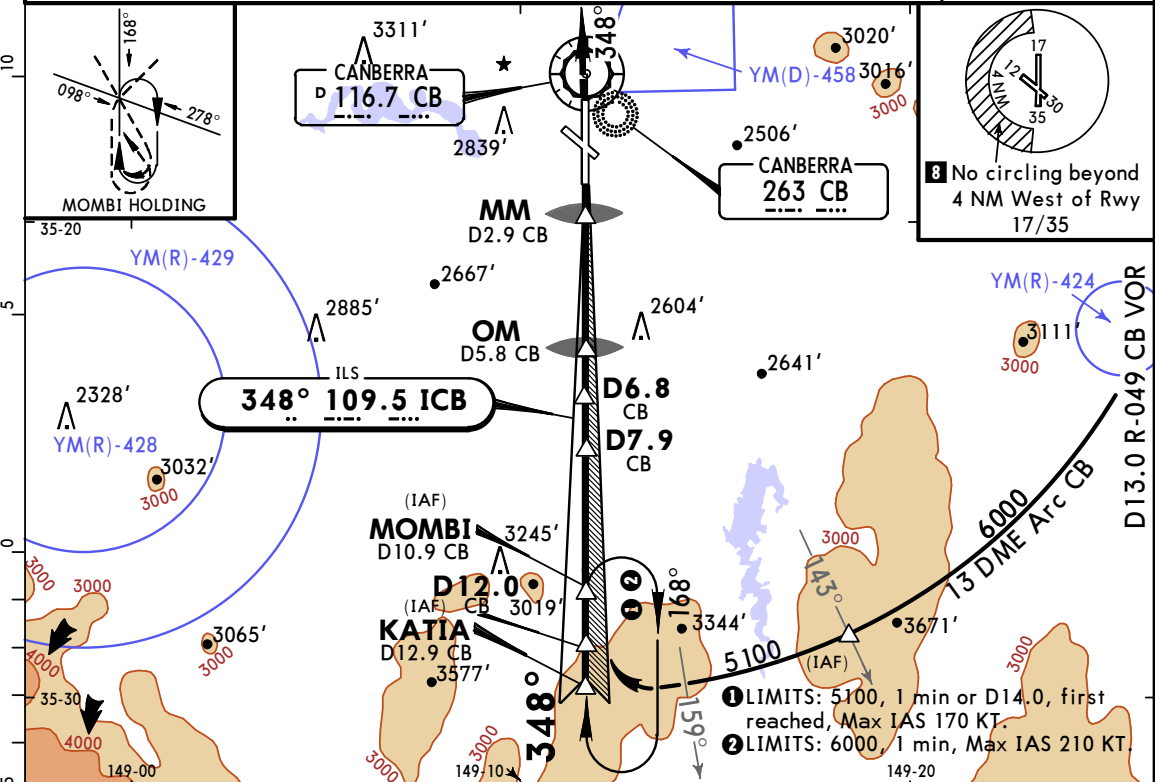
PROCEDURES

- c. Preparations for the activation of Low Visibility Procedures (LVP) are commenced when the visibility has reduced to 1500m and are further reducing. This ensures that the LVP are in force at or just prior to the visibility reducing to 800m.
- d. When visibility is less than 800m, ATC will limit vehicle access on the maneuvering area to the Airport Operations Officer (AOO) and ARFF/ other EMERG vehicles. ACFT position reporting procedures may be implemented.
- e. Intersection DEP are restricted. All ACFT will normally be directed to the full length of the Rwy for DEP.
- f. Any pilot unsure of their position whilst operating on the Maneuvering Area must Hold Position (STOP) and immediately advise ATC.
- g. Flight crew must notify ATC if a Follow Me service is required.
- h. Radio Failure - ACFT must hold position and await further guidance from a Follow Me vehicle.
- i. High Intensity Approach Lighting (HIAL) system and High Intensity Runway Edge Lighting are used in reduced visibility.
- j. Instrument number CASA 160/14 applies for a Rwy that is intended to be used in RVR/RV conditions less than a value of 550m without stop bars. This restricts OPS to a MAX of four ACFT in total on the maneuvering area.

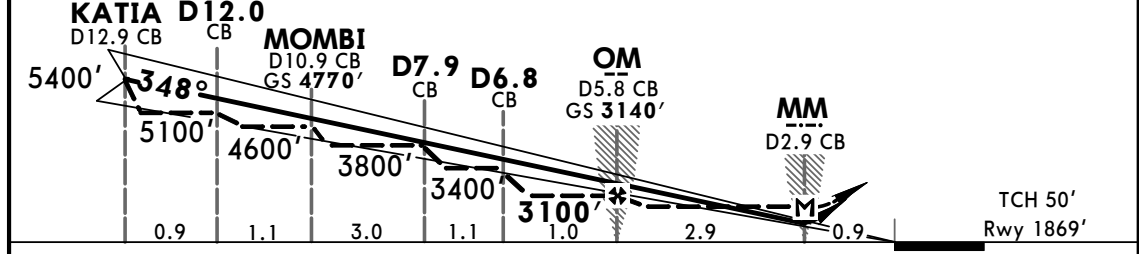
YSCB/CBR
CANBERRA

JEPPESEN CANBERRA, ACT, AUSTRALIA
4 NOV 16 (11-1) Eff 10 Nov ILS-Y or LOC-Y Rwy 35

*ATIS 116.7 127.45	AWIS 116.7 when ATIS inop.	CANBERRA Approach Within 30 NM (*R) East of Rwy 17/35 124.5 West of Rwy 17/35 125.9	*CANBERRA Tower 118.7	CTAF (AFRU+PAL) 118.7 when Twr inop.	*Ground 121.7
LOC ICB 109.5	Final Apch Crs 348°	GS OM 3140' (1271')	ILS DA(H) (CONDITIONAL) 2070' (201')	Apt Elev 1886' Rwy 1869'	
MISSED APCH: Track 348°. Climb to 5100' or as directed by ATC. Alt Set: hPa Rwy Elev: 67 hPa Trans level: FL 110 Trans alt: 10000' 1. CB DME REQUIRED (LOC Only). 2. Aircraft may be RADAR vectored to IAF. 3. GNSS permitted in lieu of DME. Reference waypoint CB VOR.					



LOC (GS out)	CB DME	14.8	14.0	12.9	10.9	10.0	9.0	7.9	7.0	6.8	5.8	5.0	4.5
ALTITUDE		6000'	5740'	5400'	4770'	4470'	4150'	3800'	3510'	3450'	3140'	2880'	2700'



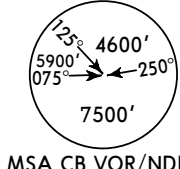
Gnd speed-Kts	70	90	100	120	140	160	HIALS		348°	5100'
GS	3.00°	372	478	531	637	743	849	T-VASI	T-VASI	
MAP at MM										

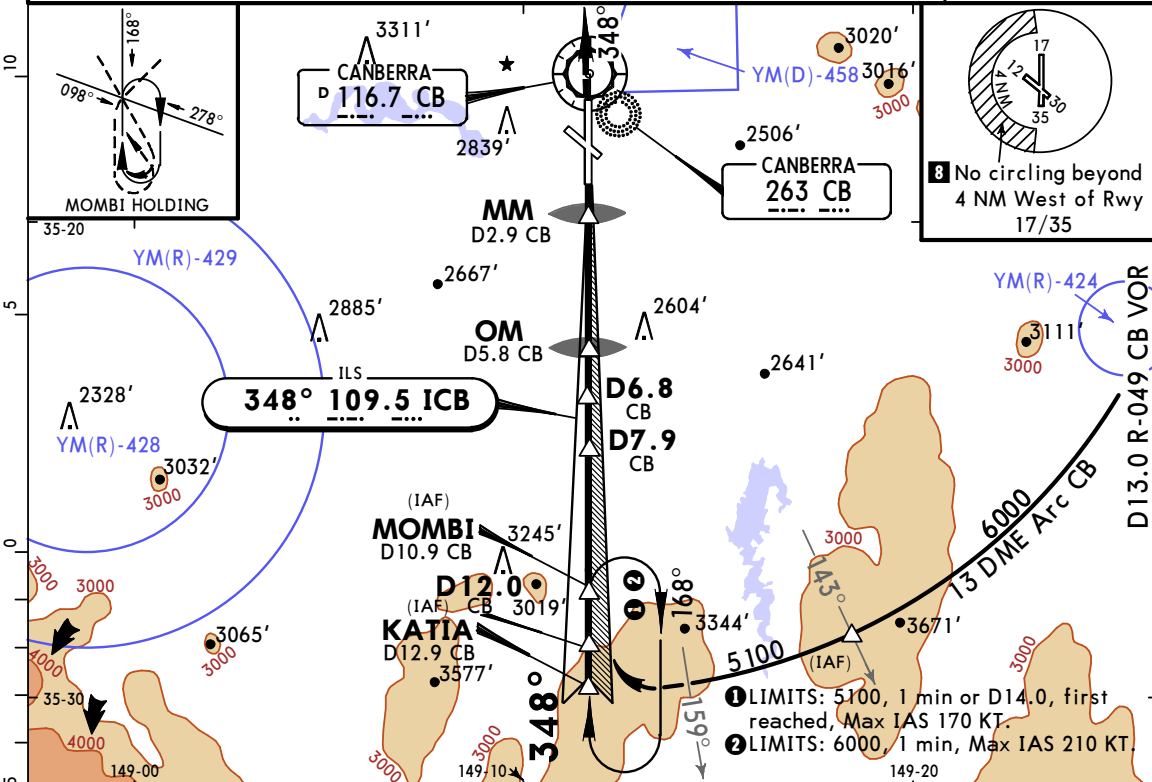
STRAIGHT-IN LANDING RWY 35 Actual Aero QNH								CIRCLE-TO-LAND		
1		2		3		4		Actual Aero QNH		
Missed apch climb gradient mim 5.0% to 3200', then 2.5%		Missed apch climb gradient mim 3.3% to 3200', then 2.5%		Missed apch climb gradient mim 2.5%		LOC (GS out) DME				
DA(H) 2070' (201')		DA(H) 2170' (301')		DA(H) 2320' (451')		MDA(H) 2600' (731')				
FULL HIRL out HIALS out		FULL HIRL out HIALS out		FULL HIRL out HIALS out		HIALS out				
A	RVR	RVR		RVR		RVR		Max Kts		
B	550m	750m		1600m		3.8 4.7		100 3250' 5		
C	VIS 1.2 km	1.2 km		1.6 km		3.8 4.7		135 (1364') -2.4 km		
D	VIS 0.8 km	1.2 km		1.6 km		3.8 4.7		180 3480' 6		
		1.5 km		1.6 km		3.8 4.7		205 3620' 7		
		1.5 km		1.6 km		3.8 4.7		1734') -5.0 km		

Forecast Terminal QNH: 1 DA(H) 2170' (301'), RVR 750m, VIS 1.2 km, HIALS out 1.5 km. 2 DA(H) 2270' (401'), RVR 1400m, VIS 1.4 km, HIALS out 1.5 km. 3 DA(H) 2420' (551'), RVR 2200m, VIS 2.2 km. 4 MDA(H) 2700' (831'). 5 MDA(H) 3350' (1464'). 6 MDA(H) 3580' (1694'). 7 MDA(H) 3720' (1834').

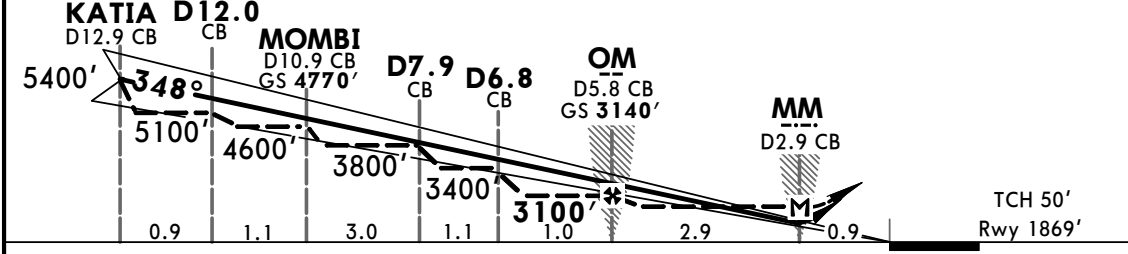
YSCB/CBR
CANBERRA

JEPPESEN CANBERRA, ACT, AUSTRALIA
12 AUG 16 (11-1) ILS-Y or LOC-Y Rwy 35

*ATIS 116.7 127.45	AWIS 116.7 when ATIS inop.	CANBERRA Approach Within 30 NM (*R) East of Rwy 17/35 West of Rwy 17/35 124.5 125.9		*CANBERRA Tower 118.7	CTAF (AFRU+PAL) 118.7 when Twr inop.	*Ground 121.7
LOC ICB 109.5	Final Apch Crs 348°	GS OM 3140' (1271')	ILS DA(H) (CONDITIONAL) 2070' (201')	Apt Elev 1886' Rwy 1869'		
MISSED APCH: Track 348°. Climb to 5100' or as directed by ATC. Alt Set: hPa Rwy Elev: 67 hPa Trans level: FL 110 Trans alt: 10000' 1. CB DME REQUIRED (LOC Only). 2. Aircraft may be RADAR vectored to IAF. 3. GNSS permitted in lieu of DME. Reference waypoint CB VOR.						



LOC (GS out)	CB DME	14.8	14.0	12.9	10.9	10.0	9.0	7.9	7.0	6.8	5.8	5.0	4.5
ALTITUDE		6000'	5740'	5400'	4770'	4470'	4150'	3800'	3510'	3450'	3140'	2880'	2700'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		348°		5100'	
GS	3.00°	372	478	531	637	743	849	T-VASI				
MAP at MM							T-VASI					

STRAIGHT-IN LANDING RWY 35 Actual Aero QNH								CIRCLE-TO-LAND			
1		2		3		4		Actual Aero QNH			
Missed apch climb gradient mim 5.0% to 3200', then 2.5%		Missed apch climb gradient mim 3.3% to 3200', then 2.5%		Missed apch climb gradient mim 2.5%		LOC (GS out) DME					
DA(H) 2070' (201')		DA(H) 2170' (301')		DA(H) 2320' (451')		MDA(H) 2600' (731')					
FULL HIRL out HIALS out		FULL HIRL out HIALS out		FULL HIRL out HIALS out		HIALS out					
A	RVR	RVR		RVR		RVR		Max Kts			
B	550m	720m		1600m		3.8 4.7		100 3250' 5			
C	VIS 1.2 km	1.2 km		1.6 km		3.8 4.7		135 (1364') -2.4 km			
D	VIS 0.8 km	1.2 km		1.6 km		3.8 4.7		180 3480' 6			
		1.5 km		1.6 km		3.8 4.7		205 3620' 7			
		1.5 km		1.6 km		3.8 4.7		1734') -5.0 km			

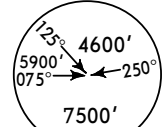
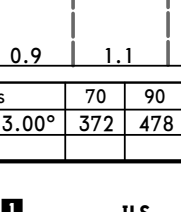
Forecast Terminal QNH: 1 DA(H) 2170' (301'), RVR 720m, VIS 1.2 km, HIALS out 1.5 km. 2 DA(H) 2270' (401'), RVR 1310m, VIS 1.4 km, HIALS out 1.5 km. 3 DA(H) 2420' (551'), RVR 2180m, VIS 2.2 km. 4 MDA(H) 2700' (831'). 5 MDA(H) 3350' (1464'). 6 MDA(H) 3580' (1694'). 7 MDA(H) 3720' (1834').

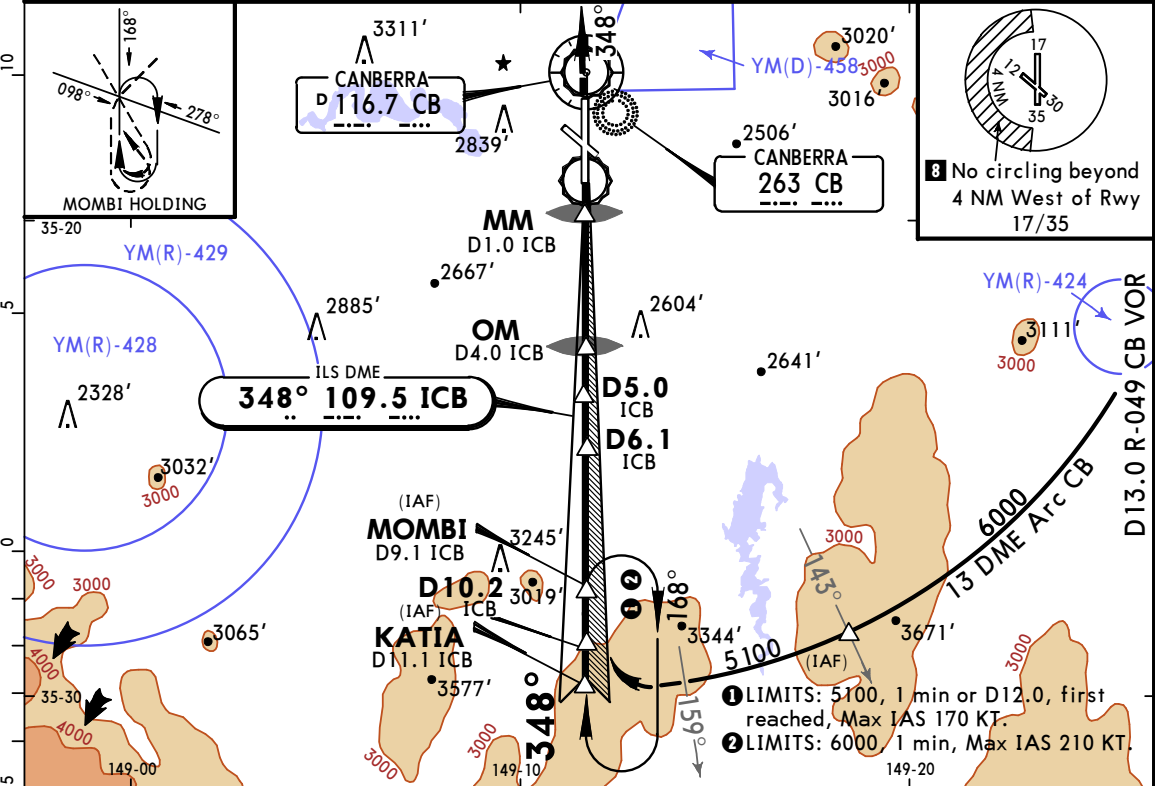
CHANGES: RVR values added.

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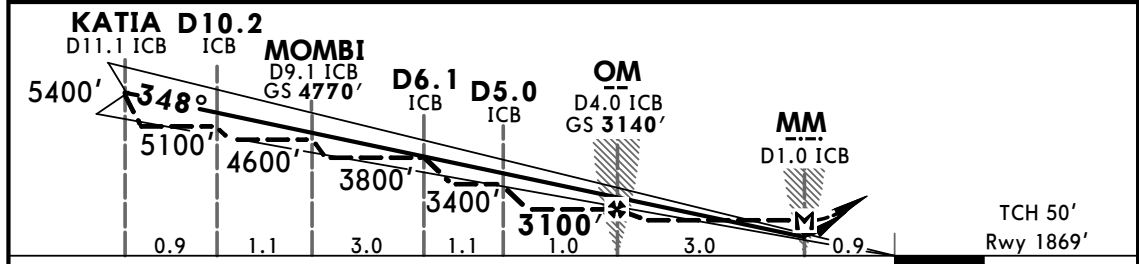
YSCB/CBR
CANBERRA

JEPPESEN CANBERRA, ACT, AUSTRALIA
12 AUG 16 (11-2) ILS-Z or LOC-Z Rwy 35

*ATIS 116.7 127.45	AWIS 116.7 when ATIS inop.	CANBERRA Approach Within 30 NM (*R) East of Rwy 17/35 124.5 West of Rwy 17/35 125.9	*CANBERRA Tower 118.7	CTAF (AFRU+PAL) 118.7 when Twr inop.	*Ground 121.7
LOC ICB 109.5	Final Apch Crs 348°	GS OM 3140' (1271')	ILS DA(H) (CONDITIONAL) 2070' (201')	Apt Elev 1886' Rwy 1869'	
MISSED APCH: Track 348°. Climb to 5100' or as directed by ATC. Alt Set: hPa Rwy Elev: 67 hPa Trans level: FL 110 Trans alt: 10000' 1. ICB DME REQUIRED (LOC Only). 2. Aircraft may be RADAR vectored to IAF.					
MSA CB VOR/NDB 5100' Within 10 NM					 <p>8 No circling beyond 4 NM West of Rwy 17/35</p>



LOC (GS out)	ICB DME	13.0	12.0	11.1	10.2	10.0	9.1	8.0	7.0	6.1	5.0	4.0	2.7
	ALTITUDE	6000'	5690'	5400'	5110'	5050'	4770'	4410'	4100'	3800'	3450'	3140'	2700'



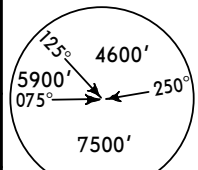
Gnd speed-Kts	70	90	100	120	140	160	HIALS		348°		5100'	
GS	3.00°	372	478	531	637	849	T-VASI					
MAP at MM												

STRAIGHT-IN LANDING RWY 35 Actual Aero QNH										CIRCLE-TO-LAND Actual Aero QNH				
1 Missed apch climb gradient mim 5.0% to 3200', then 2.5% DA(H) 2070' (201')			2 Missed apch climb gradient mim 3.3% to 3200', then 2.5% DA(H) 2170' (301')			3 Missed apch climb gradient mim 2.5% DA(H) 2320' (451')			4 LOC (GS out) DME MDA(H) 2600' (731')			Max Kts MDA(H) 3250' (5) (1364') -2.4 km		
FULL HIRL out HIALS out			FULL HIRL out HIALS out			FULL HIRL out HIALS out			HIRALS out			100 135		
RVR 550m			RVR 720m			RVR 1600m			3.8 4.7			180 205		
VIS 0.8 km			VIS 1.2 km			VIS 1.6 km			3.8 4.7 km			3480' (1594') -4.0 km		
												3620' (1734') -5.0 km		

Forecast Terminal QNH: **1** DA(H) 2170' (301'), RVR 720m, VIS 1.2 km, HIALS out 1.5 km. **2** DA(H) 2270' (401'), RVR 1310m, VIS 1.4 km, HIALS out 1.5 km. **3** DA(H) 2420' (551'), RVR 2180m, VIS 2.2 km. **4** MDA(H) 2700' (831'). **5** MDA(H) 3350' (1464'). **6** MDA(H) 3580' (1694'). **7** MDA(H) 3720' (1834').

*ATIS 116.7 127.45	AWIS 116.7 when ATIS inop.	CANBERRA Approach Within 30 NM (*R) East of Rwy 17/35 West of Rwy 17/35 124.5 125.9		*CANBERRA Tower 118.7	CTAF (AFRU+PAL) 118.7 when Twr inop.	*Ground 121.7
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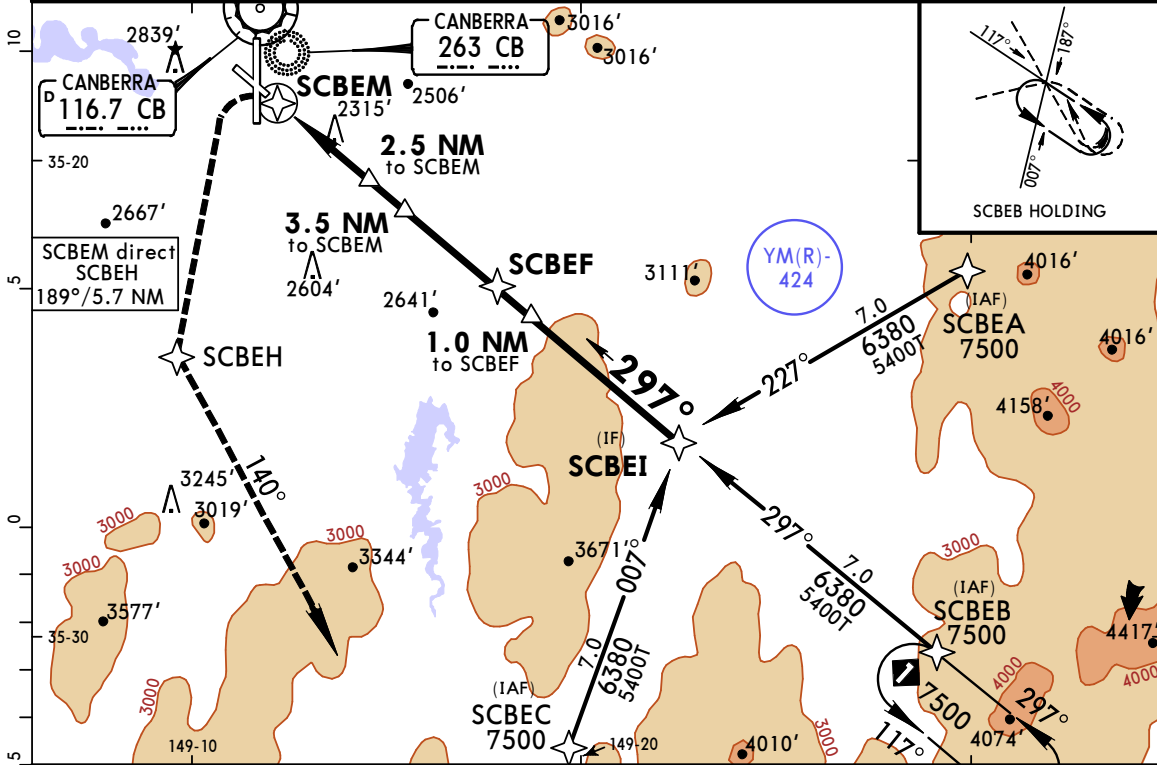
RNAV	Final Apch Crs 297°	Procedure Alt SCBEF 4410' (2524')	MDA(H) (CONDITIONAL) 2680' (794')	Apt Elev 1886' Rwy 30 1886'
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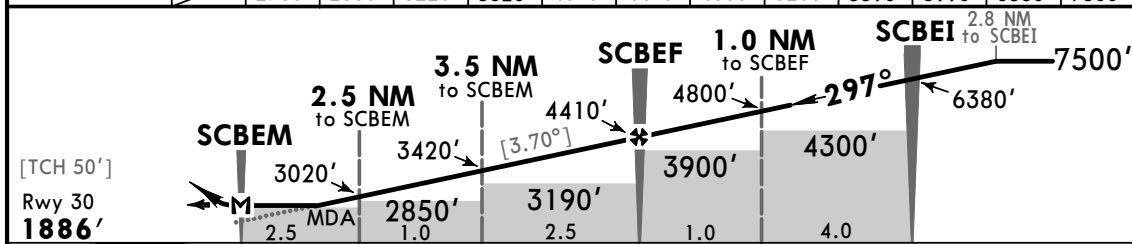
MISSED APCH: Turn LEFT, track direct to SCBEH, thence 140°. Climb to 7500'.

Alt Set: hPa Rwy Elev: 67 hPa Trans level: FL 110 Trans alt: 10000'
1. Max IAS for initial: 210 Kts, for missed approach turn 150 Kts. 2. PAPI required for night approach. 3. Approach path angle does not coincide with PAPI on glide slope indication.

MSA CB VOR/NDB
5100'
Within 10 NM



NM TO NEXT WPT	SCBEM	1.9	2.0	3.0	4.0	5.0	SCBEF	1.0	2.0	3.0	4.0	SCBEI	2.8
ALTITUDE		2780'	2830'	3220'	3620'	4010'	4410'	4800'	5200'	5590'	5990'	6380'	7500'



Gnd speed-Kts	70	90	100	120	140	160						
Descent Angle	[3.70°]	458	589	655	786	917	1048					
MAP at SCBEM												

STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND			
Actual Aero QNH		Forecast Terminal QNH		Actual Aero QNH		Forecast Terminal QNH	
MDA(H) 2680' (794')		MDA(H) 2780' (894')		MDA(H) _____		MDA(H) _____	
A	5.0 km		5.0 km		Max Kts		
B	5.0 km		5.0 km		100	3250' -2.4 km (1364')	
C	NOT APPLICABLE		NOT APPLICABLE		135	3350' -2.4 km (1464')	
D	NOT APPLICABLE		NOT APPLICABLE		C	NOT APPLICABLE	
	NOT APPLICABLE		NOT APPLICABLE		D	NOT APPLICABLE	



No circling beyond 4 NM West of Rwy 17/35

**YSCB/CBR
CANBERRA**

**JEPPESEN CANBERRA, ACT, AUSTRALIA
RNAV-Z (GNSS) Rwy 35**

29 JAN 16 (12-2)

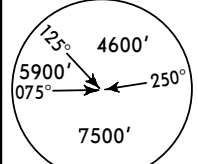
*ATIS 116.7 127.45	AWIS 116.7 when ATIS inop.	CANBERRA Approach Within 30 NM (*R) East of Rwy 17/35 West of Rwy 17/35 124.5 125.9		*CANBERRA Tower 118.7	CTAF (AFRU+PAL) 118.7 when Twr inop.	*Ground 121.7
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BRIEFING STRIP™

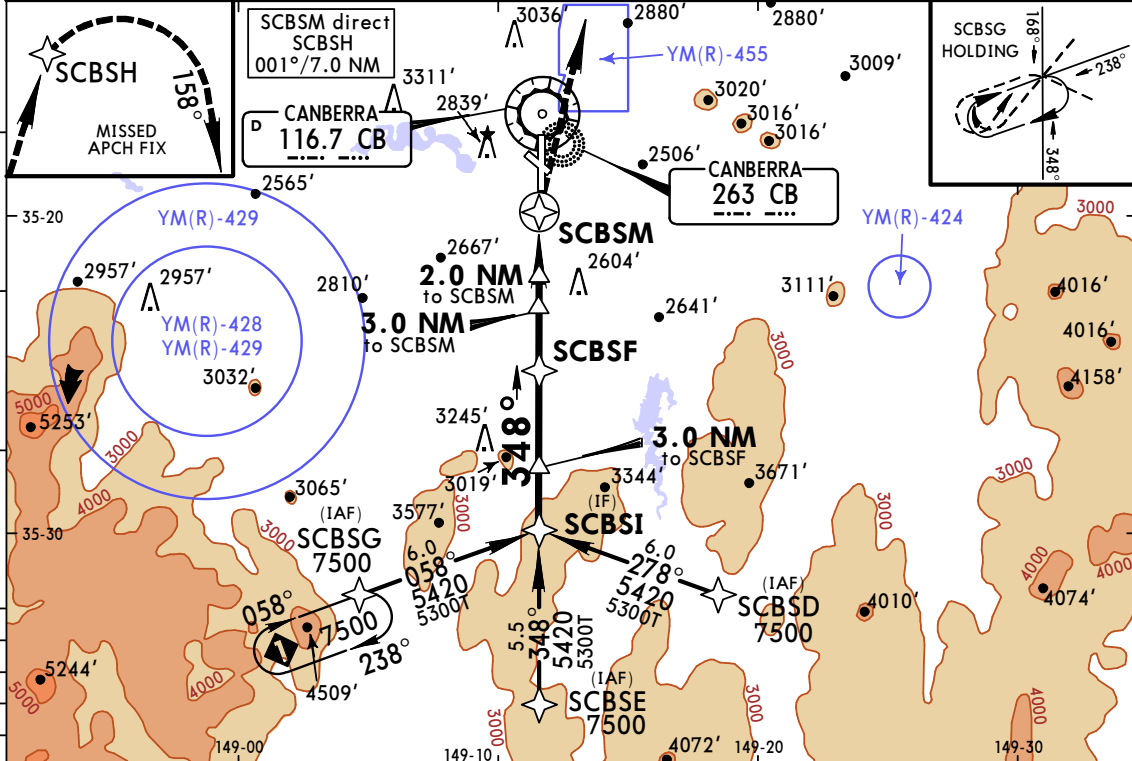
RNAV	Final Apch Crs 348°	Procedure Alt SCBSF 3830' (1961')	MDA(H) (CONDITIONAL) 2500' (631')	Apt Elev 1886' Rwy 35 1869'
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MISSED APCH: Turn RIGHT, track direct to SCBSH, thence turn RIGHT track 158°. Climb to 7500'.

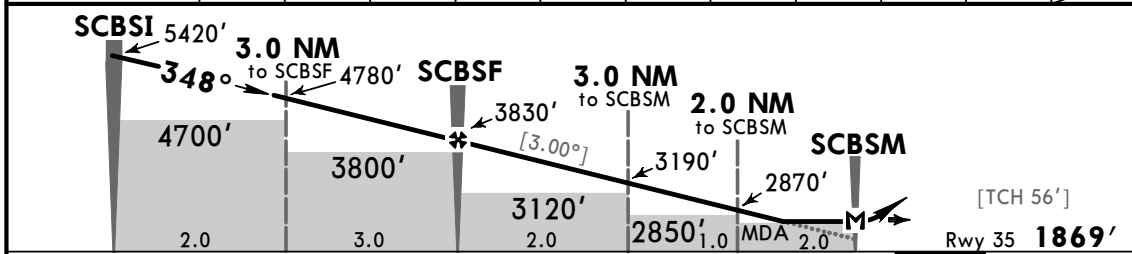
Alt Set: hPa Rwy Elev: 67 hPa Trans level: FL 110 Trans alt: 10000'
1. Max IAS for initial: 210 Kts, for missed approach turn 200 Kts.



MSA CB VOR/NDB
5100'
Within 10 NM

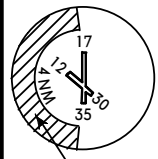


NM TO NEXT WPT	SCBSI	4.0	3.0	2.0	1.0	SCBSF	4.0	3.0	2.0	1.1	SCBSM
ALTITUDE	5420'	5100'	4780'	4460'	4150'	3830'	3510'	3190'	2870'	2600'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS		T-VASI	RT	SCBSH
Descent Angle [3.00°]	372	478	531	637	743	849	T-VASI	T-VASI			

STRAIGHT-IN LANDING RWY 35				CIRCLE-TO-LAND				
Actual Aero QNH		Forecast Terminal QNH		Actual Aero QNH		Forecast Terminal QNH		
MDA(H) 2500' (631')		MDA(H) 2600' (731')		MDA(H) _____		MDA(H) _____		
HIALS out		HIALS out		HIALS out		HIALS out		
Max Kts								
A					100	3250' -2.4 km (1364')	3350' -2.4 km (1464')	
B					135	3480' -4.0 km (1594')	3580' -4.0 km (1694')	
C	4.1 km		4.1 km		180	3620' -5.0 km (1734')	3720' -5.0 km (1834')	
D					205			



No circling beyond 4 NM West of Rwy 17/35

PANS OPS

CHANGES: Topo updated.

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*ATIS	AWIS	CANBERRA Approach Within 30 NM (NR)		*CANBERRA Tower	CTAF (A/FM-JAL)	*Ground
116.7	116.7	East of Rwy 17/35	West of Rwy 17/35	125.9	118.7	121.7
when ATIS inop.				when tw. inop.		
RNAV	Final	Procedure Alt	RNP DA(H)	Refer to	Apri Elev	Rwy
RNV P 17	Apch Crs	3900' (2026')	Minimums	1886'	1874'	

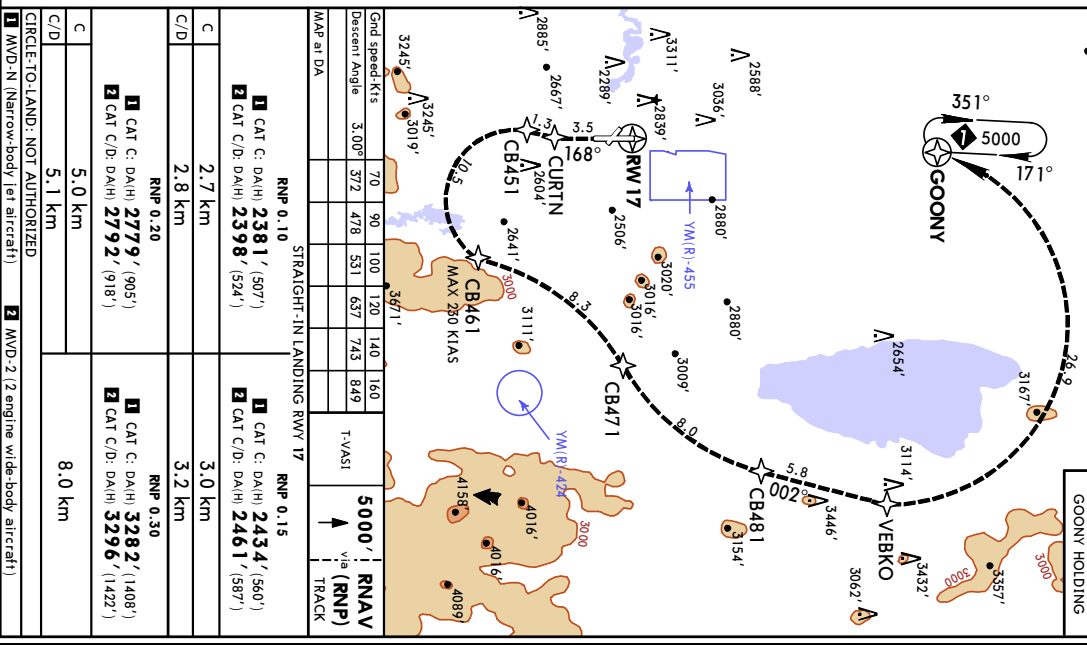
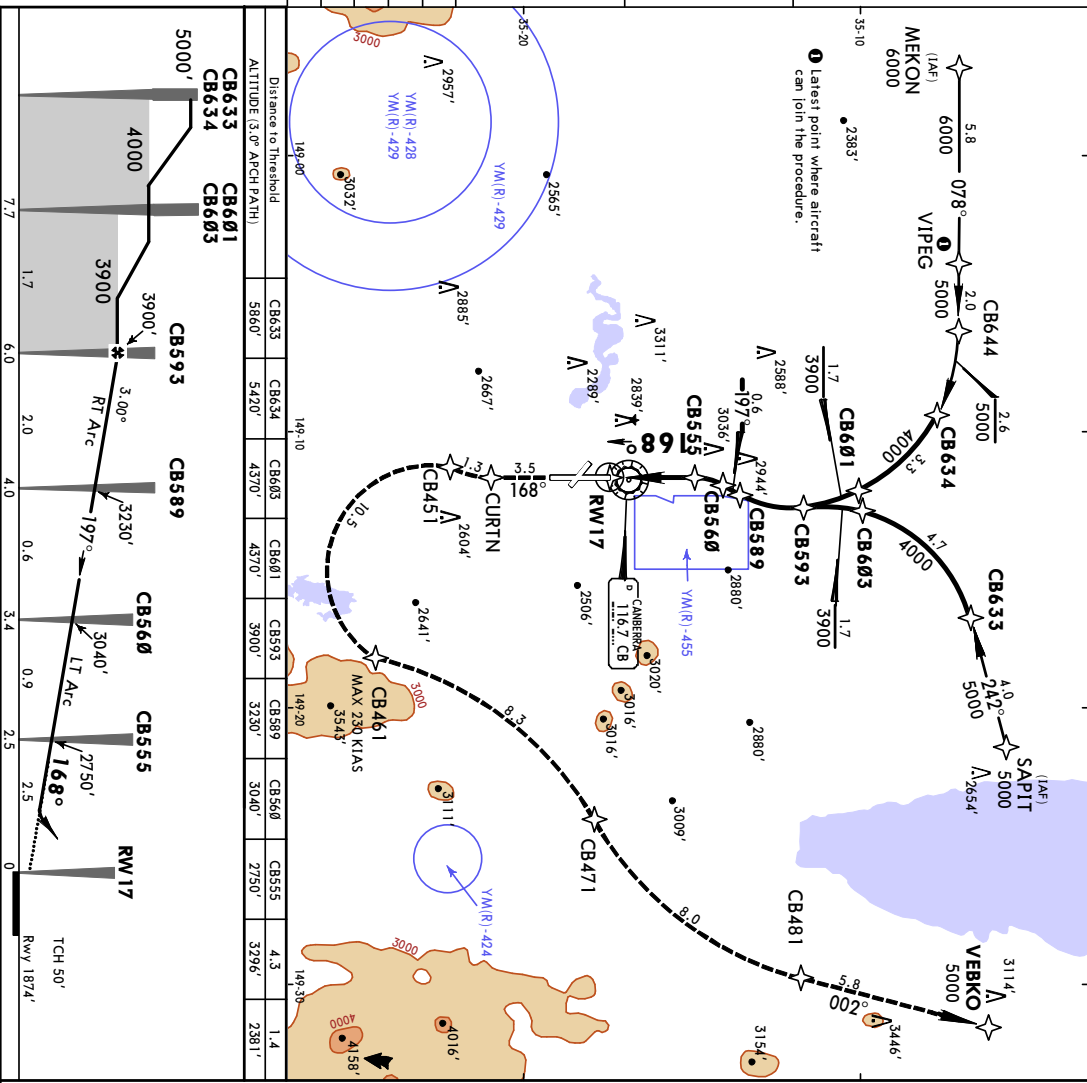
MISSED ARCH: Climb to 5000', or as directed by ATC, via the RNAV (RNP) Missed Approach track to VEBKO. Acceleration altitude 4400' QNH.

Trans level: FL 110
 Trans alt: 10000'

Alt Set: RPA
 1. FOR CASA APPROVED OPERATORS ONLY; 2. RQ REQUIRED; 3. Local QNH REQUIRED; 4. Local Temperature REQUIRED;
 5. Procedure temperature range -7°C (19°F) to 40°C (104°F); 6. Lateral transition to missed approach must not be initiated prior to DA(H) position.

Rwy Elev: 67 HPA
 Rwy 1874'

MSA CB VOR
 5100'
 within 10 NM



CHANGES: Minimums.

CIRCLE-TO-LAND: NOT AUTHORIZED
 1 MVD-N (Narrow-body jet aircraft) 2 MVD-2 (2 engine wide-body aircraft)
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YSCB/CBR

CANBERRA

JEPPesen CANBERRA, ACT, AUSTRALIA
6 MAY 16 (12-21) CAT C & D RNAV-U (RNP) Rwy 17

*ATIS 116.7 127.45 when ATIS inop.	*AVIS 116.7 East of Rwy 17/35 West of Rwy 17/35	*CANBERRA Tower 124.5	CTAF (AFNLI-PAU) when twt inop.	*Ground 121.7
RNAV RNV U 17	Final Appch Crs 168°	Procedure Alt CB593 (2026')	RNP DA(H) Refer to Minimums	Apri Elev Rwy 1886' 1874'

MISSED ARCH: Climb to 5000', or as directed by ATC, via the RNAV (RNP) Missed Approach track to VEBKO. Acceleration altitude 4400' QNH.

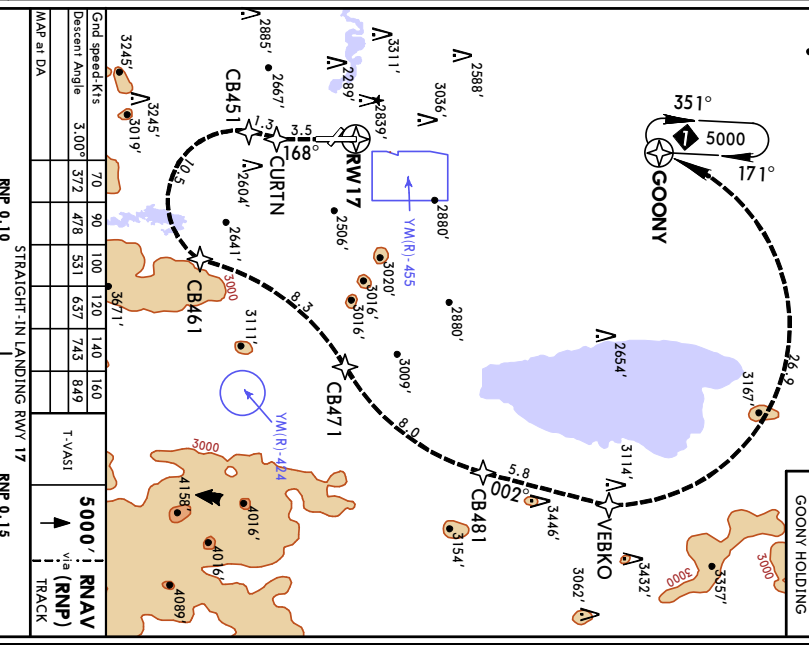
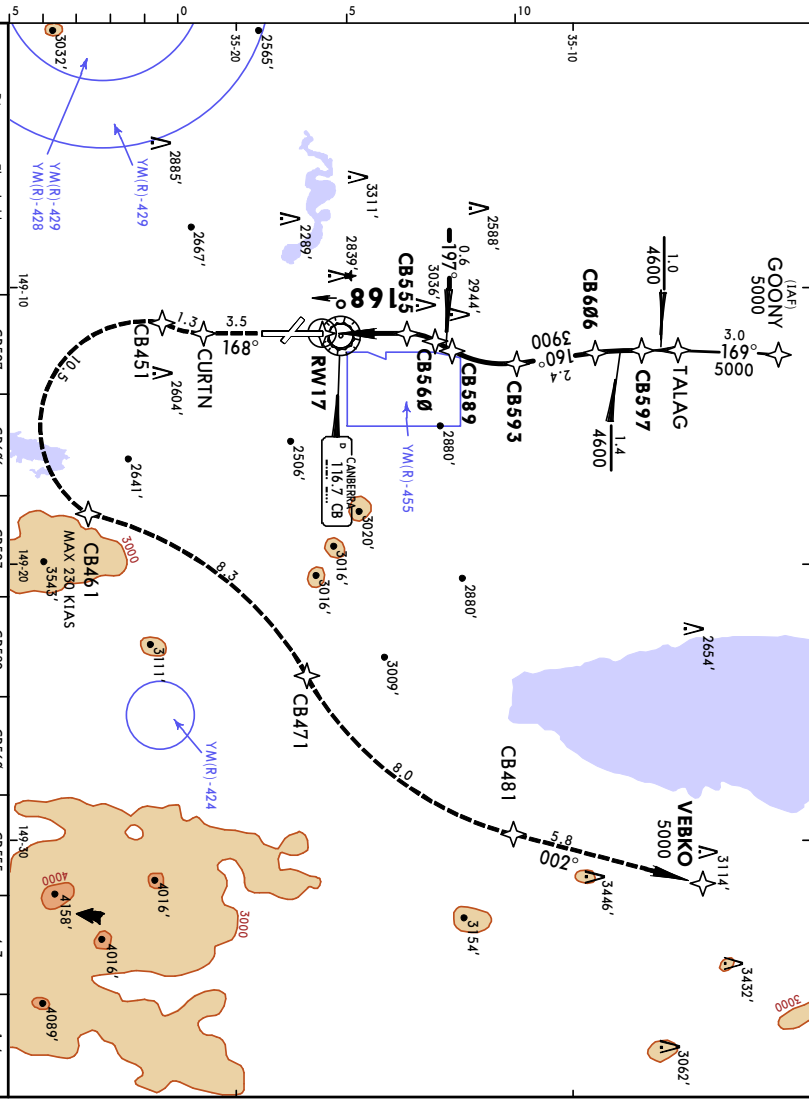
Trans level: Flt 110

Trans alt: 10000'

MSA CB VOR
5100'
within 10 NM

ENGINE OUT MISSED APPROACH: Track via the RNAV (RNP) Engine Out Missed Approach track to GOONY and hold as published. Acceleration altitude 4400' QNH (2500' AGL). Climb to 5000', or as directed by ATC.

ENGINE OUT MISSED APPROACH



Distance to Threshold	CB597	CB606	CB593	CB589	CB560	CB555	4.3	1.4
ALTITUDE (30° ARCH PATH)	5040'	4600'	3900'	3230'	3040'	2750'	3296'	2381'

C/D	2.7 km	3.0 km
C/D	2.8 km	3.2 km
C	RNP 0.20	RNP 0.30
C	CAT C: DA(H) 2779' (905')	CAT C: DA(H) 3282' (1408')
C/D	CAT C/D: DA(H) 2792' (918')	CAT C/D: DA(H) 3296' (1422')
C	5.1 km	8.0 km

CHANGES: Minimums.

5000' RNAV via (RNP) TRACK

*ATIS 116.7 127.45 when ATIS inop.	AWIS 116.7	*CANBERRA Tower East of Rwy 17/35 West of Rwy 17/35 124.5	CTAF (ASRU-P/AL) 118.7	*Ground 121.7
RNAV RNV P 35	Final 348°	Procedure Alt 3500' (1631')	RNP DA(H) Refer to Minimums	Apt Elev 1886' Rwy 1869'

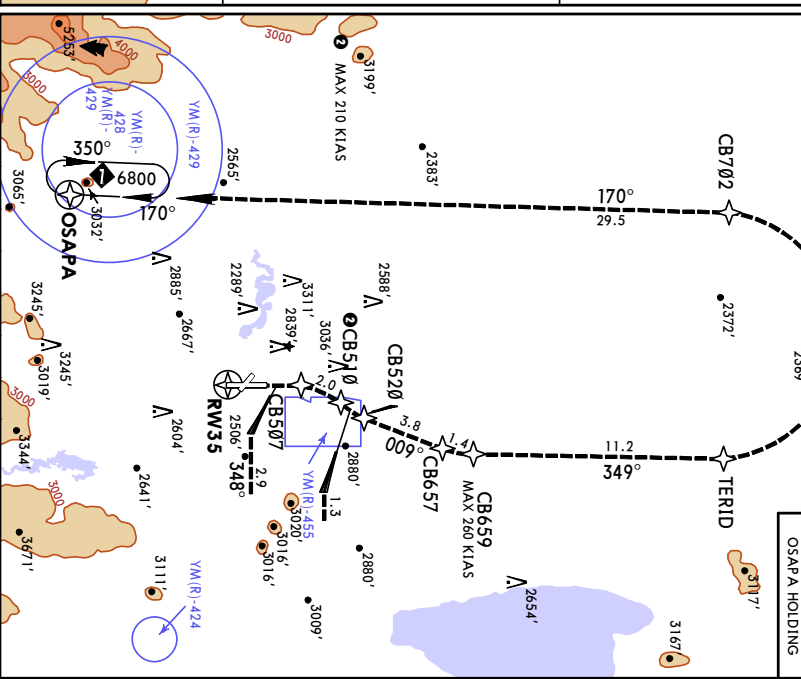
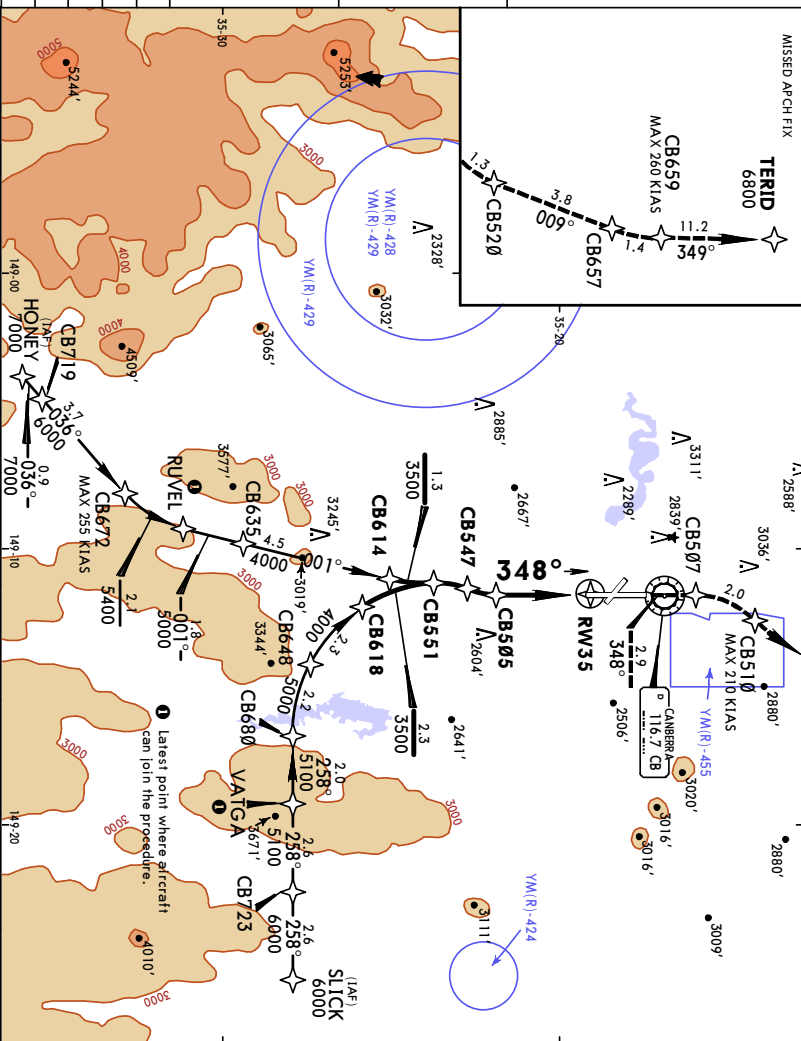
MISSED APCH: Climb to 6800', or as directed by ATC, via the RNAV (RNP) Missed Approach track to TERID. Acceleration altitude 3400' QNH.

Trans level: FE: 110
Trans alt: 10000'

MSA CB VOR
5100'
within 10 NM

ENGINE OUT MISSED APPROACH

ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to OSAPA and hold as published. Acceleration altitude 3400' QNH (15100' AGL). Climb to 6800', or as directed by ATC.



Distance to Threshold	1.5	1.9	CS505	CS547	CS551	CB614	CB618
ALTITUDE (3.0° APCH PATH)	2415'	2332'	2880'	3150'	3500'	4000'	4000'

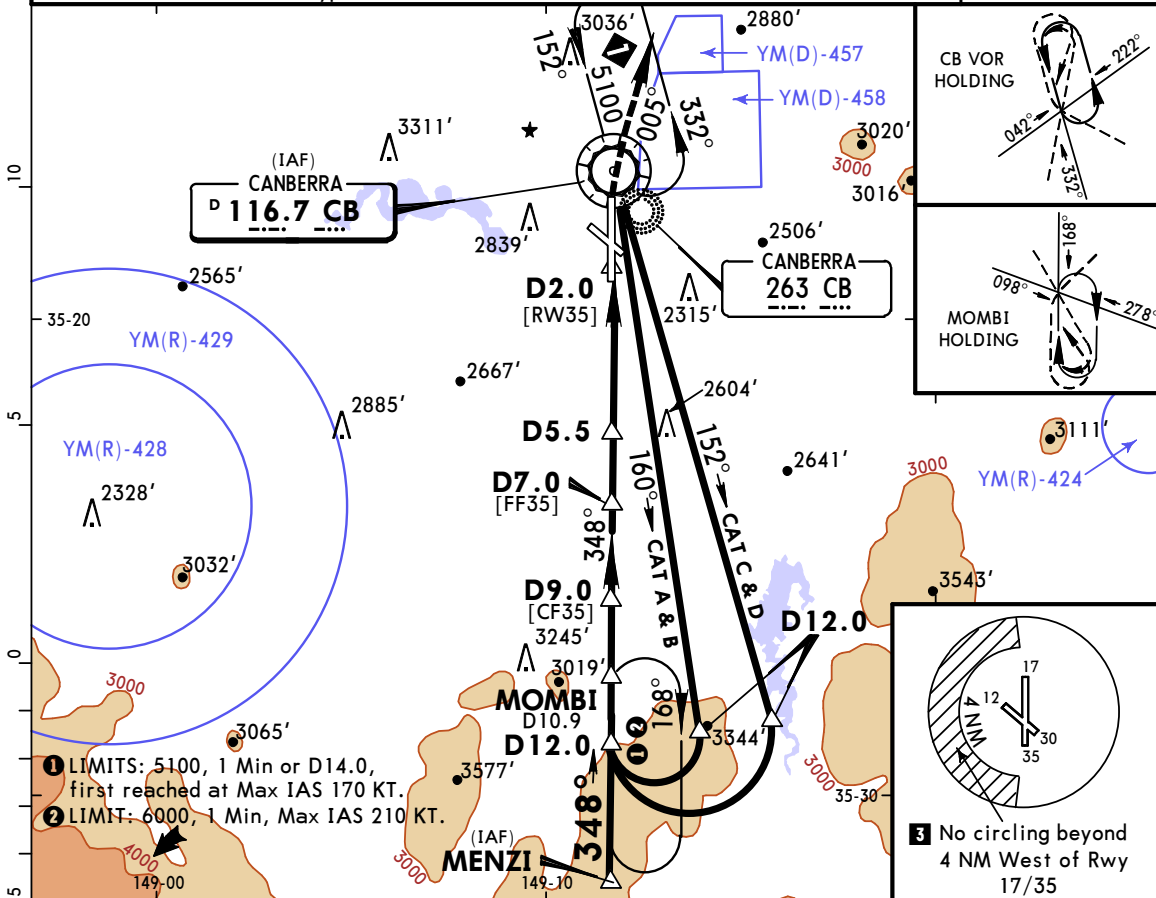
End speed-Kts	70	90	100	120	140	160	HIAS
Descent Angle	3.00°	3.72	4.78	5.31	6.37	7.43	8.49
MAT at DA							
STRAIGHT-IN LANDING RWY 35							
Missed apch climb gradient (All Engines) min 3.0% to 6800'							
RNP 0.15							
RNP 0.30							
CAT C: DA(H) 2415' (546')							
CAT C/D: DA(H) 2430' (561')							
CAT C: DA(H) 2518' (649')							
CAT C/D: DA(H) 2532' (663')							
ALS out							
ALS out							

CHANGES: Visibilities. © JEPPERSEN 2013, 2016. ALL RIGHTS RESERVED.

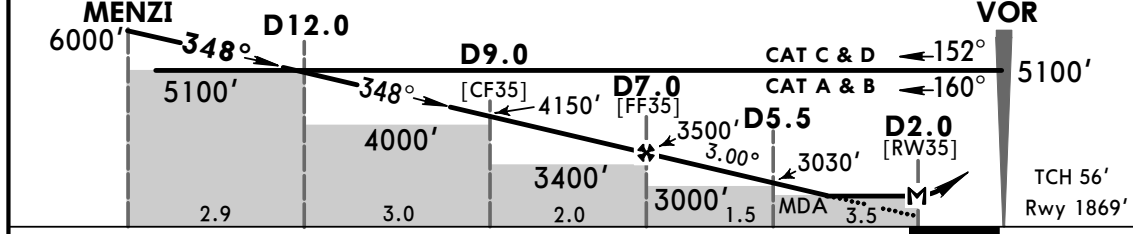
**YSCB/CBR
CANBERRA**

JEPPESEN CANBERRA, ACT, AUSTRALIA
20 MAY 16 (13-2) Eff 26 May **VOR Rwy 35**

*ATIS 116.7	AWIS 127.45	CANBERRA Approach Within 30 NM (*R) East of Rwy 17/35 124.5	West of Rwy 17/35 125.9	*CANBERRA Tower 118.7	CTAF (AFRU+PAL) when Twr inop. 118.7	*Ground 121.7
VOR CB 116.7	Final Aptch Crs 348°	Procedure Alt D7.0 3500' (1631')	MDA(H) (CONDITIONAL) 2450' (581')	Apt Elev 1886' Rwy 1869'		
MISSED APCH: Turn RIGHT, intercept and track outbound R-005 CB VOR. Climb to 5100' or as directed by ATC. MAP turn, Max IAS 230 KT.						
Alt Set: hPa Rwy Elev: 67 hPa Trans level: FL 110 Trans alt: 10000' 1. DME REQUIRED. 2. Aircraft may be RADAR vectored to IAF. 3. GNSS permitted in lieu of DME. Reference waypoint CB VOR.						MSA CB VOR/NDB 5100' Within 10 NM



CB DME	MENZI	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.5	5.0	4.0	
ALTITUDE		6000'	5420'	5100'	4800'	4470'	4150'	3830'	3500'	3200'	3030'	2870'	2550'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		
Descent Angle	3.00°	372	478	531	637	743	849	T-VASI	
MAP at D2.0							RT on R-005		5100'

STRAIGHT-IN LANDING RWY 35 Actual Aero QNH				CIRCLE-TO-LAND			
1 Missed apch climb gradient mim 5.2% to 2800', then 2.5% MDA(H) 2450' (581')		2 Missed apch climb gradient mim 2.5% MDA(H) 2620' (751')		Actual Aero QNH		Forecast Terminal QNH	
HIALS out		HIALS out		MDA(H)		MDA(H)	
A	3.9 km		4.9 km		100	3250'(1364') -2.4 km	3350'(1464') -2.4 km
B					135	3480'(1594') -4.0 km	3580'(1694') -4.0 km
C					180	3620'(1734') -5.0 km	3720'(1834') -5.0 km
D					205		

1 Forecast Terminal QNH: MDA(H) 2550'(681'). **2** Forecast Terminal QNH: MDA(H) 2720'(851').
 CHANGES: MOMB waypoint added. © JEPPESEN, 2001, 2016. ALL RIGHTS RESERVED.

