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Airport Information For YSCB

Terminal Charts For YSCB

Revision Letter For Cycle 21-2020

Change Notices

Notebook

General Information

Location: CANBERRA AC AUS
ICAO/IATA: YSCB / CBR
Lat/Long: S35° 18.4', E149° 11.7'
Elevation: 1886 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -10:00 = UTC
Magnetic Variation: 12.0° E

Fuel Types: 100-130 Octane, Jet A-1
Oxygen Types: Low Pressure
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1909 Z
Sunset: 0826 Z

Runway Information

Runway: 12
Length x Width: 5508 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 1849 ft
Lighting: Edge, Pilot controlled

Runway: 30
Length x Width: 5508 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 1886 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 213 ft

Runway: 35
Length x Width: 10771 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1869 ft
Lighting: Edge, ALS, Centerline, TDZ, Pilot controlled
Displaced Threshold: 1969 ft

Runway: 17
Length x Width: 10771 ft x 148 ft
Surface Type: asphalt

TDZ-Elev: 1874 ft

Lighting: Edge, Centerline, Pilot controlled

Communication Information

ATIS: 127.450

ATIS: 116.700

ATIS: 26.300

Canberra Tower: 118.700 PCL

Canberra Ground: 121.700

Canberra Clearance Delivery: 121.700

Canberra Approach: 125.900 Out to 30 mi.

Canberra Approach: 124.500 Out to 30 mi.

Canberra Departure: 124.500 Out to 30 mi.

Canberra Departure: 125.900 Out to 30 mi.

Rescue And Firefighting Emergency: 131.000

AWIS: 116.700

Melbourne Center Information: 125.900 RCO

Canberra MULTICOM: 118.700 PCL

JEPPesen

16 AUG 13 **(10-2)**

DME or GNSS ARRIVAL

*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.

Alt Set: hPa

Trans level: FL 110

Apt Elev: 67 hPa

Trans alt: 10000' (8114')

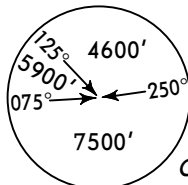
CANBERRA, ACT, AUSTRALIA

**CANBERRA
SECTOR A**

VOR **116.7 CB**

NDB **263 CB**

Apt. Elev **1886'**



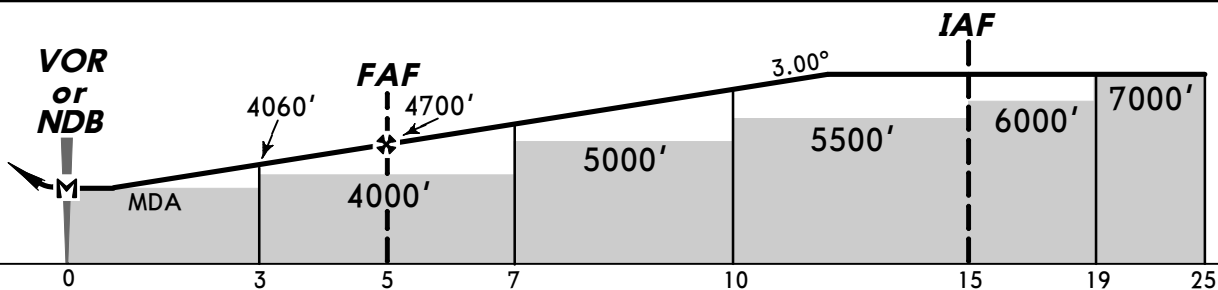
MSA
CB VOR or NDB
within 25 NM
5100' within 10 NM

NOT TO SCALE

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

DME USING CB DME
REFERENCE WAYPOINT CB VOR

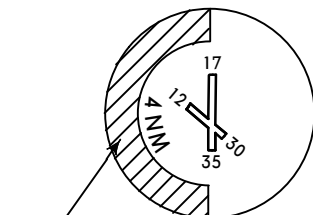
NM to VOR	0.8	1.0	1.5	1.9	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	12.0	12.2
ALTITUDE	3350'	3430'	3580'	3720'	3750'	4060'	4380'	4700'	5020'	5340'	5650'	5970'	6290'	6930'	7000'



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	
A, B: 3250' (1364')		A, B: 3350' (1464')		A, B: 3350' (1464')	
MDA(H) C: 3480' (1594')		MDA(H) C: 3580' (1694')		C: 3580' (1694')	
D: 3620' (1734')		D: 3720' (1834')		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						

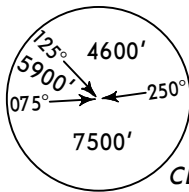
CHANGES: None.

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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.



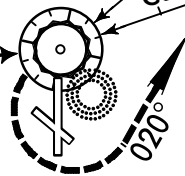
MSA
CB VOR or NDB
within 25 NM
5100' within 10 NM Apt. Elev 1886'

VOR 116.7 CB
NDB 263 CB

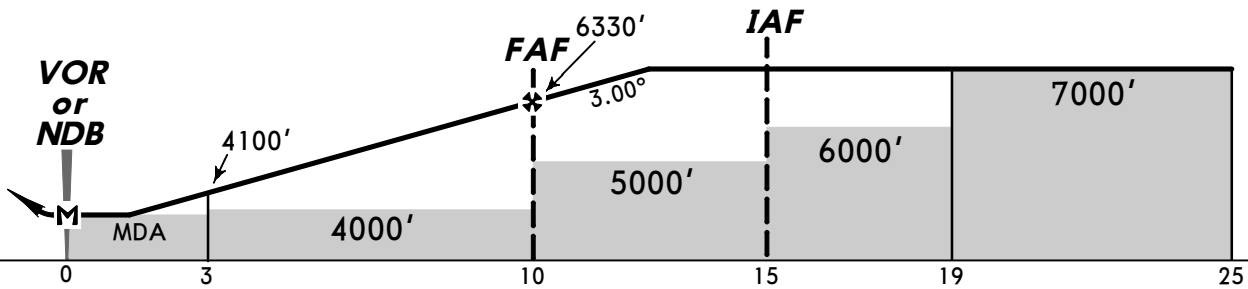
Alt Set: hPa Trans level: FL 110
Apt Elev: 67 hPa Trans alt: 10000' (8114')

DME USING CB DME
REFERENCE WAYPOINT CB VOR

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

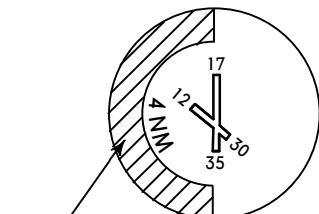


NM to VOR	0.7	1.4	1.8	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	12.1
ALTITUDE	3350'	3580'	3720'	3780'	4100'	4420'	4740'	5050'	5370'	5690'	6010'	6330'	6650'	6970'	7000'



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

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



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						

JEPPesen

20 MAY 16

10-2B

Eff 26 May

DME or GNSS ARRIVAL

*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.

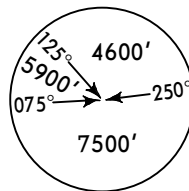
Alt Set: hPa

Apt Elev: 67 hPa

Trans level: FL110

Trans alt: 10000' (8114')

CANBERRA, ACT, AUSTRALIA



CANBERRA

VOR **116.7 CB**

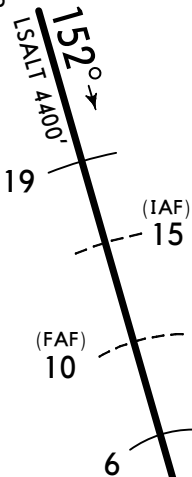
NDB **263 CB**

MSA
CB VOR or NDB
5100' within 10 NM

Apt. Elev **1886'**

AVBEG to CB VOR/NDB

AVBEG
S34 49.7 E149 02.5

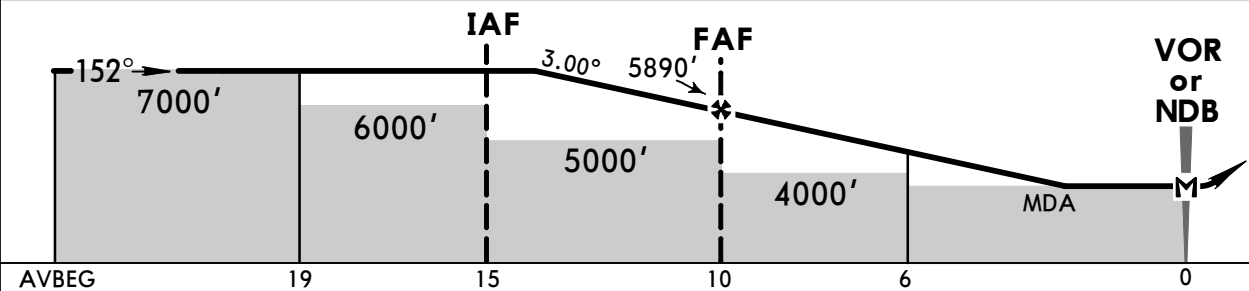


DME USING CB DME
REFERENCE WAYPOINT CB VOR

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

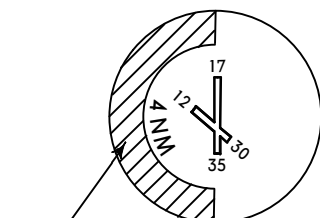
- ① NM to VOR
- ② ALTITUDE

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			
		MDA(H)			MDA(H)			
		A, B: 3450' (1564')			A, B: 3550' (1664')			
		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						

*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.

Alt Set: hPa

Apt Elev: 67 hPa

Trans level: FL110

Trans alt: 10000' (8114')

CANBERRA, ACT, AUSTRALIA

CANBERRA

VOR 116.7 CB

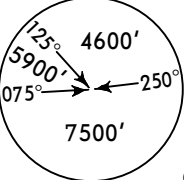
NDB 263 CB

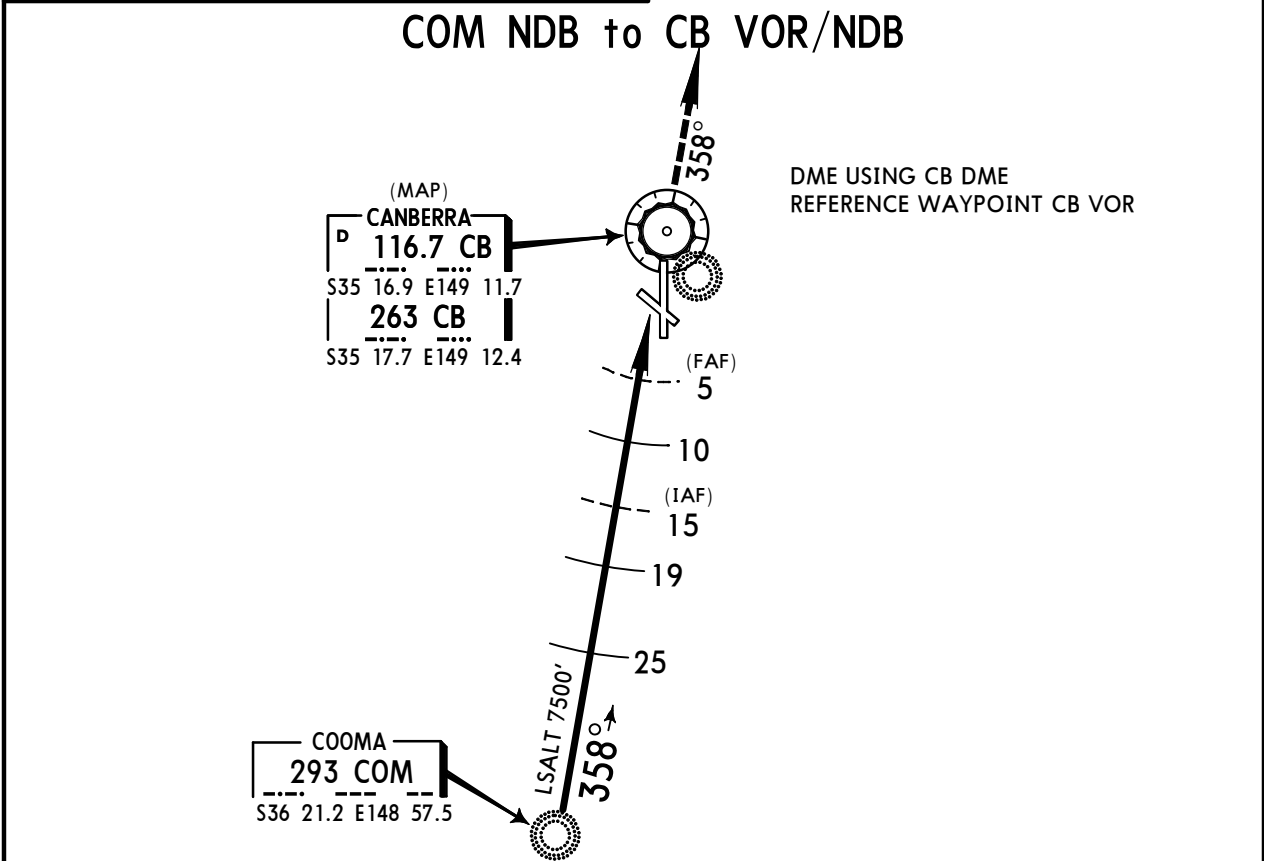
MSA

CB VOR or NDB

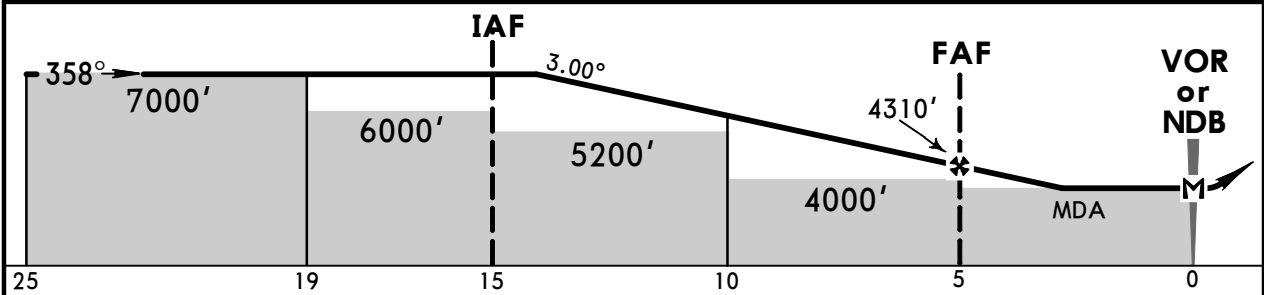
5100' within 10 NM

Apt. Elev 1886'



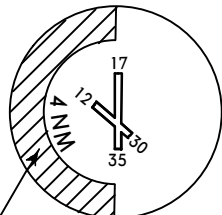


NM to VOR	13.5	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.2	3.0	2.7	2.0
ALTITUDE	7000'	6850'	6530'	6210'	5900'	5580'	5260'	4940'	4620'	4310'	3990'	3720'	3670'	3580'	3350'



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

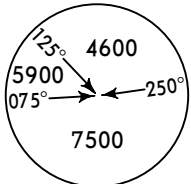


No circling beyond 4 NM WEST of Rwy 17/35.

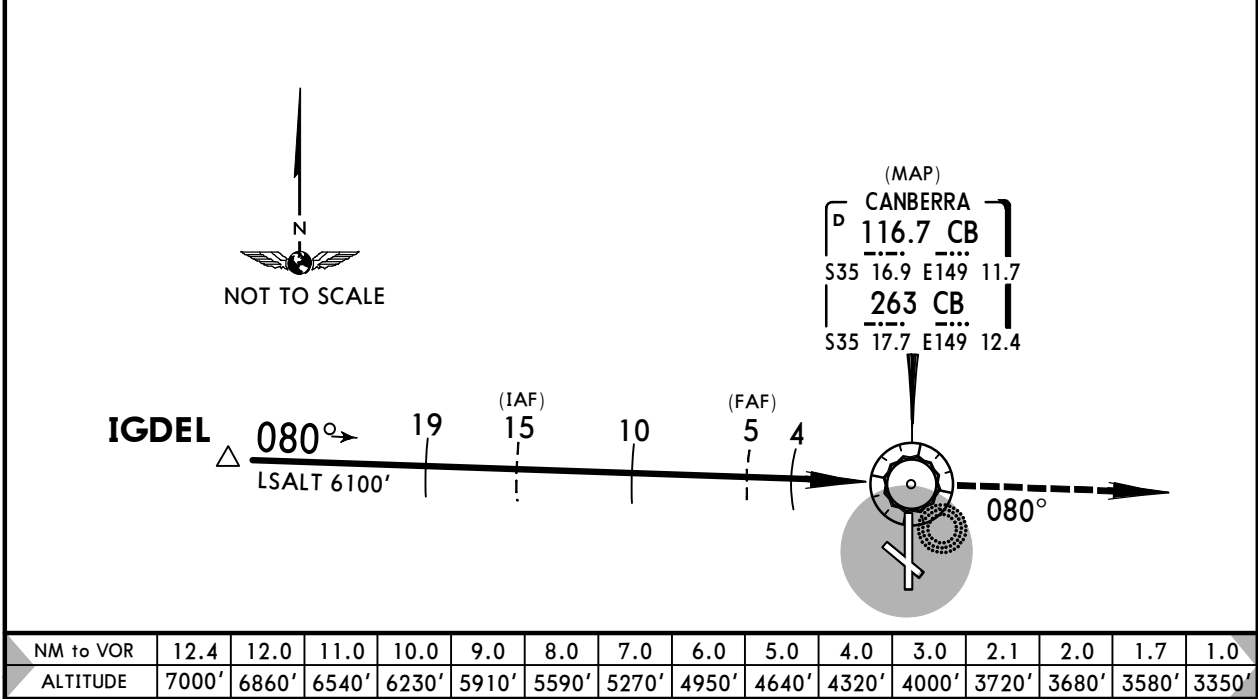
YSCB/CBR
CANBERRA

2 NOV 18 **10-2D** **Eff 8 Nov** **DME or GNSS ARRIVAL**

BRIEFING STRIP

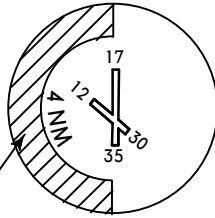
*ATIS 116.7 127.45		AWIS 116.7 when ATIS inop.		CANBERRA Approach Within 30 NM(*R): East of Rwy 17/35 West of Rwy 17/35 124.5 125.9			CANBERRA Tower 118.7	
CTAF (AFRU+PAL) 118.7 when Twr inop.				MELBOURNE Center (FIA) 125.9 (On ground) When Twr inop.			Ground 121.7	
VOR CB 116.7	NDB CB 263	Final Apch Crs 080°	Procedure Alt FAF 4640' (2754')	MDA(H) Refer to Minimums	Apt Elev 1886'			
MISSED APCH: Track 080°, climb to 5100' or as directed by ATC.								
Alt Set: hPa Apt Elev: 67 hPa Trans level: FL110 Trans alt: 10000'								
DME using CB DME. Reference waypoint CB VOR. NOTE: Arrival is not permitted using CB NDB.								
MSA CB VOR or NDB 5100 within 10 NM								

IGDEL to CB VOR



IGDEL		19		15		10		5	4		0	
Gnd speed-Kts		70	90	100	120	140	160			Lighting - Refer to Airport Chart	080°	5100' ↑
Descent Angle 3.00°		372	478	531	637	743	849					
MAP at VOR												

CIRCLE-TO-LAND			
Actual Aero QNH		Forecast Terminal QNH	
A, B: 3250' (1364')		A, B: 3350' (1464')	
MDA(H) C: 3480' (1594')		MDA(H) C: 3580' (1694')	
D: 3620' (1734')		D: 3720' (1834')	
Max Kts			
A 100	2.4 km	2.4 km	
B 135			
C 180	4.0 km	4.0 km	
D 205	5.0 km	5.0 km	



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

CHANGES: None.

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YSCB/CBR
CANBERRA

JEPPESEN

2 NOV 18

10-2E

Eff 8 Nov

CANBERRA, ACT,
AUSTRALIA

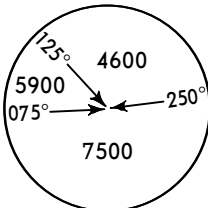
RNAV STAR

*ATIS
116.7
127.45

AWIS
116.7
when ATIS
inop.

Apt Elev
1886'

Alt Set: hPa
Trans level: FL110 Trans alt: 10000'

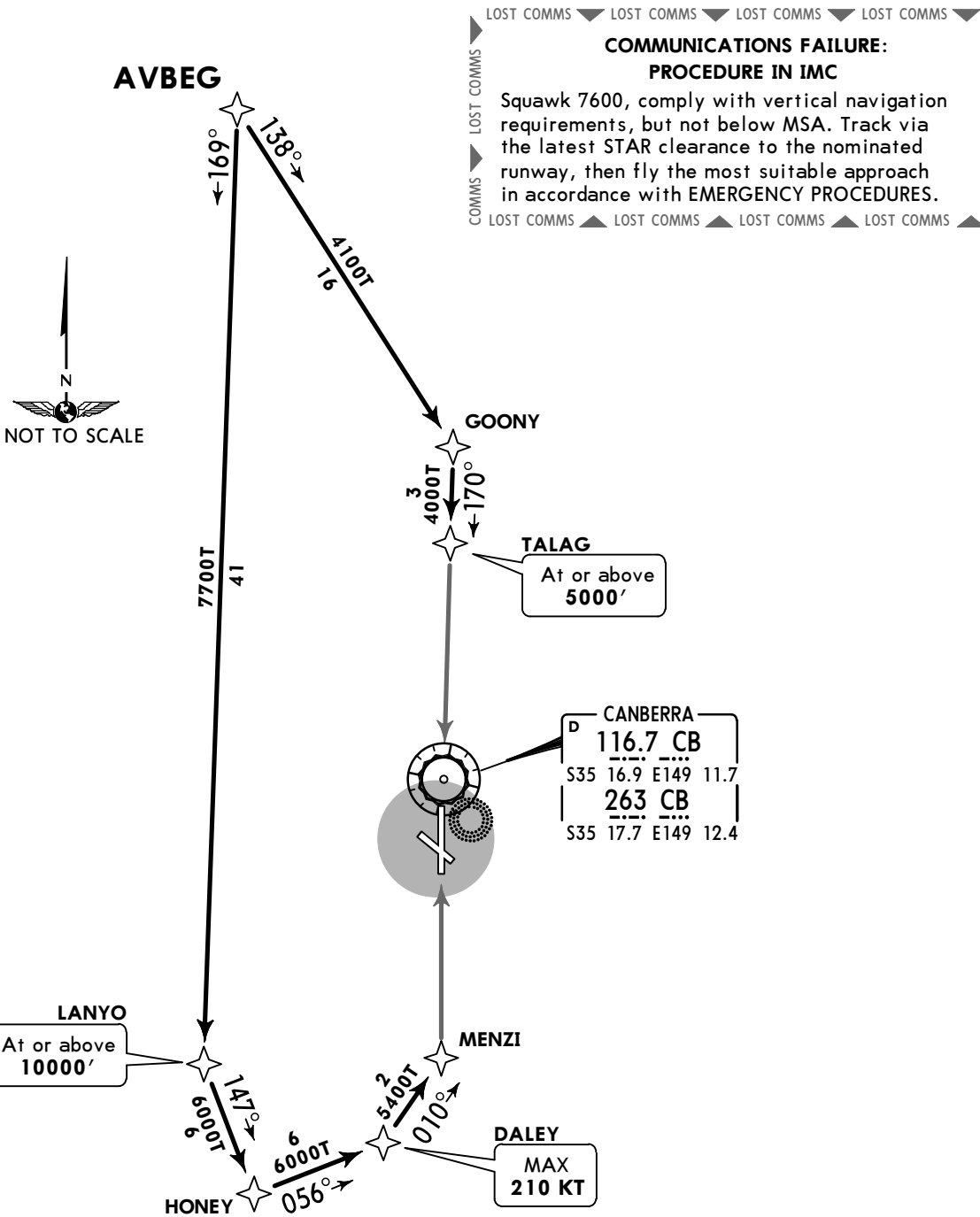


MSA CB VOR
or NDB or ARP
5100 within 10 NM

AVBEG 4A [AVBE4A]

(RNAV) ARRIVAL

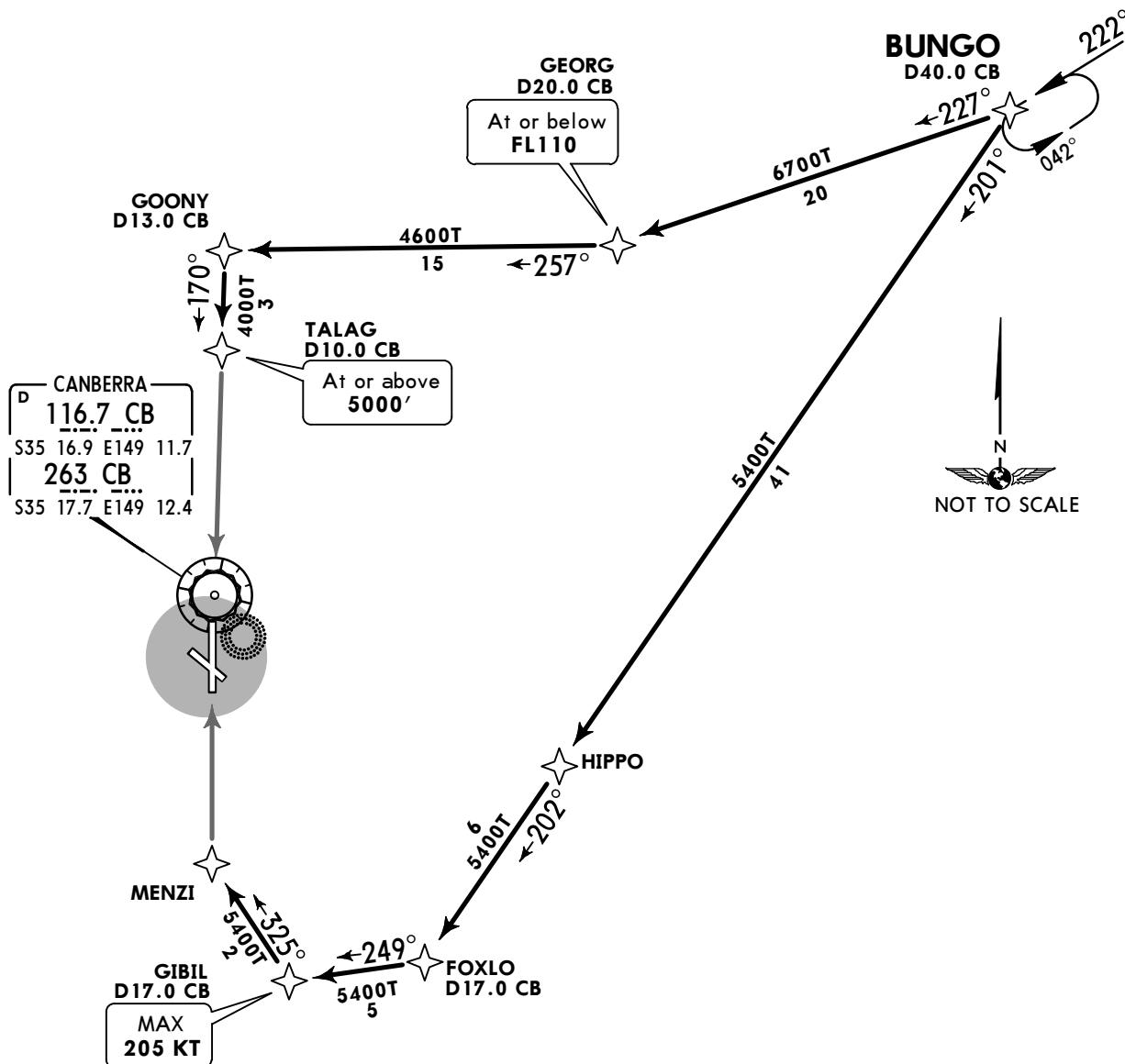
SPEED: MAX 250 KT BELOW 10000'



RWY	ROUTING
17	From AVBEG track 138° to GOONY. Turn RIGHT, track 170° to TALAG. Cross TALAG at or above 5000'. Track via RNAV-W (RNP) or VOR RWY 17 approach.
35	From AVBEG track 169° to LANYO. Cross LANYO at or above 10000'. Turn LEFT, track 147° to HONEY. Turn LEFT, track 056° to DALEY. MAX 210 KT from DALEY. Turn LEFT, track 010° to MENZI. For ILS, RNAV-Z (GNSS), LOC or VOR RWY 35 approach.

MSA
CB VOR or NDB
5100 within 10 NM

SPEED: MAX 250 KT BELOW 10000'



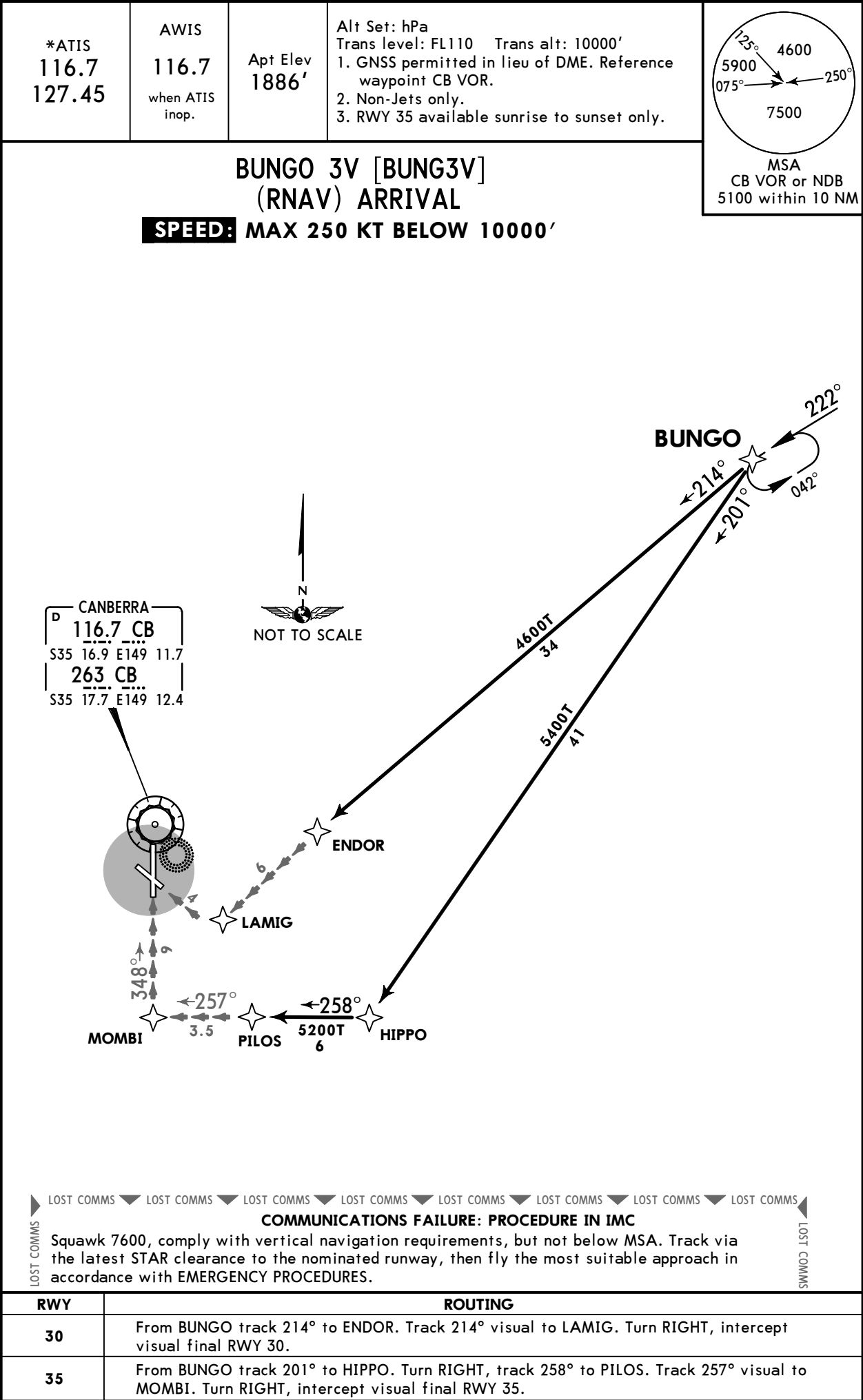
COMMUNICATIONS FAILURE: PROCEDURE IN IMC
 Squawk 7600, comply with vertical navigation requirements, but not below MSA. Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

RWY	ROUTING
17	From BUNGO track 227° to GEORG. Cross GEORG at or below FL110. Turn RIGHT, track 257° to GOONY. Turn LEFT, track 170° to TALAG. Cross TALAG at or above 5000'. Track via VOR RWY 17 approach.
35	From BUNGO track 201° to HIPPO. Turn RIGHT, track 202° to FOXLO. Turn RIGHT, track 249° to GIBIL. MAX 205 KT from GIBIL. Turn RIGHT, track 325° to MENZI. For ILS, RNAV-Z (GNSS), LOC or VOR RWY 35 approach.

YSCB/CBR
CANBERRA

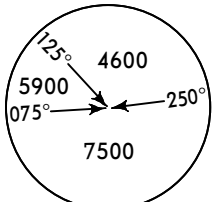
JEPPESEN
22 FEB 19 10-2G Eff 28 Feb

CANBERRA, ACT
AUSTRALIA
RNAV STAR

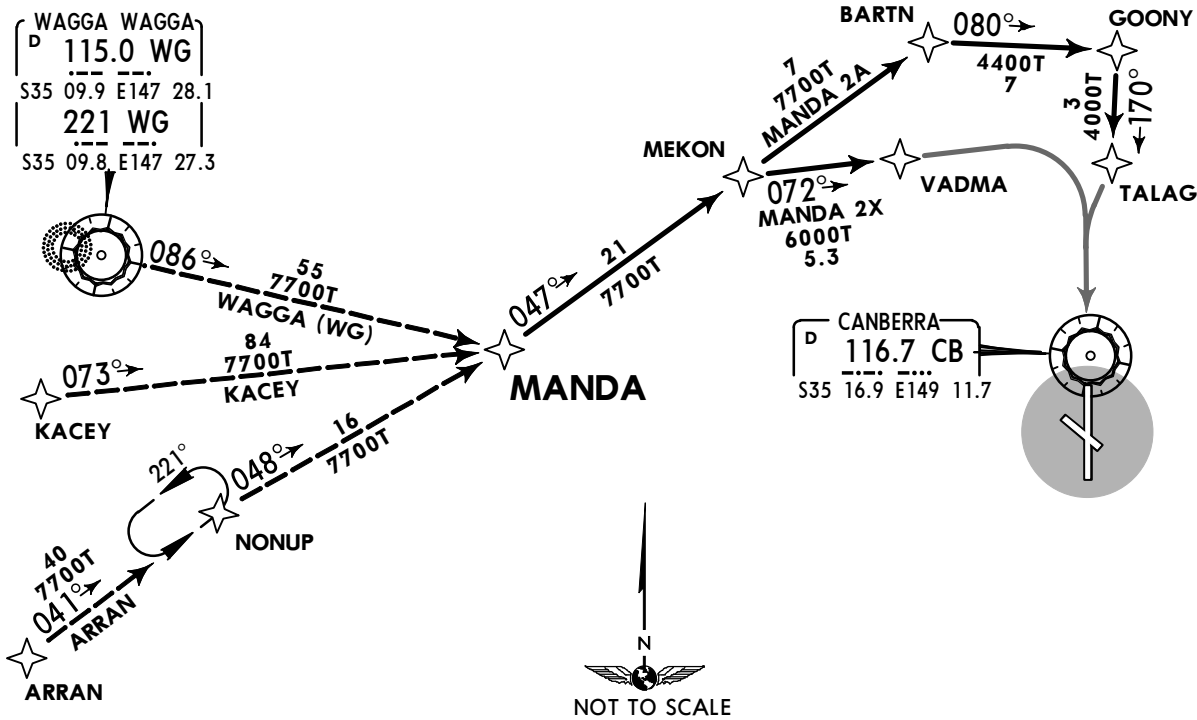


YSCB/CBR
CANBERRA

JEPPESSEN CANBERRA, ACT, AUSTRALIA
2 NOV 18 **10-2H** **Eff 8 Nov** **RNAV STAR**

*ATIS 116.7 127.45	AWIS 116.7 when ATIS inop.	Apt Elev 1886'	Alt Set: hPa Trans level: FL110 Trans alt: 10000'	 MSA CB VOR or NDB or ARP 5100 within 10 NM
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MANDA 2A [MAND2A]
MANDA 2X [MAND2X]
RWY 17 (RNAV) ARRIVALS
SPEED: MAX 250 KT BELOW 10000'



LOST 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.

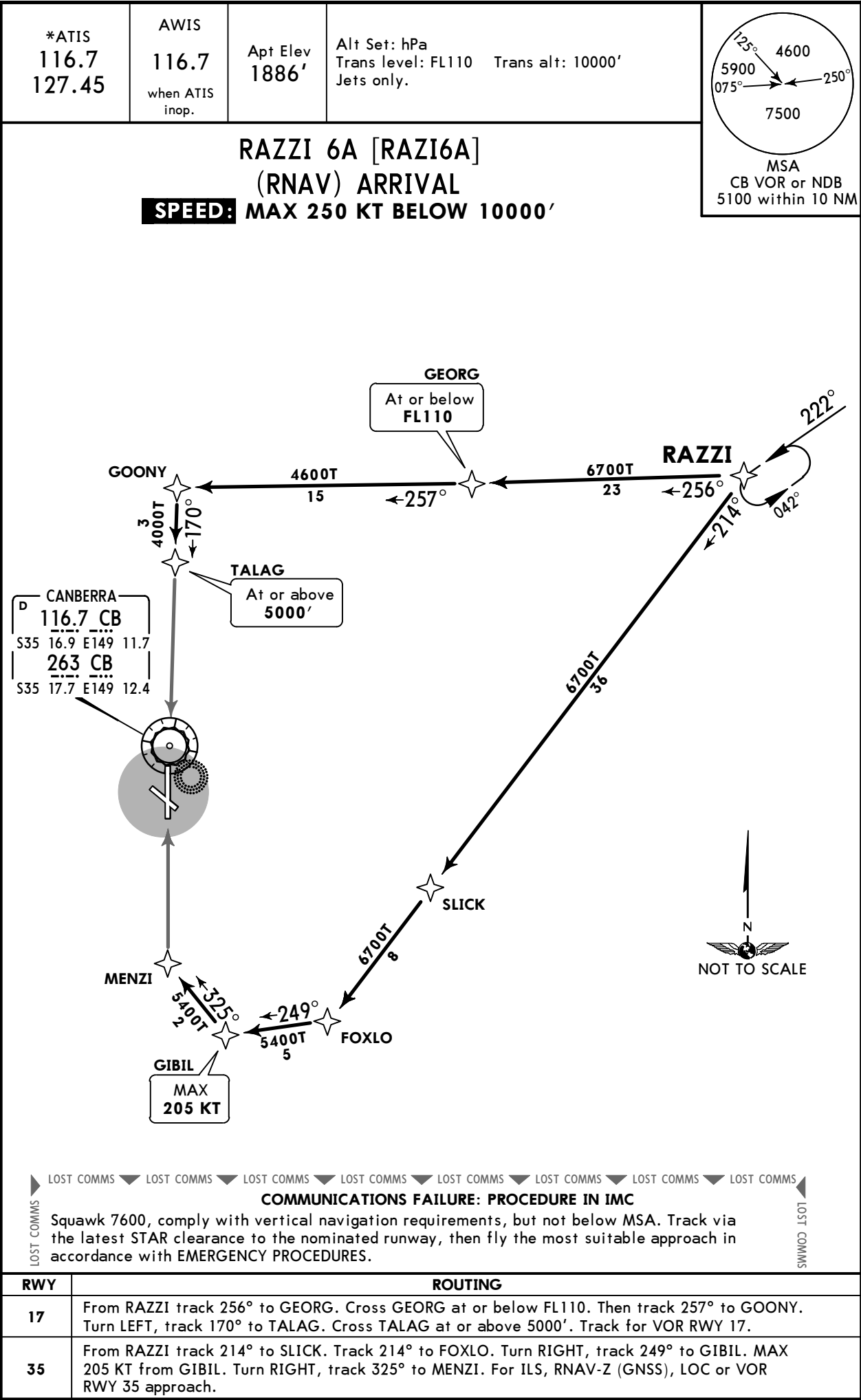
LOST COMMS

TRANSITIONS	
ARRAN	From ARRAN to MANDA: Track 041° to NONUP. Turn RIGHT, track 048° to MANDA. Then follow arrival instructions.
KACEY	From KACEY to MANDA: Track 073° to MANDA. Then follow arrival instructions.
WAGGA (WG)	From WG VOR to MANDA: Track 086° to MANDA. Then follow arrival instructions.
ROUTING	
MANDA 2A	From MANDA track 047° to MEKON. Track 047° to BARTN. Turn RIGHT, track 080° to GOONY. Turn RIGHT, track 170° to TALAG. Track via RNAV-W (RNP) RWY 17 or VOR RWY 17.
MANDA 2X	From MANDA track 047° to MEKON. Turn RIGHT, track 072° to VADMA. Track via RNAV-X (RNP) RWY 17.

YSCB/CBR
CANBERRA

JEPPESEN
2 NOV 18 10-2L Eff 8 Nov

CANBERRA, ACT,
AUSTRALIA
RNAV STAR



YSCB/CBR
CANBERRA

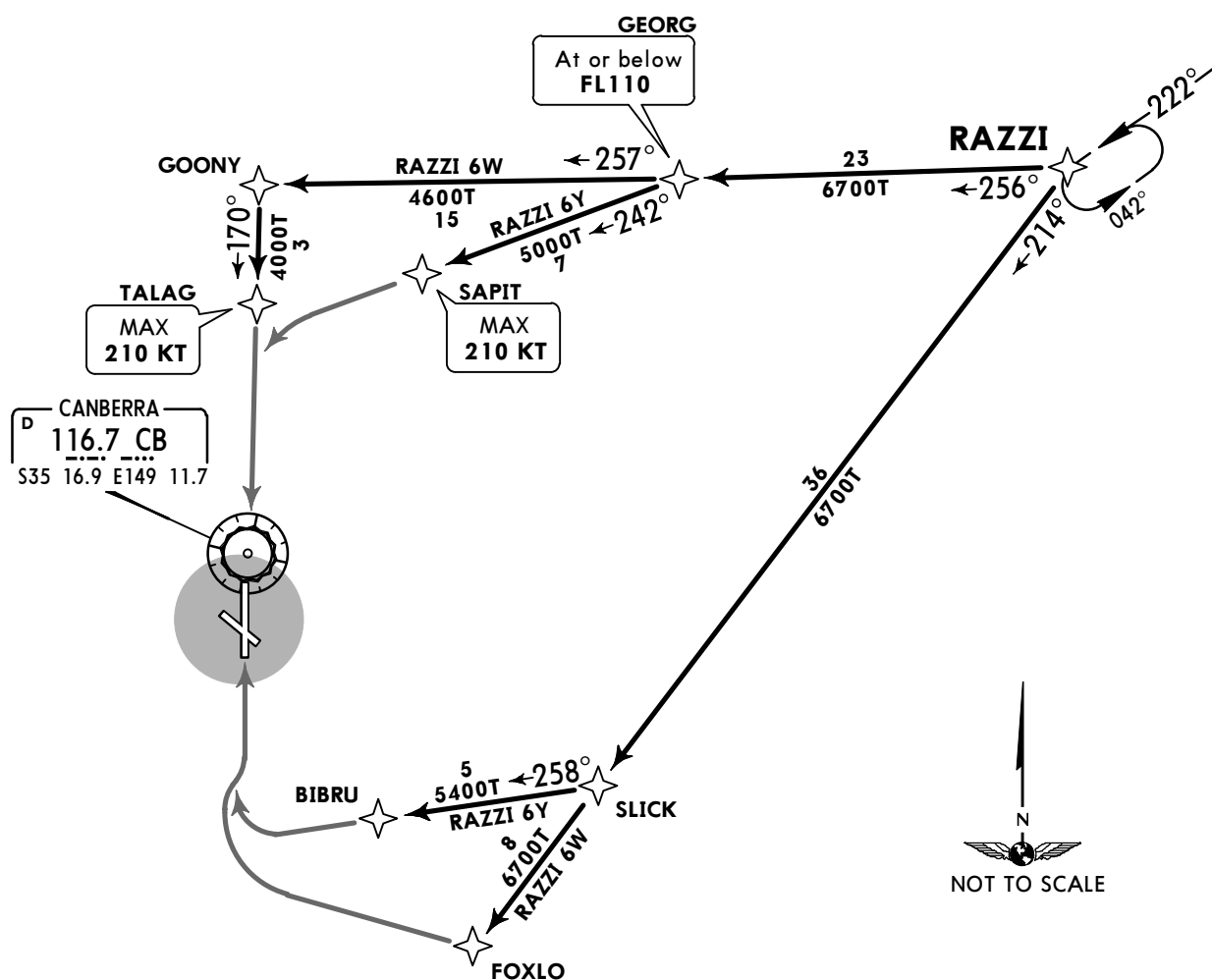


22 FEB 19

10-2N

Eff 28 Feb**RNAV STAR**

*ATIS 116.7 127.45	AWIS 116.7 when ATIS inop.	Apt Elev 1886'	Alt Set: hPa Trans level: FL110 Trans alt: 10000' Jets only.	MSA ARP 5100 within 10 NM
RAZZI 6W [RAZI6W] RAZZI 6Y [RAZI6Y] (RNAV) ARRIVALS SPEED: MAX 250 KT BELOW 10000'				



LOST COMMS LOST 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.

STAR	RWY	ROUTING
RAZZI 6W	17	From RAZZI track 256° to GEORG. Cross GEORG at or below FL110. Track 257° to GOONY. Turn LEFT, track 170° to TALAG. Track via RNAV-W (RNP) RWY 17. MAX 210 KT from TALAG.
	35	From RAZZI track 214° to SLICK. Track 214° to FOXLO. Track via RNAV-W (RNP) RWY 35.
RAZZI 6Y	17	From RAZZI track 256° to GEORG. Cross GEORG at or below FL110. Turn LEFT, track 242° to SAPIT. Track via RNAV-Y (RNP) RWY 17. MAX 210 KT from SAPIT.
	35	From RAZZI track 214° to SLICK. Turn RIGHT track 258° to BIBRU. Track via RNAV-Y (RNP) RWY 35.

YSCB/CBR
CANBERRA

JEPPESEN CANBERRA, ACT, AUSTRALIA
15 MAY 20 10-3A Eff 21 May RNAV SID

CANBERRA
Departure (*R)
124.5

Apt Elev
1886'

Trans level: FL110
Non-jets only.

Trans alt: 10000'

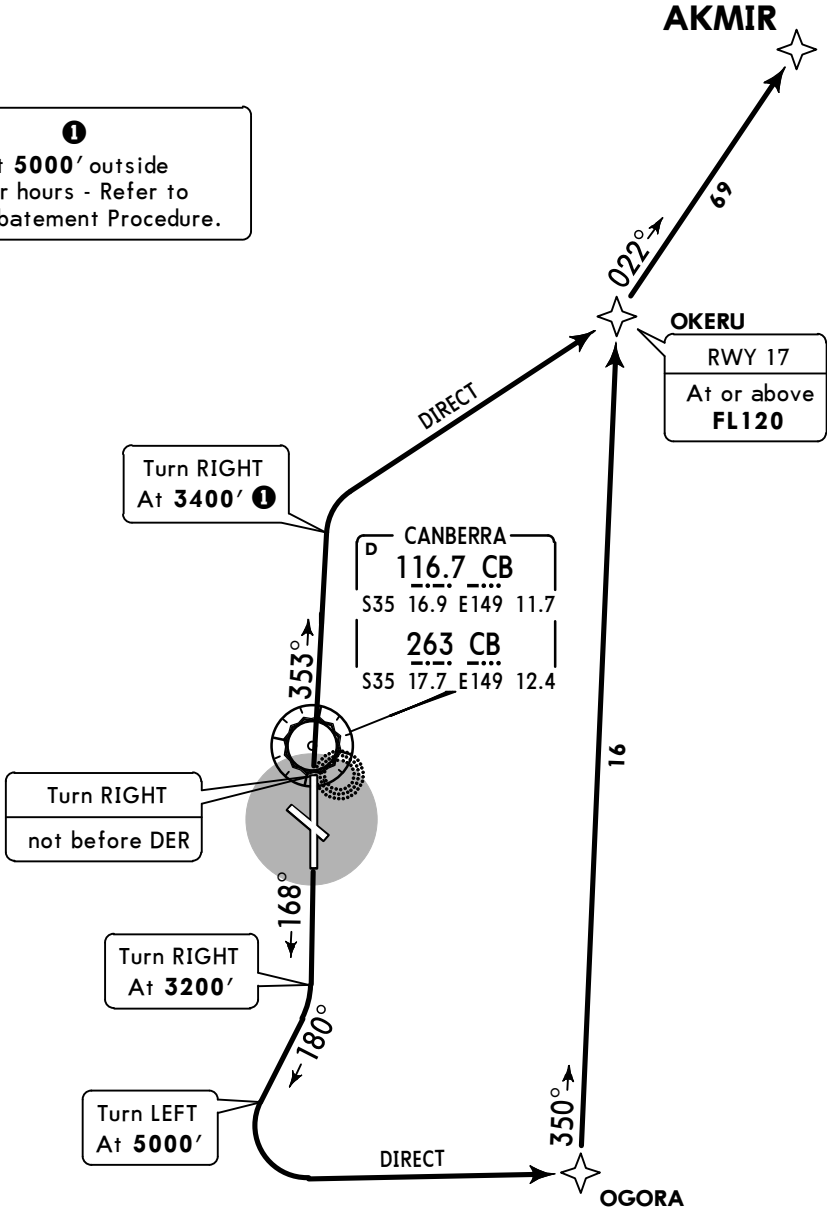
AKMIR 2 [AKMIR2]
RNAV DEPARTURE

SPEED: MAX 250 KT BELOW 10000'

125° 4600
5900
075° 250°
7500

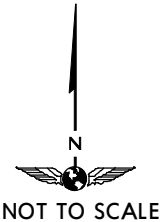
MSA
CB VOR or NDB
5100 within 10 NM

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



This SID requires minimum climb gradients of:
Rwy 17: 4.9% to 4800'.
Rwy 35: 6.7% to 3400'.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489
6.7% V/V (fpm)	509	678	1018	1357	1696	2035



RWY	INITIAL CLIMB
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 FL120. Turn RIGHT, track 022° to AKMIR, thence as cleared.
35	Not before DER turn RIGHT, track 353°. At 3400' 1 turn RIGHT, track direct to OKERU. Turn LEFT, track 022° to AKMIR, thence as cleared.

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21 FEB 20

10-3B

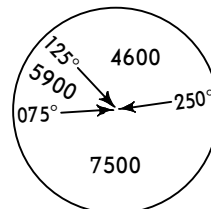
Eff 27 Feb

RNAV SID

CANBERRA
Departure (*R)
125.9

Apt Elev
1886'

Trans level: FL110 Trans alt: 10000'
Non-jets only.

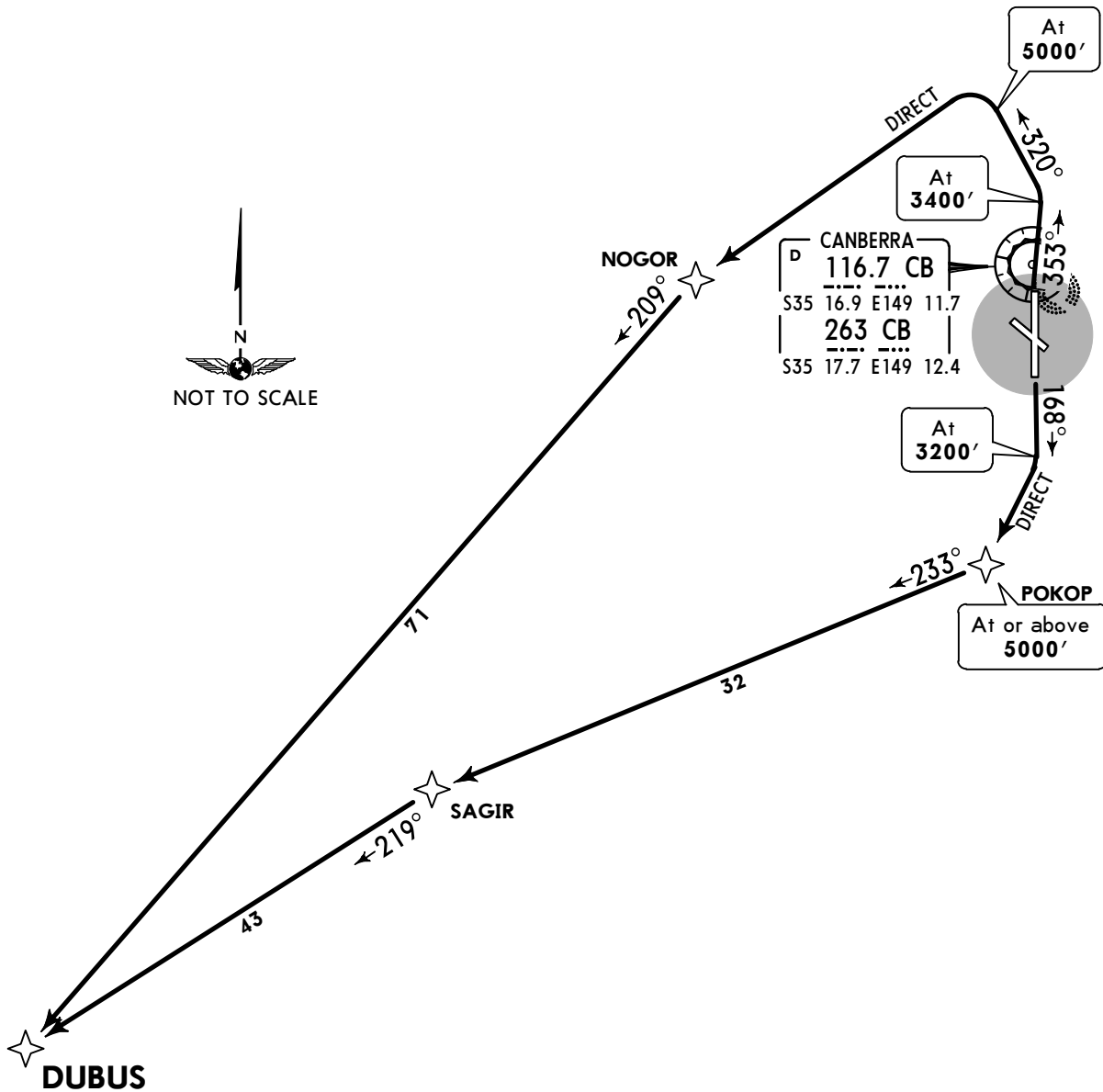
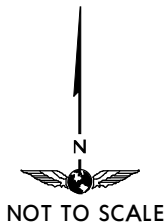


MSA
CB VOR or NDB
5100 within 10 NM

DUBUS 2 [DUBUS2]

RNAV DEPARTURE

SPEED: MAX 250 KT BELOW 10000'



This SID requires minimum climb gradients:

Rwy 17: 4.9% to 4800'.

Rwy 35: 6.7% to 3400'.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489
6.7% V/V (fpm)	509	678	1018	1357	1696	2035

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 DER 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.

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21 FEB 20

10-3C

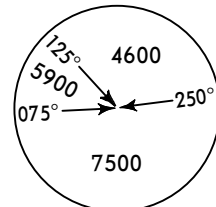
Eff 27 Feb

RNAV SID

CANBERRA
Departure (*R)
125.9

Apt Elev
1886'

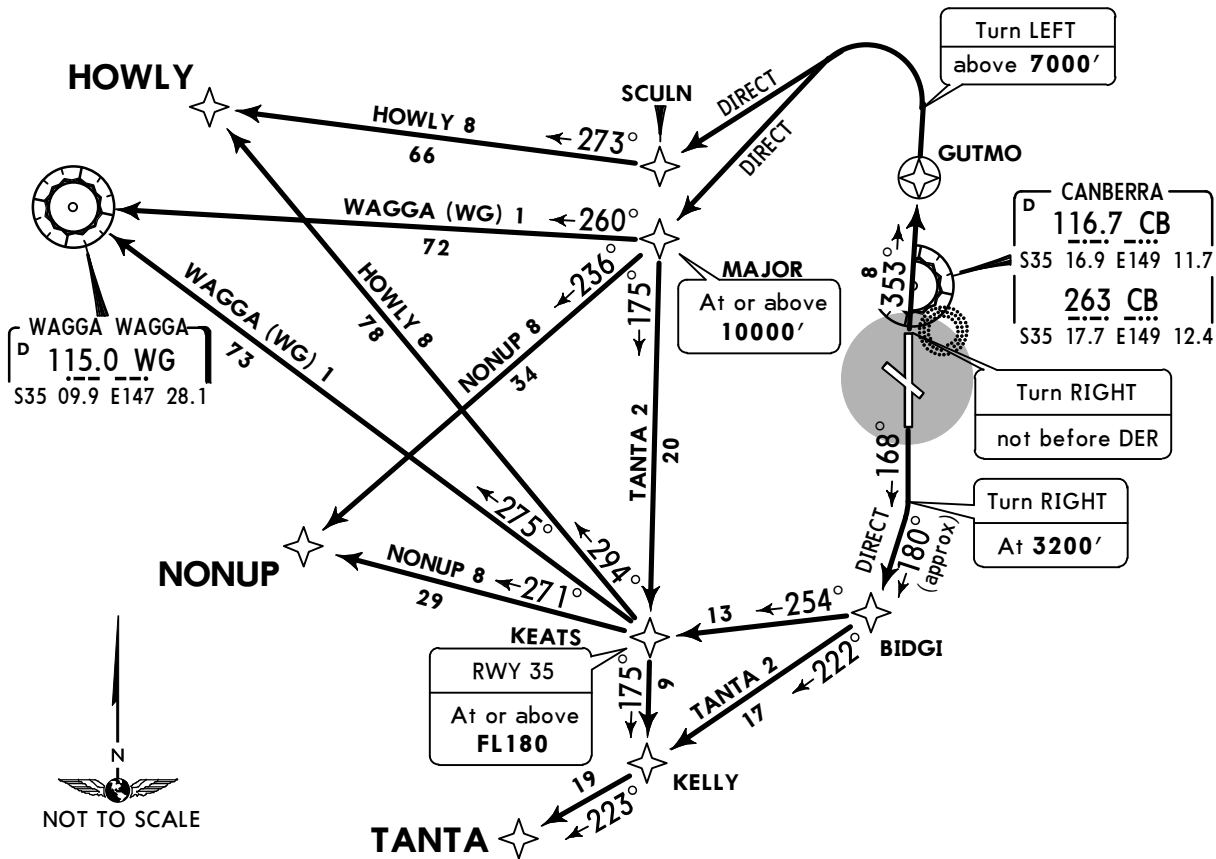
Trans level: FL110 Trans alt: 10000'
Jets only.



MSA
CB VOR or NDB
5100 within 10 NM

HOWLY 8 [HOWLY8], NONUP 8 [NONUP8]
TANTA 2 [TANTA2], WAGGA (WG) 1 [WG1]
RNAV DEPARTURES

SPEED: MAX 250 KT BELOW 10000'



These SIDs require minimum climb gradients of:

Rwy 17: 4.9% to 4800'.

Rwy 35: 6.7% to 3400'.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489
6.7% V/V (fpm)	509	678	1018	1357	1696	2035

RWY	INITIAL CLIMB
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.
35	Not before DER 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, thence as cleared.

CHANGES: Procedures renumbered.

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CANBERRA, ACT, AUSTRALIA
CANBERRA

NOISE

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 callsign '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.

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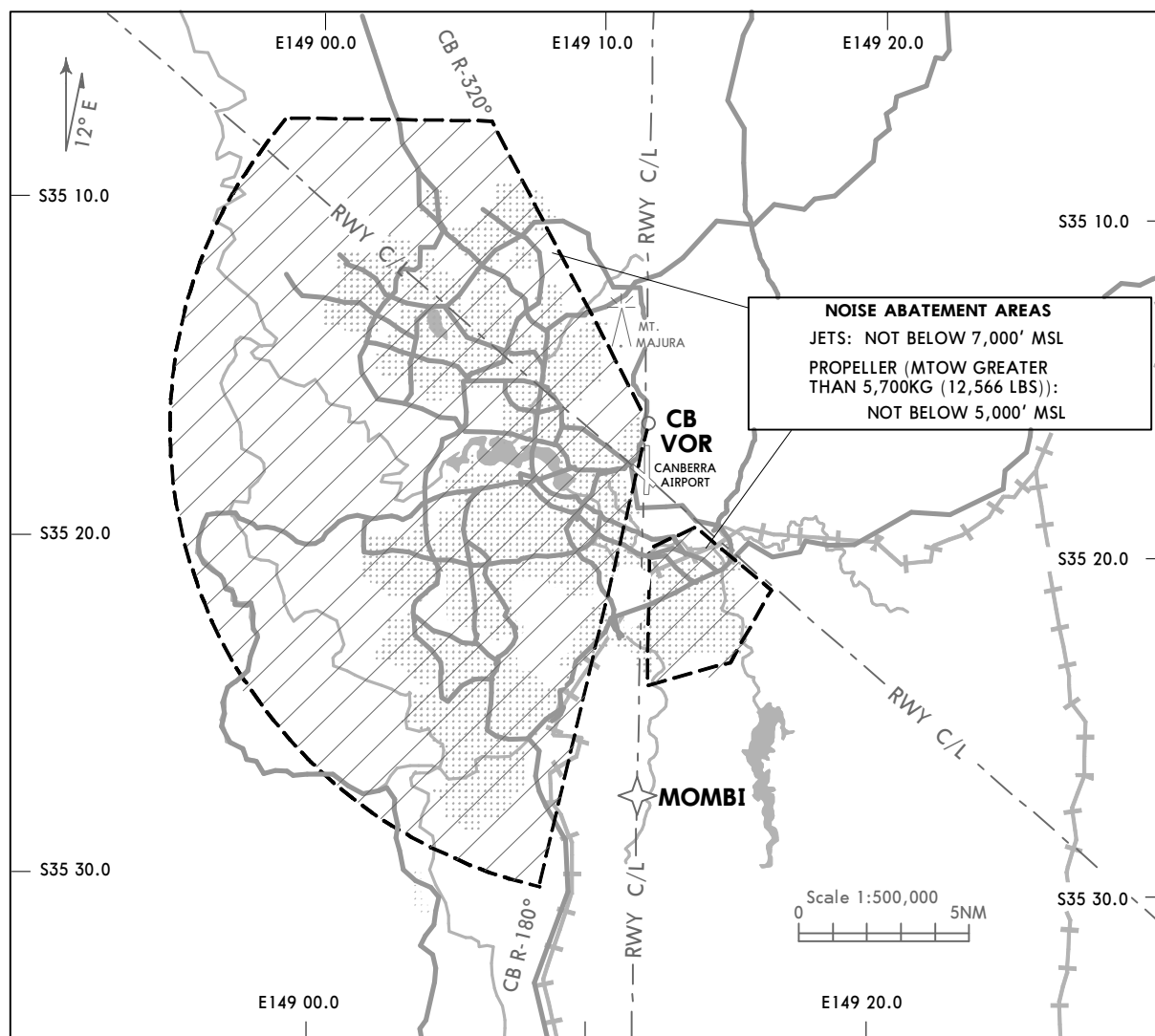
20 MAY 16
Eff 26 May

JEPPESSEN
(10-4A)

CANBERRA, ACT, AUSTRALIA
CANBERRA

NOISE

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.

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CANBERRA, ACT, AUSTRALIA
CANBERRA

2 DEC 05

10-4B

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.

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15 NOV 19 (10-8)

CANBERRA, ACT, AUSTRALIA
CANBERRA

TAXIWAY BRAVO EXTENSION (MOWP 01/19)

WORKS INFORMATION

This chart details the extension of Taxiway Bravo from the interface of Taxiway Delta West to the length of Runway 17, including interface with existing runway edge to create Taxiway Echo and the extension of Taxiway Foxtrot west of Runway 17/35. The completed extension will be a full Code E Taxiway at Canberra Airport.

These Works will commence on 29th April 2019 and will take approximately 14 months to complete.

Certain stages will be confirmed by a NOTAM, to be issued no less than 48 hours before work commences.

RESTRICTIONS TO AIRCRAFT OPERATIONS

Stage 1

Airfield Restrictions/Impacts:

- Little to no impact on aircraft operations.

Stage 2

Airfield Restrictions/Impacts:

- Little to no impact on aircraft operations,
- Runway 12/30 will be available under CTAF procedures when Runway 17/35 is not available.

Stage 3

Work: Construction of new Taxiway Echo at the intersection of Rwy 17 turning node and construction of new Taxiway Foxtrot at the intersection of Runway.

Airfield Restrictions/Impacts:

- Construction under supervision of Aviation and Construction Work Safety Officer (WSO) with Runway 17/35 not available to aircraft as confirmed in the relevant NOTAM.
- Runway 12/30 will be available under CTAF procedures when Runway 17/35 is not available.

Stage 4

Work: Construction of new Taxiway Bravo interface with Taxiway Delta (West).

Airfield Restrictions/Impacts:

- From Monday 8th October 2019 until Friday 22th November 2019 (est), Taxiway Delta west will be closed for the duration of this period to aircraft movements.

Stage 5

Work: Construction of Taxiway Bravo from Taxiway Echo to Taxiway Delta west.

Airfield Restrictions/Impacts:

- Construction of new Code E compliant Twy Bravo parallel with Rwy 17.
- Construction under supervision of Aviation WSO to facilitate recall when aircraft use Rwy 17/35.

Stage 6

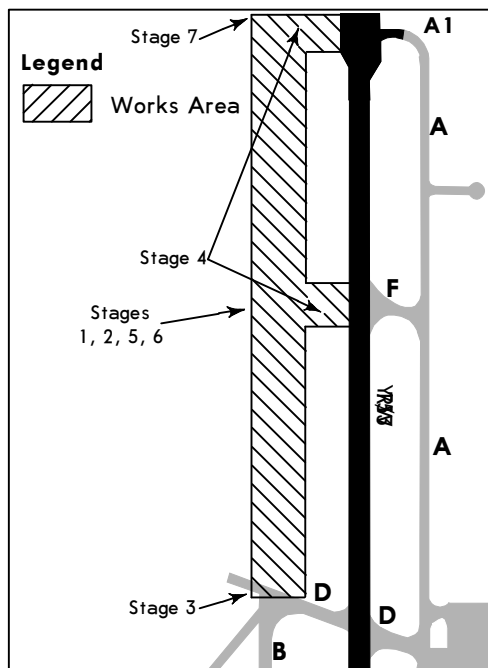
Airfield Restrictions/Impacts:

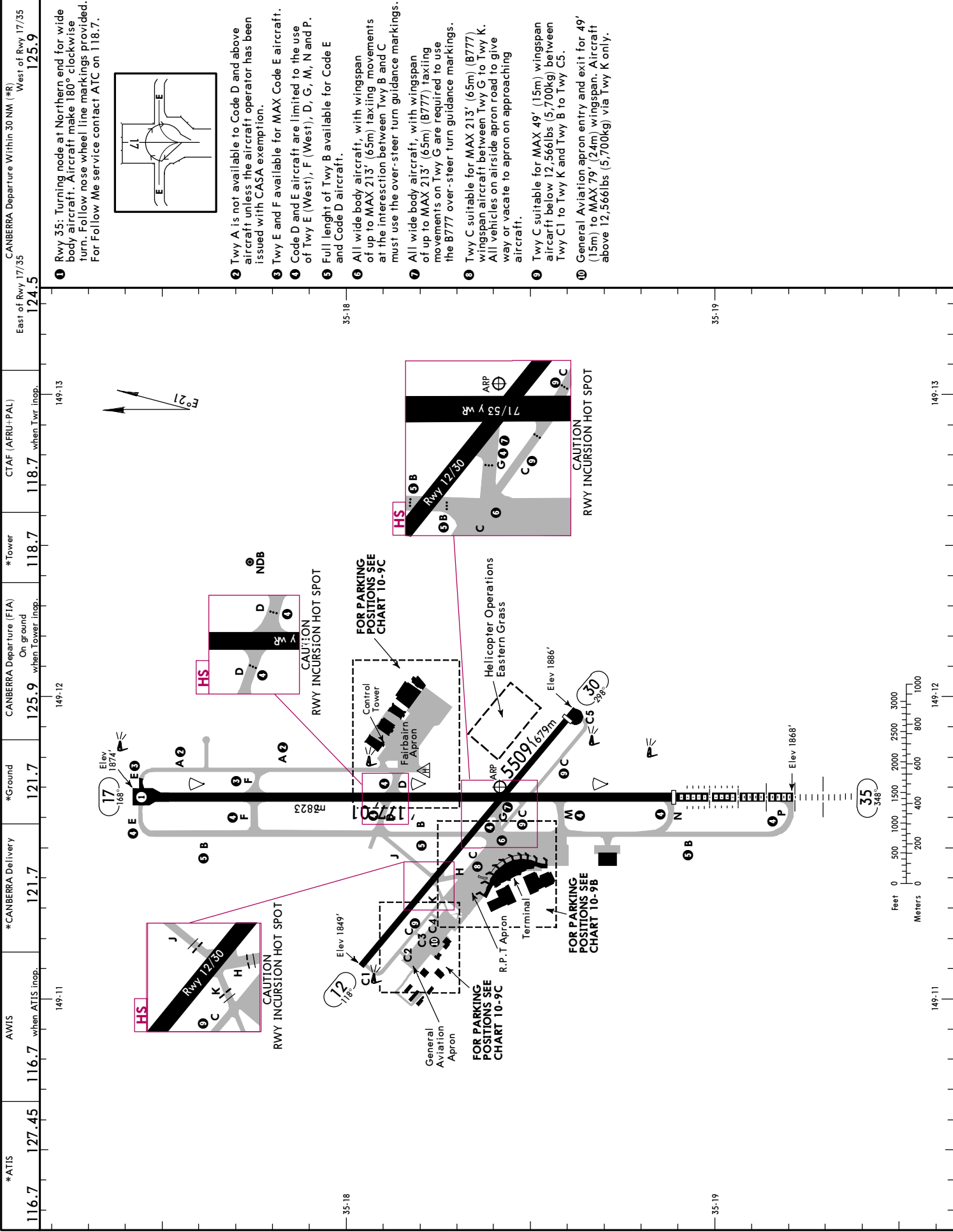
- Little to no impact on aircraft operations.
- Runway 17/35 stop bars not available during commissioning.

Stage 7

Airfield Restrictions/Impacts:

- Little to no impact on aircraft operations.





GENERAL																											
CAUTION: Aircraft operating between Black Mountain and airport may experience radio interference. CAUTION: Bird hazard exists. 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. Rotating beacon on Mt. Ainslie at BRG 128°/2.85 NM to ARP. 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). Pilots landing Rwy 12 in crosswinds should note possible turbulence in northerly and north easterly wind conditions. During strong westerly winds down stream of buildings, severe turbulence may be experienced in touchdown area landing Rwy 35. All aircraft operators are subject to the airport Conditions of Use, available upon request. 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. Local helicopter operations are to be conducted on the eastern grass, which is north-east of the runways intersection. Circuit operations from the eastern grass are to be conducted parallel to runway 12/30 and within the blue gable markers. Stop bars at all Rwy 17/35 and Rwy 12/30 Twy intersections during ATC hours. Rwy guard lights at all Rwy 17/35 intersections irrespective of ATC coverage. Hold points lights at all Rwy 12/30 Twy intersections. Outboard engines on four-engined wide body aircraft when taxiing must operate at low power to prevent erosion and engine ingestion. 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. 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. Apron in front of Defense Establishment Fairbairn is for VIP and Military air movements only. Prior Permission Required with 24HR notice for all movements from Air Support Services. Helicopter access to Military apron from helicopter area Northeast of runway intersection not available due light Aerodrome Control Tower obstacle. Aircraft departing from Canberra shall obtain airways clearance from Canberra Ground prior to taxi. Noise abatement procedures apply.																											
ADDITIONAL RUNWAY INFORMATION																											
RWY		USABLE LENGTHS			LANDING BEYOND		TAKE-OFF		WIDTH																		
		Threshold			Glide Slope																						
12	1	2345	MIRL (90m)	Threshold	Glide Slope					98' 30m																	
		30	23455																								
		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. 2 Portable lighting. Prior notice required. Manual in emergency. 3 Standby power available. 4 148' (45m) width 5 Activate on 118.7 when tower inop. 6 Not available for jet aircraft.																											
17	35	7899	HIRL (60m) 3 CL	grooved RVR	9787' 2983m	9787' 2983m	9787' 2983m	9787' 2983m	148' 45m																		
		8910	T-VASI (angle 3.0°, MEHT 39')																								
		7899	HIRL (60m) 3 CL 899																								
		35			grooved RVR	8802' 2683m	8802' 2683m	8802' 2683m																			
		899																									
7 Portable lighting. Prior notice required. Manual in emergency. 8 Standby power available. 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. 1 Last 984' (300m) is unavailable for landing distance computations. 2 TAKE-OFF RUN AVAILABLE 3 RWY 12: From rwy head 9787' 2983m Twy D 5669' 1728m Twy F 7940' 2420m 35 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																											
All Rwys																											
STANDARD																											
		With RL or either CL or RCLM		Twr. Operating		Day		Night		Other																	
1 Eng								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																			
2, 3 & 4 Eng		550m		550m		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		Forecast Terminal QNH		Forecast Terminal QNH																	
		Actual Aero QNH		Forecast Terminal QNH		Actual Aero QNH		Forecast Terminal QNH		Forecast Terminal QNH																	
A	B	1864'-4.4 km		1964'-4.4 km		2094'-6.0 km		2194'-6.0 km		1864'-4.4 km																	
		2094'-6.0 km		2194'-6.0 km		2094'-6.0 km		2194'-6.0 km		2094'-6.0 km																	
C	D	2234'-7.0 km		2334'-7.0 km		2234'-7.0 km		2334'-7.0 km		2234'-7.0 km																	
		2234'-7.0 km		2334'-7.0 km		2234'-7.0 km		2334'-7.0 km		2234'-7.0 km																	
1 RNAV-Z (GNSS) Rwy 30 not authorized.																											

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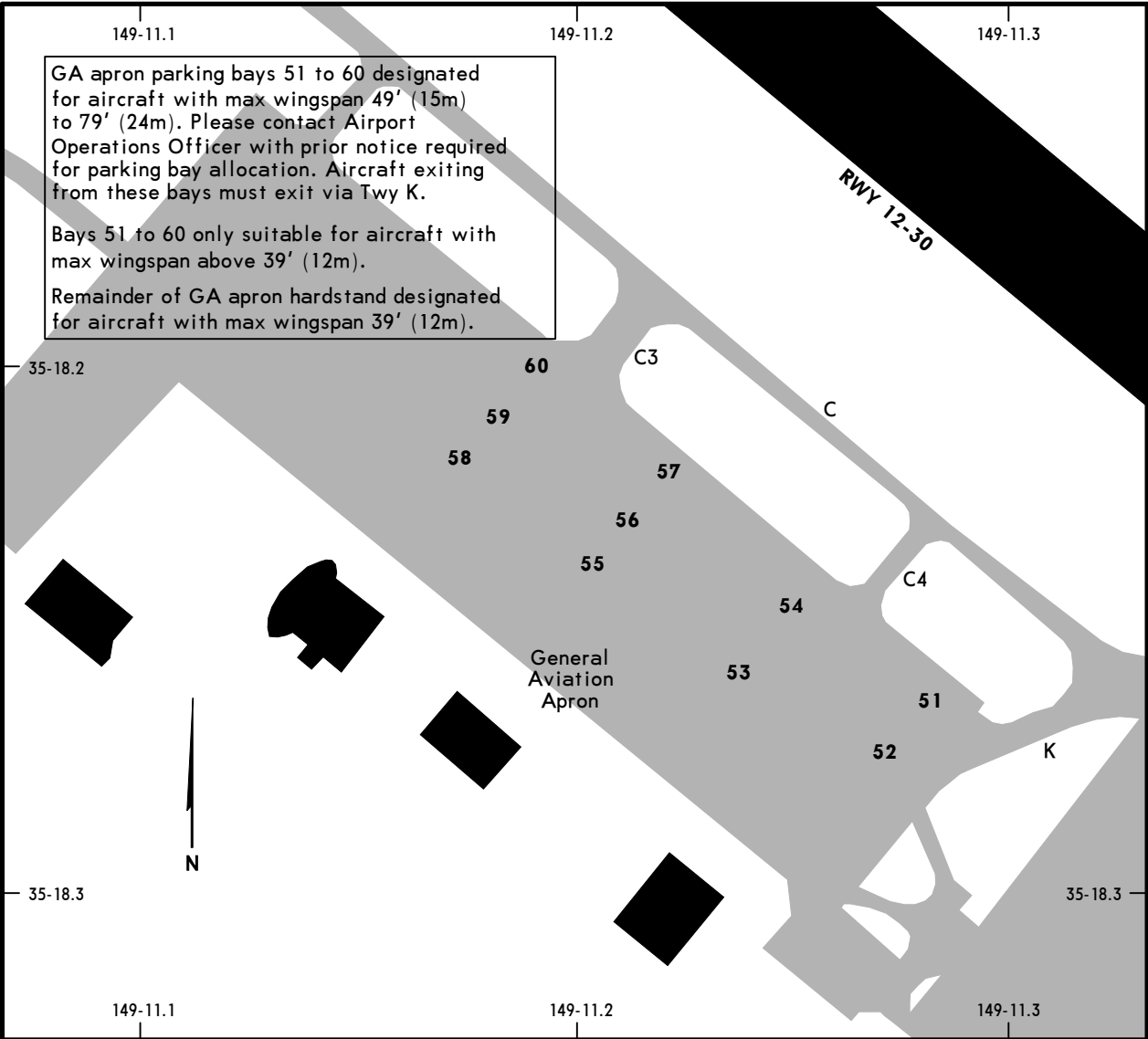
CANBERRA, ACT, AUSTRALIA

7 AUG 20

10-9C

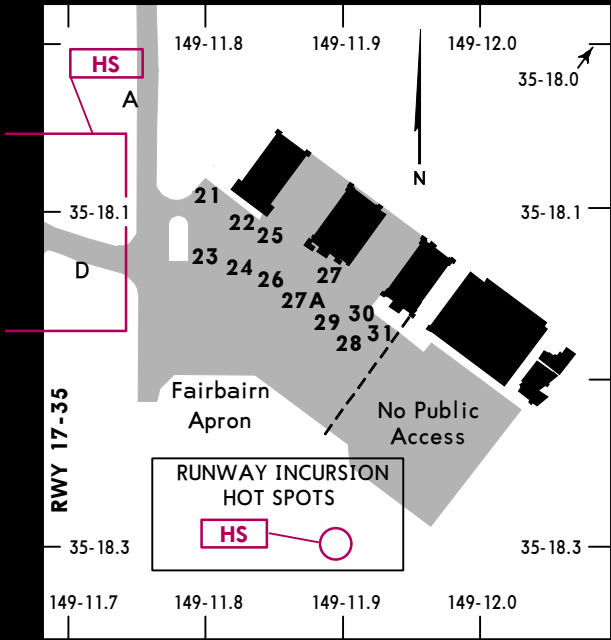
Eff 13 Aug

CANBERRA



PARKING STAND COORDINATES

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



PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV
21	S35 18.1 E149 11.8	1881
22	S35 18.1 E149 11.8	1882
23	S35 18.1 E149 11.8	1880
24, 25	S35 18.1 E149 11.8	1882
26	S35 18.1 E149 11.9	1882
27	S35 18.1 E149 11.9	1884
27A	S35 18.2 E149 11.9	1883
28	S35 18.2 E149 11.9	1884
29	S35 18.2 E149 11.9	1883
30, 31	S35 18.2 E149 11.9	1886

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7 AUG 20 (10-9D)

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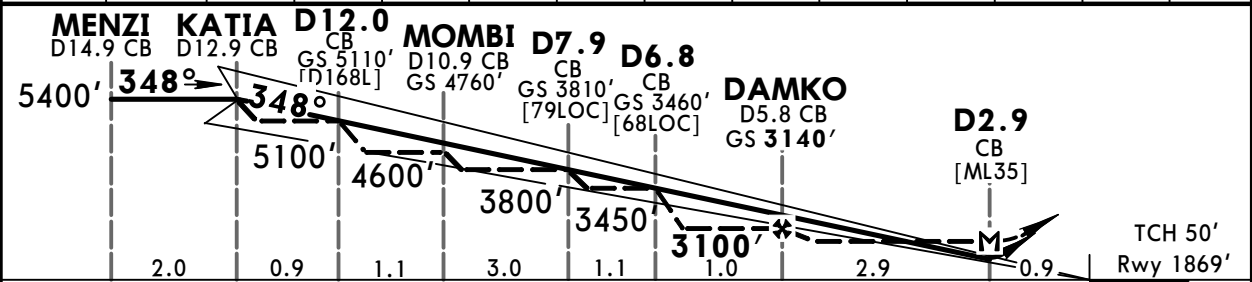
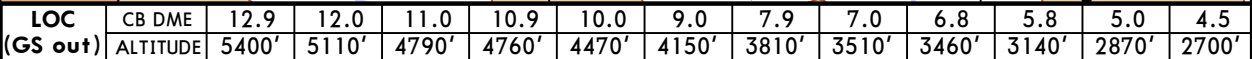
LOW VISIBILITY

OPERATIONS

- a. For CASA approved operators, Rwy 17/35 is 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, RV assessment measurements available.
- b. Secondary power switchover time: 1 second during Low Visibility Procedures.
- c. For CASA approved operators, Rwy 35 is capable of supporting CAT II approaches.
- d. No intersection departures permitted from Twy C.
- e. Twy lights installed at 60m spacing on Twys C East, C West.
- f. The following Twys are intended for use in RVR conditions of less than a value of 550m, but not less than 350m:
 - Twy B, Twy P, Twy N, Twy M, Twy G, Twy D, Twy F, Twy E, Twy J and Twy H;
 - Twy C - between Twy B and Twy K.
- g. All Twys are intended for use in RVR conditions of 550m or greater.

PROCEDURES

- a. 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.
- b. 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.
- c. Intersection DEP are restricted. All ACFT will normally be directed to the full length of the Rwy for DEP.
- d. Any pilot unsure of their position whilst operating on the Maneuvering Area must Hold Position (STOP) and immediately advise ATC.
- e. Flight crew must notify ATC if a Follow Me service is required.
- f. Radio Failure - ACFT must hold position and await further guidance from a Follow Me vehicle.



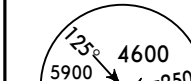
Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D2.9 CB							

STRAIGHT-IN LANDING RWY35 Actual Aero QNH							7 CIRCLE-TO-LAND		
ILS									
1 Missed apch climb gradient mim 4.4% to 3200', then 2.5% DA(H) 2070'(201')			2 Missed apch climb gradient mim 2.5% DA(H) 2320'(451')		3 LOC (GS out) MDA(H) 2600'(731')			Actual Aero QNH	
FULL		HIRL out	HIALS out	FULL	HIRL out	HIALS out			
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	1.6 km	3.8 km	4.7 km	Max Kts	MDA(H)	
B							100	3250' 4	
C							135	(1364') -2.4 km 5	
D							180	3480' -4.0 km 6	
							205	3620' -5.0 km 6 (1734')	

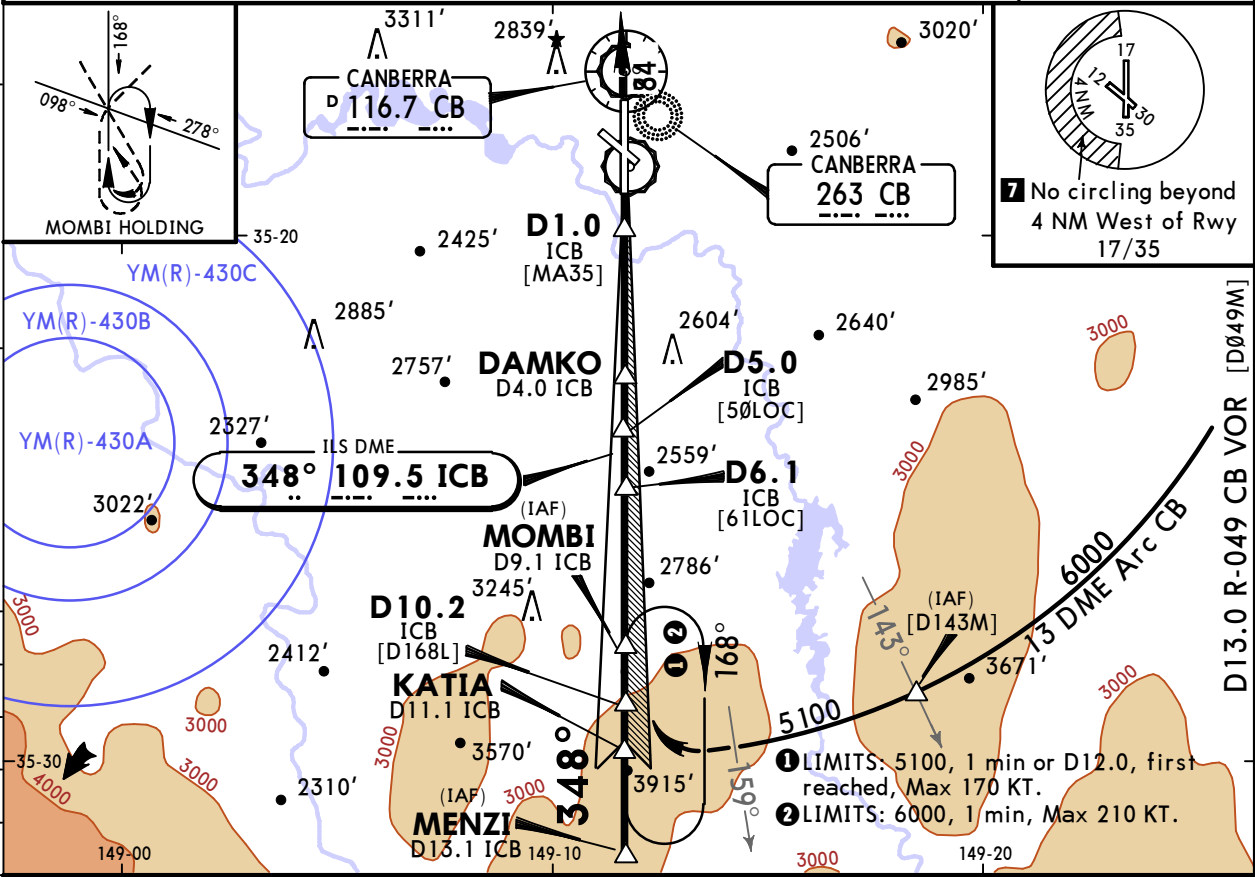
Forecast Terminal QNH: **1** DA(H) 2170'(301'), RVR 750m, VIS 1.2 km, HIRL out 1.2 km, HIALS out 1.5 km. **2** DA(H) 2420'(551'), 2.2 km. **3** MDA(H) 2700'(831'). **4** MDA(H) 3350'(1464'). **5** MDA(H) 3580'(1694'). **6** MDA(H) 3720'(1834').

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JEPPESSEN CANBERRA, ACT, AUSTRALIA
2 NOV 18 (11-2) Eff 8 Nov 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 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 DAMKO 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. For ILS: DME or GNSS required. 2. For LOC only: DME required.						

MSA CB VOR/NDB
5100 Within 10 NM



LOC (GS out)	ICB DME	11.1	11.0	10.2	10.0	9.1	8.0	7.0	6.1	5.0	4.0	2.6
	ALTITUDE	5400'	5370'	5110'	5050'	4760'	4410'	4100'	3810'	3460'	3140'	2700'
MENZI KATIA D10.2 D13.1 ICB D11.1 ICB GS 5110' [D168L] GS 4760' GS 3810' GS 3460' GS 3140' GS 3140' GS 3140' GS 3140' GS 3140' GS 3140' GS 3140' GS 3140'												
DAMKO D4.0 ICB GS 3140'												
D1.0 ICB [MA35]												
5400' 348° 5100' 4600' 3800' 3450' 3100' TCH 50' Rwy 1869'												
2.0 0.9 1.1 3.0 1.1 1.0 3.0 0.9												

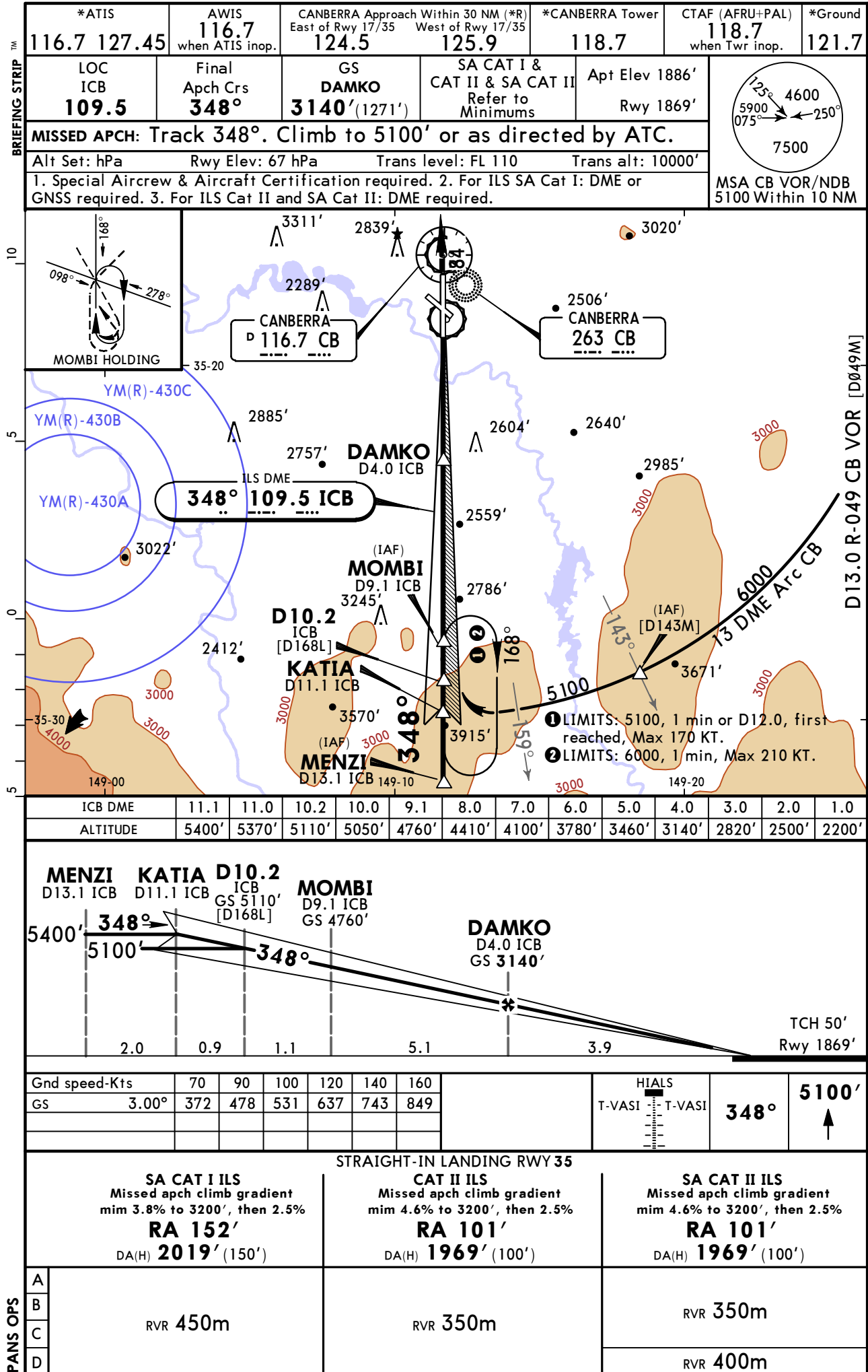
Gnd speed-Kts	70	90	100	120	140	160		HIALS		348°	5100'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	T-VASI	T-VASI		
MAP at D1.0 ICB											

STRAIGHT-IN LANDING RWY 35 Actual Aero QNH						CIRCLE-TO-LAND	
1 Missed apch climb gradient mim 4.4% to 3200', then 2.5% DA(H) 2070' (201')			2 Missed apch climb gradient mim 2.5% DA(H) 2320' (451')			Actual Aero QNH	
FULL HIRL out HIALS out			FULL HIRL out HIALS out			MDA(H)	
FULL HIRL out HIALS out			FULL HIRL out HIALS out			Max Kts	
FULL HIRL out HIALS out			FULL HIRL out HIALS out			100	
FULL HIRL out HIALS out			FULL HIRL out HIALS out			135	
FULL HIRL out HIALS out			FULL HIRL out HIALS out			180	
FULL HIRL out HIALS out			FULL HIRL out HIALS out			205	
FULL HIRL out HIALS out			FULL HIRL out HIALS out			3250'-2.4 km (1364')	
FULL HIRL out HIALS out			FULL HIRL out HIALS out			3480'-4.0 km (1594')	
FULL HIRL out HIALS out			FULL HIRL out HIALS out			3620'-5.0 km (1734')	

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

YSCB/CBR
JEPPESSEN CANBERRA, ACT, AUSTRALIA

2 NOV 18

(11-2A)
Eff 8 Nov
**ILS-Z Rwy 35 SA CAT I
& CAT II & SA CAT II**
CANBERRA


CHANGES: Markers del, wpt idents, note, airspace.

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YSCB/CBR
CANBERRA

2 NOV 18
Eff 8 Nov

12-1

CAT A & B

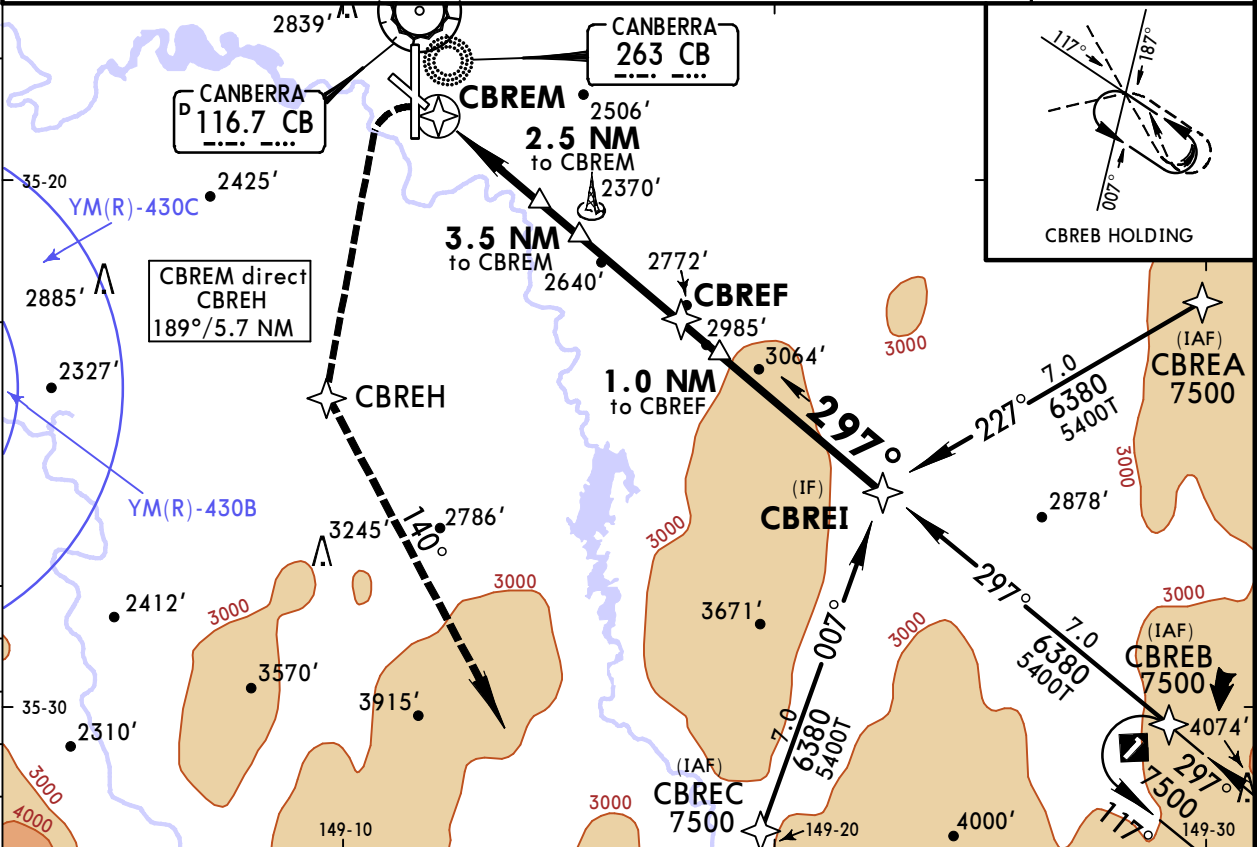
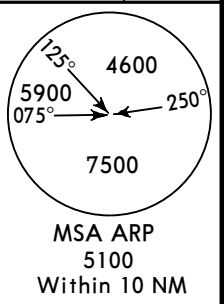
CANBERRA, ACT, AUSTRALIA
RNAV-Z (GNSS) Rwy 30

*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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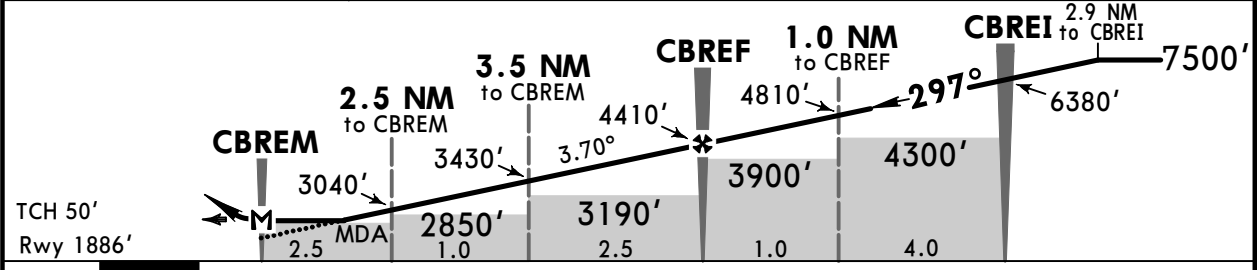
RNAV	Final Apch Crs 297°	Procedure Alt CBREF 4410' (2524')	LNAV MDA(H) (CONDITIONAL) 2680' (794')	Apt Elev 1886' Rwy 1886'
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MISSED APCH: Turn LEFT, track direct to CBREH, thence 140°. Climb to 7500'.

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

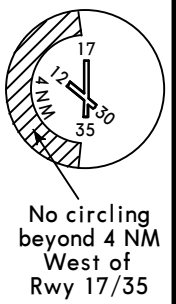


NM TO NEXT WPT	CBREM	1.9	2.0	3.0	4.0	5.0	CBREF	1.0	2.0	3.0	4.0	CBREI	2.9
ALTITUDE		2780'	2840'	3230'	3630'	4020'	4410'	4810'	5200'	5590'	5990'	6380'	7500'



		0 0.3					6.3		11.3			
Gnd speed-Kts		70	90	100	120	140	160		PAPI-L			CBREH
Descent Angle	3.70°	458	589	655	786	917	1048					
MAP at CBREM												

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	4.2 km	4.2 km		Max Kts			
B				100	3250' -2.4 km (1364')	3350' -2.4 km (1464')	
C	NOT APPLICABLE	NOT APPLICABLE		135			
D					NOT APPLICABLE	NOT APPLICABLE	



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CANBERRA, ACT, AUSTRALIA

2 NOV 18

(12-2)

Eff 8 Nov

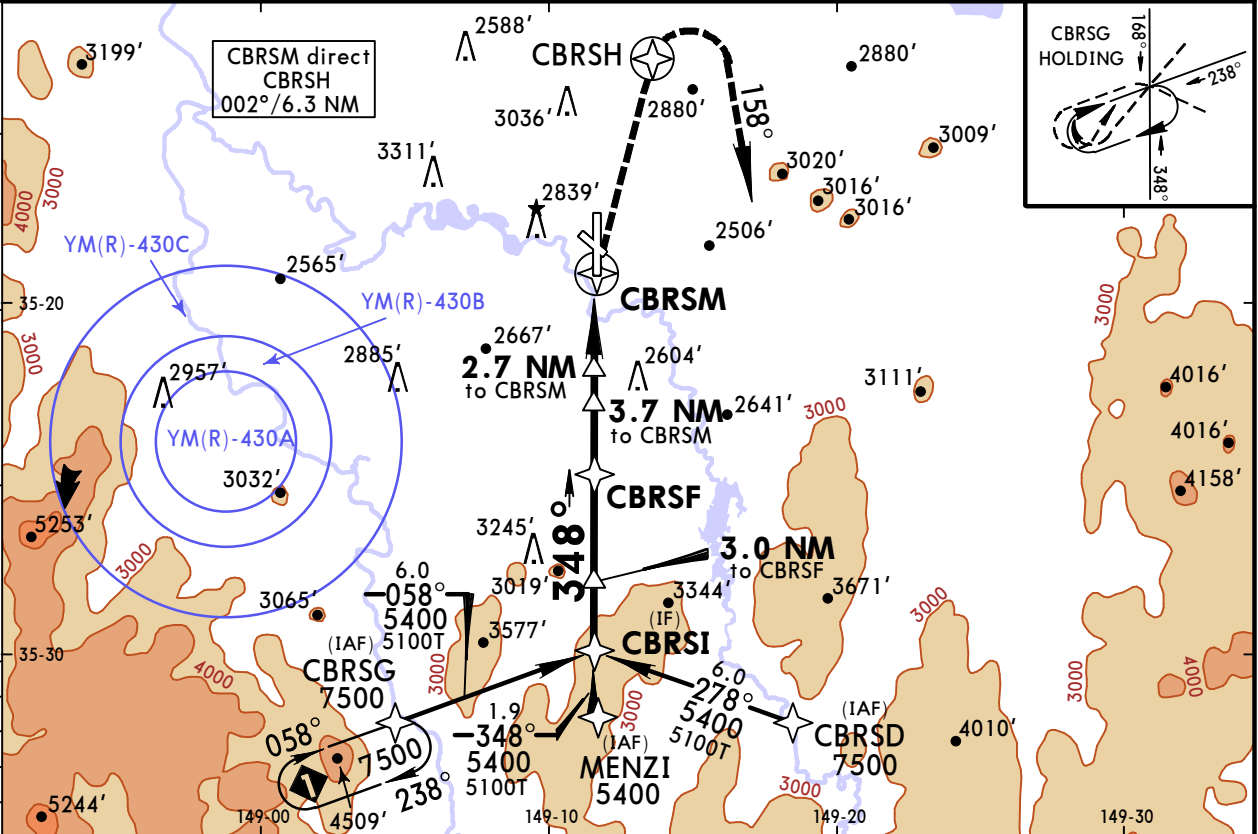
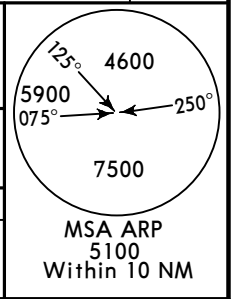
RNAV-Z (GNSS) Rwy 35

*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
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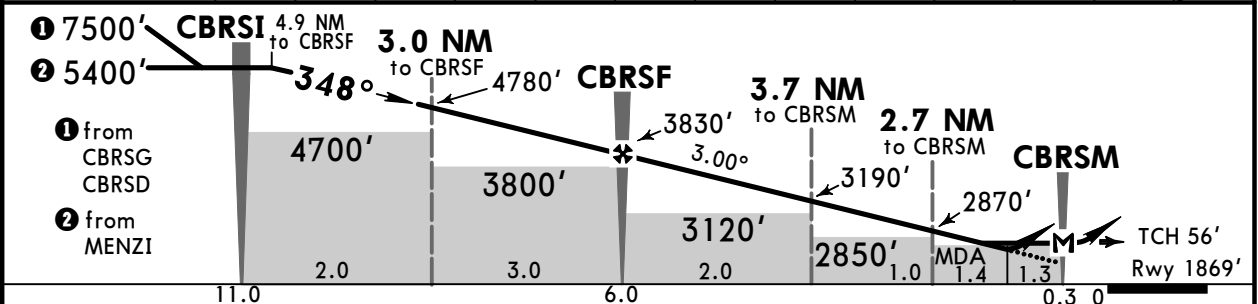
RNAV	Final Apch Crs 348°	Procedure Alt CBRSF 3830'(1961')	LNAV/VNAV DA(H) 2440'(571')	Apt Elev 1886' Rwy 1869'
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MISSED APCH: Turn RIGHT, track direct to CBRSH, thence turn RIGHT track 158°. Climb to 7500'.

Alt Set: hPa Rwy Elev: 67 hPa Trans level: FL 110 Trans alt: 10000'
1. For LNAV/VNAV: Local QNH and temperature required.
2. For LNAV/VNAV: Procedure temperature range -10°C (14°F) to 57°C (135°F). 3. Max for initial: 210 KT, for missed approach turn: 200 KT.

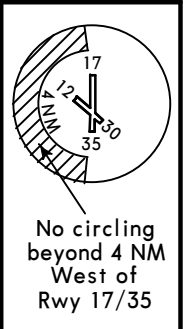


NM TO NEXT WPT	4.9	4.0	3.0	2.0	1.0	CBRSF	5.0	4.0	3.7	2.7	1.9	1.3	CBRSM
ALTITUDE	5400'	5100'	4780'	4460'	4150'	3830'	3600'	3290'	3190'	2870'	2620'	2440'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	T-VASI	T-VASI	RT	CBRSH
Descent Angle	3.00°	372	478	531	637	849					
LNAV/VNAV: MAP at DA											
LNAV: MAP at CBRSM											

STRAIGHT-IN LANDING RWY 35		CIRCLE-TO-LAND	
LNAV/VNAV		Actual Aero QNH	
DA(H) 2440'(571')		Forecast Terminal QNH	
HIALS out		MDA(H)	
		Max Kts	
A		100	3250' -2.4 km (1364')
B		135	3480' -4.0 km (1594')
C	3.2 km	180	3580' -4.0 km (1694')
D		205	3720' -5.0 km (1834')



Forecast Terminal QNH: 1 MDA(H) 2620'(751'), VIS 4.3 km

CHANGES: Airspaces.

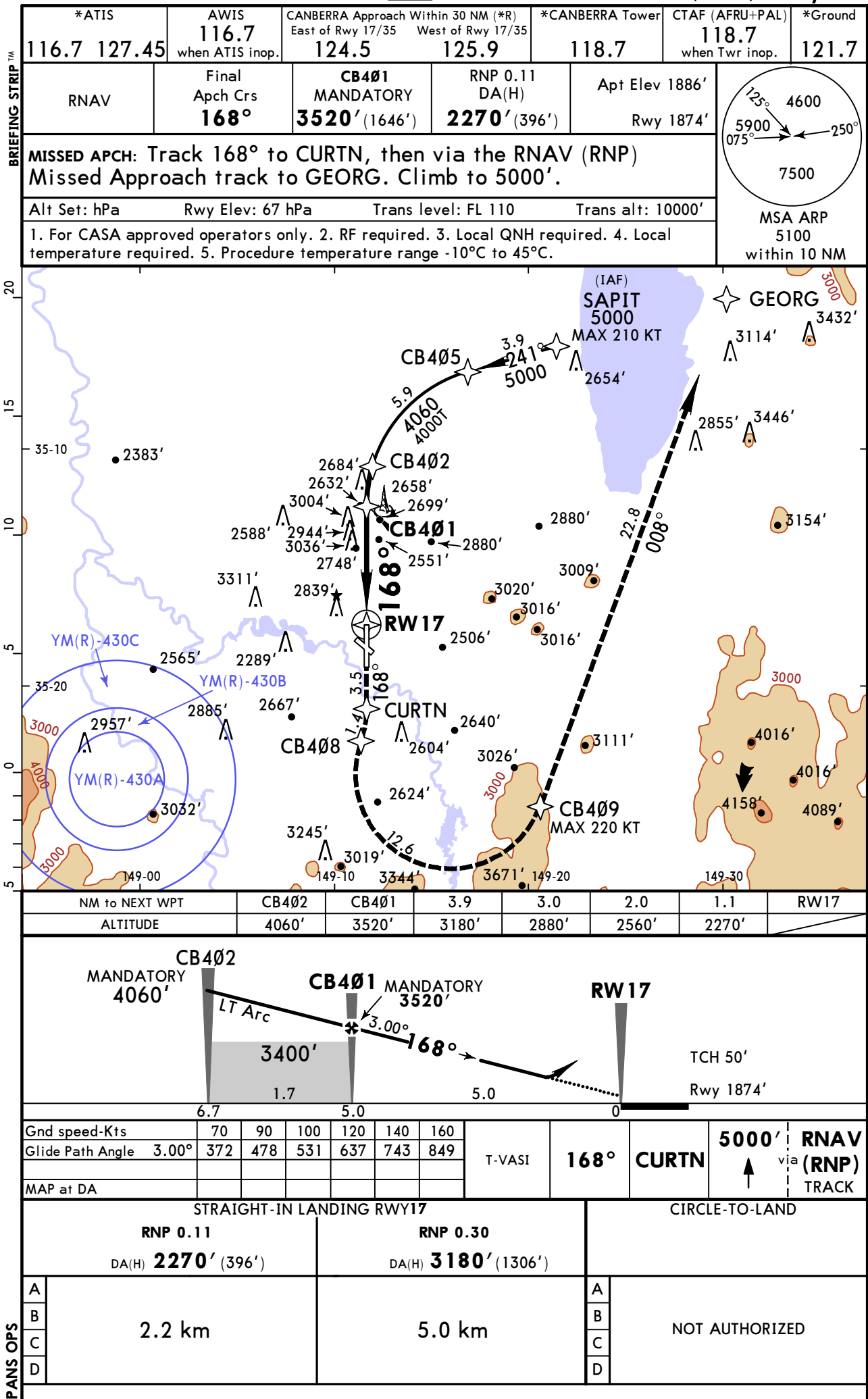
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YSCB/CBR
CANBERRA

20 MAR 20

12-20

JEPPESSEN CANBERRA, ACT, AUSTRALIA
RNAV-Y (RNP) Rwy 17



CHANGES: Mandatory on CB401 and CB402.

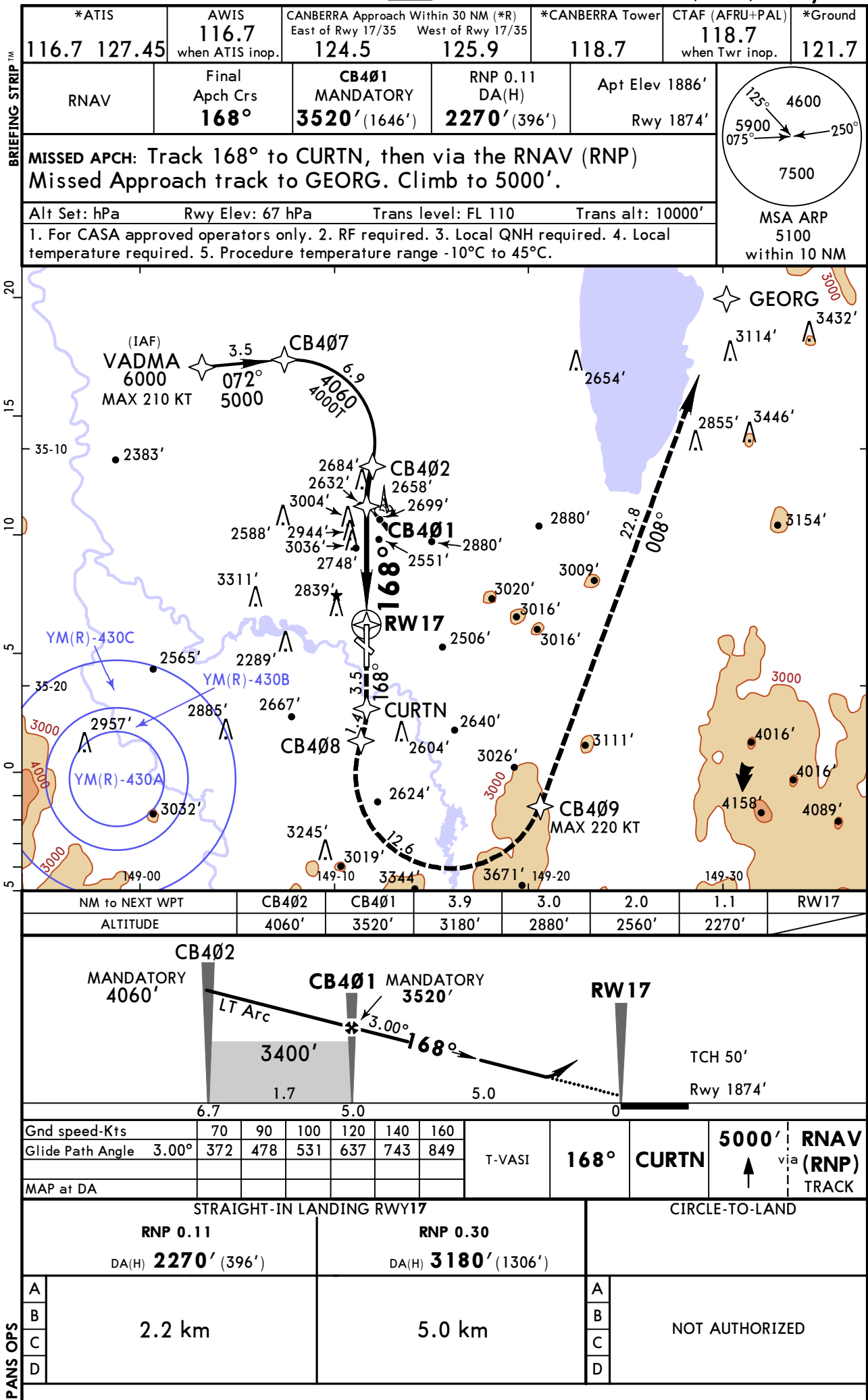
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YSCB/CBR
CANBERRA

20 MAR 20

12-21

JEPPESSEN CANBERRA, ACT, AUSTRALIA
RNAV-X (RNP) Rwy 17



CHANGES: Mandatory on CB401 and CB402.

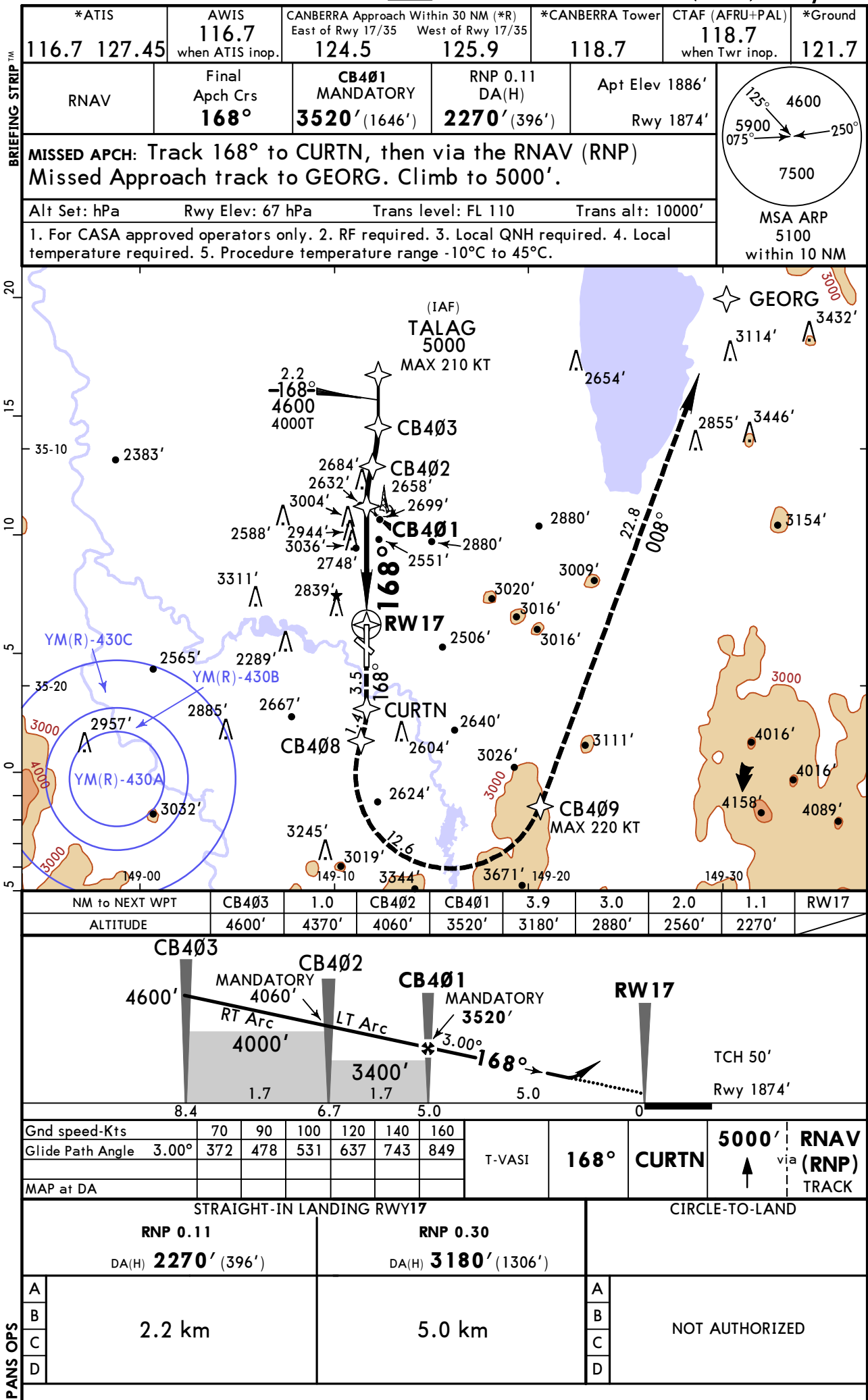
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YSCB/CBR
CANBERRA

20 MAR 20

12-22

JEPPESSEN CANBERRA, ACT, AUSTRALIA
RNAV-W (RNP) Rwy 17



CHANGES: Mandatory on CB401 and CB402.

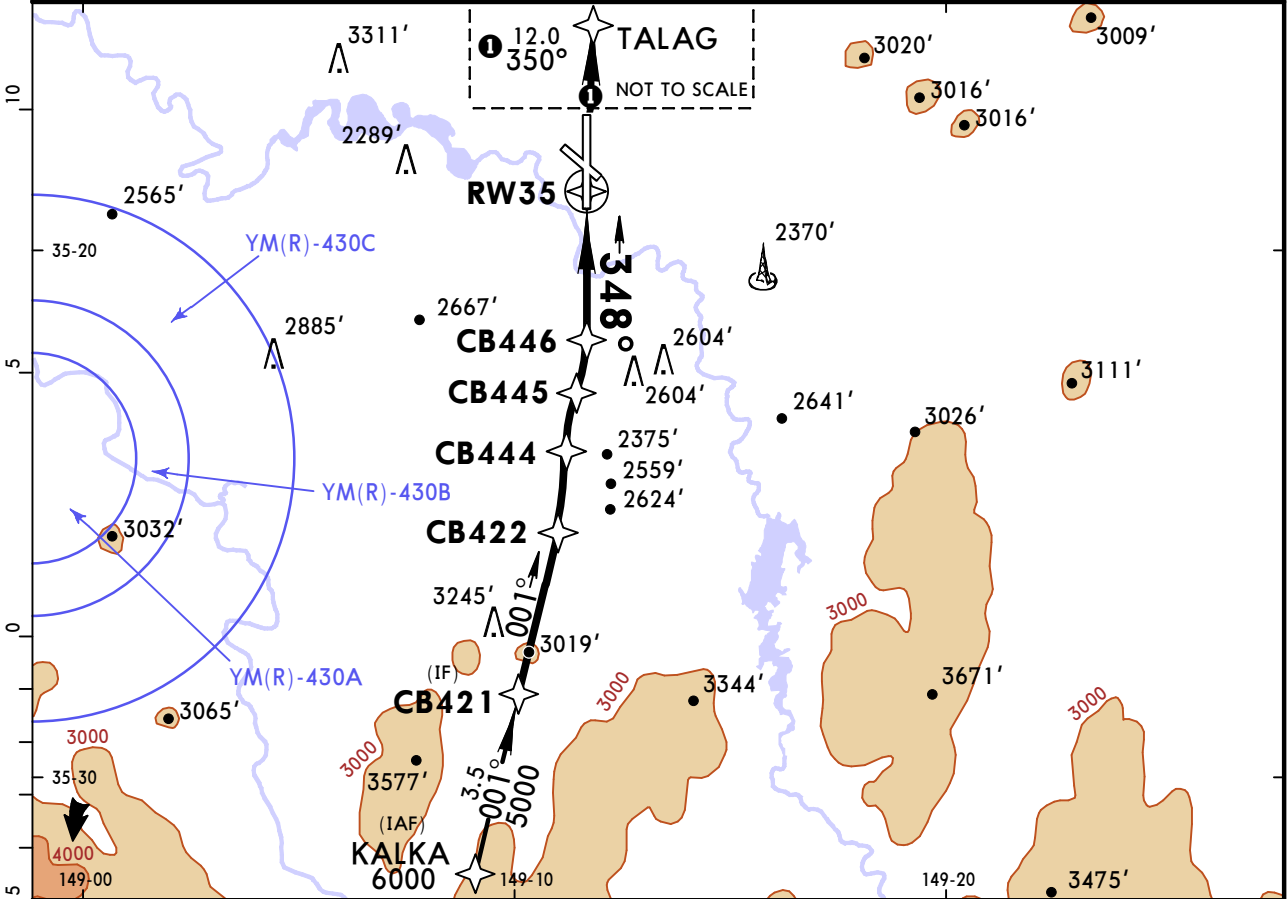
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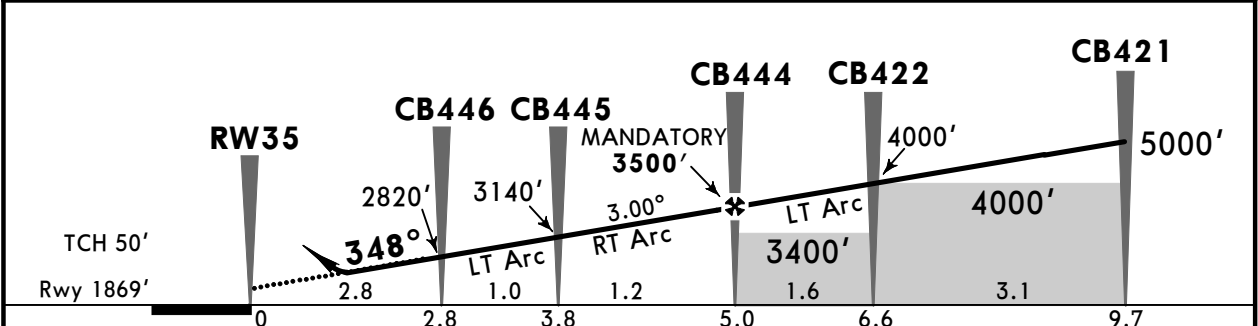
JEPPESSEN CANBERRA, ACT, AUSTRALIA
RNAV-X (RNP) Rwy 35

20 MAR 20 12-24

*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	
RNAV		Final Apch Crs 348°		CB444 MANDATORY 3500' (1631')		RNP 0.11 DA(H) (CONDITIONAL) 2200' (331')		Apt Elev 1886' Rwy 1869'		123° 4600 5900 075° 250° 7500 MSA ARP 5100 within 10 NM	
MISSED APCH: Track 350° to TALAG. Climb to 5100'.											
Alt Set: hPa Rwy Elev: 67 hPa Trans level: FL 110 Trans alt: 10000'											
1. For CASA approved operators only. 2. RF required. 3. Local QNH required. 4. Local temperature required. 5. Procedure temperature range -10°C to 45°C. 6. RNP 0.3 required from KALKA.											



NM to NEXT WPT	RW35	0.9	1.2	1.9	CB446	CB445	CB444	CB422	CB421
ALTITUDE		2200'	2290'	2530'	2820'	3140'	3500'	4000'	5000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		T-VASI		T-VASI		350°	5100'	TALAG
Glide Path Angle	3.00°	372	478	531	637	743	849								
MAP at DA															

STRAIGHT-IN LANDING RWY 35						CIRCLE-TO-LAND					
Missed apch climb gradient mim 5.0% to 3200', then 2.5%						Missed apch climb gradient mim 2.5%					
RNP 0.11 DA(H) 2200' (331')			RNP 0.30 DA(H) 2290' (421')			RNP 0.30 DA(H) 2530' (661')					
HIALS out			HIALS out			HIALS out					

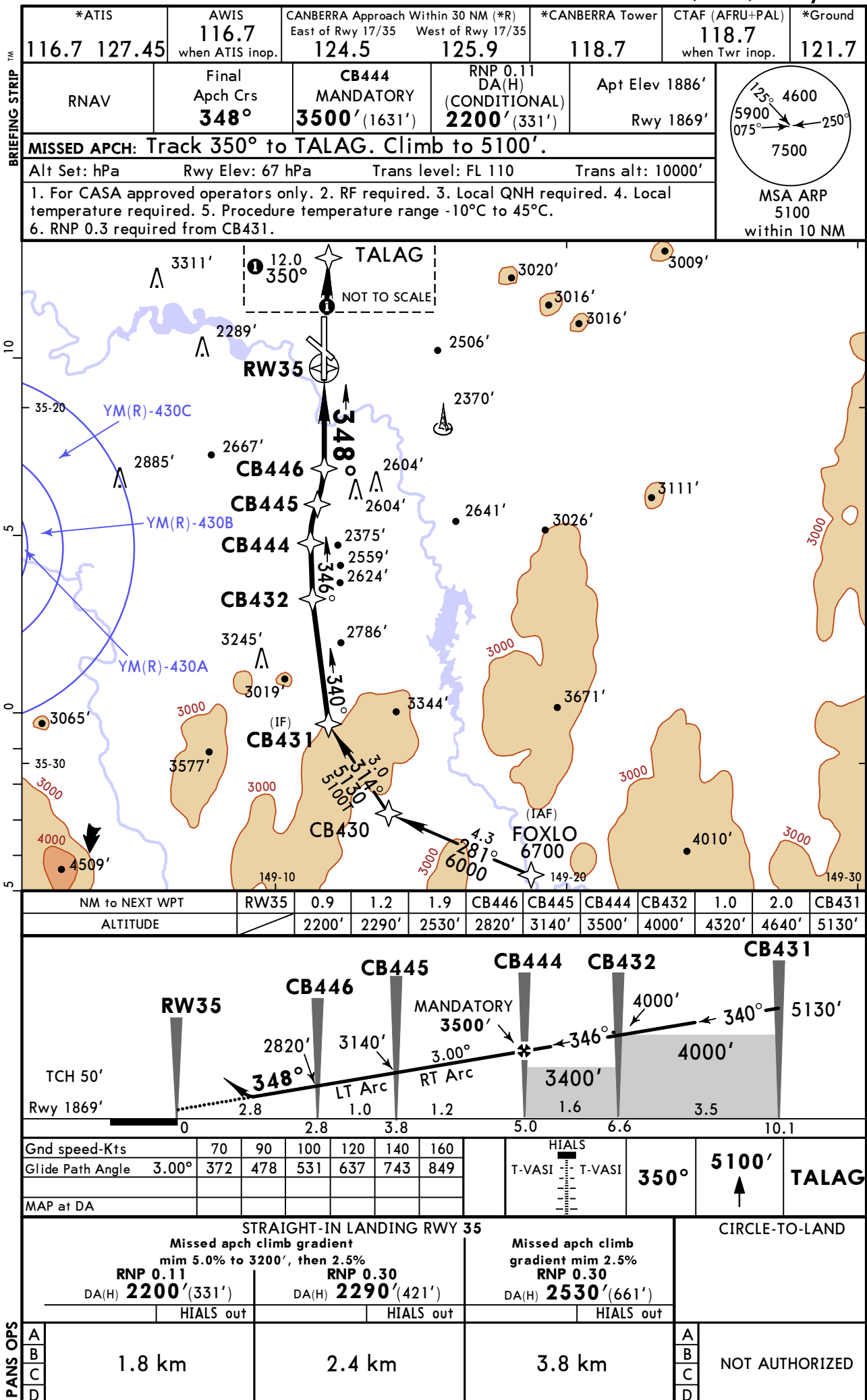
A	1.8 km			2.4 km			3.8 km			A	NOT AUTHORIZED		
B										B			
C										C			
D										D			

YSCB/CBR
CANBERRA

20 MAR 20

12-25

JEPPESSEN CANBERRA, ACT, AUSTRALIA
RNAV-W (RNP) Rwy 35



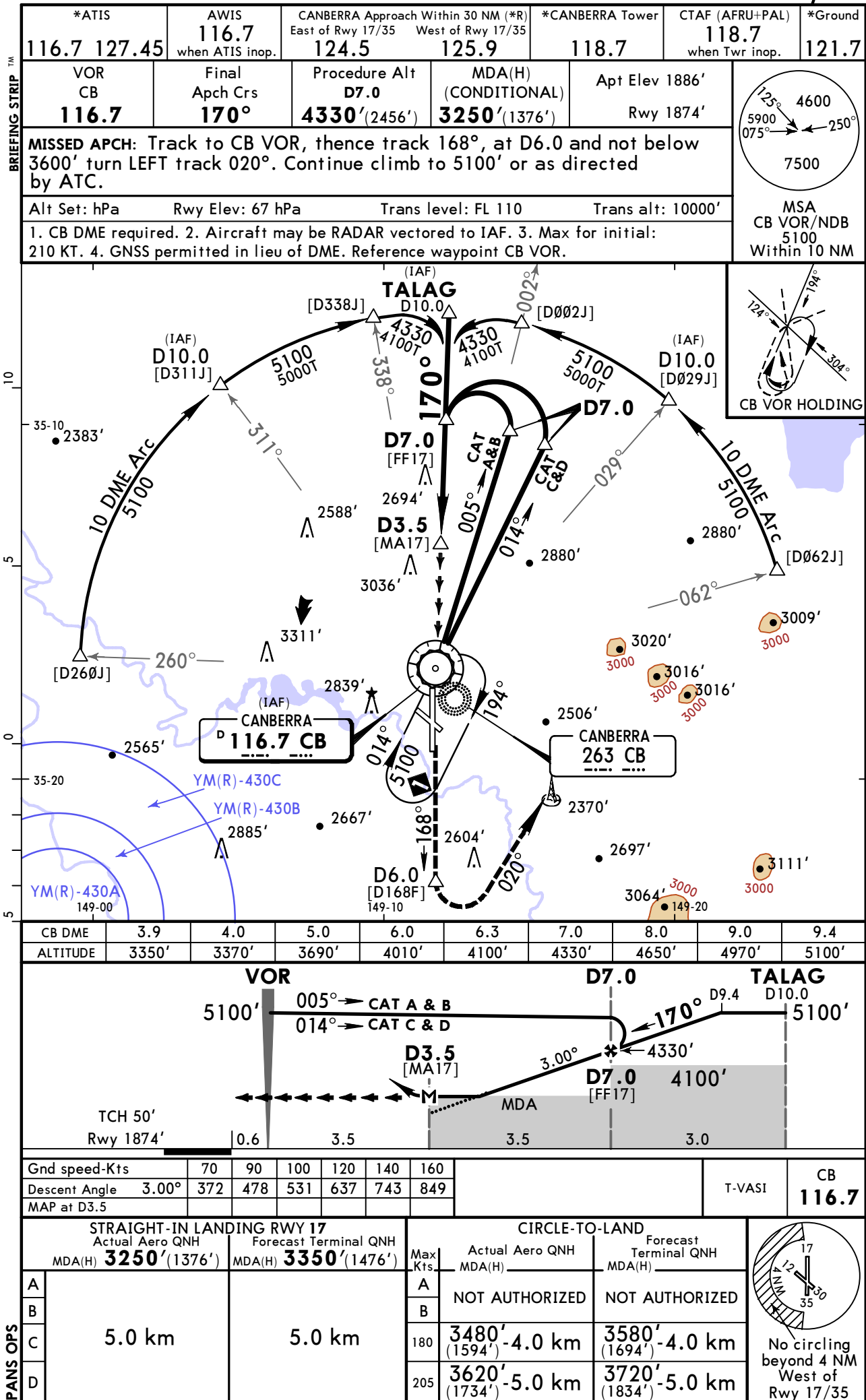
CHANGES: Mandatory on CB444.

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YSCB/CBR
CANBERRA

JEPPesen
2 NOV 18 **(13-1)** Eff 8 Nov

CANBERRA, ACT, AUSTRALIA
VOR Rwy 17

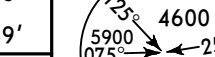


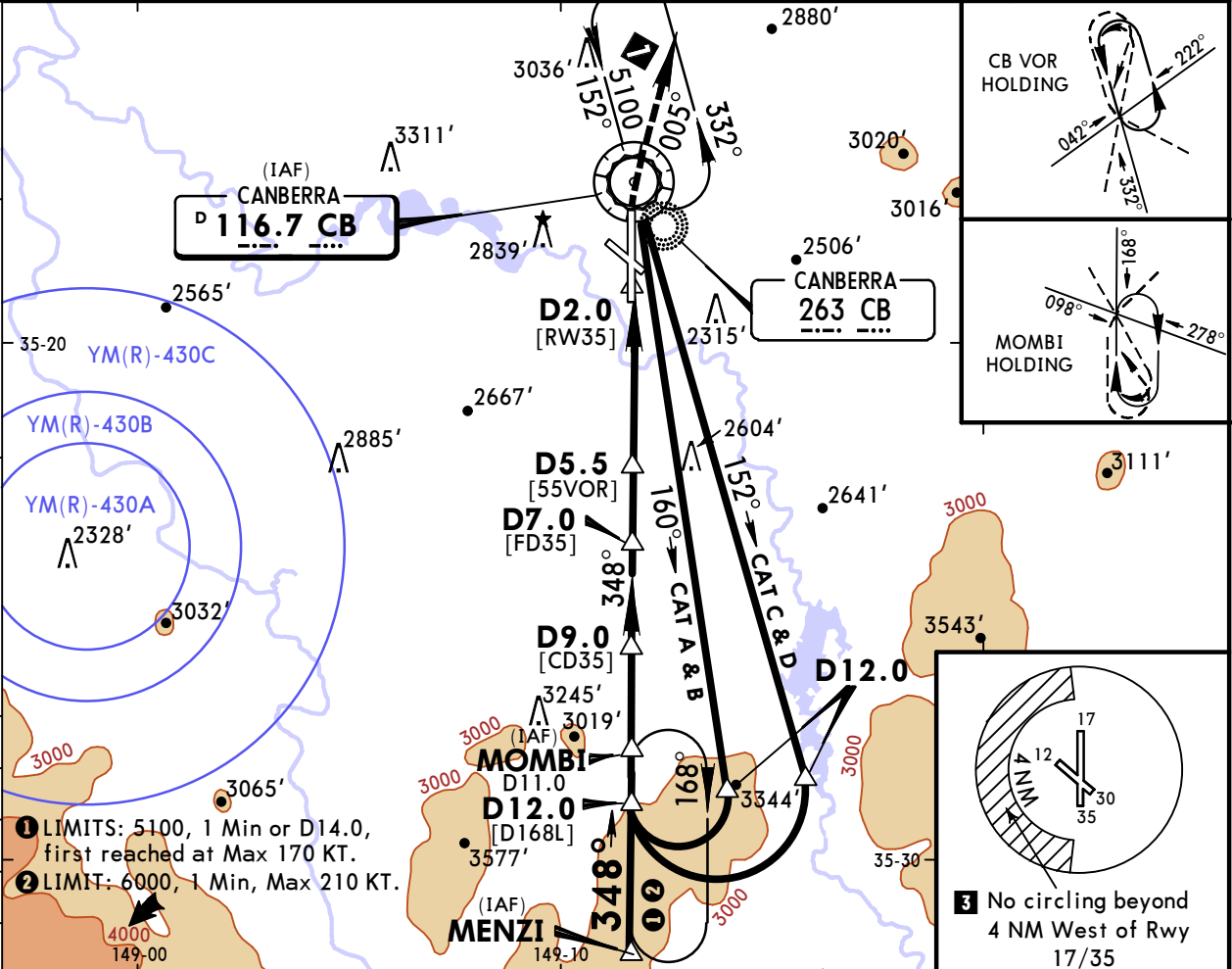
CHANGES: Note, airspaces.

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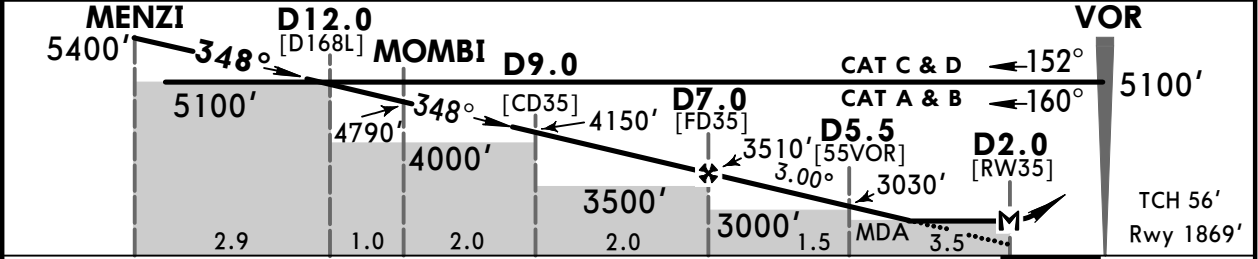
YSCB/CBR
CANBERRA

JEPPESEN CANBERRA, ACT, AUSTRALIA
2 NOV 18 (13-2) Eff 8 Nov
VOR Rwy 35

*ATIS	AWIS	CANBERRA Approach Within 30 NM (*R) East of Rwy 17/35 West of Rwy 17/35		*CANBERRA Tower	CTAF (AFRU+PAL)	*Ground
116.7 127.45	116.7 when ATIS inop.	124.5	125.9	118.7	118.7 when Twr inop.	121.7
VOR CB 116.7	Final Apch Crs 348°	Procedure Alt D7.0 3510'(1641')	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 230 KT.						MSA CB VOR/NDB 5100 Within 10 NM
Alt Set: hPa		Rwy Elev: 67 hPa		Trans level: FL 110		
		Trans alt: 10000'				
1. CB DME required. 2. Aircraft may be RADAR vectored to IAF. 3. GNSS permitted in lieu of DME. Reference waypoint CB VOR.						



CB DME	12.9	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.5	5.0	4.5	4.0
ALTITUDE	5400'	5100'	4790'	4470'	4150'	3830'	3510'	3190'	3030'	2870'	2720'	2550'



Gnd speed-Kts	70	90	100	120	140	160		HIALS		CB	5100'
Descent Angle	3.00°	372	478	531	637	743	849	T-VASI	T-VASI	RT on	R-005 116.7
MAP at D2.0											

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

1 Forecast Terminal QNH: MDA(H) 2550'(681'). 2 Forecast Terminal QNH: MDA(H) 2720'(851').

CANBERRA, AC (CANBERRA - YSCB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport YSCB