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Airport Information For YMHB

Terminal Charts For YMHB

Airport Information For YSCB

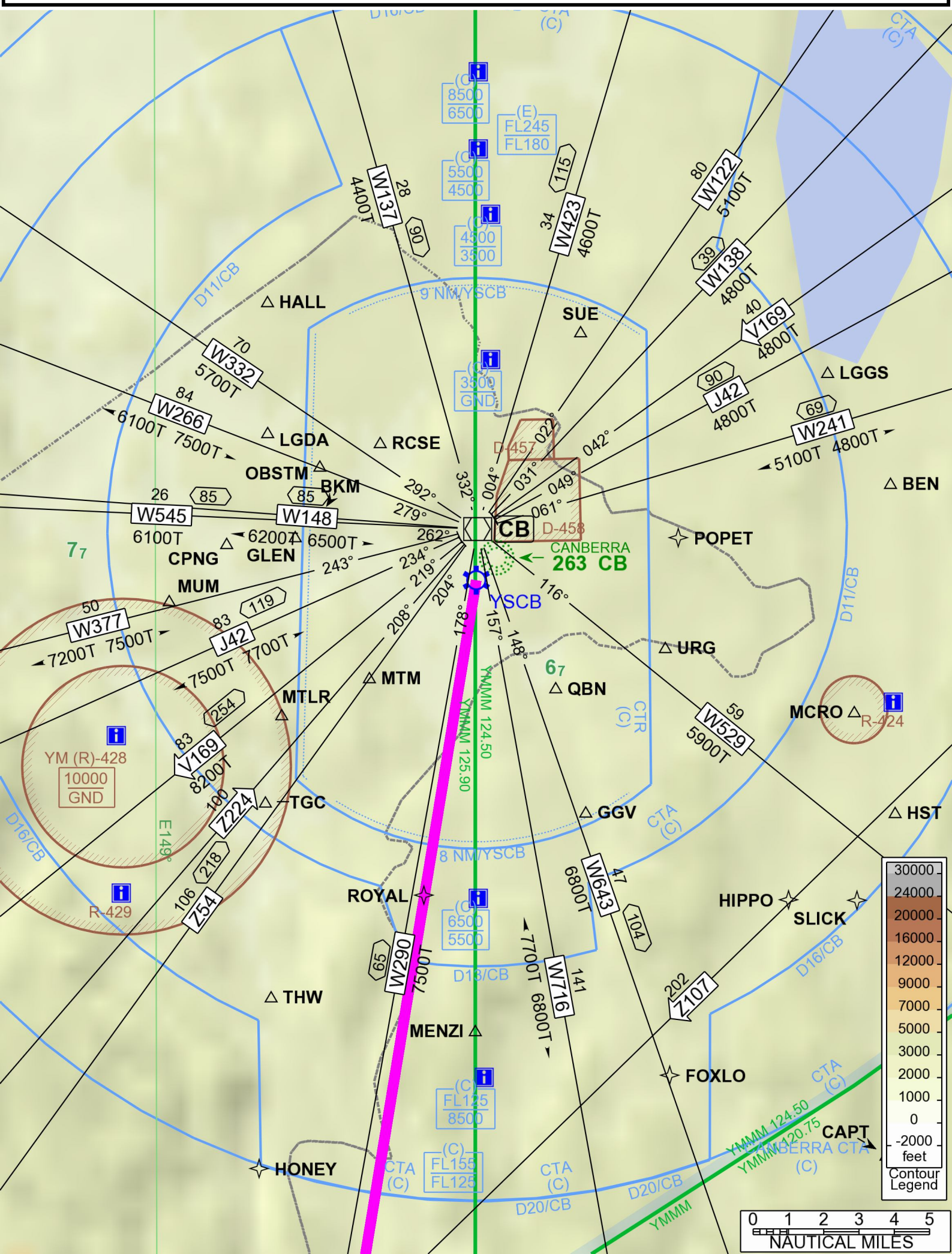
Terminal Charts For YSCB

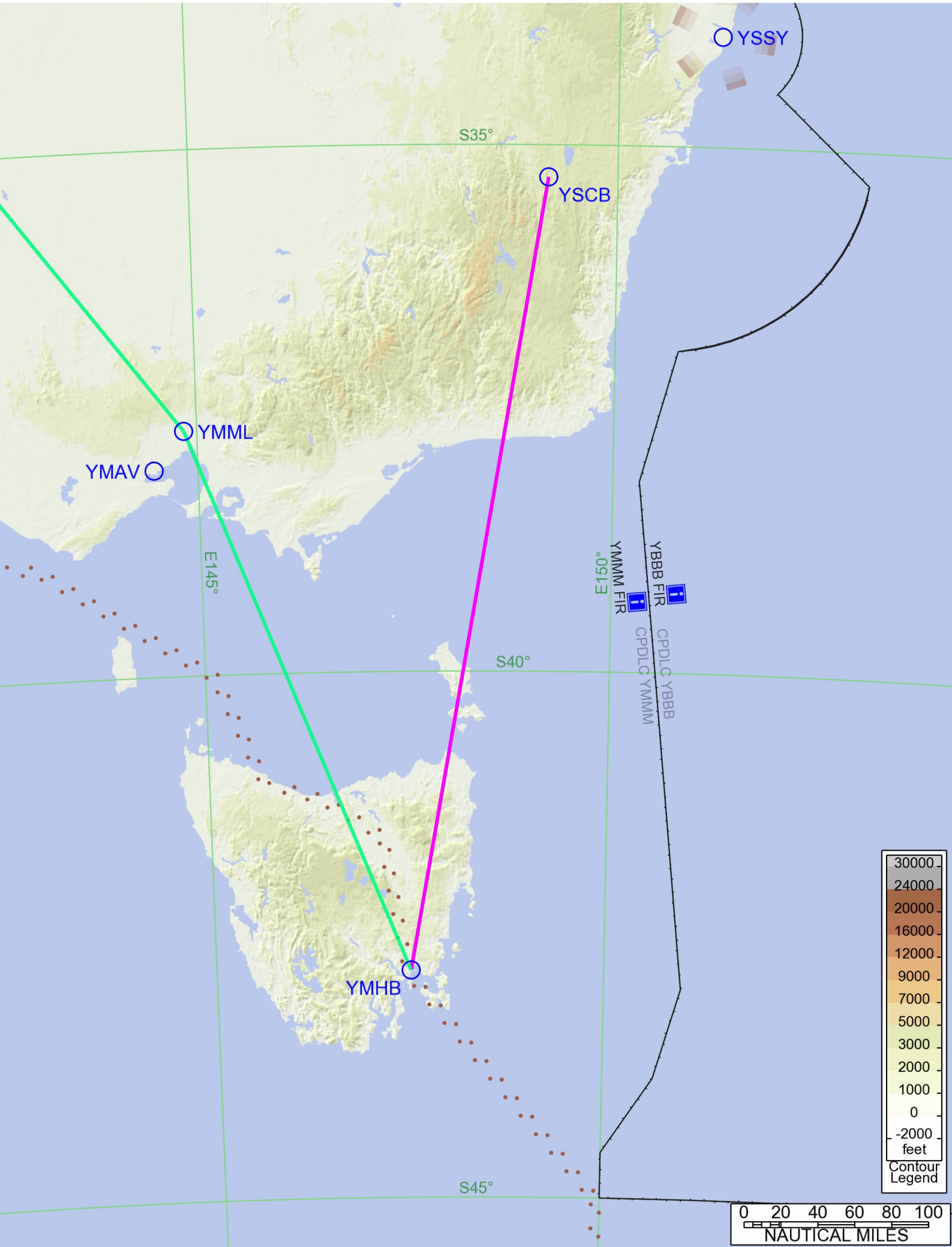
Revision Letter For Cycle 15-2016

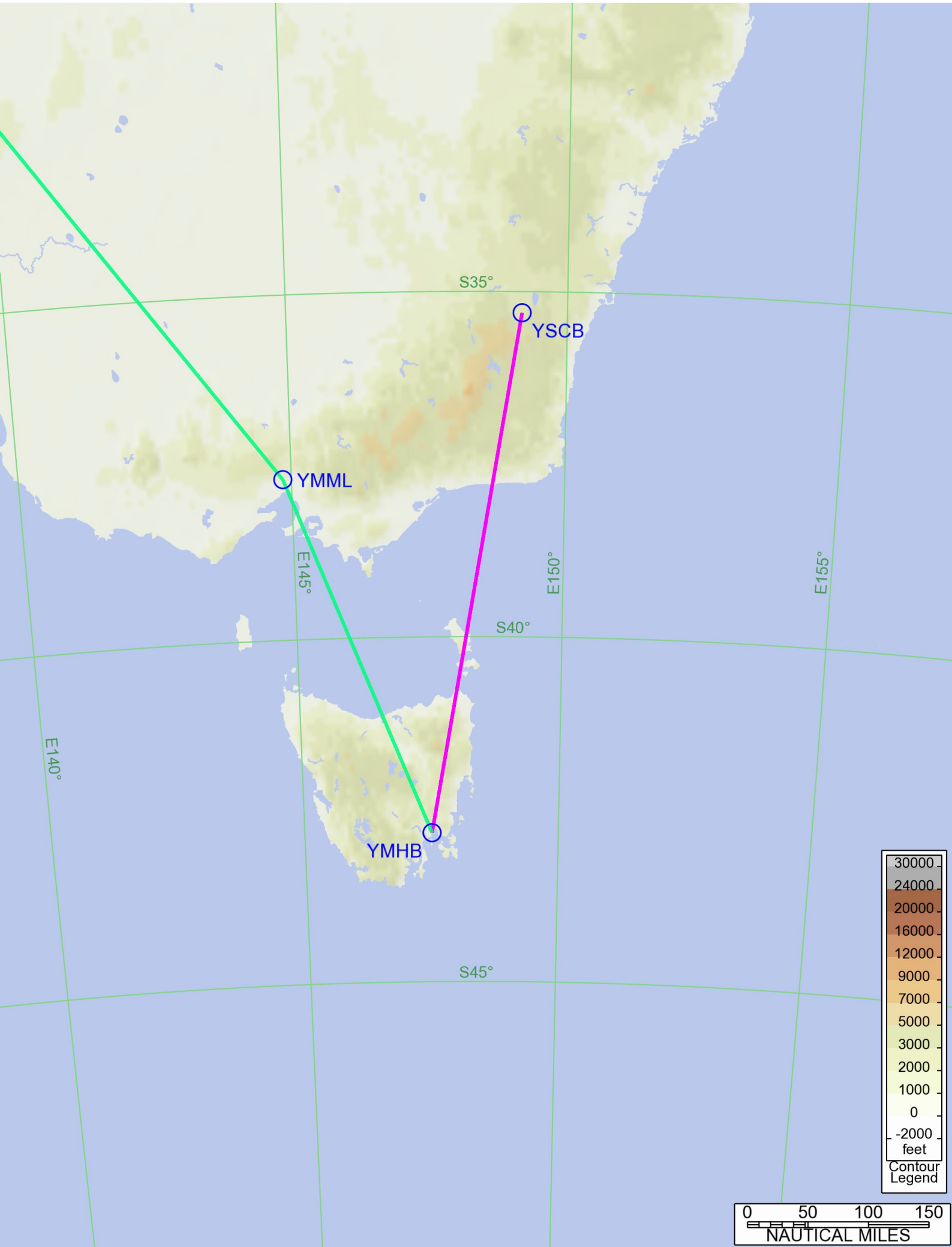
Change Notices

Notebook









General Information

Location: HOBART TA AUS
ICAO/IATA: YMHB / HBA
Lat/Long: S42° 50.17', E147° 30.62'
Elevation: 13 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -10:00 = UTC
Magnetic Variation: 15.0° E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1938 Z
Sunset: 0820 Z

Runway Information

Runway: 12
Length x Width: 7385 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Pilot controlled
Stopway: 197 ft

Runway: 30
Length x Width: 7385 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, Pilot controlled
Stopway: 197 ft

Communication Information

ATIS: 128.450
ATIS: 112.700
Hobart Tower: 118.100 MF PCL
Hobart Ground: 121.700 MF
AWIS: 122.375
Hobart Traffic MULTICOM: 118.100 Between 6000 ft and 13 ft Out to 30 mi. CTAF PCL
Melbourne Center Information: 125.550 RCO

JEPPesen

15 MAR 13

(10-2)

HOBART, TAS, AUSTRALIA

HOBBART

SECTOR A

(Including tracks to
CLARK thence HB VOR)

HB

*ATIS 112.7 128.45

AWIS 122.37 (Pilot activated)

MELBOURNE Center (FIA) 125.55 On Ground (Twr inop.)

*HOBBART Tower 118.1

*Ground 121.7

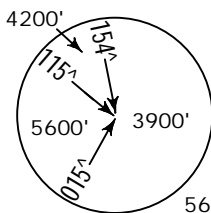
CTAF-R (AFRU+PAL) 118.1 when Twr inop.

Alt Set: hPa

Trans level: FL 110

Apt Elev: 0 hPa

Trans alt: 10000' (9987')

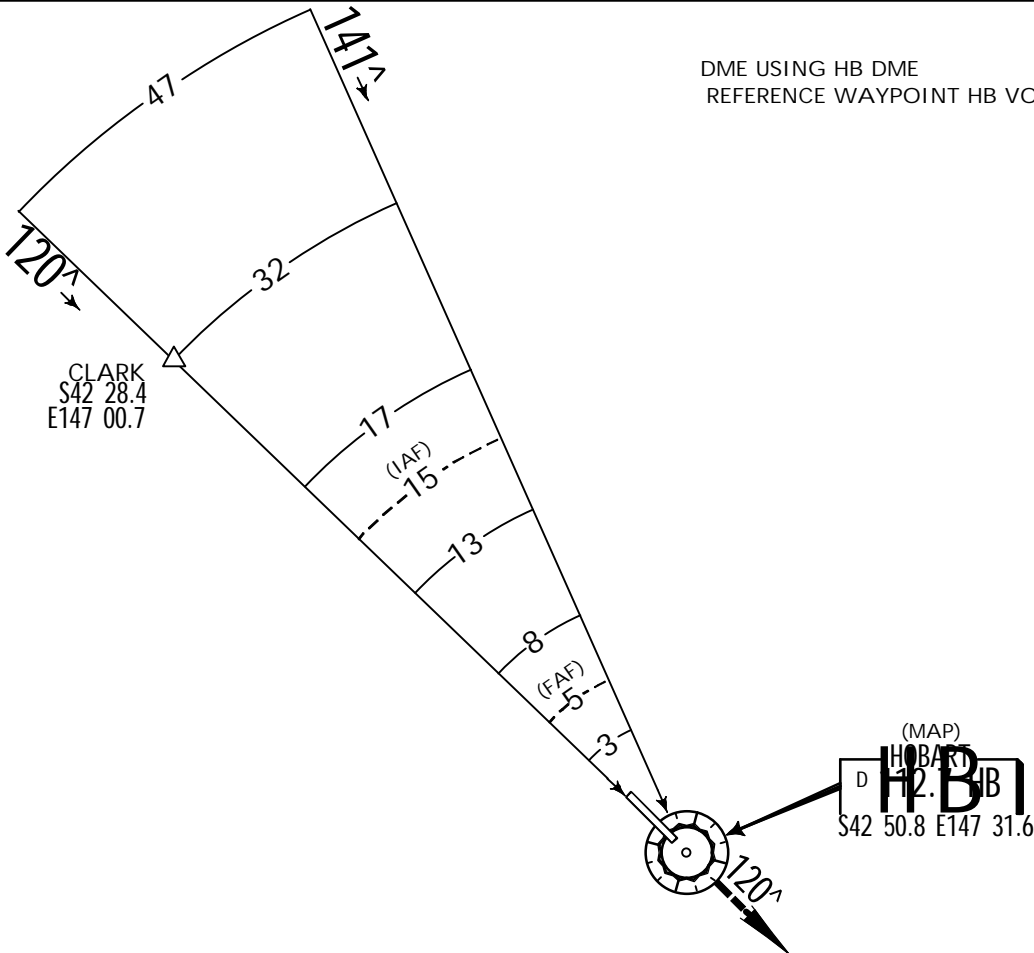


MSA HB VOR
Within 25 NM
5600' within 10 NM

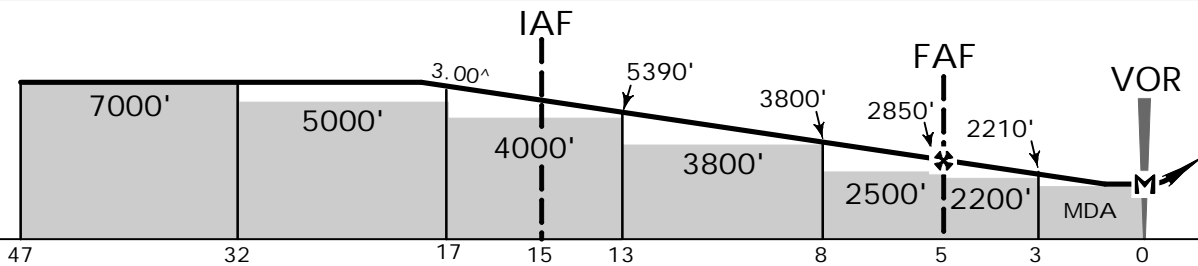
VOR 112.7 HB
Apt. Elev 13'

DME USING HB DME
REFERENCE WAYPOINT HB VOR

NOT TO SCALE

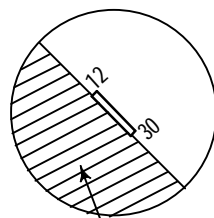


NM to VOR	18.0	16.0	14.0	12.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.1	0.8
ALTITUDE	7000'	6350'	5710'	5080'	4440'	4120'	3800'	3490'	3170'	2850'	2530'	2210'	1900'	1600'	1530'



MISSED APPROACH: Turn as appropriate. Track 120°. Climb to 4000' or as directed by ATC.

CIRCLE-TO-LAND	
Actual Aero QNH	Forecast Terminal QNH
MDA(H) A,B,C: 1430' (1417')	MDA(H) A,B,C: 1530' (1517')
D: 1500' (1487')	D: 1600' (1587')
A	2.4 km
B	2.4 km
C	4.0 km
D	5.0 km



No Circling West
of Rwy 12/30

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

CHANGES: Altitude added to profile.

JEPPesen, 2004, 2013. ALL RIGHTS RESERVED.

HOBART, TAS, AUSTRALIA

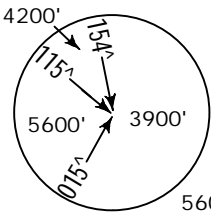
HOBART

SECTOR B

VOR 112.7 HB

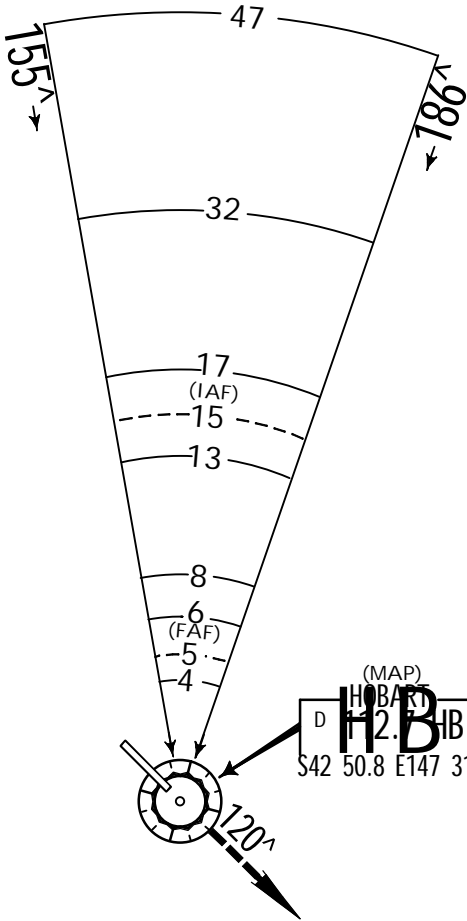
Apt. Elev 13'

*ATIS 112.7 128.45
AWIS 122.37 (Pilot activated)
MELBOURNE Center (FIA) 125.55 On Ground (Twr inop.)
*HOBART Tower 118.1
*Ground 121.7
CTAF-R (AFRU+PAL) 118.1 when Twr inop.
Alt Set: hPa Trans level: FL 110
Apt Elev: 0 hPa Trans alt: 10000' (9987')



MSA HB VOR
Within 25 NM
5600' within 10 NM

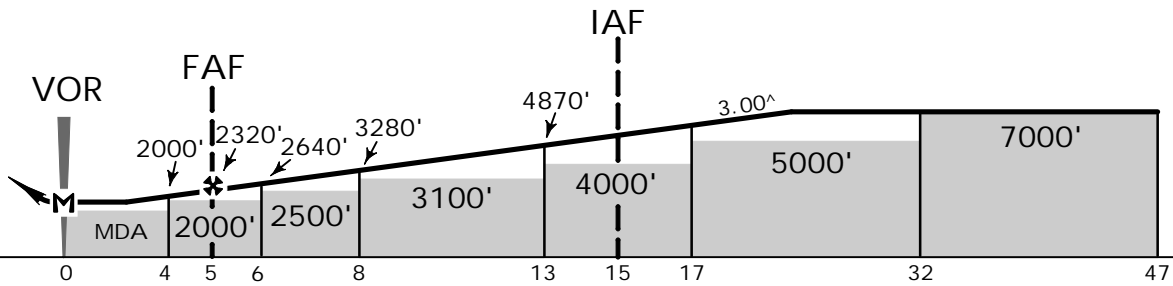
NOT TO SCALE



DME USING HB DME
REFERENCE WAYPOINT HB VOR

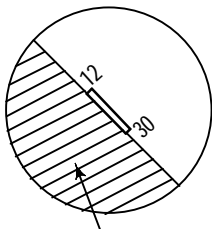
(MAP)
HOBART
D 112.7 HB
S42 50.8 E147 31.6

NM to VOR	1.6	2.5	2.7	3.0	4.0	5.0	6.0	7.0	8.0	10.0	12.0	14.0	16.0	18.0	19.7
ALTITUDE	1240'	1530'	1600'	1680'	2000'	2320'	2640'	2960'	3280'	3910'	4550'	5190'	5820'	6460'	7000'



MISSED APPROACH: Turn LEFT, track 120°. Climb to 4000' or as directed by ATC.

CIRCLE-TO-LAND	
Actual Aero QNH	Forecast Terminal QNH
A, B: 1140' (1127')	A, B: 1240' (1227')
C: 1430' (1417')	C: 1530' (1517')
MDA(H) D: 1500' (1487')	MDA(H) D: 1600' (1587')
A	2.4 km
B	2.4 km
C	4.0 km
D	5.0 km



No Circling West
of Rwy 12/30

PANS OPS 4

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

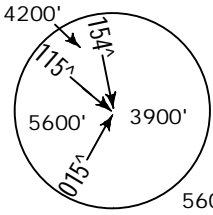
HOBART, TAS, AUSTRALIA

HOBART

BROAD to HB VOR

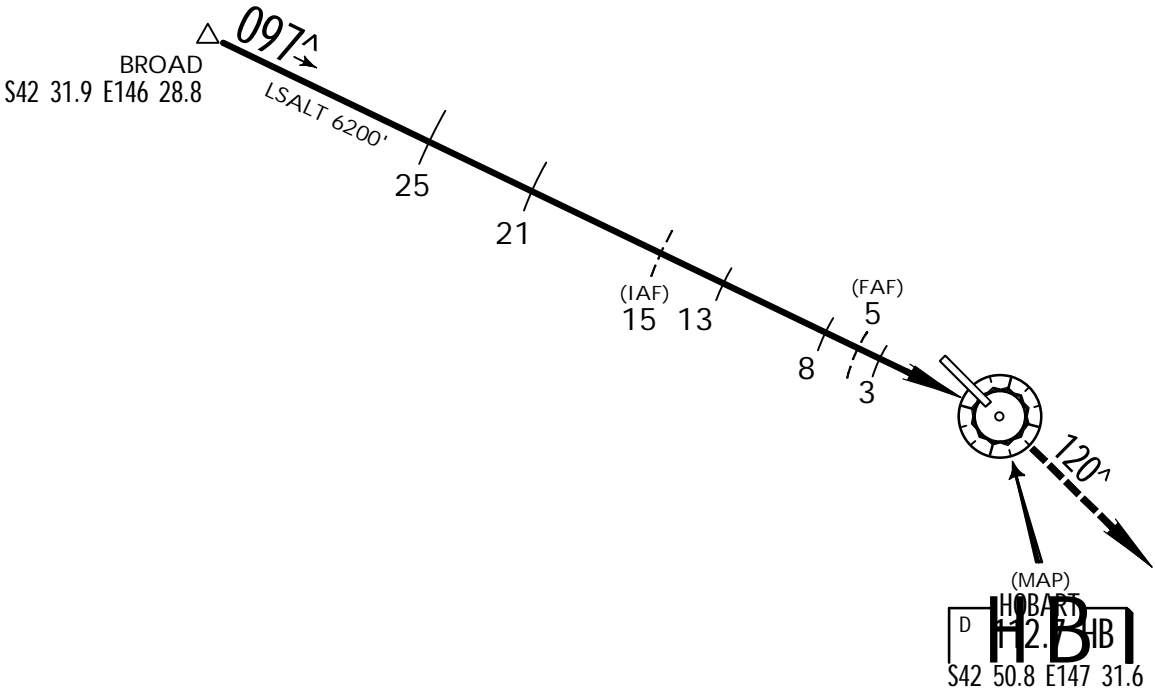
VOR 112.7 HB
Apt. Elev 13'

*ATIS 112.7 128.45
AWIS 122.37 (Pilot activated)
MELBOURNE Center (FIA) 125.55 On Ground (Twr inop.)
*HOBART Tower 118.1
*Ground 121.7
CTAF-R (AFRU+PAL) 118.1 when Twr inop.
Alt Set: hPa Trans level: FL 110
Apt Elev: 0 hPa Trans alt: 10000' (9987')

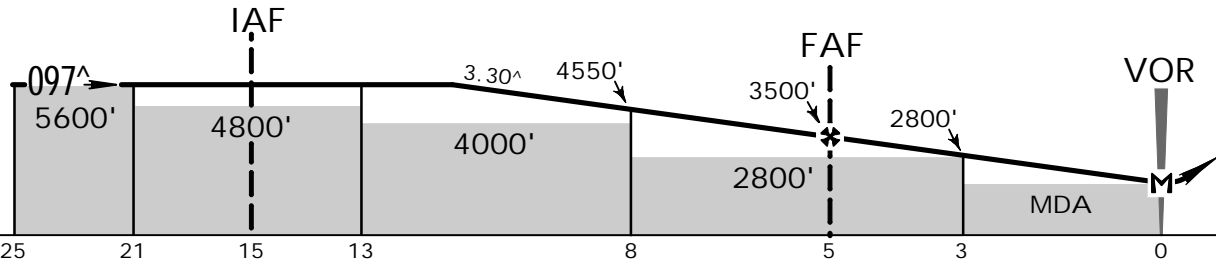


MSA HB VOR
Within 25 NM
5600' within 10 NM

DME USING HB DME
REFERENCE WAYPOINT HB VOR

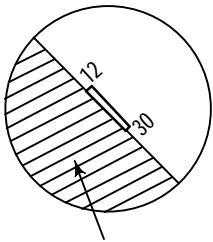


NM to VOR	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.0
ALTITUDE	5600'	5250'	4900'	4550'	4200'	3850'	3500'	3150'	2800'	2450'	2100'	1750'



MISSED APPROACH: Turn RIGHT, track 120°. Climb to 4000' or as directed by ATC.

CIRCLE-TO-LAND	
Actual Aero QNH	Forecast Terminal QNH
MDA(H) 1650' (1637')	MDA(H) 1750' (1737')
A	2.4 km
B	2.4 km
C	4.0 km
D	5.0 km



No Circling West
of Rwy 12/30

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.30°	409	526	584	701	817	934
MAP at VOR						

JEPPesen

21 DEC 12

(10-2C)

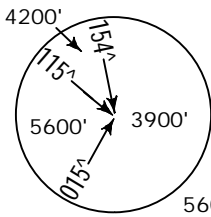
.DME.or.GNSS.ARRIVAL.
HOBART, TAS, AUSTRALIA

HOBART

HEWIT to HB VOR

VOR 112.7 MHz
HB
Apt. Elev 13'

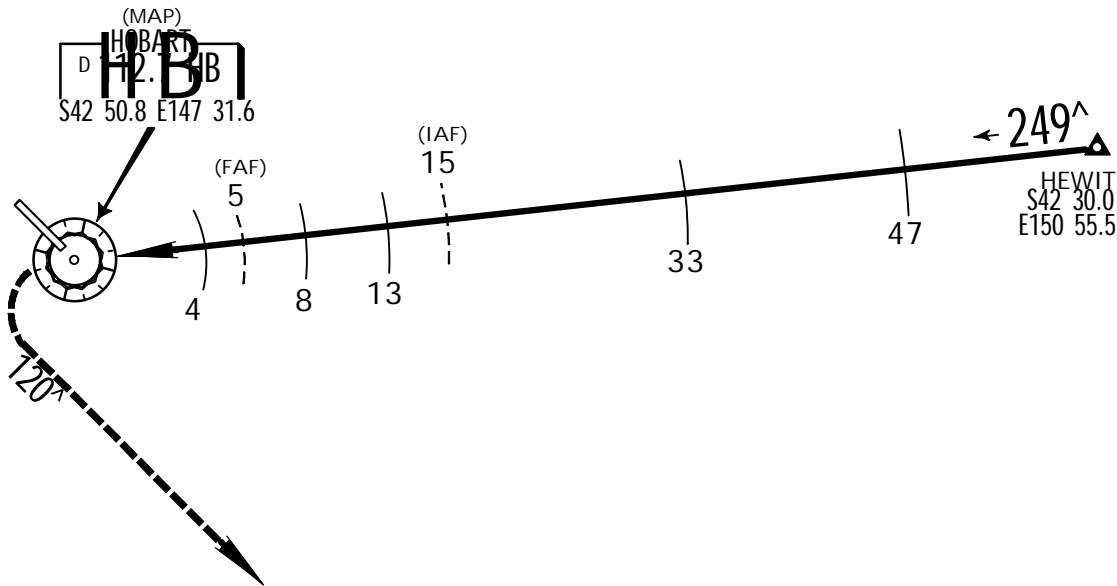
*ATIS 112.7 128.45
AWIS 122.37 (Pilot activated)
MELBOURNE Center (FIA) 125.55 On Ground (Twr inop.)
*HOBART Tower 118.1
*Ground 121.7
CTAF-R (AFRU+PAL) 118.1 when Twr inop.
Alt Set: hPa Trans level: FL 110
Apt Elev: 0 hPa Trans alt: 10000' (9987')



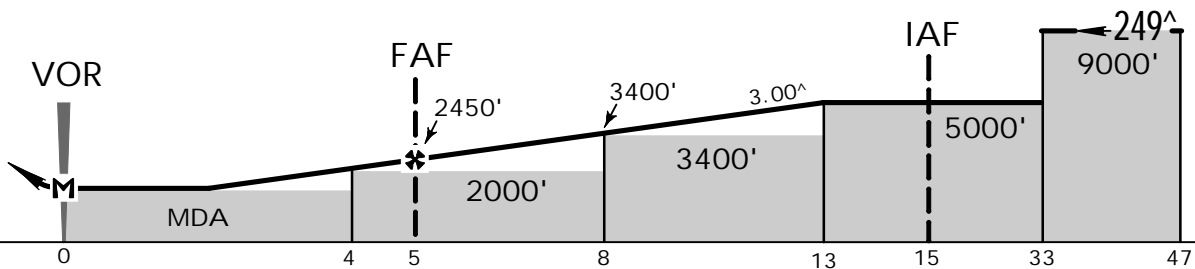
MSA HB VOR
Within 25 NM
5600' within 10 NM

DME USING HB DME
REFERENCE WAYPOINT HB VOR


NOT TO SCALE

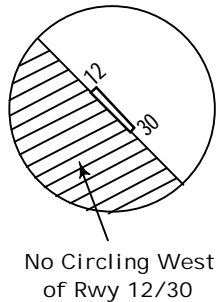


NM to VOR	2.1	2.3	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0
ALTITUDE	1530'	1600'	1810'	2130'	2450'	2770'	3090'	3400'	3720'	4040'	4360'	4680'	5000'

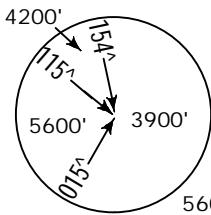


MISSED APPROACH: Turn LEFT, track 120°. Climb to 4000' or as directed by ATC.

CIRCLE-TO-LAND									
Actual Aero QNH					Forecast Terminal QNH				
A, B, C: 1430'(1417')					A, B, C: 1530'(1517')				
MDA(H) D: 1500'(1487')					MDA(H) D: 1600'(1587')				
A	2.4 km				2.4 km				 <p>No Circling West of Rwy 12/30</p>
B									
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									



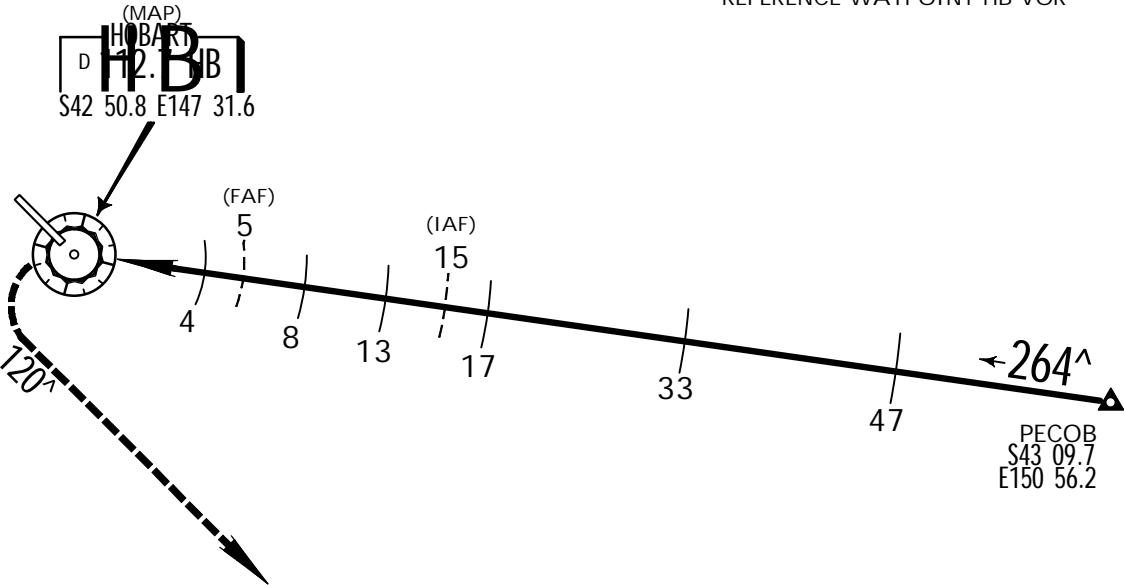
*ATIS 112.7 128.45
AWIS 122.37 (Pilot activated)
MELBOURNE Center (FIA) 125.55 On Ground (Twr inop.)
*HOBART Tower 118.1
*Ground 121.7
CTAF-R (AFRU+PAL) 118.1 when Twr inop.
Alt Set: hPa Trans level: FL 110
Apt Elev: 0 hPa Trans alt: 10000' (9987')



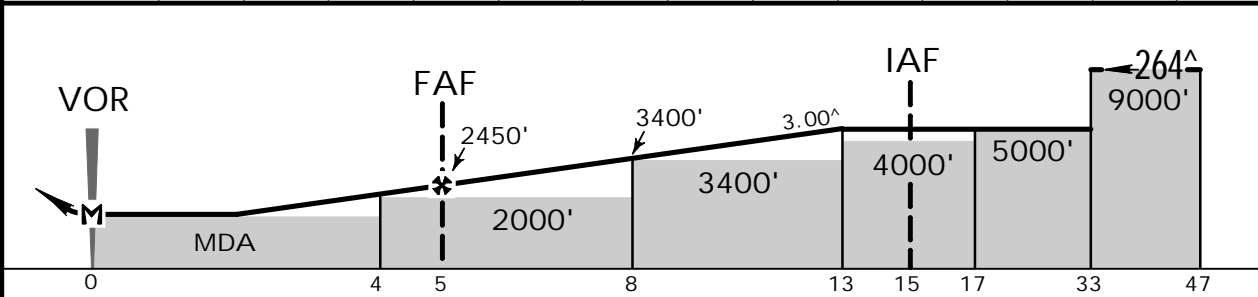
MSA HB VOR
Within 25 NM
5600' within 10 NM

VOR 112.7
Apt. Elev 13'

DME USING HB DME
REFERENCE WAYPOINT HB VOR



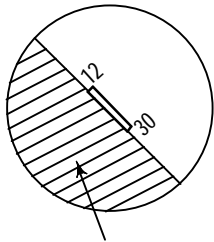
NM to VOR	2.1	2.3	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0
ALTITUDE	1530'	1600'	1810'	2130'	2450'	2770'	3090'	3400'	3720'	4040'	4360'	4680'	5000'



MISSED APPROACH: Turn LEFT, track 120°. Climb to 4000' or as directed by ATC.

CIRCLE-TO-LAND									
Actual Aero QNH					Forecast Terminal QNH				
MDA(H) A, B, C: 1430'(1417') D: 1500'(1487')					MDA(H) A, B, C: 1530'(1517') D: 1600'(1587')				
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									

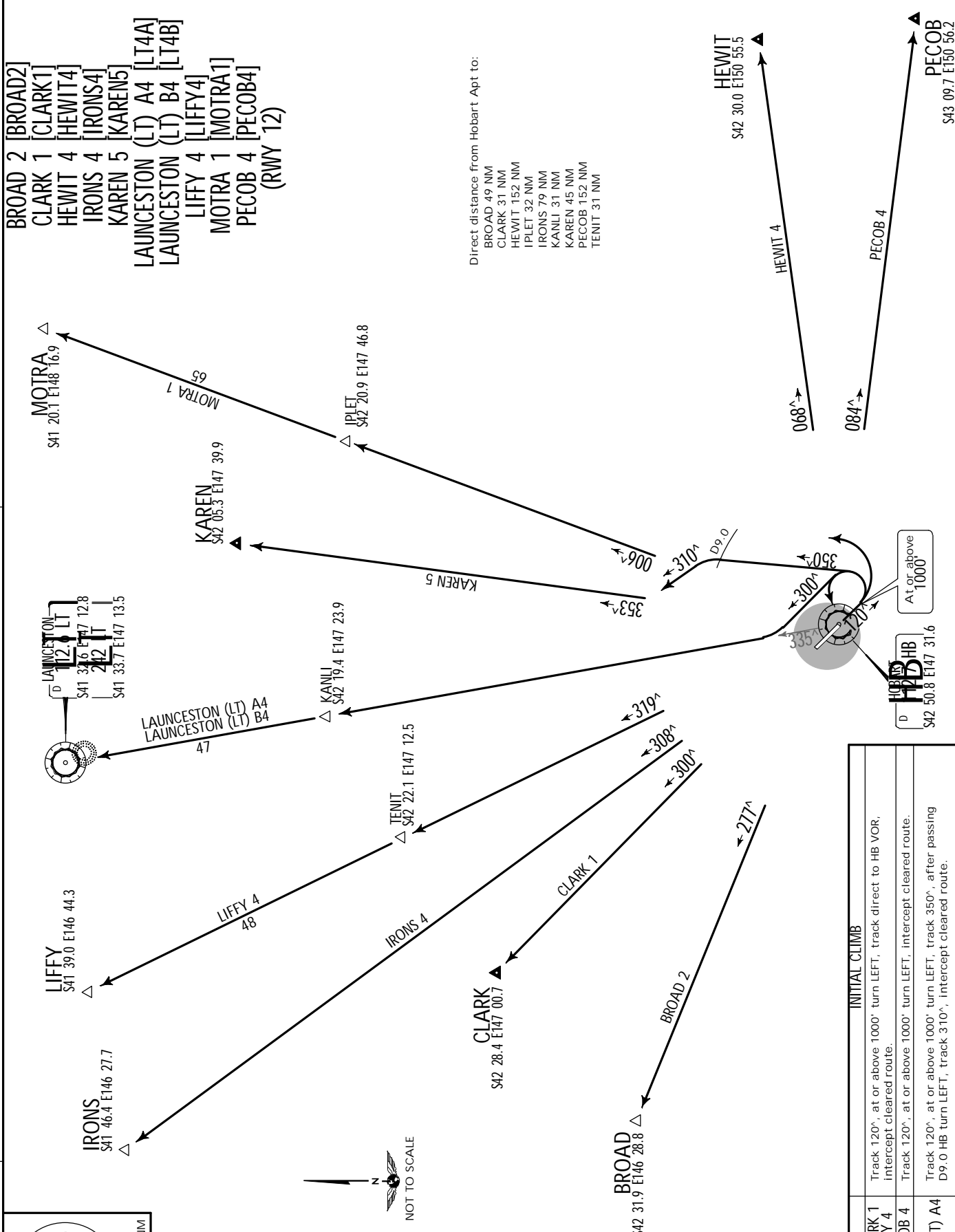
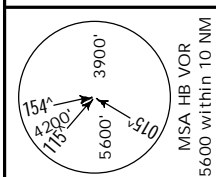
No Circling West
of Rwy 12/30



No Circling West
of Rwy 12/30

Trans level: FL110 Trans alt: 10000'

1. GNSS permitted in lieu of DME. Reference waypoint HB VOR.
2. No turns before DER.

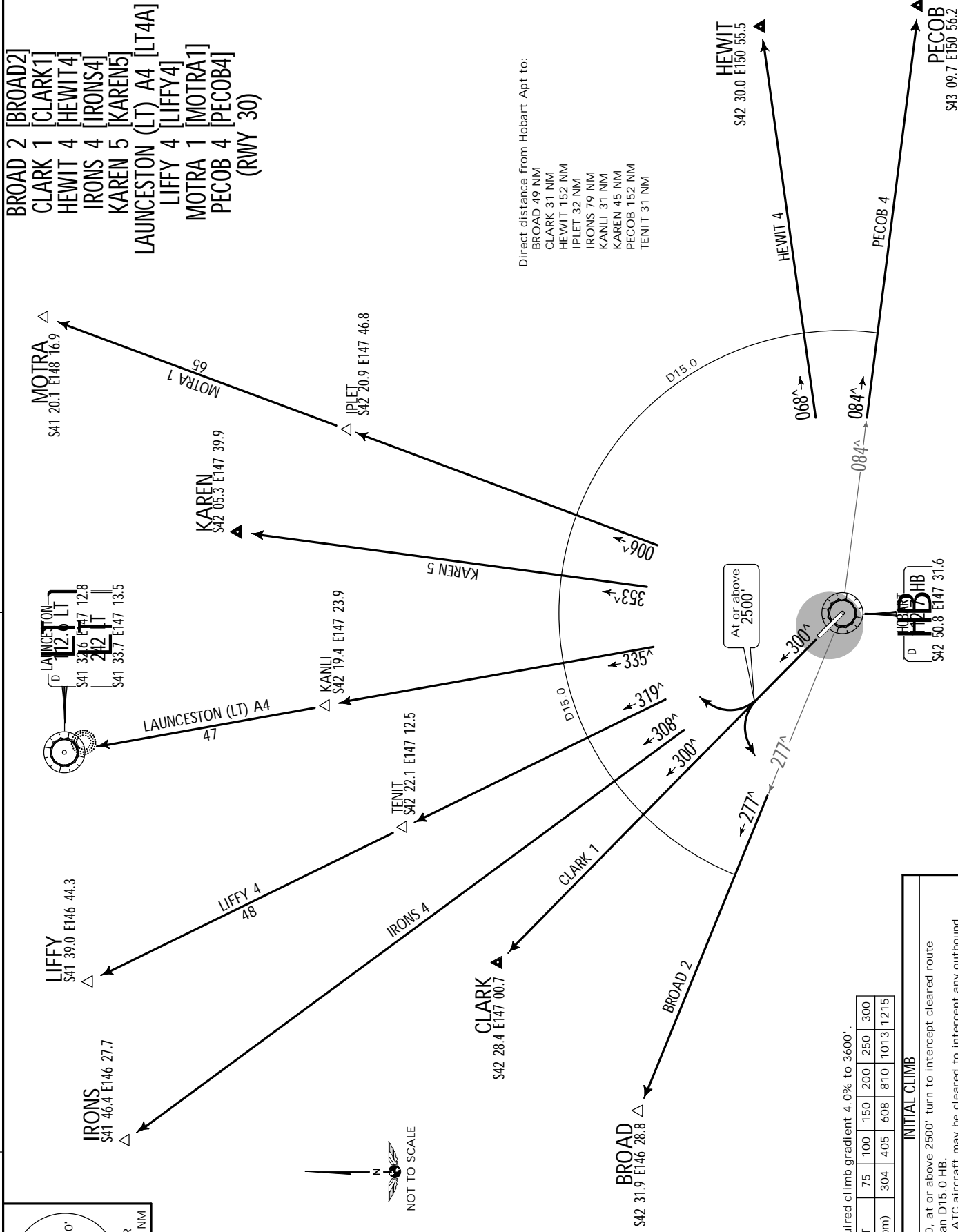


SID	INITIAL CLIMB
BROAD 2, CLARK 1 BROAD 4, LUFFY 4 IRENS 4, PEYCO 4	Track 120°, at or above 1000' turn LEFT, track direct to HB VOR, intercept cleared route.
HEWIT 4, PECOB 4 KAREN 5 LAUNCESTON (LT) A4 MOTRA 1	Track 120°, at or above 1000' turn LEFT, intercept cleared route. Track 120°, at or above 1000' turn LEFT, track 350°, after passing D9.0 HB turn LEFT, track 310°, intercept cleared route.
LAUNCESTON (LT) B4	Track 120°, at or above 1000' turn LEFT, track 300°, intercept HB R-335.

CHANGES: Procedures revised

GNSS permitted in lieu of DME. Reference waypoint HB VOR.

MSA HB VOR
5600 within 10 NM



Minimum required climb gradient 4.0% to 3600'.									
Gnd speed-KT	75	100	150	200	250	300			
4.0% V/V (fpm)	304	405	608	810	1013	1215			

Track HB R-300, at or above 2500' turn to intercept cleared route by no later than D15.0 HB. If required by ATC aircraft may be cleared to intercept any outbound radial (between HB R-277 clockwise to HB R-084) after passing 2500'.

JEPPESEN

20 MAY 16

10-3C

Eff. 26 May

SID.

HOBART, TAS, AUSTRALIA

*HOBART Clearance 121.7

MELBOURNE Center (FIA) 125.55 On Ground (Twr inop.)

YMHB HOBART

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RWY 30 PITT WATER DEPARTURE (VISUAL)

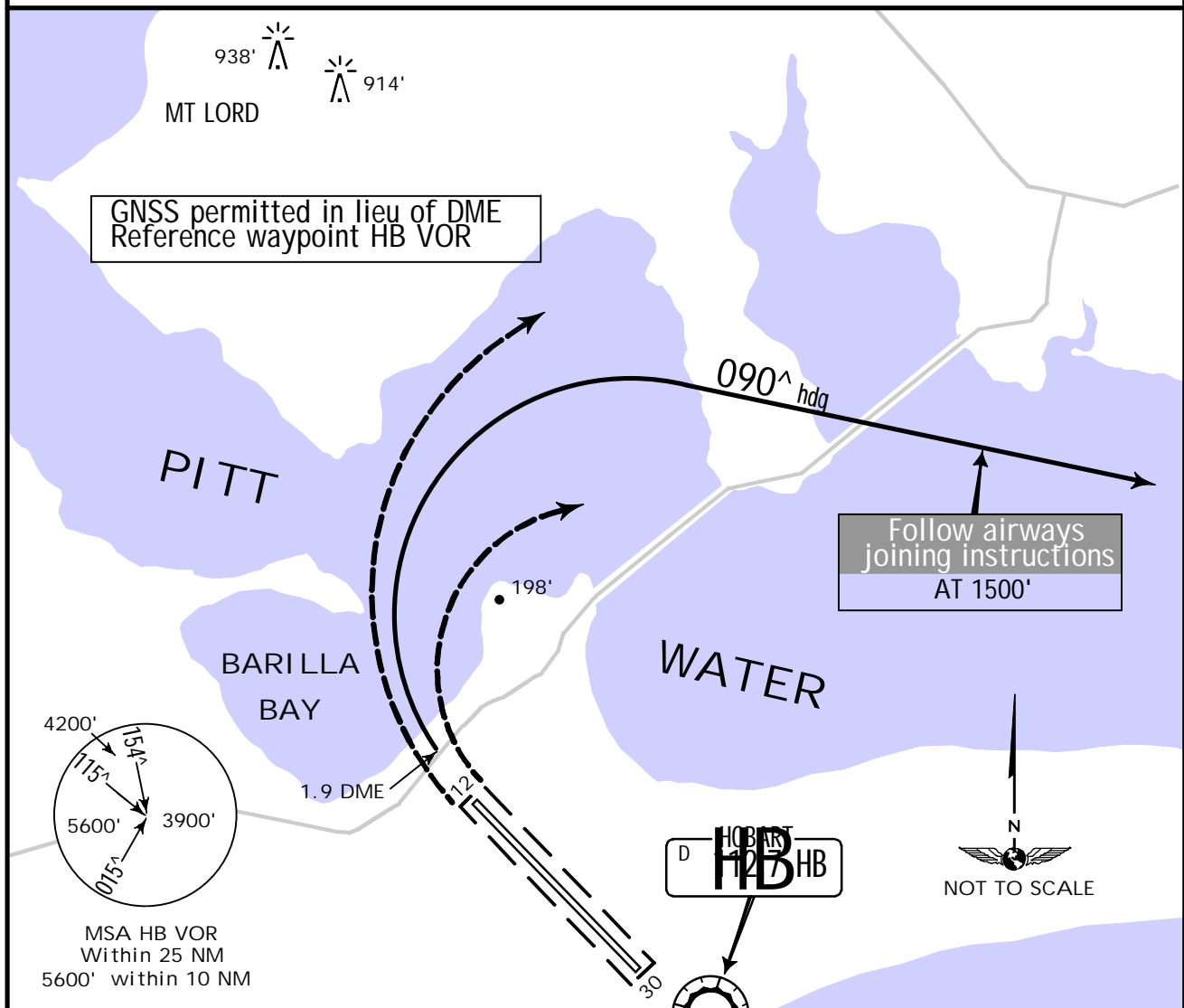
THIS PROCEDURE REQUIRES A MINIMUM CEILING 1000'
AND VISIBILITY 5000M

Track 300°, at earlier of 500' or crossing the SOUTHEAST shore of Barilla Bay (HB 1.9 DME) initiate RIGHT turn onto heading 090°.

REQUIREMENT: Remain visual until established on heading 090° or passing 1000'.

CAUTION: 198' hill 4921' (1500m) NORTH of departure end of runway 30.

At 1500' follow Airways Joining Instructions on 10-3C-1.



JEPPesen

20 MAY 16 (10-3C-1)

.Eff. 26 May

SID.

HOBART, TAS, AUSTRALIA

*HOBART Clearance 121.7
MELBOURNE Center (FIA) 125.55 On Ground (Twr inop.)

YMHB HOBART

TRANS LEVEL: FL 110
TRANS ALT: 10000'

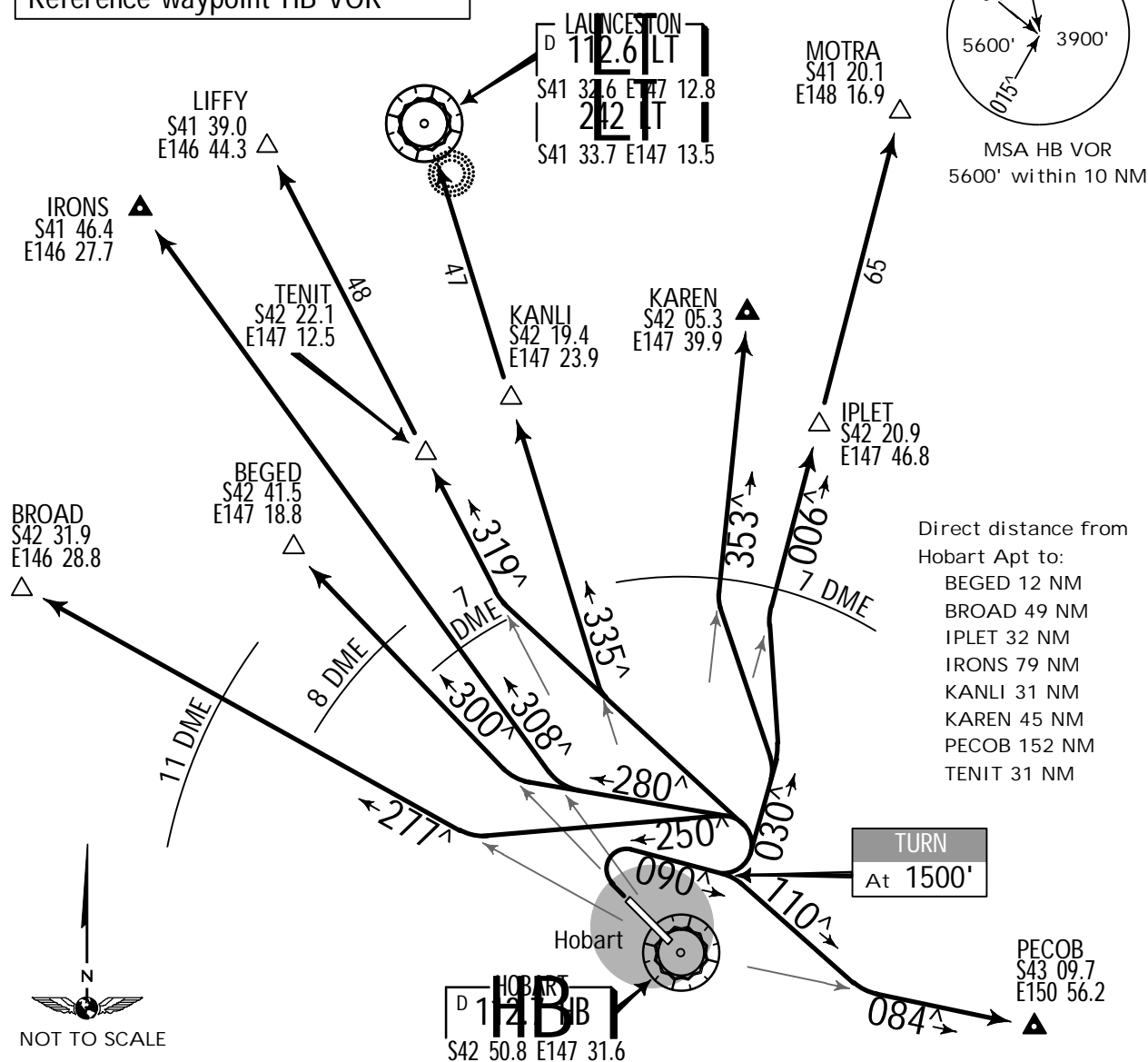
RWY 30 PITT WATER DEPARTURE (VISUAL) AIRWAYS JOINING INSTRUCTIONS

For Rwy 30 PITT WATER DEPARTURE see 10-3C

Follow Rwy 30 PITT WATER DEPARTURE, thence
At 1500' for:

BEGED: Turn LEFT, track 280° to intercept HB R-300 by HB 8 DME,
track to BEGED, thence as cleared.
BROAD: Turn LEFT, track 250° to intercept HB R-277 by HB 11 DME,
track to BROAD, thence as cleared.
IRONS: Turn LEFT, track 280° to intercept HB R-308 by HB 7 DME,
track to IRONS, thence as cleared.
KAREN: Track 030° to intercept HB R-353 by HB 7 DME,
track to KAREN, thence as cleared.
LAUNCESTON: Turn LEFT, track to intercept HB R-335 track to KANLI,
track 335° to LT, thence as cleared.
LIFFY: Turn LEFT, track to intercept HB R-319 track to TENIT,
track 319° to LIFFY, thence as cleared.
MOTRA: Track 030° to intercept HB R-006 by HB 7 DME, track to
IPLET, track to MOTRA, thence as cleared.
PECOB: Turn RIGHT, track 110° to intercept HB R-084, track to
PECOB, thence as cleared.

GNSS permitted in lieu of DME
Reference waypoint HB VOR



YMHB/HBA

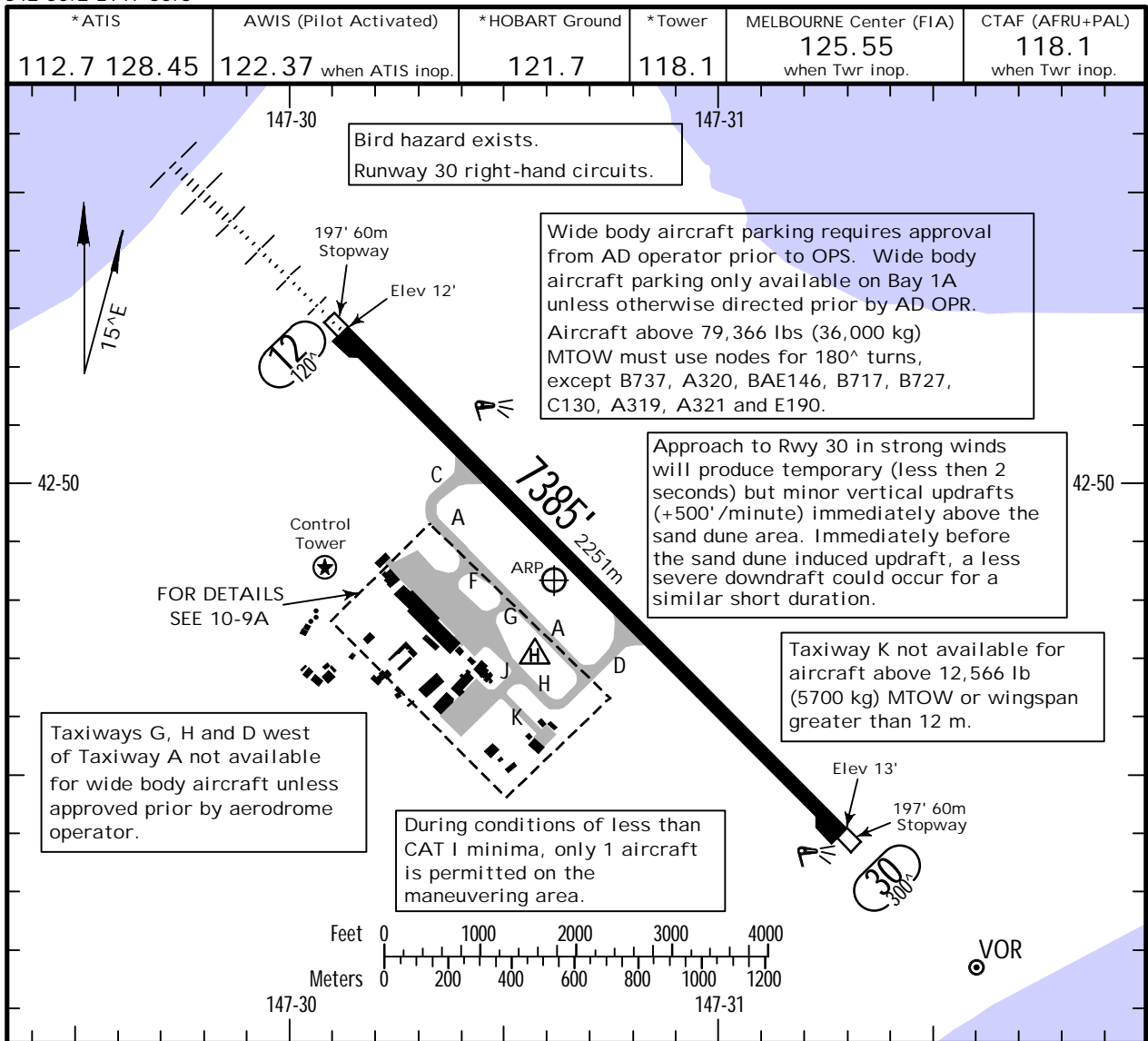
JEPPesen

HOBART, TAS, AUSTRALIA

Apt Elev 13
S42 50.2 E147 30.6

26 FEB 16 (10-9).Eff.3.Mar.

HOBART



ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS		WIDTH	
RWY						LANDING BEYOND			TAKE-OFF
						Threshold	Glide Slope		
12 30	1	2 MIRL	3 HIRL	2 HIALS	2 PAPI (angle 3.0^, MEHT 53')		6502' 1982m		148' 45m
		2 MIRL	3 HIRL	2 PAPI (angle 3.0^, MEHT 53')					
<div>1 Grooved.</div> <div>2 Activate on 118.1; Standby power available.</div> <div>3 Standby power available.</div>									
	1 TAKE-OFF								
	All Rwys								
	STANDARD								
	With RL & RCLM			Other					
	Twr Operating		Twr Inop						
			Day	Night					
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		
1 For Approved Operators, runway is capable of supporting take-offs with not less than RVR/RV 350m.									
FOR FILING AS ALTERNATE									
Actual Aero QNH					Forecast Terminal QNH				
A	1627'-4.4 km				1727'-4.4 km				
B									
C	1917'-6.0 km				2017'-6.0 km				
D	1987'-7.0 km				2087'-7.0 km				

YMHB/HBA

 **JEPPesen**

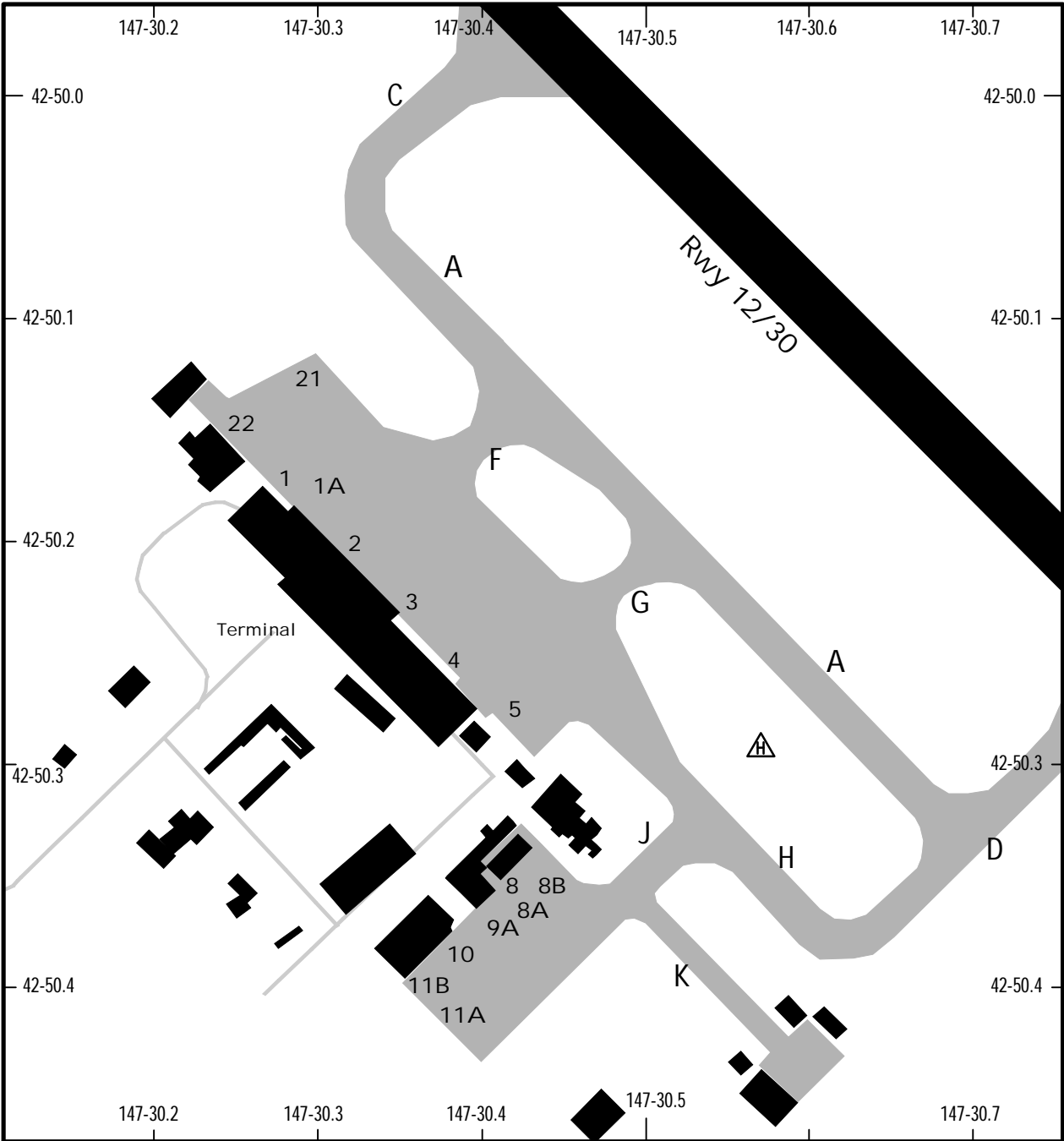
HOBART, TAS, AUSTRALIA

26 FEB 16

10-9A

.Eff.3.Mar.

HOBART



PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV (ft)	CAPACITY
1	S42 50.2 E147 30.3	10	B738
1A	S42 50.2 E147 30.3	10	B763
2	S42 50.2 E147 30.3	12	B738
3, 4	S42 50.2 E147 30.4	12	B738
5	S42 50.3 E147 30.4	12	B738
8, 8A, 8B, 9A, 10	S42 50.4 E147 30.4	12	B738
11A, 11B	S42 50.4 E147 30.4	12	B350
21	S42 50.1 E147 30.3	10	DH8D
22	S42 50.2 E147 30.3	10	AT42

YMHB/HBA



HOBART, TAS, AUSTRALIA

26 FEB 16 (10-9B) .Eff.3.Mar.

HOBART

LOW VISIBILITY OPERATIONS

For CASA APV operators, RWY is capable of supporting take-offs with an RVR/RWY VIS of not less than 350m.

- a. Preparations for Low Visibility Procedures (LVP) commence when VIS has reduced to 1800m.
- b. During conditions of less than Cat I minima, only one aircraft is permitted on the manoeuvring area.
- c. All aircraft and vehicle under positive control of ATC.
- d. Vehicle access to manoeuvring area restricted to ARO and ARFF.

YMHB/HBA

HOBBART

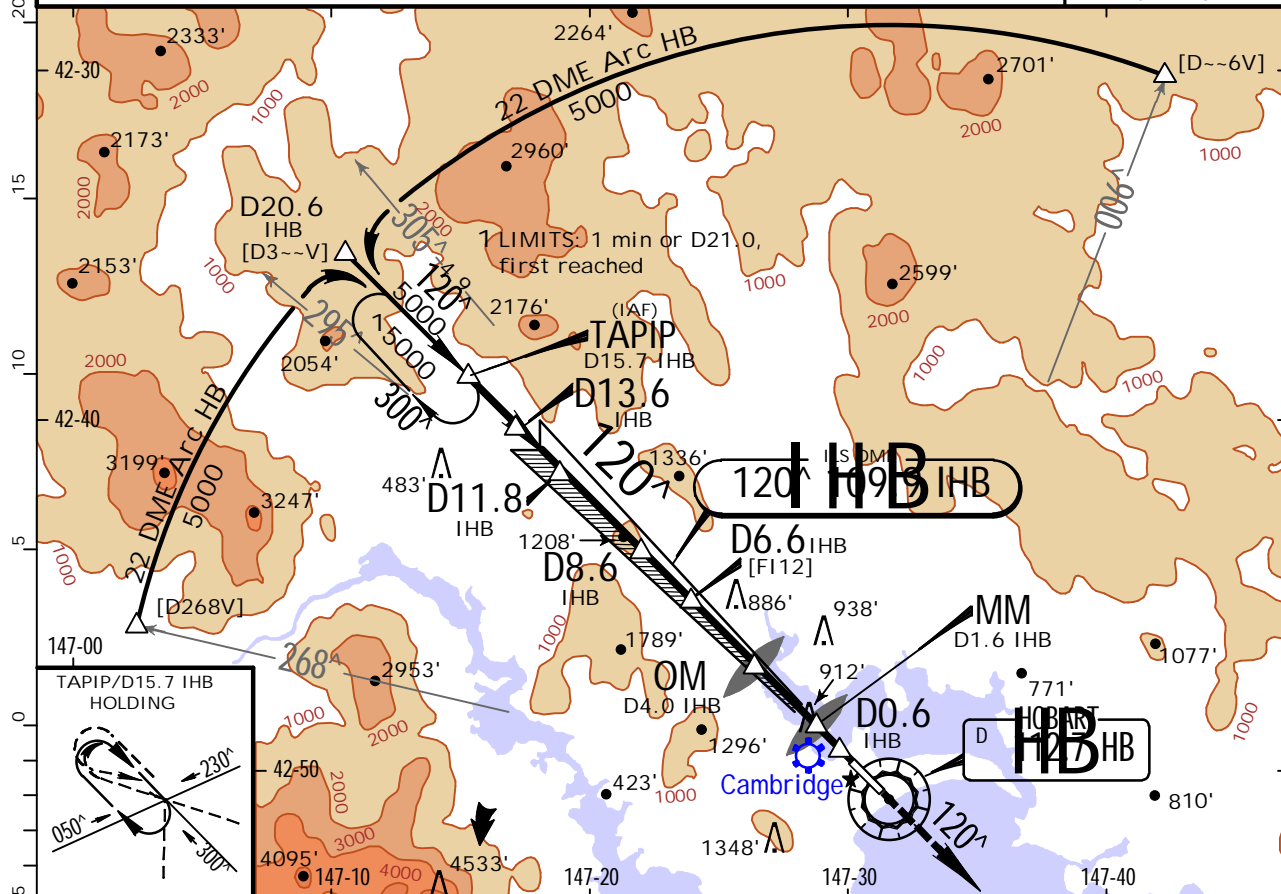
20 MAY 16
Eff. 26 May.

(11-1)

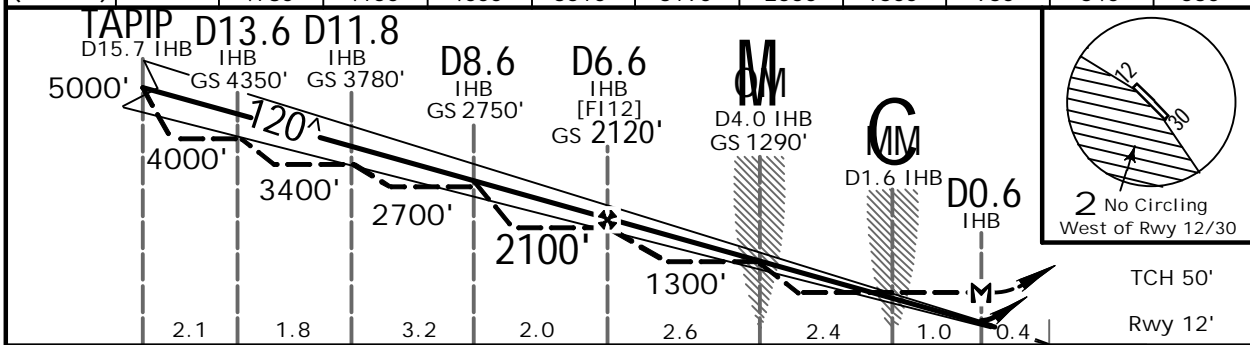
JEPPesen

HOBBART, TAS, AUSTRALIA
ILS-Z or LOC-Z Rwy 12

*ATIS 112.7 128.45	AWIS (Pilot Activated) 122.37 when ATIS inop.	*HOBBART Tower 118.1	MELBOURNE Center (FIA) 125.55 when Twr inop.	CTAF (AFRU+PAL) 118.1 when Twr inop.	*Ground 121.7
LOC IHB 109.9	Final Appch Crs 120 [^]	GS D6.6 IHB 2120' (2108')	ILS DA(H) (CONDITIONAL) 220' (208')	Apt Elev 13' Rwy 12'	4200'
MISSED APCH: Track 120 [^] . Climb to 4000' or as directed by ATC.					5600' → 3900'
Missed Approach Climb Gradients: For CTA Containment - ILS 4.2% & LOC 3.9%.					MSA HB VOR 5600' within 10 NM
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: FL 110	Trans alt: 10000'	
IHB DME REQUIRED.					



LOC (GS out)	IHB DME	15.0	13.0	12.6	11.0	10.0	8.0	5.0	3.0	2.0	1.6
ALTITUDE		4780'	4150'	4000'	3510'	3190'	2550'	1600'	960'	640'	530'



Gnd speed-Kts	70	90	100	120	140	160				
GS	3.00 [^]	372	478	531	637	743	849			
MAP at D0.6 IHB										

STRAIGHT-IN LANDING RWY 12							1				2 CIRCLE-TO-LAND				
Actual Aero QNH			Forecast Terminal QNH			LOC (GS out) DME		Actual Aero QNH		Forecast Terminal QNH					
DA(H) 220' (208')			DA(H) 320' (308')			MDA(H) 430' (418')									
FULL			HIRL out		HALS out				HALS out		Max Kts.	MDA(H)		MDA(H)	
A											100	1140' -2.4km		1240' -2.4km	
B	0.8	1.2	1.5	1.2	1.5	2.1	3.0				135	(1127') -2.4km		(1227') -2.4km	
C	km	km	km	km	km	km	km				180	1430' -4.0km		1530' -4.0km	
D											205	(1417') -4.0km		(1517') -4.0km	
												1500' -5.0km		1600' -5.0km	
												(1487') -5.0km		(1587') -5.0km	
1 Forecast Terminal QNH: MDA(H) 530' (518').															

YMHB/HBA

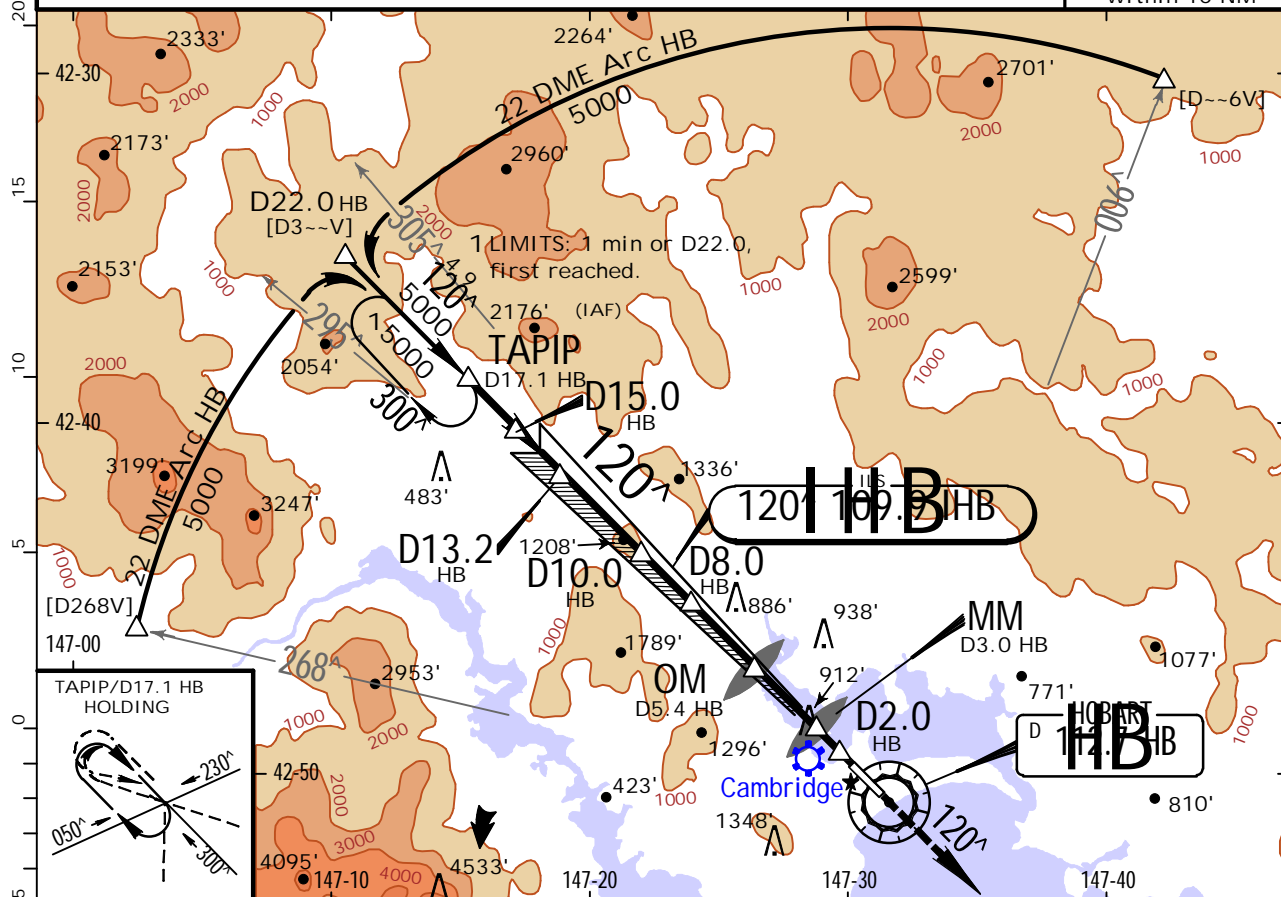
HOBBART

20 MAY 16
Eff. 26 May.

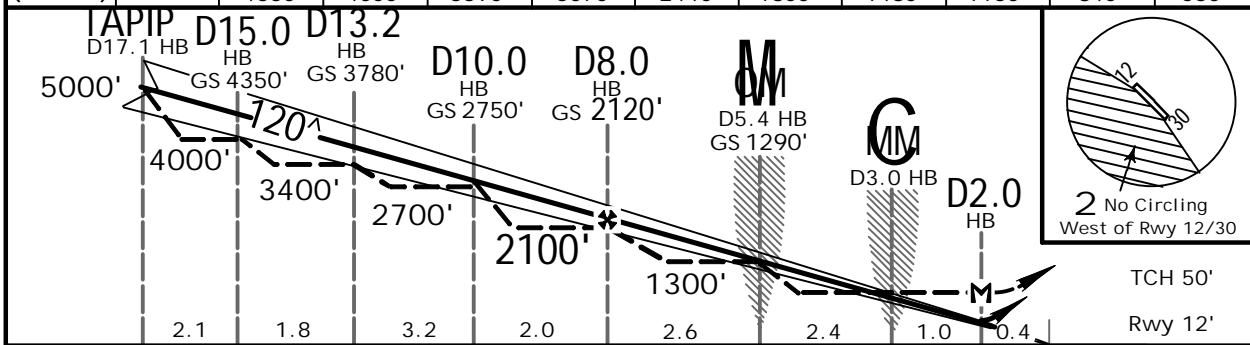
(11-2)

HOBBART, TAS, AUSTRALIA
ILS-Y or LOC-Y Rwy 12

*ATIS 112.7 128.45	AWIS (Pilot Activated) 122.37 when ATIS inop.	*HOBBART Tower 118.1	MELBOURNE Center (FIA) 125.55 when Twr inop.	CTAF (AFRU+PAL) 118.1 when Twr inop.	*Ground 121.7
LOC IHB 109.9	Final Appch Crs 120°	GS D8.0 HB 2120' (2108')	ILS DA(H) (CONDITIONAL) 220' (208')	Apt Elev 13' Rwy 12'	4200'
MISSED APCH: Track 120°. Climb to 4000' or as directed by ATC. Missed Approach Climb Gradients: For CTA Containment - ILS 4.2% & LOC 3.9%.					MSA HB VOR 5600' within 10 NM
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000' 1. HB DME REQUIRED. 2. GNSS permitted in lieu of DME. Reference waypoint HB VOR.					



LOC (GS out)	HB DME	16.0	13.9	12.0	11.0	9.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE		4660'	4000'	3390'	3070'	2440'	1800'	1480'	1160'	840'	530'



Gnd speed-Kts	70	90	100	120	140	160					
GS	3.00°	372	478	531	637	743	849				
MAP at D2.0 HB											

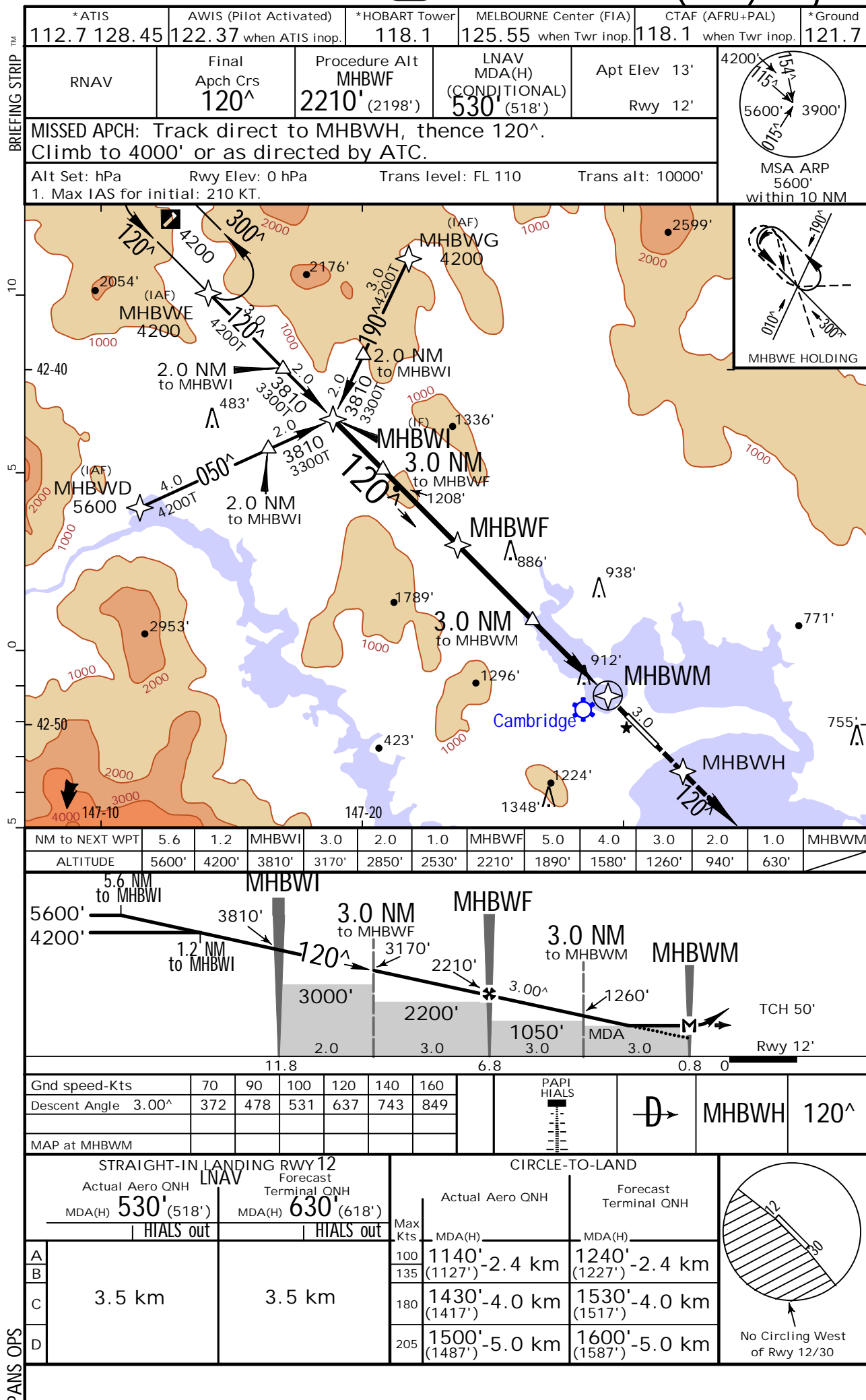
STRAIGHT-IN LANDING RWY 12								1 CIRCLE-TO-LAND			
Actual Aero QNH						Forecast Terminal QNH		LOC (GS out) DME			
DA(H) 220' (208')			DA(H) 320' (308')			MDA(H) 430' (418')		Actual Aero QNH		Forecast Terminal QNH	
FULL		HIRL out	HIALS out	FULL		HIRL out	HIALS out			HIRLS out	
A								Max Kts.	MDA(H)		MDA(H)
B	0.8 km	1.2 km	1.5 km	1.2 km	1.5 km	2.1 km	3.0 km	100	1140' (1127')	-2.4km	1240' (1227')
C								135	1430' (1417')	-4.0km	1530' (1517')
D								180	1500' (1487')	-5.0km	1600' (1587')

1 Forecast Terminal QNH: MDA(H) 530' (518').

YMHB/HBA
HOBART

JEPPesen
20 MAY 16 (12-1).Eff.26.May.

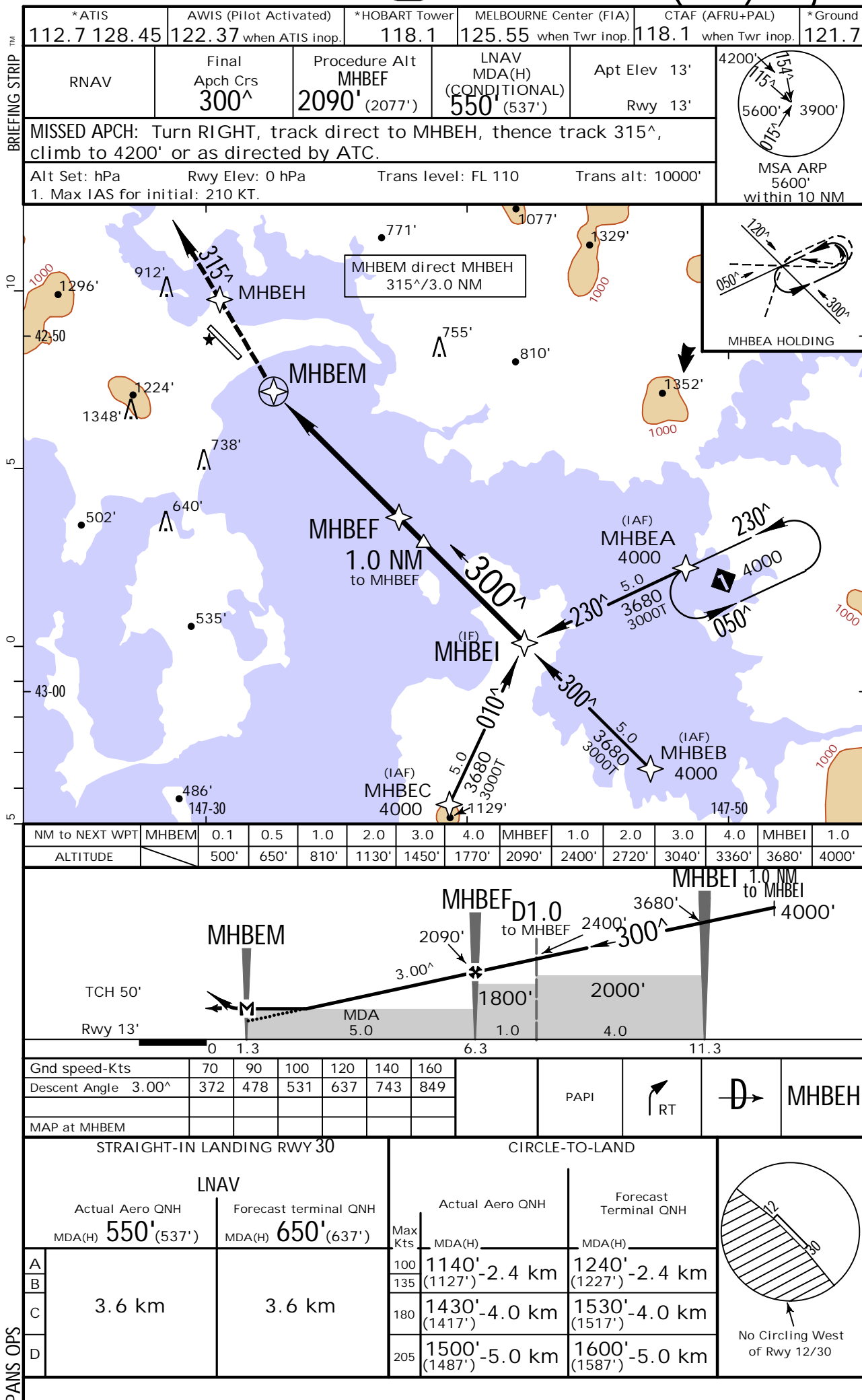
HOBART, TAS, AUSTRALIA
RNAV-Z (GNSS) Rwy 12



YMHB/HBA
HOBART

JEPPesen
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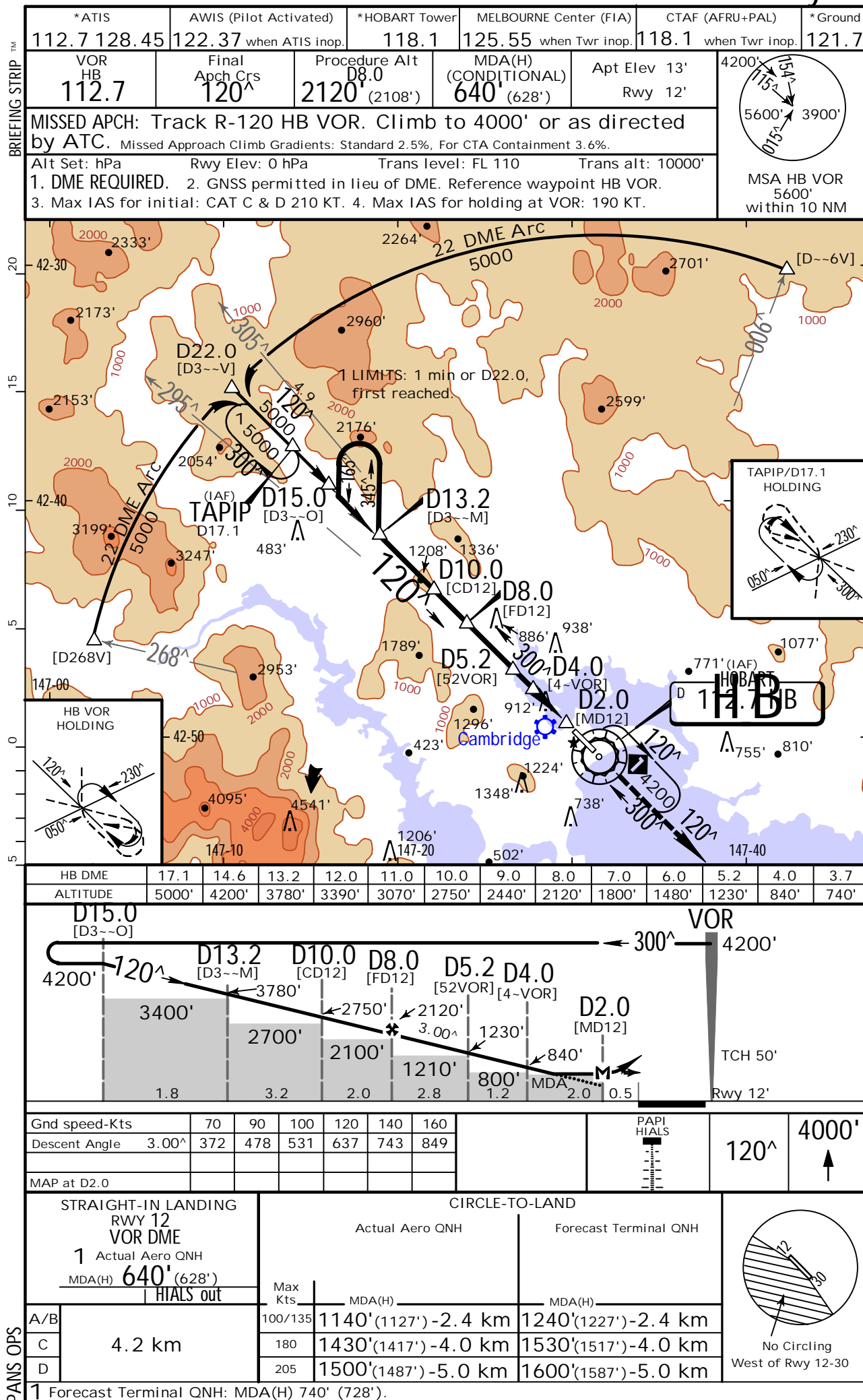
HOBART, TAS, AUSTRALIA
RNAV-Z (GNSS) Rwy 30



YMHB/HBA
HOBART
JEPPESSEN

20 MAY 16

(13-1) .Eff.26.May.

HOBART, TAS, AUSTRALIA
VOR Rwy 12


YMHB/HBA

HOBART

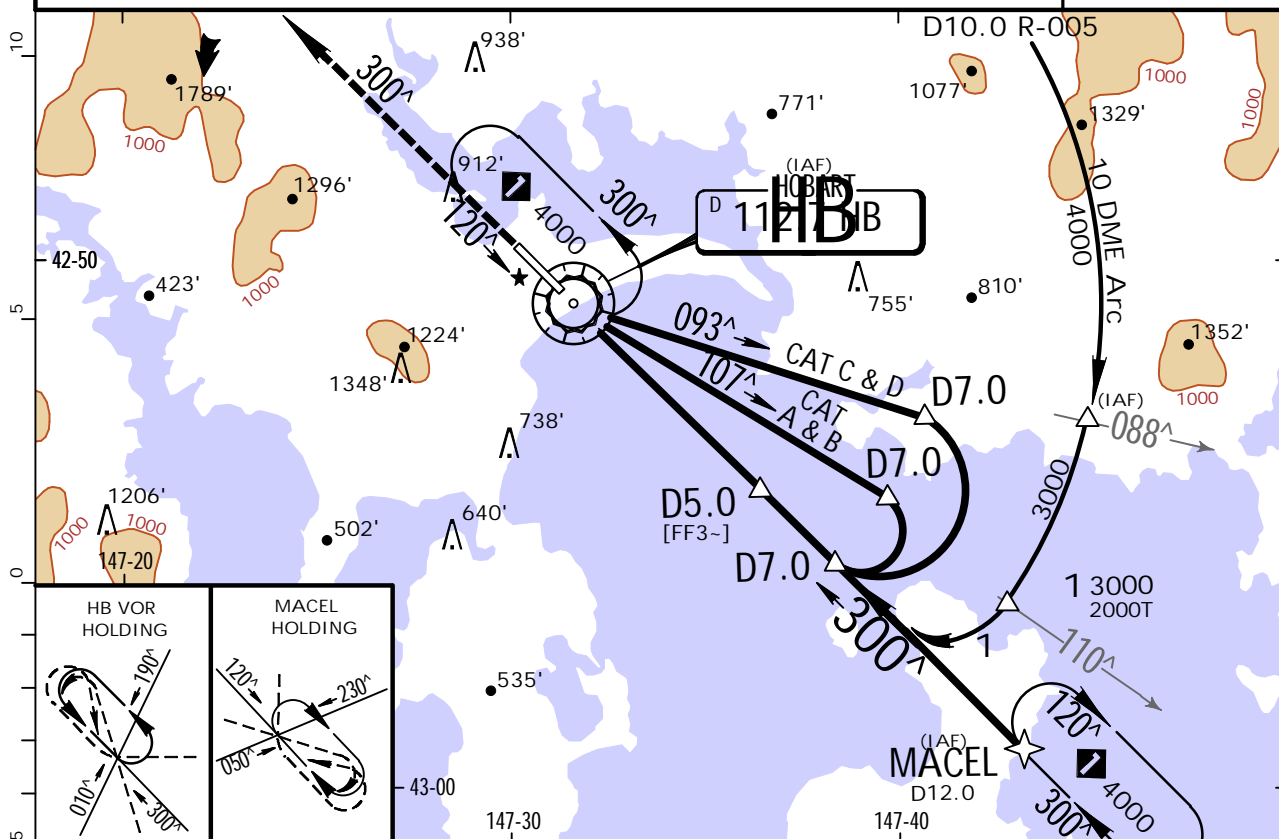
JEPPesen

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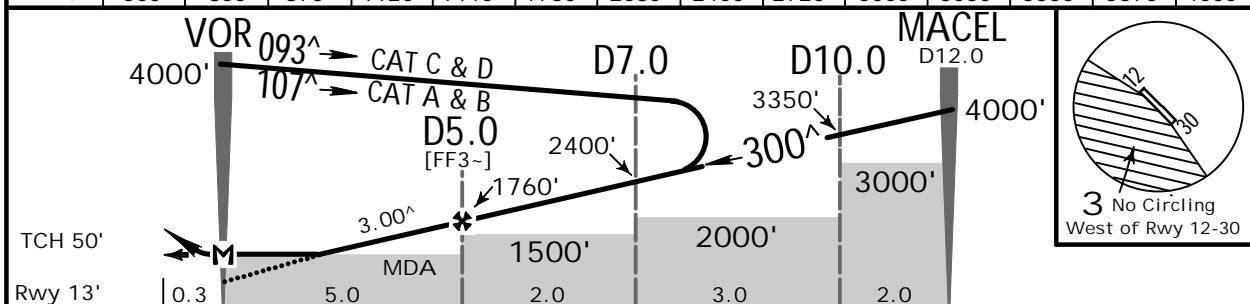
HOBART, TAS, AUSTRALIA

VOR-Z Rwy 30

*ATIS 112.7 128.45	AWIS (Pilot Activated) 122.37 when ATIS inop.	*HOBART Tower 118.1	MELBOURNE Center (FIA) 125.55 when Twr inop.	CTAF (AFRU+PAL) 118.1 when Twr inop.	*Ground 121.7
VOR HB 112.7	Final Apch Crs 300 [^]	Procedure Alt D5.0 1760' (1747')	MDA(H) (CONDITIONAL) 500' (487')	Apt Elev 13' Rwy 13'	4200' 5600' 3900' MSA HB VOR 5600' within 10 NM
MISSED APCH: Track outbound on HB VOR R-300, climb to 4200' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'					
1. DME REQUIRED. 2. Max IAS for initial: CAT C & D 210 KT. 3. GNSS permitted in lieu of DME. Reference waypoint HB VOR. 4. Max IAS for holding VOR: 190 KT.					



HB DME	1.4	2.0	2.2	3.0	4.0	5.0	6.0	7.0	8.0	8.9	9.0	10.0	11.0	12.0
ALTITUDE	600'	800'	870'	1120'	1440'	1760'	2080'	2400'	2720'	3000'	3030'	3350'	3670'	4000'



Gnd speed-Kts	70	90	100	120	140	160	PAPI		HB 112.7 R-300	4200'
Descent Angle	3.00 [^]	372	478	531	637	743				
MAP at VOR										

STRAIGHT-IN LANDING RWY 30				3 CIRCLE-TO-LAND			
Actual Aero QNH				Forecast Terminal QNH			
1 Missed apch climb gradient mim 4.3% for CTA Containment				2 Missed apch climb gradient mim 2.5%			
MDA(H) 500' (487')				MDA(H) 770' (757')			
A				Max Kts	MDA(H)		
B				100	1140' (1127')	-2.4 km	1240' (1227')
C				135	1430' (1417')	-4.0 km	1530' (1517')
D				180	1500' (1487')	-5.0 km	1600' (1587')

- 1 Forecast Terminal QNH: MDA(H) 600' (587')
2 Forecast Terminal QNH: MDA(H) 870' (857')

YMHB/HBA

HOBBART

20 MAY 16

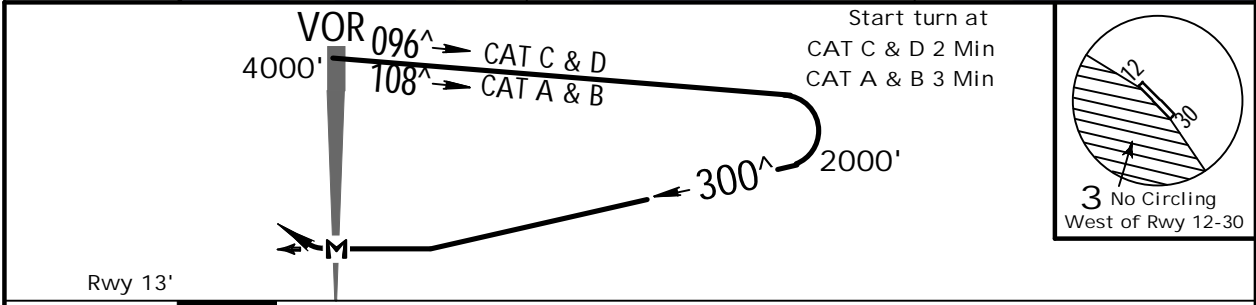
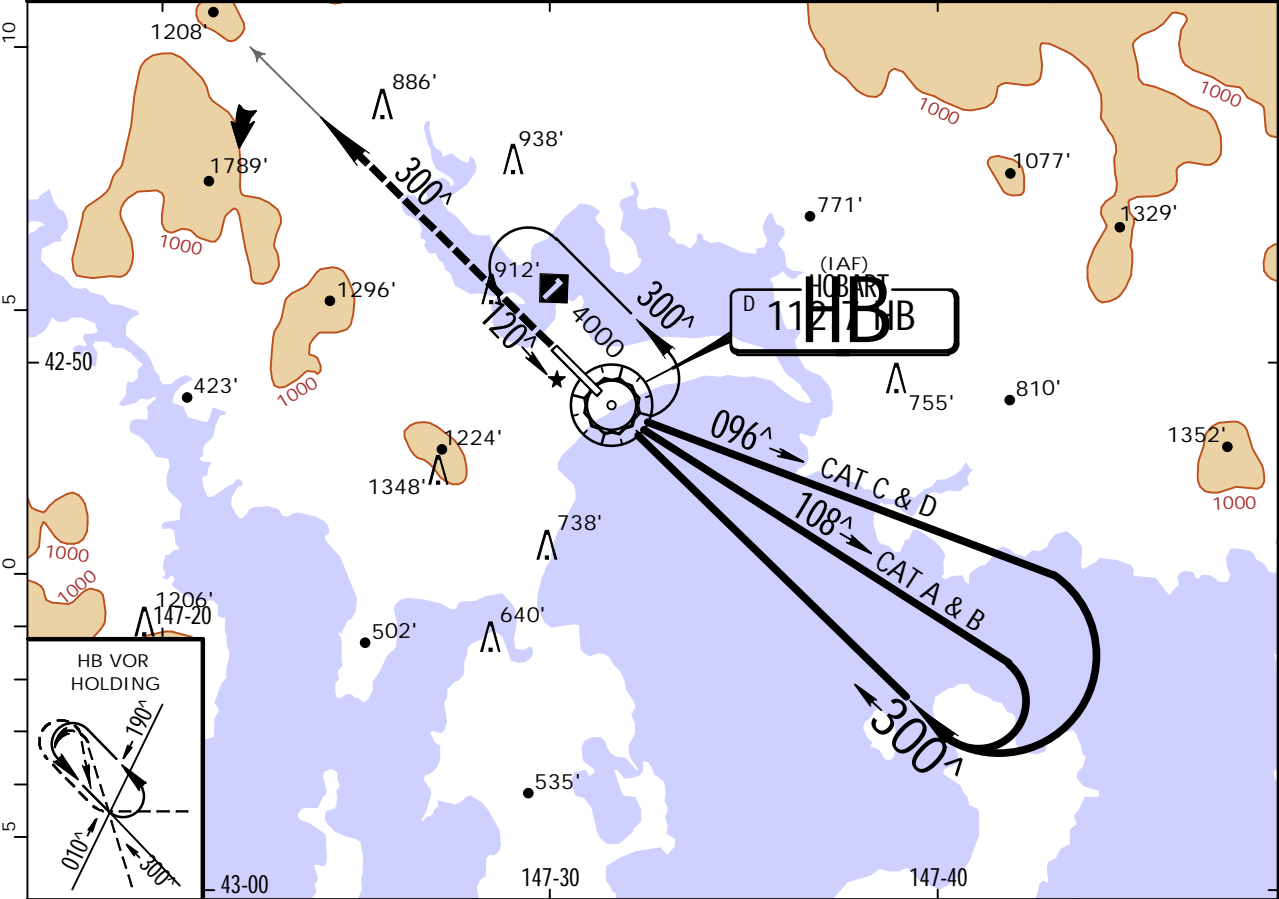
(13-3) .Eff.26.May.

JEPPesen

HOBBART, TAS, AUSTRALIA

VOR-Y Rwy 30

*ATIS 112.7 128.45	AWIS (Pilot Activated) 122.37 when ATIS inop.	*HOBBART Tower 118.1	MELBOURNE Center (FIA) 125.55 when Twr inop.	CTAF (AFRU+PAL) 118.1 when Twr inop.	*Ground 121.7
VOR HB 112.7	Final Apch Crs 300 [^]	No FAF	MDA(H) (CONDITIONAL) 880' (867')	Apt Elev 13' Rwy 13'	4200' 5600' 3900' 015 [^] 015 [^]
MISSED APCH: Track outbound on HB VOR R-300, climb to 4200' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'					
1. Max IAS for initial: CAT C & D 210 KT. 2. Max IAS for holding: 190 KT.					
MSA HB VOR 5600' within 10 NM					



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General Information

Location: CANBERRA AC AUS
 ICAO/IATA: YSCB / CBR
 Lat/Long: S35° 18.41', E149° 11.70'
 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: 1935 Z
 Sunset: 0809 Z

Runway Information

Runway: 12
 Length x Width: 5508 ft x 148 ft
 Surface Type: asphalt
 TDZ-Elev: 1849 ft
 Lighting: Edge, Pilot controlled

Runway: 17
 Length x Width: 10771 ft x 148 ft
 Surface Type: asphalt
 TDZ-Elev: 1874 ft
 Lighting: Edge, Pilot controlled
 Stopway: 985 ft

Runway: 30
 Length x Width: 5508 ft x 148 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: 1870 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 1969 ft

Communication Information

ATIS: 26.300
ATIS: 127.450
ATIS: 116.700
Canberra Tower: 118.700 CTAF PCL
Canberra Ground: 121.700
Canberra Clearance Delivery: 121.700
Canberra Approach: 124.500 Out to 30 mi.
Canberra Approach: 125.900 Out to 30 mi.
Canberra Departure: 125.900
Canberra Departure: 124.500 Out to 30 mi.
Canberra Traffic MULTICOM: 118.700 CTAF PCL
AWIS: 116.700
Melbourne Center Information: 125.900 RCO

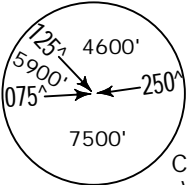
JEPPESSEN

16 AUG 13 (10-2)

.DME.or.GNSS.ARRIVAL.
CANBERRA, ACT, AUSTRALIA

*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')



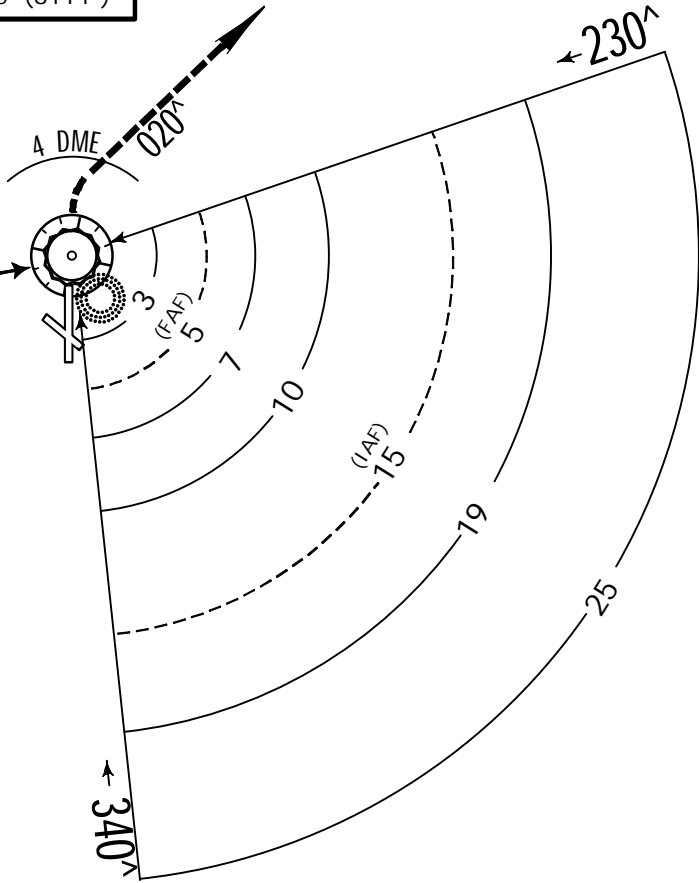
MSA
CB VOR or NDB
within 25 NM
5100' within 10 NM

CANBERRA
SECTOR A
VOR 116.7
NDB 263
Apt. Elev 1886'

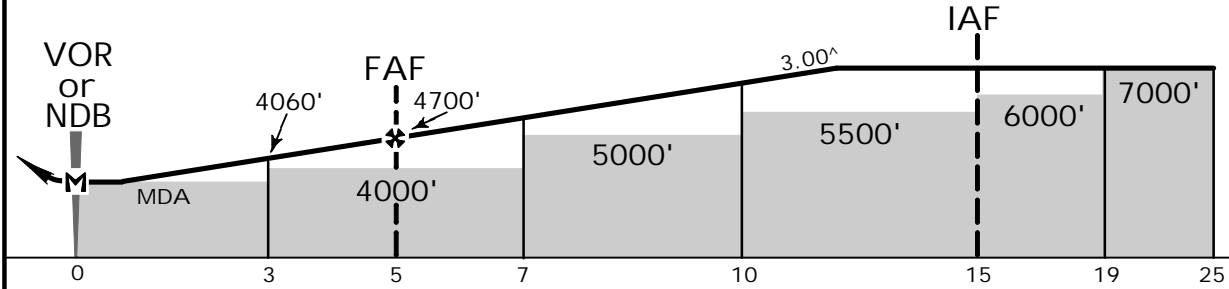
NOT TO SCALE

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

DME USING CB DME
REFERENCE WAYPOINT CB VOR



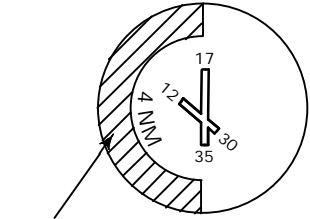
NM to VOR	0.8	1.0	1.5	1.9	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	12.0	12.2
ALTITUDE	3350'	3430'	3580'	3720'	3750'	4060'	4380'	4700'	5020'	5340'	5650'	5970'	6290'	6930'	7000'



MISSSED 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')		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				
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

.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.

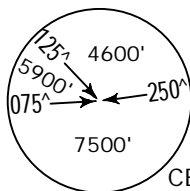
CTAF (AFRU+PAL) 118.7 when Twr inop.

Alt Set: hPa

Apt Elev: 67 hPa

Trans level: FL 110

Trans alt: 10000' (8114')



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

**CANBERRA
SECTOR C**

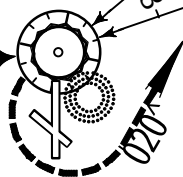
VOR 116.7

NDB 263

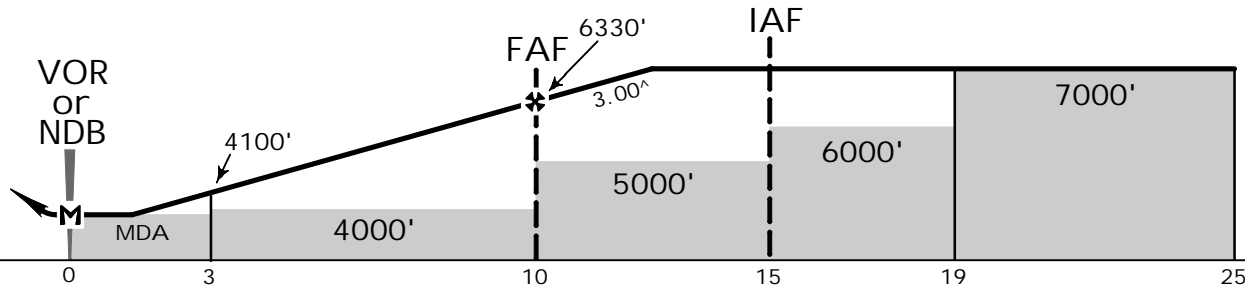
Apt. Elev 1886'

DME USING CB DME
REFERENCE WAYPOINT CB VOR

(MAP)
CANBERRA
D 116.7
S35 16.9 E41 11.7
263
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

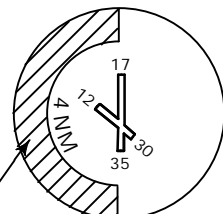
Actual Aero QNH

A, B: 3250' (1364')
C: 3480' (1594')
D: 3620' (1734')

Forecast Terminal QNH

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.

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

CANBERRA, ACT, AUSTRALIA

*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.

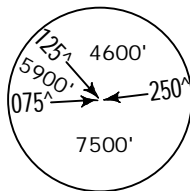
CTAF (AFRU+PAL) 118.7 when Twr inop.

Alt Set: hPa

Trans level: FL110

Apt Elev: 67 hPa

Trans alt: 10000' (8114')



MSA

CB VOR or NDB

5100' within 10 NM

CANBERRA

VOR

116.7
263

NDB

Apt. Elev

1886'

AVBEG to CB VOR/NDB

AVBEG
S34 49.7 E149 02.5

LSALT 4400'

152°

19

(IAF)

15

(FAF)

10

6

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

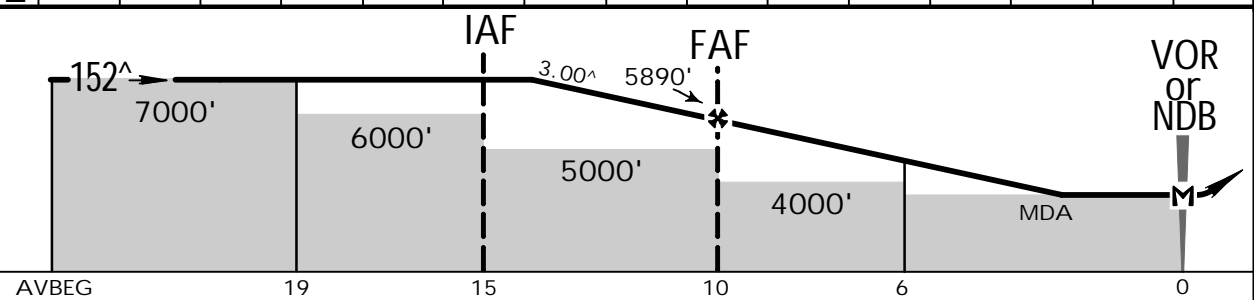
DME USING CB DME

REFERENCE WAYPOINT CB VOR

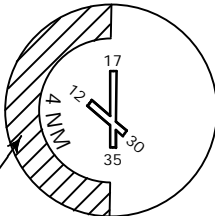
1 NM to VOR

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

JEPPesen

20 MAY 16

(10-2C)

Eff. 26 May

.DME.or.GNSS.ARRIVAL.
CANBERRA, ACT, AUSTRALIA

*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.

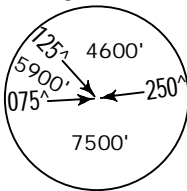
CTAF (AFRU+PAL) 118.7 when Twr inop.

Alt Set: hPa

Apt Elev: 67 hPa

Trans level: FL110

Trans alt: 10000' (8114')



MSA

CB VOR or NDB
5100' within 10 NM

CANBERRA

VOR

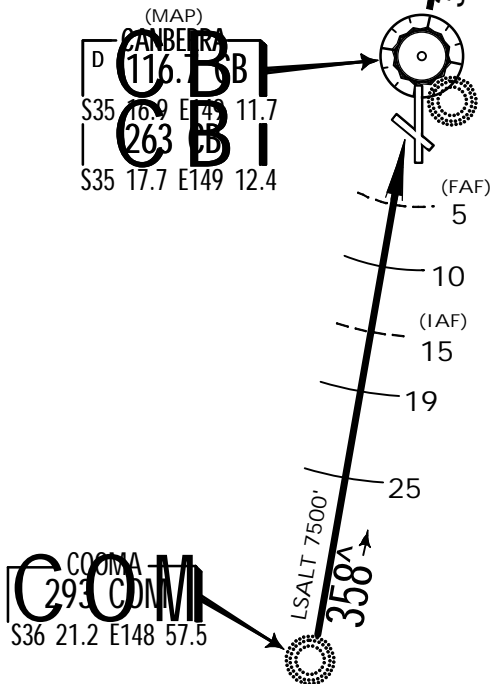
NDB

Apt. Elev 1886'

16.7
263
1886'

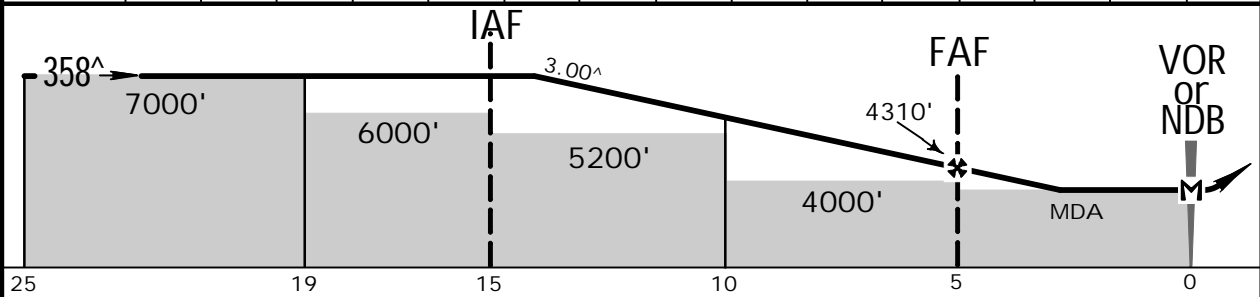
COM NDB to CB VOR/NDB

NOT TO SCALE



DME USING CB DME
REFERENCE WAYPOINT CB VOR

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

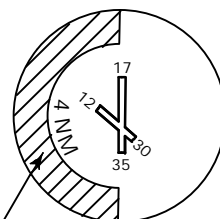
Actual Aero QNH

A, B: 3250' (1364')
C: 3480' (1594')
D: 3620' (1734')

Forecast Terminal QNH

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.

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

(10-2D)

Eff. 26 May.

DME or GNSS ARRIVAL.

CANBERRA, ACT, AUSTRALIA

*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.

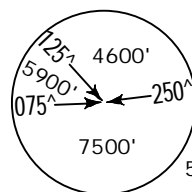
CTAF (AFRU+PAL) 118.7 when Twr inop.

Alt Set: hPa

Trans level: FL110

Apt Elev: 67 hPa

Trans alt: 10000' (8114')



MSA
CB VOR or NDB
5100' within 10 NM

CANBERRA

VOR

116.7
263

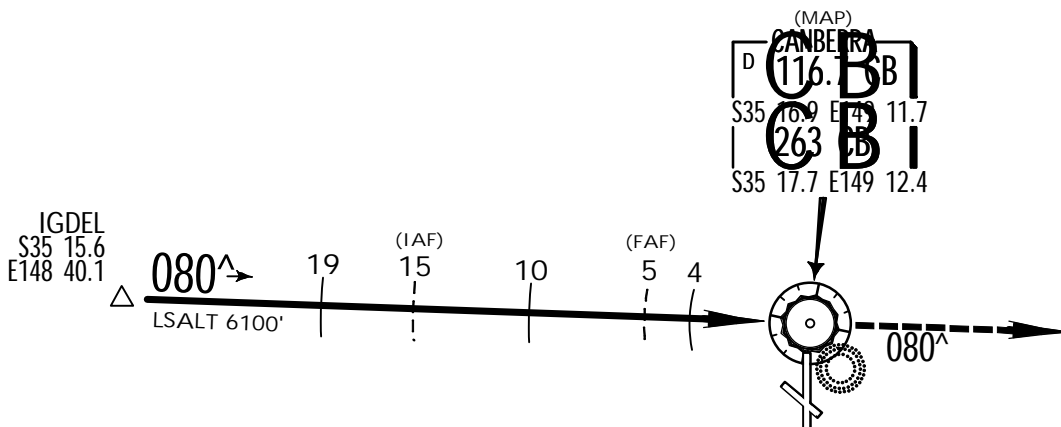
Apt. Elev 1886'

IGDEL to CB VOR

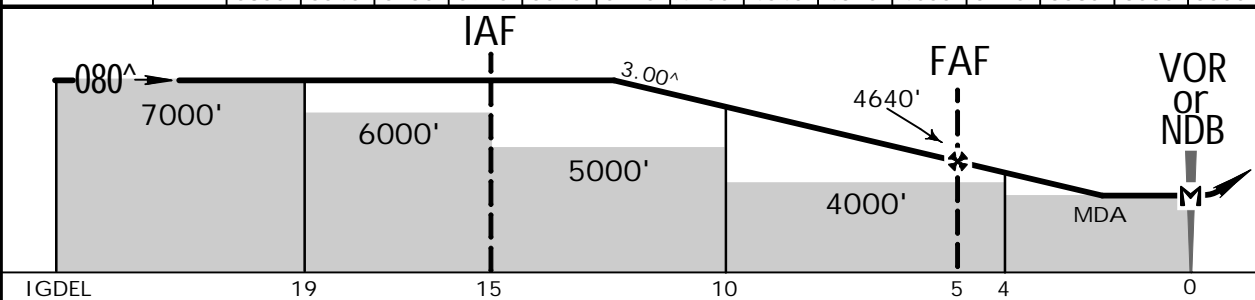
DME USING CB DME

REFERENCE WAYPOINT CB VOR

NOTE: Arrival is not permitted using CB NDB.

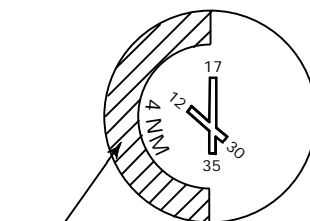


NM to VOR	12.4	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.1	2.0	1.7	1.0
ALTITUDE	7000'	6860'	6540'	6230'	5910'	5590'	5270'	4950'	4640'	4320'	4000'	3720'	3680'	3580'	3350'



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')	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					
C					
D					
4.0 km		4.0 km			
5.0 km		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						

*ATIS 116.7 127.45 263

AWIS 116.7 when ATIS inop.

CANBERRA Approach (*R) Within 30 NM: 124.5

YSCB CANBERRA

TRANS LEVEL: FL110
TRANS ALT: 10000'

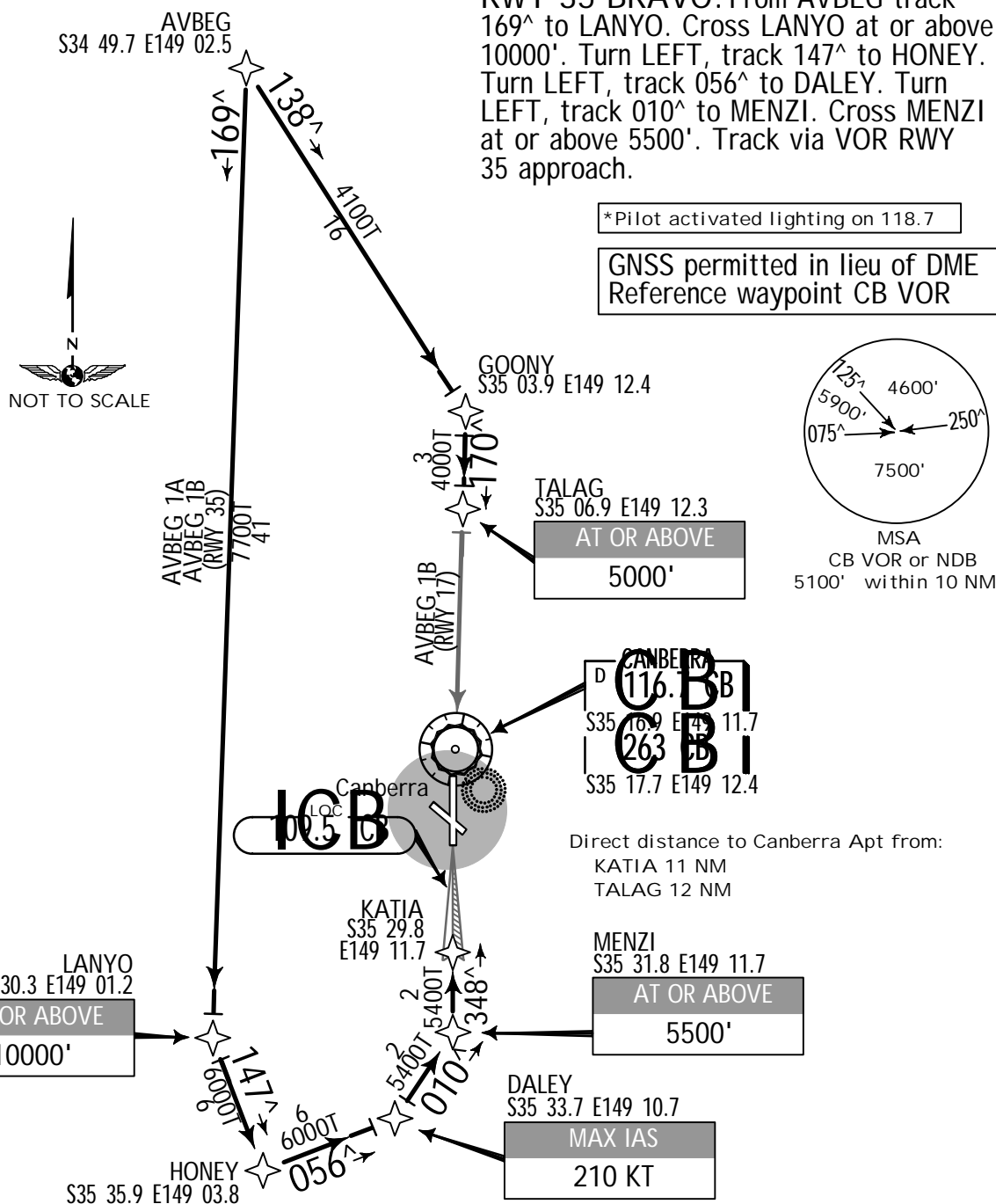
AVBEG ONE ALPHA [AVBE1A], AVBEG ONE BRAVO [AVBE1B] ARRIVALS

SPEED: MAX IAS 250 KT BELOW 10000'

RWY 17 BRAVO: From AVBEG track 138° to GOONY. Turn RIGHT, track 170° to TALAG. Cross TALAG at or above 5000'. Track via VOR RWY 17 approach.

RWY 35 ALPHA: From AVBEG track 169° to LANYO. Cross LANYO at or above 10000'. Turn LEFT, track 147° to HONEY. Turn LEFT, track 056° to DALEY. Turn LEFT, track 010° to MENZI. Cross MENZI at or above 5500'. Intercept LOC RWY 35.

RWY 35 BRAVO: From AVBEG track 169° to LANYO. Cross LANYO at or above 10000'. Turn LEFT, track 147° to HONEY. Turn LEFT, track 056° to DALEY. Turn LEFT, track 010° to MENZI. Cross MENZI at or above 5500'. Track via VOR RWY 35 approach.



LOST COMMS ▼ LOST COMMS ▼ 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.

LOST COMMS ▼

JEPPESEN

20 MAY 16

(10-2D2)

.Eff.26.May.

.RNAV.STAR.

*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

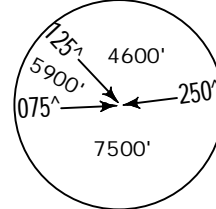
TRANS LEVEL: FL110
TRANS ALT: 10000'

AVBEG ONE UNIFORM ARRIVAL

[AVBE1U]

SPEED: MAX IAS 250 KT BELOW 10000'

RWY 17: From AVBEG track 138°
to GOONY. Track via RNAV-U (RNP)
RWY 17.



*Pilot activated lighting on 118.7

MSA
CB VOR or NDB
5100' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CB VOR

AVBEG
S34 49.7 E149 02.5

138°
4100'
16

GOONY
S35 03.9 E149 12.4

Direct distance from GOONY to:
Canberra Apt 15 NM

Canberra

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



NOT TO SCALE

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

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.

JEPPesen

20 MAY 16

(10-2E)

.Eff.26.May.

.RNAV.STAR.

CANBERRA, ACT, AUSTRALIA

*ATIS 116.7 127.45 263

AWIS 116.7 when ATIS inop.

CANBERRA Approach (*R) Within 30 NM: 124.5

YSCB CANBERRA

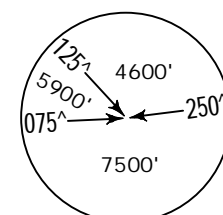
TRANS LEVEL: FL110
TRANS ALT: 10000'

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.

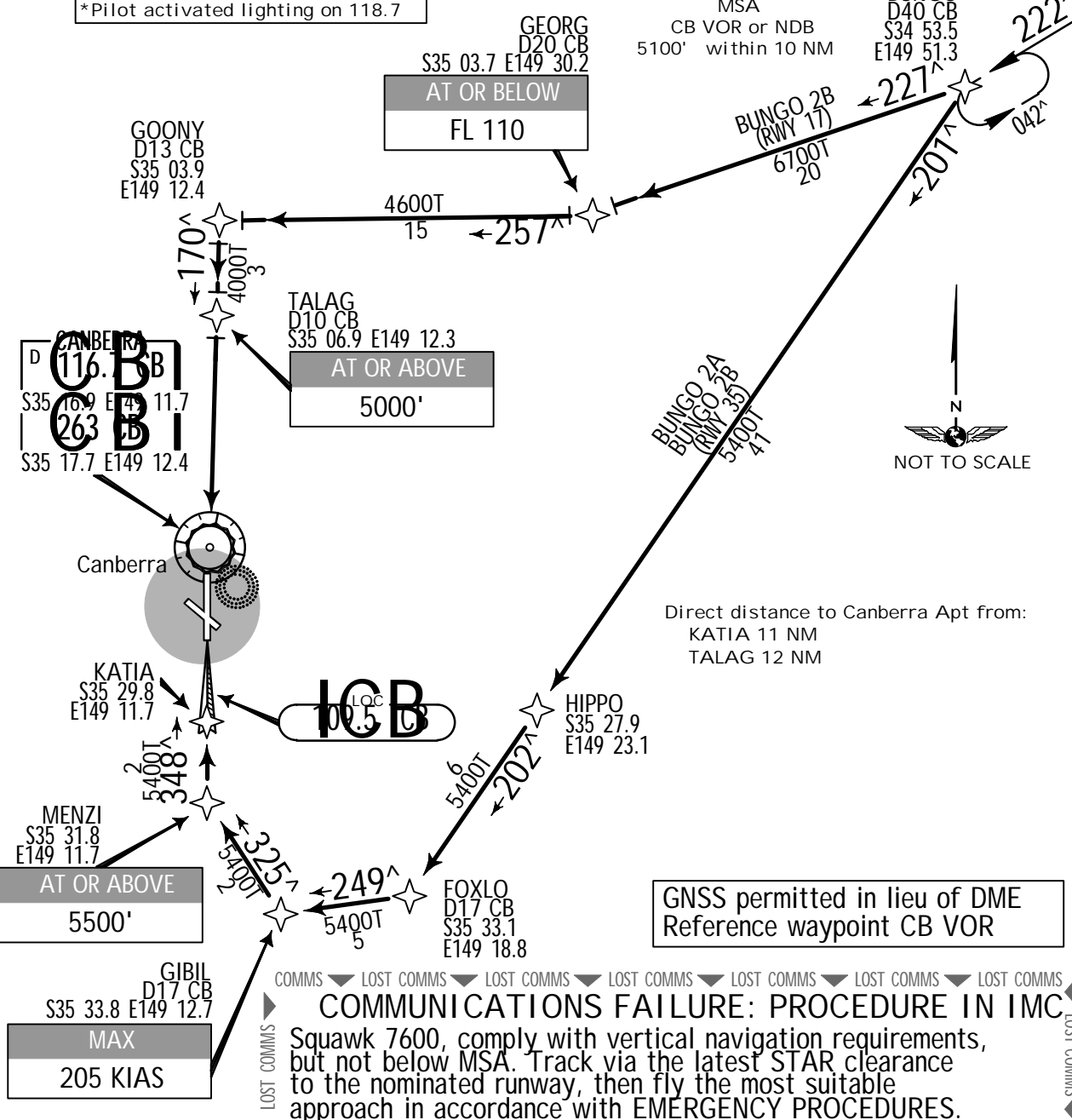
RWY 35 ALPHA: From BUNGO track 201° to HIPPO. Track 202° to FOXLO. Turn RIGHT, track 249° to GIBIL. Turn RIGHT, track 325° to MENZI. Cross MENZI at or above 5500'. Intercept LOC RWY 35.

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.


MSA
CB VOR or NDB
5100' within 10 NM

BUNGO
D40 CB
S34 53.5
E149 51.3

*Pilot activated lighting on 118.7



JEPPesen

6 NOV 15

(10-2E1)

.Eff.12.Nov.

.RNAV.STAR.

*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'

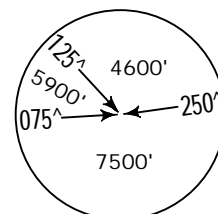
NON-JET ONLY

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.

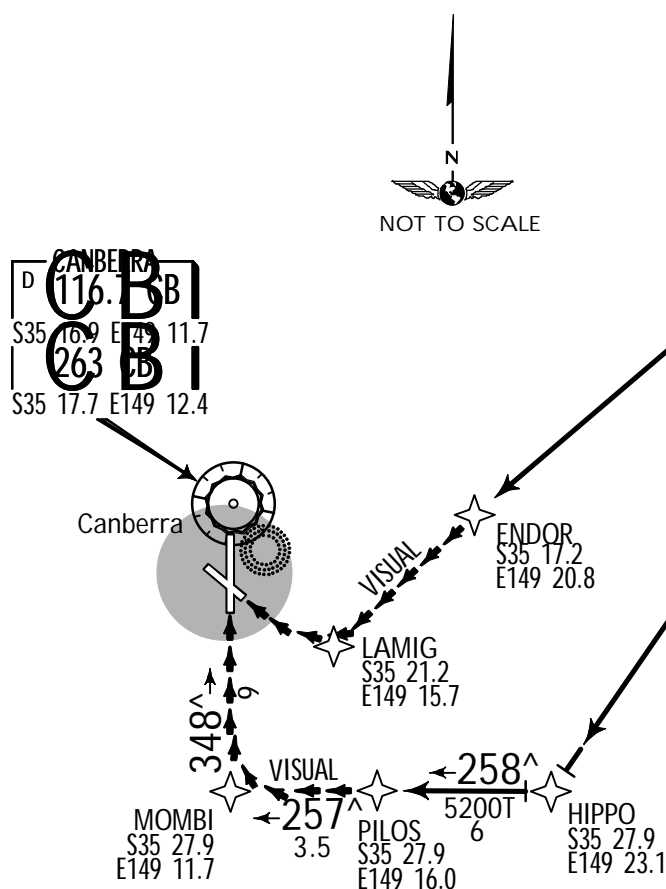
RWY 35 VICTOR (HJ ONLY):
From BUNGO track 201° to HIPPO.
Turn RIGHT, track 258° to PILOS.
Track 257° visual to MOMBI. Turn RIGHT, intercept visual final RWY 35.



MSA
CB VOR or NDB
5100' within 10 NM

GNSS permitted in lieu of DME
Reference waypoint CB VOR

*Pilot activated lighting on 118.7



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.

YSCB CANBERRA

CANBERRA Approach (*R) Within 30 NM: 124.5

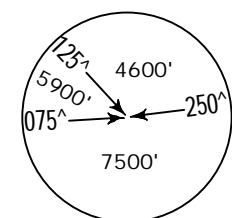
TRANS LEVEL: FL 110
TRANS ALT: 10000'

MANDA EIGHT BRAVO ARRIVAL [MAND8B]

SPEED: MAX IAS 250 KT BELOW 10000'

WOLBI: From WOLBI to MANDA:
Track 047^ to MANDA. Then follow
arrival instructions.

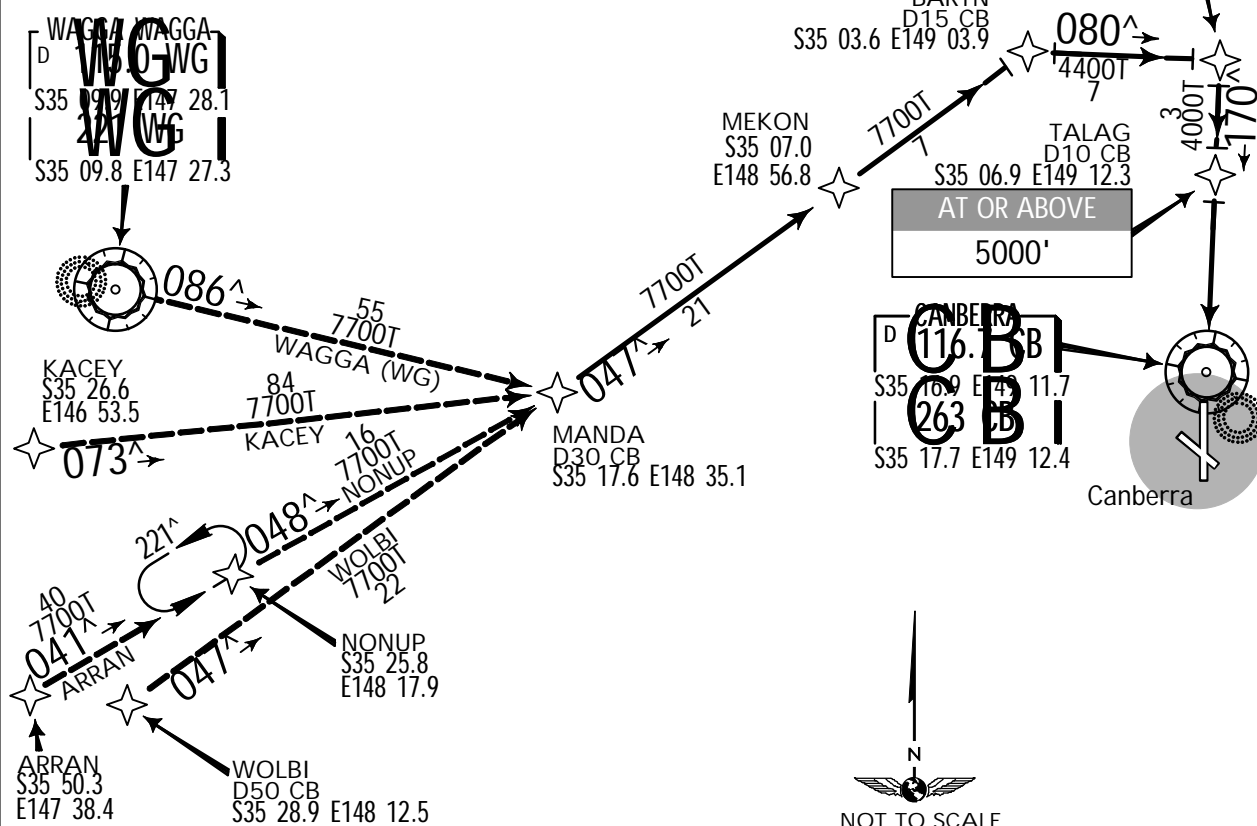
RWY 17 BRAVO: From MANDA track 047^ to MEKON. Track 047^ to BARTON. Turn RIGHT, track 080^ to GOONY. Turn RIGHT, track 170^ to TALAG. Cross TALAG at or above 5000'. Track via VOR RWY 17.



MSA
CB VOR or NDB
5100' within 10 NM

*Pilot activated lighting on 118.7

GNSS permitted in lieu of DME
Reference waypoint CB VOR



NOT TO SCALE

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

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.

LOS | COMMS ◀

YSCB CANBERRA

CANBERRA Approach (*R) Within 30 NM 124.5

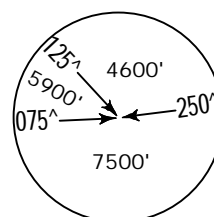
TRANS LEVEL: FL 110
TRANS ALT: 10000'

MANDA EIGHT PAPA [MAND8P],
MANDA EIGHT UNIFORM [MAND8U] ARRIVALS

SPEED: MAX IAS 250 KT BELOW 10000'

WOLBI: From WOLBI to MANDA:
Track 047^ to MANDA. Then follow
arrival instructions.

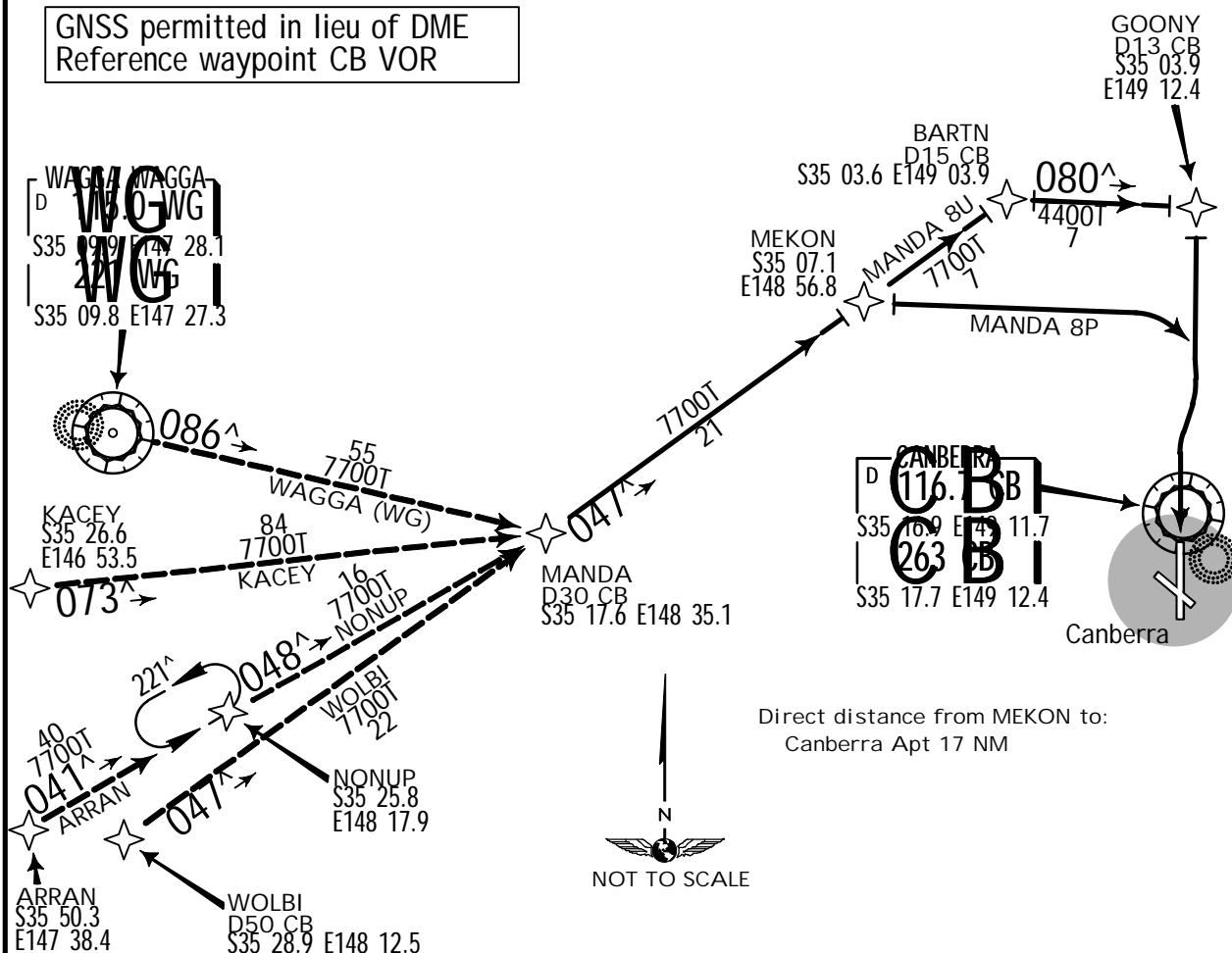
RWY 17 UNIFORM: From MANDA track 047^ to MEKON. Track 047^ to BARTN. Turn RIGHT, track 080^ to GOONY. Track via RNAV-U (RNP) RWY 17.



MSA
CB VOR or NDB
5100' within 10 NM

*Pilot activated lighting on 118.7

GNSS permitted in lieu of DME
Reference waypoint CB VOR



Direct distance from MEKON to:
Canberra Apt 17 NM

NOT TO SCALE

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

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.

YSCB CANBERRA

CANBERRA Approach (*R) Within 30 NM 124.5

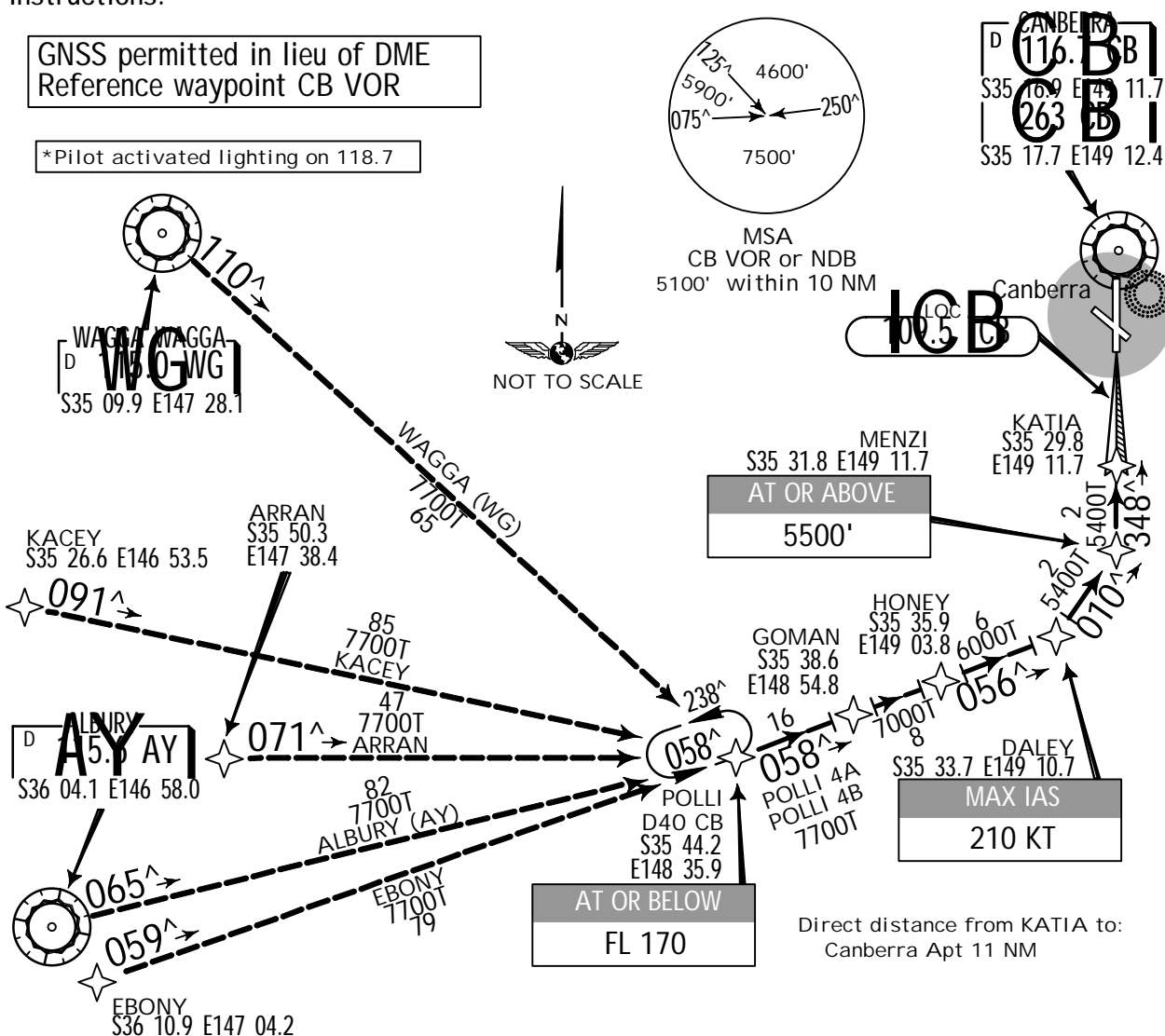
TRANS LEVEL: FL 110
TRANS ALT: 10000'

SPEED: MAX IAS 250 KT BELOW 10000'

WAGGA (WG): From WG VOR to POLLI:
Track 110° to POLLI. Then follow arrival
instructions.

*Pilot activated lighting on 118.7

RWY 35 BRAVO: Cross POLLI at or below FL 170. From POLLI track 058^ to GOMAN. Track 058^ to HONEY. Track 056^ to DALEY. Turn LEFT, track 010^ to MENZI. Cross MENZI at or above 5500'. Track via VOR RWY 35 approach.



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

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.

JEPPesen

6 NOV 15

(10-2K)

.Eff.12.Nov.

.RNAV.STAR.

CANBERRA, ACT, AUSTRALIA

*ATIS 116.7 127.45 263

AWIS 116.7 when ATIS inop.

CANBERRA Approach (*R) Within 30 NM 124.5

YSCB CANBERRA

TRANS LEVEL: FL110
TRANS ALT: 10000'

JETS ONLY

RAZZI THREE ALPHA [RAZI3A], RAZZI THREE BRAVO [RAZI3B] ARRIVALS

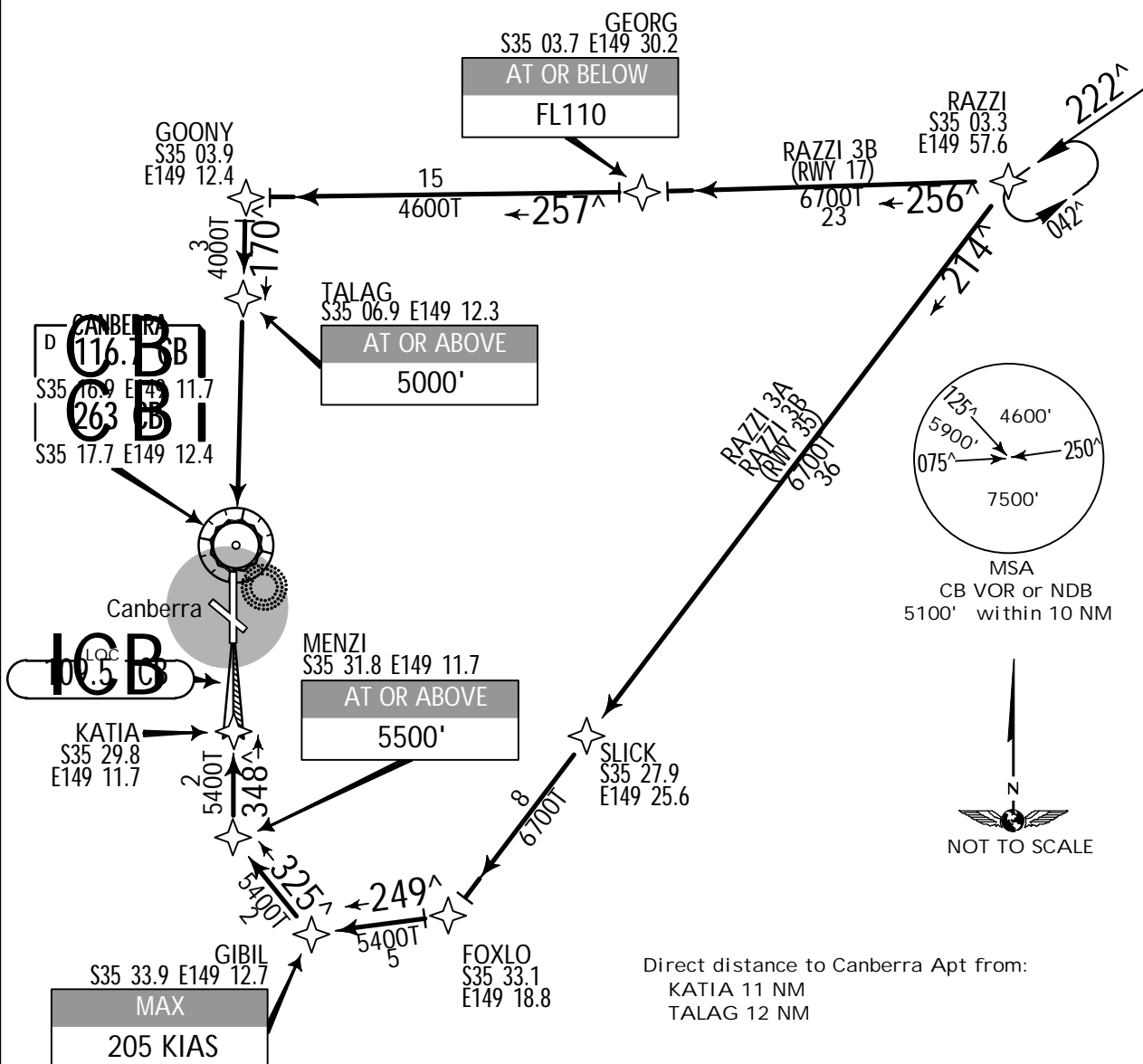
SPEED: MAX 250 KIAS BELOW 10000'

RWY 17 BRAVO: From RAZZI track 256° to GEORG. Cross GEORG at or below FL 110. Track 257° to GOONY. Turn LEFT, track 170° to TALAG. Cross TALAG at or above 5000'. Track via VOR RWY 17.

RWY 35 ALPHA: From RAZZI track 214° to SLICK. Track 214° to FOXLO. Turn RIGHT, track 249° to GIBIL. Turn RIGHT, track 325° to MENZI. Cross MENZI at or above 5500'. Intercept LOC RWY 35.

RWY 35 BRAVO: From RAZZI track 214° to SLICK. Track 214° to FOXLO. Turn RIGHT, track 249° to GIBIL. Turn RIGHT, track 325° to MENZI. Cross MENZI at or above 5500'. Track via VOR RWY 35 approach.

*Pilot activated lighting on 118.7



LOST COMMS ▼ LOST COMMS ▼ 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.

JEPPesen

6 NOV 15

(10-2L)

.Eff.12.Nov.

.RNAV.STAR.

CANBERRA, ACT, AUSTRALIA

*ATIS 116.7 127.45 263

AWIS 116.7 when ATIS inop.

CANBERRA Approach (*R) Within 30 NM 124.5

YSCB CANBERRA

TRANS LEVEL: FL110

TRANS ALT: 10000'

JETS ONLY

**RAZZI THREE PAPA [RAZI3P],
RAZZI THREE UNIFORM [RAZI3U] ARRIVALS**

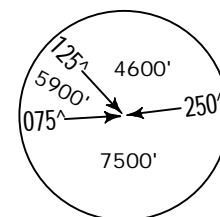
SPEED: MAX 250 KIAS BELOW 10000'

RWY 17 PAPA: From RAZZI track 256[^] to GEORG. Cross GEORG at or below FL 110. Turn LEFT, track 242[^] to SAPIT. Track via RNAV-P (RNP) RWY 17.

RWY 17 UNIFORM: From RAZZI track 256[^] to GEORG. Cross GEORG at or below FL 110. Track 257[^] to GOONY. Track via RNAV-U (RNP) RWY 17.

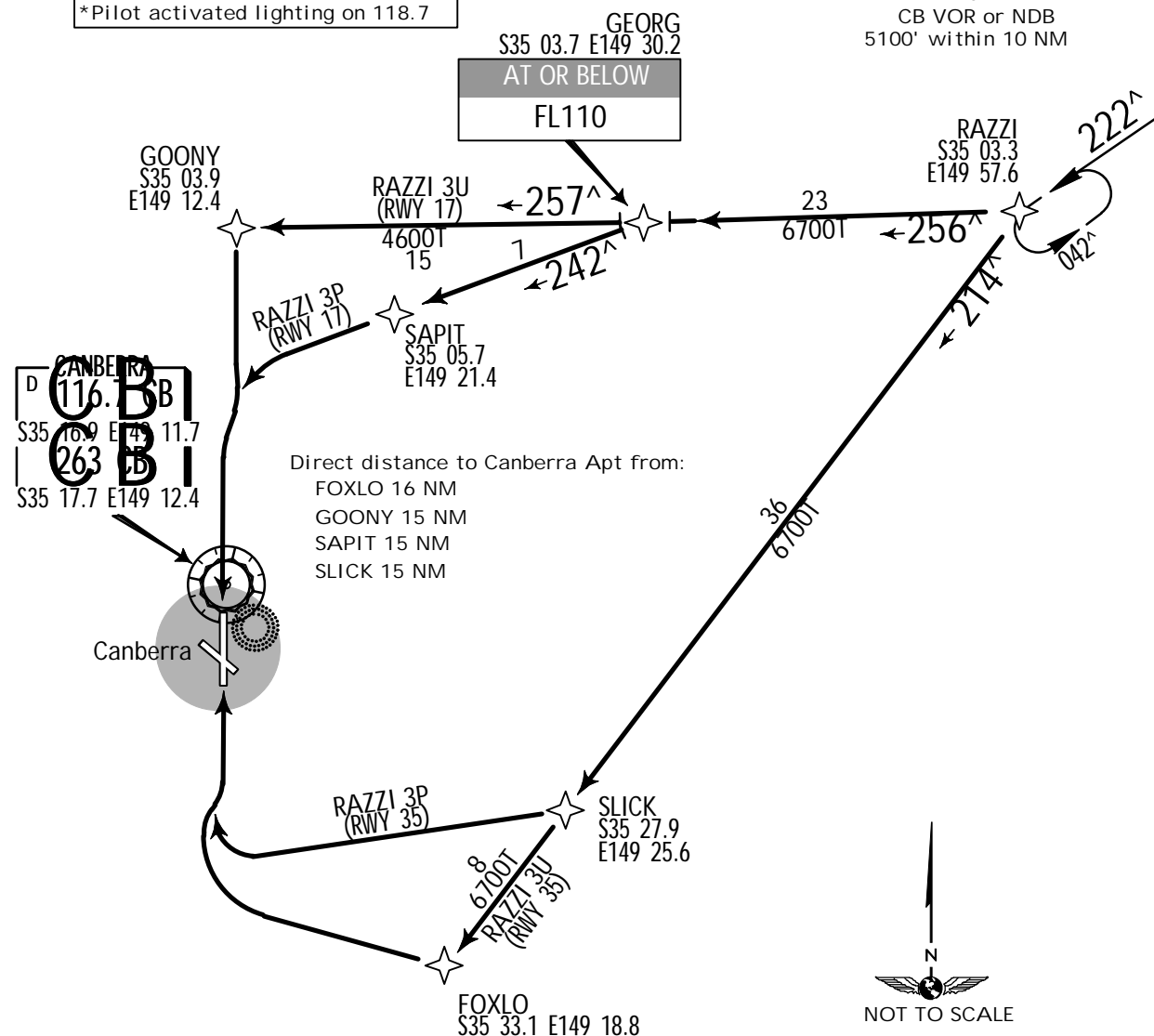
RWY 35 PAPA: From RAZZI track 214[^] to SLICK. Track via RNAV-P (RNP) RWY 35.

RWY 35 UNIFORM: From RAZZI track 214[^] to SLICK. Track 214[^] to FOXLO. Track via RNAV-U (RNP) RWY 35.



MSA
CB VOR or NDB
5100' within 10 NM

*Pilot activated lighting on 118.7



LOST COMMS ▼ LOST COMMS ▼ 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.

*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'

JETS ONLY

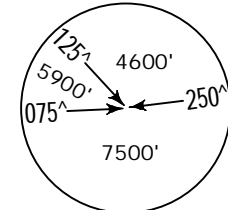
RAZZI THREE VICTOR [RAZI3V]
ARRIVAL

SPEED: MAX 250 KIAS BELOW 10000'

RWY 35 VICTOR (HJ ONLY):
From RAZZI track 214[^] to SLICK.
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

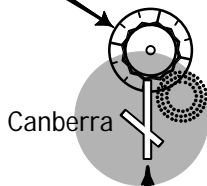
*Pilot activated lighting on 118.7



MSA
CB VOR or NDB
5100' within 10 NM

Direct distance to Canberra Apt from:
MOMBI 9 NM

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



348[^]
MOMBI
S35 27.9
E149 11.7
VISUAL
257[^]
3.5
PILOS
S35 27.9
E149 16.0
258[^]
5200T
8
SLICK
S35 27.9
E149 25.6

RAZZI
S35 03.3
E149 57.6
214[^]
222[^]
042[^]
36
6700T



LOST COMMS ▼ LOST COMMS ▼ 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.

*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]

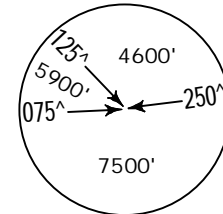
Minimum required climb gradients:

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



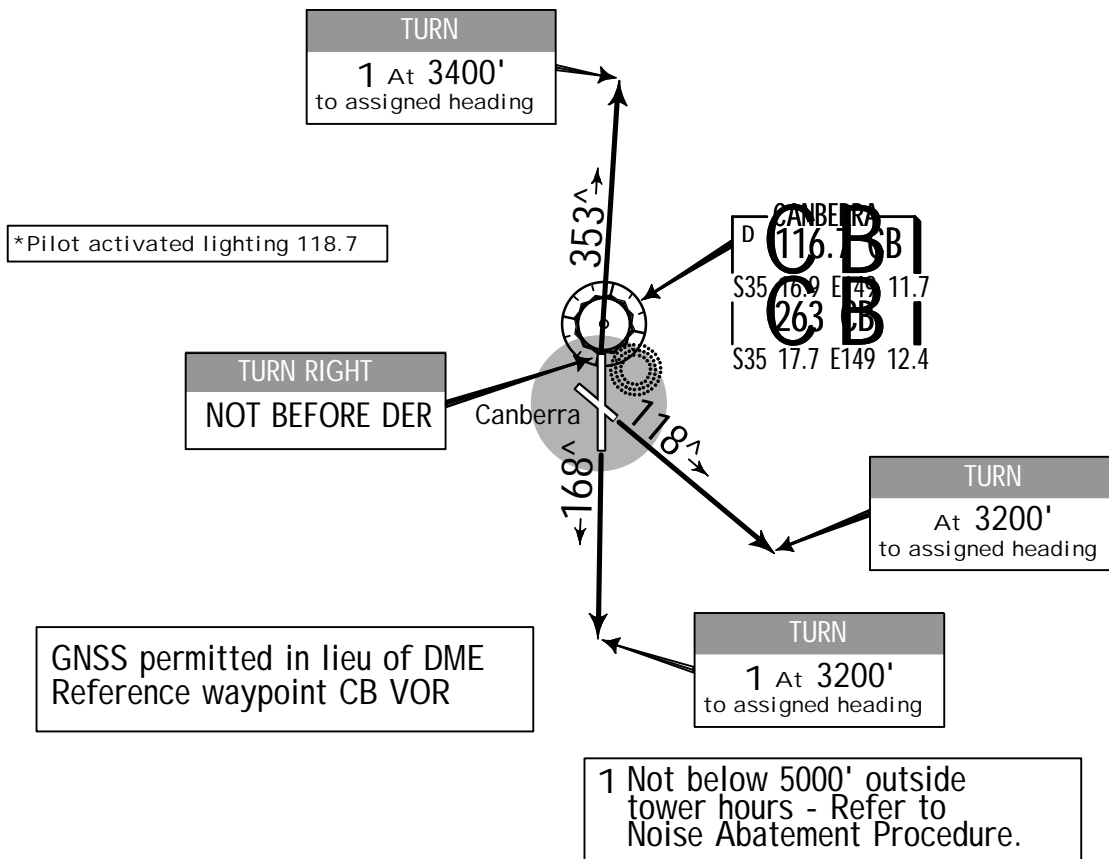
MSA
CB VOR or NDB
5100' within 10 NM

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.

LOST COMMS ▼ LOST COMMS ▼

JEPPesen

10-3A

20 MAY 16
Eff. 26 May.

CANBERRA, ACT, AUSTRALIA

.RNAV.SID.

*CANBERRA Clearance 121.7

Departure (*R): 124.5

YSCB CANBERRA

TRANS LEVEL: FL 110
TRANS ALT: 10000'

NON-JETS ONLY
AKMIR ONE DEPARTURE
[AKMIR1]

Minimum required climb gradients:

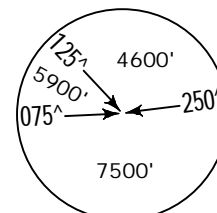
Rwy 17: 4.9% to 4800'.

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

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 (0.6 DME) turn RIGHT, track 353°. At 3400' 1 turn RIGHT, track direct to OKERU. Turn LEFT, track 022° to AKMIR, thence as cleared.



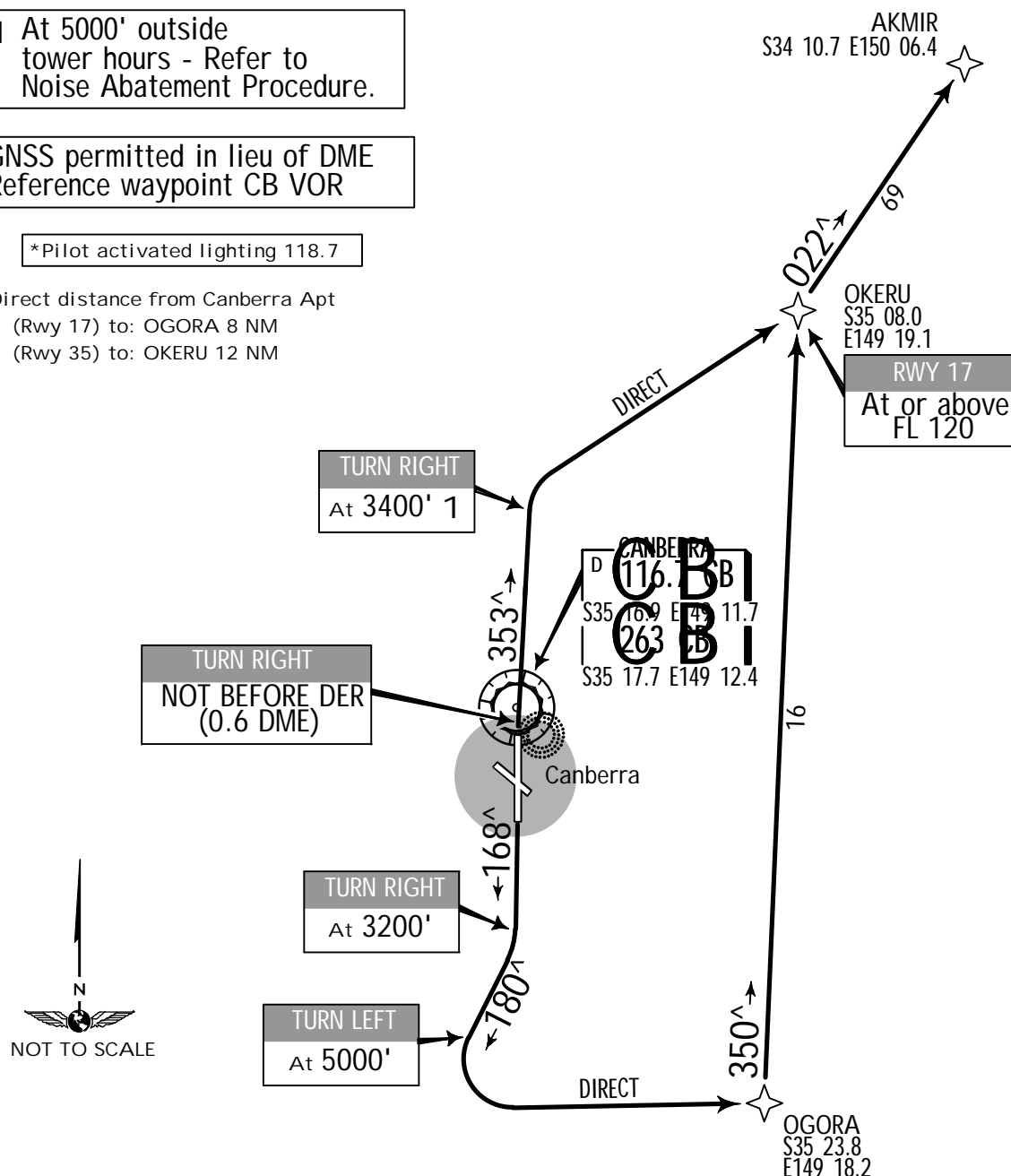
MSA
CB VOR or NDB
5100' within 10 NM

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

GNSS permitted in lieu of DME
Reference waypoint CB VOR

*Pilot activated lighting 118.7

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



JEPPESEN 20 MAY 16
Eff. 26 May. 10-3A1

CANBERRA, ACT, AUSTRALIA

RNAV.SID.

*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**

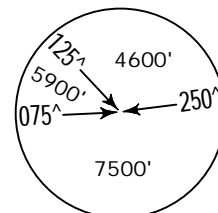
SPEED: MAX IAS 250 KT BELOW 10000'

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

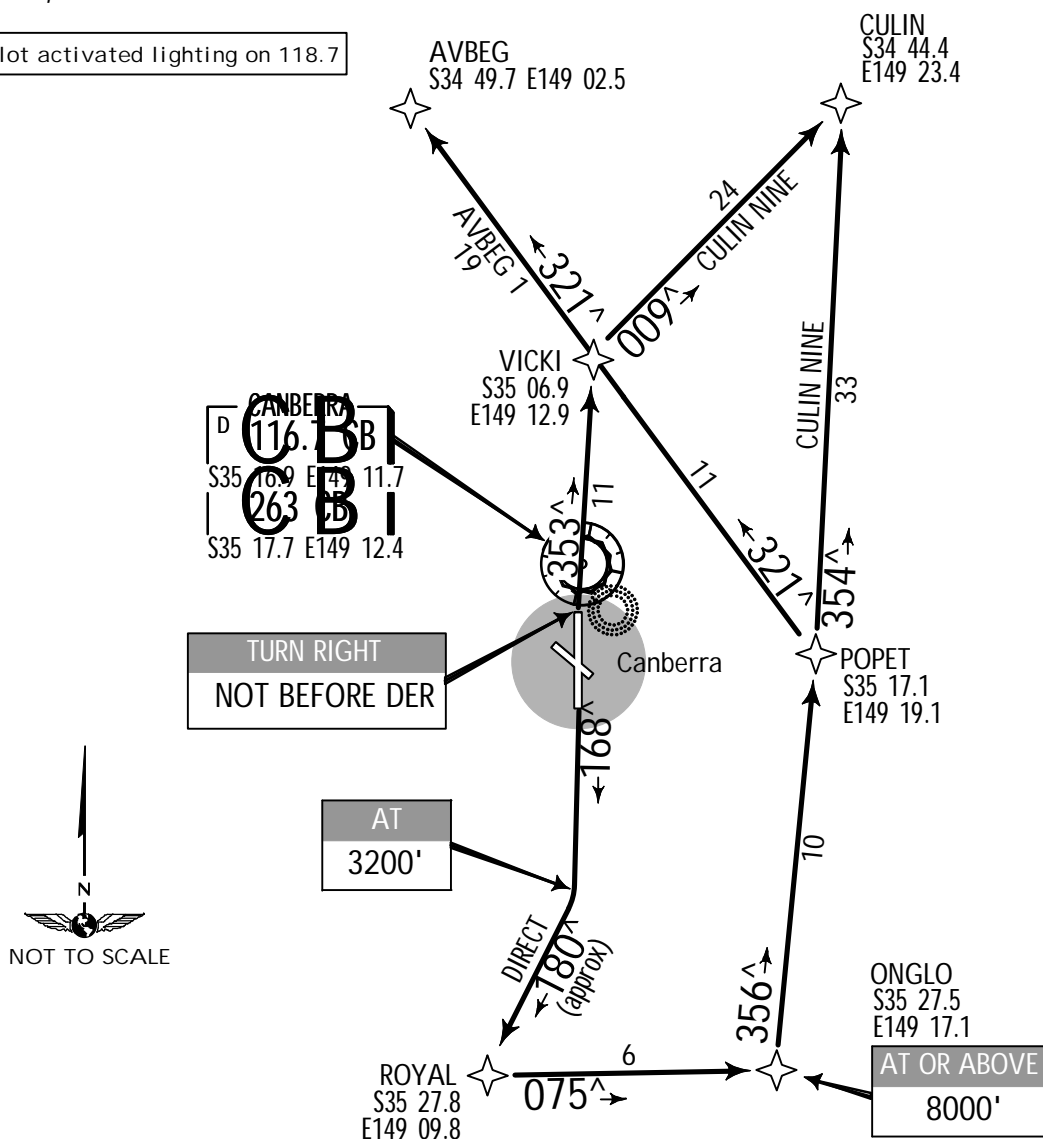


MSA
CB VOR or NDB
5100' within 10 NM

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



YSCB/CBR
CANBERRA



20 MAY 16

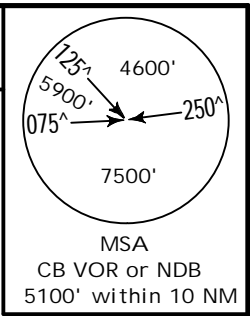
10-3B

.Eff.26.May.

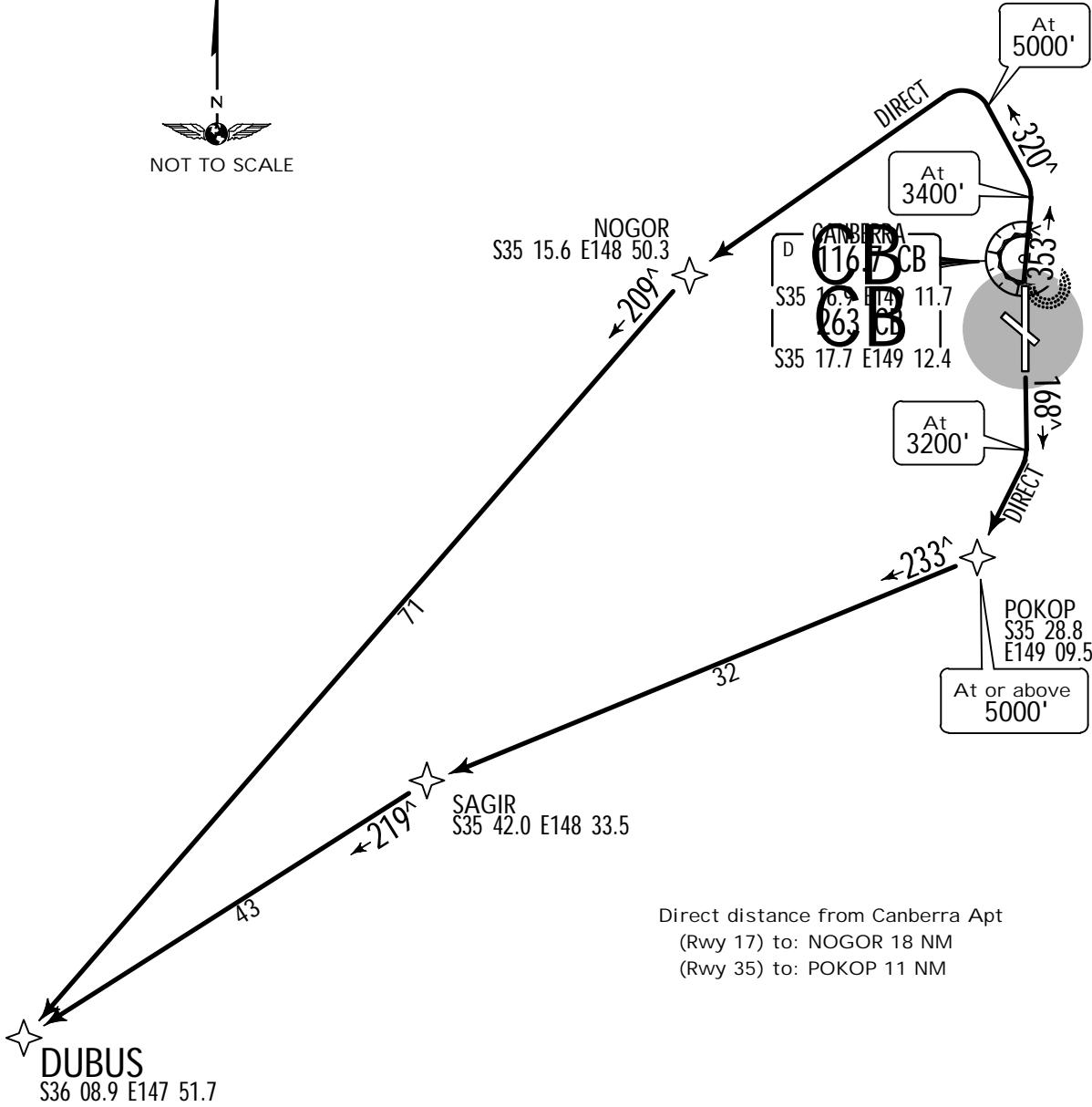
CANBERRA, ACT, AUSTRALIA

.RNAV.SID.

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



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.

JEPPesen

(10-3C)

20 MAY 16
Eff. 26 May.

CANBERRA, ACT, AUSTRALIA
RNAV SID

*CANBERRA Clearance	121.7
Departure (*R)	125.9

YSCB CANBERRA

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY
RUNWAYS SOUTH AND WEST

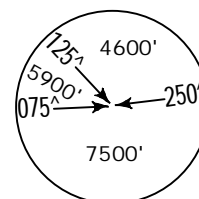
HOWLY SEVEN [HOWLY7],
NONUP SEVEN [NONUP7],
TANTA ONE [TANTA1],
WAGGA (WG) NINE [WG9] **DEPARTURES**
SPEED: MAX IAS 250 KT BELOW 10000'

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.

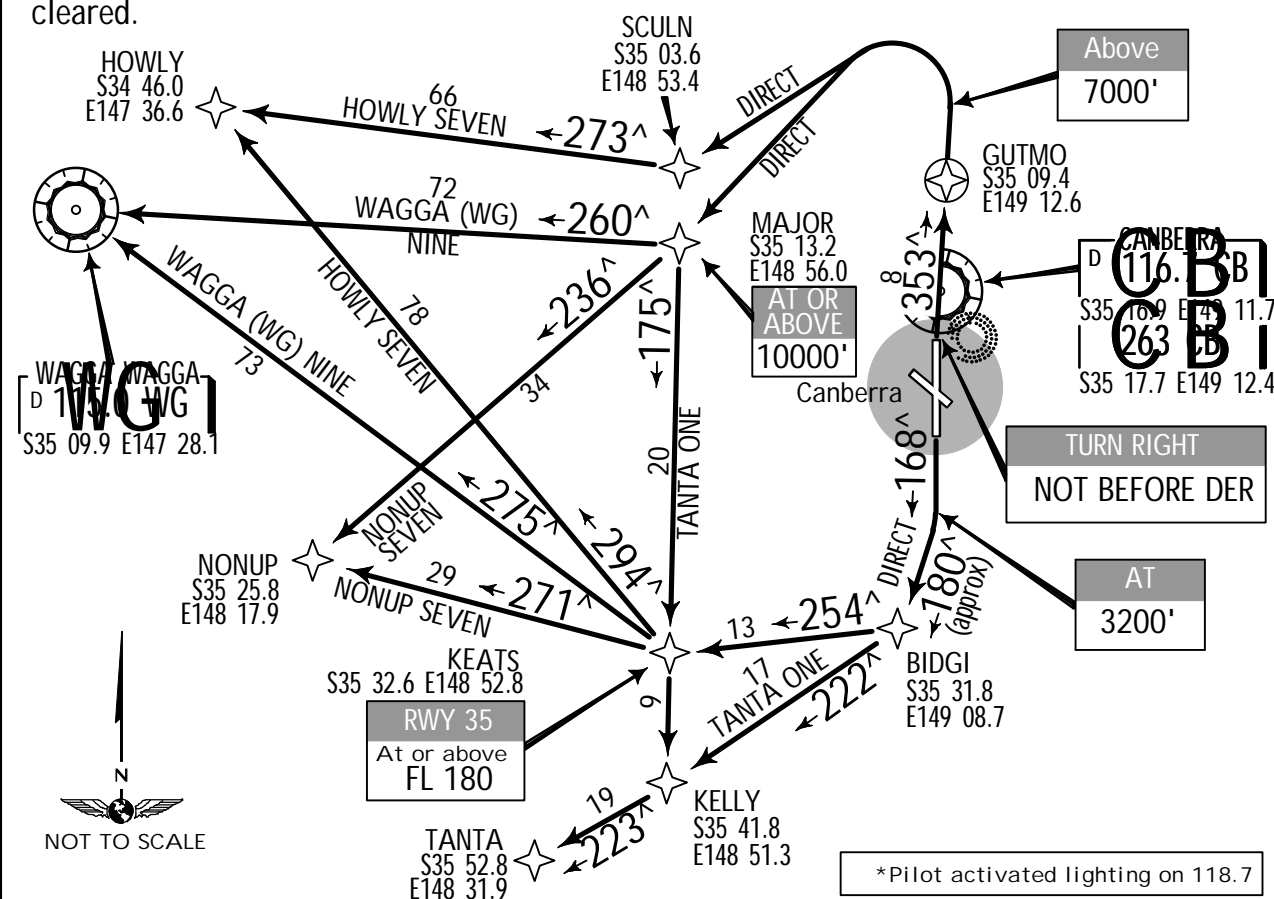
RWY 35: Not before departure end of runway turn RIGHT. Track 353° to GUTMO, thence 353°. After passing GUTMO and 7000' turn LEFT.

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.



YSCB/CBR


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 20 MAY 16
 .Eff.26.May. (10-4)

CANBERRA, ACT, AUSTRALIA
 NOISE
 CANBERRA

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.

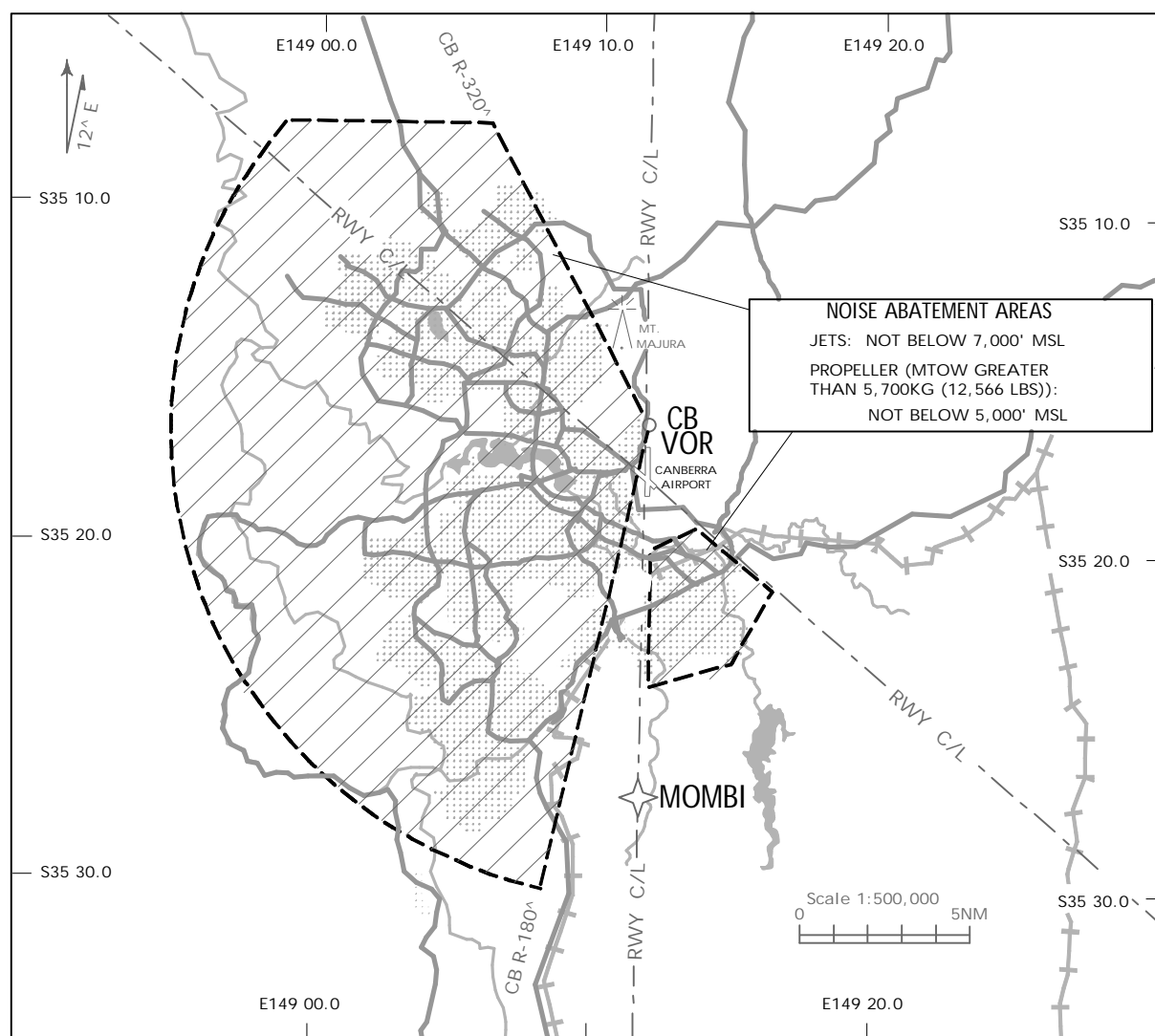
YSCB/CBR

20 MAY 16
Eff. 26 May.

10-4A

CANBERRA, ACT, AUSTRALIA
NOISE
CANBERRA

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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+JEPPESEN

CANBERRA, ACT, AUSTRALIA

2 DEC 05

10-4B

CANBERRA

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

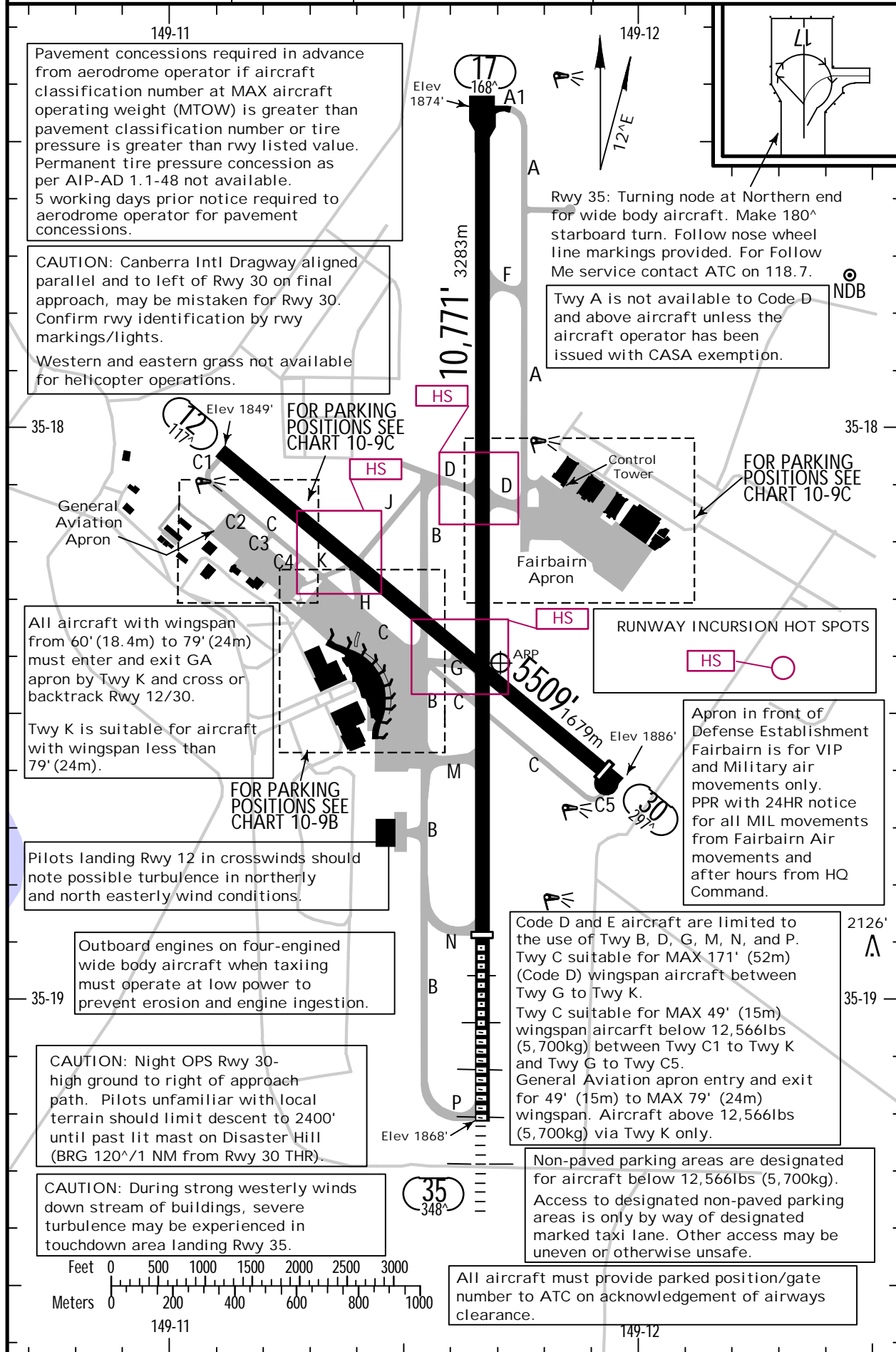
Only available when operationally required by the pilot in command.

YSCB/CBR
Apt Elev 1886
S35 18.4 E149 11.7

JEPPESEN
13 MAR 15 (10-9)

CANBERRA, ACT, AUSTRALIA

*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 (*) 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



YSCB/CBR



CANBERRA, ACT, AUSTRALIA

CANBERRA

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

			USABLE LENGTHS		WIDTH
RWY		Threshold	Landing Beyond Glide Slope	Take-Off	
12 1 30	234 MIRL				6 148' 45m
	234 MIRL 345 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.

2 Portable lighting. Prior notice required.

3 Standby power available. Manual in emergency.

4 Activate on 118.7 when tower inop.

5 Not available for jet aircraft.

6 Runway suitability for civil ops to be determined as if runway width 98' (30m).

17 35	789 HIRL			8802'		8802'	148' 45m
	890 T-VASI (angle 3.0°, MEHT 39')	grooved	RVR	2683m		2683m	
	789 HIRL 89 HIALS			8802'	7764'		
	89 T-VASI (angle 3.0°, MEHT 44')	grooved		2683m	2366m		

7 Portable lighting. Prior notice required.

8 Standby power available. Manual in emergency.

9 Activate on 118.7 when tower inop.

0 Shielded to 7° right. Left side of T-VASI is not visible at low altitudes at night.

! Last 1969' (600m) is unavailable for landing distance computations.

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.

YSCB/CBR

JEPPesen

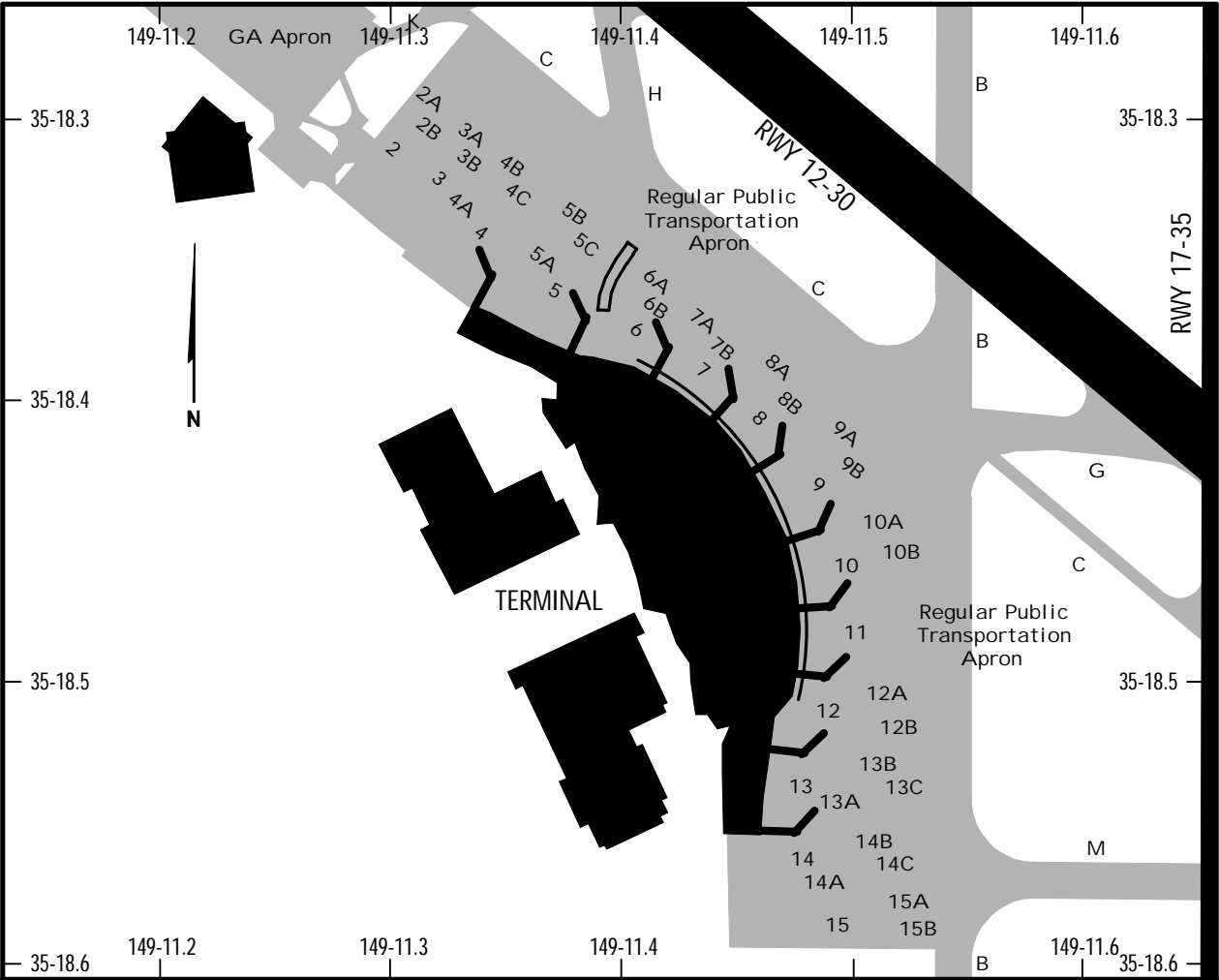
CANBERRA, ACT, AUSTRALIA

16 AUG 13

10-9B

.Eff.22.Aug.

CANBERRA



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	10A, 10B	S35 18.5 E149 11.5	1862
3A, 3B	S35 18.3 E149 11.3	1855	11	S35 18.5 E149 11.5	1861
4	S35 18.4 E149 11.4	1855	12	S35 18.5 E149 11.5	1860
4A	S35 18.4 E149 11.3	1855	12A, 12B	S35 18.5 E149 11.5	1861
4B	S35 18.3 E149 11.4	1855	13, 13A	S35 18.5 E149 11.5	1859
4C	S35 18.3 E149 11.4	1856	13B	S35 18.5 E149 11.5	1860
5, 5A, 5B	S35 18.4 E149 11.4	1856	13C	S35 18.5 E149 11.5	1861
5C	S35 18.4 E149 11.4	1857	14, 14A	S35 18.6 E149 11.5	1858
6	S35 18.4 E149 11.4	1858	14B	S35 18.6 E149 11.5	1859
6A, 6B, 7	S35 18.4 E149 11.4	1859	14C	S35 18.6 E149 11.5	1860
7A	S35 18.4 E149 11.5	1860	15	S35 18.6 E149 11.5	1859
7B	S35 18.4 E149 11.4	1859	15A	S35 18.6 E149 11.5	1860
8, 8A, 8B	S35 18.4 E149 11.5	1861	15B	S35 18.6 E149 11.5	1862
9, 9A, 9B	S35 18.4 E149 11.5	1862			

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JEPPESEN

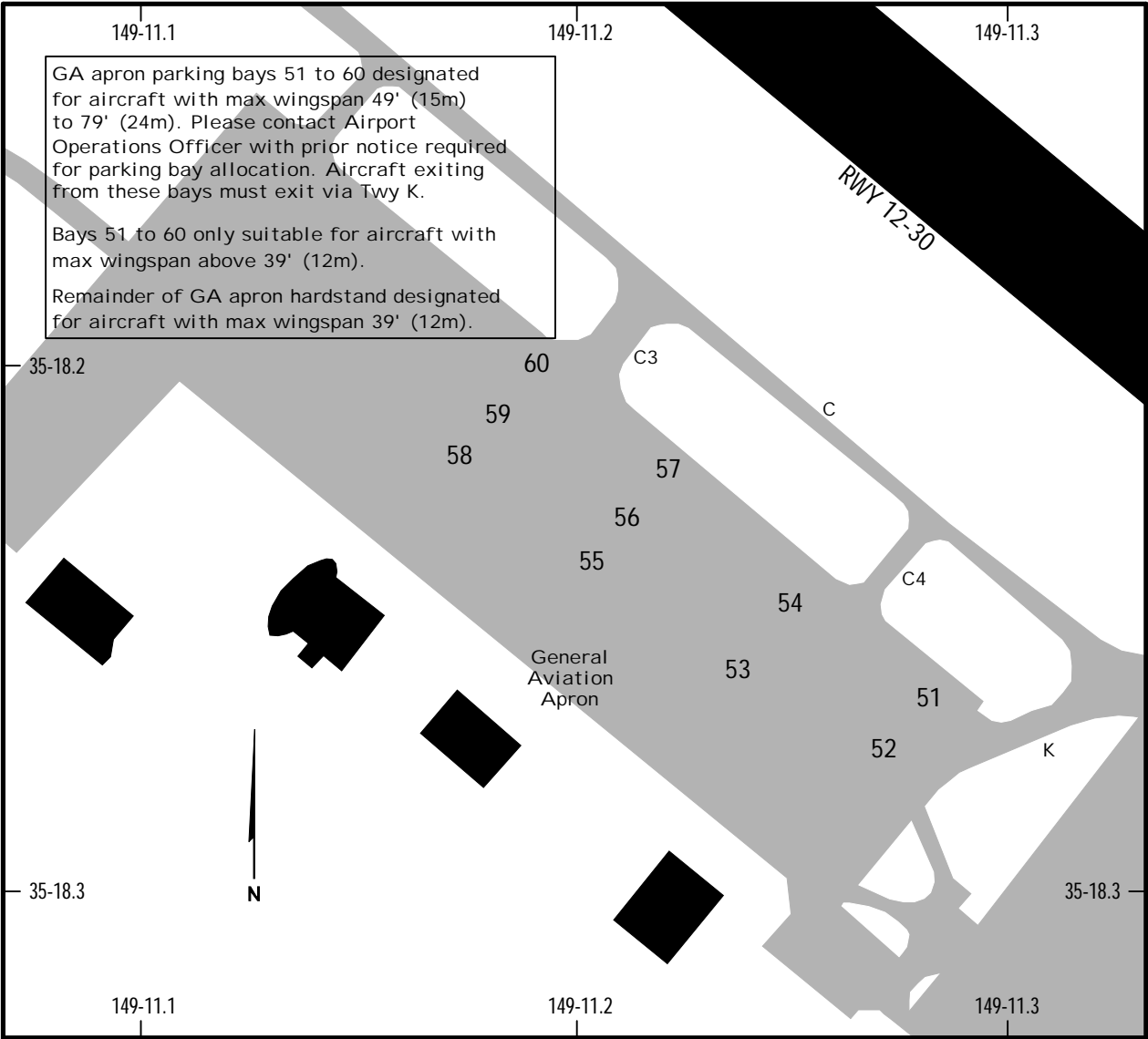
CANBERRA, ACT, AUSTRALIA

16 AUG 13

10-9C

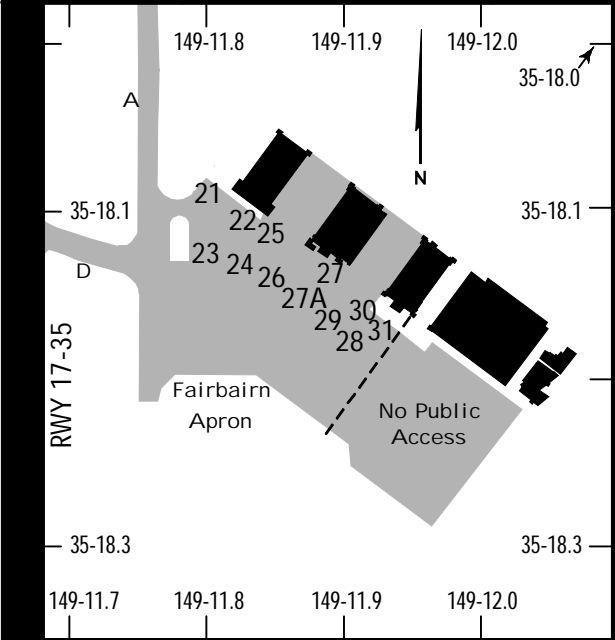
.Eff.22.Aug.

CANBERRA



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 26, 27 27A thru 31	S35 18.1 E149 11.8 S35 18.1 E149 11.9 S35 18.2 E149 11.9	

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JEPPESSEN

CANBERRA, ACT, AUSTRALIA

1 JUL 16

(10-9D)

CANBERRA

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.

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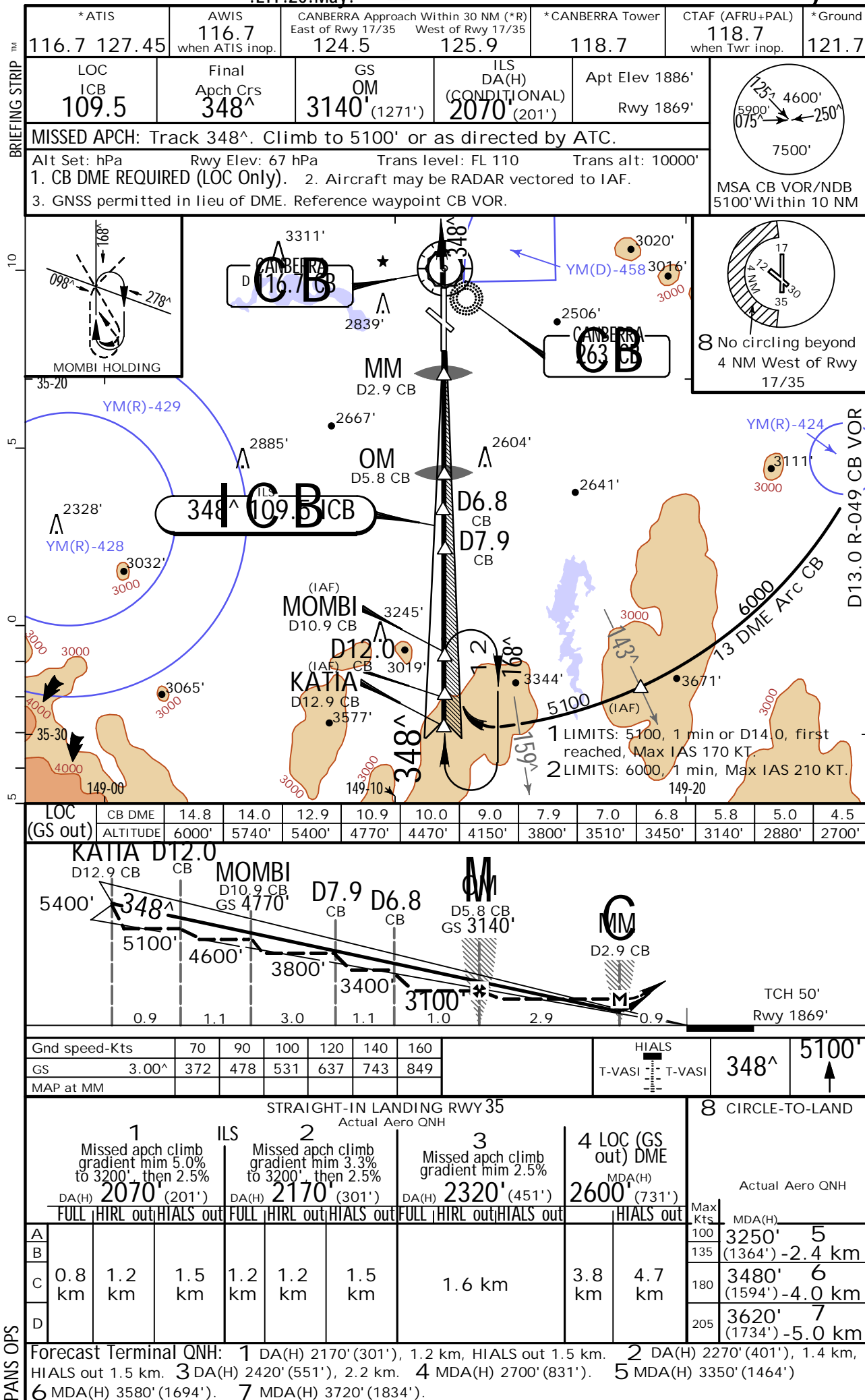
20 MAY 16
Eff. 26 May.

(11-1)

JEPPesen

CANBERRA, ACT, AUSTRALIA

ILS-Y or LOC-Y Rwy 35



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CANBERRA

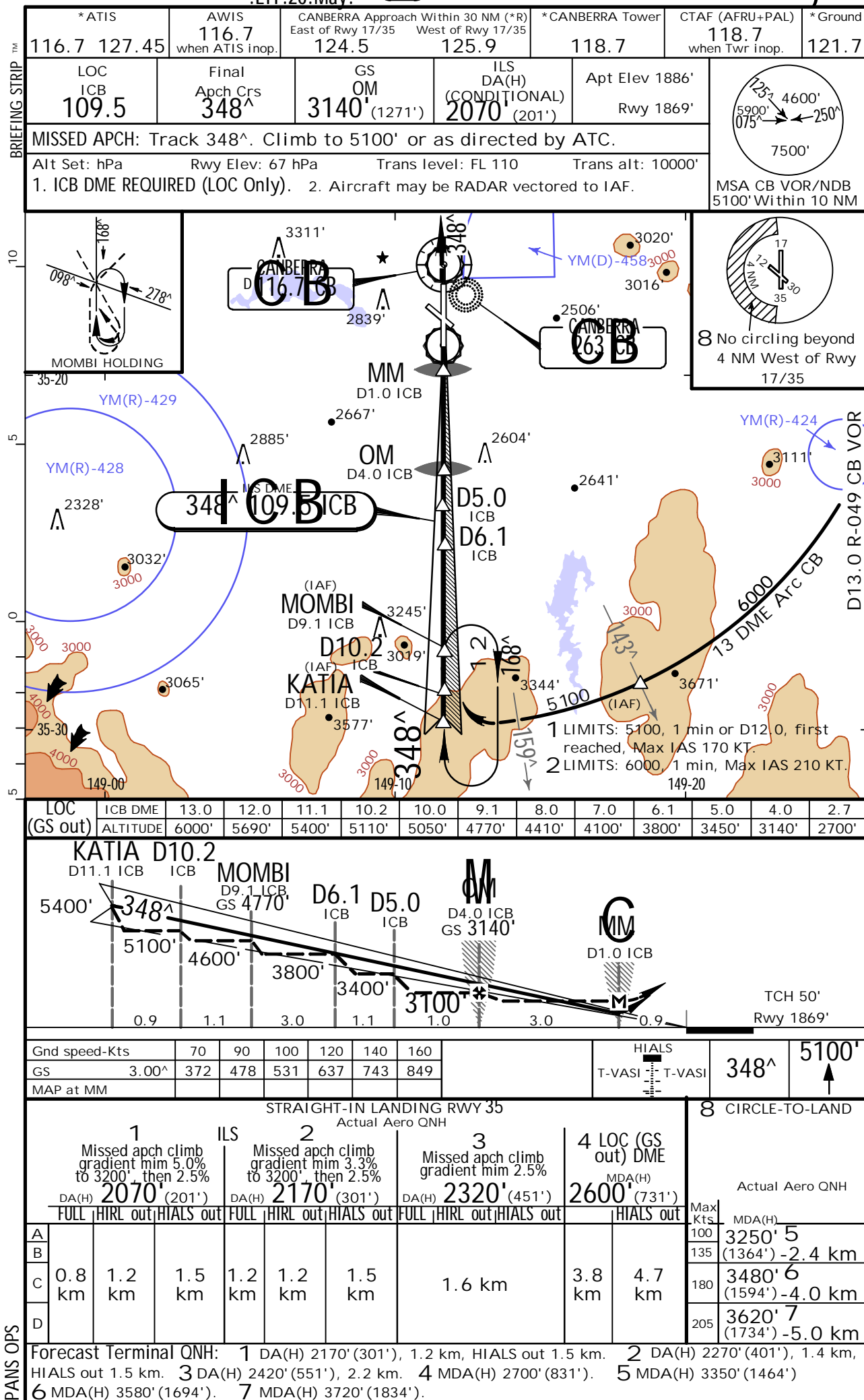
20 MAY 16
Eff. 26 May.

(11-2)

JEPPESSEN

CANBERRA, ACT, AUSTRALIA

ILS-Z or LOC-Z Rwy 35



YSCB/CBR
CANBERRA

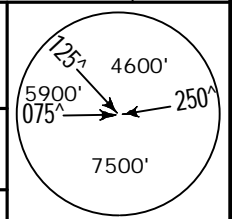
JEPPesen
29 JAN 16 (12-1)

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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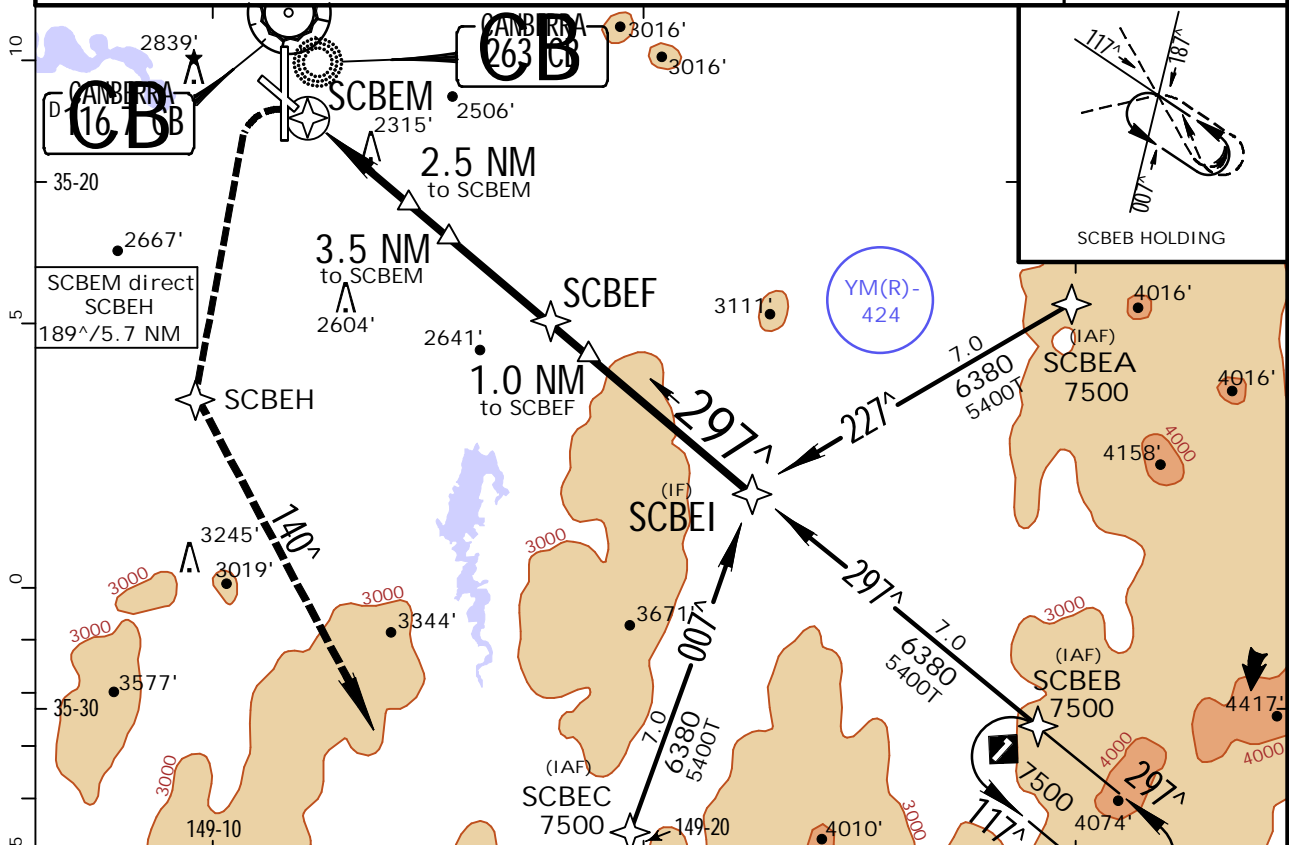
RNAV	Final Apch Crs 297 [^]	Procedure Alt SCBEF 4410' (2524')	MDA(H) (CONDITIONAL) 2680' (794')	Apt Elev 1886' Rwy 30 1886'
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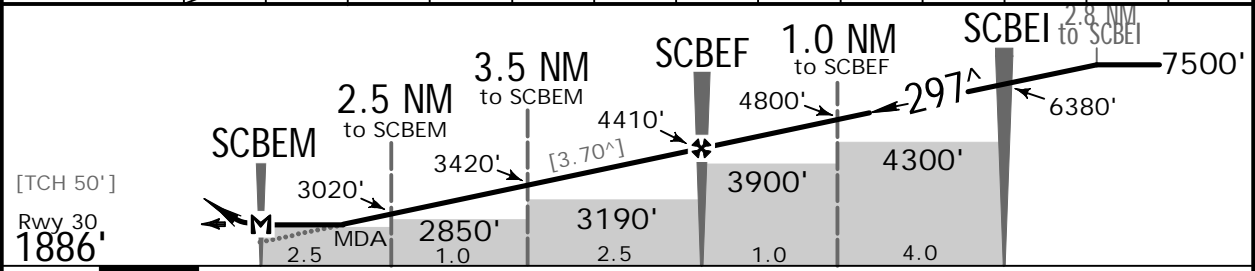
MISSED APCH: Turn LEFT, track direct to SCBEH, thence 140[^]. Climb to 7500'.

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

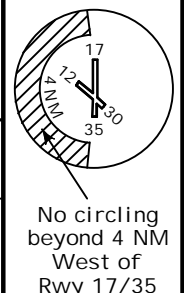


NM TO NEXT WPT	SCBEM	1.9	2.0	3.0	4.0	5.0	SCBEF	1.0	2.0	3.0	4.0	SCBEI	2.8
ALTITUDE		2780'	2830'	3220'	3620'	4010'	4410'	4800'	5200'	5590'	5990'	6380'	7500'



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) 3250' (1364') -2.4 km		MDA(H) 3350' (1464') -2.4 km	
A	5.0 km	5.0 km		100			
B				135			
C	NOT APPLICABLE	NOT APPLICABLE		C	NOT APPLICABLE	NOT APPLICABLE	
D				D	NOT APPLICABLE	NOT APPLICABLE	



YSCB/CBR

CANBERRA

29 JAN 16

(12-2)

CANBERRA, ACT, AUSTRALIA

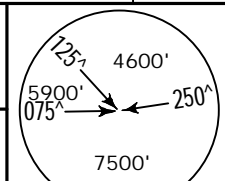
RNAV-Z (GNSS) Rwy 35

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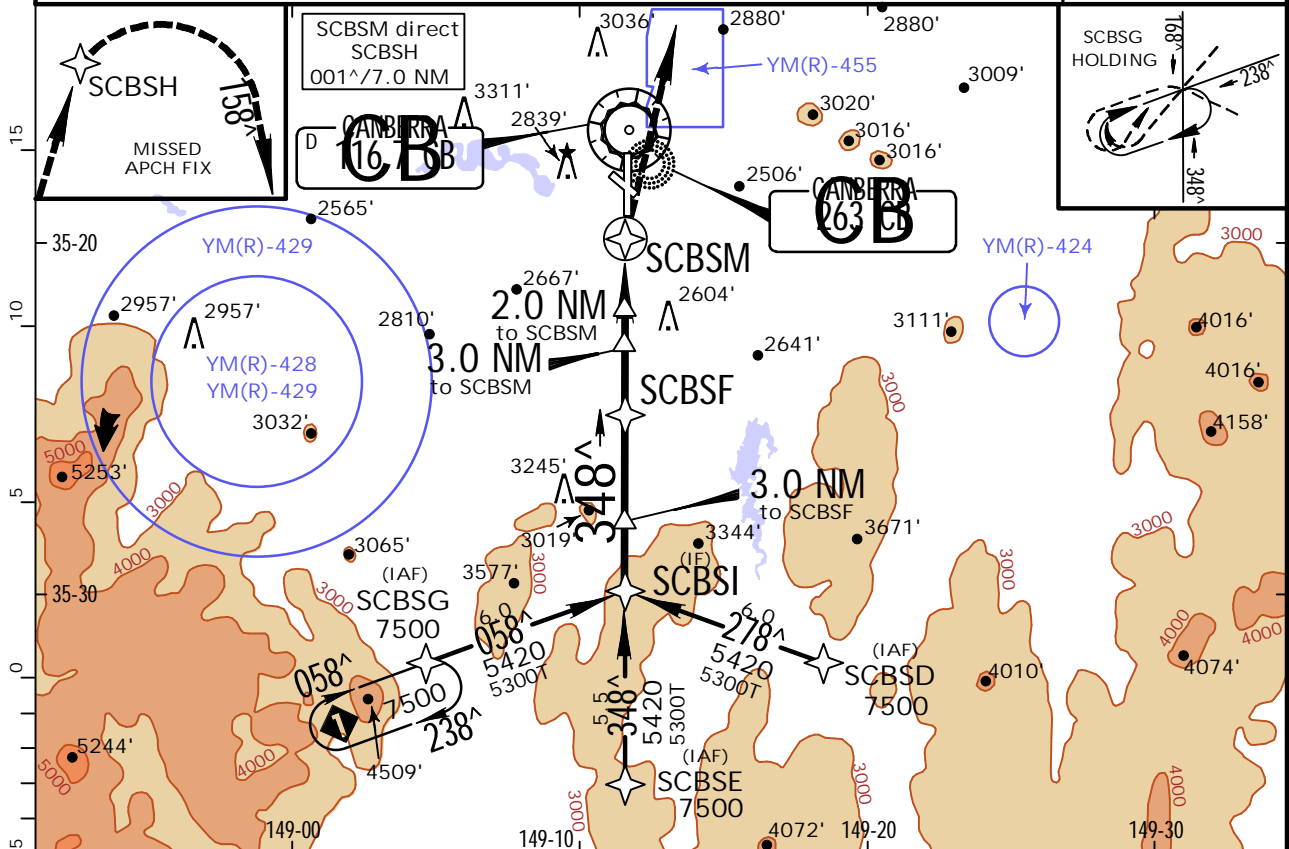
RNAV	Final Apch Crs 348 [^]	Procedure Alt SCBSF 3830' (1961')	MDA(H) (CONDITIONAL) 2500' (631')	Apt Elev 1886' Rwy 35 1869'
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MISSED APCH: Turn RIGHT, track direct to SCBSH, thence turn RIGHT track 158[^]. Climb to 7500'.

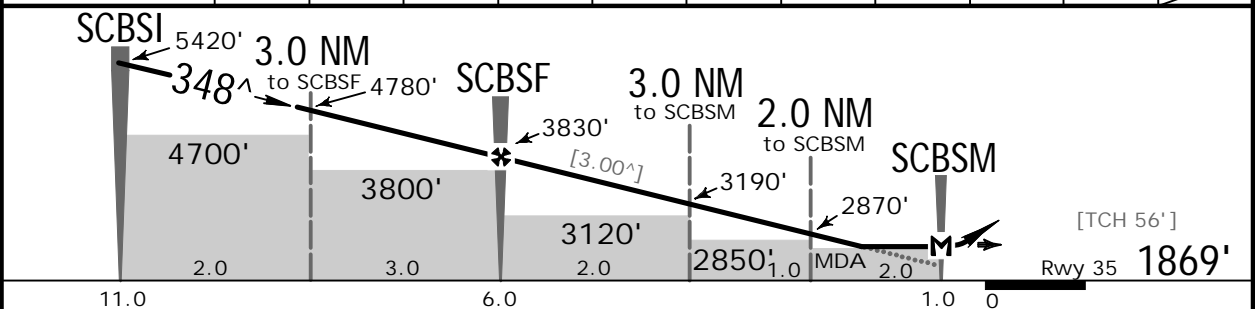
Alt Set: hPa Rwy Elev: 67 hPa Trans level: FL 110 Trans alt: 10000'
1. Max IAS for initial: 210 Kts, for missed approach turn 200 Kts.



MSA CB VOR/NDB
5100'
Within 10 NM

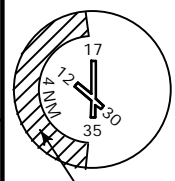


NM TO NEXT WPT	SCBSI	4.0	3.0	2.0	1.0	SCBSF	4.0	3.0	2.0	1.1	SCBSM
ALTITUDE	5420'	5100'	4780'	4460'	4150'	3830'	3510'	3190'	2870'	2600'	



Gnd speed-Kts	70	90	100	120	140	160					
Descent Angle [3.00 [^]]	372	478	531	637	743	849					
MAP at SCBSM											

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	
A				Max Kts			
B				100	3250' -2.4 km (1364')	3350' -2.4 km (1464')	
C	4.1 km	4.1 km		135	3480' -4.0 km (1594')	3580' -4.0 km (1694')	
D				180	3620' -5.0 km (1734')	3720' -5.0 km (1834')	



No circling beyond 4 NM West of Rwy 17/35

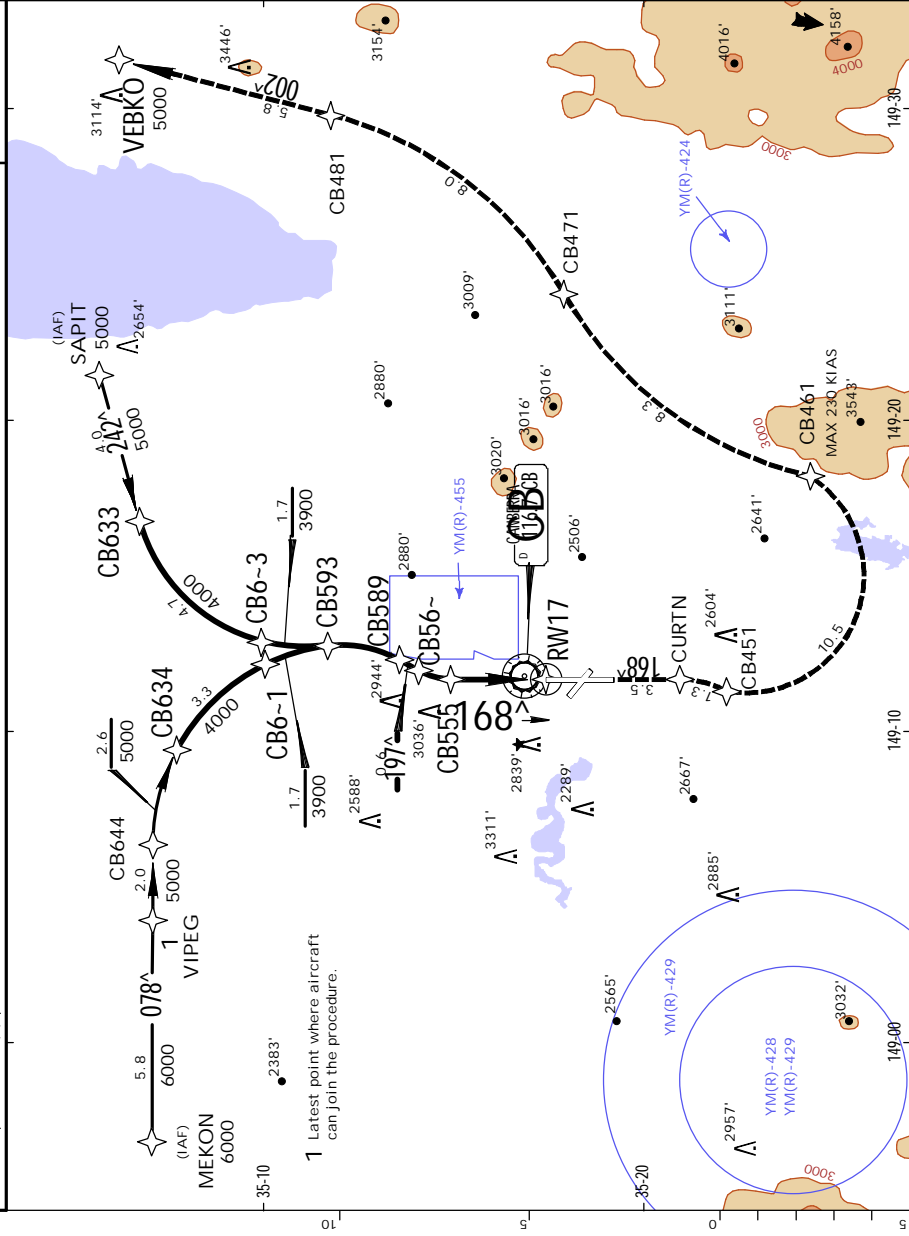
CANBERRA 6 MAY 16 12-20

* ATIS	AWIS 116.7 when ATIS inop	CANBERRA Approach Within 30 NM (°R) East of Rwy 17/35	CTAF (AFRU+PAL) 118.7 when TWR inop.	* Ground
RNAV	Final 168	Procedure Alt 3900 (2026')	RNP DA(H) Refer to Minimums	Apt Elev 1886' Rwy 1874'
RNV P 17				

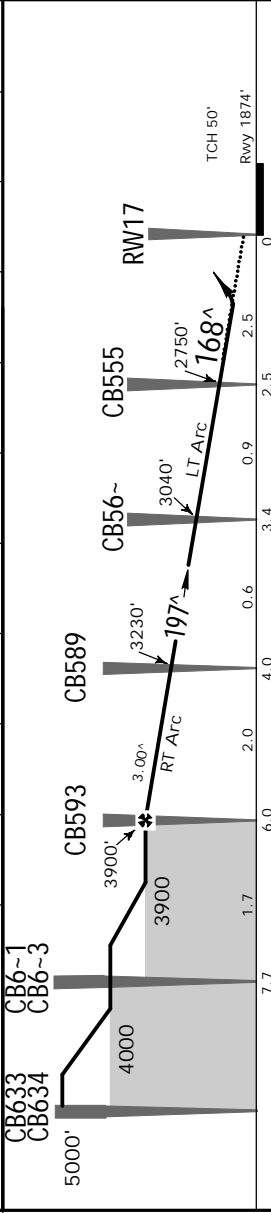
MISSD APCH: Climb to 5000', or as directed by ATC, via the RNAV (RNP) Missed Approach track to VEBKO. Acceleration altitude 4400' ONH.

Alt Set: hPa
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local ONH 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.

Trans level: FL 110
MSA CB VOR
5100'
within 10 NM

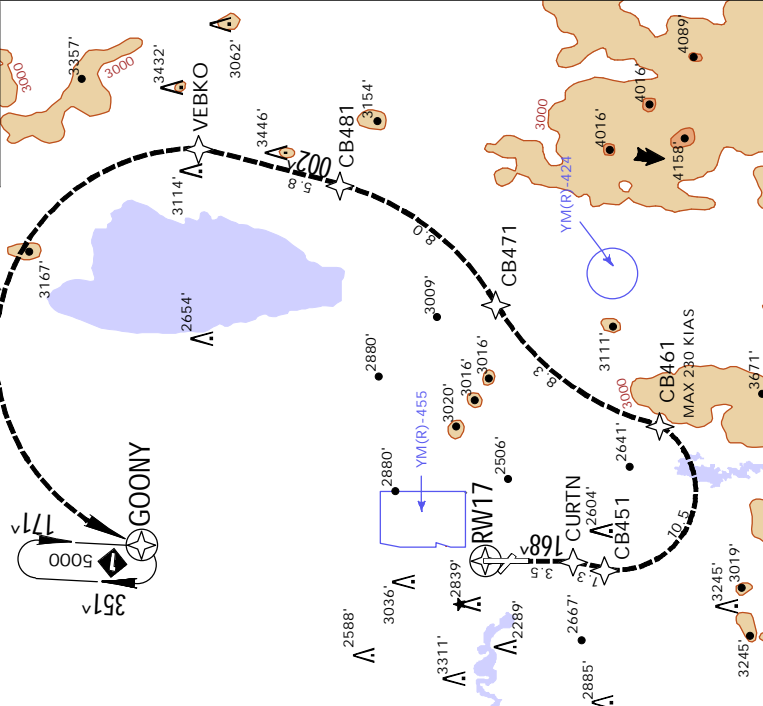
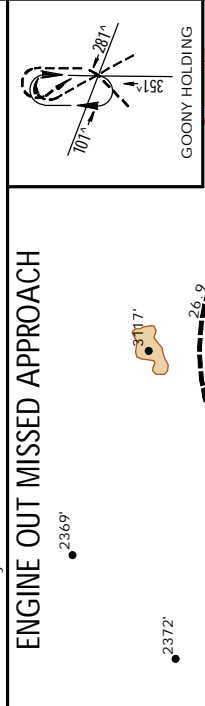


Distance to Threshold	CB633	CB634	CB6-3	CB6-1	CB593	CB589	CB56~	CB555	1.4
ALTITUDE (3.0° APCH PATH)	5860'	5420'	4370'	4370'	3900'	3230'	3040'	2750'	2381'



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

ENGINE OUT MISSED APPROACH



Grd speed-Kts	70	90	100	120	140	160	180	200	220	240	260	280	300	320	340	360	380	400	420	440	460	480	500	520	540	560	580	600
Descent Angle	3.00°	3.00°	3.00°	3.00°	3.00°	3.00°	3.00°	3.00°	3.00°	3.00°	3.00°	3.00°	3.00°	3.00°	3.00°	3.00°	3.00°	3.00°	3.00°	3.00°	3.00°	3.00°	3.00°	3.00°	3.00°	3.00°	3.00°	3.00°

MAP at DA																													
RNAV (RNP)																													

1 CAT C: DA(H) 2381' (507')	1 CAT C: DA(H) 2434' (560')	1 CAT C: DA(H) 2381' (507')	1 CAT C: DA(H) 2434' (560')
2 CAT C/D: DA(H) 2398' (524')	2 CAT C/D: DA(H) 2461' (587')	2 CAT C/D: DA(H) 2398' (524')	2 CAT C/D: DA(H) 2461' (587')

1 CAT C: DA(H) 2779' (905')	1 CAT C: DA(H) 3282' (1408')	1 CAT C: DA(H) 2779' (905')	1 CAT C: DA(H) 3282' (1408')
2 CAT C/D: DA(H) 2792' (918')	2 CAT C/D: DA(H) 3296' (1422')	2 CAT C/D: DA(H) 2792' (918')	2 CAT C/D: DA(H) 3296' (1422')

1 CAT C: DA(H) 2779' (905')	1 CAT C: DA(H) 3282' (1408')	1 CAT C: DA(H) 2779' (905')	1 CAT C: DA(H) 3282' (1408')
2 CAT C/D: DA(H) 2792' (918')	2 CAT C/D: DA(H) 3296' (1422')	2 CAT C/D: DA(H) 2792' (918')	2 CAT C/D: DA(H) 3296' (1422')

1 MVD-N (Narrow-body jet aircraft)	2 MVD-2 (2 engine wide-body aircraft)	1 MVD-N (Narrow-body jet aircraft)	2 MVD-2 (2 engine wide-body aircraft)
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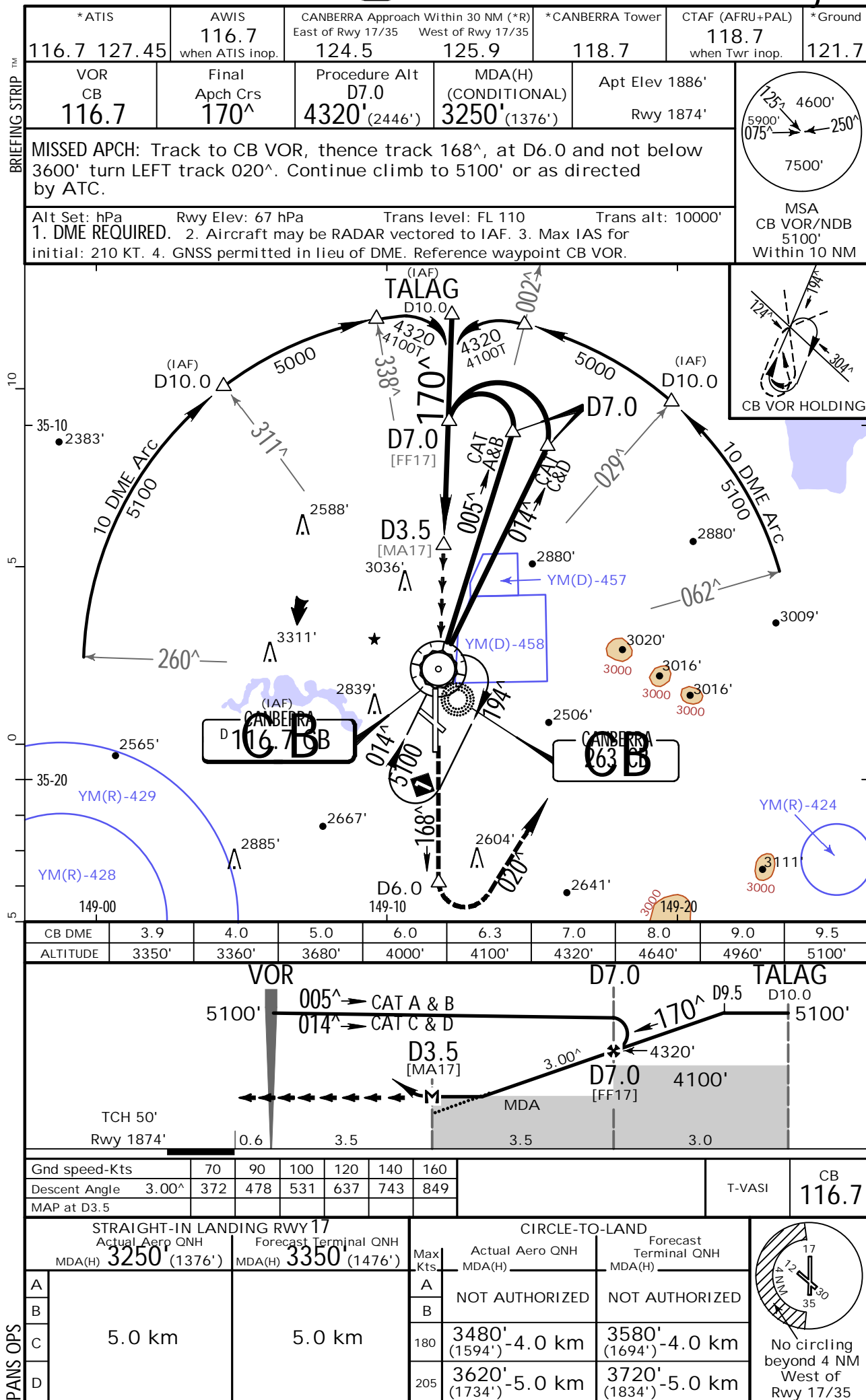
CHANGES: Minimums.

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20 MAY 16 (13-1).Eff.26.May.

CANBERRA, ACT, AUSTRALIA
VOR Rwy 17

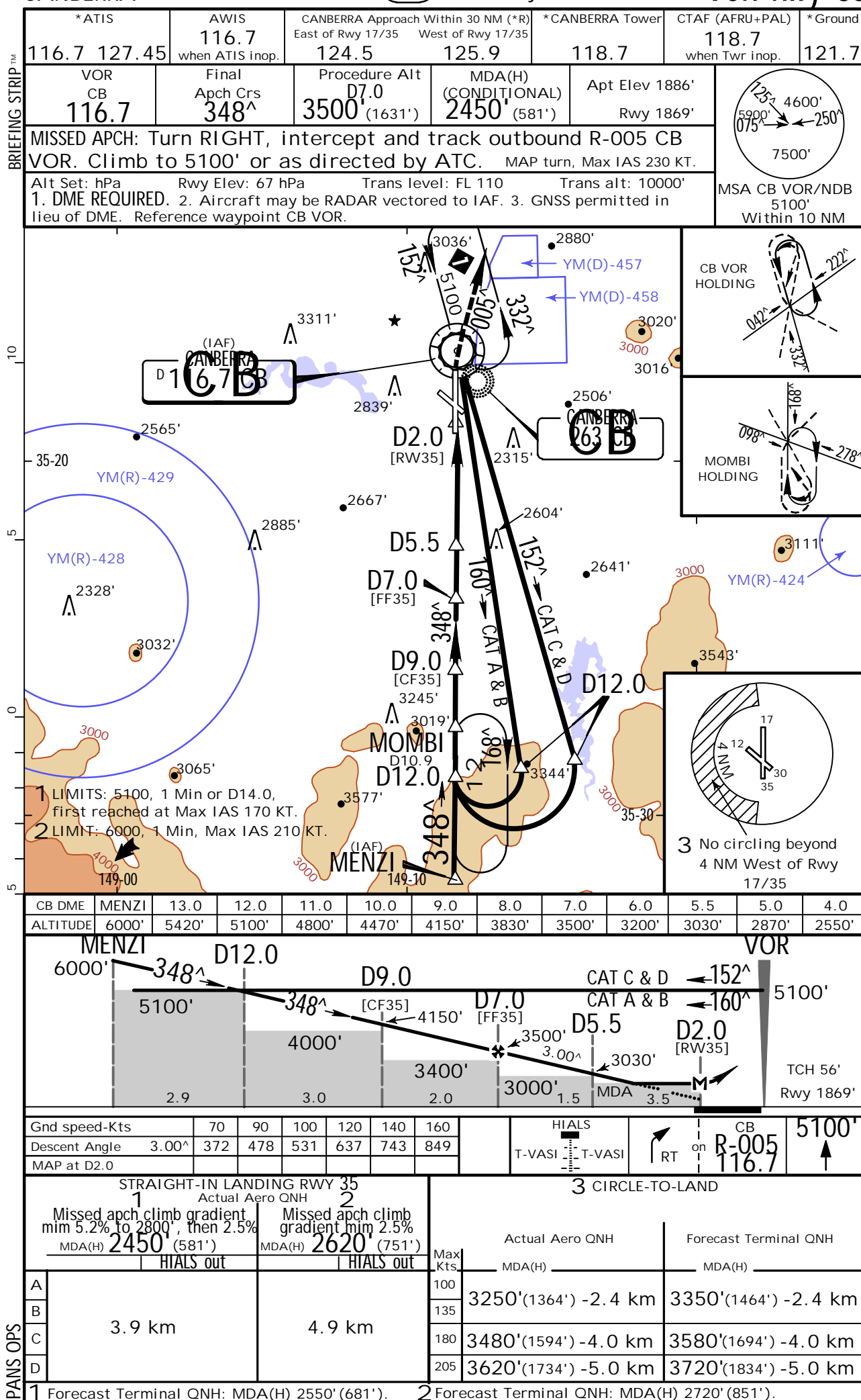


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JEPPESSEN CANBERRA, ACT, AUSTRALIA
20 MAY 16 13-2 Eff.26.May.

VOR Rwy 35

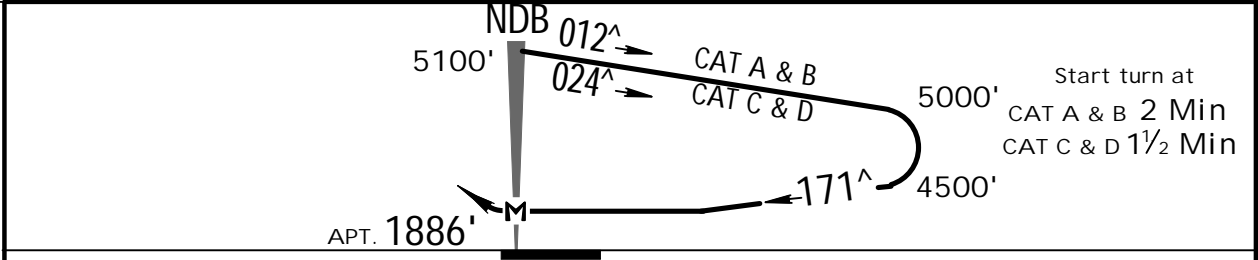
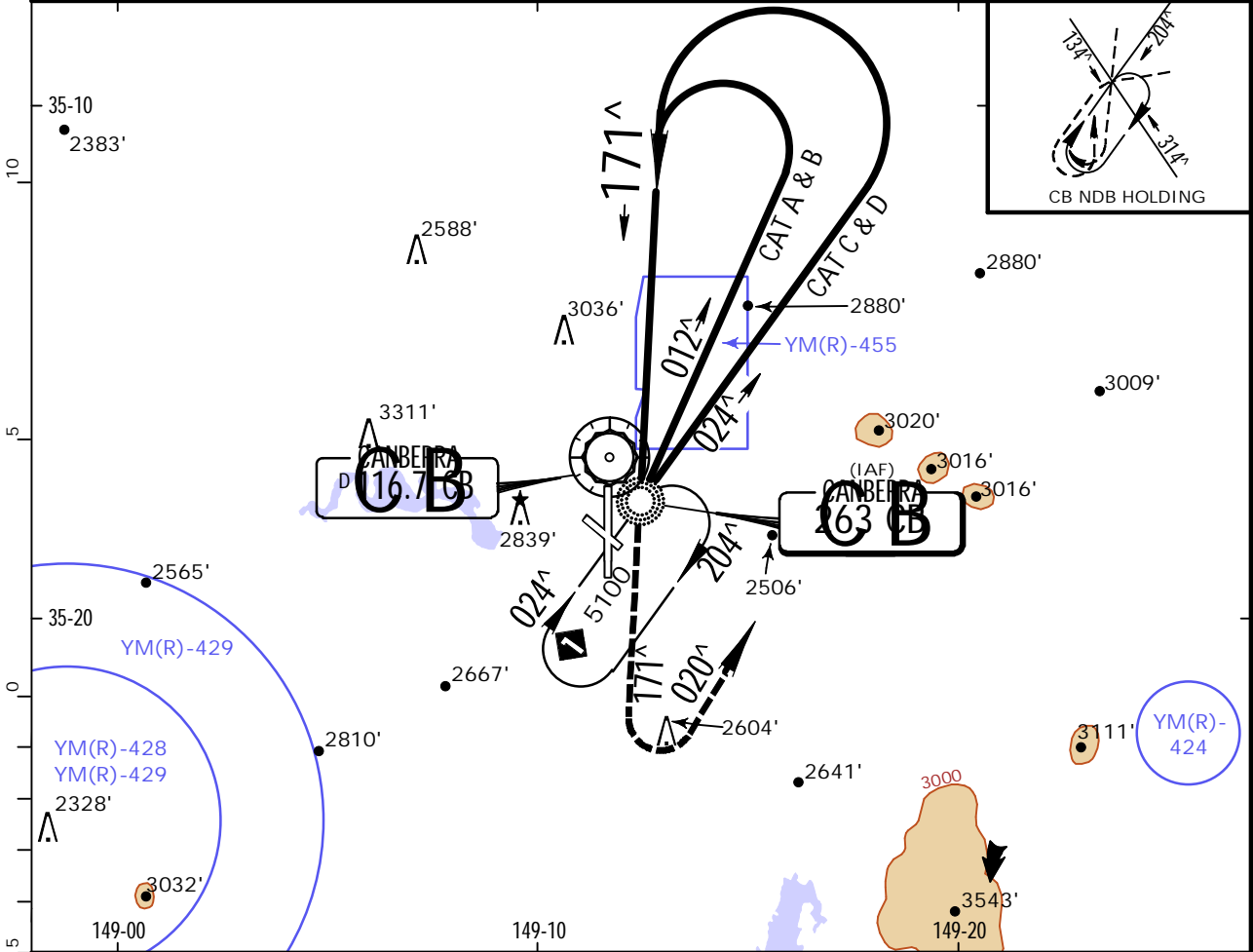


YSCB/CBR
CANBERRA

JEPPESSEN
29 JAN 16 16-1

CANBERRA, ACT, AUSTRALIA
NDB-A

* ATIS 116.7 127.45	AWIS when ATIS inop. 116.7	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-R (AFRU+PAL) when Twr inop. 118.7	* Ground 121.7
NDB CB 263	Final Apch Crs 171^	No FAF	MDA(H) Refer to Minimums	Apt Elev 1886'	
MISSED APCH: Track 171^, At 3600' turn LEFT, track 020^. Continue climb to 5100' or as directed by ATC.					MSA CB NDB/VOR 5100' Within 10 NM
Alt Set: hPa Apt Elev: 67 hPa Trans level: FL 110 Trans alt: 10000'					
1. Max IAS for initial: 185 Kts., for holding: 210 Kts.					



Lighting - Refer to Airport Chart	171^ at 3600' LT	020^ 5100'
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CIRCLE-TO-LAND				
		Actual Aero QNH	Forecast Terminal QNH	
PANS OPS	Max Kts	MDA (H)	MDA (H)	
	A 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	

CANBERRA, AC (CANBERRA - YSCB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport YMHB

No Chart Change Notices for Airport YSCB