

5 SEP 2024

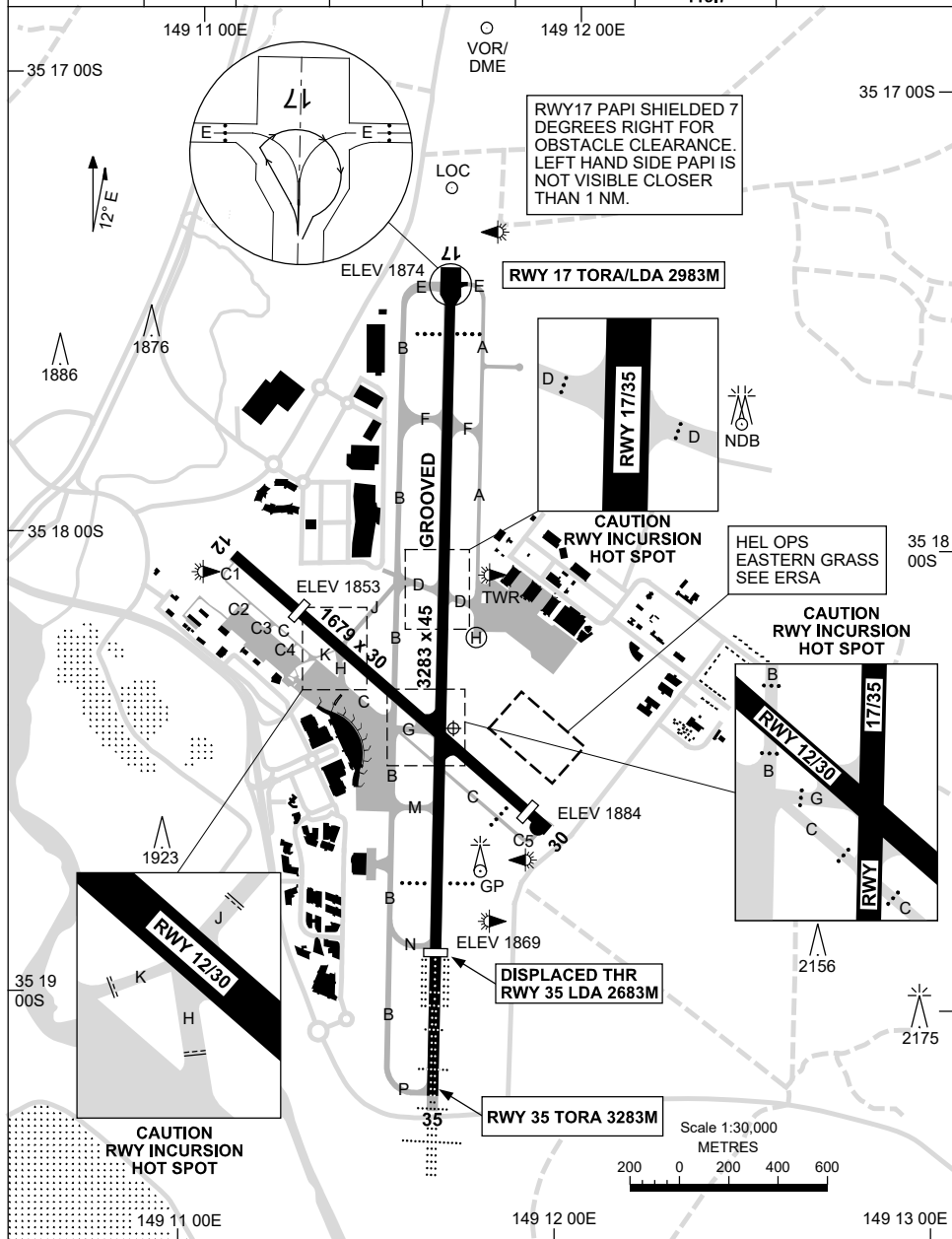
AD ELEV 1887

35 18 25S 149 11 42E

AERODROME CHART - Page 1

CANBERRA, ACT (YSCB)

ATIS 116.7 127.45 263	AWIS (AH) 116.7	APP 124.5	TWR 118.7	SMC/ACD 121.7	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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Changes: AD ELEV.

SCBAD01-180

5 SEP 2024

AD ELEV 1887  
35 18 25S 149 11 42E

AERODROME CHART - Page 2  
**CANBERRA, ACT (YSCB)**

ATIS 116.7 127.45 263	AWIS (AH) 116.7	APP 124.5	TWR 118.7	SMC/ACD 121.7	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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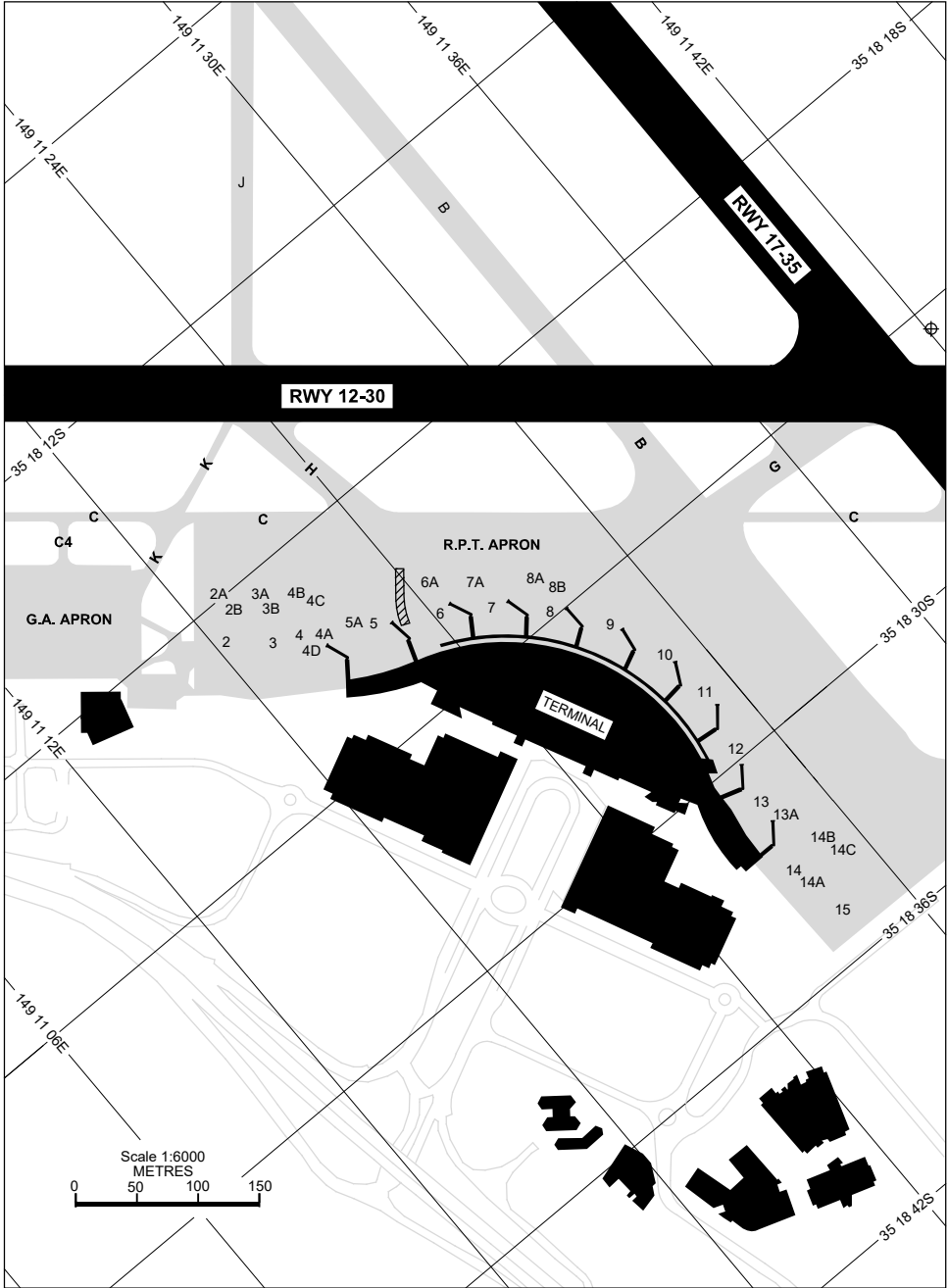
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RWY		AERODROME LIGHTING					
		ABN : ALTN W/G 8 SEC - MT AINSLIE TAXIWAY : GREEN CL , BLUE EDGE RWY 17 TURN NODE ONLY , STOP BARS , RGL RL : AFRU+PAL 118.7 (AH) , MANUAL IN EMERG , SDBY (1 SEC DURING LVP , 15 SEC OTHER TIMES)					
<b>17</b>	<sup>168</sup>	PAPI 3.0°	67FT	HIRL	MIRL	RCLL	RVR
<sup>348</sup>	<b>35</b>	PAPI 3.0°	57FT	HIRL	MIRL	RTZL	RCLL RVR HIAL - CAT II
<b>12</b>	<sup>117</sup>	MIRL					
<sup>297</sup>	<b>30</b>	PAPI 3.9° 31FT (NOT AVBL FOR RPT JET ACFT) MIRL					

**NOTES**

1. RWY 35 TURNING NODE AT NORTHERN END DESIGNED TO ACCOMMODATE THE NORMAL TURNING RADIUS OF A B777-300 ACFT. ACFT MAKE 180 DEG CLOCKWISE TURN. NOSE WHEEL LINE MARKINGS PROVIDED. FOR FOLLOW ME SERVICE CONTACT ATC ON 118.7. TWY A NOT AVBL TO CODE D AND ABOVE ACFT UNLESS ACFT OPERATOR HAS BEEN ISSUED WITH CASA EXEMPTION.

27 FEB 2020

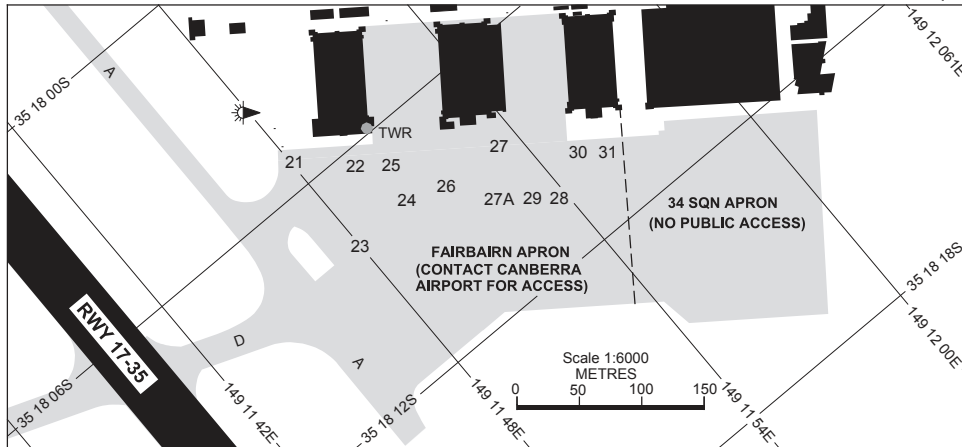


Changes: BAY 4, 4A, CHART NAME.

SCBAP01-162

# APRON CHART - FAIRBAIRN AND 34 SQN CANBERRA, ACT (YSCB)

23 MAY 2019



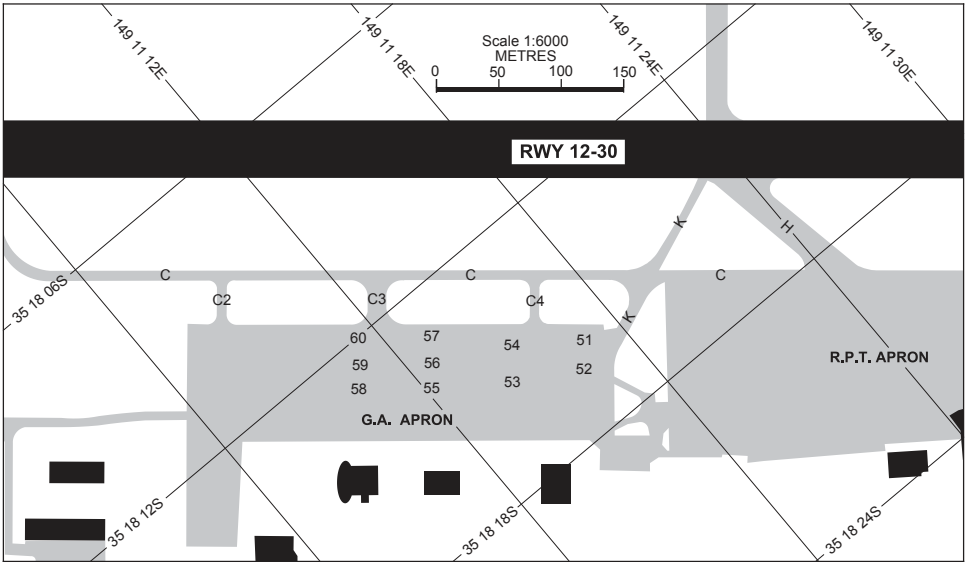
## PARKING POSITION INFORMATION

STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	HYDRANT FUEL
21	35 18 05.41S 149 11 47.90E	1881	GLF5	NIL
22	35 18 06.45S 149 11 48.91E	1882	B738	NIL
23	35 18 08.01S 149 11 48.01E	1880	B738	NIL
24	35 18 07.57S 149 11 49.67E	1882	B738	NIL
25	35 18 06.92S 149 11 50.15E	1882	B747	NIL
26	35 18 08.38S 149 11 51.02E	1882	B738	NIL
27	35 18 08.55S 149 11 52.90E	1884	B747	NIL
27A	35 18 09.17S 149 11 52.34E	1883	B738	NIL
28	35 18 10.00S 149 11 53.74E	1884	B738	NIL
29	35 18 09.31S 149 11 52.62E	1883	A380	NIL
30	35 18 09.94S 149 11 55.22E	1886	B747	NIL
31	35 18 10.19S 149 11 55.71E	1886	B738	NIL

Changes: ACFT STAND COORDINATES FORMAT, BAY 21-24, 26, 27A, 28, 31 CAPACITY UPDATE.

APRON CHART - GENERAL AVIATION (HARDSTAND)  
**CANBERRA, ACT (YSCB)**

23 MAY 2019



**PARKING POSITION INFORMATION**

STAND	CO-ORDINATES	ELEV (ft)	CAPACITY (MAX WINGSPAN)	HYDRANT FUEL
51	35 18 15.26S 149 11 16.14E	1852	24m	NIL
52	35 18 16.08S 149 11 15.10E	1851	24m	NIL
53	35 18 14.66S 149 11 13.34E	1850	19m	NIL
54	35 18 13.99S 149 11 14.01E	1850	19m	NIL
55	35 18 13.70S 149 11 11.62E	1848	18m	NIL
56	35 18 13.19S 149 11 12.14E	1849	18m	NIL
57	35 18 12.67S 149 11 12.66E	1849	15m	NIL
58	35 18 12.64S 149 11 09.74E	1847	19m	NIL
59	35 18 12.10S 149 11 10.30E	1847	19m	NIL
60	35 18 11.59S 149 11 10.81E	1848	15m	NIL

Changes: ACFT STAND COORDINATES UPDATE, BAY 51 & 52 ELEV.

SCBAP03-159

27 FEB 2020

**PARKING POSITION INFORMATION**

STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	NOSE-IN GUIDANCE	HYDRANT FUEL
2	35 18 19.33S 149 11 17.87E	1853	B738	MARSHALLED	NIL
2A	35 18 18.64S 149 11 18.47E	1854	DH8D	MARSHALLED	NIL
2B	35 18 18.10S 149 11 19.03E	1854	AT72	MARSHALLED	NIL
3	35 18 20.23S 149 11 19.19E	1854	B738	MARSHALLED	NIL
3A	35 18 19.59S 149 11 20.14E	1855	AT72	MARSHALLED	NIL
3B	35 18 19.05S 149 11 20.70E	1855	AT72	MARSHALLED	NIL
4	35 18 21.15S 149 11 20.82E	1855	B738	SAFEGATE	NIL
4A	35 18 20.97S 149 11 21.21E	1855	B738	MARSHALLED	NIL
4B	35 18 20.38S 149 11 21.54E	1855	AT72	MARSHALLED	NIL
4C	35 18 19.68S 149 11 21.72E	1856	AT72	MARSHALLED	NIL
4D	35 18 21.09S 149 11 20.45E	1854	B773	SAFEGATE	NIL
5	35 18 21.66S 149 11 22.63E	1856	B773	SAFEGATE	NIL
5A	35 18 21.96S 149 11 22.10E	1856	B773	SAFEGATE	NIL
6	35 18 22.75S 149 11 24.57E	1858	B738	SAFEGATE	NIL
6A	35 18 22.34S 149 11 25.05E	1858	JS41	MARSHALLED	NIL
7	35 18 23.63S 149 11 25.94E	1859	B738	SAFEGATE	NIL
7A	35 18 23.34S 149 11 26.65E	1860	JS41	MARSHALLED	NIL
8	35 18 24.68S 149 11 27.12E	1861	B738	SAFEGATE	NIL
8A	35 18 24.38S 149 11 27.84E	1861	JS41	MARSHALLED	NIL
8B	35 18 23.72S 149 11 27.80E	1861	AT72	MARSHALLED	NIL
9	35 18 25.93S 149 11 28.00E	1862	A333	SAFEGATE	NIL
10	35 18 27.30S 149 11 28.60E	1861	B738	SAFEGATE	NIL
11	35 18 28.71S 149 11 28.83E	1861	B738	SAFEGATE	NIL
12	35 18 30.26S 149 11 28.41E	1860	B738	SAFEGATE	NIL
13	35 18 31.65S 149 11 27.85E	1859	B738	SAFEGATE	NIL
13A	35 18 31.88S 149 11 27.94E	1859	A333	SAFEGATE	NIL
14	35 18 33.20S 149 11 27.69E	1858	B738	MARSHALLED	NIL
14A	35 18 33.68S 149 11 27.76E	1858	B773	MARSHALLED	NIL
14B	35 18 33.50S 149 11 28.78E	1859	DH8D	MARSHALLED	NIL
14C	35 18 33.50S 149 11 29.64E	1860	AT72	MARSHALLED	NIL
15	35 18 34.77S 149 11 27.81E	1859	B738	MARSHALLED	NIL

Changes: BAY 4, 4A COORDINATES, NOSE-IN GUIDANCE, CHART NAME.

SCBAP04-162

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

5 SEP 2024

ATIS 116.7 127.45 263	AWIS (AH) 116.7	APP 124.5	TWR 118.7	SMC/ACD 121.7	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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**DME USING CB DME  
REFERENCE WAYPOINT CB VOR**

**CB VOR/DME 116.7**

**CB NDB 263**

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

AD ELEV 1887

**AVBEG TO CB**

**MISSED APPROACH:**

TURN LEFT,  
TRACK 020°,  
CLIMB TO 5100ft;  
OR AS DIRECTED  
BY ATC.

NM TO CB VOR/DME	19	15	10	6	0										
<b>CIRCLING MINIMA</b>	A,B: 3550-2.4			C: 3580-4.0		D: 3720-5.0									
NM TO CB VOR/DME	13.5	13	12	11	10	9	8	7	6	5	4	3.2	3	2.8	2.7
ALT (3° APCH PATH)	7000	6840	6520	6200	5890	5570	5250	4930	4610	4300	3980	3720	3660	3580	3550

**COM TO CB**

**MISSED APPROACH:**

TRACK 358°,  
CLIMB TO 5100ft;  
OR AS DIRECTED  
BY ATC.

NM TO CB VOR/DME	25	19	15	10	5	0									
<b>CIRCLING MINIMA</b>	A,B: 3350-2.4			C: 3580-4.0		D: 3720-5.0									
NM TO CB VOR/DME	13.5	13	12	11	10	9	8	7	6	5	4	3.2	3	2.7	2
ALT (3° APCH PATH)	7000	6850	6530	6210	5900	5580	5260	4940	4620	4310	3990	3720	3670	3580	3350

**IGDEL TO CB  
(CB VOR ONLY)**

**MISSED APPROACH:**

TRACK 080°,  
CLIMB TO 5100ft;  
OR AS DIRECTED  
BY ATC.

NM TO CB VOR/DME	19	15	10	5	4	0									
<b>CIRCLING MINIMA</b>	A,B: 3350-2.4			C: 3580-4.0		D: 3720-5.0									
NM TO CB VOR/DME	12.4	12	11	10	9	8	7	6	5	4	3	2.1	2	1.7	1
ALT (3° APCH PATH)	7000	6860	6540	6230	5910	5590	5270	4950	4640	4320	4000	3720	3680	3580	3350

Changes: AD ELEV.

SCBDG01-180

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

5 SEP 2024

ATIS 116.7 127.45 263	AWIS (AH) 116.7	APP 124.5	TWR 118.7	SMC/ACD 121.7	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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**DME USING CB DME  
REFERENCE WAYPOINT CB VOR**

**CB ::=:\***  
VOR/DME 116.7

**CB ::=:\***  
NDB 263

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

10 NM MSA 5100

AD ELEV 1887

**SECTOR A**

**MISSED APPROACH:**

TURN RIGHT,  
TRACK 020°,  
CLIMB TO 5100ft;  
OR AS DIRECTED  
BY ATC.

**REQUIREMENT:**  
COMPLETE TURN  
WITHIN 4 DME CB.

NM TO CB VOR/DME		25	19	15	10	7	5	3	0							
CIRCLING MINIMA		A,B: 3350-2.4			C: 3580-4.0			D: 3720-5.0								
NM TO CB VOR/DME		12.2	12	10	9	8	7	6	5	4	3	2	1.9	1.5	1	0.8
ALT (3° APCH PATH)		7000	6930	6290	5970	5650	5340	5020	4700	4380	4060	3750	3720	3580	3430	3350

**SECTOR C**

**MISSED APPROACH:**

TURN LEFT,  
TRACK 020°,  
CLIMB TO 5100ft;  
OR AS DIRECTED  
BY ATC.

NM TO CB VOR/DME		25	19	15	10	3	0									
CIRCLING MINIMA		A,B: 3350-2.4			C: 3580-4.0			D: 3720-5.0								
NM TO CB VOR/DME		12.1	12	11	10	9	8	7	6	5	4	3	2	1.8	1.4	0.7
ALT (3° APCH PATH)		7000	6970	6650	6330	6010	5690	5370	5050	4740	4420	4100	3780	3720	3580	3350

Changes: AD ELEV.

SCBDG02-180



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

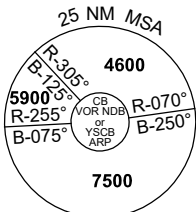
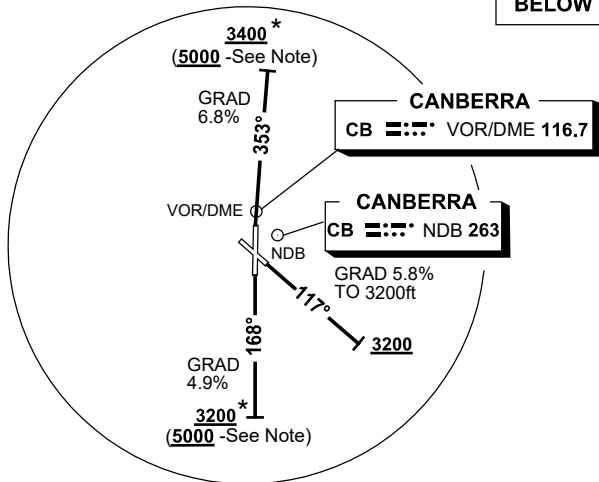
**30 NOV 2023**

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



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



10 NM MSA 5100

GNSs permitted in lieu of DME  
Reference waypoint CB VOR

**NOTE \***  
NOT BELOW 5000ft  
OUTSIDE TOWER  
HOURS-NAP REF

**CANBERRA THREE DEPARTURE (RADAR)**

**RWY 12**

- GRAD 5.8% to 3200ft thence 3.3%
- Track 117°
- AT 3200ft turn to assigned heading or track

**RWY 17**

- GRAD 4.9% to 4800ft thence 3.3%
- Track 168°
- AT 3200ft (5000ft-See NOTE \*) turn to assigned heading or track

**RWY 35**

- GRAD 6.8% to 3400ft thence 3.3%
- NOT BEFORE DER turn RIGHT, track 353°
- AT 3400ft (5000ft-See NOTE \*) turn to assigned heading

**COMMUNICATIONS FAILURE PROCEDURE**

On recognition of communication failure

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

Changes: RWY 35 GRAD, NEW LOGO.

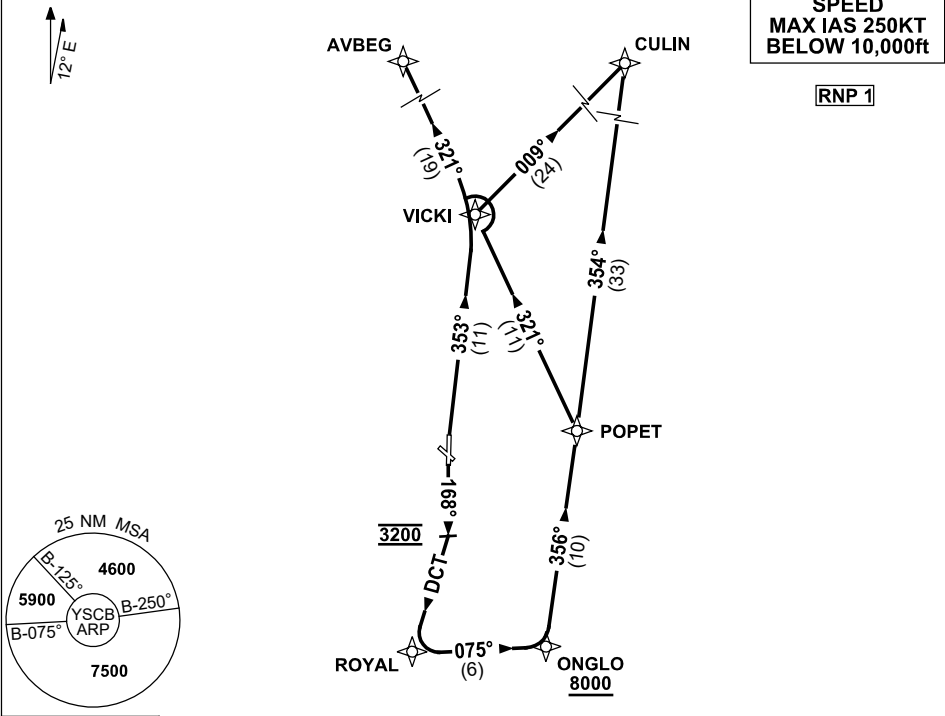
SCBDP01-177

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

21 MAR 2024

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



10 NM MSA 5100

<p><b>AVBEG</b>      <b>THREE</b>      <b>DEPARTURE (RNAV)</b></p> <p><b>CULIN</b>      <b>TWO</b>          <b>DEPARTURE (RNAV)</b></p> <p><b>RWY 35</b></p> <ul style="list-style-type: none"> <li>• GRAD 6.8% to 3400ft thence 3.3%</li> <li>• NOT BEFORE DER turn RIGHT</li> <li>• Track 353° to VICKI</li> </ul> <p>From VICKI</p> <p>For AVBEG</p> <ul style="list-style-type: none"> <li>• Turn LEFT, track 321° to AVBEG thence as cleared</li> </ul> <p>For CULIN</p> <ul style="list-style-type: none"> <li>• Turn RIGHT, track 009° to CULIN, thence as cleared</li> </ul>	<p><b>RWY 17</b></p> <ul style="list-style-type: none"> <li>• GRAD 4.9% to 4800ft thence 3.3%</li> <li>• Track 168°</li> <li>• AT 3200ft turn RIGHT</li> <li>• Track DCT to ROYAL (approx 180°)</li> <li>• Turn LEFT, track 075° to ONGLO</li> <li>• <b>Cross</b> ONGLO AT or ABV 8000ft</li> <li>• Turn LEFT, track 356° to POPET</li> </ul> <p>From POPET</p> <p>For AVBEG</p> <ul style="list-style-type: none"> <li>• Turn LEFT, track 321° to AVBEG, thence as cleared</li> </ul> <p>For CULIN</p> <ul style="list-style-type: none"> <li>• Turn LEFT, track 354° to CULIN, thence as cleared</li> </ul>
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Changes: Editorial.

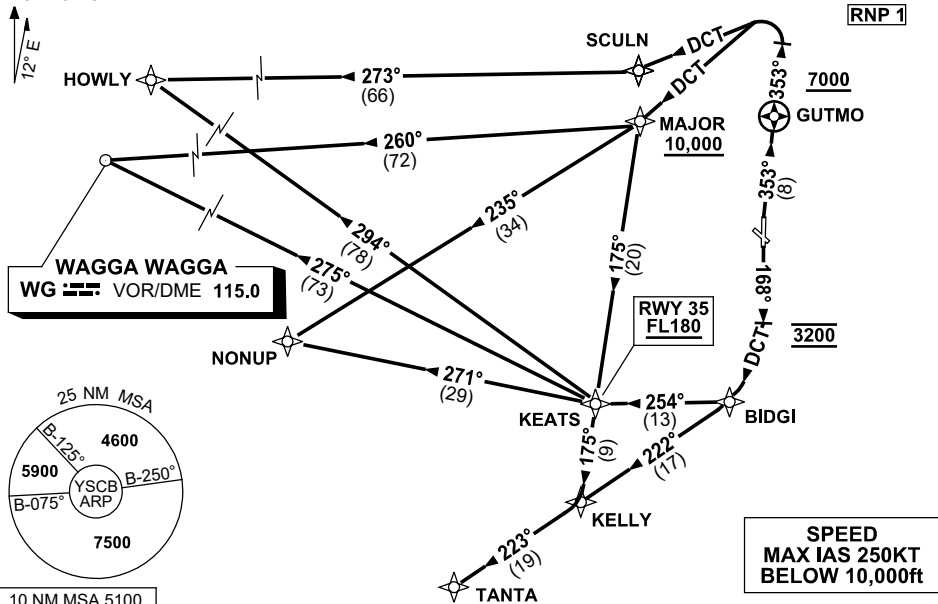
SCBDP05-178

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

**30 NOV 2023**

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



<b>HOWLY</b>	<b>NINE</b>	<b>DEPARTURE (RNAV)</b>
<b>WAGGA (WG)</b>	<b>TWO</b>	<b>DEPARTURE (RNAV)</b>
<b>NONUP</b>	<b>NINE</b>	<b>DEPARTURE (RNAV)</b>
<b>TANTA</b>	<b>THREE</b>	<b>DEPARTURE (RNAV)</b>

**RWY 35**

- GRAD 6.8% to 3400ft thence 3.3%
- NOT BEFORE DER turn RIGHT
- Track 353° to GUTMO, thence 353°
- After passing GUTMO AND 7000ft, turn LEFT

**For HOWLY**

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

**For WG VOR**

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

**For NONUP**

- Track DCT to MAJOR
- **Cross MAJOR AT or ABV 10,000ft**
- Track 235° to NONUP, thence as cleared

**For TANTA**

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

**RWY 17**

- GRAD 4.9% to 4800ft thence 3.3%
- Track 168°
- AT 3200ft turn RIGHT, track DCT to BIDGI (approx 180°)

**For HOWLY**

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

**For WG VOR**

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

**For NONUP**

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

**For TANTA**

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

Changes: RWY 35 GRAD, MAG TRACK, Editorial.

SCBDP06-177

**STANDARD INSTRUMENT DEPARTURES (SID)  
AKMIR THREE (NON-JET) (RNAV)  
CANBERRA, ACT (YSCB)**

**30 NOV 2023**

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

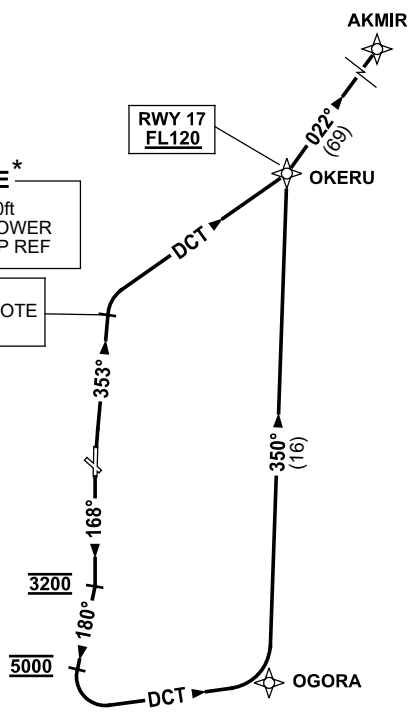
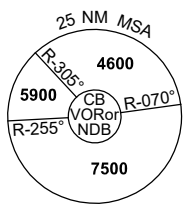


**SPEED  
MAX IAS 250KT  
BELOW 10,000ft**

**RNP 1**

**NOTE \***  
AT 5000ft  
OUTSIDE TOWER  
HOURS-NAP REF

**3400** \*SEE NOTE  
**5000**



10 NM MSA 5100

**AKMIR THREE DEPARTURE**

**RWY 35**

- GRAD 6.8% to 3400ft thence 3.3%
- NOT BEFORE DER turn RIGHT, track 353°
- AT 3400ft (5000ft - See NOTE \*) turn RIGHT, track DCT to OKERU
- Turn LEFT, track 022° to AKMIR, thence as cleared

**RWY 17**

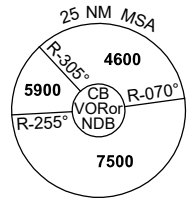
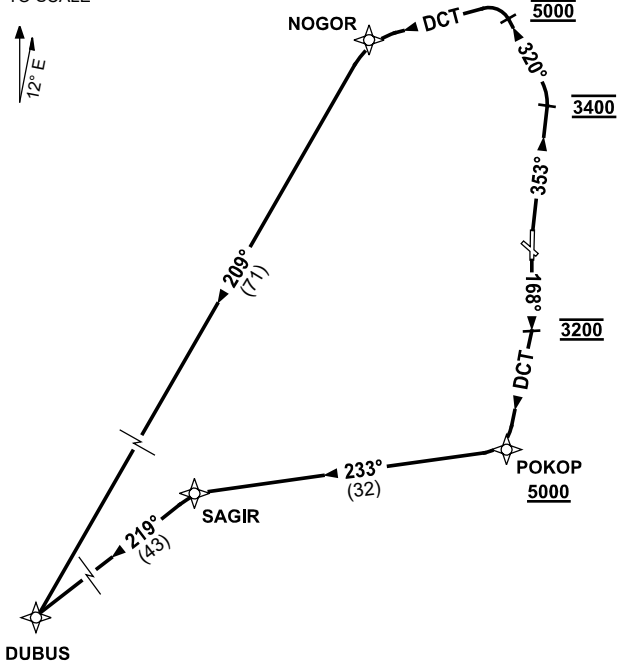
- GRAD 4.9% to 4800ft thence 3.3%
- Track 168°
- AT 3200ft turn RIGHT, track 180°
- AT 5000ft turn LEFT, track DCT to OGORA
- Turn LEFT, track 350° to OKERU  
**Cross OKERU AT or ABV FL120**
- Turn RIGHT, track 022° to AKMIR, thence as cleared

STANDARD INSTRUMENT DEPARTURES (SID)  
 DUBUS THREE (NON-JET) (RNAV)  
**CANBERRA, ACT (YSCB)**

30 NOV 2023

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



**DUBUS THREE DEPARTURE**

**RWY 35**

- GRAD 6.8% to 3400ft thence 3.3%
- NOT BEFORE DER turn RIGHT track 353°
- AT 3400ft turn LEFT, track 320°
- AT 5000ft turn LEFT, track DCT to NOGOR
- Turn LEFT, track 209° to DUBUS, thence as cleared

**RWY 17**

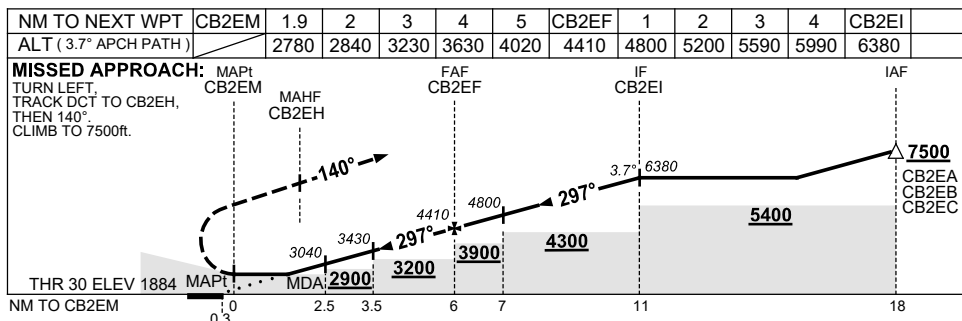
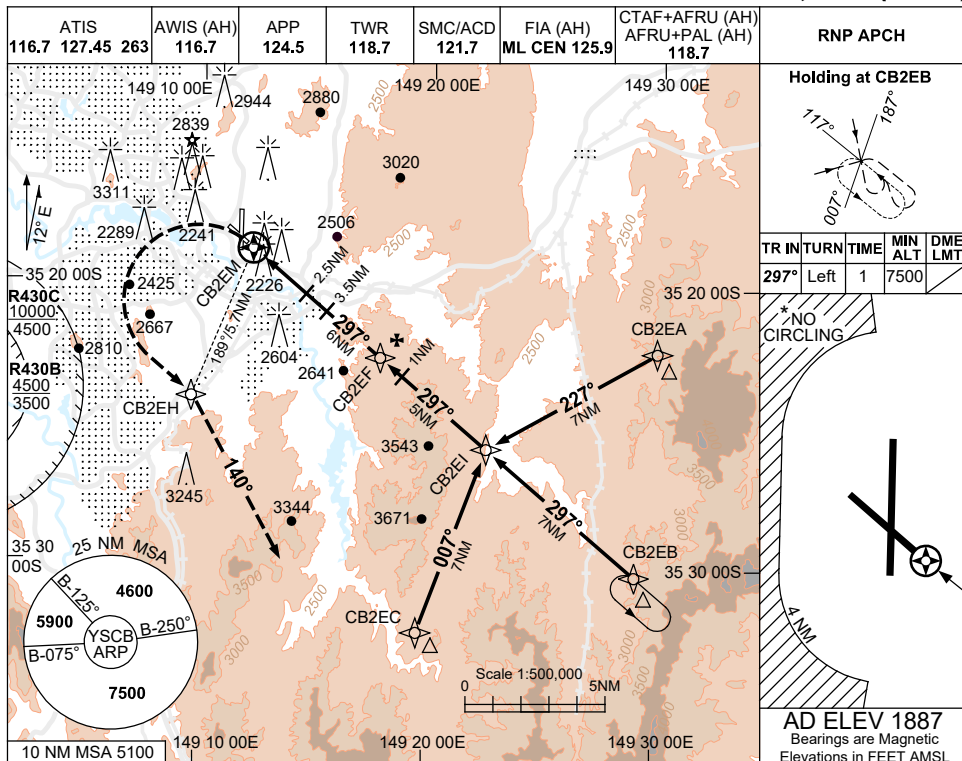
- GRAD 4.9% to 4800ft thence 3.3%
- Track 168°
- AT 3200ft turn RIGHT track DCT to POKOP
- **Cross** POKOP AT or ABV 5000ft
- Turn RIGHT, track 233° to SAGIR
- Turn LEFT, track 219° to DUBUS, thence as cleared

USE QNH

RNP RWY 30

5 SEP 2024

**CANBERRA, ACT (YSCB)**



**NOTES**

- MAX IAS: MAP TURN: 150KT.
- NO CIRCLING BEYOND 4NM WEST OF RWY 17 / 35.
- APCH PATH ANGLE DOES NOT COINCIDE WITH PAPI ON GLIDE SLOPE INDICATION.
- COLOR: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
LNAV	2780 (893-4.2)		NOT APPLICABLE	
CIRCLING *	3350 (1463-2.4)			
ALTERNATE	(1963-4.4)			

Changes: AD ELEV, Editorial.

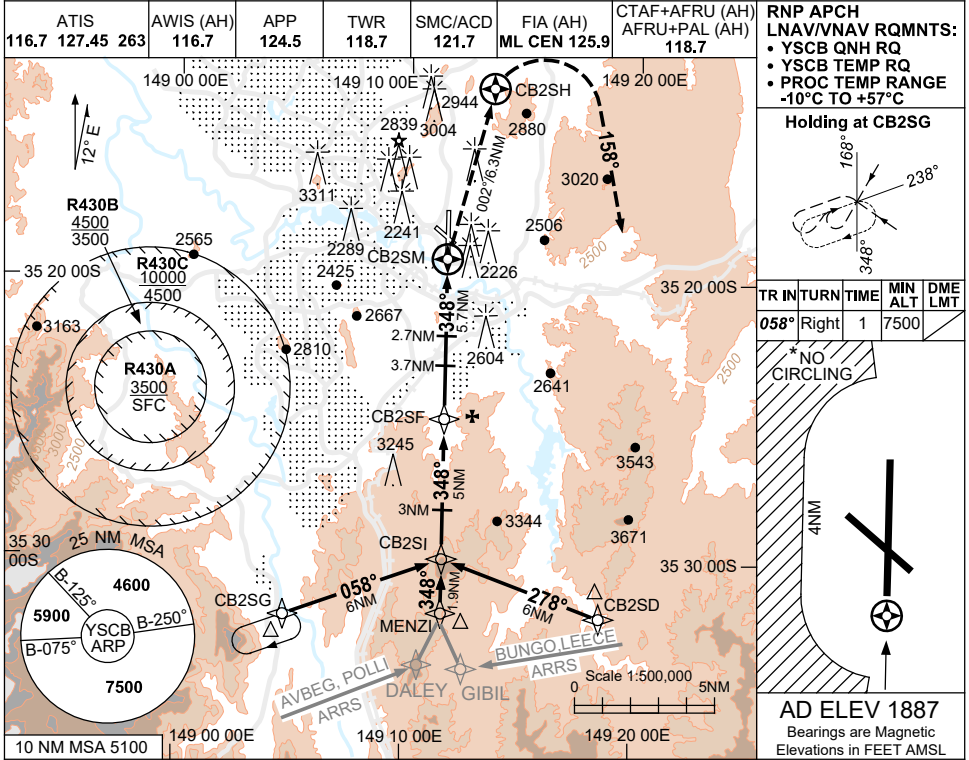
SCBGN01-180

USE QNH

RNP Z RWY 35

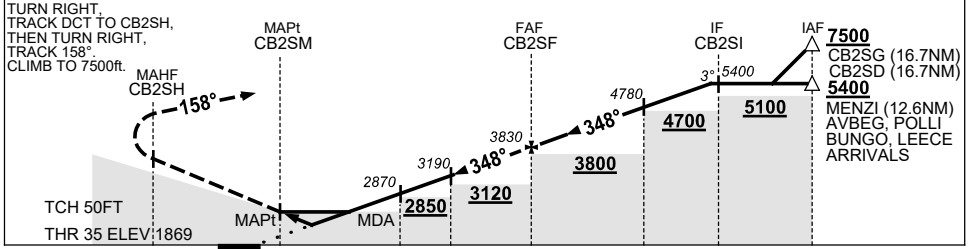
5 SEP 2024

**CANBERRA, ACT (YSCB)**



NM TO NEXT WPT	CB2SM	1.3	1.9	2.7	3.7	4	5	CB2SF	1	2	3	4	4.9
ALT (3° APCH PATH)		2440	2620	2870	3190	3290	3600	3830	4150	4460	4780	5100	5400

**MISSED APPROACH:**



**NOTES**

- MAX IAS:  
 INITIAL : 210KT.  
 MISSED APCH TURN : 200KT.
- NO CIRCLING BEYOND 4NM WEST OF RWY 17 / 35.
- COLOUR: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
LNAV/VNAV		2440 (571-2.3)		
LNAV		2620 (751-3.4)		
CIRCLING *	3350 (1463-2.4)		3580 (1693-4.0)	3720 (1833-5.0)
ALTERNATE	(1963-4.4)		(2193-6.0)	(2333-7.0)

Changes: AD ELEV, Editorial.

SCBGN02-180

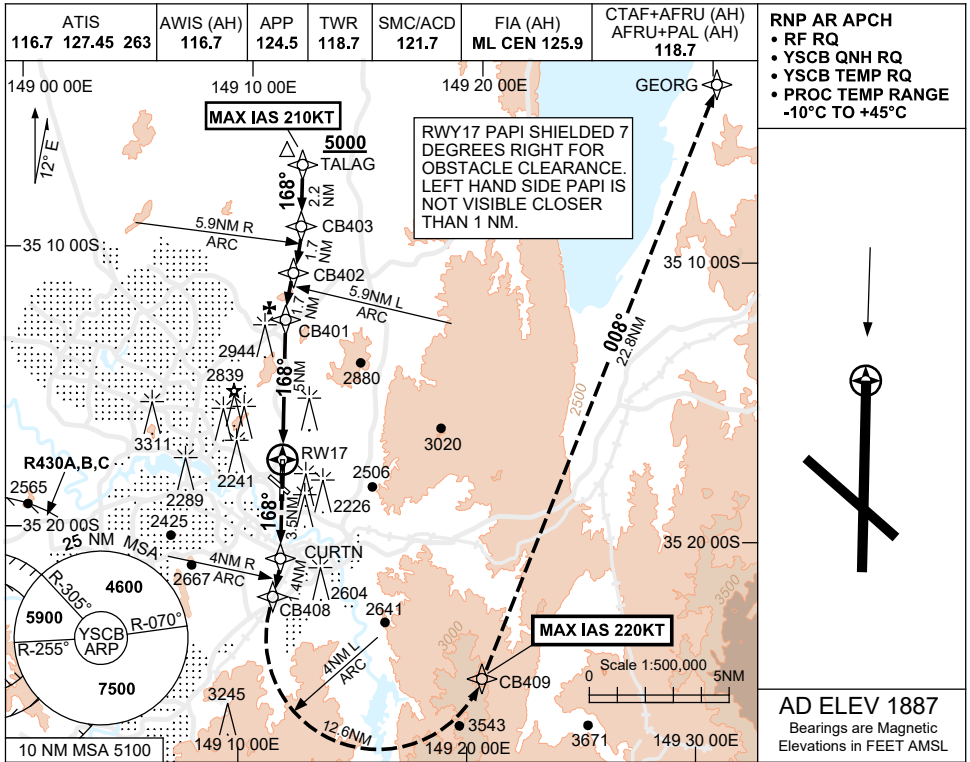
FOR CASA APPROVED OPERATORS ONLY

USE QNH

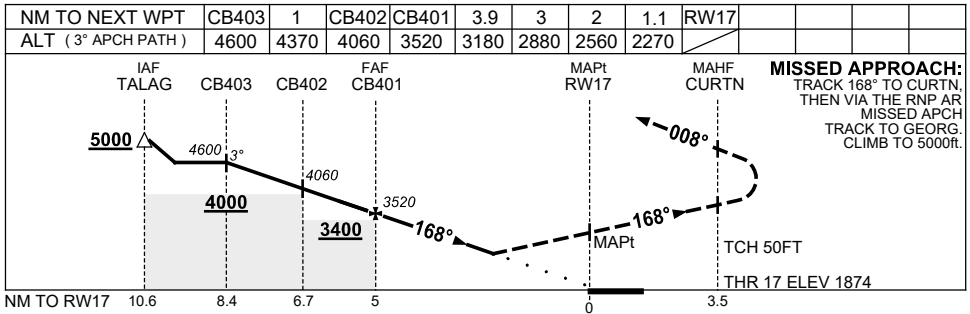
RNP W RWY 17 (AR)

CANBERRA, ACT (YSCB)

5 SEP 2024



**AD ELEV 1887**  
 Bearings are Magnetic  
 Elevations in FEET AMSL



**MISSED APPROACH:**  
 TRACK 168° TO CURTAN,  
 THEN VIA THE RNP AR  
 MISSED APCH  
 TRACK TO GEORG.  
 CLIMB TO 5000ft.

**NOTES**

1. COLOUR: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
RNP (0.3)		<b>3180</b> (1306-5.0)		
RNP (0.11)		<b>2270</b> (396-2.2)		
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1863-4.4)		(2093-6.0) (2233-7.0)	

Changes: AD ELEV, Editorial.

SCBGN11-180



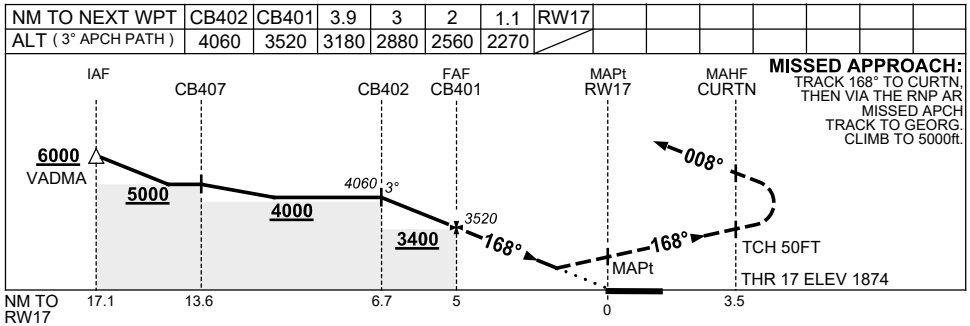
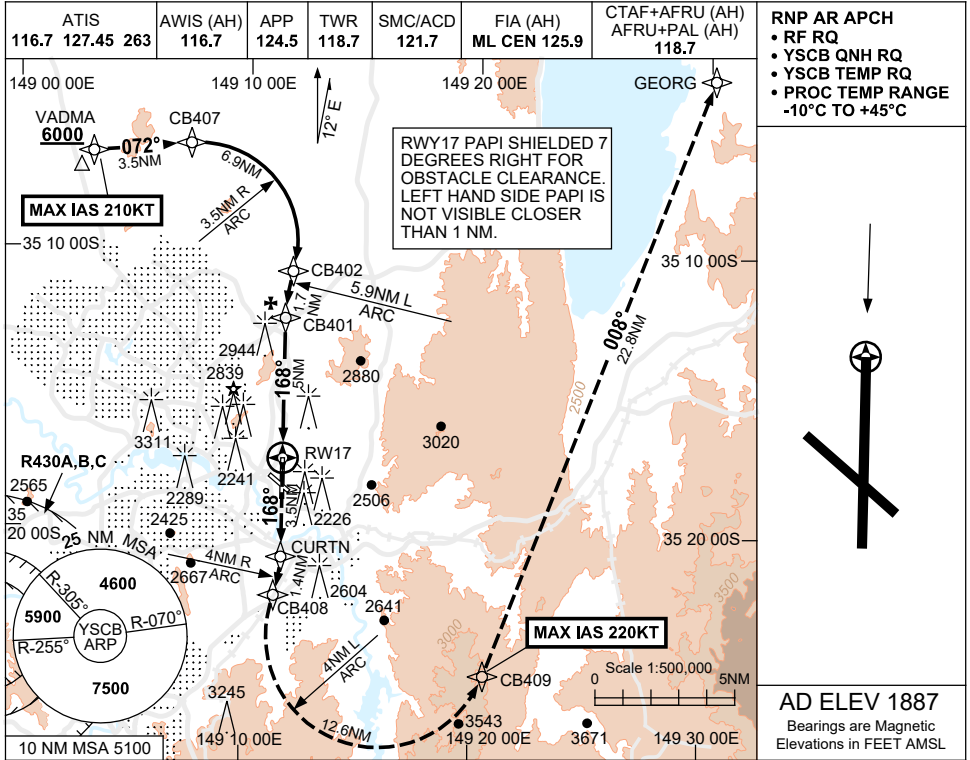
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP X RWY 17 (AR)

**CANBERRA, ACT (YSCB)**

5 SEP 2024



**NOTES**

CATEGORY	A	B	C	D
RNP (0.3)		<b>3180</b> (1306-5.0)		
RNP (0.11)		<b>2270</b> (396-2.2)		
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1863-4.4)		(2093-6.0)	(2233-7.0)

1. COLOUR: SEE SPEC NOTICES.

Changes: AD ELEV, Editorial.

SCBGN12-180

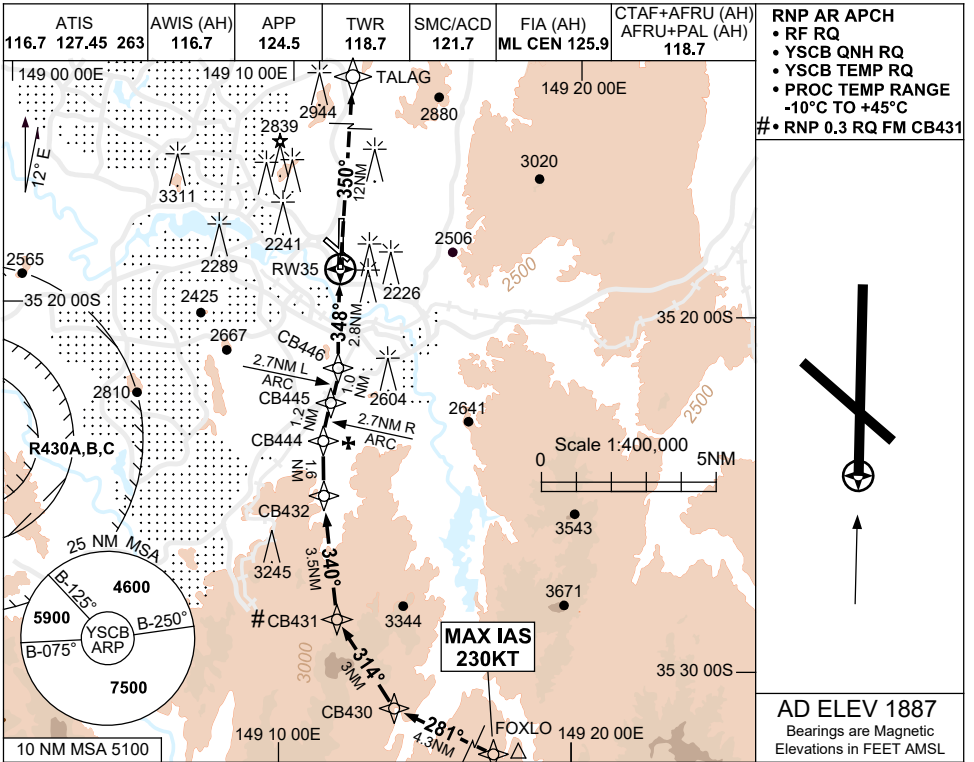
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP W RWY 35 (AR)

**CANBERRA, ACT (YSCB)**

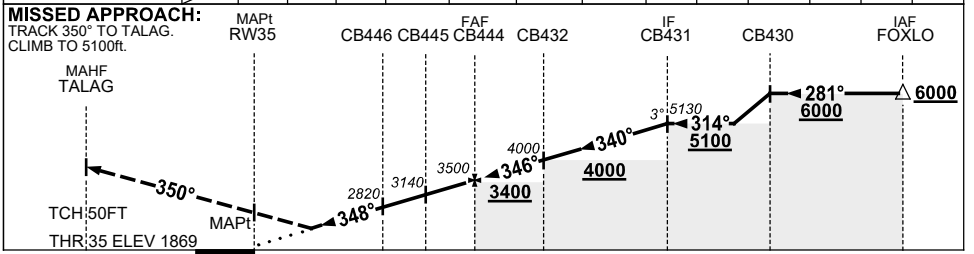
5 SEP 2024



RNP AR APCH  
 • RF RQ  
 • YSCB QNH RQ  
 • YSCB TEMP RQ  
 • PROC TEMP RANGE  
 -10°C TO +45°C  
 # RNP 0.3 RQ FM CB431

AD ELEV 1887  
 Bearings are Magnetic  
 Elevations in FEET AMSL

NM TO NEXT WPT	RW35	0.9	1.2	1.7	CB446	CB445	CB444	CB432	1	2	CB431		
ALT (3° APCH PATH)		2200	2290	2450	2820	3140	3500	4000	4320	4640	5130		



CATEGORY	A	B	C	D
RNP (0.3)(2.5% MAP)		2450 (581-2.4)		
RNP±(0.3)(3.4% MAP)		2290 (421-1.5)		
RNP±(0.11)(3.8% MAP)		2200 (331-0.9)		
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1863-4.4)		(2093-6.0)	(2233-7.0)

‡ 1. MISSED APCH GRAD TO 3100ft, THEN 2.5%.  
 2. COLOUR: SEE SPEC NOTICES.

Changes: AD ELEV, Editorial.

SCBGN13-180

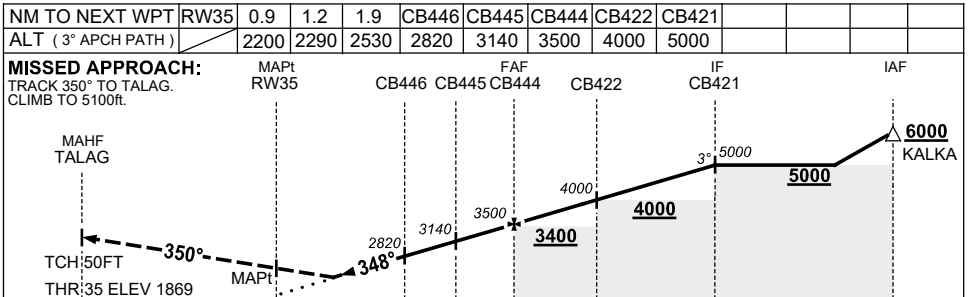
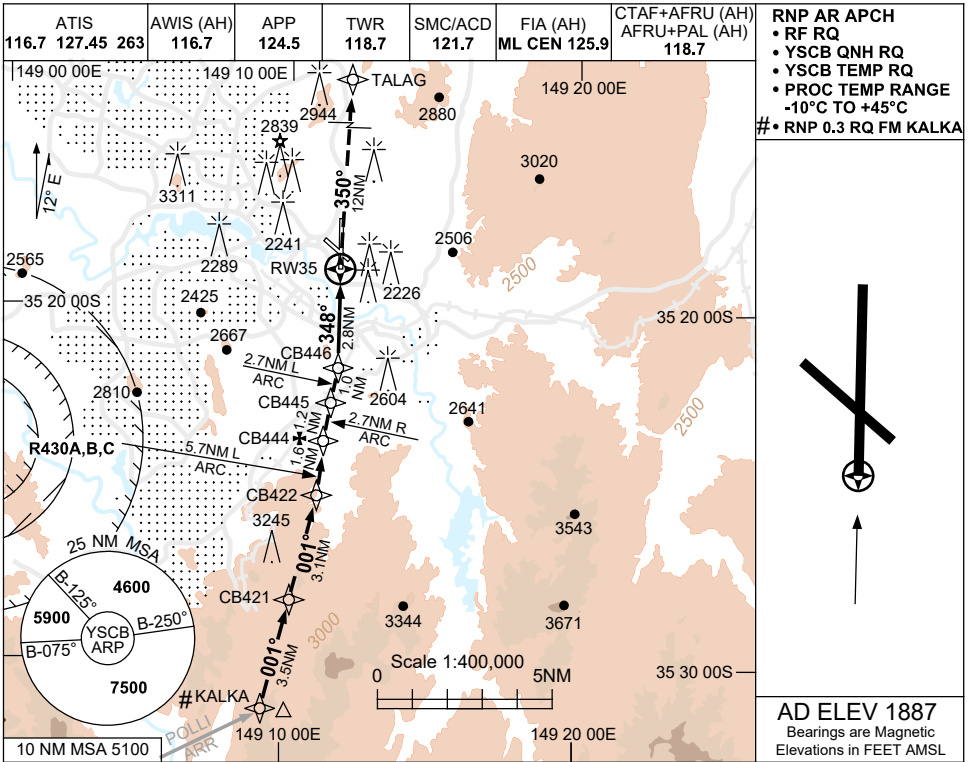
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP X RWY 35 (AR)

**CANBERRA, ACT (YSCB)**

5 SEP 2024



CATEGORY	A	B	C	D
RNP (0.3)(2.5% MAP)		2450 (581-2.4)		
RNP±(0.3)(3.4% MAP)		2290 (421-1.5)		
RNP±(0.11)(3.8% MAP)		2200 (331-0.9)		
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1863-4.4)		(2093-6.0)	(2233-7.0)

†1. MISSED APCH GRAD TO 3100ft, THEN 2.5%.  
2. COLOUR: SEE SPEC NOTICES.

Changes: AD ELEV, Editorial.

SCBGN14-180

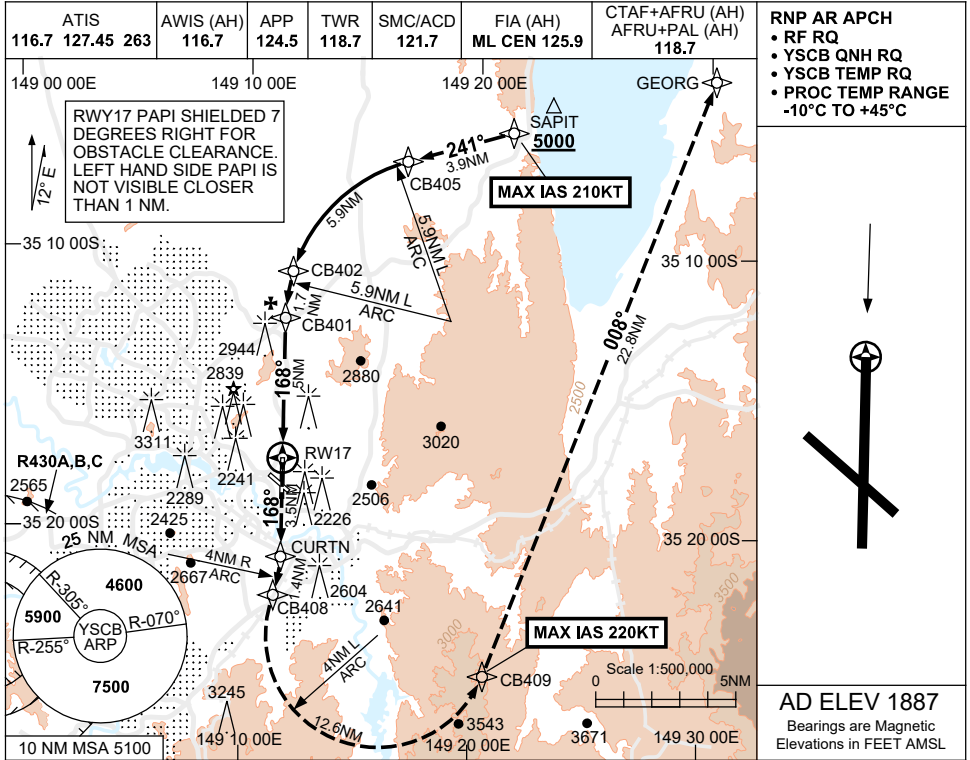
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP Y RWY 17 (AR)

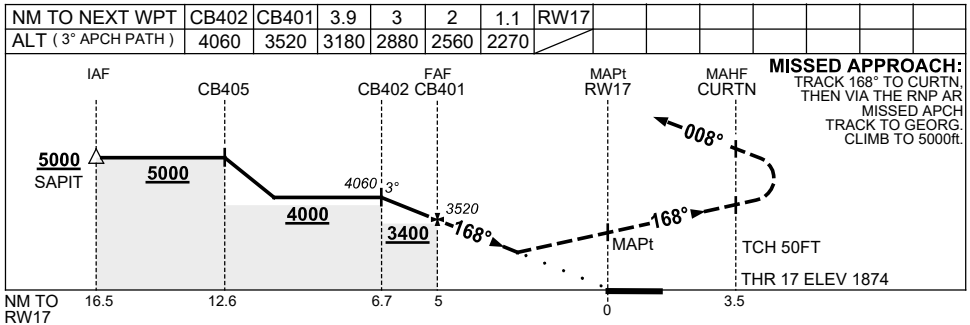
CANBERRA, ACT (YSCB)

5 SEP 2024



AD ELEV 1887

Bearings are Magnetic  
Elevations in FEET AMSL



**MISSED APPROACH:**  
TRACK 168° TO CURTN,  
THEN VIA THE RNP AR  
MISSED APCH  
TRACK TO GEORG.  
CLIMB TO 5000ft.

TCH 50FT  
THR 17 ELEV 1874

NOTES

1. COLOUR: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
RNP (0.3)		3180 (1306-5.0)		
RNP (0.11)		2270 (396-2.2)		
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1863-4.4)		(2093-6.0)	(2233-7.0)

Changes: AD ELEV, Editorial.

SCBGN15-180

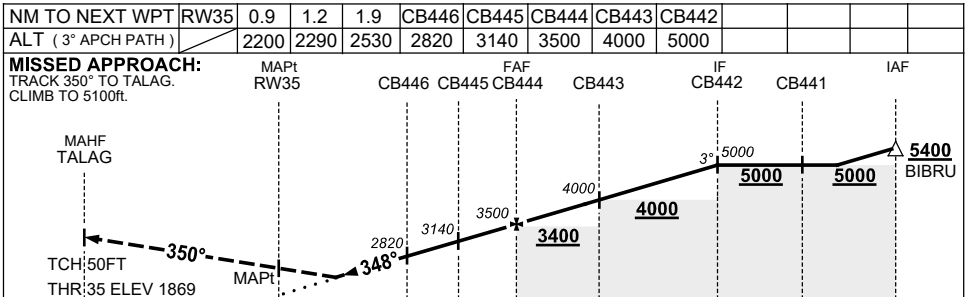
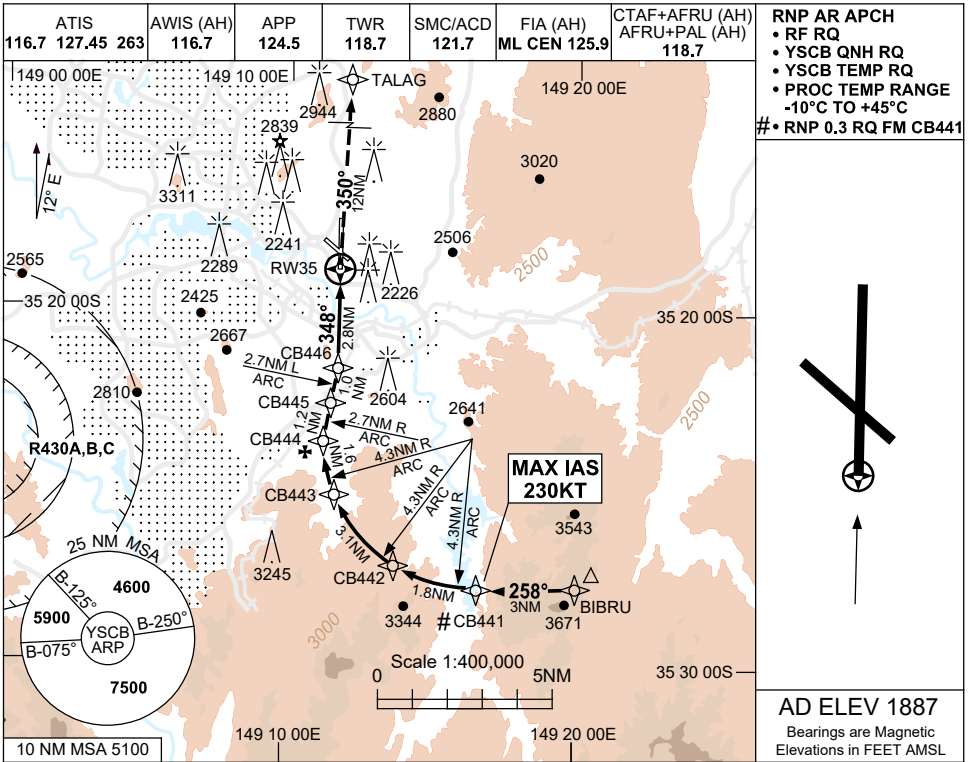
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP Y RWY 35 (AR)

**CANBERRA, ACT (YSCB)**

5 SEP 2024



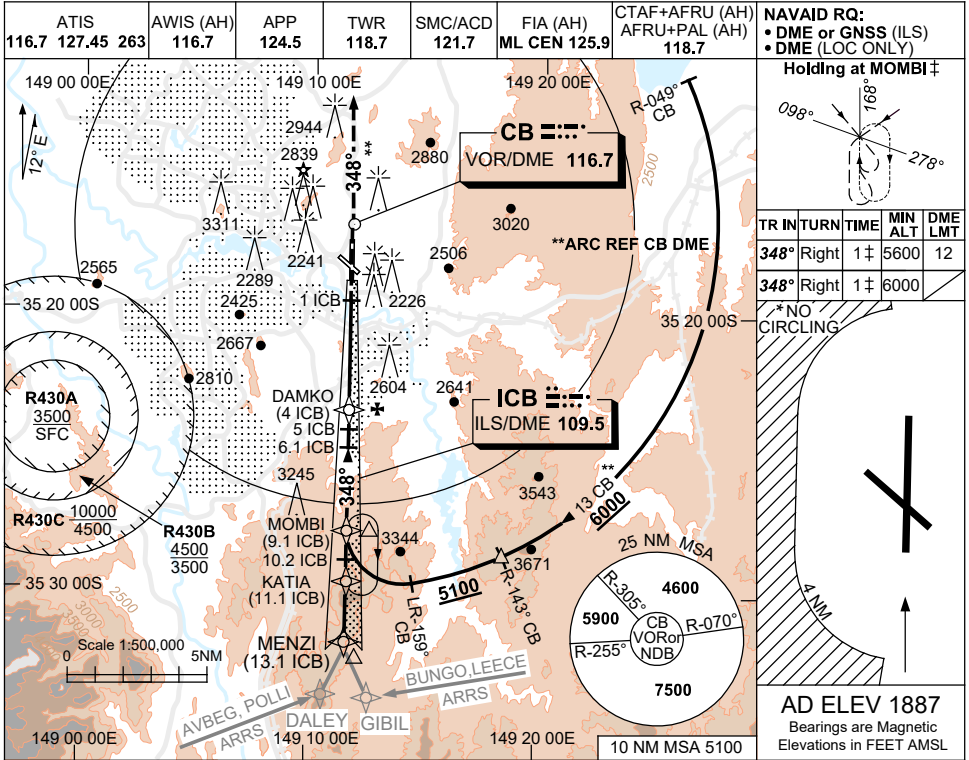
CATEGORY	NOTES			
	A	B	C	D
RNP (0.3)(2.5% MAP)		2450 (581-2.4)		
RNP±(0.3)(3.4% MAP)		2290 (421-1.5)		
RNP±(0.11)(3.8% MAP)		2200 (331-0.9)		
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1863-4.4)		(2093-6.0)	(2233-7.0)

1. MISSED APCH GRAD TO 3100ft, THEN 2.5%.  
2. COLOUR: SEE SPEC NOTICES.

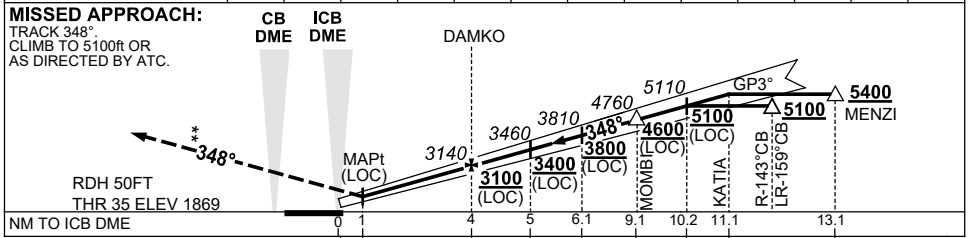
Changes: AD ELEV, Editorial.

SCBGN16-180

5 SEP 2024



NM TO ICB DME	2.6	4	5	6.1	7	8	9.1	10	10.2	11	11.1		
ALT (3° APCH PATH)	2700	3140	3460	3810	4100	4410	4760	5050	5110	5370	5400		



CATEGORY	A	B	C	D
S-I ILS CAT I (4.4% MAP) ‡	<b>2170</b> (301) 0.8	750 RVR (VIS 0.8 550 RVR WITH ACTUAL QNH)		
S-I ILS CAT I (2.5% MAP)	<b>2420</b> (551) 2.2	(VIS 1.6 WITH ACTUAL QNH)		
S-I LOC	<b>2700</b> (831-3.9)			
CIRCLING *	<b>3350</b> (1463-2.4)	<b>3580</b> (1693-4.0)	<b>3720</b> (1833-5.0)	
ALTERNATE	(1963-4.4)	(2193-6.0)	(2333-7.0)	

- NOTES**
- MAX IAS:  
 HLDG AT MOMB I  
 5600ft : 170KT.  
 6000ft : 210KT.
  - NO CIRCLING BEYOND 4NM WEST OF RWY 17 / 35.
  - MIN MISSED APCH GRAD TO 3200ft, THEN 2.5%.
  - COLOUR: SEE SPEC NOTICES.

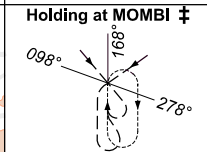
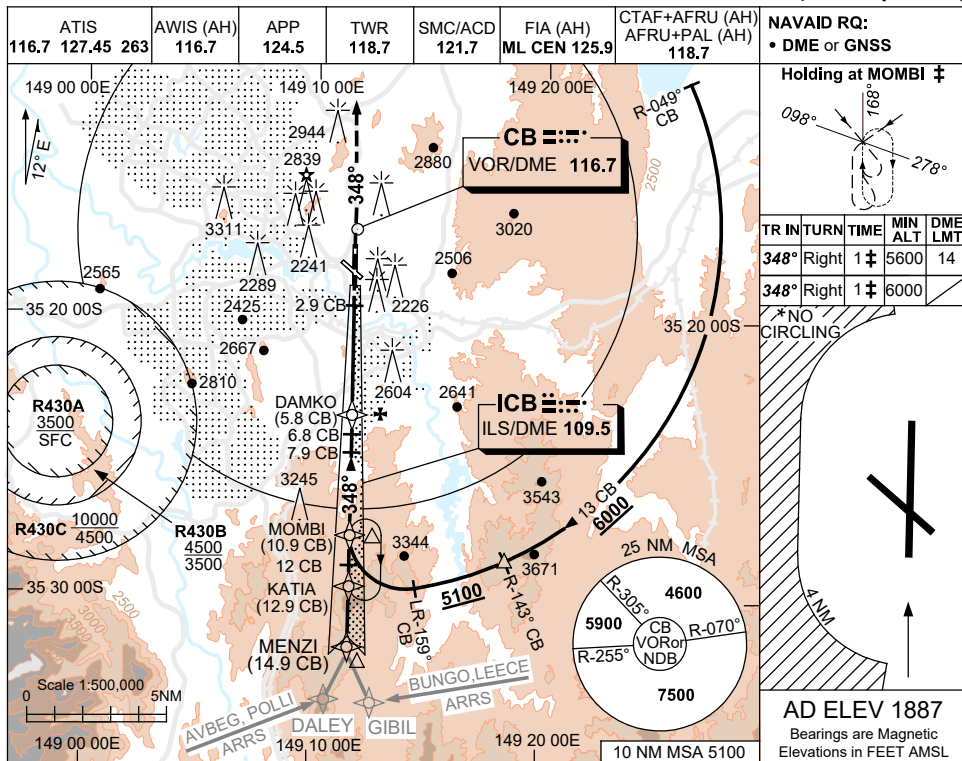
Changes: AD ELEV, Editorial.

SCB101-180

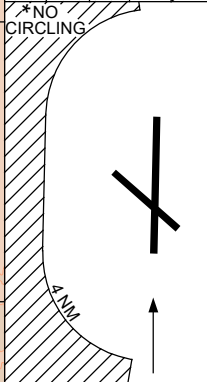
USE QNH

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

5 SEP 2024

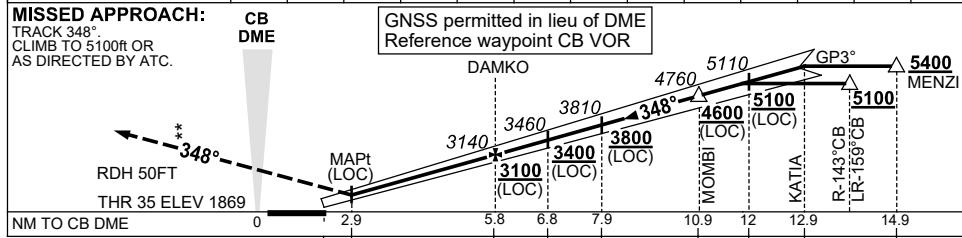


TR IN	TURN	TIME	MIN ALT	DME LMT
348°	Right	1 ♀	5600	14
348°	Right	1 ♀	6000	



**AD ELEV 1887**  
 Bearings are Magnetic  
 Elevations in FEET AMSL

NM TO CB DME	4.5	5	5.8	6.8	7	7.9	9	10	10.9	11	12	12.9
ALT (3° APCH PATH)	2700	2870	3140	3460	3510	3810	4150	4470	4760	4790	5110	5400



NM TO CB DME	0	2.9	5.8	6.8	7.9	10.9	12	12.9	14.9
NM TO THR 35	0	0.9	3.8	4.8	5.9	8.9	10	10.9	12.9

**NOTES**

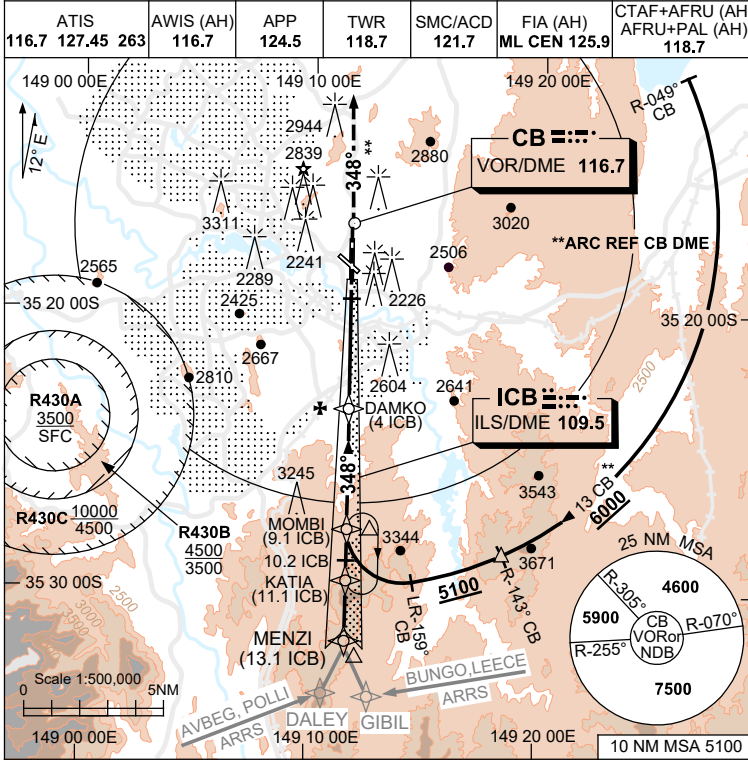
- †1. MAX IAS:  
 HLDG AT MOMBI  
 5600ft : 170KT.  
 6000ft : 210KT.
- \* 2. NO CIRCLING  
 BEYOND 4NM WEST  
 OF RWY 17 / 35.
- \* 3. MIN MISSED APCH  
 GRAD TO 3200ft,  
 THEN 2.5%.
- 4. COLOUR: SEE  
 SPEC NOTICES.

CATEGORY	A	B	C	D
S-I ILS CAT I (4.4% MAP) ‡	<b>2170</b> (301) 0.8	750 RVR (VIS 0.8 550 RVR WITH ACTUAL QNH)		
S-I ILS CAT I (2.5% MAP)	<b>2420</b> (551) 2.2	(VIS 1.6 WITH ACTUAL QNH)		
S-I LOC	<b>2700</b> (831-3.9)			
CIRCLING *	<b>3350</b> (1463-2.4)	<b>3580</b> (1693-4.0)	<b>3720</b> (1833-5.0)	
ALTERNATE	(1963-4.4)	(2193-6.0)	(2333-7.0)	

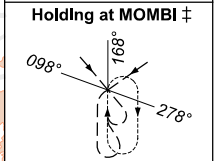
Changes: AD ELEV, Editorial.

SCBII02-180

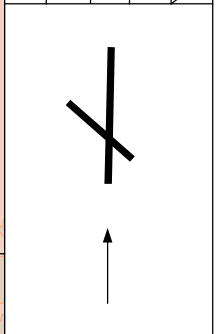
5 SEP 2024



**NAVAID RQ:**  
 • DME or GNS (ILS SA CAT I)  
 • DME (ILS CAT II & SA CAT II)

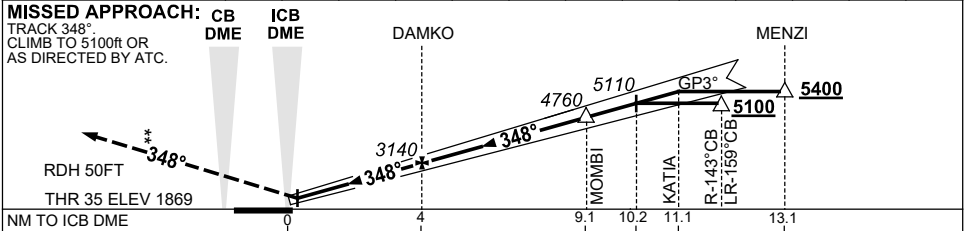


TR	IN	TURN	TIME	MIN ALT	DME LMT
348°	Right	1 ‡	5600	12	
348°	Right	1 ‡	6000		



**AD ELEV 1887**  
 Bearings are Magnetic  
 Elevations in FEET AMSL

NM TO ICB DME	1	2	3	4	5	6	7	8	9.1	10	10.2	11	11.1
ALT (3° APCH PATH)	2200	2500	2820	3140	3460	3780	4100	4410	4760	5050	5110	5370	5400



NM TO ICB DME	0	3.8	8.9	10	10.9	12.9
NM TO THR 35	0	3.8	8.9	10	10.9	12.9

- NOTES**
- #1. SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED.
  - ‡2. MAX IAS:  
 HLDG AT MOMBI  
 5600ft : 170KT.  
 6000ft : 210KT.
  - #3. MIN MISSED APCH GRAD TO 3200ft, THEN 2.5%.
  - §4. CAT A-C 350 RVR  
 CAT D 400RVR
  - 5. COLOUR: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
S-I ILS CAT II# (4.6% MAP) ‡	RA 101 DA 1969 (100) 350 RVR			
S-I ILS SA CAT II# (4.6% MAP) ‡	RA 101 DA 1969 (100) 350/400 RVR §			
S-I ILS SA CAT I # (3.8% MAP) ‡	RA 152 DA 2019 (150) 450 RVR			

Changes: AD ELEV.

SCBII03-180



# NOISE ABATEMENT PROCEDURES

## CANBERRA

### 1. PREFERRED RUNWAYS

#### 1.1 LANDING

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

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

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

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

#### 1.2 TAKE-OFF

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

#### 1.3 NOTES:

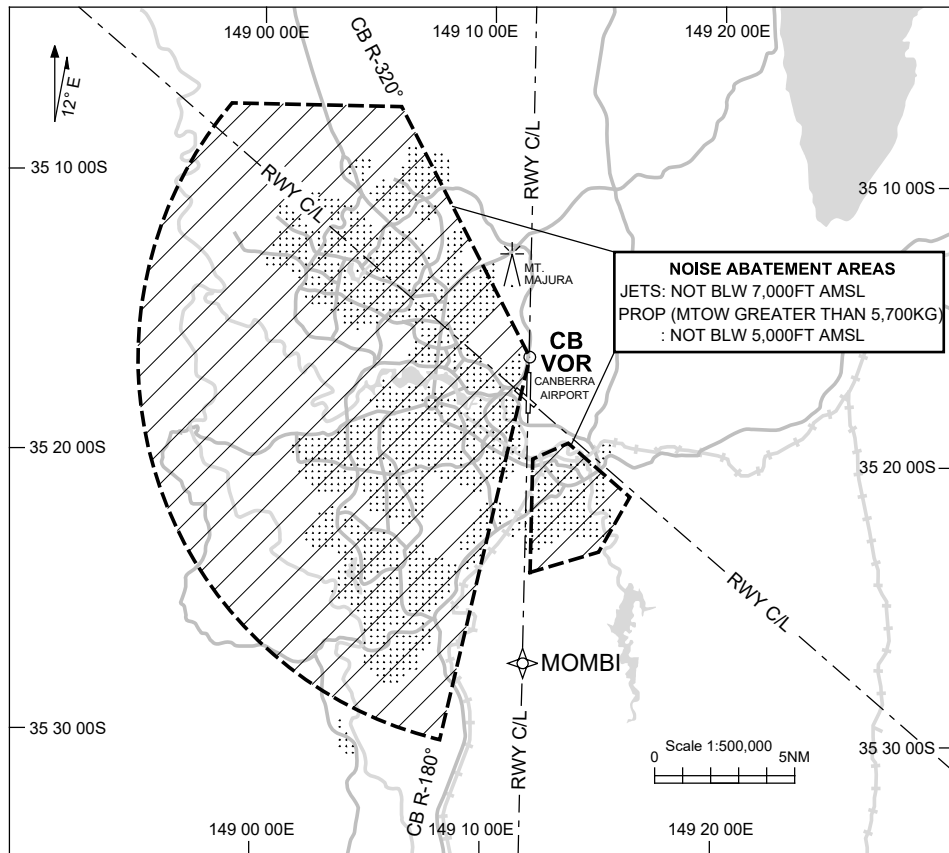
- (a) The above priorities are to be used to ensure that the majority of movements occur on the most preferred runway.
- (b) The above priorities do not dictate the mandatory use of opposite direction or crossing runways.

### 2. PREFERRED FLIGHT PATHS

#### 2.1 NOISE ABATEMENT AREA

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

16 JUN 2022

**NOTES:**

The Noise abatement Areas do not apply to:

- (a) Aircraft with priorities in accordance with AIP ENR 1.4. (aircraft emergencies, medical priorities etc).
- (b) Aircraft that need to enter the Noise Abatement Area to avoid hazardous weather;
- (c) Aircraft that need to enter the Noise Abatement Area due to operational requirements;
- (d) TWR circuit training aircraft;
- (e) Aircraft that have made an unplanned missed approach and are reprocessed via a circuit;
- (f) 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.

SCBNA02-171

1 DEC 2022

## 2.2 ARRIVING AIRCRAFT DURING ATC HOURS OF OPERATION

- (a) LANDING RWY 35  
By night, jet aircraft will be radar vectored to be established on final no closer than 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.

## 2.3 ARRIVING AIRCRAFT OUTSIDE ATC HOURS OF OPERATION

- (a) LANDING RWY 35 or 17
  1. All IFR aircraft landing are required to conduct a straight-in instrument approach.
  2. Aircraft may track via a DME arc to intercept the final approach track.
- (b) LANDING RWY 30  
No specific procedures apply.
- (c) LANDING RWY 12  
Only available when operationally required by the pilot in command.

## 2.4 DEPARTING AIRCRAFT DURING ATC HOURS OF OPERATION

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

- (a) DEPARTING RWY 35
  1. Jet aircraft departing shall normally be assigned a heading of 350°.
  2. Jet aircraft, turning to the right, are required to reach 4500FT prior to the commencement of a turn.
  3. Jet aircraft, turning to the left, must pass abeam Mt Majura prior to the commencement of a turn.

SCBNA03-173

- (b) DEPARTING RWY 17  
Aircraft shall normally be assigned a heading of 180° until clear of the Noise Abatement Area.
- (c) DEPARTING RWY 30
  - 1. Only available if operationally required by the pilot in command.
  - 2. By day when the aircraft can be flown in VMC below 4,500FT (MVA), aircraft shall normally be assigned runway heading until clear of the Noise Abatement Area.
- (d) DEPARTING RWY 12  
Only available if operationally required by the pilot in command.

## 2.5 DEPARTING AIRCRAFT OUTSIDE ATC HOURS OF OPERATION

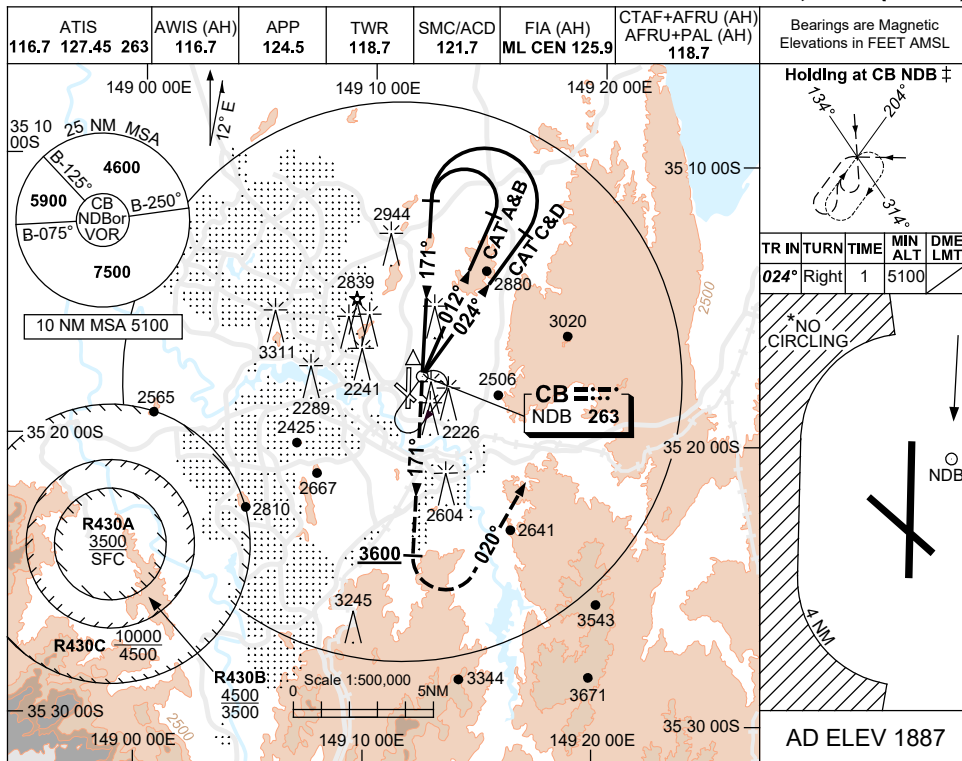
- (a) DEPARTING RWY 35 (all aircraft over 5,700kg MTOW)
  - 1. Track 353°M (SID RADAR initial track)
  - 2. At or above 5,000FT turn left or right to intercept flight plan route.
- (b) DEPARTING RWY 17 (all aircraft over 5,700kg MTOW)
  - 1. Track 168°M (SID RADAR initial track)
  - 2. At or above 5,000FT turn left or right to intercept flight plan route.
- (c) DEPARTING RWY 30 or 12  
Only available when operationally required by the pilot in command.

USE QNH

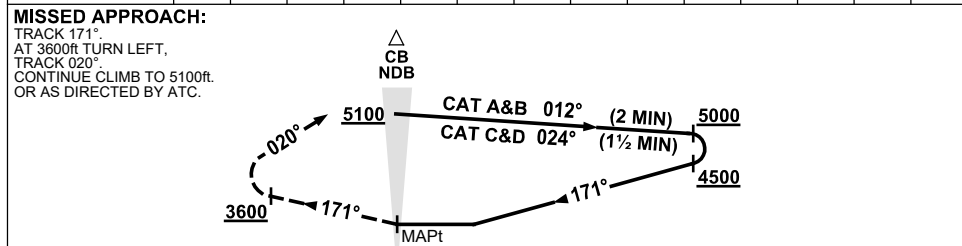
NDB-A

5 SEP 2024

**CANBERRA, ACT (YSCB)**



DME DIST	NOT APPLICABLE						
ALT							



**NOTES**

CATEGORY	A	B	C	D
CIRCLING *	<b>3350</b> (1463-2.4)		<b>3580</b> (1693-4.0)	<b>3720</b> (1833-5.0)
ALTERNATE	(1963-4.4)		(2193-6.0)	(2333-7.0)

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

Changes: AD ELEV, Editorial.

SCBNB01-180

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

7 SEP 2023

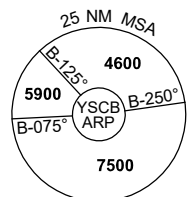
ATIS 116.7 127.45 263	AWIS (AH) 116.7	APP 124.5	TWR 118.7	SMC/ACD 121.7	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



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

**RNP 1**



10 NM MSA 5100

**ARRIVAL: BUNGO FIVE**

**RWY 30 VICTOR:**

- From BUNGO track 214° to OLVIX  
**Cross** OLVIX AT or ABV 9000ft
- Track 214° to MOSDA  
**Cross** MOSDA AT or ABV 7000ft
- Track 214° to SEBVI  
**Cross** SEBVI AT or ABV 6000ft
- Track 214° to BESRO  
**Cross** BESRO AT or ABV 5000ft
- Track 214° to ENDOR
- Track 214° VISUAL to LAMIG
- Turn RIGHT, intercept VISUAL final RWY 30

**RWY 35 VICTOR: (DAY ONLY)**

- From BUNGO track 201° to AVBUR  
**Cross** AVBUR AT or ABV 9000ft
- Track 201° to NUMVO  
**Cross** NUMVO AT or ABV 7000ft
- Turn RIGHT, track 202° to ELGAX  
**Cross** ELGAX AT or ABV 6000ft
- Track 202° to HIPPO
- Turn RIGHT, track 258° to PILOS  
**Cross** PILOS AT or ABV 5100ft
- Track 257° VISUAL to MOMB
- Turn RIGHT, intercept VISUAL final RWY 35

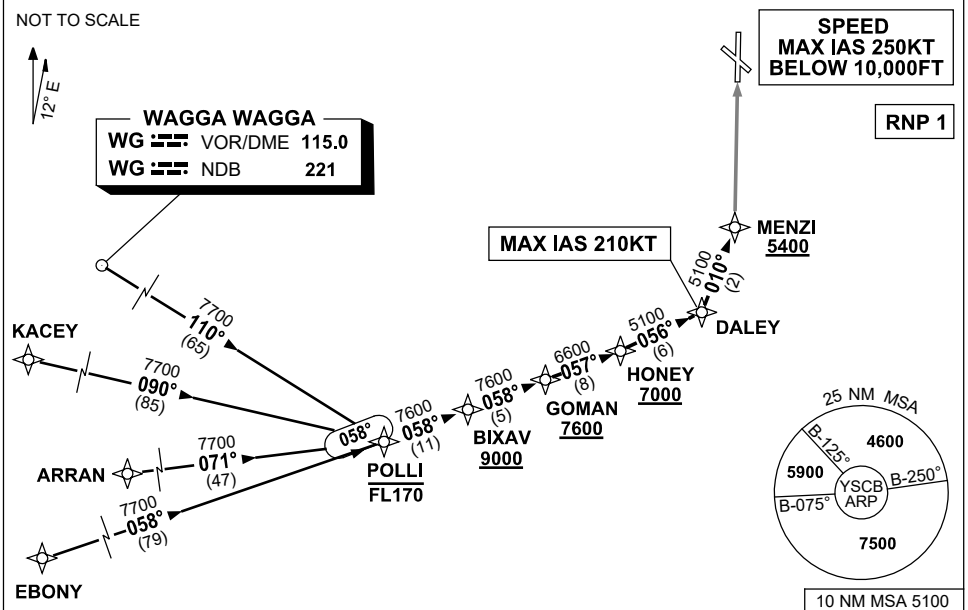
**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

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

**STANDARD ARRIVAL ROUTE (STAR)  
POLLI NINE ALPHA ARRIVAL (RNAV)  
CANBERRA, ACT (YSCB)**

**7 SEP 2023**

ATIS 116.7 127.45 263	AWIS (AH) 116.7	APP 124.5	TWR 118.7	SMC/ACD 121.7	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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**TRANSITIONS:**

**WAGGA:** From WG VOR or NDB to POLLI:  
(WG)  
• Track 110° to POLLI  
• Then follow ARRIVAL instructions

**KACEY:** From KACEY to POLLI:  
• Track 090° to POLLI  
• Then follow ARRIVAL instructions

**ARRAN:** From ARRAN to POLLI:  
• Track 071° to POLLI  
• Then follow ARRIVAL instructions

**EBONY:** From EBONY to POLLI:  
• Track 058° to POLLI  
• Then follow ARRIVAL instructions

**ARRIVAL: POLLI NINE**

**RWY 35 ALPHA:**

- **Cross** POLLI AT or BLW FL170
- From POLLI track 058° to BIXAV
- **Cross** BIXAV AT or ABV 9000FT
- Track 058° to GOMAN
- **Cross** GOMAN AT or ABV 7600FT
- Turn LEFT, track 057° to HONEY
- **Cross** HONEY AT or ABV 7000FT

- Turn LEFT, track 056° to DALEY  
**MAX IAS** 210KT from DALEY
- Turn LEFT, track 010° to MENZI for ILS, RNP Z, LOC, or VOR RWY 35 approach  
**Cross** MENZI AT or ABV 5400FT

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

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

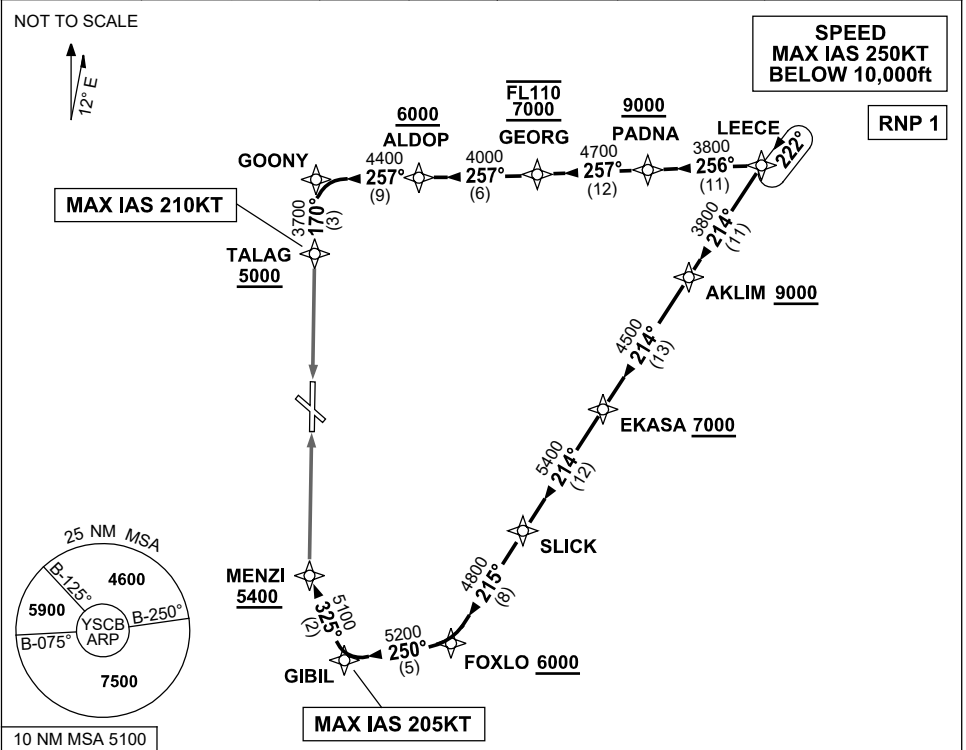
Changes: REVISED PROC.

SCBSR03-176

**STANDARD ARRIVAL ROUTE (STAR)  
LEECE ONE ALPHA ARRIVAL (JET) (RNAV)  
CANBERRA, ACT (YSCB)**

**13 JUN 2024**

ATIS 116.7 127.45 263	AWIS (AH) 116.7	APP 124.5	TWR 118.7	SMC/ACD 121.7	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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**ARRIVAL: LEECE ONE**

**RWY 17 ALPHA:**

- From LEECE track 256° to PADNA  
**Cross** PADNA AT or ABV 9000ft
- Turn RIGHT, track 257° to GEORG  
**Cross** GEORG BTN 7000ft and FL110
- Track 257° to ALDOP  
**Cross** ALDOP AT or ABV 6000ft
- Track 257° to GOONY
- Turn LEFT, track 170° to TALAG  
**Cross** TALAG AT or ABV 5000ft  
**MAX IAS 210KT** from TALAG
- Track via RNP W RWY 17 (AR) or VOR RWY 17 approach

**RWY 35 ALPHA:**

- From LEECE track 214° to AKLIM  
**Cross** AKLIM AT or ABV 9000ft
- Track 214° to EKASA  
**Cross** EKASA AT or ABV 7000ft
- Track 214° to SLICK
- Turn RIGHT, track 215° to FOXLO  
**Cross** FOXLO AT or ABV 6000ft
- Turn RIGHT, track 250° to GIBIL  
**MAX IAS 205KT** from GIBIL
- Turn RIGHT, track 325° to MENZI  
**Cross** MENZI AT or ABV 5400ft
- Track via ILS, RNP Z, LOC or VOR RWY 35 approach.

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

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

Changes: WPT RAZZI RENAMED LEECE, PROC NAME, VALIDITY INDICATOR.

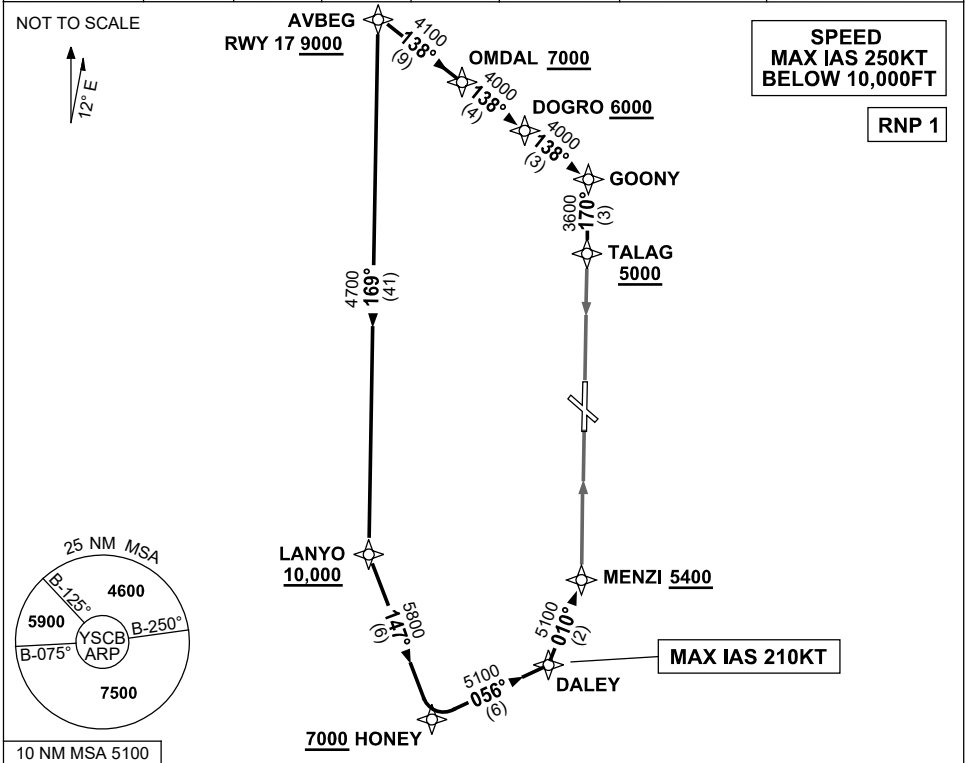
SCBSR04-179



**STANDARD ARRIVAL ROUTE (STAR)  
AVBEG FIVE ALPHA ARRIVAL (RNAV)  
CANBERRA, ACT (YSCB)**

**7 SEP 2023**

ATIS 116.7 127.45 263	AWIS (AH) 116.7	APP 124.5	TWR 118.7	SMC/ACD 121.7	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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**ARRIVAL: AVBEG FIVE**

**RWY 17 ALPHA:**

- **Cross** AVBEG AT or ABV 9000FT
- From AVBEG track 138° to OMDAL
- **Cross** OMDAL AT or ABV 7000FT
- Track 138° to DOGRO
- **Cross** DOGRO AT or ABV 6000FT
- Track 138° to GOONY
- Turn RIGHT, track 170° to TALAG
- **Cross** TALAG AT or ABV 5000FT
- Track via RNP W RWY 17 (AR) or VOR RWY 17 approach

**RWY 35 ALPHA:**

- From AVBEG track 169° to LANYO
- **Cross** LANYO AT or ABV 10,000FT
- Turn LEFT, track 147° to HONEY
- **Cross** HONEY AT or ABV 7000FT
- Turn LEFT, track 056° to DALEY
- **MAX IAS 210KT** from DALEY
- Turn LEFT, track 010° to MENZI
- **Cross** MENZI AT or ABV 5400FT
- Track via ILS, RNP Z, LOC or VOR RWY 35 approach

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

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

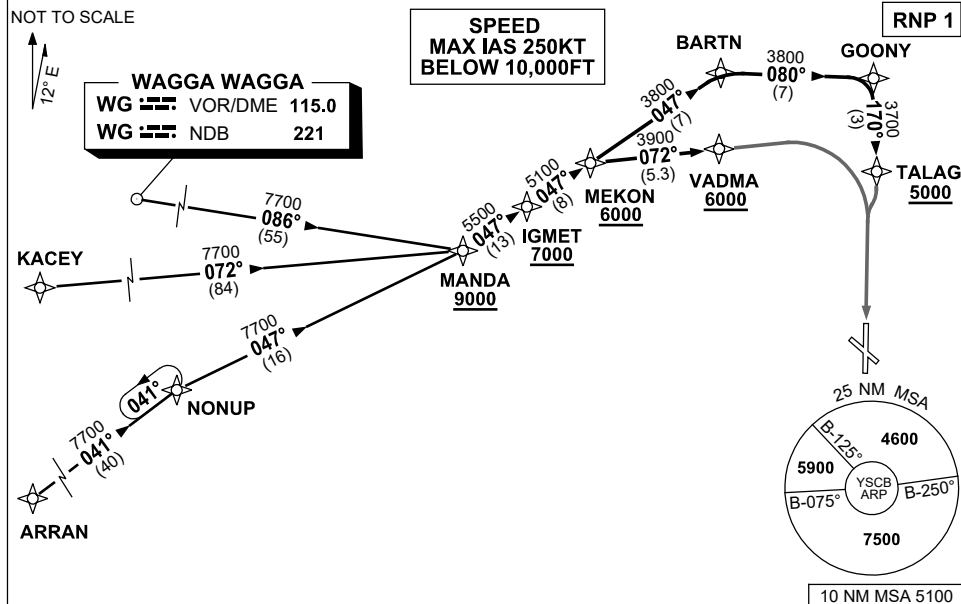
Changes: REVISED PROC.

SCBSR05-176

**STANDARD ARRIVAL ROUTE (STAR)  
MANDA THREE ALPHA, X-RAY, ARRIVALS (RNAV)  
CANBERRA, ACT (YSCB)**

7 SEP 2023

ATIS 116.7 127.45 263	AWIS (AH) 116.7	APP 124.5	TWR 118.7	SMC/ACD 121.7	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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**TRANSITIONS:**

**WAGGA:** From WG VOR or NDB to MANDA:  
(WG)

- Track 086° to MANDA
- **Cross** MANDA AT or ABV 9000ft
- Then follow ARRIVAL instructions

**KACEY:** From KACEY to MANDA:

- Track 072° to MANDA
- **Cross** MANDA AT or ABV 9000ft
- Then follow ARRIVAL instructions

**ARRAN:** From ARRAN to MANDA:

- Track 041° to NONUP
- Turn RIGHT, track 047° to MANDA
- **Cross** MANDA AT or ABV 9000ft
- Then follow ARRIVAL instructions

**ARRIVAL: MANDA THREE**

**RWY 17 ALPHA:**

- From MANDA track 047° to IGMET
- **Cross** IGMET AT or ABV 7000ft
- Track 047° to MEKON
- **Cross** MEKON AT or ABV 6000ft
- Track 047° to BARTN
- Turn RIGHT, track 080° to GOONY
- Turn RIGHT, track 170° to TALAG
- **Cross** TALAG AT or ABV 5000ft
- Track via RNP W RWY 17 (AR) or VOR RWY 17

**RWY 17 X-RAY:**

- From MANDA track 047° to IGMET
- **Cross** IGMET AT or ABV 7000ft
- Track 047° to MEKON
- **Cross** MEKON AT or ABV 6000ft
- Turn RIGHT, track 072° to VADMA
- **Cross** VADMA AT or ABV 6000ft
- Track via RNP X RWY 17 (AR)

**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 ERS A EMERG Section 1.5.

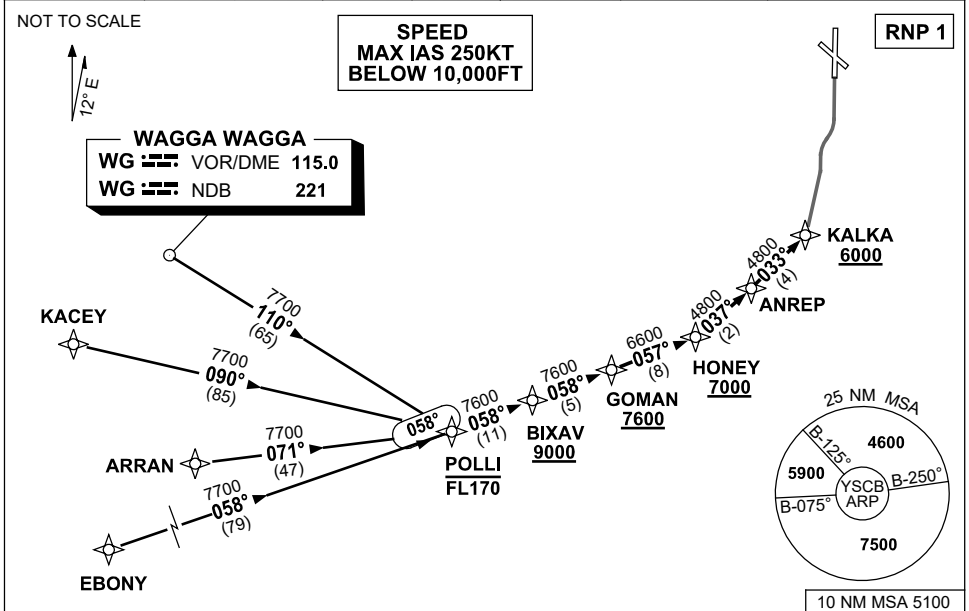
Changes: REVISED PROC.

SCBSR06-116

**STANDARD ARRIVAL ROUTE (STAR)  
POLLI NINE X-RAY ARRIVAL (RNAV)  
CANBERRA, ACT (YSCB)**

**7 SEP 2023**

ATIS 116.7 127.45 263	AWIS (AH) 116.7	APP 124.5	TWR 118.7	SMC/ACD 121.7	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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**TRANSITIONS:**

- WAGGA:** From WG VOR or NDB to POLLI:  
 (WG)  
 • Track 110° to POLLI  
 • Then follow ARRIVAL instructions
- KACEY:** From KACEY to POLLI:  
 • Track 090° to POLLI  
 • Then follow ARRIVAL instructions

- ARRAN:** From ARRAN to POLLI:  
 • Track 071° to POLLI  
 • Then follow ARRIVAL instructions
- EBONY:** From EBONY to POLLI:  
 • Track 058° to POLLI  
 • Then follow ARRIVAL instructions

**ARRIVAL:** **POLLI NINE**

- RWY 35 X-RAY:**
- **Cross** POLLI AT or BLW FL170
  - From POLLI track 058° to BIXAV  
**Cross** BIXAV AT or ABV 9000ft
  - Track 058° TO GOMAN  
**Cross** GOMAN AT or ABV 7600ft
  - Turn LEFT, track 057° TO HONEY  
**Cross** HONEY AT or ABV 7000ft
  - Turn LEFT, track 037° TO ANREP
  - Turn LEFT, track 033° TO KALKA  
**Cross** KALKA AT or ABV 6000ft
  - Track via RNP X RWY 35 (AR)

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

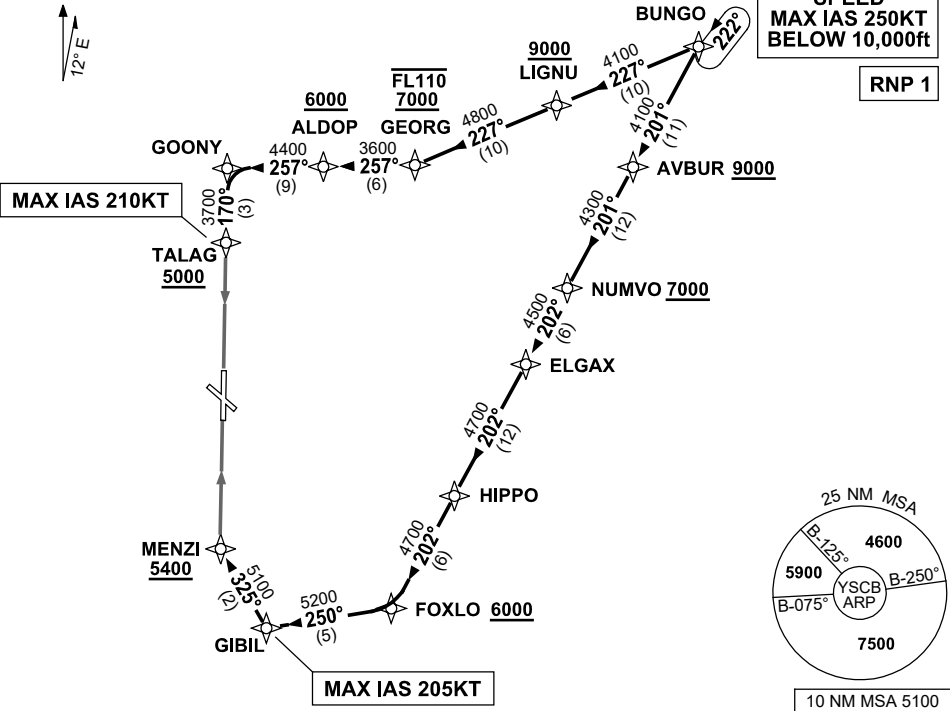
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERS A EMERG Section 1.5.

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

**7 SEP 2023**

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



**ARRIVAL: BUNGO FIVE ALPHA**

**RWY 17:**

- From BUNGO track 227° to LIGNU  
**Cross** LIGNU AT or ABV 9000ft
- Track 227° to GEORG  
**Cross** GEORG BTN 7000ft and FL110
- Turn RIGHT, track 257° to ALDOP  
**Cross** ALDOP AT or ABV 6000ft
- Track 257° to GOONY
- Turn LEFT, track 170° to TALAG  
**Cross** TALAG AT or ABV 5000ft  
**MAX IAS 210KT** from TALAG
- Track via RNP W RWY 17 (AR) or VOR RWY 17 approach

**RWY 35:**

- From BUNGO track 201° to AVBUR  
**Cross** AVBUR AT or ABV 9000ft
- Track 201° to NUMVO  
**Cross** NUMVO AT or ABV 7000ft
- Turn RIGHT, track 202° to ELGAX
- Track 202° to HIPPO
- Track 202° to FOXLO  
**Cross** FOXLO AT or ABV 6000ft
- Turn RIGHT, track 250° to GIBIL  
**MAX IAS 205KT** from GIBIL
- Turn RIGHT, track 325° to MENZI  
**Cross** MENZI AT or ABV 5400ft
- Track via ILS, RNP Z, LOC or VOR RWY 35 approach.

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

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

Changes: REVISED PROC.

SCBSR10-176

**STANDARD ARRIVAL ROUTE (STAR)  
LEECE ONE VICTOR ARRIVAL (JET) (RNAV)  
CANBERRA, ACT (YSCB)**

**13 JUN 2024**

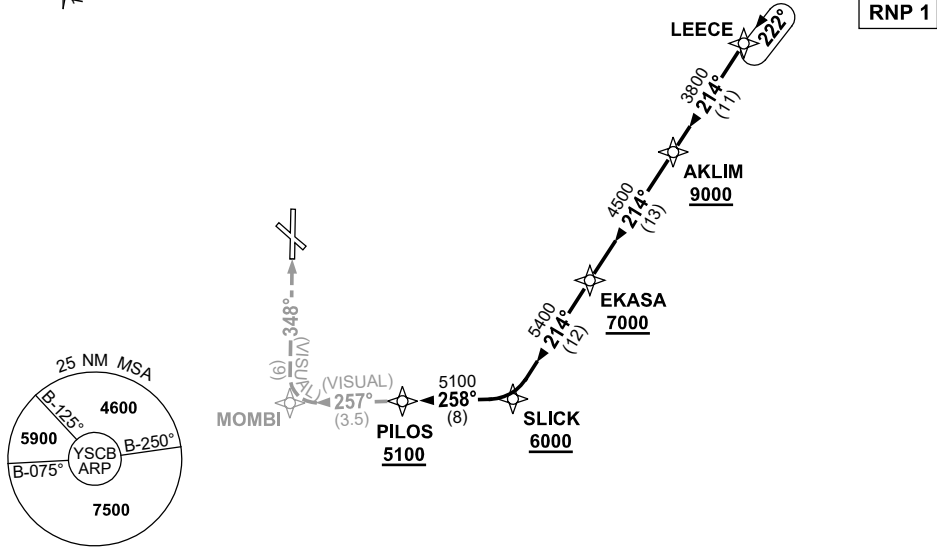
ATIS 116.7 127.45 263	AWIS (AH) 116.7	APP 124.5	TWR 118.7	SMC/ACD 121.7	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



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

**RNP 1**



10 NM MSA 5100

**ARRIVAL: LEECE ONE**

**RWY 35 VICTOR:  
(DAY ONLY)**

- From LEECE track 214° to AKLIM  
**Cross** AKLIM AT or ABV 9000ft
- Track 214° to EKASA  
**Cross** EKASA AT or ABV 7000ft
- Track 214° to SLICK  
**Cross** SLICK AT or ABV 6000ft
- Turn RIGHT, track 258° to PILOS  
**Cross** PILOS AT or ABV 5100ft
- Turn LEFT, track 257° VISUAL to MOMPI
- Turn RIGHT, intercept VISUAL final RWY 35

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

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

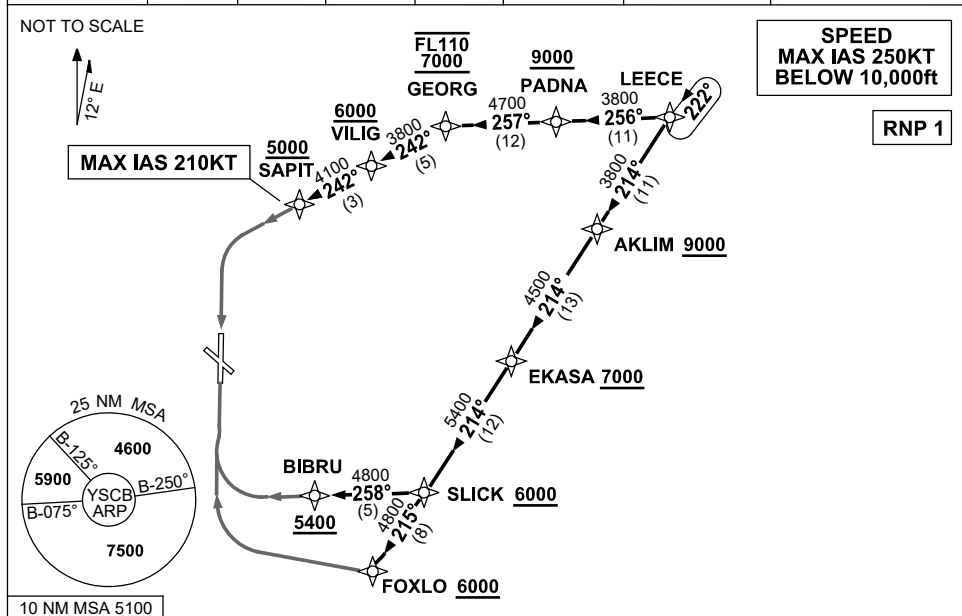
Changes: WPT RAZZI RENAMED LEECE, PROC NAME, VALIDITY INDICATOR.

SCBSR11-179

**STANDARD ARRIVAL ROUTE (STAR)  
LEECE ONE WHISKEY, YANKEE ARRIVALS (JET) (RNAV)  
CANBERRA, ACT (YSCB)**

**13 JUN 2024**

ATIS 116.7 127.45 263	AWIS (AH) 116.7	APP 124.5	TWR 118.7	SMC/ACD 121.7	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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**ARRIVAL: LEECE ONE**

**RWY 17 YANKEE:**

- From LEECE track 256° to PADNA  
**Cross** PADNA AT or ABV 9000ft
- Turn RIGHT, track 257° to GEORG  
**Cross** GEORG BTN 7000ft and FL110
- Turn LEFT, track 242° to VILIG  
**Cross** VILIG AT or ABV 6000ft
- Track 242° to SAPIT  
**Cross** SAPIT AT or ABV 5000ft  
**MAX IAS** 210KT from SAPIT
- Track via RNP Y RWY 17 (AR) approach

**RWY 35 YANKEE:**

- From LEECE track 214° to AKLIM  
**Cross** AKLIM AT or ABV 9000ft
- Track 214° to EKASA  
**Cross** EKASA AT or ABV 7000ft
- Track 214° to SLICK  
**Cross** SLICK AT or ABV 6000ft
- Turn RIGHT track 258° to BIBRU  
**Cross** BIBRU AT or ABV 5400ft
- Track via RNP Y RWY 35 (AR)

**RWY 35 WHISKEY:**

- From LEECE track 214° to AKLIM  
**Cross** AKLIM AT or ABV 9000ft
- Track 214° to EKASA  
**Cross** EKASA AT or ABV 7000ft
- Track 214° to SLICK  
**Cross** SLICK AT or ABV 6000ft
- Turn RIGHT, track 215° to FOXLO  
**Cross** FOXLO AT or ABV 6000ft
- Track via RNP W RWY 35 (AR) approach

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

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

Changes: WPT RAZZI RENAMED LEECE, PROC NAME, VALIDITY INDICATOR.

SCBSR13-179

**STANDARD ARRIVAL ROUTE (STAR)  
BUNGO FIVE YANKEE ARRIVAL (NON-JET) (RNAV)  
CANBERRA, ACT (YSCB)**

7 SEP 2023

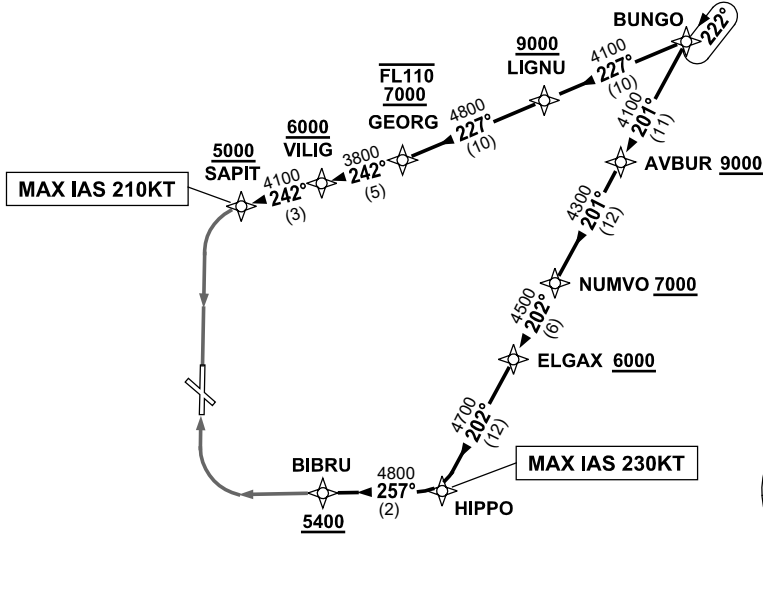
ATIS 116.7 127.45 263	AWIS (AH) 116.7	APP 124.5	TWR 118.7	SMC/ACD 121.7	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



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

**RNP 1**



**ARRIVAL: BUNGO FIVE**

**RWY 17 YANKEE:**

- From BUNGO track 227° to LIGNU  
**Cross** LIGNU AT or ABV 9000FT
- Track 227° to GEORG  
**Cross** GEORG BTN 7000FT and FL110
- Turn RIGHT, track 242° to VILIG  
**Cross** VILIG AT or ABV 6000FT
- Track 242° to SAPIT  
**Cross** SAPIT AT or ABV 5000ft  
**MAX IAS 210KT** from SAPIT
- Track via RNP Y RWY 17 (AR) approach

**RWY 35 YANKEE:**

- From BUNGO track 201° to AVBUR  
**Cross** AVBUR AT or ABV 9000FT
- Track 201° to NUMVO  
**Cross** NUMVO AT or ABV 7000FT
- Turn RIGHT, track 202° to ELGAX  
**Cross** ELGAX AT or ABV 6000FT
- Track 202° to HIPPO  
**MAX IAS 230KT** from HIPPO
- Turn RIGHT track 257° to BIBRU  
**Cross** BIBRU AT or ABV 5400ft
- Track via RNP Y RWY 35 (AR)

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

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

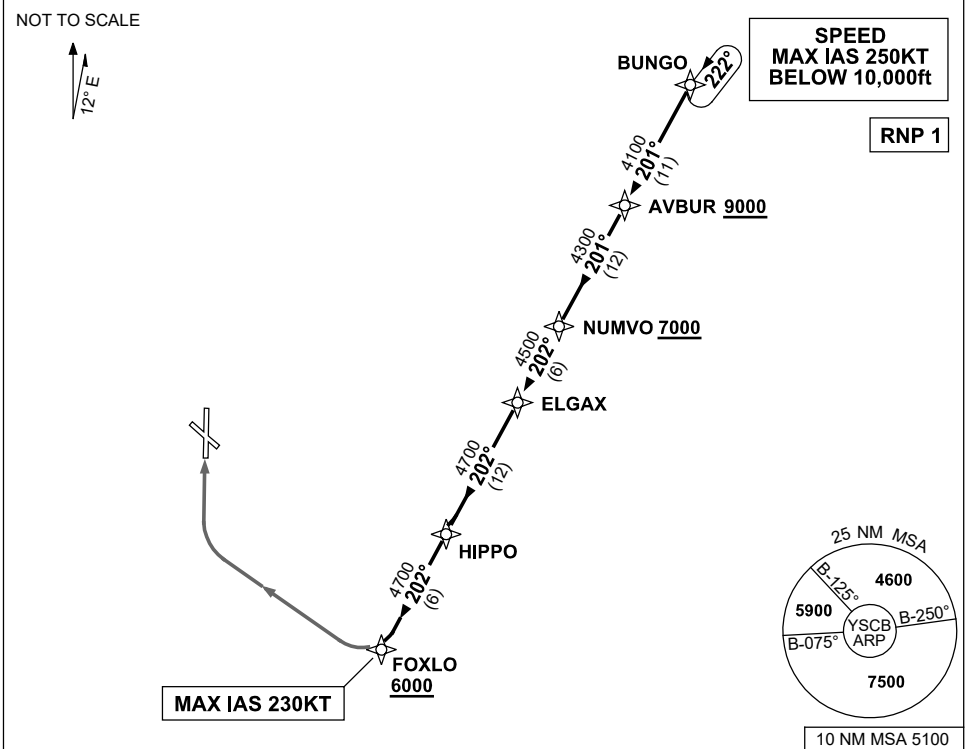
Changes: REVISED PROC.

SCBSR14-116

**STANDARD ARRIVAL ROUTE (STAR)  
BUNGO FIVE WHISKEY ARRIVAL (NON-JET) (RNAV)  
CANBERRA, ACT (YSCB)**

**7 SEP 2023**

ATIS 116.7 127.45 263	AWIS (AH) 116.7	APP 124.5	TWR 118.7	SMC/ACD 121.7	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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**ARRIVAL: BUNGO FIVE WHISKEY  
RWY 35:**

- From BUNGO track 201° to AVBUR  
**Cross** AVBUR AT or ABV 9000ft
- Track 201° to NUMVO  
**Cross** NUMVO AT or ABV 7000ft
- Turn RIGHT, track 202° to ELGAX
- Track 202° to HIPPO
- Track 202° to FOXLO  
**Cross** FOXLO AT or ABV 6000ft  
**MAX IAS 230KT** from FOXLO
- Track via RNP W RWY 35 (AR) approach

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

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

Changes: REVISED PROC.

SCBSR15-176

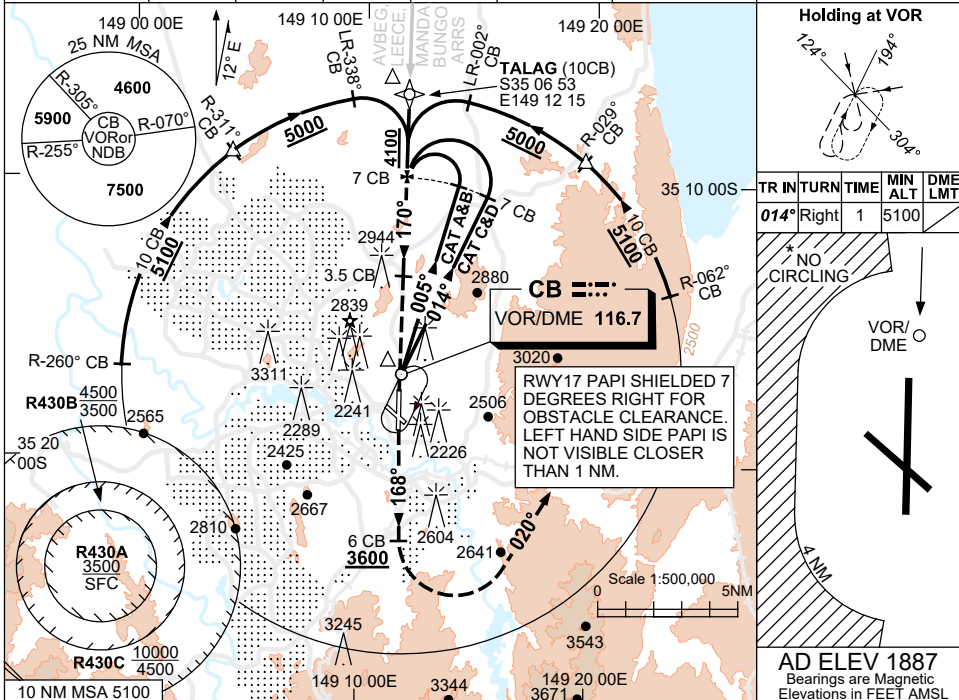


USE QNH

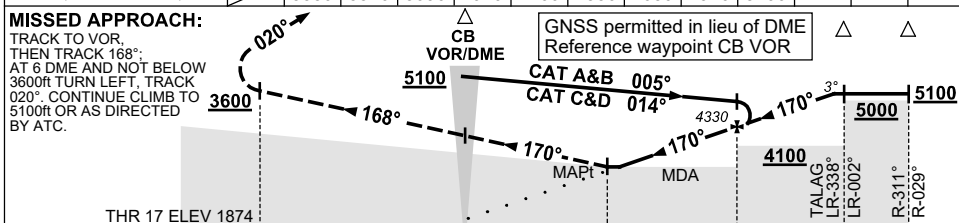
VOR RWY 17  
CANBERRA, ACT (YSCB)

5 SEP 2024

ATIS 116.7 127.45 263	AWIS (AH) 116.7	APP 124.5	TWR 118.7	SMC/ACD 121.7	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	NAVAID RQ: •CB DME
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DIST TO CB DME	MAPt	3.9	4	5	6	6.3	7	8	9	9.4		
ALT (3° APCH PATH)		3350	3370	3690	4010	4100	4330	4650	4970	5100		



NM TO CB DME	6					3.5		7			
NM TO THR 17						4.06		7.56			

**NOTES**

1. MAX IAS: INITIAL : 210KT.
2. NO CIRCLING BEYOND 4NM WEST OF RWY 17 / 35.
3. ACFT MAY BE RADAR VECTORED TO IAF.
4. COLOUR: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
S-I VOR/DME	3350 (1476-5.0)			
CIRCLING *	NOT AUTHORISED	3580 (1693-4.0)	3720 (1833-5.0)	
ALTERNATE	(2193-6.0)		(2333-7.0)	

Changes: AD ELEV, Editorial.

SCBVO01-180

USE QNH

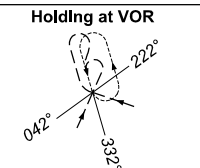
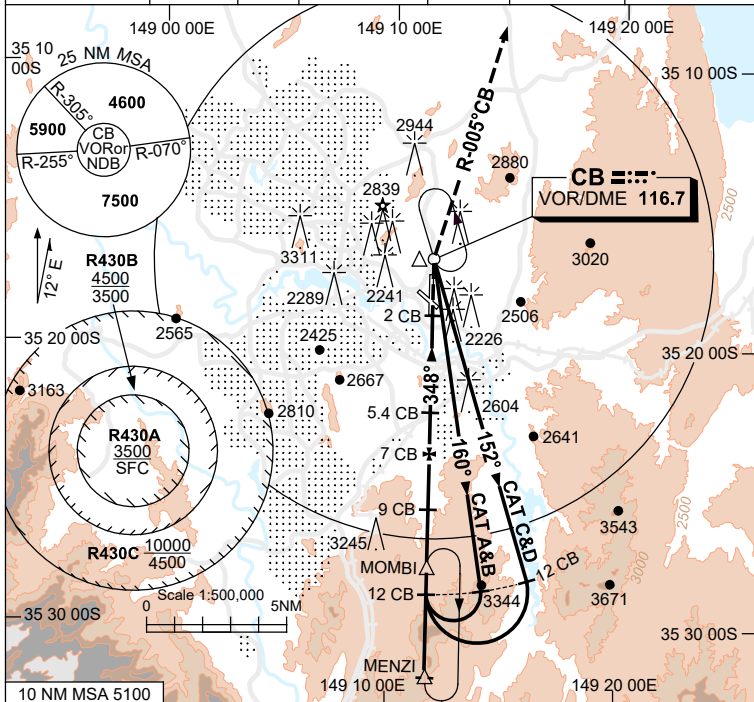
VOR RWY 35

**CANBERRA, ACT (YSCB)**

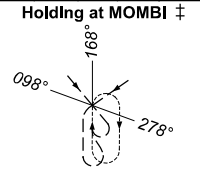
5 SEP 2024

ATIS	AWIS (AH)	APP	TWR (CTAF AH)	SMC/ACD	FIA (AH)	AFRU+PAL (AH)
116.7 127.45 263	116.7	124.5	118.7	121.7	ML CEN 125.9	118.7

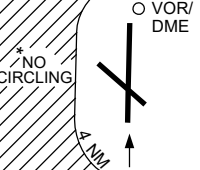
NAVAID RQ:  
•CB DME



TR	IN	TURN	TIME	MIN ALT	DME LMT
152°	Left	1	5100		

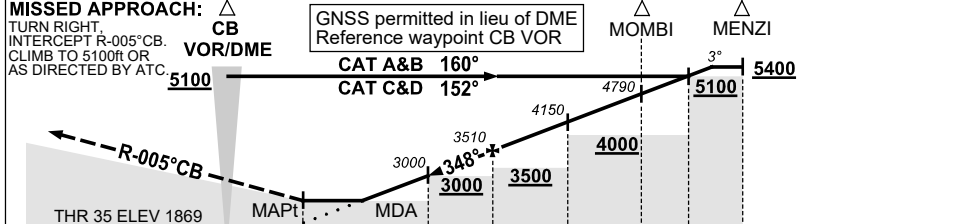


TR	IN	TURN	TIME	MIN ALT	DME LMT
348°	Right	1 ‡	5600	6000	14



AD ELEV 1887  
Bearings are Magnetic  
Elevations in FEET AMSL

DIST TO CB DME	MAPt	5	5.4	6	7	8	9	10	11	12	12.9
ALT (3° APCH PATH)		2880	3000	3190	3510	3830	4150	4470	4790	5100	5400



NM TO CB DME	0	2	5.4	7	9	11	12	14.9
NM TO THR 35	0	0	3.4	5	7	9	10	12.9

**NOTES**

- ‡1. MAX IAS:  
HLDG AT MOMBI  
5600ft : 170KT.  
6000ft : 210KT.  
MISSED APCH  
TURN : 230KT.
- \*2. NO CIRCLING  
BEYOND 4NM WEST OF  
RWY 17 / 35.
- 3. ACFT MAY BE RADAR  
VECTORED TO IAF.
- 4. COLOUR: SEE  
SPEC NOTICES.

CATEGORY	A	B	C	D
S-I VOR/DME	2880 (1011-4.9)			
CIRCLING *	3350 (1463-2.4)	3580 (1693-4.0)	3720 (1833-5.0)	
ALTERNATE	(1963-4.4)	(2193-6.0)	(2333-7.0)	

Changes: AD ELEV, Editorial.

SCBVO02-180