

**AIP SUPPLEMENT
(SUP)****AIRAC****H86/26****Effective: 202609021600 UTC**

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CANBERRA AERODROME (YSCB) REVISED PROCEDURES

1. INTRODUCTION

- 1.1 This AIP SUP incorporates changes to the 25NM MSA, to the localiser procedures and to the RNP (AR) approach procedures. These changes were originally promulgated via PERM NOTAM.
- 1.2 The following changes have been applied:
- a) All procedures (MSA)
 - For 25NM MSA reference YSCB ARP and CB NDB:
Minimum altitude 4900FT in sector between B-125 clockwise to B-250
 - For 25NM MSA reference CB VOR:
Minimum altitude 4900FT in sector between R-305 clockwise to R-070.
 - b) LOC-Y RWY 35
 - New final segment fix at 5 DME CB.
 - Minimum altitude 2800FT between DAMKO and 5 DME CB.
 - c) LOC-Z RWY 35
 - New final segment fix at 3.2 DME ICB.
 - Minimum altitude 2800FT between DAMKO and 3.2 DME ICB.
 - d) RNP Y, RNP X, RNP W RWY 17 (AR)
 - RNP 0.3 MINIMA CAT A-D 3200 (1326-5.0)

- e) RNP Y, RNP X, RNP W RWY 35 (AR)
 - RNP 0.3 (2.5 PERCENT MISSED APCH)
 - MINIMA CAT A-D 2470 (601-2.5)
 - RNP 0.3 (3.4 PERCENT MISSED APCH)
 - MINIMA CAT A-D 2320 (451-1.6)
 - RNP 0.11 (3.8 PERCENT MISSED APCH)
 - MINIMA CAT A-D 2250 (381-1.2)

1.3 No change to current recommended coding sheets.

2. CANCELLATION

2.1 This SUP will be cancelled when it is incorporated into AIP DAP, expected to be in DAP Amendment 189, effective 26 NOV 2026.

3. DISTRIBUTION

3.1 Airservices Australia website only.

Appendices

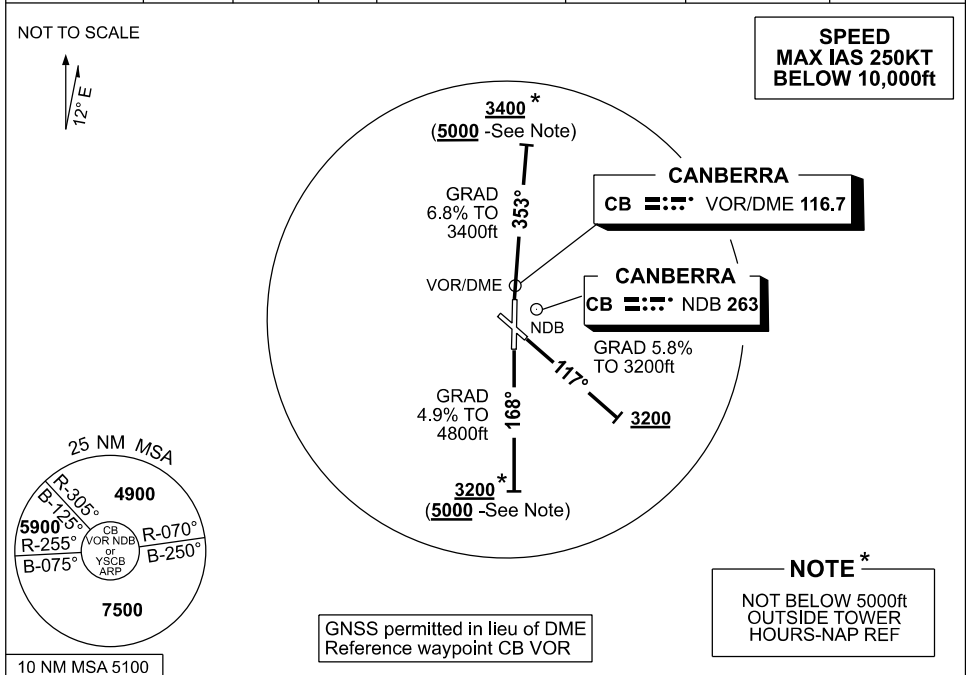
1. SID CANBERRA THREE DEPARTURE (RADAR) - RWY 12, 17 & 35
2. SID DUBUS THREE (NON-JET) (RNAV)
3. SID RWY 17/35 NORTH (JET) (RNAV)
4. SID RWY 17/35 SOUTH & WEST (JET) (RNAV)
5. STAR AVBEG SIX ALPHA ARRIVAL (RNAV)
6. STAR BUNGO FIVE ALPHA ARRIVAL (NON-JET) (RNAV)
7. STAR BUNGO FIVE VICTOR ARRIVAL (NON-JET) (RNAV)
8. STAR BUNGO FIVE WHISKEY ARRIVAL (NON-JET) (RNAV)
9. STAR BUNGO FIVE YANKEE ARRIVAL (NON-JET) (RNAV)
10. STAR LEECE ONE ALPHA ARRIVAL (JET) (RNAV)
11. STAR LEECE ONE VICTOR ARRIVAL (JET) (RNAV)
12. STAR LEECE ONE WHISKEY, YANKEE ARRIVAL (JET) (RNAV)
13. STAR MANDA THREE ALPHA, X-RAY ARRIVALS (RNAV)

14. STAR POLLI NINE ALPHA ARRIVAL (RNAV)
15. STAR POLLI NINE X-RAY ARRIVAL (RNAV)
16. DME OR GNSS ARRIVAL PAGE 1
17. DME OR GNSS ARRIVAL PAGE 2
18. RNP Y RWY 17 (AR)
19. RNP X RWY 17 (AR)
20. RNP W RWY 17 (AR)
21. VOR RWY 17
22. RNP RWY 30
23. RNP Z RWY 35
24. RNP Y RWY 35 (AR)
25. RNP X RWY 35 (AR)
26. RNP W RWY 35 (AR)
27. ILS-Y OR LOC-Y RWY 35
28. ILS-Z OR LOC-Z RWY 35 - PAGE 1
29. ILS-Z RWY 35 PAGE 2
30. VOR RWY 35
31. NDB-A

APPENDIX 1 TO SUP H86/26

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

ATIS 116.7 127.45 263	AWIS (AH) 116.7	SMC/ACD 121.7	TWR 118.7	DEP TRACKS EAST TRACKS WEST	124.5 125.9	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	BRG are MAG ELEV in FT AMSL
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CANBERRA THREE DEPARTURE (RADAR)

RWY 12

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

RWY 17

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

RWY 35

- GRAD 6.8% to 3400ft then 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.

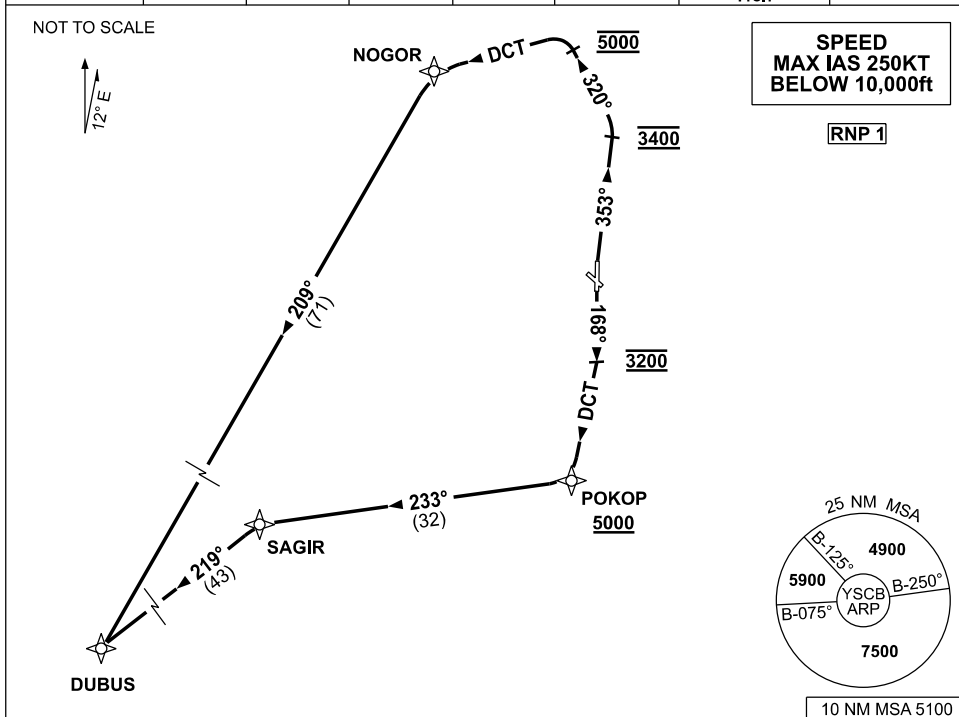
Changes: MSA, Editorial.

SCBDP01-SUP

APPENDIX 2 TO SUP H86/26

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

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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DUBUS THREE DEPARTURE

RWY 35

- GRAD 6.8% to 3400ft then 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, then as cleared

RWY 17

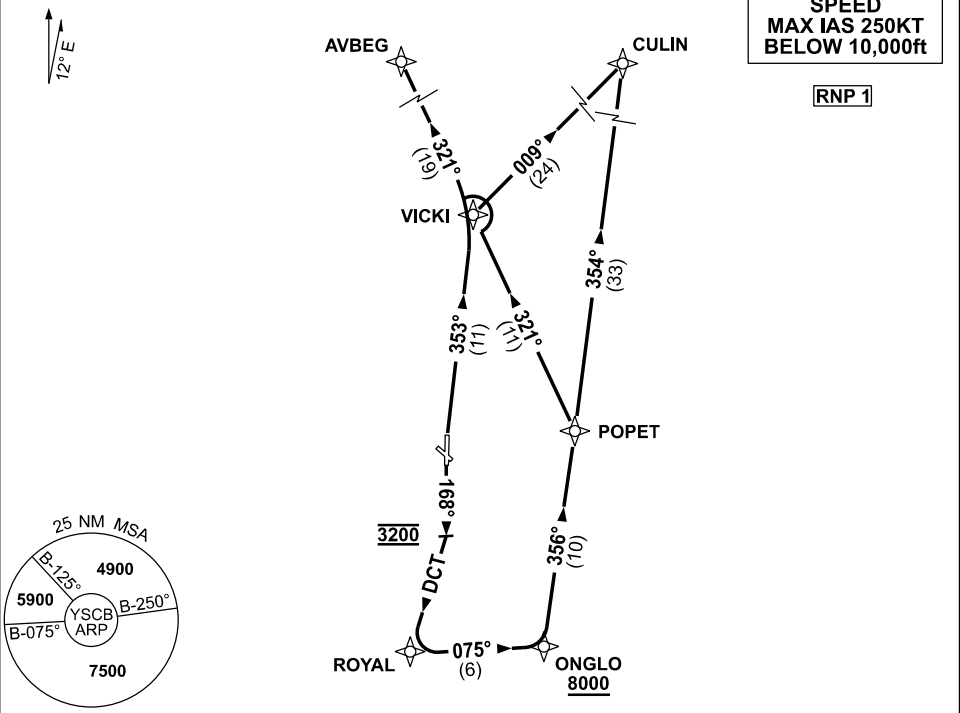
- GRAD 4.9% to 4800ft then 3.3%
- Track 168°
- AT 3200ft turn RIGHT track DCT to POKOP
- **Cross** POKOP AT or ABV 5000ft
- Turn RIGHT track 233° to SAGIR
- Turn LEFT track 219° to DUBUS, then as cleared

APPENDIX 3
TO SUP H86/26

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

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

AVBEG **THREE** **DEPARTURE (RNAV)**
CULIN **TWO** **DEPARTURE (RNAV)**

RWY 35

- GRAD 6.8% to 3400ft then 3.3%
- NOT BEFORE DER turn RIGHT
- Track 353° to VICKI

From VICKI

For AVBEG

- Turn LEFT track 321° to AVBEG, then as cleared

For CULIN

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

RWY 17

- GRAD 4.9% to 4800ft then 3.3%
- Track 168°
- AT 3200ft turn RIGHT
- Track DCT to ROYAL (approx 180°)
- Turn LEFT track 075° to ONGLO
- **Cross** ONGLO AT or ABV 8000ft
- Turn LEFT track 356° to POPET

From POPET

For AVBEG

- Turn LEFT track 321° to AVBEG, then as cleared

For CULIN

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

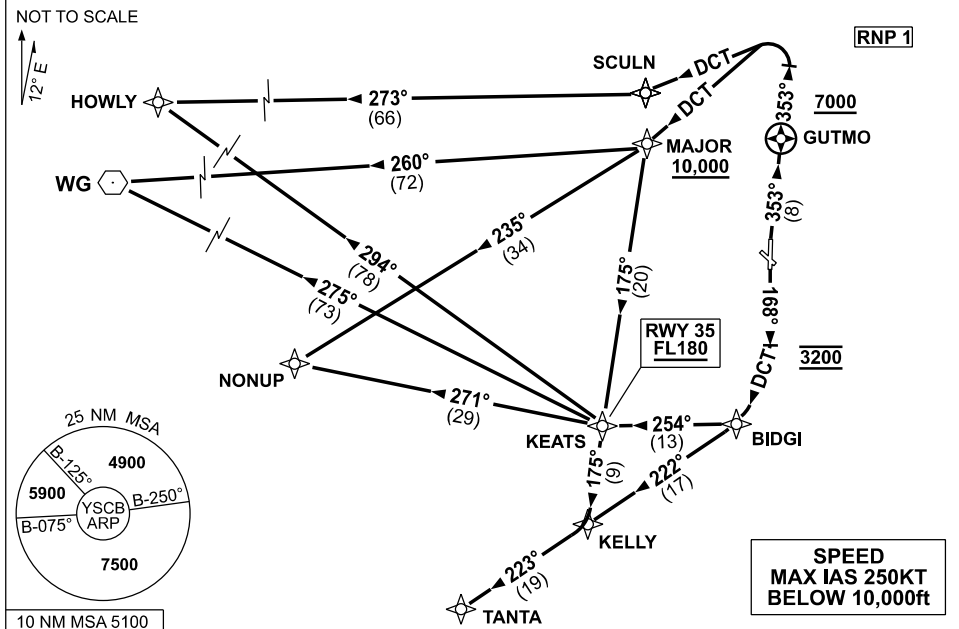
Changes: MSA.

SCBDP05-SUP

APPENDIX 4 TO SUP H86/26

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

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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HOWLY NINE DEPARTURE (RNAV)
WAGGA (WG) TWO DEPARTURE (RNAV)
NONUP NINE DEPARTURE (RNAV)
TANTA THREE DEPARTURE (RNAV)

RWY 35

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

For HOWLY

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

For WG VOR

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

For NONUP

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

RWY 17

- GRAD 4.9% to 4800ft then 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, then as cleared

For WG VOR

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

For NONUP

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

For TANTA

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

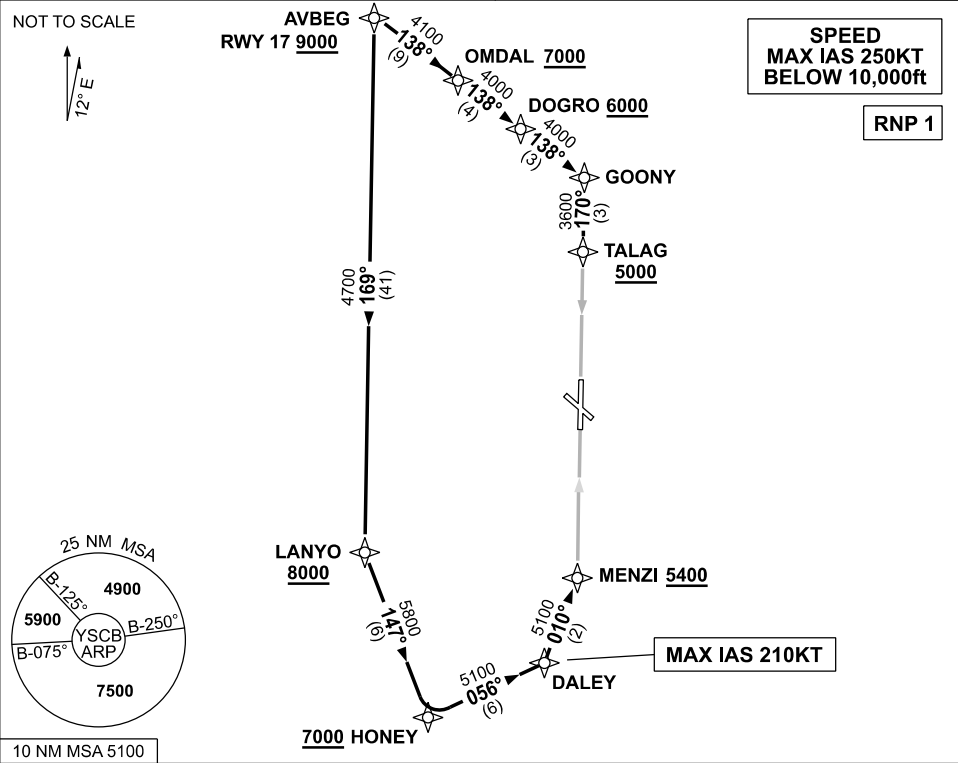
Changes: MSA, Editorial.

SCBDP06-SUP

APPENDIX 5
TO SUP H86/26

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

ATIS 116.7 127.45 263	AWIS (AH) 116.7	APP 124.5	TWR 118.7	SMC/ACD 121.7	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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AVBEG SIX ALPHA ARRIVAL RWY 17: 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: - From AVBEG track 169° to LANYO Cross LANYO AT or ABV 8000ft - 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.	

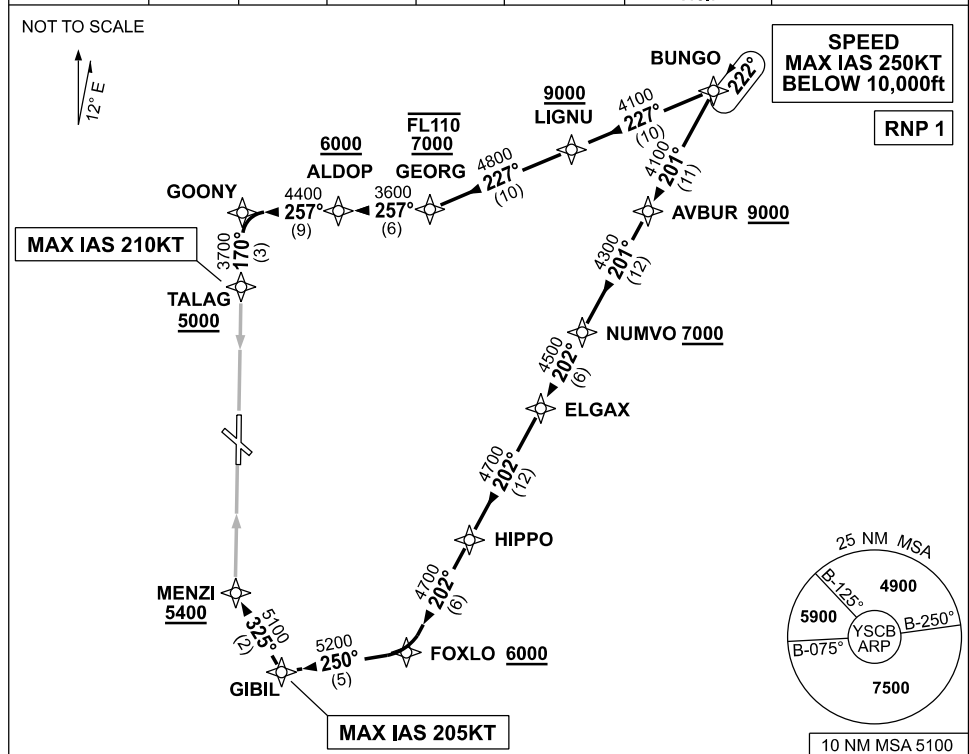
Changes: MSA.

SCBSR05-SUP

APPENDIX 6 TO SUP H86/26

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

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

RWY 17:

- From BUNGO track 227° to LIGNU
Cross LIGNU AT or ABV 9000ft
- Track 227° to GEORG
Cross GEORG BTN 7000ft and FL 110
- 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 ERS A EMERG Section 1.5.

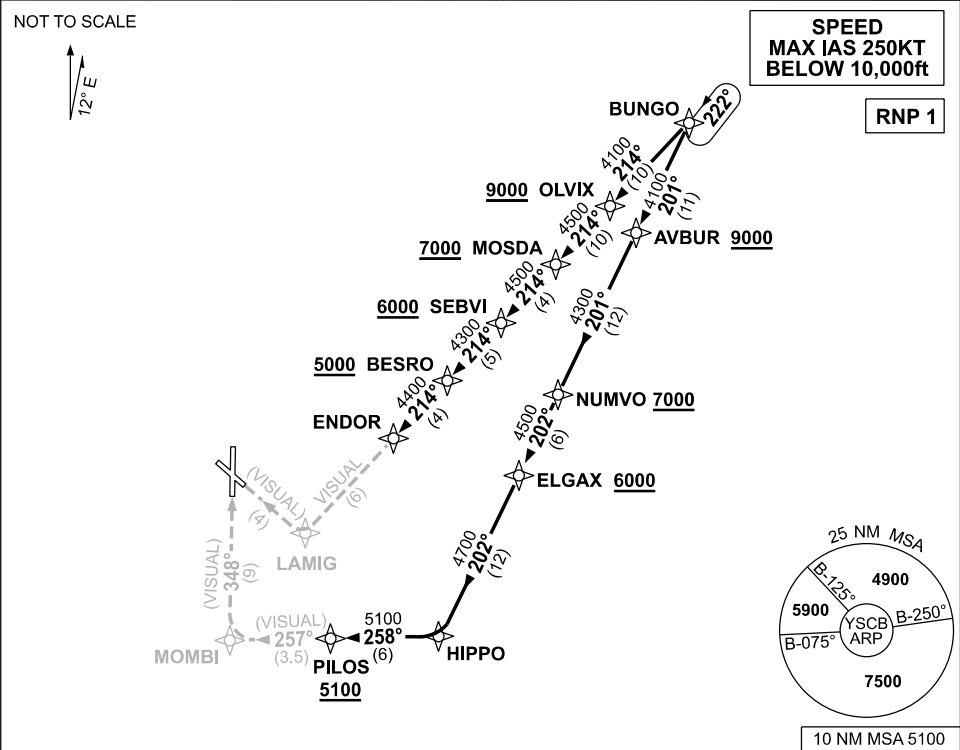
Changes: MSA.

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APPENDIX 7
TO SUP H86/26

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

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

RWY 30:

- From BUNGO track 214° to OLVIK
Cross OLVIK 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: (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 MOMPI
- Turn RIGHT, intercept VISUAL final RWY 35

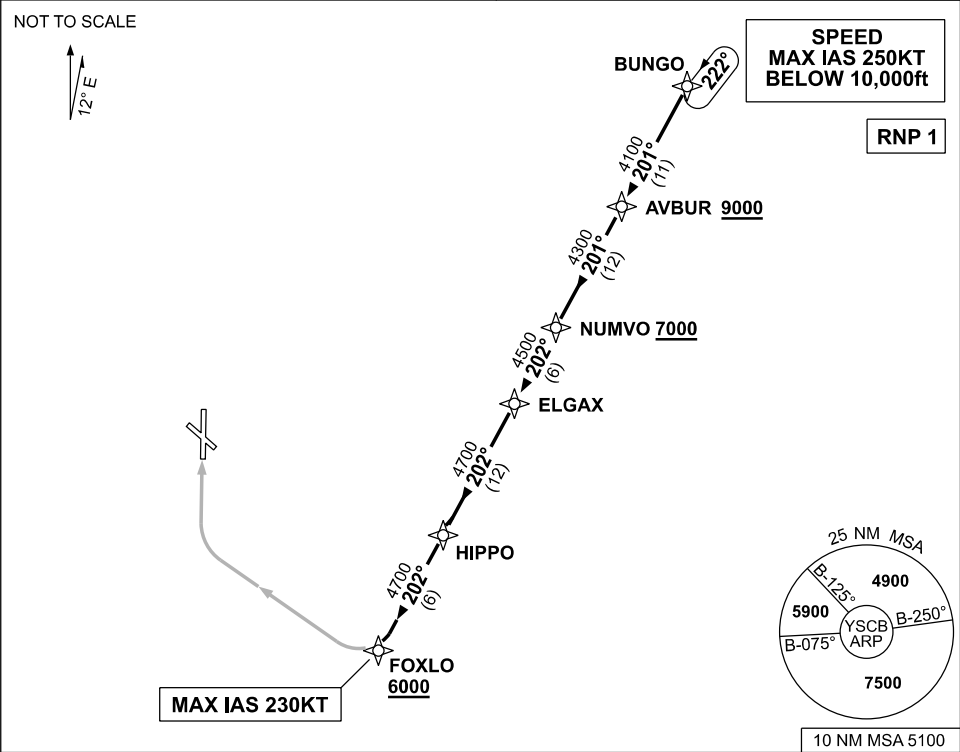
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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.

APPENDIX 8
TO SUP H86/26

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

ATIS 116.7 127.45 263	AWIS (AH) 116.7	APP 124.5	TWR 118.7	SMC/ACD 121.7	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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BUNGO FIVE WHISKEY ARRIVAL
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 ERS A EMERG Section 1.5.

APPENDIX 9 **TO SUP H86/26**

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

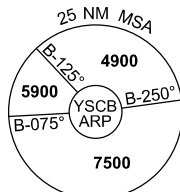
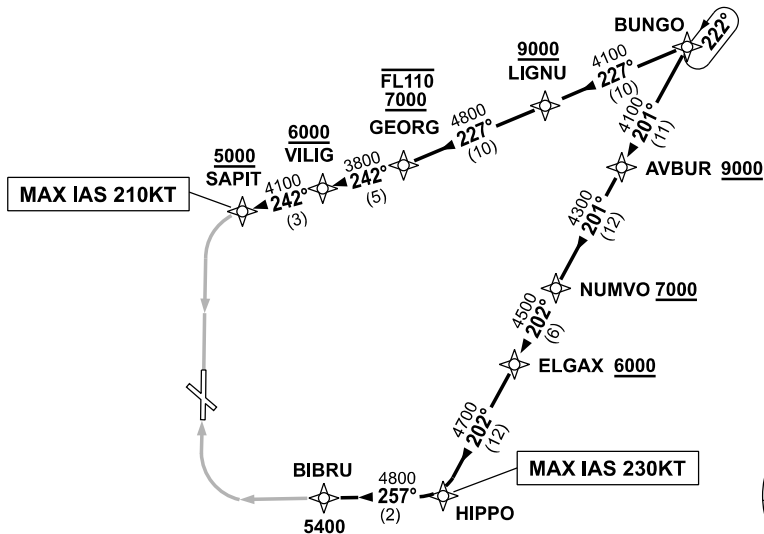
ATIS 116.7 127.45 263	AWIS (AH) 116.7	APP 124.5	TWR 118.7	SMC/ACD 121.7	FIA (AH) ML CEN 125.9	CTAF+AFRU (AH) AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



SPEED
MAX IAS 250KT
BELOW 10,000ft

RNP 1



10 NM MSA 5100

BUNGO FIVE YANKEE ARRIVAL

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 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:

- 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 ERS A EMERG Section 1.5.

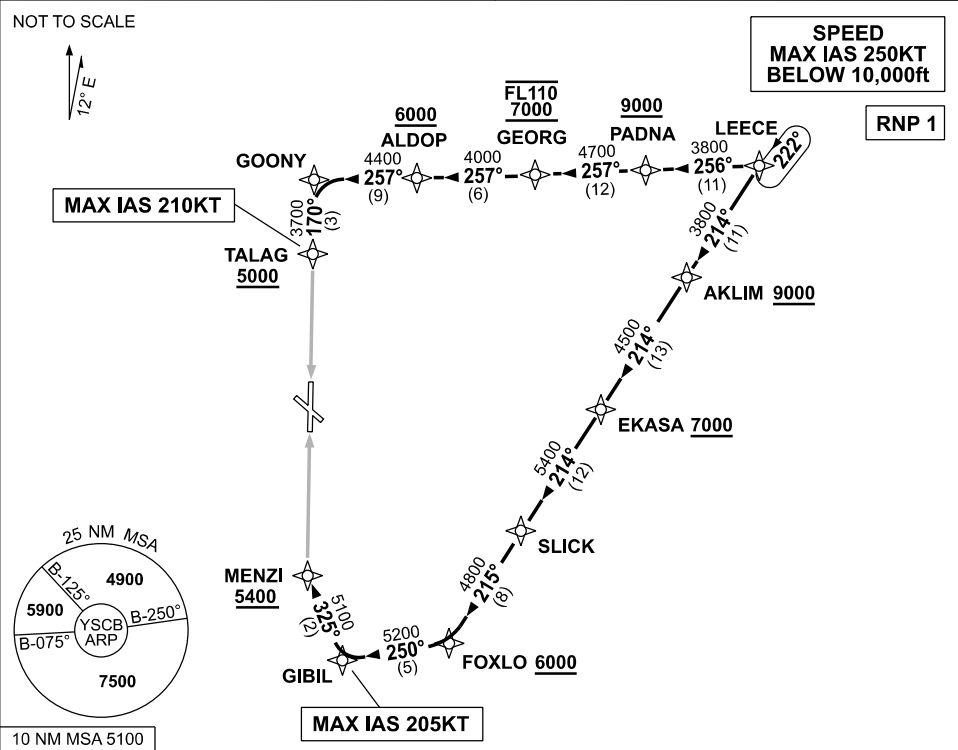
Changes: MSA.

SCBSR14-SUP

APPENDIX 10
TO SUP H86/26

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

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

RWY 17:

- 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:

- 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: MSA.

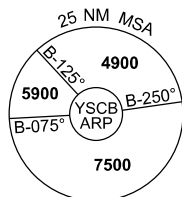
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**STANDARD ARRIVAL ROUTE (STAR)
LEECE ONE VICTOR ARRIVAL (JET) (RNAV)
CANBERRA, ACT (YSCB)**

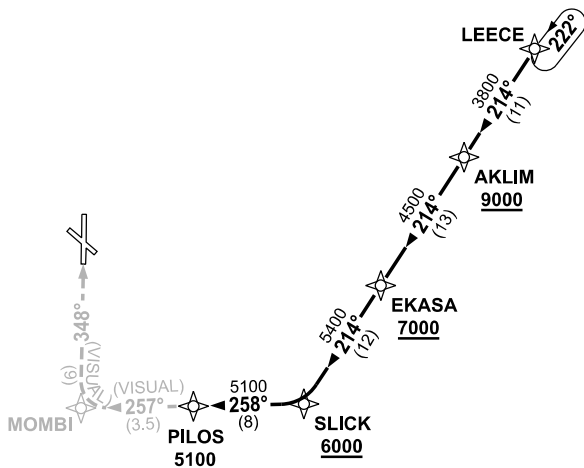
NOT TO SCALE

SPEED
MAX IAS 250KT
BELOW 10,000ft

RNP 1



10 NM MSA 5100

**RWY 35: (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 MOMBI
- Turn RIGHT, intercept VISUAL final RWY 35

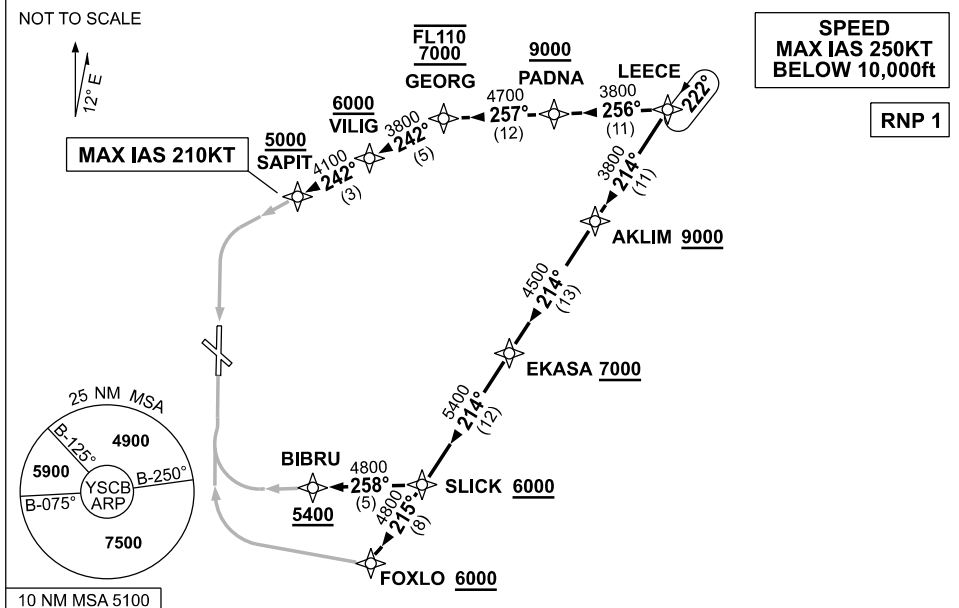
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

SCBSR11-SUP

APPENDIX 12 **TO SUP H86/26**

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

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

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 ERSA EMERG Section 1.5.

Changes: MSA.

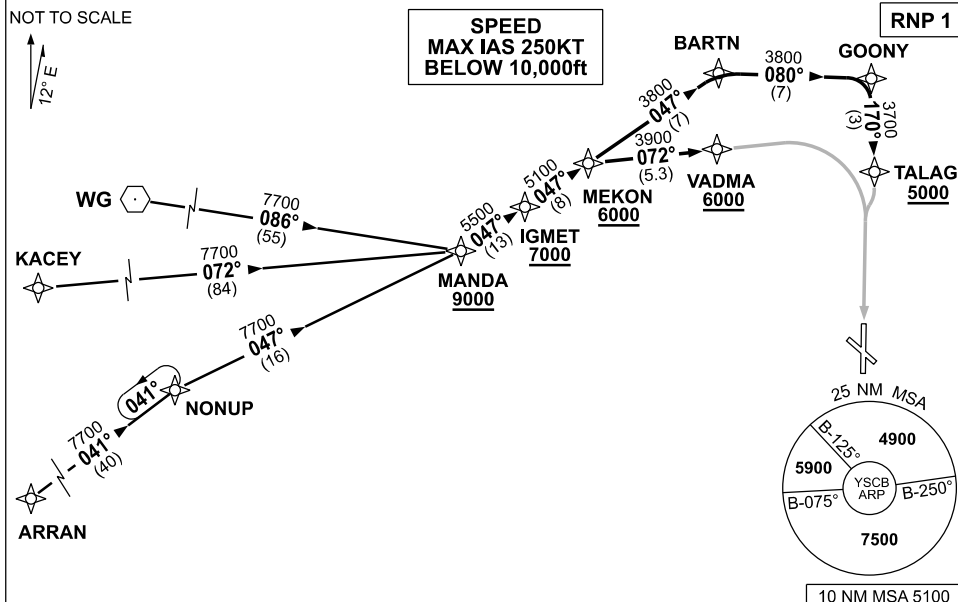
SCBSR13-SUP

APPENDIX 13 TO SUP H86/26

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

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



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

MANDA THREE ARRIVALS

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.

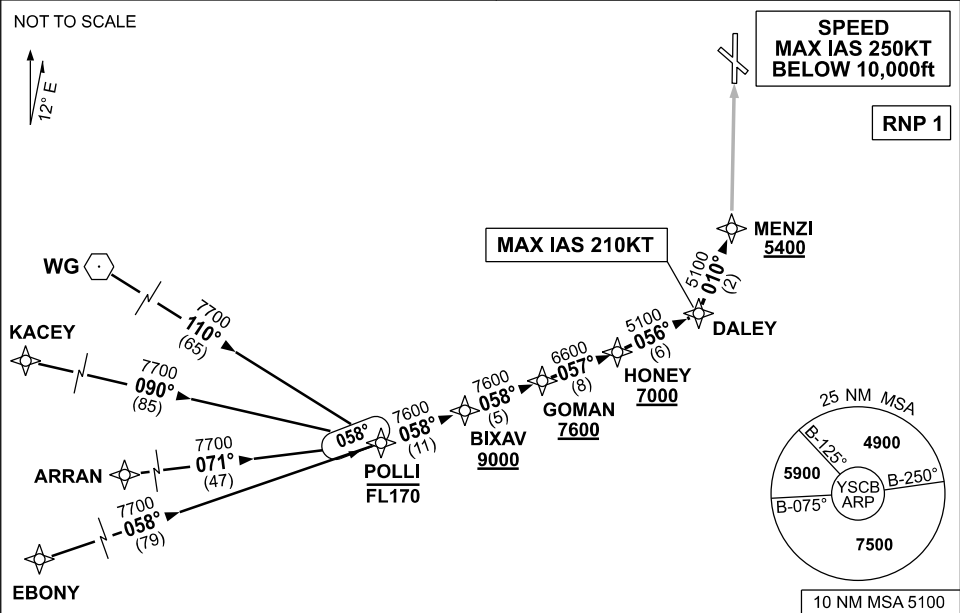
Changes: MSA, Editorial.

SCBSR06-SUP

APPENDIX 14
TO SUP H86/26

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

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

POLLI NINE ALPHA ARRIVAL

RWY 35:

- 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

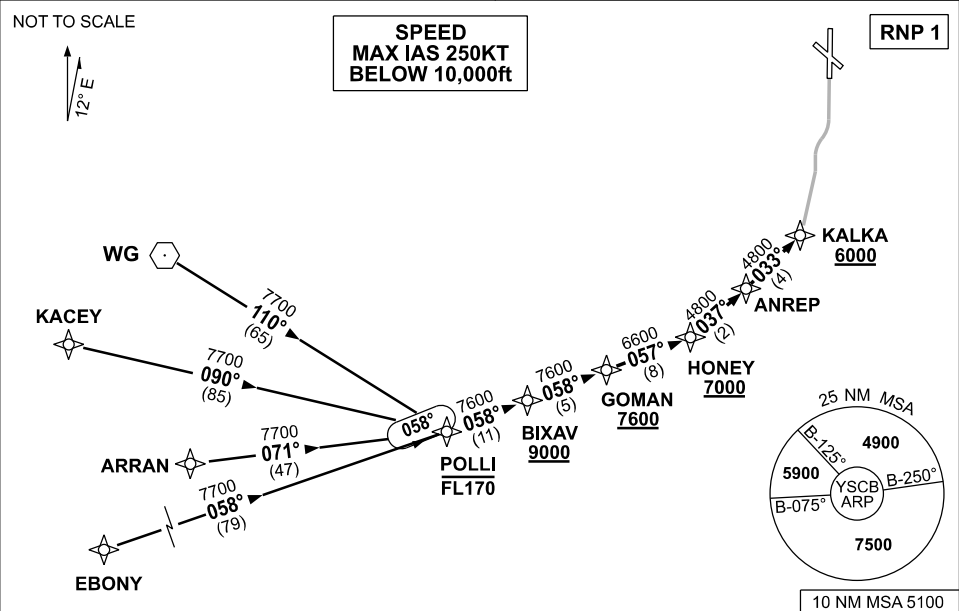
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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 ERS A EMERG Section 1.5.

APPENDIX 15
TO SUP H86/26

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

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

POLLI NINE X-RAY ARRIVAL

- RWY 35:** 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)

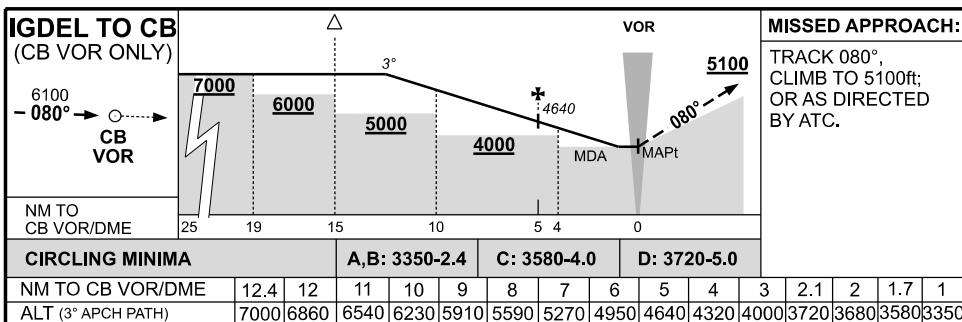
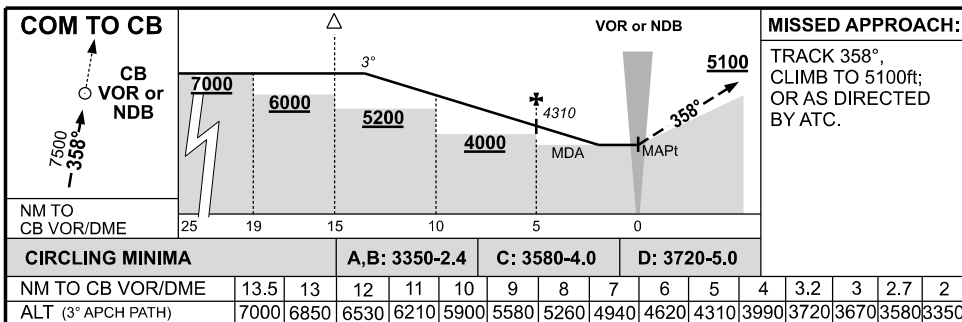
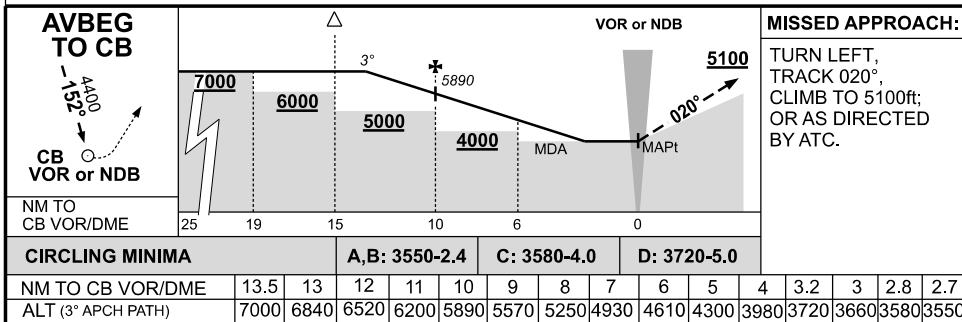
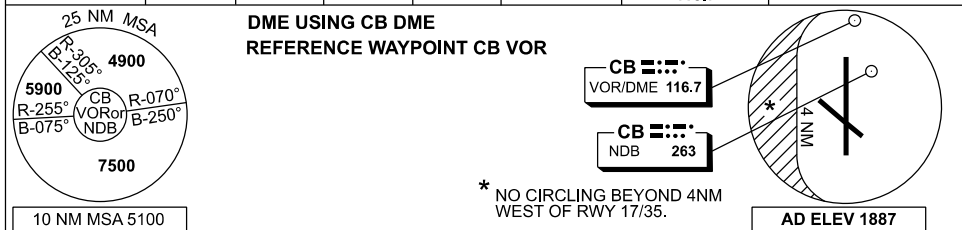
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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.

APPENDIX 16 TO SUP H86/26

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

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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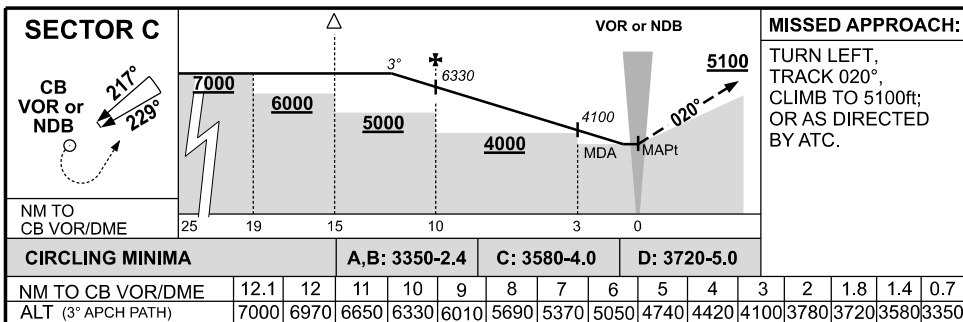
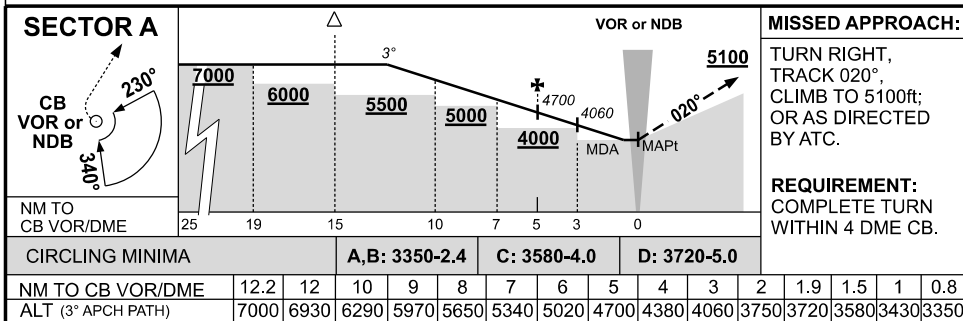
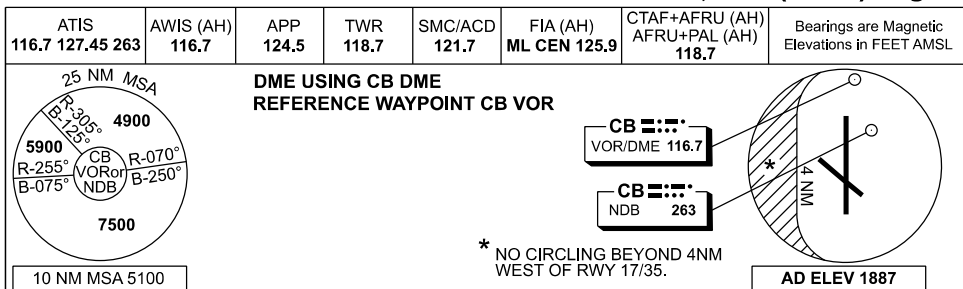


Changes: MSA.

SCBDOG1-SUP

APPENDIX 17 TO SUP H86/26

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

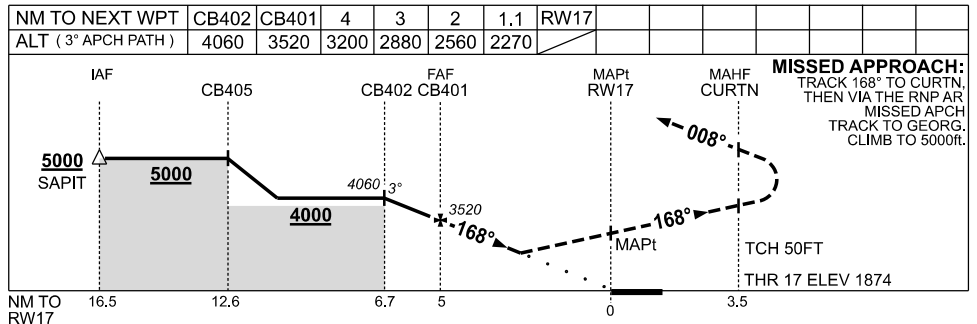
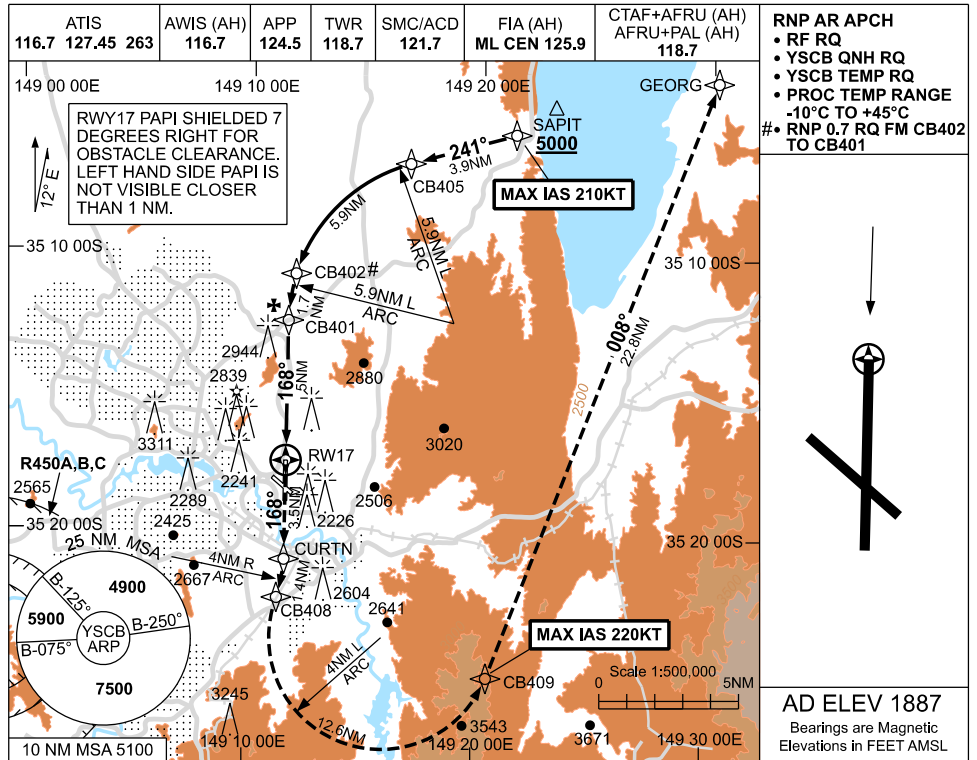


FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP Y RWY 17 (AR)
CANBERRA, ACT (YSCB)

APPENDIX 18 TO SUP H86/26



CATEGORY	A	B	C	D
RNP (0.3)	3200 (1326-5.0)			
RNP (0.11)	2270 (396-2.2)			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1863-4.4)		(2093-6.0)	(2233-7.0)

Changes: MSA, MINIMA, DIST/ALT TABLE.

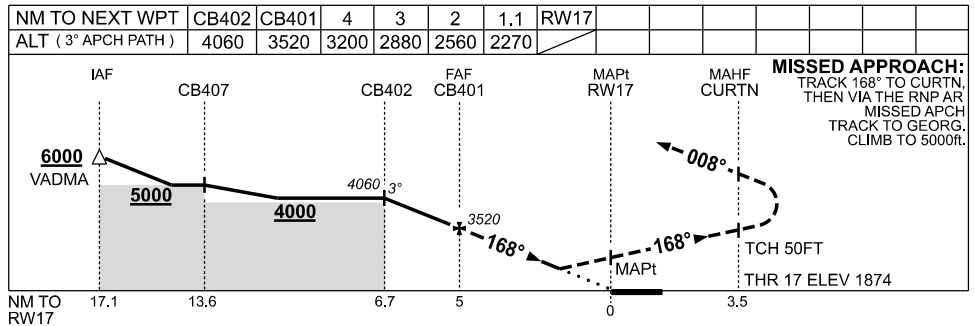
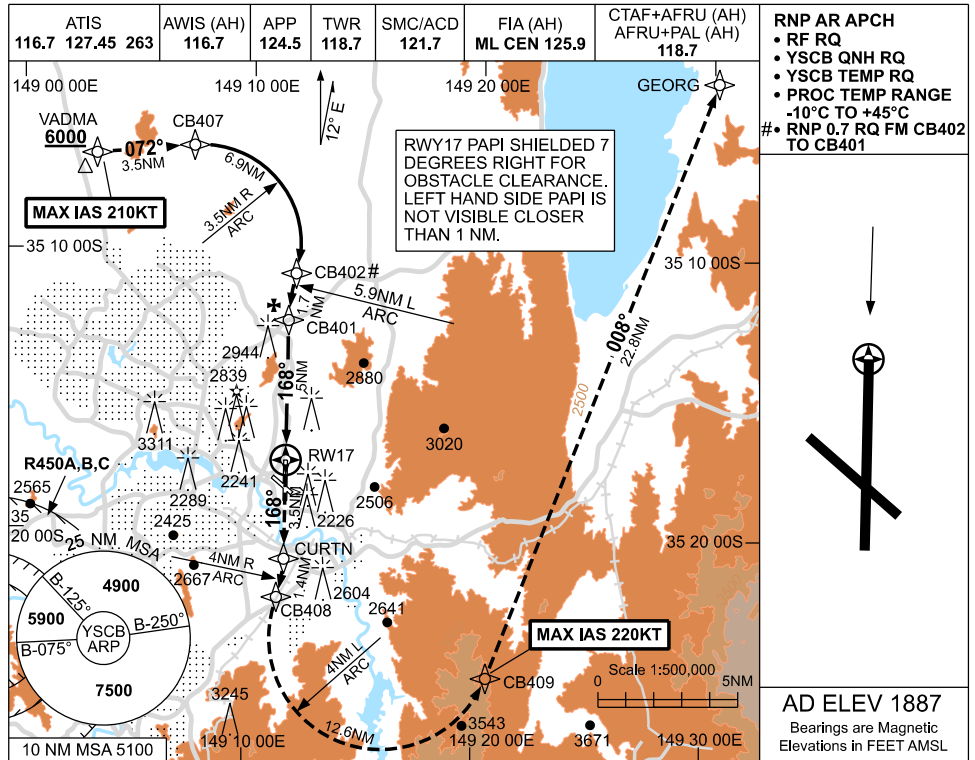
SCBGN15-SUP

FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP X RWY 17 (AR)
CANBERRA, ACT (YSCB)

APPENDIX 19 TO SUP H86/26



NOTES

1. COLOUR: SEE
SPEC NOTICES.

CATEGORY	A	B	C	D
RNP (0.3)		3200 (1326-5.0)		
RNP (0.11)		2270 (396-2.2)		
CIRCLING		NOT AUTHORISED		
ALTERNATE	(1863-4.4)		(2093-6.0)	(2233-7.0)

Changes: MSA, MINIMA, DIST/ALT TABLE.

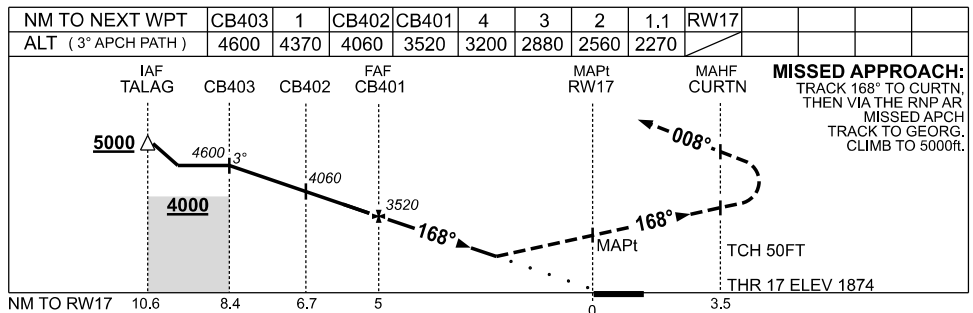
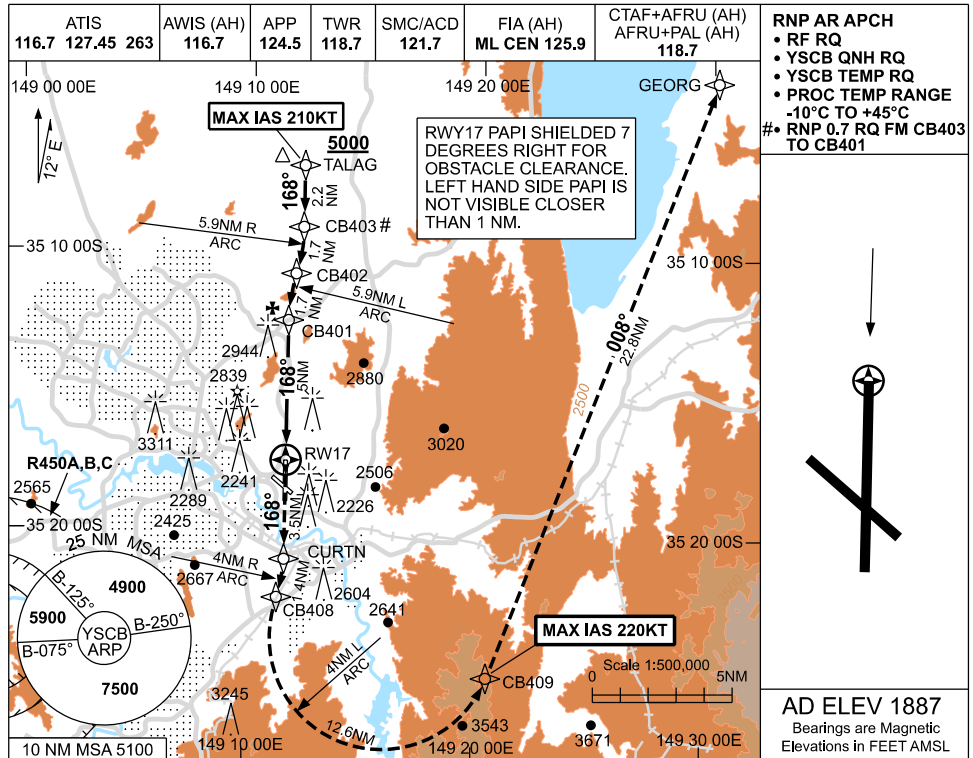
SCBGN12-SUP

FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP W RWY 17 (AR)
CANBERRA, ACT (YSCB)

APPENDIX 20 TO SUP H86/26



NOTES

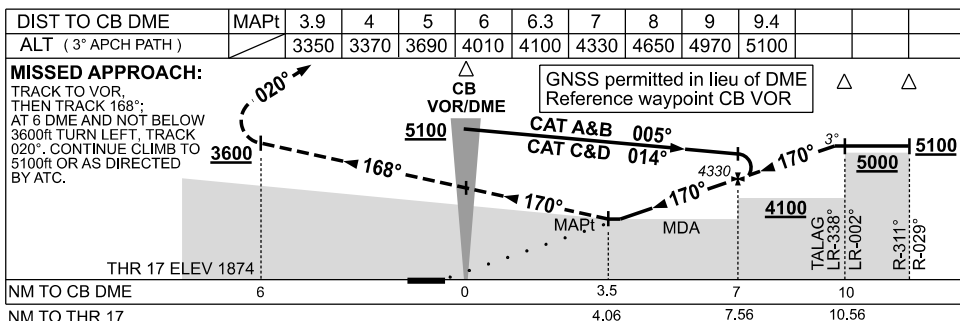
1. COLOUR: SEE
SPEC NOTICES.

CATEGORY	A	B	C	D
RNP (0.3)	3200 (1326-5.0)			
RNP (0.11)	2270 (396-2.2)			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1863-4.4)		(2093-6.0)	(2233-7.0)

Changes: MSA, MINIMA, DIST/ALT TABLE.

SCBGN11-SUP

VOR RWY 17
CANBERRA, ACT (YSCB)



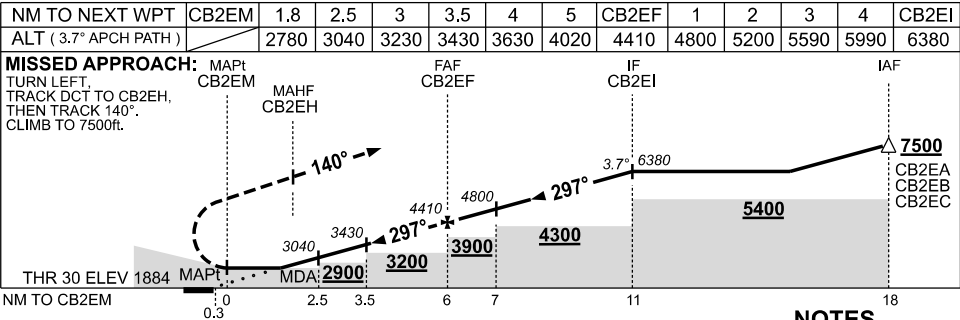
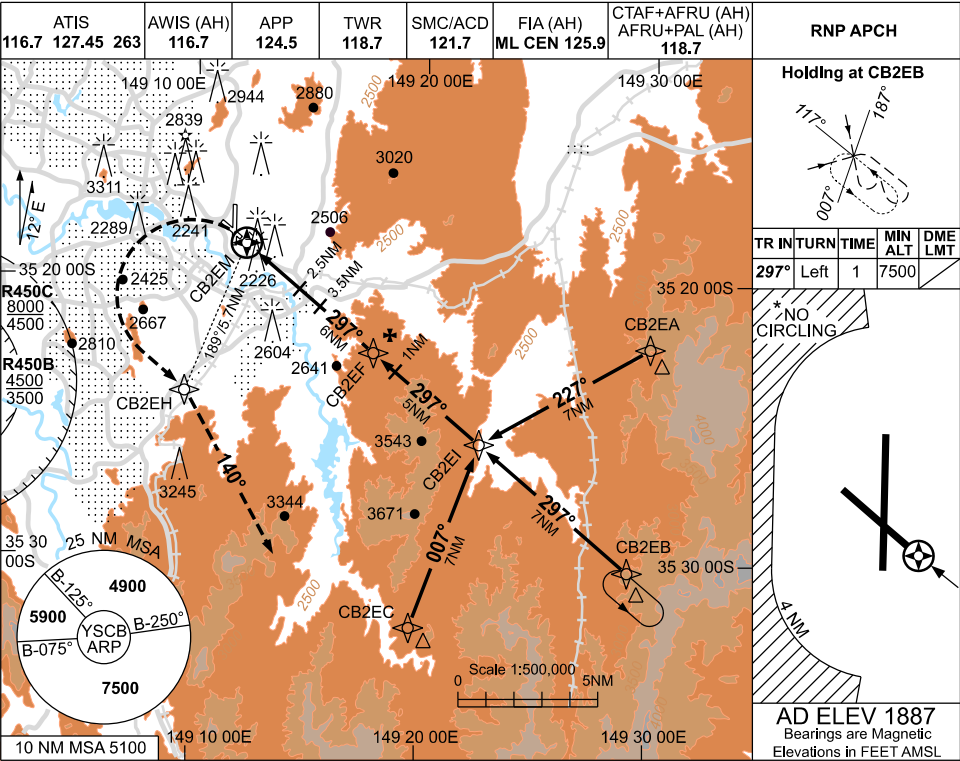
1. MAX IAS:
INITIAL : 210KT.
HOLDING : 185KT.
- *2. NO CIRCLING
BEYOND 4NM WEST
OF RWY 17 / 35.
3. ACFT MAY BE RADAR
VECTORED TO IAF.
4. SEPARATION FM R450C
NOT ASSURED WHEN
HOLDING ABV MNM ALT.
5. **COLOUR:** SEE
SPEC NOTICES.

SCBVO01-SUP

APPENDIX 22
TO SUP H86/26

USE QNH

RNP RWY 30
CANBERRA, ACT (YSCB)



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

- NOTES**
- MAX IAS: MISSED APCH 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.

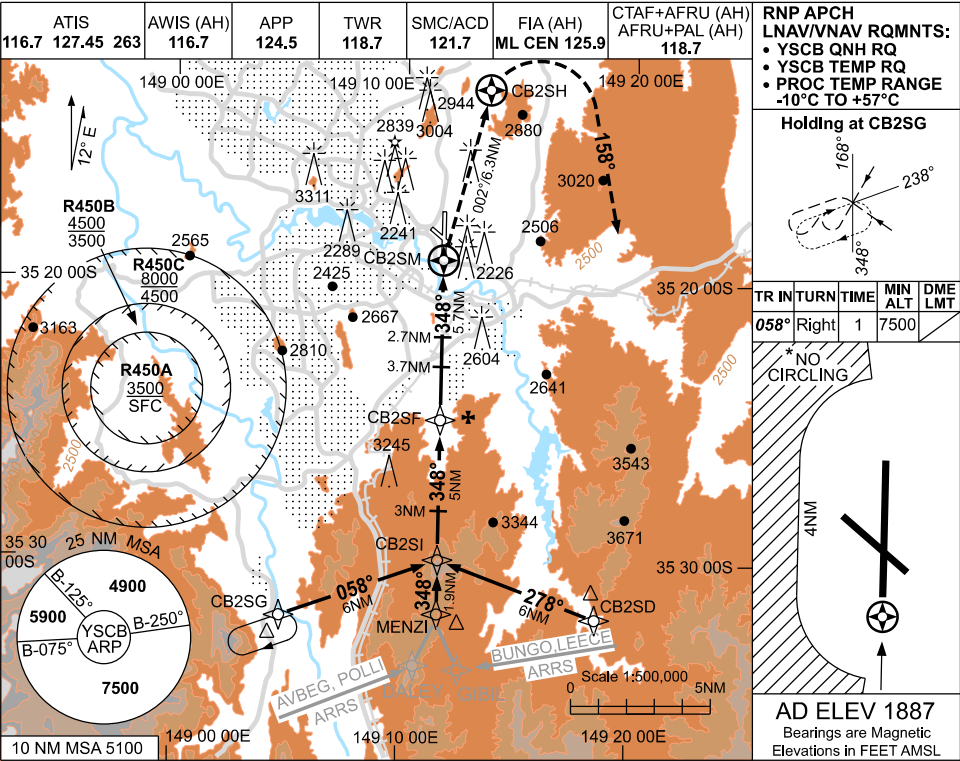
Changes: MSA, DIST/ALT TABLE.

SCBG01-SUP

APPENDIX 23
TO SUP H86/26

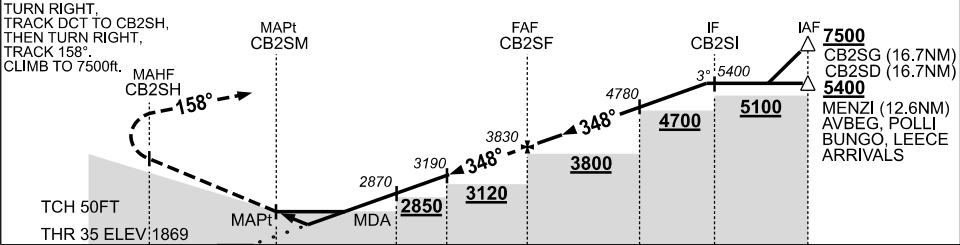
USE QNH

RNP Z RWY 35
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

MISSSED APPROACH:



NOTES

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)

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

Changes: MSA.

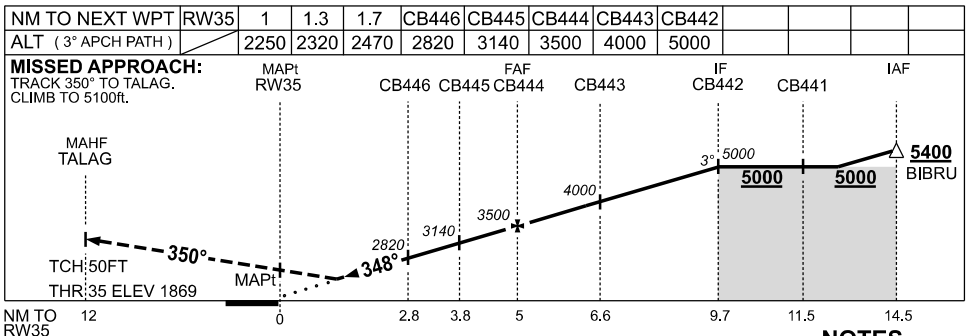
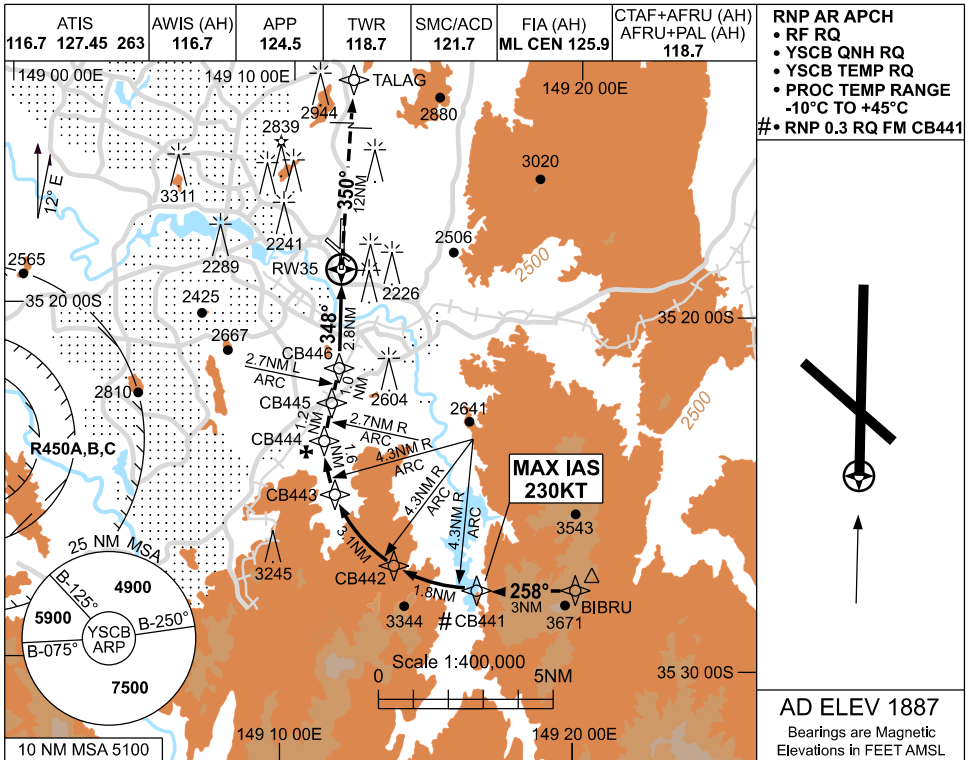
SCBG02-SUP

FOR CASA APPROVED OPERATORS ONLY

APPENDIX 24 TO SUP H86/26

USE QNH

RNP Y RWY 35 (AR)
CANBERRA, ACT (YSCB)



NOTES

CATEGORY	A	B	C	D
RNP (0.3)(2.5%MISSED APCH)		2470 (601-2.5)		
RNP±(0.3)(3.4%MISSED APCH)		2320 (451-1.6)		
RNP±(0.11)(3.8%MISSED APCH)		2250 (381-1.2)		
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: MSA, MINIMA, DIST/ALT TABLE.

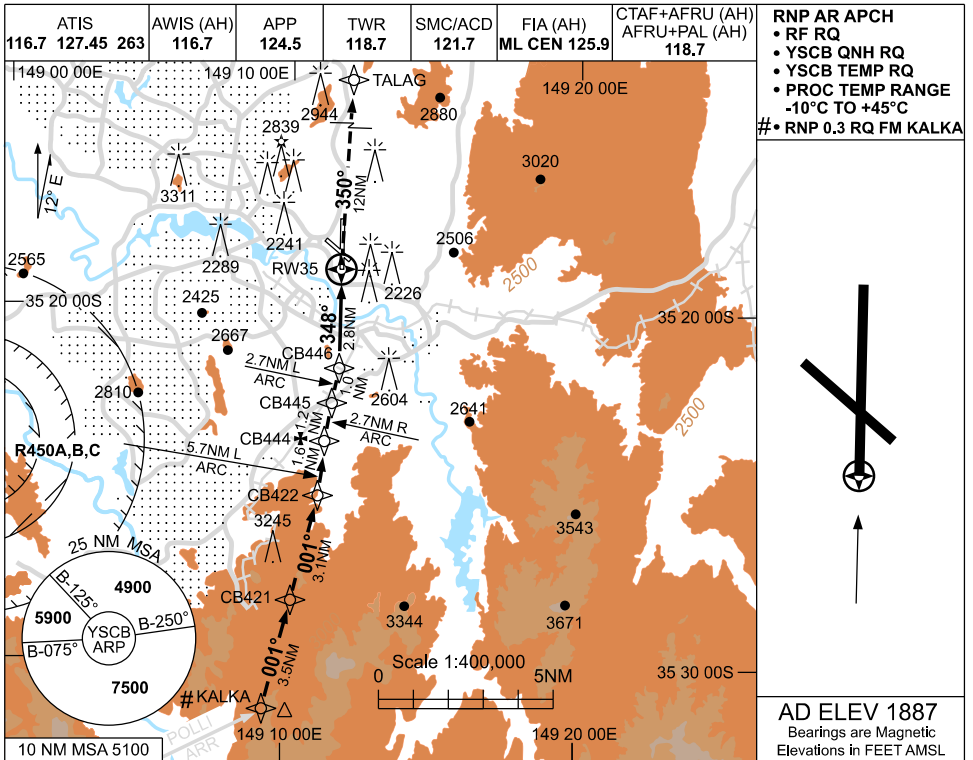
SCBGN16-SUP

FOR CASA APPROVED OPERATORS ONLY

APPENDIX 25 TO SUP H86/26

USE QNH

RNP X RWY 35 (AR)
CANBERRA, ACT (YSCB)



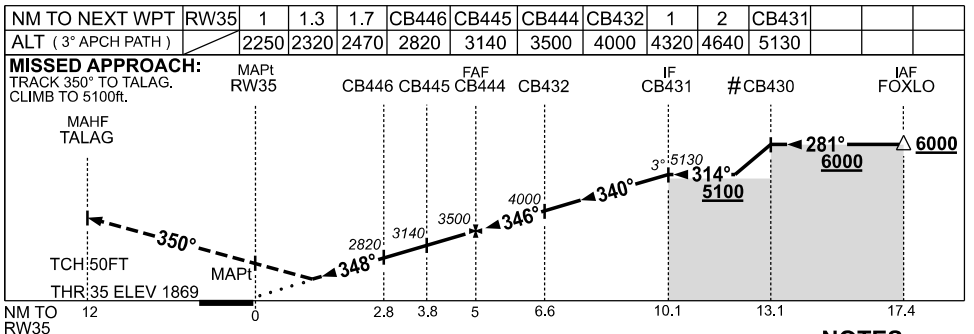
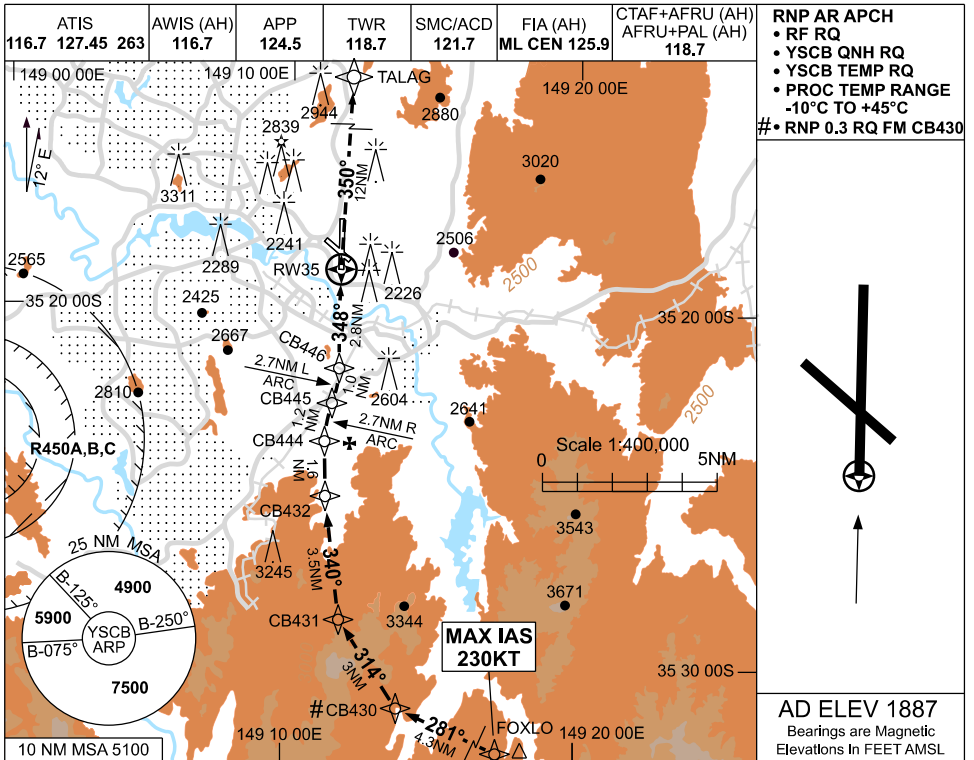
FOR CASA APPROVED OPERATORS ONLY

USE QNH

RNP W RWY 35 (AR)

APPENDIX 26 TO SUP H86/226

CANBERRA, ACT (YSCB)



NOTES

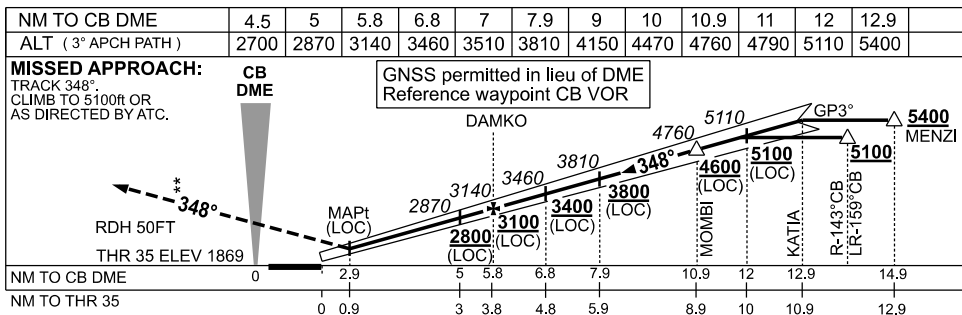
CATEGORY	A	B	C	D
RNP (0.3)(2.5% MISSED APCH)		2470 (601-2.5)		
RNP±(0.3)(3.4% MISSED APCH)		2320 (451-1.6)		
RNP±(0.11)(3.8% MISSED APCH)		2250 (381-1.2)		
CIRCLING		NOT AUTHORISED		
ALTERNATE	(1863-4.4)		(2093-6.0)	(2233-7.0)

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

Changes: MSA, MINIMA, DIST/ALT TABLE.

SCBGN13-SUP

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



NOTES

- †1. MAX IAS:
HLDG AT MOMBI
5100ft : 170KT.
5600ft : 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.

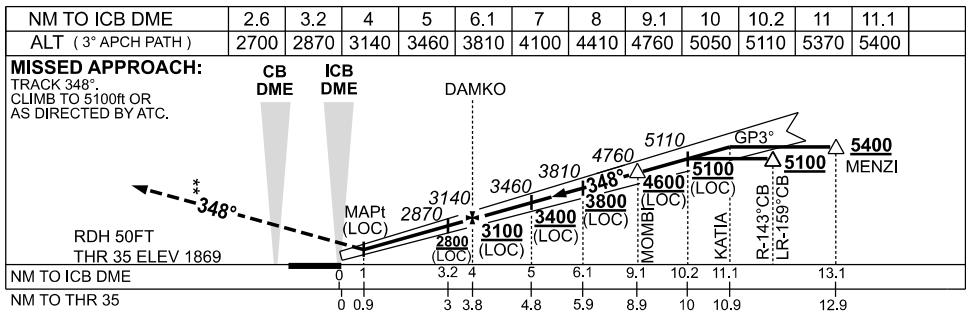
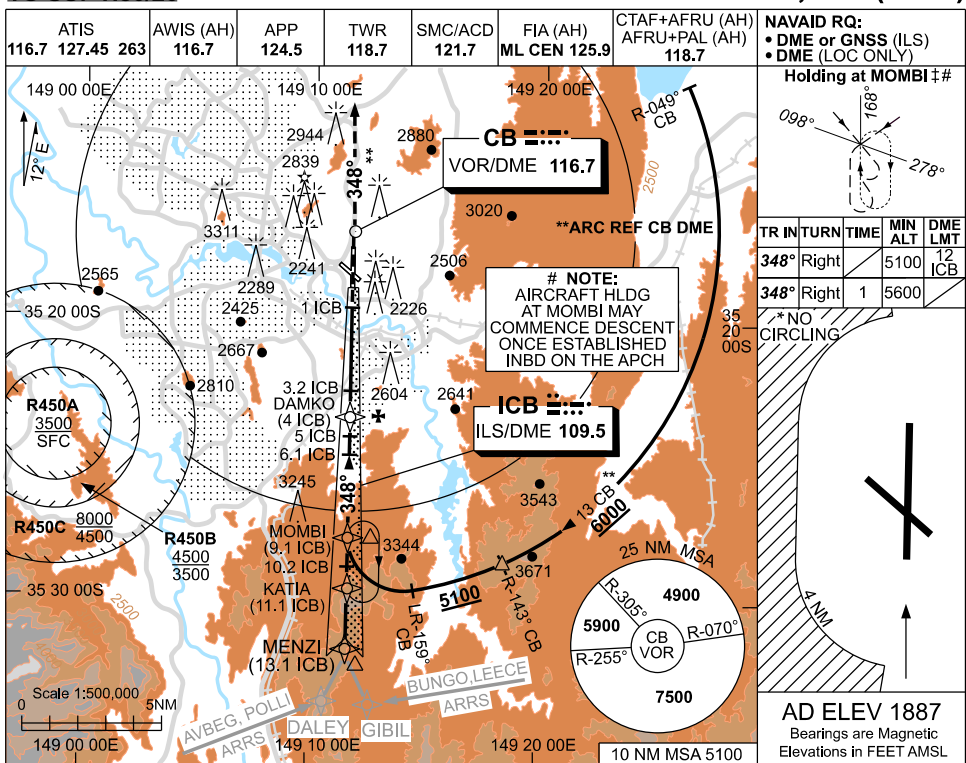
SCB||02-SUP

APPENDIX 28 TO SUP H86/26

USE QNH

ILS-Z or LOC-Z RWY 35 - Page 1

CANBERRA, ACT (YSCB)



NOTES

- MAX IAS:
HLDG AT MOMB I
5100ft : 170KT.
5600ft : 210KT.
- NO CIRCLING
BEYOND 4NM WEST
OF RWY 17 / 35.
- MIN MISSED APCH
GRAD TO 3200ft,
THEN 2.5%.
- COLOUR: SEE
SPEC NOTICES.

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

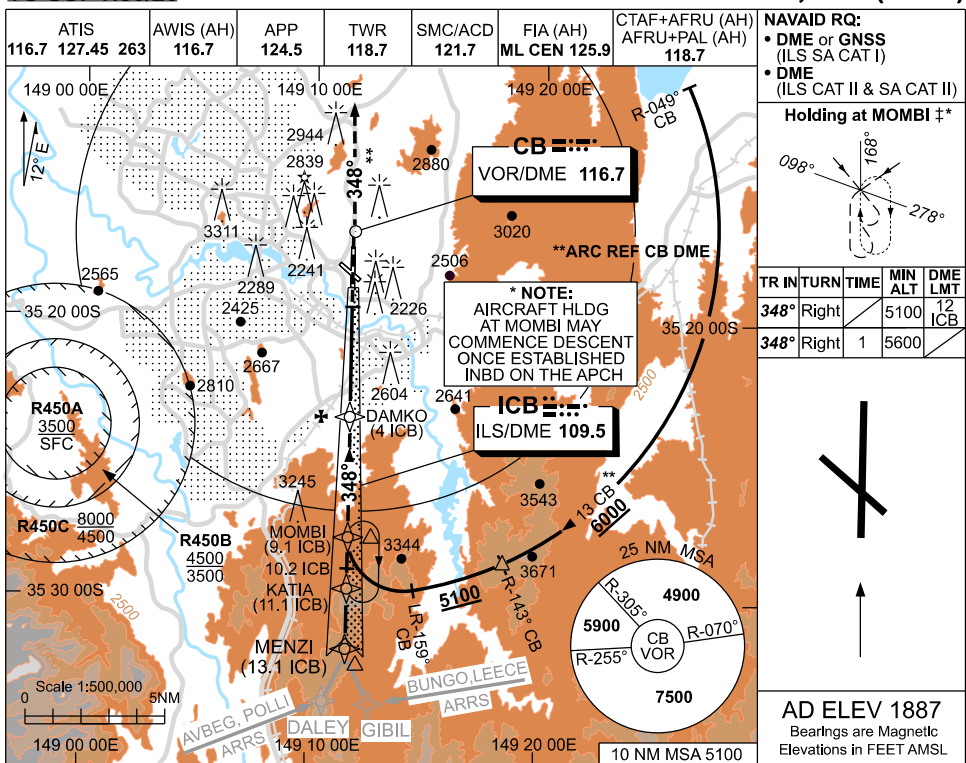
Changes: NEW FINAL SEGMENT FIX, DIST-ALT TABLE, MSA.

SCBI01-SUP

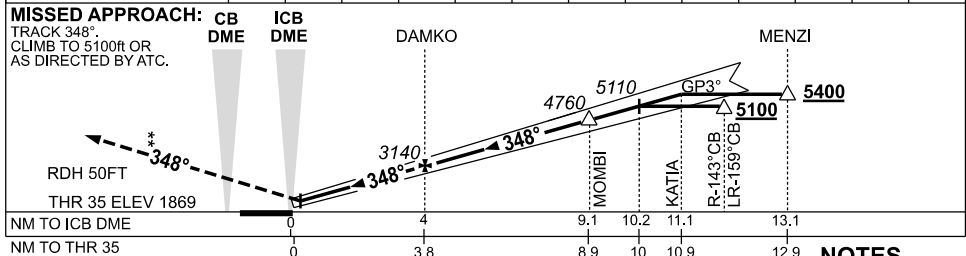
APPENDIX 29 TO SUP H86/26

USE QNH

ILS-Z RWY 35 - Page 2
CANBERRA, ACT (YSCB)



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



NOTES

- #1. SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED.
- #2. MAX IAS:
HLDG AT MOMBI
5100ft : 170KT.
5600ft : 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% MISSED APCH)‡	RA 101 DA 1969 (100) 350 RVR			
S-I ILS SA CAT II # (4.6% MISSED APCH)‡	RA 101 DA 1969 (100) 350/400 RVR §			
S-I ILS SA CAT I # (3.8% MISSED APCH)‡	RA 152 DA 2019 (150) 450 RVR			

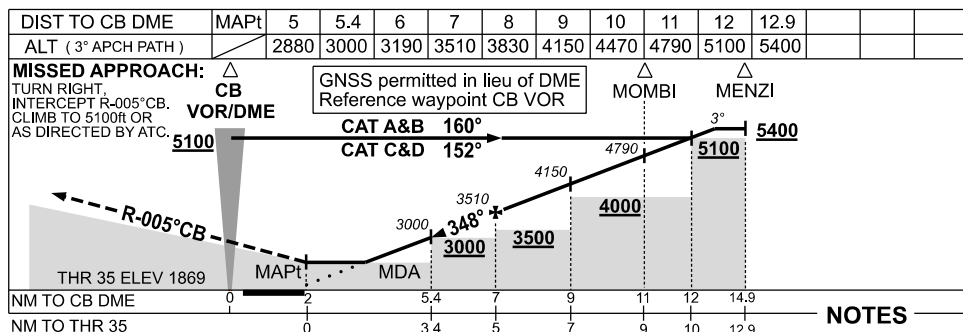
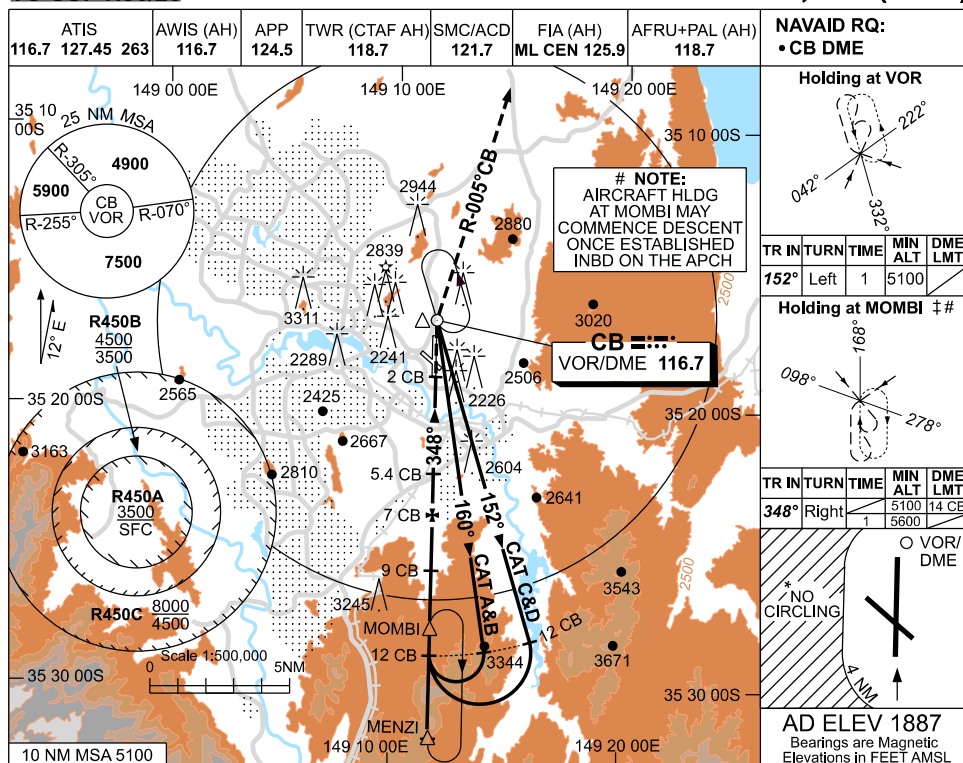
Changes: MSA.

SCBII03-SUP

APPENDIX 30 TO SUP H86/26

USE QNH

VOR RWY 35
CANBERRA, ACT (YSCB)



NOTES

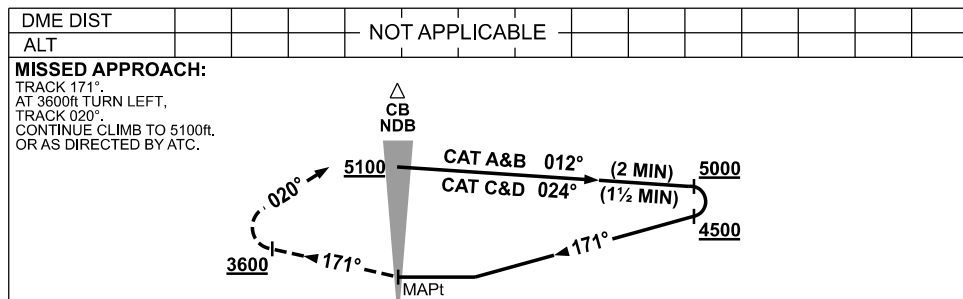
- MAX IAS:
HLDG AT MOMB
5100ft : 170KT.
5600ft : 210KT.
MISSED APCH
TURN : 230KT.
- NO CIRCLING
BEYOND 4NM WEST
OF RWY 17 / 35.
- ACFT MAY BE RADAR
VECTORED TO IAF.
- COLOUR: SEE
SPEC NOTICES.

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: MSA.

SCBV002-SUP

NDB-A
CANBERRA, ACT (YSCB)



* 2. NO CIRCLING
BEYOND 4NM WEST
OF RWY 17 / 35.
3. SEPARATION FM
R450C NOT ASSURED
WHEN HOLDING ABV
MNM ALT.
4. **COLOUR:** SEE
SPEC NOTICES.

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

SCBNNB01-SUP