

**CANBERRA****ELEV 1887****AVFAX CODE 2111**

ACT

UTC +10

YSCB

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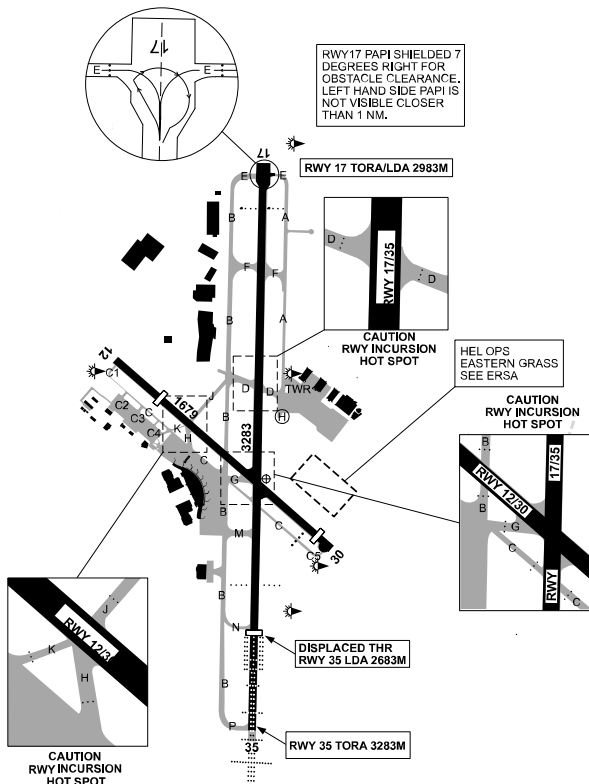
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AD OPR Canberra Airport Pty Ltd, Level 4, Plaza Offices - West, Terminal Ave, Canberra Airport, ACT, 2609. Email: [info@canberraairport.com.au](mailto:info@canberraairport.com.au). PH 02 6275 2222.

Website: [www.canberraairport.com.au](http://www.canberraairport.com.au).

**REMARKS**

- AD Charges: Landing and access charges will be charged in accordance with Canberra Airport general conditions of use, which are AVBL on the Canberra Airport website.
- Pavement Concessions REQ in advance from AD OPR if ACR at MAX ACFT OPR weight or MTOW is greater than PCR or tyre pressure is greater than RWY listed value.
- General aviation apron access - entry and exit via Gate 4 requires prior notice. BTN 0500-0000 Local, contact 02 6275 2219. BTN 0000-0500 Local, contact 0411 696 082
- Prior Approval from AD OPR is required for non-scheduled widebody ACFT movements.
- 5 working days PN required to AD OPR for pavement concessions.
- This AD is a Security Controlled Airport. All fixed wing aircraft and helicopter crew operating at Canberra Airport (CBR/YSCB) must hold either an Australian (AUS) or Canberra (CBR) Aviation Security Identification Card (ASIC).

7. All charter operators or visiting aircraft must be facilitated through a Fixed Base Operator or ground handler (see HANDLING SERVICES AND FACILITIES), are to be met on arrival or departure, and are to be escorted to and from aircraft.
8. RPT apron is a Security Restricted Area (SRA). All authorised persons accessing the RPT apron must submit themselves to the Canberra Airport Airside Security Screening Process and have an operational need to be airside and must display a RED Aviation Security Identification Card (ASIC).
9. Prior consent from Canberra Airport for the use as a scheduled international alternate. Canberra Airport may require a separate agreement as capacity is limited.

## HANDLING SERVICES AND FACILITIES

SWISSPORT - Ground Handling Agent: 0500-2200 Local DLY. AVBL AH with PN.

Phone 0402 167 265, Fax 02 6230 4050. Full handling services to CIVIL and MIL ACFT.

CANBERRA AIRPORT FUEL FACILITY: Phone 02 6248 6376, Fax 6248 6150, Managing Agent Ampol. Ampol - JET A1, Shell - JET A1, Aerorefuellers - AVGAS via bowser only. AVGAS self serve (accepts Aero Refuel Card, V and MC - unsuitable for fixed wing aircraft with wing span greater than 12M).

CORPORATE AIR - Phone Ground Handling Manager 0400 774 012 (H24) or 02 6249 7044.

Email: fbo@corporate-air.com.au. VHF 126.40 C/S "Corporate Air Canberra". Full ground handling services to CIV ACFT and MIL ACFT up to B747 (PN for B747 apron) including Customs/Quarantine, O/R JET A1, AVGAS, WC, potable water, O125, O133, O142, H536, S745, MMX60, E1, E5, HPOX. DC, MC, V, AMEX.

Royal Australian Air Force (RAAF) MIL APN - Limited transit and overnight parking AVBL. RAAF VIP movements take priority. APN not AVBL for military or civilian ACFT parking unless approved by RAAF VIP Operations. Approved non-VIP ACFT may be subject to delays or unable to park on APN at short notice.

ACFT handling – For APN AVBL CTC FBN 34SQN Air Support Services MON-FRI 0800-1700

Local. Phone: 02 6127 6344; Mobile 0455 194 083;

Email: fbn34sqn.airsupportservices@defence.gov.au. AH phone H24: Mobile 0474 800 870.

Inbound details – Approved inbound ACFT CTC 'Air Support Services' VHF 129.65, with ETA and handling requirements. PRKG bay and any delays due VIP movements will be advised.

Crew room facilities – RAAF VIP Terminal and 34SQN HQ facilities not AVBL for military or civilian aircrew use without prior approval by RAAF VIP Operations. ADF crews contact RAAF VIP Duty Operations Officer for approval to use facilities. Details AVBL via Defence Protected Network (DPN). 34SQN APN AVBL up to B747 ACFT with PN.

Restrictions – ACFT hot-refuelling prohibited.

## RESCUE AND FIREFIGHTING SERVICES

1. Cat 7:
  - a. 1945-1015 UTC SAT.
  - b. 1945-1230 UTC SUN-FRI.
2. 131.0 MHz AVBL HO.

## APRONS AND TAXIWAYS

1. Code D and E ACFT are limited to the use of TWY B, TWY C between TWY K to TWY G, D, E (west), F (west), G, M, N and P.
2. All wide bodied ACFT with wingspan of up to MAX 65M taxiing movements at the intersection between TWY B and C must use the oversteer turn guidance markings.
3. All wide body ACFT with wingspan of up to MAX 65M (Code E) taxiing movements on TWY G are required to use the Code E over-steer turn guidance markings.
4. Outboard engines on four-engine wide body ACFT when taxiing must operate at low power to prevent erosion and engine ingestion.
5. TWY C suitable for MAX 15M wingspan ACFT BLW 5,700KG BTN TWY C1 to TWY K and TWY B to TWY C5.
6. Taxi along RWY 12/30 not AVBL for ACFT larger than Dash 8.
7. GA apron entry and exit for ACFT with 15M to MAX 24M wingspan. ACFT ABV 5,700KG via TWY K only.

## SURFACE MOVEMENT GUIDANCE

All taxi guidelines and apron parking restrictions indicated by painted pavement markings.

**AERODROME OBSTACLES**

1. Towers:
  - a. Lit, 110FT AGL BRG 011 DEG MAG 686M FM ARP. Infringes transitional SFC by 41FT.
  - b. Unlit, 2,051FT AMSL BRG 206 DEG MAG 5.58NM FM ARP.
  - c. Unlit, 2,051FT AMSL BRG 206 DEG MAG 5.60NM FM ARP.
  - d. Unlit, 2,051FT AMSL BRG 205 DEG MAG 5.61NM FM ARP.
2. Lit OBST 26FT AGL BRG 355 DEG MAG DIST 1,515M FM RWY 35 THR. Infringes TNS by 17.8FT.
3. Trees (unlit):
  - a. 2,753FT AMSL, BRG 340 DEG MAG, 6,031M FM RWY 17 THR. Infringes Visual Segment Surface (VSS).
  - b. 2,895FT AMSL, BRG 338 DEG MAG, 5,969M FM RWY 17 THR. Infringes VSS.
  - c. 240FT AGL BRG 161 DEG MAG 6,030.4M FM RWY 17 THR. Infringes VSS.
  - d. 393FT AGL BRG 159 DEG MAG 5,966.7M FM RWY 17 THR. Infringes VSS.
  - e. 28FT AGL BRG 110 DEG MAG 1,787M FM RWY 30 THR. Infringes VSS.
  - f. 10FT AGL BRG 292 DEG MAG 1,763M FM RWY 30 THR. Infringes VSS.
  - g. 15FT AGL BRG 292 DEG MAG 1,745M FM RWY 30 THR. Infringes VSS.
  - h. 2,163FT AMSL, BRG 109 DEG MAG, 1,787M FM RWY 30 THR. Infringes VSS.
  - i. 2,143FT AMSL, BRG 111 DEG MAG, 1,761M FM RWY 30 THR. Infringes VSS.
  - j. 2,147FT AMSL, BRG 111 DEG MAG, 1,747M FM RWY 30 THR. Infringes VSS.
4. Buildings (lit):
  - a. 19FT AGL BRG 354 DEG MAG DIST 1,670M FM RWY 35 THR. Infringes TNS by 2.7FT.
  - b. 72FT AGL BRG 307 DEG MAG DIST 436M FM RWY 35 THR. Infringes TNS by 2.9FT.
5. Masts (lit):
  - a. 79FT AGL BRG 358 DEG MAG DIST 1,482M FM RWY 35 THR. Infringes TNS by 31.5FT.
  - b. 33FT AGL BRG 014 DEG MAG DIST 520M FM RWY 35 THR. Infringes TNS by 1.3FT.
  - c. 45FT AGL BRG 016 DEG MAG DIST 344M FM RWY 35 THR. Infringes TNS by 46.9FT.
  - d. 26FT AGL BRG 352 DEG MAG DIST 2,868M FM RWY 17 THR. Infringes TNS 17FT.
6. Lights (lit):
  - a. APN light 102FT AGL BRG 003 DEG MAG DIST 1,227M FM RWY 35 THR. Infringes TNS BY 27.4FT.
  - b. APN light 81FT AGL BRG 325 DEG MAG DIST 786M FM RWY 35 THR. Infringes the TNS by 5.2FT.
  - c. HBN 2,164FT AMSL BRG 110 DEG MAG DIST 1,783M FM RWY 30 THR. Infringes VSS.
7. Unlit power poles:
  - a. 90FT AGL BRG 196 DEG MAG 2.21NM FM ARP. Infringes inner HZS by 44FT.
  - b. 94FT AGL BRG 195 DEG MAG 2.15NM FM ARP. Infringes inner HZS by 44FT.
  - c. 79FT AGL BRG 194 DEG MAG 2.10NM FM ARP. Infringes inner HZS by 44FT.
  - d. 80FT AGL BRG 197 DEG MAG 2.27NM FM ARP. Infringes inner HZS by 44FT.
  - e. 71.2FT AGL BRG 163 DEG MAG 2.86NM FM ARP. Infringes inner HZS by 12.1FT.
8. Pole 2,614FT AMSL BRG 156 DEG MAG 4.1NM FM ARP.

**METEOROLOGICAL INFORMATION PROVIDED**

1. TAF CAT A, TAF3 H24, METAR/SPECI, AD WRNG, WS WRNG.
2. AWIS PH 02 9353 6408 - Report faults to BoM.
3. AWIS FREQ 116.7 AVBL outside TWR HR - Report faults to AD OPR.
4. MET INFO AVBL FM Airservices Pilot Briefing. Elaborative briefing FM MO 02 6249 6579 AVBL 0400-2040 Local MON-FRI and 0630-1800 Local SAT-SUN. AH AVBL FM MWO 02 9296 1527.

## PHYSICAL CHARACTERISTICS

|       |     |      |                                                 |        |         |
|-------|-----|------|-------------------------------------------------|--------|---------|
| 12/30 | 117 | 55a  | PCR 270/F/D/X/T                                 | WID 30 | RWS 90  |
| 17/35 | 167 | 108a | PCR 640/F/C/X/T Grooved. 7.5M shoulders sealed. | WID 45 | RWS 300 |

Additional TKOF length AVBL for RWY 35. Refer ERSa Runway Distance Supplement (RDS) for further details.

## AERODROME AND APPROACH LIGHTING

|           |            |                |             |               |
|-----------|------------|----------------|-------------|---------------|
| RWY 12/30 | MIRL       | AFRU+PAL 118.7 |             | SDBY PWR AVBL |
| RWY 30    | PAPI(1)    | AFRU+PAL 118.7 | 3.9 DEG31FT | SDBY PWR AVBL |
| RWY 17/35 | HIRL       | AFRU+PAL 118.7 |             | SDBY PWR AVBL |
| RWY 17/35 | MIRL       | AFRU+PAL 118.7 |             | SDBY PWR AVBL |
| RWY 17/35 | RCLL       | AFRU+PAL 118.7 |             | SDBY PWR AVBL |
| RWY 17    | PAPI(2)    | AFRU+PAL 118.7 | 3.0 DEG67FT | SDBY PWR AVBL |
| RWY 35    | HAL-CAT II |                |             | SDBY PWR AVBL |
| RWY 35    | PAPI(2)    | AFRU+PAL 118.7 | 3.0 DEG57FT | SDBY PWR AVBL |
| RWY 35    | RTZL       |                |             | SDBY PWR AVBL |

(1) Left side.

(2) Double sided.

### 1. ALS type and length

- a. RWY 35 - distance coded CL: 900M.
2. RWY edge light spacing: 17/35: 60M; 12/30: 90M.
3. RWY 12/30 edge lights retained at 45M WID.
4. RWY edge light colour: RWY 35 Edge LGT - Red BTN beginning of RWY pavement and DTHR; White BTN DTHR and 600M FM RWY end; Yellow for last 600M.
5. Outside TWR HR PAPI, HIRL, HAL and MIRL Stage 2 MAN ACT by AFRU+PAL.  
Responsible person AVBL CTC Phone 02 6275 2221, 30MIN PN for lighting activation.  
AFRU+PAL faults reports CTC Responsible person.
6. RWY 30 PAPI commissioned by ground survey. Not AVBL to RPT JET aircraft.
7. RWY 30 lead on lights FM TWY G not AVBL. Entry onto RWY 30 FM TWY G AVBL during daylight/clear weather.
8. RWY 17 PAPI shielded 7DEG right for obstacle clearance. Left hand side PAPI is not visible closer than 1NM.
9. Hold points lights at all RWY 12/30 intersections.
10. Stop Bars at all RWY 17/35 and 12/30 TWY holding points during ATC hours. RGL at all 17/35 TWY intersections.
11. RWY 17/35 THR lights: green coloured. Wing bars installed.
12. RWY 12/30 THR lights: green coloured. No wing bars installed.
13. RWY 35 touchdown zone light length 900M.
14. RWY end LGT: red coloured. No wing bars installed.

### 15. LIGHTING COLOUR CODING

#### 15.1. RWY 17

- a. Edge lighting
  - (i) MIRL/CGL – white (Stages 1 to 3).
  - (ii) HIRL – white with last 600M yellow. Followed by red 300M declared stopway (Stages 1 to 6).
- b. Centre line lighting
  - (i) White to 900M from end, 900M-300M from end ALTN 2 red 2 white with last 300M red (Stages 1 to 6).

#### 15.2. RWY 35

- a. Edge lighting
  - (i) MIRL/CGL – white (Stages 1 to 3).
  - (ii) HIRL – Starter extension to DTHR 600M red. White with last 600M yellow (Stages 1 to 6).
- b. Centre line lighting
  - (i) White to 900M from end, 900M-300M from end ALTN 2 red 2 white with last 300M red (Stages 1 to 6).

- 15.3. **RWY 12**  
 a. Edge Lighting  
 (i) MIRL- to DTHR 360M red. White (Stages 1 to 3)
- 15.4. **RWY 30**  
 a. Edge Lighting  
 (i) MIRL - White (Stages 1 to 3)

### OTHER LIGHTING

- ABN ALTN 8 WG Mt Ainslie - 128/2.85NM to ARP.  
 HBN Numerous.
- Secondary PWR switchover time: 1 SEC.
  - TWY LGT: Green CL; spaced 30M on straight sections, 15M on curved section.
  - Blue Edge on RWY 17 turning node.
  - RWY 17/35: RWY guard lights OPR at RWY holding points.
  - RWY 12 yellow illuminated WDI.
  - RWY 35 illuminated WDI relocated to E side of RWY 35 PSN BRG 052 MAG 245M FM RWY 35 THR.
  - LIOL (steady red) for obstacles on the AD.

### ATS AND AERODROME COMMUNICATION FACILITIES

- |      |                       |           |                            |
|------|-----------------------|-----------|----------------------------|
| FIA  | MELBOURNE CENTRE      | 125.9     | On ground (Outside TWR HR) |
| APP  | CANBERRA APPROACH (1) | 124.5 (5) | 125.9 (6)                  |
| ATIS | CANBERRA              | 116.7     | 127.45 263 (3)             |
| SMC  | CANBERRA GROUND (2)   | 121.7     | (4)                        |
| TWR  | CANBERRA TOWER        | 118.7     | (4)                        |
- Automatic re-transmit when APP combined.
  - SMC/ACD
  - Voice AVBL on NDB for EMERG transmissions.
  - Automatic re-transmit when TWR/SMC combined.
  - Within 30NM of CB, E of RWY 17/35 RCL.
  - Within 30NM of CB, W of RWY 17/35 RCL.
  - TWR and APP HR:
    - 1945-1300 UTC DLY.
    - During HDS 1845-1215 UTC DLY.
  - Phone Canberra TWR: 02 6268 5850<sup>^</sup>. Canberra APP: 03 9235 2012<sup>^</sup>
  - Outside TWR/APP HR Class C CTR and CTA WI 30NM CB SFC to 8,500FT AMSL becomes Class G.
  - Class C airspace may be reactivated for RPT/VIP ACFT at any time. Check NOTAM and ATIS for airspace status.

Note: TWR and APP may operate independently, hours or airspace responsibility may change at short notice. Check status of airspace with ATS, NOTAM or Canberra ATIS.

### RADIO NAVIGATION AND LANDING AIDS

- |     |     |                    |           |            |                  |     |
|-----|-----|--------------------|-----------|------------|------------------|-----|
| DME | CB  | 116.7/114X         | 351653.3S | 1491145.4E |                  | (2) |
| NDB | CB  | 263                | 351744.2S | 1491226.6E | Range 40 (HN 40) |     |
| VOR | CB  | 116.7              | 351653.2S | 1491144.6E |                  | (1) |
| DME | ICB | 109.5/ 32X (RWY35) | 351843.4S | 1491147.0E |                  | (4) |
| GP  | ICB | 332.6 (RWY35)      | 351843.4S | 1491146.7E |                  |     |
| ILS | ICB | 109.5 (RWY35)      | 351714.4S | 1491140.0E |                  | (3) |
| LOC | ICB | 109.5 (RWY35)      | 351714.4S | 1491140.0E |                  |     |
- Coverage reduced due to terrain shielding beyond 30NM BLW 6000FT particularly BTN 015-125 radials.
  - 178/1.3 to ARP - Antenna ELEV 1919FT. Unreliable on 332 radial at low ALT beyond 9NM.
  - ILS RWY 35 Performance Classification II/D/3
  - Antenna ELEV 1887FT.

Outside TWR HR all NAVAIDS are Pilot Monitored.

## LOCAL TRAFFIC REGULATIONS

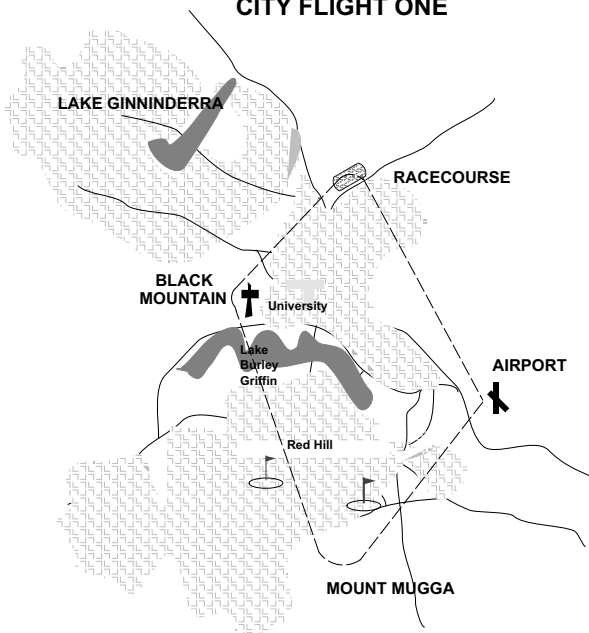
1. All aircraft must provide their parked position/gate number to ATC on acknowledgement of airways clearance.
2. RWY 35 turning node at northern end designed to accommodate the normal turning radius of a B777-300 ACFT. ACFT make 180 DEG clockwise turn. Nose wheel line markings provided. For "follow me" service contact ATC on 118.7.
3. TWY A not AVBL to Code D and above ACFT unless ACFT operator has been issued with CASA exemption.
4. HEL access to MIL apron from HEL area NE of RWY INT not AVBL due LGT TWR OBST.
5. ACFT departing from Canberra shall obtain airways clearance from Canberra Ground prior to taxi.
6. RWY 12/30 lit entry via TWY G not AVBL HN.
- 7.

### TRAINING FLIGHTS

- a. All ACFT planning instrument training or airwork (except CCTS, see sub para e.) WI the CB terminal airspace require ATC approval. Pilots must book a slot online at [www.bookawk.com](http://www.bookawk.com).  
If access to the booking page is not AVBL, contact Shift Manager 1, Melbourne on 03 9235 2012 BTN 0700 and 2000 Local DLY.
- b. Delays can be expected for Instrument Approach training 0600-0800 UTC MON-FRI (1HR earlier during HDS) (1600-1800 Local).
- c. Pilots requesting practice NDB approaches may expect extended delay when RWY 30 or RWY 35 in use.
- d. Extensive delays for practice 35 ILS or 35 VOR/DME APCH expected whenever RWY 12 or 17 in use.
- e. All ACFT planning CCTS 0600-0800 UTC SUN-FRI (1HR earlier during HDS) (1600-1800 Local) require prior ATC (CB Tower) approval. Contact 02 6268 5850^.
- f. For survey flights ABV 3,500FT AMSL operators must email maps to: [ml.sm1@airservicesaustralia.com](mailto:ml.sm1@airservicesaustralia.com) and call Shift Manager 1, Melbourne on 03 9235 2012 to discuss their planned operations prior to becoming airborne each day.

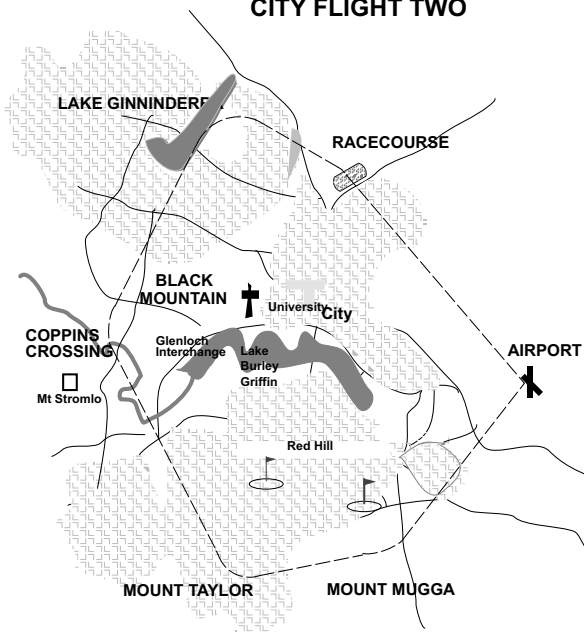
### 8. SCENIC FLIGHTS

#### CITY FLIGHT ONE



- a. Routes
  - (i) CITY ROUTE ALPHA ONE  
Canberra (Airport) - Racecourse - Black Mountain - Mount Mugga - Canberra (Airport)
  - (ii) CITY ROUTE CHARLIE ONE  
Canberra (Airport) - Mount Mugga-Black Mountain - Racecourse - Canberra (Airport)
  - (iii) CITY ROUTE ALPHA TWO  
Canberra (Airport) - Racecourse - Lake Ginninderra - Coppins Crossing - Mount Taylor - Mount Mugga - Canberra (Airport)
  - (iv) CITY ROUTE CHARLIE TWO  
Canberra (Airport) - Mount Mugga - Mount Taylor - Coppins Crossing - Lake Ginninderra - Racecourse - Canberra (Airport)
- b. Normal cleared altitude 4,000FT.
- c. AVBL HJ only.
- d. Routes ALPHA ONE and ALPHA TWO may be expected when RWY 35 or 30 is nominated for DEP.
- e. Routes CHARLIE ONE and CHARLIE TWO may be expected when RWY 17 or 12 is nominated for DEP.
- f. Pilots not familiar with the area or the specified routes shall obtain a briefing from a local flying school or HEL OPR.

### CITY FLIGHT TWO



### 9. PARKING

- a. GA ACFT with wingspan ABV 24M or ramp weight ABV 35,000KG and all MIL ACFT not parked on RAAF Military Apron must park on the Fairbairn Apron. PPR for all parking on Fairbairn Apron. All ACFT must park on a designated parking bay allocated by Airport Operations Officer (02 6275 2219) and must obtain ATC clearance to enter a TWY before commencing DEP from the parking bay.
- b. RPT Apron not AVBL for GA or MIL ACFT parking.
- c. GA apron ACFT parking bay restrictions are indicated by ACFT type, weight or wingspan.

- d. GA parking Bays 51 to 60 designated for ACFT with MAX wingspan 15M to 24M in accordance with GA Apron Layout Plan (ref DAP EAST). Contact Airport Operations Officer on 02 6275 2219 with PN for parking bay allocation. ACFT exiting from these bays must exit via TWY K.
  - e. Bays 51 to 60 only suitable for aircraft with MAX wingspan ABV 12M.
  - f. Remainder of GA apron hardstand designated for ACFT with MAX wingspan 12M.
  - g. Non-paved parking areas are designated for ACFT BLW 5,700KG.
  - h. Access to designated non-paved parking areas is only by way of designated marked taxi lane. Other access may be uneven or otherwise unsafe.
  - i. Visiting GA aircraft with out access permit must arrange access to and from airfield with FBO, or via the GA Gate 4 Access Facility by contacting Airport Operations Officer, Phone 02 6275 2219.
  - j. Air Ambulance must operate on GA Apron with access via Vehicle Gate 5.
- 10. All RAAF F/A-18 OPS into Canberra are to comply with Remarks Note 2.
  - 11. RAAF Military Apron is for VIP and MIL air movements only. PPR for all movements from RAAF VIP Operations via FBN 34SQN Air Support Services. Refer 'Handling Services and Facilities' for information and contact details.
  - 12. VFR route Cotter (COTR) to Tharwa (THAW) is depicted on the Canberra VTC with positions COTR - BIDG - BDGE - THAW.

## FLIGHT PROCEDURES

### 1. ATC TRAFFIC MANAGEMENT SPEED

When **not** on a SID or STAR (including vectoring) - ACFT ARR or DEP CB must not exceed 250KT IAS when BLW 10,000FT AMSL. Advise ATC if a higher speed is operationally required.

- 2. ACFT departing Canberra CTR at or below 3,500FT, are not required to make an airborne call to TWR. Remain on TWR FREQ within the CTR. On exit from the CTR, change FREQ and squawk code 1200 (MIL ACFT - 6000).
- 3. To minimise delays, and subject to weather conditions, inbound fixed wing ACFT proposing to enter Class C airspace should request a clearance at or ABV 4,000FT on the appropriate CB APP FREQ.
- 4. For TFC management reasons, inbound ACFT may be positioned onto a 5NM Final.
- 5. CB TWR 118.7 is the Controlling Authority of the Canberra Class C airspace, up to and including 3,500FT.

### 6. LOW VISIBILITY OPERATIONS

- a. For CASA approval operators, RWY 17/35 is capable of supporting takeoffs with an RVR/RV of not less than 350M. Instrument RVR is provided for RWY 17/35. If instrument RVR is not AVBL, RV assessment measurements AVBL.
- b. Secondary PWR switchover time: 1 SEC during LVP.
- c. For CASA approved operators, RWY 35 is capable of supporting CAT II approaches.
- d. No intersection departures permitted from TWY C.
- e. Taxiway lights installed at 60M spacing on TWY C East and C West.
- f. The following TWY are intended for use in RVR conditions of less than a value of 550M but not less than 350M:
  - (i) TWY B, P, N, M, G, D, F West, E West, J and H.
  - (ii) TWY C – BTN TWY B and K.
- g. All TWY are intended for use in RVR conditions of 550M or greater.

### 7. LOW VISIBILITY PROCEDURES

- a. Preparations for the activation of Low Visibility Procedures (LVP) are commenced when the visibility has reduced to 1,500M and are further reducing. This ensures that the LVP are in force at or just prior to the visibility reducing to 800M.
- b. When visibility is less than 800M, ATC will limit vehicle access on the manoeuvring area to the Airport Operations Officer (AOO) and RFFS/other EMERG vehicles. ACFT position reporting procedures may be implemented.
- c. Flight crew must notify ATC if a Follow Me service is required.
- d. Radio Failure - ACFT must hold position and await further guidance from a Follow ME vehicle.
- e. High Intensity Approach Lighting (HIAL) system and High Intensity Runway Edge Lighting are used in reduced visibility.

8. HEL OPR in circuit are parallel to and in close proximity to RWY final. Subject to ATC clearance, helicopters may expect landing and departure clearance from the HEL parking areas S of TWY C. ARR and DEP from the GA and RPT aprons not AVBL.
9. Night OPS RWY 30 - high ground to right of approach path. Pilots unfamiliar with local terrain should limit descent to 2400FT until past lit mast on Disaster Hill (BRG 120/1NM from RWY 30 THR).
10. Local HEL OPS are to be conducted on the eastern grass, which is NE of the RWYs INT. Circuit OPS from the eastern grass are to be conducted PARL to RWY 12/30 and within the blue gable markers.
11. Circuit TRG MIL JET ACFT. Circuit ALT will be 3,500FT for NAP unless otherwise advised by ATC. Base turn point for RWY 35 should avoid direct overfly of Queanbeyan or Jerrabomberra Estate.

**CTAF - AFRU 118.7**

Outside TWR HR.

**NOISE ABATEMENT PROCEDURES**

Noise Abatement Procedures (NAP) apply. Refer AIP DAP.

**ADDITIONAL INFORMATION**

1. During strong westerly winds TURB may be experienced in touch down area LDG RWY 35.
2. Pilots landing RWY 12 in crosswinds should note possible turbulence in northerly and north easterly wind conditions.
3. Canberra International Dragway aligned parallel and to the left of RWY 30 on final approach, may be mistaken for RWY 30. Confirm RWY identification by RWY markings/lights.
4. Bird hazards exist at AD. There is seasonal bird activity on and in the vicinity of the AD with an increase of galahs in summer, and an increase of magpies in autumn each year.
5. Instrument number CASA 37/19 applies for additional MBDs located at all taxiway holding points inside the obstacle restricted area. All MBDs within the obstacle restricted area are models 596530 and are mounted on frangible posts. Further information can be provided upon request.
6. CAUTION: ACFT operating BTN Black Mountain and Canberra Airport may experience radio interference.

**CHARTS RELATED TO THE AERODROME**

1. WAC 3457, 3456.
  2. Aerodrome Obstruction Chart Type A:
    - a. RWY 17 Edition 11 (March 2025).
    - b. RWY 35 Edition 9 (March 2025).
    - c. RWY 35 (5 degree offset) Edition 10 (March 2025).
    - d. List of Obstructions (March 2025).
  3. Also refer to AIP Departure and Approach Procedures.
  4. Precision Approach Terrain Chart for RWY 35, AVBL upon request from Airport Management for airline operators.
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