



CANBERRA AREA LOCAL INSTRUCTIONS

WARNING

Information contained in this document is intended for flight simulation purposes and must not be used for any real-world aviation use.

Table of Contents

Document Control	3
Change Process	3
Scope	3
Definitions	4
Referenced Documents	4
1 Operational Positions	5
1.1 Canberra Aerodrome	5
1.2 Canberra TMA.....	5
2 Radio Navigation Aids	6
3 Canberra Aerodrome	7
3.1 Aerodrome Operations.....	7
3.1.2 Helicopter Operations.....	7
3.2 Departures	8
3.2.1 IFR Departures	8
3.2.2 VFR Departures.....	9
3.2.3 Departure Control	9
3.3 Standard Assignable Levels.....	9
3.4 Arrivals	10
3.4.1 IFR Arrivals.....	10
3.4.2 VFR Arrivals	11
3.5 Runway Selection	11
3.5.1 Standard.....	11
3.5.2 Miscellaneous.....	11
3.6 Miscellaneous	12
4 Canberra Terminal Control Unit	14
4.1 TMA Airspace Administration	14
5 Coordination	15
5.1 General	15
5.1.1 Approach Internal	15
5.1.2 Tower to Approach	15
5.1.3 Aircraft in CB CTR.....	15
5.1.4 Departures to ENR	15
5.1.5 Goulbourn.....	15

Document Control

Canberra Area Local Instructions Version 5 – 30 Jul 2019		
Date	Version	Description
30/7/2019	5	Document re-design. TMA airspace upper limit amended to FL245. Departure coordination with ENR no longer required. Assignment of a STAR for aircraft departing to Sydney not required.

Change Process

Submit change proposals to operations@vatpac.org or in the “Airspace - Australia” forum.

Scope

This procedure is used by Canberra Tower, Canberra TCU and enroute sectors interfacing with Canberra TMA.

The scope of this document includes the specific procedures to be used by all civil ATS units within the Canberra TMA and clearances and coordination procedures to be used by enroute sectors interfacing with Canberra TMA.

General procedures for providing ATS are out of scope and may be found in MATS.

Definitions

Abbreviation	Definition
TMA	Terminal Manoeuvring Area
TCU	Terminal Control Unit
ADC	Aerodrome Control
SMC	Surface Movement Control
ACD	Airways Clearance Delivery
ATIS	Automated Terminal Information System
CTAF	Common Traffic Advisory Frequency
MATS	Manual of Air Traffic Services

Referenced Documents

Title
MATS
Controller Positions and Ratings Policy

1 Operational Positions

1.1 Canberra Aerodrome

Name	Callsign	Frequency	Logon
Canberra ADC #	Canberra Tower	118.700	CB_TWR
Canberra SMC	Canberra Ground	121.700	CB_GND
Canberra ATIS		127.450	YSCB_ATIS

CTAF when offline.

1.2 Canberra TMA

Name	ID	Callsign	Frequency	Logon
Canberra Approach East	CBE	Canberra Approach	124.500	CB_APP
Canberra Approach West*	CBW	Canberra Approach	125.900	CB-W_APP

* Non-standard position – may only be opened in accordance with the VATPAC Ratings and Controller Positions Polity 3.3.1.

2 Radio Navigation Aids

Name	Abbreviation	Type	Frequency
Canberra	CB	VOR/DME	116.70
		NDB	263
Williamsdale	WLE	VOR	113.00
Canberra ILS Runway 35	ICB	ILS	109.50/348

3 Canberra Aerodrome

3.1 Aerodrome Operations

3.1.1.1 RAAF 34 SQN (Envoy B737 and CL60) aircraft park east of the Fairbairn Apron. All other military aircraft part at the Fairbairn Apron. Civil aircraft shall not be directed to part at the military areas unless requested by the pilot.

3.1.1.2 Wide-bodied aircraft are not permitted on Taxiway Alpha (except on pilot request) and must backtrack Runway 17.

3.1.1.3 Runway 12 may be used for circuit training and arrivals when Runway 17 is in use.

3.1.2 Helicopter Operations

3.1.2.1 Helicopter landing sites available are:

- a) Fairbairn Apron – 1 HLS;
- b) between the GA Apron and Taxiway Charlie – 3 HLS.

3.2 Departures

3.2.1 IFR Departures

3.2.1.1 RNAV Jet aircraft planned via the following points shall be cleared via the corresponding SID:

Direction Name	17	35
North East CULIN	CULIN	
South West TANTA	TANTA	
West WG HOWLY NONUP	WG HOWLY NONUP	
North West AVBEG	AVBEG	

3.2.1.2 RNAV Non-Jet aircraft planned via the following points shall be cleared via the corresponding SID:

Direction Name	17	35
North East AKMIR	AKMIR	
South West DUBUS	DUBUS	

3.2.1.3 All departures from Runway 30 shall be cleared via a visual departure.

3.2.1.4 Aircraft departing Runway 17 should be assigned heading 180 until cleared of the Noise Abatement Area.

- 3.2.1.5 Jet aircraft departing Runway 35 should normally be assigned heading 350 but may be assigned any heading between 320 and 030 is required. Aircraft turning right should reach 4,500 ft prior to turning. Aircraft turning left should pass abeam Mt. Majura (6 nm from the departure end of the runway) prior to turning.

3.2.2 VFR Departures

- 3.2.2.1 Departures to training areas shall be cleared as follows:

Training Area	Tracking Point	Level
Barton	Hall (HALL)	3,500 ft
Kings (RWYs North)	Bungendore (BEN)	4,000 ft
Kings (RWYs South)	Mills Cross (MCRO)	4,000 ft

3.2.3 Departure Control

- 3.2.3.1 When both CB TCU positions are open, departures to the North East shall be transferred to CBE; all other departure directions shall be transferred to CBW.

3.3 *Standard Assignable Levels*

- 3.3.1.1 SMC shall assign all departing aircraft 10,000 or the requested level if lower.

3.4 Arrivals

3.4.1 IFR Arrivals

3.4.1.1 RNAV aircraft planned via the following points shall be cleared via STAR:

Direction Name	17	35	30
North East RAZZI BUNGO	RAZZI (Jet) BUNGO (Non-jet)		N/A BUNGO
West WG KACEY ARRAN EBONY AY – WOLBI	MANDA	POLLI	N/A
North West AVBEG	AVBEG		N/A

3.4.1.2 The STAR suffix indicates the STAR termination as follows:

Suffix	Termination
Alpha	RWY 17: VOR, RNAV-W RWY 35: ILS, LOC, VOR, RNAV-Z
Victor	Visual
Whiskey	RNAV-W
X-Ray	RNAV-X
Yankee	RNAV-Y

3.4.1.3 Jet aircraft arriving Runway 35 should by night join final no closer than MOMBI.

3.4.2 VFR Arrivals

3.4.2.1 Arrivals from the training area shall be cleared as follows:

Training Area	Tracking Point	Level
Barton	Racecourse (RCSE)	3,500 ft
Kings (RWYs North)	Mills Cross (MCRO)	4,000 ft
Kings (RWYs South)	Bungendore (BEN)	4,000 ft

3.4.2.2 Aircraft arriving Runway 17 in VMC on right base should join final no closer than 4 nm.

3.5 Runway Selection

3.5.1 Standard

3.5.1.1 The standard runway configurations are:

- a) (VMC only) Runway 30 for non-jet and Runway 35;
- b) (VMC only) Runway 17 and Runway 12;
- c) Runway 35;
- d) Runway 17.

3.5.2 Miscellaneous

3.5.2.1 Runway 17 is preferred as the arrival runway in the mornings and later at night for noise reduction and because the valley south of the aerodrome often becomes filled with thick fog.

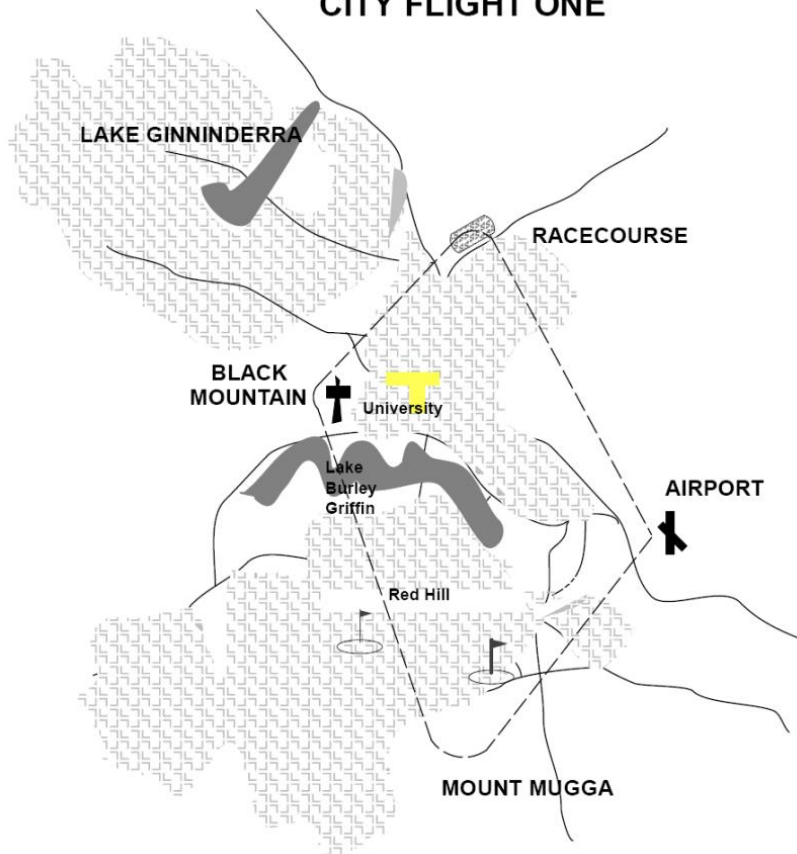
3.5.2.2 LAHSO is not authorised at Canberra. Correct crossing runway separation must be applied between aircraft departing on the two runways.

3.6 **Miscellaneous**

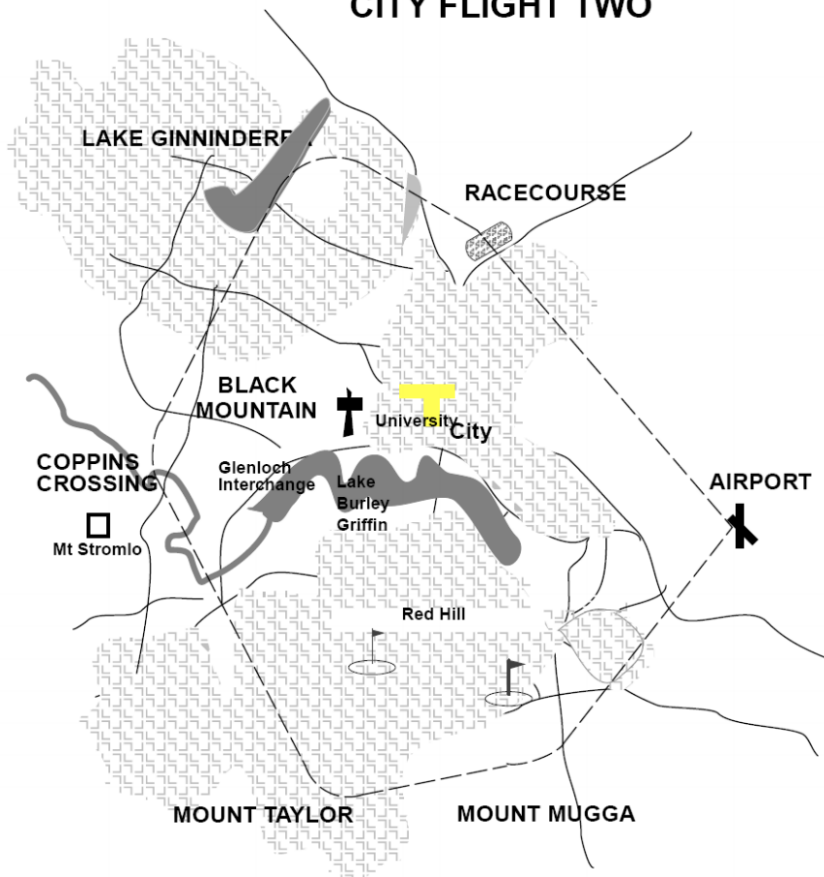
- 3.6.1.1 VFR aircraft that will operate only in ADCs airspace shall be assigned SSR code 0040.
- 3.6.1.2 Aircraft operating in the circuit area are to remain on the ADC frequency. The phrasing of the airways clearance is:
“ABC, cleared to operate in the circuit area, not above 3,000 ft, squawk 0040”.
- 3.6.1.3 The circuit direction is not specified in the airways clearance, but with a take-off or touch-and-go clearance.
- 3.6.1.4 Military jet training circuits are conducted at 3,500 ft, unless otherwise requested by the pilot. ADC shall notify the TCU of the beginning and end of the sortie.
- 3.6.1.5 **City Scenic Flights** are available by day and to the west of the aerodrome. Aircraft on these routes shall be cleared at 4,500 ft.

Runway	City Flight One	City Flight Two
North (anti-clockwise)	ALPHA ONE	ALPHA TWO
South (clockwise)	CHARLIE ONE	CHARLIE TWO

CITY FLIGHT ONE



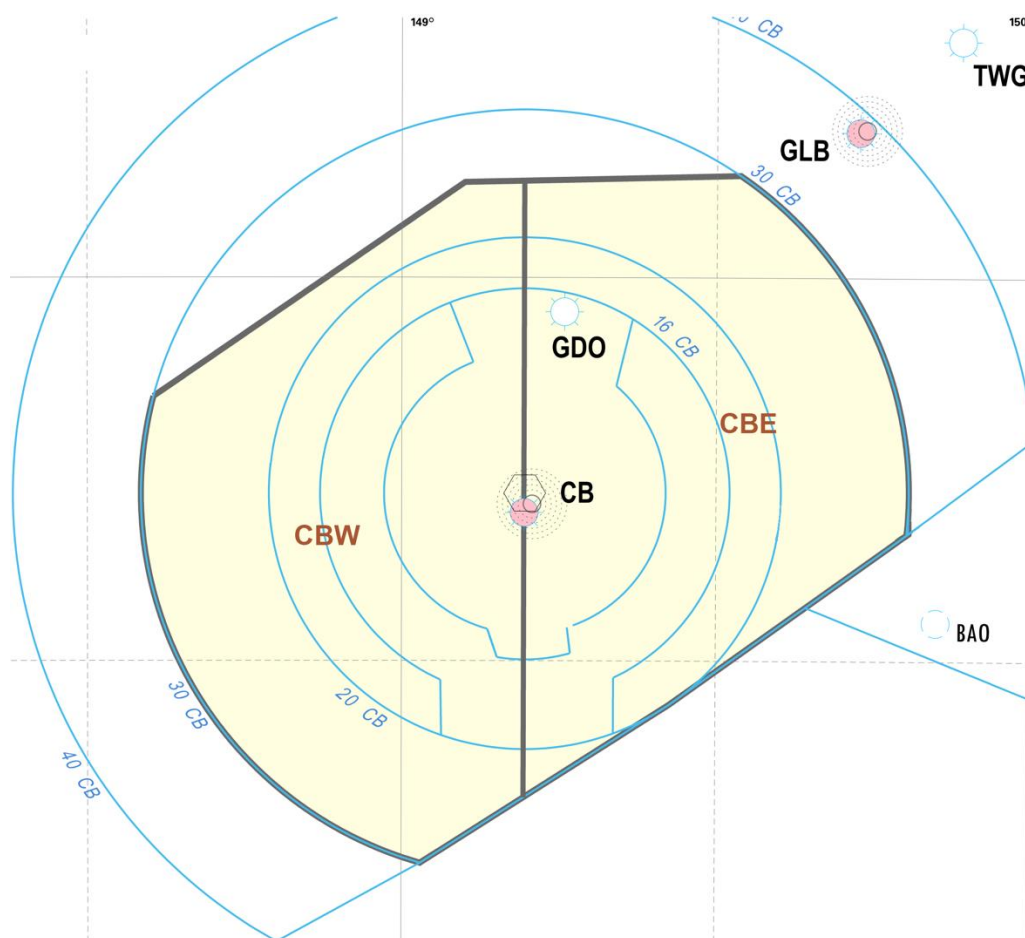
CITY FLIGHT TWO



4 Canberra Terminal Control Unit

4.1 TMA Airspace Administration

- 4.1.1.1 ADC owns the airspace within the CB CTR (SFC – 3,500 ft). This airspace is assigned to facilitate the processing of circuit traffic and local VFR flights.
- 4.1.1.2 Canberra TCU owns the airspace within a 30 nm radius of CB DME, except for the CB CTR and the “clipped” portion in the North, South-Eastern, and North-Western arc, and from SFC – FL 245.
- 4.1.1.3 When both CB TCU positions are opened, CB TMA is split east and west along the Runway 17/35 extended centreline. CBE owns the airspace to the east of the line, and CBW owns the airspace to the west of the line.



- 4.1.1.4 When ADC is not separately staffed, the CB TCU controller must assume responsibility for the ADC area of responsibility (including aerodrome manoeuvring area). ADC shall be opened in preference to CBW.
- 4.1.1.5 When no CB TMA controllers are present, the TMA airspace is allocated to SNO (HUM), Class C airspace below 8,500 ft is reclassified Class G.

5 Coordination

5.1 General

5.1.1 Approach Internal

5.1.1.1 Coordination is required for all TMA internal boundaries.

5.1.1.2 CBW is the arbiter of the runway 17/35 extended centreline.

5.1.2 Tower to Approach

5.1.2.1 Auto-release is available for IFR departures from Canberra subject to the following conditions:

- a) Assigned the standard assignable level
- b) Assigned a procedural SID

5.1.3 Aircraft in CB CTR

5.1.3.1 VFR aircraft operating wholly in the CB CTR do not require coordination.

5.1.4 Departures to ENR

5.1.4.1 Canberra TMA shall assign departures the lower of FL 240 or the requested level.

5.1.5 Goulbourn

5.1.5.1 CBE is the arbiter of traffic information at Goulbourn (YGLB).