
Subject: Use of Canberra (CBR) as SYD Destination Alternate

Introduction

Effective February 20, 2013, Canberra (CBR) is an approved destination alternate for LAX-SYD. Although a diversion to CBR is not desirable due to local sensitivities being the capital airport, having it as an alternate when landing weather conditions are favorable can allow for better fuel and payload planning. This bulletin provides procedures for determining if CBR may be filed as a SYD alternate.

Operating Procedures

Preflight: CBR may be used as a destination alternate if SYD weather is forecast to have a ceiling at/above 1000 feet and visibility at/greater than 3 miles (4800 meters) within one hour before/after the estimated arrival time. There is no change to actual arrival weather requirements. Alternate weather forecast considerations and minima are also applicable to the use of CBR.

Enroute: Decision Point (DP) Planning will be utilized for all flights using CBR as a destination alternate. The dispatcher remarks will provide two DPs. The captain and dispatcher will review weather and reach a joint decision to continue to SYD or divert. Typically, Brisbane (BNE) and Noumea (NOU) will remain the primary and secondary diversion airports.

Decision Point (DP) #1 Criteria:

- DP #1 will be a waypoint on the line of flight over/abeam NOU/NWWW.
- To continue without further analysis, SYD forecast must be at/above landing minimums. If the forecast is below landing minimums, a diversion is not required at DP #1. Crews should continue to coordinate with the dispatcher for a potential diversion to BNE.
- The forecast for CBR must remain at/above alternate minimums.
- The forecast for BNE must remain at/above operating minimums.

Decision Point (DP) #2 Criteria:

- DP #2 will be a waypoint on the line of flight over/abeam BNE.
- To continue, SYD forecast and/or METAR must be at/above landing minimums for the expected approach plus 200 feet and 1/2 mile (800 meters).
- The forecast for CBR must remain at/above alternate minimums.

Note: If SYD weather does not require an alternate at this point, it may be deleted and the flight may continue to destination.

As shown below, standardize ACARS messages will be provided approaching the DPs.

Decision Point (DP) #1

Approaching DP1 with SYD and CBR forecast above required minimums:

- ****DP1 ADVISORY****
WX AT SYD AND CBR MEETS REQUIREMENTS TO PROCEED TO DP2. PLZ ACK WITH-CONCUR-OR CONTACT DISPATCHER WITH CONCERNS
- If crew agrees, send “CONCUR” response.

Approaching DP1 with SYD forecast below landing minimums and CBR forecast at/above alternate minimums:

- ****DP1 ADVISORY****
WX AT SYD/CBR BELOW REQUIREMENTS TO PROCEED BEYOND DP2. WILL MONITOR WX FOR DECISION AT DP2. PLZ ACK WITH-CONCUR-OR CONTACT DISPATCHER WITH CONCERNS.
- If crew agrees, send “CONCUR” response.

Decision Point (DP) #2

Approaching DP2 with SYD and CBR weather above required minimums:

- ****DP2 ADVISORY****
WX AT SYD AND CBR MEETS REQUIREMENTS TO PROCEED TO DEST. PLZ ACK WITH-CONCUR-OR CONTACT DISPATCHER WITH CONCERNS.
- If crew agrees, send “CONCUR” response.

Approaching DP2 with SYD METAR and/or forecast below landing minimums plus 200 feet and 1/2 mile (800 meter) additive and/or CBR forecast for expected time of use is below alternate minimums:

- ****DP2 ADVISORY****
WX AT SYD/CBR BELOW REQUIREMENTS TO RETAIN SYD AS DEST OR CBR AS ALTERNATE. CHANGE DEST TO BNE. PLZ ACK WITH-CONCUR PROCEEDING TO BNE-OR CONTACT DISPATCHER WITH CONCERNS.
- If crew agrees, send “CONCUR PROCEEDING TO BNE” response.

Summary

CBR can be used as a SYD alternate when landing weather conditions are favorable. This has the potential for increasing payload capacity.

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