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AIP
SUPPLEMENT
(SUP)

H132/18

Effective: 201811271600 UTC

CHANGE TO THE RECOMMENDED ALTITUDES FOR AIRCRAFT TO FLY USING THE MELBOURNE (PORT PHILLIP BAY) VFR ROUTE

1. INTRODUCTION

- 1.1 This AIP SUP replaces the procedures published in MAP amendment 56 (Melbourne Visual Terminal Chart (VTC) - Moorabbin Insert) effective 8 November 2018 and expands on AIP SUP H44/18.
- 1.2 The recommended altitudes for aircraft to fly using the Melbourne (Port Phillip Bay) visual flight rules (VFR) route changed on 8 November 2018. The change was implemented in conjunction with a lowering of Class C airspace south of Melbourne City.
- 1.3 Concern was raised by numerous industry representatives and by the Victorian RAPAC that the new altitudes, which were selected to maximise gliding range to land and assist compliance with Civil Aviation Regulation (CAR) 258, were in contravention of CAR 173 (2) and introduced a collision risk between pilots aware of the recommended levels as per the Melbourne VTC inset and those who were complying with CAR173(2) with respect to cruising levels.
- 1.4 The procedures in the Appendix supersede the procedures list on the Melbourne VTC - Moorabbin Insert.

2. IMPLEMENTATION

- 2.1 The recommended altitudes in the Appendix become effective 201811271600 UTC.
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3. CANCELLATION

- 3.1 This SUP will be cancelled when the changes are incorporated into AIP MAP. This is expected to be MAP Amendment 57, 23 May 2019.
- 3.2 Airservices Australia website only.

Appendix

- 1. Changes to Melbourne VTC - Moorabbin Insert

1. Changes to Melbourne VTC - Moorabbin Insert

Text Box 1:

- Change: SNP to PTOM
- Change: Fly eastbound at 2000FT to Fly eastbound at 1500FT
- Change: Fly westbound at 1500FT to Fly westbound at 2000FT

Text Box 2:

- Change: Fly southbound at 2000FT to Fly southbound at 1500FT
- Change: Fly northbound at 1500FT to Fly northbound at 2500FT