SPECIAL NOTICES

MAGNETIC VARIATION/BEARING

Due to changes in magnetic variation, runway bearing information published in DAP may differ slightly from that published in AIP ERSA. Where the difference exceeds 2 degrees, AIP DAP will be corrected at the next amendment cycle.

CONTOURS ON PROCEDURE CHARTS

The contours shown are in increments of 500ft starting from the next higher contour line at least 500ft above aerodrome elevation.
The printed version of these charts will show shades of grey. A colour version of the same chart showing shades of brown is available from the Airservices Australia Website.
The website address is http://www.airservicesaustralia.com/aip/aip.asp.

PILOT ACTIVATED LIGHTING

Pilots are reminded of the different methods of activation for PAL, PAL+AA and AFRU+PAL. See ERSA INTRO, Aerodrome and Approach Lighting.

CHANGES TO NAVAID RQ BOXES ON PROCEDURE CHARTS

Commencing Amendment 157, a change is being made to the NAVAID RQ boxes shown in the top right corner of some approach charts. Where the NAVAID RQ box is shown on an approach chart the text refers to the NAVAID or GNSS that the aircraft must use for the approach. Where an IDENT is currently shown it is being removed (example ICB DME will become DME). On ILS charts where waypoints are being introduced at the FAF so GNSS can be used to identify the altitude verification check point (in lieu of the DME distance) the NAVAID RQ box will have 'DME or GNSS'.

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