

REGIONAL AIRSPACE AND PROCEDURES ADVISORY COMMITTEE

VIC RAPAC

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OUT OF SESSION

DATE: 26 October 2018

TITLE	Changes to Melbourne VFR route
SUBMITTED BY	CASA – Kev Scrimshaw (Kev.Scrimshaw@casa.gov.au)
PURPOSE	To inform members of the changes to the Melbourne Port Phillip Bay VFR route effective 8 November 2018
KEY ISSUES	<ul style="list-style-type: none">• Additional CTA step to south Melbourne Airport to accommodate the RWY 34 GLS approach.• New CTA step has required a change to Port Phillip Bay VFR lane operations.
ATTACHMENTS	<ol style="list-style-type: none">1. Excerpt from Melbourne VTC 8 Nov 18 (1:150,000 Inset);2. AIC H44/18 – Implementation of GLS approaches to RWY 34 at Melbourne.

CHANGES TO MELBOURNE VFR ROUTE

The GBAS Landing System (GLS) has been in use at Melbourne Airport on Runways 09, 16 and 27 since 25 May 2018. Implementation of the approach to Runway 34 is dependent on the approval of a change to the base of controlled airspace south of Melbourne over the northern portion of Port Phillip Bay. The airspace change was approved by the Office of Airspace Regulation (OAR) and will come into effect on 8 November 2018.

The insertion of a step at 2,000FT required changes to be made to the VFR transit lane around Port Philip Bay to ensure separation and safety of flight was maintained.

The changes to the VFR route were considered by the OAR to be in the best interests of aviation safety following receipt of feedback to the initial Airservices proposal and considering the outcomes of a risk assessment conducted by the OAR to support their determination. Such aspects as equity of airspace, cost, VFR operational rules in accordance with CAR 161, 162 and 258 were taken into account during the OAR assessment process.

As the changes will come in to effect on 8 Nov 18, the OAR has deemed it important to ensure that wider education of the changes should be circulated to ensure that pilots have information about the changes in sufficient time prior to the date of effect.

Changes are being made to the Melbourne Basin Wall Chart. Changes are also being made to other CASA produced safety material.

Other education will be broadcast via Flight Safety Australia and other media means.

In summary, the VFR plotted route does not change but the heights and direction of heights are to change to ensure that commensurate with the lowering of the heights, there will still be compliance with the requirement for over water operations to be conducted in accordance with regulations (glide distance to land if not carrying suitable flotation devices on board).

Attached to this OOS is a copy of the Melbourne VTC 8 Nov 18 (1:1500,000 Inset).

Attached is a copy of AIC H44/18 – Implementation of GLS approaches to RWY 34 at Melbourne

Below are the new procedures when operating along the Port Phillip Bay VFR lane in either direction.

*Recommended Procedures: Tracking
SNP – LAVERTON BOM TOWER
cloud permitting*

1. Fly eastbound at 2000FT
2. Fly westbound at 1500FT
3. Track to right of lane if oncoming aircraft identified
4. Where practical track via the coast
5. Landing and taxi lights on
6. Avoid overflying oil refineries and tanks.

*Recommended Procedures:
Tracking Coastal PTOM - CARR*

1. Fly southbound at 2000FT
2. Fly northbound at 1500FT cloud permitting
3. Track to right of lane if oncoming aircraft identified
4. Track clear of MB CTR
5. Landing and taxi lights on

Note: Beach patrol aircraft operate below 1000FT during summer.

Initially, Airservices will not be using the 34 GLS approach unless absolutely necessary for a safety reason. This will provide an initial period for a review of VFR operations to ensure that the new procedures are being followed. If not, further education will be conducted. Following the review period, and when it has been established that the airspace change has not resulted in an increase in airspace infringements in the vicinity of the new airspace, all restrictions on the use of the GLS approach will be lifted. When this is done the GLS approach will become the preferred instrument approach to Runway 34. The earliest that this could occur is 6 December 2018.