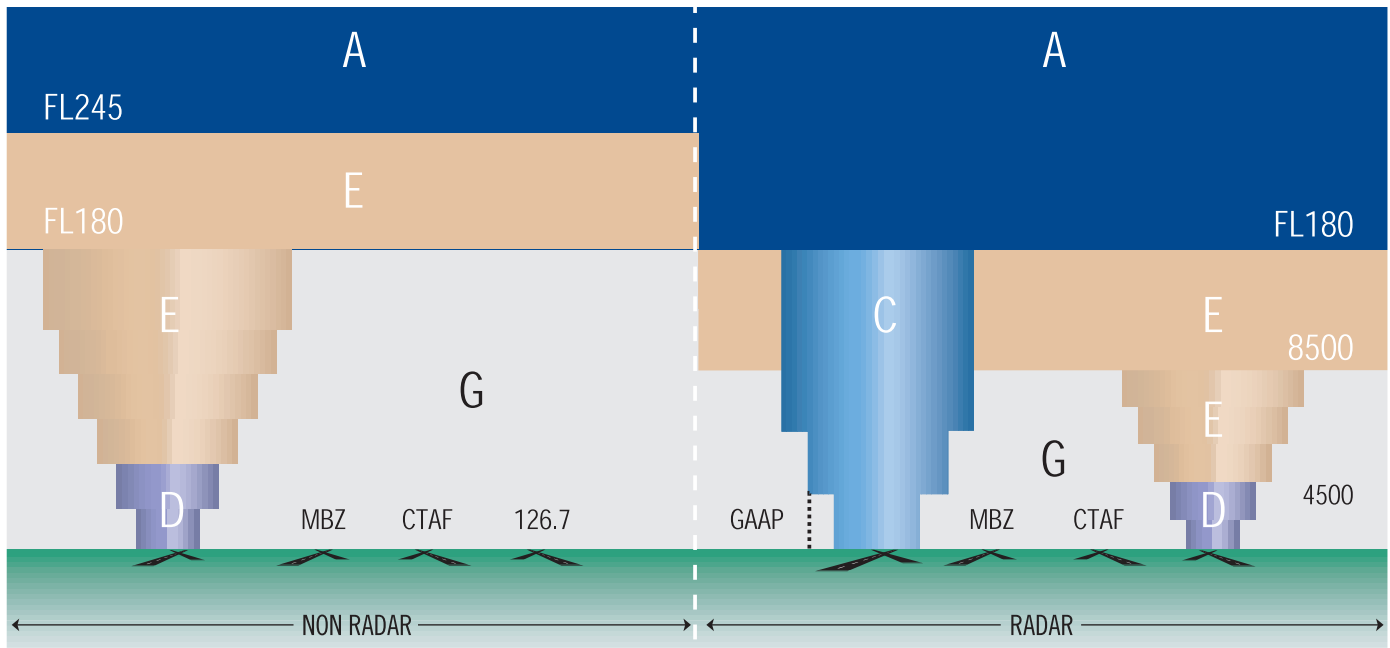


Airspace and procedure changes



Australian airspace will change substantially on November 27 with the introduction of Class E Airspace right across Australia. The changes will include new procedures, representing the most significant impacts so far in the progressive implementation of the FAA's National Airspace System in Australia.

The changes will affect:

- Airspace class
- Chart simplification
- Transponder requirements
- ICAO Class D procedures
- VFR climb/descent in Class D airspace
- Merging target procedures.

Airspace class changes (above)

Class E airspace has been increased, replacing some Class C and Class G airspace. Class E airspace permits greater flexibility for VFR flights. IFR flights are separated from other IFR flights, however VFR flights may operate in Class E airspace without a clearance if the pilot can fulfil the following requirements and recommendations:

- Operating mode A and C Transponder
- Fly hemispherical levels
- Operate in VMC
- Monitor an appropriate frequency
- For safety, activate strobes and landing lights
- Keep a vigilant lookout.

Merging target procedures

ATC may provide pilots with a mutual traffic advisory service where radar returns are likely to merge with the minimum vertical separation standard being applied.

Substantial dialogue is not necessary when a

simple "copied" will do.

ICAO Class D airspace (below)

For a number of years, Australia has operated its Class D airspace differently from what is required for ICAO Class D. These changes will bring current Class D in line with ICAO and achieve a higher level of flexibility for both air traffic control and pilots flying in Class D airspace.





VFR climb & descent in Class D (IFR only)

To enhance the flexibility of the National

Airspace System, the procedure allowing IFR aircraft to climb and descend VFR in VMC is being expanded to include Class D airspace. Pilots may now request a clearance for a VFR climb or descent, provided they take into account the surrounding airspace and traffic. Refer to "IFR Operations in Class E Airspace" Kneepad effective 10 July 2003 for further information on this procedure. Copies are available through the NASIG on (02) 6287 6169.

Safety tip: Keep external lights on, including landing lights and strobes where fitted during

ICAO CLASS D

	Entry requirements	Radio communication requirement	Separation provided	Services provided
IFR	ATC clearance	Continuous two-way 	IFR from IFR IFR from Special VFR	Air traffic control service, traffic information about VFR flights
VFR	ATC clearance	Continuous two-way 	No	Air traffic control service, traffic information on all other flights
Special VFR	ATC clearance	Continuous two-way 	Special VFR from Special VFR when visibility is less than VMC	Air traffic control service
All Flights	ATC clearance	Continuous two-way 	Taking off and/or landing at controlled aerodromes	Air traffic control service

this procedure to increase visibility to other aircraft which will in turn increase safety.

Chart simplification (right)

Designated remote areas have been removed from the charts. Pilots must ensure they carry sufficient survival equipment for each flight. See CAO 20.11.

Frequently asked questions

"I'm a light aircraft owner. Do the changes mean that I will now have to buy a transponder?"

An operating mode A and C transponder is required for all aircraft operating at or above 10,000 ft and any aircraft operating in classes A, C and E airspace.

Most aircraft operating in these areas already have a transponder. The important thing is that if your aircraft is transponder equipped it must be turned on.

"I'm a regional airline pilot. How will the change from enroute C to enroute E affect my operations?"

Class E airspace will provide IFR pilots with greater flexibility in VMC, through the availability of procedures such as VFR climb and descent and VFR on top.

In Class E airspace, VFR aircraft operate without a clearance (they must, however, carry and have turned on a mode C transponder). There might be unaltered VFR traffic in Class E airspace when VMC exists. ATC will provide traffic information to IFR aircraft about known VFR aircraft on a workload permitting basis.

"What impact will the November changes have on operations at Class D towers?"

The November changes will introduce ICAO standard procedures for all Class D towers in Australia.

ATC will separate IFR from IFR and IFR from Special VFR. In all other cases where ATC separation is not required, ATC will provide traffic information to IFR about VFR and to VFR about all other flights. IFR and VFR flights may also be issued with tracking and / or level instructions to minimise conflict.

A clearance is still required to enter Class D airspace.

Check the AICs

Additional information on the changes can be found in the AICs 7,8,9,10/03. They will help explain the AIP amendment effective 27 November as part of ongoing airspace reform.

Changes already implemented

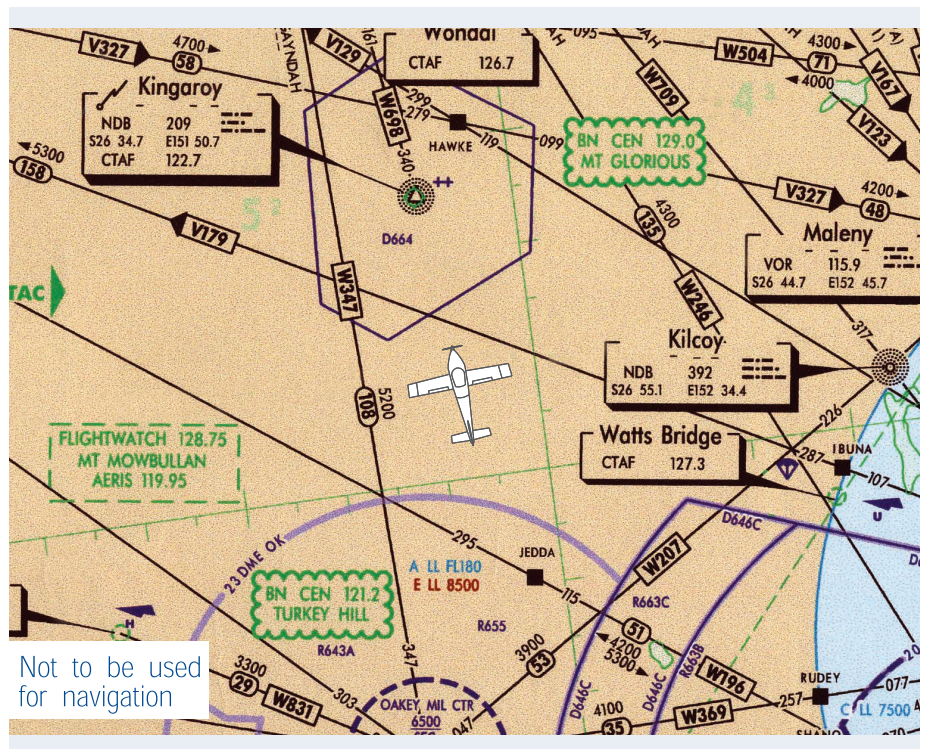
NAS Stage One and Stage 2a changes were introduced progressively from 28 November 2002 and cover such procedures as requesting QNH, reducing radio call congestion, VMC operations in Class E airspace and the introduction of VFR-on-top operations for IFR planned aircraft.

Still not sure?

CALL 1800 007 024

Website:

<http://www.dotars.gov.au/airspacereform/>



**BN CEN 126.0
ROMA**

FIA boundaries and associated frequency information have been removed from ERC-L, VTC and VNC charts.

On ERC-L charts these have been replaced with ready-reference data blocks, which give the ATS frequency and location.

Where a RIS is available, the appropriate approach frequency has been included on the VTC and VNC charts.

**FLIGHTWATCH 122.1
POINT LOOKOUT
AERIS 119.75**

Existing AERIS and FLIGHTWATCH frequency boundaries have been replaced with the box to the left.

**BN CEN 129.0
MT GLORIOUS**

These blocks include the location of the outlet should the pilot need to contact ATS for a service.

Pilots of VFR flights should not make self-announce broadcasts on ATS frequencies.

CURRENT TRANSPONDER REQUIREMENTS

Required in:

- Class A in radar coverage
- Class C in radar coverage
- Class E mandatory

27 NOVEMBER TRANSPONDER REQUIREMENTS

Required in:

- Class A
- Class C
- Class E mandatory
- All airspace at and above 10,000ft

SPECIFIC ATC EXEMPTIONS

Specific ATC exemptions against the requirement for carriage of SSR transponders, for the portions of flights subject to a clearance, may be available subject to agreement with the relevant Air Traffic Control Unit as follows:

- a. For operation of an aircraft with an operating transponder but without operating automatic pressure altitude reporting equipment having a Mode C capability, the request may be made at any time.
- b. For operation of an aircraft with an inoperative transponder to the airport of ultimate destination, including any intermediate stops, or to proceed to a place where suitable repairs can be made or both, the request may be made at any time.
- c. For operation of an aircraft that is not equipped with a transponder, the request must be made at least one hour before the proposed operation.