

## **DRAFT AC 91.335 - (0)**

### **MAPS, CHARTS AND AERONAUTICAL INFORMATION TO BE CARRIED**

#### **1. REFERENCE**

- CASR 91.335(6) Maps and charts to be carried.

#### **2. PURPOSE**

This Advisory Circular (AC) provides guidance to pilots and aircraft operators with respect to the maps, charts and other aeronautical information that should be carried aboard aircraft engaged in IFR or VFR flights.

#### **3. STATUS OF THIS AC**

This is the first AC to be written by CASA relating to CASR 91.335.

#### **4. GENERAL**

CASR 91.335(6) requires the pilot in command of an aircraft to ensure that the aircraft has on board all of the necessary, current aeronautical maps, charts and other aeronautical information published in the AIP, or approved equivalents, applicable to the route of the proposed flight and any probable diversionary route. This AC provides guidance as to what maps, charts and other aeronautical information should be carried.

## 5. AERONAUTICAL MAPS, CHARTS AND OTHER AERONAUTICAL INFORMATION THAT SHOULD BE CARRIED

Column 1 Item	Column 2 Kind of map, chart or other publication	When it should be carried
1	DAP charts	If the flight is an IFR flight
2	Enroute charts	<ul style="list-style-type: none"> <li>(a) for an IFR flight, an ERC or TAC appropriate to the route or area with adequate buffers for emergency and diversion; or</li> <li>(b) for a VFR flight in controlled airspace: <ul style="list-style-type: none"> <li>(i) VTC or VNC; or</li> <li>(ii) ERC or TAC and an acceptable topographical chart or a chart produced specifically for aviation use printed with current airspace boundaries and heights; or</li> </ul> </li> <li>(c) for a VFR flight in Class G airspace but within 20 nautical miles of controlled airspace — an ERC or an acceptable topographical chart of scale 1:250 000 or greater, marked with current airspace boundaries relevant to the flight</li> </ul>
3	ERSA	<p>If:</p> <ul style="list-style-type: none"> <li>(a) the flight goes beyond 50 nautical miles from the point of departure; or</li> <li>(b) the flight enters controlled airspace other than at the point of departure; or</li> <li>(c) the flight enters an area subject to special procedures published in ERSA;</li> </ul> <p>unless exempted by a relevant operations manual</p>
4	NOTAMs	<p>If:</p> <ul style="list-style-type: none"> <li>(a) the flight is an IFR flight; or</li> <li>(b) the flight is a VFR flight: <ul style="list-style-type: none"> <li>(i) in other than Class G airspace; or</li> <li>(ii) in the vicinity of a CTAF(R)-designated aerodrome; or</li> <li>(iii) operating at a certified or registered aerodrome that has an instrument approach or departure procedure;</li> </ul> </li> </ul> <p>except that, if the aircraft is operating within 50 nautical miles of its point of departure, or within a designated training area related to the point of departure, it need not carry NOTAMs if its pilot in command has studied the current NOTAMs</p>
5	TAC	If the flight is an IFR flight

Column 1 Item	Column 2 Kind of map, chart or other publication	When it should be carried
6	VTC	If the flight is a VFR flight
7	Aviation weather forecast	If the flight is an IFR flight, or is a VFR flight operating in other than Class G airspace
8	Acceptable topographical chart	If the flight is a VFR flight and goes more than 50 nautical miles from the point of departure, except that, if the pilot is a student pilot, an acceptable topographical chart should be carried if the flight goes beyond 5 nautical miles from the point of departure

Note (1): For items 2 and 8 of the above table, a topographical chart is considered an acceptable topographical chart if:

- (a) for VFR operations in controlled airspace — it is either:
  - (i) a VTC or VNC that covers the area related to the planned flight plus a buffer of at least 20 nautical miles including any likely alternate routes or landing areas; or
  - (ii) a topographical chart in accordance with paragraph (b), together with an ERC or TAC that the pilot can interpret and integrate with the topographical chart; and
- (b) for VFR operations in Class G airspace — it is a topographical chart that:
  - (i) depicts topographical and human-made features with sufficient detail and accuracy to ensure that visual in-flight navigation, tracking and regular position-fixing can be maintained from take-off to landing; and
  - (ii) is of a scale practical for the planned speed of the flight; and
  - (iii) covers the planned flight plus a buffer of at least 20 nautical miles around the projected flight path, including any likely alternate routes or landing areas.

Note (2): The term “approved equivalents” is intended to refer to both the format of the information (i.e. whether on paper or in electronic form) and the publisher of the information where the publisher is not Airservices Australia (for example, Jeppesen).