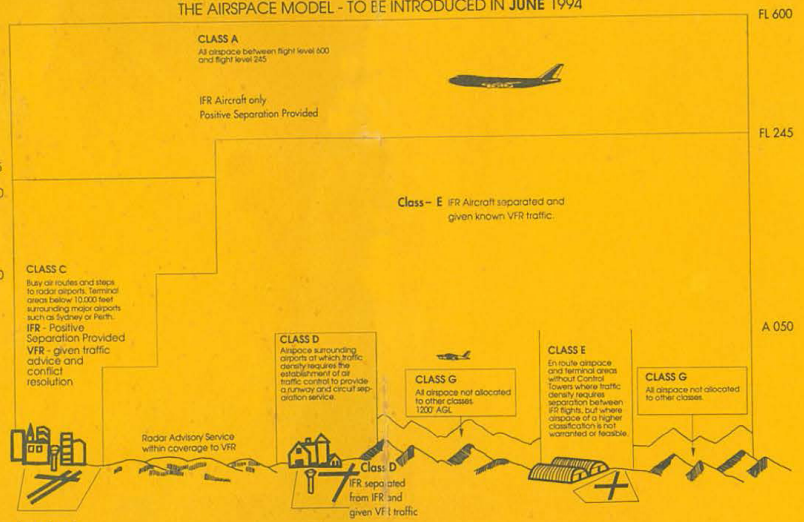
RESTRUCTURING AIRSPACE

The central feature of the new system is the airspace classification.

THE AIRSPACE MODEL - TO BE INTRODUCED IN **JUNE** 1994



NEW VMC MINIMA WILL BE INTRODUCED, AND WILL BE AS FOLLOWS FROM 12 DECEMBER 1991:

In Controlled airspace at and above 10,000 feet:

8 KM visibility, clear of clouds.

In Controlled airspace below 10,000 feet:

5 KM visibility, 1500m horizontal from cloud and 1000 feet above or 500 feet below cloud.

Outside Controlled airspace at and above 10,000 feet:

8KM visibility, 1500m horizontal from cloud and 1000 feet above or 500 feet below cloud.

Outside controlled airspace below 10,000 feet:

5 KM visibility, 1500m horizontal from cloud and 1000 feet above or 500 feet below cloud.

Outside Controlled airspace at or below 3000 feet AMSL or 1000 feet AGL (whichever the higher)**:**

*5 KM visibility, clear of clouds.**

*Note: With this criteria the carriage and use of radio is mandatory.

Written and produced by
Civil Aviation Authority Public Relations

PILOTS

BY 12 DECEMBER 1991

AIRWAYS TRANSITION PROJECT • AMATS • THE DATES

Stage One 12 December 1991

- Stage Two June 1992
- Stage Three December 1992
- Stage Four June 1993
- Stage Five December 1993
- Stage Six June 1994
- Stage Seven June 1995
- Stage Eight December 1995

For further information telephone: 008 810 561

Civil Aviation Authority AUSTRALIA

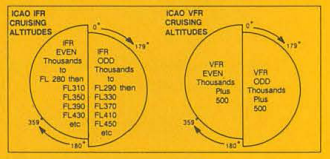
STAGE 1 — 12 DECEMBER 1991

- ICAO Table of cruising Levels will be introduced, (see diagram).
- Full Reporting will no longer be available to VFR flights. A comprehensive SARTIME service will continue to be available.
- VFR flights will be required to provide flight notification only for flights in controlled airspace above 10, 000 feet.
- VFR RPT and Charter flights will have the option of leaving a flight note with a responsible person as an alternative to submitting flight notification to the CAA.
- MTAF and CTAF will be established at non - controlled aerodromes.
- The use of hand - held radios will be acceptable in certain circumstances.
- Where suitable communications facilities exist, clearances will be passed direct to pilots by ATC.
- New VMC minima will be introduced, (see back page).

STAGE 2 — JUNE 1992

- Trials of Radar Advisories will have commenced around Melbourne and Adelaide.
- Traffic information OCTA will be to and about other conflicting IFR and M L J aircraft.

ICAO Table of Cruising Levels



- Two FIRs (BN and ML).
- Towers Needs Analysis Complete.
- Review of Sizes of CTRs/CTAs.
- ML - SY - BN Route Structure Changes.
- Radar Advisory Services at CS, CG, ML, AD, and PH.
  Limited Services at BN, SY and CB.

STAGE 3 — DECEMBER 1992

- IFR/IFR Separation Trials in Non-Radar Airspace.
- IFR/IFR Separation and Radar Advisories available to VFR aircraft in Radar Airspace.

STAGE 4 — JUNE 1993

- IFR/IFR Separation provided in low level airspace.
- Radar usage to limit of capacity.

STAGE 5 — DECEMBER 1993

- New Transponder requirements
- ELBs Mandatory except Scheduled Air Transport, Ag., and within 50 NM.
- Designated Remote Areas cancelled.

STAGE 6 — JUNE 1994

- IFR/IFR Separation Services at all levels.
- FS will provide Briefing Services and SAR Alerting for VFR aircraft.
- ICAO Airspace introduced (see diagram):

Class A=	*FL200 - FL600 (FL245 - FL460 in Oceanic Areas)*
Class C=	*CTA A100 - FL200, Terminal CTA/CTR to A100*
Class D=	*GAAP CTRs plus others*
Class E=	*All airspace which was uncontrolled in 1991 other than Class G as shown below*
Class F=	*Nil*
Class G=	*All Uncontrolled oceanic Airspace plus below 1200'AGL*

STAGE 7 — JUNE 1995

- BN and ML Centres begin Ghosting.

STAGE 8 — DECEMBER 1995

- BN and ML Centres Commissioned.