

AUSTRALASIA INCLUDING NEW ZEALAND AND PACIFIC

AUSTRALIA

Australian ATC is empowered to prohibit an approach to land (except in an emergency) or a take-off when the weather conditions are worse than the published State minima. ATC may use the term “THE AERODROME IS CLOSED TO TAKE-OFF (OR LANDING).” The use of the terms relates solely to prohibition of the aircraft to carry out its desired manoeuvre; all services and facilities at the airport continue in full operation. BAV minima are the more restrictive of State minima and minima calculated according to BAV criteria.

There are specific Australian regulations with regard to alternates and fuel requirements which, for instance, allow a flight to proceed without a nominated alternate in good weather conditions. However BAV fuel policy, which meets the requirements of EASA OPS and is approved by the UK CAA, is more restrictive than that required by the Australian AIP, therefore detailed knowledge of the Australian requirements is not necessary.

ROUTINGS AND POSITION REPORTS

Radar coverage is good, within Brisbane, Melbourne and Sydney CTA's. Therefore, unless otherwise instructed position reports are not required, but it is required to transmit level information at frequency change points.

RNAV routes are widely used.

Direct routings are now commonplace and INS separation as low as 30 nm may be given.

Heavy Aircraft – Pilots of heavy aircraft should always suffix their callsign with the word “HEAVY” in the initial radiotelephony contact with aerodrome control tower or approach unit.

REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

RVSM is used throughout all Australian FIRs, vertical separation may be reduced from 2,000ft to 1,000ft. There is a minimum equipment requirement and an associated altimeter check before flight into RVSM airspace – see relevant manual for aircraft type.

If failure results in the aircraft having less than the minimum equipment required to enter RVSM airspace, ATC must be informed immediately.

RVSM CONTINGENCY PROCEDURES

Crew procedures are generally in accordance with global RVSM procedures, however crews should be aware that in the event of being unable to maintain assigned altitude and in the absence of a revised ATC clearance, then an aircraft should leave its assigned track by turning 90° right or left whenever this is possible. Additionally when flying in Australian Oceanic Airspace and unable to maintain RVSM compliance and/or unable to maintain assigned altitude, then crews should adopt an off-set of 25.0 nm from assigned track until a revised ATC clearance is obtained. (See In Flight Contingencies).

If WAKE VORTEX problems are encountered with adjacent RVSM aircraft (Oceanic Airspace), consider obtaining a revised ATC clearance. If not possible or practicable, establish contact (if possible) with the other aircraft on 123.45; one or both aircraft should initiate a lateral offset of up to 2 nm. Advise ATC and return to track as soon as the offset is no longer required.

There are Designated Routes in the Oceanic Control Areas with named reporting points.

Position Reporting on Designated Routes:

- | | | |
|-------------------------------|---|--|
| a. Over Nav Aid or over water |) | Report if overhead; or |
| within 150nm of Terminal |) | True Bearing/Dist when abeam, or if |
| |) | a Terminal VOR DME can be used, |
| |) | the DME distance and radial flown |
| b. More than 150nm from |) | Report as "at" the R/Pt if within 20nm |
| Terminal and over water |) | of it. If more than 20nm give True |
| |) | Bearing/Dist when abeam |

AUSTRALIAN ORGANISED TRACK STRUCTURE (AUSOTS)

AUSOTS tracks may be established within the Melbourne and Brisbane FIRs for traffic operating between Singapore and Australian Intl airports Brisbane, Sydney and Melbourne.

LATERAL OFFSETS IN OCEANIC AIRSPACE

Aircraft operating in oceanic airspace in the Brisbane and Melbourne FIRs are authorised to use lateral offsets in accordance with the requirements detailed below:

- a. The offset shall only be applied by aircraft with automatic offset tracking capability.
- b. When an offset is applied, the offset must be established at a distance of 1 nm or 2 nm to the RIGHT of track relative to the direction of flight.
- c. The offset must only be applied during the en route phase of flight.
- d. The offset must not be used in addition to diversions or other offsets; e.g. weather or wake turbulence.
- e. The offset must not be applied at levels where obstacle clearance would be affected.
- f. Identified aircraft:
 - i. May continue an offset; and
 - ii. Must advise ATC prior to initiating or changing an offset.

The decision to apply a lateral offset is the responsibility of the pilot in command. Other than when an identified aircraft initiates or changes a lateral offset, pilots are not required to notify ATC that a lateral offset is being applied.

WEATHER DEVIATION PROCEDURES

The following procedures are intended to provide guidance for deviations around thunderstorms. All possible circumstances cannot be covered and therefore the pilot's judgment shall ultimately determine the sequence of actions taken.

If the aircraft is required to deviate from track to avoid weather and prior clearance cannot be obtained, an air traffic control clearance shall be obtained at the earliest possible time.

When the pilot initiates communications with ATC, rapid response may be obtained by stating “WEATHER DEVIATION REQUIRED” to indicate that priority is desired on the frequency and for ATC response.

If a revised air traffic control clearance cannot be obtained and deviation from track is required to avoid weather, the pilot should take the following actions:

1. If possible, deviate away from an organized track or route system.
2. Establish communication with and alert nearby aircraft by broadcasting, at suitable intervals: flight identification, flight level, aircraft position (including the ATS route designator or the track code) and intentions (including the magnitude of the deviation expected) on the frequency in use, as well as on frequency 121.5 MHz (or, as a back-up, the VHF inter-pilot air-to-air frequency 123.45).
3. Watch for conflicting traffic both visually and by reference to TCAS.
4. Turn on all aircraft exterior lights (commensurate with appropriate operating limitations).
5. For deviations of less than 10 nm, aircraft should remain at the level assigned by ATC.
6. For deviations of greater than 10 nm, when the aircraft is approximately 10 nm from track, initiate a level change based on the following criteria:

Route Centreline Track	Deviations >10nm	Level Change
East (000-179 magnetic)	Left	<i>Descend 300ft</i>
	Right	<i>Climb 300ft</i>
West (180-359 magnetic)	Left	<i>Climb 300ft</i>
	Right	<i>Descend 300ft</i>

7. If contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.
8. When returning to track, be at its assigned flight level, when the aircraft is within approximately 10 nm of center line.

Note: 2 and 3 above call for the pilot to: broadcast aircraft position and pilot’s intentions, identify conflicting traffic and communicate air-to-air with near-by aircraft. If the pilot determines that there is another aircraft at or near the same FL with which his aircraft might conflict, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.

IN FLIGHT CONTINGENCIES

The following procedures are intended for aircraft unable to maintain assigned level due to:

- a) Weather (for example severe turbulence);
- b) Aircraft performance problems; or
- c) Pressurisation failure.

They are applicable primarily when rapid descent, turn-back, or diversion to an alternate aerodrome is required. The pilot's judgement will determine the specific sequence of actions taken, having regard to the prevailing circumstances.

An aircraft unable to continue flight in accordance with ATC clearance should obtain a revised clearance prior to initiating any action USING THE DISTRESS (MAYDAY) OR URGENCY (PAN) PREFIX as appropriate.

If unable to comply with the above, leave assigned track by turning 90° right or left, climb or descend 1,000ft if above FL410, 500ft if below FL410 or if at FL410 climbing 1000ft or descending 500ft, while acquiring a track laterally offset by 25 nm from assigned track. Direction of turn to be determined by the position of aircraft relative to any organised tracks, levels allocated, direction to alternate and terrain.

If unable to maintain assigned FL minimise descent while turning to acquire the 25 nm offset. A subsequent FL should be selected which, differs by 1,000ft from those normally used if above FL410 or by 500ft if below FL410.

Obtain ATC clearance soonest USING THE DISTRESS (MAYDAY) OR URGENCY (PAN) PREFIX as appropriate and broadcast position (including Track code, if appropriate) and intentions on 121.5 (with 123.45 as back up) until ATC clearance received. Put all aircraft lights on, maintain the look-out assisted by TCAS.

Before diverting across the flow of adjacent traffic expedite climb or descent to a FL not used by majority of Oceanic traffic (i.e. above FL410 or below FL285).

TWIN-ENGINE AIRCRAFT – Using these procedures as a result of engine shutdown or primary system failure should advise ATC as soon as possible giving aircraft type and requesting expeditious handling.

LAND AND HOLD SHORT OPERATIONS (LAHSO)

Landing and holding short of an intersecting runway, taxiway or designated point on a runway. **BAV (along with other international operators) policy is NOT TO PARTICIPATE in LAHSO for landing or departure, neither actively (cleared to land and hold short), nor passively (other aircraft cleared to land and hold short).** BAV aircraft should not be offered (or accept) a landing or departure clearance with other traffic operating LAHSO on an intersecting runway. Pilots will be alerted that LAHSO are in progress via the ATIS.

SIMULTANEOUS OPPOSITE DIRECTION OPERATIONS

Used where arriving aircraft approach and land on one Rwy at the same time as departures in the opposite direction from the parallel Rwy. The use of these operations will be broadcast on ATIS and are subject to the following conditions:

1. Visual conditions.
2. Departure course diverges by 15° from approach course.
3. Traffic information is passed on conflicting aircraft, e.g. "Traffic (MD11) departing on opposite direction parallel Rwy, turning East".

SIMULTANEOUS PARALLEL ILS APPROACHES

Airports having parallel runways separated by at least 4,300ft may operate a system of simultaneous ILS approaches to both runways. The 4,300ft limit may be reduced with increased ATC monitoring of aircraft on final approach; the term ILS Precision Runway Monitor (ILS PRM) may be used. SIMULTANEOUS CLOSE PARALLEL APPROACH is the term used to describe this reduced separation.

INDEPENDENT VISUAL APPROACHES

These are simultaneous visual approaches to parallel Rwy's, used where normal radar or vertical separation standards are not applied. The ATIS will advise if independent visual approaches are in operation.

The following should be borne in mind:

1. When cleared for an Independent Visual Approach, the pilot is responsible for maintaining the necessary separation from the aircraft on the adjacent approach if it deviates from its flight path.
2. Fly accurate headings when being radar vectored onto final.
3. Ensure Rwy centreline is not crossed during intercept.
4. Monitor the other approach.
5. Accurately track your Rwy centreline.

Note: Traffic information WILL NOT be given about aircraft on adjacent approaches.

"AUSEP"

A term used by Australian ATC to identify airlines and aircraft which have been approved by the Australian CAA to operate on RNAV Routes within Australian airspace. All BA 747 aircraft are AUSEP approved.

Transponder – A serviceable transponder is mandatory for all IFR flights, although ATC may give a dispensation for individual flights.

ADS-B

B744 and B777 fleets have Air Service Australia approval for ADS-B Out operations. This uses the transponder signal to give ATC a pseudo radar picture, allowing closer separation, reducing ATC delays and allowing improved climb or descent opportunities. If ATC see a loss in signal they may ask you to switch transponder.

CRUISING LEVELS

Inside controlled airspace – Semi-circular.

Outside controlled airspace – Quadrantal.

SPEED CONTROL

Where Radar is employed speed control may be implemented. Normally this will be advised in advance to facilitate planning of the descent. It will not be attempted when known turbulence exists.

CUSTOMS

Do not import fruit or meat into Australia.

AERODROMES

Many aerodromes have restricted hours of operation. Should an aircraft divert to an airfield with a “jet-ban” in force, having landed, it will not be allowed to take-off until the period of the “jet ban” is over.

Pilots will normally be instructed, in advance, to change to tower frequency when established on final approach. If due to congestion on the frequency this instruction is not issued the pilot should change automatically at 4 nm from the threshold.

‘T’ BAR VASI

‘T’ Bar VASI installations are used.

Long bodied aircraft may use ‘T’ type VASIs by flying two lights high, i.e. using the two light fly down indication; this gives a 747 wheel height over the threshold of about 27ft.

PRATIQUE REPORTING

Routine calls confirming disinfection of aircraft are not required.

RFF

Throughout Australia a common RFF frequency, 131.0, is used by the Emergency services to enable direct contact with flight crew. It is managed through the tower as the rescue services do not continually monitor the frequency.

NEW ZEALAND

Only Auckland and Christchurch aerodromes are available to large aircraft, radar is available at both and facilities are good.

FLIGHT PLANNING

With only Christchurch available as an alternate within New Zealand, there can be problems when the weather is poor.

It may be necessary to flight plan with Christchurch as destination and Auckland as alternate and subsequently divert to Auckland.

If only one of the airfields is open this should be flight planned as destination with Sydney or Melbourne as alternate.

If either airfield is below destination limits but there is a prospect of improvement, use of a PNR should be considered to facilitate a departure.

DESIGNATED ROUTES

There are Designated Routes in the Oceanic Control Areas and requirements for position reports are the same as for Australia.

121.5 MHZ

121.5 MHz should be guarded on all ocean crossings.

SPEED CONTROL

Not above 250 kts below 10,000ft within 30 nm of destination.

CRUISING LEVELS

Oceanic FIRs and Control Areas use ICAO Basic rules for allocation for IFR traffic. Domestic FIRs use an unusual allocation system.

CLEARANCE DELIVERY PROCEDURE

Applicable to Auckland and Christchurch. Not later than 5 mins prior to start advise Ground Control with the following:

1. Pre-flight radio check.
2. ATIS received.
3. Level requested.
4. Alternate.
5. Take-off time.
6. Runway required if other than that notified on ATIS.
7. Number of persons on board.

CHRISTCHURCH

Extensive military and civil training occurs in VFR and “VFR on top”, a good look-out is needed.

PACIFIC**AIRSPACE DESCRIPTION**

The Oceanic Control Areas covering the Pacific are:

1. Tokyo and Anchorage CTAs to the North.
2. Oakland CTA covering the central Pacific, including the area South of the Tokyo CTA.
3. Brisbane, Auckland, Nadi and Tahiti CTAs to the South.

Reduced Vertical Separation Minimum (RVSM) is used.

NORTH PACIFIC (NOPAC) ROUTES

These are described in the Polar Area Briefing.

HAWAII AND US MAINLAND COMPOSITE ROUTE SYSTEM

This route system organises the considerable flow of traffic between the islands and the mainland.

IN FLIGHT CONTINGENCIES ICAO PAC REGION

Guidelines are published in the Flight Guide Supplement. Basically if unable to maintain assigned FL or a turnback is required:

1. Attempt to obtain re-clearance from ATC.
2. Keep ATC and other aircraft (using 121.5 MHz) advised of intentions.
3. Leave assigned track at 90° (turning in direction most suitable to keep clear of adjacent routes) to establish a track laterally separated by 25 nm from original and select a level 500ft separated from those normally used.

USAF RADAR ADVISORY SERVICE

This service is available over a large area of the central Pacific. The callsign is STARGAZER and initial contact is on 121.5.

COMMUNICATIONS

Families of HF frequencies are used, e.g. CEP 1-2-3 for the Hawaii/US Mainland routes.

121.5 should be monitored during ocean crossings.

