



DOCUMENT  
**GSM-AUS-CPL.001**

DOCUMENT TITLE  
**INSTRUMENT RATING**

## **CHAPTER 1 – PUBLICATIONS AND CHARTS**

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## JEPPESEN AIRWAY MANUAL

### 1.1. Overview

Your Jeppesen must be kept amended and up-to-date. This is the main publication used in both your ground school and your flying training. The JEPPESEN AIRWAY MANUAL, CAO, CAR and ERSA are the publications you will be allowed to use for the CIR examination.

When you receive your Jeppesen amendments you will receive a revision number sheet. Do not throw this out. This must be put in the front of Jeppesen Airway Manual book 1. You then put the revised number in the record of revisions sheet. You will also receive a CHART NOTAM sheet. It is extremely important that you read this carefully, do all amendments that are stated and then cross them off when they have been completed.

It is important that you study the Introduction section of JEPPESEN. This section contains information in relation to the various charts you will be using as an IFR pilot. All the charts symbols and legends are listed in this section.

**Note:** The ICAO abbreviation for Localizer "LLZ" is not used in the JEPPESEN AIRWAY MANUAL. The standard abbreviation for Localizer used through the Airway Manual, including on charts, is "**LOC**."

### 1.2. Flight Planning

Refer to *AIR TRAFFIC CONTROL [ATC] FLIGHT PLANNING*, section 600 for information relating to planning a flight. Information regarding flight plan preparation, including ATS Flight Notification requirements and other important details are included in this section.

When planning a flight use:

- En route chart
- Area chart
- Check *JEPPESEN EN ROUTE* section for planning requirements and route limitations in relation to planning out of and into civil and military controlled airspace.

Selection of Cruising Levels is covered in *ATC-CLIMB AND CRUISE* section. (Also refer *CAR 180*.) Flights must be planned in accordance with levels from the *IFR Tables of Cruising Levels* shown in this section.

All levels flown in Classes A, C and D airspace, and IFR levels flown in Class E airspace must be assigned by ATC. Levels flown by IFR aircraft maintaining VFR-on-top in Class E airspace must be in accordance with the VFR Table of Cruising Levels.

For IFR planning and operations when your TAS is less than 300 KT a triangle  $\Delta$  in any form is a compulsory position report.

When cruising in flight, although you should maintain your Semi Circular level you may cruise at any level at or above your lowest safe altitude if there is a valid operational reason for doing so and, if in controlled airspace, ATC has approved this level.

The *JEPPS ATC-AIRPORTS AND GROUND AIDS* section provides information required to make a decision on whether a particular aerodrome requires an alternate to be planned.

The *TERMINAL* section of JEPPESEN provides information on departure from and arrival at aerodromes.

The *RADIO AIDS* section of JEPPESEN contains important information regarding the rated coverages and limitations of radio navigation equipment.

The *METEOROLOGY* section of JEPPESEN is another important section and provides much information in relation to the various forecasts decodes and automated briefing systems.

### 1.3. Route Designators

#### 1.3.1. Conventional Routes

REGIONAL ROUTES – A, B, G, R

DOMESTIC ROUTES – H (ONE WAY), J (TWO WAY)

DOMESTIC ROUTES – V (ONE WAY), W (TWO WAY) - predominantly low level

#### 1.3.2. RNAV Routes

REGIONAL ROUTES (TASMAN) – L, M, N, P

DOMESTIC ROUTES – Q (180° - 359°), Y (360° - 179°), T (TWO WAY), Z (LOW LEVEL)