



DOCUMENT
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DOCUMENT TITLE
INSTRUMENT RATING

CHAPTER 3 – CLIMB AND CRUISE

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CLIMB AND CRUISE

3.1 Changes of Level and Traffic Information

In Class G airspace the pilot of an aircraft shall report his intention to ATS approximately 1 minute prior to making any change in level. This also applies to top of descent.

(ATC AU806)

In Class G airspace a traffic information service is provided to IFR and MLJ flights about other conflicting IFR or MLJ flights. Services provided may be based on ATS surveillance system data where coverage exists. Traffic information will be provided whenever there is a possibility of confliction between aircraft in the following situations:

- Aircraft having less than 1000 FT vertical separation with less than 15 NM lateral separation at the estimated of crossing or passing
- Overtaking or opposite direction aircraft on the same or reciprocal tracks having less than 1000 FT vertical separation with less than 10 minutes longitudinal separation based on pilot estimates
- Climbing or descending aircraft passing through the levels of other aircraft
- More than one aircraft arriving at, or departing from, the same aerodrome
- Where severe turbulence has been reported, traffic information will be based on aircraft having less than 2000 FT vertical separation.

Traffic information will include relevant factors from the following:

- The identification of the conflicting aircraft
- The aircraft type
- Route of the aircraft
- The last position report received from the aircraft
- Intentions of the pilot (if known) and as required
- The aircraft's initial departure track and intended cruising level
- Inbound track or direction, level and next estimate
- Any other data which may enhance the value of the information.

When an aircraft is instructed by an ATS unit to standby for traffic, the pilot should continue to monitor the frequency until traffic information is received.

(ATC AU114)

3.2 Position Reports

Position reporting is mandatory when operating under the IFR and must normally be made at the positions or times notified on the flight notification. For flights not operating along an ATS route, reporting points should be provided for locations separated by a distance of approximately 30 minutes or 200 NM whichever is least.

(ATC AU812)

The position reporting format appears in JEPPE METEOROLOGY.

When operating within radar coverage in controlled airspace and advised of radar identification, unless otherwise instructed, position reports are not required.

(ATC AU800 Section)

3.3 Frequency Changes

After any en route frequency change a pilot shall advise his last assigned altitude and whether the aircraft is on climb, cruise or descent e.g. maintaining 7000.

(ATC AU813 & ATC AU704)

3.4 Flight below LSALT/MSA

A sector of an IFR flight can be carried out below LSALT/MSA by **day only** without any change to planned procedures or SAR requirements provided the aircraft can maintain VMC (e.g. low level survey etc.)

(ATC AU807 & CAR178)