



Operations Manual – Volume 3 (OM3)

Aerodromes and Routes

Edition 3, Revision 0, 15SEP18

UNCONTROLLED WHEN PRINTED

**Layout and General Content is
© 2015 Wes Mason and Paul Gardner
All rights reserved**

Corporate content and Business Practices
are Copyright © 2015 by
APTA Pty Ltd. All rights
reserved. No part of this
publication may be reproduced,
stored in a retrieval system or
transmitted in any form or by
any means without the
permission of the copyright
holders as applicable.

Australian Pilot Training Alliance Pty Ltd

UNCONTROLLED WHEN PRINTED

Table of Contents

Table of Contents.....	0-i
List of Figures	0-iv
No table of figures entries found.	0-iv
List of Tables	0-v
Amendment Record	0-vi
List of Effective Pages	0-vii
Document Change Request Form	0-viii
Distribution List.....	0-ix
Abbreviations and Acronyms	0-x
Definitions – Crew	0-x
Definitions – General	0-x
Definitions – Aircraft Performance	0-x
Definitions – Airspeed Terminology	0-x
Definitions – Meteorological Terminology	0-x
Definitions – Weight and Balance Terminology	0-x
Conversion Table	0-x

UNCONTROLLED WHEN PRINTED

Group Chief Executive Statement.....	0-x
0 Preliminary	0-1
0.1 Volume Title.....	0-1
0.2 Cautions and Notes	0-1
1 Airspace Routes and Aerodromes	1-1
1.1 Operations in Different Classes of Airspace.....	1-1
1.1.1 Class A and Class C.....	1-1
1.1.2 Class D	1-1
1.1.3 Class E	1-1
1.1.4 Class G and CTAF (NTA).....	1-1
1.1.5 RVSM Airspace	1-1
1.1.6 RNP Airspace	1-1
1.1.7 Prohibited and Restricted Areas.....	1-1
1.1.8 Hazardous Airspace	1-1
1.1.9 Lanes of Entry and Aerodrome Operations.....	1-1
1.2 Routes	1-1
1.2.1 Policy	1-1
1.2.2 Standard Routes and Limitations	1-2
1.2.3 Levels	1-2
1.2.4 Position Fixing, Reports and Waypoints.....	1-2
1.2.5 ASEA Route Restrictions.....	1-2
1.3 Aerodromes.....	1-2
1.3.1 General Standards	1-2
1.3.2 Procedures for use of Unapproved Aerodromes.....	1-3
1.3.3 Take-off and Landing Distances Available	1-4
1.3.4 Elevations	1-4
1.3.5 Facilities.....	1-4
1.3.6 Obstructions.....	1-4
1.3.7 Weather Minima	1-4
1.3.8 Low Visibility/Autoland Runways	1-4
1.3.9 Narrow Runways	1-4
1.3.10 CASA Authorisations	1-4
2 Operational Forms	2-1
2.1 Forms	2-1
3 Additional Information.....	3-1

UNCONTROLLED WHEN PRINTED

Index.....	3-1
-------------------	------------

UNCONTROLLED WHEN PRINTED

List of Figures

No table of figures entries found.

UNCONTROLLED WHEN PRINTED

List of Tables

Table 2-1 Forms Related to Volume 3 (OM3).....	2-1
--	-----

UNCONTROLLED WHEN PRINTED

Amendment Record

DCR Number	Edition/ Revision No	Revision Date	Amended By	Date of Insertion
DCR-000	Ed 1/Rev 0	12MAR16	ORIGINAL Issue	12MAR16
DCR-000	Ed 1/Rev 1	03JUN16	MFT	03JUN16
DCR-001	Ed 2/Rev 0	15APR17	APTA	15APR17
DCR-001a – DCR-046	Ed 2/Rev 1	20OCT17	APTA	20OCT17
DCR-047 to DCR- 095	Ed 2/Rev 2	30APR18	APTA	30APR18
DCR-096 to DCR- 134	Ed 3/Rev 0	15SEP18	APTA	15SEP18

UNCONTROLLED WHEN PRINTED

List of Effective Pages

List of Effective Pages Chapter Number	Edition Number / Revision Number and Date	Page(s)
Volume 3 (OM3)		
0	Ed 3/Rev 0 / 15SEP18	0-i to 0-x and 0-1 to 0-2 (plus Cover Page and Reverse, not numbered).
1	Ed 3/Rev 0 / 15SEP18	1-1 to 1-4
2	Ed 3/Rev 0 / 15SEP18	2-1 to 2-2
3	Ed 3/Rev 0 / 15SEP18	3-1 to 3-2

UNCONTROLLED WHEN PRINTED

Document Change Request Form

Refer to Operations Manual, Volume 1 (OM1).

UNCONTROLLED WHEN PRINTED

Distribution List

Copy Number (or 'E' for Electronic)	Edition/ Revision No	Revision Date	Issued To	Date of Issue
E	Ed 2/Rev 0	15APR17	(Refer FSM)	15APR17
E	Ed 2/Rev 1	20OCT17	(Refer FSM)	20OCT17
E	Ed 2/Rev 2	30APR18	(Refer FSM)	30APR18
E	Ed 3/Rev 0	15SEP18	(Refer FSM)	15SEP18

NOTE:

In the above table, the 'E' indicates electronic distribution via Company Server or FSM. As new personnel may be issued access to the electronic copy during Induction, a list will be maintained in FSM as to who has access to the electronic copy. Paper copies, if issued, will be listed above along with a 'Copy Number' preceded by the letter 'P' (for 'Paper') and a number, followed by the name of the custodian.

To facilitate changes to the distribution of electronic copies and paper copies following issue of access or paper version, reference should be made to FSM and/or an OSO may be issued to list the new holder(s).

The Distribution and availability as well as other version control information is provided in each Volume and/or BPM including the Exposition as per CASR Part 142.350.

UNCONTROLLED WHEN PRINTED

Abbreviations and Acronyms

Refer to Operations Manual, Volume 1 (OM1).

Definitions – Crew

Refer to Operations Manual, Volume 1 (OM1).

Definitions – General

Refer to Operations Manual, Volume 1 (OM1).

Definitions – Aircraft Performance

Refer to Operations Manual, Volume 1 (OM1).

Definitions – Airspeed Terminology

Refer to Operations Manual, Volume 1 (OM1).

Definitions – Meteorological Terminology

Refer to Operations Manual, Volume 1 (OM1).

Definitions – Weight and Balance Terminology

Refer to Operations Manual, Volume 1 (OM1).

Conversion Table

Refer to Operations Manual, Volume 1 (OM1).

Group Chief Executive Statement

Refer to Operations Manual, Volume 1 (OM1) of this Exposition.

UNCONTROLLED WHEN PRINTED

0 Preliminary

0.1 Volume Title

This Volume is a component of the Company Operations Manual and is known as Operations Manual, Volume 3 (OM3) –Aerodromes and Routes. This Volume along with other components of the Operations Manual (OM) identified below, including the Base Procedures Manual(s) constitute the Company CASR Part 141 and Part 142 Exposition.

Due to the content of Chapter 0 across all OM Volumes being identical, reference should be made to OM1 as only the Chapter 0 content that is specific to OM3 will be displayed in this Chapter.

0.2 Cautions and Notes

This page has been included to provide information about the use of cautions and notes. These symbols or 'icons' may be utilised if/when necessary throughout OM1, OM2, OM3, OM4, OM4A and OM5 and associated documents such as BPMs and the Forms Manual.

CAUTION

A caution immediately precedes an operating procedure or maintenance practice which, if not correctly followed, could result in damage to or destruction of equipment or corruption of data.

NOTE

A note immediately precedes or follows an operating procedure, maintenance practice or condition that requires highlighting.

UNCONTROLLED WHEN PRINTED

Intentionally Blank

UNCONTROLLED WHEN PRINTED

1 Airspace Routes and Aerodromes

1.1 Operations in Different Classes of Airspace

This section deals with Company specific policies for operations in various classes of airspace that may differ from those specified in the AIP-ENR.

1.1.1 Class A and Class C

Reserved.

1.1.2 Class D

Reserved.

1.1.3 Class E

Reserved.

1.1.4 Class G and CTAF (NTA)

Reserved.

1.1.5 RVSM Airspace

Reserved.

1.1.6 RNP Airspace

Reserved.

1.1.7 Prohibited and Restricted Areas

Reserved.

1.1.8 Hazardous Airspace

Reserved.

1.1.9 Lanes of Entry and Aerodrome Operations

Reserved.

1.2 Routes

1.2.1 Policy

Routes specified in the VFR and IFR syllabi for use during the navigation phases of flying training are suggested routes only, designed to ensure a Student is exposed to various types of navigation, over various types of terrain, in various types of airspace. The routes may be used in their entirety or varied to any degree at the discretion of the Flight Instructor, based on student ability or any other operational factors.

UNCONTROLLED WHEN PRINTED

Recommended Routes can be found in the applicable Base Procedures Manual.

1.2.2 Standard Routes and Limitations

Reserved.

1.2.3 Levels

A Company Pilot must plan flights utilizing the hemispherical levels as specified in the AIP. If a Pilot is operating in controlled airspace, the flight must be conducted at the level assigned by ATC.

While operating in controlled airspace, the PIC may request a level that is determined by the PIC as essential to the operation. In these circumstances the request shall be prefixed by 'Due Operational Requirement'.

Flights must be planned to hemispherical levels:

- Whenever a flight is conducted at a height of 5,000 ft AMSL or more; or
- If the flight is conducted at a height of less than 5,000 ft AMSL whenever practicable (refer to CAR 173).

The PIC of a Company aircraft must commence a level change when required by ATC as soon as possible, unless otherwise directed by ATC.

1.2.4 Position Fixing, Reports and Waypoints

All flights will be planned such that it is possible to fix position in accordance with the distance intervals and time intervals specified in the AIP.

For flights operating under the IFR, additional reports may be required at locations noted on enroute charts, approach charts or other related guidance material.

1.2.5 ASEA Route Restrictions

Reserved.

1.3 Aerodromes

1.3.1 General Standards

All aerodromes listed in the ERSA are approved for use by the Company.

When using government, licensed or joint military/civil aerodromes, the PIC will refer to the AIP and ERSA for appropriate aerodrome details.

The Company references the the Country Airstrip Guide (for the relevant State or Territory in the Commonwealth of Australia) for use of other airstrips that are not identified in the ERSA which may be used with prior approval.

UNCONTROLLED WHEN PRINTED

NOTE:

Approval by the Company of any aerodrome listed in the ERSA or any ALA does not obviate the requirement to obtain prior permission for use from the Operator or Owner or the necessity to meet any other prior operational requirement, which may include obtaining more detailed information such as, but not limited to, runway length, width, serviceability, conditions or any other operational considerations.

A PIC may utilise other aerodromes not listed in the ERSA with prior permission of the Head of Operations provided that the ALA has been assessed as suitable taking into account aircraft performance and aerodrome/ALA requirements as specified in the AIP.

Company Pilots visiting ALAs are to update any significant information to the Country Airstrip Guide or AOPA Publication or equivalent that may be of relevance to other Pilots.

NOTE:

Where a specific Base maintains an ALA Database of acceptable ALAs, this may be referred to as well as the above.

Existing survey reports may be referred to, provided that the PIC is satisfied that the requirements of CAAP 92-1 are met.

Before flying into an Aeroplane Landing Area, the PIC shall:

- Ensure that the dimensions, gradients and surface are appropriate to the flight; i.e. ensure that the width and the dimensions of the approach and take-off areas at both ends shall not be less – and the approach and take-off climb gradients at both ends shall not be steeper – than depicted in the current issue of CAAP 92-1;
- Ensure that the minimum requirements of the Performance Charts for take-off and landing are adhered to;
- Confirm that surface conditions will permit safe landing and takeoff; and
- Obtain permission to land from the owner/occupier/agent of the Landing Area.

The PIC must observe any relevant markings that alter the operational status of the ALA or aerodrome. Relevant markings may be found in the AIP.

The PIC of an aircraft is ultimately responsible for the use and safe operations of an aircraft landing at an ALA.

1.3.2 Procedures for use of Unapproved Aerodromes

Refer to 1.3.1 (above):

UNCONTROLLED WHEN PRINTED

1.3.3 Take-off and Landing Distances Available

Refer to 1.3.1 (above):

1.3.4 Elevations

Reserved.

1.3.5 Facilities

Reserved.

1.3.6 Obstructions

(Refer: CAAP 92-1 (1) Aerodrome Landing Areas).

The PIC is responsible for the safe use of runways and must ensure all obstacles are clear of the runway and the obstacle-free area. The PIC may be required to conduct a fly over or precautionary search when arriving at an ALA.

The Company requires that all Pilots will be guided by their judgement for safe operation and AIP/Jeppesen Publications.

There should be no wires or any other form of obstacles above the approach and take-off areas, runways, runway strips, fly over areas or water channels.

1.3.7 Weather Minima

Reserved.

1.3.8 Low Visibility/Autoland Runways

Reserved.

1.3.9 Narrow Runways

Reserved.

1.3.10 CASA Authorisations

Reserved.

UNCONTROLLED WHEN PRINTED

2 Operational Forms

2.1 Forms

This Chapter contains a list of Forms that are applicable to this Volume and Forms listed are thus controlled by this Volume. Personnel should carefully check the related Form prior to use to ensure that the correctly dated form is selected and utilised in accordance with the information shown below.

Table 2-1 Forms Related to Volume 3 (OM3)

Form Number	Name or Purpose	Effective Date
NIL	NIL	NIL
There are currently no Forms controlled by Operations Manual, Volume 3 (OM3).		

UNCONTROLLED WHEN PRINTED

Intentionally Blank

UNCONTROLLED WHEN PRINTED

3 Additional Information

The following provides a keyword index of this Volume for easy reference.

Index

Aerodromes, 1-2
Operations in Different
Classes of Airspace, 1-1
Preliminary, 0-1

Procedures for use of
Unapproved Aerodromes, 1-3
Take-off and Landing
Distances Available, 1-4

UNCONTROLLED WHEN PRINTED

Intentionally Blank

UNCONTROLLED WHEN PRINTED