

CHAPTER 11 AIR TRAFFIC SERVICES — PRESCRIBED REQUIREMENTS

Division 11.1 Use of a class of airspace

11.01 Purpose and definition

- (1) For subregulation 91.255 (1), this Division prescribes requirements in relation to the use by an aircraft of a class of airspace or a portion of a class of airspace.
- (2) In this Division:
oceanic airspace means:
 - (a) for any airspace within an Australian FIR — the airspace within the lateral boundaries of an oceanic control area described in the AIP; or
 - (b) for any airspace not within an Australian FIR — the airspace:
 - (i) described by the relevant NAA as an oceanic control area; or
 - (ii) if subparagraph (i) does not apply — within an area, predominantly over an ocean or sea, where aircraft are unlikely to maintain VHF radiocommunications with an air traffic service.

Note The effect of subsection (2) is that the vertical limits of an oceanic control area have no relevance to the definition of *oceanic airspace* within an Australian FIR. At the commencement of this instrument, the AIP document describing the geographic boundaries of oceanic control areas is the Designated Airspace Handbook.

11.02 Transition altitude, transition layer and transition level

- (1) This section applies to a flight using any class of airspace, whether controlled or uncontrolled, that is within an Australian FIR.
- (2) The transition altitude is 10 000 ft.
- (3) The transition level is as set out in Table 11.02 (3), so that for an area QNH mentioned in an item of column 1, the transition level is that mentioned in the same item of column 2.

Table 11.02 (3) — Transition level

	Column 1	Column 2
Item	Area QNH	Transition level
1	Equal to, or greater than, 1 013.2 hPa	FL 110
2	At least 997 hPa but less than 1 013.2 hPa	FL 115
3	At least 980 hPa but less than 997 hPa	FL 120
4	At least 963 hPa but less than 980 hPa	FL 125
5	Less than 963 hPa	FL 130

Note The intention is to retain a minimum buffer of 1 000 ft above the transition altitude.

- (4) An aircraft must not cruise within the transition layer.
- (5) For an operation at or below the transition altitude, an aircraft's altimeter setting must be:
 - (a) the current local QNH (either an accurate QNH as defined in section 10.06 or a forecast QNH) of a station along the route within 100 NM of the aircraft; or
 - (b) the current forecast area QNH.