

## FIS: IN FLIGHT INFORMATION SERVICES

### 1. AUTOMATIC BROADCAST SERVICES

#### 1.1 AWIS locations not listed in ERSA-FAC

Location	State	Frequency	Phone
Batchelor	NT		08 7922 2501
Kilmore Gap	VIC	128.6	03 8470 3210
Moss Vale	NSW		02 9353 6437
Mount Boyce	NSW		02 9353 6438
Murrurundi Gap	NSW		02 9353 6440
Samuel Hill	QLD		07 3564 3736
Tarcoola	SA		08 8150 3818

### 2. ON-REQUEST IN-FLIGHT INFORMATION SERVICE

- 2.1 Pilots should ensure they pre-fix any request for FIS on VHF with the call sign "FLIGHTWATCH". When operating on HF also include the frequency, for example: "FLIGHTWATCH, ROMEO JULIET DELTA, SIX FIVE SIX FIVE, REQUEST ACTUAL WEATHER Halls Creek"

*Note: This helps to identify the service required and your location.*

- 2.2 Requests will be dealt with on a "first come-first served" basis.
- 2.3 Pilots should be mindful that flight information services provided on HF by the FIS may be delayed while communications for traffic information services are being relayed between air traffic control and pilots of IFR flights.

### 3. HAZARD ALERTS

- 3.1 Hazard Alerts contain information, assessed by ATS to have an immediate and detrimental effect on the safety of an aircraft, that could assist pilots to avoid hazardous situations. Hazard Alerts will be:
- broadcast on the appropriate ATS FREQ as necessary. Broadcasts will normally be made on receipt, H + 15 and H + 45 or until the availability of an updated FIS product (MET or NOTAM) has been broadcast; and
  - directed to those aircraft maintaining continuous communications with ATS at the time the hazard is assessed that are within one hour flight time of the hazardous conditions.

### 4. CANCELLATION OF SARWATCH (FULL REPORTING)

- 4.1 The preferred method for pilots using full reporting procedures to cancel SARWATCH is via radio. When two way radio communications are not available, pilots wishing to cancel SARWATCH may do so by telephoning the appropriate ATC Centre:  
Brisbane ATC Centre 07 3866 3868<sup>^</sup>  
Melbourne ATC Centre 03 9235 2039<sup>^</sup>.

### 5. CANCELLATION OF SARTIME

- 5.1 Except when a SARTIME for Departure has been nominated to ATC for an intermediate arrival and departure, all SARTIMEs nominated to Airservices will be held by CENSAR. For those SARTIMEs that will be held by CENSAR, pilots must show CENSAR as the unit responsible for a location when submitting flight notifications.
- 5.2 The preferred method to cancel a SARTIME is via telephone to CENSAR on 1800 814 931<sup>^</sup>. When telephone facilities are not available you may use ATS frequencies.
- 5.3 Pilots are encouraged to nominate a suitable time period for a SARTIME that will provide sufficient time for the flight to take place and to reach suitable facilities for cancellation in the event that radio contact is not available.

- 5.4 Whenever possible a single SARTIME should be nominated to encompass a number of flights that have short time intervals, rather than nominating a SARTIME for each flight stage. Nomination should be by flight notification direct to the FIS and CENSAR.

## 6. SAFETY RELATED MATTERS

- 6.1 Telephone services may be used to contact Australian ATS units or the Joint Rescue Coordination Centre (JRCC) Australia, as appropriate, for urgent, non-routine and safety-related matters. Telephone numbers are listed below:

<b>Airservices Australia</b>	
Brisbane ATC Centre	07 3866 3868^
Melbourne ATC Centre	03 9338 4032^
Perth ATC Centre	08 9476 8545^
Sydney ATC Centre	02 9556 6875^
<b>Joint Rescue Coordination Centre (JRCC) Australia</b>	
SAR Hotline (within Australia)	1800 815 257
SAR Hotline (outside Australia)	+61 2 6230 6899

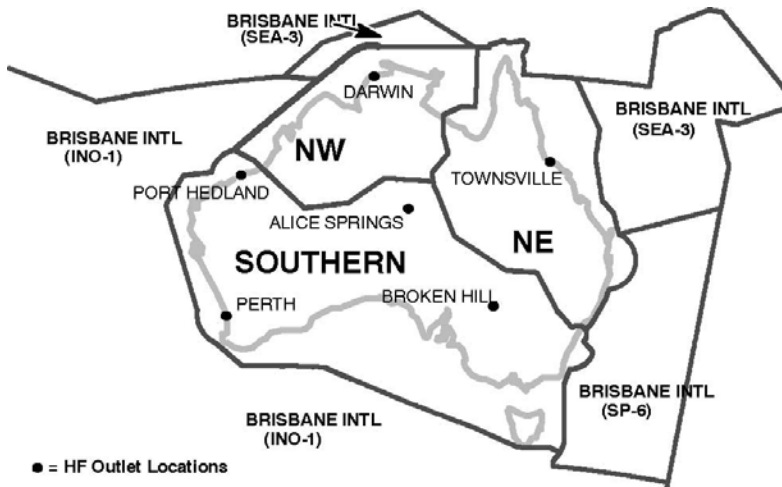
## 7. UPDATE OF SPFIB/AVFAX PRODUCTS

- 7.1 Pilots in receipt of NAIPS SPFIB or AVFAX briefings may quote the briefing identification number from the top of the first page of the briefing to obtain an update to the NOTAM and the latest MET INFO when airborne, through FLIGHTWATCH. The number is available from the first page of the briefing text. This will ensure that only the route, area and location NOTAM held are updated and will avoid repetition. For example - "FLIGHTWATCH, ALPHA BRAVO CHARLIE, REQUEST UPDATE ON SPFIB (OR AVFAX) BRIEFING NUMBER NINER ZERO ZERO ZERO ONE (90001)."

## 8. FAILURE OF GROUND STATION EQUIPMENT

- 8.1 In the unlikely event of failure of groundstation SSB equipment an alternative SSB FREQ should normally be available to ensure that ACFT are provided with HF communications.

**9. FLIGHTWATCH HF ORGANISATION**



**FREQUENCIES**

NORTH WESTERN	3452	6541	8843	SP-6	BRISBANE INTL	3467	5643	8867	13261	17904	(KHZ)
NORTH EASTERN	3452	6610	8831	SEA-3	BRISBANE INTL	3470	6556	11396	13318	17907	(KHZ)
SOUTHERN	3461	6565	8822	INO-1	BRISBANE INTL	3476	5634	8679	13306	17961	(KHZ)

- 9.1 Australia is divided into six HF Network Areas known as Regional Domestic Air Route Areas (RDARA). Details of the HF FREQ organisation is shown on PCA. All FREQ quoted are suppressed carrier FREQ, and the upper sideband mode is used. These HF FREQ are operated from Brisbane.
- 9.2 Depending on HF propagation conditions, the best useable RDARA/MWARA frequencies for reception will vary. Pilots can access up to date primary and secondary frequencies for all Domestic and International HF through the Aircservices website. Access is made through Pilot Briefing Services, Location Briefing. Each HF area has been allocated a unique code and once entered into Location Briefing will provide an up to date primary and secondary HF frequency for that selected area. Enter the code that represents the area required in the following table.

<b>RDARA</b>	<b>LOCATION CODE</b>
Southern	165
North Western	170
North Eastern	175
<b>MWARA</b>	
SP-6 Brisbane INTL	150
INO-1 Brisbane INTL	155
SEA-3 Brisbane INTL	160

**10. ATS AREA FREQUENCIES AT UNCONTROLLED AERODROMES**

- 10.1 These are shown on en route and terminal charts.
- 10.2 HF facilities are remotely operated; proximity to these may affect frequency selection. The location of HF outlets and the frequencies operated from each outlets are shown above.

## 11. LOW JET ROUTES

- 11.1 Routes at or below 5,000FT AGL used by military aircraft for low level, high speed operations are designated as Low Jet Routes (LJR). Routes are planned to avoid:
- controlled airspace administered by Airservices Australia;
  - restricted and danger areas not administered by the ADF;
  - civil aerodromes listed in ERSA by at least 5NM laterally or 4,000FT vertically;
  - aerodromes where carriage and use of radio is required unless equipped with the appropriate radio frequency; and
  - sensitive areas and oil/gas platforms as detailed in ERSA.
- 11.2 Notification of routes and duration of LJR operations will be by NOTAM. Information on LJR activity in your area is available from the pre-flight briefing service and FLIGHTWATCH.
- 11.3 Aircraft using LJR may be camouflaged and emit little or no smoke trail, although they will normally show anti-collision beacons. They may operate singly or in close or loose formation. Significant wake turbulence and a large turn radius may be expected.
- 11.4 All LJR aircraft are equipped with UHF and some also have VHF and HF. However, they may often be out of communications (NOCOM) for part of their flight. Although most LJR aircraft are radar equipped, these radars do not enable avoidance of conflicting aircraft.
- 11.5 WHERE POSSIBLE, PILOTS SHOULD PLAN THEIR FLIGHTS TO AVOID ACTIVE LJR.
- 11.6 The following LJR are activated HJ and are flown by F18 aircraft operating at or BLW 5,000FT AGL:
- R638 - 10NM SSW Baryulgil below 3,000FT AGL - Gatton (Climb Point) - Amberley.
  - R638 - Coastal below 3,000FT AGL - Gold Coast - Point Lookout (Stradbroke Island) - Brisbane.
  - Point Lookout - Gold Coast- Coastal below 5,000FT AGL - R638.
  - R638 - Casino 231025 - Amberley 191043 - Amberley.
  - Sandy Cape - Coastal below 3,000FT AGL - Double Island Point - Bribie Island - Cape Moreton - Point Lookout.
  - Point Lookout - Cape Moreton - Bribie Island - Coastal below 3,000FT AGL - Double Island Point - Sandy Cape.

*Note: A number of other LJR and Defence activities are in operation at various times in addition to those shown above and will be advised by NOTAM when necessary.*

## 12. NIGHT VISION DEVICES AND EQUIPMENT

- 12.1 Night vision devices and equipment are used in defence, security and law enforcement operations. Current equipment is:
- Night Vision Goggles (NVG) - helmet mounted light amplifying binoculars which sense minute amounts of visible and near infra red light under conditions of near darkness and enhance them through an image intensifier tube assembly.
  - Low Light Television (LLTV) - aircraft equipment which uses TV cameras with powerful zoom lenses, with or without image intensifiers for low light conditions.
  - Forward Looking Infra Red (FLIR) - aircraft mounted sensor which detects temperature differences and displays on a screen, thermal images. May also be capable of looking along other axes. Used in SAR, law enforcement and defence applications.
- 12.2 Various limitations are placed on the aircraft and crews using these devices. In particular, NVG require modifications to aircraft lighting. Masking or extinguishing external lights may create difficulties for other traffic and ATC in providing visual separation, particularly since most of the defence aircraft involved are camouflaged. Much of this activity is carried out at low level and may involve abrupt manoeuvring.

## 13. LOW LEVEL FLIGHTS - NOTIFICATION

- 13.1 Flights at very low level will advise their operating band of levels in the flight notification. Aircraft unlit, or with masked external lights will advise their operating area. In controlled airspace, other traffic will be advised of the activity and separation will be achieved using local procedures agreed between ATS and the night vision device user. In Class G airspace, notification of low level flights will be provided by NOTAM.

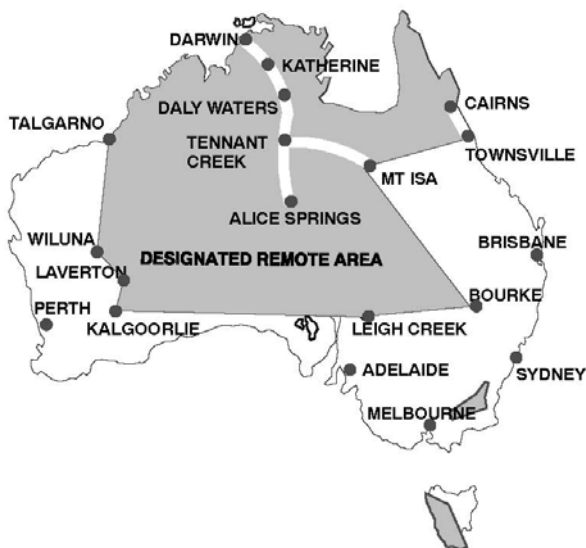
## 14. PRECAUTIONS

- 14.1 Because of the likely activities of these device users, e.g. surveillance, law enforcement, SAR and military operations, significant variations to normal aircraft operating procedures may be encountered. Pilots should acquaint themselves of the activity by making use of pre-flight briefing facilities and when in flight take account of possible non-standard procedures.
- 14.2 Aircraft operating in close proximity to such traffic may request that external lighting be displayed. Night agricultural operators in areas known to be used for night vision device training (e.g. Oakey and Townsville) should advise defence authorities of their intentions.

## 15. HIGH ALTITUDE BALLOON FLIGHTS

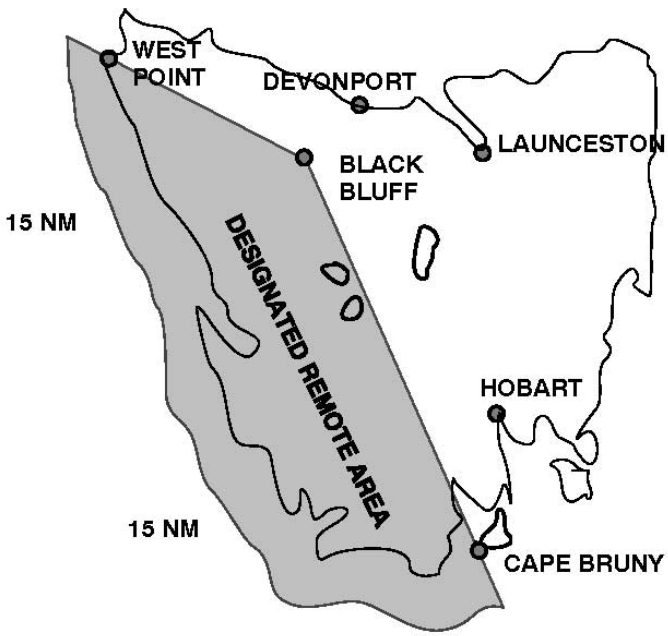
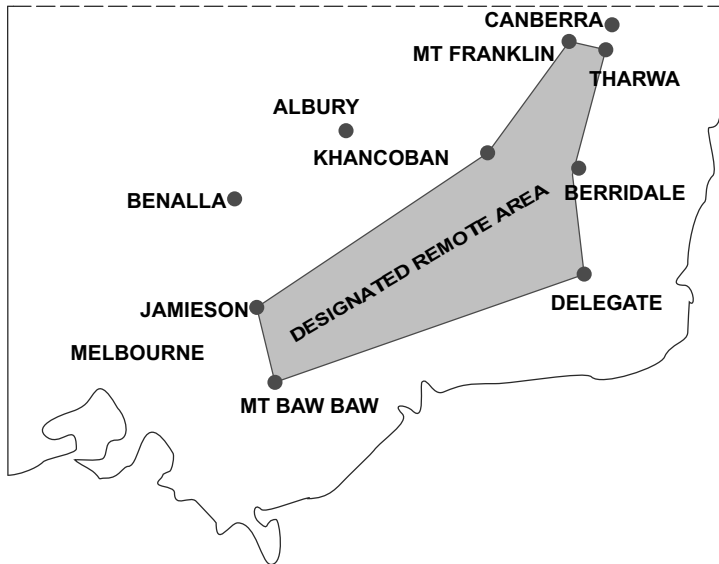
- 15.1 Large helium-filled plastic balloons are launched periodically from various locations. They carry scientific equipment to record data from the upper atmosphere and normally ascend to altitudes in excess of 70,000 FT with flight duration of 80 hours or more. The main balloon launching station is at Alice Springs but other launching sites, e.g. Charleville, may also be used. Where possible, flight paths will be selected so that the recovery area is outside the more densely populated Eastern/South Eastern/South Western areas. Notification will be by NOTAM.

## 16. DESIGNATED REMOTE AREAS



### Notes:

1. ACFT planned to operate within or through the designated remote area shown in this section are required to carry survival equipment suitable for sustaining life in the area over which the flight is planned as per the civil aviation legislation relevant to their operation.
2. Flight through corridors must be made within sight of and not more than five miles from the highway concerned.
3. Australian administered islands adjacent to the Remote Area between Anna Plains and Cairns are part of the Designated Remote Area.
4. Mainland within 50NM of Darwin excluded from Designated Remote Area.



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## 17. UNMANNED AERIAL VEHICLE (UAV) TESTING

### 17.1 Introduction

- 17.1.1 Unmanned Aerial Vehicle operations including testing and development take place in various Danger Areas and military Restricted Areas.
- 17.1.2 Temporary Danger Areas may be promulgated for other UAV operations if CASA considers there is a risk to other flights such that pilots need to be warned of the danger in order to take appropriate precautions.

### 17.2 UAV Operations

- 17.2.1 UAVs may be flown autonomously within the designated areas, but are subject to operator input. The operator will maintain continuous two way communications on the appropriate aeronautical frequencies, make regular broadcasts advising location, altitude and intention of the UAV and will respond to calls.
  - 17.2.2 Pilots wishing to operate within a Danger Area designated for UAV activity are advised to contact the UAV ground station on the appropriate FIA/CTAF e.g. "UAV TRAFFIC - [location] AREA THIS IS...". While no response from the ground station would normally mean that no UAV is airborne, pilots are encouraged to maintain an enhanced lookout.
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