TELEPHONE:
1300-306-630
(local call - Aust wide, except from mobile phone)
FAX: 02 6268 5111

AUSTRALIA

AERONAUTICAL INFORMATION SERVICE
AIRSERVICES AUSTRALIA
GPO BOX 367
CANBERRA ACT 2601

AIP SUPPLEMENT (SUP)

AIRAC

H02/16

E-mail: AIM.Editorial@airservicesaustralia.com

DATE: 07 JAN 16

SPEED VARIATION REPORT

1. INTRODUCTION

1.1 A common understanding of an aircraft's speed is essential to ensure ATC separation is maintained between aircraft. The increased use of reduced separation minima within oceanic airspace has resulted in a number of regional ANSPs publishing requirements for pilots to report variations to their speed.

2. BACKGROUND

2.1 Australian AIP currently contains a requirement for pilots to report speed variations of equal to or more than 5% TAS or M.01 from the flight plan speed. ICAO has proposed a change to Annex 2 that requires the pilot to report speed deviations equal to or greater than 10KT TAS or M.02 from the current flight plan.

3. CHANGE DESCRIPTION

3.1 Effective 7 January 2016, this amendment to AIP will align speed reporting requirements in Australian Administered Airspace with ICAO and neighbouring ANSPs.

It will be a requirement to report to ATS when the sustained TAS or Mach number varies, or is expected to vary, by 10KT TAS or M.02, or greater, from the flight plan speed or previously reported speed.

Additionally, on entry to oceanic controlled airspace from

outside Australian Administered Airspace, pilots will be required to report the sustained TAS or Mach number of the aircraft to ATS. This will ensure ATC and pilots have a common reference for the reporting of sustained changes to their speed.

3.2 Which speed?
Pilots should refer to their flight plan to check which reference speed is current. When a pilot reports their speed to ATS, this speed will now be the reference speed. Pilots must use the reported speed to report future variations

3.3 See Appendix 1 for the AIP changes.

4. CANCELLATION

4.1 This AIP SUP will self-cancel when incorporated in AIP Book.

5. DISTRIBUTION

5.1 Airservices Australia website only.

Appendix

1. AIP Changes

Appendix 1 TO
SUP H02/16

1. AIP Changes

ENR 1.1

Delete para 12.1.1 and insert the following:
12.1.1 Most companies operating jet aircraft have agreed to a standard descent profile which is specified in the operations manual for the aircraft. Pilots must adhere to the profile unless operational reasons require, or ATC instructs or approves, otherwise. A sustained speed variation of more than ±10KT TAS or ±M0.02 must be advised to ATC.

Delete para 21.1.6 and insert the following:

21.1.6 A pilot must inform ATS if the sustained TAS or Mach number between reporting points varies, or is expected to vary, by a value equal to or more than:
a. 10 KT TAS; or
b. 0.02 Mach;
from that given in the flight plan or previously notified to ATS.

21.1.7 When entering oceanic controlled airspace from outside Australian administered airspace, pilots must report the current sustained TAS or Mach number to ATS.
Note: A specific report via CPDLC may be used to meet this requirement.

Renumber subsequent paragraphs

Delete para 21.1.14.2 table: SUMMARY OF REPORTS – ALL AIRCRAFT IN CLASSES A, C & D AIRSPACE, AND IFR AIRCRAFT IN CLASS E AIRSPACE and insert the following:

SUMMARY OF REPORTS – ALL AIRCRAFT IN CLASSES A, C & D AIRSPACE, AND IFR AIRCRAFT IN CLASS E AIRSPACE		
Situation	**FREQ to Use**	**Remarks**
1. Airborne in Class C CTR 2. Airborne in Class D CTR and instructed to contact CEN/APP/DEP after take—off	Relevant CEN/ APP/ DEP FREQ	Airborne report
IFR airborne at Class D aerodrome at which TWR also provides APP CTL service	TWR FREQ	Departure report
VFR airborne at Class D aerodrome at which TWR also provides APP CTL service, unless departing the CTR directly into Class G airspace	TWR FREQ	Departure report
Position report at prescribed points	ATC	Report
Speed reports: a. Sustained speed variations of ±10KT TAS or ±M0.02 from the: I. flight plan speed; II. previously notified speed; or III. any agreed standard descent profile; and b. On entry to oceanic controlled airspace from outside Australian administered airspace, report the current sustained TAS or Mach number.	ATC	Report
Arrival	ATC	Report (if Cancelling SARWATCH)