**6. REGULATION OF FLIGHT - ASSESSMENT OF PRIORITIES**

6.1Subject to the duty to facilitate and maintain the safe, orderly and expeditious flow of air traffic, ATC will apply priorities in the following order:

1. An aircraft in an emergency, including being subjected to

unlawful interference, will be given priority in all circumstances.

1. A multi-engined aircraft which has suffered the loss of an engine and has not been subject to a SAR phase, or has not been considered under the provision of *sub-para a*. above, shall be granted priority for landing.
2. An aircraft which has suffered radio communications failure will be granted priority for landing.
3. An aircraft participating in a Search and Rescue (SAR), Medical (MEDEVAC), or Fire and Flood Relief (FFR) flights shall be granted priority as necessary.
4. An aircraft operating under police callsign “POLAIR RED” or “FEDPOL RED” engaged in operations where life is at risk.
5. An aircraft engaged in the personal transport of Heads of State or of Government, or other selected dignitaries on official visits to Australia, or the personal transport of the Governor-General or the Prime Minister.
6. State aircraft special requirements flights where clearance has been prearranged.
7. Aircraft directed by Defence to participate in significant aerial displays.
8. Navaid and Instrument flight procedure checks where prior arrangement has been made for aircraft engaged in these activities.

6.2 Subject to the priorities of *para 6.1*, an aircraft first able to use the

manoeuvring area or desired airspace in the normal course of its operations will be given priority except:

1. an aircraft landing or taking off will be given priority over taxiing aircraft;
2. a landing aircraft will have priority over a departing aircraft if the latter cannot take off with prescribed separation standards;
3. aircraft operating to an approach minima where a successful landing can be achieved will be prioritised over aircraft unable to make a successful approach based on the weather conditions broadcast at the time;
4. for flights in Class C terminal control areas associated with Brisbane, Melbourne, Perth and Sydney, ATC will apply priorities in the following order;
5. Long Haul flights from the Americas or Europe will be offered priority where practical when holding exceeds 10 minutes;
6. with equal priority, flights compliant with their ATFM requirements, flights exempt from ATFM measures and Medical Aircraft (HOSP) operations; and
7. flights not compliant with their ATFM requirements;
8. all other aircraft.

*Note: Further information about ATFM procedures at Australian airports is available at ENR 1.9.*

1. for flights in other ~~Class C~~ terminal control areas (excluding Archerfield, Bankstown, Jandakot, Moorabbin and Parafield Control Zones), ATC will apply priorities in the following order:
2. with equal priority flights with a Calculated Off Blocks Time (COBT), scheduled air transport operations, State aircraft (other than training flights) and Medical Aircraft (HOSP) operations; and
3. all other aircraft
4. RVSM-approved aircraft will be given priority for level requests between FL290 and FL410 inclusive over aircraft not RSVM-approved;
5. within ATS surveillance system coverage, identified aircraft may be given priority over non-identified aircraft;
6. inside military airspace surrounding a military aerodrome, priorities will be determined by the controlling or administrating authority published in DAH. Military aerodromes do not include Darwin or Townsville;
7. for training flights;
8. training flights operating in the traffic pattern in general use will be given priority over other training flights desiring to operate in conflicting patterns for training purposes; and
9. when a training instrument approach is approved, priority will be given to that aircraft from the time it commences its final approach until the approach is complete