

6. REGULATION OF FLIGHT - ASSESSMENT OF PRIORITIES

- 6.1 Subject to the duty to facilitate and maintain the safe, orderly and expeditious flow of air traffic, ATC will apply priorities in the following order:
- a. An aircraft in an emergency, including being subjected to unlawful interference, will be given priority in all circumstances.
 - b. 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.
 - c. An aircraft which has suffered radio communications failure will be granted priority for landing.
 - d. An aircraft participating in a Search and Rescue (SAR), Medical (MEDEVAC), or Fire and Flood Relief (FFR) flights shall be granted priority as necessary.
 - e. An aircraft operating under police callsign "POLAIR RED" or "FEDPOL RED" engaged in operations where life is at risk.
 - f. 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.
 - g. State aircraft special requirements flights where clearance has been prearranged.
 - h. Aircraft directed by Defence to participate in significant aerial displays.
 - i. 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:
- a. an aircraft landing or taking off will be given priority over taxiing aircraft;
 - b. a landing aircraft will have priority over a departing aircraft if the latter cannot take off with prescribed separation standards;
 - c. 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;

- d. for flights in Class C terminal control areas associated with Brisbane, Melbourne, Perth and Sydney, ATC will apply priorities in the following order;
- (i) Long Haul flights from the Americas or Europe will be offered priority where practical when holding exceeds 10 minutes;
 - (ii) with equal priority, flights compliant with their ATFM requirements, flights exempt from ATFM measures and Medical Aircraft (HOSP) operations; and
 - (iii) flights not compliant with their ATFM requirements;
 - (iv) all other aircraft.

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

- e. 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:
- (i) 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
 - (ii) all other aircraft
- f. RVSM-approved aircraft will be given priority for level requests between FL290 and FL410 inclusive over aircraft not RVSM-approved;
- g. within ATS surveillance system coverage, identified aircraft may be given priority over non-identified aircraft;
- h. 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;
- i. for training flights;
- (i) 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
 - (ii) 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