

## CHAPTER 21 RADIO FREQUENCY, BROADCAST AND REPORTING REQUIREMENTS

### Division 21.1 Use of certain frequencies — radio qualifications required

#### 21.01 Purpose

For subparagraph 91.625 (1) (a) (iv), the following kinds of radio frequencies are prescribed:

- (a) the CTAF for a non-controlled aerodrome;
- (b) the frequency for an MBA.

### Division 21.2 Use of radio — broadcasts and reports

#### 21.02 Purpose

For paragraph 91.630 (1) (b), this Division prescribes broadcasts and reports relating to a flight that the pilot in command of an aircraft fitted with or carrying a radio must ensure are made during the flight.

*Note* Regulation 91.675 (Pilot in command to report hazards to air navigation) also requires the pilot in command to make certain reports to different persons (ATS or aerodrome operators) including, for example, meteorological conditions that are hazardous to flight or defects in airways facilities or at aerodromes.

#### 21.03 Prescribed broadcasts and reports — general

The broadcasts and reports required under this Division must be made on the relevant published radio frequency, unless the air traffic service agrees to the use of a different frequency for special flight circumstances.

*Note* For example, descent from controlled to uncontrolled airspace, formation flights, SAR operations, and police and security operations. The pilot in command may initiate a request for the air traffic service to agree to a changed radio frequency for special flight circumstances.

#### 21.04 Non-controlled aerodromes — prescribed broadcasts

- (1) The pilot in command of an aircraft must ensure that broadcasts on the CTAF are made for a non-controlled aerodrome in accordance with Table 21.04 (1) if:
  - (a) the aircraft is operating at, or in the vicinity of, a non-controlled aerodrome (including a certified or military aerodrome when non-controlled); and
  - (b) the aircraft is equipped with an operative VHF radio; and
  - (c) the pilot is qualified to use the radio.

*Note 1* For the definition of *in the vicinity of a non-controlled aerodrome* — see section 1.07.

*Note 2* For a pilot qualified to use the radio — see regulation 91.625.

*Note 3* For an aircraft that must be equipped with an operative VHF radio — see Chapter 26.

*Note 4* Additional requirements apply for a non-controlled aerodrome in a mandatory broadcast area — see section 21.09.

- (2) For Table 21.04 (1), for an item in the Table, the pilot in command in the situation mentioned for an item in column 1 must ensure the broadcast mentioned for the item in column 2 is made.

**Table 21.04 (1) – Non-controlled aerodromes – broadcasts**

|             | <b>Column 1</b>   | <b>Column 2</b>  |
|-------------|---|------------------|
| <b>Item</b> | <b>Situation</b>  | <b>Broadcast</b> |
| 1           | When the pilot in command considers it reasonably necessary to broadcast to avoid the risk of a collision with another aircraft | Broadcast        |

**21.05 Controlled aerodromes and controlled airspace — prescribed reports**

- (1) The pilot in command of 1 of the following:
  - (a) an aircraft on the ground at a controlled aerodrome;
  - (b) an aircraft in Class A, B, C or D airspace;
  - (c) an IFR aircraft in Class E airspace;
 must:
  - (d) subject to subsections (1A) and (1B), ensure that reports to the ATC service are made in accordance with Table 21.05 (1); and
  - (e) ensure that reports and broadcasts are made in accordance with the other applicable provisions of this Chapter.
- (1A) Despite paragraph (1) (d), for item 10 of Table 21.05 (1), to ensure that separation with any aircraft operating near the base of controlled airspace is not compromised, the required report is to be made to the air traffic service for the Class G airspace volume that the aircraft will descend into after leaving controlled airspace.
- (1B) Despite paragraph (1) (d), for item 5 of Table 21.05 (1), a report to correct a previously reported incorrect position estimate (a *previous estimate*) is not required if an aircraft’s position is being automatically reported by an ADS-C system, unless the previous estimate was:
  - (a) from a flight crew member and not the ADS-C; or
  - (b) due to a flight crew member initiated action.

*Note* An example of a flight crew member initiated action is a manually initiated speed change.
- (2) For Table 21.05 (1), for an item in the Table, the pilot in command in the situation mentioned for the item in column 1 must ensure that the report mentioned for the item in column 2 is made.

**Table 21.05 (1) – An aircraft at a controlled aerodrome, or in Class A, B, C or D airspace, or an IFR aircraft in Class E airspace – reports**

|             | <b>Column 1</b>   | <b>Column 2</b>      |
|-------------|---|----------------------|
| <b>Item</b> | <b>Situation</b>  | <b>Report</b>        |
| 1           | Ready to Taxi   | Report the situation |
| 2           | Airborne (only at locations where an ATS surveillance service is provided)  | Report the situation |
| 3           | Departure (only when item 2 does not apply)   | Report the situation |
| 4           | Position report when required by the ATC service or the route reporting requirements in the authorised aeronautical information | Report the situation |

|             | <b>Column 1</b>   | <b>Column 2</b>                              |
|-------------|---|--|
| <b>Item</b> | <b>Situation</b>  | <b>Report</b>                                |
| 5           | Previously reported position estimate is more than 2 minutes in error   | Corrected position estimate                  |
| 6           | Sustained variation of more than 10 kts or Mach 0.02 from any previously notified speed or any standard descent profile agreed between the aircraft operator and ATS                              | Report the situation                         |
| 7           | Aircraft performance degraded below:<br>(a) the level required for the airspace in which it is operating; or<br>(b) the capability of the aircraft reported in the aircraft's flight notification | Report the situation                         |
| 8           | Leaving a level or reaching an assigned level   | Report the situation                         |
| 9           | Unable to comply with ATC clearances or instructions  | Report the situation                         |
| 10          | Before leaving controlled airspace on descent   | Report the situation                         |
| 11          | Arrival   | If cancelling SARWATCH — report cancellation |
| 12          | Runway braking action encountered is not as good as reported  | Runway braking action via AIREP SPECIAL      |

*Note* AIP ENR 1.1, Appendix 1 includes the template for the AIREP SPECIAL, including Section 3, item 9 — runway braking action.

*Note* Item 7 pertains to degradation of aircraft performance as a result of failure or degradation of navigation, communications, altimetry (including RVSM airspace capability), flight control or other systems.

## **21.06 IFR aircraft in Class G airspace — prescribed reports**

- (1) The pilot in command of an IFR aircraft in Class G airspace must ensure that:
  - (a) reports are made to the air traffic service for the airspace in accordance with Table 21.06 (1); and
  - (b) reports and broadcasts are made in accordance with the other applicable provisions of this Chapter.
- (2) Despite subsection (1), if the pilot in command of an IFR aircraft in Class G airspace is unable to make contact with the air traffic service in relation to the report required by item 1 or item 2 of Table 21.06 (1), the aircraft may taxi and take-off but only if:
  - (a) broadcasts are made in place of the required reports; and
  - (b) contact with the air traffic service is established as soon as possible after take-off; and
  - (c) the following conditions are complied with:
    - (i) where the operator of the flight is an AOC holder, aerial work certificate holder or Part 141 certificate holder — the pilot is assured of radio contact with the operator, or with a representative of the operator who has immediate access to a serviceable telephone, until contact is made with the air traffic service;

- (ii) except for Part 121 operations conducted using aircraft with a MOPSC greater than 19 seats — a SARTIME for departure, that is a maximum of 30 minutes after commencing to taxi, has been established with the air traffic service.
- (2A) Despite paragraph (1) (a), for item 5 of Table 21.06 (1), a report to correct a previously reported incorrect position estimate (a *previous estimate*) is not required if an aircraft’s position is being automatically reported by an ADS-C system, unless the previous estimate was:
  - (a) from a flight crew member and not the ADS-C; or
  - (b) due to a flight crew member initiated action.

*Note* An example of a flight crew member initiated action is a manually initiated speed change.
- (3) For Table 21.06 (1), for an item of the Table, the pilot in command in the situation mentioned for the item of column 1 must ensure that the report mentioned for the item in column 2 is made.

**Table 21.06 (1) – IFR aircraft in Class G airspace – reports**

|             | <b>Column 1</b>  | <b>Column 2</b>   |
|-------------|--|---|
| <b>Item</b> | <b>Situation</b>   | <b>Report</b>   |
| 1           | Taxiing  | Report the situation  |
| 2           | Departure  | Report the situation  |
| 3           | Reaching cruising level  | Report the situation  |
| 4           | Position report when required by the ATC service or by the route reporting requirements of the authorised aeronautical information | Report the situation  |
| 5           | Previously reported position estimate is more than 2 minutes in error  | Report the situation  |
| 6           | Before changing level  | Report the situation  |
| 7           | Before changing frequency  | Report the situation  |
| 8           | Requiring clearance into controlled airspace   | Report the situation  |
| 9           | Before changing to CTAF and not monitoring ATS frequency on second COM system  | Report the situation  |
| 10          | After landing  | If cancelling SARWATCH at this time — report the cancellation |

**21.07 VFR aircraft in Class E or G airspace — prescribed reports**

- (1) The pilot in command of a VFR aircraft in Class E or G airspace must ensure that:
  - (a) a report is made to the air traffic service for the airspace in accordance with Table 21.07 (1); and
  - (b) reports and broadcasts are made in accordance with the other applicable provisions of this Chapter.

- (2) For Table 21.07 (1), for an item of the Table, the pilot in command in the situation mentioned for the item in column 1 must ensure that the report mentioned for the item in column 2 is made.

**Table 21.07 (1) — VFR aircraft in Classes E and G airspace**

|             | <b>Column 1</b>                                | <b>Column 2</b>   |
|-------------|--|---|
| <b>Item</b> | <b>Situation</b>                               | <b>Report</b>   |
| 1           | Requiring clearance into controlled airspace   | Report the situation  |
| 2           | Before, and on completion of, over-water stage | Report in accordance with SAR reporting schedules if arranged before the over-water stage |

### **21.08 Flights in RVSM airspace — prescribed reports**

The pilot in command of an aircraft conducting a flight in RVSM airspace within an Australian FIR must ensure that a report is made of all FL deviations of 300 ft or more from the aircraft's assigned level:

- (a) regardless of the cause of the deviation; and
- (b) in accordance with procedures published in the authorised aeronautical information.

### **21.09 Flights in a mandatory broadcast area — prescribed broadcasts and reports**

- (1) The pilot in command of an aircraft intending to operate in an MBA must:
- (a) make broadcasts and reports in accordance with:
    - (i) if an SFIS is not active for the MBA — Table 21.09 (1); and
    - (ii) if an SFIS is active for the MBA — the requirements specified in the AIP, as in force from time to time for the SFIS; and
  - (b) ensure that, when making a broadcast or a report required by paragraph (a), the broadcast or report contains the following information, in the following order:
    - (i) the name of the relevant aerodrome followed by the word TRAFFIC;
    - (ii) the aircraft type and callsign;
    - (iii) for an MBA where an SFIS is not active immediately before entering the MBA:
      - (A) the aircraft's present altitude (where appropriate); and
      - (B) the situation-based information required by Table 21.09 (1);
    - (iv) for an MBA where an SFIS is active immediately before to entering the MBA — the information required by the AIP for the SFIS;
    - (v) the name of the relevant aerodrome; and
  - (c) ensure that reports and broadcasts are made in accordance with the other applicable provisions of this Chapter.

*Note* Certain other operational requirements for MBA are contained in section 11.10A. The requirement to have a radio in an MBA is contained in section 26.18.

- (2) For Table 21.09 (1), for an item of the Table, the pilot in command in the situation mentioned in column 1 of an item must ensure that the broadcast mentioned in column 2 of the same item is made.

**Table 21.09 (1) – Broadcasts – in relation to a MBA**

|             | <b>Column 1</b>  | <b>Column 2</b>   |
|-------------|--|---|
| <b>Item</b> | <b>Situation</b>   | <b>Broadcast</b>  |
| 1           | Before or immediately after entering an MBA                        | Broadcast the pilot’s intended use of the MBA   |
| 2           | Joining a circuit  | Broadcast the situation, and indicate the leg on which the aircraft will join   |
| 3           | Conducting a straight-in approach                                  | No later than 3 NM from the runway threshold — broadcast the situation  |
| 4           | Passing the final approach fix of an instrument approach procedure | Broadcast the situation   |
| 5           | Commencing a missed approach                                       | Broadcast the situation   |
| 6           | After landing and clear of the active runway(s)                    | Broadcast the situation   |
| 7           | Starting to taxi   | Broadcast the situation, and the following information:<br>(a) that the flight is to be conducted under the IFR, if that is the case;<br>(b) for any flight, either:<br>(i) the planned destination aerodrome for the flight; or<br>(ii) the direction in which the pilot intends to fly from the aerodrome; or<br>(iii) the nature of operation (e.g. circuits);<br>(c) the runway proposed to be used for take-off. |
| 8           | Immediately before entering the runway to be used for take-off     | Broadcast the following:<br>(a) a statement that the aircraft is entering the runway;<br>(b) the runway identifier.   |