

Restricted Areas

For anyone who's ever complained about the amount of Restricted airspace around Perth or other capital cities, change is in the air. From 18 November, all Restricted Areas fall into one of three categories – Conditional Status RA1, RA2 and RA3. The main changes are that a lot of airspace that was unavailable to us when active will now be available if traffic permits, and it also will be easier to know whether you're likely to get a clearance through it. The categories are:

- RA1 – this is now managed like controlled airspace, so you can plan and expect to get a clearance through these areas. It doesn't mean a guaranteed clearance at your requested level or track. That will depend on other activity, just as in normal controlled airspace.
- RA2 – you may not plan or expect a clearance when it's active. However, ATC may offer you a clearance through the area on an opportunity basis.
- RA3 – you can't plan through and won't get a clearance through this airspace when it's active.

For instance, R166A, which is the southern part of the Pearce flying training area, from 6000 ft to FL200, is RA1, so if it's active and you want to fly down to Leeuwin Estate at 8500 ft you can expect a clearance. On the other hand, R153C, west of Toodyay, is RA2, so if it's active you can't expect a clearance. Both these areas are activated by NOTAM, so if they're not on NOTAM's as active then they're fair game – no clearance required. And R178, just west of Pearce, is RA3, so if it's activated by NOTAM, keep clear.

A lot of Defence airspace that was active H24, or most of the time, and deactivated by NOTAM, will now be activated by NOTAM. So while the operating hours will be substantially the same, your NOTAM's will give you a better picture of what is being activated.

All Restricted Areas will have a default conditional status – RA1, 2 or 3 – which you can find in the PRD section of ERSA, the PRD tables on charts such as VTC and VNC, and the Restricted Area Briefing page on Airservices' NAIPS website. On this page, the Status column shows whether the airspace is active (red), deactivated (green), or activated as per ERSA or NOTAM (yellow). If it's active for a portion of the briefing validity period that you've entered, the Status column shows half red and half green. The page also shows activation periods, height limits, RA status, and hyperlinks to relevant NOTAM's and supplementary planning information. It's fairly straightforward, but have a look at the AIC that shows you how to use this page: <http://www.airservicesaustralia.com/publications/current/sup/a10-h17.pdf>

Happy flying, and remember – read your NOTAM's and if you have any doubt about a Restricted Area, treat it as RA3 and avoid it.

Maintenance Release

For some strange reason, people have been filling in PGL's Maintenance Release wrongly lately. In Part 3 (the part that you sign after you've done the daily inspection), you need to write the aircraft time in service, as read from the tacho. It's **total** time in service, not time since the last

100-hourly. At the last service PGL's tacho time was 1074.2, so if it's done, say, 33.0 hours since then, the time in service in Part 3 should be recorded as 1104.2, not 33.0.