Explanatory Statement – AERU 05-45/ Class D Airspace

Purpose: All changes to airspace are given legal effect by the raising of a valid Legislative Instrument, signed by the appropriate delegate. The permanent description of airspace is published in the AIP MAP products (as defined in ICAO Annex 15) and in the Designated Airspace Handbook (DAH). The DAH is issued on an alternating approximate 24/28 week cycle. The DAH lists and describes, in tabular form, the lateral and vertical limits and any other pertinent details of airspace volume.

The attachment to this instrument is a duplicate of the section of the DAH, which becomes effective 24 November 2005, describing the Class D airspace.

Operation: The Class D airspace legislative instrument describes the area which IFR and VFR aircraft are permitted. All flights will be provided with an air traffic control service and IFR flights are separated from other IFR and receive traffic information in respect of VFR flights. VFR flights receive traffic information in respect of all other flights.

Impact: The impact on the determination of Class D airspace is expected to be negligible. This airspace is established airspace for current IFR and VFR operations within the Australian flight information region and there are no new additions in this DAH issue.

The Office of Regulation Review determined this instrument appeared unlikely to have direct or significant indirect impact on businesses and therefore confirmed a Regulation Impact Statement would not be required.