**Explanatory Statement – Class A 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 07 June 2007, describing the Class A airspace.

**Operation:** The Class A airspace legislative instrument describes the area which only IFR aircraft are permitted. All flights will be provided with an air traffic control service and are separated from each other.

**Impact:** The impact on this determination of Class A airspace is expected to be negligible as the majority of this airspace is already in existence as previously established airspace for IFR operations within the Australian flight information region.

The Office of Best Practice Regulation (OBPR) 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.