

**AERONAUTICAL
INFORMATION
CIRCULAR (AIC)****H48/25****Effective: 202511110000 UTC**

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REGULATION OF FLIGHT - ASSESSMENT OF PRIORITIES

1. INTRODUCTION

- 1.1 Aircraft in Australia are typically prioritised on a first come, first served basis by Air Traffic Control (ATC). However, at certain busy airports and in emergency and special situations, this isn't always possible or safe. To ensure ATC can direct traffic safely and efficiently, *AIP ENR 1.4 Section 6 Regulation of Flights – Assessment of Priorities* affords priority status in specific circumstances. As the airspace operating environment continues to change, it is important to ensure these priorities remain fit for purpose.
- 1.2 The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (DITRDCA) convened an AIP Flight Priorities Working Group in June 2024 to review and recommend changes to existing policy and rules regarding the assessment of flight priorities for Air Traffic Flow Management (ATFM) provided in *AIP ENR 1.4 and ENR 1.9*. The membership of this Working Group included Airservices, CASA, Defence and DITRDCA.
- 1.3 In November 2024, the working group submitted proposed changes for public consultation on the DITRDCA “Have your say” web page, which closed on the 23rd of December 2024. The consultation received numerous responses from stakeholders which were reviewed and considered by the working group.

2. CONTENT

2.1 The outcome from this working group was the addition of the following to *AIP ENR 1.4*, effective 27 November 2025:

- Priority for navaid and instrument flight procedure checks where prior arrangement has been made.
- Priority for aircraft operating to an approach minima where a successful landing can be achieved over aircraft unable to make a successful approach based on the weather conditions at the time.
- At Brisbane, Melbourne, Perth, and Sydney, priority where practical for long haul flights from the Americas or Europe and the United Kingdom when holding exceeds 10 minutes.

2.2 Prioritisation for navigational and instrument flight procedure checks

2.2.1 Navigation aids and instrument flight procedures must be regularly validated for normal operation and accuracy so that there is confidence in their ability to provide safe guidance to aircraft. The fast and efficient completion of these activities benefits all airspace users.

2.2.2 Whenever possible these activities are planned during periods of lower demand. Non-participating aircraft should expect that traffic will continue to be processed in the terminal area, with provision of sufficient space in the flow management sequence for the calibration aircraft to effectively conduct its operation with minimal interruption.

2.3 Prioritisation based on weather conditions

2.3.1 *Civil Aviation Safety Regulation (CASR) Part 91* prohibits pilots from landing or continuing an instrument approach in meteorological conditions that are less than the landing minima.

2.3.2 The priorities are designed to complement these regulatory provisions. Essentially, aircraft capable of operating to a lower landing minima should not be delayed by a preceding aircraft unlikely to make a successful approach due to a higher landing minima given the present weather conditions. When near minima conditions are advertised on the ATIS, pilots are requested to advise ATC as soon as possible after receipt of the ATIS that a successful approach may not be possible.

2.4 Prioritisation of direct flights from the Americas, Europe and United Kingdom arriving at Brisbane, Melbourne, Perth and Sydney

- 2.4.1 The fuel critical nature of these very-long haul flights results in higher sensitivity to delays. In conditions where delays exceed 10 minutes, having less fuel critical flights absorb slightly higher delay can prevent safety and efficiency impacts to all traffic caused by a potentially avoidable diversion or emergency landing. Note that excessive congestion may still result in delays of more than 10 minutes for very-long haul flights.
- 2.4.2 For the avoidance of doubt, DITRDCSA has advised that flights originating from any location in Türkiye are considered to have originated from Europe. Otherwise, the locations listed in *AIP ENR 1.4* apply as written to any location in the continents or country listed.

3. CANCELLATION

- 3.1 This AIC self-cancels 27 January 2026.

4. DISTRIBUTION

- 4.1 Airservices Australia website only.