



**Air navigation—Cables and their
supporting structures—Marking and
safety requirements**

Part 2: Low level aviation operations



AS 3891.2:2018

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- Australian Industry Group
- Civil Aviation Safety Authority
- Communications, Electrical and Plumbing Union - Electrical Division
- Energy Networks Australia
- Energy Safe Victoria
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Part 2: Low level aviation operations

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Preface

This Standard was prepared by members of the Standards Australia Committee EL-010, Overhead Lines, to supersede AS 3891.2—2008, *Air navigation — Cables and their supporting structures — Marking and safety requirements, Part 2: Marking of overhead cables for planned low-level flying operations*.

The objective of this Standard is to specify requirements for aircraft warning markers on overhead cables and supporting structures for low-level aviation.

This Standard operates in conjunction with applicable Commonwealth civil aviation legislation or Civil Aviation Safety Authority permissions/exemptions, which include the following:

Civil Aviation Regulations 1988 Reg 206 Commercial purposes (Act, s 27(9)); and

Civil Aviation Safety Regulation Part 137 Aerial application operations (see definitions).

This Standard is Part 2 of a two-part series as follows:

AS 3891.1, *Air navigation — Cables and their supporting structures — Marking and safety requirements, Part 1: Permanent marking of overhead cables and their supporting structures for other than planned low-level flying*.

AS 3891.2, *Air navigation — Cables and their supporting structures — Marking and safety requirements, Part 2: Low level aviation operations* (this Standard).

Statements expressed in mandatory terms in footnotes to tables are deemed to be requirements of this Standard. Notes that appear in the main text of this Standard provide information only.

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Australian Standard®

Air navigation—Cables and their supporting structures—Marking and safety requirements

Part 2: Low level aviation operations

Section 1 Scope and general

1.1 Scope

This Standard specifies requirements for marking of overhead cables and their supporting structures for visual warnings to pilots of aircraft involved in planned legal low-level aviation operations.

Typical aviation operations within the scope of this Standard include aerial application, firefighting, mustering, emergency services response, power line inspection, survey, media, parachuting and ballooning operations conducted under an approval, licence or regulations issued by the Civil Aviation Safety Authority (CASA).

Aircraft warning markers specified in this part of the Standard are designed as a visual reminder of the location of the cables and their supporting structures.

The landholder, pilot, pilot representative or aviation operations entity conducting the operation will endeavour to identify relevant hazards, including overhead cables and their supporting structures, before commencing the operation.

This Standard does not apply to low level flying as a result of an operational emergency (see definitions of planned low level legal aviation operations).

1.2 Normative references

The following are the normative documents referenced in this Standard:

AS 2001.4.B01, *Methods of test for textiles, Method 4.B01: Colourfastness tests — Determination of colourfastness to daylight of textile materials*

AS 2700, *Colour standards for general purposes*

AS 3891.1, *Air navigation — Cables and their supporting structures — Marking and safety requirements, Part 1: Permanent marking of overhead cables and their supporting structures for other than planned low-level flying*

1.3 Definitions

For the purposes of this Standard the definitions below apply.

1.3.1

aircraft warning markers

an aircraft warning marker (“a marker”) installed on an overhead cable, its supporting structure or the ground, positioned in close proximity to and along the route of an overhead cable to delineate the existence or presence of such cables and structures for the purpose of warning aircraft pilots

1.3.2

landing areas for planned low level aviation operations

any landing or alighting place other than the authorised landing areas defined in AS 3891.1