

# Melbourne basin airspace infringement hot spots



If you are outside of an aerodrome, monitor Melbourne Centre on 135.7. Refer your location to the VTC. If you fly over an aerodrome without entering it, monitor both tower frequency and Melbourne Centre

Not for navigation. This information is current at the time of publication, April 2023. Please refer to AIP, DAPs, ERSA and NOTAMS for operational information.



# Threats, errors and countermeasures

## 1. Inbound at the 30 NM DME step

### Threat

Infringing Class C airspace containing IFR arrivals and departures, resulting in a loss of separation and increased workload for ATC.

### Error

Failing to descend from Class G airspace under 8500 ft/7500 ft to that below 4500 ft when tracking inbound.

### Countermeasure

Use good visual references to allow a healthy buffer for planned descent to remain OCTA.

If requesting a clearance, allow plenty of time before the step and always have an alternative plan, including a suitable decision point.

Ensure you are using the correct frequency for the airspace you are flying through.

When tracking outbound, ensure you are well passed the DME boundary before climbing.

When tracking inbound, give yourself sufficient time to descend to or below the lower limit before entering the boundaries.



## 2. Melbourne CTR - Tullamarine and Essendon

### Threat

Infringing controlled airspace with a large volume of fast-moving, heavy Class C or D activities, resulting in a conflict or loss of separation. Increased workload for ATC, resulting in subsequent delays of air traffic coordination and activity.

### Error #1

Entering CTA without clearance.

### Error #2

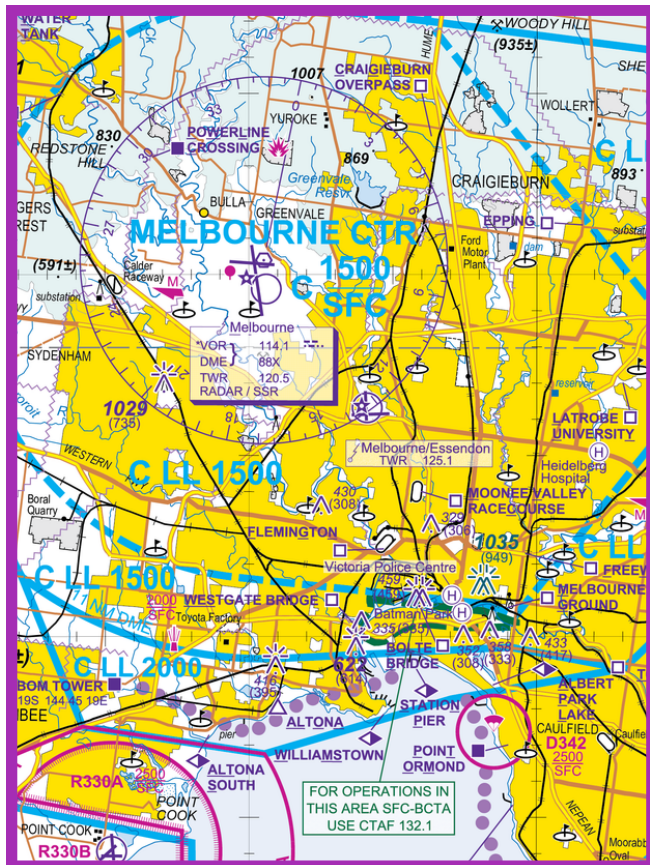
Failing to monitor correct frequency and/or communicate with ATC.

### Countermeasure #1

Familiarise yourself with current airspace design in and around the airspace you are flying through and near, and confirm where you will need a clearance. Request your clearance well before reaching the CTA step (five minutes prior is a good guide).

### Countermeasure #2

Check current charts to ensure you are monitoring the correct frequency throughout your journey.



Melbourne CTR - cropped from Melbourne VTC, Dec 22

## 3. South Melbourne - C LL and 2500 steps

### Threat

Infringing busy Class C airspace containing heavy, fast-moving traffic arriving at Melbourne airport.

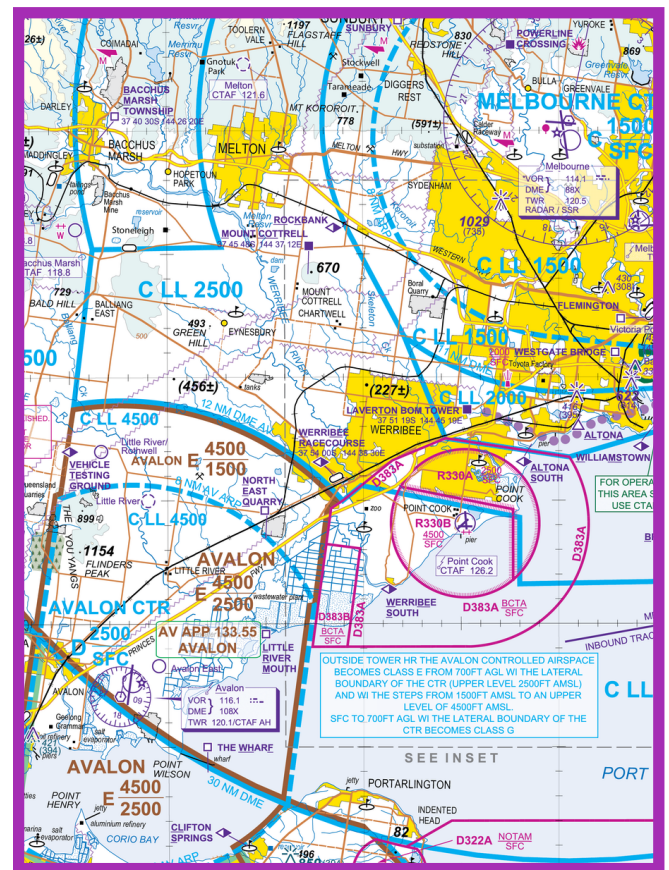
### Error

Ascending into controlled airspace mistakenly and/or without clearance.

### Countermeasure

Leave a buffer between you and the CTA base and ensure accurate height holding when flying underneath these steps.

Ensure you have reached the airspace boundary before ascending by using GPS or other suitable navigation instruments where available.



South Melbourne area cropped from Melbourne VTC, Dec 22



## 4. Moorabbin CTR

### Threat

Infringing busy controlled airspace containing a variety of activities, including a considerable amount of training and helicopter operations.

### Error

Entering controlled airspace without clearance or at incorrect altitude.

### Countermeasure

Familiarise yourself with current airspace design in and around the airspace you are flying through and near and confirm where you will need a clearance. Request your clearance well before reaching the CTA step (five minutes prior is a good guide).

### To note #1

The VFR on the south-western side of Moorabbin departs from the coastline to avoid Moorabbin CTA. If you would like to track along the coastline, ensure to contact ATC for clearance and maintain a listening watch on your radio.

### To note #2

When departing Moorabbin CTR, be aware that the lower limit of the surrounding Class C airspace is 2500 ft.



Moorabbin area - cropped from Melbourne VTC, Dec 22

## 5. Avalon CTR

### Threat

Infringing busy controlled airspace containing a variety of activities, including IFR training.

### Error

Entering Avalon airspace at incorrect altitude or without clearance.

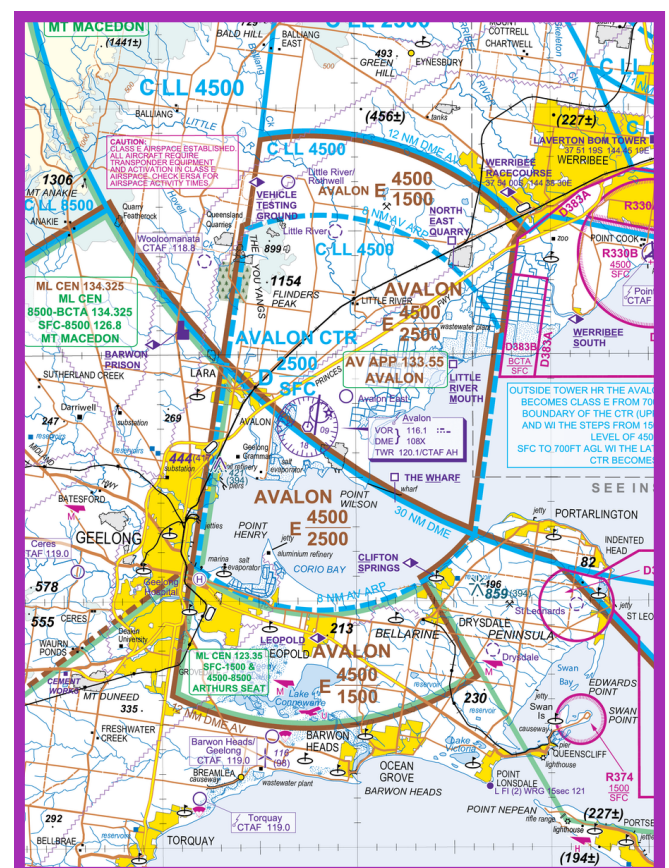
### Countermeasure

Familiarise yourself with current airspace design in and around the airspace you are flying through and near and confirm where you will need a clearance. Request your clearance well before reaching the CTA step (five minutes prior is a good guide).

### To note

When entering Class E airspace as a VFR pilot, always ensure you are monitoring the correct frequency.

Ensure you are familiar with the VMC criteria for Class E airspace, which you can access in the AIP ENR 1.4 1: Controlled Airspace. Ensure you maintain correct cruising levels as per the AIP ENR 1.7 - 8.



Avalon CTR- cropped from Melbourne VTC, Dec 22



## More resources

For further information on operational insights to equip you for a safer flight, visit [bit.ly/pilotsafety](https://bit.ly/pilotsafety).



If you have questions, or would like to provide us some feedback about this publication please email, [safetypromotions@airservicesaustralia.com](mailto:safetypromotions@airservicesaustralia.com).

For aviation safety-related information from CASA, visit [casa.gov.au/resources-and-education/pilot-safety-hub](https://casa.gov.au/resources-and-education/pilot-safety-hub).

Check NAIPS for the latest NOTAMS at [airservicesaustralia.com/naips](https://airservicesaustralia.com/naips).

## Sources

Hot spot areas were determined by data collected by Airservices Australia between January 2021 and May 2022.

For more information, visit [airservicesaustralia.com/industry-info/flight-briefing/pilot-and-airside-safety/airspace-infringement](https://airservicesaustralia.com/industry-info/flight-briefing/pilot-and-airside-safety/airspace-infringement).

Maps included in this document are extracts from the relevant VNC, current as of publication.

To access the full map, as well as other documents within the Aeronautical Information Package (AIP) visit

[airservicesaustralia.com/aip/aip.asp](https://airservicesaustralia.com/aip/aip.asp).

*Not for navigation. This information is current at the time of publication. Refer to the current AIP for latest charts and operational information.*

