

Airservices Australia, June 2023.



# Threats, errors and countermeasures

## 1. Edinburgh CTR

### Threat

Infringing congested Class C airspace with a large volume of fast-moving, medium and heavy Class C traffic. Conflicting with IFR arrivals, departures, and military aircraft conducting high speed, unpredictable flight profiles, may result in a loss of separation or collision.

### Error

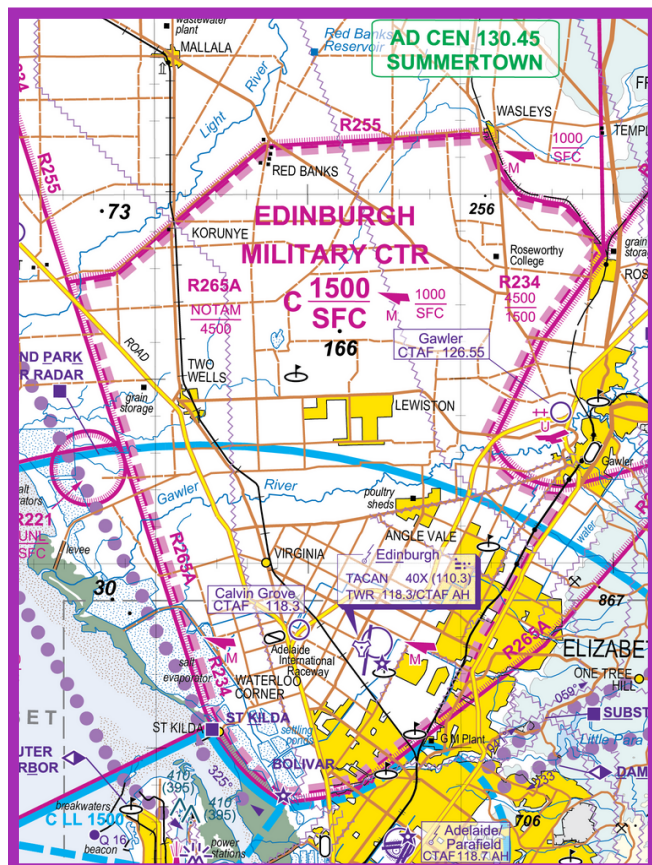
Entering airspace without clearance or at incorrect altitude.

### Countermeasure #1

If tracking west, track south of the Bolivar strobe to avoid cutting the corner and infringing the ED CTR. Establish yourself past St Kilda before climbing above 1000 ft.

### Countermeasure #2

If departing, arriving or operating in Parafield circuit area, remain south of the Little Para River and Penfield Golf Course.



Edinburgh CTR- cropped from Adelaide VTC, Dec 22

## 2. Edinburgh restricted and danger areas

### Threat

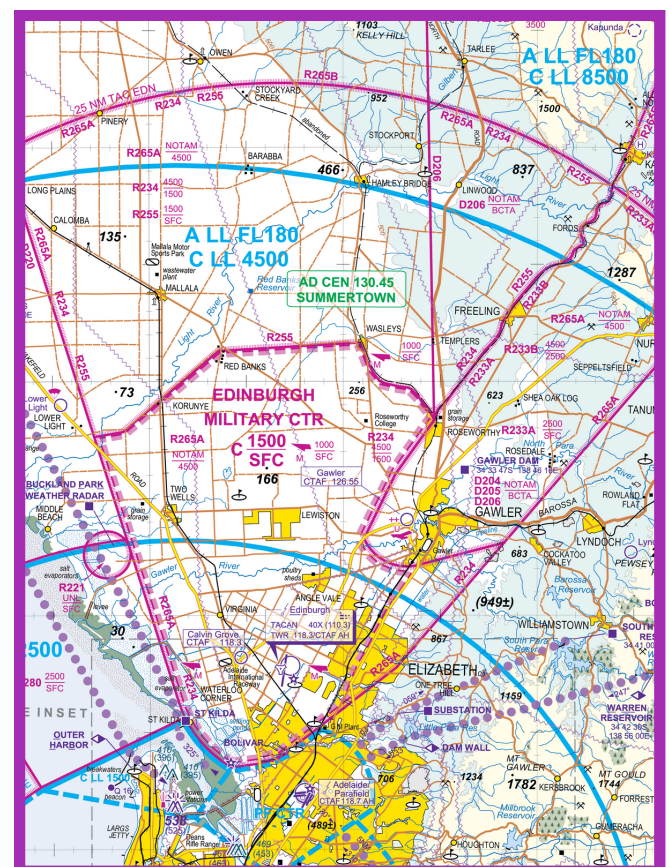
Infringing Edinburgh restricted areas (R265A, EDN CTR, R255, R234, R233A, R233B) or danger areas (D204-6), resulting in a conflict with military activity or ultralight airspace activity.

### Error #1

Climbing or deviating into restricted or danger areas at incorrect altitude while airspace is active.

### Countermeasure #1

Check NOTAMS for recent updates about all surrounding airspace status. Study current VTC before the flight to familiarise yourself with complex airspace.



Edinburgh restricted and danger areas - cropped from Adelaide VTC, Dec 22

## Edinburgh restricted and danger areas continued

### Error #2

Entering airspace without clearance.

### Countermeasure #2

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

### To note #1

R265A covers the whole area from 4500 ft to FL 450.  
Beneath R265A are:

EDN CTR (SFC - 1500 ft)  
R255 (SFC - 1500 ft)  
R234 (1500ft - 4500 ft)  
R233A (SFC - 2500 ft)  
R233B (2500ft - 4500 ft).

### To note #2

The overlaying Class C CTA steps do not align with the boundaries of the restricted areas.

### To note #3

If transiting from the north and R265B is active, the lower limit is 3500 ft.

### To note #4

In R255, use the line Avon-Owen-Tarlee-Kapunda as a reference for the climb above 1500 ft northbound or be established at or below 1500 ft southbound when R234 is active.

Remember  
that ATC are  
there to  
help.

## 3. Southwest corner of R233A

### Threat

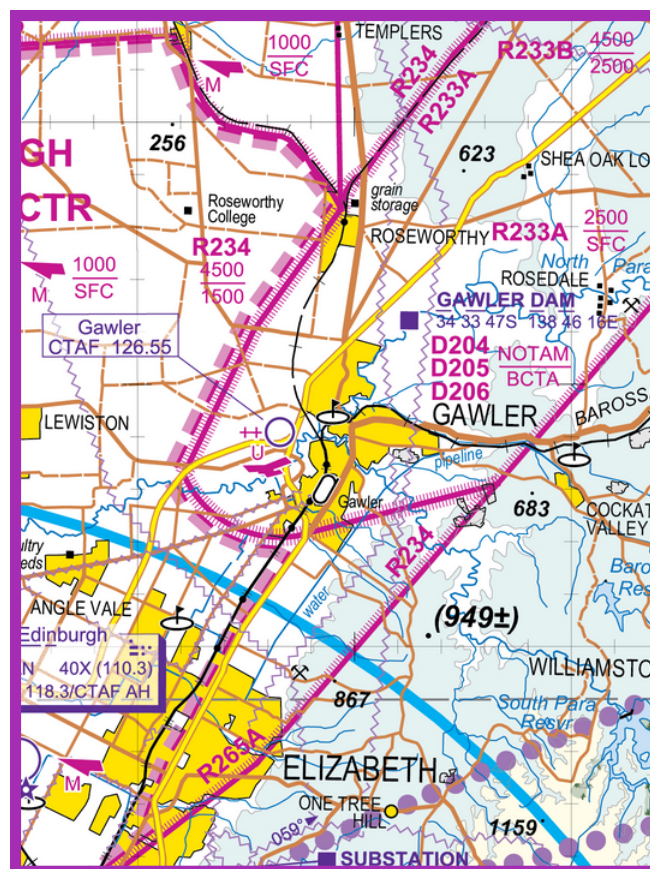
Infringing military airspace resulting in loss of separation with Edinburgh instrument approaches and other military activity.

### Error

Gawler aircraft arriving, departing or operating in the circuit area not familiar, not cognisant of the boundary proximity or following incorrect landmarks, entering Edinburgh airspace.

### Countermeasure

Familiarise yourself with relevant landmarks and charts and stay vigilant of your proximity to the restricted airspace.



Southwest corner of R233A - cropped from Adelaide VTC, Dec 22



## 4. Parafield's eastern VFR routes

### Threat

Deviating from designated VFR lane. Infringing congested Class C airspace with a large volume of IFR arrivals and departures, resulting in a loss of separation.

### Error

Entering airspace without clearance or at incorrect altitude.

### Countermeasure

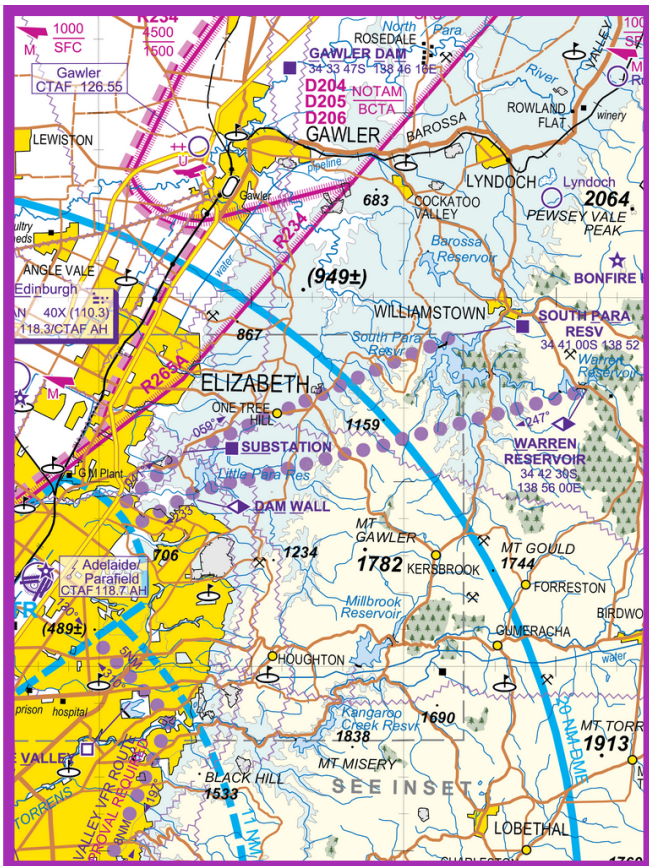
Check current charts to ensure you are monitoring the correct frequency. Familiarise yourself with current VFR approach points and altitudes.

### To note #1

Class C airspace is situated above Parafield with a base of 1500 ft.

### To note #2

Due to the proximity of Edinburgh and Adelaide, accurate tracking is essential when operating to/from Parafield.



Parafield's eastern VFR routes - cropped from Adelaide VTC, Dec 22

## 5. Parafield CTR

### Threat

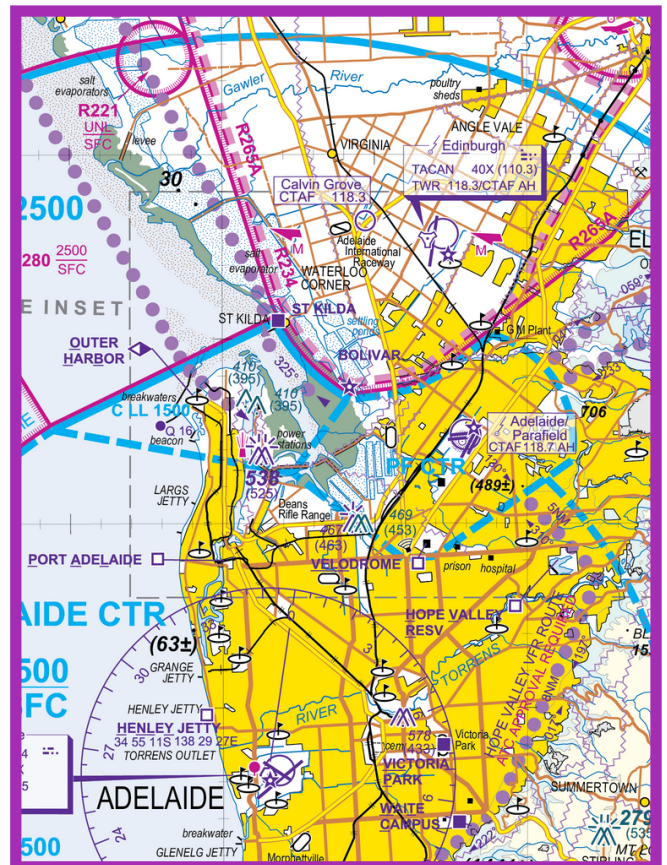
Infringing controlled airspace with a large volume of fast-moving, heavy Class C or D activities resulting in a conflict or loss of separation. Increased workload for ATC resulting in subsequent delays of air traffic coordination and activity.

### Error

Entering airspace without clearance or at incorrect altitude, or conflicting with training area traffic.

### Countermeasure

Inbound to Parafield, establish and maintain two-way communications with the tower and ensure a clearance is received prior to entering the airspace. Do not operate above 1500 ft in this area as Class C airspace sits above it. Leave a buffer under the Class C airspace step. Refer to ERSA for advice on inbound & outbound procedures.



Parafield CTR - cropped from Adelaide VTC, Dec 22



## 6. Coastal restricted areas R292A, R231, R279

### Threat

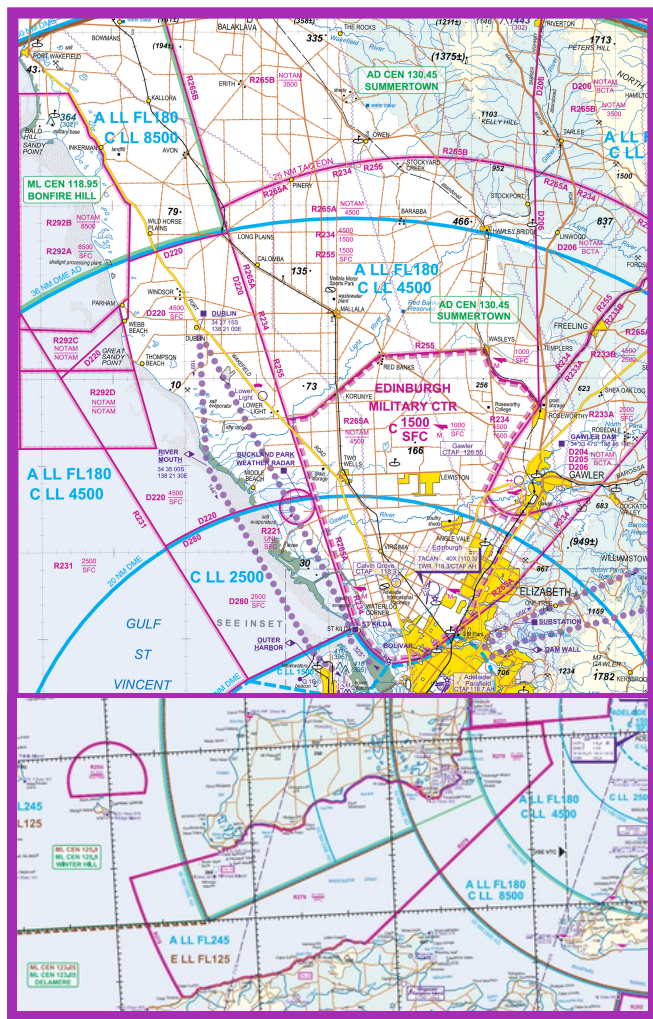
Conflict with military aircraft or activities, endangering the pilot, passengers and aircraft. Increased workload for ATC, resulting in disruption or delays to other airspace users.

### Error

Tracking into restricted area R292A Port Wakefield (SFC - 8500, 24h), R231 Adelaide (SFC - 2500, JO 2230 - sunset (1hr earlier HDS) or as amended by NOTAM) or R279 Edinburgh (SFC - FL250, NOTAM) while active.

### Countermeasure

Familiarise yourself with current airspace design in and around the airspace you are flying through and near. Ensure to check NOTAMS for current airspace status. Remain vigilant about your altitude. Ensure to monitor the correct frequency using the latest charts throughout your flight.



Coastal restricted areas - cropped from Adelaide VTC, Dec 22  
CR279 - cropped from Adelaide VNC, Dec 22

## 7. Adelaide CTA

### Threat

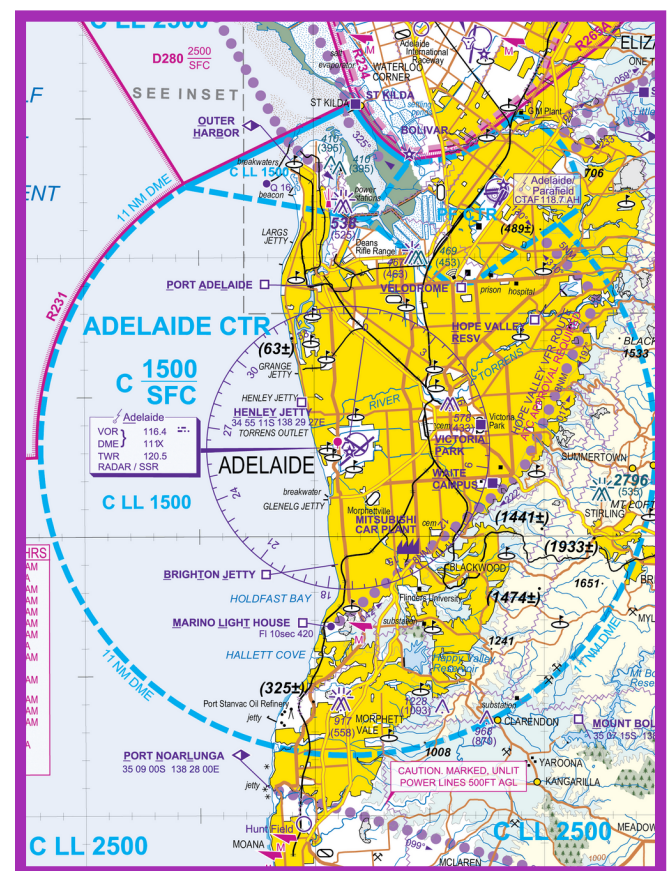
Infringing congested Class C airspace with a large volume of fast-moving, heavy Class C traffic and IFR arrivals and departures, resulting in a loss of separation.

### Error

Entering airspace without clearance or at incorrect altitude.

### Countermeasure

Check current charts to ensure you are monitoring the correct frequency. Refer to ERSA and DAPs for advice on inbound & outbound procedures.



Adelaide CTA - cropped from Adelaide VTC, Dec 22

## 8. The 11, 20 and 36 NM DME steps

### **Threat**

Infringing congested Class C airspace with a large volume of IFR arrivals and departures, resulting in a loss of separation, increase in workload for ATC and delay in airspace coordination for other airspace users.

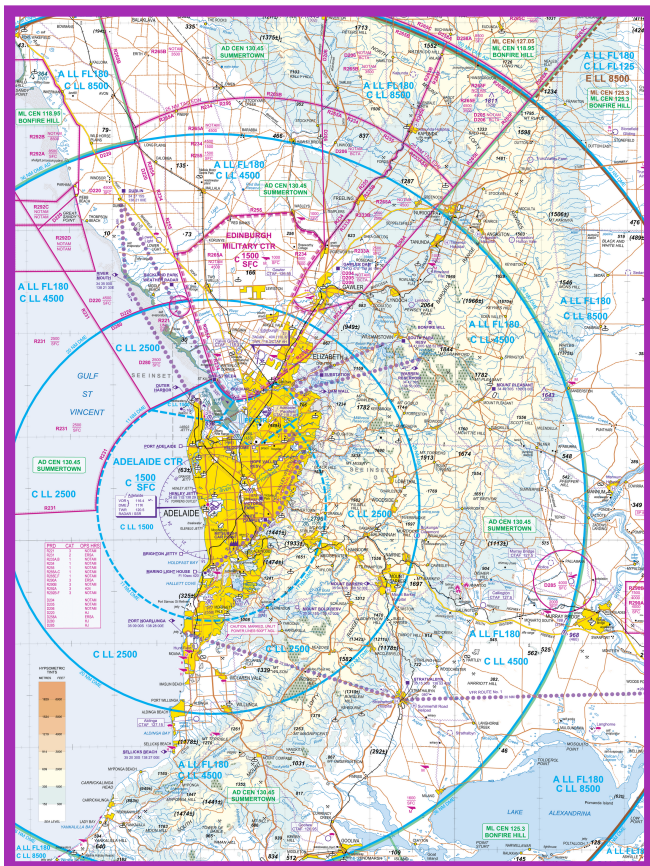
### **Error**

Ascending or drifting into Class C airspace from nearby Class G airspace without clearance.

### **Countermeasure**

Familiarise yourself with the current design of the airspace you are flying through and near, including current inbound visual navigation points. Ensure to monitor the correct frequency and altitude and stay OTCA until a clearance is received to enter the airspace.

If flying the VFR route, Strathalbyn to Port Naarlunga, use current visual navigation charts. Perform frequent position fix with ground references and remain vigilant on your track.



Adelaide CTA - cropped from Adelaide VTC, Dec 22.

## 9. Southwest corner of R290A

### **Threat**

Infringing military airspace resulting in loss of separation with military activity.

### **Error**

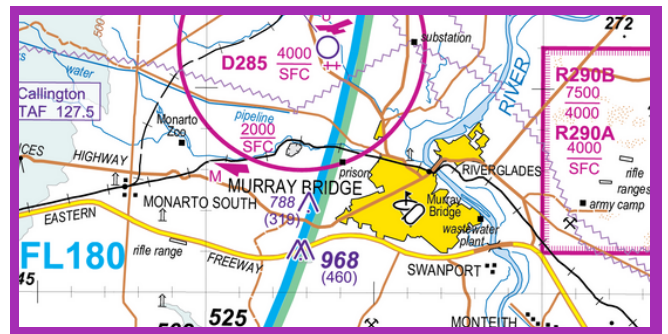
Drifting into restricted airspace from nearby Class G airspace or following incorrect landmarks.

### **Countermeasure**

Familiarise yourself with relevant VFR points and stay vigilant of your proximity to the restricted airspace.

Ensure to remain south of the freeway when tracking near the southwest corner of this area.

Keep a listening watch on your radio.



R290A - cropped from Adelaide 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 VTC, 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.*

