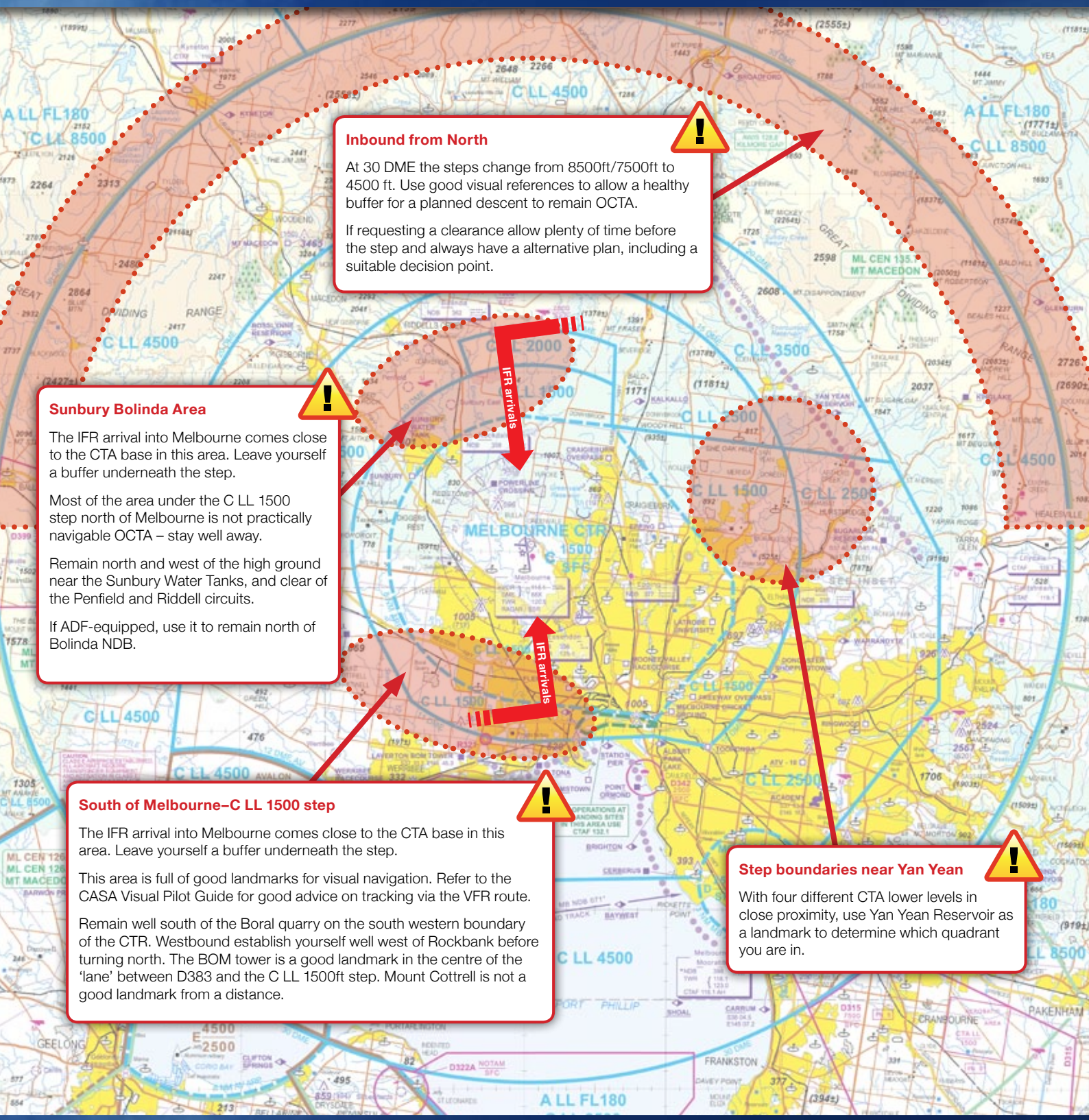
Melbourne

Airspace Infringement Hot Spots

airservices



Inbound from North

At 30 DME the steps change from 8500ft/7500ft to 4500 ft. Use good visual references to allow a healthy buffer for a planned descent to remain OCTA.

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

Sunbury Bolinda Area

The IFR arrival into Melbourne comes close to the CTA base in this area. Leave yourself a buffer underneath the step.

Most of the area under the C LL 1500 step north of Melbourne is not practically navigable OCTA – stay well away.

Remain north and west of the high ground near the Sunbury Water Tanks, and clear of the Penfield and Riddell circuits.

If ADF-equipped, use it to remain north of Bolinda NDB.

South of Melbourne–C LL 1500 step

The IFR arrival into Melbourne comes close to the CTA base in this area. Leave yourself a buffer underneath the step.

This area is full of good landmarks for visual navigation. Refer to the CASA Visual Pilot Guide for good advice on tracking via the VFR route.

Remain well south of the Boral quarry on the south western boundary of the CTR. Westbound establish yourself well west of Rockbank before turning north. The BOM tower is a good landmark in the centre of the 'lane' between D383 and the C LL 1500ft step. Mount Cottrell is not a good landmark from a distance.

Step boundaries near Yan Yean

With four different CTA lower levels in close proximity, use Yan Yean Reservoir as a landmark to determine which quadrant you are in.

Monitor Melbourne Centre 135.7 whenever able

Squawk 1200 Mode C

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