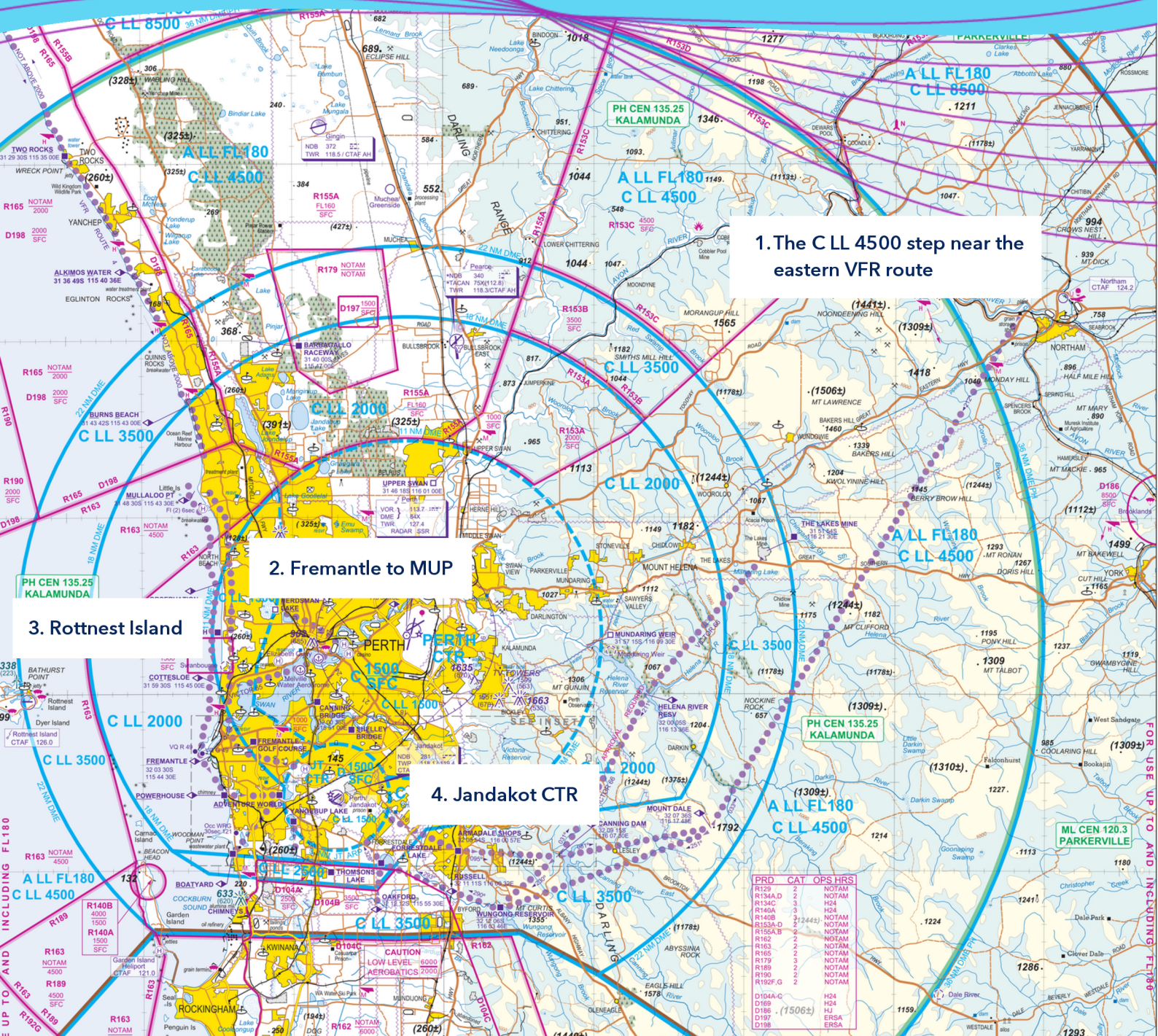


Perth Basin airspace infringement hot spots



Monitor Perth Center 135.25 whenever able, squawk 1200 Mode C.

Not for navigation. This information is current at the time of publication, December 2022. Please refer to AIP, DAPs, ERSAs and NOTAMS for operational information.

Threats, errors and countermeasures

1. The C LL 4500 step near the eastern VFR route

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 in air traffic coordination and activity.

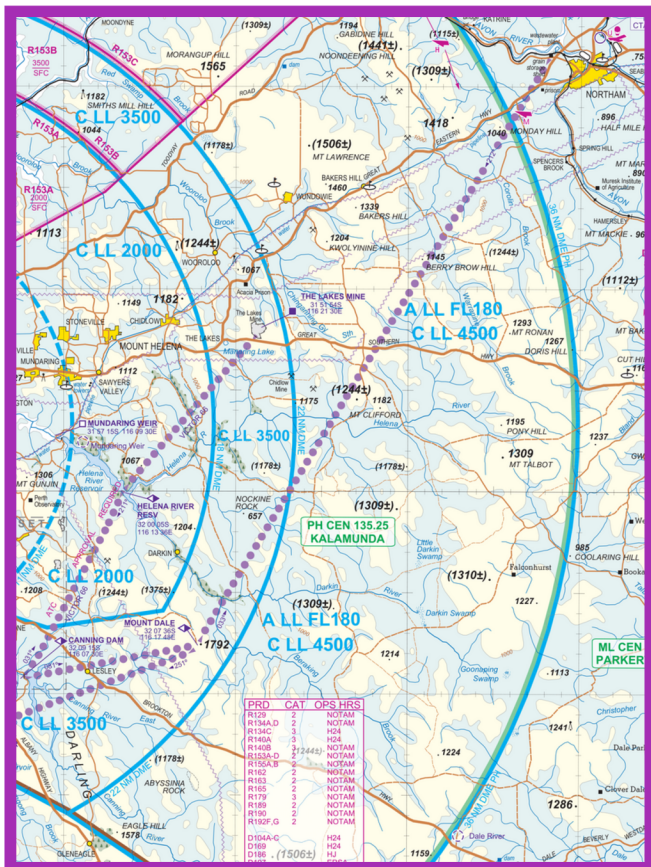
Error

Climbing too high and resulting in infringement into controlled airspace when tracking northeast along or near the VFR route.

Countermeasure

Familiarise yourself with significant VFR points in and around the step, and stay vigilant of your proximity to the step when flying within the airspace.

The DME extends beyond the state forests surrounding Perth City. Ensure you are clear before starting to climb.



Eastern VFR routes - cropped from Perth VTC, June 23

2. Fremantle to Mullaloo Point (MUP)

Threat

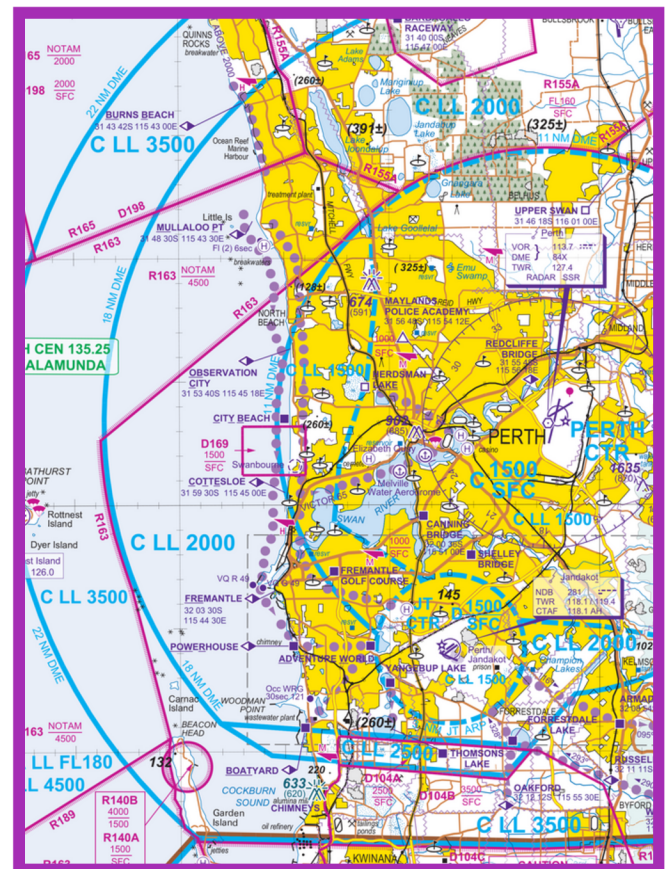
Infringing congested Class C airspace with a large volume of IFR arrivals to and departures from Perth, resulting in a loss of separation. Increased workload for ATC, resulting in delays in coordination for other airspace users.

Error

Mistakenly entering Class C airspace from underlying Class G airspace without clearance.

Countermeasure

When tracking north, ensure you have descended below 1500ft before reaching the mouth of the Swan River. Ensure you have passed Westfield Whitford City before climbing again.



Fremantle to MUP - cropped from Perth VTC, June 23

3. Rottnest Island

Threat

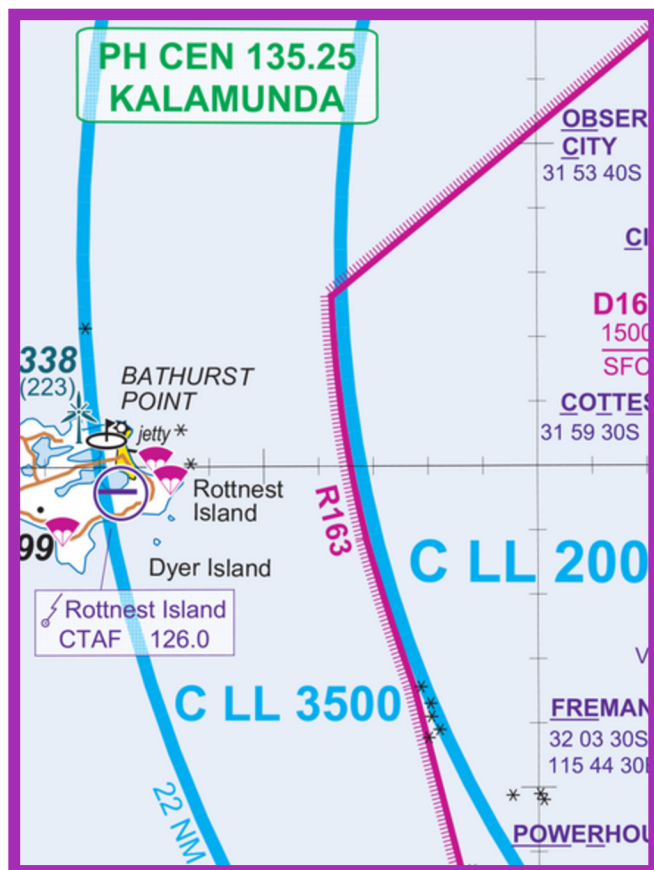
Infringing Class C airspace resulting in a conflict with IFR traffic. Increased workload for ATC, resulting in subsequent delays in air traffic coordination and activity.

Error

When tracking west to east, drifting into the lower Class C step on the eastern part of the island without clearance. When tracking east to west, ascending too quickly into the Class C step.

Countermeasure

Familiarise yourself with the VFR points and remain vigilant about your altitude. Ensure to monitor the correct frequency using the latest charts throughout your flight.



Rottnest Island - cropped from Perth VTC, June 23

4. Jandakot CTR

Threat

Infringing congested Class D airspace with a large volume of IFR arrivals and departures, resulting in a loss of separation.

Error

Climbing into the C LL 1500 step when departing or failing to descend below 1500ft when arriving at Jandakot aerodrome.

Countermeasure

When tracking to join the VFR routes northwest and southeast of the aerodrome, maintain awareness of your altitude and ensure that you have cleared the CTR before climbing.

Note that the VFR route to the northwest of the aerodrome tracks into another C LL 1500 before temporarily tracking into a higher step.

Ensure to familiarise yourself with the current design of the airspace you are flying through and near, including current inbound and outbound visual navigation points.

Maintain a listening watch on your radio and ask ATC for assistance if needed.



Jandakot CTR - cropped from Perth VTC, June 23

More resources

For further information on operational insights to equip you for a safer flight, visit bit.ly/pilotsafety.



If you have questions, or would like to provide us some feedback about this publication please email, safetypromotions@airservicesaustralia.com.

For aviation safety-related information from CASA, visit casa.gov.au/resources-and-education/pilot-safety-hub.

Check NAIPS for the latest NOTAMS at 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.

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.

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

