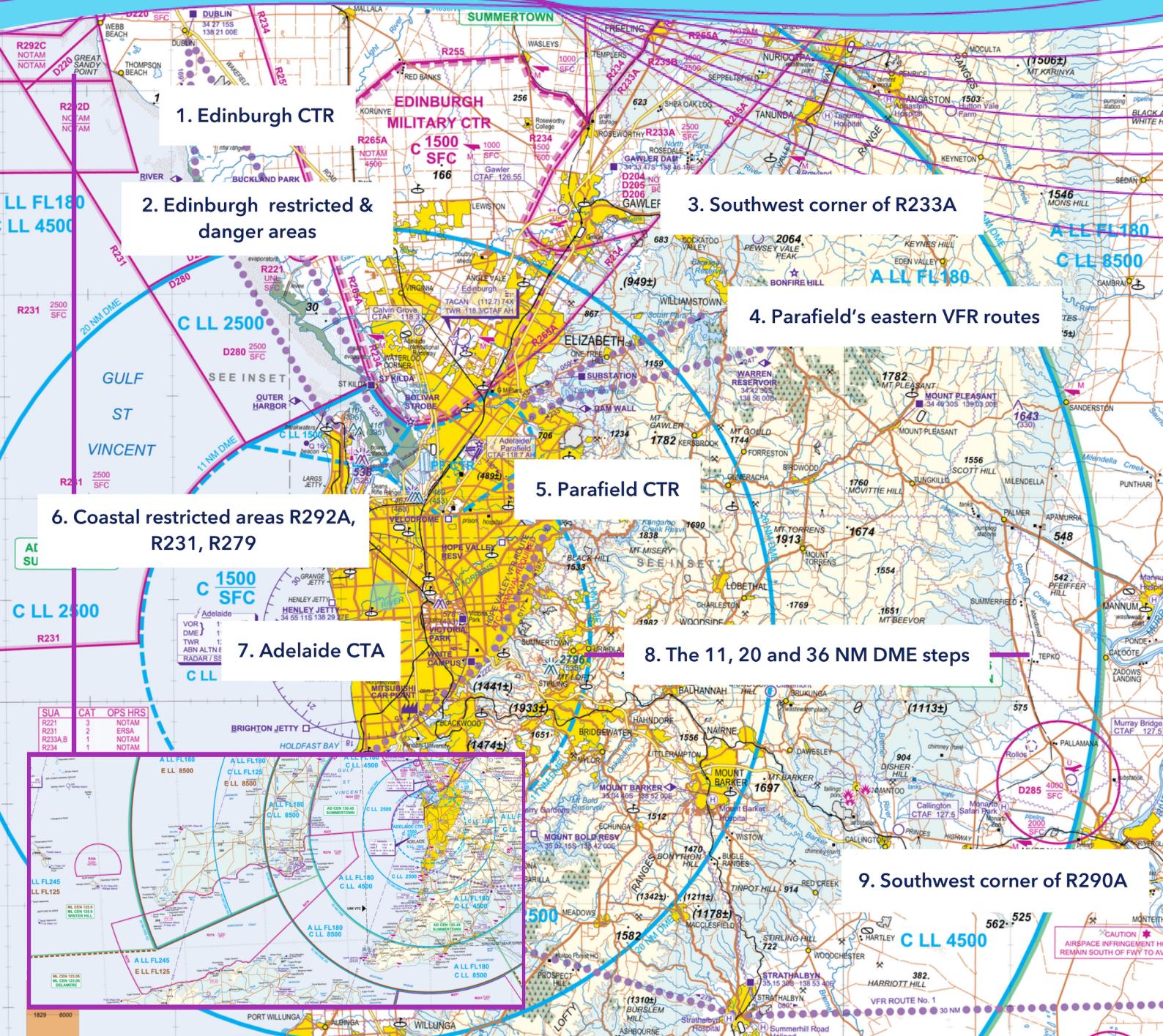


Adelaide Basin airspace infringement hot spots



If you are outside of an aerodrome, monitor Adelaide Centre on 130.45. Refer your location to the VTC. If you fly over an aerodrome without entering it, monitor both tower frequency and Adelaide Centre.

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

Threats, errors and countermeasures

1. Edinburgh CTR

Threat

Infringing military airspace with fast-moving, medium and heavy 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, June 2024

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, June 2024

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)

R233A (3.0 - 2500 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, June 2024

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

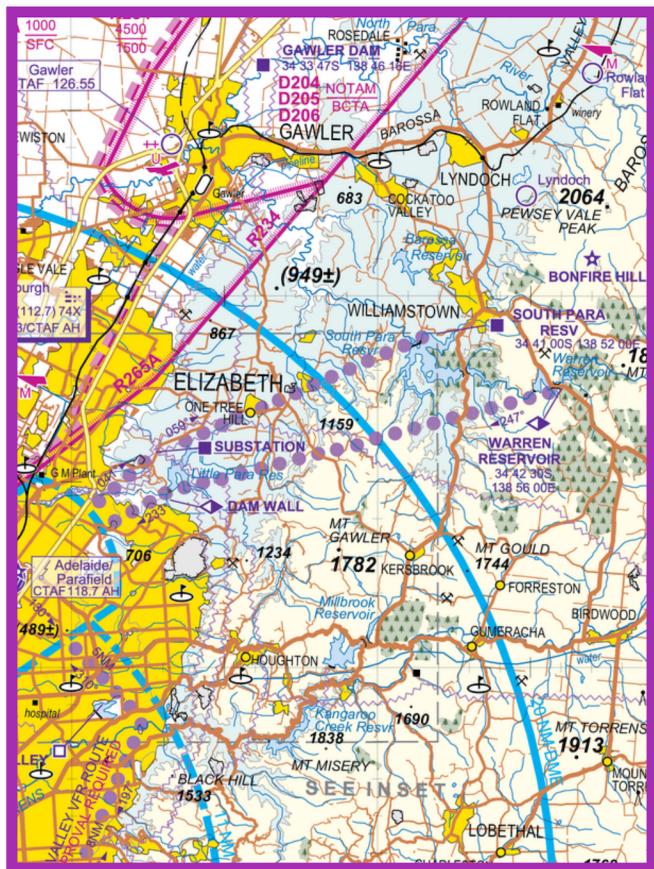
Class C airspace is situated above Parafield with a base of 1500 ft.

To note #2

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

To note #3

The Hope Valley VFR route requires an ATC clearance prior to entering Class C airspace and conflicts with high volume approach paths to Adelaide airport.



5. Parafield CTR

Threat

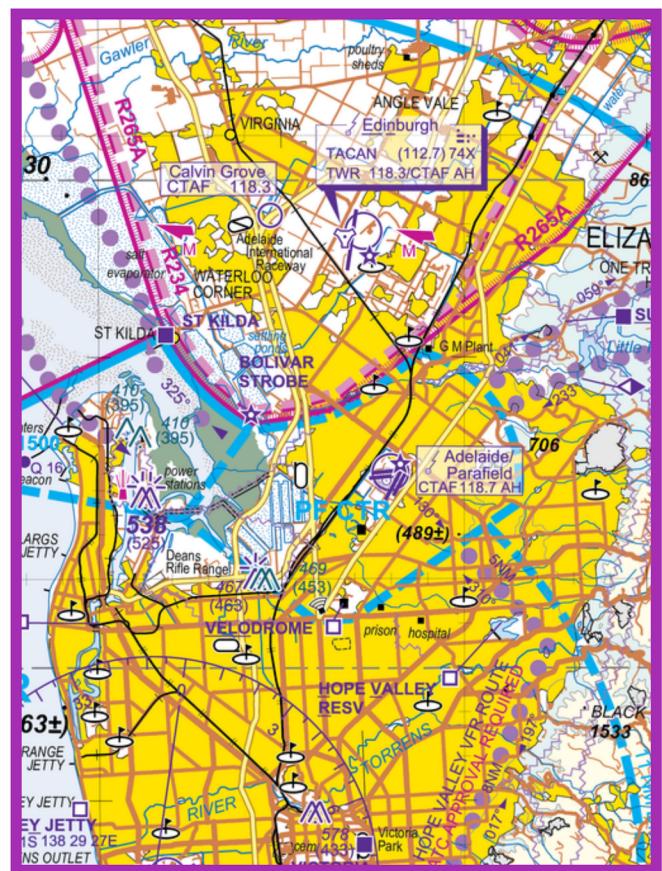
- Infringing controlled airspace with a large volume of fast-moving, heavy Class C or D activities resulting in a conflict or loss of separation.
- Increased workload for ATC resulting in subsequent delays of air traffic coordination and activity.

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, June 2024

Parafield's eastern VFR routes - cropped from Adelaide VTC, June 2024

6. Coastal restricted areas R292A, R231, R279

Threat

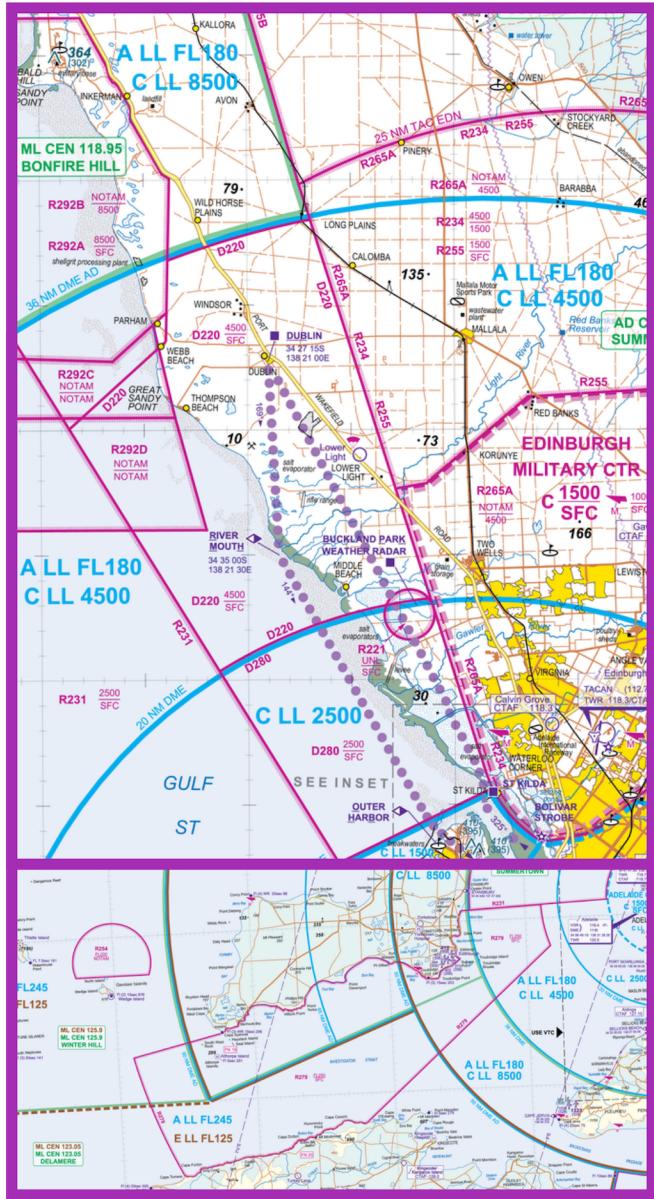
Conflict with military aircraft or activities, endangering the pilot, passengers and aircraft. Increased workload for ATC, resulting in disruption or delays to other airspace users.

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. 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, June 2024
CR279 - cropped from Adelaide VNC, June 2024

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, June 2024

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 Naorlunga, use current visual navigation charts. Perform frequent position fix with ground references and remain vigilant on your track.



Adelaide CTA - cropped from Adelaide VTC, June 2024

9. Southwest corner of R290A

Threat

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

Error

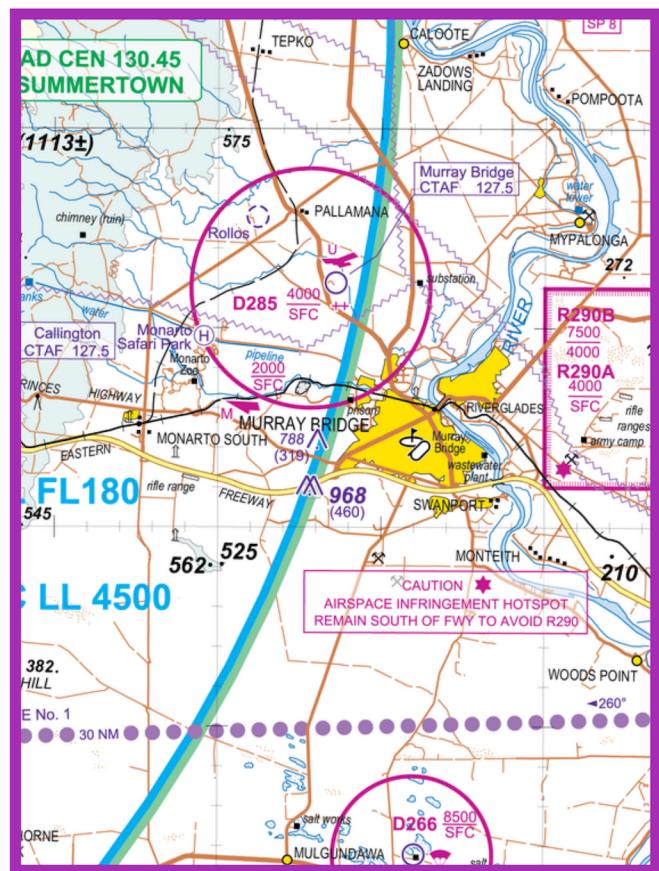
Drifting into restricted airspace from nearby Class G airspace or following incorrect landmarks.

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, June 2024

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.

