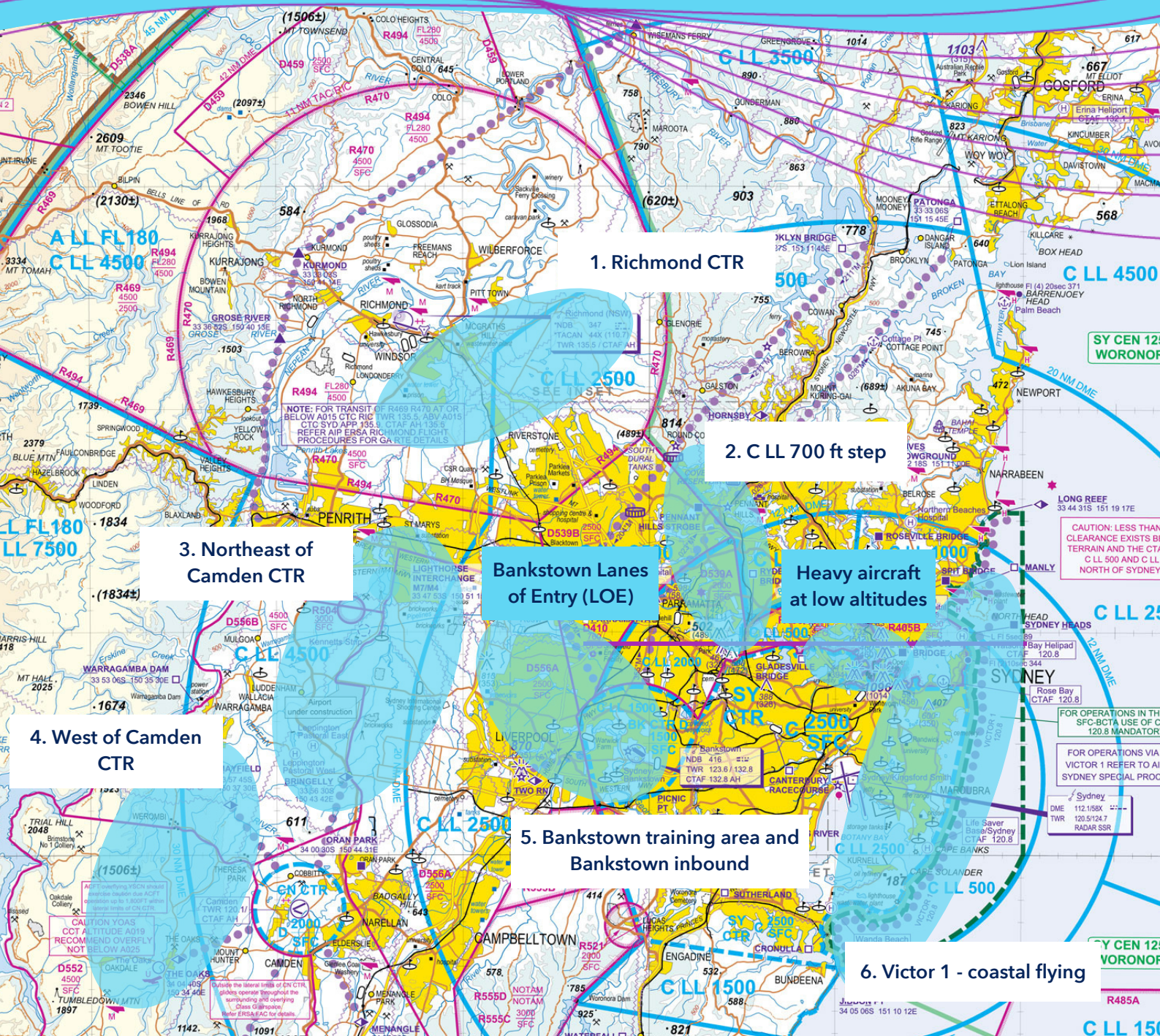


Sydney Basin airspace infringement hot spots



If you are outside of an aerodrome, monitor Sydney Centre 124.55 or 125.8. Refer your location to the VTC map. If you fly over an aerodrome without entering it, monitor both tower frequency and Sydney Centre.

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

Threats, errors and countermeasures

1. Richmond CTR & Bankstown Lanes of Entry (LOE)

Threat

Infringing military airspace resulting in a conflict with military aircraft or activity.

Error #1

Climbing or deviating into RIC airspace at an incorrect altitude for current airspace status.

Countermeasure #1

Check NOTAMS for recent updates about airspace activity. Reconfirm the status of Richmond restricted airspace with Sydney Centre on 124.55 before your flight.

Error #2

Aircraft inbound on the Lane of Entry to Bankstown can inadvertently infringe Richmond CTR.

Countermeasure #2

Perform frequent position fix with ground references and remain vigilant on your track. Contact Sydney Centre 124.55 if you suspect you are off track.



Richmond CTR - cropped from Sydney VTC, Dec 22

2. C LL 700 ft step

Threat

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

Error

Clipping the 700 ft step or not adjusting altitude when transitioning between the C LL 2000 and C LL 700 steps.

Countermeasure

If flying the VFR route, Parramatta to Patonga, use current visual navigation charts.

To note

The area under the 700 ft step is not practically navigable OCTA - remain clear.



C LL 700 ft step - cropped from Sydney VTC, Dec 22

3. Northeast of Camden CTR

Threat

Descending into busy airspace containing a variety of activities operating in the circuit beneath you at 1300 ft, resulting in an aircraft conflict.

Error

Descending below 1800 ft before clearance is received to enter Camden CTR.

Countermeasure

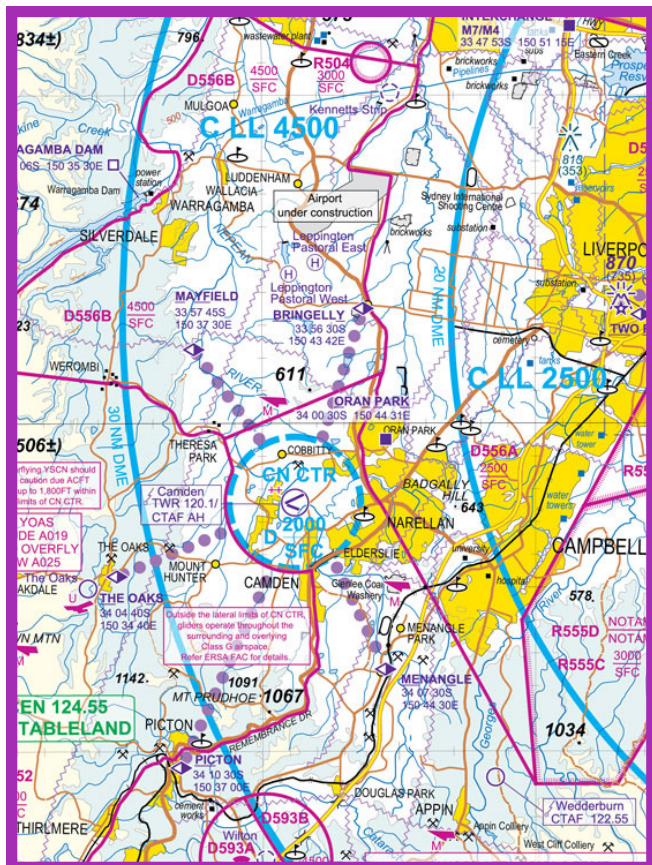
Familiarise yourself with the current inbound visual navigation points as they can be difficult to identify. Ensure you are comfortably above the circuit altitude. Ensure to monitor the correct frequency and altitude until a clearance is received to enter the circuit.

Refer to ERSA for advice on inbound & outbound procedures.

If overflying Camden CTR to Bankstown, ensure you have cleared Camden's lateral limits before descending.

To note

Oran Park is now a township and no longer a raceway.



Northeast of Camden CTR - cropped from Sydney VTC, Dec 22

4. West of Camden CTR

Threat

Entering busy airspace containing a variety of activities including student training and recreational flying at an incorrect altitude resulting in aircraft conflict.

Error

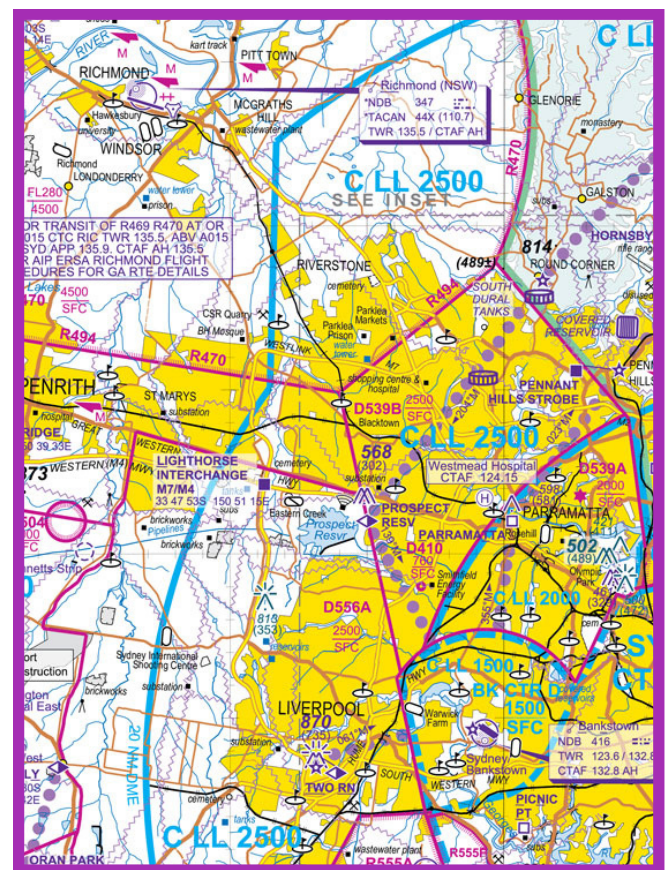
Descending below 1800 ft before receiving clearance.

Countermeasure

Check current charts to ensure you are monitoring the correct frequency. Familiarise yourself with current VFR approach points and altitudes. Check the recommended descent altitude noted on the VTC.

Have a plan B. With multiple airspace activities, there is a possibility that ATC will redirect you to a different approach point.

Refer to ERSA for advice on inbound procedures and familiarise with typical inbound IFR tracking (RNP-W),



West of Camden CTR - cropped from Sydney VTC, Dec 22

5. Bankstown Training Area and Bankstown

Threat

Infringing controlled airspace with a large volume of 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.

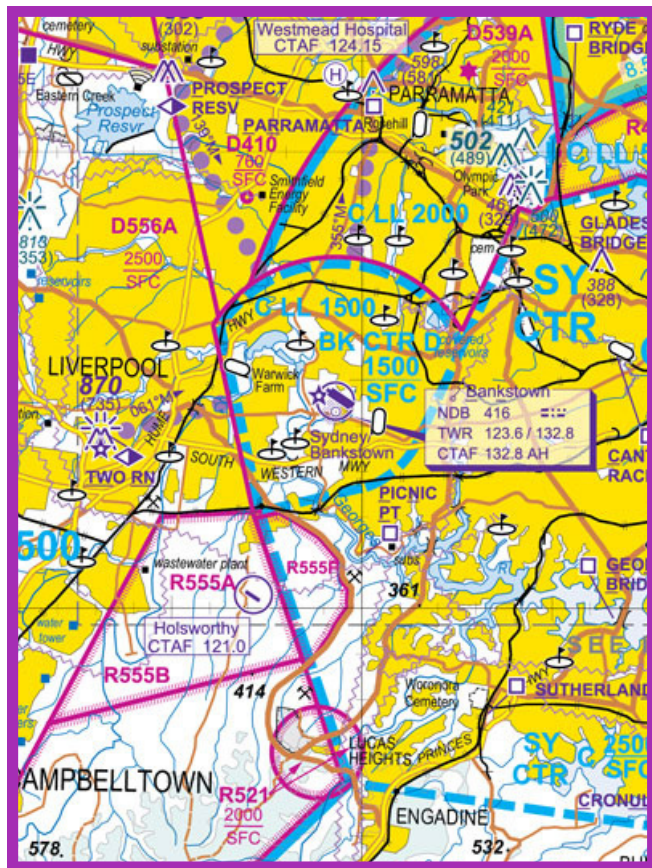
Error

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

Countermeasure

Inbound to Bankstown, establish and maintain two-way communications with the tower and ensure clearance is received prior to entering the airspace. Do not operate above 2500 ft in this area. Leave a buffer under the Class C airspace step.

Refer to ERSAs for advice on inbound & outbound procedures and familiarise with typical IFR inbound tracking (PSP, 2RN, RNP11C).



Bankstown airspace - cropped from Sydney VTC, Dec 22

6. Victor 1 - coastal flying

Threat

Infringing Class C airspace with a large volume of traffic, resulting in a loss of separation. Increased workload for ATC resulting in subsequent delays of air traffic coordination and activity.

Error

Clipping SY CTR or ascending into Class C airspace.

Countermeasure

Refer to ERSAs and the Sydney General Flying Guide (SGFG) in the AIP for specific advice on flying the Victor 1.

The practice 'Coastal Flying', when flying close to the beach and following the contours of the coastline, is not permitted when flying in Victor 1 South between Ben Buckler and Cape Solander.

Refer to ERSAs making broadcast calls on 120.8 as required.

To note

BOND1 5 helicopter traffic operates in this area.



Victor 1 - coastal flying - cropped from Sydney VTC, Dec 22

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 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.

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



View more pilot safety information at bit.ly/pilotsafety.

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