airservices

Safety Net

SAFE OPERATIONS AROUND CONTROLLED AIRSPACE

An Airspace Infringement (AI) is the unauthorised entry of an aircraft into airspace that requires a clearance to enter, or may be restricted or closed for purposes of special flying activity or other reasons.

In an AI, there is the potential for your aircraft to operate in unsafe proximity to other aircraft. An AI may also increase air traffic control/pilot workload and result in delays to other aircraft.

There are a number of practises which may help you avoid an AI.

Flight planning

- Ensure you have current airspace charts
- Thoroughly familiarise yourself with local airspace and other aeronautical issues
- Brief yourself on Restricted Area activations for your planned route, including NOTAM briefing
- Consider Control Area (CTA) steps along and around your planned route
- Consider the navigation tolerances (see **AIP ENR 1.1**) that apply to your proposed route and level

Navigation

- Know your position accurately relative to the CTA steps
- Verify your position if you unexpectedly arrive well ahead of or after your anticipated time of arrival
- If in doubt, ask for navigation assistance from ATC

Transponder usage

Ensure your transponder is serviceable before you fly.
If operating VFR in Class G or E airspace, set your transponder to ON/ALT with code 1200 selected or ATC assigned code. This will make your aircraft visible to ATC and the Traffic Alert and Collision Avoidance System (TCAS) in other aircraft

Radio frequencies

- Actively monitor the appropriate area radio frequency and listen for transmissions that include your call sign
- Be aware that ATC may direct calls to you based upon your position, altitude or heading
- Speak up if you think a transmission may have been directed to you

Global positioning systems (GPS)

Pilots operating under the VFR may use GPS to **supplement** map reading and other visual navigation techniques. See **AIP GEN 1.5** for GPS operations and conditions including area navigation (RNAV) for VFR at night.

When using GPS as a secondary reference don't forget to apply the appropriate tolerance for your primary navigation method to ensure you remain clear of controlled airspace

Caution:
Be aware that CTA steps are generally based upon the location of the aerodrome DME/VOR, while GPS often uses the Aerodrome Reference Point (ARP) which might be a couple of miles away from the DME/VOR.

Using air traffic control

- Controllers are there to help you
- Subject to workload, a controller can assist with navigation advice, traffic information and weather

In-flight diversions

Caution:
If a change to your pre-planned route is required, be cautious as these situations have led to infringements. If you require assistance with an in-flight diversion or a clearance request, contact ATC as soon as possible.

Requesting clearance

- You should request a clearance well before reaching the CTA step (five minutes is a good guide)
- A submitted flight plan will expedite clearances
- Have a contingency in case a clearance is not available

For more information

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