



RAAF Amberley Airspace Safety – Airspace Incursions Analysis

Oct-Nov-Dec 2016

Unit Aviation Safety Officer (UASO): FLTLT Chris Loadsman (07) 536 13542 or 13349
General Aviation Liaison Officer (GALO): FLTLT Andy McWatters (07) 536 13542 or 13349

Analysis & Trend: AMB ATC saw a significant spike in Airspace Incursions (AIs) during the last 3 month period, especially November with 11 AIs compared to 3 in 2015.

A most worrying concern is the number of AIs with the Instructor in command of the aircraft. (highlighted with red boxes below). Whilst ATC understands there are lessons to be learnt in the cockpit, the Instructor must utilise a ‘cut-off’ and ensure the aircraft is operated in a safe manner so that an AI does not occur.

Change Over: With effect Monday 30th January 2017 the AMB General Aviation Liaison Officer (GALO) will have a change in title to the Aviation Liaison Officer (AVLO) and these duties will now be conducted by three new persons; FLTLT Darren Taylor, FLTLT Hamish Upton and FLTLT Kieran Langford. They also have a new e-mail address of: 452sqnamb.avlo@defence.gov.au

452SQN AMBERLEY FLIGHT - ATC

AMB-101-2016
VFR BE58 5500ft – Pilot was reliant on OzRunways to keep him clear of Active Airspace, which was not displayed on iPad. Track YTWB-YCAB. Entered R625C. **Inadequate flight planning. Poor Airmanship.**

AMB-113-2016
VFR C172 5500ft – Instructor climbed to assist student from feeling sick, Instructor didn't realise their position. Track YTWB-YRED. Entered R625C. **If you unsure of your position or need help ask ATC for assistance. Poor Airmanship.**

AMB-117-2016
VFR B06 2000ft – Pilot climbed into CTA to avoid Fire Fighting activities. Track YBOK-LMC-YENO. Entered R625A. **Poor Airmanship.**

AMB-114-2016
VFR P28A 2500ft – Pilot was unprepared for base of R625A v terrain and flew into side of R625A. Track YBAF-YKRY. Entered R625A. **Inadequate flight planning. Poor Airmanship.**

AMB-109-2016
VFR P28A 5500ft – Pilot misread chart, read R625D at A085 instead of R625C at A045. Track YTWB-YRED. Entered R625C. **Inadequate flight planning. Poor Airmanship.**

AMB-105-2016
VFR C182 6000ft – Pilot was completely unaware of Military airspace boundaries. Track YMMN-YCAB. Entered R625C. **Inadequate flight planning. If you're unsure of your position, ask Civilian or Military ATC for help.**

AMB-118-2016
VFR R44 1900ft – Pilot climbed to avoid terrain ahead and 'forgot' CTA was above. Track YBAF-YKRY. Entered R625A. **If you unsure of your position, as ATC for assistance. Poor Airmanship.**

AMB-107-2016
VFR Bearhawk - Pilot checked with BN CEN if AMB was active however still progressed on track into R625A. Track YBAF-YWSG. **Inadequate flight planning. Poor Airmanship.**

AMB-099-2016
VFR P28A 5200ft – Solo student became confused as to his position reference CTA. Track YTWB-YWSG. Entered R625C. **Inadequate flight planning. If you're unsure of your position, ask Civilian or Military ATC for help.**

AMB-104-2016
VFR R22 100ft – Pilot broadcast on 118.3 as if CTAF and departed from within CTR whilst active. Track ZZZZ-YRED. **Inadequate flight planning. Poor Airmanship.**

AMB-111-2016
VFR CCUB 1500ft – Pilot was advised AMB was not active by BN CEN but pilot failed to make a CTAF broadcast prior to entering the CTR. Track SPMT-YBCM. **Poor Airmanship.**

AMB-112-2016
VFR Unknown 3000ft – Pilot was unresponsive to Mil and Civil ATC calls. Track YBAF-YWCK. **Inadequate flight planning. Poor Airmanship.**

AMB-110-2016
VFR R44 100ft – Pilot departed from within CTR whilst active, did not re-check NOTAMS after landing. Track ZZZZ-LMC. Entered R625C. **Poor Airmanship.**

AMB-115-2016
VFR Unknown 3200ft. Pilot was unresponsive to Mil and Civil ATC calls. Entered R625B on climb. **Inadequate flight planning. Poor Airmanship.**

AMB-116-2016
VFR C182 2800ft – Pilot departed YBAF but left comms with ATC. Pilot was unreachable. Track YBAF-YLRD. **Poor Airmanship.**

AMB-108-2016
VFR C172 3500ft – Instructor allowed student to proceed too far before taking over on an easterly track. Track YTWB-YBCG. **Poor Airmanship.**

AMB-103-2016
VFR C172 4800ft – Instructor climbed into R625C, to clear terrain ahead. Track YBCG-YWCK. **Inadequate flight planning. Poor lateral SA.**

AMB-120-2016
VFR C182 4500ft – Pilot 'forgot' AMB was becoming active and thought his track would keep him clear. Track YPWH-YBCG. **Inadequate flight planning. Poor Airmanship.**

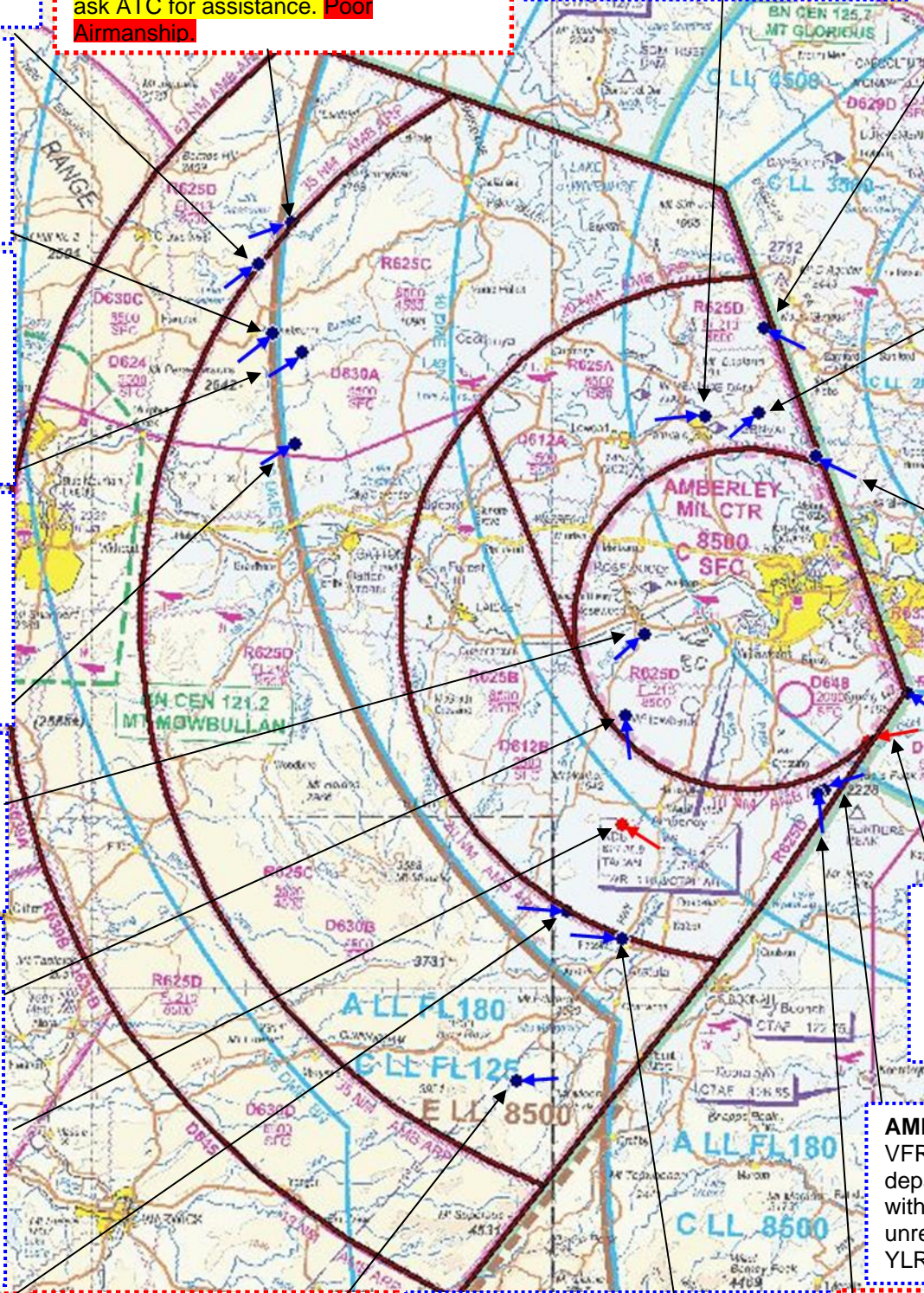
AMB-102-2016
VFR P28A 2000ft – Instructor allowed student to proceed too far before taking over on a northerly track. Track ZZZZ-SPMT-YBAF. **Poor Airmanship.**

AMB-115-2016
VFR Unknown 3200ft. Pilot was unresponsive to Mil and Civil ATC calls. Entered R625B on climb. **Inadequate flight planning. Poor Airmanship.**

AMB-108-2016
VFR C172 3500ft – Instructor allowed student to proceed too far before taking over on an easterly track. Track YTWB-YBCG. **Poor Airmanship.**

AMB-120-2016
VFR C182 4500ft – Pilot 'forgot' AMB was becoming active and thought his track would keep him clear. Track YPWH-YBCG. **Inadequate flight planning. Poor Airmanship.**

AMB-116-2016
VFR C182 2800ft – Pilot departed YBAF but left comms with ATC. Pilot was unreachable. Track YBAF-YLRD. **Poor Airmanship.**



This analysis displays the aircraft type, level, track and reason for Incursion. **For the 3 month period we have had 19 AIs, 11 more than for the same period last year!** Avoiding or planning through Restricted Airspace requires both lateral and vertical navigation and situational awareness. Be prepared if AMB ATC instructs you to remain OCTA, What is your plan? How will you avoid CTA? **VFR aircraft should consider flight planning to avoid the CTR, as Amberley's traffic complexities are increasing, AMB Approach will further ensure safety by sending VFR aircraft around the CTR either in CTA or OCTA.**

Created by: FLTLT Andy McWatters Correct as at: 1430K Sun 29th Jan 2017.