

# AvSEF

## AVIATION STATE ENGAGEMENT FORUM



Northern Queensland Working Party, c/o PO Box 429, Proserpine QLD 4800

## AvSEF PUBLIC CONSULTATION



On 16 June 2022, the Civil Aviation Safety Authority's AvSEF secretariat published the public consultation documentation at [www.avsef.gov.au/consultations/qld-proposed-changes-kinchant-broadcast-area](http://www.avsef.gov.au/consultations/qld-proposed-changes-kinchant-broadcast-area) accompanied by a 4-page PDF attached as an annex.

To provide ample opportunity for public interaction during the consultation period, the engagement by AvSEF representatives included:

- More than 800 subscribers to CASA's Queensland AvSEF email notification list;
- 39 recreational, general aviation and commercial pilots by email and text messages which included aircraft owners and operators:
  - at several chartered and uncharted aerodromes, and
  - in several public service agencies and holders of Air Operator's Certificates;
- 2 aviation-specific Facebook groups;
- 2 local newspapers by direct email and an online news portal;
- 1 industry association by direct email, who onforwarded it to their members; and
- 1 regional council.

By the end of the public consultation period of 24 days:

- 11 email submissions had been received, and 2 Facebook posts had been noted;
- no requests for accepting late submissions had been notified, and no requests to extend the formal consultation period had been received.

## AvSEF PUBLIC CONSULTATION

Submission reference number	Stakeholder role	De-identified submission				
		No changes to the Kinchant broadcast area (BA)	Change the size and shape of the broadcast area	Change the frequency of the broadcast area	Relevant comments	Additional comments
KBA01	Non-commercial pilot	-	-	-	Is aware of some pilots transiting the broadcast area (BA) who do not change to the BA CTAF 132.05 MHz, remaining instead on 126.70 MHz.	Uncertain how to change the behaviour of non-compliant pilots.

## AvSEF PUBLIC CONSULTATION

Submission reference number	Stakeholder role	De-identified submission				
		No changes to the Kinchant broadcast area (BA)	Change the size and shape of the broadcast area	Change the frequency of the broadcast area	Relevant comments	Additional comments
KBA02-A	Non-commercial pilot	-	<b>CONDITIONALLY SUPPORTED</b> If the majority of submitters to this consultation process want to keep a broadcast area in the Pioneer Valley, then: <ul style="list-style-type: none"> <li>extend it laterally to the south; and</li> <li>extend it laterally to the west as far as Eungella; and</li> <li>extend it vertically to at least A040 or A045 to keep training and aerobatic manoeuvres wholly within the broadcast area.</li> </ul>	-	<ul style="list-style-type: none"> <li>With an operating culture by some to use 126.70 MHz instead of the broadcast area CTAF, a designated single frequency to be used consistently by all pilots in the Pioneer Valley will improve safety;</li> <li>The existing broadcast area is not fit for purpose, ie. too small;</li> <li>Include Finch Hatton's 'in the vicinity' zone in the broadcast area – the aerodrome has also been used as a base for aerial firefighting;</li> <li>Extend the broadcast area to include the entire Pioneer Valley to avoid ambiguity with the 'in the vicinity' zones around and above all four charted aerodromes;</li> <li>Mountains ringing the Pioneer Valley will prevent VHF transmissions at low altitudes from propagating south and west.</li> </ul>	Effective collision avoidance relies on at least one aircraft being aware of the other. VHF radio can make separation more effective provided that both pilots are paying attention with their VHF radios turned on, volume up, and on the same frequency. Single-frequency broadcast areas reduce confusion and inconsistent monitoring.

## AvSEF PUBLIC CONSULTATION

Submission reference number	Stakeholder role	De-identified submission				
		No changes to the Kinchant broadcast area (BA)	Change the size and shape of the broadcast area	Change the frequency of the broadcast area	Relevant comments	Additional comments
KBA02-B	Non-commercial pilot	-	<b>CONDITIONALLY SUPPORTED</b> If the majority of submitters to this consultation process want a frequency change in the Pioneer Valley, then: <ul style="list-style-type: none"> <li>retain a broadcast area on 126.70 MHz; and</li> <li>extend the broadcast area laterally to the south, laterally to the west as far as Eungella; and vertically to at least A040 or A045 to avoid conflicts or uncertainty with traffic at IFR hemispherical altitudes.</li> </ul>	<b>CONDITIONALLY SUPPORTED</b> If the majority of submitters to this consultation process want a frequency change in the Pioneer Valley, then: <ul style="list-style-type: none"> <li>retain a broadcast area on 126.70 MHz; and</li> <li>extend the broadcast area laterally to the south, laterally to the west as far as Eungella; and vertically to at least A040 or A045 to avoid conflicts or uncertainty with traffic at IFR hemispherical altitudes.</li> </ul>	<ul style="list-style-type: none"> <li>Concerned that removing the broadcast area may be incorrectly perceived as a way to achieve a universal frequency in the Pioneer Valley.</li> <li>Without a broadcast area in the Pioneer Valley, the frequency to be used around charted aerodromes, and any nearby uncharted airstrips, is determined by the CASA definition of 'in the vicinity'. There is uncertainty with the height of an 'in the vicinity' zone which varies depending on the height of the aerodrome above ground, and the type of traffic operating there at the time. There is also lateral overlap and gaps between several charted aerodrome's 'in the vicinity' zones as well as with the broadcast area's boundaries.</li> </ul>	Effective collision avoidance relies on at least one aircraft being aware of the other. VHF radio can make separation more effective provided that both pilots are paying attention with their VHF radios turned on, volume up, and on the same frequency. Single-frequency broadcast areas reduce confusion and inconsistent monitoring.

## AvSEF PUBLIC CONSULTATION

Submission reference number	Stakeholder role	De-identified submissions				
		No changes to the Kinchant broadcast area (BA)	Change the size and shape of the broadcast area	Change the frequency of the broadcast area	Relevant comments	Additional comments
KBA03	Non-commercial pilot	-	<b>SUPPORTED</b> Have the whole Pioneer Valley on the same frequency.	<b>NOT SUPPORTED</b> Keep the whole Pioneer Valley (including Finch Hatton YFHA) on 132.05 MHz.	-	-
KBA04	Non-commercial pilot	-	<b>SUPPORTED</b> Have the whole Pioneer Valley on the same frequency.	<b>NOT SUPPORTED</b> Keep the whole Pioneer Valley on the same frequency but not 126.70 MHz.	-	-
KBA05	Industry association	-	<b>SUPPORTED</b> Expand the broadcast area to include the four charted aerodromes in the Pioneer Valley.	-	<ul style="list-style-type: none"> <li>▪ Aligning frequencies is a safety benefit.</li> <li>▪ Simplifying frequency changes for pilots is a safety benefit.</li> </ul>	Changing Proserpine's broadcast area CTAF from 126.70 MHz to a discrete frequency will have additional safety benefits.

## AvSEF PUBLIC CONSULTATION

Submission reference number	Stakeholder role	De-identified submissions				
		No changes to the Kinchant broadcast area (BA)	Change the size and shape of the broadcast area	Change the frequency of the broadcast area	Relevant comments	Additional comments
KBA06	Non-commercial pilot	-	<b>SUPPORTED</b> <ul style="list-style-type: none"> <li>Extend the broadcast area laterally west to include the charted aerodrome at Finch Hatton <i>YFHA</i>; and</li> <li>Extend the broadcast area laterally south to the southern edge of the Mackay Visual Terminal Chart (VTC).</li> </ul>	<b>NOT SUPPORTED</b> <ul style="list-style-type: none"> <li>Pilots have been observed using 132.05 MHz at Finch Hatton <i>YFHA</i> where the CTAF 126.70 MHz (or FIA 128.55 MHz) was applicable.</li> <li>126.70 MHz is already a busy frequency, particularly at places like Proserpine, Moranbah, Clermont and Emerald.</li> <li>The aerodrome at Finch Hatton <i>YFHA</i> was upgraded to facilitate aerial firefighting activities. Having it on 132.05 MHz will avoid clogging 126.70 MHz when the aerodrome is busy.</li> </ul>	<ul style="list-style-type: none"> <li>Training in the Pioneer Valley from Mackay will likely increase usage of the broadcast area, all the way to Finch Hatton <i>YFHA</i>.</li> <li>Because of frequency confusion by others, having to monitor two frequencies instead of one is distracting.</li> </ul>	-
KBA07	Non-commercial pilot	-	-	<b>SUPPORTED</b> <ul style="list-style-type: none"> <li>Unable to contact pilots (commercial and non-commercial) unaware and/or not monitoring the broadcast area CTAF on 132.05 MHz.</li> <li>Removing the broadcast area completely will revert the Pioneer Valley to a single frequency on 126.70 MHz, resulting in no frequency changes while flying.</li> </ul>	-	-

## AvSEF PUBLIC CONSULTATION

Submission reference number	Stakeholder role	De-identified submission				
		No changes to the Kinchant broadcast area (BA)	Change the size and shape of the broadcast area	Change the frequency of the broadcast area	Relevant comments	Additional comments
KBA08	Non-commercial pilot	-	<b>CONDITIONALLY SUPPORTED</b> <ul style="list-style-type: none"> <li>Extend the broadcast area laterally at least 10 NM from a charted aerodrome; and</li> <li>Extend the broadcast area vertically so training and non-training traffic are consistently on the same frequency.</li> </ul>	-	<ul style="list-style-type: none"> <li>The 10 NM 'in the vicinity' zone has been compromised at certain aerodromes by the existing broadcast area boundaries.</li> <li>Currently two radio calls are required on different frequencies instead of on just one when inbound or outbound.</li> <li>Avoiding terrain to the west of the Pioneer Valley requires a significant climb/descent.</li> <li>Avoiding controlled airspace to the north and south of the Pioneer Valley means flying underneath it.</li> </ul>	Conversations monitored on Area VHF are irrelevant.

## AvSEF PUBLIC CONSULTATION

Submission reference number	Stakeholder role	De-identified submission				
		No changes to the Kinchant broadcast area (BA)	Change the size and shape of the broadcast area	Change the frequency of the broadcast area	Relevant comments	Additional comments
KBA09	Flying training provider	<b>PARTIAL SUPPORT</b> Would maintain the present requirements for VHF radios and collision avoidance procedures.	<b>PREFERRED SUPPORT</b> <ul style="list-style-type: none"> <li>A broadcast area maintains single-frequency requirements for VHF radios and collision avoidance procedures.</li> <li>Extend the broadcast area laterally to include the charted aerodrome at Finch Hatton YFHA.</li> </ul>	<b>NOT SUPPORTED</b> 126.70 MHz is an already congested frequency and reverting the Kinchant broadcast area would add to that.	Recent upgrades to the Finch Hatton airstrip YFHA will facilitate increased traffic.	-

## AvSEF PUBLIC CONSULTATION

Submission reference number	Stakeholder role	De-identified submission				
		No changes to the Kinchant broadcast area (BA)	Change the size and shape of the broadcast area	Change the frequency of the broadcast area	Relevant comments	Additional comments
KBA10	Flying training provider	-	<b>SUPPORTED</b> <ul style="list-style-type: none"> <li>Extend the broadcast area laterally to the west to include Finch Hatton YFHA; and</li> <li>Extend the broadcast area laterally to include the whole Pioneer Valley.</li> </ul>	<b>SUPPORTED</b> <ul style="list-style-type: none"> <li>Change the frequency in the Pioneer Valley to 126.70 MHz; and</li> <li>Change the frequency of the Proserpine broadcast area to a unique frequency (132.05 is suggested).</li> </ul>	<ul style="list-style-type: none"> <li>The frequency should be consistent so as to cover uncharted airstrips as well as charted aerodromes and the helipads to the south. Avoids frequency changes.</li> <li>Reports of reduced traffic levels in the Kinchant broadcast area may not be substantiated by recorded data – many pilots do not lodge a flight plan, most do not have transponders, some are no-radio.</li> <li>The existing height of the Kinchant broadcast area provides only partial containment for training aircraft.</li> </ul>	The AIP-recommended radio broadcast procedure should be changed from "[Location] traffic ..." back to "Traffic [Location] ..."

## AvSEF PUBLIC CONSULTATION

Submission reference number	Stakeholder role	De-identified submission				
		No changes to the Kinchant broadcast area (BA)	Change the size and shape of the broadcast area	Change the frequency of the broadcast area	Relevant comments	Additional comments
KBA11	Non-commercial pilot	-	<b>SUPPORTED</b> <ul style="list-style-type: none"> <li>Extend the broadcast area laterally to include all aerodromes and airstrips in the Pioneer Valley such as at Finch Hatton YFHA (charted) and Hazeldean (uncharted);</li> <li>Extend the broadcast area laterally west as far as Eungella Dam;</li> <li>To give ample time for an inbound radio broadcast, extend the broadcast area laterally to the south to align with a controlled airspace boundary above;</li> <li>Extend the broadcast area vertically so that aircraft departing west from Mackay at lower altitudes are contactable on the broadcast area frequency.</li> </ul>	-	<ul style="list-style-type: none"> <li>Pilots flying outside the Kinchant broadcast area have been remaining on the broadcast area frequency 132.05 MHz and have not been contactable on either the appropriate CTAF 126.70 MHz or FIA 128.55 MHz.</li> <li>Having to use FIA 128.55 MHz for radio calls at the uncharted airstrips is frustrating.</li> <li>Parachute operations are still possible at the Marian aerodrome YMRI.</li> </ul>	<p>Commercial aircraft tracking west from Mackay at lower altitudes should consider re-routing around the broadcast area.</p> <p>Mackay Tower should have the ability to monitor the broadcast area frequency.</p>

## AvSEF PUBLIC CONSULTATION

Submission reference number	Stakeholder role	De-identified submissions				
		No changes to the Kinchant broadcast area (BA)	Change the size and shape of the broadcast area	Change the frequency of the broadcast area	Relevant comments	Additional comments
KBA12	Non-commercial pilot	-	<b>CONDITIONALLY SUPPORTED</b> <ul style="list-style-type: none"> <li>Revert the broadcast area to 126.70 MHz and include the Finch Hatton aerodrome <i>YFHA</i>.</li> </ul>	<b>CONDITIONALLY SUPPORTED</b> <ul style="list-style-type: none"> <li>Revert the broadcast area to 126.70 MHz and include the Finch Hatton aerodrome <i>YFHA</i>;</li> <li>Change the Proserpine broadcast area CTAF from 126.70 MHz to a unique frequency.</li> </ul>	-	-
KBA13	Flying training provider	-	-	<b>SUPPORTED</b> <ul style="list-style-type: none"> <li>Remove the broadcast area so the frequency in the Pioneer Valley reverts to 126.70 MHz.</li> <li>Change the Proserpine broadcast area CTAF from 126.70 MHz to a unique frequency.</li> </ul>	-	-

## Summary of consultation

### *Clear views expressed*

Of the 13 airspace users who responded, the following viewpoints were clearly expressed:

- 5 mentioned that some pilots have not been complying with the prescribed radio requirements in the Kinchant broadcast area.
- 6 supported extending the existing broadcast area further south.
- 9 supported extending the existing broadcast area further west to include the aerodrome at Finch Hatton YFHA.
- 3 supported extending the existing broadcast area higher.
- 6 supported keeping the broadcast area frequency on 132.05 MHz.
- 2 supported keeping a broadcast area but changing its frequency to 126.70 MHz.
- 2 supported removing the broadcast area completely so the frequency would revert to 126.70 MHz.
- 3 supported changing the Kinchant broadcast area frequency to 126.70 MHz along with the Proserpine broadcast area frequency changing from 126.70 MHz to a different frequency.
- 4 mentioned congestion on 126.70 MHz.

### *Conclusions*

The existing Kinchant broadcast area provides a single VHF frequency area with defined boundaries in part of the Pioneer Valley to the west of Mackay. There are three charted aerodromes within the broadcast area, but their 10 nautical mile 'in the vicinity' radii are not contained within it. One of those aerodromes (Turtle Park YTPK) is verified, the other two (Palmyra YPYA and Marian YMRI) are unverified.

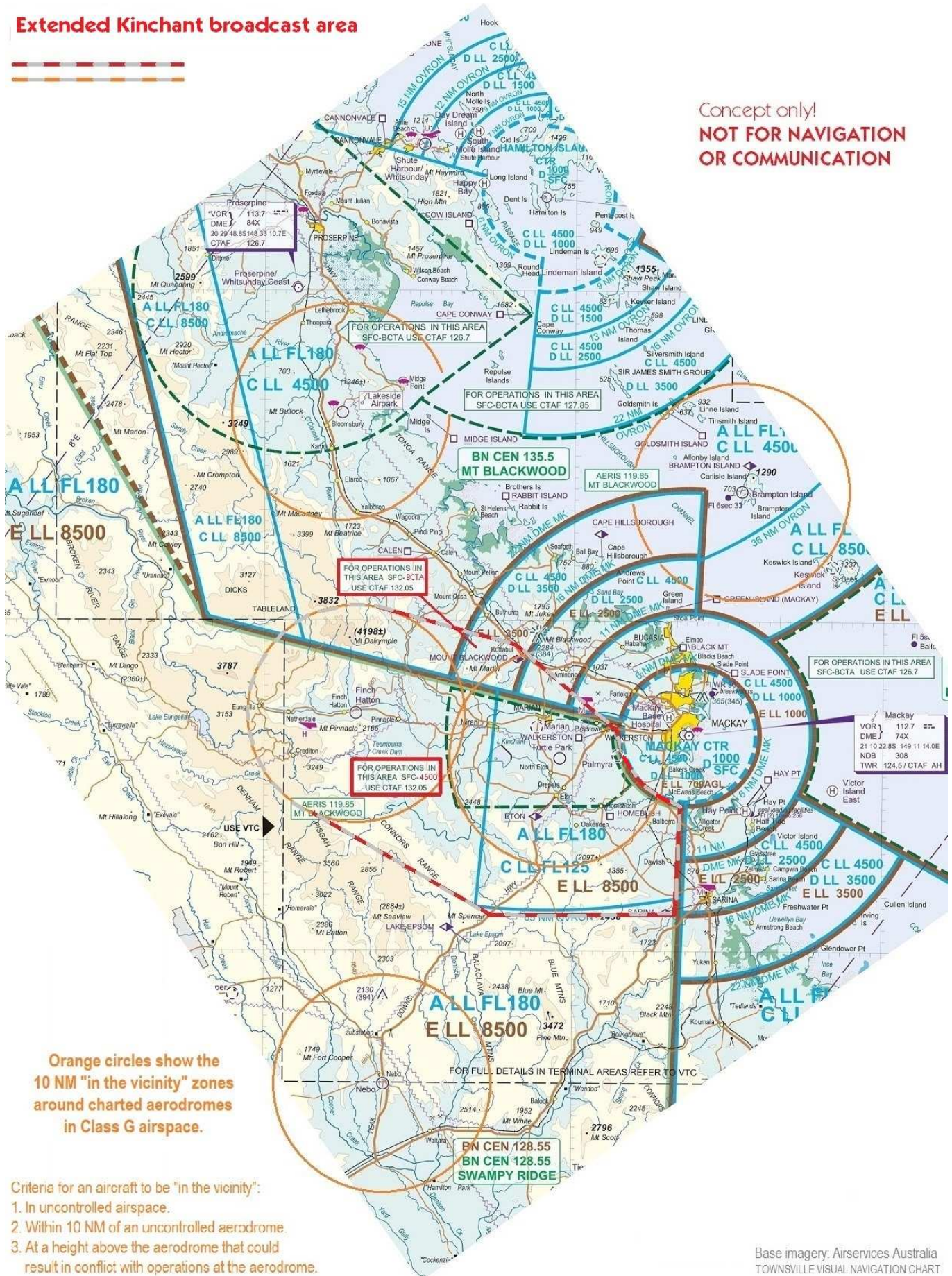
- One of the airspace users who responded expressed a partial interest in keeping the size and shape of the Kinchant broadcast area "as is".
- Many airspace users who responded believe it is safer to fly when the aircraft they encounter are on the same VHF frequency as themselves.
- Many airspace users who responded want a single VHF frequency when they fly in the Pioneer Valley to the west of Mackay.
- For a suitable single VHF frequency in the Pioneer Valley, more airspace users who responded favoured the existing 132.05 MHz than those who favoured changing it to 126.70 MHz.
- Some airspace users who responded believe incorrectly that removing the broadcast area would change the entire Pioneer Valley to 126.70 MHz.
- Many of the airspace users who responded want the southern boundary of the single VHF frequency area extended to the south and to include uncharted airstrips.
- Most of the airspace users who responded want the western boundary of the single VHF frequency area extended to the west to include the charted/verified aerodrome at Finch Hatton YFHA. Noted is the Rural Fire Service's intention to keep using the aerodrome as a base for aerial fire fighting.
- Some of the airspace users who responded want the upper boundary of the single VHF frequency area extended to capture the training and aerobatic manoeuvres expected in the area. Noted are several IFR routes above, the lowest published Lowest Safe Altitude being 5000 feet AMSL (A050). Also noted is the previous training area D745 that the broadcast area replaced had an upper limit of 4000 feet AMSL (A040).
- Airspace users who responded did not express a view as to a suitable northern boundary for the enlarged single VHF frequency area, however, some did highlight their strong desire to make their inbound calls at 10 nautical miles from each aerodrome without having to monitor or call on a second frequency.

The concept map on the next page shows a Kinchant broadcast area that has been extended laterally and vertically.

# AvSEF PUBLIC CONSULTATION

## Extended Kinchant broadcast area

Concept only!  
NOT FOR NAVIGATION  
OR COMMUNICATION



## AvSEF PUBLIC CONSULTATION

### *Recommendations*

All the submissions made on this topic have been considered. In order to enhance the safety benefits of a single VHF frequency for use by all aircraft in the Pioneer Valley, the Queensland AvSEF makes five recommendations:

1. **The southern boundary of the existing Kinchant broadcast area should be extended further south.** It has been suggested to align it with a controlled airspace boundary on the Mackay Visual Terminal Chart. The map on the previous page shows a corner at 16 NM DME MK. That alignment point extends due west to the Peak Downs Highway which allows an uncharted airstrip at Hazeldean (between waypoints Lake Epsom *LEM* and Eton *ETON*) to be included in the expanded broadcast area.
2. **The western boundary of the existing Kinchant broadcast area should be extended further west.** It has been suggested to align it with an arc 10 nautical miles west of the charted/verified aerodrome at Finch Hatton *YFHA*. This will encompass the town of Eungella and its uncharted helipad situated on the escarpment at the head of the Pioneer Valley. A Y-code could be allocated for the Eungella helipad to facilitate flight planning.
3. **The northern boundary of the existing Kinchant broadcast area should be extended further north.** It has been suggested to align it at least 10 nautical miles from the two charted/verified aerodromes in the Pioneer Valley, viz. 10 nautical miles from Finch Hatton *YFHA* and Turtle Park *YTPK*. An alignment for the northern boundary is a straight line 10 nautical miles north of Finch Hatton *YFHA* to the town of Kuttabul which is located on the Bruce Highway, then to Walkerston *WKT*. This would leave the adjacent waypoint of Mount Blackwood *MBK* clear of the extended broadcast area and available for use by traffic arriving and departing Mackay.
4. **The upper limit of the existing Kinchant broadcast should be extended higher to 4,500 feet above mean sea level (A045).** This will distance it at least 500 feet below the lowest safe altitudes for charted IFR routes currently above the Pioneer Valley. Portions of the extended broadcast area to the north will have an upper limit lower than 4,500 feet due to the proximity of Mackay's controlled airspace steps.
5. **The frequency of the expanded broadcast area to remain on 132.05 MHz** throughout.

The eastern curved boundary of the existing broadcast area cannot be changed due its abutment with the Mackay control zone.

AVIATION STATE ENGAGEMENT FORUM	
<b>Queensland</b>	<b>Submission date: 16/06/2022</b>

<b>TITLE</b>	<b><i>Kinchant broadcast area CTAF (Common Traffic Advisory Frequency)</i></b>
<b>SUBMITTED BY</b>	Northern Queensland working party – a subcommittee of the Queensland AvSEF
<b>CONSULTATION SUMMARY</b>	The Kinchant broadcast area is a trapezoid shape of Class G airspace in the Pioneer Valley to the west of Mackay, from ground level up to A035. The designated VHF frequency is <b>132.05 MHz</b> which is unique to the area. In recent years, general aviation and recreational aircraft have migrated from Mackay Airport to airstrips within the broadcast area, and there are now two fixed-wing flying schools based in Mackay that use the area for training. To improve aircraft-to-aircraft communication in the Pioneer Valley, this proposal considers either extending the area further west to include an airstrip at Finch Hatton <i>YFHA</i> , or removing the broadcast area altogether and reverting the whole area to the generic CTAF 126.70 MHz.
<b>KEY ISSUES</b>	<ul style="list-style-type: none"> <li>• The Kinchant broadcast area was created in 2015 at the same time as broadcast areas for the Cassowary and Capricorn Coasts. In the consultation proposal, traffic levels in the Kinchant area were expected to increase. Stakeholders now report that traffic is significantly less than expected and have questioned whether the broadcast area is justified.</li> <li>• Chartered airstrips in the Kinchant broadcast area include Palmyra <i>YPYA</i>, Turtle Park <i>YTPK</i>, and Marian <i>YMRI</i>. Further west, a chartered airstrip at Finch Hatton <i>YFHA</i> has been upgraded. For consistent aircraft-to-aircraft communication, there is merit in having all airstrips in the Pioneer Valley on the same frequency. This can be achieved by expanding the existing broadcast area, or by removing it completely.</li> <li>• This proposal should be read in conjunction with another AvSEF proposal which is considering changing the Proserpine broadcast area CTAF from 126.70 MHz to a unique (discrete) frequency. Any additional traffic load on 126.70 MHz in the Pioneer Valley would be offset by the Proserpine broadcast area changing to its own discrete frequency. Depending on what is actually implemented, either AvSEF proposal can affect the traffic loading on 126.70 MHz in the Class G airspace to the north and west of Mackay.</li> </ul>
<b>FEEDBACK TO</b>	Trevor Bange – Industry Convenor for Queensland AvSEF: <a href="mailto:trevorbange@bigpond.com">trevorbange@bigpond.com</a>
<b>CLOSE DATE</b>	Sunday, 10 July 2022
<b>ATTACHMENTS</b>	Map extracts showing: <ol style="list-style-type: none"> <li>1. the Kinchant broadcast area and chartered airstrips in the Pioneer Valley, and</li> <li>2. other broadcast areas near the Kinchant broadcast area.</li> </ol>

## OVERVIEW

CASA's Office of Airspace Regulation (OAR) routinely conducts airspace reviews at locations around Australia. The last airspace review involving the Mackay area was in February 2019 and made the following recommendations:

- *OAR recommends the existing airspace classification and airspace architecture remains unchanged. The OAR considers the airspace and subsequent supporting ATC services fit for purpose;*
- *The current Class C airspace over Class D airspace at Rockhampton and Mackay during tower hours is appropriate and fit for purpose and is recommended to remain as published; and*
- *The current Class C airspace over Class E airspace for Rockhampton and Mackay outside tower hours is appropriate and fit for purpose and is recommended to remain as published.*

The review did not comment on the Class G airspace or broadcast areas next to the Mackay control zone.

At the time of the airspace review:

- there were declining aircraft movements at Mackay (and Rockhampton);
- there was no justification for an airspace change based on occurrences reported to the ATSB;
- there was only one fixed-wing flying training organisation based at Mackay; and
- upgrades to the airstrip at Finch Hatton had not been completed, a Y-code had not been allocated, and it did not appear on aeronautical charts.

In the table on page 1, the *Key Issues* section highlights why the broadcast area was created, the current traffic density, the benefit of having traffic in the Pioneer Valley on the same frequency, and the influence of the Proserpine CTAF on 126.70 MHz to the north. Changing the Kinchant broadcast area – either by extending or removing it – would address the problems identified.

### Expansion option

If endorsed by the aviation community and approved by CASA, an expanded Kinchant broadcast area would affect the following:

- *All aircraft* – any manned or unmanned aircraft landing, taking off, transiting or conducting aviation activities within Class G airspace in the Pioneer Valley up to A035 would use the broadcast area's discrete CTAF of 132.05 MHz. Outside of the broadcast area the frequency would continue to be 126.70 MHz in the vicinity\* of a charted aerodrome, and elsewhere it would be the FIA 128.55 MHz.
- *At private airfields* – all pilot broadcasts at charted airstrips in the Pioneer Valley would use the broadcast area's discrete CTAF 132.05 MHz.
- *Charts in the AIP suite* – includes the VTC for Mackay, VNCs for Townsville and Rockhampton, TAC-2 Mackay, and ERC L4 Brisbane/Townsville.

### Removal option

If endorsed by the aviation community and approved by CASA, removal of the Kinchant broadcast area would affect the following:

- *All aircraft* – any manned or unmanned aircraft landing, taking off, transiting or conducting aviation activities within Class G airspace in the Pioneer Valley would use the generic CTAF of 126.70 MHz when at or in the vicinity\* of the four charted airstrips located there. When not in the vicinity\* of a charted airstrip, the frequency would continue to be the FIA 128.55 MHz.
- *At private airfields* – all pilot broadcasts at and in the vicinity\* of charted airstrips would use the generic CTAF of 126.70 MHz which would encompass much of the Pioneer Valley.
- *Charts in the AIP suite* – includes the VTC for Mackay, VNCs for Townsville and Rockhampton, TAC-2 Mackay, and ERC L4 Brisbane/Townsville. Turtle Park YTPK's entry in ERSA will require amendment.

## PROPOSAL

This proposal is about extending the size and shape of the existing Kinchant broadcast area, or completely removing it. The rationale is described above. The aviation community is invited to consider the proposal and nominate one of the selections below (A, B, or C). *Please provide reasons for your choice and any variations that you consider viable.*

- ☐ **A: Leave** the size, shape and frequency of the Kinchant broadcast area unchanged; *OR*
- ☐ **B: Expand** the size and shape of the Kinchant broadcast area to the west to include Finch Hatton YFHA – the broadcast area would then contain all four charted airstrips in the Pioneer Valley to the west of Mackay: Palmyra YPYA, Turtle Park YTPK, Marian YMRI, and Finch Hatton YFHA; *OR*
- ☐ **C: Remove** the Kinchant broadcast area altogether, so the frequency reverts to 126.70 MHz in the Pioneer Valley to the west of Mackay in the vicinity\* of the three charted airstrips currently in the broadcast area: Palmyra YPYA, Turtle Park YTPK, and Marian YMRI.

This additional selection is optional:

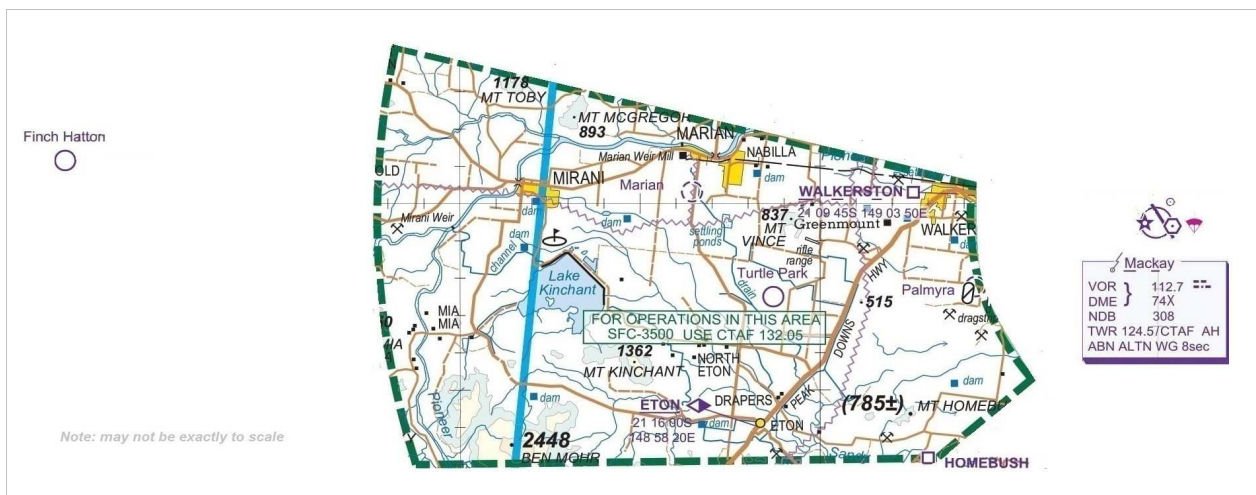
- ☐ **Option D:** The selection above would be enhanced if the Proserpine broadcast area changes its CTAF from 126.70 MHz to a discrete frequency – this would mean traffic in the Pioneer Valley would not hear traffic overhead on approach to the Proserpine broadcast area.

\* **In the vicinity:** Civil Aviation Safety Regulation 91.360 defines when an aircraft is “in the vicinity” of a non-controlled aerodrome – (a) in uncontrolled airspace, and (b) within 10 nautical miles of the aerodrome, and (c) at a height above the aerodrome that could result in conflict with operations at the aerodrome.

## ATTACHMENT 1

This extract from the Visual Terminal Chart (VTC) for Mackay shows the current size and shape of the Kinchant broadcast area in the Pioneer Valley to the west of Mackay. The broadcast area has three charted aerodromes – Palmyra *YPYA*, Turtle Park *YTPK*, and Marian *YMRI* – all are uncertified. The uncertified airstrip at Finch Hatton *YFHA* is further west. There is one VFR waypoint shown within the broadcast area and two waypoints are on the edge.

- Within the Kinchant broadcast area, the Common Traffic Advisory Frequency (CTAF) is currently 132.05 MHz.
- At Finch Hatton *YFHA*, the CTAF is currently 126.70 MHz.
- To contact Air Traffic Services, the primary frequency within the broadcast area is 128.55 MHz, with 135.50 MHz also available.



This extract from the Visual Navigation Chart (VNC) for Townsville shows the three other broadcast areas (BAs) near the Kinchant broadcast area. The BAs are within the **green** dashed lines.

