

REGIONAL AIRSPACE AND PROCEDURES ADVISORY COMMITTEE

**VIC RAPAC**

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**OUT OF SESSION**

Submission date: 19/02/2020

<b>TITLE</b>	<b>Proposed change of CTAF – Leongatha (YLEG)</b>
<b>SUBMITTED BY</b>	Timothy Foster – Leongatha Aerodrome Operator: <a href="mailto:kirttank@yahoo.com.au">kirttank@yahoo.com.au</a>
<b>CLOSE DATE</b>	Monday 2 March 2020
<b>PURPOSE</b>	To seek members feedback on the proposal to seek a discrete CTAF due frequency congestion on 126.7
<b>KEY ISSUES</b>	<ul style="list-style-type: none"><li>• Multiple aerodromes are using 126.7 as their CTAF causing congestion affecting the ability to transmit at YLEG</li><li>• There has been an increase in Melbourne based flying schools operating at YLEG and the general area</li><li>• During the fire season radio congestion was amplified causing operational issues</li><li>• There is an urgent need for a discrete frequency at YLEG</li></ul>
<b>ATTACHMENTS</b>	NIL

**OVERVIEW**

Leongatha (YLEG) is on the same frequency and therefore received the circuit transmissions from Colac, Yarram and Bairnsdale. On occasion transmissions are heard from Orbost and Mallacoota as well.

Two private runways have experienced increases in movements over the past couple of years, one at Inverloch and the other at Drouin South. This equates to 7 aerodromes all on 126.7 and all within YLEG listening range. This is creating considerable frequency congestion.

In addition to normal airspace movements at YLEG including arrivals/departures and local flight training other traffic includes:

- Ag Ops being conducted quite frequently from YLEG
- Ag Training and low level Ratings are also conducted quite frequently from YLEG
- Gliding is conducted from YLEG
- There has also been a vast increase in traffic from Melbourne based flying schools coming out to do circuits and or transiting YLEG/YYRM/Inverloch airspace.
- During the fire season, particularly the most recent fire season, significant aircraft movements are experienced and note that Bairnsdale was setup by Defence with a Unicom.

Additional challenges include a varied manner in which some pilots broadcast – including the number of broadcasts given – which are not in alignment with those transmissions recommended in CAAP 166.

This is creating an unacceptable safety risk that needs to be mitigated at the earliest opportunity.

**PROPOSAL**

To seek VictoriaN support for applying to CASA and Airservices for a discrete CTAF for YLEG.