

VHF Radio use at non-licenced aerodromes and ALA's.

RFACA supports the use of Multi-com Frequency 126.7 at **ALL** non-licenced aerodromes and ALA's.

The use of Area Frequencies broadcasting at ALA's leads to radio congestion on busy frequencies which need to be available for IFR flights and traffic separation for VFR flights.

For example: Approaching KADOM from the west, inbound to YSBK it is not unusual to be given a traffic alert on 135.25, as this is a very busy approach point. If the frequency is jammed by a pilot making circuit broadcasts at an ALA at say Blayney, then this traffic alerting service would not be available and would therefore be a safety related issue.

In practice, many pilots are still broadcasting intentions at ALA's on 126.7 and so the practice has not been widely adopted by industry.

Indeed, as the Head of Operations/ CFI of Australia's largest flying school we still encourage our instructors and students to make a precautionary broadcast on 126.7 when approaching an ALA, as we are well aware that most other users in the vicinity will be using that frequency.

The argument that it creates CTAF radio clutter for RPT traffic in the circuit area is insignificant as the busy RPT routes are generally arriving into and departing from aerodromes that have discreet frequencies.

As a side issue we also believe it would be safer and more efficient if pilots had all the radio frequencies they require to enter and depart from an aerodrome grouped in the ERSA so that the pilot did not have to flick through the ERSA whilst in the vicinity of the aerodrome where he/she is likely to encounter increased traffic in order to find the appropriate CTAF, Area Frequency, PAL Frequency etc.

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