

**AERONAUTICAL  
INFORMATION  
CIRCULAR (AIC)****H09/24****Effective: 202403272330 UTC**AERONAUTICAL INFORMATION SERVICE,  
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Email: [atsintegrity@airservicesaustralia.com](mailto:atsintegrity@airservicesaustralia.com)**ROCKHAMPTON AND MACKAY (CORAL)  
APPROACH CONTINGENCY  
TRIAL PROCEDURES****1. INTRODUCTION**

- 1.1 This AIP AIC cancels and replaces AIC H35/23 with changes to expected cancellation date.
- 1.2 Temporary absence of designated Air Traffic Services (ATS) in the CORAL Approach area requires specific operating procedures by surrounding Air Traffic Controllers (ATC) and flight crew to manage and navigate the airspace.
- 1.3 Following consultation between Airservices Australia and the broader aviation industry, a trial operating model has been implemented for use in scenarios where CORAL Approach is not available in the airspace surrounding Rockhampton and Mackay whilst the associated Tower is active.

**2. CONTENT**

- 2.1 During activation of CORAL Approach contingency procedures the Tower provides Class D service in a volume of airspace coincident with the lateral dimensions of the control zone (CTR) SFC to 2,500FT. Brisbane Centre (BN CEN) provides Class C service in controlled airspace above 4,500FT. The remaining airspace normally controlled by CORAL Approach is declared a Temporary Restricted Area (TRA). Diagrams depicting the affected airspace can be found in the appendices.
- 2.2 The relevant tower controller will provide a Flight Information Service (FIS) and SARWATCH to aircraft operating in the TRA.

- 2.3 Aircraft wishing to enter the TRA require authorisation which will be issued by the relevant Tower directly or relayed by adjacent ATC via VHF.
  - 2.3.1 When departing, request ATC clearance as normal from Ground.
  - 2.3.2 When entering the TRA from adjacent Class G airspace, obtain authorisation from the Tower, or through the relevant BN CEN frequency.
  - 2.3.3 When entering the TRA from adjacent CTA authorisation will be issued by BN CEN on behalf of the Tower.
- 2.4 Expect that ATC will issue aircraft a SID or STAR where equipped. In the TRA, aircraft may divert from these routes as required to maintain separation from other aircraft, terrain, weather etc. and should make a broadcast as per Class G operations. If aircraft are unable to re-enter CTA via the issued clearance, they must inform ATC as soon as possible and expect that delays for an amended clearance are likely.
- 2.5 Expect a clearance to leave and re-enter controlled airspace with the authorisation to transit the TRA where relevant. Where this cannot be issued expect that CTA entry will be issued prior to entry on standard climb or descent profile.
- 2.6 Pilots transiting the TRA will be directed to contact the next control agency when required.
- 2.7 To enhance safety, navigation and anti-collision lights must be displayed, and where equipped, ACAS and transponder equipment must be selected on at all times.
- 2.8 Pilots have sole responsibility for terrain and collision avoidance in the TRA.
- 2.9 Authorisation to operate in the TRA does not constitute a clearance through embedded or adjacent military Restricted Areas.
- 2.10 More information can be found at [Coral approach not available - Flying IFR](#) and [Coral approach not available - Flying VFR](#).
- 2.11 Feedback on these trial procedures can be provided to [stakeholder@airservicesaustralia.com](mailto:stakeholder@airservicesaustralia.com).

### **3. CANCELLATION**

- 3.1 This AIC will be cancelled at the completion of the trial, expected 29 September 2024.

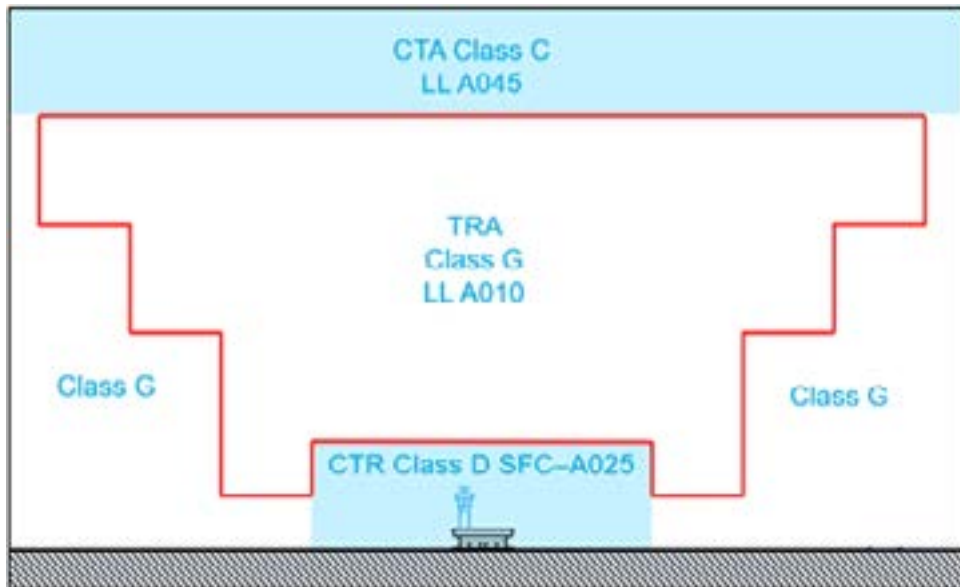
### **4. DISTRIBUTION**

- 4.1 Airservices Australia website only.

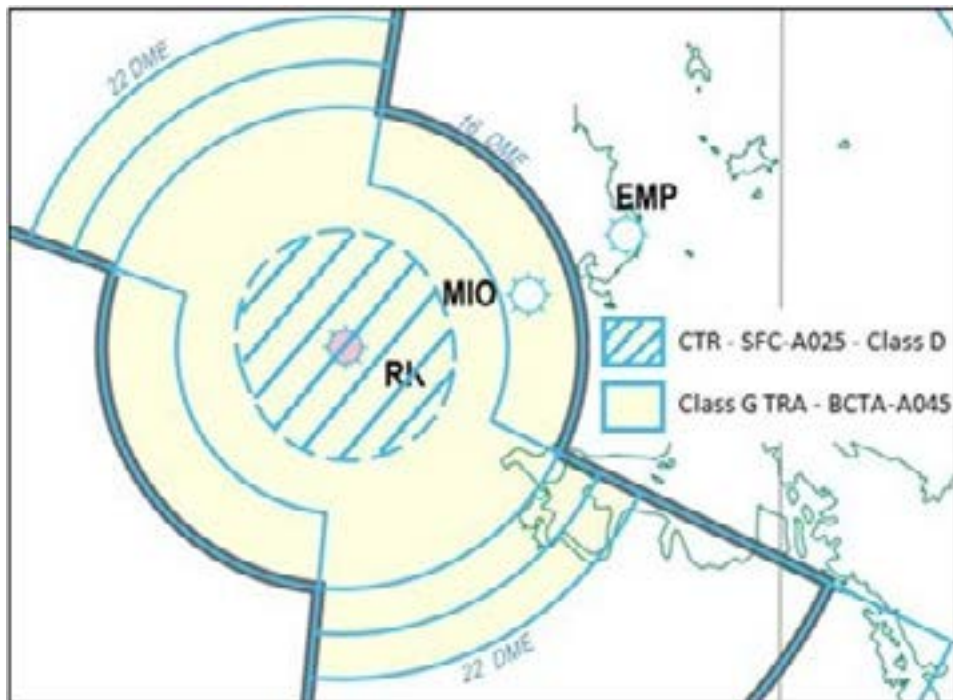
### **Appendices**

1. Airspace Side View
2. Rockhampton Affected Airspace
3. Mackay Affected Airspace

1. Airspace Side View



2. Rockhampton Affected Airspace



**3. Mackay Affected Airspace**

