

En Route

ATS Contingency Plan

ATS-CP-0084

Version 7

Effective 31 October 2024

Approved:

ATM Standards

Uncontrolled

Change summary

Version	Date	Change description
7	31 October 2024	<ul style="list-style-type: none"> • Incorporate TLI_23_0340, TLI_24_0097 • Throughout document – clarification of division of responsibilities between ATMD, CRM and Resuming ATC(s) • Throughout document – process changes regarding removal of TRA declaration in airspace beyond Australian territory. • Throughout document – job title terminology changes to reflect Aerodrome Services and Airspace and Network Services restructures (no change bars) • 2.5 – removal of reference to cancelled document (ATS-PROC-0110), addition of note • 2.6 – addition of consideration regarding shift start time of CRM • 2.8 – addition of consideration regarding direct communication to operators when a NOTAM is to be published with less than 2 hours notice • 2.9.2 – addition of checklist item regarding notification to CRM of access authorisations issues prior to their arrival • 3.1 – information for CRMs related to access authorisation for airspace over, beyond or straddling the boundary of Australian territory • 3.1.1. 3.1.2 – rewrite of Traffic Management guidance for CRM • 3.2 – update to Airspace classification related to removal of TRA declaration in airspace beyond Australian territory. • 3.3 – Rewording of FIS to account for CRMs that are not ATCs • 4.2 – clarification that the CRM is initially responsible for Staff debrief • 5.2 – CASA notification moved out of CRM brief and clarified as an ATMD responsibility • A.2 – incorporation of note that HF/VHF may be used for entry requests if impractical to use the phone. TRA in OCA NOTAM template changes. • A.3 – new section, NOTAM template – loss of service for sector(s) wholly outside Australian Territory (no TRA) • A.4 – new section, NOTAM template – loss of service for sector(s) that include airspace over (TRA) and outside (no TRA) Australian Territory • Appendix B – terminology changes regarding removal of TRA declaration in airspace beyond Australian territory, inclusion of timing advice for ATC broadcasts, formatting changes • B.1 – Clarification that some briefings will already have been completed prior to arrival of CRM, addition of link to traffic management section, clarification that resuming ATC(s) will be responsible for coordination at the end of the contingency, removal of reporting section (ATMD responsibility at 5.2) • B.2 – clarification of phraseology to incorporate both domestic and international NOTAMs • B.5, B.7.2 – change to description airspace status to incorporate removal of TRA declaration in airspace beyond Australian territory • B.8 – Inclusion of missed international unite, divided into BN ad ML Groups • B.8.1 Replacement of the term 'Instruct' with 'Request' – CRM feedback • B.9 - change to description airspace status to incorporate removal of TRA declaration in airspace beyond Australian territory, clarification to pilots that SARWATCH will not be held for aircraft landing at uncontrolled aerodromes in contingency airspace

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Uncontrolled

1 Immediate response

1.1 Immediate contingency

If an en route sector/unit is unable to provide ATS without notice, perform the following essential actions.

Loss of service without notice

Hazard alert	<ul style="list-style-type: none"> Affected sector and all surrounding sectors to broadcast hazard alerts Suggested phraseology for affected sector (Note: airspace beyond Australian territory is not restricted): ALL STATIONS, ATS NOT AVAILABLE THIS FREQUENCY (these frequencies) [FROM (time)]. ACCESS TO CLASS (airspace class) AIRSPACE IS RESTRICTED. TIBA PROCEDURES APPLY. Suggested phraseology for surrounding sectors: ALL STATIONS, ATS NOT AVAILABLE FROM ADJACENT SECTOR ON (frequency) [FROM (time)]. TRAFFIC TO THE (north, south, east, west) OF (well known location) WILL BE AFFECTED. ACCESS TO CLASS (airspace class) AIRSPACE IS RESTRICTED. TIBA PROCEDURES APPLY.
Stop departures	<ul style="list-style-type: none"> Stop departures from controlled airports that will enter the affected airspace
ATFM filter	<ul style="list-style-type: none"> Run an ATFM filter on the affected volume and advise affected aircraft of the contingency
Contact	<ul style="list-style-type: none"> Contact the relevant Director Operations (DO) to report the loss of service and determine next steps Advise the National Operations Management Centre (NOMC).
Complete checklist	<ul style="list-style-type: none"> Complete the remainder of 1.2 Checklist/index

1.2 Checklist/index

The duty Air Traffic Management Director (ATMD) must complete the following checklist.

Part	Chapter	Ref	Item	Done
2	Pre-contingency	2.1	Activity Log	<input type="checkbox"/>
		2.2	Contact DO	<input type="checkbox"/>
		2.3	Determine service provision	<input type="checkbox"/>
		2.4	Determine extent of response	<input type="checkbox"/>
		2.5	Brief NOMC	<input type="checkbox"/>
		2.6	Designate Contingency Response Manager (CRM)	<input type="checkbox"/>
		2.7	CASA notification of service variation	<input type="checkbox"/>
		2.8	Publish NOTAM	<input type="checkbox"/>
		2.9	Brief affected areas	<input type="checkbox"/>
		2.10	Broadcast to affected aircraft	<input type="checkbox"/>
3	During contingency	3.1	Manage traffic	
		3.2	Airspace classification	
		3.3	TIBA procedures	
4	Resumption	4.1	Service resumption	
		4.2	Staff debrief	
5	Reporting	5.1	Enter CIRRIIS	<input type="checkbox"/>
		5.2	Notify CASA	<input type="checkbox"/>
6	Review	6.1	Activation review	
		6.2	Document review and testing	
Appendix A	NOTAM	Appendix A	NOTAM	
Appendix B	Briefings	Appendix B	Briefings	

2 Pre-contingency – ATMD responsibilities

2.1 Activity Log

Commence and maintain an [Activity Log \(ATS-FORM-0061\)](#) when this ATS Contingency plan is activated.

2.2 Contact DO

The duty ATMD must notify the DO responsible for the unit. The DO determines the appropriate course of action in the first instance and must notify the ASH.

2.2.1 DO not contactable

If the DO is not contactable, the appropriate course of action will be determined by:

1. the Airspace Services Head (ASH)
2. the Aerodrome Services Head (ADSH)
3. the SSH
4. the Chief of Airspace and Network Operations (CANO)/Chief of Aerodrome Operations (CAO) or
5. another DO.

2.2.2 Extended disruption

If the disruption is expected to extend longer than the following periods, escalate the response to the ASH.

Disruption to	Escalate if greater than
A single en route sector	Eight hours
A sector with a boundary with a foreign ANSP	During peak traffic periods: 4.5 hours Outside peak traffic periods: eight hours
All sectors in a unit (use peak periods above if applicable)	Between 0500 and 2100 local: 4.5 hours Between 2100 and 0500 local: eight hours

2.3 Determine service provision

The DO must ensure all avenues for service provision have been exhausted before approving a complete loss of service.

Determine the level of ATS that can be provided considering:

- the current and projected staffing levels
- the mix of endorsements available
- the level of ATC experience available
- the expected traffic volumes including military operations
- whether multiple system failures exist
- actual and forecast weather conditions.

2.4 Determine extent of response

The DO is to consider convening an Initial Assessment Team (IAT) in consultation with the ASH and considering the triggers included in the [National ATS Contingency Plan \(ATS-CP-0001\)](#) and [Crisis Management \(C-PROC0199\)](#).

2.5 Brief NOMC

Provide the NOMC with a list of flight planned movements through the affected airspace.

Note: Eurocat ATFM search can be inaccurate due system limitation

NOMC will complete onwards notifications including airline teleconference.

2.6 Designate Contingency Response Manager (CRM)

If ATS cannot be provided, a CRM is required.

If ATS can be provided and restrictions are expected to be minor, a Contingency Response Manager (CRM) is not required but may be appointed to assist.

If a CRM is required, the duty ATMD must complete a [Variation to Published Services: Operational Hazard Assessment \(ATS-FORM-0005\)](#) form in consultation with the DO to determine who to appoint as the CRM.

The DO (or other manager as described in [2.2.1 DO not contactable](#)) must make the appointment. Supply the completed form to the CRM.

The DO must notify the ASH of the appointment, and provide justification as requested.

The CRM should be rostered to commence duty in sufficient time to be able to fulfil their responsibilities prior to the commencement of the contingency period. Consider an earlier start time depending upon the time of day, the expected volume of traffic and number of associated briefing/access authorisation calls in advance of the contingency period.

2.6.1 CRM eligibility

The order of appointment is:

1. ATMD, SM or SS, but not the duty ATMD, SM or SS during the NOTAM contingency period
2. FEC from the contingency unit
3. FEC from another/adjacent unit
4. an air traffic controller with experience in entering operational data into the system used by that ATS function or
5. a person determined to be suitable as CRM

2.6.2 CRM not appointed

If a CRM is not immediately available, the duty ATMD, SM or SS may be designated the CRM but will undertake the associated duties on a workload permitting basis only.

If workload and/or staff availability dictates, CRM tasks may be limited to answering the contingency phone and advising operators that relevant airspace will not be monitored until the arrival of a dedicated CRM.

The ATMD must use [Activity Log \(ATS-FORM-0061\)](#) to specify the contingency related tasks that the temporary CRM will undertake and document any action taken to reduce workload associated with that person's primary responsibilities.

Consider delegating remaining CRM tasks to other suitable persons until a dedicated CRM becomes available.

2.7 CASA notification of service variation

If ATS cannot be provided, the duty ATMD must notify CASA OAR. CASA OAR is the authority to declare Temporary Restricted Areas in Class A, C and E airspace within Australian territory. Restricted areas cannot be for contingency procedures in airspace beyond Australian territory.

2.8 Publish NOTAM

The duty ATMD must assess the possible effect on aircraft operations and determine the requirement for NOTAM. NOTAM need not be issued if the situation can be tactically managed without significant effect on aircraft operations. NOTAM templates are provided in [Appendix A](#).

Notify the NOTAM Office by phone if the NOTAM is required immediately.

There are no published contingency routes designed to avoid the TRA. However, if the CRM/ATMD determines that contingency routes are required and nominates the routes, they may be published by NOTAM.

Consider requesting NOMC contact operators directly if a NOTAM is to be published with less than 2 hours notice to the commencement of the service variation.

2.9 Brief affected areas

2.9.1 Distribute briefings

Briefings for a complete loss of service are provided in [Appendix B](#). Print and distribute to affected units if required.

2.9.2 Notification checklist

This checklist is provided as a general reference for the ATMD.

Notification to:	✓
Line Leader for affected unit	
Foreign ATS providers adjoining the FIR	
JRCC Australia	
HQJOC	
Airline Operations (through NOMC)	
Towers involved in start clearances	
Adjacent domestic civil ATS units	
Adjacent and embedded military ATS units	
HF	
CRM - details of aircraft that were issued access authorisation to the airspace prior to commencement of their shift.	

2.10 Broadcast to affected aircraft

If ATS cannot be provided, ensure affected sectors, adjacent sectors and HF make transmissions to advise pilots of the contingency.

Time	Type
Ten minutes prior to contingency commencing	Hazard alert broadcast
At the start of the contingency	Hazard alert broadcast
Prior to aircraft entering contingency airspace	Directed transmission
Resumption of published services	General broadcast

Suggested phraseology is contained in the briefings in [Appendix B](#).

3 During contingency – CRM responsibilities

3.1 Manage traffic

The CRM authorises access to the TRA.

No access authorisation is required for entry into ATS contingency airspace beyond Australian territory.

Where an airspace sector subject to ATS contingency includes airspace within and beyond Australian territory, the CRM provides access authorisation prior to the affected sector boundary or prior to departure if applicable.

For an aircraft transiting airspace sector(s) where their route may take them out/in of Australian territory one or more times – a single access authorisation provides transit authority through the entire affected volume.

The CRM will consult with appropriately endorsed supervisors or adjacent ATC units to determine the extent of traffic management required to protect against traffic overload and frequency congestion in the contingency airspace.

The [National ATS Contingency Plan \(ATS-CP-0001\)](#) provides guidance on formulating a Contingency Traffic Management Plan.

The CRM will maintain an [Aircraft Tracking Form \(ATS-FORM-0062\)](#). The NOMC can populate a Collaborative Information Display (CID) with the affected aircraft as a cross check on request.

3.1.1 Traffic management options

Receipt of access authorisation does not imply the availability of an approval to enter the TRA without delay, traffic management may be required to regulate traffic flow through the TRA.

If part of a sector is subject to TRA, ensure all traffic management responses are implemented by adjacent ATC(s) prior to the aircraft reaching the contingency sector boundary to avoid the pilot needing awareness of where the TRA portion of airspace commences.

Contingency operations will necessitate lower than normal airspace capacity to maintain effectiveness of TIBA procedures.

Responses may include but are not limited to:

- Requesting increased longitudinal spacing between like type aircraft entering affected airspace:

High surveillance environment	Low/no surveillance environment
20 NM	15 minutes

- consider increased longitudinal spacing (e.g. 30/40 NM, 20 minutes) for faster following traffic, weather, high traffic volume in the airspace
- start clearances/traffic metering to/from specific aerodromes
 - e.g. 5/10 minutes between departures
- stopping departures from specific aerodromes
- stopping further traffic from entering the contingency airspace, via:

- diverting traffic around the affected airspace, or
- holding aircraft outside
- requesting an additional resource to assist with monitoring the airspace
- directing requests for non-traffic operational information to HF.

The SM/ATMD can assist the CRM by implementing the required traffic management response.

3.1.2 Authorise access to TRA

Consider the following when deciding to authorise access to the TRA or a sector where part of the airspace is subject to TRA:

- Potential safety impacts upon the flight including
 - Increased fuel requirements
 - Impact on any agreed traffic management plan(s), including the incremental increase in complexity that may result with the operation under consideration e.g. compatibility of a survey operation with transiting traffic
 - Capability to monitor the progress of the flight.
 - Number of aircraft already in receipt of access authorisation for the same period of time.
 - Emergency service status of the aircraft or of aircraft already in receipt of access authorisation
 - Impact on workload of surrounding ATS units

Additionally, consider the following before deciding not to authorise access to aircraft entering a TRA or a sector where part of the airspace is subject to TRA from oceanic airspace:

- It may be unfeasible to withhold authorisation given the likelihood of significantly increased fuel requirement.
- The need for prior liaison with the neighbouring ANSP

Authorisation to access TRA must include:

- the route and flight level/altitude
- for aerodromes contained within the TRA, a landing time with a requirement to call the CRM on landing unless local ATS staff can provide the required information
- pilot notification to the CRM when clear of the TRA as soon as practicable unless the aircraft can be monitored clear via surveillance.

3.1.3 Update system data

As a secondary function the CRM may update operational system data subject to compliance with all of the following:

- CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC licence with a current endorsement, or ACO/TCO qualification
- The CRM has experience in entering operational data into the system used by that ATS function e.g. Eurocat.

Otherwise, the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

3.2 Airspace classification

During contingencies with loss of service, airspace and ATS will normally be in accordance with the following:

- H24 controlled airspace sectors wholly contained within Australian territory (up to 12NM from the main coastline); TRA is established in Class A, C and E airspace with no ATS provided
- H24 Australian Administered controlled airspace sectors wholly beyond Australian territory (including within the Honiara and Nauru FIRs); airspace remains Class A with no ATS provided
- H24 Australian Administered controlled airspace sectors constituted of airspace within and beyond Australian territory, a single NOTAM is published with TRA applicable to Class A, C and E airspace with no ATS provided for portions of airspace within Australian territory; and airspace remains as classified with no ATS provided (no temporary restricted airspace) for portions of the sector beyond Australian territory.
- Class G airspace; no ATS provided

Note: TIBA procedures will apply in accordance with [AIP](#).

See [3.1.2 Authorise access to TRA](#)

3.3 TIBA procedures

Implement TIBA procedures in lieu of the collision hazard (traffic information) component of the FIS. Remaining components of FIS will be provided through HF or as capability permits through adjacent ATS units.

In en route airspace use the following frequencies:

Airspace	TIBA Frequency
At and above FL200	128.95
Below FL200, except in domestic Class G airspace	126.35
Domestic Class G airspace	relevant Area VHF

SARWATCH is held by the downstream controller, TCU, or tower, supported by the CRM monitoring the progress of aircraft through the TRA, as well as charted frequencies in case of emergency. The CRM will:

- Notify the next control agency of the estimate to the boundary of the TRA as soon as practicable after issuing authorisation to enter the TRA. The estimate may be derived from system data or from pilot advice of the estimate.
- For an aircraft landing at an uncontrolled aerodrome within the TRA, do not complete the relevant entry on the [Aircraft Tracking Form \(ATS-FORM-0062\)](#) until a landing report is received.

3.3.1 Waiver of dual VHF requirement within TRA

The CRM or delegate may approve single VHF aircraft operations within TRA in circumstances where the safety of aircraft and/or individuals may be compromised if access is denied. Such operations include:

- aircraft in emergency
- aircraft conducting humanitarian operations.

4 Resumption

4.1 Service resumption

The following stages are a general guide to the resumption of service:

Stage	Description
1	ATS capabilities are sufficiently restored to provide normal services
2	If required, amend NOTAM to promulgate the time for changeover from contingency to normal services (allow reasonable time for Stage 3 and 4 to be completed) (ATMD responsibility)
3	Complete communications and surveillance checks to establish aircraft positions in contingency airspace, this may take a considerable time in non-surveillance and/or non-VHF airspace (Resuming ATC(s) responsibility)
4	Update all systems and input data (Resuming ATC(s) responsibility)
5	Coordinate with all units to advise normal capacity restored, response procedures are cancelled (Resuming ATC(s) responsibility)

4.2 Staff debrief

The CRM must debrief staff involved in providing the contingency response immediately after the event and if necessary, email the ATMD with any identified concerns for onwards reporting.

5 Reporting – ATMD responsibilities

5.1 Enter CIRRIIS

The ATMD must ensure a CIRRIIS occurrence report is submitted for situations resulting in TIBA or TRA declaration.

The holder of unit OCA must submit a CIRRIIS occurrence when available staff numbers fall below the accepted minimum staffing levels, or supervisory staff are unavailable during rostered hours of supervision, and resultant tactical management of traffic or break relief causes a measurable effect on industry.

Attach the completed [Post Activation Review Report \(C-TEMP0116\)](#) (PAR) to the CIRRIIS occurrence report.

Where a PAR is not required in accordance with [B.1.7 Complete reports](#), attach completed copies of the following to the CIRRIIS occurrence report:

- [Activity Log \(ATS-FORM-0061\)](#)
- [Variation to Published Services: Operational Hazard Assessment \(ATS-FORM-0005\)](#)
- [Aircraft Tracking Form \(ATS-FORM-0062\)](#)
- Copy of published NOTAMs
- Authorisation/notification emails sent or received
- Any other relevant documentation.

5.2 Notify CASA

ATMD must advise any service variation to Regulatory Engagement (email: regulatoryengagement@airservicesaustralia.com) and provide the following details:

- a. Airspace affected;
- b. Type of variation; and
- c. UTC date/time of commencement and cessation of variation.

Note: Regulatory Engagement will formally advise CASA on receipt of the email.

6 Review

6.1 Activation review

The DO must conduct a full response review for a:

- CP activation with more than the expected effect on industry operations or
- debrief that raises significant issues.

Consider involving external parties such as airlines, airport operators, Defence, CASA and the Department.

The following questions may assist the investigation:

- Did the pre-emptive measures (such as normal business practice and/or contingency preparations) reduce the likelihood and consequence of the disruptive event?
- Was the detection and evaluation of the disruptive event timely and appropriate?
- Was the escalation of the response timely and appropriate?
- Did the response measures reduce the likelihood and consequence of adverse impact(s) of the ATS outage?
- Did the response measures result in the safe and orderly flow of air traffic in the absence of scheduled ATS?
- Were the response measures conducted in an orderly and efficient fashion?

As soon as possible after the review, collate and assess the information for cause, impact, response and recommendations.

6.2 Document review and testing

Refer to the [National ATS Contingency Plan \(ATS-CP-0001\)](#) for document review and testing requirements.

Appendix A NOTAM

A.1 NAIPS templates

Ensure all information is correct and applicable to the situation before use.

Sector/s	Loss of service template
Alpine	
HUM/OVN/DOK Sectors	YMMM 431
SNO Sector	YMMM 430
YAS/JVS Sectors	YMMM 464
Barossa	
AUG/TBD/SPN/KSC Sector	YMMM 439
AUH/TBH Sectors	YMMM 830
All sectors	YMMM 582
Bass	
HUO Sectors	YMMM 708
BTH/DUB Sector	YMMM 459
MLE/TEM Sector	YMMM 1010
RECE Class G	YMMM 994
Byron	
GOL Sector	YBBB 342
INL Sector	YBBB 344
GRN, SON/NEL Sector	YBBB 345
BNA SFIS	YBBB 812
All sectors	YBBB 984
Capricornia	
LMA Sector	YBBB 518
KPL Sector	YBBB 519
KPL and LMA sectors	YBBB 529
Central	

Sector/s	Loss of service template
ESP Sector	YMMM 568
FOR Sector	YMMM 571
WAR Sector	YMMM 566
ASP Sector	YMMM 453
BKE Sector	YMMM 461
WRA Sector	YMMM 455
BOG Sector	YMMM 423
OPL Sector	YMMM 456
TOD Sector	YMMM 457
ASA arrival endorsement NAVBL	YMMM 820
AYERS endorsement NAVBL	YMMM 835
East	
TSN and COL Sectors	YBBB 584
FLD and HWE Sectors	YBBB 585
COL, FLD, HWE and TSN sectors	YBBB 840
AGGG FIR	AGGG 5
ANAU FIR	ANAU 4
Port Moresby FIR DEACT	YBBB 563
Fraser	
BUR Sector	YBBB 521
BUR and NSA sectors	YBBB 788
DOS Sector	YBBB 520
SDY Sector	YBBB 613
NSA Sector	YBBB 787
All sectors	YBBB 549
Grampians	
MUN/OXL Sectors	YMMM 449
YWE Sector	YMMM 450

Sector/s	Loss of service template
WON Sector	YMMM 450
LOD Sector	YMMM 451
MIT Sector	YMMM 451
KAT/GTH Sectors	YMMM 458
Gwydir	
CNK Sector	YBBB 378
ARL Sector	YBBB 392
MDE Sector	YBBB 393
All sectors	YBBB 382
Hastings	
MAL Sector	YBBB 317
MLD, MNN and NAA sectors	YBBB 320
OCN Sector	YBBB 586
All sectors	YBBB 321
Longreach	
STR Sector	YBBB 386
ARA Sector	YBBB 424
WIL Sector	YBBB 790
CVN, ISA and WEG Sectors	YBBB 443
Monaro	
WOL Sector	YMMM 444
GUN/GLB/BIK Sectors	YMMM 447
ELW/BLA Sectors	YMMM 429
Reef	
SWY Sector	YBBB 494
TBP Sector	YBBB 493
KEN/BAR Sector	YBBB 495
All sectors	YBBB 374
Simpson	

Sector/s	Loss of service template
ANM Sector	YBBB 611
ACH/YRK Sectors	YBBB 339
BKL, PWN, COO, DAN and EMA Sectors	YBBB 319
Southwest	
DAL Sector	YMMM 609
GEL Sector	YMMM 212
GVE Sector	YMMM 610
HYD Sector	YMMM 608
SCR Sector	YMMM 208
JAR Sector	YMMM 612
KLA Sector	YMMM 807
KNE Sector	YMMM 613
LEA Sector	YMMM 210
PIY Sector	YMMM 611
All sectors	YMMM 257
Tops	
COG Sector	YBBB 379
TRT Sector	YBBB 362
KIY Sector	YBBB 360
CBL/CNG Sectors	YBBB 337
KTN Sector	YBBB 340
West	
IND/INE Sector	YMMM 595
NEW Sector	YMMM 618
OLW Sector	YMMM 575
PAR Sector	YMMM 617
POT Sector	YMMM 578
MEK Sector	YMMM 236

Sector/s	Loss of service template
MZI/LEO Sector	YMMM 596
MTK Sector	YMMM 701

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A.2 NOTAM template – loss of service for sector(s) wholly over Australian Territory

This is the standard template for sectors where a complete loss of service is experienced for sector(s) wholly over Australia Territory. Align the details to the relevant contingency NOTAM.

Ensure all information is correct and applicable to the situation before use. Navy and purple text and/or text in angle brackets require review/input/removal.

Check with the NOMC or SS regarding the phone number to be quoted in NOTAM.

Template <YMMM or YBBB> <number>

A) <YMMM or YBBB> (PRD) DTG

E) TEMPO RESTRICTED AREA ACT ATS SUBJ TO CONTINGENCY DUE OPR RESTRICTIONS, TIBA PROCEDURES APPLY IN THE FLW CTA CLASS **A, C AND E** AIRSPACE: ****Only include the class of airspace contained in the sector volume, do not include Class G airspace at this point****

DESIGNATED AIRSPACE HANDBOOK (DAH) ****List all affected sectors as depicted in DAH and section, e.g. ATC SECTORS HIGH/LOW 'YBBB/INVERELL A, B, C', ATC SECTORS LOW 'YBBB/GRAFTON A, B, C, D, E, F, G'****

SERVICE VARIATION MAP (LISTED UNDER ****As per web page, e.g. INVERELL AND GRAFTON**** IN THE <BRISBANE or MELBOURNE> FIR) AVBL AT [HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP](http://www.airservicesaustralia.com/notammaps/index.asp)

THE CARRIAGE AND USE OF TWO RADIOS IS RQ FOR ENTRY TO THE TEMPO RESTRICTED AREA.

PILOTS OR AIRLINE OPS REQUESTING OPS IN CLASS **A, C, D OR E** AIRSPACE MUST CTC <BRISBANE or MELBOURNE> CENTRE VIA +61X XXXX XXXX OR VIA VHF OR HF TO THE FIRST AUSTRALIA SECTOR AVAILABLE FOR ACCESS APPROVAL.

EMERG AND MEDEVAC PRIORITY ACFT MAY REQ AUTH FM ADJ SECTOR.

AUTH TO ENTER TEMPO RESTRICTED AREA DOES NOT CONSTITUTE CLR TO ENTER ANY ADJ OR EMBEDDED RESTRICTED AREAS.

ACFT SHOULD EXPECT TO BE AUTH TO ENTER AT MANAGED INTERVALS EXCEPT FOR PRIORITY ACFT ****Insert restrictions that permit safe flow of traffic and provide guidance to the CRM and industry if required, e.g. AND WHERE ROUTES DO NOT CONFLICT*

N BOUND ACFT WILL BE AUTH ON H133 AND ROUTES E OF H133 (BTN LOSKU AND IDNER)

*S BOUND ACFT WILL BE AUTH ON H91 AND ROUTES W OF H91 (BTN 16NM N APAGI AND 55NM N SANAD)****

ATC SER NOT AVBL IN CLASS **A, C AND E** AIRSPACE ****Only include the class of airspace contained in the sector volume, excluding Class G****

****Above required if sector volumes include Class G airspace, else delete****

FIS EXC TRAFFIC INFORMATION AVBL ON REQ FM HF AND MAY BE AVBL FM ADJ ATS SECTORS.

PRIOR TO ENTERING THE TEMPO RESTRICTED AREA ACFT WILL BE PROVIDED HF FOR FIS AND SAR ALERTING AND VHF FOR ONWARDS CLR.

PILOTS ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WI AFFECTED AIRSPACE.

TWR, TERMINAL CONTROL UNITS AND MIL AREAS WI ABV AIRSPACE CONTINUE TO OPR PER EN ROUTE SUP AUSTRALIA (ERSA) UNLESS SPECIFIED OTHERWISE. ****Include TWR or TCU if applicable, retain military even if no permanent areas in case of temporary military activity****

ADS-C/CPDLC LOGON: <YMMM or YBBB> SER NOT AVBL WI THIS AIRSPACE. ACFT MAY REMAIN LOGGED ON BUT PSN REPORTS MUST BE BCST ON THE APPROPRIATE FREQ.

TIBA FREQ: **** Use TIBA frequencies per AIP and relevant Centre frequencies and include descriptors as applicable. e.g TIBA FREQ: 126.35 AND 127.2 BRISBANE CENTRE; or TIBA FREQ: 126.35 AND 130.4 BRISBANE CENTRE N OF APAGI/IDNER*

*Vertical splits can also be used. Not all of the groups frequencies need to be detailed****

<CENTRE> FREQ MNT IN CASE OF EMERG.

CLASS G AIRSPACE UNDER THE ABV AIRSPACE DOES NOT FORM PART OF THE RESTRICTED AREA.

TIBA PROCEDURES APPLY ON PUBLISHED FIA FREQUENCIES.

FIS NOT AVBL IN THE CLASS G AIRSPACE.

IFR ACFT MAY CTC <BRISBANE or MELBOURNE> CENTRE VIA +6XX XXXX XXXX FOR FURTHER INFO IF RQ.

****Above required if sector volumes include Class G airspace, else delete****

TCAS AND TRANSPONDER EQPT MUST BE SELECTED ON AT ALL TIMES.

F) SFC

G) FL600

A.3 NOTAM template – loss of service for sector(s) wholly outside Australian Territory (no TRA)

This is the standard template use where a complete loss of service is experienced for sector(s) wholly outside Australia Territory with no TRA declared. Align the details to the relevant contingency NOTAM.

Ensure all information is correct and applicable to the situation before use. Navy and purple text and/or text in angle brackets require review/input/removal.

Check with the NOMC regarding the phone number to be quoted in NOTAM.

Template <YMMM or YBBB> <number>

A) <YMMM or YBBB> (PRD) DTG

E) ATS SUBJ TO CONTINGENCY DUE OPR RESTRICTIONS, TIBA PROCEDURES APPLY IN THE FLW OCEANIC CTA (OCA A): ****Only include the class of airspace contained in the sector volume, do not include Class G airspace at this point****

DESIGNATED AIRSPACE HANDBOOK (DAH) ****List all affected sectors as depicted in DAH and section, e.g. ATC SECTOR VOLUME NAMES 'FLINDERS' AND 'LORD HOWE'*

SERVICE VARIATION MAP (LISTED UNDER ****As per web page, e.g. CORAL/FLINDERS AND HOWE/TASMAN **** IN THE <BRISBANE or MELBOURNE> FIR) AVBL AT [HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP](http://www.airservicesaustralia.com/notammaps/index.asp)

ATC SER NOT AVBL IN CLASS A AIRSPACE ****Only include the class of airspace contained in the sector volume, excluding Class G****

****Above required if sector volumes include Class G airspace, else delete****

FIS EXC TRAFFIC INFORMATION AVBL ON REQ FM HF AND MAY BE AVBL FM ADJ ATS SECTORS.

PILOTS ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WI AFFECTED AIRSPACE.

MIL AREAS WI ABV AIRSPACE CONTINUE TO OPR PER EN ROUTE SUP AUSTRALIA (ERSA) UNLESS SPECIFIED OTHERWISE.

ADS-C/CPDLC LOGON: <YMMM or YBBB> SER NOT AVBL WI THIS AIRSPACE. ACFT MAY REMAIN LOGGED ON BUT PSN REPORTS MUST BE BCST ON THE APPROPRIATE FREQ.

TIBA FREQ: **** Use TIBA frequencies per AIP and relevant Centre frequencies and include descriptors as applicable. e.g TIBA FREQ: 126.35 AND 127.2 BRISBANE CENTRE; or TIBA FREQ: 126.35 AND 130.4 BRISBANE CENTRE N OF APAGI/IDNER*

*Vertical splits can also be used. Not all of the groups frequencies need to be detailed****

<CENTRE> FREQ MNT IN CASE OF EMERG.

TIBA PROCEDURES APPLY ON PUBLISHED FIA FREQUENCIES.

FIS NOT AVBL IN THE CLASS G AIRSPACE.

IFR ACFT MAY CTC <BRISBANE or MELBOURNE> CENTRE VIA +6XX XXXX XXXX FOR FURTHER INFO IF RQ.

****Above required if sector volumes include Class G airspace, else delete****

TCAS AND TRANSPONDER EQPT MUST BE SELECTED ON AT ALL TIMES.

F) SFC

G) FL600

A.4 NOTAM template – loss of service for sector(s) that include airspace over (TRA) and outside (no TRA) Australian Territory

This is the standard template for use where a complete loss of service is experienced for sector(s) that include airspace over (TRA) and outside (no TRA) Australian Territory. Align the details to the relevant contingency NOTAM.

Ensure all information is correct and applicable to the situation before use. Navy and purple text and/or text in angle brackets require review/input/removal.

Check with the NOMC regarding the phone number to be quoted in NOTAM.

Template <YMMM or YBBB> <number>

A) <YMMM or YBBB> (PRD) DTG

E) TEMPO RESTRICTED AREA ACT ATS SUBJ TO CONTINGENCY DUE OPR RESTRICTIONS, TIBA PROCEDURES APPLY IN THE FLW CTA CLASS **A, C AND E** AIRSPACE: ****Only include the class of airspace contained in the sector volume, do not include Class G airspace at this point****

DESIGNATED AIRSPACE HANDBOOK (DAH) ****List all affected sectors as depicted in DAH and section, e.g. ATC SECTORS HIGH/LOW 'YBBB/INVERELL A, B, C', ATC SECTORS LOW 'YBBB/GRAFTON A, B, C, D, E, F, G'****

SERVICE VARIATION MAP (LISTED UNDER ****As per web page, e.g. INVERELL AND GRAFTON**** IN THE **<BRISBANE or MELBOURNE>** FIR) AVBL AT [HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP](http://www.airservicesaustralia.com/notammaps/index.asp)

PORTIONS OF AIRSPACE OUTSIDE AUSTRALIAN TERRITORY DO NOT FORM PART OF THE RESTRICTED AREA.

THE CARRIAGE AND USE OF TWO RADIOS IS RQ FOR ENTRY TO THE TEMPO RESTRICTED AREA.

PILOTS OR AIRLINE OPS REQUESTING OPS IN THE TEMPO RESTRICTED AREA MUST CTC **<BRISBANE or MELBOURNE> CENTRE VIA +61X XXXX XXXX OR VIA VHF OR HF TO THE FIRST AUSTRALIA SECTOR AVAILABLE** FOR ACCESS APPROVAL.

AUTH IS NOT REQUIRED FOR ENTRY INTO AFFECTED AIRSPACE OUTSIDE AUSTRALIAN TERRITORY.

EMERG AND MEDEVAC PRIORITY ACFT MAY REQ AUTH FM ADJ SECTOR.

AUTH TO ENTER TEMPO RESTRICTED AREA DOES NOT CONSTITUTE CLR TO ENTER ANY ADJ OR EMBEDDED RESTRICTED AREAS.

ACFT SHOULD EXPECT TO BE AUTH TO ENTER AT MANAGED INTERVALS EXCEPT FOR PRIORITY ACFT ****Insert restrictions that permit safe flow of traffic and provide guidance to the CRM and industry if required, e.g. AND WHERE ROUTES DO NOT CONFLICT*

N BOUND ACFT WILL BE AUTH ON H133 AND ROUTES E OF H133 (BTN LOSKU AND IDNER)

*S BOUND ACFT WILL BE AUTH ON H91 AND ROUTES W OF H91 (BTN 16NM N APAGI AND 55NM N SANAD)****

ATC SER NOT AVBL IN CLASS **A, C, D AND E** AIRSPACE ****Only include the class of airspace contained in the sector volume, excluding Class G****

****Above required if sector volumes include Class G airspace, else delete****

FIS EXC TRAFFIC INFORMATION AVBL ON REQ FM HF AND MAY BE AVBL FM ADJ ATS SECTORS.

PRIOR TO ENTERING THE AFFECTED AIRSPACE ACFT WILL BE PROVIDED HF FREQ FOR FIS AND SAR ALERTING AND VHF FOR ONWARDS CLR.

PILOTS ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WI AFFECTED AIRSPACE.

TWR, TERMINAL CONTROL UNITS AND MIL AREAS WI ABV AIRSPACE CONTINUE TO OPR PER EN ROUTE SUP AUSTRALIA (ERSA) UNLESS SPECIFIED OTHERWISE. ****Include TWR or TCU if applicable, retain military even if no permanent areas in case of temporary military activity****

ADS-C/CPDLC LOGON: **<YMMM or YBBB>** SER NOT AVBL WI THIS AIRSPACE. ACFT MAY REMAIN LOGGED ON BUT PSN REPORTS MUST BE BCST ON THE APPROPRIATE FREQ.

TIBA FREQ: **** Use TIBA frequencies per AIP and relevant Centre frequencies and include descriptors as applicable. e.g TIBA FREQ: 126.35 AND 127.2 BRISBANE CENTRE; or TIBA FREQ: 126.35 AND 130.4 BRISBANE CENTRE N OF APAGI/IDNER*

*Vertical splits can also be used. Not all of the groups frequencies need to be detailed****

<CENTRE> FREQ MNT IN **CASE OF EMERG.**

CLASS G AIRSPACE UNDER THE ABV AIRSPACE DOES NOT FORM PART OF THE RESTRICTED AREA.

TIBA PROCEDURES APPLY ON PUBLISHED FIA FREQUENCIES.

FIS NOT AVBL IN THE CLASS G AIRSPACE.

IFR ACFT MAY CTC <BRISBANE or MELBOURNE> CENTRE VIA +6XX XXXX XXXX FOR FURTHER INFO IF RQ.

****Above required if sector volumes include Class G airspace, else delete****

TCAS AND TRANSPONDER EQPT MUST BE SELECTED ON AT ALL TIMES.

F) SFC

G) FL600

Appendix B Briefings

These briefings are designed for a complete loss of service to an en route sector or unit.

Print and distribute briefings to the following areas. Downstream frequencies for exiting the contingency airspace will need to be added to each briefing. Include a copy of the contingency map and any NOTAM issued.

Index	
B.1	CRM
B.2	Affected sector
B.3	Adjacent TCU
B.4	Class D Towers
B.5	Adjacent sectors
B.6	HF
B.7	Military
B.8	Foreign ANSPs For Brisbane ATSC: Tops: Makassar (Ujung Pandang), Dili (Timor-Leste), Jakarta Longreach: Makassar (Ujung Pandang), Port Moresby East: Port Moresby, Oakland, Nadi, Auckland, Nauru, Honiara, Port Vila, Tontouta For Melbourne ATSC: West: Johannesburg, Mauritius, Male, Colombo, Jakarta, Makassar (Ujung Pandang), Auckland
B.9	Pilot/operator

B.1 CRM

[Chapter 3](#) of this plan details CRM responsibilities and procedures during a contingency. The primary function of the CRM is to manage the location specific disruption response and:

- ensure appropriate briefings have been completed. Some briefings may have already been distributed by the ATMD.
- initiate action to limit the impact of the disruption on the ATS network
- evaluate the situation and escalate the response, if required.

The CRM may utilise the NOMC/SM/SS/ATMD in undertaking the above responsibilities.

B.1.1 CRM duty of care

A CRM must not perform an air traffic control function unless that person holds the required licence, rating and endorsement and satisfies the recency and currency requirements for the place or airspace where the function is to be carried out.

However, if a CRM becomes aware of a situation in a contingency environment which would lead to a reasonable conclusion that an unsafe situation exists, or may occur, that person may be able to take appropriate action to address that risk.

In this context, the reasonableness of any action will depend on the circumstances and be driven by professional judgement including the likelihood of the risk manifesting, the potential severity of the outcome, and what a reasonable person with the same skills and experience may do in the same situation.

B.1.2 Checklist

Once you have reviewed [chapter 3](#) of this plan, complete the checklist tasks below.

Section	Ref	Item	Done
Pre contingency	B.1.3	Ensure briefings completed	<input type="checkbox"/>
During contingency	B.1.4	Manage Traffic	<input type="checkbox"/>
Post contingency	B.1.5	Maintain logs	<input type="checkbox"/>
	B.1.6	Resume ATS	<input type="checkbox"/>
	B.1.7	Complete reports	<input type="checkbox"/>

B.1.3 Ensure briefings completed

This checklist is provided as a general reference. Some briefings may have already been distributed by the ATMD.

CRM must also receive a briefing on the contingency airspace and any traffic management plans already in place from the ATMD and outgoing ATC(s).

Ensure that ATMD has passed details of aircraft that were issued access authorisation to the airspace prior to commencement of the contingency.

Notification to:	✓
Line leader for affected unit	
Foreign ATS providers adjoining the FIR	
JRCC Australia	
HQJOC	
Airline Operations (through NCC)	
Towers involved in start clearances	
Adjacent domestic civil ATS units	
Adjacent and embedded military ATS units	
HF	

B.1.4 Manage Traffic

Refer to [3.1 Manage traffic](#) for guidance.

B.1.5 Maintain logs

Maintain an [Activity Log \(ATS-FORM-0061\)](#) recording any significant decisions or changes to the situation as the contingency progresses.

Maintain an [Aircraft Tracking Form \(ATS-FORM-0062\)](#) listing aircraft affected by the activation of TRA/TIBA airspace.

The NOMC can populate a Collaborative Information Display (CID) with the affected aircraft as a cross check on request.

B.1.6 Resume ATS

When it is determined that ATS can be re-established:

- establish the sequence and timing of service restoration
- coordinate with the ATMD and NOMC
- check and confirm the readiness of all staff, facilities and equipment
- handover to incoming ATC(s) who will coordinate and confirm arrangements with adjacent units

B.1.7 Complete reports

The CRM must complete and submit a [Post Activation Review Report \(C-TEMP0116\)](#) (PAR) to the relevant DO, and attach it to the relevant CIRRIS occurrence report. You do not need to complete a PAR where:

- The contingency was a result of staff availability only, and
- The debrief did not identify any significant issues.

The DO will review the report and forward to:

- ANSOSM@airservicesaustralia.com, and
- resilience@airservicesaustralia.com

Note: On review of the relevant CIRRIS occurrence report, ATM Standards may direct a PAR be completed for any activation of this plan.

Uncontrolled

B.2 Affected sectors

- Operational Control (the exercise of authority over the initiation, continuation, diversion or termination of a flight) rests with the pilot in command and/or the operator
- Pilots are responsible for terrain and collision avoidance within the TRA
- Climb and descent in the TRA is at pilot discretion.

B.2.1 Pre contingency (10 minutes prior to commencement)

Broadcast	Broadcast Hazard Alerts (standard parameters apply) advising that ATS will not be available and that contingency procedures will apply.
Contingency Start/End Time (CRM to enter)	
NOTAM Number(s) (CRM to enter)	
Suggested phraseology	
Hazard alert	<p>ALL STATIONS, ATS NOT AVAILABLE THIS FREQUENCY (these frequencies) FROM (time). [ACCESS TO CLASS A, C AND E AIRSPACE IS RESTRICTED]. TIBA PROCEDURES APPLY. REFER TO NOTAM XXXX/XX, ALSO KNOWN AS NOTAM XXXX/XX</p> <p>(Use domestic and/or international NOTAM number as appropriate).</p> <p>Note: airspace beyond Australian territory is not restricted</p>
SARWATCH	<p>If a pilot lodges SARTIME details (irrespective of flight category) for arrival at locations within the TRA, relay the details to Sartimes.</p> <p>SARWATCH for IFR aircraft is maintained by the Unit receiving the aircraft from the contingency airspace, supported by the CRM. For aircraft that are in the TRA on activation, notify the relevant downstream controller of the aircraft's estimate for the sector boundary.</p>
HMI	<p>If the aircraft will communicate with Airservices ATC on exit from the TRA:</p> <ul style="list-style-type: none"> • Clear the CFL • Put 'TIBA' in the LABEL_DATA field - to indicate aircraft has been given TIBA/TRA frequency • Do not hand-off label - the next available controller will assume jurisdiction when comms are established with the aircraft. <p>Inhibit the FDR if all of the following apply:</p> <ul style="list-style-type: none"> • The airspace will not be monitored during the contingency (i.e. no CRM) • The aircraft will land within, or vacate, the TRA prior to resumption of normal services • The aircraft will not communicate with Airservices ATC on exit from the TRA, e.g. exiting at foreign FIR boundary • Display the INHI List to assist the controller resuming normal service.

Broadcast	Broadcast Hazard Alerts (standard parameters apply) advising that ATS will not be available and that contingency procedures will apply.	
TIBA frequencies	Airspace	TIBA frequency
	At and above FL200	128.95
	Below FL200, except in domestic Class G airspace	126.35
	Domestic Class G airspace	Applicable FIA frequency
Downstream frequencies	CRM to enter relevant downstream frequencies (for traffic exiting contingency airspace):	
	Sector	Frequency

At the commencement of the contingency

Make a general broadcast at the start of the contingency.

Make directed transmissions to aircraft that will be operating in the contingency airspace.

Suggested phraseology	
Broadcast	<ul style="list-style-type: none"> ALL STATIONS, [ACCESS TO AIRSPACE IS RESTRICTED]. TIBA PROCEDURES APPLY. REFER TO NOTAM XXX (domestic or international NOTAM number as appropriate) HIGH (low) LEVEL TRAFFIC TO THE (north, south, east, west) OF (well known location, e.g. LEC, AD, MA) WILL BE AFFECTED FIS ON REQUEST AVAILABLE ON HF AND MAY BE AVAILABLE ON ADJACENT SECTOR FREQUENCIES.

Suggested phraseology	
Directed transmissions	<ul style="list-style-type: none"> • ABC, AUTHORISED TO OPERATE WITHIN THE TEMPORARY RESTRICTED AREA DESCRIBED IN NOTAM XXX (domestic or international NOTAM number as appropriate) • AUTHORISATION TO OPERATE IN THIS TEMPORARY RESTRICTED AREA DOES NOT CONSTITUTE A CLEARANCE THROUGH RXXX (embedded or adjacent military restricted areas) • KNOWN TRAFFIC IS • TIBA FREQUENCY IS • KNOWN MILITARY ('DUE REGARD') (HIGH SEAS FIRING) OPERATIONS IN AREA XXX. (NOTAM XXX REFERS) • MONITOR FREQUENCY (XXX.XX) (normal ATC frequency for the affected volume) • 15 MINUTES PRIOR TO (boundary waypoint, or approximate distance of boundary from known point along track, e.g. 230 NM AD) CONTACT CENTRE (next unit's frequency) FOR AIRWAYS CLEARANCE • CONTACT TOWER ON (if operating, see table above) APPROACHING THE CIRCUIT AREA • [CONTROL SERVICE], [TRAFFIC INFORMATION SERVICE], [IDENTIFICATION] TERMINATED. • TRAFFIC INFORMATION BROADCAST AREA PROCEDURES NOW APPLY, FREQUENCY CHANGE APPROVED.

B.2.2 Resumption of service

Review INHI list	Review INHI list for aircraft operating within the TRA. This is particularly important if resuming normal services earlier than originally planned.
Coordination	<ul style="list-style-type: none"> • Coordinate with the CRM for resumption of traffic processing to and from the contingency airspace • Coordinate with abutting sectors: <ul style="list-style-type: none"> • Advise that TIBA procedures are terminated • Accept/provide any outstanding coordination.
Data validity	Validate operational data entered by the CRM during the contingency before using for separation purposes.
Individual aircraft	Contact each aircraft, issue a final traffic statement (if necessary), establish ATC separation, and issue/confirm onwads clearance.
Cessation of contingency – HMI	As communication is established with each aircraft: <ul style="list-style-type: none"> • assume jurisdiction of the track: • enter the cleared CFL • remove the 'TIBA' • within surveillance coverage re-identify the aircraft.
Broadcast	Broadcast on affected frequencies advising that TIBA procedures will terminate and normal services will resume.
Suggested phraseology	
Resumption of published services	TIBA PROCEDURES TERMINATED, PUBLISHED SERVICES HAVE RESUMED.

B.3 Adjacent TCU

- **Continue** to provide an APP/DEP service
- **Process** departures already airborne or issued with departure instructions
- **Notify** all affected aircraft and adjacent towers
- **Do not permit** any further departures until advice is received from the CRM regarding the Traffic Management Plan.
- Operational Control (the exercise of authority over the initiation, continuation, diversion or termination of a flight) rests with the pilot in command and/or the operator
- Pilots are responsible for terrain and collision avoidance within the TRA

B.3.1 Controller duty of care

A controller must not perform an air traffic control function unless that person holds the required licence, rating and endorsement and satisfies the recency and currency requirements for the place or airspace where the function is to be carried out.

However, if a controller becomes aware of a situation in a contingency environment which would lead to a reasonable conclusion that an unsafe situation exists, or may occur, that person may be able to take appropriate action to address that risk.

In this context, the reasonableness of any action will depend on the circumstances and be driven by professional judgement including the likelihood of the risk manifesting, the potential severity of the outcome, and what a reasonable person with the same skills and experience may do in the same situation.

B.3.2 Pre contingency (10 minutes prior to commencement)

Broadcast	Broadcast Hazard Alerts (standard parameters apply) advising that ATS will not be available and that contingency procedures will apply.
Contingency Start/End Time (CRM to enter)	
NOTAM Number(s) (CRM to enter)	
Suggested phraseology	
Hazard alert	ALL STATIONS, ATS NORMALLY PROVIDED BY CENTRE ON (frequency) NOT AVAILABLE FROM (time). [ACCESS TO CLASS A, C AND E AIRSPACE WILL BE RESTRICTED]. TIBA PROCEDURES WILL APPLY. REFER TO NOTAM XXX (domestic or international NOTAM number as appropriate).

At the commencement of the contingency

Make a general broadcast at the start of the contingency.

Broadcast at start of contingency	ALL STATIONS, TIBA PROCEDURES NOW APPLY IN ADJACENT AIRSPACE. [ACCESS TO AIRSPACE IS RESTRICTED]. REFER TO NOTAM XXX (domestic or international NOTAM number as appropriate)
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B.3.3 During contingency

Departing aircraft - terminating services	<ul style="list-style-type: none">• Provide a known traffic statement in the contingency airspace• Advise the pilot that TIBA procedures apply – see table below• Obtain pilot intentions• Provide a directed release from control to TIBA frequency – see table below.											
SARWATCH	<p>If a pilot lodges SARTIME details (irrespective of flight category) for arrival at locations within the contingency airspace, relay the details to Sartimes.</p> <p>SARWATCH for IFR aircraft is maintained by the Unit receiving the aircraft from the contingency airspace. The CRM will provide estimates for arriving aircraft. Continue to hold SARWATCH for aircraft departing into the contingency airspace until the aircraft has been released to TIBA frequency.</p>											
HMI	<p>If the aircraft will communicate with Airservices ATC on exit from the TRA:</p> <ul style="list-style-type: none">• Clear the CFL• Put 'TIBA' in the LABEL_DATA field - to indicate aircraft has been given TIBA/TRA frequency• Do not hand-off label - the next available controller will assume jurisdiction when comms are established with the aircraft. <p>Inhibit the FDR if all of the following apply:</p> <ul style="list-style-type: none">• The airspace will not be monitored during the contingency• The aircraft will land within, or vacate, the contingency airspace prior to resumption of normal services• The aircraft will not communicate with Airservices ATC on exit from the contingency airspace, e.g. exiting into Defence airspace• Display the INHI List to assist the controller resuming normal service.											
Climb or descent request in contingency airspace	<p>If an aircraft requests a change of level when entering contingency airspace, ATC will advise</p> <p>CLIMB/DESCENT IS AT PILOT DISCRETION and provide an updated traffic statement if applicable.</p> <p>Within contingency airspace ATC does not provide separation.</p>											
TIBA frequencies	<table><tr><th>Airspace</th><th>TIBA frequency</th></tr><tr><td>ENR airspace at and above FL200</td><td>128.95</td></tr><tr><td>ENR airspace below FL200</td><td>126.35</td></tr><tr><td>Domestic Class G airspace</td><td>Applicable FIA frequency</td></tr></table>	Airspace	TIBA frequency	ENR airspace at and above FL200	128.95	ENR airspace below FL200	126.35	Domestic Class G airspace	Applicable FIA frequency			
Airspace	TIBA frequency											
ENR airspace at and above FL200	128.95											
ENR airspace below FL200	126.35											
Domestic Class G airspace	Applicable FIA frequency											
Downstream frequencies	<p>CRM to enter relevant downstream frequencies (for traffic exiting contingency airspace):</p> <table><tr><th>Unit</th><th>Frequency</th></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr></table>		Unit	Frequency								
Unit	Frequency											
Transmit	<p>Make directed transmissions to aircraft that will be operating in the contingency airspace.</p>											

Suggested phraseology	
Directed transmissions	<ul style="list-style-type: none"> • ABC, AUTHORISED TO OPERATE WITHIN THE TEMPORARY RESTRICTED AREA DESCRIBED IN NOTAM XXX (domestic or international NOTAM number as appropriate) • AUTHORISATION TO OPERATE IN THIS TEMPORARY RESTRICTED AREA DOES NOT CONSTITUTE A CLEARANCE THROUGH RXXX (embedded or adjacent military restricted areas) • KNOWN TRAFFIC IS • TIBA FREQUENCY IS • KNOWN MILITARY ('DUE REGARD') (HIGH SEAS FIRING) OPERATIONS IN AREA XXX. (NOTAM XXX REFERS) • 15 MINUTES PRIOR TO (boundary waypoint, or approximate distance of boundary from known point along track, e.g. 230 NM AD) CONTACT CENTRE (next unit's frequency) FOR AIRWAYS CLEARANCE • CONTACT TOWER ON (if operating, see table above) APPROACHING THE CIRCUIT AREA. • FIS ON REQUEST AVAILABLE ON HF AND MAY BE AVAILABLE FROM ADJACENT SECTOR FREQUENCIES • [CONTROL SERVICE], [TRAFFIC INFORMATION SERVICE], [IDENTIFICATION] TERMINATED. • TRAFFIC INFORMATION BROADCAST AREA PROCEDURES NOW APPLY, FREQUENCY CHANGE APPROVED.
Arriving aircraft	<p>Pilots should establish communications with the next available ATS sector/unit 15 minutes prior to exiting contingency airspace.</p> <ul style="list-style-type: none"> • Provide a known traffic statement and issue airways clearance.
Arriving aircraft - HMI	<p>Validate operational data entered by the CRM during the contingency before using for separation purposes.</p> <p>When an aircraft establishes communication:</p> <ul style="list-style-type: none"> • Assume jurisdiction of the aircraft • Enter the cleared CFL • Remove 'TIBA' from the LABEL_DATA field • Identify the aircraft (if applicable).

B.3.4 Resumption of service

Broadcast	Broadcast to advise that TIBA procedures will terminate and normal services will resume.
Suggested phraseology	
Resumption of published services	TIBA PROCEDURES IN ADJACENT AIRSPACE TERMINATED, PUBLISHED SERVICES HAVE RESUMED.

B.4 Class D Towers

- **Stop** all departures into TRA
- **Deny** all requests for airways clearance into TRA
- **Notify** all affected aircraft
- **Coordinate** with the CRM for resumption of traffic processing to and from the TRA.

B.4.1 Pre contingency (10 minutes prior to commencement)

Broadcast	Broadcast Hazard Alerts (standard parameters apply) advising that ATS will not be available and that contingency procedures will apply.
Contingency Start/End Time (CRM to enter)	
NOTAM Number(s) (CRM to enter)	
Suggested phraseology	
Hazard alert	ALL STATIONS, ATS NORMALLY PROVIDED BY CENTRE ON (frequency) NOT AVAILABLE FROM (time). [ACCESS TO CLASS A, C AND E AIRSPACE WILL BE RESTRICTED]. TIBA PROCEDURES WILL APPLY. REFER TO NOTAM XXX (domestic or international NOTAM number as appropriate).
ATIS	Update ATIS with relevant information and include: 'ATS SERVICES PROVIDED BY (BRISBANE or MELBOURNE) CENTRE ARE NOT AVAILABLE. EN ROUTE [AND APPROACH] SERVICES ARE AFFECTED. CONTINGENCY PROCEDURES APPLY. CONTACT AIRSERVICES (<i>number</i>) FOR FURTHER INFORMATION'.
Notification	Notify: <ul style="list-style-type: none"> • Airport operator • UTS • ARFFS.

At the commencement of the contingency

Make a general broadcast at the start of the contingency.

Make directed transmissions to aircraft that will be operating in the contingency airspace.

Suggested phraseology	
Broadcast at start of contingency	ALL STATIONS, TIBA PROCEDURES NOW APPLY IN ADJACENT AIRSPACE. [ACCESS TO AIRSPACE IS RESTRICTED]. REFER TO NOTAM XXX (domestic or international NOTAM number as appropriate)

Suggested phraseology	
Directed transmissions	<ul style="list-style-type: none"> • ABC, AUTHORISED TO OPERATE WITHIN THE TEMPORARY RESTRICTED AREA DESCRIBED IN NOTAM XXX (domestic or international NOTAM number as appropriate) • AUTHORISATION TO OPERATE IN THIS TEMPORARY RESTRICTED AREA DOES NOT CONSTITUTE A CLEARANCE THROUGH RXXX (embedded or adjacent military restricted areas) • KNOWN TRAFFIC IS • TIBA FREQUENCY IS • KNOWN MILITARY ('DUE REGARD') (HIGH SEAS FIRING) OPERATIONS IN AREA XXX. (NOTAM XXX REFERS) • 15 MINUTES PRIOR TO (boundary waypoint, or approximate distance of boundary from known point along track, e.g. 230 NM AD) CONTACT CENTRE (next unit's frequency) FOR AIRWAYS CLEARANCE • CONTACT TOWER ON (if operating, see table above) APPROACHING THE CIRCUIT AREA • FIS ON REQUEST AVAILABLE ON HF AND MAY BE AVAILABLE FROM ADJACENT SECTOR FREQUENCIES • [CONTROL SERVICE], [TRAFFIC INFORMATION SERVICE], [IDENTIFICATION] TERMINATED. • TRAFFIC INFORMATION BROADCAST AREA PROCEDURES NOW APPLY, FREQUENCY CHANGE APPROVED.

B.4.2 During contingency

Arrivals - exiting from contingency airspace	<ul style="list-style-type: none">• Provide a known traffic statement and issue airways clearance or sequence instructions.• Validate operational data entered/provided by the CRM during the contingency before using for separation purposes.								
Departing aircraft - terminating services	<ul style="list-style-type: none">• Provide a known traffic statement in contingency airspace. Separation will only be provided while the flight is receiving a control service.• Advise the pilot that TIBA procedures apply on frequency – see table below• Provide a directed release from control to TIBA frequency – see ‘Directed transmissions’ phraseology above.								
SARWATCH	SARWATCH for IFR aircraft is maintained by the Unit receiving the aircraft from the contingency airspace. The CRM will provide estimates for arriving aircraft. Continue to hold SARWATCH for aircraft departing into the contingency airspace until the aircraft has been released to TIBA frequency.								
TIBA frequencies	<table><tr><th>Airspace</th><th>TIBA frequency</th></tr><tr><td>ENR airspace at and above FL200</td><td>128.95</td></tr><tr><td>ENR airspace below FL200</td><td>126.35</td></tr><tr><td>Domestic Class G airspace</td><td>Applicable FIA frequency</td></tr></table>	Airspace	TIBA frequency	ENR airspace at and above FL200	128.95	ENR airspace below FL200	126.35	Domestic Class G airspace	Applicable FIA frequency
Airspace	TIBA frequency								
ENR airspace at and above FL200	128.95								
ENR airspace below FL200	126.35								
Domestic Class G airspace	Applicable FIA frequency								

Arrivals - exiting from contingency airspace	<ul style="list-style-type: none"> • Provide a known traffic statement and issue airways clearance or sequence instructions. • Validate operational data entered/provided by the CRM during the contingency before using for separation purposes. 								
Downstream frequencies	<p>CRM to enter relevant downstream frequencies (for traffic exiting contingency airspace):</p> <table> <tr> <th>Unit</th><th>Frequency</th></tr> <tr> <td></td><td></td></tr> <tr> <td></td><td></td></tr> <tr> <td></td><td></td></tr> </table>	Unit	Frequency						
Unit	Frequency								

B.4.3 Resumption of service

ATIS	Update ATIS with relevant information.
Broadcast	Broadcast to advise that TIBA procedures will terminate and normal services will resume.
Suggested phraseology	
Resumption of published services	TIBA AND MANDATORY BROADCAST PROCEDURES [IN ADJACENT AIRSPACE] TERMINATED, PUBLISHED SERVICES HAVE RESUMED.

B.5 Adjacent sectors

- Airspace affected by the contingency retains the ICAO classification
- Class A, C and E airspace sectors wholly contained within Australian territory (up to 12NM from the main coastline) is declared TRA
- H24 Australian Administered controlled airspace sectors wholly beyond Australian territory (including within the Honiara and Nauru FIRs); airspace remains Class A with no ATS provided
- H24 Australian Administered controlled airspace sectors constituted of airspace within and beyond Australian territory, a single NOTAM is published with TRA applicable to Class A, C and E airspace with no ATS provided for portions of airspace within Australian territory; and airspace remains as classified with no ATS provided (no temporary restricted airspace) for portions of the sector beyond Australian territory.
- The CRM will provide authorisation for aircraft to enter the TRA and/or request traffic management interventions prior to the contingent sector boundary, regardless of whether that boundary is within or beyond Australian territory.
- IFR aircraft in Class G no service airspace will require authorisation to enter the TRA
- IFR aircraft planning to enter the TRA from Class G no service airspace must obtain authorisation through pre-flight briefing
- VFR aircraft require authorisation to enter the Class E volumes of the TRA
- The terms of an airways clearance previously issued to an aircraft do not apply to that portion of flight within contingency airspace. Where a STAR is normally issued, ATC should continue to issue the STAR, but in contingency airspace STAR tracking is advisory only - the decision to continue via the STAR is at pilot discretion
- FIS on request is available from HF and may be available from adjacent sectors
- Operational Control (the exercise of authority over the initiation, continuation, diversion or termination of a flight) rests with the pilot in command and/or the operator
- Pilots are responsible for terrain and collision avoidance within the contingency airspace.

B.5.1 Controller duty of care

A controller must not perform an air traffic control function unless that person holds the required licence, rating and endorsement and satisfies the recency and currency requirements for the place or airspace where the function is to be carried out.

However, if a controller becomes aware of a situation in a contingency environment which would lead to a reasonable conclusion that an unsafe situation exists, or may occur, that person may be able to take appropriate action to address that risk.

In this context, the reasonableness of any action will depend on the circumstances and be driven by professional judgement including the likelihood of the risk manifesting, the potential severity of the outcome, and what a reasonable person with the same skills and experience may do in the same situation.

B.5.2 Pre contingency (10 minutes prior to commencement)

Broadcast	Broadcast Hazard Alerts (standard parameters apply) advising that ATS will not be available and that contingency procedures will apply.
Contingency Start/End Time (CRM to enter)	
NOTAM Number(s) (CRM to enter)	
Suggested phraseology	
Hazard alert	ALL STATIONS, ATS NORMALLY PROVIDED BY CENTRE ON (frequency) NOT AVAILABLE FROM (time). [ACCESS TO CLASS A, C AND E AIRSPACE WILL BE RESTRICTED]. TIBA PROCEDURES WILL APPLY. REFER TO NOTAM XXX (domestic or international NOTAM number as appropriate).

At the commencement of the contingency

Make a general broadcast at the start of the contingency.

Broadcast at start of contingency	<ul style="list-style-type: none"> ALL STATIONS, TIBA PROCEDURES NOW APPLY IN ADJACENT AIRSPACE. [ACCESS TO AIRSPACE IS RESTRICTED]. REFER TO NOTAM XXX (domestic or international NOTAM number as appropriate) FIS ON REQUEST AVAILABLE ON HF AND MAY BE AVAILABLE ON ADJACENT SECTOR FREQUENCIES HIGH (low) LEVEL TRAFFIC TO THE (north, south, east, west) OF (well known location, e.g. LEC, AD, MA) WILL BE AFFECTED.
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B.5.3 During contingency

Aircraft entering contingency airspace - terminating services	<ul style="list-style-type: none"> Provide a known traffic statement in contingency airspace Advise the pilot that TIBA and mandatory broadcast procedures apply on frequency – see table below Obtain pilot intentions Provide a directed release from control to TIBA frequency – see table below.
SARWATCH	<p>If a pilot lodges SARTIME details (irrespective of flight category) for arrival at locations within the TRA, relay the details to Sartimes.</p> <p>SARWATCH for IFR aircraft is maintained by the Unit receiving the aircraft from the contingency airspace. The CRM will provide estimates for aircraft exiting the contingency airspace. Continue to hold SARWATCH for aircraft entering the contingency airspace until the aircraft has been released to TIBA frequency.</p>

Aircraft entering contingency airspace - terminating services	<ul style="list-style-type: none"> • Provide a known traffic statement in contingency airspace • Advise the pilot that TIBA and mandatory broadcast procedures apply on frequency – see table below • Obtain pilot intentions • Provide a directed release from control to TIBA frequency – see table below. 								
HMI	<p>If the aircraft will communicate with Airservices ATC on exit from the contingency airspace:</p> <ul style="list-style-type: none"> • Clear the CFL • Put 'TIBA' in the LABEL_DATA field - to indicate aircraft has been given TIBA/TRA frequency • Do not hand-off label - the next available controller will assume jurisdiction when comms are established with the aircraft. <p>Inhibit the FDR if all of the following apply:</p> <ul style="list-style-type: none"> • The airspace will not be monitored during the contingency • The aircraft will land within, or vacate, the contingency airspace prior to resumption of normal services • The aircraft will not communicate with Airservices ATC on exit from the contingency airspace, e.g. exiting into Defence airspace • Display the INHI List to assist the controller resuming normal service. 								
Climb or descent request in contingency airspace	<p>If an aircraft requests a change of level when entering contingency airspace, advise CLIMB/DESCENT IS AT PILOT DISCRETION, and provide an updated traffic statement if applicable.</p> <p>Within contingency airspace ATC does not provide separation.</p>								
TIBA frequencies	<table> <tr> <th>Airspace</th><th>TIBA frequency</th></tr> <tr> <td>ENR airspace at and above FL200</td><td>128.95</td></tr> <tr> <td>ENR airspace below FL200</td><td>126.35</td></tr> <tr> <td>Domestic Class G airspace</td><td>Applicable FIA frequency</td></tr> </table>	Airspace	TIBA frequency	ENR airspace at and above FL200	128.95	ENR airspace below FL200	126.35	Domestic Class G airspace	Applicable FIA frequency
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Unit	Frequency								

Transmit	Make directed transmissions to aircraft that will be operating in the contingency airspace.
Suggested phraseology	
Directed transmissions	<ul style="list-style-type: none"> • ABC, AUTHORISED TO OPERATE WITHIN THE TEMPORARY RESTRICTED AREA DESCRIBED IN NOTAM XXX (domestic or international NOTAM number as appropriate) • AUTHORISATION TO OPERATE IN THIS TEMPORARY RESTRICTED AREA DOES NOT CONSTITUTE A CLEARANCE THROUGH RXXX (embedded or adjacent military restricted areas) • KNOWN TRAFFIC IS • TIBA FREQUENCY IS • KNOWN MILITARY ('DUE REGARD') (HIGH SEAS FIRING) OPERATIONS IN AREA XXX. (NOTAM XXX REFERS) • 15 MINUTES PRIOR TO (boundary waypoint, or approximate distance of boundary from known point along track, e.g. 230 NM AD) CONTACT CENTRE (next unit's frequency) FOR AIRWAYS CLEARANCE • CONTACT TOWER ON (if operating, see table above) APPROACHING THE CIRCUIT AREA. • [CONTROL SERVICE], [TRAFFIC INFORMATION SERVICE], [IDENTIFICATION] TERMINATED. • TRAFFIC INFORMATION BROADCAST AREA PROCEDURES NOW APPLY, FREQUENCY CHANGE APPROVED.
Aircraft exiting TRA	<p>Pilots should establish communications with the next available ATS sector/unit 15 minutes prior to exiting TRA.</p> <p>Provide a known traffic statement and issue airways clearance.</p>
Aircraft exiting TRA - HMI	<p>Validate operational data entered by the CRM during the contingency before using for separation purposes.</p> <p>When an aircraft establishes communication:</p> <ul style="list-style-type: none"> • Assume jurisdiction of the aircraft • Enter the cleared CFL • Remove 'TIBA' from the LABEL_DATA field • Identify the aircraft (if applicable).

B.5.4 Resumption of service

Broadcast	Broadcast to advise that TIBA procedures will terminate and normal services will resume.
Suggested phraseology	
Resumption of published services	TIBA PROCEDURES IN ADJACENT AIRSPACE TERMINATED, PUBLISHED SERVICES HAVE RESUMED.

B.6 HF

- ATS provided from [Brisbane/Melbourne] ATSC by [sector] on [frequency] is not available from [time] UTC due to operational restrictions
- NOTAM [number] applies
- Maps of contingency areas can be viewed at <https://www.airservicesaustralia.com/notammaps/index.asp>
- It is anticipated that normal services will resume at [time] UTC
- Please contact [name, position] on [number] if you require further information or clarification.

B.6.1 During contingency

If HF receives a call from an aircraft in TIBA airspace and that aircraft wishes to provide information or seek ATS support:

Domestic airspace	Oceanic airspace
<ol style="list-style-type: none"> 1. Record the information provided on the Flightwatch Communications Record; 2. Advise the caller that TIBA procedures are active and that Air Traffic Control services are not provided; and 3. Pass the information to the CRM by voice or AFTN message to the relevant Centre. 	<ol style="list-style-type: none"> 1. For existing strip presentations, record in the ESDS the information provided by the caller and send the AIREP as normal; 2. Where a service is requested by the pilot (e.g. level change request) advise the caller that TIBA procedures are active and that Air Traffic Control services are not provided; and 3. Pass the information to the CRM by voice or AFTN message to the relevant Centre.

Advice to pilots	<p>Aircraft inbound to contingency airspace will contact HF approximately 30 minutes from the FIR boundary in order to provide an estimate for the boundary and a flight level.</p> <p>Advise pilots of TIBA frequencies and limits of affected airspace</p> <p>Advise pilots to contact next available sector at least 15 minutes prior to boundary with active control (see frequency table).</p>	
Coordinate	Coordinate received estimate and level with the CRM.	
TIBA frequencies	Airspace	TIBA frequency
	ENR airspace at and above FL200	128.95
	ENR airspace below FL200	126.35
	Domestic Class G airspace	Applicable FIA frequency
Downstream frequencies	CRM to enter relevant downstream frequencies (for traffic exiting TRA):	
	Unit	Frequency
Suggested phraseology		
To aircraft inbound to Australian Administered controlled airspace sectors wholly beyond Australian territory (including within the Honiara and Nauru FIRs) subject to TIBA	<ul style="list-style-type: none"> • ATS PROVIDED BY MELBOURNE CENTRE ON (<i>frequency(s)</i>) ARE NOT AVAILABLE. TIBA PROCEDURES APPLY IN CONTINGENCY AIRSPACE ON (<i>frequency</i>). REFER NOTAM (<i>number</i>) • ADVISE ESTIMATE (<i>position</i>) AND INTENDED ENTRY LEVEL • KNOWN MILITARY (DUE REGARD <i>or</i> HIGH SEAS FIRING) OPERATIONS IN AREA. NOTAM (<i>number</i>) REFERS • CONTACT (<i>next sector</i>) ON (<i>frequency</i>) FIFTEEN MINUTES PRIOR TO (<i>position</i>) 	

B.7 Military

- Air Traffic Services provided from [Brisbane/Melbourne] ATSC by [sector] on
- [frequency] is not available from [time] UTC due to operational restrictions
- NOTAM [number] applies
- Contingency maps can be viewed at:
- <https://www.airservicesaustralia.com/notammaps/index.asp>
- It is anticipated that normal services will resume at [time] UTC
- Please contact [name, position] on [number] if you require further information or clarification.

B.7.1 Pre contingency (10 minutes prior to commencement)

Suggested phraseology	
Contingency Start/End Time (CRM to enter)	
NOTAM Number(s) (CRM to enter)	
Hazard alert	<p>ALL STATIONS, ATS NORMALLY PROVIDED BY BRISBANE/MELBOURNE CENTRE NOT AVAILABLE FROM <i>time</i>. [ACCESS TO CLASS A/C/E AIRSPACE IS RESTRICTED]. TIBA PROCEDURES APPLY. REFER NOTAM <i>number</i></p> <p>Note: Airspace beyond Australian territory (more than 12NM from the main coastline) is not restricted</p>

At the commencement of the contingency

Make a general broadcast at the start of the contingency.

At start of contingency	<ul style="list-style-type: none"> • ALL STATIONS, TIBA PROCEDURES NOW APPLY IN ADJACENT AIRSPACE. [ACCESS IS RESTRICTED]. REFER NOTAM <i>number</i> • FIS ON REQUEST AVAILABLE ON HF AND MAY BE AVAILABLE ON ADJACENT SECTOR FREQUENCIES • HIGH/LOW LEVEL TRAFFIC TO THE <i>direction</i> OF <i>position</i> WILL BE AFFECTED
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B.7.2 During contingency

Procedures for aircraft									
Entering contingency airspace	<p>Class A, C and E airspace sectors wholly contained within Australian territory (up to 12NM from the main coastline) have been classified TRA with no ATC services available. Climb and descent is at pilot discretion</p> <p>H24 Australian Administered controlled airspace sectors wholly beyond Australian territory (including within the Honiara and Nauru FIRs); airspace remains Class A with no ATS provided</p> <p>H24 Australian Administered controlled airspace sectors constituted of airspace within and beyond Australian territory, a single NOTAM is published with TRA applicable to Class A, C and E airspace with no ATS provided for portions of airspace within Australian territory; and airspace remains as classified with no ATS provided (no temporary restricted airspace) for portions of the sector beyond Australian territory. TIBA procedures apply.</p> <p>Pilots are responsible for terrain and collision avoidance within contingency airspace</p> <p>Authorisation to operate in the TRA does not constitute a clearance through embedded or adjacent military restricted areas</p>								
Exiting contingency airspace	Pilots should establish communications with the next available ATS sector/unit 15 minutes prior to exiting contingency airspace or in the case of a transit of less than 15 minutes, as soon as possible prior to the boundary for airways clearance								
TIBA frequencies	<table> <tr> <th>Airspace</th><th>TIBA frequency</th></tr> <tr> <td>ENR airspace at and above FL200</td><td>128.95</td></tr> <tr> <td>ENR airspace below FL200</td><td>126.35</td></tr> <tr> <td>Domestic Class G airspace</td><td>Applicable FIA frequency</td></tr> </table>	Airspace	TIBA frequency	ENR airspace at and above FL200	128.95	ENR airspace below FL200	126.35	Domestic Class G airspace	Applicable FIA frequency
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Unit	Frequency								
Suggested phraseologies									
Transferring to TIBA (as applicable)	<ul style="list-style-type: none"> • CONTROL SERVICE TERMINATED • FLIGHT INFORMATION SERVICE TERMINATED • IDENTIFICATION TERMINATED • TRAFFIC INFORMATION BROADCAST AREA PROCEDURES NOW APPLY, FREQUENCY CHANGE APPROVED. 								

Procedures for aircraft	
Traffic statement, TIBA frequency, contact instructions (as applicable)	<ul style="list-style-type: none"> • <i>callsign</i>, AUTHORISED TO OPERATE WITHIN TEMPORARY RESTRICTED AREA • AUTHORISATION TO OPERATE WITHIN THE TRA DOES NOT CONSTITUTE A CLEARANCE THROUGH Rxxx • KNOWN TRAFFIC IS • TIBA FREQUENCY IS • MONITOR <i>frequency</i> • FIFTEEN MINUTES PRIOR TO <i>position</i> CONTACT <i>unit</i> ON <i>frequency</i> FOR AIRWAYS CLEARANCE

B.7.3 Resumption of service

Suggested phraseology	
Resumption of published services	TIBA PROCEDURES IN ADJACENT AIRSPACE TERMINATED, PUBLISHED SERVICES HAVE RESUMED.

B.8 Foreign ANSPs

- Air Traffic Services provided from [Brisbane/Melbourne] Centre by [sector] on [frequency] are not available from [time] UTC due to operational restrictions.
- NOTAM [number] applies.
- Class A oceanic airspace remains Class A airspace; no ATS is available, TIBA procedures apply.
- Domestic Class A, C and E airspace is declared Temporary Restricted Area (TRA).
- Maps of airspace subject to operational restrictions can be viewed at <https://www.airservicesaustralia.com/notammaps/index.asp>
- It is anticipated that normal services will resume at [time] UTC.
- Please contact [name, position] by telephone on [number] if you require further information or clarification.

B.8.1 During contingency

Procedures for aircraft inbound to contingency airspace	<ul style="list-style-type: none"> • Aircraft are authorised to continue flight into contingency airspace • Authorisation to operate in oceanic control area does not constitute a clearance through embedded or adjacent military restricted areas • There are no services available in oceanic control area • TIBA procedures apply. 	
Estimate	Request aircraft inbound to the respective oceanic control area to contact Brisbane Radio on HF (if still operating) no later than 30 minutes prior to the EST for the FIR boundary and provide a boundary estimate and flight level.	
Pilot responsibility	<ul style="list-style-type: none"> • Operational Control (the exercise of authority over the initiation, continuation, diversion or termination of a flight) rests with the pilot in command and/or the operator • Pilots are responsible for terrain and collision avoidance within the contingency airspace. • Climb and descent within contingency airspace is at pilot discretion. 	
TIBA frequencies	Airspace	TIBA frequency
	ENR airspace at and above FL200	128.95
	ENR airspace below FL200	126.35
	Domestic Class G airspace	Applicable FIA frequency
Downstream frequencies	CRM to enter relevant downstream frequencies (for traffic exiting contingency airspace):	
	Unit	Frequency

Suggested phraseology	
To aircraft inbound to contingency airspace	<ul style="list-style-type: none"> ATS PROVIDED BY [BRISBANE/MELBOURNE] CENTRE ON (<i>frequency(s)</i>) ARE NOT AVAILABLE. TIBA PROCEDURES APPLY IN CONTINGENCY AIRSPACE. REFER NOTAM (<i>number</i>)
Transferring to TIBA	<ul style="list-style-type: none"> [CONTROL SERVICE], [TRAFFIC INFORMATION SERVICE], [IDENTIFICATION] TERMINATED. TRAFFIC INFORMATION BROADCAST AREA PROCEDURES NOW APPLY, FREQUENCY CHANGE APPROVED.
Instructions for contacting HF	<ul style="list-style-type: none"> CONTACT HF AT LEAST THIRTY MINUTES PRIOR TO FIR BOUNDARY. PROVIDE ESTIMATE FOR FIR BOUNDARY POSITION AND FLIGHT LEVEL.
Aircraft exiting Australian contingency airspace to other FIR	<ul style="list-style-type: none"> Aircraft will contact your frequency for airways clearance prior to the airspace boundary Aircraft may not be on flight planned track or level if deviating due weather [Brisbane/Melbourne] Centre will not provide any updated flight information for these aircraft. AIDC messaging may be incorrect and should not be relied on

B.8.2 Resumption of service

Suggested phraseology	
Resumption of published services	TIBA PROCEDURES IN ADJACENT AIRSPACE TERMINATED, PUBLISHED SERVICES HAVE RESUMED.

B.9 Pilot/operator

B.9.1 Airspace

- Some ATC services are not available within the YBBB/YMMM FIR. Refer to NOTAM descriptors or view the contingency maps at <https://www.airservicesaustralia.com/notammaps/index.asp>
- The affected sectors(s) are listed under [YMMM/YBBB]: [sectors]. NOTAM [number] applies.
- TRA is declared for all civil controlled Class A, C and E airspace within Australian territory in the Brisbane/Melbourne FIR.
- If part of an affected sector is over Australian territory, TRA is declared for that portion. Access authorisation will be provided for the entire contingent airspace prior to the sector boundary.
- For an aircraft transiting airspace sector(s) subject to contingency where their route may take them out/in of Australian territory one or more times – a single access authorisation provides transit authority through the entire affected volume.
- Airspace affected by the contingency retains the ICAO classification
- [Oceanic airspace remains classified as Class A airspace, for which no ATS are available. TIBA procedures apply].

B.9.2 Service availability

- Control service, Traffic Information Service, Surveillance service are not available. Separation will not be provided
- SARWATCH is held by the downstream sector, TCU or tower, no SARWATCH is held for aircraft landing at an uncontrolled aerodrome in contingency airspace, in this circumstance consider lodging a SARTIME.
- FIS on request available on HF and may be available from adjacent ATS units
- CPDLC will not be monitored in contingency airspace, but you may remain logged on.
- TIBA procedures are the primary means for pilots to develop and maintain situational awareness regarding other flights operating within TRA, affected OCA and Class G airspace. Refer to AIP ENR 1.1 – section 11.
- TCAS and transponder equipment must be selected on at all times
- Navigation and anti-collision lights must be displayed at all times.

B.9.3 Pilot responsibility

The pilot-in-command has sole responsibility for terrain and collision avoidance while operating within contingency airspace. Carefully review the contingency NOTAM to confirm operating requirements.

B.9.4 ATC clearances

- Where intending to operate in contingency airspace, or when authorised to operate in the TRA (where applicable), submit a flight plan in accordance with flight planning requirements specified in AIP
- IFR aircraft receiving a Class G service will require authorisation to enter TRA. IFR aircraft planning to enter the TRA from Class G airspace must obtain authorisation prior to flight at the pre-flight briefing stage
- VFR aircraft require authorisation to enter the Class E volumes of TRA
- A current airways clearance authorises access to the TRA but the terms of a clearance previously issued to an aircraft do not apply to the portion of flight within the TRA
- Authorisation to operate in the TRA does not constitute a clearance through embedded or adjacent military Restricted Areas
- Where an airways clearance has not been issued before departure, the pilot-in command is responsible for contacting the relevant ATC sector for clearance - frequency management details and access arrangements will be determined during the pre-flight briefing
- Where applicable, ATC may issue inbound aircraft a STAR. In contingency airspace, tracking is at pilot discretion.

B.9.5 Frequency management

- Include frequency management arrangements and clearance issue with the predeparture briefing
- Pilots transiting contingency airspace should establish communications with the next available ATS sector or unit 15 minutes prior to exiting the TRA
- Where this is not possible (e.g. short transit, departure close to the boundary, etc) pilots should establish communications and request clearance as early as possible.