

# **ATSC/FIR**

## **ATS Contingency Plan**

### **ATS-CP-0083**

#### **Version 4**

#### **Effective 13 July 2023**

Approved:                      Service Standards

## Change summary

Version	Date	Change description
4	13 July 2023	<ul style="list-style-type: none"> <li>• Incorporate TLI_23_0057</li> <li>• Re-order of pre-contingency actions</li> <li>• Duty of care simplification</li> <li>• Changes to align with ATS-CP-0001</li> <li>• Clarification of TRA authorisation requirements</li> <li>• Removal of Eurocat Degraded Mode traffic management appendix</li> <li>• Minor updates to ATIS phrasing for Towers in affected FIR</li> <li>• Incorporation of MOA</li> </ul>

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# 1 Immediate response

## 1.1 Evacuation

If the ATSC must be evacuated, refer to the [ATSC Evacuation Plan \(C-PLAN0217\)](#).

## 1.2 Checklist/index

The duty ATM Director (ATMD) must complete the following checklist.

If an ATSC is evacuated, the Duty SS in the other ATSC may assist to complete the checklist.

Part	Chapter	Ref	Item	Done
2	Pre-contingency	<a href="#">2.1</a>	<a href="#">Commence Activity Log</a>	<input type="checkbox"/>
		<a href="#">2.2</a>	<a href="#">Contact Director Operations (DO)</a>	<input type="checkbox"/>
		<a href="#">2.3</a>	<a href="#">Determine service provision</a>	<input type="checkbox"/>
		<a href="#">2.4</a>	<a href="#">Determine extent of response</a>	<input type="checkbox"/>
		<a href="#">2.5</a>	<a href="#">Brief NCC</a>	<input type="checkbox"/>
		<a href="#">2.6</a>	<a href="#">Designate Contingency Response Manager (CRM)</a>	
		<a href="#">2.7</a>	<a href="#">CASA approval for service variation</a>	<input type="checkbox"/>
		<a href="#">2.8</a>	<a href="#">Publish NOTAM</a>	<input type="checkbox"/>
		<a href="#">2.9</a>	<a href="#">Brief affected areas</a>	<input type="checkbox"/>
		<a href="#">2.10</a>	<a href="#">Broadcast to affected aircraft</a>	<input type="checkbox"/>
3	During contingency	<a href="#">3.1</a>	<a href="#">Manage traffic</a>	
		<a href="#">3.2</a>	<a href="#">Airspace classification</a>	
		<a href="#">3.3</a>	<a href="#">TIBA procedures</a>	
		<a href="#">3.4</a>	<a href="#">Alternative arrangements for service provision</a>	
4	Resumption	<a href="#">4.1</a>	<a href="#">Service resumption</a>	
		<a href="#">4.2</a>	<a href="#">Staff debrief</a>	
5	Reporting	<a href="#">5.1</a>	<a href="#">Enter CIRRIIS</a>	<input type="checkbox"/>
6	Review	<a href="#">6.1</a>	<a href="#">Activation review</a>	
		<a href="#">6.2</a>	<a href="#">Document review and testing</a>	
Appendix A	NOTAM	<a href="#">Appendix A</a>	<a href="#">NOTAM</a>	
Appendix B	Briefings	<a href="#">Appendix B</a>	<a href="#">Briefings</a>	

## 2 Pre-contingency

### 2.1 Activity Log

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

### 2.2 Contact Director Operations (DO)

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

#### 2.2.1 DO not contactable

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

1. the ASH/ASTH;
2. the SSH;
3. the CSDO; or
4. another DO.

### 2.3 Determine service provision

Determine whether ATS 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;
- system and facilities availability; and
- actual and forecast weather conditions.

If ATS can be provided:

- consider what strategies may be necessary to limit traffic to manageable levels; and
- conduct only the remaining relevant 'Pre-contingency' actions.

### 2.4 Determine extent of response

Consider convening an Initial Assessment Team (IAT) in consultation with the ASH/ASTH and the principles in [National ATS Contingency Plan \(ATS-CP-0001\)](#) and [Crisis Management \(C-PROC-0199\)](#).

### 2.5 Brief NCC

NCC will complete onwards notifications including airline teleconference. If required, NCC will follow the [Temporary Restricted Airspace/Traffic Information Broadcast by Aircraft \(TRA/TIBA\) Procedure \(ATS-PROC-0110\)](#).

## 2.6 Designate Contingency Response Manager (CRM)

If ATS cannot be provided, a CRM is required. A CRM may be appointed where ATS can still be provided if assistance is required to manage the response.

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/ASTH of the appointment, and provide justification as requested.

### 2.6.1 CRM eligibility

The order of appointment is:

- 1) ATMD or SS, but not the duty ATMD or SS during the NOTAM contingency period;
- 2) SM, but not a duty SM during the NOTAM contingency period;
- 3) FEC from the contingency ATSC;
- 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 FIR OCA

OCA during contingency remains in accordance with the [National ATS Administration Manual \(ATS-MAN-0013\)](#).

## 2.7 CASA approval for service variation

If ATS cannot be provided, the duty ATMD must consult CASA OAR to declare Temporary Restricted Areas in Class A, C and E airspace. CASA approval is not required to implement TIBA in oceanic airspace.

If ATS is not available within an FIR	If ATS is not available from one or both ATSC
Declare TRA for continental civil Class A, C and E airspace within Australian territory in the Brisbane and/or Melbourne FIR(s)	Declare TRA for continental civil class A, C and E airspace within Australian territory in the Brisbane and/or Melbourne FIR(s), except remote TCU and Towers

## 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.

## 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.

Where ATS can still be provided with the implementation of traffic management the content of briefings depends on the situation. Use your best judgement to determine the extent of briefings required.

### 2.9.2 Notification checklist

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

Notification to:	✓
Foreign ATS providers adjoining the FIR	
JRCC Australia	
HQJOC	
ARFFS	
Airline Operations (through NCC)	
Towers involved in start clearances	
TOC	
Service Desk (Airways and Business)	
Adjacent domestic civil ATS units	
Adjacent and embedded military ATS units	
HF (if service continues to be provided)	

### 2.9.3 Initial contact directory

Airservices	Phone
Brisbane ATSC SS	07 3866 3224
Melbourne ATSC SS	03 9235 7420
CMC (AWB Level 7)	02 6268 4459
Media Enquiries	1300 619 341
Service Desk	02 6268 5555
Defence	Phone
HQ Joint Operations Command Air Operations Centre (HQJOC AOC) - 24/7	02 6128 4810
Joint Airspace Control Cell (JACC) - Business hours only	02 6128 4858

Other Agencies	Phone
JRCC Australia	1800 815 257
ATSB	1800 011 034
CASA	13 17 57
OAR	02 6217 1177 (24 hr)
ICAO Bangkok	0011 66 2 537 8189
ICAO Montreal	0011 1 514 954 8252

A comprehensive directory of contact details is held and maintained by the NCC.

## 2.10 Broadcast to affected aircraft

If ATS is unable to be provided, ensure affected sectors, adjacent sectors and HF make transmissions to advise pilots.

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

### 3.1 Manage traffic

The CRM authorises access to affected TRA.

The CRM will determine the extent of traffic management required to protect against traffic overload, frequency congestion and to provide breaks to avoid staff fatigue.

Responses may include:

- increased spacing between aircraft movements;
- start clearances/traffic metering;
- stopping further traffic from entering the airspace;
- diverting traffic around the affected airspace;
- providing a traffic spotter; and
- directing requests for non-traffic operational information to HF.

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



**Note:** The CRM will maintain an Aircraft Tracking Form. The NCC can populate a Collaborative Information Display (CID) with the affected aircraft as a cross check on request.

### 3.1.1 Authorise access to affected TRA

Consider the following when deciding to authorise access to the TRA:

- Weather;
- Time of day;
- Impact on any agreed traffic management plan(s), including the incremental increase in complexity that may result with the operation under consideration; and
- Capability to monitor the progress of the flight.

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 NCC on landing unless local ATS staff can provide the required information; and
- pilot notification to the NCC when clear of the TRA as soon as practicable.

### 3.1.2 Update system data

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

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

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

The following provides guidance for service provision during contingencies:

- Oceanic airspace remains Class A with no ATS provided;
- TRA is established in H24 domestic Class A, C and E airspace; and
- Non continuous airspace reverts as published in ERSA outside TWR hours or TRA is established as required by the relevant contingency sub-plan. If classification unduly restricts airspace access, reclassifying to Class G airspace may be appropriate.

**Note:**

1. In TRA or oceanic airspace, TIBA procedures will apply within controlled airspace in accordance with [AIP](#).
2. For non-continuous airspace the classification should be determined by the services available.

### 3.2.1 Oceanic airspace

The decision to reassign the responsibility for providing elements of ATS in oceanic airspace or in delegated airspace is taken by the CSDO in consultation with the regulatory authorities (CASA, the Department, and ICAO).

This decision may include reassigning the responsibility for providing meteorological information and information on status of navigation aids to adjacent States.

### 3.3 TIBA procedures

Implement TIBA procedures in lieu of the collision hazard (traffic information) component of the FIS. Provide the remaining components of FIS as remaining capability permits.

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

Provide a SAR Alerting Service as remaining capability permits.

#### 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.

### 3.4 Alternative arrangements for service provision

The [ATS Disaster Recovery Plan \(ATS-DRP-0001\)](#) provides for the re-establishment of ATS utilising existing or approved alternative facilities and equipment.

Airservices Regulatory Engagement will coordinate with CASA regarding any changes to the provider's certificate arising from such alternative arrangements.

## 4 Resumption

### 4.1 Service resumption

The [ATS Disaster Recovery Plan \(ATS-DRP-0001\)](#) provides details for the processes involved in recovering from a major disruption to facilities, equipment or due operational restrictions.

The following stages are provided as 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)
3	Complete communications and surveillance checks to establish aircraft positions in contingency airspace
4	Update all systems and input data

## 4.2 Staff debrief

The DO should debrief staff involved in providing the contingency response immediately after the event to identify any concerns and if required, schedule a more in-depth debrief at a later date.

## 5 Reporting

### 5.1 Enter CIRRIS

The duty ATMD must submit a CIRRIS occurrence when this Contingency Plan is activated.

Further reporting requirements are the responsibility of the CRM and are contained in the CRM briefing.

## 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

If a NOTAM is required for a reduction in service but not a complete loss, you may apply the following guide:

Field	Text	Optional elements
E)	AIR TRAFFIC SERVICES RESTRICTED WI <YMMM/YBBB> FIR. TRAFFIC PRIORITIES WILL BE APPLIED PER AIP ENR 1.4 REGULATION OF FLIGHT.	<ol style="list-style-type: none"> <li>1. DELAY MAY BE EXPECTED IN CTA</li> <li>2. START CLEARANCES REQUIRED AT &lt;locations&gt;</li> <li>3. ACFT INTENDING TO ENTER THE AFFECTED AIRSPACE ARE TO PLAN VIA THE FOLLOWING ROUTES: &lt;routes&gt;</li> </ol>

Issue the NOTAM below as appropriate to cover loss of services provided by Brisbane or Melbourne ATSC, or within the YBBB or YMMM FIR:

ATSC not available	
YBBB 662 AGGG 001 ANAU 002	ATC, FIS and Alerting services provided by Brisbane ATSC not available.
YMMM 520	ATC, FIS and Alerting services provided by Melbourne ATSC not available.
FIR not available	
YBBB 436	ATC, FIS and Alerting services within YBBB FIR not available.
YMMM 810	ATC, FIS and Alerting services within YMMM FIR not available.

## A.1 All ATS delivered by Brisbane ATSC not available

Ensure all information is correct and applicable to the situation before use. Navy text and/or text in square brackets requires review/input.

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

**Note:** HF may continue to operate subject to the reason for the contingency. If HF is also affected, delete reference to this service.

### YBBB 662 V10

A) YBBB (PRD) DTG

E) TEMPO RESTRICTED AREA ACT IN CTA CLASS A, C AND E AIRSPACE OVER MAINLAND AUSTRALIA EXTENDING TO 12NM FROM THE COASTLINE.

ATS NOT AVBL IN OCEANIC CTA (OCA A) AIRSPACE.

ATS IN THE YBBB FIR SUBJECT TO CONTINGENCY DUE OPR RESTRICTIONS.

CONTINGENCY MAP AVBL AT <https://www.airservicesaustralia.com/notammaps/index.asp>

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

RELEVANT APPROVAL FROM CONTROLLING AUTHORITY REQUIRED.

PILOTS REQUESTING OPR IN CLASS A, C OR E AIRSPACE SHALL CTC THE AIRSERVICES NETWORK COORDINATION CENTRE BY TEL ON [XX XXXX XXXX] FOR ACCESS AUTHORITY.

AUTHORISATION TO ENTER THIS TEMPO RESTRICTED AREA DOES NOT CONSTITUTE CLEARANCE TO ENTER ANY ADJ OR EMBEDDED RESTRICTED OR MILITARY OPERATING AREAS.

ATC SER NOT AVBL IN CLASS A, C, D AND E AIRSPACE.

CLASS D AIRSPACE IS RECLASSIFIED TO CLASS G AIRSPACE.

TRAFFIC INFO AND SURVEILLANCE INFO SER NOT AVBL IN CLASS G AIRSPACE.

PILOTS/OPERATORS CONSIDERING OPERATING IFR IN CLASS G AIRSPACE SHALL CTC THE AIRSERVICES NETWORK COORDINATION CENTRE BY TEL ON [XX XXXX XXXX] FOR FURTHER INFO.

AVIATION RESCUE AND FIREFIGHTING SERVICES ARE UNAFFECTED.

PILOTS-IN-COMMAND ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WITHIN THE AFFECTED AIRSPACE.

FLIGHTS ARE RECOMMENDED TO UTILISE FIXED ROUTES VICE USER PREFERRED ROUTES (UPRS).

VHF FIS AND SAR ALERTING NOT AVBL. FIS MAY BE AVBL FROM ADJ ATS UNITS. TRAFFIC INFO NOT AVBL.

ADS-C/CPDLC LOGON: YBBB SER NOT AVBL THIS AIRSPACE. ACFT MAY REMAIN LOGGED ON BUT POSITION REPORTS MUST BE BCST ON THE APPROPRIATE FREQ.

TIBA PROCEDURES DETAILED IN AIP APPLY.

TIBA FREQUENCIES: AT OR ABOVE FL200 128.95 MHZ. BELOW FL200 126.35 MHZ, EXC IN:

- DOMESTIC CLASS G AIRSPACE WHERE THE CLASS G FREQ SHALL BE USED

- TERMINAL CLASS A AND C AIRSPACE WHERE THE FOLLOWING MANDATORY BCST FREQUENCIES ARE TO BE USED:
- BRISBANE 124.7MHZ
- CAIRNS 118.4 MHZ.
- MACKAY 125.65 MHz
- ROCKHAMPTON 123.75 MHz

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

THE FLW EXCEPTIONS APPLY:

ALL ACTIVE MILITARY RESTRICTED AREAS MILITARY OPERATING AREAS AND MILITARY CTR.  
DARWIN. CLASS C AIRSPACE WITHIN 40NM DARWIN BELOW FL180 INCLUDING DARWIN TOWER.  
TOWNSVILLE. CLASS C AND G AIRSPACE WITHIN 36NM TOWNSVILLE BELOW FL180 INCLUDING TOWNSVILLE TOWER.

ATS ARE AVBL AS PUBLISHED IN AIP EN ROUTE SUP AUSTRALIA (ERSA) AT THE FLW TOWERS:

ARCHERFIELD. CLASS D CTR

BROOME. CLASS D AND E AIRSPACE WITH 31NM BROOME 5500FT AND BELOW

CAIRNS. CLASS C AIRSPACE WITHIN THE CAIRNS CTR BELOW 1000FT

COFFS HARBOUR. CLASS D AIRSPACE WITHIN 22NM COFFS HARBOUR 4500FT AND BELOW

GOLD COAST. CLASS C AIRSPACE WITHIN 15NM GOLD COAST BELOW 3500FT

SUNSHINE COAST. CLASS D AIRSPACE WITHIN 22NM SUNSHINE COAST 4500FT AND BELOW

TAMWORTH. CLASS C AND D AIRSPACE WITHIN 36NM TAMWORTH 4500FT AND BELOW

AERODROME CTL SER AVBL ON MANOEUVRING AREA ONLY AT THE FLW TOWERS:

MACKAY

ROCKHAMPTON

F) SFC

G) FL600

**AGGG 001 V01**

A) AGGG (ATS) DTG

E) ATS NOT AVBL IN OCEANIC CTA (OCA A) AIRSPACE

ATS IN THE AGGG FIR ABOVE FL245 SUBJECT TO CONTINGENCY DUE OPR RESTRICTIONS.

CONTINGENCY MAP (LISTED UNDER HONIARA/NAURU IN THE BRISBANE FIR) AVBL AT

<https://www.airservicesaustralia.com/notammaps/index.asp>

PILOTS/OPERATORS CONSIDERING OPERATING IN THE AGGG FIR ABOVE FL245 SHALL CTC AIRSERVICES NETWORK COORDINATION CENTRE BY TEL ON [XX XXXX XXXX] FOR FURTHER INFO.

ATC SER NOT AVBL IN CLASS A AIRSPACE ABOVE FL245.

TIBA PROCEDURES DETAILED IN AUSTRALIAN AIP APPLY.

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

HF SER NOT AVBL THIS AIRSPACE.

VHF FIS AND SAR ALERTING ARE NOT AVBL. TRAFFIC INFO NOT AVBL.

ADS/CPDLC LOGON: YBBB SER NOT AVBL THIS AIRSPACE.

F) FL245

G) FL600



**ANAU 002 V12**

A) ANAU (ATS) DTG

E) ATS NOT AVBL IN OCEANIC CTA (OCA A) AIRSPACE

ATS IN THE ANAU FIR ABOVE FL245 SUBJECT TO CONTINGENCY DUE OPR RESTRICTIONS.

CONTINGENCY MAP (LISTED UNDER HONIARA/NAURU IN THE BRISBANE FIR) AVBL AT  
<https://www.airservicesaustralia.com/notammaps/index.asp>

PILOTS/OPERATORS CONSIDERING OPR IN THE ANAU FIR ABOVE FL245 SHALL CTC AIRSERVICES NETWORK COORDINATION CENTRE BY TEL ON [XX XXXX XXXX] FOR FURTHER INFO.

ATC SER NOT AVBL IN CLASS A AIRSPACE ABOVE FL245.

TIBA PROCEDURES AS DETAILED IN AUSTRALIAN AIP APPLY.

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

HF SER NOT AVBL THIS AIRSPACE.

VHF FIS AND SAR ALERTING ARE NOT AVBL. TRAFFIC INFO NOT AVBL.

ADS/CPDLC LOGON: YBBB SER NOT AVBL THIS AIRSPACE.

F) FL245

G) FL600

## A.2 All ATS delivered by Melbourne ATSC not available

Ensure all information is correct and applicable to the situation before use. Navy text and/or text in square brackets requires review/input.

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

**Note:** HF may continue to operate subject to the reason for the contingency. If HF is also affected, delete reference to this service.

### YMMM 520 V10

A) YMMM (PRD) DTG

E) TEMPO RESTRICTED AREA ACT IN CLASS A, C AND E AIRSPACE OVER MAINLAND AUSTRALIA EXTENDING TO 12NM FROM THE COASTLINE.

ATS ARE NOT AVBL IN OCEANIC CTA (OCA A) AIRSPACE.

ATS IN THE YMMM FIR ARE SUBJECT TO CONTINGENCY DUE OPR RESTRICTIONS.

CONTINGENCY MAP AVBL AT <https://www.airservicesaustralia.com/notammaps/index.asp>

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

RELEVANT APPROVAL FROM CONTROLLING AUTHORITY REQUIRED.

PILOTS REQUESTING OPR IN CLASS A, C OR E AIRSPACE SHALL CTC THE AIRSERVICES NETWORK COORDINATION CENTRE BY TEL ON [XX XXXX XXXX] FOR ACCESS AUTHORITY.

AUTHORISATION TO ENTER THIS TEMPO RESTRICTED AREA DOES NOT CONSTITUTE CLEARANCE TO ENTER ANY ADJ OR EMBEDDED RESTRICTED AREAS OR MILITARY OPERATING AREAS.

ATC SER NOT AVBL IN CLASS A, C, D AND E AIRSPACE.

CLASS D AIRSPACE IS RECLASSIFIED TO CLASS G AIRSPACE.

TRAFFIC INFO AND SURVEILLANCE INFO SER NOT AVBL IN CLASS G AIRSPACE.

PILOTS/OPERATORS CONSIDERING OPERATING IFR IN CLASS G AIRSPACE SHALL CTC THE AIRSERVICES NETWORK COORDINATION CENTRE BY TEL ON [XX XXXX XXXX] FOR FURTHER INFO.

AVIATION RESCUE AND FIREFIGHTING SERVICES ARE UNAFFECTED.

PILOTS-IN-COMMAND ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WITHIN THE AFFECTED AIRSPACE.

FLIGHTS ARE RECOMMENDED TO UTILISE FIXED ROUTES VICE USER PREFERRED ROUTES (UPRS).

VHF FIS AND SAR ALERTING NOT AVBL. FIS MAY BE AVBL ON REQUEST FROM ADJ ATS UNITS [OR HF]. TRAFFIC INFO NOT AVBL.

ADS-C/CPDLC LOGON: YMMM SER NOT AVBL THIS AIRSPACE. ACFT MAY REMAIN LOGGED ON BUT POSITION REPORTS MUST BE BCST ON THE APPROPRIATE FREQ.

TIBA PROCEDURES DETAILED IN AIP APPLY.

TIBA FREQUENCIES: AT OR ABOVE FL200 128.95 MHZ. BELOW FL200 126.35 MHZ, EXC IN:

- DOMESTIC CLASS G AIRSPACE WHERE THE CLASS G FREQ SHALL BE USED

- TERMINAL CLASS A AND C AIRSPACE WHERE THE FOLLOWING MANDATORY BCST FREQUENCIES ARE TO BE USED
  - CANBERRA 125.9 MHZ
  - MELBOURNE 120.5 MHZ
  - ADELAIDE 118.2 MHZ
  - HOBART 125.55 MHZ
  - LAUNCESTON 123.8 MHZ

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

THE FLW EXCEPTIONS APPLY:

ALL ACTIVE MILITARY RESTRICTED AREAS MILITARY OPERATING AREAS AND MILITARY CTR SYDNEY. CLASS A, C AND G AIRSPACE WITHIN 45NM OF YSSY BELOW FL280 INCLUDING SYDNEY TOWER

PERTH. CLASS C AND G AIRSPACE WITHIN 36NM OF YPPH BELOW FL180 INCLUDING PERTH TOWER

ATS ARE AVBL AS PUBLISHED IN AIP EN ROUTE SUP AUSTRALIA (ERSA) AT THE FLW TOWERS:

ALBURY. CLASS C AND D AIRSPACE WITHIN 20NM ALBURY 4500FT AND BELOW  
ALICE SPRINGS. CLASS C AND D AIRSPACE WITHIN 15NM ALICE SPRINGS 4500FT AND BELOW  
AVALON. CLASS D AND E AIRSPACE WITHIN 12NM AVALON 4500FT AND BELOW  
CANBERRA. CLASS C AIRSPACE WITHIN 30NM CANBERRA 8500FT AND BELOW  
ESSENDON. CLASS C AIRSPACE SE QUADRANT OF ML CTR AND ADJACENT CLASS C STEP BELOW 2000FT

KARRATHA. CLASS D AIRSPACE WITHIN 31NM KARRATHA BELOW 5500FT  
BANKSTOWN, CAMDEN, JANDAKOT, MOORABBIN AND PARAFIELD. CLASS D CTR

AERODROME CTL SER AVBL ON MANOEUVRING AREA ONLY AT THE FLW TOWERS:

HOBART

LAUNCESTON

PORT HEDLAND AFIS AVBL AS PUBLISHED IN AIP ERSAs

F) SFC

G) FL600

### A.3 All ATS in YBBB FIR not available

Ensure all information is correct and applicable to the situation before use. Navy text and/or text in square brackets requires review/input.

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

**Note:** HF may continue to operate subject to the reason for the contingency. If HF is also affected, delete reference to this service.

#### YBBB 436 V5

A) YBBB (PRD) DTG

E) TEMPO RESTRICTED AREA ACT IN CTA CLASS A, C AND E AIRSPACE OVER MAINLAND AUSTRALIA EXTENDING TO 12NM FROM THE COASTLINE.

ATS NOT AVBL IN OCEANIC CTA (OCA A) AIRSPACE.

ATS IN THE YBBB FIR SUBJECT TO CONTINGENCY DUE OPR RESTRICTIONS.

CONTINGENCY MAP IS AVBL AT <https://www.airservicesaustralia.com/notammaps/index.asp>

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

RELEVANT APPROVAL FROM CONTROLLING AUTHORITY REQUIRED.

PILOTS REQUESTING OPR IN CLASS A, C OR E AIRSPACE SHALL CTC THE AIRSERVICES NETWORK COORDINATION CENTRE BY TEL ON [XX XXXX XXXX] FOR ACCESS AUTHORITY.

AUTHORISATION TO ENTER THIS TEMPO RESTRICTED AREA DOES NOT CONSTITUTE CLEARANCE TO ENTER ANY ADJ OR EMBEDDED RESTRICTED AREAS OR MILITARY OPERATING AREAS.

ATC SER NOT AVBL IN CLASS A, C, D AND E AIRSPACE.

CLASS D AIRSPACE IS RECLASSIFIED TO CLASS G AIRSPACE.

TRAFFIC INFO AND SURVEILLANCE INFO SER NOT AVBL IN CLASS G AIRSPACE.

PILOTS/OPERATORS CONSIDERING OPERATING IFR IN CLASS G AIRSPACE SHALL CTC THE AIRSERVICES NETWORK COORDINATION CENTRE BY TEL ON [XX XXXX XXXX] FOR FURTHER INFO.

AVIATION RESCUE AND FIREFIGHTING SERVICES ARE UNAFFECTED.

PILOTS-IN-COMMAND ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WITHIN THE AFFECTED AIRSPACE.

FLIGHTS ARE RECOMMENDED TO UTILISE FIXED ROUTES VICE USER PREFERRED ROUTES (UPRS).

VHF FIS AND SAR ALERTING NOT AVBL. FIS MAY BE AVBL FROM ADJ ATS UNITS. TRAFFIC INFO NOT AVBL.

ADS-C/CPDLC LOGON: YBBB SER NOT AVBL THIS AIRSPACE. ACFT MAY REMAIN LOGGED ON BUT POSITION REPORTS MUST BE BCST ON THE APPROPRIATE FREQ.

TIBA PROCEDURES DETAILED IN AIP APPLY.

TIBA FREQUENCIES: AT OR ABOVE FL200 128.95 MHZ. BELOW FL200 126.35 MHZ, EXC IN:

- DOMESTIC CLASS G AIRSPACE WHERE THE CLASS G FREQ SHALL BE USED

- TERMINAL CLASS A AND C AIRSPACE WHERE THE FOLLOWING MANDATORY BCST FREQUENCIES ARE TO BE USED:
  - BRISBANE 124.7MHZ
  - CAIRNS 118.4 MHZ
  - MACKAY 125.65 MHz
  - ROCKHAMPTON 123.75 MHz.

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

THE FLW EXCEPTIONS APPLY:

ALL ACTIVE MILITARY RESTRICTED AREAS MILITARY OPERATING AREAS AND MILITARY CTR. DARWIN. CLASS C AIRSPACE WITHIN 40NM DARWIN BELOW FL180 INCLUDING DARWIN TOWER. TOWNSVILLE. CLASS C AND G AIRSPACE WITHIN 36NM TOWNSVILLE BELOW FL180 INCLUDING TOWNSVILLE TOWER.

F) SFC

G) FL600

## A.4 All ATS in YMMM FIR not available

Ensure all information is correct and applicable to the situation before use. Navy text and/or text in square brackets requires review/input.

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

**Note:** HF may continue to operate subject to the reason for the contingency. If HF is also affected, delete reference to this service.

### YMMM 810 V4

A) YMMM (PRD) DTG

E) TEMPO RESTRICTED AREA ACT IN CLASS A, C AND E AIRSPACE OVER MAINLAND AUSTRALIA EXTENDING TO 12NM FROM THE COASTLINE.

ATS NOT AVBL IN OCEANIC CTA (OCA A) AIRSPACE.

ATS IN THE YMMM FIR ARE SUBJECT TO CONTINGENCY DUE OPR RESTRICTIONS.

CONTINGENCY MAP AVAILABLE AT <https://www.airservicesaustralia.com/notammaps/index.asp>

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

RELEVANT APPROVAL FROM CONTROLLING AUTHORITY REQUIRED.

PILOTS REQUESTING OPR IN CLASS A, C OR E AIRSPACE SHALL CTC THE AIRSERVICES NETWORK COORDINATION CENTRE BY TEL ON [XX XXXX XXXX] FOR ACCESS AUTHORITY.

AUTHORISATION TO ENTER THIS TEMPO RESTRICTED AREA DOES NOT CONSTITUTE CLEARANCE TO ENTER ANY ADJ OR EMBEDDED RESTRICTED AREAS OR MILITARY OPERATING AREAS.

ATC SER NOT AVBL IN CLASS A, C, D AND E AIRSPACE.

CLASS D AIRSPACE IS RECLASSIFIED TO CLASS G AIRSPACE.

TRAFFIC INFO AND SURVEILLANCE INFO SER NOT AVBL IN CLASS G AIRSPACE.

PILOTS/OPERATORS CONSIDERING OPERATING IFR IN CLASS G AIRSPACE SHALL CTC THE AIRSERVICES NETWORK COORDINATION CENTRE BY TEL ON [XX XXXX XXXX] FOR FURTHER INFO.

AVIATION RESCUE AND FIREFIGHTING SERVICES ARE UNAFFECTED.

PILOTS-IN-COMMAND ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WITHIN THE AFFECTED AIRSPACE.

FLIGHTS ARE RECOMMENDED TO UTILISE FIXED ROUTES VICE USER PREFERRED ROUTES (UPRS).

VHF FIS AND SAR ALERTING NOT AVBL. FIS MAY BE AVBL FROM ADJ ATS UNITS [OR HF]. TRAFFIC INFO NOT AVBL.

ADS-C/CPDLC LOGON: YMMM SER NOT AVBL THIS AIRSPACE. ACFT MAY REMAIN LOGGED ON BUT POSITION REPORTS MUST BE BCST ON THE APPROPRIATE FREQ.

TIBA PROCEDURES DETAILED IN AIP APPLY.

TIBA FREQUENCIES: AT OR ABOVE FL200 128.95 MHZ. BELOW FL200 126.35 MHZ, EXC IN:

- DOMESTIC CLASS G AIRSPACE WHERE THE CLASS G FREQ SHALL BE USED

- TERMINAL CLASS A AND C AIRSPACE WHERE THE FOLLOWING MANDATORY BCST FREQUENCIES ARE TO BE USED
  - CANBERRA 125.9 MHZ
  - MELBOURNE 120.5 MHZ
  - ADELAIDE 118.2 MHZ
  - PERTH 123.6 MHZ
  - SYDNEY 128.3 MHZ
  - HOBART 125.55 MHz
  - LAUNCESTON 123.8 MHz.

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

THE FLW EXCEPTIONS APPLY:

| ALL ACTIVE MILITARY RESTRICTED AREAS MILITARY OPERATING AREAS AND MILITARY CTR

F) SFC

G) FL600

## Appendix B Briefings

These briefings are designed for a complete loss of service to either ATSC or FIR.

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 any NOTAM issued.

Index	
C.1	CRM
C.2	Sectors in affected ATSC
C.3	TCUs with loss of service
C.4	Adjacent TCUs without loss of service
C.5	Towers in affected FIR
C.6	Adjacent sectors in other ATSC
C.7	HF (Melbourne ATSC/FIR not available)
C.8	Military
C.9	Foreign ANSPs <b>For Brisbane ATSC:</b> Makassar, Port Moresby, Oakland, Nadi, Auckland, Nauru, Honiara, Port Vila, Tontouta <b>For Melbourne ATSC:</b> Mauritius, Colombo, Jakarta, Makassar, Johannesburg, Auckland
C.10	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
- 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 NCC in undertaking the above responsibilities.

### B.1.1 Checklist

Once you have reviewed chapter 3 of this plan, complete the checklist tasks below.

Section	Ref	Item	Done
Pre contingency	<a href="#">C.1.2</a>	<a href="#">Ensure briefings completed</a>	<input type="checkbox"/>
During contingency	<a href="#">C.1.3</a>	<a href="#">Maintain logs</a>	<input type="checkbox"/>
Post contingency	<a href="#">C.1.4</a>	<a href="#">Resume ATS</a>	<input type="checkbox"/>
	<a href="#">C.1.5</a>	<a href="#">Notify CASA</a>	<input type="checkbox"/>
	<a href="#">C.1.6</a>	<a href="#">Complete reports</a>	<input type="checkbox"/>

### B.1.2 Ensure briefings completed

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

Notification to:	✓
Units in affected ATSC	
Adjacent domestic civil ATS units	
Towers in affected FIR	
HF (if service continues to be provided)	
Airline Operations (through NCC)	
ARFFS	
JRCC Australia	
HQJOC	
Adjacent and embedded military ATS units	
Foreign ATS providers adjoining the FIR	
TOC	
Service Desk (Airways and Business)	

### B.1.3 Maintain logs

Maintain an activity log 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 NCC can populate a Collaborative Information Display (CID) with the affected aircraft as a cross check on request.

### B.1.4 Resume ATS

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

- establish the sequence and timing of service restoration;
- coordinate with the SM and NCC;
- check and confirm the readiness of all staff, facilities and equipment;
- coordinate and confirm arrangements with adjacent units; and
- implement in accordance with [4. Resumption](#).

### B.1.5 Notify CASA

Advise any service variation to Regulatory Engagement (email: [regulatoryengagement@airservicesaustralia.com](mailto: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.

### B.1.6 Complete reports

Finalise the [Variation to Published Services: Operational Hazard Assessment \(ATS-FORM-0005\)](#) and forward it as shown on the form. File the form in the contingency activation file with other relevant documents.

The CRM must complete and submit a [Post Activation Review Report \(C-TEMP0116\)](#) (PAR) to the relevant DO within 28 days of activation. The DO will review the report and forward to:

- [ANSOSM@airservicesaustralia.com](mailto:ANSOSM@airservicesaustralia.com); and
- [resilience@airservicesaustralia.com](mailto:resilience@airservicesaustralia.com)

## B.2 Sectors in affected ATSC

- 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

<b>Broadcast</b>	Broadcast Hazard Alerts (standard parameters apply) advising that ATS will not be available and that contingency procedures will apply.
<b>Suggested phraseology</b>	
<b>Hazard alert</b>	ALL STATIONS, ATS WILL NOT BE AVAILABLE THIS FREQUENCY (these frequencies) FROM (time). ACCESS TO CLASS A, C AND E AIRSPACE IS RESTRICTED. TIBA PROCEDURES APPLY. REFER TO NOTAM XXX (domestic or international NOTAM number as appropriate).
<b>SARTIMEs</b>	If a pilot lodges SARTIME details (irrespective of flight category) for arrival at locations within the TRA, relay the details to Sartimes.
<b>HMI</b>	<p>If the aircraft will communicate with Airservices ATC on exit from the TRA:</p> <ul style="list-style-type: none"> <li>• Clear the CFL;</li> <li>• Put 'TIBA' in the LABEL_DATA field - to indicate aircraft has been given TIBA/TRA frequency; and</li> <li>• Do not hand-off label - the next available controller will assume jurisdiction when comms are established with the aircraft.</li> </ul> <p>Inhibit the FDR if all the following apply:</p> <ul style="list-style-type: none"> <li>• The airspace will not be monitored during the contingency;</li> <li>• The aircraft will land within, or vacate, the TRA prior to resumption of normal services; and</li> <li>• The aircraft will not communicate with Airservices ATC on exit from the TRA, e.g. exiting at foreign FIR boundary.</li> </ul> <p>Display the INHI List to assist the controller resuming normal service.</p>

<b>TIBA frequencies</b>	<b>Airspace</b>	<b>TIBA frequency</b>
	At and above FL200	<b>128.95</b>
	Below FL200, except in domestic Class G airspace	<b>126.35</b>
	Domestic Class G airspace	Applicable FIA frequency
TMA	Adelaide: <b>118.2</b> Brisbane: <b>124.7</b> Cairns: <b>118.4</b> Canberra: <b>125.9</b> Hobart: <b>125.55</b> Launceston: <b>123.8</b> Mackay: <b>125.65</b> Melbourne: <b>132.0</b> Rockhampton: <b>123.75</b> Perth: <b>123.6</b> Sydney: <b>128.3</b>	
<b>Downstream frequencies</b>	CRM to enter relevant downstream frequencies (for traffic exiting TRA):	
	<b>Sector</b>	<b>Frequency</b>
	Tower (if operating)	Adelaide: <b>120.5</b> Avalon: <b>120.1</b> Brisbane: <b>120.5</b> Cairns: <b>124.9</b> Canberra: <b>118.7</b> Essendon: <b>125.1</b> Gold Coast: <b>118.7</b> Hobart: <b>118.1</b> Launceston: <b>118.7</b> Mackay: <b>124.5</b> Melbourne: <b>120.5</b> Perth: <b>127.4</b> Rockhampton: <b>118.1</b> Sydney: <b>120.5</b>

<b>Transmit</b>	Broadcast a hazard alert at the start of the contingency. Make directed transmissions to aircraft that will be operating in the contingency airspace.
<b>Suggested phraseology</b>	
<b>Hazard Alert</b>	<ul style="list-style-type: none"> <li>ALL STATIONS, ATS PROVIDED THIS FREQUENCY (these frequencies) IS NOT AVAILABLE. ACCESS TO AIRSPACE IS RESTRICTED. TIBA PROCEDURES APPLY. REFER TO NOTAM XXX (domestic or international NOTAM number as appropriate)</li> <li>HIGH (low) LEVEL TRAFFIC TO THE (north, south, east, west) OF (well-known location, e.g. LEC, AD, MA) WILL BE AFFECTED.</li> </ul>

<b>Transmit</b>	Broadcast a hazard alert at the start of the contingency. Make directed transmissions to aircraft that will be operating in the contingency airspace.
<b>Directed transmissions</b>	<ul style="list-style-type: none"> <li>• ABC, AUTHORISED TO OPERATE WITHIN THE TEMPORARY RESTRICTED AREA DESCRIBED IN NOTAM XXX (domestic or international NOTAM number as appropriate)</li> <li>• AUTHORISATION TO OPERATE IN THIS TEMPORARY RESTRICTED AREA DOES NOT CONSTITUTE A CLEARANCE THROUGH RXXX/MXXX (embedded or adjacent military restricted/operating areas)</li> <li>• KNOWN TRAFFIC IS .....</li> <li>• TIBA FREQUENCY IS .....</li> <li>• KNOWN MILITARY ('DUE REGARD') (HIGH SEAS FIRING) OPERATIONS IN AREA XXX. (NOTAM XXX REFERS)</li> <li>• MONITOR FREQUENCY (XXX.XX) (normal ATC frequency for the affected volume)</li> <li>• 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</li> <li>• CONTACT TOWER ON (if operating, see table above) APPROACHING THE CIRCUIT AREA</li> <li>• CONTROL SERVICE, [TRAFFIC INFORMATION SERVICE], IDENTIFICATION AND [SARWATCH] TERMINATED. FREQUENCY CHANGE APPROVED.</li> </ul>

## B.2.2 Resumption of service

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

## B.3 TCUs with loss of service

### B.3.1 Pre contingency

<b>Broadcast</b>	Broadcast Hazard Alerts (standard parameters apply) advising that ATS will not be available and that contingency procedures will apply.
<b>Suggested phraseology</b>	
<b>Hazard alert</b>	ALL STATIONS, ATS WILL NOT BE AVAILABLE THIS FREQUENCY (these frequencies) FROM (time). ACCESS TO CLASS A, C AND E AIRSPACE IS RESTRICTED. TIBA AND MANDATORY BROADCAST PROCEDURES APPLY. REFER TO NOTAM XXX (domestic or international NOTAM number as appropriate).
<b>Terminating services</b>	<ul style="list-style-type: none"> <li>• Provide a known traffic statement in TRA</li> <li>• Advise the pilot that TIBA and mandatory broadcast procedures apply on frequency – see table below</li> <li>• <b>If Tower still operating</b> – Advise pilot to contact the tower approaching the circuit area – see table below</li> <li>• Provide a directed release from control to mandatory broadcast frequency – see table below.</li> </ul>
<b>SARTIMEs</b>	If a pilot lodges SARTIME details (irrespective of flight category) for arrival at locations within the TRA, relay the details to Sartimes.
<b>HMI</b>	<p>If the aircraft will communicate with Airservices ATC on exit from the TRA:</p> <ul style="list-style-type: none"> <li>• Clear the CFL;</li> <li>• Put 'TIBA' in the LABEL_DATA field - to indicate aircraft has been given TIBA/TRA frequency; and</li> <li>• Do not hand-off label - the next available controller will assume jurisdiction when comms are established with the aircraft.</li> </ul> <p>Inhibit the FDR if all the following apply:</p> <ul style="list-style-type: none"> <li>• The airspace will not be monitored during the contingency;</li> <li>• The aircraft will land within, or vacate, the TRA prior to resumption of normal services; and</li> <li>• The aircraft will not communicate with Airservices ATC on exit from the TRA, e.g. exiting into Defence airspace.</li> </ul> <p>Display the INHI List to assist the controller resuming normal service.</p>

<b>TIBA frequencies</b>	<b>Airspace</b>	<b>TIBA frequency</b>
	ENR airspace at and above FL200	<b>128.95</b>
	ENR airspace below FL200	<b>126.35</b>
	Domestic Class G airspace	Applicable FIA frequency
	TMA	Adelaide: <b>118.2</b> Brisbane: <b>124.7</b> Cairns: <b>118.4</b> Canberra: <b>125.9</b> Hobart: <b>125.55</b> Launceston: <b>123.8</b> Mackay: <b>125.65</b> Melbourne: <b>132.0</b> Rockhampton: <b>123.75</b> Perth: <b>123.6</b> Sydney: <b>128.3</b>
<b>Downstream frequencies</b>	CRM to enter relevant downstream frequencies (for traffic exiting TRA):	
	<b>Unit</b>	<b>Frequency</b>
	Tower (if operating)	Adelaide: <b>120.5</b> Avalon: <b>120.1</b> Brisbane: <b>120.5</b> Cairns: <b>124.9</b> Canberra: <b>118.7</b> Essendon: <b>125.1</b> Gold Coast: <b>118.7</b> Hobart: <b>118.1</b> Launceston: <b>118.7</b> Mackay: <b>124.5</b> Melbourne: <b>120.5</b> Perth: <b>127.4</b> Rockhampton: <b>118.1</b> Sydney: <b>120.5</b>

<b>Transmit</b>	Broadcast a hazard alert at the start of the contingency. Make directed transmissions to aircraft that will be operating in the contingency airspace.
<b>Suggested phraseology</b>	

<b>Transmit</b>	<p>Broadcast a hazard alert at the start of the contingency.</p> <p>Make directed transmissions to aircraft that will be operating in the contingency airspace.</p>
<b>Hazard alert</b>	<ul style="list-style-type: none"> <li>• ALL STATIONS, ATS PROVIDED THIS FREQUENCY (these frequencies) IS NOT AVAILABLE. ACCESS TO AIRSPACE IS RESTRICTED. TIBA AND MANDATORY BROADCAST PROCEDURES APPLY. REFER TO NOTAM XXX (domestic or international NOTAM number as appropriate)</li> <li>• HIGH (low) LEVEL TRAFFIC TO THE (north, south, east, west) OF (well-known location, e.g. LEC, AD, MA) WILL BE AFFECTED.</li> </ul>
<b>Directed transmissions</b>	<ul style="list-style-type: none"> <li>• ABC, AUTHORISED TO OPERATE WITHIN THE TEMPORARY RESTRICTED AREA DESCRIBED IN NOTAM XXX (domestic or international NOTAM number as appropriate)</li> <li>• AUTHORISATION TO OPERATE IN THIS TEMPORARY RESTRICTED AREA DOES NOT CONSTITUTE A CLEARANCE THROUGH RXXX/MXXX (embedded or adjacent military restricted/operating areas)</li> <li>• KNOWN TRAFFIC IS .....</li> <li>• TIBA FREQUENCY IS .....</li> <li>• KNOWN MILITARY ('DUE REGARD') (HIGH SEAS FIRING) OPERATIONS IN AREA XXX. (NOTAM XXX REFERS)</li> <li>• 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</li> <li>• CONTACT TOWER ON (if operating, see table above) APPROACHING THE CIRCUIT AREA</li> <li>• CONTROL SERVICE, [TRAFFIC INFORMATION SERVICE], IDENTIFICATION AND [SARWATCH TERMINATED]. FREQUENCY CHANGE APPROVED.</li> </ul>



### B.3.2 Resumption of service

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

## B.4 Adjacent TCUs without loss of service

- **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.4.1 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.4.2 Pre contingency

<b>Broadcast</b>	Broadcast Hazard Alerts (standard parameters apply) advising that ATS will not be available and that contingency procedures will apply.
<b>Suggested phraseology</b>	
<b>Hazard alert pre-contingency</b>	ALL STATIONS, ATS PROVIDED BY CENTRE ON (frequency) WILL NOT BE 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).
<b>Hazard alert at start of contingency</b>	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)

### B.4.3 During contingency

<p><b>Departing aircraft - terminating services</b></p>	<ul style="list-style-type: none"> <li>• Provide a known traffic statement in TRA</li> <li>• Advise the pilot that TIBA and mandatory broadcast procedures apply on frequency – see table below</li> <li>• Obtain pilot intentions</li> <li>• <b>If destination Tower in affected FIR still operating</b> – Advise pilot to contact the tower approaching the circuit area – see table below</li> <li>• Provide a directed release from control to mandatory broadcast frequency – see table below.</li> </ul>										
<p><b>SARTIMEs</b></p>	<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><b>HMI</b></p>	<p>If the aircraft will communicate with Airservices ATC on exit from the TRA:</p> <ul style="list-style-type: none"> <li>• Clear the CFL;</li> <li>• Put 'TIBA' in the LABEL_DATA field - to indicate aircraft has been given TIBA/TRA frequency; and</li> <li>• Do not hand-off label - the next available controller will assume jurisdiction when comms are established with the aircraft.</li> </ul> <p>Inhibit the FDR if all the following apply:</p> <ul style="list-style-type: none"> <li>• The airspace will not be monitored during the contingency;</li> <li>• The aircraft will land within, or vacate, the TRA prior to resumption of normal services; and</li> <li>• The aircraft will not communicate with Airservices ATC on exit from the TRA, e.g. exiting into Defence airspace.</li> </ul> <p>Display the INHI List to assist the controller resuming normal service.</p>										
<p><b>Climb or descent request in TRA</b></p>	<p>If an aircraft requests a change of level when entering TRA, ATC will advise CLIMB/DESCENT IS AT PILOT DISCRETION and provide an updated traffic statement if applicable.</p> <p>Within TRA ATC does not provide separation.</p>										
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<b>Downstream frequencies</b>	CRM to enter relevant downstream frequencies (for traffic exiting TRA):	
	<b>Unit</b>	<b>Frequency</b>
	Tower (if operating)	Adelaide: <b>120.5</b> Avalon: <b>120.1</b> Brisbane: <b>120.5</b> Cairns: <b>124.9</b> Canberra: <b>118.7</b> Essendon: <b>125.1</b> Gold Coast: <b>118.7</b> Hobart: <b>118.1</b> Launceston: <b>118.7</b> Mackay: <b>124.5</b> Melbourne: <b>120.5</b> Perth: <b>127.4</b> Rockhampton: <b>118.1</b> Sydney: <b>120.5</b>

<b>Transmit</b>	Make directed transmissions to aircraft that will be operating in the contingency airspace.
<b>Suggested phraseology</b>	
<b>Directed transmissions</b>	<ul style="list-style-type: none"> <li>• ABC, AUTHORISED TO OPERATE WITHIN THE TEMPORARY RESTRICTED AREA DESCRIBED IN NOTAM XXX (domestic or international NOTAM number as appropriate)</li> <li>• AUTHORISATION TO OPERATE IN THIS TEMPORARY RESTRICTED AREA DOES NOT CONSTITUTE A CLEARANCE THROUGH RXXX/MXXX (embedded or adjacent military restricted/operating areas)</li> <li>• KNOWN TRAFFIC IS .....</li> <li>• TIBA FREQUENCY IS .....</li> <li>• KNOWN MILITARY ('DUE REGARD') (HIGH SEAS FIRING) OPERATIONS IN AREA XXX. (NOTAM XXX REFERS)</li> <li>• 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</li> <li>• CONTACT TOWER ON (if operating, see table above) APPROACHING THE CIRCUIT AREA.</li> <li>• CONTROL SERVICE, TRAFFIC INFORMATION SERVICE, [IDENTIFICATION] AND SARWATCH TERMINATED. FREQUENCY CHANGE APPROVED.</li> </ul>
<b>Arriving aircraft</b>	Pilots should establish communications with the next available ATS sector/unit 15 minutes prior to exiting TRA. <ul style="list-style-type: none"> <li>• Provide a known traffic statement and issue airways clearance.</li> </ul>

<b>Transmit</b>	Make directed transmissions to aircraft that will be operating in the contingency airspace.
<b>Arriving aircraft - HMI</b>	<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"> <li>• Assume jurisdiction of the aircraft;</li> <li>• Enter the cleared CFL;</li> <li>• Remove 'TIBA' from the LABEL_DATA field; and</li> <li>• Identify the aircraft (if applicable).</li> </ul>

#### **B.4.4 Resumption of service**

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

## B.5 Towers in affected FIR

- **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.5.1 Pre contingency

<b>Broadcast</b>	Broadcast Hazard Alerts (standard parameters apply) advising that ATS will not be available and that contingency procedures will apply.
<b>Suggested phraseology</b>	
<b>Hazard alert</b>	ALL STATIONS, ATS PROVIDED BY CENTRE ON (frequency) WILL NOT BE 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).

<b>ATIS – ATSC not available</b>	Update ATIS with relevant information and include: 'ATS PROVIDED BY (BRISBANE <i>or</i> MELBOURNE) CENTRE ARE NOT AVAILABLE. EN ROUTE [AND APPROACH] SERVICES ARE AFFECTED. CONTACT AIRSERVICES NCC (telephone number) FOR FURTHER INFORMATION'.
<b>ATIS – FIR not available</b>	Update ATIS to information Zulu and include: 'FROM [time] APPROACH CONTROL SERVICES ON (frequencies) ARE NOT AVAILABLE. AERODROME CONTROL SERVICES ON (frequencies or ALL FREQUENCIES) ARE NOT AVAILABLE. ACCESS TO AIRSPACE IS RESTRICTED. TIBA PROCEDURES APPLY ON (frequency) AND MANDATORY BROADCAST PROCEDURES APPLY ON (frequency). CONTACT AIRSERVICES NCC (telephone number) FOR FURTHER INFORMATION'.
<b>Notification</b>	Notify: <ul style="list-style-type: none"> <li>• Airport operator</li> <li>• UTS</li> <li>• ARFFS.</li> </ul>

<b>Transmit</b>	Broadcast a hazard alert at the start of the contingency. Make directed transmissions to aircraft that will be operating in the contingency airspace.
<b>Suggested phraseology</b>	
<b>Hazard alert at start of contingency</b>	ALL STATIONS, TIBA AND MANDATORY BROADCAST PROCEDURES NOW APPLY [IN ADJACENT AIRSPACE]. ACCESS TO AIRSPACE IS RESTRICTED. [AERODROME CONTROL SERVICES NOT AVAILABLE.] REFER TO NOTAM XXX (domestic or international NOTAM number as appropriate)

<b>Directed transmissions</b>	<ul style="list-style-type: none"> <li>• ABC, AUTHORISED TO OPERATE WITHIN THE TEMPORARY RESTRICTED AREA DESCRIBED IN NOTAM XXX (domestic or international NOTAM number as appropriate)</li> <li>• AUTHORISATION TO OPERATE IN THIS TEMPORARY RESTRICTED AREA DOES NOT CONSTITUTE A CLEARANCE THROUGH RXXX/MXXX (embedded or adjacent military restricted/operating areas)</li> <li>• KNOWN TRAFFIC IS .....</li> <li>• TIBA FREQUENCY IS .....</li> <li>• KNOWN MILITARY ('DUE REGARD') (HIGH SEAS FIRING) OPERATIONS IN AREA XXX. (NOTAM XXX REFERS)</li> <li>• 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</li> <li>• CONTACT TOWER ON (if operating, see table above) APPROACHING THE CIRCUIT AREA.</li> <li>• CONTROL SERVICE, [TRAFFIC INFORMATION SERVICE], [IDENTIFICATION] AND [SARWATCH] TERMINATED. FREQUENCY CHANGE APPROVED.</li> </ul>
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## B.5.2 During contingency – if tower still operating

<b>Arrivals - exiting from TRA</b>	<ul style="list-style-type: none"> <li>• Provide a known traffic statement and issue airways clearance (if tower has airspace) or sequence instructions.</li> <li>• Validate operational data entered by the CRM during the contingency before using for separation purposes.</li> </ul>
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<b>Departing aircraft - terminating services</b>	<ul style="list-style-type: none"> <li>• Provide a known traffic statement in TRA. Separation will only be provided while the flight is receiving a control service.</li> <li>• Advise the pilot that TIBA and mandatory broadcast procedures apply on frequency – see table below</li> <li>• <b>If destination Tower in affected FIR still operating</b> – Advise pilot to contact the tower approaching the circuit area – see table below</li> <li>• Provide a directed release from control to mandatory broadcast frequency – see ‘Directed transmissions’ phraseology above.</li> </ul>											
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### B.5.3 Resumption of service

<b>ATIS</b>	Update ATIS Zulu with relevant information. If tower is reopening, include: 'CONTROL SERVICES ARE CURRENTLY UNAVAILABLE. FROM [time] APPROACH CONTROL SERVICES ON [frequencies] AND AERODROME CONTROL SERVICES ON (frequencies or ALL FREQUENCIES) WILL BE AVAILABLE. MANDATORY BROADCAST PROCEDURES APPLY UNTIL [time]'. At the service resumption time update ATIS with relevant operational information.
<b>Coordination</b>	Coordinate with the CRM for resumption of traffic processing to and from the TRA
<b>Data validity</b>	Validate operational data entered by the CRM during the contingency before using for separation purposes.
<b>Individual aircraft</b>	Contact each aircraft, issue a final traffic statement (if necessary), establish ATC separation, and issue/confirm onwards clearance.
<b>Broadcast</b>	Broadcast to advise that TIBA procedures will terminate and normal services will resume.
<b>Suggested phraseology</b>	
<b>Resumption of published services</b>	TIBA AND MANDATORY BROADCAST PROCEDURES [IN ADJACENT AIRSPACE] TERMINATED, PUBLISHED SERVICES HAVE RESUMED.

## **B.6 Adjacent sectors in other ATSC**

- Airspace affected by the contingency retains the ICAO classification
- Domestic Class A, C and E airspace is declared TRA
- Class A oceanic airspace retains classification; no ATS provided
- 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 TRA. Where a STAR is normally issued, ATC should continue to issue the STAR, but in TRA STAR tracking is advisory only - the decision to continue via the STAR is at pilot discretion.
- Limited FIS may be available from HF
- 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.6.1 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.6.2 Pre contingency

<b>Broadcast</b>	Broadcast Hazard Alerts (standard parameters apply) advising that ATS will not be available and that contingency procedures will apply.
<b>Suggested phraseology</b>	
<b>Hazard alert</b>	ALL STATIONS, ATS PROVIDED BY CENTRE ON (frequency) WILL NOT BE 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).
<b>Hazard alert at start of contingency</b>	<ul style="list-style-type: none"> <li>• 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)</li> <li>• HIGH (low) LEVEL TRAFFIC TO THE (north, south, east, west) OF (well-known location, e.g. LEC, AD, MA) WILL BE AFFECTED.</li> </ul>

## B.6.3 During contingency

<b>Aircraft entering TRA - terminating services</b>	<ul style="list-style-type: none"> <li>• Provide a known traffic statement in TRA</li> <li>• Advise the pilot that TIBA and mandatory broadcast procedures apply on frequency – see table below</li> <li>• Obtain pilot intentions</li> <li>• <b>If destination Tower in affected FIR still operating</b> – Advise pilot to contact the tower approaching the circuit area – see table below</li> <li>• Provide a directed release from control to mandatory broadcast frequency – see table below.</li> </ul>
<b>SARTIMES</b>	If a pilot lodges SARTIME details (irrespective of flight category) for arrival at locations within the TRA, relay the details to Sartimes.
<b>HMI</b>	<p>If the aircraft will communicate with Airservices ATC on exit from the TRA:</p> <ul style="list-style-type: none"> <li>• Clear the CFL;</li> <li>• Put 'TIBA' in the LABEL_DATA field - to indicate aircraft has been given TIBA/TRA frequency; and</li> <li>• Do not hand-off label - the next available controller will assume jurisdiction when comms are established with the aircraft.</li> </ul> <p>Inhibit the FDR if all the following apply:</p> <ul style="list-style-type: none"> <li>• The airspace will not be monitored during the contingency;</li> <li>• The aircraft will land within, or vacate, the TRA prior to resumption of normal services; and</li> <li>• The aircraft will not communicate with Airservices ATC on exit from the TRA, e.g. exiting into Defence airspace</li> </ul> <p>Display the INHI List to assist the controller resuming normal service.</p>
<b>Climb or descent request in TRA</b>	<p>If an aircraft requests a change of level when entering TRA, advise CLIMB/DESCENT IS AT PILOT DISCRETION, and provide an updated traffic statement if applicable.</p> <p>Within TRA ATC does not provide separation.</p>

<b>TIBA frequencies</b>	<b>Airspace</b>	<b>TIBA frequency</b>
	ENR airspace at and above FL200	<b>128.95</b>
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<b>Transmit</b>	Make directed transmissions to aircraft that will be operating in the contingency airspace.
<b>Suggested phraseology</b>	
<b>Directed transmissions</b>	<ul style="list-style-type: none"> <li>• ABC, AUTHORISED TO OPERATE WITHIN THE TEMPORARY RESTRICTED AREA DESCRIBED IN NOTAM XXX (domestic or international NOTAM number as appropriate)</li> <li>• AUTHORISATION TO OPERATE IN THIS TEMPORARY RESTRICTED AREA DOES NOT CONSTITUTE A CLEARANCE THROUGH RXXX/MXXX (embedded or adjacent military restricted/operating areas)</li> <li>• KNOWN TRAFFIC IS .....</li> <li>• TIBA FREQUENCY IS .....</li> <li>• KNOWN MILITARY ('DUE REGARD') (HIGH SEAS FIRING) OPERATIONS IN AREA XXX. (NOTAM XXX REFERS)</li> <li>• 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</li> <li>• CONTACT TOWER ON (if operating, see table above) APPROACHING THE CIRCUIT AREA.</li> <li>• CONTROL SERVICE, TRAFFIC INFORMATION SERVICE, [IDENTIFICATION] AND SARWATCH TERMINATED. FREQUENCY CHANGE APPROVED.</li> </ul>

<b>Aircraft exiting TRA</b>	<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>
<b>Aircraft exiting TRA - HMI</b>	<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"> <li>• Assume jurisdiction of the aircraft</li> <li>• Enter the cleared CFL</li> <li>• Remove 'TIBA' from the LABEL_DATA field</li> <li>• Identify the aircraft (if applicable).</li> </ul>

## B.6.4 Resumption of service

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

## B.7 HF (Melbourne ATSC/FIR not available)

- Melbourne Centre Air Traffic Services are not available from [time] UTC due to operational restrictions
- NOTAM [number] applies
- 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 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"> <li>1) Record the information provided on the Flightwatch Communications Record;</li> <li>2) Advise the caller that TIBA procedures are active and that Air Traffic Control services are not provided; and</li> <li>3) Pass the information to the CRM by voice or AFTN message to the relevant Centre.</li> </ol>	<ol style="list-style-type: none"> <li>1) For existing strip presentations, record in the ESDS the information provided by the caller and send the AIREP as normal;</li> <li>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</li> <li>3) Pass the information to the CRM by voice or AFTN message to the relevant Centre.</li> </ol>

<b>Advice to pilots</b>	<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> <ul style="list-style-type: none"> <li>• Advise pilots of TIBA frequencies and limits of affected airspace; and</li> <li>• Advise pilots to contact next available sector at least 15 minutes prior to boundary with active control (see frequency table).</li> </ul>											
<b>Coordinate</b>	Coordinate received estimate and level with the CRM.											
<b>TIBA frequencies</b>	<table border="1"> <thead> <tr> <th data-bbox="475 477 1102 524"><b>Airspace</b></th> <th data-bbox="1110 477 1437 524"><b>TIBA frequency</b></th> </tr> </thead> <tbody> <tr> <td data-bbox="475 535 1102 577">ENR airspace at and above FL200</td> <td data-bbox="1110 535 1437 577"><b>128.95</b></td> </tr> <tr> <td data-bbox="475 589 1102 631">ENR airspace below FL200</td> <td data-bbox="1110 589 1437 631"><b>126.35</b></td> </tr> <tr> <td data-bbox="475 642 1102 685">Domestic Class G airspace</td> <td data-bbox="1110 642 1437 685">Applicable FIA frequency</td> </tr> <tr> <td data-bbox="475 696 1102 1160">TMA</td> <td data-bbox="1110 696 1437 1160">           Adelaide: <b>118.2</b>            Brisbane: <b>124.7</b>            Cairns: <b>118.4</b>            Canberra: <b>125.9</b>            Hobart: <b>125.55</b>            Launceston: <b>123.8</b>            Mackay: <b>125.65</b>            Melbourne: <b>132.0</b>            Rockhampton: <b>123.75</b>            Perth: <b>123.6</b>            Sydney: <b>128.3</b> </td> </tr> </tbody> </table>		<b>Airspace</b>	<b>TIBA frequency</b>	ENR airspace at and above FL200	<b>128.95</b>	ENR airspace below FL200	<b>126.35</b>	Domestic Class G airspace	Applicable FIA frequency	TMA	Adelaide: <b>118.2</b> Brisbane: <b>124.7</b> Cairns: <b>118.4</b> Canberra: <b>125.9</b> Hobart: <b>125.55</b> Launceston: <b>123.8</b> Mackay: <b>125.65</b> Melbourne: <b>132.0</b> Rockhampton: <b>123.75</b> Perth: <b>123.6</b> Sydney: <b>128.3</b>
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**Suggested phraseology****To aircraft inbound to OCA  
subject to TIBA**

- ATS PROVIDED BY MELBOURNE (or BRISBANE) CENTRE ON (*frequency(s)*) ARE NOT AVAILABLE. TIBA PROCEDURES APPLY IN CONTINGENCY AIRSPACE ON (*frequency*). REFER NOTAM (*number*)
- ADVISE ESTIMATE (*position*) AND INTENDED ENTRY LEVEL
- KNOWN MILITARY (DUE REGARD *or* HIGH SEAS FIRING) OPERATIONS IN AREA. NOTAM (*number*) REFERS
- CONTACT (*next sector*) ON (*frequency*) FIFTEEN MINUTES PRIOR TO (*position*)



## B.8 Military

- Air Traffic Services provided by [Brisbane/Melbourne] Centre are not available from [time] UTC due to operational restrictions
- NOTAM [number] applies
- 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.8.1 Pre contingency

Suggested phraseology	
<b>Hazard alert</b>	ALL STATIONS, ATS PROVIDED BY MELBOURNE (or BRISBANE) CENTRE WILL NOT BE AVAILABLE FROM (time). ACCESS TO CLASS A, C and E AIRSPACE IS RESTRICTED. TIBA PROCEDURES APPLY. REFER NOTAM (number)
<b>At start of contingency</b>	<ul style="list-style-type: none"> <li>• ALL STATIONS, TIBA PROCEDURES NOW APPLY IN ADJACENT AIRSPACE. ACCESS IS RESTRICTED. REFER NOTAM (number)</li> <li>• HIGH/LOW LEVEL TRAFFIC TO THE (direction) OF (prominent location) WILL BE AFFECTED</li> </ul>

### B.8.2 During contingency

Procedures for aircraft	
<b>Entering TRA</b>	<ul style="list-style-type: none"> <li>• Domestic Class A, C and E airspace has been classified TRA with no ATC services available. Climb and descent is at pilot discretion</li> <li>• Class A and G oceanic airspace greater than 12 NM from the coastline remains classified as Class A and G airspace for which no ATS is available</li> <li>• TIBA procedures apply. Additionally, mandatory broadcast procedures apply in high-density terminal areas</li> <li>• Pilots are responsible for terrain and collision avoidance within contingency airspace</li> <li>• Authorisation to operate in the TRA does not constitute a clearance through embedded or adjacent military restricted or operating areas</li> </ul>
<b>Exiting TRA</b>	Pilots should establish communications with the next available ATS sector/unit 15 minutes prior to exiting TRA 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	Airspace	TIBA frequency
	ENR airspace at and above FL200	<b>128.95</b>
	ENR airspace below FL200	<b>126.35</b>
	Domestic Class G airspace	Applicable FIA frequency
	TMA	Adelaide: <b>118.2</b> Brisbane: <b>124.7</b> Cairns: <b>118.4</b> Canberra: <b>125.9</b> Hobart: <b>125.55</b> Launceston: <b>123.8</b> Mackay: <b>125.65</b> Melbourne: <b>132.0</b> Rockhampton: <b>123.75</b> Perth: <b>123.6</b> Sydney: <b>128.3</b>
<b>Downstream frequencies</b> (as applicable)	CRM to enter relevant downstream frequencies (for traffic exiting TRA):	
	Unit	Frequency
	Tower (if operating)	Adelaide: <b>120.5</b> Avalon: <b>120.1</b> Brisbane: <b>120.5</b> Cairns: <b>124.9</b> Canberra: <b>118.7</b> Essendon: <b>125.1</b> Gold Coast: <b>118.7</b> Hobart: <b>118.1</b> Launceston: <b>118.7</b> Mackay: <b>124.5</b> Melbourne: <b>120.5</b> Perth: <b>127.4</b> Rockhampton: <b>118.1</b> Sydney: <b>120.5</b>

### Suggested phraseologies

<b>Terminating services</b> (as applicable)	<ul style="list-style-type: none"> <li>• CONTROL SERVICE TERMINATED</li> <li>• FLIGHT INFORMATION SERVICE TERMINATED</li> <li>• IDENTIFICATION TERMINATED</li> <li>• SARWATCH TERMINATED</li> <li>• FREQUENCY CHANGE APPROVED</li> </ul>
<b>Traffic statement, TIBA frequency, contact instructions</b> (as applicable)	<ul style="list-style-type: none"> <li>• (Callsign), AUTHORISED TO OPERATE WITHIN TEMPORARY RESTRICTED AREA</li> </ul>

	<ul style="list-style-type: none"> <li>• AUTHORISATION TO OPERATE WITHIN THE TRA DOES NOT CONSTITUTE A CLEARANCE THROUGH RXXX/MXXX (embedded or adjacent military restricted/operating area)</li> <li>• KNOWN TRAFFIC IS .....</li> <li>• TIBA FREQUENCY IS .....</li> <li>• MONITOR (frequency)</li> <li>• FIFTEEN MINUTES PRIOR TO (position) CONTACT (unit) ON (frequency) FOR AIRWAYS CLEARANCE</li> </ul>
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### B.8.3 Resumption of service

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

## B.9 Foreign ANSPs

- Air Traffic Services provided by [Brisbane/Melbourne] Centre 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
- Domestic Class A, C and E airspace is declared Temporary Restricted Area (TRA)
- Maps of airspace subject to operational restrictions can be viewed at <http://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.9.1 During contingency

<b>Procedures for aircraft inbound to contingency airspace</b>	<ul style="list-style-type: none"> <li>• Aircraft are authorised to continue flight into contingency airspace</li> <li>• Authorisation to operate in oceanic control area does not constitute a clearance through embedded or adjacent military restricted or operating areas</li> <li>• There are no services available in oceanic control area</li> <li>• TIBA procedures apply in respective oceanic control area.</li> </ul>										
<b>Estimate</b>	Instruct aircraft inbound to the respective oceanic control area to contact 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.										
<b>Pilot responsibility</b>	<ul style="list-style-type: none"> <li>• 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</li> <li>• Pilots are responsible for terrain and collision avoidance within the TRA</li> <li>• Climb and descent within contingency airspace is at pilot discretion.</li> </ul>										
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Suggested phraseology	
<b>To aircraft inbound to contingency airspace</b>	<ul style="list-style-type: none"> <li>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>)</li> </ul>
<b>Terminating services</b>	<ul style="list-style-type: none"> <li>CONTROL SERVICE, FLIGHT INFORMATION SERVICE, [IDENTIFICATION] AND SARWATCH TERMINATED. FREQUENCY CHANGE APPROVED.</li> </ul>
<b>Instructions for contacting HF (if still operating)</b>	<ul style="list-style-type: none"> <li>CONTACT HF AT LEAST THIRTY MINUTES PRIOR TO FIR BOUNDARY. PROVIDE ESTIMATE FOR FIR BOUNDARY POSITION AND FLIGHT LEVEL.</li> </ul>

<b>Aircraft exiting Australian OCA to other FIR</b>	<ul style="list-style-type: none"> <li>Aircraft will contact your frequency for airways clearance prior to the airspace boundary</li> <li>Aircraft may not be on flight planned track if deviating due weather</li> <li>[Brisbane/Melbourne] Centre will not provide any updated flight information for these aircraft.</li> </ul>
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## B.9.2 Resumption of service

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

## **B.10 Pilot/operator**

### **B.10.1 Airspace**

- ATS not available within the YBBB/YMMM FIR as depicted in the following links (or refer to NOTAM descriptors):
- FIR Map: <http://www.airservicesaustralia.com/notammaps/index.asp>
- Entry to Class A, C and E airspace is restricted. NOTAM [number] applies
- Authorisation to operate in the TRA does not constitute a clearance through embedded or adjacent military restricted or operating areas
- TRA is declared for all civil controlled Class A, C and E airspace within Australian territory in the Brisbane/Melbourne FIR
- Control towers in the affected FIR [are/are not] operating
- Oceanic airspace remains classified as Class A airspace, within which no ATS are available.

### **B.10.2 Service availability**

- Control service, Flight Information Service, Surveillance service and SARWATCH are not available. Separation will not be provided
- Where possible ATC will provide limited traffic information on known aircraft operating in the TRA
- 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
- TCAS and transponder equipment must be selected on at all times
- Navigation and anti-collision lights must be displayed at all times.

### **B.10.3 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.10.4 ATC clearances**

- Where authorised to operate in the TRA, 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 the TRA. IFR aircraft planning to enter the TRA from Class G airspace must obtain authorisation through pre-flight briefing
- VFR aircraft require authorisation to enter the Class E volumes of the 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
- 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 TRA, tracking is at pilot discretion.

### **B.10.5 Frequency management**

- Include frequency management arrangements and clearance issue with the pre-departure briefing
- Pilots transiting the TRA or Class G 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.