En Route

ATS Contingency Plan

ATS-CP-0084

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Change summary

Version	Date	Change description
12	05 November 2026	• Various: formatting, links, punctuation • 2.6: added reference to the En route Contingency Response Manager Guide (ATS-GUIDE-0060) • 2.6.1: ‘a person deemed suitable’ clarification • 3.1.1: removed prescriptive spacing and used as an example only • 4.1: new service resumption stage for planning with general guidance • 5.1 and B.1.7: added role clarity and responsibility to the PAR completion process • A.2 and A.4: added text to for clarity on airspace dimensions described in the NOTAMs • B.1.2: updated checklist with consequential changes from other updates

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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	• 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 or AIRSPACE IS DECLARED AS A TEMPORARY DANGER AREA. 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 or AIRSPACE IS DECLARED AS A TEMPORARY DANGER AREA. TIBA PROCEDURES APPLY.
Stop departures	• Stop departures from controlled airports that will enter the affected airspace
ATFM filter	• Run an ATFM filter on the affected volume and advise affected aircraft of the contingency
Contact	• Contact the responsible Head to report the loss of service and determine next steps • Advise the National Operations Management Centre (NOMC).
Complete checklist	• 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	☐
		2.2	Contact responsible Head	☐
		2.3	Determine service provision	☐
		2.4	Determine extent of response	☐
		2.5	Brief NOMC	☐
		2.6	Designate Contingency Response Manager (CRM)	☐
		2.7	CASA notification of service variation	☐
		2.8	Publish NOTAM	☐
		2.9	Brief affected areas	☐
		2.10	Broadcast to affected aircraft	☐
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 CIRRIS	☐
		5.2	Notify CASA	☐
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 responsible Head

The duty ATMD must notify the responsible Head. The responsible Head determines the appropriate course of action.

2.2.1 Responsible Head not contactable

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

1. The Network Performance and Standards Head (NPSH)
2. the Chief of Airspace and Network Operations (CANO)/Chief of Aerodrome Operations (CAO) or
3. another Head.

2.3 Determine service provision

The responsible Head 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 responsible Head is to consider convening an Initial Assessment Team (IAT) 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 responsible Head to determine who to appoint as the CRM.

The responsible Head (or other manager as described in 2.2.1 Responsible Head not contactable) must make the appointment. Supply the completed form to the CRM.

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.

If the person appointed is not familiar with the duties of CRM, provide a copy of the En route Contingency Response Manager (CRM) Guide (ATS-GUIDE-0060).

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. This may be anyone with experience in the ATM environment to allow them to carry out the CRM function effectively e.g. DSS, ACS, FDC, SSO or other supporting positions.

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 declared for contingency procedures in airspace beyond Australian territory. Class A airspace in wholly oceanic sectors in YMMM/YBBB FIR is declared as Temporary Danger Area

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:	✓
Service Lead 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, including airspace declared as TDA.

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 (e.g 20nm in surveillance environment, 15 minutes in procedural environment)
    - 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 (excluding Honiara and Nauru FIRs); Temporary Danger Area Declared, airspace remains Class A with no ATS provided
- H24 Australian Administered controlled airspace within the Honiara and Naura 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. Portions of airspace:
  - Within Australian territory, TRA applicable to Class A, C and E airspace with no ATS provided; and
  - beyond Australian territory, airspace remains as classified with no ATS provided (no temporary restricted airspace or temporary danger area);
- 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	Resumption planning: before resuming services, consider the capacity of the resuming ATS capability and airspace to ensure resuming ATC workload remains at an acceptably safe level, e.g. consider increased spacing between aircraft entering the airspace, or staggering resumption of individual sectors.
2	ATS capabilities are sufficiently restored to provide normal services
3	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)
4	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)
5	Update all systems and input data (Resuming ATC(s) responsibility)
6	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 CIRRIS

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

The holder of unit OCA must submit a CIRRIS 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.

Initiate a Post Activation Review Report (C-TEMP0116) (PAR) and attach it to the CIRRIS occurrence report. Collate any feedback received during or immediately after the event and ensure it is captured in the PAR or attached to the CIRRIS.

Where a PAR is not required in accordance with B.1.7 Debrief and complete reports, attach completed copies of the following to the CIRRIS 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 responsible Head 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:

- Was the detection and evaluation of the disruptive event timely and appropriate?
- Were the pre-emptive measures and/or service continuity preparations adequate? Describe any further actions that could have been taken to reduce the impact of the disruption or mitigate the initiating event?
- Was the escalation of the response timely and appropriate?
- Did the response measures taken 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? For example, were the briefings carried out in sufficient time to enable others to carry out their duties in an orderly manner? Was the Traffic Management Plan completed in sufficient time for implementation to be orderly and efficient?
- Were the NOTAMs fit for purpose? If not, what amendments are required?

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
All Sectors	YMMM 1340
Barossa	
All sectors	YMMM 582
Bass	
HUO/WCK Sector	YMMM 708
BTH/DUB/SAL Sector	YMMM 459
MLE/TEM Sector	YMMM 1010
All Sectors	YMMM 1339
Byron	
GOL Sector	YBBB 342
INL Sector	YBBB 344
GRN, SON/NEL Sector	YBBB 345
All sectors	YBBB 984
Capricornia	
LMA Sector	YBBB 518
KPL Sector	YBBB 519
KPL and LMA sectors	YBBB 529

Central	
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
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/WON Sector	YMMM 450
LOD/MIT Sector	YMMM 426
KAT/GTH Sectors	YMMM 458
Gwydir	
ARL Sector	YBBB 1332
CNK Sector	YBBB 1333
DEN Sector	YBBB 1331
GAH Sector	YBBB 1326
HUN Sector	YBBB 1334
LIG Sector	YBBB 1328
NAM Sector	YBBB 1330
MOR Sector	YBBB 1329
RYS Sector	YBBB 1327
All sectors	YBBB 1335

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	
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
ASH Sector	YBBB 1124

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
MZI/LEO Sector	YMMM 596
MTK Sector	YMMM 701

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

NOTAM SHOWS MAXIMUM VERTICAL LIMITS OF ALL AFFECTED SECTORS. UPPER AND LOWER LIMITS OF INDIVIDUAL AIRSPACE VOLUMES MAY VARY. REFER TO DAH/SERVICE VARIATION MAPS FOR FURTHER DETAILS OF VERTICAL LIMITS.

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 +61 X 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 OR MIL OPERATING 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 (BRISBANE RADIO) 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 AS 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 +6 XX 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 (TDA declared)

This is the standard template use where a complete loss of service is experienced for sector(s) wholly outside Australia Territory with TDA declared (TDA is not declared in Honiara and Nauru FIRs). 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 DANGER AREA ACT 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

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 (BRISBANE RADIO) 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 AS PER EN ROUTE SUP AUSTRALIA (ERSA) UNLESS SPECIFIED OTHERWISE

MIL OPERATING AREAS MAY BE ACT IN THE AFFECTED AIRSPACE

AIRCRAFT MAY BE OPERATING VIA USER PREFERRED ROUTES IN THE AFFECTED AIRSPACE

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

NOTAM SHOWS MAXIMUM VERTICAL LIMITS OF ALL AFFECTED SECTORS. UPPER AND LOWER LIMITS OF INDIVIDUAL AIRSPACE VOLUMES MAY VARY. REFER TO DAH/SERVICE VARIATION MAPS FOR FURTHER DETAILS OF VERTICAL LIMITS.

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 +61 X 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 OR MIL OPERATING 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 (BRISBANE RADIO) 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 AS 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 +6X X 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

Below is a checklist of stages of a contingency. Refer to the relevant section for details for each stage.

Section	Ref	Item	Done
Pre contingency	B.1.3	Ensure briefings completed	☐
During contingency	B.1.4	Manage Traffic	☐
	B.1.5	Maintain logs	☐
Recovery	B.1.6	Resume ATS	☐
Post contingency	B.1.7	Debrief and Debrief and complete reports	☐

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:	✓
Service Lead 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	

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 Debrief and complete reports

Responsibility for initiating a Post Activation Review Report (C-TEMP0116) (PAR) resides with the ATMD.

The CRM and SM should forward any feedback to the ATMD. The ATMD is responsible for ensuring sections 1 to 6 of the form are completed.

A PAR is not required where the contingency was a result of staff availability where the absence was known for more than 12 hours prior to the contingency period, and the debriefs did not identify any other significant issues.

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

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	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 (Use domestic and/or international NOTAM number as appropriate). Note: airspace beyond Australian territory is not restricted
SARWATCH	If a pilot lodges SARTIME details (irrespective of flight category) for arrival at locations within the TRA, relay the details to Sartimes. 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.
HMI	If the aircraft will communicate with Airservices ATC on exit from the TRA: • 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. Inhibit the FDR if all of the following apply: • 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.

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

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	• 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	• 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 R/MXXX (embedded or adjacent restricted or military operating 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	• Coordinate with the CRM for resumption of traffic processing to and from the contingency airspace
	• Coordinate with abutting sectors:
	  • 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 onwards clearance.
Cessation of contingency – HMI	As communication is established with each aircraft: • 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)

B.3.3 During contingency

Departing aircraft - terminating services	• 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	If a pilot lodges SARTIME details (irrespective of flight category) for arrival at locations within the contingency airspace, relay the details to Sartimes. 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.
HMI	If the aircraft will communicate with Airservices ATC on exit from the TRA: • 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. Inhibit the FDR if all of the following apply: • 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	If an aircraft requests a change of level when entering contingency airspace, ATC will advise CLIMB/DESCENT IS AT PILOT DISCRETION and provide an updated traffic statement if applicable. Within contingency airspace ATC does not provide separation.
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

Departing aircraft - terminating services	• 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.
Downstream frequencies	CRM to enter relevant downstream frequencies (for traffic exiting contingency airspace):

Unit	Frequency

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

Suggested phraseology	
Directed transmissions	• 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 R/MXXX (embedded or adjacent restricted or military operating 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	Pilots should establish communications with the next available ATS sector/unit 15 minutes prior to exiting contingency airspace. • Provide a known traffic statement and issue airways clearance.

Suggested phraseology	
Arriving aircraft - HMI	Validate operational data entered by the CRM during the contingency before using for separation purposes. When an aircraft establishes communication: • 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 (*number*) FOR FURTHER INFORMATION'.
Notification	Notify: • 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)
Directed transmissions	• 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 R/MXXX (embedded or adjacent restricted or military operating 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 REQUESTAVAILABLE 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	• 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	• 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.

<table>
<tr><td>Arrivals - exiting from contingency airspace</td><td>• 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.</td></tr>
<tr><td>TIBA frequencies</td><td><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></td></tr>
<tr><td>Downstream frequencies</td><td>CRM to enter relevant downstream frequencies (for traffic exiting contingency airspace):<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></td></tr>
</table>

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 (excluding the Honiara and Nauru FIRs); Temporary Danger Area declared, airspace remains Class A with no ATS provided
- H24 Australian Administered controlled airspace 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:
  - Within Australian territory, TRA applicable to Class A, C and E airspace with no ATS provided; and
  - beyond Australian territory, airspace remains as classified with no ATS provided (no temporary restricted airspace or temporary danger area)
- 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	• 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.

B.5.3 During contingency

Aircraft entering contingency airspace - terminating services	• 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	If a pilot lodges SARTIME details (irrespective of flight category) for arrival at locations within the TRA, relay the details to Sartimes. 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.
HMI	If the aircraft will communicate with Airservices ATC on exit from the contingency airspace: • 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. Inhibit the FDR if all of the following apply: • 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	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. Within contingency airspace ATC does not provide separation.
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

<table>
<tr><td>Aircraft entering contingency airspace - terminating services</td><td colspan="2">• 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.</td></tr>
<tr><td>Downstream frequencies</td><td colspan="2">CRM to enter relevant downstream frequencies (for traffic exiting contingency airspace):<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></td></tr>
<tr><td>Transmit</td><td colspan="2">Make directed transmissions to aircraft that will be operating in the contingency airspace.</td></tr>
<tr><td colspan="3">Suggested phraseology</td></tr>
<tr><td>Directed transmissions</td><td colspan="2">• 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 R/MXXX (embedded or adjacent restricted or military operating 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.</td></tr>
<tr><td>Aircraft exiting TRA</td><td colspan="2">Pilots should establish communications with the next available ATS sector/unit 15 minutes prior to exiting TRA.
Provide a known traffic statement and issue airways clearance.</td></tr>
<tr><td>Aircraft exiting TRA - HMI</td><td colspan="2">Validate operational data entered by the CRM during the contingency before using for separation purposes.
When an aircraft establishes communication:
• Assume jurisdiction of the aircraft
• Enter the cleared CFL
• Remove 'TIBA' from the LABEL_DATA field
• Identify the aircraft (if applicable).</td></tr>
</table>

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
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.	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.

<table>
<tr><td>Advice to pilots</td><td>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.
Advise pilots of TIBA frequencies and limits of affected airspace
Advise pilots to contact next available sector at least 15 minutes prior to boundary with active control (see frequency table).</td></tr>
<tr><td>Coordinate</td><td>Coordinate received estimate and level with the CRM.</td></tr>
<tr><td>TIBA frequencies</td><td><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></td></tr>
<tr><td>Downstream frequencies</td><td>CRM to enter relevant downstream frequencies (for traffic exiting TRA):<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></td></tr>
<tr><td colspan="2">Suggested phraseology</td></tr>
<tr><td>To aircraft inbound to Australian Administered controlled airspace sectors wholly beyond Australian territory (including within the Honiara and Nauru FIRs) subject to TIBA</td><td>• ATS PROVIDED BY MELBOURNE 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)</td></tr>
</table>

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	ALL STATIONS, ATS NORMALLY PROVIDED BY BRISBANE/MELBOURNE CENTRE NOT AVAILABLE FROM *time*. [ACCESS TO CLASS A/C/E AIRSPACE IS RESTRICTED]. TIBA PROCEDURES APPLY. REFER NOTAM *number* **Note:** Airspace beyond Australian territory (more than 12NM from the main coastline) is not restricted

At the commencement of the contingency

Make a general broadcast at the start of the contingency.

At start of contingency	• ALL STATIONS, TIBA PROCEDURES NOW APPLY IN ADJACENT AIRSPACE. [ACCESS IS RESTRICTED]. REFER NOTAM *number* • FIS ON REQEST AVAILABLE ON HF AND MAY BE AVAILABLE ON ADJACENT SECTOR FREQUENCIES • HIGH/LOW LEVEL TRAFFIC TO THE *direction* OF *position* WILL BE AFFECTED

B.7.2 During contingency

<table>
<tr><th colspan="2">Procedures for aircraft</th></tr>
<tr><td>Entering contingency airspace</td><td>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

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. TIBA procedures apply.

Pilots are responsible for terrain and collision avoidance within contingency airspace

Authorisation to operate in the TRA does not constitute a clearance through embedded or adjacent restricted or military operating areas</td></tr>
<tr><td>Exiting contingency airspace</td><td>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</td></tr>
<tr><td>TIBA frequencies</td><td><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></td></tr>
<tr><td>Downstream frequencies</td><td>CRM to enter relevant downstream frequencies (for traffic exiting TRA):<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></td></tr>
<tr><th colspan="2">Suggested phraseologies</th></tr>
<tr><td>Transferring to TIBA (as applicable)</td><td>• CONTROL SERVICE TERMINATED
• FLIGHT INFORMATION SERVICE TERMINATED
• IDENTIFICATION TERMINATED
• TRAFFIC INFORMATION BROADCAST AREA PROCEDURES NOW APPLY, FREQUENCY CHANGE APPROVED.</td></tr>
</table>

Procedures for aircraft	
Traffic statement, TIBA frequency, contact instructions (as applicable)	• *callsign*, AUTHORISED TO OPERATE WITHIN TEMPORARY RESTRICTED AREA • AUTHORISATION TO OPERATE WITHIN THE TRA DOES NOT CONSTITUTE A CLEARANCE THROUGH R/M*xxx* • KNOWN TRAFFIC IS …… • TIBA FREQUENCY IS …… • MONITOR *frequency* • FIFTEEN MINUTES PRIOR TO *position* CONTACT *unit* ON *frequency* 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 (excluding Honiara and Nauru FIRs); Temporary Danger Area declared, airspace remains Class A, no ATS is available, TIBA procedures apply.
- Class A oceanic airspace within the Honiara and Nauru FIRs; airspace remains Class A with no ATS provided.
- 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

<table>
<tr><td>Procedures for aircraft inbound to contingency airspace</td><td>• 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 restricted or military operating areas
• There are no services available in oceanic control area
• TIBA procedures apply.</td></tr>
<tr><td>Estimate</td><td>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.</td></tr>
<tr><td>Pilot responsibility</td><td>• 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.</td></tr>
<tr><td>TIBA frequencies</td><td><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></td></tr>
<tr><td>Downstream frequencies</td><td>CRM to enter relevant downstream frequencies (for traffic exiting contingency airspace):<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></td></tr>
</table>

Procedures for aircraft inbound to contingency airspace	• 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 restricted or military operating areas • There are no services available in oceanic control area • TIBA procedures apply.
Suggested phraseology	
To aircraft inbound to contingency airspace	• ATS PROVIDED BY [BRISBANE/MELBOURNE] CENTRE ON (*frequency(s)*) ARE NOT AVAILABLE. TIBA PROCEDURES APPLY IN CONTINGENCY AIRSPACE. REFER NOTAM (*number*)
Transferring to TIBA	• [CONTROL SERVICE], [TRAFFIC INFORMATION SERVICE], [IDENTIFICATION] TERMINATED. • TRAFFIC INFORMATION BROADCAST AREA PROCEDURES NOW APPLY, FREQUENCY CHANGE APPROVED.
Instructions for contacting HF	• 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	• 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 Australian Administered Airspace. 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 (except Honiara and Nauru FIRs); Temporary Danger Area declared, airspace remains classified as Class A, for which no ATS are available. TIBA procedures apply].
- [Class A oceanic airspace within the Honiara and Nauru FIRs; airspace remains Class A with no ATS provided. 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 restricted or military operating 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.