

Non-continuous TCU

ATS Contingency Plan

ATS-CP-0097

Version 1

Effective 07 November 2024

Endorsed: CSI Standardisation, NOTAM Office, ATM Standards

Approved: Service Standards

Uncontrolled

Change summary

Version	Date	Change description
1	07 November 2024	Initial issue.

This document was created using Generic Document Template C-TEMP0047 Version 11.

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1 Immediate response

1.1 Scope

Use this contingency plan for Rockhampton and Mackay when Tower is AVBL and Approach service is NAVBL. Use [ATS-CP-0085](#) for all other TMA contingencies.

1.2 Evacuation

If the TCU must be evacuated, also refer to the unit's evacuation plan.

1.3 Immediate contingency

If the TCU is unable to provide ATS without notice, perform the following essential actions.

Loss of service without notice	
Stop traffic	<ul style="list-style-type: none"> • Stop all departures to and from the affected area. • Deny all clearance requests. • Land the inbound sequence. • Hold aircraft clear of the affected area. • Notify adjacent positions. • Notify all affected aircraft.
Hazard alert	<ul style="list-style-type: none"> • Affected position and all surrounding positions to broadcast hazard alerts. • Suggested phraseology for affected TCU position (airspace beyond Australian territory is not restricted): ALL STATIONS, CLASS D [or C] ATS NOT AVAILABLE THIS FREQUENCY (these frequencies) FROM (time). ACCESS TO AIRSPACE IS RESTRICTED. CLASS G SERVICE PROVIDED BY (unit) on (frequency). • Suggested phraseology for surrounding positions: ALL STATIONS, ATS PROVIDED BY (TCU callsign) BELOW (level) FEET IS NOT AVAILABLE. ACCESS TO AIRSPACE IS RESTRICTED. CLASS G PROCEDURES APPLY. CLASS C/D SERVICES PROVIDED WITHIN THE LATERAL DIMENSIONS OF THE CONTROL ZONE BELOW (level) FEET. REFER TO NOTAM XXX (NOTAM number as appropriate) TRAFFIC IN THE VICINITY OF (affected aerodrome) WILL BE AFFECTED.
Contact	<ul style="list-style-type: none"> • Contact the ATM Director (ATMD) to report the loss of service and determine the next steps. The ATMD is responsible for advising the relevant Director Operations (DO)/Director Aerodrome Operations (DAO) and the National Operations Management Centre (NOMC)
Complete checklist	<ul style="list-style-type: none"> • Complete the remainder of Checklist/index

1.4 Checklist/index

The duty ATMD must complete the following checklist.

Part	Chapter	Ref	Item	Done
2	Pre-contingency	2.1	Activity log	<input type="checkbox"/>
		2.2	Contact DO/DAO	<input type="checkbox"/>
		2.3	Level of service	<input type="checkbox"/>
		2.4	Determine extent of response	<input type="checkbox"/>
		2.5	Brief NOMC	<input type="checkbox"/>
		2.6	Operational hazard assessment	<input type="checkbox"/>
		2.7	CASA approval for service variation	<input type="checkbox"/>
		2.8	Publish NOTAM	<input type="checkbox"/>
		2.9	Brief affected areas	<input type="checkbox"/>
		2.10	Broadcast to affected aircraft	<input type="checkbox"/>
3	During contingency	3.1	Airspace	
		3.2	Coordination and communication	
		3.3	Operational restriction	
		3.4	Separation	
		3.5	Records	
		3.6	Systems	
4	Resumption	4.1	Service resumption	
		4.2	Resume ATS	<input type="checkbox"/>
		4.3	Notification to aircraft	<input type="checkbox"/>
		4.4	Staff debrief	<input type="checkbox"/>
5	Reporting	5.1	Notify CASA	<input type="checkbox"/>
		5.2	Post activation review report	<input type="checkbox"/>
		5.3	Enter CIRRS	<input type="checkbox"/>
6	Review	6.1	Activation review	
Appendix A	NOTAM	Appendix A	NAIPS templates	
Appendix B	Briefings	Appendix B	Briefings	
Appendix C	Procedures supplement	Appendix C	Coral approach procedures supplement	

2 Pre-contingency – ATMD responsibilities

2.1 Activity log

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

2.2 Contact DO/DAO

The duty ATMD must notify the relevant DO/DAO. The DO/DAO determines the appropriate course of action and must notify the Airspace Services Head (ASH)/Aerodrome Services Head (ADSH).

2.2.1 DO/DAO not contactable

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

- 1) the ASH/ADSH;
- 2) the Service Standards Head (SSH);
- 3) the Chief Airspace and Network Officer (CANO)/Chief Aerodromes Officer (CAO);
or
- 4) another DO/DAO.

2.2.2 Extended disruption

If the disruption is expected to extend longer than eight hours, escalate the response to the ASH/ADSH.

2.3 Determine service provision

The DO/DAO must ensure all avenues for service provision have been exhausted before approving a complete loss of service. If the TCU is unable to provide the published ATS, options for service provision are to:

- implement the procedures described in this plan; or
- revert to OOH airspace configuration.

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; and
- the expected workload of the towers and sectors providing ATS in lieu of the TCU.

2.3.1 Traffic Management

Options that may be implemented without affecting the level of ATS provided, or during contingency include, but are not limited to:

- start approvals
- slot time allocation system
- single runway operations
- restricting/stopping VFR aircraft within CTR
- no VFR overflight
- regulating Aerodrome works
- dedicated arrival and departure runway modes
- re-routing traffic to avoid the airspace
- suspending or restricting certain operations e.g.:
 - circuit training
 - touch and go
 - missed approach from practice instrument approaches
 - all IFR AWK
 - aerial survey
- no AWK on tower frequencies
- reducing arrival and departure acceptance rates
- no ad-hoc off-mode runway arrivals or departures
- selecting a runway mode which reduces tower coordination/traffic conflicts
- restricting services to Class G airspace
- grouping like-type traffic
- optimising the sequence for wake turbulence
- reducing or monitoring tug movements to times of reduced runway activity
- suspending ATFM compliance procedures
- stopping further traffic from entering the airspace

2.3.2 Contingency timing

Consider the expected traffic density and complexity at the planned commencement time of contingency and, if required, consider delaying the commencement, or staggering the commencement times at each location, to ensure an effective handover is possible between the TCU, towers, and adjacent sectors.

2.4 Determine extent of response

Escalate the response to the ASH/ADSH to consider convening an Initial Assessment Team (IAT) where the disruption is expected to extend longer than eight hours, or meets other triggers for escalation included in the [National ATS Contingency Plan \(ATS-CP-0001\)](#) and [Crisis Management \(C-PROC0199\)](#).

2.5 Brief NOMC

Provide the NOMC and the relevant TCU SM with a list of flight planned movements through the affected airspace.

The NOMC will complete onwards notifications including airline teleconference.

2.6 Operational hazard assessment

Complete a [Variation to Published Services: Operational Hazard Assessment \(ATS-FORM-0005\)](#) form in consultation with the DO/DAO. The 'Contingency Response Manager Selection Worksheet' section is not required.

2.7 CASA approval for service variation

Consult CASA OAR to declare Temporary Restricted Areas (TRA) in the relevant airspace within Australian Territory.

2.8 Publish NOTAM

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 [NAIPS templates](#).

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 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 two hours notice to the commencement of the service variation.

2.9 Brief affected areas

2.9.1 Distribute documentation

Print and distribute Section 3 and the relevant procedures supplement Appendix of this document to adjacent en route controllers and affected Tower(s).

Briefings are provided in [Appendix B](#). Print and distribute to relevant areas as required.

The content of briefings depends on the situation. Use your best judgement to determine the extent of briefings required. Brief ATS personnel on the severity of, and responses to, the operational restrictions. Ensure controllers are aware of their responsibility to advise of potential overloading and when restrictions may be eased.

2.9.2 Notification checklist

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

Notification to:	✓
Responsible line leader	
UTS	
ARFFS	
JRCC Australia	
HQJOC	
Airport Operations Centre	
Airline Operations (through NOMC)	
Towers involved in start clearances	
Adjacent domestic civil ATS units	
Adjacent and embedded military ATS units	
HF	
TOC	

2.10 Broadcast to affected aircraft

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

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

Suggested phraseology is contained in Section 3.

3 During contingency

3.1 Airspace

3.1.1 Definitions

The following terms apply within this document.

Term	Definition
Tower airspace	The lateral dimensions of the control zone, with vertical limits as specified in the applicable procedures supplement appendix, in which Tower provides a Class C or D service in accordance with the published airspace classification.
TRA	That portion of CTA normally controlled by the TCU, around which a TRA is established, and in which the Tower provides FIS and alerting service.
En route airspace	That portion of CTA, excluding the TRA, that is normally controlled by the TCU, in which the adjacent sector provides Class C service.

Note: See the applicable procedures supplement appendix for airspace dimensions and levels for each location.

3.1.2 TRA access

Tower is responsible for authorising access to the TRA. Consider the following when deciding to approve access:

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

Issue the authorisation for TRA access with the initial airways clearance, or as soon as practicable after effecting arrival coordination.

Authorisation to access TRA must include:

- the route to enter the TRA; and
- the route on which to re-enter controlled airspace, or where clearance to re-enter controlled airspace cannot be issued, the route on which the aircraft may expect a clearance to re-enter controlled airspace.

For arrivals, and departures where the pilot has planned into CTA, clearance to leave and re-enter controlled airspace should be issued with the TRA access authorisation.

Only provide a clearance through the TRA if the aircraft is able to maintain a continuous climb or descent profile into controlled airspace. Where a clearance to re-enter controlled airspace is not initially issued you must:

- issue a clearance to re-enter controlled airspace with sufficient time to avoid the aircraft maintaining in the TRA; or
- transfer the aircraft to the next agency with sufficient time for the aircraft to be issued a new clearance prior to maintaining in the TRA.

An aircraft may be kept within the TRA due to an unforeseen situation or exceptional circumstance.

3.2 Coordination and communication

3.2.1 Advice to pilots

3.2.1.1 ATIS

Update ATIS with relevant information and include:

'APPROACH CONTROL SERVICES BELOW (level) FEET ON (frequencies) NOT AVAILABLE [FROM (time)]. ACCESS TO AIRSPACE IS RESTRICTED. REFER TO NOTAM (number) FOR FURTHER INFORMATION'.

3.2.1.2 Hazard alerts/general broadcasts

Suggested phraseology	
Pre-contingency hazard alert/general broadcast	ALL STATIONS, ATS PROVIDED BY (TCU callsign) BELOW (level) FEET WILL NOT BE AVAILABLE FROM (time). ACCESS TO AIRSPACE IS RESTRICTED. CLASS G PROCEDURES APPLY. CLASS D [or C] SERVICES PROVIDED WITHIN THE LATERAL DIMENSIONS OF THE CONTROL ZONE BELOW (level) FEET. REFER TO NOTAM XXX (NOTAM number as appropriate).
Hazard alert/general broadcast at start of contingency	ALL STATIONS, ATS PROVIDED BY (TCU callsign) BELOW (level) FEET IS NOT AVAILABLE. ACCESS TO AIRSPACE IS RESTRICTED. CLASS G PROCEDURES APPLY. CLASS D [or C] SERVICES PROVIDED WITHIN THE LATERAL DIMENSIONS OF THE CONTROL ZONE BELOW (level) FEET. REFER TO NOTAM XXX (NOTAM number as appropriate)

3.2.1.3 TRA access authority

Suggested phraseology	
Directed transmissions	<ul style="list-style-type: none"> • (callsign) AUTHORISED TO OPERATE WITHIN THE TEMPORARY RESTRICTED AREA DESCRIBED IN NOTAM XXX (domestic or international NOTAM number as appropriate) • LEAVE CONTROLLED AIRSPACE DESCENDING (or CLIMBING) VIA (or ON) (route, approach or departure type) [AND RE-ENTER VIA (or ON) (route or approach type)] • [EXPECT FURTHER CLEARANCE FROM (tower or BN CEN)] • AUTHORISATION TO OPERATE IN THIS TEMPORARY RESTRICTED AREA DOES NOT CONSTITUTE A CLEARANCE THROUGH RXXX (embedded or adjacent military restricted areas) • KNOWN TRAFFIC (traffic statement) • KNOWN MILITARY ('DUE REGARD') (HIGH SEAS FIRING) OPERATIONS IN AREA XXX. (NOTAM XXX REFERS) • [IDENTIFICATION AND] CONTROL SERVICE TERMINATED. • CONTACT (location) TOWER or CENTRE ON (frequency)

3.2.1.4 Traffic information

Tower provides a known traffic statement:

- for arrivals and transits – prior to entering the TRA; or
- for departures – prior to take-off.

3.2.1.5 Service resumption

Update the ATIS and broadcast on affected and adjacent frequencies when normal services resume.

Suggested phraseology	
Resumption of published services	ALL STATION PUBLISHED SERVICES AT (location) HAVE RESUMED.

3.2.2 Arrival

3.2.2.1 Standard assignable level

See the applicable procedures supplement appendix for standard assignable levels.

3.2.2.2 STARs

Assign STARs to the maximum extent possible.

Note: STAR adherence in the TRA is not assured.

3.2.2.3 Arrival coordination

CEN must coordinate with the relevant tower all arriving aircraft that will transit the TRA no later than 10 minutes prior to the TRA boundary, include:

- callsign;
- ETA;
- STAR/route;
- approach type; and
- runway (if not the duty runway).

Tower concurrence of coordination permits CEN to issue authorisation to enter the TRA and clearance to leave and re-enter CTA.

Where the re-entry clearance cannot be issued, clearly state this in the coordination.

3.2.2.4 Frequency transfer – En route to Tower

Transfer aircraft to Tower frequency at least 10NM prior to the lateral boundary or passing the standard assignable level on descent into the TRA.

3.2.3 Departure

3.2.3.1 Standard assignable level

See the procedures supplement appendix for standard assignable levels.

3.2.3.2 SIDs

Assign RNAV SIDs to the maximum extent possible.

Note: SID adherence in the TRA is not assured.

3.2.3.3 NEXT call

Conduct a NEXT call to CEN for aircraft that will depart into en route controlled airspace. If the aircraft will contact CEN more than two minutes after the next call, coordinate the extent of the delay in accordance with MATS 6.3.5.2.

Where the re-entry clearance cannot be issued, clearly state this in the coordination.

3.2.3.4 Frequency transfer – Tower to En route

Transfer departing aircraft with sufficient time to permit unrestricted climb.

3.2.4 Service resumption

3.2.4.1 TCU resuming services

TCU will coordinate with the relevant tower and en route sectors when resuming services. Provide a handover of details of relevant aircraft.

At the agreed time of service resumption, provide a directed transfer for relevant aircraft to the appropriate APP frequency.

3.2.4.2 Published tower closure time

At the published closure time for the relevant tower, all airspace reverts to the relevant OOH configuration. Tower must provide a handover of details of relevant aircraft to CEN.

At the nominal time provide a directed transfer for relevant aircraft to the appropriate CEN frequency.

3.3 Operational restriction

3.3.1 Traffic management

See [2.3.1 Traffic Management](#)

3.3.1.1 Extent of traffic management

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

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

3.4 Separation

3.4.1 Vertical buffers

Assign levels to aircraft that are not authorised to enter the TRA that provide a vertical buffer of 500 FT from the vertical extent of the TRA.

3.4.1.1 Exception – IFR at vertical limit

Where an IFR aircraft is operating less than 500 FT from the vertical extent of the TRA, assign levels that provide a vertical buffer of 1000 FT to the vertical extent of the TRA.

Tower will coordinate any transiting IFR aircraft that may operate less than 500 FT from the vertical extent of the TRA to CEN.

3.5 Records

Tower will record affected aircraft, including those that were denied access to the TRA, and forward to the ATMD on resumption of normal services. [Aircraft Tracking Form \(ATS-FORM-0062\)](#), or an alternate method may be used. The NOMC can populate a Collaborative Information Display (CID) with the affected aircraft as a cross check on request.

3.6 Systems

3.6.1 TRA entry HMI

On entry to the TRA CEN will:

- clear the CFL; and
- Put 'TRA' in the LABEL_DATA field - to indicate aircraft has switched to TWR frequency.

3.6.2 Update system data

CEN is responsible for validating and updating system data when accepting aircraft from the TRA volume.

3.6.3 Frequency management

CEN are to monitor the relevant APP frequency during contingency to provide an alerting service, and to direct aircraft to the appropriate frequency as required.

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4 Resumption

4.1 Service resumption

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

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

4.2 Resume ATS

When it is determined that ATS can be re-established, the ATMD shall:

- establish the sequence and timing of service restoration;
- coordinate with the SM and NOMC;
- check and confirm the readiness of all staff, facilities and equipment; and
- coordinate and confirm arrangements with adjacent units.

4.3 Notification to aircraft

Update the ATIS with relevant information and make a broadcast on affected and adjacent frequencies that published procedures will resume.

4.4 Staff debrief

The ATMD shall 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 Notify CASA

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

- airspace affected;
- type of variation; and
- UTC date/time of commencement and cessation of variation.

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

5.2 Post activation review report

The ATMD must 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 ATMD must complete and forward a [Post Activation Review Report \(PAR\) \(C-TEMP0116\)](#) to the relevant Domain Support Specialist (DSS) and attach it to the CIRRIS occurrence report. 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 debrief did not identify any other significant issues.

The DSS must review the report, identify actions and forward to the relevant DO/DAO.

The DO/DAO must review the report and forward to:

- ansosm@airservicesaustralia.com; and
- resilience@airservicesaustralia.com

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

5.3 Enter CIRRIS

The ATMD must submit a CIRRIS occurrence.

Attach the completed PAR to the CIRRIS occurrence report.

When a PAR is not required, attach 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 \(ATS-FORM-0062\)](#), or alternate record as produced by Tower;
- Copy of published NOTAMs;
- Approval/notification emails sent or received; and
- Any other relevant documentation.

6 Review

6.1 Activation review

The DO/DAO must conduct a full response review for a:

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

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

The following questions may assist the investigation:

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

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

6.2 Document review and testing

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

Appendix A NOTAM

A.1 NAIPS templates

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

Location	NAIPS template number
Mackay TRA	YBBB 943, YBMK 70
Mackay OOH	YBBB 869, YBMK 45
Rockhampton TRA	YBBB 942, YBRK 83
Rockhampton OOH	YBBB 873, YBRK 59

A.2 NOTAM template

These are the standard NOTAM text for contingency events.

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

A.2.1 Mackay TCU not available, TWR available TRA (YBBB 943, YBMK 70)

A) YBBB (PRD) DTG

E) TEMPO RESTRICTED AREA ACT IN CTA CLASS D AIRSPACE. DESIGNATED AIRSPACE HANDBOOK (DAH) SECTOR VOLUME NAMES AFFECTED ARE: 'MACKAY CTA D1' (EXCLUDING THAT PORTION COINCIDENT WITH THE LATERAL LIMITS OF 'MACKAY CONTROL ZONE D' 1000FT AMSL TO 2500FT AMSL), 'MACKAY CTA D2', 'MACKAY CTA D3'.

ATS IN THIS AIRSPACE ARE SUBJECT TO CONTINGENCY DUE OPR RESTRICTIONS.

AUTH FM CONTROLLING AUTHORITY RQ.

APP CTL SER NOT AVBL. CLASS G SER PROVIDED IN TEMPO RESTRICTED AREA BY MACKAY TWR ON FREQ 124.5MHZ. CLASS D SER PROVIDED WI THE LATERAL LIMITS OF 'MACKAY CONTROL ZONE D' SFC TO 2500FT AMSL BY MACKAY TWR ON FREQ 124.5MHZ. CLASS C CTA ABV 4500FT AMSL TO FL150 CONTROLLED BY BRISBANE CEN ON FREQ 135.5MHZ OR AS DIRECTED BY ATC.

PRIOR TO OPERATING IN THE TEMPO RESTRICTED AREA, PILOTS/OPERATORS MUST OBTAIN AUTHORISATION FM MACKAY TWR ON FREQ 124.5MHZ IF APPROACHING FROM ADJ CLASS G AIRSPACE OR DEPARTING MACKAY, OR FM BRISBANE CENTRE IF APPROACHING FROM CTA.

PILOTS-IN-COMMAND ARE RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WI THE AFFECTED AIRSPACE. AUTHORISATION TO ENTER THIS TEMPO RESTRICTED AREA DOES NOT CONSTITUTE CLEARANCE TO ENTER ANY ADJ OR EMBEDDED RESTRICTED AREAS. THESE PROCEDURES DO NOT APPLY TO OPS IN ACTIVE MILITARY CTR AND RESTRICTED AREAS.

FOR FURTHER INFO INCLUDING MAPS OF AFFECTED SEE AIC TITLED
ROCKHAMPTON AND MACKAY (CORAL) APPROACH CONTINGENCY
PROCEDURES OR CTC AIRSERVICES AUSTRALIA ON TEL +61 7 4951 8431

- F) 1000FT AMSL
- G) 4500FT AMSL

A.2.2 Mackay TCU not available, TWR available OOH (YBBB 869, YBMK 45)

YBBB 869

- A) YBBB (PRD) DTG
- E) MACKAY TWR AND TCU ATS NOT AVBL

DUE OPERATIONAL RESTRICTIONS MACKAY CLASS D AIRSPACE 4500FT AND
BLW BECOMES CLASS G. PER EN ROUTE SUPPLEMENT AUSTRALIA (ERSA)
MACKAY OUTSIDE TWR HR REFERS.

FIS AVBL BRISBANE CENTRE AREA FREQUENCY 135.5 CTAF FREQUENCY
124.5

YBMK 45

- A) YBMK (PRD) DTG
- E) TWR AND APP ATS NOT AVBL

DUE OPERATIONAL RESTRICTIONS MACKAY CLASS D AIRSPACE 4500FT AND
BLW BECOMES CLASS G. PER EN ROUTE SUPPLEMENT AUSTRALIA (ERSA)
MACKAY OUTSIDE TWR HR REFERS.

FIS AVBL BRISBANE CENTRE AREA FREQUENCY 135.5 CTAF FREQUENCY
124.5

A.2.3 Rockhampton TCU not available, TWR available TRA (YBBB 942, YBRK 83)

A) YBBB (PRD) DTG

- E) TEMPO RESTRICTED AREA ACT IN CTA CLASS D AIRSPACE. DESIGNATED
AIRSPACE HANDBOOK (DAH) SECTOR VOLUME NAMES AFFECTED ARE:
'ROCKHAMPTON CTA D1' (EXCLUDING THAT PORTION COINCIDENT WITH THE
LATERAL LIMITS OF 'ROCKHAMPTON CONTROL ZONE D'), 'ROCKHAMPTON
CTA D2', 'ROCKHAMPTON CTA D3'.

ATS IN THIS AIRSPACE ARE SUBJECT TO CONTINGENCY DUE OPR
RESTRICTIONS.

AUTH FM CONTROLLING AUTHORITY RQ.

APP CTL SER NOT AVBL. CLASS G SER PROVIDED IN TEMPO RESTRICTED
AREA BY ROCKHAMPTON TWR ON FREQ 118.1MHZ. CLASS D SER PROVIDED
WI THE LATERAL LIMITS OF 'ROCKHAMPTON CONTROL ZONE D' SFC TO
2500FT AMSL BY ROCKHAMPTON TWR ON FREQ 118.1MHZ. CLASS C CTA ABV
4500FT AMSL TO FL150 CONTROLLED BY BRISBANE CEN ON FREQ 119.55MHZ
OR AS DIRECTED BY ATC.

PRIOR TO OPERATING IN THE TEMPO RESTRICTED AREA,
PILOTS/OPERATORS MUST OBTAIN AUTHORISATION FM ROCKHAMPTON TWR
ON FREQ 118.1MHZ IF APPROACHING FROM ADJ CLASS G AIRSPACE OR

DEPARTING ROCKHAMPTON, OR FM BRISBANE CENTRE IF APPROACHING FROM CTA.

PILOTS-IN-COMMAND ARE RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WITHIN THE AFFECTED AIRSPACE. AUTHORISATION TO ENTER THIS TEMPO RESTRICTED AREA DOES NOT CONSTITUTE CLEARANCE TO ENTER ANY ADJ OR EMBEDDED RESTRICTED AREAS. THESE PROCEDURES DO NOT APPLY TO OPS IN ACTIVE MILITARY CTR AND RESTRICTED AREAS.

FOR FURTHER INFO INCLUDING MAPS OF AFFECTED AIRSPACE SEE AIC TITLED ROCKHAMPTON AND MACKAY (CORAL) APPROACH CONTINGENCY PROCEDURES OR CTC AIRSERVICES AUSTRALIA ON TEL +61 7 4931 5205

F) 1000FT AMSL

G) 4500FT AMSL

A.2.4 Rockhampton TCU not available, TWR available OOH (YBBB 873, YBRK 59)

YBBB 873

A) YBBB (PRD) DTG

E) ROCKHAMPTON TWR AND TCU ATS NOT AVBL

DUE OPERATIONAL RESTRICTIONS ROCKHAMPTON CLASS D AIRSPACE 4500FT AND BLW BECOMES CLASS G. PER EN ROUTE SUPPLEMENT AUSTRALIA (ERSA) ROCKHAMPTON OUTSIDE TWR HR REFERS.

FIS AVBL BRISBANE CENTRE AREA FREQUENCY 119.55 CTAF FREQUENCY 118.1

YBRK 59

A) YBRK (PRD) DTG

E) TWR AND APP ATS NOT AVBL

DUE OPERATIONAL RESTRICTIONS ROCKHAMPTON CLASS D AIRSPACE 4500FT AND BLW BECOMES CLASS G. PER EN ROUTE SUPPLEMENT AUSTRALIA (ERSA) ROCKHAMPTON OUTSIDE TWR HR REFERS.

FIS AVBL BRISBANE CENTRE AREA FREQUENCY 119.55 CTAF FREQUENCY 118.1

Appendix B Briefings

Print and distribute briefings to the following areas. Include a copy of any NOTAM issued.

Index	Area
B.1	Affected TCU and Tower
B.2	Military
B.3	Pilot/operator

B.1 Affected TCU

B.1.1 Pre-contingency

Broadcast	Make a broadcast advising that ATS will not be available and that contingency procedures will apply
Suggested phraseology	
Hazard alert/general broadcast	ALL STATIONS, ATS PROVIDED BY (TCU callsign) BELOW (level) FEET WILL NOT BE AVAILABLE FROM (time). ACCESS TO AIRSPACE IS RESTRICTED. CLASS G PROCEDURES APPLY. CLASS D [or C] SERVICES PROVIDED WITHIN THE LATERAL DIMENSIONS OF THE CONTROL ZONE BELOW (level) FEET. REFER TO NOTAM XXX (NOTAM number as appropriate)

At the commencement of contingency	
Transmit	<p>Make a hazard alert/general broadcast at the start of the contingency as appropriate</p> <p>Make directed transmissions to aircraft that will be operating in the contingency airspace</p> <p>Provide a statement of known traffic in TRA</p> <p>Advise the pilot that Class G procedures apply on TWR frequency</p> <p>Provide a directed release from control to TWR or CEN frequency as applicable</p>
Suggested phraseology	
Hazard alert/general broadcast	ALL STATIONS, ATS PROVIDED BY (TCU callsign) BELOW (level) FEET IS NOT AVAILABLE. ACCESS TO AIRSPACE IS RESTRICTED. CLASS G PROCEDURES APPLY. CLASS D [or C] SERVICES PROVIDED WITHIN THE LATERAL DIMENSIONS OF THE CONTROL ZONE BELOW (level) FEET. REFER TO NOTAM XXX (NOTAM number as appropriate)

At the commencement of contingency	
Directed transmissions	<ul style="list-style-type: none"> • (callsign) AUTHORISED TO OPERATE WITHIN THE TEMPORARY RESTRICTED AREA DESCRIBED IN NOTAM XXX (domestic or international NOTAM number as appropriate) • LEAVE CONTROLLED AIRSPACE DESCENDING (or CLIMBING) VIA (or ON) (route, approach, or departure type) AND RE-ENTER VIA (or ON) (route or approach type) • AUTHORISATION TO OPERATE IN THIS TEMPORARY RESTRICTED AREA DOES NOT CONSTITUTE A CLEARANCE THROUGH RXXX (embedded or adjacent military restricted areas) • KNOWN TRAFFIC (traffic statement) • KNOWN MILITARY ('DUE REGARD') (HIGH SEAS FIRING) OPERATIONS IN AREA XXX. (NOTAM XXX REFERS) • [IDENTIFICATION AND] CONTROL SERVICE TERMINATED. • CONTACT (location) TOWER or CENTRE ON (frequency) CONTACT BRSIBANE CENTRE ON (frequency)
HMI	
	<p>If the aircraft will communicate with Airservices ATC on exit from the TRA:</p> <ul style="list-style-type: none"> • Clear the CFL; and • Put 'TRA' in the LABEL_DATA field - to indicate aircraft has been given TRA frequency <p>Inhibit the FDR when the aircraft is established within the TRA and:</p> <ul style="list-style-type: none"> • The aircraft will land at the affected location prior to resumption of normal services; or • The aircraft will not communicate with Airservices ATC on exit from the TRA, e.g. exiting into Defence airspace <p>Display the INHI List to assist the controller resuming normal service</p>

B.1.2 Resumption of service

On resumption of published services	
Review INHI list	Review INHI list for aircraft operating within the TRA
Coordination	Coordinate with the TWR for resumption of traffic processing Coordinate with abutting sectors: <ul style="list-style-type: none"> • advise that normal service will resume; and • accept/provide any outstanding coordination
Data validity	Validate operational data before using for separation purposes
Individual aircraft	Contact each aircraft, issue a final traffic statement (if necessary), establish separation, and issue/confirm onwards clearance

On resumption of published services	
HMI	As communication is established with each aircraft: <ul style="list-style-type: none"> • assume jurisdiction of the track; • enter the cleared CFL; • remove the 'TRA' from LABEL_DATA; and • identify the aircraft
Broadcast	Broadcast on affected frequencies advising that normal services will resume
Suggested phraseology	
Resumption of published services	ALL STATIONS PUBLISHED SERVICES HAVE RESUMED

B.2 Military

- Air Traffic Services provided by [location] TCU below (level) FEET are 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.2.1 Pre-contingency

Suggested phraseology	
Pre-contingency hazard alert/general broadcast	ALL STATIONS, ATS PROVIDED BY (TCU callsign) BELOW (level) FEET WILL NOT BE AVAILABLE FROM (time). ACCESS TO AIRSPACE IS RESTRICTED. CLASS G PROCEDURES APPLY. CLASS D [or C] SERVICES PROVIDED WITHIN THE LATERAL DIMENSIONS OF THE CONTROL ZONE BELOW (level) FEET. REFER TO NOTAM XXX (NOTAM number as appropriate)
Hazard alert/general broadcast at start of contingency	ALL STATIONS, ATS NORMALLY PROVIDED BY (TCU callsign) BELOW (level) FEET IS NOT AVAILABLE. ACCESS TO AIRSPACE IS RESTRICTED. CLASS G PROCEDURES APPLY. CLASS D [or C] SERVICES PROVIDED WITHIN THE LATERAL DIMENSIONS OF THE CONTROL ZONE BELOW (level) FEET. REFER TO NOTAM XXX (NOTAM number as appropriate)

B.2.2 During contingency

General procedures	
Entering TRA	<ul style="list-style-type: none"> • TCU airspace outside of the control zone SFC to (level) is a Temporary Restricted Area (TRA) • Climb and descent is at pilot discretion • Class G procedures apply on tower frequency in the TRA. • Tower provides TRA access approvals and Class D [or C] services within the lateral dimensions of the control zone below (level) • BN CEN provides Class C service in existing CTA above (level) • Pilots are responsible for terrain and collision avoidance within TRA • Authorisation to operate in the TRA does not constitute a clearance through embedded or adjacent military restricted areas
Exiting TRA	ALL STATIONS, ATS NORMALLY PROVIDED BY (TCU callsign) BELOW (level) FEET IS NOT AVAILABLE. ACCESS TO AIRSPACE IS RESTRICTED. CLASS G PROCEDURES APPLY. CLASS D [or C] SERVICES PROVIDED WITHIN THE LATERAL DIMENSIONS OF THE CONTROL ZONE BELOW (level) FEET. REFER TO NOTAM XXX (NOTAM number as appropriate)
Relevant frequencies	(location) Tower – (frequency) (location) Tower – (frequency) (BN or ML) CEN – (frequency)
Suggested phraseologies	
Terminating services (as applicable)	[IDENTIFICATION AND] CONTROL SERVICE TERMINATED. FREQUENCY CHANGE APPROVED or CONTACT (unit callsign) ON (frequency)
Traffic statement, frequency, contact instructions (as applicable)	<ul style="list-style-type: none"> • (callsign), AUTHORISED TO OPERATE WITHIN THE TEMPORARY RESTRICTED AREA AS DESCRIBED IN NOTAM (XXX) • AUTHORISATION TO OPERATE WITHIN THE TRA DOES NOT CONSTITUTE A CLEARANCE THROUGH R(XXX) • KNOWN TRAFFIC (traffic statement) • CONTACT (location) TOWER ON (frequency, see table above)

B.2.3 Resumption of service

Suggested phraseology	
Resumption of published services	ALL STATIONS PUBLISHED SERVICES AT (location) HAVE RESUMED

B.3 Pilot/operator

Refer to AIC for Coral Approach Contingency Procedures.

Uncontrolled

Appendix C Coral approach procedures supplement

C.1 Airspace definition

Term	Definition
Tower airspace	The lateral dimensions of the control zone, SFC to 2500 FT, in which Tower provides a Class D service in accordance with the published airspace classification.
TRA	That portion of CTA normally controlled by the TCU between 1000 FT and 4500 FEET around which a TRA is established, and in which the Tower provides a FIS and alerting service.
En route airspace	That portion of CTA above 4500 FT that is normally controlled by the TCU, in which BN CEN provides Class C service.

C.2 Arrival

C.2.1 Standard assignable level

The standard assignable level from BN CEN to Tower is A070.

C.3 Departure

C.3.1 Standard assignable level

The standard assignable level from Tower to BN CEN is A060 or the planned level, whichever is lower.

C.3.2 Taxi advice – Mackay Tower to SWY

Activate departing aircraft FDR via CADAS and EST messaging. Voice coordinate subsequent changes.

During CADAS/AFTN outage, voice coordinate departing aircraft upon taxi, include:

- callsign;
- cleared route;
- departure type (IFR only);
- cleared level;
- first tracking point (VFR only); and
- runway (if not the duty runway).

C.4 Systems

BN CEN will inhibit the FDR when the aircraft is established within the TRA and the following apply:

- The aircraft will land at the affected location prior to resumption of normal services;
or
- The aircraft will not communicate with Airservices ATC on exit from the TRA, e.g. exiting TRA into military airspace

Display the inhibited list to assist with situational awareness on resumption of services.

Uncontrolled