

**AIP SUPPLEMENT  
(SUP)****H02/23****Effective: 202301100200 UTC**AERONAUTICAL INFORMATION SERVICE,  
AIRSERVICES AUSTRALIA, GPO BOX 367,  
CANBERRA ACT 2601For DISTRIBUTION queries, contact:  
Email: [aim\\_editorial@airservicesaustralia.com](mailto:aim_editorial@airservicesaustralia.com)For CONTENT queries regarding this SUP, contact:  
Email: [oar@casa.gov.au](mailto:oar@casa.gov.au)**BALLINA SURVEILLANCE FLIGHT  
INFORMATION SERVICE PHRASEOLOGY  
AND LISMORE RWY 33 PROCEDURES****1. INTRODUCTION**

- 1.1 Ballina Byron Gateway Aerodrome (YBNA) in northern New South Wales has a complex mix of traffic.
- 1.2 A Mandatory Broadcast Area (MBA) has been declared for Class G airspace (under *Part 91 of the Civil Aviation Safety Regulations 1998*) in the vicinity of YBNA, SFC – A085. Refer to Appendix 1 for the existing YBNA MBA information, included for awareness.
- 1.3 Within the MBA, and during promulgated hours, Airservices will provide a Surveillance Flight Information Service (SFIS).
- 1.4 The information in this SUP includes the phraseology to be used for operations within the Ballina/Byron Mandatory Broadcast Area (YBNA MBA), as well as reporting procedures for IFR aircraft on a RWY 33 approach at Lismore Aerodrome (YLIS).

**2. IMPLEMENTATION**

- 2.1 The carriage and use of a radio and broadcast requirements within an MBA are empowered under *Part 91 of the Civil Aviation Safety Regulations 1998* (CASR) and its associated *Manual of Standards* (MOS).
- 2.2 Except as detailed below, all aircraft departing, entering, or transiting the YBNA MBA, or operating to/from an ALA within the MBA, must make broadcasts prior to or as soon as possible after entering the MBA on 124.2 MHz.

- 2.2.1 During YBNA SFIS hours of operation only, all IFR aircraft commencing a published YLIS RWY 33 instrument approach transiting the YBNA MBA via a position south and west of the extended centreline of RWY 15/33, including waypoints LSYSK and LSYSL, will not be required to broadcast on the YBNA MBA frequency and should remain on the YLIS CTAF 132.45. Any pertinent traffic (IFR and/or VFR) for those IFR aircraft commencing a YLIS RWY 33 approach west of the extended centreline of RWY 15/33 will be passed by Air Traffic Services (ATS) on the Area Frequency 120.3 during hours of YBNA SFIS operation.
- 2.3 An SFIS will be provided to all aircraft within the YBNA MBA between 2200 and 0800 UTC (1 HR earlier during AEDT), or as notified by NOTAM.
- 2.4 The SFIS does not amend VFR SARWATCH or SARTIME responsibilities within Class G airspace. VFR pilots remain responsible for the nomination and cancellation of SARTIME.
- 2.5 IFR SARWATCH may be cancelled on the CTAF during SFIS hours of operation. This would normally accompany the report of 'RUNWAY VACATED' (refer to phraseology in para 4.1).
- 2.6 Flight procedures as per En Route Supplement Australia (ERSA) FAC (BALLINA/BYRON GATEWAY) continue to apply H24.

### **3. SERVICES AVAILABLE**

#### **3.1 Surveillance Flight Information Service (SFIS)**

- 3.1.1 Within the YBNA MBA, the SFIS will be provided by ATS on the CTAF 124.2 ATS Unit callsign 'BALLINA INFORMATION' during prescribed hours of operation. A Flight Information Service (FIS) continues to be provided as per *AIP GEN 3.3* on CTAF 124.2.
- 3.1.2 Outside SFIS hours, a FIS will be provided as per *AIP GEN 3.3* by Brisbane Centre on Area Frequency 120.3.
- 3.1.3 As carriage and use of a radio is mandatory, all aircraft operating within the YBNA MBA will receive a Traffic Information Service providing advice on conflicting traffic between:
- a) IFR and IFR flights;
  - b) IFR and VFR flights; and
  - c) VFR and VFR flights.

This will enable ATS to provide enhanced traffic information to all pilots when surveillance and/or other information warrants.

- 3.1.4 ATS provides an SFIS on the CTAF 124.2. Pilots are required to remain on the CTAF while operating within the YBNA MBA or until given a directed frequency transfer.
- 3.1.5 An SFIS is NOT a separation or sequencing service, and pilots remain responsible for complying with all regulations and responsibilities applicable to operating in Class G airspace and on the CTAF.
- 3.1.6 All initial and final calls on the CTAF are to be directed to 'BALLINA INFORMATION' in concert with the broadcast requirements.

The standard broadcast format is:

- a) (Location) Traffic
- b) Aircraft type
- c) Callsign
- d) In relation to the flight:
  - i) The aircraft's position
  - ii) Level (where appropriate)
  - iii) Intentions (area of operation/direction of travel, etc.)
- e) (Location)

Example: 'BALLINA INFORMATION AND TRAFFIC, C172 ABC TAXIING FOR CIRCUITS RUNWAY 06, BALLINA'.

- 3.1.7 Any directed traffic information from ATS must be acknowledged by the intended pilot. Traffic information does not relieve pilots of their responsibility to see and avoid other aircraft.
- 3.1.8 To minimise frequency congestion:
- a) Pilots should announce when in receipt of a call indicating that their aircraft may be in conflict.
  - b) Pilots operating within the circuit must acknowledge calls from aircraft departing or landing whose operations are in conflict with their own.
  - c) Traffic advice may be limited to generic statements or summarised (e.g. (number of) aircraft in the circuit). Position of specific aircraft within the circuit may not be known to ATS; therefore, pilots within or entering the circuit must listen to all calls within the MBA.

Proactive acknowledgement of these calls will significantly reduce superfluous transmissions and repetition.

### **3.2 Usage of ADS-B and transponders**

3.2.1 VFR aircraft are not required to be fitted with a transponder or ADS-B avionics to operate in the YBNA MBA. However, if an aircraft is fitted with a correctly functioning transponder and/or ADS-B avionics then it is required to be switched on and used. If the aircraft is fitted with a Mode C transponder (which is serviceable and approved for use), then it is to be selected to the Altitude position, unless otherwise directed by ATS. Use of transponder and/or ADS-B avionics will further enhance safety and efficacy of the SFIS.

### **3.3 Flight planning**

3.3.1 VFR aircraft are encouraged to lodge flight plans to reduce frequency congestion.

## **4. AIRSPACE USAGE**

### **4.1 Mandatory Broadcast requirements in YBNA MBA**

4.1.1 The broadcast requirements do not apply to a Remotely Piloted Aircraft (RPA) or a model aircraft that is operated at or below 400FT above ground level (AGL).

4.1.2 Pilots are required to broadcast on CTAF 124.2 when entering and operating within the defined lateral and vertical limits of the YBNA MBA, and to comply with the following MBA mandatory positional broadcasts (see table).

4.1.3 All broadcast requirements apply H24 with the following exceptions:

- a) Outside SFIS hours of operation, no departure report is required on CTAF 124.2.
- b) Outside SFIS hours of operation, IFR aircraft shall make their departure report on the area frequency in accordance with *AIP GEN 3.4 para 6.16.8 After Take-off (3c)*.

<b>YBNA MBA - mandatory positional broadcasts</b>	
<b>Situation</b>	<b>Broadcast content. Initial and final calls also directed to ATS.</b>
<b>Taking off from an aerodrome in the MBA</b>	
Immediately before, or during taxiing	<p>BALLINA INFORMATION AND (Aerodrome) TRAFFIC</p> <ul style="list-style-type: none"> <li>• the aircraft's type and callsign;</li> <li>• if the proposed flight is to be conducted under the IFR a statement to that effect;</li> <li>• the name of the aerodrome and               <ul style="list-style-type: none"> <li>a) the proposed flight's intended destination; or</li> <li>b) the direction in which the pilot intends to fly from the aerodrome; or</li> <li>c) airwork intentions (e.g. circuits);</li> </ul> </li> <li>• the runway proposed to be used for take-off.</li> </ul> <p>(Aerodrome)</p> <p><i><b>Note:</b> ATS will issue an SSR code to IFR departures on first contact. Airways clearance may be issued by SFIS where aircraft performance and traffic disposition allow.</i></p>
<b>Entering the runway</b>	
Immediately before entering the runway	<p>(Aerodrome) TRAFFIC</p> <ul style="list-style-type: none"> <li>• the aircraft's type and callsign;</li> <li>• [BACKTRACKING] and/or (LINING UP) RUNWAY (number)</li> </ul> <p>(Aerodrome)</p>

<b>Aircraft departing the aerodrome</b>	
IFR departure report (non-controlled aerodromes surveillance):	(Aerodrome) TRAFFIC <ul style="list-style-type: none"> <li>• the aircraft's type and callsign; and</li> <li>• <i>(location reference departure aerodrome) PASSING (current level) CLIMBING TO (intended level) [ESTIMATING (first reporting point) AT (time)]</i></li> </ul> (Aerodrome)
VFR departure report:	(Aerodrome) TRAFFIC <ul style="list-style-type: none"> <li>• the aircraft's type and callsign; and</li> <li>• <i>(location reference departure aerodrome) PASSING (current level) CLIMBING TO (intended level)</i></li> </ul> (Aerodrome)
<b>Changing intentions/track/level</b>	
When the pilot intends to alter track and/or level given in a previous broadcast of intentions	BALLINA INFORMATION AND (Aerodrome) TRAFFIC <ul style="list-style-type: none"> <li>• the aircraft's type and callsign;</li> <li>• the aircraft's position;</li> <li>• the aircraft's present level; and</li> <li>• the pilot's intentions in relation to the flight.</li> </ul>
<b>Flying through the YBNA MBA without landing</b>	
The pilot in command of an aircraft intending to fly through the area without landing must, prior to or as soon as possible after the aircraft enters the MBA, make a broadcast that includes the following information:	BALLINA INFORMATION AND TRAFFIC <ul style="list-style-type: none"> <li>• the aircraft's type and callsign;</li> <li>• the aircraft's position;</li> <li>• the aircraft's present level; and</li> <li>• the pilot's intentions in relation to the flight.</li> </ul>

<b>Landing at an aerodrome in the MBA</b>	
<p>The pilot in command of an aircraft intending to land at an aerodrome in the MBA, must prior to or as soon as possible after the aircraft enters the MBA, make a broadcast that includes the following information:</p>	<p>BALLINA INFORMATION AND (Aerodrome) TRAFFIC</p> <ul style="list-style-type: none"> <li>• the aircraft's type and callsign;</li> <li>• the aircraft's radial, bearing or quadrant from, and distance from, the aerodrome at which the pilot proposes to land;</li> <li>• the aircraft's altitude; and</li> <li>• the pilot's intentions in relation to the flight.</li> </ul> <p>(Aerodrome)</p>
<b>Entering the circuit</b>	
<p>If and when the aircraft joining the circuit, make a broadcast that consists of:</p>	<p>(Aerodrome) TRAFFIC</p> <ul style="list-style-type: none"> <li>• the aircraft's type and callsign;</li> <li>• a statement that the aircraft is joining the circuit; and</li> <li>• the leg on which the aircraft is joining the circuit; or if the pilot intends to make a straight in approach to the landing runway, make a prior broadcast of that intention.</li> </ul> <p>(Aerodrome)</p>
<b>Vacating the runway</b>	
<p>The aircraft is clear of the active runway(s):</p>	<p>BALLINA INFORMATION AND (Aerodrome) TRAFFIC</p> <ul style="list-style-type: none"> <li>• the aircraft's callsign; and</li> <li>• broadcast and report to ATS once established outside the runway strip using the radiotelephony 'RUNWAY [number] VACATED'.</li> </ul> <p>(Aerodrome)</p> <p><b>Note:</b> For IFR aircraft, this would normally be accompanied with request to cancel SARWATCH.</p>

<b>Operations complete</b>	
For operations that are not associated with or restricted to runways, when operations within the MBA are complete:	BALLINA INFORMATION AND (Aerodrome) TRAFFIC <ul style="list-style-type: none"> <li>• the aircraft's callsign; and</li> <li>• OPERATIONS COMPLETE</li> </ul> (Aerodrome)

## **5. CONFLICT HOT SPOTS**

- 5.1 The areas to the west and south of Ballina are known hot spots for conflicts between VFR and IFR aircraft. VFR pilots should be vigilant when transiting these areas. Refer to Appendix 2 depictions of the Ballina and Lismore instrument approaches, included for awareness.

## **6. CANCELLATION**

- 6.1 This SUP will be cancelled when the described procedures are incorporated into the IAIP.

## **7. DISTRIBUTION**

- 7.1 Airservices Australia website only.

## **Appendices**

1. Airspace arrangements
2. Ballina MBA airspace depiction



**1. Airspace arrangements**

**BALLINA/BYRON MANDATORY BROADCAST AREA 124.2**

**LATERAL LIMITS:** 283917S 1532149E

Then along the counter clockwise arc of a circle radius 30.00NM centre 281008S 1533014E (CG/DME) – 283748S 1534337E

Then along the clockwise arc of a circle radius 15.00NM centre 285002S 1533345E (YBNA/AD) – 285419S 1531722E

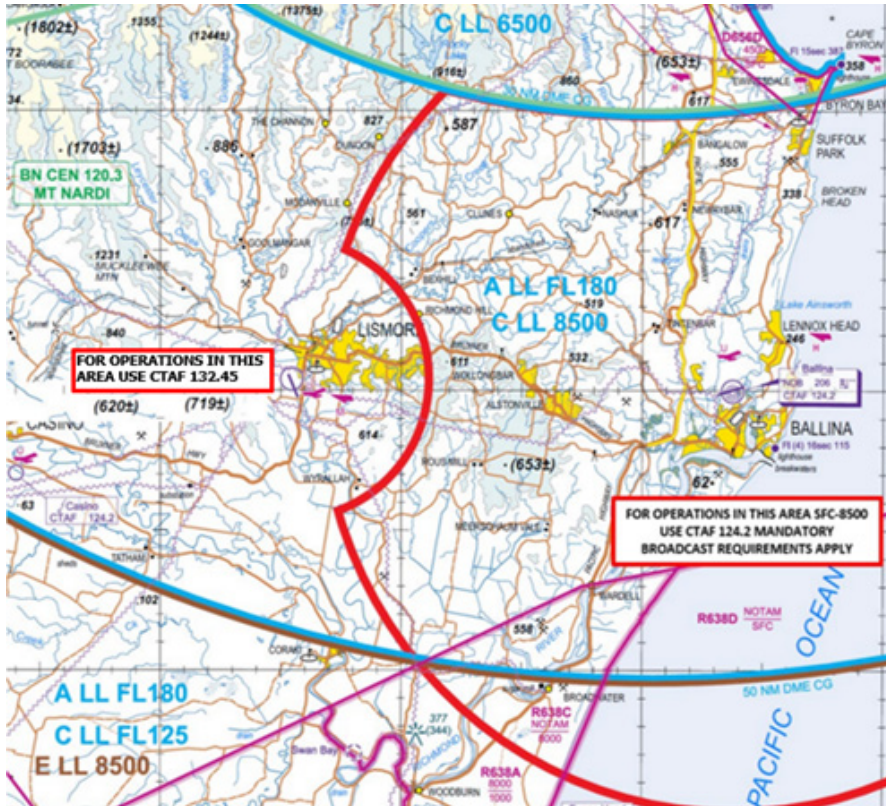
Then along the counter clockwise arc of a circle radius 5.00NM centre 284936S 1531527E (YLIS/AD) – 284459S 1531740E

Then along a clockwise arc of a circle radius 15.00NM centre 285002S 1533345E (YBNA/AD) – 283917S 1532149E

**VERTICAL LIMITS:** SFC – 8500

*Note: Excludes active Restricted Airspace*

**2. Ballina MBA airspace depictions**



Not for operational use

Figure 1 - Depiction of YBNA MBA

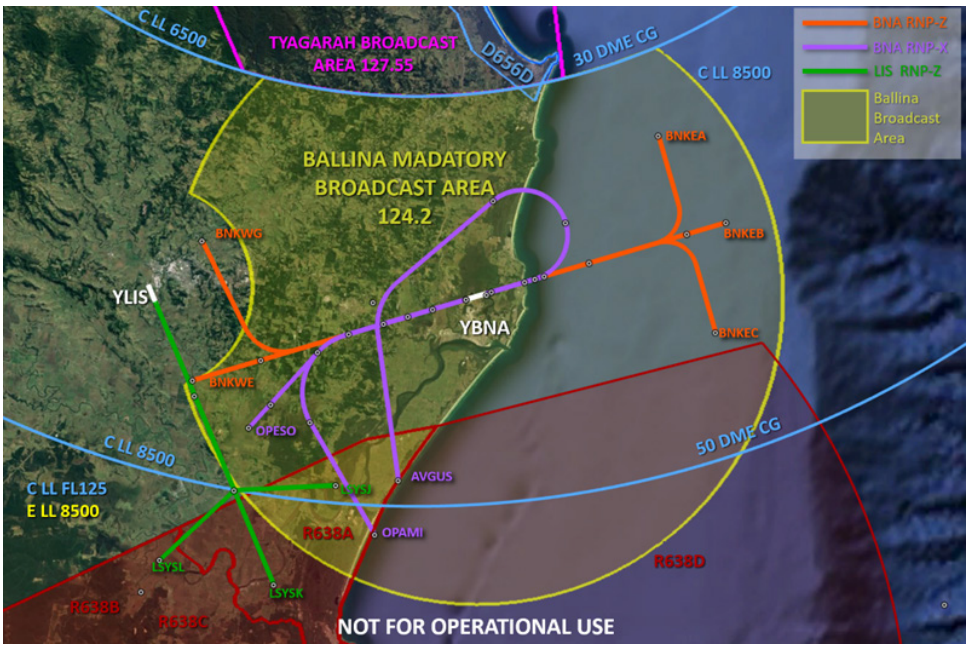


Figure 2 - Depiction of Ballina and Lismore instrument approaches