airservices australia

Temporary Local Instruction

TLI_23_0158

Rockhampton and Mackay TCU not available, TWR available contingency plan

Effective from:	**UTC 2308021600**		**Effective to:**	2403021600			
Authorised:	Service Standards				**Replaces:**	Nil	
Contact:	ATM Standards	CRC ID:	25927	ASID:		CIRRIS:	

Affected units/staff	Mackay Tower	Rockhampton Tower	Northern FIR Secondary Tower LL	Capricornia
	Reef	Northern High Density LL	MK/RK TCU	Brisbane SS
	Northern Terminal LL	Brisbane SM3	DSS	ATM Directors
	Network Coordination Centre (NCC)	ATM Standards		

Reference documents	This TLI amends: TMA ATS Contingency Plan (ATS-CP-0085)

Background

Current Terminal Control Area (TMA) contingency procedures remove all level of air traffic service provision and instead requires a Contingency Response Manager (CRM) to manage the affected TMA volume, which is normally declared a Temporary Restricted Area (TRA). Access to the affected volume is managed by phone, well in advance of the time required. The Tower controls only traffic on the surface of the aerodrome but not airborne, which underutilises their skills both in achieving safety, and efficiency to meet industry outcomes.

This proposal trials an amended model of contingency as an alternative to the current generic procedure for ‘TCU not available, Tower available contingencies’ for Coral Approach only. In this model Tower provides Class D services within the lateral confines of the control zone (CTR) to 2500 FT and all remaining TMA airspace between 1000 FT and 4500 FT is declared a TRA within which Class G procedures apply. The Tower is responsible for issuing TRA access authorisations and the provision of Class G service to aircraft in the TRA. TRA access authorisation are dealt with tactically on normal VHF frequencies. Class C service is provided in existing Class C control area (CTA) above 4500 FT by Brisbane Centre (BN CEN). This Class C CTA volume is normally controlled by BN CEN outside of Coral Approach activation periods.

Expected benefits:

- A model of service provision in contingency scenarios that is more closely aligned to standard procedure than current contingency arrangements; and
- Continued general aviation and training operations, with improved safety, in the control zone during contingency.

The procedures will run as a trial at Rockhampton and Mackay with the results informing whether they can be rolled out more broadly as contingency arrangements.

Instruction

Use the following contingency procedures for Rockhampton and Mackay TCU not available, tower available scenarios instead of those contained within TMA ATS Contingency Plan (ATS-CP-0085).

All other contingency procedures remain as per TMA ATS Contingency Plan (ATS-CP-0085).

Rockhampton and Mackay tower controllers, and Capricornia and Reef en route controllers must complete SuccessFactors training ‘Rockhampton and Mackay TCU Contingency Plan Trial Procedures’ prior to controlling after the effective date of this TLI.

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1 Immediate response

1.1 Evacuation

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

1.2 Immediate contingency

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

Loss of service without notice	
Stop traffic	• **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	• Affected position and all surrounding positions to broadcast hazard alerts. • Suggested phraseology for affected TCU position: ALL STATIONS, CLASS D 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) IS NOT AVAILABLE. ACCESS TO AIRSPACE IS RESTRICTED. CLASS G PROCEDURES APPLY. CLASS D SERVICES PROVIDED IN THE CONTROL ZONE BELOW 2500 FEET. REFER TO NOTAM XXX (NOTAM number as appropriate) TRAFFIC IN THE VICINITY OF (affected aerodrome) WILL BE AFFECTED.
Contact	• Contact the relevant DO to report the loss of service and determine next steps. • Advise the NCC.
Complete checklist	• Complete the remainder of Checklist/Index

1.3 Checklist/index

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

Part	Chapter	Ref	Item	Done
2	Pre-contingency	2.1	Activity Log	☐
		2.2	Contact Director Operations (DO)	☐
		2.3	Level of service	☐
		2.4	Operational Hazard Assessment	☐
		2.5	Affected aircraft	☐
		2.6	CASA notification of service variation	☐
		2.7	Publish NOTAM	☐
		2.8	Brief affected areas	☐
		2.9	Broadcast to affected aircraft	☐
3	During contingency	3.1	Airspace	
		3.2	Coordination and Communication	
		3.3	Operational restrictions	
		3.4	Separation	
		3.5	Records	
		3.6	Systems	
4	Resumption	4.1	Service resumption	
		4.2	Resume ATS	☐
		4.3	Notification to aircraft	☐
		4.4	Staff debrief	☐
5	Reporting	5.1	Notify CASA	☐
		5.2	Post Activation Review Report (PAR)	☐
		5.3	Enter CIRRIS	☐
6	Review	6.1	Activation review	
		6.2	Trial review	

Appendix A	NOTAM	Appendix A	NOTAM	
Appendix B	Briefings	Appendix B	Briefings	

2 Pre-contingency

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 Director Operations (DO)

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

2.2.1 DO not contactable

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

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

2.2.2 Determine extent of response

Determine the extent of the response required, 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; and
- actual and forecast weather conditions.

2.2.3 Extended disruption

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

2.3 Level of service

Where Class D services cannot be maintained, Class G service will be provided in the affected TMA volume IAW this plan. The DO must ensure all avenues for service provision have been exhausted before approving a reversion to Class G service.

2.4 Operational Hazard Assessment

The duty ATMD must complete a Variation to Published Services: Operational Hazard Assessment (ATS-FORM-0005) form in consultation with the DO. The 'Contingency Response Manager Selection Worksheet' section is not required.

2.5 Affected aircraft

The ATMD must provide the NCC and BN SM3 with a list of flight planned movements through the affected airspace.

NCC will complete onwards notifications including airline teleconference.

2.6 CASA notification of service variation

The ATMD must consult CASA OAR to declare Temporary Restricted Areas in the relevant airspace.

2.7 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 ATMD determines that contingency routes are required and nominates the routes, they may be published by NOTAM.

2.8 Brief affected areas

The ATMD is responsible for briefing affected areas.

2.8.1 Distribute documentation

Print and distribute Section 3 of this document to LMA and SWY controllers, and Rockhampton and Mackay Tower.

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.

2.8.2 Notification checklist

This checklist is provided as a general reference.

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

2.9 Broadcast to affected aircraft

Make the following 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 Section 3.

3 During contingency

3.1 Airspace

3.1.1 Definition

Lateral dimensions of the CTR SFC to 2500 FT remains Class D airspace.

TRA is declared coincident with remaining portions of CTA 1000 FT to 4500 FT.

3.1.2 Service provision

Tower provides Class D service in the relevant control zone SFC to 2500 FT.

Tower provides Class G service in the TRA.

BN CEN provides Class C service in CTA above 4500 FT.

Note: Aircraft operating at the vertical extent of the TRA are considered inside the TRA and require authorisation.

3.1.3 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.

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. Where clearance to re-enter controlled airspace is not immediately available in order to maintain separation assurance, provide clearance to re-enter controlled airspace in sufficient time for the aircraft to maintain climb or descent profile into CTA.

Authorisation to access TRA must include:

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

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 ON (frequencies) NOT AVAILABLE [FROM (time)]. ACCESS TO AIRSPACE IS RESTRICTED. REFER TO NOTAM (number) FOR FURTHER INFORMATION'.

3.2.1.2 Hazard alerts and broadcasts

Suggested phraseology	
Hazard alert	ALL STATIONS, ATS PROVIDED BY (TCU callsign) WILL NOT BE AVAILABLE FROM (time). ACCESS TO AIRSPACE IS RESTRICTED. CLASS G PROCEDURES APPLY. CLASS D SERVICES PROVIDED IN THE CONTROL ZONE BELOW 2500 FEET. REFER TO NOTAM XXX (NOTAM number as appropriate).
Hazard alert at start of contingency	ALL STATIONS, ATS PROVIDED BY (TCU callsign) IS NOT AVAILABLE. ACCESS TO AIRSPACE IS RESTRICTED. CLASS G PROCEDURES APPLY. CLASS D SERVICES PROVIDED IN THE CONTROL ZONE BELOW 2500 FEET. REFER TO NOTAM XXX (NOTAM number as appropriate)

3.2.1.3 TRA access authority

Suggested phraseology	
Directed transmissions	• (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 to aircraft:

a) for arrivals and transits – prior to entering the TRA; or

b) 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

Assign arrivals not below A070 prior to coordination with Tower.

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 Sequence

BN 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:

c) callsign;

d) ETA;

e) STAR (if applicable)

f) approach type; and

g) runway (if not the duty runway).

Tower concurrence of sequence coordination permits BN 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 A070 on descent into the TRA.

3.2.3 Departure

3.2.3.1 Standard assignable level

Assign departures A060 or the planned level, whichever is lower.

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 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:

a) callsign;
b) cleared level, if other than the standard assignable;
c) departure type (IFR only)
d) first tracking point (VFR only)
e) runway (if not the duty runway).

3.2.3.4 NEXT call

Conduct a NEXT call to BN CEN for aircraft that will depart into en route controlled airspace.

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

3.2.3.5 Frequency transfer – Tower to En route

Transfer departing aircraft to permit unrestricted climb.

3.2.4 Service resumption

Coral Approach 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 APP frequency.

3.3 Operational restrictions

3.3.1 Traffic management

Traffic management responses may 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 particular 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
- 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.

3.3.1.1 Extent of traffic management

Tower will determine the extent of traffic management required 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.

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 NCC 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 BN CEN will:

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

BN CEN will inhibit the FDR if the following apply:

a) The aircraft will land within the TRA prior to resumption of normal services; or

b) 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.

3.6.2 Update system data

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

3.6.3 Frequency management

BN 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.

4 Resumption

4.1 Service resumption

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

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

4.2 Resume ATS

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

a) establish the sequence and timing of service restoration;

b) coordinate with the SM and NCC;

c) check and confirm the readiness of all staff, facilities and equipment; and

d) 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

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:

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.

5.2 Post Activation Review Report (PAR)

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 submit a Post Activation Review Report (PAR) (C-TEMP0116) to the relevant DO and attach it to the CIRRIS occurrence report.

The DO will review the report and forward to:

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

5.3 Enter CIRRIS

The ATMD must submit a CIRRIS occurrence.

Attach the completed PAR to the CIRRIS occurrence report.

6 Review

6.1 Activation review

The DO must conduct a full response review, and notify ATS Integrity, 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 Trial review

ATS Integrity will conduct a post implementation review prior to the expiration of the TLI considering:

- fitness for purpose of the airspace model;
- suitability of appropriate procedures;
- applicability to other locations;
- industry and controller feedback; and
- relevant CIRRIS occurrences and post activation reviews.

6.2.1 Feedback

The relevant DSS for each affected group is to collate controller feedback and provide this to ATS Integrity three weeks prior to the end of the trial, or at any time if deemed urgent.

Pass industry feedback to the relevant DSS, or direct to ATS Integrity for collation.

Appendix A NOTAM

A.1 NAIPS templates

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

Mackay **Class G service IAW this TLI**	**NOTAM**
TCU NAVBL/TWR AVBL TRA	YBBB 943, YBMK 70

Rockhampton **Class G service IAW this TLI**	**NOTAM**
TCU NAVBL/TWR AVBL TRA	YBBB 942, YBRK 83

A.2 NOTAM template

These are the standard templates for the contingency trial.

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

A.2.1 Temporary Restricted Area – Mackay TCU not available, TWR available

Template YBBB 943

Template 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'.

CONTINGENCY MAP (LISTED UNDER MACKAY IN THE BRISBANE FIR) AVBL
HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP

ATS IN THIS AIRSPACE ARE SUBJECT TO CONTINGENCY DUE OPR RESTRICTIONS.
RELEVANT APPROVAL FROM CONTROLLING AUTHORITY REQUIRED.
APPROACH CTL SER NOT AVBL. CLASS G SERVICE PROVIDED IN TEMPO RESTRICTED AREA BY MACKAY TOWER ON FREQ 124.5MHZ. CLASS D SERVICE PROVIDED WITHIN THE LATERAL LIMITS OF 'MACKAY CONTROL ZONE D' SFC TO 2500FT AMSL BY MACKAY TOWER ON FREQ 124.5MHZ. CLASS C CTA ABV 4500FT AMSL TO FL150 CONTROLLED BY BRISBANE CENTRE ON FREQ 135.5MHZ OR AS DIRECTED BY ATC.

PRIOR TO OPERATING IN THE TEMPO RESTRICTED AREA, PILOTS/OPERATORS MUST:
1. OBTAIN A BRIEFING ON CONTINGENCY PROCEDURES FROM AIRSERVICES AUSTRALIA ON 1300 879 535
2. OBTAIN AUTHORISATION TO OPERATE INSIDE THE TEMPO RESTRICTED AREA FROM MACKAY TOWER ON 124.5MHZ IF APPROACHING FROM ADJACENT CLASS G AIRSPACE OR DEPARTING MACKAY OR BRISBANE CENTRE IF APPROACHING FROM CTA.

PILOTS-IN-COMMAND ARE SOLELY 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.

F) 1000FT AMSL
G) 4500FT AMSL

A.2.2 Temporary Restricted Area – Rockhampton TCU not available, TWR available

Template YBBB 942

Template 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'.

CONTINGENCY MAP (LISTED UNDER ROCKHAMPTON IN THE BRISBANE FIR) AVBL
HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP

ATS IN THIS AIRSPACE ARE SUBJECT TO CONTINGENCY DUE OPR RESTRICTIONS.
RELEVANT APPROVAL FROM CONTROLLING AUTHORITY REQUIRED.
APPROACH CTL SER NOT AVBL.. CLASS G SERVICE PROVIDED IN TEMPO RESTRICTED AREA BY ROCKHAMPTON TOWER ON FREQ 118.1MHZ. CLASS D SERVICE PROVIDED WITHIN THE LATERAL LIMITS OF 'ROCKHAMPTON CONTROL ZONE D' SFC TO 2500FT AMSL BY ROCKHAMPTON TOWER ON FREQ 118.1MHZ. CLASS C CTA 4500FT AMSL TO FL150 CONTROLLED BY BRISBANE CENTRE ON FREQ 119.55MHZ OR AS DIRECTED BY ATC.

PRIOR TO OPERATING IN THE TEMPO RESTRICTED AREA, PILOTS/OPERATORS
MUST:
1. OBTAIN A BRIEFING ON CONTINGENCY PROCEDURES FROM AIRSERVICES AUSTRALIA ON 1300 879 535
2. OBTAIN AUTHORISATION TO OPERATE INSIDE THE TEMPO RESTRICTED AREA FROM ROCKHAMTPON TOWER ON 118.1MHZ IF APPROACHING FROM ADJACENT CLASS G AIRSPACE OR DEPARTING ROCKHAMPTON OR BRISBANE CENTRE IF APPROACHING FROM CTA.

PILOTS-IN-COMMAND ARE SOLELY 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.

F) 1000FT AMSL
G) 4500FT AMSL

Appendix B Briefings

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

Index	
B.1	TCU
B.2	Military
B.3	Pilot/operator

B.1 TCU

B.1.1 Pre contingency

Broadcast	Broadcast Hazard Alerts (standard parameters apply) advising that ATS will not be available and that contingency procedures will apply.
Suggested phraseology	
Hazard alert	ALL STATIONS, ATS PROVIDED BY (TCU callsign) WILL NOT BE AVAILABLE FROM (time). ACCESS TO AIRSPACE IS RESTRICTED. CLASS G PROCEDURES APPLY. CLASS D SERVICES PROVIDED IN THE CONTROL ZONE BELOW 2500 FEET. REFER TO NOTAM XXX (NOTAM number as appropriate).

Transmit	Transmit a hazard alert at the start of the contingency. Make directed transmissions to aircraft that will be operating in the contingency airspace. Provide a statement of known traffic in TRA. Advise the pilot that Class G procedures apply on TWR (frequency). Provide a directed release from control to TWR or CEN frequency as applicable
Suggested phraseology	
Hazard Alert	• ALL STATIONS, ATS PROVIDED BY (TCU callsign) IS NOT AVAILABLE. ACCESS TO AIRSPACE IS RESTRICTED. CLASS G PROCEDURES APPLY. CLASS D SERVICES PROVIDED IN THE CONTROL ZONE BELOW 2500 FEET. REFER TO NOTAM XXX (NOTAM number as appropriate)
Directed transmissions	• (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	
	If the aircraft will communicate with Airservices ATC on exit from the TRA: • Clear the CFL; and • Put 'TRA' in the LABEL_DATA field - to indicate aircraft has been given TRA frequency. Inhibit the FDR if any of the following apply:

	• The aircraft will land within the TRA 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 Display the INHI List to assist the controller resuming normal service.

B.1.2 Resumption of service

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:
	  • 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.
Cessation of contingency – HMI	As communication is established with each aircraft: • 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 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	
Hazard alert	ALL STATIONS, ATS PROVIDED BY (TCU callsign) WILL NOT BE AVAILABLE FROM (time). ACCESS TO AIRSPACE IS RESTRICTED. CLASS G PROCEDURES APPLY. CLASS D SERVICES PROVIDED IN THE CONTROL ZONE BELOW 2500 FEET. REFER TO NOTAM XXX (NOTAM number as appropriate).
Hazard alert start of contingency	ALL STATIONS, ATS NORMALLY PROVIDED BY (TCU callsign) IS NOT AVAILABLE. ACCESS TO AIRSPACE IS RESTRICTED. CLASS G PROCEDURES APPLY. CLASS D SERVICES PROVIDED IN THE CONTROL ZONE BELOW 2500 FEET. REFER TO NOTAM XXX (NOTAM number as appropriate)

B.2.2 During contingency

<table>
<tr><th colspan="2">Procedures for aircraft</th></tr>
<tr><td>Entering TRA</td><td>• TCU airspace outside of the control zone SFC to A025 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 services in the control zone below A025.
• BN CEN provides Class C service in existing CTA above A045.
• 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</td></tr>
<tr><td>Exiting TRA</td><td>Normal point to point coordination should be conducted. Pilots should establish communications prior to the boundary for airways clearance.</td></tr>
<tr><td>Relevant frequencies</td><td><table><tr><th>Unit</th><th>Frequency</th></tr><tr><td>Tower</td><td>Mackay. 124.5
Rockhampton. 118.1</td></tr></table></td></tr>
</table>

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)	• (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 IS …… • CONTACT TOWER ON (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

Carefully review the contingency NOTAM to confirm operating requirements.

B.3.1 Airspace

- Air Traffic Services are not available within [location] TMA. A map of affected airspace may be available at https://www.airservicesaustralia.com/notammaps/index.asp
- Class D airspace excluding the CTR SFC to 2500 FT is a Temporary Restricted Area (TRA). NOTAM [number] applies. Class G procedures apply within the TRA.

B.3.2 Service availability

- In the TRA:
  - Control service and separation is not available.
  - SARWATCH held by Tower.
  - FIS available from Tower.
  - ACAS and transponder equipment must be selected on at all times.
  - Navigation and anti-collision lights must be displayed at all times.
- Tower will provide aerodrome and ground control services on the manoeuvring area and Class D service in the CTR below 2500 FT AMSL.
- BN CEN provides Class C service in CTA above 4500 FT AMSL.

B.3.3 Terrain and collision avoidance

The pilot-in-command has sole responsibility for terrain and collision avoidance while operating within the TRA.

B.3.4 ATC clearances

- Submit a flight plan in accordance with flight planning requirements specified in AIP
- Aircraft wishing to enter the TRA from adjacent Class G airspace require authorisation to enter the TRA. Obtain authorisation from the Tower, or through the relevant BN CEN frequency.
- Aircraft wishing to enter the TRA from adjacent CTA require authorisation to enter the TRA, which will be issued by BN CEN on behalf of the Tower.
- TRA access authorisation will be stated explicitly with the appropriate airways clearance if one is issued. The terms of a clearance previously issued to an aircraft do not apply to the portion of flight within the TRA.
- Expect that ATC will issue aircraft a SID or STAR where equipped. In the TRA, aircraft may divert from this track as required to maintain separation from other aircraft, terrain, weather etc. and should make a broadcast as per Class G operations. If aircraft are unable to re-enter CTA via the pre-issued clearance, they must inform ATC as soon as possible.

- Clearances will include a point to enter and exit the TRA back into controlled airspace, advise ATC if you cannot comply with the issued entry and exit points or route.
- Expect a clearance to leave and re-enter controlled airspace with the authorisation to transit the TRA where relevant. Where this cannot be issued in order to assure separation expect that CTA entry will be issued prior to entry on standard climb or descent profile.
- Authorisation to operate in the TRA does not constitute a clearance through embedded or adjacent military Restricted Areas

B.3.5 Frequency management

- Pilots transiting the TRA will be directed to contact the next control agency