



Traffic Information Broadcast by Aircraft (TIBA)

When air traffic services (ATS) are temporarily not available, your familiarity with TIBA procedures can help us to continue to manage Australian airspace safely.

What is TIBA?

Traffic information broadcasts by aircraft are intended to permit reports and relevant supplementary information of an advisory nature to be transmitted by pilots on a designated VHF radiotelephone (RTF) frequency for the information of pilots of other aircraft in the vicinity (ICAO Annex 11, 15th Edition, 2018).

Traffic Information Broadcast by Aircraft (TIBA) procedures are prescribed for instances of air traffic services (ATS) temporarily not available:

- internationally by the International Civil Aviation Organization (ICAO) Annex 11 – Air Traffic Services; and
- in Australia by the Aeronautical Information Publication (AIP) ENR 1.1 Section 11.1.

Note: In Australia, TIBA procedures are typically not applied when ATS from a control tower is not available (unless ATS in an adjoining terminal area (TMA) is also not available).

You can access an electronic version of AIP Australia online at: <https://www.airservicesaustralia.com/aip>

How is the enactment of TIBA procedures notified to airspace users?

Airservices uses NOTAM to notify airspace users when ATS is temporarily not available requiring the enactment of TIBA procedures, with as much notice as possible.

When and why is a Temporary Restricted Area (TRA) activated?

In Australia, when ATS is temporarily not available in Class A, C, D or E area/terminal airspace, the enactment of TIBA procedures is accompanied by the activation of a Temporary Restricted Area (TRA).

Airservices can only activate a TRA with the approval of the Civil Aviation Safety Authority (CASA). The TRA allows Airservices to manage access to the affected airspace, in order to maintain an acceptable level of aviation safety with no ATS available.

Airservices appoints a Contingency Response Manager (CRM) to monitor – and if able, approve aircraft access to – the TRA. A CRM may have an air traffic control ATC licence but does not have to in order to perform the duty.

Note: A TRA is not activated for TIBA procedures in Class G airspace, and no approval is required to operate in Class G airspace subject to TIBA procedures.

How do I access a TRA?

Requests to access TRA when ATS is temporarily not available can be made:

- via telephone on the number provided in the relevant NOTAM, or
- if unable to telephone, may be arranged via VHF with an adjacent ATS unit or control tower, or HF, who will liaise with the CRM.

Where possible, all requests should be made via direct telephone to the CRM and with ample notice. Delays should be expected.

What radio frequency should I be on?

If you need to operate in airspace that is subject to TIBA and/or TRA due ATS temporarily not available, the NOTAM for the particular location will advise which radio frequency(s) TIBA procedures must be applied on.

A summary of what to expect is described below:

Airspace type	TIBA frequency
Area Class A, C or E (TRA)	Above FL200 – 128.95 MHz Below FL200 – 126.35 MHz
TMA Class C or D (TRA)	Normal ATS frequency*
Class G	Normal Area frequency

*As per [Airservices TMA ATS Contingency Plan](#)

Where the TIBA frequency is not the normal ATS frequency, an aircraft with two serviceable VHF sets must have one set tuned to the normal ATS frequency and the other set to the TIBA frequency. (AIP ENR 1.1 para 11.1.2.2)

A listening watch must be maintained on the TIBA frequency 10 minutes prior to entering the designated airspace until leaving the airspace. When departing from an aerodrome that is within 10 minutes of the airspace, a listening watch must start as soon as practicable after departure. (AIP ENR 1.1 para 11.2.1)

Note: Normal ATS and Area frequencies are able to be monitored by the CRM, however the CRM is not able to provide ATS on those frequencies.

If you have any questions, please contact us at
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