

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?

“TIBA is 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) GEN 3.3 (ENR 1.1 from 1 December 2022)**:

11.3 Time of Broadcasts

11.3.1 Broadcasts must be made:

- 10 minutes before entering the designated airspace or, for an aircraft taking off from an aerodrome located with 10 minutes flying time of the airspace, as soon as practicable after takeoff;
- 10 minutes prior to crossing a reporting point;
- 10 minutes prior to crossing or joining an ATS contingency route;
- at 20-minute intervals between distant reporting points;
- 2 to 5 minutes, where possible, before a change in flight level;
- at the time of a change in flight level; and
- at any other time considered necessary by the pilot.

11.4 Acknowledgment of Broadcasts

11.4.1 Broadcasts should not be acknowledged unless a potential collision risk exists.

11.5 Changes of Cruising Level

11.5.1 Cruising level changes should not be made within the designated airspace, unless considered necessary by pilots to avoid traffic conflicts, for weather avoidance or for other valid operational reasons.

- 11.5.2 When changes to cruising level are unavoidable, all available aircraft lighting which would improve the visual detection of the aircraft must be displayed while changing levels.
- 11.5.3 When a change of level is anticipated or initiated, a change of level report must be made. When the new level is reached, a report advising that the aircraft is maintaining the new level must be made.
- 11.6 **Collision Avoidance**
- 11.6.1 If, on receipt of a traffic information broadcast from another aircraft, a pilot decides that immediate action is necessary to avoid an imminent collision risk to the aircraft, and this cannot be achieved in accordance with the right of way provisions or TCAS resolution, the pilot should:
- unless an alternative manoeuvre appears more appropriate, immediately descend 1,000FT if above FL410, or 500FT if at or below FL410;
 - display all available aircraft lighting which would improve the visual detection of the aircraft;
 - as soon as possible, reply to the broadcast advising action being taken;
 - notify the action taken on the appropriate TIBA frequency; and
 - as soon as practicable, resume normal flight level, notifying the action on the appropriate TIBA frequency.
- 11.7 **Position Reporting**
- 11.7.1 Normal position reporting procedures should be continued at all times, regardless of any action taken to initiate or acknowledge a traffic information broadcast.
- 11.7.2 A position report must be made on the next CTA/Area VHF 15 minutes prior to leaving airspace in which TIBA procedures apply to obtain a clearance or re-establish SARWATCH on the appropriate ATS frequency.

Source: AIP ENR 1.1 – 92-93, effective 01 DEC 2022

Note: 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.

NOTICE TO AIRMEN (NOTAM)

Airservices uses NOTAM to notify airspace users when ATS is temporarily not available, with as much notice as possible.

WHEN AND WHY IS A TEMPORARY RESTRICTED AREA ACTIVATED?

In Australia, when ATS is temporarily not available in Class A, C, D or E Area or TMA 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. The CRM cannot provide ATS in the TRA.

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 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 (ATS-CP-0085)**

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.

For further information, please contact Stakeholder@AirservicesAustralia.com