Procedures during variations to published ATS in Australian airspace

When there is temporary variation to published air traffic services (ATS), your familiarity with the following remaining controls can help us to continue to manage airspace safely.

Overview

- A **Contingency Response Manager** (CRM) monitors the volume of airspace in order to provide information and alerts to pilots where needed.
- The number of flights allowed to operate in the airspace may be **restricted.**
- A **Temporary Restricted Area (TRA)** is established. Any flight in the airspace must be authorised to enter and operate in accordance with route/altitude/speed and the demand management plan set by the CRM.
- A **Flight Information Service** is available on request to provide information pertinent to aircraft operations e.g. other traffic, weather, hazards, airspace and aerodrome status.
- An **alerting service** is available to provide advice and assistance to aircraft in the event of an aircraft emergency.
- **Traffic Information Broadcast by Aircraft (TIBA) procedures** are enacted as the internationally recognised procedure for pilots to maintain situational awareness when a published air traffic control (ATC) service is temporarily not available.

To assist with industry's understanding of these controls, please refer to the following frequently asked questions (FAQ) and responses.

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

In Australia, the enactment of TIBA procedures is accompanied by the activation of a Temporary Restricted Area (TRA) for any Class A, C, D or E area/terminal airspace impacted.

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.

What is a CRM?

Airservices appoints a Contingency Response Manager (CRM) to monitor – and if able, approve aircraft access to the TRA. A CRM may have an ATC licence but this is not required 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.

airservices
australia

How do I access a TRA?

Requests to access TRA can be made:

- via telephone on the number provided in the relevant NOTAM, or
- if unable to telephone, 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. Receipt of access authorisation does not imply entry into the TRA without delay; traffic management may be applied to regulate demand within the TRA.

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 can be enacted as a last resort when a variation to published ATS is required, as prescribed:

- 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 an aerodrome control service is not available (unless ATC in an adjoining terminal area (TMA) is also not available). Refer to AIP ENR 1.1 Section 12.

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, with as much notice as possible.

What radio frequency should I be on?

The applicable NOTAM will advise which radio frequency(s) TIBA procedures must be applied on. A summary of what to expect is described below:

Airspace type	Expected 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 from 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 1: 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.

Note 2: The CRM cannot monitor the default TIBA frequencies in Area Class A, C or E (TRA).

Please note this information is provided as a guide only. Detailed procedures can be accessed online at: https://www.airservicesaustralia.com/notammaps/index.asp

If you have any questions, please contact stakeholder@airservicesaustralia.com