

Operations in Australian Traffic Information Broadcasts by Aircraft (TIBA) Airspace

Operations in Class A, C, D or E Airspace without ATC Services

NOTE

This Safety Bulletin was distributed by IFALPA Member Association AusALPA. IFALPA believes it to be relevant to the global pilot community and is reproducing it here for your information. In all cases please follow the guidance of your operator and local regulator.

Please review and share widely wherever relevant.

ATTACHMENTS

Four (4) page Safety Bulletin, *Operations in Australian Traffic Information Broadcasts by Aircraft (TIBA) Airspace – Operations in Class A, C, D or E Airspace without ATC Services*
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AusALPA Safety Bulletin

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INTRODUCTION

As part of its contingency planning for unavailability of Air Traffic Services (ATS), Airservices Australia has been repeatedly utilising TIBA airspace activation around the country since the Covid-19 pandemic.

There are no ATC communication or surveillance services available in TIBA airspace, which means that flight crews will be responsible for maintaining their own safety in such airspace.

This Safety Bulletin is to alert Member Associations to the possibility of TIBA activation in any class of the Australian airspace at a short notice, and to provide guidance on what to expect from operations in such airspace.

INCLUDED

1. AusALPA Safety Alert 2024-01, Operations in Australian TIBA Airspace
2. Current Airservices Australia's Fact Sheet on Traffic Information Broadcast by Aircraft (TIBA)
3. Current Australian Aeronautical Information Package (AIP) - ENR part of the AIP Book
4. Examples of NOTAMs issued by Airservices Australia regarding TIBA and TRA activation

OPERATIONS IN AUSTRALIAN TIBA AIRSPACE

As per ICAO Annex 11, Traffic Information Broadcasts by Aircraft (TIBA) airspace activation should be introduced only when necessary and as a temporary measure in order to supplement collision hazard information provided by ATS outside controlled airspace. This activation may be triggered by a temporary disruption of normal ATS, such as shortage of ATC staff to cover a particular shift.

The extensive and repeated use of this measure in Australia in 2022 (approx. 250 TIBA activations) and 2023 (approx. 90 TIBA activations in the first half of the year) in Class A, C and E airspace meant disruptions to most aviation operations, including amended and/or reduced airline schedules to mitigate risks associated with TIBA operations including flight cancellations or delays, and/or diversions around reclassified airspace.

There are no ATC communication or surveillance services available in TIBA airspace, which means that flight crews will be required to maintain their own safety in such airspace.

Additionally, enactment of TIBA procedures is accompanied by the activation of a Temporary Restricted Area (TRA) with the approval of the Australian Civil Aviation Safety Authority (CASA).

TRA allows Airservices Australia to manage access to the affected airspace to maintain an acceptable level of aviation safety with no ATS available.

The NOTAM for the particular location where airspace is subject to TIBA and/or TRA should advise which radio frequency TIBA procedures must be applied. However, there have been examples of NOTAMs that did not include this information, assuming flight crew awareness of the required TIBA radio frequencies.

The summary of what to expect is as follows:

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

Where the TIBA frequency is not the normal ATS frequency, an aircraft with two serviceable VHF radios must have one tuned to the normal ATS frequency and the other one to the TIBA frequency.

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

1. Via telephone on the number provided in the relevant NOTAM, or
2. If unable via telephone, they may be arranged via VHF with an adjacent ATS unit or control tower who will liaise with the Contingency Response Manager (CRM).

Airservices Australia and CASA have determined that the TIBA procedures described in the Aeronautical Information Package (AIP) and promulgated in the relevant NOTAMs are adequate to ensure appropriate safety levels. AusALPA, however, disagrees with this determination and opposes the continued use of the reclassified airspace intended as a contingency solution only for routine aviation operations. AusALPA is advocating for the revision of ATC staffing levels to ensure adequate resources are available to provide an acceptable level of ATS to all airspace users.

Some of our specific concerns relate to the following:

- Flight crews operating in TIBA airspace are required to accept responsibility for their own separation.
- There are aircraft operating in different classes of Australian airspace without TCAS, which further increases risk for a mid-air collision without ATC communication and surveillance.
- Whilst some larger operators may have established their own Standard Operating Procedures (SOPs) regarding flying in or around TIBA airspace, there are no standardised procedures to follow, no minimum training requirements, and no procedures to pilots mandated by CASA other than those contained in the AIP and NOTAMs issued upon TIBA/TRA activation.
- There is no guidance provided for events such as a diversion around weather in TIBA airspace.
- Due to the unfamiliar nature of operations in TIBA airspace for both domestic and international crews, opportunities for exposure to situations where regulatory violations occur are likely to increase.
- A contingency plan (a suitable Alternate airport or Holding fuel) may be required in case a clearance to enter TRA cannot be obtained in an expected timeframe.

AusALPA urges pilots to avoid TIBA airspace by flight planning around it instead of accepting clearances that will route them through the airspace. If flight crews find that the only safe option available to them is to transit via TIBA airspace, they should:

1. Work with their Flight Operations Department to obtain a clearance through the airspace that minimises flight risk;
2. Review their company Operations Manuals and FCOM for any other relevant procedures to ascertain how these may be affected by procedures contained in the NOTAM for the designated TIBA airspace; and
3. Submit a company safety report for any operations through TIBA airspace.

Member Associations can also find information on procedures to follow when ATS are temporarily not available in a Fact Sheet and Aeronautical Information Package (AIP) published by Airservices Australia:

- TIBA Fact Sheet
- AIP Australia ENR 1.1 - 95
- ENR Section 11 – Procedures When ATS Temporarily Not Available and
- ENR Section 12 – Mandatory Broadcast Procedures (ATS Temporarily Not Available)

EXAMPLES OF TIBA/TRA ACTIVATION NOTAMS

Example # 1 (TIBA and/or TRA not mentioned in the NOTAM)

B454/24

ATS OPR AT REDUCED CAPACITY

IN THE FLW CTA CLASS A, C AND E AIRSPACE:

DESIGNATED AIRSPACE HANDBOOK (DAH) ATC SECTORS HIGH/LOW 'YBBB/GOLD

COAST A, B, C, D, E, F', 'YBBB/INVERELL A, B, C',

MAP (LISTED UNDER GOLD COAST AND INVERELL IN THE BRISBANE FIR) AVBL

AT [HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP](http://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP)

CLEARANCE ONLY AVAILABLE TO AIRCRAFT DEPARTING YBBN OR YBCG TO THE SOUTH VIA THE FOLLOWING ROUTES:

YBBN S BOUND ACFT PLAN VIA H91(BTN.SANEG AND SANAD) OR Q35 (BTN SANEG AND EKABO)

YBCG S BOUND ACFT PLAN VIA IDNER DCT SANAD

DEPARTURES SUBJECT TO TRAFFIC MANAGEMENT

EMERG AND MEDICAL PRIORITY ACFT MAY REQ CLEARANCE VIA ALTERNATE AIR

ROUTES, CTC BRISBANE CENTRE VIA 617 3866 3798 OR FM ADJ SECTOR

ALL OTHER FLIGHTS MUST PLAN AROUND AFFECTED AIRSPACE

TCU, TWR AND MIL AREAS WI ABV AIRSPACE CONTINUE TO OPR PER EN ROUTE

SUP AUSTRALIA (ERSA) UNLESS SPECIFIED OTHERWISE

ADS-C/CPDLC LOGON: YBBB SER NOT AVBL WI THIS AIRSPACE. ACFT MAY

REMAIN LOGGED ON BUT PSN REPORTS MUST BE BCST ON THE APPROPRIATE FREQ

TCAS AND TRANSPONDER EQPT MUST BE SELECTED ON AT ALL TIMES

AWK NOT AVBL

SVY OPS NOT AVBL

LIMITED SIS PROVIDED

EXPECT DELAY FOR CLEARANCE

FOR FURTHER INFO CTC DUTY ATM DIRECTOR BY TEL +61 3 9235 7550

6500FT AMSL TO FL600

FROM 02 240600 TO 02 241115

2402240600 TO 2402240645

2402240815 TO 2402240900

2402241030 TO 2402241115

Example # 2 (TIBA and/or TRA mentioned in the NOTAM)

C1097/23

TEMPO RESTRICTED AREA ACT

IN CTA CLASS E AIRSPACE.

ATS IN THE YMMM FIR SUBJECT TO CONTINGENCY DUE TO OPR RESTRICTIONS IN

THE FLW AIRSPACE:

MELBOURNE CENTRE 134.65 (RIVERINA AREA NEW SOUTH WALES). DESIGNATED AIRSPACE HANDBOOK (DAH) SECTOR VOLUME NAMES AFFECTED ARE: 'TEMORA A AND B'.

CONTINGENCY MAP (LISTED UNDER TEMORA IN THE MELBOURNE FIR) AVBL AT [HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP](http://www.airservicesaustralia.com/notammaps/index.asp)

THE CARRIAGE AND USE OF TWO RADIOS IS REQUIRED FOR ENTRY TO THE RESTRICTED AREA. FREQUENCIES SHOWN ON THE CONTINGENCY MAPS ARE MONITORED IN CASE OF EMERGENCY.

RELEVANT APPROVAL FROM CONTROLLING AUTHORITY REQUIRED.

PILOTS REQUESTING OPR IN CLASS E AIRSPACE SHALL CTC MELBOURNE CENTRE TEL: (PLUS) 61 3 9235 7455 FOR ACCESS AUTHORITY.

AUTHORISATION TO ENTER THIS TEMPO RESTRICTED AREA DOES NOT CONSTITUTE CLEARANCE TO ENTER ANY ADJ OR EMBEDDED RESTRICTED AREAS.

ATC SER NOT AVBL IN CLASS E AIRSPACE.

FIS AVAILABLE ON REQUEST FROM HF AND MAY BE AVAILABLE FROM ADJ ATS UNITS.

PILOTS/OPERATORS CONSIDERING OPR IN CLASS G SHALL CTC MELBOURNE CENTRE TEL: (PLUS) 61 3 9235 7455 FOR FURTHER INFO.

MILITARY OPERATIONS MAY EXIST IN THIS AREA, CHECK PUBLISHED NOTAMS. PILOTS-IN-COMMAND ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WITHIN THE AFFECTED AIRSPACE.

APRX AREA A: VELGI, SCAPA, ASUMU, 15NM NORTH WG VOR, 20NM SOUTH VINOP, 30NM WEST BORLI, YHLS, 20NM NORTH YLCG, VELGI.

VERTICAL LIMITS: SFC - FL245

APRX AREA B: VELGI, 20NM NORTH YLCG, 30NM NORTH YLCG, 15NM NORTHWEST PKS VOR, VELGI.

VERTICAL LIMITS: SFC - FL125

TWR, TERMINAL CONTROL UNIT (TCU) AND MIL AREAS WITHIN THE ABOVE AIRSPACE CONTINUE TO OPR AS PER EN ROUTE SUP AUSTRALIA (ERSA) UNLESS SPECIFIED OTHERWISE.

MAJOR ATS ROUTES:

H44 BTN 30NM WEST CWR NDB AND 30NM WEST BORLI

ROUTES TO/FM BORLI (WITHIN 30NM TO THE WEST AND 100NM EAST)

Q923 BETWEEN 30NM AND 140NM SOUTH PKS VOR

ADS-C/CPDLC LOGON: YMMM SER NOT AVBL THIS AIRSPACE. ACFT MAY REMAIN LOGGED ON BUT POSITION REPORTS MUST BE BCST ON THE APPROPRIATE FREQ. TRAFFIC INFO BCST BY ACFT (**TIBA**) PROCEDURES AS DETAILED IN AIP APPLY.

TIBA FREQUENCIES: AT OR ABOVE FL200 128.95 MHZ. BELOW FL200 126.35 MHZ, EXC IN DOMESTIC CLASS G AIRSPACE WHERE THE CLASS G FREQ SHALL BE USED.

TCAS AND TRANSPONDER EQPT MUST BE SELECTED ON AT ALL TIMES.

SFC TO FL245

FROM 06 291400 TO 06 291900

Please direct any questions and concerns to AusALPA by emailing safety.technical@ausalpa.org.au or calling +61 (0) 3 9928 5737.