Question on notice no. 35

Portfolio question number: SQ24-000033

2023-24 Additional estimates

Rural and Regional Affairs and Transport Committee, Infrastructure, Transport, Regional Development, Communications and the Arts Portfolio

Senator Bridget McKenzie: asked the Airservices Australia on 12 February 2024—

Senator McKENZIE: I understand that you provide CASA with weekly reports on monitored airspace interruption. Could you table those reports to this committee, please?

Mr Harfield: Yes, we can. I don't have them with me now, but we can provide them. **Answer** —

Please find answer attached

Rural and Regional Affairs and Transport QUESTION ON NOTICE

Additional Estimates 2023 - 2024

Infrastructure, Transport, Regional Development, Communications and the Arts

Committee Question Number: 35

Departmental Question Number: SQ24-000033

Division/Agency Name: Agency - Airservices Australia

Hansard Reference: Spoken, Page No. 58 (12 February 2024)

Topic: Airservices – Monitored Airspace Interruption Reports

Senator Bridget McKenzie asked:

Senator McKENZIE: I understand that you provide CASA with weekly reports on monitored airspace interruption. Could you table those reports to this committee, please? Mr Harfield: Yes, we can. I don't have them with me now, but we can provide them.

Answer:

Airservices Australia regularly engages with the Civil Aviation Safety Authority (CASA) and provides a range of information on safety and service-related matters. With regard to reports on or service variations, Airservices provides three specific types of reporting as outlined below.

Reporting	Summary of information	Frequency
ATS Service Provision -	ATS staffing report relating	Monthly
Findings Update	to findings. Includes	
(Please refer to Attachment	information such as group,	
<u>A</u> and <u>Attachment B</u>)	current mature, current	
	unavailable, planned	
	available and Tower hour	
	variation approvals.	
Safety and Service	Prepared for CASA based on	Monthly
Performance Report	sections 4a), 4b), 4c), 4d),	
(Please refer to Attachment	4e) and 4f) of the minister's	
C and Attachment D)	Expectations (SoE). Includes	
	more detailed information	
	than Airservices reports	
	against these sections of the	
	SoE in its quarterly report to	
	the Minister.	
Contingency / Variation to	Information relating to a	Following any variation to
ATS Service	variation of ATS service	published service
(Please refer to Attachment	including ATS-FORM-0005	
<u>E</u>)	and NOTAMs.	

Attachments

A: ATS Service Provision - Findings Update – January 2024

B: ATS Service Provision - Findings Update – February 2024

C: Safety and Service Performance Report – January 2024

D: Safety and Service Performance Report – February 2024

E: Contingency/Variation to ATS Service – emails sent 1 January to 15 March 2024

Regulatory Engagement From:

Friday, 19 January 2024 2:03 PM Sent:

To: Regulatory Engagement;

Cc:

Subject: SF 730712 & 730713 - Update January 2024

Attachments: 202401 - CASA SF730712 730713 - Monthly WFP update.xlsx

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Good afternoon

Please find attached January 2024 Workforce Planning update relating to SF730712 and SF 730713.

To support the ongoing collaboration and action plan for the related findings the monthly meeting is scheduled for Thursday 25 January 2024. To ensure all relevant information can be exchanged on the day and limit any queries to be taken on notice can you please raise any specific points regarding the update. We kindly ask to you raise these by COB Tuesday 23 January 2024.

Please also reference tab Jan 2024 Att1 for updates on the following findings:

Audited Area	Surveillance Event	Inspector	Safety Finding	Group
Sydney TCU	24241		728350	Syd TCU TM
Karratha Tower	25955		731123	Karratha
Coral Approach - CS TCU	25964		729770	NQ TCU
Gold Coast Tower	24235		727296	Gold Coast
Avalon Tower	25966		730532	Avalon
Archerfield Tower	27450		731413	Archerfield Tower

Regards



Senior Aviation Regulatory Specialist

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their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging.

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Group based on Oct	O M4	O T-4-1	Current	Comment the constitution	Planned Available to	OAR Service Variations	CASA Safety Finding -	Date lle	Changes to Available meet
2023 data	Current Mature	Current Total	Available	Current Unavailable 1FTE - Medical/Non-Op subject to return to work	meet Mature (Nov data	Variation application	Approved Extension	Details	Mature date
				program		curently with CASA as at		Expected to reach 4 Available FTE by Mar 2024 based on 1 return from sick leave and	
Alice Springs	4FTE	4FTE	2FTE	1FTE - On-the-job training	Mar-2024	31 Oct 23		1 experienced ext endorsement	No change
				, ,					
								Based on two term transfer extensions and one abinitio expected to endorse, Karratha	
						Variation in application		is expected to return to Mature as of March 2024. An addition 3FTE Experienced	
Karratha	5FTE	5FTE	4FTE	1FTE - On-the-job training	Mar-2024	by Ops	SF 731123 - 31/07/24	Externals/Internals to start training in 2024 to replace end of term transfers	No change
	10FTE (was								
	11FTE last			AFTE Madical/Non On		Variation annication			
	month, reduction based			1FTE - Medical/Non-Op 2FTE - on Conversion Course prior to On-the-job		Variation application		Expected to reach 11 Available FTE by April 2024 and based on two internal transfers	
Parafield	on IRR)	11FTE	8FTE	training	Apr-2024	curently with CASA as at 6 Nov 23		gaining endorsement and the non-op individual returning	No change
raiallelu	OIT IIXIX)	THIL	OFFE	training	Αρι-2024	0 1107 23		gaining endorsement and the non-op individual returning	No change
						Variation application			
						currently with CASA - As			
						of 17/10/23 - additional			
				1FTE - cross training		information on weather		Expected to reach 13 Available FTE by Jul 2024, and 14FTE by Aug 2024 due in cross	
				1FTE - Medical/Non-Op		events requested by		training complete and staff returning from Medical and LTA. An additional two internal	
Gold Coast	11.5FTE	13FTE	10FTE	1FTE - Long term Absence	Jul-2024	CASA in progress	SF 727296 - 31/01/24	transfers starting training in March 2024 and May 2024.	No change
								Expected to reach 4.8 Available FTE by December 2023 and 6.8 Available FTE by July	
Albury	5FTE	5.8FTE	4.8FTE	1FTE - Medical/Non-Op	Jul-2024		SF 731227 - 30/11/23	2024, based on cross training and internal transfers gaining endorsement	No change
								Expected to reach 4 Available FTE by Oct 2024, 1FTE trained and available from	
								Moorabbin pending release based on the abinitio backfill. and second inflow to be	
						Variation application		confirmed. Mature FTE pending decision on tower hour changes. Additional inflow in	
						curently with CASA as at		planning to allow for releases from Melbourne Tower, Moorrabin Tower and Essendon	
Avalon	4FTE	2FTE	2FTE	Nil	Oct-2024	17 Nov 23	SF 730532 - 30/04/24	Tower into Avalon Tower.	No change
				OFTE A 1 1				E	
				2FTE - cross training				Expected to reach 27.5 Available FTE by Nov 2023 with unavailable staff due to Long	
D. wan	07ETE	31.5FTE	27.5	1FTE - LSL	Nov-2023		CE 720505 20/44/02	term unplanned sick leave, LSL and cross training. Further inflows of abinitios, internals	No shares
Byron	27FTE	31.5FTE	27.5	1FTE - Medical/Non-op	NOV-2023		SF 730585 - 30/11/23	and cross training planned throughout 2024 to have available above demand. Expected to reach 38.6 Available by June 2024 and increasing to 44 Available FTE by	No change
								Oct 2024. This includes a plan of 8 FTE of Exp External and internal new	
				1FTE - Medical/Non-Op				endorsements within the group and also LSL, parental leave and retirements (2 yet to	
				1FTE - cross training				be confirmed) factored in. Will continue to work on further inflow in preparation for	
BN TCU	39FTE	42.9FTE	36.9FTE	4FTE - On-the-job training	Oct-2024			Ballina Approach.	No change
Bit 100	21FTE (was	42.51 TE	30.31 TL	TE - On-the-job training	OCI-2024			Вашта Арргоаст.	No change
	23FTE last								
	month,			1FTE - LSL				Expected to reach 21.8 Available FTE by April 2024, and further increasing to 23.8FTE	
	reduction based			1FTE - Parental Leave				by Sep 2024 due to inflows of experienced externals and internals gaining	
NQ TCU	on IRR)	21.8FTE	18.8FTE	1FTE - On-the-job training	Apr-2024		SF 729770 - 31/07/24	endorsement.	No change
	,			, ,	·			Expected to reach 24.9 Available FTE by Feb 2024 due to internal transfers gaining	
				1FTE - Long term Absence				endorsement, and 1FTE returning from projects. Further inflow plans in place to	
Syd TCU App	24FTE	25.2FTE	21.2FTE	3FTE - On-the-job training	Feb-2024			support the transition program	No change
				0.5FTE - Projects					
				2FTE training				Currently at Mature, will reach 21.25 Available FTE by March 2024 and planned to	
	10575		40.055	1FTE - on Conversion Course prior to On-the-job				remain at that level while inflows are trained and cross training is required to facilitate	
Syd TCU Dep	19FTE	22.75FTE	19.25FTE	training	Mar-2024			the transition program.	No change
								Expected to reach 5.25FTE by May 2024 due to 2 Experienced Externals being trained	
								up to backfill secondments ending. Delay due to further training support provided to the	
Cod TOU ON	5FTE	6FTE	4FTE	2FTF On the job training in Malhauma	May-2024		CE 7002E0 20/44/00	SM to train in Melbourne and also due to the unavailability of MLTCU shift managers	Non-kanana
Syd TCU SM	OFIE	OFIE	4F1E	2FTE - On-the-job training in Melbourne 2FTE - cross training	ividy-2024		SF 728350 - 30/11/23	that need to work on Flow.	No change
				2FTE - Cross training 2FTE - On-the-job training					
				1FTE - Un-tile-job training				Expected to reach 39 Available FTE by June 2024, targeting Experienced Externals to	
Melbourne and Canberr	a			1FTE - LSL 1FTE - Parental Leave				inflow into the group, also aiming to release staff from Adelaide TCU and TAS	
TCU	39FTE	39.6FTE	32.6FTE	1FTE - Medical/Non-Op	Jun-2024			Approach to support Melbourne Canberra TCU	No change
	OOI IL	00.01 TL	OZ.OI IL	3FTE - Medical/Non-Op	0011-202 1			Expected to reach 22.6 Available FTE by May 2024 based on Abinitios gaining	Delayed by one month due to
West	22FTE	23FTE	19FTE	1FTE - Trainee under review	May-2024			endorsement and three non-op staff returning to operations	trainee under review
			.51	2FTE - cross training				Expected to reach 9FTE by Dec 2023 and 10FTE from Apr 2024 once two inflows are	Carried and a review

Group based on Oct 2023 data	Current Mature		Current Available	Current Unavailable	Planned Available to meet Mature (Nov data)	OAR Service Variations	CASA Safety Finding - Approved Extension	Details	Changes to Available meet Mature date
									Changes due to individual not
						Variation application		Expected to reach 3 Available FTE by Mar 2024 based on 1 experienced ext	getting their medical back and will
				1FTE - Medical/Non-Op		curently with CASA as at		endorsement. EOI currently advertised, and will be seeking internal and abinitios	be transferred to a full time non-
Alice Springs	4FTE	4FTE	2FTE	1FTE - On-the-job training	Feb-2025	31 Oct 23		options to backfill potentially starting training in July 2024.	op position from Jan 2024
								Expected to return to Mature as of Feb 2025 based on 3FTE Experienced	Delay due to term transfer
						Variation in application		Externals/Internals endorsing to replace current end of term transfers, and will be	extensions most likely not
Karratha	5FTE	5FTE	4FTE	1FTE - On-the-job training	Feb-2025	by Ops	SF 731123 - 31/07/24	seeking internal and abinitios options to backfill potentially starting training in July 2024.	happening
				2FTE - Medical/Non-Op		Variation application curently with CASA as at		Expected to reach 10 Available FTE by Nov 2024 and based on one internal transfer gaining endorsement and a potential inflow either being an abinitio or an experienced	Delay due to one of the latest
Parafield	10FTE	11FTE	8FTE	1FTE - On-the-job training	Nov-2024	6 Nov 23		external.	inflow now non-op
Taranera	TOTAL	11112	OI IL	n 12 On the jet truming	1407 2027	Variation application		Oxforma.	innow now non-op
						currently with CASA - As			
						of 17/10/23 - additional			
				1FTE - Conversion course		information on weather		Expected to reach 13 Available FTE by Jul 2024, and 14FTE by Aug 2024 due in cross	
				0.5FTE - Medical/Non-Op		events requested by		training complete and staff returning from Medical and LTA. An additional three internal	
Gold Coast	11.5FTE	14FTE	11.5FTE	1FTE - Long term Absence	Jul-2024	CASA in progress	SF 727296 - 31/01/24	transfers starting training in March 2024 and May 2024.	No change
Allegane	CCTC	5.8FTE	4.0575	AFTE Madical/Non On	hd 0004		05 704007 00/44/00	At 4.8 Available FTE by December 2023 and expected to reach 6.8 Available FTE by July 2024, based on cross training and internal transfers gaining endorsement	l., ,
Albury	5FTE	5.8FTE	4.8FTE	1FTE - Medical/Non-Op	Jul-2024		SF 731227 - 30/11/23	Expected to reach 4 Available FTE by Oct 2024, 1FTE trained and available from	No change
								Moorabbin pending release based on the abinitio backfill and second inflow to be	
						Variation application		confirmed. Mature FTE pending decision on tower hour changes. Additional inflow in	
						curently with CASA as at		planning to allow for releases from Melbourne Tower, Moorrabin Tower and Essendon	
Avalon	4FTE	2FTE	2FTE	Nil	Oct-2024	17 Nov 23	SF 730532 - 30/04/24	Tower into Avalon Tower.	No change
71001011					03(202)		J. 100002 00/01/21	Total into rivatori roman	THO CHANGE
				2FTE - cross training				Expected to reach 27.5 Available FTE by Nov 2023 with unavailable staff due to Long	
				1FTE - Long Term Absence				term unplanned sick leave, LSL and cross training. Further inflows of abinitios, internals	
Byron	27FTE	31.5FTE	27.5FTE	1FTE - Medical/Non-op	Nov-2023		SF 730585 - 30/11/23	and cross training planned throughout 2024 to have available above demand.	No change
								Expected to reach 38.6 Available by June 2024 and increasing to 44 Available FTE by	
								Oct 2024. This includes a plan of 8 FTE of Exp External and internal new	
								endorsements within the group and also LSL, parental leave and retirements (2 yet to	
DNITOU	39FTE	40.0ETE	07.0575	1FTE - Medical/Non-Op	0-4-0004			be confirmed) factored in. Will continue to work on further inflow in preparation for	l., .
BN TCU	21FTE (was -	42.8FTE	37.8FTE	4FTE - On-the-job training	Oct-2024			Ballina Approach.	No change
	23FTE last			1FTE - LSL					
	month.			1FTE - Medical/Non-op				Expected to reach 21.8 Available FTE by April 2024, and further increasing to 23.8FTE	
	reduction based			2FTE - Parental Leave				by Sep 2024 due to inflows of experienced externals and internals gaining	
NQ TCU	on IRR)	22.8FTE	17.8FTE	1FTE - On-the-job training	Apr-2024		SF 729770 - 31/07/24	endorsement.	No change
	,			, ,	1			Expected to reach 25 Available FTE by Aug 2024 due to internal transfers gaining	
			21.2FTE	1FTE - Long term Absence				endorsement, and staff returning from long term leave. Further inflow plans in place to	Delay due to staff released to
Syd TCU App	25FTE	24.4FTE	20.4FTE	3FTE - On-the-job training	Aug-2024			support the transition program	support Syd TCU SM
				3FTE - On-the-job training				Currently at Mature, expected to reach 20.25 Available FTE by Jan 2024 and planned	
		23.25FTE	19.25FTE	1FTE - on Conversion Course prior to On-the-job				to remain at that level while inflows are trained and cross training is required to facilitate	
Syd TCU Dep	19FTE	23FTE	19FTE	training	Jan-2024			the transition program.	returning from non-op
								Expected to reach 6FTE by Dec 2024 due to 2 Experienced Externals being trained up to backfill secondments ending. Change of date due to additional training support	
								provided to the SM to train in Melbourne and also due to the unavailability of MLTCU	Due to updated training
Syd TCU SM	5FTE 6FTE	6FTE	AETE SETE	2FTE - On-the-job training in Melbourne	Dec-2024		SF 728350 - 30/11/23	shift managers that need to work on Flow.	requirements
Cyd 100 SiVi	OF TE	OFF	THE OF IE	1FTE - cross training	DG0-2024		01 120000 - 00/11/20	Shirt managers that heed to work out i low.	requirements
				2FTE - On-the-job training				Expected to reach 39 Available FTE by Oct 2024, targeting Experienced Externals to	
Melbourne and Canberra	a			1FTE - Parental Leave				inflow into the group, also aiming to release staff from Adelaide TCU and TAS	Delay due to Experienced External
TCU	39FTE	39.6FTE	33.6FTE	2FTE - Medical/Non-Op	Oct-2024			Approach to support Melbourne Canberra TCU	offer changes
				2FTE - Medical/Non-Op					
				1FTE - Trainee under review				Expected to reach 22.6 Available FTE by May 2024 based on Abinitios gaining	
West	22FTE	24.7FTE	19.7FTE	2FTE - On-the job training	May-2024			endorsement and two non-op staff returning to operations	No change
				2FTE - cross training				Expected to reach 9FTE by Dec 2023 and 10FTE from Apr 2024 once two inflows are	Delay due to extended cross
Archerfield Tower	8.5FTE	10FTE	7FTE	1FTE - Medical/Non-Op	Mar-2024		<u> </u>	trained up, cross training complete and a staff returns from leave.	training

Group based on Jan			Current		Planned Available to		CASA Safety Finding -		Changes to Available meet
2024 data	Current Mature	Current Tota		Current Unavailable	meet Mature	OAR Service Variations		Details	Mature date
								Expected to reach 3 Available FTE by late Mar 2024 based on 1 experienced ext	
								endorsement. EOI selection in process, will be seeking both internal and abinitios	
						Approval received - until		options to backfill potentially starting training as soon as July 2024. FIFO options being	Delayed by 2 months to factor in
Alice Springs	3FTE	3FTE	2FTE	1FTE - On-the-job training	Apr-2025	21/01/24		explored for leave relief.	release time and training time.
,ee epge	0	0		ii i = oii aio joz aaming	7 (4) 2020	2.73.72.		Expected to return to Mature as of Feb 2025 based on 3FTE Experienced	release time and training time.
								Externals/Internals endorsing to replace current end of term transfers, and will be	
								seeking internal and abinitios options to backfill potentially starting training in July	
Karratha	5FTE	5FTE	5FTE	Nil	Feb-2025		SF 731123 - 31/07/24	2024.	No change
Karratria	OI IL	OI IL	OI IL	IVII	1 CD-2023		01 731123 - 31/01/24	Current internal transfer expected to endorse in Mar 2024, an abinitio inflow to	An ab and an External inflow
								commence training in Feb 2024 and an Experienced External to commence training in	confirmed, however delay due to
				2FTE - Medical/Non-Op		Approval received - until		Apr 2024. However due to further cross training and parental leave, Parafield is	parental leave and cross training
Parafield	40FTF	11FTE	8FTE	·	May-2025	20/01/24			
Paraneid	10FTE	TIFIE	OFIE	1FTE - On-the-job training	Way-2025	20/01/24		expected to reach 10 Available FTE by May 2025.	updated
								Expected to reach 12 Available ETE by Jul 2024, and 12ETE by Aug 2024 due in groop	
				AFTE O				Expected to reach 12 Available FTE by Jul 2024, and 13FTE by Aug 2024 due in cross	
				1FTE - Conversion course				training complete and staff returning from Medical and LTA. 1FTE less than last month	
				0.5FTE - Medical/Non-Op		Approval received - until		due to potential resignation. An additional three internal transfers starting training in	
Gold Coast	11.5FTE	14FTE	11.5FTE	1FTE - Long term Absence	Jul-2024	24/02/24	SF 727296 - 31/01/24	Jan 2024, March 2024 and May 2024 and continuous cross training is planned.	No change
							SF 731227 - 30/11/23 -		
							Acquittal Request		
							Submitted 30/11/23		
				1FTE - Medical/Non-Op			Further Evidence	Expected to reach 6.8 Available FTE by July 2024, based on cross training and	
Albury	5FTE	7.8FTE	4.8FTE	2FTE - On-the-iob training	Jul-2024		supplied 19/12/23	internal transfers gaining endorsement	No change
Albury	OFFE	7.01 12	7.01 12	21 TE Off the job training	041 2024		Supplied 19/12/20	Expected to reach 4 Available FTE by Oct 2024, 1FTE trained and available from	ivo change
								Moorabbin pending release based on the abinitio backfill and second inflow to be	
								confirmed. Mature FTE pending decision on tower hour changes. Additional inflow in	
						A		planning to allow for releases from Melbourne Tower, Moorrabin Tower and Essendon	
	4575	OFTE	OFTE	N. P.	0.1.0004	Approval received - until	05 700500 00/04/04		
Avalon	4FTE	2FTE	2FTE	Nil	Oct-2024	25/02/24	SF 730532 - 30/04/24	Tower into Avalon Tower.	No change
							SF 730585 - 30/11/23		
							Acquittal Request		
				3.75FTE - cross training			Submitted 30/11/23		
				1FTE - Long Service Leave			Further Evidence	Unplanned sick leave in January and cross training extended, expected to reach	Delayed by 1 month due to
Byron	27FTE	32.25FTE	24.5FTE	3FTE - Medical/Non-op	Feb-2024		requested 15/12/23	Mature by Feb 2024	unplanned sick leave
				·				Expected to reach 38.6 Available by June 2024 and increasing to 44 Available FTE by	-
								Oct 2024. This includes a plan of 8 FTE of Exp External and internal new	
				1FTE - Medical/Non-Op				endorsements within the group and also LSL, parental leave and retirements (2 yet to	
				2FTE - Conversion course				be confirmed) factored in. Will continue to work on further inflow in preparation for	
BN TCU	39FTE	44.8FTE	36.8FTE	5FTE - On-the-job training	Oct-2024			Ballina Approach.	No change
BIT 100	001 12	44.01 TE	00.01 12	or the off the job training	O01 2024			Expected to reach 21.8 Available FTE by May 2024, and further increasing to 23.8FTE	No change
				2FTE - Conversion course				by Sep 2024 due to inflows of experienced externals and internals gaining	Delay by 1 month due to training
NO TOU	04575	00.0575	00.0575		M 0004		05 700770 04/07/04		, ,
NQ TCU	21FTE	23.8FTE	20.8FTE	1FTE - Parental Leave	May-2024		SF 729770 - 31/07/24	endorsement.	update
				1FTE - Long term Absence				Expected to reach 25 Available FTE by Aug 2024 due to internal transfers gaining	
				1FTE - Parental Leave				endorsement, and staff returning from long term leave. Further inflow plans in place to	
Syd TCU App	25FTE	25.4FTE	22.4FTE	1FTE - Conversion Course	Aug-2024			support the transition program	No change
1								Planned to remain at that level while inflows are trained and cross training is required	
Syd TCU Dep	19FTE	23FTE	20FTE	3FTE - On-the-job training	Jan-2024			to facilitate the transition program.	No change
								Expected to reach 6FTE by Dec 2024 due to 2 Experienced Externals being trained up	
								to backfill secondments ending. Change of date due to additional training support	
								provided to the SM to train in Melbourne and also due to the unavailability of MLTCU	
Syd TCU SM	6FTE	6FTE	5FTE	2FTE - On-the-job training in Melbourne	Dec-2024		SF 728350 - 22/09/23	shift managers that need to work on Flow.	No change
		1	T	1FTE - conversion course				y	
				1FTE - cross training					
1			1	3FTE - On-the-job training				Expected to reach 39 Available FTE by Oct 2024, targeting Experienced Externals to	
Melbourne and				1FTE - Parental Leave				inflow into the group, also aiming to release staff from Adelaide TCU and TAS	
	20575	40 SETE	22 6575	1FTE - Parental Leave 1FTE - Medical/Non-Op	Oct 2024			0 17	No shange
Canberra TCU	39FTE	40.6FTE	33.6FTE		Oct-2024	+		Approach to support Melbourne Canberra TCU	No change
				1FTE - Parental Leave				Francista de la manada OO Assallada ETE las dal 0004 la la la ALCONA	
				3FTE - Medical/Non-Op				Expected to reach 22 Available FTE by Jul 2024 based on Abinitios gaining	
				1FTE - Trainee under review				endorsement and two non-op staff returning to operations. Also staff from other Mel	Delay by 2 months due to
West	22FTE	24.7FTE	17.7FTE	2FTE - On-the job training	Jul-2024			Enroute groups to cross train in West group to support	additional non-ops
							SF 731413 - 19/01/24		
				2FTE - cross training			Extension request		
				1FTE - Parental Leave			submitted to CASA	Expected to reach 9FTE by Dec 2023 and 10FTE from Apr 2024 once two inflows are	
Archerfield Tower	8.5FTE	10FTE	7FTE		Mar-2024		19/01/24		No change
chombia Tower	J.01 1 E	.01 12				1	. 5. 5 1/2 1	asines sp, stood during complete and a claim folding from fourte.	

Unit	Mature	Current Total FTE	Current Available FTE	Current Unavailable	Planned Available to meet Mature (Month)	Available FTE based on Oct 2023 GSR	Changes to Available meet Mature date
Adelaide TCU	20	25.1	22.1	2FTE on Long term leave & non-op 1FTE acting LL	Complete	Expected to reach and remain at 21.1 Available FTE from Nov 2023 ongoing. This Available FTE factors in releases to Melbourne TCU and Sydney Approach as soon as inflows are trained up to backfill	No changes
Bass	· 15	18.1	15.1	2FTE cross training 1FTE on Non-op	Complete	Currently at 15.1 Available FTE due to staff return, will temporarily drop to 14.1 Available FTE between Feb to May 2024 due to LSL and cross training, however Available expected to return to 15FTE in Jun 2024 Adhoc support from Alpine also provided	No changes
Capricornia	Currently at 10.5 reducing to 10 in Dec 2023	11	10	1FTE - Abinitio Training	Complete	Currently at 11 Available FTE and remaining at 10.7FTE from Dec 2023	No changes
Central	· 19.5	22	18.2	1.8FTE- Non-Op/Medical 1FTE - cross training 1FTE- Long term absence	Feb-2024	Expected to reach 19.5 Available FTE by Jan 2024 as abinitios are trained up and staff return from long term absence.	Delayed by 1 month due to cross training extension
Fraser	17	20.6	17.8	1FTE - cross training 1FTE - Medical 1FTE - on Conversion Course prior to transfer	Feb-2024	Expected to reach and remain at 17 Available FTE by Feb 2024 once internal cross training is complete and staff on Long term leave return. Plans include further cross training in order to release to Gold Coast Tower and Brisbane System Supervisor.	Delayed by 3 months due to 1FTE on medical and cross training
Gwydir	 Currently at 17 reducing to 16.6 in Jan 2024 	20.6	17.8	1FTE - cross training 0.8FTE - LSL 1FTE - Projects	Complete	Expected to remain at 16.8 Availabe FTE ongoing with further cross training planned to address endorsement mix and abinitios planned to backfill releases to Brisbane TCU	Completed Earlier
Hastings	Currently at 17 reducing to 16.3 in Dec 2023	19.3	16.5	1FTE - Projects 0.8FTE - LSL 1FTE - Abinitio training	Feb-2024	Expected to remain at 17.4 Available FTE from Feb 2024 with endorsed abinitios and staff returning from LSL. The plan includes a release to Syd Departures	No changes
TAS App	Currently at 10 reducing to 8.3 in Jan 2024	10.8	8.8	1FTE - cross training 1FTE - on Conversion Course prior to transfer	Jan-2024	Currently at 8.8FTE ongoing, which the group will be at Mature once the reduction in Mature occurs. Continue to recruit inflow to Tas App to release Tas App staff to Adelaide TCU and Melbourne Canberra TCU	No changes
Reef	Currently at 14 reducing to 13 in Jan 2024	14.3	13.5	0.8FTE - Non-op	Complete	Currently at 14.3FTE temporary dropping to 13.6FTE during LSL and cross training periods	Due to 0.8FTE non-op
Southwest	Currently at 20 increasing to 20.5 in Jan 2024	20	18	1FTE - career break 1FTE - Medical	Aug-2024	Expected to reach 20.3FTE by Aug 2024. Working on a reassignment from other Melbourne and Brisbane Enroute groups if possible so Southwest can reach Mature quicker	No changes
Bankstown and Camden	Currently at 17 reducing to 16 in Dec 2023	15	14.5	0.5FTE - Projects	Oct-2024	Expected to reach at 15.5FTE by Jul 2024. Delay due to An Experienced External expected to start conversion course training in March 2024. Further Experienced External plans being worked on with an aimed start date of May 2024	No changes
Hamilton Mackay Tower	· Currently at 8 reducing to 7 in Jan 2024	8	8	Nil	Complete	Expected to remain at 8 Available FTE	No changes
Rockhampton Tower	Currently at 5.5 reducing to 4 in Jan 2024	3.8	3.8	Nil	Oct-2024	Currently at 3.8FTE, Working on EOI merit pool to identify next inflow prior next Abinitio inflow in Jun 2024	No changes
Broome	· 6	7	6	1FTE - cross training	Complete	Expected to reach 6FTE by Nov 2023 with an Ab and an internal rating. Expected to reach 7Available FTE by Feb 2024	No changes
Coffs Harbour	· 4	4	4	Nil	Complete	Remaining at 4 Available FTE ongoing	No changes
Essendon	. 8	10	8	1FTE - Career break 1FTE - on the job training	Apr-2024	Currently remaining at 7FTE with the temp support provided by Melbourne Tower. Inflows of an Abinitio and an internal should backfill the temp transfer and have the Available FTE increase to 8FTE by Apr 2024. Further inflow plans in progress for 2024 to continue to build up numbers for future releases from Essendon.	No changes
Launceston	· 5	5	5	Nil	Complete	Expected to remain at 5 available FTE.	No changes
Port Hedland	· 2	2	2	Nil	Complete	External Ad currently advertised to identify new staff coming into the team	No changes
Canberra Tower	· 8	11	10	1FTE - cross training	Complete	Expected to remain at 10 Available FTE	No changes
Tamworth Tower	· 5	5	5	Nil	Complete	Remaining at 5 Available FTE ongoing	No changes
Perth TCU	· 22	23.6	22	1FTE - cross training 0.6FTE - Long term Absence	Complete	Currently at 22FTE and will gradually increase to 24FTE by Jan 2024 once staff return from Long term leave and an Exp External is trained up.	No changes

Unit	Mature	Current Total FTE	Current Available FTE	Current Unavailable	Planned Available to meet Mature (Month)	Available FTE based on Oct 2023 GSR	Changes to Available meet Mature date
Adelaide TCU	20	25.1	23.1	1FTE on Long term leave & non-op 1FTE acting LL	Complete	Expected to reach and remain at 21.1 Available FTE from Nov 2023 ongoing. This Available FTE factors in releases to Melbourne TCU and Sydney Approach as soon as inflows are trained up to backfill	No changes
Bass	· 15	16.6	14.6	1FTE cross training 1FTE on LSL	Complete	Currently at 15.1 Available FTE due to staff return, will temporarily drop to 14.1 Available FTE between Feb to May 2024 due to LSL and cross training, however Available expected to return to 15FTE in Jun 2024	No changes
						Adhoc support from Alpine also provided	
Capricornia	10.5	11	10	1FTE - Abinitio Training	Complete	Currently at 11 Available FTE and remaining at 10.7FTE from Jan 2023	No changes
Central	· 19.5	23	18.2	1.8FTE- Non-Op/Medical 1FTE - cross training 1FTE- Long term absence 1FTE - Abinitio training	Mar-2024	Expected to reach 19.5 Available FTE by Mar 2024 as abinitios are trained up and staff return from long term absence.	Delayed by 1 month due to extended non-op
Fraser	17	19	15	3FTE - cross training 1FTE - on Conversion Course prior to transfer	Feb-2024	Expected to reach and remain at 17 Available FTE by Feb 2024 once internal cross training is complete and staff on Long term leave return. Plans include further cross training in order to release to Gold Coast Tower and Brisbane System Supervisor.	No changes
Gwydir	· Currently at 17 reducing to 16.6 in Jan 2024	20.6	16.9	1FTE - cross training 0.8FTE - LSL 1FTE - Projects 1FTE - Non-Op	Complete	Expected to remain at 16.8 Availabe FTE ongoing with further cross training planned to address endorsement mix and abinitios planned to backfill releases to Brisbane TCU	No changes
Hastings	Currently at 17 reducing to 16.3 in Dec 2023	19.3	14.8	1FTE - Projects 1.75FTE - Non-Op/Medical 0.75FTE - LSL 1FTE - Abinitio training	Feb-2024	Expected to remain at 17.4 Available FTE from Feb 2024 with endorsed abinitios and staff returning from LSL. The plan includes a release to Syd Departures	No changes
TAS App	· Currently at 10 reducing to 8.3 in Jan 2024	10.8	9.8	1FTE - cross training	Jan-2024	Currently at 8.8FTE ongoing, which the group will be at Mature once the reduction in Mature occurs. Continue to recruit inflow to Tas App to release Tas App staff to Adelaide TCU and Melbourne Canberra TCU	No changes
Reef	 Currently at 14 reducing to 13 in Jan 2024 	14.3	13.5	0.8FTE - Non-op	Complete	Currently at 14.3FTE temporary dropping to 13.6FTE during LSL and cross training periods	No changes
Southwest	Currently at 20 increasing to 20.5 in Jan 2024	20	19	1FTE - Medical	Nov-2024	Expected to reach 20.3FTE by Nov 2024. Working on a reassignment from other Melbourne and Brisbane Enroute groups if possible so Southwest can reach Mature quicker	No changes
Bankstown and Camden	· Currently at 17 reducing to 16 in Dec 2023	15	14.5	0.5FTE - Projects	Oct-2024	Expected to reach at 15.5FTE by Jul 2024. Delay due to An Experienced External now expected to start conversion course training in March 2024. Further Experienced External and abinitio plans being worked on	No changes
Hamilton Mackay Tower	 Currently at 8 reducing to 7 in Jan 2024 	8	8	Nil	Complete	Expected to remain at 8 Available FTE	No changes
Rockhampton Tower	Currently at 5.5 reducing to 4 in Jan 2024	3.8	3.8	Nil	Oct-2024	Currently at 3.8FTE, Working on EOI merit pool to identify next inflow prior next Abinitio inflow in Jun 2024	No changes
Broome	· 6	7	6	1FTE - cross training	Complete	Expected to reach 6FTE by Nov 2023 with an Ab and an internal rating. Expected to reach 7Available FTE by Feb 2024	No changes
Coffs Harbour	· 4	4	4	Nil	Complete	Remaining at 4 Available FTE ongoing	No changes
Essendon	. 8	10	8	1FTE - Career break 1FTE - on the job training	Apr-2024	Currently remaining at 7FTE with the temp support provided by Melbourne Tower. Inflows of an Abinitio and an internal should backfill the temp transfer and have the Available FTE increase to 8FTE by Apr 2024. Further inflow plans in progress for 2024 to continue to build up numbers for future releases from Essendon.	No changes
Launceston	· 5	5	5	Nil	Complete	Expected to remain at 5 available FTE.	No changes
Port Hedland	· 2	2	2	Nil	Complete	External Ad currently advertised to identify new staff coming into the team	No changes
Canberra Tower	. 8	11	11	Nil	Complete	Expected to remain above mature while cross training occurs. An additional external is scheduled to start training in Feb 2024	No changes
Tamworth Tower	· 5	5	5	Nil	Complete	Remaining at 5 Available FTE ongoing	No changes
Perth TCU	· 22	23.6	23	0.6FTE - Long term Absence	Complete	Currently remaing at an average of 22FTE and will gradually increase to 23FTE by Jan 2024 once staff return from Long term leave and an Exp External is trained up.	<u> </u>

Unit	Mature	Current Total FTE	Current Available FTE	Current Unavailable	Planned Available to meet Mature (Month)	Available FTE based on Jan 2024 GSR	Changes to Available meet Mature date
Adelaide TCU	20	24.1	19.2	2.9FTE non-op/Medical 1FTE acting LL 1FTE Parental Leave	Complete	Expected to reach and remain at 21.1 Available FTE from Nov 2023 ongoing. This Available FTE factors in releases to Melbourne TCU and Sydney Approach as soon as inflows are trained up to backfill	No changes
Bass	15	17.6	13.6	1FTE cross training 1FTE on LSL 2FTE Non-Op/Medical	Complete	Currently at 15.1 Available FTE due to staff return, will temporarily drop to average 14.1 Available FTE between Feb to May 2024 due to LSL and cross training, however Available expected to return to 15FTE in Jun 2024 Adhoc support from Alpine also provided	No changes
Capricornia	10.5	11	10	1FTE - Abinitio Training	Complete	Currently at 11 Available FTE and remaining at 10.7FTE from Jan 2023	No changes
Central	19.5	23	18.2	0.8FTE- Non-Op/Medical 2FTE - cross training 1FTE- Long term absence 1FTE - Trainee under review	Mar-2024	Expected to reach 19.5 Available FTE by Mar 2024 as abinitios are trained up and staff return from long term absence.	No changes
Fraser	17	20	16	4FTE - cross training	Feb-2024	Expected to reach and remain at 17 Available FTE by Feb 2024 once internal cross training is complete and staff on Long term leave return. Plans include further cross training in order to release to Gold Coast Tower and Brisbane System Supervisor.	No changes
Gwydir	17	20.6	16.9	1FTE - abinitio training 0.8FTE - LSL 1.9FTE - Projects	Complete	Expected to remain at 16.9 Availabe FTE ongoing with further cross training planned to address endorsement mix and abinitios planned to backfill releases to Brisbane TCU	No changes
Hastings	16.3	19.3	15.6	1FTE - Projects 1.75FTE - Non-Op/Medical 0.75FTE - LSL 1FTE - Parental Leave	Feb-2024	Expected to remain at 17.4 Available FTE from Feb 2024 with endorsed abinitios and staff returning from LSL. The plan includes a release to Syd Departures	No changes
TAS App	8.3	10.8	9.8	1FTE - cross training	Jan-2024	Currently at 8.8FTE ongoing, which the group will be at Mature once the reduction in Mature occurs. Continue to recruit inflow to Tas App to release Tas App staff to Adelaide TCU and Melbourne Canberra TCU	No changes
Reef	13	14.3	12.5	0.8FTE - Non-op 1FTE Long Service Leave	Complete	Currently at 14.3FTE temporary dropping to average 13.6FTE during LSL and cross training periods	No changes
Southwest	20	20	18	2FTE - Non-Op/Medical	Nov-2024	Expected to reach 20.3FTE by Nov 2024. Working on a reassignment from other Melbourne and Brisbane Enroute groups if possible so Southwest can reach Mature quicker	No changes
Bankstown and Camden	16	15	14.5	0.5FTE - Projects	Oct-2024	Expected to reach at 15.5FTE by Jul 2024. Delay due to An Experienced External now expected to start conversion course training in March 2024. Further Experienced External and abinitio plans being worked on	No changes
Hamilton Mackay Tower	7	8	8	Nil	Complete	Expected to remain at 8 Available FTE	No changes
Rockhampton Tower	4	3.8	3.8	Nil	Oct-2024	Currently at 3.8FTE, Working on EOI merit pool to identify next inflow prior next Abinitio inflow in Jun 2024	No changes
Broome	6	7	5	2FTE - cross training	Complete	Expected to reach 6FTE by Nov 2023 with an Ab and an internal rating. Expected to reach 7Available FTE by Feb 2024	No changes
Coffs Harbour	4	4	4	Nil	Complete	Remaining at 4 Available FTE ongoing	No changes
Essendon	8	10	7	1FTE - Career break 2FTE - on the job training	Apr-2024	Currently remaining at 7FTE with the temp support provided by Melbourne Tower. Inflows of an Abinitio and an internal should backfill the temp transfer and have the Available FTE increase to 8FTE by Apr 2024. Further inflow plans in progress for 2024 to continue to build up numbers for future releases from Essendon.	No changes
Launceston	5	5	5	Nil	Complete	Expected to remain at 5 available FTE.	No changes
Port Hedland	2	2	2	Nil	Complete	External Ad currently advertised to identify new staff coming into the team	No changes
Canberra Tower	8	11	11	Nil	Complete	Expected to remain above mature while cross training occurs. An additional external scheduled to start training in Feb 2024 and an abinitio scheduled to start training in June 2024	No changes
Tamworth Tower	5	5	5	Nil	Complete	Remaining at 5 Available FTE ongoing	No changes
Perth TCU	22	23.6	23	0.6FTE - Long term Absence	Complete	Currently remaing at an average of 22FTE and will gradually increase to 23FTE by Jan 2024 once staff return from Long term leave and an Exp External is trained up.	<u> </u>

From: Regulatory Engagement

Sent: Wednesday, 21 February 2024 5:31 PM

To:

Cc: Regulatory Engagement;

Subject: SF 730712 & 730713 - Update February 2024

Attachments: 202402 - CASA SF730712 730713 - Monthly WFP update.xlsx

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Good afternoon

Please find attached February 2024 Workforce Planning update relating to SF730712 and SF 730713. Both Essendon Tower and Sydney Tower, subject to SF's, have been included on Att 1.

To support the ongoing collaboration for the related findings the monthly meeting is scheduled for Monday 26 February 2024. To ensure all relevant information can be exchanged on the day and limit any queries to be taken on notice can you please raise any specific points regarding the update. We kindly ask, as agreed in the email 07 February 2024, CASA raise these by COB Thursday 22 February 2024.

Please also reference tab Feb 2024 Att1 for updates on the following findings:

Audited Area	Inspector	Safety Finding	Group
Sydney TCU		728350	Syd TCU TM
Byron		730585	Byron
Karratha Tower		731123	Karratha
Albury Tower		731227	Albury
Coral Approach - CS TCU		729770	NQ TCU
Gold Coast Tower		727296	Gold Coast
Avalon Tower		730532	Avalon
Archerfield Tower		731413	Archerfield Tower
Sydney Tower		731837	Sydney Tower
Essendon Tower		731838	Essendon Tower

Regards



Senior Aviation Regulatory Specialist

M:

www.airservicesaustralia.com





We acknowledge the Traditional Owners of Country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging.

OFFICIAL

Figure Company Compa	0 bd 0-4			O		Diament Assellable to		OAOA Osfata Finalina		Ohanna ta Avallahla mast
### Company of the Co	Group based on Oct	Current Mature	Current Total	Current	Current Unavailable	Planned Available to	\ OAR Sarvice Variations	CASA Safety Finding -		Changes to Available meet
Organic Company and Court Company and Court Company and Court Company and Court Co	2023 uata	Current Mature	e Current Total	Available		meet mature (nov data	,	Approved Extension	Details	Mature date
Company STT					The state of the s			t	Expected to reach 4 Available FTE by Mar 2024 based on 1 return from sick leave and	
Fig. 5-FE 40 FE 40	Alice Springs	4FTE	4FTE	2FTE		Mar-2024				No change
### Applied Sept 41					, ,					
### 1577 1971										
OFFICE 1985 1976							Variation in application			
FITE Last	Karratha		5FTE	4FTE	1FTE - On-the-job training	Mar-2024	by Ops	SF 731123 - 31/07/24	Externals/Internals to start training in 2024 to replace end of term transfers	No change
results who will be a provided trace of the provided results of the provided r										
and enduction based in Rey 1 TF B PFF or Community and CASA as a personation for machine the Section Process of Assamption of the Section Process of Assamption Process of Assam					45T5 NA 15 1/N1 O					
Interest									Fig. 14. day 10. 14. April 10. FTF by April 2004 and based on the internal transfers	
New York of the Coast 11.5 FTE	Danafia Ial			OFTE	·	A == = 000.4	,		· ·	l., ,
AND COSES AND STEEL STOTE OF THE ADMINISTRATION OF THE ADMINISTRAT	Paratield	on IRR)	TIFIE	8FIE	training	Apr-2024	6 NOV 23		gaining endorsement and the non-op individual returning	No change
AND COSES AND STEEL STOTE OF THE ADMINISTRATION OF THE ADMINISTRAT							Variation application			
HE Coast 11 SFT 12FT 10FT 12FT 14FT 12FT 14FT 14FT 14FT 14FT 14FT 14FT 14FT 14										
He Coast 1 15 FTF 1 1										
Had Coast 11 SFTE 19TE 10TE 1FTE Long temperature of the Modes Ind LTA. An additional two Internal Properties of the Modes Ind Coast 11 SFTE Long temperature of the Modes Ind Coast 11 SFTE Long temperature of the Modes Indicated PTE y April 2024 and Grant PTE y Ap					1FTE - cross training		information on weather		Expected to reach 13 Available FTE by Jul 2024, and 14FTE by Aug 2024 due in cross	
Separation Sep							events requested by			
Separation Sep	Gold Coast	11.5FTE	13FTE	10FTE	·	Jul-2024		SF 727296 - 31/01/24		No change
Agriculture of the control of the co									Expected to reach 4.8 Available FTE by December 2023 and 6.8 Available FTE by July	
Variation application currently with CASA as at F 2FTE 2FTE NI Cock 2024 In 19 No. 23 SF 730382 - 300422 SF 730382 - 300422 SF 730383 - 301123 SF 730384 - 301123 SF	Albury	5FTE	5.8FTE	4.8FTE	1FTE - Medical/Non-Op	Jul-2024		SF 731227 - 30/11/23	2024, based on cross training and internal transfers gaining endorsement	No change
alon 4FTE 2FTE VETE No. Oct-2024 Variation application of currently with CASA as at SF730532 - 300424 planning confirmed. Mature FTE pending decision on tower hour changes. Additional inflow in planting registers from Mebourne Tower and Essention No. Octunge Term unplanned sick leave, LLS and cross training in FTE - LSL. FTE - Medical/Non-Op Nov-203 SF730585 - 3011/23 interest and cross training planned throughout 2024 hose was waited above demand so change the multiple planned throughout 2024 hose was waited above demand so change the multiple planned throughout 2024 hose was waited above demand so change the multiple planned throughout 2024 hose was waited above demand so change the multiple planned throughout 2024 hose was waited above demand so change the multiple planned throughout 2024 hose was waited above demand so change the multiple planned throughout 2024 hose was waited above demand so change and constraining planned throughout 2024 hose was waited above demand so change and constraining planned throughout 2024 hose was waited above demand so change and constraining planned throughout 2024 hose was waited above demand so change and constraining planned throughout 2024 hose was waited above demand new or constraining in FTE - Admitted above demand new or constraining in FTE - Admitted planned throughout 2024 and further increasing to 23 BTE planned to month. The planned planned throughout 2024 and further increasing to 23 BTE planned to month 2024 and planned to planned throughout 2024 and further increasing to 23 BTE planned to month 2024 and planned to planned to month 2024 and planned to planned to month 2024 and planned to planned to planned throughout 2024 and planned to planned throughout 2024 and p										
alon 4FTE 2FTE 2FTE NI Oct. 2024 1 Throw 23 SF 730532 - 3004424 Town the Avalator rower in Methourner Tower and Essending from 2FTE cross training planning to allow for releases from Methourner Tower and Essending No change and the Avalator for										
alon 4FTE 2FTE NII Oct-20024 17 Nov 23 SF 730532 - 30/04/24 Tower into Avalon Tower. No change 2FTE - 2FTE NII Oct-20024 17 Nov 23 SF 730532 - 30/04/24 Tower into Avalon Tower. No change 2FTE - 31.5FTE 27.5 1FTE - 405 class the control of the c										
FIFE - cross training inferior - LSL and cross training inferior - LSL and cross training performance of the Medical Mon-op inferior - LSL and cross training performance of the Medical Mon-op inferior - LSL and cross training performance of the Medical Mon-op inferior - LSL and cross training performance information and continued performance in the Medical Mon-op inferior - Continued in the Medical Mon-										
ron 2FFE 31.5FTE 7.5 FFE- Medical/Non-op Nov-2023 SF730585-3011/23 Internals and cross training. Further inflows of abindios, No change	Avalon	4FTE	2FTE	2FTE	Nil	Oct-2024	17 Nov 23	SF 730532 - 30/04/24	Tower into Avalon Tower.	No change
ron 2FFE 31.5FTE 7.5 FFE- Medical/Non-op Nov-2023 SF730585-3011/23 Internals and cross training. Further inflows of abindios, No change					OFTE A CO				E	
ron 27FTE 31.5FTE 27.5 1FTE - Medical/Non-op Nov-2023 SF 730585 - 30/11/23 internals and cross training planned throughout 2024 to have available above demand. No change Expected to reach 356 Available FTE by Advailable FTE by A										
Expected to reach 38.6 Available by June 2024 and Increasing to 4 Available FTE by 1FTE - Medical/Non-Op 1FTE - cross training 1FTE - Section 1	D	07575	04 5575	07.5		N 0000		05 700505 00/44/00		l., ,
ITCU 39FTE 42.9FTE 36.9FTE 47FTE. On-the-job training Oct-2024 Ballian Approach ITCU 39FTE 42.9FTE 36.9FTE 47FTE. On-the-job training Oct-2024 Ballian Approach ITCU 0.01RR) 21.8FTE 18.8FTE 36.9FTE 47FTE. On-the-job training Oct-2024 Ballian Approach ITCU 0.01RR) 21.8FTE 18.8FTE 36.9FTE 47FTE. On-the-job training Oct-2024 Ballian Approach ITCU 0.01RR) 21.8FTE 18.8FTE 36.9FTE 47FTE 4.0FTE	Byron	2/FIE	31.5FTE	27.5	TFTE - Medical/Non-op	NOV-2023		SF /30585 - 30/11/23		No change
ITCU 39FE 429FE 36.9FTE 47FE - cross training 1 FFE - Medical/Non-Op teached in Mile and the program and also LSL, parental leave and retriements (2 yet to be confirmed) factored in. Will continue to work on further inform in preparation for Sallina Approach. 1FFE - Medical/Non-Op teached factored in. Will continue to work on further inform in preparation for Sallina Approach. 1FFE - On-the-job training										
## 1FTE - cross training					1FTF - Medical/Non-On				· ·	
### Agental Ag					·					
21FE (was 23FTE last month, reduction based on IRR) 21 8FTE 18.8 FTE 18.8 FTE 18.8 FTE 1 18.8 FTE 18.8 FTE 1 1	BN TCU	39FTE	42.9FTE	36.9FTE	•	Oct-2024				No change
month, reduction based on IRR) 21.8FTE 18.8FTE 17. Parental Leave 1 FTE - Parental Leave 2 FTE - On-the-job training 4 FTE - Long term Absence 3		21FTE (was			The second secon					
reduction based on IRR) 21.8FTE 18.8FTE 1FTE - Parental Leave SF 729770 - 31/07/24 SF 7		23FTE last								
Apr-2024 SF 729770 - 31/07/24 endorsement. Expected to reach 24.9 Available FTE by Fieb 2024 due to internal transfers gaining endorsement, and 1FTE endorsement. Expected to reach 24.9 Available FTE by Fieb 2024 due to internal transfers gaining endorsement, and 1FTE returning from projects. Further inflow plans in place to support the transition program are trained and cross training is required to facilitate the transition program. Apr-2024 TEU SPTE 19.25FTE 19.		month,			1FTE - LSL				Expected to reach 21.8 Available FTE by April 2024, and further increasing to 23.8FTE	
### Application of the properties of the propert		reduction based	b		1FTE - Parental Leave				by Sep 2024 due to inflows of experienced externals and internals gaining	
### Action of the properties o	NQ TCU	on IRR)	21.8FTE	18.8FTE	1FTE - On-the-job training	Apr-2024		SF 729770 - 31/07/24		No change
d TCU App 24FTE 25.2FTE 21.2FTE 3FTE -On-the-job training									,	
O.5FTE - Projects 2FTE training 1FTE - on Conversion Course prior to On-the-job training 1FTE - on Conversion Course prior to On-the-job training 1FTE - on Conversion Course prior to On-the-job training 1FTE - on Conversion Course prior to On-the-job training 1FTE - on Conversion Course prior to On-the-job training 1FTE - on Conversion Course prior to On-the-job training 1FTE - on Conversion Course prior to On-the-job training 1FTE - on Conversion Course prior to On-the-job training 1FTE - on Conversion Course prior to On-the-job training 1FTE - on Conversion Course prior to On-the-job training 1FTE - On-the-job training in Melbourne 1FTE - on-the-job training in Melbourne 1FTE - on-the-job training in Melbourne 1FTE - on-the-job training 1FTE - on-the-job training in Melbourne 1FTE - on-the-job training in Melbourne 1FTE - on-the-job training in									, , , , , , , , , , , , , , , , , , , ,	
Currently at Mature, will reach 21.25 Available FTE by March 2024 and planned to remain at that level while inflows are trained and cross training is required to facilitate the transition program. No change Page 1	Syd TCU App	24FTE	25.2FTE	21.2FTE		Feb-2024		1	support the transition program	No change
## TFTE - on Conversion Course prior to On-the-job draining in FFTE - on Conversion Course prior to On-the-job draining in FFTE - on Conversion Course prior to On-the-job draining in Mar-2024 ### TFTE - On-the-job training in Melbourne ### AFTE 2FTE - On-the-job training in Melbourne May-2024 May-20									Currently at Mature will reach 24.25 Available ETE by March 2024 and planned to	
d TCU Dep 19FTE 22.75FTE 19.25FTE training Mar-2024 the transition program. Expected to reach 5.25FTE by May 2024 due to 2 Experienced Externals being trained up to backfill secondments ending. Delay due to further training support provided to the SM to train in Melbourne and also due to the unavailability of MLTCU shift managers that need to work on Flow. No change 2FTE - On-the-job training 2FTE - On-the-job training 1FTE - LSL Expected to reach 39 Available FTE by June 2024, targeting Experienced Externals to inflow into the group, also aiming to release staff from Adelaide TCU and TAS Approach to support Melbourne Canberra TCU SPTE - Approach to support Melbourne Canberra TCU SPTE SPTE SPTE SPTE SPTE SPTE SPTE SPTE										
Expected to reach 5.25FTE by May 2024 due to 2 Experienced Externals being trained up to backfill secondments ending. Delay due to further training support provided to the SM to train in Melbourne and also due to the unavailability of MLTCU shift managers that need to work on Flow. No change Precidence Precide	Sud TCII Don	10ETE	22 75ETE	10 25ETE		Mar 2024				No shango
d TCU SM 5FTE 6FTE 4FTE 2FTE - On-the-job training in Melbourne May-2024 SF 728350 - 30/11/23 managers that need to work on Flow. No change 2FTE - On-the-job training 2FTE - On-the-job training managers that need to work on Flow. No change 2FTE - On-the-job training 2FTE - On-the-job training 3FTE - On-the-job training 4FTE - UsL 5FTE - On-the-job training 4FTE - UsL 5FTE - On-the-job training 4FTE - UsL 5FTE - On-the-job training 5FTE - On-the-jo	зуи тоо рер	19715	22.73FTE	19.23FTE	uaning	IVIAI-ZUZ4			Expected to reach 5 25FTF by May 2024 due to 2 Experienced Externals being trained	ino change
the SM to train in Melbourne and also due to the unavailability of MLTCU shift managers that need to work on Flow. No change SF 728350 - 30/11/23 No change SF 728350 - 30/11/23 No change SF 728350 - 30/11/23 No change Expected to reach 39 Available FTE by June 2024, targeting Experienced Externals to inflow into the group, also aiming to release staff from Adelaide TCU and TAS International Company of the State of the Unavailability of MLTCU shift managers that need to work on Flow. No change Expected to reach 39 Available FTE by June 2024, targeting Experienced Externals to inflow into the group, also aiming to release staff from Adelaide TCU and TAS Approach to support Melbourne Canberra TCU STE - Medical/Non-Op Expected to reach 9FTE by May 2024 based on Abinitios gaining Delayed by one month due to trainee under review Expected to reach 9FTE by Dec 2023 and 10FTE from Apr 2024 once two inflows are										
d TCU SM 5FTE 6FTE 4FTE 2FTE - On-the-job training in Melbourne 2FTE - cross training 2FTE - On-the-job training in Melbourne 2FTE - On-the-job training 2FTE - On-the-job training 2FTE - On-the-job training 4FTE - LSL Expected to reach 39 Available FTE by June 2024, targeting Experienced Externals to inflow into the group, also aiming to release staff from Adelaide TCU and TAS Approach to support Melbourne Canberra TCU 39FTE 39.6FTE 4FTE - Medical/Non-Op 4Ay-2024 4Ay-2										
2FTE - cross training 2FTE - cross training 2FTE - On-the-job training 1FTE - LSL Expected to reach 39 Available FTE by June 2024, targeting Experienced Externals to 1FTE - LSL Expected to reach 39 Available FTE by June 2024, targeting Experienced Externals to 1FTE - Parental Leave 1FTE - Medical/Non-Op 3FTE 32.6FTE 32.6FTE 1FTE - Medical/Non-Op 3FTE - Medical/Non-Op 4FYPE - Cross training 2FTE - Cross training	Syd TCU SM	5FTE	6FTE	4FTE	2FTE - On-the-job training in Melbourne	May-2024		SF 728350 - 30/11/23	· · · · · · · · · · · · · · · · · · ·	No change
2FTE - On-the-job training 1FTE - LSL 2FDE on-the-job training 1FTE - LSL Expected to reach 39 Available FTE by June 2024, targeting Experienced Externals to 1FTE - Parental Leave 1FTE - Parental Leave 1FTE - Medical/Non-Op 1FTE - Medical/Non-Op 2FTE - Medical/Non-Op 2FTE - Medical/Non-Op 2FTE - Safet 1FTE - Medical/Non-Op 2FTE - Safet 1FTE - Medical/Non-Op 2FTE - Cross training 2FTE - On-the-job training 1FTE - LSL Expected to reach 39 Available FTE by June 2024, targeting Experienced Externals to 1FTE - Parental Leave 1FTE - Medical/Non-Op 2FTE - Medical/Non-Op 2FTE - Medical/Non-Op 2FTE - May 2024 based on Abinitios gaining 2FTE - Cross training 2FTE - On-the-job training 2FTE - On-the-job training 2FTE - On-the-job training 2FTE - On-the-job training 2FTE - Safet 1FTE - Saf	•		1		2FTE - cross training					- 5-
Inflow into the group, also aiming to release staff from Adelaide TCU and TAS Inherra TCU 39FTE 39.6FTE 37.6FTE 37.6FTE 39.6FTE No change No chan										
Inberra TCU 39FTE 39.6FTE 32.6FTE 1FTE - Medical/Non-Op Jun-2024 Approach to support Melbourne Canberra TCU No change 3FTE - Medical/Non-Op Expected to reach 22.6 Available FTE by May 2024 based on Abinitios gaining Delayed by one month due to endorsement and three non-op staff returning to operations trainee under review 2FTE - Cross training Expected to reach 9FTE by Dec 2023 and 10FTE from Apr 2024 once two inflows are					1FTE - LSL					
Inberra TCU 39FTE 39.6FTE 32.6FTE 1FTE - Medical/Non-Op Jun-2024 Approach to support Melbourne Canberra TCU No change 3FTE - Medical/Non-Op Expected to reach 22.6 Available FTE by May 2024 based on Abinitios gaining Delayed by one month due to endorsement and three non-op staff returning to operations trainee under review 2FTE - Cross training Expected to reach 9FTE by Dec 2023 and 10FTE from Apr 2024 once two inflows are	Melbourne and				1FTE - Parental Leave				inflow into the group, also aiming to release staff from Adelaide TCU and TAS	
est 22FTE 23FTE 19FTE 1FTE - Trainee under review May-2024 endorsement and three non-op staff returning to operations trainee under review Expected to reach 9FTE by Dec 2023 and 10FTE from Apr 2024 once two inflows are	Canberra TCU	39FTE	39.6FTE	32.6FTE		Jun-2024		<u> </u>	Approach to support Melbourne Canberra TCU	No change
2FTE - cross training Expected to reach 9FTE by Dec 2023 and 10FTE from Apr 2024 once two inflows are					3FTE - Medical/Non-Op				Expected to reach 22.6 Available FTE by May 2024 based on Abinitios gaining	Delayed by one month due to
	West	22FTE	23FTE	19FTE	1FTE - Trainee under review	May-2024				trainee under review
cherfield Tower 8.5FTE 10FTE 7FTE 1FTE - Non-op Dec-2023 trained up, cross training complete and a staff returns from leave. No change										
	Archerfield Tower	8.5FTE	10FTE	7FTE	1FTE - Non-op	Dec-2023			trained up, cross training complete and a staff returns from leave.	No change

Group based on Oct 2023 data	Current Mature		Current Available	Current Unavailable	Planned Available to meet Mature (Nov data)	OAR Service Variations	CASA Safety Finding - Approved Extension	Details	Changes to Available meet Mature date
									Changes due to individual not
						Variation application		Expected to reach 3 Available FTE by Mar 2024 based on 1 experienced ext	getting their medical back and will
				1FTE - Medical/Non-Op		curently with CASA as at		endorsement. EOI currently advertised, and will be seeking internal and abinitios	be transferred to a full time non-
Alice Springs	4FTE	4FTE	2FTE	1FTE - On-the-job training	Feb-2025	31 Oct 23		options to backfill potentially starting training in July 2024.	op position from Jan 2024
								Expected to return to Mature as of Feb 2025 based on 3FTE Experienced	Delay due to term transfer
						Variation in application		Externals/Internals endorsing to replace current end of term transfers, and will be	extensions most likely not
Karratha	5FTE	5FTE	4FTE	1FTE - On-the-job training	Feb-2025	by Ops	SF 731123 - 31/07/24	seeking internal and abinitios options to backfill potentially starting training in July 2024.	happening
				2FTE - Medical/Non-Op		Variation application curently with CASA as at		Expected to reach 10 Available FTE by Nov 2024 and based on one internal transfer gaining endorsement and a potential inflow either being an abinitio or an experienced	Delay due to one of the latest
Parafield	10FTE	11FTE	8FTE	1FTE - On-the-job training	Nov-2024	6 Nov 23		external.	inflow now non-op
Taranera	TOTAL	11112	OI IL	n 12 On the jet truming	1407 2027	Variation application		Oxforma.	innow now non-op
						currently with CASA - As			
						of 17/10/23 - additional			
				1FTE - Conversion course		information on weather		Expected to reach 13 Available FTE by Jul 2024, and 14FTE by Aug 2024 due in cross	
				0.5FTE - Medical/Non-Op		events requested by		training complete and staff returning from Medical and LTA. An additional three internal	
Gold Coast	11.5FTE	14FTE	11.5FTE	1FTE - Long term Absence	Jul-2024	CASA in progress	SF 727296 - 31/01/24	transfers starting training in March 2024 and May 2024.	No change
Allegane	CCTC	5.8FTE	4.0575	AFTE Madical/Non On	hd 0004		05 704007 00/44/00	At 4.8 Available FTE by December 2023 and expected to reach 6.8 Available FTE by July 2024, based on cross training and internal transfers gaining endorsement	l., ,
Albury	5FTE	5.8FTE	4.8FTE	1FTE - Medical/Non-Op	Jul-2024		SF 731227 - 30/11/23	Expected to reach 4 Available FTE by Oct 2024, 1FTE trained and available from	No change
								Moorabbin pending release based on the abinitio backfill and second inflow to be	
						Variation application		confirmed. Mature FTE pending decision on tower hour changes. Additional inflow in	
						curently with CASA as at		planning to allow for releases from Melbourne Tower, Moorrabin Tower and Essendon	
Avalon	4FTE	2FTE	2FTE	Nil	Oct-2024	17 Nov 23	SF 730532 - 30/04/24	Tower into Avalon Tower.	No change
71001011					03(202)		J. 100002 00/01/21	Total into rivatori roman	THO CHANGE
				2FTE - cross training				Expected to reach 27.5 Available FTE by Nov 2023 with unavailable staff due to Long	
				1FTE - Long Term Absence				term unplanned sick leave, LSL and cross training. Further inflows of abinitios, internals	
Byron	27FTE	31.5FTE	27.5FTE	1FTE - Medical/Non-op	Nov-2023		SF 730585 - 30/11/23	and cross training planned throughout 2024 to have available above demand.	No change
								Expected to reach 38.6 Available by June 2024 and increasing to 44 Available FTE by	
								Oct 2024. This includes a plan of 8 FTE of Exp External and internal new	
				1575 N. II. 181 O				endorsements within the group and also LSL, parental leave and retirements (2 yet to	
DNITOU	39FTE	40.0ETE	07.0575	1FTE - Medical/Non-Op	0-4-0004			be confirmed) factored in. Will continue to work on further inflow in preparation for	l., .
BN TCU	21FTE (was -	42.8FTE	37.8FTE	4FTE - On-the-job training	Oct-2024			Ballina Approach.	No change
	23FTE last			1FTE - LSL					
	month.			1FTE - Medical/Non-op				Expected to reach 21.8 Available FTE by April 2024, and further increasing to 23.8FTE	
	reduction based			2FTE - Parental Leave				by Sep 2024 due to inflows of experienced externals and internals gaining	
NQ TCU	on IRR)	22.8FTE	17.8FTE	1FTE - On-the-job training	Apr-2024		SF 729770 - 31/07/24	endorsement.	No change
	,			, ,	1			Expected to reach 25 Available FTE by Aug 2024 due to internal transfers gaining	
			21.2FTE	1FTE - Long term Absence				endorsement, and staff returning from long term leave. Further inflow plans in place to	Delay due to staff released to
Syd TCU App	25FTE	24.4FTE	20.4FTE	3FTE - On-the-job training	Aug-2024			support the transition program	support Syd TCU SM
				3FTE - On-the-job training				Currently at Mature, expected to reach 20.25 Available FTE by Jan 2024 and planned	
		23.25FTE	19.25FTE	1FTE - on Conversion Course prior to On-the-job				to remain at that level while inflows are trained and cross training is required to facilitate	
Syd TCU Dep	19FTE	23FTE	19FTE	training	Jan-2024			the transition program.	returning from non-op
								Expected to reach 6FTE by Dec 2024 due to 2 Experienced Externals being trained up to backfill secondments ending. Change of date due to additional training support	
								provided to the SM to train in Melbourne and also due to the unavailability of MLTCU	Due to updated training
Syd TCU SM	5FTE 6FTE	6FTE	AETE SETE	2FTE - On-the-job training in Melbourne	Dec-2024		SF 728350 - 30/11/23	shift managers that need to work on Flow.	requirements
Cyd 100 SiVi	OF TE	OFF	THE OF IE	1FTE - cross training	DG0-2024		01 120000 - 00/11/20	Shirt managers that heed to work out i low.	requirements
				2FTE - On-the-job training				Expected to reach 39 Available FTE by Oct 2024, targeting Experienced Externals to	
Melbourne and Canberra	a			1FTE - Parental Leave				inflow into the group, also aiming to release staff from Adelaide TCU and TAS	Delay due to Experienced External
TCU	39FTE	39.6FTE	33.6FTE	2FTE - Medical/Non-Op	Oct-2024			Approach to support Melbourne Canberra TCU	offer changes
				2FTE - Medical/Non-Op					
				1FTE - Trainee under review				Expected to reach 22.6 Available FTE by May 2024 based on Abinitios gaining	
West	22FTE	24.7FTE	19.7FTE	2FTE - On-the job training	May-2024			endorsement and two non-op staff returning to operations	No change
				2FTE - cross training				Expected to reach 9FTE by Dec 2023 and 10FTE from Apr 2024 once two inflows are	Delay due to extended cross
Archerfield Tower	8.5FTE	10FTE	7FTE	1FTE - Medical/Non-Op	Mar-2024		<u> </u>	trained up, cross training complete and a staff returns from leave.	training

Group based on Jan			Current		Planned Available to		CASA Safety Finding -		Changes to Available meet
	Current Mature	Current Tot		Current Unavailable	meet Mature	OAR Service Variations		Details	Mature date
					cotataro		Approvou Extension	Expected to reach 3 Available FTE by late Mar 2024 based on 1 experienced ext	
								endorsement. EOI selection in process, will be seeking both internal and abinitios	
						Approval received - until			Delayed by 2 months to factor in
Alice Springs	3FTE	3FTE	2FTE	1FTE - On-the-job training	Apr-2025	21/01/24		explored for leave relief.	release time and training time.
7 mee epinige	01.12	01.12	2	11 12 On the jet training	7,01 2020	21701721		CAPITOTO TO TOUTO TOUTO.	release time and training time.
								Expected to return to Mature as of Feb 2025 based on 3FTE Experienced	
								Externals/Internals endorsing to replace current end of term transfers, and will be	
Karratha	5FTE	5FTE	5FTE	Nil	Feb-2025		SF 731123 - 31/07/24	9 1	No change
ranana	OI IL	OI IL	OFFE	140	1 65 2020		01 101120 01/01/24	Current internal transfer expected to endorse in Mar 2024, an abinitio inflow to	An ab and an External inflow
								commence training in Feb 2024 and an Experienced External to commence training in	confirmed, however delay due to
				2FTE - Medical/Non-Op		Approval received - until		Apr 2024. However due to further cross training and parental leave, Parafield is	parental leave and cross training
Parafield	10FTE	11FTE	8FTE	1FTE - On-the-iob training	May-2025	20/01/24		expected to reach 10 Available FTE by May 2025.	updated
i didileid	TOLIL	111112	OI IL	II IE - OII-tile-job training	Way-2020	20/01/24		expected to reach 10 Available 1 12 by May 2020.	upuateu
								Expected to reach 12 Available FTE by Jul 2024, and 13FTE by Aug 2024 due in cross	
				1FTE - Conversion course				training complete and staff returning from Medical and LTA. 1FTE less than last month	
				0.5FTE - Medical/Non-Op		Approval received - until		due to potential resignation. An additional three internal transfers starting training in Jan	
Gold Coast	11.5FTE	14FTE	11.5FTE	1FTE - Long term Absence	Jul-2024		SF 727296 - 31/01/24	2024, March 2024 and May 2024 and continuous cross training is planned.	Nie eksasse
Gold Coast	II.SFIE	14FTE	II.SFIE		Jui-2024	24/02/24	SF 727290 - 31/01/24		No change
Allegone	FETE	7.0575	4.0575	1FTE - Medical/Non-Op	Ind. 0004		05 704007 00/44/00	Expected to reach 6.8 Available FTE by July 2024, based on cross training and internal	
Albury	5FTE	7.8FTE	4.8FTE	2FTE - On-the-job training	Jul-2024		SF 731227 - 30/11/23	transfers gaining endorsement	No change
								Expected to reach 4 Available FTE by Oct 2024, 1FTE trained and available from	
								Moorabbin pending release based on the abinitio backfill and second inflow to be	
								confirmed. Mature FTE pending decision on tower hour changes. Additional inflow in	
						Approval received - until		planning to allow for releases from Melbourne Tower, Moorrabin Tower and Essendon	
Avalon	4FTE	2FTE	2FTE	Nil	Oct-2024	25/02/24	SF 730532 - 30/04/24	Tower into Avalon Tower.	No change
				3.75FTE - cross training					
				1FTE - Long Service Leave				Unplanned sick leave in January and cross training extended, expected to reach	Delayed by 1 month due to
Byron	27FTE	32.25FTE	24.5FTE	3FTE - Medical/Non-op	Feb-2024		SF 730585 - 30/11/23	Mature by Feb 2024	unplanned sick leave
								Expected to reach 38.6 Available by June 2024 and increasing to 44 Available FTE by	
								Oct 2024. This includes a plan of 8 FTE of Exp External and internal new	
				1FTE - Medical/Non-Op				endorsements within the group and also LSL, parental leave and retirements (2 yet to	
				2FTE - Conversion course				be confirmed) factored in. Will continue to work on further inflow in preparation for	
BN TCU	39FTE	44.8FTE	36.8FTE	5FTE - On-the-job training	Oct-2024			Ballina Approach.	No change
								Expected to reach 21.8 Available FTE by May 2024, and further increasing to 23.8FTE	
				2FTE - Conversion course				by Sep 2024 due to inflows of experienced externals and internals gaining	Delay by 1 month due to training
NQ TCU	21FTE	23.8FTE	20.8FTE	1FTE - Parental Leave	May-2024		SF 729770 - 31/07/24	endorsement.	update
				1FTE - Long term Absence				Expected to reach 25 Available FTE by Aug 2024 due to internal transfers gaining	
				1FTE - Parental Leave				endorsement, and staff returning from long term leave. Further inflow plans in place to	
Syd TCU App	25FTE	25.4FTE	22.4FTE	1FTE - Conversion Course	Aug-2024			support the transition program	No change
								Planned to remain at that level while inflows are trained and cross training is required to	-
Syd TCU Dep	19FTE	23FTE	20FTE	3FTE - On-the-job training	Jan-2024			facilitate the transition program.	No change
				, ,				Expected to reach 6FTE by Dec 2024 due to 2 Experienced Externals being trained up	•
								to backfill secondments ending. Change of date due to additional training support	
								provided to the SM to train in Melbourne and also due to the unavailability of MLTCU	
Syd TCU SM	6FTE	6FTE	5FTE	2FTE - On-the-job training in Melbourne	Dec-2024		SF 728350 - 30/11/23	shift managers that need to work on Flow.	No change
			1	1FTE - conversion course				<u> </u>	
				1FTE - cross training					
				3FTE - On-the-job training				Expected to reach 39 Available FTE by Oct 2024, targeting Experienced Externals to	
Melbourne and Canberra				1FTE - Parental Leave				inflow into the group, also aiming to release staff from Adelaide TCU and TAS	
TCU		40.6FTE	33.6FTE	1FTE - Medical/Non-Op	Oct-2024			Approach to support Melbourne Canberra TCU	No change
100	OUI IL	70.01 IL	00.01 TE	1FTE - Parental Leave	OU 2024			r pproduit to support Melbourne Gamberra 100	ivo change
				3FTE - Medical/Non-Op				Expected to reach 22 Available FTE by Jul 2024 based on Abinitios gaining	
				1FTE - Trainee under review				endorsement and two non-op staff returning to operations. Also staff from other Mel	Delay by 2 months due to
West	COETE	24 7575	17 7575		Jul 2024				, , ,
West	22FTE	24.7FTE	17.7FTE	2FTE - On-the job training	Jul-2024			Enroute groups to cross train in West group to support	additional non-ops
	0.5575	40575	7575	2FTE - cross training				Expected to reach 9FTE by Dec 2023 and 10FTE from Apr 2024 once two inflows are	
Archerfield Tower	8.5FTE	10FTE	7FTE	1FTE - Parental Leave	Mar-2024			trained up, cross training complete and a staff returns from leave.	No change

Group based on Feb			Current		Planned Available to		CASA Safety Finding -		Changes to Available meet
2024 data	Current Mature	Current Total	Available	Current Unavailable	meet Mature	OAR Service Variations Exisiting approval	Approved Extension	Details Expected to reach 3 Available FTE by late Mar 2024 based on 1 experienced ext	Mature date
						expired 21/01/24 - updated application in		endorsement. EOI selection in process, will be seeking both internal and abinitios options to backfill potentially starting training as soon as July 2024. FIFO options being	
Alice Springs	4FTE	3FTE	2FTE	1FTE - On-the-job training	Apr-2025	progress		explored for leave relief.	No change
Karratha	5FTE	5FTE	5FTE	Nil	Feb-2025		SF 731123 - 31/07/24	Expected to return to Mature as of Feb 2025 based on 3FTE Experienced Externals/Internals endorsing to replace current end of term transfers, and will be seeking internal and abinitios options to backfill potentially starting training in July 2024	. No change
				2FTE - Medical/Non-Op		Exisiting approval expired 20/01/24 -		Current internal transfer expected to endorse in Mar 2024, an abinitio inflow to commence training in Feb 2024 and an Experienced External to commence training in	
Parafield	10FTE	13FTE	8FTE	1FTE - On-the-job training 1FTE - Abinitio training	May-2025	updated application in progress		Apr 2024. However due to further cross training and parental leave, Parafield is expected to reach 10 Available FTE by May 2025.	No change
Gold Coast	11.5FTE	14FTE	10.5FTE	1FTE - Conversion course 0.5FTE - Medical/Non-Op 1FTE - Long term Absence 1FTE - Long Service Leave	Jul - 2024, however will reach ideal endorsement	Approval received - until 24/02/24	SF 727296 - 31/01/24 (further evidence for detailed action plan requested by CASA 13/02/24 - response due 28/02/24)	Expected to reach 12 Available FTE by Jul 2024, and 13FTE by Aug 2024 due in cross training complete and staff returning from Medical and LTA. An additional three internal transfers starting training in Jan 2024, March 2024 and May 2024 and continuous cross training is planned. However, due to one staff who failed ADC training and a potential resignation of an	Headcount reaches Mature by July 2024 as per previous plan,
Albury	5FTE	7.8FTE	4.8FTE	1FTE - Medical/Non-Op 2FTE - On-the-job training	Jul-2024		SF 731227 - 30/11/23 (further evidence requested by CASA - extension approved to provide response by 01/03/24)	Expected to reach 6.8 Available FTE by July 2024, based on cross training and internal transfers gaining endorsement Expected to reach 4 Available FTE by Oct 2024, 1FTE trained and available from Moorabbin pending release based on the abinitio backfill and second inflow to be	
Avalon	4FTE	2FTE	2FTE	Nil	Oct-2024	Approval received - until 25/02/24	SF 730532 - 30/04/24	confirmed. Mature FTE pending decision on tower hour changes. Additional inflow in planning to allow for releases from Melbourne Tower, Moorrabin Tower and Essendon Tower into Avalon Tower.	No change
Byron	27FTE	35.1FTE	27.1FTE	2FTE - cross training 1FTE - Abinito training 1FTE - Long Service Leave 2FTE - Medical/Non-op 2FTE - Secondment 2FTE - Medical/Non-Op	Feb-2024		SF 730585 - 30/11/23 (further evidence requested by CASA - extension requested to provide response by 01/03/24)	At Mature as of Feb 2024 and expected to remain above Mature moving forward Expected to reach 38.6 Available by June 2024 and increasing to 44 Available FTE by	No change
BN TCU	39FTE	47.7FTE	36.7FTE	1FTE - Conversion course 6FTE - On-the-job training 1FTE - Parental Leave 1FTE - Secondment	Nov-2024			Nov 2024. This includes a plan of 8 FTE of Exp External and internal new endorsements within the group and also LSL, parental leave and retirements (2 yet to be confirmed) factored in. Will continue to work on further inflow in preparation for Ballina Approach.	Delay by 1 month due to parental leave
NQ TCU	21FTE	25.8FTE	21.8FTE	1FTE - Conversion course 2FTE - On the job training 1FTE - Secondment	Nov-2024		SF 729770 - 31/07/24	Expected to reach 21.8 Available FTE by Nov 2024 due to inflows of experienced externals and internals gaining endorsement. Delay is due to experienced externals training extensions and additional cross training planned	Delay due to additional training required for Experience Externals and cross training planned.
Syd TCU App	25FTE	26.4FTE	23.4FTE	1FTE - Parental Leave 2FTE - On-the-job training	Aug-2024			Expected to reach 25 Available FTE by Aug 2024 due to internal transfers gaining endorsement, and staff returning from long term leave. Further inflow plans in place to support the transition program	No change
Syd TCU Dep	19FTE	24FTE	20FTE	4FTE - On-the-job training	Jan-2024			Planned to remain at that level while inflows are trained and cross training is required to facilitate the transition program.	No change
							SF 728350 - 30/11/23 (additional response on external training provided to CASA on	Expected to reach 6FTE by Dec 2024 due to 2 Experienced Externals being trained up to backfill secondments ending. Change of date due to additional training support provided to the SM to train in Melbourne and also due to the unavailability of MLTCU	
Syd TCU SM	6FTE	6FTE	5FTE	2FTE - On-the-job training in Melbourne 1FTE - conversion course 1FTE - cross training 3FTE - On-the-job training 1FTE - Parental Leave	Dec-2024		25/01/24)	shift managers that need to work on Flow. Expected to reach 39 Available FTE by Oct 2024, targeting Experienced Externals to inflow into the group, also aiming to release staff from Adelaide TCU and TAS	No change
Melbourne and Canberra TCU	39FTE	40FTE	33FTE		Oct-2024			Approach to support Melbourne Canberra TCU	No change
West	22FTE	24.6FTE	17.6FTE	2FTE - Medical/Non-Op 1FTE - Trainee under review 1FTE - On-the job training 2FTE - Secondment	Jul-2024			Expected to reach 22 Available FTE by Jul 2024 based on Abinitios gaining endorsement and two non-op staff returning to operations. Also staff from other Mel Enroute groups to cross train in West group to support	No change
	0.5555	4057-	0577	2FTE - cross training 1FTE - Parental Leave 1FTE - Secondment			SF 731413 - 15/02/24 (Extension request to 31/03/24 submitted to	Expected to reach 9FTE by March 2024 and 10FTE from Jul 2024 once two inflows are	, and the second
Archerfield Tower	8.5FTE	12FTE	8FTE	3FTE - cross training	Mar-2024		CASA)	trained up, cross training complete and a staff returns from leave.	No change
Sydney Tower	39FTE	34FTE	40FTE	1FTE - Parental Leave	Aug-2024		SF 731837 - 31/07/24	Expected to reach 40FTE by Aug 2024 due to Experienced Externals endorsing and cross training, Further inflow plans of Experienced Externals Currently remaining at 7FTE with the temp support provided by Melbourne Tower.	No change
Econdon Tower	OFTE	44575	eete.	2FTE - on the job training 1FTE - LSL	Apr. 2024		CE 734030 20/04/04	Inflows of an Abinitio and an internal should backfill the temp transfer and have the Available FTE increase to 8FTE by Apr 2024. Further inflow plans in progress for 2024	Markana
Essendon Tower	8FTE	11FTE	6FTE	1FTE - secondment	Apr-2024	ļ	SF 731838 - 30/04/24	to continue to build up numbers for future releases from Essendon.	No change

Unit	Mature	Current Total FTE	Current Available FTE	Current Unavailable	Planned Available to meet Mature (Month)	Available FTE based on Oct 2023 GSR	Changes to Available meet Mature date
Adelaide TCU	20	25.1	22.1	2FTE on Long term leave & non-op 1FTE acting LL	Complete	Expected to reach and remain at 21.1 Available FTE from Nov 2023 ongoing. This Available FTE factors in releases to Melbourne TCU and Sydney Approach as soon as inflows are trained up to backfill	No changes
Bass	· 15	18.1	15.1	2FTE cross training 1FTE on Non-op	Complete	Currently at 15.1 Available FTE due to staff return, will temporarily drop to 14.1 Available FTE between Feb to May 2024 due to LSL and cross training, however Available expected to return to 15FTE in Jun 2024 Adhoc support from Alpine also provided	No changes
Capricornia	Currently at 10.5 reducing to 10 in Dec 2023	11	10	1FTE - Abinitio Training	Complete	Currently at 11 Available FTE and remaining at 10.7FTE from Dec 2023	No changes
Central	· 19.5	22	18.2	1.8FTE- Non-Op/Medical 1FTE - cross training 1FTE- Long term absence	Feb-2024	Expected to reach 19.5 Available FTE by Jan 2024 as abinitios are trained up and staff return from long term absence.	Delayed by 1 month due to cross training extension
Fraser	17	20.6	17.8	1FTE - cross training 1FTE - Medical 1FTE - on Conversion Course prior to transfer	Feb-2024	Expected to reach and remain at 17 Available FTE by Feb 2024 once internal cross training is complete and staff on Long term leave return. Plans include further cross training in order to release to Gold Coast Tower and Brisbane System Supervisor.	Delayed by 3 months due to 1FTE on medical and cross training
Gwydir	 Currently at 17 reducing to 16.6 in Jan 2024 	20.6	17.8	1FTE - cross training 0.8FTE - LSL 1FTE - Projects	Complete	Expected to remain at 16.8 Availabe FTE ongoing with further cross training planned to address endorsement mix and abinitios planned to backfill releases to Brisbane TCU	Completed Earlier
Hastings	Currently at 17 reducing to 16.3 in Dec 2023	19.3	16.5	1FTE - Projects 0.8FTE - LSL 1FTE - Abinitio training	Feb-2024	Expected to remain at 17.4 Available FTE from Feb 2024 with endorsed abinitios and staff returning from LSL. The plan includes a release to Syd Departures	No changes
TAS App	Currently at 10 reducing to 8.3 in Jan 2024	10.8	8.8	1FTE - cross training 1FTE - on Conversion Course prior to transfer	Jan-2024	Currently at 8.8FTE ongoing, which the group will be at Mature once the reduction in Mature occurs. Continue to recruit inflow to Tas App to release Tas App staff to Adelaide TCU and Melbourne Canberra TCU	No changes
Reef	Currently at 14 reducing to 13 in Jan 2024	14.3	13.5	0.8FTE - Non-op	Complete	Currently at 14.3FTE temporary dropping to 13.6FTE during LSL and cross training periods	Due to 0.8FTE non-op
Southwest	Currently at 20 increasing to 20.5 in Jan 2024	20	18	1FTE - career break 1FTE - Medical	Aug-2024	Expected to reach 20.3FTE by Aug 2024. Working on a reassignment from other Melbourne and Brisbane Enroute groups if possible so Southwest can reach Mature quicker	No changes
Bankstown and Camden	Currently at 17 reducing to 16 in Dec 2023	15	14.5	0.5FTE - Projects	Oct-2024	Expected to reach at 15.5FTE by Jul 2024. Delay due to An Experienced External expected to start conversion course training in March 2024. Further Experienced External plans being worked on with an aimed start date of May 2024	No changes
Hamilton Mackay Tower	· Currently at 8 reducing to 7 in Jan 2024	8	8	Nil	Complete	Expected to remain at 8 Available FTE	No changes
Rockhampton Tower	Currently at 5.5 reducing to 4 in Jan 2024	3.8	3.8	Nil	Oct-2024	Currently at 3.8FTE, Working on EOI merit pool to identify next inflow prior next Abinitio inflow in Jun 2024	No changes
Broome	· 6	7	6	1FTE - cross training	Complete	Expected to reach 6FTE by Nov 2023 with an Ab and an internal rating. Expected to reach 7Available FTE by Feb 2024	No changes
Coffs Harbour	· 4	4	4	Nil	Complete	Remaining at 4 Available FTE ongoing	No changes
Essendon	. 8	10	8	1FTE - Career break 1FTE - on the job training	Apr-2024	Currently remaining at 7FTE with the temp support provided by Melbourne Tower. Inflows of an Abinitio and an internal should backfill the temp transfer and have the Available FTE increase to 8FTE by Apr 2024. Further inflow plans in progress for 2024 to continue to build up numbers for future releases from Essendon.	No changes
Launceston	· 5	5	5	Nil	Complete	Expected to remain at 5 available FTE.	No changes
Port Hedland	· 2	2	2	Nil	Complete	External Ad currently advertised to identify new staff coming into the team	No changes
Canberra Tower	· 8	11	10	1FTE - cross training	Complete	Expected to remain at 10 Available FTE	No changes
Tamworth Tower	· 5	5	5	Nil	Complete	Remaining at 5 Available FTE ongoing	No changes
Perth TCU	· 22	23.6	22	1FTE - cross training 0.6FTE - Long term Absence	Complete	Currently at 22FTE and will gradually increase to 24FTE by Jan 2024 once staff return from Long term leave and an Exp External is trained up.	No changes

Unit	Mature	Current Total FTE	Current Available FTE	Current Unavailable	Planned Available to meet Mature (Month)	Available FTE based on Oct 2023 GSR	Changes to Available meet Mature date
Adelaide TCU	20	25.1	23.1	1FTE on Long term leave & non-op 1FTE acting LL	Complete	Expected to reach and remain at 21.1 Available FTE from Nov 2023 ongoing. This Available FTE factors in releases to Melbourne TCU and Sydney Approach as soon as inflows are trained up to backfill	No changes
Bass	· 15	16.6	14.6	1FTE cross training 1FTE on LSL	Complete	Currently at 15.1 Available FTE due to staff return, will temporarily drop to 14.1 Available FTE between Feb to May 2024 due to LSL and cross training, however Available expected to return to 15FTE in Jun 2024	No changes
						Adhoc support from Alpine also provided	,
Capricornia	10.5	11	10	1FTE - Abinitio Training	Complete	Currently at 11 Available FTE and remaining at 10.7FTE from Jan 2023	No changes
Central	· 19.5	23	18.2	1.8FTE- Non-Op/Medical 1FTE - cross training 1FTE- Long term absence 1FTE - Abinitio training	Mar-2024	Expected to reach 19.5 Available FTE by Mar 2024 as abinitios are trained up and staff return from long term absence.	Delayed by 1 month due to extended non-op
Fraser	17	19	15	3FTE - cross training 1FTE - on Conversion Course prior to transfer	Feb-2024	Expected to reach and remain at 17 Available FTE by Feb 2024 once internal cross training is complete and staff on Long term leave return. Plans include further cross training in order to release to Gold Coast Tower and Brisbane System Supervisor.	No changes
Gwydir	· Currently at 17 reducing to 16.6 in Jan 2024	20.6	16.9	1FTE - cross training 0.8FTE - LSL 1FTE - Projects 1FTE - Non-Op	Complete	Expected to remain at 16.8 Availabe FTE ongoing with further cross training planned to address endorsement mix and abinitios planned to backfill releases to Brisbane TCU	No changes
Hastings	Currently at 17 reducing to 16.3 in Dec 2023	19.3	14.8	1FTE - Projects 1.75FTE - Non-Op/Medical 0.75FTE - LSL 1FTE - Abinitio training	Feb-2024	Expected to remain at 17.4 Available FTE from Feb 2024 with endorsed abinitios and staff returning from LSL. The plan includes a release to Syd Departures	No changes
TAS App	Currently at 10 reducing to 8.3 in Jan 2024	10.8	9.8	1FTE - cross training	Jan-2024	Currently at 8.8FTE ongoing, which the group will be at Mature once the reduction in Mature occurs. Continue to recruit inflow to Tas App to release Tas App staff to Adelaide TCU and Melbourne Canberra TCU	No changes
Reef	 Currently at 14 reducing to 13 in Jan 2024 	14.3	13.5	0.8FTE - Non-op	Complete	Currently at 14.3FTE temporary dropping to 13.6FTE during LSL and cross training periods	No changes
Southwest	Currently at 20 increasing to 20.5 in Jan 2024	20	19	1FTE - Medical	Nov-2024	Expected to reach 20.3FTE by Nov 2024. Working on a reassignment from other Melbourne and Brisbane Enroute groups if possible so Southwest can reach Mature quicker	No changes
Bankstown and Camden	Currently at 17 reducing to 16 in Dec 2023	15	14.5	0.5FTE - Projects	Oct-2024	Expected to reach at 15.5FTE by Jul 2024. Delay due to An Experienced External now expected to start conversion course training in March 2024. Further Experienced External and abinitio plans being worked on	No changes
Hamilton Mackay Tower	· Currently at 8 reducing to 7 in Jan 2024	8	8	Nil	Complete	Expected to remain at 8 Available FTE	No changes
Rockhampton Tower	 Currently at 5.5 reducing to 4 in Jan 2024 	3.8	3.8	Nil	Oct-2024	Currently at 3.8FTE, Working on EOI merit pool to identify next inflow prior next Abinitio inflow in Jun 2024	No changes
Broome	. 6	7	6	1FTE - cross training	Complete	Expected to reach 6FTE by Nov 2023 with an Ab and an internal rating. Expected to reach 7Available FTE by Feb 2024	No changes
Coffs Harbour	· 4	4	4	Nil	Complete	Remaining at 4 Available FTE ongoing	No changes
Essendon	. 8	10	8	1FTE - Career break 1FTE - on the job training	Apr-2024	Currently remaining at 7FTE with the temp support provided by Melbourne Tower. Inflows of an Abinitio and an internal should backfill the temp transfer and have the Available FTE increase to 8FTE by Apr 2024. Further inflow plans in progress for 2024 to continue to build up numbers for future releases from Essendon.	No changes
Launceston	· 5	5	5	Nil	Complete	Expected to remain at 5 available FTE.	No changes
Port Hedland	· 2	2	2	Nil	Complete	External Ad currently advertised to identify new staff coming into the team	No changes
Canberra Tower	. 8	11	11	Nil	Complete	Expected to remain above mature while cross training occurs. An additional external is scheduled to start training in Feb 2024	No changes
Tamworth Tower	· 5	5	5	Nil	Complete	Remaining at 5 Available FTE ongoing	No changes
Perth TCU	· 22	23.6	23	0.6FTE - Long term Absence	Complete	Currently remaing at an average of 22FTE and will gradually increase to 23FTE by Jan 2024 once staff return from Long term leave and an Exp External is trained up.	<u> </u>

Unit	Mature	Current Total FTE	Current Available FTE	Current Unavailable	Planned Available to meet Mature (Month)	Available FTE based on Jan 2024 GSR	Changes to Available meet Mature date
Adelaide TCU	20	24.1	19.2	2.9FTE non-op/Medical 1FTE acting LL 1FTE Parental Leave	Complete	Expected to reach and remain at 21.1 Available FTE from Nov 2023 ongoing. This Available FTE factors in releases to Melbourne TCU and Sydney Approach as soon as inflows are trained up to backfill	No changes
Bass	15	17.6	13.6	1FTE cross training 1FTE on LSL 2FTE Non-Op/Medical	Complete	Currently at 15.1 Available FTE due to staff return, will temporarily drop to average 14.1 Available FTE between Feb to May 2024 due to LSL and cross training, however Available expected to return to 15FTE in Jun 2024 Adhoc support from Alpine also provided	No changes
Capricornia	10.5	11	10	1FTE - Abinitio Training	Complete	Currently at 11 Available FTE and remaining at 10.7FTE from Jan 2023	No changes
Central	19.5	23	18.2	0.8FTE- Non-Op/Medical 2FTE - cross training 1FTE- Long term absence 1FTE - Trainee under review	Mar-2024	Expected to reach 19.5 Available FTE by Mar 2024 as abinitios are trained up and staff return from long term absence.	No changes
Fraser	17	20	16	4FTE - cross training	Feb-2024	Expected to reach and remain at 17 Available FTE by Feb 2024 once internal cross training is complete and staff on Long term leave return. Plans include further cross training in order to release to Gold Coast Tower and Brisbane System Supervisor.	No changes
Gwydir	17	20.6	16.9	1FTE - abinitio training 0.8FTE - LSL 1.9FTE - Projects	Complete	Expected to remain at 16.9 Availabe FTE ongoing with further cross training planned to address endorsement mix and abinitios planned to backfill releases to Brisbane TCU	No changes
Hastings	16.3	19.3	15.6	1FTE - Projects 1.75FTE - Non-Op/Medical 0.75FTE - LSL 1FTE - Parental Leave	Feb-2024	Expected to remain at 17.4 Available FTE from Feb 2024 with endorsed abinitios and staff returning from LSL. The plan includes a release to Syd Departures	No changes
TAS App	8.3	10.8	9.8	1FTE - cross training	Jan-2024	Currently at 8.8FTE ongoing, which the group will be at Mature once the reduction in Mature occurs. Continue to recruit inflow to Tas App to release Tas App staff to Adelaide TCU and Melbourne Canberra TCU	No changes
Reef	13	14.3	12.5	0.8FTE - Non-op 1FTE Long Service Leave	Complete	Currently at 14.3FTE temporary dropping to average 13.6FTE during LSL and cross training periods	No changes
Southwest	20	20	18	2FTE - Non-Op/Medical	Nov-2024	Expected to reach 20.3FTE by Nov 2024. Working on a reassignment from other Melbourne and Brisbane Enroute groups if possible so Southwest can reach Mature quicker	No changes
Bankstown and Camden	16	15	14.5	0.5FTE - Projects	Oct-2024	Expected to reach at 15.5FTE by Jul 2024. Delay due to An Experienced External now expected to start conversion course training in March 2024. Further Experienced External and abinitio plans being worked on	No changes
Hamilton Mackay Tower	7	8	8	Nil	Complete	Expected to remain at 8 Available FTE	No changes
Rockhampton Tower	4	3.8	3.8	Nil	Oct-2024	Currently at 3.8FTE, Working on EOI merit pool to identify next inflow prior next Abinitio inflow in Jun 2024	No changes
Broome	6	7	5	2FTE - cross training	Complete	Expected to reach 6FTE by Nov 2023 with an Ab and an internal rating. Expected to reach 7Available FTE by Feb 2024	No changes
Coffs Harbour	4	4	4	Nil	Complete	Remaining at 4 Available FTE ongoing	No changes
Essendon	8	10	7	1FTE - Career break 2FTE - on the job training	Apr-2024	Currently remaining at 7FTE with the temp support provided by Melbourne Tower. Inflows of an Abinitio and an internal should backfill the temp transfer and have the Available FTE increase to 8FTE by Apr 2024. Further inflow plans in progress for 2024 to continue to build up numbers for future releases from Essendon.	No changes
Launceston	5	5	5	Nil	Complete	Expected to remain at 5 available FTE.	No changes
Port Hedland	2	2	2	Nil	Complete	External Ad currently advertised to identify new staff coming into the team	No changes
Canberra Tower	8	11	11	Nil	Complete	Expected to remain above mature while cross training occurs. An additional external scheduled to start training in Feb 2024 and an abinitio scheduled to start training in June 2024	No changes
Tamworth Tower	5	5	5	Nil	Complete	Remaining at 5 Available FTE ongoing	No changes
Perth TCU	22	23.6	23	0.6FTE - Long term Absence	Complete	Currently remaing at an average of 22FTE and will gradually increase to 23FTE by Jan 2024 once staff return from Long term leave and an Exp External is trained up.	<u> </u>

Unit	Mature	Current Total FTE	Current Available FTE	Current Unavailable	Planned Available to meet Mature (Month)	Available FTE based on Jan 2024 GSR	Changes to Available meet Mature date
Adelaide TCU	20	25.1	19.2	2.9FTE secondment 1FTE non-op/Medical 1FTE Parental Leave 1FTE - cross training	Complete	Expected to reach and remain at 21.1 Available FTE from Nov 2023 ongoing. This Available FTE factors in releases to Melbourne TCU and Sydney Approach as soon as inflows are trained up to backfill	No changes
Bass	15	17.1	13.6	1FTE cross training 0.6FTE on LSL 2FTE Non-Op/Medical	Complete	Currently at 15.1 Available FTE due to staff return, will temporarily drop to average 14.1 Available FTE between Feb to May 2024 due to LSL and cross training, however Available expected to return to 15FTE in Jun 2024	No changes
						Adhoc support from Alpine also provided	
Capricornia	10.5	11.7	10.7	1FTE - Abinitio Training	Complete	Currently at 11 Available FTE and remaining at 10.7FTE from Jan 2023	No changes
Central	19.5	23.4	18.6	0.8FTE- Non-Op/Medical 2FTE - cross training 1FTE- Long term absence 1FTE - secondment 1FTE - Trainee under review	Mar-2024	Expected to reach 19.5 Available FTE by Apr 2024 as abinitios are trained up and staff return from long term absence.	Delay by 1 month due to Non-op
Fraser	17	20	17	3FTE - cross training	Complete	Expected to reach and remain at 17 Available FTE by Feb 2024 once internal cross training is complete and staff on Long term leave return. Plans include further cross training in order to release to Gold Coast Tower and Brisbane System Supervisor.	No changes
Gwydir	17	20.6	16.9	1FTE - abinitio training 0.8FTE - LSL 1.9FTE - Projects	Complete	Expected to remain at 16.9 Availabe FTE ongoing with further cross training planned to address endorsement mix and abinitios planned to backfill releases to Brisbane TCU	No changes
Hastings	16.3	19.4	16.4	1FTE - cross training 1FTE - Non-Op/Medical 1FTE - Parental Leave	Complete	Expected to remain at 17.4 Available FTE from Feb 2024 with endorsed abinitios and staff returning from LSL. The plan includes a release to Syd Departures	No changes
TAS App	8.3	10.8	9.8	1FTE - cross training	Complete	Currently at 8.8FTE ongoing, which the group will be at Mature once the reduction in Mature occurs. Continue to recruit inflow to Tas App to release Tas App staff to Adelaide TCU and Melbourne Canberra TCU	No changes
Reef	13	14.8	11.8	1FTE - Non-op 1FTE - Parental Leave 1FTE - cross training	Jul-2024	Expected to reach 13FTE by Jul 2024 based on long term leave returning, cross training complete. Further abinitios planned for additional support	Delay due to non-op and long term leave
Southwest	20	22.2	18.5	1FTE - Non-Op/Medical 0.7FTE - cross training 1FTE - Long term Absence	Nov-2024	Expected to reach 20.3FTE by Nov 2024. Working on a reassignment from other Melbourne and Brisbane Enroute groups if possible so Southwest can reach Mature quicker	No changes
Bankstown and Camden	16	15	14.5	0.5FTE - Projects	Oct-2024	Expected to reach at 15.5FTE by Jul 2024. Delay due to An Experienced External now expected to start conversion course training in March 2024. Further Experienced External and abinitio plans being worked on	No changes
Hamilton Mackay Tower	7	9	7	1FTE - Long service Leave 1FTE - Non-Op/Medical	Complete	Expected to remain at 8 Available FTE, additional inflow planned to support endorsement mix	No changes
Rockhampton Tower	4	3.8	3.8	Nil	Oct-2024	Currently at 3.8FTE, Working on EOI merit pool to identify next inflow	No changes
Broome	6	7	5	2FTE - cross training	Complete	Expected to reach 6FTE by Nov 2023 with an Ab and an internal rating. Expected to reach 7Available FTE by Feb 2024	No changes
Coffs Harbour	4	4	4	Nil	Complete		No changes
Launceston	5	5	5	Nil	Complete		No changes
Port Hedland	2	2	2	Nil	Complete	External Ad currently advertised to identify new staff coming into the team	No changes
Canberra Tower	8	12	10	1FTE - cross training 1FTE - on the job training	Complete	Expected to remain above mature while cross training occurs. An additional external scheduled to start training in Feb 2024 and an abinitio scheduled to start training in June 2024	No changes
Tamworth Tower	5	5	5	Nil	Complete	Remaining at 5 Available FTE ongoing	No changes
Perth TCU	22	24.6	22	0.6FTE - Long term Absence 1FTE - under review 1FTE - secondment	Complete	Currently remaing at an average of 22FTE and will gradually increase to 23FTE by Jan 2024 once staff return from Long term leave and an Exp External is trained up.	No changes



Safety and Service Performance Report

Report for Civil Aviation Safety Authority

January 2024

Executive Summary

This report has been prepared for CASA based on the Minister's Expectations set out in sections 4a), 4b), 4c), 4d), 4e) and 4f), and includes more detailed information than Airservices reports on these sections in its quarterly report to the Minister.

After rapid recovery in the fourth quarter of 2023, international traffic has stabilised in early 2024. At the same time, domestic traffic has plateaued to just below pre-pandemic levels throughout this financial year. We are forecasting a normal rate of growth throughout 2024 facilitated by systemic capacity enhancements across the aviation industry.

Over the month we continued to deliver our services safely, maintaining zero significant attributable safety occurrences. We continue to see insignificant consequence occurrences in our operating environment, however these continue to be managed safely with existing controls. We continue to enhance safety performance at Metropolitan D locations with the long-term upward trend in insignificant consequences reversing, due in part to a reduction in activity and associated pilot errors. Recently there has been an increase in moderate occurrences due largely to conflicts on the runway attributed to Airservices, attributable to departure/arrival sequence management at various locations. Additional assurance and operational activity is currently being planned to address these risks. (see page 3).

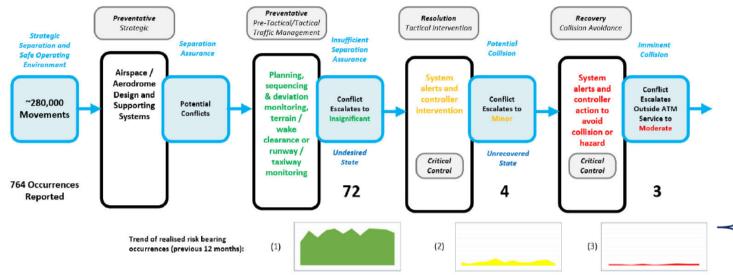
Our air traffic management operations delivered 83% of planned capacity in January, with cancellations attributable to Airservices were 5 and ground delay attributable to Airservices equated to 63 hours. This was a significant improvement as compared to December and reflected our air traffic management performance outcomes returning to an improving trend for this financial year to date. Importantly at Brisbane, the proportion of delays attributed to Airservices reduced by 50% from the previous month. Airservices program to minimise variation to our published services remains the key priority so as to deliver month-to-month improvement. (see page 4).

Overall for January we delivered 99.3% of published service hours for all airspace groups and aerodromes, with the remaining 0.7% attributable to unforeseeable contingency (see page 5).

Our Aviation Rescue Fire Fighters (ARFF) service availability exceeded 98.9% over the period. Our services continued to experience some insignificant and minor occurrences, primarily related to portable radio battery failure, however, this did not negatively impact the safety of our services or people. We current have a project underway to replace portable radio batteries to eliminate this risk (see page 7).

We continue to execute on our workforce plan with staffing levels expected to match activity levels by around August 2024. Year to date, 30 Air Traffic Controllers have been newly endorsed with a further 23 forecast before the end of June 2024, building staff resilience across our operational teams. We have also implemented and are progressing other initiatives to build service resilience over the next 12 months (see page 12).

Air Traffic Management (ATM) Operational Safety Performance



KPI: Significant Attributable Safety Occurrences - ATM

0

FYTD Target = 0

BPM: Moderate Safety Occurrences YTD Result

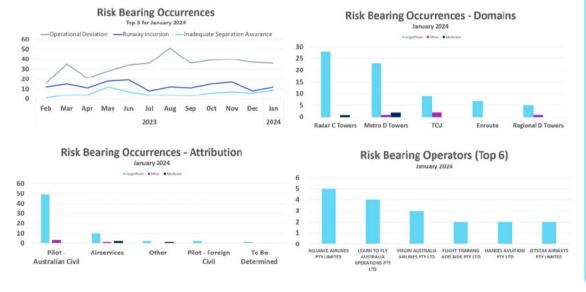
12M Avg Target < 4.3

R12M Avg

Moderate Consequence Safety Occurences



Risk Bearing Occurrences Insight



Safety Performance Insights

- Overall, ATM critical controls are managing the risk bearing events in the operational environment.
- The long-term upward trend in insignificant consequence occurrences has reversed.
- Our efforts to improve safety performance at Moorabbin continues, with Service Delivery developing a traffic management plan in anticipation of further engagement with flying schools.
- During the month there were 3 moderate occurrences, one each in Brisbane, Bankstown, and Sydney. These are detailed in Attachment 1 with our associated learnings and actions.

Assurance

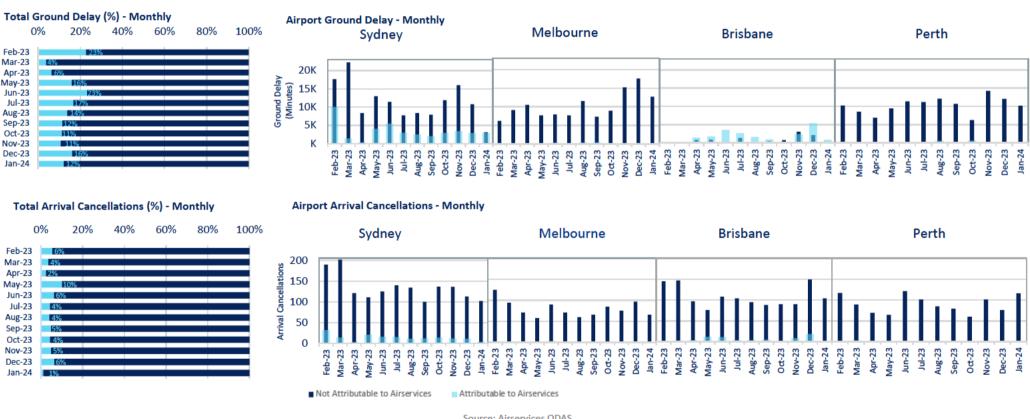
- The average monthly moderate consequence occurrences in trending upwards, due largely to Airservices attributed conflicts on the runway, relating to departure/arrival sequence management at various locations. Additional assurance activity is currently being planned for and action plans implemented.
- A Radar C Towers Operational Risk Assessment (ORA) Assurance Review is nearly completion.
 The review has identified improvement opportunities for safety risk management practices which
 are to be delivered by the local Service Delivery leaders and reviewed periodically as part of our
 Line 2 Assurance Program.
- A Terminal Control Unit (TCU) ORA Assurance Review will commence this month.

Refer to Safety Occurrence on Pages 9 and CASR Safety Findings on Page 10.

Service Level Performance

Planned Capacity, Ground Delay and Cancellations

In January the Australian aviation network achieved 83% of the planned capacity, an improvement on last month. Cancellations and ground delay attributable to Airservices both reduced in January, to 5 and 63 hours respectively. Overall air traffic management outcomes improved from the previous month and returned to the average trend in this financial year to date, following further prioritised efforts to improve consistency of service levels. In Brisbane, 38% of ground delays were attributed to Airservices, an improvement from the previous two months, while weather and airport works contributed to 26% and 36% of ground delays.



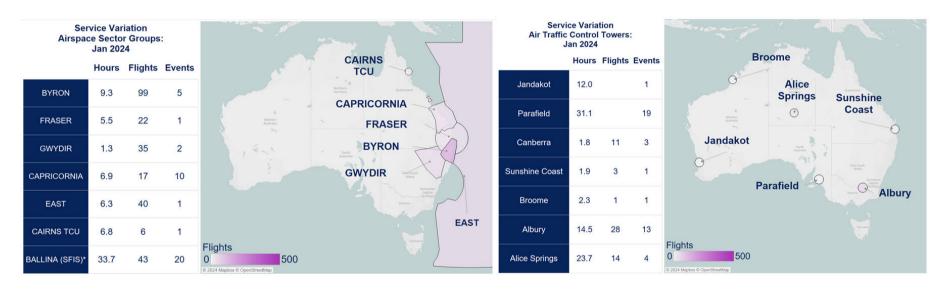
Source: Airservices ODAS

Airservices attributable ground delay and flight cancellations are only estimated for flights arriving at Sydney. Melbourne, Brisbane and Perth Airports, including measuring the flow-on effects into the subsequent hours at the arrival airport. Airservices is working with airlines, airports and stakeholders to refine the estimation method and identify complementary data to better understand causes of delays and cancellations. As part of the actions to address the recommendations from the IATA review (published on Airservices website), the delay attribution and analysis methods are being reviewed in consultation with industry.

Air Traffic Services

Service variations decreased this month, with concentrated efforts underway to bolster service resilience such as active cross-training, staff engagement and improving processes and systems. We provided 99.3% of published service hours for all airspace groups and aerodromes with the remaining 0.7% attributable to unforeseeable contingency.

General aviation movements are excluded from the below due to operating mainly under visual flight rules (VFR) and hence heavily weather dependent.



Source: Airservices ODAS. Service variation comprises of Traffic Information Broadcast Areas / Temporary Restricted Areas and tower closure periods.

During the periods of service variations at regional aerodromes, services in adjacent Class G airspace are generally unaffected (e.g. provision of flight, traffic information and safety alerting).

Flights are estimated by historic airline, charter, cargo and medical flights that typically operate during the periods of service variations. General aviation, military and government flights are excluded

^{*}At Ballina, Airservices provides Surveillance Flight Information Service (SFIS) from Brisbane Air Traffic Services Centre while the airspace classification remains Class G (i.e. entry into the airspace does not require air traffic control clearance)

We are implementing location specific action plans at these locations that have had service variations as follows:

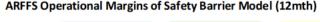
Sector Group/		Demand Management Practices Due to Staff Availability or Competency*	
Tower^	Hours	Estimated Number of Flights	% Service Availability
Byron	9.3	99	98.8%
Albury	14.5	28	96.4%
Parafield	31.1	0	90.7%
Alice Springs	23.7	14	90.5%

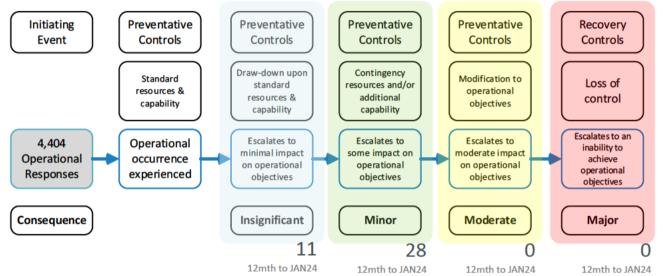
For details on our Workforce plan, please refer to attachments 4a & 4b on pages 12-13.

^{*}Number of hours during the quarter when air traffic services resulted in a service variation or tower closure, allowing for CASA approved temporary hour variations (1 January 2024 – 31 January 2024). Estimated number of flights operating where air traffic services varied from published levels (1 January 2024 – 31 January 2024). Location-based service availability is estimated, due to limited data availability, methodology is being reviewed and subject to change.

[^] Sector Group/Tower included only where demand management practices are in place for locations where the % service availability is less than 99%.

Aviation Rescue Fire Fighting (ARFF) Services





Days between minor operation occurrences

36

Jan 2023 comparison = 41

R12M Average days



Safety Performance Insights

Operational safety trend

• 39 (0.009% of over 4,404 in total) responses reported operational occurrence of which 11 were insignificant and 28 were minor in impact. All were safely managed via the use of existing capability and/or contingency arrangements.

Portable radios battery failures

 Portable radio battery failures continue to present operational occurrences. The radio replacement project is underway to replace portable, mobile and fixed radios used by ARFFS which will address these failures.

Vehicle roof (primary attack) monitor failures

• We have two monitors on our vehicles – a roof monitor which is the primary; and a smaller bumper monitor at the front of the vehicle. In this reporting period, we had two roof monitor failures: one during an aircraft operation at Sunshine Coast and another at Coffs Harbour. These occurrences did not coincide with an operational response (identified during vehicle inspections) and have since been rectified. These two occurrences are being treated as isolated failures.

For ARFF CASR Safety Findings refer to Page 11.

Of flights serviced over the period, we provided ARFF services for more than 98.9%*, with the remaining 1.1% experiencing unforeseeable contingency, as per the below. Further details pertaining to specific aircraft type affected can be found in **attachment 5 on pages 14-15**:

		ARFF Ser	vices Provided				
Service	_	ced at a reduced tegory* 2 or more below	Total flights serviced	% Service Availability at Published Category	Remediation Plan		
	assigned	assigned	Serviceu	at Fublished Category			
Adelaide	10	0	6,718	99.9%	Cairns Following Tropical Cyclone Jasper in December, our Cairns operation continues to be negatively by the effects of the major flooding, resulting in		
Gold Coast	0	10	4,274	99.8%	service variations to industry. Service variations are likely to continue over the next few months as we progressively re-establish the full operation post this natural disaster.		
Sunshine Coast	22	0	1,410	98.4%	Increase response readiness.		
Gladstone	8	0	312	97.4%	 We are enhancing our preparedness and staff availability through workforce optimisation, with a focus on: Reducing reliance on overtime through flexible 24-hour rostering. 		
Hobart	70	0	2,182	96.8%	Reviewing roles and responsibilities relating to Line Leader involvement in incident responses. Padvising to the property of the appreciant restor by		
					 Reducing team member time off the operational roster by implementing initiatives to reduce physical and mental injuries. 		
Launceston	0	52	1,537	96.6%	Increased operational efficiency.		
Port Hedland	16	2	480	96.3%	We are building service capability resilience via system upgrades, with a focus on:		
Ballina	18	4	449	95.1%	 Avoiding asset related reduction in category. Reducing the frequency of category reduction due to operational responses including; transitioning fire alarm monitoring to third party providers, NOTAM refresher training package for all relevant staff 		
Cairns	450	274	4,229	82.9%	(completed) to ensure accuracy of reporting category reductions clarification/education to operational commanders regarding aerodrome vs non aerodrome responses.		

^{*} Service availability for all services except at a reduced category due to staff and equipment availability within scheduled operating hours.

Attachment 1 - ATM Safety Occurrence Summary (1 January 2024 – 31 January 2024)

	Metric		Summary	Detail	Action / Learnings	
-	Significant Attributable Safety Occurrences	0	Nil this reporting period	Nil Significant ¹ attributable ATM safety occurrences have been recorded for FY2024.	N/A	
			Aircraft Confliction – Sydney TCU	On 11 January, an aircraft, operating west of Bankstown (VPN), was passed traffic on an inbound aircraft (FD212) and was advised to track South to clear the inbound track of FD212. VPN did not comply and tracked directly towards FD212. On first contact FD212 was passed traffic on VPN and shortly thereafter reported responding to a Traffic Collision Avoidance System resolution advisory (TCAS RA). The aircraft passed within 0.2NM and 100FT of each other.	Although the controller attempted to clear the arrivals path, only suggestions and not control instructions can be issued in a Class G environment. Pilot vigilance alongside timely traffic information are critical controls during see and avoid operations. Discussions are in progress with the Royal Flying Doctor Service in an attempt to reduce the number of TCAS RA's the RFDS is experiencing.	
Q	Moderate Consequence Safety Occurrences	3	3	Inadequate Separation Assurance – Bankstown Tower	On 13 January, a helicopter (OPD) was inbound to Bankstown and was cleared to land at the main pad. The controller subsequently cleared MEDIA28 for take-off whilst OPD was on short final at 300FT.	The controller had a high workload during this occurrence and was tending to a pilot query at the time. This occurrence highlights the importance of workload management and managing distractions to ensure situational awareness is maintained.
			Loss of Separation – Brisbane tower	On 24 January, VOZ314 was lined up behind a preceding landing aircraft (JST562). JST562 did not make the expected rapid exit taxiway which led to a longer runway occupancy time. VOZ309 was on a 1NM final when VOZ314 was cleared for take-off. VOZ309 was only cleared to land when the aircraft crossed the threshold and VOZ314 was not yet airborne.	This occurrence highlights that early conflict assessment and decision making is critical. Consideration should be given to the fact that aircraft may not make a particular taxiway. The occurrence review highlights the ideal response would have been to hold the departure and send the arrival around.	

¹ Defined as any loss of separation or runway incursion attributed to our ATM service delivery where the Risk Assessment Tool score is Category A.

Attachment 2 - CASR Air Traffic Management Audit Findings (31 January 2024)

Current ATM finding status is as follows:

	Part 143 – Air Traffic	Part 172 – Air Traffic	Part 173 – Instrument Flight	Part 175 – Aeronautical
	Services Training Providers	Services	Procedure Design	Information Management
Findings Issued in period		3		
Findings Closed in period		1		
Open Self-Reported Non-compliances		3		
Findings at Airservices for Action		23	1	1
Findings with CASA for Closure		6		

Open Findings of Note

Non-compliance	Update
Eleven findings related to insufficient available staff – inability to provide/supervise the approved ATS.	Action Plans are in place to restore core available staffing numbers at all these locations. Regular updates on progress of all plans are being provided to CASA.
Tower line of sight obstructions (Eight non-compliances, one existing exemption and one withdrawn exemption (at	The Visual Surveillance System project will address non-compliances. Proof of concept complete for Brisbane (Dec 2022) and Avalon (Mar 2023).
Avalon due to Airshow obstructions) - Launceston, Hobart, Sunshine Coast, Hamilton Island, Albury, Archerfield, Essendon, and Brisbane.	Definition of project requirements for Visual Surveillance Systems is underway at other locations.
Mobile Control Tower (MCT) does not meet all Part 172 service provision requirements at Hamilton Island - A self-reported non-compliance relating to deployment of MCT after a tower fire.	The long-term plan to transition from the Mobile Control Tower (MCT) to a contemporary digital service capability to enhance our service, with the current proposed aerodrome service project phases and timings provided to CASA.

Attachment 3 - CASR ARFF Audit Findings (31 January 2024)

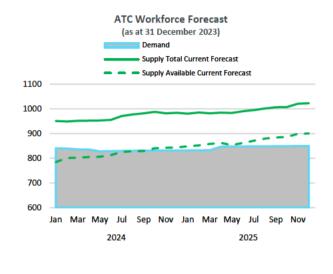
Current ARFF finding status is as follows:

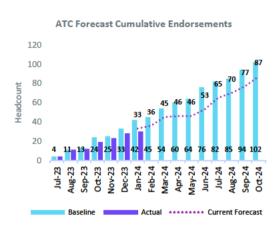
Findings Issued in period	0
Findings Closed in period	2
Open Self-Reported Non-compliances	1
Findings at Airservices for Action	14
Findings with CASA for Closure	17

Open Findings of Note

Non-compliance	Update
Off-aerodrome non-aviation incident responses affecting availability of service provision for aircraft operations (four findings) – Perth, Darwin, Brisbane and ARFF headquarters (HQ).	A weekly process to review all responses to ensure the service is appropriate and aligned to our function continues. Any identified variance to service provision includes a continuous improvement approach with fire commanders/officers in charge (OIC) to further empower and enable appropriate prioritisation when responding to incidents, including those on/off-aerodrome and aviation/non-aviation.
	This is supported by continuous education and a decision support tool (form) that guides dispatch and decision making (currently under development). The operational response reporting system will capture more information regarding the OIC's decision process for analysis and performance improvement.
	A submission has also been made to CASA seeking regulatory clarification.
Required category of service not available to aircraft (Eight findings) – Proserpine, Cairns, Darwin, Broome, Sydney, ARFF HQ, Gladstone, and Hamilton	Acquittal sought for locations above core staffing requirement based on review, currently with CASA for closure.
Island.	We have also increased available full-time employees (FTE) at stations that fell below core numbers.
	Category availability improved across CY2023.

Attachment 4A - Our Workforce Plan









ARFFS Forecast Cumulative Firefighter Inflow

Workforce Planning Commentary:

We continue to execute on our workforce plan with staffing levels expected to match activity levels by around August 2024. Year to date, 30 Air Traffic Controllers have been newly endorsed with a further 23 forecast before the end of June 2024, building staff resilience across our operational teams. We have also implemented and are progressing other initiatives to build service resilience over the next 12 months including:

- Development of an enterprise solution for proactive and early intervention to address unplanned leave and return to work is underway.
- Our program to increase staffing and improve internal business processes continues to be executed nationally, with specific measures being deployed at our Brisbane Centre to address rostering and work-life balance challenges.

Key milestones:

- Favourably we have seen higher pass rates of recently hired experienced ATCs, which is yielding a reduction in service variation across some sectors.
- Our labour agreement submission to support the hiring of international air traffic controllers was lodged to the Department of Home Affairs on 22 December 2023. Planning has commenced for the activation of this campaign once approval is received.
- The Aerodrome Services leadership team was restructured around a regional model to more closely aligning leaders with team members and activity. This structure was implemented effective 24 January 2024.
- The first Enroute Conditional Endorsement was issued in December. The training of ATM Director, Shift Manager, Shift Supervisor and Air Traffic Controller roles who will use the restricted Enroute Conditional Endorsement is on schedule.
 - Enroute Conditional Endorsement can be used to mitigate a service variation event for use for evening shifts during February.

Attachment 4B – Monthly Workforce Plan Update by Location

The below table provides workforce plan details for locations in which current available FTE is below Mature levels, including the planned date in which this is to be met:

Sector Group / Tower	Mature FTE	Current Total FTE	Current Available FTE	Current Unavailable	Planned Available to meet Mature
Alice Springs	4FTE	3FTE	2FTE	1FTE – On-the-job-training	April 2025
Parafield	10FTE	11FTE	8FTE	2FTE – Medical/Non-op	May 2025
				1FTE – On-the-job-training	
Albury	5FTE	7.8FTE	4.8FTE	1FTE - Medical/Non-op	July 2024
				2FTE – On-the-job training	
Avalon	4 FTE	2FTE	2FTE	Nil	October 2024
Byron	27FTE	32.25FTE	24.5FTE	3.75FTE – Cross training	February 2024
				1FTE – Long Service Leave	
				3FTE – Medical/Non-op	
Brisbane TCU	39FTE	44.8FTE	36.8FTE	1FTE - Medical/Non-Op	October 2024
				2FTE - Conversion course	
				5FTE - On-the-job training	
North Queensland TCU	21FTE	23.8FTE	20.8FTE	2FTE - Conversion course	May 2024
				1FTE - Parental Leave	
Sydney TCU Approach	25FTE	25.4FTE	22.4FTE	1FTE - Long term Absence	August 2024
				1FTE - Parental Leave	
				1FTE - Conversion Course	
Sydney TCU SM	6FTE	6FTE	5FTE	2FTE - On-the-job training in Melbourne	December 2024
Melbourne and Canberra TCU	39FTE	40.6FTE	33.6FTE	1FTE - conversion course	October 2024
				1FTE - cross training	
				3FTE - On-the-job training	
				1FTE - Parental Leave	
				1FTE - Medical/Non-Op	
West	22FTE	24.7FTE	17.7FTE	1FTE - Parental Leave	July 2024
				3FTE - Medical/Non-Op	
				1FTE - Trainee under review	
				2FTE - On-the job training	
Archerfield Tower	8.5FTE	10FTE	7FTE	2FTE - cross training	March 2024
				1FTE - Parental Leave	
Central	19.5FTE	23FTE	18.2FTE	0.8FTE- Non-Op/Medical	March 2024
				2FTE - cross training	
				1FTE- Long term absence	
				1FTE - Trainee under review	
Fraser	17FTE	20FTE	16FTE	4FTE - cross training	Feb 2024
Hastings	16.3FTE	19.3FTE	15.6FTE	1FTE - Projects	Feb 2024
				1.75FTE - Non-Op/Medical	
				0.75FTE - LSL	
				1FTE - Parental Leave	
Southwest	20FTE	20FTE	18FTE	2FTE - Non-Op/Medical	November 2024
Bankstown and Camden	16FTE	15FTE	14.5FTE	0.5FTE - Projects	October 2024
Rockhampton Tower	4FTE	3.8FTE	3.8FTE	Nil	October 2024
Essendon	8FTE	10FTE	7FTE	1FTE - Career break	April 2024
				2FTE - on the job training	

Attachment 5 – Service variations by Aircraft Type

Data for airspace is still being collated will send through next week.

Sector Group /	Mature FTE	Current Total FTE	Current Available FTE	Current Unavailable	Planned Available to meet
Alice Springs	4FTE	3FTE	2FTE	1FTE - On-the-job training	Apr-2025
Alice opriliga	41.12	JI IL	21 12	2FTE - Medical/Non-Op	Apr-2023
Parafield	10FTE	11FTE	8FTE	1FTE - On-the-job training	May-2025
Taranoia	10112	11112	0.12	1FTE - Medical/Non-Op	may 2020
Albury	5FTE	7.8FTE	4.8FTE	2FTE - On-the-job training	Jul-2024
Avalon	4FTE	2FTE	2FTE	Nil	Oct-2024
				3.75FTE - cross training	
				1FTE - Long Service Leave	
Byron	27FTE	32.25FTE	24.5FTE	3FTE - Medical/Non-op	Feb-2024
				1FTE - Medical/Non-Op	
				2FTE - Conversion course	
BN TCU	39FTE	44.8FTE	36.8FTE	5FTE - On-the-job training	Oct-2024
				2FTE - Conversion course	
NQ TCU	21FTE	23.8FTE	20.8FTE	1FTE - Parental Leave	May-2024
				1FTE - Long term Absence	
				1FTE - Parental Leave	
Syd TCU App	25FTE	25.4FTE	22.4FTE	1FTE - Conversion Course	Aug-2024
			1	2FTE - On-the-job training in	
Syd TCU SM	6FTE	6FTE	5FTE	Melbourne	Dec-2024
				1FTE - conversion course	
				1FTE - cross training	
				3FTE - On-the-job training	
Melbourne and		40.0575	00.0575	1FTE - Parental Leave	0.4.0004
Canberra TCU	39FTE	40.6FTE	33.6FTE	1FTE - Medical/Non-Op 1FTE - Parental Leave	Oct-2024
				3FTE - Medical/Non-Op	
				1FTE - Trainee under review	
West	22FTE	24.7FTE	17.7FTE	2FTE - On-the job training	Jul-2024
West	ZZFTE	24.7716	IT.TETE	2FTE - cross training	Jul-2024
Archerfield Tower	8.5FTE	10FTE	7FTE	1FTE - Parental Leave	Mar-2024
Archernela rower	0.51 TE	TOTAL	77.12	0.8FTE- Non-Op/Medical	mai-2024
				2FTE - cross training	
				1FTE- Long term absence	
Central	19.5FTE	23FTE	18.2FTE	1FTE - Trainee under review	Mar-2024
Fraser	17FTE	20FTE	16FTE	4FTE - cross training	Feb-2024
			1	1FTE - Projects	
			1	1.75FTE - Non-Op/Medical	
				0.75FTE - LSL	
Hastings	16.3FTE	19.3FTE	15.6FTE	1FTE - Parental Leave	Feb-2024
Southwest	20FTE	20FTE	18FTE	2FTE - Non-Op/Medical	Nov-2024
Bankstown and					
Camden	16FTE	15FTE	14.5FTE	0.5FTE - Projects	Oct-2024
Rockhampton Tower	4FTE	3.8FTE	3.8FTE	Nil	Oct-2024
				1FTE - Career break	
Essendon	8FTE	10FTE	7FTE	2FTE - on the job training	Apr-2024



Safety and Service Performance Report

Report for Civil Aviation Safety Authority
February 2024

Executive Summary

This report has been prepared for CASA based on the Minister's Expectations set out in sections 4a), 4b), 4c), 4d), 4e) and 4f), and includes more detailed information than Airservices reports on these sections in its quarterly report to the Minister.

We are continuing to see a gradual increase in flights, with 2% growth in February 2024 compared to the previous month. The increase in flights is also bringing improved connectivity and traffic volumes to regional Australia and international markets. Post-pandemic traffic growth continues to be leisure-driven, as shown by the surge in domestic traffic in late February coinciding with major entertainment events in Sydney and Melbourne versus the pre-pandemic business orientated traffic patterns.

Over the month we continued to deliver our services safely, maintaining zero significant attributable safety occurrences. While we continue to see insignificant consequence occurrences in our operating environment, however, our focus on enhancing safety performance at Metropolitan D locations to address insignificant consequences and the application of existing controls is reducing occurrences, delivering results. Moderate occurrences have increased over the past 6 months, including 2 during February. These occurrences are attributable to Airservices and pilots at Metropolitan D Locations and ineffective landing management at Radar C Tower locations. Additional assurance and operational activities are being finalised to address these risks, as well as, identifying opportunities for safety risk management practices. (see page 3).

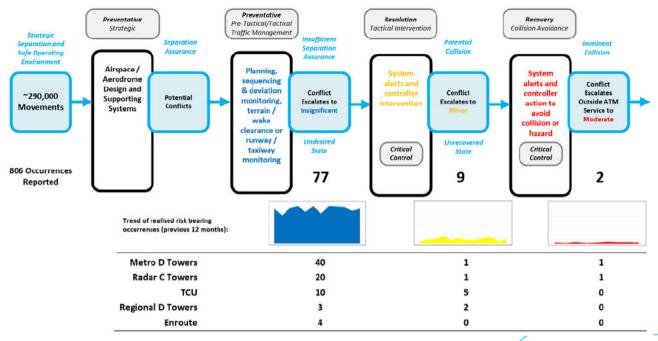
Our air traffic management operations delivered 85% of planned capacity in February, a continuation of the improvement from the last month and the highest reported since June 2022. Despite cancellations attributable to Airservices increasing over the month to 24, ground delay attributable to Airservices continued to reduce to 53 hours. Overall this translates into a continued improvement (building upon January) in our performance outcomes. Airservices program to minimise variation to our published services remains the key priority to deliver month-to-month improvement. (see page 4).

Overall, for February we delivered 99.7% of published service hours for all airspace groups and aerodromes, with the remaining 0.3% attributable to unforeseeable contingency. This is the highest service level reported since November 2022 (see page 5).

Our Aviation Rescue Fire Fighters (ARFF) service availability increased to 99.9% over the period. Our services continued to experience some insignificant and minor occurrences, primarily related to portable radio battery failure, however, this did not negatively impact the safety of our services or people (see page 7).

We continue to execute on our workforce plan with staffing levels expected to reach maturity in quarter 2 of financial year 2024. As at 29 February 2024, 36 Air Traffic Controllers have been newly endorsed with a further 8 forecast (based on 31 January 2024 modelling) before the end of June 2024, building staff resilience across our operational teams. We have also implemented and are progressing other initiatives to build service resilience over the next 12 months (see page 12 and 13).

Air Traffic Management (ATM) Operational Safety Performance



KPI: Significant Attributable Safety Occurrences - ATM

FYTD Target = 0

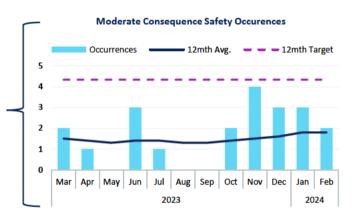
BPM: Moderate Safety

YTD Result

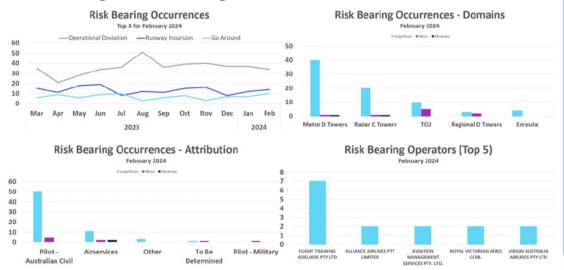
Occurrences

12M Avg Target < 4.3

R12M Avg



Risk Bearing Occurrences Insight



Safety Performance Insights

- Overall, ATM critical controls are managing the risk bearing events in the operational environment.
- Our initiatives to reduce and eliminate insignificant consequence occurrences is delivering results.
- Over the past 6 months there has been an increase in moderate consequence occurrences due to a mix of pilot and ATC attributed occurrences at Metro D locations and ineffective landing management at Radar C Tower locations. Additional assurance and operational activities are being finalised to address these risks as noted below. In February these moderate occurrences occurred in Brisbane, where an investigation is complete and actions implemented and Moorabbin, where the investigation is underway to understand lessons from the way this scenario was managed by the ATC system.

Assurance Program

- A Radar C Towers Operational Risk Assessment (ORA) Assurance Review is being finalised with it identifying improvement opportunities for safety risk management practices. A Terminal Control Unit (TCU) ORA Assurance Review has now commenced.
- In response to ORA Assurance Review findings, Safety Improvement Initiatives are currently being developed to improve operational safety risk management capabilities, including additional support for our leaders. In addition, we continue to focus on the effectiveness of the operational safety risk process.

Refer to Safety Occurrence on Pages 9 and CASR Safety Findings on Page 10.

Service Level Performance

Planned Capacity, Ground Delay and Cancellations

In February the Australian aviation network achieved 85% of the planned capacity, a continuation of the improvement seen last month. Cancellations attributable to Airservices increased in February to 24, however ground delay attributable to Airservices further reduced to 53 hours. Overall air traffic management outcomes are continuing to improve consistent with expectations. In February approximately 1.3% all flights were impacted by Airservices capacity constraints. One in 13 ground delays were attributable to Airservices – the lowest level in 10 months. Weather disruptions remain the most significant constraint.

While Brisbane Airport has the lowest level of ground delays compared to other major airports, the majority of these ground delay are attributable to Airservices due to air traffic staffing availability challenges. Concentrated efforts, such as optimising rosters and refining traffic management processes, are continuing to minimise the network impact.



Figure 26. Air traffic management outcomes at major airports

Source: Airservices ODAS

Flights impacted are estimated as scheduled to arrive at the four major airports during a period with slot reduction attributable to Airservices. Ground delay and flight cancellations attributable to Airservices are only estimated for flights arriving at Sydney, Melbourne, Brisbane and Perth Airports, including measuring the flow-on effects into the subsequent hours at the arrival airport. Airservices is working with airlines, airports and stakeholders to refine the estimation method and identify complementary data to better understand causes of delays and cancellations. As part of the actions to address the recommendations from the IATA review (published on Airservices website), the delay attribution and analysis methods are being reviewed in consultation with industry.

Air Traffic Services

In February, our services in airspace sectors are overall more consistent in comparison to the average monthly trend seen through 2023. All steps are undertaken to minimise variations to published services, and limit those that cannot be avoided to shorter and low traffic periods. Additional layers of resilience and flexibility are being built into air traffic services operating model and business processes to drive further improvement month-on-month. This includes our recruitment program, training system improvements, refining traffic management processes and continual investment in our service culture.

Overall, we provided 99.7% of published service hours for all airspace groups and aerodromes with the remaining 0.3% attributable to unforeseeable contingency.



Figure 27. Number of flights and hours during the periods when air traffic services delivered varied from published levels (February 2024)

The current month's comparison with the last 12-month average trend. Legend: ◆ = steady trend ▲ = increasing trend ▼ = decreasing trend.

Source: Airservices ODAS. Variations to published services comprise of Temporary Restricted Areas and tower closure periods. During the periods of variations to published services at regional aerodromes, services in adjacent Class G airspace are generally unaffected (e.g. provision of flight, traffic information and safety alerting). Flights are estimated by historic airline, charter, cargo and medical flights that typically operate during the periods of variations to published services. General aviation, military and government flights are excluded.

^{*}At Ballina, Airservices provides Surveillance Flight Information Service (SFIS) from Brisbane Air Traffic Services Centre while the airspace classification remains Class G (i.e. entry into the airspace does not require air traffic control clearance)

^{**}At Canberra Tower during the periods of variations to our published services, the Canberra Approach service managed the airspace surrounding the airport to the ground. Instead of contacting the Tower, aircraft contacted Approach directly for instructions.

Our people regularly engage with CASA on a monthly basis and are implementing location specific action plans at the following locations that have had service variations:

Sector Group/		Demand Management Practices Due to Staff Availability or Competency	*
Tower [^]	Hours	Estimated Number of Flights	% Service Availability
Byron	7.4	52	98.9%
Gold Coast	9.9	43	97.8%
Hamilton Island	19.8	38	89.5%
Avalon	34.0	20	87.1%
Parafield	54.0	-	83.7%
Alice Springs	65.7	36	77.3%

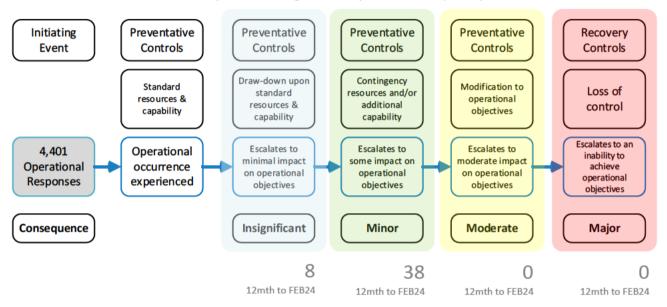
For details on our Workforce plan, please refer to attachment 4A & 4B on page 12-13.

^{*}Number of hours during the quarter when air traffic services resulted in a service variation or tower closure, allowing for CASA approved temporary hour variations (1 February 2024 – 29 February 2024). Estimated number of flights operating where air traffic services varied from published levels (1 February 2024 – 29 February January 2024). Location-based service availability is estimated, due to limited data availability, methodology is being reviewed and subject to change.

[^] Sector Group/Tower included only where demand management practices are in place for locations where the % service availability is less than 99%.

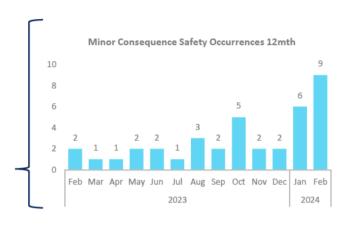
Aviation Rescue Fire Fighting (ARFF) Services

ARFFS Operational Margins of Safety Barrier Model (12mth)

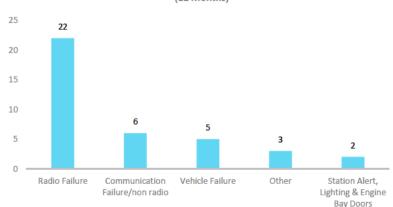


Days between minor operation 27 occurrences R12M Average days

Feb 2023 comparison = 41



Minor Consequence Safety Occurrences by Type (12 Months)



Safety Performance Insights

Operational safety trend

 46 responses (from a total of 4,401) occurred with a reported operational occurrence (including operational failure or limitation experienced during the operation) over the past 12 months. Of these 8 were insignificant and 38 were minor in impact, with all managed safely via the use of existing capability and/or contingency arrangements.

Portable Radio battery failures

 Portable radio battery failures continue to present the most significant operational occurrence over the past 12 months (accounting for 22 out of the 38 minor occurrences, 7 of which occurred in February 2024). A project is underway to replace portable, mobile and fixed radios used by ARFFS which will address these failures, which will be completed by Q4 2024.

For ARFF CASR Safety Findings refer to Page 11.

Of flights serviced in February greater than 99.9%* was serviced as required, with the remaining 0.1% experiencing unforeseeable contingency, as per the below:

		ARFF Ser	vices Provided						
Service		ed at a reduced egory*	Total flights	% Service Availability	Remediation Plan				
	1 below assigned	2 or more below assigned	serviced	at Published Category					
Gold Coast	0	4	3,282	99.9%	Cairns Following Tropical Cyclone Jasper in December, our Cairns operation continues to be negatively impacted by the effects of the major flooding;				
Adelaide	17	0	6,288	99.7%	operating in a limited capacity, resulting in service variations to industry. Service variations are likely to continue over the next few months as we				
Townsville	7	3	1,758	99.4%	 progressively re-establish the full operation. A longer-term contingency location has been identified and is currently undergoing building works to provide ARFFS a more suitable operating base, whilst the longer-term fire station rebuild is underway. 				
Hamilton Island	2	0	296	99.3%	Increase response readiness.				
Ballina	3	0	405	99.3%	We are enhancing our preparedness and staff availability through workforce optimisation, with a focus on: • Reducing reliance on overtime through flexible 24-hour rostering				
Sunshine Coast	27	7	1,094	96.9%	 Reducing reliance on overtime through flexible 24-hour rostering. Reviewing roles and responsibilities relating to Line Leader involvement in incident responses. 				
Hobart	61	0	1,745	96.5%	 Reducing team member time off the operational roster by implementing initiatives to reduce physical and mental injuries. 				
Gladstone	12	2	352	96.0%	Increased operational efficiency. We are building service capability resilience via system upgrades, with a focus on:				
Alice Springs	22	14	424	91.5%	 Avoiding asset related reduction in category. Reducing the frequency of category reduction due to operational 				
Cairns	374	225	3,613	83.4%	responses including; transitioning fire alarm monitoring to third party providers, NOTAM refresher training package for all relevant staff (completed) to ensure accuracy of reporting category reductions and clarification/education to operational commanders regarding aerodrome vs non aerodrome responses.				

^{*} Service availability for all services except at a reduced category due to staff and equipment availability within scheduled operating hours.

Attachment 1 - ATM Safety Occurrence Summary (1 February 2024 – 29 February 2024)

	Metric		Summary	Detail	Lessons / Actions
-	Significant Attributable Safety Occurrences Nil this reporting period		Nil this reporting period	Nil Significant ¹ attributable ATM safety occurrences have been recorded for FY2024.	N/A
(A)	Moderate Consequence Safety	2	Confliction – Moorabbin Tower	On 21 February, a C208 (FMX) was joining base with a C172 (EUE) on downwind operating dual (trainee and instructor). EUE was instructed to follow the C208 joining base with the student responding with their downwind call and the instructor just saying their callsign. There were multiple over transmissions with the controller then confirming if EUE had the C208 in sight. Following a negative response traffic was passed with urgency following which the C208 climbed and joined upwind. The aircraft passed each other 0.1nm apart at the same indicated altitude.	In this occurrence, the controller could have issued direct safety alerts to EUE and FMX as well as an instruction for FMX to join upwind and climb, rather than confirming EUE was visual with FMX. We've initiated a Line 2 Investigation which will outline key findings and learnings to share across all Tower locations. The ATSB have requested data and may also investigate.
•	Occurrences	-	Loss of Runway Separation – Brisbane Tower	On 22 February a F100 (VOZ611) was departing runway 01L with a DH8D (QLK379D) on final runway 01L. QLK379D crossed the threshold prior to VOZ611 becoming airborne resulting in a loss of runway separation standard.	Runway occupancy times vary between aircraft depending on aircraft type, company procedures, experience and weather as examples. The close monitoring of a departure plan is required when expectations of the minimum separation standard is likely to exist. This enables an alternative plan to be implemented should the initial one become unobtainable. The use of expedited line up clearances and immediate departure phraseology can assist in achieving the desired outcome when there is minimal spacing.

¹ Defined as any loss of separation or runway incursion attributed to our ATM service delivery where the Risk Assessment Tool score is Category A.

Attachment 2 - CASR Air Traffic Management Audit Findings (29 February 2024)

Current ATM finding status is as follows:

	Part 143 – Air Traffic	Part 172 – Air Traffic	Part 173 – Instrument Flight	Part 175 – Aeronautical
	Services Training Providers	Services	Procedure Design	Information Management
Findings Issued in period		0		
Findings Closed in period		0		
Open Self-Reported Non-compliances		3		
Open Findings at Airservices for Action		23	1	1
Open Findings at CASA for Closure		6		

Open Findings of Note

Non-compliance	Update
12 Related to insufficient available staff – inability to provide/supervise the approved ATS. Gold Coast (issued Oct 2021)	Action Plans are in place to restore core available staffing numbers at all these locations. Aerodrome Services and Airspace Services are also reassessing root cause and actions to ensure ongoing appropriateness of plans to specifically address the national safety findings.
Sydney TCU (issued Aug 2022)Coral Approach (issued Nov 2022)	Regular updates on progress of all plans are being provided to CASA.
 Avalon (issued Apr 2023) Byron Group (issued May 2023) People Operations x 2 (issued Jun 2023) Karratha Tower (issued Aug 2023) Albury Tower (issued Aug 2023) Archerfield Tower (issued Oct 2023) Essendon Tower (issued Jan 2024) Sydney Tower (issued Jan 2024) 	Additionally, CASA and Airservices will meet in March to discuss the plan for addressing service provision.
Tower line of sight obstructions (Eight non-compliances, one existing exemption and one withdrawn exemption (at	The Visual Surveillance System project will address non-compliances. Proof of concept complete for Brisbane (Dec 2022) and Avalon (Mar 2023).
Avalon due to Airshow obstructions) - Launceston, Hobart, Sunshine Coast, Hamilton Island, Albury, Archerfield, Essendon, and Brisbane.	Definition of project requirements for Visual Surveillance Systems is underway at other locations.
Mobile Control Tower (MCT) does not meet all Part 172 service provision requirements at Hamilton Island - A self-reported non-compliance relating to deployment of MCT after a tower fire.	The long-term plan to transition from the MCT to a contemporary digital service capability to enhance our service, with the current proposed aerodrome service project phases and timings provided to CASA.

Attachment 3 - CASR ARFF Audit Findings (29 February 2024)

Current ARFF finding status is as follows:

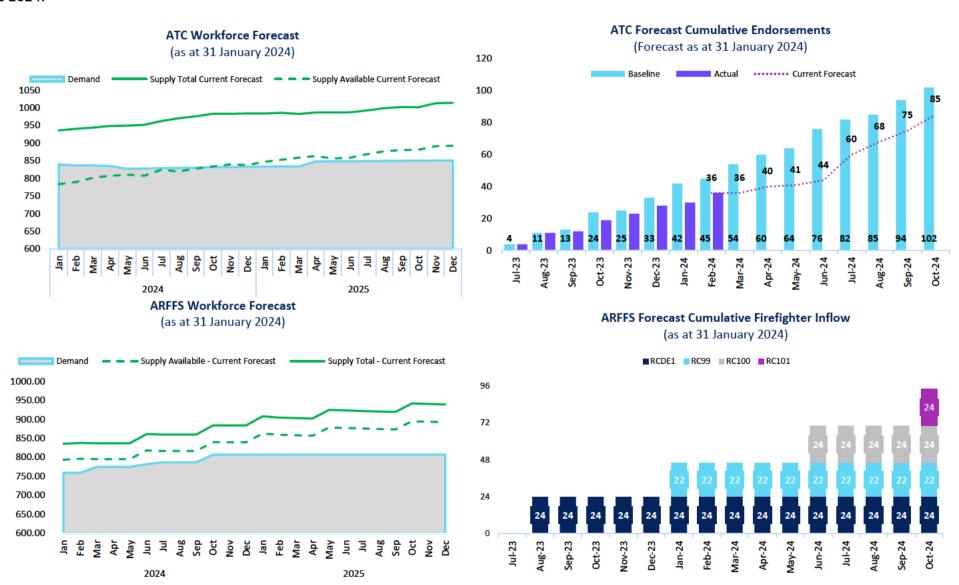
Findings Issued in period	0
Findings Closed in period	2
Open Self-Reported Non-compliances	2
Open Findings at Airservices for Action	17
Open Findings with CASA for Closure	13

Open Findings of Note

Non-compliance	Update		
Off-aerodrome non-aviation incident responses affecting availability of service provision for aircraft operations (four findings) – Perth, Darwin, Brisbane and ARFFS headquarters (HQ).	A weekly process to review all responses to ensure the service is appropriate and aligned to our function continues. Any identified variance to service provision includes a continuous improvement approach with fire commanders/officers in charge (OIC) to further empower and enable appropriate prioritisation when responding to incidents, including those on/off-aerodrome anaviation/non-aviation.		
	This is supported by continuous education and a decision support tool (form) that guides dispatch and decision making (currently under development). The operational response reporting system will capture more information regarding the OIC's decision process for analysis and performance improvement.		
	A submission has also been made to CASA seeking regulatory clarification.		
Required category of service not available to aircraft (Eight findings) – Proserpine, Cairns, Darwin, Broome, Sydney, ARFF HQ, Gladstone, and Hamilton	Acquittal sought for locations above core staffing requirement based on review, currently with CASA for closure.		
Island.	We are also increasing available full-time employees (FTE) at stations that fell below core numbers, with the large majority of these now above core requirement.		
	Category availability improved across CY2023.		

Attachment 4A - Our Workforce Plan

As at 29 February 2024, 36 Air Traffic Controllers have been newly endorsed with a further 8 forecast (based on 31 January 2024 modelling) before the end of June 2024.



Attachment 4B – Monthly Workforce Plan Update by Location

The table below provides workforce plan details for locations in which current available FTE is below Mature levels, including the planned date in which this is to be met.

Sector Group / Tower	Mature FTE	Current Total FTE	Current Available FTE	Current Unavailable	Planned Available to meet Mature
Alice Springs	4FTE	3FTE	2FTE	1FTE - On-the-job training	Apr-2025
, and o opining		0. 12		2FTE - Medical/Non-Op	7101 2020
				1FTE - On-the-job training	
Parafield	10FTE	13FTE	8FTE	1FTE - Abinitio training	May-2025
	.01.12	101.12	0. 12	1FTE - Conversion course	may 2020
				0.5FTE - Medical/Non-Op	
1				1FTE - Long term Absence	Jul - 2024, however will reach ideal
Gold Coast	11.5FTE	14FTE	10.5FTE	1FTE - Long Service Leave	endorsement mix by Apr - 2025
Cold Codd	11.01 12	141.12	10.01 12	1FTE - Medical/Non-Op	Gridorochiche mix by 7tpi 2020
Albury	5FTE	7.8FTE	4.8FTE	2FTE - On-the-job training	Jul-2024
Avalon	4FTE	2FTE	2FTE	Nil	Oct-2024
Avaion	4F1E	ZFIE	ZFIE	2FTE - cross training	OCI-2024
				ů .	
				1FTE - Abinito training	
I				1FTE - Long Service Leave	
I_		0.5 4.575		2FTE - Medical/Non-op	E 1 0004
Byron	27FTE	35.1FTE	27.1FTE	2FTE - Secondment	Feb-2024
İ				2FTE - Medical/Non-Op	
				1FTE - Conversion course	
Ì				6FTE - On-the-job training	
				1FTE - Parental Leave	
BN TCU	39FTE	47.7FTE	36.7FTE	1FTE - Secondment	Nov-2024
				1FTE - Conversion course	
				2FTE - On the job training	
NQ TCU	21FTE	25.8FTE	21.8FTE	1FTE - Secondment	Nov-2024
				1FTE - Parental Leave	
Syd TCU App	25FTE	26.4FTE	23.4FTE	2FTE - On-the-job training	Aug-2024
c) a . c c	201 12	20.11 12	20.11.12	Et 12 Officio Job Callining	7.tag 202 1
Syd TCU SM	6FTE	6FTE	5FTE	2FTE - On-the-job training in Melbourne	Dec-2024
Cyu 100 Ciii	OI IL	OI IL	OI IE	1FTE - conversion course	500 2024
I				1FTE - cross training	
1				3FTE - On-the-job training	
Melbourne and				1FTE - Parental Leave	
Canberra TCU	39FTE	40FTE	33FTE	1FTE - Parental Leave	Oct-2024
Canberra ICU	39F1E	40FTE	33F1E		OCI-2024
I				1FTE - Parental Leave	
				2FTE - Medical/Non-Op	
1				1FTE - Trainee under review	
				1FTE - On-the job training	
West	22FTE	24.6FTE	17.6FTE	2FTE - Secondment	Jul-2024
				2FTE - cross training	
				1FTE - Parental Leave	
Archerfield Tower	8.5FTE	12FTE	8FTE	1FTE - Secondment	Mar-2024
				0.8FTE- Non-Op/Medical	
İ				2FTE - cross training	
				1FTE- Long term absence	
				1FTE - secondment	
Central	19.5	23.4	18.6	1FTE - Trainee under review	Mar-2024
*				1FTE - Non-op	
				1FTE - Parental Leave	
Reef	13	14.8	11.8	1FTE - cross training	Jul-2024
11001	10	17.0	11.0	1FTE - Non-Op/Medical	Odi 2027
				0.7FTE - cross training	
Southwest	20	22.2	18.5	1FTE - Closs training	Nov-2024
	20	LL.L	10.0	TETE - Long term Absence	1NUV-2U24
Bankstown and	40	45	44.5	O SETT. Desirate	0-4-0004
Camden	16	15	14.5	0.5FTE - Projects	Oct-2024
Rockhampton Tower	4	3.8	3.8	Nil	Oct-2024
				1FTE - Career break	
				2FTE - on the job training	
İ				1FTE - LSL	
Essendon	8FTE	11FTE	6FTE	1FTE - secondment	Apr-2024

Attachment 5 – Service variations by Aircraft Type

Airspace	Aircraft Type	Flights Impacted
Byron	A21N	1
	A320	4
	A321	1
	B350	2
	B38M	3
	B737	2
	B738	6
Cairns TCU	A320	1
	A321	3
	B38M	2
	B738	7
	DH8A	2
	DH8D	3
	F100	1
	F70	1
	SF34	1
Capricornia	DH8D	1
	E190	1
	F100	1
East	A21N	1
	A332	5
	A339	1

	A359	2
	A35K	1
	A388	1
	B38M	2
	B744	1
	B77L	1
	B77W	5
	B789	12
Reef	A320	2
	B350	1
	B738	2



Subject: Service Variation - Adelaide TCU (16 February 2024)

Date: Monday, 19 February 2024 10:43:00 AM ATS-FORM-0005 Adelaide TCU (16Feb2024).pdf NOTAM Adelaide TCU (16Feb2024).docx Attachments:

image001.png image002.png

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that effected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 16 1300 to 24 02 16 1800

Due to reduced staff availability services were not provided during the above timeframe.



Variation to Published Services: Operational Hazard Assessment

Date	16/02/2024	Unit	AD TCU						
	s conducted by: name and position)								
Reason	for variation to Published Services	○ Natura	al disaster	Staff Availability	○ Facility failu	ıre (infra	structure) C Equ	ipment failure	(System) C Other
If other,	please specify								
Airspace	e affected: AD TCU				Service affected (Class of Airspace of Service)	, Level	Class C		
Expecte	ed duration of ATS Service Variation (U	JTC) 5hrs			Commencement	1300		Cessation	1800
(Consid	ed Traffic Level (actual traffic recorded der traffic volume, planned levels of op hters or RPT, limited RFDS				erant aircraft etc)				
	st weather:								
TAF YF 23014k FM1608 FM1618 FM1700	PAD 160512Z 1606/1712 CT CAVOK 800 16010KT CAVOK 800 05004KT CAVOK 000 25014KT CAVOK 900 16010KT CAVOK								
Possibl	e agencies affected (International age	ncies, other	FDRG, Det	fence, HF, NCC etc)					
AD TW	R, Barossa Group								
Other fa	actors:								
Nil									

SM Recommendation:		ATMD Endorsement:	
	The state of the s		

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM HMI Capable Experience (see note below)		When Available	
	М			1145-0230	
		● Yes ○ No	● Yes ○ No	0215-0515	
		C Yes ○ No	CYes CNo		
		CYes CNo	CYes CNo		
		○Yes ○No	○Yes ○No		

Decision

CRM considered most suitable	
Director Operations approval	
CRM appointed	
CRM to attend by	1145

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls		
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)	
	Scheduled system upgrade to software, hardware or communications etc					
	Scheduled maintenance or facility failure within the TRA					
	Scheduled maintenance or facility failure within the surrounding airspace					
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors					
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)					
	Staff not familiar with published contingency procedures					
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures					
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace					
	MILEX/Active Restricted and Danger areas					
	Communication system unavailability with 'downstream' ANSP					
	Direct communication system unavailability with 'downstream' unit					
	Non-operational personnel currently present or scheduled to visit to Ops Room					

Potential Disruptions			Cor	Consequences			Controls		
☐ Other									
Other									
Post Contingenc	y Review			•					
CIRRIS Number:	ATS-0203773		Entered by:						
NOTAM Number:	AD C130 YMMM C2	280, B95							
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	⊠ TIBA	⊠ TRA □	Additional staffing	☐ Additional su	upervision Oth	ner		
What controls did no			55						
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA ☐	Additional staffing	Additional st	upervision Oth	ner		
Why?		1							
What was the impact	of the controls on surrou	unding Air Tra	affic Services?					-	
Did the controls impa	act negatively on Externa	I Agencies to	the extent that	there will be feedback	to Airservices? (e.g. Airlines and A	ANSP)		
What other controls	could have been impleme	ented to enha	ance the outcom	e?					
Operational Staff del	orief comments:								

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

NOTAM for YMMM approved by NOTAM Office with number C0280/24

Summary: AD TMA TRA TIBA

C0280/24 NOTAMN

- Q) YMMM/QRTCA/IV/BO/W/000/245/3456S13831E050
- A) YMMM
- B) 2402161300 C) 2402161800
- E) TEMPO RESTRICTED AREA ACT
- IN CTA CLASS A AND C AIRSPACE INCLUDING CTR C. DESIGNATED AIRSPACE HANDBOOK (DAH) SECTOR VOLUME NAMES AFFECTED ARE: 'YMMM/ADELAIDE TMA'. INCLUDING CLASS A AND C AIRSPACE WITHIN 36NM OF ADELAIDE AND 50NM TO NORTH OF ADELAIDE.

ATS IN THIS AIRSPACE ARE SUBJECT TO CONTINGENCY DUE OPR RESTRICTIONS. RELEVANT APPROVAL FROM CONTROLLING AUTHORITY REQUIRED.

APPROACH CTL SER NOT AVBL. AERODROME CTL SER AVBL ON MANOEUVRING AREA.

PRIOR TO OPERATING IN THE TEMPO RESTRICTED AREA, PILOTS/OPERATORS MUST:

- 1. OBTAIN A BRIEFING ON CONTINGENCY PROCEDURES FROM AIRSERVICES AUSTRALIA ON 03 9235 2012
- 2. OBTAIN A LANDING, DEPARTURE OR TRANSIT TIME.

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.

SARWATCH FOR INBOUND IFR ACFT LANDING AT ADELAIDE WILL BE HELD BY ADELAIDE TOWER ON 120.5. FIS PROVIDED BY ADELAIDE TOWER ON 120.5 AND AVAILABLE ON REQUEST FROM HF AND MAY BE AVAILABLE FROM ADJ ATS UNITS. TRAFFIC INFO BROADCAST BY AIRCRAFT (TIBA) AS DETAILED IN AIP APPLY ON 118.2 MHz.

CONTACT ADELAIDE TOWER ON 120.5 PRIOR TO JOINING OR APPROACHING THE CIRCUIT AREA.

THESE PROCEDURES DO NOT APPLY TO OPS IN ACTIVE MILITARY CTR AND RESTRICTED AREAS.

F) SFC G) FL245

NOTAM for YPAD approved by NOTAM Office with number C0130/24

Summary: AD TMA TRA TIBA

C0130/24 NOTAMN

- Q) YMMM/QRTCA/IV/BO/AW/000/245/3457S13832E050
- A) YPAD
- B) 2402161300 C) 2402161800
- E) TEMPO RESTRICTED AREA ACT
- IN CTA CLASS A AND C AIRSPACE INCLUDING CTR C.

DESIGNATED AIRSPACE HANDBOOK (DAH) SECTOR VOLUME NAMES AFFECTED ARE: 'YMMM/ADELAIDE TMA'. INCLUDING CLASS A AND C AIRSPACE WI 36NM OF ADELAIDE AND 50NM TO NORTH OF ADELAIDE.

ATS IN THIS AIRSPACE ARE SUBJ TO CONTINGENCY DUE OPR RESTRICTIONS. RELEVANT APPROVAL FM CONTROLLING AUTHORITY REQUIRED.

APPROACH CTL SER NOT AVBL. AD CTL SER AVBL ON MANOEUVRING AREA.

PRIOR TO OPR IN THE TEMPO RESTRICTED AREA, PILOTS/OPR MUST:

- 1. OBTAIN A BRIEFING ON CONTINGENCY PROCEDURES FM AIRSERVICES AUSTRALIA VIA TEL 03 9235 2012.
- 2. OBTAIN A LANDING, DEPARTURE OR TRANSIT TIME.

PILOTS-IN-COMMAND ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION

OFFICIAL

AVOIDANCE WI THE AFFECTED AIRSPACE.

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

SARWATCH FOR INBOUND IFR ACFT LANDING AT ADELAIDE WILL BE HELD BY ADELAIDE TWR ON FREQ 120.5.

FIS PROVIDED BY ADELAIDE TWR ON FREQ 120.5 AND AVBL ON REQUEST FM HF AND MAY BE AVBL FM ADJ ATS UNITS.

TFC INFO BCST BY ACFT (TIBA) AS DETAILED IN AIP APPLY ON 118.2MHZ. CTC ADELAIDE TWR ON FREQ 120.5 PRIOR TO JOINING OR APPROACHING THE CIRCUIT AREA.

THESE PROCEDURES DO NOT APPLY TO OPS IN ACT MIL CTR AND RESTRICTED AREAS.

F) SFC G) FL245

NOTAM for YMMM approved by NOTAM Office with number B0095/24

Summary: AD TMA CLASS G TIBA

B0095/24 NOTAMN

- Q) YMMM/QAEXX/IV/NBO/E/000/999/3457S13832E050
- A) YMMM
- B) 2402161300 C) 2402161800
- E) ATS IN THE MELBOURNE FIR SUBJ TO CONTINGENCY DUE OPR RESTRICTIONS VOLUME AFFECTED IS: 'ADELAIDE CENTRE 130.45'. APRX AREA CLASS G AIRSPACE WI 35NM RADIUS OF ADELAIDE AND 50NM TO THE NORTH OF ADELAIDE.

DIRECTED TFC AND SURVEILLANCE INFO SER NOT AVBL IN CLASS G AIRSPACE. FIS MAY BE AVBL ON REQUEST FM ADJ ATS UNITS OR HF.

PILOTS/OPERATORS OF IFR FLIGHTS CONSIDERING OPR IN CLASS G AIRSPACE SHALL CTC AIRSERVICES AUSTRALIA VIA TEL: 03 9235 2012.

TFC INFO BCST BY ACFT PROC (TIBA) AS DETAILED IN AIP APPLY ON THE FLT INFO AREA (FIA) FREQ RELEVANT TO THE AREA OF OPR.

COMMON TFC ADVISORY FREQ (CTAF) AND PROC REMAIN UNCHANGED.

TWR, TERMINAL CONTROL UNIT (TCU) AND MIL AREAS WI THE ABV AIRSPACE CONT TO OPR PER EN ROUTE SUP AUSTRALIA (ERSA) UNLESS SPECIFIED OTHERWISE.

MIL OPS MAY EXIST IN THIS AREA, CHECK PUBLISHED NOTAM FOR DETAILS. THESE PROCEDURES DO NOT APPLY TO OPS IN ACT MIL CTR AND RESTRICTED AREAS.

SFC TO BASE OF CTA

From:
To:
Cc:

Subject: Service Variation - Albury Tower (18 January 2024)

Date: Monday, 22 January 2024 4:42:00 PM

Attachments: image001.png

image001.png ATS-FORM-0005 Albury TWR (18Jan2024).pdf NOTAM Albury TWR (18Jan2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 18 2300 to 24 01 18 2345 24 01 19 0530 to 24 01 19 0615

Due to reduced staff availability services were not provided during the above timeframes.





Alan Woods Building, 25 Constitution Ave, Canberra ACT www.airservicesaustralia.com

Variation to Published Services: Operational Hazard Assessment

Date	19/01/2024	Unit	Albury Tower						
	s conducted by: name and position)								
Reason	for variation to Published Services	○ Natur	al disaster	ability C Facility fail	ure (infra	structure) C Equ	ipment failure	(System) C Other	
If other,	please specify								
Airspace	e affected: Albury Tower			Service affected (Class of Airspac of Service)	e, Level	Class D			
Expecte	ed duration of ATS Service Variation (UTC) 2300	-2345; 0530-0615	Commencement	2300	Cessation		0615	
(Consid	ed Traffic Level (actual traffic recorder der traffic volume, planned levels of op 4 ETD 2305 (UTC) ETA 2325 (UTC)			s, itinerant aircraft etc)					
	st weather:								
Possible	e agencies affected (International age	encies, other	r FDRG, Defence, HF, NCC	etc)					
Other fa	actors:								
SM Rec	commendation:			ATMD Endorsemen	it:				

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		CYes CNo	○Yes ○No	
		○Yes ○No	∩Yes ∩No	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		○Yes ○No	OYes ONo	

Decision

CRM considered most suitable	NR
Director Operations approval	C Yes CNo
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- . The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls		
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)	
	Scheduled system upgrade to software, hardware or communications etc					
	Scheduled maintenance or facility failure within the TRA					
	Scheduled maintenance or facility failure within the surrounding airspace					
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors					
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)					
	Staff not familiar with published contingency procedures					
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures					
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace					
	MILEX/Active Restricted and Danger areas					
	Communication system unavailability with 'downstream' ANSP					
	Direct communication system unavailability with 'downstream' unit					
	Non-operational personnel currently present or scheduled to visit to Ops Room					

Potential Disruptions			Co	Consequences			Controls		
☐ Other									
Other									
Post Contingenc	y Review			•					
CIRRIS Number:	ATS-0203016		Entered by:					1	
NOTAM Number:	B01/24, B34/24								
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	upervision 🛭 🤇	Other		
Class G									
What controls did no	ot work well?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	Additional s	upervision 🔲 🤇	Other		
Why?									
What was the impact	of the controls on surrou	unding Air Tra	affic Services?						
Did the controls impa	ct negatively on Externa	Agencies to	the extent tha	t there will be feedback	to Airservices? ((e.g. Airlines and	d ANSP)		
146		aray sa	n						
vvnat otner controls o	could have been impleme	ented to enha	ance the outcor	me?				= 11	
Operational Staff deb	orief comments:								

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

OFFICIAL

NOTAM for YMMM approved by NOTAM Office with number B0034/24

Summary: ALBURY TWR ATS NOT AVBL DUE OPR RESTRICTIONS

B0034/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/085/3604S14658E045
- A) YMMM
- B) 2401182300 C) 2401190615
- D) 2401182300 TO 2401182345 2401190530 TO 2401190615
- E) ALBURY TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS ALBURY CLASS C AND D AIRSPACE BECOMES CLASS G AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALBURY ATS AIRSPACE OUTSIDE TWR HR FIS AVBL MELBOURNE CENTRE 125.2 COMMON TRAFFIC ADVISORY FREQUENCY 123.25
- F) SFC G) 8500FT AMSL

NOTAM for YMAY approved by NOTAM Office with number B0001/24

Summary: TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0001/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3604S14658E005
- A) YMAY
- B) 2401182300 C) 2401190615
- D) 2401182300 TO 2401182345 2401190530 TO 2401190615
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 ALBURY CLASS C AND D AIRSPACE BECOMES CLASS G AS PER EN ROUTE
 SUPPLEMENT AUSTRALIA ALBURY ATS AIRSPACE OUTSIDE TWR HR
 COMMON TRAFFIC ADVISORY FREQUENCY FREQ 123.25

From:
To:
Cc:
Subject: Service Variation - Albury Tower (23 January 2024)
Thursday, 25 January 2024 10:49:30 AM

Attachments: image001.png

image001.png AY+TWR 23+JAN+ATS-FORM-0005.pdf

YMAY+1+NOTAM+approved+for+MLOPSMGR_ATC_MLCONT.msg YMAY+NOTAM+approved+for+MLOPSMGR_ATC_MLCONT.msg

image002.png image003.png image004.png

OFFICIAL

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 22 2300 to 24 01 22 2345 24 01 23 0530 to 24 01 23 0615

Due to reduced staff availability services were not provided during the above timeframes. Regards



We acknowledge the Traditional Owners of Country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging

OFFICIAL

Variation to Published Services: Operational Hazard Assessment

Date	23/01/2024	U	Unit Albury Tower							
	conducted by: ame and position)									
Reason t	for variation to Publ	ished Services	Natura	l disaster	Staff Availab	ility C Facility	failure (infr	astructure) C Equ	ipment failure	e (System) Other
If other,	please specify									
Airspace	affected:	Albury Tower				Service affect (Class of Airs) of Service)		D		
Expecte	d duration of ATS S	Service Variation (UTC)	JTC) 2300-2345; 0530-0615		Commenceme	ent 2300		Cessation	0615	
		ual traffic recorded in 'T anned levels of operation				itinerant aircraft etc)			
QF2204	ETD 2305 (UTC)									= 11
Forecas	t weather:									
		-1/1 - 1 BOOT (1 GO	- Clubb .	Bung Sylves	21.511.000.000.0000	V.V.				
Possible	agencies affected	(International agencies	s, other l	FDRG, Def	fence, HF, NCC e	tc)				7.11
Other fa	ectors:									
SM Reco	ommendation:					ATMD Endorser	nent:			

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		CYes CNo	○Yes ○No	
		○Yes ○No	∩Yes ∩No	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		○Yes ○No	OYes ONo	

Decision

CRM considered most suitable	NR
Director Operations approval	C Yes CNo
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- . The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disruptions				Consequences				Cont	Controls		
Other	Other										
Other	Other										
Post Conti	ngency Review	7						,			
CIRRIS Numb	per: ATS-02	ATS-0203149		Entered by:							
NOTAM Num	ber: B0003/2	B0003/24, B0046/24									
What control	s were implemente	ed?									
☐ Traffic Met	ering Divers	sion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	supervision 🗵	Other			
OOH Ops/CT	AF. CCT OPS Rest	r NOTAM iss	ued B0004/2	24							
What control	s did not work well	1?									
☐ Traffic Met	ering Divers	sion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	supervision [Other			
Why?											
What was the	impact of the contr	ols on surrou	nding Air Tra	offic Services?							
Did the contro	ols impact negatively	y on External	Agencies to	the extent tha	at there will be feedback	to Airservices?	(e.g. Airlines ar	nd ANSP)		-	
	Na St. Total Salvanos	71.10 17.50	CP-65/ S.S.	2 - 0 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1							
What other co	ontrols could have b	een impleme	nted to enha	nce the outco	me?						
Operational S	Staff debrief commer	nts:									

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

From: To:

Subject: YMAY NOTAM approved for MLOPSMGR/ATC_MLCONT

Date: Monday, 22 January 2024 10:13:45 PM

NOTAM for YMAY approved by NOTAM Office with number B0004/24

Summary: TWR ATS OPERATING AT REDUCED CAPACITY

- B0004/24 NOTAMN Q) YMMM/QSTLT/IV/NBO/A/000/999/3604S14658E005 A) YMAY

- B) 2401222145 C) 2401230530 D) 2401222145 TO 2401222300 2401222345 TO 2401230530
- E) TWR ATS OPERATING AT REDUCED CAPACITY DUE TO OPERATIONAL RESTRICTIONS.

CIRCUIT OPS RESTR

From: To:

Subject: YMAY NOTAM approved for MLOPSMGR/ATC_MLCONT

Date: Monday, 22 January 2024 9:27:33 PM

NOTAM for YMAY approved by NOTAM Office with number B0003/24

Summary: TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0003/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3604S14658E005
- A) YMAY
- B) 2401222300 C) 2401230615 D) 2401222300 TO 2401222345 2401230530 TO 2401230615
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 ALBURY CLASS C AND D AIRSPACE BECOMES CLASS G AS PER EN ROUTE
 SUPPLEMENT AUSTRALIA ALBURY ATS AIRSPACE OUTSIDE TWR HR
 COMMON TRAFFIC ADVISORY FREQUENCY FREQ 123.25

From: To: Cc: Subject: Service Variation - Albury Tower (24 January 2024) Thursday, 25 January 2024 11:04:33 AM Date:

image001.png image002.png Attachments: image003.png

image004.png

AY+24JAN+ATS-FORM-0005.pdf

YMAY NOTAM approved for MLOPSMGRATC MLCONT.msg

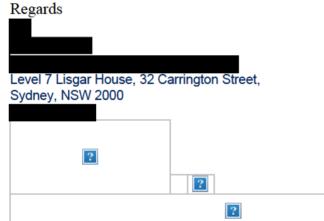
OFFICIAL

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 23 2300 to 24 01 23 2345 24 01 24 0530 to 24 01 24 0615

Due to reduced staff availability services were not provided during the above timeframes.



We acknowledge the Traditional Owners of Country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging

OFFICIAL

From: To:

Subject: YMAY NOTAM approved for MLOPSMGR/ATC_MLCONT

Date: Tuesday, 23 January 2024 7:32:47 PM

NOTAM for YMAY approved by NOTAM Office with number B0006/24

Summary: TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0006/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3604S14658E005
- A) YMAY
- B) 2401232300 C) 2401240615 D) 2401232300 TO 2401232345 2401240530 TO 2401240615
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 ALBURY CLASS C AND D AIRSPACE BECOMES CLASS G AS PER EN ROUTE
 SUPPLEMENT AUSTRALIA ALBURY ATS AIRSPACE OUTSIDE TWR HR
 COMMON TRAFFIC ADVISORY FREQUENCY FREQ 123.25

Variation to Published Services: Operational Hazard Assessment

Date	24/01/2024	Unit	Albury Tower				
	conducted by: ame and position)						
Reason f	for variation to Published Services	○ Natura	al disaster	○ Facility failure (infra	astructure) C Equ	uipment failure	e (System) Other
If other,	please specify	*NOTE:2	2nd CTAF break changed to 060	0-0645 at 24 0507, on requ	est from ATC due If	FR tfc. OAR a	cknowledged.
Airspace	affected: Albury Tower			Service affected (Class of Airspace, Level of Service)	D		
Expected	d duration of ATS Service Variation (UTC) 2300-	2345; 0530-0615*	Commencement 2300		Cessation	0615
QF2204 ZL6767 QF2385 AB565 E	ed Traffic Level (actual traffic recorded er traffic volume, planned levels of op ETD 2305 (UTC) ETA 2325 (UTC) ETA 0545 (UTC) ETA 0555 (UTC) ETD 0610 (UTC)			erant aircraft etc)			
Forecas	t weather:						
TAF) 04006 RMK	Y (YMAY) YMAY 230531Z 2306/2318 6KT CAVOK 29 24 22 Q 1009 1009 1009 1008						
Possible	e agencies affected (International age	encies, other	FDRG, Defence, HF, NCC etc)	9			
Other fa	ictors:						

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		○Yes ○No	○Yes ○No	
		CYes CNo	○Yes ○No	
		CYes CNo	C Yes C No	
		CYes CNo	CYes CNo	
		○Yes ○No	○Yes ○No	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

CRM appointed

CRM to attend by

P	otential Disruptions	Consec	uences	Con	trols
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)
	Scheduled system upgrade to software, hardware or communications etc				
	Scheduled maintenance or facility failure within the TRA				
	Scheduled maintenance or facility failure within the surrounding airspace				
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors				
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)				
	Staff not familiar with published contingency procedures				
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures				
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace				
	MILEX/Active Restricted and Danger areas				
	Communication system unavailability with 'downstream' ANSP				
	Direct communication system unavailability with 'downstream' unit				
	Non-operational personnel currently present or scheduled to visit to Ops Room				

Potential Disrup	tions		Con	sequences				Controls	
Other									
Other									
Post Contingency	y Review								
CIRRIS Number:	CIRRIS Number: ATS-0203150		Entered by:						
NOTAM Number:	B0006/24, B0049/24	F							
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA ☐	Additional staffing	☐ Additional s	supervision 🗵	Other		
OOH proc/CTAF, B00	005/24 issued CCT OPS	RESTR							
What controls did no	ot work well?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA ☐	Additional staffing	☐ Additional s	supervision [Other		
Why?									
What was the impact	of the controls on surrou	unding Air Tra	affic Services?						
Did the controls impa	ct negatively on Externa	Agencies to	the extent that the	nere will be feedback	to Airservices?	(e.g. Airlines a	nd ANSP)		-
What other centrals of	could have been impleme	ented to onba	noo the outcome	2					
What other controls o	odia nave been impleme	ineu to enna	nce the outcome						= 11
Operational Staff deb	orief comments:								

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

From:
To:
Cc:
Subject: Service Variation - Albury Tower (25 January 2024)
Date: Monday, 29 January 2024 10:06:00 AM
Attachments: AY 25JAN ATS-FORM-0005.pdf

image001.png image002.png image003.png image004.png

YMAY+NOTAM+approved+for+MLOPSMGR ATC MLCONT (2).msg

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 24 2300 to 24 01 24 2345 24 01 25 0530 to 24 01 25 0615

Due to reduced staff availability services were not provided during the above timeframes.



We acknowledge the Traditional Owners of Country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging

OFFICIAL

Variation to Published Services: Operational Hazard Assessment

Date	25/01/2024		Jnit	Albury 7	Гower				
	conducted by: ame and position	n)							
Reason t	for variation to P	ublished Services (Natu	ral disaster	Staff Availability	ty Facility failure (in	nfrastructure) C Equ	ipment failure	e (System) Other
If other,	please specify								
Airspace	affected:	Albury Tower				Service affected (Class of Airspace, Lev of Service)	el D		
Expecte	d duration of AT	S Service Variation (UTC	2300)-2345; 053	0-0615	Commencement 2300		Cessation	0615
		actual traffic recorded in ' , planned levels of operat				inerant aircraft etc)			
	ETD 2305 (UTC ETA 2325 (UTC								
Forecas	t weather:								
TAF 1 33010 FM24 PROB RAIN RMK	0900 VRB04KT 330 INTER 2406 SCT110CB	VERS OF LIGHT RAIN N		NDERSTO	RMS WITH MODER	ATE			
Possible	agencies affect	ted (International agencie	s, othe	r FDRG, De	efence, HF, NCC etc)			
Other fa	ctors:								

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		CYes CNo	○Yes ○No	
		C Yes C No	○Yes ○No	
		C Yes ○No	CYes CNo	
		○Yes ○No	CYes CNo	
		○Yes ○No	○Yes ○No	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

CRM appointed

CRM to attend by

P	otential Disruptions	Consec	uences	Con	trols
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)
	Scheduled system upgrade to software, hardware or communications etc				
	Scheduled maintenance or facility failure within the TRA				
	Scheduled maintenance or facility failure within the surrounding airspace				
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors				
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)				
	Staff not familiar with published contingency procedures				
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures				
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace				
	MILEX/Active Restricted and Danger areas				
	Communication system unavailability with 'downstream' ANSP				
	Direct communication system unavailability with 'downstream' unit				
	Non-operational personnel currently present or scheduled to visit to Ops Room				

Potential Disrup	tions		Con	sequences				Controls	
Other									
Other								2. 12	
Post Contingency	y Review								
CIRRIS Number:	CIRRIS Number: ATS-0203214		Entered by:						
NOTAM Number:	B0008/24, B0052/24	g							
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	□ TRA □	Additional staffing	☐ Additional s	supervision 🗵	Other		
OOH proc/CTAF. CC	T RESTR OPS NOTAM	B0009/24 iss	ued.						
What controls did no	ot work well?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	□ TRA □	Additional staffing	☐ Additional s	supervision [Other		
Why?									
What was the impact	of the controls on surrou	unding Air Tra	offic Services?						
Did the controls impa	ct negatively on Externa	Agencies to	the extent that the	nere will be feedback	to Airservices?	(e.g. Airlines a	nd ANSP)		-
		aray Sa	W W						
vvnat other controls o	could have been impleme	ented to enha	nce the outcome						= 11
Operational Staff deb	orief comments:								

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

From: To:

Subject: YMAY NOTAM approved for MLOPSMGR/ATC_MLCONT

Date: Wednesday, 24 January 2024 5:43:39 PM

NOTAM for YMAY approved by NOTAM Office with number B0008/24

Summary: TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0008/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3604S14658E005
- A) YMAY
- B) 2401242300 C) 2401250615 D) 2401242300 TO 2401242345 2401250530 TO 2401250615
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 ALBURY CLASS C AND D AIRSPACE BECOMES CLASS G AS PER EN ROUTE
 SUPPLEMENT AUSTRALIA ALBURY ATS AIRSPACE OUTSIDE TWR HR
 COMMON TRAFFIC ADVISORY FREQUENCY FREQ 123.25

From:
To:
Cc:

Subject: Service Variation - Albury Tower (28 January 2024)

Date: Monday, 29 January 2024 11:15:00 AM

Attachments: image005.png image006.png

ATS-FORM-0005 Albury TWR (28Jan2024).pdf NOTAM Albury TWR (28Jan2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 28 0400 to 24 01 28 0930

Due to reduced staff availability services were not provided during the above timeframe.



Variation to Published Services: Operational Hazard Assessment

Date	28/01/2024	Unit	Albury Tower					
	s conducted by: name and position)	AY TWR	UTS					
Reason	for variation to Published Servic	es	al disaster	ility C Facility failure (infrastructure) C Equipment failure (System) C Ot				
If other,	please specify	= (
Airspace	e affected: Albury Towe	er		Service affected (Class of Airspace, Level of Service)	D			
Expecte	ed duration of ATS Service Varia	Commencement 0400		Cessation	0930z			
	ed Traffic Level (actual traffic red ler traffic volume, planned levels			itinerant aircraft etc)				
Forecas	st weather:							
26010K FM2707 FM2707 RMK	MAY 262311Z 2700/2712 CT CAVOK 200 26015G25KT CAVOK 700 25010KT CAVOK 5 27 24 Q 1008 1006 1005 1006							
Possibl	e agencies affected (Internationa	al agencies, other	FDRG, Defence, HF, NCC et	c)				
Other fa	actors:							

Potential CRM	5	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
			C Yes C No	○Yes ○No	
			CYes CNo	CYes CNo	
			○Yes ○No	CYes CNo	
			○Yes ○No	CYes CNo	
			○Yes ○No	○Yes ○No	
Decision					
CRM considered most suitable	NR				
irector Operations approval	C Yes	O No			
CRM appointed					
CRM to attend by					

ATMD Endorsement:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

SM Recommendation:

P	otential Disruptions	Consec	uences	Con	trols
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)
	Scheduled system upgrade to software, hardware or communications etc				
	Scheduled maintenance or facility failure within the TRA				
	Scheduled maintenance or facility failure within the surrounding airspace				
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors				
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)				
	Staff not familiar with published contingency procedures				
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures				
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace				
	MILEX/Active Restricted and Danger areas				
	Communication system unavailability with 'downstream' ANSP				
	Direct communication system unavailability with 'downstream' unit				
	Non-operational personnel currently present or scheduled to visit to Ops Room				

Potential Disrup	tions		Co	nsequences			Controls	
☐ Other								
Other							11	
Post Contingenc	y Review			-			,	
CIRRIS Number:	CIRRIS Number: ATS-0203249		Entered by:					0.1
NOTAM Number:	B54, B10							
What controls were	implemented?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional su	upervision 🛭 O	ther	
Class G								
What controls did no	ot work well?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional su	upervision 🗌 O	ther	
Why?								
What was the impact	of the controls on surrou	unding Air Tra	affic Services?					
Did the controls impa	ct negatively on Externa	Agencies to	the extent tha	t there will be feedback	to Airservices? (e.g. Airlines and	ANSP)	-
	1 1 2 - V 2 - V 2 - V 2 V 2 V 2 V 2 V 2 V 2	(PA) (5)	A - 0 - 11 / 20	. 12.				
What other controls of	could have been impleme	ented to enha	ince the outcor	ne?				
Operational Staff deb	orief comments:							

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

OFFICIAL

NOTAM for YMAY approved by NOTAM Office with number B0010/24

Summary: TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0010/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3604S14658E005
- A) YMAY
- B) 2401280400 C) 2401280930
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS ALBURY CLASS C AND D AIRSPACE BECOMES CLASS G AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALBURY - ATS AIRSPACE - OUTSIDE TWR HR COMMON TRAFFIC ADVISORY FREQUENCY FREQ 123.25

NOTAM for YMMM approved by NOTAM Office with number B0054/24

Summary: ALBURY TWR ATS NOT AVBL DUE OPR RESTRICTIONS

B0054/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/085/3604S14658E045
- A) YMMM
- B) 2401280400 C) 2401280930
- E) ALBURY TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS ALBURY CLASS C AND D AIRSPACE BECOMES CLASS G AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALBURY - ATS AIRSPACE - OUTSIDE TWR HR FIS AVBL MELBOURNE CENTRE 125.2
- COMMON TRAFFIC ADVISORY FREQUENCY 123.25
- F) SFC G) 8500FT AMSL

From:
To:
Cc:

Subject: Service Variation - Albury Tower (30-31 Jan 2024)

Date: Friday, 2 February 2024 2:51:34 PM

Attachments: image001.png image002.png

image002.png image003.png image004.png

AY+30 31JAN+ATS-FORM-0005.pdf

YMAY NOTAM approved for MLOPSMGRATC MLCONT.msg

OFFICIAL

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 29 2300 TO 24 01 29 2345 AND 24 01 30 0530 TO 24 01 30 0615 24 01 30 2300 TO 24 01 30 2345 AND 24 02 31 0530 TO 24 01 31 0615

Due to reduced staff availability services were not provided during the above timeframe.



We acknowledge the Traditional Owners of Country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging

OFFICIAL

Variation to Published Services: Operational Hazard Assessment

Date	30/01-31/01/2024	Unit	Unit Albury Tower closed 2300-2345 UTC and 0530-0615 UTC Jan 30 to Jan 31							
	conducted by: ame and position)	LL -								
Reason f	for variation to Published Service	ces	ral disaster	Staff Availability		ure (infras	structure) C Equ	ipment failure	(System) C Other	
If other,	please specify									
Airspace	affected: Albury Towe	er		Service affected (Class of Airspace, Level of Service)		Class D	lass D			
Expecte	d duration of ATS Service Varia	ation (UTC) 230	0-2345; 0530)-0615 UTC, daily	Commencement	30/2300		Cessation	31/0615	1
	d Traffic Level (actual traffic red er traffic volume, planned levels				erant aircraft etc)					
	ETD 2305 (UTC) ETA 2325 (UTC)									1
Forecas	t weather:									
										1
Possible	e agencies affected (Internation	al agencies, othe	er FDRG, De	fence, HF, NCC etc)						
Other fa	ctors:									Ť
					0.0000000000000000000000000000000000000					
SM Reco	ommendation:				ATMD Endorsemer	it:				

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		CYes CNo	○Yes ○No	
		○Yes ○No	∩Yes ∩No	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		○Yes ○No	OYes ONo	

Decision

CRM considered most suitable	NR
Director Operations approval	C Yes CNo
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- . The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

Potential Disruptions		Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disruptions			Consequences			Controls			
☐ Other									
Other	Other								
Post Contingenc	y Review			ż					
CIRRIS Number: ATS-0203361		Entered by:							
NOTAM Number:	B11/24, B59/24								
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional su	upervision 🗵	Other		
Class G OOH									
What controls did no	ot work well?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional su	upervision 🗌	Other		
Why?									
What was the impact	of the controls on surrou	unding Air Tra	affic Services?						
Did the controls impa	ct negatively on Externa	Agencies to	the extent that	there will be feedback	to Airservices? (e.g. Airlines a	nd ANSP)		-
100 To 100 TO 10		eras Co.	2 - n - 11 / 31	. 12					
What other controls o	could have been impleme	ented to enha	ince the outcor	ne?					
Operational Staff deb	orief comments:								

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

From: To:

Subject: YMAY NOTAM approved for MLOPSMGR/ATC_MLCONT

Date: Monday, 29 January 2024 5:37:02 PM

NOTAM for YMAY approved by NOTAM Office with number B0011/24

Summary: TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0011/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3604S14658E005
- A) YMAY
- B) 2401292300 C) 2401310615 D) DAILY 2300-2345 0530-0615
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 ALBURY CLASS C AND D AIRSPACE BECOMES CLASS G AS PER EN ROUTE
 SUPPLEMENT AUSTRALIA ALBURY ATS AIRSPACE OUTSIDE TWR HR
 COMMON TRAFFIC ADVISORY FREQUENCY FREQ 123.25

From: To: Cc: Subject: Service Variation - Albury Tower (1 Feb 2024) Date: Friday, 2 February 2024 2:41:46 PM

Attachments:

ATS-FORM-0005+(1).pdf
YMAY NOTAM approved for MLOPSMGRATC MLCONT.msg

image001.png image002.png image003.png

image004.png
YMMM NOTAM approved for MLOPSMGRATC MLCONT.msg

OFFICIAL

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 01 1915 TO 24 02 01 1945

Due to reduced staff availability services were not provided during the above timeframe. Regards



We acknowledge the Traditional Owners of Country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging

OFFICIAL

Variation to Published Services: Operational Hazard Assessment

Date	02/02/2024	Unit	AY TWE	?					- 1		
	conducted by: ame and position)										
Reason f	for variation to Published S	ervices	ural disaster	Staff Availability		ure (infra	structure) C Equ	ipment failure	(System) C Other		
If other,	please specify	ATC S	ATC Slept in for TWR opening.								
Airspace	e affected: AY TW	R		Service affected (Class of Airspace, Level of Service)		Class D					
Expected	d duration of ATS Service	Variation (UTC) 30 i	UTC) 30 mns		Commencement	1915		Cessation	1945		
(Conside	ed Traffic Level (actual traff for traffic volume, planned l 2D and RXA6762				erant aircraft etc)						
	t weather:										
Nil Sig.											
Possible	e agencies affected (Interna	ational agencies, oth	er FDRG, De	efence, HF, NCC etc)							
Other fa	octors:										
SM Reco	ommendation:				ATMD Endorsemer	nt:					

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		CYes CNo	○Yes ○No	
		○Yes ○No	∩Yes ∩No	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		○Yes ○No	OYes ONo	

Decision

CRM considered most suitable	NR
Director Operations approval	C Yes CNo
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- . The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

Potential Disruptions		Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disruptions			Consequences			Controls			
☐ Other									
☐ Other									
Post Contingency	y Review								
CIRRIS Number: ATS-0203359		Entered by:							
NOTAM Number:	B65, B14								
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	supervision 🗵	Other		
Class G OOH, Hazar	d Alerting								
What controls did no	ot work well?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	supervision [Other		
Why?									- 1
What was the impact	of the controls on surrou	unding Air Tra	offic Services?						
							-1.000		
Did the controls impa	ct negatively on Externa	Agencies to	the extent tha	at there will be feedback	to Airservices?	(e.g. Airlines a	and ANSP)		
What other controls of	could have been impleme	ented to enha	nce the outco	me?					
Operational Staff deb	orief comments:								

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

From: To:

Subject: YMMM NOTAM approved for MLOPSMGR/ATC_MLCONT

Date: Friday, 2 February 2024 6:41:07 AM

NOTAM for YMMM approved by NOTAM Office with number B0065/24

Summary: ALBURY TWR ATS NOT AVBL DUE OPR RESTRICTIONS

B0065/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/085/3604S14658E045
- A) YMMM
- B) 2402011940 C) 2402011945 EST
 E) ALBURY TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 ALBURY CLASS C AND D AIRSPACE BECOMES CLASS G AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALBURY - ATS AIRSPACE - OUTSIDE TWR HR FIS AVBL MELBOURNE CENTRE 125.2

COMMON TRAFFIC ADVISORY FREQUENCY 123.25 F) SFC G) 8500FT AMSL

From: To:

Subject: YMAY NOTAM approved for MLOPSMGR/ATC_MLCONT

Date: Friday, 2 February 2024 6:40:08 AM

NOTAM for YMAY approved by NOTAM Office with number B0014/24

Summary: TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0014/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3604S14658E005
- A) YMAY
- B) 2402011939 C) 2402011945 EST
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 ALBURY CLASS C AND D AIRSPACE BECOMES CLASS G AS PER EN ROUTE
 SUPPLEMENT AUSTRALIA ALBURY ATS AIRSPACE OUTSIDE TWR HR
 COMMON TRAFFIC ADVISORY FREQUENCY FREQ 123.25

From: To: Cc: Subject: Service Variation - Albury Tower (6 March 2024) Friday, 8 March 2024 10:55:00 AM Date:

ATS-FORM-0005 Albury TWR (6Mar2024).pdf NOTAM Albury TWR (6Mar2024).docx Attachments:

image001.png image002.png

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 03 05 2300 to 24 03 05 2345 24 03 06 0500 to 24 03 06 0545

Due to reduced staff availability services were not provided during the above timeframes.



OFFICIAL

Date	06/03/2024	Unit	AY TWR				
	conducted by: ame and position)						
Reason f	for variation to Published Services	○ Natur	al disaster		structure) C Eq	uipment failure	e (System) C Other
If other,	please specify	Breaks i	equired due single controller in t	he am and pm			
Airspace	e affected: AY TWR			Service affected (Class of Airspace, Level of Service)	Class D		
Expected	d duration of ATS Service Variation (UTC) 1hr30)min	Commencement 2300-23	45	Cessation	0500-0545
	d Traffic Level (actual traffic recorded er traffic volume, planned levels of op			erant aircraft etc)			
Forecas	t weather:						
07004K	IAY 042251Z 0500/0512 T CAVOK 500 13004KT CAVOK						
Possible	e agencies affected (International age	encies, other	FDRG, Defence, HF, NCC etc)				
Other fa	ctors:						
SM Reco	ommendation:			ATMD Endorsement:			

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		○Yes ○No	CYes CNo	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		CYes CNo	CYes CNo	
		○Yes ○No	○Yes ○No	

Decision

CRM considered most suitable	NR
Director Operations approval	C Yes C No
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Con	trols
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)
	Scheduled system upgrade to software, hardware or communications etc				
	Scheduled maintenance or facility failure within the TRA				
	Scheduled maintenance or facility failure within the surrounding airspace				
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors				
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)				
	Staff not familiar with published contingency procedures				
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures				
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace				
	MILEX/Active Restricted and Danger areas				
	Communication system unavailability with 'downstream' ANSP				
	Direct communication system unavailability with 'downstream' unit				
	Non-operational personnel currently present or scheduled to visit to Ops Room				

Potential Disrup	tions		Co	onsequences			Controls	
☐ Other								
Other							11	
Post Contingenc	y Review							
CIRRIS Number:	ATS-0204289		Entered by:					
NOTAM Number:	B16, B132							
What controls were	implemented?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional su	upervision 🛭 Otl	her	
Class G OOH, Hazar	d Alerting						Acres de	
What controls did no	ot work well?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	Additional su	upervision 🗌 Otl	her	
Why?								
What was the impact	of the controls on surrou	unding Air Tra	affic Services?					
Did the controls impa	ct negatively on Externa	l Agencies to	the extent tha	t there will be feedback	to Airservices? ((e.g. Airlines and	ANSP)	-
	1-101-12	12 A C C C C	2 - m - 10 / 2					
What other controls o	could have been impleme	ented to enha	ince the outco	me?				
Operational Staff deb	orief comments:							

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

NOTAM for YMMM approved by NOTAM Office with number B0132/24

Summary: ALBURY TWR ATS NOT AVBL DUE OPR RESTRICTIONS

B0132/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/085/3604S14658E045
- A) YMMM
- B) 2403052300 C) 2403060545
- D) 2403052300 TO 2403052345 2403060500 TO 2403060545
- E) ALBURY TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 ALBURY CLASS C AND D AIRSPACE BECOMES CLASS G AS PER EN ROUTE
 SUPPLEMENT AUSTRALIA ALBURY ATS AIRSPACE OUTSIDE TWR HR
 FIS AVBL MELBOURNE CENTRE 125.2
 COMMON TRAFFIC ADVISORY FREQUENCY 123.25
- F) SFC G) 8500FT AMSL

NOTAM for YMAY approved by NOTAM Office with number B0016/24

Summary: TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0016/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3604S14658E005
- A) YMAY
- B) 2403052300 C) 2403060545
- D) 2403052300 TO 2403052345 2403060500 TO 2403060545
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 ALBURY CLASS C AND D AIRSPACE BECOMES CLASS G AS PER EN ROUTE
 SUPPLEMENT AUSTRALIA ALBURY ATS AIRSPACE OUTSIDE TWR HR
 COMMON TRAFFIC ADVISORY FREQUENCY FREQ 123.25

From:
To:
Cc:
Subject: Service Variation - Albury Tower (13 March 2024)

Date: Friday, 15 March 2024 9:42:00 AM

Attachments: image005.png image006.png

ATS-FORM-0005 Albury TWR (13Mar2024).pdf NOTAM Albury TWR (13Mar2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace. **Variation (UTC)**

24 03 13 0530 to 24 03 13 0930

Due to reduced staff availability services were not provided during the above timeframe. Regards



OFFICIAL

Date	13/03/2024	Unit	Albury Tower				
	conducted by: ame and position)						
Reason t	for variation to Published Services	○ Natur	ral disaster	CFacility failure (inf	rastructure) C Equ	uipment failure	e (System) C Other
If other,	please specify						
Airspace	e affected: Albury Tower			Service affected (Class of Airspace, Leve of Service)			
Expecte	d duration of ATS Service Variation (UTC) 0530	1-0930 UTC	Commencement 0530		Cessation	0930
	ed Traffic Level (actual traffic recorder ler traffic volume, planned levels of op			erant aircraft etc)			
QLK386 RXA678	5D QFA VHLQJ YBBN 13/0320 13/03 SD QFA VHLQJ YMAY 13/0610 13/0 33 RXA VHZLW fYSSY 13/0715 13/0 9D QFA VHQOE YSSY 13/0730 13/0	0610 13/0610 0715 13/071	0 L13/0613 - GOMOL YBBN - I 5 L13/0720 - ZZZZZ YMAY - L	L13/0822 - 19L - L13/0825 13/0836 L13/0840 `	Y -		
	st weather:						
TAF \ 15005 FM12 RMK	Y (YMAY) YMAY 112307Z 1200/1212 5KT CAVOK 20900 VRB03KT CAVOK 34 35 30 Q 1019 1016 1014 1015						
Possible	e agencies affected (International age	encies, othe	r FDRG, Defence, HF, NCC etc)	9			
RDFS, F	RAAF						
Other fa	actors:						

ATS-FORM-0005 CRC 8160

Potential CRMs		FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
			○Yes ○No	CYes ○No	
			CYes CNo	○Yes ○No	
			CYes CNo	CYes CNo	
			CYes CNo	CYes CNo	
			○Yes ○No	○Yes ○No	
Decision					
CRM considered most suitable	NR				
Pirector Operations approval	C Yes C	No			
CRM appointed					
CRM to attend by					

OM Endorsement:

- CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

SM Recommendation:

P	otential Disruptions	Consec	uences	Con	trols
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)
	Scheduled system upgrade to software, hardware or communications etc				
	Scheduled maintenance or facility failure within the TRA				
	Scheduled maintenance or facility failure within the surrounding airspace				
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors				
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)				
	Staff not familiar with published contingency procedures				
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures				
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace				
	MILEX/Active Restricted and Danger areas				
	Communication system unavailability with 'downstream' ANSP				
	Direct communication system unavailability with 'downstream' unit				
	Non-operational personnel currently present or scheduled to visit to Ops Room				

Potential Disrup	tions		Со	nsequences			Contro	ols
Other								
Other								
Post Contingency	y Review							
CIRRIS Number:	ATS-0204498		Entered by:					
NOTAM Number:	B18/24 B153/24							
What controls were	implemented?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	Additional staffing	☐ Additional s	supervision 🔲 (Other	
What controls did no								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	Additional staffing	Additional s	supervision []	Other	
Why? What was the impact	of the controls on surrou	ınding Air Tra	affic Services?					
Did the controls impa	ct negatively on Externa	Agencies to	the extent that	t there will be feedback	to Airservices?	(e.g. Airlines an	d ANSP)	
What other controls of	ould have been impleme	ented to enha	nce the outcon	ne?				
Operational Staff deb	rief comments:							

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to OM Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement

A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

NOTAM for YMMM approved by NOTAM Office with number B0153/24

Summary: ALBURY TWR ATS NOT AVBL DUE OPR RESTRICTIONS

B0153/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/085/3604S14658E045
- A) YMMM
- B) 2403130530 C) 2403130930
- E) ALBURY TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 ALBURY CLASS C AND D AIRSPACE BECOMES CLASS G AS PER EN ROUTE
 SUPPLEMENT AUSTRALIA ALBURY ATS AIRSPACE OUTSIDE TWR HR
 FIS AVBL MELBOURNE CENTRE 125.2
 COMMON TRAFFIC ADVISORY FREQUENCY 123.25
- F) SFC G) 8500FT AMSL

NOTAM for YMAY approved by NOTAM Office with number B0018/24

Summary: TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0018/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3604S14658E005
- A) YMAY
- B) 2403130530 C) 2403130930
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 ALBURY CLASS C AND D AIRSPACE BECOMES CLASS G AS PER EN ROUTE
 SUPPLEMENT AUSTRALIA ALBURY ATS AIRSPACE OUTSIDE TWR HR
 COMMON TRAFFIC ADVISORY FREQUENCY FREQ 123.25

From: To: Cc: Subject: Service Variation - Albury Tower (14 March 2024) Friday, 15 March 2024 10:47:00 AM Date:

image005.png image006.png Attachments:

ATS-FORM-0005 Albury TWR (14Mar2024).pdf NOTAM Albury TWR (14Mar2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace. Variation (UTC)

24 03 14 0530 to 24 03 14 0930

Due to reduced staff availability services were not provided during the above timeframe. Regards



OFFICIAL

Date	14/03/2024	Unit	Albury To	ower				
	s conducted by: name and position)							
Reason	for variation to Published Services	○ Natur	al disaster	Staff Availability	C Facility failure (infrastr	ructure) C Equ	ipment failure	e (System) C Other
If other,	please specify							
Airspace	e affected: Albury Tower				Service affected (Class of Airspace, Level of Service)			
Expecte	ed duration of ATS Service Variation (U	TC) 0530	-0930 UTC		Commencement 0530		Cessation	0930
	ed Traffic Level (actual traffic recorded ler traffic volume, planned levels of ope				rant aircraft etc)			
BNZ568 QLK208 RXA678 QLK388 BNZ568	5D VHLQJ YBBN P13/0327 YMAY P13 5 VHUIK YBSU P13/0350 YMAY P13/0 8D VHLQK YMAY L13/0528 YSSY L13 83 VHZLX YSSY P13/0719 YMAY P13 6D VHLQJ YMAY L13/0613 YBBN L13 6 VHUIK YMAY P13/0643 YBSU P13/0 9D VHQOB YSSY L13/0739 YMAY L1	0541 3/0625 3/0817 3/0822 0825						
Forecas	st weather:			2			2-	
TAF 0600 FM13	Y (YMAY) YMAY 122305Z 1300/1312 5KT CAVOK 30400 18008KT CAVOK 31000 VRB03KT CAVOK							
Possible	e agencies affected (International ager	ncies, othe	r FDRG, Def	ence, HF, NCC etc)				
RDFS,	RAAF, AMB							

ATS-FORM-0005 CRC 8160

SM Recommendation:			OM Endorsemen	nt:	
		Contingency Respons	se Manager Seleg	ction Worksheet	
Potential CR		FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
			∩Yes ∩No	CYes CNo	
			○Yes ○No	CYes CNo	
			CYes CNo	CYes CNo	
			○Yes ○No	CYes CNo	
		3	∩Yes ∩No	CYes CNo	
Decision					
CRM considered most suitable	Nil				
Director Operations approval	-	○ No			
	1				

Note: The CRM may update operational system data subject to compliance with all of the following:

- CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

ATS-FORM-0005 CRC 8160

P	otential Disruptions	Consec	uences	Con	trols
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)
	Scheduled system upgrade to software, hardware or communications etc				
	Scheduled maintenance or facility failure within the TRA				
	Scheduled maintenance or facility failure within the surrounding airspace				
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors				
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)				
	Staff not familiar with published contingency procedures				
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures				
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace				
	MILEX/Active Restricted and Danger areas				
	Communication system unavailability with 'downstream' ANSP				
	Direct communication system unavailability with 'downstream' unit				
	Non-operational personnel currently present or scheduled to visit to Ops Room				

Potential Disrupt	tions		С	onsequences			Con	trols	
Other									
Other									
Post Contingency	y Review								
CIRRIS Number:	ATS-0204515		Entered by						
NOTAM Number:	B159/24, B20/24								
What controls were i	implemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	Additional s	supervision 🖂	Other		
OOH ops/CTAF									
What controls did no	ot work well?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	supervision 🔲	Other		
Why?									
What was the impact	of the controls on surrou	unding Air Tra	affic Services	?					
Did the controls impa	ct negatively on Externa	Agencies to	the extent th	at there will be feedback	to Airservices?	(e.g. Airlines an	nd ANSP)		
\A/h at ath as a subsale a				2					,
vvnat other controls d	ould have been impleme	ented to enna	ince the outco	лпе:					
Operational Staff deb	rief comments:								

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to OM Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement

A copy of this form must be placed in the Contingency Activation File (RMU File)

NOTAM for YMMM approved by NOTAM Office with number B0159/24

Summary: ALBURY TWR ATS NOT AVBL DUE OPR RESTRICTIONS

B0159/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/085/3604S14658E045
- A) YMMM
- B) 2403140530 C) 2403140930
- E) ALBURY TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 ALBURY CLASS C AND D AIRSPACE BECOMES CLASS G AS PER EN ROUTE
 SUPPLEMENT AUSTRALIA ALBURY ATS AIRSPACE OUTSIDE TWR HR
 FIS AVBL MELBOURNE CENTRE 125.2
 COMMON TRAFFIC ADVISORY FREQUENCY 123.25
- F) SFC G) 8500FT AMSL

NOTAM for YMAY approved by NOTAM Office with number B0020/24

Summary: TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0020/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3604S14658E005
- A) YMAY
- B) 2403140530 C) 2403140930
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 ALBURY CLASS C AND D AIRSPACE BECOMES CLASS G AS PER EN ROUTE
 SUPPLEMENT AUSTRALIA ALBURY ATS AIRSPACE OUTSIDE TWR HR
 COMMON TRAFFIC ADVISORY FREQUENCY FREQ 123.25

From:
To:
Cc:

Subject: Service Variation - Alice Springs Tower (19 January 2024)

Date: Monday, 22 January 2024 4:26:00 PM

Attachments: image001.png

image001.png ATS-FORM-0005 Alice Springs TWR (19Jan2024).pdf NOTAM Alice Springs TWR (19Jan2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 19 0030 to 24 01 19 0130 24 01 19 0550 to 24 01 19 0830

Due to reduced staff availability services were not provided during the above timeframes. Regards



Alan Woods Building, 25 Constitution Ave, Canberra ACT www.airservicesaustralia.com

Date	17/01/2024	Unit Alice Springs Tower					
	conducted by: ame and position)		UTS Alice Tower				
Reason	for variation to Published Services	○ Natur	al disaster	○ Facility failure (infra	structure) C Equ	ipment failure	e (System) Other
If other,	please specify						
Airspace	e affected: Alice Springs To	wer and asso	ociated steps	Service affected (Class of Airspace, Level of Service)	Class D and C ai	rspace up to l	FL125
Expecte	d duration of ATS Service Variation	(UTC) 00:30	0 - 01:30 & 05:50 - 08:30	Commencement 2024 01	19 0030	Cessation	2024 0119 0830
(Consid	ed Traffic Level (actual traffic recorde ler traffic volume, planned levels of o			erant aircraft etc)		11.77	
With the same	rolume - moderate						
Forecas	t weather:						
incleme	nt						
Possible	e agencies affected (International ag	encies, other	FDRG, Defence, HF, NCC etc)				
Central	Group Melbourne Centre, ARFF, Ali	ce Springs A	irport - notified by ATC				
Other fa	actors:						
SM Rec	ommendation:			ATMD Endorsement:			

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		CYes CNo	○Yes ○No	
		○Yes ○No	∩Yes ∩No	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		○Yes ○No	OYes ONo	

Decision

CRM considered most suitable	NR
Director Operations approval	C Yes CNo
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- . The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Con	trols
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)
	Scheduled system upgrade to software, hardware or communications etc				
	Scheduled maintenance or facility failure within the TRA				
	Scheduled maintenance or facility failure within the surrounding airspace				
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors				
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)				
	Staff not familiar with published contingency procedures				
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures				
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace				
	MILEX/Active Restricted and Danger areas				
	Communication system unavailability with 'downstream' ANSP				
	Direct communication system unavailability with 'downstream' unit				
	Non-operational personnel currently present or scheduled to visit to Ops Room				

		Consequences			Controls	
☐ Other						
Other						
Post Contingency Review						
CIRRIS Number: ATS-0203014	Entered I	by:				
NOTAM Number: B03/24, B35/24						
What controls were implemented?						
☐ Traffic Metering ☐ Diversion routes	☐ TIBA ☐ TRA	☐ Additional staffing	☐ Additional supervis	sion 🖂 Other		
Class G						
What controls did not work well?						
☐ Traffic Metering ☐ Diversion routes	☐ TIBA ☐ TRA	☐ Additional staffing	☐ Additional supervis	sion Other		
Why?						
What was the impact of the controls on surround	ding Air Traffic Service	s?				
Did the controls impact negatively on External A	gencies to the extent	that there will be feedback	to Airservices? (e.g. A	irlines and ANSP)		
	240 Cl 01 - 8 - 10					
What other controls could have been implement	ed to enhance the out	come?				
Operational Staff debrief comments:						

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

NOTAM for YMMM approved by NOTAM Office with number B0035/24

Summary: YBAS TWR NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0035/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/125/2349S13354E005
- A) YMMM
- B) 2401190030 C) 2401190830
- D) 2401190030 TO 2401190130 2401190550 TO 2401190830
- E) ALICE SPRINGS (YBAS) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS ALICE SPRINGS CLASS C AND CLASS D AIRSPACE BELOW FL125 BECOMES CLASS G AIRSPACE CLASS C AIRSPACE FL125 TO FL245 BECOMES CLASS E AIRSPACE AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALICE SPRINGS ATS AIRSPACE OUTSIDE TWR HR.
 FIS AVBL MELBOURNE CENTRE 119.8
 COMMON TFC ADVISORY FREQ (CTAF) 118.3
- F) SFC G) FL125

NOTAM for YBAS approved by NOTAM Office with number B0003/24

Summary: YBAS TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0003/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/2349S13354E005
- A) YBAS
- B) 2401190030 C) 2401190830
- D) 2401190030 TO 2401190130 2401190550 TO 2401190830
- E) YBAS TWR ATS NOT AVBL

DUE TO OPERATIONAL RESTRICTIONS

ALICE SPRINGS CLASS C AND CLASS D AIRSPACE BELOW FL125 BECOMES CLASS G AIRSPACE - CLASS C AIRSPACE FL125 TO FL245 BECOMES CLASS E AIRSPACE AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALICE SPRINGS - ATS AIRSPACE - OUTSIDE TOWER HR
COMMON TRAFFIC ADVISORY FREQUENCY 118.3

From: To: Cc:

Subject: Service Variation - Alice Springs Tower (27 & 28 January 2024)

Date: Monday, 29 January 2024 11:07:00 AM

ATS-FORM-0005 Alice Springs TWR (27&28 Jan2024).pdf NOTAM Alice Springs TWR (27&28 Jan2024).docx Attachments:

image002.png image003.png

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 26 2230 to 24 01 28 0830 **DAILY 2230-0830**

Due to reduced staff availability services were not provided during the above timeframes. Regards



Date	Unit Alice Springs Tower weekend				l closures 27/28 Jan	l*			
Analysis conducted by: (insert name and position) Reason for variation to Published Services		DSS							
		Published Services	○ Natural disaster						e (System) C Other
If other,	please specify								
Airspac	e affected:	Alice Springs Tower	and ass	ociated steps	Service affected (Class of Airspace of Service)	e, Level	Class D and C a	irspace up to	FL125
Expecte	ed duration of AT	S Service Variation (UT	C) 2622	230-270830, 272230-280830	Commencement	262230	Z	Cessation	280830
(Consid	ler traffic volume		ation, tra	og of Affected Aircraft'): affic complexity, internationals, itin	erant aircraft etc)				
27/01/2 27/01/2 27/01/2 27/01/2 27/01/2 27/01/2	024 8:25 QFA19 024 9:05 QFA19 024 9:40 QFA19 024 9:54 FD803 024 10:20 QFA1 024 11:45 QFA7	ent_type aircraft_type fli 954 ARR E190 Schedule 955 DEP E190 Schedule 970 ARR E190 Schedule DEP PC24 General Av 971 DEP E190 Schedule 96 ARR B738 Schedule 97 DEP B738 Schedule	ed YPAD ed YBAS ed YBBN iation YE led YBA ed YMMI	O YBAS S YPAD N YBAS BAS YPDN S YBBN L YBAS					
The second second		3 ARR PC24 General A 960 ARR E190 Schedu							
28/01/2 28/01/2 28/01/2 28/01/2 28/01/2 28/01/2	024 9:52 FD865 024 11:10 QFA7 024 11:19 JVB A 024 11:50 QFA7 024 12:17 FD80 024 13:54 FD86	ent_type aircraft_type fli DEP PC12 General Av 90 ARR B738 Schedule ARR C441 Non-schedul 91 DEP B738 Schedule 3 DEP PC24 General A 5 ARR PC12 General A 3 ARR PC24 General A	iation YE ed YSSY ed YPDN ed YBAS viation Y viation Y	BAS YBKS YBAS NYBAS SYSSY YBAS YTNK YBKS YBAS					

28/01/2024 14:25 FD874 DEP PC12 General Avia 28/01/2024 17:24 JVB DEP C441 Non-scheduled 28/01/2024 17:25 FD509 ARR PC24 General Avia 28/01/2024 17:40 QFA1956 ARR E190 Scheduled 28/01/2024 17:42 FD874 ARR PC12 General Avia 28/01/2024 17:54 FD509 DEP PC24 General Avia 28/01/2024 18:00 QFA1960 ARR E190 Scheduled	YBAS YPDN ation YPAG YBAS d YPAD YBAS ation YPAY YBAS ation YBAS YPDN	
Forecast weather:		
Too far in advance to predict. Generally CAVOK.		
Possible agencies affected (International agencies	s, other FDRG, Defence, HF, NCC etc)	
Central Group Melbourne Centre, ARFF, Alice Spi	rings Airport - notified by ATC	
Other factors:		
SM Recommendation:	ATMD Endorsement:	

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		○Yes ○No	CYes CNo	
		CYes CNo	CYes CNo	
		○Yes ○No	∩Yes ∩No	
		○Yes ○No	○Yes ○No	

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		○Yes ○No	CYes CNo	

Decision

CRM considered most suitable	NR
Director Operations approval	C Yes CNo
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- . The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Con	trols
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)
	Scheduled system upgrade to software, hardware or communications etc				
	Scheduled maintenance or facility failure within the TRA				
	Scheduled maintenance or facility failure within the surrounding airspace				
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors				
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)				
	Staff not familiar with published contingency procedures				
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures				
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace				
	MILEX/Active Restricted and Danger areas				
	Communication system unavailability with 'downstream' ANSP				
	Direct communication system unavailability with 'downstream' unit				
	Non-operational personnel currently present or scheduled to visit to Ops Room				

Potential Disruptions		Consequences				Controls		
☐ Other								
Other								
Post Contingenc	y Review							
CIRRIS Number:	Number: ATS 0203250		Entered by:					
NOTAM Number:	Number: YBAS B4, YMMM B44							
What controls were	implemented?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional su	upervision 🛭 C	Other	
Class G								
What controls did no	ot work well?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional su	upervision 🔲 C	Other	
Why?							-7 - 1	
What was the impact	of the controls on surrou	unding Air Tra	affic Services?					
Did the controls impa	ct negatively on Externa	Agencies to	the extent tha	t there will be feedback	to Airservices? ((e.g. Airlines and	d ANSP)	-
		aran sa	- n					
vvnat otner controls o	could have been impleme	ented to enha	ance the outcor	me?				= 1
Operational Staff deb	orief comments:							

☐ NOTAM attached	Í
☐ Copy of form and	other required information provided to the Director Operations for PAR
☐ Copy of form and	other required information provided to ATMD
☐ Copy of form prov	vided to the ATMSL
☐ Compliance notifi	ication email sent to Regulatory Engagement
☐ Copy of form sen	t to Regulatory Engagement
A copy of this form m	nust be placed in the Contingency Activation File (RMU File)

Notification Checklist

NOTAM for YBAS approved by NOTAM Office with number B0004/24

Summary: YBAS TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0004/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/2349S13354E005
- A) YBAS
- B) 2401262230 C) 2401280830
- D) DAILY 2230-0830
- E) YBAS TWR ATS NOT AVBL

DUE OPERATIONAL RESTRICTIONS

ALICE SPRINGS CLASS C AND CLASS D AIRSPACE BELOW FL125 BECOMES CLASS G AIRSPACE - CLASS C AIRSPACE FL125 TO FL245 BECOMES CLASS E AIRSPACE AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALICE SPRINGS - ATS AIRSPACE - OUTSIDE TOWER HR COMMON TRAFFIC ADVISORY FREQUENCY 118.3

NOTAM for YMMM approved by NOTAM Office with number B0044/24

Summary: YBAS TWR NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0044/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/125/2349S13354E010
- A) YMMM
- B) 2401262230 C) 2401280830
- D) DAILY 2230-0830
- E) ALICE SPRINGS (YBAS) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS ALICE SPRINGS CLASS C AND CLASS D AIRSPACE BELOW FL125 BECOMES CLASS G AIRSPACE CLASS C AIRSPACE FL125 TO FL245 BECOMES CLASS E AIRSPACE AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALICE SPRINGS ATS AIRSPACE OUTSIDE TWR HR.
 FIS AVBL MELBOURNE CENTRE 119.8
 COMMON TFC ADVISORY FREQ (CTAF) 118.3
- F) SFC G) FL125

From: To: Cc:

Subject: Service Variation - Alice Springs Tower (3-4 February 2024)

Monday, 5 February 2024 11:56:00 AM Date:

image002.png image003.png Attachments:

ATS-FORM-0005 Alice Springs TWR (3-4 Feb2024).pdf NOTAM Alice Springs TWR (3-4 Feb2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 02 2230 to 24 02 04 0830 **DAILY 2230-0830**

Due to reduced staff availability services were not provided during the above timeframes. Regards



Variation to Published Services: Operational Hazard Assessment

Date	03 February 2024	1 U	Init	Alice Spr	ings Tower closed F	ebruary 03 and 04, 2	2230-083	0 daily		
	conducted by: ame and position)									
Reason	for variation to Pub	lished Services	Natura	l disaster	Staff Availability	○ Facility failu	ure (infras	structure) C Equ	ipment failure	e (System) Other
If other,	please specify									
Airspace	e affected:	Alice Springs Tower ar	nd assoc	ciated steps		Service affected (Class of Airspace of Service)	e, Level	Class D and C air	space up to F	FL125
Expecte	d duration of ATS S	Service Variation (UTC)	02/223	30-03/0830	, 03/2230-04/0830	Commencement	02/2230		Cessation	04/0830
		ual traffic recorded in 'T				erant aircraft etc)				
		PT schedule as follows:								
Saturda	y 03 February									
QF1958 QF1970 QF796	ETA 8:25 BETA 8:35 DETA 9:40 ETA 11:45 DETA 18:55									
QF1959 QF1971 QF797	ETD 09:05 ETD 09:15 ETD 10:20 ETD 12:35 ETD 19:40									
Sunday	04 February									
	ETA 11:10 ETA 17:40									

QF1960 ETA 18:00		
QF791 ETD 11:50 QF1957 ETD 18:20 QF1961 ETD 18:40		
Forecast weather:		
negligible		
Possible agencies affected (International agencies, oth	ner FDRG, Defence, HF, NCC etc)	
Central Group Melbourne Centre, ARFF, Alice Springs	Airport - notified by ATC	
Other factors:		
CM December defined	ATAMO Codomina	
SM Recommendation:	ATMD Endorsement:	

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		○Yes ○No	CYes CNo	
		○Yes ○No	○Yes ○No	
		∩Yes ∩No	∩Yes ∩No	
		∩Yes ∩No	○Yes ○No	
		∩Yes ∩No	CYes CNo	

Decision

CRM considered most suitable	NR
Director Operations approval	C Yes CNo
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disruptions			Consequences				Co	ontrols	
Other									
Other	Other								
Post Contingenc	y Review								
CIRRIS Number:	ATS-0203438		Entered by:						
NOTAM Number:	B7, B67								
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	supervision 🗵	Other		
Class G OOH									
What controls did no	ot work well?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	supervision [Other		
Why?									
What was the impact	of the controls on surrou	unding Air Tra	affic Services?						
Did the controls impa	ct negatively on Externa	Agencies to	the extent tha	at there will be feedback	to Airservices?	(e.g. Airlines a	and ANSP)		-
What other controls of	could have been impleme	ented to enha	nce the outco	me?					
Operational Staff deb	orief comments:								

☐ NOTAM attached	Í
☐ Copy of form and	other required information provided to the Director Operations for PAR
☐ Copy of form and	other required information provided to ATMD
☐ Copy of form prov	vided to the ATMSL
☐ Compliance notifi	ication email sent to Regulatory Engagement
☐ Copy of form sen	t to Regulatory Engagement
A copy of this form m	nust be placed in the Contingency Activation File (RMU File)

Notification Checklist

NOTAM for YMMM approved by NOTAM Office with number B0067/24

Summary: YBAS TWR NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0067/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/125/2349S13354E005
- A) YMMM
- B) 2402022230 C) 2402040830
- D) DAILY 2230-0830
- E) ALICE SPRINGS (YBAS) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS ALICE SPRINGS CLASS C AND CLASS D AIRSPACE BELOW FL125 BECOMES CLASS G AIRSPACE CLASS C AIRSPACE FL125 TO FL245 BECOMES CLASS E AIRSPACE AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALICE SPRINGS ATS AIRSPACE OUTSIDE TWR HR.
 FIS AVBL MELBOURNE CENTRE 119.8
 COMMON TFC ADVISORY FREQ (CTAF) 118.3
 F) SFC G) FL125

NOTAM for YBAS approved by NOTAM Office with number B0007/24

Summary: YBAS TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0007/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/2349S13354E005
- A) YBAS
- B) 2402022230 C) 2402040830
- D) DAILY 2230-0830
- E) YBAS TWR ATS NOT AVBL

DUE TO OPERATIONAL RESTRICTIONS

ALICE SPRINGS CLASS C AND CLASS D AIRSPACE BELOW FL125 BECOMES CLASS G AIRSPACE - CLASS C AIRSPACE FL125 TO FL245 BECOMES CLASS E AIRSPACE AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALICE SPRINGS - ATS AIRSPACE - OUTSIDE TOWER HR COMMON TRAFFIC ADVISORY FREQUENCY 118.3

From:
To:
Cc:

Subject: Service Variation - Alice Springs Tower (10 & 11 February 2024)

Date: Monday, 12 February 2024 10:04:00 AM

Attachments: image002.png image003.png

ATS-FORM-0005 Alice Springs TWR (10 & 11 Feb2024).pdf

NOTAM Alice Springs TWR (10 & 11 Feb2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 09 2230 to 24 02 11 0830 DAILY 2230-0830

Due to reduced staff availability services were not provided during the above timeframes. Regards



Variation to Published Services: Operational Hazard Assessment

Date	10 February 2024	U	nit A	Alice Sprir	ngs Tower closed F	ebruary 10 and 11,	2230-083	0 daily		
	conducted by: ame and position)									
Reason	for variation to Publisl	ned Services	Natural di	lisaster	Staff Availability	Facility faile	ure (infras	structure) C Equ	ipment failure	(System) Other
If other,	please specify									
Airspace	e affected: Al	ice Springs Tower an	d associat	ted steps		Service affected (Class of Airspace of Service)	e, Level	Class D and C air	rspace up to F	FL125
Expecte	d duration of ATS Ser	vice Variation (UTC)	09/2230-	-10/0830,	10/2230-11/0830	Commencement	09/2230		Cessation	11/0830
	ed Traffic Level (actua ler traffic volume, plan					erant aircraft etc)				
	of RPT and GA. RPT				,,					
Saturda	y 10 February									
QF1958 QF1970 QF796	ETA 8:25 BETA 8:35 DETA 9:40 ETA 11:45 DETA 18:55									
QF1959 QF1971 QF797	ETD 09:05 ETD 09:15 ETD 10:20 ETD 12:35 ETD 19:40									
Sunday	11 February									
	ETA 11:10 S ETA 17:40									

QF1960 ETA 18:00		
QF791 ETD 11:50 QF1957 ETD 18:20 QF1961 ETD 18:40		
Forecast weather:		
negligible		
Possible agencies affected (International agencies, oth	ner FDRG, Defence, HF, NCC etc)	
Central Group Melbourne Centre, ARFF, Alice Springs	Airport - notified by ATC	
Other factors:		
CM December defined	ATAMO Codomina	
SM Recommendation:	ATMD Endorsement:	

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		○Yes ○No	CYes CNo	
		○Yes ○No	○Yes ○No	
		∩Yes ∩No	∩Yes ∩No	
		∩Yes ∩No	○Yes ○No	
		∩Yes ∩No	CYes CNo	

Decision

CRM considered most suitable	
Director Operations approval	C Yes CNo
CRM appointed	Not required
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- . The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls		
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)	
	Scheduled system upgrade to software, hardware or communications etc					
	Scheduled maintenance or facility failure within the TRA					
	Scheduled maintenance or facility failure within the surrounding airspace					
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors					
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)					
	Staff not familiar with published contingency procedures					
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures					
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace					
	MILEX/Active Restricted and Danger areas					
	Communication system unavailability with 'downstream' ANSP					
	Direct communication system unavailability with 'downstream' unit					
	Non-operational personnel currently present or scheduled to visit to Ops Room					

Potential Disruptions		Consequences			Controls				
Other									
Other									
Post Contingency	y Review								
CIRRIS Number:	ATS-0203632		Entered by:						
NOTAM Number:	B08/24, B81/24								
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	□ TRA □	Additional staffing	Additional s	supervision	Other		
What controls did no		TIBA	□ TRA □	Additional staffing	□ Additional (supervision	Other		
☐ Traffic Metering Why?	☐ Diversion routes	☐ TIBA		Additional Stalling	Additional s	supervision [Other		
	of the controls on surrou	ınding Air Tra	affic Services?						
Did the controls impa	ct negatively on Externa	Agencies to	the extent that th	ere will be feedbac	k to Airservices?	(e.g. Airlines a	nd ANSP)		
What other controls of	could have been impleme	ented to enha	nce the outcome	>					
Operational Staff deb	rief comments:								

☐ NOTAM attached	Í
☐ Copy of form and	other required information provided to the Director Operations for PAR
☐ Copy of form and	other required information provided to ATMD
☐ Copy of form prov	vided to the ATMSL
☐ Compliance notifi	ication email sent to Regulatory Engagement
☐ Copy of form sen	t to Regulatory Engagement
A copy of this form m	nust be placed in the Contingency Activation File (RMU File)

Notification Checklist

NOTAM for YBAS approved by NOTAM Office with number B0008/24

Summary: YBAS TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0008/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/2349S13354E005
- A) YBAS
- B) 2402092230 C) 2402110830
- D) DAILY 2230-0830
- E) YBAS TWR ATS NOT AVBL

DUE TO OPERATIONAL RESTRICTIONS

ALICE SPRINGS CLASS C AND CLASS D AIRSPACE BELOW FL125 BECOMES CLASS G AIRSPACE - CLASS C AIRSPACE FL125 TO FL245 BECOMES CLASS E AIRSPACE AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALICE SPRINGS - ATS AIRSPACE - OUTSIDE TOWER HR
COMMON TRAFFIC ADVISORY FREQUENCY 118.3

NOTAM for YMMM approved by NOTAM Office with number B0081/24

Summary: YBAS TWR NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0081/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/125/2349S13354E045
- A) YMMM
- B) 2402092230 C) 2402110830
- D) DAILY 2230-0830
- E) ALICE SPRINGS (YBAS) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS ALICE SPRINGS CLASS C AND CLASS D AIRSPACE BELOW FL125 BECOMES CLASS G AIRSPACE CLASS C AIRSPACE FL125 TO FL245 BECOMES CLASS E AIRSPACE AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALICE SPRINGS ATS AIRSPACE OUTSIDE TWR HR.
 FIS AVBL MELBOURNE CENTRE 119.8
 COMMON TFC ADVISORY FREQ (CTAF) 118.3
- F) SFC G) FL125

From:
To:
Cc:

Subject: Service Variation - Alice Springs Tower (16 February 2024)

Date: Monday, 19 February 2024 10:48:00 AM

Attachments: image002.png image003.png

ATS-FORM-0005 Alice Springs TWR (16Feb2024).pdf

NOTAM Alice Springs TWR (16Feb2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 16 0430 to 24 02 16 0530

Due to reduced staff availability services were not provided during the above timeframe. Regards



Variation to Published Services: Operational Hazard Assessment

Date	16/02/2024	Unit	Unit Alice Springs Tower					
	conducted by: ame and position)		UTS					
Reason	for variation to Published Services	○ Natura	al disaster	○ Facility failure (inf	astructure) C Equ	uipment failure	e (System) Other	
If other,	please specify							
Airspace affected: Alice Springs Tower and associated steps			ciated steps	Service affected (Class of Airspace, Level of Service)		airspace up to FL125		
Expecte	d duration of ATS Service Variation ((UTC) 04:30	- 05:30	Commencement 20240	2160430	Cessation	202402160530	
(Consid	ed Traffic Level (actual traffic recorde ler traffic volume, planned levels of o			erant aircraft etc)				
	rolume - low							
	st weather:						= 11	
negligib		i i i i i i i i i i i i i i i i i i i	EDDO D 6 UE NOO ()					
	e agencies affected (International agencies ARFF, Alie							
Other fa	actors:							
SM Rec	ommendation:			ATMD Endorsement:				

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		CYes CNo	○Yes ○No	
		○Yes ○No	∩Yes ∩No	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		○Yes ○No	OYes ONo	

Decision

CRM considered most suitable	NR
Director Operations approval	C Yes CNo
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- . The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls		
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)	
	Scheduled system upgrade to software, hardware or communications etc					
	Scheduled maintenance or facility failure within the TRA					
	Scheduled maintenance or facility failure within the surrounding airspace					
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors					
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)					
	Staff not familiar with published contingency procedures					
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures					
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace					
	MILEX/Active Restricted and Danger areas					
	Communication system unavailability with 'downstream' ANSP					
	Direct communication system unavailability with 'downstream' unit					
	Non-operational personnel currently present or scheduled to visit to Ops Room					

Potential Disruptions		Co	Consequences			Controls			
☐ Other									
Other									
Post Contingenc	y Review			-					
CIRRIS Number:	ATS-0203774		Entered by:						
NOTAM Number:	B94, B10								
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	□ ТІВА	☐ TRA	Additional staffing	☐ Additional s	supervision 🖂	Other		
Class G									
What controls did no	ot work well?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	Additional staffing	☐ Additional s	supervision [Other		
Why?									
What was the impact	of the controls on surrou	unding Air Tra	affic Services?						
Did the controls impa	ct negatively on Externa	I Agencies to	the extent that	there will be feedback	to Airservices?	(e.g. Airlines ar	nd ANSP)		-
	1 1 2 - V 2 - V 2 - V 2 V 2 V 2 V 2 V 2 V 2	12 A C C C C	A M - 114.50						
What other controls of	could have been impleme	ented to enha	ince the outcon	ne?					
Operational Staff deb	orief comments:								

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

NOTAM for YBAS approved by NOTAM Office with number B0010/24

Summary: YBAS TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0010/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/2349S13354E005
- A) YBAS
- B) 2402160430 C) 2402160530
- E) YBAS TWR ATS NOT AVBL

DUE TO OPERATIONAL RESTRICTIONS

ALICE SPRINGS CLASS C AND CLASS D AIRSPACE BELOW FL125 BECOMES CLASS G AIRSPACE - CLASS C AIRSPACE FL125 TO FL245 BECOMES CLASS E AIRSPACE AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALICE SPRINGS -

ATS AIRSPACE - OUTSIDE TOWER HR

COMMON TRAFFIC ADVISORY FREQUENCY 118.3

NOTAM for YMMM approved by NOTAM Office with number B0094/24

Summary: YBAS TWR NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0094/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/125/2349S13354E005
- A) YMMM
- B) 2402160430 C) 2402160530
- E) ALICE SPRINGS (YBAS) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS ALICE SPRINGS CLASS C AND CLASS D AIRSPACE BELOW FL125 BECOMES CLASS G AIRSPACE - CLASS C AIRSPACE FL125 TO FL245 BECOMES CLASS E AIRSPACE - AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALICE SPRINGS -ATS AIRSPACE - OUTSIDE TWR HR. FIS AVBL MELBOURNE CENTRE 119.8

COMMON TFC ADVISORY FREQ (CTAF) 118.3

F) SFC G) FL125

From: To: Cc:

Subject: Service Variation - Alice Springs Tower (17-18 February 2024)

Monday, 19 February 2024 12:05:00 PM Date:

image002.png image003.png Attachments:

ATS-FORM-0005 Alice Springs TWR (17-18 Feb2024).pdf NOTAM Alice Springs TWR (17-18 Feb2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 16 2230 to 24 02 18 0830 DAILY 2230-0830

Due to reduced staff availability services were not provided during the above timeframes. Regards



Variation to Published Services: Operational Hazard Assessment

Date	17 February 2024	Unit	Alice Sprir	ngs Tower closed Fo	ebruary 17 and 18,	2230-083	0 daily		
and the second s	Analysis conducted by: (insert name and position)		ш						
Reason	for variation to Published Service	ces Nati	ural disaster	Staff Availability	○ Facility fail	ure (infras	structure) C Equ	iipment failure	(System) Other
If other,	please specify								
Airspace	e affected: Alice Spring	s Tower and as	sociated steps		Service affected (Class of Airspace of Service)	e, Level	Class D and C ai	rspace up to F	FL125
Expecte	ed duration of ATS Service Varia	ation (UTC) 16/2	2230-17/0830,	17/2230-18/0830	Commencement	16/2230		Cessation	18/0830
	ed Traffic Level (actual traffic red der traffic volume, planned levels				erant aircraft etc)				
	of RPT and GA. RPT schedule			,,,					
Saturda	ay 17 February								
QF1958 QF1970 QF796	4 ETA 8:25 8 ETA 8:35 0 ETA 9:40 ETA 11:45 9 ETA 18:55								
QF1959 QF197 QF797	5 ETD 09:05 9 ETD 09:15 1 ETD 10:20 ETD 12:35 0 ETD 19:40								
Sunday	/ 18 February								
and the second	ETA 11:10 6 ETA 17:40								

QF1960 ETA 18:00		
QF791 ETD 11:50 QF1957 ETD 18:20 QF1961 ETD 18:40		
Forecast weather:		
negligible		
Possible agencies affected (International agencies, oth	ner FDRG, Defence, HF, NCC etc)	
Central Group Melbourne Centre, ARFF, Alice Springs	Airport - notified by ATC	
Other factors:		
CM December defined	ATAMO Codomina	
SM Recommendation:	ATMD Endorsement:	

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		○Yes ○No	CYes CNo	
		○Yes ○No	○Yes ○No	
		∩Yes ∩No	∩Yes ∩No	
		∩Yes ∩No	○Yes ○No	
		∩Yes ∩No	CYes CNo	

Decision

CRM considered most suitable	NR
Director Operations approval	C Yes CNo
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls		
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)	
	Scheduled system upgrade to software, hardware or communications etc					
	Scheduled maintenance or facility failure within the TRA					
	Scheduled maintenance or facility failure within the surrounding airspace					
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors					
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)					
	Staff not familiar with published contingency procedures					
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures					
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace					
	MILEX/Active Restricted and Danger areas					
	Communication system unavailability with 'downstream' ANSP					
	Direct communication system unavailability with 'downstream' unit					
	Non-operational personnel currently present or scheduled to visit to Ops Room					

Potential Disruptions			Consequences				Controls	
☐ Other								
Other	Other							
Post Contingenc	y Review			-		-		
CIRRIS Number:	ATS-0203814		Entered by:					11
NOTAM Number:	YBAS B9 YMMM B9	92						
What controls were	implemented?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional su	upervision 🛭 Of	ther	
Class G								
What controls did no	ot work well?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional su	upervision 🗌 O	ther	
Why?								
What was the impact	of the controls on surrou	unding Air Tra	affic Services?					
Did the controls impa	ct negatively on Externa	I Agencies to	the extent that	there will be feedback	to Airservices? (e.g. Airlines and	I ANSP)	-
	1 1 2 - V 2 - V 2 - V 2 V 2 V 2 V 2 V 2 V 2	12 A C C C C	A - 07 - 11 V 20					
What other controls of	could have been impleme	ented to enha	ince the outcor	ne?				
Operational Staff deb	orief comments:							

☐ NOTAM attached	
Copy of form and other required information provided to the Director Operations for F	AR
☐ Copy of form and other required information provided to ATMD	
Copy of form provided to the ATMSL	
Compliance notification email sent to Regulatory Engagement	
Copy of form sent to Regulatory Engagement	
A copy of this form must be placed in the Contingency Activation File (RMU File)	

Notification Checklist

NOTAM for YBAS approved by NOTAM Office with number B0009/24

Summary: YBAS TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0009/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/2349S13354E005
- A) YBAS
- B) 2402162230 C) 2402180830
- D) DAILY 2230-0830
- E) YBAS TWR ATS NOT AVBL

DUE TO OPERATIONAL RESTRICTIONS

ALICE SPRINGS CLASS C AND CLASS D AIRSPACE BELOW FL125 BECOMES CLASS G AIRSPACE - CLASS C AIRSPACE FL125 TO FL245 BECOMES CLASS E AIRSPACE AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALICE SPRINGS - ATS AIRSPACE - OUTSIDE TOWER HR COMMON TRAFFIC ADVISORY FREQUENCY 118.3

NOTAM for YMMM approved by NOTAM Office with number B0092/24

Summary: YBAS TWR NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0092/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/125/2348S13354E045
- A) YMMM
- B) 2402162230 C) 2402180830
- D) DAILY 2230-0830
- E) ALICE SPRINGS (YBAS) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS ALICE SPRINGS CLASS C AND CLASS D AIRSPACE BELOW FL125 BECOMES CLASS G AIRSPACE CLASS C AIRSPACE FL125 TO FL245 BECOMES CLASS E AIRSPACE AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALICE SPRINGS ATS AIRSPACE OUTSIDE TWR HR.
 FIS AVBL MELBOURNE CENTRE 119.8
 COMMON TFC ADVISORY FREQ (CTAF) 118.3
- F) SFC G) FL125

From:
To:
Cc:

Subject: Service Variation - Alice Springs Tower (19 February 2024)

Date: Wednesday, 21 February 2024 10:25:00 AM

Attachments: image002.png image003.png

ATS-FORM-0005 Alice Springs TWR (19Feb2024).pdf NOTAM Alice Springs TWR (19Feb2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 19 0030 to 24 02 19 0130

Due to reduced staff availability services were not provided during the above timeframe. Regards



Variation to Published Services: Operational Hazard Assessment

Date	19/02/2024	Unit	Unit Alice Springs Tower				
	conducted by: ame and position)		UTS				
Reason	for variation to Published Services	○ Natura	al disaster	○ Facility failure (infr	astructure) C Equ	ipment failure	e (System) Other
If other,	please specify						
Airspace affected: Alice Springs Town		ver and associated steps		Service affected (Class of Airspace, Level of Service)	Class D and C airspace up to FL125		FL125
Expected duration of ATS Service Variation (UTC			- 0130	Commencement 202402	2190030	Cessation	202402190130
(Consid	ed Traffic Level (actual traffic recorde ler traffic volume, planned levels of o			erant aircraft etc)			
	rolume - low						
incleme	nt						
Possible	e agencies affected (International ag	encies, other	FDRG, Defence, HF, NCC etc)	No.			
Central	Group Melbourne Centre, ARFF, Ali	ce Springs Ai	rport - notified by ATC				
Other fa	actors:						
SM Rec	ommendation:			ATMD Endorsement:			

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		CYes CNo	○Yes ○No	
		○Yes ○No	∩Yes ∩No	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		○Yes ○No	OYes ONo	

Decision

CRM considered most suitable	NR
Director Operations approval	C Yes CNo
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- . The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disrup	tions		Co	nsequences			Controls	
☐ Other								
Other								
Post Contingenc	y Review							
CIRRIS Number:	ATS-0203869		Entered by:					
NOTAM Number:	YBAS - B11 YMMM	И- B97						
What controls were	implemented?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA [Additional staffing	☐ Additional s	supervision 🗌 O	ther	
What controls did n	ot work well?			- T. (1) (1) (1)				
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	Additional staffing	☐ Additional s	supervision 🗌 O	ther	
Why?								
What was the impact	t of the controls on surrou	unding Air Tra	affic Services?					
								TIL
Did the controls impa	act negatively on Externa	Agencies to	the extent that	there will be feedback	to Airservices?	(e.g. Airlines and	I ANSP)	
What other controls of	could have been impleme	ented to enha	nce the outcon	ne?				
	TAINING THE TAIL							
Operational Staff del	orief comments:							

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

NOTAM for YMMM approved by NOTAM Office with number B0097/24

Summary: YBAS TWR NOT AVBL DUE OPR RESTRICTIONS

B0097/24 NOTAMN

- Q) YMMM/QSTXX/IV/BO/E/000/125/2349S13354E005
- A) YMMM
- B) 2402190030 C) 2402190130
- E) ALICE SPRINGS (YBAS) TWR ATS NOT AVBL DUE OPR RESTRICTIONS ALICE SPRINGS CLASS C AND CLASS D AIRSPACE BELOW FL125 BECOMES CLASS G AIRSPACE CLASS C AIRSPACE FL125 TO FL245 BECOMES CLASS E AIRSPACE AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALICE SPRINGS ATS AIRSPACE OUTSIDE TWR HR.
 FIS AVBL MELBOURNE CENTRE 119.8
 COMMON TFC ADVISORY FREQ (CTAF) 118.3
 F) SFC G) FL125

NOTAM for YBAS approved by NOTAM Office with number B0011/24

Summary: TWR ATS NOT AVBL DUE OPR RESTRICTIONS

B0011/24 NOTAMN

- Q) YMMM/QSTXX/IV/BO/A/000/999/2349S13354E005
- A) YBAS
- B) 2402190030 C) 2402190130
- E) TWR ATS NOT AVBL

DUE OPR RESTRICTIONS

ALICE SPRINGS CLASS C AND CLASS D AIRSPACE BELOW FL125 BECOMES CLASS G AIRSPACE - CLASS C AIRSPACE FL125 TO FL245 BECOMES CLASS E AIRSPACE AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALICE SPRINGS - ATS AIRSPACE - OUTSIDE TOWER HR COMMON TRAFFIC ADVISORY FREQUENCY 118.3

Subject: Service Variation - Alice Springs Tower (22 February 2024)

Date: Monday, 26 February 2024 9:36:00 AM

Attachments: image002.png image003.png

ATS-FORM-0005 Alice Springs TWR (22Feb2024).pdf NOTAM Alice Springs TWR (22Feb2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 22 0030 to 24 02 22 0830 DAILY 0030-0130 0550-0830

Due to reduced staff availability services were not provided during the above timeframes. Regards



Date	22/02/2024		Unit	AS TWR					
	s conducted by: name and position)							
Reason	for variation to Pu	ublished Services	○ Natura	al disaster	ability	ilure (infra	structure) C Equ	ipment failure	e (System) Other
If other	, please specify								
Airspac	e affected:	AS TWR			Service affected (Class of Airspa of Service)		Class D and C air	rspace up to I	FL125
Expect	ed duration of ATS	Service Variation (UTC	3:40		Commencemen	t 0030-01	30	Cessation	0550-0830
		ctual traffic recorded in planned levels of opera		g of Affected Aircraft'): fic complexity, international	s, itinerant aircraft etc)				
QFA79 QFA19 QFA19 QFA19 QFA19	57 60 61								
Foreca	st weather:								
3400 FM2 BEC FM2 FM2 FM2 RMH	BAS 211710Z 211 09KT CAVOK 12100 31014KT 0 MG 2200/2202 21 20400 17014KT 0 20900 13012KT 0 21400 05010KT 0	CAVOK 010KT CAVOK CAVOK CAVOK CAVOK							

Other factors:				
SM Recommendation:		ATMD Endorser	nent:	
	O1	M	-1: \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	
	Contingency Respons			
Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		CYes CNo	CYes CNo	
		○Yes ○No	○Yes ○No	
		CYes CNo	CYes CNo	
		○Yes ○No	CYes CNo	
		C Yes C No	○Yes ○No	
Decision				
CRM considered most suitable NR				
	0.7 AD.			
Director Operations approval	Yes (No			
CRM appointed				

Note: The CRM may update operational system data subject to compliance with all of the following:

- CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disrupti	ons		Cor	sequences			Controls	
Other								
Other								
Post Contingency	Review							
CIRRIS Number:	ATS-0203950		Entered by:					1
NOTAM Number:	B12, B103							
What controls were in	nplemented?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA ☐	Additional staffing	☐ Additional s	supervision 🖂	Other	
Class G								
What controls did not	work well?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA ☐	Additional staffing	☐ Additional s	supervision 🔲	Other	
Why?								
What was the impact of	of the controls on surrou	unding Air Tra	affic Services?					
								T 41
Did the controls impac	t negatively on Externa	Agencies to	the extent that	there will be feedback	to Airservices?	(e.g. Airlines an	nd ANSP)	
	100 - 1	12-75 C.S.	7 - 9 - 11 (3.1	12.				
What other controls co	uld have been impleme	ented to enha	ince the outcom	e?				
Operational Staff debri	ef comments:							

☐ NOTAM attached	Í
☐ Copy of form and	other required information provided to the Director Operations for PAR
☐ Copy of form and	other required information provided to ATMD
☐ Copy of form prov	vided to the ATMSL
☐ Compliance notifi	ication email sent to Regulatory Engagement
☐ Copy of form sen	t to Regulatory Engagement
A copy of this form m	nust be placed in the Contingency Activation File (RMU File)

NOTAM for YMMM approved by NOTAM Office with number B0103/24

Summary: YBAS TWR NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0103/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/125/2349S13354E005
- A) YMMM
- B) 2402220030 C) 2402220830
- D) DAILY 0030-0130 0550-0830
- E) ALICE SPRINGS (YBAS) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS ALICE SPRINGS CLASS C AND CLASS D AIRSPACE BELOW FL125 BECOMES CLASS G AIRSPACE CLASS C AIRSPACE FL125 TO FL245 BECOMES CLASS E AIRSPACE AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALICE SPRINGS ATS AIRSPACE OUTSIDE TWR HR.
 FIS AVBL MELBOURNE CENTRE 119.8
 COMMON TFC ADVISORY FREQ (CTAF) 118.3
 F) SFC G) FL125

NOTAM for YBAS approved by NOTAM Office with number B0012/24

Summary: YBAS TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0012/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/2349S13354E005
- A) YBAS
- B) 2402220030 C) 2402220830
- D) DAILY 0030-0130 0550-0830
- E) YBAS TWR ATS NOT AVBL

DUE TO OPERATIONAL RESTRICTIONS

ALICE SPRINGS CLASS C AND CLASS D AIRSPACE BELOW FL125 BECOMES CLASS G AIRSPACE - CLASS C AIRSPACE FL125 TO FL245 BECOMES CLASS E AIRSPACE AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALICE SPRINGS - ATS AIRSPACE - OUTSIDE TOWER HR

COMMON TRAFFIC ADVISORY FREQUENCY 118.3

Subject: Service Variation - Alice Springs Tower (24 & 25 February 2024)

Date: Monday, 26 February 2024 11:42:00 AM

Attachments: image002.png image003.png

ATS-FORM-0005 Alice Springs TWR (24&25 Feb2024).pdf NOTAM Alice Springs TWR (24&25 Feb2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 23 2230 to 24 02 25 0830 DAILY 2230-0830

Due to reduced staff availability services were not provided during the above timeframes. Regards



Date	23/02/2024	Unit	Unit Alice Springs Tower				
	conducted by: ame and position)		UTS Alice Tower				
Reason t	for variation to Published Services	○ Natura	al disaster	C Facility failure (infr	astructure) C Equ	ipment failure	e (System) Other
If other,	please specify						
Airspace	Alice Springs Tow	ver and asso	ciated steps	Service affected (Class of Airspace, Level of Service)	Class D and C ai	rspace up to	FL125
Expecte	d duration of ATS Service Variation (UTC) 2230	- 0830 Daily	Commencement 202402	2232230	Cessation	202402250830
(Consid	ed Traffic Level (actual traffic recorded er traffic volume, planned levels of op volume - low/moderate			erant aircraft etc)		71.74	
	st weather:						
negligib	le						
Possible	e agencies affected (International age	encies, other	FDRG, Defence, HF, NCC etc)	AL.			
Central	Group Melbourne Centre, ARFF, Alic	e Springs A	irport - notified by ATC				
Other fa	actors:						
SM Reco	ommendation:			ATMD Endorsement:			

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		CYes CNo	○Yes ○No	
		○Yes ○No	∩Yes ∩No	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		○Yes ○No	OYes ONo	

Decision

CRM considered most suitable	NR
Director Operations approval	C Yes CNo
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- . The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disrup	tions		Co	nsequences			Controls	
☐ Other								
Other								
Post Contingenc	y Review			- i				
CIRRIS Number:	ATS-0203995		Entered by:					1
NOTAM Number:	AS B13 YMMM B10	9						
What controls were Traffic Metering	implemented?	☐ TIBA	□ TRA	☐ Additional staffing	☐ Additional su	upervision 🖂 C	Other	
Class G			10000	- 1		3	W(5)	
What controls did no	ot work well?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	Additional staffing	☐ Additional su	upervision 🔲 C	Other	
Why?							7.	= 1
What was the impact	of the controls on surrou	unding Air Tra	affic Services?					
Did the controls impa	act negatively on Externa	I Agencies to	the extent that	there will be feedback	to Airservices? ((e.g. Airlines and	d ANSP)	
What other controls of	could have been impleme	ented to enha	ance the outcon	ne?				
Operational Staff deb	orief comments:							

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

NOTAM for YBAS approved by NOTAM Office with number B0013/24

Summary: YBAS TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0013/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/2349S13354E005
- A) YBAS
- B) 2402232230 C) 2402250830
- D) DAILY 2230-0830
- E) TWR ATS NOT AVBL

DUE TO OPERATIONAL RESTRICTIONS

ALICE SPRINGS CLASS C AND CLASS D AIRSPACE BELOW FL125 BECOMES CLASS G AIRSPACE - CLASS C AIRSPACE FL125 TO FL245 BECOMES CLASS E AIRSPACE AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALICE SPRINGS - ATS AIRSPACE - OUTSIDE TOWER HR
COMMON TRAFFIC ADVISORY FREQUENCY 118.3

NOTAM for YMMM approved by NOTAM Office with number B0109/24

Summary: YBAS TWR NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0109/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/125/2348S13354E015
- A) YMMM
- B) 2402232230 C) 2402250830
- D) DAILY 2230-0830
- E) ALICE SPRINGS (YBAS) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS ALICE SPRINGS CLASS C AND CLASS D AIRSPACE BELOW FL125 BECOMES CLASS G AIRSPACE CLASS C AIRSPACE FL125 TO FL245 BECOMES CLASS E AIRSPACE AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALICE SPRINGS ATS AIRSPACE OUTSIDE TWR HR.
 FIS AVBL MELBOURNE CENTRE 119.8
 COMMON TFC ADVISORY FREQ (CTAF) 118.3
- F) SFC G) FL125

Subject: Service Variation - Alice Springs Tower (2 & 3 March 2024)

Monday, 4 March 2024 9:38:00 AM Date:

image002.png image003.png Attachments:

ATS-FORM-0005 Alice Springs TWR (2-3Mar2024).pdf NOTAM Alice Springs TWR (2-3Mar2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 03 01 2230 to 24 03 03 0830 DAILY 2230-0830

Due to reduced staff availability services were not provided during the above timeframes. Regards



Date	01 March 2023	23 Unit Alice Springs Tower (Sat 02 and Sun 03 Mar)						
	conducted by: ame and position)		UTS Alice Tower					
Reason	for variation to Published Services	○ Natur	al disaster	○ Facility failure (infra	structure) C Equ	uipment failure	e (System) Other	
If other,	please specify							
Airspace	e affected: Alice Springs Tow	ver and asso	ociated steps	Service affected (Class of Airspace, Level of Service)	Class D and C ai	rspace up to l	FL125	
Expecte	d duration of ATS Service Variation (UTC) 2230	- 0830 Daily	Commencement 2024 03	301 2230	Cessation	2024 0303 0830	
(Consid	ed Traffic Level (actual traffic recorded ler traffic volume, planned levels of op volume - low/moderate			erant aircraft etc)				
	st weather:							
negligib	le							
Possible	e agencies affected (International age	encies, other	FDRG, Defence, HF, NCC etc)	AL.				
Central	Group Melbourne Centre, ARFF, Alic	e Springs A	irport - notified by ATC					
Other fa	actors:							
SM Rec	ommendation:			ATMD Endorsement:				

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		CYes CNo	○Yes ○No	
		○Yes ○No	∩Yes ∩No	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		○Yes ○No	OYes ONo	

Decision

CRM considered most suitable	NR
Director Operations approval	C Yes CNo
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- . The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disrup	tions		Co	nsequences			Controls	
☐ Other								
Other								
Post Contingenc	y Review							
CIRRIS Number:	ATS-0204216		Entered by:					1,
NOTAM Number:	B111, B14							
What controls were	implemented?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	upervision 🛭 C	Other	
OOH, Class G								
What controls did n	ot work well?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	Additional s	upervision 🗌 C	Other	
Why?								= -!
What was the impact	t of the controls on surrou	unding Air Tra	affic Services?					
Did the controls impa	act negatively on Externa	Agencies to	the extent tha	t there will be feedback	to Airservices?	(e.g. Airlines and	d ANSP)	-
		12-65 S.5	- n					
What other controls	could have been impleme	ented to enha	ince the outcor	ne?				
Operational Staff del	orief comments:							

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

NOTAM for YMMM approved by NOTAM Office with number B0111/24

Summary: YBAS TWR NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0111/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/125/2349S13354E005
- A) YMMM
- B) 2403012230 C) 2403030830
- D) DAILY 2230-0830
- E) ALICE SPRINGS (YBAS) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS ALICE SPRINGS CLASS C AND CLASS D AIRSPACE BELOW FL125 BECOMES CLASS G AIRSPACE CLASS C AIRSPACE FL125 TO FL245 BECOMES CLASS E AIRSPACE AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALICE SPRINGS ATS AIRSPACE OUTSIDE TWR HR.
 FIS AVBL MELBOURNE CENTRE 119.8
 COMMON TFC ADVISORY FREQ (CTAF) 118.3
 F) SFC G) FL125

NOTAM for YBAS approved by NOTAM Office with number B0014/24

Summary: YBAS TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0014/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/2349S13354E005
- A) YBAS
- B) 2403012230 C) 2403030830
- D) DAILY 2230-0830
- E) TWR ATS NOT AVBL

DUE TO OPERATIONAL RESTRICTIONS

ALICE SPRINGS CLASS C AND CLASS D AIRSPACE BELOW FL125 BECOMES CLASS G AIRSPACE - CLASS C AIRSPACE FL125 TO FL245 BECOMES CLASS E AIRSPACE AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALICE SPRINGS - ATS AIRSPACE - OUTSIDE TOWER HR

COMMON TRAFFIC ADVISORY FREQUENCY 118.3

Subject: Service Variation - Alice Springs Tower (8-10 March 2024)

Date: Tuesday, 12 March 2024 11:43:00 AM

image002.png image003.png Attachments:

ATS-FORM-0005 Alice Springs TWR (8-10 Mar2024).pdf NOTAM Alice Springs TWR (8-10 Mar2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 03 08 2230 to 24 03 10 0830 DAILY 2230-0830

Due to reduced staff availability services were not provided during the above timeframes. Regards



Date	08 March 2023	Unit	Unit Alice Springs Tower					
	conducted by: ame and position)		Line Leader					
Reason f	for variation to Published Services	○ Natura	al disaster	○ Facility failure (infr	astructure) C Equ	uipment failure	e (System) Other	
If other,	please specify							
Airspace	Alice Springs Tow	ver and asso	ciated steps	Service affected (Class of Airspace, Level of Service)	Class D and C a	irspace up to l	FL125	
Expected	d duration of ATS Service Variation (UTC) 2230	- 0830 Daily	Commencement 202403	3082230	Cessation	202403100830	
(Conside	ed Traffic Level (actual traffic recorded er traffic volume, planned levels of op volume - low/moderate			erant aircraft etc)				
	st weather:							
negligibl	le							
Possible	e agencies affected (International age	encies, other	FDRG, Defence, HF, NCC etc)	Ma.				
Central	Group Melbourne Centre, ARFF, Alic	ce Springs A	irport - notified by ATC					
Other fa	ectors:							
SM Reco	ommendation:			ATMD Endorsement:				

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		CYes CNo	○Yes ○No	
		CYes CNo	∩Yes ∩No	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		○Yes ○No	OYes ONo	

Decision

CRM considered most suitable	Not required
Director Operations approval	C Yes CNo
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- . The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disrup	tions		Co	nsequences			Co	ontrols	
Other									
Other									
Post Contingenc	y Review			-					
CIRRIS Number:	ATS-0204432		Entered by:						
NOTAM Number:	B15/24 B133/24								
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA [Additional staffing	Additional s	supervision [Other		1
What controls did no			22						
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	Additional staffing	Additional s	supervision	Other		
Why?		Language Total	To \$60 183 812						
What was the impact	of the controls on surrou	unding Air Tra	ffic Services?						
Did the controls impa	ict negatively on Externa	I Agencies to	the extent that	there will be feedback	to Airservices?	(e.g. Airlines a	nd ANSP)		
What other controls of	could have been impleme	ented to enha	nce the outcon	ne?					
Operational Staff deb	orief comments:								

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

OFFICIAL

B0015/24 NOTAMN

- A) YBAS
- B) 2403082230 C) 2403100830
- D) DAILY 2230-0830
- E) YBAS TWR ATS NOT AVBL

DUE TO OPERATIONAL RESTRICTIONS

ALICE SPRINGS CLASS C AND CLASS D AIRSPACE BELOW FL125 BECOMES CLASS G AIRSPACE - CLASS C AIRSPACE FL125 TO FL245 BECOMES CLASS E AIRSPACE AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALICE SPRINGS - ATS AIRSPACE - OUTSIDE TOWER HR
COMMON TRAFFIC ADVISORY FREQUENCY 118.3

B0133/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/125/2349S13354E045
- A) YMMM
- B) 2403082230 C) 2403100830
- D) DAILY 2230-0830
- E) ALICE SPRINGS (YBAS) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS ALICE SPRINGS CLASS C AND CLASS D AIRSPACE BELOW FL125 BECOMES CLASS G AIRSPACE CLASS C AIRSPACE FL125 TO FL245 BECOMES CLASS E AIRSPACE AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALICE SPRINGS ATS AIRSPACE OUTSIDE TWR HR.
 FIS AVBL MELBOURNE CENTRE 119.8
 COMMON TFC ADVISORY FREQ (CTAF) 118.3
- F) SFC G) FL125

Subject: Service Variation - Alice Springs Tower (13 March 2024)

Date: Friday, 15 March 2024 9:36:00 AM

image002.png image003.png Attachments:

ATS-FORM-0005 Alice Springs TWR (13Mar2024).pdf NOTAM Alice Springs TWR (13Mar2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 03 13 0100 to 24 03 13 0200 24 03 13 0550 to 24 03 13 0830

Due to reduced staff availability services were not provided during the above timeframes. Regards



Date	12/03/2024	Unit	Unit Alice Springs Tower					
and the same of th	conducted by: ame and position)		ATC					
Reason t	for variation to Published Services	○ Natura	al disaster	○ Facility failure (infr	astructure) C Equ	ipment failure	e (System) Other	
If other,	please specify							
Airspace	e affected: Alice Springs To	wer and asso	ciated steps	Service affected (Class of Airspace, Level of Service)	Class D and C ai	rspace up to	FL125	
Expecte	d duration of ATS Service Variation	(UTC) 0100	- 0200 and 0550 - 0830	Commencement 20240	3130100	Cessation	202403130830	
(Consid	ed Traffic Level (actual traffic recorde ler traffic volume, planned levels of d FA790 arrival			erant aircraft etc)				
	st weather:							
negligib	le							
Possible	e agencies affected (International ag	encies, other	FDRG, Defence, HF, NCC etc)	Ma.				
Central	Group Melbourne Centre, ARFF, Al	ice Springs A	rport - notified by ATC					
Other fa	actors:							
SM Reco	ommendation:			ATMD Endorsement:				

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		CYes CNo	CYes CNo	
		○Yes ○No	○Yes ○No	
		CYes CNo	CYes CNo	
		CYes CNo	CYes CNo	
		○Yes ○No	CYes CNo	

Decision

CRM considered most suitable	NR
Director Operations approval	C Yes C No
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- . The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disrup	tions		Consequences			Controls			
Other									
Other									
Post Contingenc	y Review								
CIRRIS Number: ATS-0204496		Entered by:	Entered by:						
NOTAM Number: AS B18, YMMM B152									
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA [Additional staffing	☐ Additional s	supervision 🗌 (Other		
What controls did no	ot work well?	☐ TIBA	□ TRA [☐ Additional staffing	☐ Additional s	supervision 🗌 (Other		
Why?									
What was the impact	of the controls on surrou	ınding Air Tra	affic Services?						
Did the controls impa	ect negatively on Externa	Agencies to	the extent that	there will be feedback	to Airservices?	(e.g. Airlines an	nd ANSP)		
What other controls of	could have been impleme	ented to enha	nce the outcon	ne?					
Operational Staff deb	orief comments:								

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

NOTAM for YBAS approved by NOTAM Office with number B0018/24

Summary: YBAS TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0018/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/2349S13354E005
- A) YBAS
- B) 2403130100 C) 2403130830
- D) 2403130100 TO 2403130200 2403130550 TO 2403130830
- E) YBAS TWR ATS NOT AVBL

DUE TO OPERATIONAL RESTRICTIONS

ALICE SPRINGS CLASS C AND CLASS D AIRSPACE BELOW FL125 BECOMES CLASS G AIRSPACE - CLASS C AIRSPACE FL125 TO FL245 BECOMES CLASS E AIRSPACE AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALICE SPRINGS -

ATS AIRSPACE - OUTSIDE TOWER HR

COMMON TRAFFIC ADVISORY FREQUENCY 118.3

NOTAM for YMMM approved by NOTAM Office with number B0152/24

Summary: YBAS TWR NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0152/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/125/2349S13354E005
- A) YMMM
- B) 2403130100 C) 2403130830
- D) 2403130100 TO 2403130200 2403130550 TO 2403130830
- E) ALICE SPRINGS (YBAS) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS ALICE SPRINGS CLASS C AND CLASS D AIRSPACE BELOW FL125 BECOMES CLASS G AIRSPACE - CLASS C AIRSPACE FL125 TO FL245 BECOMES CLASS E AIRSPACE - AS PER EN ROUTE SUPPLEMENT AUSTRALIA ALICE SPRINGS -ATS AIRSPACE - OUTSIDE TWR HR. FIS AVBL MELBOURNE CENTRE 119.8
- COMMON TFC ADVISORY FREQ (CTAF) 118.3 F) SFC G) FL125

From: To: Cc:

Subject: Service Variation - Avalon Tower (26 February - 3 March 2024)

Date: Monday, 4 March 2024 9:45:00 AM

ATS-FORM-0005 Avalon TWR (26Feb - 03Mar2024).pdf NOTAM Avalon TWR (26Feb - 03Mar2024).docx Attachments:

image002.png image003.png

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 25 2000 to 24 03 03 1200 DAILY 2000-2200 0100-0200 0700-1200

Due to reduced staff availability services were not provided during the above timeframes.

Regards



Variation to Published Services: Operational Hazard Assessment

Date	22/02/2024	Unit YMAV			
and the second second second	conducted by: ame and position)				
Reason	for variation to Published Services	○ Natural disaster	y Facility failure (infra	structure) C Equip	oment failure (System) C Other
If other,	please specify				
Airspace	e affected: YMAV		Service affected (Class of Airspace, Level of Service)	Class D and E. Services continued Daily 2200-0100, 0	d as per NOTAM B70/23 as follows: 0200-0700 UTC.
Expecte	d duration of ATS Service Variation (U	JTC) 1 week	Commencement 26/02/24		Cessation 03/03/24
	ed Traffic Level (actual traffic recorded ler traffic volume, planned levels of op	d in 'TIBA Log of Affected Aircraft'): peration, traffic complexity, internationals, itin	nerant aircraft etc)		
26/02 - 27/02 - 28/02 - 29/02 - 01/03 - 02/03 -	5 RPT ARR, 6 RPT DEP, 1 GA ARR a 6 RPT ARR, 7 RPT DEP, 2 GA ARR a 5 RPT ARR, 6 RPT DEP, 1 GA ARR; 7 RPT ARR, 8 RPT DEP, 2 GA ARR a 6 RPT ARR, 7 RPT DEP, 3 GA ARR a 7 RPT ARR, 8 RPT DEP, 1 GA ARR a	hat operate into and out of YMAV. Tableau of and 1 GA DEP (8 out of 13 flights captured) and 1 GA DEP (11 out of 16 flights captured 1 Military ARR and 1 Military DEP (8 out of and 2 GA DEP (11 out of 19 flights captured and 2 GA DEP (10 out of 18 flights captured and 1 GA DEP (8 out of 17 flights captured)	; d); 14 flights captured); d); d);	ded the following dai	ly movement totals:
Forecas	st weather:				
N/A					
Possible	e agencies affected (International age	encies, other FDRG, Defence, HF, NCC etc)			
Avalon	Tower, ML and CB TCU				

SM Recommendation: As per curr	ent amended HOC - Er	ndorse	ATMD Endorser	nent:	
	Con	tingency Respons	se Manager Selec	ction Worksheet	
Potential CRM	s	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
ML TFC MGR if required			∩Yes ∩No	CYes CNo	
			C Yes C No	CYes CNo	
			CYes CNo	CYes CNo	
			CYes CNo	CYes CNo	
			○Yes ○No	CYes CNo	
Decision					
CRM considered most suitable	Not required - non	continuous tower. Norma	al ML TFC MGR duties i	remain extant.	
Director Operations approval	C Yes CNo				
CRM appointed	N/A				
CRM to attend by	N/A				

Note: The CRM may update operational system data subject to compliance with all of the following:

- CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disrupt	tions		Со	nsequences				Controls	
☐ Other									
Other									
Post Contingency	y Review								
CIRRIS Number: ATS-0204217		Entered by:						1	
NOTAM Number:	AV B001/24 YMMM								
What controls were i	mplemented?		-						
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA [Additional staffing	Additional s	supervision 🗵	Other		
Normal non-continuo	us tower procedures imp	lemented.							
What controls did no	ot work well?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA [Additional staffing	☐ Additional s	supervision [Other		
Why?									
What was the impact	of the controls on surrou	ınding Air Tra	affic Services?						
Did the controls impa	ct negatively on Externa	Agencies to	the extent that	there will be feedback	to Airservices?	(e.g. Airlines a	and ANSP)		
What other controls of	ould have been impleme	ented to enha	nce the outcon	ne?					
Operational Staff deb	rief comments:								

☐ NOTAM attached	Í
☐ Copy of form and	other required information provided to the Director Operations for PAR
☐ Copy of form and	other required information provided to ATMD
☐ Copy of form prov	vided to the ATMSL
☐ Compliance notifi	ication email sent to Regulatory Engagement
☐ Copy of form sen	t to Regulatory Engagement
A copy of this form m	nust be placed in the Contingency Activation File (RMU File)

NOTAM for YMAV approved by NOTAM Office with number B0001/24

Summary: TWR ATS NOT AVBL DUE TO OPERATIONAL RESTRICTIONS

B0001/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3802S14428E005
- A) YMAV
- B) 2402252000 C) 2403031200
- D) DAILY 2000-2200 0100-0200 0700-1200
- E) TWR ATS NOT AVBL

DUE TO OPERATIONAL RESTRICTIONS

PROCEDURES IN ENROUTE SUPPLEMENT AUSTRALIA (ERSA), FAC, AVALON OPERATIONS OUTSIDE TWR HR APPLY

NOTAM for YMMM approved by NOTAM Office with number B0107/24

Summary: AVALON (YMAV) TWR ATS NOT AVBL

B0107/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/025/3802S14428E005
- A) YMMM
- B) 2402252000 C) 2403031200
- D) DAILY 2000-2200 0100-0200 0700-1200
- E) AVALON TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS AVALON CLASS D AIRSPACE BECOMES CLASS G FROM SFC TO 700FT AND CLASS E FROM 700FT TO 2500FT AS PER EN ROUTE SUP AUSTRALIA (ERSA) AVALON ATS AIRSPACE OUTSIDE TWR HR

FIS AVBL MELBOURNE CENTRE 135.70

COMMON TFC ADVISORY FREQ (CTAF) 120.1

F) SFC G) 2500FT AMSL

From:
To:
Cc:
Subject: Service Variation – Avalon Tower (4-10 March 2024)

Date: Tuesday, 12 March 2024 11:58:00 AM

Attachments: image002.png image003.png

ATS-FORM-0005 Avalon TWR (4-10 Mar2024).pdf NOTAM Avalon TWR (4-10 Mar2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 03 03 2000 to 24 03 10 1200 DAILY 2000-2200 0100-0200 0700-1200

Due to reduced staff availability services were not provided during the above timeframes.

Regards



Variation to Published Services: Operational Hazard Assessment

Date	28/02/2024		Unit	YMAV T\	WR - Mon 04 - Sun 1	0 Mar Daily 2000-2	200 0100	-0200 0700-1200z			
and the same of th	conducted by: ame and position	n)			iz ==						
Reason	for variation to P	ublished Services	○ Natur	○ Natural disaster							
If other,	please specify		NOTAM	s amended	due change to 5 Mar	contingency.					
Airspace affected: YMAV						Service affected (Class of Airspace, Level of Service)		Class D and E. Services continued as per previous NOTAM B70/23 a per current contingency NOTAM B1/24 as follows Daily 2200-0100, 0200-0700 UTC.			
Expecte	d duration of ATS	S Service Variation (JTC) 1 wee	ek	-	Commencement	03 2200		Cessation	10 0700	
O4/03 - 05/03 - 06/03 - 08/03 - 09/03	er traffic volume, and Bonza are th 5 RPT ARR, 6 R 6 RPT ARR, 7 R 4 RPT ARR, 5 R 6 RPT ARR, 9 R 6 RPT ARR, 7 R 7 RPT ARR, 8 R		hat operate flights captus flights captur flights captur flights captur flights captus flights captus flights captus	ffic complexing into and out ured); stured); stured); stured); stured); stured); stured); stured);	ed Aircraft'): ity, internationals, itin t of YMAV. Tableau o		and provi	ded the following o	daily movemer	nt totals:	
Forecas	t weather:										
N/A											
Possible	e agencies affect	ed (International age	ncies, other	r FDRG, Det	fence, HF, NCC etc)						
Avalon	Tower, ML and C	B TCU									

M Recommendation: As per curre	endation: As per current amended HOC - Endorse		ATMD Endorsen	nent:	
	Con	tingency Respons	se Manager Seled	ction Worksheet	
Potential CRMs	s	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
IL TFC MGR if required			○Yes ○No	CYes CNo	
			C Yes C No	CYes CNo	
			CYes CNo	CYes CNo	
			○Yes ○No	CYes CNo	
	1		○Yes ○No	○Yes ○No	
Decision					
CRM considered most suitable	Not required - non	continuous tower. Norma	al ML TFC MGR duties r	remain extant.	
irector Operations approval	C Yes CN				
CRM appointed	N/A				
CRM to attend by	N/A				

Other factors:

Note: The CRM may update operational system data subject to compliance with all of the following:

- CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disrup	tions		Con	sequences			С	controls	
Other									
Other									
Post Contingency	y Review								
CIRRIS Number: ATS-0204433		Entered by:	Entered by:						
NOTAM Number:	B5,B 131, B129, B3								
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA ☐	Additional staffing	☐ Additional s	supervision 🛚	Other		
Normal non-continuo	us tower procedures imp	lemented.							
What controls did no	ot work well?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA ☐	Additional staffing	☐ Additional s	supervision [Other		
Why?									
What was the impact	of the controls on surrou	ınding Air Tra	offic Services?						
Did the controls impa	ct negatively on Externa	Agencies to	the extent that t	here will be feedback	to Airservices?	(e.g. Airlines a	nd ANSP)		-
What other centrals of	could have been impleme	ented to onba	noo the outcome	.2					
What other controls o	odia nave been impleme	ineu to enna	nce the outcome	- I					= 11
Operational Staff deb	orief comments:								

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

NOTAM for YMAV approved by NOTAM Office with number B0005/24

Summary: TWR ATS NOT AVBL DUE TO OPERATIONAL RESTRICTIONS

B0005/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3802S14428E005
- A) YMAV
- B) 2403052000 C) 2403101200
- D) DAILY 2000-2200 0100-0200 0700-1200
- E) TWR ATS NOT AVBL

DUE TO OPERATIONAL RESTRICTIONS

PROCEDURES IN ENROUTE SUPPLEMENT AUSTRALIA (ERSA), FAC, AVALON OPERATIONS OUTSIDE TWR HR APPLY

NOTAM for YMMM approved by NOTAM Office with number B0131/24

Summary: AVALON (YMAV) TWR ATS NOT AVBL

B0131/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/025/3802S14428E015
- A) YMMM
- B) 2403052000 C) 2403101200
- D) DAILY 2000-2200 0100-0200 0700-1200
- E) AVALON TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 AVALON CLASS D AIRSPACE BECOMES CLASS G FROM SFC TO 700FT AND
 CLASS E FROM 700FT TO 2500FT AS PER EN ROUTE SUP AUSTRALIA (ERSA)
 AVALON ATS AIRSPACE OUTSIDE TWR HR
 FIS AVBL MELBOURNE CENTRE 135.70
 COMMON TFC ADVISORY FREQ (CTAF) 120.1
- F) SFC G) 2500FT AMSL

From:
To:
Cc:
Subject: Service Variation – Avalon Tower (5 March 2024)

Date: Tuesday, 12 March 2024 12:10:00 PM

Attachments: image002.png image003.png

ATS-FORM-0005 Avalon TWR (5Mar2024).pdf

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 03 05 0900 to 24 03 05 0930 24 03 05 1730 to 24 03 05 1800

Due to reduced staff availability services were not provided during the above timeframes.

Regards



Variation to Published Services: Operational Hazard Assessment

Date	05/03/2024		Unit	Avalon Tower					
	s conducted by: name and positio	n)							
Reason	for variation to F	Published Services	○ Natur	al disaster		ıre (infra	structure) CEo	juipment failure	e (System) Other
If other,	please specify			wer Opening 09:30 am (LT) vice (lours. requires amending week lo					pared to already shortened
Airspac	irspace affected: YMAV Tower				Service affected (Class of Airspace of Service)	e, Level	С		
Expecte	xpected duration of ATS Service Variation ((1/2hr start and end)	Commencement	2200UT	C / 0630UTC	Cessation	2230UTC / 0700UTC
(Consid		e, planned levels of ope	eration, trat	ffic complexity, internationals, itine	erant aircraft etc)				
Foreca	st weather:								
17014k FM040 FM040 FM041	MAV 031710Z 03 (T 9999 BKN040 100 16015KT 99 400 14013KT CA 300 27005KT CA 1 17 19 Q 1023 1	99 SCT040 AVOK AVOK							
Possib	e agencies affec	ted (International agen	cies, other	r FDRG, Defence, HF, NCC etc)					
ML TC	U								
Other f	actors:								
Over la	pping preexisting	g contingency hours we	ere publish	ned, this is a further reduction to t	hese hours.				

Potential CRM	5	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
			C Yes C No	○Yes ○No	
			CYes CNo	○Yes ○No	
			○Yes ○No	CYes CNo	
			○Yes ○No	CYes CNo	
			○Yes ○No	○Yes ○No	
Decision					
CRM considered most suitable	NR				
irector Operations approval	C Yes	O No			
CRM appointed					
CRM to attend by					

ATMD Endorsement:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

SM Recommendation:

P	otential Disruptions	Consec	uences	Controls		
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)	
	Scheduled system upgrade to software, hardware or communications etc					
	Scheduled maintenance or facility failure within the TRA					
	Scheduled maintenance or facility failure within the surrounding airspace					
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors					
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)					
	Staff not familiar with published contingency procedures					
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures					
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace					
	MILEX/Active Restricted and Danger areas					
	Communication system unavailability with 'downstream' ANSP					
	Direct communication system unavailability with 'downstream' unit					
	Non-operational personnel currently present or scheduled to visit to Ops Room					

Potential Disruptions			Con	sequences		Controls			
☐ Other									
Other									
Post Contingenc	y Review			,					
CIRRIS Number: ATS-0204279		Entered by:							
NOTAM Number:	B4, B130								
What controls were	implemented?								
	☐ Diversion routes	☐ TIBA	☐ TRA ☐	Additional staffing	☐ Additional s	supervision	Other		
Closure of the tower.	Extant OOH procedures	implemented	d.						1
What controls did no	ot work well?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA ☐	Additional staffing	Additional s	supervision [Other		
Why?									
What was the impact	of the controls on surrou	ınding Air Tra	affic Services?						
Did the controls impa	ct negatively on Externa	Agencies to	the extent that the	nere will be feedbac	k to Airservices?	(e.g. Airlines ar	nd ANSP)		-
\M/hat ather centrals	ould have been impleme	ntod to onbo	nao tho autooma	2					
what other controls o	could have been impleme	nted to enna	nce the outcome	f					= 11
Operational Staff deb	rief comments:								

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

From:
To:
Cc:

Subject: Service Variation - Byron (2 January 2024)

Date: Monday, 8 January 2024 10:17:00 AM

Attachments: image002.png image003.png

ATS-FORM-005 Byron (02Jan2024).pdf NOTAM Byron (02Jan2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 01 2200 to 24 01 01 2235 24 01 02 0030 to 24 01 02 0105

Due to reduced staff availability services were not provided during the above timeframes. Regards



Variation to Published Services: Operational Hazard Assessment

Date	02/01/2024		Unit	BYRON 2x Breaks required				
and the same of th	s conducted by:	n)		ATMD				
		Published Services	○ Natura	al disaster	○ Facility failure (infra	structure) C Equ	uipment failure	e (System) C Other
If other	, please specify		Staff sick	leave				
Airspace affected: INL/ GOL					Service affected (Class of Airspace, Level of Service)	A, C		
Expect	ed duration of AT	S Service Variation (U	TC) 1hr 10) mins	Commencement 2200-22	235	Cessation	0030-0105
		actual traffic recorded i		g of Affected Aircraft'): fic complexity, internationals, itin	erant aircraft etc)			-
3 ML F	RPT departures, a	and several departures	from the B	N Basin				
Foreca	st weather:							
170100 FM020 FM020 TEMPO INTER	900 17010KT 99 0 0121/0206 120 0206/0300 3000	CT008 BKN015 99 -SHRA SCT015 BK 99 -SHRA SCT018 BK 15G25KT 2000 +SHRA	N025 A BKN008					
150100 FM020 FM020 TEMPO INTER	900 17010KT 99 O 0121/0206 110 0206/0218 3000	CT008 BKN015 99 -SHRA SCT015 BK 99 -SHRA SCT015 BK 18G28KT 2000 +SHRA	N025 A BKN008					

K	non sport-like Epiki, unan mesikebi	B.47		
sible agencies affected (International	agencies, other FDRG, Defence, HF, NC	CC etc)		
, Defence, NCC				
her factors:				
1 Recommendation:		ATMD Endorser	nent:	

Potential CRMs	Contingency Respons	Se Manager Select Previous CRM Experience	HMI Capable (see note below)	When Available
			€ Yes ○No	On Shift
		○Yes ○No	∩Yes ∩No	
		CYes CNo	CYes CNo	
		○Yes ○No	○Yes ○No	
		∩Yes ∩No	OYes ONo	
ecision			1	
CISION				
RM considered most suitable				
rector Operations approval	Yes C No			
RM appointed				
RM to attend by	shift			

Note: The CRM may update operational system data subject to compliance with all of the following:

- CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls		
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)	
	Scheduled system upgrade to software, hardware or communications etc					
	Scheduled maintenance or facility failure within the TRA					
	Scheduled maintenance or facility failure within the surrounding airspace					
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors					
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)					
	Staff not familiar with published contingency procedures					
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures					
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace					
	MILEX/Active Restricted and Danger areas					
	Communication system unavailability with 'downstream' ANSP					
	Direct communication system unavailability with 'downstream' unit					
	Non-operational personnel currently present or scheduled to visit to Ops Room					

Potential Disrup	Potential Disruptions			Consequences			Controls	
☐ Other								
Other								
Post Contingenc	y Review							
CIRRIS Number: ATS-0202582		Entered by:						
NOTAM Number:	YBBB C4, C5 and B	9/24						
What controls were	implemented?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA ☐	Additional staffing	☐ Additional s	supervision 🗌 O	Other	
What controls did n		TID.		- 1 1 1 m				
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	Additional staffing	Additional s	supervision 🗌 O	Other	
Why?								
What was the impact	t of the controls on surrou	unding Air Tra	affic Services?					
Did the controls impa	act negatively on Externa	I Agencies to	the extent that	there will be feedback	to Airservices?	(e.g. Airlines and	ANSP)	
What other controls	could have been impleme	ented to enha	nce the outcom	ne?				
Operational Staff del	orief comments:							

☐ NOTAM attached	
☐ Copy of form and	other required information provided to the Director Operations for PAR
☐ Copy of form and o	other required information provided to ATMD
☐ Copy of form provi	ded to the ATMSL
☐ Compliance notific	ation email sent to <u>Regulatory Engagement</u>
☐ Copy of form sent	to Regulatory Engagement
A copy of this form mu	ist be placed in the Contingency Activation File (RMU File)

C0004/24 NOTAMR C0002/24

- Q) YBBB/QRTCA/IV/BO/W/065/600/2811S15316E045
- A) YBBB
- B) 2401012200 C) 2401020105
- D) 2401012200 TO 2401012235 2401020030 TO 2401020105
- E) TEMPO RESTRICTED AREA ACT

ATS SUBJ TO CONTINGENCY DUE OPR RESTR, TIBA PROCEDURES APPLY IN THE FLW CTA CLASS A, C, D AND E AIRSPACE

DESIGNATED AIRSPACE HANDBOOK (DAH) GOLD COAST A, B, C, D, E, F. SERVICE VARIATION MAP (LISTED UNDER GOLD COAST IN THE BRISBANE FIR) AVBL AT HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP THE CARRIAGE AND USE OF TWO RADIOS IS RQ FOR ENTRY TO THE TEMPO RESTRICTED AREA.

RELEVANT APPROVAL FM CONTROLLING AUTHORITY RQ.

PILOTS OR AIRLINE OPS REQUESTING OPS IN CLASS A, C OR E AIRSPACE MUST CTC BRISBANE CENTRE VIA +617 3866 3798 FOR ACCESS APPROVAL.

EMERG AND MEDEVAC PRIORITY ACFT MAY REQ AUTH FM ADJ SECTOR.

AUTH TO ENTER TEMPO RESTRICTED AREA DOES NOT CONSTITUTE CLR TO ENTER

ANY ADJ OR EMBEDDED RESTRICTED AREAS.

ATC SER NOT AVBL IN CLASS A, C, D AND E AIRSPACE
FIS EXC TRAFFIC INFORMATION AVBL ON REQ FM HF AND MAY BE AVBL FM ADJ

ATS SECTORS.

PRIOR TO ENTERING THE TEMPO RESTRICTED AREA ACFT WILL BE PROVIDED HF FOR FIS AND SAR ALERTING AND VHF FOR ONWARDS CLR.

PILOTS ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WI AFFECTED AIRSPACE.

TWR, TERMINAL CONTROL UNITS 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.

TIBA FREQ: AT OR ABOVE FL200 128.95 MHZ. BELOW FL200 126.35 MHZ BN CEN FREQ MNT IN CASE OF EMERG.

CLASS G AIRSPACE UNDER THE ABV AIRSPACE DOES NOT FORM PART OF THE RESTRICTED AREA.

TIBA PROCEDURES APPLY ON PUBLISHED FIA FREQUENCIES.

FIS NOT AVBL IN THE CLASS G AIRSPACE.

IFR ACFT MAY CTC BRISBANE CENTRE VIA +617 3866 3798 FOR FURTHER INFO IF RQ.

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

F) 6500FT AMSL G) FL600

C0005/24 NOTAMR C0003/24

- Q) YBBB/QRTCA/IV/BO/W/125/600/2940S15230E050
- A) YBBB
- B) 2401012200 C) 2401020105
- D) 2401012200 TO 2401012235 2401020030 TO 2401020105
- E) TEMPO RESTRICTED AREA ACT

ATS SUBJ TO CONTINGENCY DUE OPR RESTR, TIBA PROCEDURES APPLY IN THE FLW CTA CLASS A, C, D AND E AIRSPACE

DESIGNATED AIRSPACE HANDBOOK (DAH) INVERELL A, B, C.

SERVICE VARIATION MAP (LISTED UNDER INVERELL IN THE BRISBANE FIR) AVBL AT HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP THE CARRIAGE AND USE OF TWO RADIOS IS RQ FOR ENTRY TO THE TEMPO RESTRICTED AREA.

RELEVANT APPROVAL FM CONTROLLING AUTHORITY RQ.

PILOTS OR AIRLINE OPS REQUESTING OPS IN CLASS A, C OR E AIRSPACE MUST CTC BRISBANE CENTRE VIA +617 3866 3798 FOR ACCESS APPROVAL.

EMERG AND MEDEVAC PRIORITY ACFT MAY REQ AUTH FM ADJ SECTOR.

AUTH TO ENTER TEMPO RESTRICTED AREA DOES NOT CONSTITUTE CLR TO ENTER ANY ADJ OR EMBEDDED RESTRICTED AREAS.

ATC SER NOT AVBL IN CLASS A, C, D AND E AIRSPACE

FIS EXC TRAFFIC INFORMATION AVBL ON REQ FM HF AND MAY BE AVBL FM ADJ ATS SECTORS.

PRIOR TO ENTERING THE TEMPO RESTRICTED AREA ACFT WILL BE PROVIDED HF FOR FIS AND SAR ALERTING AND VHF FOR ONWARDS CLR.

PILOTS ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WI AFFECTED AIRSPACE.

TWR, TERMINAL CONTROL UNITS 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.

TIBA FREQ: AT OR ABOVE FL200 128.95 MHZ. BELOW FL200 126.35 MHZ BN CEN FREQ MNT IN CASE OF EMERG.

CLASS G AIRSPACE UNDER THE ABV AIRSPACE DOES NOT FORM PART OF THE RESTRICTED AREA.

TIBA PROCEDURES APPLY ON PUBLISHED FIA FREQUENCIES.

FIS NOT AVBL IN THE CLASS G AIRSPACE.

IFR ACFT MAY CTC BRISBANE CENTRE VIA +617 3866 3798 FOR FURTHER INFO IF RQ.

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

F) FL125 G) FL600

B0009/24 NOTAMN

- Q) YBBB/QARXX/IV/NBO/E/000/999/2852S15302E090
- A) YBBB
- B) 2401012200 C) 2401020105
- D) 2401012200 TO 2401012235 2401020030 TO 2401020105
- E) TRA TIBA ACT GOLD COAST AND INVERELL SECTOR YBBN SUGGESTED ROUTE PLANNING

YBBN-YSSY BN GUMKI VIRGE BONEY SIFRA MISLY BISAB UQ489 NONID N774

TESAT BN GUMKI VIRGE BONEY SIFRA BANDA J70 IGDAM H12 TESAT

YBBN-YSCB BN WACKO V250 LEBIT V412 ROM SGE NIPIN CWR W137 CB BN GUMKI

VIRGE BONEY SIFRA BANDA J70 COOPA Q78 OLTIN W180 TESAT V169 CB

YBBN-YMML BN WACKO V250 LEBIT V412 ROM NIPIN Q923 CANTY H119 ML BN

WACKO V250 LEBIT PANPU MOR NIPIN Q923 CANTY H119 ML

YBBN-YPAD "BN WACKO V250 LEBIT V412 ROM LOSPI Q53 WOONA Q60 BLACK

YBBN-YPPH BN WACKO V250 LEBIT V412 ROM SAPNO MACLA T33 LEC J141 KG

Q41 HAMTN Q158 PH BN WACKO V250 LEBIT PANPU SAPNO MACLA T33 LEC J141

KG Q41 HAMTN Q158 PH

YBBN-YWLM BN WACKO V250 LEBIT V412 ROM ROKUU H12 VIREN SANAD W606

WLM BN GUMKI VIRGE BONEY SIFRA BANDA TRINA WLM

YBBN-YWLM (NON-JET) BN Q484 RUDEY W369 OK W207 IVL W606 WLM BN Q484

RUDEY W369 OK W207 IVL W606 WLM

YBBN-YMHB BN WACKO V250 LEBIT V412 ROM ROKUU H12 TESAT H65 WOL H20 MOTRA W407 TASUM BN WACKO V250 LEBIT PANPU AKOGO H12 TESAT H65 WOL

H20 MOTRA W407 TASUM

ALL OTHER YBBN DEPARTURES EAST/SOUTH-EAST TO PLAN VIA BN GUMKI VIRGE

BONEY BN GUMKI VIRGE BONEY

ALL OTHER YBBN DEPARTURES SOUTH TO PLAN VIA BN WACKO V250 LEBIT V412

ROM BN WACKO V250 LEBIT PANPU

ALL NON-JET AIRCRAFT DEPARTING YBBN SOUTH TO PLAN VIA BN Q484 RUDEY

W369 OK BN Q484 RUDEY W369 OK

YBCG-YSSY GOMOL DEWEY NETTY SIFRA MISLY BISAB UQ489 NONID N774

TESAT GOMOL DEWEY NETTY SIFRA BANDA J70 IGDAM H12 BOREE

YBCG-YMML GOMOL DEWEY NETTY SIFRA MISLY BISAB UQ489 NONID N774 TESAT

H65 RAZZI Q29 ML GOMOL DEWEY NETTY SIFRA BANDA TW NIPIN Q923 CANTY

H119 ML

YBCG-YPAD GOMOL DEWEY KATEB Y258 LEBIT V412 ROM LOSPI Q53 WOONA Q60

BLACK H309 AD GOMOL DEWEY NETTY SIFRA BANDA TW LOSPI Q53 WOONA Q60

BLACK H309 AD

YBSU-YSSY SU MOOLO GUMKI VIRGE BONEY SIFRA MISLY BISAB UQ489 NONID

N774 TESAT SU MOOLO GUMKI VIRGE BONEY SIFRA BANDA JOKER J70 IGDAM H12

TESAT

YBSU-YSCB SU TAPET LOAFA COOLA ROM NIPIN CWR W137 CB SU TAPET LOAFA

COOLA ROM NIPIN CWR W137 CB

YBSU-YPAD SU TAPET LOAFA COOLA ROM SAPNO VENEL Q53 WOONA Q60 BLACK

H309 AD SU TAPET LOAFA COOLA ROM SAPNO VENEL Q53 WOONA Q60 BLACK H309 ΑD SU TAPET LOAFA COOLA ROM ROKUU H12 VIREN SANAD W606 WLM SU YBSU-YWLM MOOLO GUMKI VIRGE BONEY SIFRA BANDA TRINA WLM SU TAPET LOAFA COOLA ROM NIPIN Q923 CANTY H119 ML W15 AV YBSU-YMAV SU TAPET LOAFA COOLA ROM NIPIN Q923 CANTY H119 ML W15 AV YBSU-YMML SU TAPET LOAFA COOLA ROM NIPIN Q923 CANTY H119 ML SU TAPET LOAFA COOLA ROM NIPIN Q923 CANTY H119 ML ALL OTHER YBSU DEPARTURES SOUTH-WEST TO PLAN VIA SU TAPET LOAFA COOLA ROM SU TAPET LOAFA COOLA ROM

YSSY-YBCG TESAT G595 ATNAT MISLY SIFRA LAMSI CG TESAT G595 ATNAT
MISLY LAMSI CG
YSSY-YBBN TESAT G595 ATNAT MISLY DUBUD GATER SAVER UGTUG BN TESAT
G595 ATNAT MISLY SIFRA GATER SAVER UGTUG BN
YSSY-YBSU TESAT G595 ATNAT MISLY DUBUD GATER ITIDE SU TESAT G595
ATNAT MISLY SIFRA GATER ITIDE SU

YMML-YBCG ML H129 DOSEL Y59 TESAT G595 ATNAT MISLY SIFRA LAMSI CG ML H129 DOSEL Y59 TESAT G595 ATNAT MISLY LAMSI CG
YMML-YBBN ML H66 MUDGI H105 NBR RACHL SUKTU Y465 EDPEG PARRY ENLIP
BN ML H66 MUDGI H105 NBR RACHL SUKTU Y465 EDPEG PARRY ENLIP BN
YMML-YBSU ML H66 MUDGI H19 ROM SUSGI SEBVA SU ML H66 MUDGI H19 ROM SUSGI SEBVA SU

YPAD-YBCG AD SEDAN Y465 EDPEG PARRY BN Y177 GOMOL CG AD SEDAN Y465 EDPEG PARRY BN Y177 GOMOL CG

YPAD-YBSU AD SEDAN Y465 GUMAP ROM SUSGI SEBVA SU AD SEDAN Y465 GUMAP ROM SUSGI SEBVA SU

YPAD-YBBN AD SEDAN Y465 EDPEG PARRY ENLIP BN AD SEDAN Y465 EDPEG PARRY ENLIP BN

From:
To:
Cc:
Subject: Service Variation - Byron (12 Jan 2024)
Date: Monday, 15 January 2024 2:53:17 PM
Attachments: ATS-FORM-005+BYRON+12+Jan.pdf
NOTAM.docx

image001.png image004.png image005.png image006.png

OFFICIAL

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 12 1245 to 24 01 12 1925

Due to reduced staff availability services were not provided during the above timeframe. Regards



We acknowledge the Traditional Owners of Country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging

OFFICIAL

Variation to Published Services: Operational Hazard Assessment

Date	12/01/2024	Unit	Unit BYRON						
and the second second	s conducted by: name and position)			ATMD					
Reason	for variation to Published	Services	al disaster (Staff Availability	○ Facility failu	ıre (infra	structure) C Eq	uipment failure	e (System) Other
If other,	please specify	Staff sic	k leave						
Airspac	e affected: GRN/S	SON/NEL/INL/GOL			Service affected (Class of Airspace of Service)	e, Level	A, C, E, G		
Expecte	ed duration of ATS Service	Variation (UTC) 6hrs	25 mins		Commencement	1245		Cessation	1925
	ed Traffic Level (actual traf der traffic volume, planned				erant aircraft etc)				
0.00	traffic- light frequency over	r a long duration - predo	ominantly freigh	nters in high volum	es. However region	al SAR a	and Medical flights	expected to b	e impacted.
Foreca	st weather:								
14016k FM120	BNA 112328Z 1200/1212 KT 9999 -SHRA BKN025 900 12010KT 9999 -SHRA 1200/1212 4000 SHRA BR								
13014k FM121 FM130 INTER	BBN 112301Z 1200/1306 (T 9999 -SHRA SCT025 100 17008KT 9999 -SHRA 000 13014KT 9999 -SHRA 1200/1300 13015G25KT 4 1300/1306 13015G25KT 2	SCT025 1000 SHRA BKN012	CT025TCU						
Possibl	e agencies affected (Interr	national agencies, other	FDRG, Defend	ce, HF, NCC etc)					
HF, De	fence, NCC								

Nil				
SM Recommendation:		ATMD Endorsen	nent:	
	Contingency Respons	se Manager Seled	ction Worksheet	
Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
	NIL		CYes € No	2200L
		C Yes C No	CYes CNo	
		CYes CNo	CYes CNo	
		CYes CNo	○Yes ○No	
		○Yes ○No	∩Yes ∩No	
Decision	,			- 1
CRM considered most suitable	1			
Director Operations approval Ye	s C No			
CRM appointed) e ==			
CRM to attend by				

Note: The CRM may update operational system data subject to compliance with all of the following:

- CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disrup	tions		Co	nsequences			Controls	
☐ Other								
Other								
Post Contingenc	y Review			•				
CIRRIS Number:	ATS-0202838		Entered by:					
NOTAM Number:	C079/24							
What controls were	implemented?							
☐ Traffic Metering	☐ Diversion routes	⊠ TIBA	⊠ TRA	Additional staffing	Additional su	upervision 🗌 Otl	her	
What controls did no	ot work well?			el ad dans				
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	Additional su	upervision	her	
Why?								
What was the impact	of the controls on surrou	ınding Air Tra	affic Services?					
Did the controls impa	act negatively on Externa	Agencies to	the extent tha	t there will be feedback	to Airservices? (e.g. Airlines and	ANSP)	-
What other controls of	could have been impleme	ented to enha	ance the outco	me?				
	76.00							
Operational Staff deb	orief comments:							

☐ NOTAM attached	Í
☐ Copy of form and	other required information provided to the Director Operations for PAR
☐ Copy of form and	other required information provided to ATMD
☐ Copy of form prov	vided to the ATMSL
☐ Compliance notifi	ication email sent to Regulatory Engagement
☐ Copy of form sen	t to Regulatory Engagement
A copy of this form m	nust be placed in the Contingency Activation File (RMU File)

Notification Checklist

C0079/24 NOTAMN

- Q) YBBB/QRTCA/IV/BO/W/065/600/2908S15301E120
- A) YBBB
- B) 2401121245 C) 2401121925
- E) TEMPO RESTRICTED AREA ACT

ATS SUBJ TO CONTINGENCY DUE OPR RESTR, TIBA PROCEDURES APPLY IN THE FLW CTA CLASS A, C, D AND E AIRSPACE

DESIGNATED AIRSPACE HANDBOOK (DAH) GRAFTON A, B, C, D, E, F, G, NEWELL A, B, C, D, SANDON A, B, C, INVERELL A, B, C AND GOLD COAST A, B, C, D, E, F.

SERVICE VARIATION MAP (LISTED UNDER SANDON/NEWELL, INVERELL AND GOLD COAST IN THE BRISBANE FIR) AVBL AT

HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP
THE CARRIAGE AND USE OF TWO RADIOS IS RQ FOR ENTRY TO THE TEMPO
RESTRICTED AREA.

RELEVANT APPROVAL FM CONTROLLING AUTHORITY RQ.

PILOTS OR AIRLINE OPS REQUESTING OPS IN CLASS A, C OR E AIRSPACE MUST CTC BRISBANE CENTRE VIA +617 3866 3798 FOR ACCESS APPROVAL.

EMERG AND MEDEVAC PRIORITY ACFT MAY REQ AUTH FM ADJ SECTOR.

AUTH TO ENTER TEMPO RESTRICTED AREA DOES NOT CONSTITUTE CLR TO ENTER ANY ADJ OR EMBEDDED RESTRICTED AREAS.

ATC SER NOT AVBL IN CLASS A, C, D AND E AIRSPACE

FIS EXC TRAFFIC INFORMATION AVBL ON REQ FM HF AND MAY BE AVBL FM ADJ ATS SECTORS.

PRIOR TO ENTERING THE TEMPO RESTRICTED AREA ACFT WILL BE PROVIDED HF FOR FIS AND SAR ALERTING AND VHF FOR ONWARDS CLR.

PILOTS ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WI AFFECTED AIRSPACE.

APRX AREA GRN, SON, NEL: NORTHEAST NEW SOUTH WALES OUTSIDE 45NM YSSY EXC YSTW CTA STEPS BLW A065 WHEN ACTIVE AND YCFS CLASS D STEPS WHEN ACTIVE AND YBNA SFIS BA WHEN ACTIVE.

VERTICAL LIMITS: A065 - FL245

APRX AREA INL: AN ARC AT 50DME YBCG SOUTH TO YCFS, SOUTHWEST TO YARM, NORTHWEST TO YIVL AND NORTHEAST TO POSN 27NM NORTHEAST YSPE.

APRX AREA GOL A: 30NM RADIUS SOUTHWEST COUNTER CLOCKWISE TO EAST OF YBCG.

VERTICAL LIMITS: FL125 - FL600

APRX AREA GOL B: 30NM RADIUS SOUTHWEST OF YBBN COUNTERCLOCKWISE TO

SOUTHEAST OF YBBN

VERTICAL LIMITS: FL180 - FL600

APRX AREA GOL C: BTN 30NM AND 50NM RADIUS SOUTH OF YBBN COUNTER

CLOCKWISE TO 30NM EAST OF YBCG

VERTICAL LIMITS: A075 - FL600

APRX AREA GOL D: FM WAYPOINTS VONDO TO PERSA COUNTER CLOCKWISE TO

WAYPOINT VELKA BETWEEN 30NM TO 66NM OF YBBN

VERTICAL LIMITS: BCTA - FL600

APRX AREA GOL E: BTN 30NM AND 35NM RADIUS NORTHEAST OF YBCG

VERTICAL LIMITS: BCTA - FL600

APRX AREA GOL F: BTN 30NM AND 50NM RADIUS SOUTHWEST COUNTER CLOCKWISE

TO SOUTHEAST OF YBCG

VERTICAL LIMITS: FL125 - FL600

TWR, TERMINAL CONTROL UNITS 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.

TIBA FREQ: AT OR ABOVE FL200 128.95 MHZ. BELOW FL200 126.35 MHZ BN CEN FREQ MNT IN CASE OF EMERG.

CLASS G AIRSPACE UNDER THE ABV AIRSPACE DOES NOT FORM PART OF THE RESTRICTED AREA.

TIBA PROCEDURES APPLY ON PUBLISHED FIA FREQUENCIES.

FIS NOT AVBL IN THE CLASS G AIRSPACE.

IFR ACFT MAY CTC BRISBANE CENTRE VIA +617 3866 3798 FOR FURTHER INFO IF RQ.

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

SUGGESTED DIVERSION ROUTES:

YBBN-YSSY BN GUMKI VIRGE BONEY SIFRA BANDA J70 IGDAM H652 TESAT YBBN-YSCB BN GUMKI VIRGE BONEY SIFRA BANDA J70 COOPA Q78 OLTIN W786 TESAT V169 CB

YBBN-YMML BN WACKO V250 LEBIT PANPU MOR AKPAL Q35 CANTY H119 MI

YBBN-YPAD BN WACKO V250 LEBIT PANPU MOR LOSPI Q16 MIA VOR Q4 WOONA O60 BLACK H309 AD

YBBN-YPPH BN WACKO V250 LEBIT PANPU SAPNO MACLA T33 LEC J141 KG Q41 HAMTN Q158 PH

YBBN-YWLM BN GUMKI VIRGE BONEY SIFRA BANDA LAXUM WLM

YBBN-YWLM (NON-JET) BN Q484 RUDEY W369 OK W207 IVL V179 SANAD LAXUM WLM

YSSY-YBBN TESAT G595 ATNAT MISLY SIFRA GATER SAVER UGTUG BN

YMML-YBBN ML H66 MUDGI NBR RACHL SUKTU Y27 EDPEG PARRY ENLIP BN

YPAD-YBBN AD SEDAN Y27 EDPEG PARRY ENLIP BN

YPPH-YBBN PH Y31 LAKIR Y69 BOSLI Y67 KG J141 LEC T33 ANROM Y62 IGDIT Y27 EDPEG PARRY ENLIP

YSCB-YBBN CB W137 AVBEG W184 MUDGI NBR RACHL SUKTU Y27 EDPEG PARRY ENLIP BN

F) 6500FT AMSL G) FL600

From:
To:
Cc:
Subject: Service Variation - Byron (13 January 2024)
Date: Monday, 15 January 2024 3:06:10 PM
Attachments: GOL+INV ATS-FORM-0005+(9).pdf
NOTAM+Summary.docx

image001.png image004.png image005.png image006.png

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In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 12 2200 to 24 01 12 2245 24 01 13 0045 to 24 01 13 0130

Due to reduced staff availability services were not provided during the above timeframes. Regards



We acknowledge the Traditional Owners of Country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging

OFFICIAL

Variation to Published Services: Operational Hazard Assessment

Date	13/01/2024	Unit	Byron High					- 1
	conducted by: ame and position)							
Reason	for variation to Published Services	○ Natur	al disaster	○ Facility failur	re (infras	structure) C Equ	ipment failure	(System) C Other
If other,	please specify							
Airspace	GOL, INV			Service affected (Class of Airspace, of Service)	Level	A, C		
Expecte	d duration of ATS Service Variation (l	JTC) 2 x 4	5 min periods	Commencement	12 2200-	-2245	Cessation	13 0045-0130
	ed Traffic Level (actual traffic recorded ler traffic volume, planned levels of op n			erant aircraft etc)				
Forecas	st weather:							
Possible	e agencies affected (International age	ncies, othe	FDRG, Defence, HF, NCC etc)					
Other fa	actors:							
SM Rec	ommendation:			ATMD Endorsement:				

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
	none		CYes CNo	2200
		○Yes ○No	○Yes ○No	
		CYes CNo	CYes CNo	
		CYes CNo	CYes CNo	
		○Yes ○No	○Yes ○No	

Decision

CRM considered most suitable	
Director Operations approval	• Yes CNo
CRM appointed	
CRM to attend by	2200

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- . The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disrup	otions		Cor	sequences			Controls	
☐ Other								
Other								
Post Contingend	y Review			-				
CIRRIS Number:	ATS-0202839		Entered by:					1,
NOTAM Number:	C85/24, C86/24 C83	3/24						
What controls were	implemented? ⊠ Diversion routes	⊠ TIBA	⊠ TRA □	Additional staffing	☐ Additional s	upervision 🗌 Oth	er	
What controls did n				7 Address Labors	- Additional -			
Traffic Metering	☑ Diversion routes	TIBA		Additional staffing		upervision Oth		
	version routes provided for	17 1 1 1 1 1		TAW Issued with am	ended routes onis	s prior to continger	ncy.	
	for surrounding sectors, E							
Did the controls impa	act negatively on Externa	Agencies to	the extent that t	there will be feedback	to Airservices? (e.g. Airlines and A	ANSP)	
Airlines called BN S	S during night shift due to	confusion cr	eated by initial s	suggested route NOT	AM.			
What other controls	could have been impleme	ented to enha	nce the outcom	e?				
Operational Staff de	brief comments:							

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

Summary: TRA TIBA ACT GOLD COAST SECTOR

Item A): YBBB

Item B): 24 01 12 2200

Item C): 24 01 13 0130

24 01 12 2200 - 24 01 12 2245

Item D): 24 01 13 0045 - 24 01 13 0130

Item E):

Subject: TEMPO RESTRICTED AREA

Status: ACT

ATS SUBJ TO CONTINGENCY DUE OPR RESTR, TIBA PROCEDURES APPLY IN THE

FLW CTA CLASS A, C, D AND E AIRSPACE

DESIGNATED AIRSPACE HANDBOOK (DAH) GOLD COAST A, B, C, D, E, F.

SERVICE VARIATION MAP (LISTED UNDER GOLD COAST IN THE BRISBANE FIR)

AVBL AT HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP

THE CARRIAGE AND USE OF TWO RADIOS IS RQ FOR ENTRY TO THE TEMPO

RESTRICTED AREA.

RELEVANT APPROVAL FM CONTROLLING AUTHORITY RQ.

PILOTS OR AIRLINE OPS REQUESTING OPS IN CLASS A, C OR E AIRSPACE MUST

CTC BRISBANE CENTRE VIA +617 3866 3798 FOR ACCESS APPROVAL.

EMERG AND MEDEVAC PRIORITY ACFT MAY REQ AUTH FM ADJ SECTOR.

AUTH TO ENTER TEMPO RESTRICTED AREA DOES NOT CONSTITUTE CLR TO ENTER

ANY ADJ OR EMBEDDED RESTRICTED AREAS.

Text:

ATC SER NOT AVBL IN CLASS A, C, D AND E AIRSPACE

FIS EXC TRAFFIC INFORMATION AVBL ON REQ FM HF AND MAY BE AVBL FM ADJ ATS SECTORS.

PRIOR TO ENTERING THE TEMPO RESTRICTED AREA ACFT WILL BE PROVIDED HF FOR FIS AND SAR ALERTING AND VHF FOR ONWARDS CLR.

PILOTS ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WI AFFECTED AIRSPACE.

TWR, TERMINAL CONTROL UNITS 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.

TIBA FREQ: AT OR ABOVE FL200 128.95 MHZ. BELOW FL200 126.35 MHZ

BN CEN FREQ MNT IN CASE OF EMERG.

CLASS G AIRSPACE UNDER THE ABV AIRSPACE DOES NOT FORM PART OF THE RESTRICTED AREA.

TIBA PROCEDURES APPLY ON PUBLISHED FIA FREQUENCIES.

FIS NOT AVBL IN THE CLASS G AIRSPACE.

IFR ACFT MAY CTC BRISBANE CENTRE VIA +617 3866 3798 FOR FURTHER INFO

IF RQ.

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

Item F): 6500 FT AMSL

Item G): 600 FL

Summary: TRA TIBA ACT INVERELL SECTOR

Item A): YBBB

Item B): 24 01 12 2200

Item C): 24 01 13 0130

24 01 12 2200 - 24 01 12 2245

Item D): 24 01 13 0045 - 24 01 13 0130

Item E):

Subject: TEMPO RESTRICTED AREA

Status: ACT

ATS SUBJ TO CONTINGENCY DUE OPR RESTR, TIBA PROCEDURES APPLY IN THE

FLW CTA CLASS A, C, D AND E AIRSPACE

DESIGNATED AIRSPACE HANDBOOK (DAH) INVERELL A, B, C.

SERVICE VARIATION MAP (LISTED UNDER INVERELL IN THE BRISBANE FIR)

AVBL AT HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP

THE CARRIAGE AND USE OF TWO RADIOS IS RQ FOR ENTRY TO THE TEMPO

RESTRICTED AREA.

RELEVANT APPROVAL FM CONTROLLING AUTHORITY RQ.

PILOTS OR AIRLINE OPS REQUESTING OPS IN CLASS A, C OR E AIRSPACE MUST

CTC BRISBANE CENTRE VIA +617 3866 3798 FOR ACCESS APPROVAL.

EMERG AND MEDEVAC PRIORITY ACFT MAY REQ AUTH FM ADJ SECTOR.

AUTH TO ENTER TEMPO RESTRICTED AREA DOES NOT CONSTITUTE CLR TO ENTER

ANY ADJ OR EMBEDDED RESTRICTED AREAS.

Text:

ATC SER NOT AVBL IN CLASS A, C, D AND E AIRSPACE

FIS EXC TRAFFIC INFORMATION AVBL ON REQ FM HF AND MAY BE AVBL FM ADJ

ATS SECTORS.

PRIOR TO ENTERING THE TEMPO RESTRICTED AREA ACFT WILL BE PROVIDED HF

FOR FIS AND SAR ALERTING AND VHF FOR ONWARDS CLR.

PILOTS ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WI

AFFECTED AIRSPACE.

TWR, TERMINAL CONTROL UNITS 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.

TIBA FREQ: AT OR ABOVE FL200 128.95 MHZ. BELOW FL200 126.35 MHZ

BN CEN FREQ MNT IN CASE OF EMERG.

CLASS G AIRSPACE UNDER THE ABV AIRSPACE DOES NOT FORM PART OF THE RESTRICTED AREA.

TIBA PROCEDURES APPLY ON PUBLISHED FIA FREQUENCIES.

FIS NOT AVBL IN THE CLASS G AIRSPACE.

IFR ACFT MAY CTC BRISBANE CENTRE VIA +617 3866 3798 FOR FURTHER INFO

IF RQ.

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

Item F): 125 FL

Item G): 600 FL

Summary:TRA TIBA ACT GOLD COAST AND INVERALL SECTOR

Item A):YBBB

Item B):24 01 12 2200

Item C):24 01 13 0130

Item D):24 01 12 2200 - 24 01 12 2245 24 01 13 0045 - 24 01 13 0130

Item E):

Subject:

TRA TIBA ACT GOLD COAST AND INVERELL SECTOR YBBN

Status:

SUGGESTED ROUTE PLANNING

Text:

YBBN-YSSY BN GUMKI VIRGE BONEY SIFRA MISLY BISAB UQ489 NONID N774

TESAT BN GUMKI VIRGE BONEY SIFRA BANDA J70 IGDAM H12 TESAT

YBBN-YSCBBN WACKO V250 LEBIT V412 ROM SGE NIPIN CWR W137 CB BN GUMKI

VIRGE BONEY SIFRA BANDA J70 COOPA Q78 OLTIN W180 TESAT V169 CB

YBBN-YMML BN WACKO V250 LEBIT V412 ROM NIPIN Q923 CANTY H119 ML BN

WACKO V250 LEBIT PANPU MOR NIPIN Q923 CANTY H119 ML

YBBN-YPAD "BN WACKO V250 LEBIT V412 ROM LOSPI Q53 WOONA Q60 BLACK YBBN-YPPH BN WACKO V250 LEBIT V412 ROM SAPNO MACLA T33 LEC J141 KG

Q41 HAMTN Q158 PH BN WACKO V250 LEBIT PANPU SAPNO MACLA T33 LEC J141

KG Q41 HAMTN Q158 PH

YBBN-YWLM BN WACKO V250 LEBIT V412 ROM ROKUU H12 VIREN SANAD W606

WLM BN GUMKI VIRGE BONEY SIFRA BANDA TRINA WLM

YBBN-YWLM (NON-JET) BN Q484 RUDEY W369 OK W207 IVL W606 WLM BN Q484

RUDEY W369 OK W207 IVL W606 WLM

YBBN-YMHB BN WACKO V250 LEBIT V412 ROM ROKUU H12 TESAT H65 WOL H20

MOTRA W407 TASUM BN WACKO V250 LEBIT PANPU AKOGO H12 TESAT H65 WOL

H20 MOTRA W407 TASUM

ALL OTHER YBBN DEPARTURES EAST/SOUTH-EAST TO PLAN VIA BN GUMKI VIRGE

BONEY BN GUMKI VIRGE BONEY

ALL OTHER YBBN DEPARTURES SOUTH TO PLAN VIA BN WACKO V250 LEBIT V412

ROM BN WACKO V250 LEBIT PANPU

ALL NON-JET AIRCRAFT DEPARTING YBBN SOUTH TO PLAN VIA BN Q484 RUDEY

W369 OK BN Q484 RUDEY W369 OK

YBCG-YSSY GOMOL DEWEY NETTY SIFRA MISLY BISAB UQ489 NONID N774

TESAT GOMOL DEWEY NETTY SIFRA BANDA J70 IGDAM H12 BOREE

YBCG-YMML GOMOL DEWEY NETTY SIFRA MISLY BISAB UQ489 NONID N774 TESAT

H65 RAZZI Q29 ML GOMOL DEWEY NETTY SIFRA BANDA TW NIPIN Q923 CANTY

H119 ML

YBCG-YPAD GOMOL DEWEY KATEB Y258 LEBIT V412 ROM LOSPI Q53 WOONA Q60

BLACK H309 AD GOMOL DEWEY NETTY SIFRA BANDA TW LOSPI Q53 WOONA Q60

BLACK H309 AD

YBSU-YSSY SU MOOLO GUMKI VIRGE BONEY SIFRA MISLY BISAB UQ489 NONID

N774 TESAT SU MOOLO GUMKI VIRGE BONEY SIFRA BANDA JOKER J70 IGDAM H12

TESAT

YBSU-YSCB SU TAPET LOAFA COOLA ROM NIPIN CWR W137 CB SU TAPET LOAFA

COOLA ROM NIPIN CWR W137 CB

YBSU-YPAD SU TAPET LOAFA COOLA ROM SAPNO VENEL Q53 WOONA Q60 BLACK

H309 AD SU TAPET LOAFA COOLA ROM SAPNO VENEL Q53 WOONA Q60 BLACK H309

ΑD

YBSU-YWLM SU TAPET LOAFA COOLA ROM ROKUU H12 VIREN SANAD W606 WLM

SU

MOOLO GUMKI VIRGE BONEY SIFRA BANDA TRINA WLM

YBSU-YMAV SU TAPET LOAFA COOLA ROM NIPIN Q923 CANTY H119 ML W15 AVSU

TAPET LOAFA COOLA ROM NIPIN Q923 CANTY H119 ML W15 AV

YBSU-YMML SU TAPET LOAFA COOLA ROM NIPIN Q923 CANTY H119 ML SU TAPET

LOAFA COOLA ROM NIPIN Q923 CANTY H119 ML

ALL OTHER YBSU DEPARTURES SOUTH-WEST TO PLAN VIA SU TAPET LOAFA COOLA

ROM SU TAPET LOAFA COOLA ROM

YSSY-YBCG TESAT G595 ATNAT MISLY SIFRA LAMSI CG TESAT G595 ATNAT

MISLY LAMSI CG

YSSY-YBBN TESAT G595 ATNAT MISLY DUBUD GATER SAVER UGTUG BN TESAT

G595 ATNAT MISLY SIFRA GATER SAVER UGTUG BN

YSSY-YBSU TESAT G595 ATNAT MISLY DUBUD GATER ITIDE SU TESAT G595

ATNAT MISLY SIFRA GATER ITIDE SU

YMML-YBCG ML H129 DOSEL Y59 TESAT G595 ATNAT MISLY SIFRA LAMSI CG ML

H129 DOSEL Y59 TESAT G595 ATNAT MISLY LAMSI CG

YMML-YBBN ML H66 MUDGI H105 NBR RACHL SUKTU Y465 EDPEG PARRY ENLIP

BN ML H66 MUDGI H105 NBR RACHL SUKTU Y465 EDPEG PARRY ENLIP BN

YMML-YBSU ML H66 MUDGI H19 ROM SUSGI SEBVA SU ML H66 MUDGI H19 ROM

SUSGI SEBVA SU

YPAD-YBCG AD SEDAN Y465 EDPEG PARRY BN Y177 GOMOL CG AD SEDAN Y465

EDPEG PARRY BN Y177 GOMOL CG

YPAD-YBSU AD SEDAN Y465 GUMAP ROM SUSGI SEBVA SU AD SEDAN Y465 GUMAP

ROM SUSGI SEBVA SU

YPAD-YBBN AD SEDAN Y465 EDPEG PARRY ENLIP BN AD SEDAN Y465 EDPEG

PARRY ENLIP BN

Item F):6500 FT AMSLItem G):600 FL

From:
To:
Cc:
Subject: Service Variation - Byron (24 February 2024)
Date: Monday, 26 February 2024 11:53:00 AM
Attachments: image002.png
image003.png
ATS-FORM-0005 Byron (24Feb2024).pdf

NOTAM Byron (24Feb2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 24 0600 to 24 02 24 0630 24 02 24 0830 to 24 02 24 0900 24 02 24 1045 to 24 02 24 1100

Due to reduced staff availability services were not provided during the above timeframes.

Regards



OFFICIAL

Variation to Published Services: Operational Hazard Assessment

Date	24/02/2024	U	nit	Byron							- 1
	conducted by: ame and position)										
Reason	for variation to Pu	blished Services	Natural	l disaster	Staff Availab	lity OFa	cility fail	ure (infras	structure) C Equ	ipment failure	e (System) Other
If other,	please specify	U	nable to	utilise RB\	YN due TS foreca	st and weathe	r diversi	ons with a	area.		
Airspace	e affected:	GOL Sector				Service a (Class of of Service	Airspac	e, Level	Class E,C ,A		
Expecte	d duration of ATS	Service Variation (UTC)	75min			Commen	cement	0600-06	30	Cessation	0830-0900, 1045-1100
		ctual traffic recorded in 'T				tinerant aircra	aft etc)				
	330 BN 1x ARR, 4 900 BN ARR 2, De	x Dep ep 3, CG ARR 3, Dep 1.									
Forecas	st weather:										
TS in ar	ea										
Possible	e agencies affecte	d (International agencies	s, other l	FDRG, Defe	ence, HF, NCC e	c)					
Other fa	ectors:										
SM Rec	ommendation:					ATMD End	orsemer	nt:			

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		CYes CNo	○Yes ○No	
		○Yes ○No	∩Yes ∩No	
		CYes CNo	OYes ONo	
		CYes CNo	CYes CNo	
		C Yes C No	OYes ONo	

Decision

CRM considered most suitable		
Director Operations approval	● Yes CNo	
CRM appointed		
CRM to attend by		

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- . The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disruptions			Consequences			Controls		
Other								
Other								
Post Contingency	/ Review			•			,	
CIRRIS Number:	ATS-0203996		Entered by:					
NOTAM Number:	C377, C378, C384/2	24						
What controls were i	mplemented?							
☐ Traffic Metering	□ Diversion routes	⊠ TIBA	⊠ TRA	Additional staffing	Additional su	upervision 🔲 O	ther	
What controls did no								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	Additional staffing	Additional su	upervision 🗌 O	ther	-
Why?								
What was the impact	of the controls on surrou	ınding Air Tra	affic Services?					-
Did the controls impa	ct negatively on Externa	I Agencies to	the extent tha	t there will be feedback	to Airservices? ((e.g. Airlines and	I ANSP)	
What other controls co	ould have been impleme	ented to enha	ance the outcor	me?				
Operational Staff deb	rief comments:							

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

C377/24

TEMPO RESTRICTED AREA ACT

ATS SUBJ TO CONTINGENCY DUE OPR RESTR, TIBA PROCEDURES APPLY IN THE

FLW CTA CLASS A, C, D AND E AIRSPACE

DESIGNATED AIRSPACE HANDBOOK (DAH) GOLD COAST A, B, C, D, E, F.

SERVICE VARIATION MAP (LISTED UNDER GOLD COAST IN THE BRISBANE FIR)

AVBL AT HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP

THE CARRIAGE AND USE OF TWO RADIOS IS RQ FOR ENTRY TO THE TEMPO

RESTRICTED AREA.

RELEVANT APPROVAL FM CONTROLLING AUTHORITY RQ.

PILOTS OR AIRLINE OPS REQUESTING OPS IN CLASS A, C OR E AIRSPACE MUST

CTC BRISBANE CENTRE VIA +617 3866 3798 FOR ACCESS APPROVAL.

EMERG AND MEDEVAC PRIORITY ACFT MAY REQ AUTH FM ADJ SECTOR.

AUTH TO ENTER TEMPO RESTRICTED AREA DOES NOT CONSTITUTE CLR TO ENTER

ANY ADJ OR EMBEDDED RESTRICTED AREAS.

ATC SER NOT AVBL IN CLASS A, C, D AND E AIRSPACE

FIS EXC TRAFFIC INFORMATION AVBL ON REQ FM HF AND MAY BE AVBL FM ADJ

ATS SECTORS.

PRIOR TO ENTERING THE TEMPO RESTRICTED AREA ACFT WILL BE PROVIDED HF

FOR FIS AND SAR ALERTING AND VHF FOR ONWARDS CLR.

PILOTS ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WI

AFFECTED AIRSPACE.

TWR, TERMINAL CONTROL UNITS 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.

TIBA FREQ: AT OR ABOVE FL200 128.95MHZ. BELOW FL200 126.35MHZ

BN CEN FREQ MNT IN CASE OF EMERG.

CLASS G AIRSPACE UNDER THE ABV AIRSPACE DOES NOT FORM PART OF THE $\,$

RESTRICTED AREA.

TIBA PROCEDURES APPLY ON PUBLISHED FIA FREQUENCIES.

FIS NOT AVBL IN THE CLASS G AIRSPACE.

IFR ACFT MAY CTC BRISBANE CENTRE VIA +617 3866 3798 FOR FURTHER INFO

IF RQ.

SUGGESTED DIVERSION ROUTES:

YBBN-YSSY BN GUMKI VIRGE BONEY SIFRA BANDA J70 IGDAM H652 TESAT

YBBN-YSCB BN GUMKI VIRGE BONEY SIFRA BANDA J70 COOPA Q78 OLTIN W786

TESAT V169 CB

YBBN-YMML BN WACKO V250 LEBIT PANPU MOR AKPAL Q35 CANTY H119 ML
YBBN-YPAD BN WACKO V250 LEBIT PANPU MOR LOSPI Q16 MIA VOR Q4 WOONA
Q60 BLACK H309 AD

YBBN-YPPH BN WACKO V250 LEBIT PANPU SAPNO MACLA T33 LEC J141 KG Q41 HAMTN Q158 PH

YBBN-YWLM BN GUMKI VIRGE BONEY SIFRA BANDA LAXUM WLM

YBBN-YWLM (NON-JET) BN Q484 RUDEY W369 OK W207 IVL V179 SANAD LAXUM

WLM

YSSY-YBBN TESAT G595 ATNAT MISLY SIFRA GATER SAVER UGTUG BN

YMML-YBBN ML H66 MUDGI NBR RACHL SUKTU Y27 EDPEG PARRY ENLIP BN

YPAD-YBBN AD SEDAN Y27 EDPEG PARRY ENLIP BN

YPPH-YBBN PH Y31 LAKIR Y69 BOSLI Y67 KG J141 LEC T33 ANROM Y62 IGDIT

Y27 EDPEG PARRY ENLIP

YSCB-YBBN CB W137 AVBEG W184 MUDGI NBR RACHL SUKTU Y27 EDPEG PARRY ENLIP BN

6500FT AMSL TO FL600

FROM 02 240600 TO 02 240630

C378/24

TEMPO RESTRICTED AREA ACT

ATS SUBJ TO CONTINGENCY DUE OPR RESTR, TIBA PROCEDURES APPLY IN THE

FLW CTA CLASS A, C, D AND E AIRSPACE

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BN CEN FREQ MNT IN CASE OF EMERG.

CLASS G AIRSPACE UNDER THE ABV AIRSPACE DOES NOT FORM PART OF THE

RESTRICTED AREA.

TIBA PROCEDURES APPLY ON PUBLISHED FIA FREQUENCIES.

FIS NOT AVBL IN THE CLASS G AIRSPACE.

IFR ACFT MAY CTC BRISBANE CENTRE VIA +617 3866 3798 FOR FURTHER INFO

IF RQ.

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

SUGGESTED DIVERSION ROUTES

YBBN-YSSY BN GUMKI VIRGE BONEY SIFRA BANDA J70 IGDAM H652 TESAT

YBBN-YSCB BN GUMKI VIRGE BONEY SIFRA BANDA J70 COOPA Q78 OLTIN W786

TESAT V169 CB

YBBN-YMML BN WACKO V250 LEBIT PANPU MOR AKPAL Q35 CANTY H119 ML

YBBN-YPAD BN WACKO V250 LEBIT PANPU MOR LOSPI Q16 MIA VOR Q4 WOONA

Q60 BLACK H309 AD

YBBN-YPPH BN WACKO V250 LEBIT PANPU SAPNO MACLA T33 LEC J141 KG Q41

HAMTN Q158 PH

YBBN-YWLM BN GUMKI VIRGE BONEY SIFRA BANDA LAXUM WLM

YBBN-YWLM (NON-JET) BN Q484 RUDEY W369 OK W207 IVL V179 SANAD LAXUM

WLM

YSSY-YBBN TESAT G595 ATNAT MISLY SIFRA GATER SAVER UGTUG BN

YMML-YBBN ML H66 MUDGI NBR RACHL SUKTU Y27 EDPEG PARRY ENLIP BN

YPAD-YBBN AD SEDAN Y27 EDPEG PARRY ENLIP BN

YPPH-YBBN PH Y31 LAKIR Y69 BOSLI Y67 KG J141 LEC T33 ANROM Y62 IGDIT

Y27 EDPEG PARRY ENLIP

YSCB-YBBN CB W137 AVBEG W184 MUDGI NBR RACHL SUKTU Y27 EDPEG PARRY

ENLIP BN

6500FT AMSL TO FL600

FROM 02 240830 TO 02 240900

C384/24

TEMPO RESTRICTED AREA ACT

ATS SUBJ TO CONTINGENCY DUE OPR RESTR, TIBA PROCEDURES APPLY IN THE

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BN CEN FREQ MNT IN CASE OF EMERG.

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RESTRICTED AREA.

TIBA PROCEDURES APPLY ON PUBLISHED FIA FREQUENCIES.

FIS NOT AVBL IN THE CLASS G AIRSPACE.

IFR ACFT MAY CTC BRISBANE CENTRE VIA +617 3866 3798 FOR FURTHER INFO

IF RQ.

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

SUGGESTED DIVERSION ROUTES

YBBN-YSSY BN GUMKI VIRGE BONEY SIFRA BANDA J70 IGDAM H652 TESAT

YBBN-YSCB BN GUMKI VIRGE BONEY SIFRA BANDA J70 COOPA Q78 OLTIN W786

TESAT V169 CB

YBBN-YMML BN WACKO V250 LEBIT PANPU MOR AKPAL Q35 CANTY H119

ML

YBBN-YPAD BN WACKO V250 LEBIT PANPU MOR LOSPI Q16 MIA VOR Q4 WOONA

Q60 BLACK H309 AD

YBBN-YPPH BN WACKO V250 LEBIT PANPU SAPNO MACLA T33 LEC J141 KG Q41

HAMTN Q158 PH

YBBN-YWLM BN GUMKI VIRGE BONEY SIFRA BANDA LAXUM WLM

YBBN-YWLM (NON-JET) BN Q484 RUDEY W369 OK W207 IVL V179 SANAD LAXUM

WLM

YSSY-YBBN TESAT G595 ATNAT MISLY SIFRA GATER SAVER UGTUG BN

YMML-YBBN ML H66 MUDGI NBR RACHL SUKTU Y27 EDPEG PARRY ENLIP BN

YPAD-YBBN AD SEDAN Y27 EDPEG PARRY ENLIP BN

YPPH-YBBN PH Y31 LAKIR Y69 BOSLI Y67 KG J141 LEC T33 ANROM Y62 IGDIT

Y27 EDPEG PARRY ENLIP

YSCB-YBBN CB W137 AVBEG W184 MUDGI NBR RACHL SUKTU Y27 EDPEG PARRY

ENLIP BN

6500FT AMSL TO FL600

FROM 02 241045 TO 02 241100

From: To: Cc: Subject: Service Variation - Byron (25 February 2024) Monday, 26 February 2024 3:37:00 PM Date: Attachments:

image002.png image003.png

ATS-FORM-0005 Byron (25Feb2024).pdf NOTAM Byron (25Feb2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 24 2200 to 24 02 24 2240

Due to reduced staff availability services were not provided during the above timeframe.

Regards



OFFICIAL

Date	25/02/2024	Unit	Byron				
A CONTRACTOR OF THE PARTY OF TH	is conducted by: name and position)		SM				
Reason	for variation to Published Services	○ Natur	al disaster	○ Facility failure (infra	structure) C Equ	ipment failure	e (System) Other
If other	, please specify						
Airspac	ce affected: GOL	-		Service affected (Class of Airspace, Level of Service)	Class A, Class C	, Class E, Cla	iss G
Expect	ed duration of ATS Service Variation (U	JTC) 2024	0224	Commencement 2200		Cessation	2240
(Consi	ted Traffic Level (actual traffic recorded der traffic volume, planned levels of op T aircraft planned through airspace dur	eration, trat	fic complexity, internationals, itine	erant aircraft etc)			
Foreca	ast weather:						
BECM 19006 BKN0 25 27 YBCG FM25 17008 BKN0	TAF AMD YBBN 242007Z 2420/2600 (IG 2501/2502 12012KT 9999 showers KT 9999 NSW FEW020 INTER 2420/208 INTER 2504/2512 3000 showers Of 28 Q 1013 1014 1013 1011 TAF3 TAF AMD YBCG 242009Z 2420/2518 0000 18014KT 9999 showers OF light KT 9999 NSW SCT015 INTER 2420/208 INTER 2504/2511 3000 showers Of 28 Q 1013 1014 1013 1011 TAF3	OF light rain 2500 4000 s moderate 23005KT 9 rain SCT01 500 4000 sl	n SCT025 FM251100 showers OF moderate rain rain BKN010 RMK T 23 999 light rain SCT015 SCT025 8 BKN025 FM251100 howers OF moderate rain				
Possib	le agencies affected (International age	ncies, other	FDRG, Defence, HF, NCC etc)				
PJE			T T T				

M Recommendation:	TIBA/TRA		ATMD Endorsen	nent:	
		Contingency Respons	se Manager Seled	ction Worksheet	
Pot	ential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
			← Yes		
			○Yes ○No	CYes CNo	
			CYes CNo	CYes CNo	
			CYes CNo	C Yes C No	
			○Yes ○No	⊜Yes ⊜No	
ecision					
RM considered most	suitable				
irector Operations ap	proval C Yes	○No			
RM appointed					
	1				

Note: The CRM may update operational system data subject to compliance with all of the following:

- CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Con	trols
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)
	Scheduled system upgrade to software, hardware or communications etc				
	Scheduled maintenance or facility failure within the TRA				
	Scheduled maintenance or facility failure within the surrounding airspace				
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors				
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)				
	Staff not familiar with published contingency procedures				
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures				
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace				
	MILEX/Active Restricted and Danger areas				
	Communication system unavailability with 'downstream' ANSP				
	Direct communication system unavailability with 'downstream' unit				
	Non-operational personnel currently present or scheduled to visit to Ops Room				

Potential Disrup	tions		Co	nsequences			Со	ntrols	
☐ Other									
Other									
Post Contingenc	y Review			-					
CIRRIS Number:	ATS-0204005		Entered by:						
NOTAM Number:	C385/24								
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	Additional staffing	☐ Additional s	supervision	Other		
What controls did no	ot work well?	☐ TIBA	□TRA	☐ Additional staffing	☐ Additional s	supervision	Other		
Why?			ш.,,,			Japan Notes			
70 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	of the controls on surrou	ınding Air Tra	affic Services?						
	act negatively on Externa				to Airservices?	(e.g. Airlines ai	nd ANSP)		
What other controls of	could have been impleme	ented to enha	nce the outcor	ne?					
Operational Staff deb	orief comments:								

☐ NOTAM attached	Í
☐ Copy of form and	other required information provided to the Director Operations for PAR
☐ Copy of form and	other required information provided to ATMD
☐ Copy of form prov	vided to the ATMSL
☐ Compliance notifi	ication email sent to Regulatory Engagement
☐ Copy of form sen	t to Regulatory Engagement
A copy of this form m	nust be placed in the Contingency Activation File (RMU File)

Notification Checklist

C0385/24 NOTAMN

- Q) YBBB/QRTCA/IV/BO/W/065/600/2809S15330E050
- A) YBBB
- B) 2402242200 C) 2402242240
- E) TEMPO RESTRICTED AREA ACT

ATS SUBJ TO CONTINGENCY DUE OPR RESTR, TIBA PROCEDURES APPLY IN THE FLW CTA CLASS A, C, D AND E AIRSPACE

DESIGNATED AIRSPACE HANDBOOK (DAH) GOLD COAST A, B, C, D, E, F.

SERVICE VARIATION MAP (LISTED UNDER GOLD COAST IN THE BRISBANE FIR)

AVBL AT HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP THE CARRIAGE AND USE OF TWO RADIOS IS RQ FOR ENTRY TO THE TEMPO RESTRICTED AREA.

RELEVANT APPROVAL FM CONTROLLING AUTHORITY RQ.

PILOTS OR AIRLINE OPS REQUESTING OPS IN CLASS A, C OR E AIRSPACE MUST CTC BRISBANE CENTRE VIA +617 3866 3798 FOR ACCESS APPROVAL.

EMERG AND MEDEVAC PRIORITY ACFT MAY REQ AUTH FM ADJ SECTOR.

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TWR, TERMINAL CONTROL UNITS 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 FREO.

TIBA FREQ: AT OR ABOVE FL200 128.95 MHZ. BELOW FL200 126.35 MHZ BN CEN FREQ MNT IN CASE OF EMERG.

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TIBA PROCEDURES APPLY ON PUBLISHED FIA FREQUENCIES.

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IFR ACFT MAY CTC BRISBANE CENTRE VIA +617 3866 3798 FOR FURTHER INFO IF RQ.

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SUGGESTED DIVERSION ROUTES:

YBBN-YSSY BN GUMKI VIRGE BONEY SIFRA BANDA J70 IGDAM H652 TESAT YBBN-YSCB BN GUMKI VIRGE BONEY SIFRA BANDA J70 COOPA Q78 OLTIN W786 TESAT V169 CB

YBBN-YMML BN WACKO V250 LEBIT PANPU MOR AKPAL Q35 CANTY H119 ML

YBBN-YPAD BN WACKO V250 LEBIT PANPU MOR LOSPI Q16 MIA VOR Q4 WOONA Q60 BLACK H309 AD

YBBN-YPPH BN WACKO V250 LEBIT PANPU SAPNO MACLA T33 LEC J141 KG Q41

HAMTN Q158 PH

YBBN-YWLM BN GUMKI VIRGE BONEY SIFRA BANDA LAXUM WLM YBBN-YWLM (NON-JET) BN Q484 RUDEY W369 OK W207 IVL V179 SANAD LAXUM WLM

YSSY-YBBN TESAT G595 ATNAT MISLY SIFRA GATER SAVER UGTUG BN
YMML-YBBN ML H66 MUDGI NBR RACHL SUKTU Y27 EDPEG PARRY ENLIP BN
YPAD-YBBN AD SEDAN Y27 EDPEG PARRY ENLIP BN
YPPH-YBBN PH Y31 LAKIR Y69 BOSLI Y67 KG J141 LEC T33 ANROM Y62 IGDIT
Y27 EDPEG PARRY ENLIP

YSCB-YBBN CB W137 AVBEG W184 MUDGI NBR RACHL SUKTU Y27 EDPEG PARRY ENLIP BN

F) 6500FT AMSL G) FL600

From:
To:
Cc:
Subject: Service Variation - Byron (27 February 2024)
Date: Monday, 4 March 2024 10:13:00 AM

Attachments: image002.png image003.png

ATS-FORM-0005 Byron (27Feb2024).pdf NOTAM Byron (27Feb2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 27 1400 to 24 02 27 1930

Due to reduced staff availability services were not provided during the above timeframe.

Regards



OFFICIAL

Date	27/02/2024	Unit	Byron Lov	ws					
and the same of th	s conducted by: name and position)			ATMD					
Reason	for variation to Published Services	○ Natura	al disaster	Staff Availability	○ Facility fail	ure (infra	structure) C Equ	ipment failure	e (System) C Other
If other,	please specify								
Airspac	e affected: GRN / SON / NEL				Service affected (Class of Airspace of Service)	e, Level	Class A, Class C	, Class E, Cla	iss G
Expecte	ed duration of ATS Service Variation (U	TC) 5hr30	1		Commencement	1400		Cessation	1930
	ed Traffic Level (actual traffic recorded der traffic volume, planned levels of ope				erant aircraft etc)				
NIL RP	Т								
Forecas	st weather:								
09010k FM2714 FM2714 FM2725 FM2805 TAF YE 14013k FM2705 FM2715	BBN 270510Z 2706/2812 CT 9999 -SHRA SCT030 000 15008KT 9999 NSW FEW025 400 19006KT 9999 SCT020 300 12010KT 9999 -SHRA SCT030 300 08010KT 9999 NSW FEW035 3CG 270513Z 2706/2806 CT 9999 SCT030 800 15009KT 9999 SCT025 200 21006KT 9999 SCT030 200 18008KT 9999 -SHRA SCT035 100 12013KT 9999 NSW FEW040								
V. 7	e agencies affected (International ager	ncies, other	FDRG, Def	ence, HF, NCC etc)					
PJE									

SM Recommendation:	TIBA/TRA		ATMD Endorsen	nent:	
		Contingency Respons	se Manager Seled	ction Worksheet	
Pot	ential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
				CYes	1130pm
			CYes CNo	○Yes ○No	
			CYes CNo	CYes CNo	
			CYes CNo	○Yes ○No	
			○Yes ○No	∩Yes ∩No	
Decision					-1
CRM considered most	suitable				
Director Operations ap	proval • Yes	○No			
CRM appointed					
C. C. C. C. C. C. C. C. C. C. C. C. C. C					

Note: The CRM may update operational system data subject to compliance with all of the following:

- CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Con	trols
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)
	Scheduled system upgrade to software, hardware or communications etc				
	Scheduled maintenance or facility failure within the TRA				
	Scheduled maintenance or facility failure within the surrounding airspace				
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors				
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)				
	Staff not familiar with published contingency procedures				
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures				
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace				
	MILEX/Active Restricted and Danger areas				
	Communication system unavailability with 'downstream' ANSP				
	Direct communication system unavailability with 'downstream' unit				
	Non-operational personnel currently present or scheduled to visit to Ops Room				

Potential Disrup	tions		Co	onsequences			Controls	
☐ Other								
Other								
Post Contingenc	y Review			•			,	
CIRRIS Number:	ATS-0204087		Entered by:					
NOTAM Number:	YBBB C408							
What controls were	implemented?							
☐ Traffic Metering	☐ Diversion routes	⊠ TIBA	⊠ TRA	Additional staffing	Additional s	supervision 🗌 Ot	ther	1
What controls did no	ot work well?			ellustinati				
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	supervision	ther	
Why?								
What was the impact	of the controls on surrou	unding Air Tra	affic Services?					
Did the controls impa	act negatively on Externa	Agencies to	the extent tha	t there will be feedback	to Airservices?	(e.g. Airlines and	ANSP)	
What other controls of	could have been impleme	ented to enha	ance the outcom	me?				
	NAME AND ADDRESS OF							
Operational Staff deb	orief comments:							

☐ NOTAM attached	Í
☐ Copy of form and	other required information provided to the Director Operations for PAR
☐ Copy of form and	other required information provided to ATMD
☐ Copy of form prov	vided to the ATMSL
☐ Compliance notifi	ication email sent to Regulatory Engagement
☐ Copy of form sen	t to Regulatory Engagement
A copy of this form m	nust be placed in the Contingency Activation File (RMU File)

Notification Checklist

C0408/24 NOTAMR C0407/24

- Q) YBBB/QRTCA/IV/BO/W/000/245/3053S15132E160
- A) YBBB
- B) 2402271400 C) 2402271930
- E) TEMPO RESTRICTED AREA ACT

ATS SUBJ TO CONTINGENCY DUE OPR RESTR, TIBA PROCEDURES APPLY IN THE FLW CTA CLASS A, C, D AND E AIRSPACE

DESIGNATED AIRSPACE HANDBOOK (DAH) GRAFTON A, B, C, D, E ,F ,G,

NEWELL A, B, C, D, SANDON A, B, C.

SERVICE VARIATION MAP (LISTED UNDER GRAFTON AND SANDON/NEWELL IN THE BRISBANE FIR) AVBL AT

HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP THE CARRIAGE AND USE OF TWO RADIOS IS RQ FOR ENTRY TO THE TEMPO RESTRICTED AREA.

RELEVANT APPROVAL FM CONTROLLING AUTHORITY RQ.

PILOTS OR AIRLINE OPS REQUESTING OPS IN CLASS A, C OR E AIRSPACE MUST CTC BRISBANE CENTRE VIA +617 3866 3798 FOR ACCESS APPROVAL.

EMERG AND MEDEVAC PRIORITY ACFT MAY REQ AUTH FM ADJ SECTOR.

AUTH TO ENTER TEMPO RESTRICTED AREA DOES NOT CONSTITUTE CLR TO ENTER ANY ADJ OR EMBEDDED RESTRICTED AREAS.

ATC SER NOT AVBL IN CLASS A, C, D AND E AIRSPACE

FIS EXC TRAFFIC INFORMATION AVBL ON REQ FM HF AND MAY BE AVBL FM ADJ ATS SECTORS.

PRIOR TO ENTERING THE TEMPO RESTRICTED AREA ACFT WILL BE PROVIDED HF FOR FIS AND SAR ALERTING AND VHF FOR ONWARDS CLR.

PILOTS ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WI AFFECTED AIRSPACE.

TWR, TERMINAL CONTROL UNITS 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.

TIBA FREQ: AT OR ABOVE FL200 128.95 MHZ. BELOW FL200 126.35 MHZ BN CEN FREQ MNT IN CASE OF EMERG.

CLASS G AIRSPACE UNDER THE ABV AIRSPACE DOES NOT FORM PART OF THE RESTRICTED AREA.

TIBA PROCEDURES APPLY ON PUBLISHED FIA FREQUENCIES.

FIS NOT AVBL IN THE CLASS G AIRSPACE.

IFR ACFT MAY CTC BRISBANE CENTRE VIA +617 3866 3798 FOR FURTHER INFO IF RQ.

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

F) SFC G) FL245

From:
To:
Cc:
Subject: Service Variation - Byron (9 March 2024)
Date: Tuesday, 12 March 2024 11:37:00 AM
Attachments: image002.png
image003.png

ATS-FORM-0005 Byron (9Mar2024).pdf NOTAM Byron (9Mar2024).pdf

provide the published air traffic service in the detailed airspace.

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to

Variation (UTC)

24 03 09 1250 to 24 03 09 1915

Due to reduced staff availability services were not provided during the above timeframe.

Regards



OFFICIAL

Date	09/03/2024		Unit	Byron (Lo	ow)					
	s conducted by: name and position,									
Reason	for variation to Pu	blished Services	○ Natura	al disaster	Staff Availability	○ Facility fail	ure (infra	structure) C Equ	ipment failure	(System) C Other
If other	, please specify									
Airspac	e affected:	Byron - Grafton, New	ell, Sand	lon		Service affected (Class of Airspace of Service)	e, Level	Class A, C, E		
Expecte	ed duration of ATS	Service Variation (UTC	8 hrs	25mins		Commencement	09 1250		Cessation	09 1915
		ctual traffic recorded in planned levels of opera				erant aircraft etc)				
Low. N	il RPT identified at	time of assessment. It	nerant M	ledical and	charter flights expect	ed.				- 1
Foreca	st weather:									
TAF 1201 FM0 INTE	90300 12014KT 9 ER 0823/0903 400	10Z 0823/0912 ERS OF LIGHT RAIN S 999 NSW SCT025 0 SHOWERS OF MOD		RAIN BKN0	10					
TAF 1601 INTE RMK		0 0 SHOWERS OF MOD	ERATE I	RAIN BKN0	12					
TAMW	ORTH (YSTW)									

sible agencies affected (international a	agencies, other FDRG, Defence, HF, NC	CC etc)		
er factors:				
ecommendation:		ATMD Endorser	ment:	
Potential CRMs	Contingency Respons	Previous CRM	HMI Capable	When Availabl
Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	
Potential CRMs		Previous CRM	HMI Capable	When Available
Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	
Potential CRMs	FRMS Fatigue Level	Previous CRM Experience Yes No	HMI Capable (see note below) • Yes No	
Potential CRMs	FRMS Fatigue Level	Previous CRM Experience Yes No	HMI Capable (see note below) Yes No	
Potential CRMs	FRMS Fatigue Level	Previous CRM Experience • Yes	HMI Capable (see note below) Yes No Yes No	
Potential CRMs	FRMS Fatigue Level	Previous CRM Experience Yes No Yes No Yes No	HMI Capable (see note below) Yes No Yes No Yes No	

CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disruptions			Со	nsequences		Controls			
☐ Other									
Other									
Post Contingenc	y Review								
CIRRIS Number:	ATS-0204387		Entered by:						
NOTAM Number:	C530/24								
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes		⊠ TRA	Additional staffing	☐ Additional s	supervision [Other		
What controls did no	ot work well?	☐ TIBA	□ TRA	☐ Additional staffing	☐ Additional s	supervision 🗌 (Other		
Why?	Biversion routes					Apervision s			
70 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	of the controls on surrou	unding Air Tra	affic Services?						
Did the controls impa	act negatively on Externa	I Agencies to	the extent that	t there will be feedback	to Airservices?	(e.g. Airlines an	d ANSP)		
What other controls of	could have been impleme	ented to enha	nce the outcor	me?					
Operational Staff deb	orief comments:								

☐ NOTAM attached	
☐ Copy of form and	other required information provided to the Director Operations for PAR
☐ Copy of form and o	other required information provided to ATMD
☐ Copy of form provi	ded to the ATMSL
☐ Compliance notific	ation email sent to <u>Regulatory Engagement</u>
☐ Copy of form sent	to Regulatory Engagement
A copy of this form mu	ist be placed in the Contingency Activation File (RMU File)

Notification Checklist

Summary: TRA TIBA ACT GRAFTON/NEWELL/SANDON Item A):YBBB Item B):24 03 09 1250 Item C):24 03 09 1915 Subject: TEMPO RESTRICTED AREA Status: ACT Text: ATS SUBJ TO CONTINGENCY DUE OPR RESTR, TIBA PROCEDURES APPLY IN THE FLW CTA CLASS A, C, D AND E AIRSPACE DESIGNATED AIRSPACE HANDBOOK (DAH) GRAFTON A, B, C, D, E, F, G, NEWELL A, B, C, D, SANDON A, B, C. SERVICE VARIATION MAP (LISTED UNDER GRAFTON AND SANDON/NEWELL IN THE BRISBANE FIR) AVBL AT HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP THE CARRIAGE AND USE OF TWO RADIOS IS RQ FOR ENTRY TO THE TEMPO RESTRICTED AREA. RELEVANT APPROVAL FM CONTROLLING AUTHORITY RQ. PILOTS OR AIRLINE OPS REQUESTING OPS IN CLASS A, C OR E AIRSPACE MUST CTC BRISBANE CENTRE VIA +617 3866 3798 FOR ACCESS APPROVAL. EMERG AND MEDEVAC PRIORITY ACFT MAY REQ AUTH FM ADJ SECTOR. AUTH TO ENTER TEMPO RESTRICTED AREA DOES NOT CONSTITUTE CLR TO ENTER ANY ADJ OR EMBEDDED RESTRICTED AREAS. ATC SER NOT AVBL IN CLASS A, C, D AND E AIRSPACE FIS EXC TRAFFIC INFORMATION AVBL ON REQ FM HF AND MAY BE AVBL FM ADJ ATS SECTORS. PRIOR TO ENTERING THE TEMPO RESTRICTED AREA ACFT WILL BE PROVIDED HF

FOR FIS AND SAR ALERTING AND VHF FOR ONWARDS CLR.

AFFECTED AIRSPACE.

PILOTS ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WI

OFFICIAL

TWR, TERMINAL CONTROL UNITS 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.

TIBA FREQ: AT OR ABOVE FL200 128.95 MHZ. BELOW FL200 126.35 MHZ BN CEN FREQ MNT IN CASE OF EMERG.

CLASS G AIRSPACE UNDER THE ABV AIRSPACE DOES NOT FORM PART OF THE RESTRICTED AREA.

TIBA PROCEDURES APPLY ON PUBLISHED FIA FREQUENCIES.

FIS NOT AVBL IN THE CLASS G AIRSPACE.

IFR ACFT MAY CTC BRISBANE CENTRE VIA +617 3866 3798 FOR FURTHER INFO IF RO.

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

Item F):SFC

Item G):245 FL

From: To: Cc: Subject: Service Variation - Byron (12 March 2024) Wednesday, 13 March 2024 11:31:00 AM Date: image002.png image003.png Attachments:

ATS-FORM-0005 Byron (12Mar2024).pdf NOTAM Byron (12Mar2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 03 12 1245 to 24 03 12 1930

Due to reduced staff availability services were not provided during the above timeframe.

Regards



OFFICIAL

Date	12/03/2024	Unit Byron			
	s conducted by: name and position)				
Reason	for variation to Published Services	○ Natural disaster	○ Facility failure (infras	structure) C Equipment failure	e (System) Other
If other,	please specify				
Airspace	e affected: GOL, INL, GRN,	SN/NEL Sectors	Service affected (Class of Airspace, Level of Service)	Class A, C, E and G	
Expecte	ed duration of ATS Service Variation	(UTC) 6 hours 45 minutes	Commencement 1245	Cessation	1930
(Consid		ed in 'TIBA Log of Affected Aircraft'): operation, traffic complexity, internationals, itine erant medical and charter flights expected in lo			
Forecas	st weather:		De-Carrie		
TAF 1301 FM1: RMK	IA/BYRON GATEWAY (YBNA) YBNA 112310Z 1200/1212 2KT 9999 SHOWERS OF LIGHT RA 20900 12007KT 9999 NSW SCT025 27 26 24 Q 1019 1017 1015 1016				
Possibl	e agencies affected (International ag	gencies, other FDRG, Defence, HF, NCC etc)			
NOMC,					
Other fa	actors:				

SM Recommendation:	ATMD Endorsement:	

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
	Nil			12:30
		C Yes C No	CYes CNo	
		C Yes ○ No	CYes CNo	
		CYes CNo	CYes CNo	
		CYes CNo	○Yes ○No	

Decision

CRM considered most suitable	
Director Operations approval	• Yes C No
CRM appointed	
CRM to attend by	12:30

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disruptions			Co	onsequences			Controls	
Other								
Other								
Post Continge	ncy Review							
CIRRIS Number:	ATS-0204462		Entered by:					
NOTAM Number:	C557/24							
What controls we	re implemented?							
Traffic Metering	☐ Diversion routes	⊠ TIBA	⊠ TRA	☐ Additional staffing	☐ Additional s	upervision 🗌 Oth	ner	
What controls did		TID.						
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	Additional staffing	Additional si	upervision Oth	ner	
Why? What was the imp	act of the controls on surro	unding Air Tra	affic Services?					
Did the controls in	pact negatively on Externa	l Agencies to	the extent tha	t there will be feedback	to Airservices? ((e.g. Airlines and A	ANSP)	
What other contro	s could have been impleme	ented to enha	ance the outcom	me?				
Operational Staff	lebrief comments:							

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

BRISBANE FIR (YBBB)

C557/24 NOTAMN BRISBANE FIR

B) 2403121245 C) 2403121930

SUMMARY: TRA TIBA ALL BYRON

ISSUED AT: 2403120405 CROSS-REF: D1543/24

C0557/24 NOTAMN

- Q) YBBB/QRTCA/IV/BO/W/065/600/2908S15301E120
- A) YBBB
- B) 2403121245 C) 2403121930
- E) TEMPO RESTRICTED AREA ACT

ATS SUBJ TO CONTINGENCY DUE OPR RESTR, TIBA PROCEDURES APPLY IN THE FLW CTA CLASS A, C, D AND E AIRSPACE

DESIGNATED AIRSPACE HANDBOOK (DAH) GRAFTON A, B, C, D, E, F, G, NEWELL A, B, C, D, SANDON A, B, C, INVERELL A, B, C AND GOLD COAST A, B, C, D, E, F.

SERVICE VARIATION MAP (LISTED UNDER SANDON/NEWELL, INVERELL AND GOLD

COAST IN THE BRISBANE FIR) AVBL AT

HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP THE CARRIAGE AND USE OF TWO RADIOS IS RQ FOR ENTRY TO THE TEMPO RESTRICTED AREA.

RELEVANT APPROVAL FM CONTROLLING AUTHORITY RQ.

PILOTS OR AIRLINE OPS REQUESTING OPS IN CLASS A, C OR E AIRSPACE MUST CTC BRISBANE CENTRE VIA +617 3866 3798 FOR ACCESS APPROVAL.

EMERG AND MEDEVAC PRIORITY ACFT MAY REQ AUTH FM ADJ SECTOR.

AUTH TO ENTER TEMPO RESTRICTED AREA DOES NOT CONSTITUTE CLR TO ENTER

ANY ADJ OR EMBEDDED RESTRICTED AREAS.

ATC SER NOT AVBL IN CLASS A, C, D AND E AIRSPACE

FIS EXC TRAFFIC INFORMATION AVBL ON REQ FM HF AND MAY BE AVBL FM ADJ

ATS SECTORS.

PRIOR TO ENTERING THE TEMPO RESTRICTED AREA ACFT WILL BE PROVIDED HF

FOR FIS AND SAR ALERTING AND VHF FOR ONWARDS CLR.

PILOTS ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WI

AFFECTED AIRSPACE.

APRX AREA GRN, SON, NEL: NORTHEAST NEW SOUTH WALES OUTSIDE 45NM YSSY

EXC YSTW CTA STEPS BLW A065 WHEN ACTIVE AND YCFS CLASS D STEPS WHEN ACTIVE AND YBNA SFIS BA WHEN ACTIVE.

VERTICAL LIMITS: A065 - FL245

APRX AREA INL: AN ARC AT 50DME YBCG SOUTH TO YCFS, SOUTHWEST TO YARM,

NORTHWEST TO YIVL AND NORTHEAST TO POSN 27NM NORTHEAST YSPE.

APRX AREA GOL A: 30NM RADIUS SOUTHWEST COUNTER CLOCKWISE TO EAST OF

YBCG.

VERTICAL LIMITS: FL125 - FL600

APRX AREA GOL B: 30NM RADIUS SOUTHWEST OF YBBN COUNTERCLOCKWISE

TO

SOUTHEAST OF YBBN

VERTICAL LIMITS: FL180 - FL600

APRX AREA GOL C: BTN 30NM AND 50NM RADIUS SOUTH OF YBBN COUNTER

CLOCKWISE TO 30NM EAST OF YBCG

VERTICAL LIMITS: A075 - FL600

APRX AREA GOL D: FM WAYPOINTS VONDO TO PERSA COUNTER CLOCKWISE TO

WAYPOINT VELKA BETWEEN 30NM TO 66NM OF YBBN

VERTICAL LIMITS: BCTA - FL600

APRX AREA GOL E: BTN 30NM AND 35NM RADIUS NORTHEAST OF YBCG

VERTICAL LIMITS: BCTA - FL600

APRX AREA GOL F: BTN 30NM AND 50NM RADIUS SOUTHWEST COUNTER

CLOCKWISE

TO SOUTHEAST OF YBCG

VERTICAL LIMITS: FL125 - FL600

TWR, TERMINAL CONTROL UNITS 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 FREO.

TIBA FREQ: AT OR ABOVE FL200 128.95 MHZ. BELOW FL200 126.35 MHZ BN CEN FREQ MNT IN CASE OF EMERG.

CLASS G AIRSPACE UNDER THE ABV AIRSPACE DOES NOT FORM PART OF THE RESTRICTED AREA.

OFFICIAL

TIBA PROCEDURES APPLY ON PUBLISHED FIA FREQUENCIES.

FIS NOT AVBL IN THE CLASS G AIRSPACE.

IFR ACFT MAY CTC BRISBANE CENTRE VIA +617 3866 3798 FOR FURTHER INFO IF RQ.

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

F) 6500FT AMSL G) FL600

From: To: Cc:

Subject: Service Variation - Canberra Tower (11 January 2024)

Friday, 12 January 2024 10:46:00 AM Date:

image002.png image003.png Attachments:

ATS-FORM-0005 Canberra TWR (11Jan2024).pdf NOTAM Canberra TWR (11Jan2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 11 0320 to 24 01 11 0350

Due to reduced staff availability services were not provided during the above timeframe. Regards



OFFICIAL

Date	11/01/2024		Unit	CB TWR	P					
	conducted by: ame and position)			ATMD					
Reason f	or variation to Pu	ublished Services	○ Natur	al disaster	Staff Availability	○ Facility failu	ure (infra	structure) C Equ	uipment failure	e (System) C Other
If other, p	please specify									
Airspace affected: CB TWR				Service affected (Class of Airspace, Level of Service)		SFC Movement	ent			
Expected	d duration of ATS	S Service Variation (U	JTC) 30mi	n		Commencement	0320		Cessation	0350
		ectual traffic recorded			d Aircraft'): ty, internationals, itine	erant aircraft etc)				
QFA191	0 Dep and VA65	i1 Dep								
Forecas	t weather:									
05010KT FM1106 BECMG BECMG		99 SCT030 08KT 9999 BKN020 06KT 9999 SCT020								
Possible	agencies affect	ed (International age	ncies, other	r FDRG, Def	fence, HF, NCC etc)					
Other fa	ctors:									

Potential CRMs		FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
			C Yes C No	○Yes ○No	
			CYes CNo	CYes CNo	
			○Yes ○No	CYes CNo	
			○Yes ○No	CYes CNo	
			○Yes ○No	○Yes ○No	
Decision					
CRM considered most suitable	NR				
irector Operations approval	C Yes	O No			
CRM appointed					
CRM to attend by					

ATMD Endorsement:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

SM Recommendation:

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
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	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disrup	tions		Co	nsequences			c	Controls	
☐ Other									
Other									
Post Contingenc	y Review								
CIRRIS Number: ATS-0202775		Entered by:						11	
NOTAM Number:	YSCB B1/24 YMMM	B14/24							
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA [Additional staffing	☐ Additional s	upervision 🖂	Other		
MBZ on Ground, Clas	ss C to ground.								
What controls did no	ot work well?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA [Additional staffing	☐ Additional s	upervision [Other		
Why?									
What was the impact	of the controls on surrou	unding Air Tra	affic Services?						
Did the controls impa	ct negatively on Externa	Agencies to	the extent that	there will be feedback	to Airservices?	(e.g. Airlines ar	nd ANSP)		1
\M/hat ather centrals	and have been impleme	ntad ta anha	nee the cuteen	202					
what other controls o	could have been impleme	ented to enna	nce the outcom	ic :					= 1
Operational Staff deb	orief comments:								

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

NOTAM for YSCB approved by NOTAM Office with number B0001/24

Summary: YSCB TCU AVBL/TWR NAVBL

B0001/24 NOTAMN

- Q) YMMM/QACLC/IV/NBO/AE/000/999/3518S14912E005
- A) YSCB
- B) 2401110320 C) 2401110350
- E) ATS AT YSCB AERODROME ARE SUBJECT TO CONTINGENCY DUE OPR RESTRICTIONS

AERODROME CTL SER NOT AVBL.

MANDATORY BROADCAST PROC AS DETAILED IN AIP APPLY ON 118.7

APP [AND DEP] CTL SER PROVIDED TO SFC ON 125.9. ALL AIRCRAFT

REQUESTING CLEARANCE INTO THE AIRSPACE MUST CONTACT 125.9. NO LANDING OR TAKE OFF CLEARANCES WILL BE ISSUED.

PILOTS-IN-COMMAND ARE SOLELY RESPONSIBLE FOR COLLISION AVOIDANCE ON THE MOVEMENT AREA.

PRIOR TO OPERATING ON THE MANOEUVRING AREA PILOTS MUST:

1. OBTAIN A BRIEFING ON CONTINGENCY PROCEDURES FROM AIRSERVICES AUSTRALIA

ON +61 3 9235 7337

- 2. OBTAIN A LANDING OR DEPARTURE TIME
- 3. IF DEPARTING, OBTAIN AN AIRWAYS CLEARANCE ON 125.9

PRIOR TO ENTERING THE RWY FOR DEPARTURE, PILOTS MUST:

- 1. REPORT READY ON 125.9
- 2. OBTAIN DEPARTURE INSTRUCTIONS AND REPORT AIRBORNE WITHIN THREE MINUTES.

AFTER LANDING, REPORT CLEAR OF THE RWY ON 125.9

NOTAM for YMMM approved by NOTAM Office with number B0014/24

Summary: YSCB TCU AVBL / TWR NOT AVBL

B0014/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/999/3518S14912E010
- A) YMMM
- B) 2401110320 C) 2401110350
- E) ATS AT CANBERRA AD (YSCB) ARE SUBJECT TO CONTINGENCY DUE OPR RESTRICTIONS

AERODROME CTL SER NOT AVBL.

MANDATORY BROADCAST PROC AS DETAILED IN AIP APPLY ON 118.7

APP (AND DEP) CTL SER PROVIDED TO SFC ON 125.9. ALL AIRCRAFT

REQUESTING CLEARANCE INTO THE AIRSPACE MUST CONTACT 125.9. NO LANDING OR TAKE OFF CLEARANCES WILL BE ISSUED.

PILOTS-IN-COMMAND ARE SOLELY RESPONSIBLE FOR COLLISION AVOIDANCE ON THE MOVEMENT AREA.

PRIOR TO OPERATING ON THE MANOEUVRING AREA PILOTS MUST:

1. OBTAIN A BRIEFING ON CONTINGENCY PROCEDURES FROM AIRSERVICES AUSTRALIA

ON +61 3 9235 7337

- 2. OBTAIN A LANDING OR DEPARTURE TIME
- 3. IF DEPARTING, OBTAIN AN AIRWAYS CLEARANCE ON 125.9

PRIOR TO ENTERING THE RWY FOR DEPARTURE, PILOTS MUST:

- 1. REPORT READY ON 125.9
- 2. OBTAIN DEPARTURE INSTRUCTIONS AND REPORT AIRBORNE WITHIN THREE MINUTES.

AFTER LANDING, REPORT CLEAR OF THE RWY ON 125.9

From: To: Cc:

Subject: Service Variation - Canberra Tower (16 January 2024)

Monday, 22 January 2024 5:48:00 PM Date:

image002.png image003.png Attachments:

ATS-FORM-0005 Canberra TWR (16Jan2024).pdf NOTAM Canberra TWR (16Jan2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 16 1145 to 24 01 16 1230

Due to reduced staff availability services were not provided during the above timeframe. Regards



OFFICIAL

Variation to Published Services: Operational Hazard Assessment

Date	16/01/2024		Jnit	CB TWR early close					
	s conducted by: name and position	on)		ATMD					
Reason	for variation to F	Published Services (Natur	ral disaster	ty CFacility fail	ure (infra	structure) C Equ	ipment failure	e (System) C Other
If other,	, please specify								
Airspac	e affected:	CB TWR			Service affected (Class of Airspac of Service)	e, Level	SFC Movement		
Expecte	ed duration of AT	S Service Variation (UTC) 45mi	in	Commencement	1145		Cessation	1230
		(actual traffic recorded in ' e, planned levels of operat		og of Affected Aircraft'): offic complexity, internationals, it	inerant aircraft etc)				
Nil RP	Ť.								
Foreca	st weather:								
07008H BECMO BECMO INTER TEMPO TEMPO	G 1622/1700 350 1606/1608 5000 D 1612/1622 999 D 1622/1706 500	BKN030 005KT 9999 -SHRA BKN0 005KT 9999 -SHRA BKN0) SHRA BKN020	25	050CB					
Possibl	le agencies affec	eted (International agencie	s, othe	er FDRG, Defence, HF, NCC etc)				

SM Recommendation:			ATMD Endorser	ment:	
	(Contingency Respon	se Manager Sele	ction Worksheet	
Potential CRMs		FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
			∩Yes ∩No	CYes CNo	
			CYes CNo	○Yes ○No	
			CYes CNo	CYes CNo	
			CYes CNo	CYes CNo	
			○Yes ○No	⊜Yes ⊜No	
Decision					
CRM considered most suitable	NR				
Director Operations approval	C Yes	○ No			
CRM appointed					
CRM to attend by					

Note: The CRM may update operational system data subject to compliance with all of the following:

- CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disrupt	tions		Co	nsequences				Controls	
Other									
Other									
Post Contingency	y Review								
CIRRIS Number:	ATS-0202936		Entered by:						
NOTAM Number:	YSCB B2 YMMM B3	30							
What controls were i	mplemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA [Additional staffing	☐ Additional s	supervision 🖂	Other		
MBZ on Ground, Clas	ss C to ground.								
What controls did no	ot work well?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA [Additional staffing	☐ Additional s	supervision [Other		
Why?							-7		
What was the impact	of the controls on surrou	unding Air Tra	affic Services?						
Did the controls impa	ct negatively on Externa	I Agencies to	the extent that	there will be feedback	to Airservices?	(e.g. Airlines ar	nd ANSP)		
What other centrals of	ould have been impleme	ented to only	unce the outcom	202					
Wilat other controls c	ould have been impleme	sined to enha	ince the outcom	ie:					= 11
Operational Staff deb	rief comments:								

☐ NOTAM attached	Í
☐ Copy of form and	other required information provided to the Director Operations for PAR
☐ Copy of form and	other required information provided to ATMD
☐ Copy of form prov	vided to the ATMSL
☐ Compliance notifi	ication email sent to Regulatory Engagement
☐ Copy of form sen	t to Regulatory Engagement
A copy of this form m	nust be placed in the Contingency Activation File (RMU File)

NOTAM for YMMM approved by NOTAM Office with number B0030/24

Summary: YSCB TWR NOT AVBL. TCU AVBL

B0030/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/999/3518S14911E009
- A) YMMM
- B) 2401161145 C) 2401161230
- E) ATS AT YSCB AERODROME ARE SUBJECT TO CONTINGENCY DUE OPR RESTRICTIONS

AERODROME CTL SER NOT AVBL.

MANDATORY BROADCAST PROC AS DETAILED IN AIP APPLY ON FREQ 118.7 APP [AND DEP] CTL SER PROVIDED TO SFC ON FREQ 125.9. ALL AIRCRAFT REQUESTING CLEARANCE INTO THE AIRSPACE MUST CONTACT FREQ 125.9. NO LANDING OR TAKE OFF CLEARANCES WILL BE ISSUED.

PILOTS-IN-COMMAND ARE SOLELY RESPONSIBLE FOR COLLISION AVOIDANCE ON THE MOVEMENT AREA.

PRIOR TO OPERATING ON THE MANOEUVRING AREA PILOTS MUST:

- 1. OBTAIN A BRIEFING ON CONTINGENCY PROCEDURES FROM AIRSERVICES AUSTRALIA ON +61 3 9235 7337
- 2. OBTAIN A LANDING OR DEPARTURE TIME
- 3. IF DEPARTING, OBTAIN AN AIRWAYS CLEARANCE ON FREQ 125.9 PRIOR TO ENTERING THE RWY FOR DEPARTURE, PILOTS MUST:
- 1. REPORT READY ON FREQ 125.9
- 2. OBTAIN DEPARTURE INSTRUCTIONS AND REPORT AIRBORNE WITHIN THREE MINUTES.

AFTER LANDING, REPORT CLEAR OF THE RWY ON FREQ 125.9

NOTAM for YSCB approved by NOTAM Office with number B0002/24

Summary: YSCB TWR NOT AVBL. TCU AVBL

B0002/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3518S14912E005
- A) YSCB
- B) 2401161145 C) 2401161230
- E) ATS AT YSCB AERODROME ARE SUBJECT TO CONTINGENCY DUE OPR RESTRICTIONS

AERODROME CTL SER NOT AVBL.

MANDATORY BROADCAST PROC AS DETAILED IN AIP APPLY ON FREQ 118.7 APP [AND DEP] CTL SER PROVIDED TO SFC ON FREQ 125.9. ALL AIRCRAFT REQUESTING CLEARANCE INTO THE AIRSPACE MUST CONTACT FREQ 125.9. NO LANDING OR TAKE OFF CLEARANCES WILL BE ISSUED.

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- 2. OBTAIN A LANDING OR DEPARTURE TIME
- 3. IF DEPARTING, OBTAIN AN AIRWAYS CLEARANCE ON FREQ 125.9 PRIOR TO ENTERING THE RWY FOR DEPARTURE, PILOTS MUST:
- 1. REPORT READY ON FREQ 125.9
- 2. OBTAIN DEPARTURE INSTRUCTIONS AND REPORT AIRBORNE WITHIN THREE MINUTES.

AFTER LANDING, REPORT CLEAR OF THE RWY ON FREQ 125.9

From:
To:
Cc:
Subject: Service Variation - Canberra Tower (29 January 2024)

Date: Tuesday, 30 January 2024 11:31:51 AM
Attachments: CB TWR 29 Jan ATS-FORM-0005 (11).pdf

CB TWR 29 Jan ATS-FORM-0005 (11).pdf YSCB+NOTAM+approved+for+MLOPSMGR ATC MLCONT.msg

image003.png image004.png image005.png image006.png

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In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 29 0830 to 24 01 29 0900

Due to reduced staff availability services were not provided during the above timeframe. Regards



We acknowledge the Traditional Owners of Country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging

OFFICIAL

Variation to Published Services: Operational Hazard Assessment

Date	29/01/2024		Unit	CB TWR						
	s conducted by: name and positio	on)	LL -							
eason	for variation to F	Published Services	○ Natur	al disaster	Staff Availability	○ Facility fail	ure (infra	structure) C Equ	ipment failure	(System) C Other
fother,	please specify									
∖irspac∈	e affected:	CB TWR				Service affected (Class of Airspace of Service)	e, Level	Nil services to the	movement a	ırea
Expecte	ed duration of AT	S Service Variation (UT	C) 30 m	in		Commencement	0830		Cessation	0900
	ler traffic volume	actual traffic recorded in e, planned levels of opera				erant aircraft etc)				
Forecas	st weather:									
32010K FM2910 FM2913 FM2920 TEMPO RMK	3CB 282325Z 29 (T CAVOK 000 10010KT CA 300 14008KT CA 000 13008KT 99 0 2920/2923 999 1 31 27 Q 1014 1	AVOK AVOK 199 SCT020 19 BKN020								
Possible	e agencies affec	eted (International agenc	es, othe	FDRG, Def	fence, HF, NCC etc)	l _a				

			ATMD Endorse	ment:		
			_			
	Continger	cy Response I	Manager Sele	ction Worksheet		
Potential CRMs		atigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available	
		(Yes \(\text{No} \)	CYes CNo		
		(Yes (No	CYes CNo		
		(Yes \(\text{No} \)	CYes CNo		
			Yes (No	CYes CNo		
) [(Yes (No	CYes CNo		
ecision		I I		1		
RM considered most suitable	IR					
irector Operations approval	Yes (No					

Note: The CRM may update operational system data subject to compliance with all of the following:

- CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disrup	tions		Cor	nsequences				Controls	
Other									
Other									
Post Contingenc	y Review								
CIRRIS Number:	ATS-0203273		Entered by:						
NOTAM Number:	B0058/24, B0005/24	<u></u>							
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA ☐	Additional staffing	☐ Additional s	supervision 🗵	Other		
TCU to SFC									
What controls did no	ot work well?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA ☐	Additional staffing	☐ Additional s	supervision [] Other		
Why?									
What was the impact	of the controls on surrou	unding Air Tra	affic Services?						
Did the controls impa	ct negatively on Externa	Agencies to	the extent that	there will be feedback	to Airservices?	(e.g. Airlines a	and ANSP)		-
	1744-02	12 AV 55	n						
vvnat other controls o	could have been impleme	ented to enha	nce the outcom	e?					= 1
Operational Staff deb	orief comments:								

☐ NOTAM attached	
☐ Copy of form and	other required information provided to the Director Operations for PAR
☐ Copy of form and o	other required information provided to ATMD
☐ Copy of form provi	ded to the ATMSL
☐ Compliance notific	ation email sent to <u>Regulatory Engagement</u>
☐ Copy of form sent	to Regulatory Engagement
A copy of this form mu	ist be placed in the Contingency Activation File (RMU File)

From:

Sent: Monday, 29 January 2024 12:53 PM

To:

Subject: YSCB NOTAM approved for MLOPSMGR/ATC_MLCONT

NOTAM for YSCB approved by NOTAM Office with number B0005/24

Summary: YSCB TCU AVBL. YSCB TWR NOT AVBL

B0005/24 NOTAMN

- Q) YMMM/QAEXX/IV/NBO/AE/000/999/3518S14912E015
- A) YSCB
- B) 2401290830 C) 2401290900
- E) ATS AT YSCB AERODROME SUBJ TO CONTINGENCY

DUE OPR RESTRICTIONS.

AERODROME CTL SER NOT AVBL.

MANDATORY BROADCAST PROC AS DETAILED IN AIP APPLY ON 118.7 APP AND DEP CTL SER PROVIDED TO SFC ON 125.9. ALL AIRCRAFT REQUESTING CLEARANCE INTO THE AIRSPACE MUST CONTACT 125.9. NO LANDING OR TAKE OFF CLEARANCES WILL BE ISSUED.

PILOTS-IN-COMMAND ARE SOLELY RESPONSIBLE FOR COLLISION AVOIDANCE ON THE MOVEMENT AREA.

PRIOR TO OPERATING ON THE MANOEUVRING AREA PILOTS MUST:

- 1. OBTAIN A BRIEFING ON CONTINGENCY PROCEDURES FROM AIRSERVICES AUSTRALIA ON +61 3 9235 7337
- 2. OBTAIN A LANDING OR DEPARTURE TIME
- 3. IF DEPARTING, OBTAIN AN AIRWAYS CLEARANCE ON 125.9 PRIOR TO ENTERING THE RWY FOR DEPARTURE, PILOTS MUST:
- 1. REPORT READY ON 125.9
- 2. OBTAIN DEPARTURE INSTRUCTIONS AND REPORT AIRBORNE WITHIN THREE MINUTES.

AFTER LANDING, REPORT CLEAR OF THE RWY ON 125.9

From: To: Cc:

Subject: Service Variation - East (1 January 2024)

Date: Monday, 8 January 2024 9:56:00 AM

Attachments: image001.png image002.png

ATS-FORM-0005 Fast (01)an2024).pdf NOTAM East (01)an2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 01 1230 to 24 01 01 1845

Due to reduced staff availability services were not provided during the above timeframe. Regards



Variation to Published Services: Operational Hazard Assessment

Date	01/01/2024		Unit	East						
	conducted by: ame and position	n)								
Reason	for variation to P	ublished Services	○ Natur	al disaster	 Staff Availability 	○ Facility failu	ure (infra	structure) C Equ	ipment failure	(System) C Other
If other,	please specify									
Airspace	affected:	East				Service affected (Class of Airspace of Service)	e, Level	OCA A		
Expecte	d duration of ATS	S Service Variation (UTC	6:15			Commencement	1230		Cessation	1845
		actual traffic recorded in planned levels of opera				erant aircraft etc)				
See atta	ched files from N	NCC								
Forecas	t weather:									
TAF \ 1001; FM01	HOWE ISLAND (YLHI 010527Z 01 2KT 9999 SCT03 1200 10010KT 9 0300 09014KT 9	106/0206 30	SHT RAI	N BKN025						
Possible	e agencies affect	ed (International agenci	es, other	FDRG, Det	fence, HF, NCC etc)					
See atta	ached file with list	t of all agencies contacto	ed.							
Other fa	ctors:									
17										
SM Rec	ommendation:					ATMD Endorsemen	t:			

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
			● Yes ○ No	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	

Decision

CRM considered most suitable	
Director Operations approval	
CRM appointed	
CRM to attend by	1100Z

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- . The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls		
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)	
	Scheduled system upgrade to software, hardware or communications etc					
	Scheduled maintenance or facility failure within the TRA					
	Scheduled maintenance or facility failure within the surrounding airspace					
\boxtimes	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors					
\boxtimes	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)				One extra doggo West group	
	Staff not familiar with published contingency procedures					
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures					
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace					
	MILEX/Active Restricted and Danger areas					
	Communication system unavailability with 'downstream' ANSP					
	Direct communication system unavailability with 'downstream' unit					
	Non-operational personnel currently present or scheduled to visit to Ops Room					

Potential Disruptions Consequences				Controls				
Other								
Other	Other							
Post Contingenc	y Review			-			,	
CIRRIS Number:	CIRRIS Number: ATS-0202581		Entered by:					
NOTAM Number:	B0002/24, C0001/24	4, C0001/24						
What controls were	implemented?							
☐ Traffic Metering	☐ Diversion routes	⊠ TIBA	⊠ TRA □	Additional staffing	☐ Additional s	upervision 🗌 Ot	ther	
What controls did n	ot work well?		60.76	Tuut nasti			A. a. Tan	
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA ☐	Additional staffing	Additional s	upervision 🗌 Ot	ther	
Why?								
What was the impact	t of the controls on surrou	unding Air Tra	affic Services?					
Did the controls impa	act negatively on Externa	Agencies to	the extent that t	here will be feedback	to Airservices? (e.g. Airlines and	ANSP)	
What other controls	could have been impleme	ented to enha	nce the outcome	e?				
Operational Staff del	orief comments:							

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

NOTAM for AGGG approved by NOTAM Office with number C0001/24

Summary: TIBA HONIARA FIR CLASS A AIRSPACE

C0001/24 NOTAMN

- Q) AGGG/QAFXX/IV/NBO/E/245/600/0925S16002E430
- A) AGGG
- B) 2401011230 C) 2401011845
- E) ATS IN THE AGGG FIR SUBJ TO CONTINGENCY DUE OPERATIONAL RESTRICTIONS

TIBA PROCEDURES APPLY IN THE HONIARA FIR FLW CLASS A AIRSPACE SERVICE VARIATION MAP (LISTED UNDER HONIARA/NAURU IN THE BRISBANE FIR) AVBL AT http://www.airservicesaustralia.com/notammaps/index.asp ATC SER NOT AVBL IN CLASS A AIRSPACE

MIL AREAS WI ABV AIRSPACE CONTINUE TO OPR PER EN ROUTE SUP AUSTRALIA (ERSA) UNLESS SPECIFIED OTHERWISE.

ADS-C/CPDLC LOGON: SER NOT AVBL WI THIS AIRSPACE. ACFT MAY REMAIN LOGGED ON BUT PSN REPORTS MUST BE BCST ON THE APPROPRIATE FREQ. TIBA FREQ: 128.95MHZ

BRISBANE CENTRE FREQ MNT IN CASE OF EMERG.

TIBA PROCEDURES APPLY ON PUBLISHED FIA FREQUENCIES.

IFR ACFT MAY CTC CENTRE VIA +61 7 3866 3798 FOR FURTHER INFO IF RQ.

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

F) FL245 G) FL600

NOTAM for ANAU approved by NOTAM Office with number C0001/24

Summary: NAURU FIR CLASS A AIRSPACE TIBA

C0001/24 NOTAMN

- Q) ANAU/QAFXX/IV/NBO/E/245/600/0315S16501E520
- A) ANAU
- B) 2401011230 C) 2401011845
- E) ATS IN THE ANAU FIR SUBJ TO CONTINGENCY DUE OPERATIONAL RESTRICTIONS

TIBA PROCEDURES APPLY IN THE NAURU FIR FLW CLASS A AIRSPACE SERVICE VARIATION MAP (LISTED UNDER HONIARA/NAURU IN THE BRISBANE FIR) AVBL AT http://www.airservicesaustralia.com/notammaps/index.asp ATC SER NOT AVBL IN CLASS A AIRSPACE

MIL AREAS WI ABV AIRSPACE CONTINUE TO OPR PER EN ROUTE SUP AUSTRALIA (ERSA) UNLESS SPECIFIED OTHERWISE.

ADS-C/CPDLC LOGON: SER NOT AVBL WI THIS AIRSPACE. ACFT MAY REMAIN LOGGED ON BUT PSN REPORTS MUST BE BCST ON THE APPROPRIATE FREQ. TIBA FREQ: 128.95MHZ

BRISBANE CENTRE FREQ MNT IN CASE OF EMERG.

TIBA PROCEDURES APPLY ON PUBLISHED FIA FREQUENCIES.

IFR ACFT MAY CTC CENTRE VIA +61 7 3866 3798 FOR FURTHER INFO IF RQ. TCAS AND TRANSPONDER EQPT MUST BE SELECTED ON AT ALL TIMES.

F) FL245 G) FL600

NOTAM for YBBB approved by NOTAM Office with number B0002/24

Summary: TIBA CORAL/FLINDERS/LORD HOWE/TASMAN SECTORS

B0002/24 NOTAMR B0001/24

Q) YBBB/QAOXX/IV/NBO/E/000/600/2830S15443E999

- A) YBBB
- B) 2401011230 C) 2401011845
- E) ATS IN THE YBBB FIR SUBJ TO CONTINGENCY TEMPO RESTRICTED AREA ACT TIBA PROCEDURES APPLY IN THE FLW OCEANIC CTA (OCA A)

DESIGNATED AIRSPACE HANDBOOK (DAH) SECTOR VOLUME NAMES 'CORAL,'

'FLINDERS,' 'LORD HOWE,' AND 'TASMAN'

SERVICE VARIATION MAP (LISTED UNDER CORAL/FLINDERS AND HOWE/TASMAN IN THE BRISBANE FIR) AVBL AT

HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP

ATC SER NOT AVBL IN CLASS A AIRSPACE

FIS EXC TRAFFIC INFORMATION AVBL ON REQ FM HF AND MAY BE AVBL FM ADJ ATS SECTORS.

RELEVANT APPROVAL FM CONTROLLING AUTHORITY RQ.

PILOTS ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WI AFFECTED AIRSPACE.

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 FREO.

TIBA FREQ: AT OR ABOVE FL200 128.95MHZ. BELOW FL200 126.35MHZ, EXCEPT IN DOMESTIC CLASS G AIRSPACE WHERE THE FLIGHT INFO AREA (FIA) FREQUENCY SHALL BE USED

BRISBANE CENTRE FREQ MNT IN CASE OF EMERG.

TIBA PROCEDURES APPLY ON PUBLISHED FIA FREQUENCIES.

FIS NOT AVBL IN THE CLASS G AIRSPACE.

IFR ACFT MAY CTC BRISBANE CENTRE VIA +61 7 3866 3798 FOR FURTHER INFO IF RQ.

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

F) SFC G) FL600

From: To: Cc:

Subject: Service Variation - East (2 February 2024) Monday, 5 February 2024 11:38:00 AM Date:

image001.png image002.png Attachments:

ATS-FORM-0005 East (02Feb2024).pdf NOTAM East (02Feb2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 02 1230 to 24 02 02 1830

Due to reduced staff availability services were not provided during the above timeframe. Regards



OFFICIAL

Variation to Published Services: Operational Hazard Assessment

Date	02/02/2024	Unit East		
Analysis conducted by: (insert name and position)				
Reason	for variation to Published Services	○ Natural disaster	Facility failure (infrastructure)	C Equipment failure (System) C Other
If other	, please specify			
Airspac	ee affected: East - TSN, COL,	FLD, HWE, AGGG FIR and ANAU FIR	Service affected (Class of Airspace, Level of Service)	
Expecte	ed duration of ATS Service Variation (U	JTC) 6 hours	Commencement 1230	Cessation 1830
	ed Traffic Level (actual traffic recorded der traffic volume, planned levels of ope	I in 'TIBA Log of Affected Aircraft'): eration, traffic complexity, internationals, itin	nerant aircraft etc)	
1044 U QFA16 QFA15 QFA95 QFA74 QFA8	JTC: The following list was provided by LAX-BNE – already departed will trans	I transit TIBA (with awareness of possible transit TIBA sit TIBA	g the TRA	fic would transit the airspace.
	st weather:			
No sign	nificant weather identified such as Trop	no TAFs or area forecasts are relevant. pical Cyclones. WW and YBBB F03 for turbulence in the TS	N sector.	
Possib	le agencies affected (International ager	ncies, other FDRG, Defence, HF, NCC etc)		
HF, NO	CC, airlines, foreign ANSPs, BN and ML	L ATSCs, customer engagement.		

6M Recommendation:			ATMD Endorser	nent:	
		Contingency Respons	se Manager Seled	ction Worksheet	
Potential	CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
Adam Watkin		Nil			09:45 UTC
			CYes CNo	CYes CNo	
			C Yes C No	CYes CNo	
			CYes CNo	CYes CNo	
			○Yes ○No	∩Yes ∩No	
Decision					
CRM considered most suitab					
Director Operations approval	Yes	C No			
200000000000000000000000000000000000000					
CRM appointed					

Note: The CRM may update operational system data subject to compliance with all of the following:

- CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	quences	Controls		
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)	
	Scheduled system upgrade to software, hardware or communications etc					
	Scheduled maintenance or facility failure within the TRA					
	Scheduled maintenance or facility failure within the surrounding airspace					
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors					
\boxtimes	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)	Increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures	Delays in clearance		Increased staffing for West group	
	Staff not familiar with published contingency procedures					
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures					
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace					
	MILEX/Active Restricted and Danger areas					
	Communication system unavailability with 'downstream' ANSP					
	Direct communication system unavailability with 'downstream' unit				j	

Non-operational p	personnel currently uled to visit to Ops Room							
Potential Disruptions			(Consequences	·	Controls		
☐ Other								
Other	Other							
Post Contingenc	y Review						,	
CIRRIS Number:	ATS-0203402		Entered b	y:				
NOTAM Number:	BB B237 ANAU C5	AGGG C3						
What controls were	implemented?							
☐ Traffic Metering	☐ Diversion routes	⊠ TIBA	⊠ TRA		Additional su	pervision Other		- 14
What controls did no	ot work well?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional su	pervision Other		
Why?								
What was the impact	of the controls on surrou	inding Air Tra	affic Services	\$?				
Did the controls impa	act negatively on External	Agencies to	the extent t	hat there will be feedback	to Airservices? (e	g. Airlines and ANSP))	
What other controls of	could have been impleme	ented to enha	nce the outo	come?				
Operational Staff deb	orief comments:							

☐ NOTAM attached	
☐ Copy of form and	other required information provided to the Director Operations for PAR
☐ Copy of form and o	other required information provided to ATMD
☐ Copy of form provi	ded to the ATMSL
☐ Compliance notific	ation email sent to <u>Regulatory Engagement</u>
☐ Copy of form sent	to Regulatory Engagement
A copy of this form mu	ist be placed in the Contingency Activation File (RMU File)

B0237/24 NOTAMN

- Q) YBBB/QAOXX/IV/NBO/E/000/600/2830S15443E999
- A) YBBB
- B) 2402021230 C) 2402021830
- E) ATS IN THE YBBB FIR SUBJ TO CONTINGENCY TEMPO RESTRICTED AREA ACT
- DUE OPR RESTR, TIBA PROCEDURES APPLY IN THE FLW OCEANIC CTA (OCA A)
- DESIGNATED AIRSPACE HANDBOOK (DAH) SECTOR VOLUME NAMES 'CORAL,'
- 'FLINDERS,' 'LORD HOWE,' AND 'TASMAN'
- SERVICE VARIATION MAP (LISTED UNDER CORAL/FLINDERS AND HOWE/TASMAN IN
- THE BRISBANE FIR) AVBL AT
- HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP
- ATC SER NOT AVBL IN CLASS A AIRSPACE
- FIS EXC TRAFFIC INFORMATION AVBL ON REQ FM HF AND MAY BE AVBL FM ADJ
- ATS SECTORS.
- RELEVANT APPROVAL FM CONTROLLING AUTHORITY RQ.
- PILOTS ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WI
- AFFECTED AIRSPACE.
- 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.
- TIBA FREQ: AT OR ABOVE FL200 128.95MHZ. BELOW FL200 126.35MHZ, EXCEPT
- IN DOMESTIC CLASS G AIRSPACE WHERE THE FLIGHT INFO AREA (FIA) FREQUENCY SHALL BE USED
- BRISBANE CENTRE FREO MNT IN CASE OF EMERG.
- TIBA PROCEDURES APPLY ON PUBLISHED FIA FREQUENCIES.
- FIS NOT AVBL IN THE CLASS G AIRSPACE.
- IFR ACFT MAY CTC BRISBANE CENTRE VIA +617 3866 3325 FOR FURTHER INFO
- IF RO.
- TCAS AND TRANSPONDER EOPT MUST BE SELECTED ON AT ALL TIMES.
- F) SFC G) FL600

C0005/24 NOTAMN

- Q) ANAU/QAEXX/IV/NBO/E/245/600/0032S16655E700
- A) ANAU
- B) 2402021230 C) 2402021830
- E) ATS IN THE ANAU FIR SUBJ TO CONTINGENCY DUE OPR RESTRICTIONS

TIBA PROCEDURES APPLY IN THE NAURU FIR FLW CLASS A AIRSPACE SERVICE VARIATION MAP (LISTED UNDER HONIARA/NAURU IN THE BRISBANE

FIR) AVBL AT

HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP ATC SER NOT AVBL IN CLASS A AIRSPACE

MIL AREAS WI ABV AIRSPACE CONTINUE TO OPR PER EN ROUTE SUP AUSTRALIA

(ERSA) UNLESS SPECIFIED OTHERWISE.

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

LOGGED ON BUT PSN REPORTS MUST BE BCST ON THE APPROPRIATE FREO.

TIBA FREQ: 128.95MHZ

BRISBANE CENTRE FREO MNT IN CASE OF EMERG.

TIBA PROCEDURES APPLY ON PUBLISHED FIA FREQUENCIES.

IFR ACFT MAY CTC CENTRE VIA +61 7 3866 3325 FOR FURTHER INFO IF RO.

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

F) FL245 G) FL600

C0003/24 NOTAMN

- Q) AGGG/QAEXX/IV/NBO/E/245/600/0925S16002E500
- A) AGGG
- B) 2402021230 C) 2402021830
- E) ATS IN THE AGGG FIR SUBJ TO CONTINGENCY DUE OPR RESTRICTIONS

TIBA PROCEDURES APPLY IN THE HONIARA FIR FLW CLASS A AIRSPACE SERVICE VARIATION MAP (LISTED UNDER HONIARA/NAURU IN THE BRISBANE

FIR) AVBL AT

HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP ATC SER NOT AVBL IN CLASS A AIRSPACE

MIL AREAS WI ABV AIRSPACE CONTINUE TO OPR PER EN ROUTE SUP AUSTRALIA

(ERSA) UNLESS SPECIFIED OTHERWISE.

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

LOGGED ON BUT PSN REPORTS MUST BE BCST ON THE APPROPRIATE FREO.

TIBA FREQ: 128.95MHZ

BRISBANE CENTRE FREO MNT IN CASE OF EMERG.

TIBA PROCEDURES APPLY ON PUBLISHED FIA FREQUENCIES.

IFR ACFT MAY CTC CENTRE VIA +61 7 3866 3325 FOR FURTHER INFO IF RQ.

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

F) FL245 G) FL600

From:
To:
Cc:
Subject: September Variation Eccondon Tower (10 February)

Subject: Service Variation - Essendon Tower (19 February 2024)

Date: Wednesday, 21 February 2024 10:20:00 AM

Attachments: image001.png image003.png

ATS-FORM-0005 Essendon TWR (19Feb2024).pdf NOTAM Essendon TWR (19Feb2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 19 1900 to 24 02 19 2015

Due to reduced staff availability services were not provided during the above timeframe. Regards



Variation to Published Services: Operational Hazard Assessment

Date	20/02/2024	U	Init	Essendon Tower					
	conducted by: ame and position)								
Reason f	for variation to Pub	lished Services	Natural	disaster	○ Facility fail	ure (infra	structure) C Equ	ipment failure	(System) Other
If other,	please specify		ate Towe	er Opening 0715 am (LT)					
Airspace	affected:	YMEN Tower			Service affected (Class of Airspace of Service)	e, Level	С		
Expected	d duration of ATS S	Service Variation (UTC)	0115		Commencement	1900UT	С	Cessation	2015UTC
		ual traffic recorded in '		of Affected Aircraft'): c complexity, internationals, itine	erant aircraft etc)				
VH-MZN	И (MyJet) EN - BG	O 06:30am							
Forecas	t weather:								
18014K FM1911 BECMG FM1916 TEMPO	EN 190537Z 1906 T 9999 FEW025 00 20008KT 9999 1912/1914 25006 00 27005KT 9999 1916/1918 9999 E 17 16 Q 1018 1019	SCT015 BKN020 KT 9999 SCT010 BKN SCT007 BKN010 BKN008	015						
Possible	agencies affected	(International agencie	s, other l	FDRG, Defence, HF, NCC etc)					
ML TCU	J, ML Tower								
Other fa	ctors:								

Potential CRM	5	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
			C Yes C No	○Yes ○No	
			CYes CNo	CYes CNo	
			○Yes ○No	CYes CNo	
			○Yes ○No	CYes CNo	
			○Yes ○No	○Yes ○No	
Decision					
CRM considered most suitable	NR				
irector Operations approval	C Yes	O No			
CRM appointed					
CRM to attend by					

ATMD Endorsement:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

SM Recommendation:

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disruptions		Co	Consequences			Controls			
Other									
Other									
Post Contingency	y Review			-					
CIRRIS Number:	ATS-0203868		Entered by:						
NOTAM Number:	B18/24								
What controls were	implemented?	-							
	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	supervision [Other		
Closure of the tower.	Extant OOH procedures	implemented	d.						
What controls did no	ot work well?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	supervision [Other		
Why?									- 1
What was the impact	of the controls on surrou	nding Air Tra	affic Services?						
							- 1 1 1 1 2 2 2		
Did the controls impa	ct negatively on External	Agencies to	the extent that	t there will be feedback	to Airservices?	(e.g. Airlines a	nd ANSP)		-
\M/hat other centrals a	ould have been impleme	ntod to onbo	nee the outcor	mo?					
vinat other controls o	ould have been impleme	med to enna	nce the outcor	lic:					= 11
Operational Staff deb	rief comments:								

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

OFFICIAL

NOTAM for YMEN approved by NOTAM Office with number B0018/24

Summary: TWR ATS NOT AVBL DUE OPR RESTRICTIONS

B0018/24 NOTAMN

- Q) YMMM/QSTXX/IV/BO/A/000/999/3744S14454E005
- A) YMEN
- B) 2402191900 C) 2402192015
- E) TWR ATS NOT AVBL DUE TO OPERATIONAL RESTRICTIONS
 PROCEDURES AS PER ENROUTE SUPPLEMENT AUSTRALIA (ERSA), FAC,
 MELBOURNE/ESSENDON, FLIGHT PROCEDURES OPERATION OUTSIDE TWR HR
 APPLY

OPERATIONS AT ESSENDON LIMITED TO POLICE, AMBULANCE, MEDEVAC, HOSP, AND FLOOD OR FIRE RELIEF (FFR) FLIGHTS

ANY OTHER ARRIVALS OR DEPARTURES REQUIRE APPROVAL 60MIN PRIOR TO ETA/ETD. CALL 03 9235 7337 FOR APPROVAL.

From: To: Cc:

Subject: Service Variation - Essendon Tower (25 February 2024) Monday, 26 February 2024 2:22:00 PM Date:

image001.png image003.png Attachments:

ATS-FORM-0005 Essendon TWR (25Feb2024).pdf NOTAM Essendon TWR (25Feb2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 25 2130 to 24 02 25 2215

Due to reduced staff availability services were not provided during the above timeframe. Regards



Variation to Published Services: Operational Hazard Assessment

Date	25/02/2024	Unit	EN TWR	f-					
and the same of th	s conducted by: name and position)								
Reason	for variation to Published Services	○ Natur	al disaster	Staff Availability	○ Facility failu	ıre (infra	structure) C Equ	ipment failure	e (System) Other
If other,	please specify								
Airspace	e affected: EN TWR				Service affected (Class of Airspace of Service)	e, Level	on Ground service	es	
Expecte	ed duration of ATS Service Variation (U	JTC) 45 m	ins		Commencement	nt 2130		Cessation	2215
(Consid	ed Traffic Level (actual traffic recorded der traffic volume, planned levels of op 915JG, XUO, ARR ZK-JCJ				erant aircraft etc)				
Forecas	st weather:								
1801 FM25 BEC RMK	MD YMEN 250940Z 2509/2518 6KT 9999 BKN015 51000 19008KT 9999 BKN015 MG 2514/2516 23006KT 9999 BKN01 18 17 17 Q 1015 1016 1016	8							
Possibl	e agencies affected (International age	ncies, othe	r FDRG, Def	ence, HF, NCC etc)					
Other fa	actors:								

Potential CRM	5	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
			C Yes C No	○Yes ○No	
			CYes CNo	CYes CNo	
			○Yes ○No	CYes CNo	
			○Yes ○No	CYes CNo	
			○Yes ○No	○Yes ○No	
Decision					
CRM considered most suitable	NR				
irector Operations approval	C Yes	O No			
CRM appointed					
CRM to attend by					

ATMD Endorsement:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

SM Recommendation:

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disruptions		Co	Consequences			Controls			
Other									
Other									
Post Contingenc	y Review								
CIRRIS Number: ATS-0204036		Entered by:							
NOTAM Number:	B19/24								
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	supervision 🗵	Other		
OOH procedures									
What controls did no	ot work well?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	supervision [Other		
Why?									
What was the impact	of the controls on surrou	unding Air Tra	affic Services?						
							3.310300		
Did the controls impa	ct negatively on Externa	Agencies to	the extent tha	at there will be feedback	to Airservices?	(e.g. Airlines ar	nd ANSP)		-
What other controls of	could have been impleme	ented to enha	nce the outco	me?					
Operational Staff deb	orief comments:								

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

OFFICIAL

NOTAM for YMEN approved by NOTAM Office with number B0019/24

Summary: TWR ATS NOT AVBL DUE OPR RESTRICTIONS

B0019/24 NOTAMN

- Q) YMMM/QSTXX/IV/BO/A/000/999/3744S14454E005
- A) YMEN
- B) 2402252130 C) 2402252215
- E) TWR ATS NOT AVBL DUE TO OPERATIONAL RESTRICTIONS
 PROCEDURES AS PER ENROUTE SUPPLEMENT AUSTRALIA (ERSA), FAC,
 MELBOURNE/ESSENDON, FLIGHT PROCEDURES OPERATION OUTSIDE TWR HR
 APPLY

OPERATIONS AT ESSENDON LIMITED TO POLICE, AMBULANCE, MEDEVAC, HOSP, AND FLOOD OR FIRE RELIEF (FFR) FLIGHTS

ANY OTHER ARRIVALS OR DEPARTURES REQUIRE APPROVAL 60MIN PRIOR TO ETA/ETD. CALL 03 9235 7337 FOR APPROVAL.

From:
To:
Cc:
Subject: Service Variation - Fraser (25 January 2024)
Date: Monday, 29 January 2024 9:55:00 AM

Attachments: image001.png

image001.png Fraser+25+Jan+24+ATS-FORM-0005.pdf Fraser+Contingency+NOTAM+25+Jan+24.docx

image002.png image003.png image004.png

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 25 1345 to 24 01 25 1915

Due to reduced staff availability services were not provided during the above timeframe. Regards



We acknowledge the Traditional Owners of Country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging

Variation to Published Services: Operational Hazard Assessment

Date	25/01/2024	Unit	Fraser					
	conducted by: ame and position)							
Reason	for variation to Published Services	○ Natura	l disaster	○ Facility failure ((infras	structure) C Equi	ipment failure	(System) C Other
other,	please specify							
irspace	e affected: All Fraser Group			Service affected (Class of Airspace, Le of Service)	evel	Class A, C, E, G		
xpecte	d duration of ATS Service Variation (U	TC) 5.5 hr	S	Commencement 134	15		Cessation	1915
Forecas	st weather:							
TAF YE 0701: FM25 RMK	3SU 242307Z 2500/2600 2KT 9999 SCT030 51000 04010KT 9999 SCT025							
	29 29 27 Q 1013 1012 1011 1012 e agencies affected (International ager	ocies other	EDRG Defence HE NCC etc.	1.				
0001010	agentice uncoled (international ager	ioloo, outlet	1 21.0, 20101100, 111 , 1100 610)					
Other fa	actors:							
				-				

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
			● Yes ○ No	1300
		○Yes ○No	○Yes ○No	
		○Yes ○No	CYes CNo	
		CYes CNo	CYes CNo	
		C Yes C No	○Yes ○No	

Decision

CRM considered most suitable	
Director Operations approval	
CRM appointed	
CRM to attend by	1300

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disruptions			Co	Consequences			Controls		
☐ Other									
Other									
Post Contingenc	y Review			,					
CIRRIS Number:	ATS-0203183		Entered by:						
NOTAM Number:	C180/24								
What controls were	implemented?								
☐ Traffic Metering	□ Diversion routes	⊠ TIBA	⊠ TRA	Additional staffing	☐ Additional s	upervision 🗌 Ot	ther		
What controls did n	ot work well?			el al last					
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	Additional s	upervision	ther		
Why?									
What was the impact	of the controls on surrou	unding Air Tra	affic Services?						
Did the controls impa	act negatively on Externa	Agencies to	the extent tha	t there will be feedback	to Airservices? ((e.g. Airlines and	ANSP)		
What other controls of	could have been impleme	ented to enha	ance the outcom	me?					
	The state of the s								
Operational Staff del	orief comments:								

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

C180/24

TEMPO RESTRICTED AREA ACT

ATS SUBJ TO CONTINGENCY DUE OPR RESTR, TIBA PROCEDURES APPLY IN THE

FLW CTA CLASS A, C AND E AIRSPACE

DESIGNATED AIRSPACE HANDBOOK (DAH) DOWNS A, D, BUNYA, STRADDY A, B,

NOOSA A, B, C, BURNETT A, B, C, D, AND NAMBOUR.

SERVICE VARIATION MAP (LISTED UNDER NOOSA, DOWNS, STRADDY AND BURNETT

IN THE BRISBANE FIR) AVBL AT

HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP

THE CARRIAGE AND USE OF TWO RADIOS IS RQ FOR ENTRY TO THE TEMPO

RESTRICTED AREA.

RELEVANT APPROVAL FM CONTROLLING AUTHORITY RQ.

PILOTS OR AIRLINE OPS REQUESTING OPS IN CLASS A, C OR E AIRSPACE MUST

CTC BRISBANE CENTRE VIA +617 3866 3798 FOR ACCESS APPROVAL.

EMERG AND MEDEVAC PRIORITY ACFT MAY REQ AUTH FM ADJ SECTOR.

AUTH TO ENTER TEMPO RESTRICTED AREA DOES NOT CONSTITUTE CLR TO ENTER

ANY ADJ OR EMBEDDED RESTRICTED AREAS.

ATC SER NOT AVBL IN CLASS A, C AND E AIRSPACE

FIS EXC TRAFFIC INFORMATION AVBL ON REQ FM HF AND MAY BE AVBL FM ADJ

ATS SECTORS.

PRIOR TO ENTERING THE TEMPO RESTRICTED AREA ACFT WILL BE PROVIDED HF

FOR FIS AND SAR ALERTING AND VHF FOR ONWARDS CLR.

PILOTS ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WI

 ${\sf AFFECTED\ AIRSPACE}.$

TWR, TERMINAL CONTROL UNITS AND MIL AREAS WI ABV AIRSPACE CONTINUE TO

OPR PER EN ROUTE SUP AUSTRALIA (ERSA) UNLESS SPECIFIED OTHERWISE.

 ${\tt ADS-C/CPDLC\ LOGON:\ YBBB\ SER\ NOT\ AVBL\ WI\ THIS\ AIRSPACE.\ ACFT\ MAY}$

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

FREQ.

TIBA FREQ: AT OR ABOVE FL200 128.95 MHZ. BELOW FL200 126.35 MHZ

BN CEN FREQ MNT IN CASE OF EMERG.

CLASS G AIRSPACE UNDER THE ABV AIRSPACE DOES NOT FORM PART OF THE

RESTRICTED AREA.

TIBA PROCEDURES APPLY ON PUBLISHED FIA FREQUENCIES.

FIS NOT AVBL IN THE CLASS G AIRSPACE.

IFR ACFT MAY CTC BRISBANE CENTRE VIA +617 3866 3798 FOR FURTHER INFO

IF RQ.

OFFICIAL

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

SUGGESTED DIVERSION AIR ROUTES:

DEPARTURES

FROM BN TO THE EAST: H91 SANEG APAGI CBULA DUBUD (THEN WAYPOINT ON

REQUESTED ROUTE)

FROM BN TO THE NORTH: H91 SANEG APAGI CBULA DUBUD HARVS LEEAM (THEN

WAYPOINT ON REQUESTED ROUTE)

FROM BN TO THE NORTH: H91 SANEG APAGI ISKIM AVBOS SGE (THEN WAYPOINT

ON REQUESTED ROUTE)

FROM BN TO THE WEST: H91 SANEG APAGI ISKIM AVBOS SGE (THEN WAYPOINT

ON REQUESTED ROUTE)

FROM CG: VIA APAGI THEN AS PER ABOVE

ARRIVALS

FROM THE NORTH TO BN: LEEAM HARVS DUBUD CBULA GOMOL BN

FROM THE NORTH TO CG: LEEAM HARVS DUBUD CBULA BERNI CG

FROM THE NORTH TO SU: LEEAM HARVS DUBUD CBULA GOMOL Q69 SU

FROM THE EAST: PREFERRED ROUTE TO DUBUD THEN AS ABOVE

FROM THE WEST TO BN: SGE AVBOS PEBDO H66 BLAKA BN

FROM THE WEST TO CG: SGE AVBOS OLRIP Y54 BERNI CG

SFC TO FL600

FROM 01 251345 TO 01 251915

From:
To:
Cc:

Subject: Service Variation - Gold Coast Tower (2 January 2024)

Date: Monday, 8 January 2024 9:49:00 AM

Attachments: image001.png

image001.png ATS-FORM-0005 Gold Coast TWR (02Jan2024).pdf NOTAM Gold Coast TWR (02Jan2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 02 0420 to 24 01 02 0440

Due to reduced staff availability services were not provided during the above timeframe. Regards



Alan Woods Building, 25 Constitution Ave, Canberra ACT www.airservicesaustralia.com

Variation to Published Services: Operational Hazard Assessment

Date	02/01/2024	Unit YBCG TOWER						
and the same of th	conducted by: ame and position)		ATMD					
Reason f	or variation to Published Services	○Natur	al disaster	ty C Facility failure (infrastructure) C Equipment failure (System) C Other				
If other, p	please specify							
Airspace affected: CG TWR				Service affected (Class of Airspace, Level of Service)				
Expected	duration of ATS Service Variation (U	JTC) 20mi	n	Commencement 0420		Cessation	0440	
	d Traffic Level (actual traffic recorded er traffic volume, planned levels of op			erant aircraft etc)				
1 x RPT	flights impacted each based on sche	dule provid	ed by GCAL					
Forecas	t weather:							
14014K ⁻ FM0209 FM0223 TEMPO INTER 0	CG 012309Z 0200/0300 F 9999 -SHRA SCT015 BKN025 00 17010KT 9999 -SHRA SCT015 BI 00 15014KT 9999 NSW SCT025 0200/0206 11018G28KT 2000 +SHR 1206/0223 3000 SHRA BKN012 0 TEMPO 0200/0202 VRB20G35KT 0	RA BKN008						
Possible	agencies affected (International age	ncies, other	r FDRG, Defence, HF, NCC etc)	lu				
NCC, H								
Other fa	ctors:							
nil								

ATS-FORM-0005 CRC 8160

SM Recommendation:	OOH procedures	OM Endorsement:	OOH procedures	

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		○Yes ○No	○Yes ○No	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		CYes CNo	CYes CNo	
		OYes ONo	○Yes ○No	

Decision

CRM considered most suitable	NR						
Director Operations approval	● Yes C No						
CRM appointed							
CRM to attend by							

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls		
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)	
	Scheduled system upgrade to software, hardware or communications etc					
	Scheduled maintenance or facility failure within the TRA					
	Scheduled maintenance or facility failure within the surrounding airspace					
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors					
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)					
	Staff not familiar with published contingency procedures					
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures					
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace					
	MILEX/Active Restricted and Danger areas					
	Communication system unavailability with 'downstream' ANSP					
	Direct communication system unavailability with 'downstream' unit					
	Non-operational personnel currently present or scheduled to visit to Ops Room					

Potential Disruptions			Consequences				C	Controls	
☐ Other									
Other	☐ Other								
Post Contingenc	y Review								
CIRRIS Number:	CIRRIS Number: ATS-0202579		Entered by:						
NOTAM Number:	YBCG B4/24 YBBB	B11							
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA [Additional staffing	☐ Additional s	supervision 🖂	Other		
OOH proc									
What controls did no	ot work well?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA [Additional staffing	☐ Additional s	supervision [Other		
Why?									
What was the impact	of the controls on surrou	ınding Air Tra	affic Services?						
							-111111		
Did the controls impa	ect negatively on Externa	Agencies to	the extent that	there will be feedback	to Airservices?	(e.g. Airlines ar	nd ANSP)		-
What other centrals of	could have been impleme	ented to onba	nee the outcom	202					
What other controls to	ould have been impleme	ineu to enna	lice the outcom	iie:					= 11
Operational Staff deb	orief comments:								

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to OM Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement

A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

NOTAM for YBCG approved by NOTAM Office with number B0004/24

Summary: GOLD COAST CLASS C AIRSPACE RECLASSIFIED CLASS G

B0004/24 NOTAMN

- Q) YBBB/QSTLC/IV/NBO/A/000/035/2810S15330E005
- A) YBCG
- B) 2401020420 C) 2401020440
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 GOLD COAST CLASS C AIRSPACE BELOW 3500FT BECOMES CLASS G
 FIS AVBL BRISBANE CENTRE FREQ 119.5
 COMMON TFC ADVISORY FREQ (CTAF) 118.7
 ENR SUP AUSTRALIA (ERSA) OUTSIDE TWR HOURS REFERS
 F) SFC G) 3500FT AMSL

NOTAM for YBBB approved by NOTAM Office with number B0011/24

Summary: GOLD COAST CLASS C AIRSPACE RECLASSIFIED CLASS G

B0011/24 NOTAMN

- Q) YBBB/QSTLC/IV/NBO/E/000/035/2810S15330E007
- A) YBBB
- B) 2401020420 C) 2401020440
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 GOLD COAST CLASS C AIRSPACE BELOW 3500FT BECOMES CLASS G
 FIS AVBL BRISBANE CENTRE FREQ 119.5
 COMMON TFC ADVISORY FREQ (CTAF) 118.7
 ENR SUP AUSTRALIA (ERSA) OUTSIDE TWR HOURS REFERS
 F) SFC G) 3500FT AMSL

From:
To:
Cc:

Subject: Service Variation - Gold Coast Tower (2 February 2024)

Date: Monday, 5 February 2024 10:28:00 AM

Attachments: image001.png

image001.png ATS-FORM-0005 Gold Coast TWR (02Feb2024).pdf NOTAM Gold Coast TWR (02Feb2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 02 0855 to 24 02 02 0920

Due to reduced staff availability services were not provided during the above timeframe. Regards



Alan Woods Building, 25 Constitution Ave, Canberra ACT www.airservicesaustralia.com

Variation to Published Services: Operational Hazard Assessment

Date	02/02/2024	Unit	Unit YBCG TOWER						
	s conducted by: name and position)								
Reason	for variation to Published Services	○ Natura	al disaster	Facility failure (infra	structure) C Equ	uipment failure	e (System) C Other		
other	, please specify								
irspac	ce affected: CG TWR and TCU			Service affected (Class of Airspace, Level of Service)	Class C				
Expecte	ed duration of ATS Service Variation (U	TC) 25 mi	nutes	Commencement 240202	0855	Cessation	240202 0920		
(Consi	ed Traffic Level (actual traffic recorded der traffic volume, planned levels of open T flight impacted based on schedule pr	eration, trafi	ic complexity, internationals, itin	erant aircraft etc)					
	st weather:	7.07.740	777						
TAF 0101 FM0 FM0 FM0 RMk	30 29 26 Q 1008 1006 1005 1006								
Possib	le agencies affected (International ager	ncies, other	FDRG, Defence, HF, NCC etc)	la.					
NCC, H									

ATS-FORM-0005 CRC 8160

Other factors:					
nil					
SM Recommendation:		nt:			
	С	ontingency Respons	se Manager Sele	ction Worksheet	
Potential CRM	s	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
			∩Yes ∩No	○Yes ○No	
			CYes CNo	○Yes ○No	
			CYes CNo	CYes CNo	
			CYes CNo	○Yes ○No	
			○Yes ○No	∩Yes ∩No	
Decision					
CRM considered most suitable	TBA				
Director Operations approval	• Yes	No			
CRM appointed					
CRM to attend by	je				1

Note: The CRM may update operational system data subject to compliance with all of the following:

- CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

ATS-FORM-0005 CRC 8160

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disruptions			Co	Consequences			Controls		
☐ Other									
Other									
Post Contingenc	y Review								
CIRRIS Number: ATS-0203394		Entered by:							
NOTAM Number:	NOTAM Number: B11, B233								
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	□ТІВА	☐ TRA [Additional staffing	☐ Additional s	supervision 🗌 C	Other	1	
What controls did no	ot work well?		8000				A. S.		
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA [Additional staffing	☐ Additional s	supervision C	Other		
Why?							-7 - T		
What was the impact	of the controls on surrou	unding Air Tra	affic Services?						
Did the controls impa	act negatively on Externa	Agencies to	the extent that	there will be feedback	to Airservices?	(e.g. Airlines and	d ANSP)		
		NAME OF STREET							
What other controls of	could have been impleme	ented to enha	ance the outcom	ne?					
	24.500 0.25.00								
Operational Staff deb	orief comments:							1	

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to OM Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement

A copy of this form must be placed in the Contingency Activation File (RMU File)

NOTAM for YBCG approved by NOTAM Office with number B0011/24

Summary: TWR ATS NOT AVBL DUE OPR RESTRICTIONS

B0011/24 NOTAMN

- Q) YBBB/QSTLC/IV/NBO/A/000/999/2810S15330E005
- A) YBCG
- B) 2402020855 C) 2402020920
- E) TWR ATS NOT AVBL

ATS AT YBCG AERODROME ARE SUBJECT TO CONTINGENCY DUE OPR RESTRICTIONS.

AERODROME CTL SER NOT AVBL.

MANDATORY BROADCAST PROC AS DETAILED IN AIP GEN APPLY ON 118.7 APP [AND DEP] CTL SER PROVIDED TO SFC ON 123.5. ALL AIRCRAFT REQUESTING CLEARANCE INTO THE AIRSPACE MUST CONTACT 123.5. NO LANDING OR TAKE OFF CLEARANCES WILL BE ISSUED.

PILOTS-IN-COMMAND ARE SOLELY RESPONSIBLE FOR COLLISION AVOIDANCE ON THE MOVEMENT AREA.

PRIOR TO OPERATING ON THE MANOEUVRING AREA PILOTS MUST:

- 1. OBTAIN A BRIEFING ON CONTINGENCY PROCEDURES FROM AIRSERVICES AUSTRALIA ON +61 7 3866 3798
- 2. OBTAIN A LANDING OR DEPARTURE TIME
- 3. IF DEPARTING, OBTAIN AN AIRWAYS CLEARANCE ON 123.5

PRIOR TO ENTERING THE RWY FOR DEPARTURE, PILOTS MUST:

- 4. REPORT READY ON 123.5
- 5. OBTAIN DEPARTURE INSTRUCTIONS AND REPORT AIRBORNE WITHIN THREE MINUTES.

AFTER LANDING, REPORT CLEAR OF THE RWY ON 123.5

NOTAM for YBBB approved by NOTAM Office with number B0233/24

Summary: GOLD COAST TWR ATS NOT AVBL

B0233/24 NOTAMN

- Q) YBBB/QSTLC/IV/NBO/E/000/999/2810S15330E005
- A) YBBB
- B) 2402020855 C) 2402020920
- E) GOLD COAST TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS ATS AT YBCG AERODROME ARE SUBJECT TO CONTINGENCY DUE OPR RESTRICTIONS.

AERODROME CTL SER NOT AVBL.

MANDATORY BROADCAST PROC AS DETAILED IN AIP GEN APPLY ON 118.7 APP [AND DEP] CTL SER PROVIDED TO SFC ON 123.5. ALL AIRCRAFT REQUESTING CLEARANCE INTO THE AIRSPACE MUST CONTACT 123.5. NO LANDING OR TAKE OFF CLEARANCES WILL BE ISSUED.

PILOTS-IN-COMMAND ARE SOLELY RESPONSIBLE FOR COLLISION AVOIDANCE ON THE MOVEMENT AREA.

PRIOR TO OPERATING ON THE MANOEUVRING AREA PILOTS MUST:

- 1. OBTAIN A BRIEFING ON CONTINGENCY PROCEDURES FROM AIRSERVICES AUSTRALIA ON $\ +61\ 7\ 3866\ 3798$
- 2. OBTAIN A LANDING OR DEPARTURE TIME
- 3. IF DEPARTING, OBTAIN AN AIRWAYS CLEARANCE ON 123.5

PRIOR TO ENTERING THE RWY FOR DEPARTURE, PILOTS MUST:

- 4. REPORT READY ON 123.5
- 5. OBTAIN DEPARTURE INSTRUCTIONS AND REPORT AIRBORNE WITHIN THREE MINUTES.

AFTER LANDING, REPORT CLEAR OF THE RWY ON 123.5

From: To: Cc:

Subject: Service Variation - Gold Coast Tower (3 February 2024)

Date: Tuesday, 6 February 2024 11:55:00 AM

ATS-FORM-0005 Gold Coast TWR (03Feb2024).pdf NOTAM Gold Coast TWR (03Feb2024).docx Attachments:

image002.png image003.png

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 03 1030 to 24 02 03 1130

Due to reduced staff availability services were not provided during the above timeframe. Regards



Variation to Published Services: Operational Hazard Assessment

Date	03/02/2024	Unit YBCG TOWER						
	conducted by: ame and position)		LL					
Reason t	for variation to Published Services	○ Natu	ral disaster	/ Facility fail	ure (infra	structure) C Equ	uipment failure	e (System) Other
If other,	please specify							
Airspace	e affected: CG TWR and TCL	J		Service affected (Class of Airspace of Service)	e, Level	Class C		
Expecte	d duration of ATS Service Variation (U	JTC) 1 ho	ur	Commencement	240203	1030	Cessation	240203 1130
	ed Traffic Level (actual traffic recorded er traffic volume, planned levels of op			nerant aircraft etc)				
Nil RPT	flight impacted based on schedule pr	ovided by	GCAL					
Forecas	et weather:							
20004K FM0223	CG 022015Z 0221/0318 T 9999 SCT025 300 12012KT 9999 SCT030 900 08006KT 9999 -SHRA SCT015							
Possible	e agencies affected (International age	ncies, othe	r FDRG, Defence, HF, NCC etc)	rts.				
NCC, H	F							
Other fa	actors:							
nil								
SM Reco	ommendation:			OM Endorsement:				

ATS-FORM-0005 CRC 8160

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		○Yes ○No	CYes CNo	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		CYes CNo	CYes CNo	
		C Yes C No	○Yes ○No	

Decision

CRM considered most suitable	
Director Operations approval	
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disruptions			Consequences				Controls		
Other									
Other	☐ Other								
Post Contingency	y Review								
CIRRIS Number: ATS 0203468		Entered by:							
NOTAM Number: YBCG B12 YBBB B254									
What controls were i	implemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA ☐	Additional staffing	☐ Additional s	supervision 🔲	Other		
What controls did no	ot work well?	☐ TIBA	□ TRA □	☐ Additional staffing	☐ Additional s	unervision 🗆	Other		
Why?	Diversion routes			_ Additional stating	Additional 3	supervision			
	of the controls on surrou	ınding Air Tra	affic Services?						
Did the controls impa	ct negatively on Externa	Agencies to	the extent that	there will be feedback	to Airservices?	(e.g. Airlines ar	nd ANSP)		-
What other controls c	ould have been impleme	ented to enha	nce the outcom	e?					
Operational Staff deb	rief comments:								

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to OM Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement

A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

NOTAM for YBCG approved by NOTAM Office with number B0012/24

Summary: GOLD COAST CLASS C AIRSPACE RECLASSIFIED CLASS G

B0012/24 NOTAMN

- Q) YBBB/QSTLC/IV/NBO/A/000/035/2810S15330E005
- A) YBCG
- B) 2402031030 C) 2402031130
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 GOLD COAST CLASS C AIRSPACE BELOW 3500FT BECOMES CLASS G
 FIS AVBL BRISBANE CENTRE FREQ 119.5
 COMMON TFC ADVISORY FREQ (CTAF) 118.7
 ENR SUP AUSTRALIA (ERSA) OUTSIDE TWR HOURS REFERS
 F) SFC G) 3500FT AMSL

NOTAM for YBBB approved by NOTAM Office with number B0254/24

Summary: GOLD COAST CLASS C AIRSPACE RECLASSIFIED CLASS G

B0254/24 NOTAMN

- Q) YBBB/QSTLC/IV/NBO/E/000/035/2810S15330E015
- A) YBBB
- B) 2402031030 C) 2402031130
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 GOLD COAST CLASS C AIRSPACE BELOW 3500FT BECOMES CLASS G
 FIS AVBL BRISBANE CENTRE FREQ 119.5
 COMMON TFC ADVISORY FREQ (CTAF) 118.7
 ENR SUP AUSTRALIA (ERSA) OUTSIDE TWR HOURS REFERS
 F) SFC G) 3500FT AMSL

From:
To:
Cc:

Subject: Service Variation - Gold Coast Tower (25 February 2024)

Date: Monday, 26 February 2024 2:17:00 PM

Attachments: image002.png image003.png

ATS-FORM-0005 Gold Coast TWR (25Feb2024).pdf NOTAM Gold Coast TWR (25Feb2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 25 1130 to 24 02 25 1300

Due to reduced staff availability services were not provided during the above timeframe. Regards



Variation to Published Services: Operational Hazard Assessment

Date	Date 25/02/2024			Unit CG TWR							
Analysis conducted by: (insert name and position)			ATMD								
Reason	for variation to Pu	blished Services	○ Natur	al disaster	Staff Availability	/	ure (infra	structure) CEq	uipment failure	e (System) C Othe	er
If other,	please specify		Conting	ency OOH p	ending CASA AMD	Hours approval/ ext	ension				
Airspace affected: CG TWR - OOH p			rocedures		Service affected (Class of Airspace, Level of Service)		Class C				
Expecte	Expected duration of ATS Service Variation (UTC)					Commencement	1130		Cessation	1300	= = 1
		ctual traffic recorded			ed Aircraft'): ity, internationals, itin	erant aircraft etc)					
Nil RPT	flight impacted ba	ased on schedule pr	ovided by 0	CALNII RP	T flight impacted bas	ed on schedule pro	vided by	GCAL			- 11
Forecas	st weather:										
FM2511		0/2600 18012KT 99 9 NSW SCT015 BKI 6HRA BKN012		SCT018 BKI	N025						
Possible	e agencies affecte	ed (International age	ncies, other	FDRG, Dei	fence, HF, NCC etc)	-					
Other fa	actors:										
	12/2/86										
SM Rec	ommendation:					ATMD Endorsemen	nt:				- 41

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		○Yes ○No	∩Yes ∩No	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		○Yes ○No	OYes ONo	

Decision

CRM considered most suitable	NR
Director Operations approval	C Yes CNo
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disruptions			Consequences			Controls		
Other								
Other	☐ Other							
Post Contingency	y Review							
CIRRIS Number: ATS-0204023		Entered by:						
NOTAM Number:	B15, B461							
What controls were i	mplemented?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	supervision 🔲	Other	
What controls did no								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	Additional staffing	Additional s	supervision 🗌	Other	
Why? What was the impact	of the controls on surrou	unding Air Tra	affic Services?					
Did the controls impa	ct negatively on Externa	Agencies to	the extent tha	t there will be feedback	to Airservices?	(e.g. Airlines ar	nd ANSP)	
What other controls c	ould have been impleme	ented to enha	nce the outco	me?				
Operational Staff deb	rief comments:							

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

NOTAM for YBCG approved by NOTAM Office with number B0015/24

Summary: TWR ATS NOT AVBL DUE OPR RESTRICTIONS

B0015/24 NOTAMN

- Q) YBBB/QSTLC/IV/NBO/A/000/999/2810S15330E005
- A) YBCG
- B) 2402251130 C) 2402251300
- E) TWR ATS NOT AVBL DUE OPR RESTRICTIONS
 GOLD COAST CLASS C AIRSPACE 3500FT AND BLW BECOMES CLASS G AIRSPACE
 AS PER EN ROUTE SUPPLEMENT AUSTRALIA (ERSA) YBCG OUTSIDE TWR HR
 COMMON TRAFFIC ADVISORY FREQUENCY (CTAF) 118.7

NOTAM for YBBB approved by NOTAM Office with number B0461/24

Summary: YBCG TWR ATS NOT AVBL DUE OPR RESTRICTIONS

B0461/24 NOTAMN

- Q) YBBB/QSTLC/IV/NBO/E/000/999/2810S15330E007
- A) YBBB
- B) 2402251130 C) 2402251300
- E) YBCG TWR ATS NOT AVBL DUE TO OPR RESTRICTIONS
 GOLD COAST CLASS C AIRSPACE 3500FT AND BLW BECOMES CLASS G AIRSPACE
 AS PER EN ROUTE SUPPLEMENT AUSTRALIA (ERSA) YBCG OUTSIDE TWR HR
 COMMON TRAFFIC ADVISORY FREQUENCY (CTAF) 118.7

From:
To:
Cc:

Subject: Service Variation - Gwydir (20 January 2024)

Date: Monday, 22 January 2024 4:59:00 PM

Attachments: image002.png image003.png

ATS-FORM-0005 Gwydir (20Jan2024).pdf NOTAM Gwydir (20Jan2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 20 0700 to 24 01 20 0735 24 01 20 0900 to 24 01 20 0940

Due to reduced staff availability services were not provided during the above timeframe. Regards



Variation to Published Services: Operational Hazard Assessment

Date	20/01/2024		Unit	Gwydir						
	is conducted by: name and position	1)		ATN	MD/					
Reasor	n for variation to P	ublished Services	○ Natu	ral disaster	Staff Availability	∩ Facility fail	ure (infra	structure) C Equ	ipment failure	e (System) C Othe
f other	, please specify		1 x FEC and 1 x JNM							
Airspa	ce affected:	Gwydir group				Service affected (Class of Airspace of Service)	e, Level	Class A, C, E, G		
Expect	ed duration of ATS	S Service Variation (U	TC) 75 m	nin total, 070	0-0735, 0900-0940	Commencement	0700		Cessation	0940
Foros	ast weather:									
54.70										
TAF 020	SEE (YMDG) FYMDG 200104Z 05KT CAVOK 200800 08005KT (
TAF 040 BEO FM2	EY (YSSY) F YSSY 192306Z 2 14KT 9999 SCT03 CMG 2002/2003 0 201000 02012KT 9 201400 30006KT 9	30 4020KT 9999 SCT035 9999 FEW020	5							

	PATERNA STATE OF THE STATE OF T		
ngency (V1), change in assessmen	t by PM SM meant that	(V2) 1st period would only be A	RL and CNK contingent, 2nd per
	ATMD Endorser	ment:	
Contingency Respons	se Manager Seled	ction Worksheet	
FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		● Yes ○ No	
		● Yes ○ No	
		● Yes C No	
		CYes CNo	
		○Yes ○No	
S (No			
	FRMS Fatigue Level	Contingency Response Manager Select FRMS Fatigue Level Previous CRM Experience	Experience (see note below) O Yes No Yes No O Yes No O Yes No O Yes No O Yes No O Yes No O Yes No O Yes No O Yes No O Yes No O Yes No O Yes No

Note: The CRM may update operational system data subject to compliance with all of the following:

- CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disruptions		Conse	quences		Con	trols
Other						
Other						
Post Contingency Review						
CIRRIS Number: ATS-0203038		Entered by:				
NOTAM Number: C150/24/ V2 -C15	I, C152, C153]				
What controls were implemented?						
☐ Traffic Metering ☐ Diversion routes	⊠ TIBA	⊠ TRA □ A	dditional staffing	☐ Additional s	upervision Other	
What controls did not work well?						
☐ Traffic Metering ☐ Diversion routes	☐ TIBA	☐ TRA ☐ A	dditional staffing	☐ Additional s	upervision Other	
Why? initial routes were checked and app	roved by the S	M, V1 had many er	ror (likely pre-Nov	/ routes) V2 Didn	't include CG Departures which ca	used many questions from VOZ.
What was the impact of the controls on surr	ounding Air Tra	ffic Services?				
Did the controls impact negatively on Extern	al Agencies to	the extent that ther	e will be feedback	to Airservices?	(e.g. Airlines and ANSP)	
What other controls could have been impler	nented to enha	nce the outcome?				
This said solidos sould have been imple	ioniou to office	nes the editorne.				
Operational Staff debrief comments:						

☐ NOTAM attached	
☐ Copy of form and	other required information provided to the Director Operations for PAR
☐ Copy of form and o	other required information provided to ATMD
☐ Copy of form provi	ded to the ATMSL
☐ Compliance notific	ation email sent to <u>Regulatory Engagement</u>
☐ Copy of form sent	to Regulatory Engagement
A copy of this form mu	ist be placed in the Contingency Activation File (RMU File)

Notification Checklist

BRISBANE FIR (YBBB)

C152/24

TEMPO RESTRICTED AREA ACT

ATS SUBJ TO CONTINGENCY DUE OPR RESTR, TIBA PROCEDURES APPLY IN THE

FLW CTA CLASS A, C AND E AIRSPACE

DESIGNATED AIRSPACE HANDBOOK (DAH) ARMIDALE.

SERVICE VARIATION MAP (LISTED UNDER ARMIDALE IN THE BRISBANE FIR)

AVBL AT HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP

THE CARRIAGE AND USE OF TWO RADIOS IS RQ FOR ENTRY TO THE TEMPO

RESTRICTED AREA.

RELEVANT APPROVAL FM CONTROLLING AUTHORITY RQ.

PILOTS OR AIRLINE OPS REQUESTING OPS IN CLASS A, C OR E AIRSPACE MUST

CTC BRISBANE CENTRE VIA +617 3866 3798 FOR ACCESS APPROVAL.

EMERG AND MEDEVAC PRIORITY ACFT MAY REQ AUTH FM ADJ SECTOR.

AUTH TO ENTER TEMPO RESTRICTED AREA DOES NOT CONSTITUTE CLR TO ENTER

ANY ADJ OR EMBEDDED RESTRICTED AREAS.

FIS EXC TRAFFIC INFORMATION AVBL ON REQ FM HF AND MAY BE AVBL FM ADJ

ATS SECTORS.

PRIOR TO ENTERING THE TEMPO RESTRICTED AREA ACFT WILL BE PROVIDED HF

FOR FIS AND SAR ALERTING AND VHF FOR ONWARDS CLR.

PILOTS ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WI

AFFECTED AIRSPACE.

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.

TIBA FREQ: AT OR ABOVE FL200 128.95 MHZ. BELOW FL200 126.35 MHZ

BN CEN FREQ MNT IN CASE OF EMERG.

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

SUGGESTED DIVERSION ROUTES

YBBN SCOTT LAMSI BEADS GUTIV RIKNI N774 TESAT

YBSU MOOLO GUMKI VIRGE BEADS GUTIV RIKNI N774 TESAT

YBCG LAMSI BEADS RIKNI N774 TESAT

FL245 TO FL600

FROM 01 200700 TO 01 200735

C151/24

TEMPO RESTRICTED AREA ACT

ATS SUBJ TO CONTINGENCY DUE OPR RESTR, TIBA PROCEDURES APPLY IN THE

FLW CTA CLASS A, C AND E AIRSPACE

DESIGNATED AIRSPACE HANDBOOK (DAH) CESSNOCK AND CESSNOCK/SYDNEY CAP.

SERVICE VARIATION MAP (LISTED UNDER CESSNOCK IN THE BRISBANE FIR)

AVBL AT HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP

THE CARRIAGE AND USE OF TWO RADIOS IS RQ FOR ENTRY TO THE TEMPO

RESTRICTED AREA.

RELEVANT APPROVAL FM CONTROLLING AUTHORITY RQ.

PILOTS OR AIRLINE OPS REQUESTING OPS IN CLASS A, C OR E AIRSPACE MUST

CTC BRISBANE CENTRE VIA +617 3866 3798 FOR ACCESS APPROVAL.

EMERG AND MEDEVAC PRIORITY ACFT MAY REQ AUTH FM ADJ SECTOR.

AUTH TO ENTER TEMPO RESTRICTED AREA DOES NOT CONSTITUTE CLR TO ENTER

ANY ADJ OR EMBEDDED RESTRICTED AREAS.

FIS EXC TRAFFIC INFORMATION AVBL ON REQ FM HF AND MAY BE AVBL FM ADJ

ATS SECTORS.

PRIOR TO ENTERING THE TEMPO RESTRICTED AREA ACFT WILL BE PROVIDED HF

FOR FIS AND SAR ALERTING AND VHF FOR ONWARDS CLR.

PILOTS ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WI

AFFECTED AIRSPACE.

TWR, TERMINAL CONTROL UNITS 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.

TIBA FREQ: AT OR ABOVE FL200 128.95 MHZ. BELOW FL200 126.35 MHZ

BN CEN FREQ MNT IN CASE OF EMERG.

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

SUGGESTED DIVERSION ROUTES

YBBN, YBSU AND YBCG DEPARTURES FOR YSSY PLAN:

YBBN SCOTT LAMSI BEADS GUTIV RIKNI N774 TESAT

YBSU MOOLO GUMKI VIRGE BEADS GUTIV RIKNI N774 TESAT

YBCG LAMSI BEADS RIKNI N774 TESAT

8500FT AMSL TO FL600

FROM 01 200700 TO 01 200735

C153/24 REVIEW C150/24

TEMPO RESTRICTED AREA ACT

ATS SUBJ TO CONTINGENCY DUE OPR RESTR, TIBA PROCEDURES APPLY IN THE

FLW CTA CLASS A, C AND E AIRSPACE

DESIGNATED AIRSPACE HANDBOOK (DAH) ARMIDALE, CESSNOCK,

CESSNOCK/SYDNEY CAP, MUDGEE A, B, C SY/DME, D, AND MUDGEE/SYDNEY CAP.

SERVICE VARIATION MAP (LISTED UNDER MUDGEE/ARMIDALE/CESSNOCK IN THE

BRISBANE FIR) AVBL AT

HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP

THE CARRIAGE AND USE OF TWO RADIOS IS RQ FOR ENTRY TO THE TEMPO

RESTRICTED AREA.

RELEVANT APPROVAL FM CONTROLLING AUTHORITY RQ.

PILOTS OR AIRLINE OPS REQUESTING OPS IN CLASS A, C OR E AIRSPACE MUST

CTC BRISBANE CENTRE VIA +617 3866 3798 FOR ACCESS APPROVAL.

EMERG AND MEDEVAC PRIORITY ACFT MAY REQ AUTH FM ADJ SECTOR.

AUTH TO ENTER TEMPO RESTRICTED AREA DOES NOT CONSTITUTE CLR TO ENTER

ANY ADJ OR EMBEDDED RESTRICTED AREAS.

FIS EXC TRAFFIC INFORMATION AVBL ON REQ FM HF AND MAY BE AVBL FM ADJ

ATS SECTORS.

PRIOR TO ENTERING THE TEMPO RESTRICTED AREA ACFT WILL BE PROVIDED HF

FOR FIS AND SAR ALERTING AND VHF FOR ONWARDS CLR.

PILOTS ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WI

AFFECTED AIRSPACE.

MIL AREAS WI ABV AIRSPACE CONTINUE TO OPR PER EN ROUTE SUP AUSTRALIA

(ERSA) UNLESS SPECIFIED OTHERWISE.

 ${\tt ADS-C/CPDLC\ LOGON:\ YBBB\ SER\ NOT\ AVBL\ WI\ THIS\ AIRSPACE.\ ACFT\ MAY}$

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

FREQ.

TIBA FREQ: AT OR ABOVE FL200 128.95 MHZ. BELOW FL200 126.35 MHZ

BN CEN FREQ MNT IN CASE OF EMERG.

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

SUGGESTED ROUTES TO AVOID TRA/TIBA AIRSPACE:

YSSY SCOTT LAMSI BEADS GUTIV RIKNI N774 TESAT

YMML BN WACKO V250 LEBIT V412 ROM SAPNO Y33 BORLI UQ346 POLSO Q35

CANTY H119 ML

YSCB BN WACKO V250 LEBIT V412 ROM SAPNO PKS CWR W137 CB

YSCB FL240 OR BLW DCT BN H91 SANEG Q35 PKS W703 CWR W137 CB DCT

YWLM SCOTT LAMSI 30S154E CBULA WLM

YMHB SCOTT LAMSI BEADS RIKNI OMLAV WOL H20 MOTRA W407 TASUM

YMLT SCOTT LAMSI BEADS RIKNI OMLAV WOL H20 OTKED J22 LT

PH, AD, ML - PLANNED ROUTE AVAILABLE AT FL240 OR BELOW

YSSY LAMSI BEADS RIKNI N774 TESAT

YMML LAMSI BEADS OMLAV WOL H65 RAZZI Q29 ML

YSCB LAMSI BEADS OMLAV WOL H65 CB

YWLM LAMSI 30S154E CBULA WLM

YSSY MOOLO GUMKI VIRGE BEADS GUTIV RIKNI N774 TESAT

YMML TAPET LOAFA UNVAT ROM SAPNO Y33 BORLI UQ346 POLSO Q35 CANTY

H119 ML

YPAD TAPET LOAFA UNVAT ROM SAPNO VENEL Q16 MIA Q4 WOONA Q60 BLACK

H309 AD

FLIGHTS USUALLY VIA H530 KADOM W386 BTH W535 ENPAG ENPAG ISBAD H530

NON JET FLIGHTS VIA H76 REMAIN CLEAR OF CLASS C AND A AIRSPACE

OUTSIDE 40NM YSSY

FLIGHTS USUALLY YBCS KADOM W386 BTH W535 ENPAG ENPAG IPRAM PORIV Q76 $\,$

NONUM J64 CS

8500FT AMSL TO FL600

FROM 01 200900 TO 01 200940

From: To: Cc: Subject: Service Variation - Gwydir (23 February 2024) Wednesday, 28 February 2024 10:31:00 AM Date: Attachments:

image002.png image003.png

ATS-FORM-0005 Gwydir (23Feb2024).pdf NOTAM Gwydir (23Feb2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 23 1300 to 24 02 23 1915

Due to reduced staff availability services were not provided during the above timeframe. Regards



Variation to Published Services: Operational Hazard Assessment

Date	23/02/2024	Unit	Gwydir				
	conducted by: ame and position)						
Reason fo	or variation to Published Services	○ Natura	al disaster	C Facility failure (inf	rastructure) C Equ	ipment failure	e (System) C Other
If other, p	please specify						
Airspace	affected: Gwydir			Service affected (Class of Airspace, Leve of Service)	Class G, E, C, A		
Expected	d duration of ATS Service Variation	(UTC) 6:15		Commencement 1300		Cessation	1915
(Conside	d Traffic Level (actual traffic recorder traffic volume, planned levels of control tt, as per traffic filter			erant aircraft etc)			
Forecast	t weather:						
27012 FM23 TEMP SCT0: PROB	D YMDG 230423Z 2304/2314 2KT 9999 SHOWERS OF LIGHT RA 1300 VRB03KT 9999 SHOWERS OF PO 2304/2306 VRB20G45KT 2000 TO 50 SCT075CB 330 TEMPO 2306/2314 VRB20G40 SCT050 SCT075CB	F LIGHT RA	ORMS WITH MODERATE RAIN				
Possible	agencies affected (International ag	encies, other	FDRG, Defence, HF, NCC etc)				
Other fac	ctors:						

10/1/2007/10/2015	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		CYes CNo	CYes ○No	
		○Yes ○No	CYes CNo	
		C Yes ○No	C Yes C No	
		CYes CNo	CYes CNo	
		○Yes ○No	○Yes ○No	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disrup	tions		Co	onsequences			Controls	
☐ Other								
Other								
Post Contingenc	y Review							
CIRRIS Number:	ATS-0203988		Entered by:					
NOTAM Number:	C376/24							
What controls were	implemented?							
☐ Traffic Metering	☐ Diversion routes	⊠ TIBA	⊠ TRA	Additional staffing	☐ Additional s	upervision 🗌 Ot	ther	
What controls did n	ot work well?			el ad table				
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	Additional s	upervision 🗌 Ot	ther	
Why?								!
What was the impact	of the controls on surrou	ınding Air Tra	affic Services?					
Did the controls impa	act negatively on Externa	Agencies to	the extent tha	t there will be feedback	to Airservices?	(e.g. Airlines and	ANSP)	
What other controls of	could have been impleme	ented to enha	ance the outcom	me?				
	NAME AND ADDRESS OF							
Operational Staff del	orief comments:							

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

C376/24 REVIEW C375/24

TEMPO RESTRICTED AREA ACT

ATS SUBJ TO CONTINGENCY DUE OPR RESTR, TIBA PROCEDURES APPLY IN THE

FLW CTA CLASS A, C AND E AIRSPACE

DESIGNATED AIRSPACE HANDBOOK (DAH) ARMIDALE, CESSNOCK,

CESSNOCK/SYDNEY CAP, MUDGEE A, B, C SY/DME, D, AND MUDGEE/SYDNEY CAP.

SERVICE VARIATION MAP (LISTED UNDER MUDGEE/ARMIDALE/CESSNOCK IN THE

BRISBANE FIR) AVBL AT

HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP

THE CARRIAGE AND USE OF TWO RADIOS IS RQ FOR ENTRY TO THE TEMPO

RESTRICTED AREA.

RELEVANT APPROVAL FM CONTROLLING AUTHORITY RQ.

PILOTS OR AIRLINE OPS REQUESTING OPS IN CLASS A, C OR E AIRSPACE MUST

CTC BRISBANE CENTRE VIA +617 3866 3798 FOR ACCESS APPROVAL.

EMERG AND MEDEVAC PRIORITY ACFT MAY REQ AUTH FM ADJ SECTOR.

AUTH TO ENTER TEMPO RESTRICTED AREA DOES NOT CONSTITUTE CLR TO ENTER

ANY ADJ OR EMBEDDED RESTRICTED AREAS.

FIS EXC TRAFFIC INFORMATION AVBL ON REQ FM HF AND MAY BE AVBL FM ADJ

ATS SECTORS.

PRIOR TO ENTERING THE TEMPO RESTRICTED AREA ACFT WILL BE PROVIDED HF

FOR FIS AND SAR ALERTING AND VHF FOR ONWARDS CLR.

PILOTS ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE $\ensuremath{\mathsf{WI}}$

AFFECTED AIRSPACE.

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.

TIBA FREQ: AT OR ABOVE FL200 128.95MHZ. BLW FL200 126.35MHZ

BN CEN FREQ MNT IN CASE OF EMERG.

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

SUGGESTED DIVERSION ROUTES:

DEP YBBN TO

YSSY SCOTT LAMSI BEADS GUTIV RIKNI N774 TESAT

YMML BN WACKO V250 LEBIT V412 ROM SAPNO Y33 BORLI UQ346 POLSO Q35

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CANTY H119 ML
```

YSCB BN WACKO V250 LEBIT V412 ROM SAPNO PKS CWR W137 CB

YSCB FL240 OR BLW DCT BN H91 SANEG Q35 PKS W703 CWR W137 CB DCT

YWLM SCOTT LAMSI 30S154E CBULA WLM

YMHB SCOTT LAMSI BEADS RIKNI OMLAV WOL H20 MOTRA W407 TASUM

YMLT SCOTT LAMSI BEADS RIKNI OMLAV WOL H20 OTKED J22 LT

YPAD BN WACKO V250 LEBIT V412 ROM SAPNO VENEL Q16 MIA Q4 WOONA

Q60 BLACK H309 AD

YPPH BN WACKO V250 LEBIT V412 ROM SAPNO IPRAM T33 LEC J141 KG

Q41 HAMTN Q158 PH

PH, AD, ML - PLANNED ROUTE AVAILABLE AT FL240 OR BLW

DEP YBCG TO

YSSY LAMSI BEADS RIKNI N774 TESAT

YMML LAMSI BEADS OMLAV WOL H65 RAZZI Q29 ML

YSCB LAMSI BEADS OMLAV WOL H65 CB

YWLM LAMSI 30S154E CBULA WLM

YPAD Q47 IDRAS Y258 LEBIT ROM SAPNO VENEL Q16 MIA Q4 WOONA Q60

BLACK H309 AD

YPPH Q47 IDRAS Y258 LEBIT ROM SAPNO IPRAM T33 LEC J141 KG Q41

HAMTN Q158 PH

YBSU TO

YSSY MOOLO GUMKI VIRGE BEADS GUTIV RIKNI N774 TESAT

YMML TAPET LOAFA UNVAT ROM SAPNO Y33 BORLI UQ346 POLSO Q35 CANTY

H119 ML

YPAD TAPET LOAFA UNVAT ROM SAPNO VENEL Q16 MIA Q4 WOONA Q60 BLACK

H309 AD

DEP YSSY

FLT USUALLY VIA H530 KADOM W386 BTH W535 ENPAG ENPAG ISBAD

H530

NON-JET FLT VIA H76 REMAIN CLEAR OF CLASS C AND A AIRSPACE

OUTSIDE 40NM YSSY

FLT TO NORTH QUEENSLAND KADOM W386 BTH W535 ENPAG IPRAM PORIV

Q76 NONUM J64 CS

ARRIVALS INTO YSSY PLANNED VIA:

VIA Y161 NOMEL VEPAP Y105 TARAL Y59 RIVET

VIA Y173 DOLIB SAPNO VELGI Y105 TARAL Y59 RIVET

VIA H652 OVRON EML MIMIB SAPNO VELGI Y105 TARAL Y59 RIVET

INBOUND YBBN VIA:

T33 (DEP PH) J141 LEC Y94 GUSNI ENLIP BN

Y46 (DEP AD) Y27 ISGEL AROLI Y94 GUSNI ENLIP BN

H66 (DEP ML/LT/HB) ML DOSEL Y59 TESAT OLSEM Y193 BANDA H252 BN

INBOUND YBCG VIA:

Y54 (DEP AD/PH) AD H247 CULIN Y59 TESAT OLSEM Y193 BANDA Y43

GOMOL

H66 (DEP ML/LT/HB) ML DOSEL Y59 TESAT OLSEM Y193 BANDA Y43 GOMOL

INBOUND YBSU VIA:

H66 (DEP ML/LT/HB) ML DOSEL Y59 TESAT OLSEM Y193 BANDA H252 GOMOL

Q69 SI

8500FT AMSL TO FL600

FROM 02 231300 TO 02 231915

From:
To:
Cc:

Subject: Service Variation - Hamilton Island Tower (4 March 2024)

Date: Thursday, 7 March 2024 10:10:00 AM

Attachments: image001.png image003.png

ATS-FORM-0005 Hamilton Island TWR (3Mar2024).pdf

NOTAM Hamilton Island TWR (4Mar2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation

24 03 03 2330 to 24 03 04 0545

Due to reduced staff availability services were not provided during the above timeframe. Regards



OFFICIAL: Sensitive

Variation to Published Services: Operational Hazard Assessment

Date	04/03/2024	Unit	Unit Hamilton Island Tower						
	conducted by: ame and position)		Line Leader						
Reason	for variation to Published Services	○ Natura	al disaster	○ Facility failure (in	nfrastructure) C Equ	ipment failure	(System) C Other		
If other,	please specify								
Airspace	e affected: Hamilton Island 1	ower Class I	D	Service affected (Class of Airspace, Leve of Service)	rel Class D				
Expecte	d duration of ATS Service Variation (UTC) 04 Ma	arch 2330-0545	Commencement 2024	032330	Cessation	2024040545		
(Consid	ed Traffic Level (actual traffic recorde ler traffic volume, planned levels of o ffic by Jetstar, Qantas and Virgin Airl	peration, traf	fic complexity, internationals, itine	erant aircraft etc)					
	st weather:	227 2							
Not kno	wn								
Possible	e agencies affected (International ag	encies, other	FDRG, Defence, HF, NCC etc)						
SWAME	PY Sector, HF , NCC and local Airline	es, ARFF							
Other fa	actors:								
-				N. 9 700 (17) (18)					
SM Rec	ommendation:		/	ATMD Endorsement:					

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		CYes CNo	CYes CNo	
		CYes CNo	∩Yes ∩No	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		○Yes ○No	OYes ONo	

Decision

CRM considered most suitable	NR
Director Operations approval	C Yes C No
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disrupt	tions		Co	onsequences			Controls	
☐ Other								
Other								
Post Contingency	y Review							
CIRRIS Number:	ATS-0204268		Entered by:					
NOTAM Number:	B537, B16							
What controls were i	implemented?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	upervision 🛭 O	Other	
OOH. required Revie	ew of current NOTAMs a	nd New NOT	AMs for the re	mainder for the period.				
What controls did no	ot work well?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	upervision 🗌 O	Other	
Why?								
What was the impact	of the controls on surro	unding Air Tra	affic Services?	5				
Did the controls impa	ct negatively on Externa	Agencies to	the extent tha	t there will be feedback	to Airservices?	(e.g. Airlines and	d ANSP)	-
	1742-000 - 1404-1400	12-45-755	2 - n					
What other controls o	ould have been impleme	ented to enha	ince the outco	me?				
Operational Staff deb	rief comments:							

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

OFFICIAL

NOTAM for YBHM approved by NOTAM Office with number B0016/24

Summary: HAMILTON ISLAND CLASS D TO CLASS G AIRSPACE

B0016/24 NOTAMN

- Q) YBBB/QSTLC/IV/NBO/A/000/999/2022S14857E005
- A) YBHM
- B) 2403032330 C) 2403040545
- E) TWR ATS NOT AVBL DUE OPR RESTRICTIONS

HAMILTON ISLAND TWR CLASS D AIRSPACE BECOMES CLASS G AS PER EN ROUTE SUPPLEMENT AUSTRALIA (ERSA) HAMILTON ISLAND TWR (YBHM) ATS AIRSPACE - OUTSIDE TWR HR

COMMON TRAFFIC ADVISORY FREQUENCY (CTAF)127.85

NOTAM for YBBB approved by NOTAM Office with number B0537/24

Summary: HAMILTON ISLAND CLASS D TO CLASS G AIRSPACE

B0537/24 NOTAMN

- Q) YBBB/QSTLC/IV/NBO/E/000/999/2021S14857E005
- A) YBBB
- B) 2403032330 C) 2403040545
- E) HAMILTON ISLAND TWR ATS NOT AVBL DUE OPR RESTRICTIONS
 HAMILTON ISLAND TWR CLASS D AIRSPACE BECOMES CLASS G AS PER EN ROUTE
 SUPPLEMENT AUSTRALIA (ERSA) HAMILTON ISLAND TWR ATS AIRSPACE OUTSIDE TWR HR

FIS AVBL BRISBANE CENTRE 135.5 OR 133.2 COMMON TRAFFIC ADVISORY FREQUENCY (CTAF) 127.85

From:
To:
Cc:
Subject: Service Variation - Hastings (2 March 2024)
Date: Monday, 4 March 2024 9:33:00 AM
Attachments: image005,png

image005.png image006.png

ATS-FORM-0005 Hastings (02Mar2024).pdf

NOTAM Hastings (02Mar2024).pdf

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 03 02 1350 to 24 03 02 1915

Due to reduced staff availability services were not provided during the above timeframe. Regards



OFFICIAL OFFICIAL

Variation to Published Services: Operational Hazard Assessment

Date	02/03/2024	ľ	Jnit	Hastings						
	conducted by: ame and position)									
Reason f	or variation to Pu	blished Services (Natura	l disaster	Staff Availability	○ Facility failu	re (infra	structure) C Equi	pment failure	(System) C Other
If other,	please specify									
Airspace	affected:	Hastings				Service affected (Class of Airspace of Service)	, Level	A, C, E, G - Area	Surveillance	
Expected	d duration of ATS	Service Variation (UTC)	5:25			Commencement	1350		Cessation	1915
		ctual traffic recorded in ' planned levels of operati				erant aircraft etc)				
Anticipat	ted to be low traff	ic volume due to conting	ency oc	curring duri	ng hours of Sydney	curfew.				
Forecas	t weather:									
No signi	ficant weather.									
Possible	agencies affecte	ed (International agencie	s, other	FDRG, Def	ence, HF, NCC etc)	4.				
YMMM,	JRCC									
Other fa	ctors:									
SM Reco	ommendation:	SM3				ATMD Endorsement				

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
	High			
		○Yes ○No	∩Yes ∩No	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		C Yes C No	○Yes ○No	

Decision

CRM considered most suitable	
Director Operations approval	● Yes CNo
CRM appointed	
CRM to attend by	1315

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- . The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disruptions		Co	onsequences			Contro	ols	
☐ Other								
Other								
Post Contingenc	y Review							
CIRRIS Number:	ATS-0204200		Entered by:					
NOTAM Number:	C444/24							
What controls were	implemented?							
☐ Traffic Metering	☐ Diversion routes		⊠ TRA	Additional staffing	☐ Additional s	supervision 🔲	Other	
What controls did no	ot work well?	☐ TIBA	□ TRA	☐ Additional staffing	□ Additional s	supervision 🗍 (Other	
Why?	Diversion reaces					Supervision	04101	
70.00	of the controls on surrou	ınding Air Tra	affic Services?					
	act negatively on Externa				to Airservices?	(e.g. Airlines an	nd ANSP)	
What other controls of	could have been impleme	ented to enha	nce the outco	me?				
Operational Staff deb	orief comments:							

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

Summary: TRA MAITLAND/MANNING/NAMBUCCA/MYALL/OCEAN SECTORS

Item A): YBBB

Item B): 24 03 02 1350

Item C): 24 03 02 1915

Subject: TEMPO RESTRICTED AREA

Status: ACT

ATS SUBJ TO CONTINGENCY DUE OPR RESTR, TIBA PROCEDURES APPLY IN THE

FLW CTA CLASS A, C AND E AIRSPACE

DESIGNATED AIRSPACE HANDBOOK (DAH) MYALL A, B, MAITLAND,

MAITLAND/SYDNEY CAP, MANNING, NAMBUCCA, OCEAN AND OCEAN/SYDNEY CAP.

SERVICE VARIATION MAP (LISTED UNDER

MAITLAND/MANNING/NAMBUCCA/MYALL/OCEAN IN THE BRISBANE FIR) AVBL AT

HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP

THE CARRIAGE AND USE OF TWO RADIOS IS RQ FOR ENTRY TO THE TEMPO

RESTRICTED AREA.

RELEVANT APPROVAL FM CONTROLLING AUTHORITY RQ.

Text: PILOTS OR AIRLINE OPS REQUESTING OPS IN CLASS A, C OR E AIRSPACE MUST

CTC BRISBANE CENTRE VIA +61 7 3866 3798 FOR ACCESS APPROVAL.

EMERG AND MEDEVAC PRIORITY ACFT MAY REQ AUTH FM ADJ SECTOR.

AUTH TO ENTER TEMPO RESTRICTED AREA DOES NOT CONSTITUTE CLR TO ENTER

ANY ADJ OR EMBEDDED RESTRICTED AREAS.

ATC SER NOT AVBL IN CLASS A, C AND E AIRSPACE

FIS EXC TRAFFIC INFORMATION AVBL ON REQ FM HF AND MAY BE AVBL FM ADJ

ATS SECTORS.

PRIOR TO ENTERING THE TEMPO RESTRICTED AREA ACFT WILL BE PROVIDED HF

FOR FIS AND SAR ALERTING AND VHF FOR ONWARDS CLR.

PILOTS ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WI AFFECTED AIRSPACE.

TWR, TERMINAL CONTROL UNITS 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.

TIBA FREQ: AT OR ABOVE FL200 128.95 MHZ. BELOW FL200 126.35 MHZ BN CEN FREQ MNT IN CASE OF EMERG.

CLASS G AIRSPACE UNDER THE ABV AIRSPACE DOES NOT FORM PART OF THE RESTRICTED AREA.

TIBA PROCEDURES APPLY ON PUBLISHED FIA FREQUENCIES.

FIS NOT AVBL IN THE CLASS G AIRSPACE.

IFR ACFT MAY CTC BRISBANE CENTRE VIA +61 7 3866 3798 FOR FURTHER INFO IF RQ.

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

SUGGESTED DIVERSION ROUTES:

NON-JETS FROM THE NORTH INTO SY, CB:

TW SCO IGDAM MONDO W786 TESAT

NON-JETS FROM THE NORTH INTO BK:

TW SCO Q155 BK

INTERNATIONAL FLIGHTS INBOUND TO SY FROM THE NE:

VIA BN THEN ERSA ROUTE BN-SY

INTERNATIONAL FLIGHTS INBOUND TO SY FROM NZZO:

MER W643 CB W423 CULIN Y59 TESAT

SYDNEY DEPARTURES NORTH:

JETS - TESAT H76 OVMIN YSTW H66 YBBN

NON-JETS - TESAT H76 OVMIN YSTW

Item F): SFC

Item G): 600 FL

From:
To:
Cc:
Subject: Service Variation - Hobart Tower (24 February 2024)

Date: Monday, 26 February 2024 11:37:00 AM

Attachments: image002.png image003.png

ATS-FORM-0005 Hobart TWR (24Feb2024).pdf NOTAM Hobart TWR (24Feb2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 24 0545 to 24 02 24 0645

Due to reduced staff availability services were not provided during the above timeframe. Regards



Variation to Published Services: Operational Hazard Assessment

24/02/2024	Unit	HB TWR				
		ATMD				
or variation to Published Services	○ Natura	al disaster	○ Facility failure (infra	structure) C Equ	ipment failure	e (System) C Other
please specify	providing	g single controller break				
affected: HB TWR			Service affected (Class of Airspace, Level of Service)	SFC		
I duration of ATS Service Variation (JTC) 1hr		Commencement 0545		Cessation	0645
			erant aircraft etc)			
scheduled ACFT affected is JST711	arriving HE	3.				- 1
weather:						
CAVOK 00 06008KT CAVOK 00 35008KT CAVOK						
agencies affected (International age	ncies, other	FDRG, Defence, HF, NCC etc)				
etors:						
	conducted by: ame and position) or variation to Published Services blease specify affected: HB TWR I duration of ATS Service Variation (I d Traffic Level (actual traffic recorded or traffic volume, planned levels of open scheduled ACFT affected is JST711 E weather: HB 232336Z 2400/2500 T CAVOK 00 06008KT CAVOK 00 35008KT CAVOK 00 35008KT CAVOK	conducted by: ame and position) or variation to Published Services Diease specify affected: HB TWR I duration of ATS Service Variation (UTC) Three traffic Level (actual traffic recorded in 'TIBA Loger traffic volume, planned levels of operation, traffic scheduled ACFT affected is JST711 arriving HE weather: HB 232336Z 2400/2500 T CAVOK 00 06008KT CAVOK 00 35008KT CAVOK 21 17 Q 1018 1017 1016 1017 agencies affected (International agencies, other	conducted by: Inne and position) or variation to Published Services Onatural disaster	conducted by: Ime and position) Or variation to Published Services Natural disaster Staff Availability Facility failure (infrational providing single controller break Service affected (Class of Airspace, Level of Service) I duration of ATS Service Variation (UTC) Thr Commencement O545 Traffic Level (actual traffic recorded in TIBA Log of Affected Aircraft'): Intraffic volume, planned levels of operation, traffic complexity, internationals, itinerant aircraft etc) scheduled ACFT affected is JST711 arriving HB. Interval to the providing single controller break ATMD ATML AT	conducted by: Inter and position) Or variation to Published Services Natural disaster Natural disaster Staff Availability Facility failure (infrastructure) Equation of Published Services Interest and position) Providing single controller break Service affected (Class of Airspace, Level of Service) Interest and Traffic Level (actual traffic recorded in TIBA Log of Affected Aircraft'): Interest and traffic volume, planned levels of operation, traffic complexity, internationals, itinerant aircraft etc) Scheduled ACFT affected is JST711 arriving HB. Interest and position ATMD ATMD ATMD ATMD ATMD ATMD Service affected (Class of Airspace, Level of SFC of Service) SFC of Service Of Service) SFC of Service SFC of Service ATMD Service affected (Class of Airspace, Level of SFC of Service) SFC of Service SFC of Servi	conducted by: me and position) or variation to Published Services Natural disaster Staff Availability Facility failure (infrastructure) Equipment failure Service affected (Class of Airspace, Level of Service) I duration of ATS Service Variation (UTC) In Commencement Traffic Level (actual traffic recorded in 'TIBA Log of Affected Aircraft'): In traffic volume, planned levels of operation, traffic complexity, internationals, itinerant aircraft etc) Section of ATS affected is JST711 arriving HB. Execution of ATS affected is JST711 arriving HB.

Potential CRM	5	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
			C Yes C No	○Yes ○No	
			CYes CNo	○Yes ○No	
			○Yes ○No	CYes CNo	
			○Yes ○No	CYes CNo	
			○Yes ○No	○Yes ○No	
Decision					
CRM considered most suitable	NR				
irector Operations approval	C Yes	O No			
CRM appointed					
CRM to attend by					

ATMD Endorsement:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

SM Recommendation:

Potential Disruptions		Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disruptions			Co	Consequences			Controls		
Other									
Other									
Post Contingenc	y Review								
CIRRIS Number:	ATS-0203994		Entered by:						
NOTAM Number:	ҮМНВ В6		1						
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional su	upervision 🛭 O	ther		
TCU Class C									
What controls did no	ot work well?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	Additional su	upervision 🗌 O	ther		
Why?									
What was the impact	of the controls on surrou	unding Air Tra	affic Services?						
Did the controls impa	ct negatively on Externa	I Agencies to	the extent tha	t there will be feedback	to Airservices? ((e.g. Airlines and	I ANSP)		
	1 1 2 - V 2 - V 2 - V 2 V 2 V 2 V 2 V 2 V 2	12 A C C C C	2 - n - 11 / 3						
What other controls of	could have been impleme	ented to enha	ince the outcor	ne?					
Operational Staff deb	orief comments:								

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

NOTAM for YMHB approved by NOTAM Office with number B0006/24

Summary: ATS CONTINGENCY TWR NAVBL/TCU AVBL

B0006/24 NOTAMR B0005/24

- Q) YMMM/QACXX/IV/NBO/AE/000/999/4250S14731E010
- A) YMHB
- B) 2402240545 C) 2402240645
- E) ATS AT YMHB AERODROME ARE SUBJECT TO CONTINGENCY DUE OPERATIONAL RESTRICTIONS

AERODROME CTL SER NOT AVBL

MANDATORY BROADCASTS PROCEDURES PER AIP APPLY ON TWR FREQ 118.1

APP (AND DEP) CTL SER PROVIDED TO SFC ON 125.55

ALL AIRCRAFT REQUESTING CLEARANCE INTO THE AIRSPACE MUST CONTACT 125.55

NO LANDING OR TAKE OFF CLEARANCES WILL BE ISSUED

PILOTS-IN-COMMAND ARE SOLELY RESPONSIBLE FOR COLLISION AVOIDANCE ON THE MOVEMENT AREAS AT YMHB

PRIOR TO OPERATING ON THE MANOEUVRING AREA PILOTS MUST:

- 1. OBTAIN A BRIEFING ON CONTINGENCY PROCEDURES FROM AIRSERVICES AUSTRALIA ON +613 9235 2012
- 2. OBTAIN A LANDING OR DEPARTURE TIME
- 3. IF DEPARTING, OBTAIN AN AIRWAYS CLEARANCE ON 125.55 PRIOR TO ENTERING THE RWY FOR DEPARTURE, PILOTS MUST:
- 1. REPORT READY ON 125.55
- 2. OBTAIN DEPARTURE INSTRUCTIONS AND REPORT AIRBORNE WITHIN FIVE MINUTES

AFTER LANDING, REPORT CLEAR OF THE RWY ON FREQUENCY 125.55 CIRCUITS AT YMHB NOT AVAILABLE

AIRWORK REQUESTS INSIDE CONTROLLED AIRSPACE NOT AVAILABLE VFR CLEARANCES WILL BE SUBJECT TO ATC WORKLOAD

ARRIVALS AND DEPARTURES EXPECT DELAYS

From: To: Cc:

Subject: Service Variation - Hobart Tower (28 February 2024)

Friday, 1 March 2024 4:09:00 PM Date:

image002.png image003.png Attachments:

ATS-FORM-0005 Hobart TWR (28Feb2024).pdf NOTAM Hobart TWR (28Feb2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 28 0700 to 24 02 28 0815

Due to reduced staff availability services were not provided during the above timeframe. Regards



Variation to Published Services: Operational Hazard Assessment

Date	ate 28/02/2024 Unit HB TWR								
Analysis conducted by: (insert name and position)		(HB UTS) & (ATMD)							
Reason	for variation to P	ublished Services	○ Natura	al disaster	Staff Availability	○ Facility failure (inf	rastructure) C Equ	uipment failure	e (System) Other
If other	, please specify								
Airspace affected: HB TWR		HB TWR			Service affected (Class of Airspace, Level of Service)				
Expect	ed duration of AT	S Service Variation (U	(C) 2802	24		Commencement 0700	ncement 0700 Cessation 0815		
		actual traffic recorded i				erant aircraft etc)			
o 0800 • Arriva	- VOZ1603 - YM - SH188 - YMH	B-YMLT (freighter)							
Foreca	st weather:								
34008i FM280 FM280 FM281 FM281 PROB: RMK F FM281 FM281	30 INTER 2809/2 M281100 MOD T	NVOK NOK 99 -SHRA NSC 99 -SHRA NSC 99 NSW SCT030 BKN 813 VRB20G35KT 700 URB BLW 5000FT TL BLW 5000FT TL281800 BLW 5000FT	0 TSRA F 281200	EW100CB					

Other factors:					
M Recommendation:	As per contingency plan		ATMD Endorsem	nent: As per contingency plan	I. W.
		Contingency Response	e Manager Selec	tion Worksheet	
Pot	ential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
			○Yes ○No	CYes ONo	
			○Yes ○No	○Yes ○No	
			○Yes ○No	CYes CNo	
			○Yes ○No	CYes ONo	
			CYes CNo	○Yes ○No	
Decision					
CRM considered most	suitable no standa	lone CRM required			
	1	- 14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			
irector Operations ap	proval • Yes	○ No			
RM appointed					

Note: The CRM may update operational system data subject to compliance with all of the following:

- CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

Potential Disruptions		Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disruptions			Consequences			Controls			
Other									
☐ Other									
Post Contingency	y Review			•					
CIRRIS Number:	ATS-0204109		Entered by:						
NOTAM Number:	B8/24								
What controls were i	mplemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	supervision 🔲	Other		
What controls did no		TIDA		□ Addison of other	□ Additional		O41		
Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	Additional staffing	Additional s	supervision [Otner		
Why? What was the impact	of the controls on surrou	ınding Air Tra	affic Services?						
Did the controls impa	ct negatively on Externa	Agencies to	the extent tha	t there will be feedback	to Airservices?	(e.g. Airlines ar	nd ANSP)		
What other controls c	ould have been impleme	ented to enha	nce the outco	me?					
Operational Staff deb	rief comments:								

☐ NOTAM attached	
☐ Copy of form and	other required information provided to the Director Operations for PAR
☐ Copy of form and o	other required information provided to ATMD
☐ Copy of form provi	ded to the ATMSL
☐ Compliance notific	ation email sent to <u>Regulatory Engagement</u>
☐ Copy of form sent	to Regulatory Engagement
A copy of this form mu	ist be placed in the Contingency Activation File (RMU File)

Notification Checklist

OFFICIAL

B0008/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/4250S14731E005
- A) YMHB
- B) 2402280700 C) 2402280815
- E) ATS AT YMHB AERODROME ARE SUBJECT TO CONTINGENCY DUE OPERATIONAL RESTRICITONS

AERODROME CTL SER NOT AVBL.

MANDATORY BROADCASTS PROCEDURES PER AIP APPLY ON TWR FREQ 118.1.

APP AND DEP CTL SER PROVIDED TO SFC ON 125.55. ALL AIRCRAFT

REQUESTING CLEARANCE INTO THE AIRSPACE MUST CONTACT 125.55 MHZ. NO LANDING OR TAKE OFF CLEARANCES WILL BE ISSUED.

PILOTS-IN-COMMAND ARE SOLELY RESPONSIBLE FOR COLLISION AVOIDANCE ON THE MOVEMENT AREAS AT YMHB

PRIOR TO OPERATING ON THE MANOEUVRING AREA PILOTS MUST:

- OBTAIN A BRIEFING ON CONTINGENCY PROCEDURES FROM AIRSERVICES AUSTRALIA ON (PLUS)613 9235 7420.
- 2. OBTAIN A LANDING OR DEPARTURE TIME
- IF DEPARTING, OBTAIN AN AIRWAYS CLEARANCE ON 125.55 PRIOR TO ENTERING THE RWY FOR DEPARTURE, PILOTS MUST:
- 1. REPORT READY ON 125.55
- OBTAIN DEPARTURE INSTRUCTIONS AND REPORT AIRBORNE WITHIN FIVE 2 MINUTES.

AFTER LANDING, REPORT CLEAR OF THE RWY ON FREQUENCY 125.55 MHZ. CIRCUITS AT YMHB NOT AVAILABLE

AIRWORK REQUESTS INSIDE CONTROLLED AIRSPACE NOT AVAILABLE VFR CLEARANCES WILL BE SUBJECT TO ATC WORKLOAD ARRIVALS AND DEPARTURES EXPECT DELAYS

From: To: Cc: Subject: Service Variation - Hobart Tower (14 March 2024)

Date: Friday, 15 March 2024 10:42:00 AM Attachments:

image002.png image003.png

ATS-FORM-0005 Hobart TWR (14Mar2024).pdf NOTAM Hobart TWR (14Mar2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 03 14 0945 to 24 03 14 1110

Due to reduced staff availability services were not provided during the above timeframe. Regards



Variation to Published Services: Operational Hazard Assessment

Date	14/03/2024	Unit	HB TWR						
	conducted by: ame and position)		1-, -						
Reason f	or variation to Published Services	○ Natur	al disaster	vailability	○ Facility failu	ıre (infra	structure) C Equ	ipment failure	(System) Other
If other, p	please specify								
Airspace	affected:				Service affected (Class of Airspace of Service)	, Level	MANOEUVRING	AREA	
Expected	d duration of ATS Service Variation (U	TC) 1:25	1		Commencement	0945		Cessation	1110
	d Traffic Level (actual traffic recorded i			onals, itine	erant aircraft etc)				
JST680 QJE154	7 YMML YMHB 1000 YMHB YPAD 0955 1 YSSY YMHB 0943 YMHB YMML 1000								
Forecas	t weather:								
19020 FM14 FM14 FM14	HB 140812Z 1408/1506 0KT 9999 FEW035 0900 19014KT 9999 FEW035 1600 26007KT 9999 SCT030 1800 33005KT 9999 FEW030 0000 16012KT 9999 FEW030								
Possible	agencies affected (International agen	cies, othe	FDRG, Defence, HF, N	VCC etc)					
Other fa	ctors:								

Potential CRMs		FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
			○Yes ○No	○Yes ○No	
			○Yes ○No	CYes CNo	
			○Yes ○No	CYes CNo	
			CYes CNo	CYes CNo	
			○Yes ○No	○Yes ○No	
ecision ecision					
CRM considered most suitable					
Pirector Operations approval	C Yes (No			
	-				

ATMD Endorsement:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

SM Recommendation:

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disrup	Potential Disruptions			Consequences			Controls		
Other									
Other									
Post Contingenc	y Review								
CIRRIS Number:	ATS-0204516		Entered by:						
NOTAM Number:	B10/24								
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA ☐	Additional staffing	☐ Additional s	supervision 🖂	Other		
APP to SFC									
What controls did no	ot work well?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA ☐	Additional staffing	☐ Additional s	supervision 🗌	Other		
Why?									
What was the impact	of the controls on surrou	ınding Air Tra	offic Services?						
Did the controls impa	ct negatively on Externa	Agencies to	the extent that t	there will be feedback	to Airservices?	(e.g. Airlines ar	nd ANSP)		
VOZ1537 HB-SY dep	parture delayed due prior	ity tfc POL72	. As a result aird	craft did not depart as	they could not n	nake curfew at	YSSY.		
What other controls of	could have been impleme	ented to enha	nce the outcom	e?				-	
	and the second second								
Operational Staff deb	orief comments:							1	

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

NOTAM for YMHB approved by NOTAM Office with number B0010/24

Summary: ATS CONTINGENCY TWR NOT AVBL / TCU AVBL

B0010/24 NOTAMN

- Q) YMMM/QACXX/IV/NBO/AE/000/999/4250S14731E010
- A) YMHB
- B) 2403140945 C) 2403141110
- E) ATS SUBJECT TO CONTINGENCY DUE OPERATIONAL RESTRICTIONS AD CTL SER NOT AVBL

MANDATORY BROADCAST PROCEDURES PER AIP APPLY ON TWR FREQ 118.1 APP (AND DEP) CTL SER PROVIDED TO SFC ON 125.55. ALL AIRCRAFT REQUESTING CLEARANCE INTO THE AIRSPACE MUST CONTACT 125.55. NO LANDING OR TAKE OFF CLEARANCES WILL BE ISSUED.

PILOTS-IN-COMMAND ARE SOLELY RESPONSIBLE FOR COLLISION AVOIDANCE ON THE MOVEMENT AREAS AT YMHB

PRIOR TO OPERATING ON THE MANOEUVRING AREA PILOTS MUST:

- 1. OBTAIN A BRIEFING ON CONTINGENCY PROCEDURES FROM AIRSERVICES AUSTRALIA ON +613 9235 7420
- 2. OBTAIN A LANDING OR DEPARTURE TIME
- 3. IF DEPARTING, OBTAIN AN AIRWAYS CLEARANCE ON 125.55 PRIOR TO ENTERING THE RWY FOR DEPARTURE, PILOTS MUST:
- 1. REPORT READY ON 125.55
- 2. OBTAIN DEPARTURE INSTRUCTIONS AND REPORT AIRBORNE WITHIN FIVE MINUTES

AFTER LANDING, REPORT CLEAR OF THE RWY ON FREQ 125.55 CIRCUITS NOT AVBL

AIRWORK REQUESTS INSIDE CONTROLLED AIRSPACE NOT AVBL VFR CLEARANCES WILL BE SUBJECT TO ATC WORKLOAD ARRIVALS AND DEPARTURES EXPECT DELAYS From: To: Cc:

Subject: Service Variation - Jandakot Tower (08 February 2024)

Date: Friday, 9 February 2024 10:45:00 AM

ATS-FORM-0005 Jandakot TWR (08Feb2024).pdf NOTAM Jandakot TWR (08Feb2024).docx Attachments:

image001.png image003.png

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that effected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 08 1100 to 24 02 08 1300

Due to reduced staff availability services were not provided during the above timeframe. Regards



Variation to Published Services: Operational Hazard Assessment

Date	08/02/2024	Unit	Jandakot Tower					
	conducted by: ame and position)							
Reason t	for variation to Published Services	○ Natur	al disaster		ure (infra	structure) C Equ	ipment failure	(System) C Other
If other,	please specify							
Airspace	e affected: Jandakot CTR			Service affected (Class of Airspace of Service)	e, Level	Class D		
Expecte	d duration of ATS Service Variation (U	TC) 2 hou	urs	Commencement	1100		Cessation	1300
(Consideration Nil identification)	ed Traffic Level (actual traffic recorded in the der traffic volume, planned levels of open tified	n TIBA Lo ration, tra	og of Affected Aircraft'): ffic complexity, internationals, itine	erant aircraft etc)				
Forecas	st weather:							
TAF A 06010 FM08 FM08 FM08 RMK	KOT (YPJT) AMD YPJT 072302Z 0800/0818 0KT CAVOK 80600 23018KT CAVOK 81000 18008KT CAVOK 81600 11005KT CAVOK							
Possible	e agencies affected (International agen	cies, othe	r FDRG, Defence, HF, NCC etc)					
Flying s	chools							
Other fa	actors:							

Potential CRM	s	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
			CYes CNo	C Yes ← No	
			CYes CNo	CYes CNo	
			CYes CNo	CYes CNo	
			CYes CNo	CYes CNo	
			○Yes ○No	CYes CNo	
Decision CRM considered most suitable					
Director Operations approval	C Yes (No			
CRM appointed	Not required				

ATMD Endorsement:

SM Recommendation:

• The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disrupt	tions		Consequences				Cor	ntrols	
Other									
Other									
Post Contingency	y Review								
CIRRIS Number:	ATS-0203562		Entered by:						
NOTAM Number:	B31/24, B79/24								
What controls were i	mplemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	Additional staffing	☐ Additional s	supervision 🔲 (Other		
What controls did no	ot work well?	☐ TIBA	□ TRA	☐ Additional staffing	□ Additional s	supervision 🔲 (Other		
Why?	Diversion routes	ППРА	∐ ПОА	Additional stanling	Additional s	supervision v	Other		
	of the controls on surrou	ınding Air Tra	affic Services?	-					
Did the controls impa	ct negatively on Externa	Agencies to	the extent that	t there will be feedback	to Airservices?	(e.g. Airlines an	nd ANSP)		
What other controls of	ould have been impleme	ented to enha	nce the outcor	ne?					
Operational Staff deb	rief comments:								

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

OFFICIAL

NOTAM for YMMM approved by NOTAM Office with number B0079/24

Summary: JANDAKOT (YPJT) TWR ATS NOT AVBL

B0079/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/999/3206S11553E005
- A) YMMM
- B) 2402081100 C) 2402081300
- E) JANDAKOT TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 JANDAKOT CLASS D AIRSPACE BECOMES CLASS G AS PER EN ROUTE SUPPLEMENT
 AUSTRALIA JANDAKOT ATS AIRSPACE OUTSIDE TWR HR
 FIS AVBL PERTH CENTRE 135.25
 COMMON TFC ADVISORY FREQ 118.1

NOTAM for YPJT approved by NOTAM Office with number B0031/24

Summary: TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0031/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3206S11553E005
- A) YPJT
- B) 2402081100 C) 2402081300
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

 JANDAKOT CLASS D AIRSPACE BECOMES CLASS G AS PER EN ROUTE SUPPLEMENT

 AUSTRALIA JANDAKOT ATS AIRSPACE OUTSIDE TWR HR

 COMMON TFC ADVISORY FREQ 118.1

From:
To:
Cc:

Subject: Service Variation - Mackay Tower (25 January 2024)

Date: Monday, 29 January 2024 9:18:00 AM
Attachments: MK+TWR 25+Jan Form0005.pdf

MK+TWR 25+Jan Form0005.pdf YBMK NOTAM approved for MLOPSMGRATC_BNCONT.msg

image001.png image002.png image003.png image004.png

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that effected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 24 2020 to 24 01 25 1020

Due to natural disaster (Cyclone Kirrily) services were not provided during the above timeframe. Regards



We acknowledge the Traditional Owners of Country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging

Variation to Published Services: Operational Hazard Assessment

Date	24/01/2024	Unit Mackay Tower								
and the same of th	conducted by: ame and position)	Line Leader								
Reason	for variation to Published Service		lability	structure) CEq	uipment failure	e (System) Other				
If other,	please specify	Cyclone Kirrily	Cyclone Kirrily							
Airspace affected: Mackay TWR prov CTR, SFC to 1,000		provides Class D TWR services within Ma 1,000FT AMSL	Service affected (Class of Airspace, Level of Service)		R provides Class D TWR services within R, SFC to 1,000FT AMSL					
Expecte	d duration of ATS Service Variation	on (UTC) one full day	Commencement 202401	24 2020	Cessation	20240125 1020				
		rded in 'TIBA Log of Affected Aircraft'): of operation, traffic complexity, internationa	als, itinerant aircraft etc)							
Very ligi	ht									
Forecas	st weather:									
Damagi	ng Winds, poor visibility and Seve	ere Turbulence - even the ducks will be gro	ounded.							
Possible	e agencies affected (International	agencies, other FDRG, Defence, HF, NCC	C etc)							
Mackay	Airport have been advised.	All Airlines and local operators, HF, NCC, N	North QLD approach							
Other fa	actors:									
SM Rec	ommendation:		ATMD Endorsement:							

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
MK APP ATC		CYes CNo	○Yes ○No	
		○Yes ○No	∩Yes ∩No	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		CYes CNo	CYes CNo	

Decision

CRM considered most suitable	MK APP ATC
Director Operations approval	• Yes CNo
CRM appointed	MK APP ATC
CRM to attend by	usual rostered hours.

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disrup	tions		Co	Consequences			Controls	
☐ Other								
Other							1 1 1	
Post Contingenc	y Review			ż		,		
CIRRIS Number:	ATS-0203175		Entered by:					
NOTAM Number:	B0157/24, B0005/24	<u> </u>						
What controls were	implemented?							
☐ Traffic Metering	☐ Diversion routes	□ ТІВА	☐ TRA	☐ Additional staffing	☐ Additional s	supervision 🛭 C	Other	
TCU to SFC.								
What controls did no	ot work well?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	supervision 🗌 C	Other	
Why?								- 1
What was the impact	of the controls on surrou	unding Air Tra	affic Services?					
Did the controls impa	ct negatively on Externa	Agencies to	the extent tha	there will be feedback	to Airservices?	(e.g. Airlines and	d ANSP)	-
	1741-72-14-17-2	(2.6) S.5	- n					
What other controls of	could have been impleme	ented to enha	ince the outcor	ne?				
Operational Staff del	orief comments:							
Sperational Staff des	ino, comments.							

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

From: NAIPS Subscriber Service

Sent: Wednesday, 24 January 2024 11:20 PM

To:

Subject: YBMK NOTAM approved for MLOPSMGR/ATC_BNCONT

NOTAM for YBMK approved by NOTAM Office with number B0005/24

Summary: ATS AT MACKAY AERODROME ARE SUBJECT TO CONTINGENCY

B0005/24 NOTAMN

- Q) YBBB/QSTLT/IV/NBO/A/000/999/2110S14911E005
- A) YBMK
- B) 2401242020 C) 2401251020
- E) ATS AT MACKAY AERODROME SUBJECT TO CONTINGENCY

AERODROME CTL SER NOT AVBL.

MANDATORY BROADCAST PROC ON 124.5

APP [AND DEP] CTL SER PROVIDED TO SFC ON 125.65 MHZ. ALL AIRCRAFT REQUESTING CLEARANCE INTO THE AIRSPACE MUST CONTACT 125.65 MHZ. NO LANDING OR TAKE OFF CLEARANCES WILL BE ISSUED.

PILOTS-IN-COMMAND ARE SOLELY RESPONSIBLE FOR COLLISION AVOIDANCE ON THE MOVEMENT AREA.

PRIOR TO OPERATING ON THE MANOEUVRING AREA PILOTS MUST CONTACT AIRSERVICES AUSTRALIA ON +61 7 3866 3306 IN ORDER TO:

- 1. OBTAIN A BRIEFING ON CONTINGENCY PROCEDURES.
- 2. OBTAIN A LANDING OR DEPARTURE TIME
- 3. IF DEPARTING, OBTAIN AN AIRWAYS CLEARANCE ON FREQUENCY 125.65 MHz. PRIOR TO ENTERING THE RWY FOR DEPARTURE, PILOTS MUST:
- 4. REPORT READY ON 125.65 MHZ.
- 5. OBTAIN DEPARTURE INSTRUCTIONS AND REPORT AIRBORNE WITHIN THREE

AFTER LANDING, REPORT CLEAR OF THE RWY ON FREQUENCY 125.65 MHZ.

From:
To:
Cc:

Subject: Service Variation - Moorabbin Tower (23 February 2024)

Date: Monday, 26 February 2024 11:27:00 AM

Attachments: image002.png image003.png

ATS-FORM 0005 Moorabbin TWR (23Feb2024).pdf

NOTAM Moorabbin TWR (23Feb2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 22 0716 to 24 02 22 0738

Services were not provided during the above timeframe due to Moorabbin tower being evacuated as a result of a fire alarm.

Please note: On the attached NOTAM the end time of 0830z was an estimated time only until the Firies arrived on site to assess the situation. The NOTAMs were cancelled at approx. 0738z when services were resumed by MB Tower.

Regards



Variation to Published Services: Operational Hazard Assessment

Date	22/02/2024	Unit	MB TWR due fire alarm				
	s conducted by: name and position)						
Reason	for variation to Published Services	○ Natura	al disaster Staff Availability	○ Facility failure (infra	structure) C Equ	ipment failure	(System) Other
If other,	please specify						
Airspace	e affected: YMMB TWR			Service affected (Class of Airspace, Level of Service)	Class D		
Expecte	d duration of ATS Service Variation (U	JTC) unknown due fire alarm		Commencement 22 0716		Cessation	22 0830
(Consid	ed Traffic Level (actual traffic recorded in the development of the d	ration, traf	fic complexity, internationals, itine		med.		
Forecas	st weather:						
Possible	e agencies affected (International agen	cies, other	FDRG, Defence, HF, NCC etc)				
Other fa	actors:						
SM Rec	ommendation: ML TCU SM -			ATMD Endorsement:			

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
ML TFC MGR if required		CYes CNo	○Yes ○No	
		○Yes ○No	∩Yes ∩No	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		CYes CNo	OYes ONo	

Decision

CRM considered most suitable	Not required - non continuous tower.
Director Operations approval	C Yes C No
CRM appointed	N/A
CRM to attend by	N/A

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

Potential Disruptions		Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disrup	tions		Co	nsequences			Controls	
☐ Other								
Other								
Post Contingenc	y Review			,				
CIRRIS Number:	ATS-0203956		Entered by:					
NOTAM Number:	B02/24, B105/24							
What controls were	implemented?	-						
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	upervision 🛭 O	ther	
Normal non-continue	ous tower procedures im	olemented.						
What controls did no	ot work well?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	upervision 🗌 O	ther	
Why?								
What was the impact	of the controls on surrou	unding Air Tra	affic Services?					
Did the controls impa	ct negatively on Externa	Agencies to	the extent tha	t there will be feedback	to Airservices?	(e.g. Airlines and	(ANSP)	
What other controls	could have been impleme	ented to enha	ance the outco	me?				
What other condois t	ould have been impleme	aned to enile	ance the outcom	ne:				= 11
Operational Staff deb	orief comments:							

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

NOTAM for YMMM approved by NOTAM Office with number B0105/24

Summary: MOORABBIN (YMMB) TWR ATS NOT AVBL

B0105/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/999/3758S14506E005
- A) YMMM
- B) 2402220718 C) 2402220830
- E) MOORABBIN (YMMB) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS MOORABBIN CLASS D AIRSPACE 2500FT AND BLW REVERTS TO CLASS G AIRSPACE. FIS AVBL MELBOURNE CENTRE 135.7. COMMON TFC ADVISORY FREQ (CTAF) 118.1. ENR SUP AUSTRALIA (ERSA) OUTSIDE TWR HR REFERS TOWER EVACUATED DUE FIRE ALARM

NOTAM for YMMB approved by NOTAM Office with number B0002/24

Summary: TWR ATS NOT AVBL DUE OPR RESTRICTIONS

B0002/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3759S14506E005
- A) YMMB
- B) 2402220716 C) 2402220830
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 MOORABBIN CLASS D AIRSPACE 2500FT AND BLW REVERTS TO CLASS G AIRSPACE
 COMMON TFC ADVISORY FREQ (CTAF) 118.1. ENR SUP AUSTRALIA (ERSA) OUTSIDE TWR HR REFERS
 TOWER EVACUATED DUE FIRE ALARM

From:
To:
Cc:

Subject: Service Variation - North QLD TCU (3 January 2024)

Date: Monday, 8 January 2024 11:07:00 AM

Attachments: image001.png image002.png

ATS-FORM-0005 Nth OLD TCU (3Jan2024).pdf NOTAM Nth OLD TCU (3Jan2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 03 1200 to 24 01 03 1845

Due to reduced staff availability services were not provided during the above timeframe. Regards



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Variation to Published Services: Operational Hazard Assessment

Date	03/01/2024	Unit NQ TCU							
A CONTRACT OF THE PARTY OF THE	conducted by: ame and position)		NQ SM						
Reason f	for variation to Published Services	○Natu	ral disaster	Facility failure (infra	structure) C Equ	uipment failure	(System) C Other		
If other, p	please specify								
Airspace	e affected: CS APP			Service affected (Class of Airspace, Level of Service)	Class C surveilla	ss C surveillance approach			
Expected	d duration of ATS Service Variation (I	UTC) 6h45	5	Commencement 240103	1200	Cessation	240103 1845		
	ed Traffic Level (actual traffic recorded er traffic volume, planned levels of op			erant aircraft etc)					
	: JST958 (YSSY) 1205; JST948 (YM : VH-ILG (PGUA) 1230	ML) 1210;	QFA718 (YBBN) 1230; VOZ799 (YBBN) 1340; JST936 (YBBI	N) 1350; JST26 (R.	JAA) 1830.			
Forecas	t weather:								
SCT025	AF YBCS 030228Z 0303/0400 04010 5 BKN030 FM032300 09010KT 9999 010 1012 TAF3			9					
Possible	e agencies affected (International age	encies, othe	er FDRG, Defence, HF, NCC etc)						
Airlines,	RFDS, Defence, NCC								
Other fa	ctors:								
SM Reco	ommendation:			ATMD Endorsement:					

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
The second second		○Yes ○No	CYes CNo	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		CYes CNo	○Yes ○No	
		C Yes C No	○Yes ○No	

Decision

CRM considered most suitable	
Director Operations approval	
CRM appointed	
CRM to attend by	1130-1900

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- . The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	quences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
\boxtimes	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)	Increased complexity and workload of traffic processing.	Holding or sequencing increased.	Ability to split surrounding sectors due workload. Traffic delays with consultation of OM.	Heightened vigilance of workload by staff and supervisors.		
\boxtimes	Staff not familiar with published contingency procedures	Delay to information provided due unfamiliarity.	Delay for information.	Briefing papers provided to the CRM with all relevant information an phraseology.	Existing is sufficient.		
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
\boxtimes	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace	Possible confliction between aircraft. Delays in aircraft access to TRA.	May cause issues with access to TRA.	NOTAM and procedures in AIP.	Existing is sufficient.		
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						

Non-operational p	ersonnel currently led to visit to Ops Room							
Potential Disruptions		Consequences			Controls			
Other								
Other								
Post Contingency	y Review							
CIRRIS Number:	CIRRIS Number: ATS-0202632		Entered b	y:				
NOTAM Number:	C0014, C0016, C000	9						
What controls were	implemented?							
☐ Traffic Metering	☐ Diversion routes	⊠ TIBA	⊠ TRA	Additional staffing	☐ Additional su	pervision Other		- 14
What controls did no	ot work well?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional su	pervision 🗌 Other		
Why?								
What was the impact	of the controls on surrou	nding Air Tra	affic Services	s?				
Did the controls impa	ct negatively on External	Agencies to	the extent the	hat there will be feedback	to Airservices? (e.g. Airlines and ANSP,)	
What other controls of	could have been impleme	nted to enha	nce the outo	come?				
Operational Staff deb	rief comments:							

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

NOTAM for YBBB approved by NOTAM Office with number B0014/24

Summary: CAIRNS APPROACH SVC CLASS G NOT AVBL/TWR AVBL

B0014/24 NOTAMN

- O) YBBB/OAFCH/IV/NBO/E/000/999/1653S14545E036
- A) YBBB
- B) 2401031200 C) 2401031845
- E) ATS IN THE BRISBANE FIR SUBJ TO CONTINGENCY DUE OPR RESTRICTIONS VOLUME AFFECTED IS: CAIRNS APPROACH 126.1

APRX AREA: CLASS G AIRSPACE WI 36NM RADIUS OF CAIRNS VOR/DME DIRECTED TFC AND SURVEILLANCE INFO SER NOT AVBL IN CLASS G AIRSPACE FIS MAY BE AVBL ON REQUEST FM ADJ ATS UNITS OR HF

CONTINGENCY MAP (LISTED UNDER CAIRNS IN THE BN FIR) IS AVBL AT HTTP://www.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP

PILOTS/OPERATORS OF IFR FLIGHTS CONSIDERING OPR IN CLASS G AIRSPACE SHALL CTC AIRSERVICES AUSTRALIA ON TEL: +61 7 3866 3798.

TFC INFO BCST BY ACFT PROC (TIBA) ON THE FLT INFO AREA (FIA) FREQ 126.1

COMMON TFC ADVISORY FREQ (CTAF) AND PROC REMAIN UNCHANGED.

MILITARY AREAS WI THE ABV AIRSPACE CONTINUE TO OPR AS PER ENR SUP AUSTRALIA (ERSA) UNLESS SPECIFIED OTHERWISE.

MIL OPS MAY EXIST IN THIS AREA, CHECK PUBLISHED NOTAM FOR DETAILS THESE PROCEDURES DO NOT APPLY TO OPS IN ACTIVE MIL CTR AND RESTRICTED AREAS

SFC TO BASE OF CTA

NOTAM for YBBB approved by NOTAM Office with number C0016/24

Summary: TRA CAIRNS TCU CLASS C SER NOT AVBL/TWR AVBL

C0016/24 NOTAMN

- Q) YBBB/QRTCA/IV/BO/W/000/180/1653S14545E036
- A) YBBB
- B) 2401031200 C) 2401031845
- E) TEMPO RESTRICTED AREA ACT

IN CLASS C AIRSPACE INCLUDING CTR C. DESIGNATED AIRSPACE HANDBOOK (DAH) SECTOR VOLUME NAMES AFFECTED ARE: CAIRNS APPROACH.

INCLUDES CLASS C AIRSPACE WI 36NM OF CAIRNS VOR/DME FM SFC TO FL180 CONTINGENCY MAP (LISTED UNDER CAIRNS IN THE BN FIR) AVBL AT HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP

ATS IN THIS AIRSPACE IS SUBJ CONTINGENCY DUE OPR RESTRICTIONS. RELEVANT APPROVAL FM CONTROLLING AUTHORITY REQUIRED.

APCH CTL SER NOT AVBL. AD CTL SER AVBL ON MANOEUVRING AREA.

PRIOR TO OPR IN THE TEMPO RESTRICTED AREA, PILOTS/OPERATORS MUST: 1. OBTAIN A BRIEFING ON CONTINGENCY PROCEDURES FM AIRSERVICES AUSTRALIA ON $+61\ 7\ 3866\ 3798$

2. OBTAIN A LANDING, DEPARTURE OR TRANSIT TIME

PILOTS-IN-COMMAND ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WI THE AFFECTED AIRSPACE.

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

SARWATCH FOR INBOUND IFR ACFT LANDING AT CAIRNS WILL BE HELD BY CAIRNS TWR ON ADC FREQ 124.9 MHZ.

FIS PROVIDED BY CAIRNS TWR ON ADC FREQ $124.9\ \mathrm{MHZ}$ AND MAY BE AVBL FM ADJ ATS UNITS.

TFC INFO BCST BY ACFT (TIBA) AND MANDATORY BCST PROC ON FREQ 118.4 MHZ.

CTC CAIRNS TWR ON $124.9~\mathrm{MHZ}$ PRIOR TO JOINING OR APPROACHING CIRCUIT AREA.

THESE PROCEDURES DO NOT APPLY TO OPS IN ACTIVE MIL CTR AND RESTRICTED AREAS.

F) SFC G) FL180

NOTAM for YBCS approved by NOTAM Office with number C0009/24

Summary: TEMPO RESTR AREA ACT IN CLASS C AIRSPACE

C0009/24 NOTAMN

- Q) YBBB/QRTCA/IV/BO/AW/000/180/1653S14545E036
- A) YBCS

AREA.

- B) 2401031200 C) 2401031845
- E) TEMPO RESTRICTED AREA ACT
- IN CLASS C AIRSPACE INCLUDING CTR C. DESIGNATED AIRSPACE HANDBOOK (DAH) SECTOR VOLUME NAMES AFFECTED ARE: CAIRNS APPROACH.
 INCLUDES CLASS C AIRSPACE WI 36NM OF CAIRNS VOR/DME FM SFC TO FL180.
 CONTINGENCY MAP (LISTED UNDER CAIRNS IN THE BN FIR) AVBL AT

HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP
ATS IN THIS AIRSPACE IS SUBJ TO CONTINGENCY DUE OPR RESTRICTIONS.
RELEVANT APPROVAL FM CONTROLLING AUTHORITY REQUIRED.
APCH CTL SER NOT AVBL. AD CTL SER AVBL ON MANOEUVRING AREA.
CAIRNS TWR WILL ISSUE LANDING AND TAKEOFF CLEARANCE ON 124.9 MHZ.
CTC CAIRNS TWR ON 124.9 MHZ PRIOR TO JOINING OR APPROACHING CIRCUIT

PRIOR TO OPR IN THE TEMPO RESTRICTED AREA, PILOTS/OPERATORS MUST:
1. OBTAIN A BRIEFING ON CONTINGENCY PROCEDURES FM AIRSERVICES
AUSTRALIA ON +61 7 3866 3798

2. OBTAIN A LANDING, DEPARTURE OR TRANSIT TIME.

PILOTS-IN-COMMAND ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WI THE AFFECTED AIRSPACE.

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

SARWATCH FOR INBOUND IFR ACFT LANDING AT CAIRNS WILL BE HELD BY CAIRNS TWR ON ADC FREQ 124.9 MHz.

FIS PROVIDED BY CAIRNS TWR ON ADC FREQ 124.9 MHZ AND MAY BE AVBL FM ADJ ATS UNITS OR HF.

TFC INFO BCST BY ACFT AND MANDATORY BCST PROC ON FREQ $118.4~\mathrm{MHZ}$. THESE PROCEDURES DO NOT APPLY TO OPS IN ACTIVE MIL CTR AND RESTRICTED AREAS.

F) SFC G) FL180

From: To: Cc:

Subject: Service Variation - North QLD TCU (MK APP) (5 January 2024)

Friday, 12 January 2024 11:11:00 AM Date:

image001.png image002.png Attachments:

ATS-FORM-0005 Nth OLD TCU (05Jan2024).pdf

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 05 0300 to 24 01 05 0345

Due to reduced staff availability services were not provided during the above timeframe.



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Variation to Published Services: Operational Hazard Assessment

Date	05/01/2024										
Analysis conducted by: (insert name and position)			NQ SM								
Reason	Reason for variation to Published Services		Natural disaster Staff Availability Facility failure (infrastructure) Equipment failure (System)								
If other,	please specify										
Airspace	e affected: MK APP (Coral A	pproach)			Service affected (Class of Airspace, Level of Service)		Class D surveillar				
Expecte	ed duration of ATS Service Variation (UTC) 45 mi	nutes		Commencement	240105	0300	Cessation	240105 0345		
	ed Traffic Level (actual traffic recorded ler traffic volume, planned levels of op				erant aircraft etc)						
): VOZ607 YBBN-YBMK ETA 0328): JST887 YBMK-YBBN ETD 0340										
Forecas	st weather:										
FEW03	METAR YBMK 050200Z AUTO 08010	RMK T 30	31 31 28 Q	1013 1011	9						
Possibl	e agencies affected (International age	encies, other	FDRG, Defe	ence, HF, NCC etc)							
JST VC	Z RFDS Defence										
Other fa	actors:										

SM Recommendation:	ATMD Endorser	ment:		
	Contingency Respons	se Manager Sele	ction Worksheet	
Potential CRMs	FRMS Fatigue Level	Experience	(see note below)	When Available
Not required under TLI procedures.		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	

CYes (No

CYes (No

Yes No

CYes CNo

CYes (No

OYes ONo

Decision

CRM considered most suitable	NR
Director Operations approval	C Yes CNo
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	quences	Controls		
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)	
	Scheduled system upgrade to software, hardware or communications etc					
	Scheduled maintenance or facility failure within the TRA					
	Scheduled maintenance or facility failure within the surrounding airspace					
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors					
\boxtimes	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)	Increased complexity and workload of traffic processing.	Holding or sequencing increased.	Ability to split surrounding sectors due workload. Traffic delays with consultation of OM.	Heightened vigilance of workload by staff and supervisors.	
\boxtimes	Staff not familiar with published contingency procedures	Delay to information provided due unfamiliarity.	Delay for information.	Briefing papers provided to the CRM with all relevant information an phraseology.	Existing is sufficient.	
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures					
\boxtimes	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace	Possible confliction between aircraft. Delays in aircraft access to TRA.	May cause issues with access to TRA.	NOTAM and procedures in AIP.	Existing is sufficient.	
	MILEX/Active Restricted and Danger areas					
	Communication system unavailability with 'downstream' ANSP					
	Direct communication system unavailability with 'downstream' unit					

Non-operational population	ersonnel currently led to visit to Ops Room							
Potential Disrupt	ions		(Consequences			Controls	
Other								
Other							7.13.5	
Post Contingency	/ Review							
CIRRIS Number:	ATS-0202652		Entered b	y:				
NOTAM Number:	C5/23 C30/23							
What controls were i	mplemented?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	Additional staffing	☐ Additional sup	pervision Other		- 54
What controls did no	ot work well?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional sup	pervision Other		
Why?								
What was the impact	of the controls on surrou	nding Air Tra	affic Services	s?				
Did the controls impa	ct negatively on External	Agencies to	the extent t	hat there will be feedback	to Aireanijoas? (a	a Airlines and ANSD		
Did the controls impa	ct negatively on External	Agencies to	the extent t	nat there will be reedback	to Aliservices: (e	.g. Allillies and ANSF)		
What other controls c	ould have been impleme	nted to enha	nce the out	come?				
Operational Staff deb	rief comments:							

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

From: To: Cc: Subject: Service Variation - RK/MK Approach (12 January 2024)

Date: Monday, 15 January 2024 3:12:22 PM

YBBB NOTAM approved for MLOPSMGRATC_BNCONT.msg 240112+NOTCU+ATS-FORM-0005.pdf Attachments:

image001.png image002.png image003.png image004.png

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In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 12 0800 to 24 01 12 0845

Due to reduced staff availability services were not provided during the above timeframes. Regards



We acknowledge the Traditional Owners of Country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging

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Date	12/01/2024	Unit NQ TCU							
	s conducted by: name and position)		NQ SN	М					
eason	for variation to Published Services	○ Natu	ral disaster	Staff Availability	○ Facility fail	ure (infra	structure) C Equ	ipment failure	e (System) C Other
other,	please specify								
irspace	e affected: MKA RKA				Service affected (Class of Airspace of Service)	e, Level	Class D Surveilla	ince Approach	1
xpecte	d duration of ATS Service Variation (UTC) 45 m	inutes		Commencement	240112	0800	Cessation	240112 0845
	ed Traffic Level (actual traffic recorded ler traffic volume, planned levels of op				erant aircraft etc)				1.6
BMK I	ARR: QFA 1870 (YBBN) ETA 0830 DEP: NIL ARR: QLK357D (YBMK) ETD 0825 DEP: NIL								
orecas	st weather:								
SKN01	TAF YBMK 112310Z 1200/1212 1001 8 INTER 1210/1212 09018KT 3000 s 0 RMK T 30 30 29 27 Q 1010 1009 1	howers OF			9				
SCT02	TAF YBRK 112318Z 1200/1300 1001: 0 FM122300 11012KT 9999 SCT040 ate rain BKN012 SCT040TCU RMK T	INTER 120	3/1212 4000	0 showers OF	9				
ossible	e agencies affected (International age	encies, othe	r FDRG, Det	fence, HF, NCC etc)	1				
irlines	, RFDS, Defence, Towers								

SM Recommendation:		ATMD Endorser	nent:	
	Contingency Respons	se Manager Seled	ction Worksheet	
Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
No CRM required as per TLI_23_0158		∩Yes ∩No	CYes CNo	
		CYes CNo	CYes CNo	
		CYes CNo	CYes CNo	
		CYes CNo	CYes CNo	
	3	⊜Yes ⊜No	○Yes ○No	
Decision				
CRM considered most suitable				
Director Operations approval CRM appointed	○ No			

Note: The CRM may update operational system data subject to compliance with all of the following:

- CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	quences	Controls		
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)	
	Scheduled system upgrade to software, hardware or communications etc					
	Scheduled maintenance or facility failure within the TRA					
	Scheduled maintenance or facility failure within the surrounding airspace					
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors					
\boxtimes	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)	Increased complexity and workload of traffic processing.	Holding or sequencing increased.	Ability to split surrounding sectors due workload. Traffic delays with consultation of OM.	Heightened vigilance of workload by staff and supervisors.	
\boxtimes	Staff not familiar with published contingency procedures	Delay to information provided due unfamiliarity.	Delay for information.	Briefing papers provided to the CRM with all relevant information an phraseology.	Existing is sufficient.	
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures					
\boxtimes	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace	Possible confliction between aircraft. Delays in aircraft access to TRA.	May cause issues with access to TRA.	NOTAM and procedures in AIP.	Existing is sufficient.	
	MILEX/Active Restricted and Danger areas					
	Communication system unavailability with 'downstream' ANSP					
	Direct communication system unavailability with 'downstream' unit					

Non-operational personnel currently present or scheduled to visit to Ops Room		
Potential Disruptions	Consequences	Controls
☐ Other		
Other		
Post Contingency Review		
CIRRIS Number: ATS-0202856	Entered by:	
NOTAM Number: C82, C15, C81, C26		
What controls were implemented?		
☐ Traffic Metering ☐ Diversion routes ☐ T	IBA ⊠ TRA ☐ Additional staffing ☐ Additional super	vision Other
What controls did not work well?		
☐ Traffic Metering ☐ Diversion routes ☐ T	IBA ☐ TRA ☐ Additional staffing ☐ Additional super	vision Other
Why?		
What was the impact of the controls on surrounding A	ir Traffic Services?	
Did the controls impact negatively on External Agence	es to the extent that there will be feedback to Airservices? (e.g.	Airlines and ANSP)
What other controls could have been implemented to	enhance the outcome?	
Operational Staff debrief comments:		
Feedback from BN SM3, TMI should have been disc	issed prior to contingency (even if not needed)	

☐ NOTAM attached	Í
☐ Copy of form and	other required information provided to the Director Operations for PAR
☐ Copy of form and	other required information provided to ATMD
☐ Copy of form prov	vided to the ATMSL
☐ Compliance notifi	ication email sent to Regulatory Engagement
☐ Copy of form sen	t to Regulatory Engagement
A copy of this form m	nust be placed in the Contingency Activation File (RMU File)

From:

Sent: Friday, 12 January 2024 3:33 PM

To:

Subject: YBBB NOTAM approved for MLOPSMGR/ATC_BNCONT

NOTAM for YBBB approved by NOTAM Office with number C0082/24

Summary: MK TRIAL PROC - APP NOT AVAILABLE, TWR AVAILABLE

C0082/24 NOTAMN

- Q) YBBB/QRTCA/IV/BO/W/010/045/2110S14911E022
- A) YBBB
- B) 2401120800 C) 2401120845
- 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'.

ATS IN THIS AIRSPACE ARE SUBJECT TO CONTINGENCY DUE OPR RESTRICTIONS. AUTH FM CONTROLLING AUTHORITY RQ.

APP CTL SER NOT AVBL. CLASS G SER PROVIDED IN TEMPO RESTRICTED AREA BY MACKAY TWR ON FREQ 124.5MHZ. CLASS D SER PROVIDED WI THE LATERAL LIMITS OF 'MACKAY CONTROL ZONE D' SFC TO 2500FT AMSL BY MACKAY TWR ON FREQ 124.5MHZ. CLASS C CTA ABV 4500FT AMSL TO FL150 CONTROLLED BY BRISBANE CEN ON FREQ 135.5MHZ OR AS DIRECTED BY ATC.

PRIOR TO OPERATING IN THE TEMPO RESTRICTED AREA, PILOTS/OPERATORS MUST OBTAIN AUTHORISATION FM MACKAY TWR ON FREQ 124.5MHZ IF APPROACHING FROM ADJ CLASS G AIRSPACE OR DEPARTING MACKAY, OR FM BRISBANE CENTRE IF APPROACHING FROM CTA.

PILOTS-IN-COMMAND ARE RESPONSIBLE FOR TERRAIN AND COLLISION AVOIDANCE WI 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.

FOR FURTHER INFO INCLUDING MAPS OF AFFECTED AIRSPACE SEE AIC H35/23 OR CTC AIRSERVICES AUSTRALIA ON TEL +61 7 4951 8431 F) 1000FT AMSL G) 4500FT AMSL

From: To: Cc:

Subject: Service Variation - Parafield Tower (6 January 2024)

Date: Monday, 8 January 2024 11:35:00 AM

ATS-FORM-0005 Parafield TWR (06Jan2024).pdf NOTAM Parafield TWR (6Jan2024).docx Attachments:

image002.png image003.png

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 05 2330 to 24 01 06 0730

DAILY 2330-0045 0300-0415 0630-0730

Due to reduced staff availability services were not provided during the above timeframes.

Regards



Date	06/01/2024	Unit	PF TWR					
	conducted by: ame and position)							
Reason f	for variation to Published Services	○ Natur	al disaster	○ Facility failure ((infras	structure) C Eq	uipment failure	e (System) Other
If other,	please specify							
Airspace	e affected: PF TWR			Service affected (Class of Airspace, Le of Service)	evel	Class D		
Expected	d duration of ATS Service Variation (U	JTC) 3.5 h	rs	Commencement 233	30-004	45, 0300-0415	Cessation	0630-0730
	dustry has been advised, storms expe	ected						
TAF AM 09007 FM06 FM06 TEMF SCT0 PROB	MD YPPF 052214Z 0522/0612 7KT CAVOK 50500 22010KT CAVOK 50800 09008KT CAVOK PO 0523/0603 VRB25G40KT 2000 TH 020 SCT090CB B30 TEMPO 0603/0608 VRB25G40K' SCT020 SCT090CB							
Possible	e agencies affected (International age	ncies, other	FDRG, Defence, HF, NCC etc)					
Other fa	actors:							

Potential CRM	5	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available		
			C Yes C No	○Yes ○No			
			CYes CNo	CYes CNo			
			○Yes ○No	CYes CNo			
			○Yes ○No	CYes CNo			
			○Yes ○No	○Yes ○No			
Decision							
CRM considered most suitable	NR						
irector Operations approval	C Yes CNo						
CRM appointed							
CRM to attend by							

ATMD Endorsement:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

SM Recommendation:

P	otential Disruptions	Consec	uences	Con	trols
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)
	Scheduled system upgrade to software, hardware or communications etc				
	Scheduled maintenance or facility failure within the TRA				
	Scheduled maintenance or facility failure within the surrounding airspace				
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors				
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)				
	Staff not familiar with published contingency procedures				
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures				
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace				
	MILEX/Active Restricted and Danger areas				
	Communication system unavailability with 'downstream' ANSP				
	Direct communication system unavailability with 'downstream' unit				
	Non-operational personnel currently present or scheduled to visit to Ops Room				

Potential Disruptions			Co	onsequences	nsequences Controls				
Other									
Other	Other								
Post Contingenc	y Review								
CIRRIS Number:	CIRRIS Number: ATS-0202678		Entered by:						
NOTAM Number:	B5/24, B1/24								
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	supervision 🖂	Other		
Class G CTAF									
What controls did no	ot work well?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	supervision [Other		
Why?									!
What was the impact	of the controls on surrou	ınding Air Tra	affic Services?						
							3.310327		
Did the controls impa	ct negatively on Externa	Agencies to	the extent tha	at there will be feedback	to Airservices?	(e.g. Airlines ar	nd ANSP)		-
What other controls of	could have been impleme	ented to enha	nce the outco	me?					
Operational Staff deb	orief comments:								

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

NOTAM for YMMM approved by NOTAM Office with number B0005/24

Summary: PARAFIELD (YPPF) TWR ATS NOT AVBL

B0005/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/999/3447S13838E005
- A) YMMM
- B) 2401052330 C) 2401060730
- D) DAILY 2330-0045 0300-0415 0630-0730
- E) PARAFIELD TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G AIRSPACE. FIS AVBL CENTRE 130.45.

COMMON TFC ADVISORY FREQ (CTAF) 118.7

ENR SUP AUSTRALIA (ERSA) - OUTSIDE TWR HR - REFERS

NOTAM for YPPF approved by NOTAM Office with number B0001/24

Summary: TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0001/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3448S13838E005
- A) YPPF
- B) 2401052330 C) 2401060730
- D) DAILY 2330-0045 0300-0415 0630-0730
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G
 AIRSPACE. COMMON TFC ADVISORY FREQ 118.7

ENR SUP AUSTRALIA - OUTSIDE TWR HR - REFERS

From:
To:
Cc:
Subject: Service Variation – Parafield Tower (14 January 2024)
Date: Monday, 15 January 2024 3:19:49 PM

Attachments: <u>ATS-FORM-0005 (1).pdf</u> <u>B002724 NOTAMN.msq</u>

B000324 NOTAMN.msg image003.png image004.png image005.png image006.png

OFFICIAL

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 13 2330 to 24 01 14 0045 24 01 14 0300 to 24 01 14 0415

24 01 14 0630 to 24 01 14 0730

Due to reduced staff availability services were not provided during the above timeframes. Regards



We acknowledge the Traditional Owners of Country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging

OFFICIAL

From:

Sent: Sunday, 14 January 2024 10:10 AM

To:

Subject: B0027/24 NOTAMN

Importance: Low

GG YMMLATMD 132310 YBBBZEZX B0027/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/999/3447S13837E005
- A) YMMM
- B) 2401132330 C) 2401140730
- D) 2401132330 TO 2401140045

2401140300 TO 2401140415

2401140630 TO 2401140730

E) PARAFIELD TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G AIRSPACE. FIS AVBL CENTRE 130.45.

COMMON TFC ADVISORY FREQ (CTAF) 118.7

ENR SUP AUSTRALIA (ERSA) - OUTSIDE TWR HR - REFERS

From:

Sent: Sunday, 14 January 2024 10:10 AM

To:

Subject: B0003/24 NOTAMN

Importance: Low

GG YMMLATMD 132310 YBBBZEZX B0003/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3448S13838E005
- A) YPPF
- B) 2401132330 C) 2401140730
- D) 2401132330 TO 2401140045

2401140300 TO 2401140415

2401140630 TO 2401140730

E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G AIRSPACE. COMMON TFC ADVISORY FREQ 118.7 ENR SUP AUSTRALIA - OUTSIDE TWR HR - REFERS

Date	14/01/2024	U	nit	PF TWR							
	Analysis conducted by: (insert name and position)		- UTS								
Reason f	Reason for variation to Published Services		○ Natural disaster								
If other, p	please specify										
Airspace affected: PF TWR					Service affected (Class of Airspace, Level of Service)		Class D				
Expected duration of ATS Service Variation (UTC) 3.5 hrs				S	Commencement	2330-00	45, 0300-0415	Cessation	0630-0730		
		actual traffic recorded in 'I planned levels of operati		g of Affected Aircraft'): fic complexity, internationals, itino	erant aircraft etc)						
Forecast	t weather:										
14014K ¹ FM1403 FM1408 RMK FM FM1409		CAVOK VOK URB BLW 3000FT TL140 BLW 3000FT TL142200	100								
Possible	agencies affect	ed (International agencies	s, other	FDRG, Defence, HF, NCC etc)							
Other fa	ctors:										

Potential CRM	5	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
			C Yes C No	○Yes ○No	
			CYes CNo	○Yes ○No	
			○Yes ○No	CYes CNo	
			○Yes ○No	CYes CNo	
			○Yes ○No	○Yes ○No	
Decision					
CRM considered most suitable	NR				
irector Operations approval	C Yes	O No			
CRM appointed					
CRM to attend by					

ATMD Endorsement:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

SM Recommendation:

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disruptions			Co	nsequences		Controls				
Other										
Other	Other									
Post Contingenc	y Review									
CIRRIS Number:	CIRRIS Number: ATS-0202861		Entered by:							
NOTAM Number:	B3/24, B27/24									
What controls were implemented?										
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	supervision 🖂	Other			
Class G CTAF										
What controls did no	ot work well?									
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	Additional s	supervision 🔲	Other			
Why?										
What was the impact	of the controls on surrou	ınding Air Tra	offic Services?							
							3.313725			
Did the controls impa	ct negatively on Externa	Agencies to	the extent that	t there will be feedback	to Airservices?	(e.g. Airlines an	nd ANSP)		1	
What other controls of	could have been impleme	ented to enha	nce the outcor	me?						
Operational Staff deb	orief comments:									

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

From: To:

Subject: Service Variation – Parafield Tower (19 January 2024)

Date: Monday, 22 January 2024 4:37:00 PM

Attachments: image002.png image003.png

ATS-FORM-0005 Parafield TWR (19Jan2024).pdf NOTAM Parafield TWR (19Jan2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 18 2215 to 24 01 19 0000 24 01 19 0200 to 24 01 19 0330

24 01 19 0530 to 24 01 19 0830

Due to reduced staff availability services were not provided during the above timeframes.

Regards



Date	19/01/2024	Unit	Parafield Tower				
	conducted by: ame and position)						
Reason f	for variation to Published Services	○ Natur	al disaster	C Facility failure (infra	structure) C Equ	uipment failure	e (System) Other
If other,	If other, please specify		ailability - only two staff available. 130 - Close 2215, Open 0000 - Cl			mporary hour	s 2030 - 0630
Airspace affected: Parafield CTR				Service affected (Class of Airspace, Level of Service)	el D		
Expected	d duration of ATS Service Variation (UTC) 12		Commencement 2030		Cessation	0830
	ed Traffic Level (actual traffic recorder er traffic volume, planned levels of op			erant aircraft etc)			
Booking	system Amended						
Forecas	st weather:						
03005 FM19 RMK	PF 181712Z 1818/1912 5KT CAVOK 90300 25012KT CAVOK 14 23 28 Q 1010 1011 1011 1009						
Possible	e agencies affected (International age	encies, othe	FDRG, Defence, HF, NCC etc)				
Hartwig,	, Aerotech, Parafield Flying centre, F	light Training	Adelaide, Parafield Airport limite	ed. Aerostar, RAAF base Ed	linburgh		
Other fa	actors:						
SM Reco	ommendation:			OM Endorsement:			

ATS-FORM-0005 CRC 8160

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
			○Yes	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		CYes CNo	OYes ONo	
		C Yes C No	○Yes ○No	

Decision

CRM considered most suitable	NR
Director Operations approval	C Yes C No
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disruptions			Co	nsequences		Controls			
☐ Other									
Other	Other								
Post Contingenc	y Review						,		
CIRRIS Number:	CIRRIS Number: ATS-0203017		Entered by:						
NOTAM Number:	B0037/24, B0006/24	L							
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	□ ТІВА	☐ TRA [Additional staffing	☐ Additional su	upervision 🛭 🤇	Other		
OOH proc. CTAF									
What controls did no	ot work well?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA [Additional staffing	Additional su	upervision 🔲 🤇	Other		
Why?									
What was the impact	of the controls on surrou	unding Air Tra	affic Services?						
Did the controls impa	ct negatively on Externa	Agencies to	the extent that	there will be feedback	to Airservices? (e.g. Airlines and	d ANSP)		- 1
NATE A MARKET DE LA LA LA LA LA LA LA LA LA LA LA LA LA	3.14.13.1.13.1.13.1.13.1.13.1.13.1.13.1	areave Sala		101					
vvnat other controls o	could have been impleme	ented to enha	ince the outcom	ne?					
Operational Staff deb	orief comments:								

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to OM Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement

A copy of this form must be placed in the Contingency Activation File (RMU File)

NOTAM for YMMM approved by NOTAM Office with number B0037/24

Summary: PARAFIELD (YPPF) TWR ATS NOT AVBL

B0037/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/999/3447S13837E005
- A) YMMM
- B) 2401182215 C) 2401190830
- D) 2401182215 TO 2401190000 2401190200 TO 2401190330 2401190530 TO 2401190830
- E) PARAFIELD TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G AIRSPACE. FIS AVBL CENTRE 130.45.

COMMON TFC ADVISORY FREQ (CTAF) 118.7

ENR SUP AUSTRALIA (ERSA) - OUTSIDE TWR HR - REFERS

NOTAM for YPPF approved by NOTAM Office with number B0006/24

Summary: TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0006/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3448S13838E005
- A) YPPF
- B) 2401182215 C) 2401190830
- D) 2401182215 TO 2401190000 2401190200 TO 2401190330 2401190530 TO 2401190830
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G AIRSPACE. COMMON TFC ADVISORY FREQ 118.7 ENR SUP AUSTRALIA - OUTSIDE TWR HR - REFERS

From: To: Cc: Subject:

Service Variation - Parafield Tower (22-26 January 2024)

Date: Monday, 29 January 2024 10:17:31 AM

YPPF+NOTAM+approved+for+MLOPSMGR ATC MLCONT.msg PF TWR Jan 22-26 ATS-FORM-0005.pdf Attachments:

image001.png image004.png image005.png image006.png

OFFICIAL

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 22 0630 to 24 01 22 0830

24 01 23 0630 to 24 01 23 0830

24 01 24 0630 to 24 01 24 0830

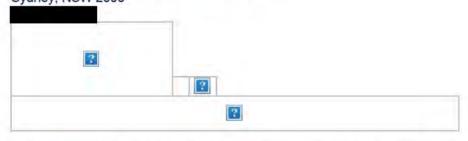
24 01 25 0630 to 24 01 25 0830

24 01 26 0630 to 24 01 26 0830

Due to reduced staff availability services were not provided during the above timeframes.

Regards

Level 7 Lisgar House, 32 Carrington Street, Sydney, NSW 2000



We acknowledge the Traditional Owners of Country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging

OFFICIAL

Date	19/01/2024		Unit	Init Parafield Tower						
Analysis conducted by: (insert name and position)			(DSS)							
Reason fo	or variation to Publi	shed Services	○ Natural	disaster	Staff Availability	○ Facility failu	ıre (infras	tructure) C Equi	ipment failure	(System) Other
If other, p	lease specify									
Airspace affected: Parafield CTR						Service affected (Class of Airspace, Level of Service)				
Expected	duration of ATS S	ervice Variation (UT	C) 0630-0	830 Mon-F	ri	Commencement 22 Jan 2024		Cessation	26 Jan 2024	
	Expected Traffic Level (actual traffic recorded in 'TIBA Log of Affected Aircraft'): (Consider traffic volume, planned levels of operation, traffic complexity, internationals, itinerant aircraft etc)									
No sched	duled movements. I	Predominately traini	ing aircraft (ccts) affec	ted. This is a continu	uation of the change	of tower	hours approved ur	ntil 20 Jan.	
Forecast	weather:									
CAVOK	Mon-Wed, rain on T	Γhursday, some clo	ud but fine v	weather on	Friday.					
Possible	agencies affected	(International agend	cies, other F	DRG, Defe	ence, HF, NCC etc)					
Hartwig,	Aerotech, Parafield	l Flying centre, Fligh	nt Training A	Adelaide, P	arafield Airport limit	ed. Aerostar, RAAF	base Edir	nburgh		
Other fac	Other factors:									
SM Reco	mmendation:					ATMD Endorsement	t:			

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		CYes CNo	CYes CNo	
		CYes CNo	∩Yes ∩No	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		○Yes ○No	○Yes ○No	

Decision

CRM considered most suitable	NR
Director Operations approval	C Yes CNo
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- . The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

Potential Disruptions		Consec	uences	Controls		
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)	
	Scheduled system upgrade to software, hardware or communications etc					
	Scheduled maintenance or facility failure within the TRA					
	Scheduled maintenance or facility failure within the surrounding airspace					
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors					
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)					
	Staff not familiar with published contingency procedures					
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures					
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace					
	MILEX/Active Restricted and Danger areas					
	Communication system unavailability with 'downstream' ANSP					
	Direct communication system unavailability with 'downstream' unit					
	Non-operational personnel currently present or scheduled to visit to Ops Room					

Potential Disrupt	tions	Consequences Controls			Controls				
Other									
Other									
Post Contingency	y Review								
CIRRIS Number:	ATS-0203216		Entered by:						
NOTAM Number:	B10/24, B40/24								
What controls were i	implemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA ☐	Additional staffing	☐ Additional s	supervision [Other		
What controls did no		- 200							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA ☐	Additional staffing	☐ Additional s	supervision [_	Other		
Why?	5 46 (2004) - 10 (2004)								
What was the impact	of the controls on surrou	inding Air Tra	affic Services?						
Did the controls impa	ct negatively on Externa	I Agencies to	the extent that	there will be feedback	to Airservices?	(e.g. Airlines a	nd ANSP)		
What other controls of	ould have been impleme	ented to enha	ince the outcom	e?					
Operational Staff deb	rief comments:								

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

From:

Sent: <u>Friday, 19 January 2024 4:08 PM</u>

To:

Subject: YPPF NOTAM approved for MLOPSMGR/ATC_MLCONT

NOTAM for YPPF approved by NOTAM Office with number B0010/24

Summary: TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0010/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3448S13838E005
- A) YPPF
- B) 2401220630 C) 2401260830
- D) DAILY 0630-0830
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G

AIRSPACE. COMMON TFC ADVISORY FREQ 118.7

ENR SUP AUSTRALIA - OUTSIDE TWR HR - REFERS

From: To: Cc:

Subject: Service Variation - Parafield Tower (29 January - 2 February 2024)

Monday, 5 February 2024 10:33:00 AM Date:

image002.png image003.png Attachments:

ATS-FORM-0005 Parafield TWR (29 Jan-2 Feb 2024).pdf NOTAM Parafield TWR (29 Jan-2 Feb 2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 29 0630 to 24 02 02 0830

DAILY 0630-0830

Due to reduced staff availability services were not provided during the above timeframes.

Regards



Variation to Published Services: Operational Hazard Assessment

Date	28/01/2024		Unit	Parafield Tower				
	conducted by: me and position)							
Reason fo	or variation to Pub	lished Services	○ Natural	disaster Staff Availability	○ Facility failure	(infrastructure) C Equi	pment failure	(System) Other
If other, p	lease specify		Parafield T	ower will close 2 hours early a	s a continuation of thei	r Tower hours adjustmen	t, pending and	other 90 day approval.
Airspace	affected:	Parafield CTR			Service affected (Class of Airspace, Lo of Service)	evel D		
Expected	duration of ATS	Service Variation (UT	C) 0630-08	830 UTC Mon-Fri (CTAF)	Commencement 29	Jan 2024	Cessation	02 Feb 2024
				of Affected Aircraft'): complexity, internationals, itin	erant aircraft etc)			
No sched	duled movements.	Predominately train	ing aircraft (ccts) affected. Booking Systen	updated This is a conf	tinuation of the change of	f tower hours	approved.
Forecast	weather:							
CAVOK	Mon-Fri							
Possible	agencies affected	(International agend	cies, other F	DRG, Defence, HF, NCC etc)				
Hartwig,	Aerotech, Parafie	d Flying centre, Fligl	nt Training A	Adelaide, Parafield Airport limit	ed. Aerostar, RAAF bas	se Edinburgh		
Other fac	tors:							
SM Reco	mmendation:				ATMD Endorsement:			

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		CYes CNo	CYes CNo	
		CYes CNo	∩Yes ∩No	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		○Yes ○No	OYes ONo	

Decision

CRM considered most suitable	NR
Director Operations approval	C Yes C No
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

Potential Disruptions		Consec	uences	Controls		
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)	
	Scheduled system upgrade to software, hardware or communications etc					
	Scheduled maintenance or facility failure within the TRA					
	Scheduled maintenance or facility failure within the surrounding airspace					
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors					
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)					
	Staff not familiar with published contingency procedures					
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures					
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace					
	MILEX/Active Restricted and Danger areas					
	Communication system unavailability with 'downstream' ANSP					
	Direct communication system unavailability with 'downstream' unit					
	Non-operational personnel currently present or scheduled to visit to Ops Room					

Potential Disrup	Potential Disruptions Consequences				Controls			
☐ Other								
Other								
Post Contingenc	y Review							
CIRRIS Number:	ATS-0203397		Entered by:					
NOTAM Number:	B0056/24, B0011/24	L						
What controls were	implemented?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	upervision 🛭 C	Other	
OOH proc/CTAF								
What controls did no	ot work well?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	upervision 🔲 C	Other	
Why?					4			
What was the impact	of the controls on surrou	unding Air Tra	affic Services?					
							11111	
Did the controls impa	ct negatively on Externa	I Agencies to	the extent tha	t there will be feedback	to Airservices?	(e.g. Airlines and	d ANSP)	
What other controls of	could have been impleme	ented to enha	ince the outcor	ne?				
Operational Staff deb	orief comments:							

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

NOTAM for YMMM approved by NOTAM Office with number B0056/24

Summary: PARAFIELD TWR ATS NOT AVBL DUE OPR RESTRICTIONS

B0056/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/999/3448S13838E005
- A) YMMM
- B) 2401290630 C) 2402020830
- D) DAILY 0630-0830
- E) PARAFIELD TWR ATS NOT AVBL DUE OPR RESTRICTIONS
 PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G
 AIRSPACE. FIS AVBL CENTRE 130.45.
 COMMON TFC ADVISORY FREQ (CTAF) 118.7

NOTAM for YPPF approved by NOTAM Office with number B0011/24

ENR SUP AUSTRALIA (ERSA) - OUTSIDE TWR HR - REFERS

Summary: TWR ATS NOT AVBL DUE OPR RESTRICTIONS

B0011/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3448S13838E005
- A) YPPF
- B) 2401290630 C) 2402020830
- D) DAILY 0630-0830
- E) TWR ATS NOT AVBL DUE OPR RESTRICTIONS
 PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G
 AIRSPACE. COMMON TFC ADVISORY FREQ 118.7
 ENR SUP AUSTRALIA OUTSIDE TWR HR REFERS

From:
To:
Cc:

Subject: Service Variation – Parafield Tower (5-9 February 2024)

Date: Monday, 12 February 2024 9:51:00 AM

Attachments: image002.png image003.png

ATS-FORM-0005 Parafield TWR (5-9 Feb 2024).pdf

NOTAM Parafield TWR (5-9 Feb 2024).po

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 05 0630 to 24 02 09 0830

DAILY 0630-0830

Due to reduced staff availability services were not provided during the above timeframes.

Regards



Variation to Published Services: Operational Hazard Assessment

Date	02/02/2024		Unit	Jnit Parafield Tower					
	conducted by: me and position)			ATMD					
Reason fo	or variation to Pub	lished Services	○ Natural	disaster	◯ Facility failu	re (infras	tructure) C Equi	ipment failure	(System) Other
If other, p	lease specify		Parafield 1	Parafield Tower will close 2 hours early as a continuation of their Tower hours adjustment, pending another 90 day approval.					
Airspace	affected:	Parafield CTR			Service affected (Class of Airspace of Service)	, Level	D		
Expected	duration of ATS S	Service Variation (UT	C) 0630-0	830 UTC Mon-Fri (CTAF)	Commencement	05 Feb 2	024	Cessation	09 Feb 2024
				of Affected Aircraft'): complexity, internationals, itin	erant aircraft etc)				
No sched	duled movements.	Predominately train	ing aircraft ((ccts) affected. Booking Systen	n updated This is a c	ontinuatio	on of the change o	f tower hours	approved.
Forecast	weather:								
CAVOK	Mon-Fri								
Possible	agencies affected	(International agend	cies, other F	DRG, Defence, HF, NCC etc)					
Hartwig,	Aerotech, Parafiel	d Flying centre, Fligl	nt Training A	Adelaide, Parafield Airport limit	ed. Aerostar, RAAF l	base Edir	nburgh		
Other fac	tors:								
SM Reco	mmendation:				ATMD Endorsement	::			

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		CYes CNo	CYes CNo	
		○Yes ○No	○Yes ○No	
		CYes CNo	CYes CNo	
		CYes CNo	CYes CNo	
		C Yes C No	OYes ONo	

Decision

CRM considered most suitable	
Director Operations approval	C Yes CNo
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disrupt	tions		Co	onsequences			Control	S
Other								
Other								
Post Contingency	y Review							
CIRRIS Number:	CIRRIS Number: ATS-0203583		Entered by:	Entered by:				
NOTAM Number:	NOTAM Number: PF B12 YMMM B69							
What controls were i	implemented?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	supervision 🗌 C	Other	
What controls did no	ot work well?	☐ TIBA	□ TRA	☐ Additional staffing	□ Additional s	supervision 🗌 C	Other	
Why?	Diversion routes	ППРА	Пих	Additional staining	Additional s	supervision [] C	Juliei	
	of the controls on surrou	ınding Air Tra	affic Services?					
Did the controls impa	ct negatively on Externa	Agencies to	the extent tha	t there will be feedback	to Airservices?	(e.g. Airlines and	d ANSP)	
What other controls o	ould have been impleme	ented to enha	nce the outco	me?				
Operational Staff deb	rief comments:							

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

OFFICIAL

NOTAM for YMMM approved by NOTAM Office with number B0069/24

Summary: PARAFIELD TWR ATS NOT AVBL

B0069/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/999/3448S13838E005
- A) YMMM
- B) 2402050630 C) 2402090830
- D) DAILY 0630-0830
- E) PARAFIELD TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G AIRSPACE. FIS AVBL CENTRE 130.45.

COMMON TFC ADVISORY FREQ (CTAF) 118.7

ENR SUP AUSTRALIA (ERSA) - OUTSIDE TWR HR - REFERS

NOTAM for YPPF approved by NOTAM Office with number B0012/24

Summary: TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0012/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3448S13838E005
- A) YPPF
- B) 2402050630 C) 2402090830
- D) DAILY 0630-0830
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G
 AIRSPACE. COMMON TFC ADVISORY FREQ 118.7
 ENR SUP AUSTRALIA OUTSIDE TWR HR REFERS

From:
To:
Cc:

Subject: Service Variation – Parafield Tower (11 February 2024)

Date: Wednesday, 14 February 2024 10:09:00 AM

Attachments: image002.png image003.png

ATS-FORM-0005 Parafield TWR (11Feb2024).pdf NOTAM Parafield TWR (11Feb2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 11 0000 to 24 02 11 0500 DAILY 0000-0130 0330-0500

24 02 11 0251 to 24 02 11 0730 DAILY 0251-0500 0715-0730

Due to reduced staff availability services were not provided during the above timeframes. Regards



Variation to Published Services: Operational Hazard Assessment

Date	11/02/2024	Unit	PF TWR							
	s conducted by: name and position)									
Reason	for variation to Published Services	○ Natural disaster			ty C Facility failure (infrastructure) C Equipment failure (System) C Othe					
f other,	please specify									
∖irspac∈	e affected: PF TWR				Service affected (Class of Airspace of Service)	e, Level	Class D			
Expecte	d duration of ATS Service Variation (U		Commencement	0000-01	30	0330-0500 0715-0730				
	ed Traffic Level (actual traffic recorded ler traffic volume, planned levels of op				erant aircraft etc)					
V N CV	st weather:									
2300 FM11 FM11 RMK	PPF 102319Z 1100/1112 6KT CAVOK 10300 23014KT CAVOK 11000 14005KT CAVOK 33 33 30 Q 1017 1016 1013 101									
Possible	e agencies affected (International age	ncies, other	FDRG, Def	fence, HF, NCC etc)						
Other fa	actors:									

Potential CRM	5	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
			C Yes C No	○Yes ○No	
			CYes CNo	CYes CNo	
			○Yes ○No	CYes CNo	
			○Yes ○No	CYes CNo	
			○Yes ○No	○Yes ○No	
Decision					
CRM considered most suitable	NR				
irector Operations approval	C Yes	O No			
CRM appointed					
CRM to attend by					

ATMD Endorsement:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

SM Recommendation:

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disrup	tions	Со	nsequences			Controls			
Other									
Other									
Post Contingenc	y Review								
CIRRIS Number:	CIRRIS Number: ATS-020363		Entered by:	Entered by:					
NOTAM Number:	NOTAM Number: B84, B13								
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA [Additional staffing	☐ Additional s	supervision 🖂	Other		
Class G									
What controls did no	ot work well?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA [Additional staffing	☐ Additional s	supervision 🗌	Other		
Why?								!	
What was the impact	of the controls on surrou	unding Air Tra	offic Services?						
							3 3 77 72 20 20 20 20 20 20 20 20 20 20 20 20 20		
Did the controls impa	ct negatively on Externa	Agencies to	the extent that	there will be feedback	to Airservices?	(e.g. Airlines ar	nd ANSP)	- 1	
What other controls of	could have been impleme	ented to enha	nce the outcon	ne?					
Operational Staff deb	orief comments:								

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

NOTAM for YMMM approved by NOTAM Office with number B0084/24

Summary: PARAFIELD TWR ATS NOT AVBL

B0084/24 NOTAMN

- Q) YMMM/QSTXX/IV/BO/E/000/999/3448S13838E005
- A) YMMM
- B) 2402110000 C) 2402110500
- D) DAILY 0000-0130 0330-0500
- E) PARAFIELD TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G AIRSPACE. FIS AVBL CENTRE 130.45.

COMMON TFC ADVISORY FREQ (CTAF) 118.7

ENR SUP AUSTRALIA (ERSA) - OUTSIDE TWR HR - REFERS

NOTAM for YMMM approved by NOTAM Office with number B0086/24

Summary: PARAFIELD TWR ATS NOT AVBL

B0086/24 NOTAMR B0084/24

- Q) YMMM/QSTXX/IV/BO/E/000/999/3448S13838E005
- A) YMMM
- B) 2402110251 C) 2402110730
- D) DAILY 0251-0500 0715-0730
- E) PARAFIELD TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G AIRSPACE. FIS AVBL CENTRE 130.45.

COMMON TFC ADVISORY FREQ (CTAF) 118.7

ENR SUP AUSTRALIA (ERSA) - OUTSIDE TWR HR - REFERS

NOTAM for YPPF approved by NOTAM Office with number B0013/24

Summary: TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0013/24 NOTAMN

- Q) YMMM/QSTXX/IV/BO/A/000/999/3448S13838E005
- A) YPPF
- B) 2402110000 C) 2402110500
- D) DAILY 0000-0130 0330-0500
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G AIRSPACE. COMMON TFC ADVISORY FREQ 118.7

ENR SUP AUSTRALIA - OUTSIDE TWR HR - REFERS

NOTAM for YPPF approved by NOTAM Office with number B0014/24

Summary: TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0014/24 NOTAMR B0013/24

- Q) YMMM/QSTXX/IV/BO/A/000/999/3448S13838E005
- A) YPPF
- B) 2402110248 C) 2402110730
- D) DAILY 0248-0500 0715-0730

OFFICIAL

E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G
AIRSPACE. COMMON TFC ADVISORY FREQ 118.7
ENR SUP AUSTRALIA - OUTSIDE TWR HR - REFERS

From:
To:
Cc:

Subject: Service Variation – Parafield Tower (12 February 2024)

Date: Friday, 16 February 2024 11:23:00 AM

Attachments: image002.png image003.png

ATS-FORM-0005 Parafiled TWR (12Feb2024).pdf

NOTAM Parafield TWR (12Feb2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 12 0630 to 24 02 12 0830

Due to reduced staff availability services were not provided during the above timeframe. Regards



Variation to Published Services: Operational Hazard Assessment

Date	12/02/2024		Unit	Parafield	Tower						
•	conducted by: me and position)				Duty ATMD						
Reason fo	Reason for variation to Published Services		○ Natural	Natural disaster Staff Availability Facility failure (infrastructure) Equ					ipment failure	(System) Other	
If other, please specify											
Airspace affected: Parafield CTR						Service affected (Class of Airspace of Service)	e, Level	D			
Expected duration of ATS Service Variation (U			C) 2hrs ea	arly close		Commencement 0630		Cessation	0830		
		ual traffic recorded in				erant aircraft etc)					
Forecast	weather:										
Possible	agencies affected	(International agend	cies, other F	DRG, Def	ence, HF, NCC etc)						
Hartwig,	Aerotech, Parafie	ld Flying centre, Fligh	nt Training A	Adelaide, F	Parafield Airport limit	ed. Aerostar, RAAF	base Edir	nburgh			
Other fac	tors:										
									d at 0630z but	there was no notam. ATMD	
SM Reco	mmendation:			AD TCU provided hazard alerting until notams were published at 0658z. ATMD Endorsement:							

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		CYes CNo	○Yes ○No	
		○Yes ○No	∩Yes ∩No	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		○Yes ○No	OYes ONo	

Decision

CRM considered most suitable	NR
Director Operations approval	C Yes CNo
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- . The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disrup	tions		Co	onsequences			Controls	
Other								
Other								
Post Contingency	y Review							
CIRRIS Number: ATS-0203666		Entered by:	Entered by:				1	
NOTAM Number:	NOTAM Number: B88/24, B15/24							
What controls were	implemented?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	supervision 🔲 (Other	
What controls did no			<u> </u>					
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	Additional staffing	Additional s	supervision 🗌 (Other	
Why?			T. J. B. C B. J. B T.					
What was the impact	of the controls on surrou	ınding Air Tra	affic Services?					
Did the controls impa	ict negatively on Externa	Agencies to	the extent tha	it there will be feedback	to Airservices?	(e.g. Airlines an	d ANSP)	
What other controls of	could have been impleme	ented to enha	nce the outco	me?				
Operational Staff deb	orief comments:							

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

NOTAM for YPPF approved by NOTAM Office with number B0015/24

Summary: TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0015/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3448S13838E005
- A) YPPF
- B) 2402120658 C) 2402120830
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G
 AIRSPACE. COMMON TFC ADVISORY FREQ 118.7
 ENR SUP AUSTRALIA OUTSIDE TWR HR REFERS

NOTAM for YMMM approved by NOTAM Office with number B0088/24

Summary: PARAFIELD TWR ATS NOT AVBL

B0088/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/999/3447S13837E005
- A) YMMM
- B) 2402120658 C) 2402120830
- E) PARAFIELD TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G AIRSPACE. FIS AVBL CENTRE 130.45.
 COMMON TFC ADVISORY FREQ (CTAF) 118.7

ENR SUP AUSTRALIA (ERSA) - OUTSIDE TWR HR - REFERS

From:
To:
Cc:

Subject: Service Variation – Parafield Tower (13-16 February 2024)

Date: Monday, 19 February 2024 10:53:00 AM

Attachments: image002.png image003.png

ATS-FORM-0005 Parafield TWR (13-16 Feb2024).pdf

NOTAM Parafield TWR (13-16 Feb2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 13 0630 to 24 02 16 0830

DAILY 0630-0830

Due to reduced staff availability services were not provided during the above timeframes.

Regards



Variation to Published Services: Operational Hazard Assessment

Date	13/02/2024		Unit	Parafield Tower							
•	Analysis conducted by: (insert name and position)			LL							
Reason for variation to Published Services		○ Natural disaster									
If other, please specify			Parafield Tower will close 2 hours early as a continuation of their Tower hours adjustment, pending another 90 day approval.								
Airspace affected: Parafield CTR					Service affected (Class of Airspace, Level of Service)						
Expected	duration of ATS	Service Variation (UT	0630-0	830 UTC Tues-Fri (CTAF)	Commencement 13 Feb 2024		Cessation	16 Feb 2024			
		tual traffic recorded in lanned levels of opera		of Affected Aircraft'): complexity, internationals, itin	erant aircraft etc)						
No sched	luled movements.	. Predominately trainir	ng aircraft ((ccts) affected. Booking System	n updated This is a d	ontinuati	on of the change o	f tower hours	approved.		
Forecast	weather:										
CAVOK	Mon-Fri										
Possible	agencies affected	l (International agenci	ies, other F	DRG, Defence, HF, NCC etc)							
Hartwig,	Aerotech, Parafie	ld Flying centre, Fligh	t Training A	Adelaide, Parafield Airport limit	ed. Aerostar, RAAF	base Edii	nburgh				
Other fac	tors:										
SM Reco	mmendation:				ATMD Endorsemen	t:					

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
Not Required		CYes CNo	○Yes ○No	
		○Yes ○No	∩Yes ∩No	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		○Yes ○No	OYes ONo	

Decision

CRM considered most suitable	NR
Director Operations approval	C Yes CNo
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

Potential Disruptions		Consec	uences	Controls		
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)	
	Scheduled system upgrade to software, hardware or communications etc					
	Scheduled maintenance or facility failure within the TRA					
	Scheduled maintenance or facility failure within the surrounding airspace					
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors					
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)					
	Staff not familiar with published contingency procedures					
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures					
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace					
	MILEX/Active Restricted and Danger areas					
	Communication system unavailability with 'downstream' ANSP					
	Direct communication system unavailability with 'downstream' unit					
	Non-operational personnel currently present or scheduled to visit to Ops Room					

Potential Disrup	otential Disruptions			Consequences			Con	trols	
Other									
Other									
Post Contingenc	y Review			-					
CIRRIS Number:	IRRIS Number: ATS-0203775		Entered by:						
NOTAM Number:	YPPF B16, YMMM E	390							
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA [Additional staffing	☐ Additional s	supervision 🗌 (Other		
What controls did no	ot work well?	☐ TIBA	□ TRA [☐ Additional staffing	☐ Additional s	supervision 🗌 (Other		
Why?						V. B. V. V. V. V. V. V. V. V. V. V. V. V. V.			
What was the impact	of the controls on surrou	ınding Air Tra	affic Services?						
	act negatively on Externa				to Airservices?	(e.g. Airlines an	d ANSP)		
What other controls of	could have been impleme	ented to enha	nce the outcom	ne?					
Operational Staff deb	orief comments:								

NOTAM for YPPF approved by NOTAM Office with number B0016/24

Summary: TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0016/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3448S13838E005
- A) YPPF
- B) 2402130630 C) 2402160830
- D) DAILY 0630-0830
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G
 AIRSPACE. COMMON TFC ADVISORY FREQ 118.7
 ENR SUP AUSTRALIA OUTSIDE TWR HR REFERS

NOTAM for YMMM approved by NOTAM Office with number B0090/24

Summary: PARAFIELD TWR ATS NOT AVBL

B0090/24 NOTAMN

- Q) YMMM/QSTLT/IV/NBO/E/000/999/3448S13838E005
- A) YMMM
- B) 2402130630 C) 2402160830
- D) DAILY 0630-0830
- E) PARAFIELD TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G AIRSPACE. FIS AVBL CENTRE 130.45. COMMON TFC ADVISORY FREQ (CTAF) 118.7

ENR SUP AUSTRALIA (ERSA) - OUTSIDE TWR HR - REFERS

From:
To:
Cc:
Subject: Service Variation – Parafield Tower (17 February 2024)
Date: Monday, 19 February 2024 12:13:00 PM

Attachments: image002.png image003.png

ATS-FORM-0005 Parafield TWR (17Feb2024).pdf NOTAM Parafield TWR (17Feb2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 17 2330 to 24 02 18 0045 24 02 18 0300 to 24 02 18 0415 24 02 18 0630 to 24 02 18 0730

Due to reduced staff availability services were not provided during the above timeframes.

Regards



Date	18/02/2024	Unit	Unit Parafield Tower				
and the same of th	conducted by: ame and position)		ATMD				
Reason	for variation to Published Services	○ Natura	al disaster C Staff Availability	○ Facility failure (infra	structure) C Equ	uipment failure (System) C Other
If other,	please specify						_
Airspace	e affected: Tower CTR			Service affected (Class of Airspace, Level of Service)	Class D		
Expecte	d duration of ATS Service Variation	(UTC) 2330-	0045 0300-0415 0630-0730	Commencement		Cessation	1
	ed Traffic Level (actual traffic recorde er traffic volume, planned levels of o			erant aircraft etc)			
Modera	te weekend VFR and IFR training fli	ghts					
Forecas	st weather:						
23014K	PF 170519Z 1706/1718 T CAVOK 900 16008KT CAVOK						
Possible	e agencies affected (International ag	encies, other	FDRG, Defence, HF, NCC etc)	-			
Flying s	chools						
Other fa	actors:						
SM Rec	ommendation:			ATMD Endorsement:			

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		CYes CNo	CYes CNo	
		○Yes ○No	○Yes ○No	
		CYes CNo	CYes CNo	
		CYes CNo	CYes CNo	
		○Yes ○No	CYes CNo	

Decision

CRM considered most suitable	
Director Operations approval	C Yes CNo
CRM appointed	Not required
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

Potential Disruptions		Consec	uences	Controls		
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)	
	Scheduled system upgrade to software, hardware or communications etc					
	Scheduled maintenance or facility failure within the TRA					
	Scheduled maintenance or facility failure within the surrounding airspace					
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors					
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)					
	Staff not familiar with published contingency procedures					
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures					
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace					
	MILEX/Active Restricted and Danger areas					
	Communication system unavailability with 'downstream' ANSP					
	Direct communication system unavailability with 'downstream' unit					
	Non-operational personnel currently present or scheduled to visit to Ops Room					

Potential Disrup	tions	ons Consequences Controls						
☐ Other								
Other							1.7	
Post Contingenc	y Review			,			,	
CIRRIS Number:	ATS-0203815		Entered by:					1
NOTAM Number:	B99/24 B19/24							
What controls were	implemented?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	upervision 🛭 C	Other	
Class G								
What controls did no	ot work well?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	upervision 🔲 C	Other	
Why?								
What was the impact	of the controls on surrou	unding Air Tra	affic Services?					
Did the controls impa	ct negatively on Externa	Agencies to	the extent tha	t there will be feedback	to Airservices?	(e.g. Airlines and	d ANSP)	-
		12-65 S.5	2 - n					
What other controls of	could have been impleme	ented to enha	ince the outco	me?				= 1
Operational Staff deb	orief comments:							

NOTAM for YPPF approved by NOTAM Office with number B0019/24

Summary: TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0019/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3448S13838E005
- A) YPPF
- B) 2402172330 C) 2402180730
- D) 2402172330 TO 2402180045 2402180300 TO 2402180415 2402180630 TO 2402180730
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G
 AIRSPACE. COMMON TFC ADVISORY FREQ 118.7
 ENR SUP AUSTRALIA OUTSIDE TWR HR REFERS

NOTAM for YMMM approved by NOTAM Office with number B0099/24

Summary: PARAFIELD TWR ATS NOT AVBL

B0099/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/999/3448S13938E005
- A) YMMM
- B) 2402172330 C) 2402180730
- D) 2402172330 TO 2402180045
 2402180300 TO 2402180415
 2402180630 TO 2402180730
- E) PARAFIELD TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G AIRSPACE. FIS AVBL CENTRE 130.45.

COMMON TFC ADVISORY FREQ (CTAF) 118.7

ENR SUP AUSTRALIA (ERSA) - OUTSIDE TWR HR - REFERS

From:
To:
Cc:

Subject: Service Variation – Parafield Tower (19-23 February 2024)

Date: Monday, 26 February 2024 11:31:00 AM

Attachments: image002.png image003.png

ATS-FORM-0005 Parafield TWR (19-23 Feb2024).pdf NOTAM Parafield TWR (19-23 Feb2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 19 0630 to 24 02 23 0830

DAILY 0630-0830

Due to reduced staff availability services were not provided during the above timeframes.

Regards



Date	15/02/2024		Unit	nit Parafield Tower						
•	conducted by: me and position)			LL						
Reason fo	or variation to Pub	lished Services	○ Natural	disaster	/ ○ Facility failu	re (infras	structure) C Equi	pment failure	(System) Other	
If other, p	lease specify		Parafield 1	Parafield Tower will close 2 hours early as a continuation of their Tower hours adjustment, pending another 90 day approval.						
Airspace	affected:	Parafield CTR			Service affected (Class of Airspace, Level of Service)					
Expected	duration of ATS	Service Variation (UT	0630-0	830 UTC Mon - Fri (CTAF)	Commencement	19 Feb 2	2024	Cessation	23 Feb 2024	
		tual traffic recorded in lanned levels of opera		of Affected Aircraft'): complexity, internationals, itin	erant aircraft etc)					
No sched	luled movements.	. Predominately trainii	ng aircraft ((ccts) affected. Booking Syster	n updated This is a c	ontinuati	on of the change o	f tower hours	approved.	
Forecast	weather:									
CAVOK	Mon-Fri									
Possible	agencies affected	d (International agenc	ies, other F	DRG, Defence, HF, NCC etc)						
Hartwig,	Aerotech, Parafie	ld Flying centre, Fligh	t Training A	Adelaide, Parafield Airport limit	ed. Aerostar, RAAF I	base Edii	nburgh			
Other fac	tors:									
SM Reco	mmendation:				ATMD Endorsement	::				

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		CYes CNo	CYes CNo	
		○Yes ○No	○Yes ○No	
		CYes CNo	CYes CNo	
		CYes CNo	CYes CNo	
		C Yes C No	OYes ONo	

Decision

CRM considered most suitable	
Director Operations approval	C Yes CNo
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

P	otential Disruptions	Consec	uences	Con	trols
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)
	Scheduled system upgrade to software, hardware or communications etc				
	Scheduled maintenance or facility failure within the TRA				
	Scheduled maintenance or facility failure within the surrounding airspace				
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors				
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)				
	Staff not familiar with published contingency procedures				
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures				
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace				
	MILEX/Active Restricted and Danger areas				
	Communication system unavailability with 'downstream' ANSP				
	Direct communication system unavailability with 'downstream' unit				
	Non-operational personnel currently present or scheduled to visit to Ops Room				

Potential Disruptions			Co	nsequences		Controls			
Other									
Other									
Post Contingenc	y Review			-					
CIRRIS Number: ATS-0203987		Entered by:							
NOTAM Number:	NOTAM Number: YPPF B17, YMMM B93								
What controls were	implemented?								
Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	Additional staffing	☐ Additional s	supervision [Other		
What controls did no	ot work well?	☐ TIBA	□TRA	☐ Additional staffing	☐ Additional s	supervision	Other		
Why?			ш.,,,			зарегиелен 🗀			
70 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	of the controls on surrou	ınding Air Tra	affic Services?						
Did the controls impa	act negatively on Externa	Agencies to	the extent tha	t there will be feedback	to Airservices?	(e.g. Airlines ar	nd ANSP)		
What other controls of	could have been impleme	ented to enha	nce the outcor	ne?					
Operational Staff deb	orief comments:								

NOTAM for YPPF approved by NOTAM Office with number B0017/24

Summary: TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0017/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3448S13838E005
- A) YPPF
- B) 2402190630 C) 2402230830
- D) DAILY 0630-0830
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G
 AIRSPACE. COMMON TFC ADVISORY FREQ 118.7
 ENR SUP AUSTRALIA OUTSIDE TWR HR REFERS

NOTAM for YMMM approved by NOTAM Office with number B0093/24

Summary: PARAFIELD TWR ATS NOT AVBL

B0093/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/999/3448S13838E005
- A) YMMM
- B) 2402190630 C) 2402230830
- D) DAILY 0630-0830
- E) PARAFIELD TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G AIRSPACE. FIS AVBL CENTRE 130.45.

COMMON TFC ADVISORY FREQ (CTAF) 118.7

ENR SUP AUSTRALIA (ERSA) - OUTSIDE TWR HR - REFERS

From: To: Cc:

Subject: Service Variation – Parafield Tower (26 February - 01 March 2024)

Date: Monday, 4 March 2024 9:22:00 AM

image002.png image003.png Attachments:

ATS-FORM-0005 Parafield TWR (26Feb - 01Mar 2024).pdf NOTAM Parafield TWR (26Feb - 01 Mar 2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 26 0630 to 24 03 01 0830

DAILY 0630-0830

Due to reduced staff availability services were not provided during the above timeframes.

Regards



Business & Stakeholder Partnering Coordinator

Canberra ACT, Australia

www.airservicesaustralia.com



Date	22/02/2024		Unit	Parafield Tower					
	conducted by: me and position)								
Reason fo	or variation to Pub	lished Services	○ Natural	disaster Staff Availability	○ Facility failu	re (infrastı	ructure)	pment failure	(System) Other
If other, p	lease specify		Parafield T	ower will close 2 hours early a	s a continuation of th	neir Tower	r hours adjustmen	t, pending and	other 90 day approval.
Airspace affected: Parafield CTR					Service affected (Class of Airspace, of Service)	, Level	D		
Expected duration of ATS Service Variation (UT			C) 0630-08	830 UTC Mon-Fri (CTAF)	Commencement 2	ement 26 Feb 2024		Cessation	01 Mar 2024
				of Affected Aircraft'): complexity, internationals, itin	erant aircraft etc)				
No sched	duled movements.	Predominately train	ing aircraft (ccts) affected. Booking Systen	n updated This is a co	ontinuatio	n of the change o	f tower hours	approved.
Forecast	weather:								
CAVOK	Mon-Fri								
Possible	agencies affected	(International agend	cies, other F	DRG, Defence, HF, NCC etc)					
Hartwig,	Aerotech, Parafie	ld Flying centre, Fligl	ht Training A	Adelaide, Parafield Airport limit	ed. Aerostar, RAAF b	oase Edinl	burgh		
Other fac	Other factors:								
SM Reco	mmendation:				ATMD Endorsement:	:			

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		CYes CNo	○Yes ○No	
		○Yes ○No	∩Yes ∩No	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		○Yes ○No	OYes ONo	

Decision

CRM considered most suitable	NR
Director Operations approval	C Yes CNo
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- . The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

P	otential Disruptions	Consec	uences	Con	trols
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)
	Scheduled system upgrade to software, hardware or communications etc				
	Scheduled maintenance or facility failure within the TRA				
	Scheduled maintenance or facility failure within the surrounding airspace				
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors				
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)				
	Staff not familiar with published contingency procedures				
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures				
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace				
	MILEX/Active Restricted and Danger areas				
	Communication system unavailability with 'downstream' ANSP				
	Direct communication system unavailability with 'downstream' unit				
	Non-operational personnel currently present or scheduled to visit to Ops Room				

Potential Disruptions			Со	nsequences		Controls			
Other									
Other									
Post Contingenc	y Review			-					
CIRRIS Number: ATS-0204173		Entered by:	Entered by:						
NOTAM Number:	AV B020/24 YMMM	B108/24							
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	Additional staffing	☐ Additional s	supervision	Other		
What controls did no	ot work well?	☐ TIBA	□TRA	☐ Additional staffing	☐ Additional s	supervision	Other		
Why?							er		
70 10 10 10 10 10 10 10 10 10 10 10 10 10	of the controls on surrou	ınding Air Tra	affic Services?						
	act negatively on Externa				to Airservices?	(e.g. Airlines ar	nd ANSP)		
What other controls of	could have been impleme	ented to enha	nce the outcor	ne?					
Operational Staff deb	orief comments:								

NOTAM for YPPF approved by NOTAM Office with number B0020/24

Summary: TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0020/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3448S13838E005
- A) YPPF
- B) 2402260630 C) 2403010830
- D) DAILY 0630-0830
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G
 AIRSPACE. COMMON TFC ADVISORY FREQ 118.7
 ENR SUP AUSTRALIA OUTSIDE TWR HR REFERS

NOTAM for YMMM approved by NOTAM Office with number B0108/24

Summary: PARAFIELD TWR ATS NOT AVBL

B0108/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/999/3448S13838E005
- A) YMMM
- B) 2402260630 C) 2403010830
- D) DAILY 0630-0830
- E) PARAFIELD TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G AIRSPACE. FIS AVBL CENTRE 130.45.

COMMON TFC ADVISORY FREQ (CTAF) 118.7

ENR SUP AUSTRALIA (ERSA) - OUTSIDE TWR HR - REFERS

From:
To:
Cc:

Subject: Service Variation – Parafield Tower (4-8 March 2024)

Date: Tuesday, 12 March 2024 9:51:00 AM

Attachments: image002.png image003.png

ATS-FORM-0005 Parafield TWR (4-8 Mar2024).pdf

NOTAM Parafield TWR (4-8 Mar 2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that affected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 03 04 0630 to 24 03 08 0830

DAILY 0630-0830

Due to reduced staff availability services were not provided during the above timeframes.

Regards



		-					
Date	04/03/2024	Unit	Parafield Tower				
	conducted by: me and position)		1				
Reason for variation to Published Services		○ Natural	disaster	○ Facility failure	e (infrastructure) C Equi	ipment failure	(System) Other
If other, p	lease specify	Parafield 1	Tower will close 2 hours early a	s a continuation of the	eir Tower hours adjustmer	nt, pending an	other 90 day approval.
Airspace	affected: Parafield CTR			Service affected (Class of Airspace, I of Service)	Level D		
Expected	duration of ATS Service Variation (U	TC) 0630-0	830 UTC Mon-Fri (CTAF)	Commencement 04 March 2024		Cessation	08 March 2024
	l Traffic Level (actual traffic recorded i r traffic volume, planned levels of ope			erant aircraft etc)			
No sched	duled movements. Predominately train	ning aircraft ((ccts) affected. Booking Systen	n updated This is a cor	ntinuation of the change o	f tower hours	approved.
Forecast	weather:						
CAVOK	Mon-Fri						
Possible	agencies affected (International agen	cies, other F	FDRG, Defence, HF, NCC etc)				
Hartwig,	Aerotech, Parafield Flying centre, Flig	ht Training A	Adelaide, Parafield Airport limit	ed. Aerostar, RAAF ba	ase Edinburgh		
Other fac	Other factors:						
SM Reco	mmendation:			ATMD Endorsement:			

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		CYes CNo	○Yes ○No	
		○Yes ○No	∩Yes ∩No	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		○Yes ○No	OYes ONo	

Decision

CRM considered most suitable	NR
Director Operations approval	C Yes CNo
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- . The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

P	otential Disruptions	Consec	uences	Con	trols
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)
	Scheduled system upgrade to software, hardware or communications etc				
	Scheduled maintenance or facility failure within the TRA				
	Scheduled maintenance or facility failure within the surrounding airspace				
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors				
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)				
	Staff not familiar with published contingency procedures				
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures				
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace				
	MILEX/Active Restricted and Danger areas				
	Communication system unavailability with 'downstream' ANSP				
	Direct communication system unavailability with 'downstream' unit				
	Non-operational personnel currently present or scheduled to visit to Ops Room				

Potential Disruptions			Co	onsequences		Controls			
Other									
Other									
Post Contingenc	y Review			-					
CIRRIS Number: ATS-0204380		Entered by:	Entered by:						
NOTAM Number:	NOTAM Number: B24, B0115]						
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	supervision 🖂	Other		
Class G CTAF									
What controls did no	ot work well?								
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	☐ Additional staffing	☐ Additional s	supervision 🗌	Other		
Why?									- 1
What was the impact	of the controls on surrou	unding Air Tra	offic Services?						
Did the controls impa	ct negatively on Externa	Agencies to	the extent tha	at there will be feedback	to Airservices?	(e.g. Airlines ar	nd ANSP)		-
What other controls of	could have been impleme	ented to enha	nce the outco	me?					
Operational Staff deb	orief comments:								

NOTAM for YMMM approved by NOTAM Office with number B0113/24

Summary: PARAFIELD TWR ATS NOT AVBL

B0113/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/E/000/999/3448S13838E005
- A) YMMM
- B) 2403040630 C) 2403080830
- D) DAILY 0630-0830
- E) PARAFIELD TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G AIRSPACE. FIS AVBL CENTRE 130.45.

COMMON TFC ADVISORY FREQ (CTAF) 118.7

ENR SUP AUSTRALIA (ERSA) - OUTSIDE TWR HR - REFERS

NOTAM for YPPF approved by NOTAM Office with number B0023/24

Summary: TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0023/24 NOTAMN

- Q) YMMM/QSTLC/IV/NBO/A/000/999/3448S13838E005
- A) YPPF
- B) 2403040630 C) 2403080830
- D) DAILY 0630-0830
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 PARAFIELD CLASS D AIRSPACE 1500FT AND BLW REVERTS TO CLASS G
 AIRSPACE. COMMON TFC ADVISORY FREQ 118.7
 ENR SUP AUSTRALIA OUTSIDE TWR HR REFERS

From: To: Cc:

Subject: Service Variation - Rockhampton Tower (27 February 2024)

Thursday, 29 February 2024 11:47:00 AM Date:

Attachments: image001.png image002.png

ATS-FORM-0005 Rockhampton TWR (27Feb2024).pdf NOTAM Rockhampton TWR (27Feb2024).docx

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that effected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 27 2030 to 24 02 27 2045

Due to reduced staff availability services were not provided during the above timeframe. Regards



www.airservicesaustralia.com



Date	28/02/2024	Unit	Rockhampton Tower						
	s conducted by: name and position)								
Reason for variation to Published Services		rvices	○ Natural disaster						
If other,	please specify								
Airspace	e affected: Nil			Service affected (Class of Airspace, Level of Service)		Aerodrome			
Expecte	ed duration of ATS Service V	ariation (UTC) 15 m	ninutes	Commencement	27 2030		Cessation	27 2045	
			og of Affected Aircraft'): ffic complexity, internationals, itin	erant aircraft etc)					
5.00	st weather:								
TAF 1600 FM2 FM2 FM2 FM2 FM2 RMK	HAMPTON (YBRK) YBRK 271718Z 2718/2818 06KT 9999 SCT030 72200 13008KT 9999 SCT03 80200 08012KT 9999 FEW0 80800 09008KT 9999 FEW0 81200 16006KT 9999 SCT03	50 30 30							
2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2			er FDRG, Defence, HF, NCC etc)						

SWI Recommendation:	commendation:		ATMD Endorsement:		
	C	ontingency Respons	se Manager Sele	ction Worksheet	
Potential CRMs FRMS Fatigue Level		Previous CRM Experience	HMI Capable (see note below)	When Available	
			○Yes ○No	○Yes ○No	
			C Yes C No	○Yes ○No	
			C Yes C No	CYes CNo	
			CYes CNo	CYes CNo	
			○Yes ○No	∩Yes ∩No	
Decision					
DRM considered most suitable	1				
Sire atou Ou avations annual a	○ Yes (No			
Director Operations approval					

Note: The CRM may update operational system data subject to compliance with all of the following:

- CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

Potential Disruptions		Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disrupt	tions		Со	nsequences			Contro	ols
Other								
Other								
Post Contingency	y Review			-				
CIRRIS Number:	ATS-0204088		Entered by:					
NOTAM Number:	B483/24 B10/24							
What controls were i	mplemented?							
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	Additional staffing	☐ Additional s	supervision 🔲	Other	
What controls did no		- TIP.					0.11	
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	Additional staffing	Additional s	supervision []	Other	
Why? What was the impact	of the controls on surrou	ınding Air Tra	affic Services?					
Did the controls impa	ct negatively on Externa	Agencies to	the extent that	t there will be feedback	to Airservices?	(e.g. Airlines ar	nd ANSP)	
What other controls o	ould have been impleme	ented to enha	nce the outcor	ne?				
Operational Staff deb	rief comments:							

☐ NOTAM attached	Í
☐ Copy of form and	other required information provided to the Director Operations for PAR
☐ Copy of form and	other required information provided to ATMD
☐ Copy of form prov	vided to the ATMSL
☐ Compliance notifi	ication email sent to Regulatory Engagement
☐ Copy of form sen	t to Regulatory Engagement
A copy of this form m	nust be placed in the Contingency Activation File (RMU File)

Notification Checklist

NOTAM for YBRK approved by NOTAM Office with number B0010/24

Summary: ATS SUBJECT TO CONTINGENCY

B0010/24 NOTAMN

- Q) YBBB/QSTXX/IV/BO/A/000/999/2323S15028E005
- A) YBRK
- B) 2402272030 C) 2402272045
- E) ATS SUBJECT TO CONTINGENCY

AERODROME CTL SER NOT AVBL.

MANDATORY BROADCAST PROC ON 118.1

APP [AND DEP] CTL SER PROVIDED TO SFC ON 123.75 MHZ. ALL AIRCRAFT REQUESTING CLEARANCE INTO THE AIRSPACE MUST CONTACT 123.75 MHZ. NO LANDING OR TAKE OFF CLEARANCES WILL BE ISSUED.

PILOTS-IN-COMMAND ARE SOLELY RESPONSIBLE FOR COLLISION AVOIDANCE ON THE MOVEMENT AREA.

PRIOR TO OPERATING ON THE MANOEUVRING AREA PILOTS MUST CONTACT AIRSERVICES AUSTRALIA ON $+61\ 7\ 3866\ 3315$ in ORDER TO:

- 1. OBTAIN A BRIEFING ON CONTINGENCY PROCEDURES.
- 2. OBTAIN A LANDING OR DEPARTURE TIME.
- 3. IF DEPARTING, OBTAIN AN AIRWAYS CLEARANCE ON FREQUENCY 123.75 MHZ. PRIOR TO ENTERING THE RWY FOR DEPARTURE, PILOTS MUST:
- 4. REPORT READY ON 123.75 MHZ.
- 5. OBTAIN DEPARTURE INSTRUCTIONS AND REPORT AIRBORNE WITHIN THREE MINUTES.

AFTER LANDING, REPORT CLEAR OF THE RWY ON FREQUENCY 123.75 MHZ.

NOTAM for YBBB approved by NOTAM Office with number B0483/24

Summary: ATS AT ROCKHAMPTON AD SUBJECT TO CONTINGENCY

B0483/24 NOTAMN

- Q) YBBB/QAEXX/IV/NBO/E/000/999/2322S15028E005
- A) YBBB
- B) 2402272030 C) 2402272045
- E) ATS AT ROCKHAMPTON AERODROME SUBJECT TO CONTINGENCY AERODROME CTL SER NOT AVBL.

MANDATORY BROADCAST PROC ON 118.1

APP [AND DEP] CTL SER PROVIDED TO SFC ON 123.75 MHZ. ALL AIRCRAFT REQUESTING CLEARANCE INTO THE AIRSPACE MUST CONTACT 123.75 MHZ. NO LANDING OR TAKE OFF CLEARANCES WILL BE ISSUED.

PILOTS-IN-COMMAND ARE SOLELY RESPONSIBLE FOR COLLISION AVOIDANCE ON THE MOVEMENT AREA.

PRIOR TO OPERATING ON THE MANOEUVRING AREA PILOTS MUST:

- 1. OBTAIN A BRIEFING ON CONTINGENCY PROCEDURES FROM AIRSERVICES AUSTRALIA ON $+61\ 7\ 3866\ 3315$.
- 2. OBTAIN A LANDING OR DEPARTURE TIME
- 3. IF DEPARTING, OBTAIN AN AIRWAYS CLEARANCE ON FREQUENCY 123.75 MHz.

PRIOR TO ENTERING THE RWY FOR DEPARTURE, PILOTS MUST:

- 4. REPORT READY ON 123.75 MHZ.
- 5. OBTAIN DEPARTURE INSTRUCTIONS AND REPORT AIRBORNE WITHIN THREE MINUTES.

AFTER LANDING, REPORT CLEAR OF THE RWY ON FREQUENCY 123.75 MHZ.

From: To: Cc:

Subject: Service Variation – Sunshine Coast Tower (5 January 2024)

Date: Monday, 8 January 2024 11:13:00 AM

ATS-FORM-0005 Sunshine Coast TWR (05Jan2024).pdf NOTAM Sunshine Coast TWR (05Jan2024).docx Attachments:

image002.png image003.png

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that effected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 01 05 0745 to 24 01 05 0940

Due to reduced staff availability services were not provided during the above timeframe. Regards



Variation to Published Services: Operational Hazard Assessment

Date 05/01/2024		Unit Sunshine Coast Tower								
	conducted by: ame and position)			ATMD					
Reason t	for variation to Pu	iblished Services	○ Natura	al disaster	Staff Availability		ure (infrastruc	cture) C Equ	ipment failure	e (System) C Other
If other,	please specify									
Airspace	affected:	Sunshine Coast To	wer			Service affected (Class of Airspac of Service)	e, Level			
Expecte	d duration of ATS	Service Variation (U	TC) 0745	-0940		Commencement	0745		Cessation	0940
JQ791 E VA1045						erant aircraft etc)				
	t weather:									
TAF YB FM0409 FM0422	SU 040501Z 040 00 22007KT 999 00 15016KT 999	6/0506 13014KT 999 9 -SHRA FEW010 BK 9 -SHRA SCT025 G25KT 3000 SHRA B	(N018							
Possible	agencies affecte	ed (International agen	cies, other	FDRG, Def	fence, HF, NCC etc)	9				
Other fa	ctors:									
										_ 1
SM Reco	ommendation:					ATMD Endorsemer	nt:			

Contingency Response Manager Selection Worksheet

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		○Yes ○No	CYes CNo	
		CYes CNo	○Yes ○No	
		CYes CNo	CYes CNo	
		CYes CNo	CYes CNo	
		○Yes ○No	○Yes ○No	

Decision

CRM considered most suitable	NR
Director Operations approval	C Yes C No
CRM appointed	
CRM to attend by	

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- · The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

Potential Disruptions		Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disruptions		Consequences			Controls				
Other									
Other									
Post Contingenc	y Review								
CIRRIS Number:	ATS-0202664		Entered by:						
NOTAM Number:	SU B001/24, YBBB	B20/24							
What controls were	implemented?								
Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	Additional staffing	☐ Additional s	supervision	Other		
What controls did no	ot work well?	☐ TIBA	□TRA	☐ Additional staffing	☐ Additional s	supervision	Other		
Why?							2 (11)		
What was the impact	of the controls on surrou	ınding Air Tra	affic Services?						
	act negatively on Externa				to Airservices?	(e.g. Airlines ar	nd ANSP)		
What other controls of	could have been impleme	ented to enha	nce the outcor	ne?					
Operational Staff deb	orief comments:								

☐ NOTAM attached
Copy of form and other required information provided to the Director Operations for PAR
☐ Copy of form and other required information provided to ATMD
☐ Copy of form provided to the <u>ATMSL</u>
Compliance notification email sent to Regulatory Engagement
Copy of form sent to Regulatory Engagement

A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist

OFFICIAL

NOTAM for YBSU approved by NOTAM Office with number B0001/24

Summary: TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS

B0001/24 NOTAMN

- Q) YBBB/QSTLC/IV/NBO/A/000/999/2636S15306E005
- A) YBSU
- B) 2401050745 C) 2401050940
- E) TWR ATS NOT AVBL DUE OPERATIONAL RESTRICTIONS
 SUNSHINE COAST CLASS D AIRSPACE BECOMES CLASS G 4500FT AND BLW AS PER
 ENROUTE SUPPLEMENT AUSTRALIA (ERSA) SUNSHINE COAST OUTSIDE TWR HR
 COMMON TRAFFIC ADVISORY FREQUENCY (CTAF) 124.4

NOTAM for YBBB approved by NOTAM Office with number B0020/24

Summary: YBSU TWR ATS NOT AVBL DUE TO OPR RESTRICTIONS

B0020/24 NOTAMN

- Q) YBBB/QSTLC/IV/NBO/E/000/999/2636S15306E020
- A) YBBB
- B) 2401050745 C) 2401050940
- E) SUNSHINE COAST (YBSU) TWR ATS NOT AVBL DUE TO OPR RESTRICTIONS SUNSHINE COAST CLASS D AIRSPACE BECOMES CLASS G 4500FT AND BLW AS PER ENROUTE SUPPLEMENT AUSTRALIA (ERSA) SUNSHINE COAST OUTSIDE TWR HR. FIS AVBL BRISBANE CENTRE 129.0. COMMON TRAFFIC ADVISORY FREQUENCY (CTAF) 124.4

From:
To:
Cc:

Subject: Service Variation - Sydney TCU (18 February 2024)

Date: Monday, 19 February 2024 11:58:00 AM

Attachments: image001.png image002.png

ATS-FORM-0005 Sydney TCU (18Feb2024).pdf

In accordance with the Civil Aviation Safety Regulation 1998, Part 172.185 Airservices advises that during the following period, circumstances existed that effected Airservices capacity to provide the published air traffic service in the detailed airspace.

Variation (UTC)

24 02 18 0730 to 24 02 18 0800

Due to staff evacuation as a result of fire warning alert being triggered, services were not provided during the above timeframe.

At time 0725z the amber fire warning was activated in B237. It was confirmed that there was a strong plastic/chemical smell in the TWR cab and at time 0730 the decision was made to evacuate. The red automatic evacuation alert was also triggered. TCU resumed normal operations at approximately 0800.

Regards



Variation to Published Services: Operational Hazard Assessment

Date	18/02/2024		Jnit	SY TCU					
	s conducted by: name and positi			ATMD					
Reason	for variation to	Published Services	Natur	ral disaster	○ Facility fail	ure (infra	structure) C Equ	ipment failure	(System) Other
If other,	please specify		ire eva	cuation, red automatic evacuation	n alert was triggere	d.			
Airspace	e affected:	SY TMA			Service affected (Class of Airspace of Service)	e, Level	SY APP, SY CEN CLASS A, CLASS		G, SY CTR
Expecte	ed duration of A	TS Service Variation (UTC	30 M	INS	Commencement	0730		Cessation	0800
		(actual traffic recorded in e. planned levels of opera		og of Affected Aircraft'): ffic complexity, internationals, iting	erant aircraft etc)			W = 1	
VOZ85: QFA53: QFA470 QLK107 QLK208 QTR90 QFA100 VOZ12: UPS34 QLK31I VOZ86: RXA64: RXA64: QFA54: VOZ96: QFA196: VOZ86: QLK41: RXA15: QLK43I QFA474	9 0 7D 8D 8 4 82 D 7 337 72 5 2 89 9 3D 2								

QFA472		
QJE1506 QFA547		
VOZ431		
Forecast weather:		
TAF YSSY 180802Z 1809/1912		
04008KT 9999 FEW030		
FM181200 18010KT 9999 -SHRA BKN015		
FM190000 15012KT 9999 -SHRA BKN020		
FM190900 13008KT 9999 -SHRA BKN015		
TEMPO 1812/1820 9999 BKN012 TEMPO 1820/1901 2000 SHRA BKN008 SCT015TC	ii.	
INTER 1901/1908 2000 SHRA BKN010 SCT020TCL		
TEMPO 1908/1912 2000 SHRA BKN008 SCT015TC		
PROB30 TEMPO 1820/1900 VRB20G35KT 0500 +T		
RMK		
T 25 24		
Possible agencies affected (International agencies, o	ther FDRG, Defence, HF, NCC etc)	
NCC, RAAF Richmond, Air Ambulance YSSY, NSW	Police Air Wing YSBK, SACL	
Other factors:		
SM Recommendation:	ATMD Endorsement:	= 1
	Contingency Response Manager Selection Worksheet	

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		←Yes ● No	C Yes	
		CYes CNo	○Yes ○No	

Potential CRMs	FRMS Fatigue Level	Previous CRM Experience	HMI Capable (see note below)	When Available
		○Yes ○No	○Yes ○No	
		CYes CNo	○Yes ○No	
		CYes CNo	○Yes ○No	

Decision

CRM considered most suitable	NR					
Director Operations approval						
CRM appointed						
CRM to attend by						

Note: The CRM may update operational system data subject to compliance with all of the following:

- · CRM management responsibilities have been acquitted for this stage of the contingency
- The CRM holds an ATC license with a current endorsement
- The CRM has experience entering operational data into the system used by that ATC function e.g. TCU, En route, INTAS

otherwise the CRM is limited to the direct relay of reported flight information to the downstream controller to ensure situational awareness.

P	otential Disruptions	Consec	uences	Controls			
Tick as applicable		Effect on ATS (increased likelihood of a safety critical event, increased complexity in traffic processing, incorrect application of procedures etc)	Effect on External Agencies (Aircraft/Other Agencies) (Delays in clearance, accepting coordination, progressing, holding etc)	Existing (Minimum staffing levels, National Contingency Plan, Local Contingency Plan etc)	Proposed (Traffic management, metering, diversion routes, additional staffing, other etc)		
	Scheduled system upgrade to software, hardware or communications etc						
	Scheduled maintenance or facility failure within the TRA						
	Scheduled maintenance or facility failure within the surrounding airspace						
	Flex Tracks/User Preferred Routes in the TRA or surrounding sectors						
	Surrounding sector staffing levels insufficient to accept additional workload (of diversions and metering)						
	Staff not familiar with published contingency procedures						
	Diversion Routes - breakdown in coordination due to unfamiliar contingency procedures						
	VCA - Pilots not calling for clearance from within TRA or Class G airspace 15 min prior to entering controlled airspace						
	MILEX/Active Restricted and Danger areas						
	Communication system unavailability with 'downstream' ANSP						
	Direct communication system unavailability with 'downstream' unit						
	Non-operational personnel currently present or scheduled to visit to Ops Room						

Potential Disruptions		Consequences				Cont	Controls		
Other	Other								
Other	Other								
Post Contingenc	y Review						,		
CIRRIS Number:	IRRIS Number: ATS-0203809		Entered by: SY TM					- 1	
NOTAM Number:	TAM Number:								
What controls were	implemented?								
☐ Traffic Metering	☐ Diversion routes		⊠ TRA	Additional staffing	☐ Additional	supervision 🔲 (Other		
What controls did n									
☐ Traffic Metering	☐ Diversion routes	☐ TIBA	☐ TRA	Additional staffing	☐ Additional	supervision []	Other		
Why?									
What was the impac	of the controls on surrou	inding Air Tra	affic Services?						
Did the controls impa	act negatively on Externa	Agencies to	the extent that	t there will be feedback	to Airservices?	e.g. Airlines an	d ANSP)		
What other controls	could have been impleme	ented to enha	nce the outcor	me?					
Operational Staff del	orief comments:								

NOTAM attached Copy of form and other required information provided to the Director Operations for PAR Copy of form and other required information provided to ATMD Copy of form provided to the ATMSL Compliance notification email sent to Regulatory Engagement Copy of form sent to Regulatory Engagement A copy of this form must be placed in the Contingency Activation File (RMU File)

Notification Checklist