Operations in Australian Traffic Information Broadcasts by Aircraft (TIBA) Airspace
Operations in Class A, C, D or E Airspace without ATC Services

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

Please review and share widely wherever relevant.

ATTACHMENTS
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AusALPA Safety Bulletin

Operations in Australian Traffic Information Broadcasts by Aircraft (TIBA) Airspace – Operations in Class A, C, D or E Airspace without ATC Services

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

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

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

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

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

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

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

Additionally, enactment of TIBA procedures is accompanied by the activation of a Temporary Restricted Area (TRA) with the approval of the Australian Civil Aviation Safety Authority (CASA).
TRA allows Airservices Australia to manage access to the affected airspace to maintain an acceptable level of aviation safety with no ATS available.

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

The summary of what to expect is as follows:

**Area Class A, C or E (TRA)**
- Above FL200 – 128.95 MHz
- Below FL200 – 126.35 MHz

**TMA Class C or D (TRA)**
- Normal ATS frequency

**Class G**
- Normal area frequency

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

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

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

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

Some of our specific concerns relate to the following:

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

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

Member Associations can also find information on procedures to follow when ATS are temporarily not available in a Fact Sheet and Aeronautical Information Package (AIP) published by Airservices Australia:
- TIBA Fact Sheet
- AIP Australia ENR 1.1 - 95
- ENR Section 11 – Procedures When ATS Temporarily Not Available and
- ENR Section 12 – Mandatory Broadcast Procedures (ATS Temporarily Not Available)

**EXAMPLES OF TIBA/TRA ACTIVATION NOTAMS**

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

B454/24
ATS OPR AT REDUCED CAPACITY
IN THE FLW CTA CLASS A, C AND E AIRSPACE:
DESIGNATED AIRSPACE HANDBOOK (DAH) ATC SECTORS HIGH/LOW ‘YBBB/GOLD
COAST A, B, C, D, E, F’, ‘YBBB/INVERELL A, B, C’,
MAP (LISTED UNDER GOLD COAST AND INVERELL IN THE BRISBANE FIR) AVBL

CLEARANCE ONLY AVAILABLE TO AIRCRAFT DEPARTING YBBN OR YBCG TO THE SOUTH VIA THE FOLLOWING ROUTES:
YBBN S BOUND ACFT PLAN VIA H91 (BTN SANEG AND SANAD) OR Q35 (BTN SANEG AND EKABO)
YBCG S BOUND ACFT PLAN VIA IDNER DCT SANAD
DEPARTURES SUBJECT TO TRAFFIC MANAGEMENT
EMERG AND MEDICAL PRIORITY ACFT MAY REQ CLEARANCE VIA ALTERNATE AIR ROUTES, CTC BRISBANE CENTRE VIA 617 3866 3798 OR FM ADJ SECTOR
ALL OTHER FLIGHTS MUST PLAN AROUND AFFECTED AIRSPACE
TCU, TWR AND MIL AREAS WI ABV AIRSPACE CONTINUE TO OPR PER EN ROUTE
SUP AUSTRALIA (ERSA) UNLESS SPECIFIED OTHERWISE
ADS-C/CPDLC LOGON: YBBB SER NOT AVBL WI THIS AIRSPACE. ACFT MAY REMAIN LOGGED ON BUT PSN REPORTS MUST BE BCST ON THE APPROPRIATE FREQ
TCAS AND TRANSPONDER EQPT MUST BE SELECTED ON AT ALL TIMES
AWK NOT AVBL
SVY OPS NOT AVBL
LIMITED SIS PROVIDED
EXPECT DELAY FOR CLEARANCE
FOR FURTHER INFO CTC DUTY ATM DIRECTOR BY TEL +61 3 9235 7550
6500FT AMSL TO FL600
FROM 02 240600 TO 02 241115
2402240600 TO 2402240645
2402240815 TO 2402240900
2402241030 TO 2402241115

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

C1097/23
TEMPO RESTRICTED AREA ACT
IN CTA CLASS E AIRSPACE.
ATS IN THE YMMM FIR SUBJECT TO CONTINGENCY DUE TO OPR RESTRICTIONS IN
THE FLW AIRSPACE:
MELBOURNE CENTRE 134.65 (RIVERINA AREA NEW SOUTH WALES). DESIGNATED
AIRSPACE HANDBOOK (DAH) SECTOR VOLUME NAMES AFFECTED ARE: ’TEMORA A
AND B’.
CONTINGENCY MAP (LISTED UNDER TEMORA IN THE MELBOURNE FIR) AVBL AT
HTTP://WWW.AIRSERVICESAUSTRALIA.COM/NOTAMMAPS/INDEX.ASP
THE CARRIAGE AND USE OF TWO RADIOS IS REQUIRED FOR ENTRY TO THE
RESTRICTED AREA. FREQUENCIES SHOWN ON THE CONTINGENCY MAPS ARE
MONITORED IN CASE OF EMERGENCY.
RELEVANT APPROVAL FROM CONTROLLING AUTHORITY REQUIRED.
PILOTS REQUESTING OPR IN CLASS E AIRSPACE SHALL CTC MELBOURNE CENTRE
TEL: (PLUS) 61 3 9235 7455 FOR ACCESS AUTHORITY.
AUTHORISATION TO ENTER THIS TEMPO RESTRICTED AREA DOES NOT CONSTITUTE
CLEARANCE TO ENTER ANY ADJ OR EMBEDDED RESTRICTED AREAS.
ATC SER NOT AVBL IN CLASS E AIRSPACE.
FIS AVAILABLE ON REQUEST FROM HF AND MAY BE AVAILABLE FROM ADJ ATS
UNITs.
PILots/ OPERAToRS CONSIDERING OPR IN CLASS G SHALL CTC MELBOURNE
CENTRE TEL: (PLUS) 61 3 9235 7455 FOR FURTHER INFO.
MILITARY OPERATIONS MAY EXIST IN THIS AREA, CHECK PUBLISHED NOTAMS.
PILots-IN-COMMAND ARE SOLELY RESPONSIBLE FOR TERRAIN AND COLLISION
AVOIDANCE WITHIN THE AFFECTED AIRSPACE.
APRX AREA A: VELGI, SCAPA, ASUMU, 15NM NORTH WG VOR, 20NM SOUTH
VINOP, 30NM WEST BORLI, YHLS, 20NM NORTH YLCG, VELGI.
VERTICAL LIMITS: SFC – FL245
APRX AREA B: VELGI, 20NM NORTH YLCG, 30NM NORTH YLCG, 15NM NORTHWEST
PKS VOR, VELGI.
VERTICAL LIMITS: SFC – FL125
TWR, TERMINAL CONTROL UNIT (TCU) AND MIL AREAS WITHIN THE ABOVE
AIRSPACE CONTINUE TO OPR AS PER EN ROUTE SUP AUSTRALIA (ERSA) UNLESS
SPECIFIED OTHERWISE.
MAJOR ATS ROUTES:
H44 BTN 30NM WEST CWR NDB AND 30NM WEST BORLI
ROUTES TO/FM BORLI (WITHIN 30NM TO THE WEST AND 100NM EAST)
Q923 BETWEEN 30NM AND 140NM SOUTH PKS VOR
ADS-C/CPDLC LOGON: YMMM SER NOT AVBL THIS AIRSPACE. ACFT MAY REMAIN
LOGGED ON BUT POSITION REPORTS MUST BE BCST ON THE APPROPRIATE FREQ.
TRAFFIC INFO BCST BY ACFT (TIBA) PROCEDURES AS DETAILED IN AIP APPLY.
TIBA FREQUENCIES: AT OR ABOVE FL200 128.95 MHZ. BELOW FL200 126.35
MHZ, EXC IN DOMESTIC CLASS G AIRSPACE WHERE THE CLASS G FREQ SHALL BE
USED.
TCAS AND TRANSPONDER EQPT MUST BE SELECTED ON AT ALL TIMES.
SFC TO FL245
FROM 06 291400 TO 06 291900

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