



AUSTRALIA
AIR TRAFFIC SERVICES TEMPORARILY NOT AVAILABLE

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2.1 INTRODUCTION

2.1.1

When Air Traffic Services are temporarily not available in a given airspace, the procedures contained in the following paragraphs may be authorized. Operators / pilots are responsible for obtaining any required changes to their Air Operator's Certificate (AOC) for operations in the classes and types of airspace addressed in the following paragraphs.

Details of specific procedures will be promulgated by NOTAM.

2.1.2

Nothing in these procedures precludes the pilot from exercising responsibility for safe operations, including separation and collision avoidance with other aircraft in the air and on the ground.

2.2 AIRSPACE CLASSIFICATION

2.2.1

Airspace subject to contingency will retain its ATS classification except that airspace associated with a tower whose hours of operation are non continuous will revert to the classification normally in place when the tower is closed.

2.3 ENROUTE SERVICE NOT AVAILABLE

2.3.1

TIBA procedures will apply on published TIBA high and low frequencies, except that in Class "G" airspace other than over the high seas, published area VHF frequencies shall be used.

2.3.2

FIS and SAR alerting will be provided as remaining capability permits.

2.4 APPROACH CONTROL SERVICE NOT AVAILABLE

2.4.1

In Class "C" terminal airspace and control zones, TIBA procedures will apply utilizing a nominated broadcast frequency.

Additionally, mandatory broadcast procedures as specified in para 2.7 shall be adopted.

2.4.2

In terminal airspace and the control zone associated with a Class "D" tower, ATS will be in accordance with procedures in force when the tower is closed under normal circumstances.



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2.4.3

FIS and SAR alerting will be provided as remaining capability permits.

2.5 AERODROME CONTROL SERVICE NOT AVAILABLE

2.5.1

At continuous aerodromes, TIBA procedures will apply utilizing a nominated broadcast frequency. Additionally, mandatory broadcast procedures as specified in para 2.7 shall be adopted.

2.5.2

At non continuous aerodromes, ATS will be in accordance with procedures in force when the tower is closed under normal circumstances.

2.5.3

FIS and SAR alerting will be provided as remaining capability permits.

2.6 AIRSPACE MANAGEMENT

2.6.1

Procedures consistent with Attachment D to ICAO Annex 11 may be promulgated by NOTAM to assist with management of operations in contingency airspace. Procedures may include on or more of, but not be limited to:

- a) Programmed take-off and arrival times at locations where there is a likelihood of high traffic densities occurring;
- b) Additional mandatory broadcast requirements in terminal airspace;
- c) Nomination of preferred runways;
- d) A requirement for all operations in Class "C" terminal areas to be under the IFR;
- e) A requirement to operate TCAS and transponder where fitted;
- f) A requirement to display navigation lights.

2.7 MANDATORY BROADCAST PROCEDURES (ATC TEMPORARILY NOT AVAILABLE)

2.7.1

When ATC is temporarily not available, mandatory broadcast procedures may be specified in addition to TIBA broadcasts and will be used by pilots to provide advisory traffic information to other aircraft and to arrange mutual segregation. Mandatory broadcast frequencies will be notified by NOTAM.



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2.7.2

When arriving or departing from an aerodrome where mandatory broadcast procedures apply, pilots must monitor the appropriate mandatory broadcast frequency. Broadcasts must be made as follows:

SITUATION	PHRASE
1. Broadcasts When a pilot broadcasts intentions.	ALL STATIONS (location) (appropriate information)
2. Taxi Taxiing at an aerodrome.	(aircraft type) TAXIING (location) RUNWAY (number) FOR (destination, or departure quadrant or intention)
3. About to Commence Takeoff	LINING UP / ROLLING (runway number) TURNING (left / right) TRACKING (quadrant) CLIMBING TO (level)
4. Departing	DEPARTED (location) TRACKING (degrees magnetic) CLIMBING TO (level) FOR (destination)
5. Inbound When inbound – before crossing the boundary of the area in which mandatory broadcasts apply	(Aircraft type) (position reported as either the radial, bearing or quadrant from the aerodrome) (level) (intentions)
6. Joining the Circuit	(Aircraft type) JOINING (position in circuit) RUNWAY (number)

2.7.3

Pilot discretion should be used in making other than the prescribed calls to assist other traffic; e.g., executing a missed approach, or position in the circuit area, or leaving levels designated on TMA routes.