ATC Zero Event Quick Reference

1. When an ATC Zero event is scheduled, a NOTAM will be published. It will restrict traffic to specific routes through the affected airspace which contain compulsory reporting points. Read NOTAM carefully for frequencies and procedures to be used.

2. If you are currently in airspace that goes ATC Zero then you are expected to use TIBA (Traffic Information Broadcasts by Aircraft).

ATC Zero Procedures

1) Dial up your TIBA frequency. Flight crews are requested to broadcast traffic information in the blind to other flights/stations on 121.5 and on 123.45.
2) Leave one radio on the normal ATS frequency to listen out for a controller.
3) TIBA calls should be provided by a flight crew member at the following times:
   a) 10 minutes before entering the designated airspace or, for a flight crew member taking off from an aerodrome located within the lateral limits of the designated airspace, as soon as appropriate after take-off
   b) 10 minutes prior to crossing a reporting point
   c) 10 minutes prior to crossing or joining an ATS route
   d) At 20-minute intervals between distant reporting points
   e) 2 to 5 minutes, where possible, before a change in flight level
   f) At the time of a change in flight level
   g) At any other time considered necessary by flight crew.

TIBA Broadcast Format

ALL STATIONS (call sign)

FLIGHT LEVEL (number) (or CLIMBING/DESCENDING TO FLIGHT LEVEL (number)) (direction) (ATS route) (or DIRECT FROM (position) **TO** (position))

POSITION (position)

AT (time)

ESTIMATING (next reporting point, or the point of crossing or joining a designated ATS route)

AT (time) (call sign)

FLIGHT LEVEL (number) (direction)

Collision Avoidance

If, on receipt of a traffic information broadcast from another aircraft, a pilot decides that immediate action is necessary to avoid an imminent collision risk, and this cannot be achieved in accordance with the right-of-way provisions of Annex 2, the pilot should:

a. Unless an alternative maneuver appears more appropriate, immediately descend 500 ft., If above FL 290 in an area where vertical separation minimum of 2000 ft. is applied descend 1000 ft.;
b. Display all available aircraft lighting which would improve the visual detection of the aircraft;
c. As soon as possible, reply to the broadcast advising action being taken.
d. Notify the action taken on the appropriate ATS or TIBA frequency.
e. As soon as practicable, resume normal flight level, notifying the action on the appropriate ATS or TIBA frequency.

Additional recommendations

Should flight crews encounter situations that are not covered by regulation, they are expected to exercise good judgment in whatever action they elect to take. Additionally, flight crews should take the following actions:

- Monitor for traffic visually and by using TCAS or Automatic Dependent Surveillance–Broadcast (ADS-B) In
- Ensure all appropriate exterior lights are operable and turned on.
- Monitor and use, as appropriate, relevant communication channels (e.g., 121.5/123.45 or 126.9 MHz in oceanic airspace) to include HF frequencies for traffic and situational awareness, and SATVOICE and/or data link.
- Each avionics package has a position report page to help guide your TIBA broadcast.
- Utilize your nearest ARTCC function of the avionics or ForeFlight to find an ATS station. You can also ask a local ATC underneath you what the overlying frequency is.

Links to Resources

These links may be dated so caution should be used but please report any experiences so we can update these references or this checklist.

FAA SAFO 20011

Ops Group Article on ATC Zero

Code 7700 Article on TIBA

Skybrary definition and procedures