

**AERONAUTICAL  
INFORMATION  
CIRCULAR (AIC)**

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## **CHANGES TO ATS CONTINGENCY AIRSPACE MANAGEMENT**

### **1. INTRODUCTION**

- 1.1 CASA OAR currently declare any portion of Australian-administered airspace subject to ATS contingency as a Temporary Restricted Area, with TIBA procedures.
- 1.2 Amendments to the *Airspace Regulations 2007* became effective on 30 November 2023, aligning legislation with ICAO requirements precluding the declaration of Temporary Restricted Areas beyond Australian territory (up to 12NM offshore). *Instrument CASA 57/23* was published to provide a transition period associated with the Regulation changes, in force from 30 November 2023 until the end of 27 November 2024, during which time a new model for contingency was to be developed that did not involve TRA beyond Australian territory.
- 1.3 Airservices Australia, jointly with CASA OAR and in consultation with industry, has developed a model for airspace management during ATS contingency that is compliant with ICAO requirements while minimising complexity for airspace users.

## 2. CONTENT

### 2.1 Proposed Airspace Architecture

2.1.1 During an ATS contingency, Australian-administered airspace will be managed under one of four scenarios, depending upon the location of the airspace volume relative to Australian territory. All scenarios will continue to apply TIBA procedures (*AIP ENR 1.1 Section 11*) and be overseen by a Contingency Response Manager (CRM) as detailed in the relevant ATS Contingency Plan and published on the NOTAM Maps website. Within Australian-administered contingency airspace, aircraft may not be tracking via the fixed route structure if they are applying User Preferred Route procedures (UPR) in accordance with the Off Air Routes Planning (OARP) Manual:

- a) For En Route and TMA airspace wholly contained in Australian territory — retain the declaration of TRA with concurrent TIBA procedures and no ATS provided (was the case prior to 28 November 2024), declared via a contingency NOTAM;
- b) For Australian-administered oceanic En Route controlled airspace wholly beyond Australian territory (outside of a 12NM boundary from the coast), excluding from Honiara and Nauru FIR — declare a Temporary Danger Area (TDA) with notification of TIBA procedures and no ATS provided with no airspace restrictions via TDA NOTAM;
- c) For H24 Australian-administered controlled airspace within the Honiara and Nauru FIR — notification of TIBA procedures and no ATS provided with no airspace restrictions via a contingency NOTAM; and
- d) For En Route and TMA sectors that include airspace within and beyond Australian territory — published via a single contingency NOTAM with additional text describing the two distinct types of airspace:
  - i) declaration of TRA with concurrent TIBA procedures for portions of airspace within Australian territory;
  - ii) notification of TIBA procedures and no ATS provided with no airspace restrictions for portions of airspace beyond Australian territory.

## **2.2 ATC/pilot process for airspace entry during ATC contingency**

2.2.1 It will not be necessary for airspace users to have awareness of the location of a contingency airspace volume relative to Australian territory if intending to operate within it. The contingency NOTAM will notify either TDA and TIBA procedures, or TIBA procedures only, in which case no access authorisation is required, or declare TRA with TIBA procedures - either in part or all of the contingency sector - in which case access authorisation will be provided for the entire contingency area prior to first entry to the airspace.

## **2.3 Operations in En Route and TMA declared TRA wholly over Australian Territory**

2.3.1 CRM will continue to issue access authorisation for transit through declared TRA prior to the relevant sector boundary and/or prior to departure (if an aircraft is departing from within the TRA). TIBA procedures apply within the TRA. The CRM will continue to monitor aircraft movements through the TRA as per the procedures within the relevant ATS contingency plan.

## **2.4 Operations in Australian administered En Route oceanic airspace wholly outside of Australian Territory (either TDA and TIBA procedures, or TIBA procedures only)**

2.4.1 Access authorisation is not required, TIBA procedures apply within affected airspace. Operating within active danger areas outside controlled airspace does not require approval, however, pilots must be aware of any hazardous activities and take necessary precautions. Operators will still have the option to contact the CRM for a briefing via contact details in the contingency NOTAM.

## **2.5 Operations in En Route and TMA sectors that include airspace within (TIBA/TRA) and beyond (TIBA only) Australian territory (constituting the majority of high-density En Route and TMA airspace)**

2.5.1 For an aircraft departing Australian territory, the access authorisation process will remain the same prior to 28 November 2024. Since the TRA/TIBA portion of airspace will be encountered first, the CRM will provide the authorisation prior to the sector boundary (or prior to departure if applicable) and eventually the aircraft will leave the portion of airspace declared as TRA, while still applying TIBA procedures – it will be seamless to the pilot. The same will be true for aircraft transiting an airspace volume where their route may transit in and out of Australian territory one or more times – a single access authorisation provides authorisation to transit the entire volume of affected airspace.

- 2.5.2 For an aircraft entering Australian territory from Australian-administered airspace beyond 12NM from the main coastline, the CRM will ensure that TRA access authorisation is issued prior to the relevant contingent sector boundary – regardless of whether authorisation is required at that point or at a later point within the airspace volume. The pilot will not need to be aware of the location of the 12NM boundary/Australian territory relative to their route – they will have received the authorisation well in advance.
- 2.5.3 If traffic management is required prior to access authorisation and/or access is denied to the TRA (i.e. delaying action/sequencing action/airspace avoidance) the CRM will advise the adjacent staffed ATS sector(s) to provide any required control instructions prior to the aircraft reaching the first boundary with a contingent airspace volume (regardless of whether that airspace boundary is within Australian territory). Again, this negates the need for the pilot to be aware of the precise boundary between Australian territory and oceanic airspace.

### **3. CANCELLATION**

- 3.1 This AIC is expected to cancel on 202501290000 UTC.

### **4. DISTRIBUTION**

- 4.1 Airservices Australia website only.