

**AERONAUTICAL
INFORMATION
CIRCULAR (AIC)****H10/25****Effective: 202502280530 UTC**

AERONAUTICAL INFORMATION SERVICE,
AIRSERVICES AUSTRALIA, GPO BOX 367,
CANBERRA ACT 2601

For **DISTRIBUTION** queries, contact:
Email: aim_editorial@airservicesaustralia.com

For **CONTENT** queries regarding this AIC, contact:
Email: atsintegrity@airservicesaustralia.com

ENROUTE ATS CONTINGENCY - SERVICE PROVISION CHANGES

1. INTRODUCTION

- 1.1 This AIP AIC cancels and replaces AIC H69/24 with an extension to the cancellation date.
- 1.2 To better ensure delivery of Air Traffic Services (ATS), Airservices Australia is implementing new air traffic control endorsements in the enroute environment that may be used under certain conditions as a contingency measure.
- 1.3 Compared to normal contingency procedures, the new endorsements will significantly reduce the amount of controlled airspace that is not provided with ATS.

2. CONTENT

- 2.1 The new endorsements will only be used in the following sectors:
 - a) Monaro;
 - b) Alpine;
 - c) Bass;
 - d) Barossa; and
 - e) Grampians
- 2.2 Refer DAH or Airservices NOTAM maps at <http://www.airservicesaustralia.com/NOTAMMAPS/INDEX.ASP> for sector volumes.
- 2.3 Additionally, the new endorsements will be used as a contingency measure between 2300 and 0500 Local sector time.

- 2.4 When the new endorsements are used, the affected airspace is treated as follows:
- a) Controlled airspace at and above 8500FT AMSL continues to be controlled in accordance with the normal airspace classification;
 - b) Depending on the LSALT, controlled airspace below 8500FT AMSL may continue to be controlled, or be designated a TRA inside which TIBA procedures apply; and
 - c) Class G airspace is not provided with ATS, TIBA procedures apply.
- 2.5 The ATC managing controlled airspace will monitor the applicable frequency for any underlying TRA and Class G TIBA airspace.
- 2.6 Aircraft with approval to operate in TRA, or aircraft operating in TIBA Class G airspace may contact the ATC for the following, as necessary:
- a) In flight emergency response; and
 - b) ATC workload permitting;
 - i) On request weather and NOTAM; and
 - ii) Relay of SARTIME nomination or cancellation.
- 2.7 As for all contingency scenarios, any uncontrolled portions of airspace (including Class G) will be administered by a Contingency Response Manager.
- 2.8 Affected airspace boundaries, conditions of entry, and relevant contact details will be specified in the associated NOTAM.

3. CANCELLATION

- 3.1 This AIC is expected to be cancelled mid-2025.

4. DISTRIBUTION

- 4.1 Airservices Australia website only.