BALLINA (YBNA) SURVEILLANCE FLIGHT INFORMATION SERVICE/BROADCAST AREA

1. INTRODUCTION

1.1 Ballina Byron Gateway Aerodrome (YBNA) in northern New South Wales has a complex mix of traffic with recreational, training and other General Aviation (GA) activity operating under Visual Flight Rules (VFR), as well as a significant number of Regular Public Transport (RPT) movements operating under the Instrument Flight Rules (IFR). These larger turboprop and jet aircraft have significantly different operating and performance parameters/ criteria when compared to most general aviation aircraft.

1.2 A Broadcast Area (BA) will be declared for Class G airspace (under *section 99A of the Civil Aviation Regulations 1988*) in the vicinity of YBNA, SFC – A085. Refer to para 4.1 for the YBNA BA description and Appendix 1 for the graphical depiction.

1.3 Within the BA, and during promulgated hours, Airservices will provide a Surveillance Flight Information Service (SFIS).

1.4 With the implementation of SFIS, the current CA/GRS (callsign BALLINA RADIO) and the Automatic Aerodrome Information Service (AAIS) will be withdrawn from operational service.

2. IMPLEMENTATION

2.1 Effective 12 August 2021, an instrument issued under *Regulation 99A of Civil Aviation Regulations 1988* will mandate the carriage of a radio and the broadcast requirements in the YBNA BA. The carriage and use of a radio in a *CAR 99*A BA is mandatory.

2.2   All aircraft departing, arriving or transiting the BA, or operating to/from ALA within the BA, must make broadcasts prior to or as soon as possible after entering the BA on 124.2MHz.

2.3   At this time, the CTAF at Ballina, Lismore, Casino, and Evans Head will remain unchanged (124.2MHz). The Office of Airspace Regulation is considering a future change which may result in the CTAF for Lismore, Casino and Evans Head been assigned a separate frequency.

2.4   A SFIS will be provided to all aircraft within the CA between 2200-0800 UTC (1 HR earlier during AEDT) or as notified by NOTAM.

2.5   SFIS does not amend VFR SARWATCH or SARTIME responsibilities within Class G airspace. VFR pilots remain responsible for the nomination and cancellation of SARTIME.

2.6   IFR SARWATCH may be cancelled on the CTAF during SFIS hours of operation. This would normally accompany the report of 'RUNWAY VACATED' (refer para 5.1.1).

2.7   Flight procedures as per En Route Supplement Australia (ERSA) FAC (BALLINA/BYRON GATEWAY) continue to apply H24.

3.   SERVICES AVAILABLE

3.1   Surveillance Flight Information Service (SFIS)

3.1.1 Within the BA, the SFIS will be provided by Air Traffic Services (ATS) on the CTAF 124.2 ATS Unit callsign 'BALLINA INFORMATION', during prescribed hours of operation. Flight Information Services Continue to be provided as per *AIP GEN 3.3* on CTAF 124.2.

3.1.2 Outside SFIS hours, Flight Information Services will be provided as per *AIP GEN 3.3* by Brisbane Centre on 120.3.

3.1.3 As carriage and use of radio is mandatory, all aircraft operating within the YBNA BA will receive a Traffic Information Service providing advice on conflicting traffic between:

a)   IFR and IFR flights;

b)   IFR and VFR flights; and

c)   VFR and VFR flights.

This will enable ATS to provide enhanced traffic information to all pilots when surveillance and/or other information warrants.

3.1.4 ATS provides SFIS on the CTAF. Pilots are required to remain on the CTAF whilst within the Broadcast Area or until given a directed frequency transfer.

3.1.5 SFIS is NOT a separation or sequencing service, and pilots remain responsible for complying with all regulations and responsibilities applicable to operating in Class G airspace and on the CTAF.

3.1.6 All initial and final calls on the CTAF are to be directed to 'BALLINA INFORMATION' in concert with the broadcast requirements.

The standard broadcast format is:

a)   (Location) Traffic

b)   Aircraft type

c)   Callsign

d)   In relation to the flight:

   i)   The aircraft's position

   ii)   Level (where appropriate)

   iii)   Intentions (area of operation/direction of travel, etc.)

e)   (Location)

Example: 'BALLINA INFORMATION AND TRAFFIC, C172 ABC TAXIING FOR CIRCUITS RUNWAY 06, BALLINA'.

3.1.7 Any directed traffic information from ATS must be acknowledged by the intended pilot. Traffic information does not relieve pilots of their responsibility to see and avoid other aircraft.

3.1.8 To minimise frequency congestion:

a)   Pilots should announce when in receipt of a call indicating that their aircraft may be in conflict.

b)   Pilots operating within the circuit must acknowledge calls from aircraft departing or landing whose operations are in conflict with their own.

c)   Traffic advice may be limited to generic statements or summarised (e.g. multiple aircraft in the circuit). Position of specific aircraft within the circuit may not be known to ATS, therefore, pilots within or entering the circuit must listen to all calls within the BA.

Proactive acknowledgement of these calls will significantly reduce superfluous transmissions and repetition.

3.2   Usage of ADS-B and transponders

3.2.1 VFR aircraft are not required to be fitted with a transponder or ADS-B avionics to operate in the Broadcast Area. However, if an aircraft is fitted with a correctly functioning transponder and/or ADS-B avionics then it is required to be switched on and used. If the aircraft is fitted with a Mode C transponder (which is serviceable and approved for use), then it is to be selected to the Altitude position, unless otherwise directed by ATS. Use of transponder and/or ADS-B avionics will further enhance safety and efficacy of SFIS.

3.3   Flight planning

3.3.1 VFR aircraft are encouraged to lodge flight plans to reduce frequency congestion.

4.   AIRSPACE ARRANGEMENTS

4.1   Ballina SFIS BA description

BALLINA BROADCAST AREA 124.2

LATERAL LIMITS: 283917S 1532149E

Then along the counter clockwise arc of a circle radius 30.00NM centre

281008S 1533014E (CG/DME) – 283748S 153 4337E

Then along the clockwise arc of a circle radius 15.00NM centre

285002S 1533345E (YBNA/AD) – 285419S 1531723E

Then along the counter clockwise arc of a circle radius 5.00NM centre

284936S 1531527E (YLIS/AD) – 284459S 1531740E

Then along a clockwise arc of a circle radius 15.00NM centre

285002S 1533345E (YBNA/AD) – 283917S 1532149E

VERTICAL LIMITS: SFC – 8500

Note: *Excludes active Restricted Airspace.*

Refer to the diagram in Appendix 1.

5.   AIRSPACE USAGE

5.1   Mandatory Broadcast requirements

5.1.1   Pilots are required to broadcast on 124.2 when entering and operating within the defined lateral and vertical limits of the YBNA BA, and comply with the following communications mandate.

5.1.2   All broadcast requirements apply H24 with the following exceptions:

   a)   Outside SFIS hours of operation, no departure report is required on CTAF.

   b)   Outside SFIS hours of operation, IFR aircraft shall make their departure report on the area frequency in accordance with *AIP GEN 3.4 para 6.16.8 After Take-off (3c).*

BA - Mandatory positional broadcasts	
Situation	**Broadcast content.** **Initial and final calls also directed to ATS.**
Taking off from an aerodrome in the BA	

Immediately before, or during taxiing	BALLINA INFORMATION AND (Aerodrome) TRAFFIC
	
	• the aircraft's callsign and type;
	
	• if the proposed flight is to be conducted under the IFR a statement to that effect;
	
	• the name of the aerodrome and
	
	   a) the proposed flight's intended destination; or
	
	   b) the direction in which the pilot intends to fly from the aerodrome; or
	
	   c) airwork intentions (e.g. circuits);
	
	• the runway proposed to be used for take-off.
	
	(Aerodrome)
	
	***Note:** ATS will issue an SSR code to IFR departures on first contact. Airways clearance may be issued by SFIS where aircraft performance and traffic disposition allow.*

Entering the runway	
Immediately before entering the runway	(Aerodrome) TRAFFIC • the aircraft's callsign and type; • [BACKTRACKING] and/or (LINING UP) RUNWAY (number) (Aerodrome)
Aircraft departing the aerodrome	
IFR departure report (non-controlled aerodromes surveillance):	(Aerodrome) TRAFFIC • the aircraft's callsign and type; and • (*location reference departure aerodrome*) PASSING (*current level*) CLIMBING TO (*intended level*) [ESTIMATING (*first reporting point*) AT (*time*)] (Aerodrome)
VFR departure report:	(Aerodrome) TRAFFIC • (*location reference departure aerodrome*) PASSING (*current level*) CLIMBING TO (*intended level*) (Aerodrome)
Changing intentions/track/level	
When the pilot intends to alter track and/or level given in a previous broadcast of intentions	BALLINA INFORMATION AND (Aerodrome) TRAFFIC •the aircraft's callsign and type; •the aircraft's position; •the aircraft's present level; and •the pilot's intentions in relation to the flight.

Flying through the BA without landing	
The pilot in command of an aircraft intending to fly through the area without landing must, prior to or as soon as possible after the aircraft enters the BA, make a broadcast that includes the following information:	BALLINA INFORMATION AND TRAFFIC • the aircraft's callsign and type; • the aircraft's position; • the aircraft's present level; and • the pilot's intentions in relation to the flight.
Landing at an aerodrome in the BA	
The pilot in command of an aircraft intending to land at an aerodrome in the BA, must prior to or as soon as possible after the aircraft enters the BA:	BALLINA INFORMATION AND (Aerodrome) TRAFFIC •the aircraft's callsign and type; •the aircraft's radial, bearing or quadrant from, and distance from, the aerodrome at which the pilot proposes to land; •the aircraft's altitude; and •the pilot's intentions in relation to the flight. (Aerodrome)
Entering the circuit	
If and when the aircraft joining the circuit, make a broadcast that consists of:	(Aerodrome) TRAFFIC •the aircraft's callsign and type; •a statement that the aircraft is joining the circuit; and •the leg on which the aircraft is joining the circuit; or if the pilot intends to make a straight in approach to the landing runway, make a prior broadcast of that intention. (Aerodrome)

Vacating the runway	
The aircraft is clear of the active runway(s):	*BALLINA* INFORMATION AND (Aerodrome) TRAFFIC
	• the aircraft's callsign; and
	• broadcast and report to ATS once established outside the runway strip using the radiotelephony 'RUNWAY [number] VACATED'.
	(Aerodrome)
	Note: *For IFR aircraft, this would normally be accompanied with request to cancel SARWATCH.*
Operations complete	
For operations that are not associated with or restricted to runways, when operations within the BA are complete:	BALLINA INFORMATION AND (Aerodrome) TRAFFIC
	• the aircraft's callsign; and
	•OPERATIONS COMPLETE
	(Aerodrome)

6.   CONFLICT HOT SPOTS

6.1   The areas to the west and south of Ballina are known hot spots for conflicts between VFR and IFR aircraft. VFR pilots should be vigilant when transiting these areas. Refer to Appendix 1 depictions of the Ballina and Lismore instrument approaches.

7.   CANCELLATION

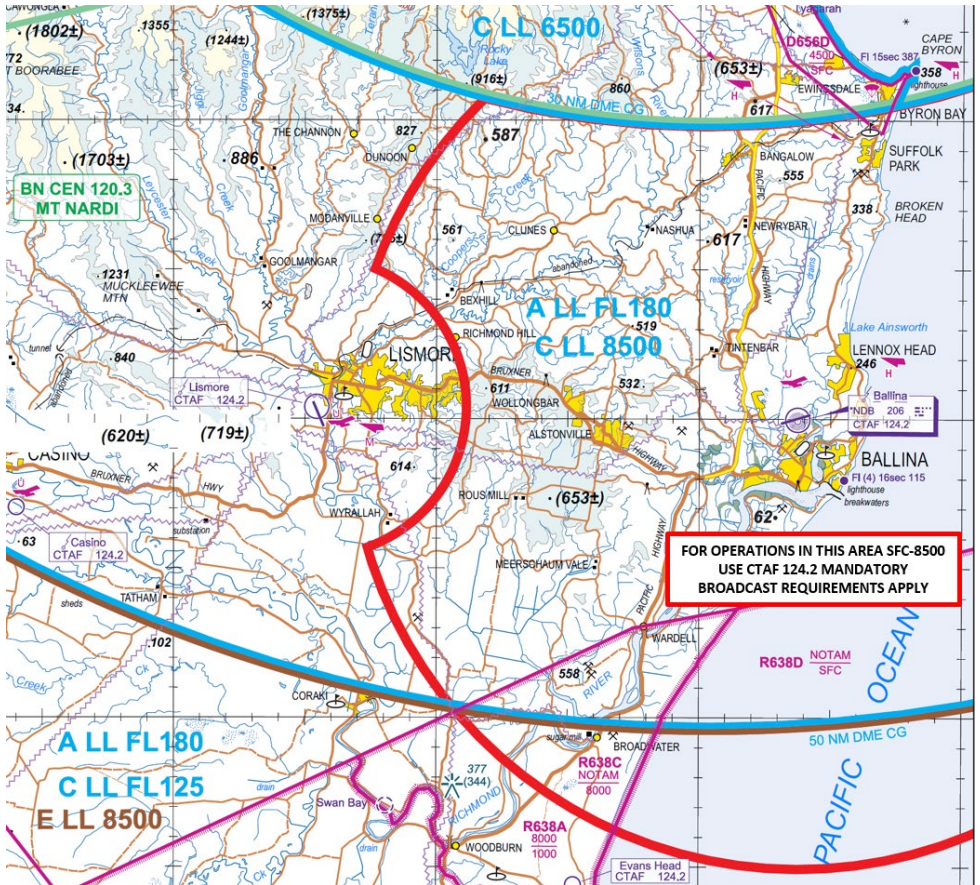7.1   This SUP will be cancelled when it is incorporated into AIP Charts and DAH, expected 16 June 2022.
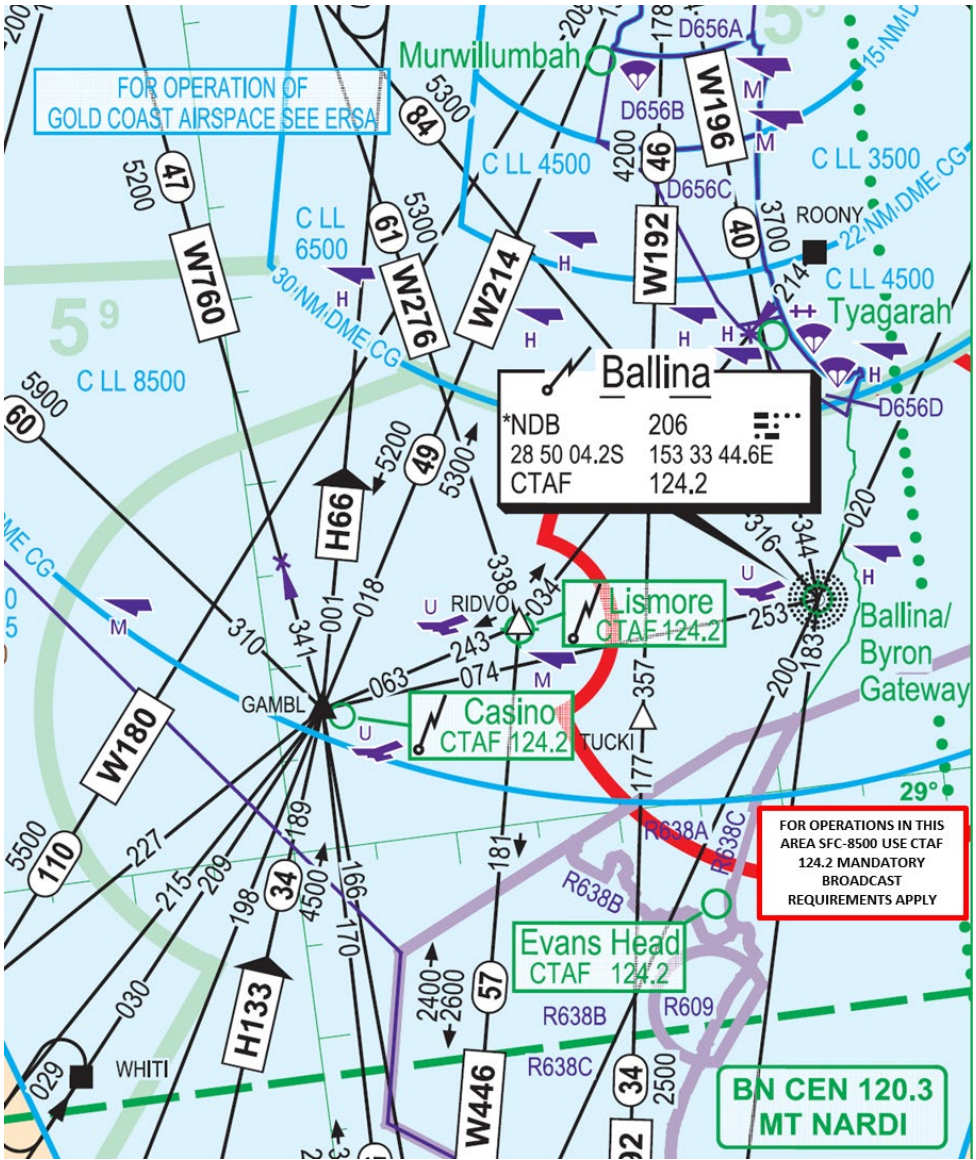
8.   DISTRIBUTION

8.1   Airservices Australia website only.

Appendix

1.   Ballina BA airspace

1. Ballina BA airspace

Murwillumbah

FOR OPERATION OF
GOLD COAST AIRSPACE SEE ERSA

W196

D656A
D656B

C LL 4500
4200

D656C

C LL 3500

ROONY

22 NM DME CG

C LL 4500

W192

Tyagarah

W214

D656D

W276

W760

C LL 6500

C LL 8500

30 NM DME CG

Ballina

*NDB   206
28 50 04.2S   153 33 44.6E
CTAF   124.2

H

Ballina/
Byron
Gateway

RIDVO

Lismore
CTAF 124.2

GAMBL

Casino
CTAF 124.2

TUCKI

W180

FOR OPERATIONS IN THIS
AREA SFC-8500 USE CTAF
124.2 MANDATORY
BROADCAST
REQUIREMENTS APPLY

R638A

R638B

Evans Head
CTAF   124.2

R638B

R609

H133

WHITI

W446

R638C

**BN CEN 120.3
MT NARDI**
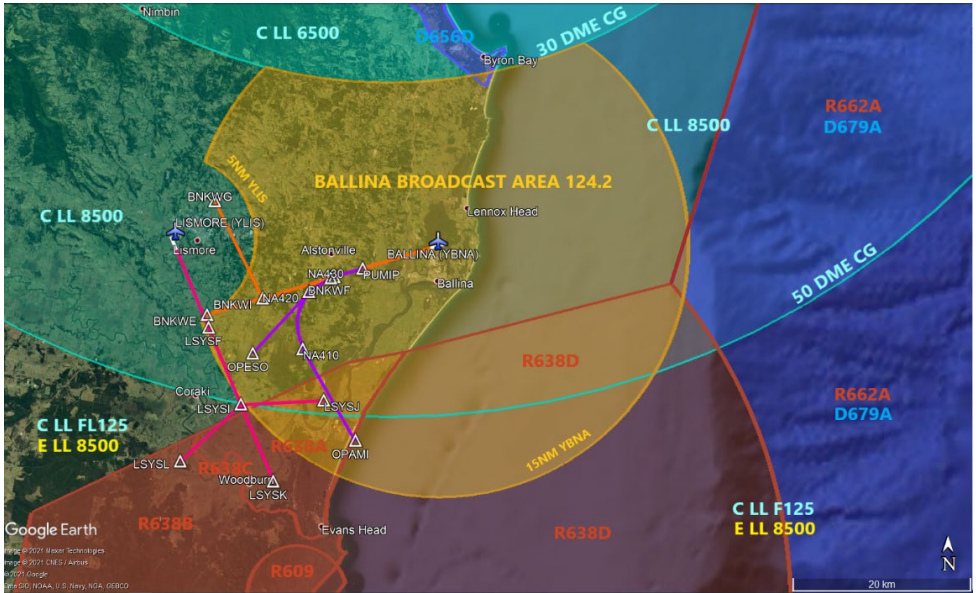
YBNA RNAV-Z (GNSS) RWY 06

YBNA RNAV (RNP) RWY 06

YLIS RNAV-Z (GNSS) RWY 33