

**AIP SUPPLEMENT  
(SUP)****H36/24****Effective: 202405132230 UTC**AERONAUTICAL INFORMATION SERVICE,  
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Email: [adf.airspace@defence.gov.au](mailto:adf.airspace@defence.gov.au) Phone: 02 6128 4858**MILITARY EXERCISE  
'DIAMOND SPEAR 2024',  
QUEENSLAND AND NEW SOUTH WALES  
14 - 24 MAY 2024****1. INTRODUCTION**

- 1.1 Elements of the Royal Australian Air Force (RAAF) and Royal Australian Navy (RAN) will conduct Exercise 'DIAMOND SPEAR 2024' (DSP24) over the period 14 - 24 May 2024.
- 1.2 DSP24 will involve a wide range of tactical flying activities off the Queensland and New South Wales Coast, with aircraft operating from Amberley and Williamtown aerodromes.
- 1.3 Access by non-exercise aircraft to Williamtown (YWLM) and Amberley aerodrome (YAMB), CTR and restricted areas may be subject to delays.
- 1.4 This AIP SUP describes the airspace, timings, diversion routes, access and procedures associated with this activity.

**2. AIRSPACE**

- 2.1 Airspace users should refer to Amberley (AEX and EVX), Williamtown (WEX and WMX) and Brisbane FIR (YBBB) NOTAM to confirm vertical limits and activation timings of Special Use Airspace (SUA).
- 2.2 During the exercise period (excluding weekends) all, or some, of the following SUA will be activated by NOTAM:

## 2.2.1 Permanent Amberley Restricted and Danger Areas (AEX and EVX)

IDENT	VERTICAL LIMITS (AMSL)	HOURS
R650B	5,000FT – FL600	NOTAM
R662A/B	5,000FT – FL600	NOTAM
R671A	FL125 – FL245	NOTAM
R671B	FL245 – FL600	NOTAM
R638A	1,000FT - 8,000FT	NOTAM
R638B	SFC – 8,000FT	NOTAM
R638C	8,000FT – FL180	NOTAM
R638D (see note)	SFC – FL600	NOTAM
R638D Partial (see below)	SFC – FL600	NOTAM
D690	SFC – FL125	NOTAM
D679A/B	SFC – 5,000FT	NOTAM

**R638D Partial****Conditional Status:** RA2**Military Flying**

**Lateral Limits:** 285213S 1534939E then along the clockwise arc of a circle radius 30NM centre 291151S 1532344E - 293923S 1533734E - 285213S 1534939E

**Vertical Limits:** 5,000FT – FL600**Hours of Activity:** NOTAM**Controlling Authority:** FLTCDR 452SQN AMBERLEY

Note: R638D will either be activated in full or partially activated as per para. 2.2.1. All activations of R638D in full will be accompanied by R638A/B/C.

## 2.2.2 Permanent Williamtown Restricted Areas (WEX and WMX)

IDENT	VERTICAL LIMITS (AMSL)	HOURS
M550A/B/C/D	SFC - FL600	NOTAM

## 2.2.3 Permanent East Australian Exercise Area (EAXA)

IDENT	VERTICAL LIMITS (AMSL)	HOURS
M440G/H/L/M	SFC - FL600	NOTAM
M444B/C	SFC - FL600	NOTAM

M440G/H/L/M and M444B/C may be activated with an amended lower limit of FL140 on certain dates during the activity period.

## 2.3 Temporary Military Operating Areas (TMOA)

2.3.1 The following TMOA are established in addition to permanent areas for the purposes of DSP24 (refer Appendix 1):

**YBBB/TMOA 'SHACKLE A'****MILITARY FLYING**

**LATERAL LIMITS:** 283347S 1540920E – 295040S 1572913E – 305142S 1570326E – 303825S 1553125E – 294816S 1555922E – 291321S 1550710E – 283347S 1540920E

**VERTICAL LIMITS:** 5,000FT – FL600

**ADMINISTERING AUTHORITY:** FLTCDR 452SQN AMBERLEY,  
(07) 5361 3349

**YBBB/TMOA 'SHACKLE B'****MILITARY FLYING**

**LATERAL LIMITS:** 303825S 1553125E – 305142S 1570326E – 311829S 1565130E – 310443S 1553803E – 310144S 1551814E – 303825S 1553125E

**VERTICAL LIMITS:** FL125 – FL600

**ADMINISTERING AUTHORITY:** FLTCDR 452SQN AMBERLEY,  
(07) 5361 3349

**YBBB/TMOA 'SHACKLE C'****MILITARY FLYING**

**LATERAL LIMITS:** 310443S 1553803E – 311829S 1565130E – 334032S 1555034E – 334855S 1540250E – 325503S 1543446E – 320101S 1550606E – 310443S 1553803E

**VERTICAL LIMITS:** SFC – FL600

**ADMINISTERING AUTHORITY:** FLTCDR 453SQN WILLIAMTOWN,  
(02) 4034 7973

**YBBB/TMOA 'PINBALL'****MILITARY FLYING**

**LATERAL LIMITS:** 343000S 1515135E – 354518S 1543507E then along the clockwise arc of a circle radius 200NM centre 335638S 1511057E (SY/DME) – 361305S 1540911E – 351925S 1525624E – 343000S 1515135E

**VERTICAL LIMITS:** FL160 – FL240

**ADMINISTERING AUTHORITY:** FLTCDR 453SQN WILLIAMTOWN,  
(02) 4034 7973

**YBBB/TMOA 'CRANKY'****MILITARY FLYING**

**LATERAL LIMITS:** 351925S 1525624E – 361305S 1540911E then along the clockwise arc of a circle radius 200NM centre 335638S 1511057E (SY/DME) – 362926S 1534837E – 361336S 1522523E then along the counter clockwise arc of a circle radius 120NM centre 345700S 1503200E (NWA/TAC) – 351859S 1525550E – 351925S 1525624E

**VERTICAL LIMITS:** FL140 – FL600

**HOURS OF ACTIVITY:** NOTAM

**ADMINISTERING AUTHORITY:** FLTCDR 453SQN WILLIAMTOWN,  
(02) 4034 7973

**YBBB/TMOA 'LIONS'****MILITARY FLYING**

**LATERAL LIMITS:** 283652S 1561347E – 285010S 1563753E – 292455S 1561936E – 291455S 1555320E – 283652S 1561347E

**VERTICAL LIMITS:** FL180 – FL240

**HOURS OF ACTIVITY:** NOTAM

**ADMINISTERING AUTHORITY:** FLTCDR 452SQN AMBERLEY,  
(07) 5361 3349

**2.4 Temporary Danger Areas (TDA)**

- 2.4.1 The following TDA has been established in addition to permanent areas for the purposes of DSP24 (refer Appendix 1):

**YBBB/TDA 'TINY'****MILITARY FLYING**

**LATERAL LIMITS:** 352443S 1535038E – 352443S 1563123E – 365810S 1562950E – 362926S 1534837E then along the counter clockwise arc of a circle radius 200NM centre 335638S 1511057E (SY/DME) – 354518S 1543507E – 352443S 1535038E

**VERTICAL LIMITS:** FL160 – FL240

**CONTACT:** 3 CONTROL AND REPORTING UNIT, (02) 4078 2747

**2.5 Airspace Reservation (AIR RES)**

- 2.5.1 AIR RES corridors shall be used to connect disparate volumes of SUA in support of DSP24 (refer to Appendix 1). The AIR RES corridors are defined as follows:

**YBBB/AIRSPACE RESERVATION 'SWANS'****MILITARY FLYING**

**LATERAL LIMITS:** 334903S 1534001E – 334855S 1540250E – 334813S 1541013E – 352112S 1534114E – 350902S 1531433E – 334903S 1534001E

**VERTICAL LIMITS:** FL160 – FL240

**HOURS OF ACTIVITY:** NOTAM

**CONTROLLING AUTHORITY:** Airservices Australia

**YBBB/AIRSPACE RESERVATION 'ROOSTERS'****MILITARY FLYING**

**LATERAL LIMITS:** 334854S 1521541E – 334904S 1524542E – 345825S 1522811E – 343835S 1520217E – 334854S 1521541E

**VERTICAL LIMITS:** FL290 – FL360

**HOURS OF ACTIVITY:** NOTAM

**CONTROLLING AUTHORITY:** Airservices Australia

**YBBB/AIRSPACE RESERVATION 'BRONCOS'****MILITARY FLYING**

**LATERAL LIMITS:** 283652S 1561347E – 285010S 1563753E – 292455S 1561936E – 291455S 1555320E – 283652S 1561347E

**VERTICAL LIMITS:** FL250 – FL310

**HOURS OF ACTIVITY:** NOTAM

**CONTROLLING AUTHORITY:** Airservices Australia

**2.5.2 Level requirements due to AIR RES corridors**

Airservices may impose climb/descent requirements on aircraft departing/arriving from Sydney Airport or Brisbane Airport in order to maintain vertical separation with AIR RES. Refer to section 5 and Appendix 2 for a visual representation of the affected air routes. Note that not all affected air routes in Section 5 are depicted in Appendix 2.

**2.6 DSP24 Airspace Activation**

2.6.1 DSP24 airspace, including permanent SUA, temporary SUA and Airspace Reservations listed in sections 2.2.1 – 2.5.2, shall be activated in accordance with the following tables:

<b>DSP24 Airspace Activation Windows</b>		
<b>Week 1</b>		
	<b>Airspace Window (AEST)</b>	<b>Window (UTC)</b> (note: Local AM start timings are for UTC the day prior)
<b>TUE - WED (14-15 MAY 24)</b>	0830 – 1200	2230 – 0200
	1400 – 1800	0400 – 0800
<b>THU (16 May 24)</b>	0830 – 1200	2230 – 0200
	1300 – 1800	0300 – 0800
<b>FRI (17 May 24)</b>	0830 – 1200	2230 – 0200

<b>Week 2</b>		
	<b>Airspace Window (AEST)</b>	<b>Window (UTC)</b> (note: Local AM start timings are for UTC the day prior)
<b>MON (20 May 24)</b>	0900 – 1700	2300 – 0700
<b>TUE (21 May 24)</b>	0830 – 1200	2230 – 0200
	1400 – 1800	0400 – 0800
<b>WED (22 May 24)</b>	0830 – 1800	2230 – 0800
<b>THU (23 May 24)</b>	0830 – 1800	2230 – 0800
<b>FRI (24 May 24)</b>	0830 – 1500	2230 – 0500

- 2.7 Permanent Military Operating Areas (MOA), restricted and danger areas may also be activated for non-DSP24 activities in accordance with normal NOTAM requirements.
- 2.8 General airspace enquiries prior to exercise start can be made to the Joint Airspace Control Cell on 02 6128 4858 during normal business hours (AEDT) or via email [adf.airspace@defence.gov.au](mailto:adf.airspace@defence.gov.au).
- 2.9 During execution, please contact the relevant airspace Controlling Authority or Administering Authority.
- 2.10 Aircraft operating within temporary SUA will not receive an Air Traffic Control Service.
- 2.11 Traffic information will not be provided to or about DSP24 aircraft operating in Danger Areas or Military Operating Areas

### 3. MILITARY AIRCRAFT OPERATIONS

- 3.1 Within associated active Danger Areas, high-speed military jet aircraft may be conducting high-speed, abrupt manoeuvres not congruent with rules of the air, and not in normal communication.
- 3.2 Associated high-speed military jet activity may also take place in the Class G airspace between the southern boundary of M550 and the northern boundary of M444, beneath controlled airspace. The general area is defined as follows (depicted in Appendix 3):
- 334854S 1520641E – 334855S 1540250E – 334032S 1555034E – 352443S 1563123E – 365810S 1562950E – 361336S 1522523E then along the counter clockwise arc of a circle radius 120NM centre 345700S 1503200E (NWA/TAC) – 351859S 1525550E – 343000S 1515135E – 334854S 1520641E
- 3.3 A Brisbane FIR (YBBB) NOTAM will be published if the use of this area is expected to increase from usual levels, referencing this SUP.

#### 3.4 Noise and sensitive areas

- 3.4.1 Military aircraft will plan to avoid known sensitive areas and comply with Fly Neighbourly Advice.

### 4. ACCESS TO DSP24 AIRSPACE

- 4.1 Access to exercise RA by non-exercise aircraft, or access to exercise MOA/TMOA by non-exercise Australian registered aircraft, is not available except for:
- Aircraft operating in the preservation of life or property (MEDEVAC, FFR, POL, SAR)
  - Aircraft with a declared emergency, and
  - Aircraft conducting Border Force operations.
- 4.2 Conditions for Australian aircraft and foreign aircraft access to MOA (including TMOA) are detailed in *AIP AIC H47/23 GUIDANCE ON THE INTRODUCTION OF MILITARY OPERATING AREAS AND TRANSITIONAL ARRANGEMENTS*. Foreign registered aircraft are **strongly recommended** to comply with the requirements of MOA/TMOA within international airspace as if they were Australian aircraft because of the potential hazard.
- 4.3 All other non-participating aircraft shall flight plan IAW diversion routing specified within section 5 of this SUP.



## 5. DIVERSION ROUTES

5.1 The following routes are restricted during DSP24 activation windows:

- A579
- B450
- B474
- B580
- G595
- J208
- L503
- L521
- M636
- M639
- N584
- P880
- T53
- UH258
- UJ328
- UQ489
- UY70
- Y76
- Y84
- Aircraft operating on User Preferred Routes to YBBN.

Pilots intending to operate on these routes must plan in accordance with the diversion routes specified in the following tables:

<b>Affected route</b>	<b>A579</b>
Use diversion route	<b>YSSY Departures</b> TESAT G595 GUTIV 3401S 15511E 3358S 15607E UBLIN  <b>YSSY Arrivals</b> UBLIN 3358S 15607E AKALU N774 TESAT
Purpose	Separation from hazardous activities in TMOA Shackle-B/C

<b>Affected route</b>	<b>B450</b>
Use diversion route	<b>YSSY Departures</b> TESAT G595 GUTIV 3401S 15511E 3358S 15607E LHI  <b>YSSY Arrivals</b> LHI 3358S 15607E AKALU N774 TESAT
Purpose	Separation from hazardous activities in TMOA Shackle-C

<b>Affected route</b>	<b>B474</b>
Use diversion route	<b>YSSY Departures</b> TESAT G595 GUTIV 3401S 15511E 3358S 15607E UPSAD 2940S 15756E VEMLA  <b>YSSY Arrivals</b> VEMLA 2940S 15756E UPSAD 3358S 15607E AKALU N774 TESAT
Purpose	Separation from hazardous activities in TMOA Shackle-A, M550A/C/D, R671A/B, R662B

<b>Affected route</b>	<b>B580</b>
Use diversion route	<p><b>YSSY Departures</b>  TESAT G595 GUTIV 3401S 15511E 3358S 15607E  3017S 15906E VESUN</p> <p><b>YSSY Arrivals</b>  VESUN 3017S 15906E 3358S 15607E AKALU N774  TESAT</p>
Purpose	Separation from hazardous activities in TMOA Shackle-A

<b>Affected route</b>	<b>G595</b>
Use diversion route	<p>TESAT - G595 - GUTIV - 3401S 15511E - 3358S 15607E</p> <p>From position 3358S 15607E aircraft may track direct  TESAS to rejoin G595 or track to preferred route.</p>
Purpose	Separation from hazardous activities in TMOA Shackle-C

<b>Affected route</b>	<b>L503</b>
Use diversion route	<p>L503 TESAS 2940S 15756E DUBUD Q39 SAVER G329  BN</p> <p>Note: not pictorially represented in Appendix 2.</p>
Purpose	Separation from hazardous activities in TMOA Shackle A

<b>Affected route</b>	<b>L521</b>
Use diversion route	<p><b>YSSY Departures</b> Plan using L521.</p> <ul style="list-style-type: none"><li>• Levels will be tactically managed by ATC to maintain aircraft at or below FL290 until laterally clear of AIRRES 'ROOSTERS'.</li><li>• Expect a requirement to cross 95NM to run GEROS at or above FL240 for vertical separation above AIRRES 'SWANS'.</li></ul> <p><b>TESAT overflights – At or above FL360</b> Plan using L521.</p> <p><b>TESAT overflights – Below FL360</b> Plan route to remain south of M440P and TMOA 'CRANKY'</p>
Purpose	Separation from hazardous activities in AIRRES 'ROOSTERS' and AIRRES 'SWANS'

<b>Affected route</b>	<b>M636</b>
Use diversion route	<p><b>YSSY departures</b> Plan using M636.</p> <ul style="list-style-type: none"> <li>Levels will be tactically managed by ATC to maintain aircraft at or below FL290 until laterally clear of AIRRES 'ROOSTERS'.</li> <li>Expect a requirement to cross 90NM to run PLUGA at or above FL240 for vertical separation above AIRRES 'SWANS'.</li> </ul> <p><b>YSSY arrivals</b> Plan using M636.</p> <p><b>TESAT overflights – At or above FL360</b> Plan using M636.</p> <p><b>TESAT overflights – Below FL360</b> Plan route to remain south of M440P and TMOA 'CRANKY'</p>
Purpose	Separation from hazardous activities in AIRRES 'ROOSTERS' and AIRRES 'SWANS'. For traffic management in SY TCU and OCN sector airspace for flights below FL360.

<b>Affected route</b>	<b>M639</b>
Use diversion route	M639 LHI 2940S 15756E DUBUD Q39 SAVER G329 BN  Note: not pictorially represented in Appendix 2
Purpose	Separation from hazardous activities in TMOA Shackle A

<b>Affected route</b>	<b>N584</b>
Use diversion route	Use P880 diversion routes
Purpose	Separation from hazardous activities in TMOA Shackle A

<b>Affected route</b>	<b>P880</b>
Use diversion route	<p><b>YBBN Departures</b> SCOTT 2940S 15756E SAKBI</p> <ul style="list-style-type: none"> <li>Expect a requirement to cross 120NM to run 2940S 15756E at or above FL310 for vertical separation above AIRRES 'BRONCOS'. Aircraft unable to meet this requirement expect delay at FL250 until laterally clear of AIRRES 'BRONCOS'</li> </ul> <p><b>YBBN Arrivals</b> SAKBI 2940S 15756E DUBUD Q39 SAVER G329 BN</p> <p><b>YBCG Departures</b> CG LAMSI 2940S 15756E SAKBI</p> <ul style="list-style-type: none"> <li>Expect a requirement to cross 120NM to run 2940S 15756E at or above FL310 for vertical separation above AIRRES 'BRONCOS'. Aircraft unable to meet this requirement expect delay at FL250 until laterally clear of AIRRES 'BRONCOS'.</li> </ul> <p>Due proximity to TMOA 'SHACKLE A', do not use Strategic Lateral Offset Procedures (SLOP) in OCA between LAMSI and 2940S 15756E</p> <p><b>YBCG Arrivals</b> SAKBI 2940S 15756E LAMSI</p>
Purpose	Separation from hazardous activities in TMOA Shackle A/B/C

<b>Affected route</b>	<b>T53</b>
Use diversion route	Use P880 diversion routes
Purpose	Separation from hazardous activities in R662A/B and TMOA Shackle A/B/C

<b>Affected route</b>	<b>UJ328 southbound to UQ489</b>
Use diversion route	ISTEM 2940S 15756E UPSAD 3358S 15607E AKALU N774 NONID
Purpose	Separation from hazardous activities in TMOA Shackle A/B/C

<b>Affected route</b>	<b>UH258</b>
Use diversion route	<p><b>Jet aircraft</b> LHI 3358S 15607E AKALU N774 RIKNI</p> <p><b>Non-jet aircraft</b> LHI SOTKI NONID Note: non-jet route not pictorially represented in Appendix 2</p>
Purpose	Separation from hazardous activities in TMOA Shackle C

<b>Affected route</b>	<b>UY70 northbound to UJ328</b>
Use diversion route	<p>Note: See G595 diversion route for tracking to 3358S 15607E</p> <p><b>To B474</b> 3358S 15607E UPSAD 2940S 15756E ISTEM</p> <p><b>To B580</b> 3358S 15607E LENRI</p>
Purpose	Separation from hazardous activities in TMOA Shackle A/B/C

<b>Affected route</b>	<b>Y76</b>
Use diversion route	<p><b>SCOTT 2940S 15756E</b></p> <ul style="list-style-type: none"> <li>Expect a requirement to cross 120NM to run 2940S 15756E at or above FL310 for vertical separation above AIRRES 'BRNCOS'. Aircraft unable to meet this requirement expect delay at FL250 until laterally clear of AIRRES 'BRNCOS'</li> </ul>
Purpose	Separation from hazardous activities in TMOA Shackle A

<b>Affected route</b>	<b>Y84</b>
Use diversion route	<p><b>YSSY departures</b>  TESAT M636 CAWLY 3454S 15308E TONIM  Levels will be tactically managed by ATC to maintain aircraft at or below FL290 until laterally clear of AIRRES 'ROOSTERS'.  Expect a requirement to cross 3454S 15308E at or above FL240 for vertical separation above AIRRES 'SWANS' and TMOA 'PINBALL'.</p> <p><b>TESAT overflights – At or above FL360</b>  Plan using Y84.</p> <p><b>TESAT overflights – Below FL360</b>  Plan route to remain south of M440P and TMOA 'CRANKY'</p>
Purpose	<p>Separation from hazardous activities in AIRRES 'ROOSTERS', AIRRES 'SWANS' and TMOA 'PINBALL'.  For traffic management in SY TCU and OCN sector airspace for flights below FL360.</p>

<b>Affected route</b>	<b>Aircraft operating User Preferred Routes to YBBN from the NZZO FIR</b>
Use diversion route	Finish UPR at 2940S 15756E then track: DUBUD Q39 SAVER G329 BN
Purpose	Separation from hazardous activities in TMOA Shackle A and R650B

5.2 Enquiries relating to diversion routes are to be directed to [atm.director@airservicesaustralia.com](mailto:atm.director@airservicesaustralia.com).



## **6. CANCELLATION**

6.1 This SUP self-cancels at 202405240500 UTC.

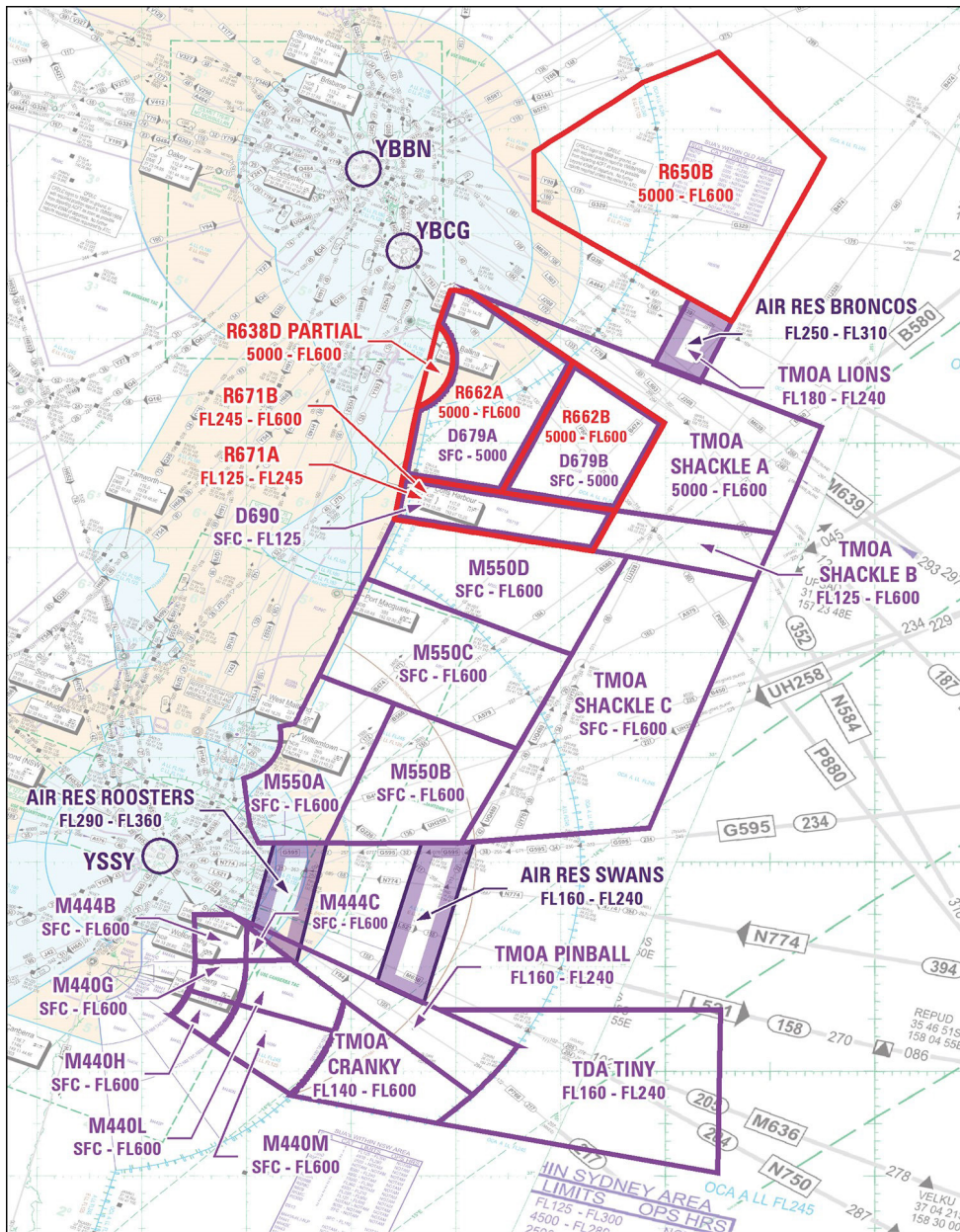
## **7. DISTRIBUTION**

7.1 Airservices Australia website only.

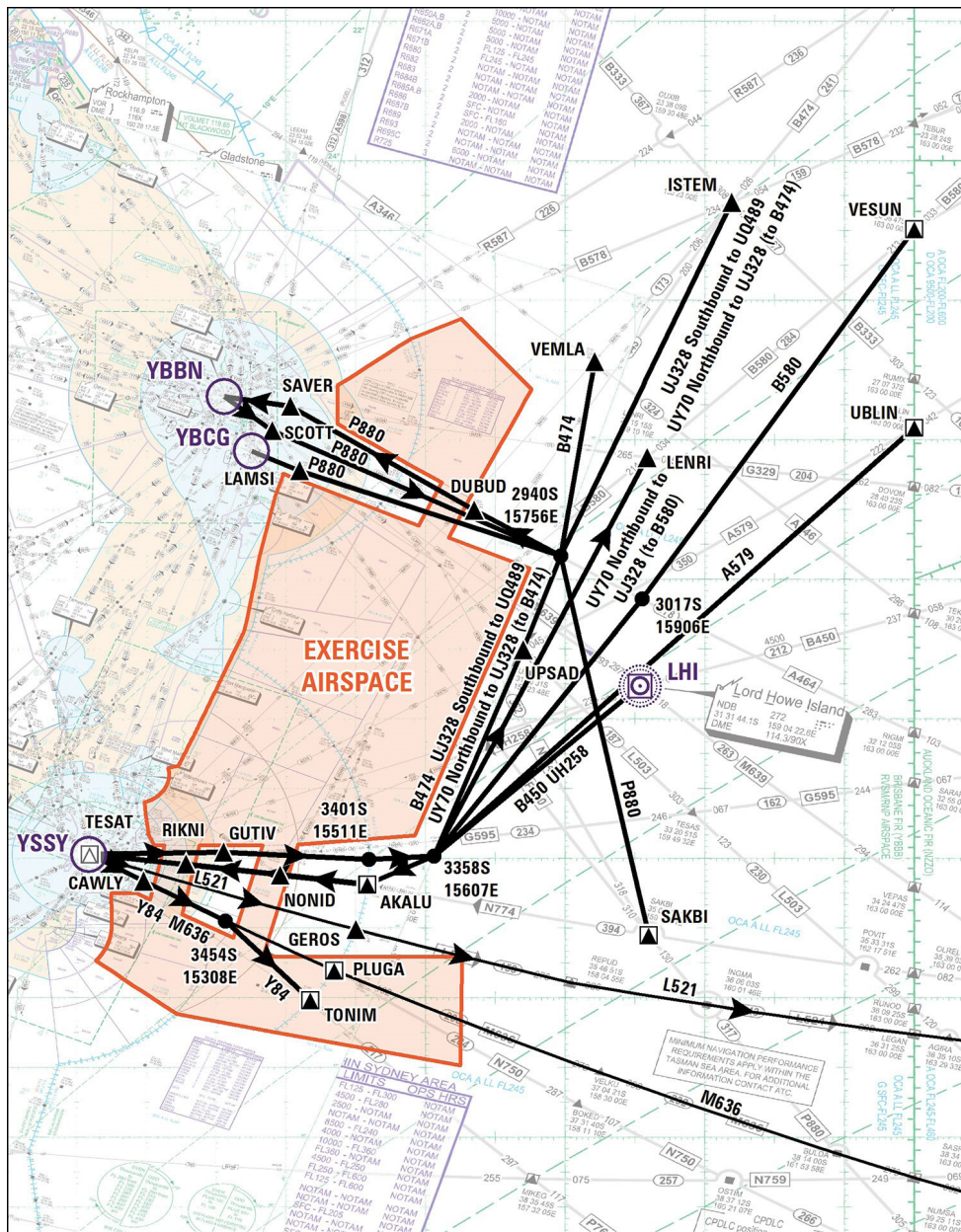
### **Appendices**

1. DSP24 Airspace
2. DSP24 Airspace Diversion Routes
3. DSP24 Increased Class G Activity Area

**1. DSP24 Airspace**



## 2. DSP24 Airspace Diversion Routes



### 3. DSP24 Increased Class G Activity Area

