AUSTRALIA

AIP SUPPLEMENT (SUP)

H155/26

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MILITARY EXERCISE TRIDENT 2026 (XTD26), SHOALWATER BAY/ROCKHAMPTON, 06-20 NOVEMBER 2026

1. INTRODUCTION

1.1 This AIP SUP cancels and replaces SUP H148/26, with a contact phone number added in the header.

1.2 Military Exercise Trident 2026 (XTD26) will be conducted in the Shoalwater Bay Training Area (SWBTA) from 06-20 November 2026.

1.3 Significant deployment and redeployment of personnel and equipment will take place both before and after the exercise period.

1.4 Military rotary wing aircraft (AH64 and CH-47) will operate from Rockhampton Aerodrome (YBRK) and within the exercise area. Minor delays to civil aircraft operations may be experienced.

1.5 Major exercise activities will be conducted within the SWBTA and associated permanent restricted airspace, as detailed in Section 2.

2. AIRSPACE – SHOALWATER BAY/ROCKHAMPTON

2.1 Airspace users should refer to local area (SBX) NOTAMs to confirm activation timings for permanent SWBTA restricted and danger areas.

2.2 During the exercise period all, or some, of the following permanent SWBTA will be activated, with vertical limits published by NOTAM:

Shoalwater Bay Special Use Areas		
AREA	**VERTICAL LIMIT**	**HOURS**
R692A RASPBERRY CREEK	SFC – 2000FT	H24
R692B RASPBERRY CREEK	2000FT – 6000FT	NOTAM
R692C RASPBERRY CREEK	6000FT – NOTAM	NOTAM
R642A MT WELLINGTON	SFC – 2000FT	NOTAM
R642B MT WELLINGTON	2000FT – 6000FT	NOTAM
R643 SHOALWATER BAY WEST	2000FT – 6000FT	NOTAM
M678 SHOALWATER BAY	NOTAM – NOTAM	NOTAM
R681 AKENS ISLAND	NOTAM – NOTAM	NOTAM
R682 TOWNSHEND ISLAND	NOTAM – NOTAM	NOTAM
R683 CAPE CLINTON	NOTAM – NOTAM	NOTAM
R684A MOUNT HUMMOCK	SFC – 2000FT	H24
R684B MOUNT HUMMOCK	2000FT – NOTAM	NOTAM
D618 SHOALWATER BAY WEST	SFC – 2000FT	NOTAM
D619 ROCKHAMPTON	SFC – 4500FT	NOTAM
D698 ROCKHAMPTON	SFC – BCTA	NOTAM

2.3 Noise Sensitive Areas and Mustering Operations

2.3.1 Requests for promulgation of noise sensitive and aerial mustering areas are to be emailed to swbta.airops@defence.gov.au at least 24HR prior to the planned activity. Approved areas shall be 1-2NM radius, surface to 2,000FT AMSL. Military aircraft involved in XTD26 will plan to avoid promulgated areas.

2.3.2 For further information, contact Australian Defence Force Liaison Officer Air Operations (ADFLO AirOps) at swbta.airops@defence.gov.au.

2.3.3 The following information is to be provided for the establishment of a noise sensitive or aerial mustering area:

a) Operating area:

i) Station/property name

ii) Radius (nominally 1-2NM) of operation from a centre point provided as a Latitude/Longitude position

b) Period:

i) Dates

ii) Times (e.g. first light until last light)

c) Aircraft (for mustering operations):

i) Type

ii) Callsign

iii) Visual markings.

iv) SSR code - 1200 Mode 3C

v) Communications - monitoring CTAF frequency and/or Area broadcast frequency

d) Contact information:

i) Name

ii) Phone number(s)

3. ACCESS TO XTD26 AIRSPACE

3.1 Access through active restricted areas described above, by non-exercise aircraft, is not generally available except for:

a) Aircraft operating in the preservation of life or property (SAR, MED, POL, FFR, Coastwatch), and

b) Aircraft with a declared emergency.

3.2 Clearance shall be issued to Border Force aircraft on priority tasks, irrespective of the status of the airspace involved, such that these flights are subject to the minimum possible delay.

3.3 Every endeavour will be made to adjust exercise activities and minimise delays to facilitate transit of exercise areas by civil aircraft engaged in SAR, Mercy flights, emergency and MEDEVAC or HOSP Status operations.

3.4 Access to the exercise area for other operators may be available at limited times throughout the exercise. A minimum of 24HR prior notice is required.

3.5 Pilots seeking access to exercise airspace must contact the ADFLO AirOps (swbta.airops@defence.gov.au).

Note: When access is available, a proforma detailing timings and associated procedures for the access will be emailed or faxed to the operator requesting access and must be returned prior to entry approval.

4. YBRK PROCEDURES

4.1 Runway, Taxiway and Apron limitations (Non Exercise Military Helicopters)

4.1.1 RWY 04/22, Taxiways A, C, G, H, L and northern end of main RPT Apron may not be available due to military operations. Closures will be notified by NOTAM. Military helicopters requiring parking at YBRK are required to provide 24HR notice to Rockhampton Airport Operations (rokairportoperations@rrc.qld.gov.au) and the ADFLO AirOps (swbta.airops@defence.gov.au).

4.2 CH-47 Wake Turbulence

4.2.1 CH-47 are classed as “Heavy” for wake turbulence calculations. Extreme care must be exercised in the vicinity of these aircraft.

4.3 Holding Fuel Requirements

4.3.1 Aircraft operating into Rockhampton Aerodrome may be subject to delays during the exercise period. Potential delays of 30 minutes or more will be advised by a Traffic Fuel Advisory NOTAM.

4.4 Start Approval

4.4.1 Aircraft departing YBRK may require start approval. Any requirement for start approval will be notified via the YBRK ATIS.

5. MILITARY AIRCRAFT OPERATIONS

5.1 Aircraft will operate day and night in SWBTA and adjoining Class G airspace. Aircraft operating at night will use Night Vision Goggles. Refer to *ERSA GEN – FIS, Night Vision Devices and Equipment.*

5.2 Military aircraft will plan to avoid known sensitive areas and areas of high-density tourist aviation activity.

5.3 Traffic information on military aircraft operating in D698, D618 and D619 will not be available and will not be passed to military or civil aircraft.

5.4 Military aircraft are equipped with enhanced detection equipment. To further enhance detection and avoidance capability, civil aircraft are encouraged to use their transponder (if equipped) as well as switching on external strobes and landing/taxi lights.

5.5 Military aircraft may use a Laser Flare instead of normal flares to signal in an emergency recovery. This laser flare is similar to a laser pointer except that it has a broad light beam to enable airborne aircraft to see it. The Laser Flare is eye safe.

6. DIVERSION ROUTES

6.1 Standard routes may not be available during the activation of Shoalwater Bay Restricted areas due to exercise requirements. Diversion route information is articulated in the table below.

Tactical waypoints facilitate diversion around the Shoalwater Bay Restricted area, particularly for flights arriving at Mackay, Proserpine, and Hamilton Island from the South. These routes provide ADS-B and SSR equipped aircraft with required separation from the lateral boundaries of M678, R681, R682, R683, R684B, R686 and R692C. If restricted areas are active to a flight level that precludes overflight, planning via the following routes is required.	
Q67	Q67 GLA RK TARES NOLUP OVRON Q67
V308	V308 RK TARES WELKE V308
Q67 transition to V308 (YBMK, YBPN and YBTL arrivals)	Q67 GLA RK TARES WELKE V308
W889 (Not required at or below A045)	W889 RK TARES VANVA W889

6.2 Visual Tracking

6.2.1 Tracking Rockhampton to Mackay via west of the Bruce Highway and vice versa will keep aircraft clear of the Restricted Areas, however, does not deconflict D619 and D698 where military activities may occur.

6.3 Please direct all enquiries relating to Diversion Routes to atm.director@airservicesaustralia.com or TEL 1300 879 535.

7. PREFLIGHT INFORMATION (NON-EXERCISE MILITARY AIRCRAFT)

7.1 Significant aviation-related activities will be promulgated by NOTAM and pilots should obtain relevant information prior to operating in the exercise areas.

7.2 Promulgation of NOTAM information can be subject to delay. Aircraft intending to operate in the areas must check the status of the airspace prior to entry.

7.3 The status of exercise airspace, Shoalwater Bay permanently promulgated areas and the exercise restricted airspace can be accessed via the NAIPS Internet Service or via the Briefing Office TEL 1800 805 150.

8. CANCELLATION

8.1 This SUP self-cancels at 202611201400 UTC.

9. DISTRIBUTION

9.1 Airservices Australia website only.