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North Queensland Manual of Air Traffic Services Supplementary Procedures

Procedure

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Version 26

Effective 30 November 2023

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ATTENTION
Temporary amendments may apply

Change summary

North Queensland Manual of Air Traffic Services Supplementary Procedures Version 26: Effective 30 November 2023		
Location of change	Change description	CRC
3.2	Note incorporated into table	29831
3.6.4.2.1 and 3.6.6.1	Incorporate TLI_23_0129	
3.4	Update	
3.6.1.2	Update to table due waypoints	
3.7	Update to AAR reference	
4.1.3	New maps added due name changes	
4.1.3.1	KIRAN changed to PARPO	
Version 25	Version 25 was not published due to corrections found before the effective date.	
3.4.1	Correction to waypoint names	
3.6.1.2	Correction to waypoint names	

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[View change summaries for the previous six months](#)

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1 Definitions

1.1 Abbreviations

Abbreviation	Definition
452SQN TVL FLT	452 Squadron Townsville Flight
ATMD	ATM Director
FHQ	Fleet Headquarters
FLTCDR	Flight Commander
GBRMPA	Great Barrier Reef Marine Park Authority
JACC	Joint Airspace Control Cell
OC	Officer Commanding
OCS	Officer Conducting Serial
RCO	Range Control Officer
SM	Shift Manager
SS	System Supervisor
TBP	Tabletop Sector
TMP	Traffic Management Plan
TL ATC	Townsville ATC
TFTA	Townsville Field Training Area
SWBTA	Shoalwater Bay Training Area

Note: See also [Manual of Air Traffic Services \(MATS\) \(NOS-SAF-2000\) Part 1 Definitions](#).

1.2 Definitions

Definition	Meaning
Townsville Field Training Area (TFTA)	Restricted Areas R736, R739, R751, R752
Shoalwater Bay Training Area (SWBTA)	Restricted Areas R680, R682, R683, R684, R686, R687, R689, R695

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2 Operational context

2.1 Airspace administration

2.1.1 Purpose

2.1.1.1 Airspace management

This document:

- a) describes airspace management procedures (including operating procedures and services provided to participating and non-participating aircraft);
- b) describes the role of the Airspace Administrator; and
- c) nominates the airspace Controlling Authority.

2.1.2 References

The primary references for airspace and air route information is the [Designated Airspace Handbook \(DAH\)](#).

2.1.3 Prohibited, Restricted and Danger area (PRD) administration

All Defence administered airspace and PRD area change proposals are centrally managed through the Joint Airspace Control Cell (JACC). The Control Authority, as per the Designated Airspace Handbook (eg. FLTCDR 452SQN TVL FLT), is responsible for coordinating any changes to airspace for which they are responsible with the JACC.

Direct requests to establish temporary Defence PRD areas to the JACC via email adf.airspace@defence.gov.au.

Direct requests for temporary civil airspace to the OAR.

2.1.4 Primary User

The 'Primary User' is the Airspace Administrator and will establish a priority for the use of the airspace.

The Primary User must only provide access to other users if the Administrator's commitments allow. This may mean the total exclusion of other airspace users.

Note:

- 1) *Due to the restrictive nature of this function, the role of Primary User is seldom applied by Airspace Administrators.*
- 2) *As an Airspace Administrator, Airservices normally performs the role of 'Airspace Coordinator'.*

2.1.5 Airspace Coordinator

As Airspace Coordinator, the Airspace Administrator will:

- a) designate airspace for its own use;
- b) coordinate access to other airspace users in a manner which keeps overall inconvenience to a minimum and as far as practical will evenly spread inconvenience among all users;
- c) make every effort to accommodate activities and adjust procedures and facilities to achieve this; and
- d) consider the effect of airspace decisions on general and military aviation activities for which airspace is not specifically designated and provide for such activities within the airspace insofar as is practicable. Alternatively, activate airspace for periods which minimise the effect of such activation.

2.1.6 Arbiter

The arbiter provides services and day to day management of the airspace and will operate in accordance with the agreed procedures promulgated in MATS Supplementary Procedures.

The various Airspace Administrators must reach agreement on the management of the designated airspace and operations within it.

The Arbiter does not need to be a direct employee of the Airspace Administrator.

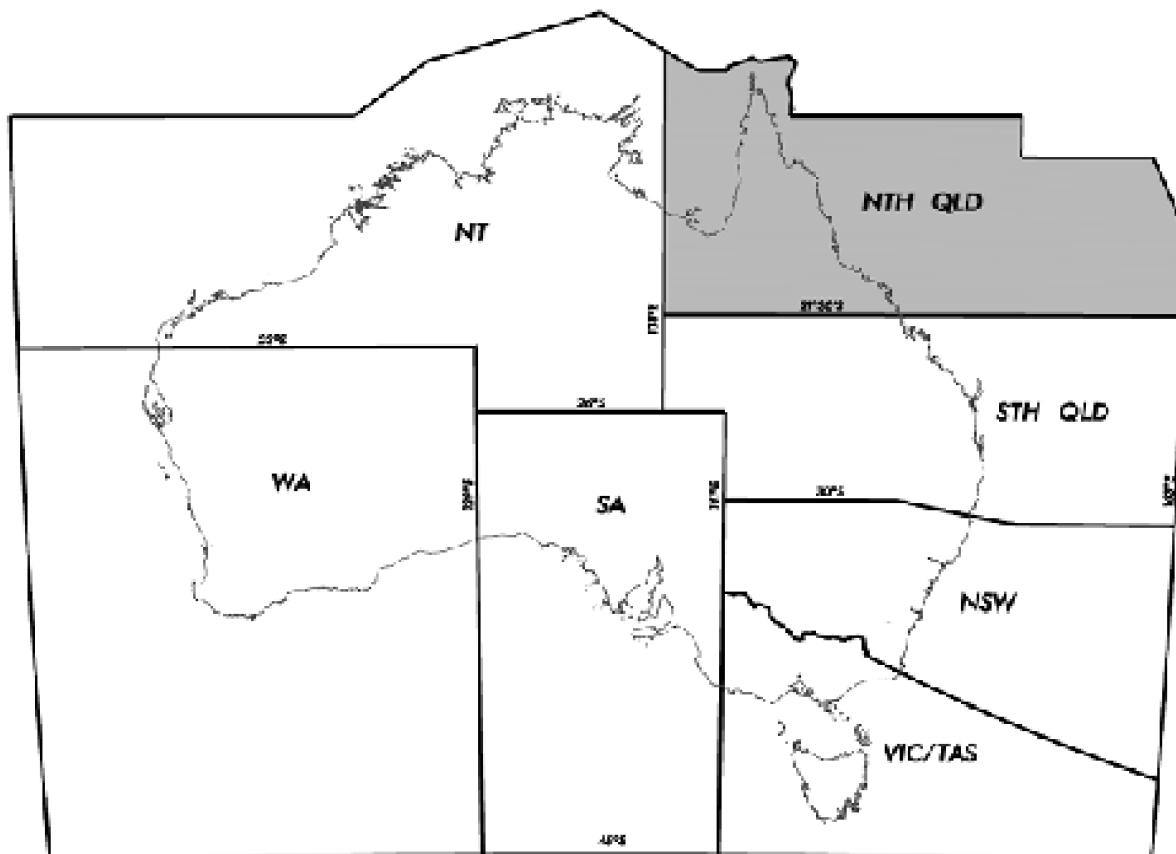
2.2 Area of responsibility

2.2.1 Dimensions

The area of responsibility for airspace and airspace management covered by these procedures is delineated as:

213000S 1380000E thence north up the NT/QLD State border thence clockwise along the Australian FIR boundary to 213000S 1630000E.

Figure 2.1 Area of responsibility



2.2.2 452SQN TVL FLT (ATC) responsibilities (during hours of operations)

TL ATC must provide:

- Aerodrome control and Terminal Control Area services to aircraft operating inside Class C airspace within 36 NM TL up to FL180; and
- FIS to aircraft operating inside Class G airspace within 36 NM TL.

TL ATC must advise the BN SM3 when distribution of FIS products that affect this area is required.

2.2.3 Aircservices responsibilities

2.2.3.1 452SQN TVL FLT (ATC) active

TBP must provide a:

- a) surveillance service to aircraft operating inside CTA, outside the TL ATC airspace; and
- b) FIS to aircraft operating OCTA outside 36 NM TL.

2.2.3.2 452SQN TVL FLT (ATC) deactive

TBP must provide within 36 NM radius TL and up to FL180 a:

- a) Class G airspace service to aircraft operating at or below A085; and
- b) Class C airspace service to aircraft operating above A085.

2.3 Airspace management and release responsibilities

2.3.1 Airspace requests and NOTAM publication

2.3.1.1 Scherger CTR, R603, R604 A/B, R605 A/B/C, R607 A/B - Military Flying

Item	Details
Controlling Authority and NOTAM responsibility	Defence JACC
Activation	NOTAM

2.3.1.2 R736 Townsville (Star) - Military Flying/Non-Flying

Item	Details
Controlling Authority and NOTAM responsibility	452SQN TVL FLT FLTCDR
Activation	NOTAM Army RCO (Airspace Coordinator) must provide 452 SQN TVL FLT with two clear working days notice of intention to activate.
Restrictions to activation	Do not activate R736 and R739 simultaneously above A050 when R751 is active above A050. This restriction does not apply when there is flying activity in R736, R739 and R751 and R737A is active or when waived by 452 SQN TVL FLT FLTCDR.

2.3.1.3 R737 A/B/C/D Townsville (Land) - Military Flying Training

Item	Details
Controlling Authority and NOTAM responsibility	452SQN TVL FLT FLTCDR (Airspace Coordinator)
Activation	NOTAM

2.3.1.4 R739 Townsville (Star) - Military Flying/Non-Flying

Item	Details
Controlling Authority and NOTAM responsibility	452SQN TVL FLT FLTCDR
Activation	NOTAM Army RCO (Airspace Coordinator) must provide 452 SQN TVL FLT with two clear working days notice of intention to activate.
Restrictions to activation	Do not activate R736 and R739 simultaneously above A050 when R751 is active above A050. This restriction does not apply when there is flying activity in R736, R739 and R751 and R737A is active or when waived by 452 SQN TVL FLT FLTCDR.

2.3.1.5 R743 Tiger - Military Flying

Item	Details
Controlling Authority and NOTAM responsibility	452SQN TVL FLT FLTCDR (Airspace Coordinator)
Activation	NOTAM

2.3.1.6 R747 Rattlesnake Island - Military Flying/Non-Flying

Item	Details
Controlling Authority and NOTAM responsibility	452SQN TVL FLT FLTCDR Army (Airspace Coordinator)
Activation	NOTAM Army RCO (Airspace Coordinator) advise the Townsville bulletin seven clear working days before activation for publishing in Notices to the Public.

2.3.1.7 R751 Townsville (High Range) - Military Flying/Non-Flying

Item	Details
Controlling Authority and NOTAM responsibility	452SQN TVL FLT FLTCDR Army (Airspace Coordinator)
Activation	NOTAM Army RCO (Airspace Coordinator) must provide 452 SQN TVL FLT with two clear working days notice of intention to activate.
Restrictions to activation	Do not activate R751 and R739 simultaneously above A050. This restriction does not apply when R737A is activated and there is flying activity in R739 and R751 or when waived by 452 SQN TVL FLT FLTCDR.

2.3.1.8 R752 Townsville (High Range) - Military Flying/Non-Flying

Item	Details
Controlling Authority and NOTAM responsibility	452SQN TVL FLT FLTCDR Army (Airspace Coordinator)
Activation	NOTAM Army RCO (Airspace Coordinator) must provide 452 SQN TVL FLT with two clear working days notice of intention to activate.
Restrictions to activation	R752 will only be activated in conjunction with R751

2.3.1.9 R766 Michaelmas Cay - Environmental Protection Area

Item	Details
Controlling Authority	GBRMPA (Primary User)
Activation	H24

2.3.1.10 R767 Cairns - Military Non-Flying

Item	Details
Controlling Authority	Fleet HQ Potts Point a) Primary User 4500 FT and below; and b) Airspace Coordinator above 4500 FT.
Activation	NOTAM. Send the NOTAM request to FHQ who will check the buffers and send to the NOF to issue the NOTAM. Treat the airspace as active until a release is negotiated with the Primary User.

Item	Details
Activity height	The activity height will vary to meet the user's requirements.
Communicate	The Navy OCS must contact BN Centre prior to the activation time and: a) advise actual requirements for the airspace; and b) a contact phone number or alternate contact details for the duration of the operation. Contact BN using the following numbers: 1) BN SM 07 3866 3315; 2) BN ATC VHF 124.6; or 3) HF6610, HF3452, HF8831.
Cease fire	When requested by BN ATC.
When firing is completed	Release the area to CS/BN ATC using the phrase: R (Restricted Area) RELEASED TO AIR TRAFFIC CONTROL. Contact FHQ to cancel/review the NOTAM if it is still current.

2.3.1.11 R768 A/B Mt Stuart - Military Non-Flying

Item	Details
Controlling Authority and NOTAM responsibility	Army RCO Mt Stuart
Activation	R768A - D2100 - 1200 EXPH or as amended by NOTAM R768B - NOTAM

2.3.1.12 R778 Cairns (Outer Reef) - Military Non-Flying

Item	Details
Controlling Authority	Fleet HQ Potts Point a) Primary User 7500 FT and below; and b) Airspace Coordinator above 7500 FT.
Activation	NOTAM. Send the NOTAM request to FHQ who will check the buffers and send to the NOF to issue the NOTAM. Treat the airspace as active until a release is negotiated with the Primary User.
Activity height	The activity height will vary to meet the user's requirements.

Item	Details
Communicate	<p>The Navy OCS must contact BN Centre prior to the activation time and:</p> <ol style="list-style-type: none"> advise actual requirements for the airspace; and a contact phone number or alternate contact details for the duration of the operation. <p>Contact BN by using the following numbers:</p> <ul style="list-style-type: none"> BN SM3 07 3866 3315 BN ATC VHF 121.2; or HF8831, HF6610, HF3452.
Cease fire	When requested by BN ATC.
When firing is completed	<p>Release the area to CS/BN ATC using the phrase: R (Restricted Area) RELEASED TO AIR TRAFFIC CONTROL.</p> <p>Contact FHQ to cancel/review the NOTAM if it is still current.</p>

2.3.1.13 R783 Lizard Island - Military Non-Flying

Item	Details
Controlling Authority	<p>Fleet HQ Potts Point</p> <ol style="list-style-type: none"> Primary User FL200 and below; and Airspace Coordinator above FL200.
Activation	<p>NOTAM.</p> <p>Send the NOTAM request to FHQ who will check the buffers and send to the NOF to issue the NOTAM.</p> <p>Treat the airspace as active until a release is negotiated with the Primary User.</p>
Activity height	The activity height will vary to meet the user's requirements.
Communicate	<p>The Navy OCS must contact BN Centre prior to the activation time and:</p> <ol style="list-style-type: none"> advise actual requirements for the airspace; and a contact phone number or alternate contact details for the duration of the operation. <p>Contact BN using the following numbers:</p> <ul style="list-style-type: none"> BN SM3 07 3866 3315; BN ATC VHF 134.65; or HF8831, HF6610, HF3452.
Cease fire	When requested by BN ATC.

Item	Details
When firing is completed	Release the area to BN ATC using the phrase: R (Restricted Area) RELEASED TO AIR TRAFFIC CONTROL. Contact FHQ to cancel/review the NOTAM if it is still current.

2.3.1.14 R786 Tully - Military Flying/Non-Flying

Item	Details
Controlling Authority and NOTAM responsibility	Army OC Jungle Training c) Primary User 8000 FT and below; and d) Airspace Coordinator above 8000 FT.
Activation	NOTAM

2.3.1.15 D744 Townsville - Military Flying Training

Item	Details
Controlling Authority and NOTAM responsibility	452SQN TVL FLT FLTCDR
Activation	NOTAM

2.3.1.16 TRA Cowley Beach – Military Flying

Item	Details
Controlling Authority and NOTAM responsibility	Defence JACC (Primary user)
Activation	NOTAM
ATC Services	ATC services are not provided within TRA Cowley Beach.
Adjacent PJE operations	En route may assign a PJE pilot responsibility for not entering TRA Cowley Beach.

2.4 TFTA

2.4.1 Telephone access required

Ensure that a telephone link between ATC and TFTA users is available when the TFTA is active.

When TL Tower is:

- a) open, contact with the TFTA Cease fire line; or
- b) closed, the TFTA Range Control and BN SM3 may communicate directly.

2.4.2 Release of the TFTA to ATC

2.4.2.1 Changes to the TFTA area

Make requests for amendment, cancellation or release of the TFTA to:

- a) 452SQN TVL FLT during TL ATC hours; or
- b) BN Centre outside of these hours.

Note: 452 SQN TVL FLT or BN Centre are responsible for NOTAM distribution.

2.4.2.2 Communications

Use the following phrases:

RCO to ATC: 'R (Restricted Area(s)) RELEASED TO AIR TRAFFIC CONTROL FROM (time) UNTIL (time)'.

ATC to RCO: 'ACCEPT R (Restricted Area(s)) FROM (time) UNTIL (time)'.

2.4.2.3 Advise TBP or BN SM

When applicable, TL ATC must advise the BN SM3 or TBP controller what areas are released and an expected time that they will be reactivated.

3 Normal operations

3.1 Coordination and control practices

3.1.1 Transiting TL ATC airspace

TBP must:

- a) coordinate the level of all IFR aircraft, and VFR aircraft above A085 that will transit TL ATC airspace with the transfer of radar identification; and
- b) separate between transiting aircraft and departing aircraft until the transfer of identification has been completed.

3.1.2 Separation at the boundaries

TL ATC and TBP are jointly responsible for separation when a traffic confliction will occur at or near the common boundary.

Coordinate:

- a) with the other unit when there is any doubt concerning who is responsible; and
- b) any traffic that will operate within 5 NM of the common boundary.

3.1.3 Standard assignable levels

Assign aircraft from:	Standard assignable level:
TL ATC to TBP	FL180 or the coordinated level whichever is the lower.
TBP to TL ATC	A090

3.1.4 Transfer of control

Initiate radar hand off between TL ATC and TBP by 10 NM prior to the common boundary or approaching FL180 for all aircraft that will remain in Class C airspace.

Complete frequency transfers at hand-off or at an agreed time/position.

3.1.5 Transfer radar identification of IFR aircraft

Radar identify all IFR aircraft that will enter or leave Class G airspace.

TL ATC to frequency transfer IFR aircraft at the common boundary.

TBP to frequency transfer IFR aircraft prior to the common boundary so TL ATC is able to issue a clearance/traffic as required.

3.1.5.1 IFR traffic

When either TL ATC or TBP transfer an IFR aircraft that may enter Class G airspace, TL ATC or TBP have no reported IFR traffic, unless advised.

3.1.6 Townsville activation and deactivation

3.1.6.1 Activation

Prior to activation of TL ATC airspace, TL ATC will coordinate the:

- a) duty runway
- b) actual QNH; and
- c) current status and level of any active restricted airspace.

3.1.6.2 Deactivation

Prior to de-activation of TL ATC airspace, TL ATC will coordinate the:

- a) current status and level of any active restricted airspace; and
- b) details of relevant traffic as required.

Note: *The status of R768A/B does **not** need to be coordinated.*

3.2 Departures from Townsville

For flights departing YBTL that will enter TBP's area of responsibility, coordinate as follows:

Aircraft	Taxi coordination
VFR aircraft planned above A085	'Destination' 'Flight Planned Level'
IFR aircraft	'Destination' 'SID' (If aircraft departing via RNP1 SID)'Level' if planned at FL180 or below On hand-off, TL ATC must coordinate to TBP when an aircraft is not tracking via the coordinated RNP1 SID (e.g. 15 EAST, THAT IS QFA752 DCT JEMMA

3.3 Arrivals to Townsville

3.3.1 TBP responsibilities

3.3.1.1 Voice coordination

TBP must voice coordinate to TL ATC when:

- a) an aircraft is deviating due weather;
- b) an aircraft departs within 15 minutes of TL ATC airspace;
- c) an aircraft is MEDEVAC status;
- d) an aircraft is not tracking via the expected TMP;
- e) the assigned level is different to the standard assignable level;
- f) as requested by TL APP; and
- g) Aircraft not cleared via the expected STAR. The expected STARs are as follows:
 - i. STAR terminating in an RNP-P for QANTAS 737-800 and JETSTAR A320 and A321 aircraft only;
 - ii. STAR terminating in an ILS or RNP-Z for all other TMP aircraft.

3.3.1.2 Overflying traffic

TBP must advise TL ATC of amended routes or diversions for overflying aircraft via:

- a) ICAO CHG message; or
- b) Voice coordination prior to hand-off.

3.3.2 STAR Clearances

3.3.2.1 STAR clearance

Unless otherwise coordinated, any aircraft which is eligible for a STAR clearance must be issued with the expected STAR, including those that have been track shortened for traffic management or flow. E.g. Re-cleared DCT BOKES to re-join POROB 1A ARR RWY01.

3.3.3 Townsville ATIS

TL ATC shall voice coordinate with TBP for changes to the main duty runway (Runway 01/19).

In the event of an AFTN failure, TL ATC shall coordinate with TBP for changes to the main duty runway (Runway 01/19) and QNH.

3.4 Traffic Management Plan (TMP)

3.4.1 RWY 01

Re-clear IFR aircraft that have flight planned above A100 via the following TMP waypoints:

Figure 3.1

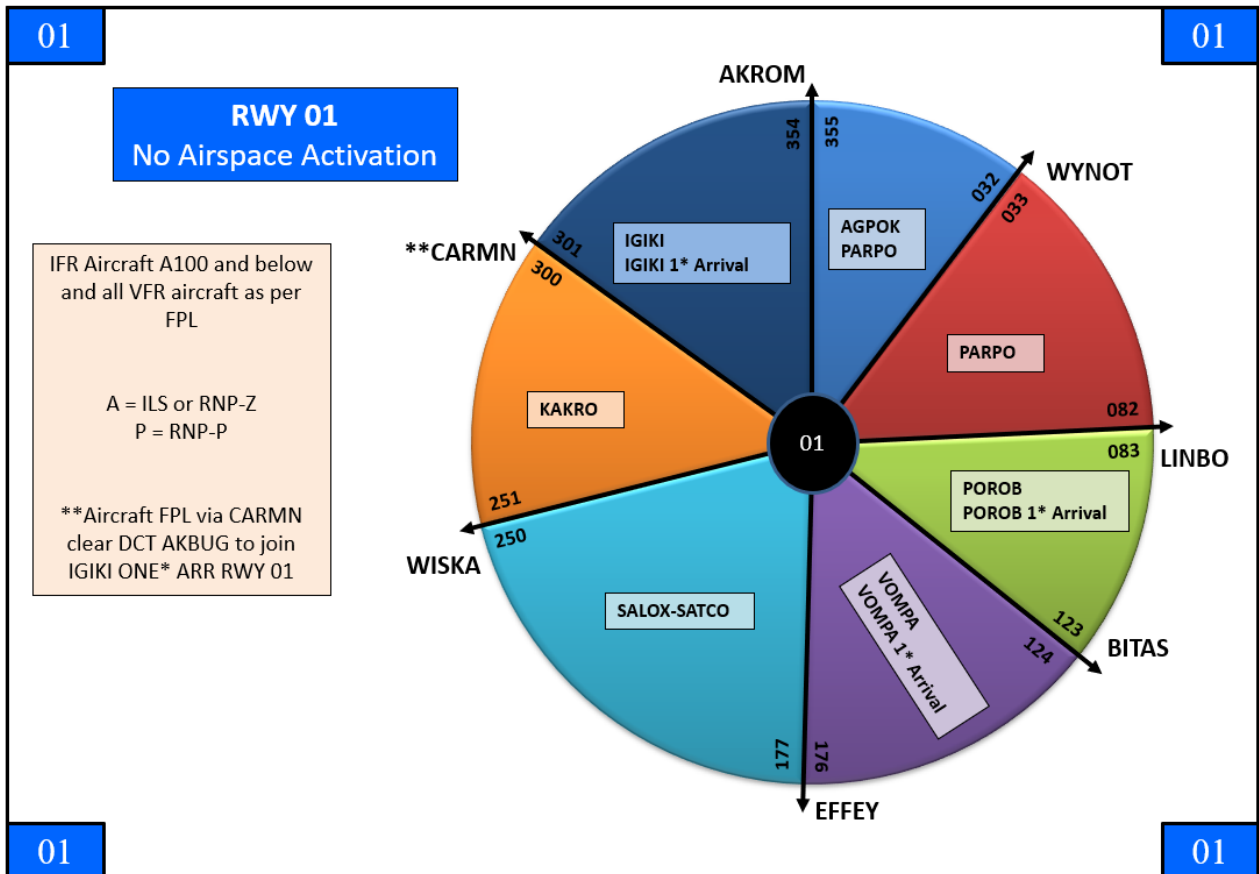


Figure 3.2

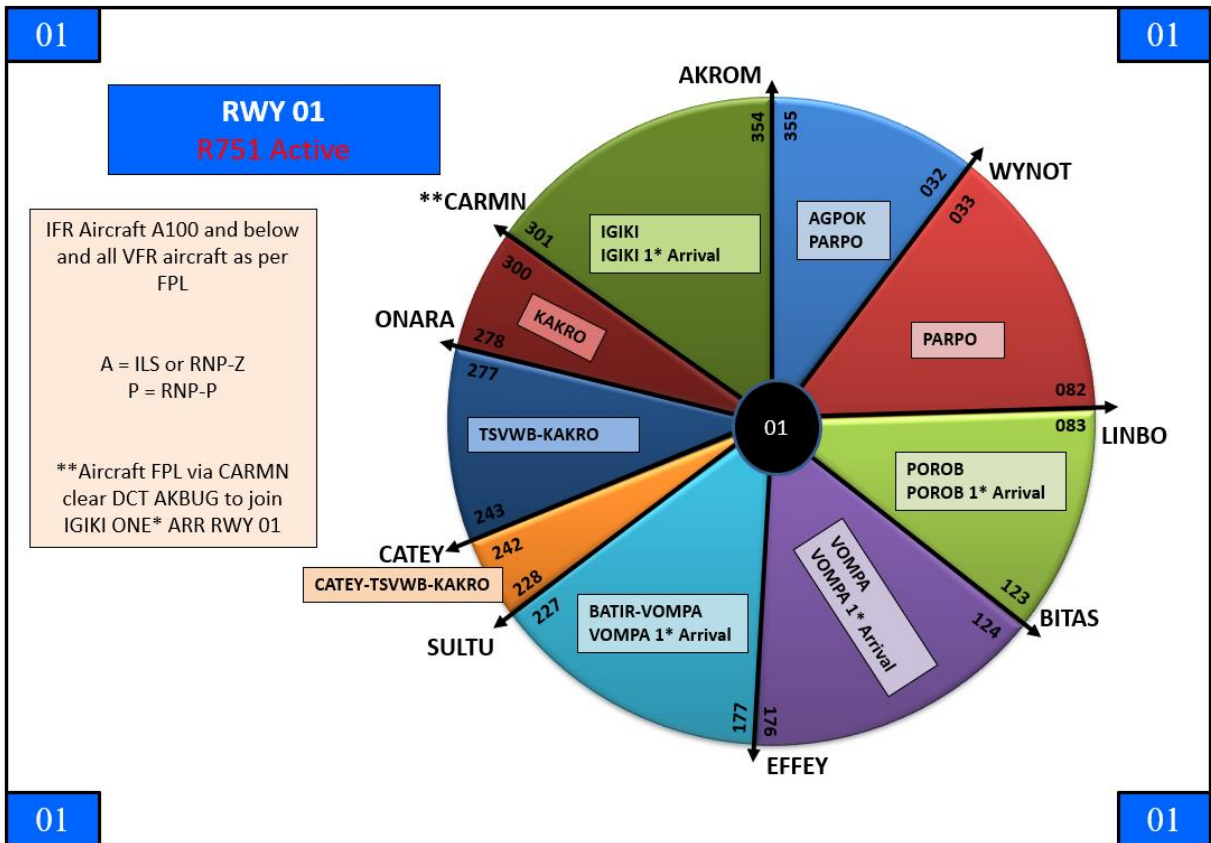
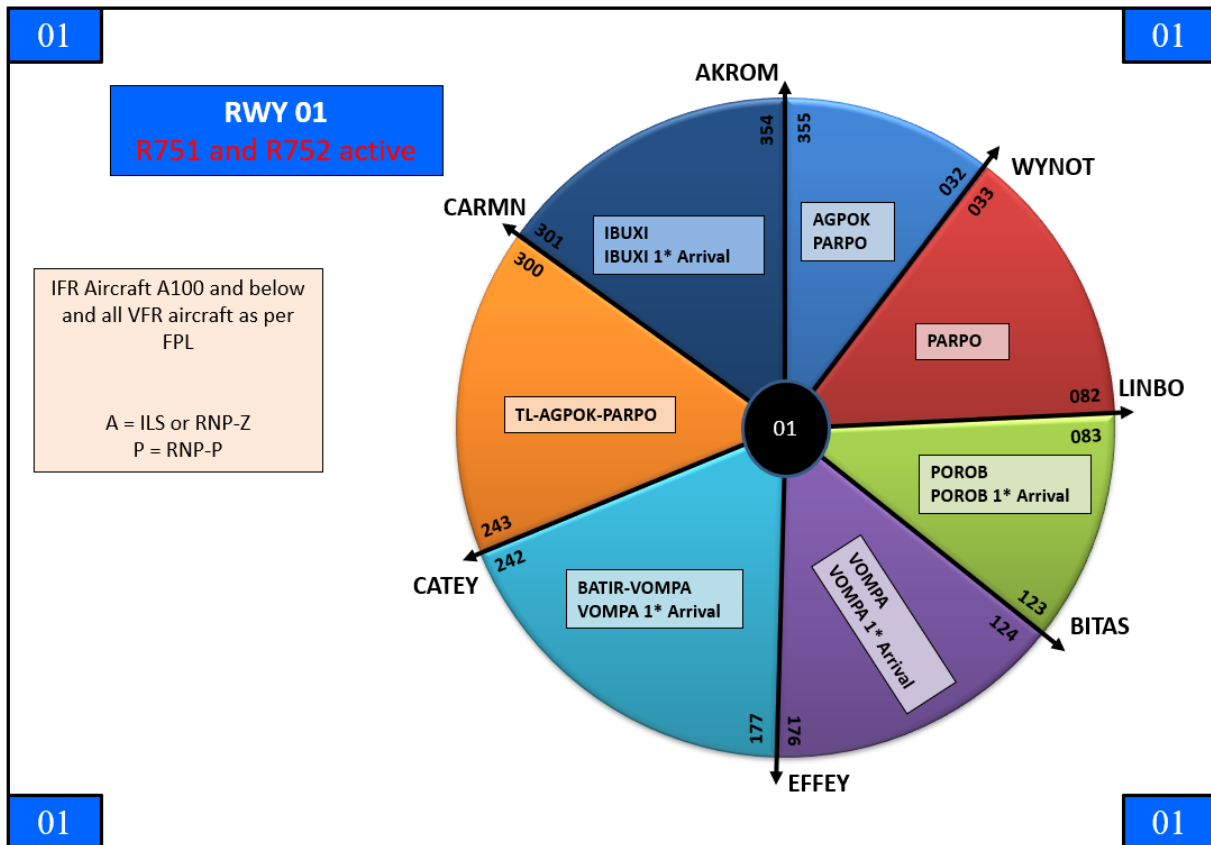


Figure 3.3



3.4.2 RWY 19

Re-clear IFR aircraft that have flight planned above A100 via the following TMP waypoints:

Figure 3.4

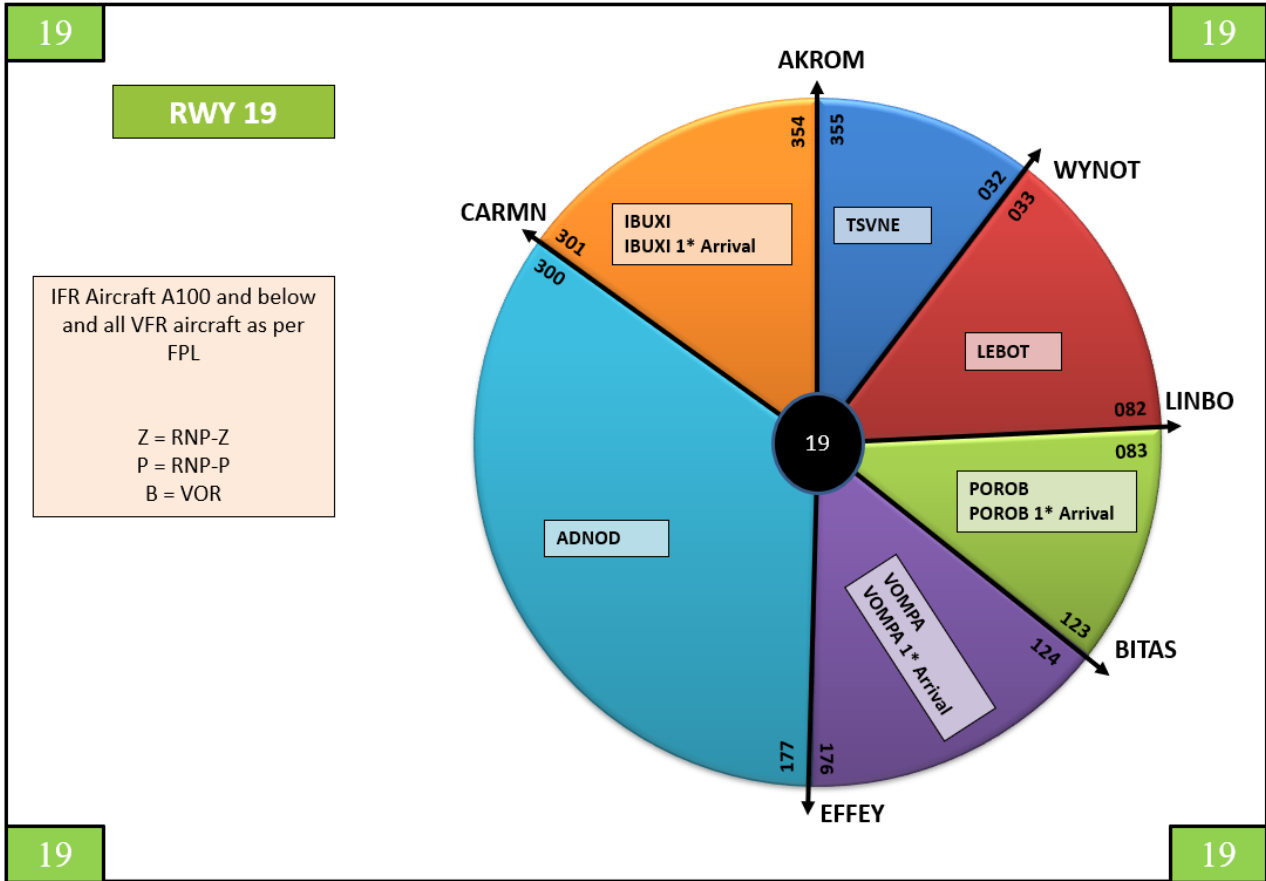
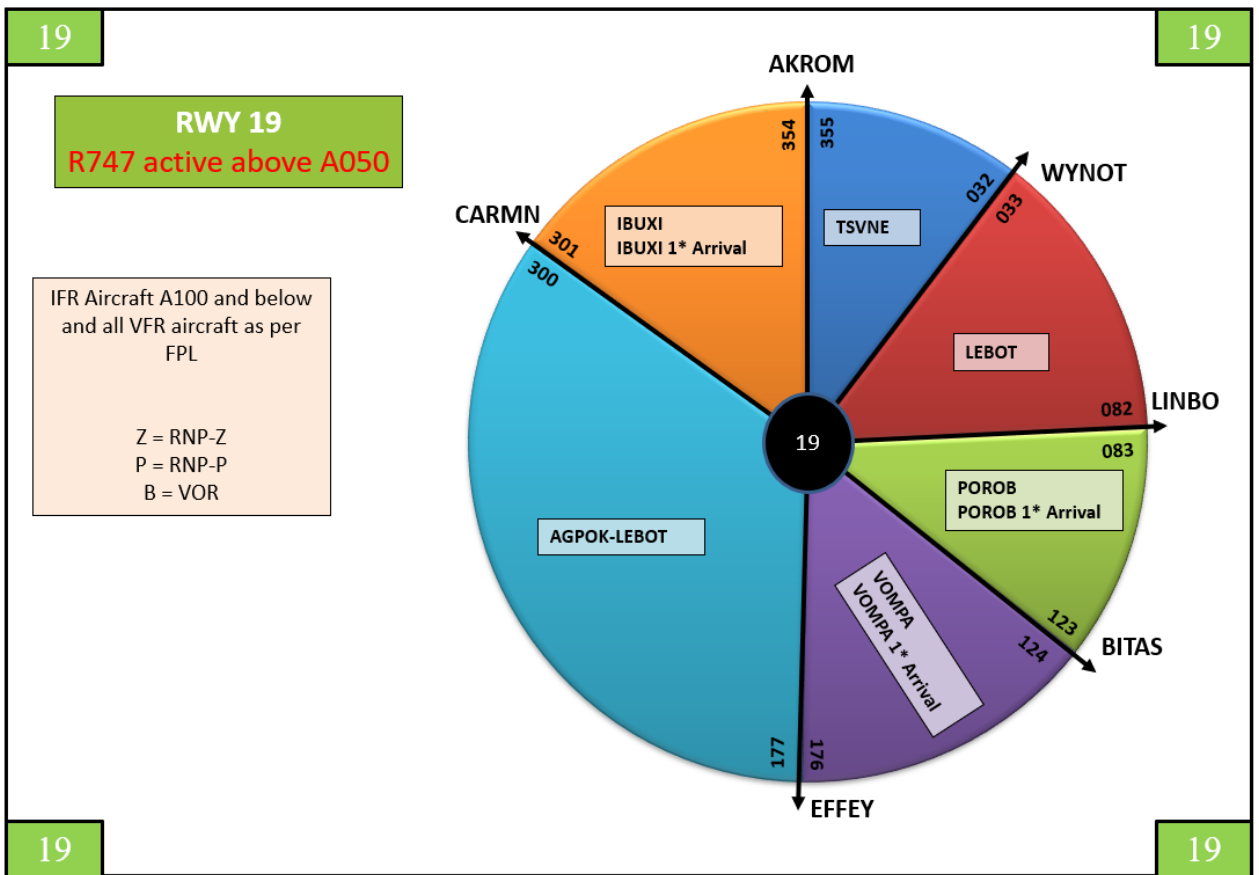


Figure 3.5



3.5 Flow control

3.5.1 TL ATC sequencing responsibilities

TL ATC is responsible for managing the sequence of arrival aircraft into TL and will use exit times from Feeder Fixes (FF) using waypoints from inside 36NM TL.

3.5.2 TBP responsibilities

TBP must:

- a) issue the sequencing times/instructions to aircraft;
- b) ensure aircraft meet the assigned time/instructions; and
- c) advise as soon as practicable when aircraft are unable to meet the time/instruction.

TBP may:

- a) suggest sequence instructions; and
- b) 'Cancel Speed Restrictions Below A100' without coordination when:
 - i. TL ATC coordinates an 'at or before' time for an aircraft; or
 - ii. a pilot requests speed cancellation to achieve a feeder fix time.

3.5.3 RWY 07 available on request

TBP may advise TL ATC if RWY 07 is requested.

TL ATC may approve RWY07 and must advise the expected approach type to RWY 07.

3.6 Separation with Restricted Areas

3.6.1 Diversions

3.6.1.1 IFR Diversions

The IFR diversion routes do not provide procedural separation but allow TBP (where appropriate) and TL ATC to apply radar separation with the relevant restricted area(s).

Note: Routes provide a minimum of 3NM clearance for flying activities and a minimum of 1.5NM for non-flying activities.

3.6.1.2 Procedural Tracking

The following table depicts the SIDs that are plotted procedurally clear (PPC) of restricted areas active for flying and non-flying activities:

RWY 01					
	Fly				NON-FLY
	R736	R747	R751	R752	R747
PEWEE 6		PPC			
AKROM 1		PPC			
ANRUB 1		NIL SEP	PPC	PPC	PPC
CATEY 1	PPC	NIL SEP	PPC	NIL SEP	PPC

RWY 19					
	Fly				NON-FLY
	R736	R747	R751	R752	R747
JEMMA 3			PPC	PPC	
PEWEE 6		NIL SEP			PPC
AKROM 1		NIL SEP			PPC
ANRUB 1			PPC	PPC	
CATEY 1	PPC		PPC	NIL SEP	

3.6.1.3 VFR Diversions

Clear VFR aircraft that conflict with active restricted areas via a suitable:

- IFR lateral tracking point (if able and appropriate); or
- Route that permits them to remain clear of the restricted airspace.

3.6.2 Separation Responsibility

The Restricted Area IFR diversion routes listed may not provide the required surveillance separation standard for TBP along the entire route. In these circumstances TBP are to complete the radar hand off to TL ATC prior to the separation standard reducing below what they require for arriving aircraft and not accept aircraft until the separation standard is established, and can be maintained, for departing aircraft.

3.6.3 Separation with R736

3.6.3.1 Lateral clearance (non-flying activities only)

When an aircraft is tracking	For...	Clear the aircraft via	Then
South of R736	Departure	CATEY	Direct to the next waypoint in the flight plan or as coordinated.
	Arrival	CATEY - ENSOM	Via the TL TMP or as coordinated.
North of R736	Departure	KALBA	Direct to the next waypoint in the flight plan or as coordinated.
	Arrival	KALBA - SEMBU	Via the TL TMP or as coordinated.

3.6.3.2 Lateral clearance (flying activities)

When an aircraft is tracking	For...	Clear the aircraft via	Then
South of R736	Departure	KALVI	Direct to the next waypoint in the flight plan or as coordinated.
	Arrival		Direct TL or as coordinated.
North of R736	Departure	KALBA	Direct to the next waypoint in the flight plan or as coordinated.
	Arrival	KALBA - SEMBU	Via the TL TMP or as coordinated.

Note: For some tracks LASEL may be a more appropriate diversion and may be used.

3.6.3.2.1 Vertical clearance

Issue a departing aircraft a restriction to 'REACH (LUL) by 16DME/15TAC TL'.

Restrict an arriving aircraft's descent to 'NOT BELOW (LUL) UNTIL PASSING 16DME/15TAC TL'.

3.6.4 Separation with R737

3.6.4.1 Separation with R737A (only)

3.6.4.1.1 Lateral clearance (flying and non-flying activities)

When an aircraft is tracking	For...	Clear the aircraft via	Then
South of R737A	Departure	ANRUB - EGOPI	Direct to the next waypoint in the flight plan or as coordinated.
	Arrival	DAVEY- EFFEY – BATIR - VOMPA	Via the TL TMP or as coordinated.
North of R737A	Departure	TARET	Direct to the next waypoint in the flight plan or as coordinated.
	Arrival		Direct TL or as coordinated.

3.6.4.2 Separation with R737A/B/C/D

3.6.4.2.1 Lateral clearance (flying and non-flying activities)

When an aircraft is tracking	For...	Clear the aircraft via	Then
South of R737A/B/C/D	Departure	ANRUB – EGOPI- DOBGO	Direct to the next waypoint in the flight plan or as coordinated.
	Arrival	DAVEY- EFFEY –BATIR- VOMPA	Via the TL TMP or as coordinated.
North of R737A/B/C/D	Departure	CARMN - ENDET - KIBOP	Direct to the next waypoint in the flight plan or as coordinated.
	Arrival	ISMUN - KIBOP - CARMN	Via the TL TMP or as coordinated.

3.6.4.2.2 Transit

TL ATC may provide clearances for aircraft to transit R737 A/B/C/D whenever able, and advise TBP when this is possible.

3.6.4.2.3 Transit inbound aircraft

BKL must relay ident of aircraft before transferring the aircraft for clearance at 130 NM TL.

3.6.4.2.4 Military transit points

During military exercises or high intensity flying, TL ATC may track military aircraft via:

Position	Location	
SIERRA	TL270R30DME	TL275R30TAC
TANGO	TL280R40DME	TL283R40TAC
CATEY	TL243R42DME	TL245R40TAC

Use these transit points when coordinating between TL ATC and TBP when requesting aircraft tracking and levels.

Coordination to TBP is not required when military aircraft are tracking via TANGO at or below FL180 provided that R737 is active up to FL190 or higher.

3.6.5 Separation with R739

3.6.5.1 Lateral clearance (flying and non-flying activities)

When an aircraft is tracking	For...	Clear the aircraft via	Then
South of R739	Departure	LASEL	Direct to the next waypoint in the flight plan or as coordinated.
	Arrival		Direct TL or as coordinated.
North of R739	Departure	KALBA	Direct to the next waypoint in the flight plan or as coordinated.
	Arrival	KALBA - SEMBU	Via the TL TMP or as coordinated.

3.6.5.1.1 Vertical clearance

Issue a departing aircraft a restriction to 'REACH (LUL) by 16DME/15TAC TL'.

Restrict an arriving aircraft's descent to 'NOT BELOW (LUL) UNTIL PASSING 16DME/15TAC TL'.

3.6.6 Separation with R747

3.6.6.1 Lateral clearance (flying and non-flying activities)

When an aircraft is tracking	For...	Clear the aircraft via	Then
West of R747	Departure	SEMBU	Direct to the next waypoint in the flight plan or as coordinated.
	Arrival		Via the TL TMP or as coordinated.
East of R747	Departure	DUKUK	Direct to the next waypoint in the flight plan or as coordinated.
	Arrival		Via the TL TMP or as coordinated.

Note: Amended tracking is not required for arrivals tracking via the IBUXI ONE ZULU RWY19 and IGIKI ONE ALPHA RWY01 as TL APP can monitor radar separation with R747 for flying and non-flying activities.

3.6.6.2 Vertical clearance

Issue a departing aircraft a restriction to 'REACH (LUL) by 7DME/8TAC TL'.

Restrict an arriving aircraft's descent to 'NOT BELOW (LUL) UNTIL PASSING 7DME/8TAC TL'.

3.6.6.3 VFR clearance

Clear VFR aircraft whose planned track is between the TL 285 R and the TL 350R:

- a) via the lateral clearance specified above; or
- b) to leave or enter control area and remain clear of R747:
 - i. via the ROLLINGSTONE VFR ROUTE (Western diversion); or
 - ii. on track via TL - WEP- WTRK to leave. Reverse the waypoints to enter (Eastern diversion).

Note: The routes issued in point b) provides lateral separation for aircraft tracking visually below A050.

3.6.7 Separation with R751

3.6.7.1 Lateral clearance (non-flying activities only)

When an aircraft is tracking	For...	Clear the aircraft via	Then
South of R751	Departure	ANRUB	Direct to the next waypoint in the flight plan or as coordinated.
	Arrival	BATIR - VOMPA	Via the TL TMP or as coordinated.
North of R751	Departure	CATEY	Direct to the next waypoint in the flight plan or as coordinated.
	Arrival	CATEY - ENSOM	Via the TL TMP or as coordinated.

3.6.7.2 Lateral clearance (flying activities)

When an aircraft is tracking	For...	Clear the aircraft via	Then
South of R751	Departure	ANRUB	Direct to the next waypoint in the flight plan or as coordinated.
	Arrival	BATIR - VOMPA	Via the TL TMP or as coordinated.
North of R751	Departure	CATEY	Direct to the next waypoint in the flight plan or as coordinated.
	Arrival		Direct TL or as coordinated.

3.6.7.3 Vertical clearance

Issue a departing aircraft a restriction to 'REACH (LUL) by 11DME/10TAC TL'.

Restrict an arriving aircraft's descent to 'NOT BELOW (LUL) UNTIL PASSING 11DME/10TAC TL'.

3.6.8 Separation with R752

3.6.8.1 Lateral clearance (flying and non-flying activities)

When an aircraft is tracking	For...	Clear the aircraft via	Then
South of R752	Departure	ANRUB	Direct to the next waypoint in the flight plan or as coordinated.
	Arrival	BATIR - VOMPA	Via the TL TMP or as coordinated.
North of R752	Departure	ALBEE	Direct to the next waypoint in the flight plan or as coordinated.
	Arrival		Direct TL or as coordinated.

3.6.8.1.1 Vertical clearance

Issue a departing aircraft a requirement to 'REACH (LUL) by 11DME/10TAC TL'.

Restrict an arriving aircraft's descent to 'NOT BELOW (LUL) UNTIL PASSING 11DME/10TAC TL'.

3.6.9 Separation with R768 A/B

Instruct aircraft to overfly R768 A/B on departure from TL:

Restricted Areas	Category	Restriction
R768A	IFR	R A020 x 6DME South TL
	VFR	R A020 x Ross River Southbound
R768B	IFR	R A030 x 6DME South TL
	VFR	R A030 x Ross River Southbound

3.7 Military AAR and AEWC Airspace (MAAA) operations - TL81

3.7.1 Airspace and service

[AIP](#) ENR 5.2 lists the defined volumes for MAAA operations.

Provide services within these volumes as per the extant airspace classification.

3.7.2 Approving MAAA operations up to the boundary of Restricted Areas

Instruct AEW&C and tanker aircraft to operate up to the boundary of adjoining Restricted Areas:

AEW&C and tanker clearance request	ATC response
(<i>callsign</i>) REQUEST CLEARANCE TO OPERATE IN (MAAA designator) (levels). MARSAs WITH AIRCRAFT WITHIN (Restricted Area designator).	(<i>callsign</i>) CLEARED TO OPERATE IN (MAAA designator) (levels). MARSAs WITH AIRCRAFT WITHIN (Restricted Area designator).

Note: All aircraft manoeuvring will be contained within the MAAA.

3.7.3 Approving MAAA operations to enter adjoining Restricted Areas

AEW&C and tanker clearance request	ATC response
Request clearance to exit the MAAA and enter the adjoining Restricted Area.	(<i>callsign</i>) CLEARED TO EXIT (MAAA designator) FOR (Restricted Area designator).

Note: AEW&C/Tanker aircraft manoeuvring for the Restricted Area will be contained within the MAAA and maintain MARSAs with aircraft within the Restricted Area.

3.7.4 Approving aircraft within Restricted Areas to operate in adjoining MAAA

AEW&C and tanker clearance request	ATC response
<i>(callsign) REQUEST CLEARANCE TO EXIT (Restricted Area designator) to OPERATE IN (MAAA designator) (levels).</i>	<i>(callsign) CLEARED TO OPERATE IN (MAAA designator) (levels).</i>
<i>If tanker receives request for refuel aircraft to exit the Restricted Area and enter the MAAA: (callsign) REQUEST TANKING OPS (MAAA designator). (Number of receiving aircraft).</i>	<i>(callsign) CLEARED TANKING OPS (MAAA designator). ATC is not required to issue MARSAs clearances to the tanker or receiving aircraft.</i>

Note:

- 1) The tanker will relay the clearance to the aircraft involved.
- 2) All aircraft will operate MARSAs.
- 3) All manoeuvring will be contained within the MAAA and the Restricted Areas.

The tanker will use the phrase 'TANKING OPS COMPLETE' to advise ATC when the receiving aircraft have re-entered the Restricted Area.

3.7.5 Coordination between Civil ATC and Military Authorities

Coordination is not required when AEW&C and tanker aircraft within an MAAA:

- a) require entry into the adjoining Restricted Area; or
- b) will operate MARSAs.

3.7.6 Communications

BN ATC must maintain primary communications with aircraft operating within an MAAA.

3.7.7 SAR responsibility

Scenario	SAR responsibility
Aircraft operating within military Restricted Areas and receiving aircraft involved in AAR within a MAAA.	Military
AEW&C/Tanker aircraft operating within a MAAA.	BN ATC

When a military aircraft declares an emergency on the civil frequency, relay the details to TL ATC as appropriate.

3.8 SWBTA Hung bomb route

3.8.1 Hung bomb route

Aircraft with a hung bomb, tracking from SWBTA to YBTL must track via – OMDEL (S19 44.9 E148 57.7), TL.

Note:

- 1) *Aircraft with a hung bomb will avoid built-up areas and sharp turns; and*
- 2) *[South Queensland Manual of Air Traffic Services Supplementary Procedures \(ATS-PROC-0007\)](#) also lists this procedure, and must be updated concurrently.*

4 Business continuity

4.1 TL and Table Top (TLT) radar services not available

4.1.1 Townsville radar - planned outage

The TL Duty Technician must advise the BN SS when a TL radar outage is planned:

- a) at least 48 hours before via a Technical Equipment Access Request (TEAR) proforma; and
- b) by telephone at least one hour before the planned outage time.

4.1.2 General Requirements when TL and TLT radars not available

4.1.2.1 General requirements

When both TL and TLT radars are not available:

- a) Suspend the TMP;
- b) Issue clearances and coordinate aircraft as per [4.1.3 Arrivals to TL](#) and [4.1.4 Departures from TL](#);
- c) Transfer control of departing aircraft once identified by BN ATC and before 36 NM TL; and
- d) Apply [MATS](#) coordination for aircraft operating in Class G airspace.

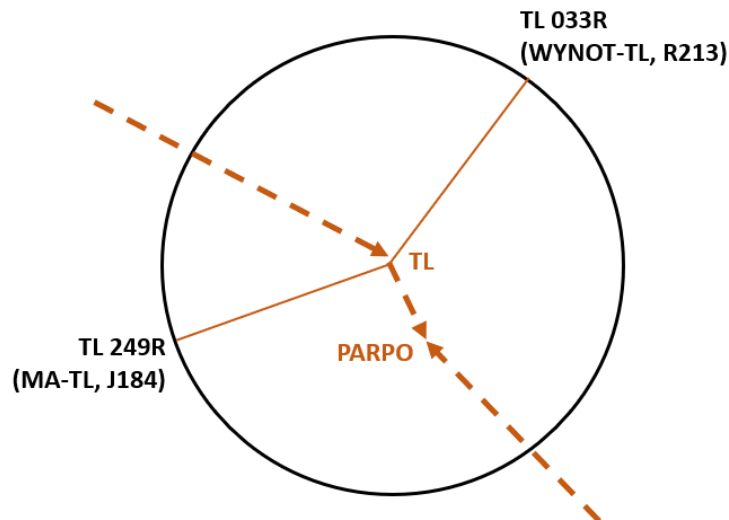
4.1.3 Arrivals to TL

4.1.3.1 Tracking for arrival RWY 01

Clear aircraft north of the MA-TL track (J184) through to the WYNOT - TL track (R213) via TL - PARPO.

Clear aircraft on all other tracks direct PARPO.

Figure 4.1 Arrivals (FL130 or coordinated level)

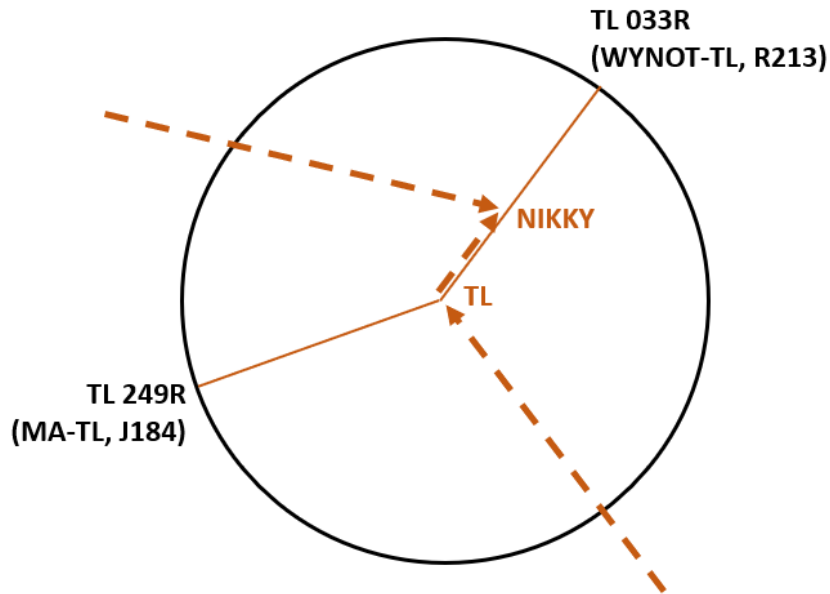


4.1.3.2 Tracking for arrival RWY 19

Clear aircraft north of the MA - TL track (J184) through to the WYNOT - TL track (R213) direct NIKKY.

Clear aircraft on all other tracks TL - NIKKY.

Figure 4.2 Arrivals (FL130 or coordinated level)



4.1.4 Departures from TL

Limit departure to amended clearances outbound on the following radials and coordinate on taxi.

When departing RWY	Departure direction	Clear the aircraft via the following radial
01	North of TL- MA (J184) to TL - WYNOT (R213)	TL 355R
	All other routes	TL 112R
19	North of TL - MA (J184) to TL - WYNOT (R213)	TL 069R
	All other routes	TL 112R

Figure 4.3 TL and TLT radars not available TL RWY 01 Departures (FL120 or coordinated level)

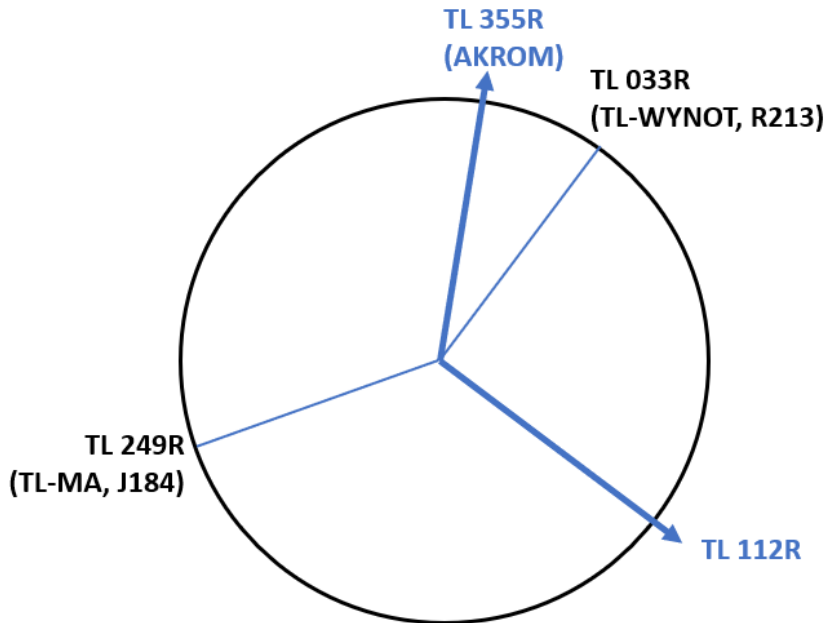
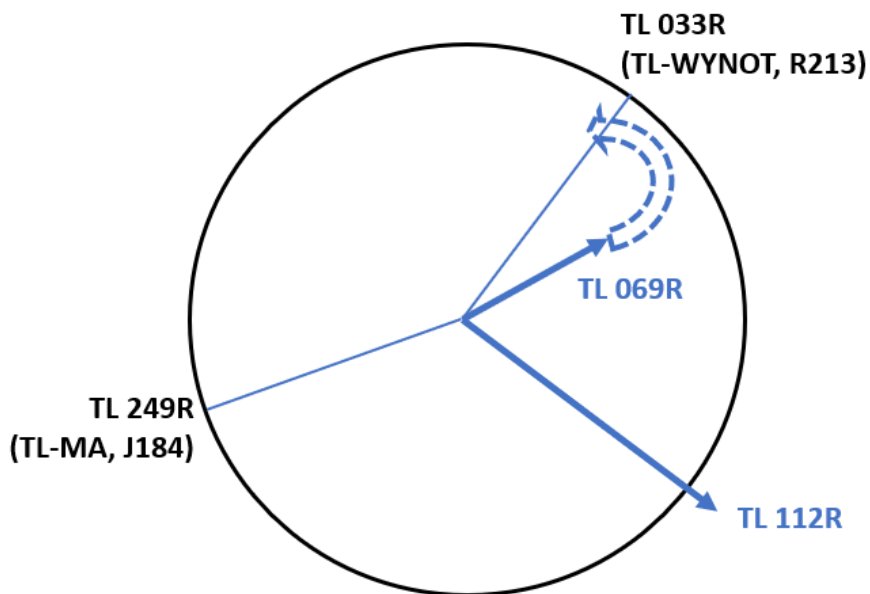


Figure 4.4 TL RWY 19 Departures (FL120 or coordinated level)



4.1.4.1 Clearances on amended tracks

TBP will accept aircraft on amended tracks and will issue the onwards clearance to re-join flight planned route when the aircraft is clear of TL ATC traffic.

4.1.5 Coordination requirements

4.1.5.1 TL ATC to TBP

Provide TBP with:

- a) taxi coordination with amended clearance;
- b) assign FL120 or the planned level, whichever is the lower; and
- c) departure time.

TL ATC will transfer aircraft to TBP once the departing aircraft has been identified.

Note: *Unless otherwise specified, TL ATC has no restrictions for departing aircraft once the aircraft has transferred to TBP.*

4.1.5.2 TBP to TL ATC

Provide TL ATC with:

- a) Aircraft arriving TL FL130 and above, assigned FL130;
- b) Coordination on all aircraft no later than 15 minutes before the boundary or as soon as practical, with the aircraft's ETA, VOR radial/route and assigned level; and
- c) TBP will transfer aircraft to TL ATC at 40NM TL.

Note: *Unless otherwise specified, TBP has no restrictions below FL120.*

4.1.5.2.1 Transiting Aircraft

For aircraft transiting TL ATC airspace at FL130 and above, TBP must:

- a) coordinate with TL ATC; and
- b) retain the aircraft on frequency.

4.2 When TL, TLT and Swampy Ridge (SRG) and/or Hann Tableland (HNS) radars are not available

4.2.1 General requirements when radars are not available

If TL, TLT and SRG and/or HNS radars are not available:

- a) Suspend the TMP;
- b) Clear arriving aircraft direct to TL VOR;
- c) Coordinate all arrivals/departures FL180 and below; and
- d) Cancel AYR release if required.

4.2.2 Coordination and standard assignable levels

4.2.2.1 TL ATC to TBP

Provide TBP with:

- a) Taxi coordination with proposed clearance;
- b) Aircraft assigned FL120 or the planned level, whichever is the lower; and
- c) Departure coordination prior to assigning the aircraft above A080.

Note: TL ATC has no restrictions above FL130 unless advised.

4.2.2.2 TBP to TL ATC

Provide TL ATC with:

- a) Aircraft arriving TL FL130 and above, assigned FL130; and
- b) Coordination on all aircraft no later than 15 minutes before the boundary or as soon as practical, with the aircraft's ETA, VOR radial/route and assigned level.

Note: TBP has no restrictions below FL120 unless advised.

4.3 Equipment failure

4.3.1 Civil nav aids at TL

The TL Duty Technician must:

- a) report faults for civil nav aids (ILS, DME, VOR) to the BN SS; and
- b) record the fault in CAMM2.

Note: The SS will liaise with TCI to determine the fault category and publish a NOTAM if required.

4.3.2 When TL PAL and/or runway lighting fails outside of TL ATC hours

4.3.2.1 BN CTR responsibilities

If a pilot advises that the TL PAL and/or runway lighting fails outside TL ATC hours, BN CTR must advise the ARO.

Note: The ARO should notify all affected parties (including TL ARFFS) and NOTAM the facility.

4.4 Civil ATS failure

4.4.1 Eurocat degraded modes

If there is an unplanned outage of Eurocat equipment, the BN SS may advise that they are operating in 'degraded mode'. When Eurocat is not functioning normally expect:

- a) start clearances may be required (contact BN SM3);
- b) delays;
- c) voice coordination of estimates, level and route; and
- d) requests for radar separation.

4.4.2 ATS civil contingency

When an ATS contingency affects Airservices administered airspace, the ATMD or Contingency Response Manager will forward a checklist appropriate to the contingency to the relevant Defence unit(s) by fax or email. Defence will use the checklist to respond to the ATS contingency.

Note: See [MATS Supps Form](#) for the checklist template.

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5 Contact numbers

Contact	Phone number	
Defence		
JACC	02 6128 4856 or 02 6128 4857 or 02 6128 4858	
Army		
TFTA Range Control	07 4775 8500	
OC Jungle Training	07 4043 9204	
RCO Mt Stuart	07 4772 9829 or 07 4430 3702	
Navy		
Fleet HQ Potts Point	02 9359 4170 or 02 6128 4339 AH	
RAAF		
TL TWR	07 4752 1205	
TL APP	07 4752 1207	
TL ATC OPS CDR	07 4422 8109 or 0438 762 452	
Airservices		
NOF	02 6268 5063	
BN SM3	07 3866 3315	
BN SS	07 3866 3420	
ATMD	1300 879 535	
TSV Airport		
TSV Airports (Safety Officer)	Primary	0418 771 999
	Secondary	0417 767 869
TL ARFFS	07 4752 1333 or 07 4759 1810	
Great Barrier Reef Marine Park Authority		
GBRMPA	07 4750 0700	

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