Refer Temp MATS Supp 2024_02 or ATS_TLI_24_0024

Refer Temp MATS Supp 2024_07 or ATS_TLI_24_0075

airservices australia

South Queensland Manual of Air Traffic Services Supplementary Procedures

Procedure

ATS-PROC-0007

Version 29

Effective 30 November 2023

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HQSRG A7 ANSP STAND

ATTENTION

Temporary amendments may apply

Change summary

South Queensland Manual of Air Traffic Services Supplementary Procedures Version 29: Effective 30 November 2023		
Location of change	**Change description**	**CRC Id**
Whole document	Editorial changes	30889
Whole document	new template	
1.1	editorial and removal of OM	
2.3	replace OM with SM	
2.3.4.8	Removal of duplicated coordination	
2.3.4.13	Addition of R654 D	
2.4	editorial	
2.5.3	Changed waypoint names	
2.5.4	Change to Appendix B	
2.5.5	Updated waypoint names	
2.5.6	Correction, change of level and distance.	
3.1.1	Update to boundary separation	
3.3.4	Addition of YXTO	
3.5.1	YBAF SID departures update	
3.7.1.2	Changed ident instruction	
3.7	Removal of YAGL	
3.7.2	Amended title and table	
5.1	Change of title	
5.1.2.1	New section	
5.2	Change of Title	
Section 6	OPSCDR mobile number added	
Appendix B	Update to map	
Multiple sections	Waypoint name changes, OM changed to SM2	

This document was created using Air Traffic Services (ATS) Operational Document Template (C-TEMP0256) Version 7.

View change summaries for the previous six months

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1 Definitions

1.1 Abbreviations and acronyms

Abbreviation	Definition
ABCP	Air Base Command Post
AF TWR	Archerfield Tower
AMB	RAAF Amberley
AMB ASPR	Amberley Approach Supervisor
AMB CEN	Amberley Centre ***Note:*** *Airservices VCS data as 'AMB HI'*
BAN	Brisbane Approach North
BAP	Brisbane Approach Planner
BAS	Brisbane Approach South
BDN	Brisbane Departures North
BDS	Brisbane Departures South
BFL	Brisbane Flow
BN ATC	All Brisbane ATS sectors including BN TCU
BN ENR	Brisbane Enroute (all Brisbane ATS sectors excluding BN TCU)
BN SM2	Brisbane Aisle 2 Shift Manager
BN TCU	Brisbane Terminal Control Unit comprises of BAN/BAP/BAS/BDN/BDS/SHN/SM TCU
BUR	Burnett Sector
BYA	Bunya Sector
BYP	Byron Planner
Byron	ATC Unit comprising of GRN/INL/GOL/BYP
DOS	Downs Sector
FHQ	Fleet Headquarters
FLTCDR	Flight Commander
Fraser	ATC Unit comprising of DOS/BUR/NSA/BYA/NBO/FRP
FRP	Fraser Planner
GOL	Gold Coast Sector
GRN	Grafton Sector
INL	Inverell Sector
JACC	Joint Airspace Control Cell

Abbreviation	Definition
NBO	Nambour Sector
NSA	Noosa Sector
OAR	Office of Airspace Regulation (CASA)
OCA	Operational Command Authority
OK	Oakey
OPSO	Operations Officer
RCO	Range Control Officer
RSU	Remote Sensor Unit
SHN	Sunshine Sector
SM TCU	Shift manager for BN TCU
SS	Brisbane Systems Supervisor

1.2 Definitions

Abbreviation	Definition
Big AMB	Little AMB and R625D active
Little AMB	AMB CTR and R625A/B/C active
Oakey High	Any combination of Oakey airspace active above 6500 FT
Oakey Low	Any combination of Oakey airspace active up to and including 6500 FT
SWBTA	Shoalwater Bay Training Area consisting of Restricted Areas R680, R682, R683, R684, R686, R687, R689 and R695.

2 Operational context

2.1 Airspace administration

2.1.1 Purpose

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 arbiter.

2.1.2 References

The primary references for airspace and air route information is the 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 (e.g. 452SQN AMB FLTCDR), 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 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.*

Note 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 practical. Alternatively, minimise airspace activation to reduce its effect on other airspace users.

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 Manual of Air Traffic Services (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.

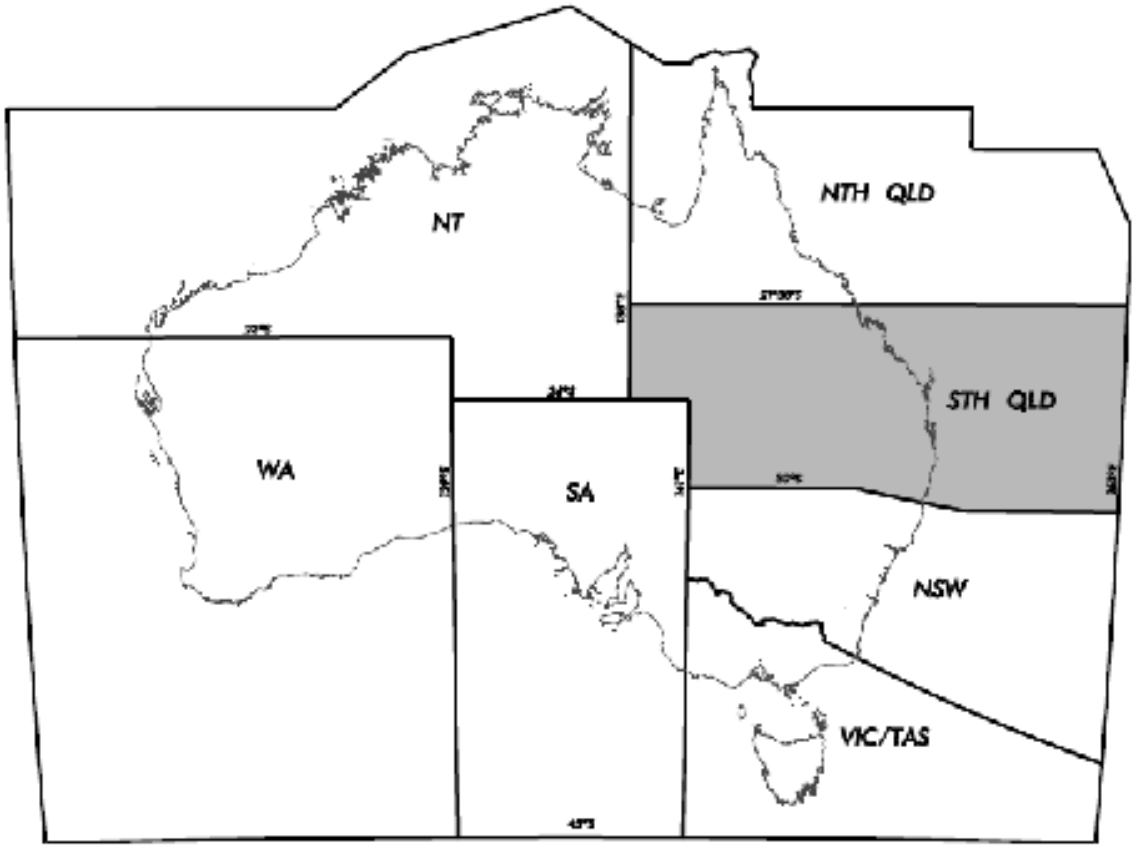
2.2 Area of responsibility

2.2.1 Dimensions

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

260000S 1380000E, 213000S 1380000E, 213000S 1630000E, 310144S 1630000E, 310144S 1551814E, 300000S 1492752E, 300000S 1410000E, 260000S 1410000E, 260000S 1380000E

Figure 2.1 Area of responsibility



2.3 Airspace management

2.3.1 Notification

2.3.1.1 Activation notification

Negotiate with BN SM 2 where MATS notification requirement is not met.

R644 is not eligible for short notice activation and requires eight (8) hours' notice.

2.3.1.2 Deactivation notification

Coordinate deactivation of	With
R636, R637, R638, R639, R644, R650, R662, R671	BN SM2
AMB CTR, R625	DOS
OK CTR, R654	DOS

2.3.2 Access to AMB airspace

AMB ATC must notify the BN SM2 as soon as possible when aircraft on routes transiting AMB airspace must be kept clear of military airspace.

AMB ATC must advise the BN SM2 when exclusive military use of the airspace is required:

a) 30 minutes prior to the airspace being resumed; or

b) as soon as the need is recognised when the requirement was unforeseen.

Note: *A number of air routes that transit AMB restricted areas may be unavailable due to exercises or short notice high traffic density.*

2.3.3 Access to training areas

2.3.3.1 AMB training Restricted Areas

Prior to aircraft entering AMB training Restricted Areas R636, R637, R638, R639, R644, R650, R662 and R671, BN ENR must:

a) confirm that the aircraft has a clearance and provide frequency transfer instructions; or

b) instruct the aircraft to remain clear of the restricted area until a clearance has been issued.

Not required for aircraft that have departed AMB or are operating within a MAAA.

BN ENR must advise the BN SM2 if aircraft are not in receipt of a clearance.

2.3.3.2 SWBTA

Approval granted to a VFR aircraft operator to enter R684A, R687A or R695A will include the instruction to squawk SSR code 6550 prior to entering and whenever established inside the airspace.

2.3.4 Activation/deactivation procedures

2.3.4.1 R608 Longreach – Military non-flying

Item	Details
Controlling authority and NOTAM responsibility	OPSO 1 RSU RAAF (Primary User)
Activation	H24

2.3.4.2 R609 Evans Head – Military flying

Item	Details
Controlling authority and NOTAM responsibility	FLTCDR 452SQN Amberley AMB ABCP (Primary User)
Activation	NOTAM

2.3.4.3 AMB CTR/R625 A/B/C/D Amberley - Military flying

Item	Details
Controlling authority and NOTAM responsibility	FLTCDR 452SQN Amberley (Primary User)
Activation	NOTAM
30 minutes prior, AMB ATC	Advise activation time to BAP, GOL, DOS and AF TWR.
Five minutes, AMB APP	Obtain radar hand-offs/idents from DOS
Deactivation	
Prior to NOTAM expiry: At requested deactivation time, AMB ATC	Request deactivation from DOS. When agreed advise deactivation to BAP, GOL, OK and AF TWR.
At NOTAM expiry: Five minutes prior, AMB APP	Complete radar hand–offs/idents to DOS Advise deactivation to BAP, GOL and AF TWR.

2.3.4.4 R627 Greenbank – Military non-flying

Item	Details
Controlling authority and NOTAM responsibility	Army RCO Greenbank (Primary User)
Activation	R627- D 2100 - 0600 EXPH or as amended by NOTAM

2.3.4.5 R634 A/B Canungra - Military flying/non-flying

Item	Details
Controlling authority and NOTAM responsibility	Army RCO Canungra (Primary User)
Activation	NOTAM
Communications not required	R634B has limited CTA intrusion and does not pose significant problems to the control of air traffic. Communications to commence or cease firing is not required

2.3.4.6 R636 Gayndah – Military flying

Item	Details
Controlling authority and NOTAM responsibility	FLTCDR 452SQN Amberley (Primary User)
Activation	NOTAM

2.3.4.7 R637 A/B/C/D Amberley – Military flying

Item	Details
Controlling authority and NOTAM responsibility	FLTCDR 452SQN Amberley (Primary User)
Activation	NOTAM

2.3.4.8 R638 A/B/C/D Evans Head - Military flying/non-flying

Item	Details
Controlling authority and NOTAM responsibility	FLTCDR 452SQN Amberley (Primary User)
Activation	NOTAM

2.3.4.8.1 R638D partial activation

AMB may initiate a partial activation of R638D to create a linear western boundary for R662. The partial activation is east of a line 285213S 1534939E - 293923S 1533734E and is listed in Eurocat as R638DP.

2.3.4.9 R639 A/B/C/D Amberley - Military flying

Item	Details
Controlling authority and NOTAM responsibility	FLTCDR 452SQN Amberley (Primary User)
Activation	NOTAM If less than eight hours' notice is provided, AMB ATC advise OK at least 30 minutes before activation
Deactivation AMB ATC	Advise OK if deactivation time differs from NOTAM

2.3.4.10 R644 Amberley - Military flying

Item	Details
Controlling authority and NOTAM responsibility	FLTCDR 452SQN AMB (Primary User)
Activation	NOTAM
	Only activate this area when there is no other alternative and keep the duration of activation to a minimum ***Note:*** *This area causes traffic management issues for civil traffic.*

2.3.4.11 R647 A/B Wallangarra – Military non-flying

Item	Details
Controlling authority and NOTAM responsibility	Thales Duty Officer Army (Primary User)
Activation	R647A - H24 R647B - NOTAM

2.3.4.12 R650 A/B Amberley - Military flying

Item	Details
Controlling authority and NOTAM responsibility	FLTCDR 452SQN AMB (Primary User)
Activation	NOTAM

2.3.4.13 Oakey CTR/R654 A/B/C/D Oakey – Military Flying

Item	Details
Controlling authority and NOTAM responsibility	FLTCDR 452SQN OK (Primary User)

Item	Details
Activation OAK ATC	NOTAM OK ATC must provide 30 minutes notice to DOS prior to the first activation period of the day only. In the event R654C is activated, AMB shall be notified in the same manner.
Five minutes prior to OK CTR activation, OK ATC	Obtain radar hand-offs/idents from DOS
Five minutes prior to OK CTR deactivation, OK ATC	Complete radar hand-offs/idents with DOS Advise AMB if deactivation time differs from NOTAM

2.3.4.14 R662 A/B Amberley - Military flying

Item	Details
Controlling authority and NOTAM responsibility	FLTCDR 452SQN AMB (Primary User)
Activation	NOTAM

2.3.4.15 R671 A/B Amberley – Military flying

Item	Details
Controlling authority and NOTAM responsibility	FLTCDR 452SQN AMB (Primary User)
Activation	NOTAM

2.3.4.16 R680 Akens Is, R682 Townshend Is, R683 Cape Clinton – Military flying/non-flying

Item	Details
Controlling authority and NOTAM responsibility	Army RCO Shoalwater Bay (Primary User FL310 and below) BN ATC (Airspace coordinator above FL310)
Activation	NOTAM

2.3.4.17 R684 A/B Mt Hummock - Military flying/non-flying

Item	Details
Controlling authority and NOTAM responsibility	R684A – Army RCO Shoalwater Bay (Primary User) R684B – Army RCO Shoalwater Bay (Primary User FL310 and below) BN ATC (Airspace coordinator above FL310)
Activation	R684A – H24 R684B – NOTAM

2.3.4.18 R685 A/B Wide Bay - Military flying/non-flying

Item	Details
Controlling authority and NOTAM responsibility	Army RCO Wide Bay (Primary User FL150 and below) BN ATC (Airspace coordinator above FL150)
Activation	NOTAM. Consult with BN SM2 when activating above FL150 and before submitting the request to the NOF
Cease fire	Cease firing on request from BN SM2

2.3.4.19 R686 Triangular Island – Military flying/non-flying

Item	Details
Controlling authority and NOTAM responsibility	Army RCO Shoalwater Bay (Primary User)
Activation	NOTAM

2.3.4.20 R687 A/B Raspberry Creek - Military flying/non-flying

Item	Details
Controlling authority and NOTAM responsibility	R687A - Army RCO Shoalwater Bay (Primary User) R687B - Army RCO Shoalwater Bay (Primary User FL310 and below) - BN ATC (Airspace coordinator above FL310)
Activation	R687A - H24 R687B - NOTAM

2.3.4.21 R689 Shoalwater Bay - Military flying/non-flying

Item	Details
Controlling authority and NOTAM responsibility	Army RCO Shoalwater Bay (Primary User FL310 and below) BN ATC (Airspace coordinator above FL310)
Activation	NOTAM

2.3.4.22 R693 Elliott – Military flying/non-flying

Item	Details
Controlling authority and NOTAM responsibility	Fleet HQ Potts Point Navy (Primary User 12 500 FT and below) BN ATC (Airspace coordinator above 12 500 FT) OCS must send the request to FHQ who are responsible for buffer calculation and issuing the NOTAM through the NOF. Negotiate with BN SM2 to establish an appropriate upper limit.
Activation	NOTAM
Communications and firing	Provide a two-way radio link with BN ATC through BN Flightwatch before commencing firing. The Navy OSC must: a) complete a comms check every 30 minutes. This check constitutes a clearance to commence/continue firing from BN ATC; and b) maintain continuous listening watch.
Cease firing	Cease firing when: a) contact cannot be made for comms checks. Do not recommence firing until comms are re-established; or b) requested by BN ATC.
Airspace release	When firing is finished, release the airspace to BN ATC using the phrase R693 RELEASED to AIR TRAFFIC CONTROL. Call BN using: a) 6610 kHz; b) 3452 kHz; or c) BN SS.

2.3.4.23 R695 A/B/C Herbert Creek – Military Flying/non-flying

Item	Details
Controlling authority and NOTAM responsibility	R695 A/B Army RCO Shoalwater Bay (Primary User) R695C Army RCO Shoalwater Bay (Airspace coordinator)
Activation	R695A – H24 R695B – NOTAM. R695C – NOTAM.

2.3.4.24 R725 Saumarez – Military Flying

Item	Details
Controlling authority and NOTAM responsibility	FLTCDR 452SQN AMBERLEY (Primary User)
Activation	NOTAM

2.4 Airspace releases

2.4.1 AMB responsibilities

Coordinate all voice release requests to BN SM2 and wait for acceptance.

Where possible AMB will give 15 minutes notice prior to cancelling the release/s.

2.4.2 Airservices responsibilities

BN SM2 must advise affected sectors of the airspace releases.

2.4.3 Standard releases

Airservices may request or AMB may offer a release of portions of AMB restricted airspace when there are emergency or severe weather events.

Do not use this option if it is possible to deactivate airspace that is no longer required.

The following standard releases have been defined to simplify coordination:

Airspace release	Dimensions
AMB High	R625D A090 and above
AMB Low	AMB CTR, R625A/B/C/D (if active) A050 and above
Overland A/B	R639A/B FL210 and above
Overland C/D	R639C/D FL250 and above
Overwater North	R637A/B/C/D FL210 and above
Overwater Link	R644 FL210 and above
Overwater Central	R650AB FL210 and above
Overwater South	R662A/B/R671 FL210 and above

When requesting the release, use the phrase: 'REQUEST RELEASE [Airspace Release(s)]'.

Airspace release levels in the table above are usable by Airservices.

2.4.4 Toogoolawah airspace release

2.4.4.1 Definition and responsibilities

When released to Fraser, aircraft in the Toogoolawah area may operate within a 6 NM radius of 270416S 1522300E but no further south than the lateral boundary of R625D and no further east than the lateral boundary of the 7500 FT Class C step (see Appendix C).

AMB ATC must separate all traffic above A075 in their airspace by at least 5 NM from the coordinated area.

Note: *The Toogoolawah release is used for parachuting activity in proximity to R625. The 5 NM ensures separation with both the aircraft and the parachutes.*

2.4.4.2 Management

The Toogoolawah release is coordinated directly between Fraser and AMB.

A level must be specified on coordination of the airspace release. This level is usable by Fraser.

Fraser must cancel the airspace release when it's not required for extended periods of time.

2.4.5 Major military exercises

2.4.5.1 Defence responsibilities

Release all or parts of exercise airspace to Airservices if it:

a) is not required for significant periods of time (generally in excess of one hour); and

b) cannot be deactivated.

Apply vertical buffers within residual airspace to contain military activities so that release levels advised to Airservices are levels available to Airservices.

Send the details of the exercise airspace release to the BN SM2 on the pro-forma. Contact the BN SM2 to confirm receipt. Complete coordination when resuming airspace with the BN SM2.

Advise Airservices when the release is valid to. When the release must be cancelled earlier, provide at least 30 minutes notification. Negotiate with Airservices to resolve traffic issues.

Note 1: *The release is automatically cancelled at the advised time.*

Note 2: *These procedures will be incorporated into the MOU for the exercise. 'Exercise Airspace' includes SBX and any associated temporary restricted airspace.*

2.4.6 Echo release

2.4.6.1 Confines

When released to AMB the 'ECHO RELEASE' airspace is defined as the lateral dimensions of R625D from FL210 – FL310.

2.5 Military corridors and transit routes

2.5.1 Purpose of and access to corridors

Transit corridors have been established to facilitate transit of MIL aircraft to/from AMB and the training areas.

Clearances through the corridors may be available from AMB ATC (AMB CEN).

Corridors may be active concurrently.

Levels shown are usable by corridor aircraft. BN ATC will apply a 5 NM lateral and 1000 FT vertical buffer to the corridors.

Aircraft arriving/departing AMB for operations into/out of AEX airspace that are performance capable shall plan to use the transit corridors provided.

Transit through the BN TCU airspace is reserved for aircraft that cannot use the corridors on performance grounds and shall be either single aircraft or established in close or standard formations.

2.5.2 Responsibilities

For aircraft within a corridor, AMB ATC must:

a) monitor the aircraft remain within the corridor; and
b) positively control the aircraft.

2.5.3 Corridor waypoints

Waypoint	Latitude/longitude	Waypoint	Latitude/longitude
BINUP	272057S 1524407E (DAH)	LESKO	265252S 1533544E (DAH)
ANKED	272543S 1524604E (DAH)	MOSSI	262620S 1533758E (DAH)
MURJO	271703S 1530609E (DAH)	ADNUK	264005S 1534826E (DAH)
JEZZA	272206S 1530628E (DAH)	VIRGE	271312S 1544429E (DAH)
BOBED	271552S 1531245E (DAH)	KIWEE	274036S 1532011E
ZANET	274747S 1532530E	TUGUN	274537S 1525050E
LOTMA	280757S 1534459E (DAH)	COWIE	274026S 1525206E (DAH)
SEMAJ	284036S 1535342E (DAH)	LAGOB	274541S 1532004E (DAH)

2.5.4 Corridor dimensions

See Appendix B for corridor diagrams.

Sub-area name	Boundary point latitude/longitude	Airspace levels
Amberley Corridor Common	272828.65S 1524713.50E 271805.42S 1524301.03E 271329.74S 1530712.81E 272454.83S 1530814.44E 272828.65S 1524713.50E	FL190 – FL280 inclusive
Amberley Corridor North	271242.63S 1531122.21E 265137.36S 1533230.76E 262218.96S 1533448.35E 264243.52S 1535014.96E 272458.50S 1530811.66E 271324.84S 1530712.81E 271242.63S 1531122.21E	FL260 – FL280 inclusive
Amberley Corridor Central	270959.33S 1544753.06E 271203.61S 1544413.48E 271621.19S 1544410.28E 271901.59S 1531407.90E 272454.83S 1530814.44E 271329.74S 1530712.81E 271242.63S 1531122.21E 270959.33S 1544753.06E	FL260 – FL280 inclusive
Amberley Corridor South (Low)	273724.87S 1525051.66E 273735.47S 1532202.41E 274154.53S 1532508.99E 274920.72S 1532051.45E 274841.67S 1531918.08E 274836.61S 1524838.87E 274233.75S 1525258.59E 273724.87S 1525051.66E	FL190 – FL280 inclusive
Amberley Corridor South (High)	274154.53S 1532508.99E 274609.09S 1532812.62E 280632.25S 1534805.70E 283454.15S 1535540.49E 284617.46S 1535143.21E 280921.68S 1534152.22E 275024.49S 1532324.06E 274920.72S 1532051.45E 274154.53S 1532508.99E	FL260 – FL280 inclusive

Note: *Amberley Corridor Common is automatically activated with Amberley Corridor North/Central.*

2.5.5 Transit routes for non-corridor traffic

2.5.5.1 Planning outbound transit routes

Aircraft that cannot meet corridor requirements and tracking must plan outbound via:

a) R637 via BINUP – MURJO – BOBED – LESKO – MOSSI/ADNUK above A100.
b) R650 via BN – COODA – BONEY – R650 above A100.
c) R662 via COWIE – 2741S 15320E – 2748S 15325E – LOTMA – SEMAJ. Reach and maintain FL190 by COWIE.
d) R662 alternate via EMPUM – IDNER – TEDEB – NOMIT FL150.
e) R638 via EMPUM – IDNER – TEDEB FL150.
f) R636 via JEDDA – ROWLO – COOLA FL200.

2.5.5.2 Planning inbound transit routes

Aircraft that cannot meet corridor requirements and tracking must plan inbound via:

a) R637 via ADNUK – BN – AMB, above FL180.
b) R650 via BONEY – SAVER – AMITY – BN – AMB, above FL180.
c) R662 via SEMAJ – LOTMA – 2748S 15325E – LAGOB – 2746S 15251E above FL180.
d) R638 via TEDEB – IDNER – EMPUM – AMB FL140.
e) R636 via DCT ROWLO – JEDDA – AMB FL210

2.5.6 Routes for aircraft emergencies in R636, R638 and SWBTA

2.5.6.1 Radio failure in R636

Radio failure aircraft within R636 must:

1) squawk 7600;
2) remain within R636 for two minutes if operationally viable;
3) track ROWLO – JEDDA – AMB at FL130; and
4) from 35 TAC AMB descend to 5100 FT, direct BIGIX for ILS Y/TACAN RWY15.

2.5.6.2 Radio failure in R638

Radio failure aircraft within R638 must:

1) squawk 7600;
2) remain within R638 for five minutes if operationally viable;
3) track JAYDE (290428.1S 1531455.4E) direct AMB at FL140; and
4) from AMB descend to 5100 FT, direct BIGIX for ILS Y/TACAN RWY15.

2.5.6.3 Hung bomb in R638

Aircraft with a hung bomb must:

1) contact BN Centre on 127.2 for identification and onwards clearance; and
2) track via JAYDE direct YAMB, FL140.

2.5.6.4 Hung bomb in SWBTA

Aircraft with a hung bomb, tracking from SWBTA to:

1) YAMB must track via - ADGAD (250000.0S 1525500.0E), UKAPI (260812.0S 1531518.0E), TAROL (263212.0S 1522124.0E), AMB; or
2) YBTL must track via – OMDEL (194454.0S 1485742.0E), TL.

Note 1: *Aircraft with a hung bomb will avoid built-up areas and sharp turns.*

Note 2: *North Queensland Manual of Air Traffic Services Supplementary Procedures (ATS-PROC-0006) also lists the procedure for tracking to YBTL, and must be updated concurrently.*

3 Coordination and communication

3.1 General

3.1.1 Aircraft operate to the boundary of restricted airspace

AMB ATC and OK ATC may operate up to the boundary of their respective CTR, restricted areas and temporary restricted areas and military corridor releases without prior coordination. When R654C and R625D are active AMB APR will separate with the boundary of R654C. OK APP will separate with R639.

Note: *The military corridor system maps in Eurocat include a 5 NM buffer.*

3.1.2 Corridor coordination

Prior to Activation	**Required action**
AMB ATC	At aircraft clearance issue request Amberley Corridor: 1) North/Central from FRP (Fraser Planner), and 2) South from BYP (Byron Planner).
On receipt of activation request	**Required action**
FRP (Corridor North/Central)	Coordinate with GOL, NSA, BUR, DOS and SDY When activation agreed, advise BAP and BN SM2 Amberley Corridor North/Central active
BYP (Corridor South)	Coordinate with GOL, NSA, BUR, DOS and SDY When activation agreed, advise BAP, INL and BN SM2 Amberley Corridor South active
Advise AMB ATC if the corridor is not available with an estimate of the delay.	
On advice of activation	**Required action**
BN SM2	Display the Amberley Corridor North/Central/South map in the ENR and Brisbane TMA partitions
When corridor map displayed	**Required action**
FRP/BYP	Notify AMB ATC Amberley Corridor North/Central/South active
Deactivation	**Required action**
AMB ATC	Notify FRP/BYP Amberley Corridor North/Central/South deactivated
On notification of deactivation	**Required action**
FRP/BYP	Advise GOL, BUR, DOS, SDY, BAP, INL (South only) and BN SM2 of deactivation
BN SM2	Remove Amberley Corridor North/Central/South map display in the ENR and Brisbane TMA partitions.

3.1.3 BN ENR planner positions

Fraser and Byron will coordinate with OK and AMB when their respective planner positions are opened and closed. When planner positions are open:

a) use the cold-line when coordinating with the planner position; and

b) use the hot-line when coordinating with the relevant executive position.

3.1.4 Telephony protocol

The AMB/OK SELCAL lines are shared by a number of units and a 'tone' will block transmission for the first few seconds of each call.

BN ATC sectors must prefix all initiating calls with their sector name.

3.1.5 General coordination principles

Unless varied in the following sections, apply the following general coordination principles:

a) When coordinating with AMB and OK:

   i) Coordinate aircraft 50 NM or 10 minutes (whichever is the lesser) prior to the airspace boundary;

   ii) Coordinate taxi for aircraft within 10 minutes flight time or 50 NM (whichever is the lesser) from the airspace boundary; and

   iii) Relay radar identification for boundary coordination at least 10 NM prior to the boundary.

b) When coordinating with BN ATC:

   i) if aircraft have previously received a service from BN ATC, coordinate aircraft prior to 10 NM from the boundary; and

   ii) coordinate taxi for aircraft originating in AMB or OK restricted areas;

General coordination on aircraft previously receiving a Eurocat service can be done in the hand-off.

3.2 Coordination BN ENR/TCU to AMB

3.2.1 Variations to coordination

3.2.1.1 Little AMB only active

When Little AMB only is active:

a) DOS will provide an ident only on YTWB and YBWW departures tracking BIVAT WOODY A090 and above.

b) BN TCU will provide an ident only for YBBN arrivals RWY01L/R. AMB will specify any vertical restrictions.

c) Do not coordinate taxi for aircraft planned via SAMVI at or above A090.

3.2.1.2 Boundary coordination not required

Do not coordinate to AMB ATC aircraft tracking:

a) BN – IBUNA;
b) on or east of the BN 196 VOR Radial; or
c) BIVAT – MESED after departure.

3.2.1.3 YTWB arrivals via RNP RWY 29

For aircraft arriving at YTWB via the RWY29 RNP Approach not planned through AMB airspace:

a) DOS will provide an ident only to AMB for aircraft tracking for the RWY29 RNP including any holding requests/requirements;
b) With AMB approval, DOS is responsible for clearing an aircraft through AMB airspace as required for the approach (including holding if required); and
c) AMB must advise if they have any frequency requirements.

3.2.2 Brisbane (YBBN) arrivals

BN TCU must advise AMB PLNR the runway in use at YBBN on opening and during periods of BN CATIS failure.

3.2.2.1 STAR allocation

For aircraft landing at YBBN via a STAR route:

a) AMB ATC is responsible for issuing the STAR where AMB ATC issue the airways clearance.
b) DOS will issue STARs to all other aircraft landing YBBN via AMB airspace.
c) BFL will coordinate the appropriate STAR and (if required) feeder fix time.
d) R19R ENLIP STARs are not available when Big AMB is active.
e) DOS must advise AMB APP if aircraft are not on a STAR.

3.2.2.2 Sequencing and delaying action

a) Holding at WOODY must be at or below FL130, and requires an ident to BUR.
b) Holding at WOODY to be used for YTWB, YBWW and YKRY departures only, all other holding must be done outside of Big AMB (nominally at NODOR or OPIPO) if able.
c) DOS will make every effort to absorb minor delays outside of Big AMB. AMB may be required to assist in achieving set course times.
d) Holding at ENLIP must be coordinated to AMB prior to hand-off.

3.3 Coordination AMB to BN ENR

3.3.1 Variations to coordination

3.3.1.1 Boundary coordination not required

Do not coordinate to GOL aircraft established on or north of the ENLIP STAR.

Do not coordinate to BUR aircraft established on or south of the WOODY STAR.

3.3.1.2 Amberley departures via TATEN when Little AMB active

AMB ATC will coordinate the taxi and handoff to GOL for all aircraft planned above A080. GOL must provide the ident to DOS or SHN as required.

3.3.2 Standard assignable levels between AMB and BN ENR

Assigning sector	Standard assignable level	Amberley status
BN ENR to AMB	FL210	Big AMB
BN ENR to AMB YAMB arrivals via VONDO	FL130 Reach FL150 by VONDO	
AMB to BN ENR	FL200	
BN ENR to AMB	A090	Little AMB
AMB to BN ENR	A080	

Standard assignable levels are not stated when voice coordinating.

3.3.3 Hand-offs between BN ENR and AMB

When handing off aircraft initiate hand-off prior to 5 NM from the boundary.

3.3.4 SARWATCH responsibility between BN ENR and AMB

Transfer of SARWATCH responsibility commences at the airspace boundary.

Exceptions:

a) AMB ATC is responsible for SARWATCH of YTWB and YXTO departures East on receipt of taxi coordination;
b) DOS is responsible for SARWATCH for YBWW departures via BIVAT – Eastbound.

SARWATCH responsibility rests with the group receiving the taxi call until otherwise coordinated/negotiated.

3.3.5 Amberley departures between the AMB150 and AMB330 radials (clockwise)

Unless otherwise instructed by ATC, military aircraft may:

a) depart within 10 NM radius of AMB direct to the first waypoint; or
b) intercept track within 10 NM.

3.4 Coordination AMB to BN TCU

3.4.1 Coordinating sector

Refer to the maps in Appendix A for the appropriate sector, except:

a) ENLIP 1 ALPHA and ENLIP 1 X-RAY to RWY19L – coordinate and transfer to BDS;
b) ENLIP 1 ALPHA RWY01L coordinate and transfer to BAN; and
c) ENLIP 1 ALPHA RWY01R coordinate and transfer to BAS.

3.4.2 Standard assignable levels between AMB and BN TCU

Departures	Standard assignable level	AMB status	RUNWAY
AMB to BN TCU	FL180	Big AMB	ALL
BN TCU to AMB	FL180		ALL
AMB to BN TCU	A080	Little AMB	ALL
Arrivals		**Tracking via**	
AMB to BN TCU	A090	WOODY 1 APLHA or VICTOR	ALL
AMB to BN TCU	FL130	ENLIP 1 ALPHA or X-RAY	19L
AMB to BN TCU	A090	ENLIP 1 ALPHA	01L and 01R
BN TCU to AMB	A070	Big or Little AMB	ALL

Standard assignable levels are not stated when voice coordinating.

3.4.3 AMB departures between the AMB 006 and 137 TACAN radials inclusive that will enter BN TCU

Upon taxi coordination with BAP, AMB will include the [RUNWAY] number.

Prior to departure, AMB will conduct a ‘NEXT [CALLSIGN]’ with BAN/BDN/BAS/BDS.

When a heading cannot be negotiated, AMB must:

a) Keep the aircraft clear of BN TCU airspace; and
b) Coordinate a new track or heading when airborne.

3.4.4 Hand-offs between AMB and BN TCU

When handing-off aircraft, initiate hand-off prior to:

a) 3 NM from the boundary for traffic arriving in Brisbane; or
b) 5 NM from the boundary for all other traffic.

Clean hand-offs apply between AMB and BN TCU, except:

a) for aircraft arriving via STAR to YBBN, BN TCU shall process aircraft via published STAR procedures inside AMB airspace, unless otherwise coordinated.

3.4.4.1 Transfer of SARWATCH

Transfer of SARWATCH responsibility commences at the airspace boundary.

3.5 Archerfield (YBAF) coordination

3.5.1 YBAF departures

3.5.1.1 Taxi advice

BN TCU must coordinate taxi advice with AMB APP on all IFR departures planned through AMB airspace.

3.5.1.2 Western departures

AMB APP must advise SHN when Western departures are not available by using the phrase 'WESTERN DEPARTURES NOT AVAILABLE'.

BN TCU must include 'WESTERN DEPARTURE' in taxi coordination if the aircraft is IFR and will:

a) depart in VMC by day;
b) will remain clear of BN TCU airspace; and
c) depart as a VFR departure if AF TWR is active.

Note: *Aircraft will contact AMB APP on 126.2 when established in Class G and by 15 minutes from the taxi coordination time.*

AMB APP will identify the aircraft and:

a) issue a clearance to keep the aircraft clear of BN TCU Class C airspace if available;
b) provide a SIS on SHN's behalf.

If the aircraft has departed using VFR departure procedures, confirm the flight category on first contact. If the aircraft changes to VFR, AMB APP must advise the next sector.

3.5.1.3 YBAF (radar) SID departures

For IFR aircraft departing on an AF SID (RADAR) between the AF206 and AF309 tracks(clockwise), Brisbane TCU must:

a) Prior to departure, conduct a 'NEXT AF [CALLSIGN]' with AMB APP and negotiate a heading to be assigned to the flight, or

b) Issue a heading that keeps the flight clear of AMB airspace and coordinate a new track or heading when airborne.

3.5.2 YBAF arrivals

AMB must complete coordination with SHN by 40BN where possible.

SHN must advise any tracking or level restrictions and must nominate the agency for hand-off where transfer of control service is required.

Standard assignable levels and responsibility for further coordination with BN TCU, if required, are as follows:

Flight rules	Conditions	Standard Level	Responsibility for other required BN TCU Coordination
IFR	IMC or at night	A034	SHN
	RNP approaches once concurred with SHN		
IFR	By day in VMC	Establish the aircraft in Class G airspace	AMB
VFR	Night	A040	SHN
VFR	Day	Establish the aircraft in Class G airspace	AMB

Include in coordination the standard levels to ensure the expected level is understood.

3.6 Echo release

3.6.1 Coordination

AMB will coordinate 30 minutes prior to the commencement of operations above R625D to BN SM2. BN SM2 will either approve the 'Echo Release' from a specified time or will call back prior to the coordinated start time to release airspace.

3.6.2 Restrictions

When 'Echo Release' is in progress, for any aircraft handed off to BN ENR on the Q484 route, a clean hand-off does not apply and any deviations left of route require back coordination.

3.6.3 Transiting arrivals

On initial coordination from BN ENR to AMB, aircraft not on a BN STAR will be issued a restriction of FL210 by OK or 48 NM AMB.

3.7 Coordination Fraser and Oakey

3.7.1 Variations to coordination

3.7.1.1 Level on taxi coordination

A level is not required on taxi coordination where OK APP will issue the airways clearance on departure.

3.7.1.2 MATVI – LUKEY ident

If R654B is active and R654D is not, then DOS will provide OK APP with an ident only for aircraft descending via MATVI – LUKEY.

Descend aircraft not below A060 or as advised by OK APP until clear of OK airspace.

3.7.1.3 YBWW departures when Oakey Low active

DOS will provide an ident only if required for aircraft departing YBWW and tracking BIVAT – MESED planned A070 or above.

3.7.1.4 RWY 11 RNP YTWB

For aircraft arriving at YTWB requesting the RWY11 RNP Approach:

1) DOS must coordinate the request to OK APP prior to issuing the amended route to the aircraft;
2) On approval from OK APP, DOS will re-clear and hand-off the aircraft to OK APP as coordinated;
3) DOS must pass any known traffic to the aircraft prior to hand-off to OK APP;
4) DOS must advise OK APP of any additional traffic after the aircraft has been transferred; and
5) OK APP must transfer the aircraft directly to the YTWB CTAF unless instructed otherwise and advise the aircraft to cancel SARWATCH on 121.2.

3.7.1.5 Coordination not required

Unless air-working in OK airspace, Fraser does not require coordination for aircraft:

a) previously receiving a Eurocat service; and
b) transiting OK to land at YTWB, YBWW, YDAY, YXTO or YXDA.

3.7.2 Standard assignable levels and transfer between DOS and OK

Oakey Status	Standard assignable level and transfer DOS to OK	Standard assignable level OK to DOS
Oakey Low	Aircraft will be transferred either 10 NM from the lateral boundary of OK restricted airspace or approaching A065 on descent	A060
Oakey High	FL130	FL120

There is no requirement to voice coordinate standard assignable levels.

3.7.3 Hand-offs between OK APP and DOS

When aircraft are handed-off:

a) clean hand-offs apply from DOS to OK APP unless R639 is active;
b) when R639 is active, hand-offs from DOS to OK APP are clean below A100;
c) No Restrictions on climb apply from OK APP to DOS; and
d) hand-offs must be initiated prior to 5 NM from the boundary.

Note: *Hand-offs should not be accepted outside surveillance coverage.*

3.7.4 Outside surveillance coverage

When aircraft are outside surveillance coverage, OK APP must coordinate a transfer with DOS. Unless specified otherwise, the agreed transfer point is the point at which the aircraft leaves OK airspace.

DOS will request a departure report or estimate from OK APP when required.

Note: *Due to poor surveillance coverage for DOS below A100.*

3.7.5 Responsibility of SARWATCH between DOS and OK APP

When an aircraft is subject to a SARWATCH:

a) OK APP is responsible for SARWATCH on receipt of taxi coordination for:
   i) YTWB and YXTO departures northbound; and
   ii) YDAY and YXDA departures eastbound.
b) For all other instances, unless otherwise coordinated, SARWATCH responsibility remains with the unit that received the taxi call.

Note: *If OK APP have 'no requirement' at receipt of taxi coordination, SARWATCH remains with BN ATC.*

3.7.6 Arrivals surrounding OK airspace

When aircraft are arriving in close proximity to OK:

a) Unless otherwise instructed by DOS, OK APP will transfer aircraft descending through their airspace and landing at YTWB, YBWW, YXTO, YXDA or YDAY, direct to the CTAF; and

b) DOS will be responsible for SARWATCH; and

c) OK APP will advise aircraft to cancel SARWATCH on 121.2.

3.8 Close Air Support (CAS) operations

3.8.1 Notification of CAS

a) Amberley ATC must provide Airservices 14 days' notice of planned CAS operations.

b) Amberley will issue a NOTAM advising the possibility of amended routing and delays on climb for departures via SAMVI.

3.8.2 Coordination

a) AMB will coordinate with BN SM2 30 minutes prior to activating CAS operations.

b) BN SM2 will notify the activation time to the BN TCU SM who will then notify the BN TWR SM, BAP and BDN.

c) BN SM2 will create a Supervisor map to display 'CAS OPS'.

3.8.3 Brisbane TCU

On receipt of coordination from BN TCU SM advising CAS operations are commencing the following procedures apply:

a) BDN must not clear aircraft with destination YTWB or YBWW above A090.

b) Holding at WOODY and ENLIP is not permitted.

c) Delays at ENLIP are not permitted.

d) Any aircraft departing YTWB or YBWW must be given zero manual delay to avoid airborne holding.

3.8.4 DOS

On receipt of coordination from BN SM2 advising CAS operations are commencing the following procedures apply:

a) AMB will be unable to vector to meet set course times or hold BN traffic within AMB airspace. Therefore, all aircraft must be tracking direct to the feeder fix and meeting their set course time prior to being accepted by AMB.

b) Holding at WOODY and ENLIP is not permitted.

3.8.5 Restrictions

When CAS operations are in progress, for any aircraft handed off to BN ENR on the Q484 route, a clean hand-off does not apply and any deviations left of route require back coordination.

3.9 Military AAR and AEWC Airspace (MAAA) operations

3.9.1 Airspace and service

Defence accepts responsibility for separating military traffic within an MAAA and associated Restricted Areas.

3.9.2 Approving MAAA operations up to the boundary of Restricted Areas

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

AEW&C and tanker clearance request	ATC response
(callsign) REQUEST CLEARANCE TO OPERATE IN (MAAA designator) (levels). MARSA WITH AIRCRAFT WITHIN (restricted area designator).	(callsign) CLEARED TO OPERATE IN (MAAA designator) (levels). MARSA WITH AIRCRAFT WITHIN (restricted area designator).

All aircraft manoeuvring will be contained within the MAAA.

3.9.3 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.	(callsign) CLEARED TO EXIT (MAAA designator) FOR (restricted area designator).

AEW&C/tanker manoeuvring for the restricted area will be contained within the MAAA and maintains MARSA within aircraft within the restricted area.

3.9.4 Approving aircraft within Restricted Areas to operate in adjoining MAAA

AEW&C and tanker clearance request	ATC response
(callsign) REQUEST CLEARANCE TO EXIT (restricted area designator) to OPERATE IN (MAAA designator) (levels).	(callsign) CLEARED TO OPERATE IN (MAAA designator) (levels).
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).	(callsign) CLEARED TANKING OPS (MAAA designator). ATC is not required to issue MARSA clearances to the tanker or receiving aircraft

Conditions:

1) The tanker will relay the clearance to the aircraft involved.
2) All aircraft will operate MARSA.
3) All manoeuvring will be contained within the MAAA and the Restricted Areas.
4) The tanker will advise ATC that 'TANKING OPS COMPLETE' when the receiving aircraft have re-entered the restricted area.

3.9.5 MAAA flight planning

Enter RMK/MARSA (restricted area designator) OPS in the flight plan when AEW&C and tanker aircraft intend to operate within a MAAA and up to the boundary of the adjoining restricted area.

3.9.6 MAAA communications

Aircraft operating within an MAAA must maintain primary communications within civil ATC.

At least one military aircraft operating within R637 or R650 must monitor the appropriate BN ATC frequency.

Note: *AMB ATC communications within AM11 are unreliable.*

3.9.7 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 AMB ATC.

4 Abnormal operations

Note: *These procedures are not to be used as a routine traffic management strategy, rather to accommodate circumstances where there is an increased likelihood of deviations by civil traffic into restricted airspace.*

4.1 Applicable Restricted Areas

This section is applicable to the following restricted areas only:

a) R636;
b) R637 A/B/C/D;
c) R638 A/B/C/D;
d) R639 A/B/C/D;
e) R650 A/B;
f) R662 A/B; and
g) R671 A/B.

Where severe weather is expected to affect a subset of the restricted areas described above, limit traffic and restricted area management measures to the affected airspace.

4.2 Status

The likelihood of aircraft diverting into active restricted areas will be defined by status levels.

There are three regular status levels (Green, Amber and Red) describing the likelihood of deviations, and one status level (Black) describing situations where civil aircraft are deviating or will imminently deviate into restricted airspace to preserve safety of flight.

GREEN	No expected changes to operations based on current forecasts, published NOTAM Restricted area activations, ADF aviation related programs, and system (surveillance and communications) capability.
AMBER	Adverse weather is forecast but the impact is expected to be minor. No significant impact on the compatibility of civil operations with military activity is expected. Short term deviations around isolated thunderstorms or similar is considered likely. A manageable increase in coordination is likely, however the increase in workload should always remain manageable under normal internal management processes.
RED	Adverse weather is forecast and expected in the near future. The weather severity and position is expected to significantly impact on the compatibility of civil operations with military activity. Widespread deviations have commenced or are anticipated to commence. Increased coordination is required and controller workload will be abnormally high.
BLACK	Indicates a situation that has unexpectedly escalated or causes a flight crew to declare an emergency to manoeuvre clear of the weather hazard. Civil aircraft are, or will be, imminently deviating into active restricted airspace contrary to their current clearance in order to preserve safety of flight

4.3 Process

BN SM2 will assess the status of the airspace by 0000 UTC and 0400 UTC daily and at any time it is considered necessary due current weather conditions.

If Status level is assessed as Amber, Red or Black, BN SM2 will consult with AMB ASPR and apply the following procedures if agreed.

4.3.1 Status Amber

4.3.1.1 BN SM2 or appropriate OCA holder actions:

a) review acceptance rate;
b) consider implications of weather and traffic management;
c) review sectorisation and the use of Planner consoles to maximise existing sector capacity;
d) consider alternative route clearances for arriving and departing aircraft;
e) notify external agencies via the NCC as per NAAM 2.4 Variation to Published ATS; and
f) facilitate the short-term activation of restricted airspace in consultation with 452SQN AMB FLT where it is practical to do so.

4.3.1.2 452SQN AMB FLT actions:

a) Initiate contact with flying SQN(s) requesting them to:
   i) review current and planned flying activity;
   ii) identify periods that may facilitate airspace releases to Airservices;
   iii) assess the feasibility of using alternate airspace for planned military operations; and
b) provide BN SM2 an initial assessment within 20 minutes.

4.3.2 Status Red

4.3.2.1 BN SM2 or appropriate OCA holder actions:

a) implement traffic management procedures;
b) request airspace releases from 452SQN AMB FLT as appropriate for traffic management purposes;
c) review expected delays against document ERSA and NOTAM information and initiate hazard alerting;
d) update notification to external agencies via NCC as per NAAM 2.4 Variation to Published ATS; and
e) consult with 452SQN AMB FLT at agreed time intervals until the conditions improve and status is assessed as Amber or better.

4.3.2.2 452SQN AMB FLT actions:

a) contact the flying SQN executive to determine options to delay, redirect or cancel as appropriate;
b) determine the ability to de-conflict military operations from potential diverting civil aircraft;
c) provide BN SM2 an initial assessment within 10 minutes; and
d) implement appropriate weather releases.

4.3.3 Status Black

4.3.3.1 BN SM2 or appropriate OCA holder actions:

a) initiate ground stop where possible for all flights planned to proceed into the affected airspace;

b) notify the AMB ASPR immediately when it is obvious, or when notified, that an aircraft will enter an active Restricted Area without a clearance;

c) report unavoidable deviations resulting in Restricted Area penetration via CIRRIS and complete other required notifications including ATSB if required;

d) consider actively diverting aircraft in flight to other aerodromes and complete associated notification requirements; and

e) consult with 452SQN AMB FLT at periods of not more than 30 minutes or as otherwise agreed until the conditions improve to a status of Red or better or all military airspace is de-activated without further activation expected.

4.3.3.2 452SQN AMB FLT actions:

a) where possible, initiate local aircraft return or other action to remove airborne assets to an area of safe airspace;

b) determine VHF frequency requirements for civil aircraft deviating into Restricted Area where military aircraft continue to operate at non-vertically separated levels **Note:** this will be 121.5;

c) where possible, pass relevant details of military activity to civil units to facilitate Safety Alerts or Traffic Avoidance advice; and

d) facilitate airspace release and/or deactivation as soon as possible.

5 Business continuity

5.1 Civil ATS contingency

5.1.1 Eurocat degraded modes

If there is an unplanned outage of Eurocat equipment, the BN SM2 may advise that they are operating in 'degraded mode'. When Eurocat is not functioning normally expect:

e) start clearances may be required (contact SM TCU);

f) delays;

g) voice coordination of estimates, level and route; and

h) requests for radar separation.

5.1.2 Contingency procedures

5.1.2.1 Access to Fraser/Byron/BN TCU airspace

BN SM2 must advise AMB ATC as soon as practical of any proposed airspace contingency periods in Fraser, Byron or BN TCU airspace that fall within AMB ATC activation periods.

BN SM2 must notify AMB ATC as soon as possible if the period has either:

a) been cancelled, or

b) amended

When AMB ATC will be affected by contingency airspace but are not yet active BN SM2 must notify 452SQN AMB OPSCDR via the designated mobile phone number of the changes.

Note: *BNA SFIS airspace contingency periods do not require coordination.*

5.2 Military ATS contingency

In the event of a total evacuation of a military ATS facilities, the relevant facility will coordinate an airspace release with DOS. DOS will inform BN SM2 who will notify all affected Brisbane ATS units.

5.3 Total radar failure at Amberley

5.3.1 Initial response

5.3.1.1 Communication and separation

AMB ATC is responsible for establishing procedural separation between aircraft under AMB ATC control. AMB ATC may request the following from BN ATC:

a) Snapshot surveillance information to be used for situational awareness only (i.e. this information does not constitute a separation standard); or

b) A transfer of control for affected aircraft.

Advice to immediately relevant BN ATC units via hotline should take precedence over contacting BN SM2 with further details of the contingency.

BN SM2 will then advise all other affected BN ATC units.

5.3.1.2 Airspace releases

5.3.1.2.1 AMB Low release

BN ATC will make every effort to accept the AMB Low airspace release as outlined in Clause 2.4.3.

BN SM2 must negotiate with all affected units prior to accepting the release.

5.3.1.2.2 Military corridors

Upon total radar loss, all corridors will be deactivated as soon as practicable.

5.3.1.3 Aircraft Management

5.3.1.3.1 Training aircraft

All airborne military training aircraft under the control of AMB ATC must return to YAMB as soon as practicable. If transits through BN airspace are required or a transfer of control to BN ATC is requested:

1) All training aircraft must remain within the confines of the respective Restricted Areas until a clearance from BN ATC becomes available.

2) If a transfer of control is requested, AMB ATC will instruct pilots to contact the centre frequency of the extant airspace as published in AIP/DAH and await clearance.

Note: *BN ATC can only provide a separation service outside the active Restricted Area. Separation is not required between military aircraft leaving the Restricted Area and other aircraft operating in the Restricted Area, IAW extant military procedures.*

AMB ATC/aircraft must advise BN ATC of any minimum or emergency fuel situations as soon as possible.

5.3.1.3.2 Non-training aircraft

Non-training military aircraft that have already reported taxiing or have already departed YAMB may continue as per flight plan.

Non-training military aircraft that have not yet reported taxiing at YAMB will be subject to start approvals from BN ATC, however a clearance can be expected.

5.3.1.3.3 Coordination

Standard procedural coordination still applies between AMB and BN as per Clause 3.

AMB ATC is responsible for coordinating any requirements to BN ATC for aircraft arriving YAMB (e.g., level requirements, separation requirements, holding instructions etc.).

5.3.1.3.4 Civil aircraft transits

Transiting civil IFR aircraft must be kept clear of AMB airspace during contingency, with the exception of MEDEVAC (or equivalent priority) aircraft. This includes all YBBN and YBAF departures and arrivals.

5.3.2 Restricted airspace management

Unless the radar link returns to service during initial response actions, all AMB Restricted Areas must be deactivated for the day following aircraft recovery to YAMB.

5.3.3 Long term outage

If the BNTAR/MTHARD radar link fails to return to service the following day, training military aircraft may still be able to receive a clearance through BN airspace to enter active Restricted Training Areas, however, start approvals will be required.

Short notice activation/deactivation of training areas are to be managed as per MATS and C-MAN0282 (no change to usual procedures).

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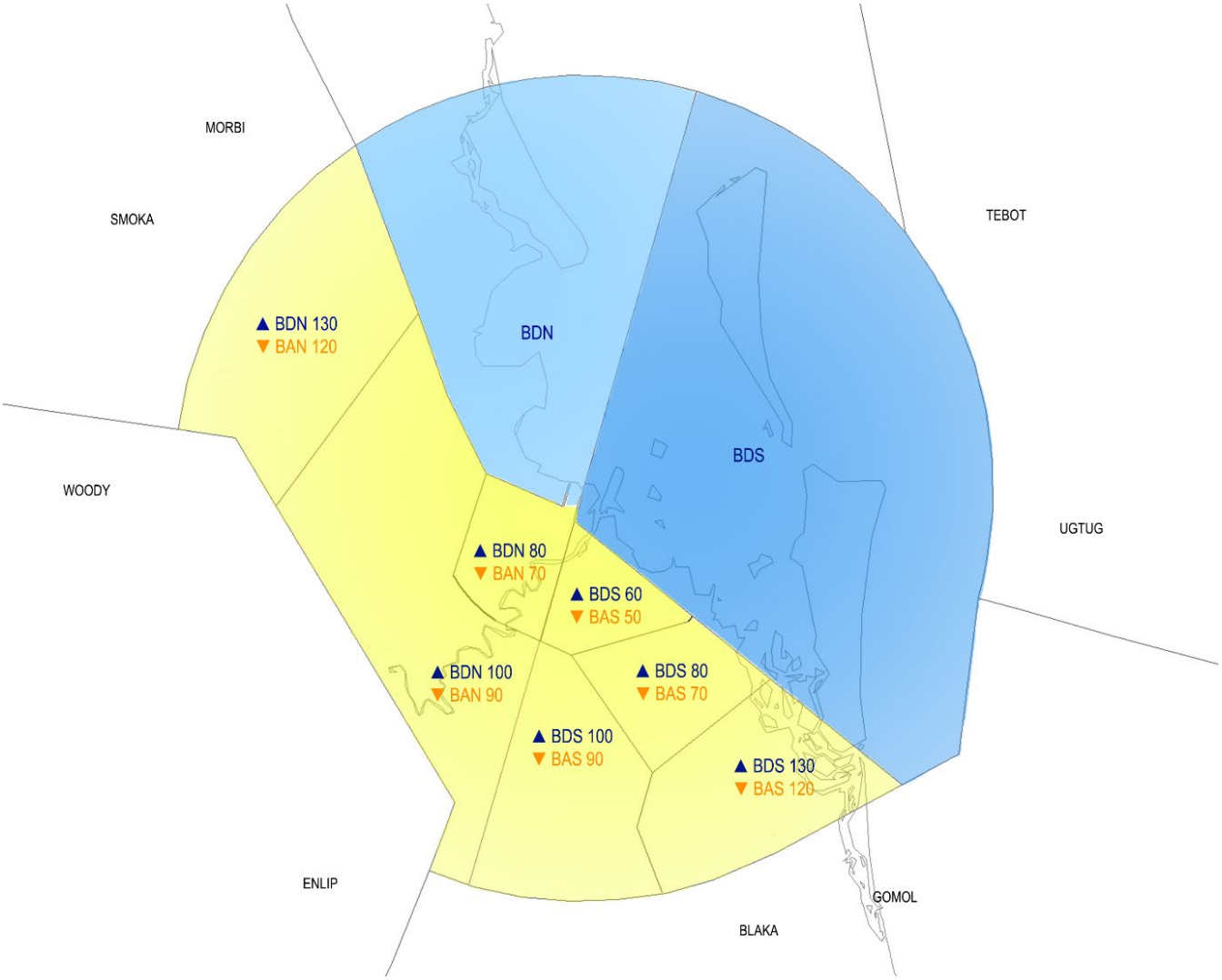
6 Contact numbers

Contact	Phone number
Army	
R627 Greenbank RCO	07 2899 8211 0438 711 976
R634 Canungra RCO	07 5618 6270 0407 149 557
Oakey ATC	07 4577 7222
Oakey ATC Flight Commander	07 4577 7220
R685 Wide Bay RCO	07 5488 1611 (primary) 0428 275 740
Shoalwater Bay Training Area RCO	07 4935 5000 0459 843 330
Thales Duty Officer (Army)	1800 234 583
Navy	
FHQ FXP Watchkeeper	02 9359 4173
RAAF	
Amberley Switch	1300 DEFENCE
Amberley aircraft emergency	07 5361 2222
Amberley Fire Tower	07 5361 2533
Amberley Base Command Post/Duty Officer	07 5361 2888
Amberley ATC Approach Supervisor	07 5361 3349
Amberley ATC Operations Commander (OPSCDR)	07 5362 9429 0409 710 989
Amberley ATC Flight Commander	07 5362 9956
82WG Training Flight Operations	07 5362 0707
6SQN Operations	07 5362 8865
XO 6SQN	07 5362 9980
1SQN Operations	07 5362 4148
XO 1SQN	07 5362 9547
33SQN Mission Support	07 5362 9647
XO 33SQN	07 5362 9958
35SQN Operations	07 5362 9751
XO 35SQN	07 5362 4115
36SQN Operations	07 5362 9507
XO 36SQN	07 5362 3211

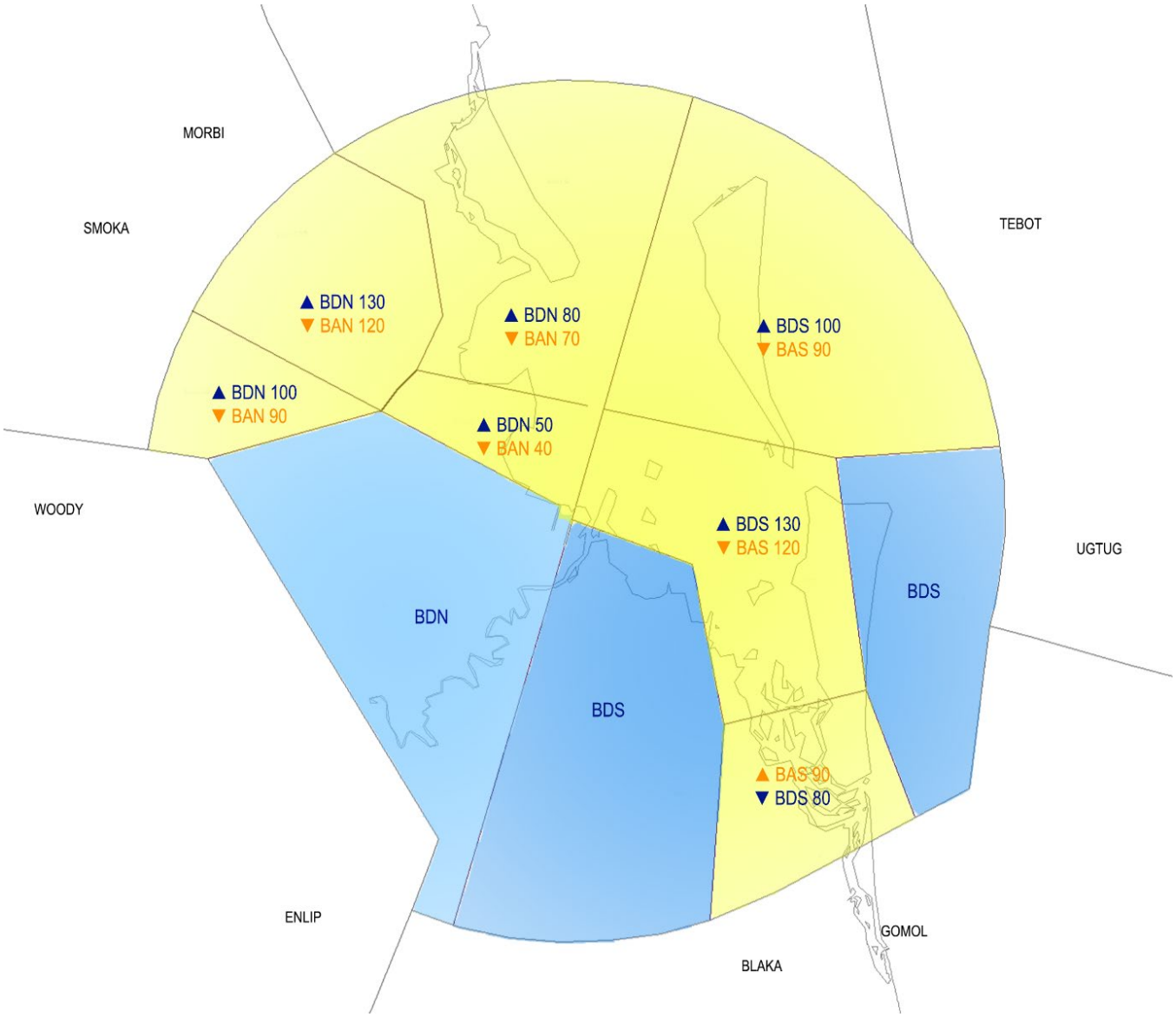
Contact	Phone number
Brisbane Centre	
BN SM2	07 3866 3224
SS	07 3866 3420
SM TCU	07 3866 3694
NOF	Ph: 02 6268 5063 Fax: 02 6268 5044

Appendix A Brisbane TCU airspace configurations

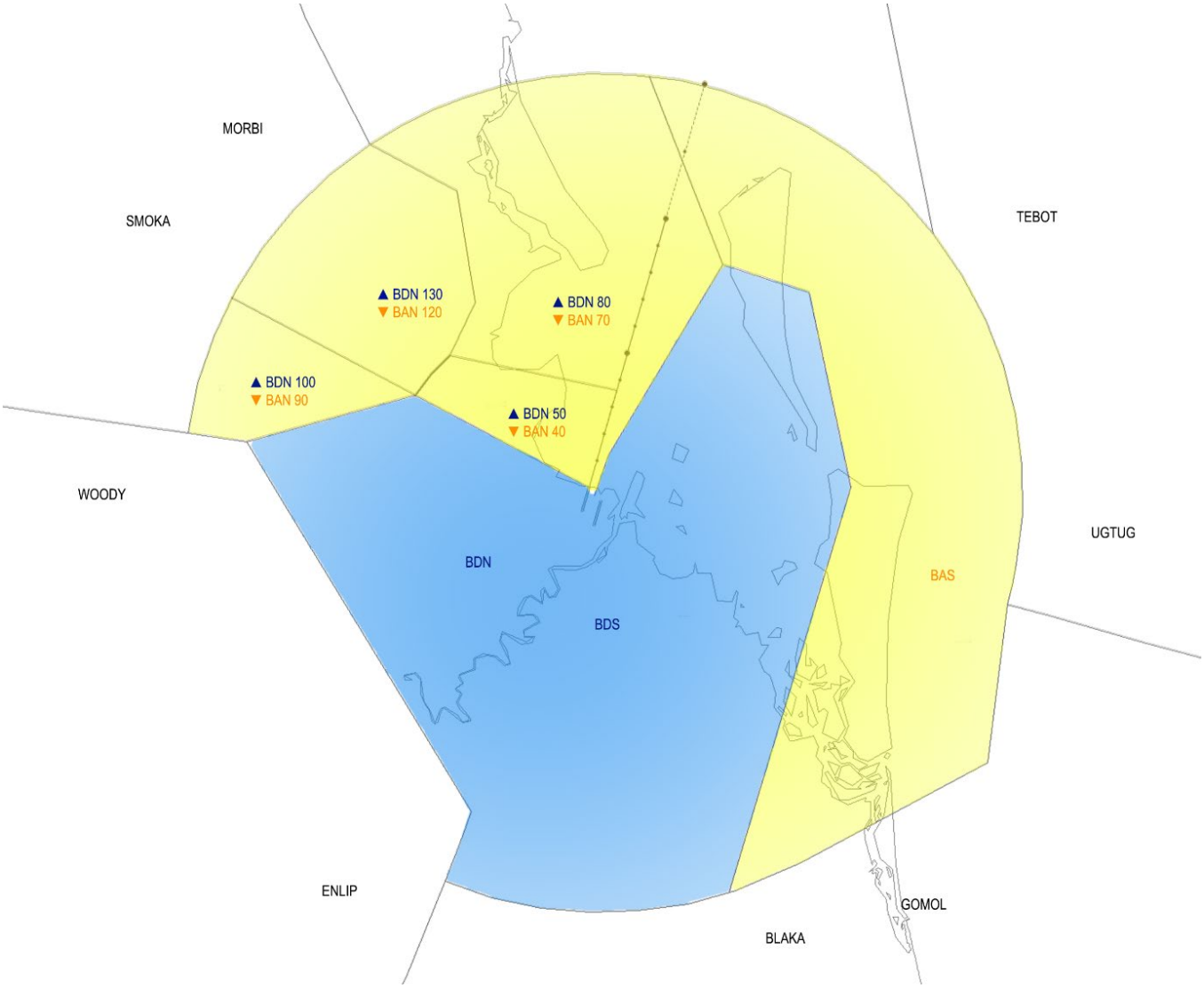
A.1 Runway 01 configuration



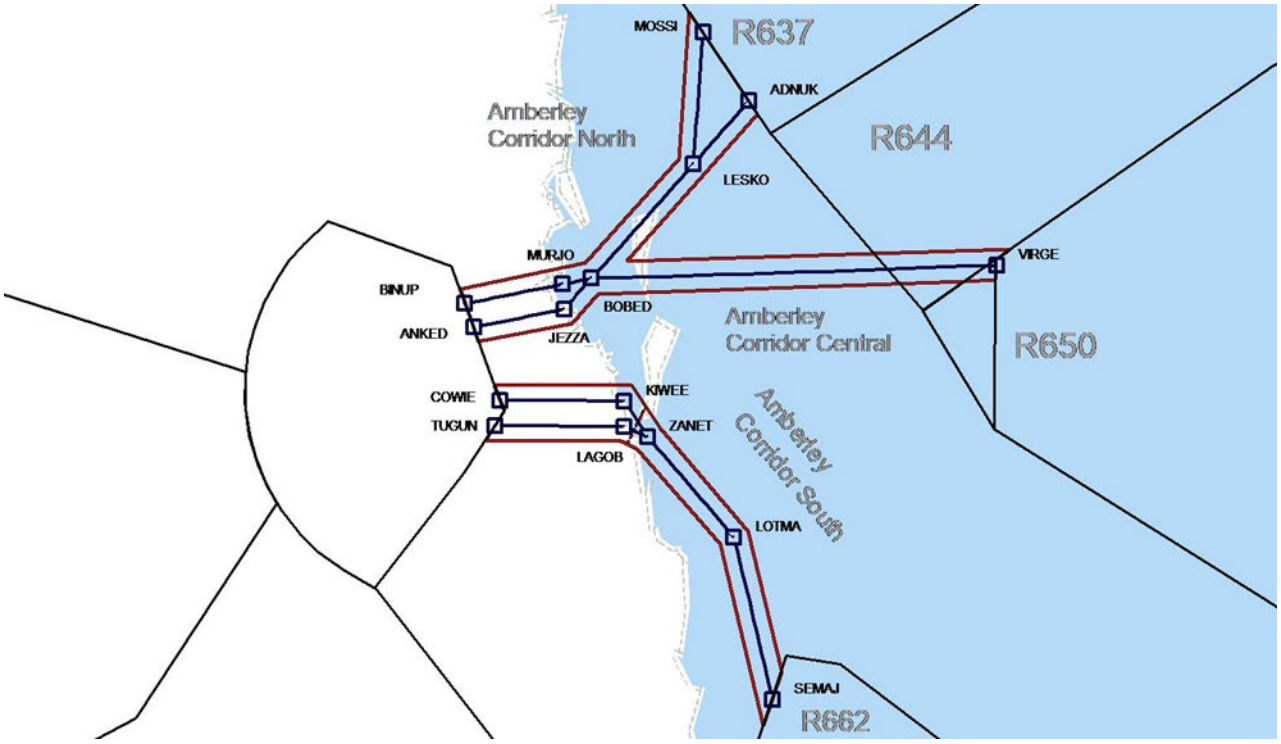
A.2 Runway 19 configuration



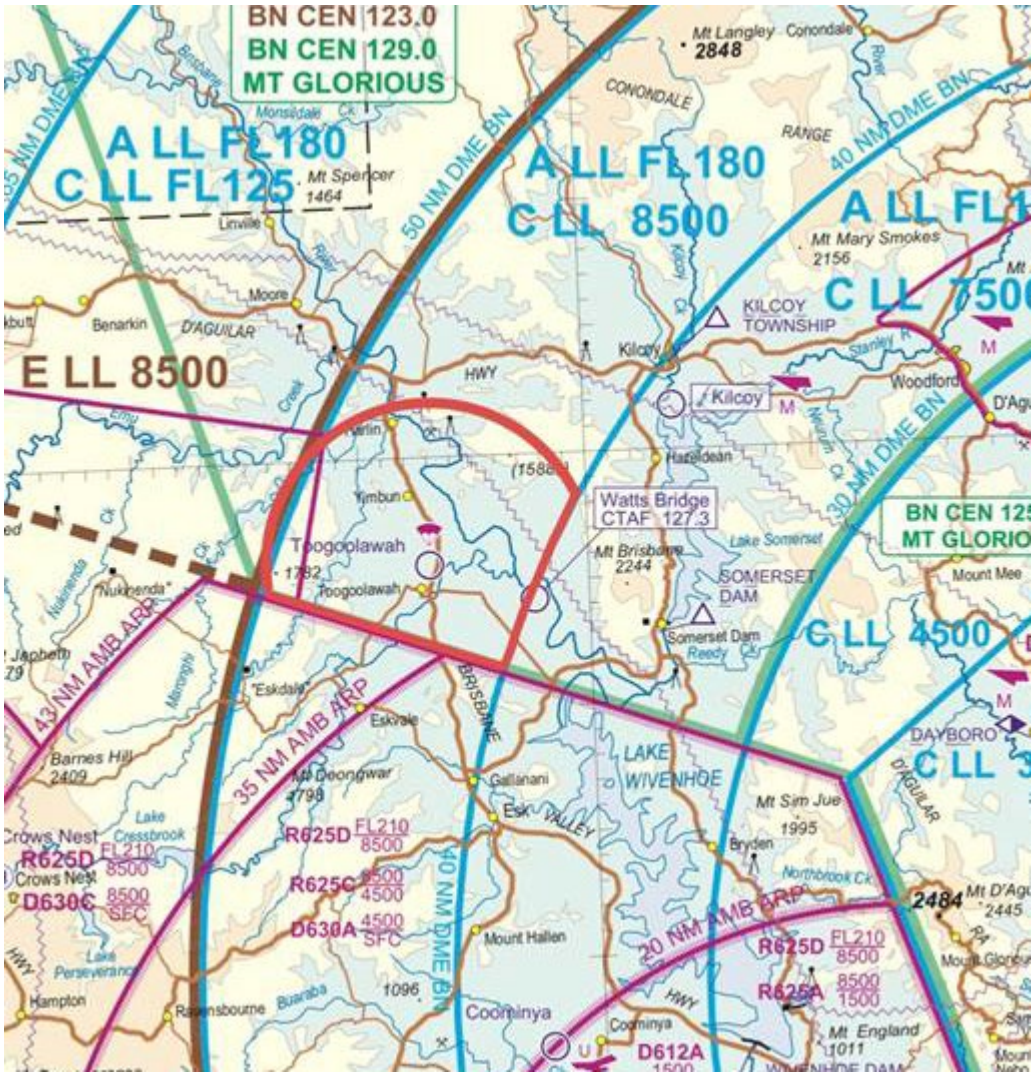
A.3 Simultaneous Opposite Direction Parallel Runway Operations (SODPROPs) configuration



Appendix B Military corridors diagram



Appendix C Toogoolawah airspace release



Note: *For illustrative purposes only. Not to be used for separation.*