

# Military Exercise Period

## Northern Territory and Western Australia

### **SUBMITTED BY**

Royal Australian Air Force – Joint Airspace Control Cell (JACC)

### **CONSULTATION SUMMARY**

JACC requests feedback on proposed Temporary Restricted Area (TRA), Temporary Military Operating Areas (TM), Temporary Danger Areas (TDA) and associated procedures for the Northern Territory (NT) and Western Australia (WA) Military Exercise Period.

### **KEY ISSUES**

This proposal notes the following key issues:

- Activation of proposed TRA ‘GRIT’, TM ‘PUCK’ and TDA ‘BOVINE’ (Airspace Configuration Alpha) over Northern Australia from 8 – 18 Jul 25.
- Activation of proposed TRA ‘GRIT’, TM ‘PUCK’, TM ‘PROSPECT’, TDA ‘BOVINE’, and TDA ‘VERMILLION’ (Airspace Configuration Bravo) over Northern Australia from 14 – 24 Jul 25.
- Impact to air routes is expected and diversion routes to be published in AIP SUP.
- The conditional status of the proposed TRA and TM will be RA2, transit will not be approved except for aircraft experiencing an in-flight emergency or those with priority status engaged in preservation of life or property operations (i.e. MEDEVAC, SAR, FFR).

### **FEEDBACK TO**

Joint Airspace Control Cell - [adf.airspace@defence.gov.au](mailto:adf.airspace@defence.gov.au)

### **CLOSE DATE**

14 Feb 25

### **OVERVIEW**

Elements of the Australian Defence Force (ADF) and partner nation militaries will be conducting military air activities in the NT and WA, including RAAF Bases Darwin, Tindal and Curtin.

One TRA and two TM’s are proposed to safely segregate civil aircraft from the military flying activities. Two TDA’s are proposed beneath the TRA and TM volumes in order to notify of increased military flying in class G airspace. These airspaces along with extant Tindal, Darwin and Curtin SUA have been divided into two configurations (Alpha and Bravo) to allow for clarity on which volumes are active at any one time.

## **PROPOSAL**

**Configuration Alpha (8 – 18 Jul 25):** Permanent Tindal (TNX) Darwin (DSX), Bradshaw Field Training Area (BFTA) and Curtin (CNX) Special Use Airspace (SUA) will be activated along with TRA 'GRIT', TM 'PUCK' and TDA 'BOVINE'.

Expected permanent SUA volumes as well as activation dates and timings are outlined below. An associated AIP SUP and NOTAM will confirm exact dates and timings.

Feedback is sought on TRA 'GRIT', TM 'PUCK' and TDA 'BOVINE'.

**Configuration Bravo (14-24 Jul 25):** Permanent Tindal (TNX) Darwin (DSX) and Curtin (CNX) Special Use Airspace (SUA) will be activated along with TRA 'GRIT', TM 'PUCK', TM 'PROSPECT', TDA 'BOVINE' and TDA 'VERMILLION'.

Expected permanent SUA volumes as well as activation dates and timings are outlined below. An associated AIP SUP and NOTAM will confirm exact dates and timings.

Feedback is sought on TRA 'GRIT', TM 'PUCK', TM 'PROSPECT', TDA 'BOVINE' and TDA 'VERMILLION'.

**Diversion Routes:** Flight diversion routes are yet to be developed. Once confirmed these will be published via AIP SUP.

**Access to Airspace:** During NOTAM activation periods, access by non-exercise aircraft to permanent and temporary SUA will not be available except for:

- Aircraft with a declared emergency, or
- Aircraft participating in operations for the preservation of life or property (SAR, MED, POL or FFR).

## **AIRSPACE CONFIGURATION ALPHA:**

Configuration Alpha is proposed between 8-18 Jul 25 for a maximum activation of five hours at a time with up to two activations per day. Proposed airspace dates and timings are contained in Table 1.

Configuration Alpha consists of Permanent Tindal (TNX), Darwin (DSX), Bradshaw Field Training Area (BFTA) and Curtin (CNX) SUA as well as TRA 'GRIT', TM 'PUCK' and TDA 'BOVINE'. A list of all planned SUA is contained at Table 2. Dimensions of temporary and partially activated airspaces are also contained below.

Figure 1 depicts the lateral boundaries of the configuration, however, does not list all extant airspace designators and vertical limits in order to increase the clarity of the image. Key airspaces not referenced include R244, R245, R247, R248, D236AB, D209, D210, D813 Partial, D817 Partial, D223 and D229.

Figure 2 depicts TDA 'BOVINE', which is located beneath TM 'PUCK' and TRA 'GRIT', and shares their combined lateral dimensions.

Figure 3 depicts R801 Partial, which allows for non-participant aircraft access to Derby Aerodrome in class G airspace.

### **Key design considerations:**

- Reducing diversion route track miles for high level aircraft transiting between the northwest and southeast of the configuration by reducing the altitude of TRA 'GRIT' and extant Curtin SUA to FL360. This will allow diversion routes to proceed either via Darwin to the north or via the A587 to the south.
- Minimise the impact upon aerodromes north of Broome and Curtin with limited low level RA activation.
- Minimum viable airspace activation window proposed with clear timings to give industry adequate notice.
- Restrict activation of R251 and R252AB to ensure extant eastern diversions of TNX airspace remain available.
- Partial activation of R801 to assure access to Derby Aerodrome in class G airspace.

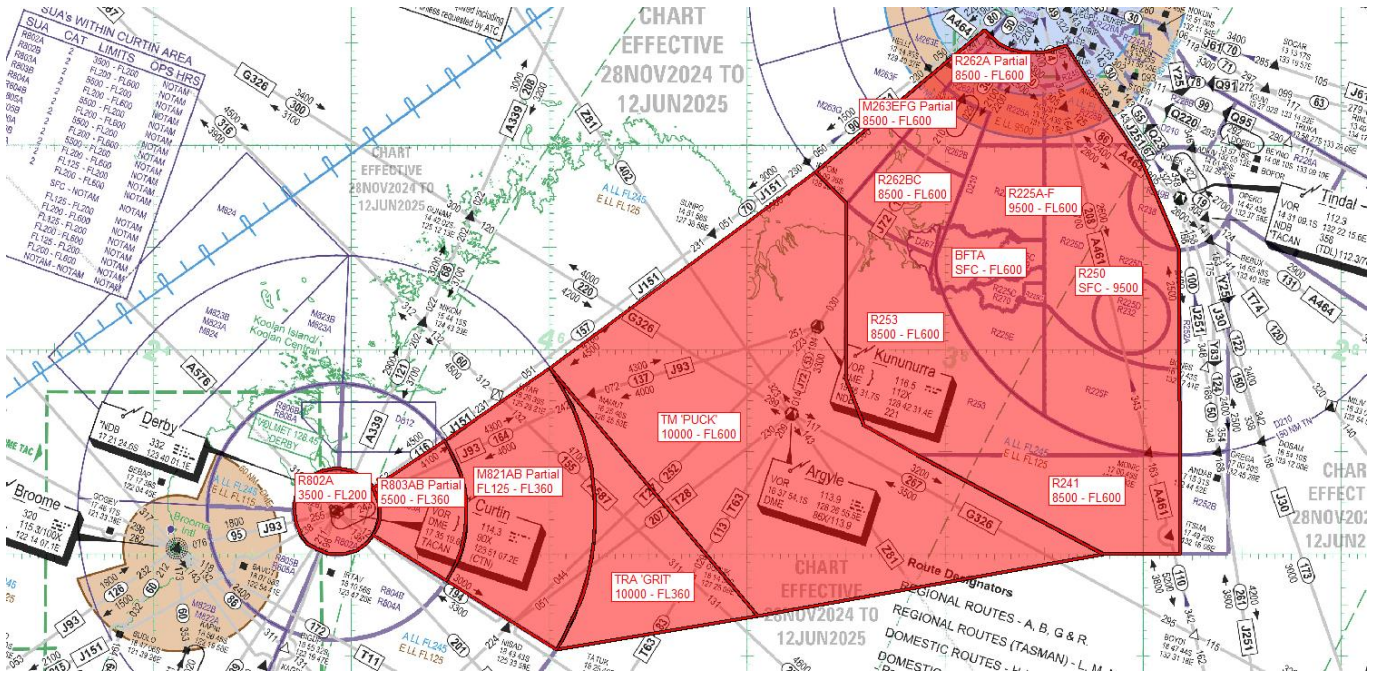
### **Key issues identified:**

- Non-participant aircraft access to Kununurra Aerodrome. Feedback is sought on any potential mitigations that can be taken to assist operations near Kununurra.
- Broome – Kununurra – Darwin regular public transport and IFR operations. Feedback is sought on the suitability of transit below TM 'PUCK' for these flights.
- TDA 'BOVINE' spanning SFC – 10,000ft underneath TRA 'GRIT' and TM 'PUCK'. Feedback is sought on the viability of this proposed danger area and any operational impacts its establishment will have.

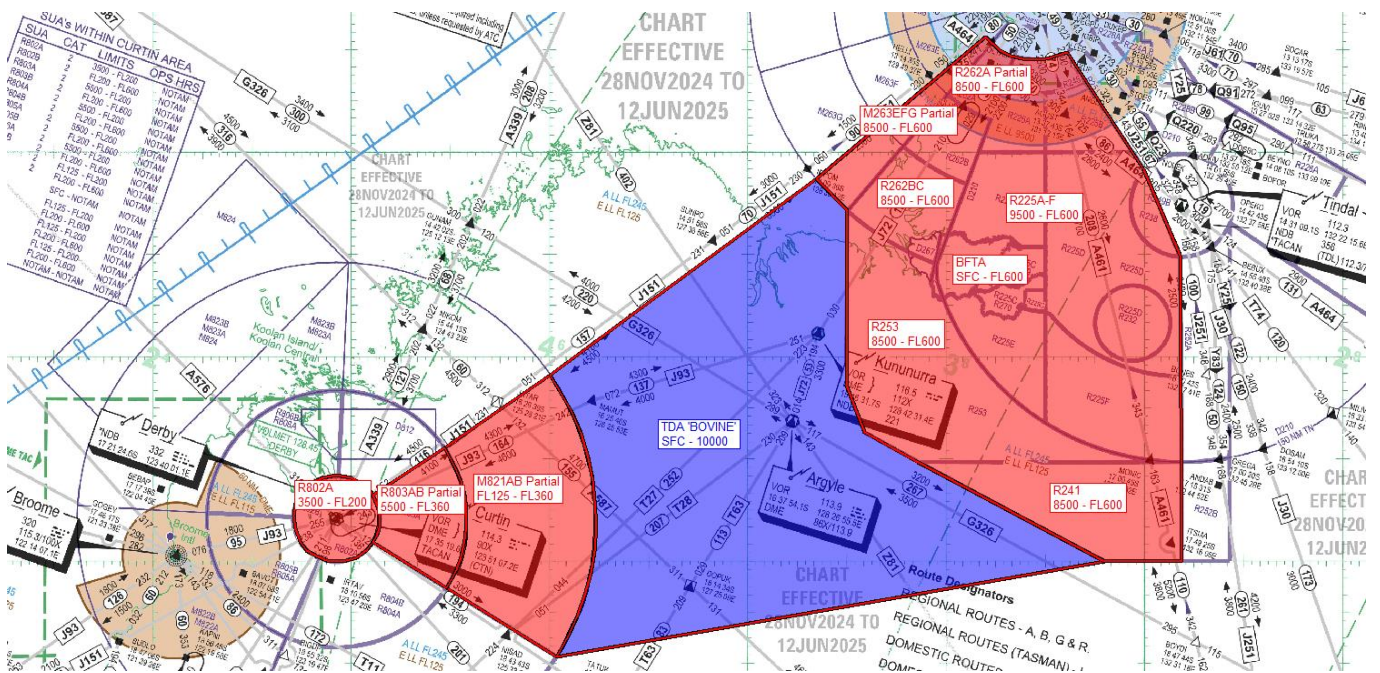
## Configuration Alpha Airspace Timings

Dates	Airspace Windows	Proposed Timings
8 – 11 Jul 25	Two	2230Z – 0230Z, 0400Z – 0800Z
14 – 17 Jul 25	One	0730Z – 1230Z
18 Jul 25	One	0030Z – 0530Z

**Table 1.** Configuration Alpha Proposed Timings



**Figure 1.** Airspace Configuration Alpha



**Figure 2.** TDA 'BOVINE'

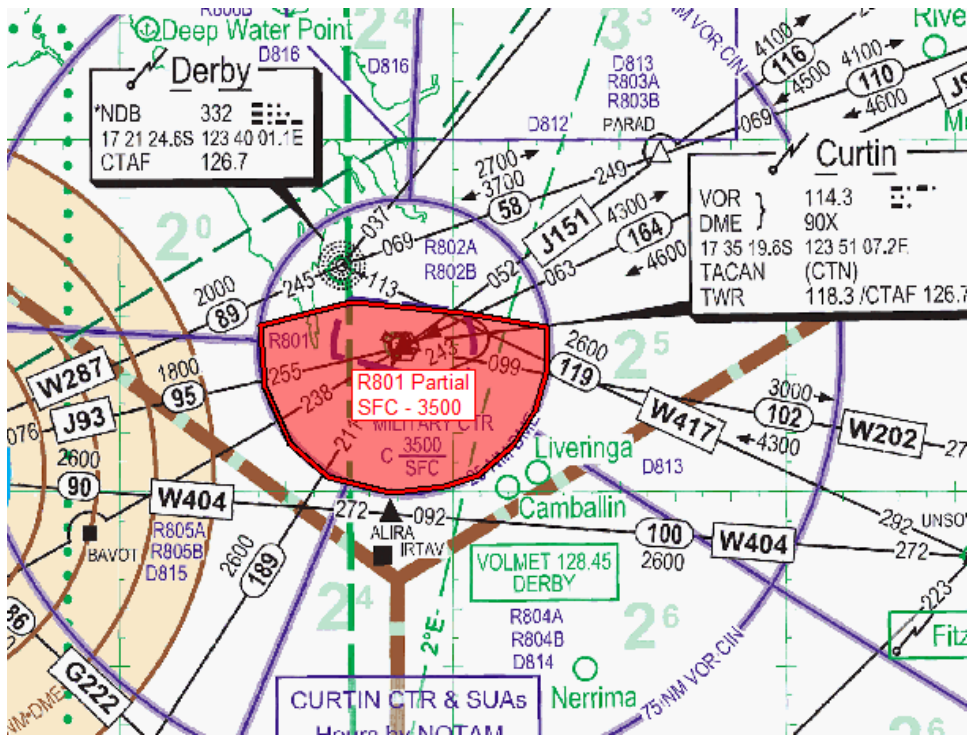


Figure 3. R801 Partial

Configuration Alpha Special Use Airspace		
Airspace	Vertical Limits	Controlling Authority
R262A – Partial activation	8500 – FL600	FLTCDR 452SQN DARWIN
R262BC	8500 – FL600	FLTCDR 452SQN DARWIN
R225ABCDEF	9500 – FL600	FLTCDR 452SQN TINDAL
R241	8500 – FL600	FLTCDR 452SQN TINDAL
R244	4000 – 9500	FLTCDR 452SQN TINDAL
R245	9500 – FL600	FLTCDR 452SQN TINDAL
R247	4000 – 9500	FLTCDR 452SQN TINDAL
R248	4000 – 9500	FLTCDR 452SQN TINDAL
R250	SFC – 9500	FLTCDR 452SQN TINDAL
R253	8500 – FL600	FLTCDR 452SQN TINDAL
R268	SFC – FL600	Army RCO BFTA
R269	SFC – FL600	Army RCO BFTA
R270	SFC – FL600	Army RCO BFTA
D209	SFC – 2500	FLTCDR 452SQN TINDAL

D210	SFC – BCTA	FLTCDR 452SQN TINDAL
D223	SFC – 8500	FLTCDR 452SQN TINDAL
D229	SFC – 8500	FLTCDR 452SQN TINDAL
D236AB	SFC - 3000	Army RCO BFTA
M263EFG – Partial activation	8500 – FL600	FLTCDR 452SQN DARWIN
R801 – Partial activation	SFC – 3500	DEFENCE JACC
R802A	3500 – FL200	DEFENCE JACC
R803AB – Partial activation	5500 – FL600	DEFENCE JACC
M821AB – Partial activation	FL125 – FL600	DEFENCE JACC
D813 – Partial activation	SFC – 5500	DEFENCE JACC
D817 – Partial activation	SFC – FL125	DEFENCE JACC
TRA ‘GRIT’	10000 – FL360	DEFENCE JACC
TDA ‘BOVINE’	SFC – 10000	DEFENCE JACC
TM ‘PUCK’	10000 – FL600	DEFENCE JACC

**Table 2.** Airspace Configuration Alpha SUA

### Temporary and Partial Airspace Dimensions

#### **YBBB/TRA ‘GRIT’**

**Conditional Status:** RA2

#### **Military Flying**

**Lateral Limits:** 161045S 1260034E – 183632S 1280608E – 185558S 1260413E then along counter clockwise arc of a circle radius 150.00NM centre 173520S 1235107E (CIN/VOR) – 161045S 1260034E

**Vertical Limits:** 10000 – FL360

**Hours of Activity:** NOTAM

**Controlling Authority:** DEFENCE JACC

#### **YBBB/TM ‘PUCK’**

**Conditional Status:** RA2

#### **Military Flying**

**Lateral Limits:** 161045S 1260034E – 141552S 1284126E – 143432S 1290013E – 161640S 1285943E – 164430S 1291048E – 170146S 1294313E – 180000S 1313548E – 183632S 1280608E – 161045S 1260034E

**Vertical Limits:** 10000 – FL600

**Hours of Activity:** NOTAM

**Controlling Authority:** DEFENCE JACC

**YBBB/TDA 'BOVINE'**

**Military Flying**

**Lateral Limits:** 161045S 1260034E – 141552S 1284126E – 143432S 1290013E – 161640S 1285943E – 164430S 1291048E – 170146S 1294313E – 180000S 1313548E – 185558S 1260413E then along counter clockwise arc of a circle radius 150.00NM centre 173520S 1235107E (CIN/VOR) – 161045S 1260034E

**Vertical Limits:** SFC – 10000

**Hours of Activity:** NOTAM

**Contact:** DEFENCE JACC

**R801 – Partial activation**

**Conditional Status:** RA2

**Military Flying**

**Lateral Limits:** 172710S 1234151E – 172910S 1240154E – 173133S 1241659E then along the clockwise arc of a circle radius 25.00NM centre 173520S 1235107E (CIN/DME) – 173120S 1232517E – 173120S 1232517E - 172710S 1234151E

**Vertical Limits:** SFC - 3500

**Hours of Activity:** NOTAM

**Controlling Authority:** DEFENCE JACC

**R803AB – Partial activation**

**Conditional Status:** RA2

**Military Flying**

**Lateral Limits:** 165314S 1245620E – then along the clockwise arc of a circle radius 75.00NM centre 173520S 1235107E (CIN/VOR) - 181553S 1245723E – 174857S 1241306E then along the counter clockwise arc of a circle radius 25.00NM centre 173520S 1235107E (CIN/VOR) – 172105S 1241252E – 165314S 1245620E

**Vertical Limits:** 5500 – FL360

**Hours of Activity:** NOTAM

**Controlling Authority:** DEFENCE JACC

**M821AB – Partial activation**

**Conditional Status:** RA2

**Military Flying**

**Lateral Limits:** 165314S 1245620E - 161045S 1260034E then along the clockwise arc of a circle radius 150.00NM centre 173520S 1235107E (CIN/VOR) - 185558S 1260413E – 181553S 1245723E then along the counter clockwise arc of a circle radius 75.00NM centre 173520S 1235107E (CIN/VOR) – 165314S 1245620E

**Vertical Limits:** FL125 – FL360

**Hours of Activity:** NOTAM

**Controlling Authority:** DEFENCE JACC

**M263EFG – Partial activation**

**Conditional Status:** RA2

**Military Flying**

**Lateral Limits:** 125232S 1302413E then along the counter clockwise arc of a circle radius 40.00NM centre 122524S 1305423E (DN/DME) – 125552S 1302742E – 143432S 1290013E then along the clockwise arc of a circle radius 170.00NM centre 122524S 1305423E (DN/DME) - 141552S 1284126E – 125232S 1302413E

**Vertical Limits:** 10000 – FL600

**Hours of Activity:** NOTAM

**Controlling Authority:** FLTCDR 452SQN DARWIN

**R262A – Partial activation**

**Conditional Status:** RA2

**Military Flying**

**Lateral Limits:** 125552S 1302742E then along the counter clockwise arc of a circle radius 40.00NM centre 122524S 1305423E (DN/DME) – 130327S 1304117E – 134106S 1302655E then along the clockwise arc of a circle radius 80.00NM centre 122524S 1305423E (DN/DME) – 132616S 1300054E – 125552S 1302742E

**Vertical Limits:** 8500 – FL600

**Hours of Activity:** NOTAM

**Controlling Authority:** FLTCDR 452SQN DARWIN

**D813 – Partial activation**

**Military Flying**

**Lateral Limits:** 165314S 1245620E – then along the clockwise arc of a circle radius 75.00NM centre 173520S 1235107E (CIN/VOR) - 181553S 1245723E – 174857S 1241306E then along the counter clockwise arc of a circle radius 25.00NM centre 173520S 1235107E (CIN/VOR) – 172105S 1241252E – 165314S 1245620E

**Vertical Limits:** SFC - 5500

**Hours of Activity:** NOTAM

**Contact:** DEFENCE JACC

**D817 – Partial activation**

**Military Flying**

**Lateral Limits:** 165314S 1245620E - 161045S 1260034E then along the clockwise arc of a circle radius 150.00NM centre 173520S 1235107E (CIN/VOR) - 185558S 1260413E – 181553S 1245723E then along the counter clockwise arc of a circle radius 75.00NM centre 173520S 1235107E (CIN/VOR) – 165314S 1245620E

**Vertical Limits:** SFC – FL125

**Hours of Activity:** NOTAM

**Contact:** DEFENCE JACC



## AIRSPACE CONFIGURATION BRAVO:

Configuration Bravo is proposed between 14-24 Jul 25 for a maximum activation of five hours at a time with up to one activation per day. Proposed airspace dates and timings are contained in Table 3.

Configuration Bravo consists of Permanent Tindal (TNX), Darwin (DSX) and Curtin (CNX) SUA as well as TRA 'GRIT', TM 'PUCK', TM 'PROSPECT' TDA 'VERMILLION' and TDA 'BOVINE'. A list of all planned SUA is contained at Table 4. Dimensions of temporary and partially activated airspaces are also contained below.

Figure 4 depicts the lateral boundaries of the configuration, however, does not list all extant airspace designators and vertical limits in order to increase the clarity of the image. Key airspaces that are not referenced include D210, D813, D816 Partial, D817 and D820 Partial.

Figure 5 depicts TDA 'BOVINE' and TDA 'VERMILLION'.

### Key design considerations:

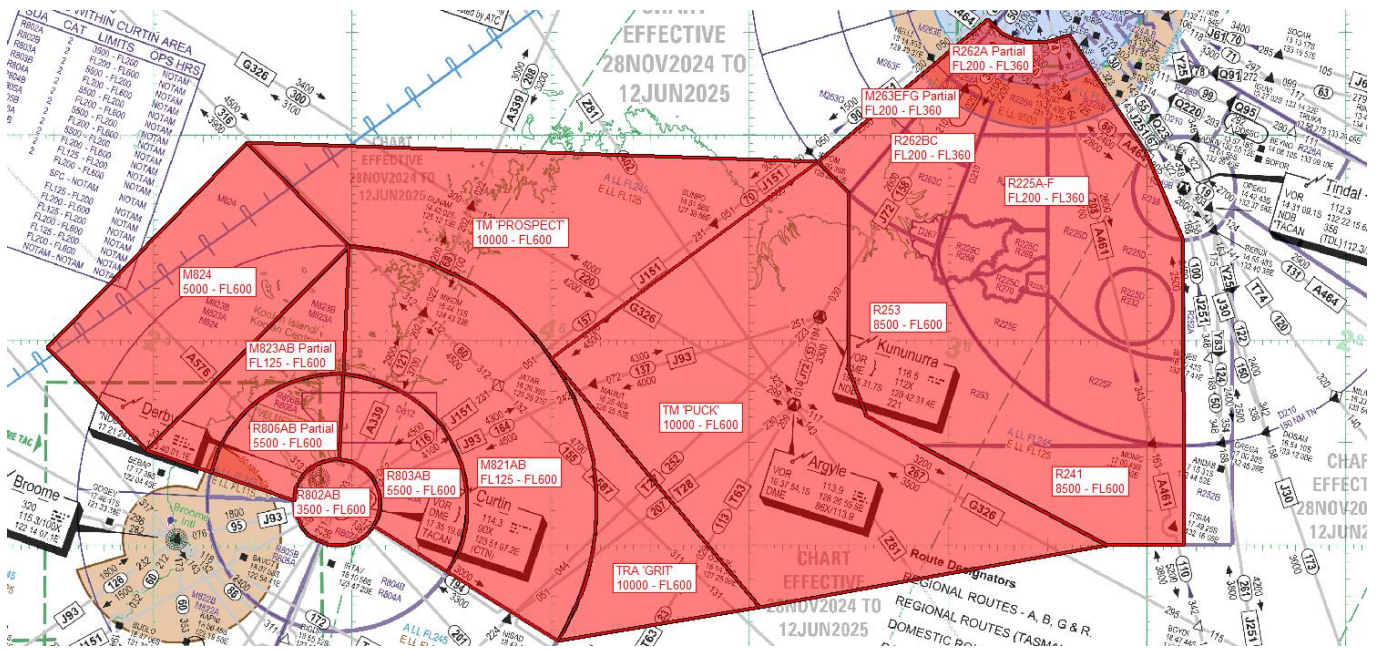
- Reducing diversion route track miles for high level aircraft transiting between the northwest and southeast of the configuration by restricting the altitude of extant DSX and TNX airspace FL360. This will allow diversion routes to proceed south of Darwin rather than overflying the aerodrome.
- Restricted lower altitude of extant DSX and TNX airspace to allow for low-level transits beneath this airspace. BFTA airspaces (R268, R269 and R270) may be activated concurrently during this period for alternate activities.
- Minimise the impact upon aerodromes north of Broome and Curtin with limited low level RA activation. M824 lowest level activated to 5000ft vice a surface activation to minimise impact to low level aviation operations.
- Minimum viable airspace activation window proposed with clear timings to give industry adequate notice.
- Restrict activation of R251 and R252AB to ensure extant eastern diversions of TNX airspace remain available.
- Partial activation of R801 to assure access to Derby Aerodrome in class G airspace.

### Key issues identified:

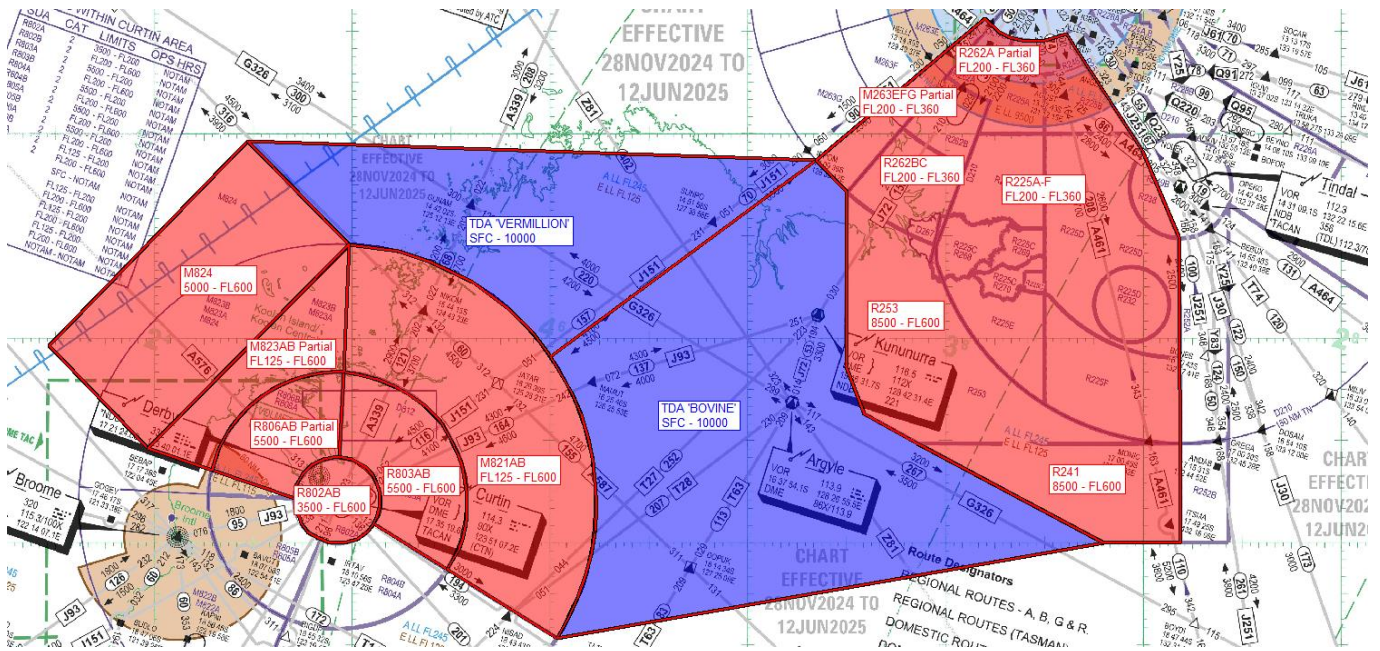
- Non-participant aircraft access to Kununurra, Truscott-Mungalalu and Kalumburu Aerodromes. Feedback is sought on any potential mitigations that can be taken to assist operations near Kununurra.
- Broome – Kununurra – Darwin regular public transport and IFR operations. Feedback is sought on the suitability of transit below TM 'PUCK' and TM 'PROSPECT' for these flights.
- TDA 'BOVINE' and TM 'PROSPECT' spanning SFC – 10,000ft. Feedback is sought on the viability of this proposed danger area and any operational impacts its establishment will have.

Configuration Bravo Airspace Timings		
Dates	Airspace Windows	Proposed Timings
14 - 17 Jul 25	One	0030Z – 0530Z
21 Jul 25	One	0030Z – 0530Z
23-24 Jul 25	One	0030Z – 0530Z

**Table 3.** Configuration Bravo Proposed Timings



**Figure 4. Airspace Configuration Bravo with TRA 'GRIT', TM 'PUCK' and TM 'PROSPECT'**



**Figure 5. TDA 'BOVINE' and TDA 'VERMILLION'**

<b>Configuration Bravo Special Use Airspace</b>		
<b>Airspace</b>	<b>Vertical Limits</b>	<b>Controlling Authority</b>
R262A – Partial activation	FL200 – FL360	FLTCDR 452SQN DARWIN
R262BC	FL200 – FL360	FLTCDR 452SQN DARWIN
R225ABCDEF	FL200 – FL360	FLTCDR 452SQN TINDAL
M263EFG – Partial activation	FL200 – FL360	FLTCDR 452SQN DARWIN
R241	8500 – FL600	FLTCDR 452SQN TINDAL
R253	8500 – FL600	FLTCDR 452SQN TINDAL
D223	SFC – 8500	FLTCDR 452SQN TINDAL
D229	SFC – 8500	FLTCDR 452SQN TINDAL
R801 – Partial activation	SFC – 3500	DEFENCE JACC
R802AB	3500 – FL600	DEFENCE JACC
R803AB	5500 – FL600	DEFENCE JACC
R806AB – Partial activation	5500 – FL200	DEFENCE JACC
M821AB	FL125 – FL600	DEFENCE JACC
M823AB – Partial activation	FL125 – FL600	DEFENCE JACC
M824	5000 – FL600	DEFENCE JACC
D813	SFC – 5500	DEFENCE JACC
D816 – Partial activation	SFC – 5500	DEFENCE JACC
D817	SFC – FL125	DEFENCE JACC
D820 Partial activation	SFC – FL125	DEFENCE JACC
TM ‘PUCK’	10000 – FL600	DEFENCE JACC
TM ‘PROSPECT’	10000 – FL600	DEFENCE JACC
TRA ‘GRIT’	10000 – FL600	DEFENCE JACC
TDA ‘BOVINE’	SFC – 10000	DEFENCE JACC
TDA ‘VERMILLION’	SFC – 10000	DEFENCE JACC

**Table 4.** Airspace Configuration Bravo SUA

## Temporary and Partial Airspace Dimensions

The following airspaces have the same vertical and lateral limits as Configuration Alpha:

- TM 'PUCK'
- TDA 'BOVINE'
- R801 Partial

The following airspaces have different vertical limits with the same lateral limits as those listed in Configuration Alpha:

- TRA 'GRIT' – 10000 – FL600
- R262A Partial – FL200 – FL360
- M263EFG Partial – FL200 – FL360

The following airspaces have new limits for Configuration Bravo:

### **YBBB/TM 'PROSPECT'**

**Conditional Status:** RA2

#### **Military Flying**

**Lateral Limits:** 140427S 1225624E – 141552S 1284126E – 161045S 1260034E then along the counter clockwise arc of a circle radius 150.00NM centre 173520S 1235107E (CIN/VOR) – 150457S 1235817E – 140427S 1225624E

**Vertical Limits:** 10000 – FL600

**Hours of Activity:** NOTAM

**Controlling Authority:** DEFENCE JACC

### **YBBB/TDA 'VERMILLION'**

#### **Military Flying**

**Lateral Limits:** 140427S 1225624E – 141552S 1284126E – 161045S 1260034E then along the counter clockwise arc of a circle radius 150.00NM centre 173520S 1235107E (CIN/VOR) – 150457S 1235817E – 140427S 1225624E

**Vertical Limits:** SFC - 10000

**Hours of Activity:** NOTAM

**Controlling Authority:** DEFENCE JACC

### **R806AB – Partial activation**

**Conditional Status:** RA2

#### **Military Flying**

**Lateral Limits:** 171731S 1223454E then along the clockwise arc of a circle radius 75.00NM centre 173520S 1235107E (CIN/DME) – 162006S 1235441E – 171015S 1235215E then along the counter clockwise arc of a circle radius 25.00NM centre 173520S 1235107E (CIN/DME) – 173412S 1232458E – 171731S 1223454E

**Vertical Limits:** 5500 – FL600

**Hours of Activity:** NOTAM

**Controlling Authority:** DEFENCE JACC

**M823AB – Partial activation****Conditional Status:** RA2**Military Flying****Lateral Limits:** 170428S 1215617E - 150452S 1235817E - 162006S 1235441E then along the counter clockwise arc of a circle radius 75.00NM centre 173520S 1235107E (CIN/DME) – 171731S 1223454E – 170428S 1215617E**Vertical Limits:** FL125 – FL600**Hours of Activity:** NOTAM**Controlling Authority:** DEFENCE JACC**D816 – Partial activation****Military Flying****Lateral Limits:** 171731S 1223454E then along the clockwise arc of a circle radius 75.00NM centre 173520S 1235107E (CIN/DME) – 162006S 1235441E – 171015S 1235215E then along the counter clockwise arc of a circle radius 25.00NM centre 173520S 1235107E (CIN/DME) – 173412S 1232458E – 171731S 1223454E**Vertical Limits:** SFC - 5500**Hours of Activity:** NOTAM**Contact:** DEFENCE JACC**D820 – Partial activation****Military Flying****Lateral Limits:** 170428S 1215617E - 150452S 1235817E - 162006S 1235441E then along the counter clockwise arc of a circle radius 75.00NM centre 173520S 1235107E (CIN/DME) – 171731S 1223454E – 170428S 1215617E**Vertical Limits:** SFC – FL125**Hours of Activity:** NOTAM**Contact:** DEFENCE JACC**CONCLUSION:**

The airspace configurations, dates and timings notified above represent the most up to date information on these activities. The proposed airspace windows notified are subject to amendment pending any feedback received or operational requirements from Defence. Any significant changes determined prior to the closure of the consultation window will be notified by a supplementary AVSEF publication. Final dates and timings will be notified by publication of an AIP SUP.

Extant SUA not notified in this consultation remains available to Defence for other activities and may be activated during the periods notified. In these situations, care will be taken to ensure diversion routes and aerodrome access is not affected.

AvSEF members are invited to provide feedback by email to the Joint Airspace Control Cell ([adf.airspace@defence.gov.au](mailto:adf.airspace@defence.gov.au)) by 14 Feb 25.