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H62/14

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DATE: 11 NOV 14

THE GROUP OF TWENTY (G20) 2014 LEADER'S SUMMIT AIRSPACE PROCEDURES - BRISBANE

1. INTRODUCTION

1.1 The Australian Government will host the Group of Twenty (G20) Leaders Summit in Brisbane from 15th-16th November 2014. The Department of the Prime Minister and Cabinet, Department of Defence and Airservices Australia have established air control measures to ensure that an appropriate level of airspace security exists to support the event. These airspace procedures are part of comprehensive security arrangements implemented by the Australian Government.

1.2 **ALL aircraft and airspace users planning to conduct operations within 90NM of Brisbane Airport (BN), SFC-FL600 during 11th-18th November 2014 will be required to comply with the regulations referred to and the procedures detailed in this AIP Supplement (AIP SUP).**

1.3 The G20 Leaders Summit will result in increased Australian Defence Force and Queensland Police Air Wing aviation activity in the Brisbane basin.

1.4 This AIP SUP details airspace management arrangements, including the establishment of Air Defence Identification Zones (ADIZ) and Temporary Restricted Areas (TRA), references to regulations, changes to procedures, restrictions and appropriate contacts to ensure security and the safety of aircraft, the public and visiting dignitaries.

1.5 TRAs R900AB (Brisbane CBD), R900C (Brisbane Inner) and R900D (Brisbane Outer) and ADIZ ALPHA and BRAVO are described at section 2, 3 4 and 5 respectively. It is expected that TRAs R900AB, R900C and R900D and ADIZ ALPHA and BRAVO will be activated for periods of between 4 and 6 hours on 11th and 12th November and then H24 commencing 14th November through until 18th November. These times will, however, be confirmed by NOTAM.

1.6 Airspace procedures have been designed to be as permissive to civil aircraft operations as the security situation allows. Access to TRAs, however, will be restricted during NOTAM timings.

1.7 Police may be present at airports in the Brisbane Basin to monitor compliance with this AIP SUP. Non-compliance with regulations and airspace procedures may result in penalties being applied.

1.8 Military aircraft will operate in airspace clear of civilian traffic under normal air traffic rules except when the security situation warrants intervention. In such circumstances military aircraft may operate with Due Regard to other traffic and will accept responsibility for collision avoidance. AIP ENR 1.1-106 refers.

1.9 Any aircraft unable to comply with requirements in this AIP SUP will not be permitted to operate within the TRAs. Any aircraft which does not comply with the requirements of the ADIZ may be subject to intercept by a military aircraft.

2. TEMPORARY RESTRICTED AREA R900AB (BRISBANE CBD)

2.1 TRA R900AB (Brisbane CBD) will be activated at specified times during the period 11th-18th November 2014. These times will be confirmed by NOTAM.

2.2 The dimensions and activation periods are as follows:

Temporary Restricted Area R900AB (Brisbane CBD)

Lateral Limits

R900A - BN CBD

LATERAL LIMITS: 27 27 10S 153 01 28E, 27 27 00S 153 01 40E
27 27 18S 153 02 21E, 27 27 48S 153 02 09E
27 28 39S 153 01 42E, 27 29 49S 153 01 09E
then along CORONATION DR to 27 28 52S 152 59 51E

then along CORONATION DR to 27 28 07S 153 00 39E

then along HALE ST to 27 27 28S 153 00 50E

then along ICB to 27 27 10S 153 01 28E

VERTICAL LIMITS: SFC-2000

R900B - BN CBD

LATERAL LIMITS: 27 29 49S 153 01 09E, 27 28 39S 153 01 42E

27 27 48S 153 02 09E, 27 27 18S 153 02 21E

27 27 55S 153 03 41E, 27 30 34S 153 02 10E

27 30 06S 153 01 11E,

then along CORONATION DR to 27 29 49S 153 01 09E

VERTICAL LIMITS: SFC-2000

Vertical Limits: SFC – 2000

Activation: NOTAM

Controlling Authority: Queensland Police Service

Contact Queensland Police Operations Centre via email

G20.TRAFlightRequest@police.qld.gov.au

2.3 R900AB is contained within the Brisbane CTR. Apart from the requirements of this AIP SUP, all extant airspace boundaries, classification, air traffic services and procedures within the confines of R900AB remain in effect. Aircraft in R900AB will receive a Class C air traffic service.

2.4 R900AB exists to afford G20 security aircraft freedom of movement in the vicinity of the Brisbane CBD. Operations within R900AB are restricted to:

- a. G20 security aircraft.
 - b. Approved aircraft involved with the preservation of life (including Search and Rescue (SAR) Medical (MEDEVAC) Flood and Fire Relief (FFR), Hospital (HOSP) and Police aircraft (not involved with G20 security operations).
 - c. G20 accredited media aircraft.
 - d. Other flights as approved by the Controlling Authority.
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2.5 Aircraft other than G20 security aircraft require approval to operate within R900AB from the Police Operations Centre (POC). G20 accredited media shall make an initial request for access via g20mediaops@pmc.gov.au for operational approval before contacting the POC. Aircraft involved with the preservation of life and likely to require access to R900AB are encouraged to register with the POC and obtain 'pre-approval'. Flights involved in the preservation of life may request 'short notice' approval to operate within R900AB from the POC through ATC.

2.6 The following procedures apply within R900AB:

- a. All aircraft shall flight plan. For G20 security aircraft, flights involved in the preservation of life, pre-approved media aircraft and other flights that are approved by the Controlling Authority the lodging of flight details with Airservices Australia via telephone on 07 3866 3694 shall satisfy the flight plan requirement.
- b. All aircraft shall operate VFR where possible to do so.
- c. All aircraft shall maintain communications with ATC.
- d. Due to R900B's proximity to the instrument landing system for Runway 01 at Brisbane airport, operations within, R900B by day, and R900AB by night, may be restricted. Restrictions shall not apply to G20 security aircraft in the event of a security situation.
- e. Aircraft shall not operate above 1000FT AMSL unless cleared by ATC to do so.
- f. All aircraft shall carry and activate a transponder on a discrete code, as advised by ATC.
- g. In the event of a security situation the Controlling Authority may exclude all non G20 security aircraft from R900AB.

3. TEMPORARY RESTRICTED AREA R900C (BRISBANE INNER)

3.1 Temporary Restricted Area R900C (Brisbane Inner), will be activated at specified times during the period 11th-18th November 2014. These times will be confirmed by NOTAM.

3.2 The dimensions and activation periods are as follows:

Temporary Restricted Area R900C (Brisbane Inner)

Conditional Status: RA1

Lateral Limits: 27 20 58S 153 00 06E, 27 19 17S 153 01 04E

then along the minor arc of a circle of 7.00NM radius centred on

27 22 29S 153 08 04E to 27 25 40S 153 15 04E

27 27 21S 153 14 06E,

then along the minor arc of a circle of 7.00NM radius centred on

27 24 10S 153 07 06E to 27 30 08S 153 11 15E

27 33 43S 153 04 46E, 27 30 11S 152 59 09E

27 28 40S 152 58 51E, 27 25 36S 152 58 14E

27 22 47S 152 59 23E,

then along the minor arc of a circle of 7.00NM radius centred on

27 24 10S 153 07 06E to 27 20 58S 153 00 06E

Vertical Limits: SFC – FL180

Activation: NOTAM

Controlling Authority: Airservices Australia 07 3866 3798

3.3 R900C contains the Brisbane CTR and a portion of airspace between the Archerfield CTR and the Brisbane CTR. Apart from the requirements of this AIP SUP, all extant airspace boundaries, classification, air traffic services and procedures within the confines of R900C remain in effect. Aircraft within Class C airspace will receive a Class C air traffic service. Aircraft in Class G airspace (that portion of R900C between the Archerfield CTR and the Brisbane CTR SFC to A010) will receive a Class C air traffic service and will require clearance.

3.4 R900C exists to limit operations to approved aircraft with known flight profiles. Operations within R900C are restricted to:

a. G20 security aircraft.

b. Flights departing Brisbane Airport (YBBN) which have flight planned and flights arriving YBBN which have flight planned and received a slot time.

c. Approved aircraft involved with the preservation of life (including SAR, MEDEVAC, FFR, HOSP and Police aircraft (not involved with G20 security operations).

d. G20 accredited media aircraft

e. Other flights as approved by the Controlling Authority.

3.5 The following operations within R900C are unlikely to be approved by the Controlling Authority: training flights, glider flights, parachuting, hang gliding, ultra light aircraft, hot air balloons, banner towing, moored manned and unmanned balloons, model rockets, model aircraft and civil unmanned aerial systems.

3.6 In addition to the requirements of AIP, the following procedures apply within R900C:

- a. All aircraft shall flight plan. For G20 security aircraft, flights involved with the preservation of life, pre-approved media aircraft and other flights that are approved by the Controlling Authority the lodging of flight details with Airservices Australia via telephone on 07 3866 3694 shall satisfy the flight plan requirement.
- b. All aircraft shall contact ATC prior to entering R900C.
- c. All aircraft shall maintain continuous communications with ATC.
- d. For flights entering Class C airspace, aircraft shall obtain an airways clearance prior to entering R900C and comply with ATC instructions.
- e. For flights remaining in Class G airspace, aircraft shall track in accordance with their lodged flight plan, unless amended tracking has been notified to ATC and an acknowledgement of the amended tracking has been received.
- f. All aircraft shall carry and activate a transponder on a discrete code, as advised by ATC.
- g. In the event of a security condition, the Controlling Authority may exclude all non G20 security related aircraft from R900C.

3.7 Scheduled aircraft planned to overfly the Brisbane area on published routes which may transit R900C will be accommodated where they can be de-conflicted with security related activities. Where this cannot be accommodated, ATC will issue amended route clearances. Normal flight planning, transponder and communication procedures for Class C airspace will apply.

4. TEMPORARY RESTRICTED AREA R900D (BRISBANE OUTER)

4.1 Temporary Restricted Area R900D (Brisbane Outer), will be activated at specified times during the period 11th -18th November 2014. These times will be confirmed by NOTAM.

4.2 The dimensions and activation periods are as follows:

Temporary Restricted Area R900D (Brisbane Outer)

Conditional Status: RA1

Lateral Limits: A circle of 30.00NM radius centred on 27 21 57S 153 08 21E (BN/VOR), excluding any active extant military restricted areas.

Vertical Limits: SFC – FL180

Activation: NOTAM

Controlling Authority: Airservices Australia 07 3866 3798

4.3 Apart from the requirements of this AIP SUP, all extant airspace boundaries, classification, air traffic services and procedures within the confines of R900D remain in effect. Aircraft in Class C airspace will receive a Class C air traffic service. Aircraft in Class G airspace will receive a Class G air traffic service. Specific clearances are still required to enter active extant military restricted areas.

4.4 In addition to the requirements of AIP, the following procedures apply within R900D:

- a. All aircraft shall flight plan.
 - b. All aircraft shall contact ATC prior to entering R900D.
 - c. All aircraft shall maintain continuous communications with ATC.
 - d. For flights entering Class C airspace, aircraft shall obtain an airways clearance prior to entering R900D and comply with ATC instructions.
 - e. For flights remaining in Class G airspace, aircraft shall track in accordance with their lodged flight plan, unless amended tracking has been notified to ATC and an acknowledgement of the amended tracking has been received.
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f. All aircraft shall carry and activate a transponder on a discrete code, as advised by ATC.

4.5 Non-G20 related Military Operations. Military aircraft may operate within active extant military restricted airspace as per the DAH in accordance with normal local procedures. When operating outside active extant military restricted areas military aircraft not associated with G20 security operations are to comply with procedures in this AIP SUP.

4.6 Archerfield (YBAF) operations. YBAF is located within R900D. A portion of airspace between the Archerfield CTR and the Brisbane CTR is located within R900C. All aircraft arriving at, departing from or operating at YBAF shall comply with procedures promulgated for operations in R900D. Unless specifically approved by the controlling authority, aircraft arriving at, departing from or operating at YBAF are required to remain clear of R900C. In addition the following procedures apply specifically to YBAF operations:

a. Tower hours will be amended by NOTAM during the G20 activity. Aircraft operations at YBAF shall not be permitted outside the operating hours of YBAF Tower except for aircraft engaged on G20 support operations.

b. Due to its proximity to the sensitive areas contained within R900AB, YBAF may be closed to all operations at short notice if required for security purposes. This advice will be made available to aircraft by ATC and broadcast on the Archerfield ATIS along with the expected duration of the closure if known.

c. Irrespective of flight rules or intention to enter controlled airspace all aircraft departing YBAF are to flight plan and contact Brisbane Centre 125.7 for a discrete transponder code immediately prior to taxi. When ready to taxi, aircraft shall advise AF Tower of the SSR code received and confirm they are familiar with this AIP SUPP. Aircraft not in receipt of an SSR code or acknowledging they are familiar with the AIP SUPP will not be permitted to depart.

d. Aircraft that wish to conduct circuits at YBAF are still required to flight plan and carry and activate a transponder on the discrete code issued by ATC.

e. Circuit operations at YBAF will be restricted as follows during

the periods of the activation of R900AB:

- Single runway operations only.
- Right circuit R10 left only
- Left circuit R28 right only
- Runway 04/22 left and right not available
- Certain parts of Archerfield aerodrome may be unavailable for use by non-G20 support aircraft.

f. Aircraft departing YBAF to conduct flying training in D666, D672 and D673 are required to flight plan and carry and activate a transponder on a discrete code.

g. The ARCHERFIELD RNAV-Z RWY 28 APPROACH is not available (except for Flights permitted to operate within R900AB and R900C - refer to paragraph 2.4 and 3.4), Aircraft requiring an instrument departure shall depart via an ARCHERFIELD ONE DEPARTURE (RADAR) and expect radar vectors or tracking instructions to return to planned track while remaining clear of R900C.

h. Wherever possible VFR aircraft tracking to or from YBAF within R900D are to utilise promulgated VFR routes. The northbound VFR route known as the “Northern Departure” (refer AIP ERSA FAC B-48) is not available during the periods of activation of R900AB . Airmen intending to depart YBAF to the north should plan via Lake Manchester (LMC- refer AIP Visual Terminal Chart Brisbane/Sunshine Coast) taking care to avoid R900AB and R900C to the east and the Amberley MCTR and associated restricted areas to the west. It is ESSENTIAL that accurate tracking is adhered to in order to avoid R900AB and R900C. Only authorised flights (refer paragraph 2.4 and 3.4) are authorised to enter R900AB and R900C. It is expected that the Amberley MCTR and restricted areas will be ACTIVE during this period.

5. AIR DEFENCE IDENTIFICATION ZONE

5.1 Air Defence Identification Zones (ADIZ) ALPHA and BRAVO will be established at specified times during the period 11th - 18th November 2014. These times will be confirmed by NOTAM.

5.2 The dimensions and activation periods are as follows:

ADIZ ALPHA

Lateral Limits: A circle of 30.00NM radius centred on 27 21 57S 153 08 21E (BN/VOR).

Vertical Limits: SFC-8500

Activation: NOTAM

ADIZ BRAVO

Lateral Limits: A circle of 90.00NM radius centred on 27 21 57S 153 08 21E (BN/VOR).

Vertical Limits: 8500 – FL600

Activation: NOTAM

5.3 Apart from the requirements of this AIP SUP, all extant airspace boundaries, classification, air traffic services and procedures within the confines of ADIZ ALPHA and BRAVO remain in effect. For example, aircraft in Class G airspace will receive a Class G air traffic service, aircraft in Class E airspace will receive a Class E air traffic service and aircraft in Class C airspace will receive a Class C air traffic service. Specific clearances are still required to enter active extant military restricted areas.

5.4 ADIZ procedures are promulgated in AIP ERSA 5.

5.5 The following procedures apply in lieu of AIP ERSA EMERG 5.4 to 5.8.

5.5.1 ERSA EMERG 5.4. When a flight is intended to operate within an ADIZ, the pilot must:

- a. Lodge a flight plan covering flight within the ADIZ at least 60 minutes before entry into the ADIZ. G20 security aircraft, flights involved with the preservation of life, approved media flights and other flights that are approved by the Controlling
-

Authority are exempt from the 60 minute requirement.

b. Contact ATC prior to entering the ADIZ.

c. For those flights entering Class C airspace, obtain an airways clearance and comply with ATC instructions in accordance with extant AIP procedures.

d. For those IFR flights in Class E airspace, obtain an airways clearance and comply with ATC instructions in accordance with extant AIP procedures.

e. For those VFR flights in Class E airspace, track in accordance with the lodged flight plan, unless amended tracking has been notified to ATC and an acknowledgement of the amended tracking has been received.

f. For those flights in Class G airspace, track in accordance with the lodged flight plan, unless amended tracking has been notified to ATC and an acknowledgement of the amended tracking has been received.

g. Maintain continuous communications with ATC.

h. Carry and activate a transponder on a discrete code, as advised by ATC.

5.5.2 ERSA EMERG 5.5. AIP ERSA EMERG 5.5 does not apply. There are no exemptions from AIP ERSA EMERG 5.4, replaced by paragraph 5.5.1 of this AIP SUP.

5.5.3 ERSA EMERG 5.6. Flight plans must be lodged in accordance with paragraph 5.5.1 of this AIP SUP. They must include all the detail specified in ERSA EMERG 5.6.

5.5.4 ERSA EMERG 5.7. Reporting points published in aeronautical charts must be used. There are no additional reporting requirements required by an Area Air Defence Commander.

5.5.5 ERSA EMERG 5.8. The requirement to immediately notify ATC of any deviation from flight plan, contained in ERSA EMERG 5.8 does not apply. Flights must track in accordance with the procedures contained in paragraph 5.5.1 of this AIP SUP.

5.6 All remaining ADIZ and intercept procedures promulgated in ERSA EMERG 5 – 7 still apply.

5.7 Aircraft not complying with the procedures within this AIP SUP, or aircraft unable to be satisfactorily identified, may be subject to intercept by military aircraft.

5.8 Unidentified aircraft operating beneath ADIZ BRAVO and assessed as likely to enter ADIZ ALPHA or BRAVO may be subject to communications checks and visual inspection by military aircraft in order to determine their identity.

6. ADMINISTRATION

6.1 **Mass Air Briefing.** A briefing detailing G20 airspace and operating procedures will be conducted on a date closer to the event. Timings and venue will be notified through Southern Queensland RAPAC and the G20 website.

7. EMERGENCY PROCEDURES

7.1 Aircraft involved in the preservation of life are required to flight plan to operate in R900AB, R900C and R900D. The lodging of flight plan details with Airservices Australia via telephone satisfies this requirement. Operations within R900AB require POC approval. Aircraft involved with the preservation of life and likely to require access to R900AB are encouraged to register their details with the POC and obtain 'pre-approval'. Regardless, aircraft involved with the preservation of life may request 'short notice' approval to operate within R900AB from the POC through ATC.

7.2 Pilots should review emergency procedures detailed in AIP ERSA EMERG, in particular loss of radio procedures.

8. PRE FLIGHT BRIEFING AND SUBMISSION OF FLIGHT NOTIFICATION

8.1 No changes have been made to the methods for obtaining pre-flight briefings and submitting flight notifications.

8.2 Contacts:

a. Airservices Pilot Briefing website:

<http://www.airservicesaustralia.com/brief/>

Note: A User name/ID and password is required to access briefing and flight notification database.

b. Pilot Briefing Office:

i. Tel: 1800 805 150

ii. Tel: 02 6268 5062

iii. Fax: 02 6268 5033

9. ADDITIONAL INFORMATION

9.1 Additional information will be promulgated by NOTAM as required and posted on the following websites:

www.airservices.gov.au/pilotcentre/index.htm

<https://www.g20.org/>

<http://www.police.qld.gov.au/g20/>

9.2 For additional information concerning these arrangements and queries on operational matters, the Defence Joint Airspace Control Cell (e-mail adf.airspace@defence.gov.au telephone 1800 562 222) is available as follows:

a. Normal business hours until 11th November 2014 (inclusive).

b. H24 from 102200Z to 180800 Nov 2014.

9.3 Queries regarding flight approvals within a TRA should be directed to the applicable controlling authority, as specified within paragraphs 2.1, 3.1 and 4.1 of this AIP SUP.

10. CANCELLATION

10.1 This AIP SUP self cancels on 1411180800.

11. DISTRIBUTION

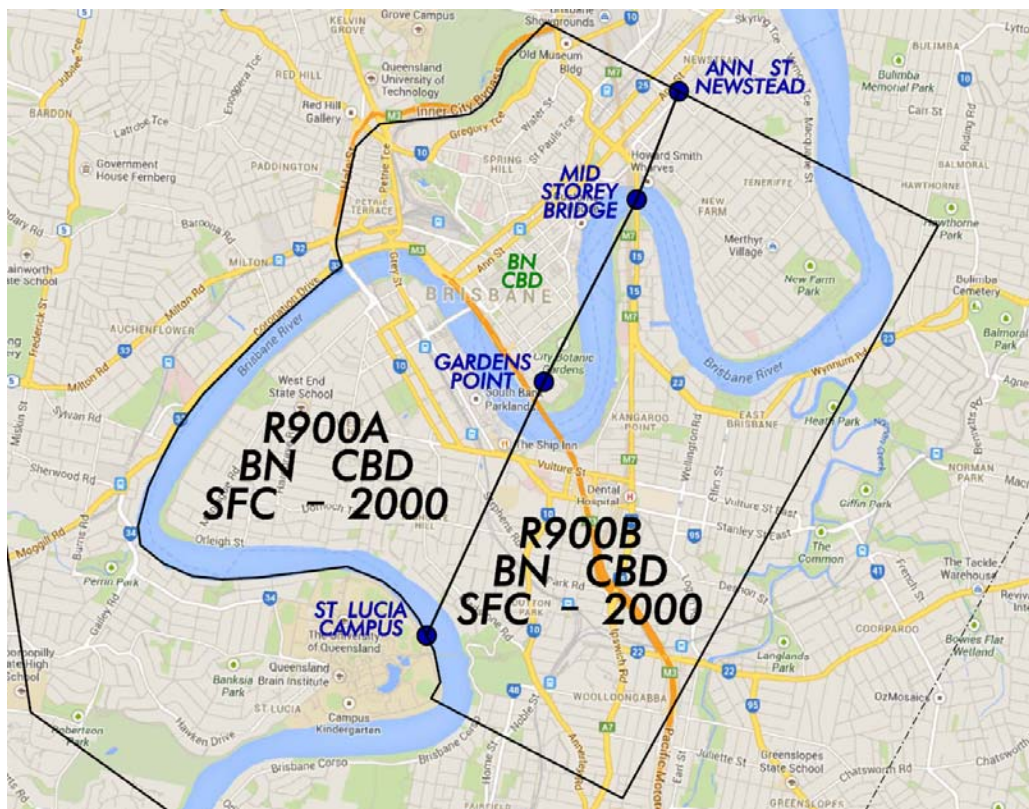
11.1 By AVFAX and Airservices Australia website only.

Appendices:

1. Temporary Restricted Area R900AB (Brisbane CBD)
2. Temporary Restricted Area R900C (Brisbane Inner)
3. Temporary Restricted Area R900D (Brisbane Outer)
4. Air Defence Identification Zone ALPHA and BRAVO.

Appendix 1 TO SUP H62/14

1. Temporary Restricted Area R900AB (Brisbane CBD)



R900A - BN CBD

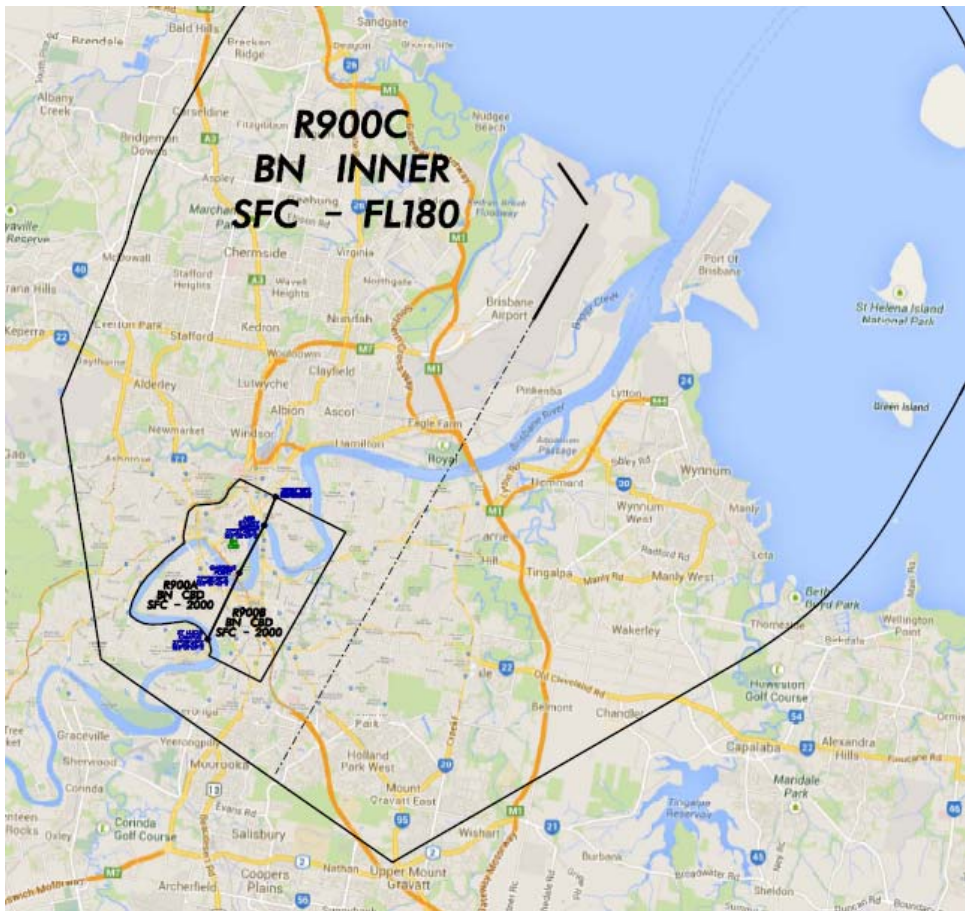
LATERAL LIMITS: 27 27 10S 153 01 28E, 27 27 00S 153 01 40E
27 27 18S 153 02 21E, 27 27 48S 153 02 09E
27 28 39S 153 01 42E, 27 29 49S 153 01 09E
then along CORONATION DR to 27 28 52S 152 59 51E
then along CORONATION DR to 27 28 07S 153 00 39E
then along HALE ST to 27 27 28S 153 00 50E
then along ICB to 27 27 10S 153 01 28E
VERTICAL LIMITS: SFC-2000

R900B - BN CBD

LATERAL LIMITS: 27 29 49S 153 01 09E, 27 28 39S 153 01 42E
27 27 48S 153 02 09E, 27 27 18S 153 02 21E
27 27 55S 153 03 41E, 27 30 34S 153 02 10E
27 30 06S 153 01 11E,
then along CORONATION DR to 27 29 49S 153 01 09E
VERTICAL LIMITS: SFC-2000

Appendix 2 TO SUP H62/14

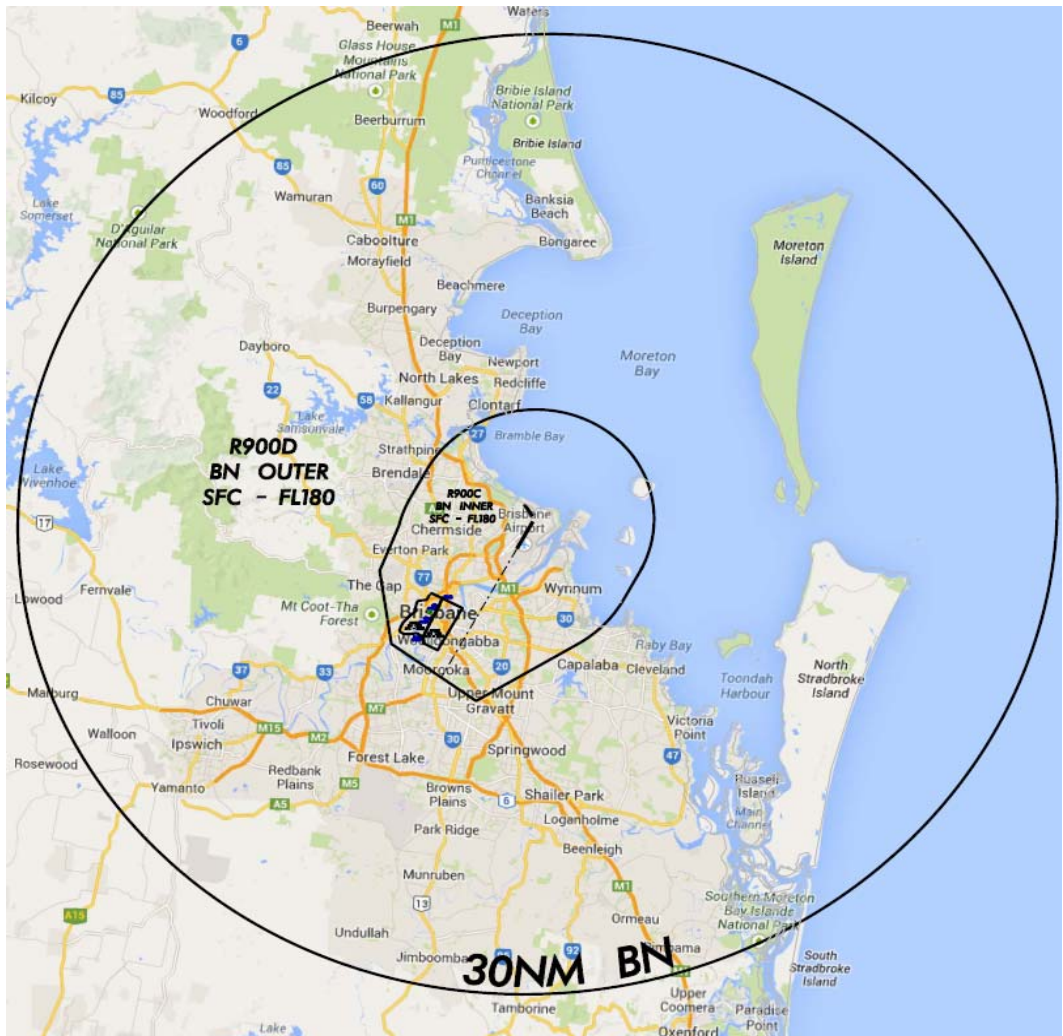
2. Temporary Restricted Area R900C (Brisbane Inner)



BN INNER

LATERAL LIMITS: 27 20 58S 153 00 06E, 27 19 17S 153 01 04E
then along the minor arc of a circle of 7.00NM radius centred on
27 22 29S 153 08 04E to 27 25 40S 153 15 04E
27 27 21S 153 14 06E,
then along the minor arc of a circle of 7.00NM radius centred on
27 24 10S 153 07 06E to 27 30 08S 153 11 15E
27 33 43S 153 04 46E, 27 30 11S 152 59 09E
27 28 40S 152 58 51E, 27 25 36S 152 58 14E
27 22 47S 152 59 23E,
then along the minor arc of a circle of 7.00NM radius centred on
27 24 10S 153 07 06E to 27 20 58S 153 00 06E
VERTICAL LIMITS: SFC-FL180

3. Temporary Restricted Area R900D (Brisbane Outer)

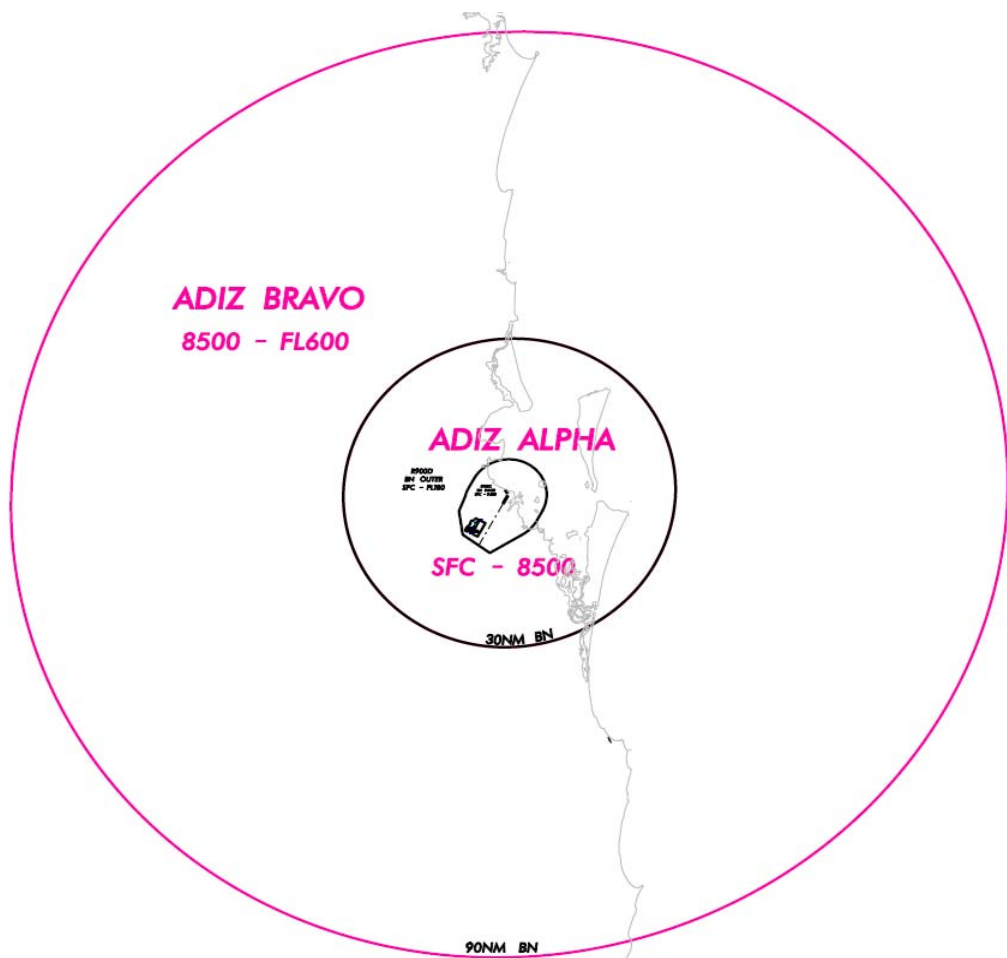


BN OUTER

LATERAL LIMITS: A circle of 30.00NM radius centered on
27 21 57S 153 08 21E (BN/VOR)

VERTICAL LIMITS: SFC-FL180

4. Air Defence Identification Zone



BN ADIZ ALPHA

LATERAL LIMITS: A circle of 30.00NM radius centred on
27 21 58S 153 08 21E (BN/VOR)

BN ADIZ BRAVO

LATERAL LIMITS: A circle of 90.00NM radius centred on
27 21 58S 153 08 21E (BN/VOR)