

Exercise SEA EXPLORER 2025

Cowley Beach, QLD

SUBMITTED BY

Royal Australian Air Force – Joint Airspace Control Cell

CONSULTATION SUMMARY

JACC requests feedback on proposed temporary restricted area (TRA) and procedures for Exercise SEA EXPLORER 2025, specifically to be employed at Cowley Beach.

KEY ISSUES

This proposal notes the following key issues:

- Activation of TRA ‘SHADE’ and TRA ‘BANSHEE’ to support amphibious manoeuvres in the vicinity of Cowley Beach.
- Airspace previously used in October 2024. Airspace also scheduled to be used in July 2025.
- Airspace designed to facilitate Dunk Island access and low-level transits west of the Bruce Highway. Innisfail (YIFL) RNP RWY 32 instrument procedures will be affected by TRA ‘SHADE’ and TRA ‘BANSHEE’.
- Conditional status of TRA ‘SHADE’ will be RA2; transit cannot be expected except in case of emergency.
- Conditional status of TRA ‘BANSHEE’ will be RA1; clearance to transit can be expected.

FEEDBACK TO

Joint Airspace Control Cell - adf.airspace@defence.gov.au

CLOSE DATE

13 Feb 2025

OVERVIEW

Elements of the Australian Defence Force (ADF) and partner nation militaries will be conducting Exercise ‘SEA EXPLORER 2025’ over the month of May 2025.

Exercise SEA EXPLORER 2025 forms part of the SEA Series of military exercises, involving a wide range of military air, sea and land activities across the Queensland coast.

Two Temporary Restricted Areas (TRA) are proposed to safely separate civil aircraft from the aforementioned military flying activities over the period 05-16 May 25.

Safe integration of both military and civilian aviation operations is a priority of this Aviation State Engagement Forum. Military aircraft and airspace controllers will monitor, and broadcast on as necessary, designated civilian aviation frequencies (e.g. CTAF and Civil Air Distress) at all times when the Special Use Airspace (SUA) is active. Aircraft may request transit clearance through the

SUA via a promulgated frequency and in accordance with the AIP SUP, and transits shall be approved on a case-by-case basis where safe to do so.

Pre-arranged SUA transit requests may also be submitted to the appointed Military Airspace Control Authority (MilACA) via promulgated contact method no later than 24 hours beforehand. Aircraft can expect a requirement to contact the MilACA airborne, prior to entering SUA. Contact details will be published by AIP SUP.

PROPOSAL

Cowley Beach

Two TRA are proposed to support amphibious manoeuvres throughout the Exercise SEA EXPLORER 2025 activity period. Indicative timings are listed in Table 1, with specific activation timings to be promulgated by AIP SUP and NOTAM.

Airspace	Date	Time
TRA ‘SHADE’	05 – 16 May 25	2100Z – 0900Z Daily
TRA ‘BANSHEE’	05 – 16 May 25	Up to H24

Table 1. Planned activation timings for TRA ‘SHADE’ and TRA ‘BANSHEE’

Diversion Routes

TRA ‘SHADE’ is RA2 status due to the increased UAS and RW operations. As such, non-priority civilian aircraft should plan to avoid it. TRA ‘SHADE’ has been designed to avoid common PJE areas, and facilitate Dunk Island access, with a vertical limit that facilitates transits at or above 3000FT AMSL. Aircraft tracking north/south can also avoid TRA ‘SHADE’ by remaining to the west of the Bruce Highway.

Access to TRA ‘SHADE’ and TRA ‘BANSHEE’

Access to TRA ‘BANSHEE’ by non-exercise aircraft can be expected, provided the MilACA is contacted prior to TRA entry on the promulgated frequency. However, access to the airspace may be delayed while the appropriate segregation standards are established.

Transits through TRA ‘BANSHEE’ (RA1) are expected and may be requested by contacting the military airspace control authority (MilACA) directly on an appropriate, promulgated frequency (e.g. Cassowary Coast CTAF). Expected transit levels through TRA ‘BANSHEE’ are between 3000 – 4000FT AMSL, inclusive. Further details will be advised by AIP SUP.

Non-exercise aircraft authorised for TRA transit by the MilACA will be deconflicted from all UAS operations by at least 1NM laterally or 1000FT vertically.

During NOTAM activation periods, access to TRA ‘SHADE’ by non-exercise aircraft will not be available except in cases of a declared emergency, radio failure or participating in activities for the preservation of life and property (SAR, MED, POL or FFR). Clearances through TRA ‘SHADE’, when appropriate, will be provided by the contact listed in AIP SUP.

YBBB/TRA 'SHADE'

Conditional Status: RA2

Military Flying

Lateral Limits: 173823S 1460149E then along counter clockwise arc of a circle radius 50.00NM centre 165101S 1454438E (YBCS/DME) – 173029S 1461658E – 173029S 1464127E – 175140S 1464127E – 175140S 1461010E – 174412S 1461011E – 174412S 1460203E then north along the Bruce Highway – 173823S 1460149E

Vertical Limits: SFC-3000 AMSL

Hours of Activity: 2100Z – 0900Z Daily

Controlling Authority: Department of Defence, contact details to be specified in AIP SUP

YBBB/TRA 'BANSHEE'

Conditional Status: RA1

Military Flying

Lateral Limits: 173823S 1460149E then along counter clockwise arc of a circle radius 50.00NM centre 165101S 1454438E (YBCS/DME) – 173029S 1461658E – 173029S 1464127E – 175140S 1464127E – 175140S 1461010E – 174412S 1461011E – 174412S 1460203E then north along the Bruce Highway – 173823S 1460149E

Vertical Limits: 3000 – 6000 AMSL

Hours of Activity: NOTAM

Controlling Authority: Department of Defence, contact details to be specified in AIP SUP

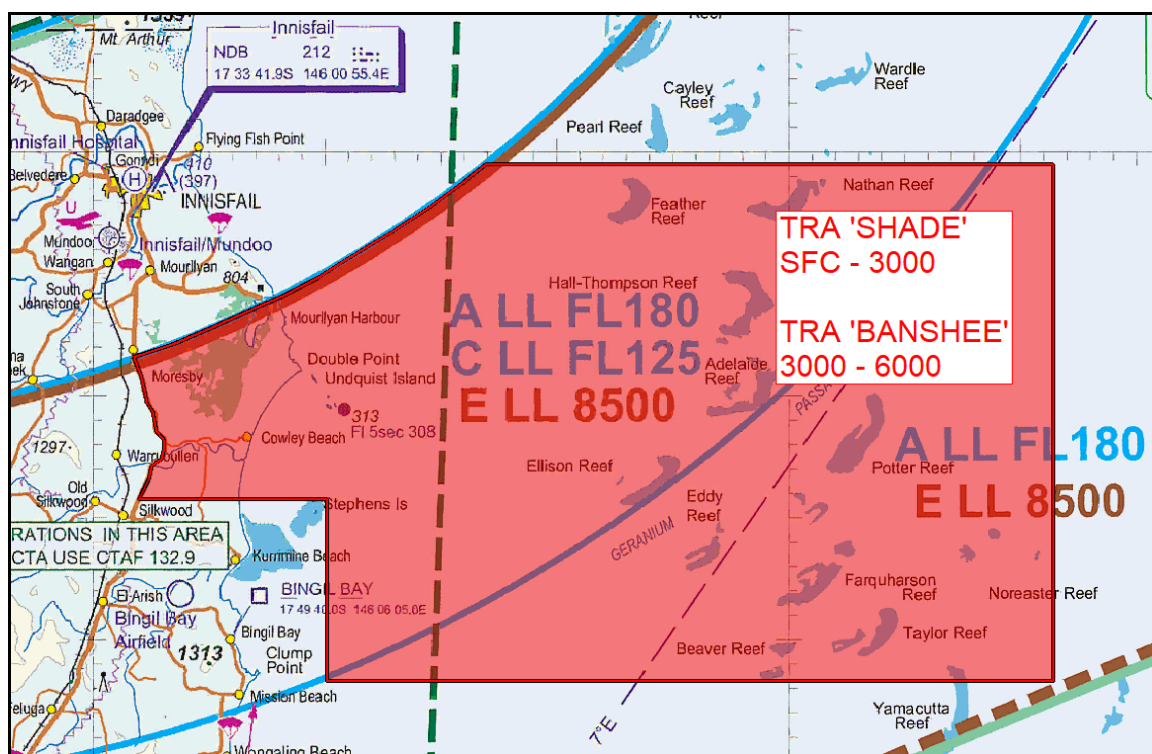


Figure 1. TRA 'SHADE' and TRA 'BANSHEE'

AvSEF members are invited to provide feedback to JACC: adf.airspace@defence.gov.au by 13 Feb 2025.