

# The G20 meets the Recreational Pilot

Source: Rob Knight – Brisbane Valley Flyer Newsletter, September 2014  
Newsletter of the Brisbane Valley Sport Aviation Club Inc.

*(Applicable to pilots around western and north-western localities outlying the Brisbane area  
i.e. the Boonah, Clifton, Gatton, Coominya, and Watts Bridge areas).*

The international 'Group of Twenty' (G20) conference being hosted by the Australian Government is scheduled to take place from 15th – 16th of November 2014. The security provisions deemed necessary by the Australian authorities to ensure the safety of the attendees include various modifications to the 'normal' airspace around the Brisbane area. These provisions also involve increased activity in the Brisbane area by the Australian Defence Force and the Queensland Police Air Wing.

The details contained herein have been gleaned from AIP Supplement (SUP) H62/14. Any questions relating to the provisions and requirements contained in this SUP can be found on the RAA website, telephoning 1300-306-630 (not from mobile) or email for details to [AIM.Editorial@airservicesaustralia.com](mailto:AIM.Editorial@airservicesaustralia.com).

The purpose of this assessment is to provide a simple, practical, and easy to understand document relating to the ability to operate a recreational aeroplane within a 90 nm radius of Brisbane

In essence, for the security authorities to identify and to maintain an intimate knowledge of the position and intentions of all traffic that might pose a threat to the security of the G20, extra airspace provisions have been imposed in the Brisbane area. The airspace modifications begin with the suspension in law of the normally provided operating provisions provided in the ERSA and the replacement of them with the establishment of Temporary Restricted Areas (TRAs) and two Air Defence Identification Zone (ADIZ). These new airspace provisions affect airspace within a 90 nm boundary of BN VOR.

In a nutshell, what does an RA pilot have to know and/or do to fly a Recreational aircraft in the depicted area during the period of the G20 i.e. 11th - 18th November 2014?

This depends on the location at which you wish to fly. The majority of the airspace that is restrictive to RA aircraft is around Brisbane's CBD but as this is, as normal, controlled airspace, it is out of bounds to RA aircraft anyway. The restrictive airspace in this respect is the two inner TRAs, R900AB and R900C. Extending further out from BN VOR is TRA 900D aka Brisbane Outer. This new, temporary airspace extends vertically from the surface to FL180 (approximately 18,000 ft) and laterally, 30 nm from BN VOR, to just west of Willowbank, almost to Rosewood, and to the edge of Lowood. To the north it approaches the south-eastern edge of the Somerset Dam and actually includes the Glass House Mountains. See following image of R900D BN Outer.

To fly in any available Class G airspace inside the designated boundaries of Restricted Area R900D, as an RA pilot you will need:

1. To carry a transponder and activate same on a discrete frequency as instructed by ATC,
2. To remain in such available designated Class G airspace,
3. To fly ONLY on a lodged flight plan,
4. To make contact with ATC PRIOR to entering R900D, and
5. To not change your track from that in the flight plan unless ATC has been advised of your track amendment **AND** the track amendment has been acknowledged by ATC.

Note that ADIZ ALPHA, a new Air Defence Identification Zone, also encompasses the same lateral limits as TRA R900D. However, the ADIZ only extends to 8500 feet and not to the full upper limit of R900D.

For a pilot to enter R900D they must also enter the ADIZ. In view of this, in addition to the requirements above, special and particular operational requirements relating to the ADIZ apply unless exempted (see overleaf). These detailed requirements are listed in ERSA EMERG 5.4. For you as an RA pilot they include the need for you to:

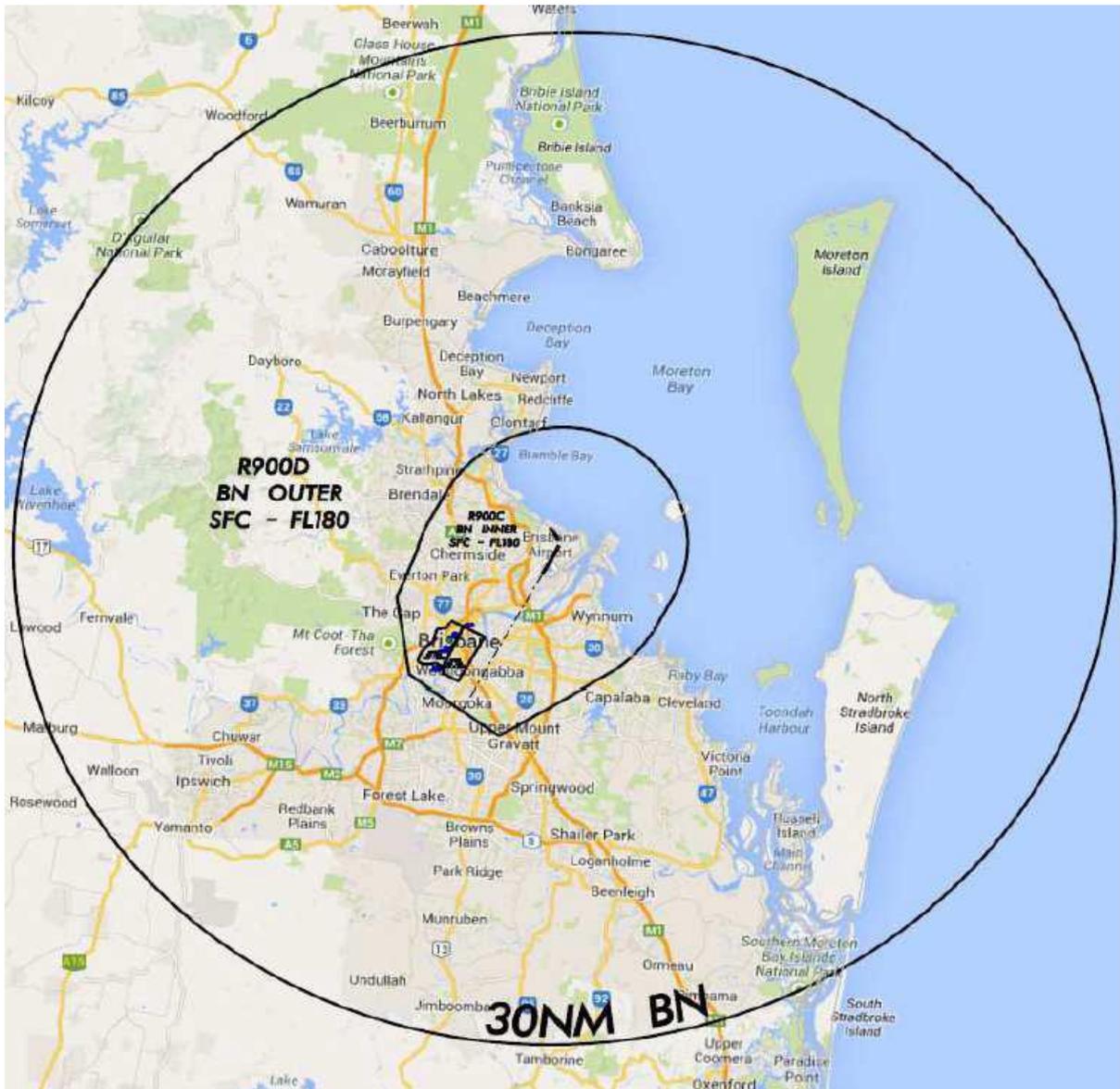
1. Lodge a flight plan covering your entire flight within the ADIZ AT LEAST 60 MINUTES BEFORE YOUR INTENDED FLIGHT,
2. Report your position to ATS at every VFR reporting point or other reporting point as applicable,
3. Maintain a continuous listening watch on the appropriate COM frequency or as directed whilst within the ADIZ,
4. Not deviate from your planned track unless the appropriate ATS has been advised of your track amendment the track amendment has been acknowledged by that ATS.
5. Activate your transponder within 100 nm of the ADIZ and at all times within the ADIZ.

For RA pilots, the pertinent exemptions to compliance with the requirements listed above are:

1. Flights that originate within the ADIZ and maintain a steady outbound track, and
2. Flights that remain within 10 nm of their departure aerodrome.

As the airfields listed at the introduction to this treatise are all located outside TRA R900D and ADIZ ALPHA, the greatest significance of R900D and ADIZ ALPHA lie in their being an area to remain clear of, unless careful preflight planning is done to ensure that a clash with authorities is not a predestined outcome.

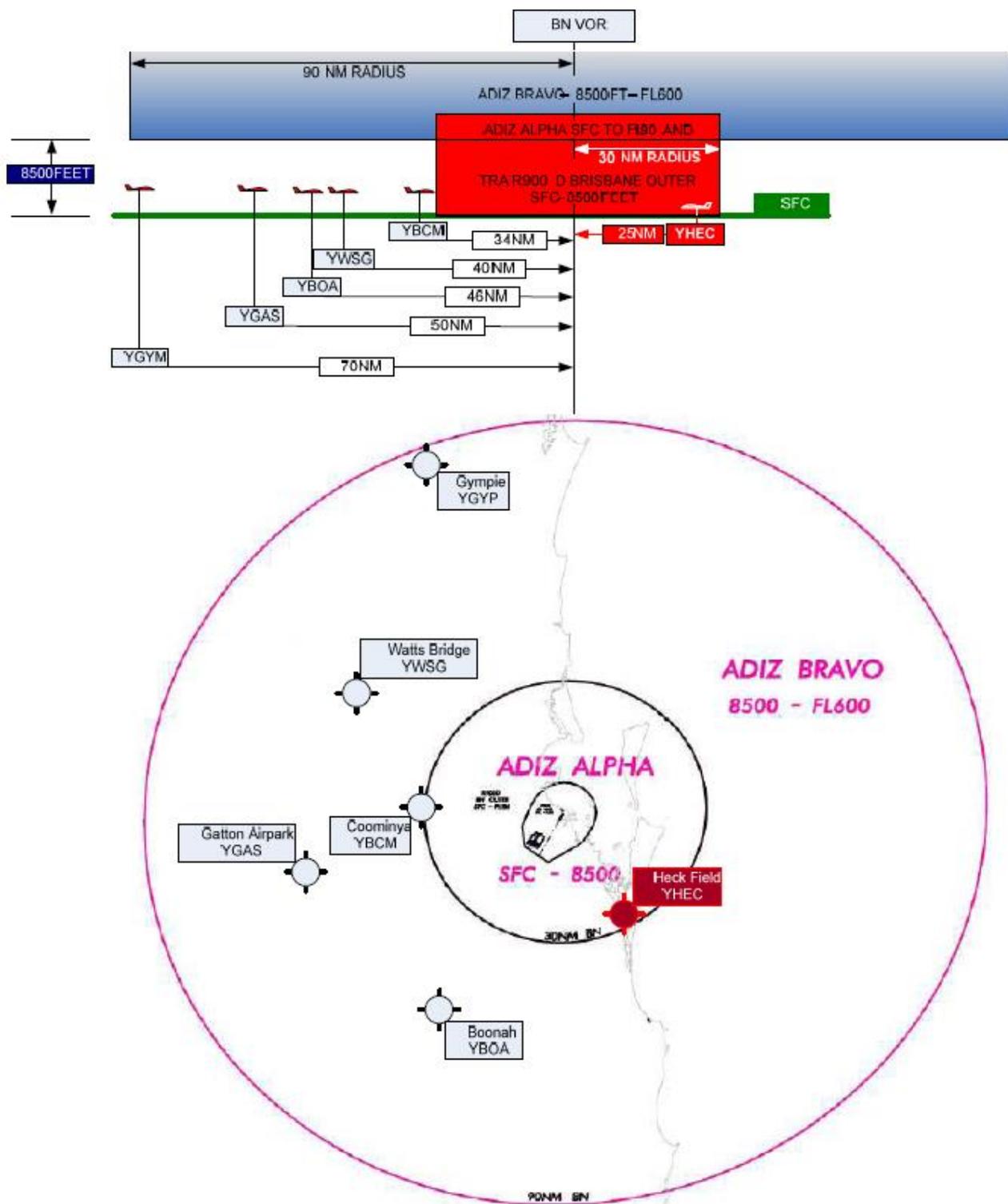
Look carefully at the image below, you cross the R900D boundaries at your peril unless you meet in full ALL its restriction requirements to both that TRA AND ADIZ ALPHA.



R900D BN OUTER

ADIZ BRAVO, the most extensive airspace change, extends 90 nm from BN VOR and from 8500 feet to FL600 (approx 60, 000 feet). To operate inside ADIZ BRAVO, the same restrictions and conditions apply as posted for ADIZ ALPHA. However, as the lower limit of ADIZ BRAVO is 8500 feet, RA and GA pilots have the unrestricted, Class G airspace extending from the SFC to 8500 feet AMSL to play in

WARNING. In either ADIZ ALPA or BRAVO, unidentified aircraft not complying with procedures required by SUP H62/14 may be subject to inspection by military aircraft. Also note that aircraft operating below ADIZ BRAVO and assessed as being likely to enter either ADIZ ALPHA or ADIZ BRAVO, may be subject to communication checks and visual inspection by military aircraft to determine their identity.  
(That I would like to see – a Drifter leading an F18 in close formation.)



### ADIZ ALPHA & ADIZ BRAVO

Obviously there will not be much fun flying in the TRA or ADIZ designated airspace and I can't imagine why an RA pilot would want to under these requirements. Take care out there and think before you fly. Don't give the RAAF pilots practice in slow formation flight.

So, to summarise, if you want to fly your RA aircraft around the airfields listed above over the G20 period, just ensure that you keep out of the restricted TRAs and the ADIZ areas.

If you are based elsewhere, within the TRAs or the ADIZ areas, such as Heck Field, perhaps, contact your local CFI and/or the authority as listed below. That way you will be sure to have the most up-to-date local requirements to comply with.

If you fly from elsewhere and do intent to cross the boundaries into such new airspaces as contain Class G within, apply the suggestions above and do some homework. Also, as this situation may see procedural changes as time progresses, check the SUP H62/14 before you fly to ensure that you don't get caught by changing requirements. The SUP is available on the RA-Aus website and details can be obtained by telephone by calling 1300-306-630 (no mobiles please) or by emailing Airservices Australia at the following address: to [AIM.Editorial@airservicesaustralia.com](mailto:AIM.Editorial@airservicesaustralia.com).

If you do intend to fly in any of the areas that are affected by the G20 changes, I suggest that a telephone call to the number provided will see you talking to helpful people who just want to avoid dramas.

Glossary of terms:

ADIZ	Air Defence Identification Zone
AIP	Aeronautical Information Publication
ATC	Air Traffic Control
ATS	Air Traffic Services
Restricted Area	Airspace within which the flight of aircraft is restricted in accordance with specified conditions
SUP	Supplement
TRA	Temporary Restricted Area

Happy flying.

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