

**AIP SUPPLEMENT
(SUP)****H126/25****Effective: 202507040400 UTC**

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**GILMOUR SPACE - ERIIS MSN001
ORBITAL ROCKET LAUNCH****1. INTRODUCTION**

- 1.1 This SUP cancels and replaces SUP H107/25 with a change to the airspace boundaries in para 3.1 (b).
- 1.2 From 18 June 2025, Gilmour Space Technologies have attempted to launch its Eris orbital rocket over the Coral Sea from the Bowen Orbital Spaceport (BOS), located in Queensland.
- 1.3 Two Temporary Restricted Areas (TRA) and three Temporary Danger Areas (TDA) will be activated to alert airspace users to potential hazards posed by the activity.

2. OPERATIONAL INFORMATION - AIRSPACE

- 2.1 The Eris orbital rocket is a 3-stage vehicle that disposes of spent stages throughout its mission profile.
- 2.2 Stages 1 and 2 are intended for disposal over the Coral Sea in scheduled debris drop zones corresponding to TDA STAGE 1 and TDA STAGE 2 (section 3 refers).
- 2.3 Between these TDA there is a significant region of airspace which, under nominal launch conditions, will not be exposed to any hazard. However, an off-nominal launch condition could result in the presence of hazardous debris between the scheduled debris drop zones.
- 2.4 The non-scheduled debris drop zone between TDA STAGE 1 and TDA STAGE 2 corresponds to TDA DRA-YBBB (section 3 refers).

2.5 A nominal mission profile graphic is provided in Figure 1.

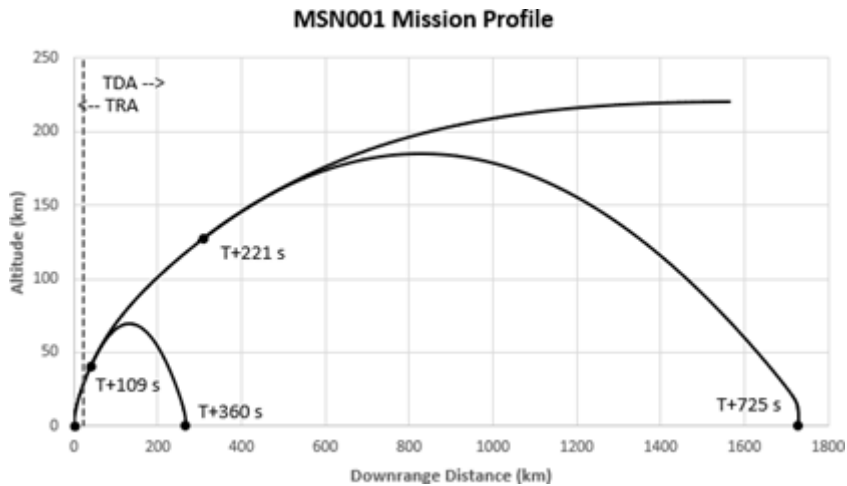


Figure 1: MSN001 nominal mission profile

3. RESTRICTED AIRSPACE FOR ERIS LAUNCH

3.1 Two TRA will be activated via NOTAM to segregate airspace users from airspace risks associated with the attempted launch of the Eris vehicle.

a) **TRA FILL**

TRA FILL separates airspace users from an area within which an explosive hazard exists while the launch vehicle is undergoing filling operations.

YBBB/TRA FILL

EXPLOSIVE HAZARD

LATERAL LIMITS: Within 2NM radius of PSN 195729S 1480649E

VERTICAL LIMITS: SFC – 5000FT AMSL

HOURS OF ACTIVITY: NOTAM

CONTROLLING AUTHORITY: Gilmour Space, PH: 07 5618 9041

b) TRA LAUNCH

TRA LAUNCH is for the land and ocean segments up to 12NM from the coastline overflown by the Eris first stage.

YBBB/TRA LAUNCH**ROCKET LAUNCH**

LATERAL LIMITS: 195940S 1480049E - 195535S 1480058E -
194651S 1480645E - 193118S 1482031E - 194713S 1483415E -
194900S 1484035E - 195042S 1485657E - 200043S 1482449E -
200343S 1481551E - 200231S 1480545E - 200153S 1480224E -
195940S 1480049E

VERTICAL LIMITS: SFC - UNL

HOURS OF ACTIVITY: NOTAM

CONTROLLING AUTHORITY: Gilmour Space, PH: 07 5618 9041

3.2 Stage 1 and 2 Returns

The areas within which there is debris scheduled to return are declared as two distinct TDA.

a) TDA STAGE 1

TDA STAGE 1 (Brisbane FIR) corresponds to the area beyond 12NM from the Australian coastline intended to capture Stage 1 scheduled debris return.

YBBB/TDA STAGE 1**LAUNCH DEBRIS**

LATERAL LIMITS: 193118S 1482031E - 185732S 1484620E -
180713S 1501907E - 191317S 1505639E - 195620S 1493429E -
195042S 1485657E - 194900S 1484035E - 194713S 1483415E -
193118S 1482031E

VERTICAL LIMITS: SFC - UNL

HOURS OF ACTIVITY: NOTAM

CONTACT: Gilmour Space, PH: 07 5618 9041

b) TDA STAGE 2

TDA STAGE 2 is designed to capture Stage 2 scheduled debris return.

TDA STAGE 2**LAUNCH DEBRIS**

LATERAL LIMITS: 140000S 1572821E – 103241S 1631224E –
113543S 1635240E – 140000S 1595515E – 140000S 1572821E

VERTICAL LIMITS: SFC - UNL

HOURS OF ACTIVITY: NOTAM

CONTACT: Gilmour Space, PH: 07 5618 9041

3.3 Debris Response Areas (DRA)

The Debris Response Areas corresponds to the area within which there is a risk of unscheduled debris following a failure of the launch vehicle during the Stage 2 burn. The DRA are declared as two distinct TDA.

TDA DRA-YBBB

TDA DRA-YBBB is defined as a polygon, 75NM wide, joining TDA STAGE 1 and TDA STAGE 2.

TDA DRA-YBBB**LAUNCH DEBRIS**

LATERAL LIMITS: 180713S 1501907E – 140000S 1572821E –
140000S 1595515E – 191317S 1505639E – 180713S 1501907E

VERTICAL LIMITS: SFC - UNL

HOURS OF ACTIVITY: NOTAM

CONTACT: Gilmour Space, PH: 07 5618 9041

4. ACTIVATION TIMES AND HAZARD DURATIONS

- 4.1 Expected NOTAM activation times (other than TRA FILL) are presented as follows:

Daily NOTAM Activation Period 1 –

2130 to 0115 UTC daily as per NOTAM

Daily NOTAM Activation Period 2 –

0330 to 0730 UTC daily as per NOTAM

- 4.2 TRA FILL will activate prior to all other TRA/TDA.
- 4.3 All other TRA/TDA will be activated simultaneously.
- 4.4 All NOTAM will be published 14 days prior to an identified launch window.
- 4.5 Should a launch delay occur, NOTAM will be reviewed as required.
- 4.6 The maximum duration of the TRA/TDA activations is detailed below.

	TRA FILL	TRA LAUNCH, ALL TDA
Nominal	36 hours (18 hours before activity to 18 hours after activity)	90 MIN
Delay/Hold	Per published active period	5 hours
Failure	Per published active period	90 MIN (no delays) 5 hours (with delays)
Scrub	Per published active period	30 MIN (no delays) 5 hours (with delays)

5. DIVERSION TRACKS

- 5.1 Orbital Rocket Launch Activity (refer Appendix 1).
- 5.2 Pilots should be aware that flight is restricted when operating in the vicinity of ERIS MSN001 Orbital Rocket Launch Temporary Restricted Areas (TRA).
- 5.3 The following routes are restricted during ERIS MSN001 Orbital Rocket Launch TRA activation:
- Q67 YBBN-YBCS
 - B462
 - V153 YBTL-YBMK

- Q141
- W112
- W387
- Z17
- Z25

The following routes are affected during ERIS MSN001 Orbital Rocket TDA activation:

- B220
- G591
- G205
- Aircraft requesting User Preferred Routes (UPR) in the YBBB FIR in the vicinity of the TRA.

- 5.4 Pilots intending to operate on these routes are advised to plan in accordance with the diversion tracks specified in the following tables.
- 5.5 The diversion tracks below are also available for pilots intending to operate on routes impacted by the ERIS MSN001 Orbital Rocket Launch Temporary Danger Areas (TDA).

5.6 Diversion Track Tables

Affected Route	Q67 YBBN - YBCS
Use diversion track	RUNLA – BITAS – WALTA – RUMKA
Purpose	Separation from activity airspace

Affected Route	B462 (southbound)
Use diversion track	NONIR – WALTA – BITAS – MK VOR
Purpose	Separation from activity airspace

Affected Route	B462 (northbound)
Use diversion track	MK VOR – BITAS – WALTA – NONIR
Purpose	Separation from activity airspace

Affected Route	V153 YBTL - YBMK
Use diversion track	WALTA – BITAS – DAGSI
Purpose	Separation from activity airspace

Affected Route	Q141 (joining B462 northbound)
Use diversion track	NITIT-BITAS-WALTA then; track to NONIR to join B462 or; track to PIPPA to join G205
Purpose	Separation from activity airspace

Affected Route	W387 (southbound)
Use diversion track	LINBO-WALTA-BITAS-PN VOR rejoin W387
Purpose	Separation from activity airspace

Affected Route	W387 (northbound)
Use diversion track	PN VOR-BITAS-WALTA-LINBO rejoin W387
Purpose	Separation from activity airspace

Affected Route	Z17 (southbound)
Use diversion track	AKROM-WALTA-BITAS-DAGSI then to a position to join next air route
Purpose	Separation from activity airspace

Affected Route	Z17 (northbound)
Use diversion track	DAGSI-BITAS-WALTA-AKROM then join next air route
Purpose	Separation from activity airspace

Affected Route	Z25 (southbound)
Use diversion track	AKROM-WALTA-BITAS-DAGSI then a position to join next air route
Purpose	Separation from activity airspace

Affected Route	Z25 (northbound)
Use diversion track	DAGSI-BITAS-WALTA-AKROM then join next air route
Purpose	Separation from activity airspace

5.7 Diversion Track Tables (TDA)

Affected Route	B220 (southbound)
Use diversion track	DOTOD – WALTA – BITAS – KELPI
Purpose	Separation from activity airspace

Affected Route	B220 (northbound)
Use diversion track	KELPI – BITAS – WALTA – DOTOD
Purpose	Separation from activity airspace

Affected Route	G205 (southbound)
Use diversion track	PIPPA-WALTA-BITAS-DAGSI to a position to join next air route
Purpose	Separation from activity airspace

Affected Route	G205 (northbound)
Use diversion track	From a position (prior to OVRON), DAGSI-BITAS-WALTA-PIPPA
Purpose	Separation from activity airspace

Affected Route	G591 (eastbound)
Use diversion track	CS-WALTA-BITAS-DAGSI-PUGEL join G591
Purpose	Separation from activity airspace

Affected Route	G591 (westbound)
Use diversion track	PUGEL-DAGSI-BITAS-WALTA-CS to join J151
Purpose	Separation from activity airspace

Affected Route	UPR (northbound – tracking west of the activity airspace)
Use diversion track	DAGSI – BITAS – WALTA
Purpose	Separation from activity airspace

Affected Route	UPR (southbound – tracking west of the activity airspace)
Use diversion track	WALTA – BITAS – DAGSI
Purpose	Separation from activity airspace

5.8 Please direct all enquiries relating to Diversion Tracks to atm.director@airservicesaustralia.com

6. CONTACT DETAILS

6.1 TRA Controlling Authority is the Gilmour Space Range Safety Officer.

VHF Radio – CTAF: 126.7 MHz.

Phone: 07 5618 9041

Email: rso@gspace.com

7. CANCELLATION

7.1 This SUP is associated with ongoing rocket launching activities and remains in force until cancelled.

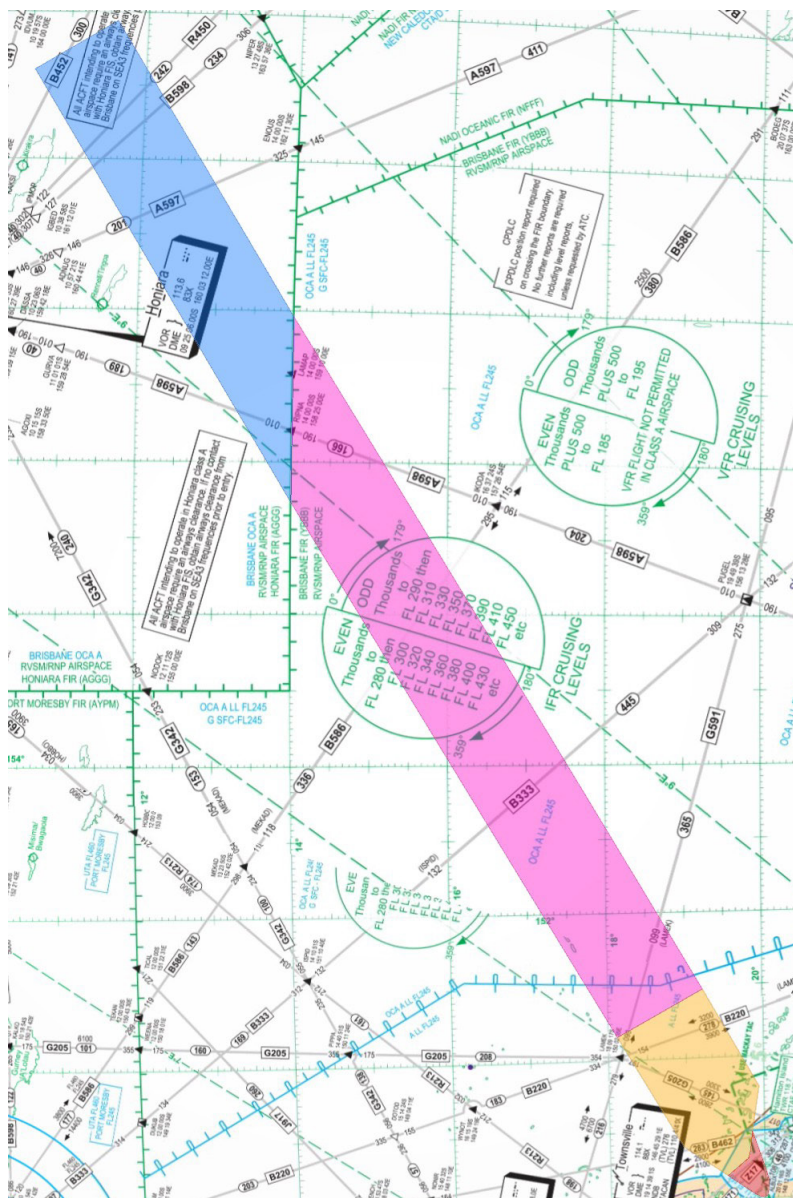
8. DISTRIBUTION

8.1 Airservices Australia website only.

Appendices

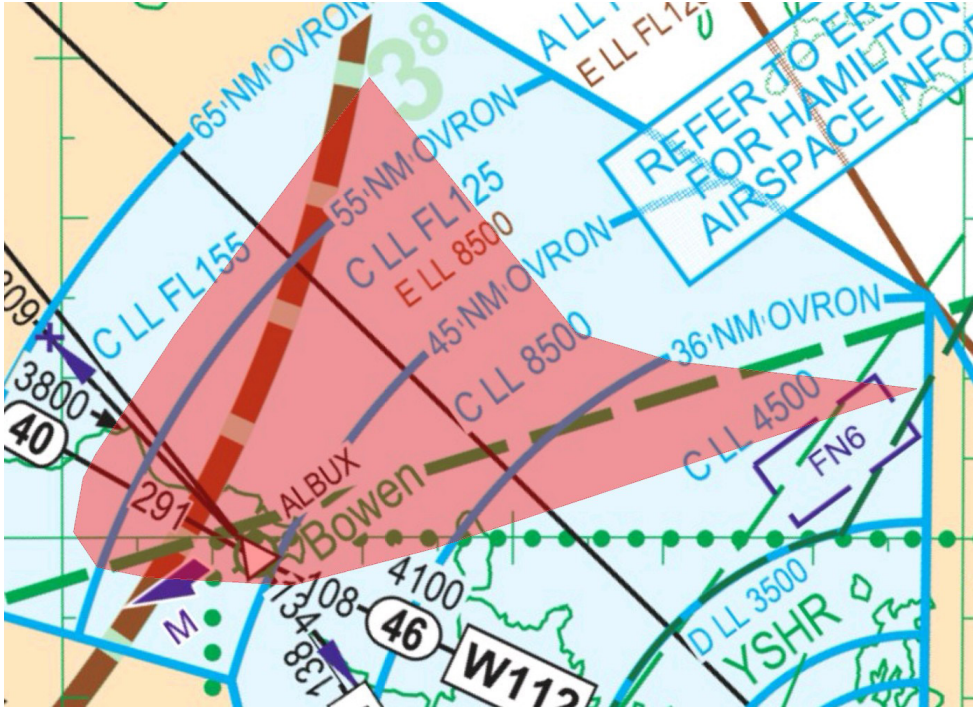
1. Temporary SUA Overview
2. TRA FILL
3. TRA LAUNCH
4. TDA STAGE 1 – Brisbane FIR
5. TDA STAGE 2 – Honiara FIR
6. TDA DRA-YBBB – Brisbane FIR

1. Temporary SUA Overview

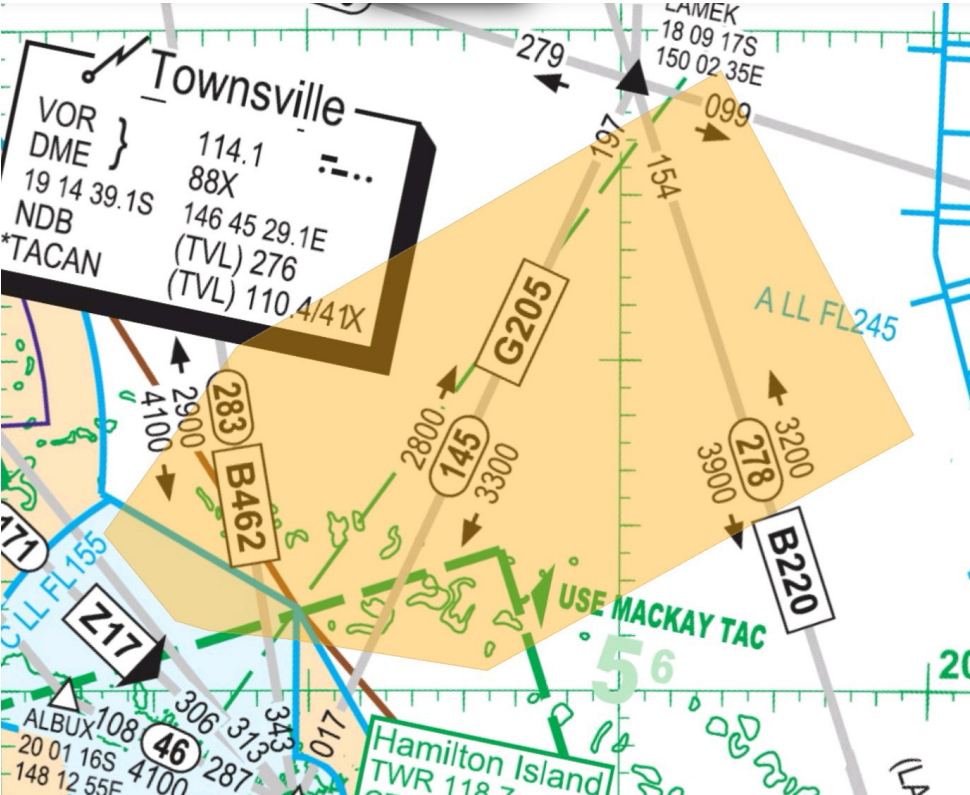


2. TRA FILL





4. TDA STAGE 1 – Brisbane FIR



5. TDA STAGE 2 – Honiara FIR

