

**AIP SUPPLEMENT
(SUP)****H92/26****Effective: 202607192300 UTC**

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MILITARY EXERCISE PITCH BLACK, NORTHERN TERRITORY 20 JULY – 06 AUGUST 2026

1. INTRODUCTION

- 1.1 Elements of the Royal Australian Air Force and foreign militaries will be conducting Exercise PITCH BLACK (PBK26) over the period 20 JUL – 06 AUG 26. The exercise involves tactical flying activities with aircraft operating from Amberley, Darwin and Tindal.
- 1.2 Increased military aviation operations at Darwin and Tindal may cause delays. Aircraft captains, including non-exercise military aircraft, should familiarise themselves with the promulgated diversion routes detailed in paragraph 7 of this document.
- 1.3 Aircraft will also participate in a Mindil Beach Flypast and Handling Display on the evening of Thursday 23 JUL 26 as part of a community engagement event. To ensure safety of flight, non-participating aircraft will not be permitted to take-off or land at Darwin Airport for the duration of the flypast.
- 1.4 This AIP SUP describes the airspace, diversion routes, timings, access and procedures associated with this activity.

2. AIRSPACE

2.1 Military Flying Exercise Airspace

- 2.1.1 Permanent Restricted Areas (RA) and Danger Areas (DA) will be activated to facilitate military flying over the activity period.
- 2.1.2 Airspace users should refer to local area (DNX, DSX and TNX) NOTAM to confirm activation timings for special use airspace (SUA).

2.1.3 During the exercise period all, or some, of the following permanent Darwin and Tindal areas will be activated with times and vertical limits published by NOTAM, these have been split into 2 configurations.

2.1.4 Southern Configuration:

AREA	VERTICAL LIMITS	HOURS
TDL CTR	SFC – 2500	NOTAM
R225ABCDEF	9500 – FL600	NOTAM
R232	SFC – FL600	NOTAM
R238	3500 – FL600	NOTAM
R241	8500 – FL600	NOTAM
R244	4000 – 9500	NOTAM
R245	9500 – FL600	NTOAM
R247	4000 – 9500	NOTAM
R248	4000 – 9500	NOTAM
R249A	1500 – 2500	NOTAM
R249B	2500 – FL600	NOTAM
R250	SFC – 9500	NOTAM
R251	9500 – FL600	NOTAM
R252AB	9500 – FL600	NOTAM
R253	8500 – FL600	NOTAM
R268	SFC – FL600	NOTAM
R269	SFC – FL600	NOTAM
R270	SFC – FL600	NOTAM
R276BCD	8500 – FL600	NOTAM
M277FGH PARTIAL	FL200 – FL600	NOTAM
D209	SFC – 2500	NOTAM
D210	SFC – BCTA	As per DAH
D223	SFC – 8500	NOTAM
D229	SFC – 8500	NOTAM
D236AB	SFC – 3000	NOTAM

2.1.5 The following portion of M277FGH shall be activated in support of PBK26:

M277FGH PARTIAL ACTIVATION

MILITARY FLYING

LATERAL LIMITS: 134618S 1282100E – 124436S 1301824E then along the counter clockwise arc of a circle radius 40.00NM centre 122524S 1305423E (DN/DME) – 125551S 1302741E – 143432S 1290013E then along the clockwise arc of a circle radius 170.00NM centre 122524S 1305423E (DN/DME) – 134618S 1282100E

VERTICAL LIMITS: FL200 – FL600

HOURS OF ACTIVITY: NOTAM

ADMINISTERING AUTHORITY: FLTCDR 452SQN DARWIN

2.1.6 Northern Configuration:

AREA	VERTICAL LIMITS	HOURS
M278ABCDEFGH	5000 – FL600	NOTAM

2.2 Activation windows

2.2.1 Expected airspace timings are indicated below, however these are subject to change and pilots should refer to NOTAM for accurate activation periods.

Week 30 (20 – 24 JUL 26)			
		Local time (I/K)	UTC
MON - WED	VUL 1	0830 – 1330	2300 – 0400
	VUL 2	1445 – 1945	0515 – 1015
THU	VUL 1	0830 – 1330	2300 – 0400
FRI	VUL 1	0830 – 1400	2300 – 0430
Week 31 and 32 (27 JUL – 06 AUG 26)			
		Local time (I/K)	UTC
MON - THU	VUL 1	1230 – 1645	0300 – 0715
	VUL 2	1900 – 2315	0930 – 1345

2.2.3 During week 30, it is expected that both configurations will be active, and during week 31 and 32 only the southern configuration.

2.3 Airspace activation for other military activities

- 2.3.1 R224AB Mt Bunday airspace may be activated for other military activities in accordance with normal NOTAM requirements. The highest level for activation during the Military Flying Exercise airspace activation windows shall be FL125.
- 2.3.2 R226AB and R228AB Mt Bunday airspace may not be activated during the Military Flying Exercise airspace activation windows.
- 2.3.3 Darwin and Tindal permanent airspace, including Bradshaw and Delamere airspace, may be activated for other military activities in accordance with normal NOTAM requirements.

3. ACCESS TO PBK26 AIRSPACE

- 3.1 Non-exercise aircraft should not expect access through active restricted areas described above. Procedures described in AIP apply.
- 3.2 No ATS will be provided to civilian aircraft requiring transit of the exercise airspace under the control of Defence. ATS will only be available within DAR CTR, DAR CTA, TDL CTR, TDL R249 below FL200 and any exercise airspace released to Brisbane Centre.
- 3.3 Every endeavour will be made to adjust exercise activities and minimise delays to facilitate transit of non-exercise aircraft engaged in Border Force tasks or diverting around weather.

3.4 D209

- 3.4.1 (The Victoria Highway Corridor) will be available during military exercise activation periods. Victoria Highway Corridor procedures are specified in ERSa under the Tindal Flight Procedures entry.

3.5 D236AB

- 3.5.1 D236AB will be activated in conjunction with activation of R269 and R270.

3.6 D210 civil transit routes

- 3.6.1 When transiting beneath R248 in Exercise Danger Areas D210/D229, civil aircraft are requested to track via the following routes (refer Appendix 4) to assist in de-confliction with military fast jets:
 - a) YAUV (154200S 1300024E) – YTBR
 - b) YTBR – YVRD
 - c) YHBR (162930S 1303742E) – YVRD

d) YVRD – YKLE

e) YKLE – Yurengen Waterhole (161224S 1322342E).

3.7 Operators can expect increased military activity in the vicinity of Bradshaw Field Training Area throughout the conduct of PBK26.

3.8 Aerial mustering operations

3.8.1 Requests for aerial mustering operations Tuesday to Friday must be emailed to tdl.airspacecell@defence.gov.au at least 48 hours prior to the planned activity. Requests for Monday operations must be emailed prior to 0800 Local on the preceding Thursday. A Restricted Operating Zone (ROZ) will be established for notified aerial mustering operations, which military aircraft will plan to avoid. Prepositioning of aerial mustering aircraft should be accomplished outside of airspace activation windows.

4. DARWIN AERODROME PROCEDURES

4.1 Due to increased military activity at Darwin, increased congestions times are expected at Darwin Airport. All aircraft captains, including military exercise aircraft, should anticipate delays, particularly during peak military exercise traffic periods.

4.2 The likelihood of arrestor cable engagements on RWY 11/29 is increased during the exercise. A cable engagement is an emergency condition and RWY 11/29 may be unavailable for periods up to 30 minutes following an engagement. Aircraft captains should consider the possibility of the requirement to divert to alternate airfields following a cable engagement.

4.3 Military Priority Windows

4.3.1 The following windows have been established to provide air traffic priority to military aircraft at Darwin Airport in support of PBK26. These windows will be used to facilitate the Mindil Beach flying display and to manage military fast jet departure flow at Darwin Airport. Priorities for aircraft movements outside of these windows will be provided in accordance with paragraph 8. Where possible, non-exercise aircraft should plan to avoid these periods. To avoid delays, scheduled RPT operators are encouraged to review their airline off blocks times and avoid conflicting with the times in the following table:

Week 30 (20 – 24 JUL 26)		
	Local Time – IK	UTC
MON - WED	0900 – 0915	2330 – 2345
	1015 – 1045	0045 – 0115
	1130 – 1200	0200 – 0230
	1530 – 1545	0600 – 0615
	1645 – 1715	0715 – 0745
	1800 – 1830	0830 – 0900
THU	0900 – 0930	2330 – 0000
	1015 – 1045	0045 – 0115
	1130 – 1200	0200 – 0230
	1400 – 1430	0430 – 0500
Mindil Beach Flypast – Thursday 23 JUL 26	1700 – 1830	0730 – 0900
FRI	0900 – 0930	2330 – 0000
	1015 – 1045	0045 – 0115
	1130 – 1200	0200 – 0230
Weeks 31 and 32 (27 JUL – 06 AUG 26)		
	Local Time – IK	UTC
MON - THU	1300 – 1330	0330 – 0400
	1940 – 2010	1010 – 1040

4.4 Mindil Beach Flying Display

4.4.1 The Mindil Beach Flying Display is a local community engagement event involving aircraft from Australian and Foreign Military Forces. The display area is located on a 2NM final/upwind of RWY 11/29 with safe operations dependent on no take-offs or landings during the display. Non-participating aircraft, excluding emergencies, will not be permitted to take-off/land, or conduct local flying operations within the Darwin CTR for the duration of the flying display (90 minutes in accordance with the above table).

4.4.2 To avoid delays, aircraft captains should review their schedules to avoid the Mindil Beach Flying Display priority window. Aircraft unable to avoid this window will be held by Air Traffic Control until such time the flying display has concluded and it is safe to proceed.

4.5 Darwin Arrivals (STAR)

- 4.5.1 All aircraft inbound to Darwin, at or above A100 can expect STAR clearances as per normal operations with the exception of arrivals from the south-west due to M277FGH Partial activation. South-western arrivals can expect tracking inbound to Darwin IAW diversion routes in section 6.

4.6 Darwin Departures (SID)

- 4.6.1 The OLTAS2 SID is not available during PBK26 airspace activation. Aircraft should not expect climb above FL200 if departing via the HELLI SID until clear of PBK26 airspace. Diversion routes are published in paragraph 7.

5. TINDAL AERODROME PROCEDURES

- 5.1 Due to the increased military activity in the Tindal area, increased congestion is expected at Tindal airport. All aircraft captains, including military exercise aircraft, should anticipate delays, particularly during peak military exercise traffic periods.

6. MILITARY AIRCRAFT OPERATIONS

- 6.1 High-speed military jet aircraft, without communications, will be operating within danger areas during NOTAM activation periods. Traffic information will not be provided to or about military aircraft operating in danger areas.
- 6.2 Military aircraft will plan to avoid known high density tourist aviation activity areas.
- 6.3 Military airlift aircraft will also be operating within Danger Areas during NOTAM activation periods.

6.4 Noise sensitive areas

- 6.4.1 Military aircraft will plan to avoid known sensitive areas, and comply with Fly Neighbourly Advice.

7. DIVERSION ROUTES

7.1 PBK26 Airspace (refer Appendix 1).

- 7.1.1 Pilots should be aware that flight may be restricted when operating within the vicinity of PBK26 Airspace in relation to the following scenarios:
- Aircraft requesting User Preferred Routes in the YBBB FIR in the vicinity of this Exercise.

7.1.2 The following routes are not available during PBK26:

- A461
- A464
- J30
- J72
- J151
- J251
- Q23
- T74
- W287
- W614
- Y25
- User Preferred Routes

7.1.3 Pilots intending to operate on these routes must plan in accordance with the diversion routes specified in the following tables.

Darwin Departure

Affected Routes	Use Diversion Route
A461, J30, Y25	RUPEG BEYNO MILIV TNK
A464	RUPEG MIGAX
J251	RUSKA BEYNO MILIV TNK
T74	RUPEG BEYNO MILIV
J72, J151, W287	DN GUSNU IKASO MILEM DCT

Darwin Arrivals

Affected Routes	Use Diversion Route
A461, J30	TNK MILIV BENYO BEBEN ALLEE Q23 DN
A464	MIGAX BEYNO BEBEN ALLEE Q23 DN
J251	AS W177 TNK BEYNO ALLEE Q23 DN
T74	MILIV BEYNO BEBEN ALLEE Q23 DN
J72, J151, W287	DCT MILEM IKASO GUSNU DN
YPKU Departures	KU EGUMI MILEM IKASO GUSNU DN

Tindal

Affected Routes	Use Diversion Route
Arrivals	BEYNO DCT TN
Departures	DCT TN BEYNO

Overflying Aircraft

Affected Routes	Use Diversion Route
Routes via DOSAM, MILIV, MIGAX	DCT BEYNO DN DCT or DN BEYNO DCT
Routes via GREGA	DCT TNK DOSAM BEYNO DN DCT or DN BEYNO DOSAM TNK DCT

7.1.4 Air routes listed above remain available for flight planning, if planned underneath restricted airspace activation levels.

7.1.5 Operators intending to use User Preferred Routes are reminded of the requirement to remain at least 5NM clear of active restricted areas at all times in CTA.

7.1.6 Please direct all enquiries relating to Diversion Routes to atm.director@airservicesaustralia.com.

8. PRIORITIES

8.1 Non-exercise aircraft with a declared emergency, radio failure, participating in activities for the preservation of life or property (SAR, MED, POL or FFR), or on operational tasking will be afforded priority for access to the exercise airspace.

8.2 Military Flying Exercise aircraft within the Darwin Terminal Control Area will be afforded equal priority with *ENR 1.4 – para 6.2 e(i)*, except during the agreed military priority windows as stipulated in paragraph 4.3.

8.3 Priority will be given to aircraft operations at Tindal in the following order:

- Aircraft with a declared emergency, radio failure or are participating in the preservation of life or property.
- Exercise related military aircraft operations.
- Scheduled commercial air transport operations.

- Other military aircraft and non-scheduled commercial air transport operations with equal priority.
- Other civil aircraft operations.

9. CANCELLATION

9.1 This SUP self-cancels at 202608061345 UTC.

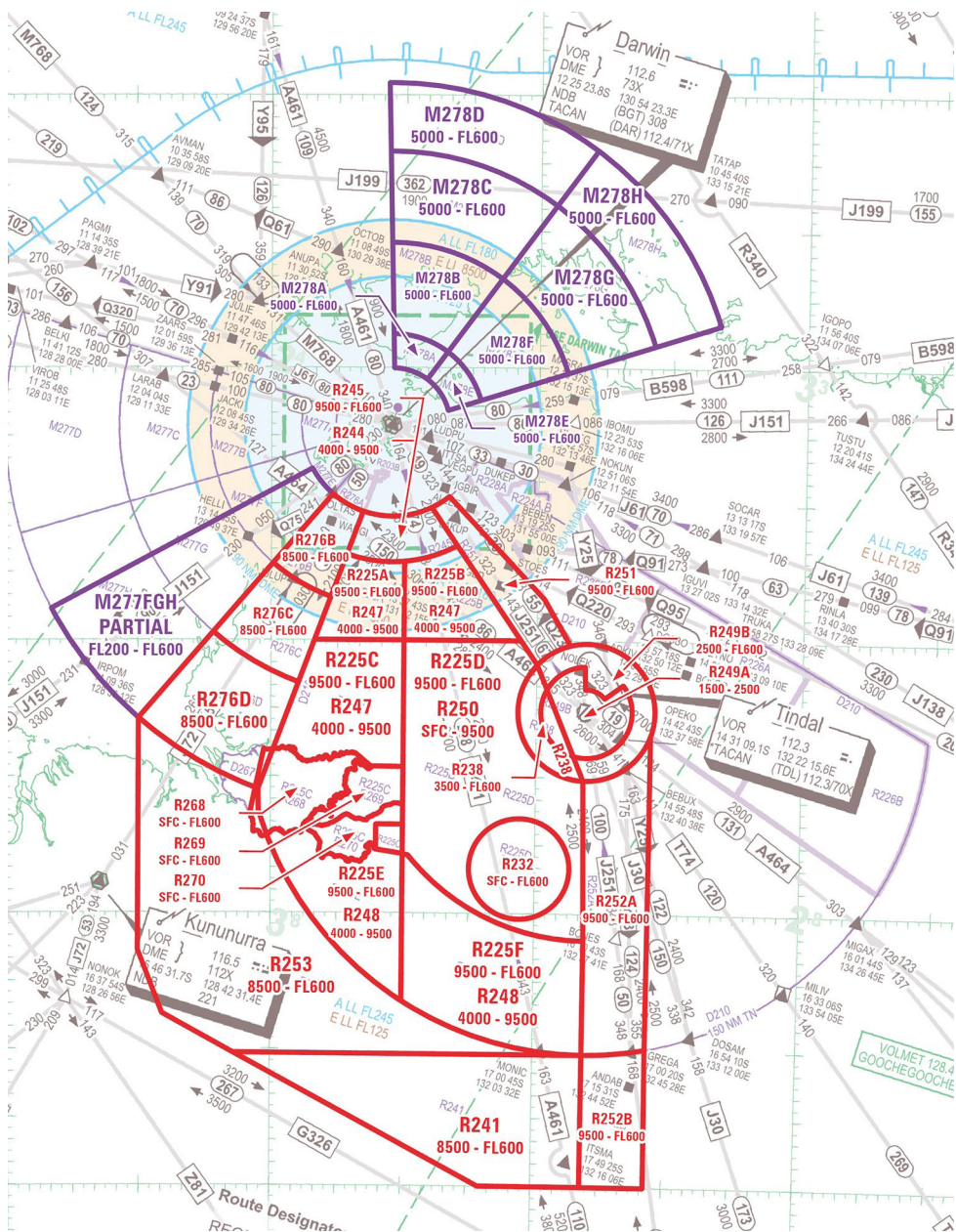
10. DISTRIBUTION

10.1 Airservices Australia website only.

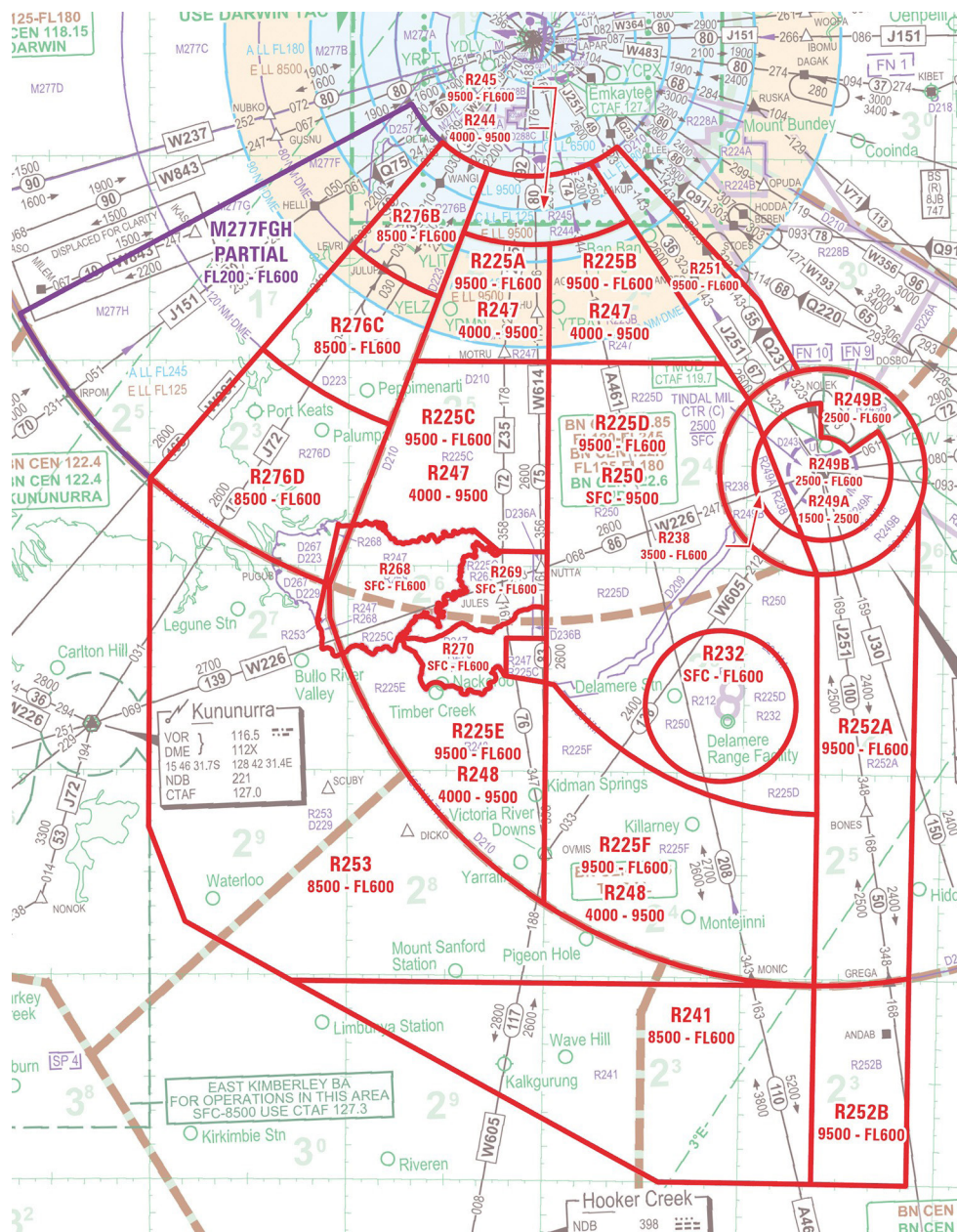
Appendices

1. PBK26 Airspace
2. PBK26 Southern Airspace
3. PBK26 Northern Airspace
4. PBK26 Danger Areas

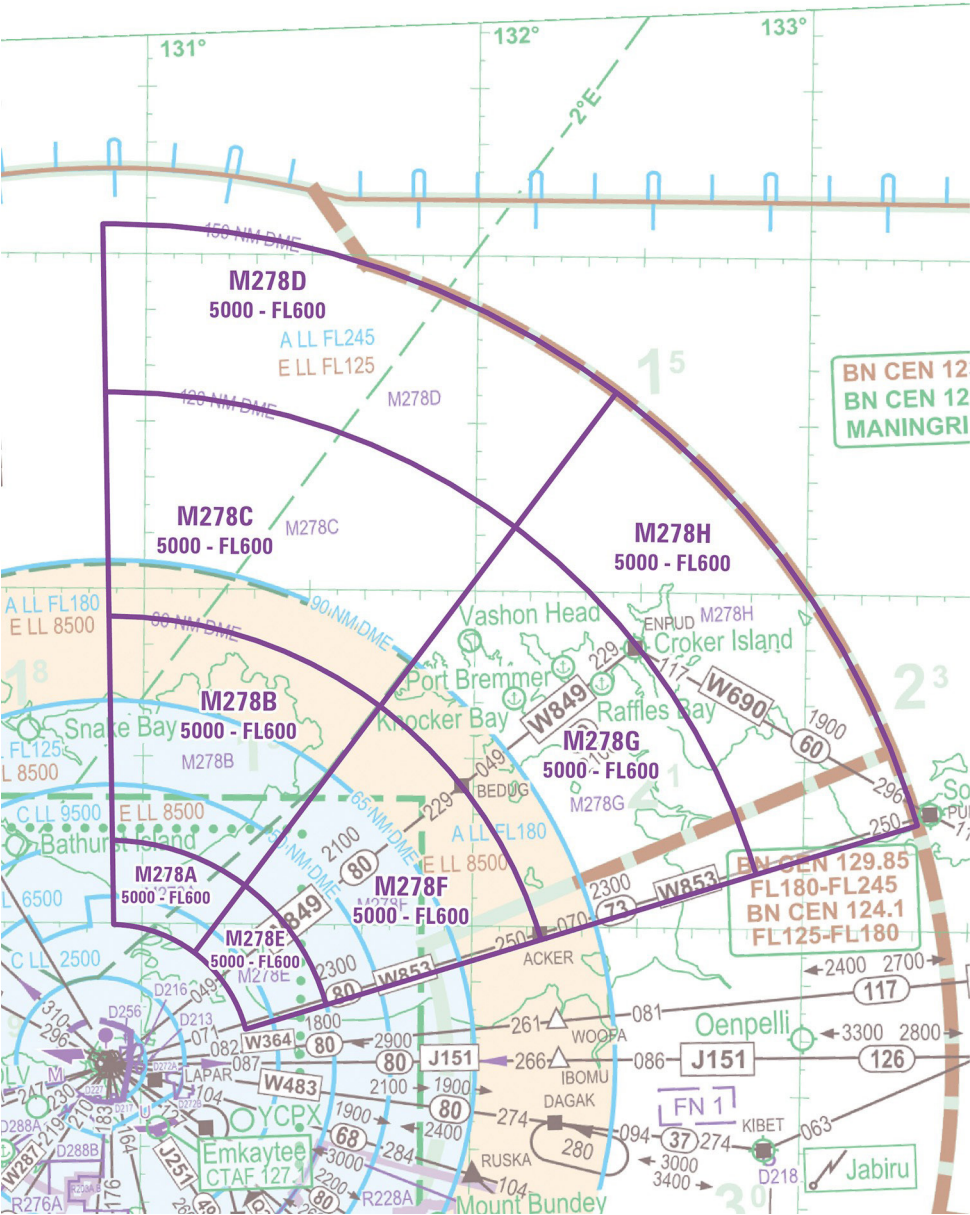
1. PBK26 Airspace



2. PBK26 Southern Airspace



3. PBK26 Northern Airspace



4. PBK26 Danger Areas

