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# MELBOURNE CONTINUOUS DESECENT OPERATIONS (CDO) TRIAL

## 1. INTRODUCTION

- 1.1 When sequencing aircraft for arrival, Air Traffic Control (ATC) rely on tactical intervention techniques such as speed control, vectoring and holding - which absorb delay effectively but does not provide a predictable descent for flight crew.
- 1.2 Using the ICAO Continuous Descent Operations (CDO) concept as a basis, Airservices is developing a procedure termed 'Predictable Sequencing', that will be trialled on arrivals using certain air routes into suitable Australian capital city aerodromes over the next 12 months.
- 1.3 Predictable Sequencing involves ATC re-routing aircraft via pre-defined waypoints positioned off major air routes to provide a certain time delay. When able, this re-routing will be used instead of vectoring and provides flight crew with predictability of lateral path to plan their descent.

## 2. MELBOURNE CDO TRIAL – ATS ROUTE Q29

- 2.1 The first of Airservices CDO trials has been designed for arrivals into Melbourne Airport (YMML) on ATS route Q29, south of waypoint TANTA.
- 2.2 Five waypoints (ANLID, DOVEX, TOPUL, UNSIG and NILEV) have been created specifically for the trial.

*Note: The waypoints are not part of Q29 or published on AIP Charts – see ERC-H1 markup in the in Appendix 1.*

- 2.3 Aircraft arriving YMML on Q29 can expect to be re-cleared by ATC via these new waypoints, if required to absorb any airborne delay for sequencing. Aircraft should be back on Q29 at waypoint BULLA.

- 2.4 Flight crew arriving at YMML via Q29 should continue to comply with all published STAR speed and height restrictions, unless explicitly cancelled by ATC.
- 2.5 At this stage there is no confirmed end date for the trial. Airservices will review the trial's progress in Q4 2023 and will advise industry as required.

### **3. CANCELLATION**

- 3.1 This AIC self-cancels on 9 January 2024.

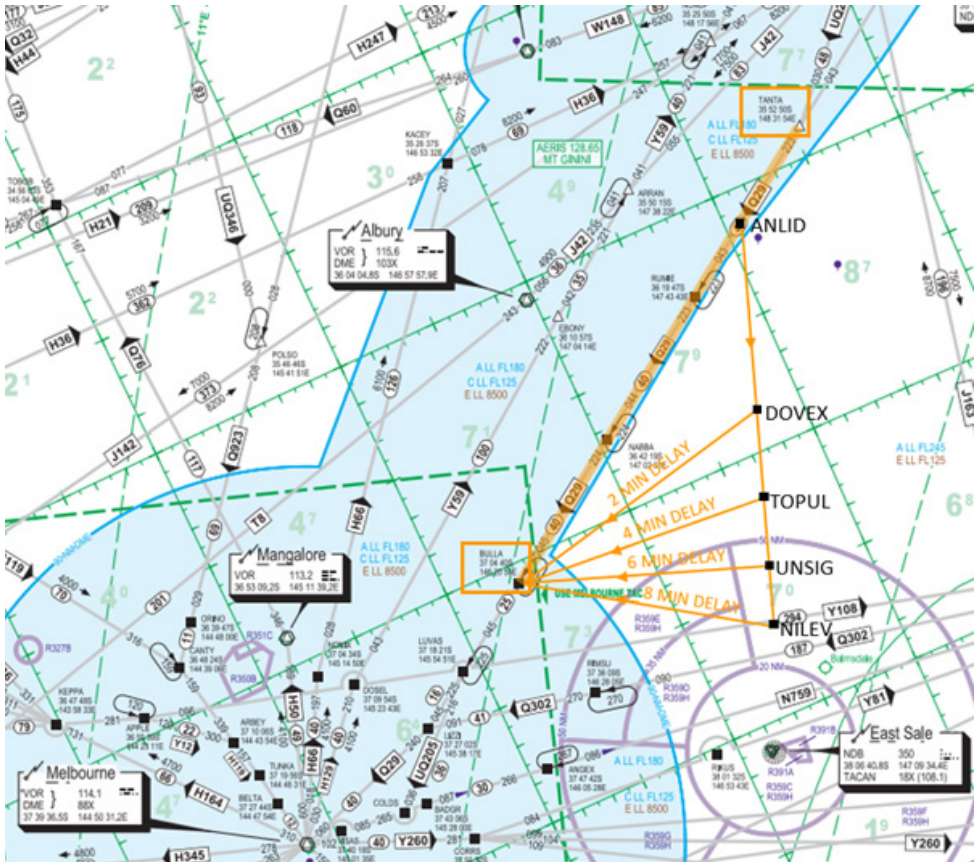
### **4. DISTRIBUTION**

- 4.1 Airservices Australia website only.

### **Appendix**

1. Markup of AIP Chart ERC-H1

1. Markup of AIP Chart ERC-H1



Markup of AIP Chart ERC-H1 (01DEC22) showing the waypoints and routing designed for Aircservices Melbourne CDO trial on ATS route Q29, between waypoints TANTA and BULLA. **NOT FOR OPERATIONAL USE.**