

**AERONAUTICAL
INFORMATION
CIRCULAR (AIC)**

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BRISBANE AERODROME (YBBN) PREDICTABLE SEQUENCING TRIAL EXPANSION

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 has developed 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, prior to top of descent (TOD), to provide a certain time delay. These waypoints are positioned where aircraft would normally be vectored for sequencing, and when able, this re-routing will be used instead of vectoring to provide flight crews with predictability of lateral path to plan their descent. This reduces fuel burn and workload (for pilots and controllers) throughout the arrival phase of the flight.
- 1.4 The first of Airservices Predictable Sequencing (formerly CDO) trials were designed for arrivals into Melbourne Aerodrome (YMML) and were expanded to arrivals into Sydney Aerodrome (YSSY) from the east and arrivals into Perth Aerodrome (YPPH) from the north and east.

2. BRISBANE AERODROME (YBBN) PREDICTABLE SEQUENCING TRIAL EXPANSION

- 2.1 The next stage of the trial is to expand the use of predictable sequencing to arrivals into Brisbane Aerodrome (YBBN) from the south via ATS routes H66 and H252.
- 2.2 Flight crews should continue to comply with all published STAR speed and height restrictions on arrival, unless explicitly cancelled by ATC.
- 2.3 The Brisbane trial will run from 12 June 2025. Airservices will review the trial's progress in Q4 2025 and will advise industry of the outcome.
- 2.4 For further information including changes to Designated Airspace Handbook refer to separate AIP SUP.

3. CANCELLATION

- 3.1 This AIC self-cancels at 202511261600 UTC.

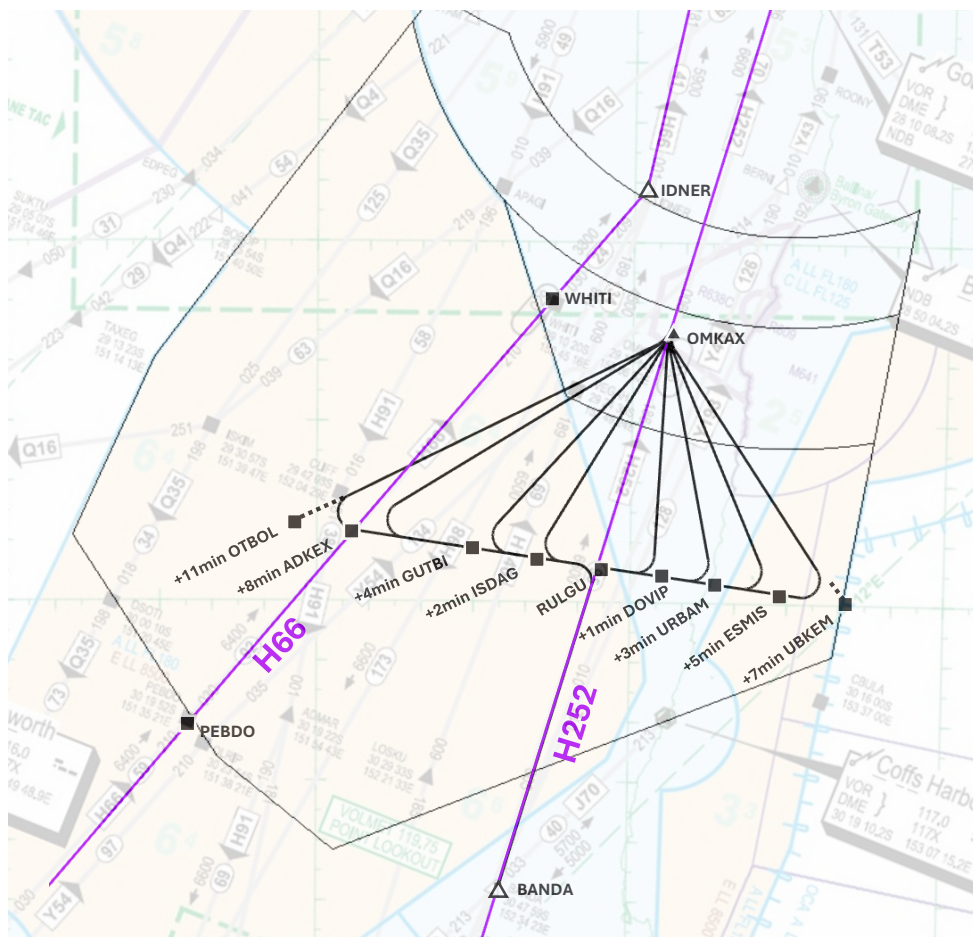
4. DISTRIBUTION

- 4.1 Airservices Australia website only.

Appendices

- 1. ATS routes H252 waypoints and routing
- 2. ATS routes H66 waypoints and routing

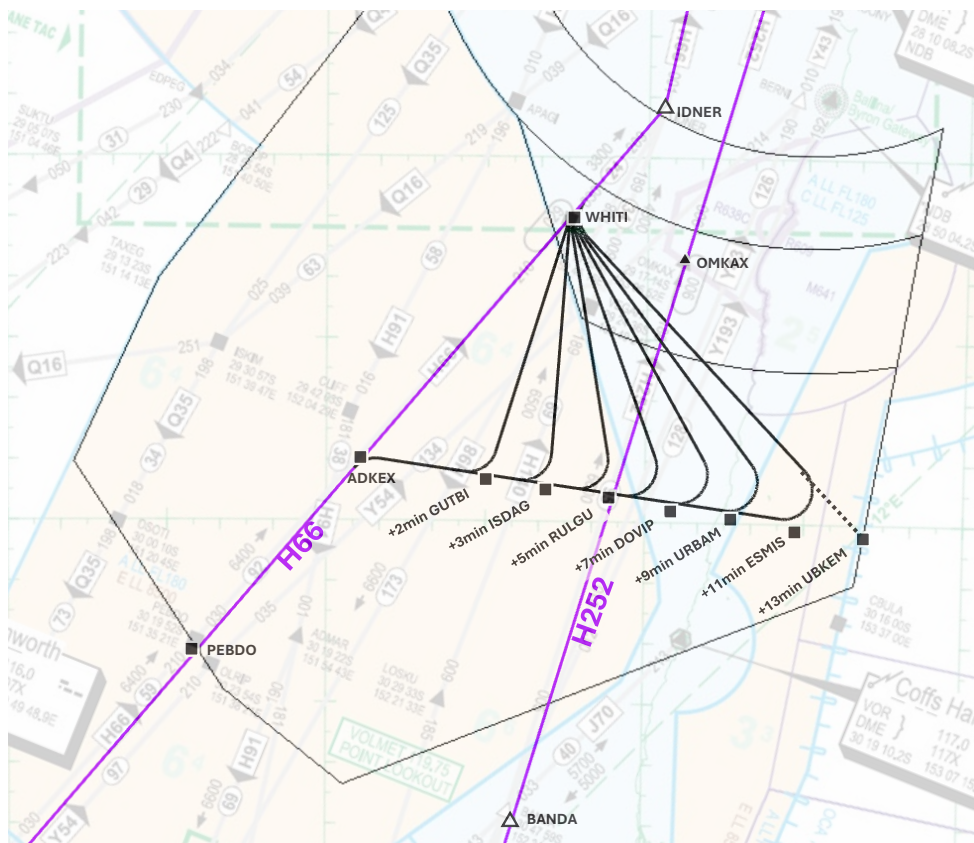
1. ATS Routes H252 Waypoints and Routing



**Markup showing the waypoints and routing designed for Airservices
Brisbane Predictable Sequencing trial on ATS route H252.**

NOT FOR OPERATIONAL USE.

2. ATS Routes H66 Waypoints and Routing



Markup showing the waypoints and routing designed for Airservices
Brisbane Predictable Sequencing trial on ATS route H66.

NOT FOR OPERATIONAL USE.