

**AIP SUPPLEMENT
(SUP)****H37/23****Effective: 202306211600 UTC**

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CONDITIONAL ROUTE (CDR) TRIAL 22 JUNE – 31 DECEMBER 2023

1. INTRODUCTION

- 1.1 Airservices Australia and the Department of Defence will be conducting Conditional Route (CDR) trial activities across Australian airspace over the next 12 months. Initially within portions of Pearce (PEX) and Williamtown (WEX) airspace.
- 1.2 This AIP SUP defines the civilian access procedures associated with this activity.

2. BACKGROUND

- 2.1 Australia is adopting the Flexible Use of Airspace (FUA) management concept to better facilitate airspace usage between civil and defence users. This involves developing and publishing CDR. This trial will also allow for a smoother establishment of the National Airspace Management Office (NAMO) and the introduction of an Airspace Use Plan and Updated Airspace Use Plan (AUP/UUP).
- 2.2 The composition of Australian airspace is complex, and it would be impracticable to assess and introduce FUA improvement measures to all airspace volumes simultaneously. Therefore, it is necessary to prioritise those airspace structures that will deliver the most effective benefit in terms of FUA.

3. CONDITIONAL ROUTES

- 3.1 A CDR is a designated series of route segments between particular waypoints, which can be planned and/or used under certain specified conditions. The properties of CDR, including their categories, alignment, route designator and activation are published in Aeronautical Information Publications (AIP). CDR may be established:
- a) through Prohibited, Restricted and Danger (PRD) areas, Military Operating Areas (MOA) or other temporary airspace reservations (e.g. Temporary Restricted Area (TRA), Temporary Danger Area (TDA), Temporary MOA (TM)) with opening and closure conditions resulting from associated airspace activities; or
 - b) to address specific ATS conditions (e.g. traffic restrictions or ATC sectorisation compatibility) with opening and closure conditions resulting from traffic management civil needs.
- 3.2 CDR are divided into different categories according to their estimated availability and flight planning possibilities. A CDR can be established in one or more of the three following categories:
- a) **Category one (CDR1) - standard plannable CDR.** CDR1 are normally available for flight planning during times published in the AIP and may be restricted to fixed altitude and/or flight level bands. CDR1 (full route or portion) non-availability is notified by NOTAM for the relevant airspace.
 - b) **Category two (CDR2) - non-standard plannable CDR.** CDR2 are normally available for flight planning when CDR1 are not available as notified by NOTAM for the relevant airspace, or to address specific ATS conditions.
 - c) **Category three (CDR3) - non-plannable CDR.** CDR3 are not available for flight planning. CDR3 may be available from ATC at short notice when the published activity in the relevant SUA has paused, ceased, or for addressing specific ATS conditions.

4. SCOPE

- 4.1 For this trial, CDR1 will be as per this AIP SUP and not published in AIP. The scope is limited to access through Pearce Restricted Areas: R168AB (RA2) and R165 (RA2), during NOTAM hours of activation, for arrivals to and departures from Perth (YPPH). Access will be via the CDR in Appendix 1.
- 4.2 Access through Williamstown Restricted Area R574 (RA2) will be via the CDRs as per Appendix 1.

5. FLIGHT PLANNING

- 5.1 RA2 conditional status requires that pilots must not flight plan through the Restricted Area unless on a route specified in ERSA GEN FPR or under agreement with the Department of Defence. For the duration of this trial, pilots may consider the CDR routes as agreed with the Department of Defence for flight planning through RA2 Restricted Areas in accordance with conditions specified in Appendix 1.
- 5.2 If planning via a CDR1 or CDR2 pilots must check relevant NOTAM to confirm airspace and CDR activation timings associated with the Military airspace.

6. CONTACT

- 6.1 The NAMO is available for general airspace enquiries during normal business hours via
Email: NAMO@airservicesaustralia.com
Phone Defence: +61 405 310 180
Phone Civil: +61 432 661 390

7. CANCELLATION

- 7.1 This SUP self-cancels at 202311291400 UTC.

8. DISTRIBUTION

- 8.1 Airservices Australia website only.

Appendix

1. CDR Table

1. CDR Table

Pearce (PEX)				
Route ID	CAT	From	To	Condition(s)
T12	CDR1	PH	KEELS	H24, YPPH IFR Departures FL160 and ABV
T12	CDR1	KEELS	PH	H24, YPPH IFR Arrivals FL160 and ABV
W20	CDR2	BLN	MANDU	T12 NOT AVBL. UPR TO BLN ABV FL245
Z41	CDR2	GEL	HINDS	T12 NOT AVBL. UPR to GEL FL160 – FL350
<p>Note: Transit on the KEELS-WAVES-KEELS track may already be planned as per <i>ERSA GEN FPR 7.1</i>, however when flight planning via the CDR1 or 2, clearance is assured. Under the previous arrangements, flights may be rerouted clear of R168AB and R165 without notice.</p>				

Williamtown (WEX)			
Flights	CAT	Route	Condition(s)
YSSY Area Overflights	CDR1	Between NOBAR and UPR Airspace	1200-2230 MON-THU 0500 FRI-2230 SUN (1HR EARLIER HDS)
YSSY Arrivals from NE*	CDR1	UPR to BEADS, IFFEY, JORDY, ABARB, or GOOMA then DCT RIKNI	1200-2230 MON-THU 0500 FRI-2230 SUN (1HR EARLIER HDS)
YSSY Departures to NE	CDR1	NOBAR then B474 BEADS, B580 IFFEY, A579 JORDY or B450 ABARB then UPR	1200-2230 MON-THU 0500 FRI-2230 SUN (1HR EARLIER HDS)
<p>Notes. Aircraft to be clear of R574 by 2230 SUN-THU. (1HR EARLIER HDS). *as per OARP ATS-MAN-0080 UPR-Gates SYD CDRs do not apply to surrounding Active Restricted Areas.</p>			