AUSTRALIA

AIP SUPPLEMENT (SUP)

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PERTH AIRPORT (YPPH) 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 effectively absorb delay but do 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 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. PERTH PREDICTABLE SEQUENCING TRIAL EXPANSION TO ATS ROUTES Q10, Q32, Q27, Z38 & Q41

2.1 Airservices' CDO trials have been conducted for arrivals into Melbourne Airport (YMML) from the northeast, north and southeast of Melbourne, into Sydney from the east, and into Perth from the north.

2.2 The next stage of the trial is to expand the use of predictable sequencing to arrivals into Perth from the east via ATS routes Q10, Q32, Q27, Z38 and Q41.

2.3 Ten additional waypoints for predictable sequencing have been added south of ATS route Q10 and north of ATS route Q27. Flight crews should expect to be re-cleared to absorb delays as required.

2.4 Flight crews arriving into Perth should continue to comply with all published STAR speed and height restrictions, unless explicitly cancelled by ATC.

2.5 Airservices will review the trial's progress at the end of August and will seek input from industry and ATC. No end date is planned at this time.

3. DAH AMENDMENTS

3.1 DAH Section 22 – IFR Waypoints

URGEX	321727.4S 1195121.0E	Waypoint on Q10
TEKUD	322919.0S 1194928.6E	Waypoint on Q32
BEMPI	324017.0S 1194744.2E	
AGTOD	325511.0S 1194521.7E	
DUKOR	330706.0S 1194327.1E	
IPGER	331959.9S 1194122.5E	
TODOS	333155.0S 1193926.8E	
IVPIL	335017.8S 1193627.3E	Waypoint on Q27
IGROB	314911.3S 1190522.6E	Waypoint on Q41
KINAB	313516.0S 1194302.4E	Waypoint on Q41

3.2 DAH Section 23 – Air Routes

ATS ROUTE Q10 O/W

2 MUBID	321140.1S 1214756.6E	---/265		
1 URGEX	321727.4S 1195121.0E	267/267	99.1	0/0 H
1 NODEV	322013.6S 1183621.3E	268/268	63.6	0/0 H
1 MALUP	322150.0S 1173922.2E	269/---	48.3	0/0 H

ATS ROUTE Q27 O/W

4 TAPAX	361818.0S 1250000.0E	---/296		
3 MOLGA	340218.0S 1200054.0E	301/301	280.2	0/0 H
1 IVPIL	335017.8S 1193627.3E	301/301	23.6	0/0 H
2 TAMOD	331606.0S 1182818.0E	302/323	66.4	0/0 H
1 MALUP	322150.0S 1173922.2E	324/---	68.1	0/0 H

ATS ROUTE Q32 O/W

1 BORLI	341458.0S 1460355.3E	---/257		
2 KAMBI	340805.6S 1352023.3E	267/267	533.6	0/0 H
2 ISRED	335306.0S 1313000.0E	271/271	192.1	0/0 H
2 ALBIX	333254.0S 1280000.0E	274/274	176.3	0/0 H
2 SUPAS	331054.0S 1250000.0E	277/277	152.3	0/0 H
1 DUNDA	324254.0S 1215200.0E	280/276	160.6	0/0 H
1 TEKUD	322919.0S 1194928.6E	278/278	104.4	0/0 H
1 NODEV	322013.6S 1183621.3E	279/---	62.6	0/0 H

ATS ROUTE Q41 O/W

2 AYE NDB	251021.7S 1305829.3E	---/230		
2 SAROK	262339.3S 1290424.8E	232/232	126.3	0/0 H
3 BUNNY	273248.6S 1271212.9E	233/233	121.7	0/0 H
4 EKUNO	290046.1S 1244209.0E	235/235	158.9	0/0 H
3 KG VOR	304723.4S 1212710.0E	238/238	200.1	0/0 H
2 NALAR	311834.4S 1202718.6E	239/246	60.1	0/0 H
1 KINAB	313516.0S 1194302.4E	246/246	41.4	0/0 H
1 IGROB	314911.3S 1190522.6E	247/247	35.0	0/0 H
1 BIRER	320417.9S 1182342.3E	248/245	38.5	0/0 H
1 MALUP	322150.0S 1173922.2E	246/---	41.5	0/0 H

4. CANCELLATION

4.1 This SUP will be cancelled when the trial has been completed and this information has been fully incorporated into AIP products, expected 27 November 2025.

5. DISTRIBUTION

5.1 Airservices Australia website only.

Appendix

1. ATS routes Q10, Q32, Q27, Z38 and Q41 waypoints and routing

Appendix 1 to
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