AUSTRALIA

AIP SUPPLEMENT (SUP)

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AIRAC H171/25

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PERTH PREDICTABLE SEQUENCING TRIAL EXPANSION (WEST OF PERTH)

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 six 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 ROUTE T12

2.1 Airservices' CDO trials are now available for arrivals into Melbourne Airport (YMML) from the northeast, north and southeast of Melbourne; into Sydney Airport (YSSY) from the east; into Brisbane Airport (YBBN) from the south, and into Perth Airport (YPPH) from the north and east.

2.2 The next stage of the trial is to expand the use of predictable sequencing to arrivals into Perth from the west via ATS route T12.

2.3 Six additional waypoints for predictable sequencing have been added to the north and south of ATS route T12. 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 At this stage the trial will run until 27 March 2026. Airservices will review the trial's progress at the end of March and will seek input from industry and ATC.

3. DAH AMENDMENTS

3.1 DAH Section 22 – IFR Waypoints

DAKPO	313427.2S 1135445.9E
MIGEP	311204.0S 1140753.0E
AVMEK	305837.0S 1141542.0E
GOPLO	304604.0S 1142257.0E
BEKIG	315033.0S 1134516.0E
TUTRU	320452.0S 1133646.0E

3.2 DAH Section 23 – Air Routes

ATS ROUTE T12 T/W

1	PH VOR	315642.2S 1155733.2E	---/283			
1	IPMOR	315215.0S 1153142.1E	283/287	22.4	0/0	H
1	KALBO	314840.3S 1151620.1E	287/283	13.6	0/0	H
1	KAGMI	314457.2S 1145428.5E	283/283	19.0	0/0	H
1	DAKPO	313427.2S 1135445.9E	284/284	52.0	0/0	H
2	OPEGA	312836.7S 1132244.3E	285/341	28.0	0/0	H
4	MERIB	300400.0S 1124506.0E	341/342	90.4	0/0	H
2	NUNLA	254511.3S 1110052.7E	342/342	274.1	0/0	H
2	BIBGA	192204.3S 1084017.2E	342/342	403.3	0/0	H
2	NODAB	132135.2S 1063820.9E	342/342	377.6	0/0	H
4	PAVGO	112135.3S 1055918.3E	342/342	125.4	0/0	H
4	XMX VOR	102548.8S 1054121.6E	342/---	58.3	0/0	H

4. CANCELLATION

4.1 This SUP will be cancelled when the trial has been completed and incorporated into the AIP products, expected 11 June 2026.

5. DISTRIBUTION

5.1 Airservices Australia website only.

Appendix

1. ATS route T12 waypoints and routing

Appendix 1 to
SUP H171/25

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