AUSTRALIA

AIP SUPPLEMENT (SUP)

H18/26

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PERTH AIRPORT (YPPH) AMENDMENTS TO PREDICTABLE SEQUENCING TRIAL EXPANSION

1. INTRODUCTION

1.1 This SUP cancels and replaces SUP H158/25 with a change to the cancellation date.

1.2 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.

1.3 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.

1.4 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 UPDATE TO ATS ROUTE Q9

2.1 Predictable Sequencing waypoints north of Perth were implemented in November 2024. Feedback received has indicated that opportunities exist for refinement. Waypoints for north Perth Predictable Sequencing have been updated, effective 27 November 2025.

2.2 The north Perth Predictable Sequencing trial is now being expanded west to include arrivals into Perth from the north via ATS route L514, in addition to the original ATS routes Q9, Q31, Q181, Q38 and Q73. Waypoints are also being moved further south to allow additional time for coordination.

2.3 Eleven additional waypoints for predictable sequencing have been provided. 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 The trial will continue to run until an assessment of the amendments have been made. Airservices will review the trial's progress at the end of March and will seek input from industry and ATC.

3. DAH AMENDMENTS

DAH Section 22 - IFR Waypoints

DELETE

AGTIK, BOKAT, ELNUL, ISGUN, LAXIM, LEBOD, MEENA, NUKTU, SQARE

NEW

OTGOM	282001.3S 1164127.6E
ELGAT	282708.3S 1170421.4E
VEKBO	283142.0S 1171910.1E
DUBUL	283346.2S 1172555.6E
SOVTO	283551.3S 1173245.6E
ASEBI	284143.2S 1175205.9E
LEDAB	284615.2S 1180710.8E
NURPA	284947.5S 1181901.6E
BEPKI	285318.9S 1183054.1E
IGOKO	285635.9S 1184201.7E

DAH SECTION 23 - AIR ROUTES

ATS ROUTE L514 O/W

4 EGATU	120000.0S 1160536.0E	---/175			
3 VEDKI	144742.5S 1161913.2E	175/175	167.5	0/0	H
2 MAPTU	152003.5S 1162153.1E	175/175	32.3	0/0	H
2 OSOTO	180715.4S 1163553.9E	175/175	167.1	0/0	H
3 MUNNI	211233.8S 1165157.9E	175/181	185.2	0/0	H
2 GUTLI	240636.6S 1164749.9E	181/181	173.5	0/0	B
4 BANKS	250112.0S 1164630.0E	181/181	54.4	0/0	B
3 IGASO	263818.5S 1164404.4E	181/181	96.8	0/0	B
2 PALTI	275109.0S 1164212.6E	182/182	72.7	0/0	B
1 OTGOM	282001.3S 1164127.6E	182/182	28.8	0/0	B
2 TOPIR	291100.0S 1164007.1E	182/182	50.9	0/0	B
1 AVPAL	303312.5S 1163754.4E	182/---	82.0	0/0	H

ATS ROUTE Q9 O/W

2 PD VOR	202242.5S 1183721.8E	---/189			
3 GOOTA	220138.0S 1181918.7E	189/189	100.0	0/0	B
2 TUREK	231348.6S 1180552.3E	189/189	73.0	0/0	H
3 ISDOR	260754.0S 1173223.4E	190/190	176.2	0/0	H
2 RULVI	275013.3S 1171155.2E	190/190	103.7	0/0	H
1 ELGAT	282708.3S 1170421.4E	191/191	37.4	0/0	H
1 AVPAL	303312.5S 1163754.4E	192/---	127.9	0/0	H

ATS ROUTE Q31 O/W

1 KAPGA	225808.1S	1184849.0E	---/173			
3 MOPET	232254.8S	1185157.8E	173/193	24.9	0/0	H
2 ORESO	253027.0S	1181745.0E	193/195	130.9	0/0	H
3 BELEL	262803.8S	1175928.9E	196/196	59.8	0/0	H
2 AVMAS	275238.7S	1173204.4E	196/196	87.8	0/0	H
1 VEKBO	283142.0S	1171910.1E	197/197	40.6	0/0	H
1 AVPAL	303312.5S	1163754.4E	198/---	126.4	0/0	H

ATS ROUTE Q38 O/W

4 BRM NDB	175646.7S	1221407.1E	---/212			
1 BUDLO	184705.8S	1213926.3E	212/194	60.0	0/0	B
2 LOTVI	194859.1S	1212053.0E	195/200	64.1	0/0	B
4 NWN VOR	232515.9S	1194810.9E	201/200	232.2	0/0	B
3 OPALL	263443.0S	1182708.2E	201/201	202.7	0/0	H
2 UNVAX	275455.3S	1175123.2E	202/202	86.1	0/0	H
1 SOVTO	283551.3S	1173245.6E	202/202	44.0	0/0	H
1 DALWU	301440.6S	1164643.6E	203/203	106.5	0/0	H
1 AVPAL	303312.5S	1163754.4E	203/200	20.0	0/0	H
1 HINDS	304741.6S	1163216.5E	200/200	15.2	0/0	H
1 CALIG	310159.9S	1162641.0E	200/200	15.1	0/0	H
2 JULIM	312458.6S	1161738.4E	200/210	24.2	0/0	H
1 WOORA	314511.2S	1160441.3E	210/209	23.0	0/0	H
1 PH VOR	315642.2S	1155733.2E	210/---	13.0	0/0	H

ATS ROUTE Q73 O/W

5 VALRA	214241.4S 1221248.0E	---/199			
2 NUBMO	250000.0S 1205351.8E	199/199	209.6	0/0	H
3 WLU NDB	263729.2S 1201312.0E	200/209	103.9	0/0	H
1 IGOKO	285635.9S 1184201.7E	211/211	160.6	0/0	H
2 NOMAV	291203.9S 1183136.4E	211/---	17.9	0/0	H

ATS ROUTE Q181 O/W

3 ISLIP	221738.5S 1192612.4E	---/192			
2 TAPIT	224235.5S 1191955.0E	192/192	25.5	0/0	H
3 KALSA	232638.9S 1190842.7E	192/193	45.1	0/0	H
2 BAXMN	253446.4S 1183427.7E	193/198	131.5	0/0	H
3 TODIK	275346.4S 1174135.8E	199/199	146.5	0/0	H
1 DUBUL	283346.2S 1172555.6E	199/199	42.2	0/0	H
1 AVPAL	303312.5S 1163754.4E	201/---	126.3	0/0	H

4. CANCELLATION

4.1 This SUP will be cancelled when incorporated into DAH, expected 09 July 2026.

5. DISTRIBUTION

5.1 Airservices Australia website only.

Appendix

1. ATS routes L514, Q9, Q31, Q181, Q38 and Q73 waypoints and routing

Appendix 1 to
SUP H18/26

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