

**AIP SUPPLEMENT
(SUP)****AIRAC****H144/24****Effective: 202411271600 UTC**

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SYDNEY CONTINUOUS DESCENT OPERATIONS (CDO) TRIAL EXPANSION

1. INTRODUCTION

- 1.1 This AIP SUP cancels and replaces AIP AIC H44/24.
- 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. SYDNEY CDO TRIAL EXPANSION TO ATS ROUTES N774 AND M636

- 2.1 The first of Airservices' CDO trials was designed for arrivals into Melbourne Airport (YMML) from the northeast, north and southeast of Melbourne.
- 2.2 The next stage of the trial is to expand the use of predictable sequencing to arrivals into Sydney from the east via N774.

- 2.3 Ten additional waypoints for predictable sequencing have been added, with five waypoints both north and south of ATS route N774. Six additional waypoints have been added along N774 to absorb further delays for aircraft arriving via waypoint PLUGA. Flight crews should expect to be re-cleared to absorb delays, pending the activity of restricted airspace in the vicinity.
- 2.4 Flight crews arriving into Sydney 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 12 June 2025. 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

WAYPOINT	LOCATION
ADBOK	341645.00S 1541523.00E
ADLIV	331913.00S 1534312.00E
AVKIR	334056.00S 1534744.00E
FLEMO	350447.00S 1534401.00E
GORTA	342128.00S 1545942.00E
HARIZ	335445.00S 1535038.00E
IDAGO	332905.00S 1534515.00E
ISNET	344404.00S 1534829.00E
LAFAM	341040.00S 1532137.00E
OLNOT	341253.00S 1534043.00E
OPEXA	351339.00S 1534205.00E
OVMAT	345455.00S 1534609.00E
PEBTU	341920.00S 1543920.00E
PORUV	343214.00S 1535101.00E
SAPOX	340750.00S 1525745.00E
UDISI	330822.00S 1534057.00E

3.2 DAH Section 23 - AIR ROUTES

ATS ROUTE N774 O/W

4 OLREL	353903.0S	1630000.0E	262/262	379.2	0/0 H
4 AKALU	342230.5S	1550950.1E	269/263	393.6	0/0 H
1 GORTA	342128.0S	1545942.0E	263/263	8.5	0/0 H
1 PEBTU	341920.0S	1543920.0E	263/263	17.0	0/0 H
1 ADBOK	341645.0S	1541523.0E	264/264	20	0/0 H
2 NONID	341428.6S	1535449.2E	264/264	17.2	0/0 H
1 OLNOT	341253.0S	1534043.0E	264/264	11.8	0/0 H
1 LAFAM	341040.0S	1532137.0E	265/265	16.0	0/0 H
1 SAPOX	340750.0S	1525745.0E	265/265	20.0	0/0 H
2 RIKNI	340455.6S	1523355.8E	265/263	20.0	0/0 H
3 MARLN	340205.0S	1520402.1E	264/264	25.0	0/0 H
3 TESAT	335637.7S	1511057.3E	265/---	44.5	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 by 12 JUN 2025.

5. DISTRIBUTION

- 5.1 Airservices Australia website only.

Appendix

1. ATS Routes N774 and M636 Waypoints and Routing

1. ATS Route N774 and M636 Waypoints and Routing

