

**AIP SUPPLEMENT  
(SUP)****H176/24****Effective: 202412160300 UTC**

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## **PERTH CONTINUOUS DESCENT OPERATIONS (CDO) TRIAL EXPANSION**

### **1. INTRODUCTION**

- 1.1 This AIP SUP cancels and replaces AIP SUP H143/24, with an amendment to LEBOD coordinates in para 3.2.
- 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 CDO TRIAL EXPANSION TO ATS ROUTE Q9**

- 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 Perth from the north via ATS routes Q9, Q31, Q181, Q38 and Q73.

- 2.3 Nine additional waypoints for predictable sequencing have been added east of ATS route Q9. 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 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

AGTIK	283242.00S	1182621.00E
BOKAT	281631.00S	1173242.00E
ELNUL	281854.00S	1174030.00E
ISGUN	282832.00S	1181222.00E
LAXIM	282341.00S	1175616.00E
LEBOD	280857.00S	1170805.00E
MEENA	283632.00S	1183916.00E
NUKTU	281410.00S	1172459.00E
SQARE	284031.00S	1185248.00E

#### 3.2 DAH Section 23 – Air Routes

##### ATS ROUTE Q9 O/W

2 PD VOR	202242.5S	1183721.8E	---/188			
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 LEBOD	280857.0S	1170805.0E	190/190	19.0	0/0	H
1 AVPAL	303312.5S	1163754.4E	191/---	146.3	0/0	H

**ATS ROUTE Q31 O/W**

1 KAPGA	225808.1S	1184849.0E	---/172				
3 MOPET	232254.8S	1185157.8E	172/193	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 NUKTU	281410.0S	1172459.0E	196/196	22.4	0/0	H	
1 AVPAL	303312.5S	1163754.4E	198/---	144.7	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 BOKAT	281631.0S	1173242.0E	199/199	24.0	0/0	H	
1 AVPAL	303312.5S	1163754.4E	200/---	144.5	0/0	H	

**ATS ROUTE Q73 O/W**

5 VALRA	214241.4S	1221248.0E	---/198				
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 SQUARE	284031.0S	1185248.0E	210/210	141.9	0/0	H	
2 NOMAV	291203.9S	1183136.4E	211/---	36.6	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	194/200	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 ELNUL	281854.0S	1174030.0E	202/202	25.8	0/0	H	
1 DALWU	301440.6S	1164643.6E	203/203	124.7	0/0	H	
1 AVPAL	303312.5S	1163754.4E	203/199	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		

**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 Q9, Q31, Q181, Q38 and Q73 Waypoints and Routing

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