

**AIP SUPPLEMENT
(SUP)**

AERONAUTICAL INFORMATION SERVICE,
AIRSERVICES AUSTRALIA, GPO BOX 367,
CANBERRA ACT 2601

AIRAC**H197/25****Effective: 202511261600 UTC**

For **DISTRIBUTION** queries, contact:
Email: aim.editorial@airservicesaustralia.com

For **CONTENT** queries regarding this SUP, contact:
Email: cdotrial@airservicesaustralia.com

PERTH PREDICTABLE SEQUENCING TRIAL EXPANSION (WEST OF PERTH)

1. INTRODUCTION

- 1.1 This SUP cancels and replaces SUP H191/25 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 six 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 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 | XXM 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 09 July 2026.

5. DISTRIBUTION

- 5.1 Airservices Australia website only.

Appendix

1. ATS route T12 waypoints and routing

