

**AIP SUPPLEMENT
(SUP)****AIRAC****H83/25****Effective: 202506111600 UTC**

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

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

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

BRISBANE AERODROME (YBBN) PREDICTABLE SEQUENCING TRIAL EXPANSION

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 12 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.
- 1.4 The first of Airservices' Predictable Sequencing (formerly CDO) trials was designed for arrivals into Melbourne Aerodrome (YMML) from the northeast, north and southeast of Melbourne.
- 1.5 Since its initial implementation into YMML in December 2022, predictable sequencing trials have been expanded to Sydney Aerodrome (YSSY) and Perth Aerodrome (YPPH).

2. BRISBANE CDO TRIAL EXPANSION TO ATS ROUTES H66 AND H252

- 2.1 The next stage of the trial is to expand the use of predictable sequencing to arrivals into YBBN from the south via ATS routes H66 and H252.
- 2.2 Nine waypoints for predictable sequencing have been added perpendicular to ATS routes H66 and H252 to absorb delays for aircraft arriving via these routes. Flight crews should expect to be re-cleared to absorb delays, pending airspace activity in the vicinity.
- 2.3 Flight crews arriving into YBBN must continue to comply with all published STAR speed and height restrictions, unless explicitly cancelled by ATC.
- 2.4 At this stage the trial will run until further notice. Airservices will review the trial’s progress at the end of November 2025 and will seek input from industry and ATC.

3. DAH AMENDMENTS

3.1 DAH Section 22 – IFR WAYPOINTS

WAYPOINT	LOCATION
OTBOL	294712.0S 1515558.0E
ADKEX	294842.9S 1520657.5E
GUTBI	295150.0S 1523003.0E
ISDAG	295321.0S 1524125.0E
RULGU	295456.9S 1525329.8E
DOVIP	295620.0S 1530411.0E
URBAM	295748.0S 1531534.0E
ESMIS	295915.0S 1532658.0E
UBKEM	300051.0S 1533940.0E

3.2 **DAH Section 23 – AIR ROUTES****ATS ROUTE H252 O/W**

3 TESAT	335637.7S	1511057.3E	---/037		
1 OLSEM	333852.0S	1513618.5E	037/002	27.6	2100/0 H
1 UPNEX	332625.6S	1514005.1E	002/002	12.8	1500/0 H
1 EKIPU	331226.1S	1514426.4E	002/358	14.4	1500/0 H
1 WLM NDB	324812.1S	1514943.6E	358/005	24.6	1700/0 H
3 BANDA	304759.3S	1523423.4E	005/005	125.8	6600/0 H
1 RULGU	295456.9S	1525329.8E	006/006	55.4	6600/0 H
2 OMKAX	291713.6S	1530652.1E	006/006	39.4	6600/0 H
3 GOMOL	281008.2S	1533014.7E	006/328	70.0	6600/0 H
3 LAGOB	274541.1S	1532003.6E	329/325	26.0	2500/0 H
1 BN VOR	272157.9S	1530821.2E	325/---	25.8	2200/0 H

ATS ROUTE H66 O/W

1 ML VOR	373936.5S	1445031.2E	---/018		
1 NONIX	370434.3S	1451449.6E	017/028	40.0	4100/0 B
1 KACEY	352637.2S	1465332.0E	027/027	126.2	6100/0 B
2 MUDGI	323339.3S	1493537.3E	026/024	219.0	6100/0 B
1 UPVEN	314655.6S	1501439.1E	024/024	57.2	5500/0 B
1 URKER	313647.5S	1502300.4E	024/024	12.4	4200/0 B
3 TW VOR	310357.9S	1504948.9E	023/030	40.0	4500/0 B
1 PEBDO	301952.5S	1513521.0E	030/030	59.0	6400/0 B
1 ADKEX	294842.9S	1520657.5E	030/030	41.5	6400/0 B
1 WHITI	291020.4S	1524516.0E	030/030	50.8	6400/0 B
3 IDNER	285228.5S	1530252.7E	029/001	23.6	3300/0 B
1 BLAKA	281200.0S	1531318.0E	001/002	41.4	5900/0 B
1 MOOVI	275448.7S	1531741.7E	002/002	17.6	5300/0 B
1 LAGOB	274541.1S	1532003.6E	002/---	9.3	3400/0 B

4. CANCELLATION

- 4.1 This SUP will be cancelled when the content has been incorporated into AIP Designated Airspace Handbook (DAH), expected 27 November 2025.

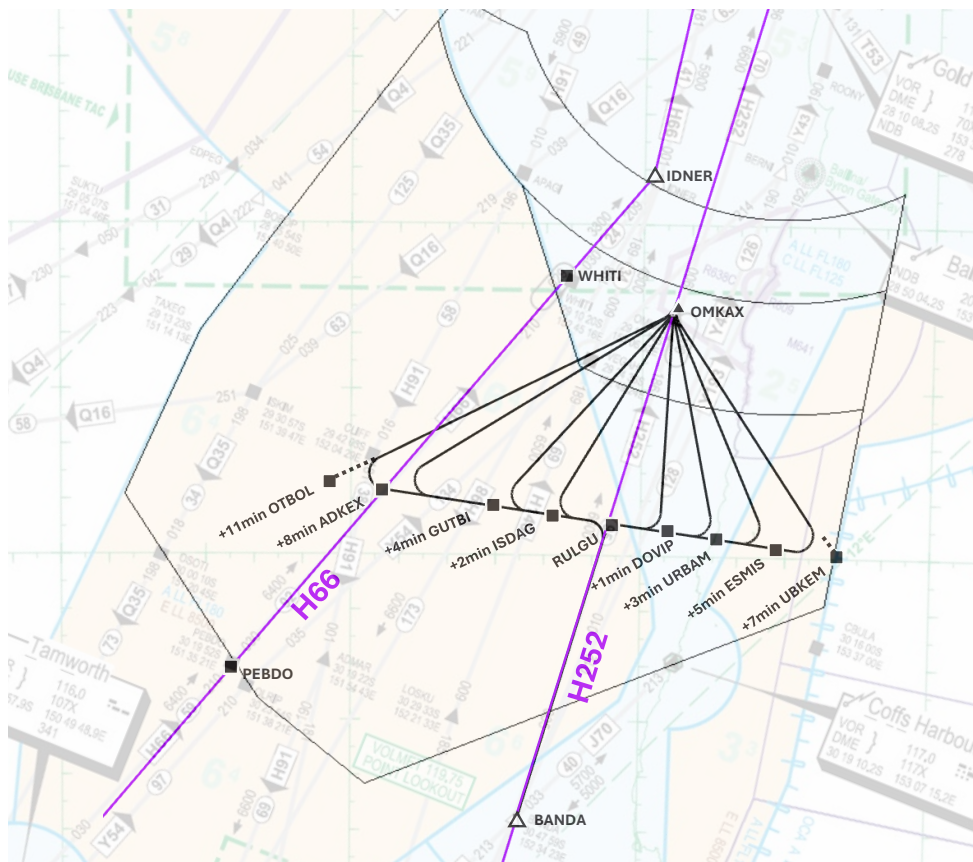
5. DISTRIBUTION

- 5.1 Airservices Australia website only.

Appendices

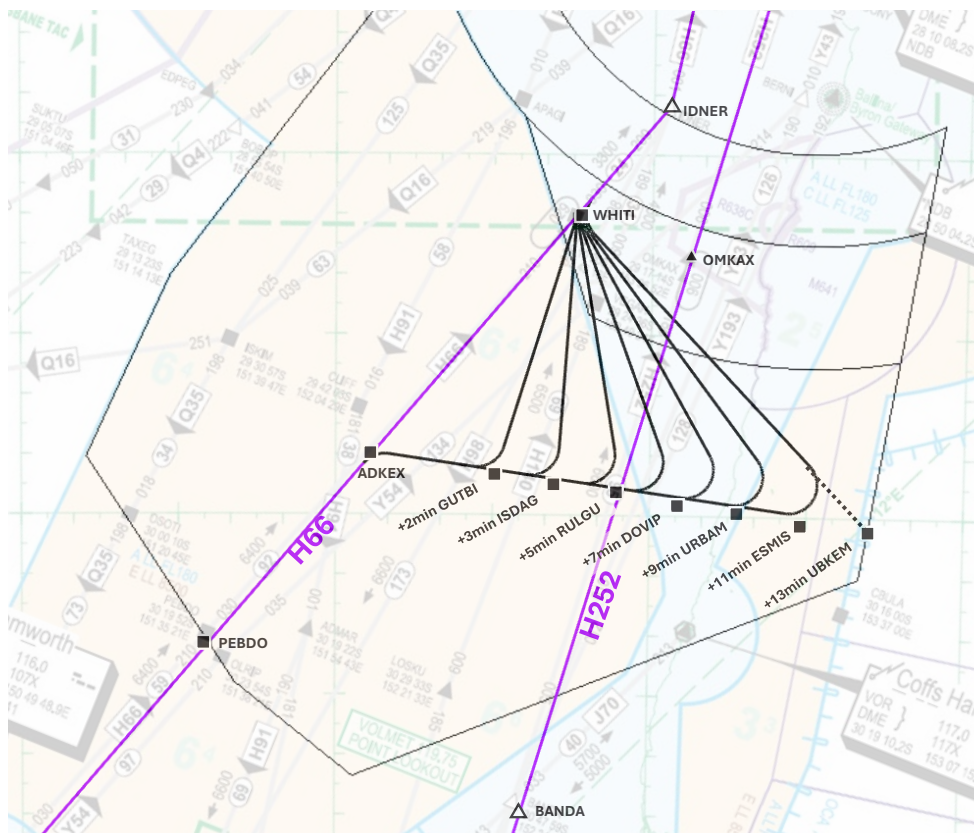
1. ATS routes H252 waypoints and routing
2. ATS routes H66 waypoints and routing

1. ATS routes H252 waypoints and routing



NOT FOR OPERATIONAL USE

2. ATS routes H66 waypoints and routing



NOT FOR OPERATIONAL USE