

**Question on notice no. 132**

**Portfolio question number: SQ24-000237**

**2023-24 Additional estimates**

**Rural and Regional Affairs and Transport Committee, Infrastructure,  
Transport, Regional Development, Communications and the Arts Portfolio**

**Senator Bridget McKenzie:** asked the Airservices Australia on 22 February 2024—

(1.Does Airservices have any priority list for the implementation of CDT, if so, please provide a list in order of priority?

2.What airports are planned to have CDT implemented over the next ten years and by what date?

3.Are there any constraints on implementing CDT at all major airports and what, if any, are they?

4.Will CDT be implemented at Sydney Airport? If so, by what date?

**Answer —**

Please find answer attached

**Rural and Regional Affairs and Transport**

**QUESTION ON NOTICE**

**Additional Estimates 2023 - 2024**

**Infrastructure, Transport, Regional Development, Communications and the Arts**

**Committee Question Number: 132**

**Departmental Question Number: SQ24-000237**

**Division/Agency Name:** Agency - Airservices Australia

**Hansard Reference:** Written (22 February 2024)

**Topic:** AIRSERVICES - Continuous Descent Technology (CDT)

**Senator Bridget McKenzie asked:**

1. Does Airservices have any priority list for the implementation of CDT, if so, please provide a list in order of priority?
2. What airports are planned to have CDT implemented over the next ten years and by what date?
3. Are there any constraints on implementing CDT at all major airports and what, if any, are they?
4. Will CDT be implemented at Sydney Airport? If so, by what date?

**Answer:**

1. Following is the list for implementing Continuous Descent Operations (CDO) in the order of priority:
  - a. Melbourne
  - b. Sydney
  - c. Perth
  - d. Brisbane
2. The initial plan to implement CDO, is for 4 high-density airports listed below. Based on the outcome of the trials on these initial 4 airports, expansion of the CDO will be considered for other airports.
  - a. Melbourne – trials commenced in December 2022, with a plan to transition into routine operations in Quarter two (Q2) 2024;
  - b. Sydney (only specific to arrivals from oceanic) – trials planned to commence in Q4-2024;
  - c. Perth – trials planned to commence in Q4-2024; and
  - d. Brisbane (specific to arrivals from oceanic) – trials planned to commence in 2025.
3. Complexity of the airspace (e.g. current airspace design, special use airspace, flight paths, volume/ mixture of traffic etc.) can constrain CDO's implementation.
4. Please see response to question 2b.