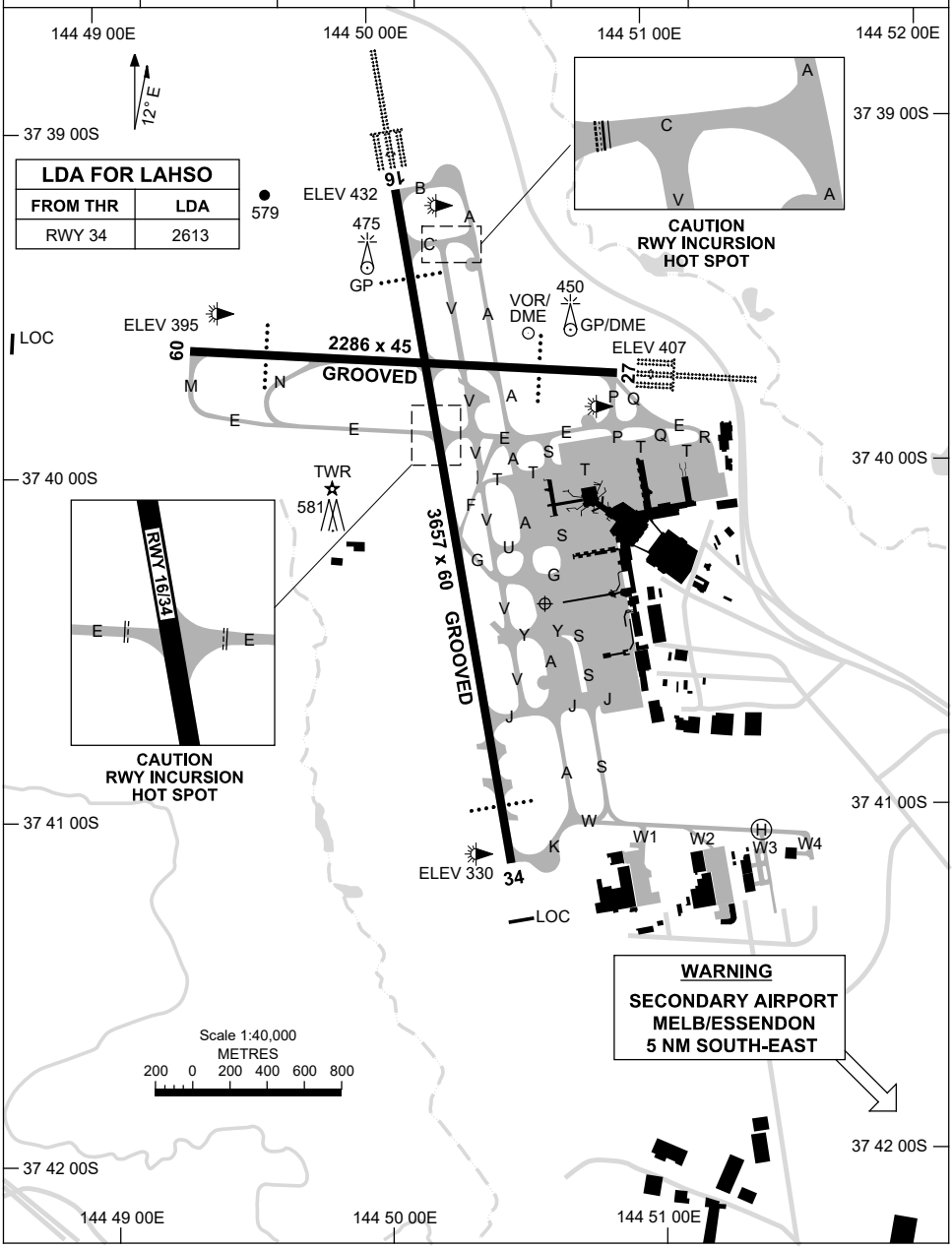
AD ELEV 434
37 40 24S 144 50 36E

AERODROME CHART - Page 1
**MELBOURNE, VIC (YMML)**

| ATIS | ACD | SMC | TWR | | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---|---|---|---|---|---|
| **118.0 114.1** | **127.2** | **121.7** | **120.5** | | |




Changes: APRON DEPICTION.

MMLAD01-180



airservices australia

| ATIS | ACD | SMC | TWR | | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---|---|---|---|---|---|
| **118.0 114.1** | **127.2** | **121.7** | **120.5** | | |

| RWY | AERODROME LIGHTING |
|---|---|
| **RWY** | ABN : ALTN W/G 10 SEC<br>TAXIWAY : GREEN CL , STOP BAR, RGL, IHP<br>RL : MAN , SDBY (1 SEC DURING LOW VIS PROC, 15 SEC OT) |
| **16** *160* | PAPI 3.0° 74FT HIRL HIAL-CAT II-III SFL RTZL RCLL RCGL RVR |
| *340* **34** | PAPI 3.0° 74FT HIRL RTIL HSL RCLL RCGL RVR |
| **09** *083* | PAPI 3.0° 74FT MIRL RVR |
| *263* **27** | PAPI 3.0° 74FT MIRL HIRL HIAL-CAT II-III SFL RTZL RCLL RVR |

**NOTES**

Changes: TWY LIGHTING, Editorial.

MMLAD02-178



airservices australia

**5 SEP 2024**

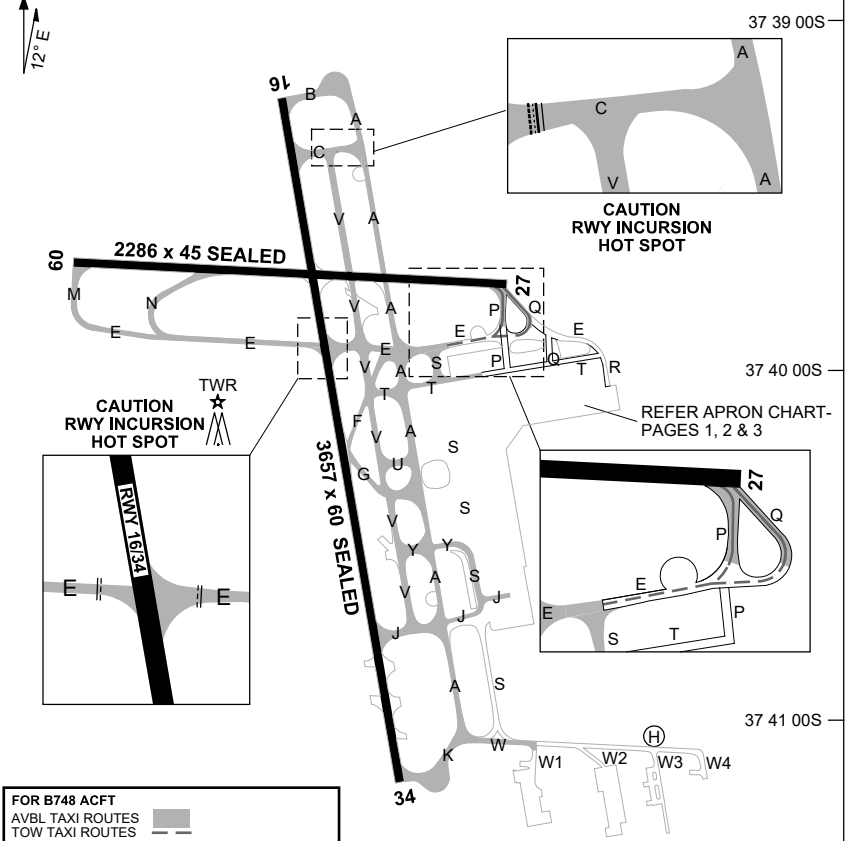
# MELBOURNE, VIC (YMML)

| ATIS | ACD | SMC | TWR | | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---|---|---|---|---|---|
| **118.0 114.1** | **127.2** | **121.7** | **120.5** | | |

144 49 00E — 144 50 00E — 144 51 00E — 144 52 00E

37 39 00S — 37 40 00S — 37 41 00S — 37 42 00S

12° E




**FOR B748 ACFT**

AVBL TAXI ROUTES

TOW TAXI ROUTES

- RWY 09/27 AND 16/34 AVBL
- EXERCISE CAUTION WHEN APPLYING PWR ON OUTBOARD ENGINE, WHILST TAXIING, TO PREVEN EROSION OF TWY SHOULDERS
- THE BELOW TWY NOT AVBL FOR B748
  - TWY U (EAST OF TWY A)
  - TWY G (EAST OF TWY A)
  - TWY S (BTN TWY W AND TWY J)
  - TWY T (EAST OF BAY D9)
  - TWY E (EAST OF TWY S). EXEMPTION MAY BE PROVIDED FOR TOW OPS FOR DEP RWY 27. CTC SENIOR AIRSIDE SAFETY OFFICER FOR APPROVAL.
  - TWY R
  - TWY P (SOUTH OF TWY E)
  - TWY Q (SOUTH OF TWY E)
  - TWY W (EAST OF TWY W1)

REFER ERSA FOR OTHER ACFT TYPE MANOEUVRING RESTRICTIONS

Scale 1:40,000

METRES

200 0 200 400 600 800

Changes: APRON DEPICTION.

MMLAG01-180

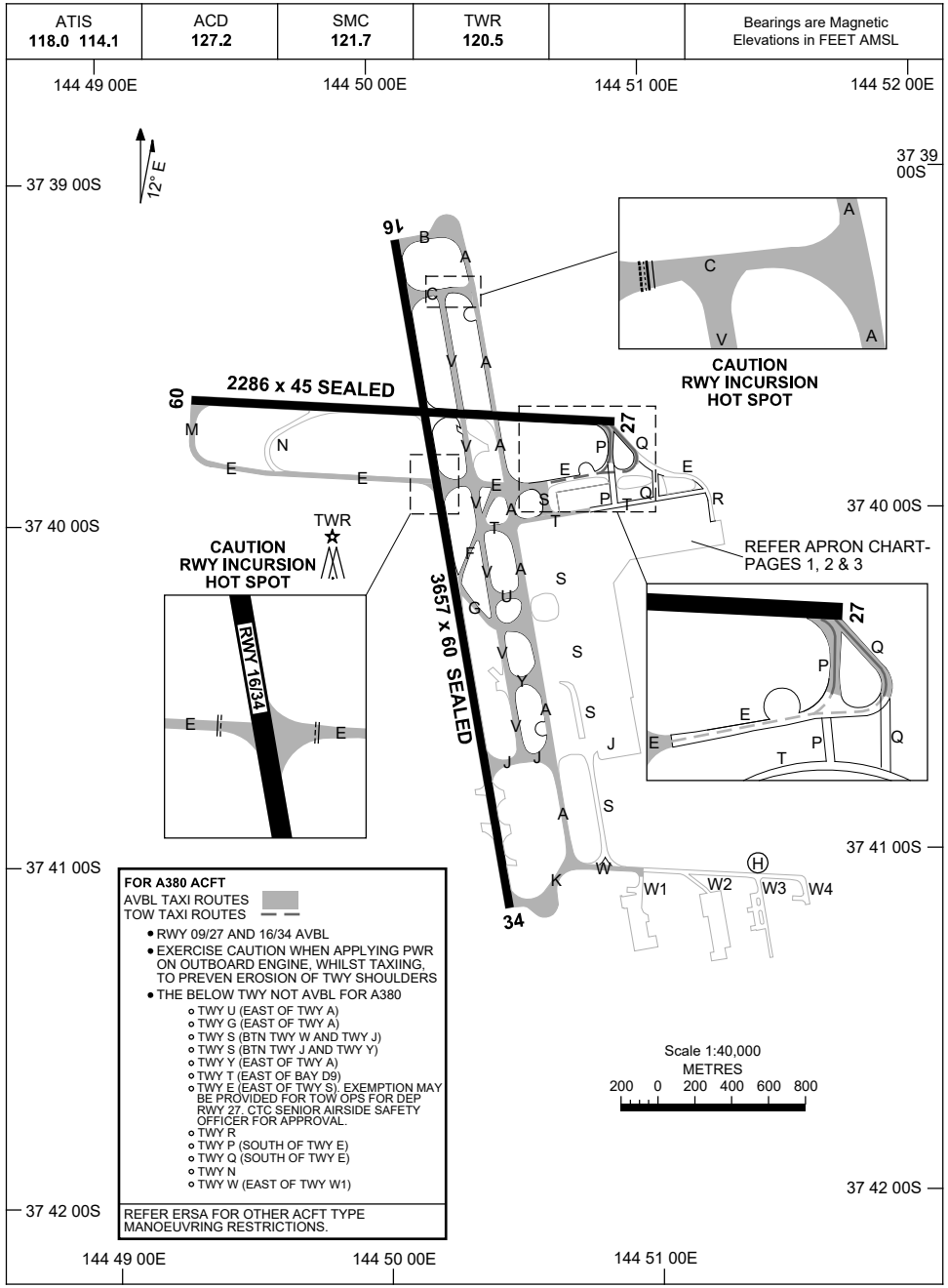


airservices australia

**5 SEP 2024**

# MELBOURNE, VIC (YMML)

| ATIS | ACD | SMC | TWR | | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---|---|---|---|---|---|
| **118.0 114.1** | **127.2** | **121.7** | **120.5** | | |




Changes: APRON DEPICTION.

MMLAG02-180

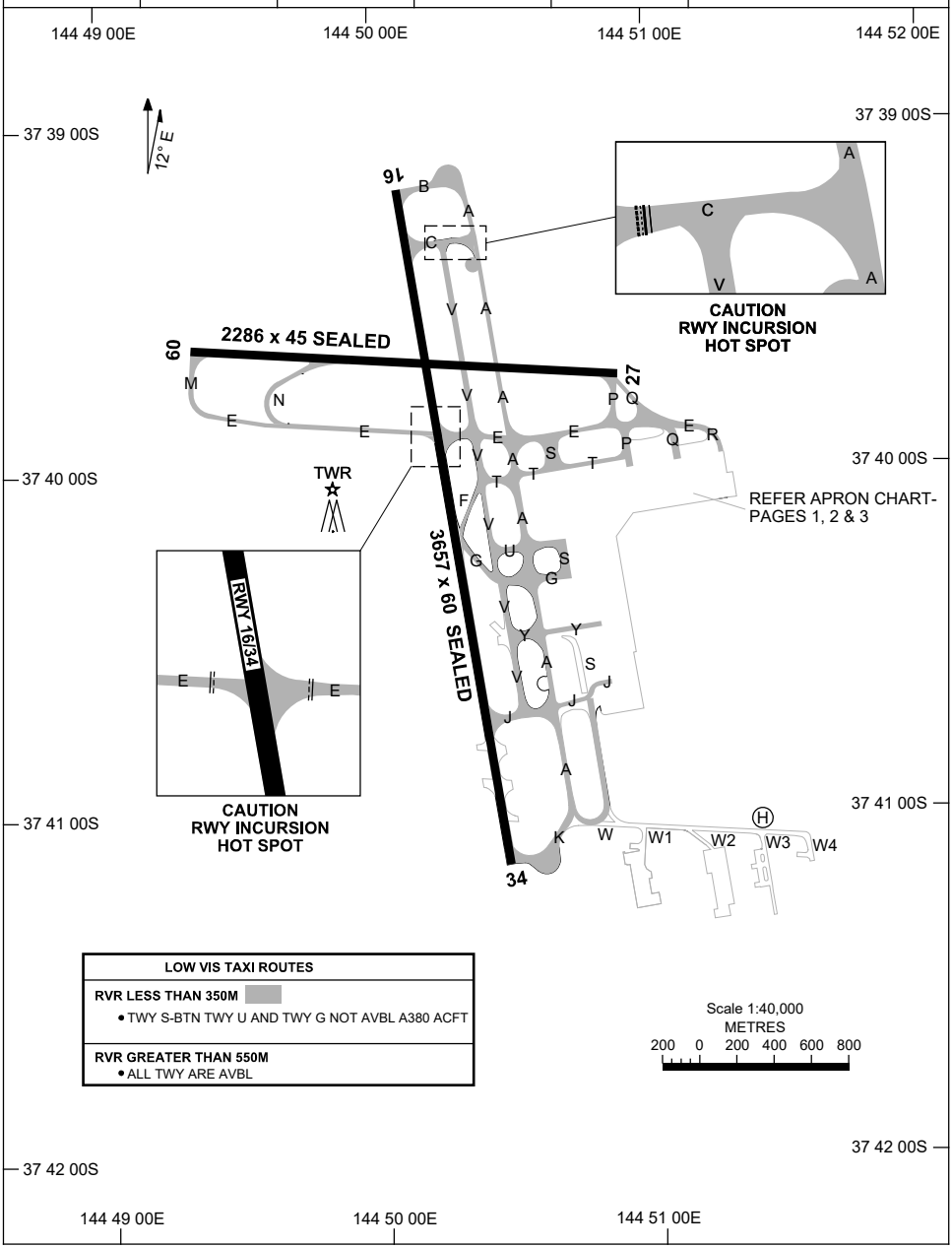


airservices australia

**5 SEP 2024**

# MELBOURNE, VIC (YMML)

| ATIS | ACD | SMC | TWR | | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---|---|---|---|---|---|
| **118.0 114.1** | **127.2** | **121.7** | **120.5** | | |




Changes: APRON DEPICTION.

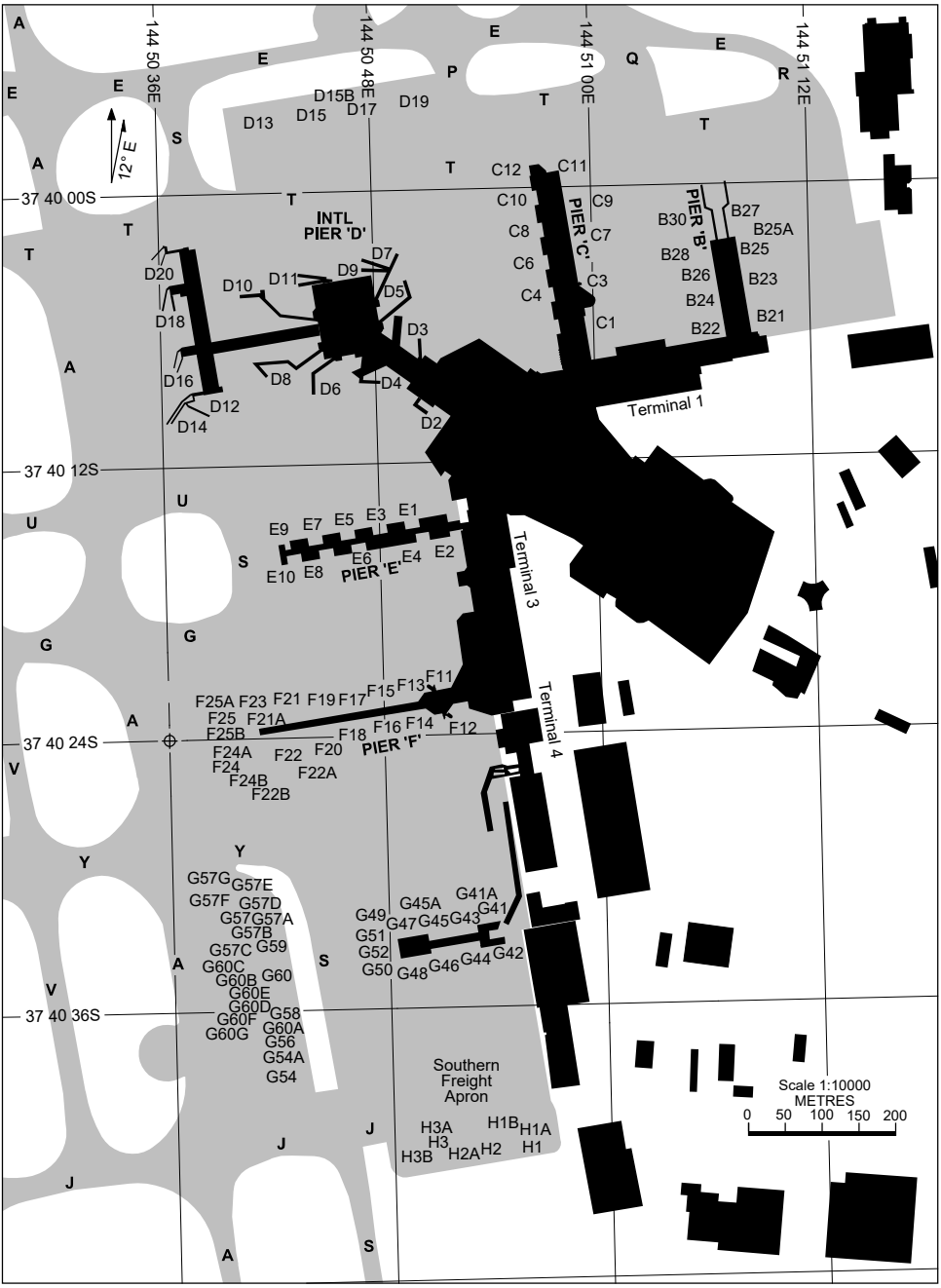
MMLAG04-180



airservices australia

**21 MAR 2024**

# MELBOURNE, VIC (YMML)




Changes: VAR.

MMLAP01-178



airservices australia

## PARKING POSITION INFORMATION

| BAYS | CO-ORDINATES | ELEV (ft) | CAPACITY | HYDRANT FUEL | DOCKING SYSTEM |
|---|---|---|---|---|---|
| B21 | 37 40 04.63S 144 51 09.19E | 386 | A333 | F35 | APIS |
| B22 | 37 40 05.36S 144 51 06.55E | 387 | B738 | F35 | SAFEDOCK |
| B23 | 37 40 02.38S 144 51 08.78E | 388 | A333 | F35 | SAFEDOCK |
| B24 | 37 40 03.86S 144 51 06.41E | 389 | A321, B738 | F35 | SAFEDOCK |
| B25 | 37 40 00.33S 144 51 08.78E | 389 | A321, B738 | F35 | MARSHALLER |
| B25A | 37 39 59.71S 144 51 08.38E | 389 | A333, B789 | F35 | MARSHALLER |
| B26 | 37 40 02.31S 144 51 06.21E | 390 | A321, B738 | F35 | MARSHALLER |
| B27 | 37 39 58.95S 144 51 08.60E | 389 | A321, B738 | F35 | MARSHALLER |
| B28 | 37 40 00.94S 144 51 05.91E | 391 | A321, B738 | F35 | MARSHALLER |
| B30 | 37 39 59.54S 144 51 05.64E | 392 | A321, B738 | F35 | MARSHALLER |
| C1 | 37 40 05.80S 144 51 00.25E | 388 | B738 | F35 | SAFEDOCK |
| C3 | 37 40 03.56S 144 50 59.75E | 390 | B738 | F35 | SAFEDOCK |
| C4 | 37 40 04.58S 144 50 57.77E | 389 | B738 | F35 | SAFEDOCK |
| C6 | 37 40 03.19S 144 50 57.52E | 390 | B738 | F35 | SAFEDOCK |
| C7 | 37 40 00.97S 144 50 59.37E | 391 | B738 | F35 | SAFEDOCK |
| C8 | 37 40 01.74S 144 50 57.24E | 392 | B738 | F35 | SAFEDOCK |
| C9 | 37 39 59.47S 144 50 59.09E | 393 | A320, B738 | F35 | SAFEDOCK |
| C10 | 37 40 00.35S 144 50 56.97E | 392 | A320, B738 | F35 | SAFEDOCK |
| C11 | 37 39 58.89S 144 50 57.99E | 393 | A333, B789 | F35 | SAFEDOCK |
| C12 | 37 39 59.37S 144 50 56.39E | 393 | A333 | F35 | SAFEDOCK |
| D2 | 37 40 09.84S 144 50 51.06E | 387 | A320, B38M | F35 | SAFEDOCK |
| D3 | 37 40 06.58S 144 50 50.12E | 388 | A321, B38M | F35 | SAFEDOCK |
| D4 | 37 40 08.36S 144 50 48.46E | 387 | A359, B78X | F35 | SAFEDOCK |
| D4A | 37 40 08.92S 144 50 48.81E | 387 | A321, B38M | F35 | SAFEDOCK |
| D5 | 37 40 03.94S 144 50 49.37E | 390 | B744, B773 | F35 | SAFEDOCK |
| D6 | 37 40 08.81S 144 50 45.13E | 386 | A359 | F35 | SAFEDOCK |
| D7 | 37 40 02.65S 144 50 49.14E | 391 | B772, B78X | F35 | SAFEDOCK |
| D8 | 37 40 07.98S 144 50 42.69E | 386 | A346, B744 | F35 | SAFEDOCK |
| D9 | 37 40 03.54S 144 50 47.31E | 390 | A346, A388 | F35 | SAFEDOCK |
| D9A | 37 40 02.51S 144 50 48.19E | 390 | A321, B38M | F35 | MARSHALLER |
| D9B | 37 40 03.21S 144 50 46.85E | 390 | A321, B38M | F35 | MARSHALLER |
| D10 | 37 40 04.57S 144 50 40.53E | 386 | A346, B744 | F35 | SAFEDOCK |
| D11 | 37 40 03.94S 144 50 43.71E | 388 | A388, B773 | F35 | SAFEDOCK |
| D11A | 37 40 03.06S 144 50 44.52E | 388 | A321, B38M | F35 | MARSHALLER |
| D11B | 37 40 03.49S 144 50 43.62E | 388 | A321, B38M | F35 | MARSHALLER |
| D12 | 37 40 09.36S 144 50 38.65E | 383 | B772 | F35 | SAFEDOCK |
| D13 | 37 39 56.09S 144 50 41.41E | 396 | A388, B773 | TANKER | MARSHALLER |
| D13A | 37 39 57.01S 144 50 40.67E | 396 | A321, B739 | TANKER | MARSHALLER |
| D13B | 37 39 56.80S 144 50 42.45E | 396 | A321, B739 | TANKER | MARSHALLER |
| D14 | 37 40 09.97S 144 50 37.52E | 382 | B744, B773 | F35 | SAFEDOCK |
| D15 | 37 39 55.70S 144 50 44.94E | 393 | A388, B773 | TANKER | MARSHALLER |
| D15A | 37 39 56.58S 144 50 44.19E | 393 | A321, B739 | TANKER | MARSHALLER |
| D15B | 37 39 56.37S 144 50 45.97E | 393 | A321, B739 | TANKER | MARSHALLER |
| D16 | 37 40 08.18S 144 50 37.49E | 382 | A388, B773 | F35 | SAFEDOCK |
| D16A | 37 40 07.62S 144 50 36.17E | 382 | A321, B38M | F35 | MARSHALLER |
| D16B | 37 40 08.36S 144 50 37.31E | 382 | A321, B38M | F35 | MARSHALLER |
| D17 | 37 39 56.22S 144 50 47.66E | 394 | A321, B39M | TANKER | MARSHALLER |
| D18 | 37 40 05.62S 144 50 37.02E | 383 | B744, B773 | F35 | SAFEDOCK |
| D18A | 37 40 04.94S 144 50 35.71E | 383 | A321, B38M | F35 | MARSHALLER |
| D18B | 37 40 05.38S 144 50 36.94E | 383 | A388, B748 | F35 | SAFEDOCK |
| D18C | 37 40 05.72S 144 50 36.65E | 383 | A321, B38M | F35 | MARSHALLER |
| D19 | 37 39 56.08S 144 50 49.05E | 395 | A321, B39M | TANKER | MARSHALLER |
| D20 | 37 40 03.30S 144 50 36.58E | 383 | B744, B773 | F35 | SAFEDOCK |
| D20A | 37 40 03.18S 144 50 35.82E | 383 | B762 | F35 | MARSHALLER |
| E1 | 37 40 14.43S 144 50 50.13E | 382 | B38M | F35 | SAFEDOCK |
| E2 | 37 40 16.72S 144 50 51.60E | 380 | B738 | F35 | SAFEDOCK |
| E3 | 37 40 14.62S 144 50 48.34E | 382 | B38M | F35 | SAFEDOCK |
| E4 | 37 40 15.94S 144 50 50.01E | 381 | B738 | F35 | SAFEDOCK |
| E5 | 37 40 14.83S 144 50 46.56E | 381 | B38M | F35 | SAFEDOCK |
| E6 | 37 40 15.93S 144 50 46.77E | 380 | B738 | F35 | SAFEDOCK |
| E7 | 37 40 15.03S 144 50 44.74E | 380 | B38M | F35 | SAFEDOCK |
| E8 | 37 40 16.31S 144 50 45.02E | 379 | B738 | F35 | SAFEDOCK |
| E8A | 37 40 16.49S 144 50 45.03E | 379 | A332 | F35 | SAFEDOCK |
| E9 | 37 40 15.15S 144 50 42.95E | 379 | B38M | F35 | SAFEDOCK |
| E10 | 37 40 16.51S 144 50 43.39E | 379 | B738 | F35 | MARSHALLER |
| F11 | 37 40 21.63S 144 50 51.66E | 378 | B738 | F35 | SAFEDOCK |
| F12 | 37 40 23.71S 144 50 52.72E | 378 | A332 | F35 | SAFEDOCK |
| F13 | 37 40 21.72S 144 50 49.79E | 377 | B738 | F35 | SAFEDOCK |
| F14 | 37 40 23.63S 144 50 49.90E | 377 | B738 | F35 | MARSHALLER |
| F15 | 37 40 21.88S 144 50 47.84E | 376 | B38M | F35 | MARSHALLER |
| F16 | 37 40 24.05S 144 50 48.32E | 376 | B739 | F35 | MARSHALLER |

Changes: STAND B26A AND D12A REMOVED,D14A RENAMED, CAPACITY, Editorial. MMLAP02-180



airservices australia

## PARKING POSITION INFORMATION

| BAYS | CO-ORDINATES | | ELEV (ft) | CAPACITY | HYDRANT FUEL | DOCKING SYSTEM |
|---|---|---|---|---|---|---|
| F17 | 37 40 22.08S | 144 50 46.15E | 375 | B38M | F35 | MARSHALLER |
| F18 | 37 40 24.25S | 144 50 46.61E | 376 | B39M | F35 | MARSHALLER |
| F19 | 37 40 22.28S | 144 50 44.46E | 375 | B38M | F35 | MARSHALLER |
| F20 | 37 40 24.44S | 144 50 44.95E | 374 | A321, B39M | F35 | MARSHALLER |
| F21 | 37 40 22.51S | 144 50 42.46E | 374 | B38M | F35 | MARSHALLER |
| F21A | 37 40 23.42S | 144 50 42.04E | 373 | A359 | F35 | MARSHALLER |
| F22 | 37 40 24.71S | 144 50 42.18E | 372 | B77L, B78X | F35 | MARSHALLER |
| F22A | 37 40 24.75S | 144 50 42.75E | 373 | A321, B39M | F35 | MARSHALLER |
| F22B | 37 40 25.49S | 144 50 41.62E | 372 | A321, B39M | F35 | MARSHALLER |
| F23 | 37 40 22.30S | 144 50 40.75E | 373 | B38M | F35 | MARSHALLER |
| F24 | 37 40 25.06S | 144 50 39.45E | 372 | A35K, B77W | F35 | MARSHALLER |
| F24A | 37 40 24.91S | 144 50 38.62E | 371 | A321, B39M | F35 | MARSHALLER |
| F24B | 37 40 25.40S | 144 50 39.37E | 371 | A321, B39M | F35 | MARSHALLER |
| F25 | 37 40 23.27S | 144 50 39.49E | 372 | B748 | F35 | MARSHALLER |
| F25A | 37 40 22.31S | 144 50 38.42E | 373 | A321, B39M | F35 | MARSHALLER |
| F25B | 37 40 23.17S | 144 50 38.95E | 372 | A321, B39M | F35 | MARSHALLER |
| G41 | 37 40 30.93S | 144 50 54.18E | 375 | A321, B738 | F35 | MARSHALLER |
| G41A | 37 40 31.04S | 144 50 53.10E | 374 | A333, B789 | F35 | MARSHALLER |
| G42 | 37 40 33.88S | 144 50 54.36E | 371 | A321 | F35 | MARSHALLER |
| G43 | 37 40 31.44S | 144 50 52.57E | 374 | A321, B738 | F35 | MARSHALLER |
| G44 | 37 40 34.26S | 144 50 52.74E | 370 | A321 | F35 | MARSHALLER |
| G45 | 37 40 31.13S | 144 50 50.77E | 373 | A321, B738 | F35 | MARSHALLER |
| G45A | 37 40 31.34S | 144 50 49.67E | 373 | A332 | F35 | MARSHALLER |
| G46 | 37 40 34.17S | 144 50 51.03E | 370 | A321 | F35 | MARSHALLER |
| G47 | 37 40 31.65S | 144 50 49.12E | 372 | A321, B738 | F35 | MARSHALLER |
| G48 | 37 40 34.93S | 144 50 49.47E | 368 | A321, B738 | F35 | MARSHALLER |
| G49 | 37 40 31.17S | 144 50 47.05E | 370 | A321, B738 | F35 | MARSHALLER |
| G50 | 37 40 35.06S | 144 50 48.28E | 367 | A321, B738 | F35 | MARSHALLER |
| G51 | 37 40 32.51S | 144 50 48.12E | 370 | A321, B738 | F35 | MARSHALLER |
| G52 | 37 40 33.86S | 144 50 48.37E | 369 | A321, B738 | F35 | MARSHALLER |
| G54 | 37 40 38.81S | 144 50 41.95E | 363 | A321, B739 | TANKER | MARSHALLER |
| G54A | 37 40 37.58S | 144 50 42.11E | 363 | B748 | TANKER | MARSHALLER |
| G56 | 37 40 37.42S | 144 50 41.69E | 363 | A321, B739 | TANKER | MARSHALLER |
| G57 | 37 40 31.97S | 144 50 40.48E | 367 | A321, C130 | TANKER | MARSHALLER |
| G57A | 37 40 32.60S | 144 50 41.16E | 367 | B748 | TANKER | MARSHALLER |
| G57B | 37 40 32.87S | 144 50 40.64E | 367 | SF34 | TANKER | MARSHALLER |
| G57C | 37 40 33.22S | 144 50 40.26E | 367 | SF34 | TANKER | MARSHALLER |
| G57D | 37 40 31.83S | 144 50 40.63E | 367 | SF34 | TANKER | MARSHALLER |
| G57E | 37 40 31.36S | 144 50 40.33E | 367 | SF34 | TANKER | MARSHALLER |
| G57F | 37 40 31.61S | 144 50 39.30E | 367 | SF34 | TANKER | MARSHALLER |
| G57G | 37 40 31.11S | 144 50 39.21E | 367 | SF34 | TANKER | MARSHALLER |
| G58 | 37 40 35.84S | 144 50 41.39E | 364 | A321, B738 | TANKER | MARSHALLER |
| G59 | 37 40 33.05S | 144 50 40.87E | 366 | B738 | TANKER | MARSHALLER |
| G60 | 37 40 34.44S | 144 50 41.13E | 365 | A321, B738 | TANKER | MARSHALLER |
| G60A | 37 40 36.28S | 144 50 41.85E | 364 | A124, A346 | TANKER | MARSHALLER |
| G60B | 37 40 34.43S | 144 50 40.54E | 364 | SF34 | TANKER | MARSHALLER |
| G60C | 37 40 34.16S | 144 50 39.90E | 364 | SF34 | TANKER | MARSHALLER |
| G60D | 37 40 35.63S | 144 50 41.46E | 364 | SF34 | TANKER | MARSHALLER |
| G60E | 37 40 35.19S | 144 50 41.37E | 364 | SF34 | TANKER | MARSHALLER |
| G60F | 37 40 36.19S | 144 50 40.10E | 364 | SF34 | TANKER | MARSHALLER |
| G60G | 37 40 36.27S | 144 50 39.47E | 364 | SF34 | TANKER | MARSHALLER |
| H1 | 37 40 41.90S | 144 50 55.39E | 363 | A346, B744 | F35 | MARSHALLER |
| H1A | 37 40 41.24S | 144 50 55.65E | 363 | A321, B739 | F35 | MARSHALLER |
| H1B | 37 40 40.90S | 144 50 53.91E | 364 | A321, B739 | F35 | MARSHALLER |
| H2 | 37 40 42.03S | 144 50 52.50E | 362 | B748 | F35 | MARSHALLER |
| H2A | 37 40 42.04S | 144 50 52.43E | 362 | A346, B744 | F35 | MARSHALLER |
| H3 | 37 40 42.09S | 144 50 50.58E | 362 | B748 | F35 | MARSHALLER |
| H3A | 37 40 41.15S | 144 50 50.21E | 362 | A321, B738 | F35 | MARSHALLER |
| H3B | 37 40 42.33S | 144 50 49.55E | 361 | A321, B738 | F35 | MARSHALLER |

Changes: CAPACITY.





airservices australia

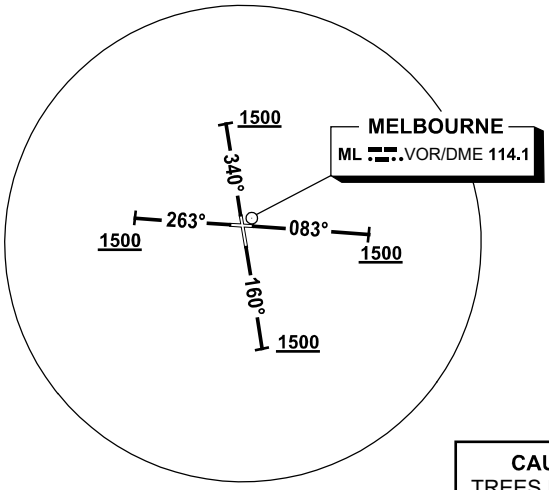
**21 MAR 2024**

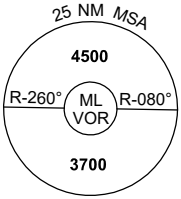
# MELBOURNE, VIC (YMML)

| ATIS | ACD | SMC | TWR | DEP |
|---|---|---|---|---|
| **114.1 118.0** | **127.2** | **121.7** | **120.5 322.4** | TR NW, N, NE **118.9**<br>TR SW, S, SE **129.4** |

NOT TO SCALE


**SPEED**
**MAX IAS 250KT**
**BELOW 10,000ft**




10 NM MSA 3300

**CAUTION:**
TREES IN RWY 34
DEP AREA

## MELBOURNE SIX DEPARTURE (RADAR)

**RWY 09**
- GRAD 3.3% (4.8% to 3000ft)
- Track 083°
- AT or ABV 1500ft turn to assigned heading or track

**RWY 16**
- GRAD 3.3% (5.5% to 5000ft)
- Track 160°
- AT or ABV 1500ft turn to assigned heading or track

**RWY 27**
- GRAD 3.3% (5.0% to 4000ft)
- Track 263°
- AT or ABV 1500ft turn to assigned heading or track

**RWY 34**
- GRAD 3.5% to 1200ft then 3.3% (5.4% to 3500ft)
- Track 340°
- AT or ABV 1500ft turn to assigned heading or track

## COMMUNICATIONS FAILURE PROCEDURE

On recognition of communication failure
- Squawk 7600
- Maintain last assigned vector for two minutes and, if necessary, climb to minimum safe altitude to maintain terrain clearance, then
- Proceed in accordance with the latest ATC route clearance acknowledged.

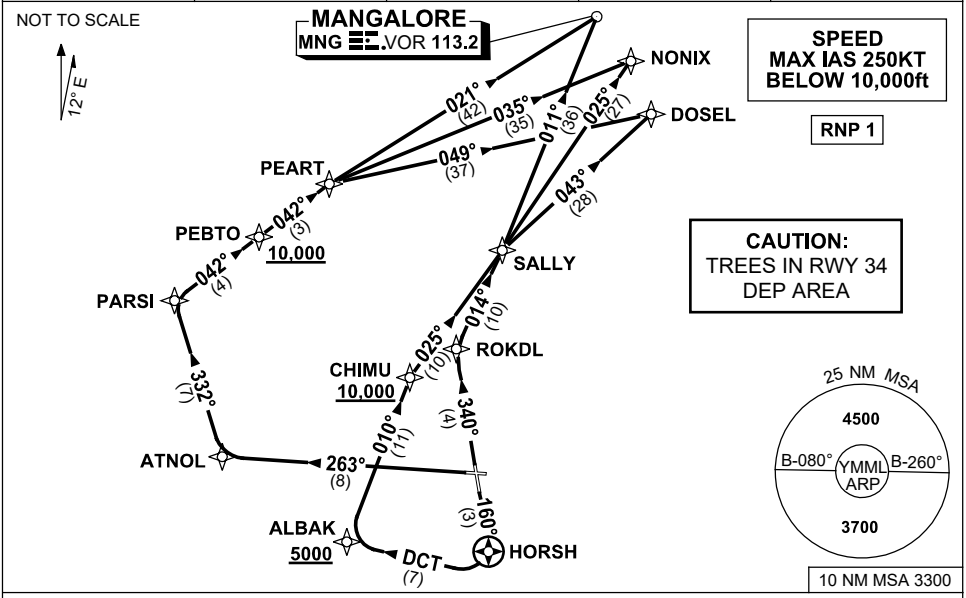
Changes: VAR.





airservices australia

| ATIS | ACD | SMC | TWR | DEP |
|---|---|---|---|---|
| 114.1 118.0 | 127.2 | 121.7 | 120.5 | 118.9 |




**MANGALORE (MNG) THREE DEPARTURE**
**NONIX THREE DEPARTURE**
**DOSEL ONE DEPARTURE**

**RWY 16**
- GRAD 3.3%
- Track 160° to HORSH
- At HORSH turn RIGHT, track DCT to ALBAK
  **Cross** ALBAK AT or ABV 5000ft
  (RQ GRAD TO ALBAK: 8.5%)
- Turn RIGHT, track 010° to CHIMU
  **Cross** CHIMU AT or ABV 10,000ft
  (RQ GRAD TO CHIMU: 7.8%)
- Turn RIGHT, track 025° to SALLY

FOR MNG
- Turn LEFT, track 011° to MNG VOR, then as cleared

FOR NONIX
- Track 025° to NONIX, then as cleared

FOR DOSEL
- Turn RIGHT, track 043° to DOSEL, then as cleared

**RWY 27**
- GRAD 3.3%
- Track 263° to ATNOL
- Turn RIGHT, track 332° to PARSI
- Turn RIGHT, track 042° to PEBTO
  **Cross** PEBTO AT or ABV 10,000ft
  (RQ GRAD TO PEBTO: 8.5%)
- Track 042° to PEART

FOR MNG
- Turn LEFT, track 021° to MNG VOR, then as cleared

FOR NONIX
- Turn LEFT, track 035° to NONIX, then as cleared

FOR DOSEL
- Turn RIGHT, track 049° to DOSEL, then as cleared

**RWY 34**
- GRAD 4.6% to 1500ft then 3.3%
- Track 340° to ROKDL
- Turn RIGHT, track 014° to SALLY

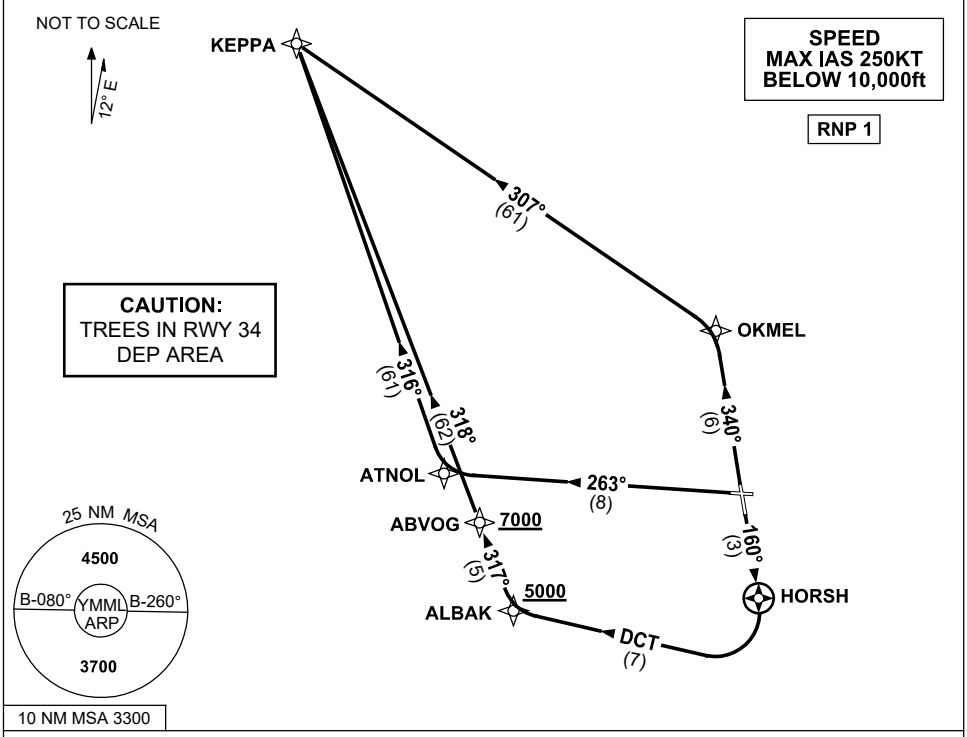
FOR MNG
- Track 011° to MNG VOR, then as cleared

FOR NONIX
- Track 025° to NONIX, then as cleared

FOR DOSEL
- Track 043° to DOSEL, then as cleared

Changes: CHART TITLE, Editorial.

| ATIS | ACD | SMC | TWR | DEP |
|---|---|---|---|---|
| 114.1 118.0 | 127.2 | 121.7 | 120.5 | 118.9 |




## KEPPA TWO DEPARTURE

### RWY 16

- GRAD 3.3%
- Track 160° to HORSH
- At HORSH turn RIGHT
- Track DCT to ALBAK
  **Cross** ALBAK AT or ABV 5000ft
  (RQ GRAD TO ALBAK 8.5%)
- Turn RIGHT, track 317° to ABVOG
  **Cross** ABVOG AT or ABV 7000ft
  (RQ GRAD TO ABVOG 7.4%)
- Turn RIGHT, track 318° to KEPPA, then as cleared

### RWY 27

- GRAD 3.3%
- Track 263° to ATNOL
- Turn RIGHT, track 316° to KEPPA, then as cleared

### RWY 34

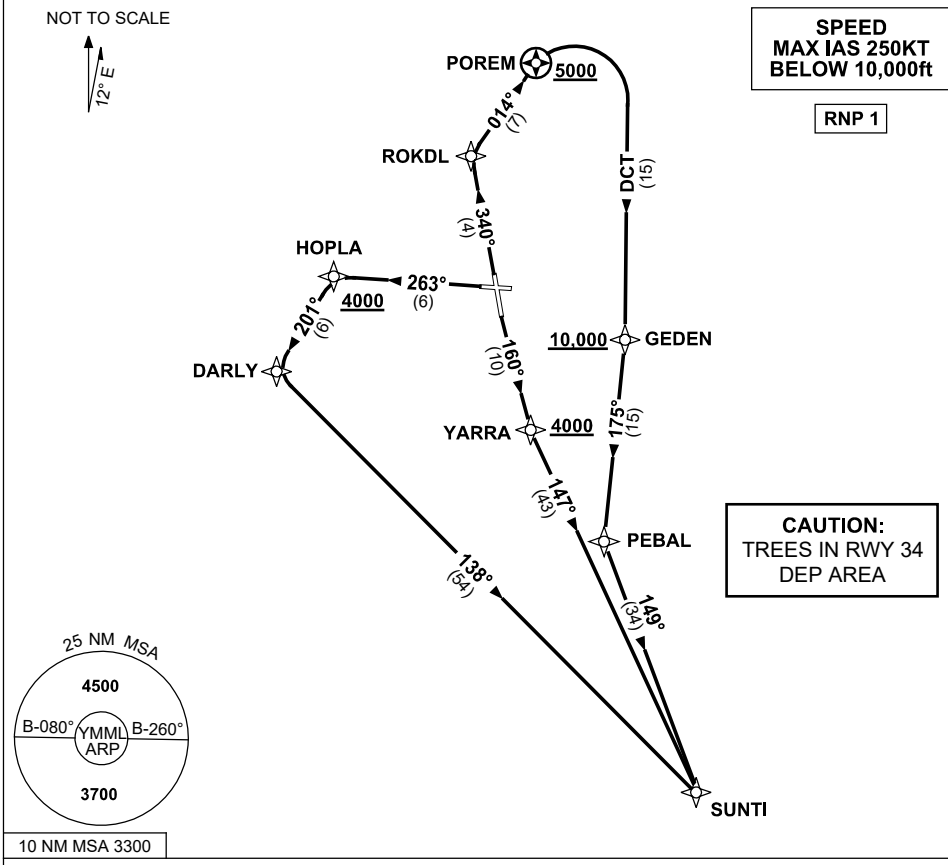
- GRAD 3.5% to 1200ft then 3.3%
- Track 340° to OKMEL
- Turn LEFT, track 307° to KEPPA, then as cleared

Changes: VAR, Editorial.

21 MAR 2024

# MELBOURNE, VIC (YMML)

| ATIS | ACD | SMC | TWR | DEP |
|---|---|---|---|---|
| 114.1 118.0 | 127.2 | 121.7 | 120.5 | 129.4<br>EXC RWY 34 SUNTI 118.9 |




## SUNTI THREE DEPARTURE

### RWY 16

- GRAD 3.3%
- Track 160° to YARRA
  **Cross** YARRA AT or ABV 4000ft
  (RQ GRAD TO YARRA: 6.5%)
- Turn LEFT, track 147° to SUNTI, then as cleared

### RWY 27

- GRAD 3.3%
- Track 263° to HOPLA
  **Cross** HOPLA AT or ABV 4000ft
  (RQ GRAD TO HOPLA: 9.9%)
- Turn LEFT track 201° to DARLY
- Turn LEFT track 138° to SUNTI, then as cleared

### RWY 34

- GRAD 4.6% to 1500ft then 3.3%
- Track 340° to ROKDL
- Turn RIGHT, track 014° to POREM
  **Cross** POREM AT or ABV 5000ft
  (RQ GRAD TO POREM: 7.1%)
- Turn RIGHT, track DCT to GEDEN
  **Cross** GEDEN AT or ABV 10,000ft
  (RQ GRAD TO GEDEN: 6.2%)
- Track 175° to PEBAL
- Turn LEFT, track 149° to SUNTI, then as cleared

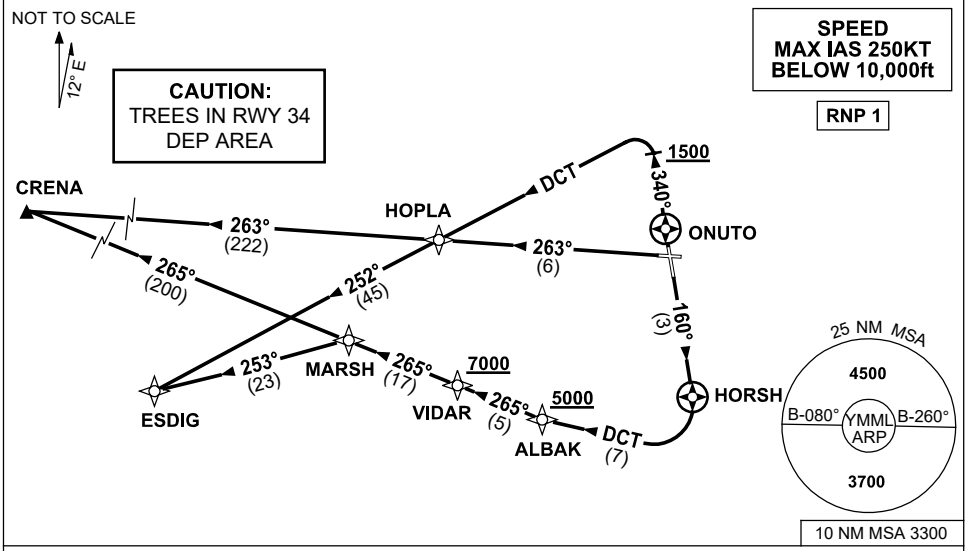
Changes: VAR, Editorial.





airservices australia

| ATIS | ACD | SMC | TWR | DEP |
|---|---|---|---|---|
| 114.1 118.0 | 127.2 | 121.7 | 120.5 | 129.4 |




**CRENA TWO DEPARTURE**
**ESDIG FOUR DEPARTURE**

**RWY 16**

- GRAD 3.3%
- Track 160° to HORSH
- At HORSH turn RIGHT
- Track DCT to ALBAK
  **Cross** ALBAK AT or ABV 5000ft
  (RQ GRAD TO ALBAK 8.5%)
- Track 265° to VIDAR
  **Cross** VIDAR AT or ABV 7000ft
  (RQ GRAD TO VIDAR 6.6%)
- Track 265° to MARSH

FOR ESDIG
- From MARSH turn LEFT,
- Track 253° to ESDIG, thence as cleared

FOR CRENA
- Track 265° to CRENA, thence as cleared

**RWY 27**

- GRAD 3.3%
- Track 263° to HOPLA

FOR ESDIG
- From HOPLA turn LEFT
- Track 252° to ESDIG, thence as cleared

FOR CRENA
- From HOPLA track 263° to CRENA, thence as cleared

**RWY 34**

- GRAD 3.5% to 1200ft then 3.3%
- Track 340°
- AT or ABV 1500ft but not before ONUTO turn LEFT, track DCT to HOPLA

FOR ESDIG
- From HOPLA track 252° to ESDIG, thence as cleared

FOR CRENA
- From HOPLA turn RIGHT track 263° to CRENA, thence as cleared

Changes: CHART TITLE, Editorial.





airservices australia

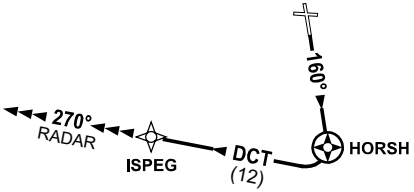
| ATIS | ACD | SMC | TWR | DEP |
|---|---|---|---|---|
| 114.1 118.0 | 127.2 | 121.7 | 120.5 | 129.4 |

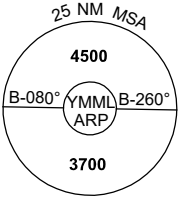
NOT TO SCALE

12° E

**SPEED**
**MAX IAS 250KT**
**BELOW 10,000FT**

**RNP 1**




10 NM MSA 3300

**DEPARTURE**: **ISPEG ONE**

**RWY 16**

- GRAD 3.3%
- Track 160°
- At HORSH turn RIGHT
- Track direct to ISPEG (approx. 270°)
- Then follow transition instruction

**TRANSITION**

RADAR:
- At ISPEG continue tracking 270°,
- Expect radar vectors to cleared route

Changes: VAR.

MMLDP08-178

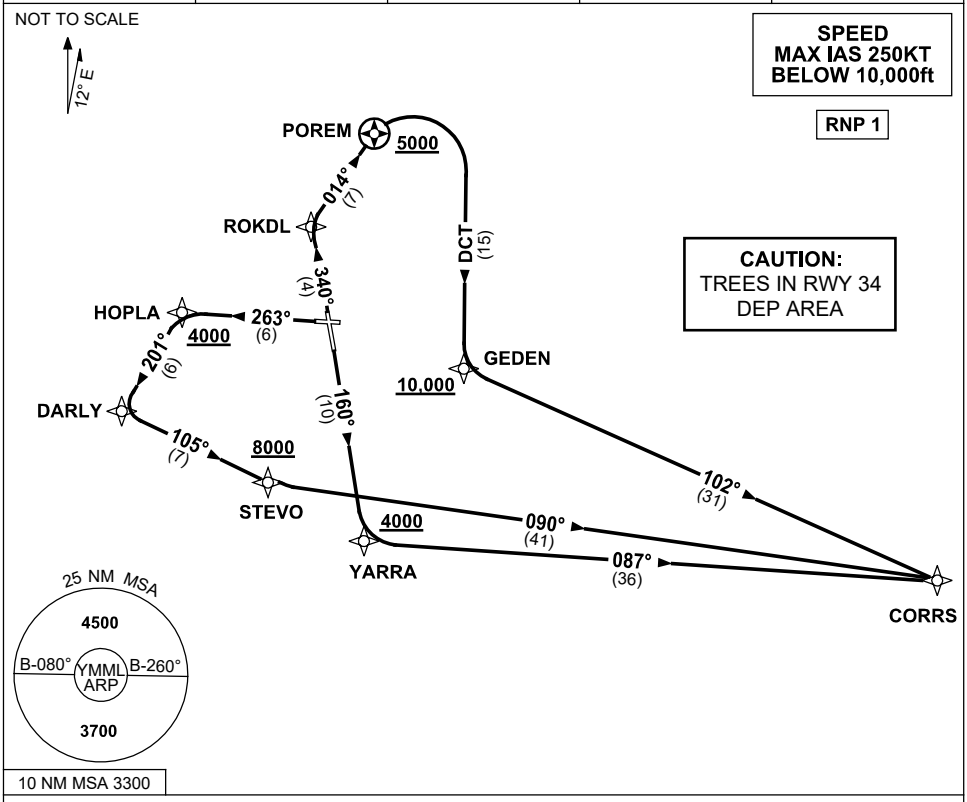


airservices australia

21 MAR 2024

# MELBOURNE, VIC (YMML)

| ATIS | ACD | SMC | TWR | DEP |
|---|---|---|---|---|
| 114.1 118.0 | 127.2 | 121.7 | 120.5 | RWY 16 & 27 129.4<br>RWY 34 118.9 |




## CORRS NINE DEPARTURE (RNAV)

### RWY 16

- GRAD 3.3%
- Track 160° to YARRA
  **Cross** YARRA AT or ABV 4000ft
  (RQ GRAD TO YARRA: 6.5%)
- Turn LEFT, track 087° to CORRS, then as cleared

### RWY 27

- GRAD 3.3%
- Track 263° to HOPLA
  **Cross** HOPLA AT or ABV 4000ft
  (RQ GRAD TO HOPLA: 9.9%)
- Turn LEFT, track 201° to DARLY
- Turn LEFT, track 105° to STEVO
  **Cross** STEVO AT or ABV 8000ft
  (RQ GRAD TO STEVO: 5.3%)
- Turn LEFT, track 090° to CORRS, then as cleared

### RWY 34

- GRAD 4.6% to 1500ft then 3.3%
- Track 340° to ROKDL
- Turn RIGHT track 014° to POREM
  **Cross** POREM AT or ABV 5000ft
  (RQ GRAD TO POREM: 7.1%)
- Turn RIGHT track DCT to GEDEN
  **Cross** GEDEN AT or ABV 10,000ft
  (RQ GRAD TO GEDEN: 6.2%)
- Turn LEFT, track 102° to CORRS, then as cleared

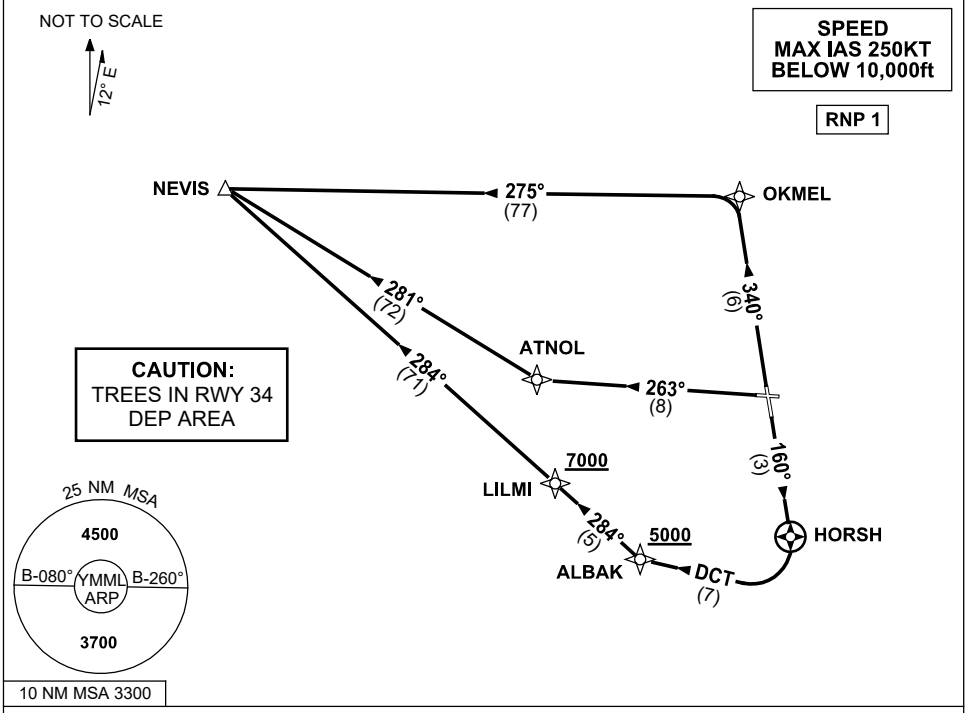
Changes: VAR, Editorial.





airservices australia

| ATIS | ACD | SMC | TWR | DEP |
|---|---|---|---|---|
| 114.1 118.0 | 127.2 | 121.7 | 120.5 | 118.9 |




## NEVIS SEVEN DEPARTURE

### RWY 16

- GRAD 3.3%
- Track 160° to HORSH
- Turn RIGHT, track DCT to ALBAK
  **Cross** ALBAK AT or ABV 5000ft
  (RQ GRAD TO ALBAK 8.5%)
- Turn RIGHT, track 284° to LILMI
  **Cross** LILMI AT or ABV 7000ft
  (RQ GRAD TO LILMI 7.4%)
- Track 284° to NEVIS, then as cleared

### RWY 27

- GRAD 3.3%
- Track 263° to ATNOL
- Turn RIGHT, track 281° to NEVIS, then as cleared

### RWY 34

- GRAD 3.5% to 1200ft then 3.3%
- Track 340° to OKMEL
- Turn LEFT, track 275° to NEVIS, then as cleared

Changes: VAR, Editorial.

**USE QNH**

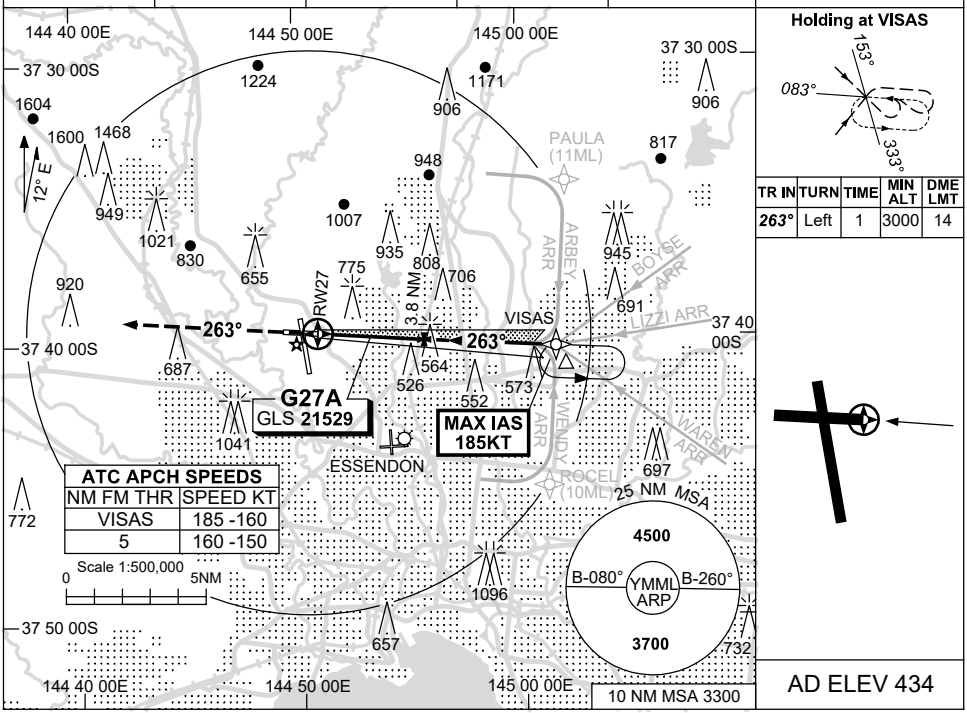
GLS RWY 27

**5 SEP 2024**

# MELBOURNE, VIC (YMML)

| ATIS | APP | TWR | SMC |
|---|---|---|---|
| **114.1 118.0** | **132.0** | **120.5** | **121.7** |

Bearings are Magnetic
Elevations in FEET AMSL




**Holding at VISAS**



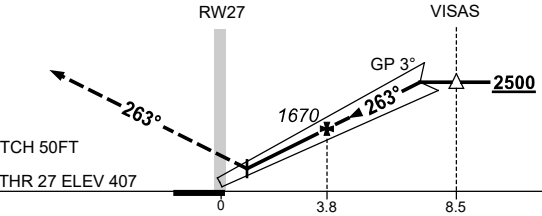

| TR IN | TURN | TIME | MIN ALT | DME LMT |
|---|---|---|---|---|
| ***263°*** | Left | 1 | 3000 | 14 |

| ATC APCH SPEEDS | |
|---|---|
| NM FM THR | SPEED KT |
| VISAS | 185 -160 |
| 5 | 160 -150 |

AD ELEV 434

| NM TO RW27 | 0.5 | 1 | 2 | 3 | 4 | 5 | 6 | 6.4 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT ( 3° APCH PATH ) | 610 | 780 | 1090 | 1410 | 1730 | 2050 | 2370 | 2500 | | | | | |

**MISSED APPROACH:**
TRACK 263°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.




## NOTES

1. MAX IAS :
   VISAS : 185KT.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-I GLS | | **610** (203) 0.8 | 550 RVR | |
| | | | | |
| CIRCLING | **1140** (706-2.4) | | **1450**(1016-4.0) | **1600**(1166-5.0) |
| ALTERNATE | (1206-4.4) | | (1516-6.0) | (1666-7.0) |

Changes: Editorial.

MMLGL02-180



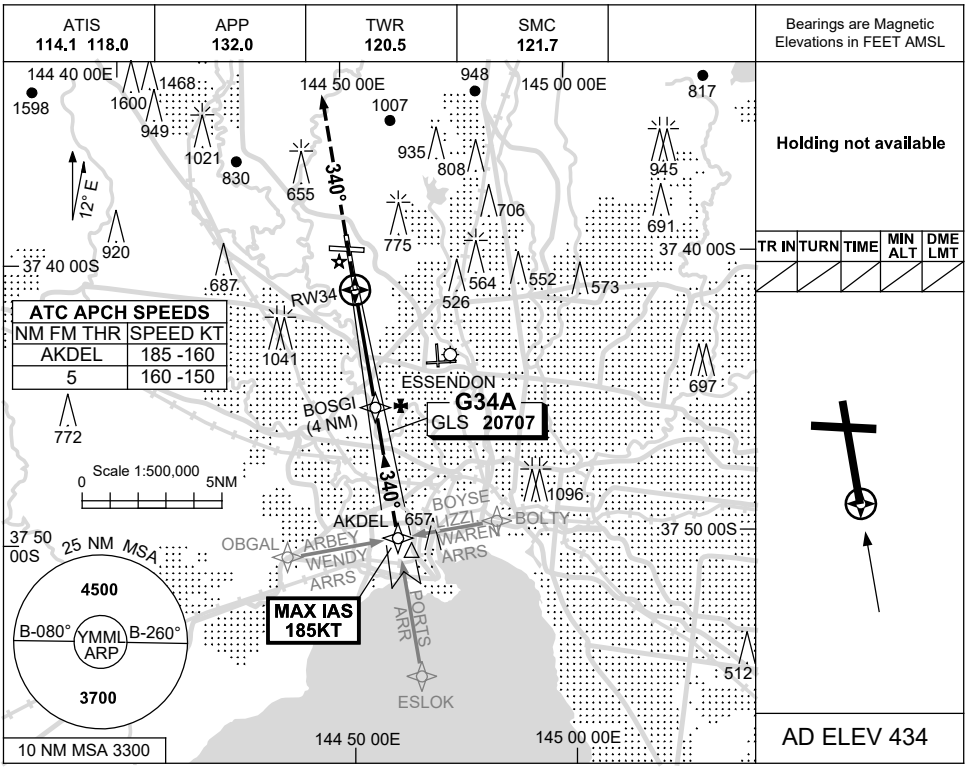
airservices australia

**USE QNH**

GLS RWY 34

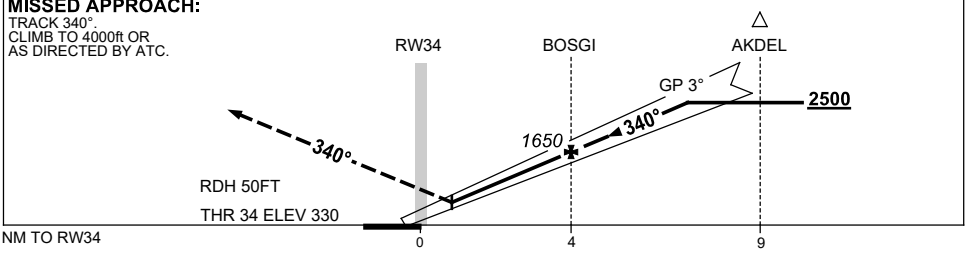
**21 MAR 2024**

# MELBOURNE, VIC (YMML)




| NM TO RW34 | 0.5 | 1 | 2 | 3 | 4 | 5 | 6 | 6.7 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT ( 3° APCH PATH ) | 530 | 700 | 1020 | 1340 | 1650 | 1970 | 2290 | 2500 | | | | | |

**MISSED APPROACH:**
TRACK 340°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.




## NOTES

1. MAX IAS:
AKDEL : 185KT.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-I GLS | **530** (200-1.5) | | | |
| | | | | |
| CIRCLING | **1140** (706-2.4) | | **1450** (1016-4.0) | **1600** (1166-5.0) |
| ALTERNATE | (1206-4.4) | | (1516-6.0) | (1666-7.0) |

Changes: VAR.

MMLGL03-178



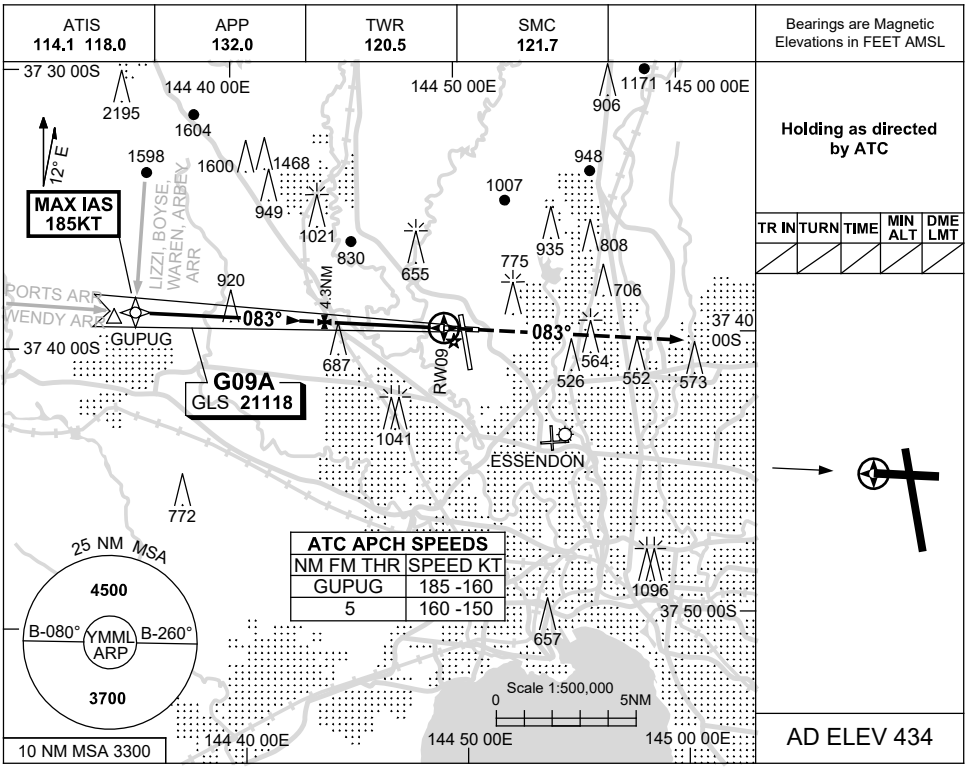
airservices australia

**USE QNH**

GLS RWY 09

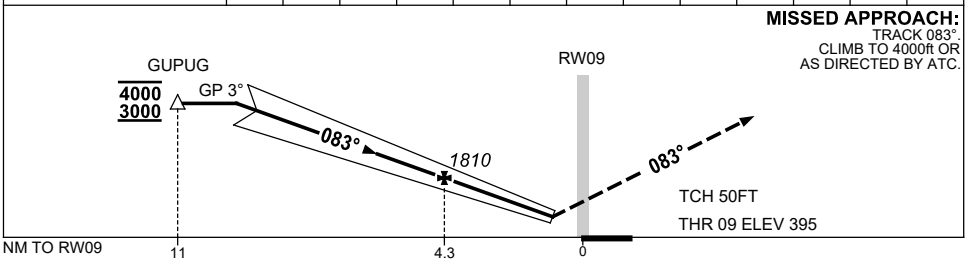
**21 MAR 2024**

# MELBOURNE, VIC (YMML)




| ATC APCH SPEEDS | |
|---|---|
| NM FM THR | SPEED KT |
| GUPUG | 185 -160 |
| 5 | 160 -150 |

| NM TO RW09 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 0.5 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT ( 3° APCH PATH ) | 3000 | 2670 | 2360 | 2040 | 1720 | 1400 | 1080 | 760 | 600 | | | | |




**MISSED APPROACH:**
TRACK 083°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.

## NOTES

1. MAX IAS :
   GUPUG : 185KT.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-I GLS | **600** (205) 1.5 | | | |
| | | | | |
| CIRCLING | **1140** (706-2.4) | | **1450**(1016-4.0) | **1600**(1166-5.0) |
| ALTERNATE | (1206-4.4) | | (1516-6.0) | (1666-7.0) |

Changes: VAR, ALT RQMNTS AT GUPUG.

MMLGL04-178



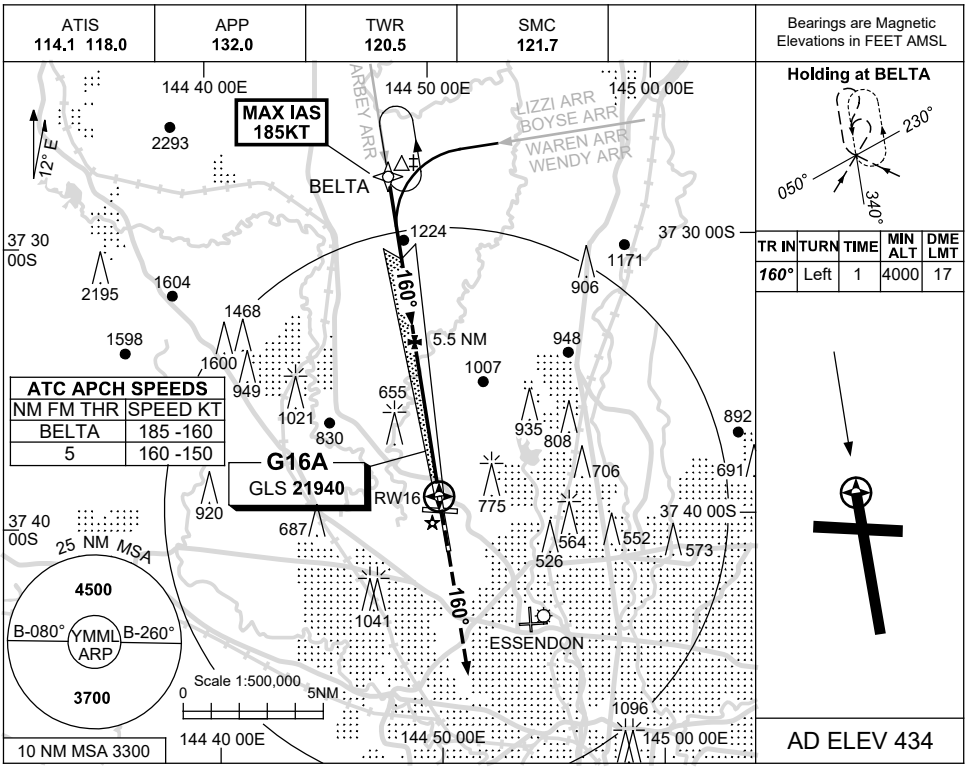
airservices australia

**USE QNH**

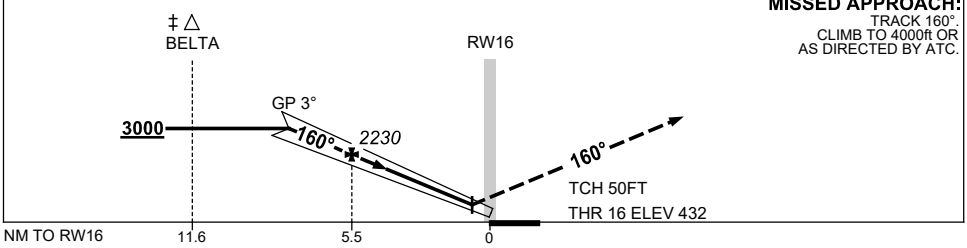
GLS RWY 16

**21 MAR 2024**

# MELBOURNE, VIC (YMML)




| NM TO RW16 | 7.9 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 0.5 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT ( 3° APCH PATH ) | 3000 | 2710 | 2390 | 2070 | 1760 | 1440 | 1120 | 800 | 640 | | | | |




**MISSED APPROACH:**
TRACK 160°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-I GLS | **640** (208) 0.8 550 RVR | | | |
| | | | | |
| CIRCLING | **1140** (706-2.4) | | **1450**(1016-4.0) | **1600**(1166-5.0) |
| ALTERNATE | (1206-4.4) | | (1516-6.0) | (1666-7.0) |

## NOTES

1. MAX IAS : BELTA : 185KT.

‡ 2. ACFT MAY BE RADAR VECTORED TO FNA OR JOIN PROCEDURE OFF STAR PRIOR TO FAF.

Changes: VAR.

MMLGL05-178



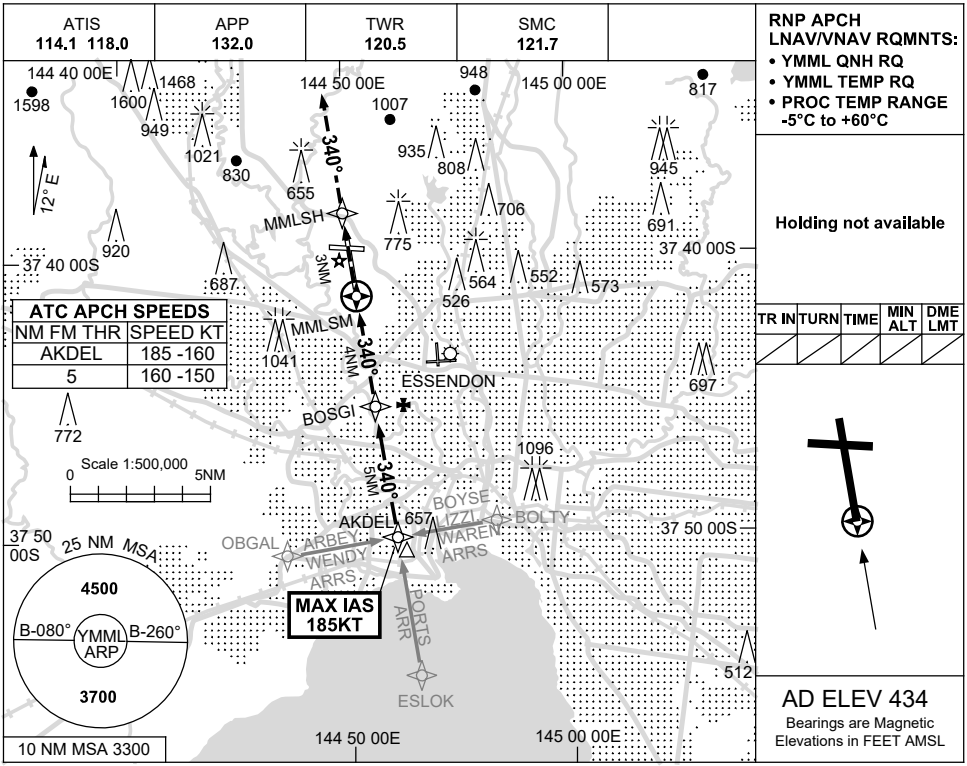
airservices australia

**USE QNH**

RNP RWY 34

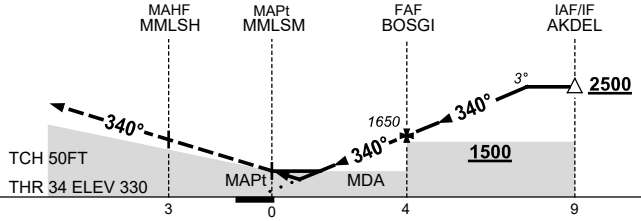
**21 MAR 2024**

# MELBOURNE, VIC (YMML)




| NM TO NEXT WPT | MMLSM | 1 | 1.3 | 2 | 3 | BOSGI | 1 | 2 | 2.7 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT ( 3° APCH PATH ) | | 690 | 780 | 1020 | 1340 | 1650 | 1970 | 2290 | 2500 | | | |

**MISSED APPROACH:**
TRACK DCT TO MMLSH,
THEN TRACK 340°.
CLIMB TO 4000ft
OR AS DIRECTED BY ATC.




## NOTES

1. MAX IAS:
AKDEL : 185KT.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV | **690** (360-2.0) | | | |
| LNAV | **780** (450-2.5) | | | |
| CIRCLING | **1140** (706-2.4) | | **1450** (1016-4.0) | **1600** (1166-5.0) |
| ALTERNATE | (1206-4.4) | | (1516-6.0) | (1666-7.0) |

Changes: VAR, Editorial.

MMLGN01-178



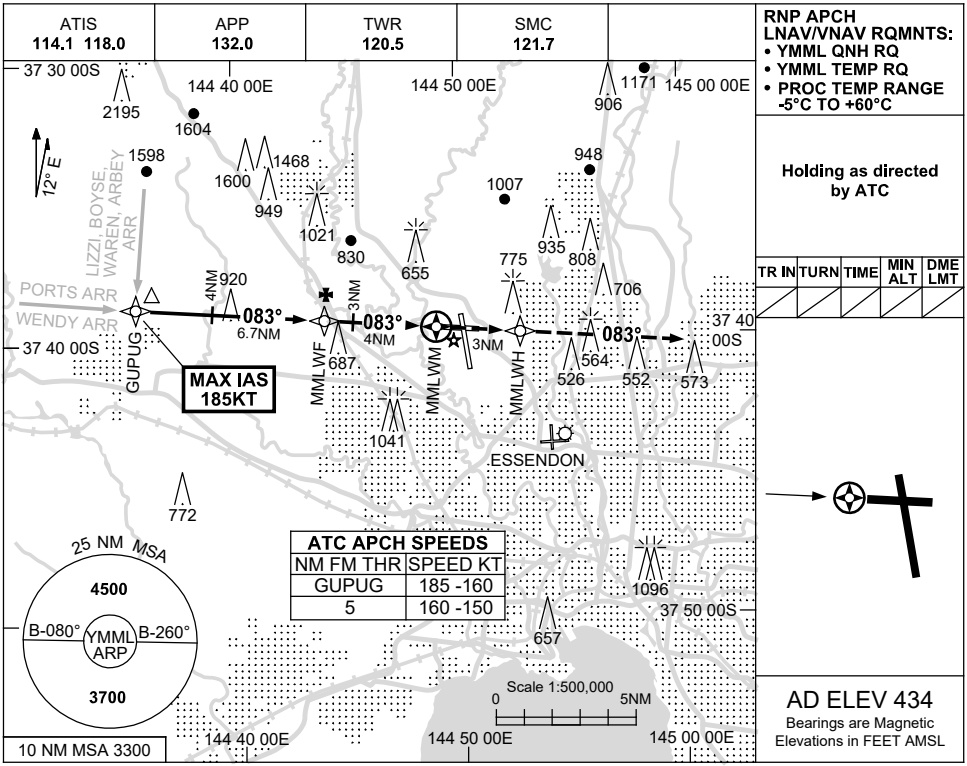
airservices australia

**USE QNH**

RNP RWY 09

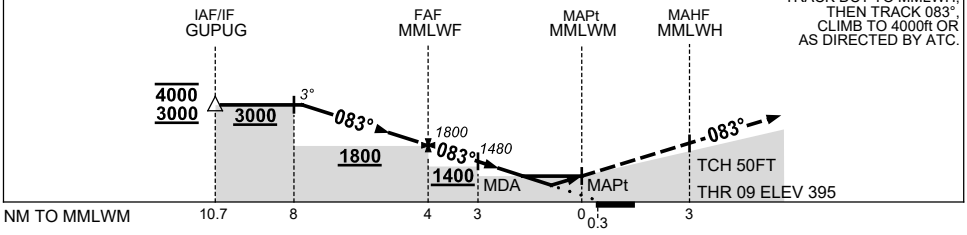
**21 MAR 2024**

# MELBOURNE, VIC (YMML)




| NM TO NEXT WPT | 3.8 | 3 | 2 | 1 | MMLWF | 3 | 2 | 1 | MMLWM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT ( 3° APCH PATH ) | 3000 | 2760 | 2440 | 2120 | 1800 | 1490 | 1170 | 840 | | | | |

**MISSED APPROACH:**
TRACK DCT TO MMLWH, THEN TRACK 083°, CLIMB TO 4000ft OR AS DIRECTED BY ATC.




## NOTES

1. MAX IAS: GUPUG : 185KT.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV | **760** (365-2.0) | | | |
| LNAV | **840** (445-2.5) | | | |
| CIRCLING | **1140** (706-2.4) | | **1450** (1016-4.0) | **1600** (1166-5.0) |
| ALTERNATE | (1206-4.4) | | (1516-6.0) | (1666-7.0) |

Changes: VAR, ALT RQMNTS AT GUPUG, Editorial.

MMLGN02-178



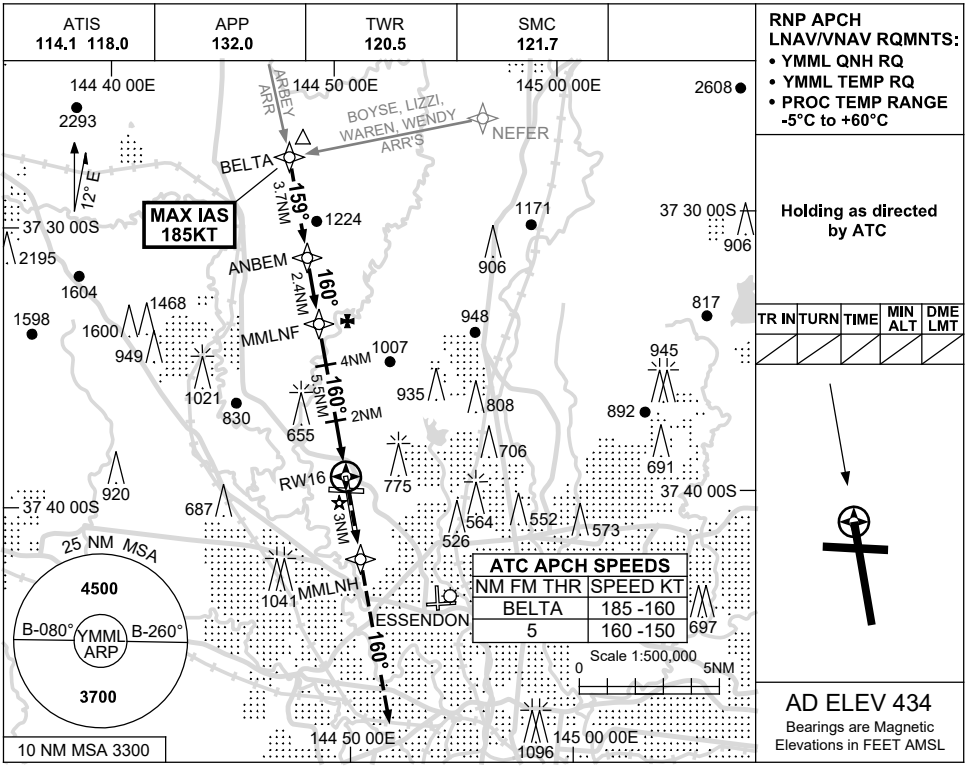
airservices australia

**USE QNH**

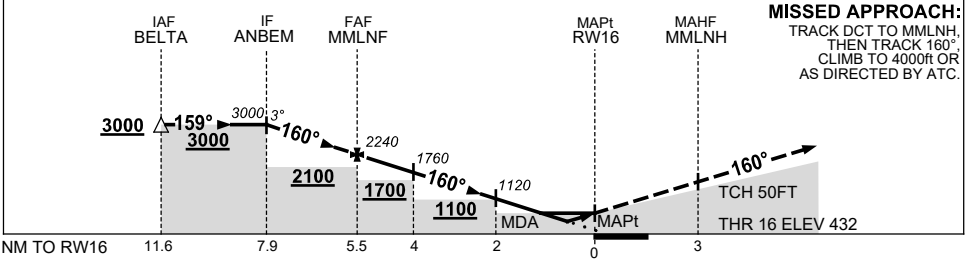
RNP Z RWY 16

**21 MAR 2024**

# MELBOURNE, VIC (YMML)




| NM TO NEXT WPT | ANBEM | 2 | 1 | MMLNF | 5 | 4 | 3 | 2 | 1.3 | 1 | RW16 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT ( 3° APCH PATH ) | 3000 | 2880 | 2560 | 2240 | 2070 | 1760 | 1440 | 1120 | 890 | 810 | | |




## NOTES

1. MAX IAS:
   BELTA : 185KT.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV | **810** (378-1.2) | | | |
| LNAV | **890** (456-1.7) | | | |
| CIRCLING | **1140** (706-2.4) | | **1450** (1016-4.0) | **1600** (1166-5.0) |
| ALTERNATE | (1206-4.4) | | (1516-6.0) | (1666-7.0) |

Changes: VAR, Editorial.

MMLGN03-178



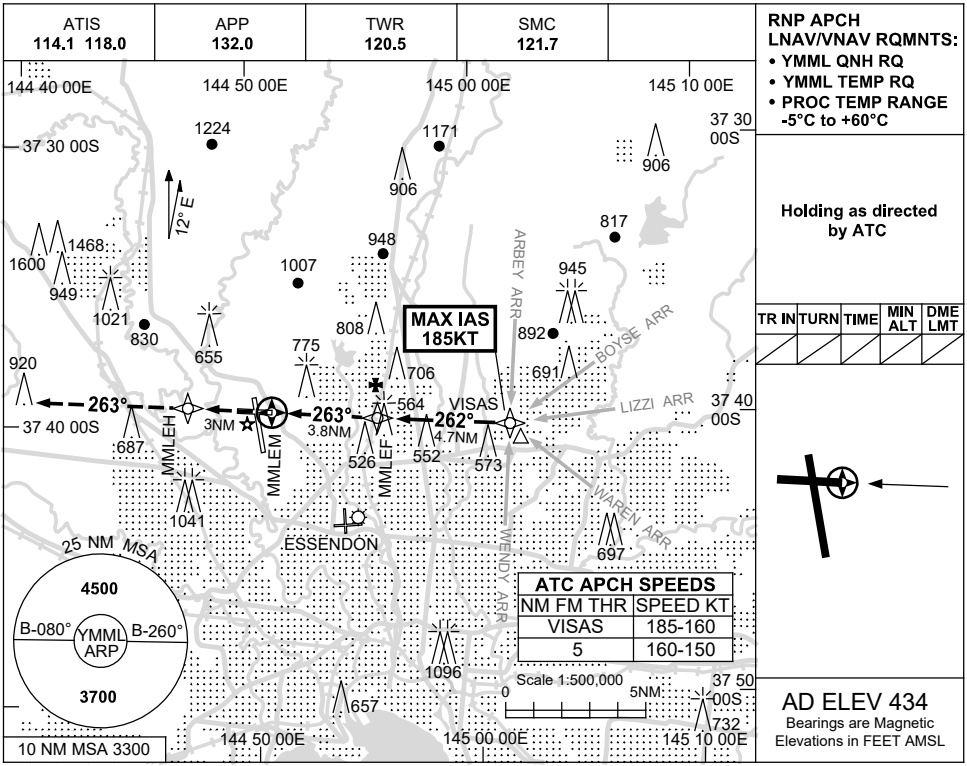
airservices australia

USE QNH

RNP RWY 27

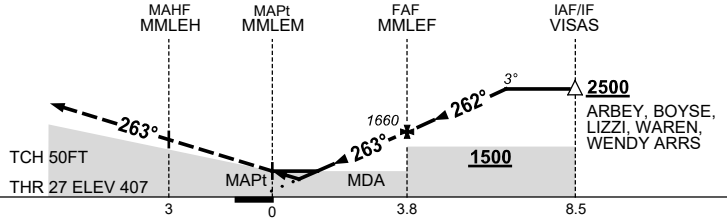
21 MAR 2024

# MELBOURNE, VIC (YMML)




| NM TO NEXT WPT | MMLEM | 1.4 | 1.5 | 2 | 3 | MMLEF | 1 | 2 | 2.6 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT ( 3° APCH PATH ) | | 900 | 950 | 1090 | 1410 | 1660 | 1980 | 2300 | 2500 | | | |

**MISSED APPROACH:**
TRACK DCT TO MMLEH,
THEN TRACK 263°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.




## NOTES

1. MAX IAS:
   VISAS : 185KT.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV | **900** (493-2.1) | | | |
| LNAV | **950** (543-2.4) | | | |
| CIRCLING | **1140** (706-2.4) | | **1450** (1016-4.0) | **1600** (1166-5.0) |
| ALTERNATE | (1206-4.4) | | (1516-6.0) | (1666-7.0) |

Changes: VAR, Editorial.

MMLGN04-178



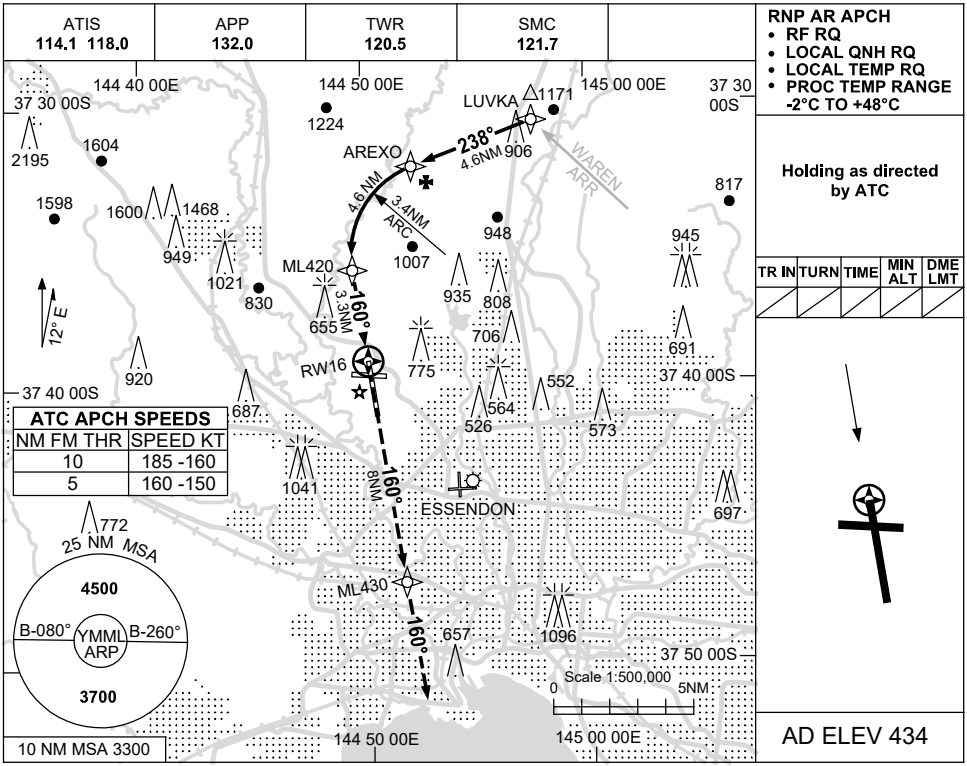
airservices australia

**FOR CASA APPROVED OPERATORS ONLY**

**21 MAR 2024** **USE QNH**

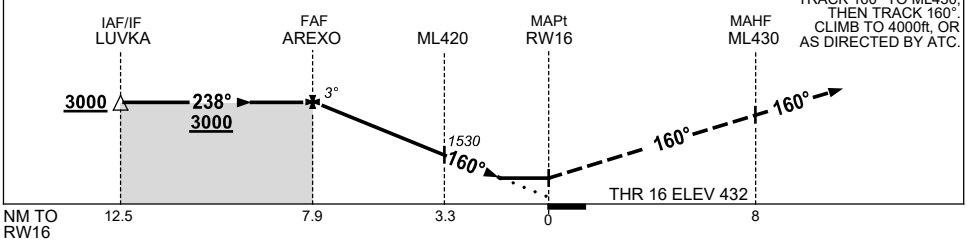
RNP M RWY 16 (AR)

# MELBOURNE, VIC (YMML)




| NM TO NEXT WPT | AREXO | 4 | 3 | 2 | 1 | ML420 | 3 | 2 | 1.1 | RW16 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT ( 3° APCH PATH ) | 3000 | 2800 | 2490 | 2170 | 1850 | 1530 | 1440 | 1120 | 820 | | | | |

**MISSED APPROACH:**
TRACK 160° TO ML430, THEN TRACK 160°, CLIMB TO 4000ft, OR AS DIRECTED BY ATC.




## NOTES

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP (0.3) | **890** (458-1.7) | | | |
| RNP (0.11) | **820** (388-1.3) | | | |
| CIRCLING | NOT AUTHORISED | | | |
| ALTERNATE | (1206-4.4) | | (1516-6.0) | (1666-7.0) |

Changes: VAR, Editorial.

MMLGN15-178



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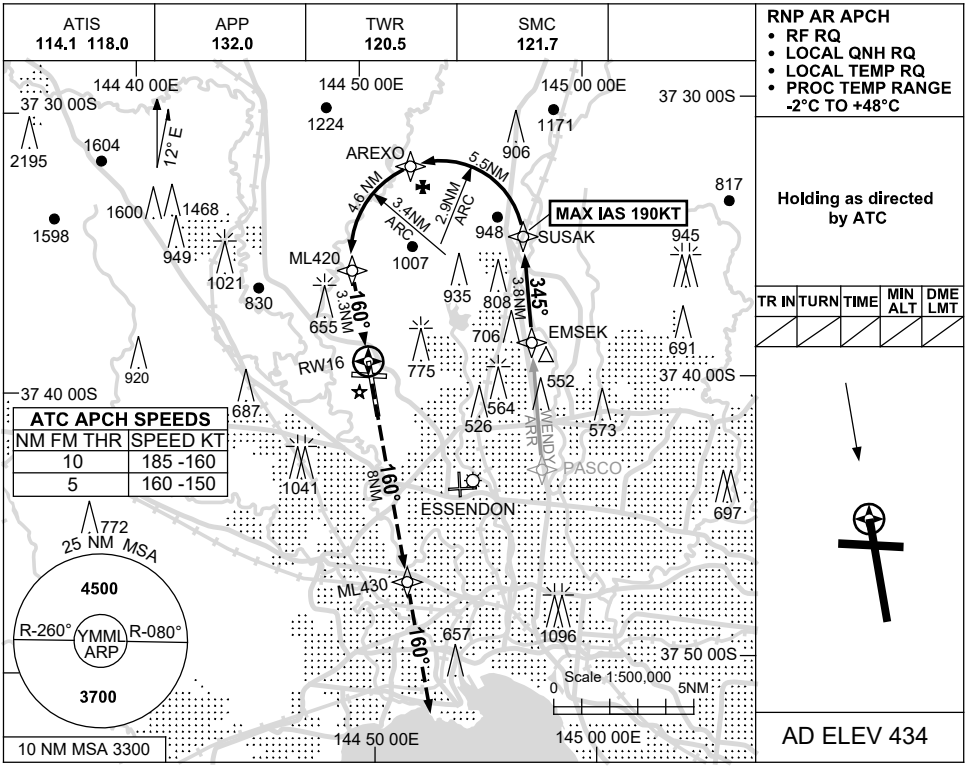
**FOR CASA APPROVED OPERATORS ONLY**

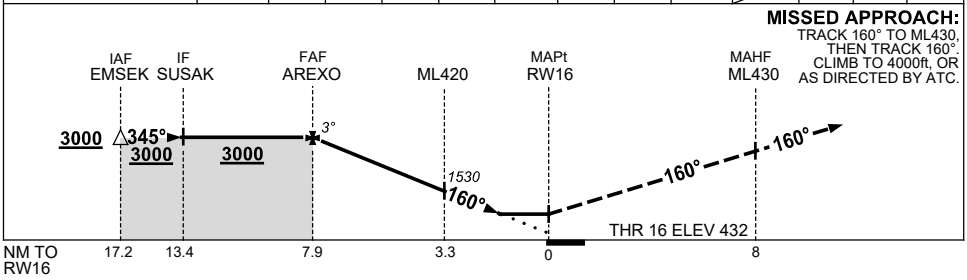
**21 MAR 2024** **USE QNH**

RNP P RWY 16 (AR)

# MELBOURNE, VIC (YMML)




| NM TO NEXT WPT | AREXO | 4 | 3 | 2 | 1 | ML420 | 3 | 2 | 1.1 | RW16 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT ( 3° APCH PATH ) | 3000 | 2800 | 2490 | 2170 | 1850 | 1530 | 1440 | 1120 | 820 | | | | |




**MISSED APPROACH:**
TRACK 160° TO ML430, THEN TRACK 160°. CLIMB TO 4000ft, OR AS DIRECTED BY ATC.

## NOTES

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP (0.3) | **890** (458-1.7) | | | |
| RNP (0.11) | **820** (388-1.3) | | | |
| CIRCLING | NOT AUTHORISED | | | |
| ALTERNATE | (1206-4.4) | | (1516-6.0) | (1666-7.0) |

Changes: VAR, Editorial.

MMLGN16-178



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**USE QNH**

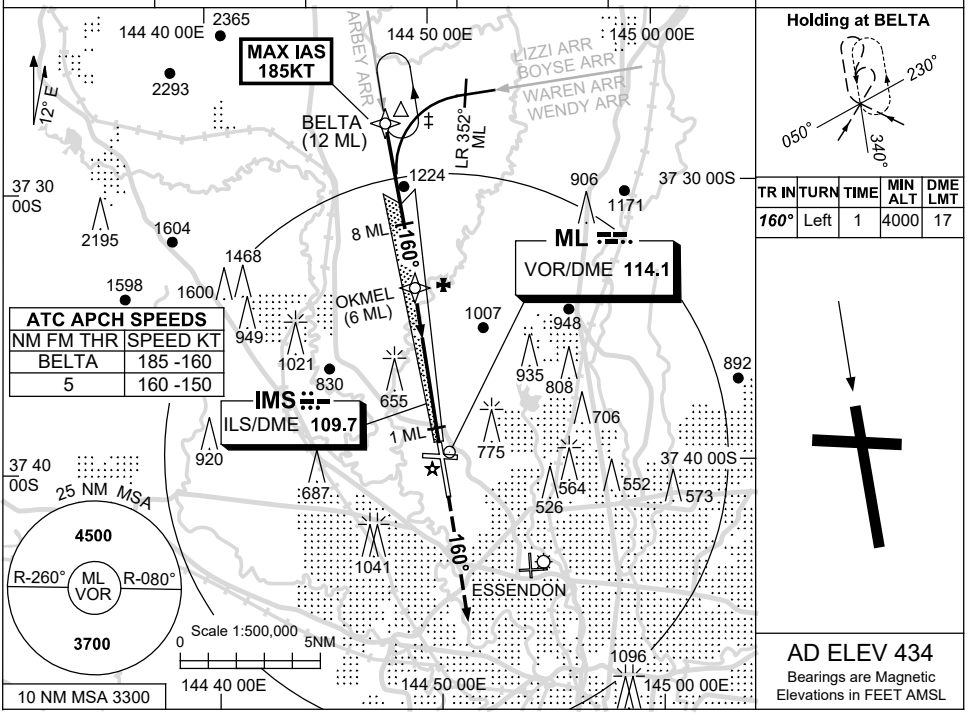
ILS-Y or LOC-Y RWY 16

**21 MAR 2024**

# MELBOURNE, VIC (YMML)

| ATIS | APP | TWR | SMC |
|---|---|---|---|
| 114.1 118.0 | 132.0 | 120.5 | 121.7 |

**NAVAID RQ:**
- **DME** or **GNSS**




**Holding at BELTA**




| TR IN | TURN | TIME | MIN ALT | DME LMT |
|---|---|---|---|---|
| *160°* | Left | 1 | 4000 | 17 |

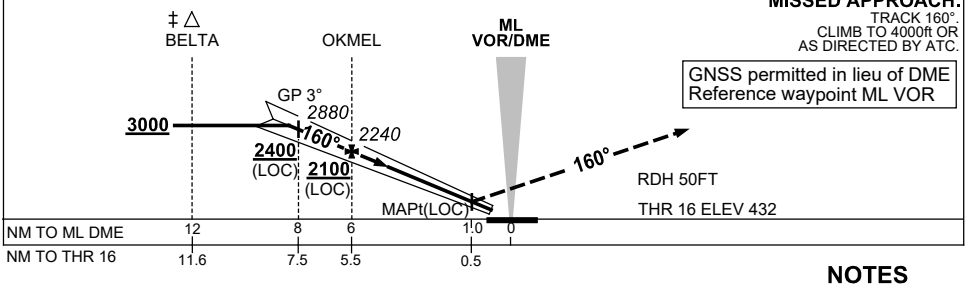
**ATC APCH SPEEDS**

| NM FM THR | SPEED KT |
|---|---|
| BELTA | 185 -160 |
| 5 | 160 -150 |

AD ELEV 434

Bearings are Magnetic
Elevations in FEET AMSL

| NM TO ML DME | 8.4 | 8 | 7 | 6 | 5 | 4 | 3 | 2.5 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT ( 3° APCH PATH ) | 3000 | 2880 | 2560 | 2240 | 1920 | 1610 | 1290 | 1140 | | | | | |




**MISSED APPROACH:**
TRACK 160°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.

GNSS permitted in lieu of DME
Reference waypoint ML VOR

## NOTES

1. MAX IAS : BELTA : 185KT.
2. ‡‡ SPECIAL ALT MNM 700/2.5 KM. (NOT APPLICABLE TO LOC/DME).
3. ‡ ACFT MAY BE RADAR VECTORED TO FNA OR JOIN PROCEDURE OFF STAR PRIOR TO FAF.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-I ILS | **640** (208) 0.8 | | 550 RVR | |
| S-I LOC | **1140** (706-3.1) | | | |
| CIRCLING | **1140** (706-2.4) | | **1450** (1016-4.0) | **1600** (1166-5.0) |
| ALTERNATE‡‡ | (1206-4.4) | | (1516-6.0) | (1666-7.0) |

Changes: VAR.

MMLII01-178



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**USE QNH**

ILS-Z or LOC-Z RWY 27

**5 SEP 2024**

# MELBOURNE, VIC (YMML)

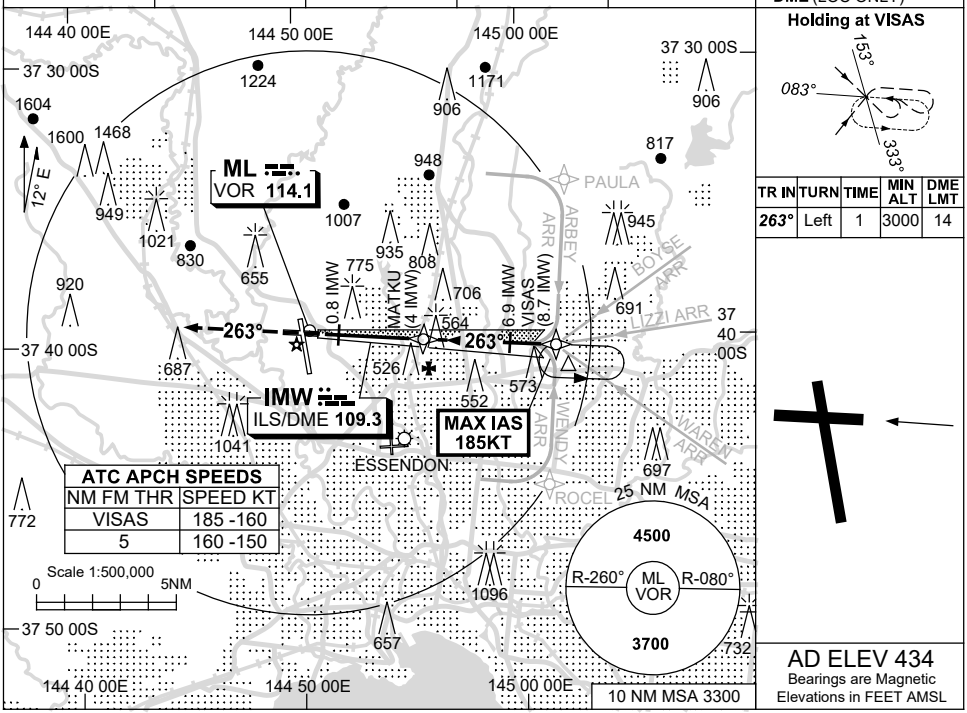
| ATIS | APP | TWR | SMC |
|---|---|---|---|
| 114.1 118.0 | 132.0 | 120.5 | 121.7 |

**NAVAID RQ:**
- **DME** or **GNSS** (ILS)
- **DME** (LOC ONLY)

**Holding at VISAS**




| TR IN | TURN | TIME | MIN ALT | DME LMT |
|---|---|---|---|---|
| 263° | Left | 1 | 3000 | 14 |




| ATC APCH SPEEDS | |
|---|---|
| NM FM THR | SPEED KT |
| VISAS | 185 -160 |
| 5 | 160 -150 |

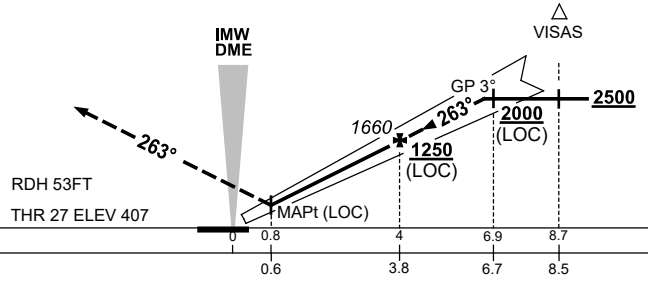
AD ELEV 434

Bearings are Magnetic

Elevations in FEET AMSL

| NM TO IMW DME | 1.5 | 2 | 3 | 4 | 5 | 6 | 6.6 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT ( 3° APCH PATH ) | 880 | 1040 | 1360 | 1660 | 1990 | 2310 | 2500 | | | | | | |

**MISSED APPROACH:**
TRACK 263°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.




## NOTES

1. MAX IAS :
   VISAS : 185KT.
2. SPECIAL ALTN MNM 700/2.5 KM.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-I ILS | | **610** (203) 0.8 | 550 RVR | |
| S-I LOC | | **880** (473-1.9) | | |
| CIRCLING | **1140** (706-2.4) | | **1450** (1016-4.0) | **1600** (1166-5.0) |
| ALTERNATE** | (1206-4.4) | | (1516-6.0) | (1666-7.0) |

Changes: Editional.

MMLII02-180



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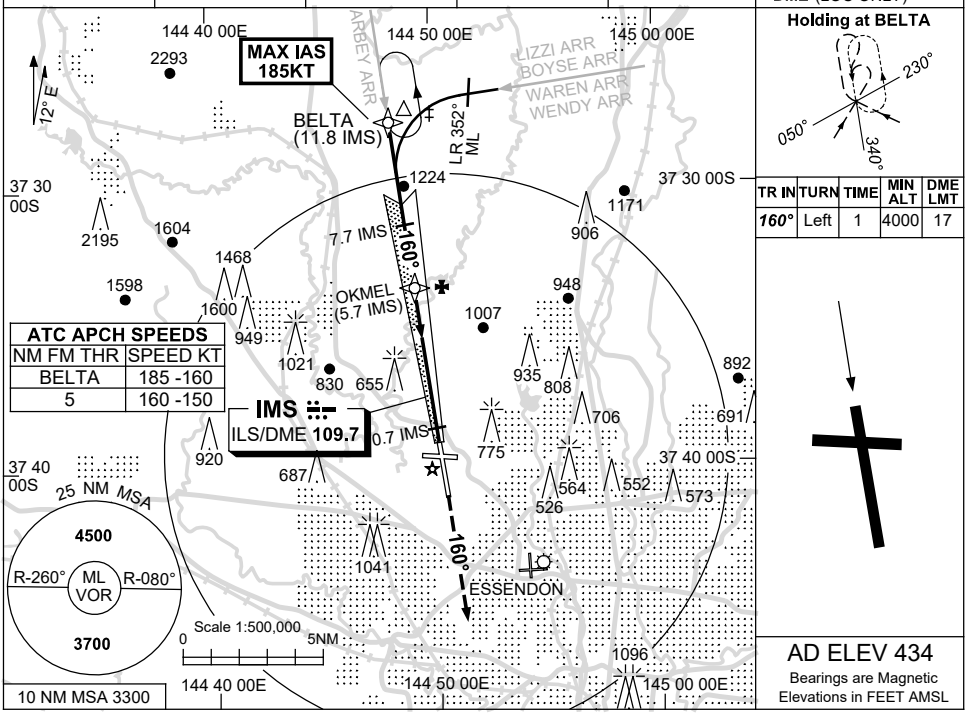
**21 MAR 2024**

# MELBOURNE, VIC (YMML)

| ATIS | APP | TWR | SMC |
|---|---|---|---|
| 114.1 118.0 | 132.0 | 120.5 | 121.7 |

**NAVAID RQ:**
- **DME** or **GNSS** (ILS)
- **DME** (LOC ONLY)




**Holding at BELTA**




| TR IN | TURN | TIME | MIN ALT | DME LMT |
|---|---|---|---|---|
| *160°* | Left | 1 | 4000 | 17 |

**ATC APCH SPEEDS**

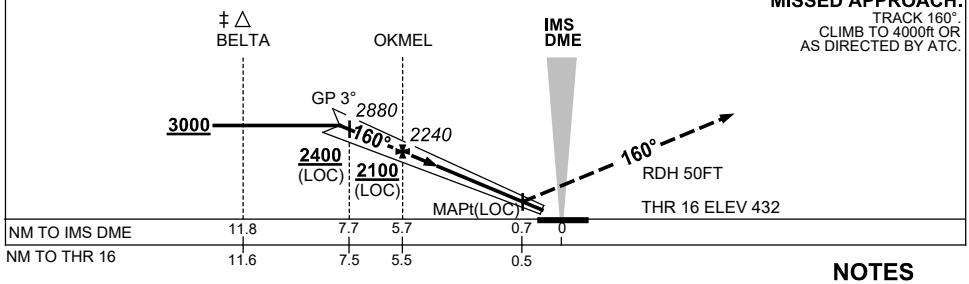
| NM FM THR | SPEED KT |
|---|---|
| BELTA | 185 -160 |
| 5 | 160 -150 |

AD ELEV 434

Bearings are Magnetic
Elevations in FEET AMSL

| NM TO IMS DME | 8.1 | 7.7 | 7 | 5.7 | 5 | 4 | 3 | 2.3 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT ( 3° APCH PATH ) | 3000 | 2880 | 2650 | 2240 | 2010 | 1690 | 1370 | 1140 | | | | | |

**MISSED APPROACH:**
TRACK 160°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.




## NOTES

1. MAX IAS :
   BELTA : 185KT.
‡‡ 2. SPECIAL ALT MNM 700/2.5 KM. (NOT APPLICABLE TO LOC/DME).
‡ 3. ACFT MAY BE RADAR VECTORED TO FNA OR JOIN PROCEDURE OFF STAR PRIOR TO FAF.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-I ILS | **640** (208) 0.8 550 RVR | | | |
| S-I LOC | **1140** (706-3.1) | | | |
| CIRCLING | **1140** (706-2.4) | | **1450** (1016-4.0) | **1600** (1166-5.0) |
| ALTERNATE‡‡ | (1206-4.4) | | (1516-6.0) | (1666-7.0) |

Changes: VAR.

MMLII03-178



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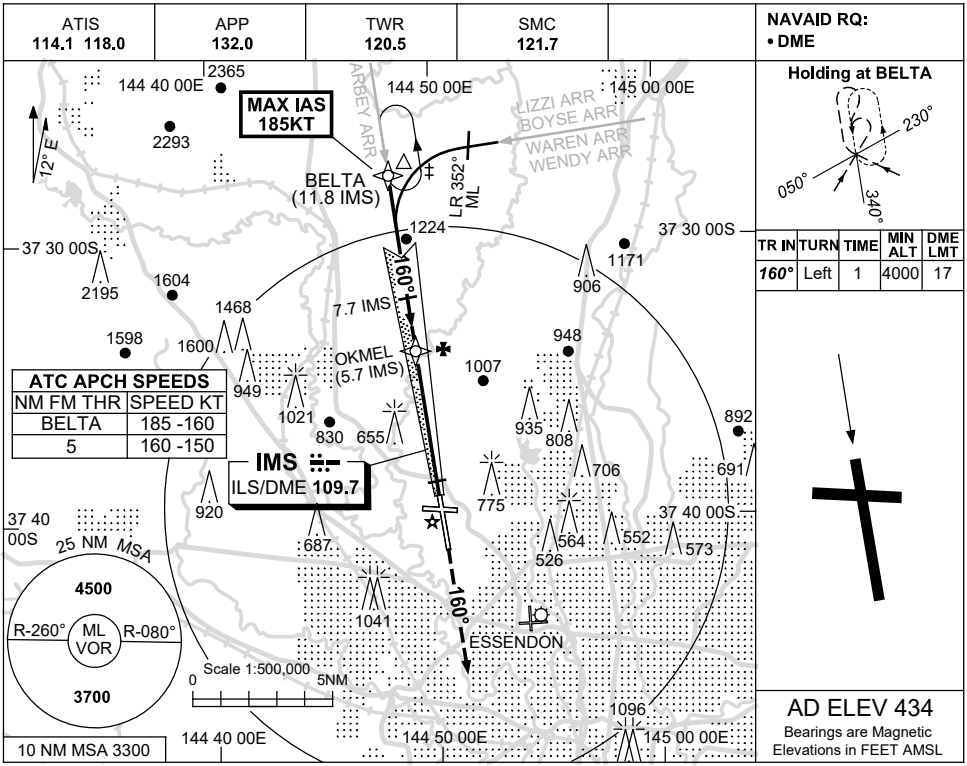
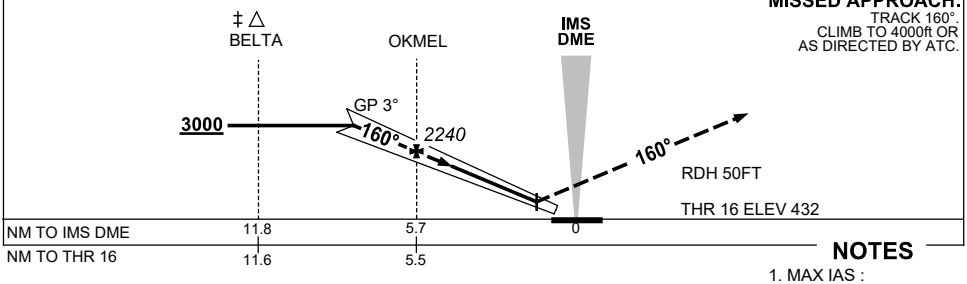
21 MAR 2024

# MELBOURNE, VIC (YMML)

| ATIS | APP | TWR | SMC |
|---|---|---|---|
| 114.1 118.0 | 132.0 | 120.5 | 121.7 |




| NM TO IMS DME | 8.1 | 7.7 | 7 | 5.7 | 5 | 4 | 3 | 2 | 1 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT ( 3° APCH PATH ) | 3000 | 2880 | 2650 | 2240 | 2010 | 1690 | 1370 | 1050 | 740 | | | | |




**MISSED APPROACH:**
TRACK 160°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-I ILS CAT IIIb | | | 75 RVR | |
| S-I ILS CAT IIIa | | **482** (50) | 175 RVR | |
| S-I ILS CAT II | | **532** (100) | 300 RVR | |
| ALTERNATE‡‡ | (1206-4.4) | | (1516-6.0) | (1666-7.0) |

## NOTES

1. MAX IAS : BELTA : 185KT.
2. SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED.
‡‡ 3. SPECIAL ALT MNM 700/2.5KM.
‡ 4. ACFT MAY BE RADAR VECTORED TO JOIN PROCEDURE FM STAR PRIOR TO FAP.

Changes: VAR.

MMLII04-178



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**USE QNH**

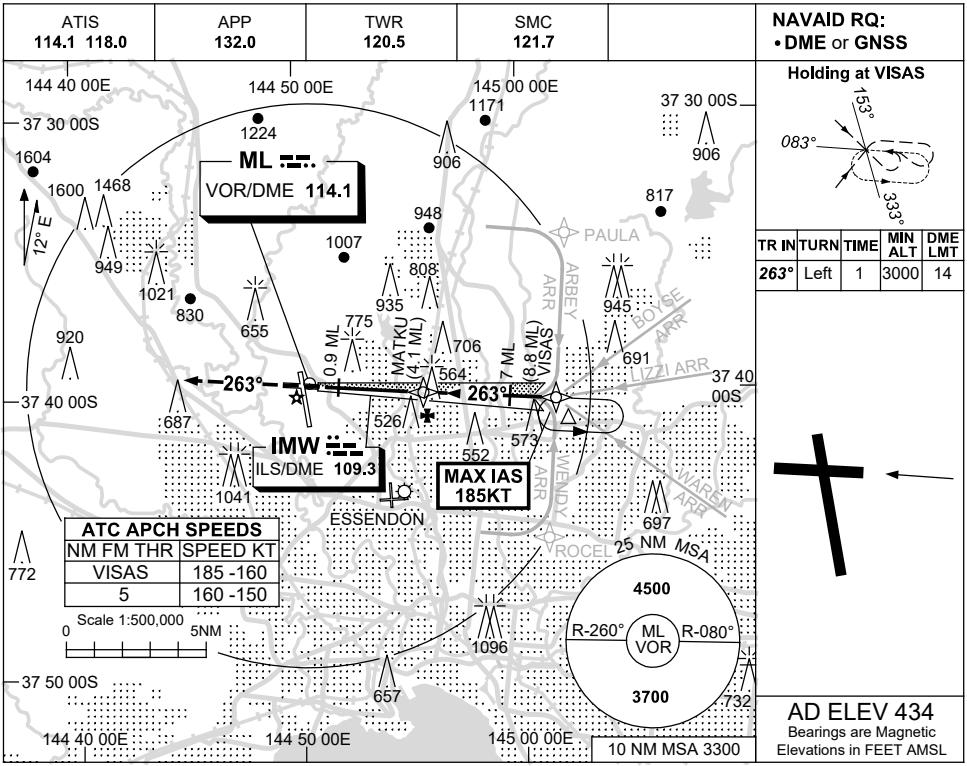
ILS-Y or LOC-Y RWY 27

**5 SEP 2024**

# MELBOURNE, VIC (YMML)

| ATIS | APP | TWR | SMC |
|---|---|---|---|
| 114.1 118.0 | 132.0 | 120.5 | 121.7 |

**NAVAID RQ:**
- **DME** or **GNSS**




**Holding at VISAS**




| TR IN | TURN | TIME | MIN ALT | DME LMT |
|---|---|---|---|---|
| 263° | Left | 1 | 3000 | 14 |

AD ELEV 434

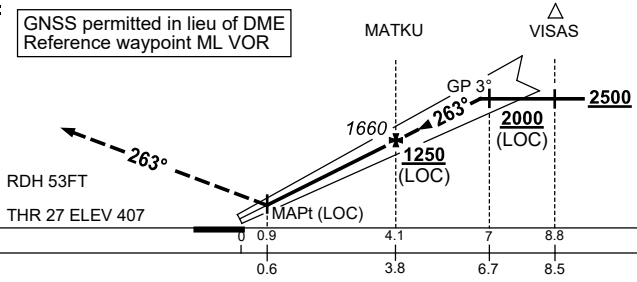
Bearings are Magnetic

Elevations in FEET AMSL

| NM TO ML DME | 1.6 | 2 | 3 | 4.1 | 5 | 6 | 6.7 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT ( 3° APCH PATH ) | 880 | 1000 | 1320 | 1660 | 1960 | 2270 | 2500 | | | | | | |

**MISSED APPROACH:**
TRACK 263°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.

GNSS permitted in lieu of DME
Reference waypoint ML VOR




## NOTES

1. MAX IAS:
   VISAS : 185KT.
2. SPECIAL ALTN MNM 700/2.5 KM.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-I ILS | | **610** (203) 0.8 | 550 RVR | |
| S-I LOC | | **880** (473-1.9) | | |
| CIRCLING | **1140** (706-2.4) | | **1450** (1016-4.0) | **1600** (1166-5.0) |
| ALTERNATE** | (1206-4.4) | | (1516-6.0) | (1666-7.0) |

Changes: Editional.

MMLII05-180



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# MELBOURNE NOISE ABATEMENT PROCEDURES

1 - **PREFERRED RUNWAY MODES** (applicable to all aircraft)

1.1 (a) **0600 - 2300 HR local time**

| RUNWAY MODE | | | |
|---|---|---|---|
| **PRIORITY** | **LANDING** | **TAKE-OFF** | **NOTES** |
| 1 (equal) | Runway 16 | Runway 27 | *See Note 1* |
| 1 (equal) | Runway 27 | Runway 27 & 34 | *See Note 2* |
| 2 | Runway 09 | Runway 16 | *See Note 7* |
| 3 | Runway 27 | Runway 27 | |
| 4 | Runway 34 or 16 | Runway 34 or 16 | |
| 5 | Runway 09 | Runway 09 | *See Note 3* |

(b) **0600 - 2300 HR local time (high capacity landing modes)**

| RUNWAY MODE | | | |
|---|---|---|---|
| **PRIORITY** | **LANDING** | **TAKE-OFF** | **NOTES** |
| 1 (equal) | Runway 27 & 34 (LAHSO) | Runway 27 | *See Note 4* |

(c) **2300 - 0600 HR local time**

| RUNWAY MODE | | | |
|---|---|---|---|
| **PRIORITY** | **LANDING** | **TAKE-OFF** | **NOTES** |
| 1 | Runway 16 | Runway 27 | *Except as per Note 5*<br>*See also Note 6* |
| 2 | Runway 27 | Runway 27 & 34 | *See Note 2 & 5* |
| 3 | Runway 27 | Runway 27 | |
| 4 | Runway 34 or 16 | Runway 34 or 16 | |
| 5 | Runway 09 | Runway 09 | *See Note 3* |

**Notes:**

1. Runway 16 take-off permitted for south and east bound routes, subject to traffic by:
   i. propeller-driven aircraft, the noise emissions from which do not exceed 90EPNdB (eg: DHC8, SF34); or
   ii. jet aircraft up to B737/A320 size, but only when there is a significant ground delay for a departure from RWY 27.
2. Runway 34 landing is permitted, subject to traffic, for arrivals via the PORTS STAR through south-west to the WENDY STAR.
3. Runway 09 is equal first priority for landing but lowest priority for take-off. Ad-hoc landings on runway 09 may be available when suitable with overall traffic management.
4. High capacity modes may be used during peak arrival periods when significant airborne delays would otherwise occur.
5. Night jet departures: When there are jet departures requiring the longer runway for take-off, priority 2 mode may be nominated by ATC instead of priority 1.
6. Runway 34 landing is permitted, subject to traffic, for arrivals via the WENDY STAR.
7. Not available between 2300-0600 local time.





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1.2 - Between the hours of 2300 and 0600 local, jet aircraft departing runway 16 must use the full runway length.

1.3 - Jet noise abatement climb procedures apply for runways 16 and 09.

## 2 - PREFERRED FLIGHT PATHS

2.1 - The minimum height over densely populated areas is:
- Jet aircraft 5000FT AGL;
- Non-jet aircraft 3000FT AGL;

except where impractical in the normal course of operation to and from the airport runways.

2.2 - ATC shall normally process IFR departing aircraft via Standard Instrument Departures. When a departing aircraft is not following a procedural SID, ATC shall process the aircraft via flight paths that approximate relevant SID tracks, where possible, and in compliance with para 2.1.

2.3 - IFR arriving aircraft must be processed via STAR tracks (where available), although aircraft may be radar vectored from STAR down-wind or base leg to final approach. Otherwise, STAR tracking may only be varied if essential for sequencing or separation. Non-STAR tracking must comply with para 2.1.

2.4 - When RWY 16 is in use:

Aircraft for left base will be tracked via:

i. STAR track via BELTA; or

ii. Visual track for left base to ROKDL; provided that

(a) Aircraft must not be track shortened prior to HORUS waypoint (20 ML) from the LIZZI STAR or VALES waypoint (30 ML) from the BOYSE STAR; or

(b) If separation requires aircraft to be positioned north of the STAR base leg, ATC should route aircraft clear of Wallan township. If avoidance of Wallan is not possible, then overflight by jet aircraft should be at or above 6000FT AMSL whenever practicable.

2.5 - When RWY 34 is in use:

(1) Aircraft for right base:

i. Must follow STAR track via Essendon Airport; or

ii. If separation requires, may be RADAR VECTORED south of Essendon Airport to intercept runway centreline.

(2) Aircraft for straight-in approach or left base:

i. Must follow the applicable STAR; or

ii. Between 0600 and 2300 local only, may be RADAR VECTORED to be established on runway centreline not closer than 5 DME ML (3.5 NM from touchdown).

2.6 - Between the hours of 2300 and 0600 local, aircraft from the south-east must not proceed west of the ONAGI - MONTY track until MONTY, except that aircraft requiring to land on Runway 09 or 34 may proceed via the PORTS STAR.

## 3 - TRAINING FLIGHTS

See AIP/ERSA

## 1 - MELBOURNE-DEPARTING AIRCRAFT

1.1 - Whenever possible, complete cockpit checks prior to line-up and keep any checks requiring completion on the runway to a minimum.

1.2 - On receipt of line up clearance, taxi into position as soon as possible. Do not backtrack.

1.3 - Pilots and ATC should endeavour to keep aircraft moving and avoid a standing start.

1.4 - Commence the take off roll as soon as take off clearance is issued.

## 2 - MELBOURNE-ARRIVING AIRCRAFT

2.1 - By day, ATC may use 2400M runway separation between aircraft arriving to Runway 16/34. Both aircraft may occupy the runway during application of the standard.

2.2 - By day or night, ATC may use 2.5NM spacing between aircraft arriving to Runway 16/34 and Runway 27. Expect to vacate the runway via the Rapid Exit Taxiways (RETs) specified in the table below.

2.3 - To ensure minimum runway occupancy time and support optimum spacing on final, whenever operational conditions permit, expect to vacate the runway via the exit taxiways specified in the table below.

2.4 - Plan a predictable and efficient exit from the runway and if an exit other than the preferred is required, advise tower on first contact.

2.5 - Landing Exit Distance (LED), the distance from the threshold to the furthest edge of the exit taxiway, are provided to assist planning.

| | Aircraft Type | TWY Exits | LED (Metres) |
|---|---|---|---|
| **RWY 16** | **All aircraft** | E<br>**G***<br>J | 1354<br>**1945**<br>2905 |
| **RWY 34** | **All aircraft** | **F***<br>E<br>C | **1810**<br>2347<br>3361 |
| **RWY 27** | **All aircraft**<br>**Heavy** | **N***<br>M | **1630**<br>2286 |
| **RWY 09** | **Turboprop**<br>**Other aircraft** | **A**<br>**P**<br>Q | **1658**<br>**2286**<br>2286 |

Note 1: Preferred exits are **bold and underlined**.

Note 2: * Indicates Rapid Exit Taxiway (RET) and maximum design ground speeds are 53KT (50KT WET)





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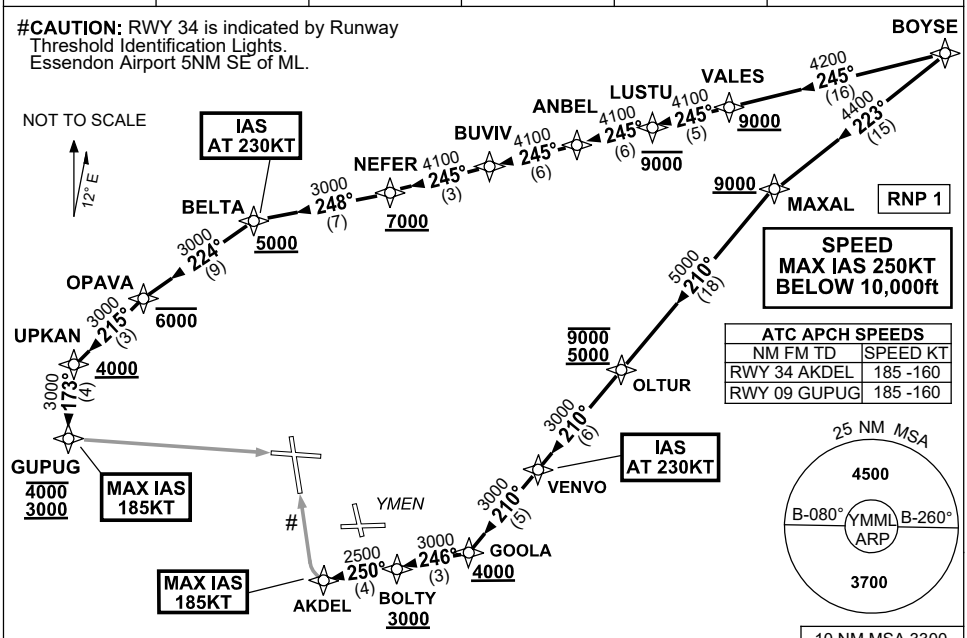
| ATIS | APP | TWR | SMC | | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---|---|---|---|---|---|
| 114.1 118.0 | 132.0 | 120.5 | 121.7 | | |




## ARRIVAL: BOYSE EIGHT ALPHA (NON-JET)

### RWY 09:

- From BOYSE track 245° to VALES
  **Cross** VALES AT or ABV 9000ft
- Track 245° to LUSTU
  **Cross** LUSTU AT or BLW 9000ft
- Track 245° to ANBEL
- Track 245° to BUVIV
- Track 245° to NEFER
  **Cross** NEFER AT or ABV 7000ft
- Turn RIGHT, track 248° to BELTA
  **Cross** BELTA AT or ABV 5000ft
  **IAS AT** 230KT from BELTA
- Turn LEFT, track 224° to OPAVA
  **Cross** OPAVA AT or BLW 6000ft
- Turn LEFT, track 215° to UPKAN
  **Cross** UPKAN AT or ABV 4000ft
- Turn LEFT, track 173° to GUPUG
  **Cross** GUPUG BTN 3000ft and 4000ft
  MAX IAS 185KT from GUPUG
- Track via GLS RWY 09 or RNP RWY 09

### RWY 34:

- From BOYSE track 223° to MAXAL
  **Cross** MAXAL AT or ABV 9000ft
- Turn LEFT, track 210° to OLTUR
  **Cross** OLTUR BTN 5000ft and 9000ft
- Track 210° to VENVO
  **IAS AT** 230KT from VENVO
- Track 210° to GOOLA
  **Cross** GOOLA AT or ABV 4000ft
- Turn RIGHT, track 246° to BOLTY
  **Cross** BOLTY AT or ABV 3000ft
- Turn RIGHT, track 250° to AKDEL
  MAX IAS 185KT from AKDEL
- Track via GLS RWY 34 or RNP RWY 34

### COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: VAR.





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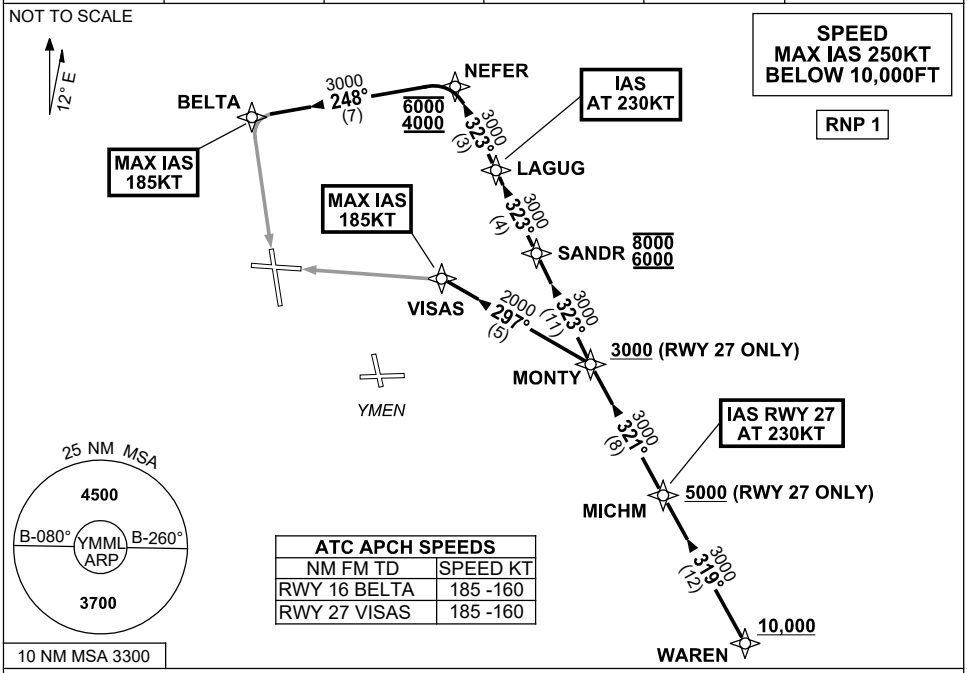
| ATIS | APP | TWR | SMC | | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---|---|---|---|---|---|
| 114.1 118.0 | 132.0 | 120.5 | 121.7 | | |




| ATC APCH SPEEDS | |
|---|---|
| NM FM TD | SPEED KT |
| RWY 16 BELTA | 185 -160 |
| RWY 27 VISAS | 185 -160 |

**ARRIVAL:** **WAREN EIGHT ALPHA**

**Cross** WAREN AT or ABV 10,000ft, then:

**RWY 16:**

- From WAREN track 319° to MICHM
- Turn RIGHT, track 321° to MONTY
- Turn RIGHT, track 323° to SANDR
  **Cross** SANDR BTN 6000ft and 8000ft
- Track 323° to LAGUG
  **IAS AT** 230KT from LAGUG
- Track 323° to NEFER
  **Cross** NEFER BTN 4000ft and 6000ft
- Turn LEFT, track 248° to BELTA
  MAX IAS 185KT from BELTA
- Track via GLS RWY 16 or ILS RWY 16 or RNP Z RWY 16 or LOC RWY 16

**RWY 27:**

- From WAREN track 319° to MICHM
  **Cross** MICHM AT or ABV 5000ft
  **IAS AT** 230KT from MICHM
- Track 321° to MONTY
  **Cross** MONTY AT or ABV 3000ft
- Turn LEFT, track 297° to VISAS
  MAX IAS 185KT from VISAS
- Track via GLS RWY 27 or ILS RWY 27 or RNP RWY 27 or LOC RWY 27

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: VAR, Editorial.



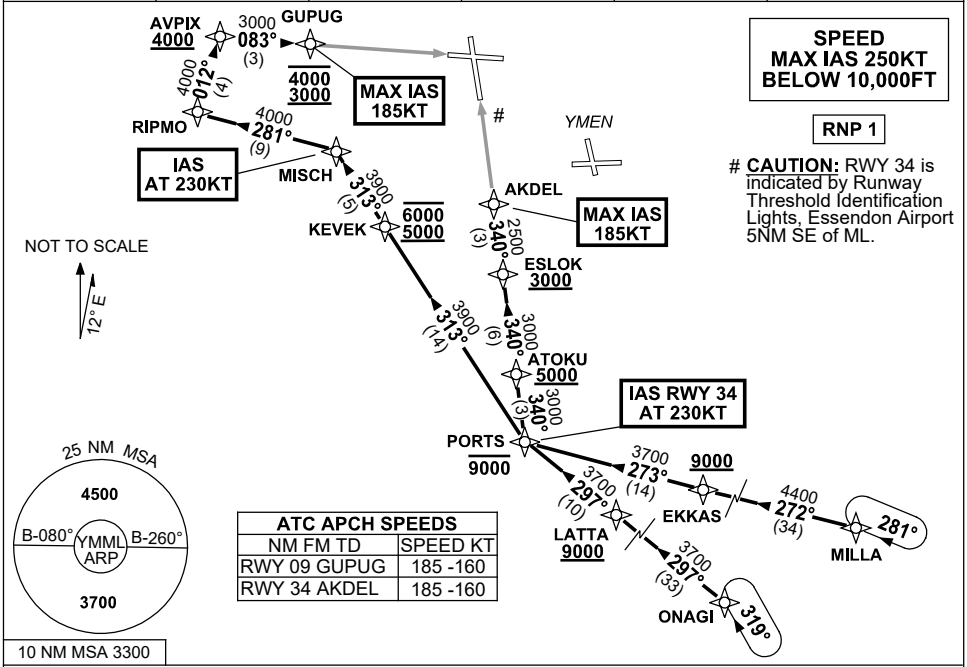


airservices australia

**21 MAR 2024**

# MELBOURNE, VIC (YMML)

| ATIS | APP/DEP | TWR | SMC | | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---|---|---|---|---|---|
| 114.1 118.0 | 129.4 | 120.5 | 121.7 | | |




| ATC APCH SPEEDS | |
|---|---|
| NM FM TD | SPEED KT |
| RWY 09 GUPUG | 185 -160 |
| RWY 34 AKDEL | 185 -160 |

## TRANSITIONS:

**MILLA:** From MILLA to PORTS:
- Track 272° to EKKAS
  **Cross** EKKAS AT or ABV 9000ft
- Track 273° to PORTS
  **Cross** PORTS AT or BLW 9000ft
- Then follow ARRIVAL instruction

**ONAGI:** From ONAGI to PORTS:
- Track 297° to LATTA
  **Cross** LATTA AT or ABV 9000ft
- Track 297° to PORTS
  **Cross** PORTS AT or BLW 9000ft
- Then follow ARRIVAL instruction

## ARRIVAL: PORTS SEVEN ALPHA

**RWY 09:** From PORTS:
- Turn RIGHT, track 313° to KEVEK
  **Cross** KEVEK BTN 5000ft and 6000ft
- Track 313° to MISCH
  **IAS AT** 230KT from MISCH
- Turn LEFT, track 281° to RIPMO
- Turn RIGHT, track 012° to AVPIX
  **Cross** AVPIX AT or ABV 4000ft
- Turn RIGHT, track 083° to GUPUG
  **Cross** GUPUG BTN 3000ft and 4000ft
  MAX IAS 185KT from GUPUG
- Track via GLS RWY 09 or RNP RWY 09

**RWY 34:** From PORTS:
  **IAS AT** 230KT from PORTS
- Turn RIGHT, track 340° to ATOKU
  **Cross** ATOKU AT or ABV 5000ft
- Track 340° to ESLOK
  **Cross** ESLOK AT or ABV 3000ft
- Track 340° to AKDEL
  MAX IAS 185KT from AKDEL
- Track via GLS RWY 34 or
  RNP RWY 34

## COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

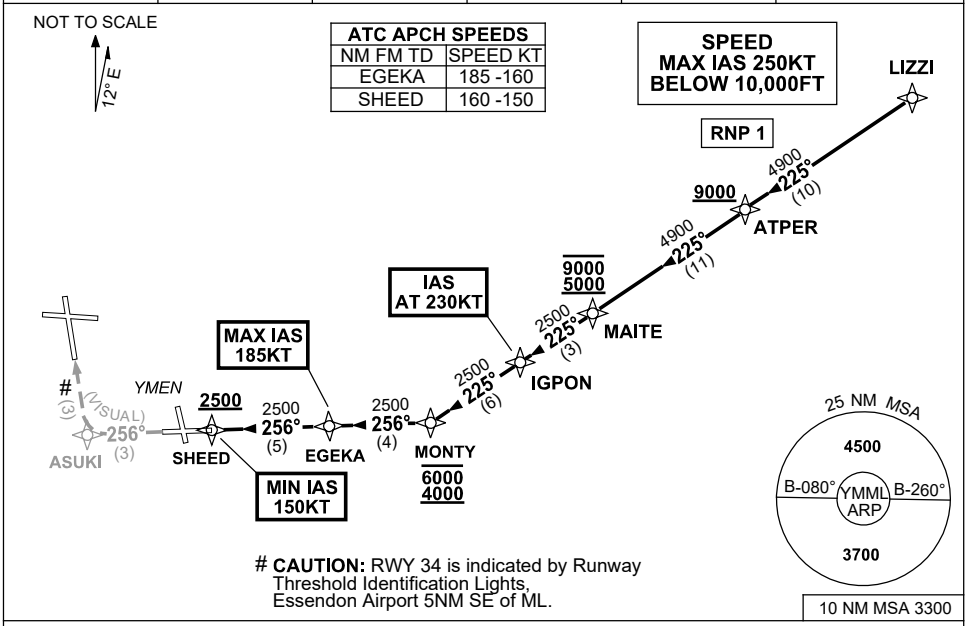
Changes: VAR, Editorial.





airservices australia

| ATIS | APP | TWR | SMC | | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---|---|---|---|---|---|
| 114.1 118.0 | 132.0 | 120.5 | 121.7 | | |




**ARRIVAL:** **LIZZI NINE VICTOR**

**RWY 34 :**

- From LIZZI track 225° to ATPER
  **Cross** ATPER AT or ABV 9000ft
- Track 225° to MAITE
  **Cross** MAITE BTN 5000ft and 9000ft
- Track 225° to IGPON
  **IAS AT** 230KT from IGPON
- Track 225° to MONTY
  **Cross** MONTY BTN 4000ft and 6000ft
- Turn RIGHT, track 256° to EGEKA
  MAX IAS 185KT from EGEKA
- Track 256° to SHEED
  **Cross** SHEED AT or ABV 2500ft
  MIN IAS 150KT from SHEED
- Track 256° VISUAL to ASUKI
- Turn RIGHT for VISUAL intercept of final RWY 34

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

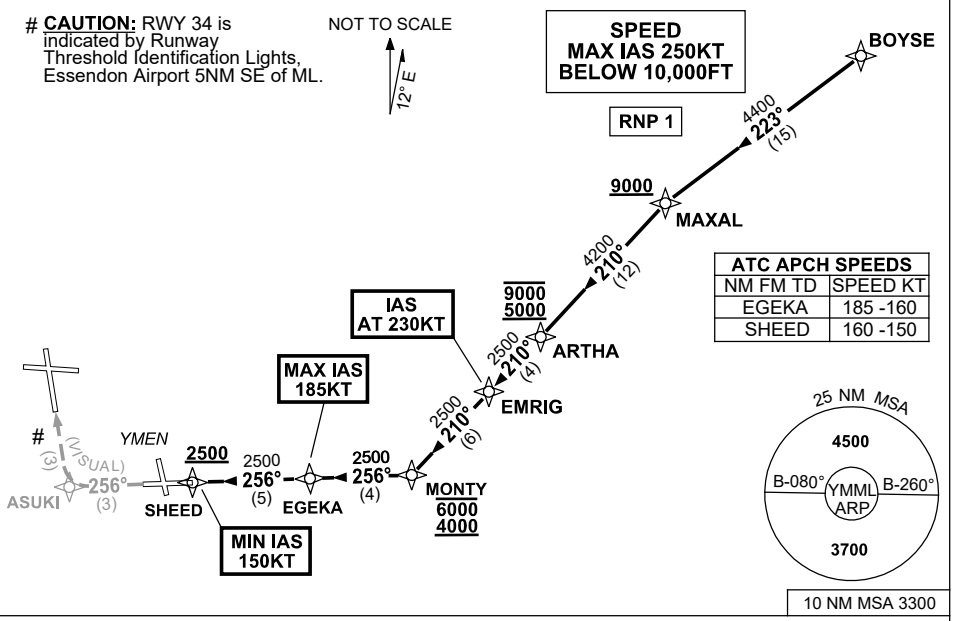
Changes: VAR, Editorial.

MMLSR08-178



airservices australia

| ATIS | APP | TWR | SMC | | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---|---|---|---|---|---|
| 114.1 118.0 | 132.0 | 120.5 | 121.7 | | |




**ARRIVAL:** **BOYSE EIGHT VICTOR (NON-JET)**

**RWY 34 :**

- From BOYSE track 223° to MAXAL
  **Cross** MAXAL AT or ABV 9000ft
- Turn LEFT, track 210º to ARTHA
  **Cross** ARTHA BTN 5000ft and 9000ft
- Track 210° to EMRIG
  **IAS AT** 230KT from EMRIG
- Track 210º to MONTY
  **Cross** MONTY BTN 4000ft and 6000ft
- Turn RIGHT, track 256º to EGEKA
  MAX IAS 185KT from EGEKA
- Track 256° to SHEED
  **Cross** SHEED AT or ABV 2500ft
  MIN IAS 150KT from SHEED
- Track 256º VISUAL to ASUKI
- Turn RIGHT for VISUAL intercept of final RWY 34

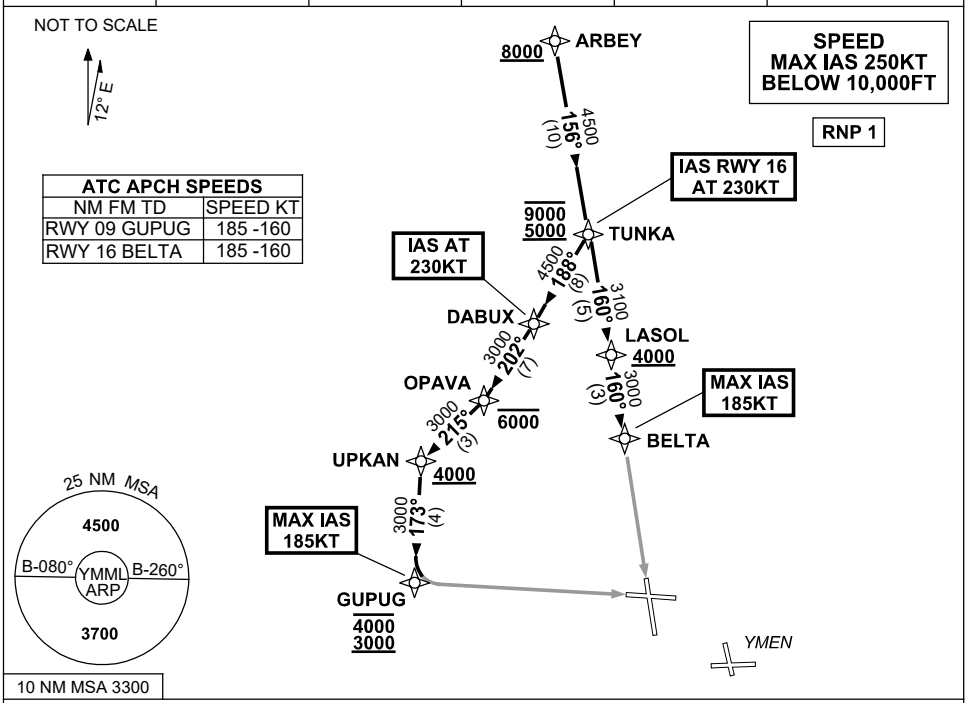
**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: VAR.

MMLSR09-178

| ATIS | APP/DEP | TWR | SMC | | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---|---|---|---|---|---|
| 114.1 118.0 | 118.9 132.0 | 120.5 | 121.7 | | |




**ARRIVAL: ARBEY SEVEN ALPHA**

**Cross** ARBEY AT or ABV 8000ft
- From ARBEY track 156° to TUNKA, then:

**RWY 09:**

**Cross** TUNKA BTN 5000ft and 9000ft
- Turn RIGHT, track 188° to DABUX
  **IAS AT** 230KT from DABUX
- Turn RIGHT, track 202° to OPAVA
  **Cross** OPAVA AT or BLW 6000ft
- Turn RIGHT, track 215° to UPKAN
  **Cross** UPKAN AT or ABV 4000ft
- Turn LEFT, track 173° to GUPUG
  **Cross** GUPUG BTN 3000ft and 4000ft
  MAX IAS 185KT from GUPUG
- Track via GLS RWY 09 or RNP RWY 09

**RWY 16:**

**Cross** TUNKA BTN 5000ft and 9000ft
**IAS AT** 230KT from TUNKA
- Track 160° to LASOL
  **Cross** LASOL AT or ABV 4000ft
- Track 160° to BELTA
  MAX IAS 185KT from BELTA
- Track via GLS RWY 16 or ILS RWY 16 or RNP Z RWY 16 or LOC RWY 16

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

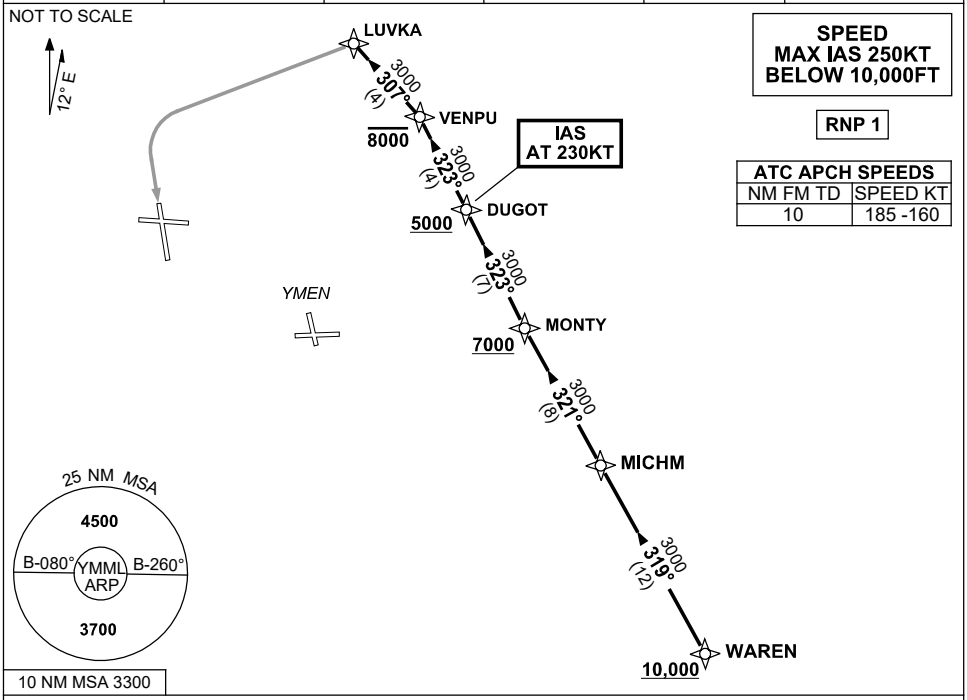
Changes: VAR.

MMLSR11-178

21 MAR 2024

# MELBOURNE, VIC (YMML)

| ATIS | APP | TWR | SMC | | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---|---|---|---|---|---|
| 114.1 118.0 | 132.0 | 120.5 | 121.7 | | |




**ARRIVAL:** **WAREN EIGHT MIKE**

**Cross** WAREN AT or ABV 10,000ft, then:

**RWY 16:**

- From WAREN track 319° to MICHM
- Turn RIGHT, track 321° to MONTY
  **Cross** MONTY AT or ABV 7000ft
- Turn RIGHT, track 323° to DUGOT
  **Cross** DUGOT AT or ABV 5000ft
  **IAS AT** 230KT from DUGOT
- Track 323° to VENPU
  **Cross** VENPU AT or BLW 8000ft
- Turn LEFT, track 307° to LUVKA
- Turn LEFT, track via RNP M RWY 16 (AR)

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

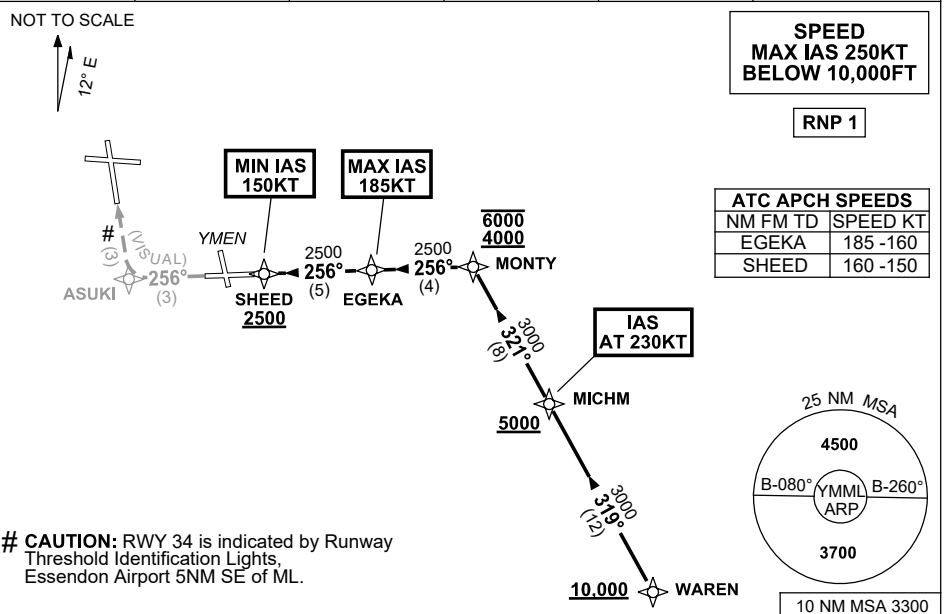
Changes: VAR, Editorial.

MMLSR13-178



airservices australia

| ATIS | APP | TWR | SMC | | Bearings are Magnetic |
|---|---|---|---|---|---|
| 114.1 118.0 | 132.0 | 120.5 | 121.7 | | Elevations in FEET AMSL |




# **CAUTION:** RWY 34 is indicated by Runway Threshold Identification Lights, Essendon Airport 5NM SE of ML.

**ARRIVAL:** **WAREN EIGHT VICTOR**

**RWY 34:**

**Cross** WAREN AT or ABV 10,000ft
- From WAREN track 319° to MICHM
  **Cross** MICHM AT or ABV 5000ft
  **IAS AT** 230KT from MICHM
- Track 321° to MONTY
  **Cross** MONTY BTN 4000ft and 6000ft
- Turn LEFT, track 256° to EGEKA
  MAX IAS 185KT from EGEKA
- Track 256° to SHEED
  **Cross** SHEED AT or ABV 2500ft
  MIN IAS 150KT from SHEED
- Track 256° VISUAL to ASUKI
- Turn RIGHT for VISUAL intercept of final RWY 34

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

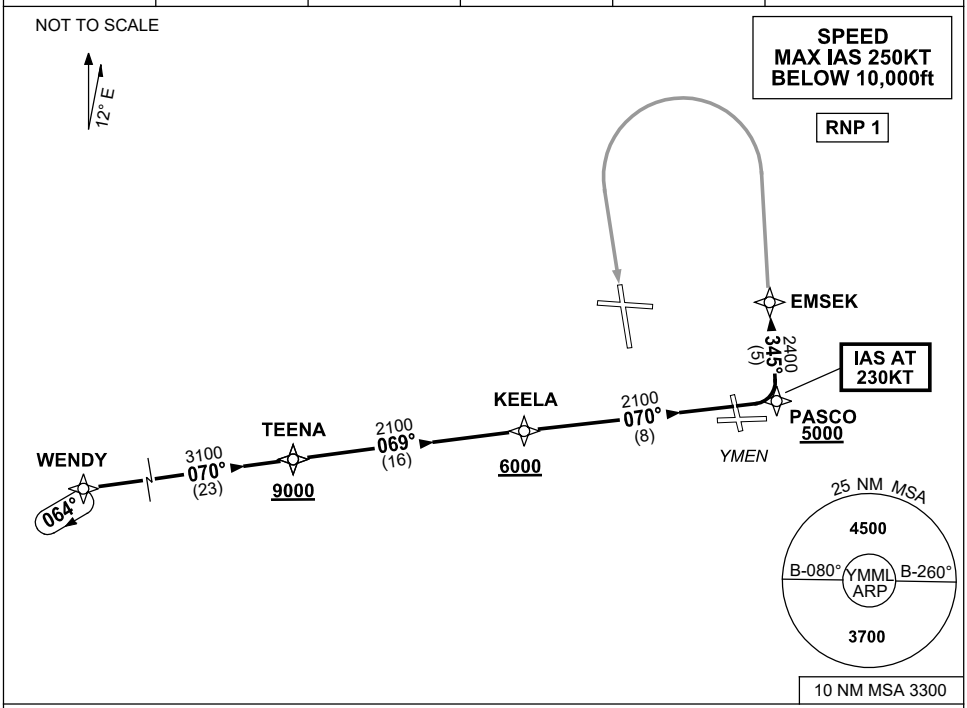
Changes: VAR, Editorial.

MMLSR19-178



airservices australia

| ATIS | APP | TWR | SMC | | Bearings are Magnetic |
|---|---|---|---|---|---|
| 114.1 118.0 | 129.4 132.0 | 120.5 | 121.7 | | Elevations in FEET AMSL |




**ARRIVAL:** **WENDY ONE PAPA**

**RWY 16 :**

- From WENDY track 070° to TEENA
  **Cross** TEENA AT or ABV 9000ft
- From TEENA turn LEFT, track 069° to KEELA
  **Cross** KEELA AT or ABV 6000ft
- Track 070° to PASCO
  **Cross** PASCO AT or ABV 5000ft
  **IAS AT** 230KT from PASCO
- Turn LEFT, track 345° to EMSEK
- Track via RNP P RWY 16 (AR)

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: VAR.

MMLSR21-178



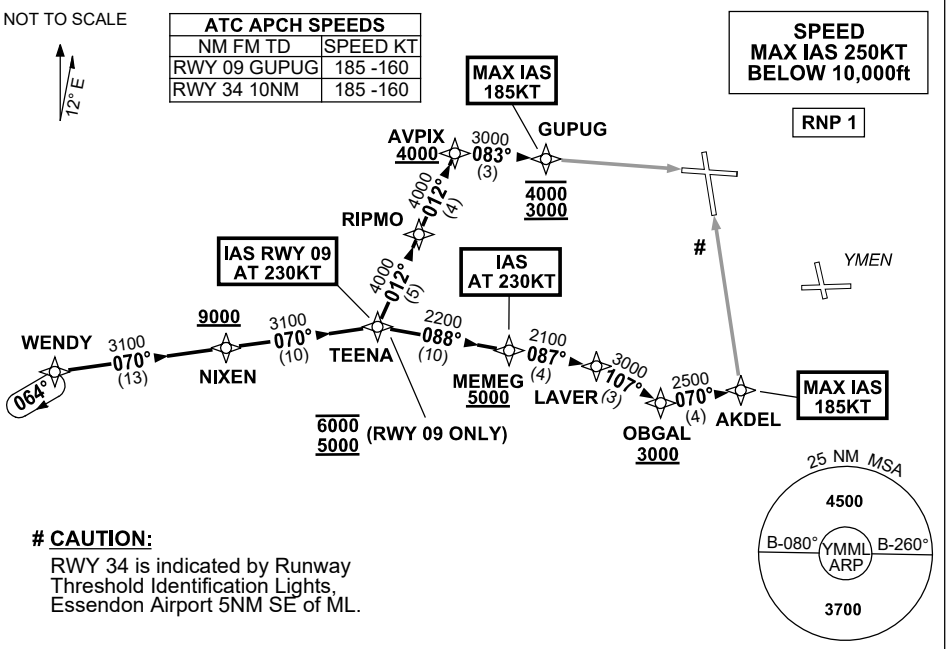
airservices australia

| ATIS | APP | TWR | SMC | | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---|---|---|---|---|---|
| 114.1 118.0 | 129.4 132.0 | 120.5 | 121.7 | | |

NOT TO SCALE

12° E

| ATC APCH SPEEDS | |
|---|---|
| NM FM TD | SPEED KT |
| RWY 09 GUPUG | 185 -160 |
| RWY 34 10NM | 185 -160 |




**# CAUTION:**
RWY 34 is indicated by Runway Threshold Identification Lights, Essendon Airport 5NM SE of ML.

10 NM MSA 3300

**ARRIVAL: WENDY ONE ALPHA**

**RWY 09:**

- From WENDY track 070° to NIXEN
  **Cross** NIXEN AT or ABV 9000ft
- Track 070° to TEENA
  **Cross** TEENA BTN 5000ft and 6000ft
  **IAS AT** 230KT from TEENA
- From TEENA turn LEFT, track 012° to RIPMO
- Track 012° to AVPIX
  **Cross** AVPIX AT or ABV 4000ft
- Turn RIGHT, track 083° to GUPUG
  **Cross** GUPUG BTN 3000ft and 4000ft
  MAX IAS 185KT from GUPUG
- Track via GLS RWY 09 or RNP RWY 09

**RWY 34:**

- From WENDY track 070° to NIXEN
  **Cross** NIXEN AT or ABV 9000FT
- Track 070° to TEENA
- Turn RIGHT, track 088° to MEMEG
  **Cross** MEMEG AT or ABV 5000ft
  **IAS AT** 230KT from MEMEG
- Track 087° to LAVER
- Turn RIGHT, track 107° to OBGAL
  **Cross** OBGAL AT or ABV 3000ft
- Turn LEFT, track 070° to AKDEL
  MAX IAS 185KT from AKDEL
- Track via GLS RWY 34 or RNP RWY 34

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: VAR.

MMLSR22-178



airservices australia

| ATIS | APP | TWR | SMC | | Bearings are Magnetic Elevations in FEET AMSL |
|---|---|---|---|---|---|
| 114.1 118.0 | 132.0 | 120.5 | 121.7 | | |

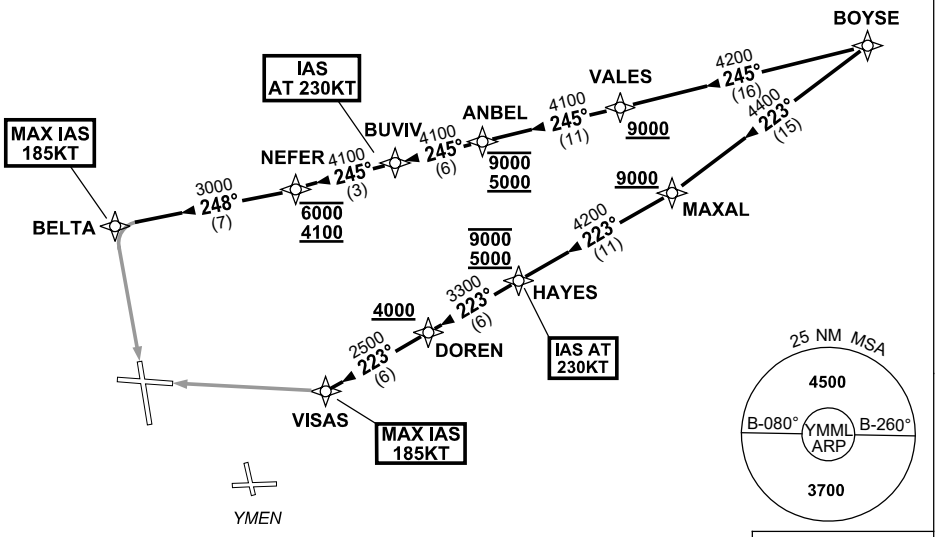
NOT TO SCALE

12° E

| ATC APCH SPEEDS | |
|---|---|
| NM FM TD | SPEED KT |
| RWY 16 BELTA | 185 -160 |
| RWY 27 VISAS | 185 -160 |

**SPEED MAX IAS 250KT BELOW 10,000ft**

**RNP 1**




10 NM MSA 3300

**ARRIVAL:** **BOYSE EIGHT ALPHA (NON-JET)**

**RWY 16:**

- From BOYSE track 245° to VALES
  **Cross** VALES AT or ABV 9000ft
- Track 245° to ANBEL
  **Cross** ANBEL BTN 5000ft and 9000ft
- Track 245º to BUVIV
  **IAS AT** 230KT from BUVIV
- Track 245° TO NEFER
  **Cross** NEFER BTN 4100ft and 6000ft
- Turn RIGHT, track 248º to BELTA
  MAX IAS 185KT from BELTA
- Track via GLS RWY 16 or ILS RWY 16 or
- RNP Z RWY 16 or LOC RWY 16

**RWY 27:**

- From BOYSE track 223° to MAXAL
  **Cross** MAXAL AT or ABV 9000ft
- Turn RIGHT, track 223° to HAYES
  **Cross** HAYES BTN 5000ft and 9000ft
  **IAS AT** 230KT from HAYES
- Track 223° to DOREN
  **Cross** DOREN AT or ABV 4000ft
- Track 223º to VISAS
  MAX IAS 185KT from VISAS
- Track via GLS RWY 27 or ILS RWY 27 or RNP RWY 27 or LOC RWY 27

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: VAR, Editorial.

MMLSR24-178



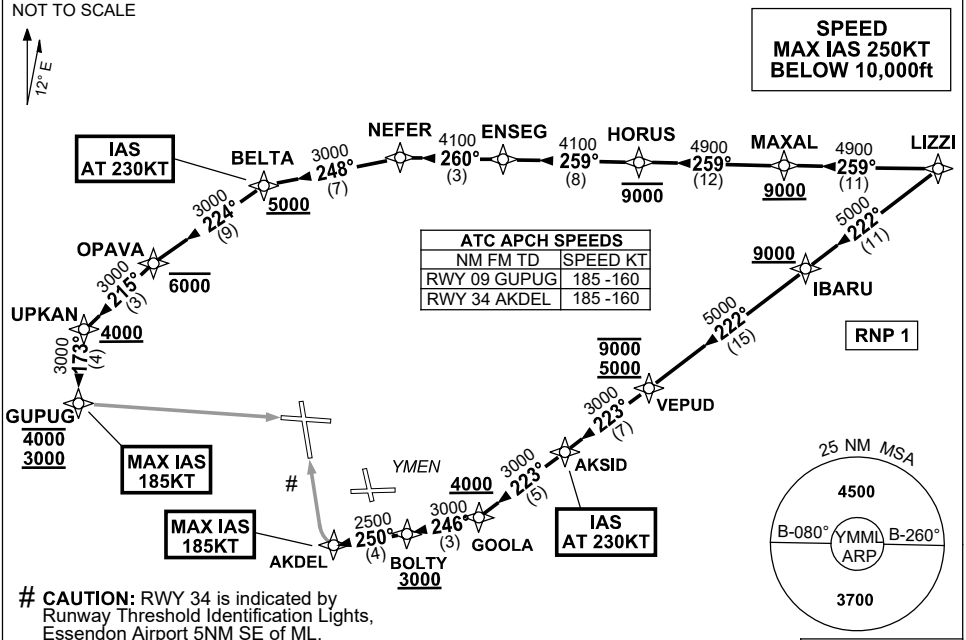
airservices australia

21 MAR 2024

# MELBOURNE, VIC (YMML)

| ATIS | APP | TWR | SMC | | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---|---|---|---|---|---|
| 114.1 118.0 | 132.0 | 120.5 | 121.7 | | |

NOT TO SCALE




**#** **CAUTION:** RWY 34 is indicated by Runway Threshold Identification Lights, Essendon Airport 5NM SE of ML.

**ARRIVAL:** **LIZZI NINE ALPHA**

**RWY 09:**

- From LIZZI track 259° to MAXAL
  **Cross** MAXAL AT or ABV 9000ft
- Track 259° to HORUS
  **Cross** HORUS AT or BLW 9000ft
- Turn RIGHT, track 259° to ENSEG
- Track 260° to NEFER
- Turn LEFT, track 248° to BELTA
  Cross BELTA AT or ABV 5000ft
  **IAS AT** 230KT from BELTA
- Turn LEFT, track 224° to OPAVA
  **Cross** OPAVA AT or BLW 6000ft
- Turn LEFT, track 215° to UPKAN
  **Cross** UPKAN AT or ABV 4000ft
- Turn LEFT, track 173° to GUPUG
  **Cross** GUPUG BTN 3000ft and 4000ft
  MAX IAS 185KT from GUPUG
- Track via GLS RWY 09 or RNP RWY 09

**RWY 34:**

- From LIZZI track 222° to IBARU
  **Cross** IBARU AT or ABV 9000ft
- Track 222° to VEPUD
  **Cross** VEPUD BTN 5000ft and 9000ft
- Track 223° to AKSID
  **IAS AT** 230KT from AKSID
- Track 223° to GOOLA
  **Cross** GOOLA AT or ABV 4000ft
- Turn RIGHT, track 246° to BOLTY
  **Cross** BOLTY AT or ABV 3000ft
- Turn RIGHT, track 250° to AKDEL
  MAX IAS 185KT from AKDEL
- Track via GLS RWY 34 or RNP RWY 34

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

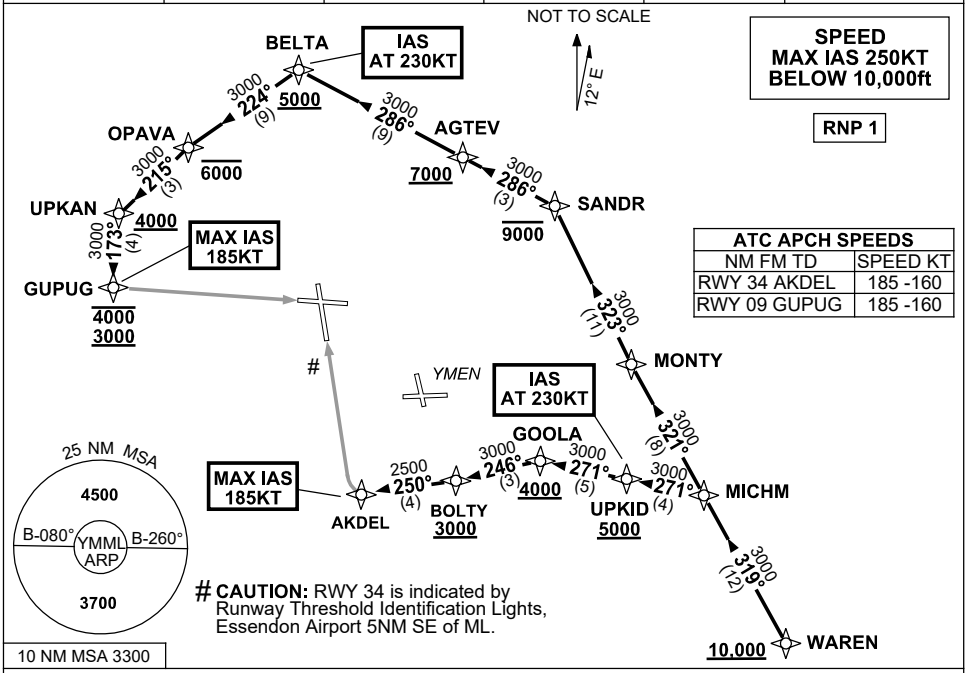
Changes: VAR.

MMLSR25-178



airservices australia

| ATIS | APP | TWR | SMC | | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---|---|---|---|---|---|
| 114.1 118.0 | 132.0 | 120.5 | 121.7 | | |




**ARRIVAL:** **WAREN EIGHT ALPHA**

**RWY 09:**

- **Cross** WAREN AT or ABV 10,000ft
- From WAREN track 319° to MICHM
- Turn RIGHT, track 321° to MONTY
- Turn RIGHT, track 323° to SANDR
  **Cross** SANDR AT or BLW 9000ft
- Turn LEFT, track 286° to AGTEV
  **Cross** AGTEV AT or ABV 7000ft
- Track 286° to BELTA
  **Cross** BELTA AT or ABV 5000ft
  **IAS AT** 230KT from BELTA
- Turn LEFT, track 224° to OPAVA
  **Cross** OPAVA AT or BLW 6000ft
- Turn LEFT, track 215° to UPKAN
  **Cross** UPKAN AT or ABV 4000ft
- Turn LEFT, track 173° to GUPUG
  **Cross** GUPUG BTN 3000ft and 4000ft
  MAX IAS 185KT from GUPUG
- Track via GLS RWY 09 or RNP RWY 09

**RWY 34:**

- **Cross** WAREN AT or ABV 10,000ft
- From WAREN track 319° to MICHM
- Turn LEFT, track 271° to UPKID
  **Cross** UPKID AT or ABV 5000ft
  **IAS AT** 230KT from UPKID
- Track 271° to GOOLA
  **Cross** GOOLA AT or ABV 4000ft
- Turn LEFT, track 246° to BOLTY
  **Cross** BOLTY AT or ABV 3000ft
- Turn RIGHT, track 250° to AKDEL
  MAX IAS 185KT from AKDEL
- Track via GLS RWY 34 or RNP RWY 34

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: VAR, Editorial.





airservices australia

| ATIS | APP | TWR | SMC | | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---|---|---|---|---|---|
| 114.1 118.0 | 132.0 | 120.5 | 121.7 | | |

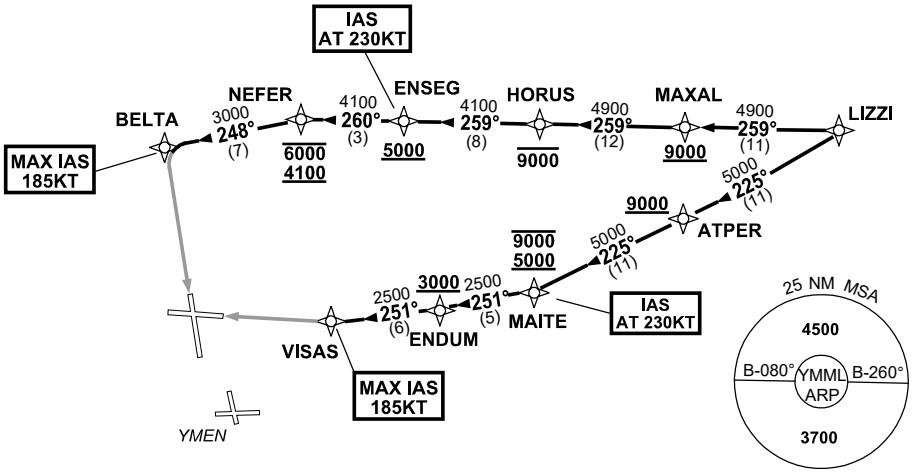
NOT TO SCALE

12° E

| ATC APCH SPEEDS | |
|---|---|
| NM FM TD | SPEED KT |
| RWY 16 BELTA | 185 -160 |
| RWY 27 VISAS | 185 -160 |

**SPEED MAX IAS 250KT BELOW 10,000ft**

**RNP 1**




10 NM MSA 3300

**ARRIVAL:** **LIZZI NINE ALPHA**

**RWY 16:**

- From LIZZI track 259° to MAXAL
  **Cross** MAXAL AT or ABV 9000ft
- Track 259° to HORUS
  **Cross** HORUS AT or BLW 9000ft
- Track 259° to ENSEG
  **Cross** ENSEG AT or ABV 5000ft
  **IAS AT** 230KT from ENSEG
- Track 260° to NEFER
  **Cross** NEFER BTN 4100ft and 6000ft
- Turn LEFT, track 248° to BELTA
  MAX IAS 185KT from BELTA
- Track via GLS RWY 16 or ILS RWY 16 or RNP Z RWY 16 or LOC RWY 16

**RWY 27:**

- From LIZZI track 225° to ATPER
  **Cross** ATPER AT or ABV 9000ft
- Track 225° to MAITE
  **Cross** MAITE BTN 5000ft and 9000ft
  **IAS AT** 230KT from MAITE
- Turn RIGHT, track 251° to ENDUM
  **Cross** ENDUM AT or ABV 3000ft
- Track 251° to VISAS
  MAX IAS 185KT from VISAS
- Track via GLS RWY 27 or ILS RWY 27 or RNP RWY 27 or LOC RWY 27

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

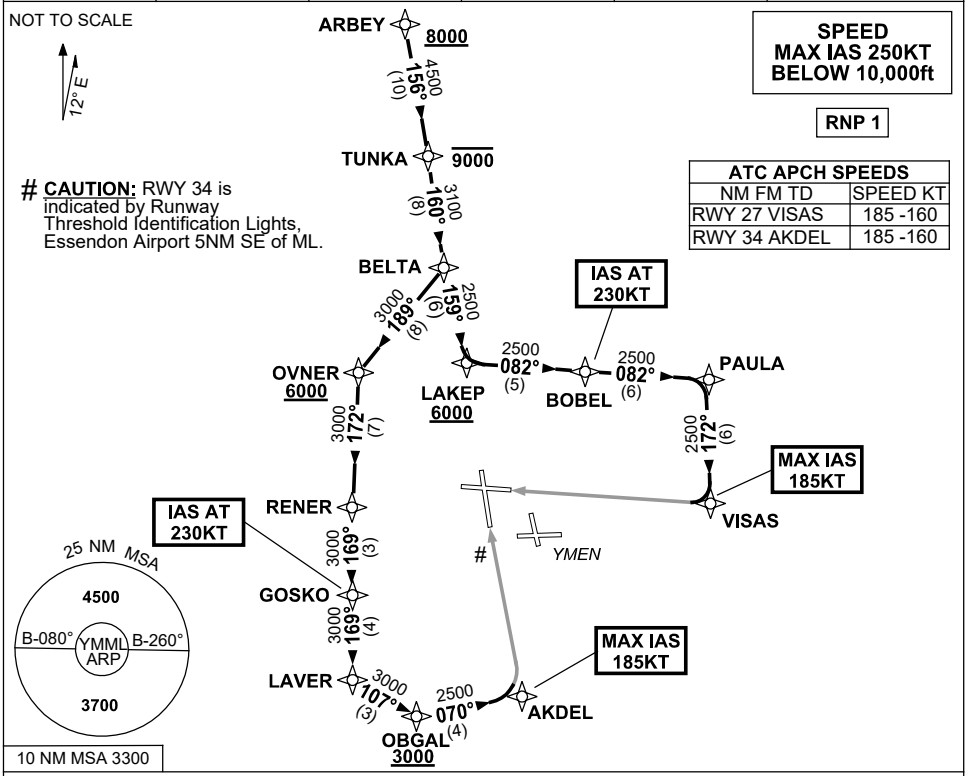
Changes: VAR, Editorial.





airservices australia

| ATIS | APP/DEP | TWR | SMC | | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---|---|---|---|---|---|
| 114.1 118.0 | 118.9 132.0 | 120.5 | 121.7 | | |




**ARRIVAL: ARBEY SEVEN ALPHA**

- **Cross** ARBEY AT or ABV 8000ft
- From ARBEY track 156° to TUNKA
  **Cross** TUNKA AT or BLW 9000ft, then:

**RWY 27:**

- Track 160º to BELTA
- Track 159º to LAKEP
  **Cross** LAKEP AT or ABV 6000ft
- Turn LEFT, track 082º to BOBEL
  **IAS AT** 230KT from BOBEL
- Track 082º to PAULA
- Turn RIGHT, track 172° to VISAS
  MAX IAS 185KT from VISAS
- Track via GLS RWY 27 or ILS RWY 27 or RNP RWY 27 or LOC RWY 27

**RWY 34:**

- Track 160º to BELTA
- Turn RIGHT, track 189º to OVNER
  **Cross** OVNER AT or ABV 6000ft
- Turn LEFT, track 172º to RENER
- Turn LEFT, track 169º to GOSKO
  **IAS AT** 230KT from GOSKO
- Track 169° to LAVER
- Turn LEFT, track 107º to OBGAL
  **Cross** OBGAL AT or ABV 3000ft
- Turn LEFT, track 070º to AKDEL
  MAX IAS 185KT from AKDEL
- Track via GLS RWY 34 or RNP RWY 34

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

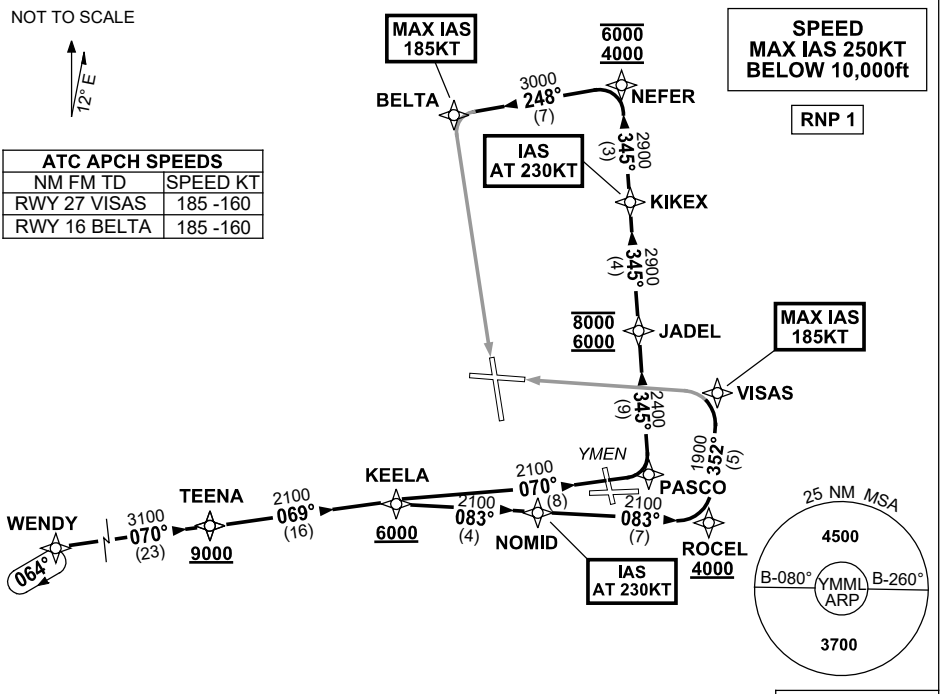
Changes: VAR.

MMLSR31-178



airservices australia

| ATIS | APP | TWR | SMC | | Bearings are Magnetic Elevations in FEET AMSL |
|---|---|---|---|---|---|
| 114.1 118.0 | 129.4 132.0 | 120.5 | 121.7 | | |




| ATC APCH SPEEDS | |
|---|---|
| NM FM TD | SPEED KT |
| RWY 27 VISAS | 185 -160 |
| RWY 16 BELTA | 185 -160 |

**ARRIVAL:** **WENDY ONE ALPHA**
From WENDY track 070° to TEENA; then:

**RWY 16:**

**Cross** TEENA AT or ABV 9000ft
- From TEENA track 069° to KEELA
  **Cross** KEELA AT or ABV 6000ft
- Track 070° to PASCO
- Turn LEFT, track 345° to JADEL
  **Cross** JADEL BTN 6000ft and 8000ft
- Track 345° to KIKEX
  **IAS AT** 230KT from KIKEX
- Track 345° to NEFER
  **Cross** NEFER BTN 4000ft and 6000ft
- Turn LEFT, track 248° to BELTA
  MAX IAS 185KT from BELTA
- Track via GLS RWY 16 or ILS RWY 16 or RNP Z RWY 16 or LOC RWY 16

**RWY 27:**

**Cross** TEENA AT or ABV 9000ft
- From TEENA track 069° to KEELA
  **Cross** KEELA AT or ABV 6000ft
- Turn RIGHT, track 083° to NOMID
  **IAS AT** 230KT from NOMID
- Track 083° to ROCEL
  **Cross** ROCEL AT or ABV 4000ft
- Turn LEFT, track 352° to VISAS
  MAX IAS 185KT from VISAS
- Track via GLS RWY 27 or ILS RWY 27 or RNP RWY 27 or LOC RWY 27

**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

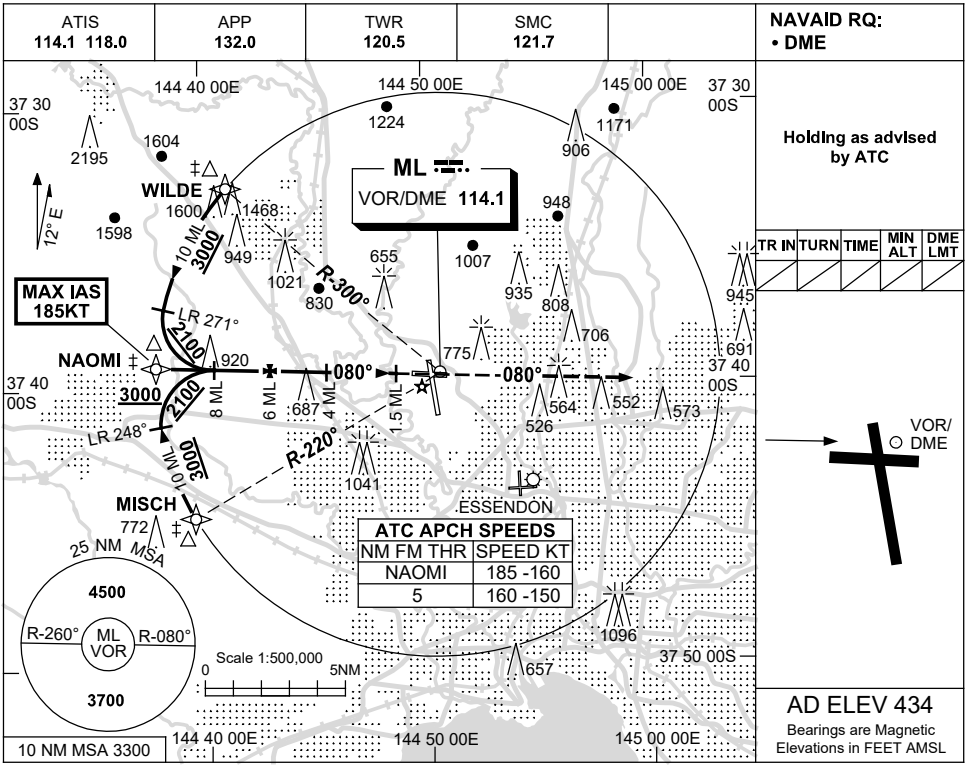
Changes: VAR.

USE QNH

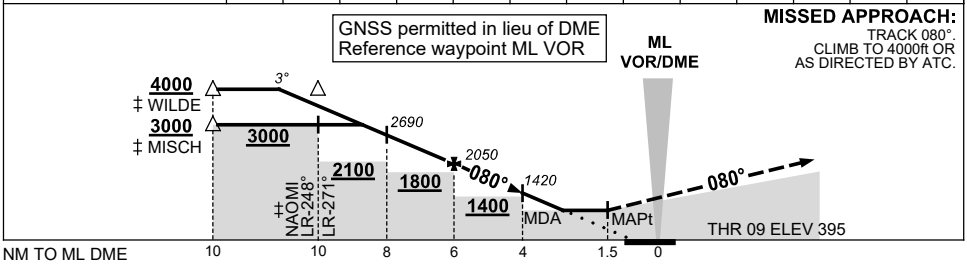
VOR RWY 09

21 MAR 2024

# MELBOURNE, VIC (YMML)




| DIST TO ML DME | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2.5 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT ( 3° APCH PATH ) | 3000 | 2690 | 2370 | 2050 | 1740 | 1420 | 1100 | 950 | | | | | |




## NOTES

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-I VOR/DME | **950** (555-3.2) | | | |
| | | | | |
| CIRCLING | **1140** (706-2.4) | | **1450** (1016-4.0) | **1600** (1166-5.0) |
| ALTERNATE ‡‡ | (1206-4.4) | | (1516-6.0) | (1666-7.0) |

1. MAX IAS: NAOMI : 185KT.
‡‡ 2. SPECIAL ALT MNM NOT APPLICABLE.
‡ 3. ACFT MAY BE RADAR VECTORED TO IAF.

Changes: VAR.

MMLVO01-178



airservices australia

**USE QNH**

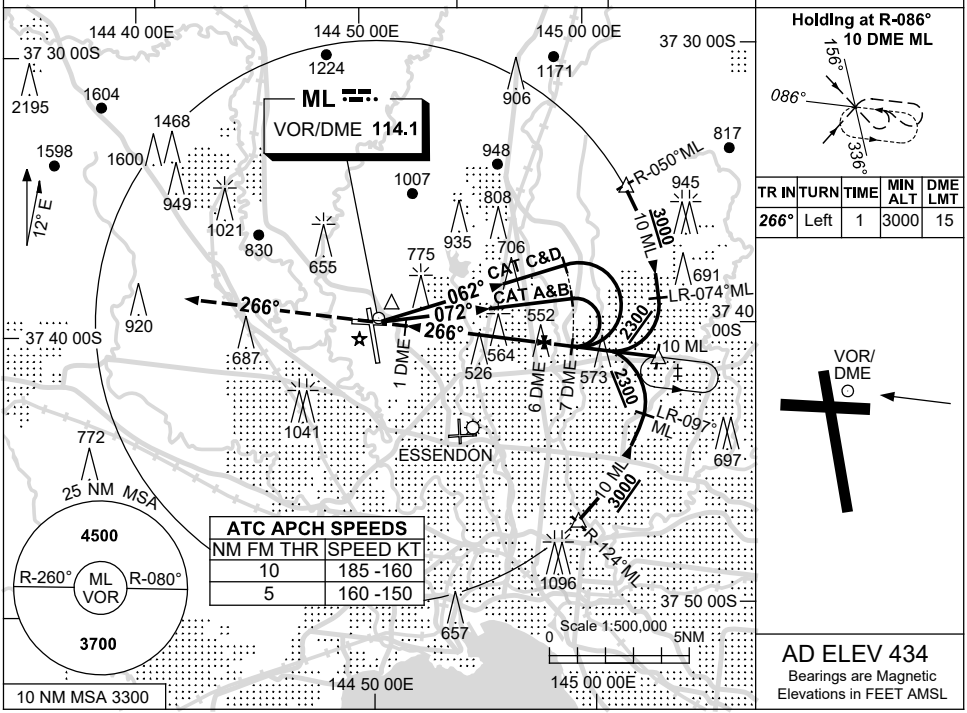
VOR RWY 27

**21 MAR 2024**

# MELBOURNE, VIC (YMML)

| ATIS | APP | TWR | SMC |
|---|---|---|---|
| 114.1 118.0 | 132.0 | 120.5 | 121.7 |

**NAVAID RQ:**
- **DME**







| TR IN | TURN | TIME | MIN ALT | DME LMT |
|---|---|---|---|---|
| 266° | Left | 1 | 3000 | 15 |



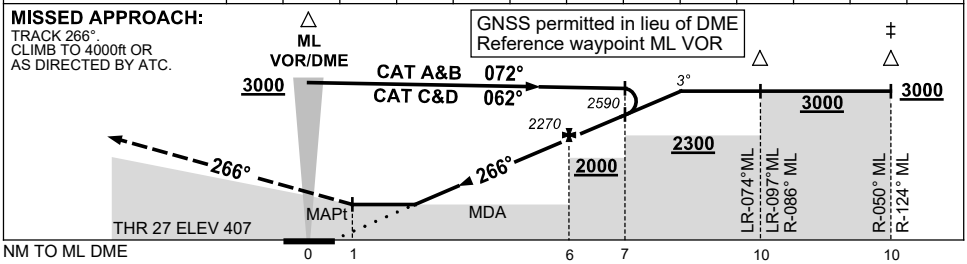

AD ELEV 434

Bearings are Magnetic
Elevations in FEET AMSL

| DIST TO ML DME | 2.1 | 3 | 4 | 5 | 6 | 7 | 8 | 8.3 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT ( 3° APCH PATH) | 1040 | 1310 | 1630 | 1950 | 2270 | 2590 | 2910 | 3000 | | | | | |

**MISSED APPROACH:**
TRACK 266°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.

GNSS permitted in lieu of DME
Reference waypoint ML VOR




## NOTES

* 1. SPECIAL ALT MNM NOT APPLICABLE.

‡ 2. ACFT MAY BE RADAR VECTORED TO IAF.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-I VOR/DME | **1040** (633-2.9) | | | |
| | | | | |
| CIRCLING | **1140** (706-2.4) | | **1450** (1016-4.0) | **1600** (1166-5.0) |
| ALTERNATE* | (1206-4.4) | | (1516-6.0) | (1666-7.0) |

Changes: VAR.

MMLVO02-178



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**USE QNH**

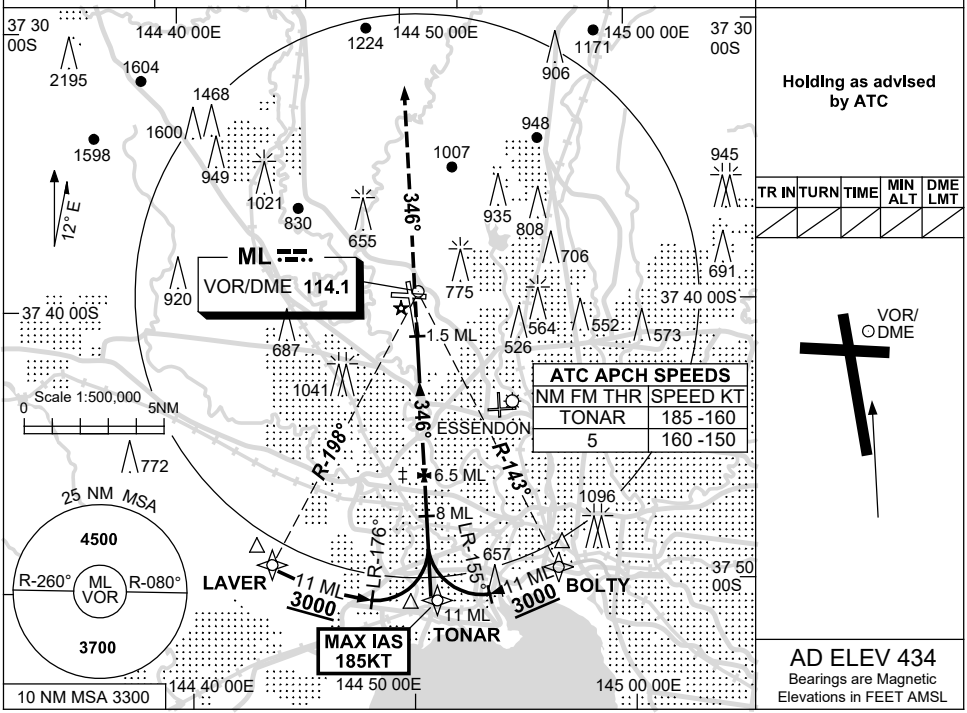
VOR RWY 34

**21 MAR 2024**

# MELBOURNE, VIC (YMML)

| ATIS | APP | TWR | SMC |
|---|---|---|---|
| 114.1 118.0 | 132.0 | 120.5 | 121.7 |

**NAVAID RQ:**
• DME

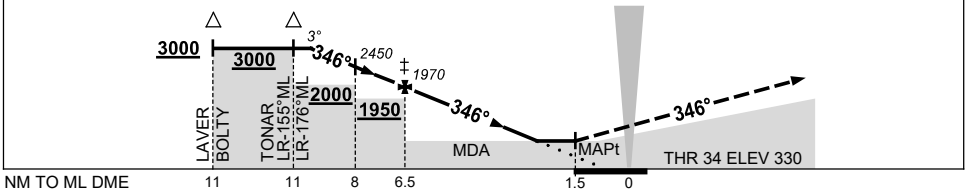



| ATC APCH SPEEDS | |
|---|---|
| NM FM THR | SPEED KT |
| TONAR | 185 -160 |
| 5 | 160 -150 |

| DIST TO ML DME | 9.7 | 9 | 8 | 7 | 6.5 | 6 | 5 | 4 | 3 | 2.7 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT ( 3° APCH PATH ) | 2990 | 2770 | 2450 | 2130 | 1970 | 1810 | 1490 | 1180 | 860 | 760 | | | |

GNSS permitted in lieu of DME
Reference waypoint ML VOR

**MISSED APPROACH:**
TRACK 346°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.




## NOTES

1. MAX IAS : TONAR : 185KT.
‡‡ 2. SPECIAL ALT MNM 700/2.5KM.
‡ 3. ACFT MAY BE RADAR VECTORED TO IAF.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-I VOR/DME | **760** (430-2.4) | | | |
| | | | | |
| CIRCLING | **1140** (706-2.4) | | **1450** (1016-4.0) | **1600** (1166-5.0) |
| ALTERNATE ‡‡ | (1206-4.4) | | (1516-6.0) | (1666-7.0) |

Changes: VAR.

MMLVO03-178



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