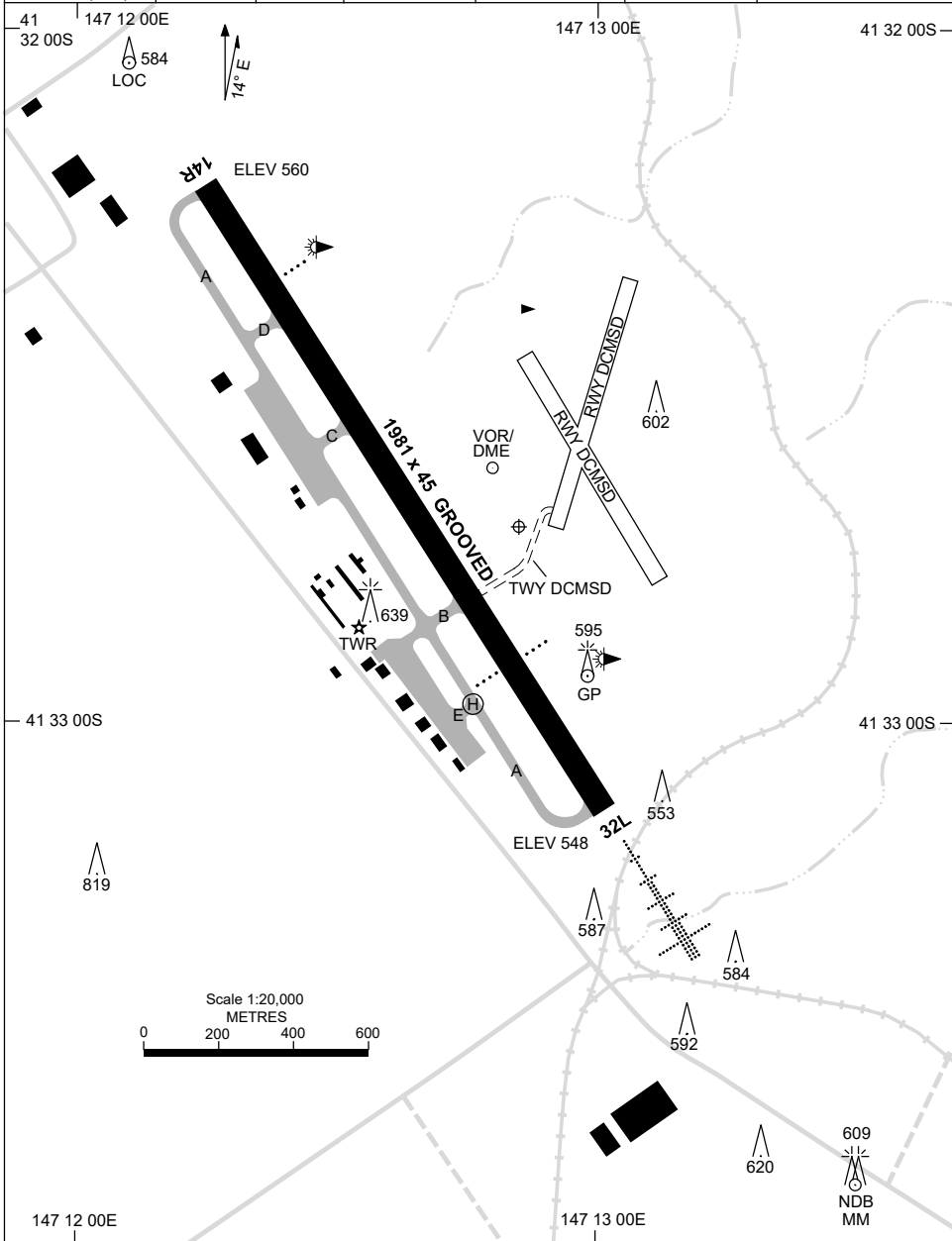


1 DEC 2022

ATIS 112.6 (TWR HR) 134.75 (H24)	AWIS (AH) 112.6	TWR 118.7	LT APP/FIA (AH) ML CEN 123.8	CTAF+AFRU (AH) 118.7	AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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Changes: FROM SUP H37/22.

MLTAD01-173

1 DEC 2022

AD ELEV 562
41 32 43S 147 12 51E

AERODROME CHART - Page 2
LAUNCESTON, TAS (YMLT)

ATIS 112.6 (TWR HR) 134.75 (H24)	AWIS (AH) 112.6	TWR 118.7	LT APP/FIA (AH) ML CEN 123.8	CTAF+AFRU (AH) 118.7	AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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RWY	AERODROME LIGHTING					
	ABN : ALTN W/G 8 SEC TAXIWAY : GREEN CENTRELINE RL : AFRU+PAL 118.7 , SDBY (1 SEC DURING LVP , 15 SEC OTHER TIMES)					

14R ¹³³ ³¹³ 32L	PAPI LEFT SIDE 3.0° 53FT MIRL HIRL PAPI BOTH SIDES 3.0° 53FT MIRL HIRL HIAL - CAT I					
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<p>NOTES</p>						
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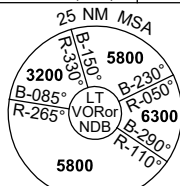
Changes: FROM SUP H37/22.

MLTAD02-173

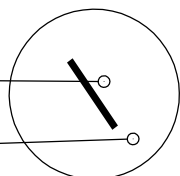
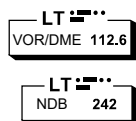
DME or GNSS ARRIVAL PROCEDURES LAUNCESTON, TAS (YMLT) Page 1

1 DEC 2022

ATIS 112.6 (TWR HR) 134.75 (H24)	AWIS (AH) 112.6	TWR 118.7	LT APP/ FIA (AH) ML CEN 123.8	CTAF+AFRU (AH) 118.7	AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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DME USING LT DME REFERENCE WAYPOINT LT VOR



10 NM MSA 5800

AD ELEV 562

SECTOR A

MISSED APPROACH:

TRACK 133° OUTBOUND FROM LT NDB OR LT VOR, CLIMB TO 3000FT. AT 7.7 LT AND AFTER PASSING 2500FT TURN RIGHT FOR 080°/260° PROC TURN, THENCE TRACK 313° FOR RWY 32L ILS, OR TRACK 313° TO LT VOR, CONTINUE CLIMB TO 4000FT.

NM TO LT VOR	30	20	15	11	10	8	7	5	4	0	7.7			
CIRCLING MINIMA	A,B: 1470-2.4			C: 1670-4.0			D: 1670-5.0							
NM TO LT VOR	13.4	13	12	11	10	9	8	7	6	5	4	3	2	0.2
ALT (3.1° APCH PATH)	5800	5680	5350	5020	4690	4370	4040	3710	3380	3050	2720	2390	2060	1470

SECTOR B

MISSED APPROACH:

TRACK 133° OUTBOUND FROM LT NDB OR LT VOR, CLIMB TO 3000FT. AT 7.7 LT AND AFTER PASSING 2500FT TURN RIGHT FOR 080°/260° PROC TURN, THENCE TRACK 313° FOR RWY 32L ILS, OR TRACK 313° TO LT VOR, CONTINUE CLIMB TO 4000FT.

NM TO LT VOR	30	15	8	5	3	0	7.7					
CIRCLING MINIMA	A,B: 1470-2.4			C: 1670-4.0			D: 1670-5.0					
NM TO LT VOR	7.7	7	6	5	4	3	2.3					
ALT (3° APCH PATH)	3200	2970	2660	2340	2020	1700	1470					

SECTOR C

MISSED APPROACH:

TRACK 133° OUTBOUND FROM LT NDB OR LT VOR, CLIMB TO 3000FT. AT 7.7 LT AND AFTER PASSING 2500FT TURN RIGHT FOR 080°/260° PROC TURN, THENCE TRACK 313° FOR RWY 32L ILS, OR TRACK 313° TO LT VOR, CONTINUE CLIMB TO 4000FT.

NM TO LT VOR	30	20	18	16	15	9	5	3	0	7.7					
CIRCLING MINIMA	A,B: 1440-2.4			C: 1890-4.0			D: 1890-5.0								
NM TO LT VOR	15.9	15	14	13	12	11	10	9	8	7	6	5	3.6	3	2.2
ALT (3° APCH PATH)	5800	5520	5200	4880	4570	4250	3930	3610	3290	2970	2660	2340	1890	1700	1440

Changes: FROM SUP H37/22.

MLTDG01-173

DME or GNSS ARRIVAL PROCEDURES LAUNCESTON, TAS (YMLT) Page 2

1 DEC 2022

ATIS 112.6 (TWR HR) 134.75 (H24)	AWIS (AH) 112.6	TWR 118.7	LT APP/FIA (AH) ML CEN 123.8	CTAF+AFRU (AH) 118.7	AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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DME USING LT DME REFERENCE WAYPOINT LT VOR

LT \equiv **112.6**

VOR/DME 112.6

LT \equiv **242**

NDB 242

10 NM MSA 5800

AD ELEV 562

SECTOR D

LT VOR or NDB

045°/180° PROC TURN NOT PERMITTED

MISSED APPROACH:

TRACK 133° OUTBOUND FROM LT NDB OR LT VOR. CLIMB TO 3000FT. AT 7.7 LT AND AFTER PASSING 2500FT TURN RIGHT FOR 080°/260° PROC TURN. THENCE TRACK 313° FOR RWY 32L ILS. OR TRACK 313° TO LT VOR. CONTINUE CLIMB TO 4000FT.

NM TO LT VOR	30	23	16.15	9	5	4	0	7.7							
CIRCLING MINIMA	A,B: 1440-2.4			C: 1670-4.0		D: 1670-5.0									
NM TO LT VOR	16.9	16	15	14	13	12	11	10	9	8	7	6	5	4	3.2
ALT (3° APCH PATH)	5800	5520	5200	4880	4570	4250	3930	3610	3290	2970	2660	2340	2020	1700	1440

MOTRA TO LT

LT VOR or NDB

045°/180° PROC TURN NOT PERMITTED

MISSED APPROACH:

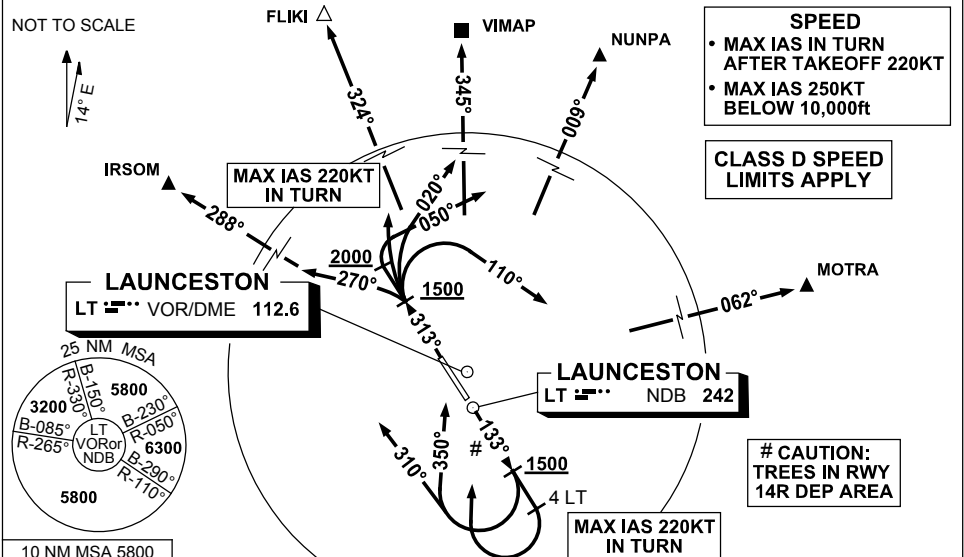
TRACK 133° OUTBOUND FROM LT NDB OR LT VOR. CLIMB TO 3000FT. AT 7.7 LT AND AFTER PASSING 2500FT TURN RIGHT FOR 080°/260° PROC TURN. THENCE TRACK 313° FOR RWY 32L ILS. OR TRACK 313° TO LT VOR. CONTINUE CLIMB TO 4000FT.

NM TO LT VOR	30	18	15	14	12	8	6	5	3	0	7.7				
CIRCLING MINIMA	A,B: 1440-2.4			C: 1670-4.0		D: 1670-5.0									
NM TO LT VOR	14.1	13	12	11	10	9	8	7	6	5	4	3	2	1	0.4
ALT (3.4° APCH PATH)	6400	6000	5640	5280	4920	4560	4200	3840	3480	3120	2760	2400	2030	1670	1440

**STANDARD INSTRUMENT DEPARTURES (SID)
RWY 14R/32L NORTH ALPHA
LAUNCESTON TAS (YMLT)**

28 NOV 2024

ATIS 112.6 (TWR HR) 134.75 (H24)	AWIS (AH) 112.6	TWR 118.7	LT APP/FIA (AH) ML CEN 123.8	CTAF+AFRU (AH) 118.7	AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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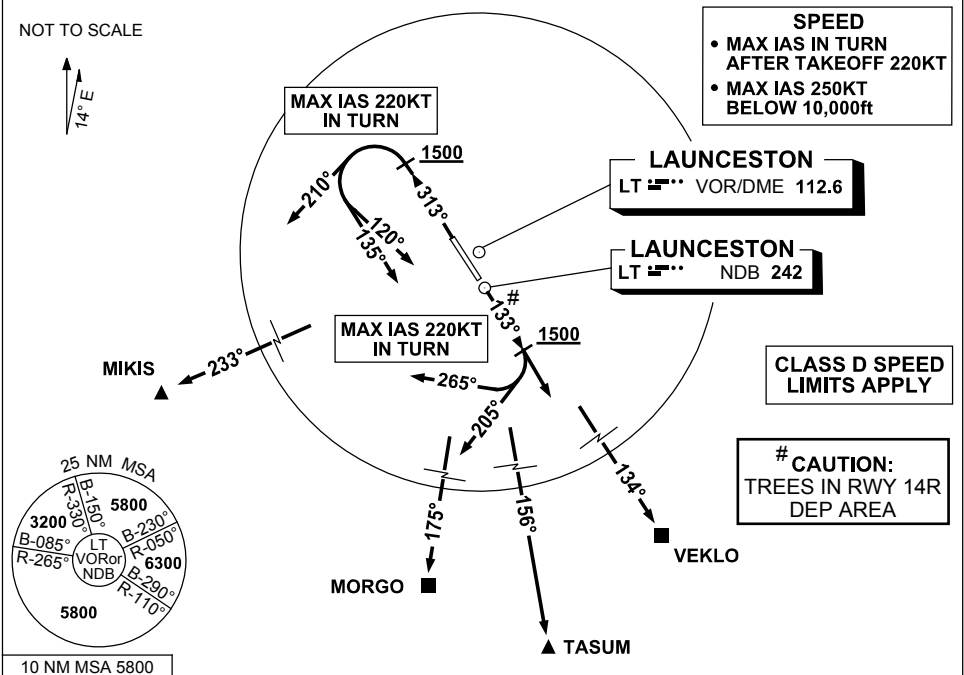
<p>IRSOM TWO ALPHA DEPARTURE</p> <p>NUNPA TWO ALPHA DEPARTURE</p> <p>VIMAP ONE ALPHA DEPARTURE</p> <p>RWY 14R</p> <ul style="list-style-type: none"> GRAD 4.6% to 6300ft, then 3.3% Track 133° <p>(MAX IAS 220KT IN TURN)</p> <p>FOR IRSOM</p> <ul style="list-style-type: none"> AT or ABV 1500ft turn RIGHT track 310° Intercept route as cleared <p>FOR FLIKI</p> <ul style="list-style-type: none"> AT or ABV 1500ft turn RIGHT track 350° Intercept route as cleared by 5 DME North of LT <p>FOR NUNPA, MOTRA and VIMAP</p> <ul style="list-style-type: none"> At 4 DME LT turn RIGHT track DCT to LT VOR or LT NDB After passing LT VOR or NDB intercept route as cleared 	<p>MOTRA TWO ALPHA DEPARTURE</p> <p>FLIKI ONE ALPHA DEPARTURE</p> <p>RWY 32L</p> <ul style="list-style-type: none"> Track 133° <p>(MAX IAS 220KT IN TURN)</p> <p>FOR IRSOM</p> <ul style="list-style-type: none"> GRAD 3.3% AT or ABV 1500ft turn LEFT track 270° Intercept route as cleared <p>FOR FLIKI</p> <ul style="list-style-type: none"> GRAD 3.6% to 1500ft then 3.3% AT or ABV 1500ft turn RIGHT Intercept route as cleared <p>FOR VIMAP</p> <ul style="list-style-type: none"> GRAD 4.3% to 3500ft then 3.3% AT or ABV 1500ft turn RIGHT track 020° Intercept route as cleared <p>FOR NUNPA</p> <ul style="list-style-type: none"> GRAD 4.6% to 5000ft then 3.3% AT or ABV 2000ft turn RIGHT track 050° Intercept route as cleared <p>FOR MOTRA</p> <ul style="list-style-type: none"> GRAD 4.3% to 5600ft then 3.3% AT or ABV 1500ft turn RIGHT track 110° Intercept route as cleared
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Changes: FLIKI ONE ALPHA SID. MLTDP01-181

**STANDARD INSTRUMENT DEPARTURES (SID)
RWY 14R/32L SOUTH
LAUNCESTON TAS (YMLT)**

30 NOV 2023

ATIS 112.6 (TWR HR) 134.75 (H24)	AWIS (AH) 112.6	TWR 118.7	LT APP/FIA (AH) ML CEN 123.8	CTAF+AFRU (AH) 118.7	AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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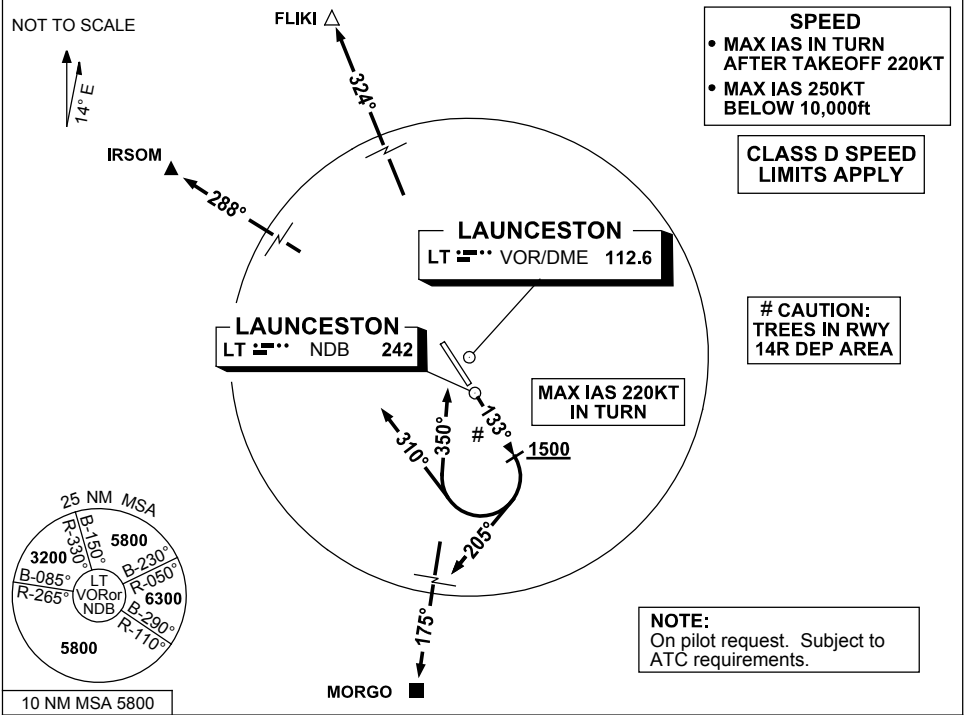
<p>MIKIS MORG0 TASUM VEKLO</p> <p>RWY 14R</p> <ul style="list-style-type: none"> • GRAD 4.6% to 6300ft, then 3.3% • Track 133° • AT OR ABV 1500ft (MAX IAS 220KT IN TURN) <p>FOR MIKIS</p> <ul style="list-style-type: none"> • Turn RIGHT • Track 265° • Intercept route as cleared <p>FOR MORG0 and TASUM</p> <ul style="list-style-type: none"> • Turn RIGHT • Track 205° • Intercept route as cleared <p>FOR VEKLO</p> <ul style="list-style-type: none"> • Intercept route as cleared 	<p>ONE TWO ALPHA TWO ONE</p> <p>DEPARTURE DEPARTURE DEPARTURE DEPARTURE</p> <p>RWY 32L</p> <ul style="list-style-type: none"> • Track 313° • AT OR ABV 1500ft turn LEFT (MAX IAS 220KT IN TURN) <p>FOR MIKIS</p> <ul style="list-style-type: none"> • GRAD 4.3% to 2700ft then 3.3% • Track 210° • Intercept route as cleared <p>FOR MORG0 and TASUM</p> <ul style="list-style-type: none"> • GRAD 4.3% to 1500ft then 3.3% • Track 135° • Intercept route as cleared <p>FOR VEKLO</p> <ul style="list-style-type: none"> • GRAD 3.3% • Track 120° • Intercept route as cleared
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Changes: MIKIS REPLACES IRONS, VEKLO REPLACES KAREN, PROC NAME, FROM SUP H40/23. MLTDP02-177

**STANDARD INSTRUMENT DEPARTURES (SID)
RWY 14R CHARLIE (NON-JET)
LAUNCESTON TAS (YMLT)**

28 NOV 2024

ATIS 112.6 (TWR HR) 134.75 (H24)	AWIS (AH) 112.6	TWR 118.7	LT APP/FIA (AH) ML CEN 123.8	CTAF+AFRU (AH) 118.7	AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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IR SOM	TWO	CHARLIE	DEPARTURE	MORG0	TWO	CHARLIE	DEPARTURE
FLIKI	ONE	CHARLIE	DEPARTURE				
<p>RWY 14R</p> <ul style="list-style-type: none"> Track 133° (MAX IAS 220KT IN TURN) <p>FOR IR SOM</p> <ul style="list-style-type: none"> GRAD 3.3% AT or ABV 1500ft turn RIGHT track 310° Intercept route as cleared <p>FOR FLIKI</p> <ul style="list-style-type: none"> GRAD 3.3% AT or ABV 1500ft turn RIGHT track 350° Intercept route as cleared by 5 DME North of LT <p>FOR MORG0</p> <ul style="list-style-type: none"> GRAD 4% TO 2100ft then 3.3% AT or ABV 1500ft turn RIGHT track 205° Track 205° Intercept route as cleared 							

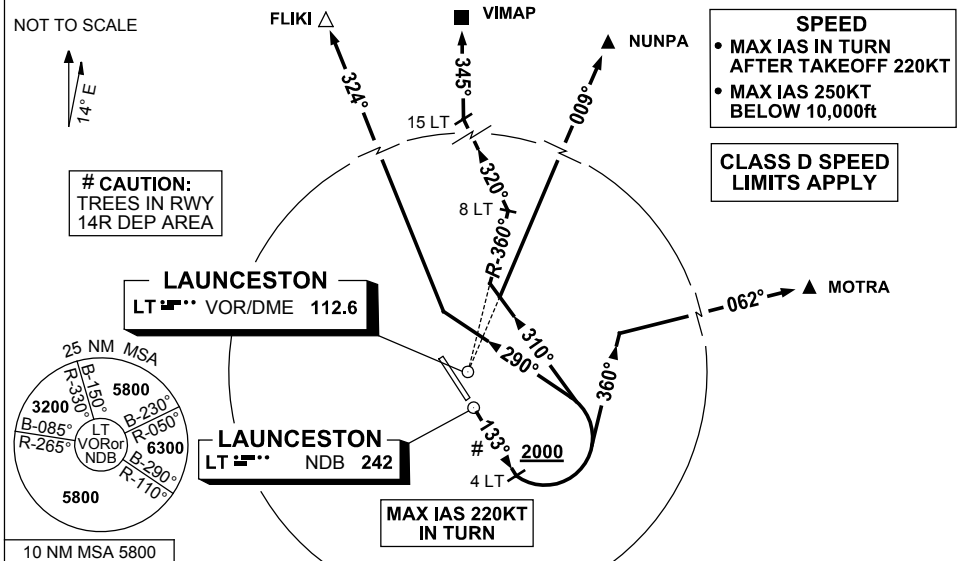
Changes: FLIKI ONE CHARLIE SID.

MLTDP03-181

**STANDARD INSTRUMENT DEPARTURES (SID)
RWY 14R NORTH BRAVO
LAUNCESTON TAS (YMLT)**

28 NOV 2024

ATIS 112.6 (TWR HR) 134.75 (H24)	AWIS (AH) 112.6	TWR 118.7	LT APP/FIA (AH) ML CEN 123.8	CTAF+AFRU (AH) 118.7	AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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NUNPA	TWO	BRAVO	DEPARTURE
VIMAP	ONE	BRAVO	DEPARTURE
MOTRA	TWO	BRAVO	DEPARTURE
FLIKI	ONE	BRAVO	DEPARTURE

RWY 14R

- GRAD 4.6% to 6300ft then 3.3%
- Track 133°

(MAX IAS 220KT IN TURN)

FOR MOTRA

- AT or ABV 2000ft, but not before 4 DME LT, turn LEFT, track 360°
- Intercept route as cleared

FOR NUNPA

- AT or ABV 2000ft, but not before 4 DME LT, turn LEFT, track 310°
- Intercept route as cleared

FOR VIMAP

- AT or ABV 2000ft, but not before 4 DME LT, turn LEFT, track 310°
- Intercept LT R-360°
- AT 8 DME LT, turn LEFT, track 320°
- Intercept route as cleared by 15 DME LT

FOR FLIKI

- AT or ABV 2000ft, but not before 4 DME LT, turn LEFT, track 290°
- Intercept route as cleared

Changes: FLIKI ONE BRAVO SID.

MLTDP05-181

**STANDARD INSTRUMENT DEPARTURES (SID)
LAUNCESTON ONE DEPARTURE (RADAR) RWY 14R
LAUNCESTON, TAS (YMLT)**

30 NOV 2023

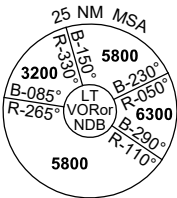
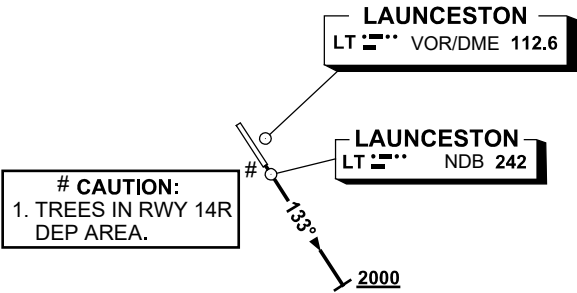
ATIS 112.6 (TWR HR) 134.75 (H24)	AWIS (AH) 112.6	TWR 118.7	LT APP/FIA (AH) ML CEN 123.8	CTAF+AFRU (AH) 118.7	AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



SPEED
• MAX IAS 250KT
BELOW 10,000ft

**CLASS D SPEED
LIMITS APPLY**



10 NM MSA 5800

LAUNCESTON ONE DEPARTURE (RADAR)

RWY 14R

- GRAD 4.6% to 6300ft, then 3.3%
- Track 133°
- AT or ABV 2000ft turn to assigned heading or track

COMMUNICATIONS FAILURE PROCEDURE

- On recognition of communications 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: FROM SUP H40/23.

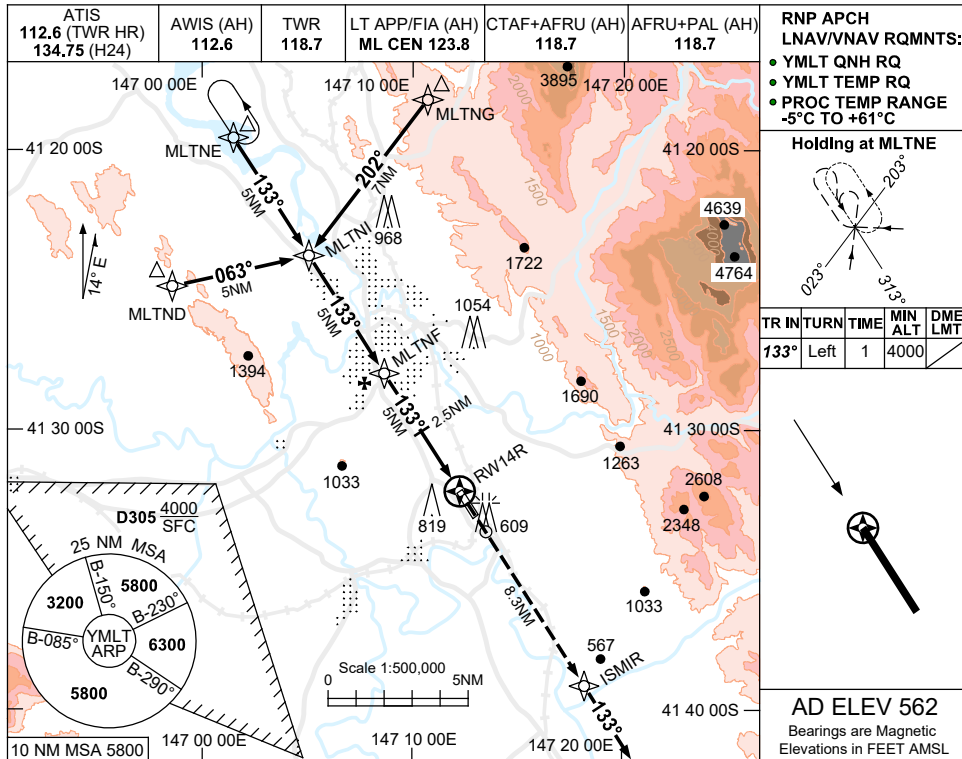
MLTDP09-177

USE QNH

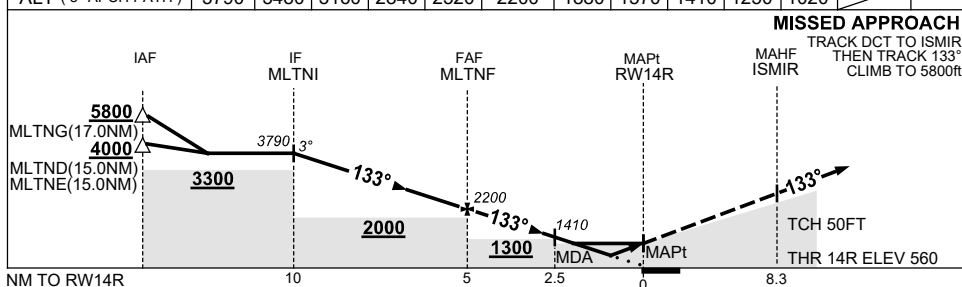
RNP Z RWY 14R

LAUNCESTON, TAS (YMLT)

13 JUN 2024



NM TO NEXT WPT	MLTNI	4	3	2	1	MLTNE	4	3	2.5	2	1.3	RW14R
ALT (3° APCH PATH)	3790	3480	3160	2840	2520	2200	1880	1570	1410	1250	1020	



NOTES

CATEGORY	A	B	C	D
LNAV/VNAV		1020 (460-2.6)		
LNAV		1250 (688-3.9)		
CIRCLING	1440 (878-2.4)		1670 (1108-4.0)	1670 (1108-5.0)
ALTERNATE	(1378-4.4)		(1608-6.0)	(1608-7.0)

- MAX IAS:
INITIAL : 210KT.
HOLDING: 210KT.
- COLOUR: SEE SPEC NOTICES.

Changes: CHART TITLE, Editorial.

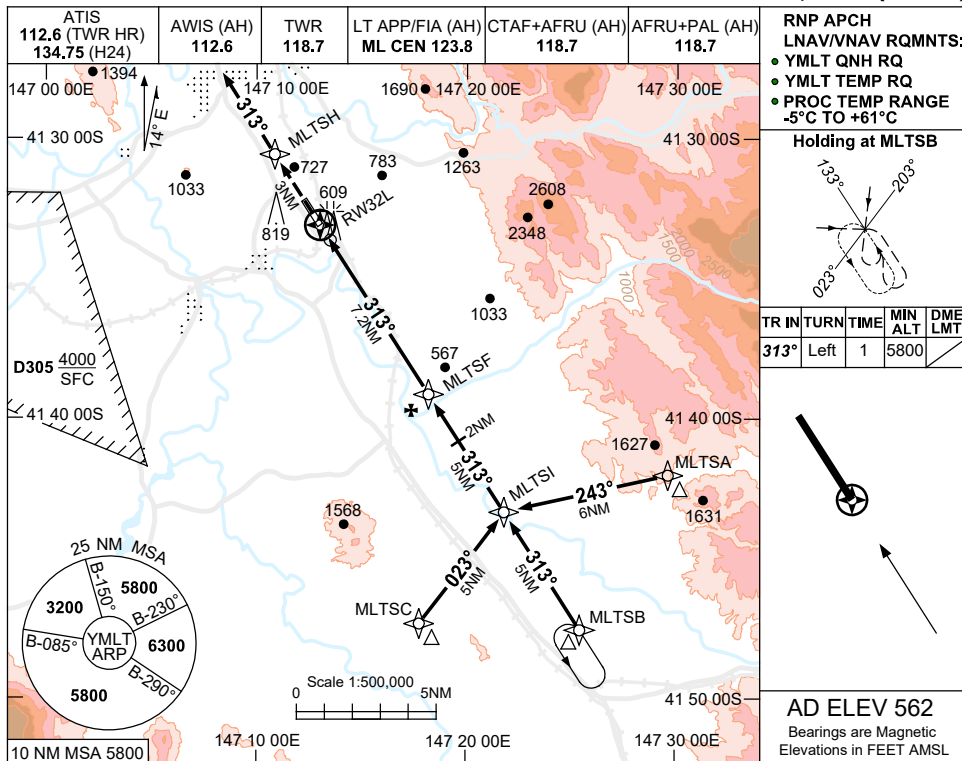
MLTGN01-179

USE QNH

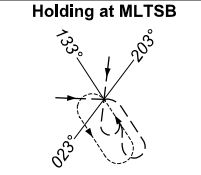
RNP Z RWY 32L

LAUNCESTON, TAS (YMLT)

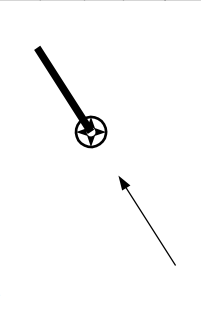
13 JUN 2024



RNP APCH
 LNAV/VNAV RQMTS:
 • YMLT QNH RQ
 • YMLT TEMP RQ
 • PROC TEMP RANGE
 -5°C TO +61°C

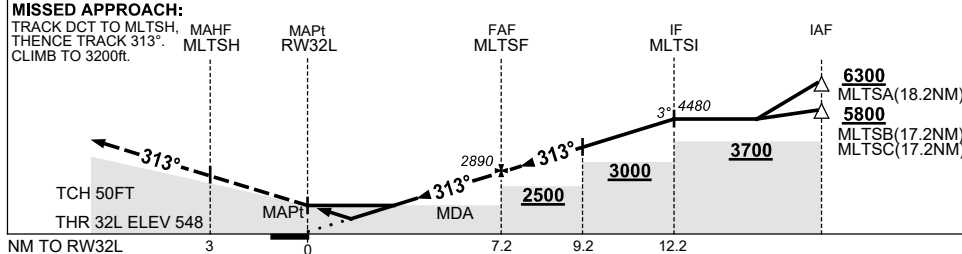


TR IN	TURN	TIME	MIN ALT	DME LMT
313°	Left	1	5800	



AD ELEV 562
 Bearings are Magnetic
 Elevations in FEET AMSL

NM TO NEXT WPT	RW32L	1.1	1.9	3	4	5	6	MLTSF	1	2	3	4	MLTSI
ALT (3° APCH PATH)		960	1200	1550	1870	2190	2510	2890	3210	3530	3850	4160	4480



CATEGORY	A	B	C	D
LNAV/VNAV	960 (412-1.4)			
LNAV	1200 (652-2.8)			
CIRCLING	1440 (878-2.4)	1670 (1108-4.0)	1670 (1108-5.0)	
ALTERNATE	(1378-4.4)	(1608-6.0)	(1608-7.0)	

- NOTES**
- MAX IAS:
 INITIAL : 210KT.
 HOLDING: 210KT.
 - HOLDING NOT CONTAINED IN CTA.
 - COLOR: SEE SPEC NOTICES.

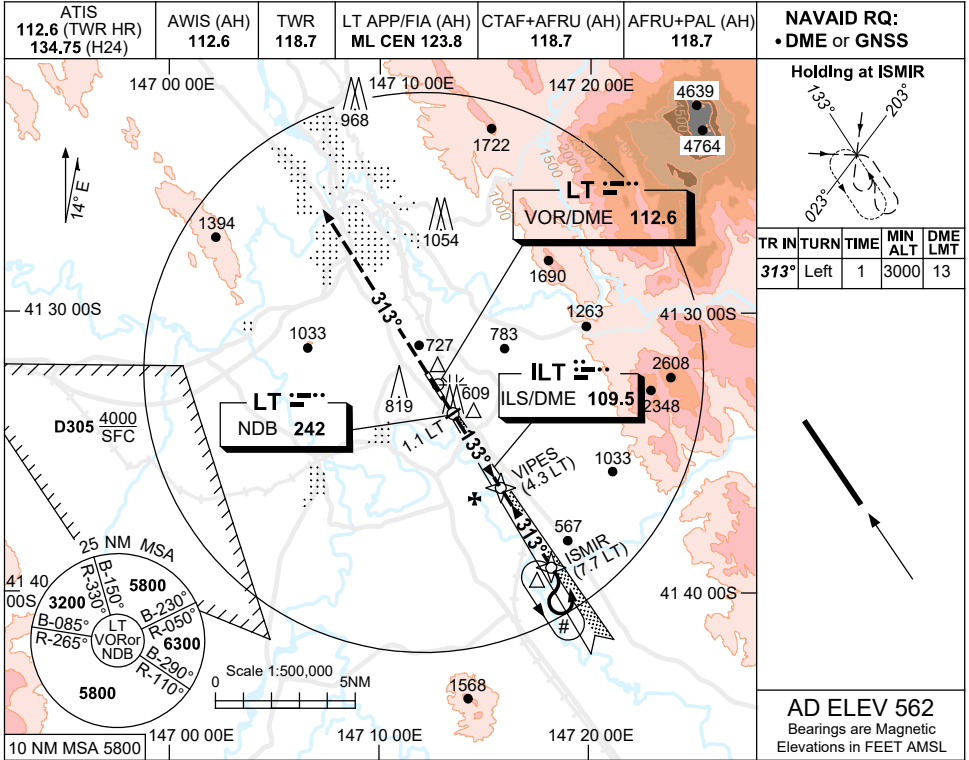
Changes: CHART TITLE, Editorial.

MLTGN02-179

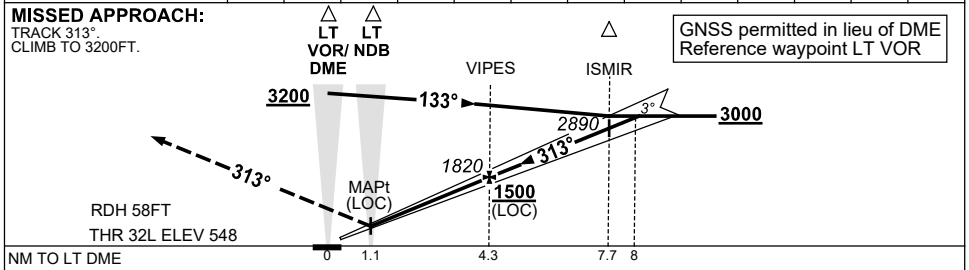
USE QNH

ILS-Y or LOC-Y RWY 32L
LAUNCESTON, TAS (YMLT)

1 DEC 2022



NM TO LT DME	1.9	2	3	4	4.3	5	6	7	7.7	8		
ALT (3° APCH PATH)	1040	1080	1400	1710	1820	2030	2350	2670	2890	3000		



CATEGORY	A	B	C	D
S-I ILS		850 (302) 0.8		
S-I LOC		1040 (492-1.8)		
CIRCLING	1440 (878-2.4)		1670 (1108-4.0)	1670 (1108-5.0)
ALTERNATE ‡	(1378-4.4)		(1608-6.0)	(1608-7.0)

NOTES

- ‡1. SPECIAL ALTN MNM 1000/5.0KM.
2. HOLDING PATTERN NOT CONTAINED WITHIN CTA.
3. COLOUR: SEE SPEC NOTICES.
- #4. 45°/180° PROC TURN NOT PERMITTED.

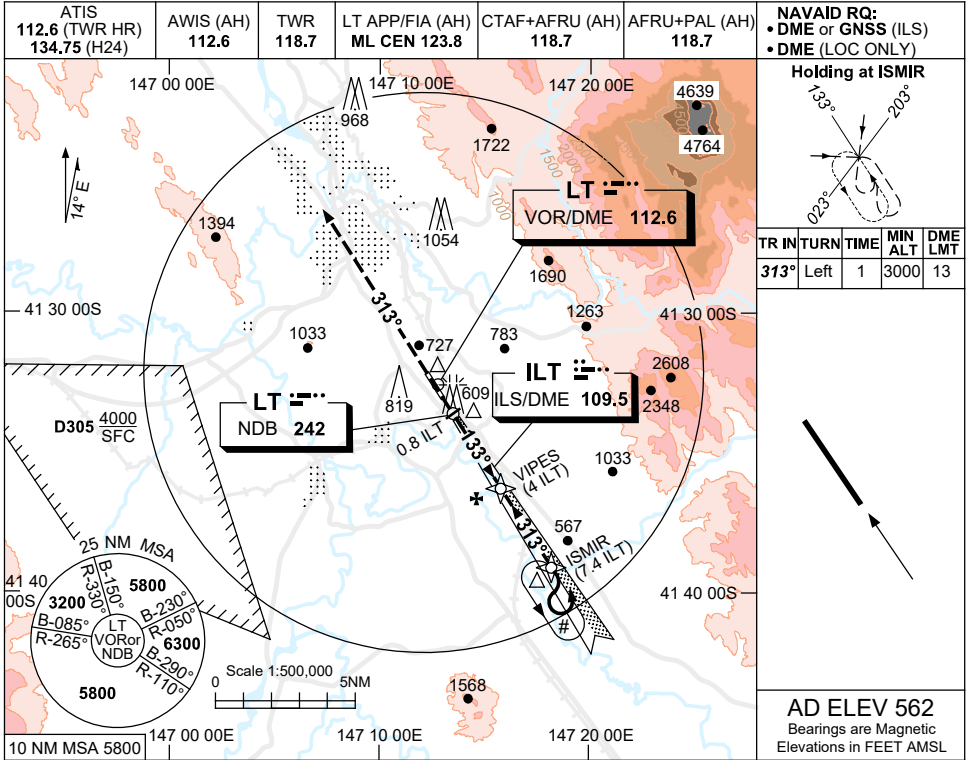
Changes: FROM SUP H37/22.

MLTII01-173

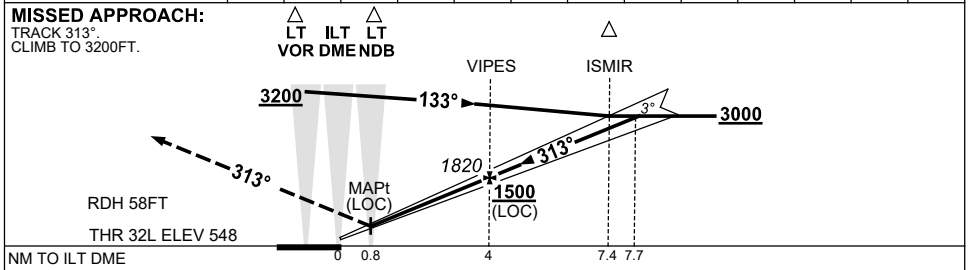
USE QNH

ILS-Z or LOC-Z RWY 32L
LAUNCESTON, TAS (YMLT)

1 DEC 2022



NM TO ILS DME	1.6	2	3	4	5	6	7	7.4	7.7				
ALT (3° APCH PATH)	1040	1180	1500	1820	2140	2460	2770	2890	3000				



- NOTES**
- #1. SPECIAL ALTN MNM 1000/5.0KM.
 - 2. HOLDING PATTERN NOT CONTAINED WITHIN CTA.
 - 3. COLOUR: SEE SPEC NOTICES.
 - #4. 45°/180° PROC TURN NOT PERMITTED.

CATEGORY	A	B	C	D
S-I ILS		850 (302) 0.8		
S-I LOC		1040 (492-1.8)		
CIRCLING	1440 (878-2.4)		1670 (1108-4.0)	1670 (1108-5.0)
ALTERNATE #	(1378-4.4)		(1608-6.0)	(1608-7.0)

Changes: FROM SUP H37/22.

MLTII02-173

NOISE ABATEMENT PROCEDURES**LAUNCESTON****1. PREFERRED RUNWAY****1.1 TAKE-OFF.**

Preferred runway for departure is RWY 14R.

Least preferred for departure is RWY 32L.- Jet Noise Abatement climb procedures apply.

2. TRAINING FLIGHTS

2.1 When conducting circuit training, aircraft will avoid overflying the township of Evandale.

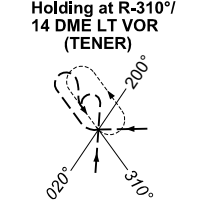
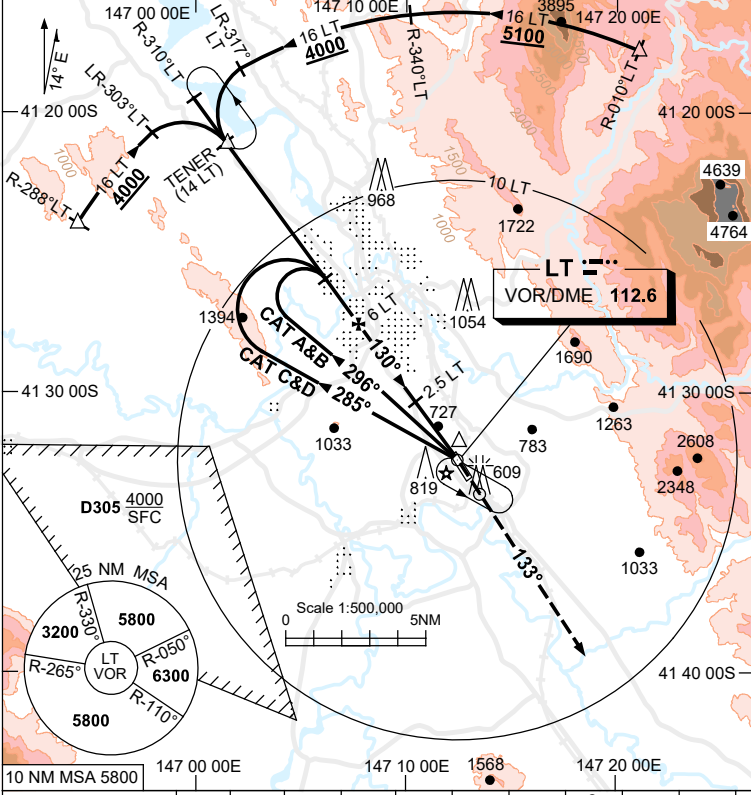
USE QNH

VOR RWY 14R
LAUNCESTON, TAS (YMLT)

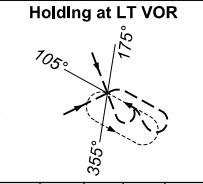
28 NOV 2024

ATIS 112.6 (TWR HR) 134.75 (H24)	AWIS (AH) 112.6	TWR 118.7	LT APP/FIA (AH) ML CEN 123.8	CTAF+AFRU (AH) 118.7	AFRU+PAL (AH) 118.7
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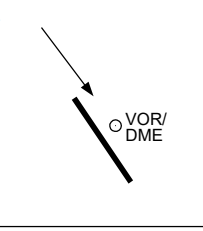
Bearings are Magnetic
Elevations in FEET AMSL



TR	IN	TURN	TIME	MIN ALT	DME
130°	Left	1	4000		

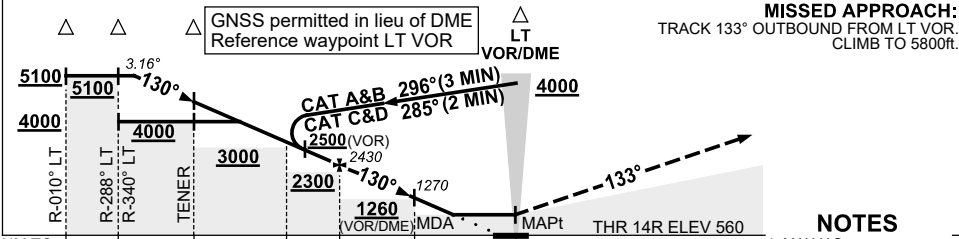


TR	IN	TURN	TIME	MIN ALT	DME
285°	Left	1	4000		



AD ELEV 562

DIST TO LT DME	13.9	13	12	11	10.7	10	9	8	7	6	5	4	2.9	2.4
ALT(3.16° APCH PATH)	5100	4780	4440	4110	4000	3780	3440	3100	2770	2430	2100	1760	1390	1240



NM TO LT DME	16	16	14	10	6	2.5	0							
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NOTES

- MAX IAS:
INITIAL : 180KT.
HLDG AT LT VOR: 195KT.
HLDG AT LT R-310°/14: 220KT.
- SPECIAL ALT MNM
1000/5.0KM.
- COLOUR: SEE SPEC NOTICES.
- HOLDING AT TENER NOT CONTAINED IN CTA.

CATEGORY	A	B	C	D
S-I VOR/DME		1240 (678-3.8)		
S-I VOR		1390 (828-4.7)		
CIRCLING	1440 (878-2.4)		1670 (1108-4.0)	1670 (1108-5.0)
ALTERNATE*	(1378-4.4)		(1608-6.0)	(1608-7.0)

Changes: Editorial.

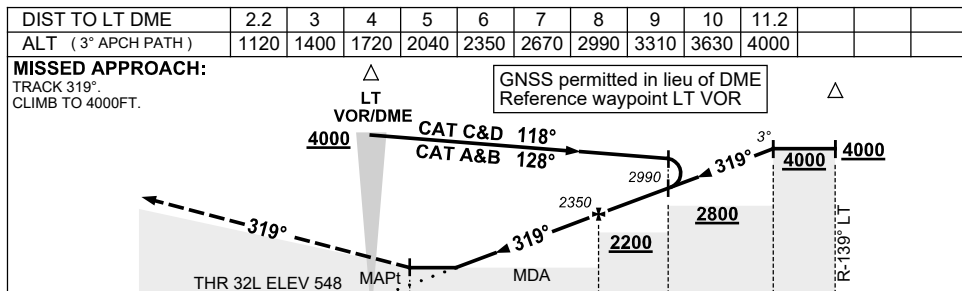
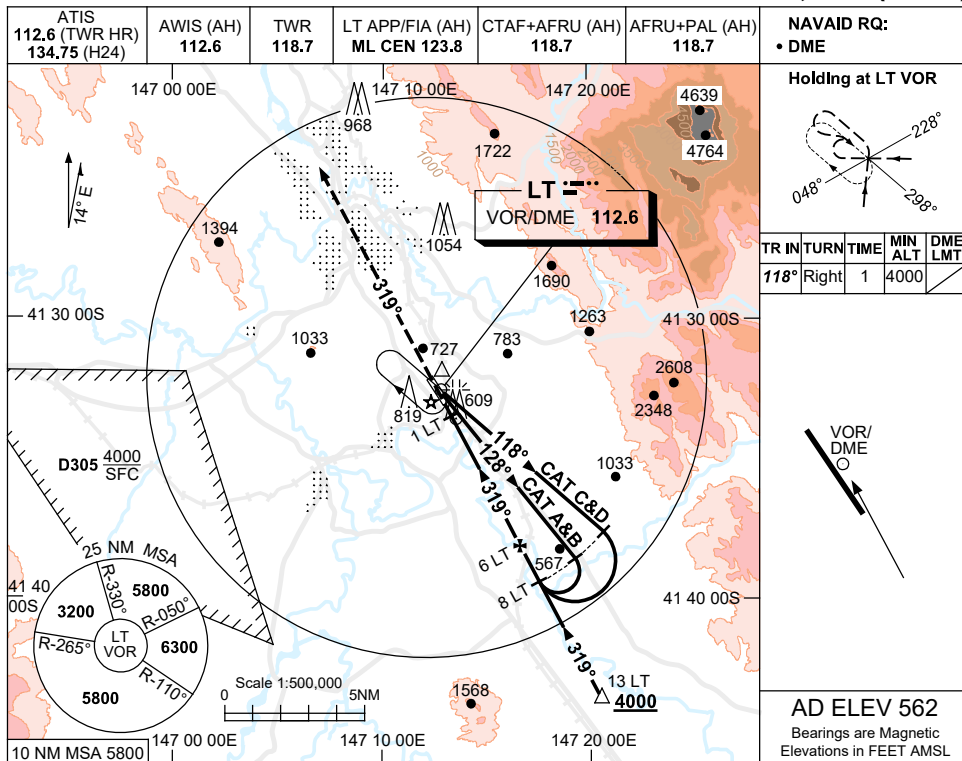
MLTVO01-181

USE QNH

VOR RWY 32L

LAUNCESTON, TAS (YMLT)

1 DEC 2022



NM TO LT DME

NOTES

1. MAX IAS:
BASE TURN: 210KT.
- ‡2. SPECIAL ALTN MNM 1000/5.0KM.
3. HLDG & REVERSAL NOT CONTAINED IN CTA.
4. **COLOUR:** SEE SPEC NOTICES.

CATEGORY	A	B	C	D
S-I VOR/DME	1120 (572-2.3)			
CIRCLING	1440 (878-2.4)		1670 (1108-4.0)	
ALTERNATE‡	(1378-4.4)		(1608-7.0)	

Changes: FROM SUP H37/22.

MLTVO02-173