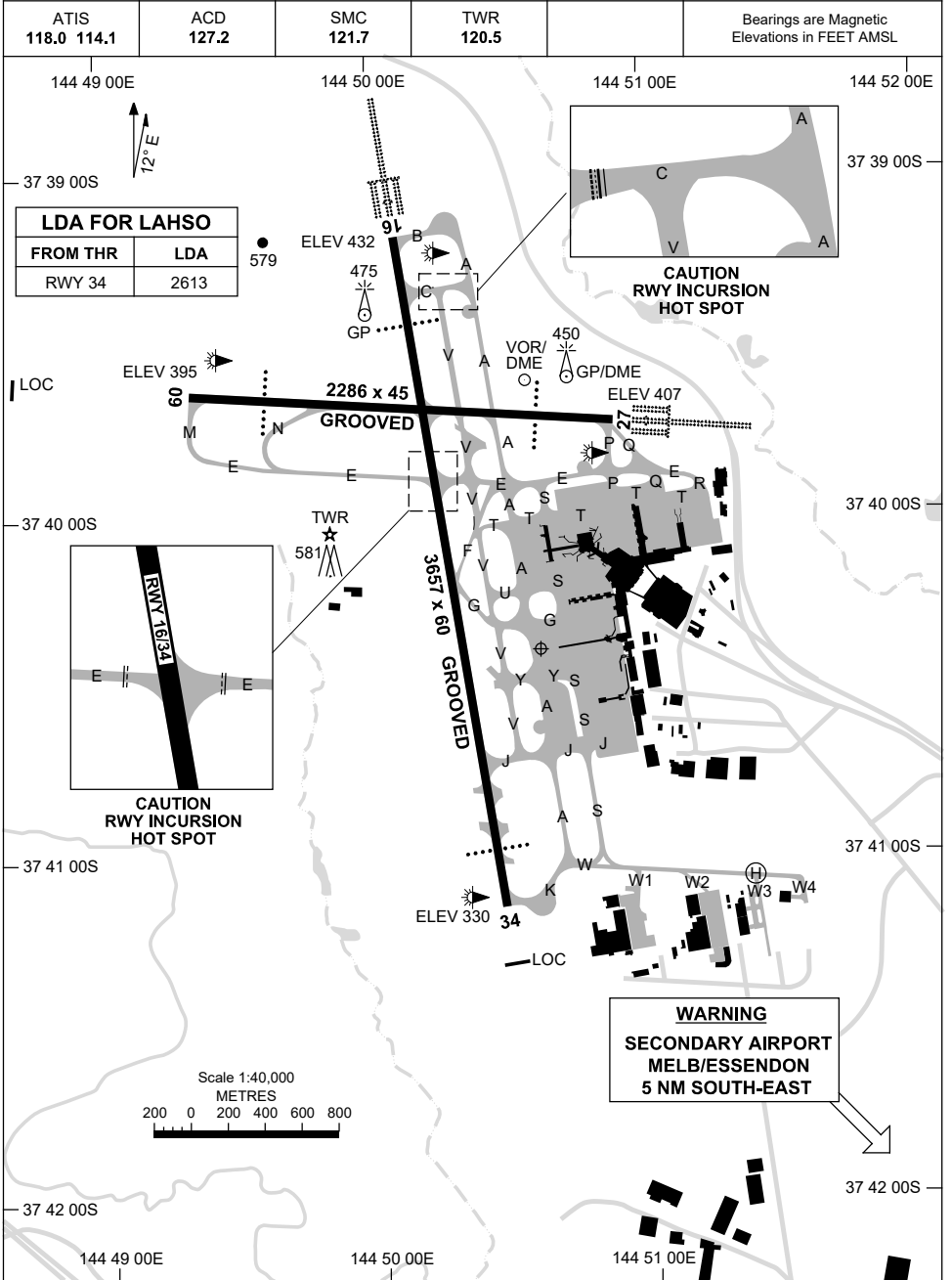


5 SEP 2024

AD ELEV 434  
37 40 24S 144 50 36E

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



Changes: APRON DEPICTION.

MMLAD01-180

21 MAR 2024

AD ELEV 434  
37 40 24S 144 50 36E

AERODROME CHART - Page 2  
**MELBOURNE, VIC (YMML)**

|                          |  |              |              |  |  |
|--------------------------|--|--------------|--------------|--|--|
| ATIS<br>118.0 114.1      | ACD<br>127.2   | SMC<br>121.7 | TWR<br>120.5 |  | Bearings are Magnetic<br>Elevations in FEET AMSL |
| <b>RWY</b>               | <b>AERODROME LIGHTING</b>  |              |              |  |  |
|                          | 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) |              |              |  |  |
| <b>16</b> <sup>160</sup> | PAPI 3.0° 74FT HIRL HIAL-CAT II-III SFL RTZL RCLL RCGL RVR   |              |              |  |  |
| <sup>340</sup> <b>34</b> | PAPI 3.0° 74FT HIRL RTIL HSL RCLL RCGL RVR   |              |              |  |  |
| <b>09</b> <sup>083</sup> | PAPI 3.0° 74FT MIRL RVR  |              |              |  |  |
| <sup>263</sup> <b>27</b> | PAPI 3.0° 74FT MIRL HIRL HIAL-CAT II-III SFL RTZL RCLL RVR   |              |              |  |  |

**NOTES**

Changes: TWY LIGHTING, Editorial.

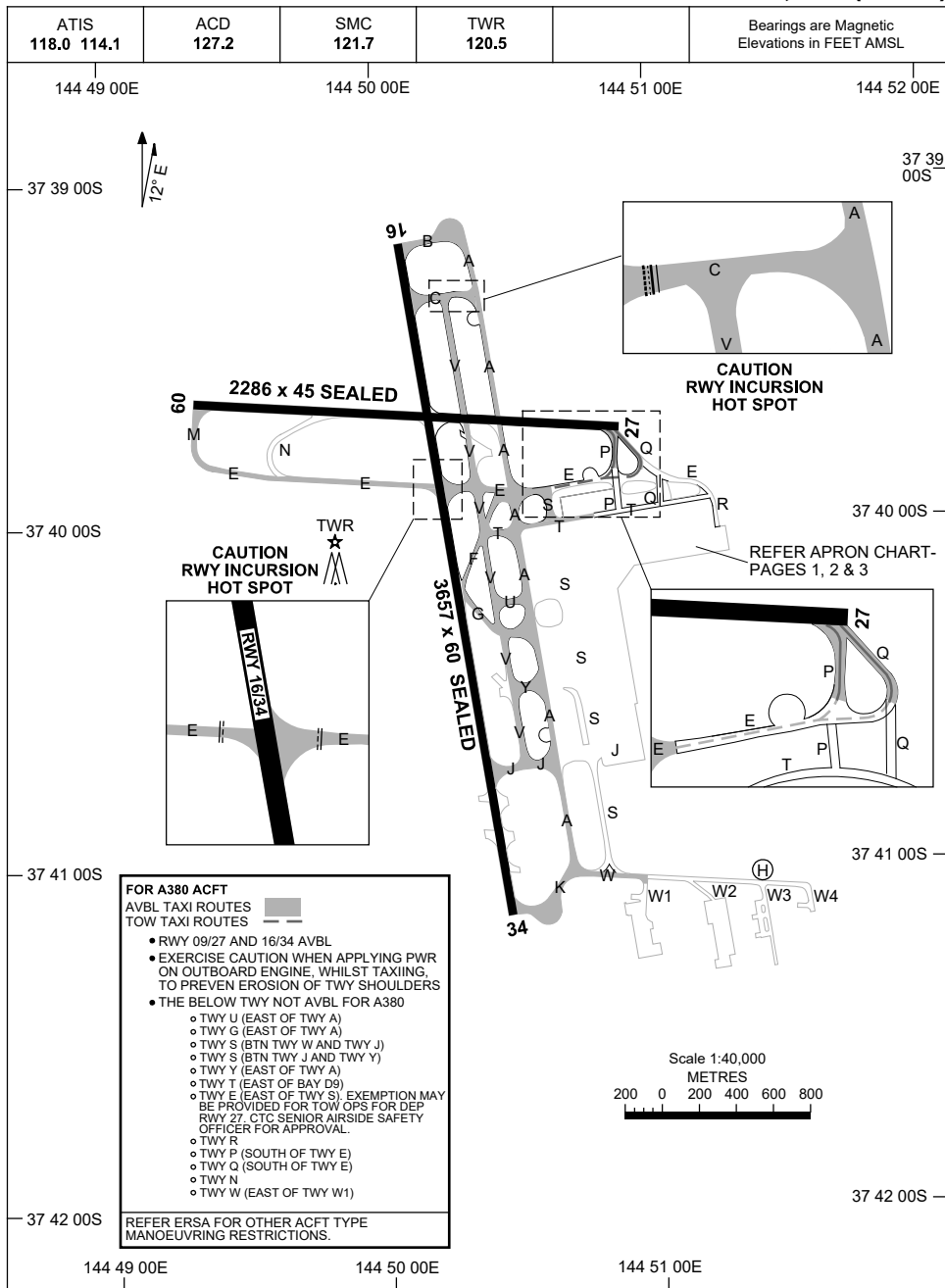
MMLAD02-178



# AERODROME GROUND MOVEMENT CHART - Page 2

## MELBOURNE, VIC (YMML)

5 SEP 2024

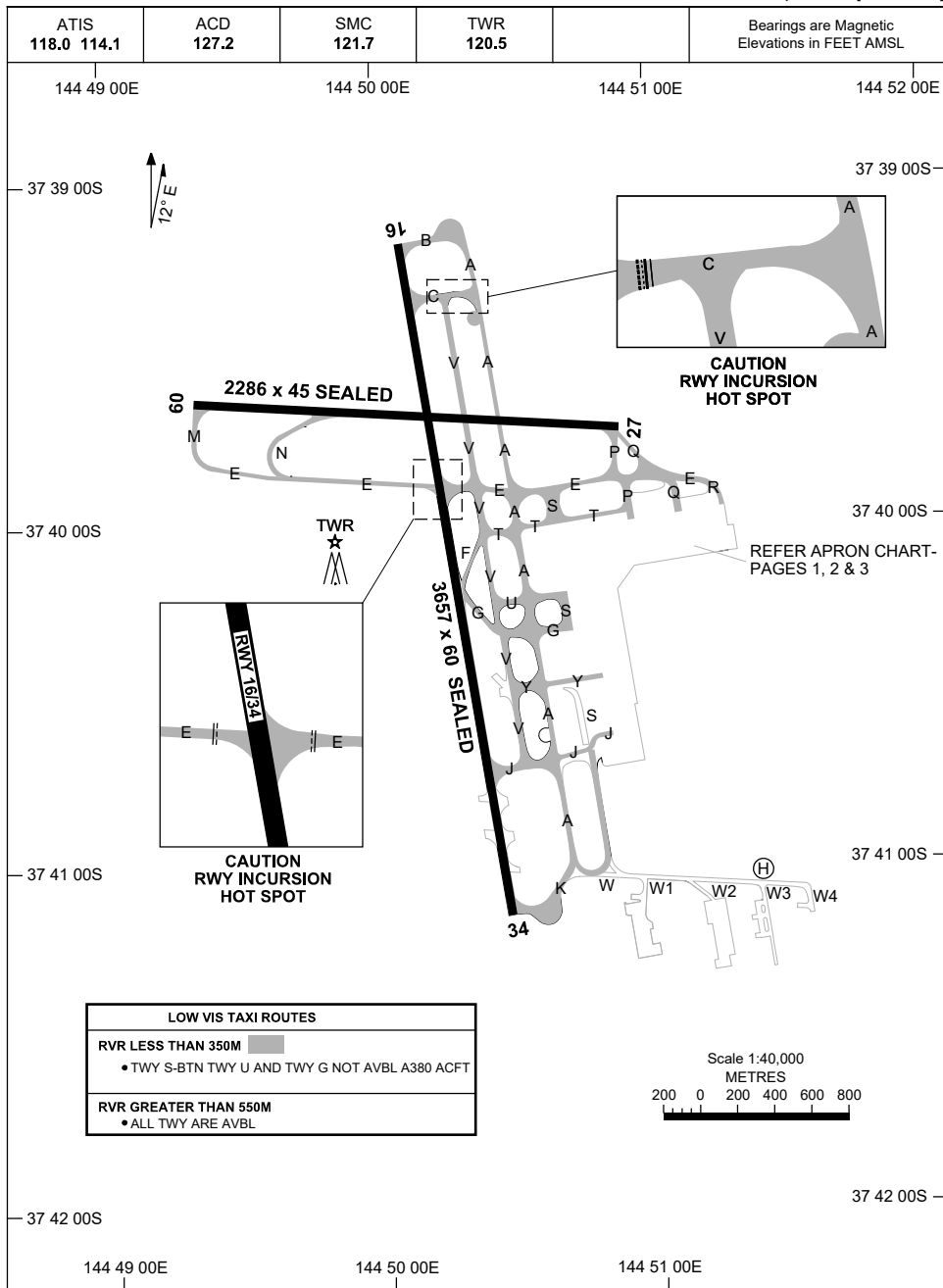


Changes: APRON DEPICTION.

MMLAG02-180

# AERODROME GROUND MOVEMENT CHART - Page 3 MELBOURNE, VIC (YMML)

5 SEP 2024



Changes: APRON DEPICTION.

MMLAG04-180

21 MAR 2024



Changes: VAR.

MMLAP01-178

28 NOV 2024

MELBOURNE, VIC (YMLL)

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            | SAFEDOCK   |
| 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            | SAFEDOCK   |
| B25A | 37 39 59.71S | 144 51 08.38E | 389      | A333, B789   | F35            | SAFEDOCK   |
| 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            | MARSHALLER |
| 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   |
| 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: E8A REMOVED, B21, B25, B25A AND C4 DOCKING SYSTEM.

MMLAP02-181

13 JUN 2024

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.

MMLAP03-179



**STANDARD INSTRUMENT DEPARTURES (SID)  
MELBOURNE SIX DEPARTURE (RADAR)  
MELBOURNE, VIC (YMML)**

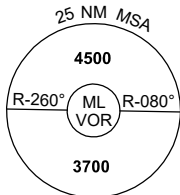
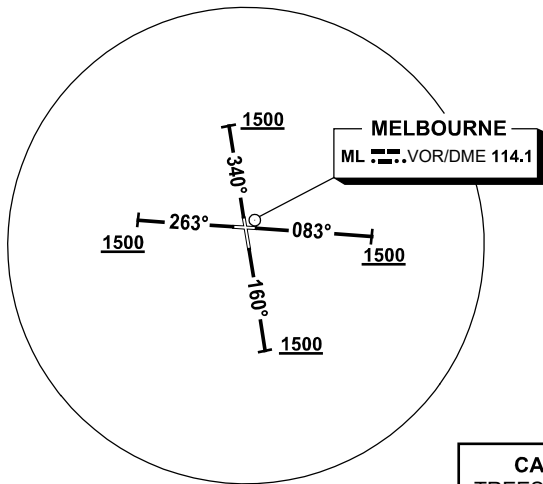
**21 MAR 2024**

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

NOT TO SCALE



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



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

10 NM MSA 3300

**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**

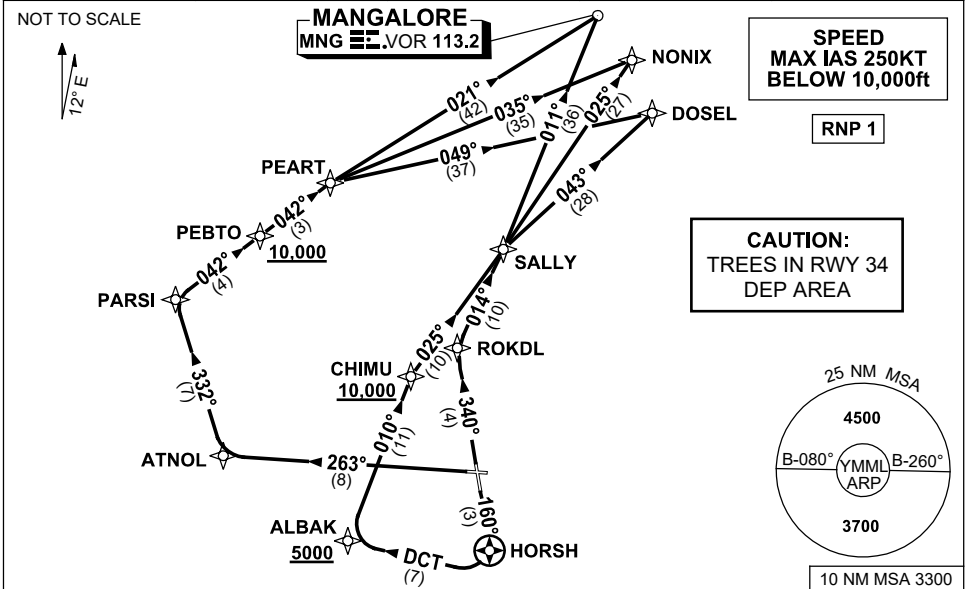
On recognition of communication failure

- 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.

**STANDARD INSTRUMENT DEPARTURES (SID)  
DOSEL ONE, MNG THREE, NONIX THREE (JET) (RNAV)  
MELBOURNE, VIC (YMML)**

**5 SEP 2024**

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



| MANGALORE (MNG)   | THREE | DEPARTURE |
|---|-------|-----------|
| NONIX   | THREE | DEPARTURE |
| DOSEL   | ONE   | DEPARTURE |
| <b>RWY 16</b>   |       |           |
| <ul style="list-style-type: none"> <li>GRAD 3.3%</li> <li>Track 160° to HORSH</li> <li>At HORSH turn RIGHT, track DCT to ALBAK<br/><b>Cross</b> ALBAK AT or ABV 5000ft<br/>(RQ GRAD TO ALBAK: 8.5%)</li> <li>Turn RIGHT, track 010° to CHIMU<br/><b>Cross</b> CHIMU AT or ABV 10,000ft<br/>(RQ GRAD TO CHIMU: 7.8%)</li> <li>Turn RIGHT, track 025° to SALLY</li> </ul> |       |           |
| <b>FOR MNG</b>  |       |           |
| <ul style="list-style-type: none"> <li>Turn LEFT, track 011° to MNG VOR, then as cleared</li> </ul>   |       |           |
| <b>FOR NONIX</b>  |       |           |
| <ul style="list-style-type: none"> <li>Track 025° to NONIX, then as cleared</li> </ul>  |       |           |
| <b>FOR DOSEL</b>  |       |           |
| <ul style="list-style-type: none"> <li>Turn RIGHT, track 043° to DOSEL, then as cleared</li> </ul>  |       |           |
| <b>RWY 27</b>   |       |           |
| <ul style="list-style-type: none"> <li>GRAD 3.3%</li> <li>Track 263° to ATNOL</li> <li>Turn RIGHT, track 332° to PARS</li> <li>Turn RIGHT, track 042° to PEBTO<br/><b>Cross</b> PEBTO AT or ABV 10,000ft<br/>(RQ GRAD TO PEBTO: 8.5%)</li> <li>Track 042° to PEART</li> </ul>   |       |           |
| <b>FOR MNG</b>  |       |           |
| <ul style="list-style-type: none"> <li>Turn LEFT, track 021° to MNG VOR, then as cleared</li> </ul>   |       |           |
| <b>FOR NONIX</b>  |       |           |
| <ul style="list-style-type: none"> <li>Turn LEFT, track 035° to NONIX, then as cleared</li> </ul>   |       |           |
| <b>FOR DOSEL</b>  |       |           |
| <ul style="list-style-type: none"> <li>Turn RIGHT, track 049° to DOSEL, then as cleared</li> </ul>  |       |           |
| <b>RWY 34</b>   |       |           |
| <ul style="list-style-type: none"> <li>GRAD 4.6% to 1500ft then 3.3%</li> <li>Track 340° to ROKDL</li> <li>Turn RIGHT, track 014° to SALLY</li> </ul>   |       |           |
| <b>FOR MNG</b>  |       |           |
| <ul style="list-style-type: none"> <li>Track 011° to MNG VOR, then as cleared</li> </ul>  |       |           |
| <b>FOR NONIX</b>  |       |           |
| <ul style="list-style-type: none"> <li>Track 025° to NONIX, then as cleared</li> </ul>  |       |           |
| <b>FOR DOSEL</b>  |       |           |
| <ul style="list-style-type: none"> <li>Track 043° to DOSEL, then as cleared</li> </ul>  |       |           |

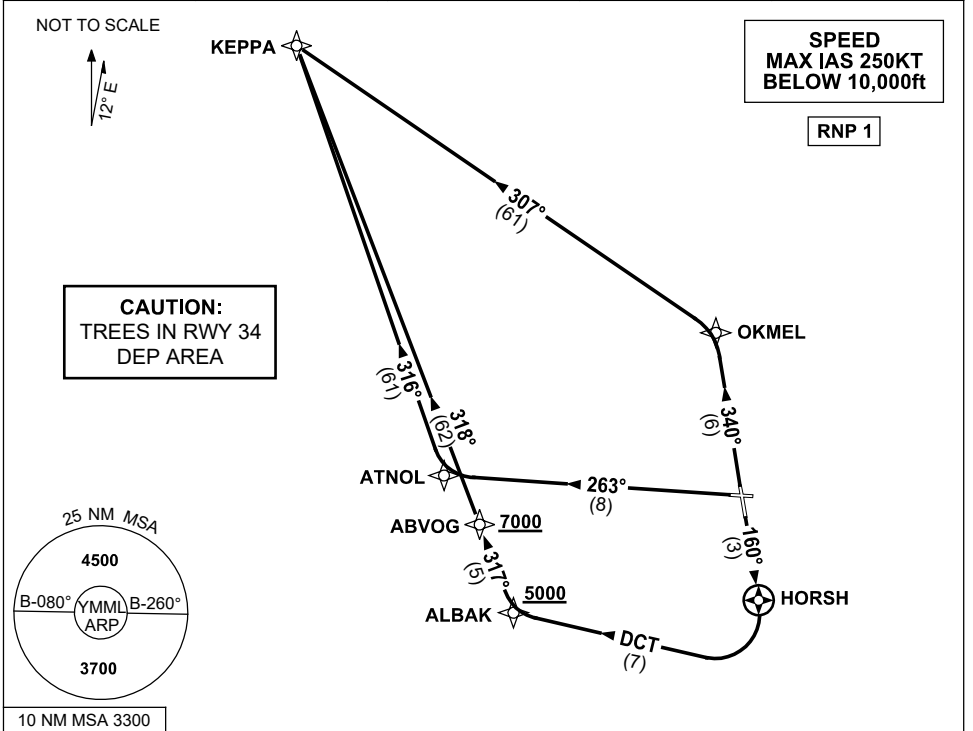
Changes: CHART TITLE, Editorial.

MMLDP02-180

STANDARD INSTRUMENT DEPARTURES (SID)  
 KEPPA TWO (JET) (RNAV)  
 MELBOURNE, VIC (YMML)

21 MAR 2024

|                     |              |              |              |              |
|---------------------|--------------|--------------|--------------|--------------|
| ATIS<br>114.1 118.0 | ACD<br>127.2 | SMC<br>121.7 | TWR<br>120.5 | DEP<br>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

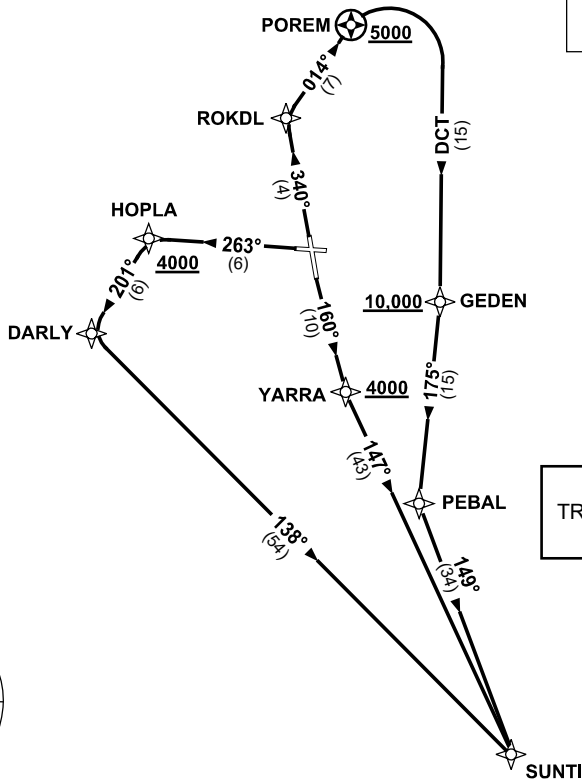
- GRAD 3.5% to 1200ft then 3.3%
- Track 340° to OKMEL
- Turn LEFT, track 307° to KEPPA,  
 then as cleared

STANDARD INSTRUMENT DEPARTURES (SID)  
SUNTI THREE (JET)(RNAV)  
MELBOURNE, VIC (YMML)

21 MAR 2024

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

NOT TO SCALE



10 NM MSA 3300

**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.

MMLDP05-178

STANDARD INSTRUMENT DEPARTURES (SID)  
 CRENA TWO, ESDIG FOUR (JET)(RNAV)  
 MELBOURNE, VIC (YMML)

5 SEP 2024

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

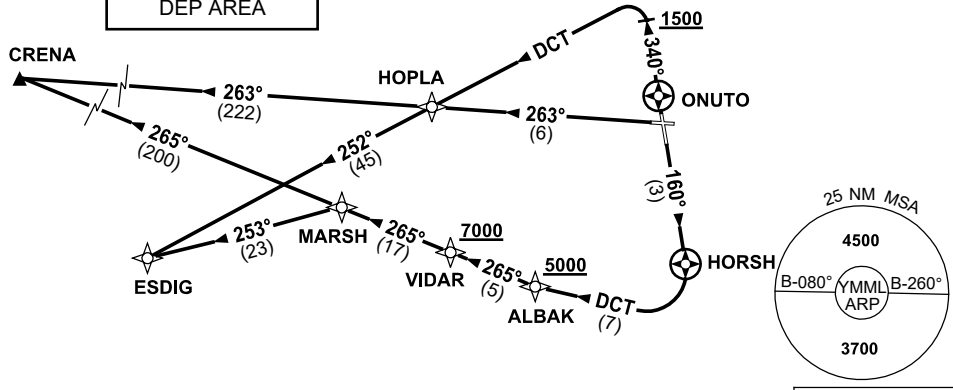
NOT TO SCALE



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

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

RNP 1



**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 17**

- 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 track 263° to CRENA, thence as cleared

STANDARD INSTRUMENT DEPARTURES (SID)  
 RWY 16 ISPEG ONE (JET)(RNAV)  
 MELBOURNE, VIC (YMML)

21 MAR 2024

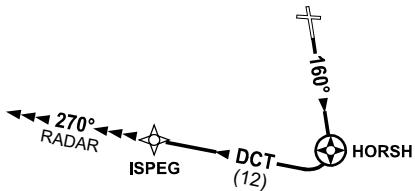
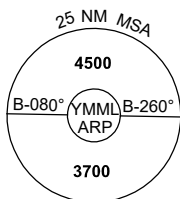
|                     |              |              |              |              |
|---------------------|--------------|--------------|--------------|--------------|
| ATIS<br>114.1 118.0 | ACD<br>127.2 | SMC<br>121.7 | TWR<br>120.5 | DEP<br>129.4 |
|---------------------|--------------|--------------|--------------|--------------|

NOT TO SCALE



**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

STANDARD INSTRUMENT DEPARTURES (SID)  
CORRS NINE (JET)(RNAV)  
MELBOURNE, VIC (YMML)

21 MAR 2024

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

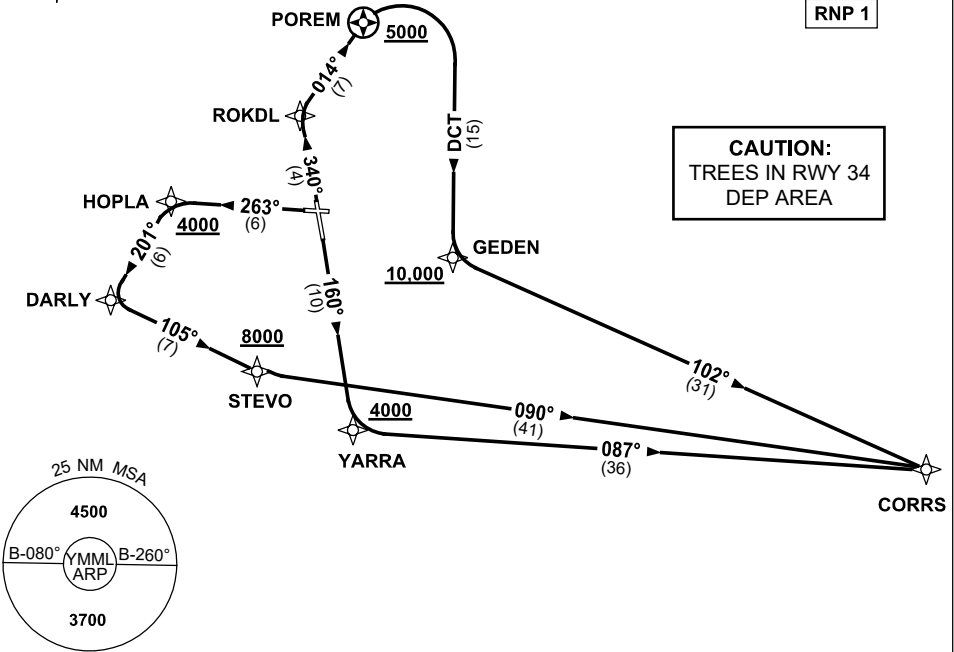
NOT TO SCALE



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

**RNP 1**

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



10 NM MSA 3300

**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 CORR9,  
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 CORR9,  
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 CORR9,  
then as cleared

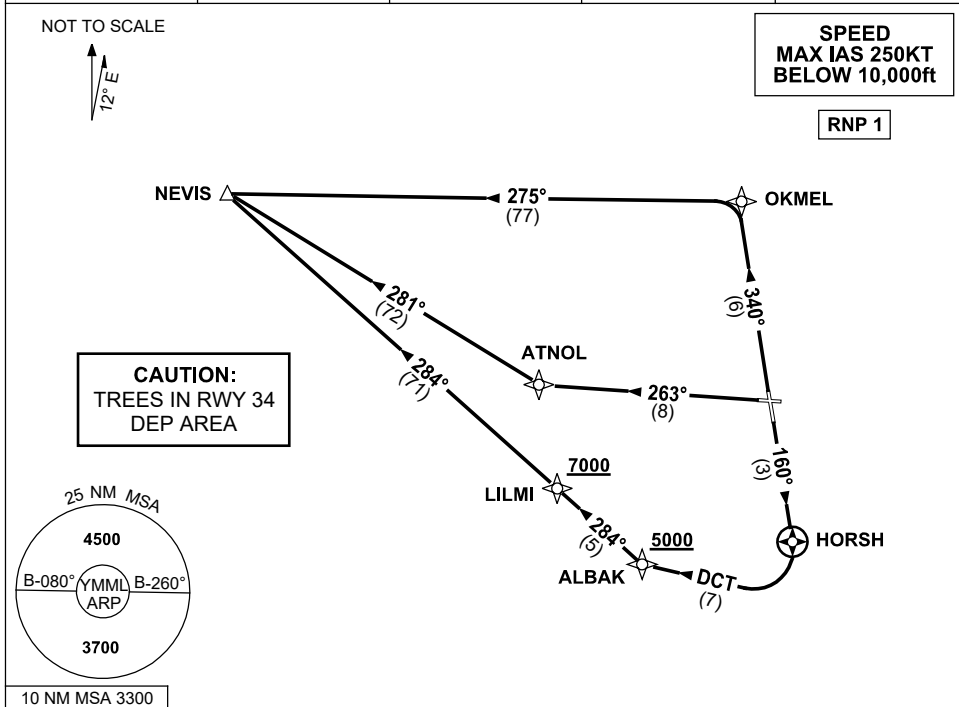
Changes: VAR, Editorial.

MMLDP11-178

STANDARD INSTRUMENT DEPARTURES (SID)  
NEVIS SEVEN (JET)(RNAV)  
MELBOURNE, VIC (YMML)

21 MAR 2024

|                     |              |              |              |              |
|---------------------|--------------|--------------|--------------|--------------|
| ATIS<br>114.1 118.0 | ACD<br>127.2 | SMC<br>121.7 | TWR<br>120.5 | DEP<br>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.

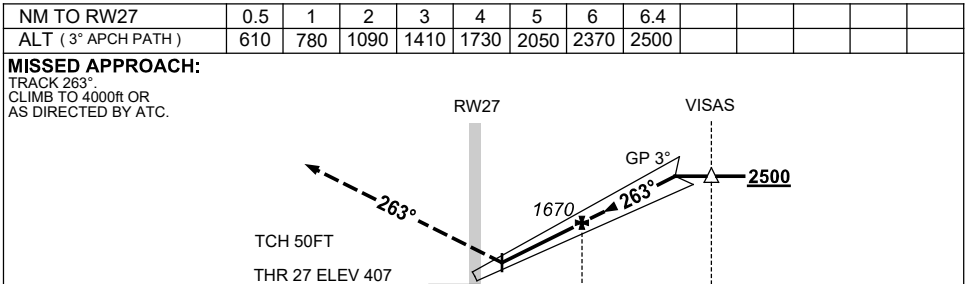
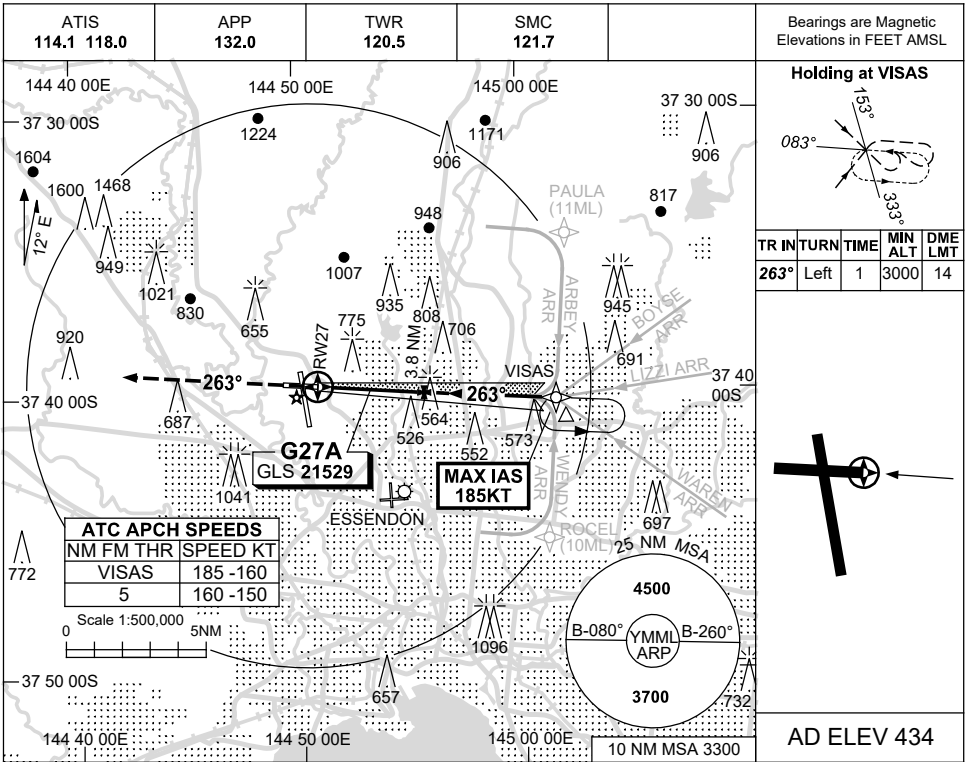
MMLDP32-178



USE QNH

GLS RWY 27  
MELBOURNE, VIC (YMML)

5 SEP 2024



NM TO RW27

**NOTES**

- 1. MAX IAS :  
VISAS : 185KT.

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

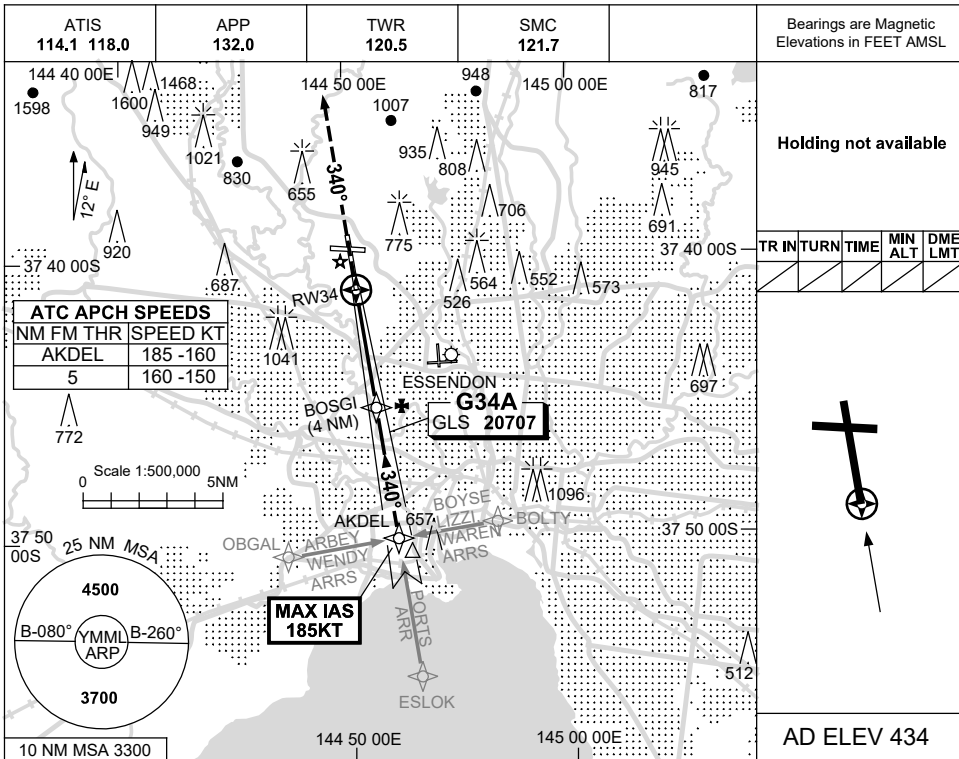
Changes: Editorial.

MMLGL02-180

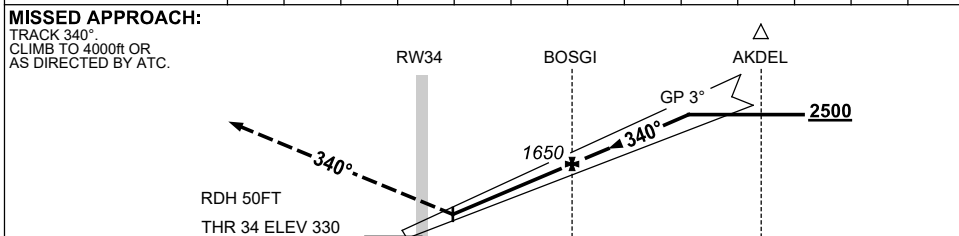
USE QNH

GLS RWY 34  
MELBOURNE, VIC (YMML)

21 MAR 2024



|                    |     |     |      |      |      |      |      |      |  |  |  |  |  |
|--------------------|-----|-----|------|------|------|------|------|------|--|--|--|--|--|
| 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 |  |  |  |  |  |



NM TO RW34      0      4      9

**NOTES**

- 1. MAX IAS: AKDEL : 185KT.

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

Changes: VAR.

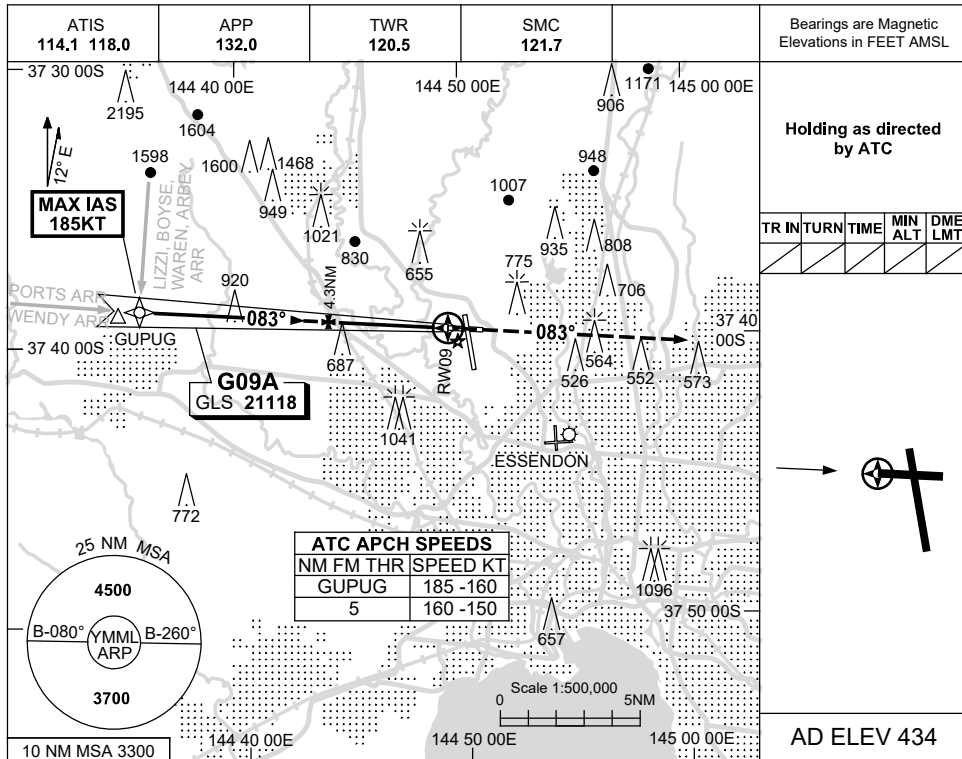
MMLGL03-178

USE QNH

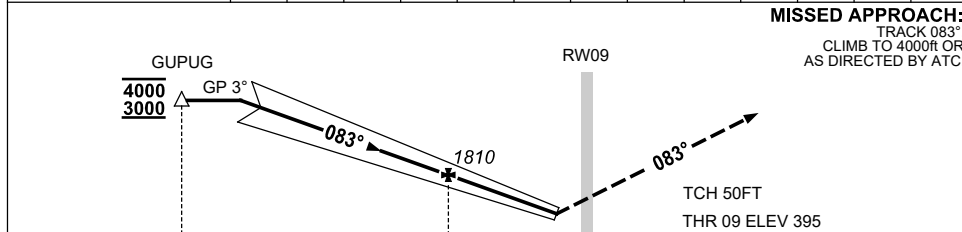
GLS RWY 09

21 MAR 2024

MELBOURNE, VIC (YMML)



|                    |      |      |      |      |      |      |      |     |     |  |  |  |
|--------------------|------|------|------|------|------|------|------|-----|-----|--|--|--|
| 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 |  |  |  |



**NOTES**

- MAX IAS :  
GUPUG : 185KT.

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

Changes: VAR, ALT RQMNTS AT GUPUG.

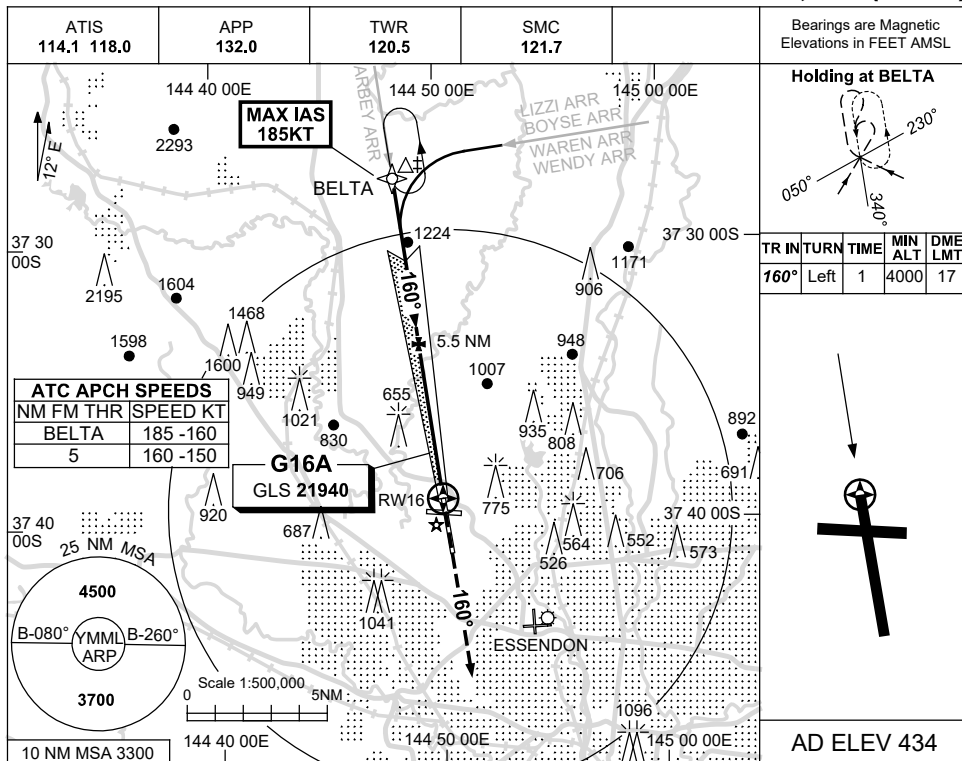
MMLGL04-178

USE QNH

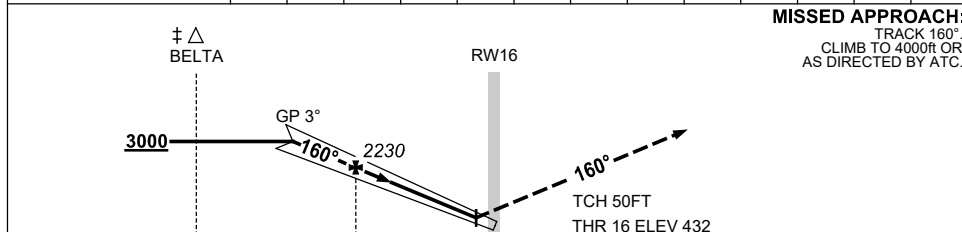
GLS RWY 16

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 |  |  |  |



NM TO RW16      11.6      5.5      0

**NOTES**

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

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

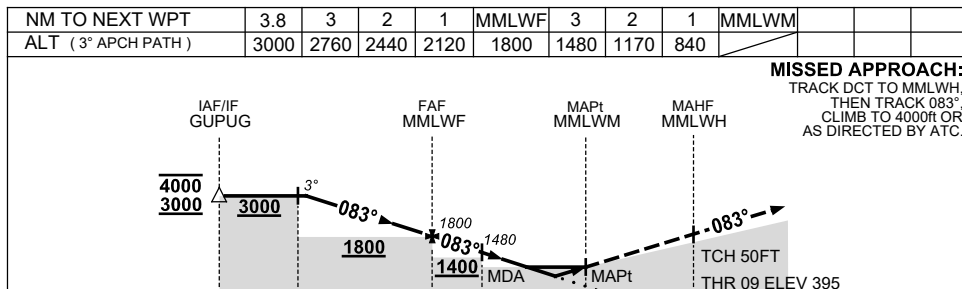
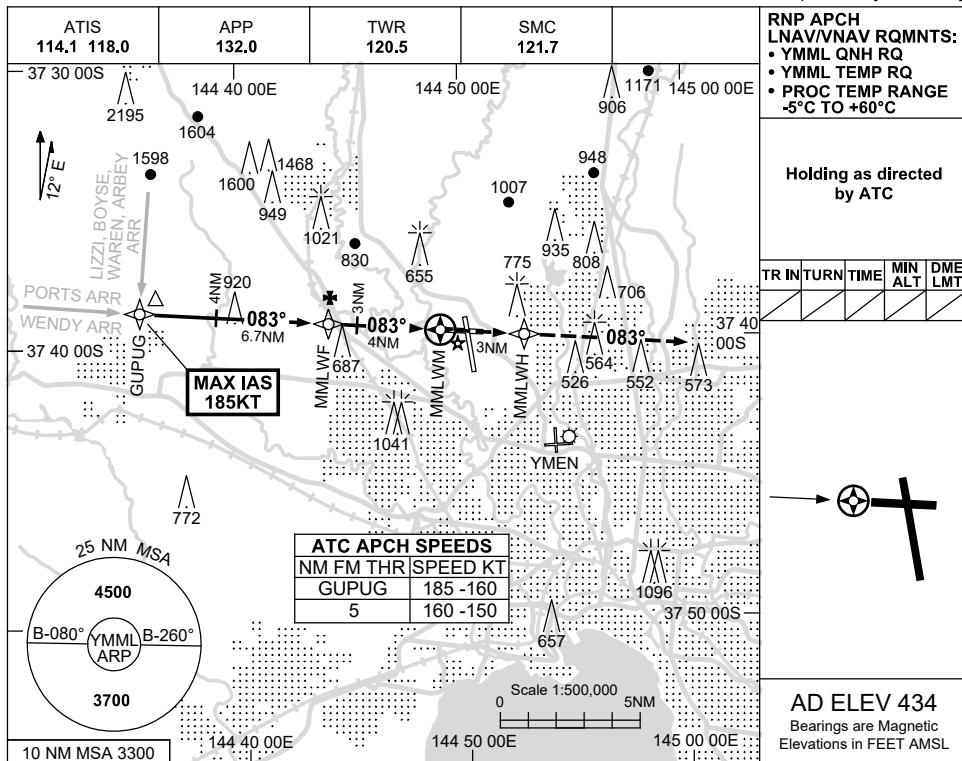


USE QNH

RNP RWY 09

28 NOV 2024

MELBOURNE, VIC (YMML)



**NOTES**

| 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)      |

- MAX IAS:  
GUPUG : 185KT.

Changes: DIST-ALT TABLE, Editorial.

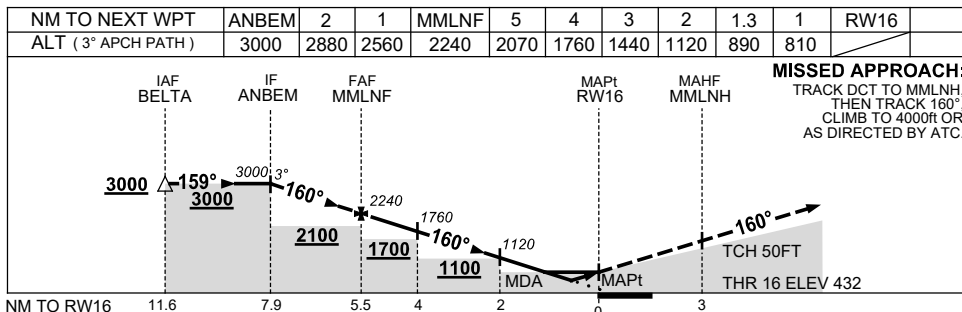
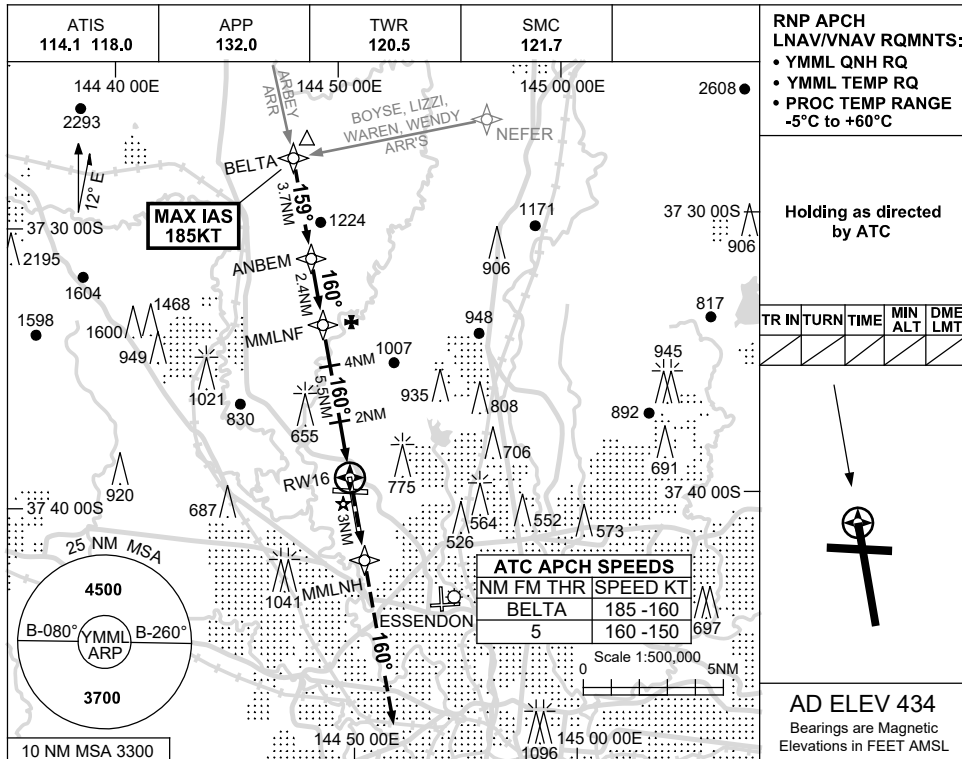
MMLGN02-181

USE QNH

RNP Z RWY 16

21 MAR 2024

MELBOURNE, VIC (YMML)



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

**NOTES**

| 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)      |

1. MAX IAS:  
 BELTA : 185KT.

Changes: VAR, Editorial.

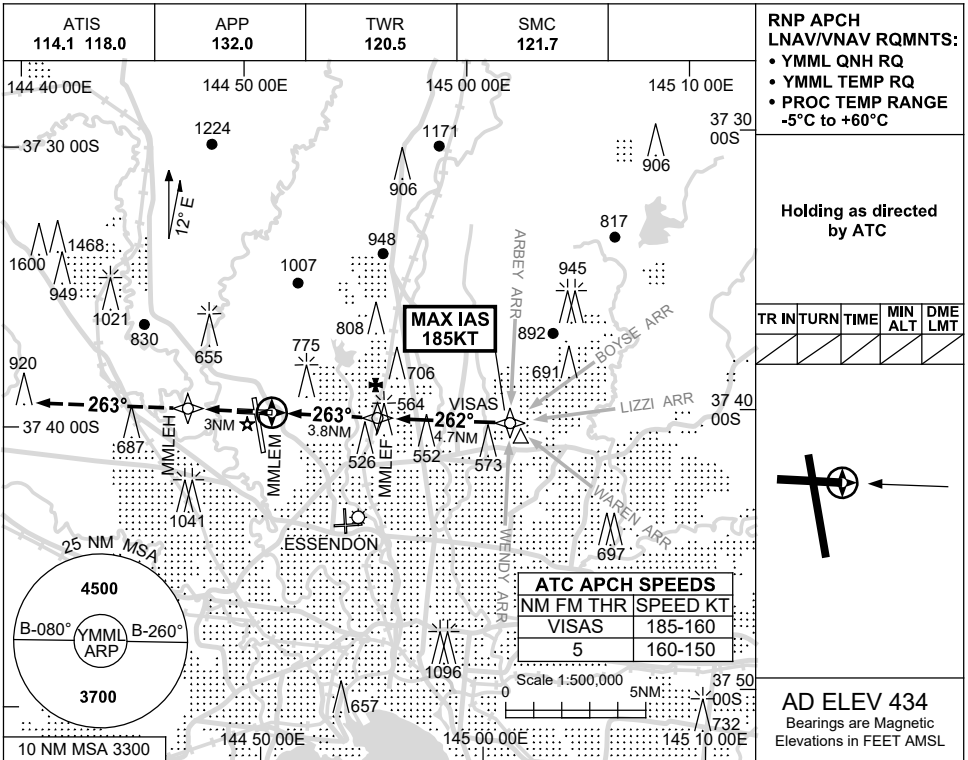
MMLGN03-178

USE QNH

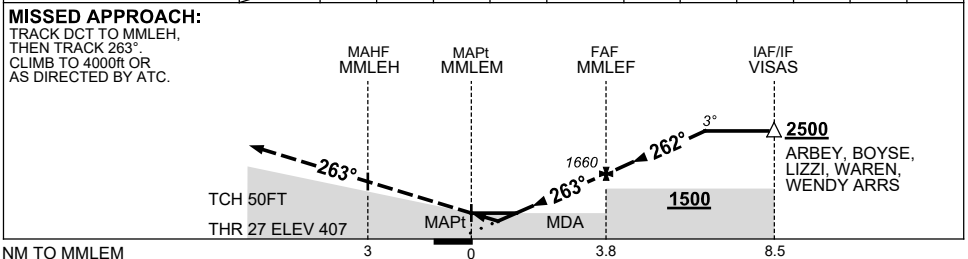
RNP RWY 27

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 |  |  |  |



**NOTES**

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

1. MAX IAS:  
VISAS : 185KT.

Changes: VAR, Editorial.

MMLGN04-178



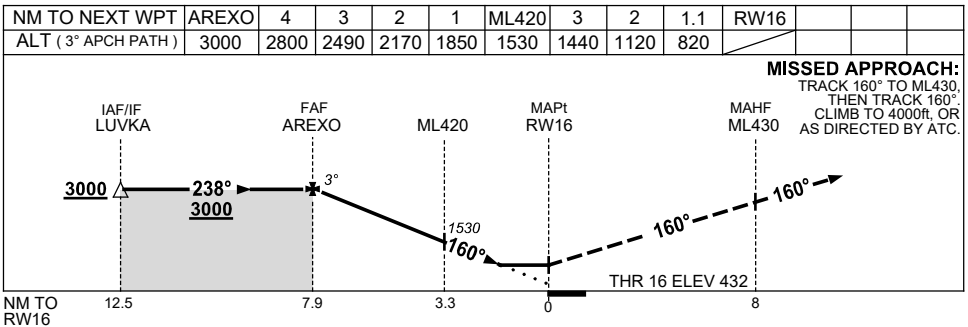
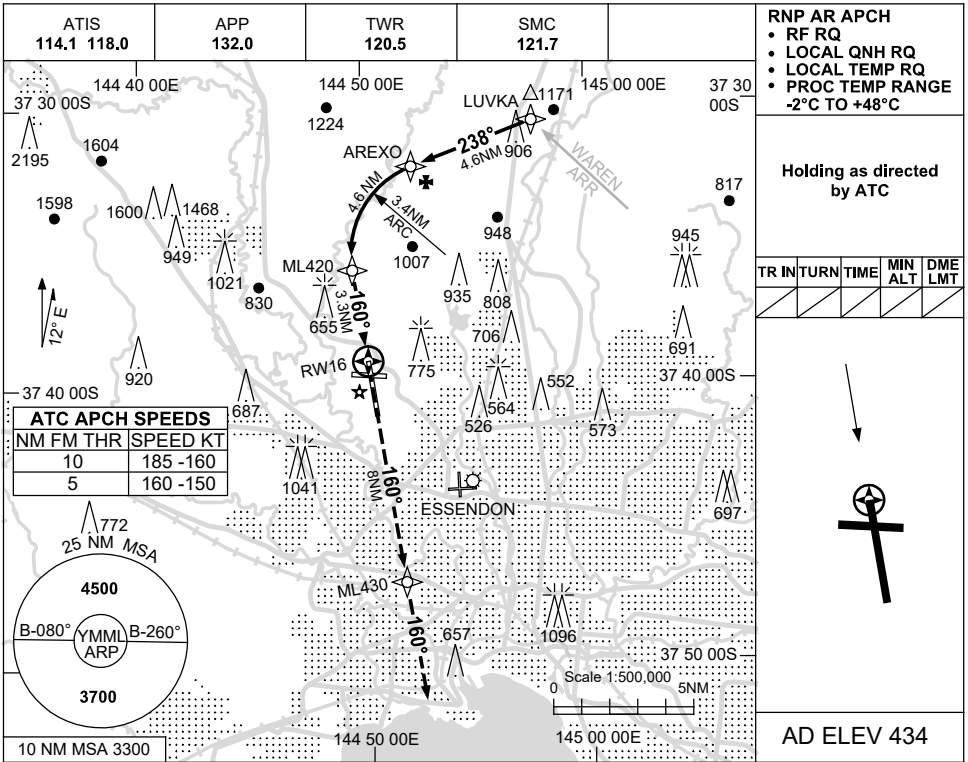
FOR CASA APPROVED OPERATORS ONLY

RNP M RWY 16 (AR)

21 MAR 2024

USE QNH

MELBOURNE, VIC (YMML)



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

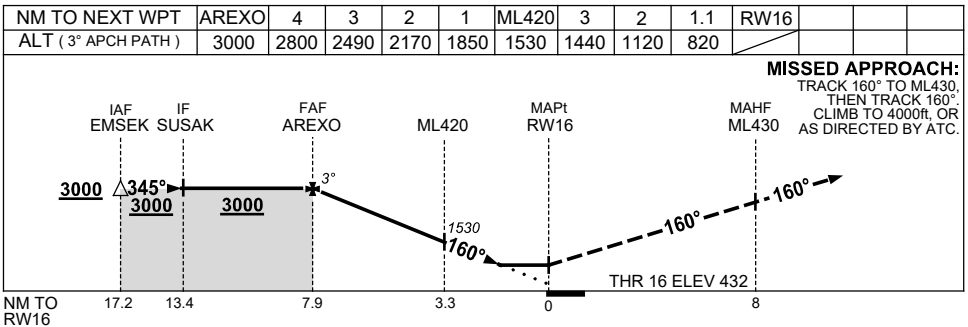
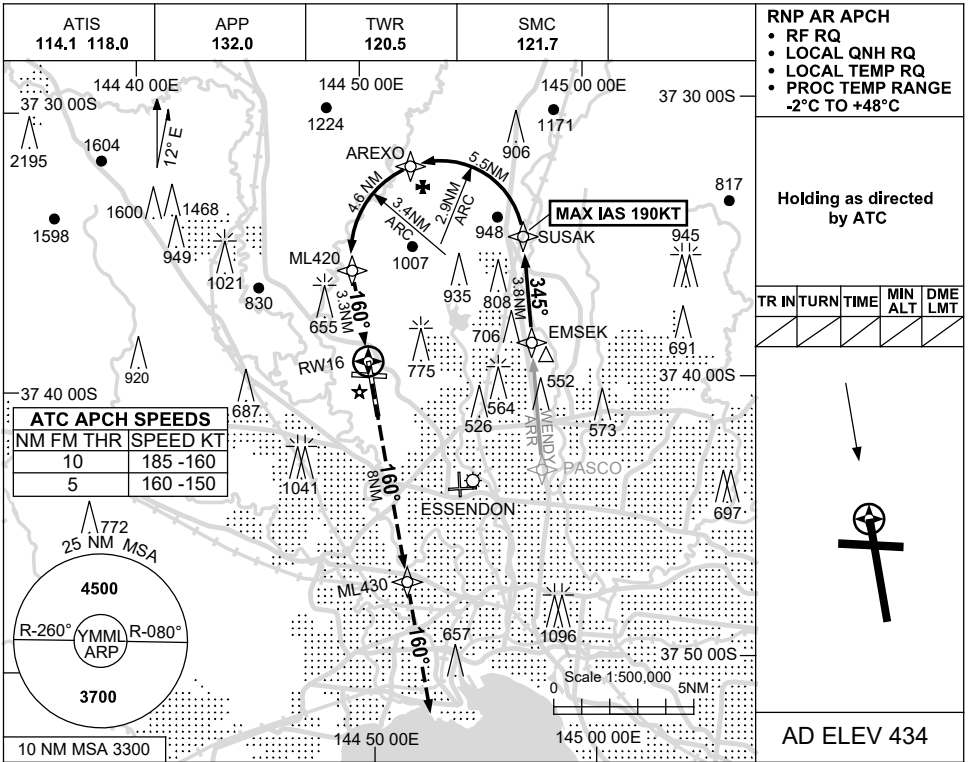
FOR CASA APPROVED OPERATORS ONLY

RNP P RWY 16 (AR)

21 MAR 2024

USE QNH

MELBOURNE, VIC (YMML)



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) |

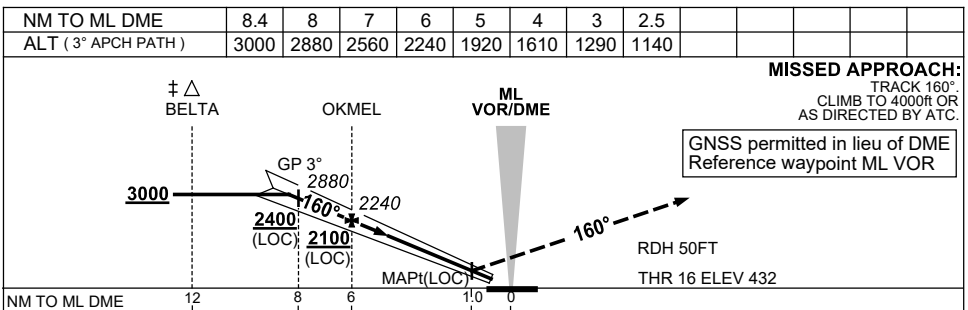
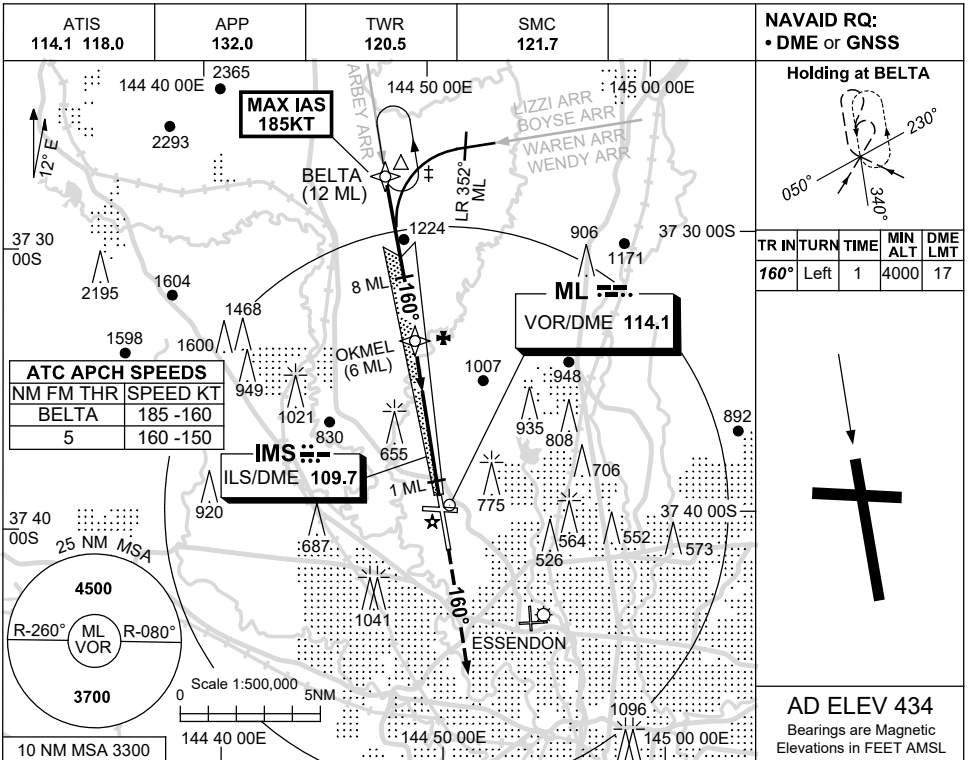
Changes: VAR, Editorial.

MMLGN16-178

USE QNH

ILS-Y or LOC-Y RWY 16  
**MELBOURNE, VIC (YMML)**

21 MAR 2024



| 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)      |

- NOTES**
- MAX IAS :  
 BELTA : 185KT.
  - SPECIAL ALT MNM  
 700/2.5 KM. (NOT APP-  
 LICABLE TO LOC/DME).
  - ACFT MAY BE  
 RADAR VECTORED  
 TO FNA OR JOIN  
 PROCEDURE OFF  
 STAR PRIOR TO FAF.

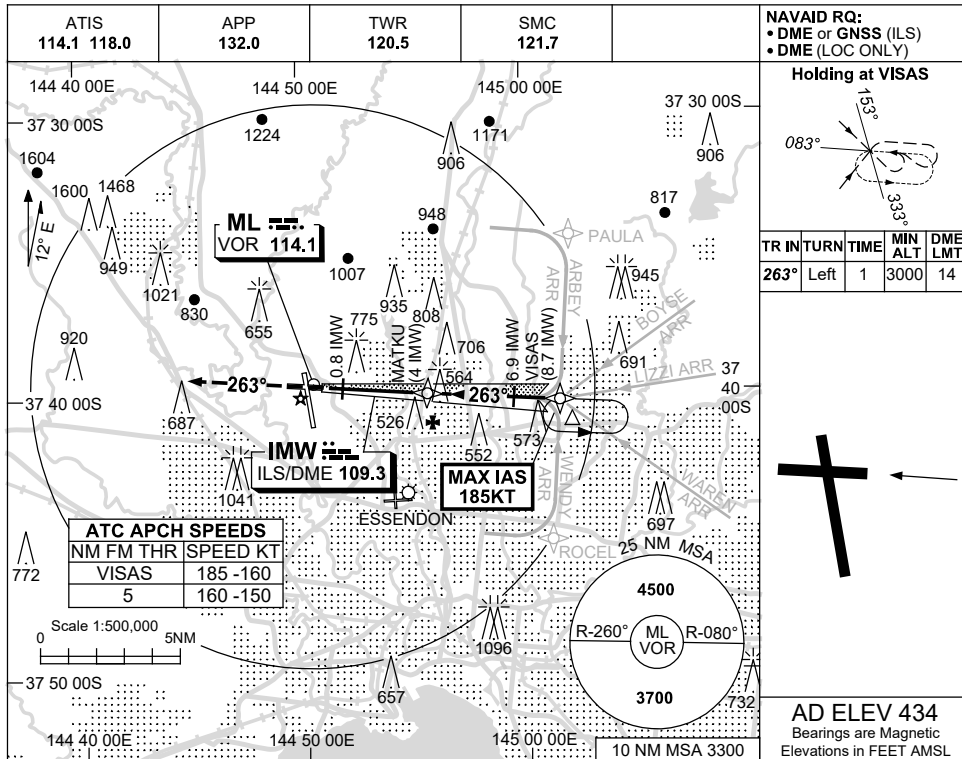
Changes: VAR.

MMLII01-178

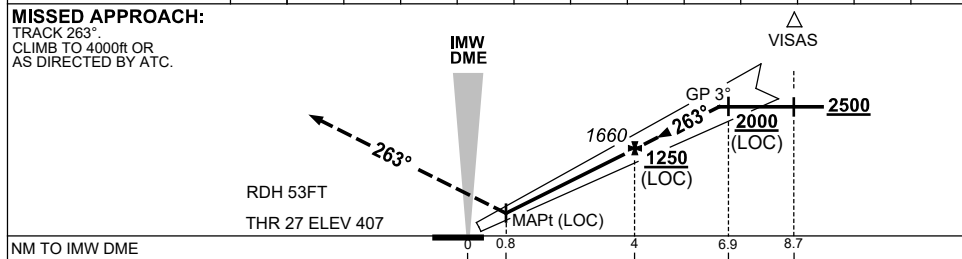
USE QNH

ILS-Z or LOC-Z RWY 27  
**MELBOURNE, VIC (YMML)**

5 SEP 2024



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



**NOTES**

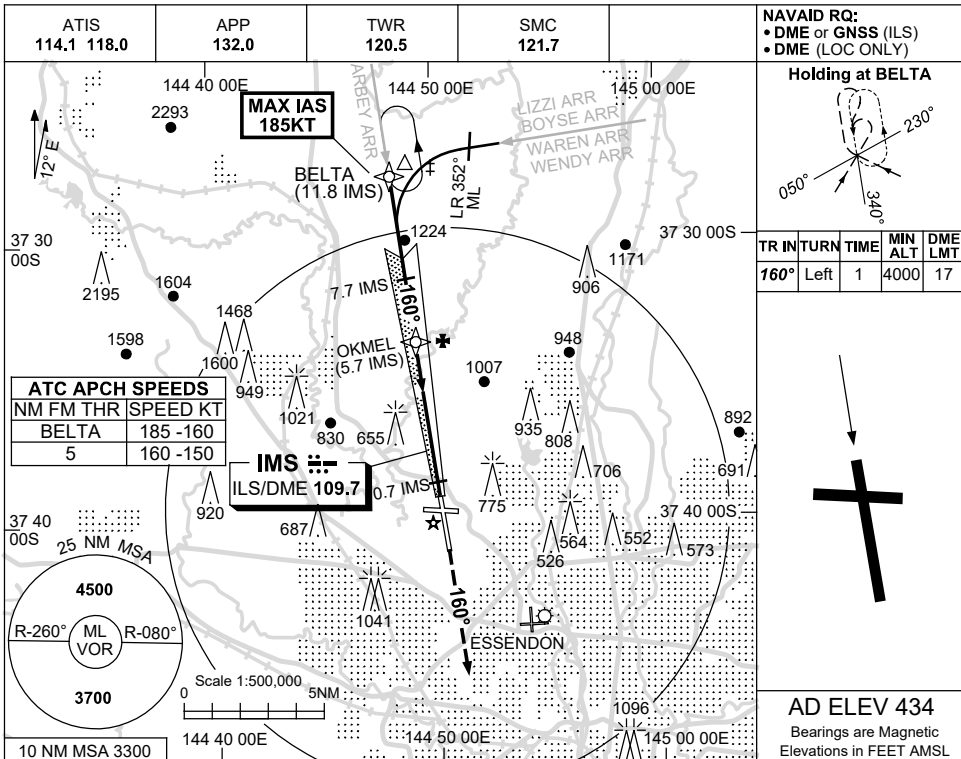
| CATEGORY   | A              | B             | C               | D               |
|------------|----------------|---------------|-----------------|-----------------|
| S-I ILS    |                | 610 (203)     | 0.8             | 550 RVR         |
| S-I LOC    |                | 880 (473-1.9) | 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

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

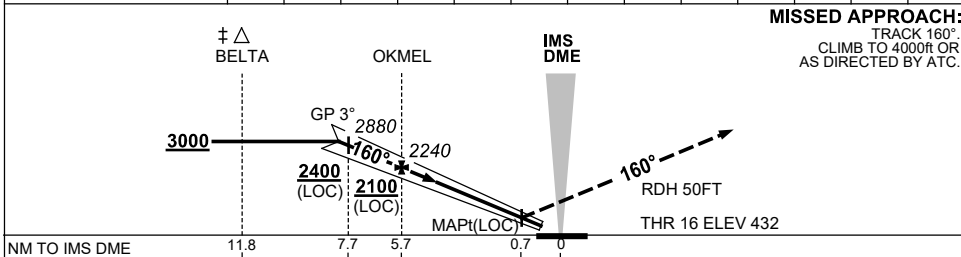
Changes: Editorial.

MMLII02-180

21 MAR 2024



|                    |      |      |      |      |      |      |      |      |  |  |  |  |
|--------------------|------|------|------|------|------|------|------|------|--|--|--|--|
| 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 |  |  |  |  |



**NOTES**

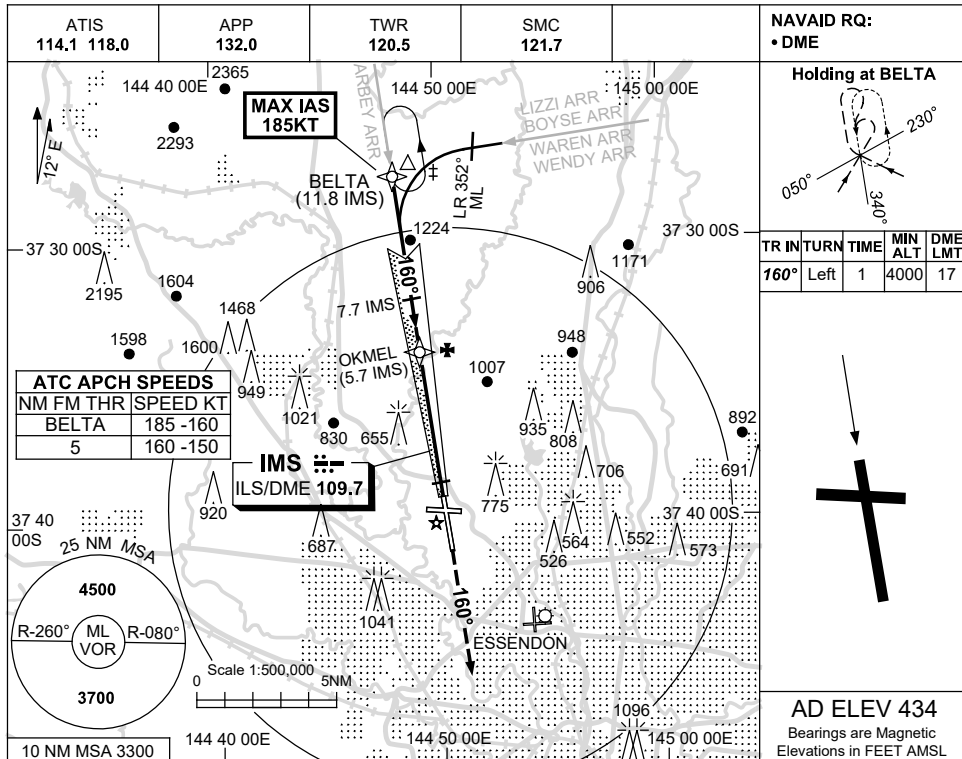
1. MAX IAS :  
 BELTA : 185KT.
- \* 2. SPECIAL ALT MNM  
 700/2.5 KM. (NOT APP.  
 LICABLE TO LOC/DME).
- ‡ 3. ACFT MAY BE  
 RADAR VECTORED  
 TO FNA OR JOIN  
 PROCEDURE OFF  
 STAR PRIOR TO FAF.

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

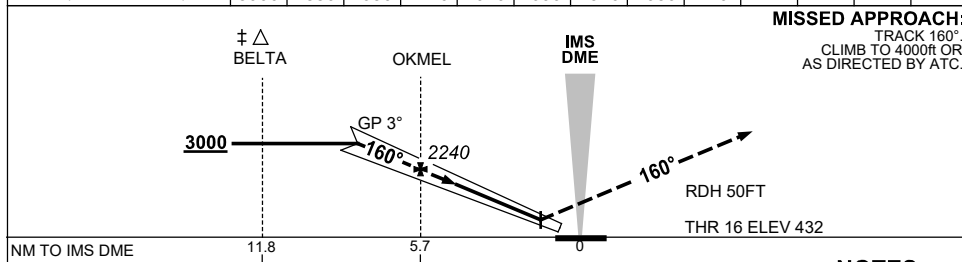
Changes: VAR.

MMLII03-178

21 MAR 2024



|                    |      |      |      |      |      |      |      |      |     |  |  |  |  |
|--------------------|------|------|------|------|------|------|------|------|-----|--|--|--|--|
| 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 |  |  |  |  |



- NOTES**
- MAX IAS : BELTA : 185KT.
  - SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED.
  - \* SPECIAL ALT MNM 700/2.5KM.
  - ‡ ACFT MAY BE RADAR VECTORED TO JOIN PROCEDURE FM STAR PRIOR TO FAP.

| 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) |

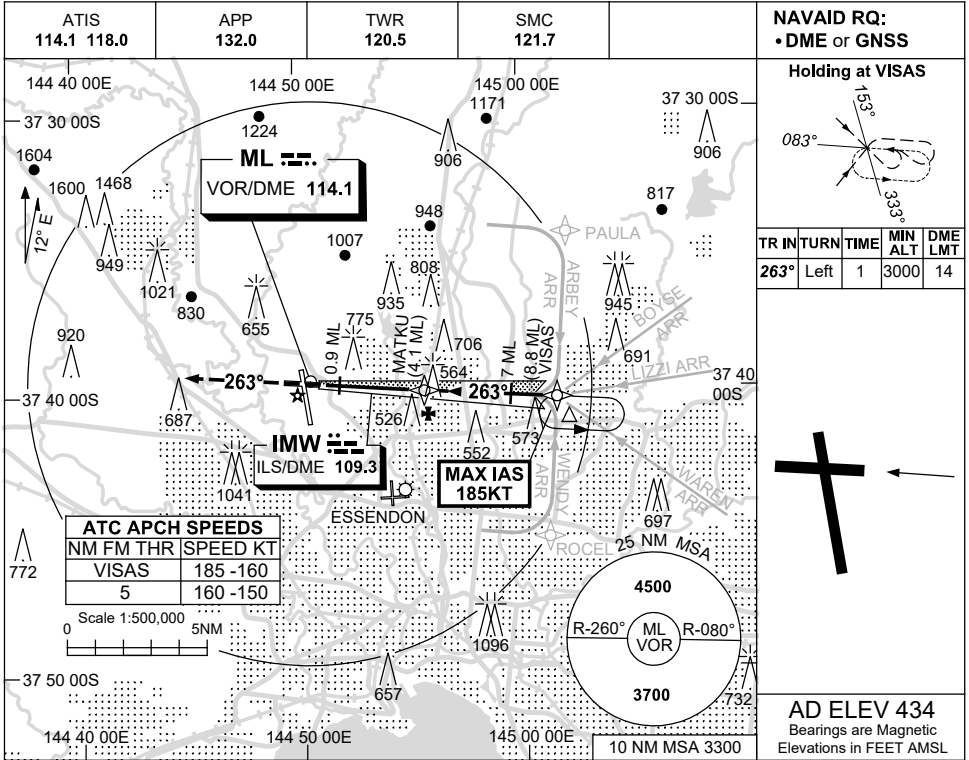
Changes: VAR.

MMLII04-178

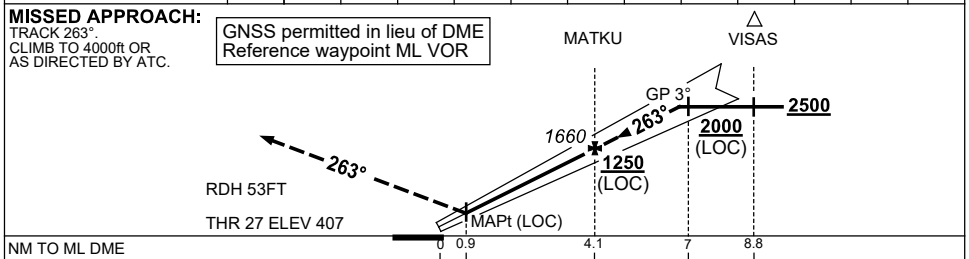
USE QNH

ILS-Y or LOC-Y RWY 27  
**MELBOURNE, VIC (YMML)**

5 SEP 2024



| 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 |  |  |  |  |  |



| NM TO ML DME | 0 | 0.9 | 4.1 | 7   | 8.8 |
|--------------|---|-----|-----|-----|-----|
| NM TO THR 27 |   | 0.6 | 3.8 | 6.7 | 8.5 |

**NOTES**

| 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)      |

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

Changes: Editorial.

MMLII05-180

**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.

MMLNA01-169



**7 NOV 2019**

- 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

25 MAY 2017

**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.

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

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

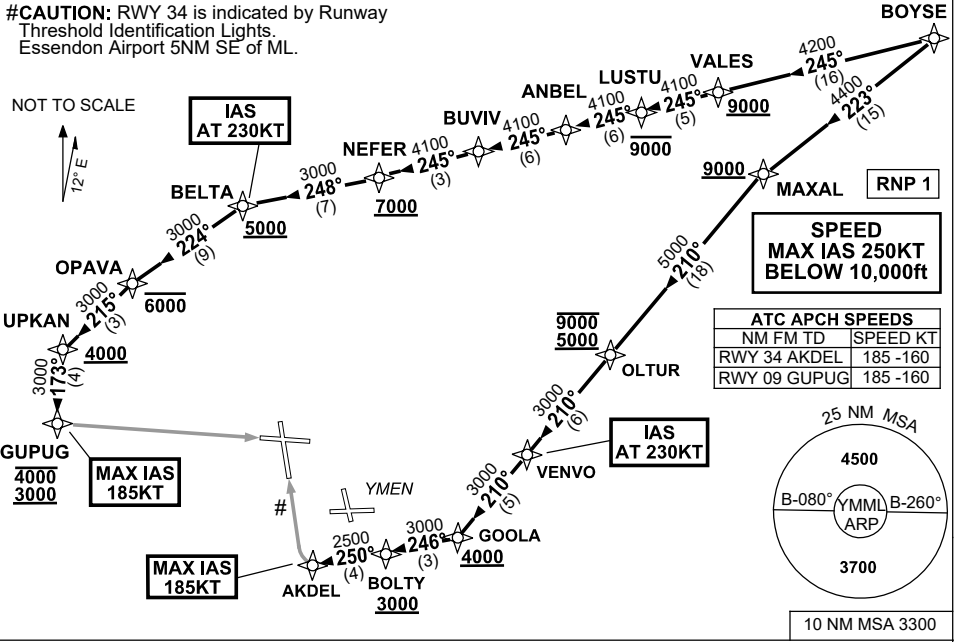
Note 2: \* Indicates Rapid Exit Taxiway (RET) and maximum design ground speeds are 53KT (50KT WET)

**STANDARD INSTRUMENT ARRIVAL (STAR)  
BOYSE EIGHT ALPHA ARRIVAL (NON-JET)(RNAV) RWY 09/34  
MELBOURNE, VIC (YMML)**

**21 MAR 2024**

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

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



**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.

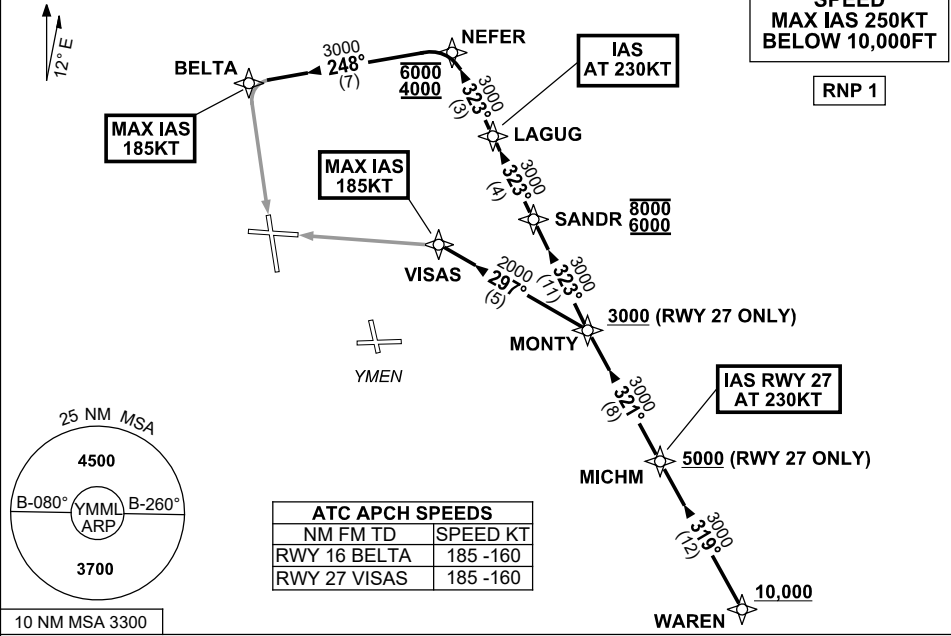
MMLSR01-178

**STANDARD INSTRUMENT ARRIVAL (STAR)  
WAREN EIGHT ALPHA ARRIVAL (RNAV) RWY 16/27  
MELBOURNE, VIC (YMML)**

**21 MAR 2024**

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

NOT TO SCALE



**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.

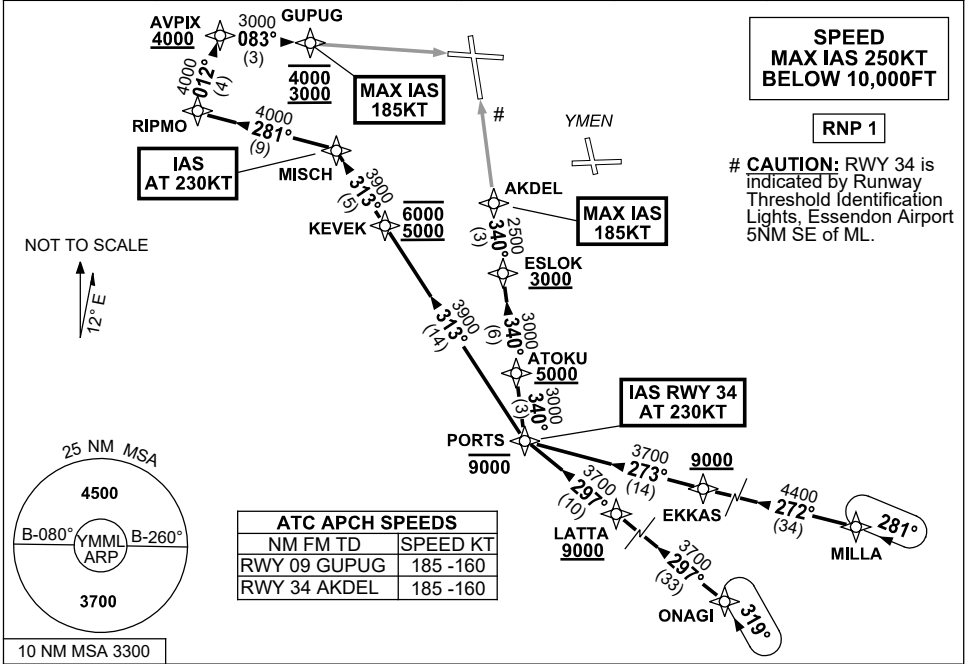
Changes: VAR, Editorial.

MMLSR02-178

**STANDARD INSTRUMENT ARRIVAL (STAR)  
PORTS SEVEN ALPHA ARRIVAL (RNAV)  
MELBOURNE, VIC (YMML)**

**21 MAR 2024**

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

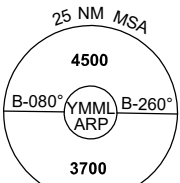


**SPEED  
MAX IAS 250KT  
BELOW 10,000FT**

**RNP 1**

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

NOT TO SCALE



10 NM MSA 3300

**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.

MMLSR03-178

**STANDARD INSTRUMENT ARRIVAL (STAR)  
LIZZI NINE VICTOR ARRIVAL (RNAV)  
MELBOURNE, VIC (YMML)**

**21 MAR 2024**

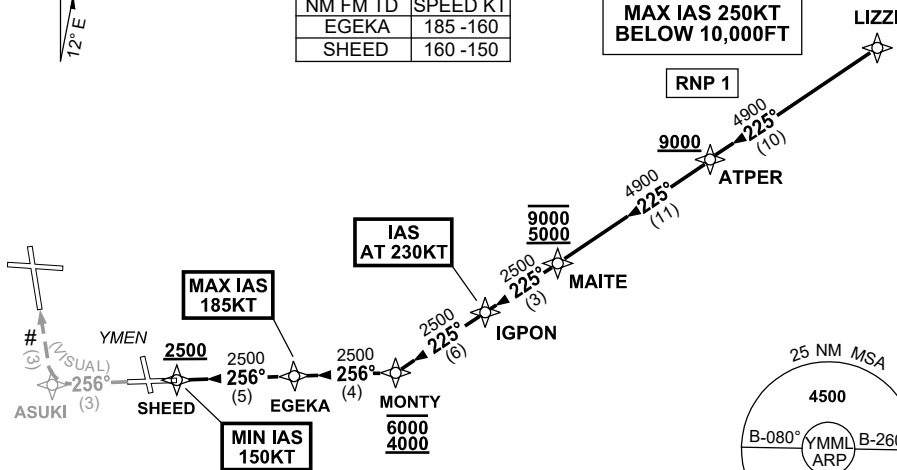
|                     |              |              |              |  |  |
|---------------------|--------------|--------------|--------------|--|--|
| ATIS<br>114.1 118.0 | APP<br>132.0 | TWR<br>120.5 | SMC<br>121.7 |  | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------------|--------------|--------------|--------------|--|--|

NOT TO SCALE



| ATC APCH SPEEDS |          |          |
|-----------------|----------|----------|
| NM              | FM TD    | SPEED KT |
| EGEKA           | 185 -160 |          |
| SHEED           | 160 -150 |          |

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



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

10 NM MSA 3300

**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

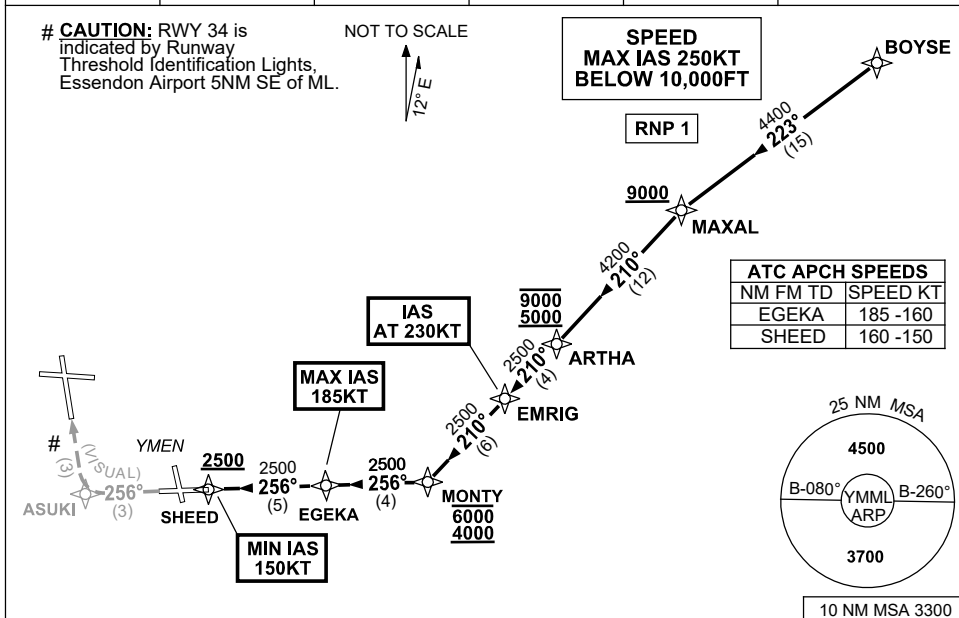
**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- 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.

**STANDARD INSTRUMENT ARRIVAL (STAR)  
BOYSE EIGHT VICTOR ARRIVAL (NON-JET) (RNAV)  
MELBOURNE, VIC (YMML)**

**21 MAR 2024**

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



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

**RWY 34 :**

- From BOYSE track 223° to MAXAL  
**Cross** MAXAL AT or ABV 9000ft
- Turn **LEFT**, track 210° to ARTHA  
**Cross** ARTHA BTN 5000ft and 9000ft
- Track 210° to EMRIG  
**IAS AT 230KT** from EMRIG
- Track 210° 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.

MMLSR09-178

**STANDARD INSTRUMENT ARRIVAL (STAR)  
ARBEY SEVEN ALPHA ARRIVAL (RNAV) RWY 09/16  
MELBOURNE, VIC (YMML)**

21 MAR 2024

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

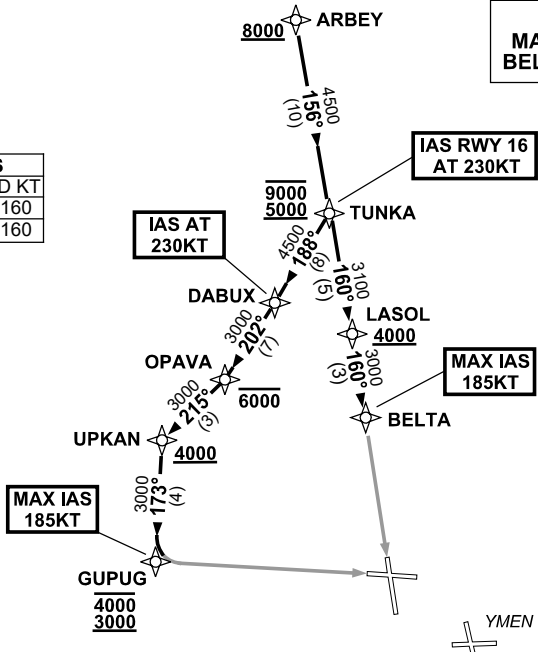
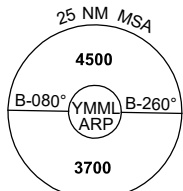
NOT TO SCALE



| ATC APCH SPEEDS |          |
|-----------------|----------|
| NM FM TD        | SPEED KT |
| RWY 09 GUPUG    | 185 -160 |
| RWY 16 BELTA    | 185 -160 |

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

RNP 1



10 NM MSA 3300

**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.

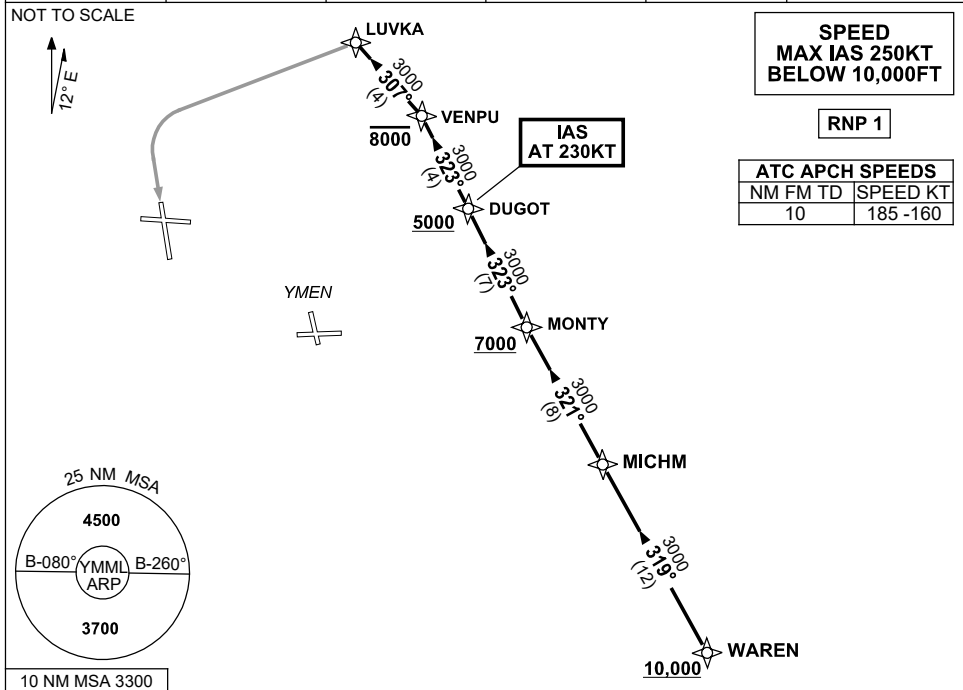
MMLSR11-178



**STANDARD INSTRUMENT ARRIVAL (STAR)  
WAREN EIGHT MIKE ARRIVAL (RNAV)  
MELBOURNE, VIC (YMML)**

21 MAR 2024

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



**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.

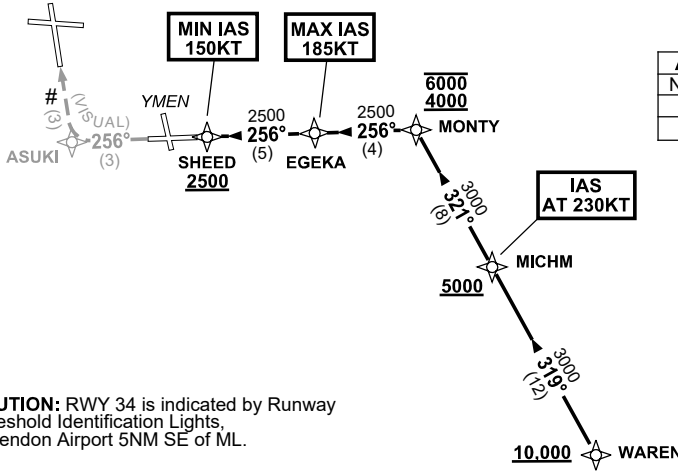
MMLSR13-178

**STANDARD INSTRUMENT ARRIVAL (STAR)  
WAREN EIGHT VICTOR ARRIVAL (RNAV)  
MELBOURNE, VIC (YMML)**

**21 MAR 2024**

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

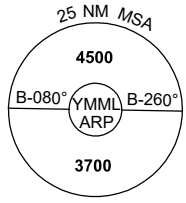
NOT TO SCALE



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

**RNP 1**

| ATC APCH SPEEDS |          |
|-----------------|----------|
| NM FM TD        | SPEED KT |
| EGEKA           | 185 -160 |
| SHEED           | 160 -150 |



10 NM MSA 3300

**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
- Cross** EGEKA AT or ABV 2500ft
- 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 ERS A EMERG Section 1.5.

**STANDARD INSTRUMENT ARRIVAL (STAR)  
WENDY ONE PAPA ARRIVAL (RNAV)  
MELBOURNE, VIC (YMML)**

21 MAR 2024

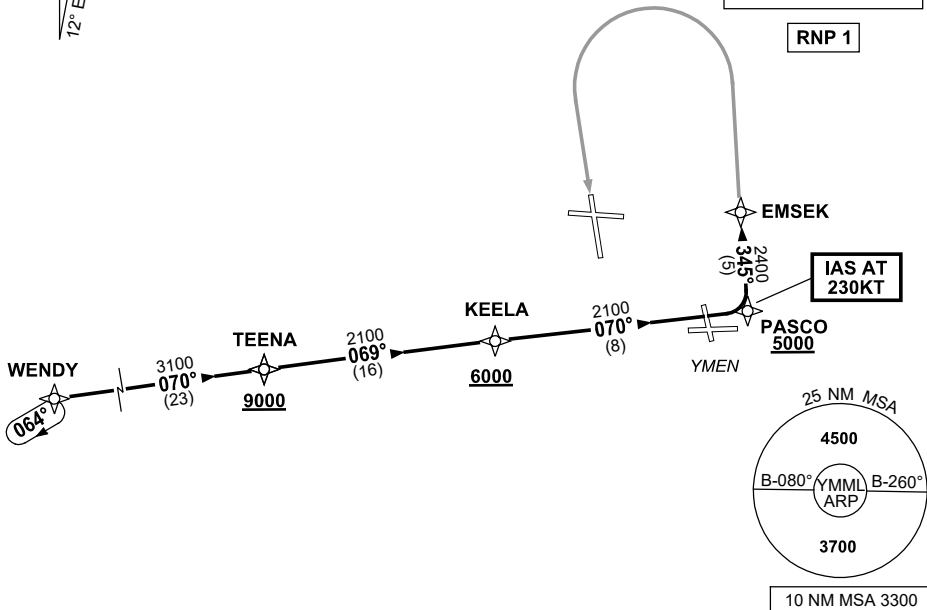
|                     |                    |              |              |  |  |
|---------------------|--------------------|--------------|--------------|--|--|
| ATIS<br>114.1 118.0 | APP<br>129.4 132.0 | TWR<br>120.5 | SMC<br>121.7 |  | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------------|--------------------|--------------|--------------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

NOT TO SCALE



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

**RNP 1**



**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

**STANDARD INSTRUMENT ARRIVAL (STAR)  
WENDY ONE ALPHA ARRIVAL (RNAV) RWY 09/34  
MELBOURNE, VIC (YMML)**

21 MAR 2024

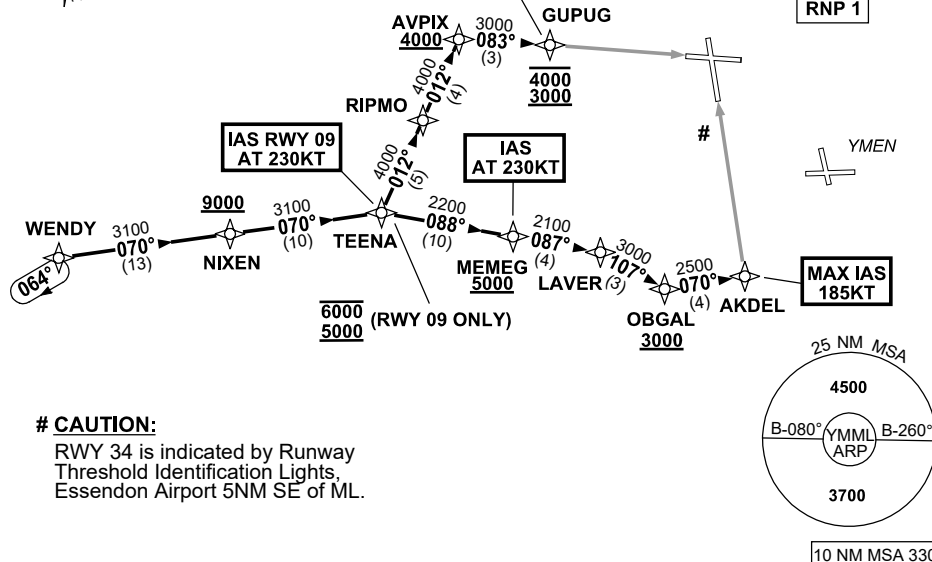
|                     |                    |              |              |  |
|---------------------|--------------------|--------------|--------------|--|
| ATIS<br>114.1 118.0 | APP<br>129.4 132.0 | TWR<br>120.5 | SMC<br>121.7 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|---------------------|--------------------|--------------|--------------|--|

NOT TO SCALE



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

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



**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  
**Cross** TEENA AT or ABV 5000ft
- 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

**STANDARD INSTRUMENT ARRIVAL (STAR)  
BOYSE EIGHT ALPHA ARRIVAL (NON-JET)(RNAV) RWY 16/27  
MELBOURNE, VIC (YMML)**

**21 MAR 2024**

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

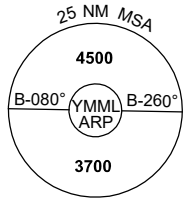
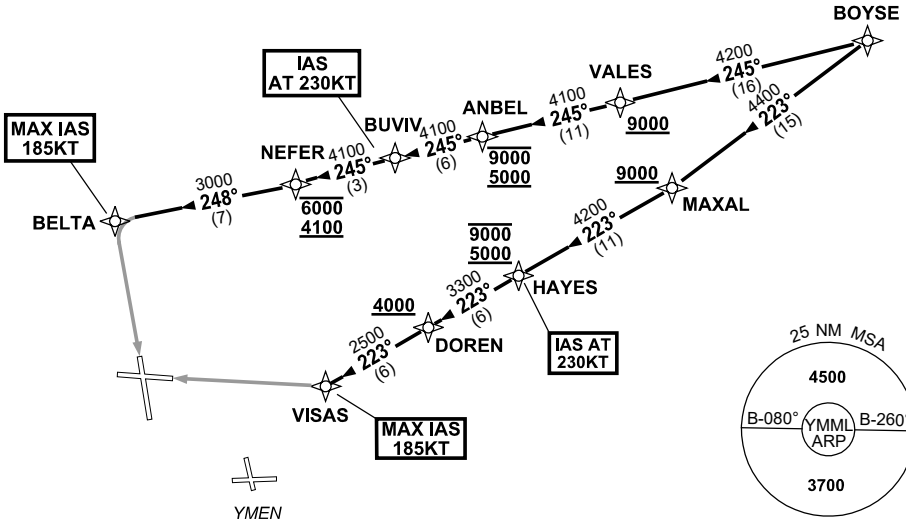
NOT TO SCALE



| 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 245° to BUVIV  
**IAS AT 230KT** from BUVIV
- Track 245° to NEFER  
**Cross** NEFER BTN 4100ft and 6000ft
- Turn RIGHT, 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 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 223° 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.

**STANDARD INSTRUMENT ARRIVAL (STAR)  
LIZZI NINE ALPHA ARRIVAL (RNAV) RWY 09/34  
MELBOURNE, VIC (YMML)**

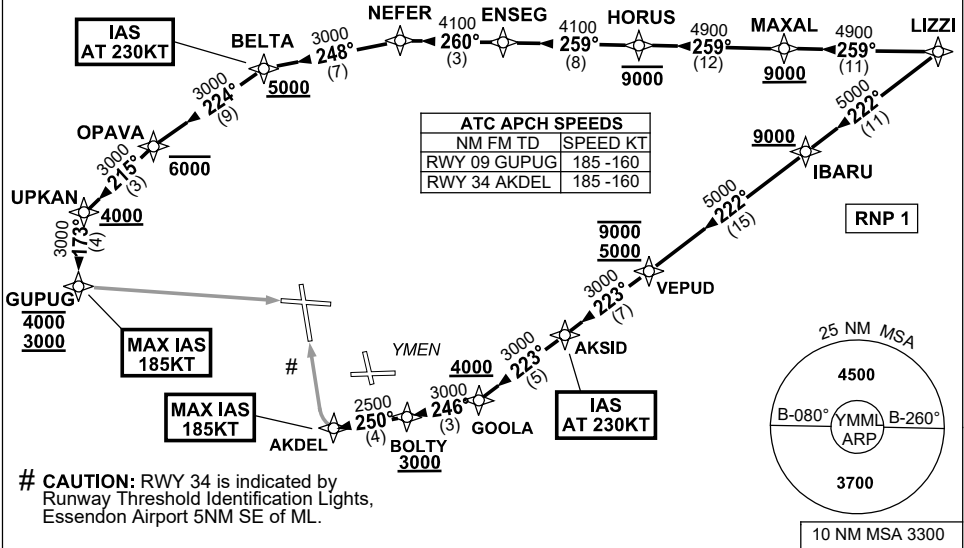
**21 MAR 2024**

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

NOT TO SCALE



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



# **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.

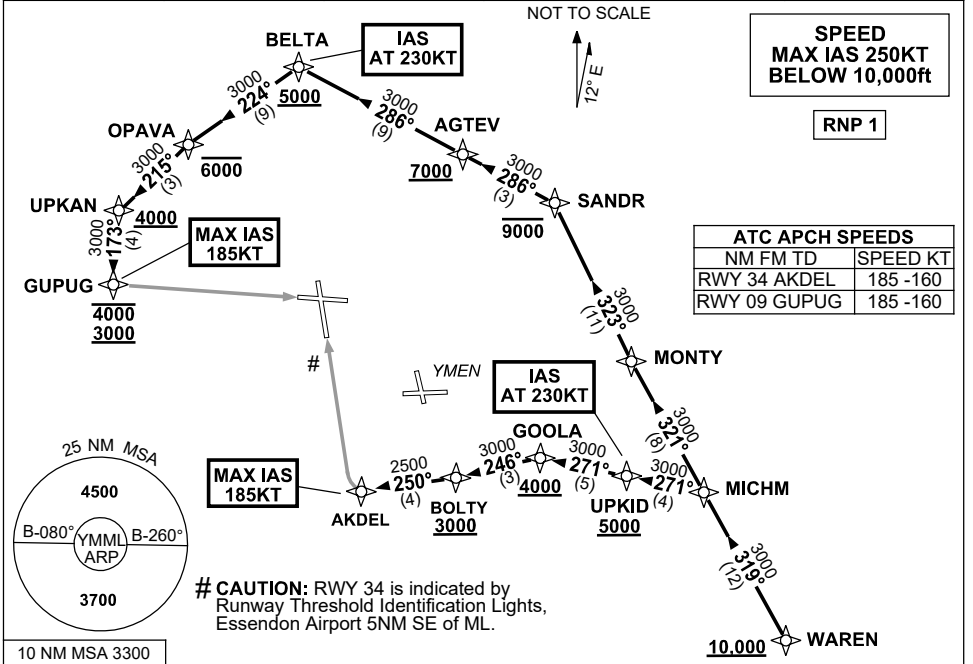
Changes: VAR.

MMLSR25-178

**STANDARD INSTRUMENT ARRIVAL (STAR)  
WAREN EIGHT ALPHA ARRIVAL (RNAV) RWY 09/34  
MELBOURNE, VIC (YMML)**

21 MAR 2024

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



**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 BOLTLY  
**Cross** BOLTLY 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.

**STANDARD INSTRUMENT ARRIVAL (STAR)  
LIZZI NINE ALPHA ARRIVAL (RNAV) RWY 16/27  
MELBOURNE, VIC (YMML)**

**21 MAR 2024**

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

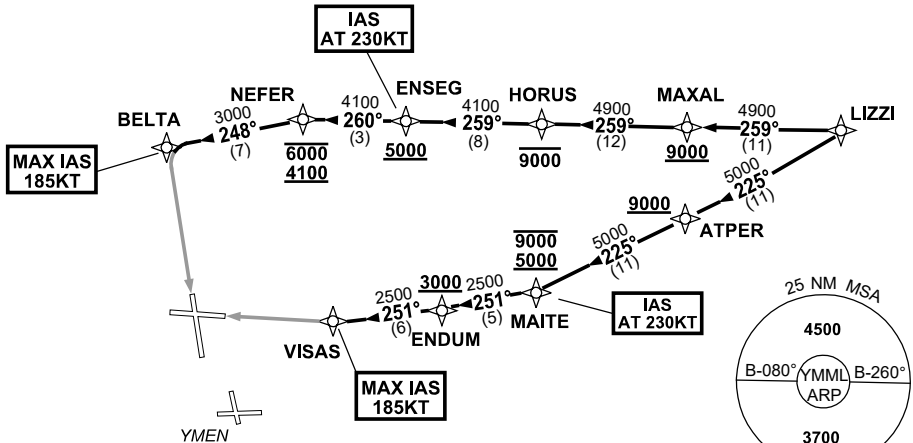
NOT TO SCALE



| 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**



**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.



**STANDARD INSTRUMENT ARRIVAL (STAR)  
ARBEY SEVEN ALPHA ARRIVAL (RNAV) RWY 27/34  
MELBOURNE, VIC (YMML)**

**21 MAR 2024**

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

NOT TO SCALE

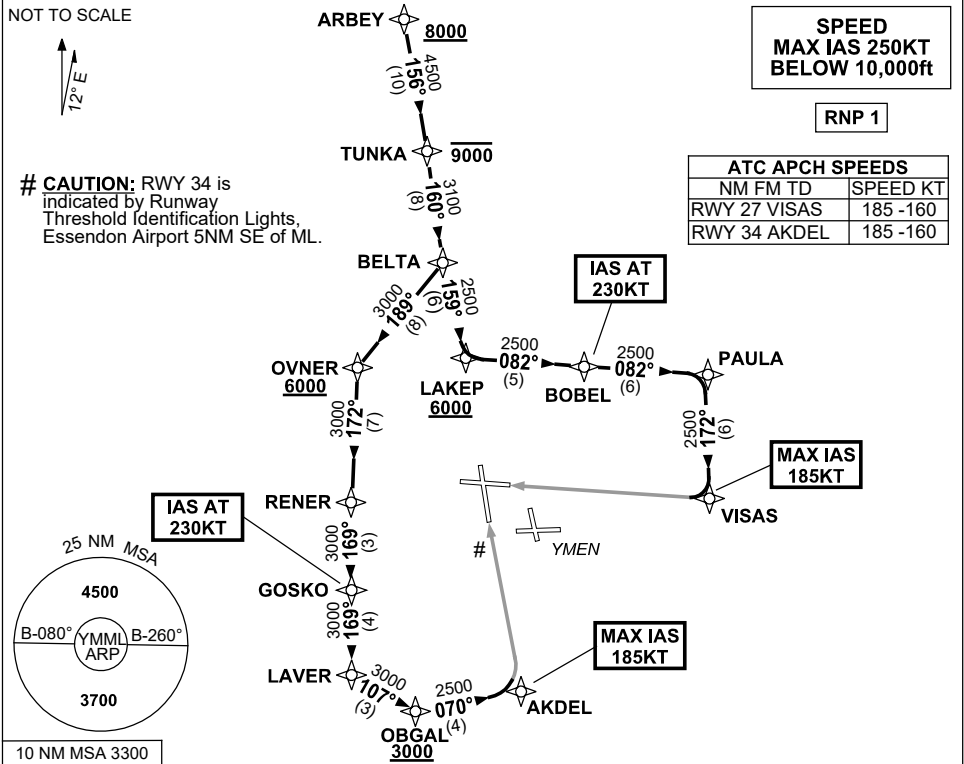


# **CAUTION:** RWY 34 is indicated by Runway Threshold Identification Lights, Essendon Airport 5NM SE of ML.

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

**RNP 1**

| ATC APCH SPEEDS |       |          |
|-----------------|-------|----------|
| NM              | FM TD | SPEED KT |
| RWY 27          | VISAS | 185 -160 |
| RWY 34          | AKDEL | 185 -160 |



**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 160° to BELTA
- Track 159° to LAKEP  
**Cross** LAKEP AT or ABV 6000ft
- Turn LEFT, track 082° to BOBEL  
**IAS AT 230KT** from BOBEL
- Track 082° 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 160° to BELTA
- Turn RIGHT, track 189° to OVNER  
**Cross** OVNER AT or ABV 6000ft
- Turn LEFT, track 172° to RENER
- Turn LEFT, track 169° to GOSKO  
**IAS AT 230KT** from GOSKO
- Track 169° to LAVER
- Turn LEFT, 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.

MMLSR31-178

**STANDARD INSTRUMENT ARRIVAL (STAR)  
WENDY ONE ALPHA ARRIVAL (RNAV) RWY 16/27  
MELBOURNE, VIC (YMML)**

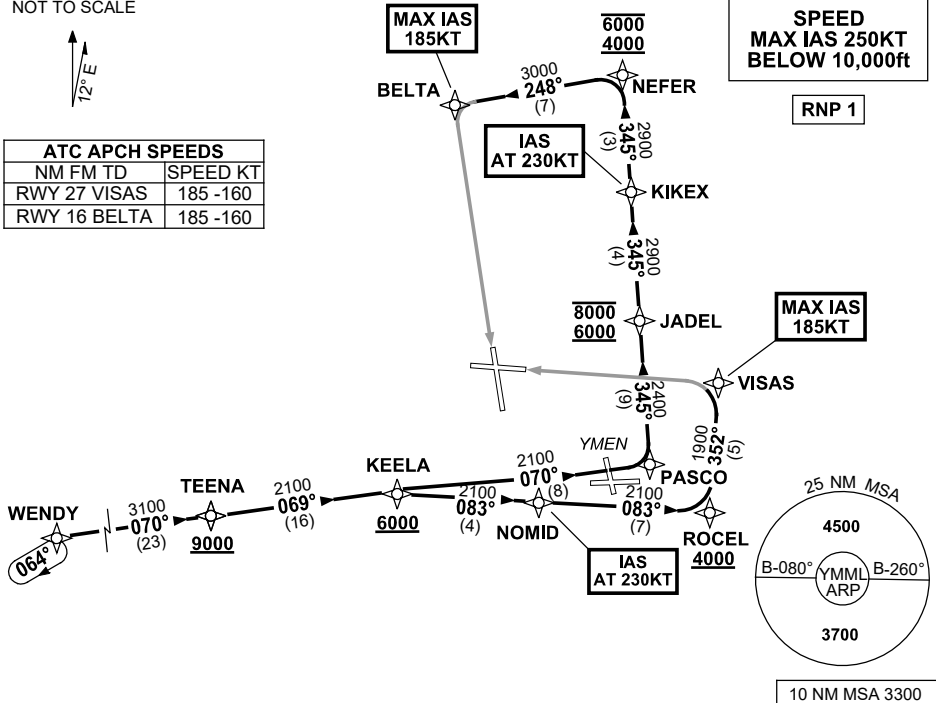
21 MAR 2024

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

NOT TO SCALE



| ATC APCH SPEEDS |       | SPEED KT |
|-----------------|-------|----------|
| NM              | FM TD |          |
| 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 ROCELA
- Cross ROCELA 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.

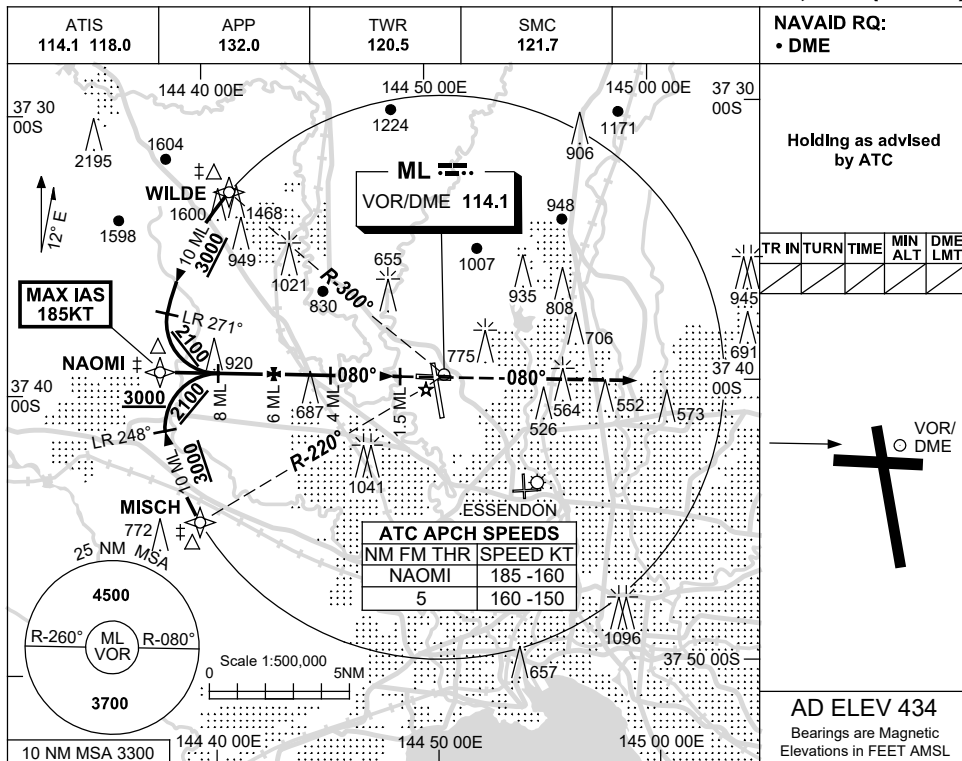
Changes: VAR.

MMLSR35-178

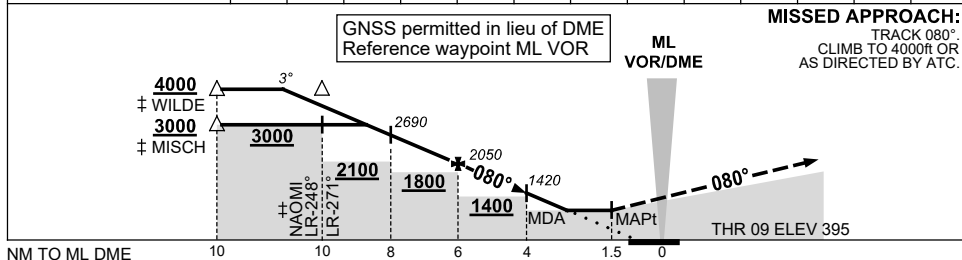
USE QNH

VOR RWY 09  
MELBOURNE, VIC (YMML)

21 MAR 2024



|                    |      |      |      |      |      |      |      |     |  |  |  |  |
|--------------------|------|------|------|------|------|------|------|-----|--|--|--|--|
| 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 |  |  |  |  |



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

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

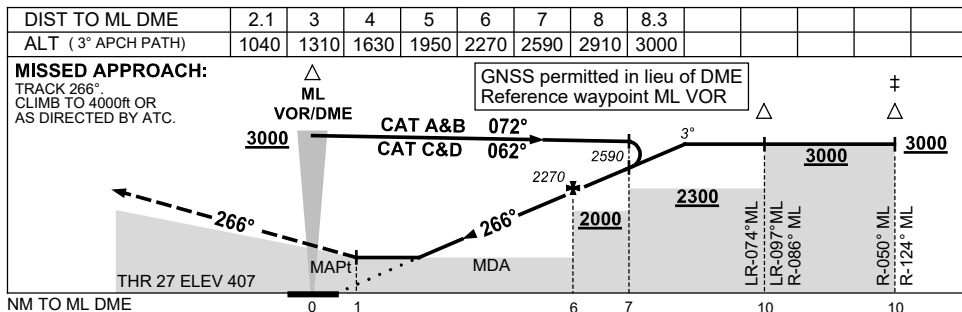
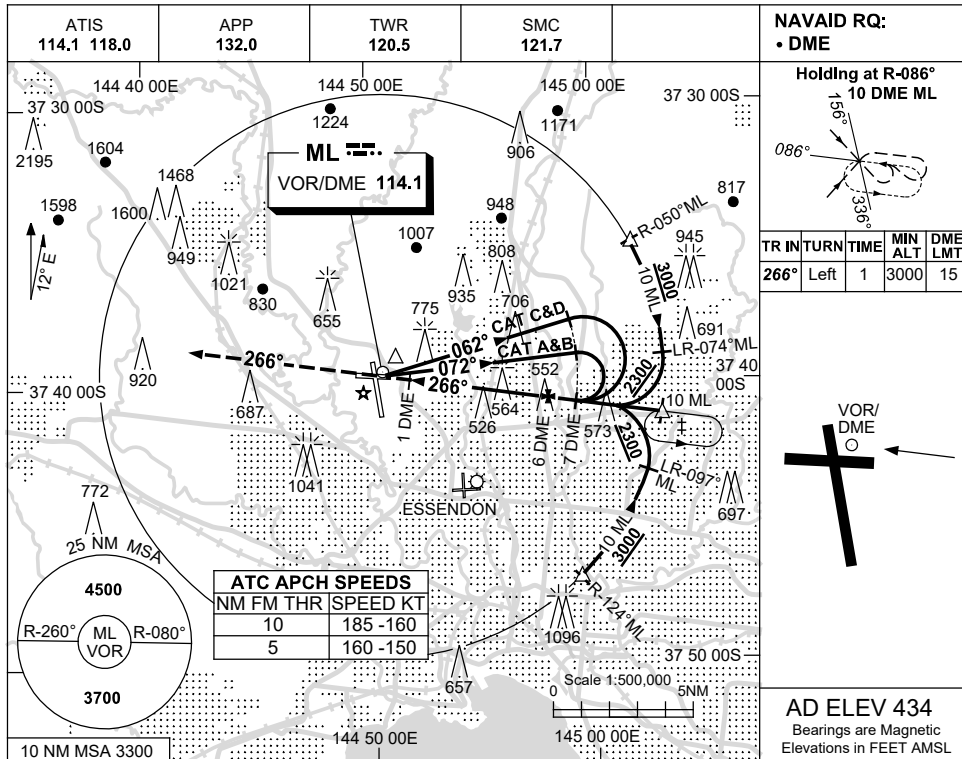
Changes: VAR.

MMLV001-178

USE QNH

VOR RWY 27  
MELBOURNE, VIC (YMML)

21 MAR 2024



**NOTES**

| 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)      |   |

\* 1. SPECIAL ALT MNM NOT APPLICABLE.  
‡ 2. ACFT MAY BE RADAR VECTORED TO IAF.

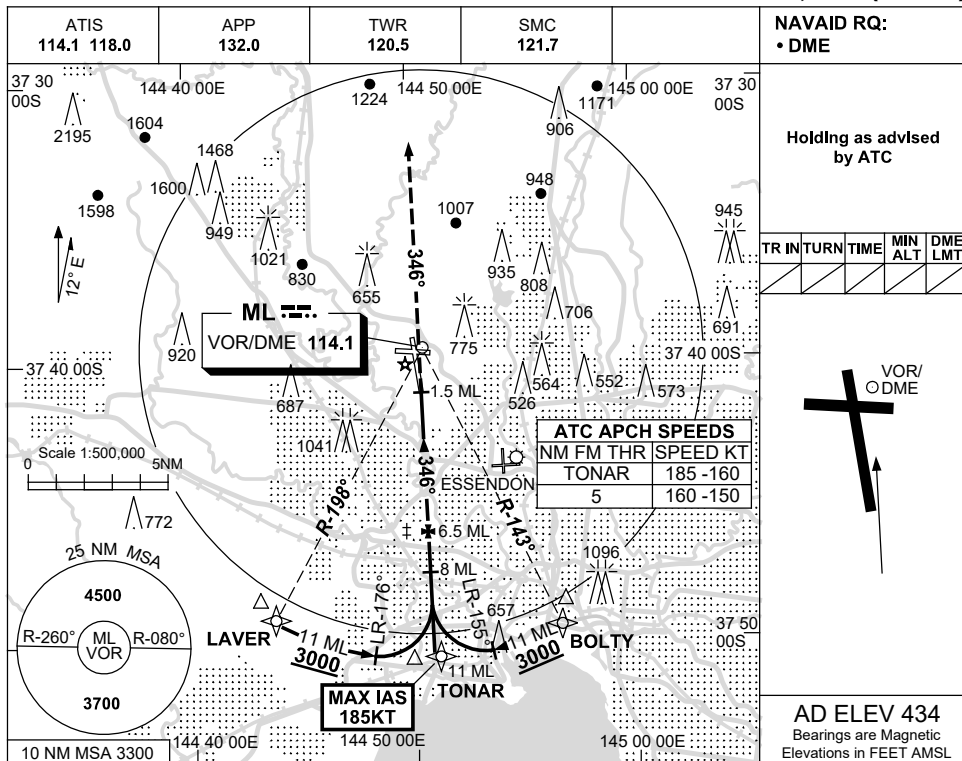
Changes: VAR.

MMLVO02-178

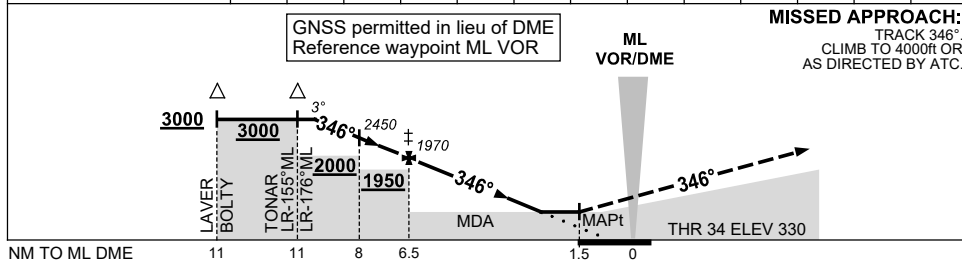
USE QNH

VOR RWY 34  
MELBOURNE, VIC (YMML)

21 MAR 2024



|                    |      |      |      |      |      |      |      |      |     |     |  |  |  |
|--------------------|------|------|------|------|------|------|------|------|-----|-----|--|--|--|
| 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 |  |  |  |



| CATEGORY    | A                     | B | C                      | D |
|-------------|-----------------------|---|------------------------|---|
| S-I VOR/DME | <b>760 (430-2.4)</b>  |   |                        |   |
| CIRCLING    | <b>1140 (706-2.4)</b> |   | <b>1450 (1016-4.0)</b> |   |
| ALTERNATE ‡ | <b>(1206-4.4)</b>     |   | <b>(1666-7.0)</b>      |   |

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

Changes: VAR.

MMLVO03-178