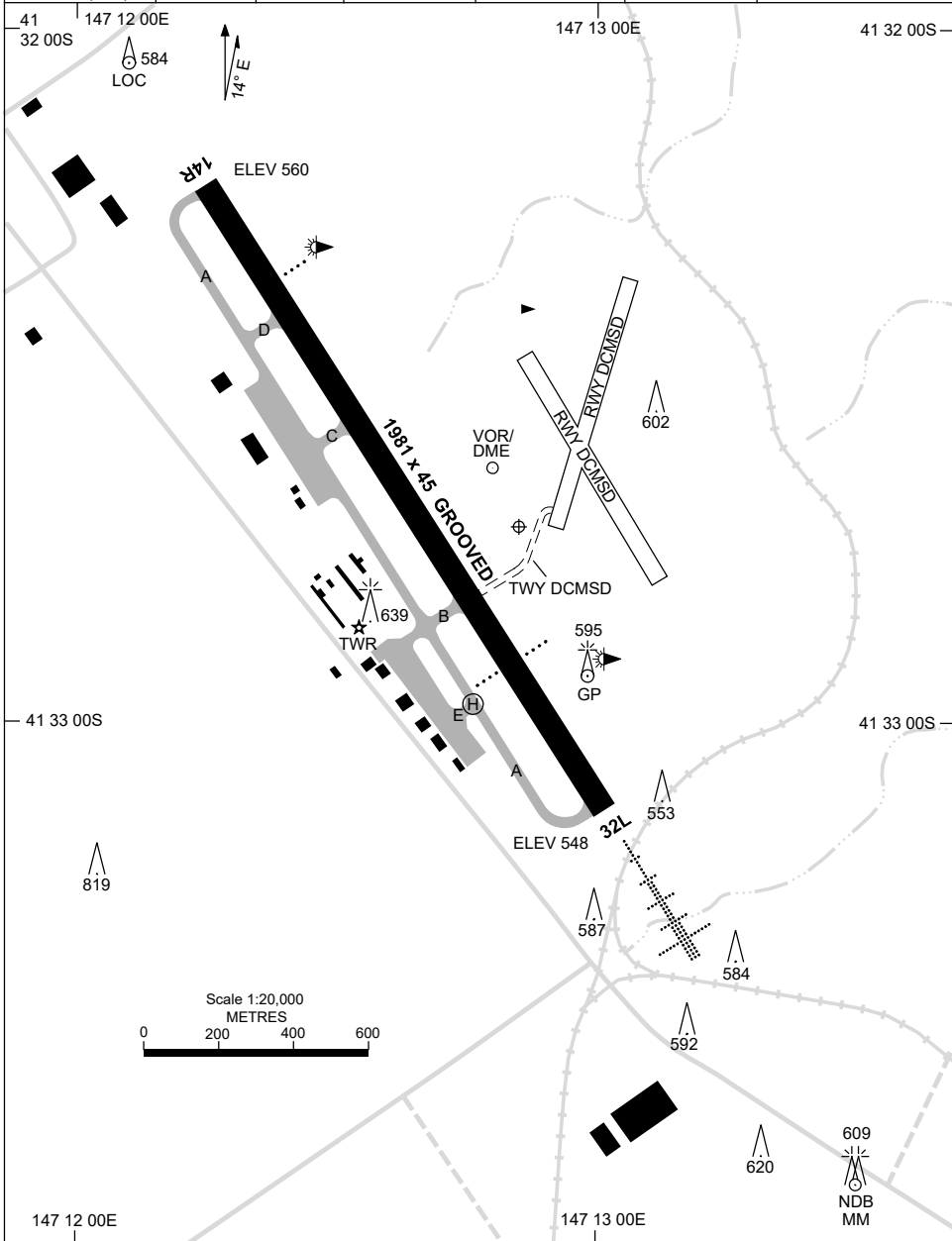


1 DEC 2022

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
--	--------------------	--------------	---------------------------------	-------------------------	------------------------	--



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
--	--------------------	--------------	---------------------------------	-------------------------	------------------------	--

--	--	--	--	--	--	--

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					
--	--	--	--	--	--	--

<p>NOTES</p>						
---------------------	--	--	--	--	--	--

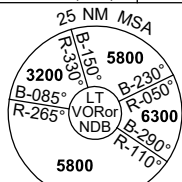
Changes: FROM SUP H37/22.

MLTAD02-173

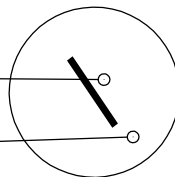
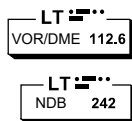
DME or GNSS ARRIVAL PROCEDURES LAUNCESTON, TAS (YMLT) Page 1

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
--	--------------------	--------------	----------------------------------	-------------------------	------------------------	--



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
--	---------------------------	---------------------	--	--------------------------------	-------------------------------	--

DME USING LT DME REFERENCE WAYPOINT LT VOR

10 NM MSA 5800

AD ELEV 562

SECTOR D
LT VOR or NDB

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

MISSED APPROACH:

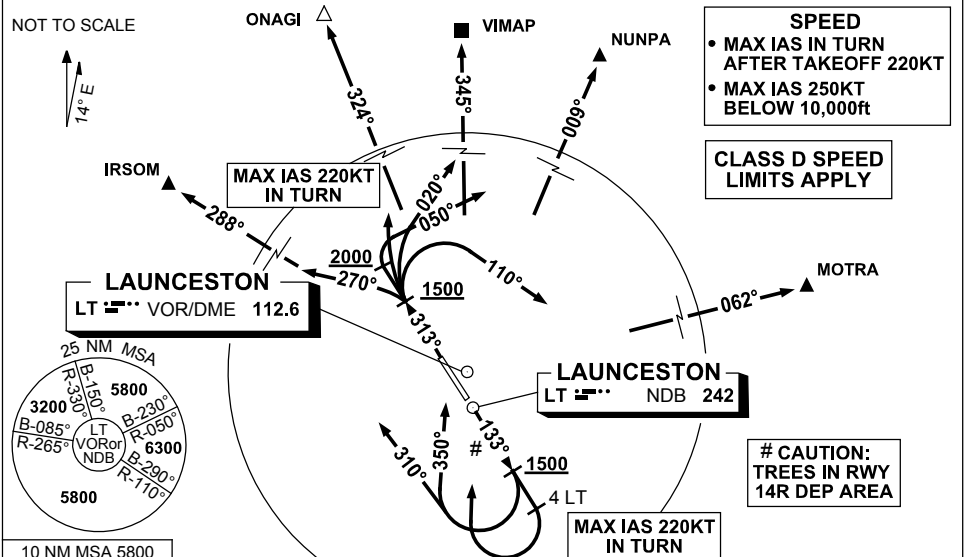
TRACK 133° OUTBOUND FROM LT NDB OR LT VOR. CLIMB TO 3000FT. AT 7.7 LT AND AFTER PASSING 2500FT TURN RIGHT FOR 080°/260° PROC TURN. THENCE TRACK 313° FOR RWY 32L ILS. OR TRACK 313° TO LT VOR. CONTINUE CLIMB TO 4000FT.

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)**

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
--	--------------------	--------------	---------------------------------	-------------------------	------------------------	--



<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 ONAGI</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>ONAGI TWO 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 ONAGI</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
---	--

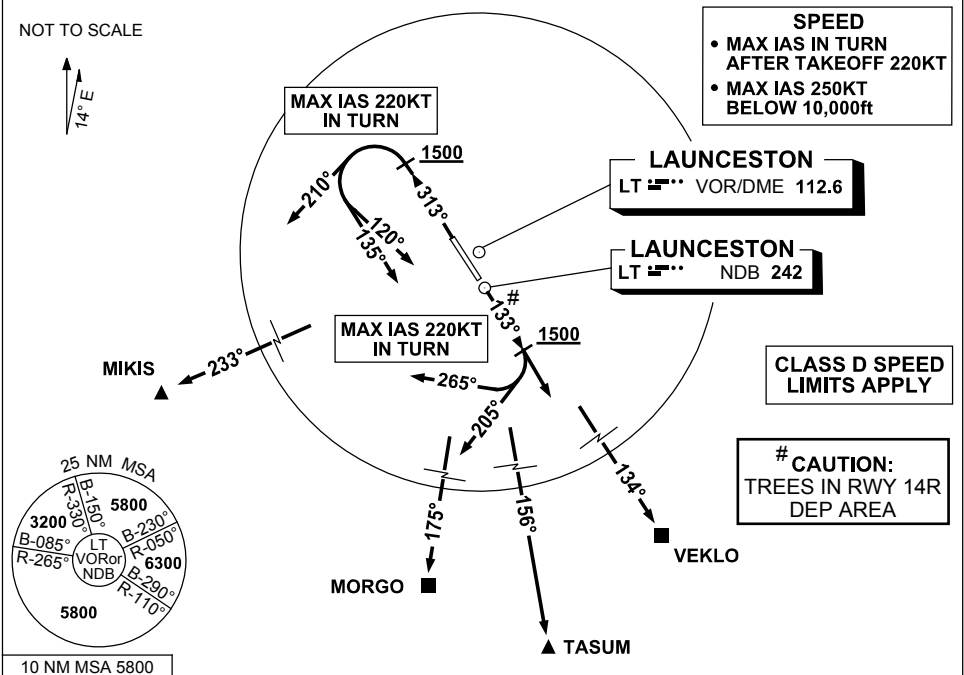
Changes: VIMAP REPLACES NOLAN, FROM SUP H40/23.

MLTDP01-177

**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
--	--------------------	--------------	---------------------------------	-------------------------	------------------------	--



MIKIS	ONE	DEPARTURE
MORG0	TWO ALPHA	DEPARTURE
TASUM	TWO	DEPARTURE
VEKLO	ONE	DEPARTURE

<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>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
---	--

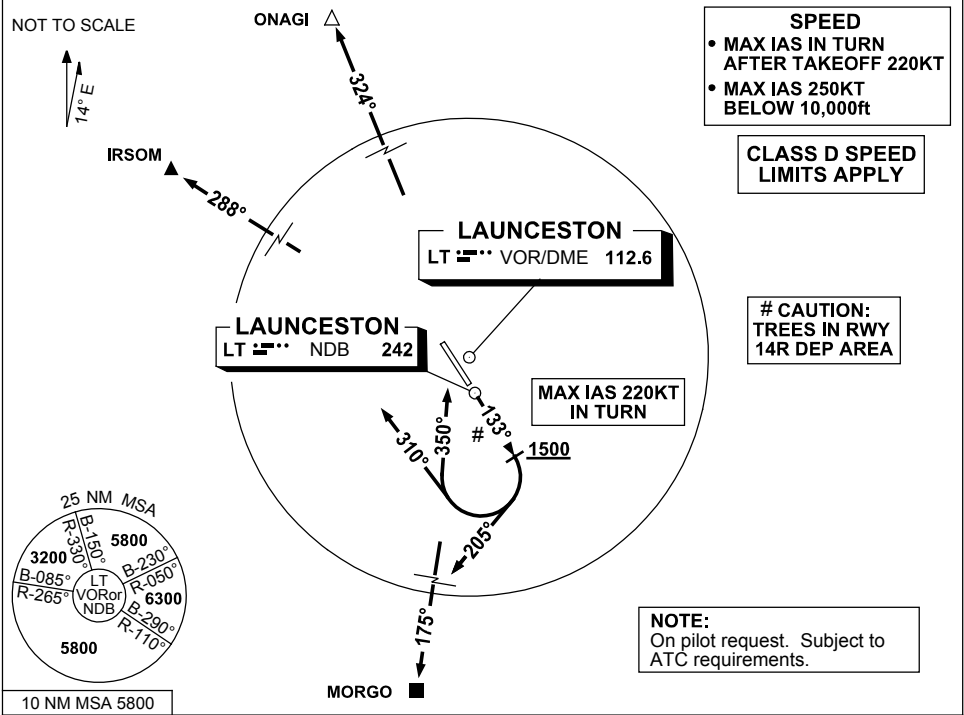
Changes: MIKIS REPLACES IRONS, VEKLO REPLACES KAREN, PROC NAME, FROM SUP H40/23.

MLTDP02-177

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

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
--	--------------------	--------------	---------------------------------	-------------------------	------------------------	--



IRISOM TWO CHARLIE DEPARTURE **MORG0 TWO CHARLIE DEPARTURE**
ONAGI TWO CHARLIE DEPARTURE

RWY 14R

- Track 133°
(MAX IAS 220KT IN TURN)
- FOR IRISOM
 - GRAD 3.3%
 - AT or ABV 1500ft turn RIGHT track 310°
 - Intercept route as cleared
- FOR ONAGI
 - GRAD 3.3%
 - AT or ABV 1500ft turn RIGHT track 350°
 - Intercept route as cleared by 5 DME North of LT
- FOR MORG0
 - GRAD 4% TO 2100ft then 3.3%
 - AT OR ABV 1500ft turn RIGHT track 205°
 - Track 205°
 - Intercept route as cleared

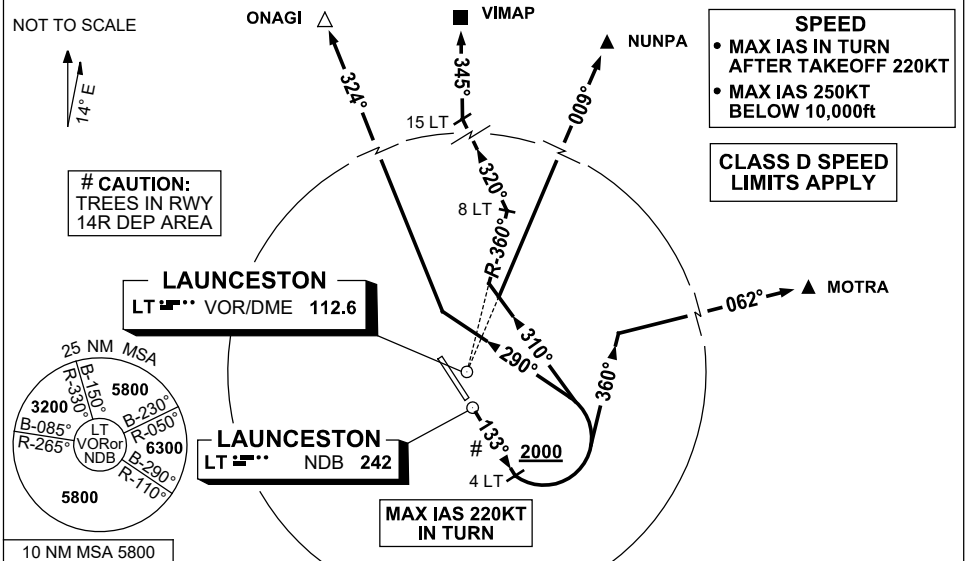
Changes: FROM SUP H40/23.

MLTDP03-177

**STANDARD INSTRUMENT DEPARTURES (SID)
RWY 14R NORTH BRAVO
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
--	--------------------	--------------	---------------------------------	-------------------------	------------------------	--



NUNPA	TWO	BRAVO	DEPARTURE
VIMAP	ONE	BRAVO	DEPARTURE
MOTRA	TWO	BRAVO	DEPARTURE
ONAGI	TWO	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 ONAGI

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

Changes: VIMAP REPLACES NOLAN, FROM SUP H40/23.

MLTDP05-177

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

30 NOV 2023

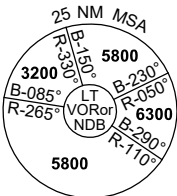
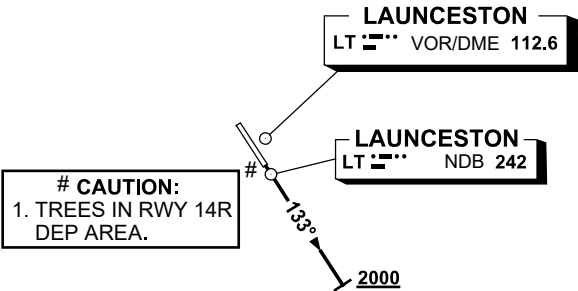
ATIS 112.6 (TWR HR) 134.75 (H24)	AWIS (AH) 112.6	TWR 118.7	LT APP/FIA (AH) ML CEN 123.8	CTAF+AFRU (AH) 118.7	AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
--	--------------------	--------------	---------------------------------	-------------------------	------------------------	--

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.

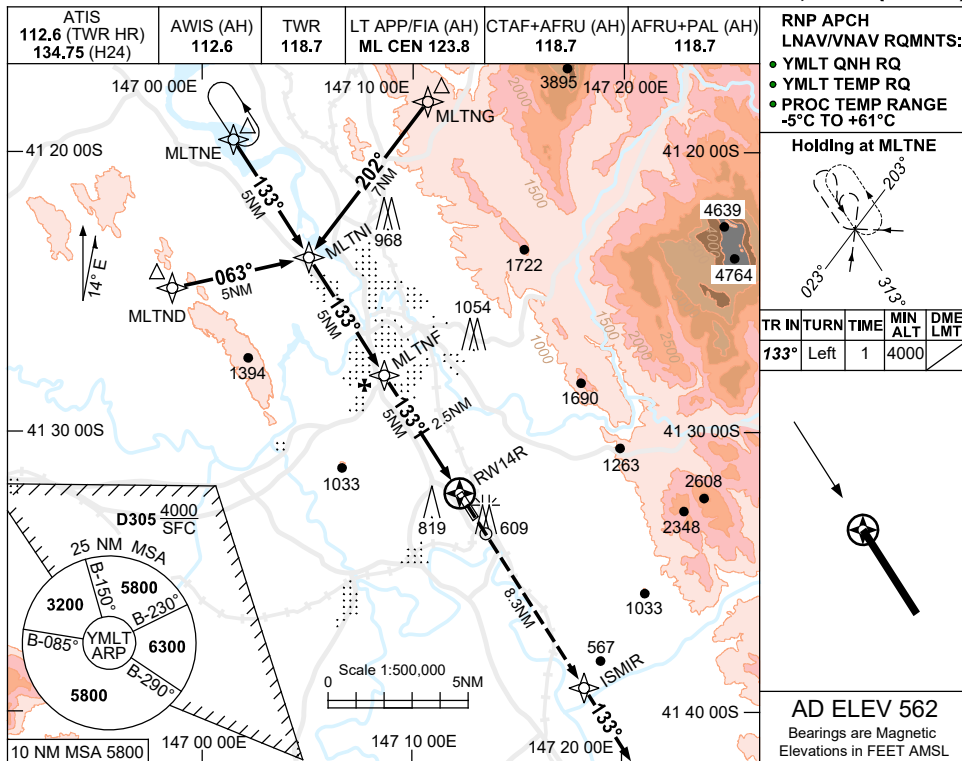
MLTDP09-177

USE QNH

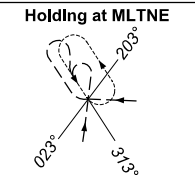
RNP Z RWY 14R

LAUNCESTON, TAS (YMLT)

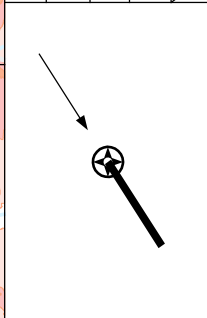
13 JUN 2024



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

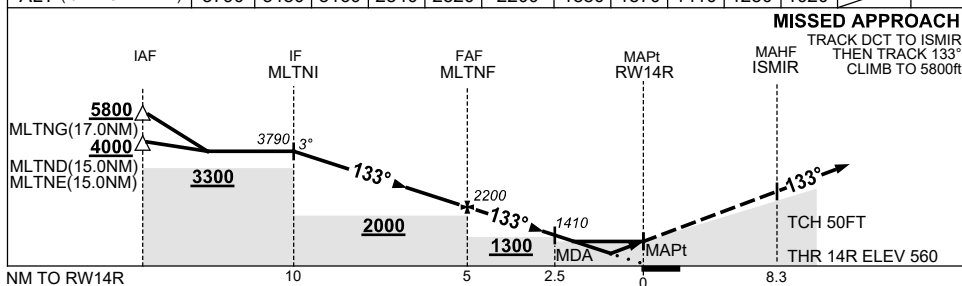


TR	IN	TURN	TIME	MIN ALT	DME LMT
133°	Left	1	4000		



AD ELEV 562
Bearings are Magnetic
Elevations in FEET AMSL

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



MISSED APPROACH:
 TRACK DCT TO ISMIR,
 THEN TRACK 133°,
 CLIMB TO 5800ft.

TCH 50FT
THR 14R ELEV 560

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.

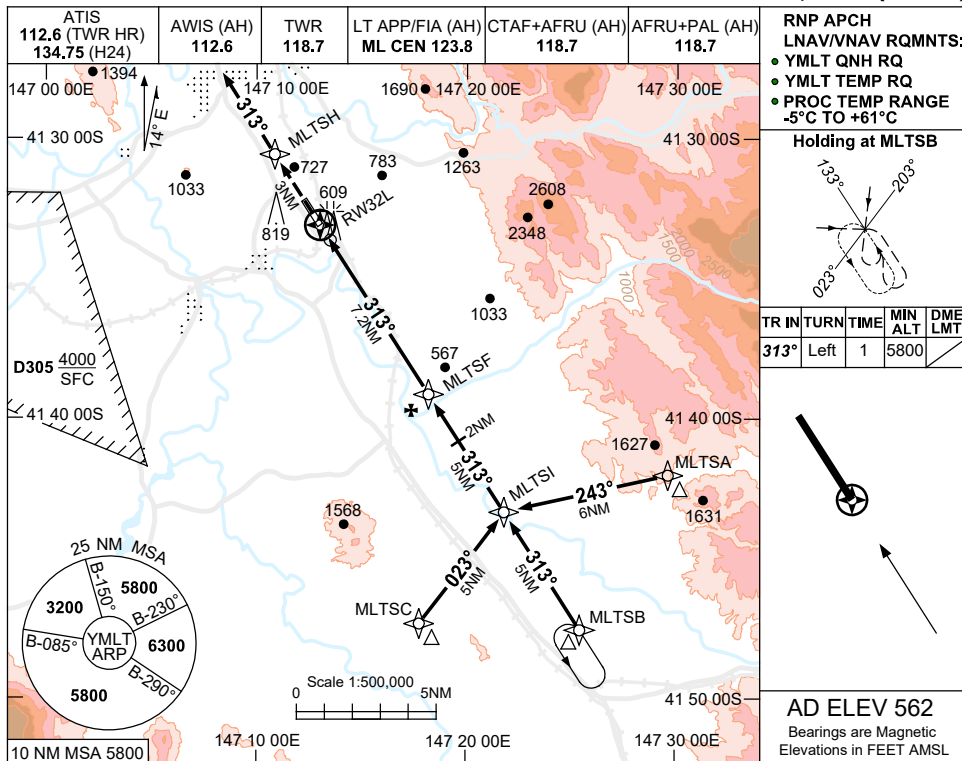
MLTGN01-179

USE QNH

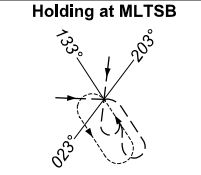
RNP Z RWY 32L

LAUNCESTON, TAS (YMLT)

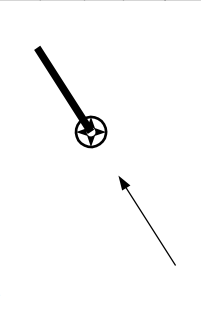
13 JUN 2024



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

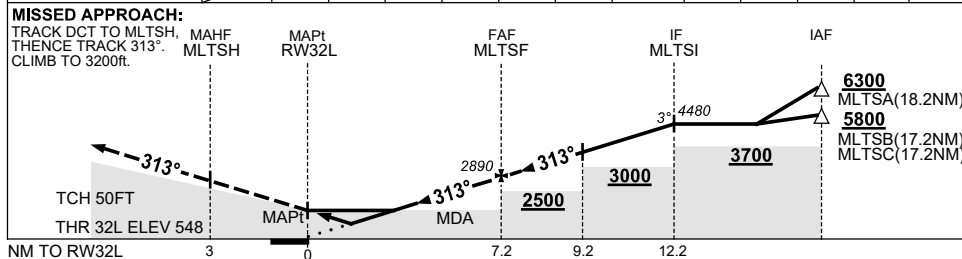


TR IN	TURN	TIME	MIN ALT	DME LMT
313°	Left	1	5800	



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	MLTSC
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.
 - COLOUR: SEE SPEC NOTICES.

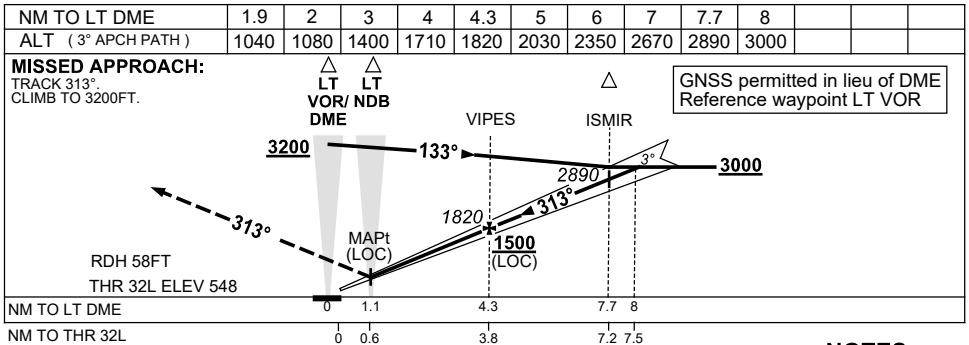
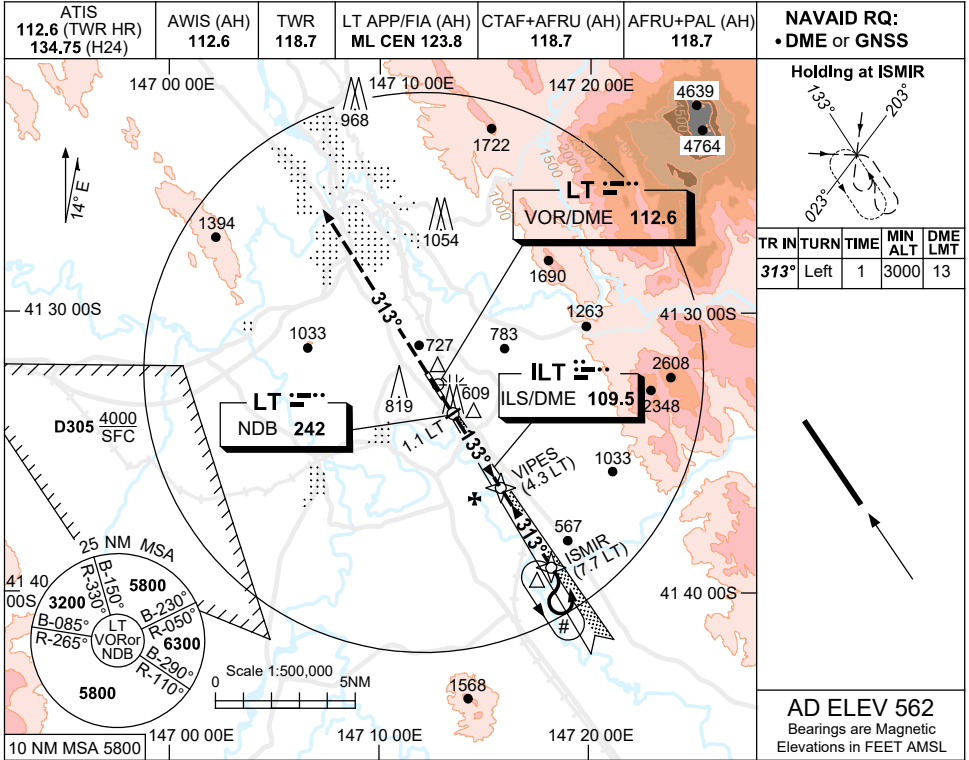
Changes: CHART TITLE, Editorial.

MLTGN02-179

USE QNH

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

1 DEC 2022



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.

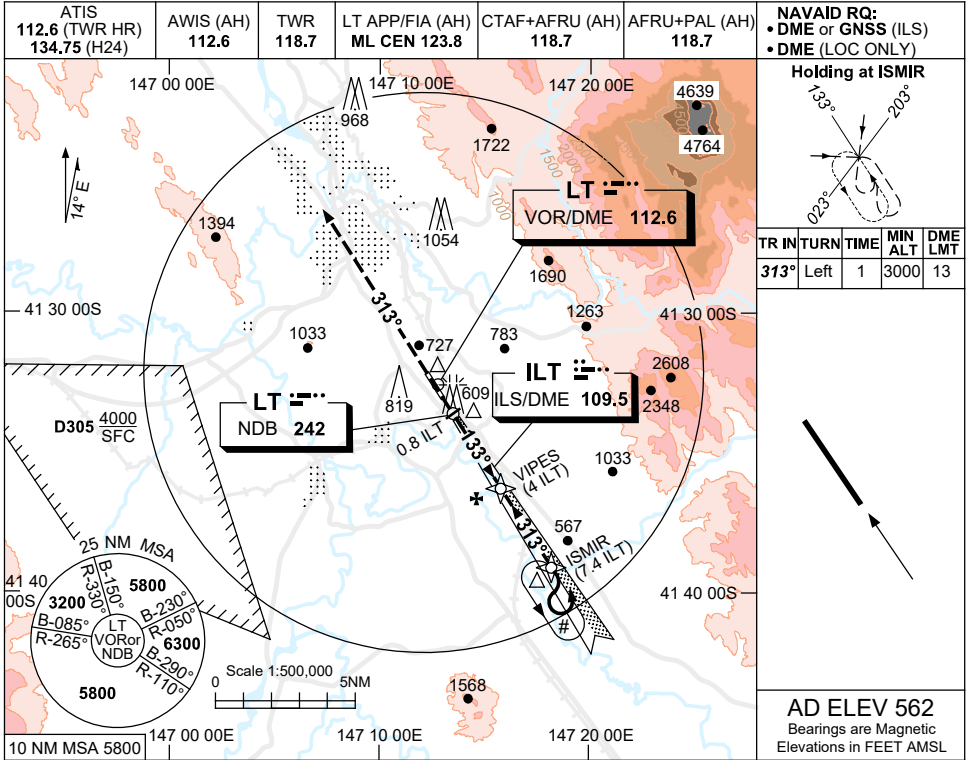
Changes: FROM SUP H37/22.

MLTII01-173

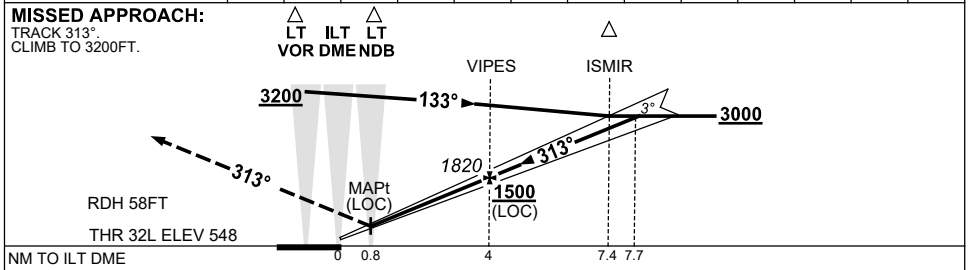
USE QNH

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.

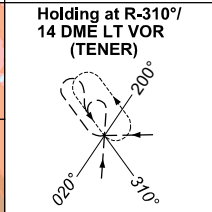
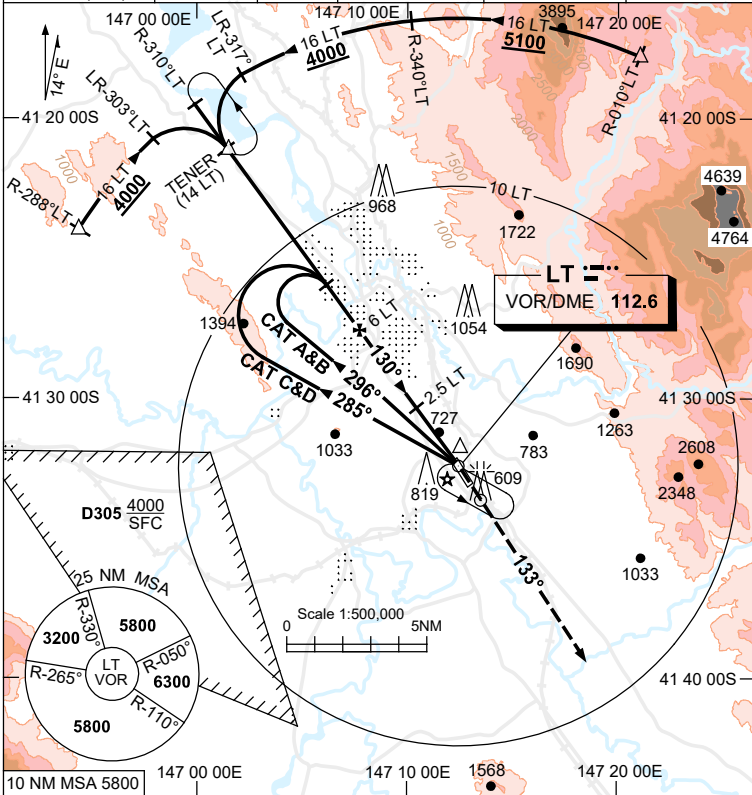
USE QNH

VOR RWY 14R
LAUNCESTON, TAS (YMLT)

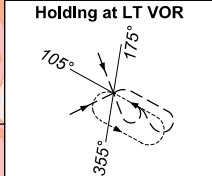
1 DEC 2022

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
--	--------------------	--------------	---------------------------------	-------------------------	------------------------

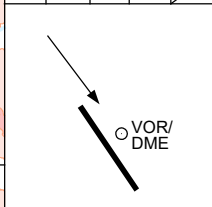
NAVAID RQ:
 • DME



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

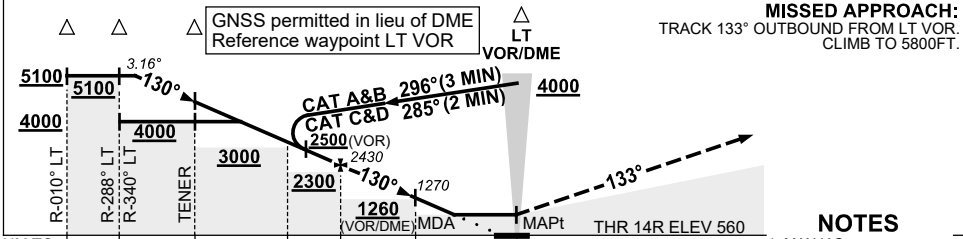


TR IN	TURN	TIME	MIN ALT	DME LMT
285°	Left	1	4000	



AD ELEV 562
 Bearings are Magnetic Elevations in FEET AMSL

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



- 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: FROM SUP H64/22 AND SUP H37/22.

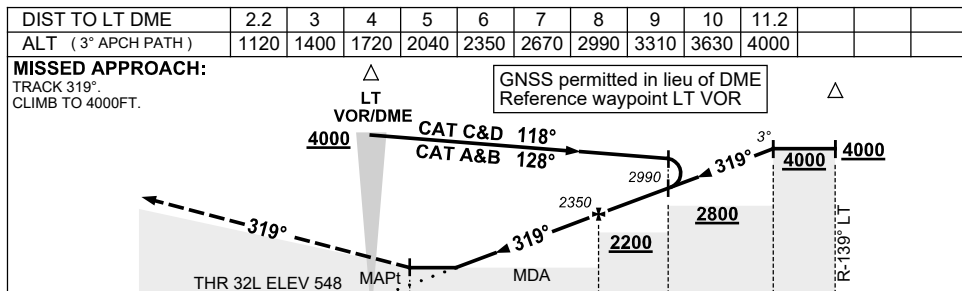
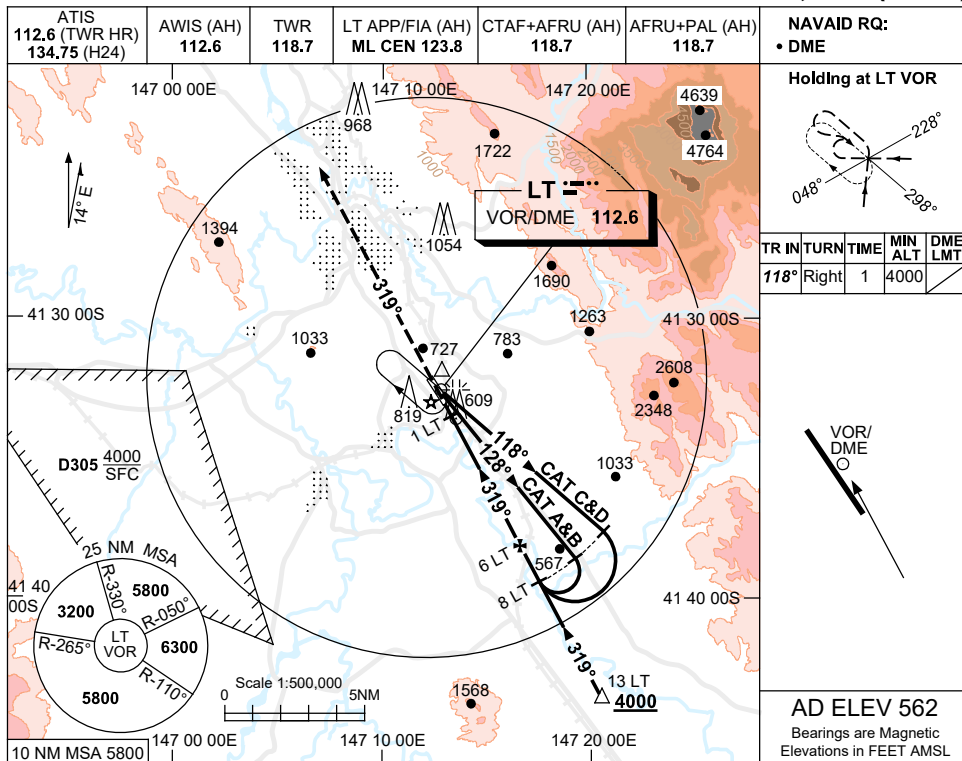
MLTV001-173

USE QNH

VOR RWY 32L

LAUNCESTON, TAS (YMLT)

1 DEC 2022



NM TO LT DME

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)	

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.

Changes: FROM SUP H37/22.

MLTVO02-173