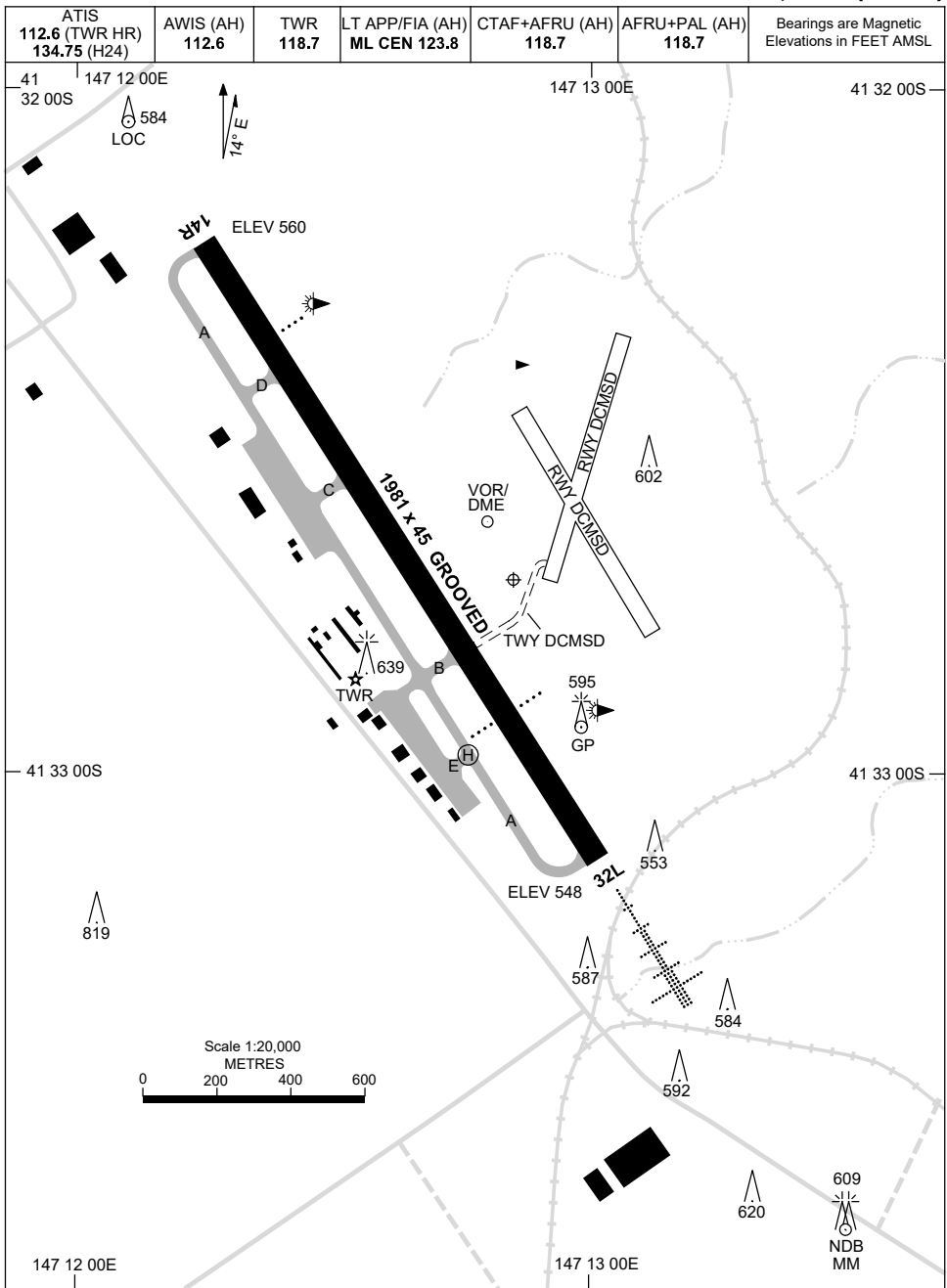




Changes: FROM SUP H37/22.

MLTAD01-173

1 DEC 2022

AD ELEV 562
41 32 43S 147 12 51EAERODROME 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						
NOTES							

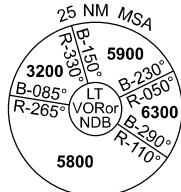
Changes: FROM SUP H37/22.

MLTAD02-173

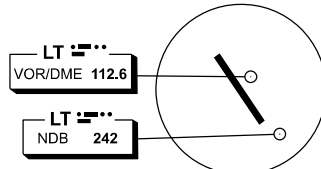
DME or GNSS ARRIVAL PROCEDURES LAUNCESTON, TAS (YMLT) Page 1

27 NOV 2025

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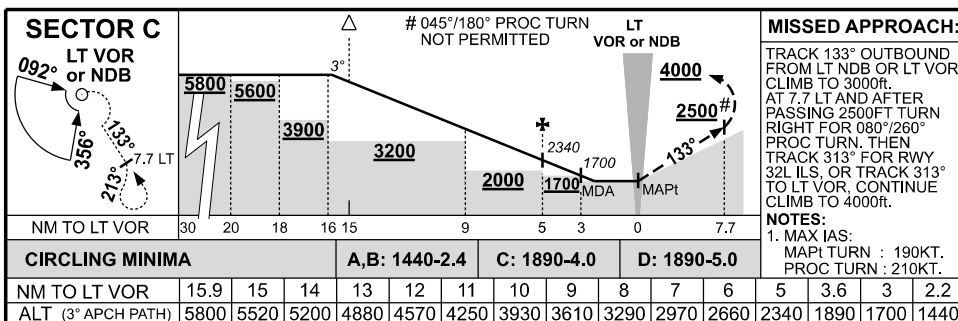
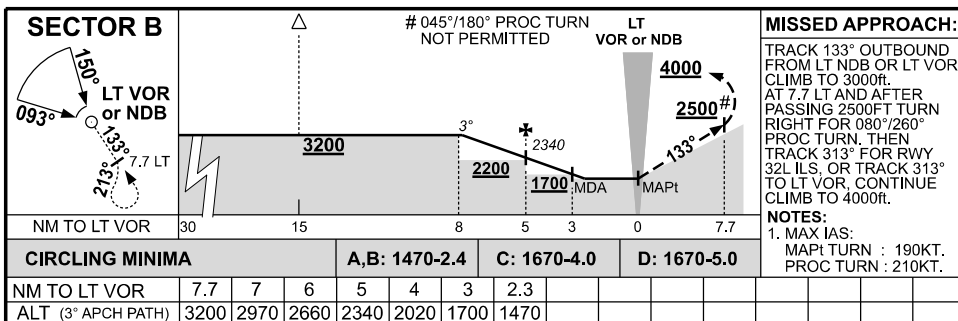
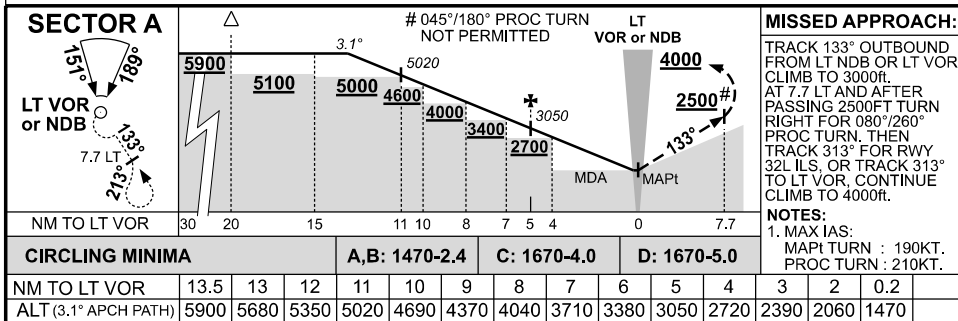


DME USING LT DME REFERENCE WAYPOINT LT VOR



10 NM MSA 5900

AD ELEV 562



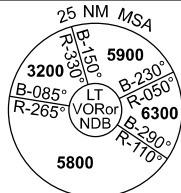
Changes: 25NM MSA, 10NM MSA, SECTOR A.

MLTDG01-185

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

27 NOV 2025

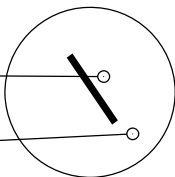
ATIS 112.6 (TWR HR) 134.75 (H24)	AWIS (AH) 112.6	TWR 118.7	LT APP/FIA (AH) ML CEN 123.8	CTAF+AFRU (AH) 118.7	AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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DME USING LT DME REFERENCE WAYPOINT LT VOR

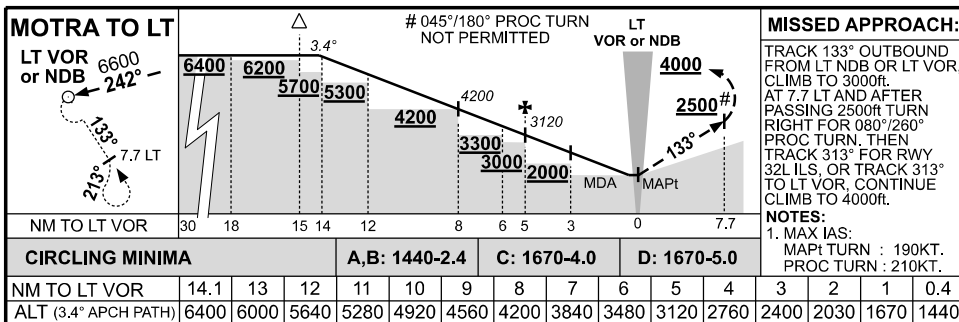
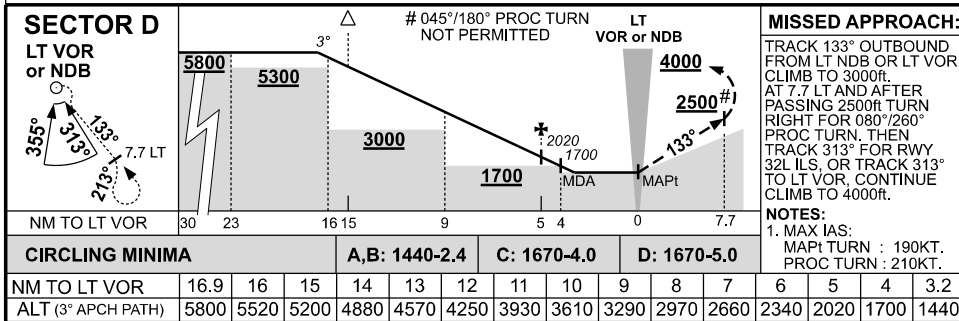
LT **112.6**
VOR/DME 112.6

LT **242**
NDB 242



10 NM MSA 5900

AD ELEV 562



Changes: 25NM MSA, 10NM MSA.

MLTDG03-185

27 NOV 2025

NOT TO SCALE

14°E

FLIKI 324°

VIMAP 345°

NUNPA 009°

MOTRA 062°

IRSOM 288°

MAX IAS 220KT IN TURN

2000

1500

110°

020°

050°

270°

313°

310°

053°

133°

1500

4 LT

MAX IAS 220KT IN TURN

LAUNCESTON LT 112.6 VOR/DME

LAUNCESTON LT NDB 242

25 NM MSA

3200

5900

6300

5800

B-160°

B-230°

B-085°

B-050°

B-265°

B-290°

R-110°

R-050°

R-265°

10 NM MSA 5900

CAUTION: TREES IN RWY 14R DEP AREA

SPEED

- MAX IAS IN TURN AFTER TAKEOFF 220KT
- MAX IAS 250KT BELOW 10,000ft

CLASS D SPEED LIMITS APPLY

MOTRA THREE ALPHA DEPARTURE
FLIKI TWO ALPHA DEPARTURE

RWY 32L

- Track 313°
(MAX IAS 220KT IN TURN)

FOR IRSOM

- GRAD 4.6% to 900ft then 3.3%
- AT or ABV 1500ft turn LEFT track 270°
- Intercept route as cleared

FOR FLIKI

- GRAD 4.6% to 900ft then 3.3%
- AT or ABV 1500ft turn RIGHT
- Intercept route as cleared

FOR VIMAP

- GRAD 4.6% to 900ft then 3.3%
- AT or ABV 1500ft turn RIGHT track 020°
- Intercept route as cleared

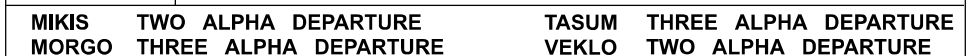
- GRAD 4.6% to 5000ft then 3.3%
- AT or ABV 2000ft turn RIGHT track 050°
- Intercept route as cleared

- GRAD 4.6% to 4000ft then 3.3%
- AT or ABV 1500ft turn RIGHT track 110°
- Intercept route as cleared

MLTDP01-185

LAUNCESTON TAS (YMLT)

ATIS 112.6 (TWR HR) 134.75 (H24)	AWIS (AH) 112.6	TWR 118.7	LT APP/FIA (AH) ML CEN 123.8	CTAF+AFRU (AH) 118.7	AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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- GRAD 4.6% to 6300ft, then 3.3%
- Track 133°
- AT OR ABV 1500ft
(MAX IAS 220KT IN TURN)

- Turn RIGHT
- Track 265°
- Intercept route as cleared

- Turn RIGHT
- Track 205°
- Intercept route as cleared

- Intercept route as cleared

- Track 313°
- AT OR ABV 1500ft turn LEFT
(MAX IAS 220KT IN TURN)

- GRAD 4.6% to 1800ft then 3.3%
- Track 210°
- Intercept route as cleared

- GRAD 4.6% to 1500ft then 3.3%
- Track 135°
- Intercept route as cleared

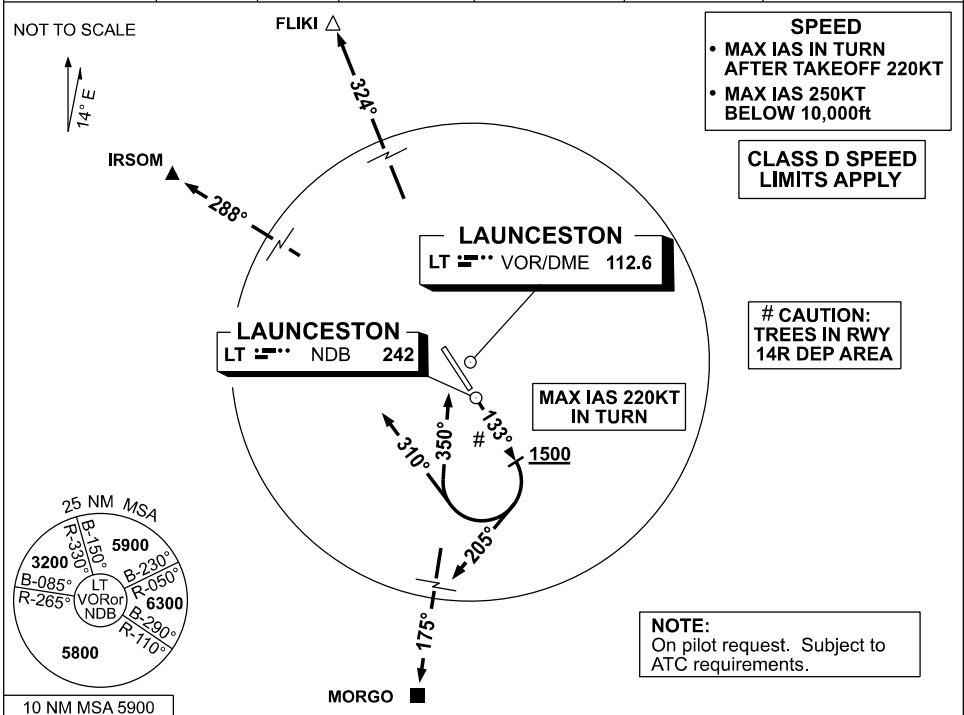
- GRAD 4.6% to 900ft then 3.3%
- Track 135°
- Intercept route as cleared

- GRAD 4.6% to 900ft then 3.3%
- Track 120°
- Intercept route as cleared

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

27 NOV 2025

ATIS 112.6 (TWR HR) 134.75 (H24)	AWIS (AH) 112.6	TWR 118.7	LT APP/FIA (AH) ML CEN 123.8	CTAF+AFRU (AH) 118.7	AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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IRSOM	TWO	CHARLIE	DEPARTURE	MORGGO	TWO	CHARLIE	DEPARTURE
FLIKI	ONE	CHARLIE	DEPARTURE				
RWY 14R • Track 133° (MAX IAS 220KT IN TURN) FOR IRSOM • GRAD 3.3% • AT or ABV 1500ft turn RIGHT track 310° • Intercept route as cleared FOR FLIKI • GRAD 3.3% • AT or ABV 1500ft turn RIGHT track 350° • Intercept route as cleared by 5 DME North of LT FOR MORGGO • GRAD 4% TO 2100ft then 3.3% • AT or ABV 1500ft turn RIGHT track 205° • Track 205° • Intercept route as cleared							

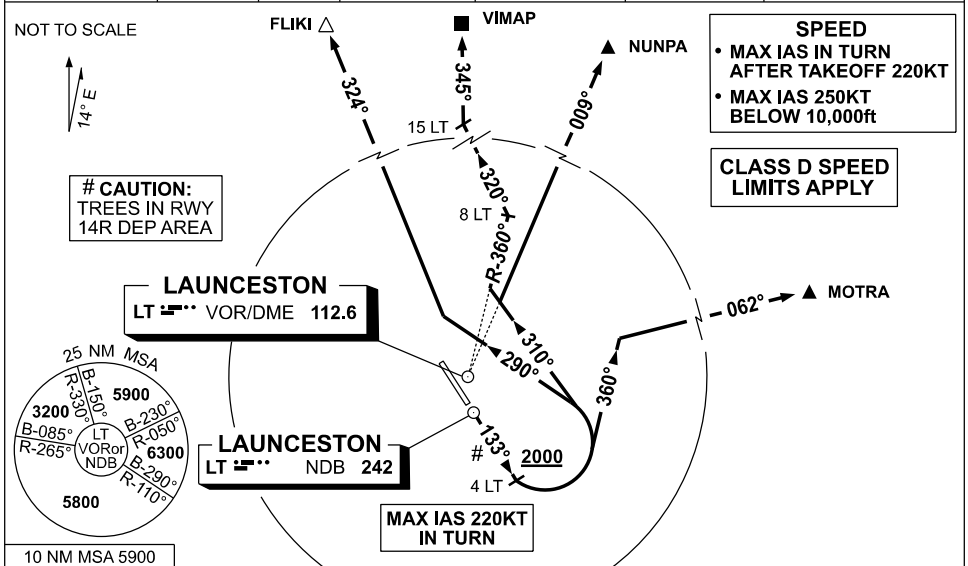
Changes: 25NM MSA, 10NM MSA.

MLTDP03-185

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

27 NOV 2025

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

RWY 14R

- GRAD 4.6% to 6300ft then 3.3%
- Track 133°
- (MAX IAS 220KT IN TURN)

FOR MOTRA

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

FOR NUNPA

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

FOR VIMAP

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

FOR FLIKI

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

Changes: 25NM MSA, 10NM MSA.

MLTDP05-185

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

27 NOV 2025

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



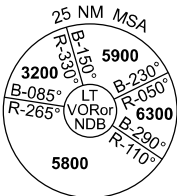
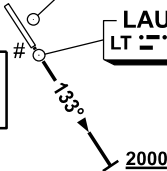
SPEED
• MAX IAS 250KT
BELOW 10,000ft

**CLASS D SPEED
LIMITS APPLY**

LAUNCESTON
LT VOR/DME 112.6

LAUNCESTON
LT NDB 242

CAUTION:
1. TREES IN RWY 14R
DEP AREA.



10 NM MSA 5900

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: 25NM MSA, 10NM MSA.

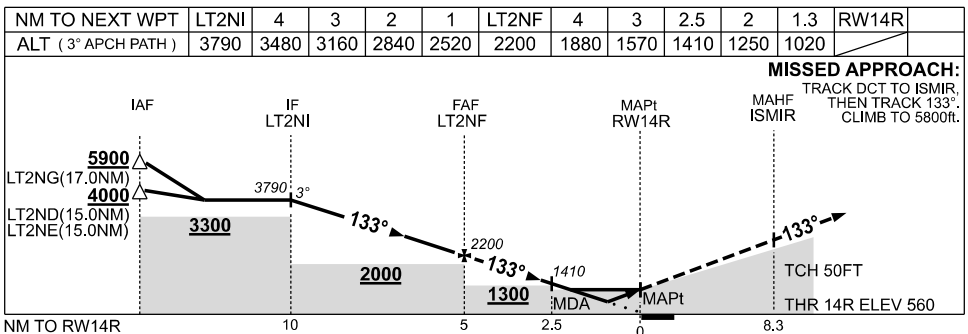
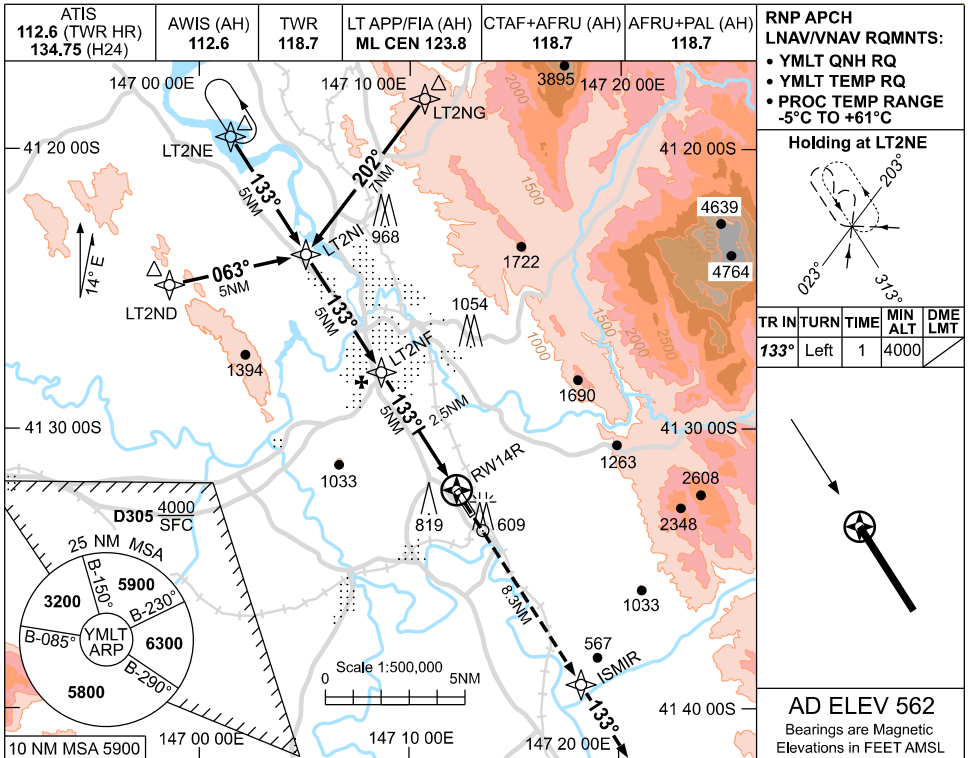
MLTDP09-185

USE QNH

RNP Z RWY 14R

27 NOV 2025

LAUNCESTON, TAS (YMLT)



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: 25NM MSA, 10NM MSA, LT2NG MIN ALT, WPT NAMING CONVENTION.

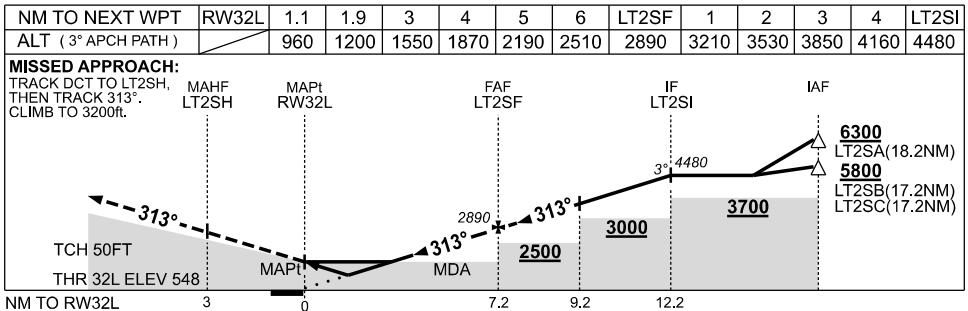
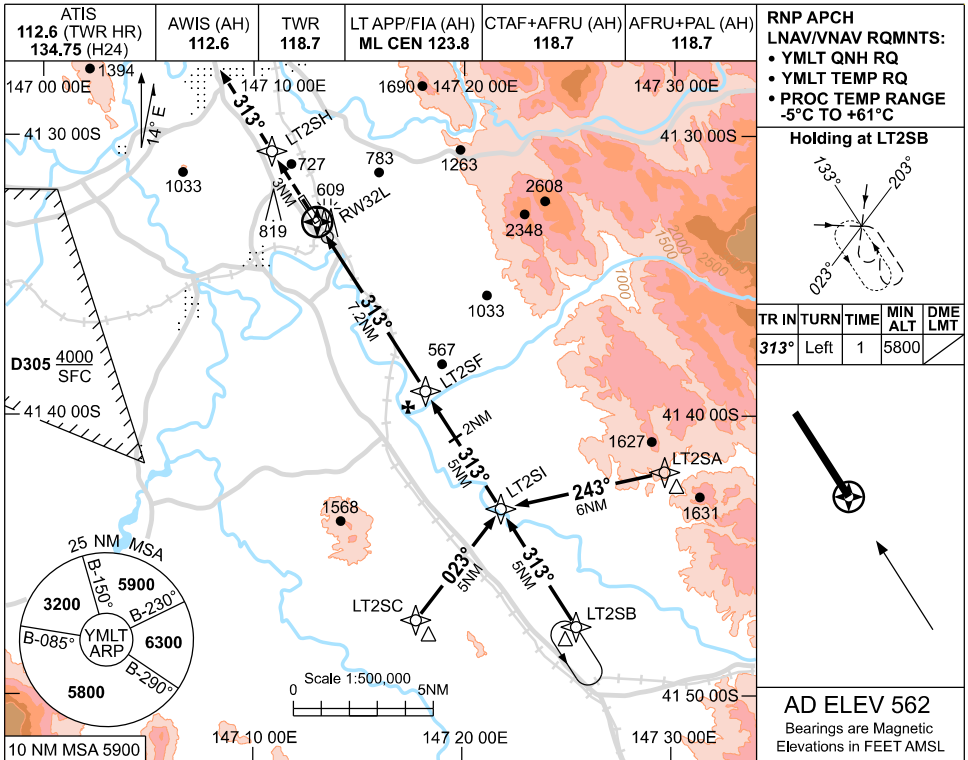
MLTGN01-185

USE QNH

RNP Z RWY 32L

LAUNCESTON, TAS (YMLT)

27 NOV 2025



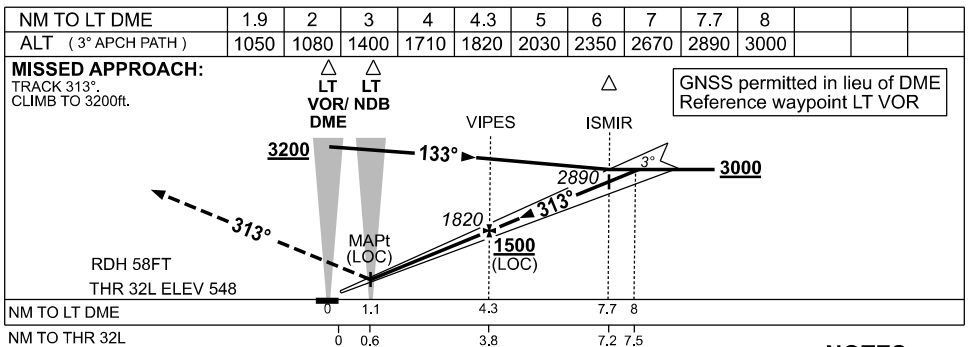
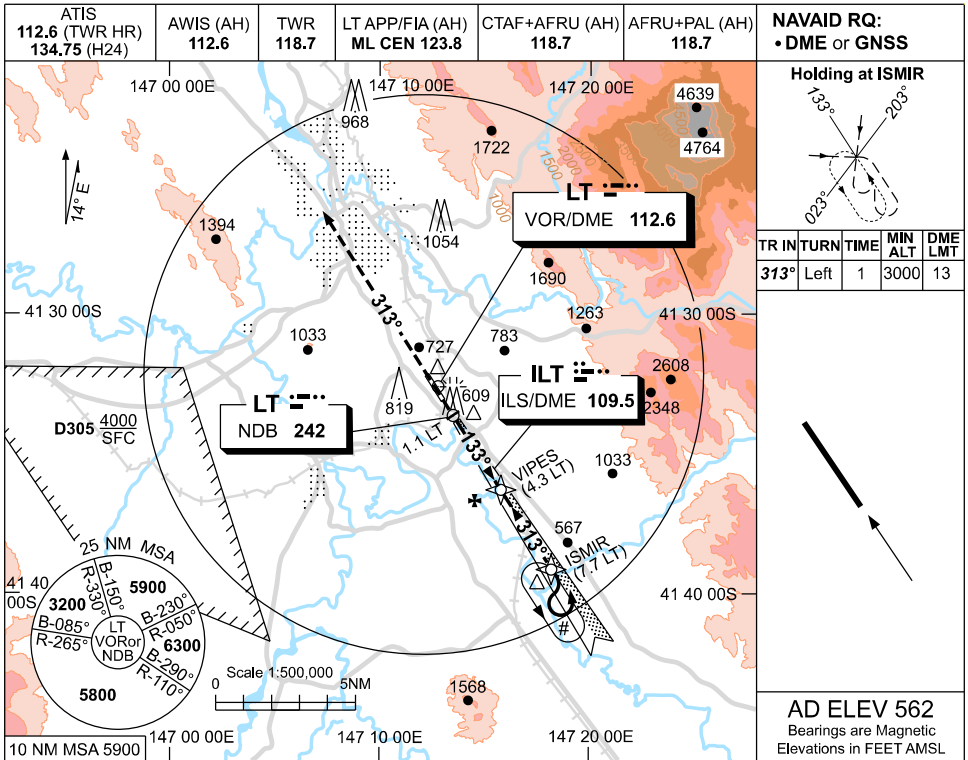
NOTES

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

Changes: 25NM MSA, 10NM MSA, WPT NAMING CONVENTION.

MLTGN02-185

USE QNH

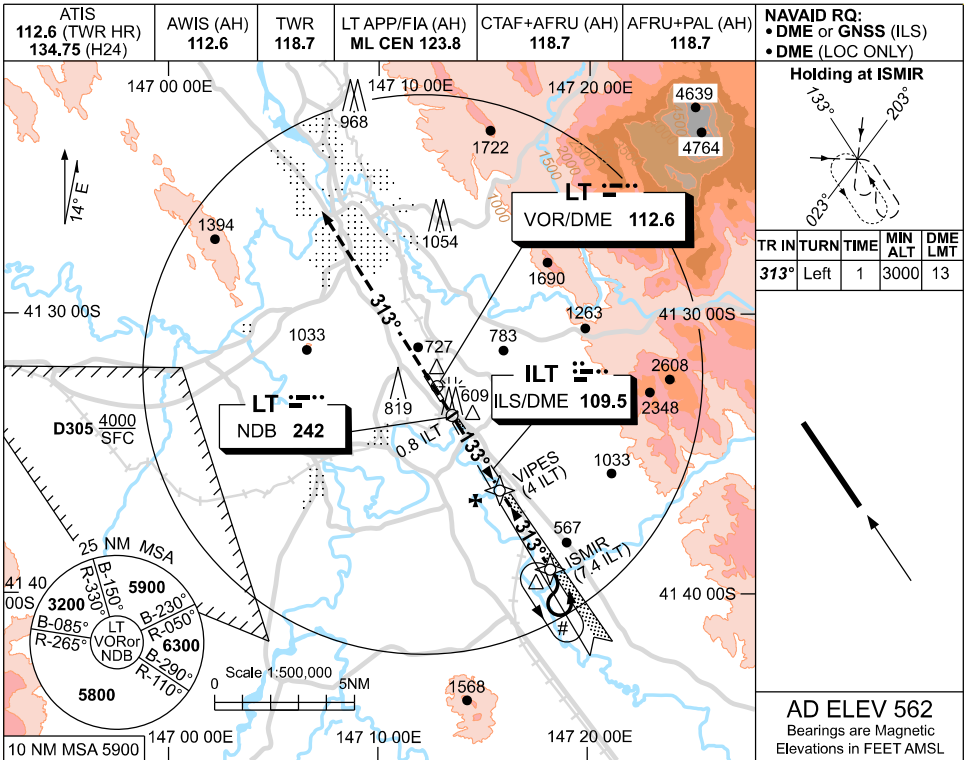
ILS-Y or LOC-Y RWY 32L
LAUNCESTON, TAS (YMLT)**27 NOV 2025****NOTES**

- *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.

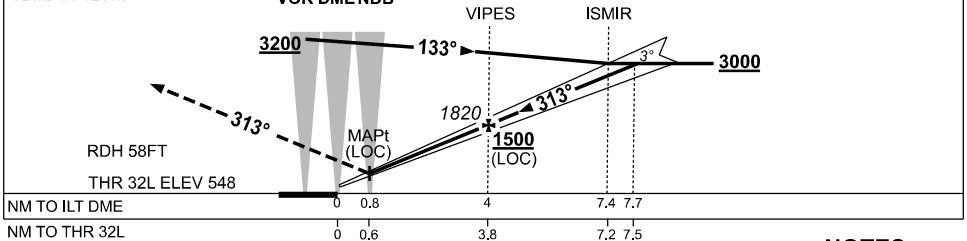
Changes: 25NM MSA, 10NM MSA, S-I LOC MINIMA.

MLTI01-185

USE QNH

ILS-Z or LOC-Z RWY 32L
LAUNCESTON, TAS (YMLT)**27 NOV 2025**

NM TO ILS DME	1.6	2	3	4	5	6	7	7.4	7.7				
ALT (3° APCH PATH)	1050	1180	1500	1820	2140	2460	2770	2890	3000				

MISSSED APPROACH:TRACK 313°:
CLIMB TO 3200ft.**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: 25NM MSA, 10NM MSA, S-I LOC MINIMA.

MLTI02-185

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.

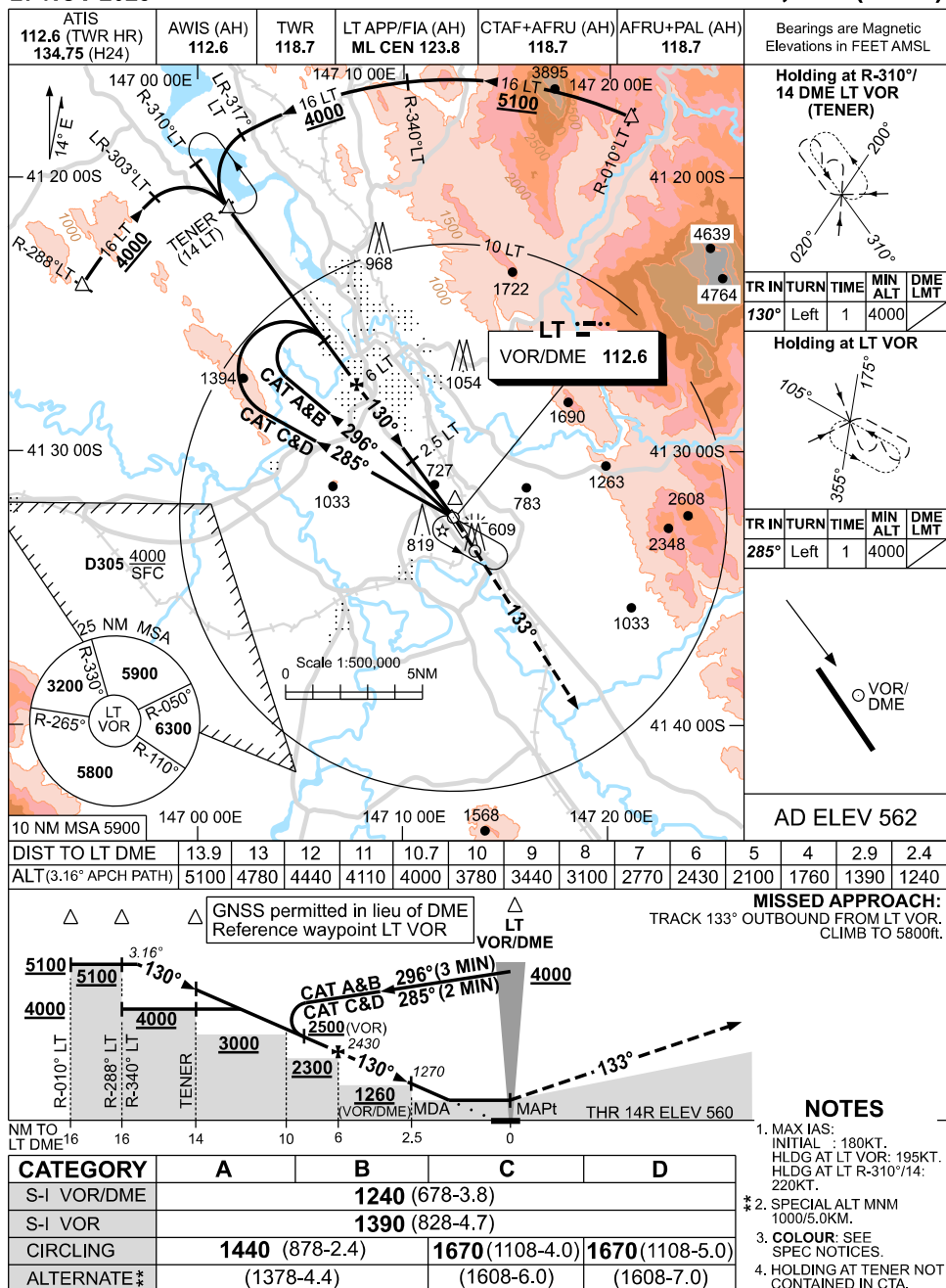
2. TRAINING FLIGHTS**2.1** When conducting circuit training, aircraft will avoid overflying the township of Evandale.

USE QNH

VOR RWY 14R

27 NOV 2025

LAUNCESTON, TAS (YMLT)

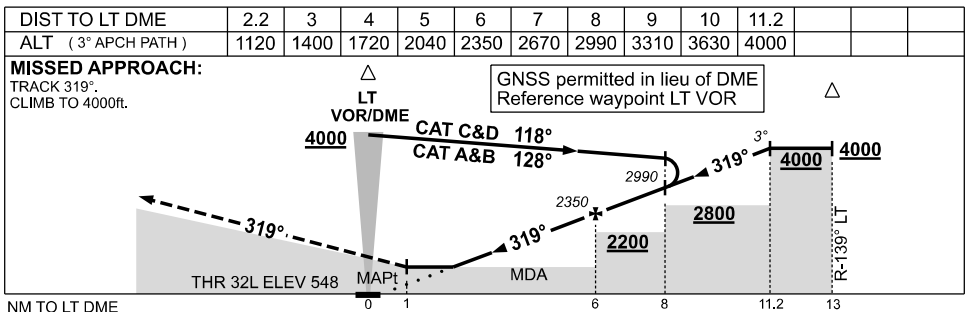
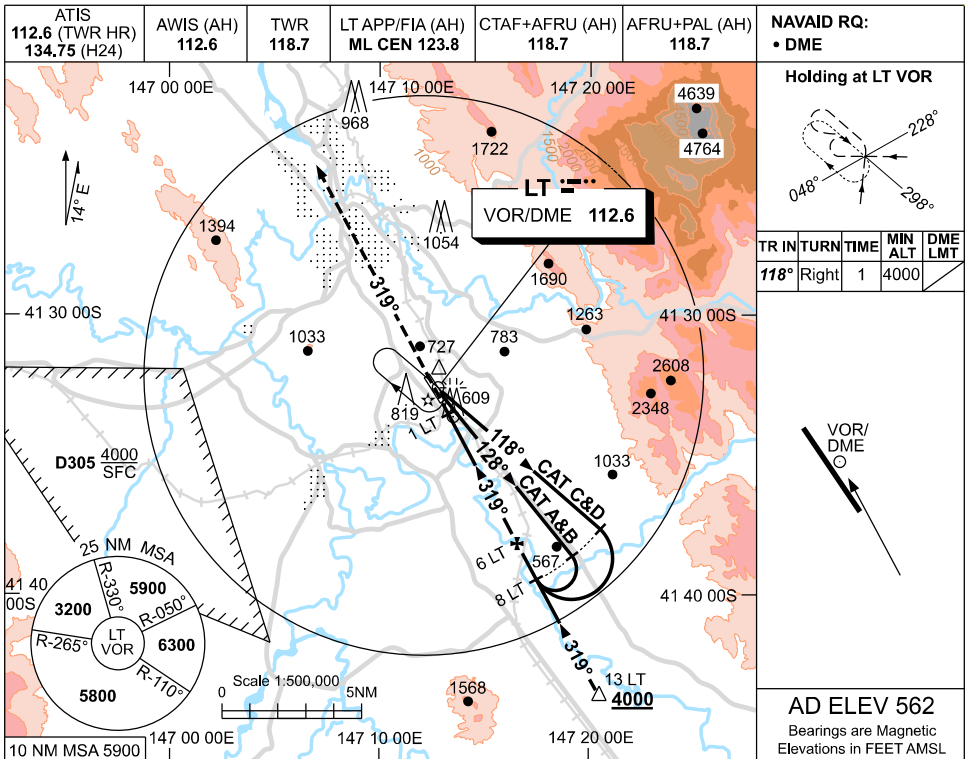


USE QNH

VOR RWY 32L

27 NOV 2025

LAUNCESTON, TAS (YMLT)



NOTES

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

CATEGORY	A	B	C	D
S-I VOR/DME	1120 (572-2.3)			
CIRCLING	1440 (878-2.4)	1670 (1108-4.0)	1670 (1108-5.0)	
ALTERNATE *	(1378-4.4)	(1608-6.0)	(1608-7.0)	

Changes: 25NM MSA, 10NM MSA.

MLTV002-185