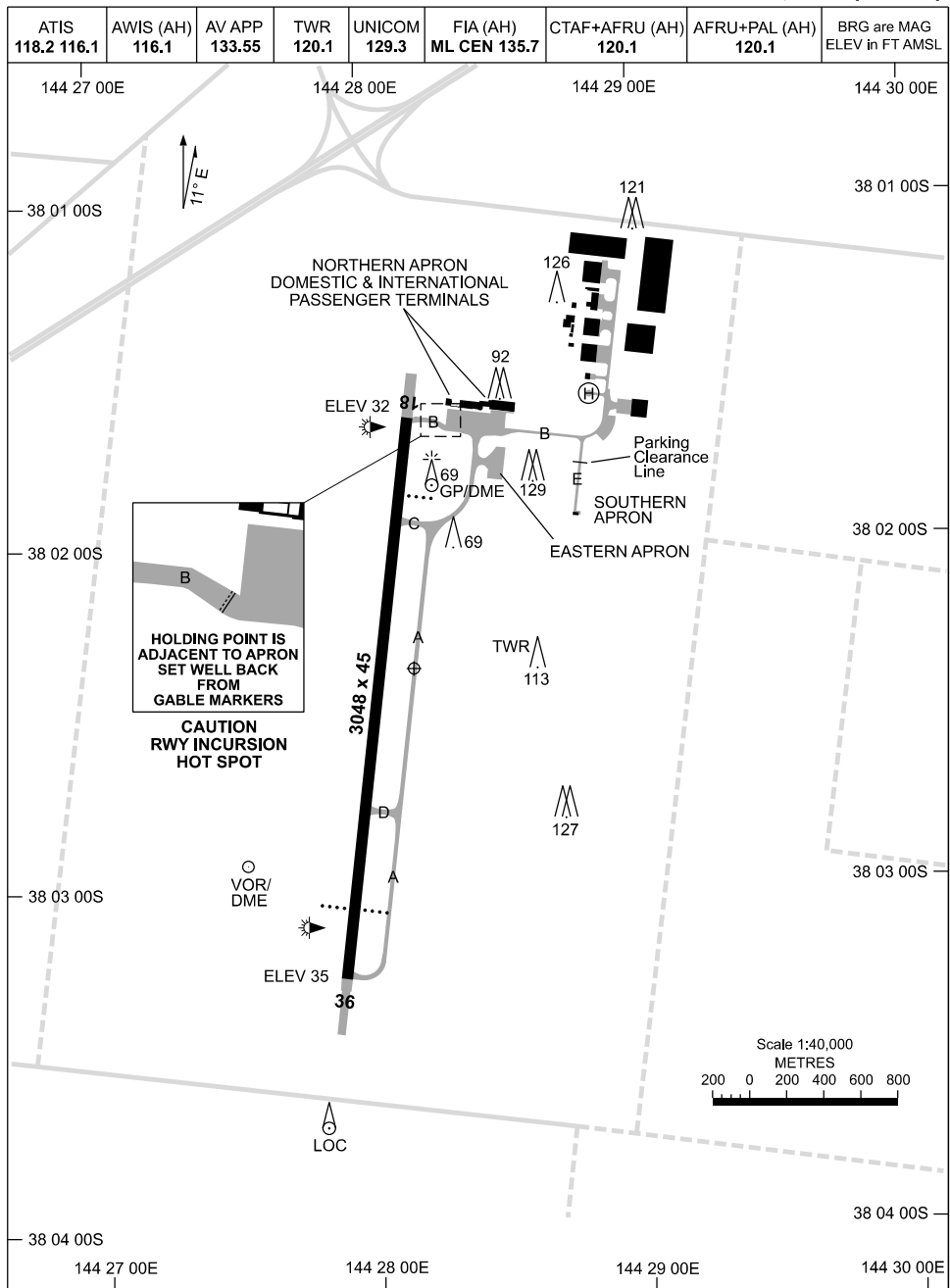
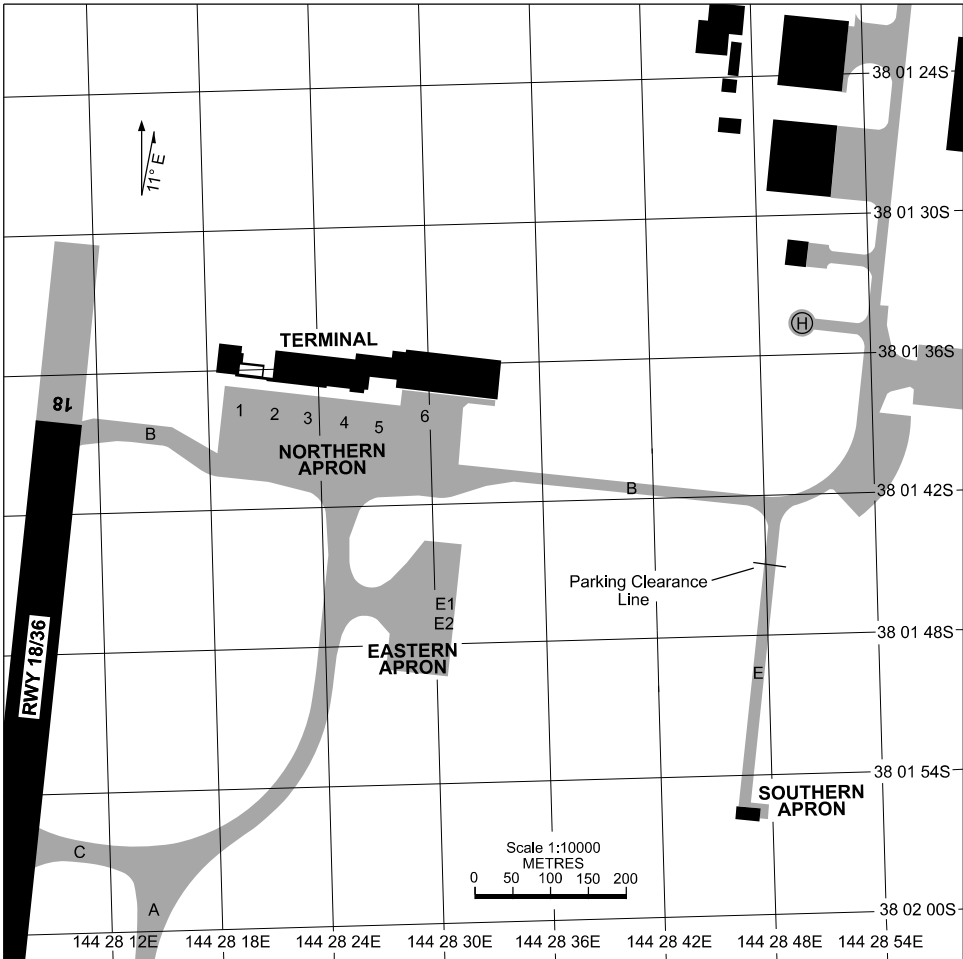




ATIS 118.2 116.1	AWIS (AH) 116.1	AV APP 133.55	TWR 120.1	UNICOM 129.3	FIA (AH) ML CEN 135.7	CTAF+AFRU (AH) 120.1	AFRU+PAL (AH) 120.1	BRG are MAG ELEV in FT AMSL
RWY	AERODROME LIGHTING							
	TAXIWAY : GREEN CENTRELINE RL : MAN, AFRU+PAL (AH) 120.1, 1 SEC DURING LVP; 15 SEC OT							
18 176 356 36	PAPI LEFT SIDE 3.0° 69FT MIRL PAPI BOTH SIDES 3.0° 65FT MIRL							
NOTES								

03 SEP 2026

MELBOURNE/AVALON, VIC (YMAV)



PARKING POSITION INFORMATION

BAYS	CO-ORDINATES	ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
1	38 01 37.31S 144 28 19.78E	30	A320/A321	JET A1	
2	38 01 37.51S 144 28 21.65E	31	A320	JET A1	
3	38 01 37.70S 144 28 23.44E	31	A320	JET A1	
4	38 01 37.92S 144 28 25.48E	31	A320/A321	JET A1	
5	38 01 38.24S 144 28 27.26E	31	A321	JET A1	
6	38 01 38.16S 144 28 29.78E	32	A333/B748	JET A1	
E1	38 01 46.27S 144 28 30.53E	31	B748	JET A1	
E2	38 01 47.10S 144 28 30.37E	31	B748	JET A1	

Changes: Editorial.

MAVAP01-188

03 SEP 2026

AD ELEV 35

3700	3550	3230	2910	2590	2270	1960	1640	1320	1000
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ALT (3° APCH PATH)

11	2	11	10	9	8	7	6	5	4	3
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**STANDARD INSTRUMENT DEPARTURES (SID)
AVALON FIVE DEPARTURE (RADAR)
MELBOURNE/AVALON, VIC (YMAV)**

03 SEP 2026

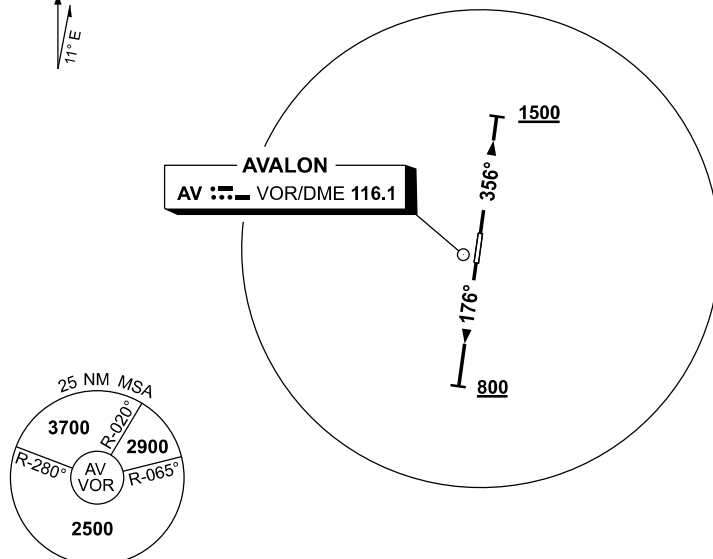
ATIS 118.2 116.1	AWIS (AH) 116.1	AV APP 133.55	TWR 120.1	FIA (AH) ML CEN 135.7	CTAF+AFRU (AH) 120.1	AFRU+PAL (AH) 120.1	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



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

**CLASS D SPEED
LIMITS APPLY**



10 NM MSA 2500

GRAD 3.3%

AVALON FIVE DEPARTURE (RADAR)

RWY 18

- Track 176°
- At or ABV 800ft turn to assigned heading or track
- Contact AV Approach for Radar Vector

RWY 36

- Track 356°
- At or ABV 1500ft turn to assigned heading or track
- Contact AV Approach for Radar Vector

COMMUNICATIONS FAILURE PROCEDURE

On recognition of communication failure

- Squawk 7600
- Maintain last assigned vector for two minutes, and
- CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE, to maintain terrain clearance, then
- proceed in accordance with the latest ATC route clearance acknowledged.

Changes: Editorial.

MAVDP01-188

STANDARD INSTRUMENT DEPARTURES (SID) JUSTY THREE DEPARTURE (RNAV) MELBOURNE/AVALON, VIC (YMAV)

03 SEP 2026

ATIS 118.2 116.1	AWIS (AH) 116.1	AV APP 133.55	TWR 120.1	FIA (AH) ML CEN 135.7	CTAF+AFRU (AH) 120.1	AFRU+PAL (AH) 120.1	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE

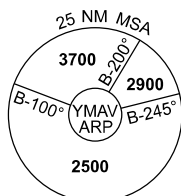


MELBOURNE
ML VOR 114.1

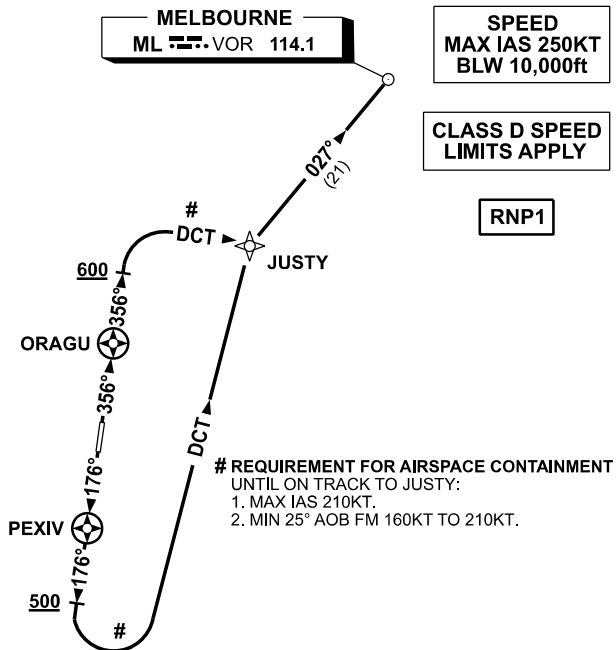
SPEED
MAX IAS 250KT
BLW 10,000ft

**CLASS D SPEED
LIMITS APPLY**

RNP1



10 NM MSA 2500



JUSTY THREE DEPARTURE

RWY 18

- GRAD 3.3%
- Track 176°
- AT or ABV 500ft but not before PEXIV turn LEFT, track DCT to JUSTY #
- Turn RIGHT, track 027° to ML, then as cleared

RWY 36

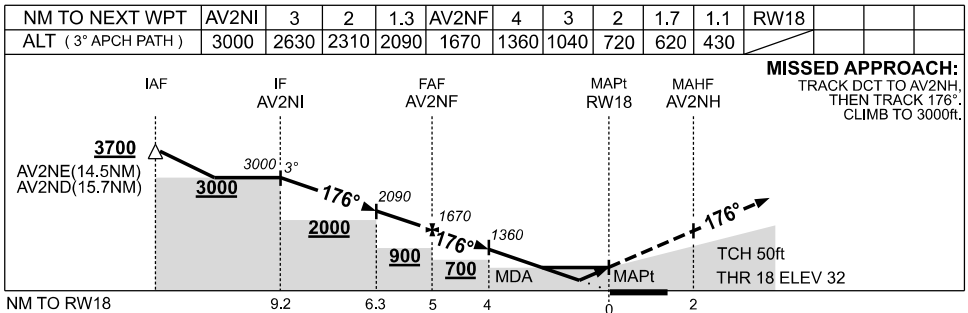
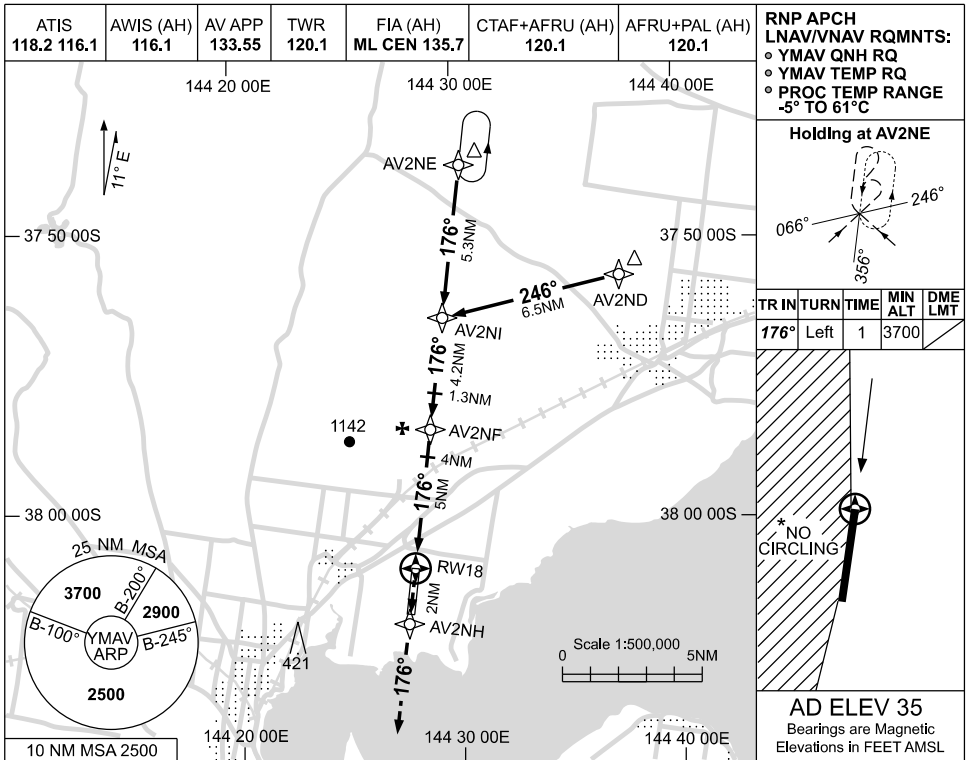
- GRAD 3.3%
- Track 356°
- AT or ABV 600ft but not before ORAGU turn RIGHT, track DCT to JUSTY #
- Turn LEFT, track 027° to ML, then as cleared

USE QNH

RNP RWY 18

03 SEP 2026

MELBOURNE/AVALON, VIC (YMAV)



NOTES

CATEGORY	A	B	C	D
LNAV/VNAV		430 (398-2.2)		
LNAV		620 (585-3.3)		
CIRCLING*	660 (625-2.4)	760 (725-4.0)	830 (795-5.0)	
ALTERNATE	(1125-4.4)	(1225-6.0)	(1295-7.0)	

* 1. NO CIRCLING WEST OF RWY 18/36.

2. HOLDING NOT CONTAINED WITHIN CTA.

Changes: Editorial.

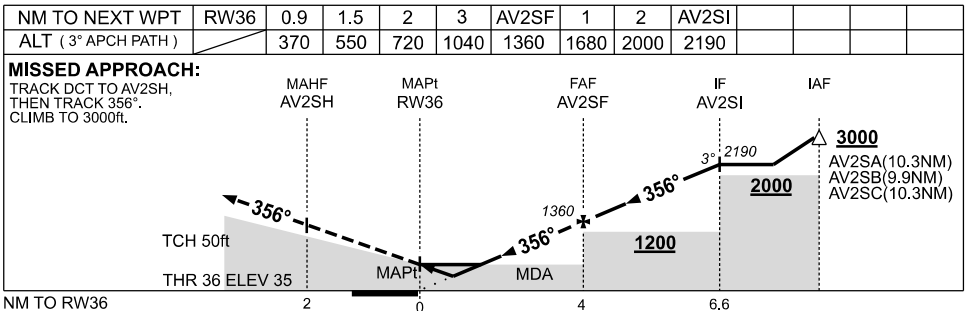
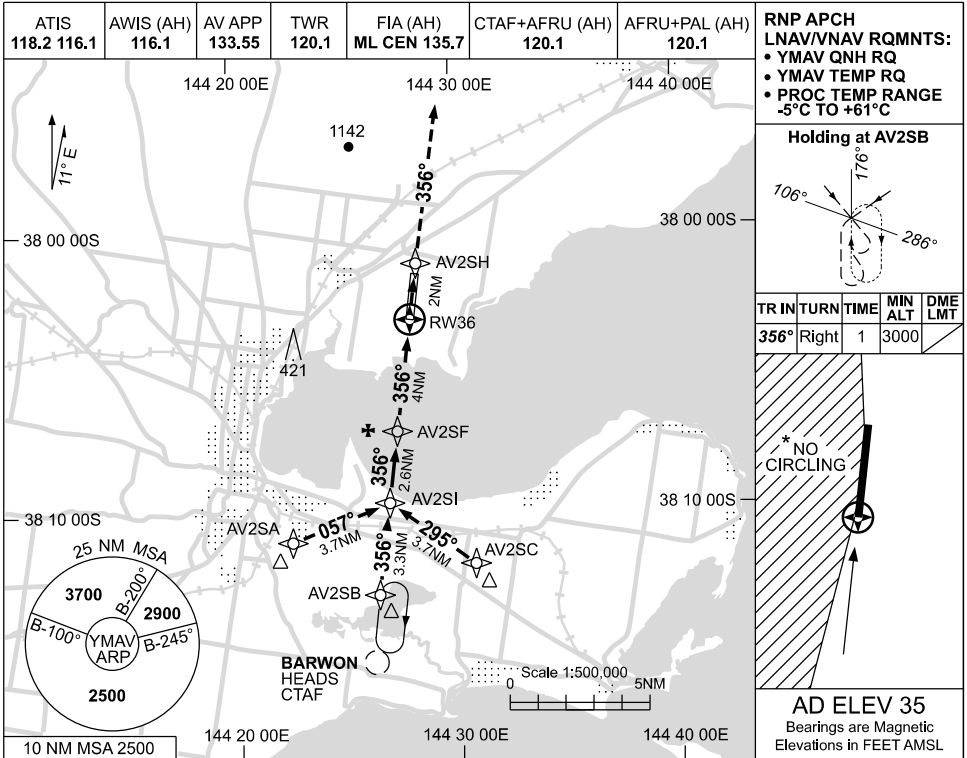
MAVGN01-188

USE QNH

RNP Z RWY 36

03 SEP 2026

MELBOURNE/AVALON, VIC (YMAV)



NOTES

CATEGORY	A	B	C	D
LNAV/VNAV	370 (335-1.9)			
LNAV	550 (515-2.9)			
CIRCLING *	660 (625-2.4)	760 (725-4.0)	830 (795-5.0)	
ALTERNATE	(1125-4.4)	(1225-6.0)	(1295-7.0)	

1. MAX IAS:
INITIAL : 190KT.*2. NO CIRCLING WEST
OF RWY 18/36.3. HOLDING NOT
CONTAINED WITHIN
CTA.

Changes: Editorial.

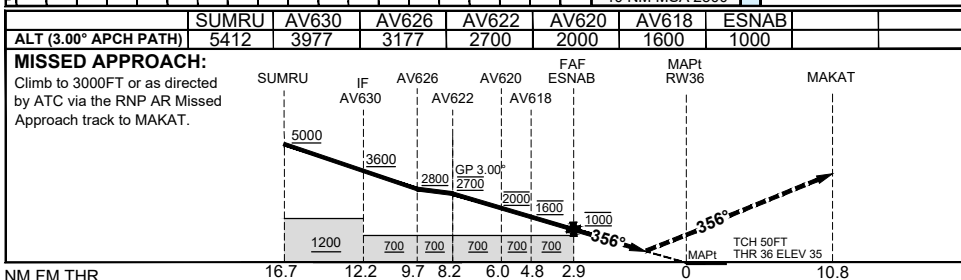
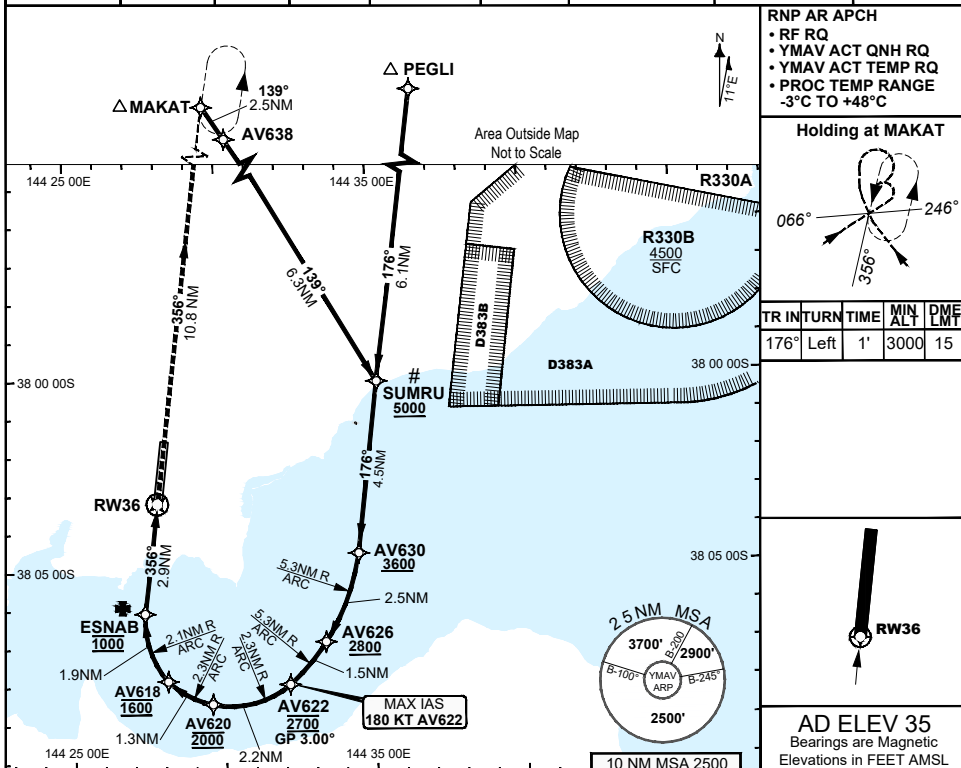
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FOR CASA APPROVED
OPERATORS ONLY
USE QNH

RNP U RWY 36 (AR)
MELBOURNE/AVALON, VIC (YMAV)

03 SEP 2026

ATIS	AWIS (AH)	AV APP	TWR	UNICOM	FIA (AH) ML CEN	CTAF+AFRU (AH)	AFRU+PAL (AH)	RNV U 36 THR ELEV 35
118.2 116.1	116.1	133.55	120.1	129.3	135.7	120.1	120.1	



NOTES

CATEGORY	A	B	C	D
RNP (0.30)			DA(H) 428 (393 - 2.2)	DA(H) 428 (393 - 2.2)
RNP (0.15)			DA(H) 362 (327 - 1.8)	DA(H) 362 (327 - 1.8)
CIRCLING	N/A		NOT AUTHORISED	NOT AUTHORISED
ALTERNATE				

- PAPI not coincident with VPA.
- RNP 0.3 Required from AV638 TO ESNAB.
- RNP 0.3 Required from PEGLI TO ESNAB.
- Climb gradient of 4.5% to 3000FT required to reach MAKAT.
- HLDG pattern not contained within CTA.
- Latest Intercept Point (LIP)

202605281345 General Electric Company Proprietary & Confidential Information

Changes: Aerodrome name change, Editorial.

MAVGN03-188

DO NOT USE FOR NAVIGATION

Prepared by GE Aerospace - ICAO Doc 9905 Compliant

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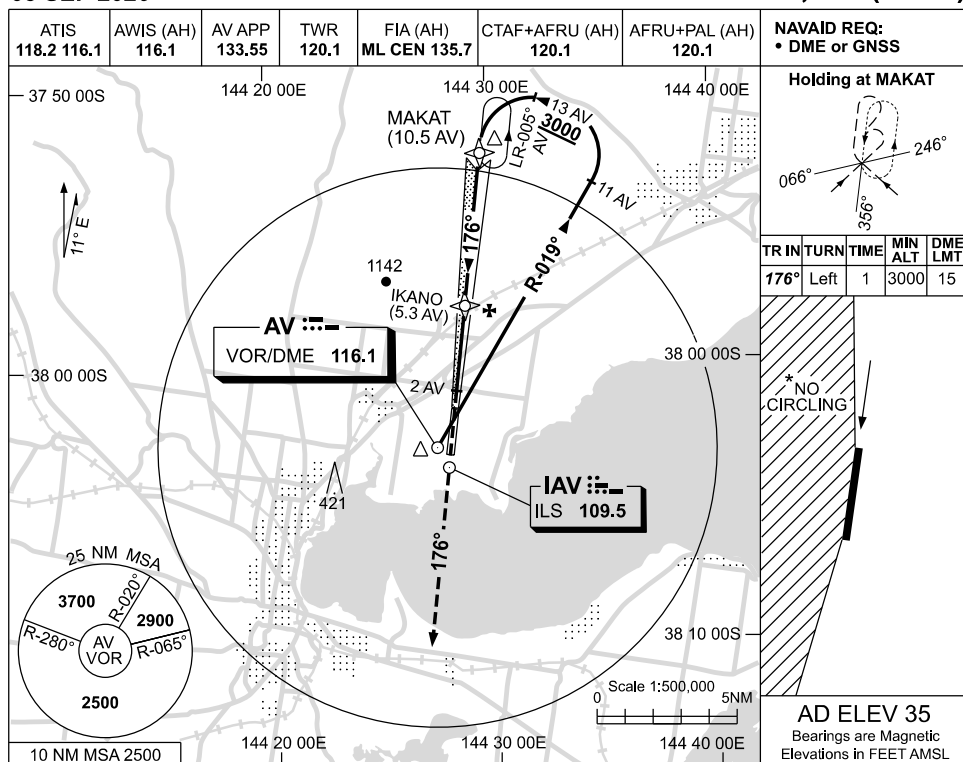


USE QNH

ILS-Y or LOC-Y RWY 18

03 SEP 2026

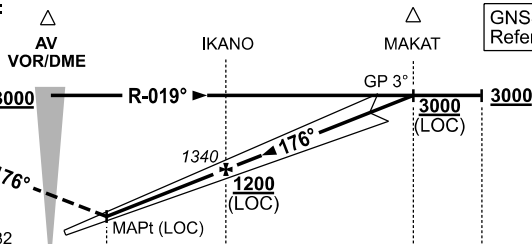
MELBOURNE/AVALON, VIC (YMAV)



NM TO AV DME	3.1	4	5.3	6	7	8	8.9	9	10	10.5			
ALT (3° APCH PATH)	620	920	1340	1560	1880	2200	2500	2520	2840	3000			

MISSSED APPROACH:

TRACK 176°
CLIMB TO 3000ft.



GNSS permitted in lieu of DME
Reference waypoint AV VOR

NM TO AV DME	0	2	5.3	10.5	13
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NM TO THR 18	0	0.6	3.9	9.1	
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NOTES

CATEGORY	A	B	C	D/DL
S-I ILS		390 (358) 2.0 (VIS 1.5 WITH ACTUAL QNH)		
S-I LOC		620 (585-3.3)		
CIRCLING *	660 (625-2.4)	760 (725-4.0)	830 (795-5.0)	
ALTERNATE	(1125-4.4)	(1225-6.0)	(1295-7.0)	

* 1. NO CIRCLING WEST OF RWY 18 / 36.

2. HLDG PATTERN NOT CONTAINED WITHIN CTA.

Changes: Editorial.

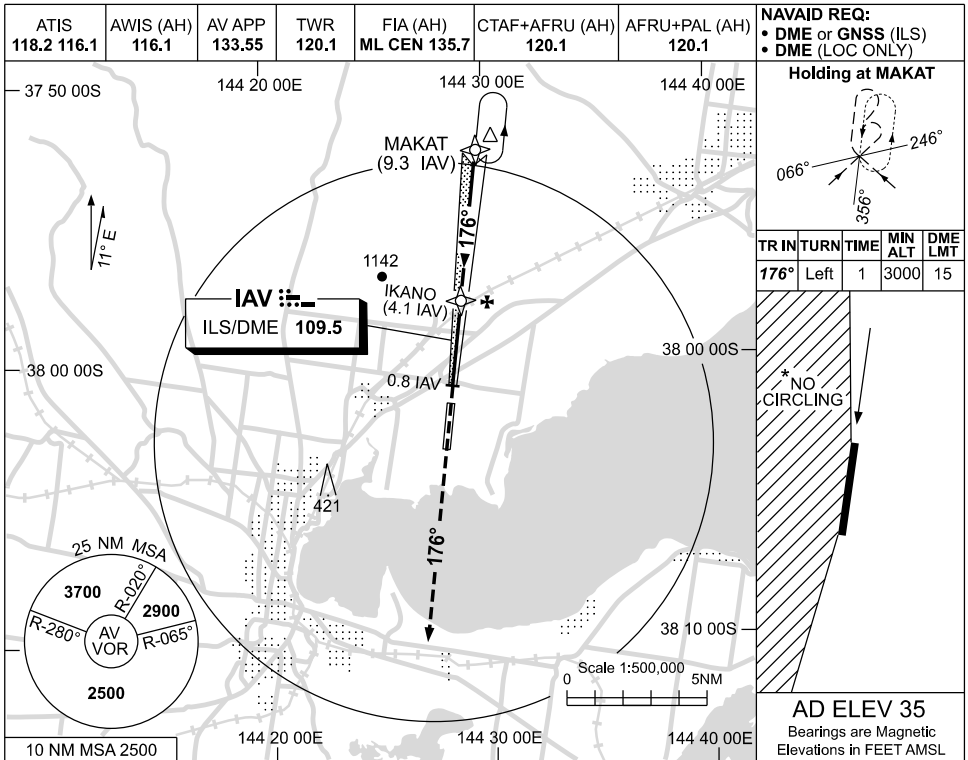
MAV/I01-188

USE QNH

ILS-Z or LOC-Z RWY 18

03 SEP 2026

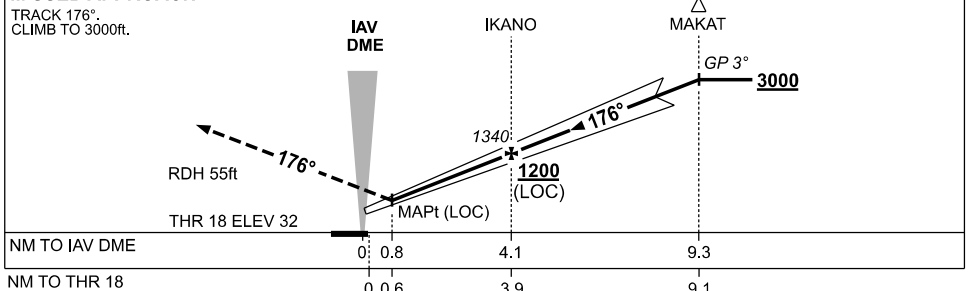
MELBOURNE/AVALON, VIC (YMAV)



NM TO IAV DME	1.9	3	4.1	5	6	7	8	9	9.3				
ALT (3° APCH PATH)	620	980	1340	1620	1940	2250	2570	2890	3000				

MISSED APPROACH:

TRACK 176°.
CLIMB TO 3000ft.

**NOTES**

- * 1. NO CIRCLING WEST OF RWY 18 / 36.
2. HLDG PATTERN NOT CONTAINED WITHIN CTA.

CATEGORY	A	B	C	D/DL
S-I ILS		390 (358) 2.0 (VIS 1.5 WITH ACTUAL QNH)		
S-I LOC		620 (585-3.3)		
CIRCLING *	660 (625-2.4)	760 (725-4.0)	830 (795-5.0)	
ALTERNATE	(1125-4.4)	(1225-6.0)	(1295-7.0)	

Changes: Editorial.

MAV102-188

NOISE ABATEMENT PROCEDURES AVALON

1. PREFERRED FLIGHT PATHS

- 1.1 Whenever possible, aircraft are to avoid the noise sensitive areas of Lara, Little River and Geelong Grammar School (Geelong Grammar is R 233 AV, 3NM, or 229 deg Mag 3.5NM from Avalon ARP).
- 1.2 Whenever possible, circuit training after 1100 UTC is to be conducted to the east of the airport.
- 1.3 If low level circuits are conducted to the west of the airport the downwind leg shall not be further than 4KM from the runway.

2. PREFERRED FLIGHT PATHS

- 2.1 Between the hours 1300 and 2000 UTC the preferred runways will be:

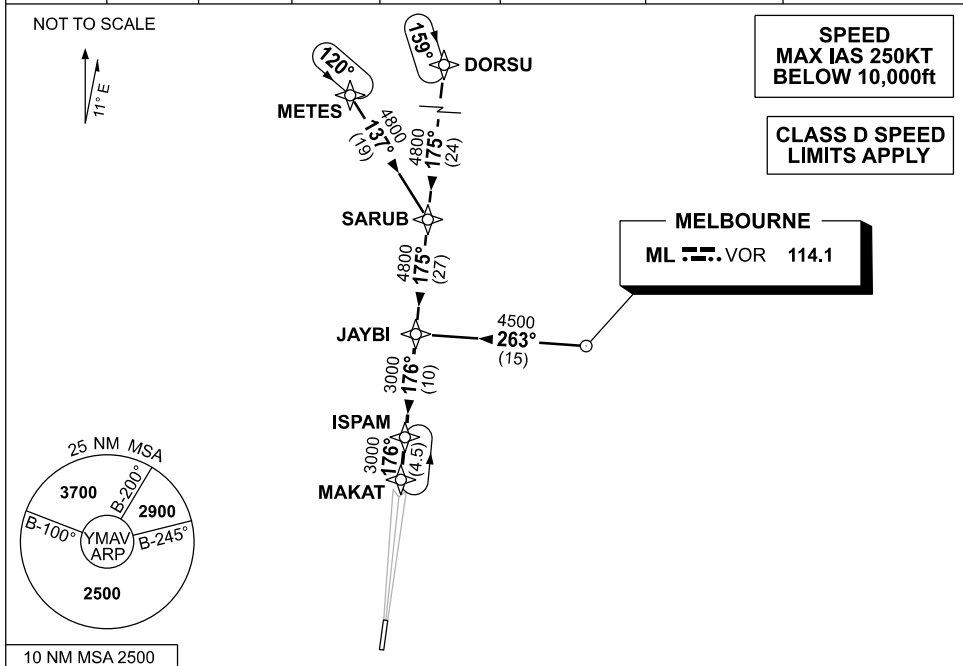
Landing - RWY 36

Take-off - RWY 18

**STANDARD INSTRUMENT ARRIVAL (STAR)
JAYBI SIX ARRIVAL (RNAV)
MELBOURNE/AVALON, VIC (YMAV)**

03 SEP 2026

ATIS 118.2 116.1	AWIS (AH) 116.1	AV APP 133.55	TWR 120.1	FIA (AH) ML CEN 135.7	CTAF+AFRU (AH) 120.1	AFRU+PAL (AH) 120.1	Bearings are Magnetic Elevations in FEET AMSL
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TRANSITION:

DORSU: From DORSU to JAYBI:

- Track 175° to SARUB
- Track 175° to JAYBI
- Then follow ARRIVAL instruction

MELBOURNE: From ML VOR to JAYBI:
(ML VOR)

- Track 263° to JAYBI
- Then follow ARRIVAL instruction

METES: From METES to JAYBI:

- Track 137° to SARUB
- Track 175° to JAYBI
- Then follow ARRIVAL instruction

ARRIVAL: JAYBI SIX (RNAV)

RWY 18: From JAYBI:

- Track 176° to ISPAM
- Track 176° to MAKAT
- Intercept RWY 18 LOC

RWY 36: From JAYBI:

- Track 176° to ISPAM
- Track 176° to MAKAT

From MAKAT expect tracking instructions or radar vectors for final

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: Editorial.

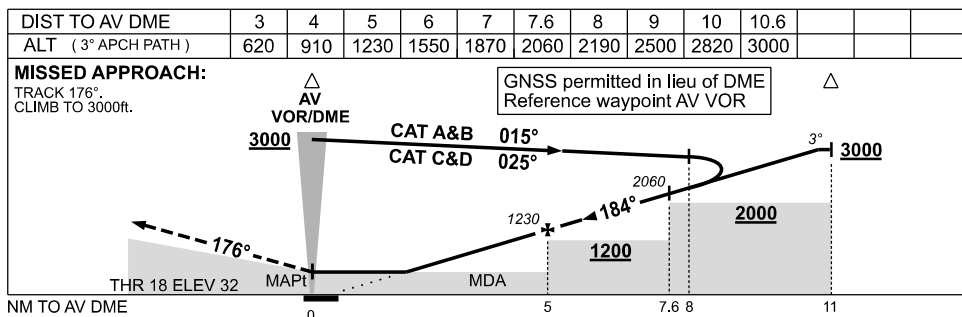
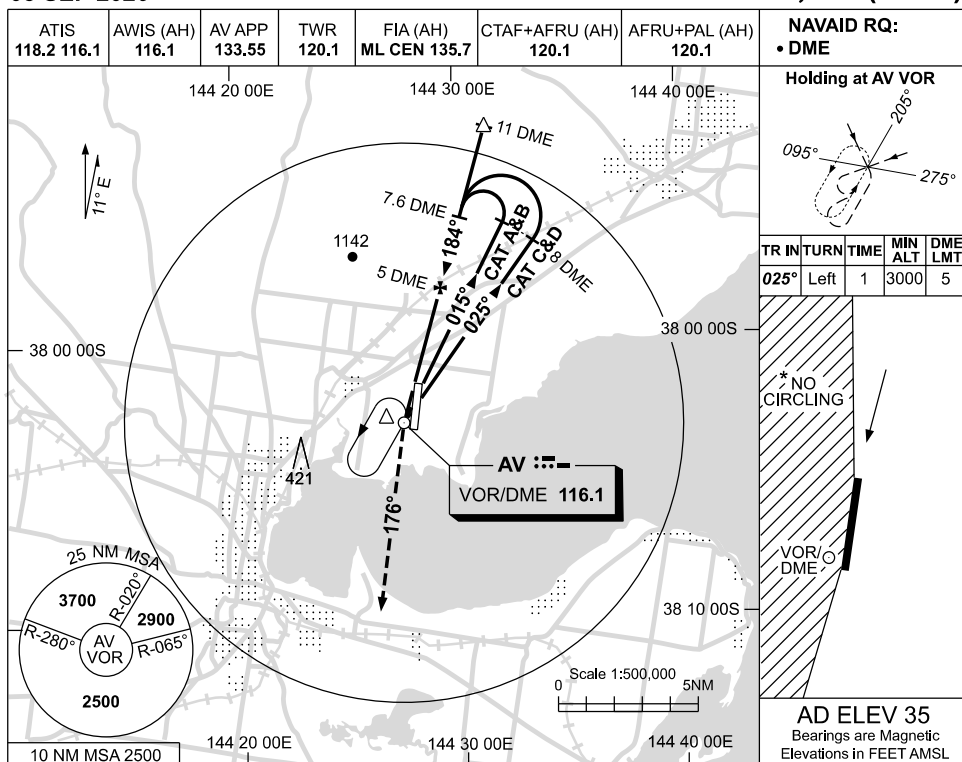
MAVSR01-188

USE QNH

VOR RWY 18

03 SEP 2026

MELBOURNE/AVALON, VIC (YMAV)



NOTES

1. MAX IAS:
INITIAL : 200KT.
- * 2. NO CIRCLING WEST
OF RWY 18/36.
3. HLDG PATTERN NOT
CONTAINED WITHIN
CTA.

CATEGORY	A	B	C	D
S-I VOR/DME	620 (585-3.3)			
CIRCLING *	660 (625-2.4)	760 (725-4.0)	830 (795-5.0)	
ALTERNATE	(1125-4.4)	(1225-6.0)	(1295-7.0)	

Changes: Editorial.

MAVVO01-188

VOR RWY 36

MELBOURNE/AVALON, VIC (YMAV)

AD ELEV 35
Bearings are Magnetic
Elevations in FEET AMSL

MISSED APPROACH:
AT VOR TURN RIGHT,
TRACK 356°.
CLIMB TO 3000ft.



NOTES

1. MAX IAS:
INITIAL : 200KT.
- * 2. NO CIRCLING WEST
OF RWY 18/36.
3. HLDG PATTERN NOT
CONTAINED WITHIN
CTA.

MAVVO03-188