YMML (Melbourne Intl)

General Info

Melbourne VI, AUS
S 37° 40.4' E144° 50.6' Mag Var: 11.6°E
Elevation: 434'

Public, Control Tower, IFR, No Fee, Rotating Beacon, No Customs
Fuel: 100-130, Jet A-1
Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+10:00 uses DST

Runway Info

Runway 09-27 7500' x 148' asphalt
Runway 16-34 11998' x 197' asphalt

Runway 09 (83.0°M) TDZE 395'
  Lights: Edge
  Stopway Distance 197'
Runway 16 (160.0°M) TDZE 432'
  Lights: Edge, ALS, Centerline, TDZ
  Stopway Distance 197'
Runway 27 (263.0°M) TDZE 407'
  Lights: Edge, ALS, Centerline, TDZ
  Stopway Distance 197'
Runway 34 (340.0°M) TDZE 330'
  Lights: Edge, ALS, Centerline
  Stopway Distance 197'

Communications Info

ATIS **132.7**
ATIS **114.1**
Melbourne Tower **120.5**
Melbourne Ground Control **121.7**
Melbourne Intl Clearance Delivery **127.2**
Melbourne Approach Control **132.0**
Melbourne Departure Control **129.4** (263°-93°)
Melbourne Departure Control **118.9** (264°-92°)

Notebook Info

MELBOURNE-SPEED RESTRICTIONS

The following speed restrictions apply for aircraft operating to or from Melbourne/ International:

a. Maximum IAS 250 kt below 10,000 ft;
b. Arrivals in VMC: 180 kt to 200 kt IAS at 10 NM from touchdown; then minimum 160 kt until 4 NM from touchdown.

These speeds are applied for ATC separation and runway capacity purposes and are mandatory unless ATC advises 'cancel speed restrictions '.

In the event of a new (non-speed related) ATC clearance being issued, pilots are not absolved from a requirement to maintain these speed restrictions. All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to these speeds should inform ATC prior to 20 NM from touchdown and state what speeds will be used.

In the interest of accurate spacing, pilots are requested to comply with speed adjustments as promptly as possible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for aircraft performance reasons.

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RNAV STAR

ATIS 114.1 132.7
MELBOURNE Approach (R) 118.9 132.0

TRANS LEVEL: FL 110
TRANS ALT: 10000'

ARBEY SIX ARRIVAL

SPEED: SEE 20-0 FOR SPEED RESTRICTIONS

ARRIVAL

From ARBEY track 159° to BUNKY. Cross BUNKY at or below 9000'.

RWY 09: Turn RIGHT, track 185° to WILDE. Track via ML 10 DME Arc for Rwy 09 VOR approach;
or on request: Track via Rwy 09 RNAV-Z (GNSS) approach.

RWY 16: Track 159° to BOL NDB. Intercept Rwy 16 localizer.

RWY 27: Track 159° to BAKER then turn LEFT, track 083° to PAULA. Turn RIGHT, track to EPP NDB to intercept Rwy 27 localizer.

RWY 34: ❶ Turn RIGHT, track 173° to RENER. Turn LEFT, track 169° to LAVER. Turn LEFT, track via ML 11 DME Arc for Rwy 34 VOR approach;
or on request: Track via Rwy 34 RNAV-Z (GNSS) approach.

GPS permitted in lieu of DME
Reference waypoint ML VOR

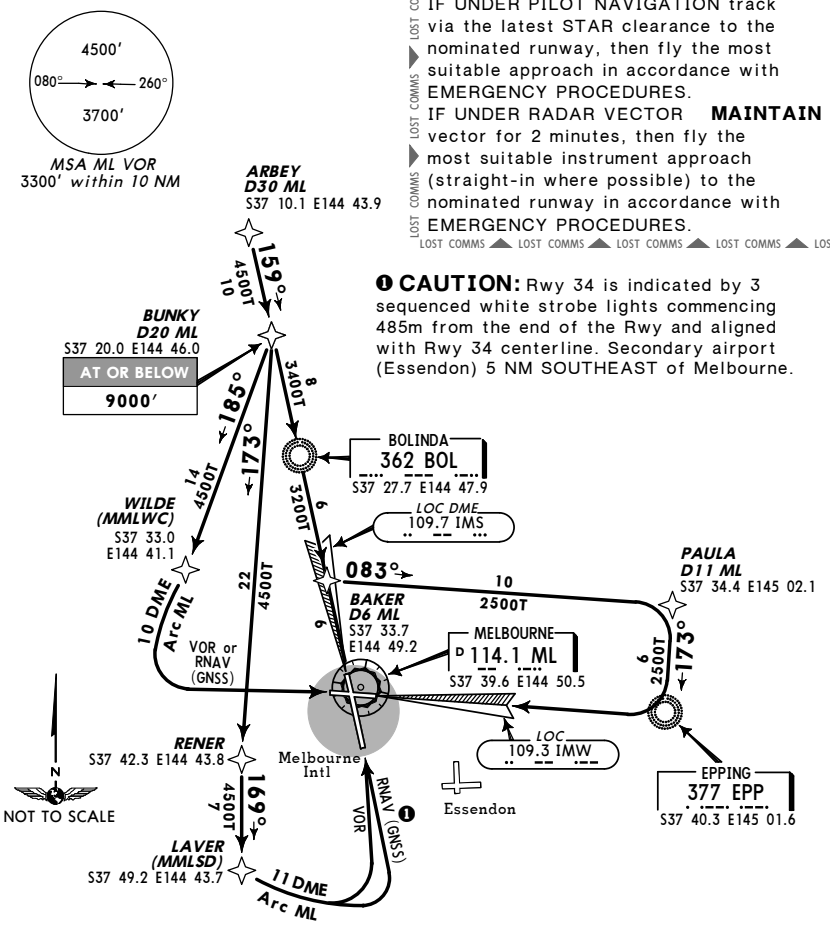
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

Squawk 7600.
Comply with vertical navigation requirements, but not below MSA.
IF UNDER PILOT NAVIGATION track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.
IF UNDER RADAR VECTOR **MAINTAIN** vector for 2 minutes, then fly the most suitable instrument approach (straight-in where possible) to the nominated runway in accordance with EMERGENCY PROCEDURES.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

❶ **CAUTION:** Rwy 34 is indicated by 3 sequenced white strobe lights commencing 485m from the end of the Rwy and aligned with Rwy 34 centerline. Secondary airport (Essendon) 5 NM SOUTHEAST of Melbourne.



CHANGES: Lost communications, procedure renumbered.

MELBOURNE, VIC, AUSTRALIA

YMML MELBOURNE INTL

BADGR THREE ARRIVAL

SPEED: *SEE 20-0 FOR SPEED RESTRICTIONS*

ARRIVAL

RWY 16: From BADGR track 292° to NEFER. Cross ANDYS at or below 9000′. Cross NEFER at or below 6000′. From NEFER turn LEFT, track 249° to BOL NDB to intercept Rwy 16 localizer.

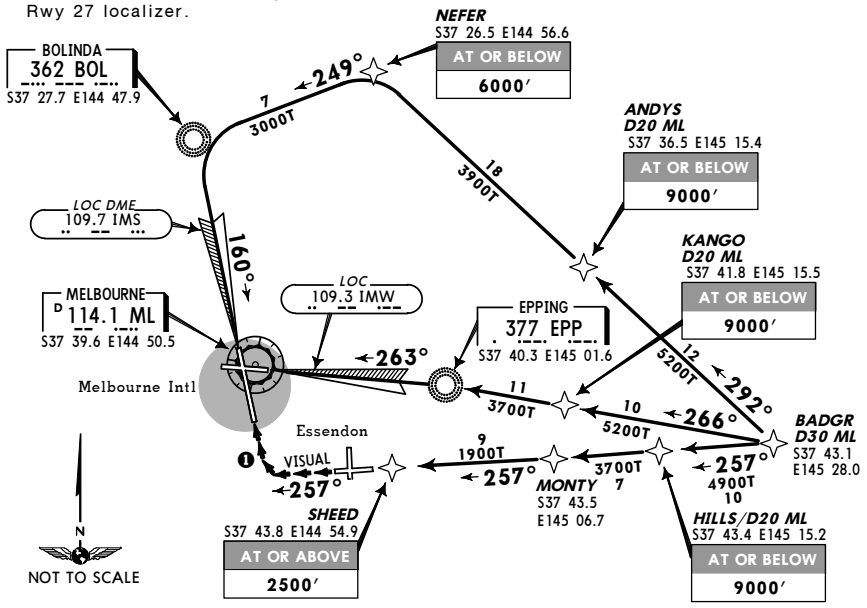
RWY 27: From BADGR track 266° to EPP NDB. Cross KANGO at or below 9000′. Intercept Rwy 27 localizer.

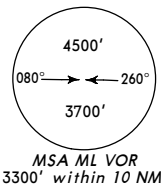
RWY 34: ❶ From BADGR track 257° to MONTY. Cross HILLS at or below 9000′. From MONTY track 257° to SHEED. Cross SHEED at or above 2500′. From SHEED track 257° for visual intercept of final Rwy 34.

GPS permitted in lieu of DME
Reference waypoint ML VOR

❶ NOTE: If not visual at SHEED, track 257° to intercept ML R-166 and carry out Rwy 34 VOR missed approach procedure.

❶ **CAUTION:** Rwy 34 is indicated by 3 sequenced white strobe lights commencing 485m from the end of the Rwy and aligned with Rwy 34 centerline. Secondary airport (Essendon) 5 NM SOUTHEAST of Melbourne.





MSA ML VOR
3300′ within 10 NM

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

Squawk 7600.
Comply with vertical navigation requirements, but not below MSA.
IF UNDER PILOT NAVIGATION track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.
IF UNDER RADAR VECTOR **MAINTAIN** vector for 2 minutes, then fly the most suitable instrument approach (straight-in where possible) to the nominated runway in accordance with EMERGENCY PROCEDURES.

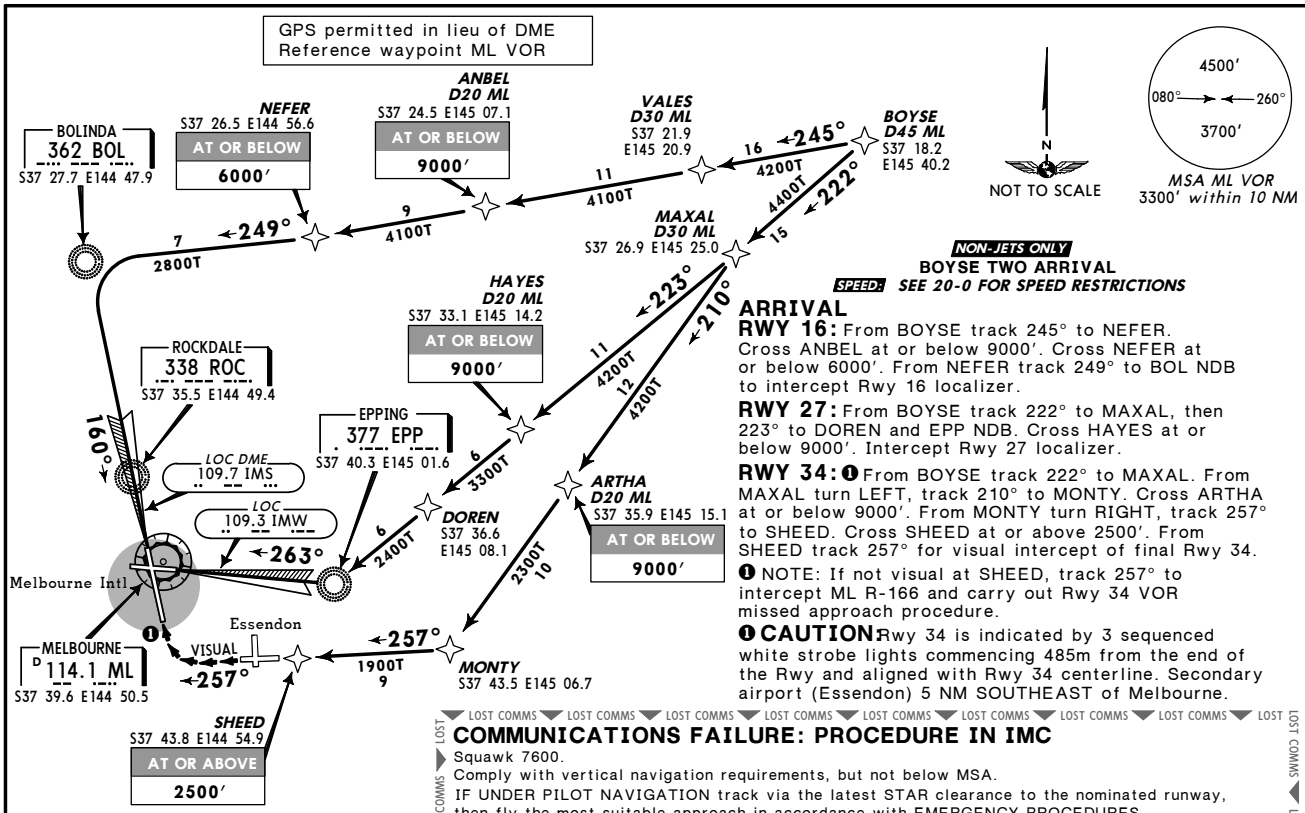
MELBOURNE, VIC, AUSTRALIA

YMML MELBOURNE INTL

NON-JETS ONLY BOYSE TWO ARRIVAL

SPEED: *SEE 20-0 FOR SPEED RESTRICTIONS*

GPS permitted in lieu of DME
Reference waypoint ML VOR



MSA ML VOR
3300′ within 10 NM

NON-JETS ONLY

BOYSE TWO ARRIVAL

SPEED: *SEE 20-0 FOR SPEED RESTRICTIONS*

ARRIVAL

RWY 16: From BOYSE track 245° to NEFER. Cross ANBEL at or below 9000′. Cross NEFER at or below 6000′. From NEFER track 249° to BOL NDB to intercept Rwy 16 localizer.

RWY 27: From BOYSE track 222° to MAXAL, then 223° to DOREN and EPP NDB. Cross HAYES at or below 9000′. Intercept Rwy 27 localizer.

RWY 34: ❶ From BOYSE track 222° to MAXAL. From MAXAL turn LEFT, track 210° to MONTY. Cross ARTHA at or below 9000′. From MONTY turn RIGHT, track 257° to SHEED. Cross SHEED at or above 2500′. From SHEED track 257° for visual intercept of final Rwy 34.

❶ NOTE: If not visual at SHEED, track 257° to intercept ML R-166 and carry out Rwy 34 VOR missed approach procedure.

❶ **CAUTION:** Rwy 34 is indicated by 3 sequenced white strobe lights commencing 485m from the end of the Rwy and aligned with Rwy 34 centerline. Secondary airport (Essendon) 5 NM SOUTHEAST of Melbourne.

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

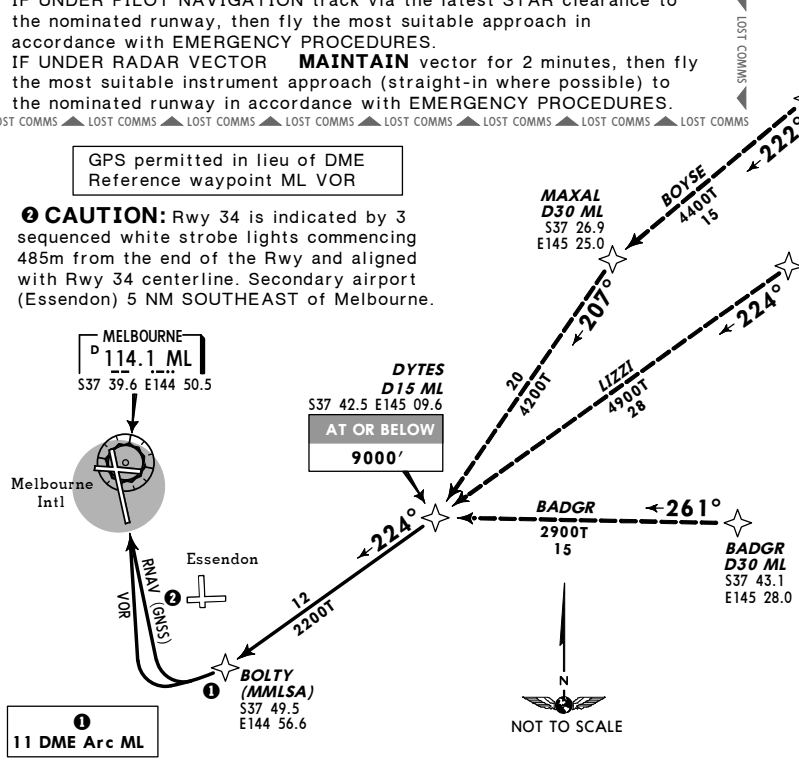
Squawk 7600.
Comply with vertical navigation requirements, but not below MSA.
IF UNDER PILOT NAVIGATION track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.
IF UNDER RADAR VECTOR **MAINTAIN** vector for 2 minutes, then fly the most suitable instrument approach (straight-in where possible) to the nominated runway in accordance with EMERGENCY PROCEDURES.

MELBOURNE, VIC, AUSTRALIA
YMML MELBOURNE INTL

DYTES THREE ARRIVAL
SPEED: SEE 20-0 FOR SPEED RESTRICTIONS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
Squawk 7600.
Comply with vertical navigation requirements, but not below MSA.
IF UNDER PILOT NAVIGATION track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.
IF UNDER RADAR VECTOR **MAINTAIN** vector for 2 minutes, then fly the most suitable instrument approach (straight-in where possible) to the nominated runway in accordance with EMERGENCY PROCEDURES.

LOST COMMS ◢◣ LOST COMMS ◢◣ LOST COMMS ◢◣ LOST COMMS ◢◣ LOST COMMS ◢◣ LOST COMMS ◢◣ LOST COMMS ◢◣ LOST COMMS



TRANSITIONS

BADGR: From BADGR to DYTES:
Track 261° to DYTES. Then follow arrival instructions.

BOYSE: From BOYSE to DYTES:
Track 222° to MAXAL. Turn LEFT track 207° to DYTES. Then follow arrival instructions.

LIZZI: From LIZZI to DYTES:
Track 224° to DYTES. Then follow arrival instructions.

ARRIVAL

RWY 34: ❷ From DYTES: Cross DYTES at or below 9000′. Track 224° to BOLTY. Track via ML 11 DME Arc for Rwy 34 VOR approach;
or on request: Track via Rwy 34 RNAV-Z (GNSS) approach.

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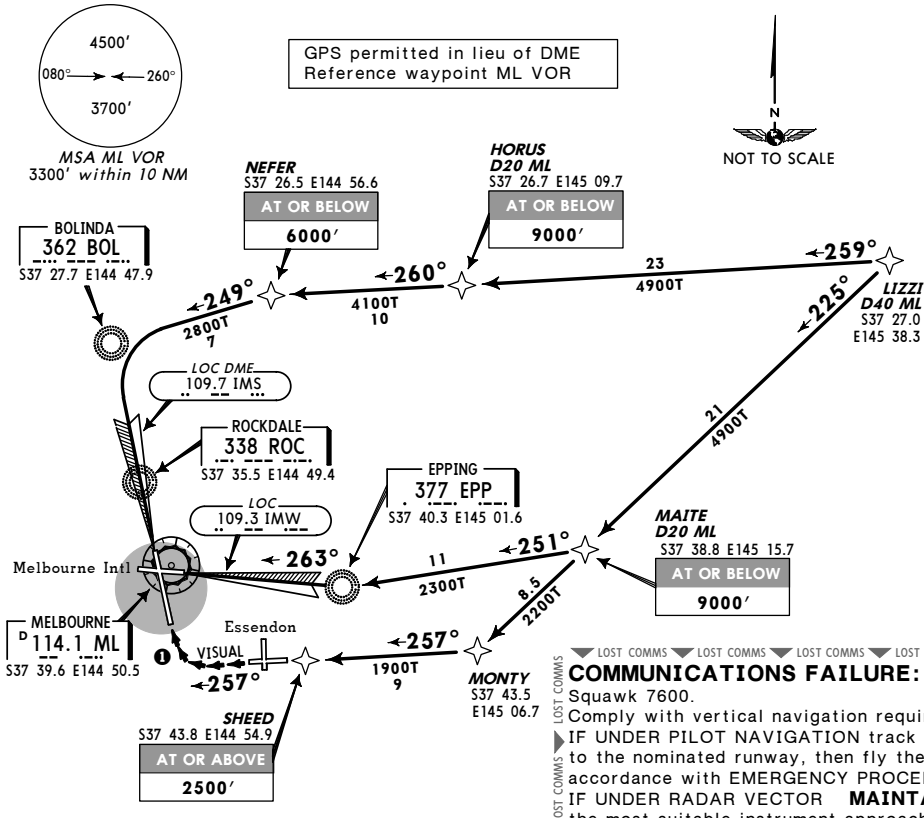
MELBOURNE, VIC, AUSTRALIA
YMML MELBOURNE INTL

LIZZI TWO ARRIVAL
SPEED: SEE 20-0 FOR SPEED RESTRICTIONS



ARRIVAL

RWY 16: From LIZZI track 259° to HORUS. Cross HORUS at or below 9000′. From HORUS track 260° to NEFER. Cross NEFER at or below 6000′. From NEFER track 249° to BOL NDB to intercept Rwy 16 localizer.

RWY 27: From LIZZI track 225° to MAITE. Cross MAITE at or below 9000′. From MAITE track 251° to EPP NDB. Intercept Rwy 27 localizer.

RWY 34: ❶ From LIZZI track 225° to MONTY. Cross MAITE at or below 9000′. From MONTY turn RIGHT, track 257° to SHEED. Cross SHEED at or above 2500′. From SHEED track 257° for visual intercept of final Rwy 34.

❶ NOTE: If not visual at SHEED track 257° to intercept ML R-166 and carry out Rwy 34 VOR missed approach procedure.

❶ **CAUTION:** Rwy 34 is indicated by 3 sequenced white strobe lights commencing 485m from the end of the Rwy and aligned with Rwy 34 centerline. Secondary airport (Essendon) 5 NM SOUTHEAST of Melbourne.

LOST COMMS ◢◣ LOST COMMS ◢◣ LOST COMMS ◢◣ LOST COMMS ◢◣ LOST COMMS ◢◣ LOST COMMS ◢◣ LOST COMMS ◢◣ LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
Squawk 7600.
Comply with vertical navigation requirements, but not below MSA.
IF UNDER PILOT NAVIGATION track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.
IF UNDER RADAR VECTOR **MAINTAIN** vector for 2 minutes, then fly the most suitable instrument approach (straight-in where possible) to the nominated runway in accordance with EMERGENCY PROCEDURES.

CHANGES: Lost communications, altitudes, procedure renumbered.
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RNAV STAR

JEPPESEN 7 MAR 08 (20-2E) Eff 13 Mar

MELBOURNE, VIC, AUSTRALIA

ATIS 114.1 132.7
MELBOURNE Approach (R) 132.0

YMML MELBOURNE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000′

MICHM FIVE ARRIVAL

SPEED: *SEE 20-0 FOR SPEED RESTRICTIONS*

TRANSITION

WAREN: From WAREN to MICHM: Track 319° to MICHM. Then follow arrival instructions.

ARRIVAL

RWY 34: ❶ From MICHM: Cross MICHM at or below 9000′. Turn LEFT, track 264° to BOLTY. Track via ML 11 DME Arc for Rwy 34 VOR approach; or on request: Track via Rwy 34 RNAV-Z (GNSS) approach.

❶ **CAUTION:** Rwy 34 is indicated by 3 sequenced white strobe lights commencing 485m from the end of the Rwy and aligned with Rwy 34 centerline. Secondary airport (Essendon) 5 NM SOUTHEAST of Melbourne.

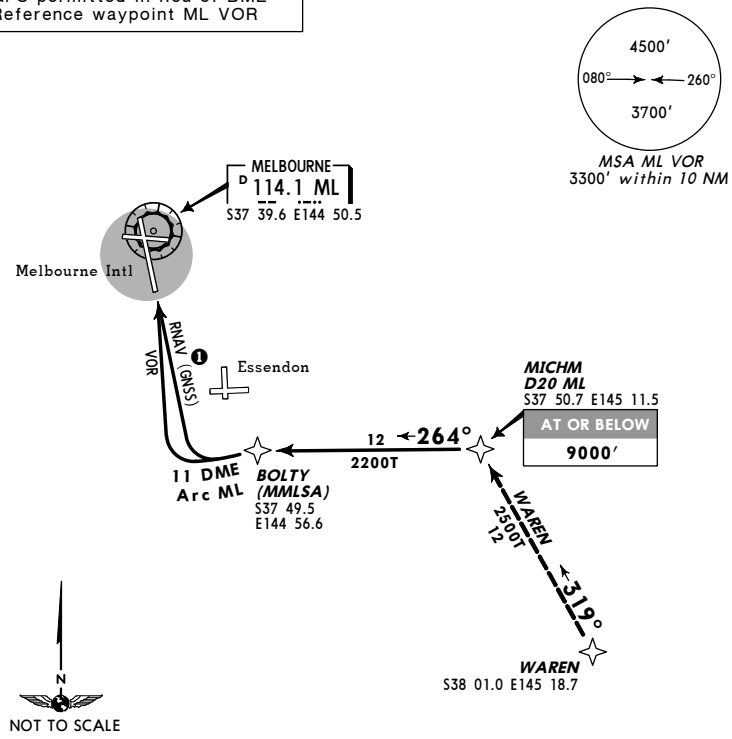
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

Squawk 7600.
Comply with vertical navigation requirements, but not below MSA.
IF UNDER PILOT NAVIGATION track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.
IF UNDER RADAR VECTOR **MAINTAIN** vector for 2 minutes, then fly the most suitable instrument approach (straight-in where possible) to the nominated runway in accordance with EMERGENCY PROCEDURES.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

GPS permitted in lieu of DME
Reference waypoint ML VOR



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RNAV STAR

JEPPESEN 7 MAR 08 (20-2F) Eff 13 Mar

MELBOURNE, VIC, AUSTRALIA

ATIS 114.1 132.7
MELBOURNE Approach (R) 132.0

YMML MELBOURNE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000′

MONTY THREE ARRIVAL

SPEED: *SEE 20-0 FOR SPEED RESTRICTIONS*

TRANSITIONS

BADGR: From BADGR to MONTY: From BADGR track 257° to MONTY, then follow arrival instructions.

BOYSE (NON-JET): From BOYSE to MONTY: From BOYSE track 222° to MAXAL. From MAXAL turn LEFT, track 210° to MONTY, then follow arrival instructions.

LIZZI: From LIZZI to MONTY: From LIZZI track 225° to MONTY, then follow arrival instructions.

WAREN: From WAREN to MONTY: From WAREN track 320° to MONTY, then follow arrival instructions.

ARRIVAL

RWY 09: From MONTY track 257° to SHEED. Cross SHEED at or above 6000′. Turn LEFT, track 248° to MISCH. From MISCH turn RIGHT then; Track via ML 10 DME Arc for Rwy 09 VOR approach; or on request: Track via Rwy 09 RNAV-Z (GNSS) approach.

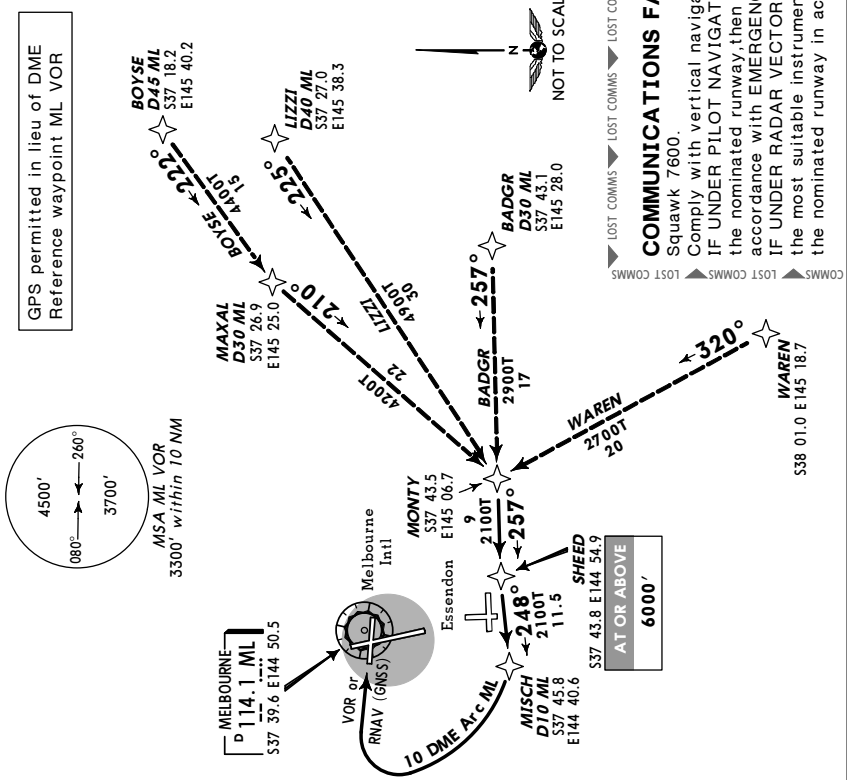
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

Squawk 7600.
Comply with vertical navigation requirements, but not below MSA.
IF UNDER PILOT NAVIGATION track via the latest STAR clearance to the nominated runway,then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.
IF UNDER RADAR VECTOR **MAINTAIN** vector for 2 minutes, then fly the most suitable instrument approach (straight-in where possible) to the nominated runway in accordance with EMERGENCY PROCEDURES.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

GPS permitted in lieu of DME
Reference waypoint ML VOR



STAR

MELBOURNE, VIC, AUSTRALIA

ATIS 114.1 132.7
MELBOURNE Approach (R) 129.4

YMML MELBOURNE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000′

PORTS TWO ARRIVAL

SPEED: SEE 20-0 FOR SPEED RESTRICTIONS

TRANSITIONS

MILLA (RNAV): From MILLA to PORTS: Track 272° to EKKAS. Track 272° to PORTS. Then follow arrival instruction.

WONTHAGGI (WON): From WON VOR to PORTS: Track 296° to LATTA. Track 297° to PORTS. Then follow arrival instruction.

ARRIVAL

From PORTS: Cross PORTS at or below 9000′; then

RWY 09: Turn RIGHT, track 313° to MISCH. Track via ML 10 DME Arc for Rwy 09 VOR approach;
or on request: Track via Rwy 09 RNAV-Z (GNSS) approach.

RWY 34: ❶ Turn RIGHT, track 340° to PIERS. Turn LEFT, track 330° to TONAR for Rwy 34 VOR approach;
or on request: Track 340° to PIERS for Rwy 34 RNAV-Z (GNSS) approach.

❶ **CAUTION:** Rwy 34 is indicated by 3 sequenced white strobe lights commencing 485m from the end of the Rwy and aligned with Rwy 34 centerline. Secondary airport (Essendon) 5 NM SOUTHEAST of Melbourne.

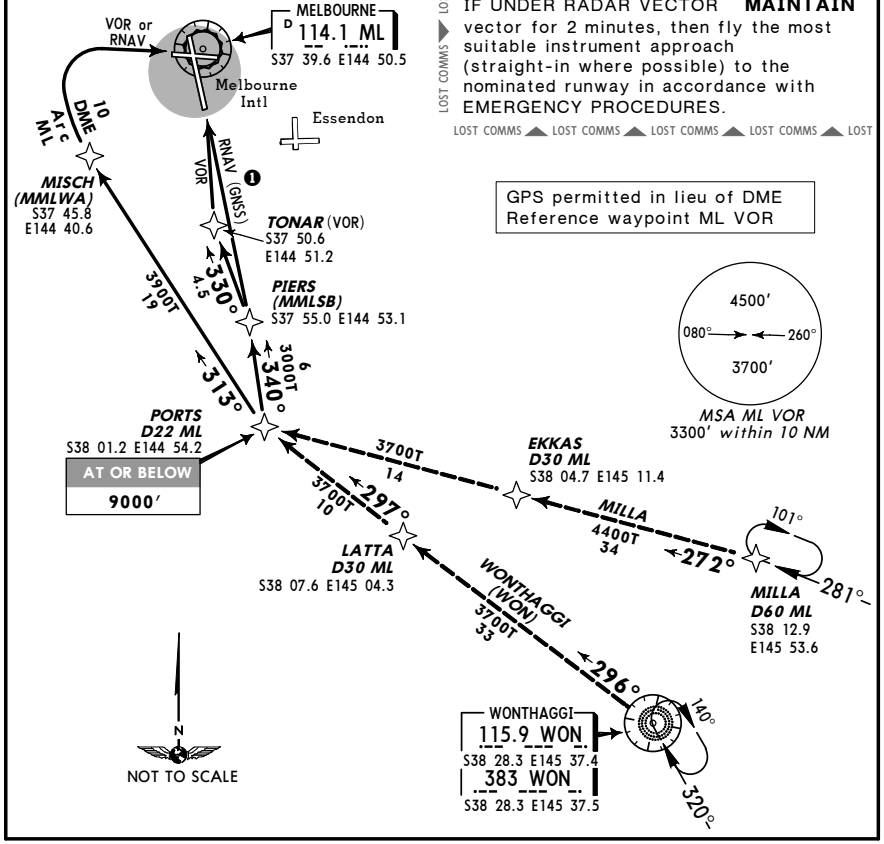
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

Squawk 7600.
Comply with vertical navigation requirements, but not below MSA.
IF UNDER PILOT NAVIGATION track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.
IF UNDER RADAR VECTOR **MAINTAIN** vector for 2 minutes, then fly the most suitable instrument approach (straight-in where possible) to the nominated runway in accordance with EMERGENCY PROCEDURES.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

GPS permitted in lieu of DME
Reference waypoint ML VOR



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RNAV STAR

MELBOURNE, VIC, AUSTRALIA

ATIS 114.1 132.7
MELBOURNE Approach (R) 132.0

YMML MELBOURNE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000′

WAREN NINE ARRIVAL

SPEED: SEE 20-0 FOR SPEED RESTRICTIONS

ARRIVAL

From WAREN track 320° to MONTY.

RWY 16: From MONTY track 323° to NEFER. Cross SANDR at or below 8000′. Cross NEFER at or below 6000′. From NEFER turn LEFT, track 249° to BOL NDB to intercept Rwy 16 localizer.

RWY 27: From MONTY track 297° to EPP NDB to intercept Rwy 27 localizer.

RWY 34: ❶ From MONTY turn LEFT, track 257° to SHEED. Cross SHEED at or above 2500′. From SHEED track 257° for visual intercept of final Rwy 34.

❶ NOTE: If not visual at SHEED track 257° to intercept ML R-166 and carry out Rwy 34 VOR missed approach procedure.

❶ **CAUTION:** Rwy 34 is indicated by 3 sequenced white strobe lights commencing 485m from the end of the Rwy and aligned with Rwy 34 centerline. Secondary airport (Essendon) 5 NM SOUTHEAST of Melbourne.

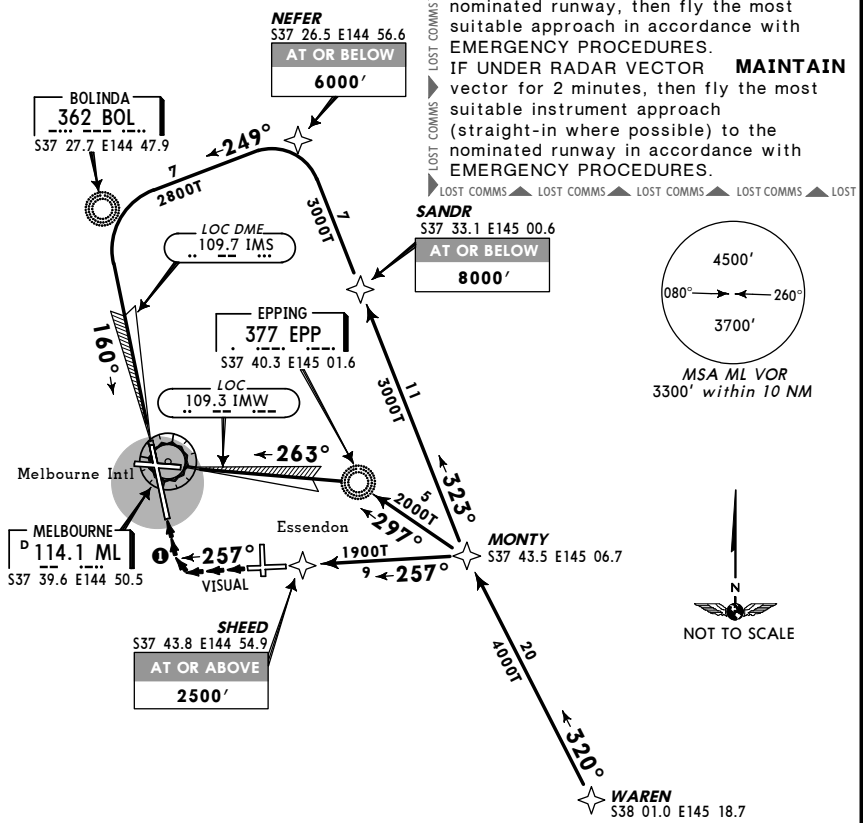
COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

Squawk 7600.
Comply with vertical navigation requirements, but not below MSA.
IF UNDER PILOT NAVIGATION track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.
IF UNDER RADAR VECTOR **MAINTAIN** vector for 2 minutes, then fly the most suitable instrument approach (straight-in where possible) to the nominated runway in accordance with EMERGENCY PROCEDURES.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

GPS permitted in lieu of DME
Reference waypoint ML VOR



RNAV STAR

JEPPESEN 7 MAR 08 (20-2J) Eff 13 Mar

MELBOURNE, VIC, AUSTRALIA

YMML MELBOURNE INTL

ATIS 114.1 132.7
MELBOURNE Approach (R) 129.4 132.0

TRANS LEVEL: FL 110
TRANS ALT: 10000′

WENDY TWO ARRIVAL

SPEED: *SEE 20-0 FOR SPEED RESTRICTIONS*

ARRIVAL
From WENDY track 071° to TEENA; then

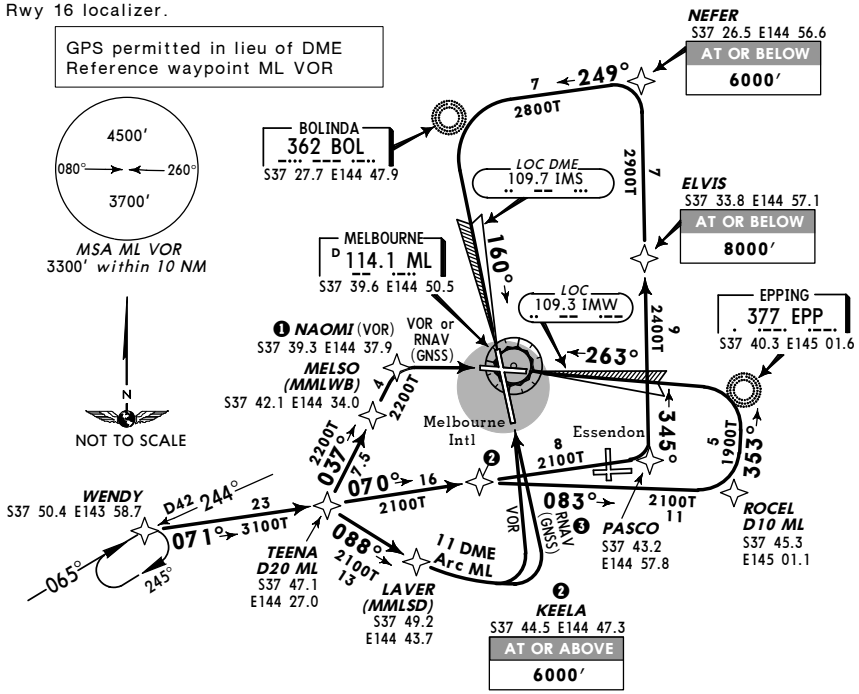
RWY 09: Turn LEFT, track 037° to MELSO. Track 037° to NAOMI for Rwy 09 VOR approach;
or on request: Track 037° to MELSO for Rwy 09 RNAV-Z (GNSS) approach.
❶NOTE: NAOMI is not part of Rwy 09 RNAV-Z (GNSS) approach.

RWY 16: Track 070° to KEELA. Cross KEELA at or above 6000′. Track 070° to PASCO, then turn LEFT track 345° to ELVIS. Cross ELVIS at or below 8000′. Track 345° to NEFER. Cross NEFER at or below 6000′. Turn LEFT, track 249° to BOL NDB to intercept Rwy 16 localizer.

RWY 27: Track 070° to KEELA. Cross KEELA at or above 6000′. Turn RIGHT, track 083° to ROCEL. Turn LEFT, track to EPP NDB to intercept Rwy 27 localizer.

RWY 34: ❸ Turn RIGHT, track 088° to LAVER. Track via ML 11 DME Arc for Rwy 34 VOR approach;
or on request: Track via Rwy 34 RNAV-Z (GNSS) approach.

❸ **CAUTION:** Rwy 34 is indicated by 3 sequenced white strobe lights commencing 485m from the end of the Rwy and aligned with Rwy 34 centerline. Secondary airport (Essendon) 5 NM SOUTHEAST of Melbourne.



LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

Squawk 7600.
Comply with vertical navigation requirements, but not below MSA.
IF UNDER PILOT NAVIGATION track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.
IF UNDER RADAR VECTOR **MAINTAIN** vector for 2 minutes, then fly the most suitable instrument approach (straight-in where possible) to the nominated runway in accordance with EMERGENCY PROCEDURES.

CHANGES: Lost communications, altitudes, procedure renumbered.

RNAV SID

JEPPESEN 9 MAR 07 (20-3) Eff 15 Mar

MELBOURNE, VIC, AUSTRALIA

YMML MELBOURNE INTL

MELBOURNE Clearance 127.2
Departure (R) 129.4

TRANS LEVEL: FL 110
TRANS ALT: 10000′

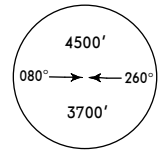
RUNWAY 16

BISON THREE DEPARTURE

SPEED: *SEE 20-0 FOR SPEED RESTRICTIONS*

Minimum required climb gradient
4.6% to 1500′ thence 3.3%

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.6% V/V (fpm)	349	466	699	932	1165	1398

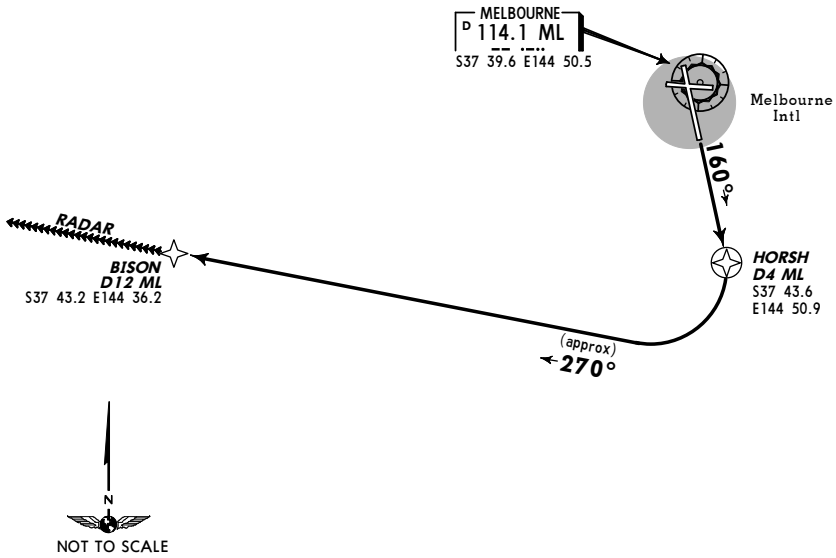


MSA ML VOR
3300′ *within 10 NM*

RWY 16: Track 160°. At HORSH turn RIGHT. Track direct to BISON (approx 270°). Then follow transition instruction.

TRANSITION:
RADAR: At BISON continue tracking 270°, EXPECT RADAR vectors to cleared route.

GPS permitted in lieu of DME
Reference waypoint ML VOR



CHANGES: ML radial removed.

MELBOURNE Clearance **127.2**
Departure (R) **129.4** RWY 16 and 27
118.9 RWY 34

TRANS LEVEL: FL 110
TRANS ALT: 10000′

MELBOURNE, VIC, AUSTRALIA

YMML MELBOURNE INTL

RUNWAYS EAST

CORRS FIVE DEPARTURE

SPEED: ***SEE 20-0 FOR SPEED RESTRICTIONS***

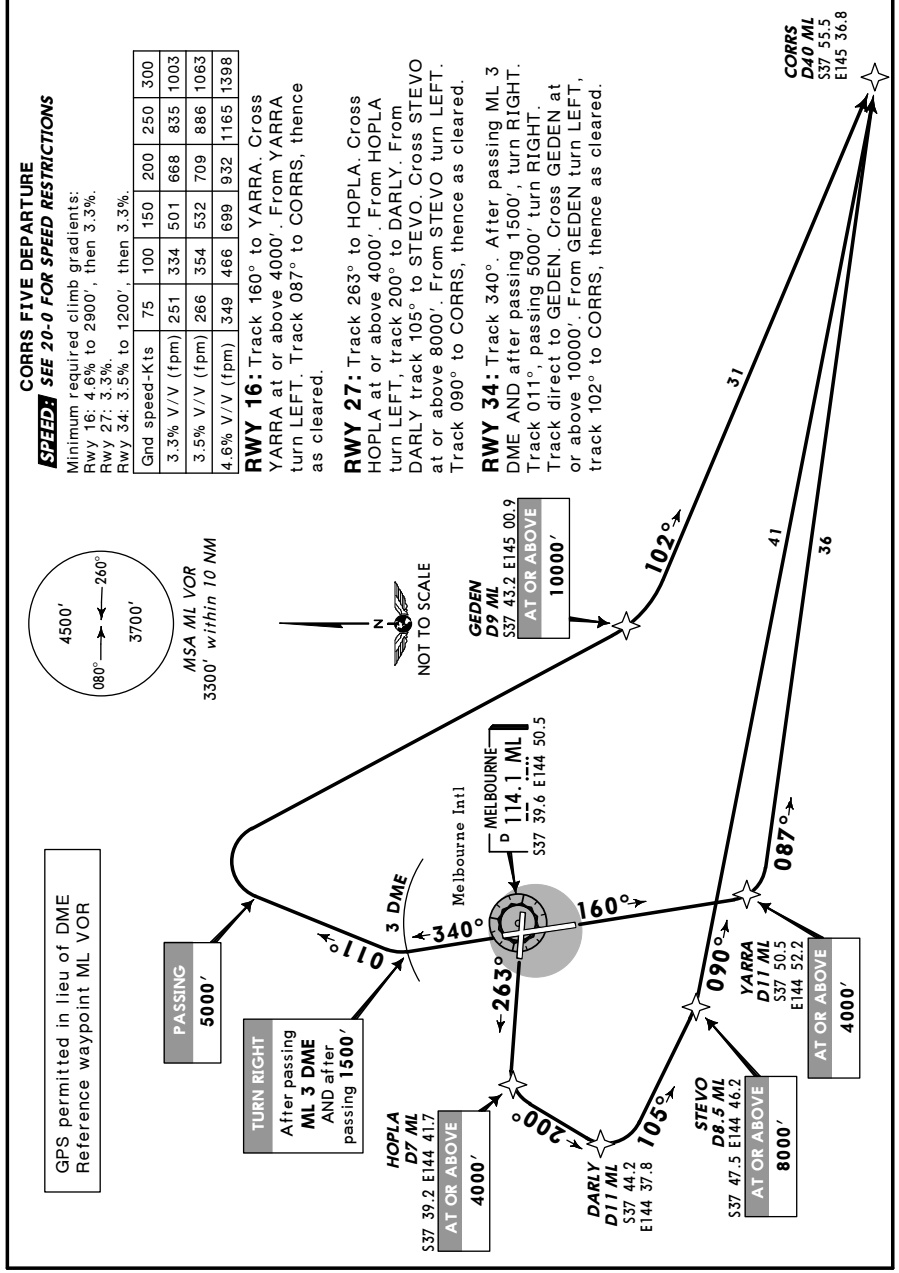
CORRS FIVE DEPARTURE
SPEED: ***SEE 20-0 FOR SPEED RESTRICTIONS***
Minimum required climb gradients:
Rwy 16: 4.6% to 2900′, then 3.3%.
Rwy 27: 3.3%.
Rwy 34: 3.5% to 1200′, then 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
3.5% V/V (fpm)	266	354	532	709	886	1063
4.6% V/V (fpm)	349	466	699	932	1165	1398

RWY 16: Track 160° to YARRA. Cross YARRA at or above 4000′. From YARRA turn LEFT. Track 087° to CORRS, thence as cleared.

RWY 27: Track 263° to HOPLA. Cross HOPLA at or above 4000′. From HOPLA turn LEFT, track 200° to DARLY. From DARLY track 105° to STEVO. Cross STEVO at or above 8000′. From STEVO turn LEFT. Track 090° to CORRS, thence as cleared.

RWY 34: Track 340°. After passing ML 3 DME AND after passing 1500′, turn RIGHT. Track 011°, passing 5000′ turn RIGHT. Track direct to GEDEN. Cross GEDEN at or above 10000′. From GEDEN turn LEFT, track 102° to CORRS, thence as cleared.



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MELBOURNE Clearance **127.2**
Departure (R) **129.4**
118.9 RWY 34 CWS

TRANS LEVEL: FL 110 TRANS ALT: 10000′

MELBOURNE, VIC, AUSTRALIA

YMML MELBOURNE INTL

RUNWAYS SOUTH

COWES (CWS) FOUR DEPARTURE
POINT TWO DEPARTURE

SPEED: ***SEE 20-0 FOR SPEED RESTRICTIONS***

Minimum required climb gradients:
Rwy 16: 4.6% to 2900′, then 3.3%.
Rwy 27: 3.3%.
Rwy 34: 3.5% to 1200′, then 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
3.5% V/V (fpm)	266	354	532	709	886	1063
4.6% V/V (fpm)	349	466	699	932	1165	1398

4500′
080° 260°
3700′
MSA ML VOR
3300′ *within 10 NM*

COWES (CWS) FOUR DEPARTURE

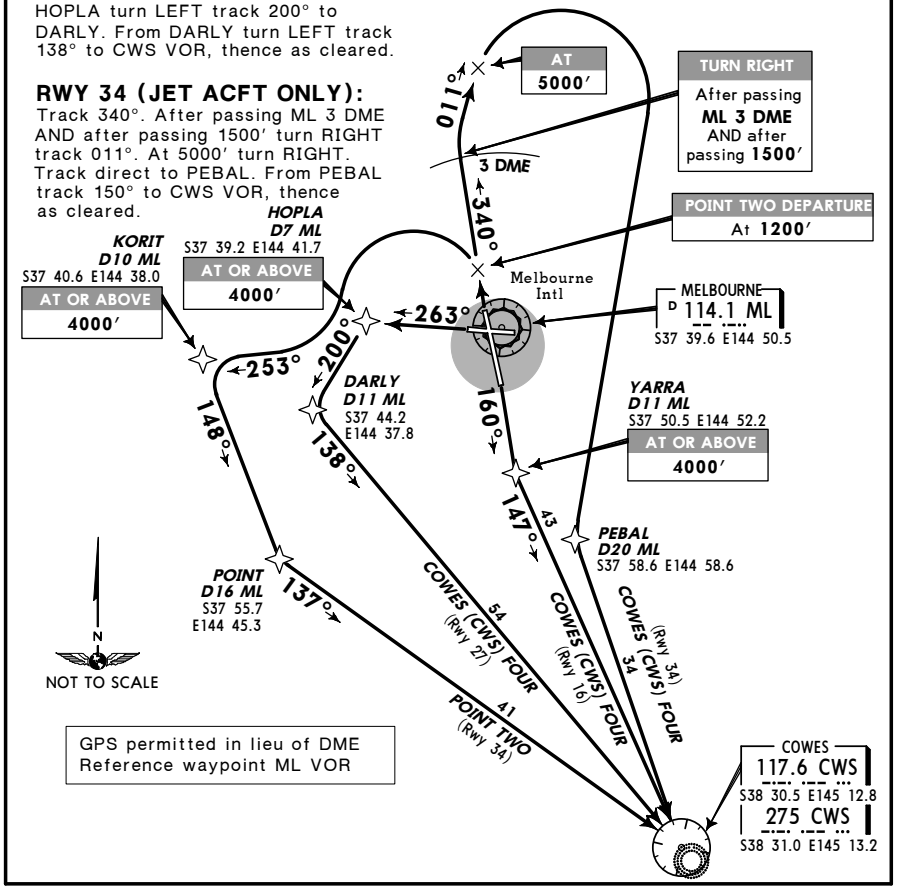
RWY 16: Track 160° to YARRA. Cross YARRA at or above 4000′. From YARRA turn LEFT. Track 147° to CWS VOR, thence as cleared.

RWY 27: Track 263° to HOPLA. Cross HOPLA at or above 4000′. From HOPLA turn LEFT track 200° to DARLY. From DARLY turn LEFT track 138° to CWS VOR, thence as cleared.

RWY 34 (JET ACFT ONLY): Track 340°. After passing ML 3 DME AND after passing 1500′ turn RIGHT track 011°. At 5000′ turn RIGHT. Track direct to PEBAL. From PEBAL track 150° to CWS VOR, thence as cleared.

POINT TWO DEPARTURE

RWY 34 (NON-JET): Track 340°. At 1200′ turn LEFT to intercept track 253° to KORIT. Cross KORIT at or above 4000′. From KORIT turn LEFT track 148° to POINT. From POINT turn LEFT track 137° to CWS VOR, thence as cleared.



SID

JEPPESEN 9 MAR 07 (20-3C) Eff 15 Mar

MELBOURNE, VIC, AUSTRALIA

MELBOURNE Clearance 127.2
Departure (R) NEVIS 118.9
CRENA/YWE 129.4

YMML MELBOURNE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000′

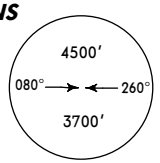
RUNWAYS WEST

CRENA SEVEN DEPARTURE (RNAV)
NON-JET ONLY MARSH FOUR DEPARTURE
NEVIS FOUR DEPARTURE (RNAV)
YARROWEE (YWE) FOUR DEPARTURE (RNAV)

SPEED: SEE 20-0 FOR SPEED RESTRICTIONS

Minimum required climb gradients:
Rwy 16: 4.6% to 1500′, then 3.3%.
Rwy 27: 3.3%.
Rwy 34: 3.5% to 1200′, then 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
3.5% V/V (fpm)	266	354	532	709	886	1063
4.6% V/V (fpm)	349	466	699	932	1165	1398

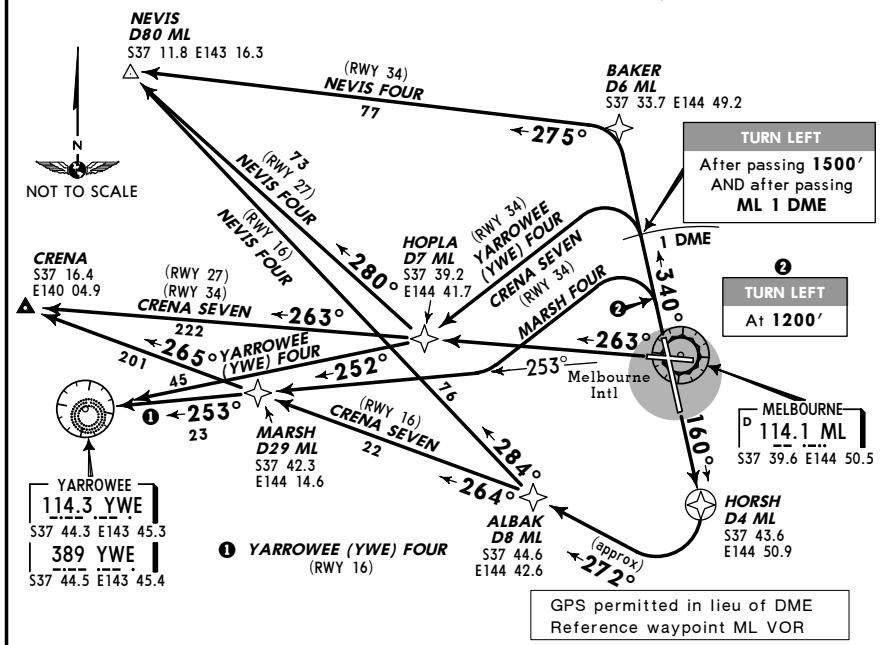


MSA ML VOR
3300′ within 10 NM

RWY 16: Track 160°. At HORSH turn RIGHT. Track direct to ALBAK (approx 272°).
For CRENA: From ALBAK track 264° to CRENA, thence as cleared.
For NEVIS: From ALBAK track 284° to NEVIS, thence as cleared.
For YWE: From ALBAK track 264° to MARSH. From MARSH turn LEFT, track 253° to YWE VOR, thence as cleared.

RWY 27: Track 263° to HOPLA.
For CRENA: From HOPLA track 263° to CRENA, thence as cleared.
For NEVIS: From HOPLA turn RIGHT. Track 280° to NEVIS, thence as cleared.
For YWE: From HOPLA turn LEFT. Track 252° to YWE VOR, thence as cleared.

RWY 34: Track 340°.
For CRENA: After passing 1500′ AND after passing ML 1 DME turn LEFT track direct to HOPLA. From HOPLA turn RIGHT track 263° to CRENA, thence as cleared.
For MARSH (NON-JET ONLY): At 1200′ turn LEFT to intercept ML R-253. Track 253° to MARSH then YWE VOR, thence as cleared.
For NEVIS: From BAKER turn LEFT, track 275° to NEVIS, thence as cleared.
For YWE (JETS ONLY): After passing 1500′ AND after passing ML 1 DME turn LEFT track direct to HOPLA. From HOPLA track 252° to YWE VOR, thence as cleared.



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RNAV SID

JEPPESEN 30 MAY 08 (20-3D) Eff 5 Jun

MELBOURNE, VIC, AUSTRALIA

MELBOURNE Clearance 127.2
Departure (R) 118.9

YMML MELBOURNE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000′

JETS ONLY RUNWAYS NORTH EAST

DOSEL SEVEN DEPARTURE
MANGALORE (MNG) EIGHT DEPARTURE
NONIX EIGHT DEPARTURE

SPEED: SEE 20-0 FOR SPEED RESTRICTIONS

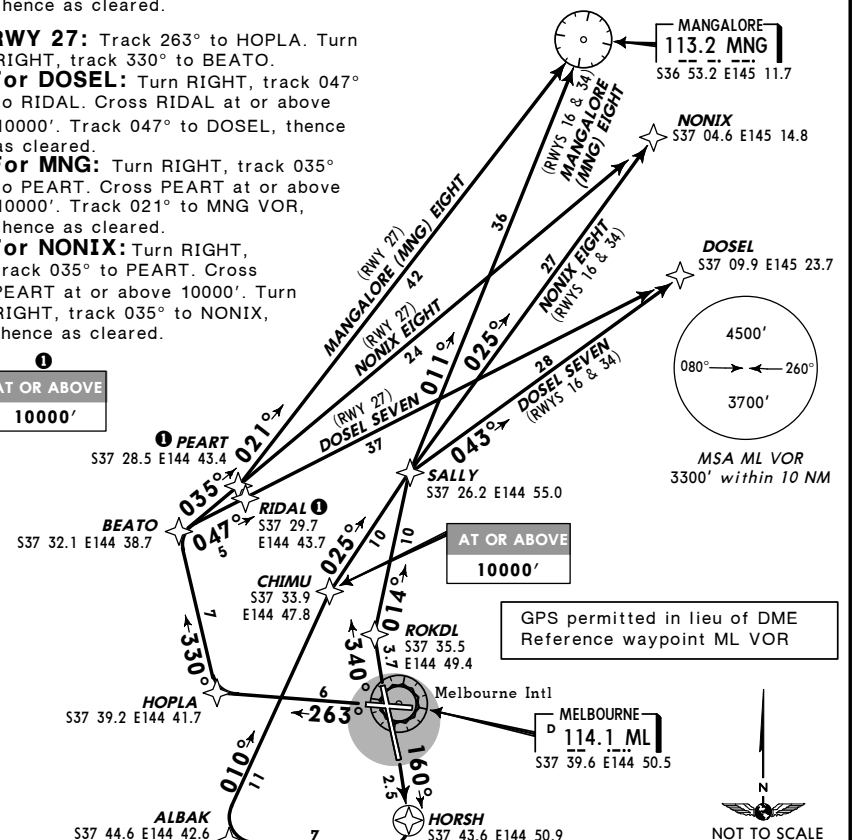
Minimum required climb gradients:
Rwy 16: 4.6% to 1500′, then 3.3%.
Rwy 27: 3.3%.
Rwy 34: 4.6% to 1500′, then 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.6% V/V (fpm)	349	466	699	932	1165	1398

RWY 16: Track 160°. At HORSH turn RIGHT, track direct to ALBAK. Turn RIGHT, track 010° to CHIMU. Cross CHIMU at or above 10000′. Turn RIGHT, track 025° to SALLY.
For DOSEL: Turn RIGHT, track 043° to DOSEL, thence as cleared.
For MNG: Turn LEFT, track 011° to MNG VOR, thence as cleared.
For NONIX: Track 025° to NONIX, thence as cleared.

RWY 27: Track 263° to HOPLA. Turn RIGHT, track 330° to BEATO.
For DOSEL: Turn RIGHT, track 047° to RIDAL. Cross RIDAL at or above 10000′. Track 047° to DOSEL, thence as cleared.
For MNG: Turn RIGHT, track 035° to PEART. Cross PEART at or above 10000′. Track 021° to MNG VOR, thence as cleared.
For NONIX: Turn RIGHT, track 035° to PEART. Cross PEART at or above 10000′. Turn RIGHT, track 035° to NONIX, thence as cleared.

RWY 34: Track 340° to ROKDL. Turn RIGHT, track 014° to SALLY.
For DOSEL: Track 043° to DOSEL, thence as cleared.
For MNG: Track 011° to MNG VOR, thence as cleared.
For NONIX: Track 025° to NONIX, thence as cleared.



RNAV SID

JEPPESEN 30 MAY 08 (20-3E) Eff 5 Jun

MELBOURNE, VIC, AUSTRALIA

YMML MELBOURNE INTL

MELBOURNE Clearance 127.2
Departure (R) 118.9

TRANS LEVEL: FL 110
TRANS ALT: 10000′

RUNWAYS NORTH WEST

JETS ONLY

KEPPA SEVEN DEPARTURE

SPEED: SEE 20-0 FOR SPEED RESTRICTIONS

Minimum required climb gradients:
Rwy 16: 4.6% to 1500′, then 3.3%.
Rwy 27: 3.3%.
Rwy 34: 3.5% to 1200′, then 3.3%.

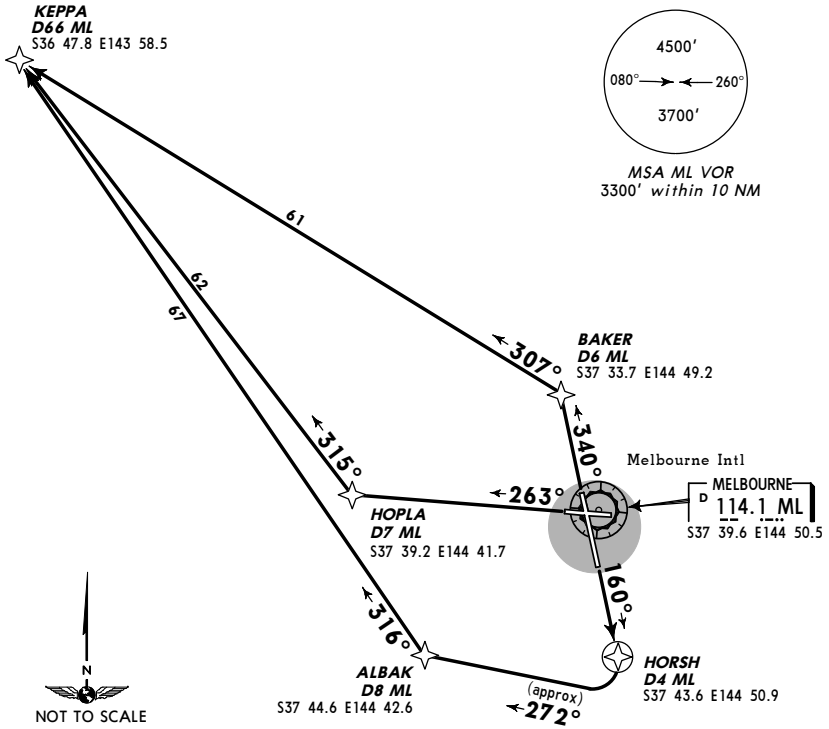
Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
3.5% V/V (fpm)	266	354	532	709	886	1063
4.6% V/V (fpm)	349	466	699	932	1165	1398

RWY 16: Track 160°. At HORSH turn RIGHT. Track direct to ALBAK (approx 272°). From ALBAK turn RIGHT, track 316° to KEPPA, thence as cleared.

RWY 27: Track 263°. From HOPLA turn RIGHT. Track 315° to KEPPA, thence as cleared.

RWY 34: Track 340°. From BAKER turn LEFT. Track 307° to KEPPA, thence as cleared.

GPS permitted in lieu of DME
Reference waypoint ML VOR



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STANDARD INSTRUMENT DEPARTURES (RADAR) SID (R)

JEPPESEN 25 AUG 06 (20-3F) Eff 31 Aug

MELBOURNE, VIC, AUSTRALIA

YMML MELBOURNE INTL

MELBOURNE Clearance 127.2
Departure (R)
Tracks Northwest, North, Northeast 118.9
Tracks Southwest, South, Southeast 129.4

TRANS LEVEL: FL 110
TRANS ALT: 10000′

ALL RUNWAYS

MELBOURNE THREE DEPARTURE

SPEED: SEE 20-0 FOR SPEED RESTRICTIONS

Minimum required climb gradients
Rwys 09, 27: 3.3%.
Rwy 16: 4.6% to 2900′, then 3.3%.
Rwy 34: 3.5% to 1200′, then 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
3.5% V/V (fpm)	266	354	532	709	886	1063
4.6% V/V (fpm)	349	466	699	932	1165	1398

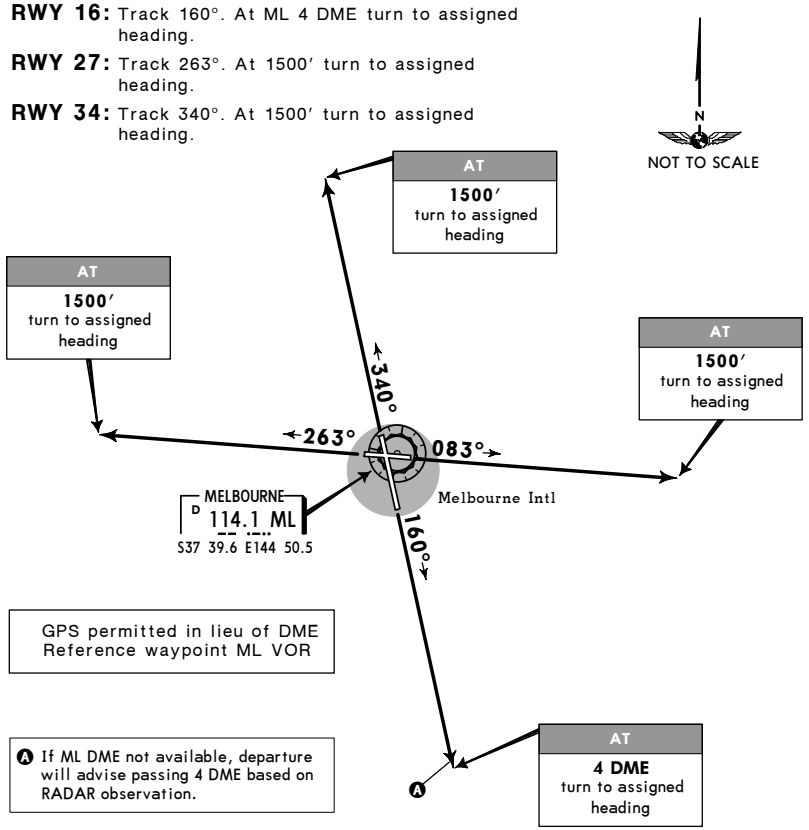
4500′
080° 260°
3700′
MSA ML VOR
3300′ within 10 NM

RWY 09: Track 083°. At 1500′ turn to assigned heading.

RWY 16: Track 160°. At ML 4 DME turn to assigned heading.

RWY 27: Track 263°. At 1500′ turn to assigned heading.

RWY 34: Track 340°. At 1500′ turn to assigned heading.



GPS permitted in lieu of DME
Reference waypoint ML VOR

Ⓐ If ML DME not available, departure will advise passing 4 DME based on RADAR observation.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

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.

SID

JEPPESEN 25 AUG 06 (20-3G) Eff 31 Aug

MELBOURNE, VIC, AUSTRALIA

MELBOURNE Clearance **127.2**
Departure (R) **118.9**

YMML MELBOURNE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000′

RUNWAYS NORTH WEST

NON-JETS ONLY

OWENS TWO DEPARTURE

SEE 20-0 FOR SPEED RESTRICTIONS

SPEED: ***RWY 16: MAX IAS 230 KT BELOW 2900′***

Minimum required climb gradients
Rwys 16, 27: 3.3%.
Rwy 34: 3.5% to 1200′, then 3.3%.

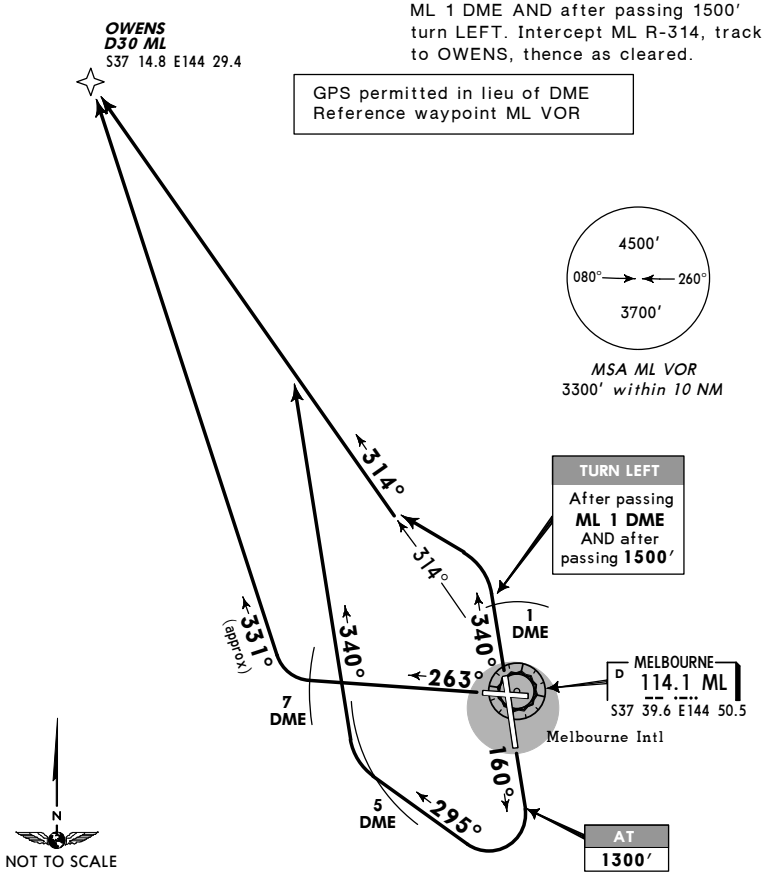
Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
3.5% V/V (fpm)	266	354	532	709	886	1063

RWY 16: Track 160°. At 1300′ turn RIGHT, track 295°. At ML 5 DME turn RIGHT, track 340°. Intercept ML R-314, track to OWENS, thence as cleared.

RWY 27: Track 263°. At ML 7 DME turn RIGHT, track direct to OWENS (approx 331°), thence as cleared.

RWY 34: Track 340°. After passing ML 1 DME AND after passing 1500′ turn LEFT. Intercept ML R-314, track to OWENS, thence as cleared.

GPS permitted in lieu of DME
Reference waypoint ML VOR



CHANGES: Runway 16 climb gradient, procedure renumbered.

RNAV SID

JEPPESEN 9 MAR 07 (20-3H) Eff 15 Mar

MELBOURNE, VIC, AUSTRALIA

MELBOURNE Clearance **127.2**
Departure (R) **129.4**

YMML MELBOURNE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000′

NON-JETS ONLY

SIMON THREE DEPARTURE

SPEED: ***SEE 20-0 FOR SPEED RESTRICTIONS***

Minimum required climb gradients:
Rwy 16: 4.6% to 2900′ then 3.3%.
Rwy 27: 3.3%.
Rwy 34: 3.5% to 1200′, then 3.3%.

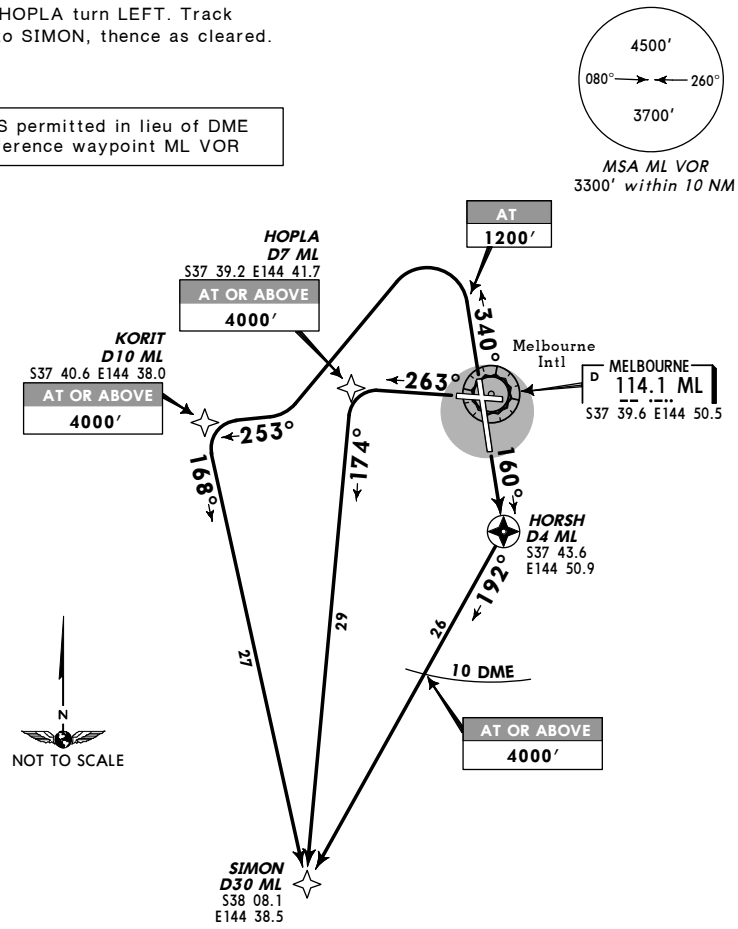
Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
3.5% V/V (fpm)	266	354	532	709	886	1063
4.6% V/V (fpm)	349	466	699	932	1165	1398

RWY 16: Track 160°. At HORSH turn RIGHT. Track 192° to SIMON, thence as cleared. Cross ML 10 DME at or above 4000′.

RWY 27: Track 263° to HOPLA. Cross HOPLA at or above 4000′. From HOPLA turn LEFT. Track 174° to SIMON, thence as cleared.

RWY 34: Track 340°. At 1200′ turn LEFT to intercept track 253° to KORIT. Cross KORIT at or above 4000′. From KORIT turn LEFT. Track 168° to SIMON, thence as cleared.

GPS permitted in lieu of DME
Reference waypoint ML VOR



CHANGES: HOPLA coordinates, ML radials.

SID

JEPPESEN 9 MAR 07 (20-3J) Eff 15 Mar

MELBOURNE, VIC, AUSTRALIA

YMML MELBOURNE INTL

MELBOURNE Clearance **127.2**
Departure (R) **118.9**

TRANS LEVEL: FL 110
TRANS ALT: 10000′

NON-JETS ONLY

STRATHBOGIE (SBG) FIVE DEPARTURE

SPEED: SEE 20-0 FOR SPEED RESTRICTIONS

RWY 16: MAX IAS 230 KT BELOW 2900′

Minimum required climb gradients:
Rwy 16, 27: 3.3%.
Rwy 34: 3.5% to 1200′, then 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
3.5% V/V (fpm)	266	354	532	709	886	1063

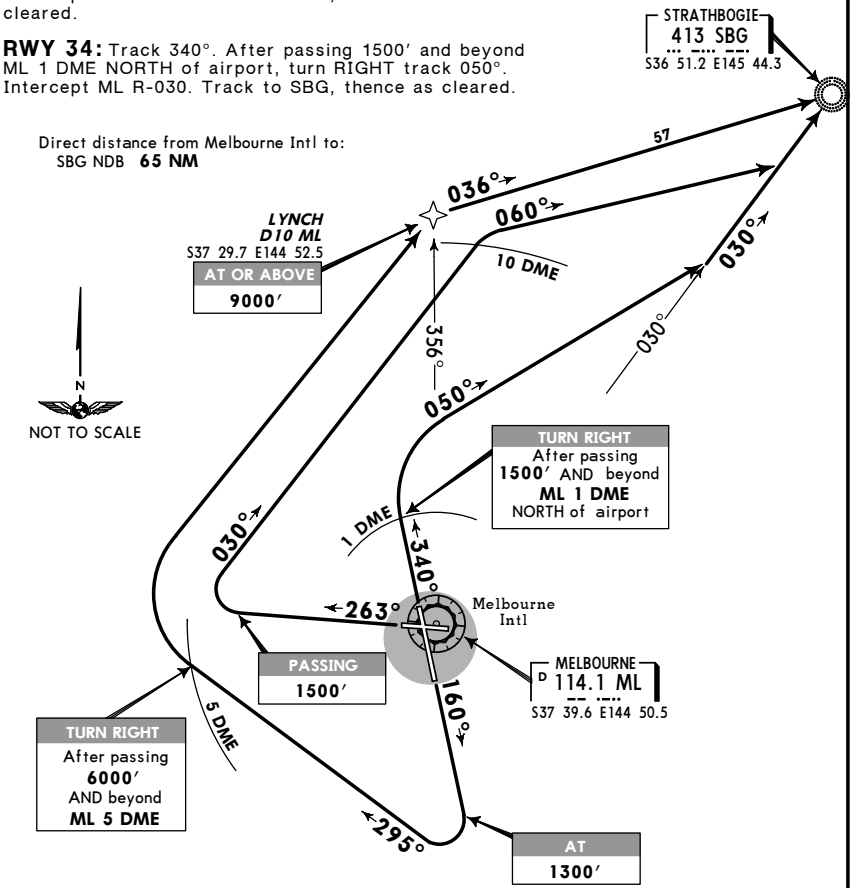
GPS permitted in lieu of DME
Reference waypoint ML VOR

RWY 16: Track 160°. At 1300′ turn RIGHT. Track 295°. Passing 6000′ and beyond ML 5 DME turn RIGHT, track direct to LYNCH. Cross LYNCH at or above 9000′. Track 036° to SBG NDB, thence as cleared.

RWY 27: Track 263°. Passing 1500′ turn RIGHT. Track 030°. At ML 10 DME turn RIGHT. Track 060°. Intercept ML R-030. Track to SBG, thence as cleared.

RWY 34: Track 340°. After passing 1500′ and beyond ML 1 DME NORTH of airport, turn RIGHT track 050°. Intercept ML R-030. Track to SBG, thence as cleared.

4500′
080° 260°
3700′
MSA ML VOR
3300′ within 10 NM



CHANGES: Crossing restriction, procedure renumbered.

NOISE

YMML/MEL

JEPPESEN 7 MAR 08 EFF 13 Mar (20-4)

MELBOURNE, VIC, AUSTRALIA

MELBOURNE INTL

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 27	Runway 27	
3	Runway 34 or 16	Runway 34 or 16	
4	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*
1 (equal)	Runway 34 & 09 (LAHSO)	Runway 34	*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* *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.

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.

NOISE ABATEMENT PROCEDURES

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 paragraph 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 paragraph 2.1.

2.4 - When Rwy 16 is in use:

Aircraft for left base will be tracked via:

i. STAR track via BOL NDB; or

ii. Visual track for left base to ROC NDB; 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 MSL 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 centerline.

(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 centerline 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 Wonthaggi - MONTY track until MONTY, except that aircraft requiring to land on Runway 34 may proceed via the PORTS STAR for straight-in approach.

3 - TRAINING FLIGHTS

a. All aircraft planning practice instrument approaches, available 2000-1300 UTC, or airwork within the Melbourne Terminal Airspace require prior ATC approval. Pilots must contact the Melbourne Traffic Manager on 03 9235 7337 to book a time slot. For arriving aircraft, a request must be made to Melbourne Center by 120 NM from Melbourne or on first contact for aircraft entering CTA within 120 NM.

b. Training circuits are not permitted.

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MELBOURNE AIRPORT TAXIWAY CENTRELINE LIGHTING UPGRADE

METHOD OF WORKING PLAN: YMML 2007/4

1. IMPORTANT DATES

Date Works Complete: August 2008.

2. WORK INFORMATION

2.1 Project Commencement

The project is expected to take approximately eight months to complete. The actual date and time of commencement of the work will be notified by an Operations Advice and NOTAM which will be issued one week before the commencement of works.

2.2 Hours of Works

The works will be conducted Monday to Saturday between the hours of 06:30 and 17:00 (local time) for day work and 22:00 to 06:00 (local time) for any night works.

Please note that during some of the night work stages, the hours of works at night may change due to airline/aircraft/bay operational requirements.

3. RESTRICTIONS TO AIRCRAFT OPERATIONS

3.1 Operational Restrictions

Stage 1: Taxiways (Diagram 1)

Taxiway Bravo, Taxiway Charlie and Taxiway Alpha (north of Runway 09/27) will be closed.

Works on this stage will not be conducted when the prevailing wind conditions dictate the essential use of Runway 16.

Stage 2: Taxiways (Diagram 2)

Taxiway Echo (west of Runway 16/34), Taxiway November and Taxiway Mike will be closed.

Works on this stage will not be conducted when the prevailing wind conditions dictate the essential use of Runway 09/27.

Stage 3: Taxiways (Diagram 3)

Taxiway Kilo, Taxiway Alpha (between Juliet and Taxiway Whiskey) and Taxiway Whiskey (west of Taxiway Sierra) will be closed.

Aircraft engine ground running within the Taxiway Kilo Run Up Bay will not be available.

Works on this stage will not be conducted when the prevailing wind conditions dictate the essential use of Runway 34.

Stage 4: Taxiways (Diagram 4)

Taxiway Alpha (between Taxiway Whiskey and Taxiway Yankee) and Taxiway Juliet (between Runway 16/34 and Taxiway Sierra) will be closed.

Aircraft Pushback

Tow Bar Disconnect Point J1 will not be available.

Compass Swing Bay on Taxiway Alpha will not be available.

Due to the impact on aircraft operations using Runway 34 for taxiway intersection departures, works on this stage will only be conducted after 09:30 local time or in consultation with Air Traffic Control (ATC).

Works on this stage will not be conducted when the prevailing wind conditions dictate the essential use of Runway 16.

Stage 5: Taxiways (Diagram 5)

Taxiway Juliet (east of Taxiway Alpha) and Taxiway Sierra (between Taxiway Whiskey and Taxiway Yankee) will be closed.

Aircraft Pushback

Tow Bar Disconnect Points S11, S12, S13 and J1 will not be available.

Aircraft for Bays Golf 1, 2, 3, 4, 5 and 6 (including secondaries) must enter and depart via Taxiway Yankee.

Stage 6: Taxiways (Diagram 6)

Taxiway Yankee (east of Taxiway Alpha) and Taxiway Sierra (between Taxiway Golf and Taxiway Juliet) will be closed.

Aircraft Pushback

Tow Bar Disconnect Points Y1, Y2, Y3, Y4, S9 and S10 will not be available.

The Helicopter Aim Point on Taxiway Yankee not available.

Due to the impact on the Southern Foxtrot and Golf Bays, this stage of works should be conducted at night.

Aircraft for Bays Foxtrot 12, 14, 16, 18, 20 (including secondaries) and Bays Golf 1, 2, 3, 4, 5 and 6 (including secondaries) must enter and depart via Taxiway Juliet.

Stage 7: Taxiways (Diagram 7)

Taxiway Sierra (between Taxiway Uniform and Taxiway Yankee) and Taxiway Golf (east of Taxiway Alpha) will be closed.

Please note: due to the intersection of Taxiway Sierra and Taxiway Golf being closed, aircraft arrivals and departures for Bays Echo 2, 4, 6, 8, 10 and Bays Foxtrot 11, 13, 15, 17 and 19 will not be available.

This stage of the works must be conducted at night with consultation with Virgin Airlines Movement Control Center and the Airport Coordination Center (ACC).

Aircraft Pushback

Tow Bar Disconnect Points S7, S8, S9, S10, G1, G2, G3, G4, G6 and G7 will not be available.

CHANGES: New chart.

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MELBOURNE INTL

Stage 8: Taxiways (Diagram 8)
Taxiway Alpha (between Runway 09/27 and Taxiway Tango), Taxiway Echo (between Runway 16/34 and Taxiway Sierra) and Taxiway Foxtrot (north of Taxiway Tango) will be closed.
Works on this stage will not be conducted when the prevailing wind conditions dictate the essential use of Runway 16 or Runway 09/27.
Due to the impact on aircraft operations this stage should be conducted at night.

Stage 9: Taxiways (Diagram 9)
Taxiway Echo (between Taxiway Alpha and Taxiway Papa) and Taxiway Sierra (between Taxiway Echo and Taxiway Tango) will be closed.
Aircraft Pushback
Tow Bar Disconnect Point E1 will not be available.

Stage 10: Taxiways (Diagram 10)
Taxiway Papa (between Runway 09/27 and Taxiway Tango) and Taxiway Echo (between Taxiway Sierra and Taxiway Quebec) will be closed.
Aircraft Pushback
Tow Bar Disconnect Points P1, E1 and E2 will not be available.
Works on this stage will not be conducted when the prevailing wind conditions dictate the essential use of Runway 09/27.

Stage 11: Taxiways (Diagram 11)
Taxiway Quebec (between Runway 09/27 and Taxiway Tango) and Taxiway Echo (between Taxiway Papa and Taxiway Romeo) will be closed.
Aircraft Pushback
Tow Bar Disconnect Points E2 and E4 will not be available.
Helicopter Aim Point
Helicopter Aim Point on Taxiway Echo not available.

Stage 12: Taxiways (Diagram 12)
Taxiway Romeo and Taxiway Echo (east of Taxiway Quebec) and Taxiway Tango (between Taxiway Romeo and Taxiway Quebec) will be closed.
Aircraft Pushback
Tow Bar Disconnect Points E4, T0, T10, R2, R3, R4, R5 and R6 will not be available.
Helicopter Aim Point
Helicopter Aim Point on Taxiway Echo not available.
Please note: due to the intersection of Taxiway Romeo and Taxiway Tango closed, aircraft arrivals and departures for Bays Bravo 21, 23, 25 and 27 (including secondaries) will not be available.
This stage of the works must be conducted at night with consultation with Qantas Movement Control Center.

Stage 13: Taxiways (Diagram 13)
Taxiway Quebec (south of Taxiway Echo) and Taxiway Tango (east of Bay (Charlie 11 and west of Taxiway Romeo) will be closed.
Please note: due to the intersection of Taxiway Quebec and Taxiway Tango closed, aircraft arrivals and departures for Bays Bravo 22, 24, 26, 28 and 30 (including secondaries) and Bays Charlie C1, C3, C7, C9 and C11 will not be available.
This stage of the works must be conducted at night with consultation with Qantas Movement Control Center.
Aircraft Pushback
Tow Bar Disconnect Points T0, T10, T1, T2, Q2, Q3, Q4 and Q5 will not be available.

Stage 14: Taxiways (Diagram 14)
Taxiway Papa (south of Taxiway Echo) and Taxiway Tango (east of Bay Delta 7 and west of Bay Charlie 12) will be closed.
Please note: due to the intersection of Taxiway Papa and Taxiway Tango closed, aircraft arrivals and departures for Bays Charlie 2, 4, 6, 8, 10, 12 and Bays Delta 1, 3, 5 and 7 will not be available.
This stage of the works must be conducted at night with consultation with the Airport Coordination Center (ACC) and the Qantas Movement Control Center.
Aircraft Pushback
Tow Bar Disconnect Points P2, P3, P4, P5, P6 and P7 will not be available.

Stage 15: Taxiways (Diagram 15)
Taxiway Tango (between Taxiway Papa and Taxiway Sierra) will be closed.
Please note: due to Taxiway Tango between Taxiway Papa and Taxiway Sierra closed, aircraft arrivals and departures for Bays Delta 7, 9, 11, 13 and 15 (including secondaries) will not be available.
This stage of the works must be conducted at night with consultation with the Airport Coordination Center (ACC).
Aircraft Pushback
Tow Bar Disconnect Points T3, T4, T5, T6 and T7 will not be available.

Stage 16: Taxiways (Diagram 16)
Taxiway Tango (west of Bay Delta 11 and east of Taxiway Alpha) and Taxiway Sierra (south of Taxiway Echo and north of Bay Delta 12) will be closed.
Please note: due to the Intersection of Taxiway Tango and Taxiway Sierra closed, aircraft arrivals and departures for Bays Delta 7, 9, 11, 12, 13 and 15 (including secondaries) must enter Taxiway Tango from the east.
Aircraft for Bays Delta 8, 10, 12, 14 and 16 must enter Taxiway Sierra from the south.
This stage of the works must be conducted at night with consultation with the Airport Coordination Center (ACC).
Aircraft Pushback
Tow Bar Disconnect Points S1 and T8 will not be available.

CHANGES: New chart.

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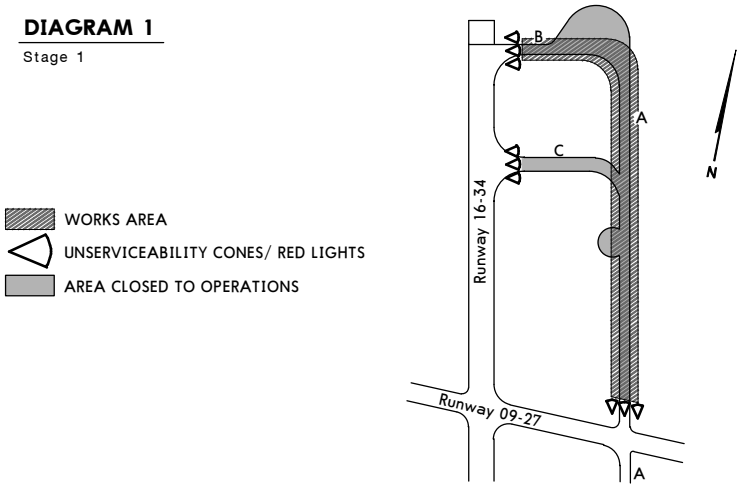
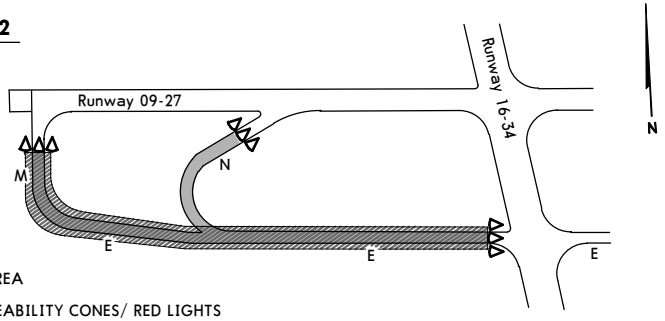
MELBOURNE INTL

DIAGRAM 1
Stage 1



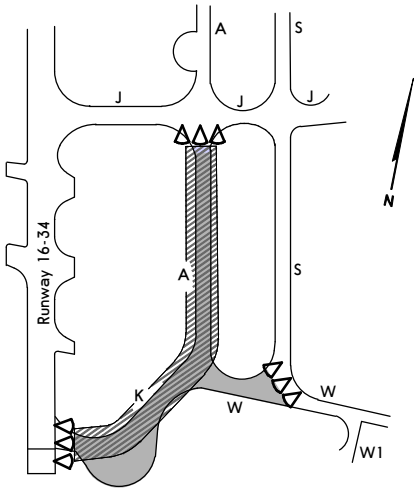
WORKS AREA
UNSERVICEABILITY CONES/ RED LIGHTS
AREA CLOSED TO OPERATIONS

DIAGRAM 2
Stage 2



WORKS AREA
UNSERVICEABILITY CONES/ RED LIGHTS
AREA CLOSED TO OPERATIONS

DIAGRAM 3
Stage 3

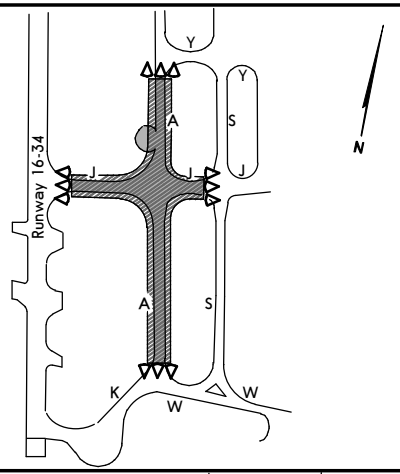


WORKS AREA
UNSERVICEABILITY CONES/ RED LIGHTS
AREA CLOSED TO OPERATIONS

CHANGES: New chart.

DIAGRAM 4

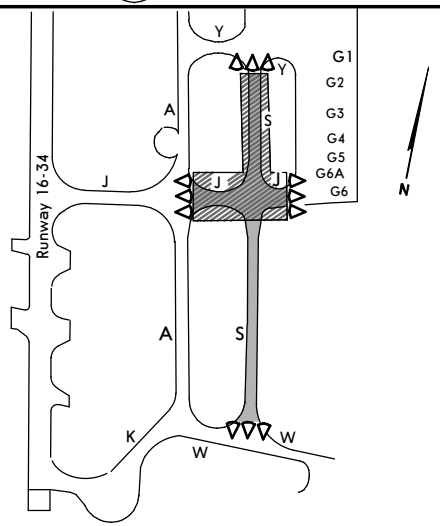
Stage 4



WORKS AREA
UNSERVICEABILITY CONES/ RED LIGHTS
AREA CLOSED TO OPERATIONS

DIAGRAM 5

Stage 5



WORKS AREA
UNSERVICEABILITY CONES/ RED LIGHTS
AREA CLOSED TO OPERATIONS

DIAGRAM 6

Stage 6

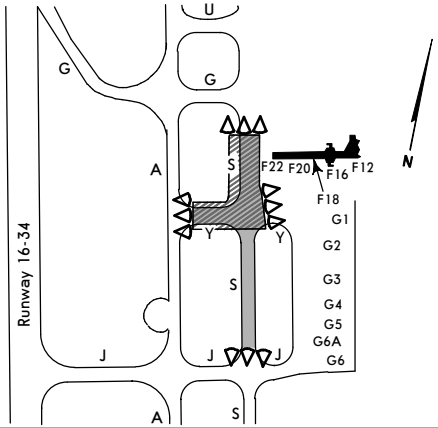


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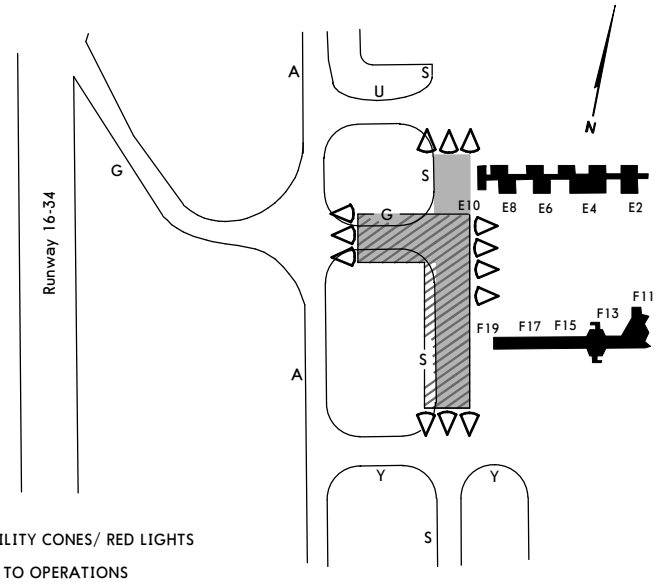
DIAGRAM 7

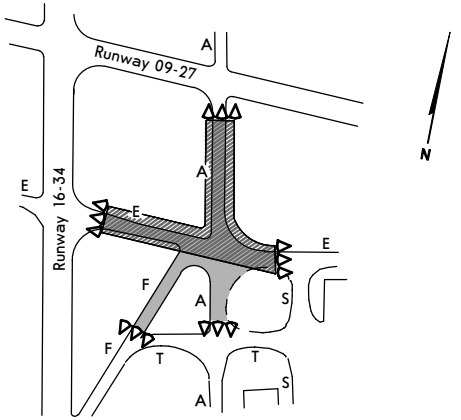
Stage 7



WORKS AREA
UNSERVICEABILITY CONES/ RED LIGHTS
AREA CLOSED TO OPERATIONS

DIAGRAM 8

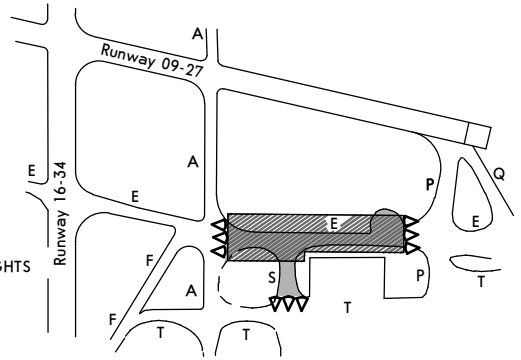
Stage 8



WORKS AREA
UNSERVICEABILITY CONES/ RED LIGHTS
AREA CLOSED TO OPERATIONS

DIAGRAM 9

Stage 9



WORKS AREA
UNSERVICEABILITY CONES/ RED LIGHTS
AREA CLOSED TO OPERATIONS

DIAGRAM 10

Stage 10

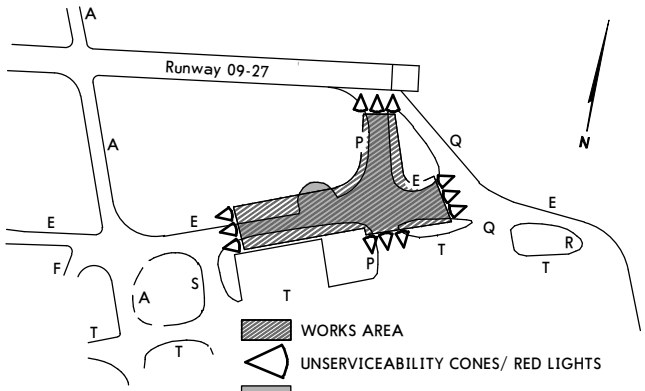


DIAGRAM 11

Stage 11

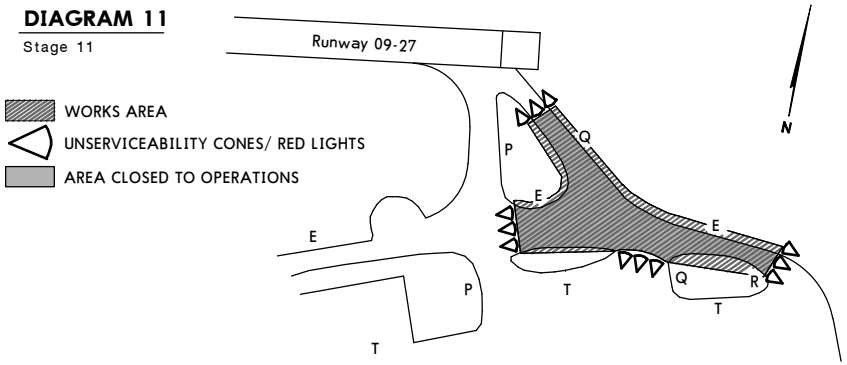


DIAGRAM 12

Stage 12

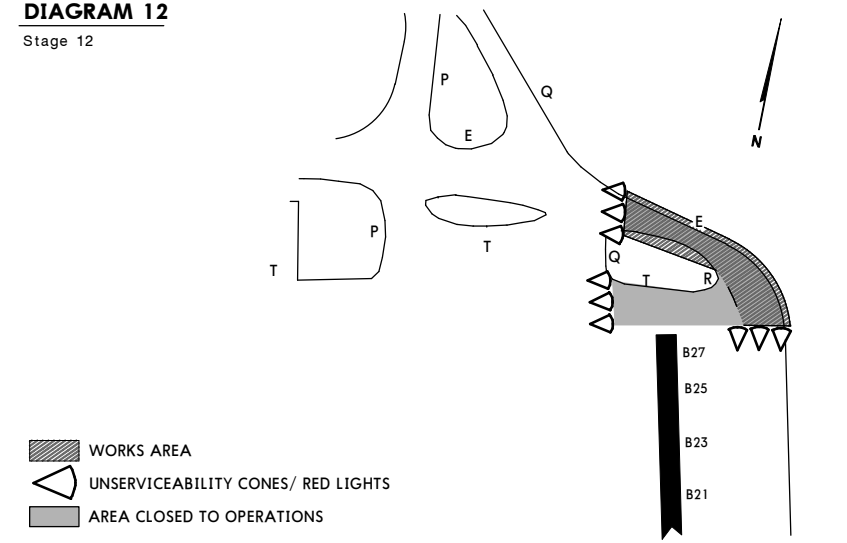


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DIAGRAM 13

Stage 13

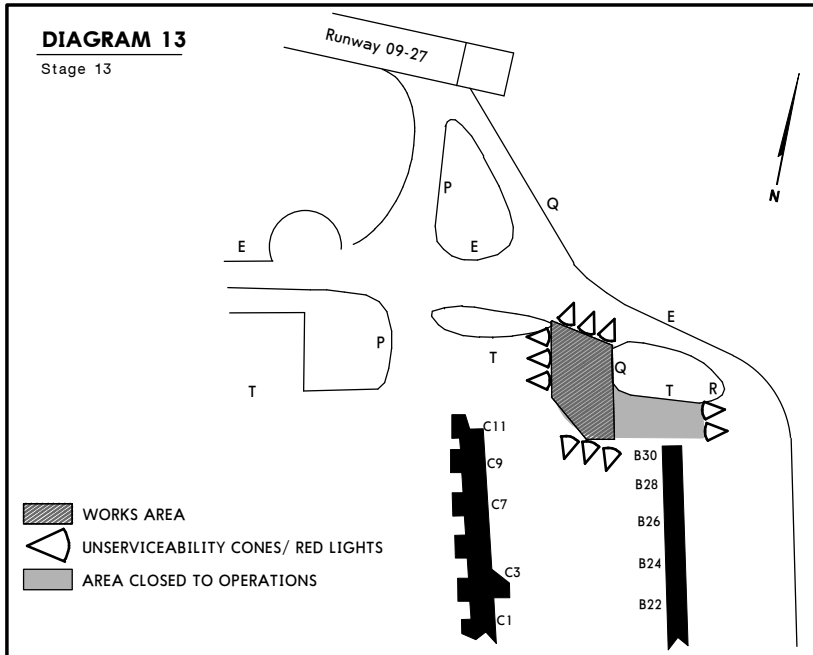


DIAGRAM 14

Stage 14

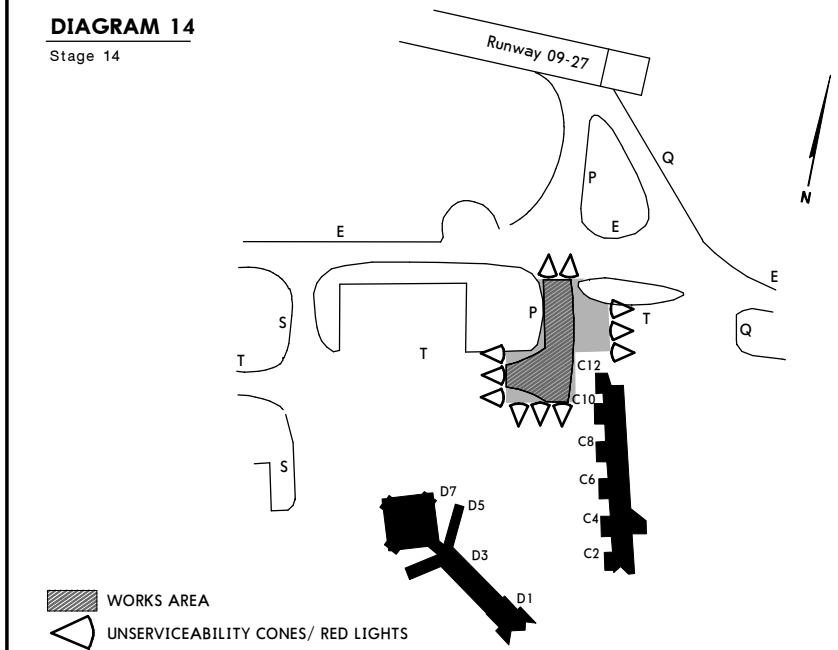


DIAGRAM 15

Stage 15

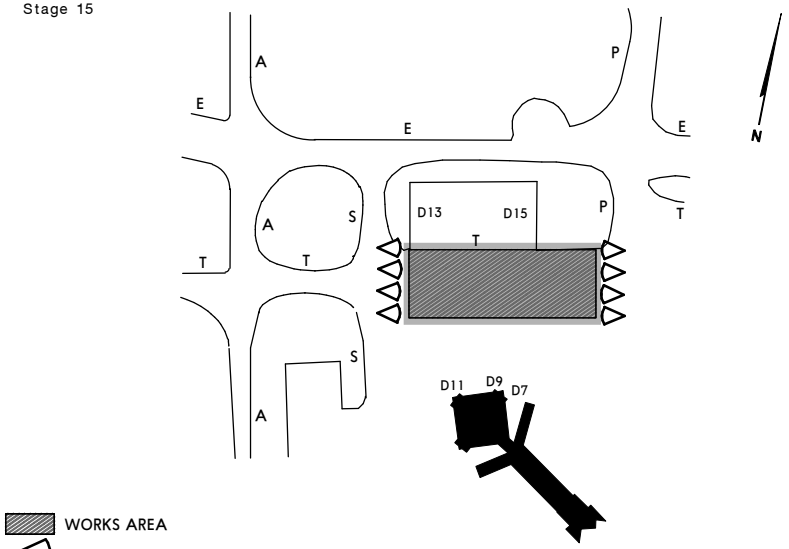
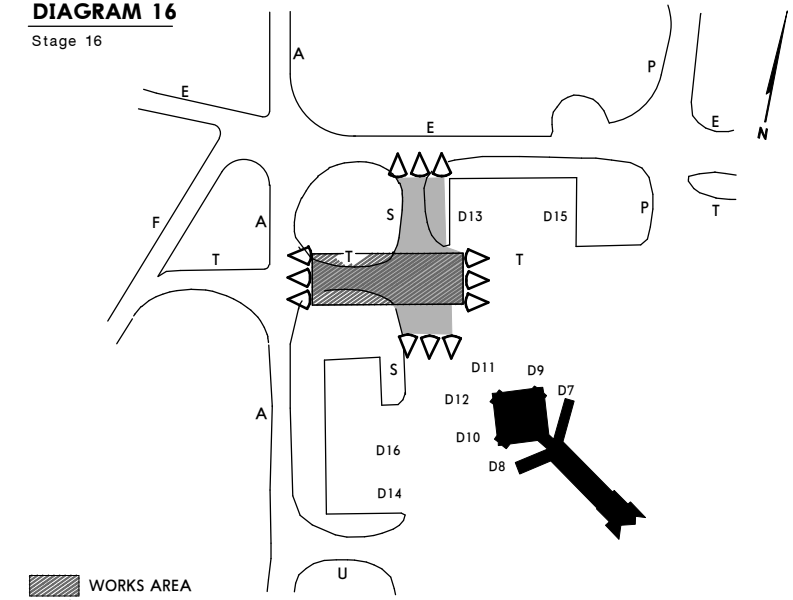


DIAGRAM 16

Stage 16



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MELBOURNE AIRPORT CONSTRUCTION OF TAXIWAY VICTOR METHOD OF WORKING PLAN: YMML 2007/3

1. IMPORTANT DATES

The Date Works Complete: April 2008.

2. WORK INFORMATION

2.1. DESCRIPTION OF THE WORK

The works will comprise of construction of a new high strength concrete pavement Taxiway Victor, extension of Taxiway Uniform, widening of a section of Taxiway Tango, taxiway lighting upgrade, electrical, drainage and line marking works.

2.2. PROJECT COMMENCEMENT

The project is expected to be complete April 2008.
The actual date and time of commencement of the work will be notified by an Operations Advice and NOTAM which will be issued one week before the commencement of works.

2.3. HOURS OF WORKS

The works will be conducted Monday to Saturday between the hours of 06:30 and 17:00 (local time) for day work and 22:00 to 06:00 (local time) for any night works.

During day stages 3, 4, 6, 6B, 7, 8 and 8B when these operational areas are closed, 24 hour access for works is available.

Please note that during some of the night work stages, the hours of works at night may change due to airline/aircraft/bay requirements.

3. RESTRICTIONS TO AIRCRAFT OPERATIONS

3.1. OPERATIONAL RESTRICTIONS

Stage 3: Taxiways
Taxiway Alpha (between Taxiway Uniform and Taxiway Yankee) and Taxiway Golf (between Runway 16/34 and Taxiway Sierra) will be closed.
Aircraft Pushback
Tow Bar Disconnect Point G1, G2, A2, A3 and A4 will not be available.

Stage 4: There is nil operational restriction during this stage of works.

Stage 6: Taxiways
Taxiway Alpha (between Taxiway Uniform and Taxiway Echo) and Taxiway Tango (between Taxiway Foxtrot and Taxiway Sierra) and Taxiway Foxtrot (between Runway 16/34 and Taxiway Echo) will be closed.
Aircraft Pushback
Tow Bar Disconnect Point A1 and T8 will not be available.

Stage 6A: Taxiways
Taxiway Alpha (between Taxiway Uniform and Taxiway Echo), Taxiway Tango (between Taxiway Foxtrot and Taxiway Sierra), Taxiway Foxtrot (between Runway 16/34 and Taxiway Echo) and Taxiway Echo (between Runway 16/34 and Taxiway Alpha) will be closed.
Aircraft Pushback
Tow Bar Disconnect Point A1 and T8 will not be available.

Stage 6B: Taxiways
Taxiway Foxtrot (between Runway 16/34 and Taxiway Echo) and Taxiway Tango (west of Taxiway Alpha) will not be available.

Stage 7: Taxiways
Taxiway Alpha (between Taxiway Uniform and Taxiway Echo) and Taxiway Tango (between Taxiway Foxtrot and Taxiway Sierra) will be closed.
Aircraft Pushback
Tow Bar Disconnect Point A1 and T8 will not be available.

Stage 8: Taxiways
Taxiway Tango (between Taxiway Alpha and Taxiway Sierra) will be closed.
Aircraft Pushback
Tow Bar Disconnect Point T8 will not be available.

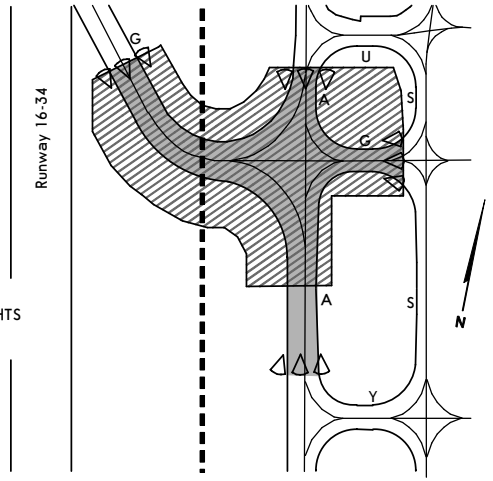
Stage 8A: Taxiways
Taxiway Tango (between Taxiway Alpha and Taxiway Sierra) and Taxiway Sierra (between Taxiway Echo and north of Bay Delta 10) will be closed.
Aircraft Pushback
Tow Bar Disconnect Point S1, S2, S3, S4, S5, T7 and T8 will not be available.
Bay closures
Due to the intersection of Taxiway Tango and Taxiway Sierra being closed to aircraft operations, Bays Delta 12 and Delta 11B will not be available.
Aircraft for Bays Delta 14,16, 8 and 10 must enter Taxiway Sierra from the south.
Aircraft for Bays Delta 7, 9, 11, 13 and 15 must enter Taxiway Tango from the east.

Stage 8B: Taxiways
Taxiway Tango (between Taxiway Alpha and Taxiway Sierra) and Taxiway Sierra (between Taxiway Echo and Taxiway Tango) will be closed.
Aircraft Pushback
Tow Bar Disconnect Point S1 and T8 will not be available.

Stage 9: Taxiways
Taxiway Echo (between Taxiway Alpha and Taxiway Sierra) will be closed.

STAGE 3

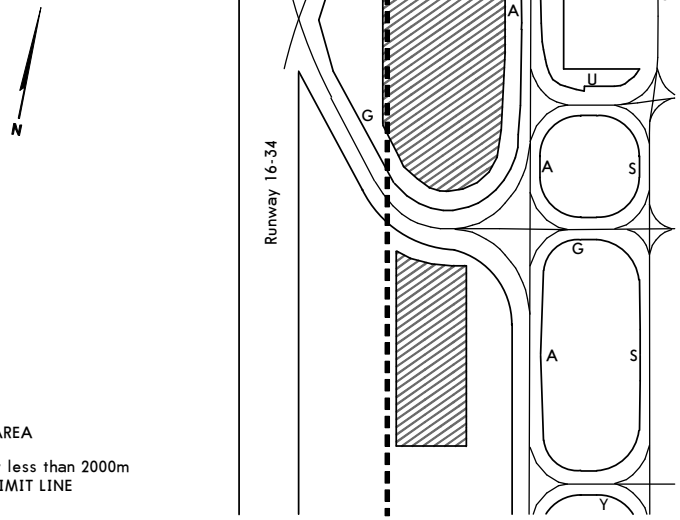
(Day)
Priority- Open Twy Golf



WORKS AREA
UNSERVICEABILITY CONES/ RED LIGHTS
AREA CLOSED TO OPERATIONS
Visibility less than 2000m
WORKS LIMIT LINE

STAGE 4

(Day)



WORKS AREA
Visibility less than 2000m
WORKS LIMIT LINE

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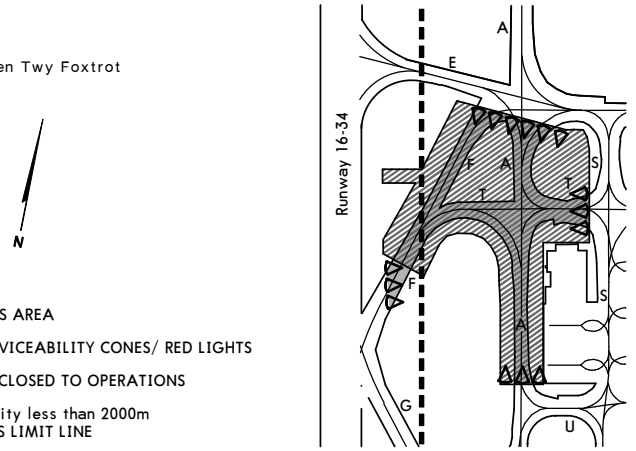
STAGE 6

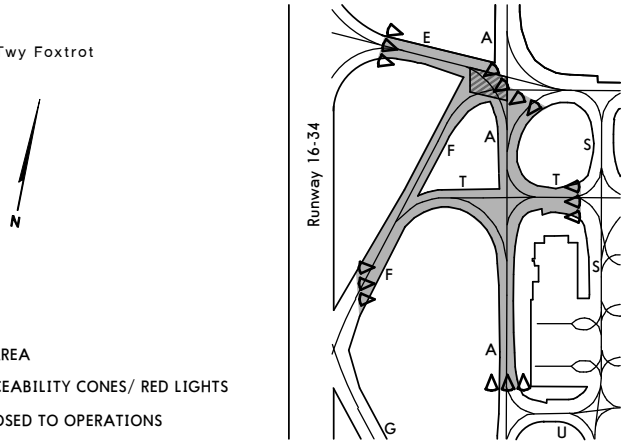
(Day)
Priority- Open Twy Foxtrot



WORKS AREA
UNSERVICEABILITY CONES/ RED LIGHTS
AREA CLOSED TO OPERATIONS
Visibility less than 2000m
WORKS LIMIT LINE

STAGE 6A

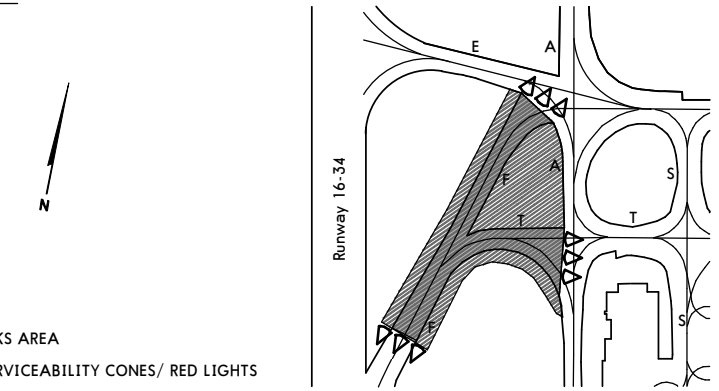
(Night)
Priority- Open Twy Foxtrot



WORKS AREA
UNSERVICEABILITY CONES/ RED LIGHTS
AREA CLOSED TO OPERATIONS

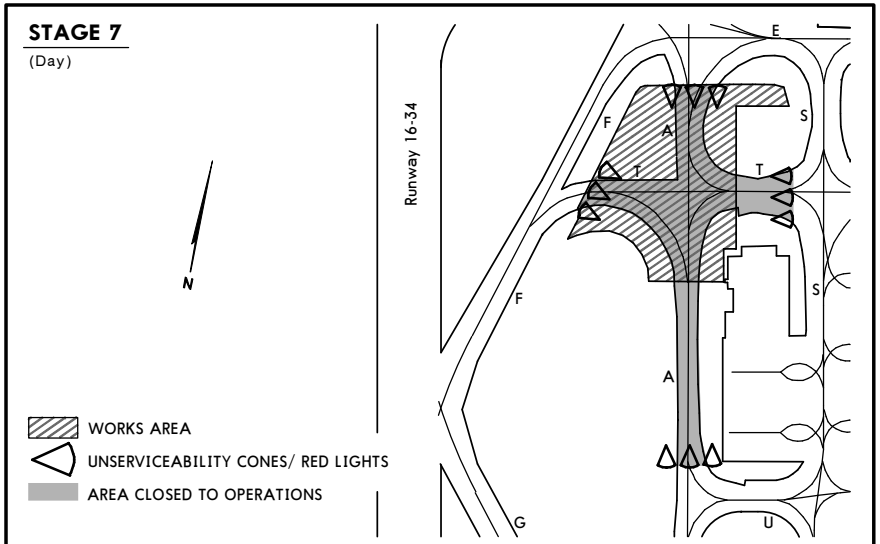
STAGE 6B

(Day)

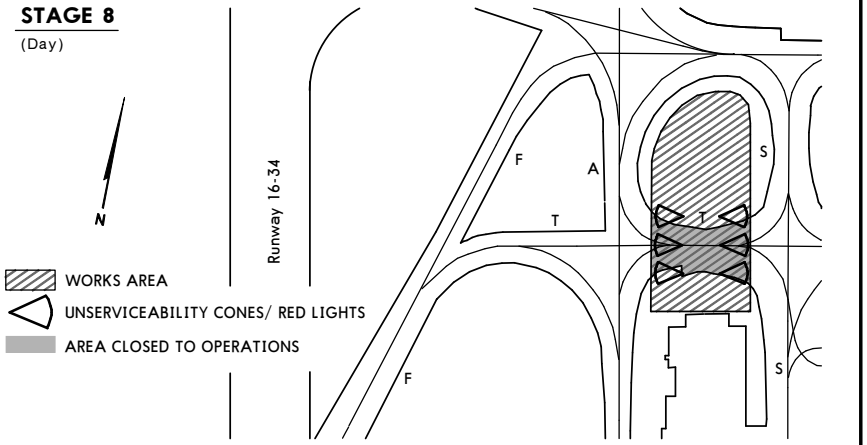


WORKS AREA
UNSERVICEABILITY CONES/ RED LIGHTS
AREA CLOSED TO OPERATIONS

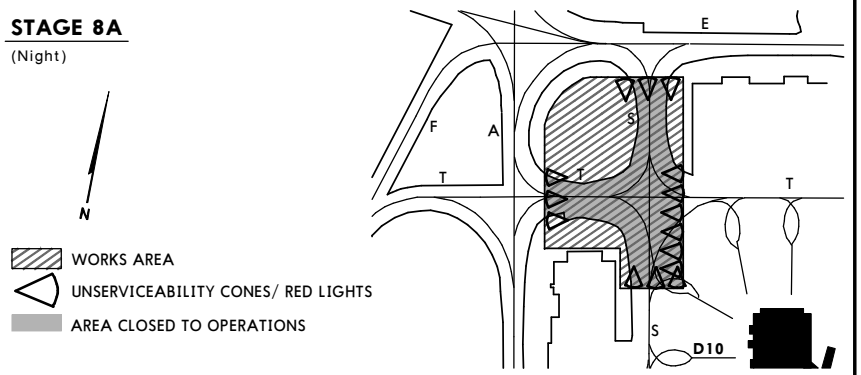
STAGE 7
(Day)



STAGE 8
(Day)



STAGE 8A
(Night)



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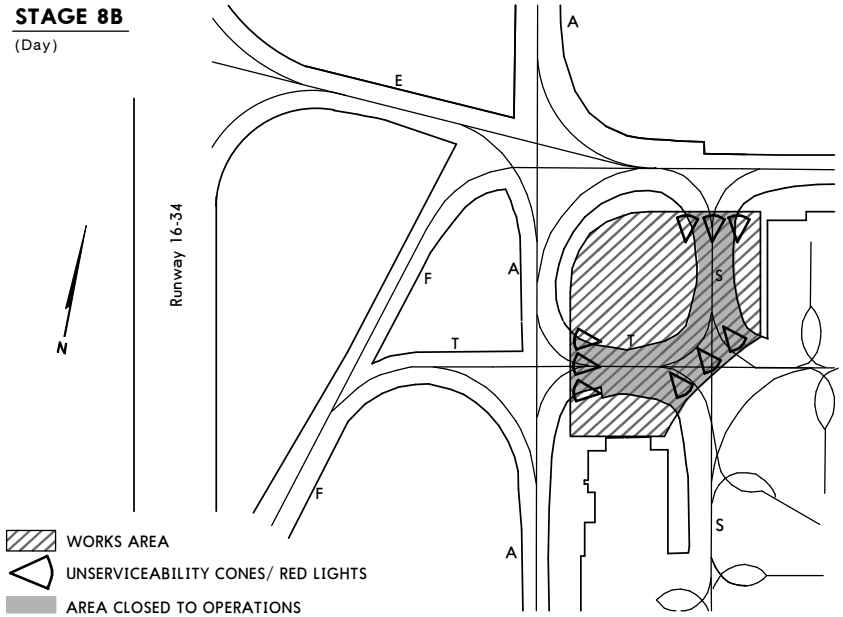
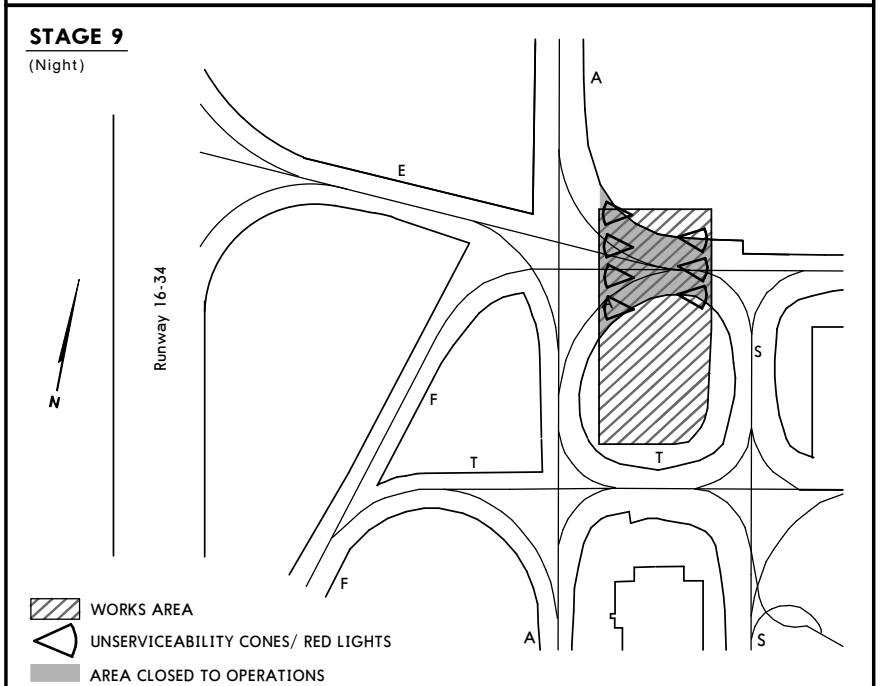
STAGE 8B
(Day)



STAGE 9
(Night)



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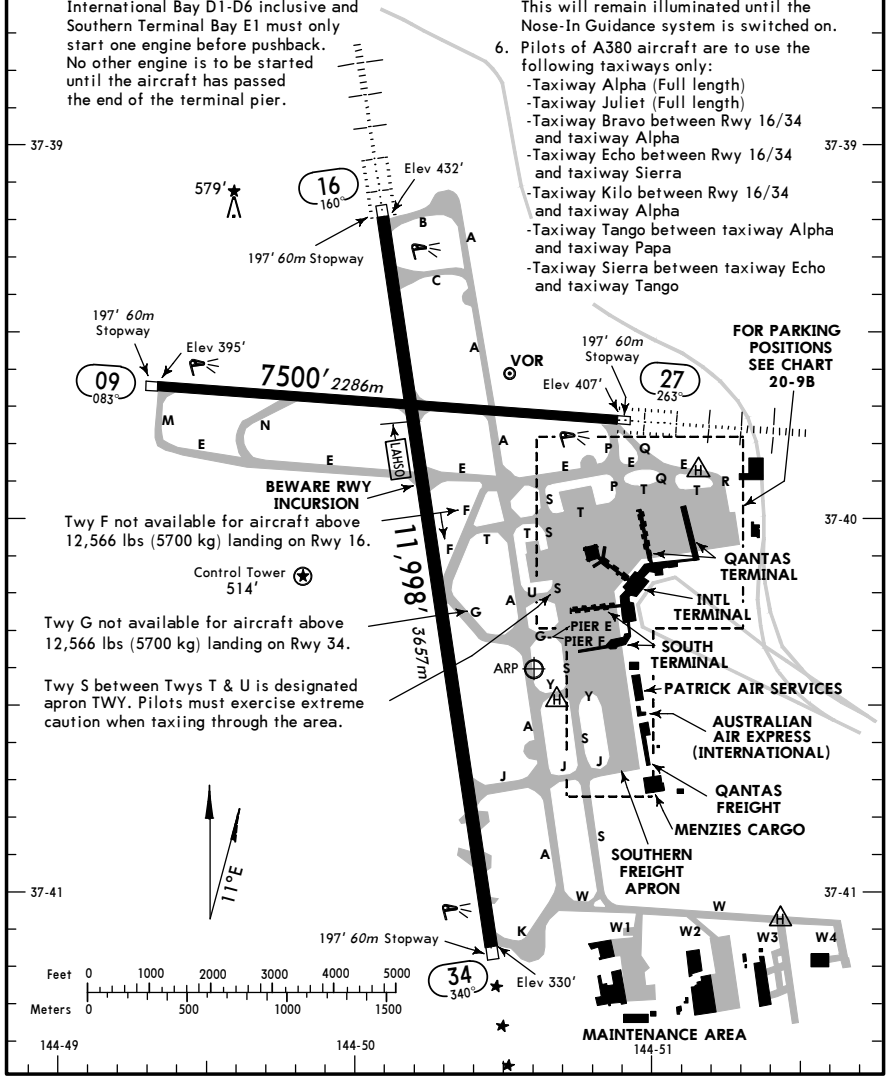
Apt Elev 434′
S37 40.4 E144 50.6

7 MAR 08 (20-9) Eff 13 Mar

MELBOURNE INTL

ATIS		MELBOURNE Clearance	Ground	Tower	MELBOURNE Departure (R)	
					North	South
114.1	132.7	127.2	121.7	120.5	118.9	129.4

1. Pilots of B747 aircraft are to exercise caution when applying power on outboard engines while taxiing to prevent erosion of TWY shoulders.
2. Aircraft operations between International and Domestic terminal piers are subject to the following limitations:
   a) Engine starts using more than idle power are prohibited.
   b) Aircraft taxiing to the terminal must use no more than idle power. If code D/E aircraft is stopped prior to docking, docking must be completed under tow.
   c) Code D and E aircraft operating from International Bay D1-D6 inclusive and Southern Terminal Bay E1 must only start one engine before pushback. No other engine is to be started until the aircraft has passed the end of the terminal pier.
3. Pilots of B777-300, A340-600, A340-500, and type aircraft should exercise caution during turns as normal clearance to taxiway edge may not be available. Contact Airport Operations for details of preferred taxi routes.
4. Taxi guidance for all aircraft will be referenced to Movement Area Guidance Signs placed on most taxiway/runway intersections.
5. International Concourse Delta, when Nose-In Guidance system is switched off, the screen reads "STOP STOP". This will remain illuminated until the Nose-In Guidance system is switched on.
6. Pilots of A380 aircraft are to use the following taxiways only:
   -Taxiway Alpha (Full length)
   -Taxiway Juliet (Full length)
   -Taxiway Bravo between Rwy 16/34 and taxiway Alpha
   -Taxiway Echo between Rwy 16/34 and taxiway Sierra
   -Taxiway Kilo between Rwy 16/34 and taxiway Alpha
   -Taxiway Tango between taxiway Alpha and taxiway Papa
   -Taxiway Sierra between taxiway Echo and taxiway Tango



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YMML/MEL — MELBOURNE, VIC, AUSTRALIA

7 MAR 08 (20-9A) Eff 13 Mar

MELBOURNE INTL

GENERAL

CAUTION: Birds in vicinity of airport.
WARNING: Secondary airport Melbourne/Essendon 5 NM South-East.
Start clearance is required for aircraft departing Melbourne for Essendon or Moorabbin.

ADDITIONAL RUNWAY INFORMATION

RWY		LANDING Threshold	USABLE LENGTHS BEYOND Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
09 ❶	❷ MIRL PAPI (angle 3.0°, MEHT 74′)					148′ 45m
27	HIRL CL HIALS TDZ PAPI (angle 3.0°, MEHT 74′)		6417′ 1956m			
❶ Grooved. Standby power available for all lights.						
❷ Runway lights may be partially obscured when on downwind leg for Runway 09.						
16 ❸	HIRL CL HIALS TDZ PAPI (angle 3.0°, MEHT 74′)		10,821′ 3298m			197′ 60m
34	HIRL ❹ SFL CL PAPI (angle 3.0°, MEHT 74′)			09/27 8654′ 2638m		
❸ Grooved. Standby power available for all lights.						
❹ 3 sequenced lead-in strobe lights.						

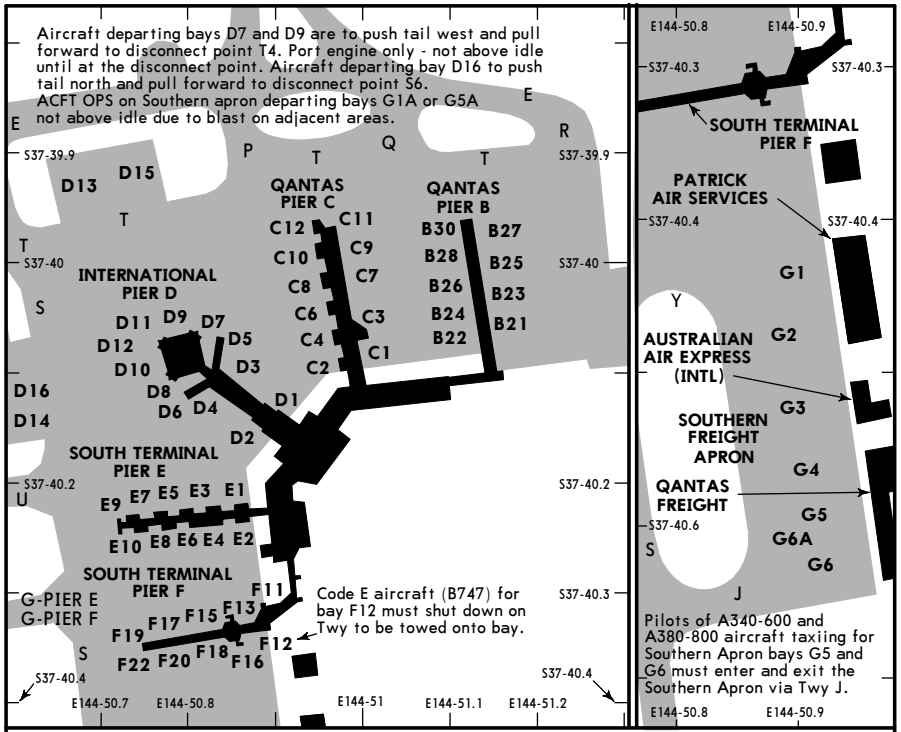
TAKE-OFF

	All Rwys	
	STANDARD	
	With RL & either CL or RCLM	Other
1 Eng	300′- 2 km	
2, 3 & 4 Eng	Single pilot acft without auto-feathering. Acft not above 5700 kg & not capable of Engine out climb gradient of 1.9%. 300′- 2 km	
2, 3 & 4 Eng	500m	800m

FOR FILING AS ALTERNATE

	❶ ILS Rwy 16 ILS Rwy 27	Special VOR Rwy 09 VOR Rwy 27	VOR Rwy 34	Other
A	700′- 2.5 km	700′- 3.0 km		1206′- 4.4 km
B				
C				1516′- 6.0 km
D				1666′- 7.0 km

❶ LOC DME Rwy 16 not applicable.



PARKING BAY COORDINATES

BAY No.	COORDINATES	ELEV
QANTAS PIER B		
B21, B22	S37 40.1 E144 51.1	
B23 thru B30	S37 40.0 E144 51.1	
QANTAS PIER C		
C1 thru C4	S37 40.1 E144 51.0	
C6 thru C9	S37 40.0 E144 51.0	
C10	S37 40.0 E144 50.9	
C11	S37 40.0 E144 51.0	
C12	S37 40.0 E144 50.9	
INTERNATIONAL PIER D		
D1	S37 40.2 E144 50.9	387′
D2	S37 40.2 E144 50.9	385′
D3	S37 40.1 E144 50.8	387′
D4	S37 40.2 E144 50.8	385′
D5	S37 40.1 E144 50.8	389′
D6	S37 40.2 E144 50.7	384′
D7	S37 40.0 E144 50.8	389′
D8	S37 40.2 E144 50.7	386′
D9	S37 40.1 E144 50.8	387′
D10	S37 40.1 E144 50.7	386′
D11	S37 40.1 E144 50.7	385′
D12	S37 40.1 E144 50.7	384′
D13	S37 39.9 E144 50.7	395′
D14	S37 40.2 E144 50.6	378′
D15	S37 39.9 E144 50.7	392′
D16	S37 40.2 E144 50.6	379′

BAY No.	COORDINATES	ELEV
SOUTH TERMINAL PIER E		
E1, E2	S37 40.2 E144 50.9	
E3 thru E8	S37 40.2 E144 50.8	
E9, E10	S37 40.2 E144 50.7	
SOUTH TERMINAL PIER F		
F11 thru F13	S37 40.3 E144 50.9	
F15	S37 40.3 E144 50.8	
F16	S37 40.3 E144 50.9	
F17, F18	S37 40.3 E144 50.8	
F19	S37 40.3 E144 50.7	
F20	S37 40.3 E144 50.8	
F22	S37 40.3 E144 50.7	
SOUTHERN FREIGHT APRON		
G1, G2	S37 40.5 E144 50.9	375′
G3	S37 40.5 E144 50.9	373′
G4	S37 40.6 E144 50.9	370′
G5	S37 40.6 E144 50.9	368′
G6	S37 40.7 E144 50.9	365′
G6A	S37 40.7 E144 50.8	369′

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PARKING

VISUAL DOCKING GUIDANCE SYSTEMS

Visual Docking Guidance Systems used in Australia are Nose-In-Guidance (NIG) systems which provide both azimuth and stopping information for specific aircraft types.

The first NIG system contains five elements whose location is shown in Figure 1.

- Position Identification Light
- Aerobridge Retracted Indicator
- Centerline Guidance Light
- Side Marker Board
- Side Marker Light

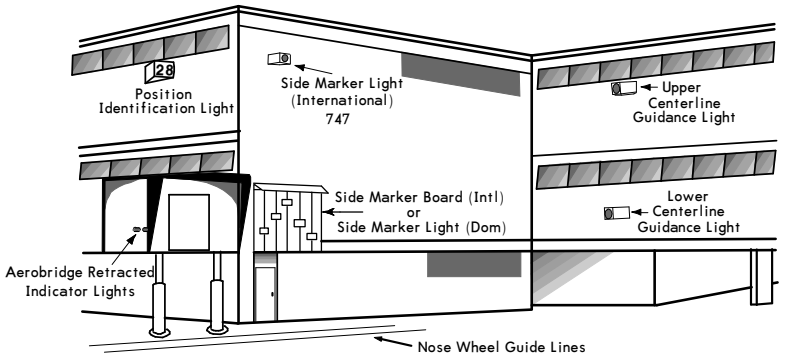

Figure 1 - Visual Docking Guidance System

Aircraft should use the following elements for docking:

AIRCRAFT TYPES	CENTERLINE LIGHT	STOP
DOMESTIC All types	Centerline Guidance Light	Side Marker Light
INTERNATIONAL All types except wide body	Lower Centerline Guidance Light	Side Marker Board
INTERNATIONAL DC-10, B-767, L-1011, A300B	Intermediate Centerline Guidance Light	Side Marker Board
INTERNATIONAL B-747	Upper Centerline Guidance Light	Side Marker Light

NOTES:

1. *Some International docking positions are not equipped for wide body aircraft and hence only the Lower Centerline Guidance light is provided.*
2. *Heights of the Centerline Guidance Lights are:*
   - *a. Lower: up to 5m*
   - *b. Intermediate: 5 to 7.5m*
   - *c. Upper: above 7.5m*

VISUAL DOCKING GUIDANCE SYSTEMS

The following is a brief description of the system:

c. The Position Identification Light indicates the number of the docking position and is white numerals on a black background outlined in green neon tubing at night.

d. The Aerobridge Retracted Indicator consists of two lights. The green light indicates the Aerobridge is in the fully retracted position. The red light indicates that the Aerobridge is not fully retracted or that an element of the visual guidance docking system is unserviceable.

e. The Centerline Guidance Light provides azimuth information and is aligned with the left pilot position. The unit emits RED/GREEN light beams and the signals are interpreted as follows:

RED/GREEN: Aircraft is to the left of the centerline

GREEN/GREEN: Aircraft is on the centerline

GREEN/RED: Aircraft is to the right of the centerline

f. The slats on the side Marker Board indicate the stopping position for each type of aircraft. Approaching the position the slat will show GREEN, at the stopping position the slat will show BLACK and beyond that position RED.

g. There are two Side Marker Light systems that indicate the stopping position.

DOMESTIC (ALL TYPES)

a. Approaching the position a preliminary dull GREEN light will show through the arrow-shaped aperture which also exhibits a cross bar.

b. As the aircraft moves forward the intensity of the green light increases until it becomes a bright "arrow-head T" shape which is the DC9 stopping point.

c. As the aircraft continues the bar of the stop signal disappears and the arrow-head starts to reduce in size.

d. When the arrow-head disappears two white bars appear one above the other indicating the stopping position. In some installations two sets of bars are provided one for the B727 the other for the B737.

e. If the stopping position is passed then a single RED bar appears.

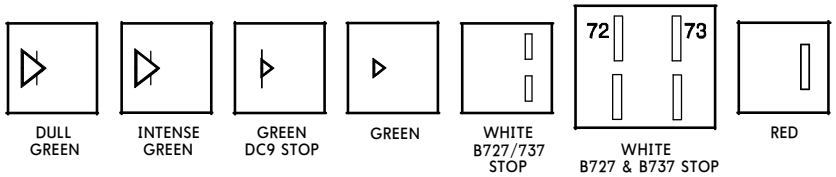

Figure 2 - Side Marker Lights (Domestic)

International (For B747 Aircraft only) This is the same as the domestic system described above except that there is only one set of white bars and no bar around the arrow-head.

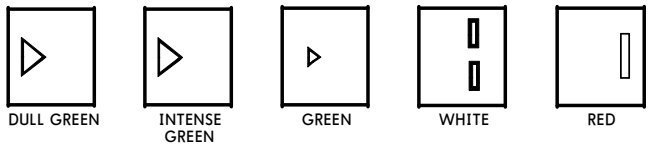

Figure 3 - Side Marker Light (International) (B747 only)

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VISUAL DOCKING GUIDANCE SYSTEMS

AIRCRAFT POSITIONING AND INFORMATION SYSTEM (APIS)

The third system operating in Australia is installed on International Terminal bays at Melbourne Airport. The APIS is based on a centerline guidance sub-display. The steering and stop indication is provided from a display unit mounted on a pole in front of the cockpit in line with the left hand pilot seat. The parking bay position identification is mounted on top of the guidance pole.

On approach to the parking position, the pilot will see the display box face showing two rows of yellow alpha-numeric characters on a black background across the top, an illuminated closing rate 'thermometer' at lower left, and an illuminated azimuth guidance display at lower right. The alpha-numeric characters on the top row should be flashing.

The following is the sequence of APIS operation from initial approach to STOP:

a. Identify the correct aircraft parking bay position.

b. Ensure that the aerobridge retraction light indicates green.

c. Follow the taxi-in line and watch the centerline beacon.

d. Check that the correct aircraft type is flashing and that the door number is shown (where applicable).

e. About 20m before STOP, the aircraft type display goes steady and the door number disappears.

f. Follow the azimuth guidance display. The black arrow heads indicate which direction to steer for the centerline. When the aircraft is properly aligned in azimuth, the black vertical bar will be displayed.

g. The full closing rate 'thermometer' indicates at least 13m to STOP.

h. When the aircraft reaches 13m to STOP, the 'thermometer' bar lights begin to move from the bottom to the top.

i. The deletion of each 'thermometer' bar indicates about one-half meter progression.

j. When the STOP position is reached, all the closing rate 'thermometer' lights extinguish and the lower display indicates STOP. If the aircraft is correctly parked, the top display indicates OK.

k. If the aircraft overshoots the limit for correct parking, the top display indicates TOO FAR (alternating TOO then FAR).

l. The entire display automatically shuts down after some seconds.

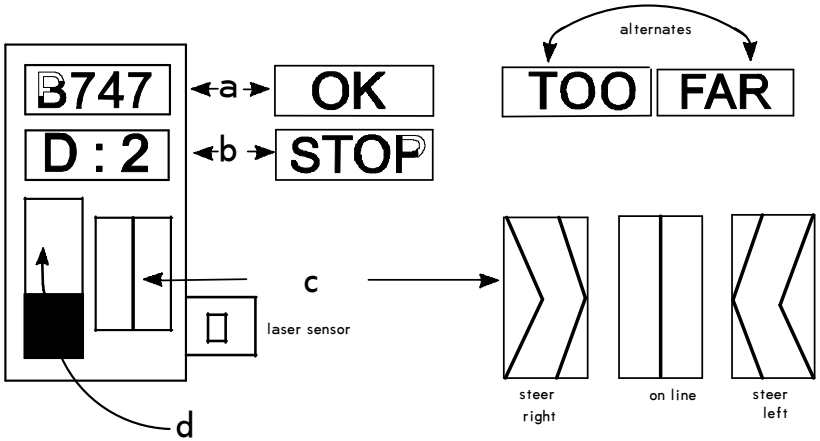
NOTE: When the last row of lights of the closing rate 'thermometer' is extinguished and the word STOP is displayed, the aircraft should be at a standstill.

PARKING

YMML/MEL JEPPESEN MELBOURNE, VIC, AUSTRALIA
23 SEP 05 (20-9G) MELBOURNE INTL

VISUAL DOCKING GUIDANCE SYSTEMS

Figure 4 - APIS Diagram



a. Display: ACFT type, OK or TOO/FAR.

b. Display: Door Number or STOP.

c. Centerline Beacon: Steering guidance.

d. 'Thermometer': Closing rate indication - stopping guidance.

NOTE: The lettering is yellow on a black background. The 'thermometer' is yellow and goes black from bottom to top. The centerline beacon is a central black band surrounded by yellow.

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YMML/MEL JEPPESEN MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL 7 MAR 08 (21-1) Eff 13 Mar ILS Y or LOC Y Rwy 16

BRIEFING STRIP™

ATIS		MELBOURNE Approach (R)	MELBOURNE Tower	Ground
114.1	132.7	132.0	120.5	121.7

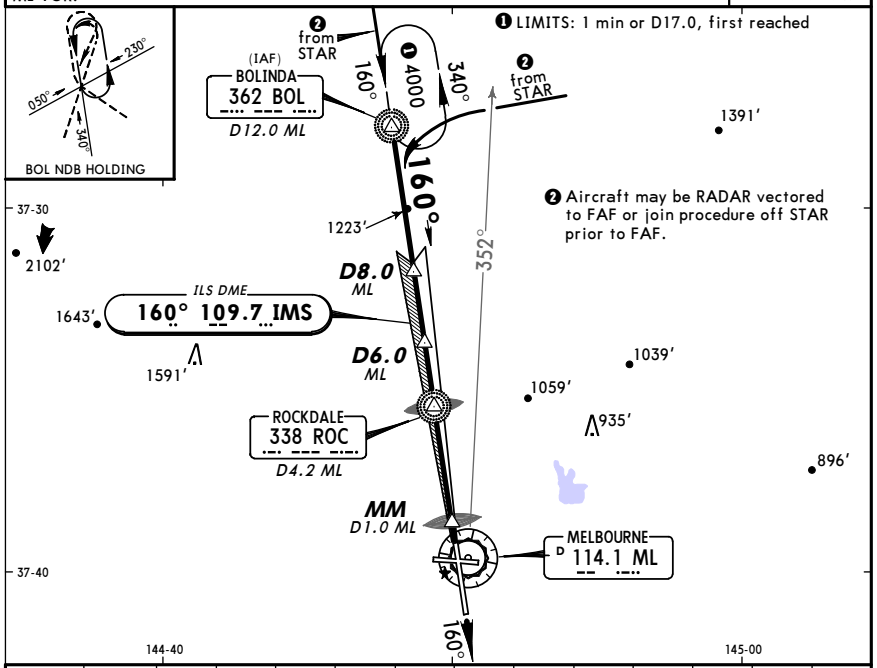
LOC IMS	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 434′
109.7	160°	1670′ (1238′)	640′ (208′)	Rwy 16 432′

MISSED APCH: Track 160°. Climb to 3000′ or as directed by ATC.

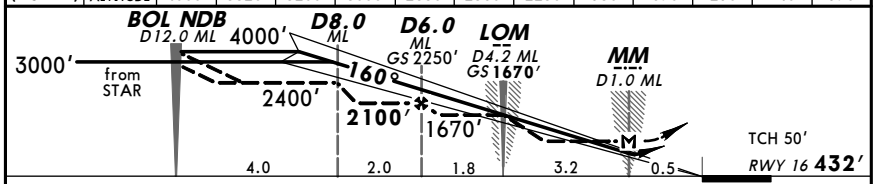
Alt Set: hPa Rwy Elev: 16 hPa Trans level: FL 110 Trans alt: 10000′

1. ML DME REQUIRED (LOC only). 2. GPS permitted in lieu of DME. Reference waypoint ML VOR.

4500′ 080° 260° 3700′
MSA ML VOR 3300′ within 10 NM



LOC (GS out)	ML DME	11.5	10.0	9.0	8.4	8.0	7.0	6.0	5.0	4.2	3.0	2.5	2.0
	ALTITUDE	4000′	3520′	3200′	3000′	2880′	2560′	2250′	1930′	1670′	1290′	1140′	970′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at MM							

PAPI HIALS 160° 3000′

PANS OPS 4

STRAIGHT-IN LANDING RWY16

	ILS DA(H) 640′ (208′) FULL	ILS DA(H) 640′ (208′) HIRL out	ILS DA(H) 640′ (208′) HIALS out	LOC (GS out) DME MDA(H) 1140′ (708′)	LOC (GS out) DME MDA(H) 1140′ (708′) HIALS out
A	0.8 km	1.2 km	1.5 km	3.0 km	3.9 km
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1140′(706′)-2.4 km
135	
180	1450′(1016′)-4.0 km
205	1600′(1166′)-5.0 km

CHANGES: Procedure.

YMML/MEL MELBOURNE, VIC, AUSTRALIA

MELBOURNE INTL — JEPPESEN — 7 MAR 08 — 21-2 — Eff 13 Mar

ILS Z or LOC Z Rwy 16

ATIS		MELBOURNE Approach (R)	MELBOURNE Tower	Ground
114.1	132.7	132.0	120.5	121.7

BRIEFING STRIP TM

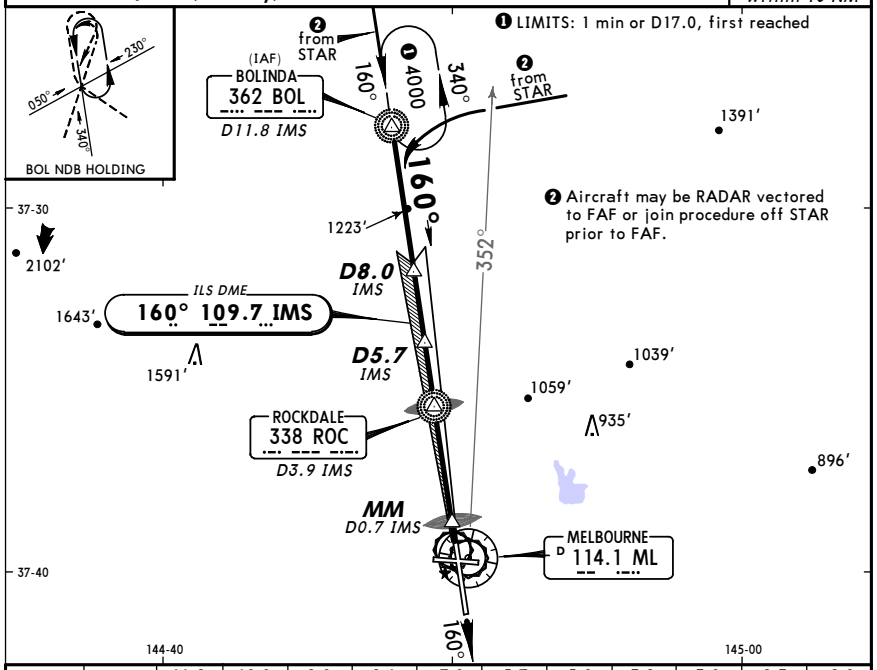
LOC IMS	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 434′
109.7	160°	1680′ (1248′)	640′ (208′)	Rwy 16 432′

MISSED APCH: Track 160°. Climb to 3000′ or as directed by ATC.

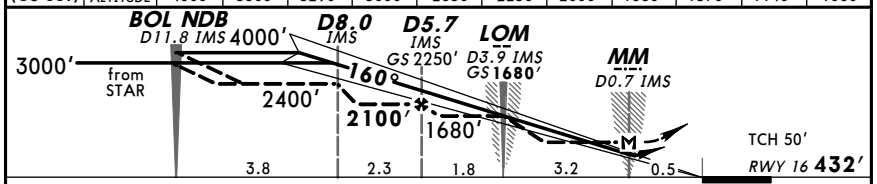
Alt Set: hPa — Rwy Elev: 16 hPa — Trans level: FL 110 — Trans alt: 10000′

1. IMS DME REQUIRED (LOC only).

MSA ML VOR: 4500′ (080°–260°), 3700′, 3300′ within 10 NM



LOC (GS out)	IMS DME	11.2	10.0	9.0	8.1	7.0	5.7	5.0	3.9	3.0	2.3	2.0
	ALTITUDE	4000′	3600′	3290′	3000′	2650′	2250′	2000′	1680′	1370′	1140′	1060′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at MM							

PAPI HIALS — 160° — 3000′

STRAIGHT-IN LANDING RWY16

	ILS DA(H) 640′ (208′) FULL	ILS HIRL out	ILS HIALS out	LOC (GS out) DME MDA(H) 1140′ (708′)	LOC (GS out) DME HIALS out
A	0.8 km	1.2 km	1.5 km	3.0 km	3.9 km
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1140′(706′)-2.4 km
135	
180	1450′(1016′)-4.0 km
205	1600′(1166′)-5.0 km

PANS OPS 4

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YMML/MEL MELBOURNE, VIC, AUSTRALIA

MELBOURNE INTL — JEPPESEN — 7 MAR 08 — 21-3 — Eff 13 Mar

ILS or LOC Rwy 27

ATIS		MELBOURNE Approach (R)	MELBOURNE Tower	Ground
114.1	132.7	132.0	120.5	121.7

BRIEFING STRIP TM

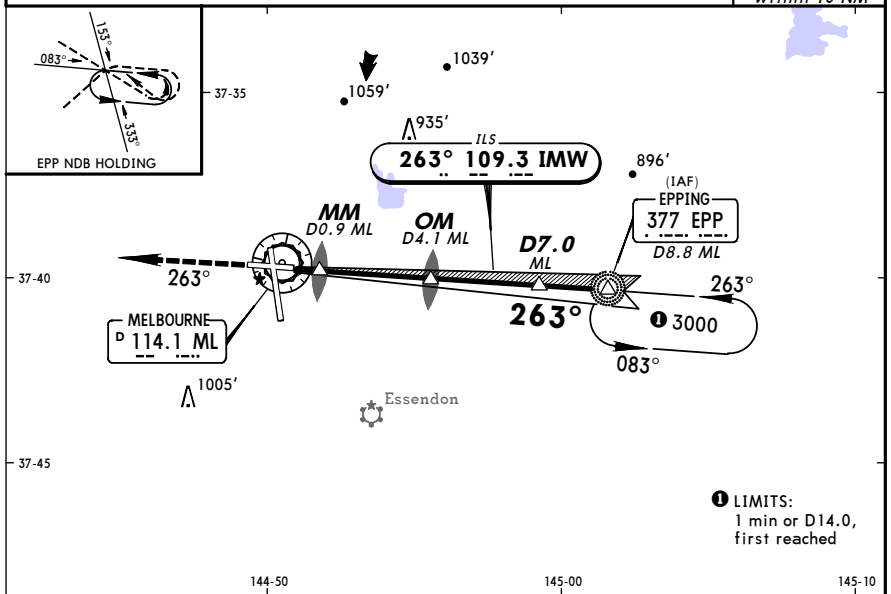
LOC IMW	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 434′
109.3	263°	1670′ (1263′)	610′ (203′)	Rwy 27 407′

MISSED APCH: Track 263°. Climb to 4000′ or as directed by ATC.

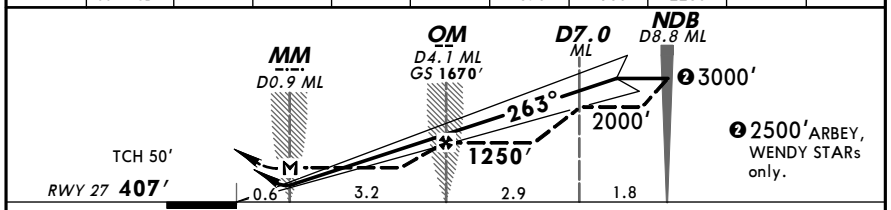
Alt Set: hPa — Rwy Elev: 15 hPa — Trans level: FL 110 — Trans alt: 10000′

1. DME REQUIRED (LOC only). 2. GPS permitted in lieu of DME. Reference waypoint ML VOR.

MSA ML VOR: 4500′ (080°–260°), 3700′, 3300′ within 10 NM



LOC (GS out)	ML DME	1.0	1.6	2.0	3.0	4.1	5.0	6.0	7.0	8.3
	ALTITUDE	690′	880′	1010′	1320′	1670′	1960′	2280′	2600′	3000′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at MM							

PAPI HIALS — 263° — 4000′

STRAIGHT-IN LANDING RWY27

	ILS DA(H) 610′ (203′) FULL	ILS HIRL out	ILS HIALS out	LOC (GS out) DME MDA(H) 880′ (473′)	LOC (GS out) DME HIALS out
A	0.8 km	1.2 km	1.5 km	1.7 km	2.6 km
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1140′(706′)-2.4 km
135	
180	1450′(1016′)-4.0 km
205	1600′(1166′)-5.0 km

PANS OPS 4

YMML/MEL MELBOURNE INTL — JEPPESEN MELBOURNE, VIC, AUSTRALIA RNAV-Z (GNSS) Rwy 09

7 MAR 08 (22-1) Eff 13 Mar

BRIEFING STRIP

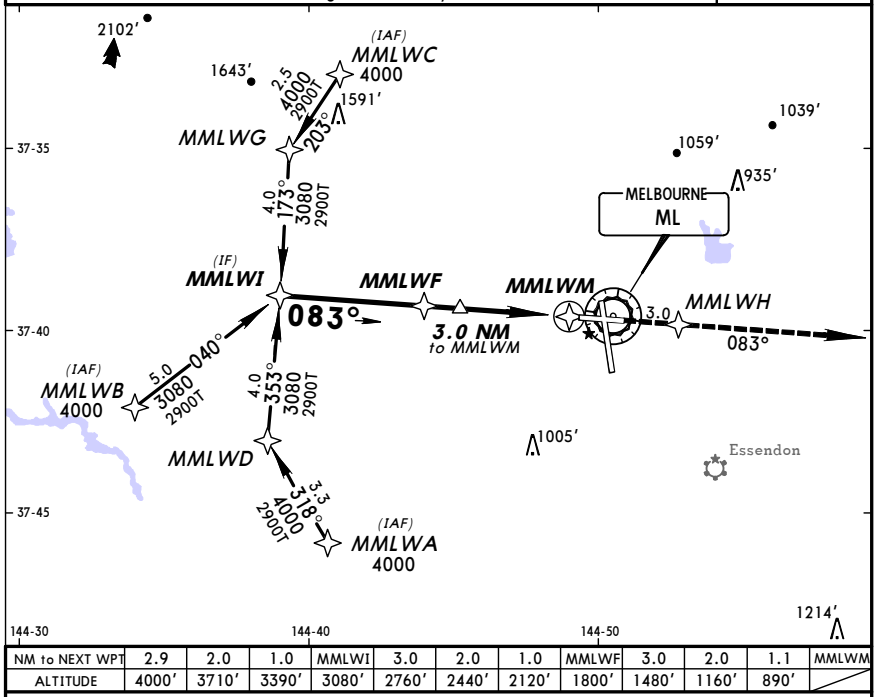
ATIS		MELBOURNE Approach (R)	MELBOURNE Tower	Ground
114.1	132.7	132.0	120.5	121.7

RNAV	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev / Rwy 09
	083°	MMLWF 1800′ (1405′)	890′ (495′)	434′ / 395′

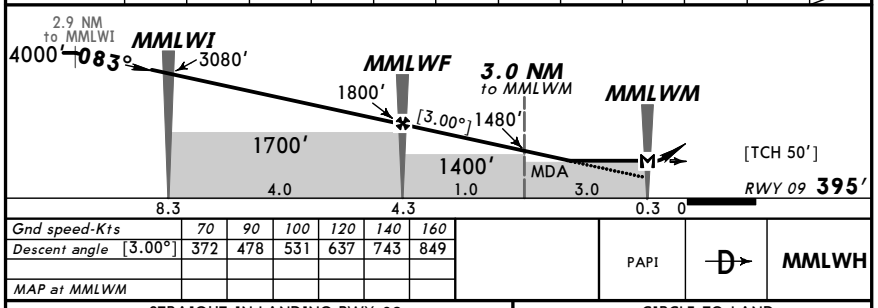
MISSED APCH: Track direct to MMLWH, thence 083°. Climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 14 hPa Trans level FL 110 Trans alt: 10000′
1. Max IAS for initial: 200 Kts. 2. Holding as directed by ATC.

4500′ (080°→←260°) 3700′
MSA ML VOR 3300′ within 10 NM



NM to NEXT WPT	2.9	2.0	1.0	MMLWI	3.0	2.0	1.0	MMLWF	3.0	2.0	1.1	MMLWM
ALTITUDE	4000′	3710′	3390′	3080′	2760′	2440′	2120′	1800′	1480′	1160′	890′	



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at MMLWM						

PAPI — MMLWH

STRAIGHT-IN LANDING RWY 09

MDA(H) 890′ (495′)

A	2.8 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1140′ (706′) - 2.4 km
135	
180	1450′ (1016′) - 4.0 km
205	1600′ (1166′) - 5.0 km

PANS OPS 4

CHANGES: Procedure idents, altitudes.

YMML/MEL MELBOURNE INTL — JEPPESEN MELBOURNE, VIC, AUSTRALIA RNAV-Z (GNSS) Rwy 34

7 MAR 08 (22-2) Eff 13 Mar

BRIEFING STRIP

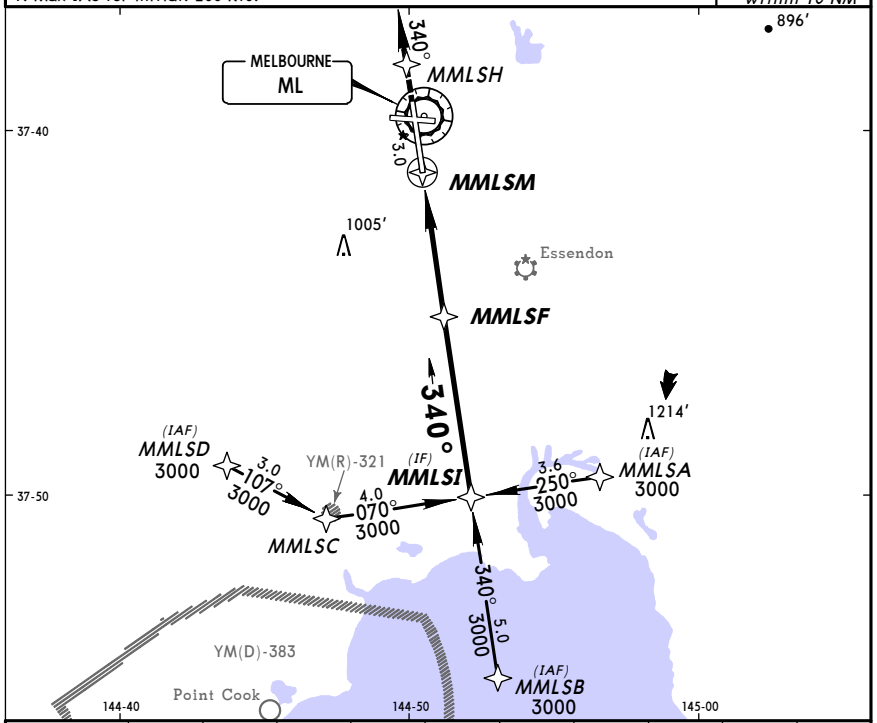
ATIS		MELBOURNE Approach (R)	MELBOURNE Tower	Ground
114.1	132.7	132.0	120.5	121.7

RNAV	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev / Rwy 34
	340°	MMLSF 1680′ (1350′)	780′ (450′)	434′ / 330′

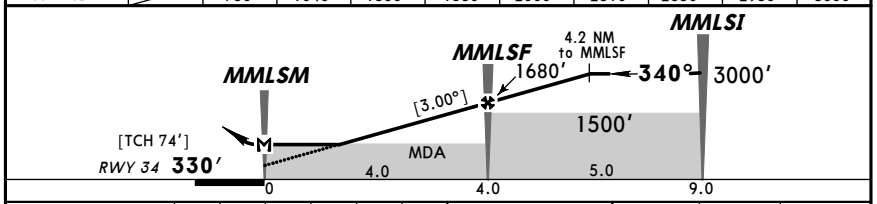
MISSED APCH: Track direct to MMLSH, thence 340°, climb to 4000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 12 hPa Trans level FL 110 Trans alt: 10000′
1. Max IAS for initial: 200 Kts.

4500′ (080°→←260°) 3700′
MSA ML VOR 3300′ within 10 NM



NM to NEXT WPT	MMLSM	1.2	2.0	3.0	MMLSF	1.0	2.0	3.0	4.0	4.2
ALTITUDE		780′	1040′	1360′	1680′	2000′	2310′	2630′	2950′	3000′



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at MMLSM						

SFL PAPI — MMLSH

STRAIGHT-IN LANDING RWY 34

MDA(H) 780′ (450′)

A	2.5 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1140′ (706′) - 2.4 km
135	
180	1450′ (1016′) - 4.0 km
205	1600′ (1166′) - 5.0 km

PANS OPS 4

CHANGES: Procedure ident.

YMML/MEL
MELBOURNE INTL

JEPPESEN 24 AUG 07 (23-1) Eff 30 Aug

MELBOURNE, VIC, AUSTRALIA
VOR Rwy 09

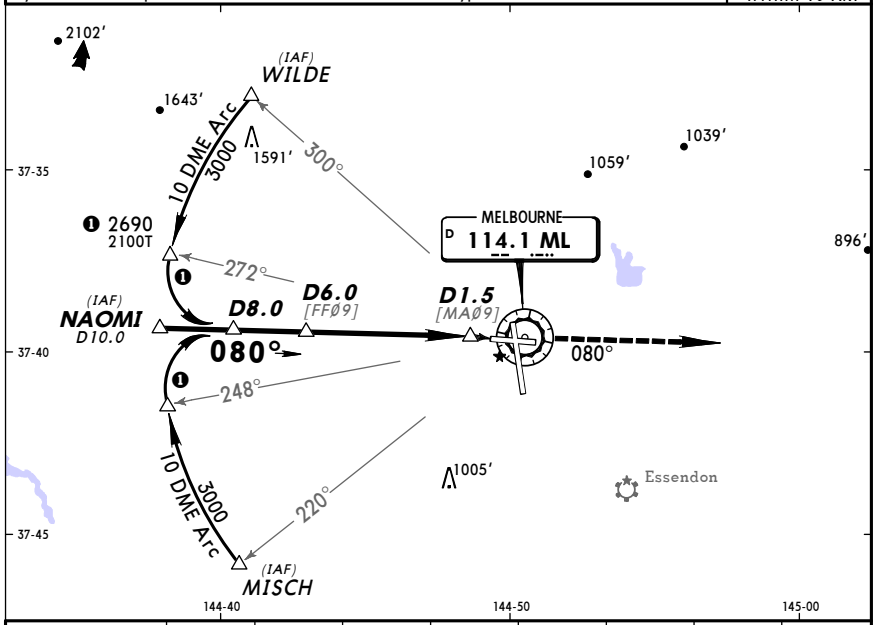
ATIS		MELBOURNE Approach (R)	MELBOURNE Tower	Ground
114.1	132.7	132.0	120.5	121.7

VOR ML	Final Apch Crs	Procedure Alt D6.0	MDA(H)	Apt Elev 434′ / Rwy 09
114.1	080°	2060′ (1665′)	950′ (555′)	395′

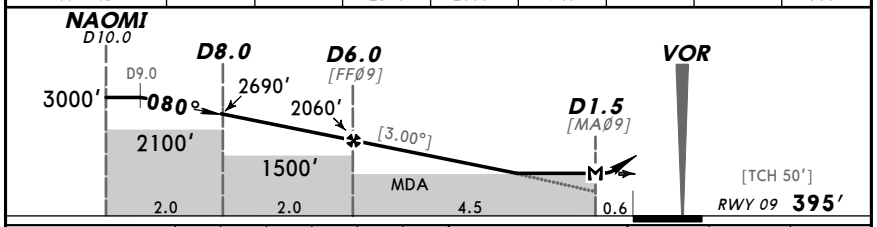
MISSED APCH: Track 080°, climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 14 hPa Trans level: FL 110 Trans alt: 10000′
1. DME REQUIRED. 2. Aircraft may be RADAR vectored to IAF. 3. Holding as advised by ATC. 4. GPS permitted in lieu of DME. Reference waypoint ML VOR.

MSA ML VOR
4500′ 080°→ ←260° 3700′
3300′ within 10 NM



ML DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.5
ALTITUDE	3000′	2690′	2370′	2060′	1740′	1420′	1100′	950′



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at D1.5						

PAPI | 080° | 3000′

STRAIGHT-IN LANDING RWY09

MDA(H) 950′ (555′)

A	3.1 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1140′ (706′) -2.4 km
135	
180	1450′ (1016′) -4.0 km
205	1600′ (1166′) -5.0 km

PANS OPS 4

CHANGES: Procedure altitudes.

YMML/MEL
MELBOURNE INTL

JEPPESEN 24 AUG 07 (23-2) Eff 30 Aug

MELBOURNE, VIC, AUSTRALIA
VOR Rwy 27

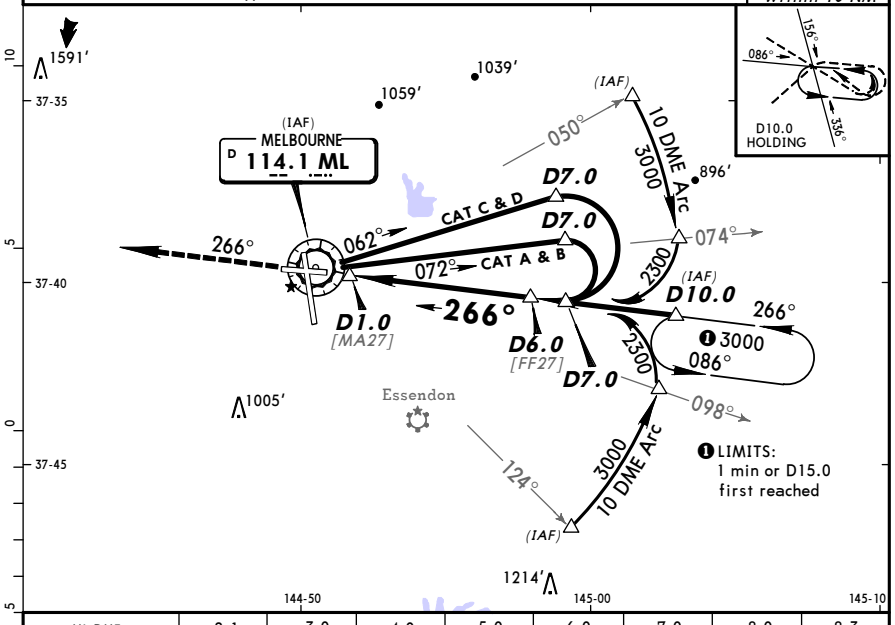
ATIS		MELBOURNE Approach (R)	MELBOURNE Tower	Ground
114.1	132.7	132.0	120.5	121.7

VOR ML	Final Apch Crs	Procedure Alt D6.0	MDA(H)	Apt Elev 434′ / Rwy 27
114.1	266°	2270′ (1863′)	1040′ (633′)	407′

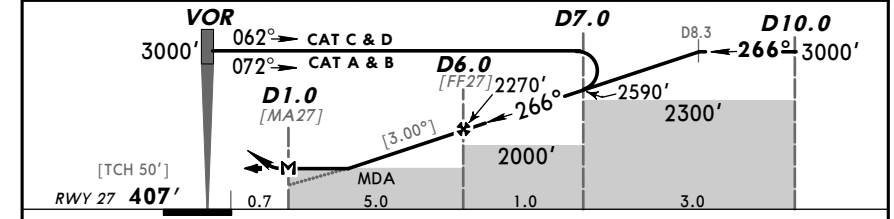
MISSED APCH: Track 266°, climb to 4000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 15 hPa Trans level: FL 110 Trans alt: 10000′
1. DME REQUIRED. 2. Aircraft may be RADAR vectored to IAF. 3. GPS permitted in lieu of DME. Reference waypoint ML VOR.

MSA ML VOR
4500′ 080°→ ←260° 3700′
3300′ within 10 NM



ML DME	2.1	3.0	4.0	5.0	6.0	7.0	8.0	8.3
ALTITUDE	1040′	1310′	1630′	1950′	2270′	2590′	2905′	3000′



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at D1.0						

PAPI HIALS | 266° | 4000′

STRAIGHT-IN LANDING RWY27

MDA(H) 1040′ (633′)

	HIALS out
A	3.6 km
B	
C	4.5 km
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1140′ (706′) -2.4 km
135	
180	1450′ (1016′) -4.0 km
205	1600′ (1166′) -5.0 km

PANS OPS 4

CHANGES: None.

YMML/MEL MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA VOR Rwy 34

16 NOV 07 (23-3) Eff 22 Nov

ATIS		MELBOURNE Approach (R)	MELBOURNE Tower	Ground
114.1	132.7	132.0	120.5	121.7

BRIEFING STRIP

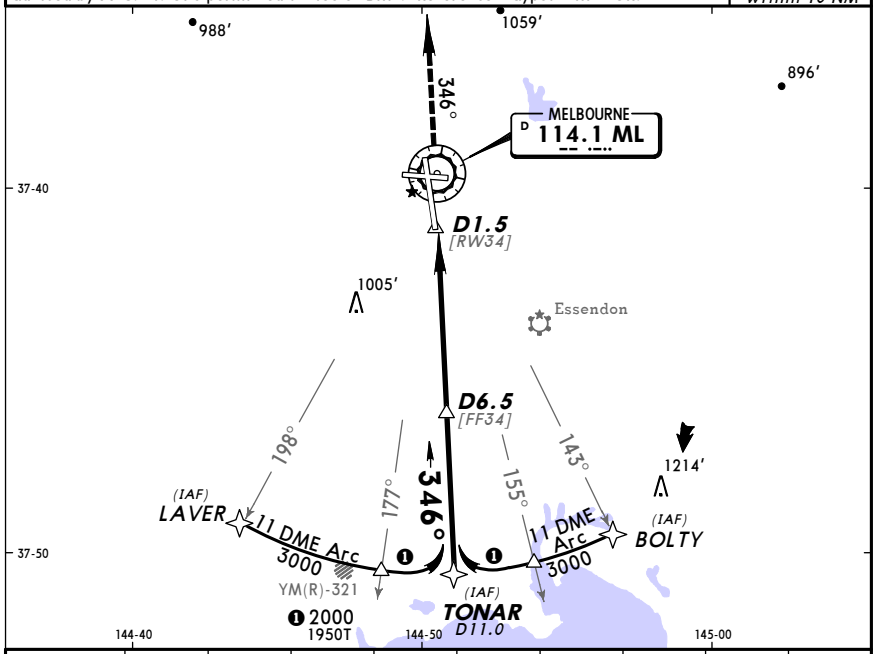
VOR ML	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev / Rwy 34
114.1	346°	D6.5 1985′ (1655′)	760′ (430′)	434′ / 330′

MISSED APCH: Track 346°, climb to 4000′ or as directed by ATC.

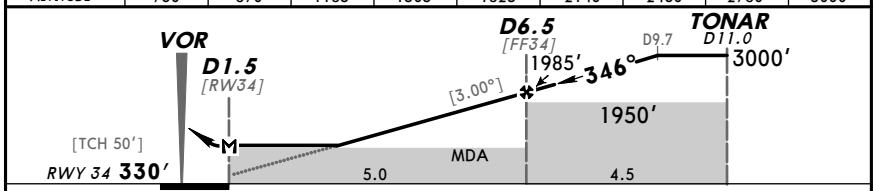
Alt Set: hPa Rwy Elev: 12 hPa Trans level: FL 110 Trans alt: 10000′

1. ML DME REQUIRED. 2. Aircraft may be RADAR vectored to FAF. 3. Holding as advised by ATC. 4. GPS permitted in lieu of DME. Reference waypoint ML VOR.

MSA ML VOR 3300′ within 10 NM: 4500′ (080°–260°), 3700′



ML DME	2.7	3.0	4.0	5.0	6.0	7.0	8.0	9.0	9.7
ALTITUDE	760′	870′	1185′	1505′	1825′	2140′	2460′	2780′	3000′



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at D1.5						

SFL PAPI 346° 4000′

STRAIGHT-IN LANDING RWY34

MDA(H) 760′ (430′)

A	2.4 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1140′ (706′) -2.4 km
135	
180	1450′ (1016′) -4.0 km
205	1600′ (1166′) -5.0 km

PANS OPS 4

CHANGES: Notes.

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Notice: After 4 Jul 2008 0901Z, this chart may no longer be valid. Disc 12-2008
JEPPESEN
JeppView 3.5.2.0

YMML/MEL MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA NDB Rwy 16

16 NOV 07 (26-1) Eff 22 Nov

ATIS		MELBOURNE Approach (R)	MELBOURNE Tower	Ground
114.1	132.7	132.0	120.5	121.7

BRIEFING STRIP

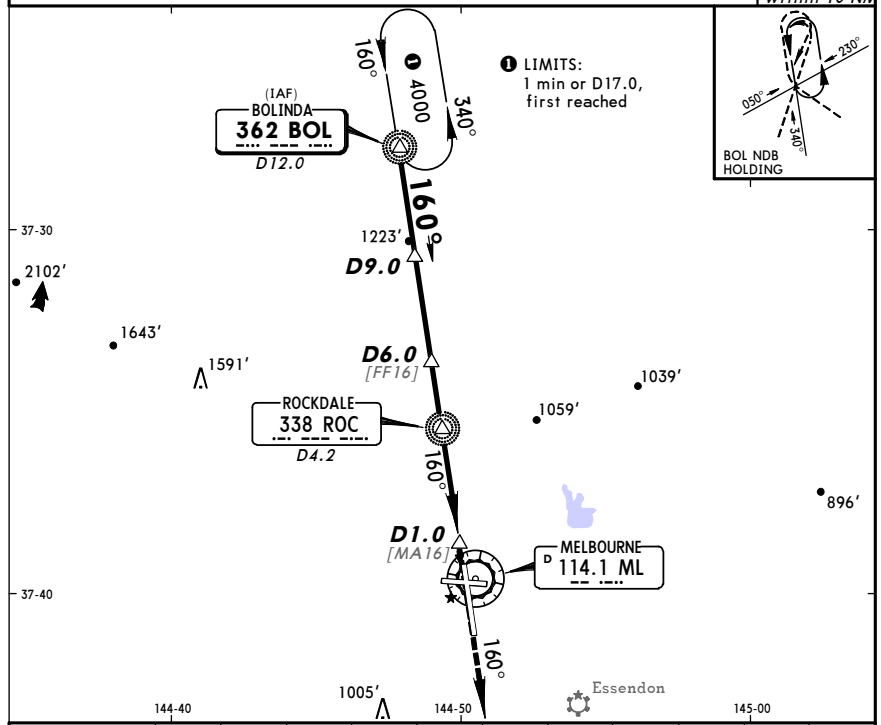
NDB	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev / Rwy 16
BOL 362	160°	D6.0 2245′ (1813′)	1140′ (708′)	434′ / 432′

MISSED APCH: Track 160°. Climb to 3000′ or as directed by ATC.

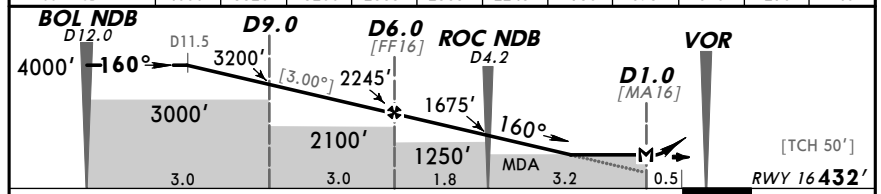
Alt Set: hPa Rwy Elev: 16 hPa Trans level: FL 110 Trans alt: 10000′

1. DME & BOTH NDB REQUIRED. 2.GPS permitted in lieu of DME. Reference waypoint ML VOR.

MSA ML VOR 3300′ within 10 NM: 4500′ (080°–260°), 3700′



ML DME	11.5	10.0	9.0	8.0	7.0	6.0	5.0	4.2	4.0	3.0	2.5
ALTITUDE	4000′	3520′	3200′	2885′	2565′	2245′	1930′	1675′	1610′	1290′	1140′



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at D1.0						

HIALS PAPI PAPI 160° 3000′

STRAIGHT-IN LANDING RWY16

MDA(H) 1140′ (708′)

	HIALS out
A	4.0 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1140′ (706′) -2.4 km
135	
180	1450′ (1016′) -4.0 km
205	1600′ (1166′) -5.0 km

PANS OPS 4

CHANGES: Required equipment note modified.