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Terminal Charts For YMML

Revision Letter For Cycle 21-2020

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Notebook

General Information

Location: MELBOURNE VI AUS
ICAO/IATA: YMML / MEL
Lat/Long: S37° 40.4', E144° 50.6'
Elevation: 434 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -10:00 = UTC
Magnetic Variation: 11.0° E

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1923 Z
Sunset: 0847 Z

Runway Information

Runway: 09
Length x Width: 7500 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 395 ft
Lighting: Edge
Stopway: 197 ft

Runway: 16
Length x Width: 11998 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 432 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 27
Length x Width: 7500 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 407 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 34
Length x Width: 11998 ft x 197 ft

Surface Type: asphalt
TDZ-Elev: 330 ft
Lighting: Edge, ALS, Centerline
Stopway: 197 ft

Communication Information

ATIS: 118.000
ATIS: 114.100
Melbourne Tower: 120.500
Melbourne Ground: 121.700
Melbourne Clearance Delivery: 127.200
Melbourne Approach: 132.000
Melbourne Approach: 129.400
Melbourne Departure: 118.900 (264°-92°)
Melbourne Departure: 129.400 (93°-263°)
Rescue And Firefighting Emergency: 131.000

YMML/MEL
MELBOURNE INTL



JEPPESSEN MELBOURNE, VIC, AUSTRALIA
24 JUL 20 (20-1P)

AIRPORT BRIEFING

AIR TRAFFIC FLOW MANAGEMENT PROCEDURES

Ground Delay Program (GDP) Inbound.

Melbourne GDPs are applicable to all fixed wing, non priority flights departing from all Australian domestic airports, and arriving at Melbourne between 2000-1400 UTC daily, as adjusted by daylight saving variations.

Flights from all Australian airports are required to operate in accordance with the Calculated off Blocks Time (COBT).

The COBT can be obtained through their company or the Network Coordination Center on 1800 020 626 or at atfmu@airservicesaustralia.com.

Flights departing within a 60NM radius of Melbourne must also obtain a start clearance from the departure airport when active or from Melbourne ATC.

Ground Delay Program (GDP) Outbound.

Aircraft departing Melbourne (YMML) aerodrome for an Australian Airport with a Ground Delay Program must contact Airways Clearance Delivery 127.2 after receiving an Airways Clearance and prior to start. Airways Clearance Delivery will check compliance with COBT before transferring to Surface Movement Control 121.7.

Clearance and Pushback Procedures.

All departures requiring a pushback must call Airways Clearance Delivery on 127.2 with their request. Airways Clearance Delivery will instruct flightcrew to 'Monitor Ground' or 'Monitor Ground on 121.7'. When clearance is available 'MELBOURNE Ground' will issue the pushback clearance or other instruction. This procedure may be used at any time and will be advised via ATIS.

7874' (2400m) Runway Separation.

ICAO provides conditions for the application of reduced runway separation. The 7874' (2400m) runway separation standard applies to arriving aircraft where the lead aircraft is greater than 15,432 lbs (7000 kg), which complements existing Australian standards.

Effective 01 MAR 2017 1300 UTC the 7874' (2400m) runway separation standard will be able to be used at Melbourne Airport on Rwy 16/34. The standard will not be used on Rwy 09/27 due to insufficient length.

The standard allows for two aircraft to occupy the runway at one time, provided the lead aircraft has a MTOW of 15,432 lbs (7000 kg) or more, and environmental conditions support normal approaches, good visibility and good braking characteristics. The lead aircraft must remain in motion and vacate the runway without backtracking.

The following aircraft may be any weight or category but wake turbulence separation must still be applied between the aircraft.

Rwy 09 Arrivals and Rwy 16 Departures Simultaneous Operations

Simultaneous operations will be conducted with aircraft landing on Rwy 09 and departing on Rwy 16 from Twy E (370M from Rwy INT).

YMML/MEL
MELBOURNE INTL

JEPPESSEN
24 JUL 20 **(20-1P1)**

MELBOURNE, VIC, AUSTRALIA

AIRPORT BRIEFING

AIRPORT EFFICIENCY PROCEDURES

1. DEPARTING AIRCRAFT

- 1.1 Whenever possible, complete cockpit checks prior to line-up and keep any checks requiring completion on the runway to a minimum.
- 1.2 On receipt of line up clearance, taxi into position as soon as possible. Do not backtrack.
- 1.3 Pilots and ATC should endeavor to keep aircraft moving and avoid a standing start.
- 1.4 Commence the take off roll as soon as take off clearance is issued.

2. ARRIVING AIRCRAFT

- 2.1 By day, ATC may use 7874' (2400m) runway separation between aircraft arriving to Runway 16/34. Both aircraft may occupy the runway during application of the standard.
- 2.2 By day or night, ATC may use 2.5NM spacing between aircraft arriving to Runway 16/34 and Runway 27. Expect to vacate the runway via the Rapid Exit Taxiways (RETs) specified in the table below.
- 2.3 To ensure minimum runway occupancy time and support optimum spacing on final, whenever operational conditions permit, expect to vacate the runway via the exit taxiways specified in the table below.
- 2.4 Plan a predictable and efficient exit from the runway and if an exit other than the preferred is required, advise tower on first contact.
- 2.5 Landing Exit Distance (LED), the distance from the threshold to the furthest edge of the exit taxiway, are provided to assist planning.

RWY	AIRCRAFT TYPE	TWY Exits	LED
09	Turboprop Other aircraft	① A	5440' 1658m
		① P	7500' 2286m
		Q	7500' 2286m
16	All aircraft	E	4442' 1354m
		① ② G	6381' 1945m
		J	9531' 2905m
27	All aircraft Heavy	① ② N	5348' 1630m
		M	7500' 2286m
34	All aircraft	① ② F	5938' 1810m
		E	7700' 2347m
		C	11,027' 3361m

① Preferred exits.

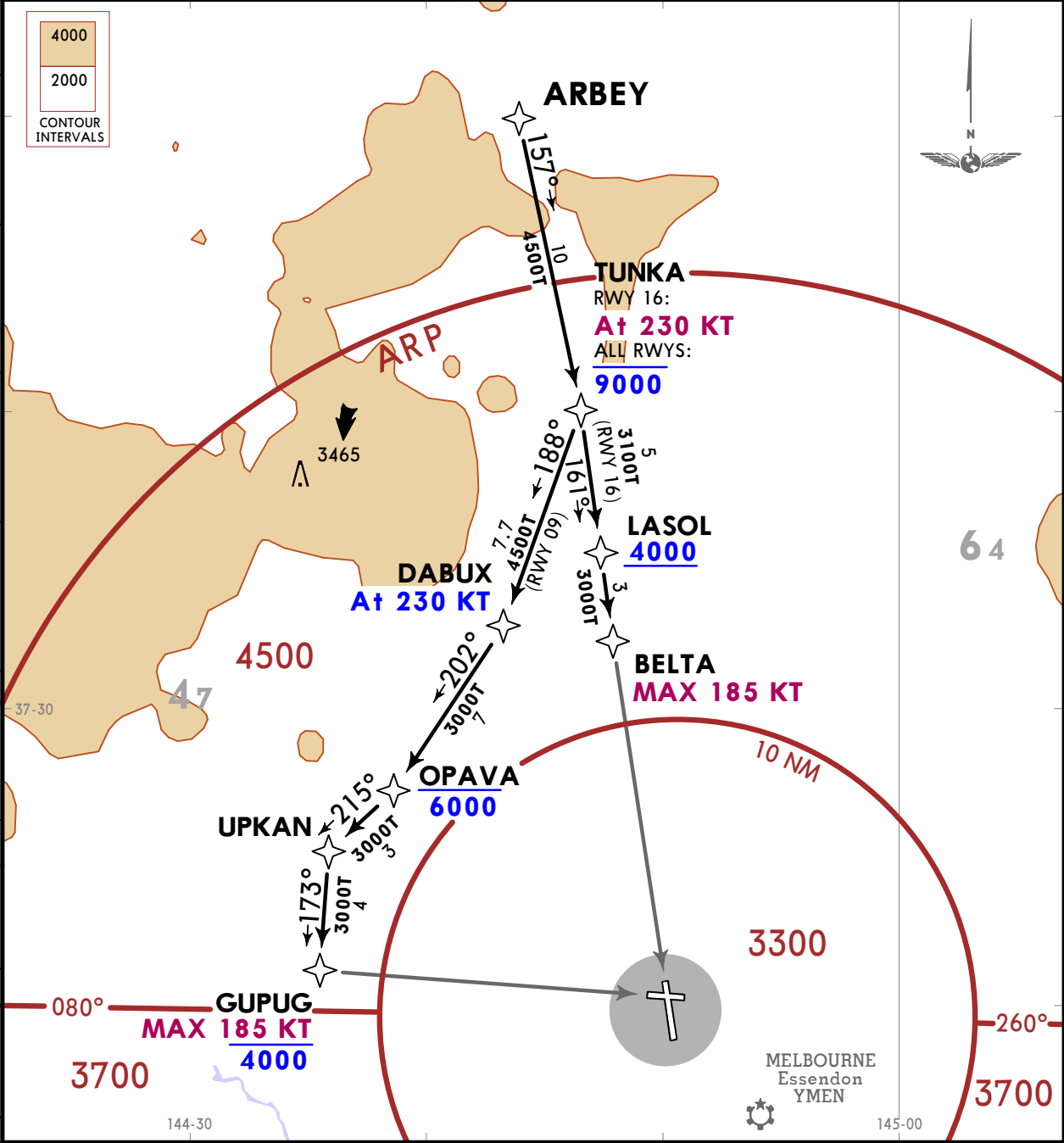
② Indicates Rapid Exit Taxiway (RET) and maximum design ground speeds are 53 KT (50 KT WET).

YMML/MEL
MELBOURNE INTL

JEPPESSEN MELBOURNE, VIC, AUSTRALIA
24 JAN 20 20-2 Eff 30 Jan RNAV STAR

ATIS 114.1 118.0	MELBOURNE Approach (R) 118.9 132.0	Apt Elev 434	Alt Set: hPa Trans level: FL110 RNP 1.
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ARBEY 6A [ARBE6A]
RNAV ARRIVAL
SPEED: MAX 250 KT BELOW 10000



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. Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.					
LOST COMMS	LOST COMMS	LOST COMMS	LOST COMMS	LOST COMMS	LOST COMMS
ATC APPROACH SPEEDS					
NM from touchdown		SPEED KT			
RWY 09: GUPUG		185-160			
RWY 16: BELTA		185-160			

RWY	ROUTING
09	From ARBEY track 157° to TUNKA. Cross TUNKA at or below 9000, then turn RIGHT, track 188° to DABUX. At 230 KT from DABUX. Turn RIGHT, track 202° to OPAVA. Cross OPAVA at or below 6000. Turn RIGHT, track 215° to UPKAN. Turn LEFT, track 173° to GUPUG. Cross GUPUG at or below 4000. MAX 185 KT from GUPUG. Track via GLS RWY 09 or RNAV-Z (GNSS) RWY 09.
16	From ARBEY track 157° to TUNKA. Cross TUNKA at or below 9000, then at 230 KT from TUNKA. Track 161° to LASOL. Cross LASOL at or above 4000. Track 161° to BELTA. MAX 185 KT from BELTA. Track via GLS RWY 16 or ILS RWY 16 or RNAV-Z (GNSS) RWY 16 or LOC RWY 16.

YMML/MEL
MELBOURNE INTL

JEPPESSEN **MELBOURNE, VIC, AUSTRALIA**
24 JAN 20 **(20-2A)** **Eff 30 Jan** **RNAV STAR**

ATIS
114.1
118.0

MELBOURNE Approach (R)
118.9 132.0

Apt Elev
434

Alt Set: hPa Trans level: FL110
RNP 1.

ARB 6A [ARBE6A]
RNAV ARRIVAL

SPEED: MAX 250 KT BELOW 10000

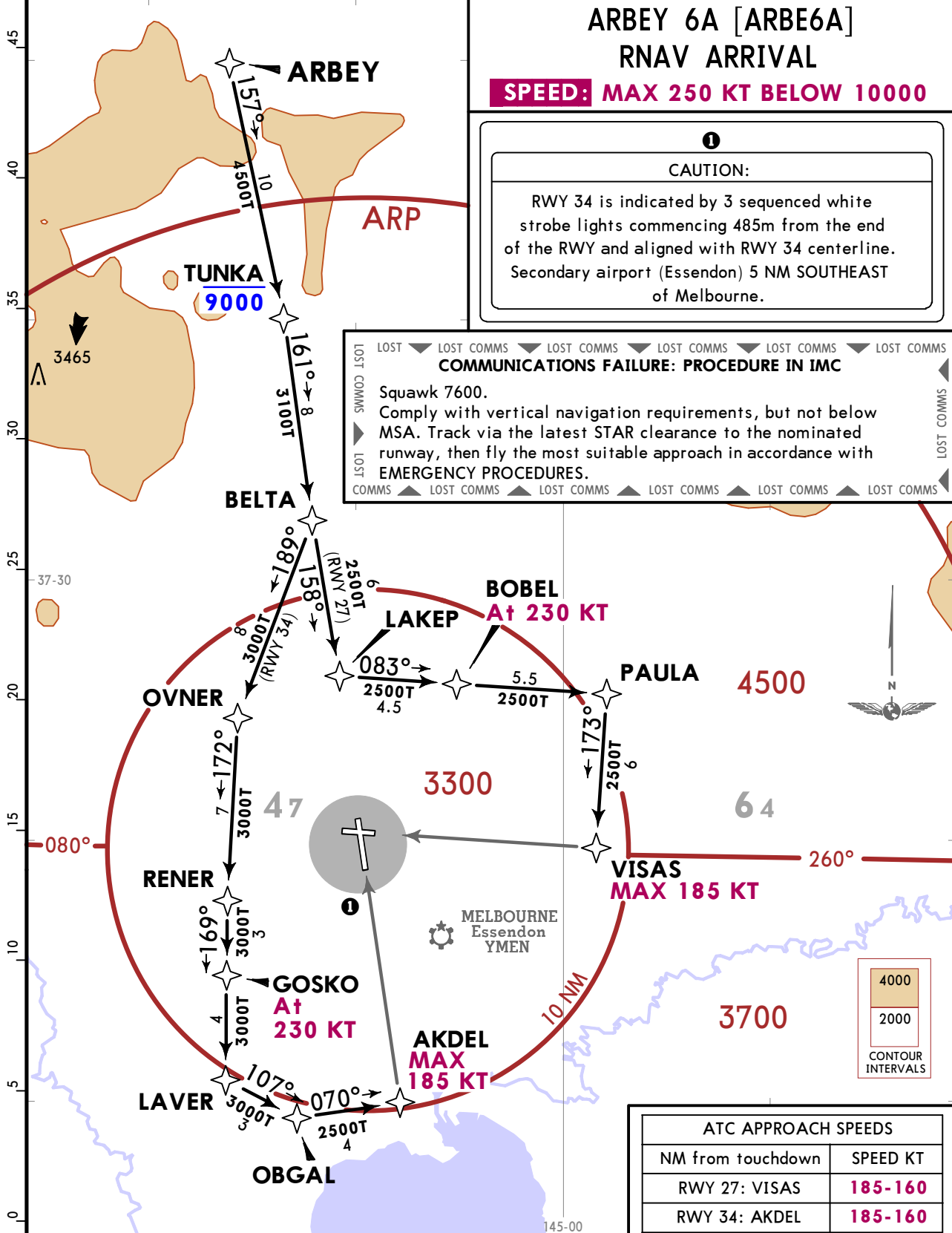
1

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. Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.



RWY

ROUTING

27

From ARBEY track 157° to TUNKA. Cross TUNKA at or below 9000, then track 161° to BELTA. Track 158° to LAKEP. Turn LEFT, track 083° to BOBEL. At 230 KT from BOBEL. Track 083° to PAULA. Turn RIGHT, track 173° to VISAS. MAX 185 KT from VISAS. Track via GLS RWY 27 or ILS RWY 27 or RNAV-Z (GNSS) RWY 27 or LOC RWY 27.

34

From ARBEY track 157° to TUNKA. Cross TUNKA at or below 9000, then turn RIGHT, track 161° to BELTA. Turn RIGHT, track 189° to OVNER. Turn LEFT, track 172° to RENNER. Turn LEFT, track 169° to GOSKO. At 230 KT from GOSKO. Track 169° to LAYER. Turn LEFT, track 107° to OBGAL. Turn LEFT, track 070° to AKDEL. MAX 185 KT from AKDEL. Track via GLS RWY 34 or RNAV-Z (GNSS) RWY 34.

CHANGES: Procedure renumbered.

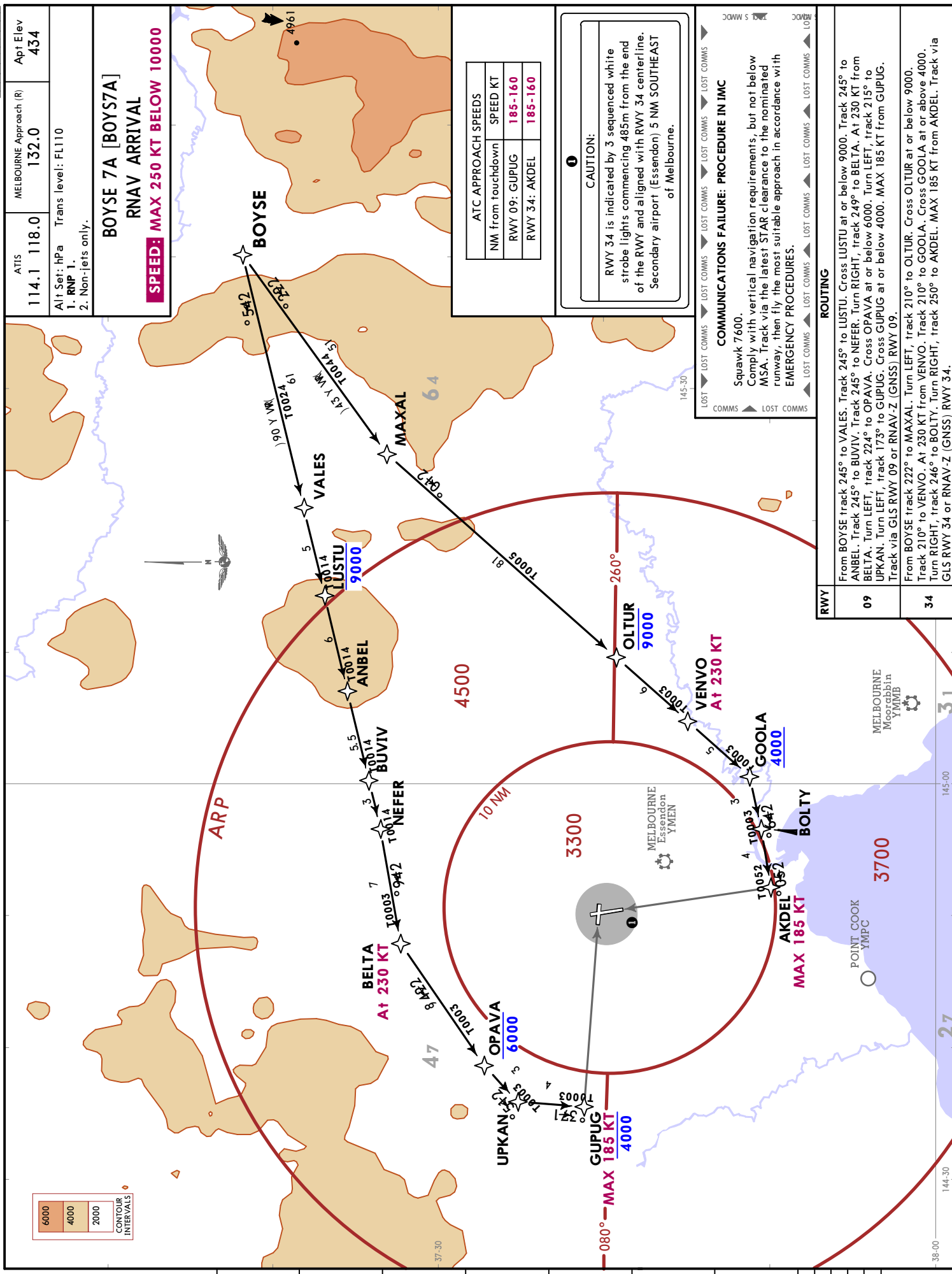
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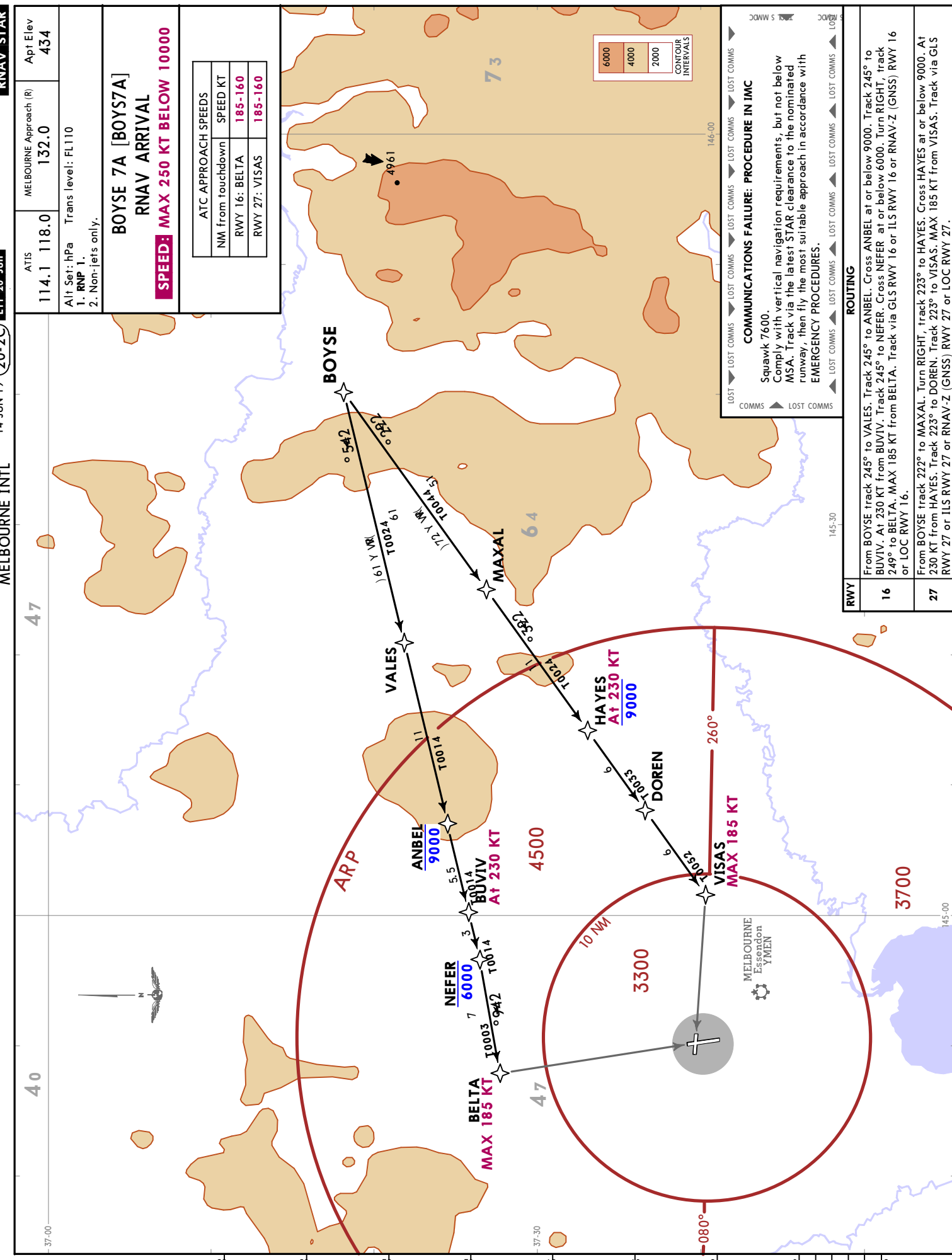
MELBOURNE, VIC, AUSTRALIA

YMMML/MEL
MELBOURNE INTL

JEPPESEN
14 JUN 19 (20-2B) Eff 20 Jun

RNAV STAR



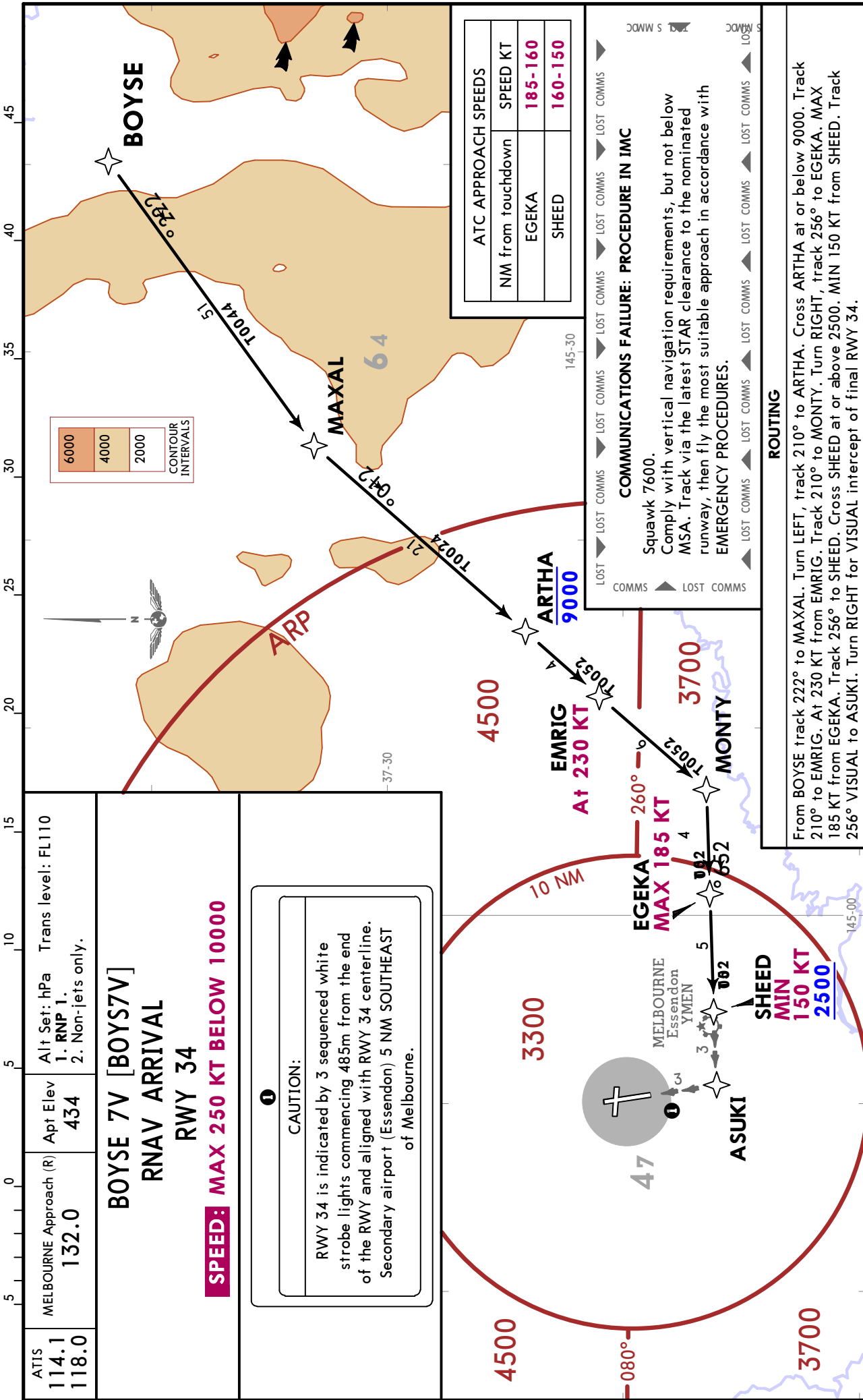


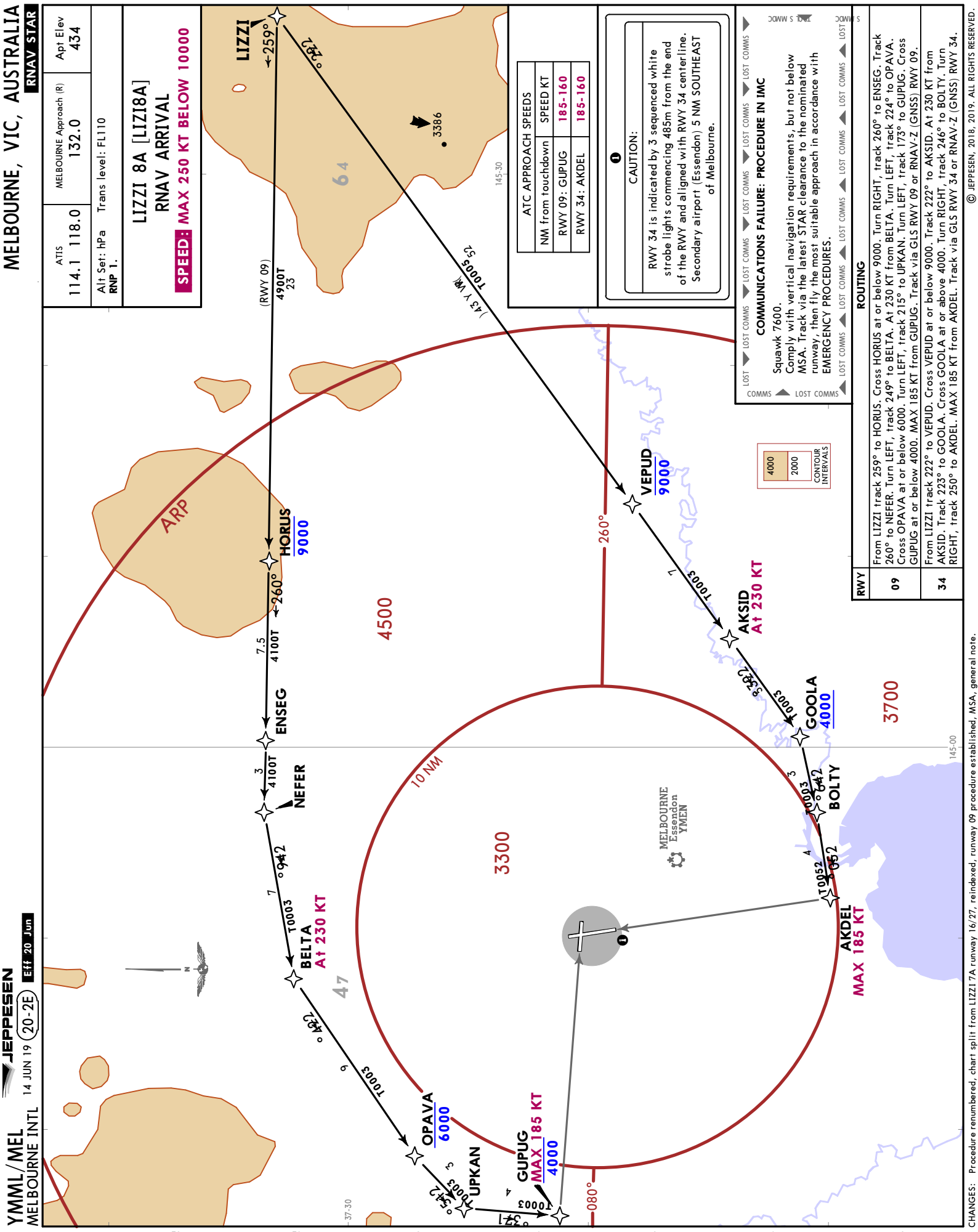
YMML/MEL
MELBOURNE INTL

JEPPESSEN
14 JUN 19 (20-2D) Eff 20 Jun

MELBOURNE, VIC, AUSTRALIA

RNAV STAR





ATIS
114.1 118.0

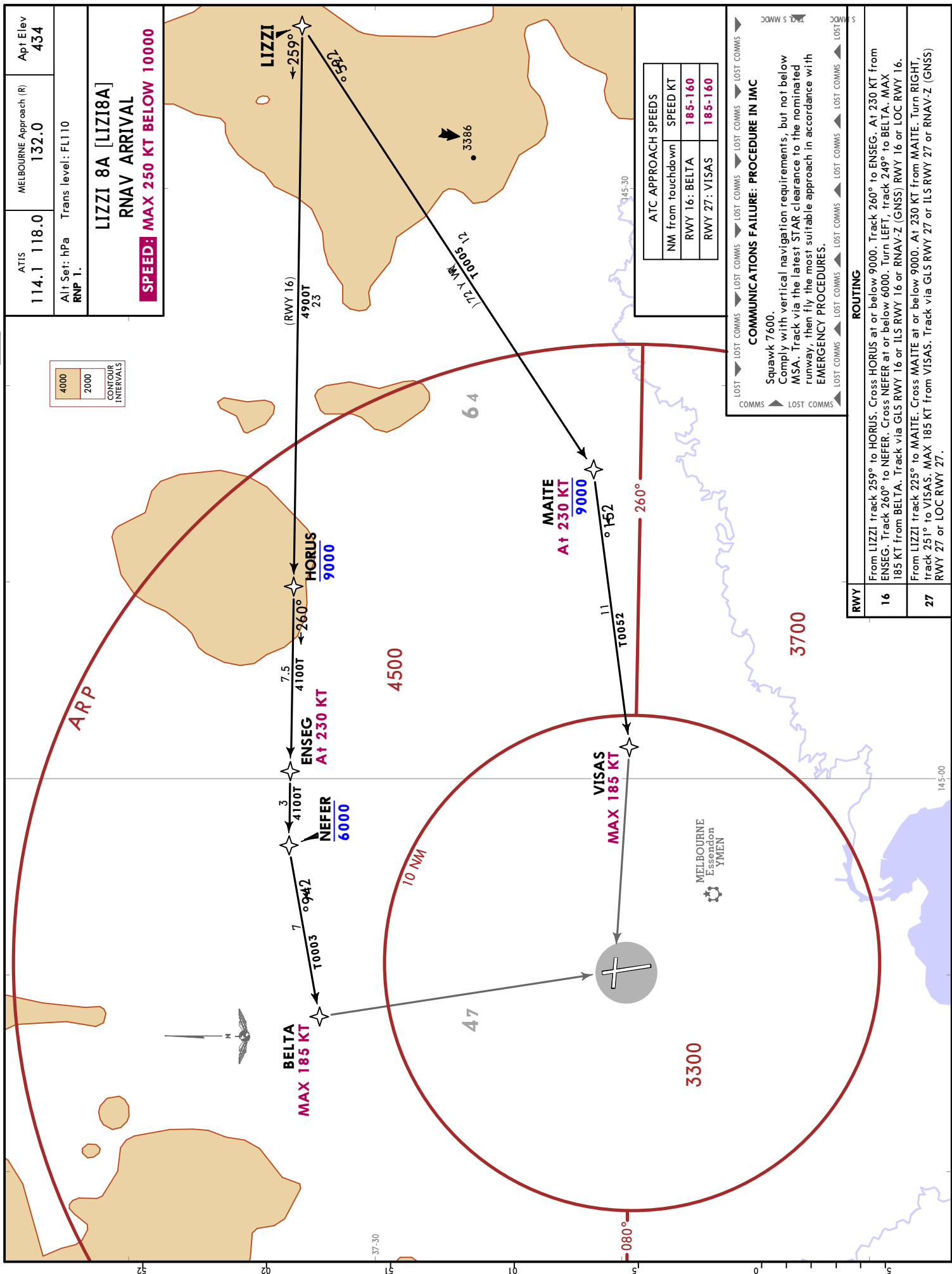
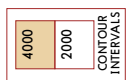
MELBOURNE Approach (R)
132.0

Apt Elev
434

Alt Set: hPa Trans level: FL110
RNP 1.

LIZZI 8A [LIZI8A]
RNAV ARRIVAL

SPEED: MAX 250 KT BELOW 10000



ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 16: BELTA	185-160
RWY 27: VISAS	185-160

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 EMERGENCY PROCEDURES.

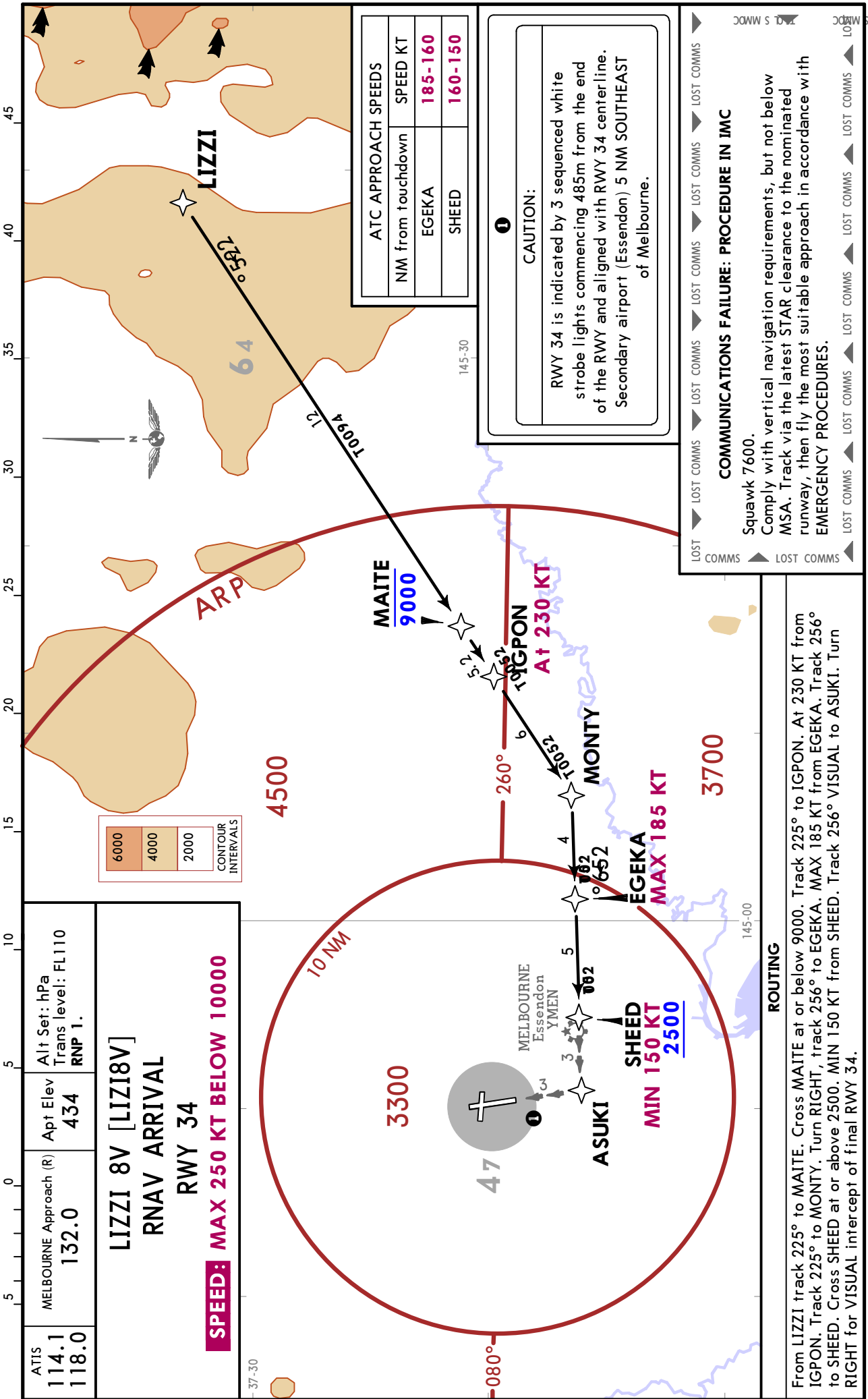
ROUTING	
RWY	From LIZZI track 259° to HORUS. Cross HORUS at or below 9000. Track 260° to ENSEG. At 230 KT from ENSEG. Track 260° to NEFER. Cross NEFER at or below 6000. Turn LEFT, track 249° to BELTA. MAX 185 KT from BELTA. Track via GLS RWY 16 or RNAV-Z (GNSS) RWY 16 or LOC RWY 16.
16	From LIZZI track 225° to MAITE. Cross MAITE at or below 9000. At 230 KT from MAITE. Turn RIGHT, track 251° to VISAS. MAX 185 KT from VISAS. Track via GLS RWY 27 or ILS RWY 27 or RNAV-Z (GNSS) RWY 27 or LOC RWY 27.
27	

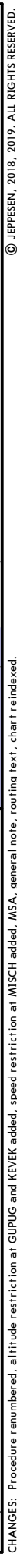
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MELBOURNE INTL

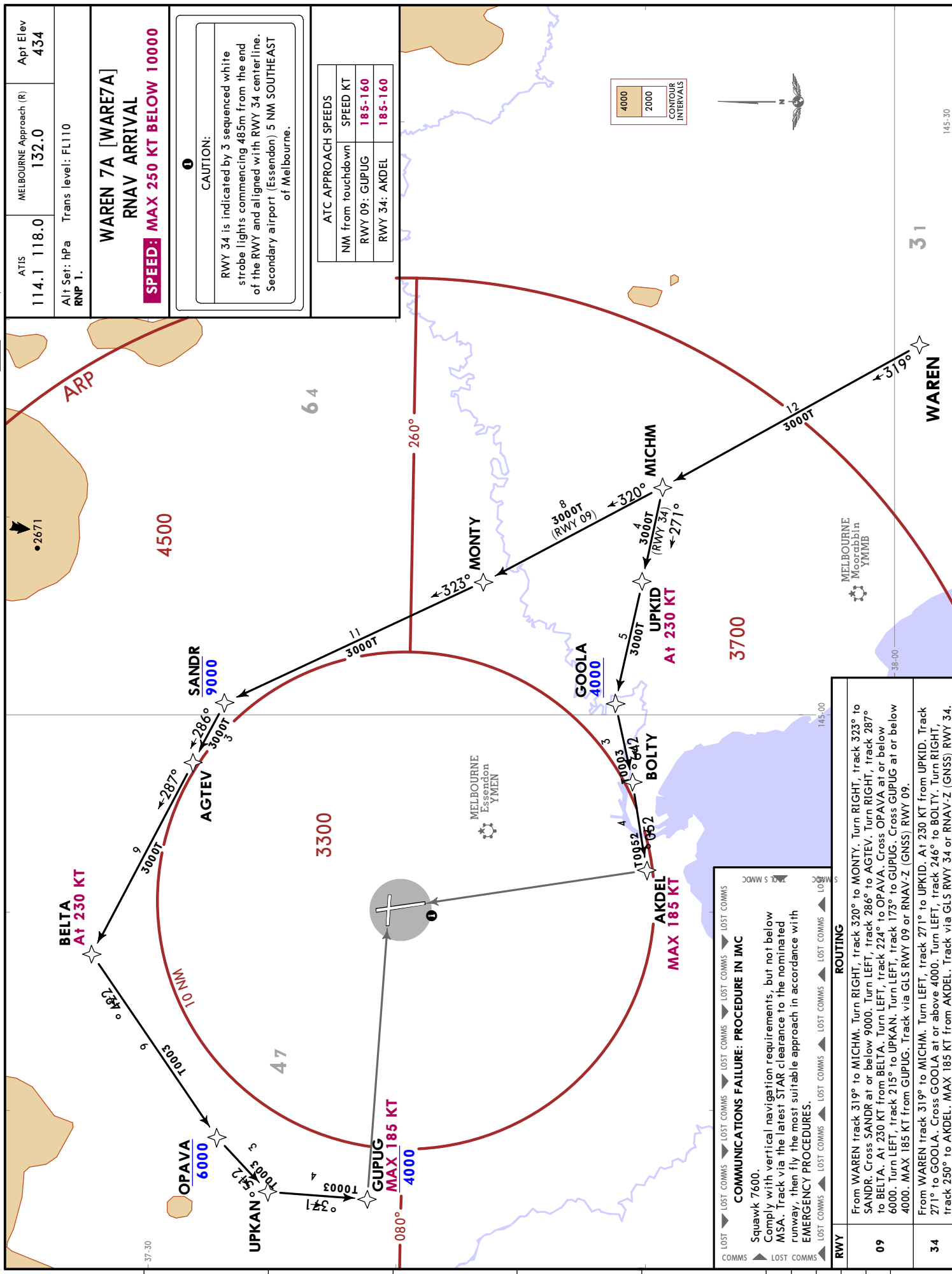
JEPPESSEN
14 JUN 19 20-2G Eff 20 Jun

MELBOURNE, VIC, AUSTRALIA

RNAV STAR









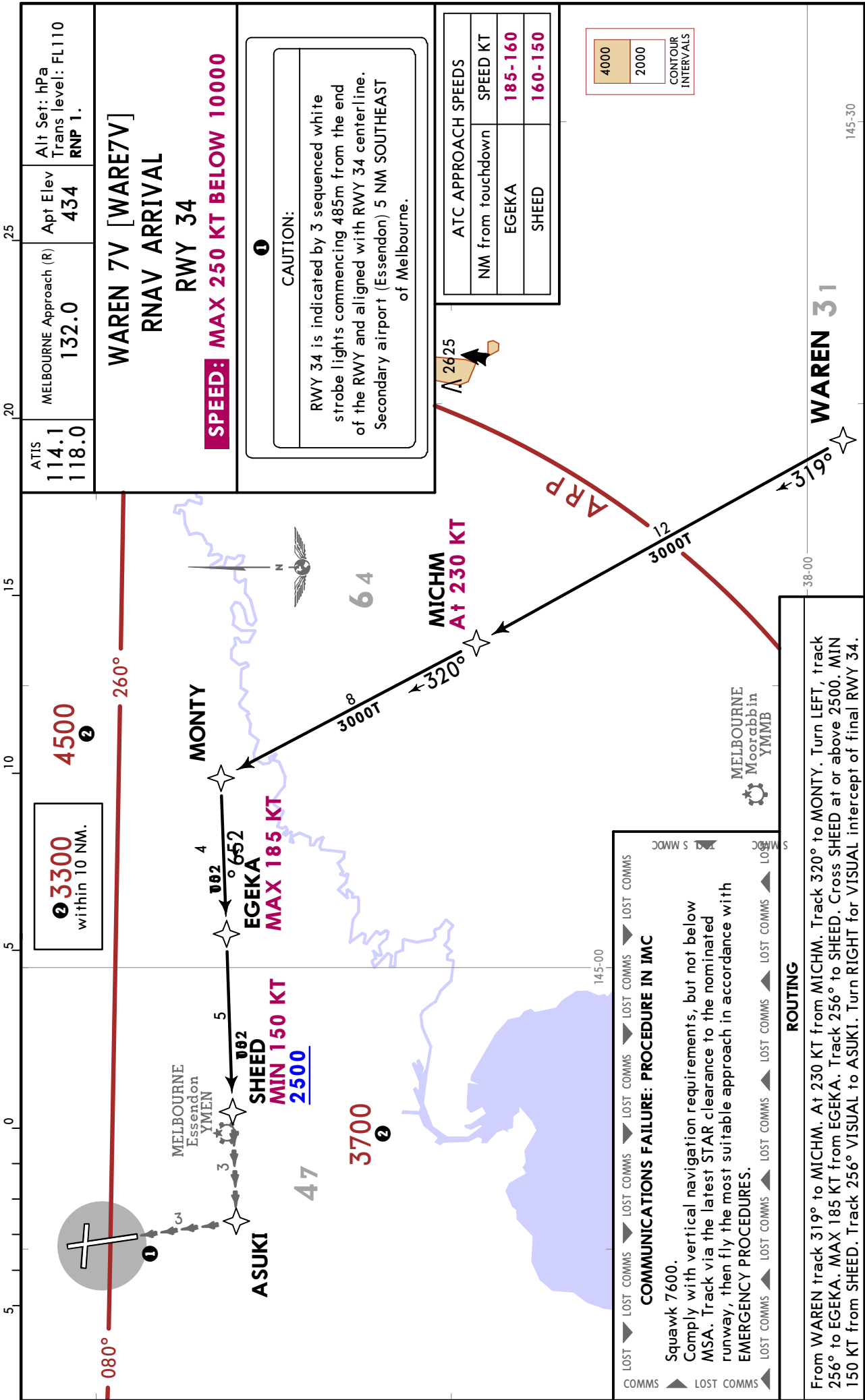
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MELBOURNE INTL

14 JUN 19 (20-2M)

Eff 20 Jun

JEPPESEN MELBOURNE, VIC, AUSTRALIA

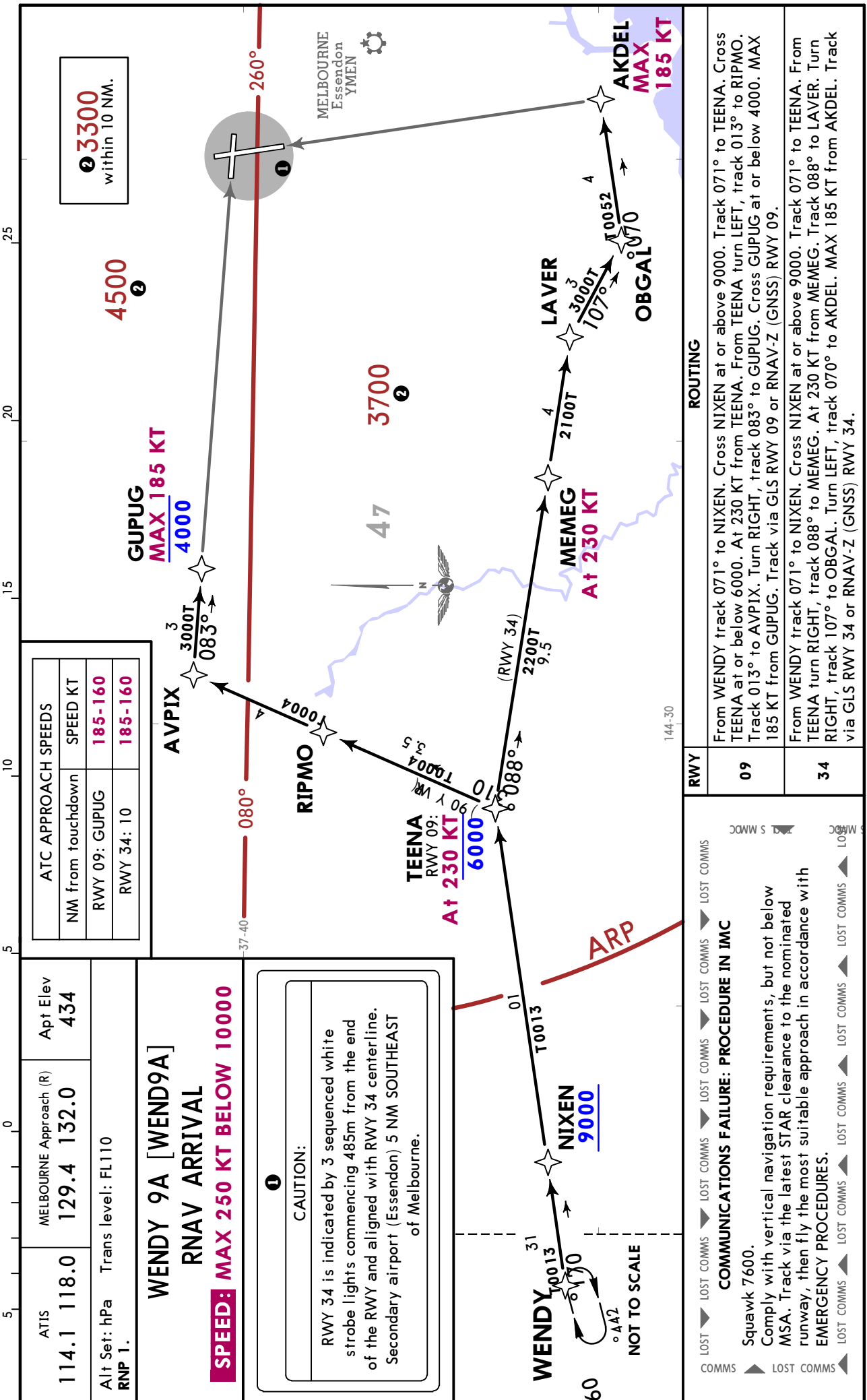
RNAV STAR



YMML/MEL
MELBOURNE INTL

JEPPESSEN
14 JUN 19 (20-2N) Eff 20 Jun

MELBOURNE, VIC, AUSTRALIA
RNAV STAR



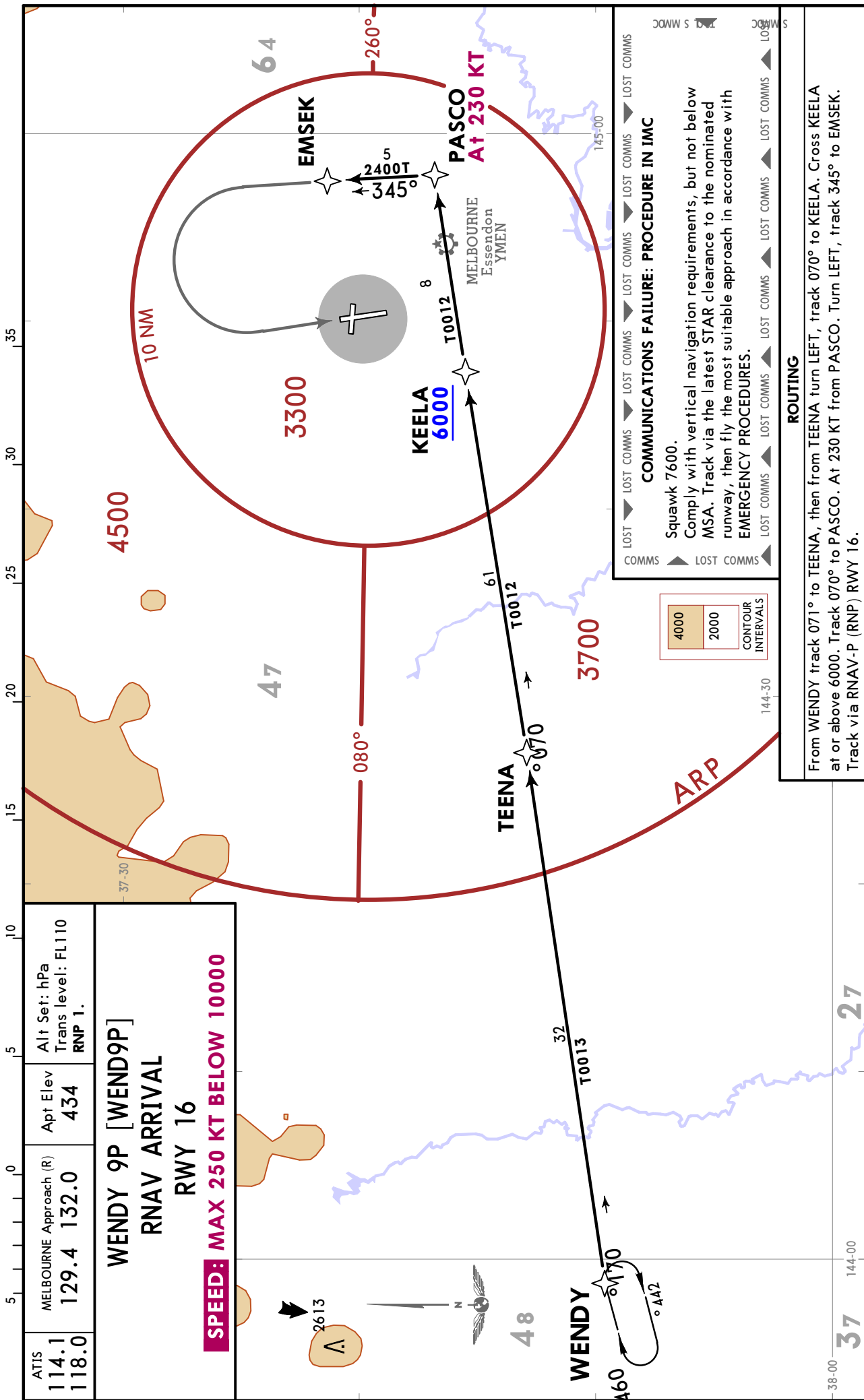


YMML/MEL
MELBOURNE INTL

JEPPesen
14 JUN 19 20-2Q Eff 20 Jun

MELBOURNE, VIC, AUSTRALIA

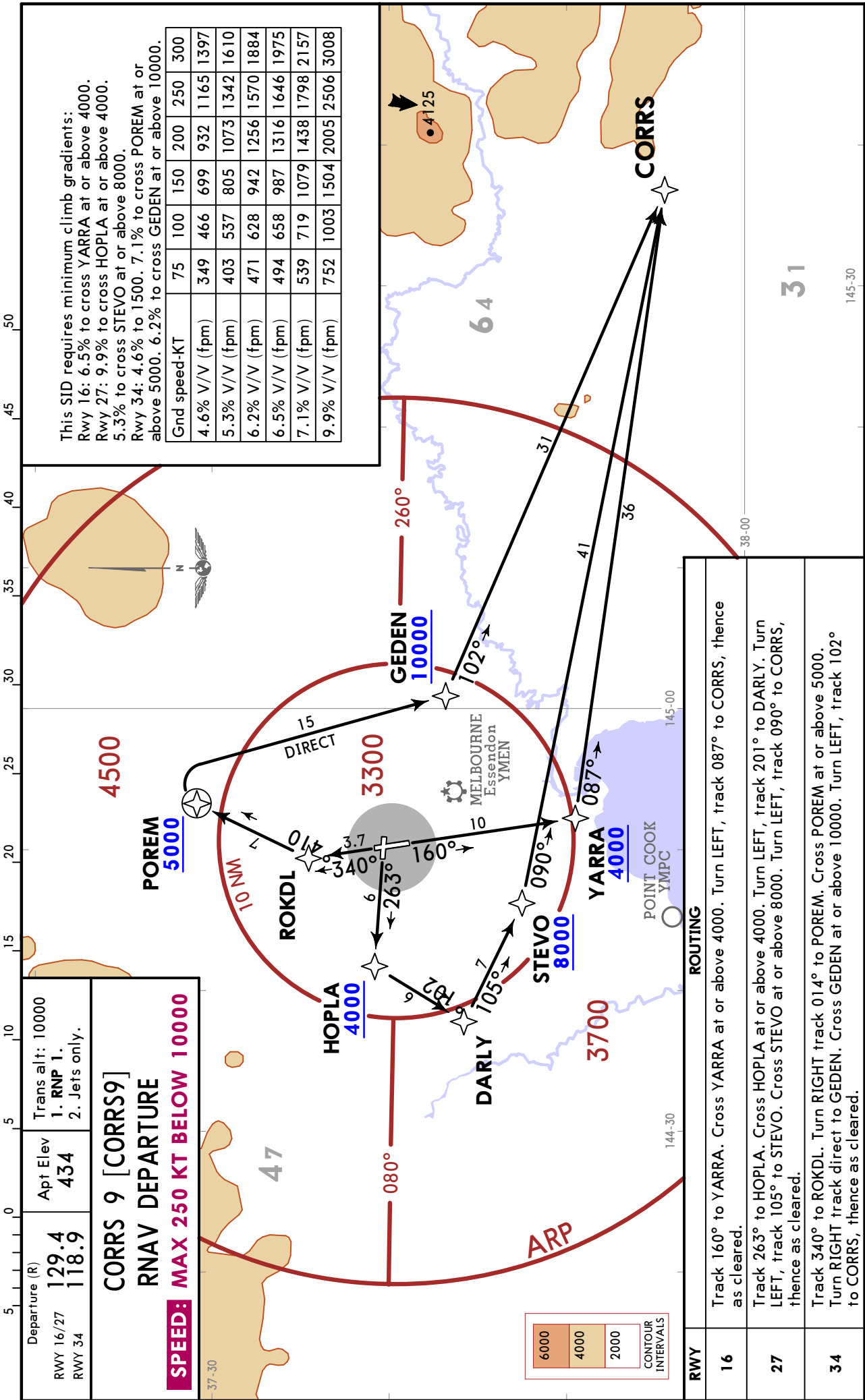
RNAV STAR

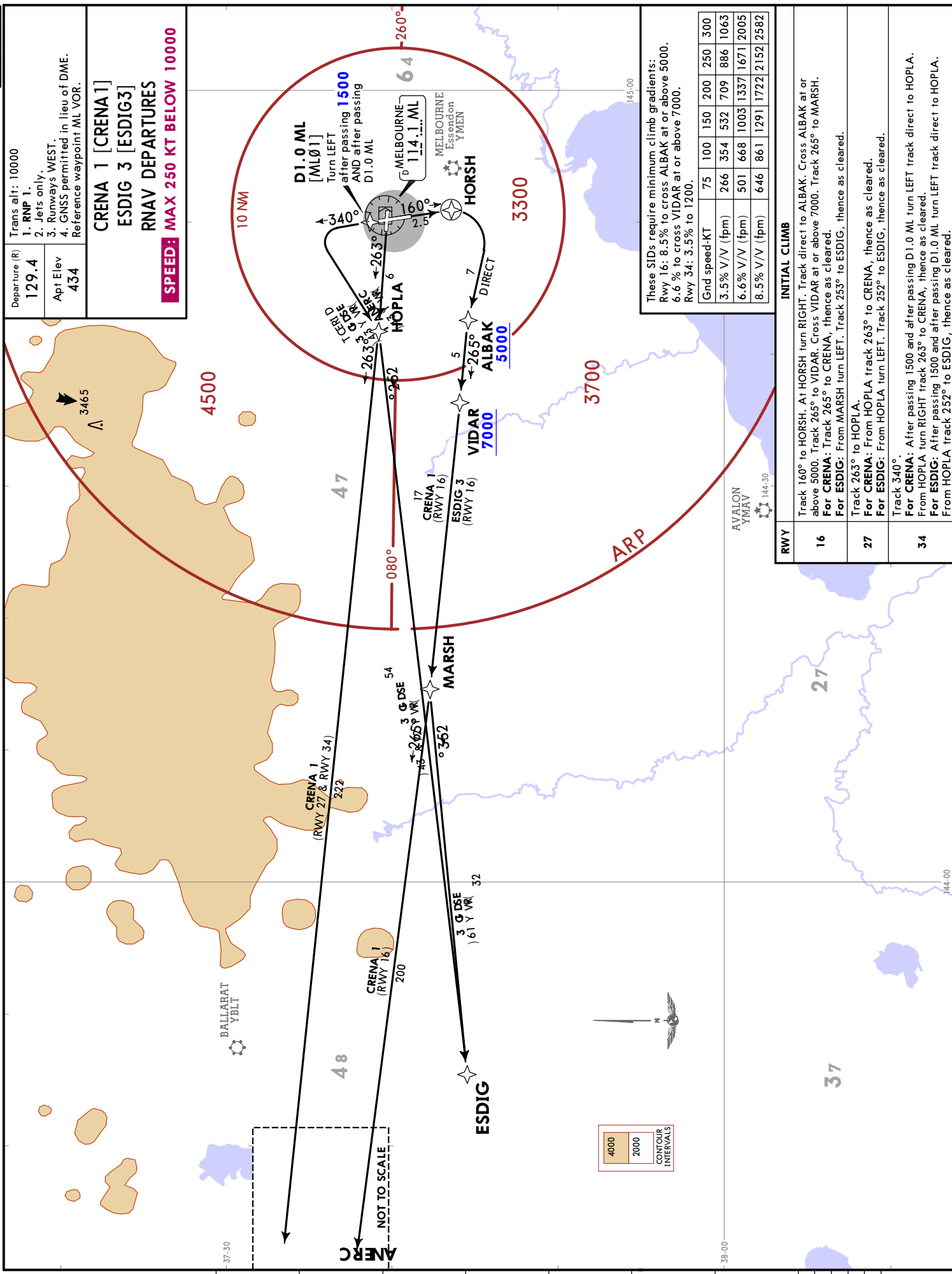


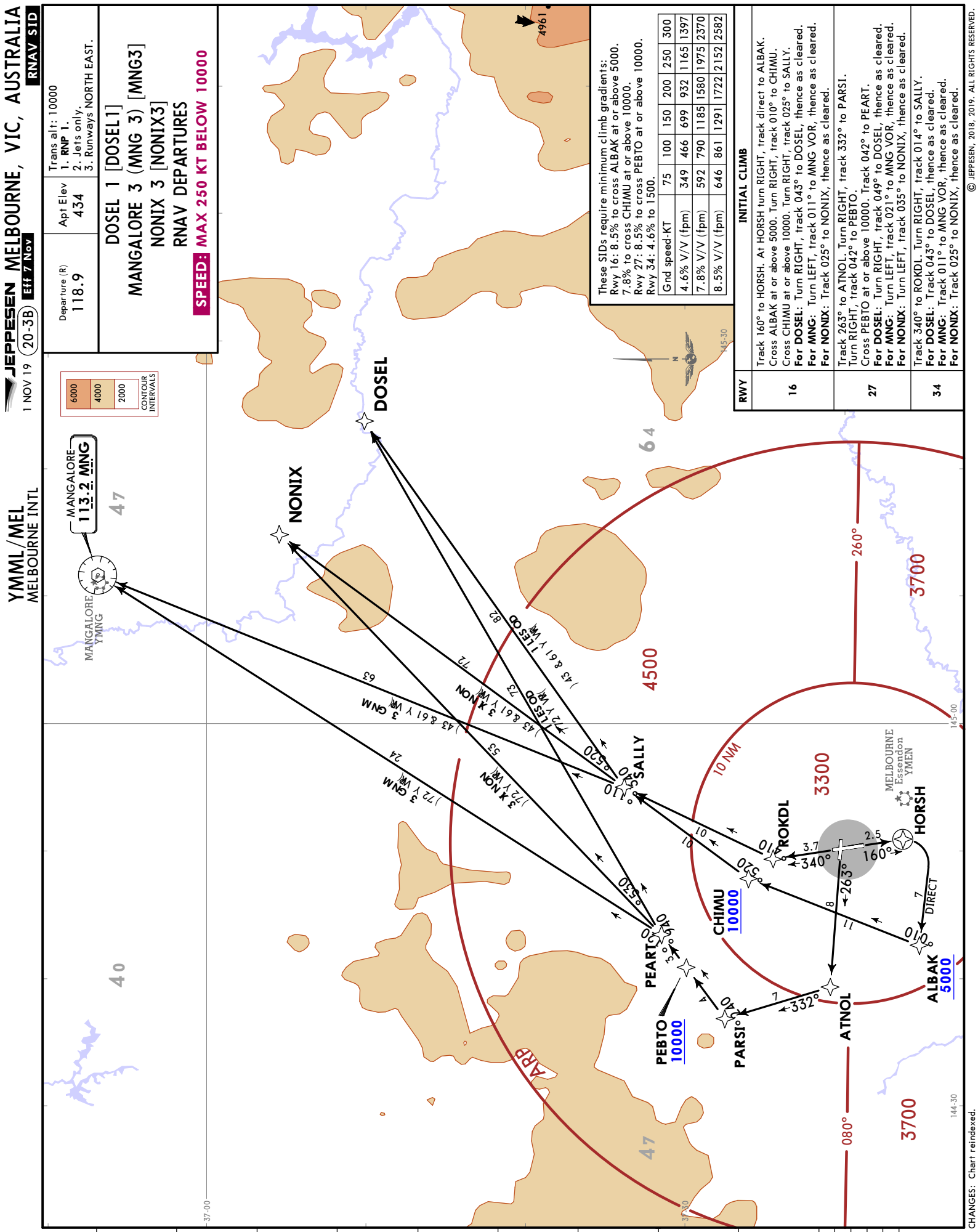
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MELBOURNE INTL

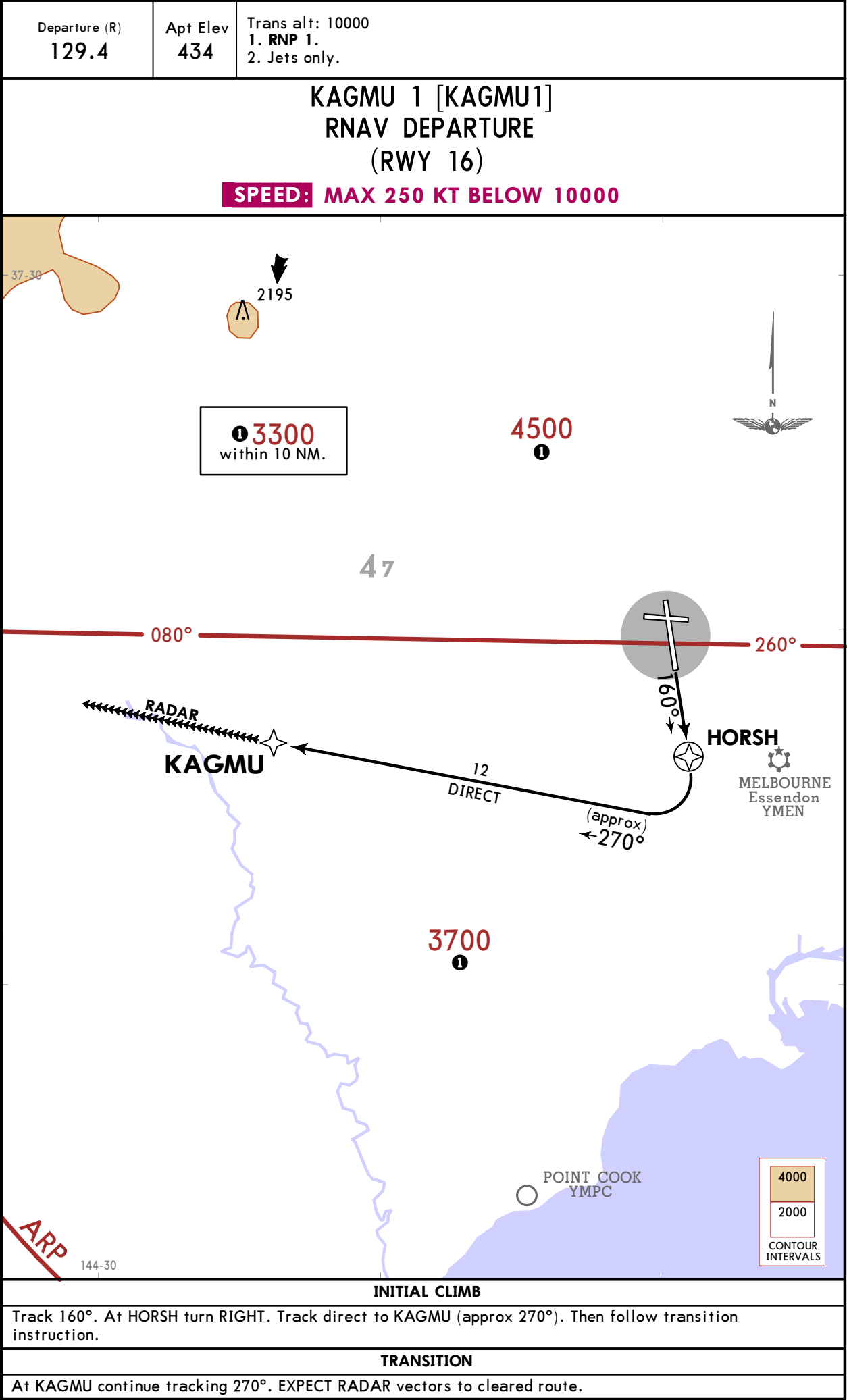
JEPPesen MELBOURNE, VIC, AUSTRALIA
1 NOV 19 20-3 Eff 7 Nov

RNAV SID



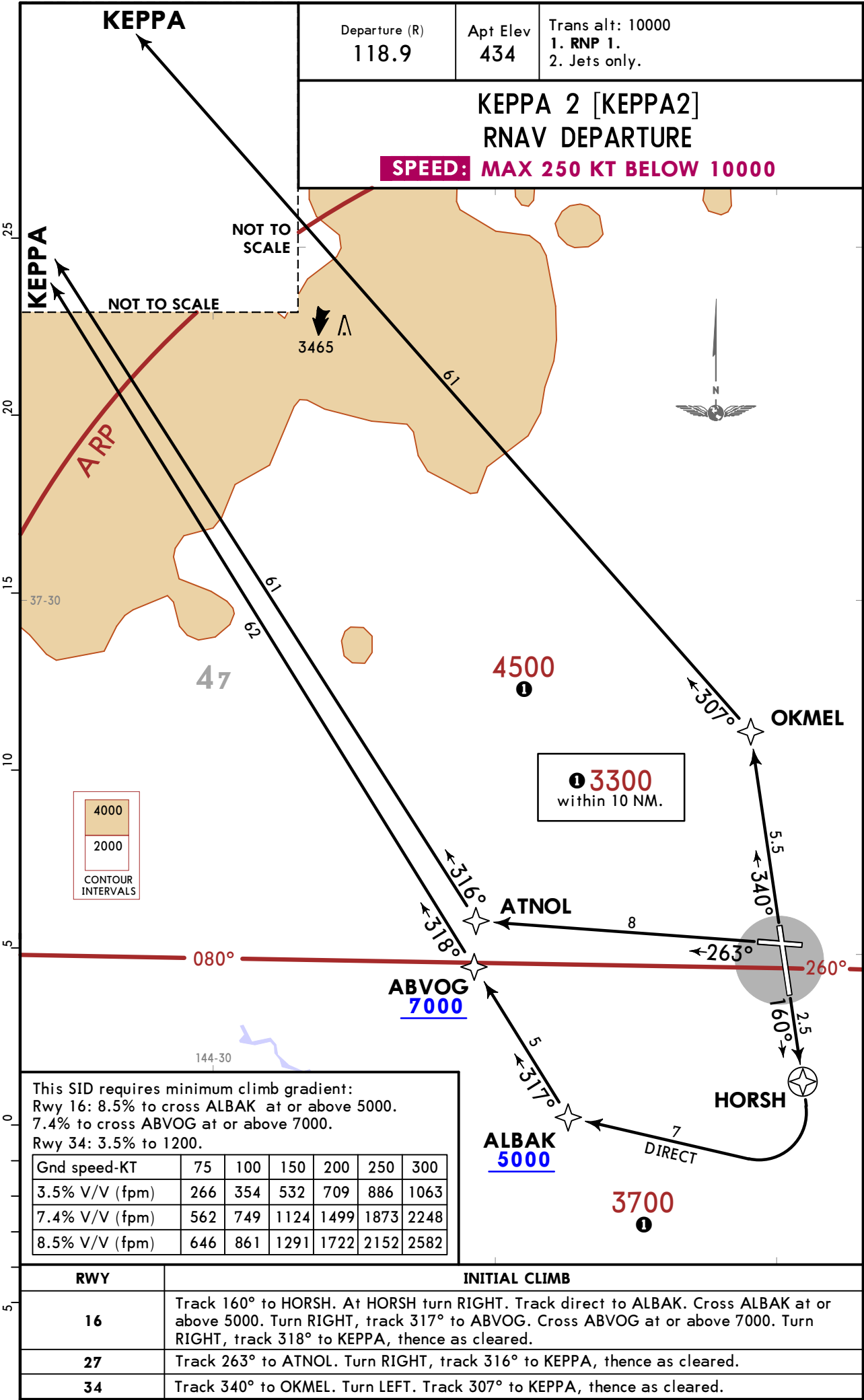






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MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA
14 JUN 19 (20-3D) Eff 20 Jun RNAV SID



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MELBOURNE INTL

JEPPESSEN
15 MAY 20 20-3F Eff 21 May

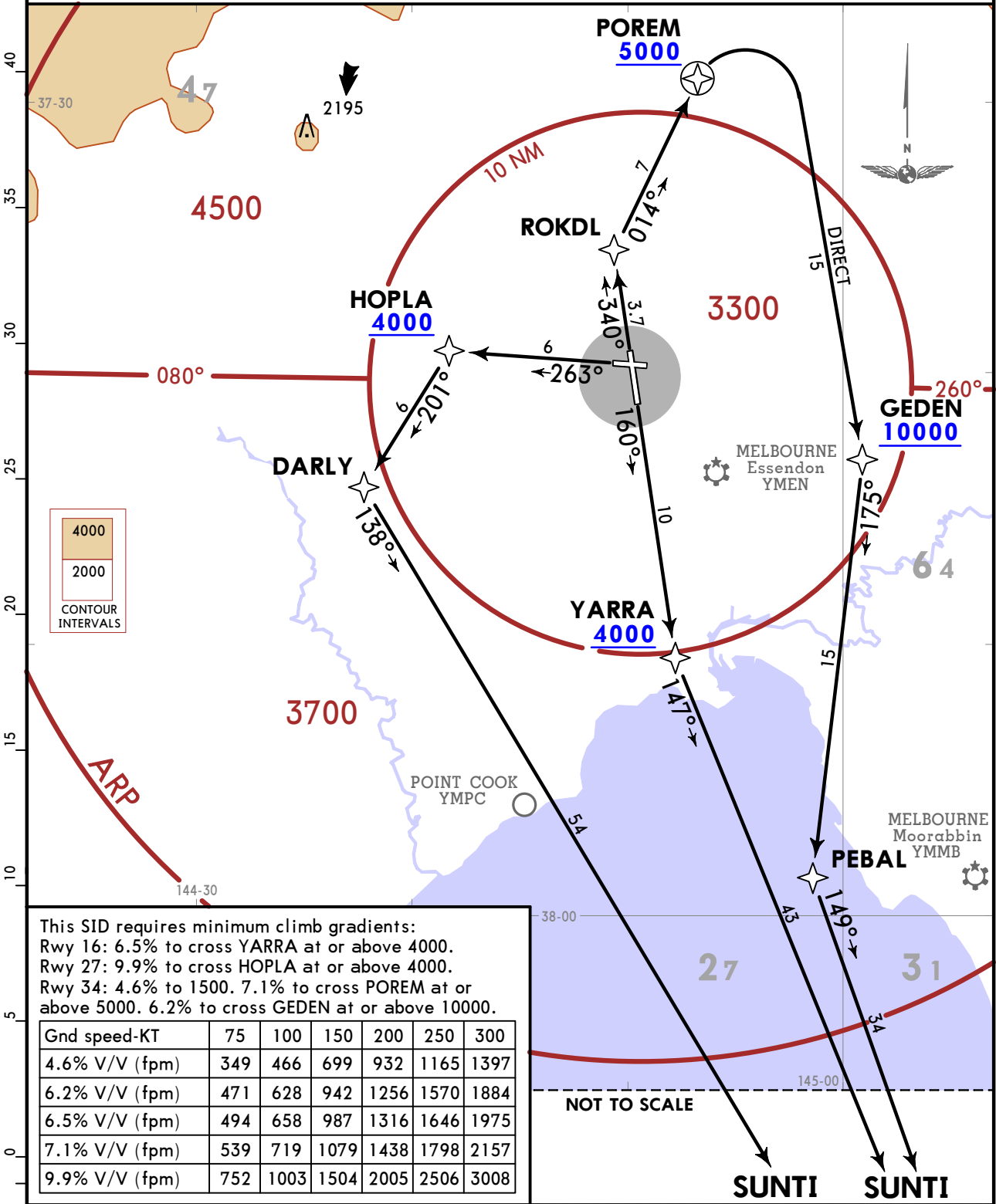
MELBOURNE, VIC, AUSTRALIA

RNAV SID

Departure (R) 129.4 118.9 RWY 34	Apt Elev 434	Trans alt: 10000 1. RNP 1. 2. Jets only.
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SUNTI 3 [SUNTI13]
RNAV DEPARTURE

SPEED: MAX 250 KT BELOW 10000



RWY	INITIAL CLIMB
16	Track 160° to YARRA. Cross YARRA at or above 4000. Turn LEFT, track 147° to SUNTI, thence as cleared.
27	Track 263° to HOPLA. Cross HOPLA at or above 4000. Turn LEFT track 201° to DARLY. Turn LEFT track 138° to SUNTI, thence as cleared.
34	Track 340° to ROKDL. Turn RIGHT, track 014° to POREM. Cross POREM at or above 5000. Turn RIGHT, track direct to GEDEN. Cross GEDEN at or above 10000. Track 175° to PEBAL. Turn LEFT, track 149° to SUNTI, thence as cleared.

CHANGES: None.

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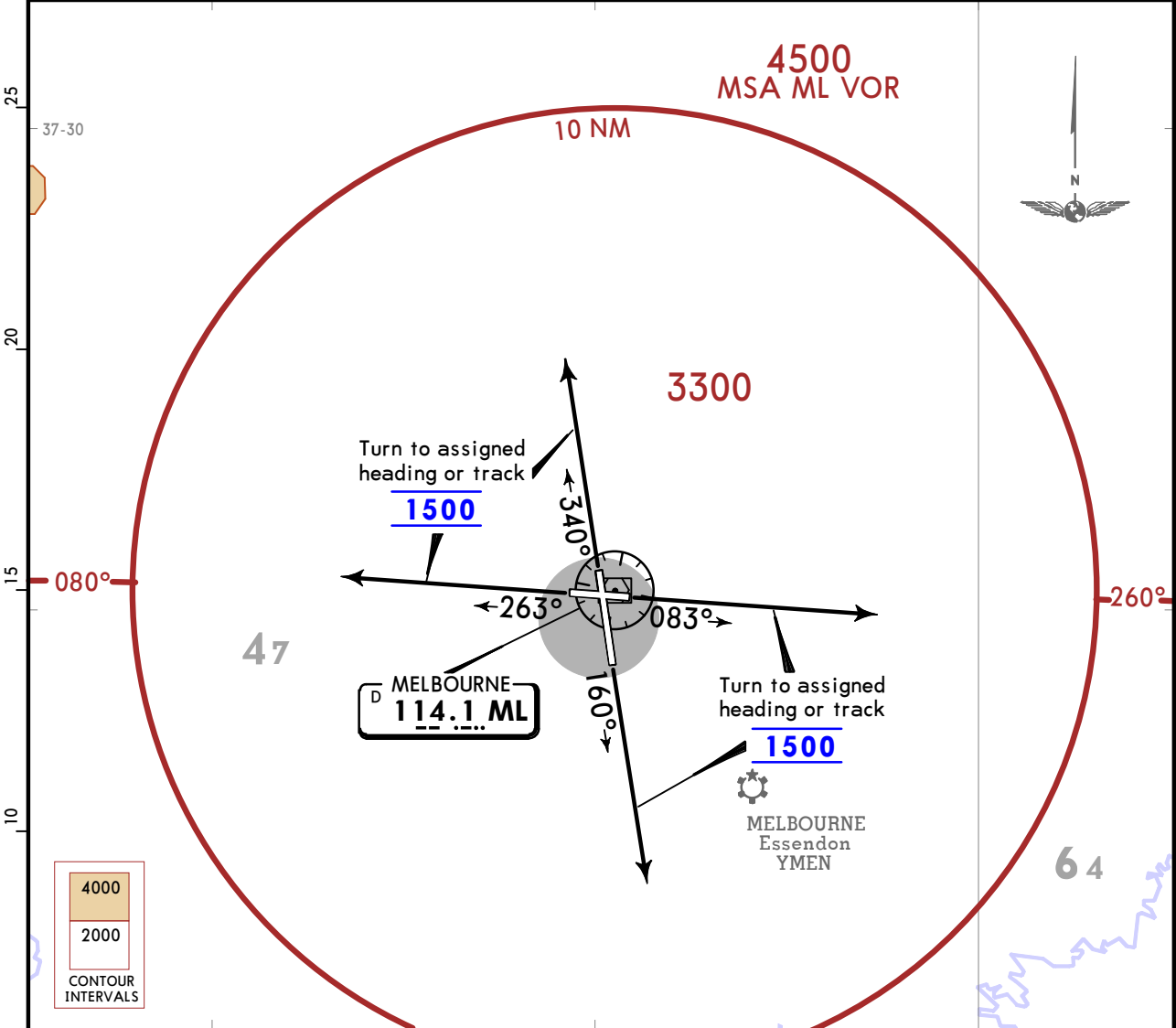
YMML/MEL
MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA
15 MAY 20 (20-3G) Eff 21 May SID

Departure (R)	Apt Elev	Trans alt: 10000
Tracks Northwest, North, Northeast 118.9	434	
Tracks Southwest, South, Southeast 129.4		

MELBOURNE 6 (RADAR) DEPARTURE [ML6]

SPEED: MAX 250 KT BELOW 10000



This SID requires minimum climb gradients:
Rwy 09: 3.3% for obstacles. 4.8% to 3000 to remain in controlled airspace.
Rwy 16: 3.3% for obstacles. 5.5% to 5000 to remain in controlled airspace.
Rwy 27: 3.3% for obstacles. 5.0% to 4000 to remain in controlled airspace.
Rwy 34: 3.5% to 1200, then 3.3% for obstacles. 5.4% to 3500 to remain in controlled airspace.

Gnd speed-KT	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
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.4% V/V (fpm)	410	547	820	1094	1367	1641
5.5% V/V (fpm)	418	557	835	1114	1392	1671

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.

RWY	INITIAL CLIMB
09	Track 083°. At 1500 turn to assigned heading or track.
16	Track 160°. At 1500 turn to assigned heading or track.
27	Track 263°. At 1500 turn to assigned heading or track.
34	Track 340°. At 1500 turn to assigned heading or track.

YMMML/MEL



1 NOV 19
Eff 7 Nov

(20-4)

MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL

NOISE

NOISE ABATEMENT PROCEDURES

SUMMER (Oct-Mar): Local Time minus 11 HOURS = UTC
WINTER: Local Time minus 10 HOURS = UTC

1. PREFERRED RUNWAY MODES (applicable to all aircraft)

1.1. a) 0600 - 2300 hours local time

RUNWAY MODE			
PRIORITY	LANDING	TAKE-OFF	NOTES
1 (equal)	Runway 16	Runway 27	See Note 1
1 (equal)	Runway 27	Runway 27 & 34	See Note 2
2	Runway 09	Runway 16	See Note 7
3	Runway 27	Runway 27	
4	Runway 34 or 16	Runway 34 or 16	
5	Runway 09	Runway 09	See Note 3

b) 0600 - 2300 hours 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 hours 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:

- Runway 16 take-off permitted for South and East bound routes, subject to traffic by:
 - propeller-driven aircraft, the noise emissions from which do not exceed 90 EPNdB (e.g.: DHC8, SF34); or
 - jet aircraft up to B737/A320 size, but only when there is a significant ground delay for a departure from Runway 27.
 - Runway 34 landing is permitted, subject to traffic, for arrivals via the PORTS STAR through South-West to the WENDY STAR.
 - 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.
 - High capacity modes may be used during peak arrival periods when significant airborne delays would otherwise occur.
 - 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.
 - Runway 34 landing is permitted, subject to traffic, for arrivals via the WENDY STAR.
 - Not available between 2300-0600 local time.
- 1.2. Between the hours of 2300 and 0600 local time, jet aircraft departing Runway 16 must use the full runway length.
- 1.3. Jet noise abatement climb procedures apply for Runways 16 and 09.

2. PREFERRED FLIGHT PATHS

- The minimum height over densely populated areas is:
 - Jet aircraft 5000' AGL;
 - Non-jet aircraft 3000' AGL;
except where impractical in the normal course of operation to and from the airport runways.
- ATC shall normally process IFR departing aircraft via Standard Instrument Departures. When a departing aircraft is not following a procedureal SID, ATC shall process the aircraft via flight paths that approximate relevant SID tracks, where possible, and in compliance with para 2.1.

YMML/MEL



20-4A

MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL

NOISE

NOISE ABATEMENT PROCEDURES

- 2.3. IFR arriving aircraft must be processed via STAR tracks (where available), although aircraft may be radar vectored from STAR down-wind or base leg to final approach. Otherwise, STAR tracking may only be varied if essential for sequencing or separation. Non-STAR tracking must comply with para 2.1.
- 2.4. When Runway 16 is in use:
Aircraft for left base will be tracked via:
- I. STAR track via BELTA; or
 - II. Visual track for left base to ROKDL; provided that
 - a) Aircraft must not be track shortened prior to HORUS waypoint (D20.0 ML) from the LIZZI STAR or VALES waypoint (D30.0 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 6000' MSL whenever practicable.
- 2.5. When Runway 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 time only, may be RADAR VECTORED to be established on runway centerline not closer than D5.0 ML (3.5 NM from touchdown).
- 2.6. Between the hours of 2300 and 0600 local time, aircraft from the South-East must not proceed West of the ONAGI-MONTY track until MONTY, except that aircraft requiring to land on Runway 09 or 34 may proceed via the PORTS STAR.

3. TRAINING FLIGHTS

- a. All aircraft planning practice instrument approaches (available 2000-1300 UTC), survey or airwork within the Melbourne Terminal Airspace require prior ATC approval.
- b. For training and airwork, 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.
- c. Training circuits are not permitted.

YMML/MEL


JEPPESSEN MELBOURNE, VIC, AUSTRALIA
 27 DEC 19 **20-8** MELBOURNE INTL

RUNWAY MAINTENANCE TO RUNWAY 16/34 AND RUNWAY 09/27 (MOWP 04/19)

The project is expected to commence July 2019 and take approximately twelve months period to complete unless otherwise amended or extended. The actual date and time of commencement of the work will be notified by a Local works plan and/or an Operations Advice and associated NOTAM.

Hours of Works

During Stage 1, 2 and 3, works will be conducted predominately between the hours of 00:00 local time and 06:00 local time however Runway 09/27 may be closed during day light hours from 0930 local time to 1600 local time or other hours as agreed by Melbourne Airport.

Confirmation of times will be advised by a Local Works Plan and NOTAM.

Please note:

Stage 2, if the wind dictates the essential use of Runway 16 the works hours may be amended or works cancelled. This will occur after consultation with ATC, Senior Airside Safety Officer (Car 2) and the Method of Works Safety Coordinator.

Stage 3 & 4, if the wind dictates the essential use of Runway 16/34 the works hours may be amended or works cancelled. This will occur after consultation with ATC, Senior Airside Safety Officer (Car 2) and the Method of Works Safety Coordinator.

Operational and aircraft restrictions

Stage 1

Runway 09/27 will be closed between:

- The threshold of Runway 27 and 167' (51 m) east of Taxiway Alpha.
- 167' (51 m) west of Taxiway Alpha to a point 254' (77.5 m) east of Runway 16/34 centerline.
- 254' (77.5 m) west of Runway 16/34 centerline to the Runway End of Runway 27.

During this stage of Works the following Taxiways will not be available:

- Taxiway Echo west of Runway 16/34;
- Taxiway Mike;
- Taxiway November;
- Taxiway Quebec from the taxiway intersection marking north of taxiway Echo to Stopbar located at 353' (107.5 m) south of Runway 09/27;
- Taxiway Papa from the taxiway intersection marking north of Taxiway Echo to Stopbar located at 353' (107.5 m) south of Runway 09/27.

Please note:

- Works within the runway strip will be subject to CASA approval;
- Runway 16/34 will be available;
- Works on this stage will only be undertaken when the prevailing wind conditions do not dictate the essential use of Runway 09/27.

Stage 2

Runway 09/27 will be closed between:

- The threshold of Runway 27 and 167' (51 m) east of Taxiway Alpha.
- 167' (51 m) west of Taxiway Alpha to a point 254' (77.5 m) east of Runway 16/34 centerline.
- 254' (77.5 m) west of Runway 16/34 centerline to the runway end of Runway 27.

During this stage of Works the following Taxiways will not be available:

- Taxiway Echo west of Runway 16/34;
- Taxiway Mike;
- Taxiway November;
- Taxiway Quebec from the taxiway intersection marking north of Taxiway Echo to Stopbar located at 353' (107.5 m) south of Runway 09/27;
- Taxiway Papa from the taxiway intersection marking north of Taxiway Echo to Stopbar located at 353' (107.5 m) south of Runway 09/27;
- Taxiway Alpha from the taxiway intersection marking north of Taxiway Echo to intersection marking south of the Taxiway Bravo Runup bay;
- Taxiway Charlie;
- Engine Ground running at Taxiway Bravo will not be available except by prior arrangements with the Senior Airside Safety Officer (Car 2).

Due to Taxiway Alpha (north of Taxiway Echo) being closed, aircraft requiring a full length takeoff for Runway 16 must enter Runway 16/34 via Taxiway Echo and backtrack using Taxiway Bravo for turnaround. Similarly, aircraft that pass Taxiway Echo during the Runway 34 landing roll must back track Runway 16/34 using Taxiway Bravo for turnaround.

Please note:

- Works within the runway strip will be subject to CASA approval;
- Runway 16/34 will be available;
- Works on this stage will only be undertaken when the prevailing wind conditions do not dictate the essential use of Runway 09/27.

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 **JEPPESSEN MELBOURNE, VIC, AUSTRALIA**
27 DEC 19 **(20-8A)** MELBOURNE INTL

**RUNWAY MAINTENANCE TO RUNWAY 16/34
AND RUNWAY 09/27 (contd.)
(MOWP 04/19)**

Stage 3

Runway 16/34 will be closed between:

- The threshold of Runway 16 to a point 254' (77.5 m) north of Runway 09/27 centerline.
- 254' (77.5 m) south of Runway 09/27 centerline to 167' (51 m) north of Taxiway Echo centerline.
- 167' (51 m) south of Taxiway Echo centerline to the Runway End of Runway 16.

During this stage of Works the following Taxiways will not be available:

- Taxiway Bravo;
- Taxiway Charlie;
- Taxiway Kilo;
- Taxiway Alpha north of Runway 09/27;
- RET Foxtrot exit from Runway 16/34 to a point of 167' (51 m) west of Taxiway Victor;
- RET Golf exit from Runway 16/34 to a point of 167' (51 m) west of Taxiway Victor;
- Taxiway Juliet from Runway 16/34 to 167' (51 m) west of Taxiway Victor;
- Engine Ground running at Taxiway Bravo and Taxiway Kilo will not be available except by prior arrangements with the Senior Airside Safety Officer (Car 2).

Stage 4

Runway 16/34 will be closed between:

- The threshold of Runway 16 to a point 254' (77.5 m) north of Runway 09/27 centerline.
- 38' (11.5 m) south of Runway 09/27 centerline to 167' (51 m) north of Taxiway Echo centerline.
- 167' (51 m) south of Taxiway Echo centerline to the Runway End of Runway 16.

During this stage of Works the following Taxiways will not be available:

- Taxiway Charlie;
- RET Foxtrot exit from Runway 16/34 to a point of 167' (51 m) west of Taxiway Victor;
- RET Golf exit from Runway 16/34 to a point of 167' (51 m) west of Taxiway Victor;
- Taxiway Juliet from Runway 16/34 to 167' (51 m) west of Taxiway Victor;
- Engine Ground running at Taxiway Bravo and Taxiway Kilo is available during these works.

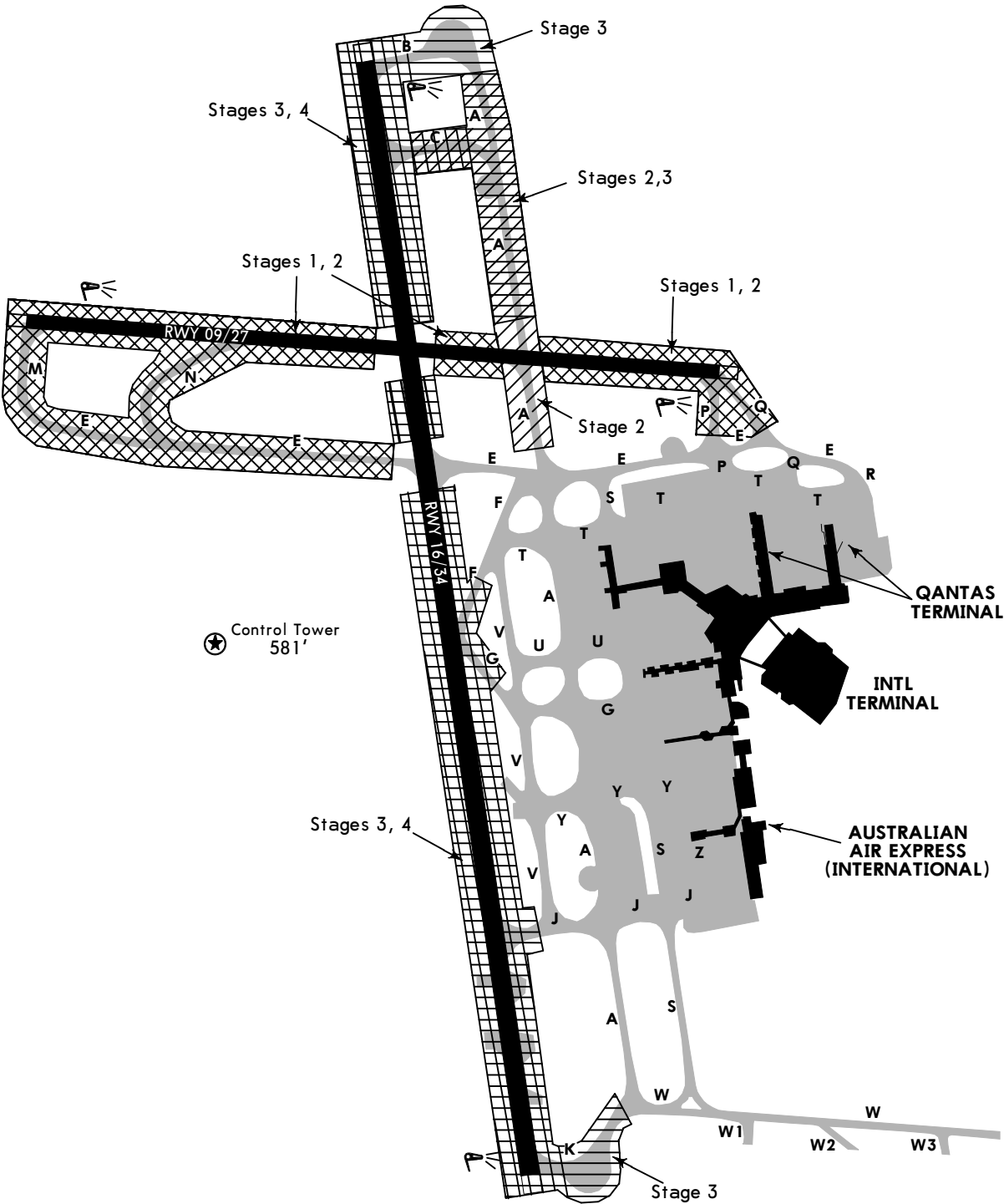
Please note:

- Works within the runway strip will be subject to CASA approval;
- Runway 09/27 will be available;
- A decision will be made by the Senior Airside Safety Officer (Car 2) in conjunction with Air Traffic Control at night if night works are to go ahead or need to be rescheduled;
- Any changes to stated work hours will be communicated via an SMS message from the Airport Coordination Centre (ACC) to the relevant airlines and people that may be affected by these works;
- Works on this stage will only be undertaken when the prevailing wind conditions do not dictate the essential use of Runway 16/34.

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JEPPesen MELBOURNE, VIC, AUSTRALIA
27 DEC 19 (20-8B) MELBOURNE INTL

**RUNWAY MAINTENANCE TO RUNWAY 16/34
AND RUNWAY 09/27 (contd.)
(MOWP 04/19)**



Legend

 works area

YMML/MEL

JEPPesen MELBOURNE, VIC, AUSTRALIA
27 DEC 19 (20-8C) MELBOURNE INTL

SLAB RECTIFICATION WORKS (MOWP 2018/2)

WORK INFORMATION

This chart has been produced to allow planned works to be undertaken as part of Southern Apron Slab Rectification Works. The planned works will include the removal and replacement of various slabs within the various stages.

The actual date and time of commencement of the work will be notified by a Local Work Plan and/or an Operations Advice and associated NOTAM which will be issued before the commencement of each stage of works.

OPERATIONAL AND AIRCRAFT RESTRICTIONS

Stage 1

Bay H2 and H2A will not be available to aircraft operations.

Bays impacted: H2 & H2A.

Tow Bar Disconnect Point: NIL impact.

Note: During this stage of works the Taxiway J centerline will be relocated 45' (13.7m) north to facilitate these works.

Taxilane centerline lighting will not be available.

Stage 2

Bay H3 and H3A will not be available to aircraft operations.

Bays impacted: H3 & H3A.

Tow Bar Disconnect Point: NIL impact.

Note: During this stage of works the Taxiway J centerline will be relocated 45' (13.7m) north to facilitate these works.

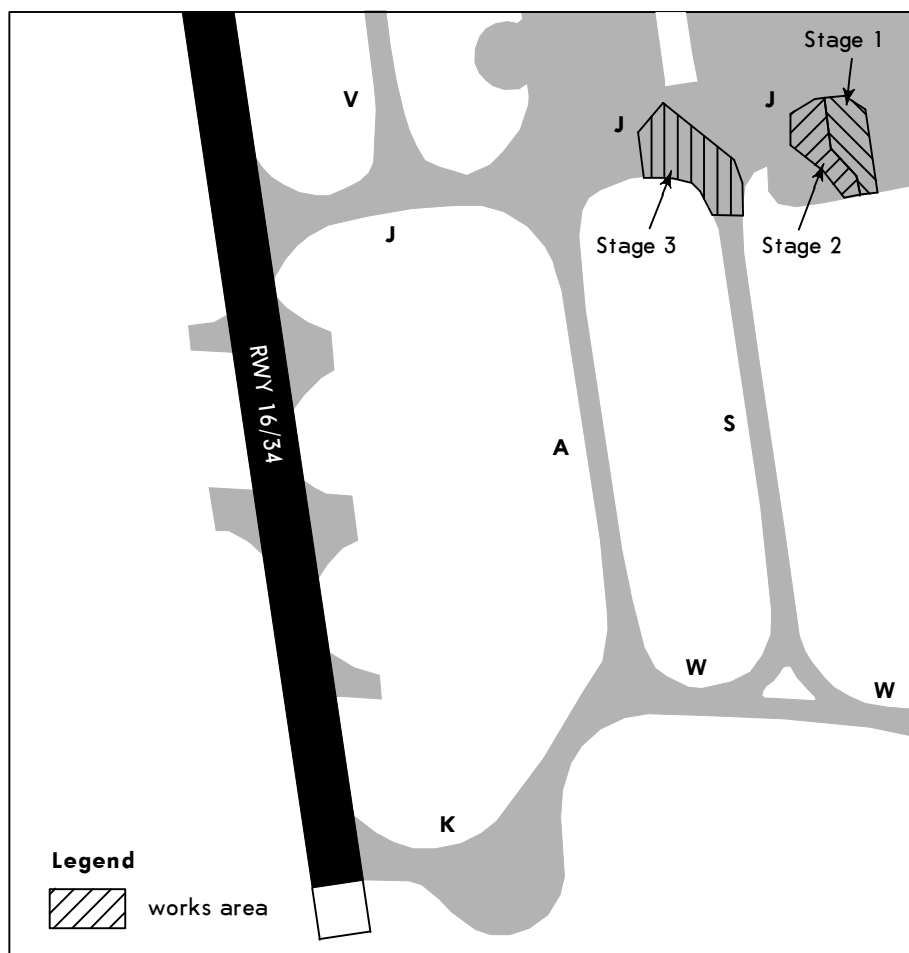
Taxilane centerline lighting will not be available.

Stage 3

The intersection of Taxiway S and Taxiway J is not available resulting in:

- Taxiway S between Taxiway J and Taxiway W not available;
- Taxiway J between Taxiway A and Taxiway S not available;
- Bays impacted: NIL.

Tow Bar Disconnect Points S13, S12, J1, J2 will not be available.



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 **JEPPESSEN MELBOURNE, VIC, AUSTRALIA**
27 DEC 19 (20-8D) MELBOURNE INTL

FOXTROT APRON WORKS (MOWP 2017/4)

WORK INFORMATION

This chart has been produced to allow planned works to be undertaken as part of Foxtrot Apron works. The planned works will include the construction of pavement slabs, lighting, drainage and fuel hydrants within the various stages.

The works will commence in January 2018 and will take approximately 10 months to complete.

The expiration of the MOWP has been extended to December 2020 to allow for coverage of the defect period.

The actual date and time of commencement of the work will be notified by a Local Works Plan and/or an Operations Advice and associated NOTAM which will be issued before the commencement of each Stage of works.

OPERATIONAL AND AIRCRAFT RESTRICTIONS

Stage 1

Taxiway Sierra between Taxiway Golf and Taxiway Yankee will not be available to aircraft operations.

Bays impacted: NIL.

Tow Bar Disconnect Points S9 & S10 will be removed permanently.

Note: Taxiway Sierra between Taxiway Golf and Taxiway Yankee will be closed permanently.

Stage 2

Taxiway Sierra between Taxiway Golf and Bay F22 will not be available to aircraft operations.

Bays impacted: NIL.

Tow Bar Disconnect Points S9 & S10 will be removed permanently.

Note: Taxiway Sierra between Taxiway Golf and Taxiway Yankee will be closed permanently.

Stage 3

Taxiway Sierra between Taxiway Golf and Taxiway Yankee will not be available to aircraft operations.

Taxiway Yankee between Taxiway Sierra and Taxiway Alpha will not be available to aircraft with a wingspan greater than 118' (36m).

Tow Bar Disconnect Points S9 & S10 will be removed permanently.

Note: Aircraft with a wingspan greater than 118' (36m) will be required to push back tail south of Taxiway Juliet.

Stage 4

Taxiway Sierra between Taxiway Golf and Taxiway Yankee will not be available to aircraft operations.

Taxiway Yankee between Bay F26G and Taxiway Sierra will not be available to aircraft operations.

Bays impacted: NIL.

Tow Bar Disconnect Points Y1, Y2 & S9, S10, S11, S12 will not be available.

Note: During this stage of works, all aircraft not conducting an Apron pushback on Taxilane Yankee will need to push back tail south of Taxiway Juliet.

Stage 5

The following Bays will be closed: F26, F26A, F26B, F26C, F26D, F26E, F26F, F26G, F26H.

Tow Bar Disconnect Point: NIL.

Stage 6

The following Bays will be closed: F25, F25A, F25B, F25C, F25D, F25E, F25F, F25G, F25H.

Tow Bar Disconnect Point: NIL.

Stage 7

The works area will be surveyed and marked as per the attached plan. Taxiway Yankee between Taxiway Sierra and Taxiway Alpha will not be available to aircraft with a wingspan greater than 118' (36m).

Bays impacted: F26, F26B, F26G, F26H.

Tow Bar Disconnect Points Y1 & Y2 will not be available for aircraft with wingspan greater than 118' (36m).

Note: Aircraft with a wingspan greater than 118' (36m) will be required to push back tail south of Taxiway Juliet.

Stage 8

Taxiway Golf between Bay F25G and Taxiway Sierra will not be available to aircraft operations.

Bays impacted: NIL.

Tow Bar Disconnect Points G1 & G2 will not be available.

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MELBOURNE INTL

27 DEC 19 (20-8E)

FOXTROT APRON WORKS (contd.)
(MOWP 2017/4)
Stage 9

Taxiway Golf between Bay F25G and Taxiway Sierra will not be available to aircraft operations.

Taxiway lead in/out line to Taxilane Golf from Taxiway Sierra south bound will be realigned 108' (33m) to maintain a 143' (43.5m) (code E) clearance from works area. Taxiway center line lighting will be unavailable. Blue edge lighting will be available

Bays impacted: E8A and E10 will be unavailable.

Tow Bar Disconnect Points G1, G2 & S8, S9, S10 will not be available.

Note: During this stage of works, all aircraft not conducting an Apron pushback on Taxilane Golf will need to push back tail west of international Bay D14.

Stage 10

Works will be conducted in the grassed area east of Taxiway Alpha between Taxiway Uniform and Taxiway Golf.

Note: No operational impact.

Stage 11

Taxiway Uniform between Taxiway Alpha and Taxiway Sierra will not be available.

Bay D14 & D14A will be available for aircraft operations.

Stage 12

Taxiway Sierra between Taxiway Uniform and Taxiway Golf will not be available.

Bays impacted: NIL.

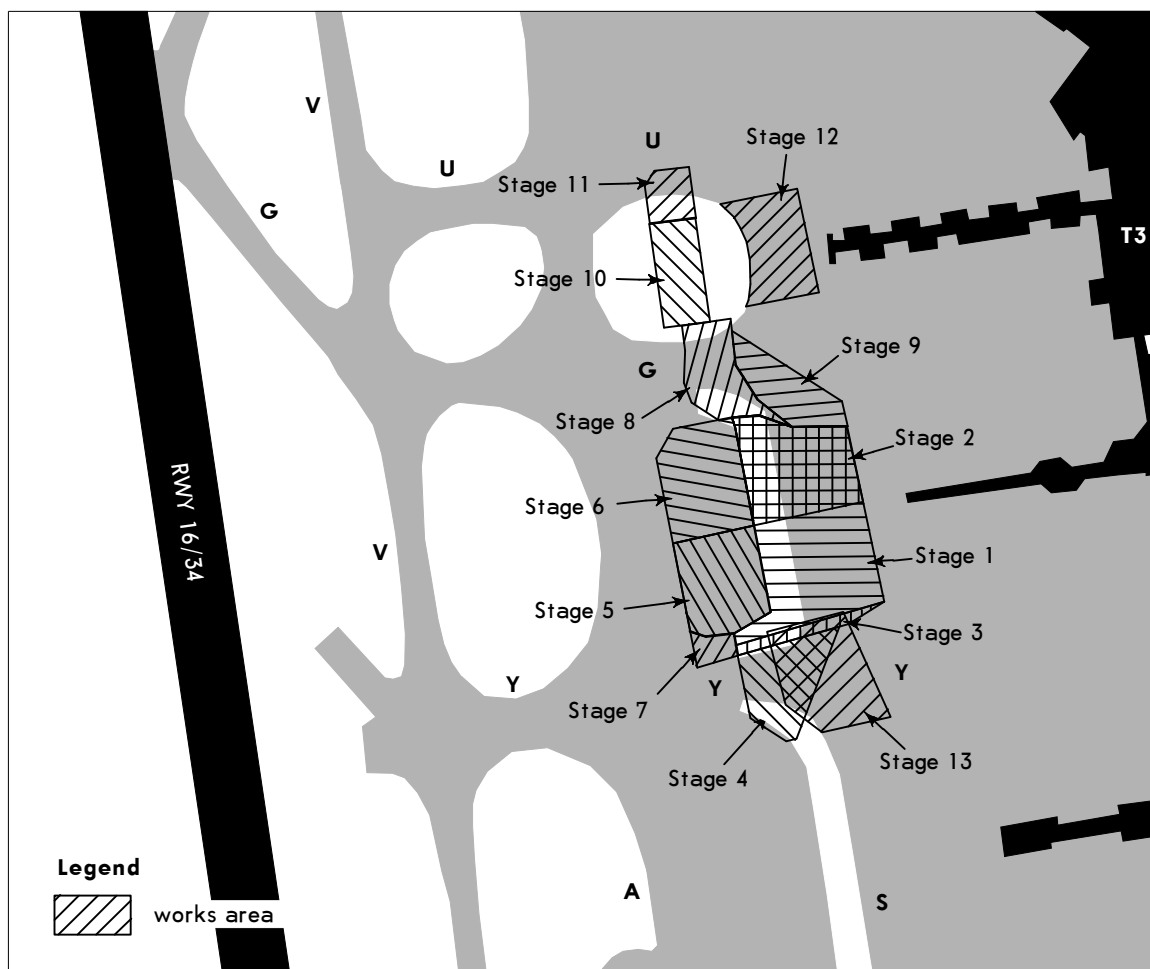
Tow Bar Disconnect Points S7 & S8 will not be available.

Stage 13

Taxiway Sierra and Taxiway Yankee Intersection.

Bays impacted: Bay Foxtrot 12, 14, 16, 18 and 20. Bay Golf 41, 41A, 43, 45, 45A, 47 and 49.

Tow Bar Disconnect Points Y3, Y2 and S11.



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JEPPESSEN MELBOURNE, VIC, AUSTRALIA
 27 DEC 19 **(20-8F)** MELBOURNE INTL
TAXIWAY ZULU PROJECT**(MOWP 02/19)****WORKS INFORMATION**

This chart has been produced to allow planned works to be undertaken as part of Taxiway ZULU Project. The planned works will include the construction of new pavement and associated infrastructure within various stages as defined in the attached MOWP staging plans.

This chart is for Phase one of four phases to be completed. The works for phase one will commence in June 2019 and will take approximately two years to complete.

The actual date and time of commencement of the work will be notified by a Local Works Plan and/or an Operations Advice and associated NOTAM which will be issued before the commencement of each Stage of works.

OPERATIONAL AND AIRCRAFT RESTRICTIONS**Stage 1**

Stage 1 involves the closure of: Rapid Exit Taxiway Golf between Runway 16/34 and Taxiway Victor.

Stage 2

Stage 2 involves the closure of: Rapid Exit Taxiway Foxtrot between Runway 16/34 and Taxiway Victor.

Stage 3

Stage 3 involves the closure of: Taxiway Victor between Taxiway Uniform and Taxiway Foxtrot, Taxiway Foxtrot between Taxiway Echo and Runway 16/34 and Taxiway Tango between Taxiway Alpha and Taxiway Foxtrot.

- Tow Bar Disconnect Points Impacted - V1

Stage 4

Stage 4 involves the closure of: NIL closures.

Stage 5

Stage 5 involves the closure of: Taxiway Foxtrot between Taxiway Tango and Taxiway Echo.

Stage 6

Stage 6 involves the closure of: NIL closures.

Stage 7

Stage 7 involves the closure of: Taxiway Echo between Taxiway Alpha and Runway 16/34, Taxiway Foxtrot between Taxiway Tango and Taxiway Echo.

Stage 8

Stage 8 involves the closure of: Taxiway Echo between Taxiway Alpha and Runway 16/34.

Stage 9

Stage 9 involves the closure of: Taxiway Echo between Taxiway Alpha and Runway 16/34.

Stages 10, 11, 12

Stages 10, 11, 12 involves the closure of: NIL closures.

Stage 13

Stage 13 involves the closure of: Runway 09/27 and Taxiway Echo west of Runway 16/34.

Stage 14

Stage 14 involves the closure of: NIL closures.

Stage 15

Stage 15 involves the closure of: Taxiway Alpha between Runway 09/27 and Taxiway Bravo, Taxiway Charlie.

Stages 16, 17

Stages 16, 17 involves the closure of: NIL closures.

Stage 18

Stage 18 involves the closure of: Full length Runway 09/27, Taxiway Echo west of Runway 16/34, Taxiway Alpha between Taxiway Echo and Taxiway Bravo, Taxiway Charlie.

Stage 19

Stage 19 involves the closure of: Taxiway Alpha between Runway 09/27 and Taxiway Echo.

Stage 20

Stage 20 involves the closure of: NIL closures.

Stage 21

Stage 21 involves the closure of: Taxiway Papa between Runway 09/27 and Taxiway Echo.

- Tow Bar Disconnect Points Impacted - P1

Stage 22

Stage 22 involves the closure of: Taxiway Quebec between Runway 09/27 and Taxiway Echo.

YMM/MEL

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27 DEC 19 (20-8G) MELBOURNE INTL

TAXIWAY ZULU PROJECT (contd.) **(MOWP 02/19)**

Stage 23

Stage 23 involves the closure of: Taxiway Alpha between Runway 09/27 and Taxiway Echo.

Stage 24

Stage 24 involves the closure of: NIL closures.

Stage 25

Stage 25 involves the closure of: Taxiway Alpha between Runway 09/27 and Taxiway Echo.

Stage 26

Stage 26 involves the closure of: NIL closures.

Stage 27

Stage 27 involves the closure of: Taxiway Papa between Runway 09/27 and Taxiway Tango, Taxiway Echo between Taxiway Sierra and Taxiway Quebec.

- Tow Bar Disconnect Points Impacted - P1, E1 and E2.

Stage 28

Stage 28 involves the closure of: Taxiway Alpha between Runway 09/27 and Taxiway Tango, Taxiway Echo between Taxiway Sierra and Runway 16/34, Taxiway Foxtrot between Taxiway Tango and Taxiway Echo.

Stage 29

Stage 29 involves the closure of: Taxiway Echo between Taxiway Alpha and Taxiway Papa, Taxiway Sierra between Taxiway Tango and Taxiway Echo.

- Tow Bar Disconnect Points Impacted - S1 and E1

Stage 30

Stage 30 involves the closure of: Taxiway Echo between Taxiway Sierra and Taxiway Papa.

- Tow Bar Disconnect Points Impacted - E1

Stage 31

Stage 31 involves the closure of: Taxiway Alpha between Taxiway Tango and Taxiway Echo.

Stage 32

Stage 32 involves the closure of: Taxiway Tango between Taxiway Quebec and Taxiway Papa, Taxiway Papa between Taxiway Tango and Taxiway Echo.

- Bays impacted - C12
- Tow Bar Disconnect Points Impacted - P2, T2 and T1

Stage 33

Stage 33 involves the closure of: Full length of Runway 09/27.

- Tow Bar Disconnect Points Impacted - P1

Stage 34

Stage 34 involves the closure of: Full length of Runway 16/34.

Stage 35

Stage 35 involves the closure of: Taxiway Charlie.

Stage 36

Stage 36 involves the closure of: Taxiway Charlie between Taxiway Victor and Taxiway Alpha.

Stage 37

Stage 37 involves the closure of: NIL closure.

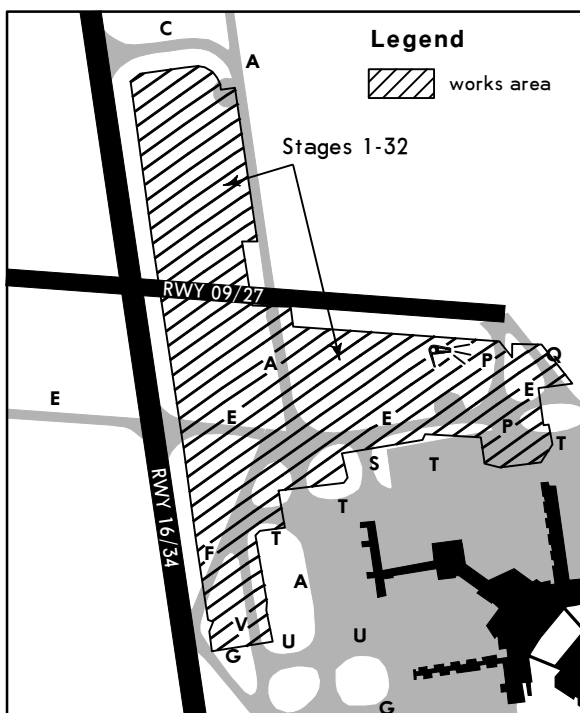
Stage 38

Stage 38 involves the closure of: Taxiway Alpha between Runway 09/27 and Taxiway Bravo.

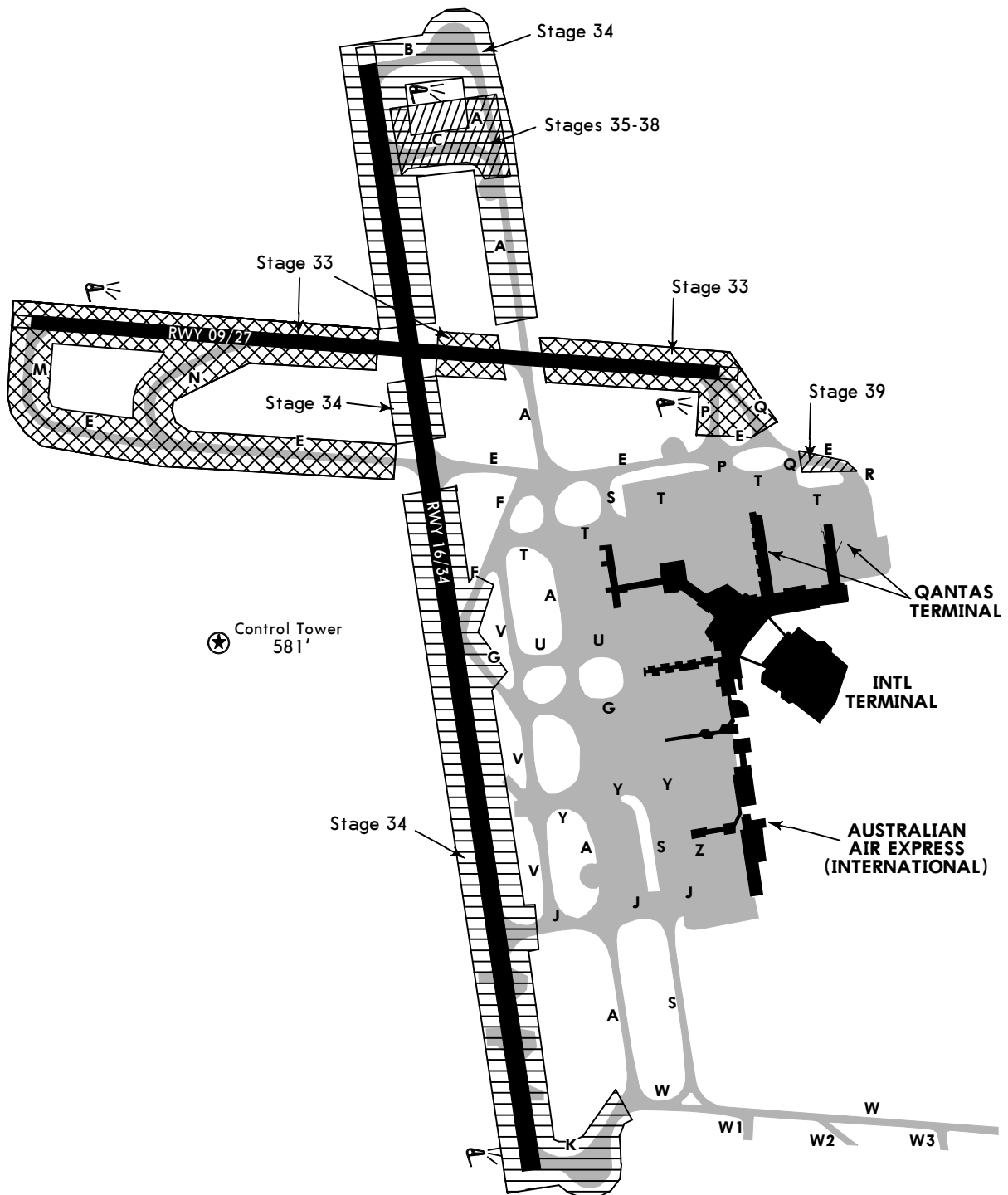
Stage 39

Stage 39 involves the closure of: Taxiway Echo between Taxiway Quebec and Taxiway Romeo.

- Tow Bar Disconnect Points Impacted - E4



TAXIWAY ZULU PROJECT (contd.)
(MOWP 02/19)

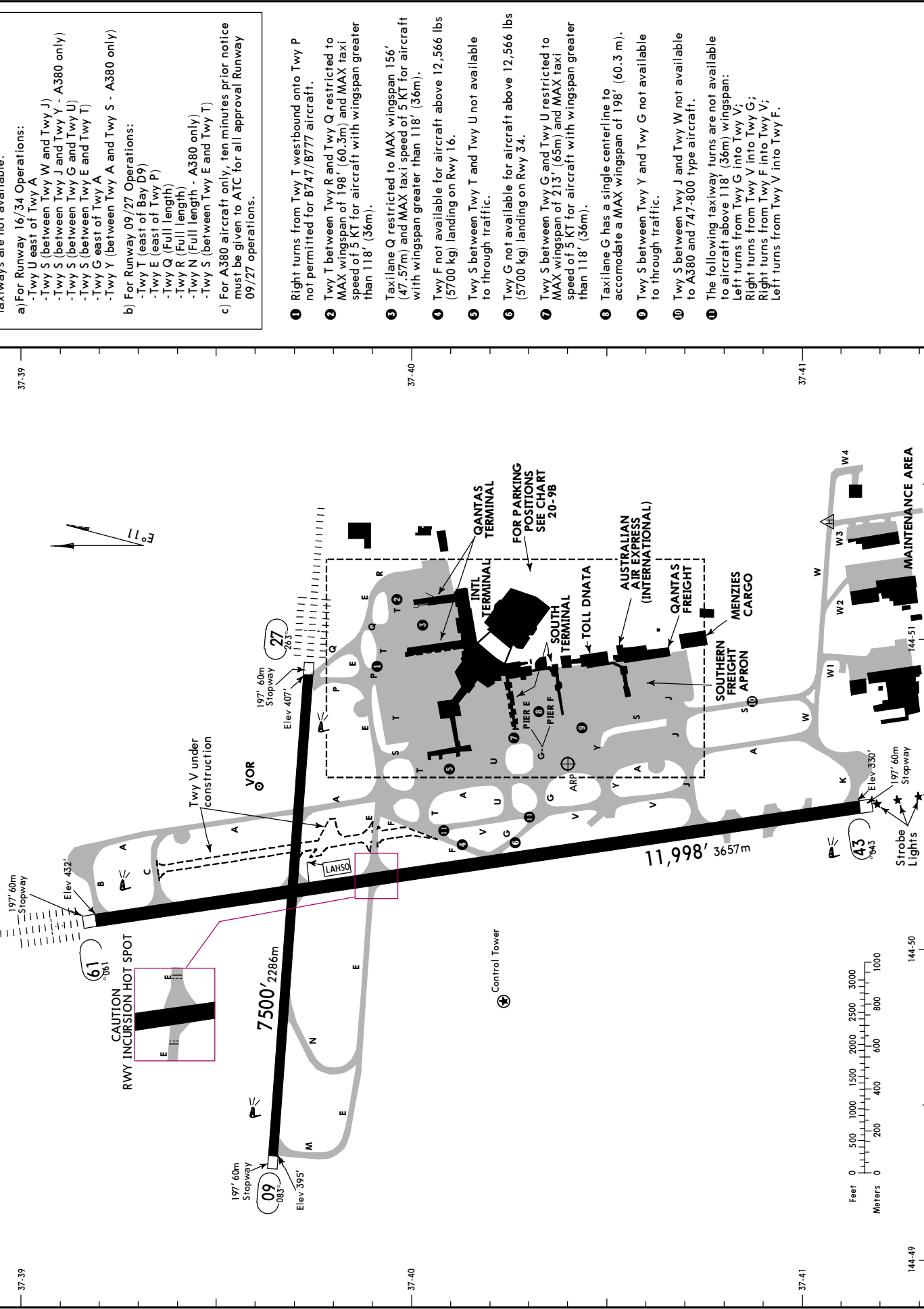


Legend



ATIS	MELBOURNE Delivery	Ground	Tower	MELBOURNE Departure (R)
114.1	118.0	121.7	120.5	North 118.9 South 129.4

For AIRPORT BRIEFING refer to 20-1P page.



Pilots of A380 & B747-800 aircraft the following taxiways are not available:

a) For Runway 16/34 Operations:

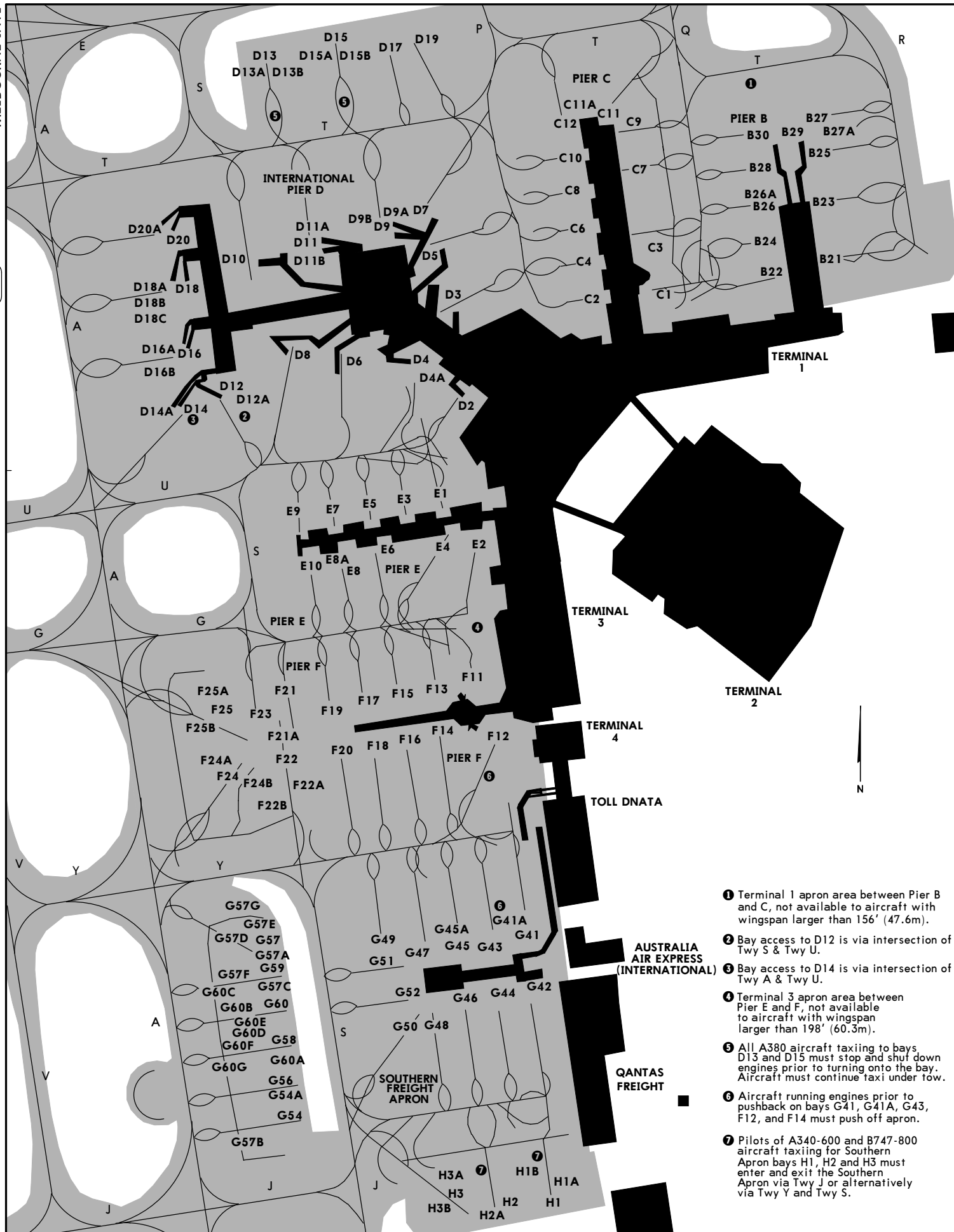
- Twy U east of Twy A
- Twy S (between Twy W and Twy J)
- Twy S (between Twy J and Twy Y - A380 only)
- Twy S (between Twy G and Twy U)
- Twy S (between Twy E and Twy T)
- Twy G east of Twy A
- Twy Y (between Twy A and Twy S - A380 only)

b) For Runway 09/27 Operations:

- Twy T (east of Bay D9)
- Twy E (east of Twy P)
- Twy Q (Full length)
- Twy R (Full length)
- Twy N (Full length - A380 only)
- Twy S (between Twy E and Twy T)

c) For A380 aircraft only, ten minutes prior notice must be given to ATC for all approval Runway 09/27 operations.

- 1 Right turns from Twy T westbound onto Twy P not permitted for B747/B777 aircraft.
- 2 Twy T between Twy R and Twy Q restricted to MAX wingspan of 198' (60.3m) and MAX taxi speed of 5 KT for aircraft with wingspan greater than 118' (36m).
- 3 Taxiway Q restricted to MAX wingspan 156' (47.57m) and MAX taxi speed of 5 KT for aircraft with wingspan greater than 118' (36m).
- 4 Twy F not available for aircraft above 12,566 lbs (5700 kg) landing on Rwy 16.
- 5 Twy S between Twy T and Twy U not available to through traffic.
- 6 Twy G not available for aircraft above 12,566 lbs (5700 kg) landing on Rwy 34.
- 7 Twy S between Twy G and Twy U restricted to MAX wingspan of 213' (65m) and MAX taxi speed of 5 KT for aircraft with wingspan greater than 118' (36m).
- 8 Taxiway G has a single centerline to accommodate a MAX wingspan of 198' (60.3 m).
- 9 Twy S between Twy Y and Twy G not available to through traffic.
- 10 Twy S between Twy J and Twy W not available to A380 and 747-800 type aircraft.
- 11 The following taxiway turns are not available to aircraft above 118' (36m) wingspan:
Left turns from Twy G into Twy V;
Right turns from Twy V into Twy G;
Right turns from Twy F into Twy V;
Left turns from Twy V into Twy F.



- ① Terminal 1 apron area between Pier B and C, not available to aircraft with wingspan larger than 156' (47.6m).
- ② Bay access to D12 is via intersection of Twy S & Twy U.
- ③ Bay access to D14 is via intersection of Twy A & Twy U.
- ④ Terminal 3 apron area between Pier E and F, not available to aircraft with wingspan larger than 198' (60.3m).
- ⑤ All A380 aircraft taxiing to bays D13 and D15 must stop and shut down engines prior to turning onto the bay. Aircraft must continue taxi under tow.
- ⑥ Aircraft running engines prior to pushback on bays G41, G41A, G43, F12, and F14 must push off apron.
- ⑦ Pilots of A340-600 and B747-800 aircraft taxiing for Southern Apron bays H1, H2 and H3 must enter and exit the Southern Apron via Twy J or alternatively via Twy Y and Twy S.

PARKING BAY INFORMATION				PARKING BAY INFORMATION			
BAY No.	COORDINATES	ELEV	DOCKING SYSTEM	BAY No.	COORDINATES	ELEV	DOCKING SYSTEM
B21	PIER B S37 40.1 E144 51.2 S37 40.1 E144 51.1 S37 40.0 E144 51.1 S37 40.1 E144 51.1 S37 40.0 E144 51.1	386'	FMT	F11	PIER F S37 40.4 E144 50.9 S37 40.4 E144 50.9 S37 40.4 E144 50.8 S37 40.4 E144 50.8 S37 40.4 E144 50.8	378'	SML
B22		387'	FMT	F12		378'	FMT
B23		388'	FMT	F13		377'	SML
B24		389'	FMT	F14		377'	MARSHALLER
B25		389'	MARSHALLER	F15, F16		376'	MARSHALLER
B26, B26A	S37 40.0 E144 51.1 S37 40.0 E144 51.1 S37 40.0 E144 51.1 S37 40.0 E144 51.1 S37 40.0 E144 51.1	390'	MARSHALLER	F17	S37 40.4 E144 50.8 S37 40.4 E144 50.8 S37 40.4 E144 50.7 S37 40.4 E144 50.7 S37 40.4 E144 50.7	375'	MARSHALLER
B27		389'	MARSHALLER	F18		376'	MARSHALLER
B27A		389'	MARSHALLER	F19		375'	MARSHALLER
B28		391'	MARSHALLER	F20		374'	MARSHALLER
B29		392'	MARSHALLER	F21		374'	MARSHALLER
B30	PIER C S37 40.0 E144 51.1 S37 40.1 E144 51.0 S37 40.1 E144 51.0 S37 40.1 E144 51.0 S37 40.1 E144 51.0	392'	MARSHALLER	F21A	S37 40.4 E144 50.7 S37 40.4 E144 50.7 S37 40.4 E144 50.7 S37 40.4 E144 50.7 S37 40.4 E144 50.7	373'	MARSHALLER
C1, C2		388'	SML	F22		372'	MARSHALLER
C3		390'	FMT	F22A		373'	MARSHALLER
C4		389'	SML	F22B		372'	MARSHALLER
C6		390'	SML	F23		373'	MARSHALLER
C7	S37 40.0 E144 51.0 S37 40.0 E144 51.0 S37 40.0 E144 51.0 S37 40.0 E144 50.9 S37 40.0 E144 51.0	391'	SML	F24	S37 40.4 E144 50.7 S37 40.4 E144 50.7 S37 40.4 E144 50.6 S37 40.4 E144 50.7 S37 40.4 E144 50.6	372'	MARSHALLER
C8		392'	SML	F24A		371'	MARSHALLER
C9		393'	SML	F24B		371'	MARSHALLER
C10		392'	SML	F25		372'	MARSHALLER
C11		393'	FMT	F25A		373'	MARSHALLER
C11A	S37 40.0 E144 51.0 S37 40.0 E144 50.9	393'	MARSHALLER	F25B	S37 40.4 E144 50.6	372'	MARSHALLER
C12		393'	SML				
INTERNATIONAL PIER D				SOUTHERN FREIGHT APRON			
D2	S37 40.2 E144 50.9 S37 40.1 E144 50.8 S37 40.1 E144 50.8 S37 40.1 E144 50.8 S37 40.1 E144 50.8	387'	SAFEGATE	G41	S37 40.5 E144 50.9 S37 40.5 E144 50.9 S37 40.6 E144 50.9 S37 40.5 E144 50.9 S37 40.6 E144 50.9	375'	MARSHALLER
D3		388'	SAFEGATE	G41A		374'	MARSHALLER
D4 thru D4A		387'	SAFEGATE	G42		371'	MARSHALLER
D5		390'	SAFEGATE	G43		374'	MARSHALLER
D6		386'	SAFEGATE	G44		370'	MARSHALLER
D7	S37 40.0 E144 50.8 S37 40.1 E144 50.7 S37 40.1 E144 50.7 S37 40.1 E144 50.8 S37 40.0 E144 50.8	391'	APIS	G45	S37 40.5 E144 50.8 S37 40.5 E144 50.8 S37 40.6 E144 50.9 S37 40.5 E144 50.8 S37 40.5 E144 50.8	373'	MARSHALLER
D8		386'	SAFEGATE	G45A		373'	MARSHALLER
D9		390'	APIS	G46		370'	MARSHALLER
D9A		390'	MARSHALLER	G47		372'	MARSHALLER
D9B		390'	MARSHALLER	G48		368'	MARSHALLER
D10	S37 40.1 E144 50.7 S37 40.1 E144 50.7 S37 40.1 E144 50.7 S37 40.2 E144 50.6 S37 40.2 E144 50.7	386'	SAFEGATE	G49	S37 40.5 E144 50.8 S37 40.6 E144 50.8 S37 40.6 E144 50.8 S37 40.6 E144 50.8 S37 40.6 E144 50.8	370'	MARSHALLER
D11		388'	APIS	G50		367'	MARSHALLER
D11A, D11B		388'	MARSHALLER	G51		370'	MARSHALLER
D12		383'	SAFEGATE	G52		369'	MARSHALLER
D12A		383'	MARSHALLER	G54		363'	MARSHALLER
D13, D13B	S37 39.9 E144 50.7 S37 40.0 E144 50.7 S37 40.2 E144 50.6 S37 40.2 E144 50.6 S37 39.9 E144 50.7	396'	MARSHALLER	G54A, G56 G57, G57A G57B G57C G57D, G57E	S37 40.6 E144 50.7 S37 40.5 E144 50.7 S37 40.7 E144 50.7 S37 40.6 E144 50.7 S37 40.5 E144 50.7	363'	MARSHALLER
D13A		396'	MARSHALLER				
D14, D14A		382'	SAFEGATE				
D15 thru D15B		393'	MARSHALLER				
D16		382'	SAFEGATE				
D16A, D16B	S37 40.1 E144 50.6 S37 39.9 E144 50.8 S37 40.1 E144 50.6 S37 40.1 E144 50.6 S37 39.9 E144 50.8	382'	MARSHALLER	G60A G60B thru G60G H1, H1A H1B H2, H2A	S37 40.6 E144 50.7 S37 40.6 E144 50.7 S37 40.7 E144 50.9 S37 40.7 E144 50.9 S37 40.7 E144 50.9	364'	MARSHALLER
D17		394'	MARSHALLER				
D18, D18B		383'	SAFEGATE				
D18A, D18C		383'	MARSHALLER				
D19		395'	MARSHALLER				
D20	S37 40.1 E144 50.6 S37 40.1 E144 50.6 S37 40.2 E144 50.8 S37 40.3 E144 50.8 S37 40.3 E144 50.7	383'	SAFEGATE	H3 H3A H3B	S37 40.7 E144 50.8 S37 40.7 E144 50.8 S37 40.7 E144 50.8	362'	MARSHALLER
D20A		383'	MARSHALLER				
E1		382'	SML				
E2		380'	FMT				
E3		382'	SML				
E4	S37 40.3 E144 50.8 S37 40.2 E144 50.8 S37 40.3 E144 50.8 S37 40.3 E144 50.7 S37 40.3 E144 50.8	381'	SML	G60A G60B thru G60G H1, H1A H1B H2, H2A	S37 40.6 E144 50.7 S37 40.6 E144 50.7 S37 40.7 E144 50.9 S37 40.7 E144 50.9 S37 40.7 E144 50.9	364'	MARSHALLER
E5		381'	SML				
E6		380'	SML				
E7		380'	SML				
E8		379'	SAFEGATE				
E8A	S37 40.3 E144 50.8 S37 40.3 E144 50.7	379'	MARSHALLER	H3 H3A H3B	S37 40.7 E144 50.8 S37 40.7 E144 50.8	362'	MARSHALLER
E9, E10		379'	MARSHALLER				

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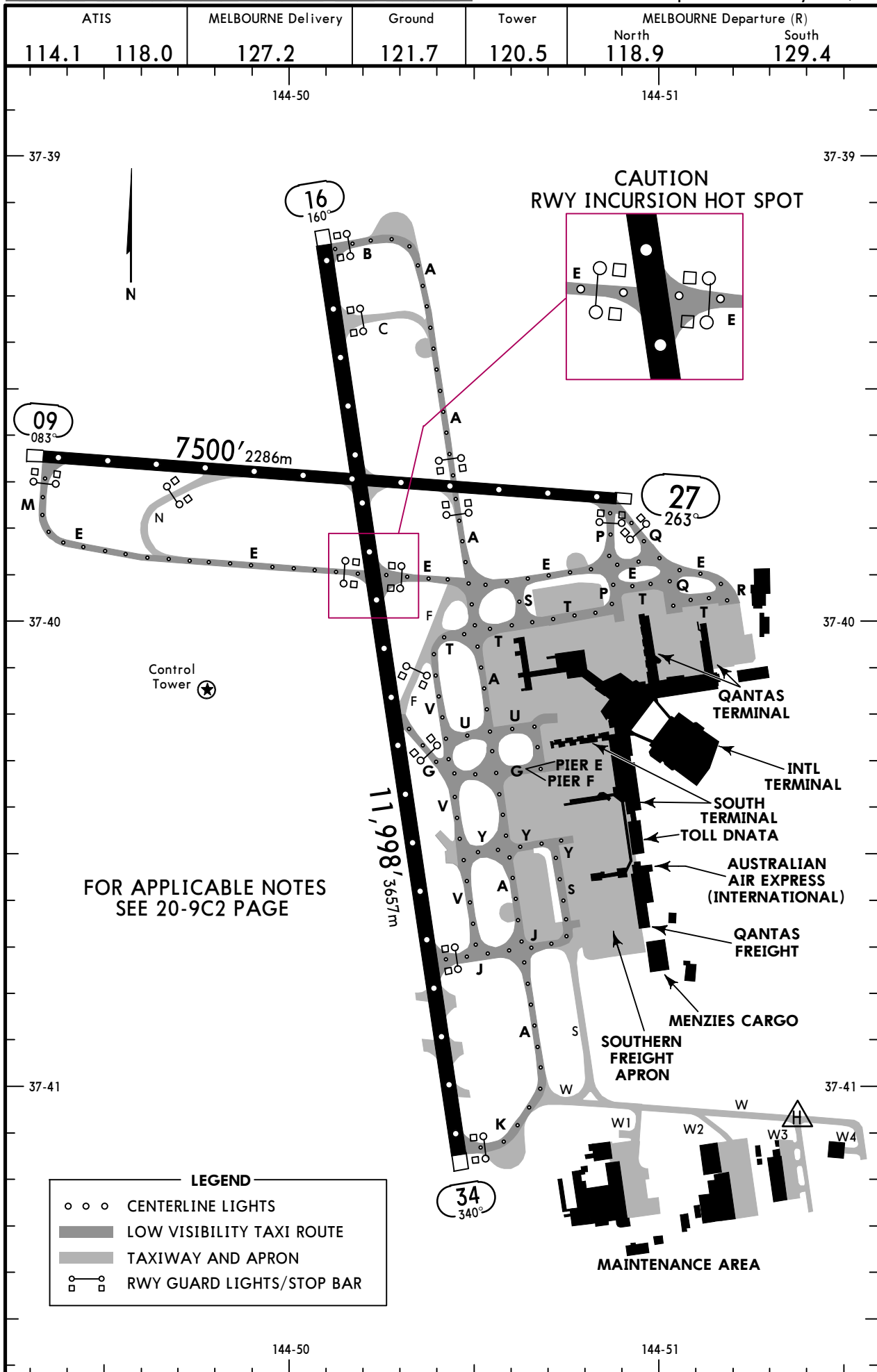
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MELBOURNE, VIC, AUSTRALIA
LOW VISIBILITY TAXI ROUTES

Arrivals - Rwy 16

Departures - Rws 16/27

LESS THAN RVR 550m TO 350m



CHANGES: None.

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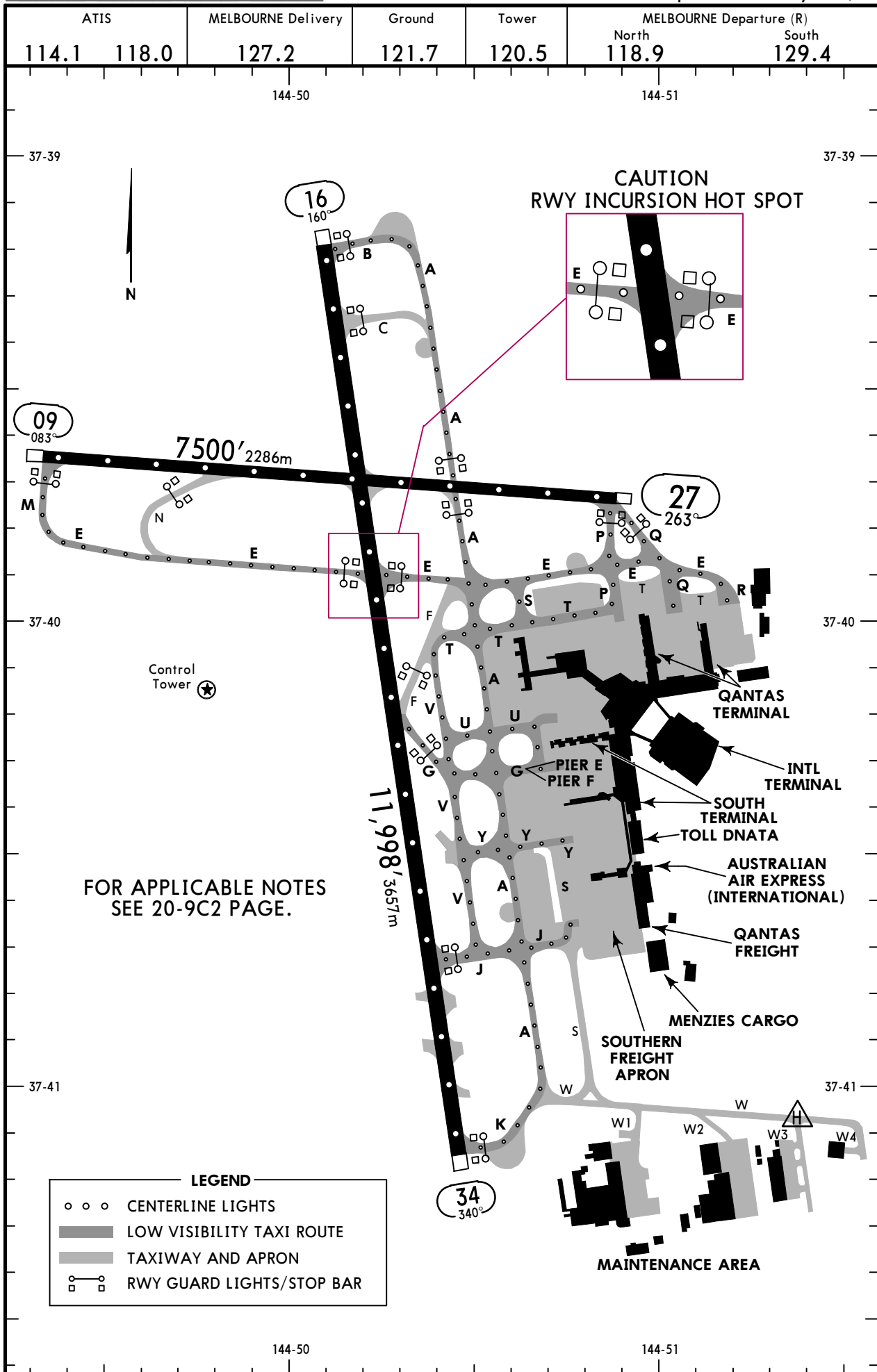
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MELBOURNE, VIC, AUSTRALIA
LOW VISIBILITY TAXI ROUTES

Arrivals - Rwy 16

Departures - Rws 16/27

LESS THAN RVR 350m



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LOW VISIBILITY TAXI OPERATIONS

LOW VISIBILITY OPERATIONS

For CASA approved operators, Rwy 16 and Rwy 27 are capable of supporting low visibility take-offs without limit, however only:

- a. Rwy 16 and 27 are normally used for low visibility departures.
- b. Rwy 16 is capable of supporting localizer guided take-offs.

Note: Flight crew must inform ATC at start up about an intention to conduct a take-off that requires localizer guidance.

Access to Rwy 27 is via Twy Papa or Twy Quebec. Access to Rwy 16 is via Twy Bravo. Intersection departures are not permitted.

Rwy 16 is the arrival runway for low visibility operations and is capable of supporting Category II and III approaches.

Approved taxiway exits are Twy Golf, Twy Juliet and Twy Kilo.

The following Twys are suitable for use in RVR conditions of less than a value of 350m:

- a. Twy Alpha, Twy Bravo, Twy Echo, Twy Golf, Twy Juliet, Twy Kilo, Twy Mike, Twy Papa, Twy Quebec, Twy Romeo, Twy Uniform, Twy Victor, Twy Yankee - full length
- b. Twy Tango - between Twy Victor and Twy Papa
- c. Twy Sierra - between Twy Echo and Twy Tango (not available for A380 aircraft)
- d. Twy Sierra - between Twy Uniform and Twy Golf (not available for A380 aircraft).

The following Twys are suitable for use in RVR conditions of less than a value of 550m but not less than 350m:

- a. Twy Tango between Twy Papa and Twy Romeo
- b. Twy Sierra between Twy Yankee and Twy Juliet (not available A380 aircraft)

All Twys are suitable for use in conditions of greater than RVR 550m.

LOW VISIBILITY PROCEDURES

Preparations for the activation of Low Visibility Procedures (LVP) are commenced when visibility has reduced to 2000m and is further reducing.

When RVR is at or below 550M or when the cloud ceiling is at or below the CAT I minima, the ILS critical and sensitive areas are protected and "Low Visibility Procedures in Force" is declared.

LVP are progressively lifted when the cloud ceiling is above the CAT I minima and the visibility reaches 850M and is increasing.

In the event of failure of RVR equipment, Runway visibility assessments will be provided.

ATC uses Advanced Surface Movement Guidance Control System (A-SMGCS) to monitor aircraft and vehicles on the Maneuvering Area.

If A-SMGCS is Unserviceable during LVP:

- a. ATC will further restrict operations on the Maneuvering Area.
- b. Position reporting procedures may be implemented.

"FOLLOW-ME" SERVICE: Flight Crew must notify ATC if a "Follow Me" service is required.

VISUAL DOCKING GUIDANCE SYSTEMS

Visual Docking Guidance Systems used at Melbourne include:

- The generic Nose in Guidance (NIG) system;
- Aircraft Positioning and Information System (APIS);
- Safegate Docking Guidance System.

Parking bay coords charts specify the bays/stands equipped with VDGS and the particular system installed.

Nose in Guidance (NIG) system

This system is identified on Parking bay coords charts either as 'NIG' or 'Centerline + Sidemarker'. It includes the following elements:

- Position Identification Light;
- Aerobridge Retracted Indicator;
- Centerline Guidance Light unit;
- One or more Side Marker Light units.

The following is a brief description of the system:

- The Position Identification Light indicates the number of the docking position and is white numerals on a dark background (illuminated at night).
- 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.
- 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 shown in Figure 1.

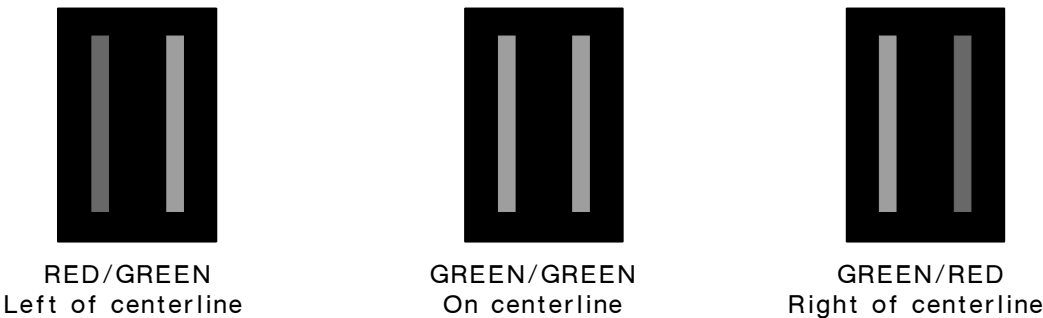


Figure 1. Centerline Guidance Light Unit

d. One or more Side Marker Light units - with relevant aircraft types marked on the unit - indicate the stopping position as described below:

- (1) Approaching the position a preliminary dull GREEN light will show through the arrow-shaped aperture which also exhibits a cross bar.
- (2) As the aircraft moves forward the intensity of the green light increases until it becomes a bright arrow-head.
- (3) As the aircraft continues, the arrow-head starts to reduce in size.
- (4) When the arrow-head disappears, two white bars appear, one above the other, indicating the stopping position. In some installations two sets of bars will appear.
- (5) If the stopping position is passed, then a single RED bar appears.



Figure 2. Side Marker Lights

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VISUAL DOCKING GUIDANCE SYSTEMS

Aircraft Positioning and Information System (APIS)

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 the lower left and an illuminated azimuth guidance display at the lower right. The alpha-numeric characters on the top row should be flashing (see Figure 3).

- The following is the sequence of APIS operation from initial approach to STOP:
- a. Identify the correct 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 66' (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 43' (13m) to STOP.
 - h. When the aircraft reaches 43' (13m) to STOP, the 'thermometer' bar lights begin to move from bottom to top.
 - i. The deletion of each 'thermometer' bar indicates about one-and-a-half feet (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 parked correctly, 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.

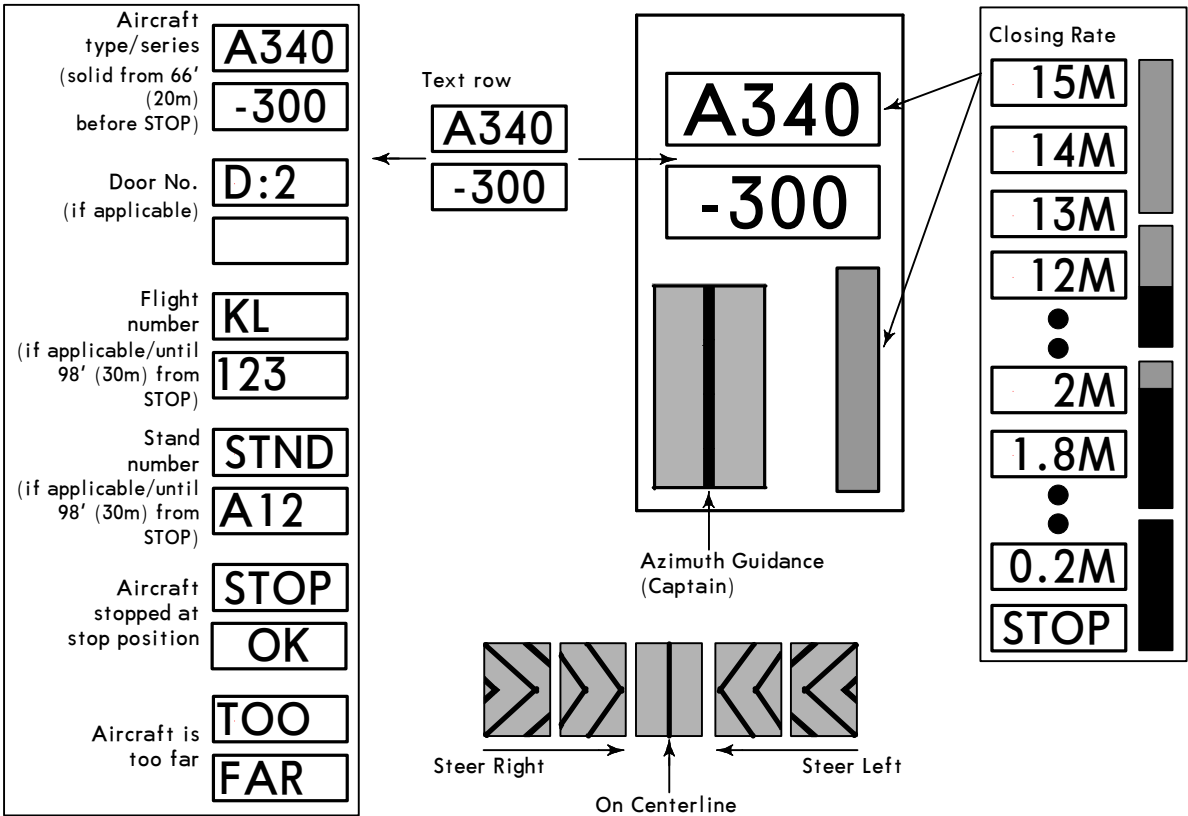


Figure 3.

APIS++ Visual Docking Guidance System - typical configuration

NOTE: Some APIS++ installations have a single row of text information.

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VISUAL DOCKING GUIDANCE SYSTEMS

Safegate Docking Guidance System (DGS)

The complete system consists of the following three elements:

1. Position Identification Unit (Bay Marker);
2. Aerobridge Retracted Indicator Light; and
3. DGS NIG (Nose In Guidance) Unit.

The Position Identification Unit gives clear indication of the parking bay for the aircraft. It consists of large white numerals on a dark background (illuminated at night).

The Aerobridge Retraction Indicator Light, mounted on the aerobridge, gives an early warning of the state of aerobridge location. Green indicates a fully retracted aerobridge position or a safe pre-parked position; red indicates that the aerobridge is out of position and the pilot should not proceed with parking the aircraft.

The NIG unit, mounted on the Terminal wall, consists of two components which supply the following information to the pilot:

- a. The top alphanumeric information display which shows aircraft type designation and other message information as necessary in yellow.
- b. The azimuth and centerline guidance displays in red and yellow, and the Closing Rate Bar in yellow.

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

- a. The pilot identifies the correct parking bay position.
- b. The pilot ensures that the aerobridge retraction light is green.
- c. The pilot observes that the rising vertical yellow arrows are indicating the system is activated and searching for the approaching aircraft.

NOTE: The pilot must not enter the stand area unless the rising vertical arrows are displayed.

- d. The pilot follows the taxi-in line and checks that the correct aircraft type is displayed in yellow.

NOTE: The pilot must not enter the stand area unless the correct aircraft type is displayed.

- e. On successful capture of the aircraft, the vertical arrows are replaced by the yellow T-shaped Closing Rate Bar.

NOTE: The pilot must not proceed to the bridge unless the arrows have been superseded by the Closing Rate Bar.

- f. A vertical yellow arrow shows the aircraft position in relation to the centerline.
- g. A flashing red arrow indicates the direction to turn to return to the centerline.

NOTE: If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning.

- h. The display of the yellow digital closing rate countdown will start when the aircraft is 66' (20m) from the STOP position.

NOTE: If the detected aircraft is lost prior to 39' (12m) to STOP, the display will show WAIT. The docking will continue as soon as the system detects the aircraft again.

- i. When the aircraft is 39' (12m) from the STOP position, the Closing Rate Bar will decrease in size from the bottom by one row of lights per 2' (0.5m) closing rate.

NOTE: If the detected aircraft is lost after 39' (12m) to STOP, the display will show STOP and ID FAIL. Assistance must then be sought from the ground engineers.

- j. When the correct STOP position is reached, the display shows STOP and red lights will be lit.
- k. When the aircraft has parked, OK will be displayed.
- l. If the aircraft has overshot the position, TOO FAR will be displayed.
- m. When ground engineers have placed the chocks at the nosewheel, they will manually change the display to CHOCK ON.

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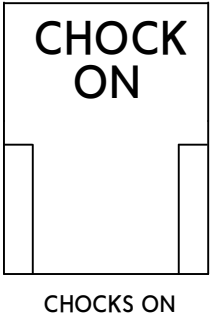
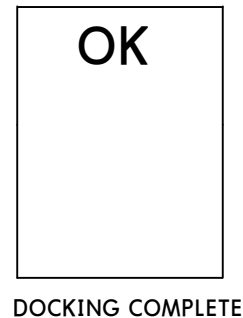
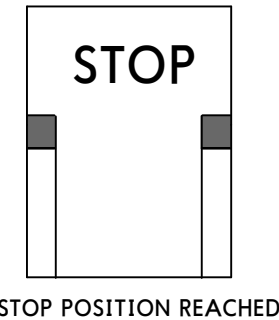
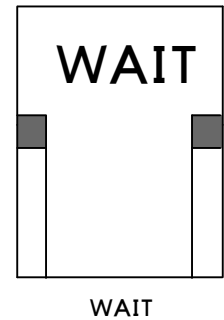
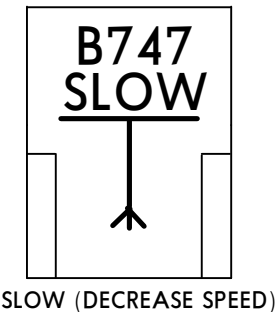
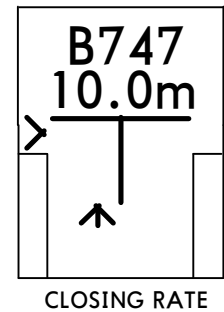
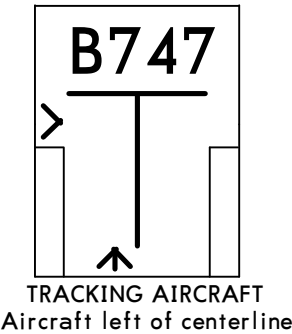
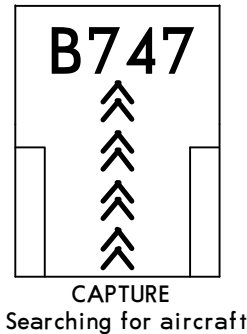
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VISUAL DOCKING GUIDANCE SYSTEMS

n. During heavy rain or fog, the visibility for the docking system might be reduced. When the system is activated and in capture mode, the display will deactivate the rising vertical arrows and show DOWN GRADE. This text will be superseded by the Closing Rate Bar once the aircraft is detected.

NOTE 1: The pilot must not continue the approach to the bridge unless the DOWN GRADE text has been superseded by the Closing Rate Bar.

NOTE 2: Ground engineers have access to emergency push-buttons to deactivate the system. When an emergency stop is activated, the display will show STOP. The ground engineers will then be required to complete the docking manually once the emergency situation is cleared.



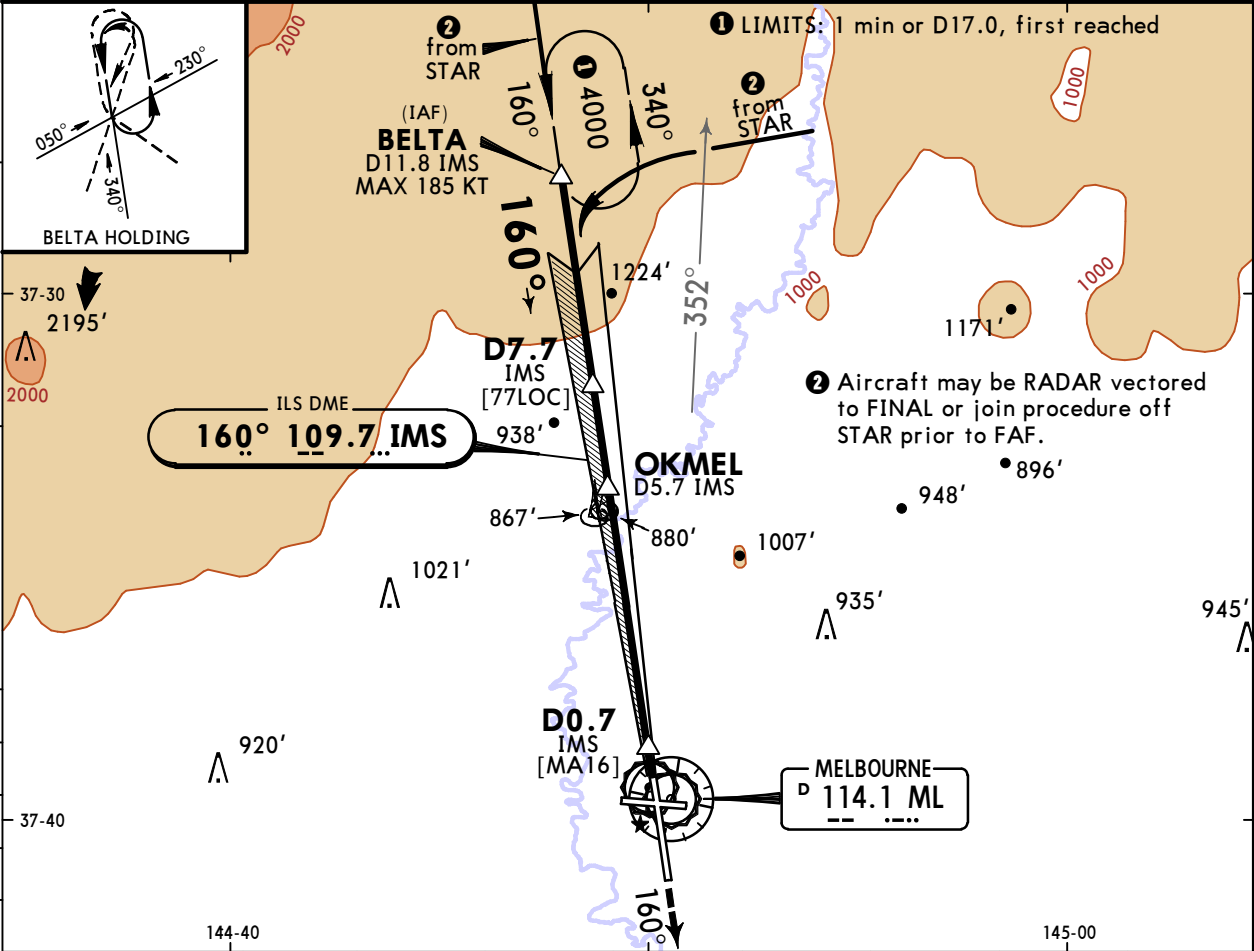
Typical Safegate indications - normal operations

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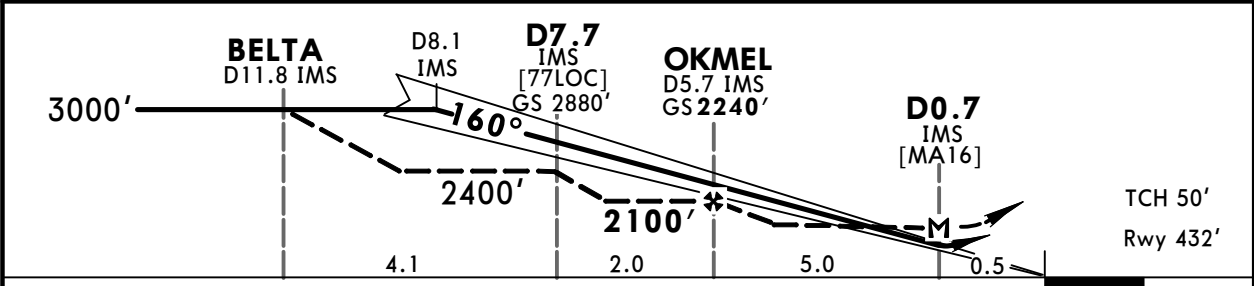
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JEPPESEN MELBOURNE, VIC, AUSTRALIA
ILS-Z or LOC-Z Rwy 16

ATIS		MELBOURNE Approach (R)		MELBOURNE Tower		Ground			
114.1 118.0		132.0		120.5		121.7			
LOC IMS 109.7	Final Apch Crs 160°	OKMEL 2240' (1808')		ILS DA(H) 640' (208')	Apt Elev 434' Rwy 432'	4500 080°→←260° 3700 MSA ML VOR 3300 within 10 NM			
MISSED APCH: Track 160°. Climb to 4000' or as directed by ATC.									
Alt Set: hPa		Rwy Elev: 16 hPa		Trans level: FL 110				Trans alt: 10000'	
1. DME or GNSS required (ILS). 2. DME (LOC only) required. 3. ATC Approach Speeds: At BELTA 185 - 160 KT, At 5NM from Thr 160 - 150 KT.									



LOC (GS out)	IMS DME	8.1	7.7	7.0	5.7	5.0	4.0	3.0	2.3
ALTITUDE		3000'	2880'	2650'	2240'	2010'	1690'	1370'	1140'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI		160°	4000'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849			
MAP at D0.7 IMS										

STRAIGHT-IN LANDING RWY16					CIRCLE-TO-LAND				
ILS DA(H) 640' (208')			LOC (GS out) MDA(H) 1140' (708')						
FULL			HIRL out			HIALS out			
A			B			C			
RVR 550m VIS 0.8 km			1.2 km			3.0 km			
1.5 km			3.9 km			Max Kts			
180			205			MDA(H)			
1140' (706') -2.4 km			1450' (1016') -4.0 km			1600' (1166') -5.0 km			

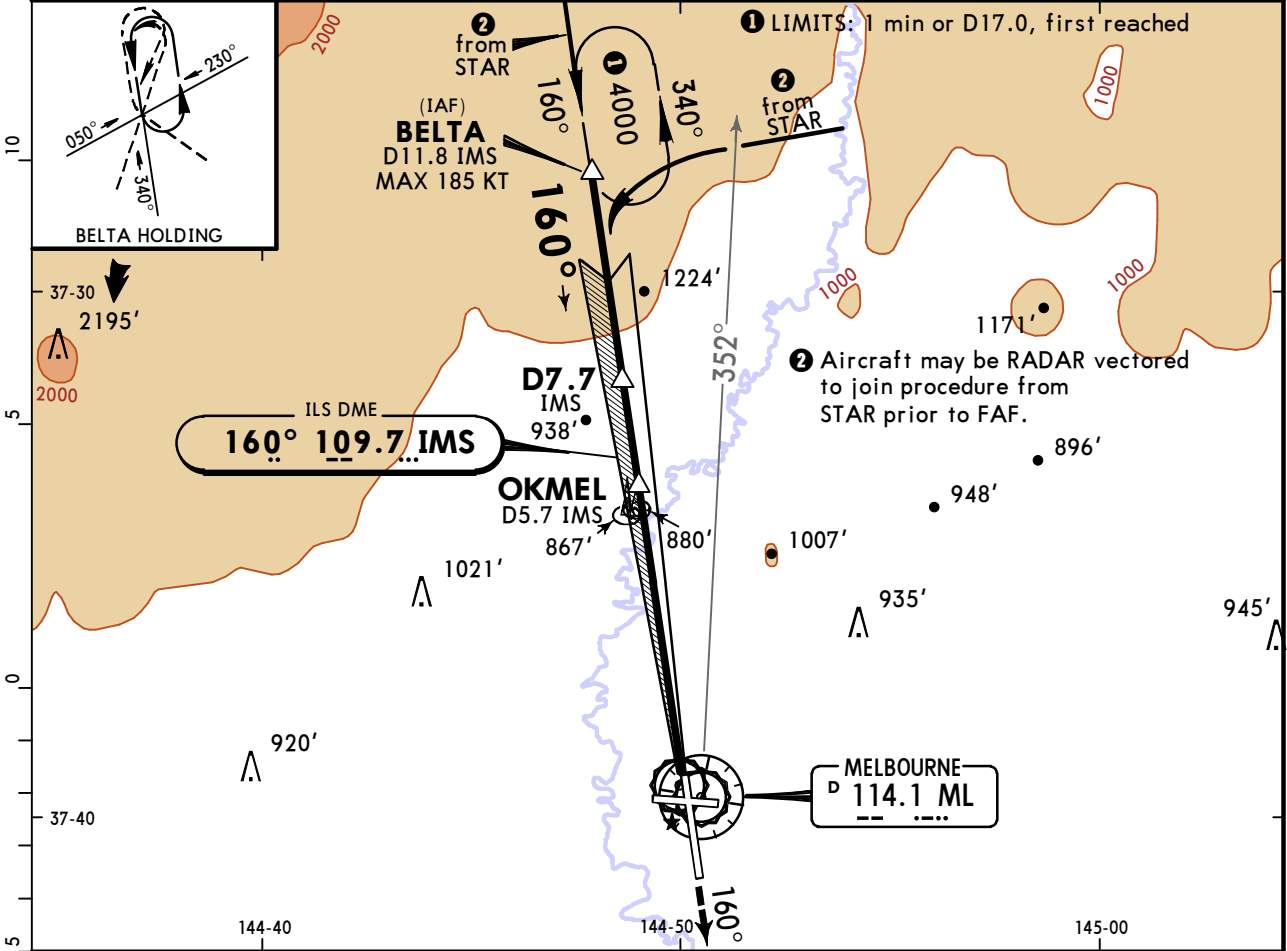
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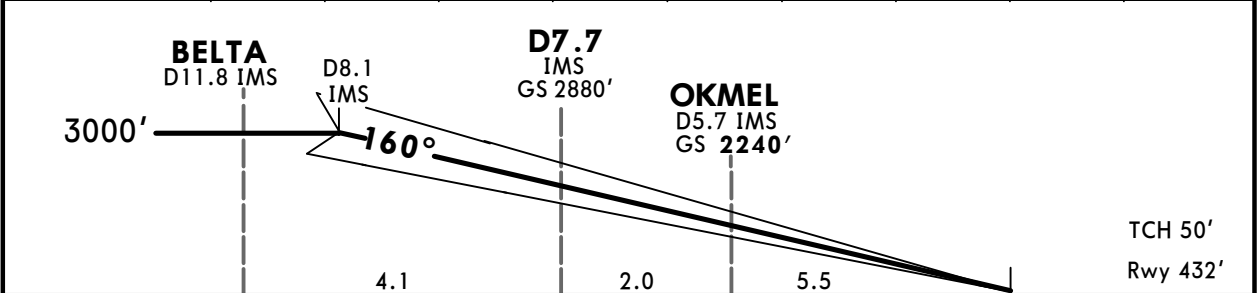
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MELBOURNE, VIC, AUSTRALIA
ILS-Z Rwy 16 CAT II & III

ATIS			MELBOURNE Approach (R)			MELBOURNE Tower			Ground		
114.1 118.0			132.0			120.5			121.7		
LOC IMS	Final Apch Crs	OKMEL	CAT IIIB		CAT IIIA	CAT II ILS		Apt Elev 434'	4500 080° → ← 260° 3700 MSA ML VOR 3300 within 10 NM		
109.7	160°	2240' (1808')		Refer to Minimums		RA 93' DA(H)		Rwy 432'			
						532' (100')					
MISSED APCH: Track 160°. Climb to 4000' or as directed by ATC.											
Alt Set: hPa			Rwy Elev: 16 hPa			Trans level: FL 110			Trans alt: 10000'		
1. DME required. 2. Special Aircrew & Acft Certification Required. 3. ATC Approach Speeds: At BELTA 185 - 160 KT, At 5NM from Thr 160 - 150 KT.											



IMS DME	8.1	7.7	7.0	5.7	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3000'	2880'	2650'	2240'	2010'	1690'	1370'	1050'	740'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		160°	4000'
GS	3.00°	372	478	531	637	743	PAPI			

STRAIGHT-IN LANDING RWY 16		
CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DA(H) 482' (50')	DA(H) 532' (100')
RVR 75m	RVR 175m	RVR 300m

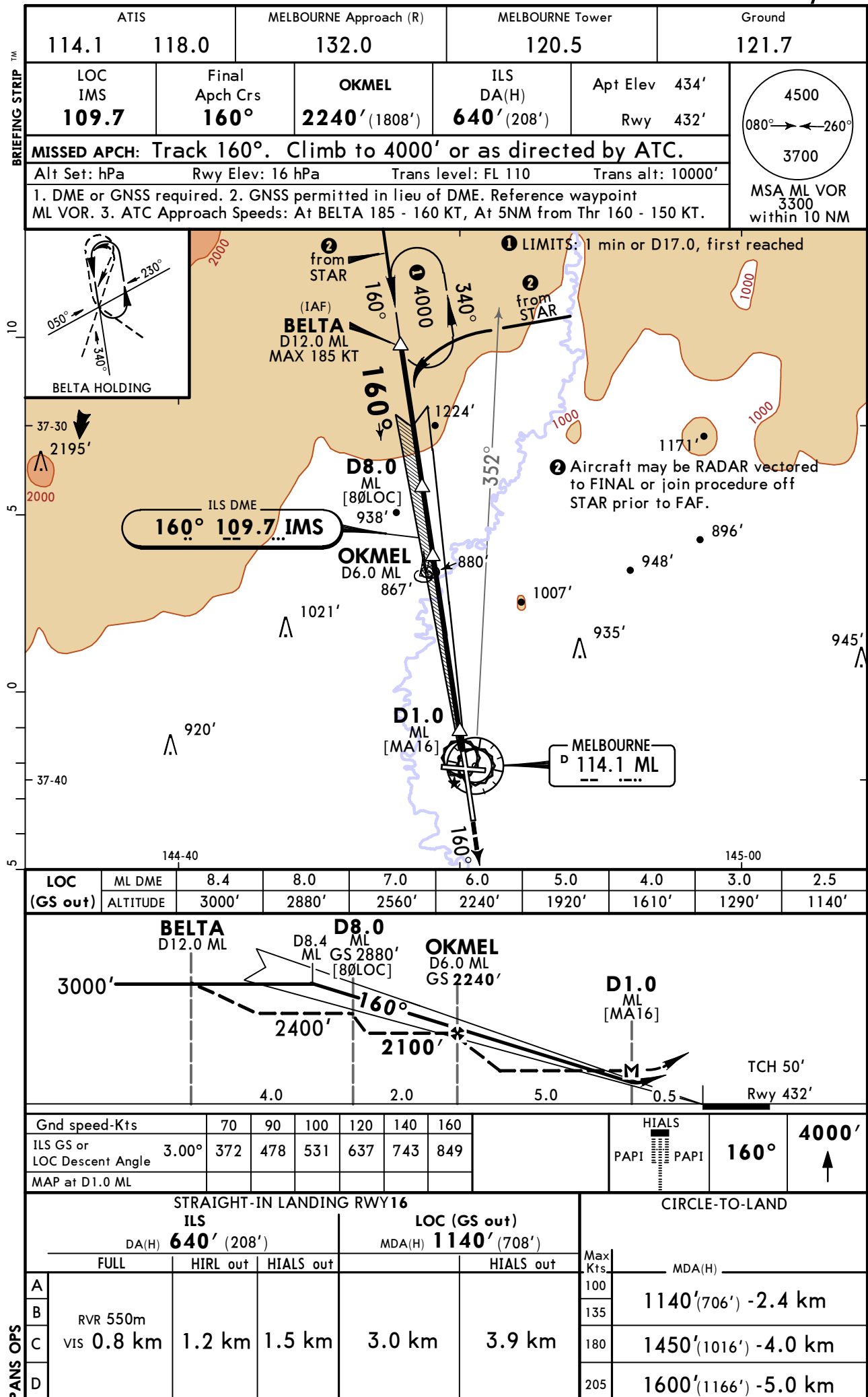
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Eff 30 Jan

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ILS-Y or LOC-Y Rwy 16



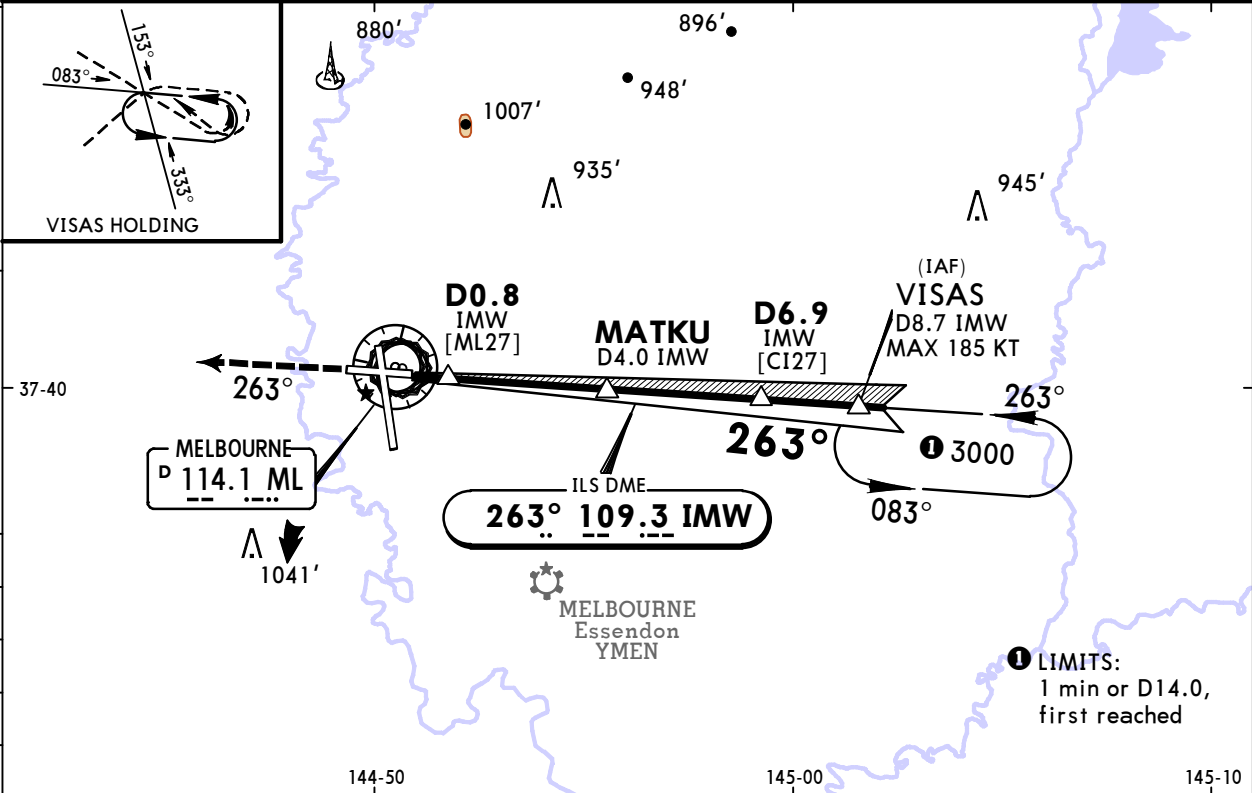
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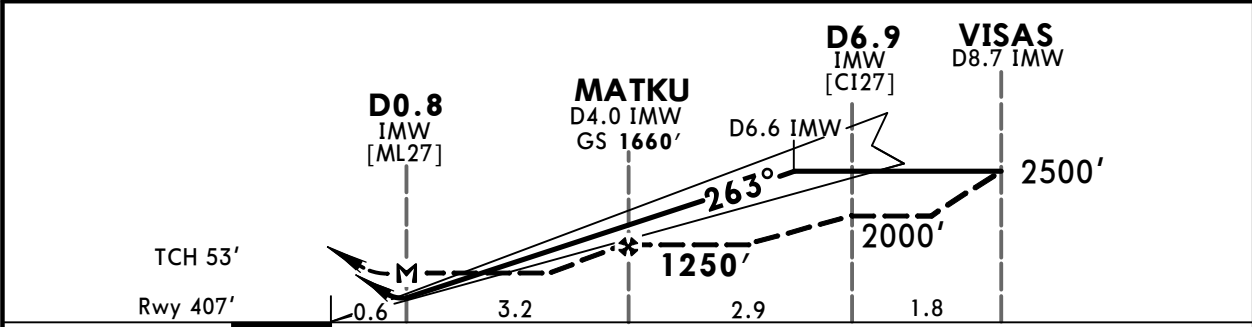
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JEPPESEN MELBOURNE, VIC, AUSTRALIA
ILS-Z or LOC-Z Rwy 27

ATIS		MELBOURNE Approach (R)		MELBOURNE Tower		Ground			
114.1 118.0		132.0		120.5		121.7			
LOC IMW 109.3	Final Apch Crs 263°	MATKU 1660' (1253')		ILS DA(H) 610' (203')	Apt Elev 434' Rwy 407'	4500 080° → ← 260° 3700 MSA ML VOR 3300 within 10 NM			
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 or GNSS required (ILS). 2. DME (LOC only) required. 3. ATC Approach Speeds: At VISAS 185 - 160 KT, at 5NM from Thr 160 - 150 KT.									



LOC (GS out)	IMW DME	1.5	2.0	3.0	4.0	5.0	6.0	6.6
	ALTITUDE	880'	1040'	1360'	1660'	1990'	2310'	2500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 263° 4000'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D0.8 IMW							

PANS OPS	STRAIGHT-IN LANDING RWY27					CIRCLE-TO-LAND	
	ILS			LOC (GS out)			
	DA(H) 610' (203')			MDA(H) 880' (473')			
	FULL	HIRL out	HIALS out	HIALS out		Max Kts	MDA(H)
	A					100	
B	RVR 550m VIS 0.8 km					135	1140'(706') -2.4 km
C		1.2 km	1.5 km	1.9 km	2.8 km	180	1450'(1016') -4.0 km
D						205	1600'(1166') -5.0 km

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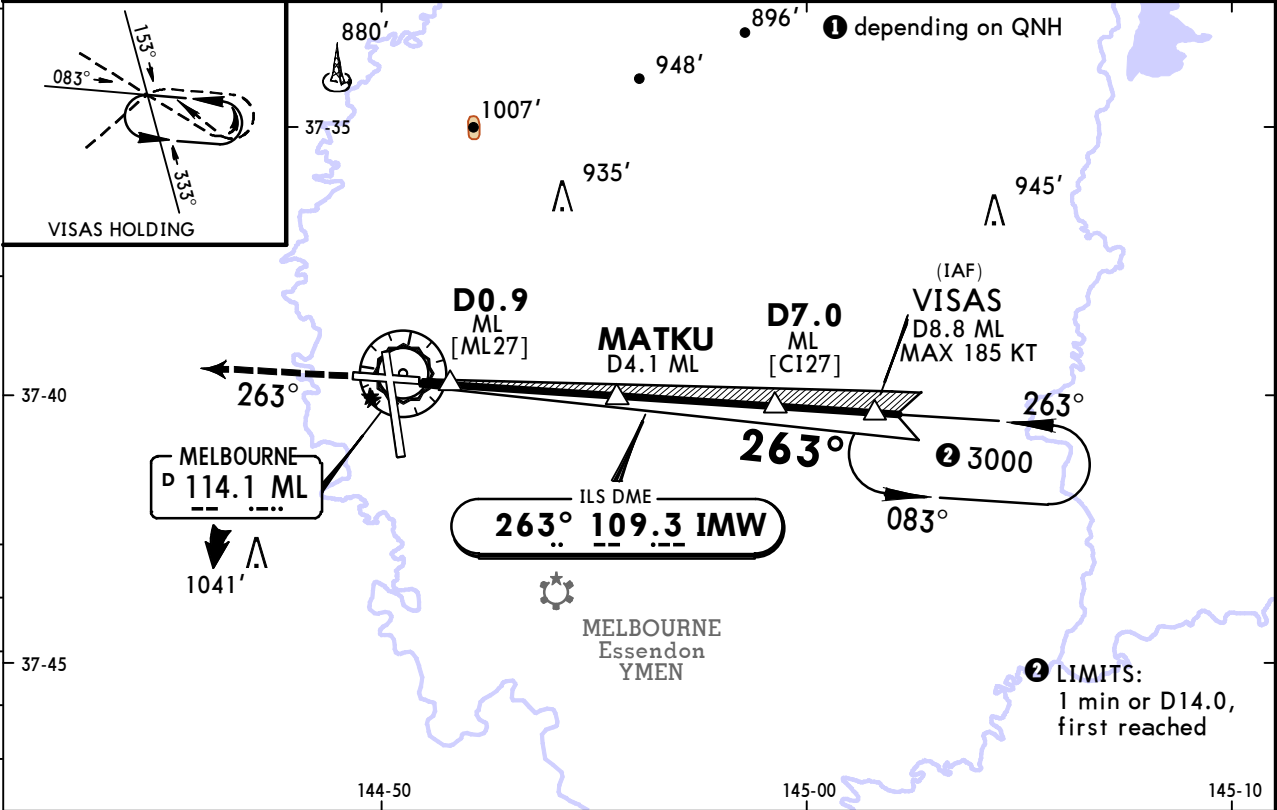
MELBOURNE INTL

22 FEB 19

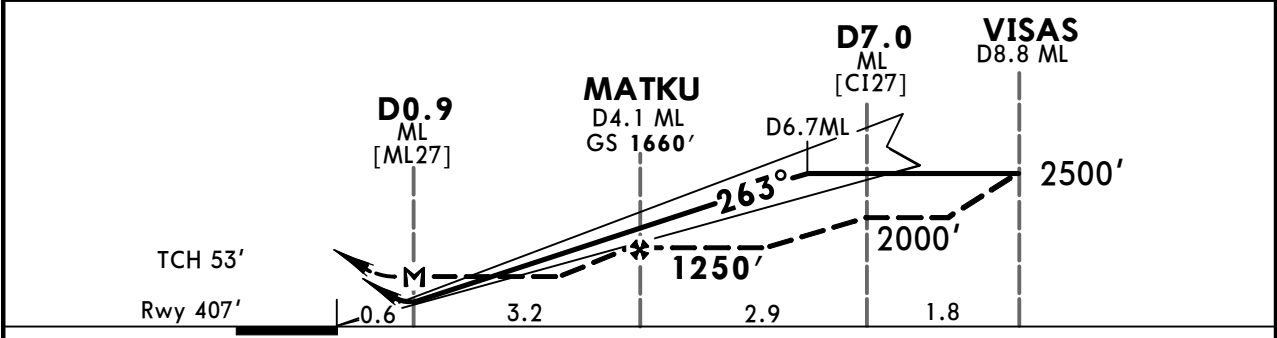
21-4 Eff 28 Feb

ILS-Y or LOC-Y Rwy 27

ATIS		MELBOURNE Approach (R)		MELBOURNE Tower		Ground			
114.1		118.0		132.0		120.5		121.7	
LOC IMW 109.3		Final Apch Crs 263°		GS MATKU 1660' (1253')		ILS DA(H) 610' (203')		Apt Elev 434' Rwy 407'	
MISSED APCH: Track 263°. Climb to 4000' or as directed by ATC.								4500 080° → ← 260° 3700 MSA ML VOR 3300 within 10 NM	
Alt Set: hPa		Rwy Elev: 15 hPa		Trans level: FL 110 - FL 125 ①		Trans alt: 10000'			
1. DME or GNSS required. 2. GNSS permitted in lieu of DME. Reference waypoint ML VOR. 3. ATC Approach Speeds: At VISAS 185 - 160 KT, At 5NM from Thr 160 - 150 KT.									



LOC (GS out)	ML DME	1.6	2.0	3.0	4.1	5.0	6.0	6.7
	ALTITUDE	880'	1000'	1320'	1660'	1960'	2270'	2500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		263°	4000'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI		
MAP at D0.9 ML										

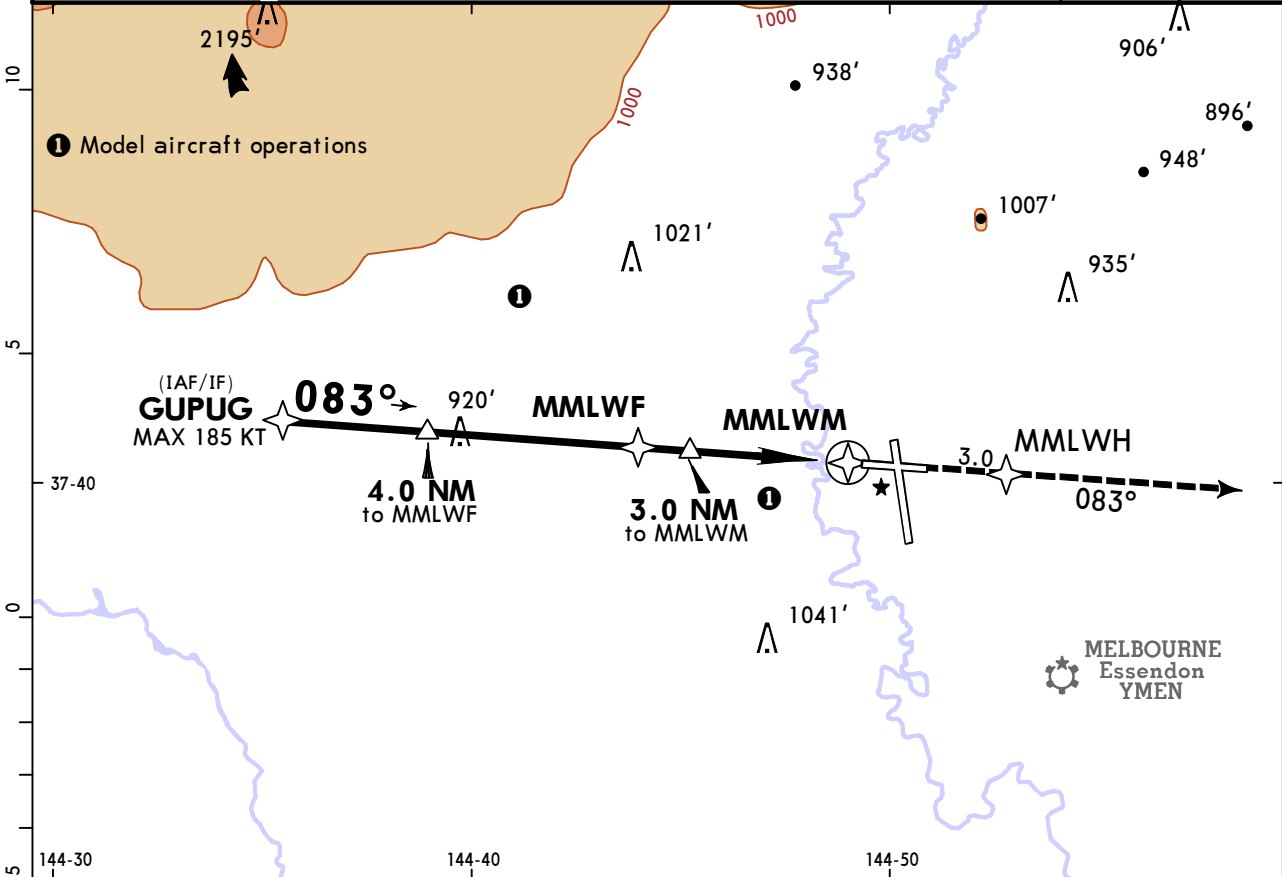
STRAIGHT-IN LANDING RWY27					CIRCLE-TO-LAND				
ILS					LOC (GS out)				
DA(H) 610' (203')					MDA(H) 880' (473')				
FULL		HIRL out	HIALS out		HIALS out		Max Kts	MDA(H)	
A							100	1140' (706') - 2.4 km	
B							135		
C	RVR 550m VIS 0.8 km	1.2 km	1.5 km	1.9 km	2.8 km		180	1450' (1016') - 4.0 km	
D							205	1600' (1166') - 5.0 km	

YMML/MEL
MELBOURNE INTL

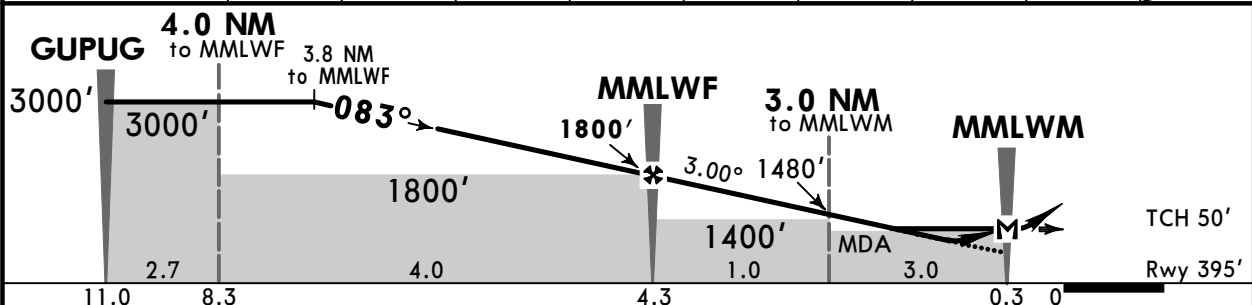
24 JAN 20
Eff 30 Jan 22-1

JEPPESEN MELBOURNE, VIC, AUSTRALIA
RNAV-Z (GNSS) Rwy 09

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7
RNAV	Final Apch Crs 083°	MMLWF 1800' (1405')	LNAV/VNAV DA(H) 760' (365')	Apt Elev 434' Rwy 395'		4500 080° → ← 260° 3700 MSA ARP 3300 within 10 NM
MISSED APCH: Track direct to MMLWH, thence 083°. Climb to 4000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 14 hPa Trans level FL 110 Trans alt: 10000'						
1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range -5°C to 60°C. 3. Holding as directed by ATC.						
4. ATC Approach Speeds: At GUPUG 185 - 160 KT, At 5NM from Thr 160 - 150 KT.						



NM to NEXT WPT	3.8	3.0	2.0	1.0	MMLWF	3.0	2.0	1.1	MMLWM
ALTITUDE	3000'	2760'	2440'	2120'	1800'	1480'	1160'	890'	



Gnd speed-Kts	70	90	100	120	140	160		PAPI		MMLWH
Descent Angle 3.00°	372	478	531	637	743	849				
LNAV/VNAV: MAP at DA										
LNAV: MAP at MMLWM										

STRAIGHT-IN LANDING RWY 09			CIRCLE-TO-LAND		
LNAV/VNAV		LNAV			
DA(H) 760' (365')		MDA(H) 840' (445')	Max Kts	MDA(H)	
			100	1140' (706') - 2.4 km	
			135		
			180	1450' (1016') - 4.0 km	
			205	1600' (1166') - 5.0 km	

CHANGES: None.

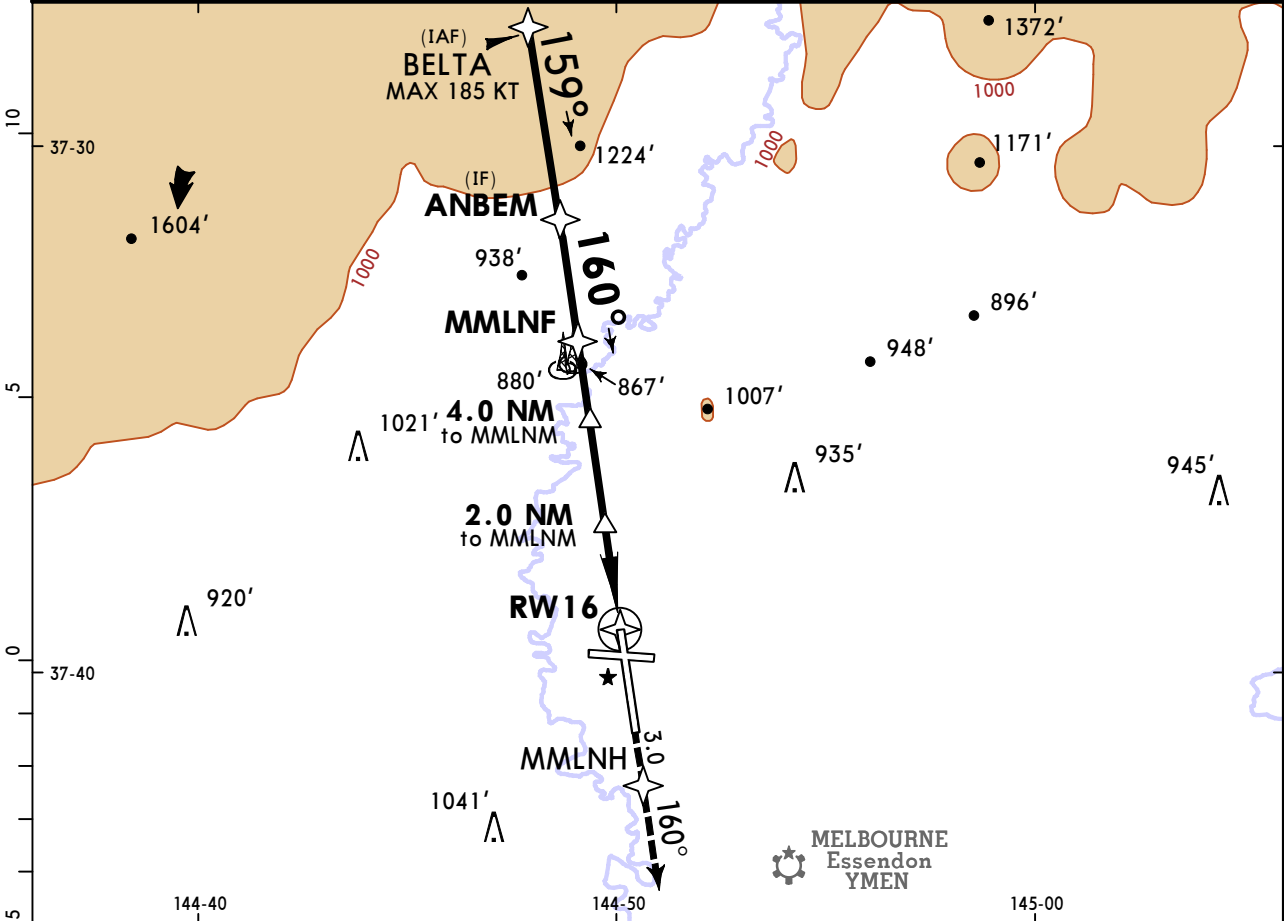
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YMML/MEL
MELBOURNE INTL

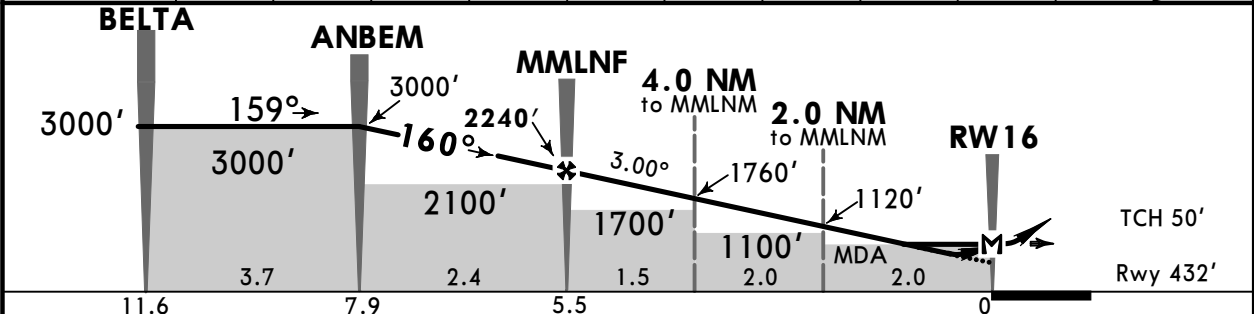
24 JAN 20
Eff 30 Jan (22-2)

MELBOURNE, VIC, AUSTRALIA
RNAV-Z (GNSS) Rwy 16

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7	
RNAV	Final Apch Crs 160°	MMLNF 2240' (1808')	LNAV/VNAV DA(H) 810' (378')		Apt Elev 434' Rwy 432'	4500 080° → ← 260° 3700	
MISSED APCH: Track direct to MMLNH, thence 160°, climb to 4000' or as directed by ATC.							
Alt Set: hPa		Rwy Elev: 16 hPa		Trans level FL 110		Trans alt: 10000'	
1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range -5°C to 60°C. 3. Holding as directed by ATC. 4. ATC Approach Speeds: At BELTA 185 - 160 KT, At 5NM from Thr 160 - 150 KT.							
						MSA ARP 3300 within 10 NM	



NM to NEXT WPT	ANBEM	2.0	1.0	MMLNF	5.0	4.0	3.0	2.0	1.3	1.0	RW16
ALTITUDE	3000'	2880'	2560'	2240'	2070'	1760'	1440'	1120'	890'	810'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI		MMLNH
Descent Angle 3.00°	372	478	531	637	743	849			
LNAV/VNAV: MAP at DA									
LNAV: MAP at RW16									

STRAIGHT-IN LANDING RWY 16						CIRCLE-TO-LAND			
LNAV/VNAV DA(H) 810' (378')			LNAV MDA(H) 890' (458')						
HIALS out			HIALS out			Max Kts			
						100	1140' (706') - 2.4 km		
						135			
						180	1450' (1016') - 4.0 km		
						205	1600' (1166') - 5.0 km		

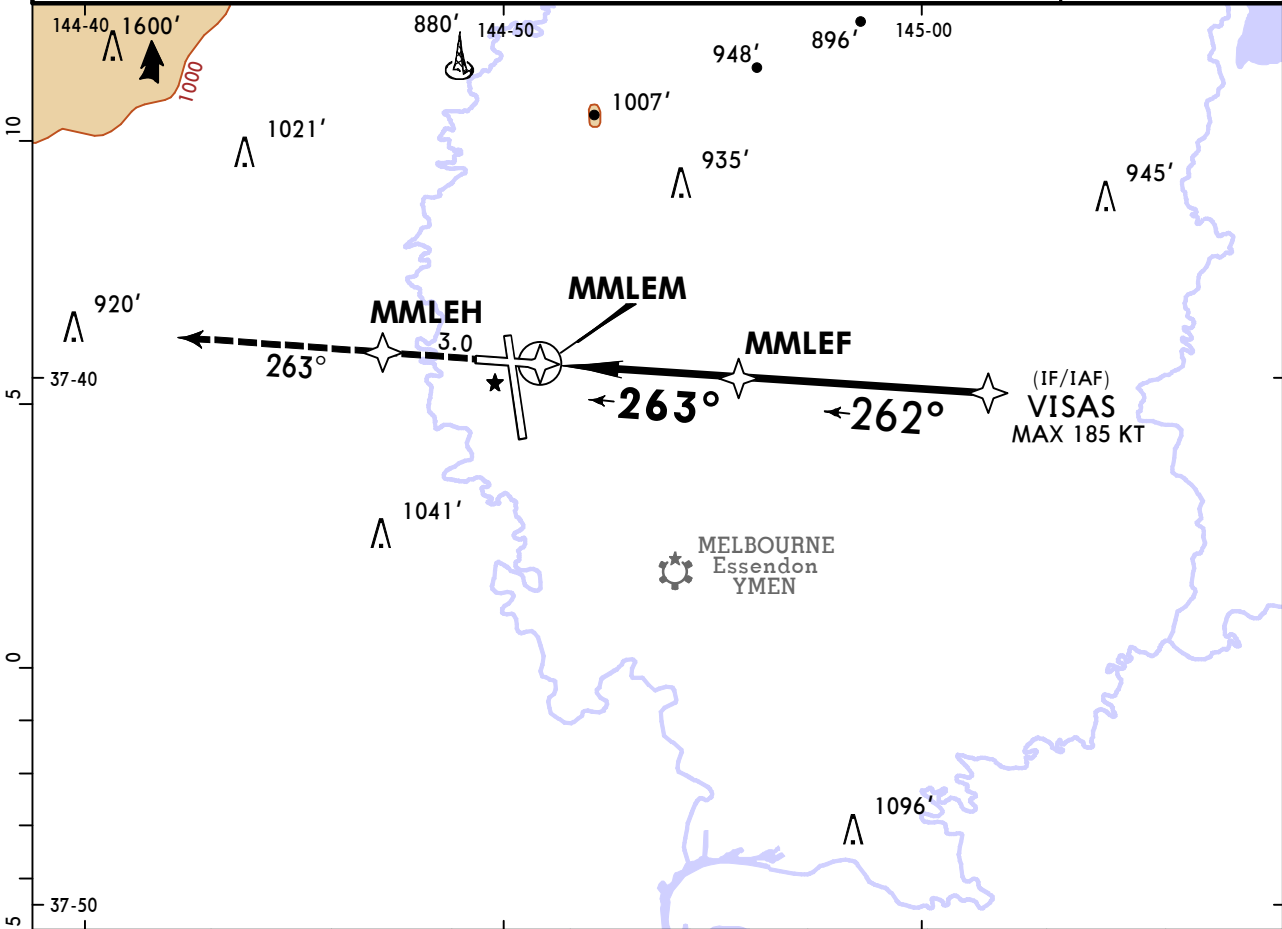
CHANGES: Waypoint ident, profile view.

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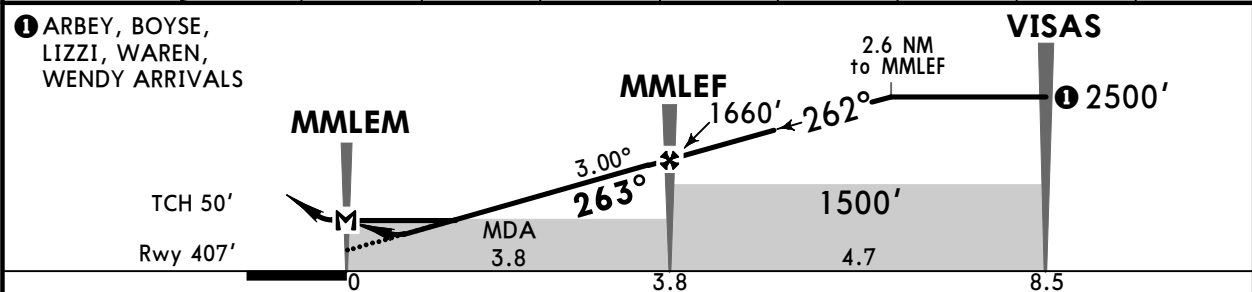
YMML/MEL
MELBOURNE INTL

JEPPESSEN MELBOURNE, VIC, AUSTRALIA
14 JUN 19 **22-3** Eff 20 Jun RNAV-Z (GNSS) Rwy 27

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7	
RNAV	Final Apch Crs 263°	Procedure Alt MMLEF 1660' (1253')	LNAV/VNAV DA(H) 900' (493')	Apt Elev 434'	Rwy 407'	4500 080° → ← 260° 3700 MSA ARP 3300 within 10 NM	
MISSED APCH: Track direct to MMLEH, thence 263°, climb to 4000' or as directed by ATC.							
Alt Set: hPa		Rwy Elev: 15 hPa	Trans level FL 110		Trans alt: 10000'		
1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range -5°C (23°F) to 60°C (140°F). 3. Holding as directed by ATC. 4. ATC Approach Speeds: At VISAS 185 - 160 KT, At 5NM from Thr 160 - 150 KT.							



NM to NEXT WPT	MMLEM	1.4	1.5	2.0	3.0	MMLEF	1.0	2.0	2.6
ALTITUDE		900'	950'	1090'	1410'	1660'	1980'	2300'	2500'



Grnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00°	372	478	531	637	743	849	
LNAV/VNAV: MAP at DA							
LNAV: MAP at MMLEM							

STRAIGHT-IN LANDING RWY 27						CIRCLE-TO-LAND			
LNAV/VNAV			LNAV						
DA(H) 900' (493')			MDA(H) 950' (543')						
HIALS out			HIALS out			Max Kts	MDA(H)		
A	2.8 km			3.1 km		100	1140' (706') - 2.4 km		
B						135			
C						180	1450' (1016') - 4.0 km		
D						205	1600' (1166') - 5.0 km		

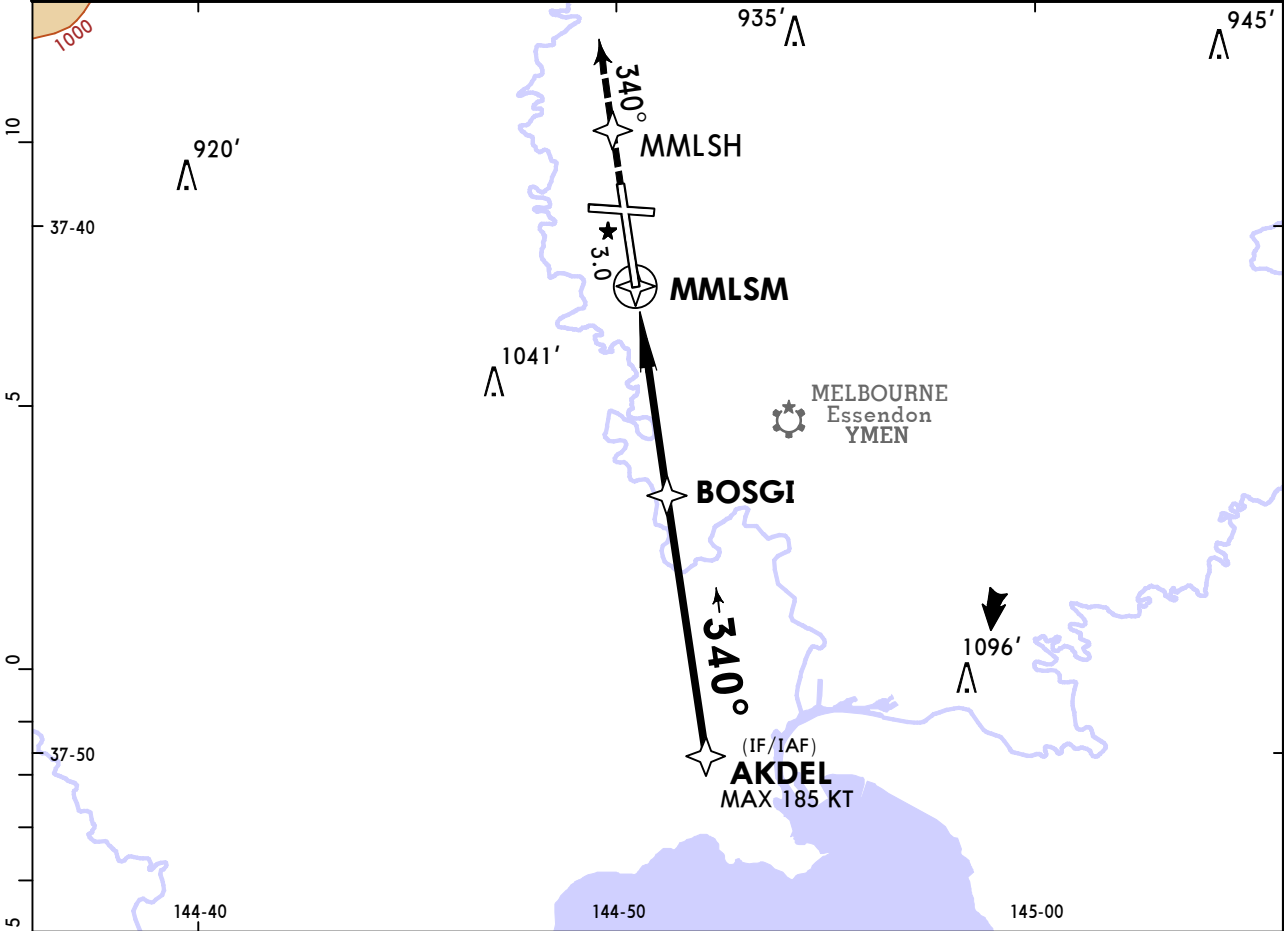
CHANGES: Remove reference to BADGR ARR.

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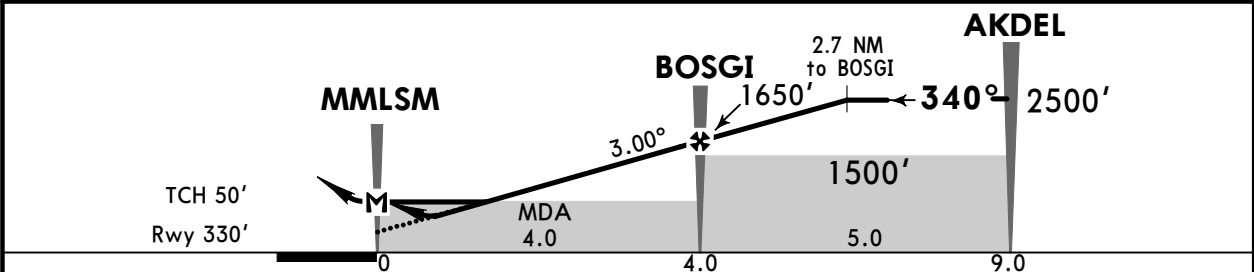
YMML/MEL
MELBOURNE INTL

JEPPESSEN MELBOURNE, VIC, AUSTRALIA
14 JUN 19 (22-4) Eff 20 Jun RNAV-Z (GNSS) Rwy 34

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7	
RNAV	Final Apch Crs 340°	Procedure Alt BOSGI 1650' (1320')	LNAV/VNAV DA(H) 690' (360')		Apt Elev 434' Rwy 330'	4500 080° → ← 260° 3700 MSA ARP 3300 within 10 NM	
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. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range -5°C (23°F) to 60°C (140°F). 3. ATC Approach Speeds: At AKDEL 185 - 160 KT, At 5NM from Thr 160 - 150 KT.							



DIST to NEXT WPT	MMLSM	1.0	1.3	2.0	3.0	BOSGI	1.0	2.0	2.7
ALTITUDE		690'	780'	1020'	1340'	1650'	1970'	2290'	2500'



Gnd speed-Kts	70	90	100	120	140	160	SFL PAPI		→ MMLSH
Descent Angle 3.00°	372	478	531	637	743	849			
LNAV/VNAV: MAP at DA									
LNAV: MAP at MMLSM									

STRAIGHT-IN LANDING RWY 34				CIRCLE-TO-LAND			
LNAV/VNAV DA(H) 690' (360')		LNAV MDA(H) 780' (450')		Max Kts	MDA(H)		
PANS OPS A B C D	2.0 km		2.5 km		1140' (706') - 2.4 km		
					1450' (1016') - 4.0 km		
					1600' (1166') - 5.0 km		

CHANGES: None.

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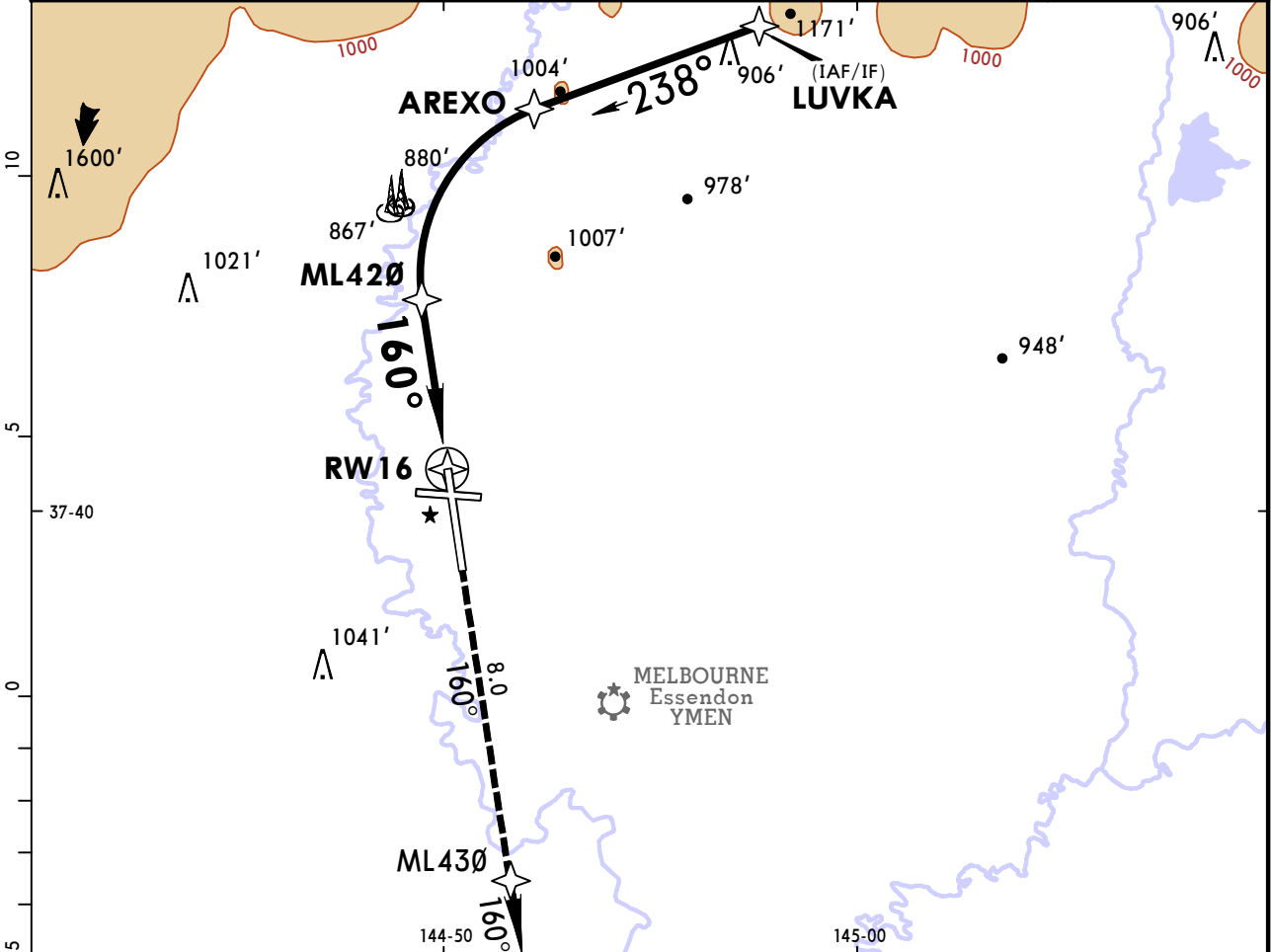
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MELBOURNE INTL

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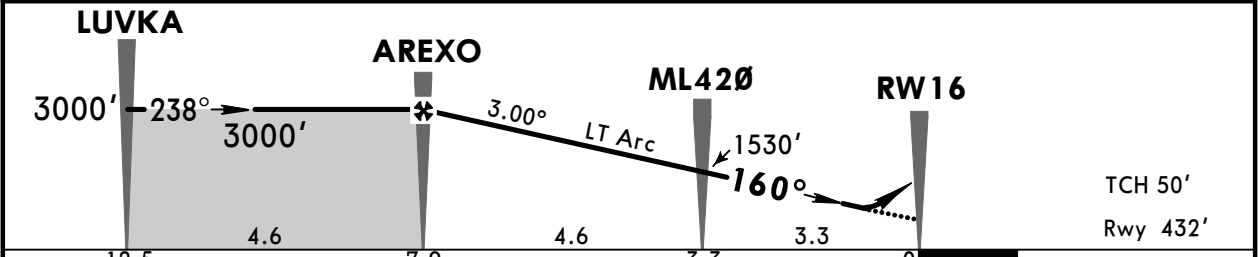
MELBOURNE, VIC, AUSTRALIA

3 NOV 17 22-20 Eff 9 Nov RNAV-M (RNP) Rwy 16

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7
RNAV	Final Apch Crs 160°	Procedure Alt AREXO 3000' (2568')	RNP 0.11 DA(H) 820' (388')	Apt Elev 434' Rwy 432'		4500 080° → ← 260° 3700 MSA ARP 3300 within 10 NM
MISSED APCH: Track 160° to ML430, thence track 160°. Climb to 4000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 16 hPa Trans level FL 110 Trans alt: 10000' 1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED. 4. Local temperature REQUIRED. 5. Procedure temperature range -2°C (28°F) to 48°C (118°F). 6. ATC Approach Speeds: at 10NM from Threshold 185 - 160KT, at 5NM from Threshold 160 - 150 KT.						



NM to NEXT WPT	AREXO	4.0	3.0	2.0	1.0	ML420	3.0	2.0	1.1	RW16
ALTITUDE	3000'	2800'	2490'	2170'	1850'	1530'	1440'	1120'	820'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 160° ML430	
Descent Angle	3.00°	372	478	531	637	743		
MAP at DA								

STRAIGHT-IN LANDING RWY16				CIRCLE-TO-LAND			
RNP 0.11 DA(H) 820' (388')		RNP 0.30 DA(H) 890' (458')					
HIALS out		HIALS out					

PANS OPS	A	2.2 km		2.6 km		A	NOT AUTHORIZED	
	B							
	C							
	D							

YMML/MEL
MELBOURNE INTL

JEPPESSEN MELBOURNE, VIC, AUSTRALIA
3 NOV 17 **22-21** **Eff 9 Nov** **RNAV-P (RNP) Rwy 16**

BRIEFING STRIP™

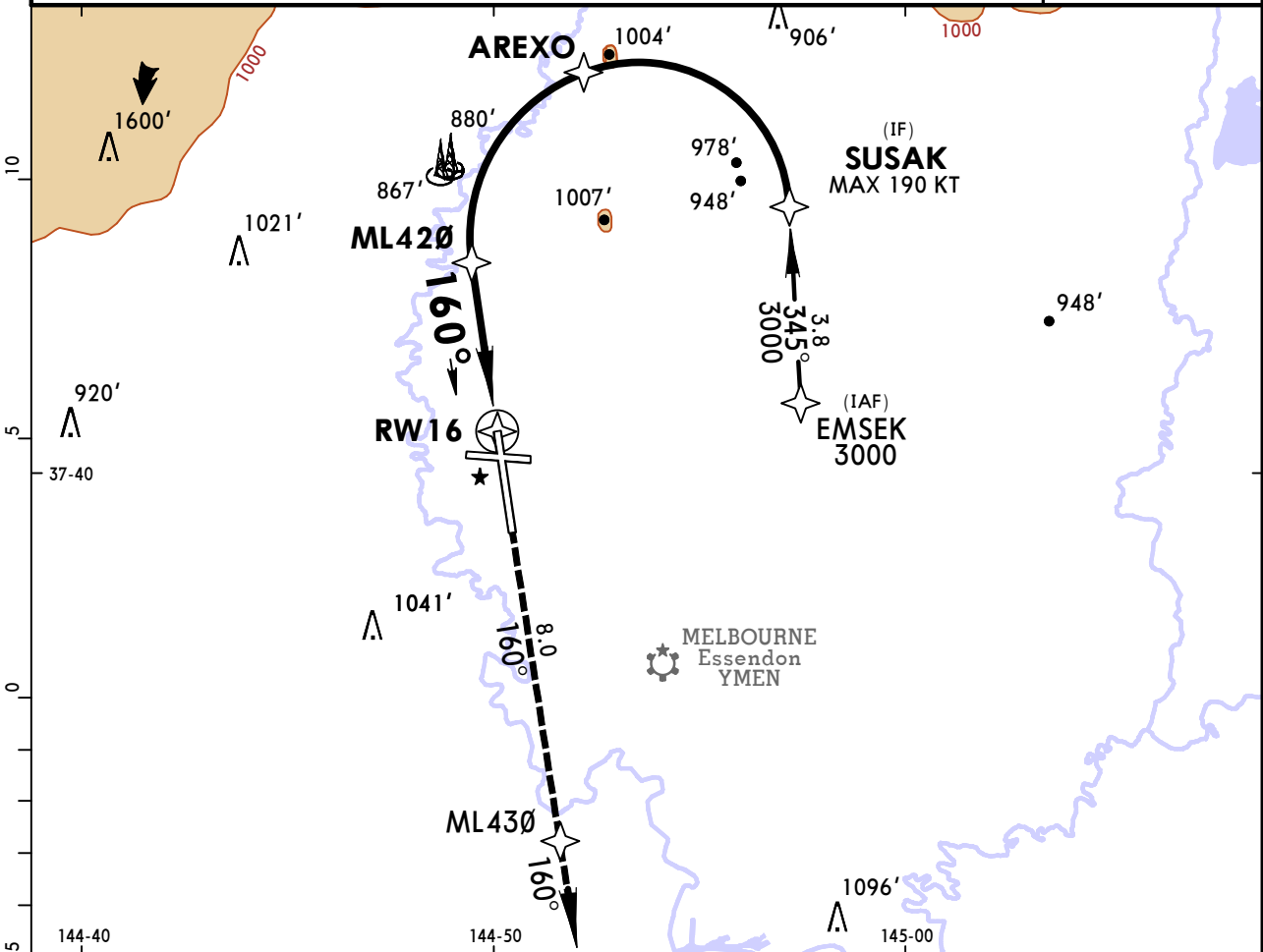
ATIS 114.1118.0		MELBOURNE Approach (R) 132.0	MELBOURNE Tower 120.5	Ground 121.7
RNAV	Final Apch Crs 160°	Procedure Alt AREXO 3000' (2568')	RNP 0.11 DA(H) 820' (388')	Apt Elev 434' Rwy 432'
MISSED APCH: Track 160° to ML430, thence track 160°. Climb to 4000' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 16 hPa Trans level FL 110 Trans alt: 10000'				
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED. 4. Local temperature REQUIRED. 5. Procedure temperature range -2°C (28°F) to 48°C (118°F). 6. ATC Approach Speeds: at 10NM from Threshold 185 - 160KT, at 5NM from Threshold 160 - 150 KT.				

4500

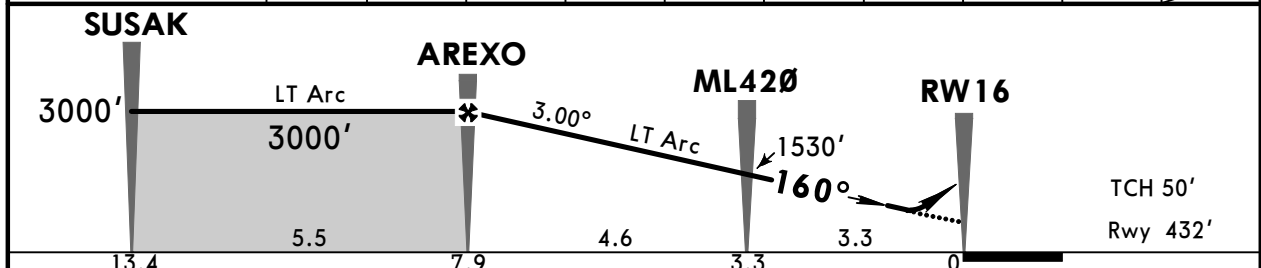
080°→←260°

3700

MSA ARP
3300
within 10 NM



NM to NEXT WPT	AREXO	4.0	3.0	2.0	1.0	ML420	3.0	2.0	1.1	RW16
ALTITUDE	3000'	2800'	2490'	2170'	1850'	1530'	1440'	1120'	820'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 160° ML430
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at DA							

STRAIGHT-IN LANDING RWY16						CIRCLE-TO-LAND			
RNP 0.11 DA(H) 820' (388')			RNP 0.30 DA(H) 890' (458')						
HIALS out			HIALS out						

PANS OPS	A					A				
	B					B				
	C					C				
	D					D				

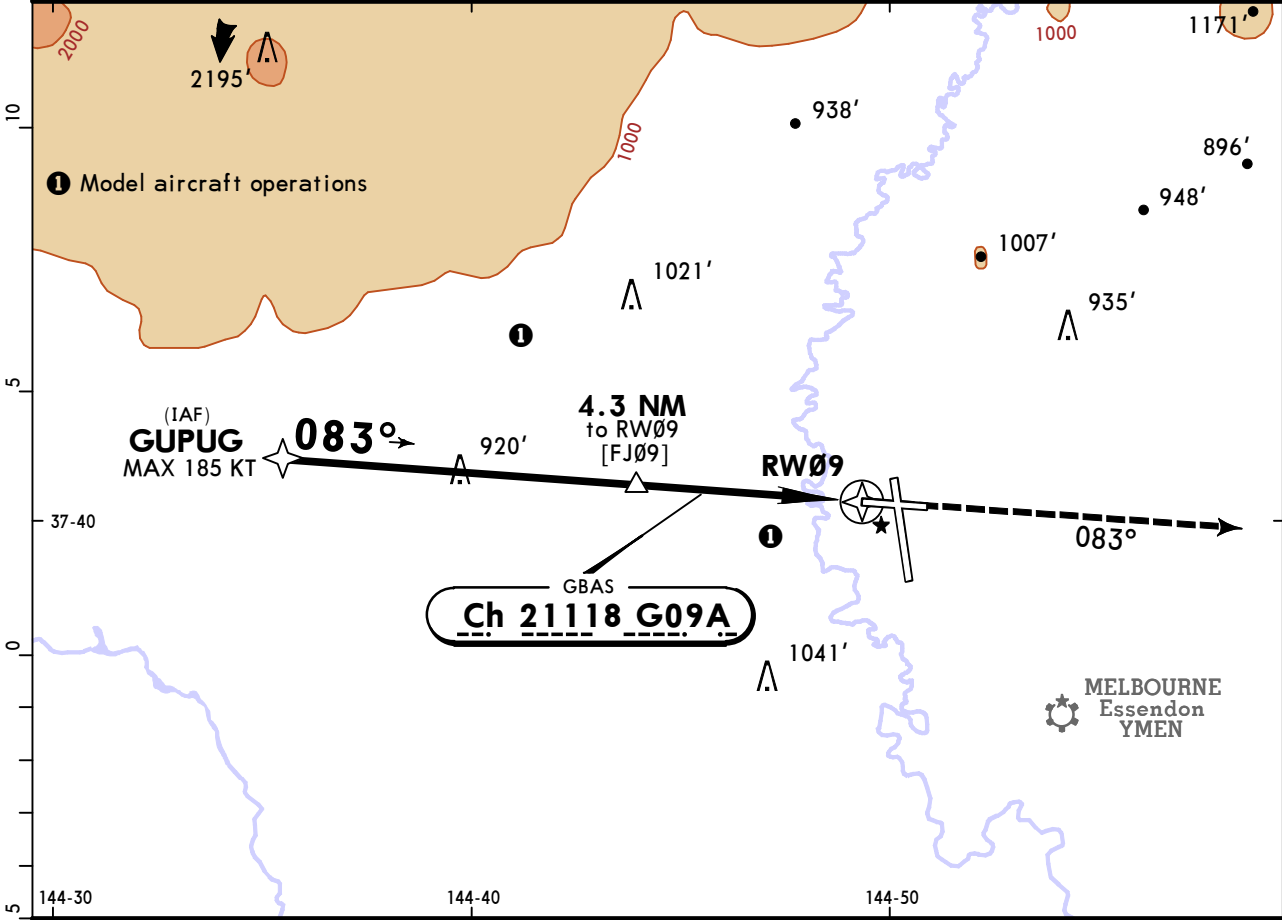
CHANGES: Minimums.

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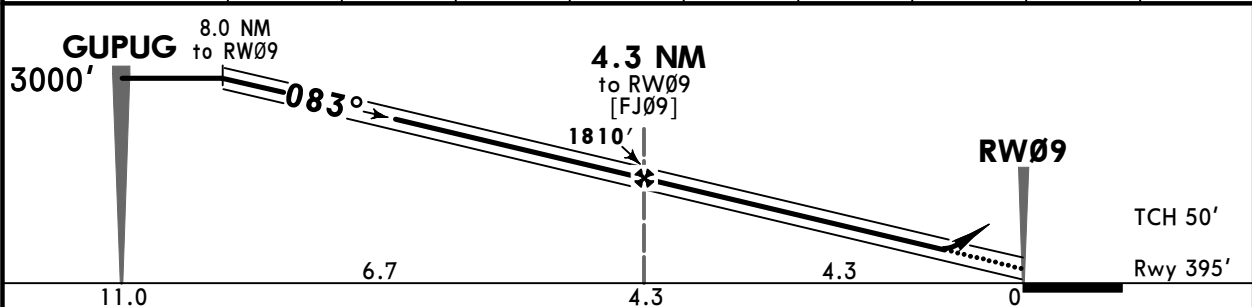
YMML/MEL
MELBOURNE INTL

JEPPESSEN MELBOURNE, VIC, AUSTRALIA
24 JAN 20 **22-40** Eff 30 Jan
GLS Rwy 09

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7	
GBAS Ch 21118 G09A	Final Apch Crs 083°	4.3 to RW09 1810' (1415')		GLS DA(H) 600' (205')	Apt Elev 434' Rwy 395'		4500 080° → ← 260° 3700 MSA ARP 3300 within 10 NM
MISSED APCH: Track 083°. Climb to 4000' or as directed by ATC.							
Alt Set: hPa		Rwy Elev: 14 hPa		Trans level FL 110		Trans alt: 10000'	
1. Holding as directed by ATC. 2. ATC Approach Speeds: At GUPUG 185 - 160 KT, At 5NM from Thr 160 - 150 KT.							



NM to RW09	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.5
ALTITUDE	3000'	2670'	2360'	2040'	1720'	1400'	1080'	760'	600'



Gnd speed-Kts	70	90	100	120	140	160	PAPI 083°	
Glide Path Angle	3.00°	372	478	531	637	849		
MAP at DA								

STRAIGHT-IN LANDING RWY 09				CIRCLE-TO-LAND			
GLS							
DA(H) 600' (205')				Max Kts	MDA(H)		
A	1.5 km			100	1140' (706') - 2.4 km		
B				135			
C				180	1450' (1016') - 4.0 km		
D				205	1600' (1166') - 5.0 km		

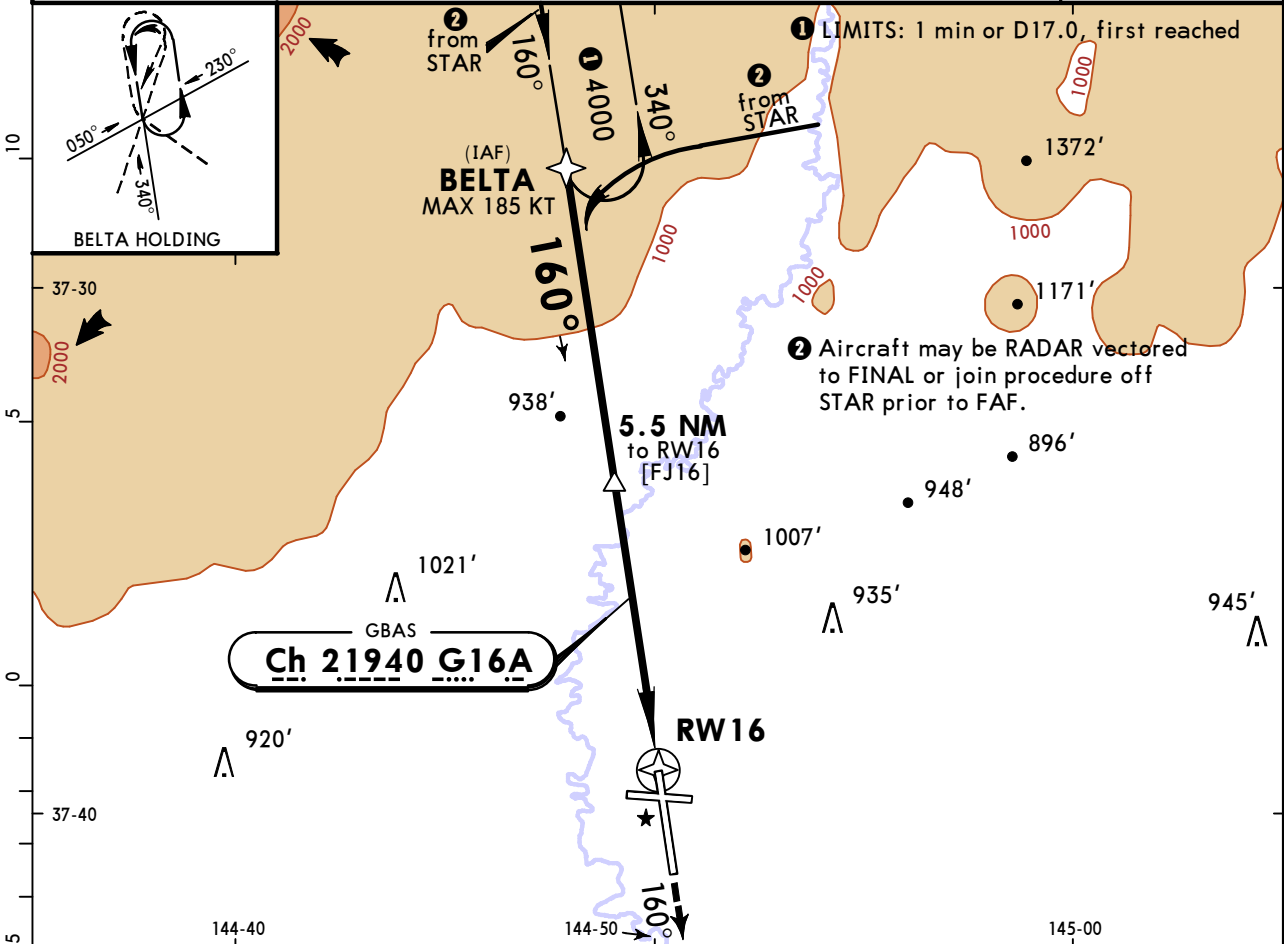
CHANGES: None.

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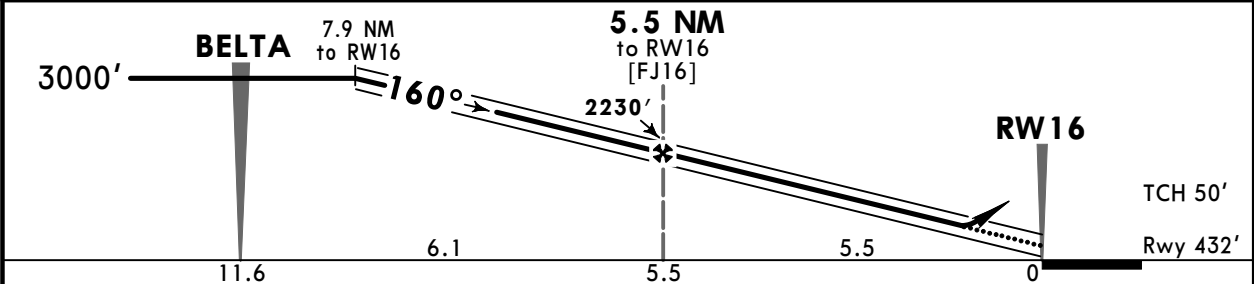
YMML/MEL
MELBOURNE INTL

JEPPESSEN MELBOURNE, VIC, AUSTRALIA
24 JAN 20 22-41 Eff 30 Jan GLS Rwy 16

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7	
GBAS Ch 21940 G16A	Final Apch Crs 160°	5.5 to RW16 2230' (1798')	GLS DA(H) 640' (208')	Apt Elev 434' Rwy 432'		4500 080° → ← 260° 3700 MSA ARP 3300 within 10 NM	
MISSED APCH: Track 160°. Climb to 4000' or as directed by ATC.							
Alt Set: hPa		Rwy Elev: 16 hPa		Trans level FL 110			
1. ATC Approach Speeds: At BELTA 185 - 160 KT, At 5NM from Thr 160 - 150 KT.							



NM to RW16	7.9	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.5
ALTITUDE	3000'	2710'	2390'	2070'	1760'	1440'	1120'	800'	640'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI		160°	4000'
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at DA										

STRAIGHT-IN LANDING RWY 16				CIRCLE-TO-LAND			
GLS							
DA(H) 640' (208')							
FULL		HIRL out	HIALS out	Max Kts	MDA(H)		
A				100	1140' (706') - 2.4 km		
B	RVR 550m			135			
C	VIS 0.8 km	1.2 km	1.5 km	180	1450' (1016') - 4.0 km		
D				205	1600' (1166') - 5.0 km		

CHANGES: Dist/alt table, profile view.

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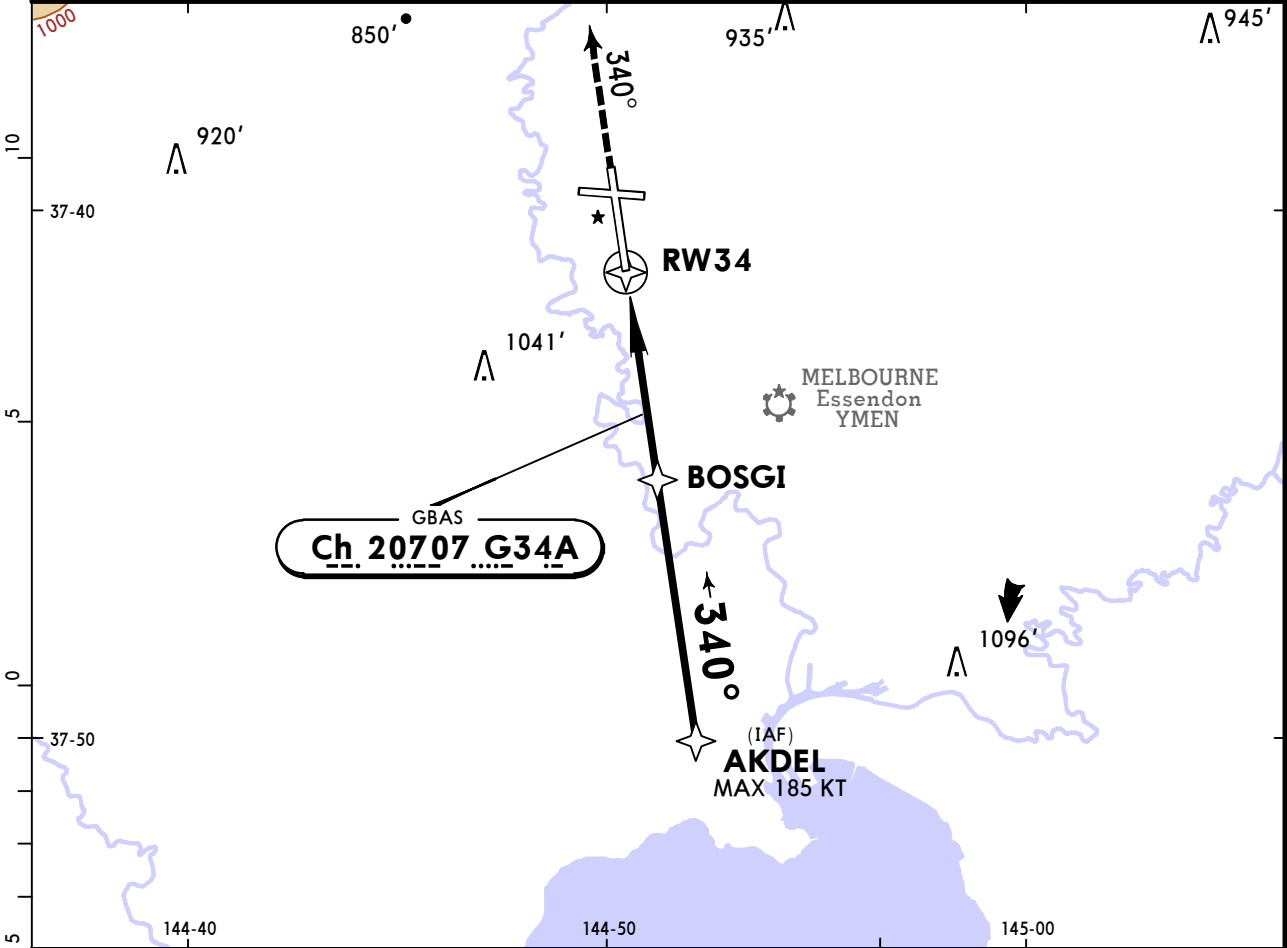
PANS OPS

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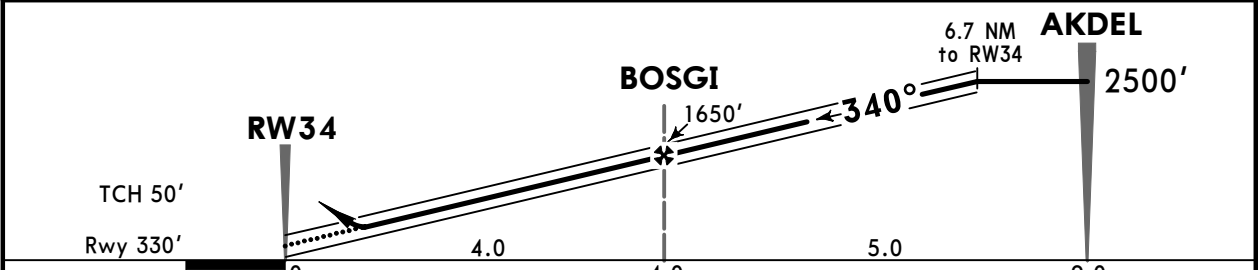
YMML/MEL
MELBOURNE INTL

JEPPESSEN MELBOURNE, VIC, AUSTRALIA
2 NOV 18 **22-43** **Eff 8 Nov**
GLS Rwy 34

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7
GBAS Ch 20707 G34A	Final Apch Crs 340°	GP BOSGI 1650' (1320')	GLS DA(H) 530' (200')	Apt Elev 434' Rwy 330'		4500 080° → ← 260° 3700 MSA ARP 3300 within 10 NM
MISSED APCH: Track 340°. Climb to 4000' or as directed by ATC.						
Alt Set: hPa		Rwy Elev: 12 hPa	Trans level FL 110		Trans alt: 10000'	
1. ATC Approach Speeds: At AKDEL 185 - 160 KT, At 5NM from Thr 160 - 150 KT.						



NM to RW34	0.5	1.0	2.0	3.0	4.0	5.0	6.0	6.7
ALTITUDE	530'	700'	1020'	1340'	1650'	1970'	2290'	2500'

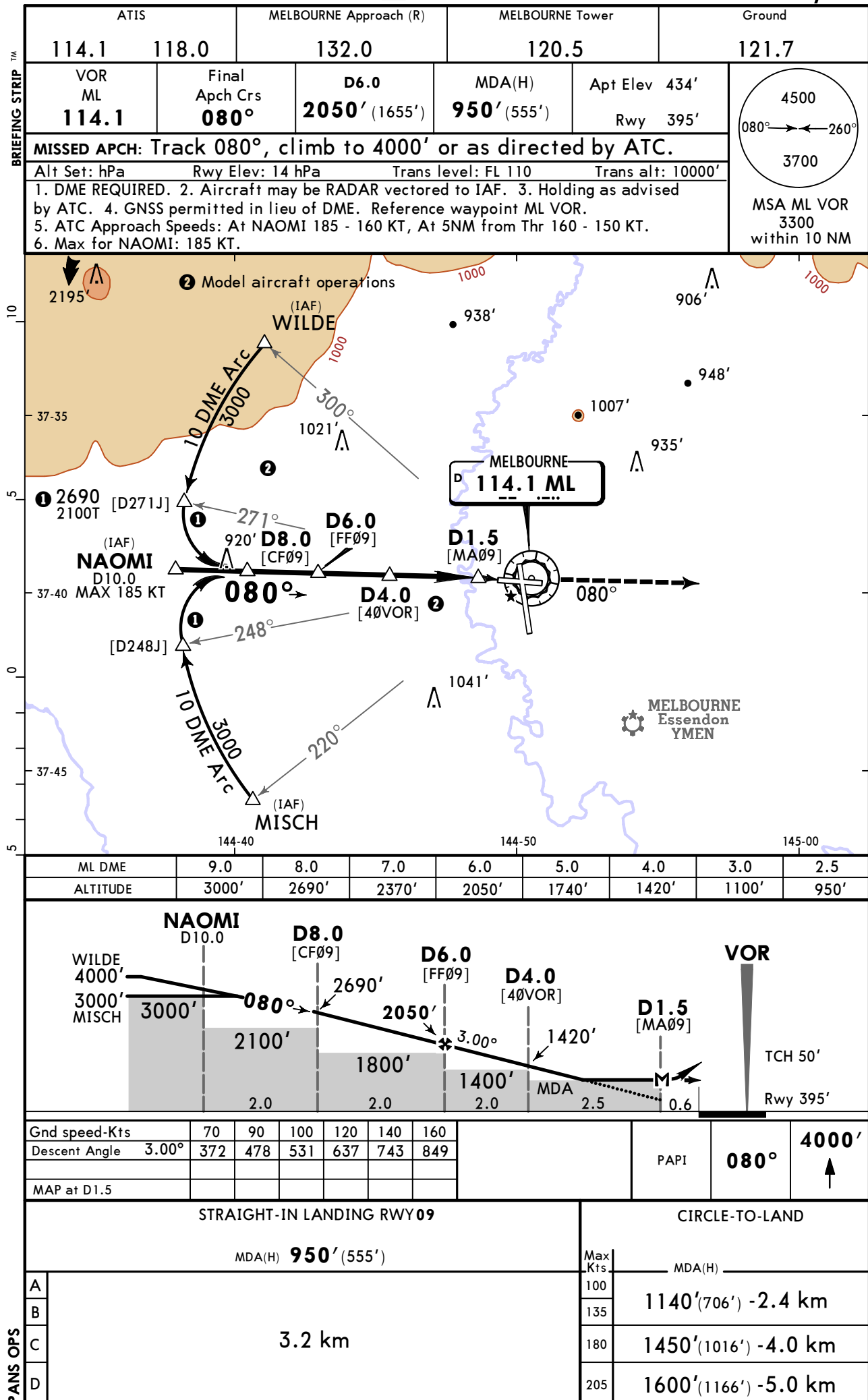


Gnd speed-Kts	70	90	100	120	140	160	SFL PAPI		340° ↑
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at DA									

STRAIGHT-IN LANDING RWY 34					CIRCLE-TO-LAND				
GLS DA(H) 530' (200')					Max Kts	MDA(H)			
1.5 km					100	1140' (706') - 2.4 km			
					135				
					180	1450' (1016') - 4.0 km			
					205	1600' (1166') - 5.0 km			

YMML/MEL
MELBOURNE INTL

JEPPESSEN MELBOURNE, VIC, AUSTRALIA
15 MAY 20 **(23-1) Eff 21 May**
VOR Rwy 09



CHANGES: SDF added, dist/alt table, minimums.

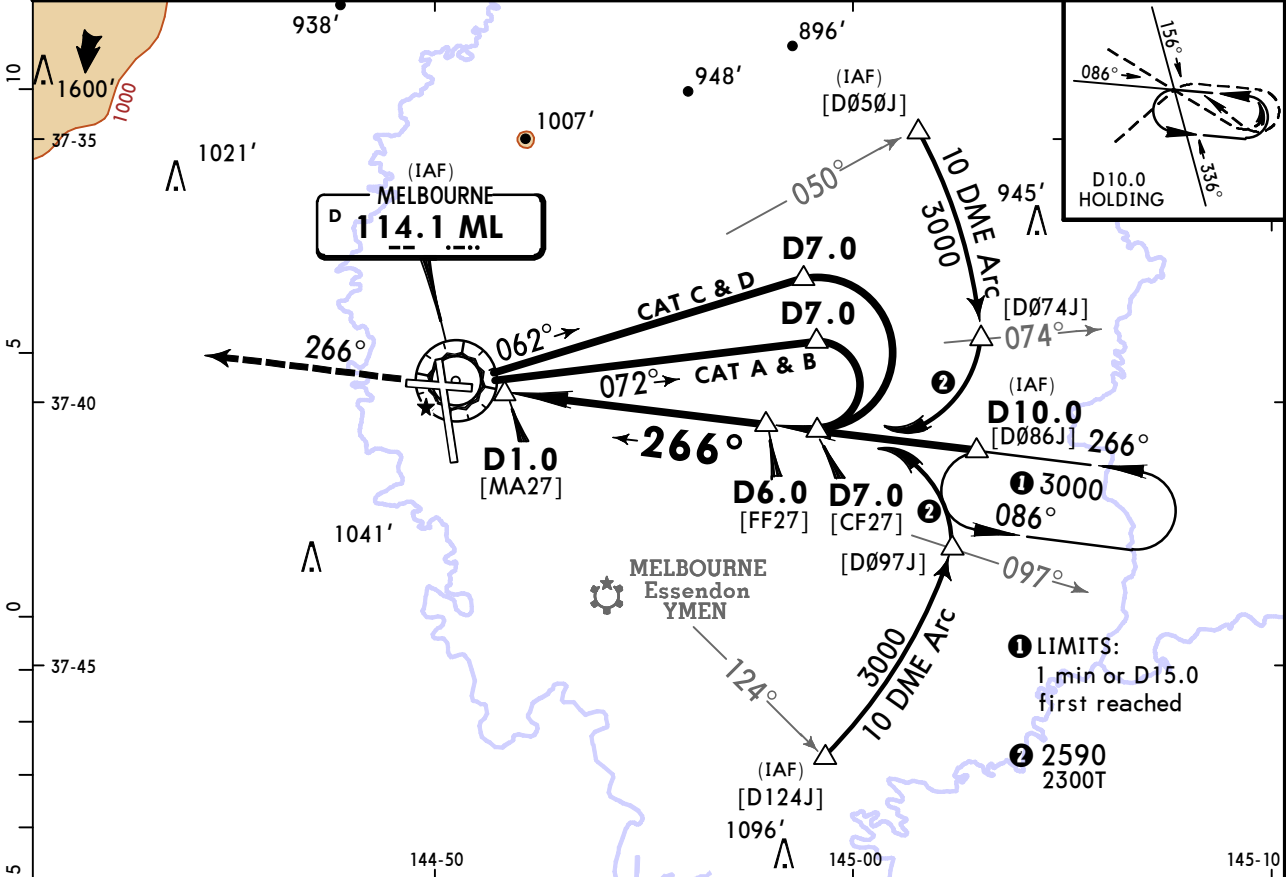
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YMMML/MEL
MELBOURNE INTL

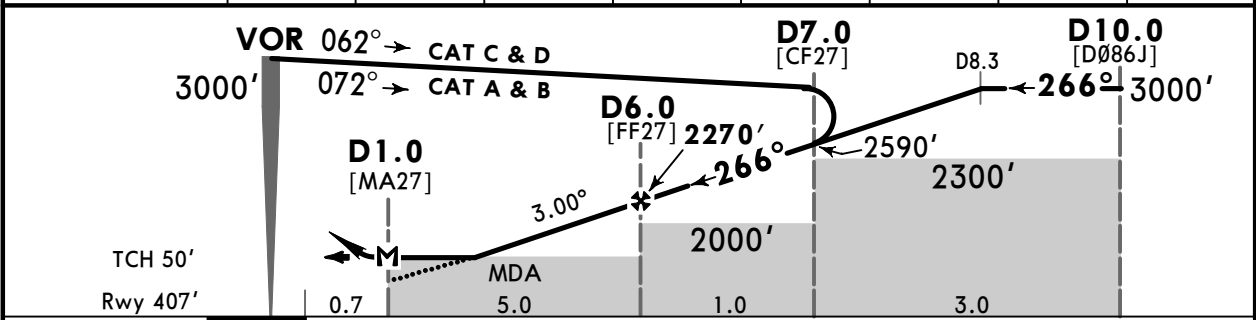
15 MAY 20 **23-2** Eff 21 May

JEPPESSEN MELBOURNE, VIC, AUSTRALIA
VOR Rwy 27

ATIS		MELBOURNE Approach (R)		MELBOURNE Tower		Ground	
114.1 118.0		132.0		120.5		121.7	
VOR ML 114.1	Final Apch Crs 266°	D6.0 2270' (1863')	MDA(H) 1040' (633')	Apt Elev 434' Rwy 407'		4500 080° → ← 260° 3700 MSA ML VOR 3300 within 10 NM	
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. GNSS permitted in lieu of DME. Reference waypoint ML VOR. 4. ATC Approach Speeds: At 10NM from Thr 185 - 160 KT, At 5NM from Thr 160 - 150 KT.							



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'	2910'	3000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	
Descent Angle	3.00°	372	478	531	637	743	PAPI	PAPI
MAP at D1.0							266°	4000'

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND			
MDA(H) 1040' (633')				Max Kts			
ALS out				MDA(H)			
A	3.6 km			100	1140' (706') - 2.4 km		
B				135			
C				180	1450' (1016') - 4.0 km		
D				205	1600' (1166') - 5.0 km		

YMMEL/MEL
MELBOURNE INTL

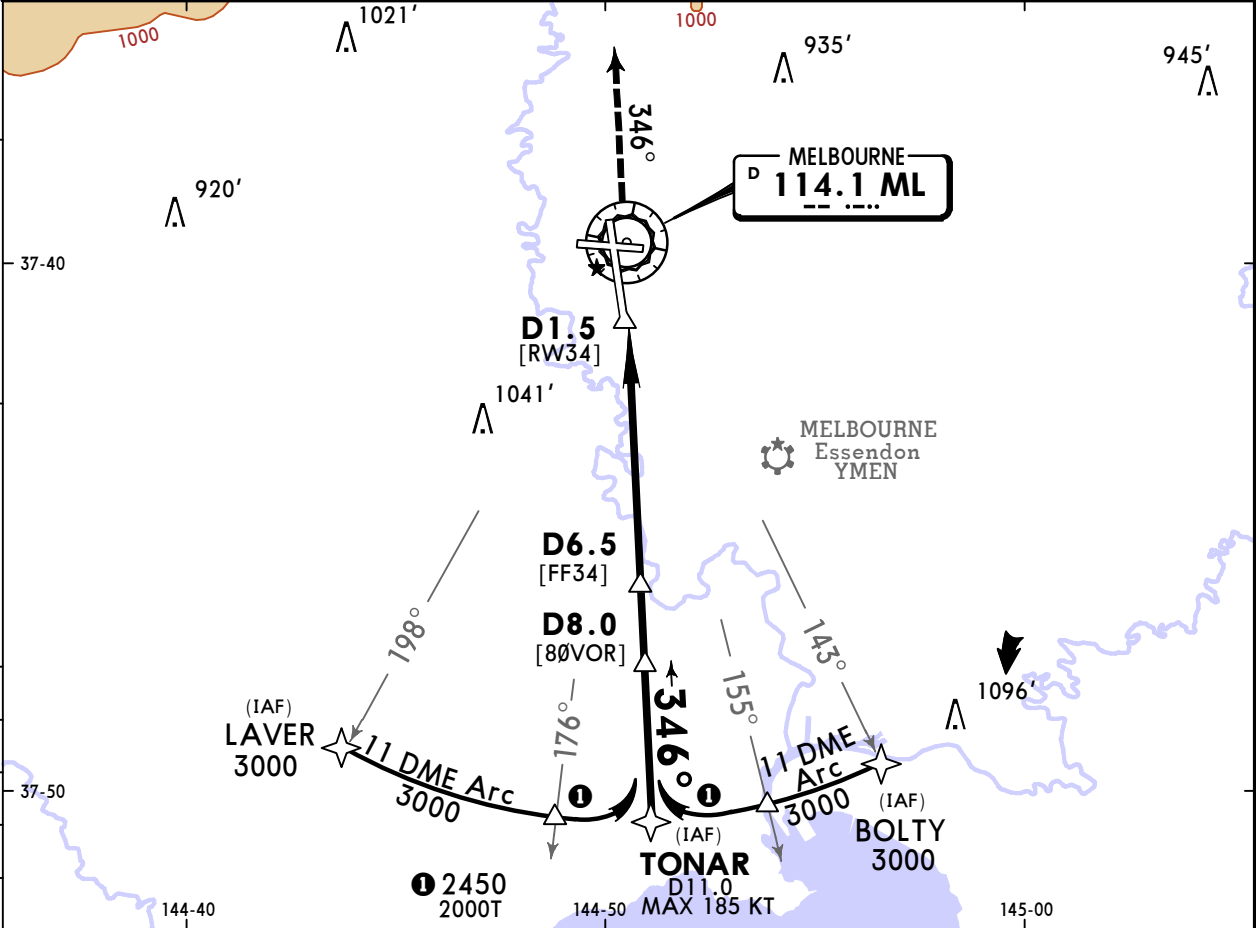
 **JEPPESSEN**

MELBOURNE, VIC, AUSTRALIA

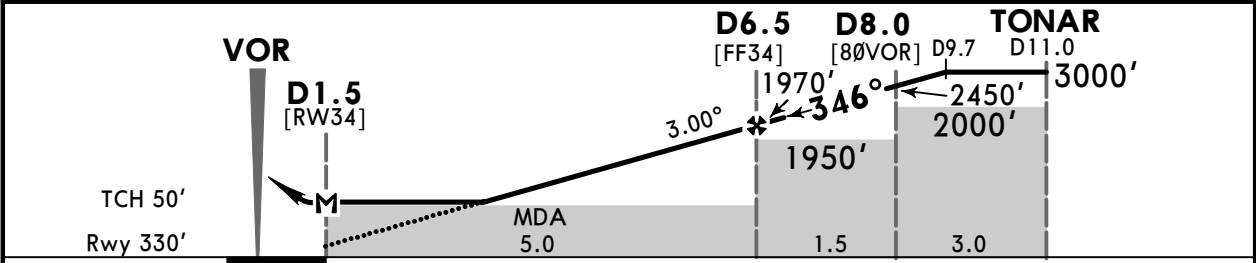
2 NOV 18 23-3 **Eff 8 Nov**

VOR Rwy 34

ATIS		MELBOURNE Approach (R)		MELBOURNE Tower		Ground			
114.1 118.0		132.0		120.5		121.7			
VOR ML 114.1	Final Apch Crs 346°	Procedure Alt D6.5 1970' (1640')	MDA(H) 760' (430')	Apt Elev 434' Rwy 330'		4500 080° → ← 260° 3700 MSA ML VOR 3300 within 10 NM			
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. DME Required. 2. Aircraft may be RADAR vectored to IAF. 3. Holding as advised by ATC 4. GNSS permitted in lieu of DME. Reference waypoint ML VOR. 5. ATC Approach Speeds: At TONAR 185 - 160 KT, At 5NM from Thr 160 - 150 KT. 6. Max for TONAR: 185 KT.									



ML DME	2.7	3.0	4.0	5.0	6.0	6.5	7.0	8.0	9.0	9.7
ALTITUDE	760'	860'	1180'	1490'	1810'	1970'	2130'	2450'	2770'	2990'



Gnd speed-Kts	70	90	100	120	140	160		SFL PAPI	346°	4000' ↑
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at D1.5										

STRAIGHT-IN LANDING RWY 34					CIRCLE-TO-LAND				
MDA(H) 760' (430')									
2.4 km					Max Kts	MDA(H)			
					100	1140' (706') -2.4 km			
					135	1450' (1016') -4.0 km			
					205	1600' (1166') -5.0 km			

MELBOURNE, VI (MELBOURNE INTL - YMML)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport YMML

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Transition level should read as FL 110.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20201031

The COVID-19 pandemic has resulted in numerous aircraft being parked on contingency aircraft parking positions. All Melbourne Airport aircraft operators, and stakeholders on the airfield, are expected to familiarize themselves with the Operational Policy document: Contingency Aircraft Parking - Safety Procedures which is available at <https://www.melbourneairport.com.au>. The mentioned document intends to inform all aircraft operators of the location and capability of the contingency aircraft positions, the revised procedures for aircraft towing and engine ground operations and Melbourne Airport's general expectations regarding the securing of parked aircraft. Unless otherwise stated, the content in this Operational Policy document is considered to override any conflicting requirements in the Melbourne Airport Conditions of Use including any subsidiary Operational Safety Policies.