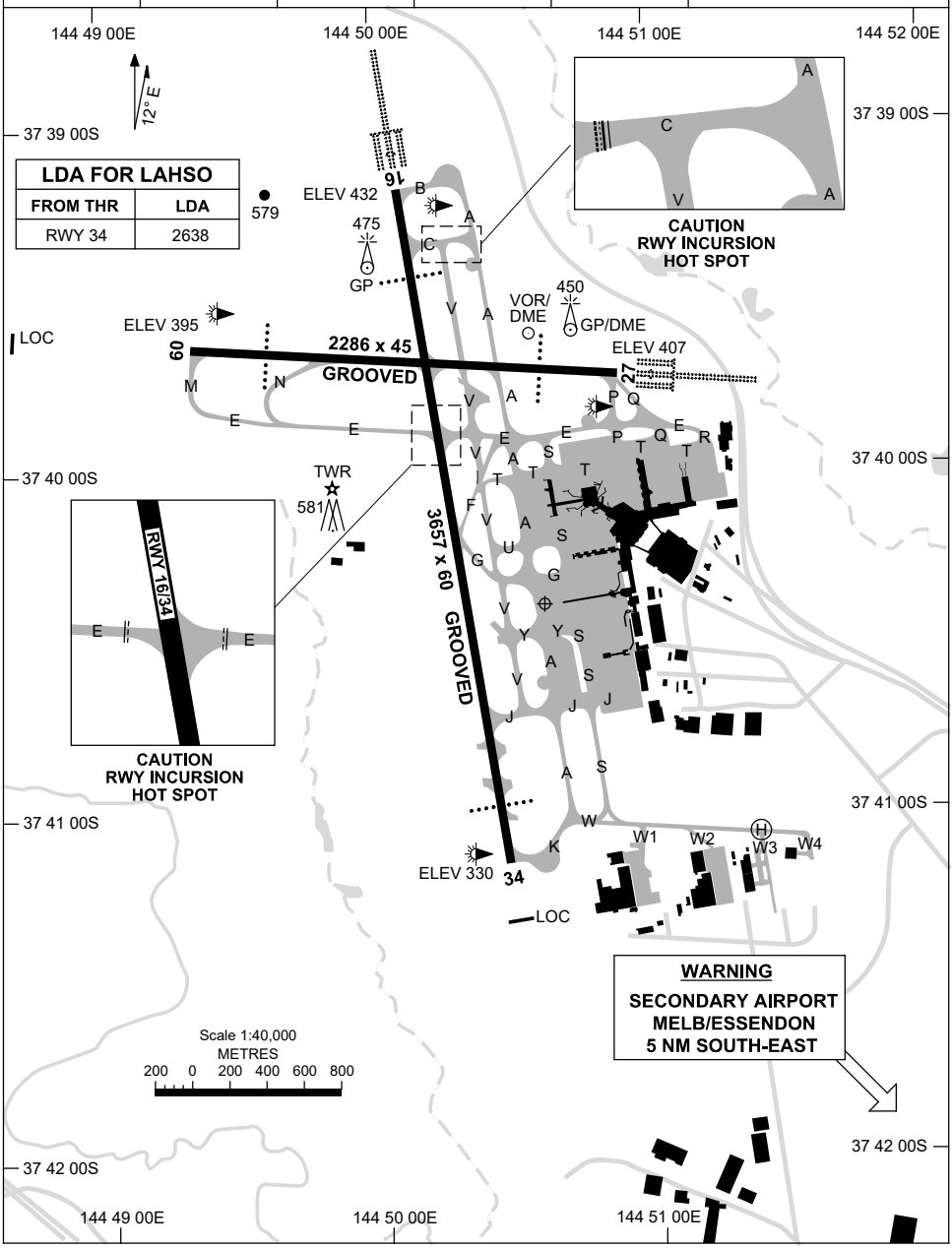
AD ELEV 434
37 40 24S 144 50 36E

AERODROME CHART - Page 1
MELBOURNE, VIC (YMML)

ATIS	ACD	SMC	TWR		Bearings are Magnetic Elevations in FEET AMSL
118.0 114.1	**127.2**	**121.7**	**120.5**		



Changes: VAR.

MMLAD01-178

airservices australia

ATIS	ACD	SMC	TWR		Bearings are Magnetic Elevations in FEET AMSL
118.0 114.1	**127.2**	**121.7**	**120.5**		

RWY	AERODROME LIGHTING
	ABN : ALTN W/G 10 SEC TAXIWAY : GREEN CL , STOP BAR, RGL, IHP RL : MAN , SDBY (1 SEC DURING LOW VIS PROC, 15 SEC OT)
16 *160*	PAPI 3.0° 74FT HIRL HIAL-CAT II-III SFL RTZL RCLL RCGL RVR
340 **34**	PAPI 3.0° 74FT HIRL RTIL HSL RCLL RCGL RVR
09 *083*	PAPI 3.0° 74FT MIRL RVR
263 **27**	PAPI 3.0° 74FT MIRL HIRL HIAL-CAT II-III SFL RTZL RCLL RVR

NOTES

Changes: TWY LIGHTING, Editorial.

MMLAD02-178

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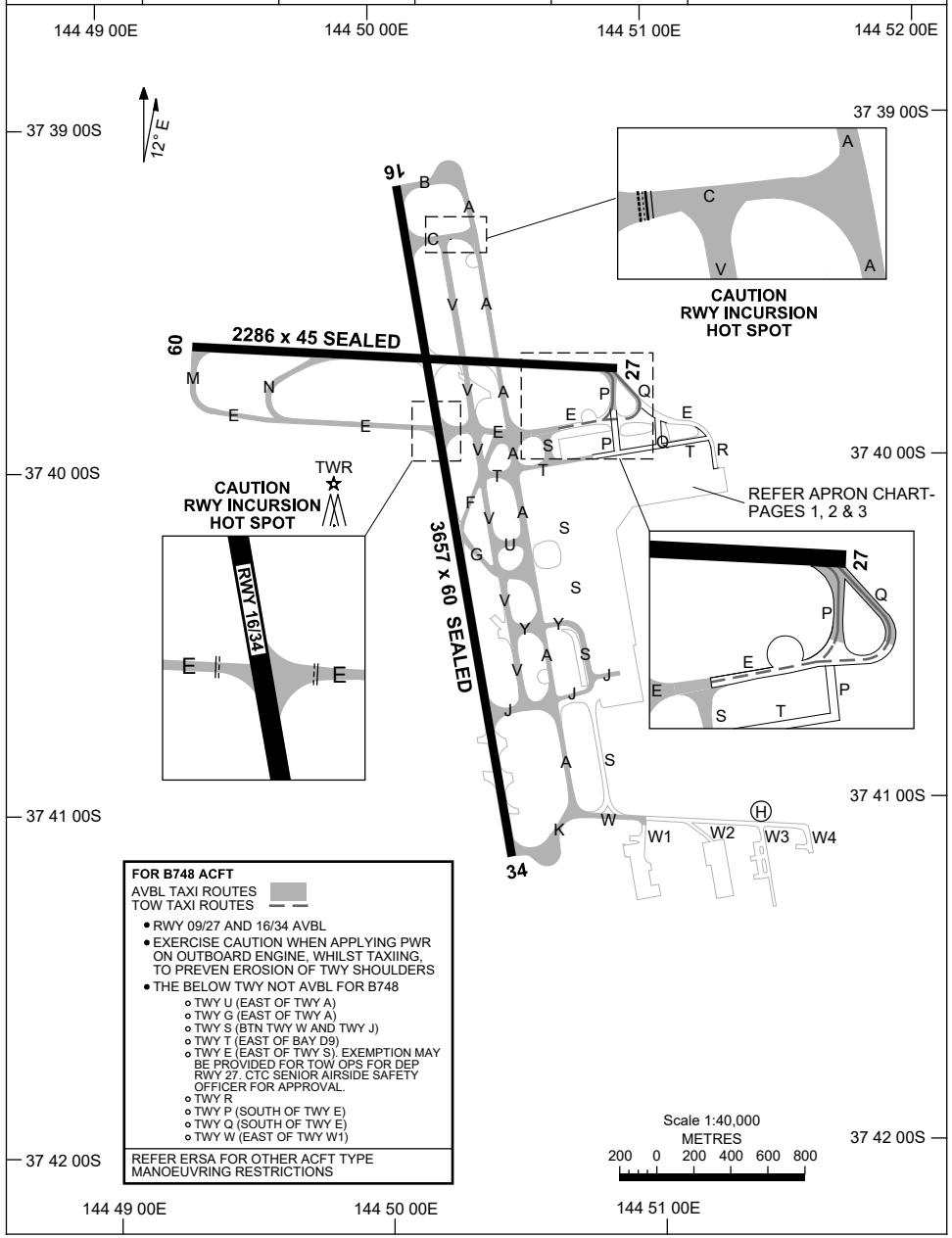
21 MAR 2024

MELBOURNE, VIC (YMML)

ATIS	ACD	SMC	TWR		Bearings are Magnetic Elevations in FEET AMSL
118.0 114.1	**127.2**	**121.7**	**120.5**		



Changes: VAR.

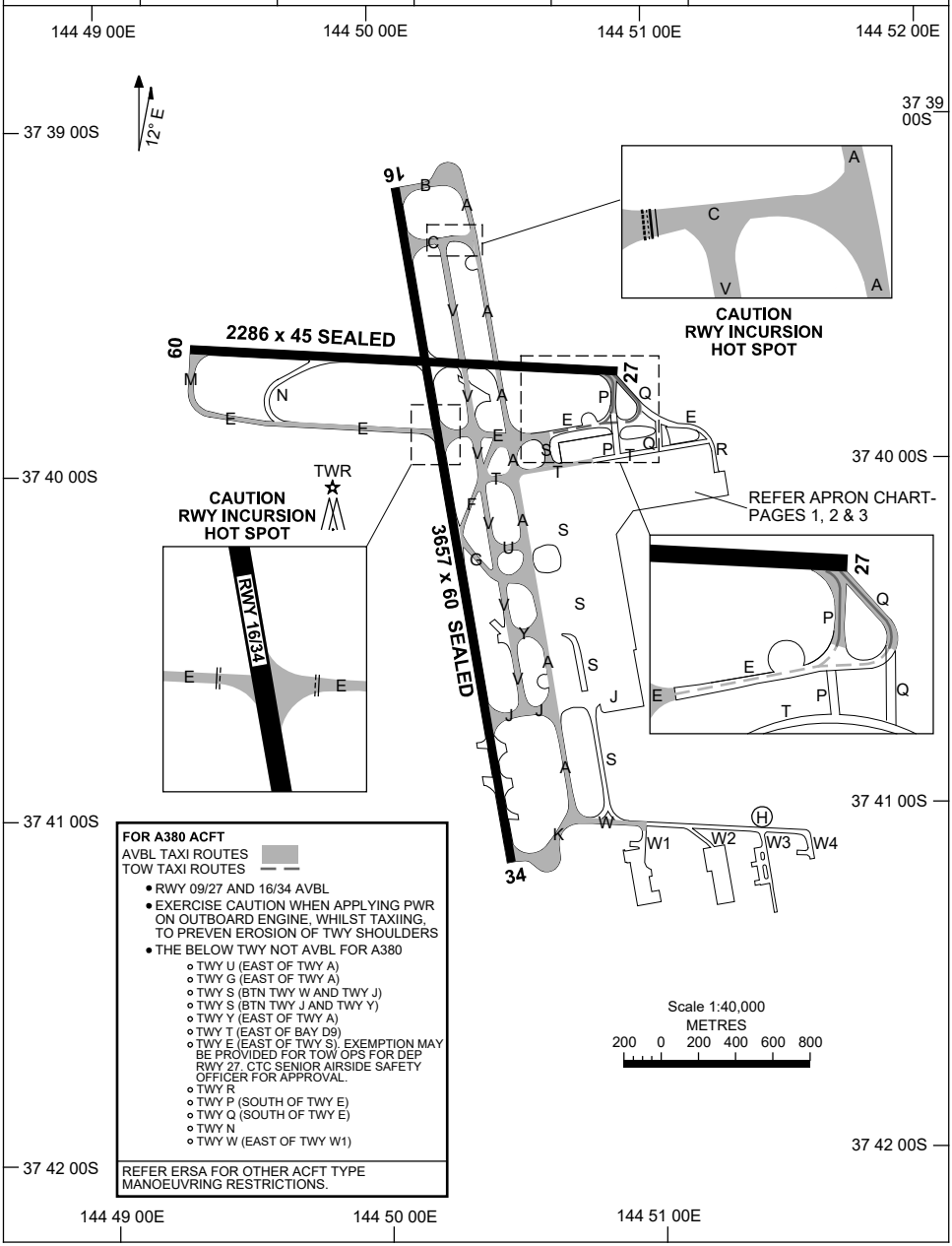
MMLAG01-178

airservices australia

21 MAR 2024

MELBOURNE, VIC (YMML)

ATIS	ACD	SMC	TWR		Bearings are Magnetic Elevations in FEET AMSL
118.0 114.1	**127.2**	**121.7**	**120.5**		



Changes: VAR.

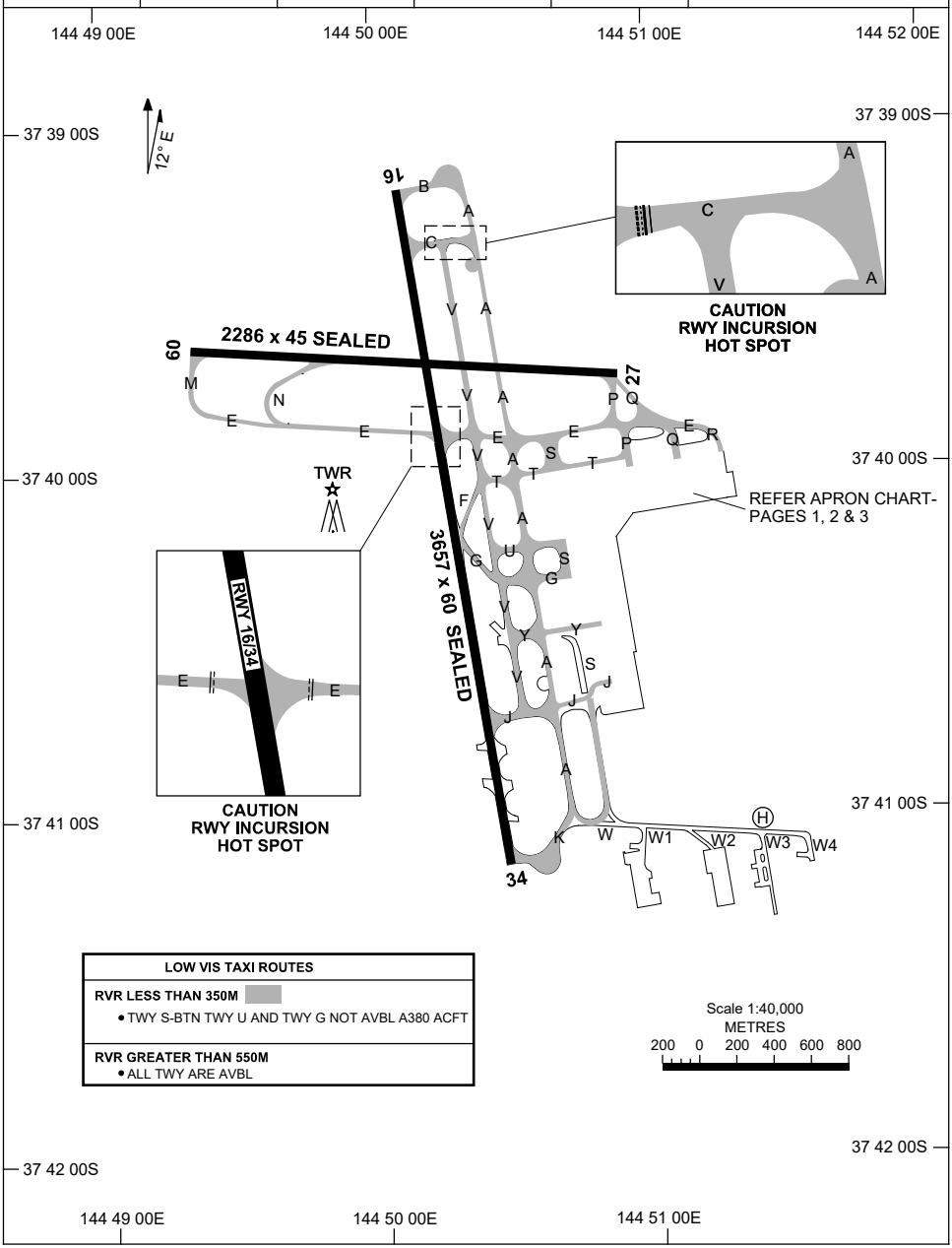
MMLAG02-178

airservices australia

21 MAR 2024

MELBOURNE, VIC (YMML)

ATIS	ACD	SMC	TWR		Bearings are Magnetic Elevations in FEET AMSL
118.0 114.1	**127.2**	**121.7**	**120.5**		



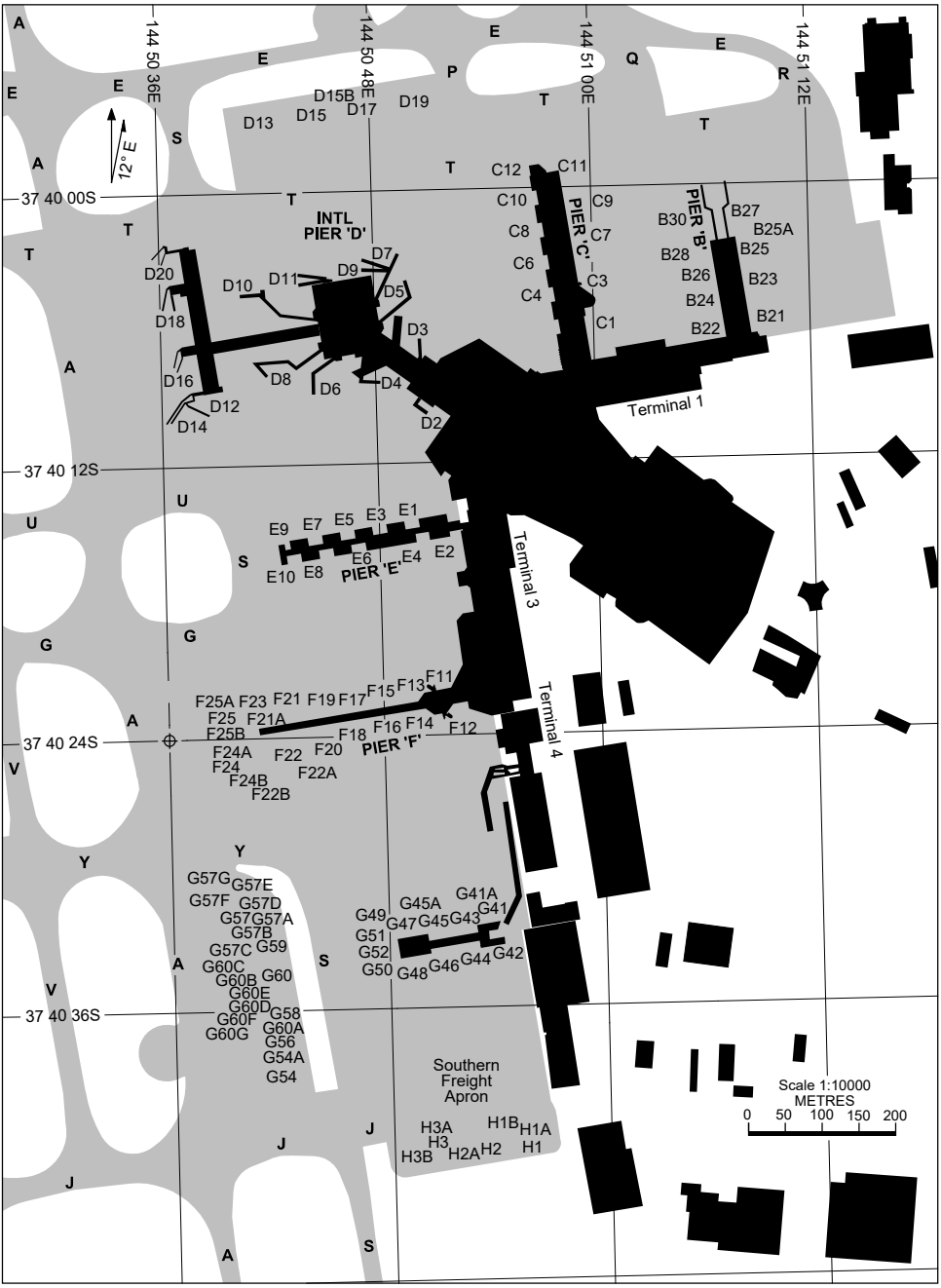
Changes: VAR.

MMLAG04-178

airservices australia

21 MAR 2024

MELBOURNE, VIC (YMML)



Changes: VAR.

MMLAP01-178

airservices australia

PARKING POSITION INFORMATION

BAYS	CO-ORDINATES	ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
B21	37 40 04.63S 144 51 09.19E	386	A333	F35	APIS
B22	37 40 05.36S 144 51 06.55E	387	B738	F35	SAFEDOCK
B23	37 40 02.38S 144 51 08.78E	388	A333	F35	SAFEDOCK
B24	37 40 03.86S 144 51 06.41E	389	A321, B738	F35	SAFEDOCK
B25	37 40 00.33S 144 51 08.78E	389	A321, B738	F35	MARSHALLER
B25A	37 39 59.71S 144 51 08.38E	389	A333, B789	F35	MARSHALLER
B26	37 40 02.31S 144 51 06.21E	390	A321, B738	F35	MARSHALLER
B26A	37 40 02.43S 144 51 05.95E	390	DH8D	F35	MARSHALLER
B27	37 39 58.95S 144 51 08.60E	389	A321, B738	F35	MARSHALLER
B28	37 40 00.94S 144 51 05.91E	391	A321, B738	F35	MARSHALLER
B30	37 39 59.54S 144 51 05.64E	392	A321, B738	F35	MARSHALLER
C1	37 40 05.80S 144 51 00.25E	388	B738	F35	SAFEDOCK
C3	37 40 03.56S 144 50 59.75E	390	B738	F35	SAFEDOCK
C4	37 40 04.58S 144 50 57.77E	389	B738	F35	SAFEDOCK
C6	37 40 03.19S 144 50 57.52E	390	B738	F35	SAFEDOCK
C7	37 40 00.97S 144 50 59.37E	391	B738	F35	SAFEDOCK
C8	37 40 01.74S 144 50 57.24E	392	B738	F35	SAFEDOCK
C9	37 39 59.47S 144 50 59.09E	393	A320, B738	F35	SAFEDOCK
C10	37 40 00.35S 144 50 56.97E	392	A320, B738	F35	SAFEDOCK
C11	37 39 58.89S 144 50 57.99E	393	A333, B789	F35	SAFEDOCK
C12	37 39 59.37S 144 50 56.39E	393	A333	F35	SAFEDOCK
D2	37 40 09.84S 144 50 51.06E	387	A320, B738	F35	SAFEDOCK
D3	37 40 06.58S 144 50 50.12E	388	A321, B38M	F35	SAFEDOCK
D4	37 40 08.36S 144 50 48.46E	387	A359, B78X	F35	SAFEDOCK
D4A	37 40 08.92S 144 50 48.81E	387	A321, B38M	F35	SAFEDOCK
D5	37 40 03.94S 144 50 49.37E	390	B744, B773	F35	SAFEDOCK
D6	37 40 08.81S 144 50 45.13E	386	A359	F35	SAFEDOCK
D7	37 40 02.65S 144 50 49.14E	391	B772, B78X	F35	SAFEDOCK
D8	37 40 07.98S 144 50 42.69E	386	A346, B744	F35	SAFEDOCK
D9	37 40 03.54S 144 50 47.31E	390	A346, A388	F35	SAFEDOCK
D9A	37 40 02.51S 144 50 48.19E	390	A321, B38M	F35	MARSHALLER
D9B	37 40 03.21S 144 50 46.85E	390	A321, B38M	F35	MARSHALLER
D10	37 40 04.57S 144 50 40.53E	386	A346, B744	F35	SAFEDOCK
D11	37 40 03.94S 144 50 43.71E	388	A388, B773	F35	SAFEDOCK
D11A	37 40 03.06S 144 50 44.52E	388	A321, B38M	F35	MARSHALLER
D11B	37 40 03.49S 144 50 43.62E	388	A321, B38M	F35	MARSHALLER
D12	37 40 09.36S 144 50 38.65E	383	B772	F35	SAFEDOCK
D12A	37 40 09.36S 144 50 39.05E	383	A321, B38M	F35	MARSHALLER
D13	37 39 56.09S 144 50 41.41E	396	A388, B773	TANKER	MARSHALLER
D13A	37 39 57.01S 144 50 40.67E	396	A321, B739	TANKER	MARSHALLER
D13B	37 39 56.80S 144 50 42.45E	396	A321, B739	TANKER	MARSHALLER
D14	37 40 09.84S 144 50 37.97E	382	A346, A388	F35	SAFEDOCK
D14A	37 40 09.97S 144 50 37.52E	382	B744, B773	F35	SAFEDOCK
D15	37 39 55.70S 144 50 44.94E	393	A388, B773	TANKER	MARSHALLER
D15A	37 39 56.58S 144 50 44.19E	393	A321, B739	TANKER	MARSHALLER
D15B	37 39 56.37S 144 50 45.97E	393	A321, B739	TANKER	MARSHALLER
D16	37 40 08.18S 144 50 37.49E	382	A388, B773	F35	SAFEDOCK
D16A	37 40 07.62S 144 50 36.17E	382	A321, B38M	F35	MARSHALLER
D16B	37 40 08.36S 144 50 37.31E	382	A321, B38M	F35	MARSHALLER
D17	37 39 56.22S 144 50 47.66E	394	A321, B39M	TANKER	MARSHALLER
D18	37 40 05.62S 144 50 37.02E	383	B744, B773	F35	SAFEDOCK
D18A	37 40 04.94S 144 50 35.71E	383	A321, B38M	F35	MARSHALLER
D18B	37 40 05.38S 144 50 36.94E	383	A388, B748	F35	SAFEDOCK
D18C	37 40 05.72S 144 50 36.65E	383	A321, B38M	F35	MARSHALLER
D19	37 39 56.08S 144 50 49.05E	395	A321, B39M	TANKER	MARSHALLER
D20	37 40 03.30S 144 50 36.58E	383	B744, B773	F35	SAFEDOCK
D20A	37 40 03.18S 144 50 35.82E	383	B762	F35	MARSHALLER
E1	37 40 14.43S 144 50 50.13E	382	B38M	F35	SAFEDOCK
E2	37 40 16.72S 144 50 51.60E	380	B738	F35	SAFEDOCK
E3	37 40 14.62S 144 50 48.34E	382	B38M	F35	SAFEDOCK
E4	37 40 15.94S 144 50 50.01E	381	B38M	F35	SAFEDOCK
E5	37 40 14.83S 144 50 46.56E	381	B38M	F35	SAFEDOCK
E6	37 40 15.93S 144 50 46.77E	380	B738	F35	SAFEDOCK
E7	37 40 15.03S 144 50 44.74E	380	B38M	F35	SAFEDOCK
E8	37 40 16.31S 144 50 45.02E	379	B738	F35	SAFEDOCK
E8A	37 40 16.49S 144 50 45.03E	379	A332	F35	SAFEDOCK
E9	37 40 15.15S 144 50 42.95E	379	B38M	F35	SAFEDOCK
E10	37 40 16.51S 144 50 43.39E	379	B738	F35	MARSHALLER
F11	37 40 21.63S 144 50 51.66E	378	B738	F35	SAFEDOCK
F12	37 40 23.71S 144 50 52.72E	378	A332	F35	SAFEDOCK
F13	37 40 21.72S 144 50 49.79E	377	B738	F35	SAFEDOCK
F14	37 40 23.63S 144 50 49.90E	377	A332	F35	MARSHALLER
F15	37 40 21.88S 144 50 47.84E	376	B38M	F35	MARSHALLER
F16	37 40 24.05S 144 50 48.32E	376	B39M	F35	MARSHALLER

Changes: CAPACITY, Editorial.

airservices australia

PARKING POSITION INFORMATION

BAYS	CO-ORDINATES		ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
F17	37 40 22.08S	144 50 46.15E	375	B38M	F35	MARSHALLER
F18	37 40 24.25S	144 50 46.61E	376	B39M	F35	MARSHALLER
F19	37 40 22.28S	144 50 44.46E	375	B38M	F35	MARSHALLER
F20	37 40 24.44S	144 50 44.95E	374	A321, B39M	F35	MARSHALLER
F21	37 40 22.51S	144 50 42.46E	374	B38M	F35	MARSHALLER
F21A	37 40 23.42S	144 50 42.04E	373	A359	F35	MARSHALLER
F22	37 40 24.71S	144 50 42.18E	372	B77L, B78X	F35	MARSHALLER
F22A	37 40 24.75S	144 50 42.75E	373	A321, B39M	F35	MARSHALLER
F22B	37 40 25.49S	144 50 41.62E	372	A321, B39M	F35	MARSHALLER
F23	37 40 22.30S	144 50 40.75E	373	B38M	F35	MARSHALLER
F24	37 40 25.06S	144 50 39.45E	372	A35K, B77W	F35	MARSHALLER
F24A	37 40 24.91S	144 50 38.62E	371	A321, B39M	F35	MARSHALLER
F24B	37 40 25.40S	144 50 39.37E	371	A321, B39M	F35	MARSHALLER
F25	37 40 23.27S	144 50 39.49E	372	B748	F35	MARSHALLER
F25A	37 40 22.31S	144 50 38.42E	373	A321, B39M	F35	MARSHALLER
F25B	37 40 23.17S	144 50 38.95E	372	A321, B39M	F35	MARSHALLER
G41	37 40 30.93S	144 50 54.18E	375	A321, B738	F35	MARSHALLER
G41A	37 40 31.04S	144 50 53.10E	374	A332	F35	MARSHALLER
G42	37 40 33.88S	144 50 54.36E	371	A321	F35	MARSHALLER
G43	37 40 31.44S	144 50 52.57E	374	A321, B738	F35	MARSHALLER
G44	37 40 34.26S	144 50 52.74E	370	A321	F35	MARSHALLER
G45	37 40 31.13S	144 50 50.77E	373	A321, B738	F35	MARSHALLER
G45A	37 40 31.34S	144 50 49.67E	373	A332	F35	MARSHALLER
G46	37 40 34.17S	144 50 51.03E	370	A321	F35	MARSHALLER
G47	37 40 31.65S	144 50 49.12E	372	A321, B738	F35	MARSHALLER
G48	37 40 34.93S	144 50 49.47E	368	A321, B738	F35	MARSHALLER
G49	37 40 31.17S	144 50 47.05E	370	A321, B738	F35	MARSHALLER
G50	37 40 35.06S	144 50 48.28E	367	A321, B738	F35	MARSHALLER
G51	37 40 32.51S	144 50 48.12E	370	A321, B738	F35	MARSHALLER
G52	37 40 33.86S	144 50 48.37E	369	A321, B738	F35	MARSHALLER
G54	37 40 38.81S	144 50 41.95E	363	A321, B739	TANKER	MARSHALLER
G54A	37 40 37.58S	144 50 42.11E	363	B748	TANKER	MARSHALLER
G56	37 40 37.42S	144 50 41.69E	363	A321, B739	TANKER	MARSHALLER
G57	37 40 31.97S	144 50 40.48E	367	A321, C130	TANKER	MARSHALLER
G57A	37 40 32.60S	144 50 41.16E	367	B748	TANKER	MARSHALLER
G57B	37 40 32.87S	144 50 40.64E	367	SF34	TANKER	MARSHALLER
G57C	37 40 33.22S	144 50 40.26E	367	SF34	TANKER	MARSHALLER
G57D	37 40 31.83S	144 50 40.63E	367	SF34	TANKER	MARSHALLER
G57E	37 40 31.36S	144 50 40.33E	367	SF34	TANKER	MARSHALLER
G57F	37 40 31.61S	144 50 39.30E	367	SF34	TANKER	MARSHALLER
G57G	37 40 31.11S	144 50 39.21E	367	SF34	TANKER	MARSHALLER
G58	37 40 35.84S	144 50 41.39E	364	A321, B738	TANKER	MARSHALLER
G59	37 40 33.05S	144 50 40.87E	366	B738	TANKER	MARSHALLER
G60	37 40 34.44S	144 50 41.13E	365	A321, B738	TANKER	MARSHALLER
G60A	37 40 36.28S	144 50 41.85E	364	A124, A346	TANKER	MARSHALLER
G60B	37 40 34.43S	144 50 40.54E	364	SF34	TANKER	MARSHALLER
G60C	37 40 34.16S	144 50 39.90E	364	SF34	TANKER	MARSHALLER
G60D	37 40 35.63S	144 50 41.46E	364	SF34	TANKER	MARSHALLER
G60E	37 40 35.19S	144 50 41.37E	364	SF34	TANKER	MARSHALLER
G60F	37 40 36.19S	144 50 40.10E	364	SF34	TANKER	MARSHALLER
G60G	37 40 36.27S	144 50 39.47E	364	SF34	TANKER	MARSHALLER
H1	37 40 41.90S	144 50 55.39E	363	A346, B744	F35	MARSHALLER
H1A	37 40 41.24S	144 50 55.65E	363	A321, B739	F35	MARSHALLER
H1B	37 40 40.90S	144 50 53.91E	364	A321, B739	F35	MARSHALLER
H2	37 40 42.03S	144 50 52.50E	362	B748	F35	MARSHALLER
H2A	37 40 42.04S	144 50 52.43E	362	A346, B744	F35	MARSHALLER
H3	37 40 42.09S	144 50 50.58E	362	B748	F35	MARSHALLER
H3A	37 40 41.15S	144 50 50.21E	362	A321, B738	F35	MARSHALLER
H3B	37 40 42.33S	144 50 49.55E	361	A321, B738	F35	MARSHALLER

Changes: CAPACITY, Editorial.

airservices australia

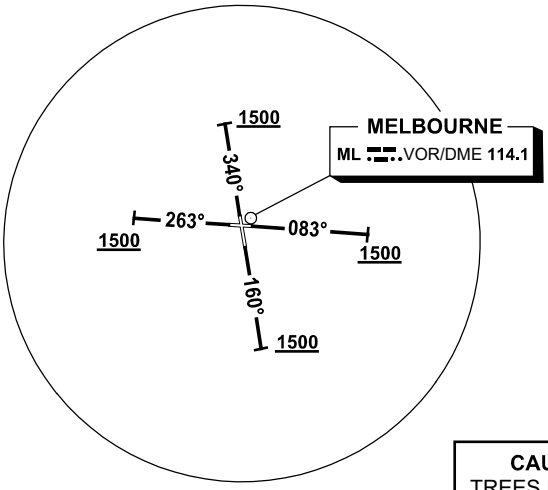
21 MAR 2024

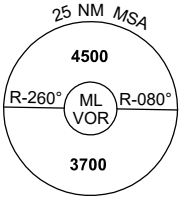
MELBOURNE, VIC (YMML)

ATIS	ACD	SMC	TWR	DEP
114.1 118.0	127.2	121.7	120.5 322.4	TR NW, N, NE 118.9 TR SW, S, SE 129.4

NOT TO SCALE

SPEED
MAX IAS 250KT
BELOW 10,000ft





10 NM MSA 3300

CAUTION:
TREES IN RWY 34
DEP AREA

MELBOURNE SIX DEPARTURE (RADAR)

RWY 09
- GRAD 3.3% (4.8% to 3000ft)
- Track 083°
- AT or ABV 1500ft turn to assigned heading or track

RWY 16
- GRAD 3.3% (5.5% to 5000ft)
- Track 160°
- AT or ABV 1500ft turn to assigned heading or track

RWY 27
- GRAD 3.3% (5.0% to 4000ft)
- Track 263°
- AT or ABV 1500ft turn to assigned heading or track

RWY 34
- GRAD 3.5% to 1200ft then 3.3% (5.4% to 3500ft)
- Track 340°
- AT or ABV 1500ft turn to assigned heading or track

COMMUNICATIONS FAILURE PROCEDURE

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.

Changes: VAR.

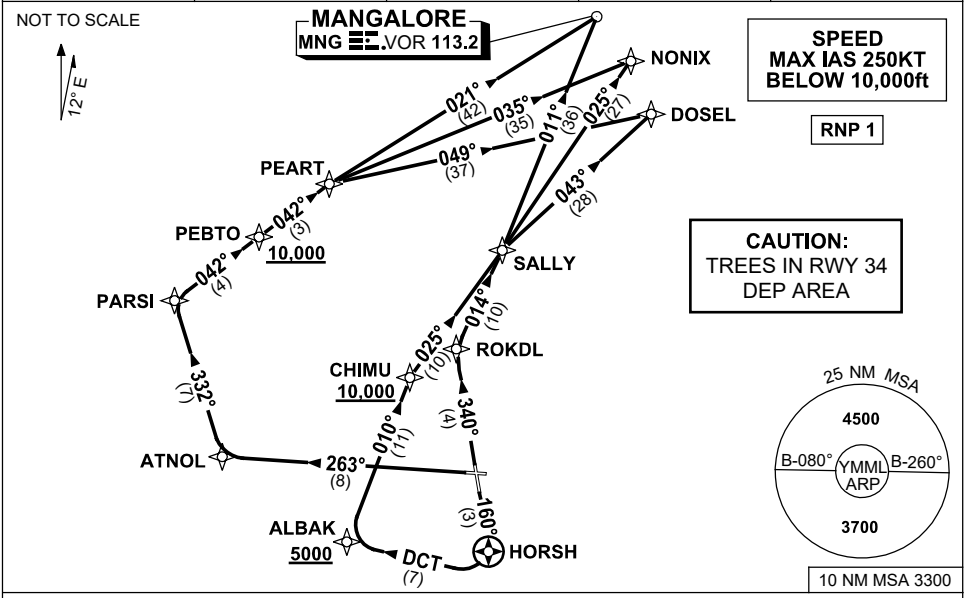
MMLDP01-178

airservices australia

21 MAR 2024

MELBOURNE, VIC (YMML)

ATIS	ACD	SMC	TWR	DEP
114.1 118.0	127.2	121.7	120.5	118.9



MANGALORE (MNG)	**THREE**	**DEPARTURE**
NONIX	**THREE**	**DEPARTURE**
DOSEL	**ONE**	**DEPARTURE**

RWY 16
- GRAD 3.3%
- Track 160° to HORSH
- At HORSH turn RIGHT, track DCT to ALBAK
  Cross ALBAK AT or ABV 5000ft
  (RQ GRAD TO ALBAK: 8.5%)
- Turn RIGHT, track 010° to CHIMU
  Cross CHIMU AT or ABV 10,000ft
  (RQ GRAD TO CHIMU: 7.8%)
- Turn RIGHT, track 025° to SALLY

FOR MNG
- Turn LEFT, track 011° to MNG VOR, then as cleared

FOR NONIX
- Track 025° to NONIX, then as cleared

FOR DOSEL
- Turn RIGHT, track 043° to DOSEL, then as cleared

RWY 27
- GRAD 3.3%
- Track 263° to ATNOL
- Turn RIGHT, track 332° to PARSI
- Turn RIGHT, track 042° to PEBTO
  Cross PEBTO AT or ABV 10,000ft
  (RQ GRAD TO PEBTO: 8.5%)
- Track 042° to PEART

FOR MNG
- Turn LEFT, track 021° to MNG VOR, then as cleared

FOR NONIX
- Turn LEFT, track 035° to NONIX, then as cleared

FOR DOSEL
- Turn RIGHT, track 049° to DOSEL, then as cleared

RWY 34
- GRAD 4.6% to 1500ft then 3.3%
- Track 340° to ROKDL
- Turn RIGHT, track 014° to SALLY

FOR MNG
- Track 011° to MNG VOR, then as cleared

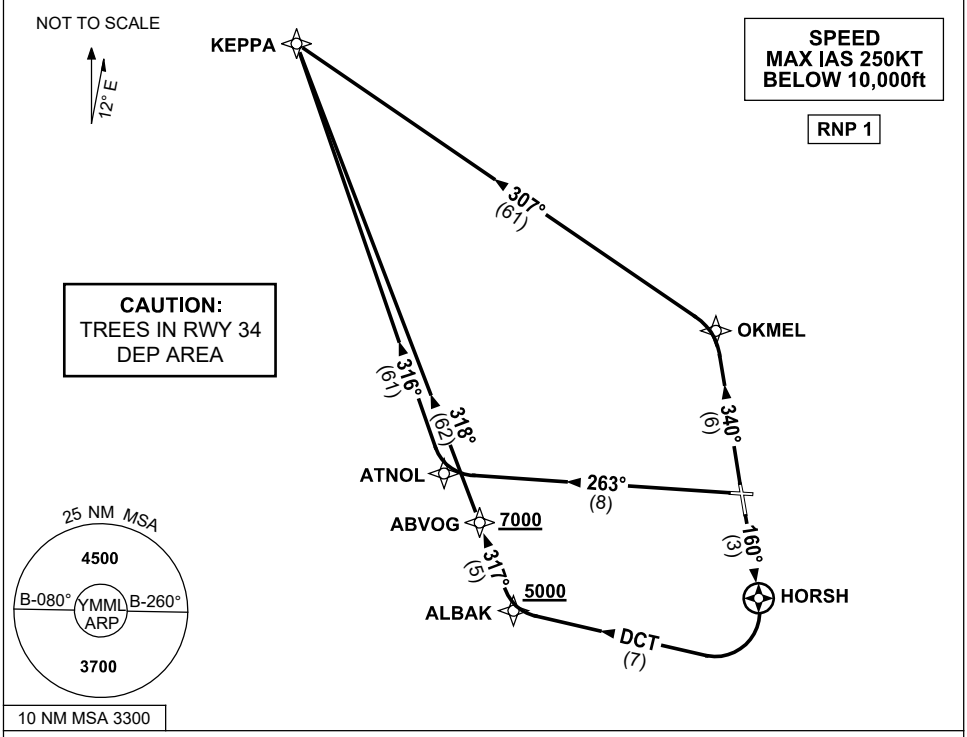
FOR NONIX
- Track 025° to NONIX, then as cleared

FOR DOSEL
- Track 043° to DOSEL, then as cleared

Changes: VAR, Editorial.

airservices australia

ATIS	ACD	SMC	TWR	DEP
114.1 118.0	127.2	121.7	120.5	118.9



KEPPA TWO DEPARTURE

RWY 16

- GRAD 3.3%
- Track 160° to HORSH
- At HORSH turn RIGHT
- Track DCT to ALBAK
  Cross ALBAK AT or ABV 5000ft
  (RQ GRAD TO ALBAK 8.5%)
- Turn RIGHT, track 317° to ABVOG
  Cross ABVOG AT or ABV 7000ft
  (RQ GRAD TO ABVOG 7.4%)
- Turn RIGHT, track 318° to KEPPA, then as cleared

RWY 27

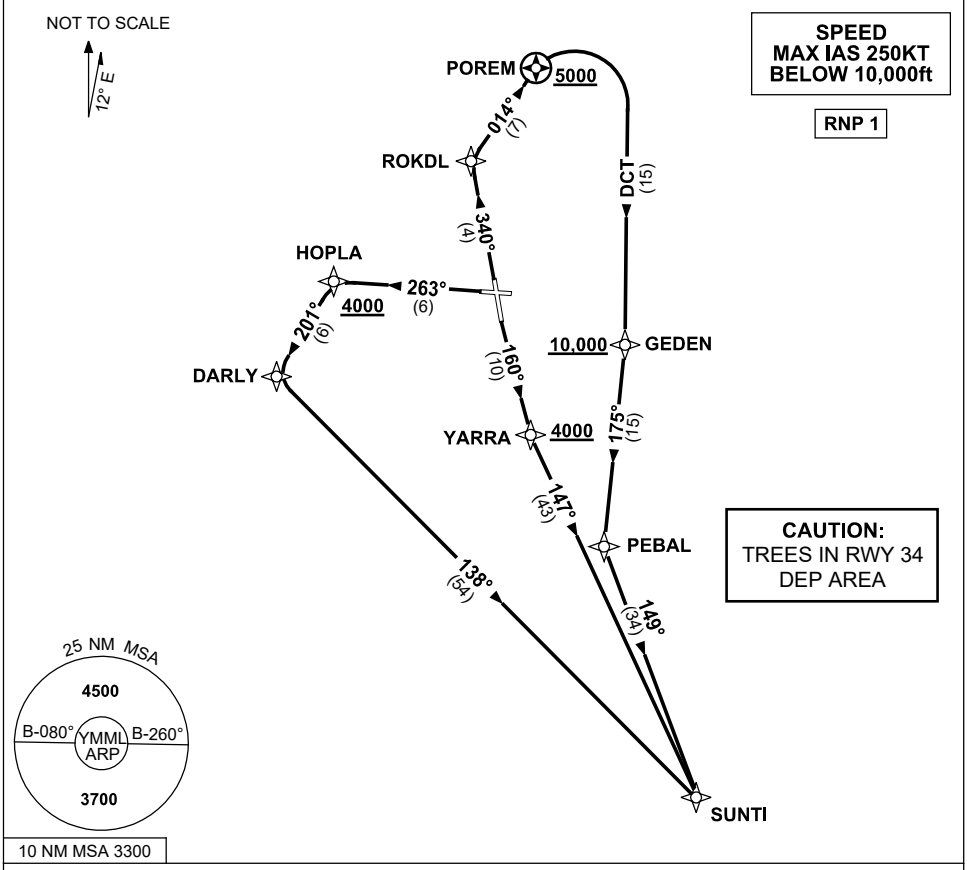
- GRAD 3.3%
- Track 263° to ATNOL
- Turn RIGHT, track 316° to KEPPA, then as cleared

RWY 34

- GRAD 3.5% to 1200ft then 3.3%
- Track 340° to OKMEL
- Turn LEFT, track 307° to KEPPA, then as cleared

Changes: VAR, Editorial.

ATIS	ACD	SMC	TWR	DEP
114.1 118.0	127.2	121.7	120.5	129.4 EXC RWY 34 SUNTI 118.9



SUNTI THREE DEPARTURE

RWY 16
- GRAD 3.3%
- Track 160° to YARRA
  Cross YARRA AT or ABV 4000ft
  (RQ GRAD TO YARRA: 6.5%)
- Turn LEFT, track 147° to SUNTI, then as cleared

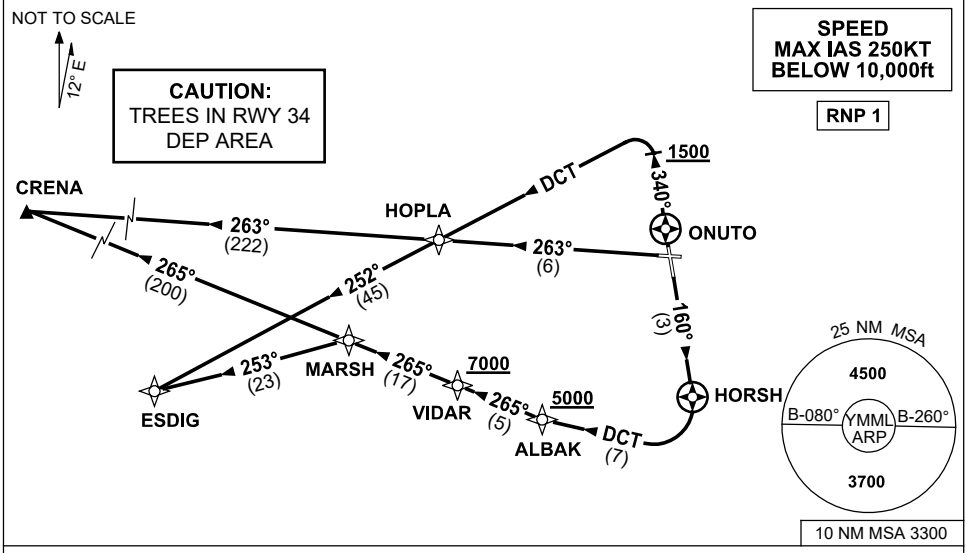
RWY 27
- GRAD 3.3%
- Track 263° to HOPLA
  Cross HOPLA AT or ABV 4000ft
  (RQ GRAD TO HOPLA: 9.9%)
- Turn LEFT track 201° to DARLY
- Turn LEFT track 138° to SUNTI, then as cleared

RWY 34
- GRAD 4.6% to 1500ft then 3.3%
- Track 340° to ROKDL
- Turn RIGHT, track 014° to POREM
  Cross POREM AT or ABV 5000ft
  (RQ GRAD TO POREM: 7.1%)
- Turn RIGHT, track DCT to GEDEN
  Cross GEDEN AT or ABV 10,000ft
  (RQ GRAD TO GEDEN: 6.2%)
- Track 175° to PEBAL
- Turn LEFT, track 149° to SUNTI, then as cleared

Changes: VAR, Editorial.

MMLDP05-178

ATIS	ACD	SMC	TWR	DEP
114.1 118.0	127.2	121.7	120.5	129.4



CRENA TWO DEPARTURE
ESDIG FOUR DEPARTURE

RWY 16

- GRAD 3.3%
- Track 160° to HORSH
- At HORSH turn RIGHT
- Track DCT to ALBAK
  Cross ALBAK AT or ABV 5000ft
  (RQ GRAD TO ALBAK 8.5%)
- Track 265° to VIDAR
  Cross VIDAR AT or ABV 7000ft
  (RQ GRAD TO VIDAR 6.6%)
- Track 265° to MARSH

FOR ESDIG
- From MARSH turn LEFT,
- Track 253° to ESDIG, thence as cleared

FOR CRENA
- Track 265° to CRENA, thence as cleared

RWY 27

- GRAD 3.3%
- Track 263° to HOPLA

FOR ESDIG
- From HOPLA turn LEFT
- Track 252° to ESDIG, thence as cleared

FOR CRENA
- From HOPLA track 263° to CRENA, thence as cleared

RWY 34

- GRAD 3.5% to 1200ft then 3.3%
- Track 340°
- AT or ABV 1500ft but not before ONUTO turn LEFT, track DCT to HOPLA

FOR ESDIG
- From HOPLA track 252° to ESDIG, thence as cleared

FOR CRENA
- From HOPLA turn RIGHT track 263° to CRENA, thence as cleared

Changes: WPT ONUTO, DEP INSTRUCTION, MAG VAR, Editorial.

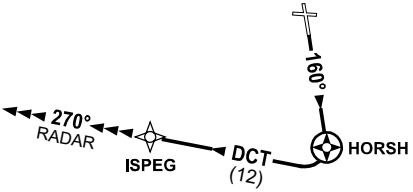
ATIS	ACD	SMC	TWR	DEP
114.1 118.0	127.2	121.7	120.5	129.4

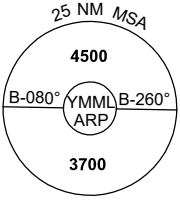
NOT TO SCALE

12° E

SPEED
MAX IAS 250KT
BELOW 10,000FT

RNP 1





10 NM MSA 3300

DEPARTURE: **ISPEG ONE**

RWY 16

- GRAD 3.3%
- Track 160°
- At HORSH turn RIGHT
- Track direct to ISPEG (approx. 270°)
- Then follow transition instruction

TRANSITION

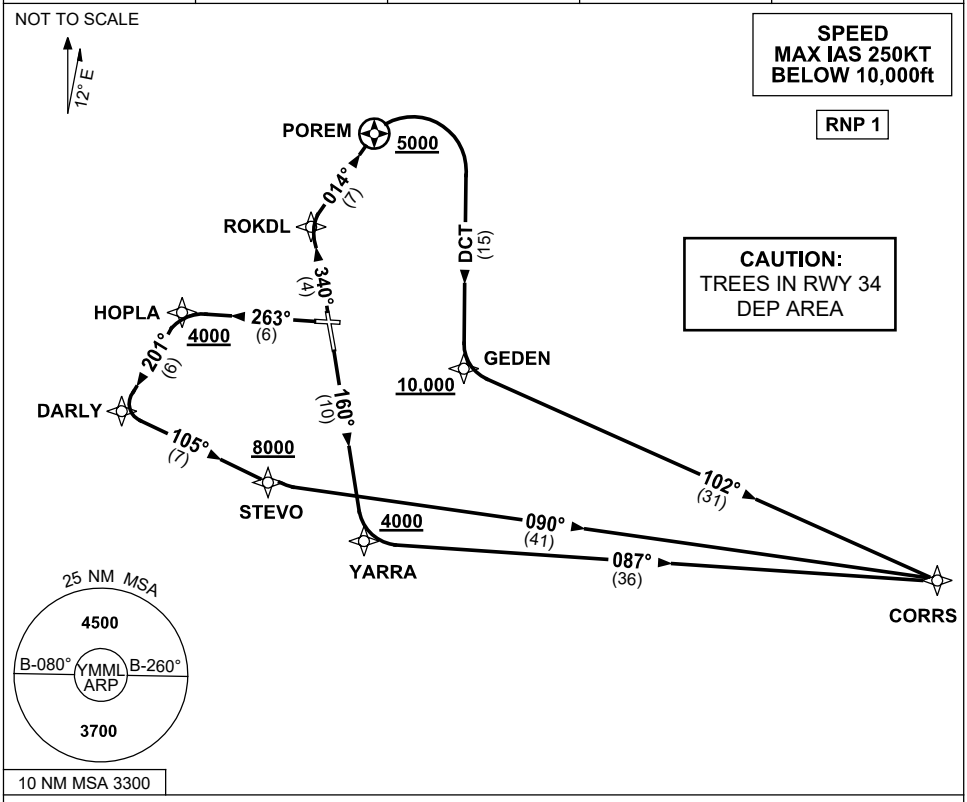
RADAR:
- At ISPEG continue tracking 270°,
- Expect radar vectors to cleared route

Changes: VAR.

MMLDP08-178

airservices australia

ATIS	ACD	SMC	TWR	DEP
114.1 118.0	127.2	121.7	120.5	RWY 16 & 27 129.4 RWY 34 118.9



CORRS NINE DEPARTURE (RNAV)

RWY 16

- GRAD 3.3%
- Track 160° to YARRA
  Cross YARRA AT or ABV 4000ft
  (RQ GRAD TO YARRA: 6.5%)
- Turn LEFT, track 087° to CORRS, then as cleared

RWY 27

- GRAD 3.3%
- Track 263° to HOPLA
  Cross HOPLA AT or ABV 4000ft
  (RQ GRAD TO HOPLA: 9.9%)
- Turn LEFT, track 201° to DARLY
- Turn LEFT, track 105° to STEVO
  Cross STEVO AT or ABV 8000ft
  (RQ GRAD TO STEVO: 5.3%)
- Turn LEFT, track 090° to CORRS, then as cleared

RWY 34

- GRAD 4.6% to 1500ft then 3.3%
- Track 340° to ROKDL
- Turn RIGHT track 014° to POREM
  Cross POREM AT or ABV 5000ft
  (RQ GRAD TO POREM: 7.1%)
- Turn RIGHT track DCT to GEDEN
  Cross GEDEN AT or ABV 10,000ft
  (RQ GRAD TO GEDEN: 6.2%)
- Turn LEFT, track 102° to CORRS, then as cleared

Changes: VAR, Editorial.

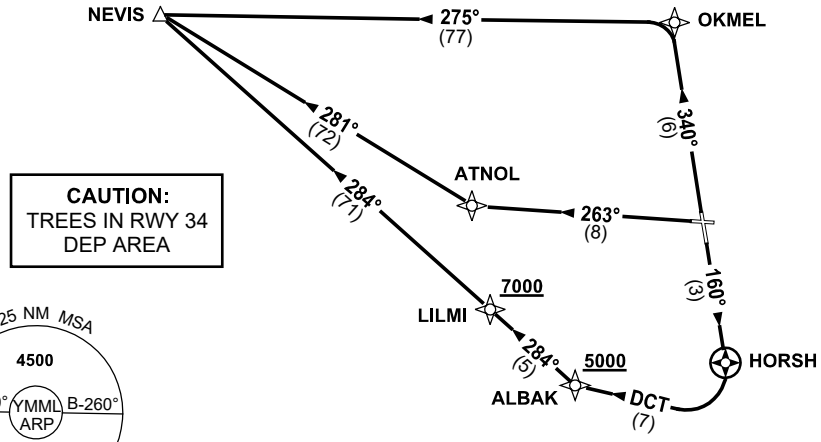
ATIS	ACD	SMC	TWR	DEP
114.1 118.0	127.2	121.7	120.5	118.9

NOT TO SCALE

12° E

SPEED
MAX IAS 250KT
BELOW 10,000ft

RNP 1



NEVIS SEVEN DEPARTURE

RWY 16

- GRAD 3.3%
- Track 160° to HORSH
- Turn RIGHT, track DCT to ALBAK
  Cross ALBAK AT or ABV 5000ft
  (RQ GRAD TO ALBAK 8.5%)
- Turn RIGHT, track 284° to LILMI
  Cross LILMI AT or ABV 7000ft
  (RQ GRAD TO LILMI 7.4%)
- Track 284° to NEVIS, then as cleared

RWY 27

- GRAD 3.3%
- Track 263° to ATNOL
- Turn RIGHT, track 281° to NEVIS, then as cleared

RWY 34

- GRAD 3.5% to 1200ft then 3.3%
- Track 340° to OKMEL
- Turn LEFT, track 275° to NEVIS, then as cleared

Changes: VAR, Editorial.

airservices australia

USE QNH

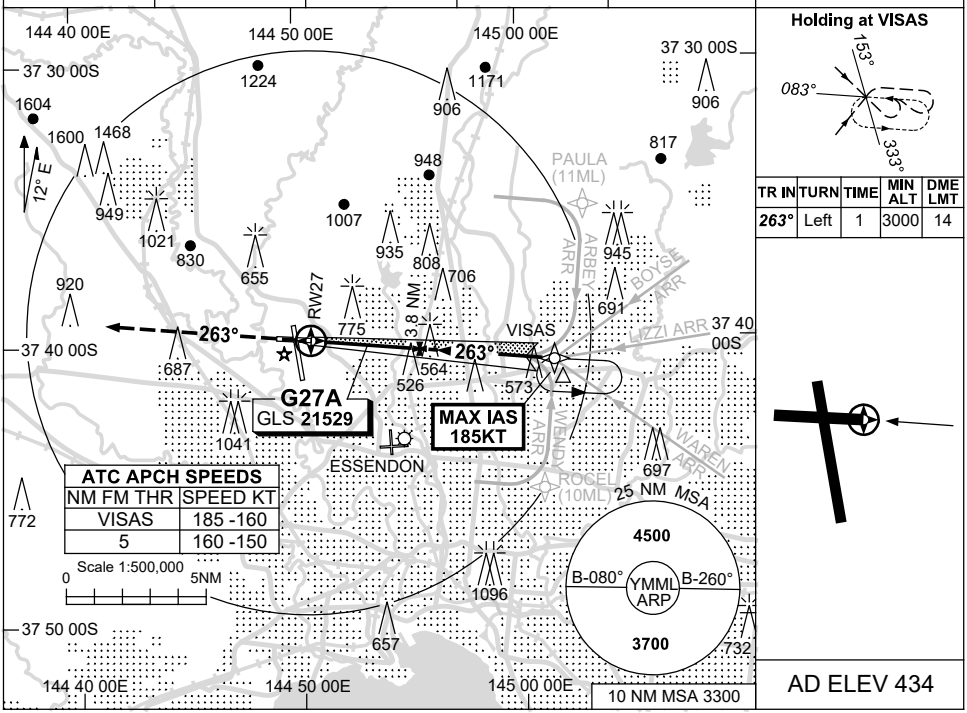
GLS RWY 27

21 MAR 2024

MELBOURNE, VIC (YMML)

ATIS	APP	TWR	SMC
114.1 118.0	**132.0**	**120.5**	**121.7**

Bearings are Magnetic
Elevations in FEET AMSL



Holding at VISAS

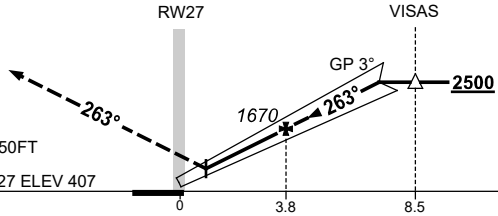
TR IN	TURN	TIME	MIN ALT	DME LMT
263°	Left	1	3000	14

ATC APCH SPEEDS	
NM FM THR	SPEED KT
VISAS	185 -160
5	160 -150

AD ELEV 434

NM TO RW27	0.5	1	2	3	4	5	6	6.4					
ALT (3° APCH PATH)	610	780	1090	1410	1730	2050	2370	2500					

MISSED APPROACH:
TRACK 263°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.



NM TO RW27

NOTES

1. MAX IAS :
   VISAS : 185KT.

CATEGORY	A	B	C	D
S-I GLS		**610** (203) 0.8	550 RVR	
CIRCLING	**1140** (706-2.4)		**1450** (1016-4.0)	**1600** (1166-5.0)
ALTERNATE	(1206-4.4)		(1516-6.0)	(1666-7.0)

Changes: VAR.

MMLGL02-178

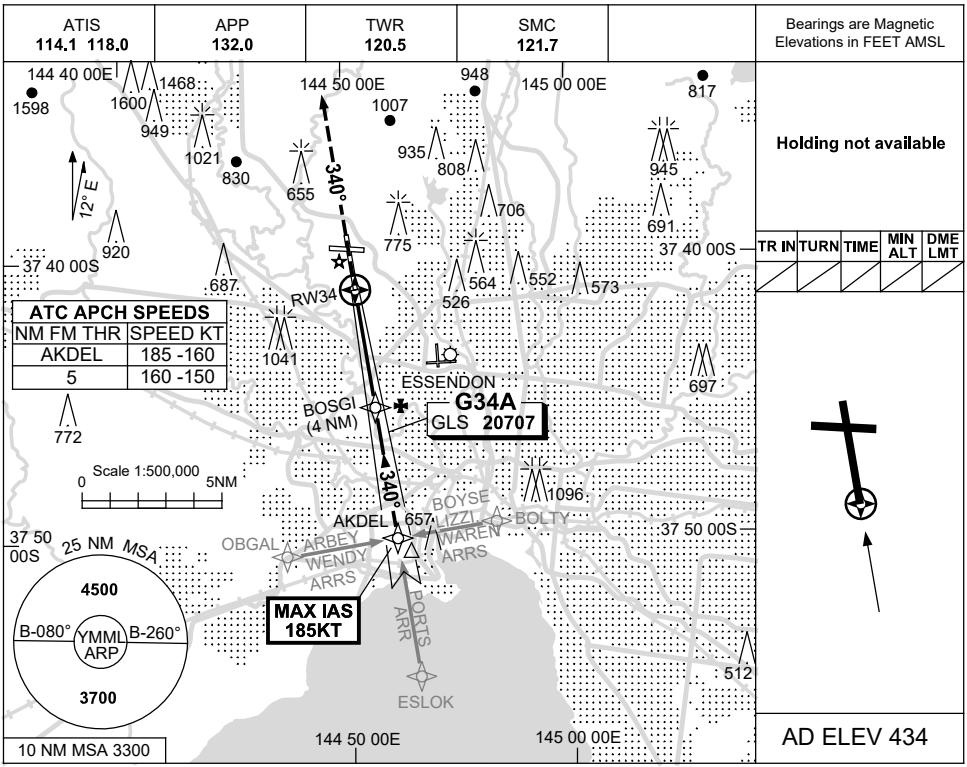
airservices australia

USE QNH

GLS RWY 34

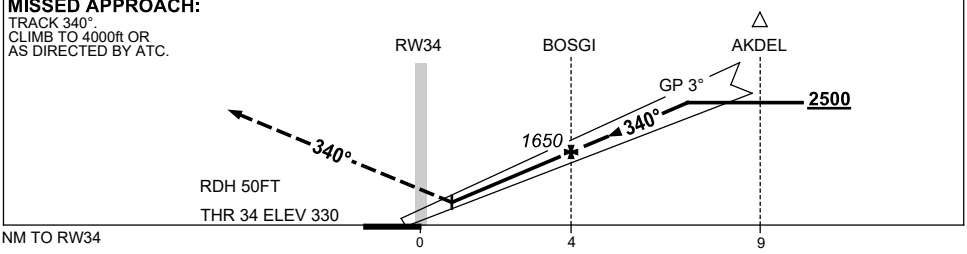
21 MAR 2024

MELBOURNE, VIC (YMML)



NM TO RW34	0.5	1	2	3	4	5	6	6.7					
ALT (3° APCH PATH)	530	700	1020	1340	1650	1970	2290	2500					

MISSED APPROACH:
TRACK 340°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.



NOTES

1. MAX IAS:
AKDEL : 185KT.

CATEGORY	A	B	C	D
S-I GLS	**530** (200-1.5)			
CIRCLING	**1140** (706-2.4)		**1450** (1016-4.0)	**1600** (1166-5.0)
ALTERNATE	(1206-4.4)		(1516-6.0)	(1666-7.0)

Changes: VAR.

MMLGL03-178

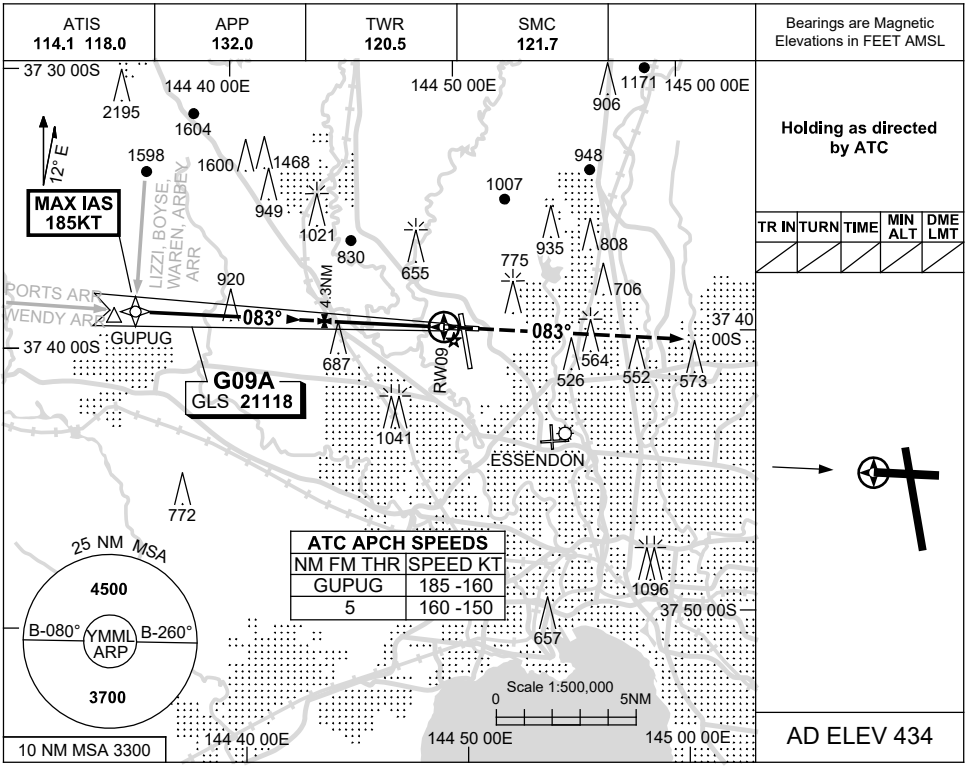
airservices australia

USE QNH

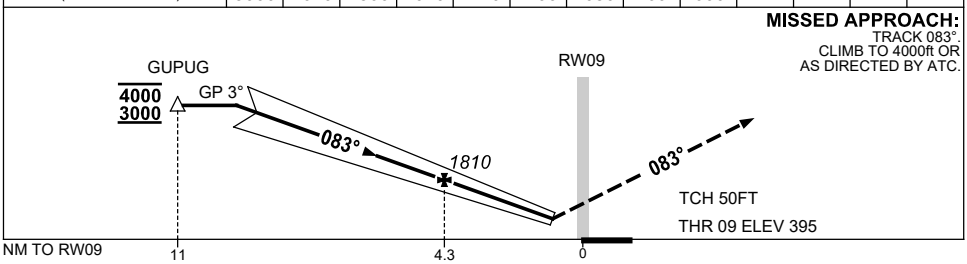
GLS RWY 09

21 MAR 2024

MELBOURNE, VIC (YMML)



NM TO RW09	8	7	6	5	4	3	2	1	0.5				
ALT (3° APCH PATH)	3000	2670	2360	2040	1720	1400	1080	760	600				



MISSED APPROACH:
TRACK 083°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.

NOTES

1. MAX IAS :
   GUPUG : 185KT.

CATEGORY	A	B	C	D
S-I GLS	**600** (205) 1.5			
CIRCLING	**1140** (706-2.4)		**1450**(1016-4.0)	**1600**(1166-5.0)
ALTERNATE	(1206-4.4)		(1516-6.0)	(1666-7.0)

Changes: VAR, ALT RQMNTS AT GUPUG.

MMLGL04-178

airservices australia

USE QNH

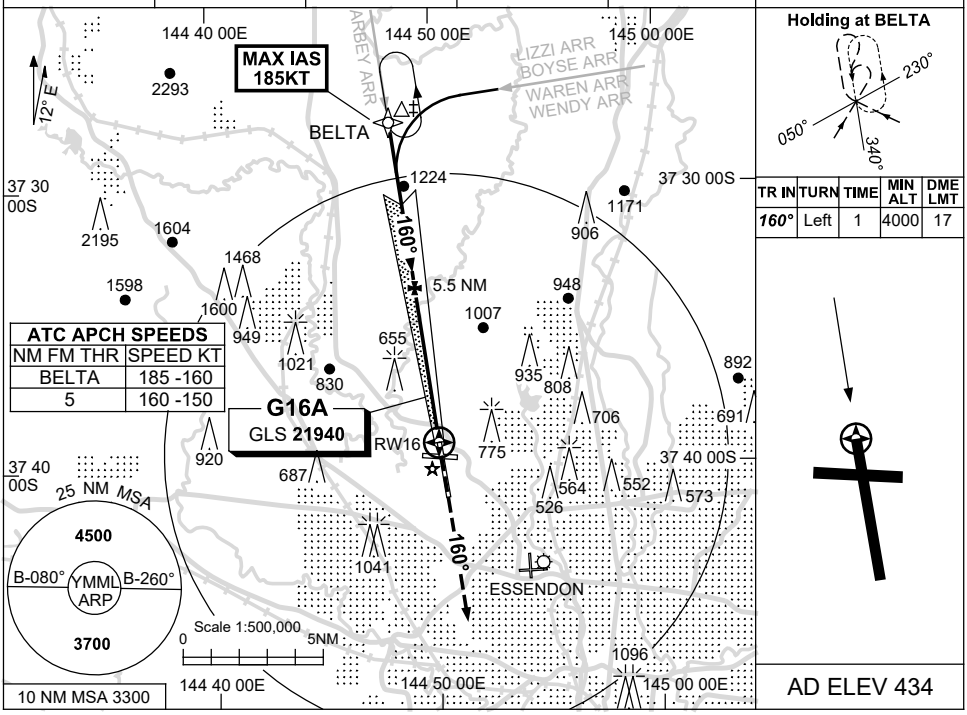
GLS RWY 16

21 MAR 2024

MELBOURNE, VIC (YMML)

ATIS	APP	TWR	SMC
114.1 118.0	132.0	120.5	121.7

Bearings are Magnetic
Elevations in FEET AMSL



ATC APCH SPEEDS

NM FM THR	SPEED KT
BELTA	185 -160
5	160 -150

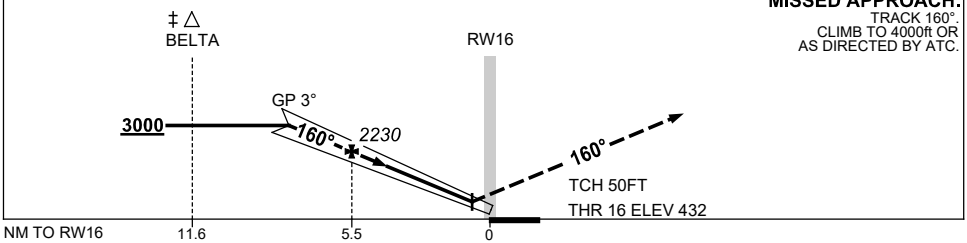
Holding at BELTA

TR IN	TURN	TIME	MIN ALT	DME LMT
160°	Left	1	4000	17

AD ELEV 434

NM TO RW16	7.9	7	6	5	4	3	2	1	0.5				
ALT (3° APCH PATH)	3000	2710	2390	2070	1760	1440	1120	800	640				

MISSED APPROACH:
TRACK 160°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.



NOTES

1. MAX IAS : BELTA : 185KT.
‡ 2. ACFT MAY BE RADAR VECTORED TO FNA OR JOIN PROCEDURE OFF STAR PRIOR TO FAF.

CATEGORY	A	B	C	D
S-I GLS	**640** (208) 0.8 550 RVR			
CIRCLING	**1140** (706-2.4)		**1450**(1016-4.0)	**1600**(1166-5.0)
ALTERNATE	(1206-4.4)		(1516-6.0)	(1666-7.0)

Changes: VAR.

MMLGL05-178

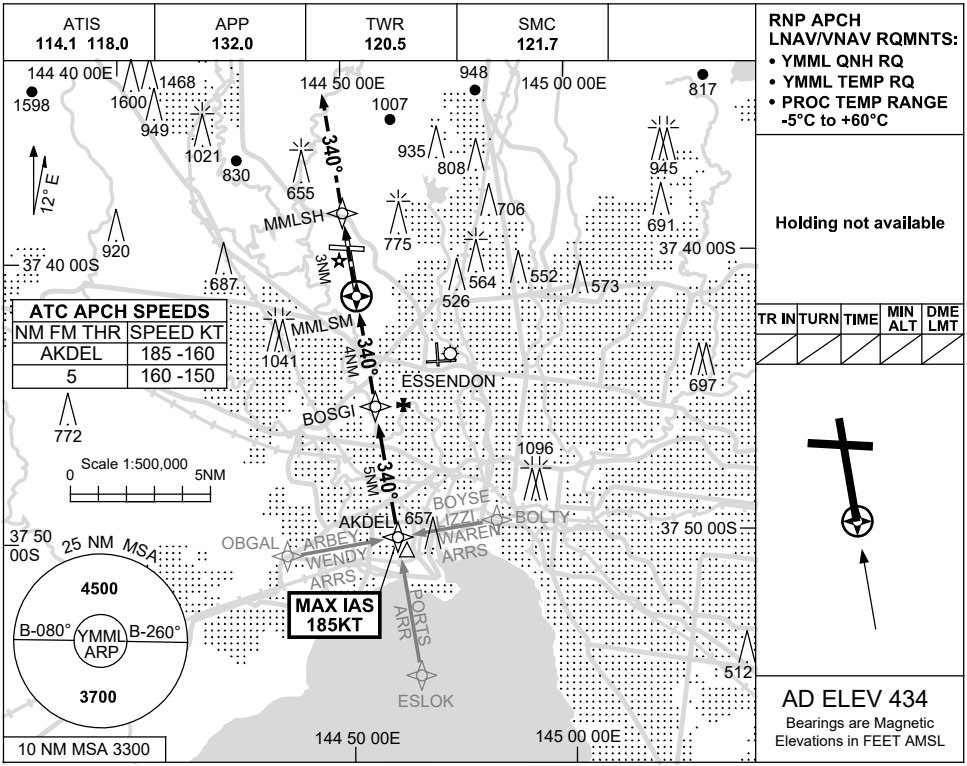
airservices australia

USE QNH

RNP RWY 34

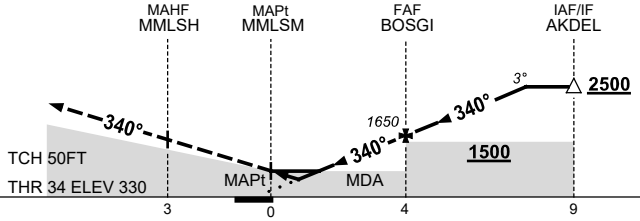
21 MAR 2024

MELBOURNE, VIC (YMML)



NM TO NEXT WPT	MMLSM	1	1.3	2	3	BOSGI	1	2	2.7			
ALT (3° APCH PATH)		690	780	1020	1340	1650	1970	2290	2500			

MISSED APPROACH:
TRACK DCT TO MMLSH,
THEN TRACK 340°.
CLIMB TO 4000ft
OR AS DIRECTED BY ATC.



NOTES

1. MAX IAS:
AKDEL : 185KT.

CATEGORY	A	B	C	D
LNAV/VNAV	**690** (360-2.0)			
LNAV	**780** (450-2.5)			
CIRCLING	**1140** (706-2.4)		**1450** (1016-4.0)	**1600** (1166-5.0)
ALTERNATE	(1206-4.4)		(1516-6.0)	(1666-7.0)

Changes: VAR, Editorial.

MMLGN01-178

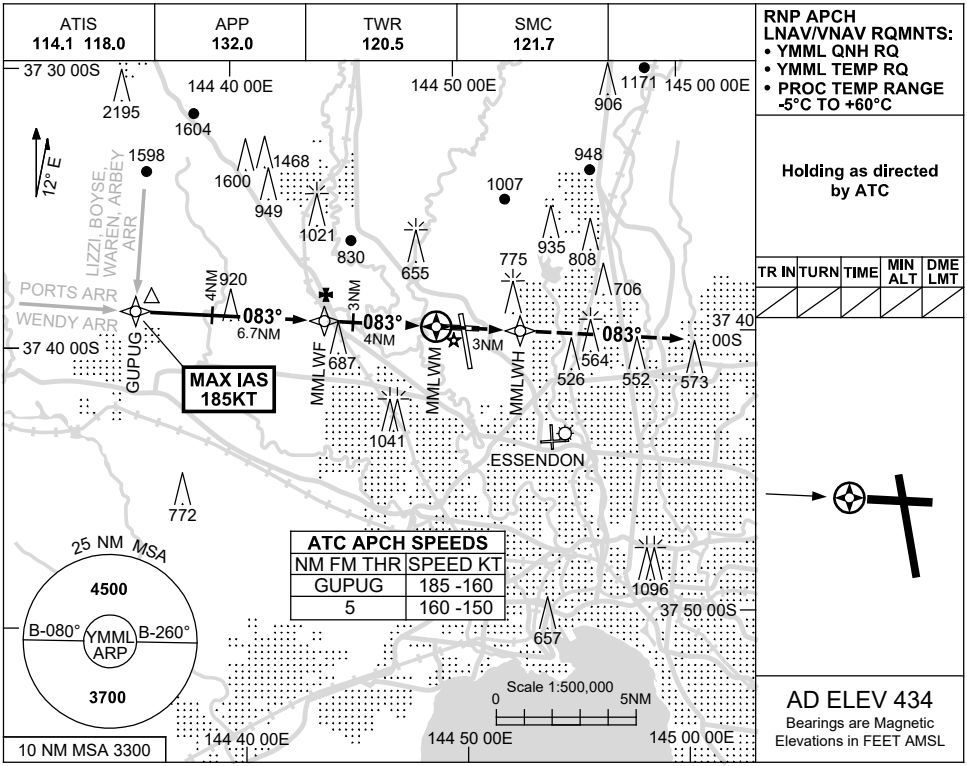
airservices australia

USE QNH

RNP RWY 09

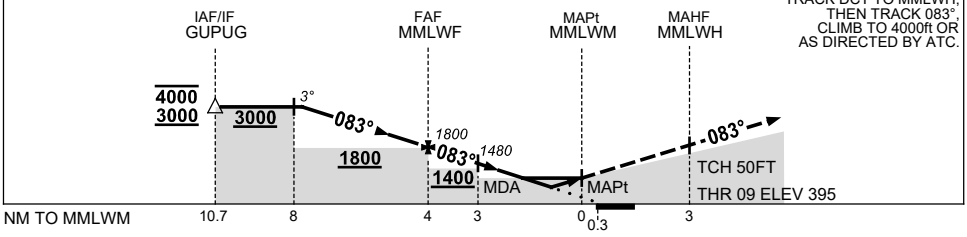
21 MAR 2024

MELBOURNE, VIC (YMML)



NM TO NEXT WPT	3.8	3	2	1	MMLWF	3	2	1	MMLWM			
ALT (3° APCH PATH)	3000	2760	2440	2120	1800	1490	1170	840				

MISSED APPROACH:
TRACK DCT TO MMLWH, THEN TRACK 083°, CLIMB TO 4000ft OR AS DIRECTED BY ATC.



NOTES

1. MAX IAS: GUPUG : 185KT.

CATEGORY	A	B	C	D
LNAV/VNAV	**760** (365-2.0)			
LNAV	**840** (445-2.5)			
CIRCLING	**1140** (706-2.4)		**1450** (1016-4.0)	**1600** (1166-5.0)
ALTERNATE	(1206-4.4)		(1516-6.0)	(1666-7.0)

Changes: VAR, ALT RQMNTS AT GUPUG, Editorial.

MMLGN02-178

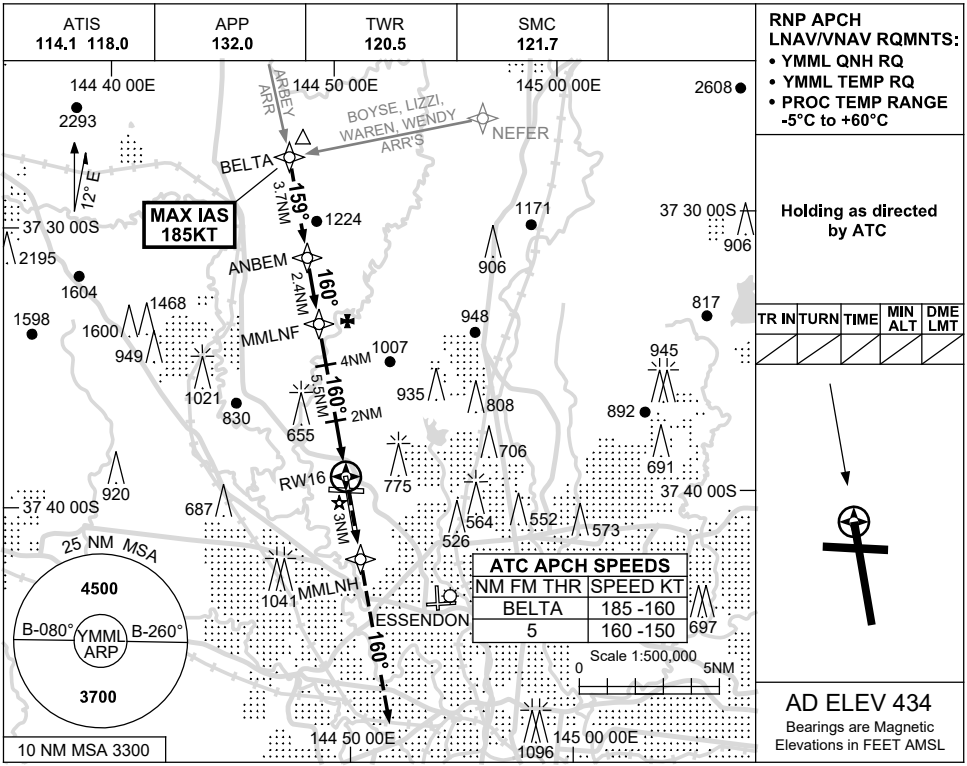
airservices australia

USE QNH

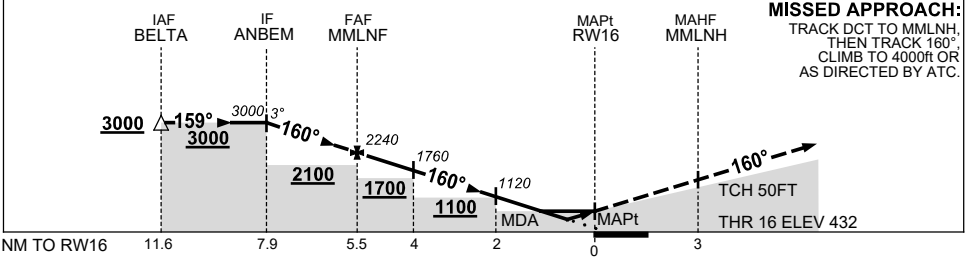
RNP Z RWY 16

21 MAR 2024

MELBOURNE, VIC (YMML)



NM TO NEXT WPT	ANBEM	2	1	MMLNF	5	4	3	2	1.3	1	RW16	
ALT (3° APCH PATH)	3000	2880	2560	2240	2070	1760	1440	1120	890	810		



NOTES

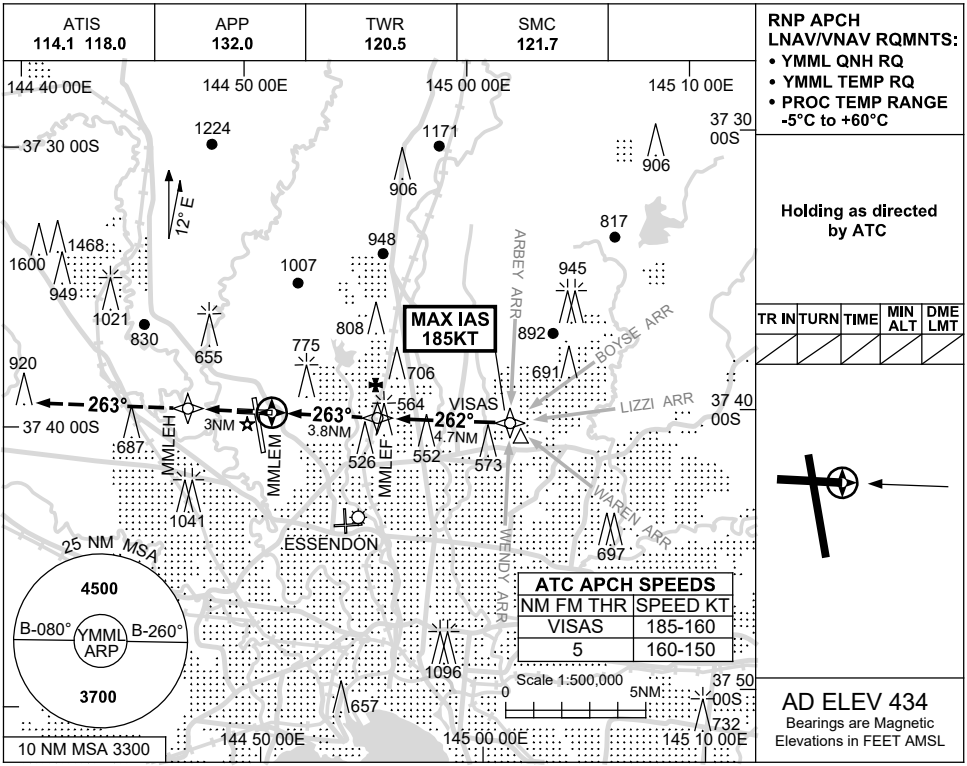
1. MAX IAS:
   BELTA : 185KT.

CATEGORY	A	B	C	D
LNAV/VNAV	**810** (378-1.2)			
LNAV	**890** (456-1.7)			
CIRCLING	**1140** (706-2.4)		**1450** (1016-4.0)	**1600** (1166-5.0)
ALTERNATE	(1206-4.4)		(1516-6.0)	(1666-7.0)

Changes: VAR, Editorial.

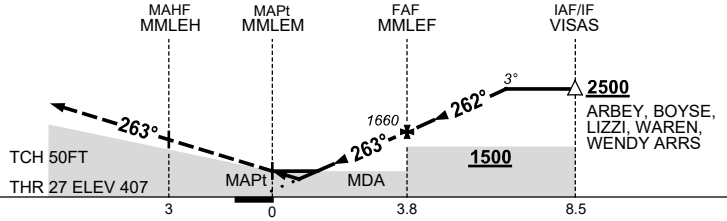
MMLGN03-178

airservices australia



NM TO NEXT WPT	MMLEM	1.4	1.5	2	3	MMLEF	1	2	2.6			
ALT (3° APCH PATH)		900	950	1090	1410	1660	1980	2300	2500			

MISSED APPROACH:
TRACK DCT TO MMLEH,
THEN TRACK 263°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.



NOTES

1. MAX IAS:
   VISAS : 185KT.

CATEGORY	A	B	C	D
LNAV/VNAV	**900** (493-2.1)			
LNAV	**950** (543-2.4)			
CIRCLING	**1140** (706-2.4)		**1450** (1016-4.0)	**1600** (1166-5.0)
ALTERNATE	(1206-4.4)		(1516-6.0)	(1666-7.0)

Changes: VAR, Editorial.

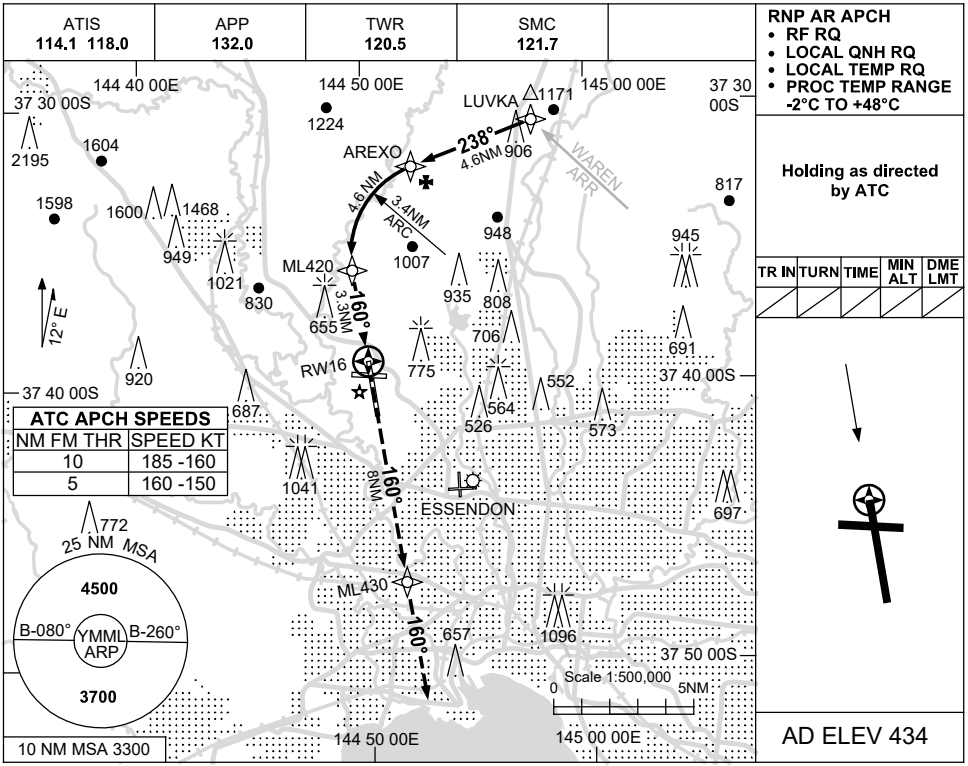
MMLGN04-178

airservices australia

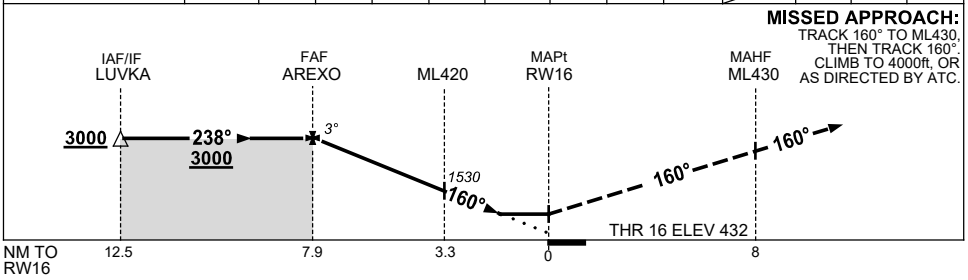
FOR CASA APPROVED OPERATORS ONLY

RNP M RWY 16 (AR)

21 MAR 2024 **USE QNH** **MELBOURNE, VIC (YMML)**



NM TO NEXT WPT	AREXO	4	3	2	1	ML420	3	2	1.1	RW16			
ALT (3° APCH PATH)	3000	2800	2490	2170	1850	1530	1440	1120	820				



NOTES

CATEGORY	A	B	C	D
RNP (0.3)	**890** (458-1.7)			
RNP (0.11)	**820** (388-1.3)			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1206-4.4)		(1516-6.0)	(1666-7.0)

Changes: VAR, Editorial.

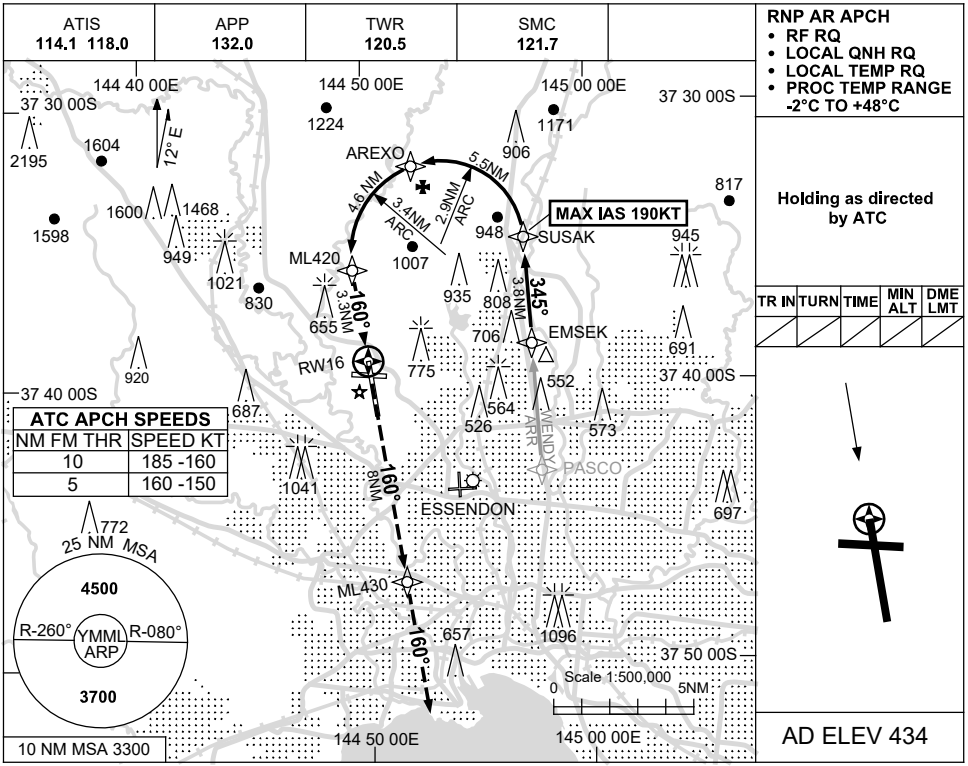
MMLGN15-178

airservices australia

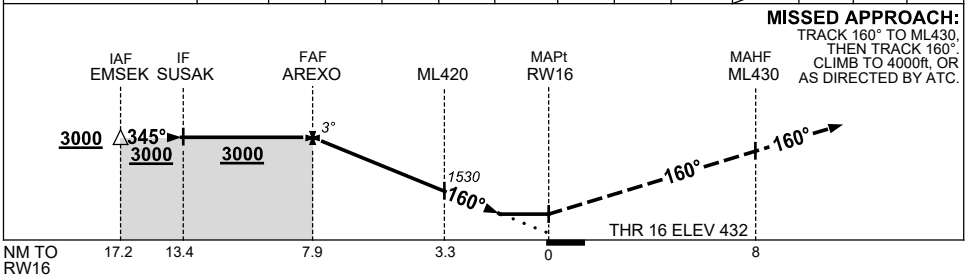
FOR CASA APPROVED OPERATORS ONLY

RNP P RWY 16 (AR)

21 MAR 2024 **USE QNH** **MELBOURNE, VIC (YMML)**



NM TO NEXT WPT	AREXO	4	3	2	1	ML420	3	2	1.1	RW16			
ALT (3° APCH PATH)	3000	2800	2490	2170	1850	1530	1440	1120	820				



NOTES

CATEGORY	A	B	C	D
RNP (0.3)	**890** (458-1.7)			
RNP (0.11)	**820** (388-1.3)			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1206-4.4)		(1516-6.0)	(1666-7.0)

Changes: VAR, Editorial.

MMLGN16-178

airservices australia

USE QNH

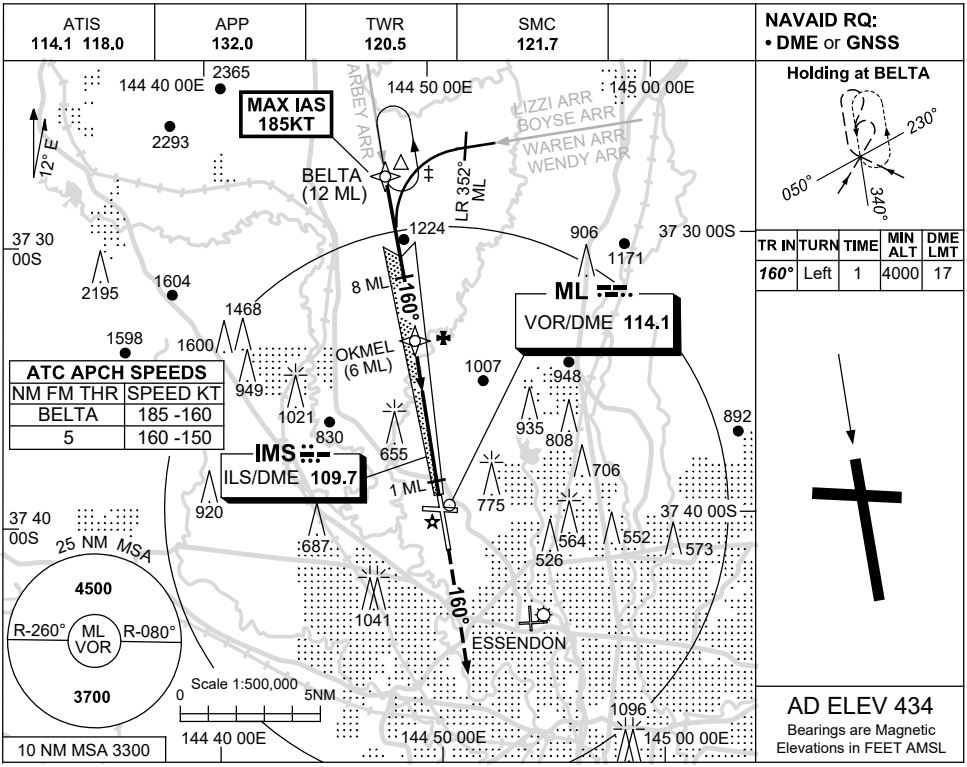
ILS-Y or LOC-Y RWY 16

21 MAR 2024

MELBOURNE, VIC (YMML)

ATIS	APP	TWR	SMC
114.1 118.0	132.0	120.5	121.7

NAVAID RQ:
- **DME** or **GNSS**



Holding at BELTA

TR IN	TURN	TIME	MIN ALT	DME LMT
160°	Left	1	4000	17

ATC APCH SPEEDS

NM FM THR	SPEED KT
BELTA	185 -160
5	160 -150

AD ELEV 434

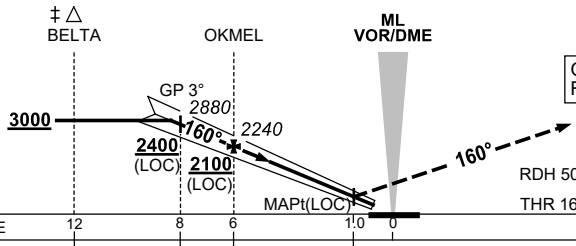
Bearings are Magnetic

Elevations in FEET AMSL

NM TO ML DME	8.4	8	7	6	5	4	3	2.5					
ALT (3° APCH PATH)	3000	2880	2560	2400	1920	1610	1290	1140					

MISSED APPROACH:
TRACK 160°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.

GNSS permitted in lieu of DME
Reference waypoint ML VOR



NOTES

1. MAX IAS : BELTA : 185KT.
2. ‡‡ SPECIAL ALT MNM 700/2.5 KM. (NOT APPLICABLE TO LOC/DME).
3. ‡ ACFT MAY BE RADAR VECTORED TO FNA OR JOIN PROCEDURE OFF STAR PRIOR TO FAF.

CATEGORY	A	B	C	D
S-I ILS	**640** (208) 0.8		550 RVR	
S-I LOC	**1140** (706-3.1)			
CIRCLING	**1140** (706-2.4)		**1450** (1016-4.0)	**1600** (1166-5.0)
ALTERNATE‡‡	(1206-4.4)		(1516-6.0)	(1666-7.0)

Changes: VAR.

MMLII01-178

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USE QNH

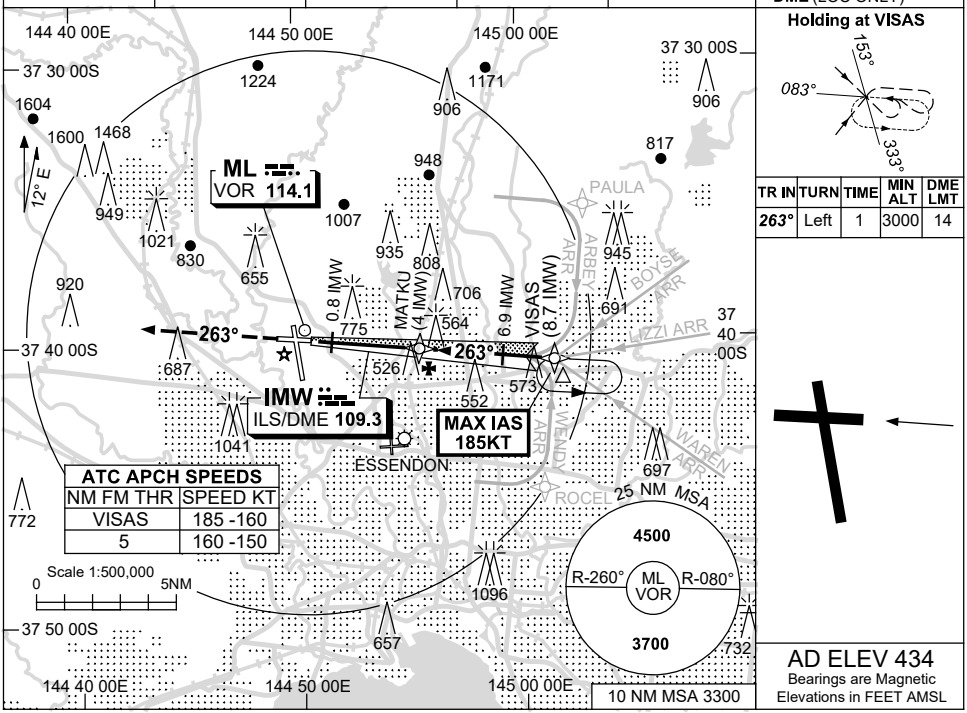
ILS-Z or LOC-Z RWY 27

21 MAR 2024

MELBOURNE, VIC (YMML)

ATIS	APP	TWR	SMC
114.1 118.0	132.0	120.5	121.7

NAVAID RQ:
- **DME** or **GNSS** (ILS)
- **DME** (LOC ONLY)



Holding at VISAS

TR IN	TURN	TIME	MIN ALT	DME LMT
263°	Left	1	3000	14

ATC APCH SPEEDS	
NM FM THR	SPEED KT
VISAS	185 -160
5	160 -150

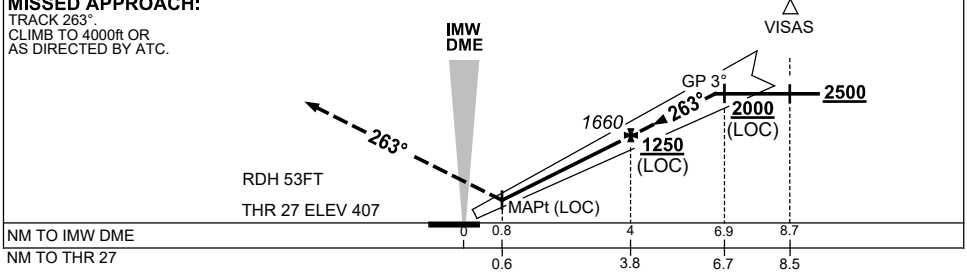
AD ELEV 434

Bearings are Magnetic

Elevations in FEET AMSL

NM TO IMW DME	1.5	2	3	4	5	6	6.6						
ALT (3° APCH PATH)	880	1040	1360	1660	1990	2310	2500						

MISSED APPROACH:
TRACK 263°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.



NOTES

1. MAX IAS :
   VISAS : 185KT.
2. SPECIAL ALTN MNM 700/2.5 KM.

CATEGORY	A	B	C	D
S-I ILS		**610** (203) 0.8	550 RVR	
S-I LOC		**880** (473-1.9)		
CIRCLING	**1140** (706-2.4)		**1450** (1016-4.0)	**1600** (1166-5.0)
ALTERNATE**	(1206-4.4)		(1516-6.0)	(1666-7.0)

Changes: VAR.

MMLII02-178

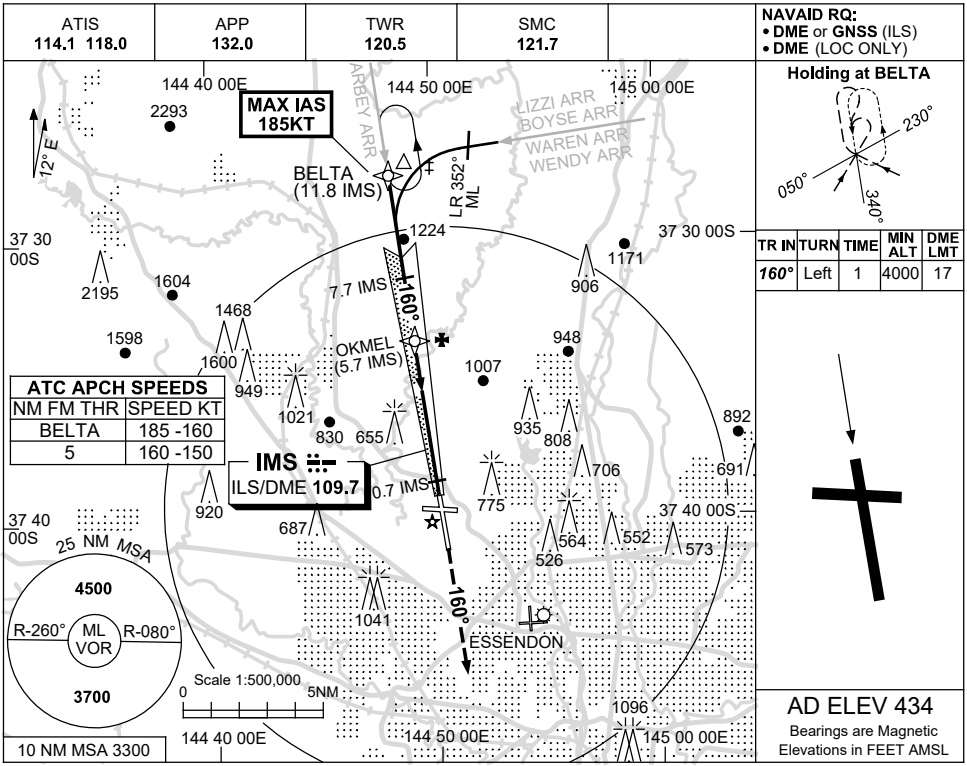
airservices australia

USE QNH ILS-Z or LOC-Z RWY 16 - Page 1

21 MAR 2024 **MELBOURNE, VIC (YMML)**

ATIS	APP	TWR	SMC
114.1 118.0	132.0	120.5	121.7

NAVAID RQ:
- **DME** or **GNSS** (ILS)
- **DME** (LOC ONLY)



Holding at BELTA

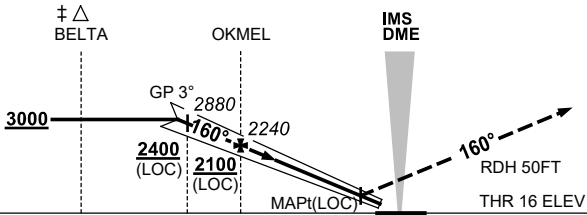
TR IN	TURN	TIME	MIN ALT	DME LMT
160°	Left	1	4000	17

AD ELEV 434

Bearings are Magnetic
Elevations in FEET AMSL

NM TO IMS DME	8.1	7.7	7	5.7	5	4	3	2.3					
ALT (3° APCH PATH)	3000	2880	2650	2240	2010	1690	1370	1140					

MISSED APPROACH:
TRACK 160°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.



NOTES

1. MAX IAS :
   BELTA : 185KT.
2. ⁑ SPECIAL ALT MNM 700/2.5 KM. (NOT APPLICABLE TO LOC/DME).
3. ‡ ACFT MAY BE RADAR VECTORED TO FNA OR JOIN PROCEDURE OFF STAR PRIOR TO FAF.

CATEGORY	A	B	C	D
S-I ILS	**640** (208) 0.8 550 RVR			
S-I LOC	**1140** (706-3.1)			
CIRCLING	**1140** (706-2.4)		**1450** (1016-4.0)	**1600** (1166-5.0)
ALTERNATE⁑	(1206-4.4)		(1516-6.0)	(1666-7.0)

Changes: VAR.

MMLII03-178

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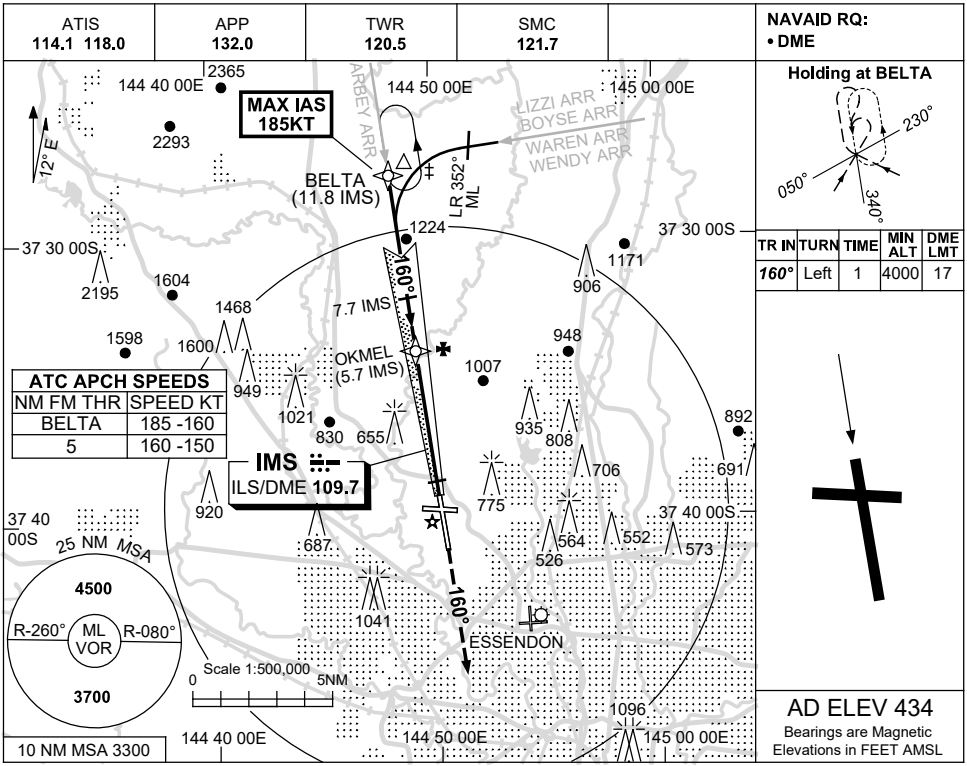
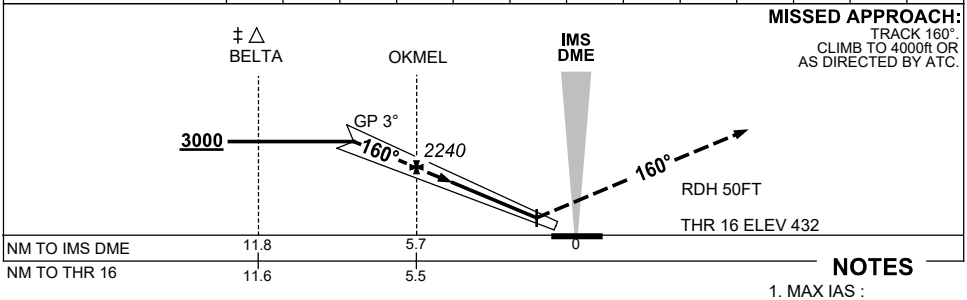
21 MAR 2024

MELBOURNE, VIC (YMML)

ATIS	APP	TWR	SMC
114.1 118.0	132.0	120.5	121.7



NM TO IMS DME	8.1	7.7	7	5.7	5	4	3	2	1				
ALT (3° APCH PATH)	3000	2880	2650	2240	2010	1690	1370	1050	740				



MISSED APPROACH:
TRACK 160°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.

NOTES

1. MAX IAS :
   BELTA : 185KT.
2. SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED.
‡ 3. SPECIAL ALT MNM 700/2.5KM.
‡ 4. ACFT MAY BE RADAR VECTORED TO JOIN PROCEDURE FM STAR PRIOR TO FAP.

CATEGORY	A	B	C	D
S-I ILS CAT IIIb			75 RVR	
S-I ILS CAT IIIa		**482** (50)	175 RVR	
S-I ILS CAT II		**532** (100)	300 RVR	
ALTERNATE‡‡	(1206-4.4)		(1516-6.0)	(1666-7.0)

Changes: VAR.

MMLII04-178

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USE QNH

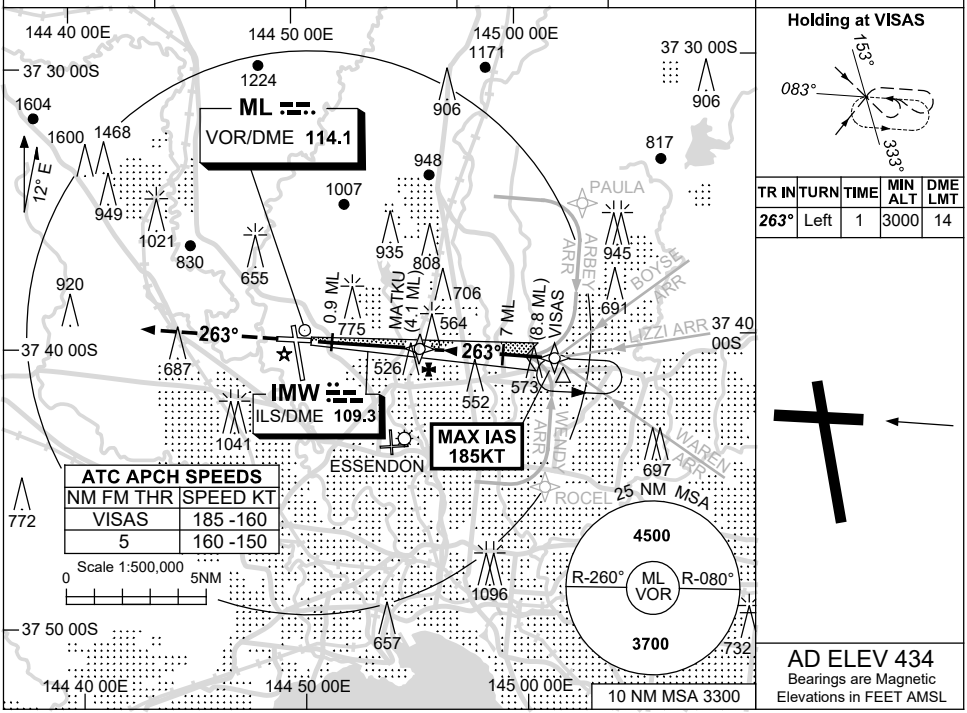
ILS-Y or LOC-Y RWY 27

21 MAR 2024

MELBOURNE, VIC (YMML)

ATIS	APP	TWR	SMC
114.1 118.0	132.0	120.5	121.7

NAVAID RQ:
- **DME** or **GNSS**



Holding at VISAS

TR IN	TURN	TIME	MIN ALT	DME LMT
263°	Left	1	3000	14

ATC APCH SPEEDS	
NM FM THR	SPEED KT
VISAS	185 -160
5	160 -150

AD ELEV 434

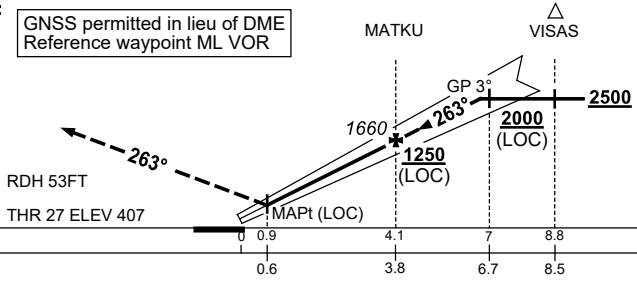
Bearings are Magnetic

Elevations in FEET AMSL

NM TO ML DME	1.6	2	3	4.1	5	6	6.7						
ALT (3° APCH PATH)	880	1000	1320	1660	1960	2270	2500						

MISSED APPROACH:
TRACK 263°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.

GNSS permitted in lieu of DME
Reference waypoint ML VOR



NOTES

1. MAX IAS:
   VISAS : 185KT.
2. SPECIAL ALTN MNM 700/2.5 KM.

CATEGORY	A	B	C	D
S-I ILS		**610** (203) 0.8	550 RVR	
S-I LOC		**880** (473-1.9)		
CIRCLING	**1140** (706-2.4)		**1450** (1016-4.0)	**1600** (1166-5.0)
ALTERNATE**	(1206-4.4)		(1516-6.0)	(1666-7.0)

Changes: VAR.

MMLII05-178

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MELBOURNE 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 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 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*

(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.
7. Not available between 2300-0600 local time.

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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.

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 para 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 para 2.1.

2.4 - When RWY 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 (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 AMSL 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 centreline.

(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 centreline 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 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

See AIP/ERSA

1 - MELBOURNE-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 endeavour 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 - MELBOURNE-ARRIVING AIRCRAFT

2.1 - By day, ATC may use 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.

	Aircraft Type	TWY Exits	LED (Metres)
RWY 16	**All aircraft**	E **G*** J	1354 **1945** 2905
RWY 34	**All aircraft**	**F*** E C	**1810** 2347 3361
RWY 27	**All aircraft** **Heavy**	**N*** M	**1630** 2286
RWY 09	**Turboprop** **Other aircraft**	**A** **P** Q	**1658** **2286** 2286

Note 1: Preferred exits are **bold and underlined**.

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

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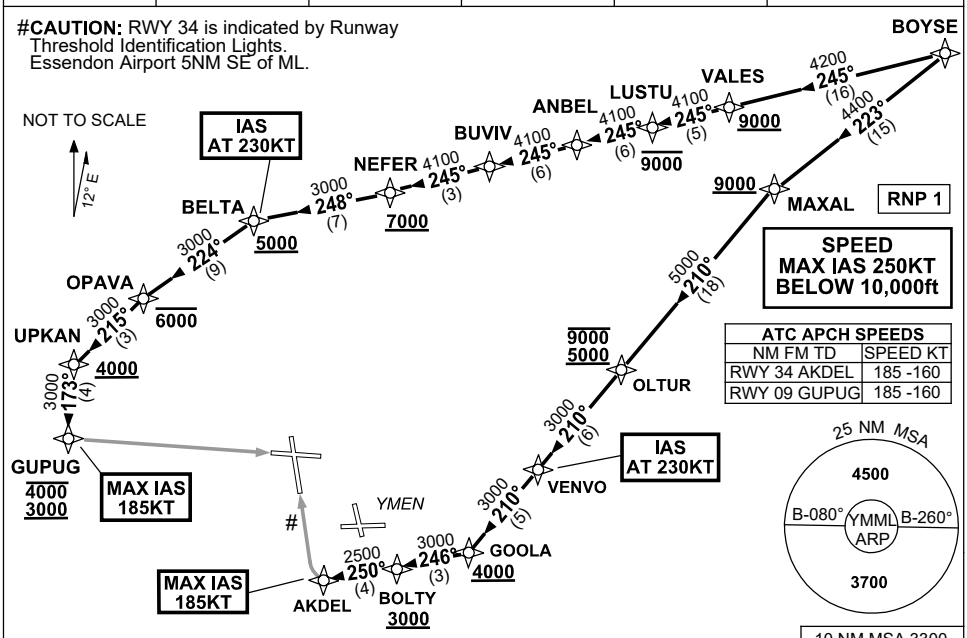
ATIS	APP	TWR	SMC		Bearings are Magnetic Elevations in FEET AMSL
114.1 118.0	132.0	120.5	121.7		



ARRIVAL: BOYSE EIGHT ALPHA (NON-JET)

RWY 09:

- From BOYSE track 245° to VALES
  Cross VALES AT or ABV 9000ft
- Track 245° to LUSTU
  Cross LUSTU AT or BLW 9000ft
- Track 245° to ANBEL
- Track 245° to BUVIV
- Track 245° to NEFER
  Cross NEFER AT or ABV 7000ft
- Turn RIGHT, track 248° to BELTA
  Cross BELTA AT or ABV 5000ft
  IAS AT 230KT from BELTA
- Turn LEFT, track 224° to OPAVA
  Cross OPAVA AT or BLW 6000ft
- Turn LEFT, track 215° to UPKAN
  Cross UPKAN AT or ABV 4000ft
- Turn LEFT, track 173° to GUPUG
  Cross GUPUG BTN 3000ft and 4000ft
  MAX IAS 185KT from GUPUG
- Track via GLS RWY 09 or RNP RWY 09

RWY 34:

- From BOYSE track 223° to MAXAL
  Cross MAXAL AT or ABV 9000ft
- Turn LEFT, track 210° to OLTUR
  Cross OLTUR BTN 5000ft and 9000ft
- Track 210° to VENVO
  IAS AT 230KT from VENVO
- Track 210° to GOOLA
  Cross GOOLA AT or ABV 4000ft
- Turn RIGHT, track 246° to BOLTY
  Cross BOLTY AT or ABV 3000ft
- Turn RIGHT, track 250° to AKDEL
  MAX IAS 185KT from AKDEL
- Track via GLS RWY 34 or RNP RWY 34

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

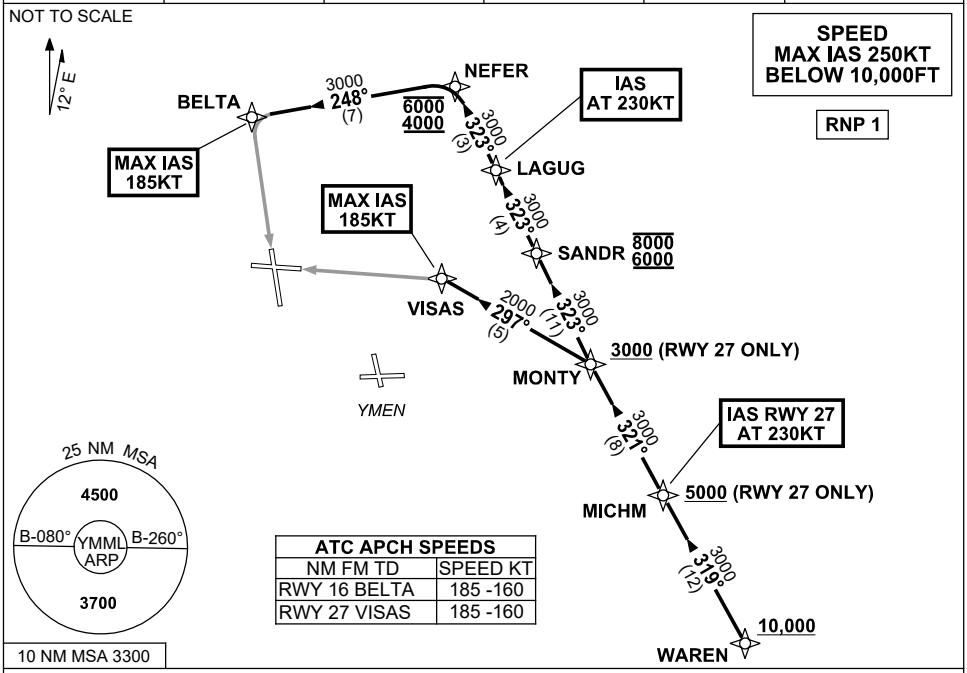
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: VAR.

MMLSR01-178

airservices australia

ATIS	APP	TWR	SMC		Bearings are Magnetic Elevations in FEET AMSL
114.1 118.0	132.0	120.5	121.7		



ATC APCH SPEEDS	
NM FM TD	SPEED KT
RWY 16 BELTA	185 -160
RWY 27 VISAS	185 -160

ARRIVAL: **WAREN EIGHT ALPHA**

Cross WAREN AT or ABV 10,000ft, then:

RWY 16:

- From WAREN track 319° to MICHM
- Turn RIGHT, track 321° to MONTY
- Turn RIGHT, track 323° to SANDR
  Cross SANDR BTN 6000ft and 8000ft
- Track 323° to LAGUG
  IAS AT 230KT from LAGUG
- Track 323° to NEFER
  Cross NEFER BTN 4000ft and 6000ft
- Turn LEFT, track 248° to BELTA
  MAX IAS 185KT from BELTA
- Track via GLS RWY 16 or ILS RWY 16 or RNP Z RWY 16 or LOC RWY 16

RWY 27:

- From WAREN track 319° to MICHM
  Cross MICHM AT or ABV 5000ft
  IAS AT 230KT from MICHM
- Track 321° to MONTY
  Cross MONTY AT or ABV 3000ft
- Turn LEFT, track 297° to VISAS
  MAX IAS 185KT from VISAS
- Track via GLS RWY 27 or ILS RWY 27 or RNP RWY 27 or LOC RWY 27

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: VAR, Editorial.

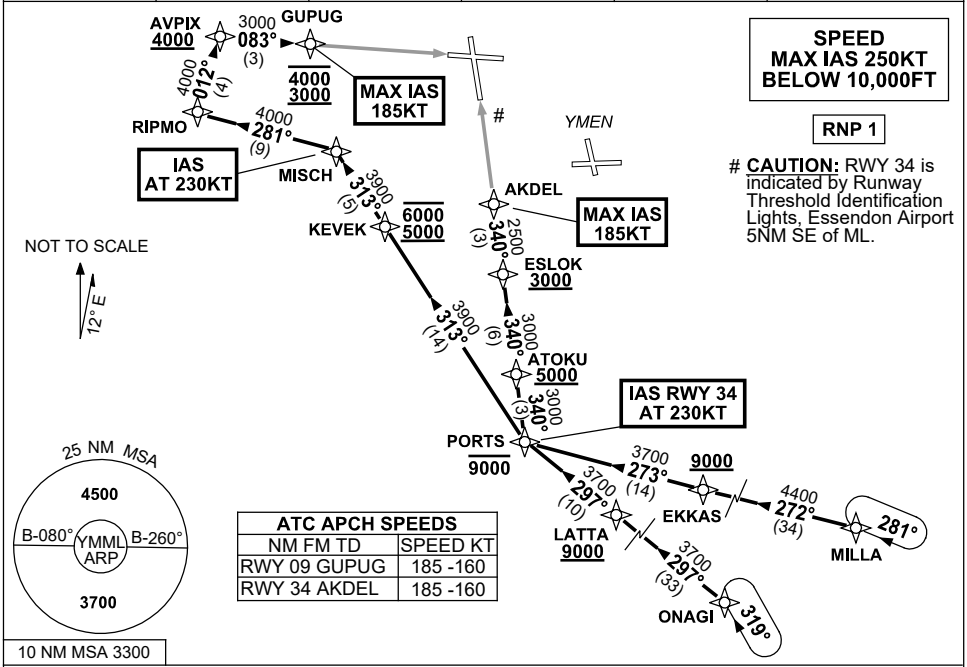
MMLSR02-178

airservices australia

21 MAR 2024

MELBOURNE, VIC (YMML)

ATIS	APP/DEP	TWR	SMC		Bearings are Magnetic Elevations in FEET AMSL
114.1 118.0	129.4	120.5	121.7		



ATC APCH SPEEDS	
NM FM TD	SPEED KT
RWY 09 GUPUG	185 -160
RWY 34 AKDEL	185 -160

TRANSITIONS:

MILLA: From MILLA to PORTS:
- Track 272° to EKKAS
  Cross EKKAS AT or ABV 9000ft
- Track 273° to PORTS
  Cross PORTS AT or BLW 9000ft
- Then follow ARRIVAL instruction

ONAGI: From ONAGI to PORTS:
- Track 297° to LATTA
  Cross LATTA AT or ABV 9000ft
- Track 297° to PORTS
  Cross PORTS AT or BLW 9000ft
- Then follow ARRIVAL instruction

ARRIVAL: PORTS SEVEN ALPHA

RWY 09: From PORTS:
- Turn RIGHT, track 313° to KEVEK
  Cross KEVEK BTN 5000ft and 6000ft
- Track 313° to MISCH
  IAS AT 230KT from MISCH
- Turn LEFT, track 281° to RIPMO
- Turn RIGHT, track 012° to AVPIX
  Cross AVPIX AT or ABV 4000ft
- Turn RIGHT, track 083° to GUPUG
  Cross GUPUG BTN 3000ft and 4000ft
  MAX IAS 185KT from GUPUG
- Track via GLS RWY 09 or RNP RWY 09

RWY 34: From PORTS:
  IAS AT 230KT from PORTS
- Turn RIGHT, track 340° to ATOKU
  Cross ATOKU AT or ABV 5000ft
- Track 340° to ESLOK
  Cross ESLOK AT or ABV 3000ft
- Track 340° to AKDEL
  MAX IAS 185KT from AKDEL
- Track via GLS RWY 34 or
  RNP RWY 34

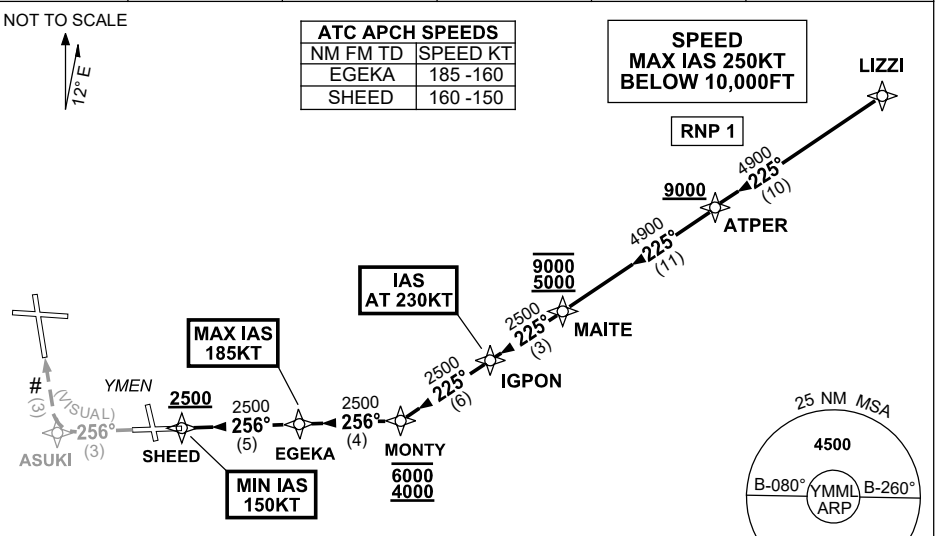
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: VAR, Editorial.

airservices australia

ATIS	APP	TWR	SMC		Bearings are Magnetic Elevations in FEET AMSL
114.1 118.0	132.0	120.5	121.7		



ARRIVAL: **LIZZI NINE VICTOR**

RWY 34 :

- From LIZZI track 225° to ATPER
  Cross ATPER AT or ABV 9000ft
- Track 225° to MAITE
  Cross MAITE BTN 5000ft and 9000ft
- Track 225° to IGPON
  IAS AT 230KT from IGPON
- Track 225° to MONTY
  Cross MONTY BTN 4000ft and 6000ft
- Turn RIGHT, track 256° to EGEKA
  MAX IAS 185KT from EGEKA
- Track 256° to SHEED
  Cross SHEED AT or ABV 2500ft
  MIN IAS 150KT from SHEED
- Track 256° VISUAL to ASUKI
- Turn RIGHT for VISUAL intercept of final RWY 34

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: VAR, Editorial.

MMLSR08-178

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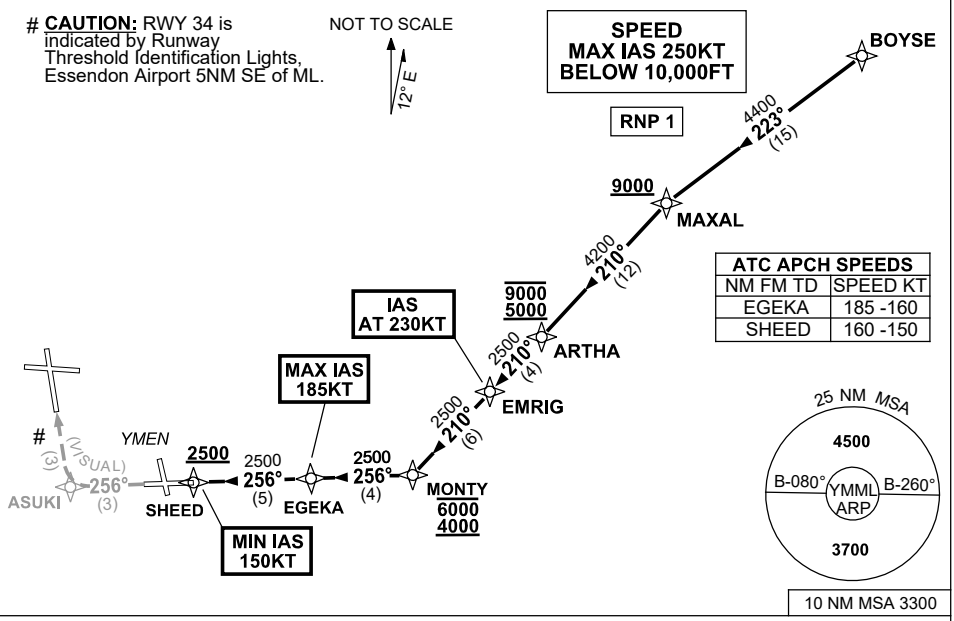
ATIS	APP	TWR	SMC		Bearings are Magnetic Elevations in FEET AMSL
114.1 118.0	132.0	120.5	121.7		



ARRIVAL: **BOYSE EIGHT VICTOR (NON-JET)**

RWY 34 :

- From BOYSE track 223° to MAXAL
  Cross MAXAL AT or ABV 9000ft
- Turn LEFT, track 210º to ARTHA
  Cross ARTHA BTN 5000ft and 9000ft
- Track 210° to EMRIG
  IAS AT 230KT from EMRIG
- Track 210º to MONTY
  Cross MONTY BTN 4000ft and 6000ft
- Turn RIGHT, track 256º to EGEKA
  MAX IAS 185KT from EGEKA
- Track 256° to SHEED
  Cross SHEED AT or ABV 2500ft
  MIN IAS 150KT from SHEED
- Track 256º VISUAL to ASUKI
- Turn RIGHT for VISUAL intercept of final RWY 34

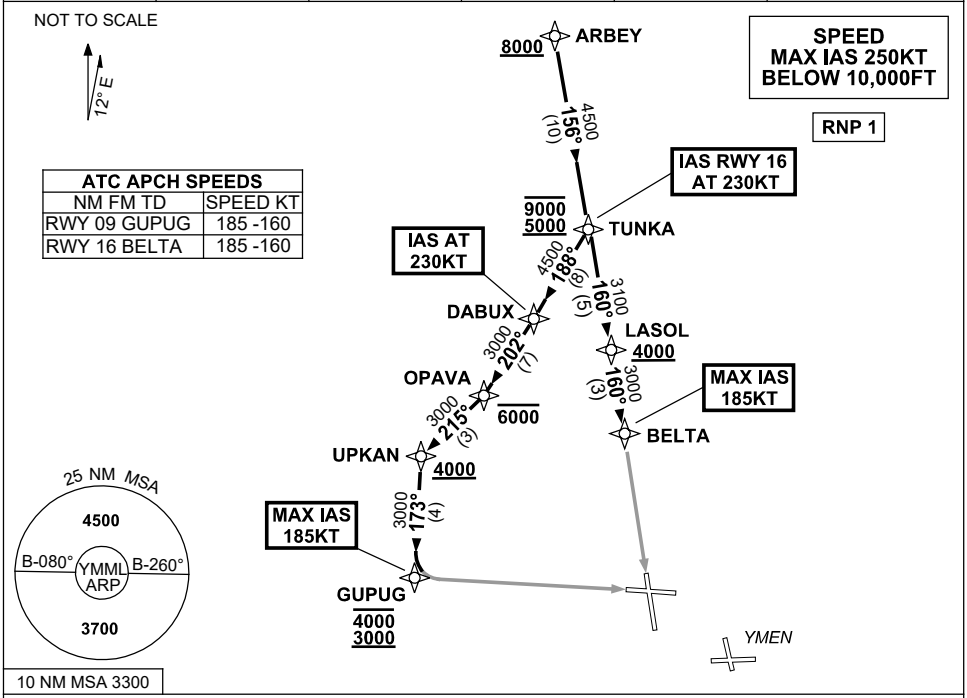
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: VAR.

MMLSR09-178

ATIS	APP/DEP	TWR	SMC		Bearings are Magnetic Elevations in FEET AMSL
114.1 118.0	118.9 132.0	120.5	121.7		



ARRIVAL: ARBEY SEVEN ALPHA

Cross ARBEY AT or ABV 8000ft
- From ARBEY track 156° to TUNKA, then:

RWY 09:

Cross TUNKA BTN 5000ft and 9000ft
- Turn RIGHT, track 188° to DABUX
  IAS AT 230KT from DABUX
- Turn RIGHT, track 202° to OPAVA
  Cross OPAVA AT or BLW 6000ft
- Turn RIGHT, track 215° to UPKAN
  Cross UPKAN AT or ABV 4000ft
- Turn LEFT, track 173° to GUPUG
  Cross GUPUG BTN 3000ft and 4000ft
  MAX IAS 185KT from GUPUG
- Track via GLS RWY 09 or RNP RWY 09

RWY 16:

Cross TUNKA BTN 5000ft and 9000ft
IAS AT 230KT from TUNKA
- Track 160° to LASOL
  Cross LASOL AT or ABV 4000ft
- Track 160° to BELTA
  MAX IAS 185KT from BELTA
- Track via GLS RWY 16 or ILS RWY 16 or RNP Z RWY 16 or LOC RWY 16

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

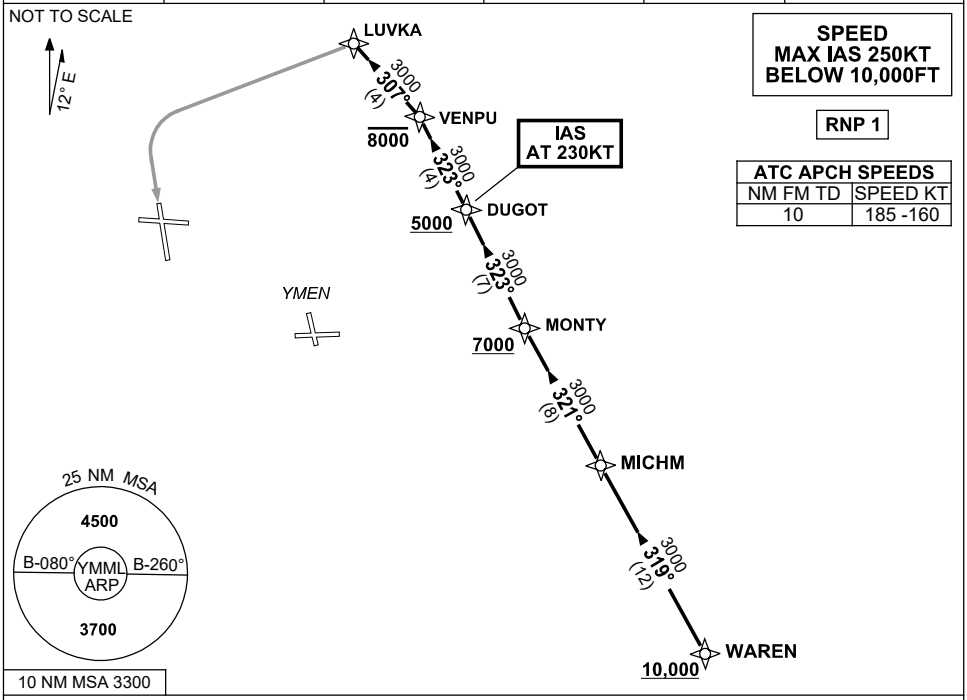
Changes: VAR.

MMLSR11-178

21 MAR 2024

MELBOURNE, VIC (YMML)

ATIS	APP	TWR	SMC		Bearings are Magnetic Elevations in FEET AMSL
114.1 118.0	132.0	120.5	121.7		



ARRIVAL: **WAREN EIGHT MIKE**

Cross WAREN AT or ABV 10,000ft, then:

RWY 16:

- From WAREN track 319° to MICHM
- Turn RIGHT, track 321° to MONTY
  Cross MONTY AT or ABV 7000ft
- Turn RIGHT, track 323° to DUGOT
  Cross DUGOT AT or ABV 5000ft
  IAS AT 230KT from DUGOT
- Track 323° to VENPU
  Cross VENPU AT or BLW 8000ft
- Turn LEFT, track 307° to LUVKA
- Turn LEFT, track via RNP M RWY 16 (AR)

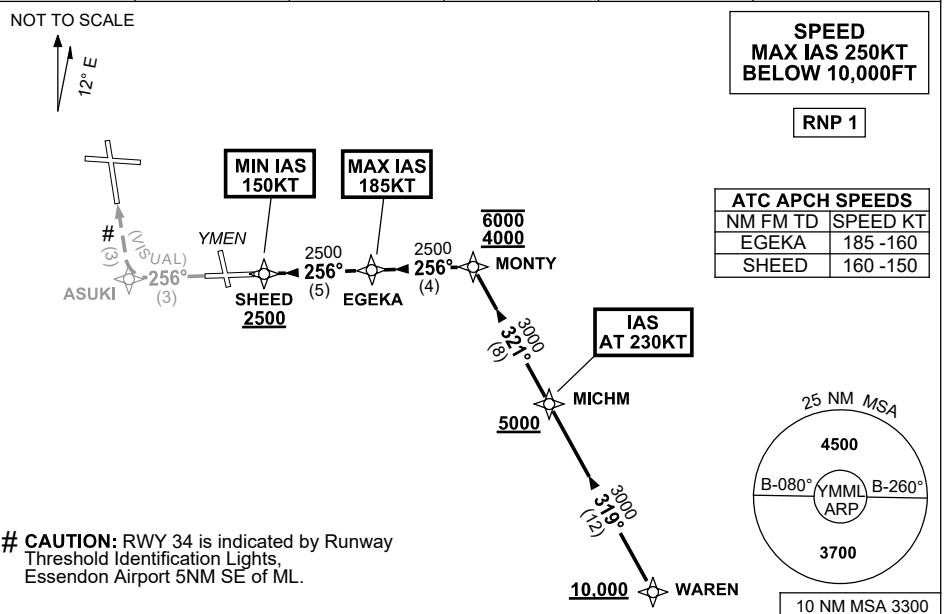
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: VAR, Editorial.

airservices australia

ATIS	APP	TWR	SMC		Bearings are Magnetic
114.1 118.0	132.0	120.5	121.7		Elevations in FEET AMSL



CAUTION: RWY 34 is indicated by Runway Threshold Identification Lights, Essendon Airport 5NM SE of ML.

ARRIVAL: **WAREN EIGHT VICTOR**

RWY 34:

Cross WAREN AT or ABV 10,000ft
- From WAREN track 319° to MICHM
  Cross MICHM AT or ABV 5000ft
  IAS AT 230KT from MICHM
- Track 321° to MONTY
  Cross MONTY BTN 4000ft and 6000ft
- Turn LEFT, track 256° to EGEKA
  MAX IAS 185KT from EGEKA
- Track 256° to SHEED
  Cross SHEED AT or ABV 2500ft
  MIN IAS 150KT from SHEED
- Track 256° VISUAL to ASUKI
- Turn RIGHT for VISUAL intercept of final RWY 34

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: VAR, Editorial.

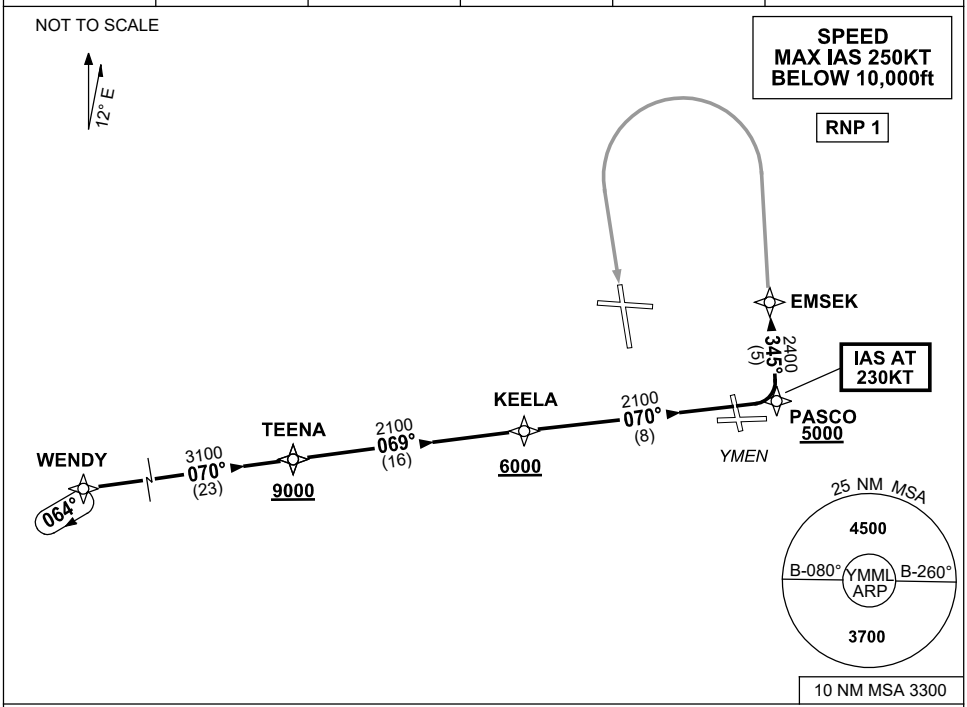
MMLSR19-178

airservices australia

21 MAR 2024

MELBOURNE, VIC (YMML)

ATIS	APP	TWR	SMC		Bearings are Magnetic
114.1 118.0	129.4 132.0	120.5	121.7		Elevations in FEET AMSL



ARRIVAL: **WENDY ONE PAPA**

RWY 16 :

- From WENDY track 070° to TEENA
  Cross TEENA AT or ABV 9000ft
- From TEENA turn LEFT, track 069° to KEELA
  Cross KEELA AT or ABV 6000ft
- Track 070° to PASCO
  Cross PASCO AT or ABV 5000ft
  IAS AT 230KT from PASCO
- Turn LEFT, track 345° to EMSEK
- Track via RNP P RWY 16 (AR)

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

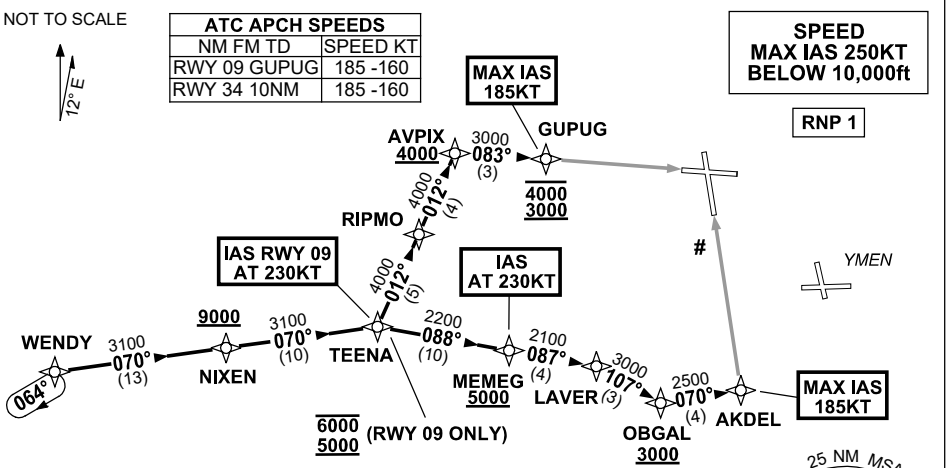
Changes: VAR.

ATIS	APP	TWR	SMC		Bearings are Magnetic
114.1 118.0	129.4 132.0	120.5	121.7		Elevations in FEET AMSL

NOT TO SCALE

12° E

ATC APCH SPEEDS	
NM FM TD	SPEED KT
RWY 09 GUPUG	185 -160
RWY 34 10NM	185 -160



 # CAUTION:
RWY 34 is indicated by Runway Threshold Identification Lights, Essendon Airport 5NM SE of ML.

10 NM MSA 3300

ARRIVAL: WENDY ONE ALPHA

RWY 09:

- From WENDY track 070° to NIXEN
  Cross NIXEN AT or ABV 9000ft
- Track 070° to TEENA
  Cross TEENA BTN 5000ft and 6000ft
  IAS AT 230KT from TEENA
- From TEENA turn LEFT, track 012° to RIPMO
- Track 012° to AVPIX
  Cross AVPIX AT or ABV 4000ft
- Turn RIGHT, track 083° to GUPUG
  Cross GUPUG BTN 3000ft and 4000ft
  MAX IAS 185KT from GUPUG
- Track via GLS RWY 09 or RNP RWY 09

RWY 34:

- From WENDY track 070° to NIXEN
  Cross NIXEN AT or ABV 9000FT
- Track 070° to TEENA
- Turn RIGHT, track 088° to MEMEG
  Cross MEMEG AT or ABV 5000ft
  IAS AT 230KT from MEMEG
- Track 087° to LAVER
- Turn RIGHT, track 107° to OBGAL
  Cross OBGAL AT or ABV 3000ft
- Turn LEFT, track 070° to AKDEL
  MAX IAS 185KT from AKDEL
- Track via GLS RWY 34 or RNP RWY 34

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: VAR.

MMLSR22-178

airservices australia

ATIS	APP	TWR	SMC		Bearings are Magnetic Elevations in FEET AMSL
114.1 118.0	132.0	120.5	121.7		

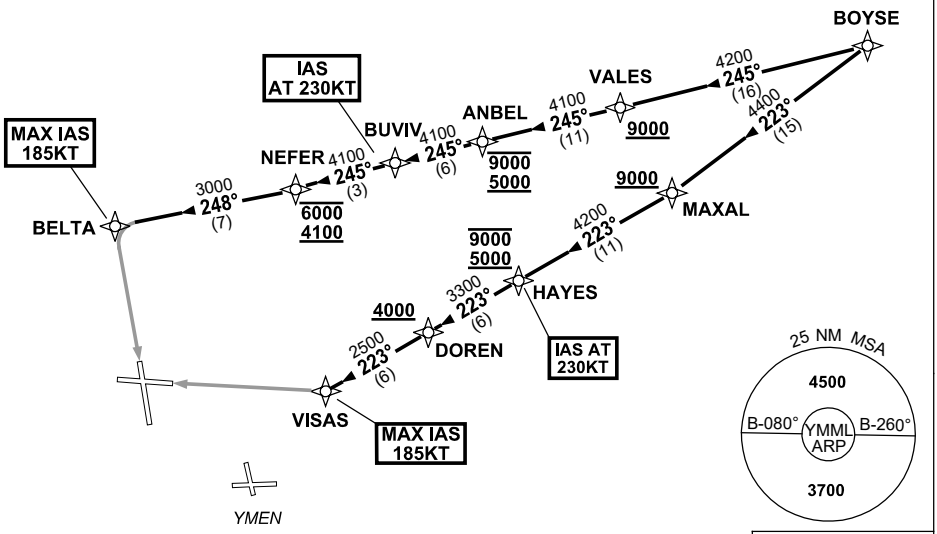
NOT TO SCALE

12° E

ATC APCH SPEEDS	
NM FM TD	SPEED KT
RWY 16 BELTA	185 -160
RWY 27 VISAS	185 -160

SPEED MAX IAS 250KT BELOW 10,000ft

RNP 1



10 NM MSA 3300

ARRIVAL: **BOYSE EIGHT ALPHA (NON-JET)**

RWY 16:

- From BOYSE track 245° to VALES
  Cross VALES AT or ABV 9000ft
- Track 245° to ANBEL
  Cross ANBEL BTN 5000ft and 9000ft
- Track 245º to BUVIV
  IAS AT 230KT from BUVIV
- Track 245° TO NEFER
  Cross NEFER BTN 4100ft and 6000ft
- Turn RIGHT, track 248º to BELTA
  MAX IAS 185KT from BELTA
- Track via GLS RWY 16 or ILS RWY 16 or
- RNP Z RWY 16 or LOC RWY 16

RWY 27:

- From BOYSE track 223° to MAXAL
  Cross MAXAL AT or ABV 9000ft
- Turn RIGHT, track 223° to HAYES
  Cross HAYES BTN 5000ft and 9000ft
  IAS AT 230KT from HAYES
- Track 223° to DOREN
  Cross DOREN AT or ABV 4000ft
- Track 223º to VISAS
  MAX IAS 185KT from VISAS
- Track via GLS RWY 27 or ILS RWY 27 or RNP RWY 27 or LOC RWY 27

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: VAR, Editorial.

MMLSR24-178

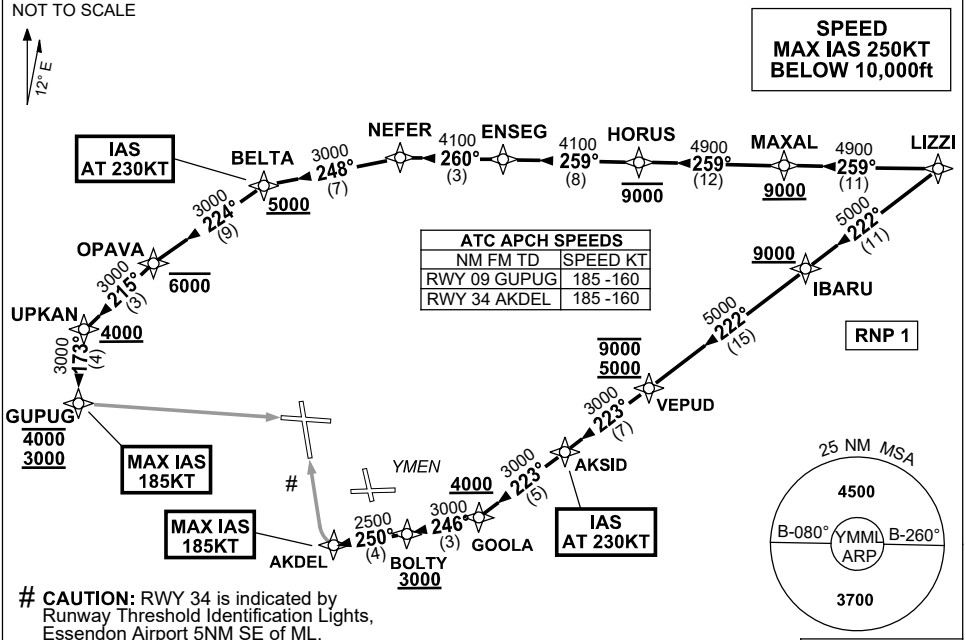
airservices australia

21 MAR 2024

MELBOURNE, VIC (YMML)

ATIS	APP	TWR	SMC		Bearings are Magnetic Elevations in FEET AMSL
114.1 118.0	132.0	120.5	121.7		

NOT TO SCALE



**CAUTION:** RWY 34 is indicated by Runway Threshold Identification Lights, Essendon Airport 5NM SE of ML.

ARRIVAL: LIZZI NINE ALPHA

RWY 09:

- From LIZZI track 259° to MAXAL
  Cross MAXAL AT or ABV 9000ft
- Track 259° to HORUS
  Cross HORUS AT or BLW 9000ft
- Turn RIGHT, track 259° to ENSEG
- Track 260° to NEFER
- Turn LEFT, track 248° to BELTA
  Cross BELTA AT or ABV 5000ft
  IAS AT 230KT from BELTA
- Turn LEFT, track 224° to OPAVA
  Cross OPAVA AT or BLW 6000ft
- Turn LEFT, track 215° to UPKAN
  Cross UPKAN AT or ABV 4000ft
- Turn LEFT, track 173° to GUPUG
  Cross GUPUG BTN 3000ft and 4000ft
  MAX IAS 185KT from GUPUG
- Track via GLS RWY 09 or RNP RWY 09

RWY 34:

- From LIZZI track 222° to IBARU
  Cross IBARU AT or ABV 9000ft
- Track 222° to VEPUD
  Cross VEPUD BTN 5000ft and 9000ft
- Track 223° to AKSID
  IAS AT 230KT from AKSID
- Track 223° to GOOLA
  Cross GOOLA AT or ABV 4000ft
- Turn RIGHT, track 246° to BOLTY
  Cross BOLTY AT or ABV 3000ft
- Turn RIGHT, track 250° to AKDEL
  MAX IAS 185KT from AKDEL
- Track via GLS RWY 34 or RNP RWY 34

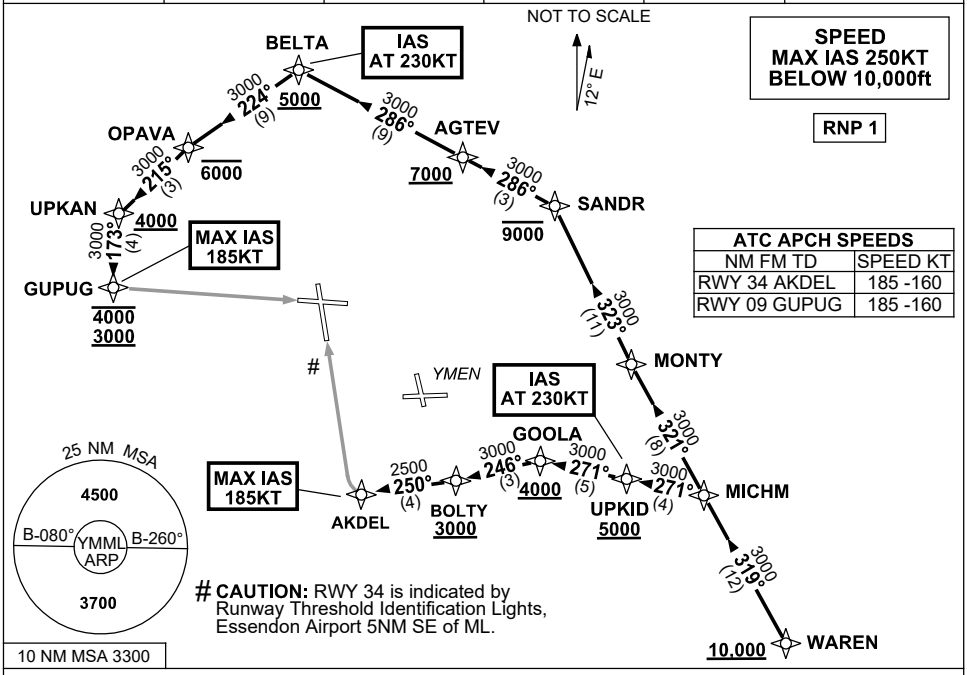
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: VAR.

airservices australia

ATIS	APP	TWR	SMC		Bearings are Magnetic Elevations in FEET AMSL
114.1 118.0	132.0	120.5	121.7		



ARRIVAL: **WAREN EIGHT ALPHA**

RWY 09:

- **Cross** WAREN AT or ABV 10,000ft
- From WAREN track 319° to MICHM
- Turn RIGHT, track 321° to MONTY
- Turn RIGHT, track 323° to SANDR
  Cross SANDR AT or BLW 9000ft
- Turn LEFT, track 286° to AGTEV
  Cross AGTEV AT or ABV 7000ft
- Track 286° to BELTA
  Cross BELTA AT or ABV 5000ft
  IAS AT 230KT from BELTA
- Turn LEFT, track 224° to OPAVA
  Cross OPAVA AT or BLW 6000ft
- Turn LEFT, track 215° to UPKAN
  Cross UPKAN AT or ABV 4000ft
- Turn LEFT, track 173° to GUPUG
  Cross GUPUG BTN 3000ft and 4000ft
  MAX IAS 185KT from GUPUG
- Track via GLS RWY 09 or RNP RWY 09

RWY 34:

- **Cross** WAREN AT or ABV 10,000ft
- From WAREN track 319° to MICHM
- Turn LEFT, track 271° to UPKID
  Cross UPKID AT or ABV 5000ft
  IAS AT 230KT from UPKID
- Track 271° to GOOLA
  Cross GOOLA AT or ABV 4000ft
- Turn LEFT, track 246° to BOLTY
  Cross BOLTY AT or ABV 3000ft
- Turn RIGHT, track 250° to AKDEL
  MAX IAS 185KT from AKDEL
- Track via GLS RWY 34 or RNP RWY 34

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: VAR, Editorial.

MMLSR26-178

airservices australia

ATIS	APP	TWR	SMC		Bearings are Magnetic Elevations in FEET AMSL
114.1 118.0	132.0	120.5	121.7		

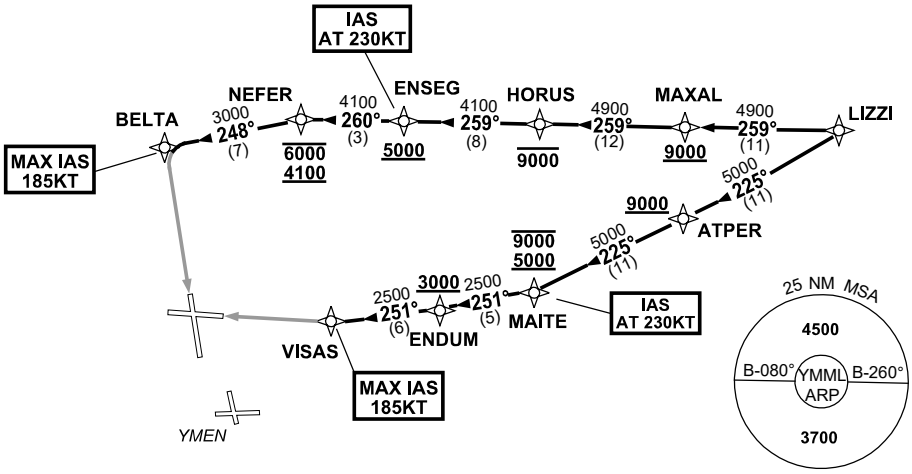
NOT TO SCALE

12° E

ATC APCH SPEEDS	
NM FM TD	SPEED KT
RWY 16 BELTA	185 -160
RWY 27 VISAS	185 -160

SPEED MAX IAS 250KT BELOW 10,000ft

RNP 1



10 NM MSA 3300

ARRIVAL: **LIZZI NINE ALPHA**

RWY 16:

- From LIZZI track 259° to MAXAL
  Cross MAXAL AT or ABV 9000ft
- Track 259° to HORUS
  Cross HORUS AT or BLW 9000ft
- Track 259° to ENSEG
  Cross ENSEG AT or ABV 5000ft
  IAS AT 230KT from ENSEG
- Track 260° to NEFER
  Cross NEFER BTN 4100ft and 6000ft
- Turn LEFT, track 248° to BELTA
  MAX IAS 185KT from BELTA
- Track via GLS RWY 16 or ILS RWY 16 or RNP Z RWY 16 or LOC RWY 16

RWY 27:

- From LIZZI track 225° to ATPER
  Cross ATPER AT or ABV 9000ft
- Track 225° to MAITE
  Cross MAITE BTN 5000ft and 9000ft
  IAS AT 230KT from MAITE
- Turn RIGHT, track 251° to ENDUM
  Cross ENDUM AT or ABV 3000ft
- Track 251° to VISAS
  MAX IAS 185KT from VISAS
- Track via GLS RWY 27 or ILS RWY 27 or RNP RWY 27 or LOC RWY 27

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

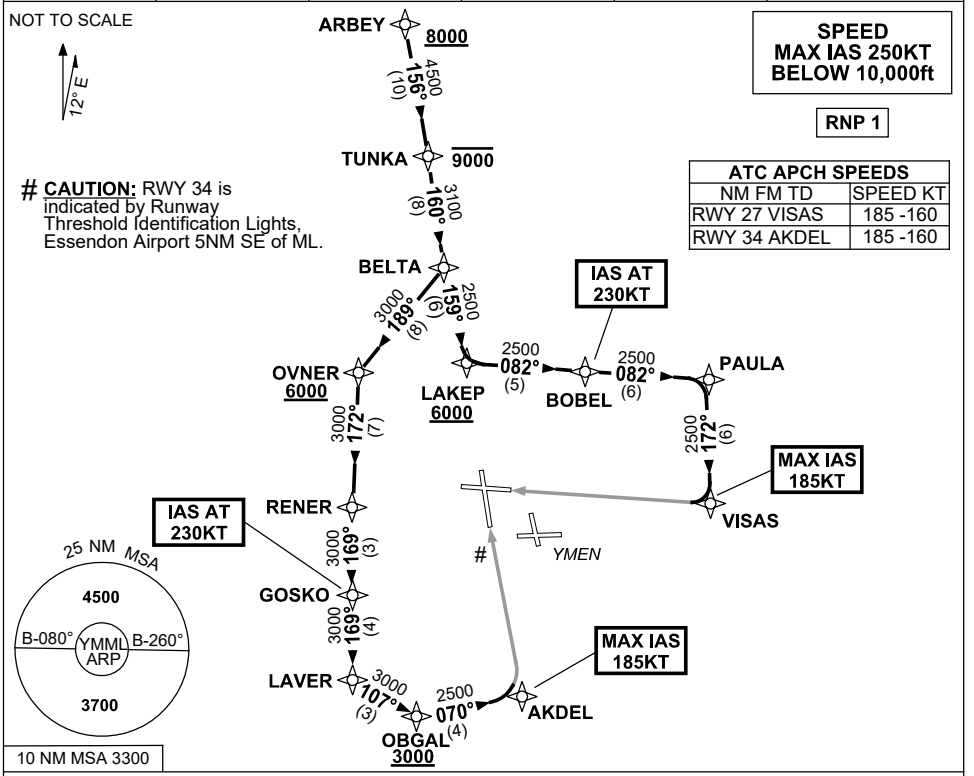
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: VAR, Editorial.

MMLSR27-178

airservices australia

ATIS	APP/DEP	TWR	SMC		Bearings are Magnetic Elevations in FEET AMSL
114.1 118.0	118.9 132.0	120.5	121.7		



ARRIVAL: ARBEY SEVEN ALPHA

- **Cross** ARBEY AT or ABV 8000ft
- From ARBEY track 156° to TUNKA
  Cross TUNKA AT or BLW 9000ft, then:

RWY 27:

- Track 160º to BELTA
- Track 159º to LAKEP
  Cross LAKEP AT or ABV 6000ft
- Turn LEFT, track 082º to BOBEL
  IAS AT 230KT from BOBEL
- Track 082º to PAULA
- Turn RIGHT, track 172° to VISAS
  MAX IAS 185KT from VISAS
- Track via GLS RWY 27 or ILS RWY 27 or RNP RWY 27 or LOC RWY 27

RWY 34:

- Track 160º to BELTA
- Turn RIGHT, track 189º to OVNER
  Cross OVNER AT or ABV 6000ft
- Turn LEFT, track 172º to RENER
- Turn LEFT, track 169º to GOSKO
  IAS AT 230KT from GOSKO
- Track 169° to LAVER
- Turn LEFT, track 107º to OBGAL
  Cross OBGAL AT or ABV 3000ft
- Turn LEFT, track 070º to AKDEL
  MAX IAS 185KT from AKDEL
- Track via GLS RWY 34 or RNP RWY 34

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

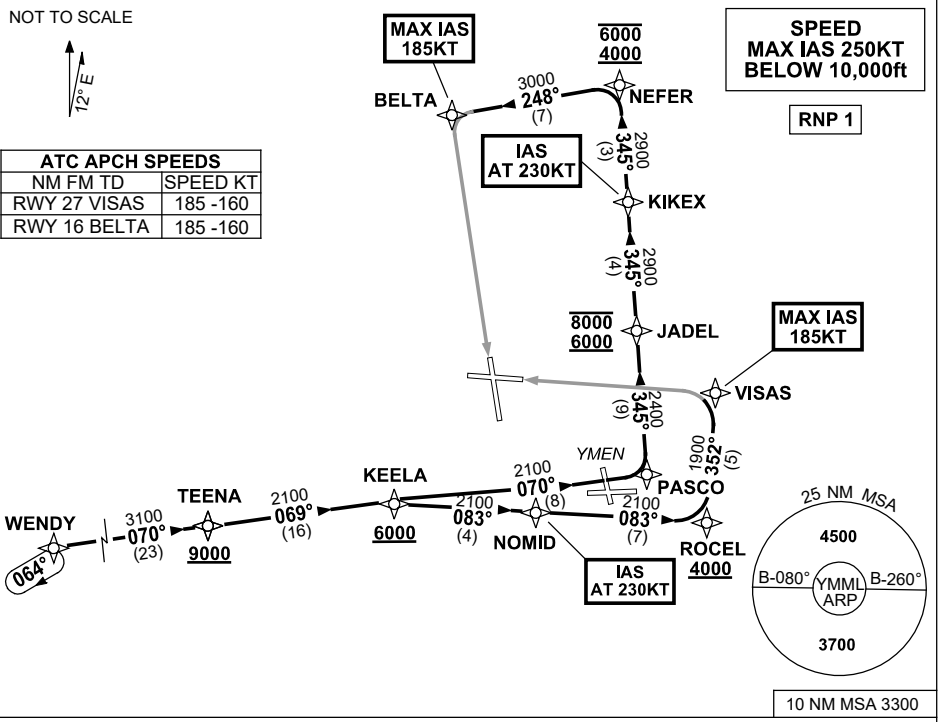
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: VAR.

MMLSR31-178

airservices australia

ATIS	APP	TWR	SMC		Bearings are Magnetic Elevations in FEET AMSL
114.1 118.0	129.4 132.0	120.5	121.7		



ATC APCH SPEEDS	
NM FM TD	SPEED KT
RWY 27 VISAS	185 -160
RWY 16 BELTA	185 -160

ARRIVAL: **WENDY ONE ALPHA**
From WENDY track 070° to TEENA; then:

RWY 16:

Cross TEENA AT or ABV 9000ft
- From TEENA track 069° to KEELA
  Cross KEELA AT or ABV 6000ft
- Track 070° to PASCO
- Turn LEFT, track 345° to JADEL
  Cross JADEL BTN 6000ft and 8000ft
- Track 345° to KIKEX
  IAS AT 230KT from KIKEX
- Track 345° to NEFER
  Cross NEFER BTN 4000ft and 6000ft
- Turn LEFT, track 248° to BELTA
  MAX IAS 185KT from BELTA
- Track via GLS RWY 16 or ILS RWY 16 or RNP Z RWY 16 or LOC RWY 16

RWY 27:

Cross TEENA AT or ABV 9000ft
- From TEENA track 069° to KEELA
  Cross KEELA AT or ABV 6000ft
- Turn RIGHT, track 083° to NOMID
  IAS AT 230KT from NOMID
- Track 083° to ROCEL
  Cross ROCEL AT or ABV 4000ft
- Turn LEFT, track 352° to VISAS
  MAX IAS 185KT from VISAS
- Track via GLS RWY 27 or ILS RWY 27 or RNP RWY 27 or LOC RWY 27

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: VAR.

MMLSR35-178

airservices australia

USE QNH

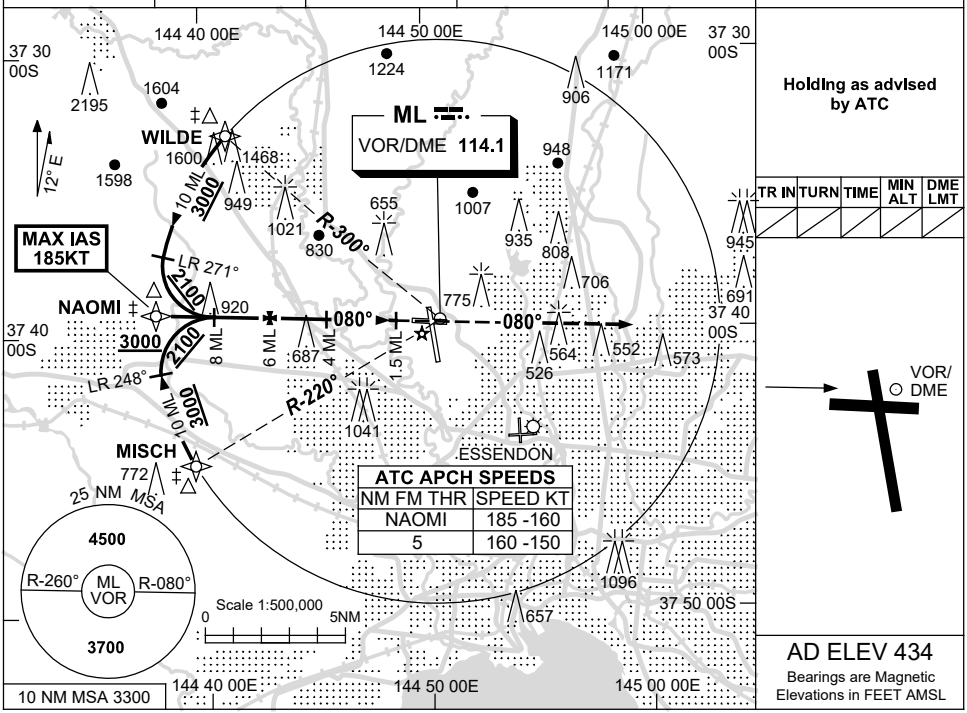
VOR RWY 09

21 MAR 2024

MELBOURNE, VIC (YMML)

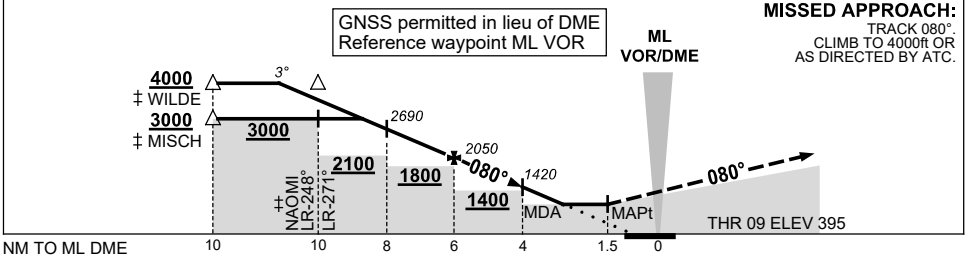
ATIS	APP	TWR	SMC
114.1 118.0	132.0	120.5	121.7

NAVAID RQ:
• DME



ATC APCH SPEEDS	
NM FM THR	SPEED KT
NAOMI	185 -160
5	160 -150

DIST TO ML DME	9	8	7	6	5	4	3	2.5
ALT (3° APCH PATH)	3000	2690	2370	2050	1740	1420	1100	950



NOTES

1. MAX IAS: NAOMI : 185KT.
‡‡ 2. SPECIAL ALT MNM NOT APPLICABLE.
‡ 3. ACFT MAY BE RADAR VECTORED TO IAF.

CATEGORY	A	B	C	D
S-I VOR/DME	**950** (555-3.2)			
CIRCLING	**1140** (706-2.4)		**1450** (1016-4.0)	**1600** (1166-5.0)
ALTERNATE ‡‡	(1206-4.4)		(1516-6.0)	(1666-7.0)

Changes: VAR.

MMLVO01-178

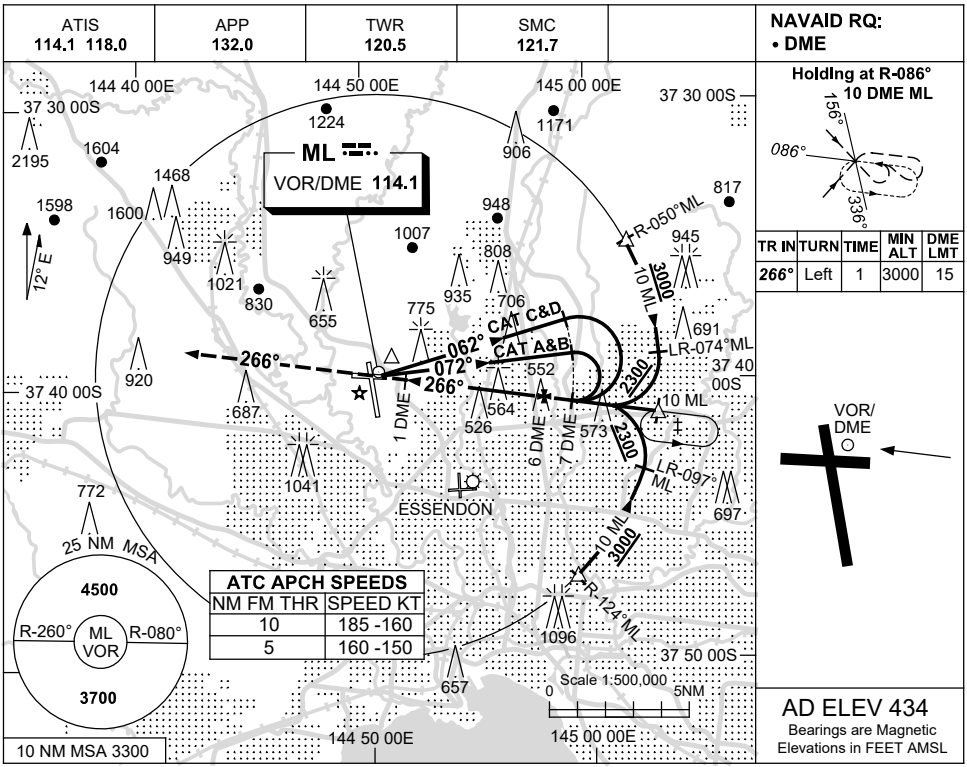
airservices australia

USE QNH

VOR RWY 27

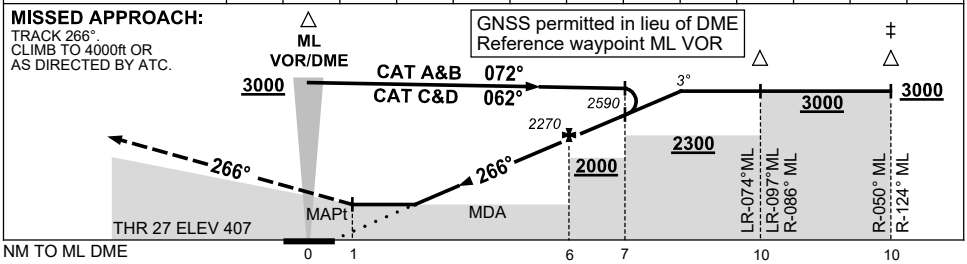
21 MAR 2024

MELBOURNE, VIC (YMML)



DIST TO ML DME	2.1	3	4	5	6	7	8	8.3					
ALT (3° APCH PATH)	1040	1310	1630	1950	2270	2590	2910	3000					

MISSED APPROACH:
TRACK 266°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.



NOTES

CATEGORY	A	B	C	D
S-I VOR/DME	**1040** (633-2.9)			
CIRCLING	**1140** (706-2.4)		**1450** (1016-4.0)	**1600** (1166-5.0)
ALTERNATE ⁑	(1206-4.4)		(1516-6.0)	(1666-7.0)

⁑ 1. SPECIAL ALT MNM NOT APPLICABLE.

‡ 2. ACFT MAY BE RADAR VECTORED TO IAF.

Changes: VAR.

MMLVO02-178

airservices australia

USE QNH

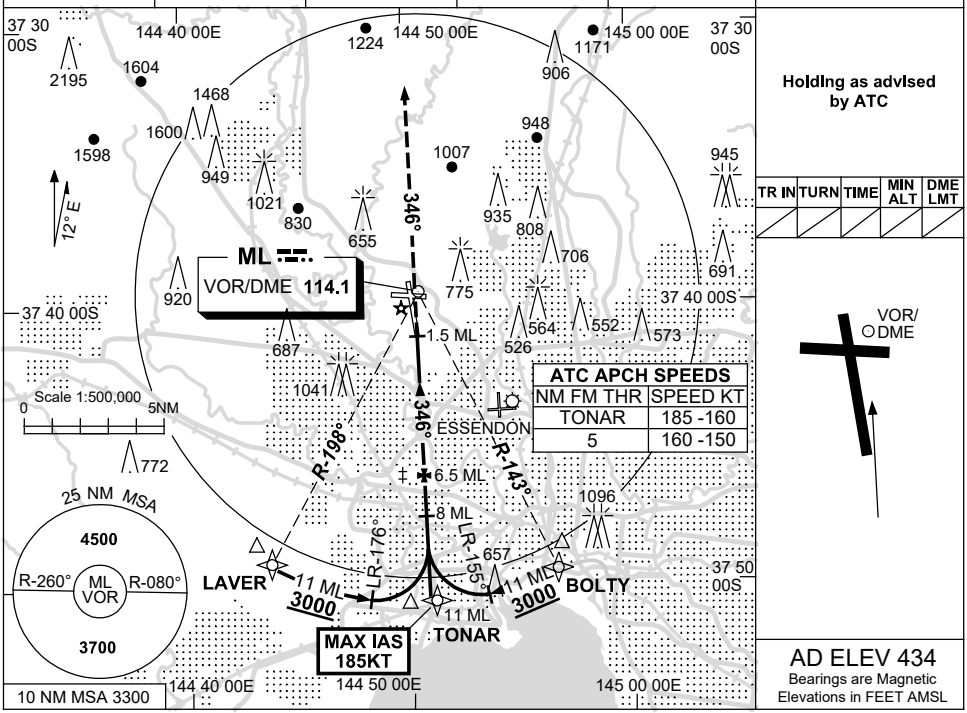
VOR RWY 34

21 MAR 2024

MELBOURNE, VIC (YMML)

ATIS	APP	TWR	SMC
114.1 118.0	132.0	120.5	121.7

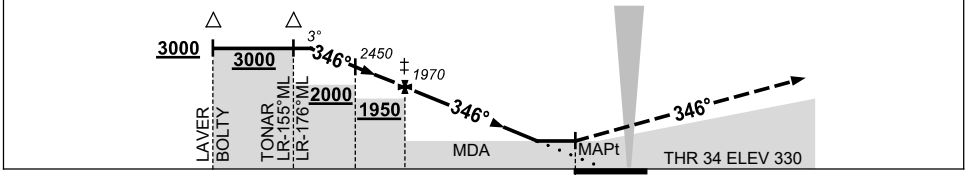
NAVAID RQ:
• DME



DIST TO ML DME	9.7	9	8	7	6.5	6	5	4	3	2.7			
ALT (3° APCH PATH)	2990	2770	2450	2130	1970	1810	1490	1180	860	760			

GNSS permitted in lieu of DME
Reference waypoint ML VOR

MISSED APPROACH:
TRACK 346°.
CLIMB TO 4000ft OR
AS DIRECTED BY ATC.



NOTES

1. MAX IAS : TONAR : 185KT.
‡‡ 2. SPECIAL ALT MNM 700/2.5KM.
‡ 3. ACFT MAY BE RADAR VECTORED TO IAF.

CATEGORY	A	B	C	D
S-I VOR/DME	**760** (430-2.4)			
CIRCLING	**1140** (706-2.4)		**1450** (1016-4.0)	**1600** (1166-5.0)
ALTERNATE ‡‡	(1206-4.4)		(1516-6.0)	(1666-7.0)

Changes: VAR.

MMLVO03-178

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