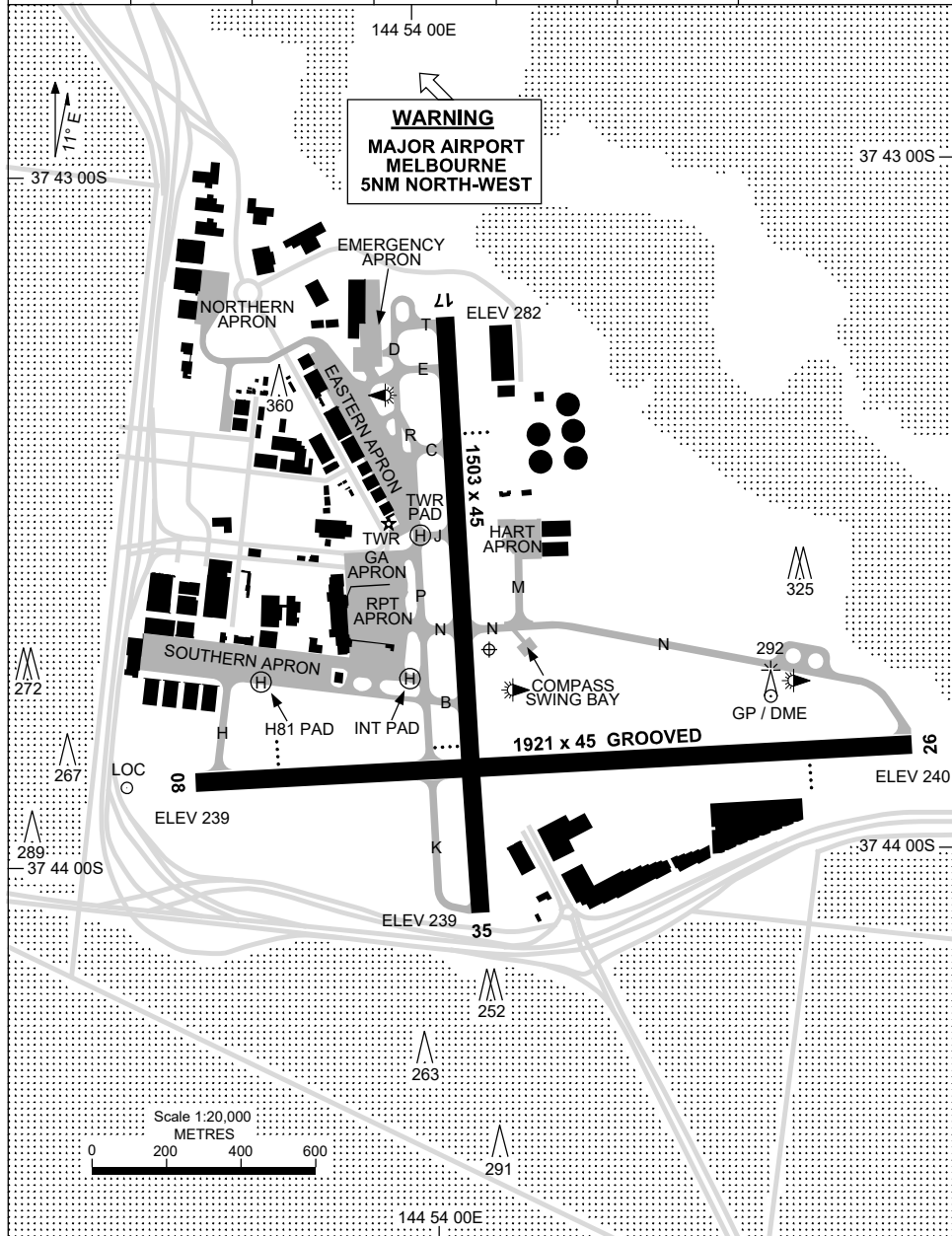


25 MAR 2021

AD ELEV 282
37 43 41S 144 54 07E

ATIS 119.8	AWIS 133.2	SMC 121.9	TWR 125.1	ML APP (AH) 118.45	PAL (AH) 124.1	Bearings are Magnetic Elevations in FEET AMSL
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Changes: APRON NAMING, Editorial.

MENAD01-166

13 AUG 2020

AD ELEV 282
37 43 41S 144 54 07E

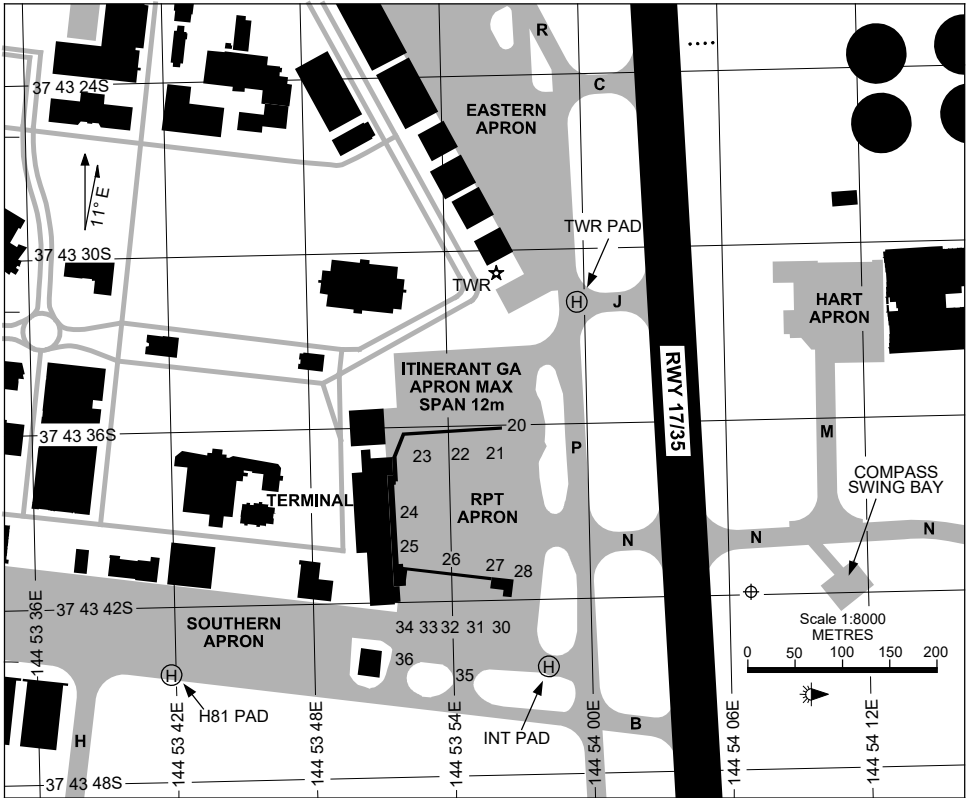
AERODROME CHART - Page 2
MELBOURNE/ESSENDON, VIC (YMEN)

ATIS 119.8	AWIS 133.2	SMC 121.9	TWR 125.1	ML APP (AH) 118.45	PAL (AH) 124.1	Bearings are Magnetic Elevations in FEET AMSL
AERODROME LIGHTING						
RWY	ABN : FLG W 4 SEC TAXIWAY : GREEN CENTRELINE RL : MAN , PAL (AH) 124.1 , SDBY (15 SEC)					
08 ⁰⁷⁷	PAPI 3.0° 49FT HIRL MIRL RGL					
²⁵⁷ 26	PAPI 3.0° 49FT HIRL MIRL RGL					
17 ¹⁶⁶	PAPI 3.0° 49FT MIRL RGL					
³⁴⁶ 35	PAPI 3.0° 49FT MIRL RGL					
<p>NOTES</p> <p>1. WHITE FREEWAY LIGHTING PARALLEL TO AND 500M SOUTH OF RWY 08/26. 2. AD WX INFO SER (AWIS) WIND INFORMATION UNREL DURING NORTHERLY OR WESTERLY WINDS DUE OBSTRUCTING HANGARS. CROSS CHECK LOCAL WINDS USING WINDSOCKS.</p>						

Changes: NOTE 2.

MENAD02-164

8 SEP 2022



PARKING POSITION INFORMATION

STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
20	37 43 36.22S 144 53 56.93E	257	CL60	TANKER	MARSHALLER
21	37 43 37.27S 144 53 55.86E	256	CL60	TANKER	MARSHALLER
22	37 43 37.03S 144 53 54.38E	255	SF34	TANKER	MARSHALLER
23	37 43 37.09S 144 53 52.69E	253	SF34	TANKER	MARSHALLER
24	37 43 38.53S 144 53 52.11E	252	E145	TANKER	MARSHALLER
25	37 43 40.22S 144 53 52.40E	252	E145	TANKER	MARSHALLER
26	37 43 40.74S 144 53 54.35E	253	E145	TANKER	MARSHALLER
27	37 43 40.50S 144 53 55.42E	254	F100	TANKER	MARSHALLER
28	37 43 41.28S 144 53 57.34E	253	F100	TANKER	MARSHALLER
30	37 43 43.18S 144 53 55.79E	252	B350	TANKER	MARSHALLER
31	37 43 43.11S 144 53 54.88E	252	B350	TANKER	MARSHALLER
32	37 43 42.98S 144 53 53.97E	251	B350	TANKER	MARSHALLER
33	37 43 42.88S 144 53 53.06E	251	B350	TANKER	MARSHALLER
34	37 43 42.79S 144 53 52.15E	250	B350	TANKER	MARSHALLER
35	37 43 44.50S 144 53 54.52E	250	B350	TANKER	MARSHALLER
36	37 43 44.21S 144 53 51.72E	248	B350	TANKER	MARSHALLER

Changes: STAND 31 COORDS UPDATE.

**STANDARD INSTRUMENT DEPARTURES (SID)
ESSENDON EIGHT DEPARTURE (RADAR)
MELBOURNE/ESSENDON, VIC (YMEN)**

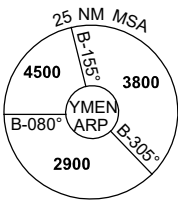
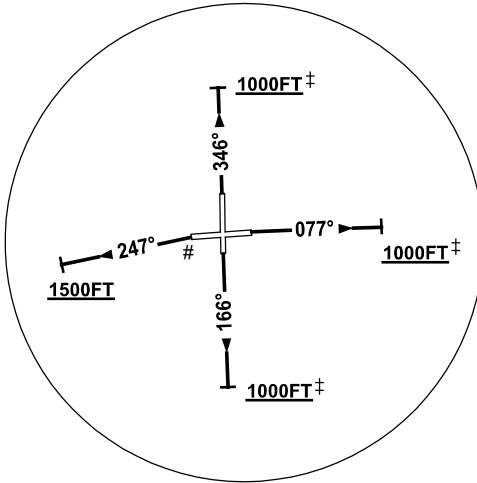
21 MAY 2020

ATIS 119.8	AWIS 133.2	SMC 121.9	TWR 125.1	DEP 129.4	ML APP (AH) 118.45	PAL (AH) 124.1
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NOT TO SCALE



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



10 NM MSA 2900

‡ NOTE: DURING CURFEW HOURS MINIMUM TURN ALTITUDE 1500FT - SEE NAP

ESSENDON EIGHT DEPARTURE (RADAR)

RWY 08

- GRAD 3.3%
- Track 077°
- At 1000FT ‡ BUT NOT BEFORE DER turn to assigned heading or track

RWY 26

- GRAD 3.3%
- Track 247°
- At 1500FT BUT NOT BEFORE DER turn to assigned heading

CAUTION: FREEWAY AND TRAM SIGNAGE AND LIGHTING UP TO 290FT IN DEP AREA.

RWY 17

- GRAD 3.6% to 1600FT then 3.3%
- Track 166°
- At 1000FT ‡ BUT NOT BEFORE DER turn to assigned heading or track

RWY 35

- GRAD 3.3%
- Track 346°
- At 1000FT ‡ BUT NOT BEFORE DER turn to assigned heading or track

COMMUNICATIONS FAILURE PROCEDURE

On recognition of communication failure

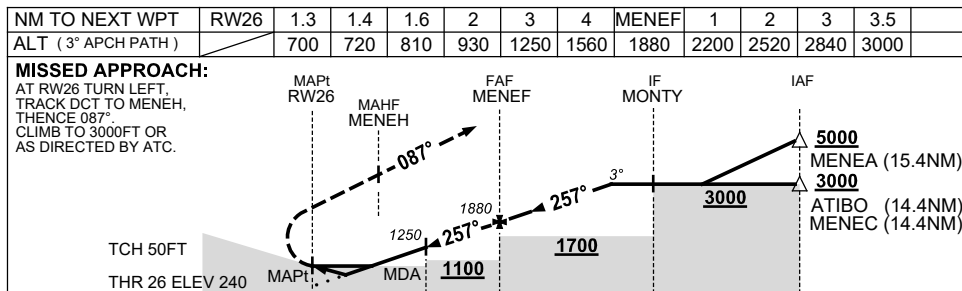
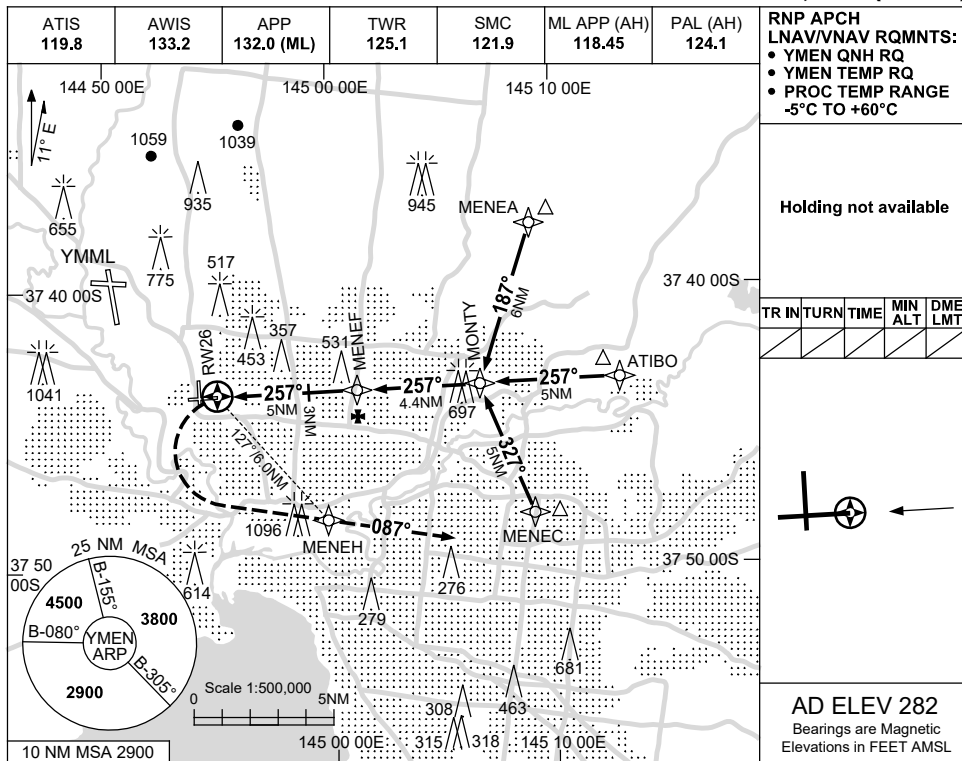
- Squawk 7600
- Maintain last assigned vector for two minutes, and
- CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE, to maintain terrain clearance, then
- Proceed in accordance with the latest ATC route clearance acknowledged.

USE QNH

RNP RWY 26

15 JUN 2023

MELBOURNE/ESSENDON, VIC (YMEN)



NOTES

CATEGORY	A	B	C	D
LNAV/VNAV		700 (460-2.6)		720 (480-2.7)
LNAV		810 (570-3.2)		
CIRCLING	990 (708-2.4)		1260 (978-4.0)	1540 (1258-5.0)
ALTERNATE	(1208-4.4)		(1478-6.0)	(1758-7.0)

- MAX IAS:
INITIAL : 210KT.
MAP TURN: 240KT.

Changes: MINIMUM SEGMENT ALT, Editorial.

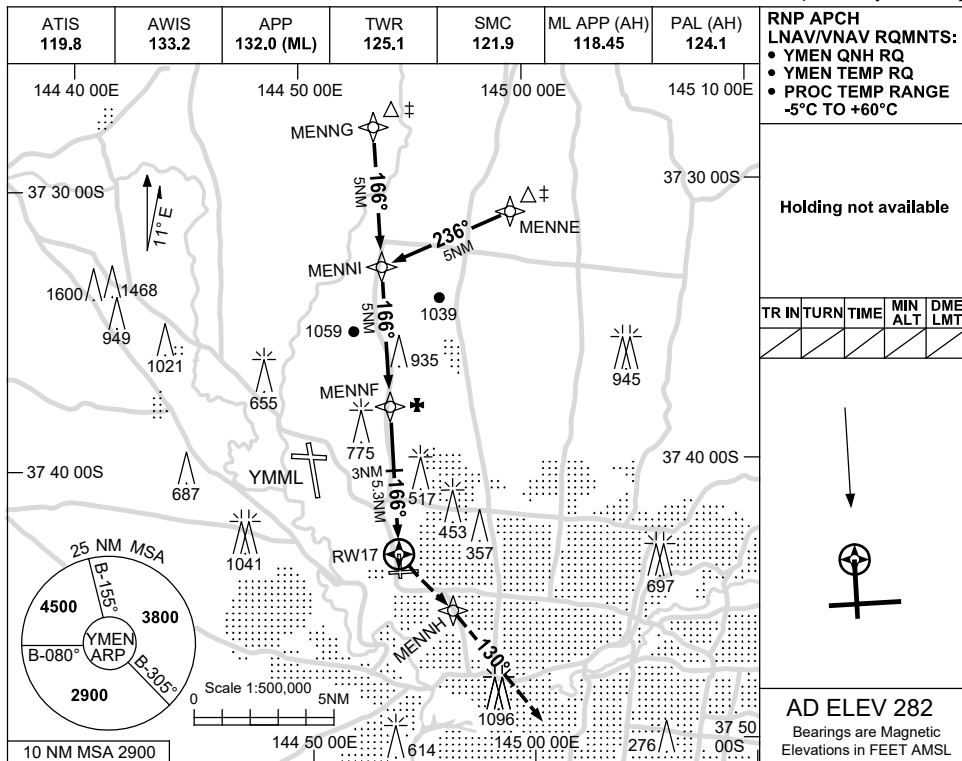
MENGN01-175

USE QNH

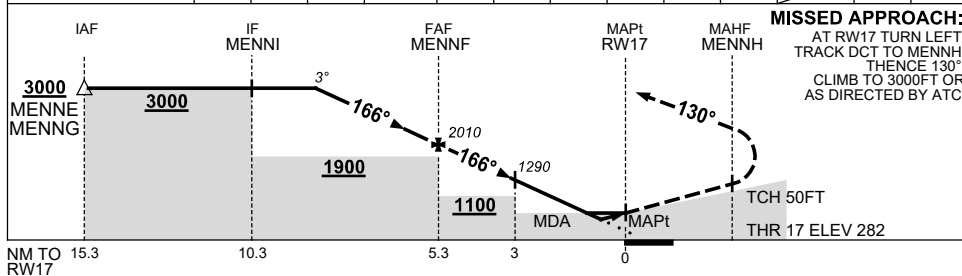
RNP RWY 17

15 JUN 2023

MELBOURNE/ESSENDON, VIC (YMEN)



NM TO NEXT WPT	3.1	2	1	MENNF	4	3	1.8	1.4	1.2	1.1	RW17		
ALT (3° APCH PATH)	3000	2650	2330	2010	1610	1290	890	770	700	670			



MISSED APPROACH:
 AT RW17 TURN LEFT,
 TRACK DCT TO MENNH,
 THENCE 130°.
 CLIMB TO 3000FT OR
 AS DIRECTED BY ATC.

TCH 50FT
 THR 17 ELEV 282

NOTES

1. MAX IAS:
INITIAL : 210KT.
- ‡ 2. AIRCRAFT WILL BE
RADAR VECTORED
TO IAF.

CATEGORY	A	B	C	D
LNAV/VNAV		670 (388-2.2)	700 (418-2.3)	770 (488-2.8)
LNAV		890 (608-3.5)		
CIRCLING	990 (708-2.4)		1260 (978-4.0)	1540 (1258-5.0)
ALTERNATE	(1208-4.4)		(1478-6.0)	(1758-7.0)

Changes: MINIMUM SEGMENT ALT, Editorial.

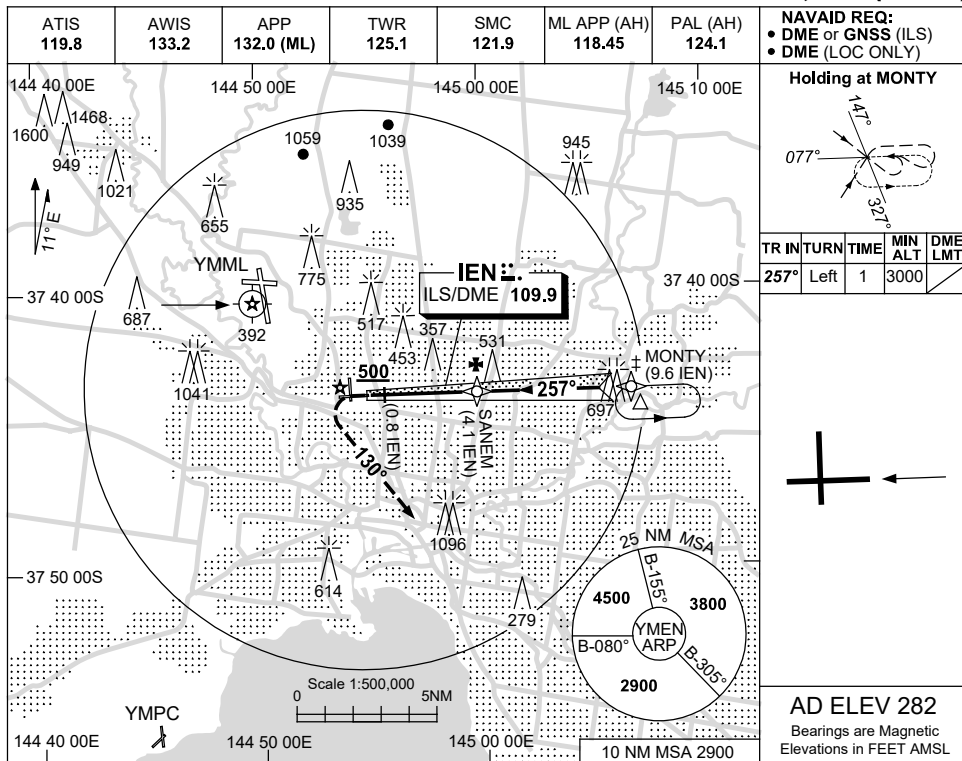
MENGNO2-175

USE QNH

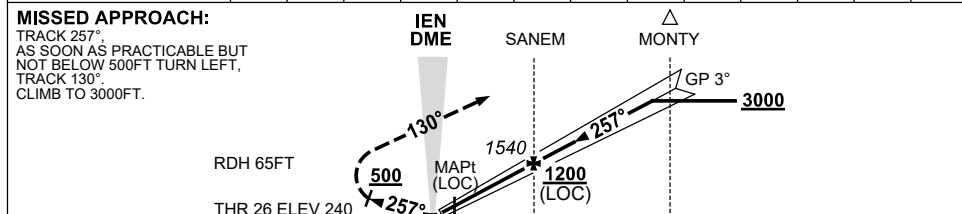
ILS or LOC RWY 26

15 JUN 2023

MELBOURNE/ESSENDON, VIC (YMEN)



NM TO IEN DME	1.7	2	3	4.1	5	6	7	8	8.7				
ALT (3° APCH PATH)	770	880	1200	1540	1840	2150	2470	2790	3000				



NM TO IEN DME	0	0.8	4.1	9.6
NM TO THR 26	0	0.6	3.9	9.4

NOTES

1. MAX IAS: HOLDING: 230KT
- ±2. AIRCRAFT MAY BE RADAR VECTORED TO IAF.

CAUTION

INCORRECT COURSE INDICATION POSSIBLE WITHIN 10NM EAST OF MONTY. CROSS CHECK WITH GNSS.

CATEGORY	A	B	C	D
S-I ILS		590 (350)	1.9 (VIS 1.5 WITH ACTUAL QNH)	
S-I LOC		770 (530-3.0)		
CIRCLING	990 (708-2.4)		1260 (978-4.0)	1540 (1258-5.0)
ALTERNATE	(1208-4.4)		(1478-6.0)	(1758-7.0)

Changes: NOTES, MAX IAS HOLDING, Editorial.

MENI01-175

MELBOURNE/ESSENDON NOISE ABATEMENT PROCEDURES**1. PREFERRED RUNWAYS**

Note: In the application of these preferred runways, Melbourne will have priority over Essendon

1.1 2000 to 1300 UTC.

Landing	Take-off	(Jet Noise Abatement climb procedures apply to ALL RWYS)
1 - Runway 26 or 17	1 - Runway 26 or 35	
2 - Runway 35	2 - Runway 17	
3 - Runway 08	3 - Runway 08	

*Note: When duty runways at Melbourne include RWY 34 arrivals:
Take-off 1 - Runway 35 or 17.*

1.2 1300 to 2000 UTC (applicable to all aircraft: as an alternative helicopters may 'fly neighbourly'.)

Note: Aircraft will be delayed to meet these preferences. Pilots should consider carrying additional holding fuel.

Landing	Take-off	(Jet Noise Abatement climb procedures apply to ALL RWYS)
1 - Runway 17	1 - Runway 35	
2 - Runway 26	2 - Runway 26	
3 - Runway 35	3 - Runway 17	
4 - Runway 08	4 - Runway 08	

2. PREFERRED FLIGHT PATHS

2.1 (a) Arriving aircraft

Between the hours of 1300 and 2000 UTC, aircraft inbound from the south-east will be routed via ONAGI and MONTY.

(b) Departing aircraft

Between the hours of 1300 and 2000 UTC, aircraft departing from all runways shall maintain runway track (VFR) or follow the initial SID (RADAR) track (IFR) until reaching 1500FT (QNH) prior to commencing a turn.

2.2 Aircraft will be routed around public functions in order to eliminate noise nuisance.

3. TRAINING FLIGHTS

See AIP/ERSA

4. CURFEW

2300 - 0600 Local Time

4.1 APPLICATION

4.1.1 The Air Navigation (Essendon Fields Airport) Regulations 2018 provides that between 2300 and 0600 local time no landing or take-offs are permitted at Essendon Airport except for the following under 4.2, 4.3 and 4.4

4.1.2 The regulation contains provisions for penalties for unauthorised operations.

4.2 PERMITTED OPERATIONS

4.2.1 Only aircraft meeting the following criteria are permitted to operate at Essendon Airport between 2300 local time and 0600 local time.

- (a) Propeller-driven aircraft with a MTOW that does not exceed 8618KG;
- (b) Propeller-driven aircraft with a MTOW that exceeds 8618KG but the aircraft's noise emission levels do not exceed:
 - i. 90 EPNdB on take-off; and
 - ii. 95 EPNdB on approach to landing

An aircraft's noise emission levels must be measured in accordance the procedures set out in Appendix 2 to Volume 1 of Annex 16 to the Chicago Convention, but without allowing any trade-offs under the process set out in Clause 3.5 of Chapter 3 of the annex.

- (c) A helicopter that complies with the relevant maximum noise levels specified in Chapter 8 or 11, Volume I Annex 16 that are applicable to the MTOW of the helicopter (whether or not the Chapter is expressed to apply to the helicopter).

4.2.2 The operator is responsible for determining the noise status of an aircraft with respect to ICAO Annex 16. If an aircraft is noise certificated, the necessary information will be available with the aircraft's documentation. Airservices Australia will provide advice, on request, to operators. Operators can obtain this information by writing to: Noise Assessment Team, Airservices Australia, GPO Box 367, Canberra, ACT, 2601; email Noise.Assessment@AirservicesAustralia.com

4.2.3 An aircraft that otherwise would not be permitted to take off during the curfew period may take off if:

- (a) The aircraft received taxi clearance before the start of the curfew period; or
- (b) An Air Traffic Control service is not available, and the aircraft began taxiing for take off before the start of the curfew period.

4.2.4 An aircraft that otherwise would not be permitted to land during the curfew period may land if :

- (a) Both of the following conditions are met:
 - i. When the aircraft takes off, the aircraft operator reasonably believes that the aircraft will land before the beginning of the curfew period,
 - ii. The landing is authorised by a dispensation given under 4.4.
- (b) The aircraft is involved in an emergency (within the meaning given by paragraph 4.3.2).

4.2.5 A flight plan must be submitted to Airservices Australia before operating at Essendon Airport during the curfew period. This requirement does not apply to operations described in para 4.2.4.

4.2.6 The operator of an aircraft shall not flight plan with Essendon Airport as an alternate airport if the flight is scheduled to end during the curfew period.

4.3 EXEMPTIONS

4.3.1 The restrictions in AIP ERSA Noise Abatement procedures and DAP Para 4.2 do not apply to a flight in the following circumstances:

- (a) The aircraft is involved in an emergency; or
- (b) The aircraft is taking off from Essendon Airport to resume a flight interrupted by an emergency involving the aircraft; or
- (c) The aircraft is involved in a Police Air Wing operation; or
- (d) A dispensation is granted by the Secretary, Department of Infrastructure, Transport, Regional Development, Communications and the Arts.

4.3.2 For sub-para 4.3.1 (a) and 4.3.1 (b), an aircraft is involved in an emergency if:

- (a) The aircraft is being used for or in connection with:
 - i. A search and rescue operation; or
 - ii. A medical emergency; or
 - iii. A natural disaster; or
 - iv. A mercy flight; or
- (b) The pilot of the aircraft has declared an in-flight emergency; or
- (c) The aircraft has insufficient fuel to be diverted to another airport; or
- (d) There is urgent need for the aircraft to land or take off:
 - i. To ensure the safety or security of the aircraft or a person; or
 - ii. To avoid damage to property.

Sub-para 4.3.2 (a) includes a flight to transport a person in need of medical attention, to transport an organ for urgent transplant, or to rescue a person from a dangerous situation.

4.3.3 State aircraft are exempt from curfew requirements (hours of operation and MTOW limits).

A State aircraft is an:

- (a) aircraft of any part of the Australian Defence Force (including any aircraft that is commanded by a member of that Force in the course of his or her duties as such a member); and
- (b) aircraft used in military, customs or police services of a country other than Australia.

State aircraft are required to apply fly neighbourly procedures at Essendon AD.

4.4 DISPENSATIONS

4.4.1 An operator may apply for a dispensation from AIP ERSA Noise Abatement procedures and DAP Para 4.2 in exceptional Circumstances.

4.4.2 A dispensation may be granted subject to conditions including, for example,

4.4.3 An operator may apply to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts for a dispensation to land at, or take off from, Essendon Airport during the curfew. All dispensation requests should be made through tel. no. +61 2 6274 6998 (24 HRS), or by email to: chapter2@infrastructure.gov.au.