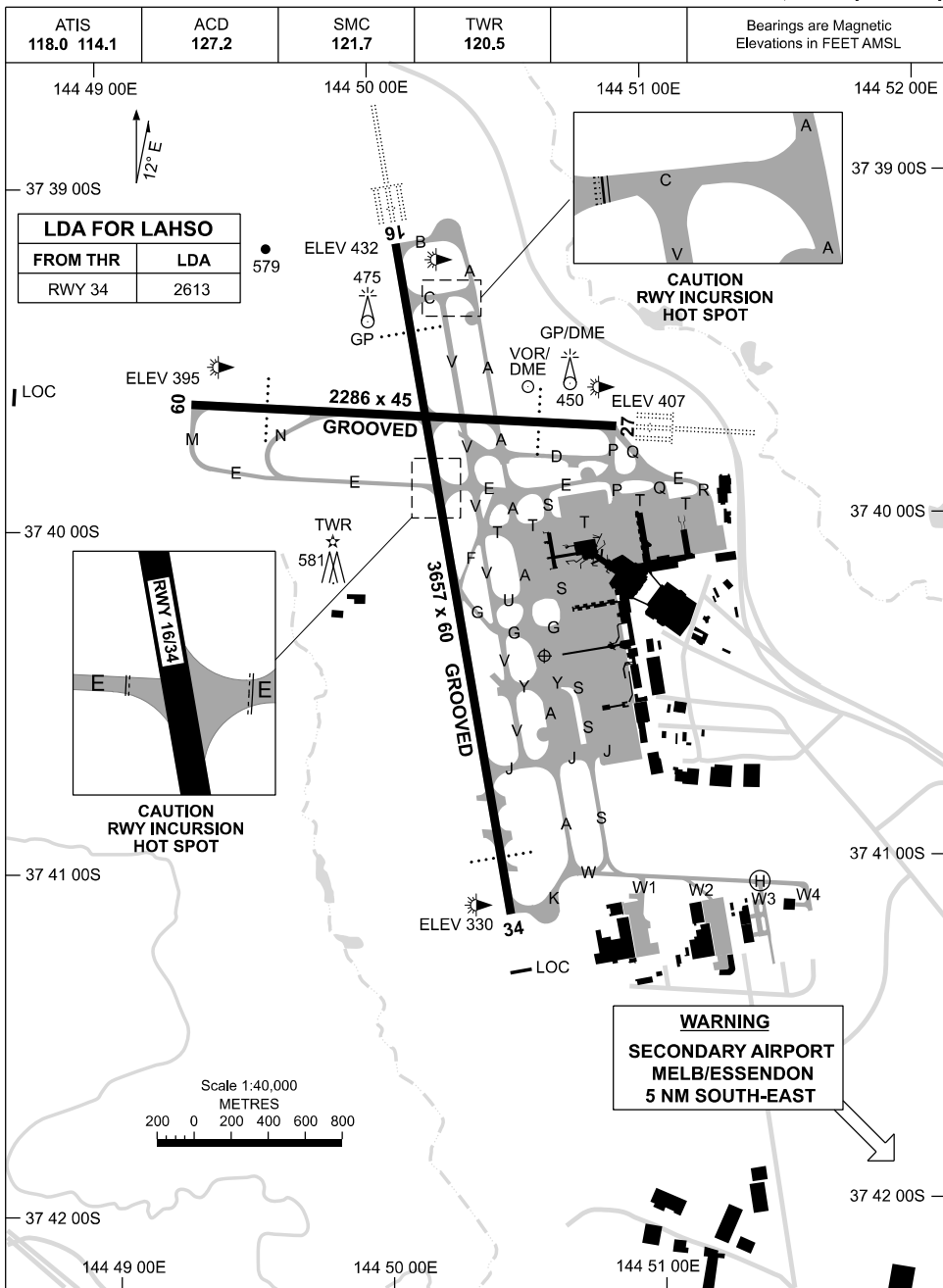


27 NOV 2025

AD ELEV 434
37 40 24S 144 50 36E

AERODROME CHART - Page 1
MELBOURNE, VIC (YMML)



Changes: Editorial.

MMLAD01-185

21 MAR 2024

AD ELEV 434
37 40 24S 144 50 36E

AERODROME CHART - Page 2
MELBOURNE, VIC (YMML)

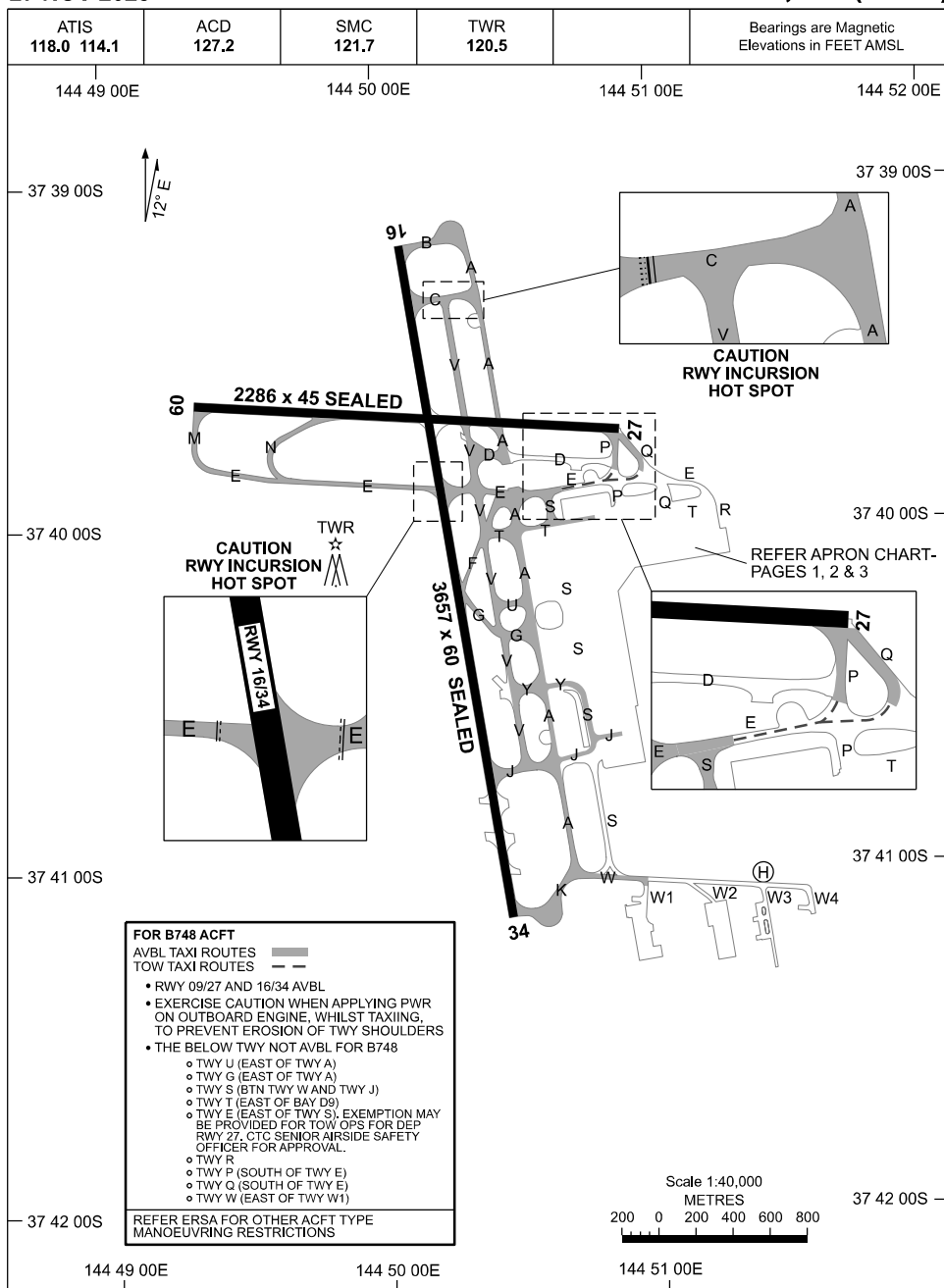
ATIS 118.0 114.1	ACD 127.2	SMC 121.7	TWR 120.5		Bearings are Magnetic Elevations in FEET AMSL
RWY	AERODROME LIGHTING				
	ABN : ALTN W/G 10 SEC TAXIWAY : GREEN CL , STOP BAR, RGL, IHP RL : MAN , SDBY (1 SEC DURING LOW VIS PROC, 15 SEC OT)				
16 160 340 34	PAPI 3.0° 74FT HIRL HIAL-CAT II-III SFL RTZL RCLL RCGL RVR PAPI 3.0° 74FT HIRL RTIL HSL RCLL RCGL RVR				
09 083 263 27	PAPI 3.0° 74FT MIRL RVR PAPI 3.0° 74FT MIRL HIRL HIAL-CAT II-III SFL RTZL RCLL RVR				

NOTES

AERODROME GROUND MOVEMENT CHART - Page 1

MELBOURNE, VIC (YMML)

27 NOV 2025

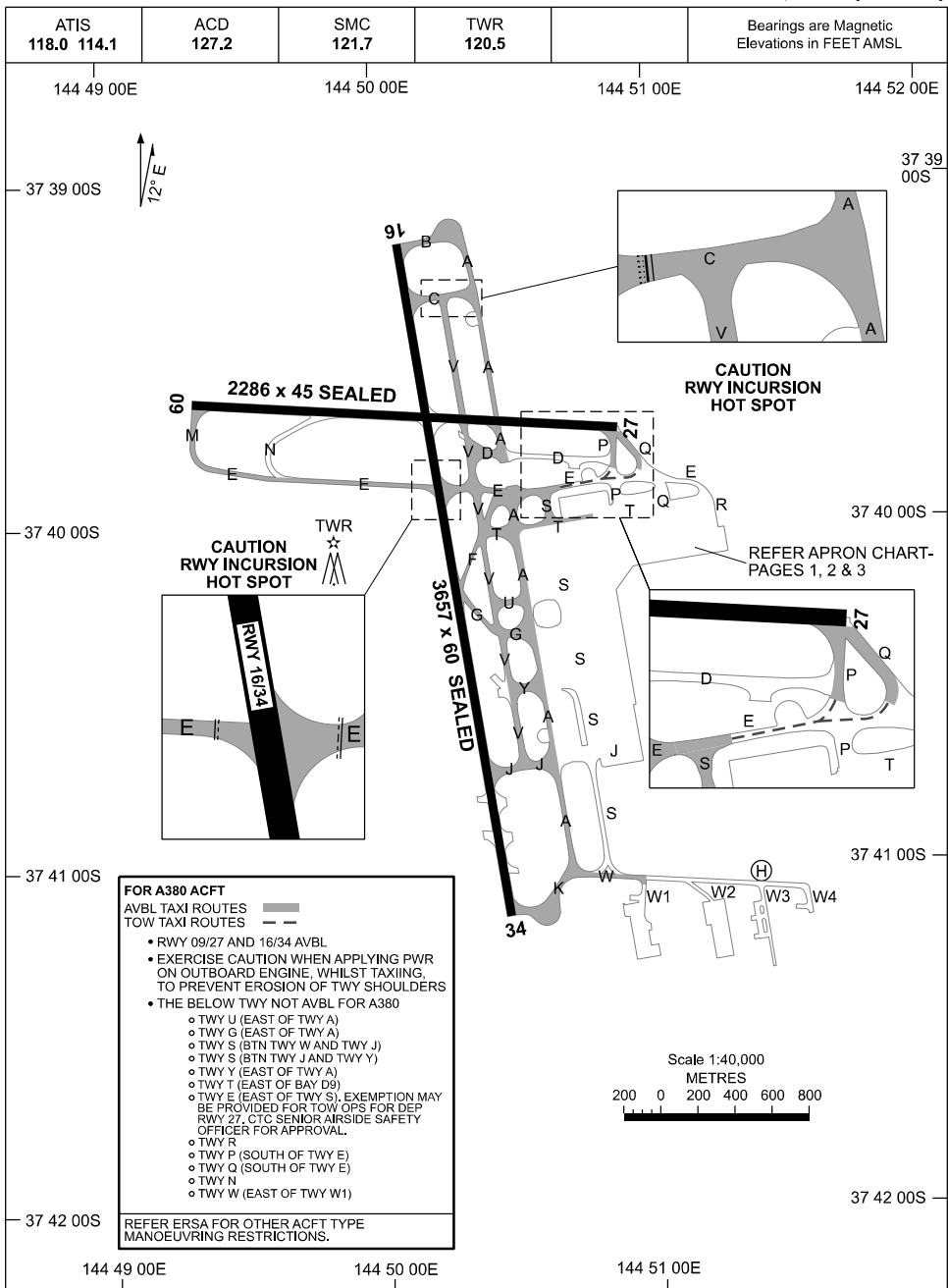


Changes: FROM SUP H149/25.

MMLAG01-185

AERODROME GROUND MOVEMENT CHART - Page 2 MELBOURNE, VIC (YMML)

27 NOV 2025

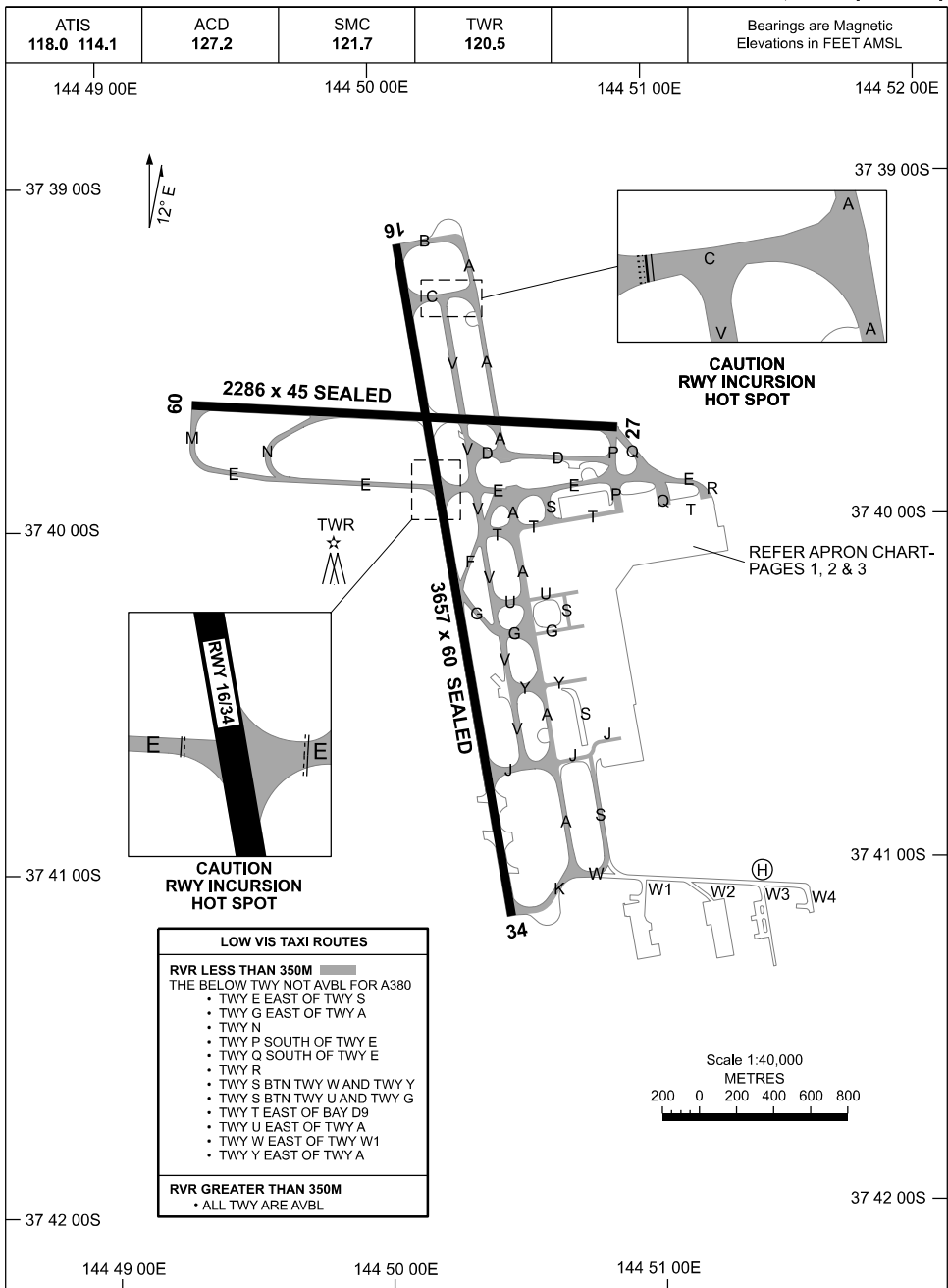


Changes: FROM SUP H149/25.

MMLAG02-185

AERODROME GROUND MOVEMENT CHART - Page 3 MELBOURNE, VIC (YMML)

27 NOV 2025



Changes: Editorial.

MMLAG04-185



27 NOV 2025

MELBOURNE, VIC (YMLL)

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
B22	37 40 05.36S	144 51 06.55E	387	A321, B738	F35
B23	37 40 02.38S	144 51 08.78E	388	A333	F35
B24	37 40 03.86S	144 51 06.41E	389	A321, B738	F35
B25	37 40 00.33S	144 51 08.78E	389	A321, B738	F35
B25A	37 39 59.71S	144 51 08.38E	389	A333, B789	F35
B26	37 40 02.31S	144 51 06.21E	390	A321, B738	F35
B27	37 39 58.95S	144 51 08.60E	389	A321, B738	F35
B28	37 40 00.94S	144 51 05.91E	391	A321, B738	F35
B30	37 39 59.54S	144 51 05.64E	392	A321, B738	F35
C1	37 40 05.80S	144 51 00.25E	388	A321, B738	F35
C3	37 40 03.56S	144 50 59.75E	390	A321, B738	F35
C4	37 40 04.58S	144 50 57.77E	389	B738	F35
C6	37 40 03.19S	144 50 57.52E	390	B738	F35
C7	37 40 00.97S	144 50 59.37E	391	A321, B738	F35
C8	37 40 01.74S	144 50 57.24E	392	B738	F35
C9	37 39 59.47S	144 50 59.09E	393	A321, B738	F35
C10	37 40 00.35S	144 50 56.97E	392	A320, B738	F35
C11	37 39 58.89S	144 50 57.99E	393	A333, B789	F35
C12	37 39 59.37S	144 50 56.39E	393	A333	F35
D1	37 40 06.58S	144 50 50.12E	388	A321, B38M	F35
D2	37 40 09.84S	144 50 51.06E	387	A321, B38M	F35
D4	37 40 08.36S	144 50 48.46E	387	A359, B773	F35
D4A	37 40 08.92S	144 50 48.81E	387	A321, B38M	F35
D5	37 40 03.94S	144 50 49.37E	390	B744, B773	F35
D6	37 40 08.81S	144 50 45.13E	386	A359	F35
D7	37 40 02.65S	144 50 49.14E	391	B772, B78X	F35
D8	37 40 07.98S	144 50 42.69E	386	A346, B744	F35
D9	37 40 03.54S	144 50 47.31E	390	A346, A388	F35
D9A	37 40 02.51S	144 50 48.19E	390	A321, B38M	F35
D9B	37 40 03.21S	144 50 46.85E	390	A321, B38M	F35
D10	37 40 04.57S	144 50 40.53E	386	A346, B744	F35
D11	37 40 03.94S	144 50 43.71E	388	A388, B773	F35
D11A	37 40 03.06S	144 50 44.52E	388	A321, B38M	F35
D11B	37 40 03.49S	144 50 43.62E	388	A321, B38M	F35
D12	37 40 09.36S	144 50 38.65E	383	B772	F35
D13	37 39 56.09S	144 50 41.41E	396	A388, B773	TANKER
D13A	37 39 57.01S	144 50 40.67E	396	A321, B739	TANKER
D13B	37 39 56.80S	144 50 42.45E	396	A321, B739	TANKER
D14	37 40 09.97S	144 50 37.52E	382	B744, B773	F35
D15	37 39 55.70S	144 50 44.94E	393	A388, B773	TANKER
D15A	37 39 56.58S	144 50 44.19E	393	A321, B739	TANKER
D15B	37 39 56.37S	144 50 45.97E	393	A321, B739	TANKER
D16	37 40 08.18S	144 50 37.49E	382	A388, B773	F35
D16A	37 40 07.62S	144 50 36.17E	382	A321, B38M	F35
D16B	37 40 08.36S	144 50 37.31E	382	A321, B38M	F35
D17	37 39 56.22S	144 50 47.66E	394	A321, B39M	TANKER
D18	37 40 05.62S	144 50 37.02E	383	B744, B773	F35
D18A	37 40 04.94S	144 50 35.71E	383	A321, B38M	F35
D18B	37 40 05.38S	144 50 36.94E	383	A388, B748	F35
D18C	37 40 05.72S	144 50 36.65E	383	A321, B38M	F35
D19	37 39 56.08S	144 50 49.05E	395	A321, B39M	TANKER
D20	37 40 03.30S	144 50 36.58E	383	B744, B773	F35
D20A	37 40 03.18S	144 50 35.82E	383	B762	F35
E1	37 40 14.43S	144 50 50.13E	382	B38M	F35
E2	37 40 16.72S	144 50 51.60E	380	B738	F35
E3	37 40 14.62S	144 50 48.34E	382	B38M	F35
E4	37 40 15.94S	144 50 50.01E	381	B738	F35
E5	37 40 14.83S	144 50 46.56E	381	B38M	F35
E6	37 40 15.93S	144 50 46.77E	380	B738	F35
E7	37 40 15.03S	144 50 44.74E	380	B38M	F35
E8	37 40 16.31S	144 50 45.02E	379	B738	F35
E9	37 40 15.15S	144 50 42.95E	379	B38M	F35
E10	37 40 16.51S	144 50 43.39E	379	B38M	F35
F11	37 40 21.63S	144 50 51.66E	378	B738	F35
F12	37 40 23.71S	144 50 52.72E	378	A321, B39M	F35
F13	37 40 21.72S	144 50 49.79E	377	B738	F35
F14	37 40 23.63S	144 50 49.90E	377	B738	F35
F15	37 40 21.88S	144 50 47.84E	376	B38M	F35
F16	37 40 24.05S	144 50 48.32E	376	B739	F35

Changes: AMD BAY D3 TO D1, AMD CAPACITY - BAYS B22, C1, C3, C7, C9.

MMLAP02-185

20 MAR 2025

MELBOURNE, VIC (YMLL)

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
G42	37 40 33.88S 144 50 54.36E	371	A321	F35	MARSHALLER
G42A	37 40 34.20S 144 50 53.76E	371	A332, B788	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
G46	37 40 34.17S 144 50 51.03E	370	A321	F35	MARSHALLER
G46A	37 40 34.58S 144 50 50.59E	369	A332, B788	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: G41A, G45A REMOVED, G42A, G46A ADDED, Editorial.

MMLAP03-182

STANDARD INSTRUMENT DEPARTURES (SID)
MELBOURNE SIX DEPARTURE (RADAR)
MELBOURNE, VIC (YMML)

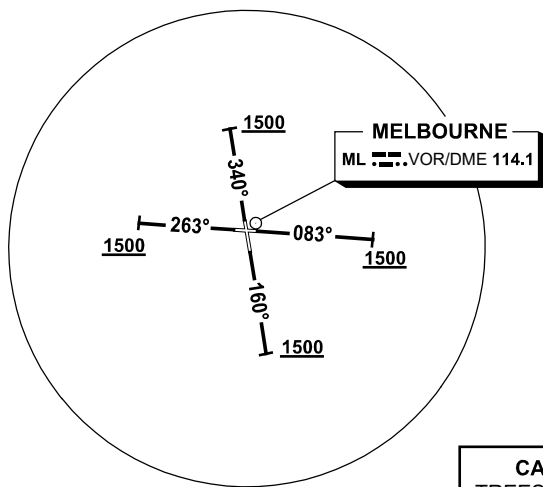
21 MAR 2024

ATIS 114.1 118.0	ACD 127.2	SMC 121.7	TWR 120.5 322.4	DEP TR NW, N, NE 118.9 TR SW, S, SE 129.4
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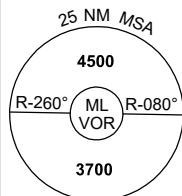
NOT TO SCALE



SPEED
MAX IAS 250KT
BELOW 10,000ft



CAUTION:
TREES IN RWY 34
DEP AREA



10 NM MSA 3300

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.

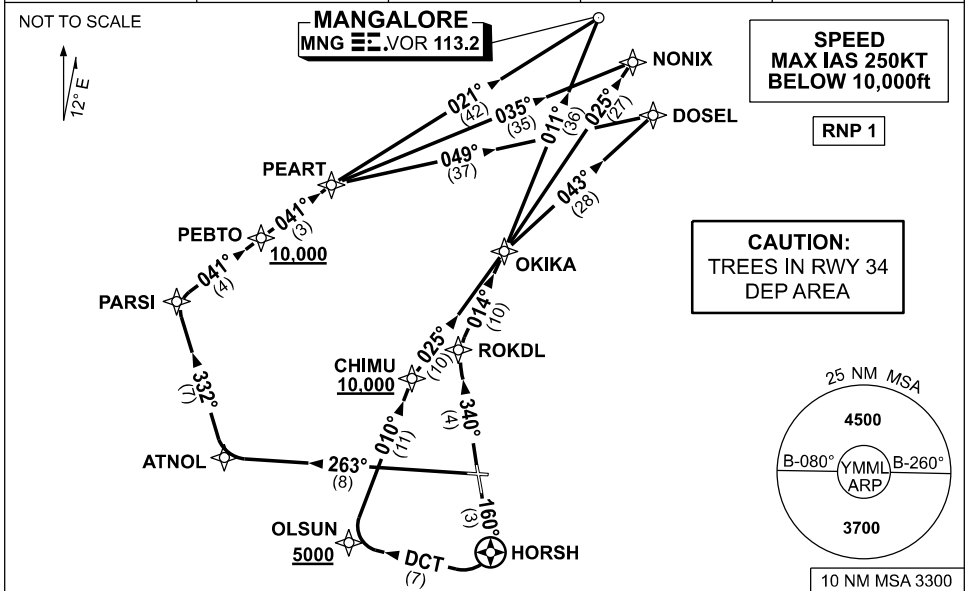
Changes: VAR.

MMLDP01-178

STANDARD INSTRUMENT DEPARTURES (SID) DOSEL TWO, MNG FOUR, NONIX FOUR (JET) (RNAV) MELBOURNE, VIC (YMML)

04 SEP 2025

ATIS 114.1 118.0	ACD 127.2	SMC 121.7	TWR 120.5	DEP 118.9
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MANGALORE (MNG)
NONIX
DOSEL

FOUR
FOUR
TWO

DEPARTURE
DEPARTURE
DEPARTURE

RWY 16

- GRAD 3.3%
- Track 160° to HORSH
- At HORSH turn RIGHT, track DCT to OLSUN
Cross OLSUN AT or ABV 5000ft
(RQ GRAD TO OLSUN: 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 OKIKA

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 PARS
- Turn RIGHT, track 041° to PEBTO
Cross PEBTO AT or ABV 10,000ft
(RQ GRAD TO PEBTO: 8.5%)
- Track 041° 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 OKIKA

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

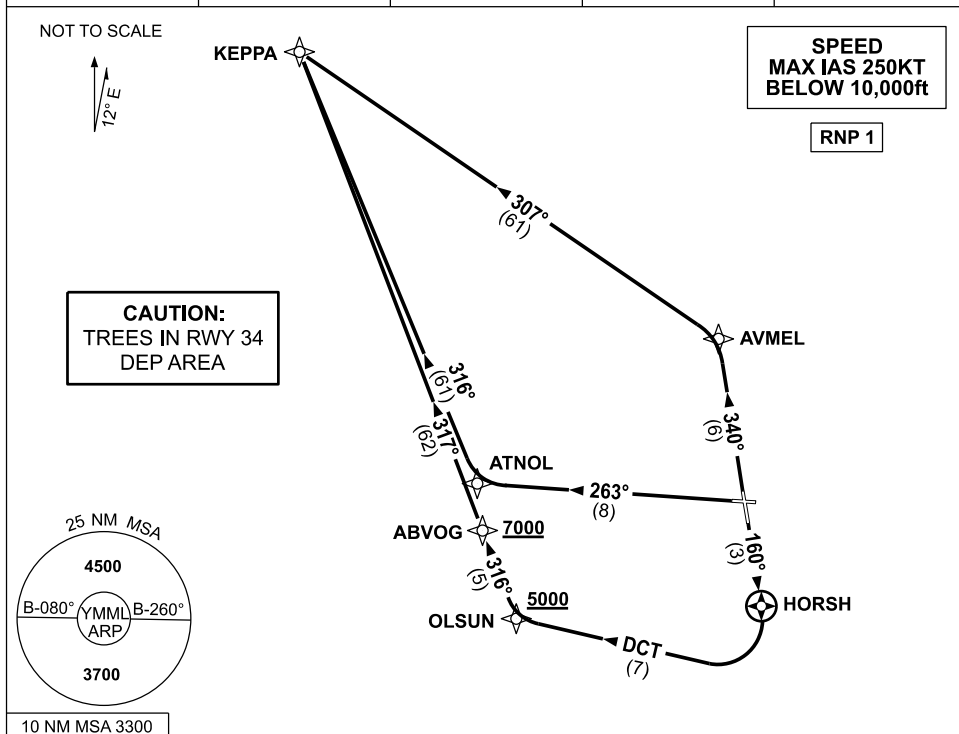
Changes: MAGNETIC BEARINGS.

MMLDP02-184

STANDARD INSTRUMENT DEPARTURES (SID)
KEPPA THREE (JET) (RNAV)
MELBOURNE, VIC (YMML)

04 SEP 2025

ATIS 114.1 118.0	ACD 127.2	SMC 121.7	TWR 120.5	DEP 118.9
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KEPPA THREE DEPARTURE

RWY 16

- GRAD 3.3%
- Track 160° to HORSH
- At HORSH turn RIGHT
- Track DCT to OLSUN
- **Cross** OLSUN AT or ABV 5000ft
(RQ GRAD TO OLSUN 8.5%)
- Turn RIGHT, track 316° to ABVOG
- **Cross** ABVOG AT or ABV 7000ft
(RQ GRAD TO ABVOG 7.4%)
- Track 317° 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 AVMEL
- Turn LEFT, track 307° to KEPPA,
then as cleared

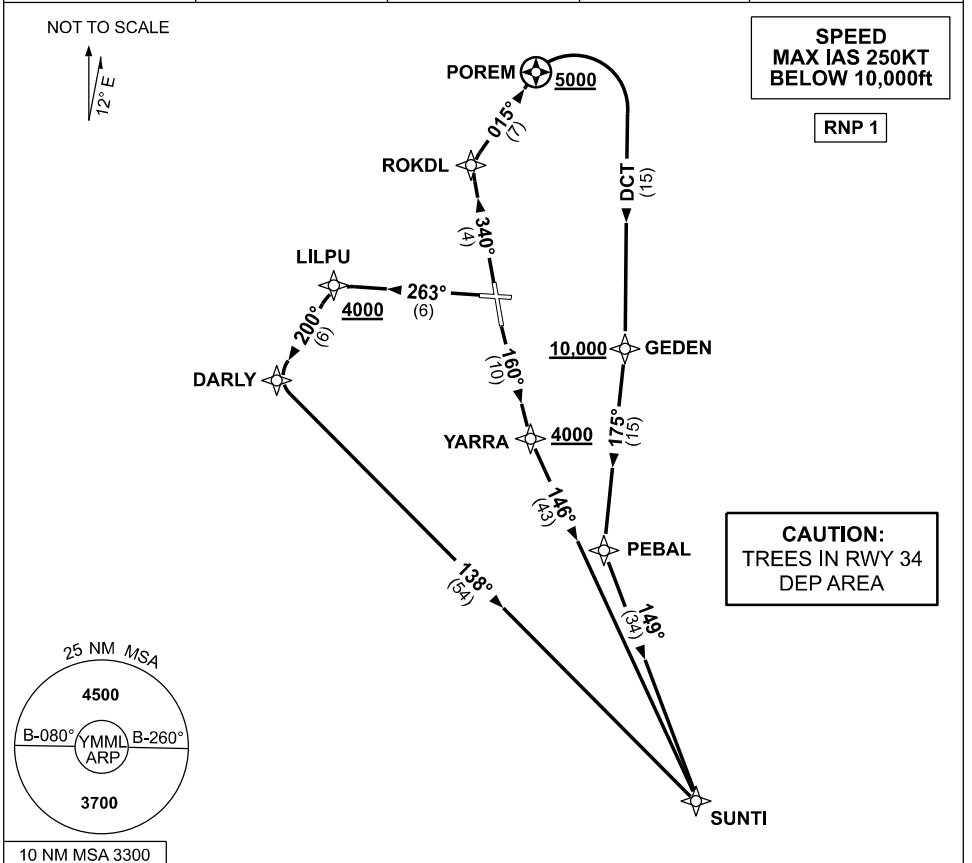
Changes: MAGNETIC BEARINGS, Editorial.

MMLDP04-184

MELBOURNE, VIC (YMMML)

04 SEP 2025

ATIS 114.1 118.0	ACD 127.2	SMC 121.7	TWR 120.5	DEP 129.4 EXC RWY 34 SUNTI 118.9
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SUNTI FOUR 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 146° to SUNTI,
then as cleared

RWY 27

- GRAD 3.3%
- Track 263° to LILPU
Cross LILPU AT or ABV 4000ft
(RQ GRAD TO LILPU: 9.9%)
- Turn LEFT track 200° to DARLY
- Turn LEFT track 138° to SUNTI,
then as cleared

RWY 34

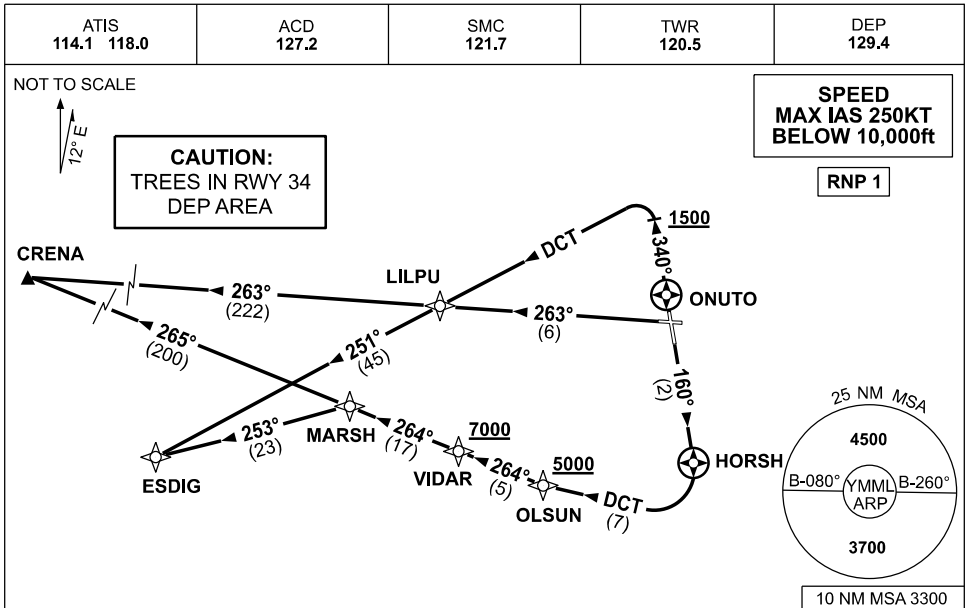
- GRAD 4.6% to 1500ft then 3.3%
- Track 340° to ROKDL
- Turn RIGHT, track 015° to POREM
Cross POREM AT or ABV 5000ft
(RQ GRAD TO POREM: 7.1%)
- Turn RIGHT, track DCT to GEDEN
Cross GEDEN AT or ABV 10,000ft
(RQ GRAD TO GEDEN: 6.2%)
- Track 175° to PEBAL
- Turn LEFT, track 149° to SUNTI,
then as cleared

Changes: MAGNETIC BEARINGS.

MMLDP05-184

STANDARD INSTRUMENT DEPARTURES (SID)
CRENA THREE, ESDIG FIVE (JET)(RNAV)
MELBOURNE, VIC (YMML)

04 SEP 2025



CRENA THREE DEPARTURE
ESDIG FIVE DEPARTURE

RWY 16

- GRAD 3.3%
- Track 160° to HORSH
- At HORSH turn RIGHT
- Track DCT to OLSUN
Cross OLSUN AT or ABV 5000ft
(RQ GRAD TO OLSUN 8.5%)
- Track 264° to VIDAR
Cross VIDAR AT or ABV 7000ft
(RQ GRAD TO VIDAR 6.6%)
- Track 264° to MARSH

FOR ESDIG

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

FOR CRENA

- Track 265° to CRENA, then as cleared

RWY 27

- GRAD 3.3%
- Track 263° to LILPU

FOR ESDIG

- From LILPU turn LEFT
- Track 251° to ESDIG, then as cleared

FOR CRENA

- From LILPU track 263° to CRENA, then 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 LILPU

FOR ESDIG

- From LILPU track 251° to ESDIG, then as cleared

FOR CRENA

- From LILPU turn RIGHT track 263° to CRENA, then as cleared

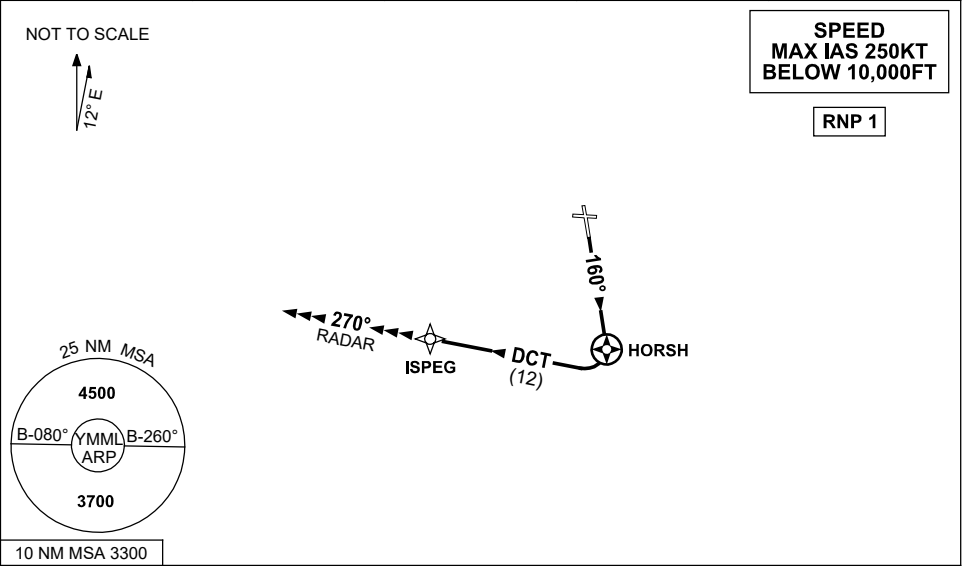
Changes: MAGNETIC BEARINGS, SEGMENT DISTANCE.

MMLDP07-184

STANDARD INSTRUMENT DEPARTURES (SID)
RWY 16 ISPEG ONE (JET)(RNAV)
MELBOURNE, VIC (YMML)

21 MAR 2024

ATIS 114.1 118.0	ACD 127.2	SMC 121.7	TWR 120.5	DEP 129.4
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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

STANDARD INSTRUMENT DEPARTURES (SID)
CORRS ONE (JET)(RNAV)
MELBOURNE, VIC (YMML)

04 SEP 2025

ATIS 114.1 118.0	ACD 127.2	SMC 121.7	TWR 120.5	DEP RWY 16 & 27 129.4 RWY 34 118.9
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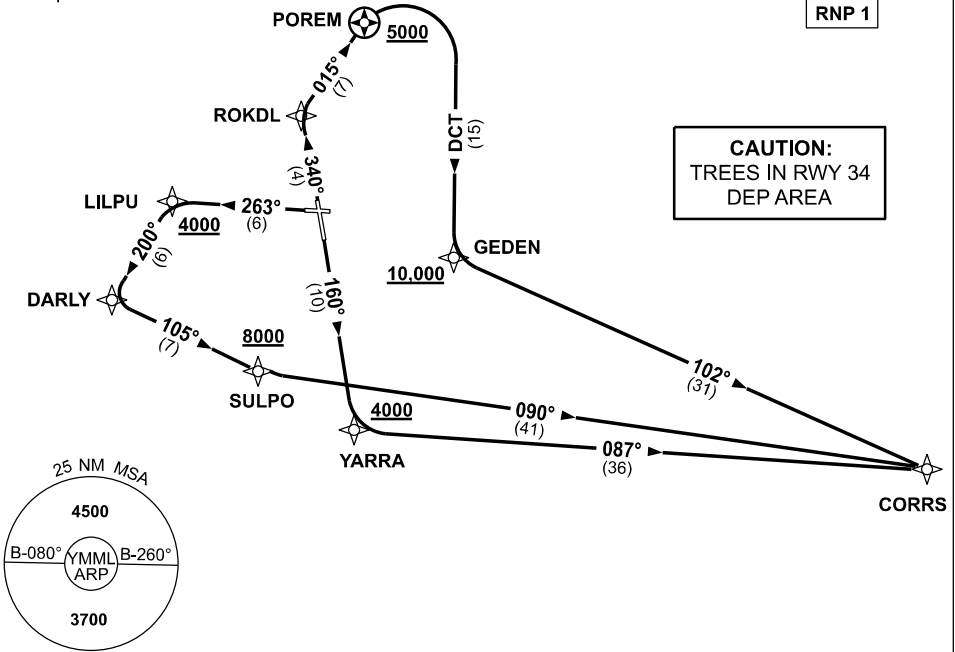
NOT TO SCALE



SPEED
MAX IAS 250KT
BELOW 10,000ft

RNP 1

CAUTION:
TREES IN RWY 34
DEP AREA



10 NM MSA 3300

CORRS ONE 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 LILPU
Cross LILPU AT or ABV 4000ft
(RQ GRAD TO LILPU: 9.9%)
- Turn LEFT, track 200° to DARLY
- Turn LEFT, track 105° to SULPO
Cross SULPO AT or ABV 8000ft
(RQ GRAD TO SULPO: 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 015° 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

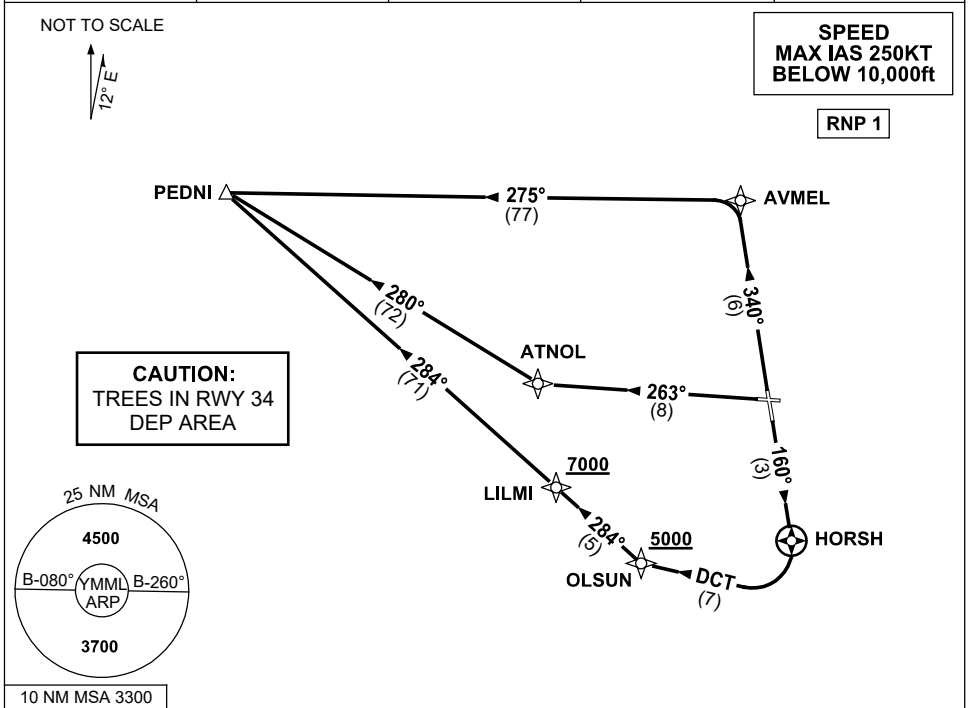
Changes: MAGNETIC BEARINGS.

MMLDP11-184

STANDARD INSTRUMENT DEPARTURES (SID)
PEDNI ONE (JET)(RNAV)
MELBOURNE, VIC (YMML)

04 SEP 2025

ATIS 114.1 118.0	ACD 127.2	SMC 121.7	TWR 120.5	DEP 118.9
---------------------	--------------	--------------	--------------	--------------



PEDNI ONE DEPARTURE

RWY 16

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

RWY 27

- GRAD 3.3%
- Track 263° to ATNOL
- Turn RIGHT, track 280° to PEDNI,
then as cleared

RWY 34

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

Changes: MAGNETIC BEARINGS.

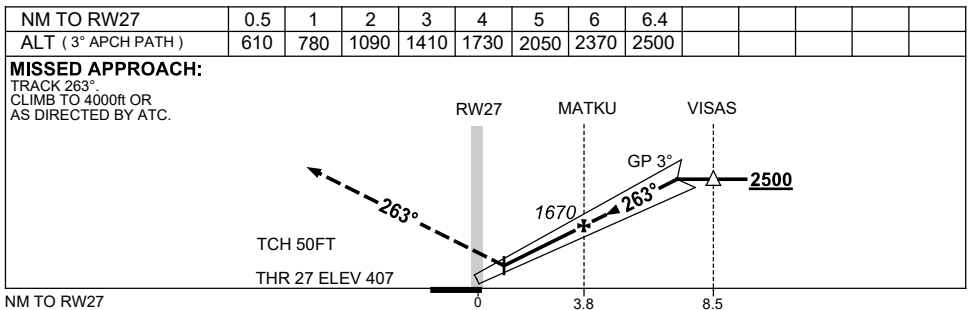
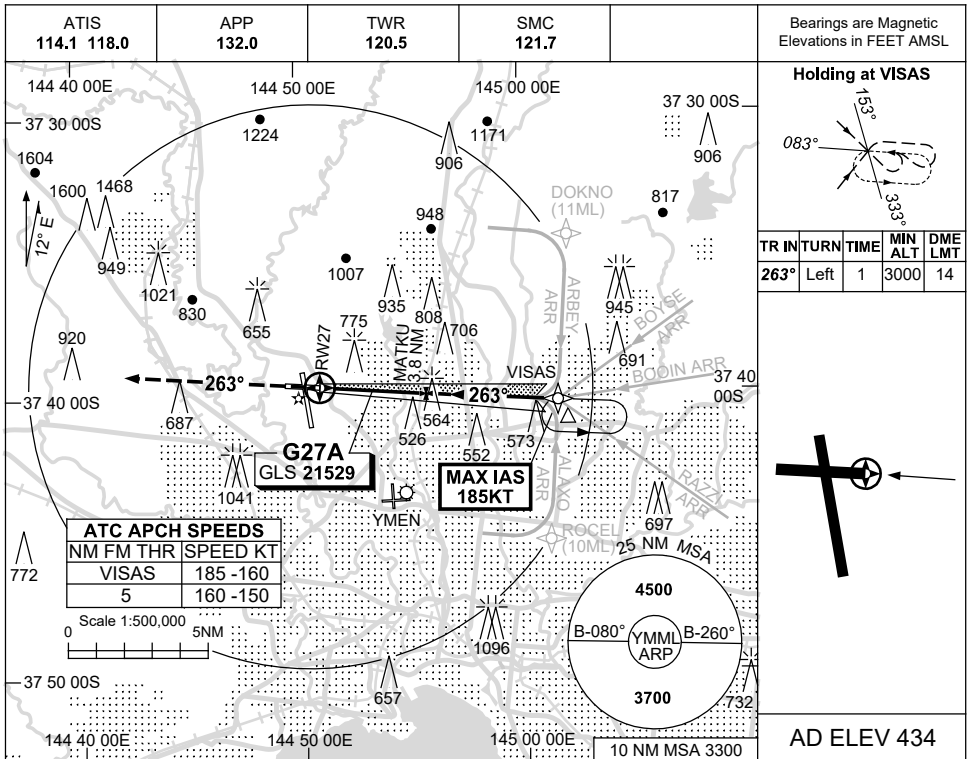
MMLDP32-184

USE QNH

GLS RWY 27

04 SEP 2025

MELBOURNE, VIC (YMML)



NOTES

CATEGORY	A	B	C	D/D _L
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)	

1. MAX IAS :
VISAS : 185KT.

Changes: WPT NAME.

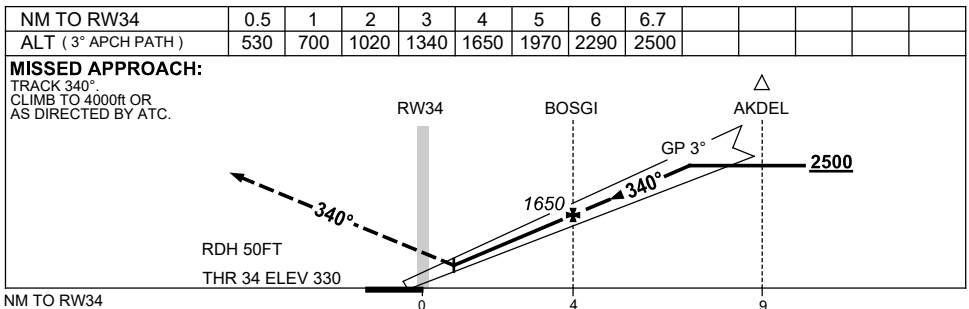
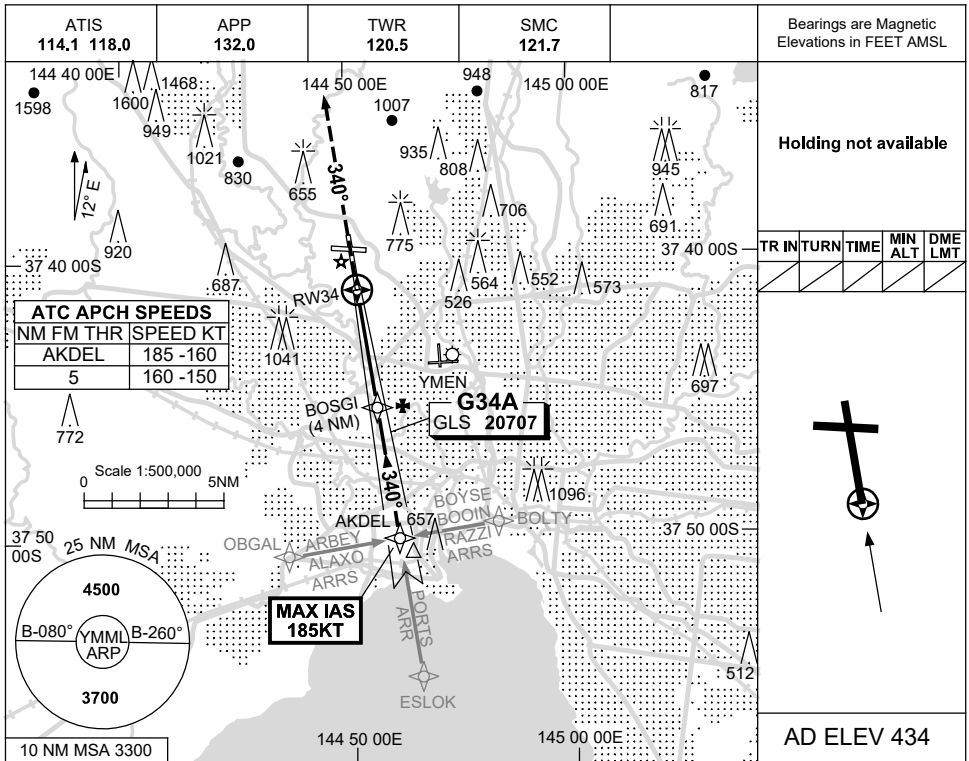
MMLGL02-184

USE QNH

GLS RWY 34

12 JUN 2025

MELBOURNE, VIC (YMML)



NOTES

 1. MAX IAS:
 AKDEL : 185KT.

CATEGORY	A	B	C	D/D _L
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: WPT NAMES.

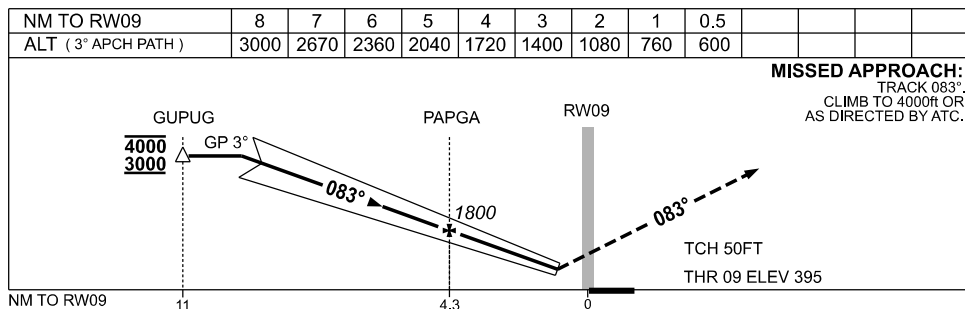
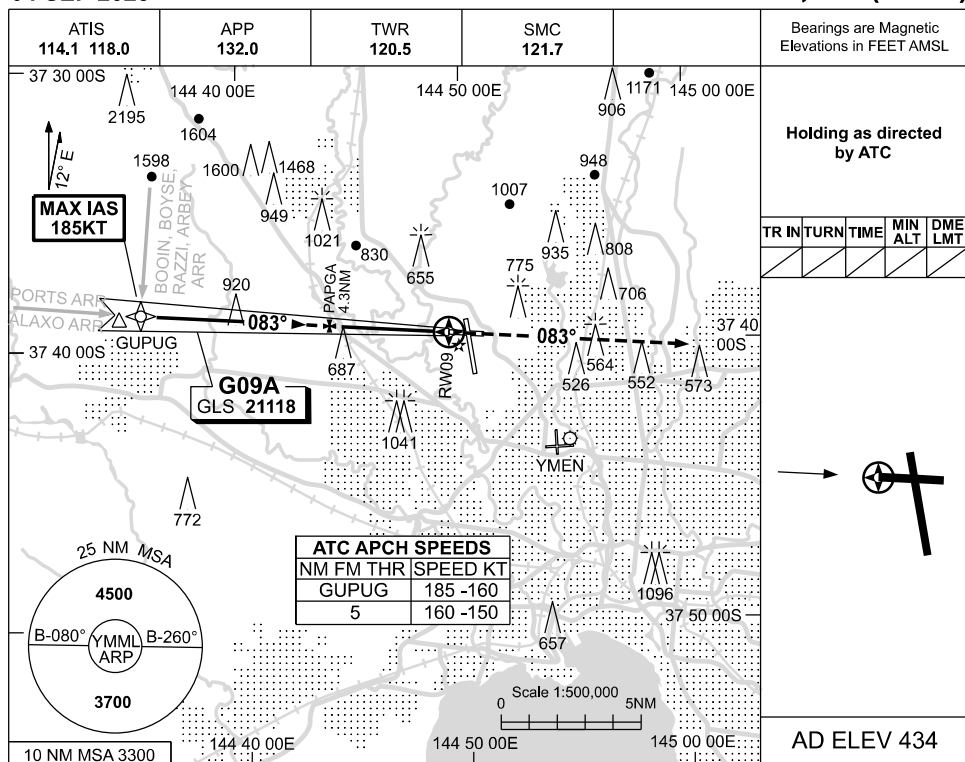
MMLGL03-183

USE QNH

GLS RWY 09

04 SEP 2025

MELBOURNE, VIC (YMML)



NOTES

1. MAX IAS :
 GUPUG : 185KT.

CATEGORY	A	B	C	D/D _L
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)	

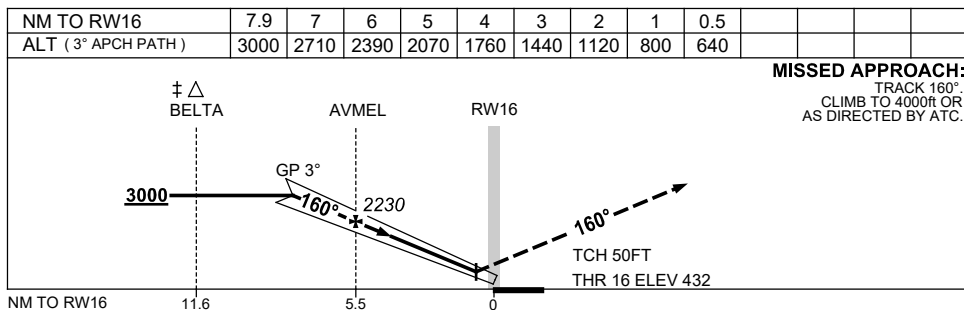
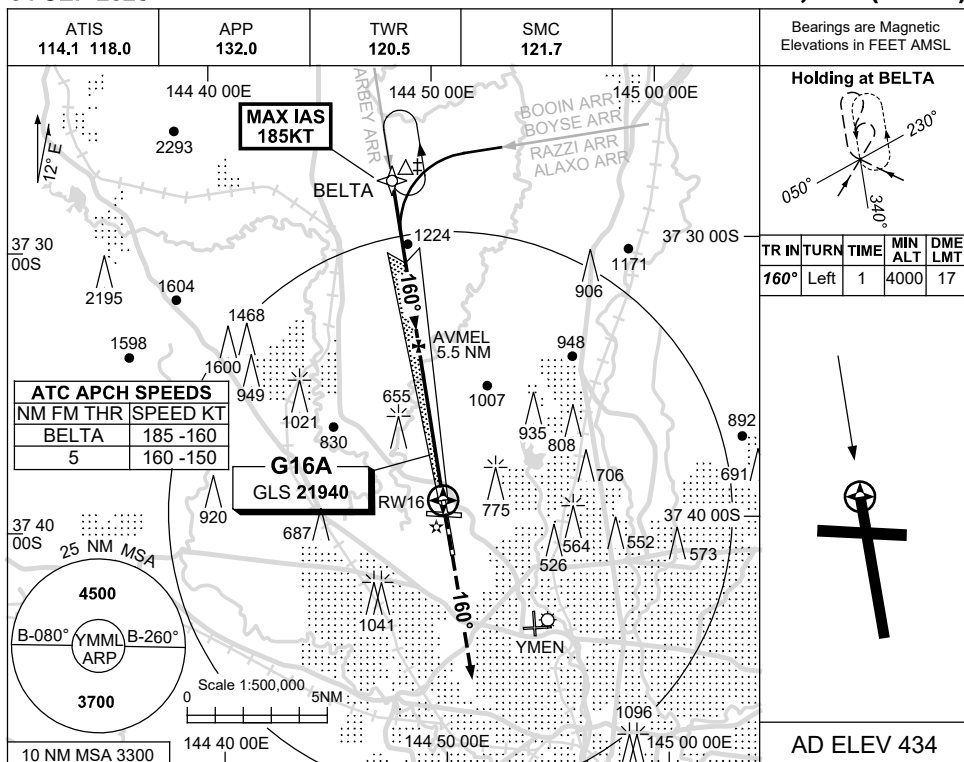
Changes: WPT NAME, FAF ALT.

MMLGL04-184

USE QNH

GLS RWY 16
MELBOURNE, VIC (YMML)

04 SEP 2025



NOTES

CATEGORY	A	B	C	D/D _L
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)	

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

Changes: WPT NAME.

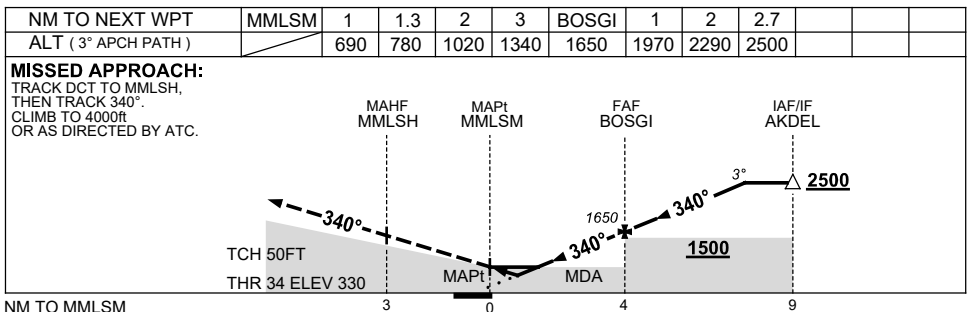
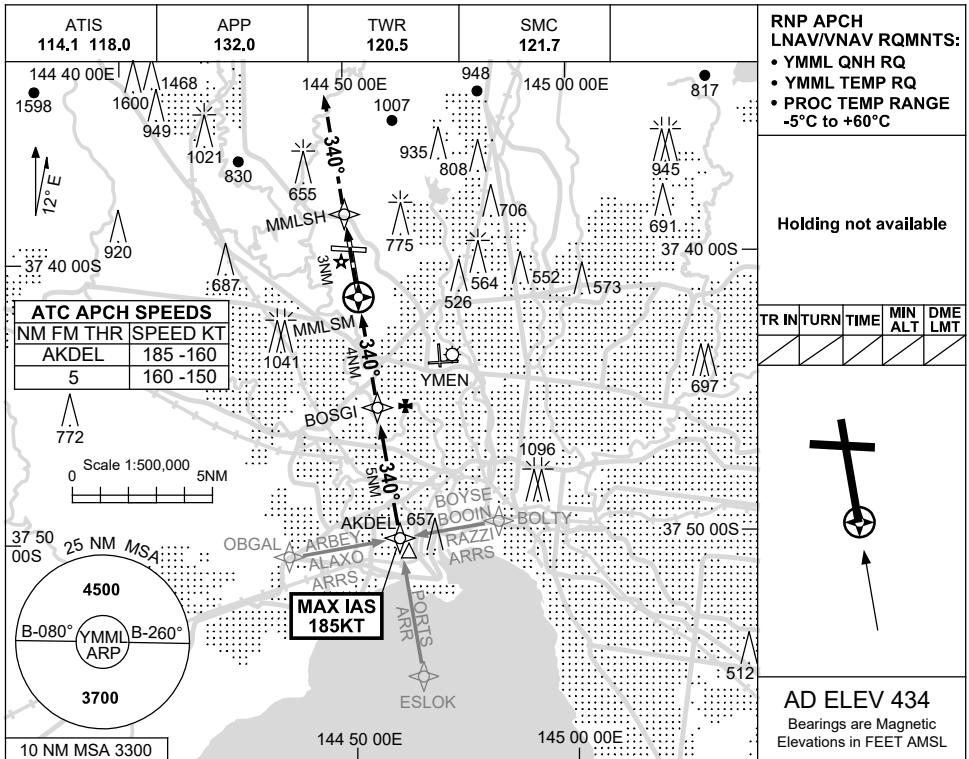
MMLGL05-148

USE QNH

RNP RWY 34

12 JUN 2025

MELBOURNE, VIC (YMML)



NOTES

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)

1. MAX IAS:
AKDEL : 185KT.

Changes: WPT NAMES, Editorial.

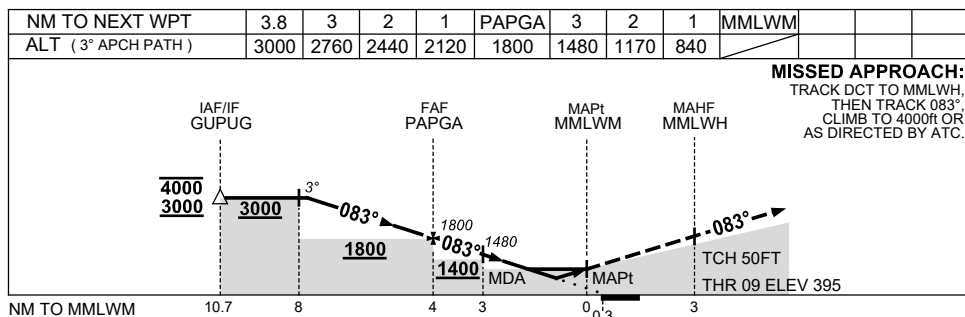
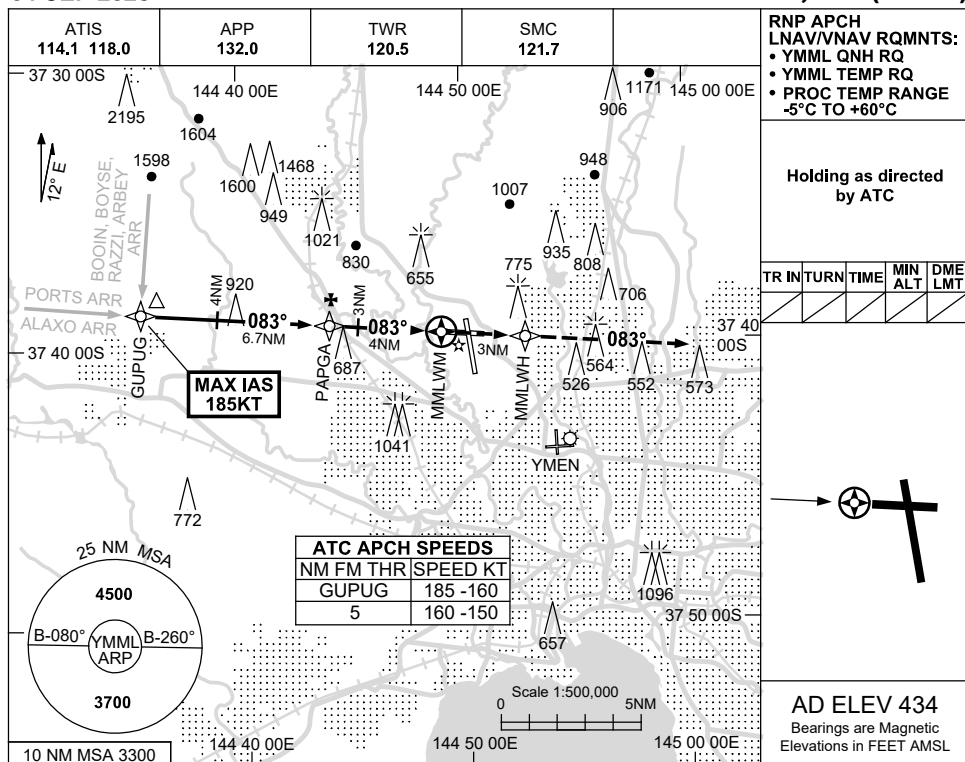
MMLGN01-183

USE QNH

RNP RWY 09

04 SEP 2025

MELBOURNE, VIC (YMML)



NOTES

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)

1. MAX IAS:
GUPUG : 185KT.

Changes: WPT NAME.

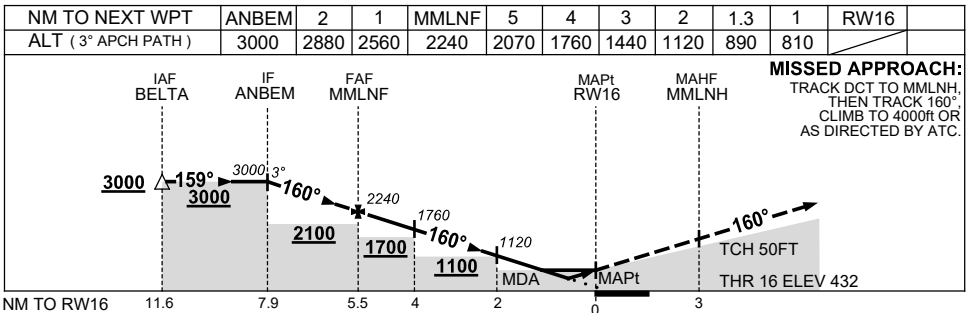
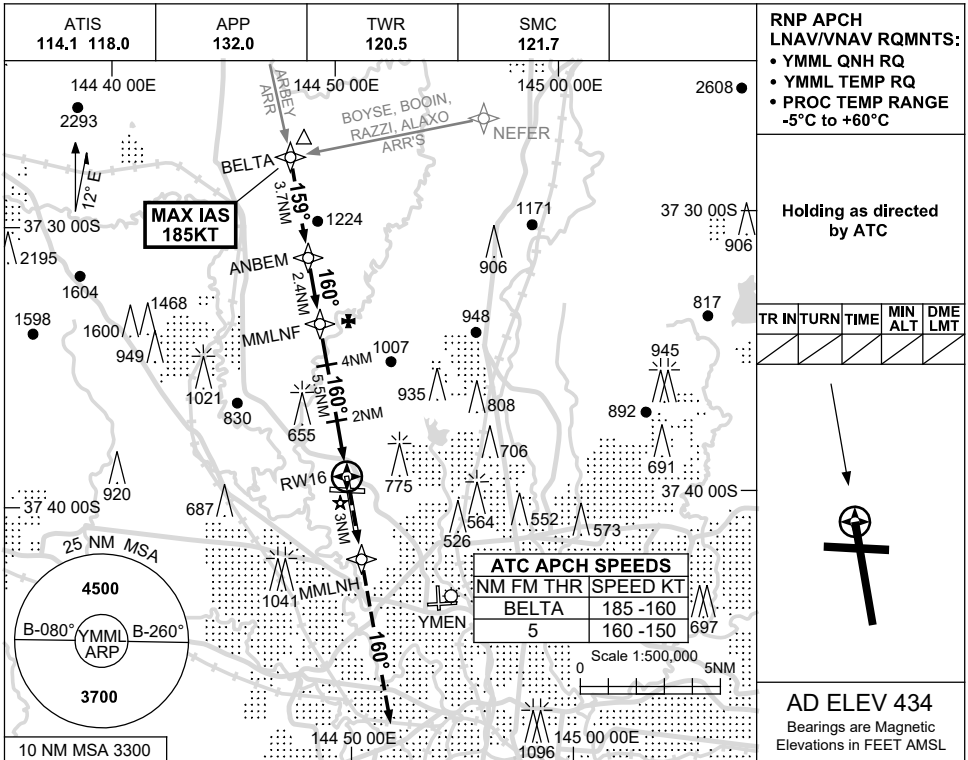
MMLGN02-184

USE QNH

RNP Z RWY 16

12 JUN 2025

MELBOURNE, VIC (YMML)



NOTES

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)	

1. MAX IAS:
BELTA : 185KT.

Changes: WPT NAMES, Editorial.

MMLGN03-183

RNP RWY 27
MELBOURNE, VIC (YMML)

ATIS
114.1 118.0

APP
132.0

TWR
120.5

SMC
121.7

RNP APCH LNAV/VNAV RQMNTS:

- YMML QNH RQ
- YMML TEMP RQ
- PROC TEMP RANGE
-5°C to +60°C

Holding as directed by ATC

TR IN	TURN	TIME	MIN ALT	DME LMT

ATC APCH SPEEDS

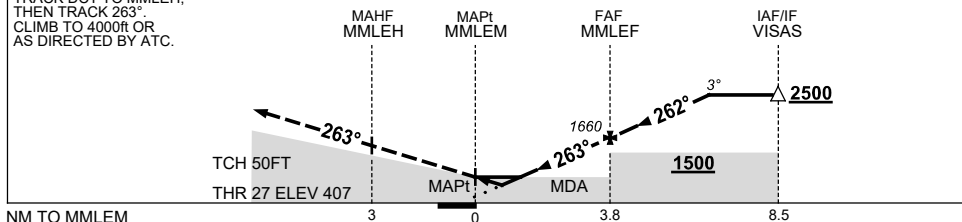
NM FM THR	SPEED KT
VISAS	185-160
5	160-150

AD ELEV 434
Bearings are Magnetic
Elevations in FEET AMSL

NM TO 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

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)

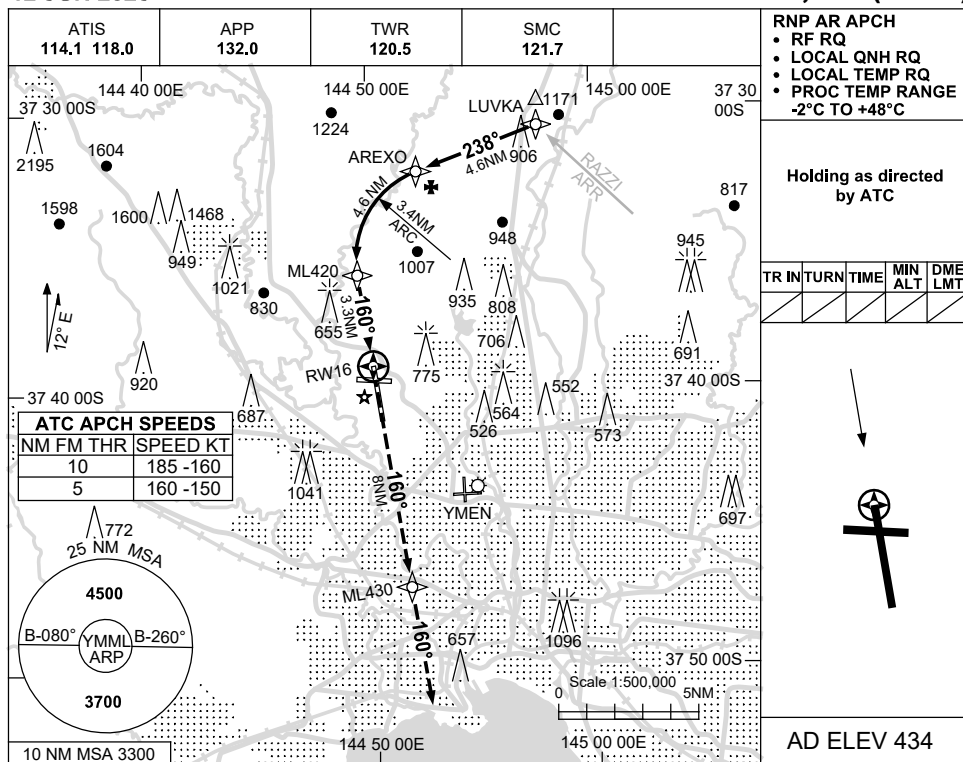
1. MAX IAS:
VISAS : 185KT.

MMLGN04-183

12 JUN 2025

USE QNH

RNP M RWY 16 (AR)



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				

MISSED APPROACH:
 TRACK 160° TO ML430
 THEN TRACK 160°
 CLIMB TO 4000ft, OR
 AS DIRECTED BY ATIS

IAF/IF LUVKA
 FAF AREXO
 ML420
 MAPt RW16
 MAHF ML430

3000 2380 3000 1530 1440 1120 820

3° 160° 160° 160°

THR 16 ELEV 432

NM TO RW16
 12.5 7.9 3.3 0 8

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)

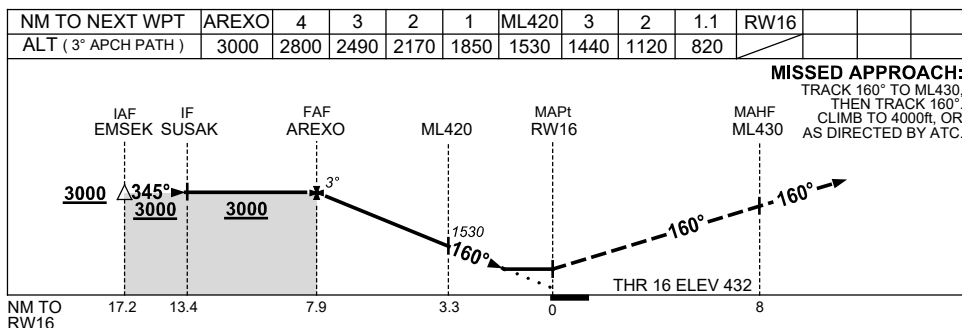
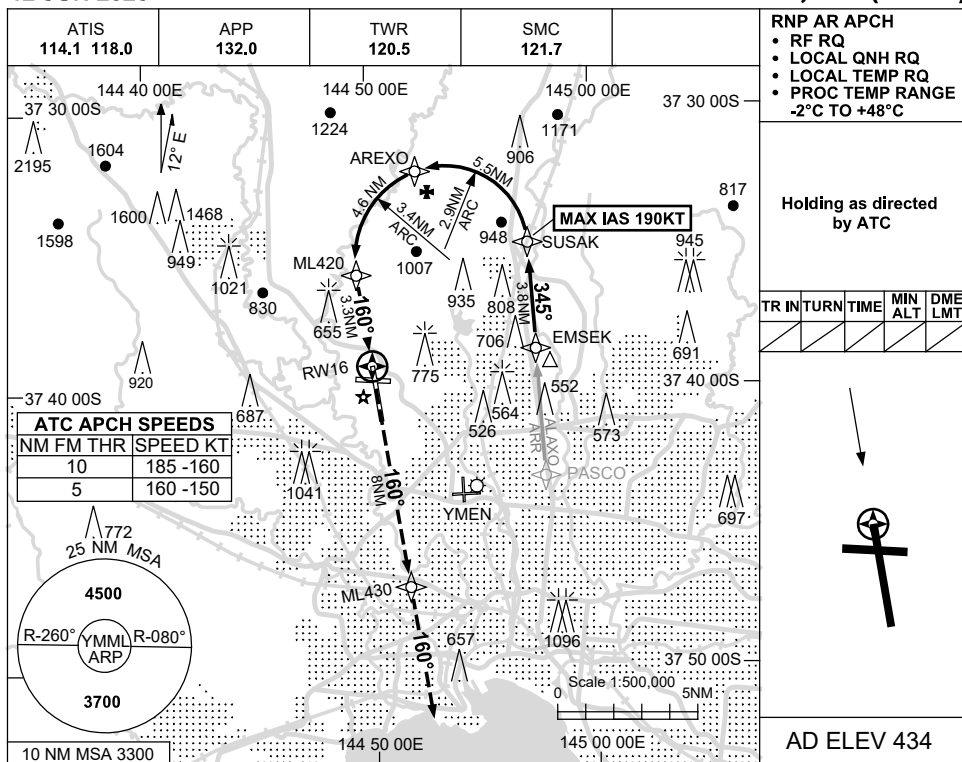
MMLGN15-183

RNP P RWY 16 (AR)

USE QNH

MELBOURNE, VIC (YMML)

12 JUN 2025



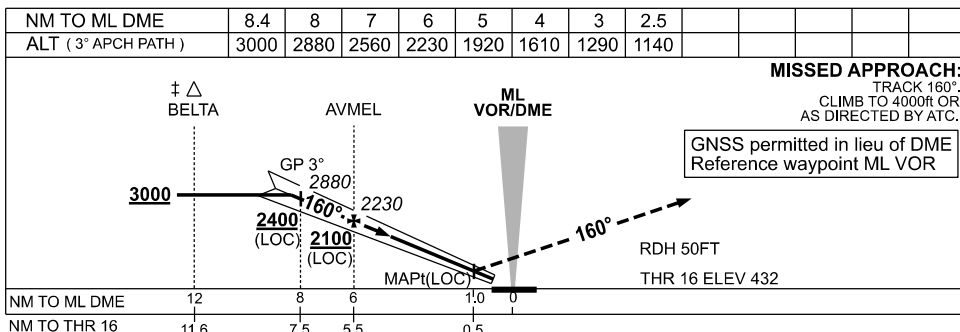
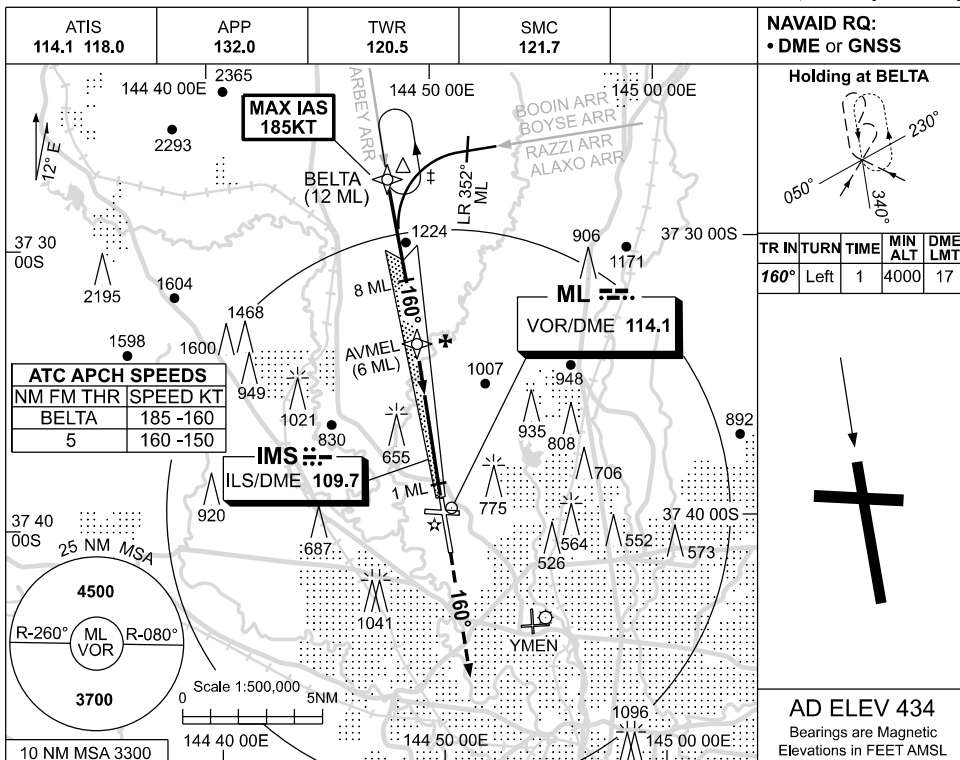
NOTES

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: WPT NAME. Editorial.

MMLGN16-183

USE QNH

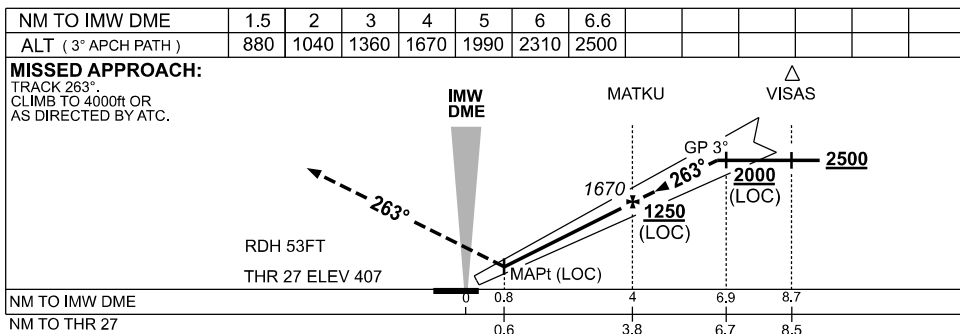
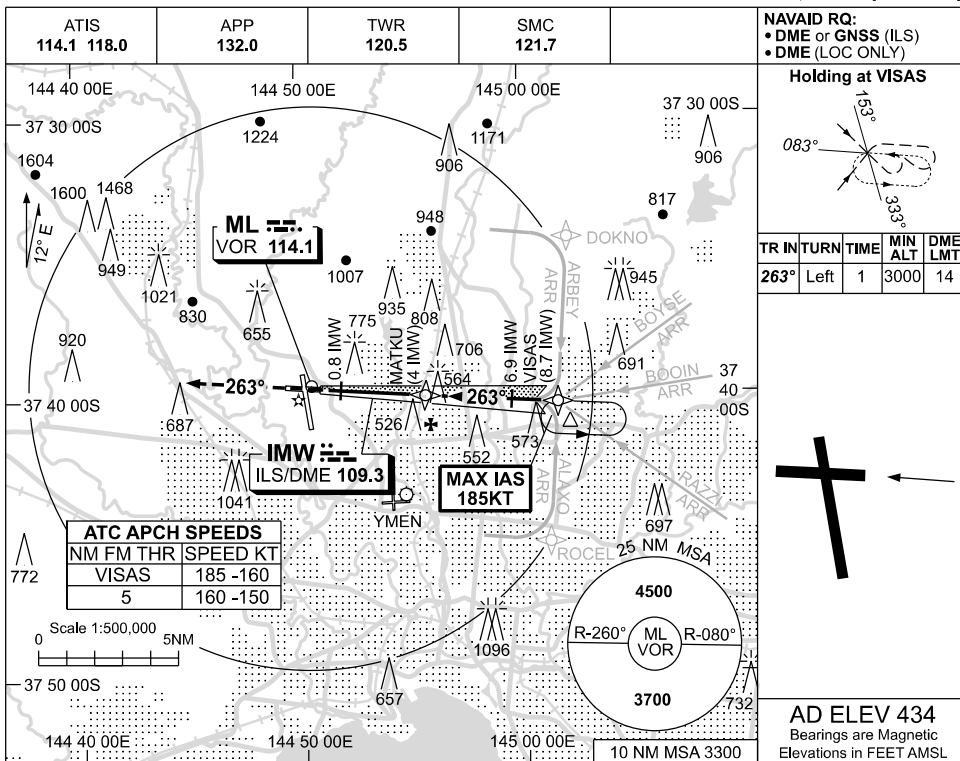
ILS-Y or LOC-Y RWY 16
MELBOURNE, VIC (YMML)**04 SEP 2025****NOTES**

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

Changes: FAF ALTITUDE.

MMLII01-184

USE QNH

ILS-Z or LOC-Z RWY 27
MELBOURNE, VIC (YMML)**04 SEP 2025****NOTES**

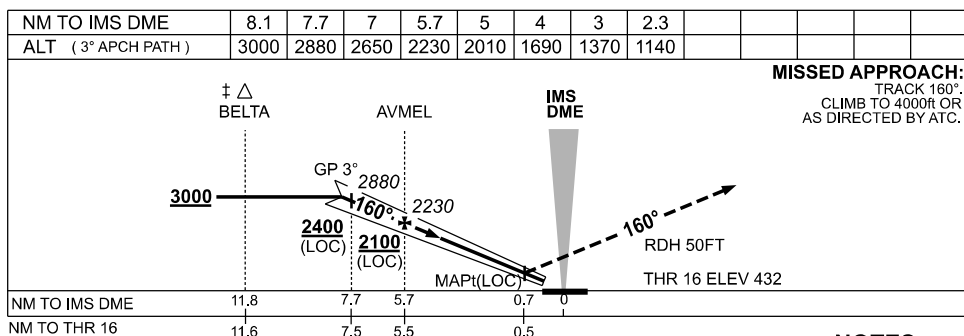
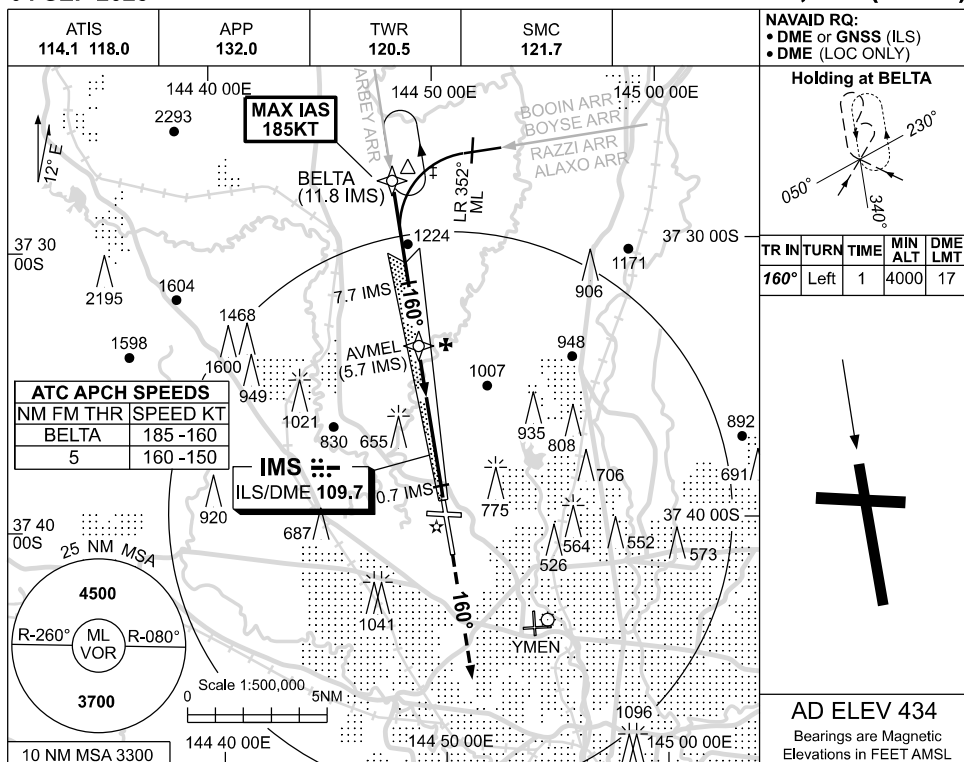
CATEGORY	A	B	C	D/D _L
S-I ILS		610 (203) 0.8	550 RVR	
S-I LOC		880 (473-1.9)		
CIRCLING	1140 (706-2.4)		1450 (1016-4.0)	1600 (1166-5.0)
ALTERNATE *	(1206-4.4)		(1516-6.0)	(1666-7.0)

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

Changes: FAF ALTITUDE, FAF WPT NAME.

MMLII02-184

04 SEP 2025



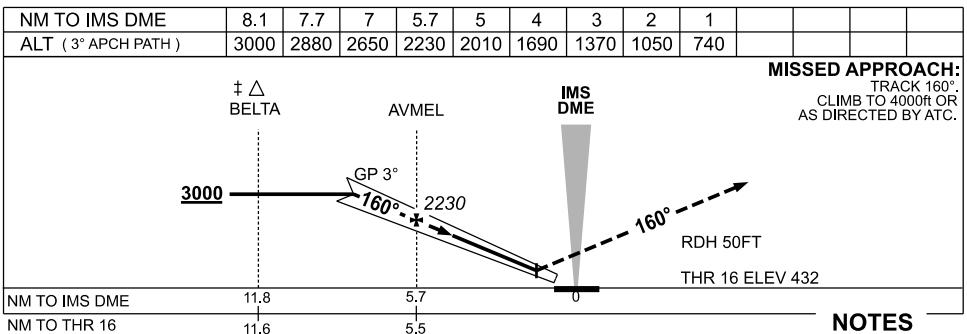
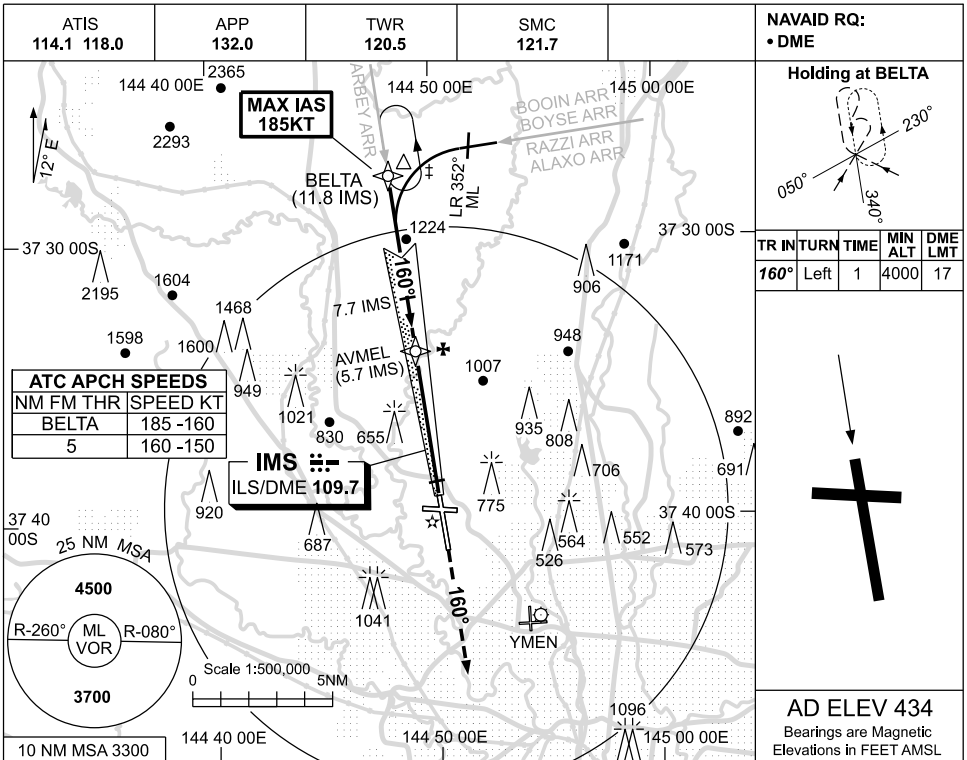
NOTES

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.

Changes: FAF ALTITUDE.

MMLII03-184

04 SEP 2025

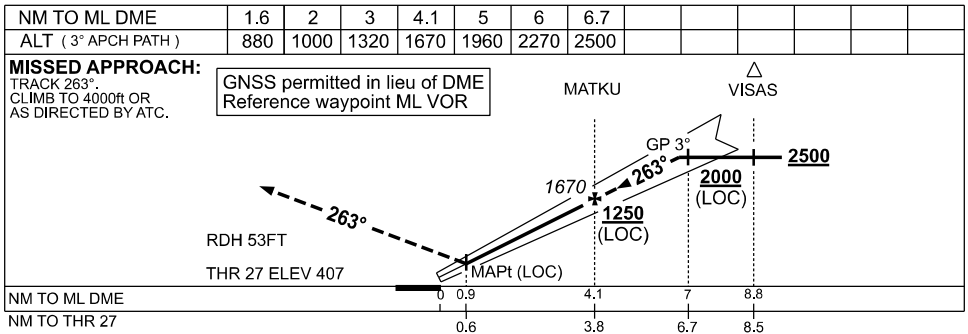
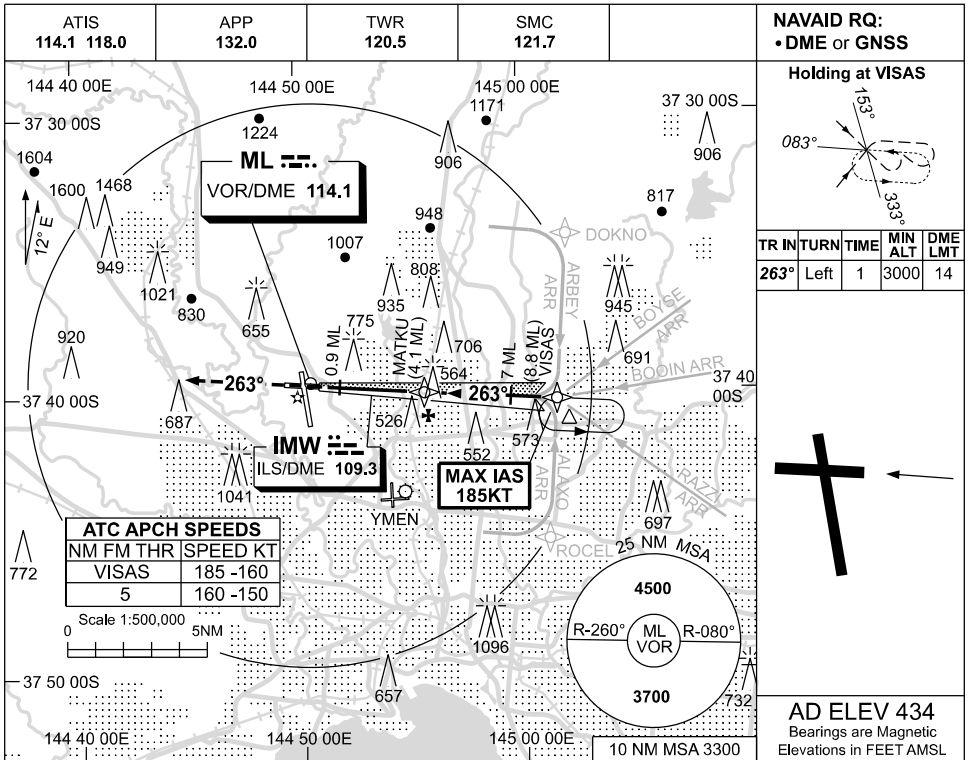


CATEGORY	A	B	C	D/D _L
S-I ILS CAT IIIb	75 RVR			
S-I ILS CAT II	RA93 DA 532 (100) 300 RVR			
ALTERNATE ‡	(1206-4.4) (1516-6.0) (1666-7.0)			

Changes: FAF ALT.

MMLII04-184

USE QNH

ILS-Y or LOC-Y RWY 27
MELBOURNE, VIC (YMML)**04 SEP 2025****NOTES**

CATEGORY	A	B	C	D/D _L
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)	

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

Changes: FAF ALTITUDE.

MMLII05-184

12 JUN 2025

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. RWY 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. RWY 34 landing is permitted, subject to traffic, for arrivals via the PORTS STAR through south-west to the ALAXO STAR.
3. RWY 09 is equal first priority for landing but lowest priority for take-off. Ad-hoc landings on RWY 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. RWY 34 landing is permitted, subject to traffic, for arrivals via the ALAXO STAR.
7. Not available between 2300-0600 Local time.

MMLNA01-183

12 JUN 2025

- 1.2 - Between the hours of 2300 and 0600 Local, jet aircraft departing RWY 16 must use the full runway length.
- 1.3 - Jet noise abatement climb procedures apply for RWY 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 SEKNU waypoint (20 ML) from the BOOIN 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 - MOSVO track until MOSVO, except that aircraft requiring to land on RWY 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.

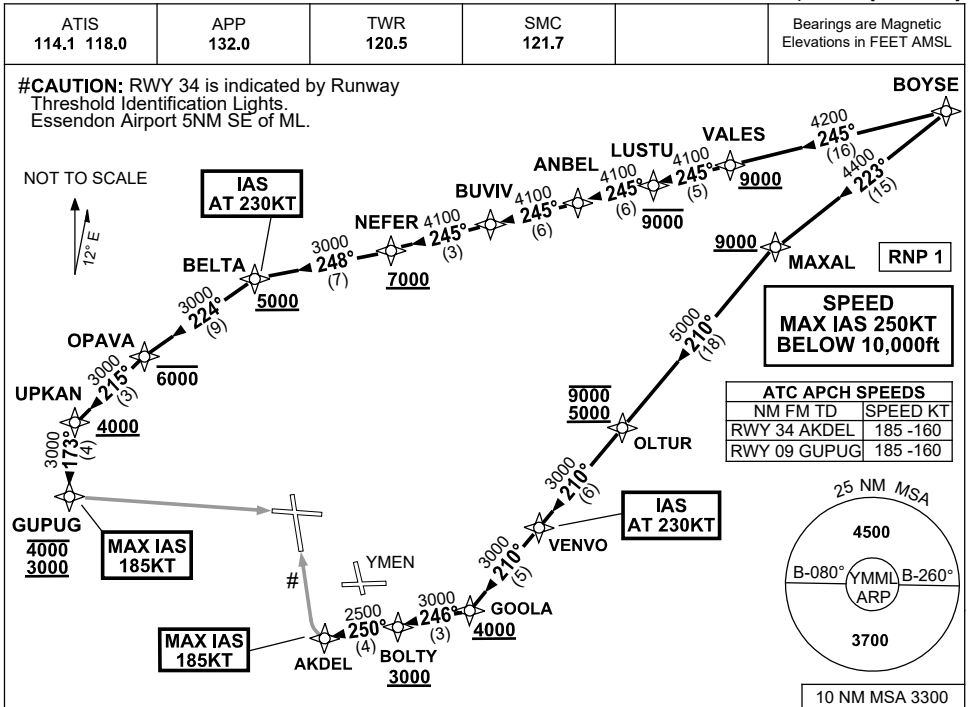
	Aircraft Type	TWY Exits	LED (Metres)
RWY 16	All aircraft	E	1354
		<u>G*</u>	1945
		J	2905
RWY 34	All aircraft	<u>F*</u>	1810
		E	2347
		C	3361
RWY 27	All aircraft Heavy	<u>N*</u>	1630
		M	2286
RWY 09	Turboprop Other aircraft	<u>A</u>	1658
		<u>P</u>	2286
		<u>Q</u>	2286

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

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

STANDARD INSTRUMENT ARRIVAL (STAR) BOYSE NINE ALPHA ARRIVAL (NON-JET)(RNAV) RWY 09/34 MELBOURNE, VIC (YMML)

12 JUN 2025



ARRIVAL: BOYSE NINE 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: VALIDITY INDICATOR.

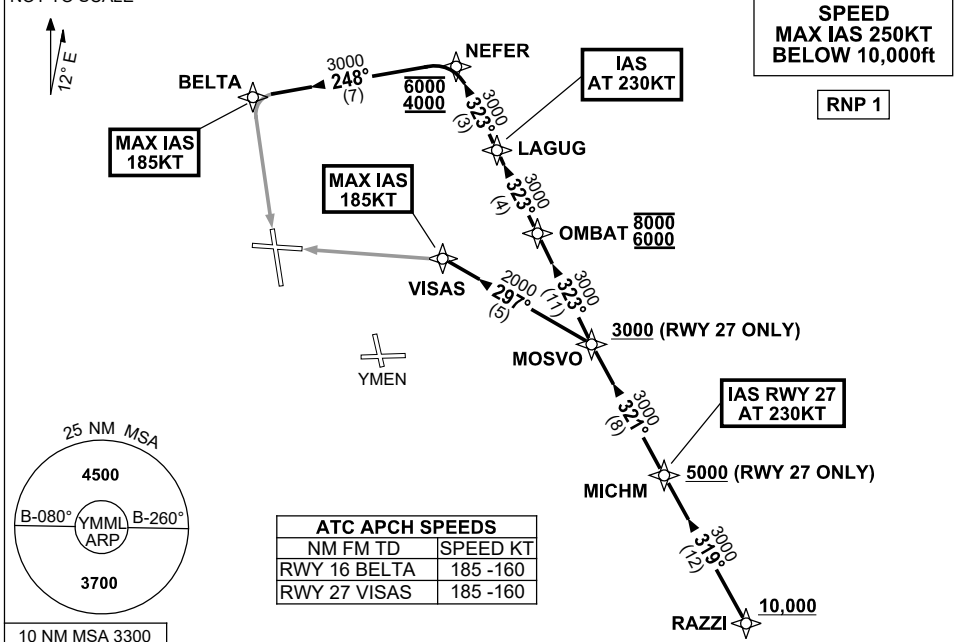
MMLSR01-183

STANDARD INSTRUMENT ARRIVAL (STAR) RAZZI ONE ALPHA ARRIVAL (RNAV) RWY 16/27 MELBOURNE, VIC (YMML)

12 JUN 2025

ATIS 114.1 118.0	APP 132.0	TWR 120.5	SMC 121.7		Bearings are Magnetic. Elevations in FEET AMSL
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NOT TO SCALE



ARRIVAL: RAZZI ONE ALPHA

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

RWY 16:

- From RAZZI track 319° to MICHM
- Turn RIGHT, track 321° to MOSVO
- Turn RIGHT, track 323° to OMBAT
- Cross** OMBAT 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 RAZZI track 319° to MICHM
- Cross** MICHM AT or ABV 5000ft
- IAS AT** 230KT from MICHM
- Track 321° to MOSVO
- Cross** MOSVO 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.

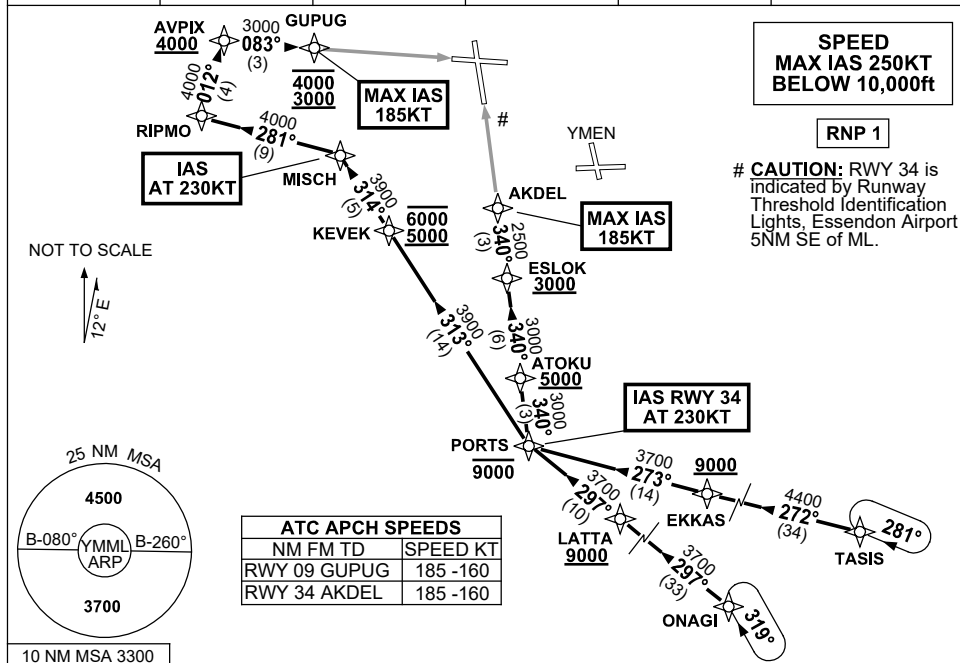
Changes: WPT NAMES, PROC IDENT.

MMLSR02-183

STANDARD INSTRUMENT ARRIVAL (STAR) PORTS EIGHT ALPHA ARRIVAL (RNAV) MELBOURNE, VIC (YMML)

04 SEP 2025

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

TASIS: From TASIS 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 EIGHT ALPHA

RWY 09: From PORTS:

- Turn RIGHT, track 313° to KEVEK
Cross KEVEK BTN 5000ft and 6000ft
- Track 314° 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.

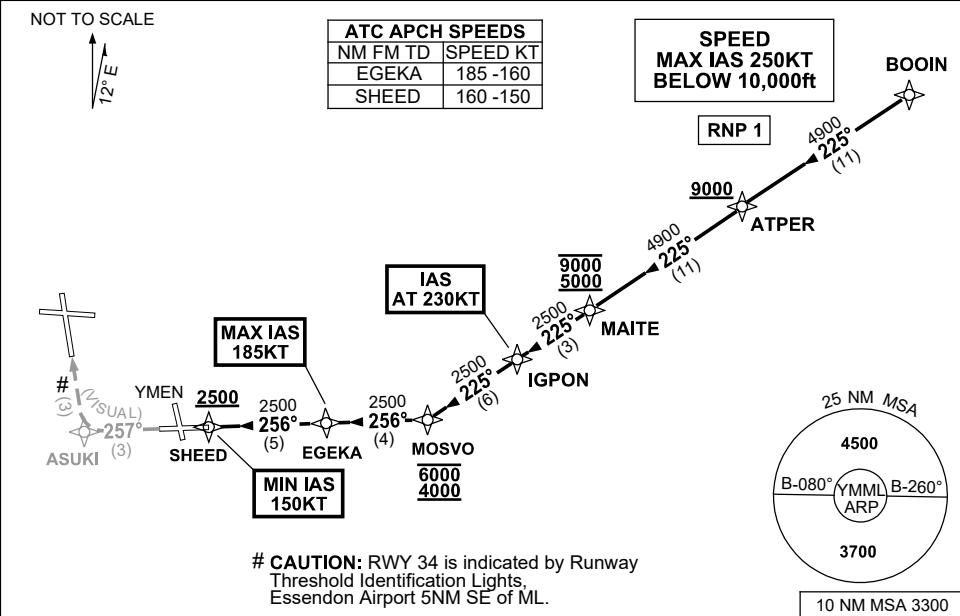
Changes: MAGNETIC BEARINGS.

MMLSR03-184

STANDARD INSTRUMENT ARRIVAL (STAR)
BOOIN ONE VICTOR ARRIVAL (RNAV)
MELBOURNE, VIC (YMML)

04 SEP 2025

ATIS 114.1 118.0	APP 132.0	TWR 120.5	SMC 121.7		Bearings are Magnetic Elevations in FEET AMSL
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ARRIVAL: BOOIN ONE VICTOR

RWY 34 :

- From BOOIN 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 MOSVO
Cross MOSVO 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 257° 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.

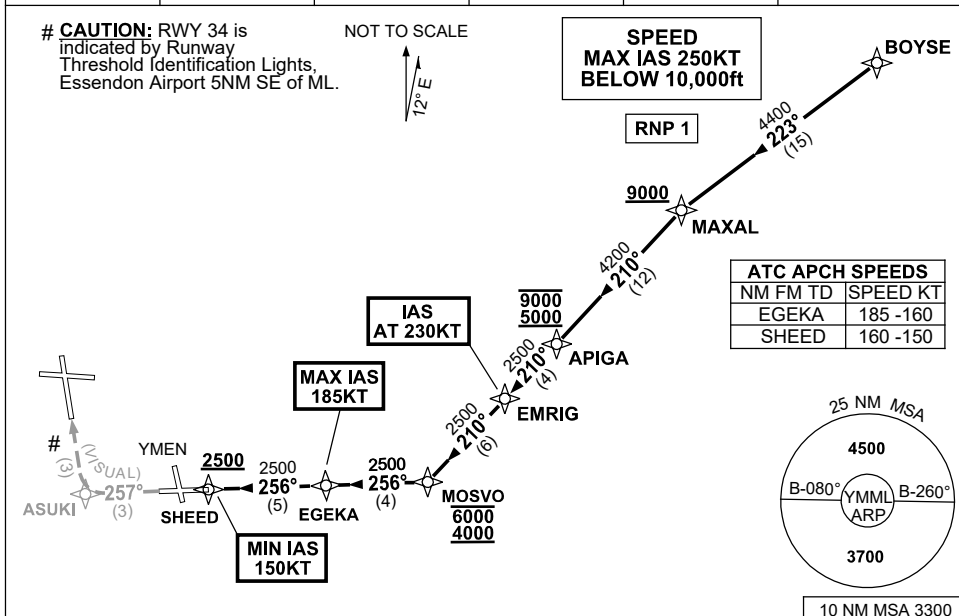
Changes: MAGNETIC BEARINGS, SEGMENT DISTANCE.

MMLSR08-184

STANDARD INSTRUMENT ARRIVAL (STAR) BOYSE NINE VICTOR ARRIVAL (NON-JET) (RNAV) MELBOURNE, VIC (YMML)

04 SEP 2025

ATIS 114.1 118.0	APP 132.0	TWR 120.5	SMC 121.7		Bearings are Magnetic Elevations in FEET AMSL
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ARRIVAL: BOYSE NINE VICTOR (NON-JET)

RWY 34 :

- From BOYSE track 223° to MAXAL
Cross MAXAL AT or ABV 9000ft
- Turn LEFT, track 210° to APIGA
Cross APIGA BTN 5000ft and 9000ft
- Track 210° to EMRIG
IAS AT 230KT from EMRIG
- Track 210° to MOSVO
Cross MOSVO 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 257° 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: MAGNETIC BEARINGS.

MMLSR09-184

STANDARD INSTRUMENT ARRIVAL (STAR) ARBEY EIGHT ALPHA ARRIVAL (RNAV) RWY 09/16 MELBOURNE, VIC (YMML)

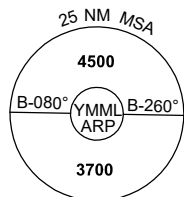
12 JUN 2025

ATIS 114.1 118.0	APP/DEP 118.9 132.0	TWR 120.5	SMC 121.7		Bearings are Magnetic Elevations in FEET AMSL
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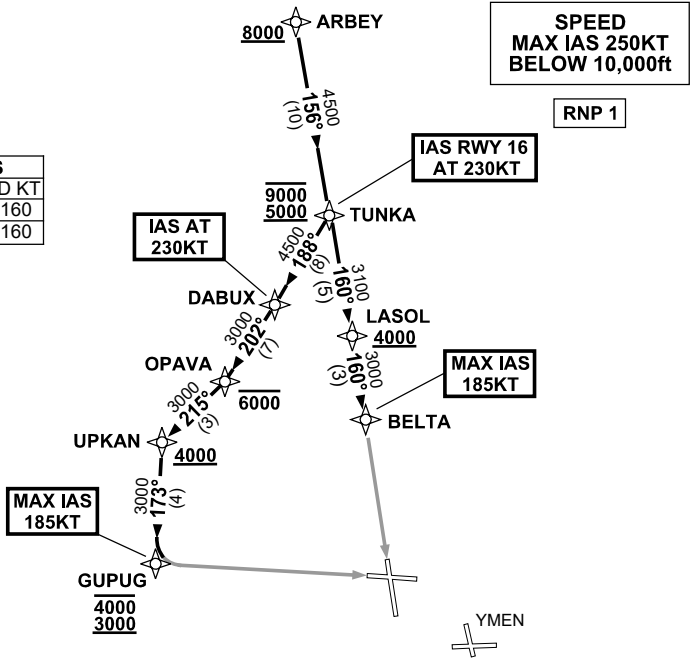
NOT TO SCALE



ATC APCH SPEEDS	
NM FM TD	SPEED KT
RWY 09 GUPUG	185 -160
RWY 16 BELTA	185 -160



10 NM MSA 3700



ARRIVAL: ARBEY EIGHT 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

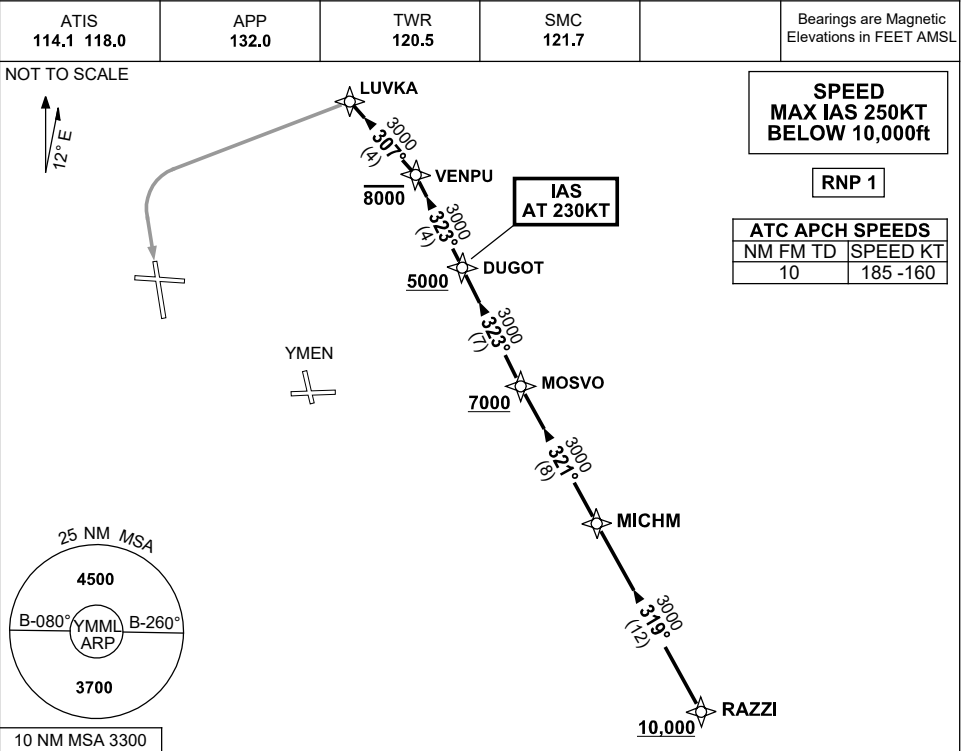
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: VALIDITY INDICATOR.

MMLSR11-183

STANDARD INSTRUMENT ARRIVAL (STAR)
RAZZI ONE MIKE ARRIVAL (RNAV)
MELBOURNE, VIC (YMML)

12 JUN 2025



ARRIVAL: RAZZI ONE MIKE

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

RWY 16:

- From RAZZI track 319° to MICHM
- Turn RIGHT, track 321° to MOSVO
Cross MOSVO 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

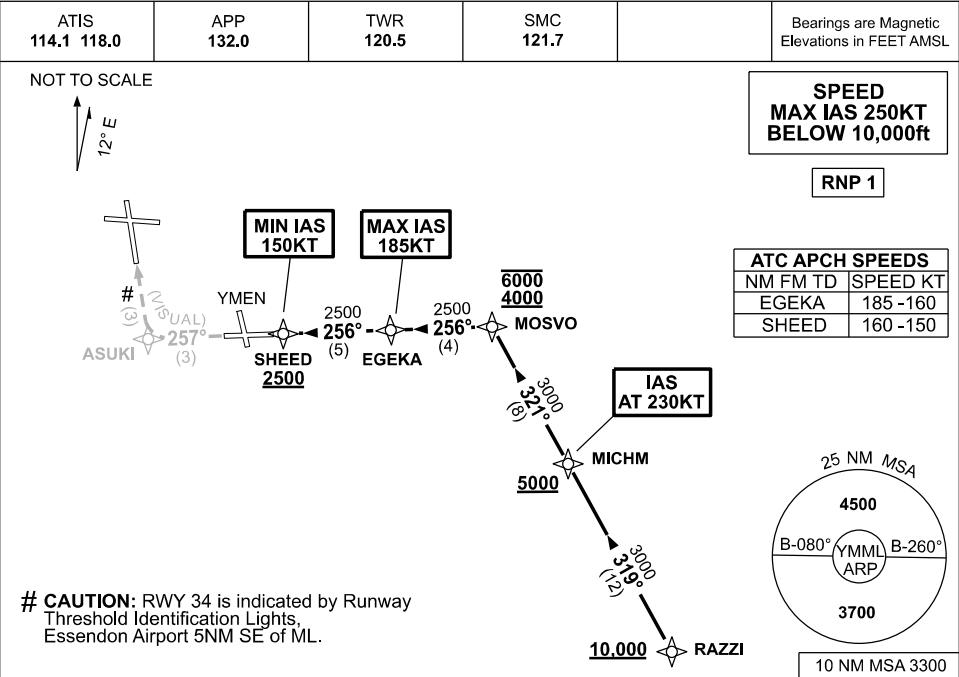
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSa EMERG Section 1.5.

Changes: WPT NAMES, PROC IDENT.

MMLSR13-183

STANDARD INSTRUMENT ARRIVAL (STAR)
RAZZI ONE VICTOR ARRIVAL (RNAV)
MELBOURNE, VIC (YMML)

04 SEP 2025



ARRIVAL: RAZZI ONE VICTOR

RWY 34:

- Cross** RAZZI AT or ABV 10,000ft
- From RAZZI, track 319° to MICHM
- Cross** MICHM AT or ABV 5000ft
- IAS AT** 230KT from MICHM
- Track 321° to MOSVO
- Cross** MOSVO 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 257° **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: MAGNETIC BEARINGS.

MMLSR19-184

STANDARD INSTRUMENT ARRIVAL (STAR) ALAXO ONE PAPA ARRIVAL (RNAV) MELBOURNE, VIC (YMML)

12 JUN 2025

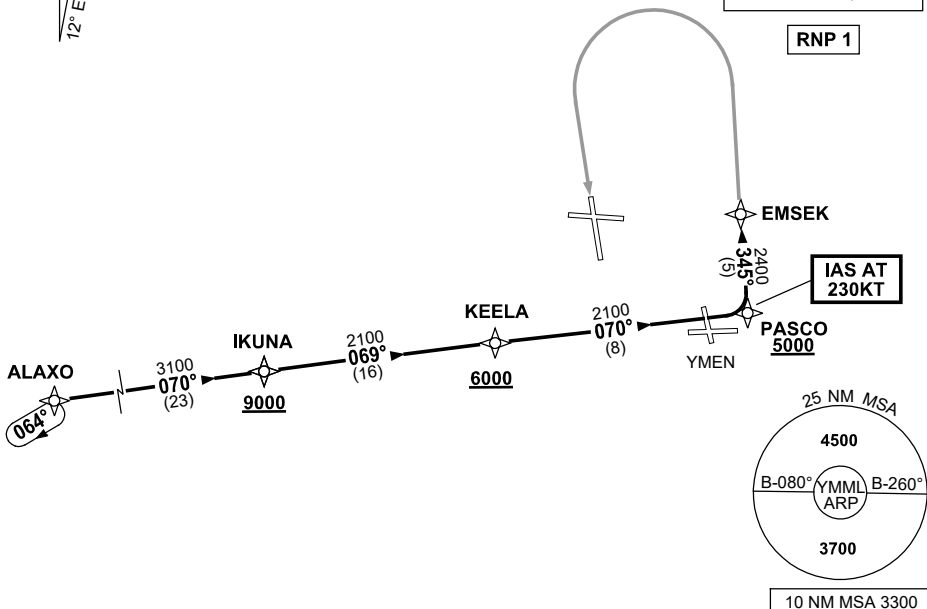
ATIS 114.1 118.0	APP 129.4 132.0	TWR 120.5	SMC 121.7		Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



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

RNP 1



ARRIVAL: ALAXO ONE PAPA

RWY 16 :

- From ALAXO, track 070° to IKUNA
Cross IKUNA AT or ABV 9000ft
- From IKUNA 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 ERS A EMERG Section 1.5.

Changes: WPT NAMES, PROC IDENT.

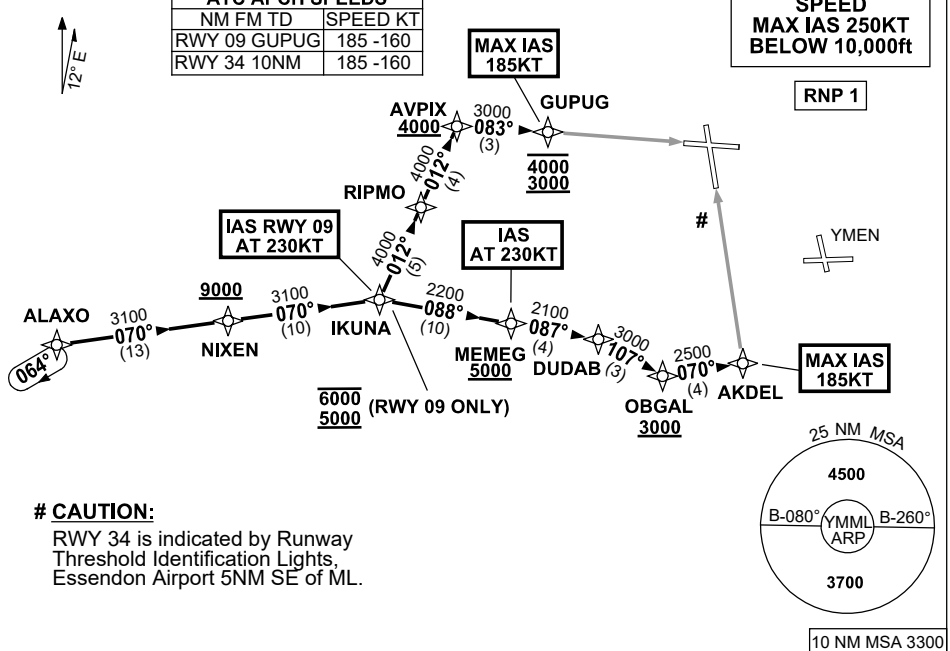
MMLSR21-183

STANDARD INSTRUMENT ARRIVAL (STAR) ALAXO ONE ALPHA ARRIVAL (RNAV) RWY 09/34 MELBOURNE, VIC (YMML)

12 JUN 2025

ATIS 114.1 118.0	APP 129.4 132.0	TWR 120.5	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



ARRIVAL: ALAXO ONE ALPHA

RWY 09:

- From ALAXO, track 070° to NIXEN
Cross NIXEN AT or ABV 9000ft
- Track 070° to IKUNA
Cross IKUNA BTN 5000ft and 6000ft
IAS AT 230KT from IKUNA
- From IKUNA, 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 ALAXO, track 070° to NIXEN
Cross NIXEN AT or ABV 9000ft
- Track 070° to IKUNA
- Turn RIGHT, track 088° to MEMEG
Cross MEMEG AT or ABV 5000ft
IAS AT 230KT from MEMEG
- Track 087° to DUDAB
- 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: WPT NAMES, PROC IDENT.

MMLSR22-183

STANDARD INSTRUMENT ARRIVAL (STAR) BOYSE NINE ALPHA ARRIVAL (NON-JET)(RNAV) RWY 16/27 MELBOURNE, VIC (YMML)

12 JUN 2025

ATIS 114.1 118.0	APP 132.0	TWR 120.5	SMC 121.7		Bearings are Magnetic Elevations in FEET AMSL
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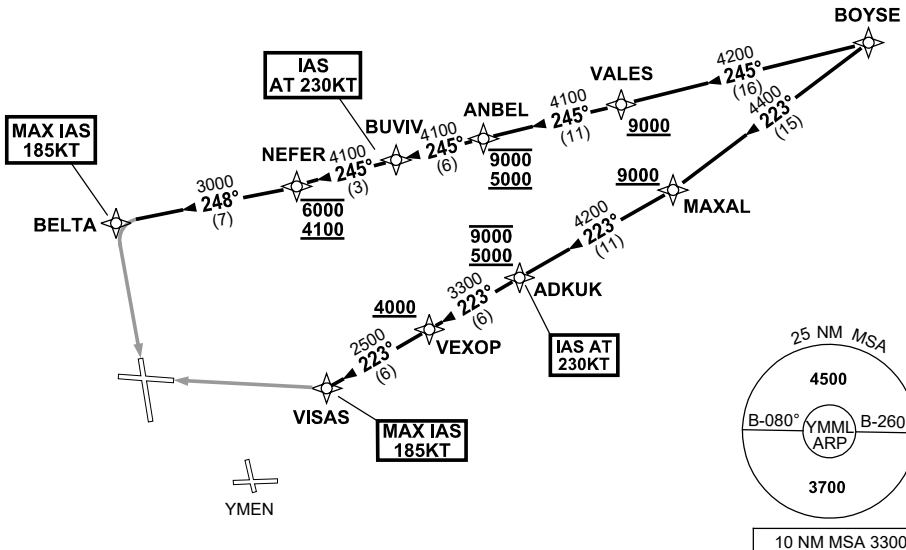
NOT TO SCALE



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



ARRIVAL: BOYSE NINE 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 245° to BUVIV
IAS AT 230KT from BUVIV
- Track 245° to NEFER
Cross NEFER BTN 4100ft and 6000ft
- Turn RIGHT, 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 BOYSE, track 223° to MAXAL
Cross MAXAL AT or ABV 9000ft
- Turn RIGHT, track 223° to ADKUK
Cross ADKUK BTN 5000ft and 9000ft
IAS AT 230KT from ADKUK
- Track 223° to VEXOP
Cross VEXOP AT or ABV 4000ft
- Track 223° 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 ERSB EMERG Section 1.5.

Changes: WPT NAMES, VALIDITY INDICATOR.

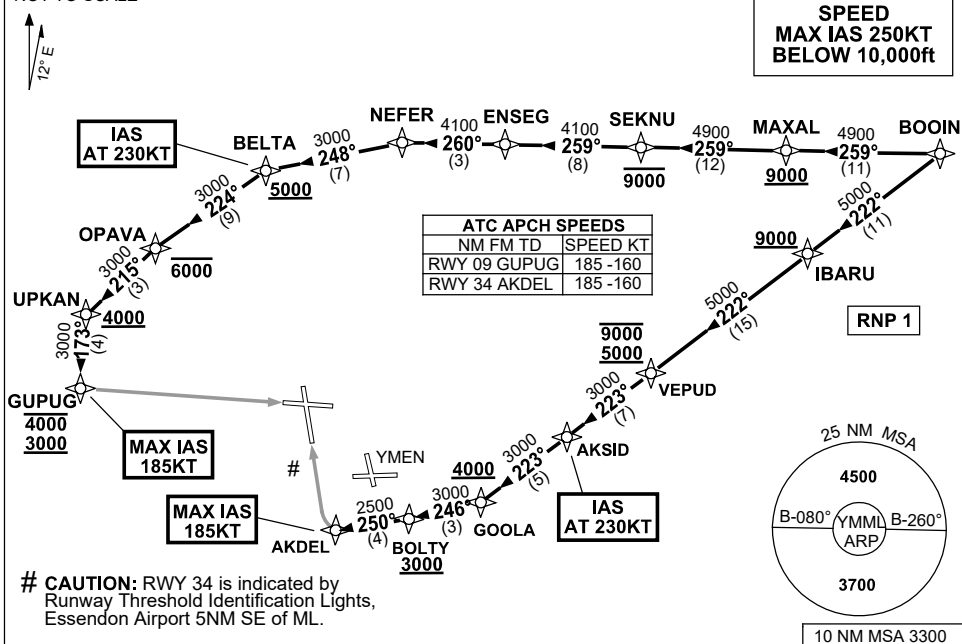
MMLSR24-183

STANDARD INSTRUMENT ARRIVAL (STAR) BOOIN ONE ALPHA ARRIVAL (RNAV) RWY 09/34 MELBOURNE, VIC (YMML)

12 JUN 2025

ATIS 114.1 118.0	APP 132.0	TWR 120.5	SMC 121.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



ARRIVAL: BOOIN ONE ALPHA

RWY 09:

- From BOOIN, track 259° to MAXAL
Cross MAXAL AT or ABV 9000ft
- Track 259° to SEKNU
Cross SEKNU 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 BOOIN, 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.

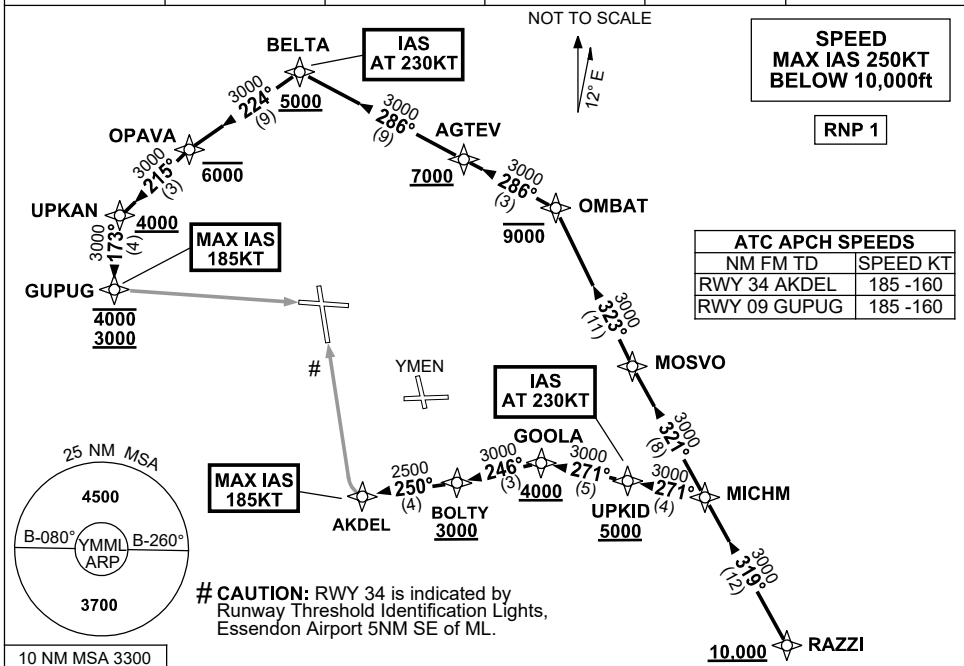
Changes: WPT NAMES, PROC IDENT.

MMLSR25-183

STANDARD INSTRUMENT ARRIVAL (STAR) RAZZI ONE ALPHA ARRIVAL (RNAV) RWY 09/34 MELBOURNE, VIC (YMML)

12 JUN 2025

ATIS 114.1 118.0	APP 132.0	TWR 120.5	SMC 121.7	Bearings are Magnetic. Elevations in FEET AMSL
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ARRIVAL: RAZZI ONE ALPHA

RWY 09:

- **Cross** RAZZI AT or ABV 10,000ft
- From RAZZI, track 319° to MICHM
- Turn RIGHT, track 321° to MOSVO
- Turn RIGHT, track 323° to OMBAT
- **Cross** OMBAT 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** RAZZI AT or ABV 10,000ft
- From RAZZI, 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: WPT NAMES, PROC IDENT.

MMLSR26-183

STANDARD INSTRUMENT ARRIVAL (STAR) BOOIN ONE ALPHA ARRIVAL (RNAV) RWY 16/27 MELBOURNE, VIC (YMML)

12 JUN 2025

ATIS 114.1 118.0	APP 132.0	TWR 120.5	SMC 121.7		Bearings are Magnetic Elevations in FEET AMSL
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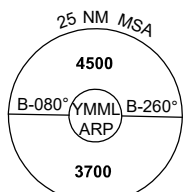
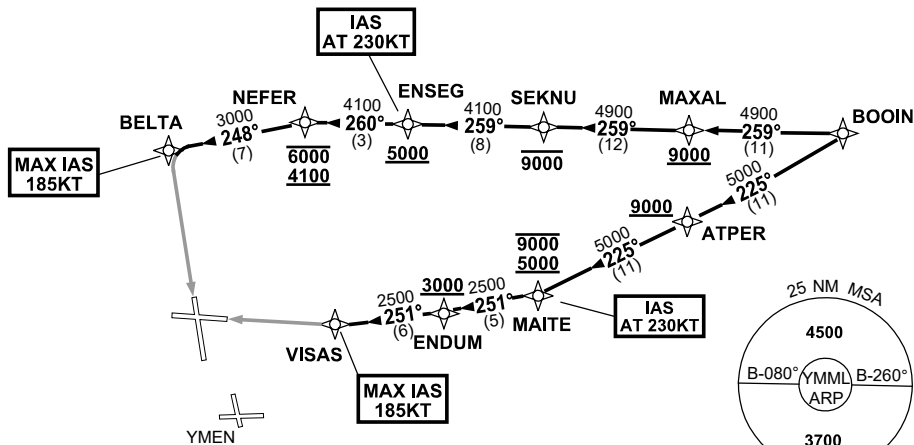
NOT TO SCALE



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: BOOIN ONE ALPHA

RWY 16:

- From BOOIN, track 259° to MAXAL
Cross MAXAL AT or ABV 9000ft
- Track 259° to SEKNU
Cross SEKNU 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 BOOIN, 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

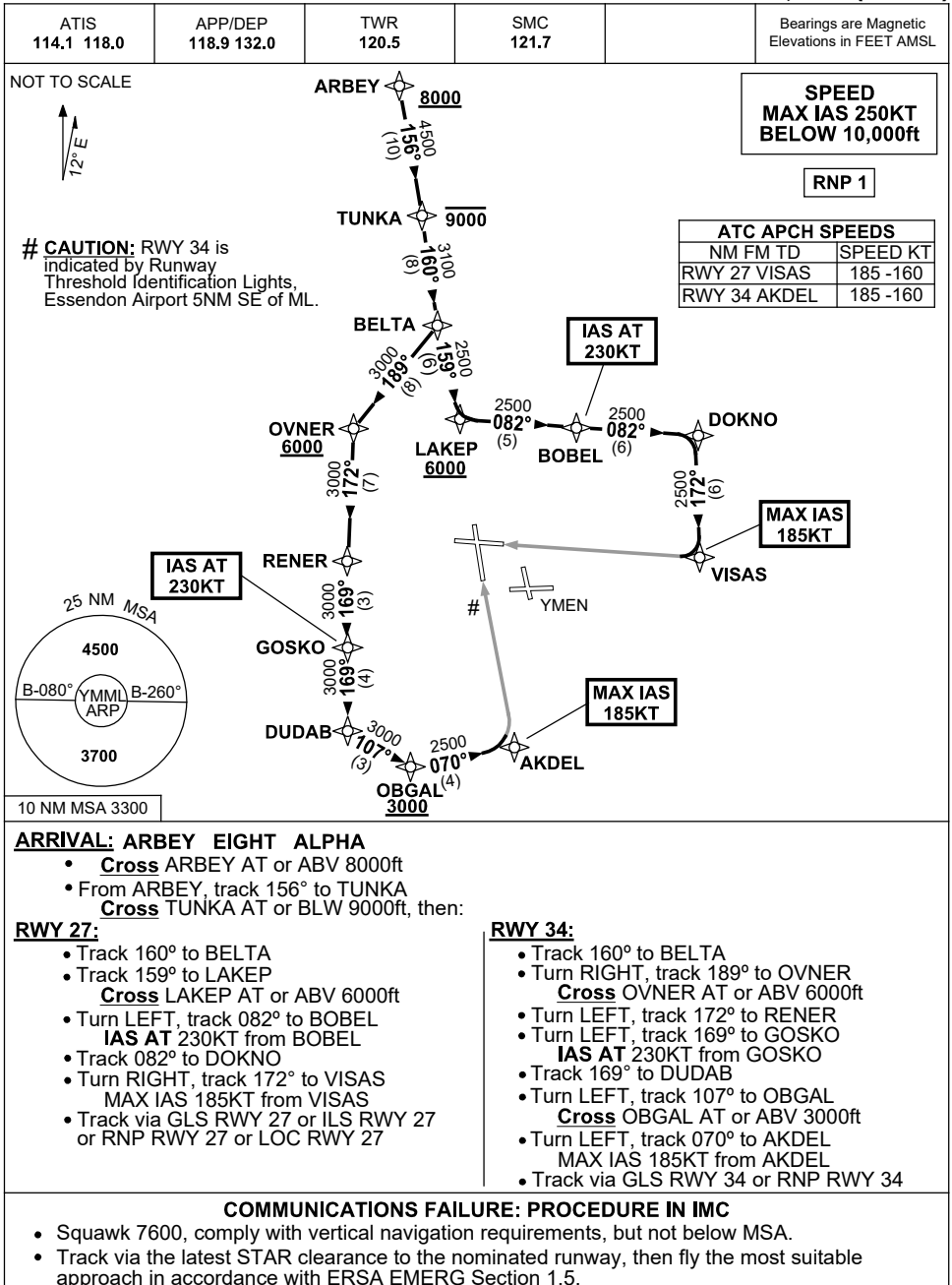
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSa EMERG Section 1.5.

Changes: WPT NAMES, PROC IDENT.

MMLSR27-183

STANDARD INSTRUMENT ARRIVAL (STAR) ARBEY EIGHT ALPHA ARRIVAL (RNAV) RWY 27/34 MELBOURNE, VIC (YMML)

12 JUN 2025



Changes: WPT NAMES, VALIDITY INDICATOR.

MMLSR31-183

12 JUN 2025

NOT TO SCALE



MAX IAS 185KT

6000

4000

SPEED MAX IAS 230KT BELOW 10,000 FT

RNP 1

BELTA

3000

248°

(7)

NEFER

29000

3450

(3)

IAS AT 230KT

KIKEX

29000

3450

(4)

JADEL

8000

6000

MAX IAS 185KT

VISAS

24000

3450

(9)

YMEN

2100

070°

(8)

PASCO

19000

55°

(5)

ROCEL

4000

IAS AT 230KT

NOMID

2100

083°

(4)

KEELA

6000

25 NM

4500

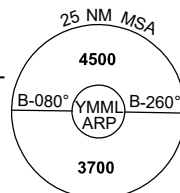
B-080°

YMMI APP

SPEED
MAX IAS 250KT
BELOW 10,000ft

RNP 1

MAX IAS
185KT



10 NM MSA 3300

From ALAXO, track 070° to IKUNA; then:

Cross IKUNA AT or ABV 9000ft

- From IKUNA, 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

Cross IKUNA AT or ABV 9000ft

- From IKUNA, 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

- 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.

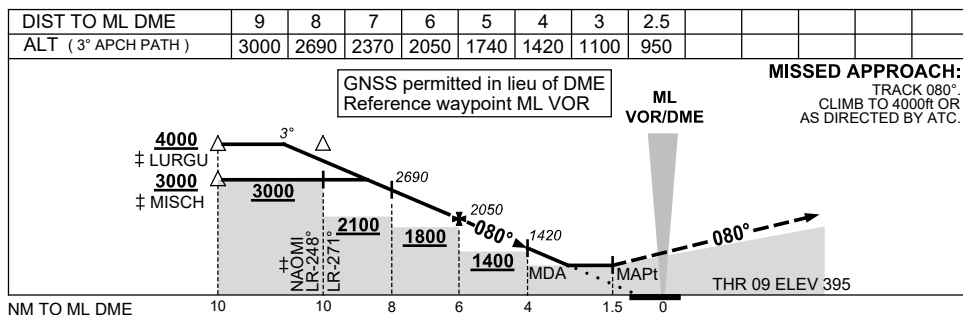
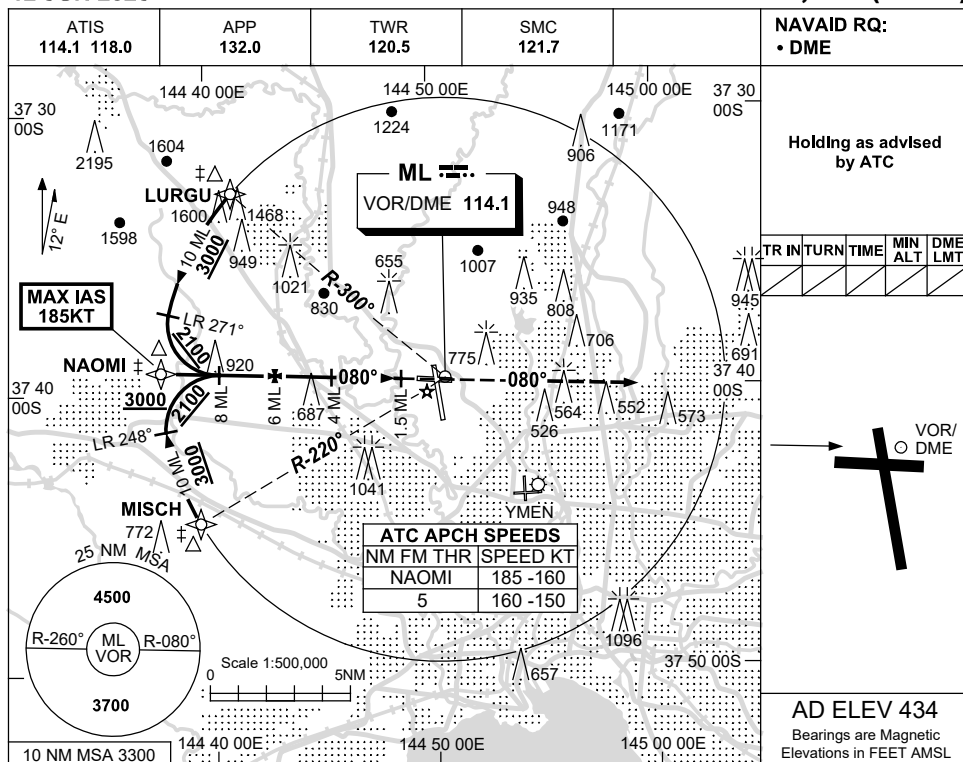
MMLSR35-183

USE QNH

VOR RWY 09

12 JUN 2025

MELBOURNE, VIC (YMML)



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)	

NOTES

- MAX IAS:
NAOMI : 185KT.
- SPECIAL ALT MNM
NOT APPLICABLE.
- ACFT MAY BE
RADAR VECTORED
TO IAF.

Changes: WPT NAME, Editorial.

MMLVO01-183

VOR RWY 27
MELBOURNE, VIC (YMML)

ATIS
114.1 118.0

APP
132.0

TWR
120.5

SMC
121.7

NAVAID RQ:
• DME

Holding at R-086°
10 DME ML

TR IN TURN TIME MIN ALT DME LMT
266° Left 1 3000 15

ATC APCH SPEEDS

NM	FM	THR	SPEED KT
10	185	160	
5	160	150	

AD ELEV 434
Bearings are Magnetic
Elevations in FEET AMSL

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.

△ ML
 VOR/DME

GNSS permitted in lieu of DME
 Reference waypoint ML VOR

3000 CAT A&B 072°
 CAT C&D 062°

2270 2590 3°

266°

2000 2300

THR 27 ELEV 407

MAPt

MDA

LR-074° ML
 LR-097° ML
 R-086° ML

R-050° ML
 R-124° ML

NM TO ML DME

0 1 6 7 10 10

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)

Changes: VAR.

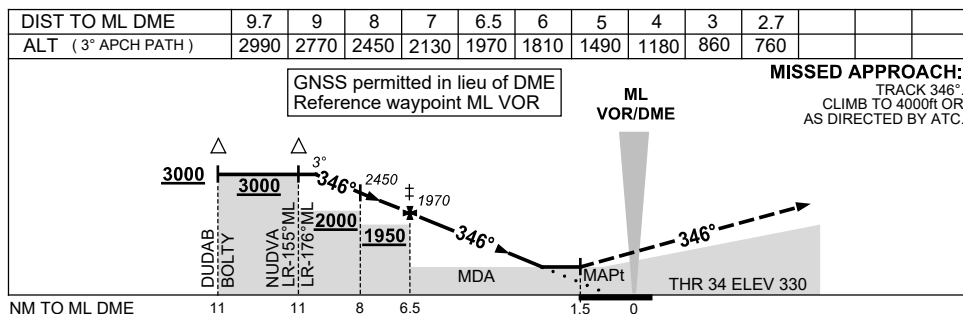
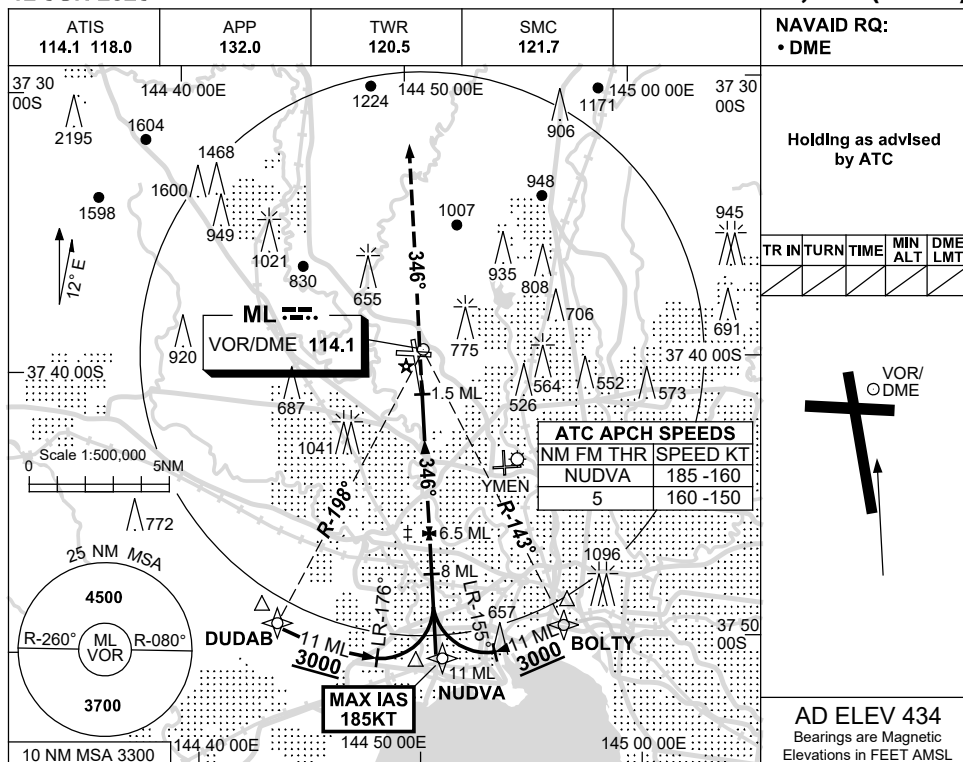
MMLVO02-178

USE QNH

VOR RWY 34

12 JUN 2025

MELBOURNE, VIC (YMML)



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)	

NOTES

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

Changes: WPT NAMES, Editorial.

MMLVO03-183