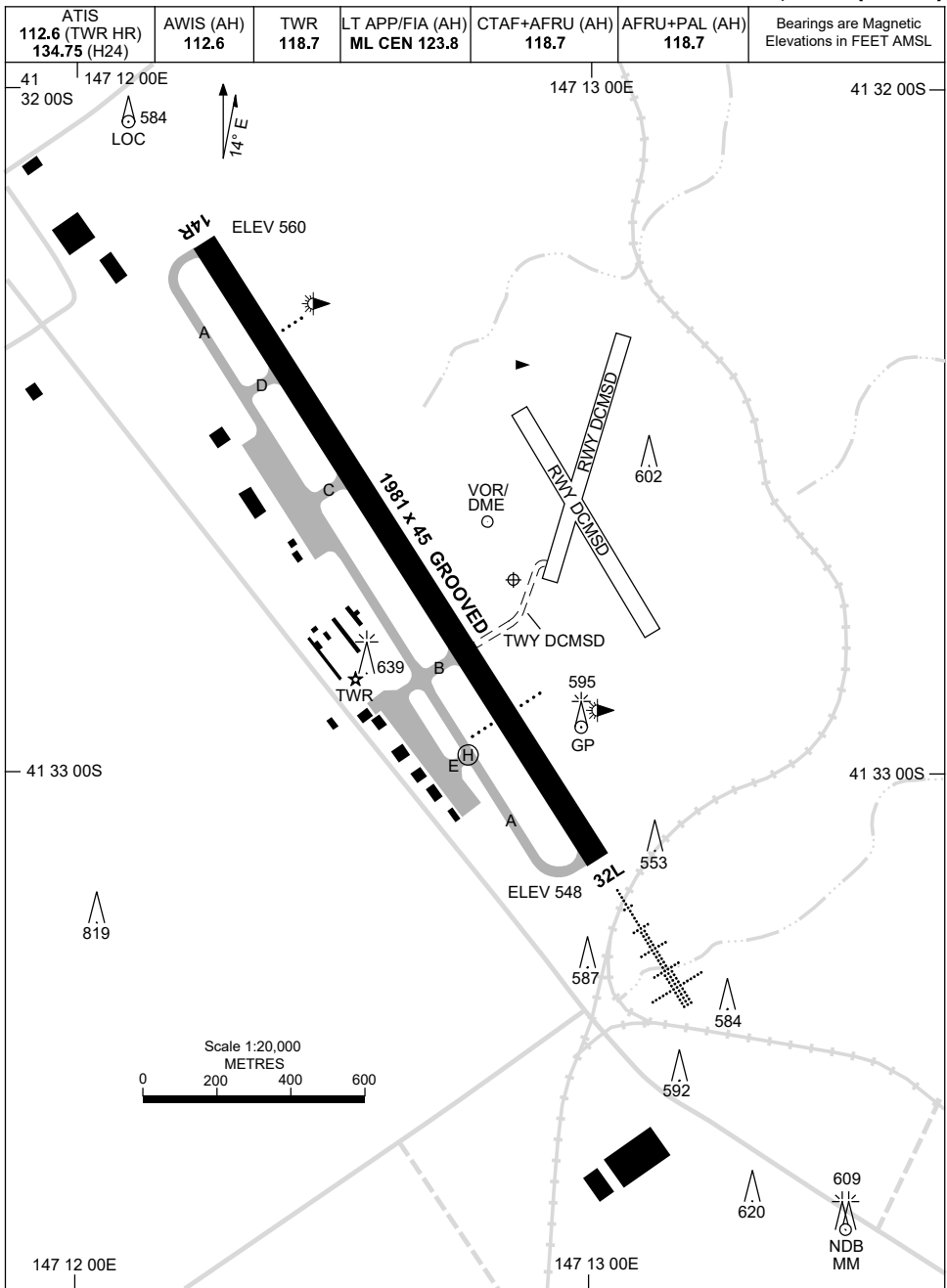




Changes: FROM SUP H37/22.

MLTAD01-173

1 DEC 2022

AD ELEV 562
41 32 43S 147 12 51EAERODROME CHART - Page 2
LAUNCESTON, TAS (YMLT)

ATIS 112.6 (TWR HR) 134.75 (H24)		AWIS (AH) 112.6	TWR 118.7	LT APP/FIA (AH) ML CEN 123.8	CTAF+AFRU (AH) 118.7	AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
RWY	AERODROME LIGHTING						
	ABN : ALTN W/G 8 SEC TAXIWAY : GREEN CENTRELINE RL : AFRU+PAL 118.7 , SDBY (1 SEC DURING LVP , 15 SEC OTHER TIMES)						
14R ¹³³ ³¹³ 32L	PAPI LEFT SIDE 3.0° 53FT MIRL HIRL PAPI BOTH SIDES 3.0° 53FT MIRL HIRL HIAL - CAT I						
NOTES							

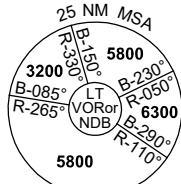
Changes: FROM SUP H37/22.

MLTAD02-173

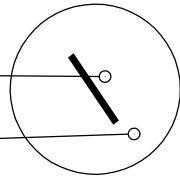
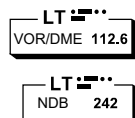
DME or GNSS ARRIVAL PROCEDURES LAUNCESTON, TAS (YMLT) Page 1

1 DEC 2022

ATIS 112.6 (TWR HR) 134.75 (H24)	AWIS (AH) 112.6	TWR 118.7	LT APP/ FIA (AH) ML CEN 123.8	CTAF+AFRU (AH) 118.7	AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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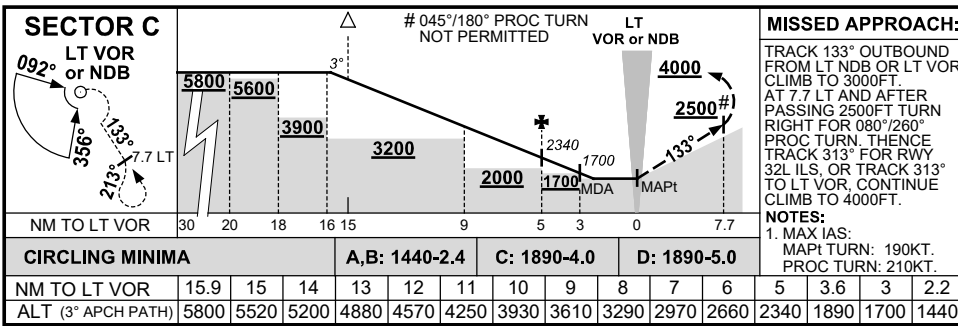
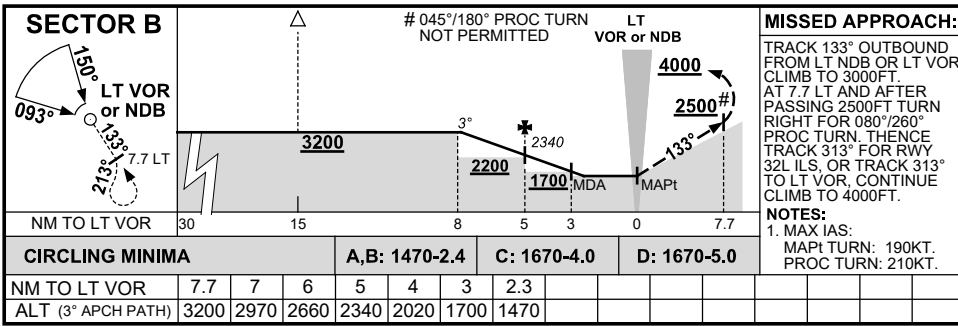
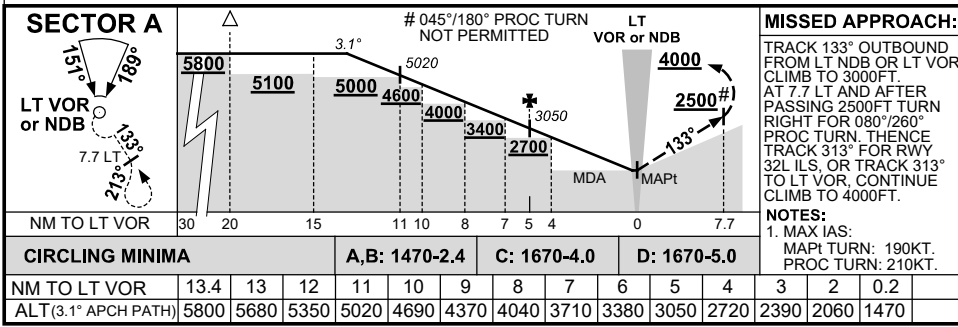


DME USING LT DME REFERENCE WAYPOINT LT VOR



10 NM MSA 5800

AD ELEV 562



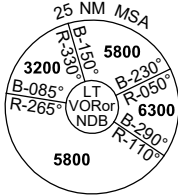
Changes: FROM SUP H37/22.

MLTDG01-173

DME or GNSS ARRIVAL PROCEDURES LAUNCESTON, TAS (YMLT) Page 2

1 DEC 2022

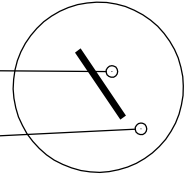
ATIS 112.6 (TWR HR) 134.75 (H24)	AWIS (AH) 112.6	TWR 118.7	LT APP/FIA (AH) ML CEN 123.8	CTAF+AFRU (AH) 118.7	AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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DME USING LT DME REFERENCE WAYPOINT LT VOR

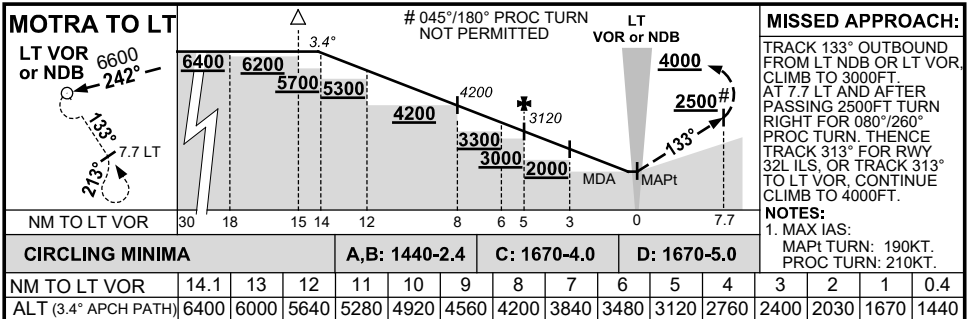
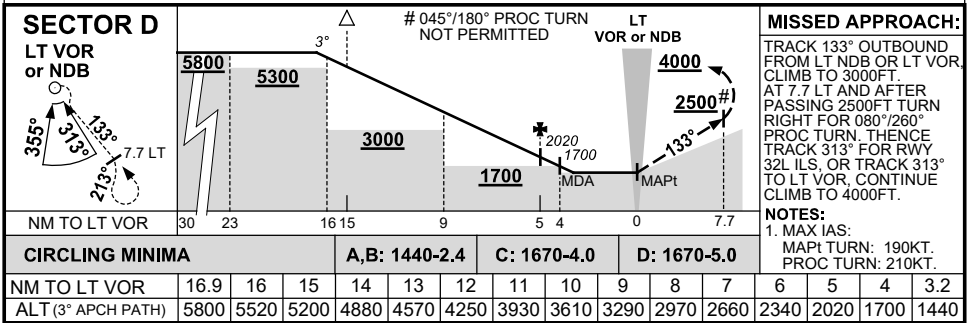
LT VOR/DME 112.6

LT NDB 242



10 NM MSA 5800

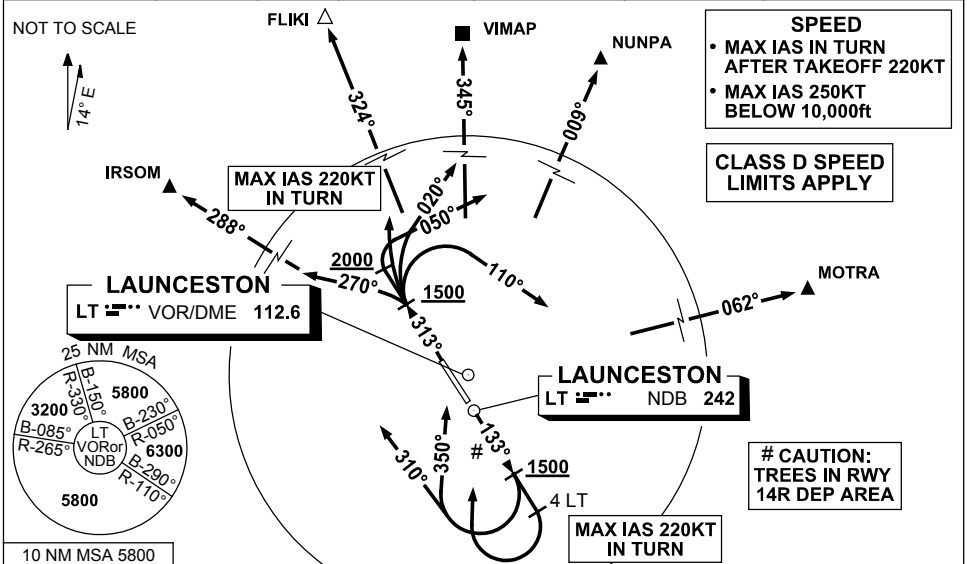
AD ELEV 562



**STANDARD INSTRUMENT DEPARTURES (SID)
RWY 14R/32L NORTH ALPHA
LAUNCESTON TAS (YMLT)**

28 NOV 2024

ATIS 112.6 (TWR HR) 134.75 (H24)	AWIS (AH) 112.6	TWR 118.7	LT APP/FIA (AH) ML CEN 123.8	CTAF+AFRU (AH) 118.7	AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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IRSOM TWO ALPHA DEPARTURE
NUNPA TWO ALPHA DEPARTURE
VIMAP ONE ALPHA DEPARTURE

MOTRA TWO ALPHA DEPARTURE
FLIKI ONE ALPHA DEPARTURE

RWY 14R

- GRAD 4.6% to 6300ft, then 3.3%
 - Track 133°
- (MAX IAS 220KT IN TURN)**

FOR IRSOM

- AT or ABV 1500ft turn RIGHT track 310°
- Intercept route as cleared

FOR FLIKI

- AT or ABV 1500ft turn RIGHT track 350°
- Intercept route as cleared by 5 DME North of LT

FOR NUNPA, MOTRA and VIMAP

- At 4 DME LT turn RIGHT track DCT to LT VOR or LT NDB
- After passing LT VOR or NDB intercept route as cleared

RWY 32L

- Track 313°
- (MAX IAS 220KT IN TURN)**

FOR IRSOM

- GRAD 3.3%
- AT or ABV 1500ft turn LEFT track 270°
- Intercept route as cleared

FOR FLIKI

- GRAD 3.6% to 1500ft then 3.3%
- AT or ABV 1500ft turn RIGHT
- Intercept route as cleared

FOR VIMAP

- GRAD 4.3% to 3500ft then 3.3%
- AT or ABV 1500ft turn RIGHT track 020°
- Intercept route as cleared

FOR NUNPA

- GRAD 4.6% to 5000ft then 3.3%
- AT or ABV 2000ft turn RIGHT track 050°
- Intercept route as cleared

FOR MOTRA

- GRAD 4.3% to 5600ft then 3.3%
- AT or ABV 1500ft turn RIGHT track 110°
- Intercept route as cleared

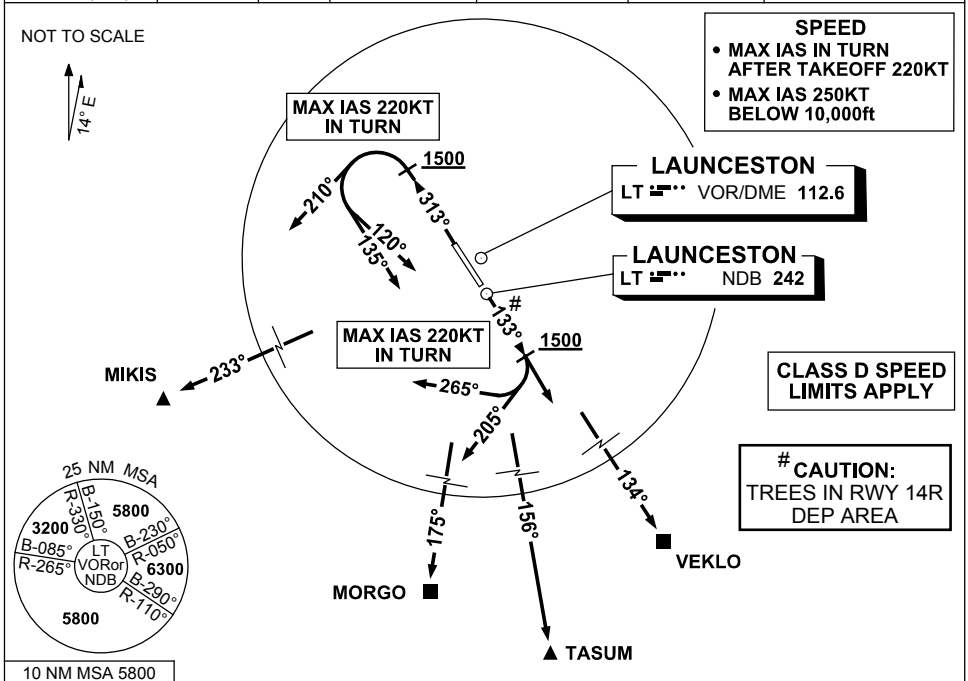
Changes: FLIKI ONE ALPHA SID.

MLTDP01-181

STANDARD INSTRUMENT DEPARTURES (SID) RWY 14R/32L SOUTH LAUNCESTON TAS (YMLT)

30 NOV 2023

ATIS 112.6 (TWR HR) 134.75 (H24)	AWIS (AH) 112.6	TWR 118.7	LT APP/FIA (AH) ML CEN 123.8	CTAF+AFRU (AH) 118.7	AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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MIKIS MORG TASUM VEKLO	ONE TWO ALPHA TWO ONE	DEPARTURE DEPARTURE DEPARTURE DEPARTURE
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RWY 14R

- GRAD 4.6% to 6300ft, then 3.3%
- Track 133°
- AT OR ABV 1500ft
(MAX IAS 220KT IN TURN)

FOR MIKIS

- Turn RIGHT
- Track 265°
- Intercept route as cleared

FOR MORG and TASUM

- Turn RIGHT
- Track 205°
- Intercept route as cleared

FOR VEKLO

- Intercept route as cleared

RWY 32L

- Track 313°
- AT OR ABV 1500ft turn LEFT
(MAX IAS 220KT IN TURN)

FOR MIKIS

- GRAD 4.3% to 2700ft then 3.3%
- Track 210°
- Intercept route as cleared

FOR MORG and TASUM

- GRAD 4.3% to 1500ft then 3.3%
- Track 135°
- Intercept route as cleared

FOR VEKLO

- GRAD 3.3%
- Track 120°
- Intercept route as cleared

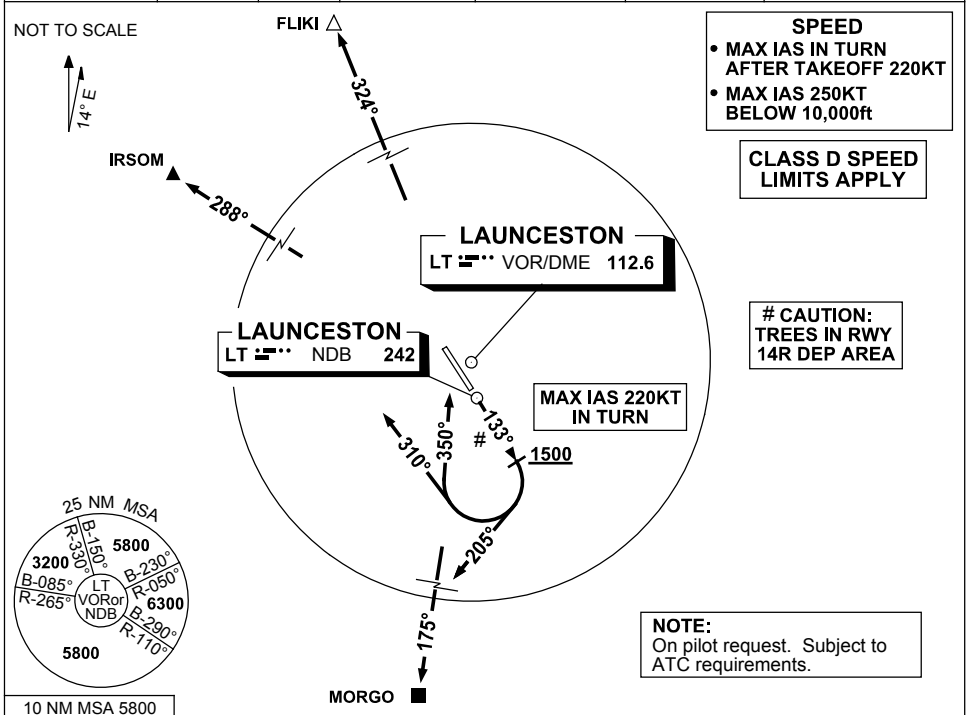
Changes: MIKIS REPLACES IRONS, VEKLO REPLACES KAREN, PROC NAME, FROM SUP H40/23.

MLTDP02-177

STANDARD INSTRUMENT DEPARTURES (SID) RWY 14R CHARLIE (NON-JET) LAUNCESTON TAS (YMLT)

28 NOV 2024

ATIS 112.6 (TWR HR) 134.75 (H24)	AWIS (AH) 112.6	TWR 118.7	LT APP/FIA (AH) ML CEN 123.8	CTAF+AFRU (AH) 118.7	AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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IRSOM TWO CHARLIE DEPARTURE **MORGU TWO CHARLIE DEPARTURE**
FLIKI ONE CHARLIE DEPARTURE

RWY 14R

- Track 133°
(MAX IAS 220KT IN TURN)

FOR IRSOM

- GRAD 3.3%
- AT or ABV 1500ft turn RIGHT track 310°
- Intercept route as cleared

FOR FLIKI

- GRAD 3.3%
- AT or ABV 1500ft turn RIGHT track 350°
- Intercept route as cleared by 5 DME North of LT

FOR MORGU

- GRAD 4% TO 2100ft then 3.3%
- AT or ABV 1500ft turn RIGHT track 205°
- Track 205°
- Intercept route as cleared

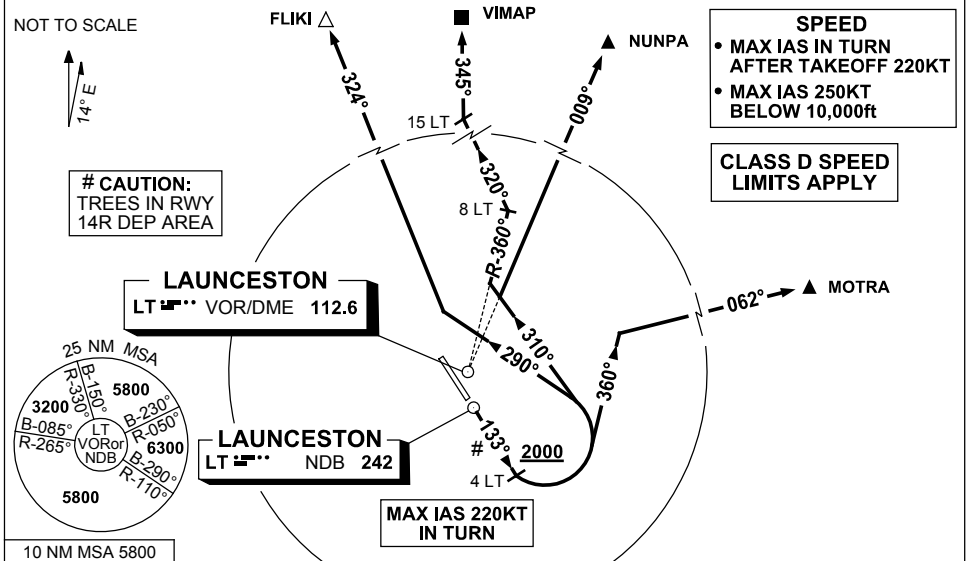
Changes: FLIKI ONE CHARLIE SID.

MLTDP03-181

**STANDARD INSTRUMENT DEPARTURES (SID)
RWY 14R NORTH BRAVO
LAUNCESTON TAS (YMLT)**

28 NOV 2024

ATIS 112.6 (TWR HR) 134.75 (H24)	AWIS (AH) 112.6	TWR 118.7	LT APP/FIA (AH) ML CEN 123.8	CTAF+AFRU (AH) 118.7	AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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NUNPA	TWO	BRAVO	DEPARTURE
VIMAP	ONE	BRAVO	DEPARTURE
MOTRA	TWO	BRAVO	DEPARTURE
FLIKI	ONE	BRAVO	DEPARTURE

RWY 14R

- GRAD 4.6% to 6300ft then 3.3%
 - Track 133°
- (MAX IAS 220KT IN TURN)**

FOR MOTRA

- AT or ABV 2000ft, but not before 4 DME LT, turn LEFT, track 360°
- Intercept route as cleared

FOR NUNPA

- AT or ABV 2000ft, but not before 4 DME LT, turn LEFT, track 310°
- Intercept route as cleared

FOR VIMAP

- AT or ABV 2000ft, but not before 4 DME LT, turn LEFT, track 310°
- Intercept LT R-360°
- AT 8 DME LT, turn LEFT, track 320°
- Intercept route as cleared by 15 DME LT

FOR FLIKI

- AT or ABV 2000ft, but not before 4 DME LT, turn LEFT, track 290°
- Intercept route as cleared

Changes: FLIKI ONE BRAVO SID.

MLTDP05-181

STANDARD INSTRUMENT DEPARTURES (SID)
LAUNCESTON ONE DEPARTURE (RADAR) RWY 14R
LAUNCESTON, TAS (YMLT)

30 NOV 2023

ATIS 112.6 (TWR HR) 134.75 (H24)	AWIS (AH) 112.6	TWR 118.7	LT APP/FIA (AH) ML CEN 123.8	CTAF+AFRU (AH) 118.7	AFRU+PAL (AH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



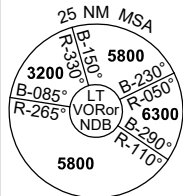
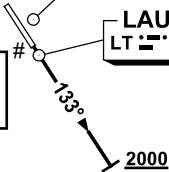
SPEED
• MAX IAS 250KT
BELOW 10,000ft

**CLASS D SPEED
LIMITS APPLY**

LAUNCESTON
LT VOR/DME 112.6

LAUNCESTON
LT NDB 242

CAUTION:
1. TREES IN RWY 14R
DEP AREA.



10 NM MSA 5800

LAUNCESTON ONE DEPARTURE (RADAR)

RWY 14R

- GRAD 4.6% to 6300ft, then 3.3%
- Track 133°
- AT or ABV 2000ft turn to assigned heading or track

COMMUNICATIONS FAILURE PROCEDURE

- On recognition of communications 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: FROM SUP H40/23.

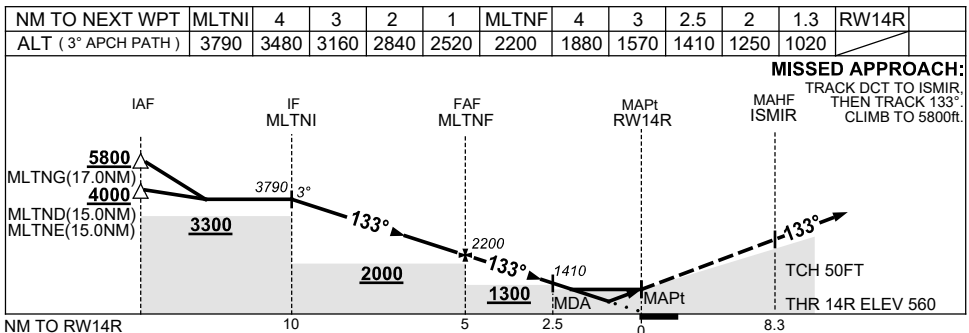
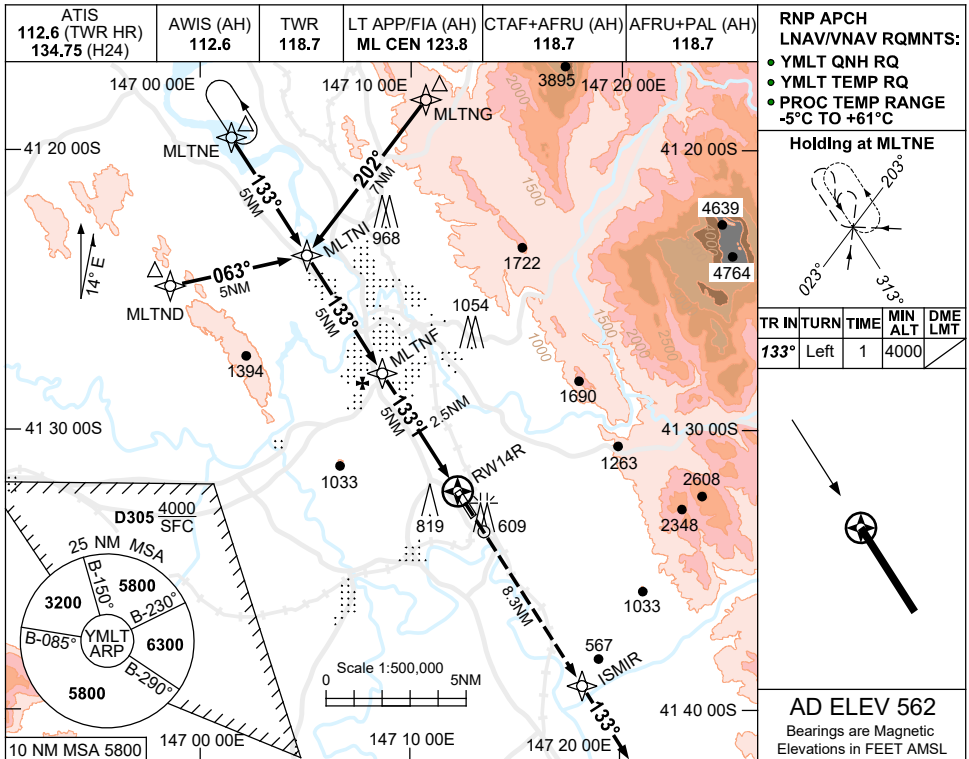
MLTDP09-177

USE QNH

RNP Z RWY 14R

LAUNCESTON, TAS (YMLT)

13 JUN 2024



NOTES

CATEGORY	A	B	C	D
LNAV/VNAV	1020 (460-2.6)			
LNAV	1250 (688-3.9)			
CIRCLING	1440 (878-2.4)		1670 (1108-4.0)	1670 (1108-5.0)
ALTERNATE	(1378-4.4)		(1608-6.0)	(1608-7.0)

- MAX IAS:
INITIAL : 210KT.
HOLDING: 210KT.
- COLOUR: SEE
SPEC NOTICES.

Changes: CHART TITLE, Editorial.

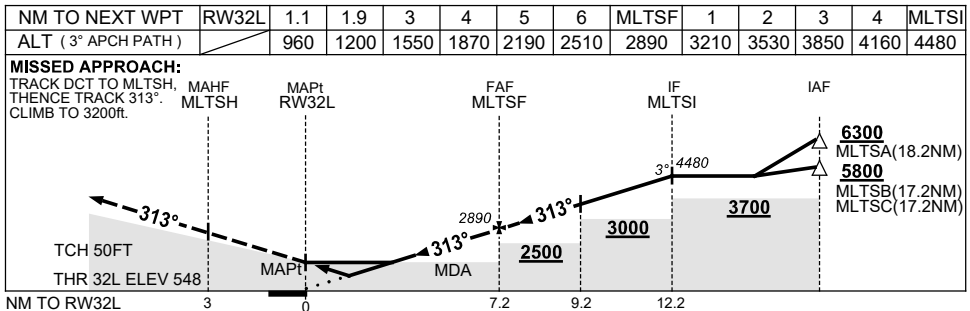
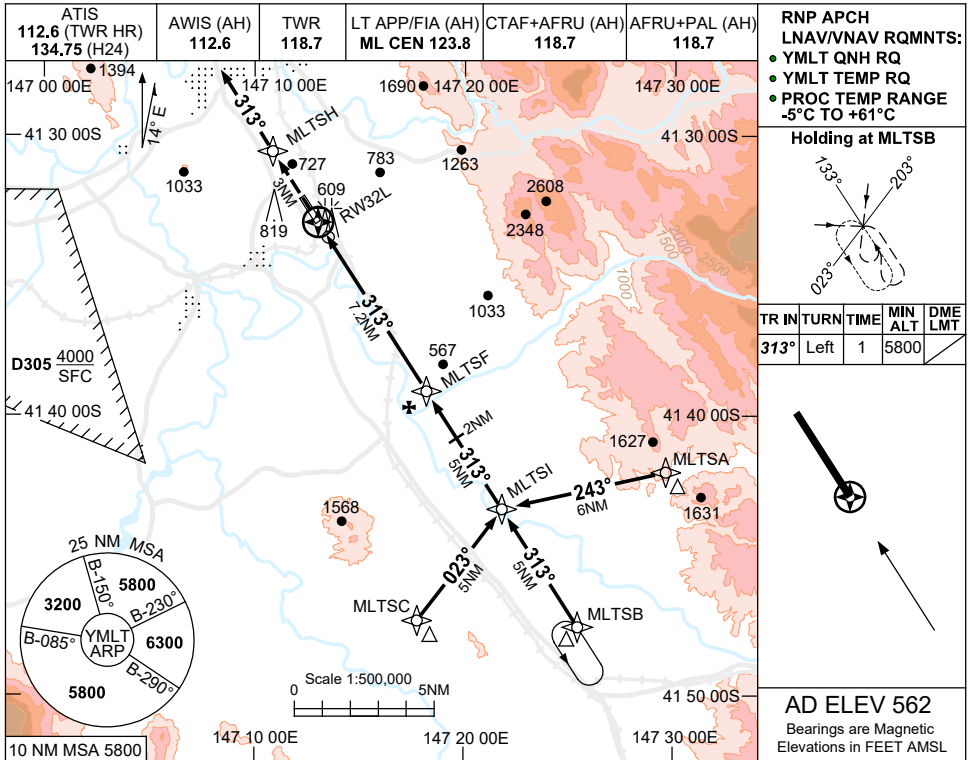
MLTGN01-179

USE QNH

RNP Z RWY 32L

LAUNCESTON, TAS (YMLT)

13 JUN 2024



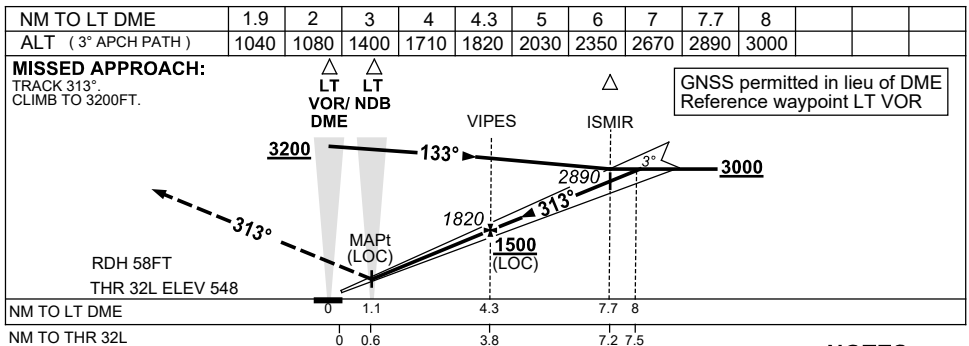
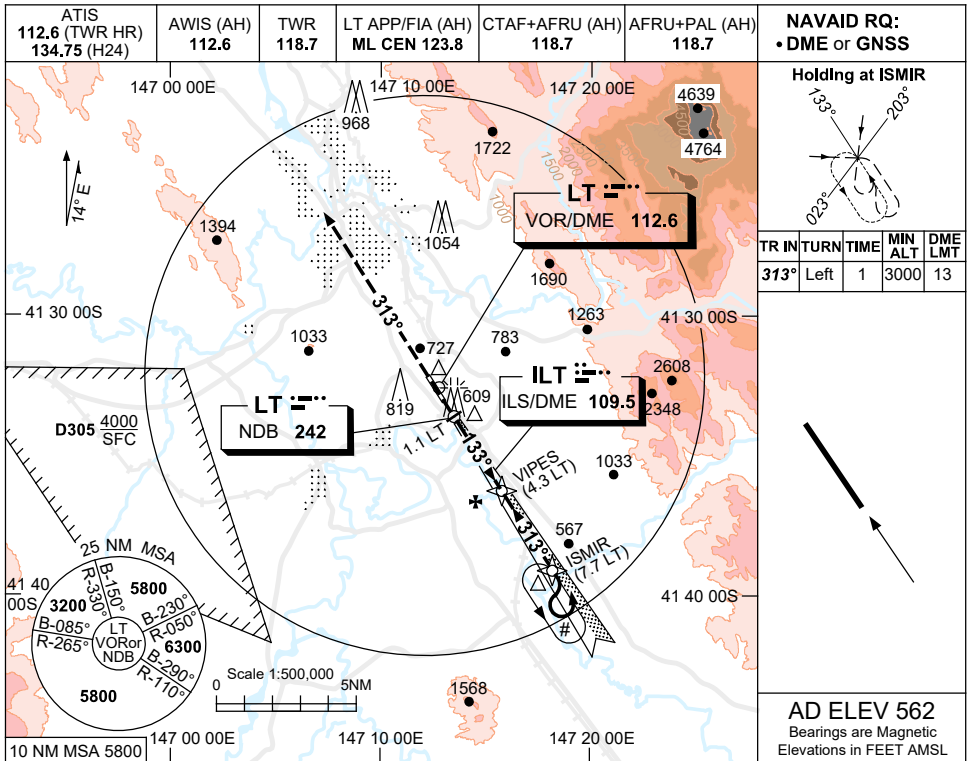
NOTES

- MAX IAS:
INITIAL : 210KT.
HOLDING: 210KT.
- HOLDING NOT CONTAINED IN CTA.
- COLOUR: SEE SPEC NOTICES.

Changes: CHART TITLE, Editorial.

MLTGN02-179

USE QNH

ILS-Y or LOC-Y RWY 32L
LAUNCESTON, TAS (YMLT)**1 DEC 2022****NOTES**

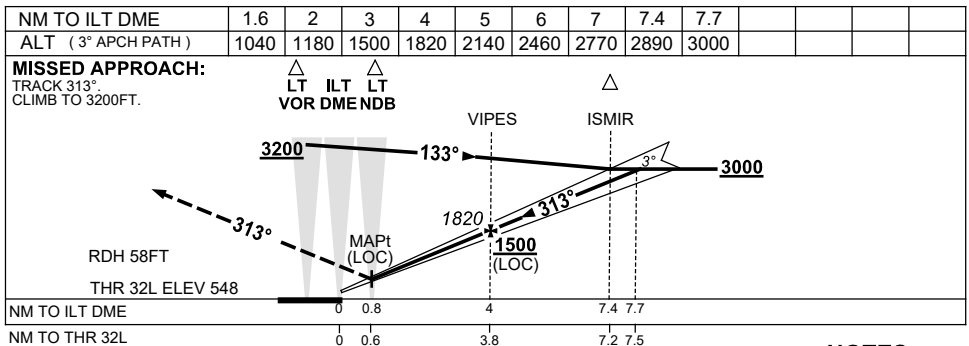
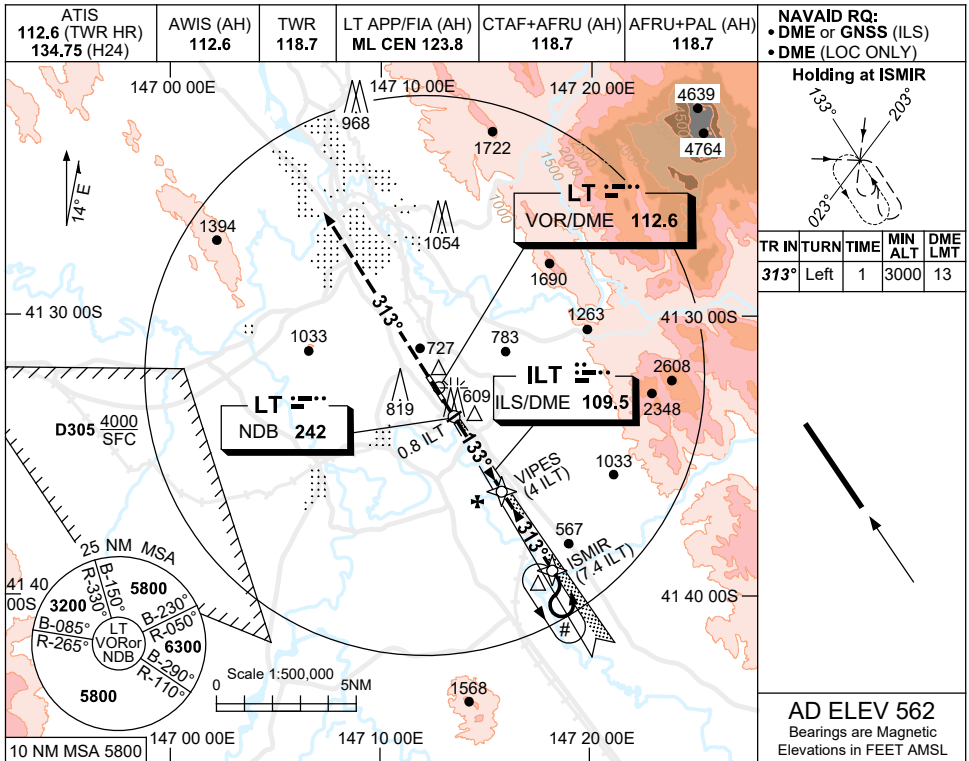
- *1. SPECIAL ALTN MNM 1000/5.0KM.
2. HOLDING PATTERN NOT CONTAINED WITHIN CTA.
3. COLOUR: SEE SPEC NOTICES.
- #4. 45°/180° PROC TURN NOT PERMITTED.

Changes: FROM SUP H37/22.

MLTII01-173

USE QNH

ILS-Z or LOC-Z RWY 32L

LAUNCESTON, TAS (YMLT)**1 DEC 2022****NOTES**

- *1. SPECIAL ALTN MNM 1000/5.0KM.
2. HOLDING PATTERN NOT CONTAINED WITHIN CTA.
3. COLOUR: SEE SPEC NOTICES.
- #4. 45°/180° PROC TURN NOT PERMITTED.

CATEGORY	A	B	C	D
S-I ILS	850 (302) 0.8			
S-I LOC	1040 (492-1.8)			
CIRCLING	1440 (878-2.4)	1670 (1108-4.0)	1670 (1108-5.0)	
ALTERNATE*	(1378-4.4)	(1608-6.0)	(1608-7.0)	

Changes: FROM SUP H37/22.

MLTII02-173

NOISE ABATEMENT PROCEDURES**LAUNCESTON****1. PREFERRED RUNWAY****1.1 TAKE-OFF.**

Preferred runway for departure is RWY 14R.

Least preferred for departure is RWY 32L.- Jet Noise Abatement climb procedures apply.

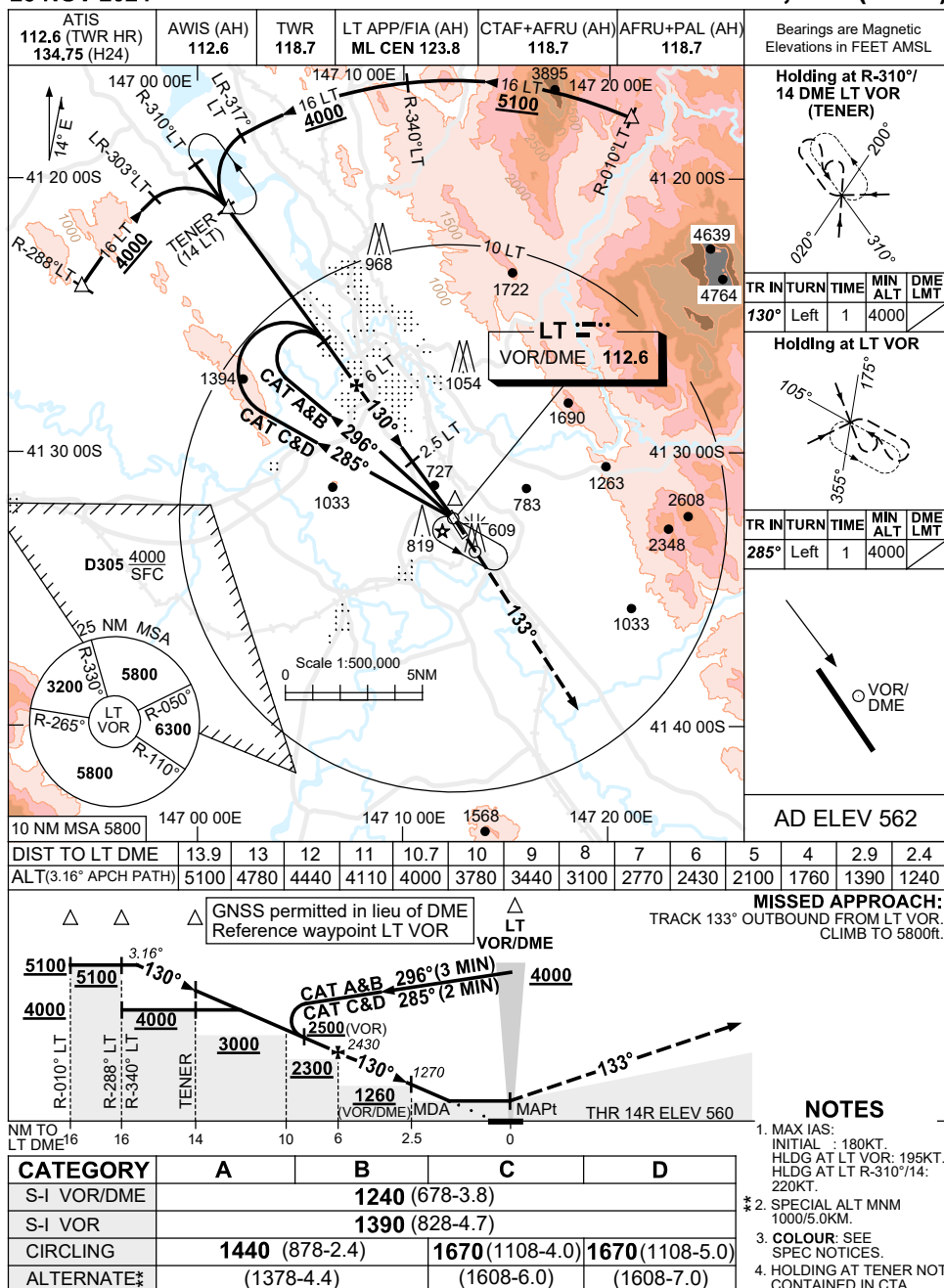
2. TRAINING FLIGHTS**2.1** When conducting circuit training, aircraft will avoid overflying the township of Evandale.

USE QNH

VOR RWY 14R

28 NOV 2024

LAUNCESTON, TAS (YMLT)



Changes: Editorial.

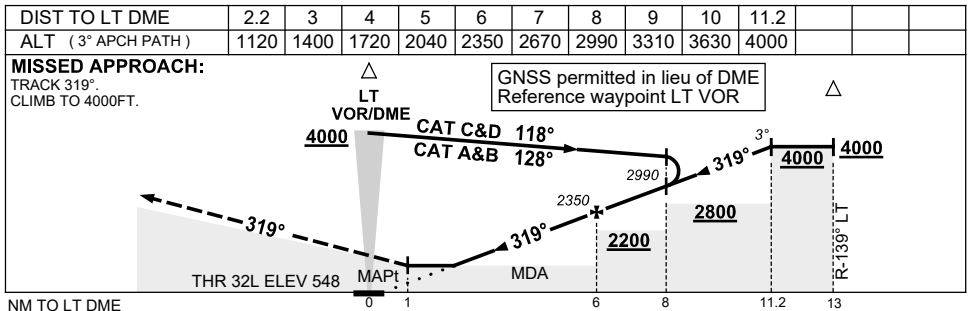
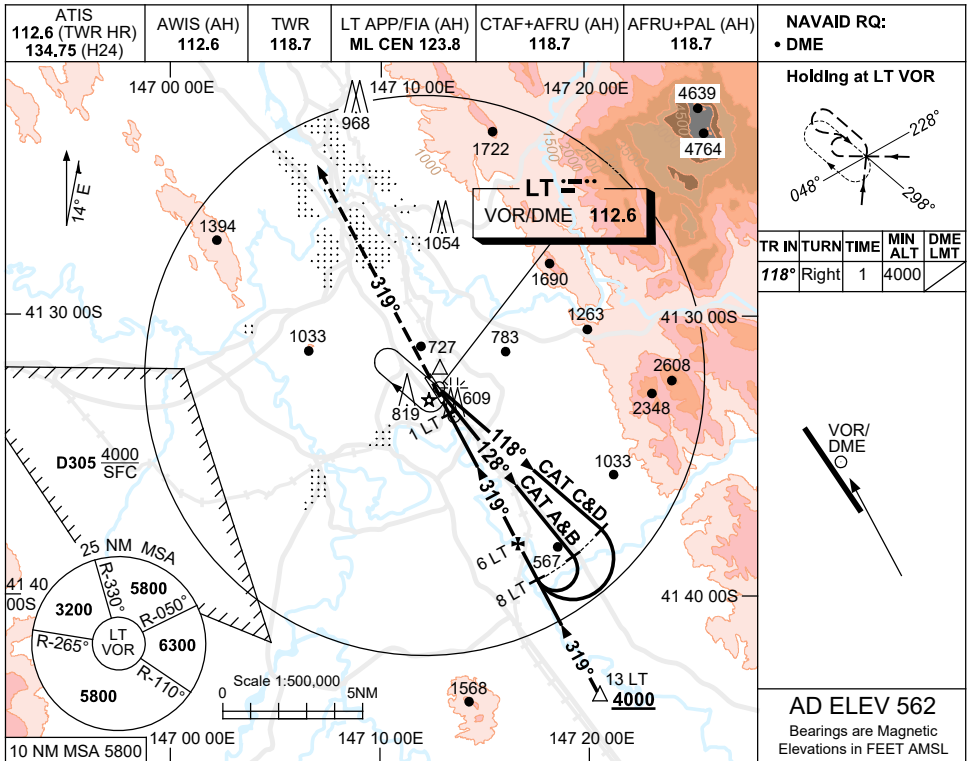
MLTV001-181

USE QNH

VOR RWY 32L

1 DEC 2022

LAUNCESTON, TAS (YMLT)



NOTES

1. MAX IAS:
BASE TURN: 210KT.
- *2. SPECIAL ALTN MNM
1000/5.0KM.
3. HLDG & REVERSAL
NOT CONTAINED IN
CTA.
4. COLOUR: SEE
SPEC NOTICES.

Changes: FROM SUP H37/22.

MLTV002-173