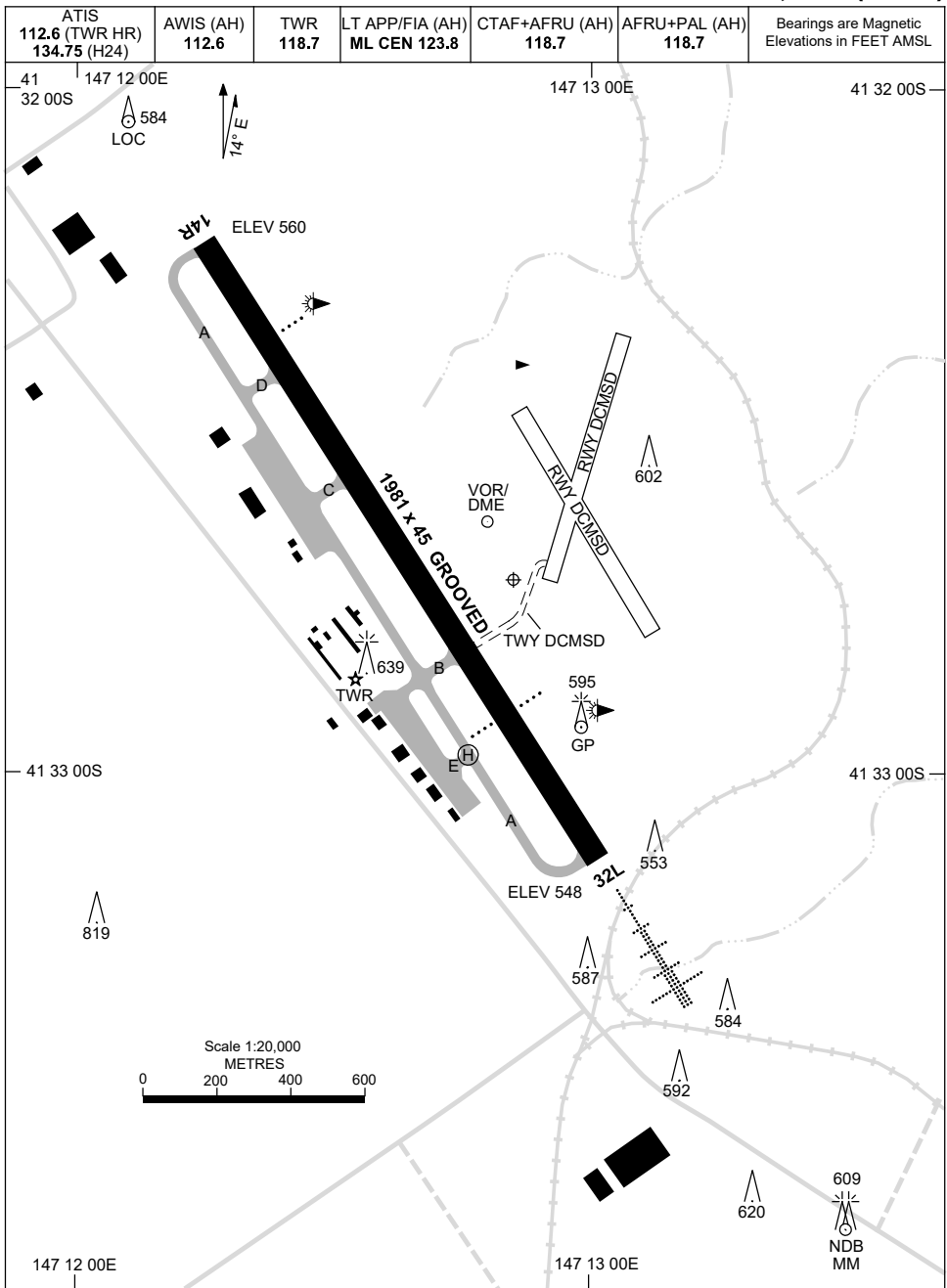




Changes: FROM SUP H37/22.

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							

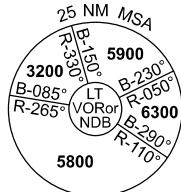
Changes: FROM SUP H37/22.

MLTAD02-173

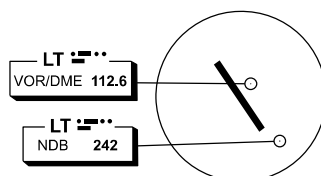
DME or GNSS ARRIVAL PROCEDURES LAUNCESTON, TAS (YMLT) Page 1

27 NOV 2025

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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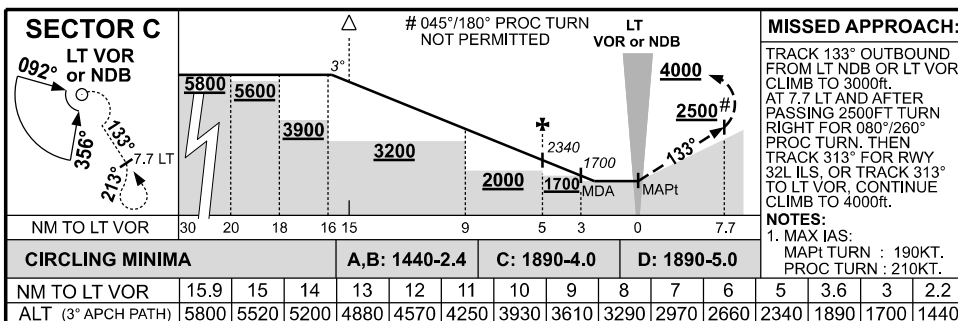
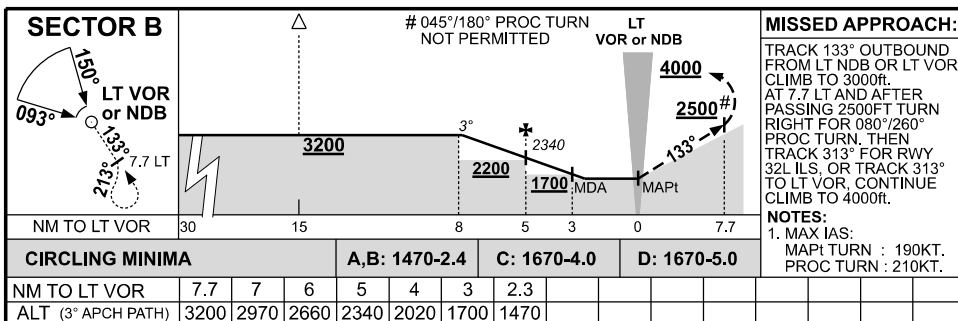
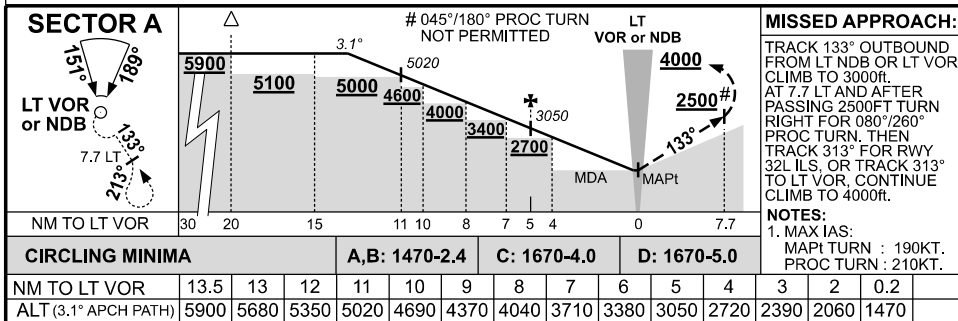


DME USING LT DME REFERENCE WAYPOINT LT VOR



10 NM MSA 5900

AD ELEV 562



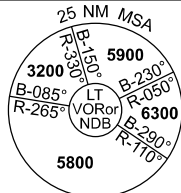
Changes: 25NM MSA, 10NM MSA, SECTOR A.

MLTDG01-185

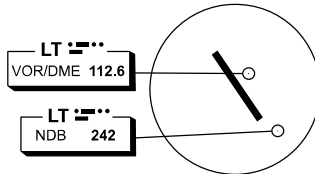
DME or GNSS ARRIVAL PROCEDURES LAUNCESTON, TAS (YMLT) Page 2

27 NOV 2025

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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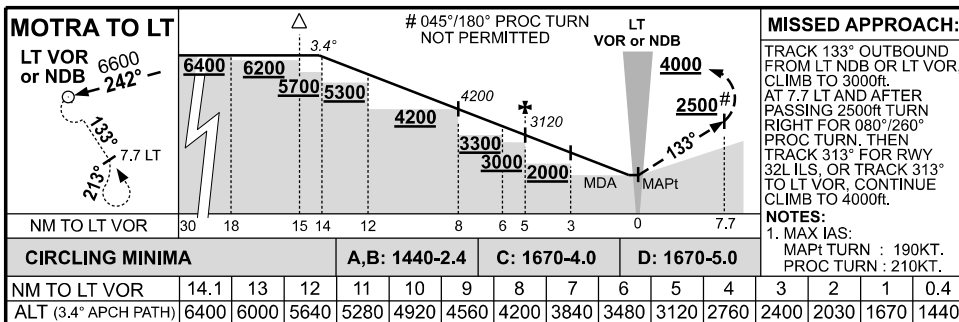
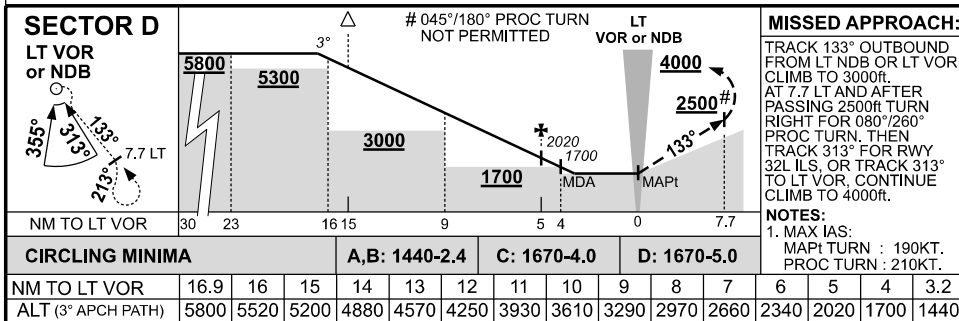


DME USING LT DME REFERENCE WAYPOINT LT VOR



10 NM MSA 5900

AD ELEV 562



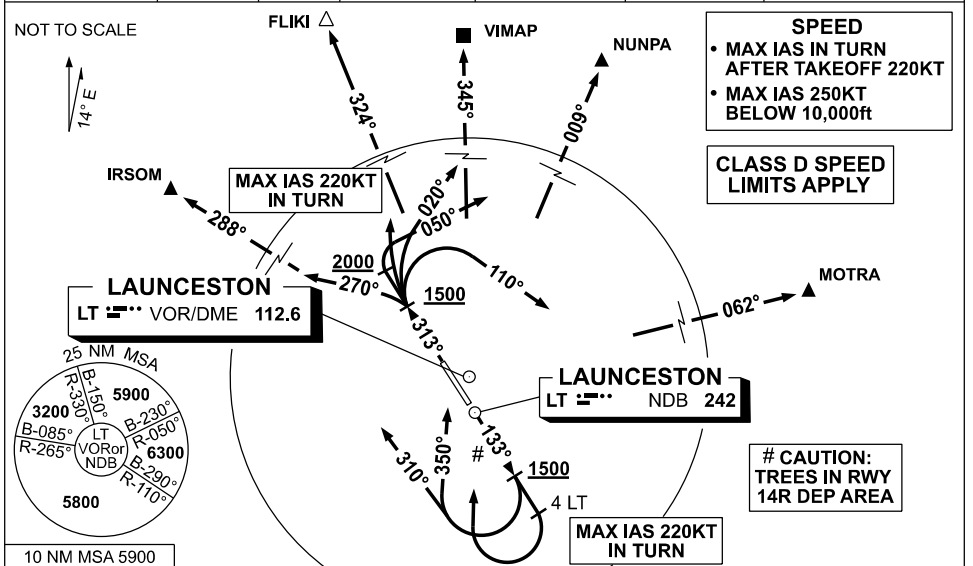
Changes: 25NM MSA, 10NM MSA.

MLTDG03-185

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

27 NOV 2025

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 THREE ALPHA DEPARTURE
NUNPA TWO ALPHA DEPARTURE
VIMAP TWO ALPHA DEPARTURE

MOTRA THREE ALPHA DEPARTURE
FLIKI TWO 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 4.6% to 900ft then 3.3%
- AT or ABV 1500ft turn LEFT track 270°
- Intercept route as cleared

FOR FLIKI

- GRAD 4.6% to 900ft then 3.3%
- AT or ABV 1500ft turn RIGHT
- Intercept route as cleared

FOR VIMAP

- GRAD 4.6% to 900ft 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 4.6% to 4000ft then 3.3%
- AT or ABV 1500ft turn RIGHT track 110°
- Intercept route as cleared

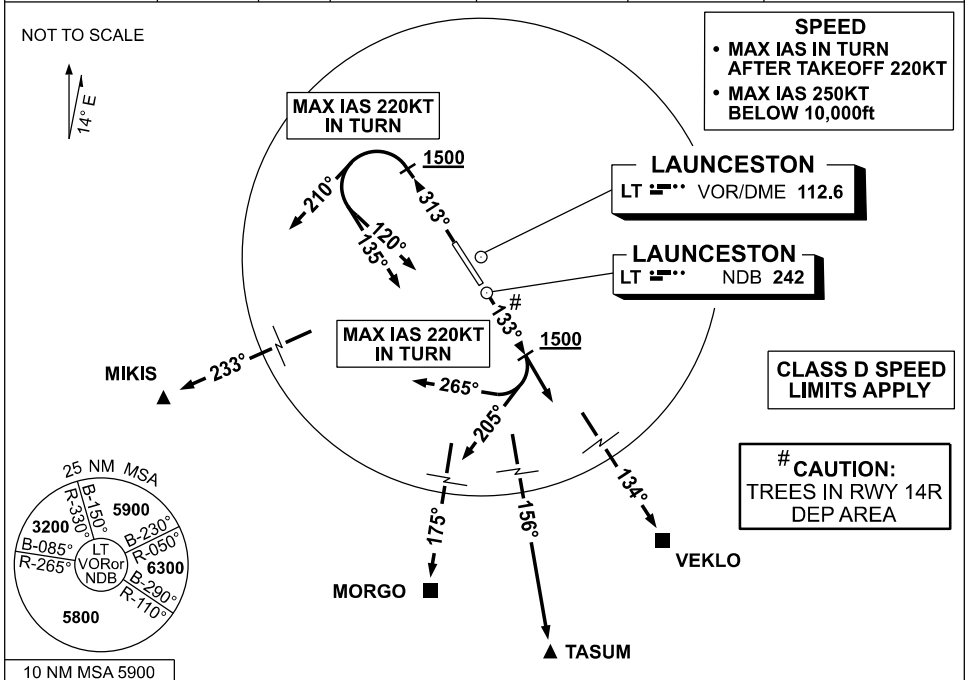
Changes: 25NM MSA, 10NM MSA, RWY 32L GRAD.

MLTDP01-185

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

27 NOV 2025

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 TWO ALPHA DEPARTURE
MORG0 THREE ALPHA DEPARTURE

TASUM THREE ALPHA DEPARTURE
VEKLO TWO ALPHA DEPARTURE

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 MORG0 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 4.6% to 1800ft then 3.3%
- Track 210°
- Intercept route as cleared

FOR MORG0

- GRAD 4.6% to 1500ft then 3.3%
- Track 135°
- Intercept route as cleared

FOR TASUM

- GRAD 4.6% to 900ft then 3.3%
- Track 135°
- Intercept route as cleared

FOR VEKLO

- GRAD 4.6% to 900ft then 3.3%
- Track 120°
- Intercept route as cleared

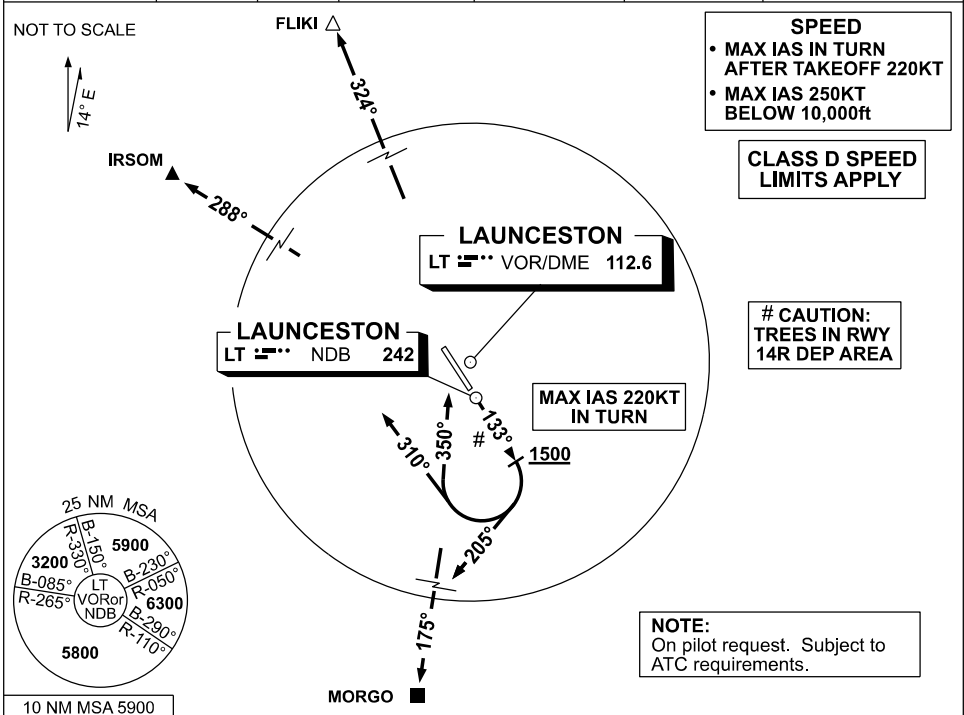
Changes: 25NM MSA, 10NM MSA, RWY 32L GRAD.

MLTDP02-185

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

27 NOV 2025

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
FLIKI ONE CHARLIE DEPARTURE

MORG0 TWO 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 MORG0

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

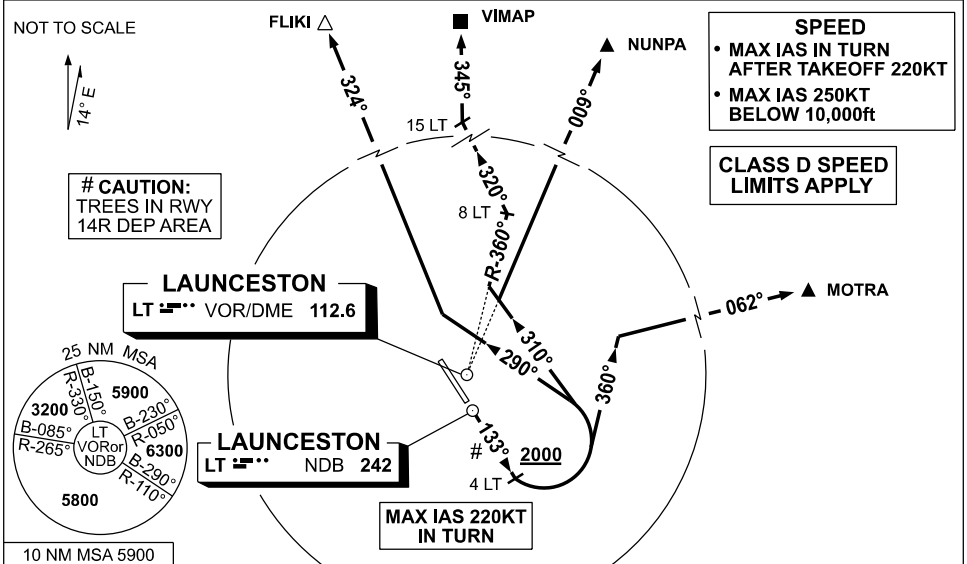
Changes: 25NM MSA, 10NM MSA.

MLTDP03-185

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

27 NOV 2025

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: 25NM MSA, 10NM MSA.

MLTDP05-185

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

27 NOV 2025

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



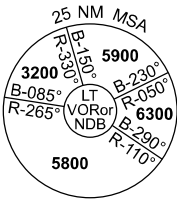
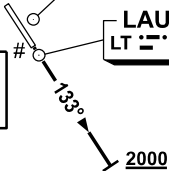
SPEED
• MAX IAS 250KT
BELOW 10,000ft

**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 5900

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: 25NM MSA, 10NM MSA.

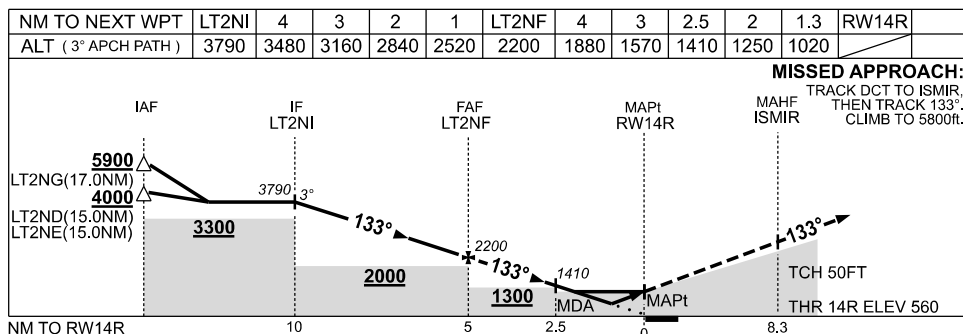
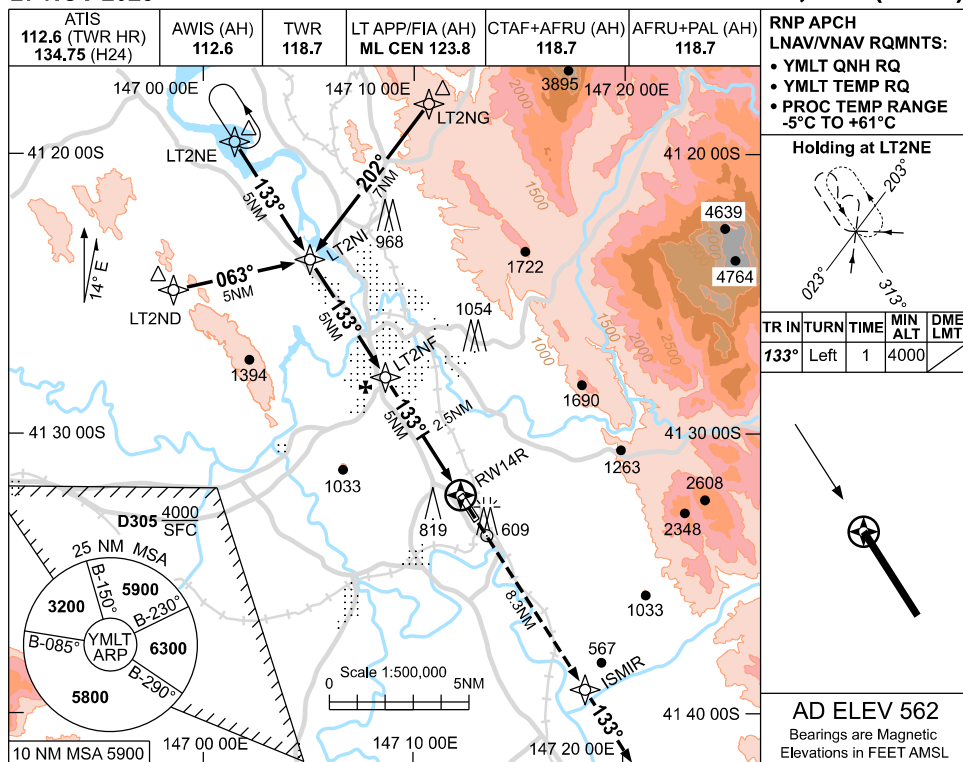
MLTDP09-185

USE QNH

RNP Z RWY 14R

27 NOV 2025

LAUNCESTON, TAS (YMLT)



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: 25NM MSA, 10NM MSA, LT2NG MIN ALT, WPT NAMING CONVENTION.

MLTGN01-185

RNP Z RWY 32L
LAUNCESTON, TAS (YMLT)

Communication Frequencies:

ATIS	AWIS (AH)	TWR	LT APP/FIA (AH)	CTAF+AFRU (AH)	AFRU+PAL (AH)
112.6 (TWR HR)	112.6	118.7	ML CEN 123.8	118.7	118.7

Map Details:

- Geographic Coordinates:** 147 00 00E to 147 30 00E, 41 30 00S to 41 50 00S.
- Altitudes:** 1394, 1033, 727, 783, 1263, 2608, 2348, 567, 1568, 1627, 1631.
- Flight Paths:**
 - 313° 3NM from 147 10 00E to LT2SH.
 - 313° 7.2NM from LT2SH to LT2SF.
 - 313° 9.1NM from LT2SF to LT2SI.
 - 023° 5NM from LT2SI to LT2SC.
 - 313° 5NM from LT2SI to LT2SB.
 - 243° 6NM from LT2SA to LT2SI.
- Obstacles:** 1033, 727, 783, 1263, 2608, 2348, 567, 1568, 1627, 1631.
- Scale:** 1:500,000. Scale bar shows 0 to 5NM.
- Inset Map:** Circular diagram showing altitudes (5900, 3200, 6300, 5800) and bearings (B-150°, B-230°, B-085°, B-290°).
- Labels:** D305 4000 SFC, 10 NM MSA 5900, 25 NM MSA.

RNP APCH
LNAV/VNAV RQMNTS:

- **YMLT QNH RQ**
- **YMLT TEMP RQ**
- **PROC TEMP RANGE**
 -5°C TO +61°C

Holding at LT25B

TR IN	TURN	TIME	MIN ALT	DME LMT
373°	Left	1	5800	

AD ELEV 562
 Bearings are Magnetic
 Elevations in FEET AMSL

NM TO NEXT WPT	RW32L	1.1	1.9	3	4	5	6	LT2SF	1	2	3	4	LT2SI
ALT (3° APCH PATH)		960	1200	1550	1870	2190	2510	2890	3210	3530	3850	4160	4480

MISSED APPROACH:
 TRACK DCT TO LT2SH,
 THEN TRACK 313°. CLIMB TO 3200ft.

MAHF LT2SH
 MAPt RW32L
 FAF LT2SF
 IF LT2SI
 IAF

6300
 LT2SA(18.2NM)
5800
 LT2SB(17.2NM)
 LT2SC(17.2NM)

TCH 50FT
 THR 32L ELEV 548

313°
 313°
 313°
 3°
 2890
 3000
 3700
 4480

MAPt
 MDA

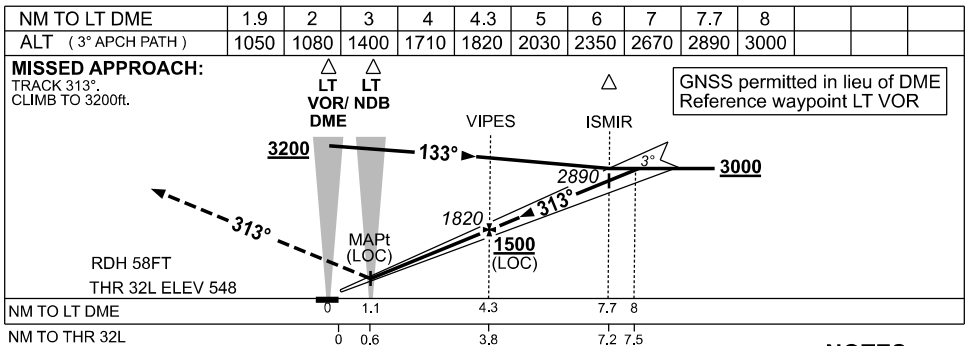
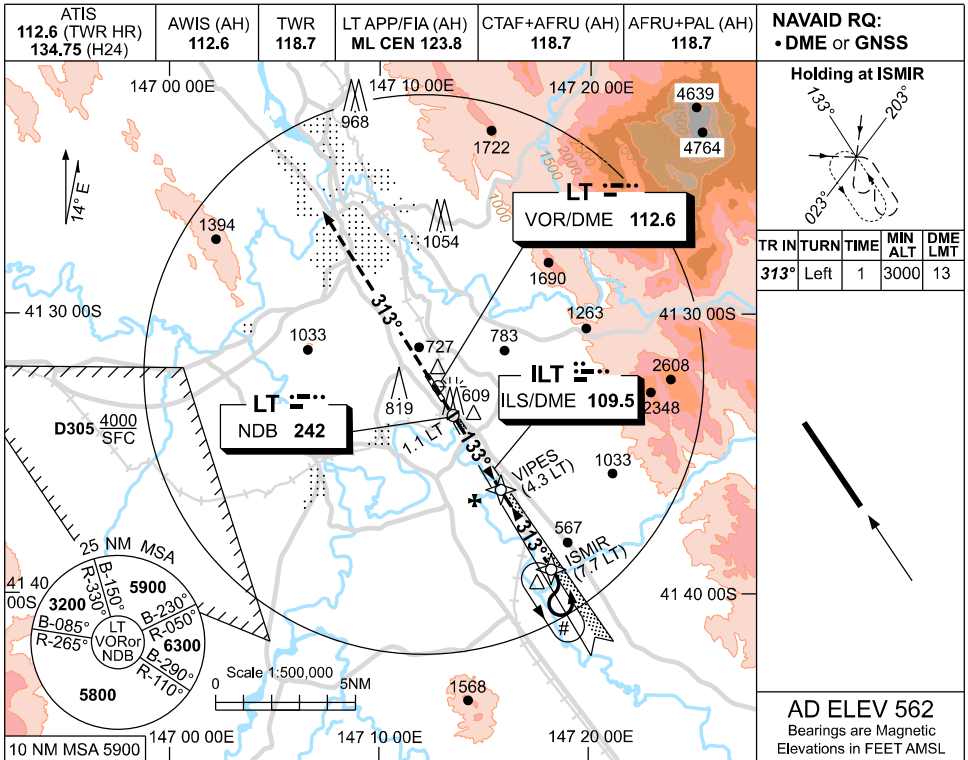
NM TO RW32L 3 0 7.2 9.2 12.2

CATEGORY	A	B	C	D
LNAV/VNAV		960	(412-1.4)	
LNAV		1200	(652-2.8)	
CIRCLING	1440	(878-2.4)	1670	(1108-4.0)
ALTERNATE		(1378-4.4)	(1608-6.0)	(1608-7.0)

1. MAX IAS:
INITIAL : 210KT.
HOLDING : 210KT.
2. HOLDING NOT
CONTAINED IN CTA.
3. **COLOUR:** SEE
SPEC NOTICES.

MLTGN02-185

USE QNH

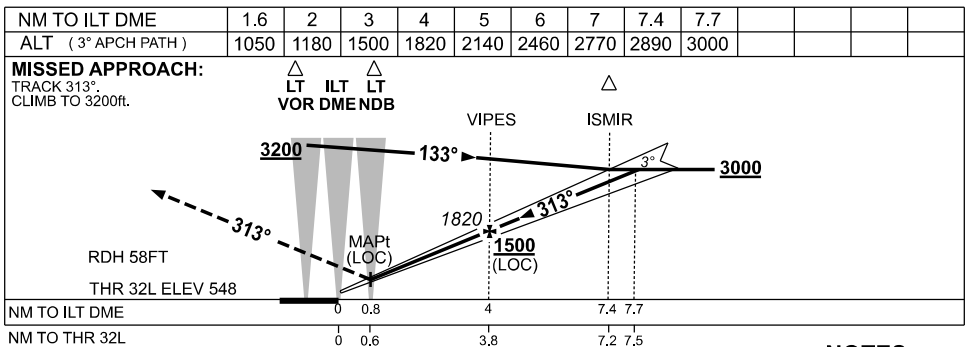
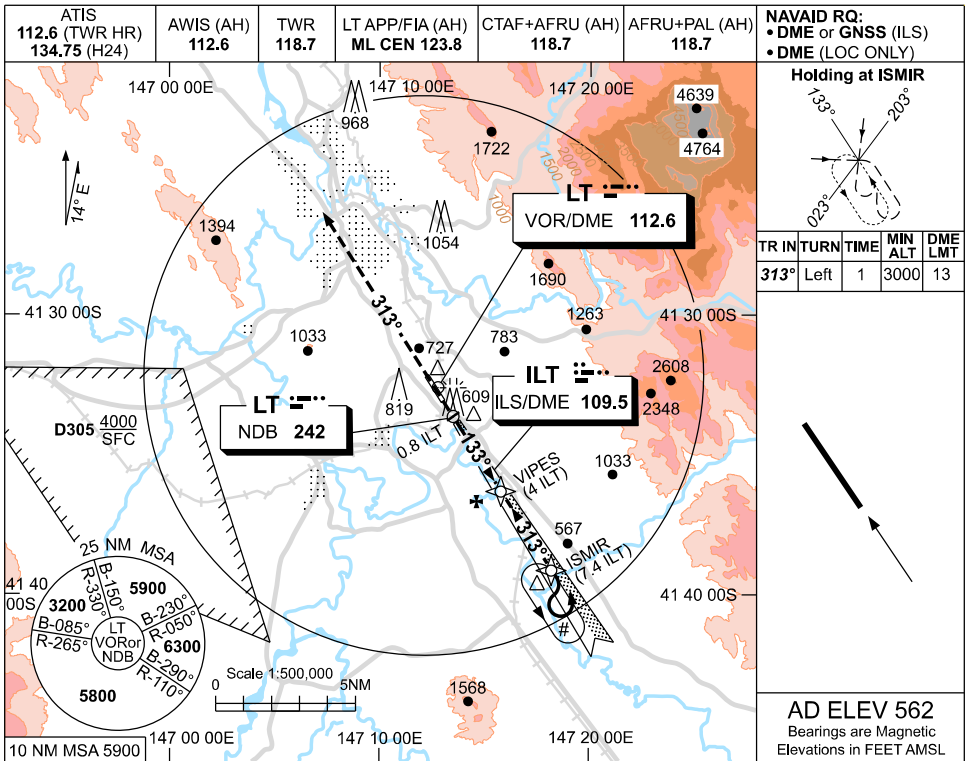
ILS-Y or LOC-Y RWY 32L
LAUNCESTON, TAS (YMLT)**27 NOV 2025****NOTES**

- *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: 25NM MSA, 10NM MSA, S-I LOC MINIMA.

MLTI01-185

USE QNH

ILS-Z or LOC-Z RWY 32L
LAUNCESTON, TAS (YMLT)**27 NOV 2025****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: 25NM MSA, 10NM MSA, S-I LOC MINIMA.

MLTI02-185

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.

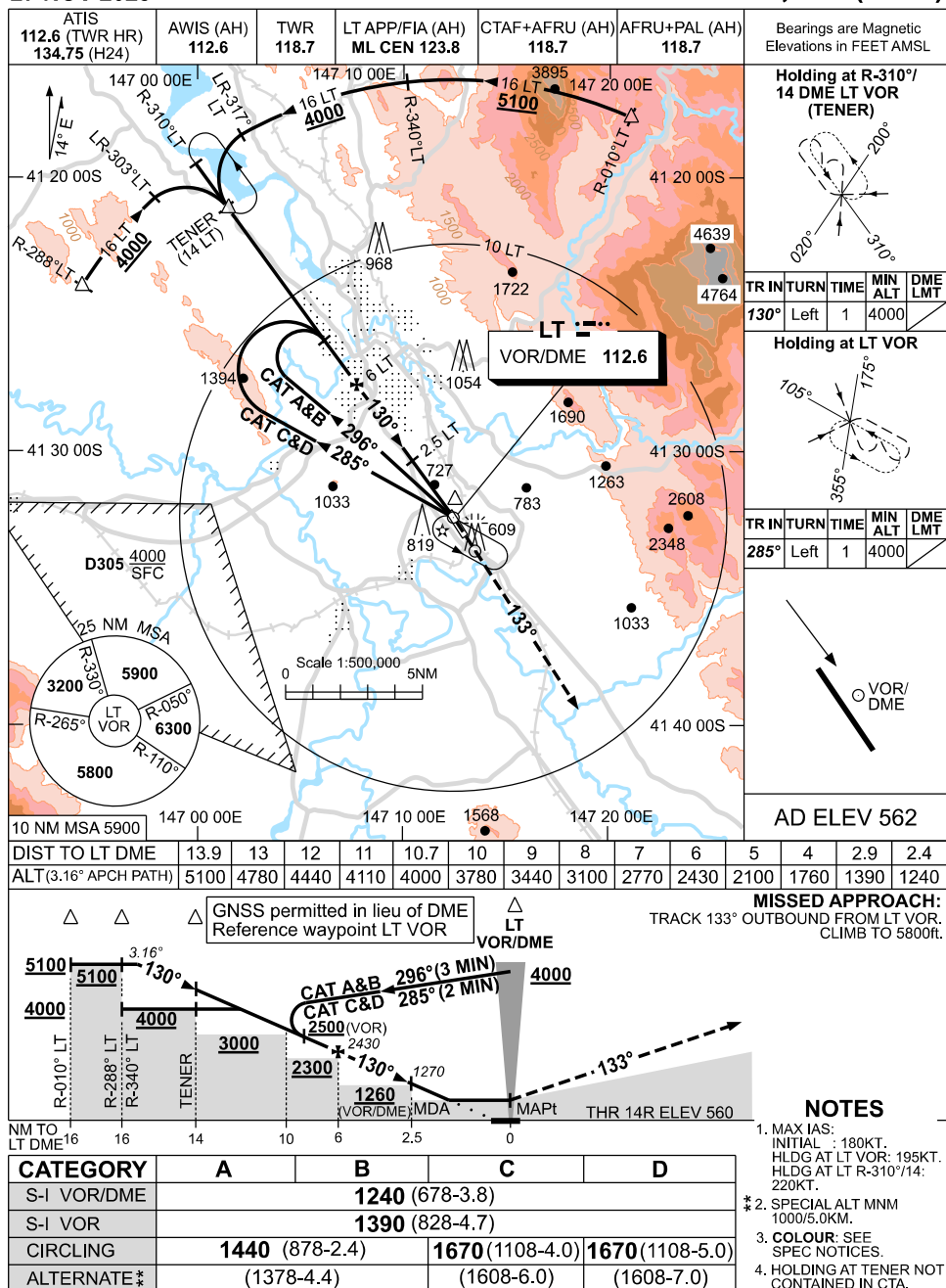
2. TRAINING FLIGHTS**2.1** When conducting circuit training, aircraft will avoid overflying the township of Evandale.

USE QNH

VOR RWY 14R

27 NOV 2025

LAUNCESTON, TAS (YMLT)



Changes: 25NM MSA, 10NM MSA.

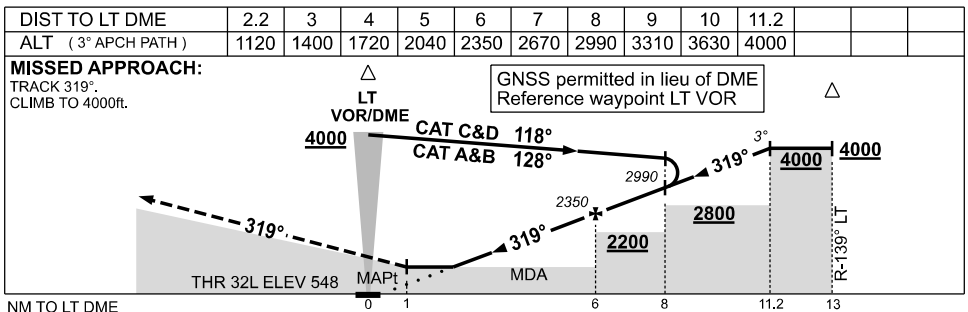
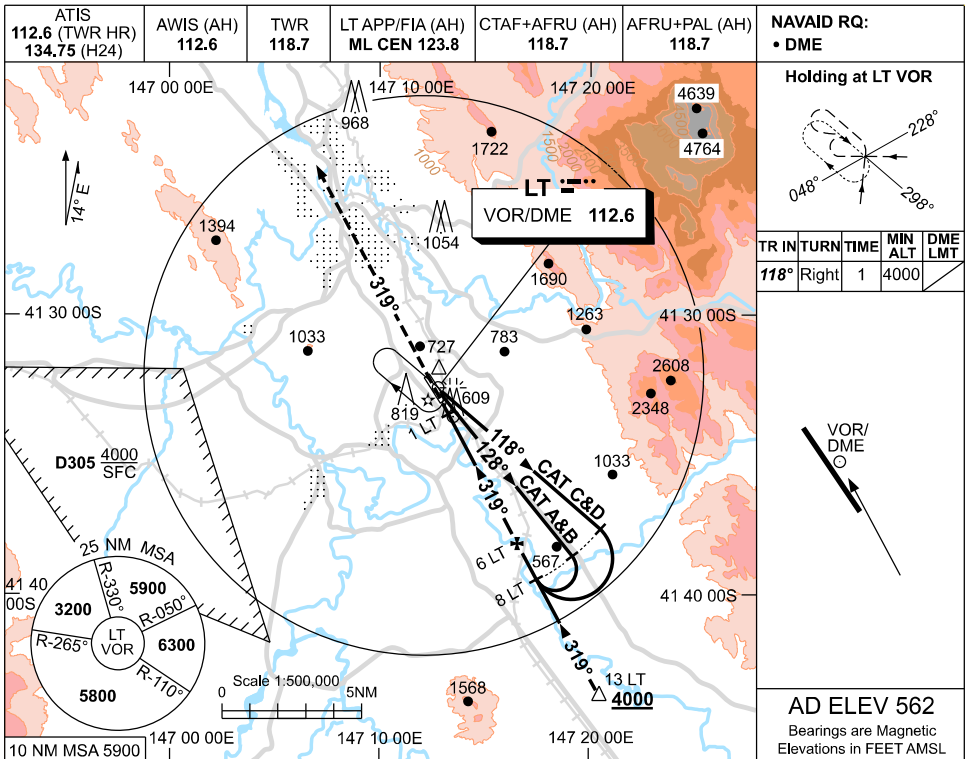
MLTV001-185

USE QNH

VOR RWY 32L

27 NOV 2025

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: 25NM MSA, 10NM MSA.

MLTV002-185