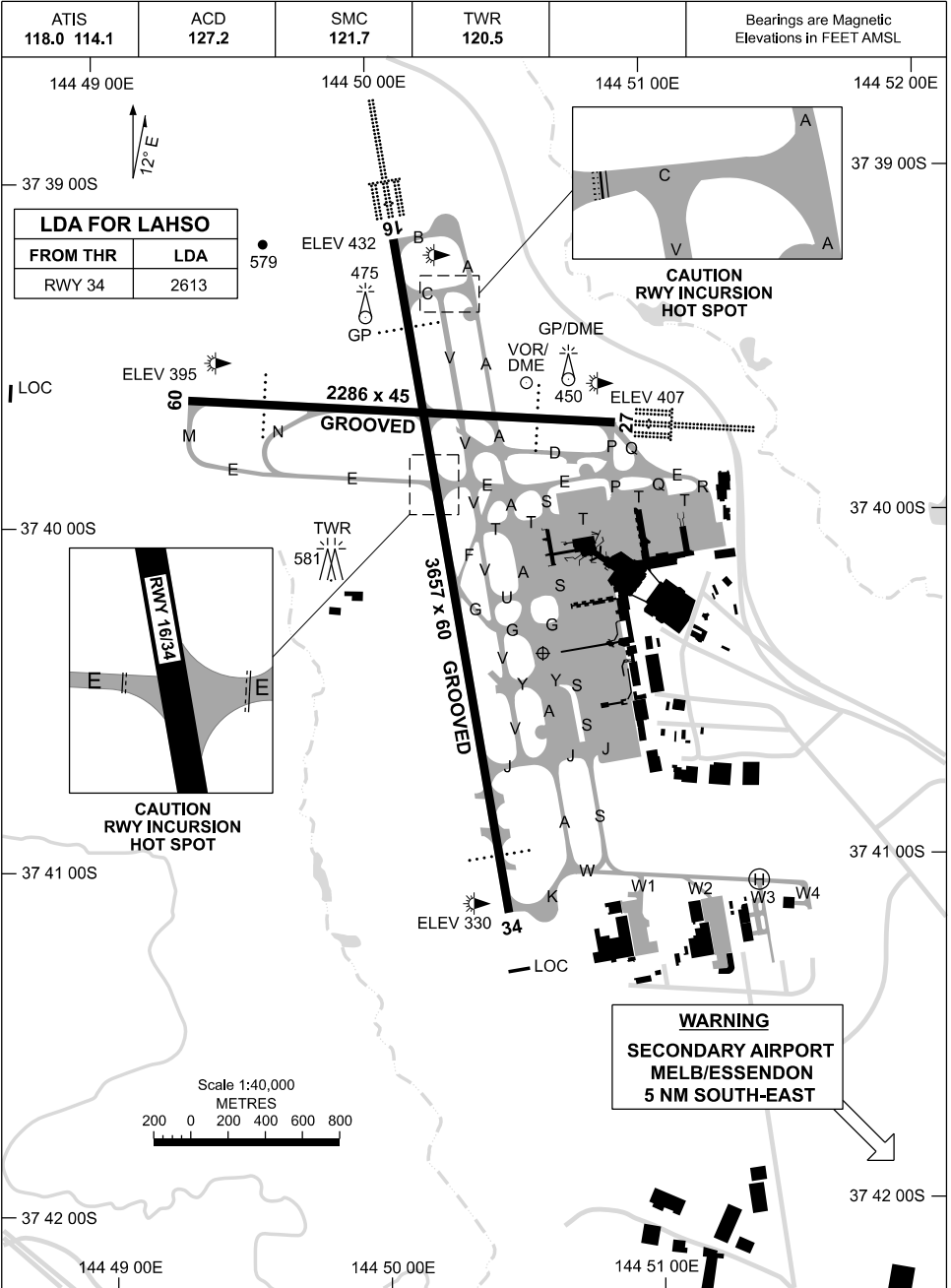


19 MAR 2026

AD ELEV 434  
37 40 24S 144 50 36E

AERODROME CHART - Page 1  
**MELBOURNE, VIC (YMML)**



Changes: ABN DELETED, Editorial.

MMLAD01-186

19 MAR 2026

AD ELEV 434  
37 40 24S 144 50 36E

AERODROME CHART - Page 2  
**MELBOURNE, VIC (YMML)**

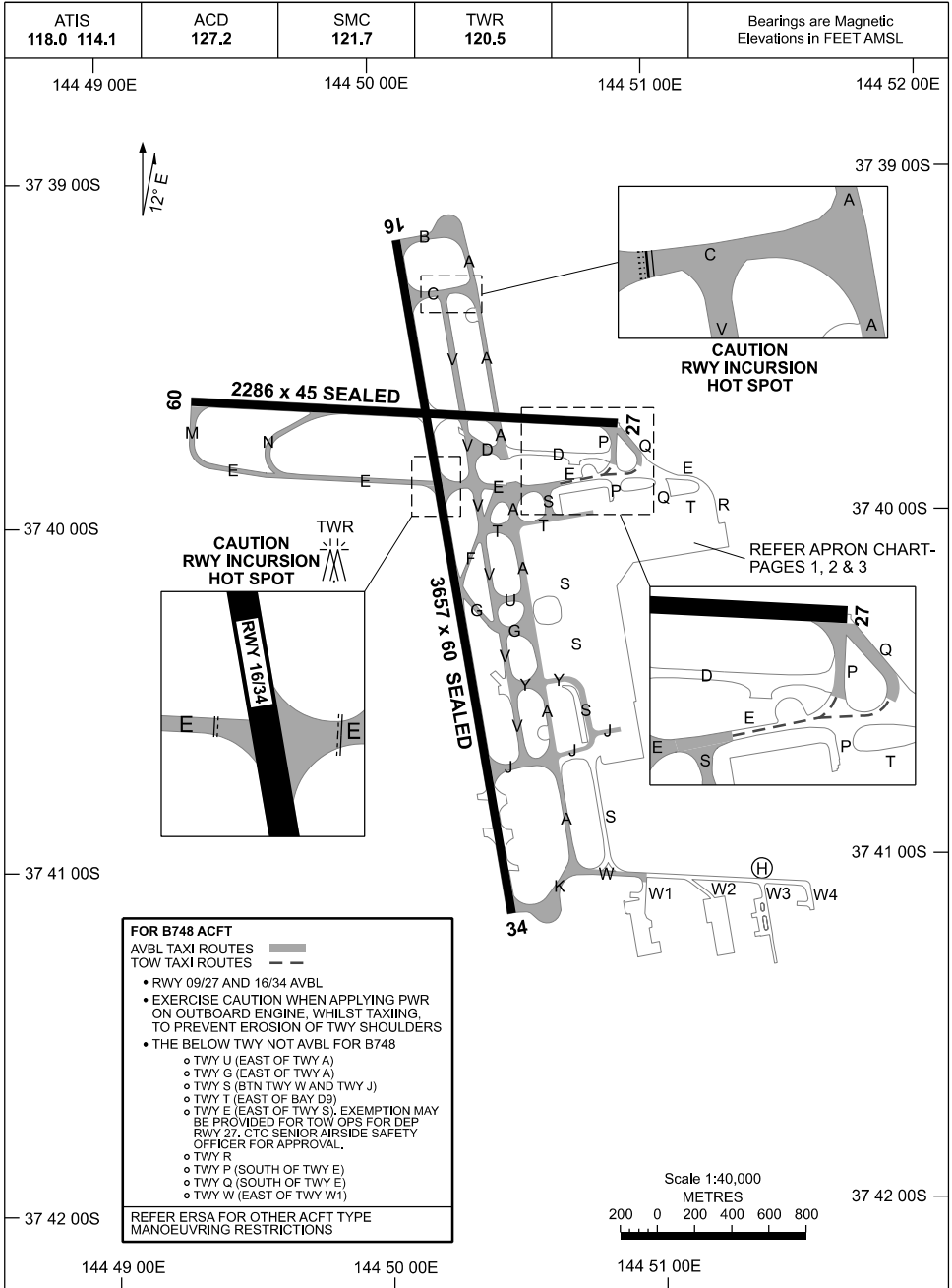
ATIS 118.0 114.1	ACD 127.2	SMC 121.7	TWR 120.5		Bearings are Magnetic Elevations in FEET AMSL
<b>RWY</b>	<b>AERODROME LIGHTING</b>				
	TAXIWAY : GREEN CL, STOP BAR, RGL, INTERMEDIATE HLDG POINT RL : MAN, SDBY (1 SEC DURING LOW VIS PROC, 15 SEC OT)				
<b>16</b> <sup>160</sup> <sub>340</sub> <b>34</b>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

**19 MAR 2026**

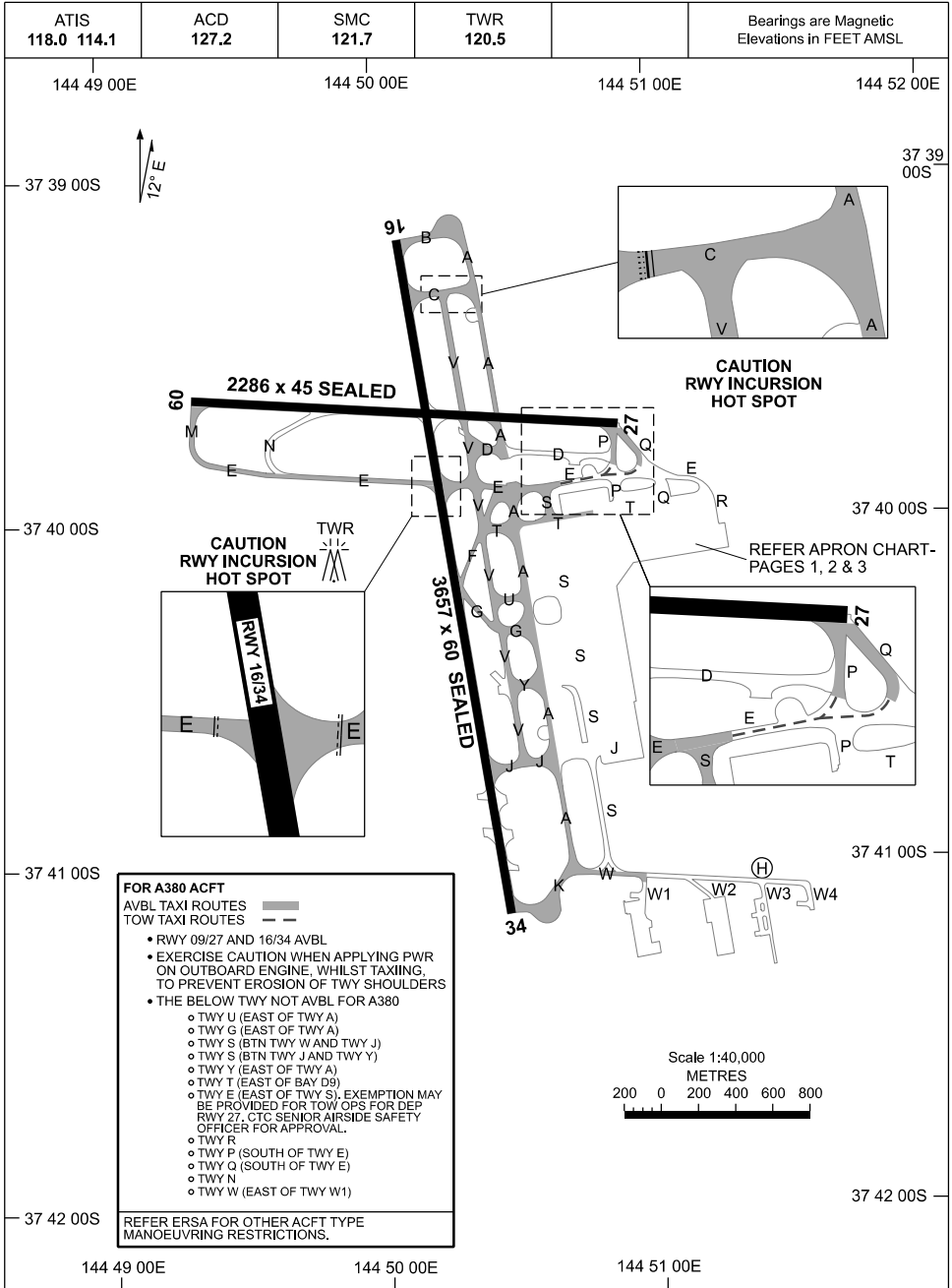


Changes: ABN DELETED, Editorial.

MMLAG01-186

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

**19 MAR 2026**

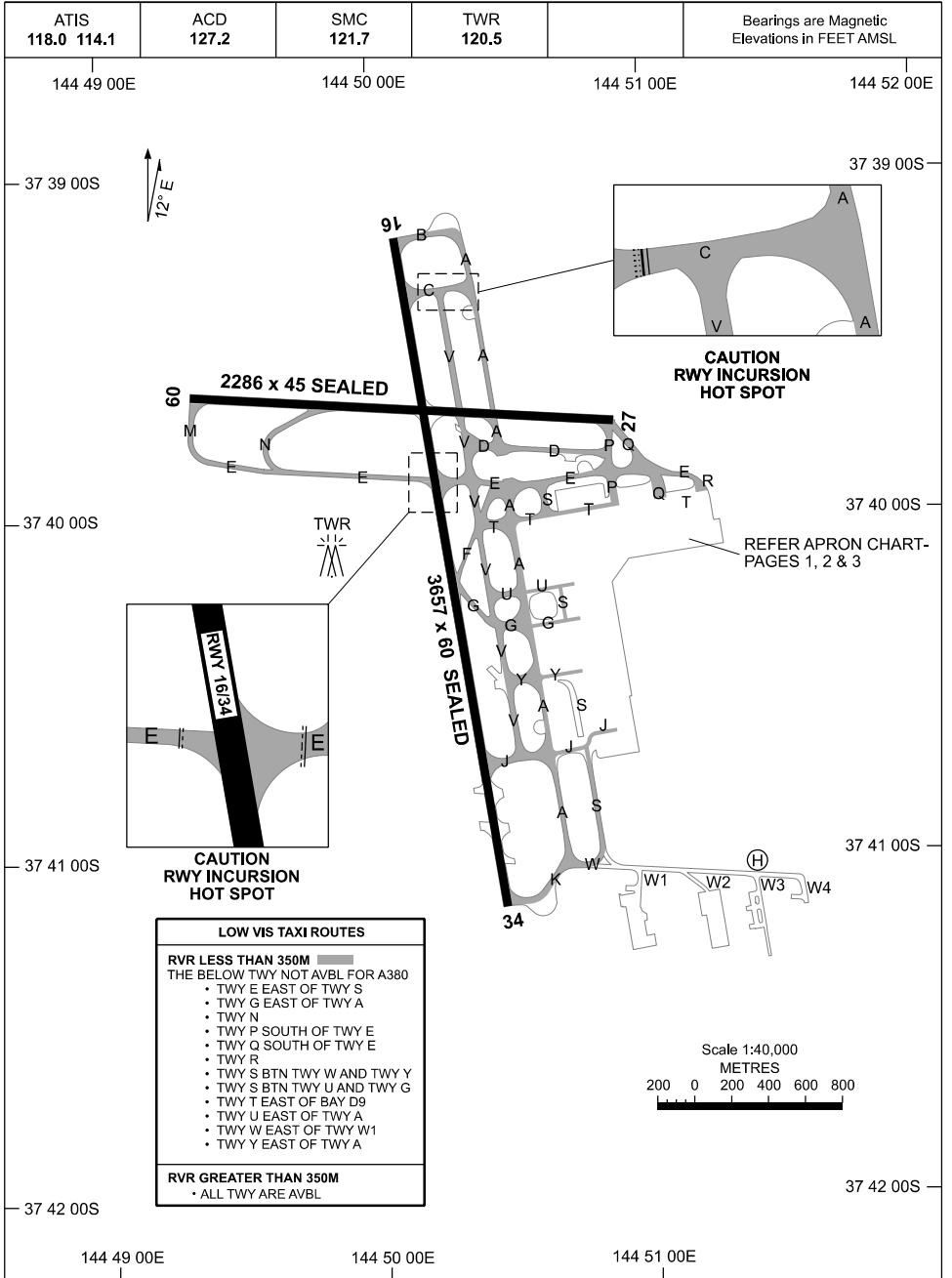


Changes: ABN DELETED, Editorial.

MMLAG02-186

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

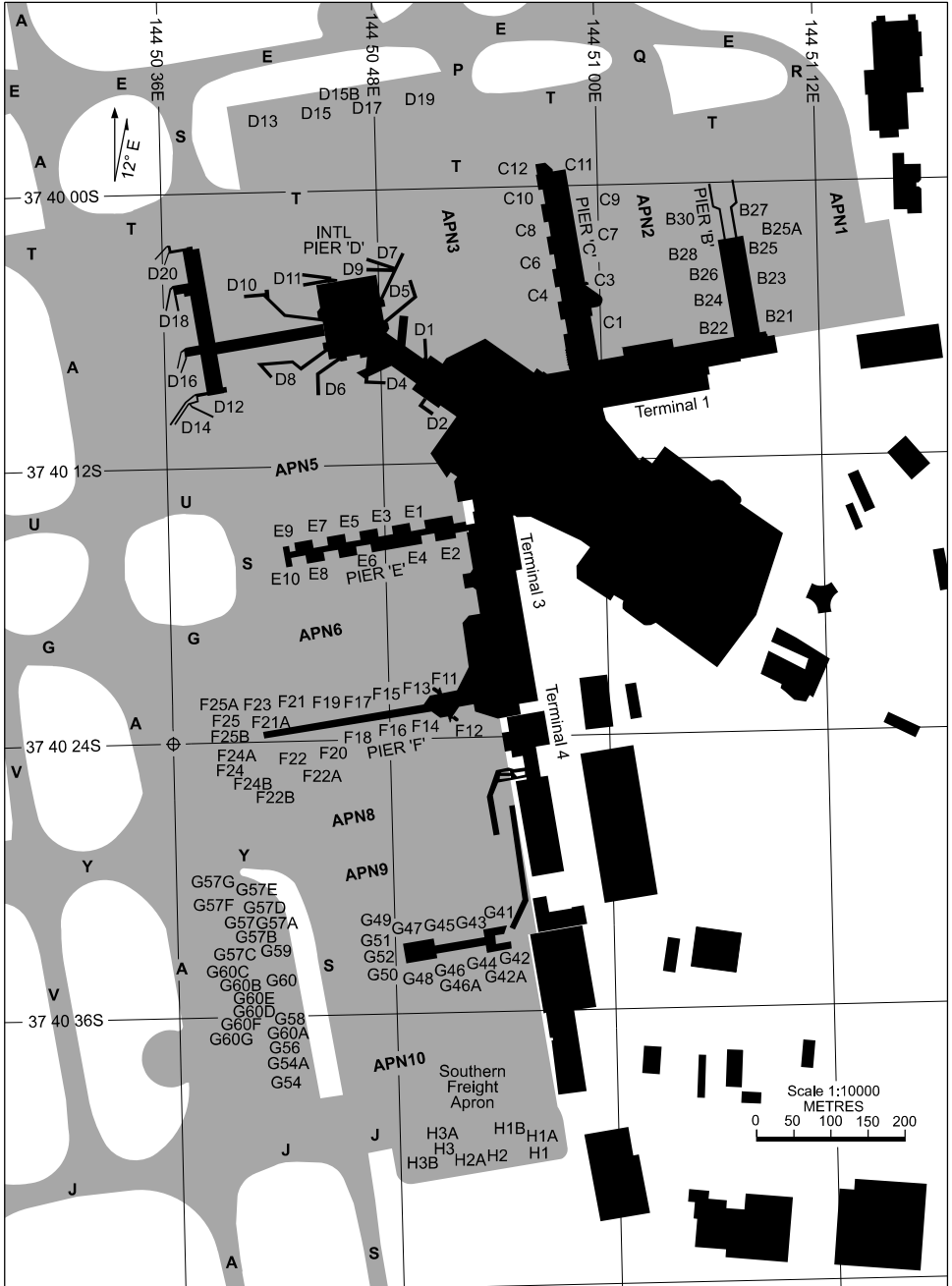
19 MAR 2026



Changes: ABN DELETED, Editorial.

MMLAG04-186

19 MAR 2026



Changes: FROM SUP H188/25.

MMLAP01-186

19 MAR 2026

**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	SAFEDOCK
B22	37 40 05.36S	144 51 06.55E	387	A321, B738	F35	SAFEDOCK
B23	37 40 02.38S	144 51 08.78E	388	A333	F35	SAFEDOCK
B24	37 40 03.86S	144 51 06.41E	389	A321, B738	F35	SAFEDOCK
B25	37 40 00.33S	144 51 08.78E	389	A321, B738	F35	SAFEDOCK
B25A	37 39 59.71S	144 51 08.38E	389	A333, B789	F35	SAFEDOCK
B26	37 40 02.31S	144 51 06.21E	390	A321, B738	F35	MARSHALLER
B27	37 39 58.95S	144 51 08.60E	389	A321, B738	F35	MARSHALLER
B28	37 40 00.94S	144 51 05.91E	391	A321, B738	F35	MARSHALLER
B30	37 39 59.54S	144 51 05.64E	392	A321, B738	F35	MARSHALLER
C1	37 40 05.80S	144 51 00.25E	388	A321, B738	F35	SAFEDOCK
C3	37 40 03.56S	144 50 59.75E	390	A321, B738	F35	SAFEDOCK
C4	37 40 04.58S	144 50 57.77E	389	B738	F35	MARSHALLER
C6	37 40 03.19S	144 50 57.52E	390	B738	F35	SAFEDOCK
C7	37 40 00.97S	144 50 59.37E	391	A321, B738	F35	SAFEDOCK
C8	37 40 01.74S	144 50 57.24E	392	B738	F35	SAFEDOCK
C9	37 39 59.47S	144 50 59.09E	393	A321, B738	F35	SAFEDOCK
C10	37 40 00.35S	144 50 56.97E	392	A320, B738	F35	SAFEDOCK
C11	37 39 58.88S	144 50 57.99E	393	A333, B789	F35	SAFEDOCK
C12	37 39 59.37S	144 50 56.39E	393	A333	F35	SAFEDOCK
D1	37 40 06.58S	144 50 50.12E	388	A321, B38M	F35	SAFEDOCK
D2	37 40 09.84S	144 50 51.06E	387	A321, B38M	F35	SAFEDOCK
D4	37 40 08.36S	144 50 48.46E	387	A359, B773	F35	SAFEDOCK
D4A	37 40 08.92S	144 50 48.81E	387	A321, B38M	F35	SAFEDOCK
D5	37 40 03.94S	144 50 49.37E	390	B744, B773	F35	SAFEDOCK
D6	37 40 08.81S	144 50 45.13E	386	A359	F35	SAFEDOCK
D7	37 40 02.65S	144 50 49.14E	391	B77L	F35	SAFEDOCK
D8	37 40 07.98S	144 50 42.69E	386	A346, B744	F35	SAFEDOCK
D9	37 40 03.54S	144 50 47.31E	390	A346, A388	F35	SAFEDOCK
D9A	37 40 02.51S	144 50 48.19E	390	A321, B38M	F35	MARSHALLER
D9B	37 40 03.21S	144 50 46.85E	390	A321, B38M	F35	MARSHALLER
D10	37 40 04.57S	144 50 40.53E	386	A346, B744	F35	SAFEDOCK
D11	37 40 03.94S	144 50 43.71E	388	A388, B773	F35	SAFEDOCK
D11A	37 40 03.06S	144 50 44.52E	388	A321, B38M	F35	MARSHALLER
D11B	37 40 03.49S	144 50 43.62E	388	A321, B38M	F35	MARSHALLER
D12	37 40 09.36S	144 50 38.65E	383	B772	F35	SAFEDOCK
D13	37 39 56.09S	144 50 41.41E	396	A388, B773	TANKER	MARSHALLER
D13A	37 39 57.01S	144 50 40.67E	396	A321, B739	TANKER	MARSHALLER
D13B	37 39 56.80S	144 50 42.45E	396	A321, B739	TANKER	MARSHALLER
D14	37 40 09.97S	144 50 37.52E	382	B744, B773	F35	SAFEDOCK
D15	37 39 55.70S	144 50 44.94E	393	A388, B773	TANKER	MARSHALLER
D15A	37 39 56.58S	144 50 44.19E	393	A321, B739	TANKER	MARSHALLER
D15B	37 39 56.37S	144 50 45.97E	393	A321, B739	TANKER	MARSHALLER
D16	37 40 08.18S	144 50 37.49E	382	A388, B773	F35	SAFEDOCK
D16A	37 40 07.62S	144 50 36.17E	382	A321, B38M	F35	MARSHALLER
D16B	37 40 08.36S	144 50 37.31E	382	A321, B38M	F35	MARSHALLER
D17	37 39 56.22S	144 50 47.66E	394	A321, B39M	TANKER	MARSHALLER
D18	37 40 05.62S	144 50 37.02E	383	B744, B773	F35	SAFEDOCK
D18A	37 40 04.94S	144 50 35.71E	383	A321, B38M	F35	MARSHALLER
D18B	37 40 05.38S	144 50 36.94E	383	A388, B748	F35	SAFEDOCK
D18C	37 40 05.72S	144 50 36.65E	383	A321, B38M	F35	MARSHALLER
D19	37 39 56.08S	144 50 49.05E	395	A321, B39M	TANKER	MARSHALLER
D20	37 40 03.30S	144 50 36.58E	383	B744, B773	F35	SAFEDOCK
D20A	37 40 03.18S	144 50 35.82E	383	B762	F35	MARSHALLER
E1	37 40 14.43S	144 50 50.13E	382	B38M	F35	SAFEDOCK
E2	37 40 16.72S	144 50 51.60E	380	B738	F35	SAFEDOCK
E3	37 40 14.62S	144 50 48.34E	382	B38M	F35	SAFEDOCK
E4	37 40 15.94S	144 50 50.01E	381	B738	F35	SAFEDOCK
E5	37 40 14.83S	144 50 46.56E	381	B38M	F35	SAFEDOCK
E6	37 40 15.93S	144 50 46.77E	380	B738	F35	SAFEDOCK
E7	37 40 15.03S	144 50 44.74E	380	B38M	F35	SAFEDOCK
E8	37 40 16.31S	144 50 45.02E	379	B738	F35	SAFEDOCK
E9	37 40 15.15S	144 50 42.95E	379	B38M	F35	SAFEDOCK
E10	37 40 16.51S	144 50 43.39E	379	B38M	F35	SAFEDOCK
F11	37 40 21.63S	144 50 51.66E	378	B738	F35	SAFEDOCK
F12	37 40 23.71S	144 50 52.72E	378	A321, B39M	F35	SAFEDOCK
F13	37 40 21.72S	144 50 49.79E	377	B738	F35	SAFEDOCK
F14	37 40 23.63S	144 50 49.90E	377	B738	F35	MARSHALLER
F15	37 40 21.88S	144 50 47.84E	376	B38M	F35	MARSHALLER
F16	37 40 24.05S	144 50 48.32E	376	B739	F35	MARSHALLER

Changes: AMD CAPACITY - BAY D7

MMLAP02-186

20 MAR 2025

MELBOURNE, VIC (YMML)

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 35.08S 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)**

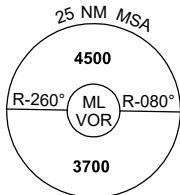
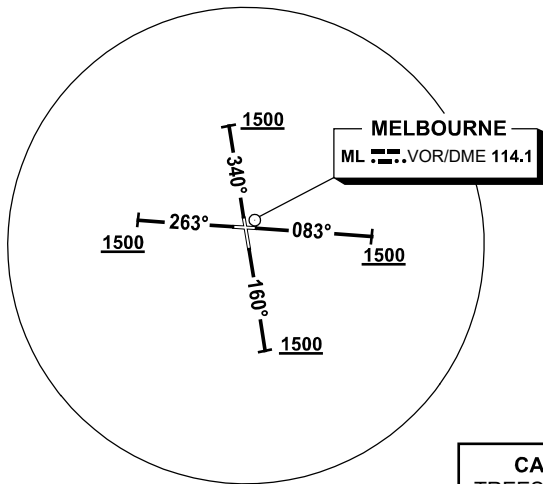
**21 MAR 2024**

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.

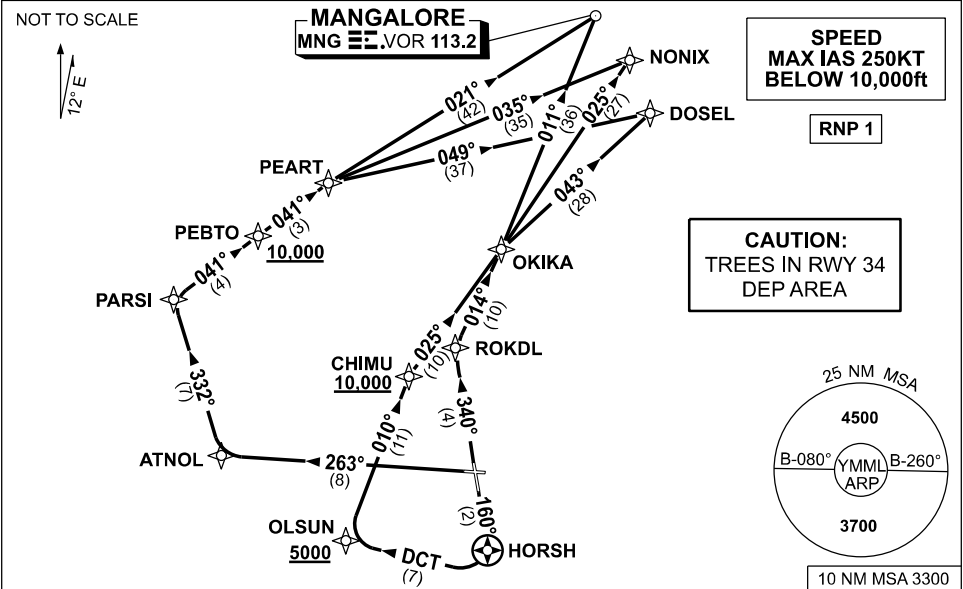
Changes: VAR.

MMLDP01-178

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

**19 MAR 2026**

ATIS 114.1 118.0	ACD 127.2	SMC 121.7	TWR 120.5	DEP 118.9
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<b>MANGALORE (MNG)</b>	<b>FOUR</b>	<b>DEPARTURE</b>
<b>NONIX</b>	<b>FOUR</b>	<b>DEPARTURE</b>
<b>DOSEL</b>	<b>TWO</b>	<b>DEPARTURE</b>

**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**

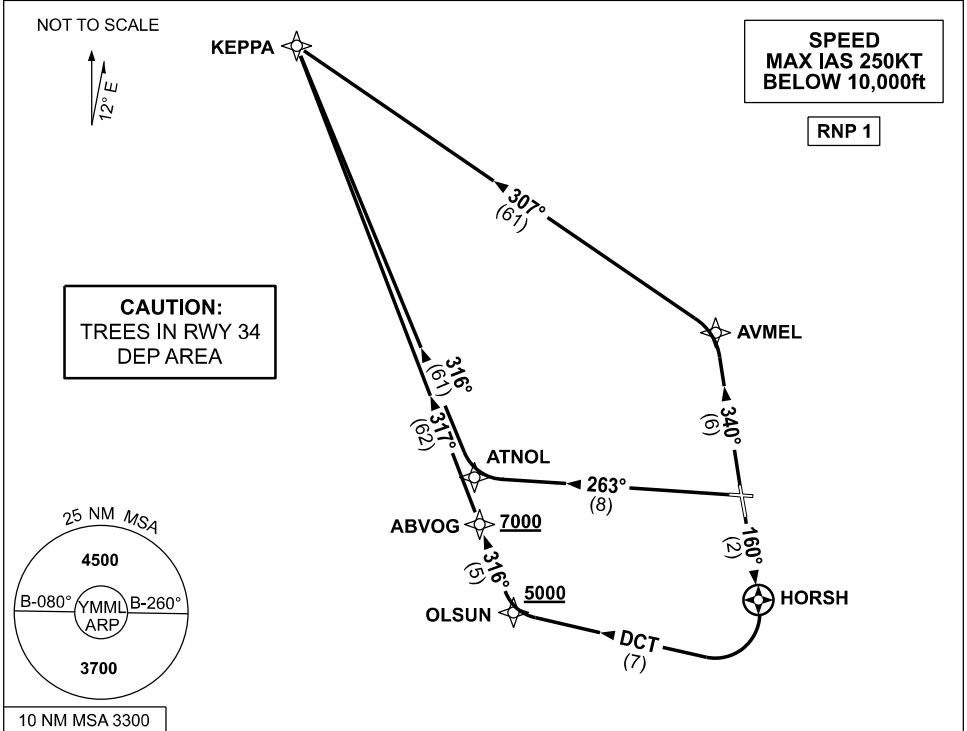
- Track 043° to DOSEL, then as cleared

Changes: HORSH SEGMENT DISTANCE. MMLDP02-186

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

19 MAR 2026

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: HORSH SEGMENT DISTANCE.

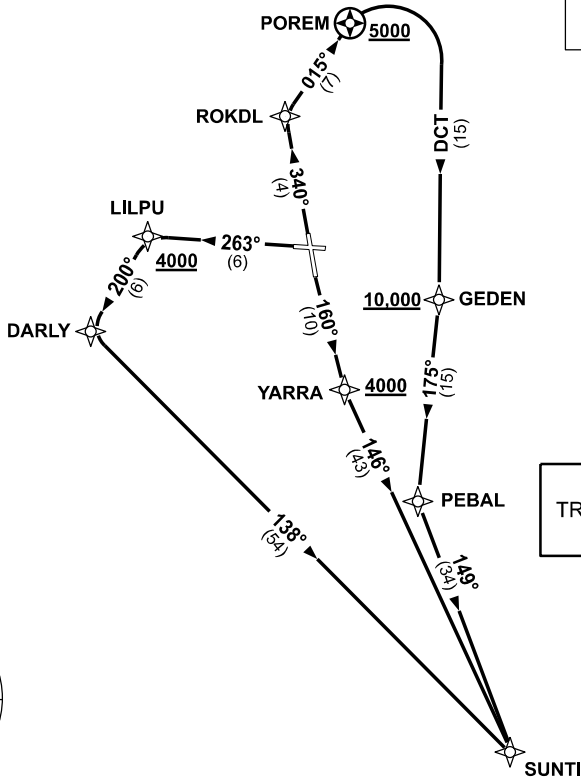
MMLDP04-186

STANDARD INSTRUMENT DEPARTURES (SID)  
SUNTI FOUR (JET)(RNAV)  
MELBOURNE, VIC (YMML)

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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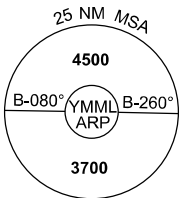
NOT TO SCALE



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

**RNP 1**

**CAUTION:  
TREES IN RWY 34  
DEP AREA**



10 NM MSA 3300

**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

ATIS 114.1 118.0	ACD 127.2	SMC 121.7	TWR 120.5	DEP 129.4
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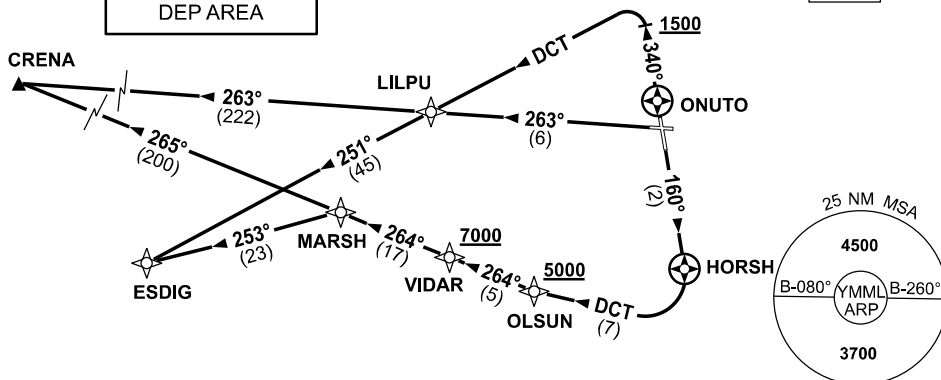
NOT TO SCALE



**CAUTION:**  
TRES IN RWY 34  
DEP AREA

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

RNP 1



10 NM MSA 3300

**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 17**

- 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)**

**19 MAR 2026**

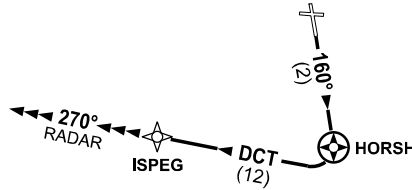
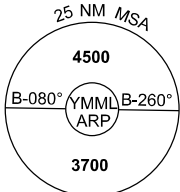
ATIS 114.1 118.0	ACD 127.2	SMC 121.7	TWR 120.5	DEP 129.4
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NOT TO SCALE



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

**RNP 1**



10 NM MSA 3300

**DEPARTURE: ISPEG ONE**

**RWY 16**

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

**TRANSITION**

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

Changes: HORSH SEGMENT DISTANCE.

MMLDP08-186

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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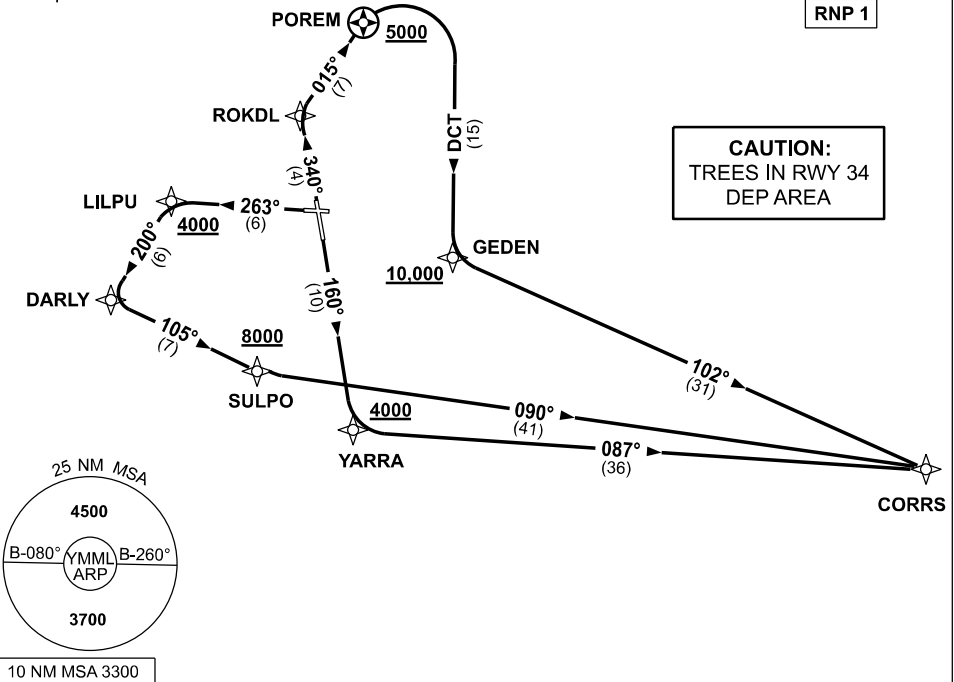
NOT TO SCALE



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

**RNP 1**

**CAUTION:  
TREES IN RWY 34  
DEP AREA**



**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 CORR, 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 CORR, 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 CORR, then as cleared

Changes: MAGNETIC BEARINGS.

MMLDP11-184

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

19 MAR 2026

ATIS 114.1 118.0	ACD 127.2	SMC 121.7	TWR 120.5	DEP 118.9
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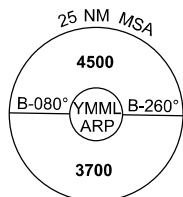
NOT TO SCALE



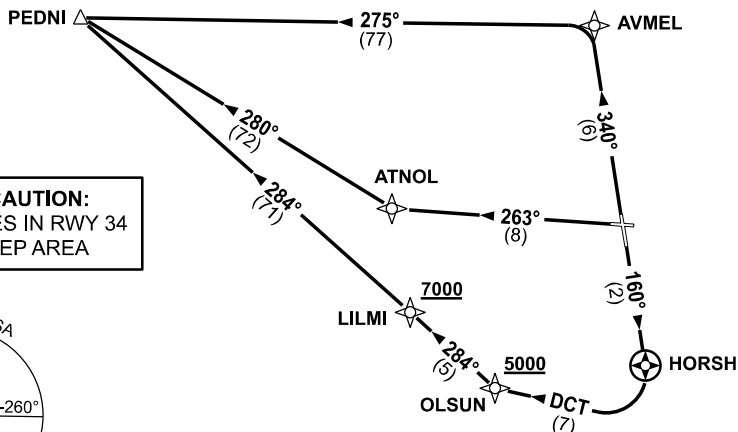
**SPEED  
 MAX IAS 250KT  
 BELOW 10,000ft**

**RNP 1**

**CAUTION:  
 TREES IN RWY 34  
 DEP AREA**



10 NM MSA 3300



**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

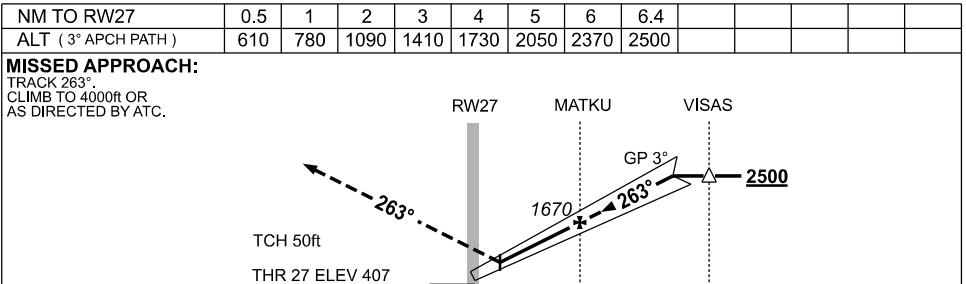
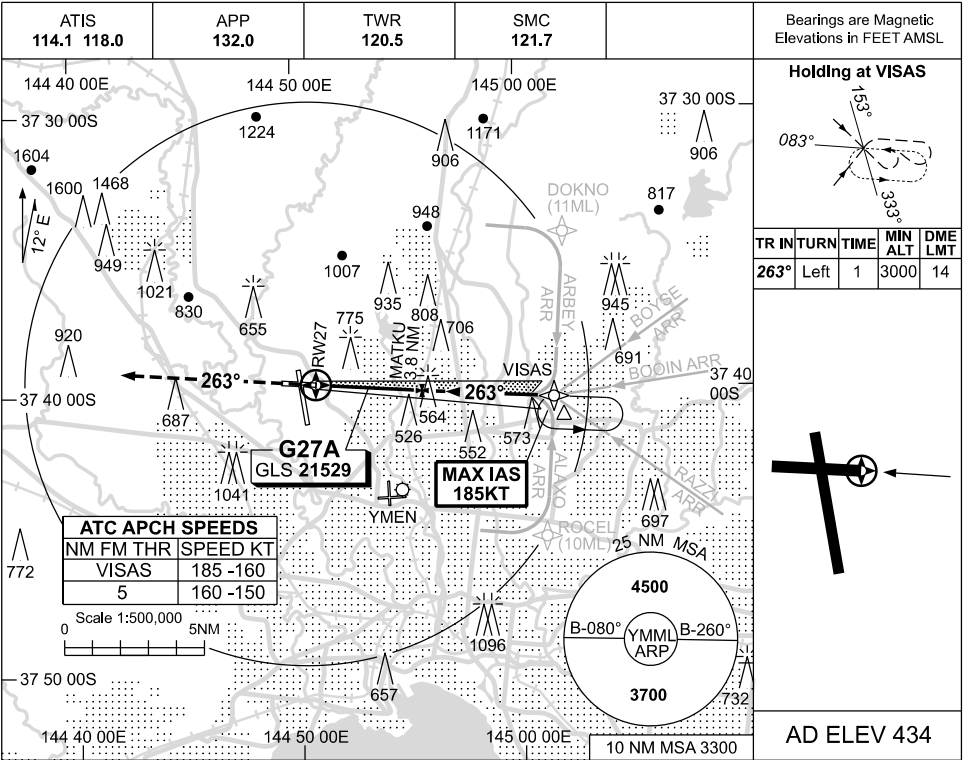
Changes: HORSH SEGMENT DISTANCE.

MMLDP32-186

USE QNH

GLS RWY 27  
MELBOURNE, VIC (YMML)

19 MAR 2026



**NOTES**

- 1. MAX IAS :  
VISAS : 185KT.

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

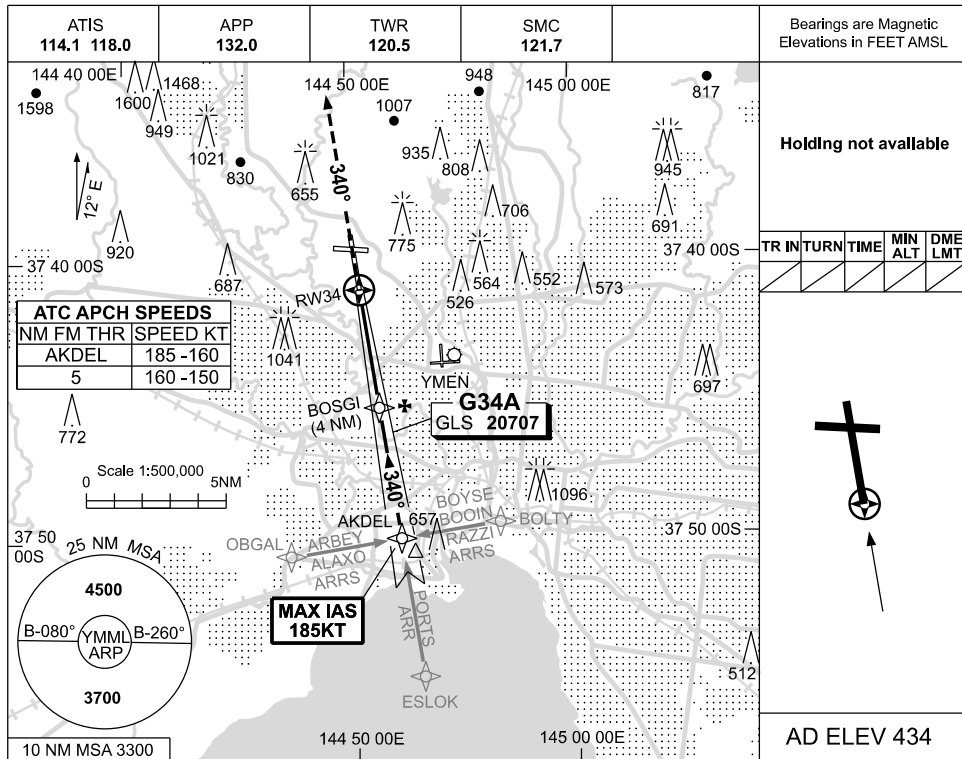
Changes: ABN DELETED, Editorial.

MMLGL02-186

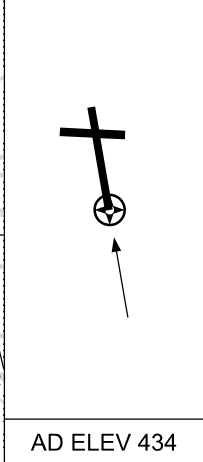
USE QNH

GLS RWY 34  
MELBOURNE, VIC (YMML)

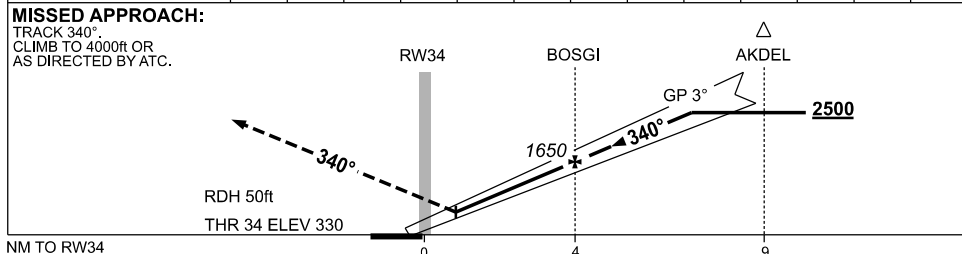
19 MAR 2026



Holding not available					
TR	IN	TURN	TIME	MIN ALT	DME LMT



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



**NOTES**

- 1. MAX IAS: AKDEL : 185KT.

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

Changes: ABN DELETED, Editorial.

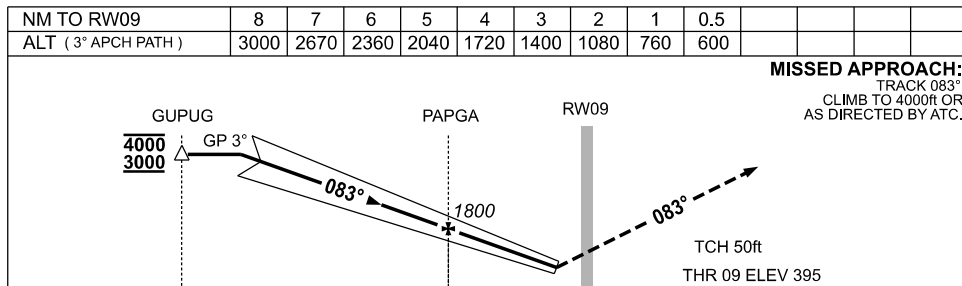
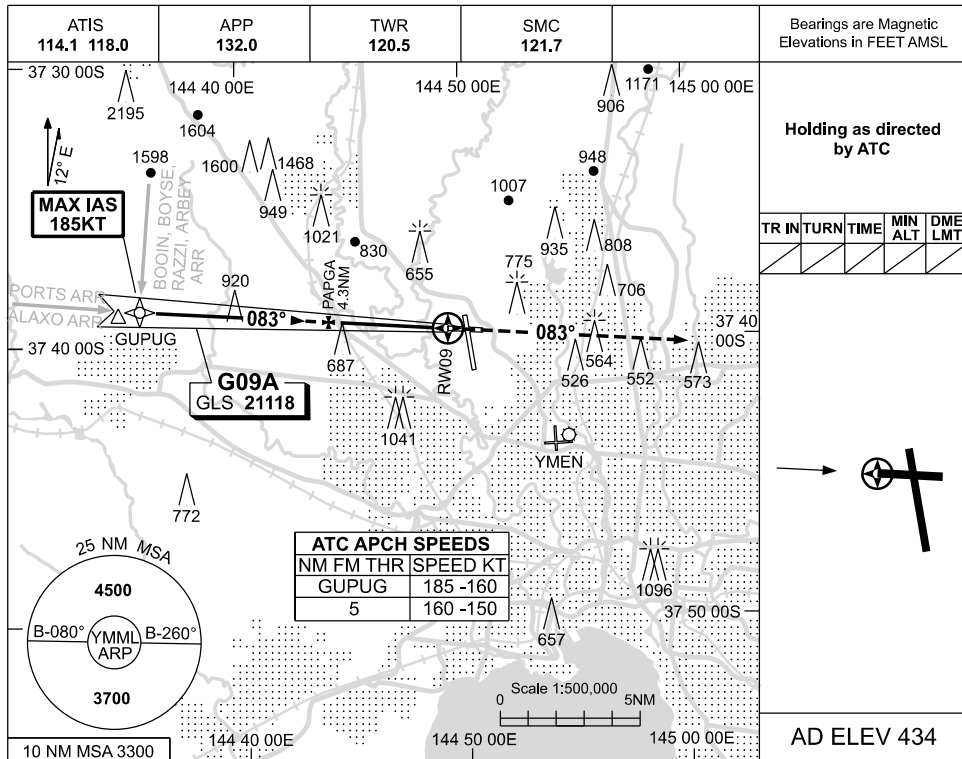
MMLGL03-186

USE QNH

GLS RWY 09

MELBOURNE, VIC (YMML)

19 MAR 2026



NOTES

- MAX IAS : GUPUG : 185KT.

CATEGORY	A	B	C	D/D <sub>L</sub>
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)	

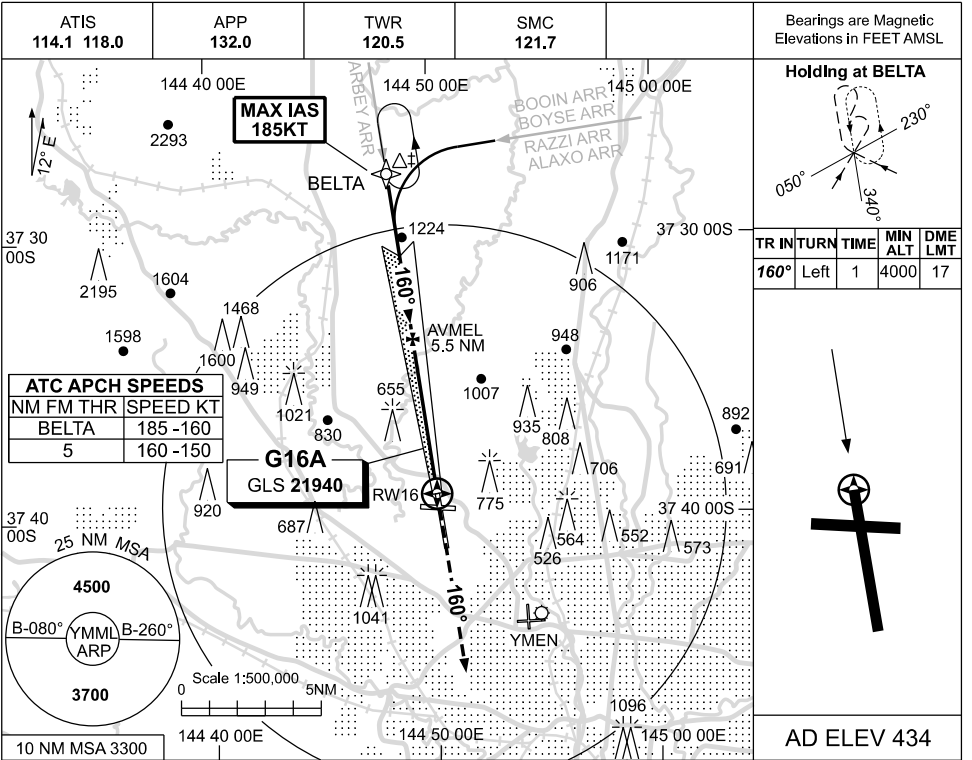
Changes: ABN DELETED, Editorial.

MMLGL04-186

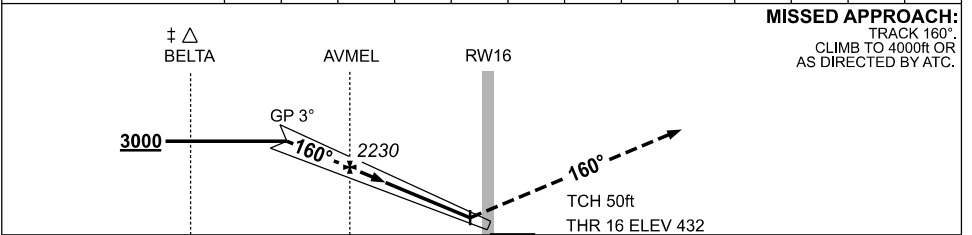
USE QNH

GLS RWY 16  
MELBOURNE, VIC (YMML)

19 MAR 2026



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



**NOTES**

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

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

Changes: ABN DELETED, Editorial.

MMLGL05-186

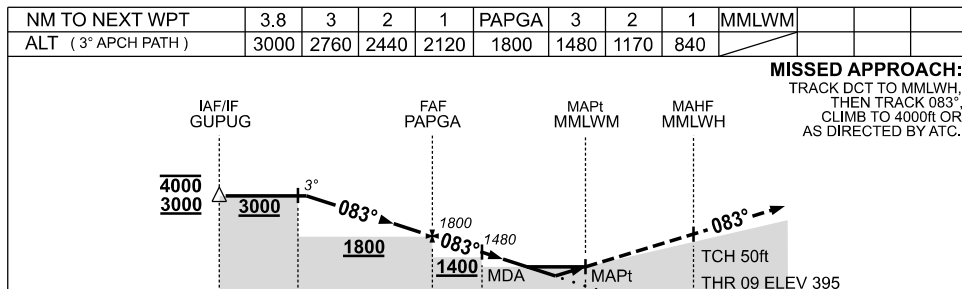
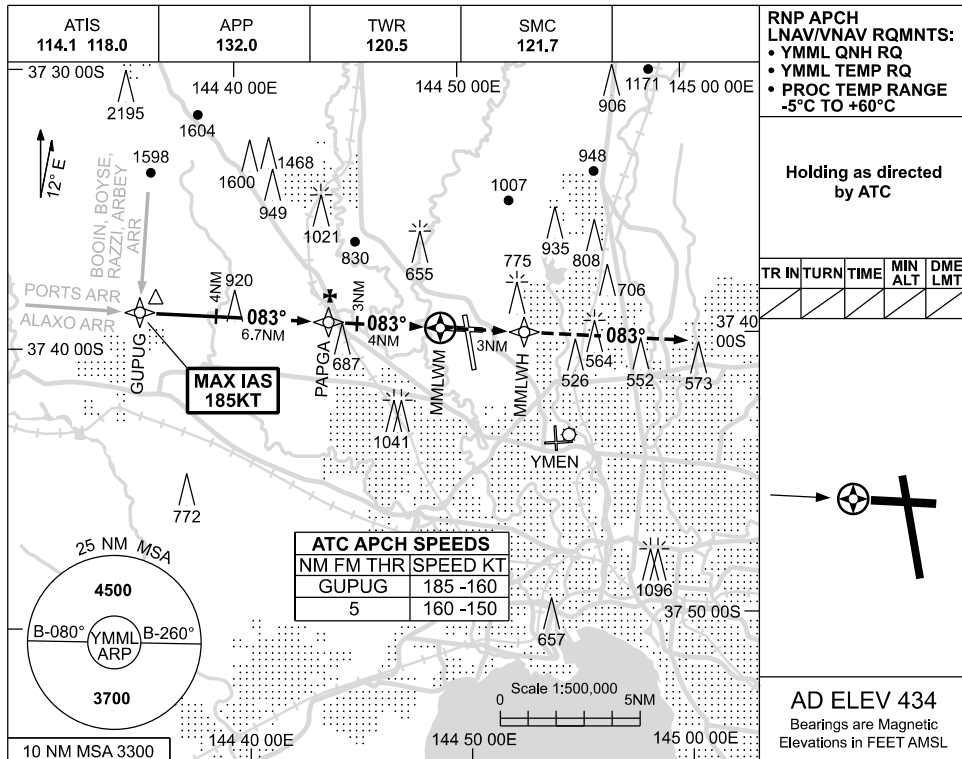


USE QNH

RNP RWY 09

MELBOURNE, VIC (YMML)

19 MAR 2026



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)

**NOTES**  
1. MAX IAS:  
GUPUG : 185KT.

Changes: ABN DELETED, Editorial.

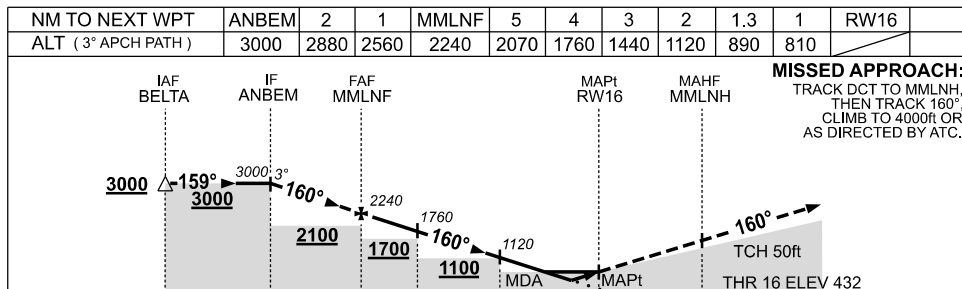
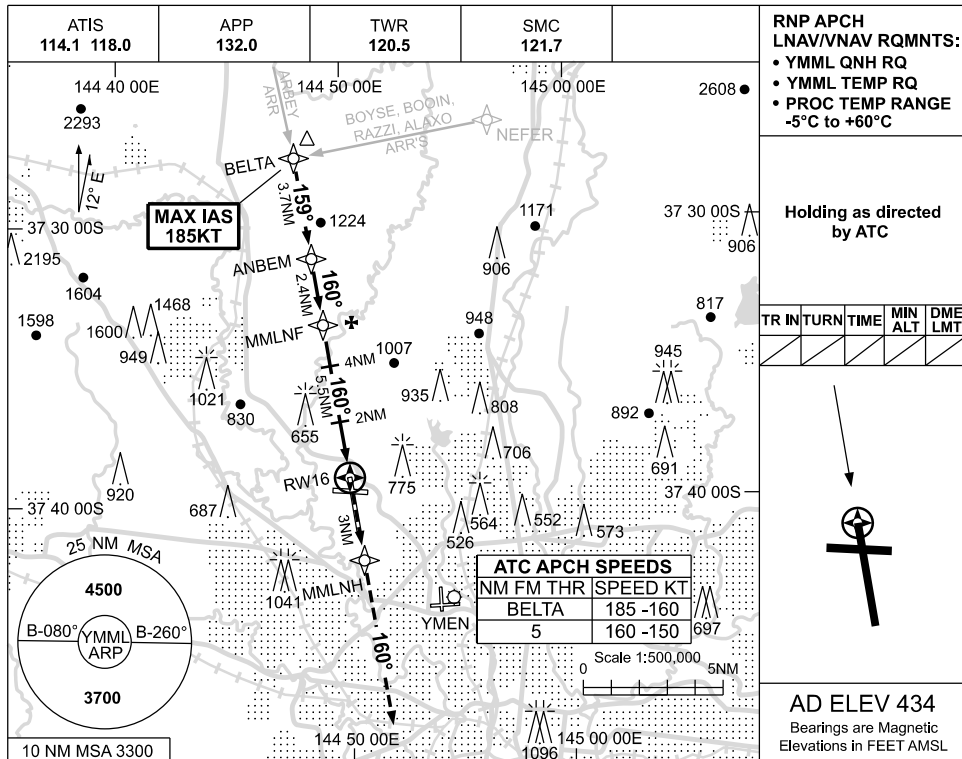
MMLGN02-186

USE QNH

RNP Z RWY 16

MELBOURNE, VIC (YMML)

19 MAR 2026



**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: ABN DELETED, Editorial.

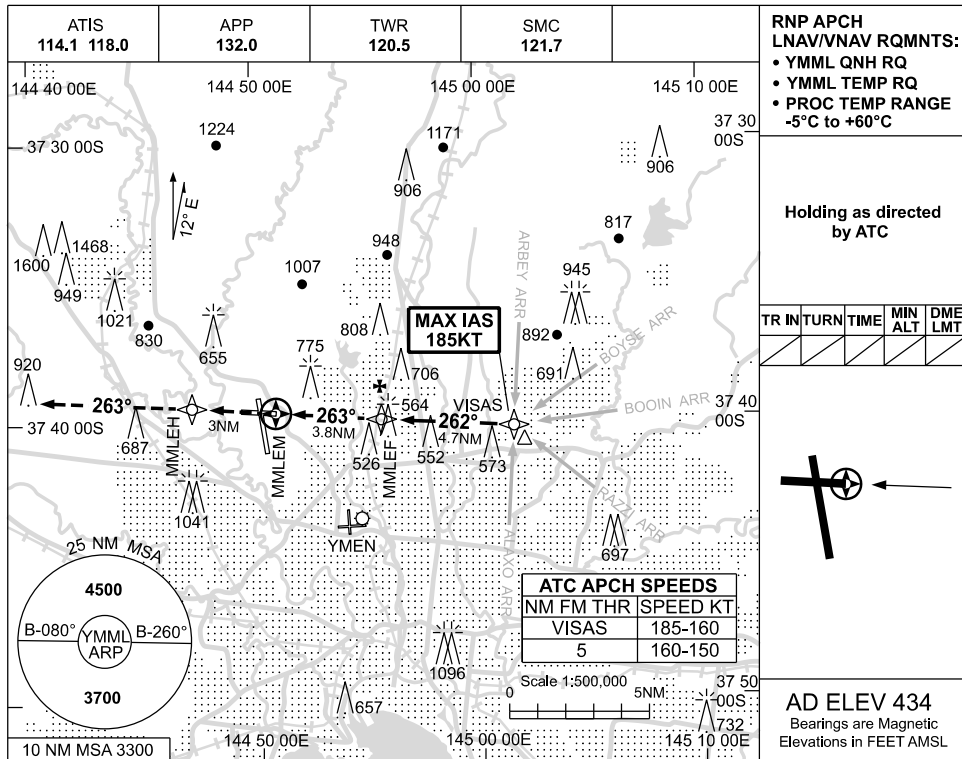
MMLGN03-186

USE QNH

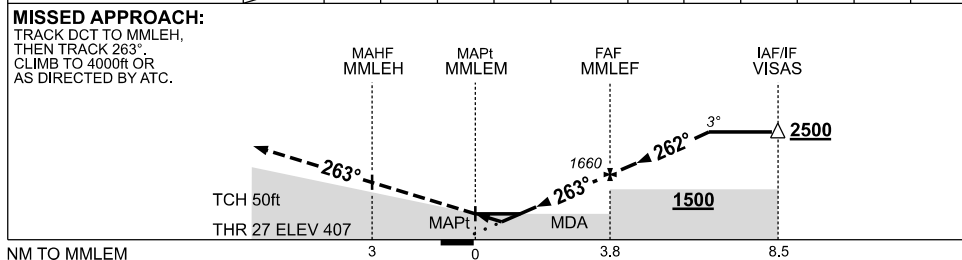
RNP RWY 27

MELBOURNE, VIC (YMML)

19 MAR 2026



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			



**NOTES**

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

1. MAX IAS:  
VISAS : 185KT.

Changes: ABN DELETED, Editorial.

MMLGN04-186

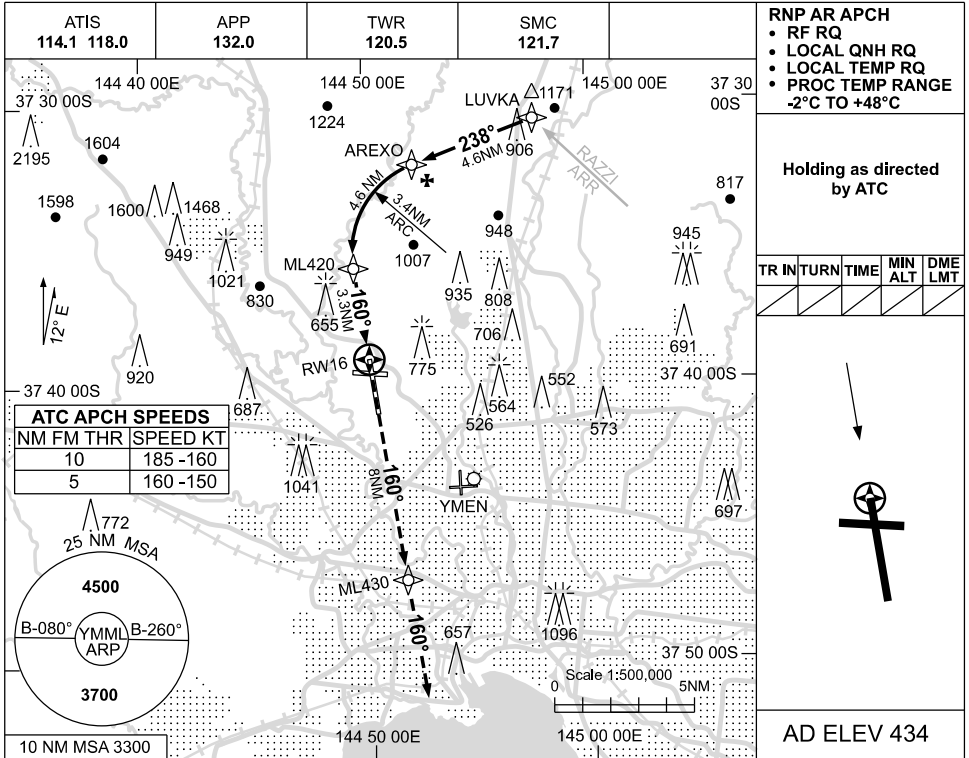
FOR CASA APPROVED OPERATORS ONLY

RNP M RWY 16 (AR)

19 MAR 2026

USE QNH

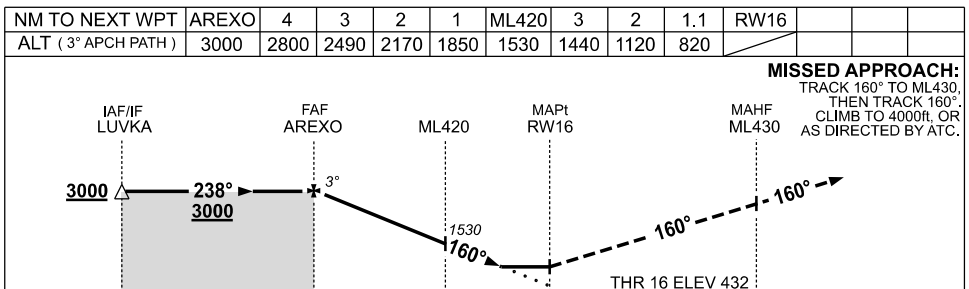
MELBOURNE, VIC (YMML)



Holding as directed by ATC

TR	INTURN	TIME	MIN ALT	DME LMT

AD ELEV 434



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: ABN DELETED.

MMLGN15-186

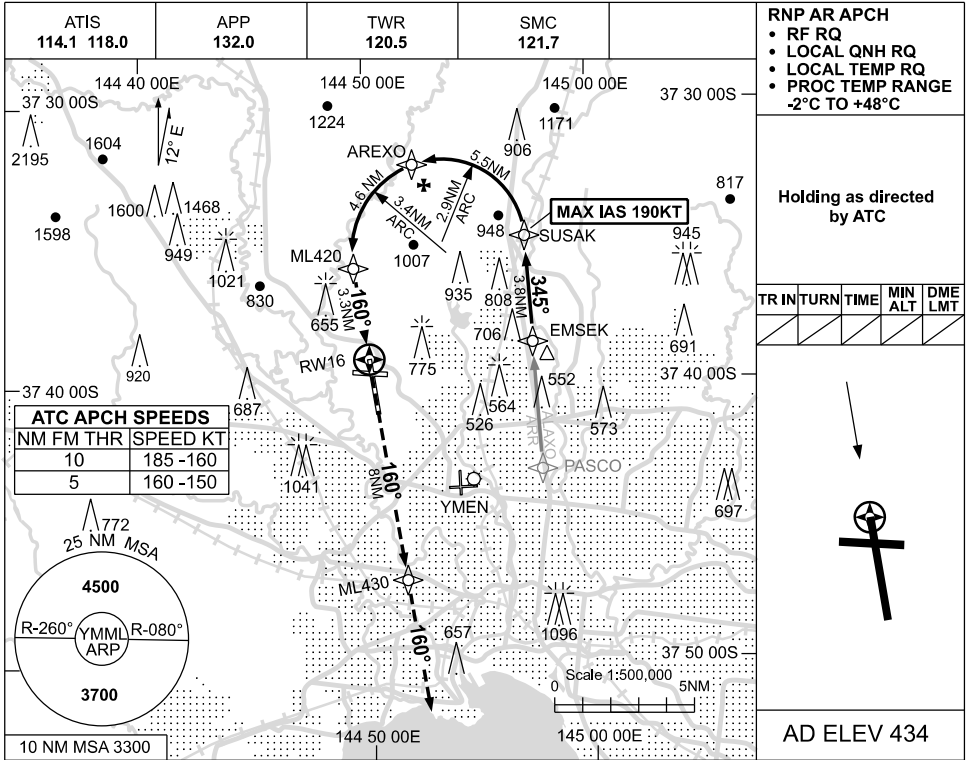
FOR CASA APPROVED OPERATORS ONLY

RNP P RWY 16 (AR)

19 MAR 2026

USE QNH

MELBOURNE, VIC (YMML)



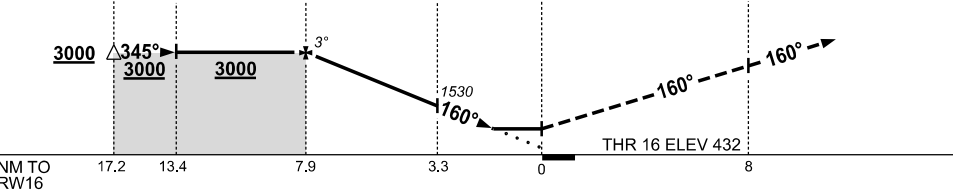
- RNP AR APCH**
- RF RQ
  - LOCAL QNH RQ
  - LOCAL TEMP RQ
  - PROC TEMP RANGE -2°C TO +48°C

Holding as directed by ATC



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 ATC.



**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)

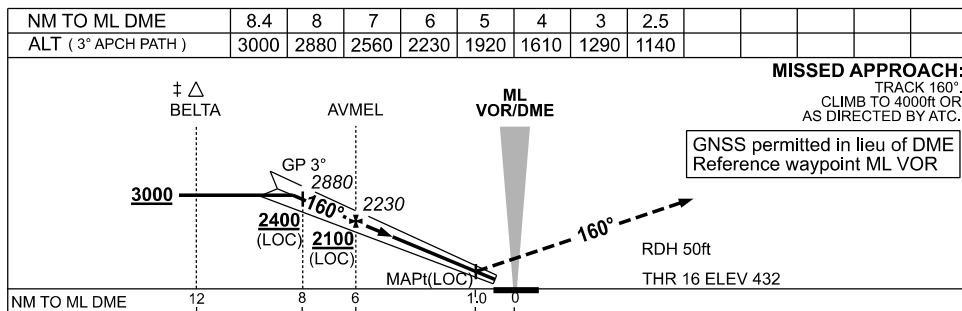
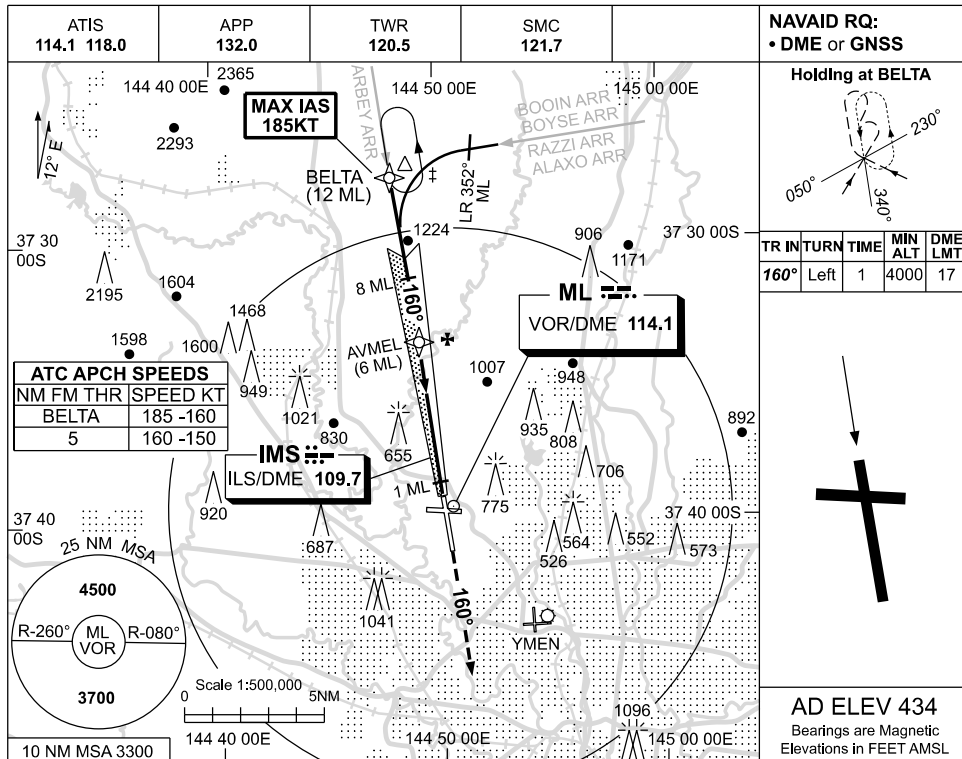
Changes: ABN DELETED.

MMLGN16-186

USE QNH

ILS-Y or LOC-Y RWY 16  
MELBOURNE, VIC (YMML)

19 MAR 2026



**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.

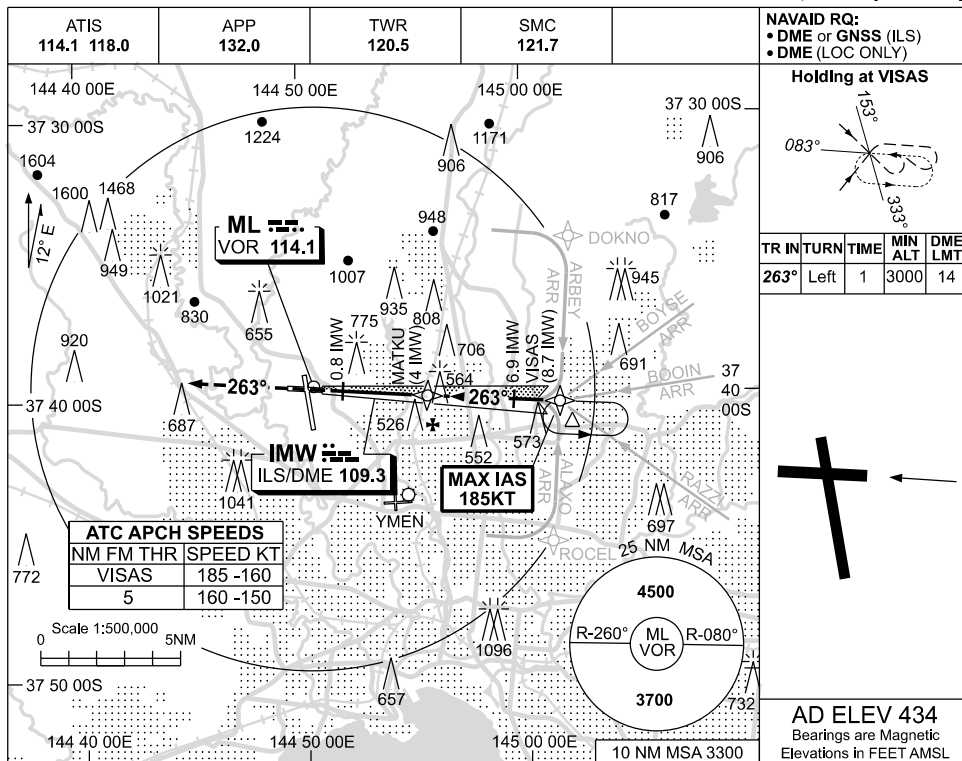
Changes: ABN DELETED, Editorial.

MMLII01-186

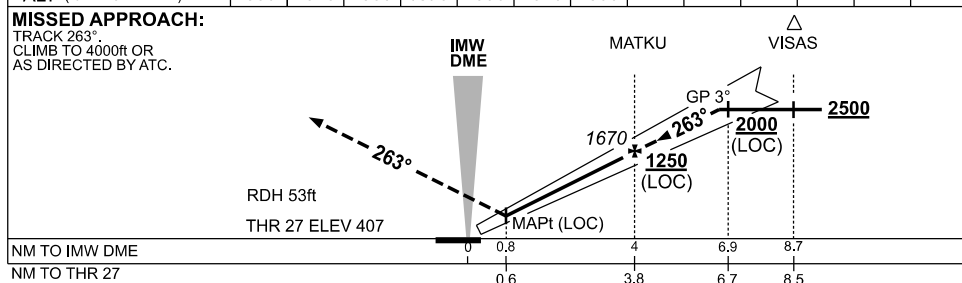
USE QNH

ILS-Z or LOC-Z RWY 27  
**MELBOURNE, VIC (YMML)**

19 MAR 2026



NM TO IMW DME	1.5	2	3	4	5	6	6.6						
ALT (3° APCH PATH)	880	1040	1360	1670	1990	2310	2500						



**NOTES**

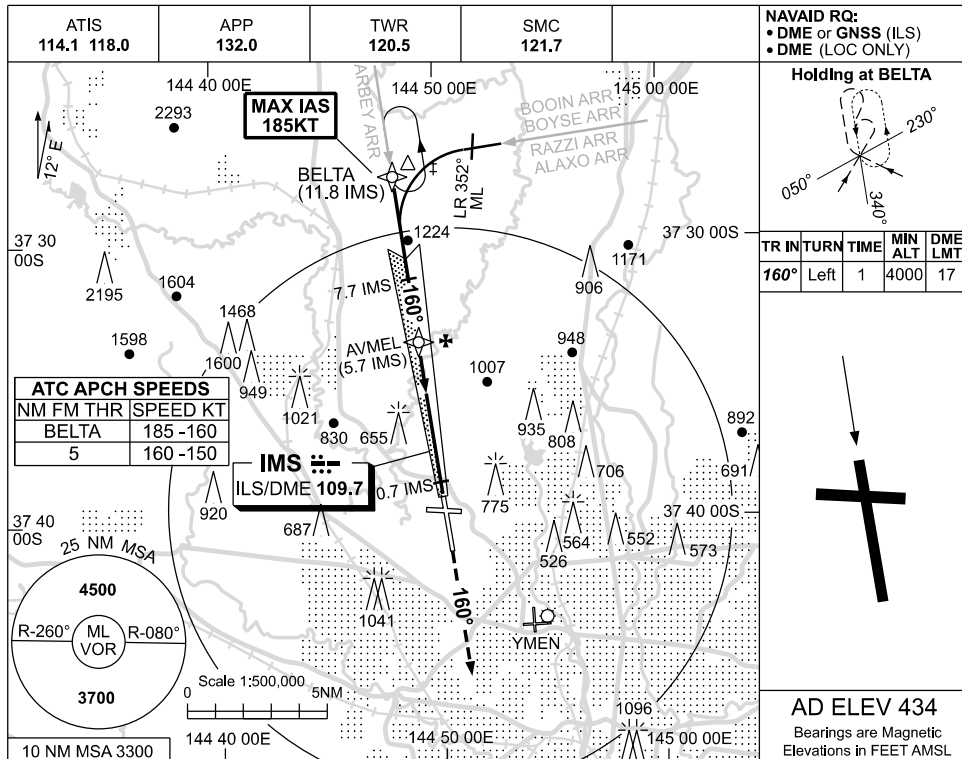
CATEGORY	A	B	C	D/DL
S-I ILS		<b>610</b> (203) 0.8	550 RVR	
S-I LOC		<b>880</b> (473-1.9)		
CIRCLING	<b>1140</b> (706-2.4)		<b>1450</b> (1016-4.0)	<b>1600</b> (1166-5.0)
ALTERNATE *	(1206-4.4)		(1516-6.0)	(1666-7.0)

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

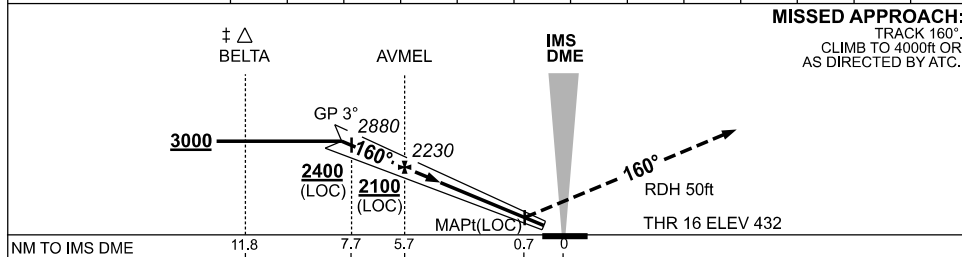
Changes: ABN DELETED, Editorial.

MMLII02-186

19 MAR 2026



NM TO IMS DME	8.1	7.7	7	5.7	5	4	3	2.3				
ALT (3° APCH PATH)	3000	2880	2650	2230	2010	1690	1370	1140				



NM TO IMS DME	11.8	7.7	5.7	0.7	0
NM TO THR 16	11.6	7.5	5.5	0.5	

**NOTES**

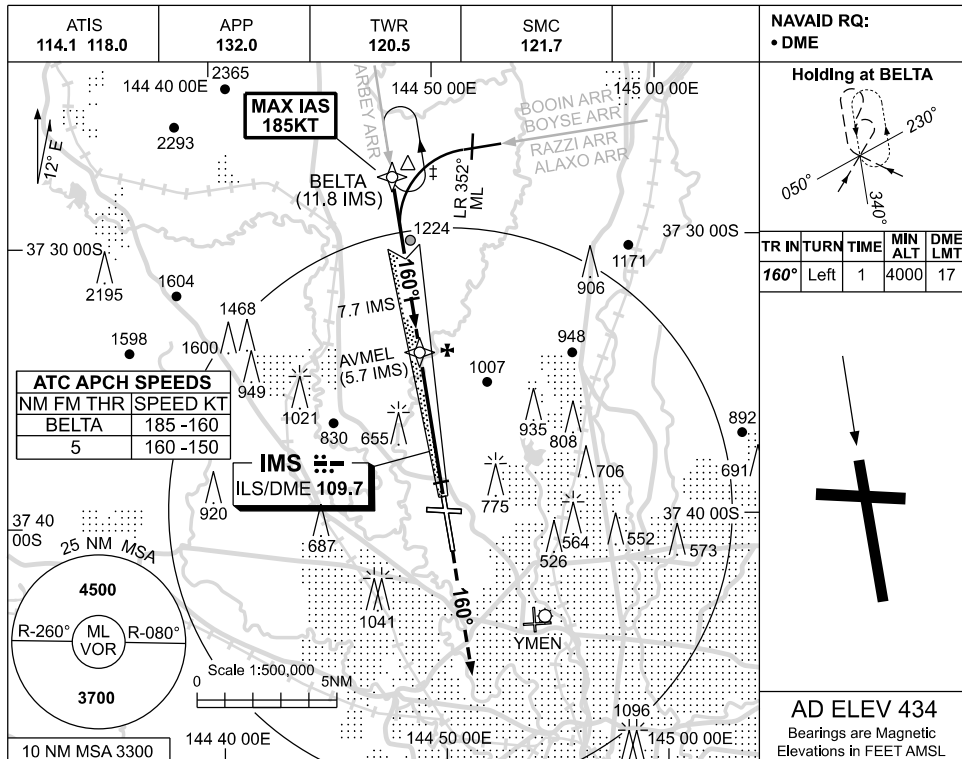
1. MAX IAS :  
 BELTA : 185KT.
- \* 2. SPECIAL ALT MNM  
 700/2.5 KM. (NOT APPLICABLE TO LOC/DME).
- † 3. ACFT MAY BE  
 RADAR VECTORED  
 TO FNA OR JOIN  
 PROCEDURE OFF  
 STAR PRIOR TO FAF.

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

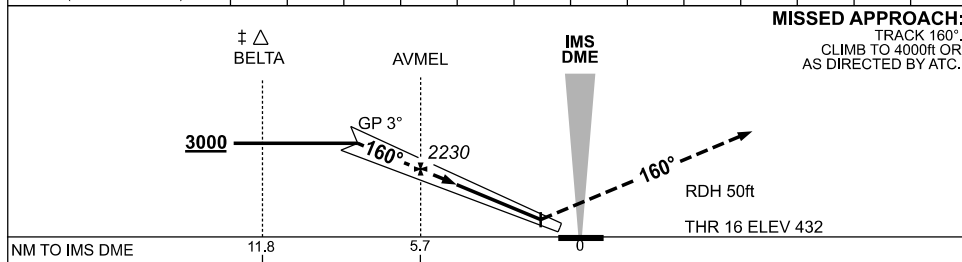
Changes: ABN DELETED, Editorial.

MMLII03-186

19 MAR 2026



NM TO IMS DME	8.1	7.7	7	5.7	5	4	3	2	1				
ALT (3° APCH PATH)	3000	2880	2650	2230	2010	1690	1370	1050	740				



NM TO IMS DME	11.8	5.7	0
NM TO THR 16	11.6	5.5	

**NOTES**

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

CATEGORY	A	B	C	D/D <sub>L</sub>
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)

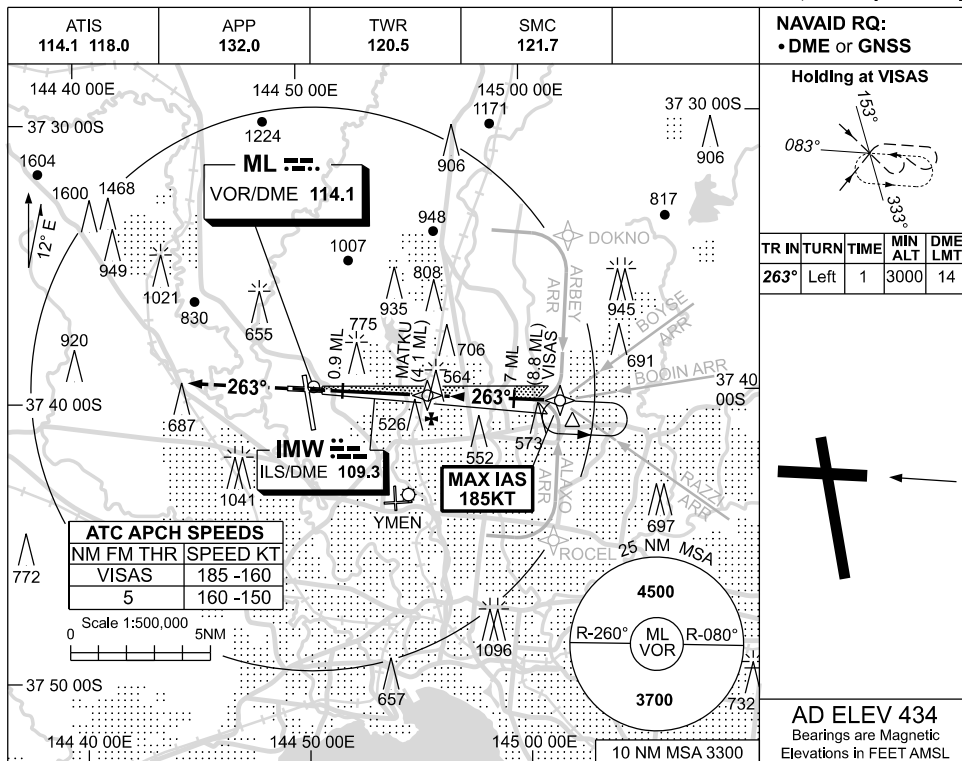
Changes: ABN DELETED, Editorial.

MMII04-186

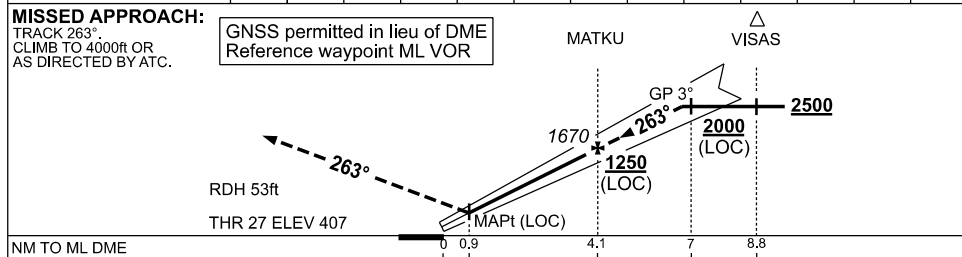
USE QNH

ILS-Y or LOC-Y RWY 27  
**MELBOURNE, VIC (YMML)**

19 MAR 2026



NM TO ML DME	1.6	2	3	4.1	5	6	6.7						
ALT (3° APCH PATH)	880	1000	1320	1670	1960	2270	2500						



NM TO ML DME													
NM TO THR 27													

**NOTES**

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

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

Changes: ABN DELETED, Editorial.

MMLII05-186

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

**19 MAR 2026**

- 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 FAF; 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

25 MAY 2017

**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.

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

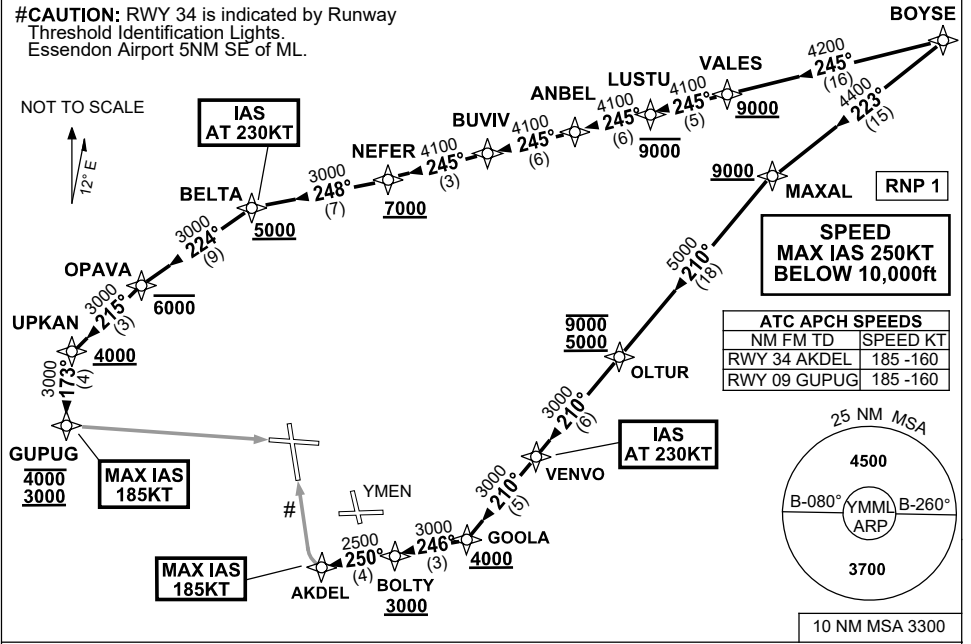
Note 1: Preferred exits are **bold and underlined**.

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**

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 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 224° 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

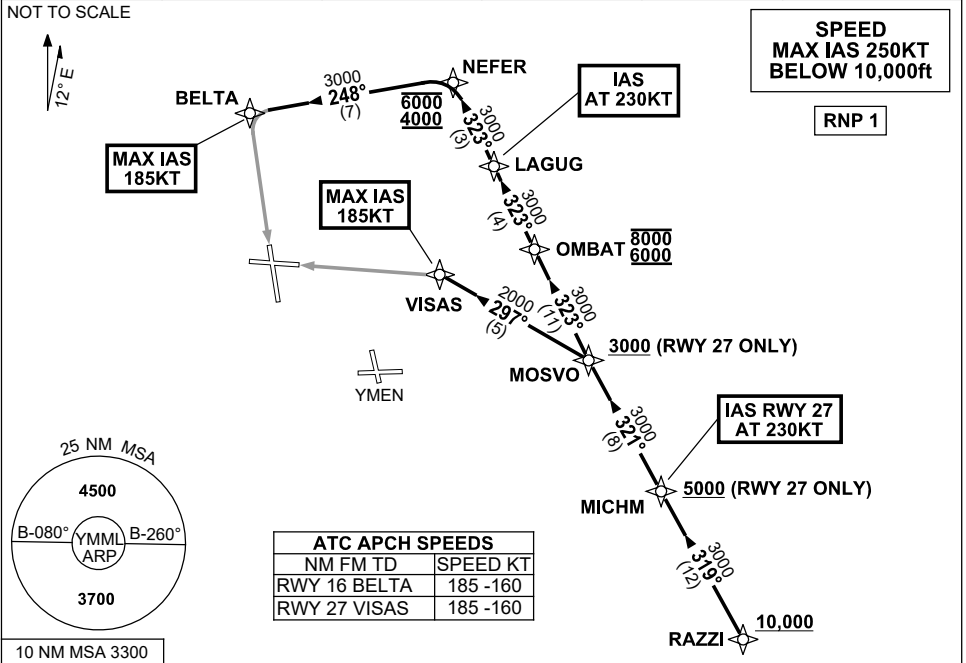
- COMMUNICATIONS FAILURE: PROCEDURE IN IMC**
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
  - Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

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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**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.

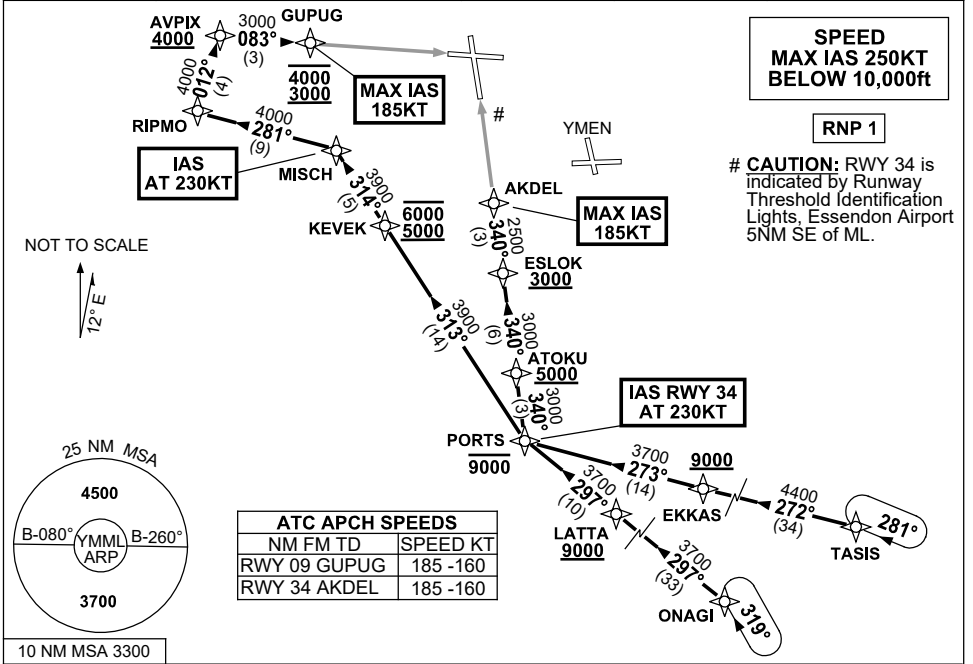
Changes: WPT NAMES, PROC IDENT.

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 LATTAS  
**Cross** LATTAS 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**

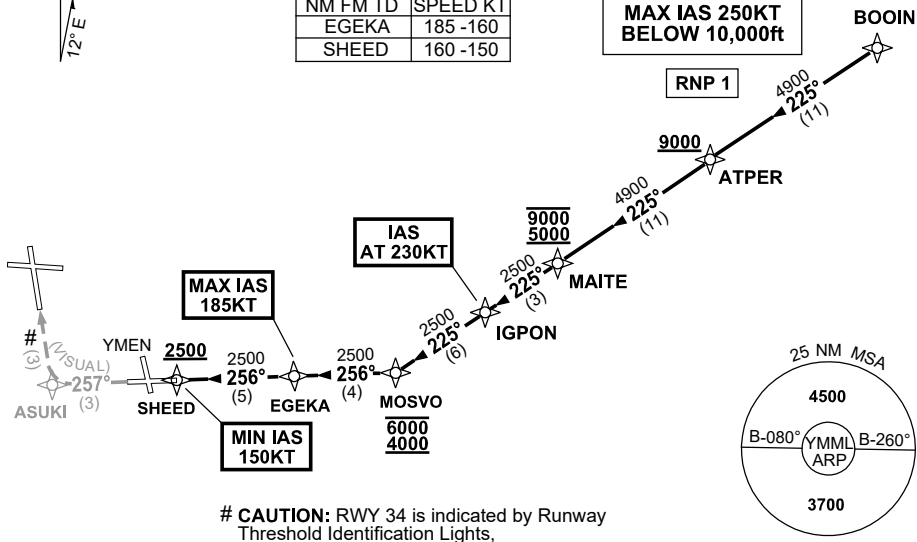
ATIS 114.1 118.0	APP 132.0	TWR 120.5	SMC 121.7		Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



ATC APCH SPEEDS		
NM	FM TD	SPEED KT
EGEKA	185 -160	
SHEED	160 -150	

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



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

10 NM MSA 3300

**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

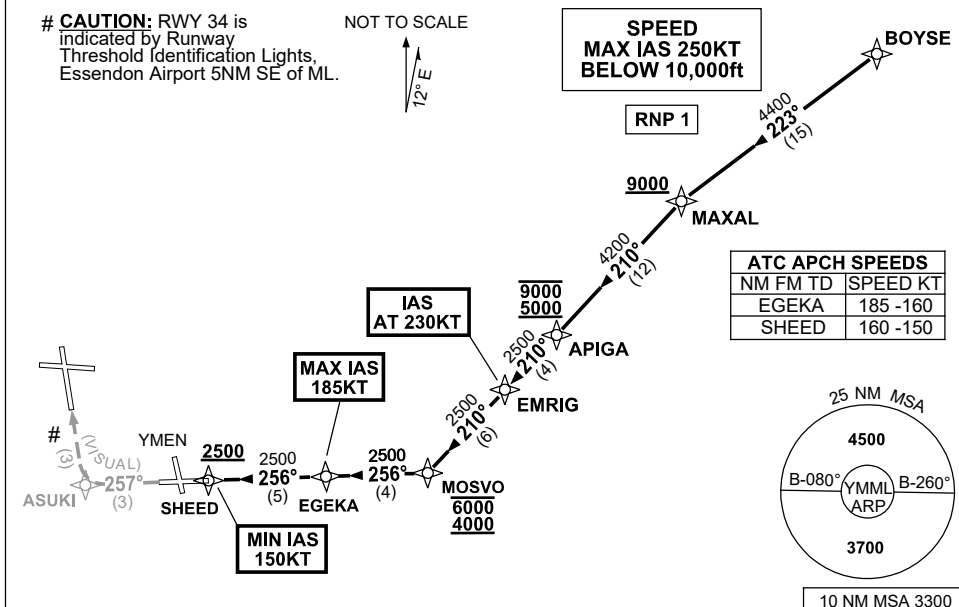
**COMMUNICATIONS FAILURE: PROCEDURE IN IMC**

- 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.

**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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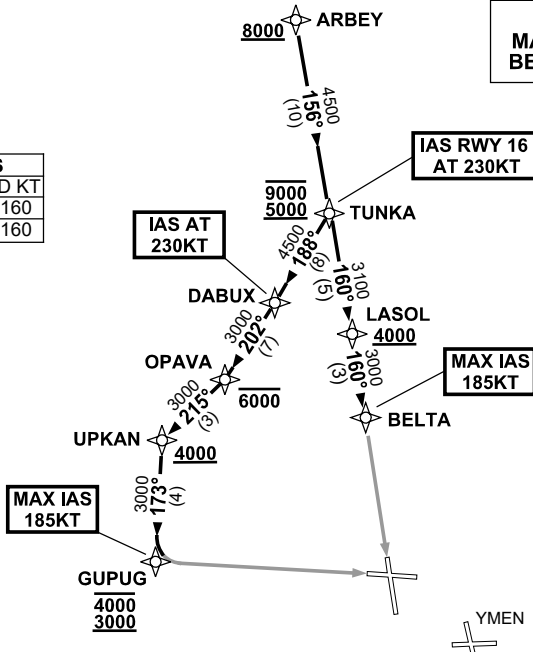
NOT TO SCALE



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

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

**RNP 1**



10 NM MSA 3300

**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.

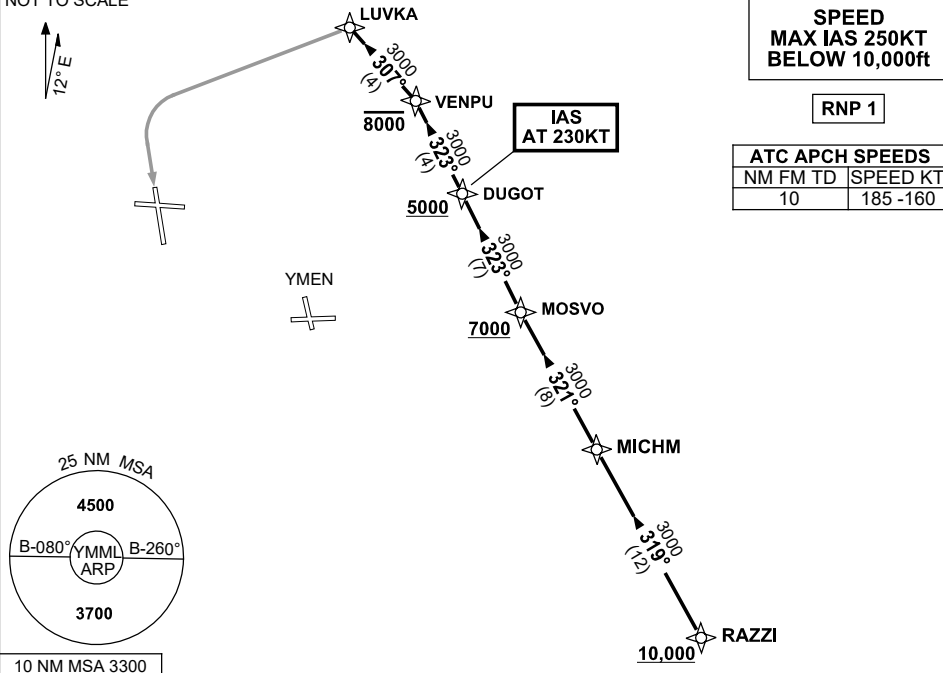
MMLSR11-183

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

**12 JUN 2025**

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 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 ERS A EMERG Section 1.5.

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

**04 SEP 2025**

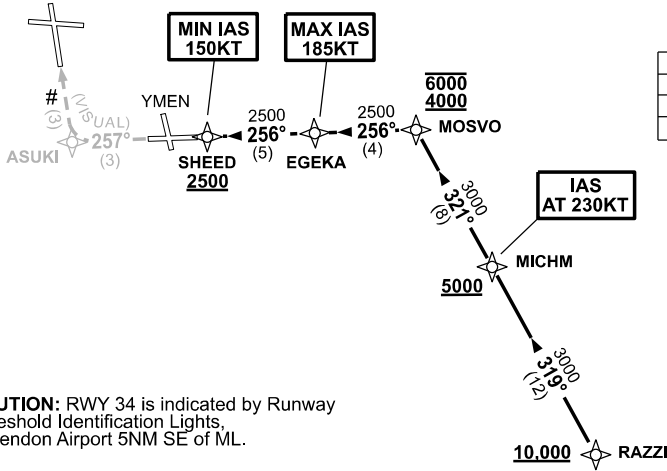
ATIS 114.1 118.0	APP 132.0	TWR 120.5	SMC 121.7		Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE

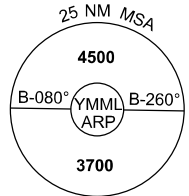


**SPEED  
MAX IAS 250KT  
BELOW 10,000ft**

**RNP 1**



ATC APCH SPEEDS	
NM	FM TD   SPEED KT
EGEKA	185 -160
SHEED	160 -150



10 NM MSA 3300

**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**

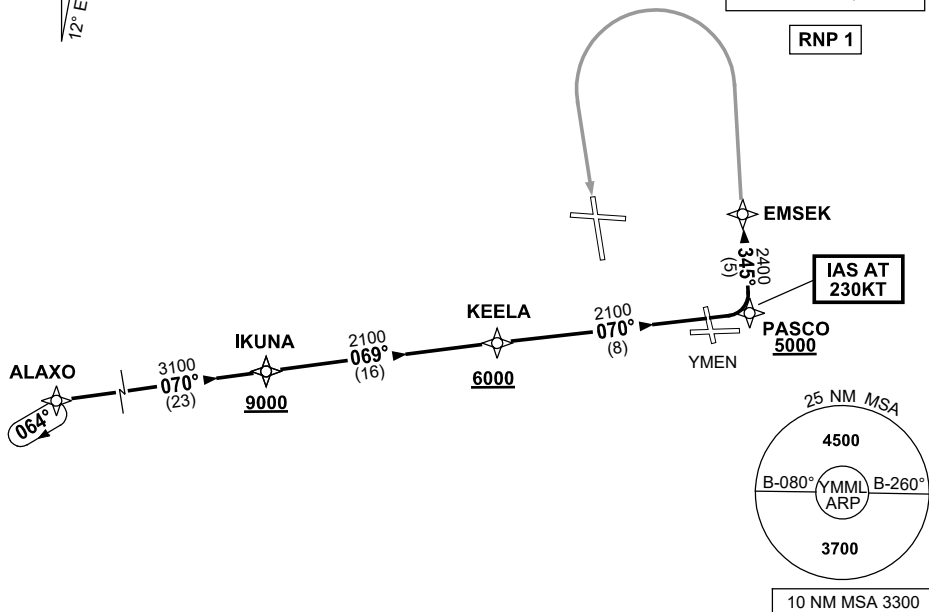
ATIS 114.1 118.0	APP 129.4 132.0	TWR 120.5	SMC 121.7		Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



**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 ERSA EMERG Section 1.5.

Changes: WPT NAMES, PROC IDENT.

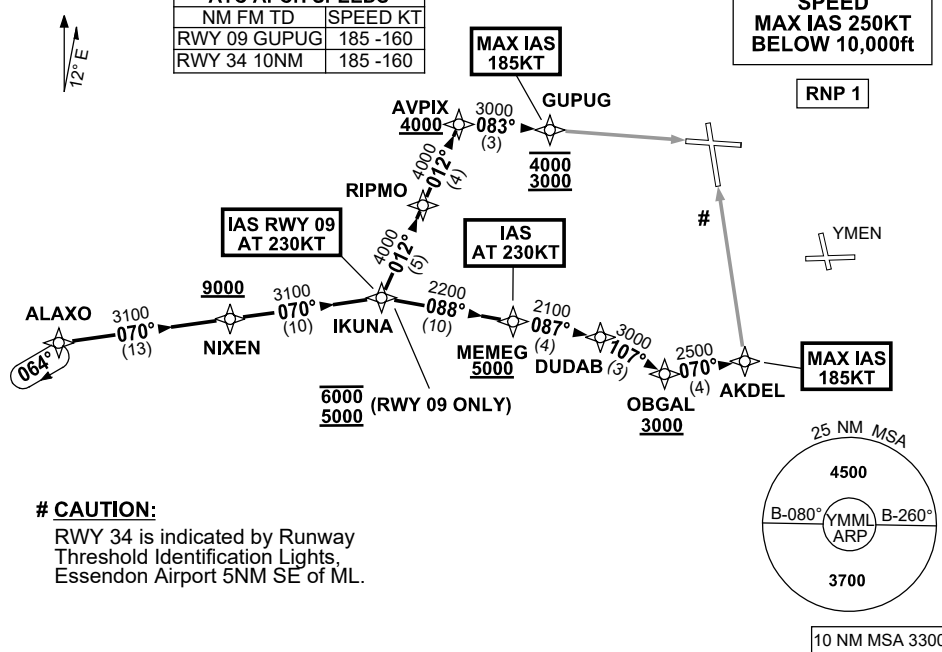
MMLSR21-183

**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



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

**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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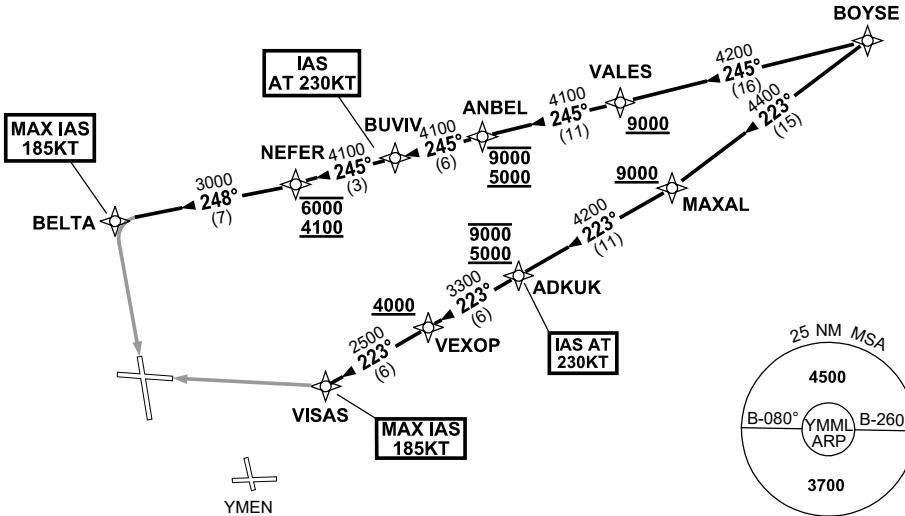
NOT TO SCALE



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**



10 NM MSA 3300

**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 ERS A EMERG Section 1.5.

Changes: WPT NAMES, VALIDITY INDICATOR.

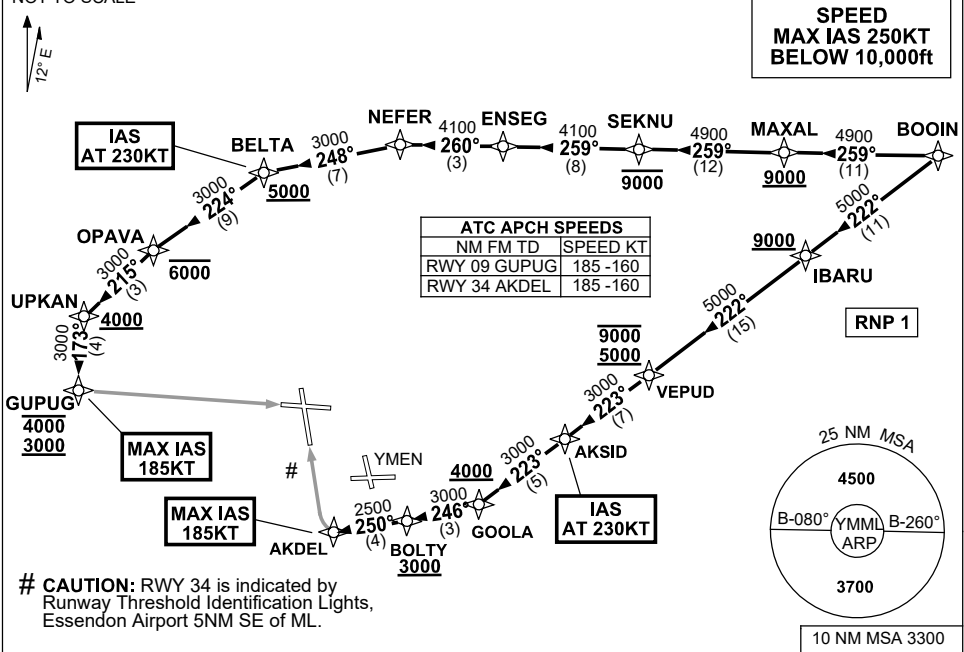
MMLSR24-183

**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 ERS A EMERG Section 1.5.

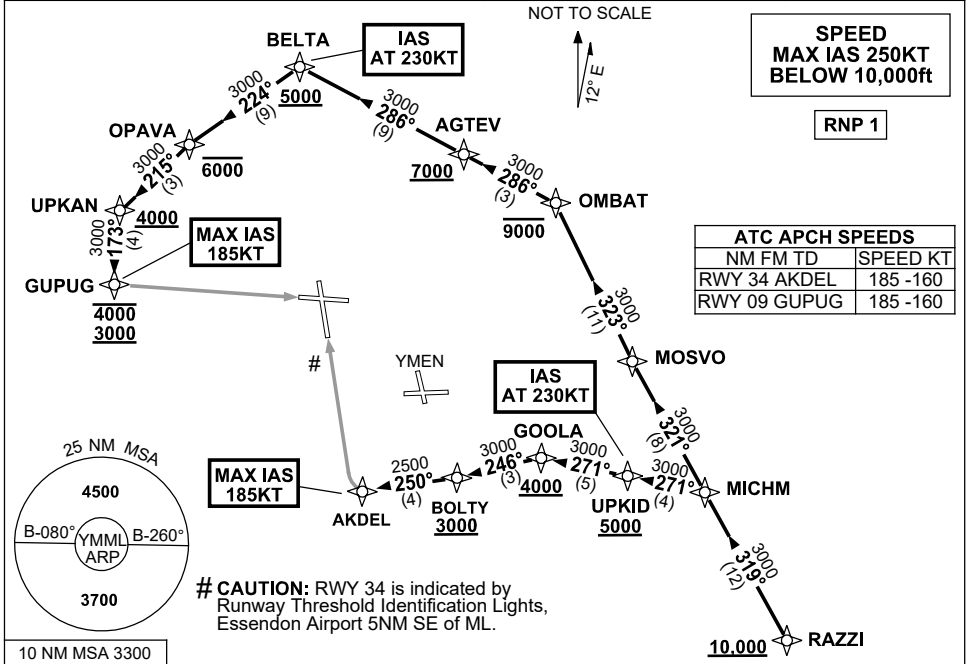
Changes: WPT NAMES, PROC IDENT.

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.

MMLSR26-133

**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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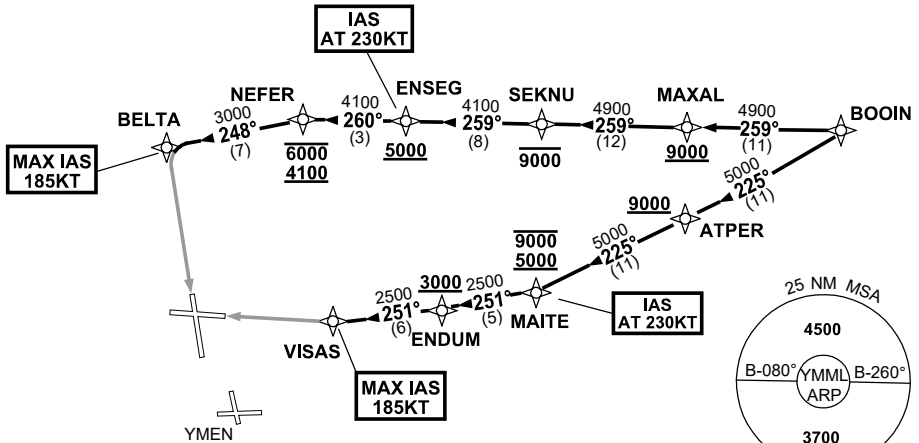
NOT TO SCALE



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 ERS A EMERG Section 1.5.

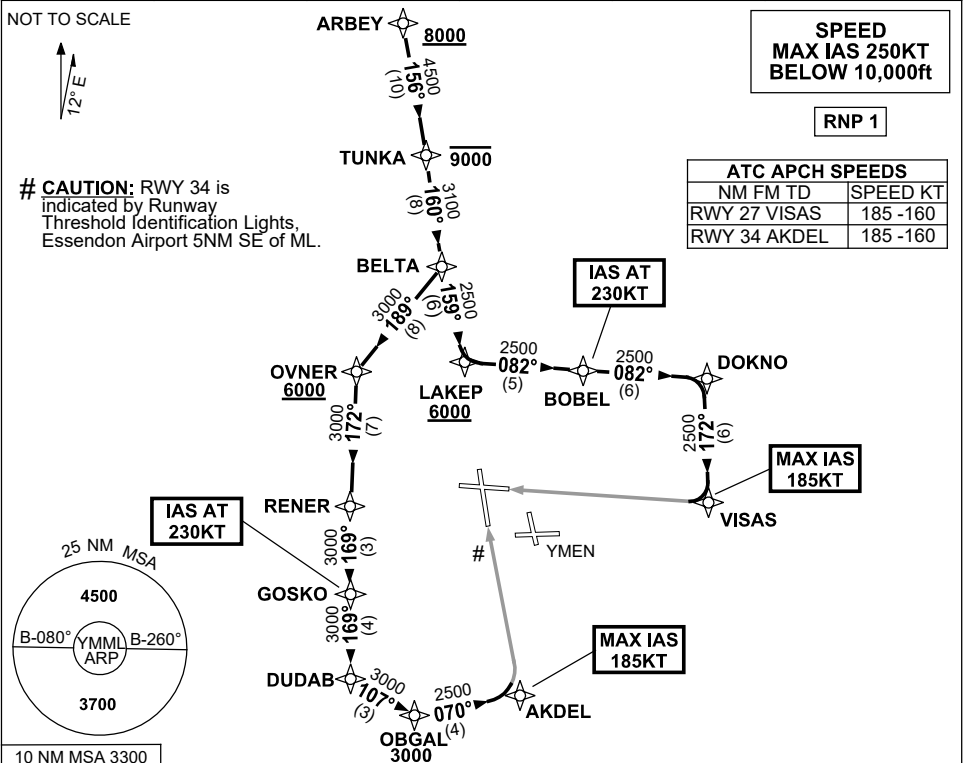
Changes: WPT NAMES, PROC IDENT.

MMLSR27-183

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

**12 JUN 2025**

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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- ARRIVAL: ARBEY EIGHT ALPHA**
- **Cross** ARBEY AT or ABV 8000ft
  - From ARBEY, track 156° to TUNKA  
**Cross** TUNKA AT or BLW 9000ft, then:
- RWY 27:**
- Track 160° to BELTA
  - Track 159° to LAKEP  
**Cross** LAKEP AT or ABV 6000ft
  - Turn LEFT, track 082° to BOBEL  
**IAS AT 230KT** from BOBEL
  - Track 082° to DOKNO
  - Turn RIGHT, track 172° to VISAS  
**MAX IAS 185KT** from VISAS
  - Track via GLS RWY 27 or ILS RWY 27 or RNP RWY 27 or LOC RWY 27
- RWY 34:**
- Track 160° to BELTA
  - Turn RIGHT, track 189° to OVNER  
**Cross** OVNER AT or ABV 6000ft
  - Turn LEFT, track 172° to RENER
  - Turn LEFT, track 169° to GOSKO  
**IAS AT 230KT** from GOSKO
  - Track 169° to DUDAB
  - Turn LEFT, 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, VALIDITY INDICATOR. MMLSR31-183

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

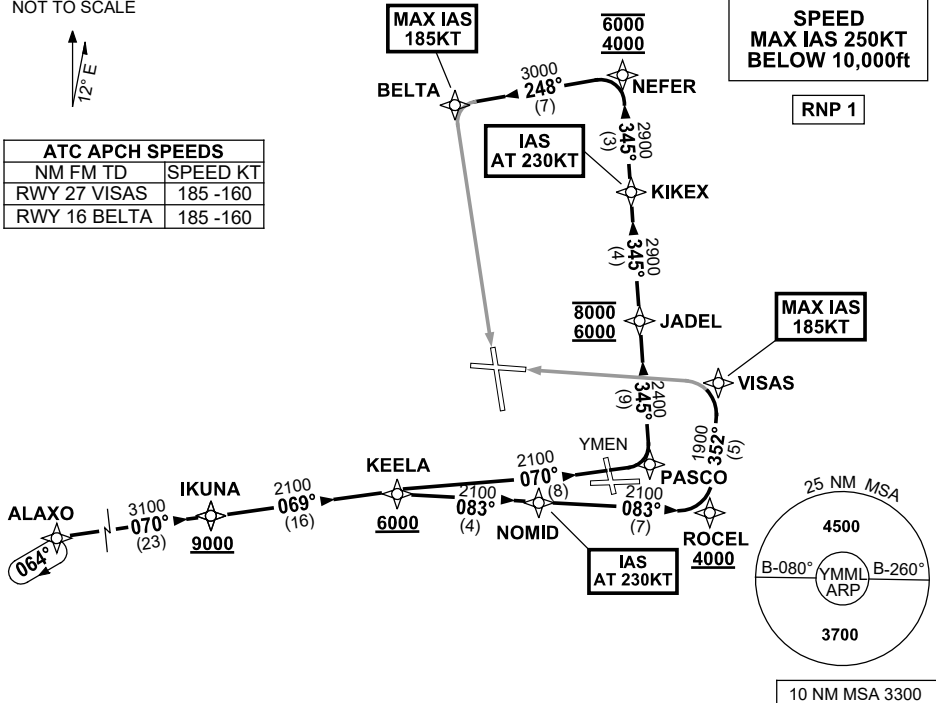
**12 JUN 2025**

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



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



**ARRIVAL: ALAXO ONE ALPHA**  
From ALAXO, track 070° to IKUNA; then:

**RWY 16:**

- **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

**RWY 27:**

- **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

**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.

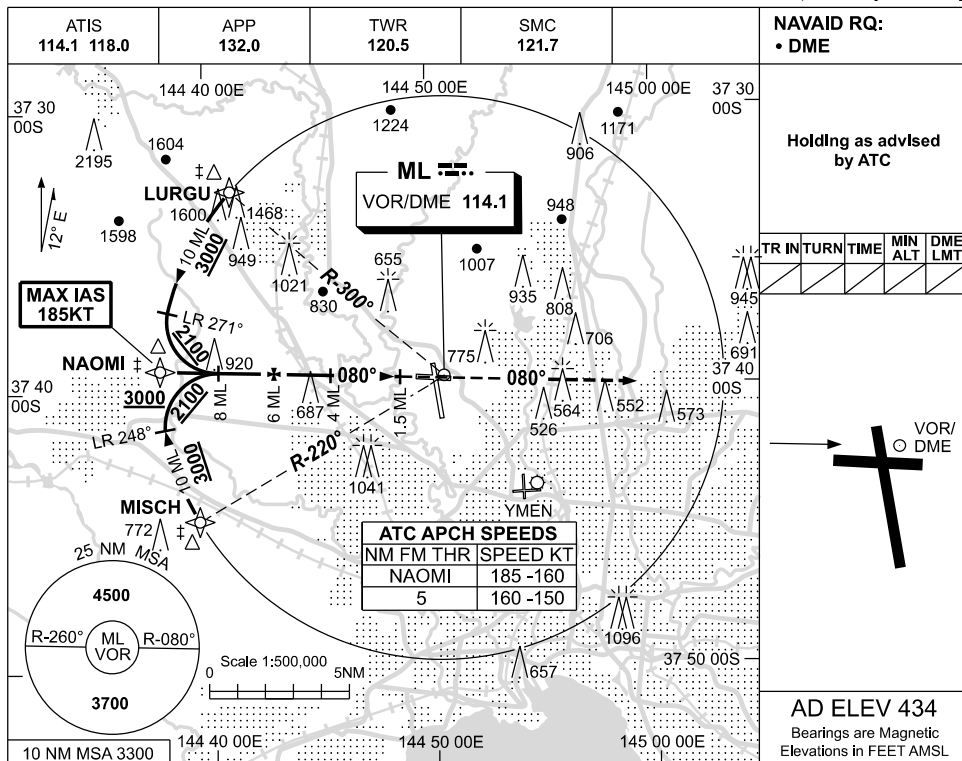
MMLSR35-183

USE QNH

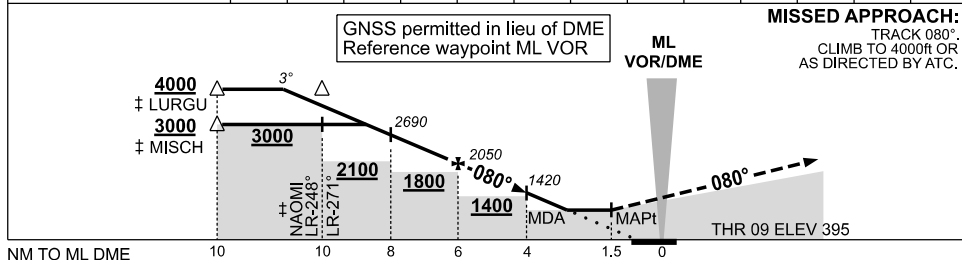
VOR RWY 09

MELBOURNE, VIC (YMML)

19 MAR 2026



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



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

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

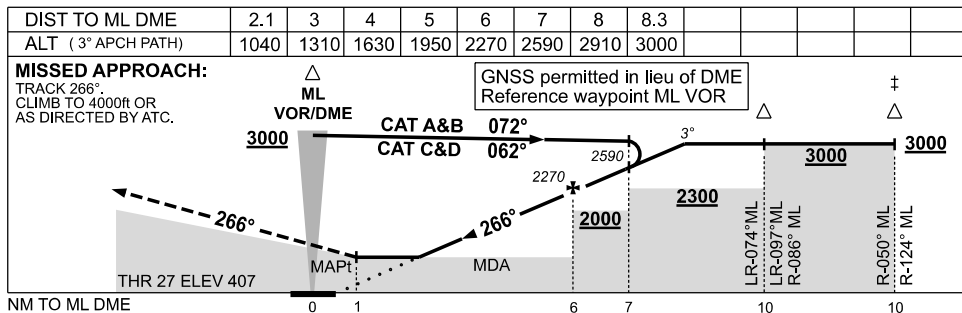
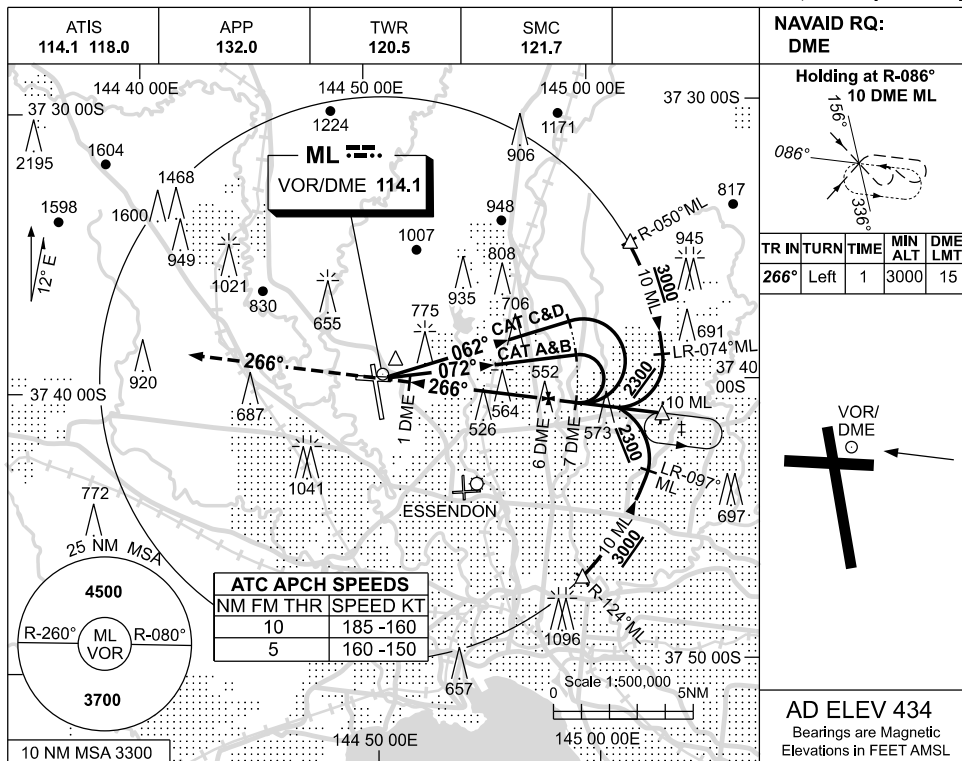
Changes: ABN DELETED.

MMLV001-186

USE QNH

VOR RWY 27  
MELBOURNE, VIC (YMML)

19 MAR 2026



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

- NOTES**
- \* 1. SPECIAL ALT MNM NOT APPLICABLE.
  - ‡ 2. ACFT MAY BE RADAR VECTORED TO IAF.

Changes: ABN DELETED.

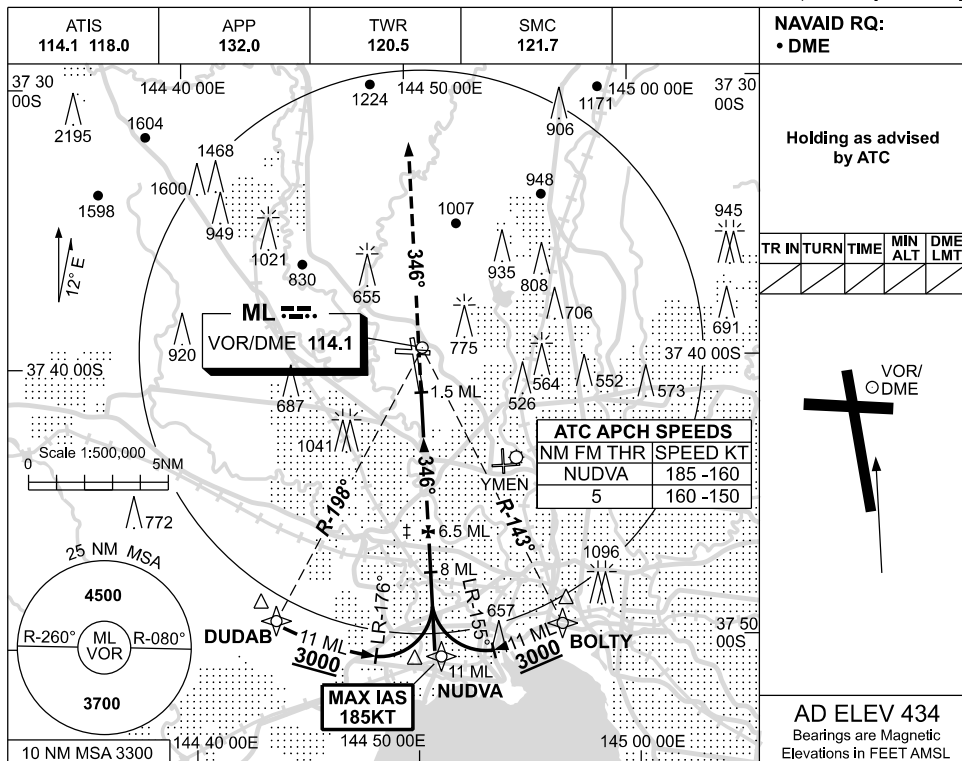
MMLVO02-186

USE QNH

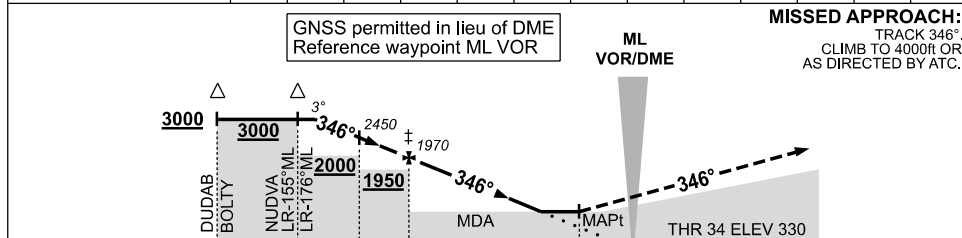
VOR RWY 34

MELBOURNE, VIC (YMML)

19 MAR 2026



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



NM TO ML DME	11	11	8	6.5	1.5	0
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CATEGORY	A	B	C	D
S-I VOR/DME	<b>760 (430-2.4)</b>			
CIRCLING	<b>1140 (706-2.4)</b>		<b>1450 (1016-4.0)</b>	
ALTERNATE †	<b>(1206-4.4)</b>		<b>(1666-7.0)</b>	

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

Changes: ABN DELETED.

MMLV003-186