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Entire Route YMML - YMHB

Strip Charts YMML - YMHB

Airport Information For YMML

Terminal Charts For YMML

Airport Information For YMHB

Terminal Charts For YMHB

Revision Letter For Cycle 15-2016

Change Notices

Notebook

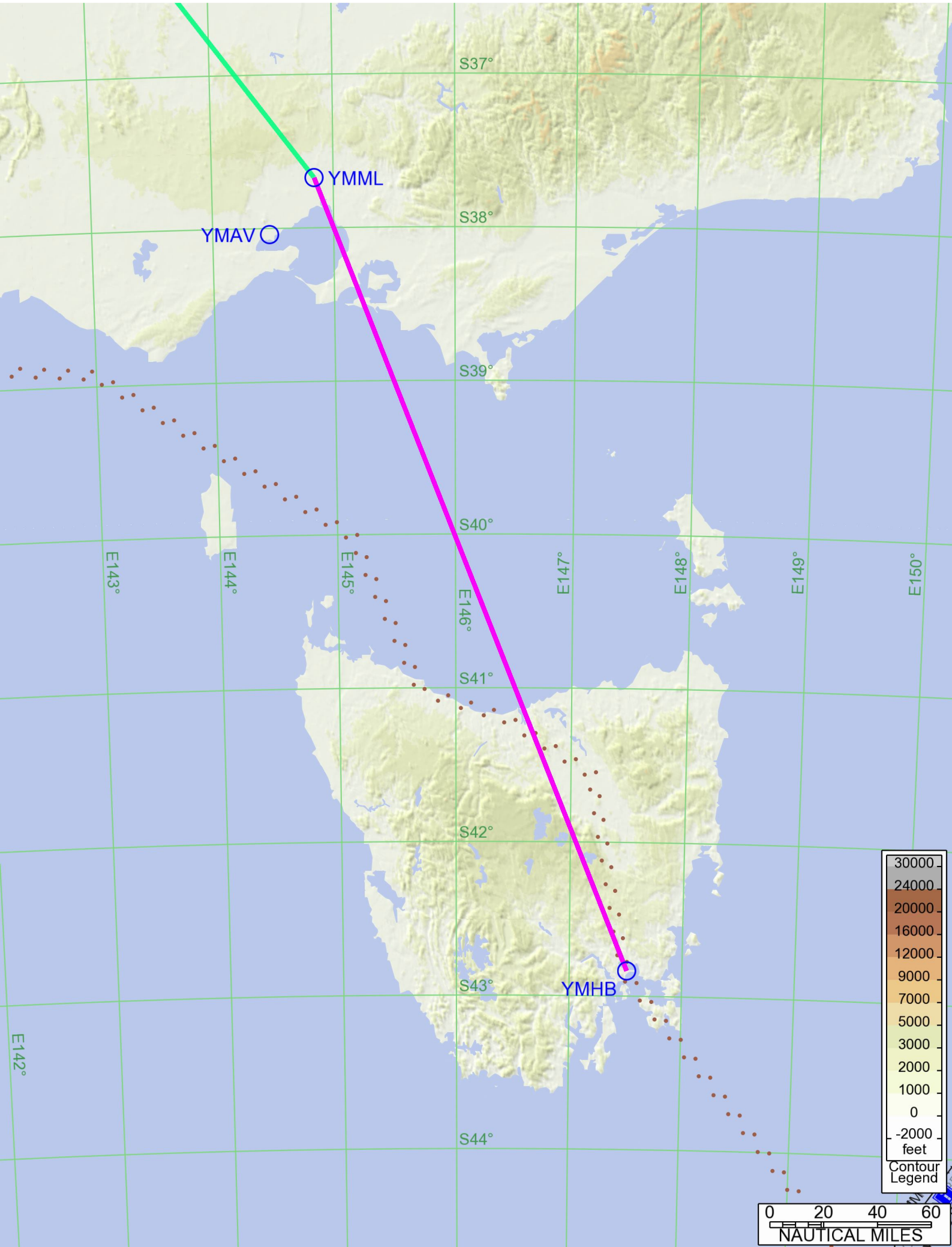
JEPPesen

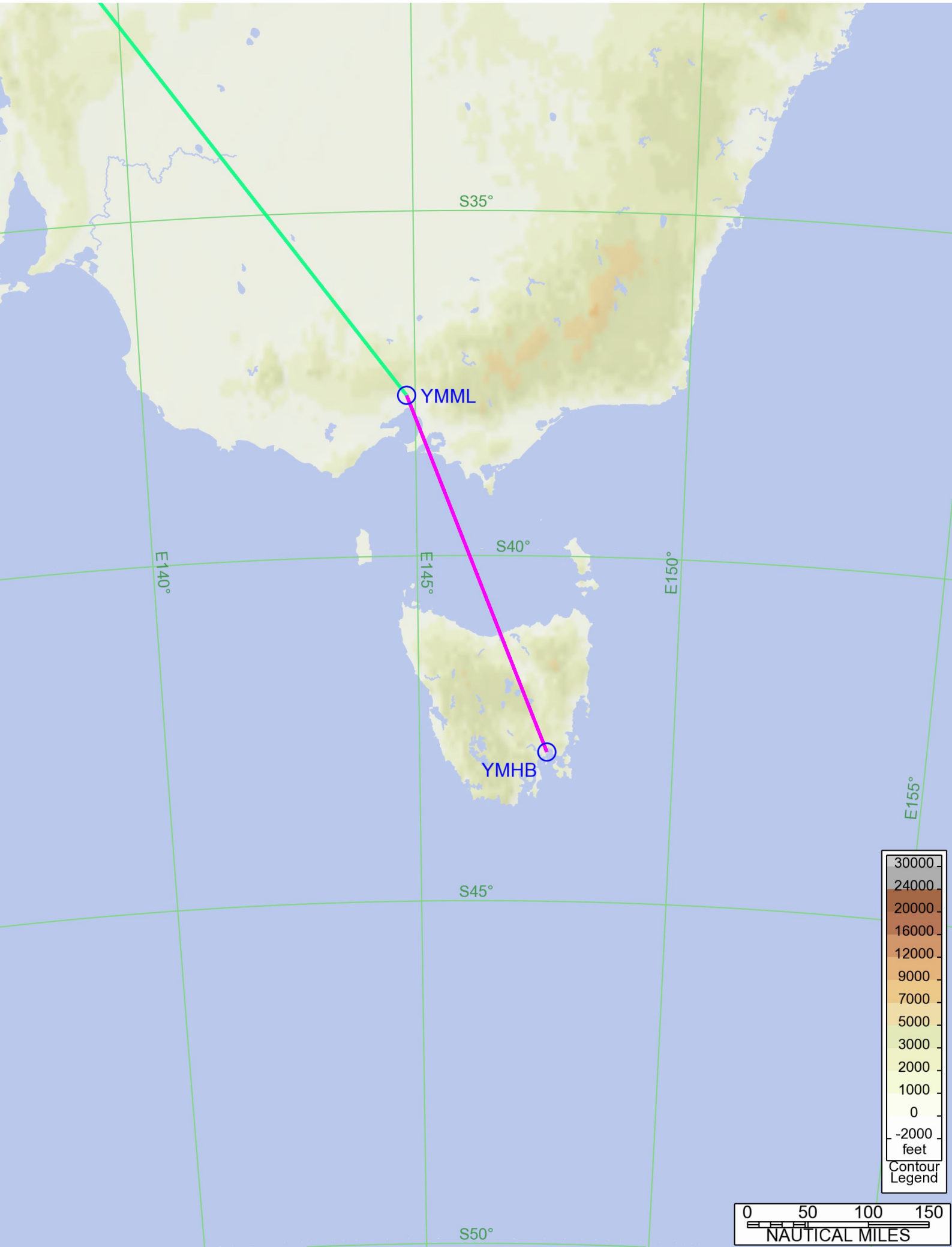
JeppView for Windows



JEPPesen JeppView for Windows







General Information

Location: MELBOURNE VI AUS
ICAO/IATA: YMML / MEL
Lat/Long: S37° 40.40', E144° 50.60'
Elevation: 434 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -10:00 = UTC
Magnetic Variation: 11.0° E

Fuel Types: 100-130 Octane, Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1951 Z
Sunset: 0827 Z

Runway Information

Runway: 09
Length x Width: 7500 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 395 ft
Lighting: Edge
Stopway: 197 ft

Runway: 16
Length x Width: 11998 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 432 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 27
Length x Width: 7500 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 407 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 34
Length x Width: 11998 ft x 197 ft

Surface Type: asphalt
TDZ-Elev: 330 ft
Lighting: Edge, ALS, Centerline
Stopway: 197 ft

Communication Information

ATIS: 118.000
ATIS: 114.100
Melbourne Tower: 120.500
Melbourne Ground: 121.700
Melbourne Intl Clearance Delivery: 127.200
Melbourne Approach: 132.000
Melbourne Departure: 129.400 (263°-93°)
Melbourne Departure: 118.900 (264°-92°)
Fire Rescue Operations: 131.000

YMML/MEL

MELBOURNE INTL



28 AUG 15

20-1P

JEPPESEN MELBOURNE, VIC, AUSTRALIA

.AIRPORT.BRIEFING.

AIR TRAFFIC FLOW MANAGEMENT PROCEDURES

Ground Delay Program (GDP)

Melbourne GDPs are applicable to all fixed wing, non priority flights departing from all Australian domestic airports, and arriving at Melbourne daily between the hours of 2000-1300 UTC, as adjusted by daylight saving variations.

Except as specified in Note 1 below, flights from all Australian airports are required to operate in accordance with the Calculated Off Blocks Time (COBT). The COBT can be obtained through their company or the National Operations Center on 1800 020 626.

Note 1: COBTs generated by Perth Departure Management Program will take precedence over COBTs generated by the Melbourne Arrivals GDP.

Flights departing within a 60NM radius of Melbourne must also obtain a start clearance from the departure airport tower when active or from Melbourne ATC 03 9235 7337

For full information regarding the Ground Delay Program see AIR TRAFFIC FLOW MANAGEMENT in Airway Manual - Air Traffic Control - Australia - Flight Planning.

Aircraft departing Melbourne (YMML) airport for an Australian airport with a Ground Delay Program to contact clearance delivery prior to start.

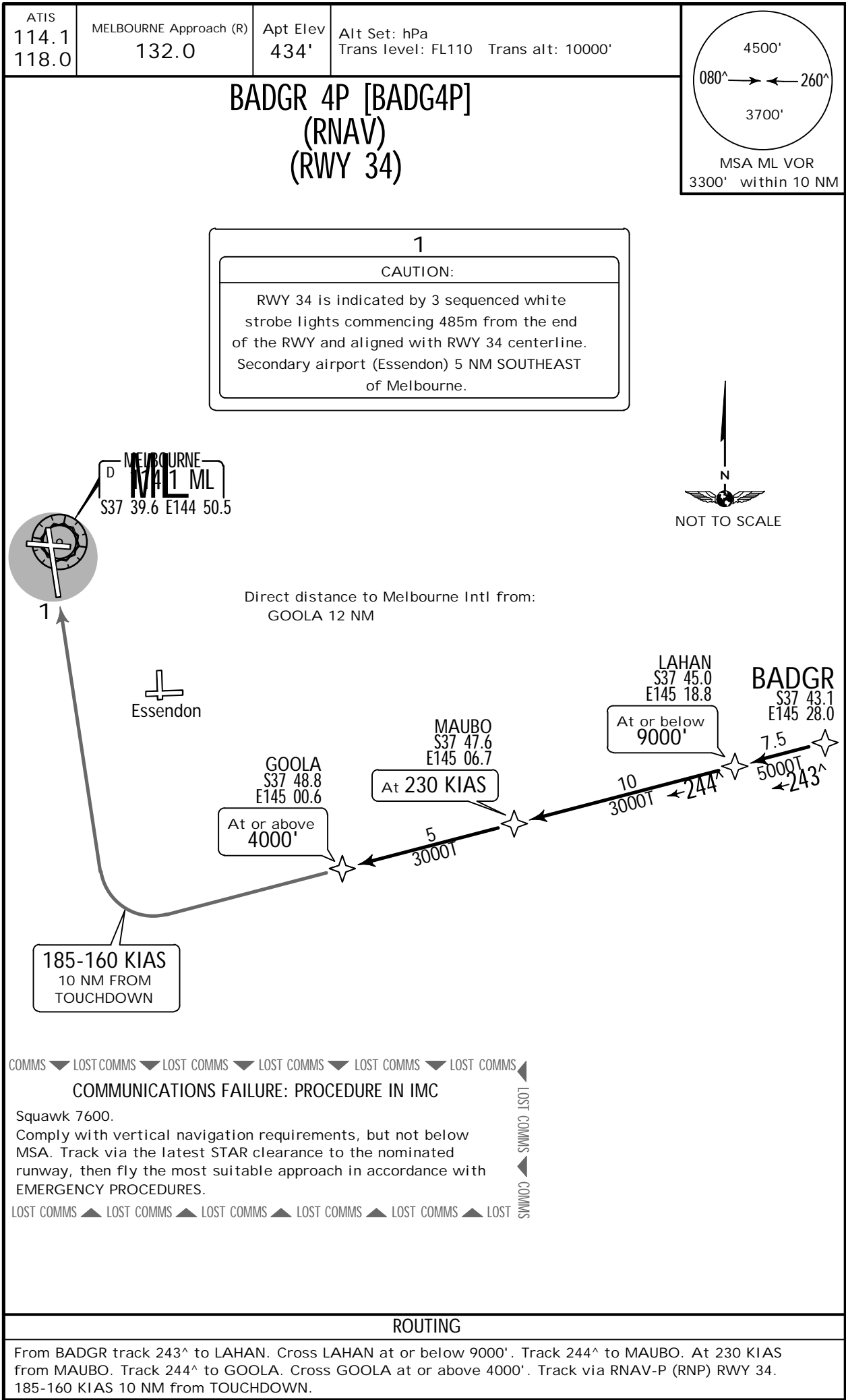
CHANGES: Procedure renumbered, GNSS required note removed, new format.



YMMML/MEL
MELBOURNE INTL

JEPPESEN
20 MAY 16 (20-2D) .Eff.26.May.

MELBOURNE, VIC, AUSTRALIA
.RNAV.STAR.



MELBOURNE, VIC, AUSTRALIA
f.26.May. .RNAV.STAR.

ATIS 114.1 118.0	MELBOURNE Approach (R) 132.0	Apt Elev 434'	Alt Set: hPa Trans level: FL110 Trans alt: 10000'	
BADGR 4V [BADG4V] (RNAV) (RWY 34)				MSA ML VOR 3300' within 10 NM

BADGR 4V [BADG4V]
(RNAV)
(RWY 34)

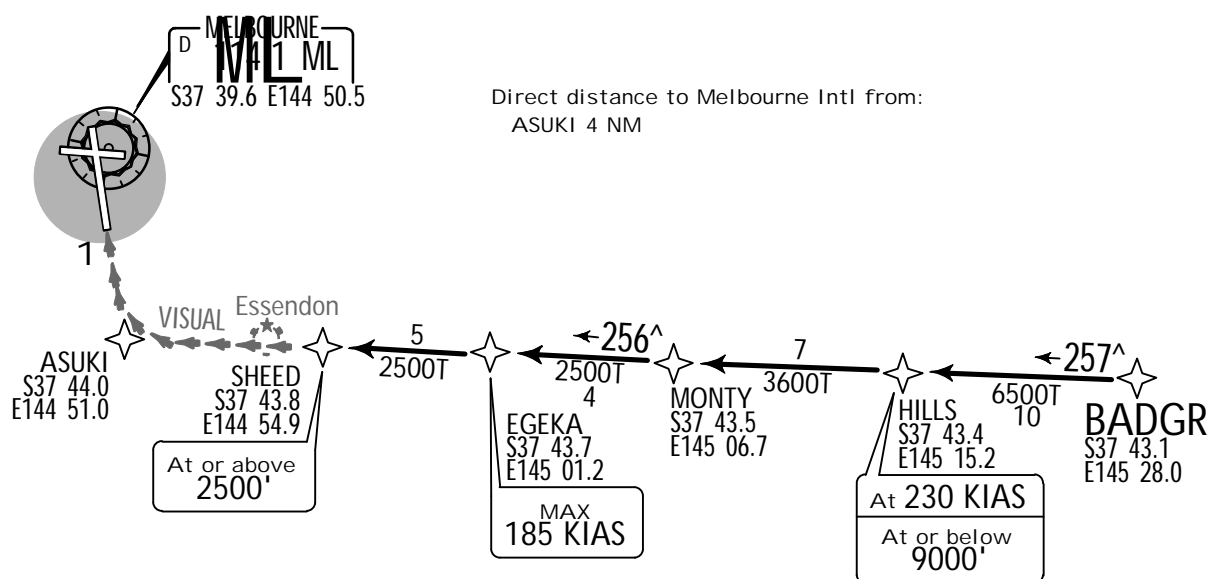
1

CAUTION:

RWY 34 is indicated by 3 sequenced white strobe lights commencing 485m from the end of the RWY and aligned with RWY 34 centerline. Secondary airport (Essendon) 5 NM SOUTHEAST of Melbourne.



NOT TO SCALE



COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

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 EMERGENCY PROCEDURES.

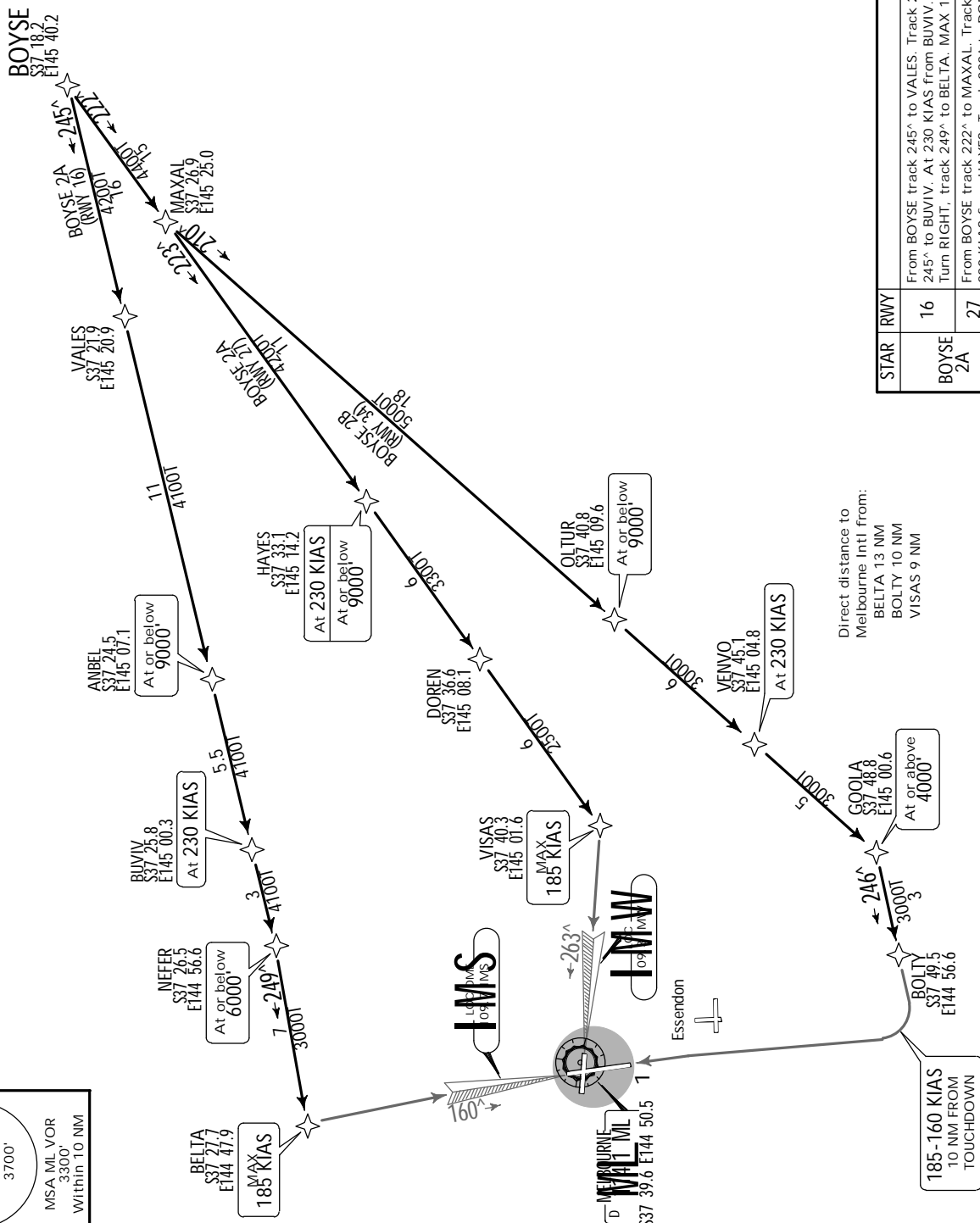
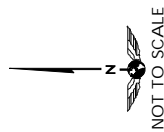
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LOS COMINS ► COMINS

ROUTING

From BADGR track 257^ to HILLS. Cross HILLS at or below 9000'. At 230 KIAS from HILLS. Track 257^ to MONTY. Track 256^ to EGEKA. MAX 185 KIAS from EGEKA. Track 256^ to SHEED. Cross SHEED at or above 2500'. Track 256^ VISUAL to ASUKI. Turn RIGHT for VISUAL intercept of final RWY 34.





STAR	RWY	ROUTING
BOYSE 2A	16	From BOYSE track 245° to VALES. Track 245° to ANBEL. Cross ANBEL at or below 9000'. Track 245° to BUVIV. At 230 KIAS from BUVIV. Track 245° to NEFER. Cross NEFER at or below 6000'. Turn RIGHT, track 249° to BELTA. MAX 185 KIAS from BELTA. Intercept LOC RWY 16.
	27	From BOYSE track 222° to MAXAL. Track 223° to HAYES. Cross HAYES at or below 9000'. At 230 KIAS from HAYES. Track 223° to DOREN. Track 223° to VISAS. Intercept LOC RWY 27. MAX 185 KIAS from VISAS.
BOYSE 2B	34	From BOYSE track 222° to MAXAL. Turn LEFT, track 210° to OLTUR. Cross OLTUR at or below 9000'. Track 210° to VENVO. At 230 KIAS from VENVO. Track 210° to GOOLA. Cross GOOLA at or above 4000'. Turn RIGHT, track 246° to BOLITY. Track via VOR RWY 34. 185-160 KIAS 10 NM from TOUCHDOWN.

CHANGES:	Procedures renumbered	BOVSE 1D withdrawn	ROI	EPP NDBs decommissioned	BEI TA	VISA S wavepoints established	GNSS required note removed	new format
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YMMML/MEL

MELBOURNE INTL

20 MAY 16

20-2H

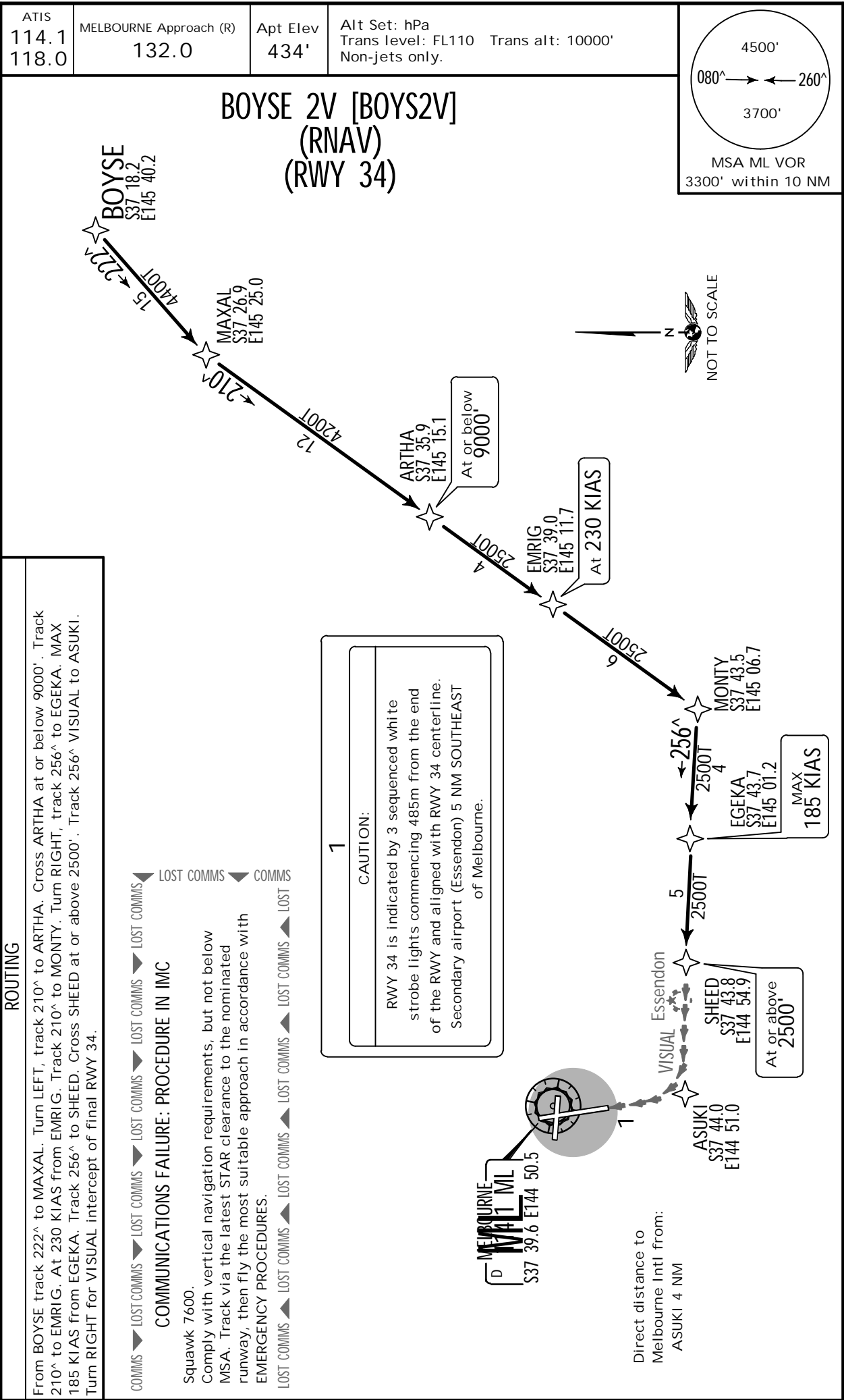
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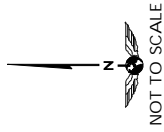
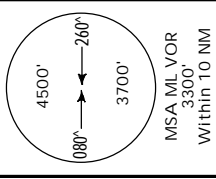


JEPPESSEN

MELBOURNE, VIC, AUSTRALIA

.RNAV.STAR.





1

CAUTION:

RWY 34 is indicated by 3 sequenced white strobe lights commencing 485m from the end of the RWY and aligned with RWY 34 centerline. Secondary airport (Essendon) 5 NM SOUTHEAST of Melbourne.

CHANGES: Procedure renumbered. BOI. EPP NDBs decommissioned. BELTA. VISAS waypoints established. GNSS required note removed. new format.

CHANGES: Procedures renumbered. L1Z1 2D withdrawn. BOL. EPP NDBs decommissioned. BELTA, VISAS waypoints established. GNSS required note removed. new format.

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MELBOURNE INTL



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MELBOURNE, VIC, AUSTRALIA

20 MAY 16

20-2L

.Eff.26.May.

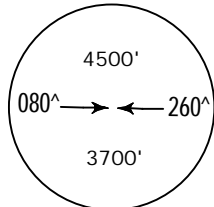
.RNAV.STAR.

ATIS
114.1
118.0

MELBOURNE Approach (R)
132.0

Apt Elev
434'

Alt Set: hPa
Trans level: FL110 Trans alt: 10000'



LIZZI 3P [LIZI3P]
(RNAV)
(RWY 34)

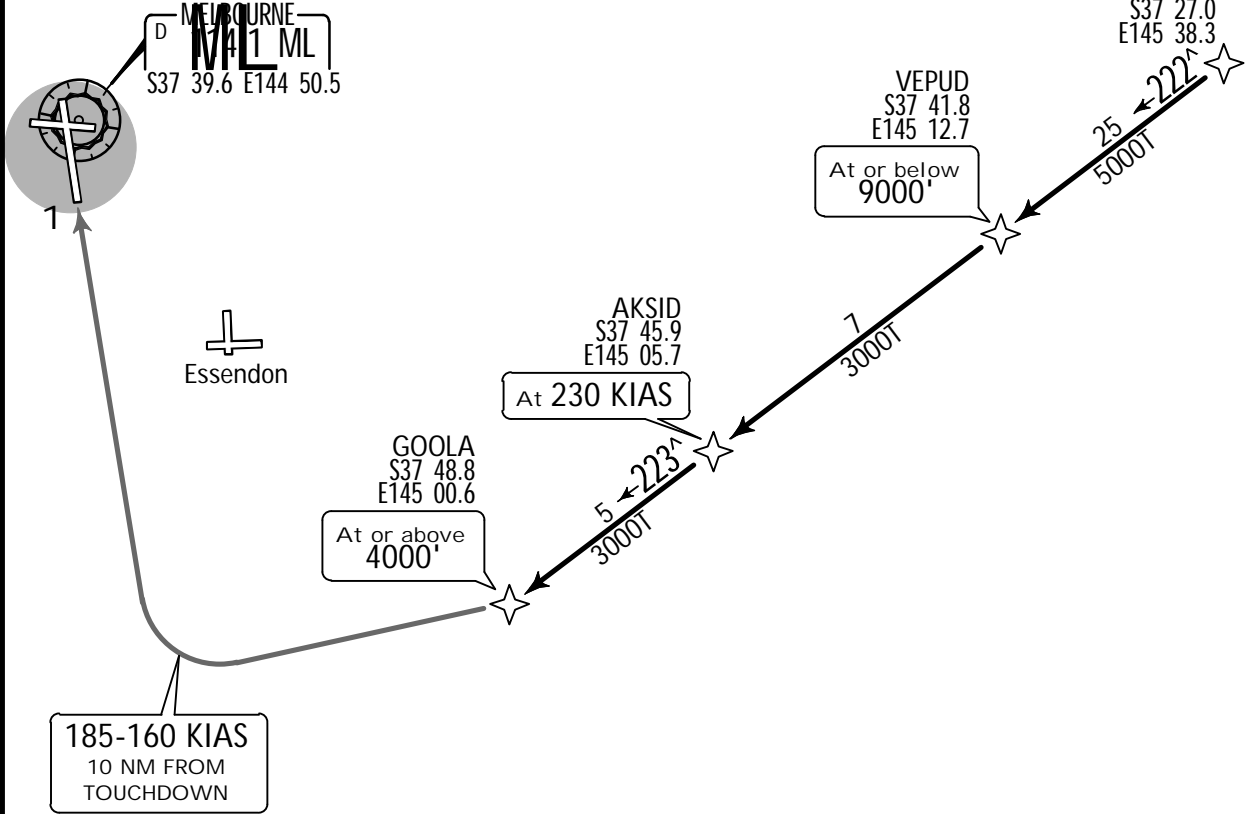
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CAUTION:

RWY 34 is indicated by 3 sequenced white
strobe lights commencing 485m from the end
of the RWY and aligned with RWY 34 centerline.
Secondary airport (Essendon) 5 NM SOUTHEAST
of Melbourne.



Direct distance to Melbourne Intl from:
GOOLA 12 NM



COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

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
EMERGENCY PROCEDURES.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

ROUTING

From LIZZI track 222° to VEPUD. Cross VEPUD at or below 9000'. Track 222° to AKSID. At 230 KIAS
from AKSID. Track 223° to GOOLA. Cross GOOLA at or above 4000'. Track via RNAV-P (RNP) RWY 34.
185-160 KIAS 10 NM from TOUCHDOWN.

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MELBOURNE INTL



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MELBOURNE, VIC, AUSTRALIA

20 MAY 16

20-2M

.Eff.26.May.

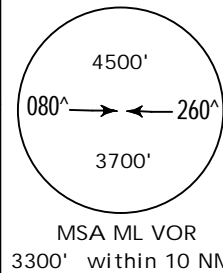
.RNAV.STAR.

ATIS
114.1
118.0

MELBOURNE Approach (R)
132.0

Apt Elev
434'

Alt Set: hPa
Trans level: FL110 Trans alt: 10000'



LIZZI 3V [LIZI3V]
(RNAV)
(RWY 34)

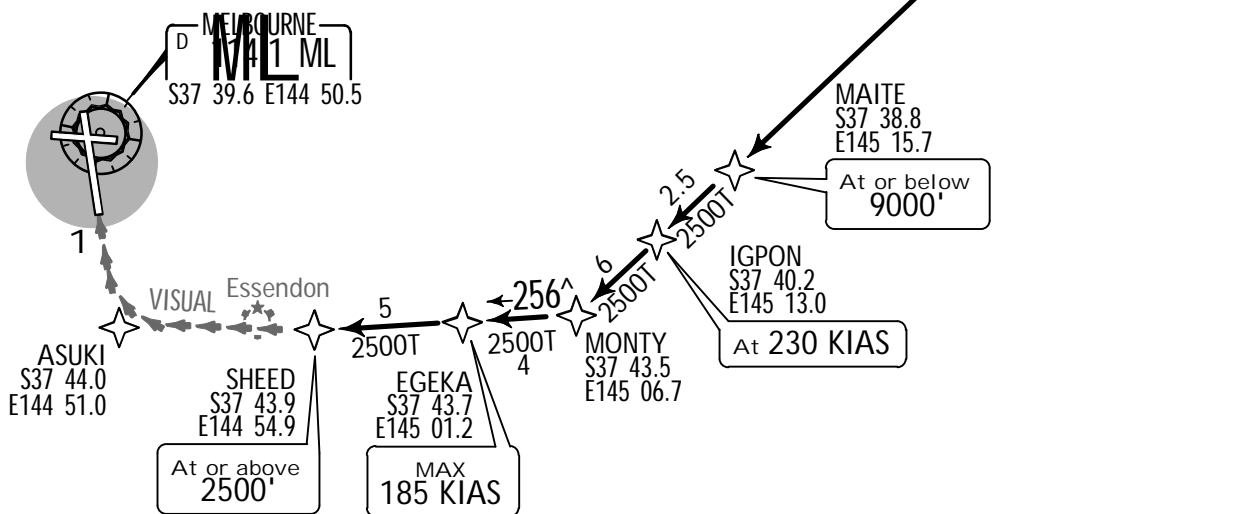
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CAUTION:

RWY 34 is indicated by 3 sequenced white
strobe lights commencing 485m from the end
of the RWY and aligned with RWY 34 centerline.
Secondary airport (Essendon) 5 NM SOUTHEAST
of Melbourne.



Direct distance to Melbourne Intl from:
ASUKI 4 NM



COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

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
EMERGENCY PROCEDURES.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

ROUTING

From LIZZI track 225° to MAITE. Cross MAITE at or below 9000'. Track 225° to IGPON. At 230 KIAS from IGPON. Track 225° to MONTY. Turn RIGHT, track 256° to EGEKA. MAX 185 KIAS from EGEKA. Track 256° to SHEED. Cross SHEED at or above 2500'. Track 256° VISUAL to ASUKI. Turn RIGHT for VISUAL intercept of final RWY 34.



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MELBOURNE, VIC
AUSTRALIA
JEPPESEN
20 MAY 16
Eff. 26 May.
(20-2-N)
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MELBOURNE INTL



JEPPESSEN

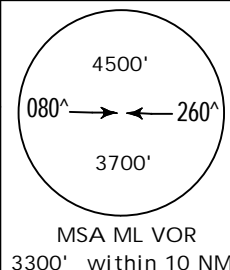
MELBOURNE, VIC, AUSTRALIA

20 MAY 16

20-2Q

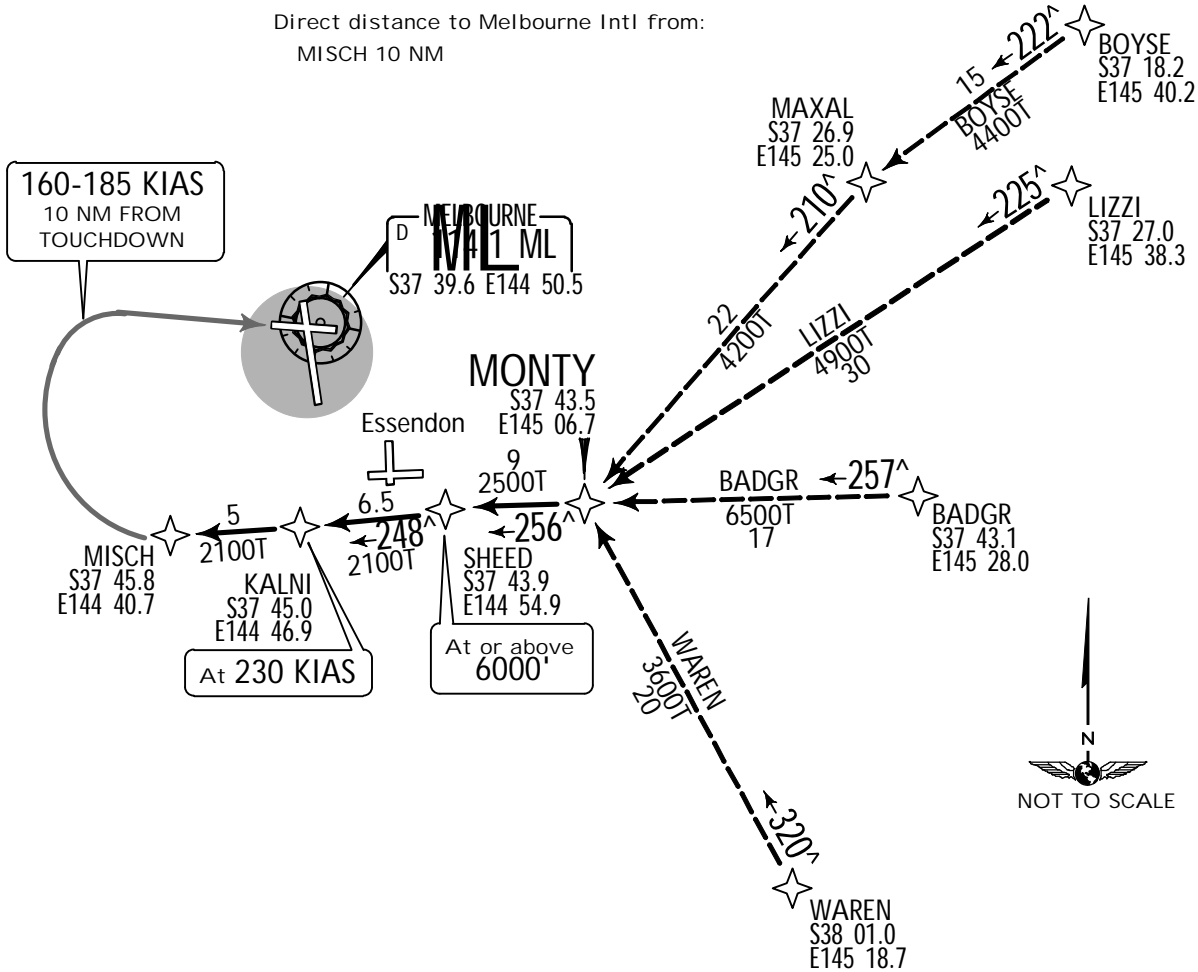
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.RNAV.STAR.

ATIS 114.1 118.0	MELBOURNE Approach (R) 132.0	Apt Elev 434'	Alt Set: hPa Trans level: FL110 Trans alt: 10000'	
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MONTY 9P [MONT9P]
(RNAV)
(RWY 09)

Direct distance to Melbourne Intl from:
MISCH 10 NM



COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

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 EMERGENCY PROCEDURES.

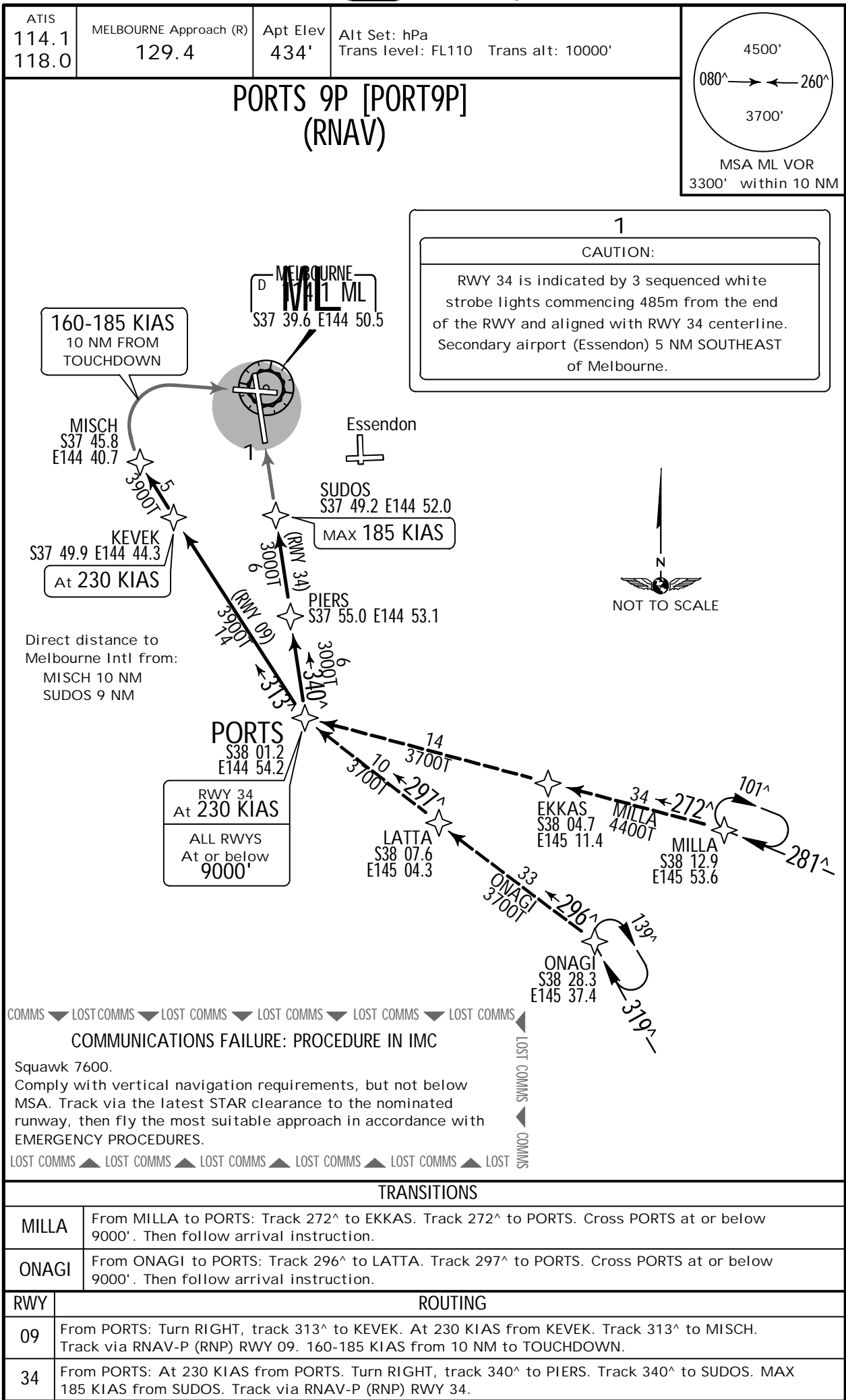
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TRANSITIONS	
BADGR	From BADGR to MONTY: Track 257^ to MONTY. Then follow arrival instructions.
BOYSE (NON-JET ONLY)	From BOYSE to MONTY: Track 222^ to MAXAL. Turn LEFT, track 210^ to MONTY. Then follow arrival instructions.
LIZZI	From LIZZI to MONTY: Track 225^ to MONTY. Then follow arrival instructions.
WAREN	From WAREN to MONTY: Track 320^ to MONTY. Then follow arrival instructions.
ROUTING	
Track 256^ to SHEED. Cross SHEED at or above 6000'. Turn LEFT, track 248^ to KALNI. At 230 KIAS from KALNI. Track 248^ to MISCH. Track via RNAV-P (RNP) RWY 09. 160-185 KIAS from 10 NM to TOUCHDOWN.	

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MELBOURNE INTL

JEPPesen
20 MAY 16 20-2T .Eff.26.May.

MELBOURNE, VIC, AUSTRALIA
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JEPPesen

20-2U

14 AUG 15

.Eff.20.Aug.

MELBOURNE, VIC, AUSTRALIA

ATIS 114.1 118.0

MELBOURNE Approach (R) 118.9 132.0

YMML MELBOURNE INTL

TRANS LEVEL: FL 110

TRANS ALT: 10000'

TUNKA ONE BRAVO [TUNK1B], TUNKA ONE ZULU [TUNK1Z] ARRIVALS

TRANSITIONS

ARBey: From ARBEY to TUNKA:
Track 157° to TUNKA. Cross TUNKA
at or below 9000', then follow
arrival instructions.

ARRIVAL

RWY 34 BRAVO: From TUNKA,
track 160° to BILAB. Turn RIGHT,
track 189° to RENER. Turn LEFT,
track 169° to GOSKO. IAS 230 KT
from GOSKO. Track 169° to LAVER.
Track via ML 11 DME Arc for VOR
RWY 34. IAS 160-185 KT from
10NM to TOUCHDOWN.

RWY 34 ZULU: From TUNKA, track
160° to BILAB. Turn RIGHT, track
189° to RENER. Turn LEFT, track
169° to GOSKO. IAS 230 KT from
GOSKO. Track 169° to LAVER.
Turn LEFT, track 107° to MMLSC.
Track via RNAV-Z (GNSS) RWY 34.
IAS 160-185 KT from 10 NM to
TOUCHDOWN.

1 CAUTION: RWY 34 is indicated
by 3 sequenced white strobe lights
commencing 485m from the end of
the RWY and aligned with RWY 34
centerline. Secondary airport
(Essendon) 5 NM SOUTHEAST of
Melbourne.

GNSS permitted in lieu of DME
Reference waypoint ML VOR

Direct distance to Melbourne Intl from:

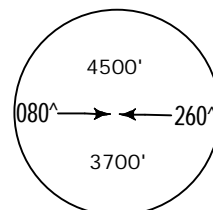
LAVER 10 NM
MMLSC 11 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

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 EMERGENCY PROCEDURES.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS



MSA ML VOR
3300' within 10 NM



ARBey
S37 10.1
E144 43.9

TUNKA
S37 19.9 E144 46.5

AT OR BELOW
9000'

BILAB
S37 31.7
E144 48.7

MELBOURNE
D 114.1 MML
S37 39.6 E144 50.5

Melbourne Intl

Essendon

RENER
S37 42.3
E144 43.8

GOSKO
S37 45.2 E144 43.8

IAS AT
230 KT

LAVER
S37 49.2 E144 43.7

MMLSC
S37 50.7
E144 47.1

IAS
160-185 KT
10 NM FROM
TOUCHDOWN

.RNAV.STAR.

JEPPesen

20-2V

14 AUG 15

.Eff.20.Aug.

MELBOURNE, VIC, AUSTRALIA

ATIS 114.1 118.0

MELBOURNE Approach (R) 118.9 132.0

YMML MELBOURNE INTL

TRANS LEVEL: FL 110

TRANS ALT: 10000'

TUNKA ONE PAPA [TUNK1P] ARRIVAL

TRANSITIONS

ARBEY: From ARBEY to TUNKA:
Track 157° to TUNKA. Cross TUNKA
at or below 9000', then follow
arrival instructions.

ARRIVAL

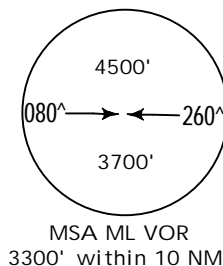
RWY 34 PAPA: From TUNKA,
track 160° to BILAB. Turn RIGHT,
track 189° to RENER. Turn LEFT,
track 169° to GOSKO. IAS 230 KT
from GOSKO. Track 169° to LAVER.
Track via RNAV-P (RNP) RWY 34.
IAS 160-185 KT from 10 NM to
TOUCHDOWN.

1 CAUTION: RWY 34 is indicated
by 3 sequenced white strobe lights
commencing 485m from the end of
the RWY and aligned with RWY 34
centerline. Secondary airport
(Essendon) 5 NM SOUTHEAST of
Melbourne.

GNSS permitted in lieu of DME
Reference waypoint ML VOR

Direct distance to Melbourne Intl from:

LAVER 10 NM



ARBEY
S37 10.1
E144 43.9

TUNKA
S37 19.9 E144 46.5

AT OR BELOW
9000'

BILAB
S37 31.7
E144 48.7

MELBOURNE
D 114.1 M L
S37 39.6 E144 50.5

RENER
S37 42.3
E144 43.8

GOSKO
S37 45.2 E144 43.8

IAS AT
230 KT

LAVER
S37 49.2
E144 43.7

Melbourne Intl

Essendon

IAS
160-185 KT
10 NM FROM
TOUCHDOWN

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

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 EMERGENCY PROCEDURES.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

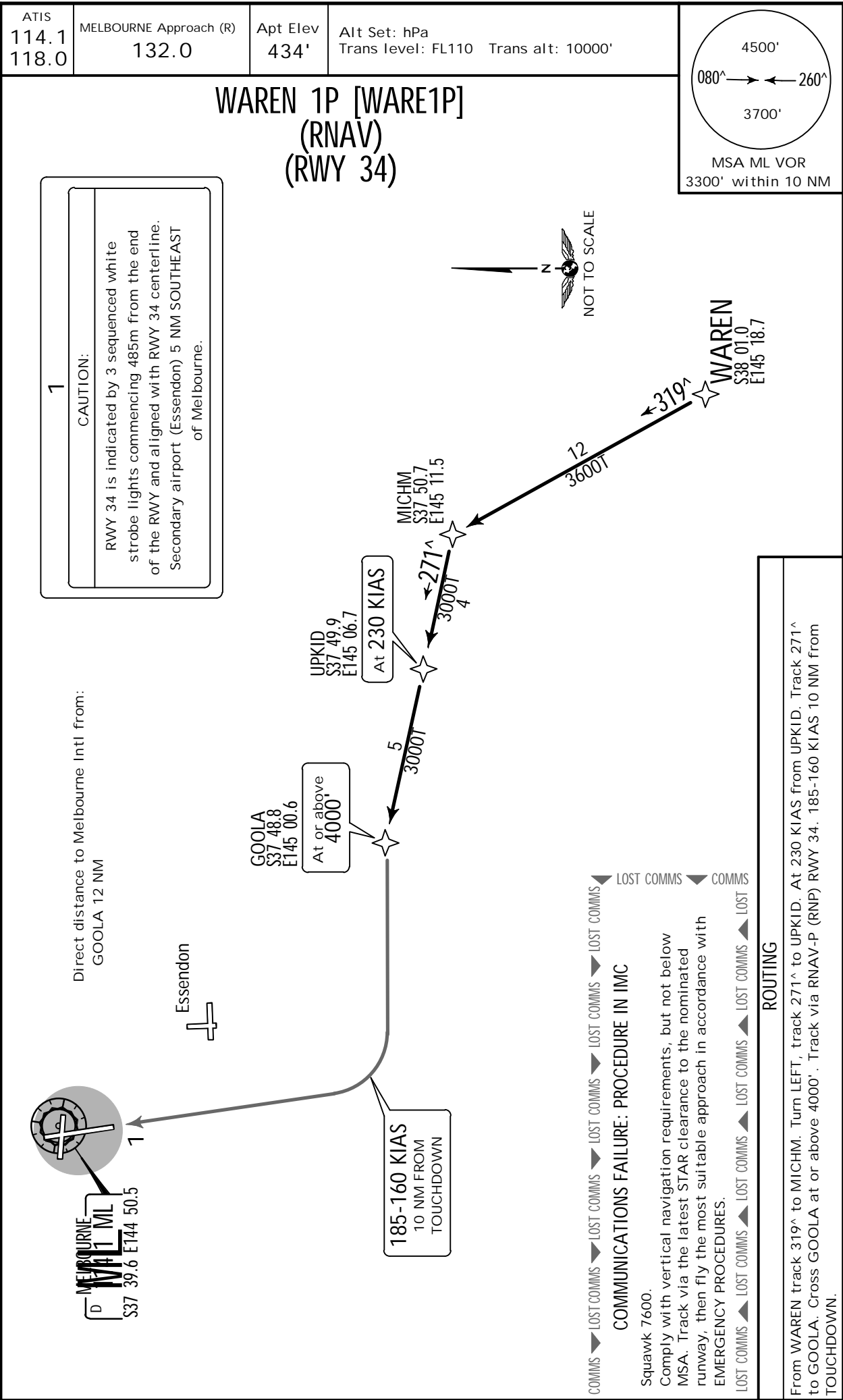
YMMML/MEL

MELBOURNE INTL

JEPPESSEN 20 MAY 16 20-2X .Eff.26.May.

MELBOURNE, VIC, AUSTRALIA

.RNAV.STAR.



YMMML/MEL

MELBOURNE INTL



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MELBOURNE, VIC, AUSTRALIA

20 MAY 16

(20-2Y)

.Eff.26.May.

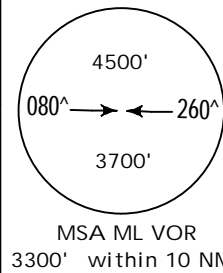
.RNAV.STAR.

ATIS
114.1
118.0

MELBOURNE Approach (R)
132.0

Apt Elev
434'

Alt Set: hPa
Trans level: FL110 Trans alt: 10000'



WAREN 1V [WARE1V]
(RNAV)
(RWY 34)

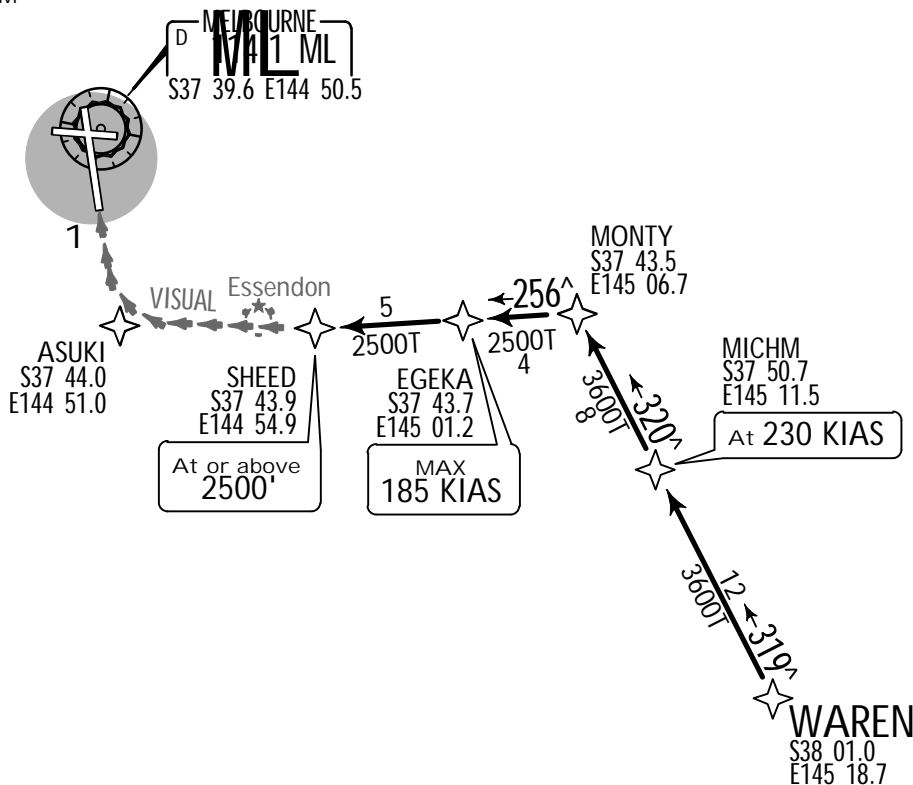
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CAUTION:

RWY 34 is indicated by 3 sequenced white
strobe lights commencing 485m from the end
of the RWY and aligned with RWY 34 centerline.
Secondary airport (Essendon) 5 NM SOUTHEAST
of Melbourne.



Direct distance to
Melbourne Intl from:
ASUKI 4 NM



COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

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
EMERGENCY PROCEDURES.

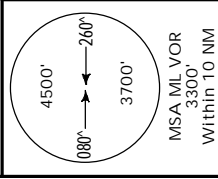
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ROUTING

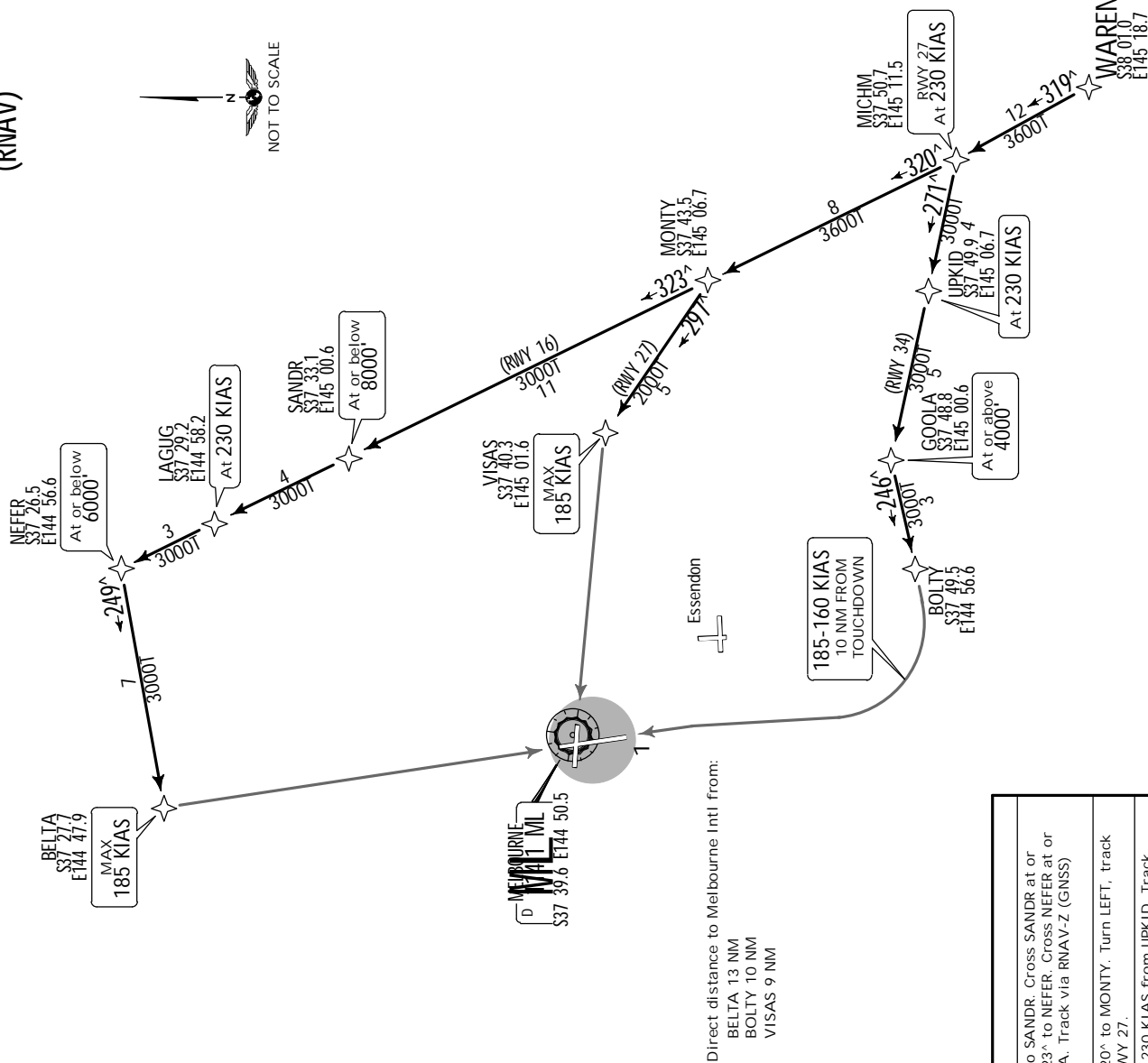
From WAREN track 319^ to MICHM. At 230 KIAS from MICHM. Track 320^ to MONTY. Turn LEFT, track 256^ to EGEKA. MAX 185 KIAS from EGEKA. Track 256^ to SHEED. Cross SHEED at or above 2500'. Track 256^ VISUAL to ASUKI. Turn RIGHT for VISUAL intercept of final RWY 34.

YMML/MEL
MELBOURNE INTL

Alt Set: hPa	Trans level: FL110	Trans alt: 10000'
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WAREN 1Z [WARE1Z]
(RNAV)



Direct distance to Melbourne Intl from:

- BELTA 13 NM
- BOLTY 10 NM
- VISAS 9 NM

1

CAUTION:

RWY 34 is indicated by 3 s
strobe lights commencing 4
of the RWY and aligned with
Secondary airport (Essendon)
of Melbourne

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

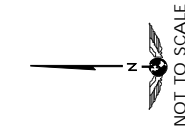
Squawk 7600.

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 EMERGENCY PROCEDURES.

RWY	ROUTING
16	From WAREN track 319 ^a to MICHM. Track 320 ^a to MONTY. Track 323 ^a to SANDR. Cross SANDR at or below 8000'. Track 323 ^a to LAGUQ. At 230 KIAS from LAGUQ. Track 323 ^a to NEFER. Cross NEFER at or below 6000'. Turn LEFT, track 249 ^a to BELTA. MAX 185 KIAS from BELTA. Track via RNAV-Z (GNSS) RWY 16.
27	From WAREN track 319 ^a to MICHM. At 230 KIAS from MICHM. Track 320 ^a to MONTY. Turn LEFT, track 297 ^a to VISAS. MAX 185 KIAS from VISAS. Track via RNAV-Z (GNSS) RWY 27.
34	From WAREN track 319 ^a to MICHM. Turn LEFT, track 271 ^a to UPKID. At 230 KIAS from UPKID. Track 271 ^a to GOOLA. Cross GOOLA at or above 4000'. Turn LEFT, track 246 ^a to BOLTY. Track via RNAV-Z (GNSS) RWY 34.

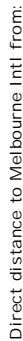
CHANGES:	Procedure renumbered	BOI	FPP NDBs decommissioned	BEI TA	VISAS waypoints established	GNSS required note removed	new format

ROUTING



COMMUNICATIONS FAILURE: PROCEDURE IN IMC

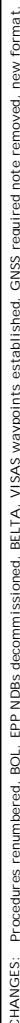
LOST COMMS LOST COMMS LOST COMMS LOST COMMS  LOST COMMS LOST COMMS LOST COMMS LOST COMMS  LOST COMMS LOST COMMS LOST



BELTA 13 NM
LAVER 10 NM
NAOMI 10 NM
VISAS 9 NM

CAUTION:

RWY 34 is indicated by 3 sequenced white strobe lights commencing 485m from the end of the RWY and aligned with RWY 34 centerline. Secondary airport (Essendon) 5 NM SOUTHEAST of Melbourne.



Continued

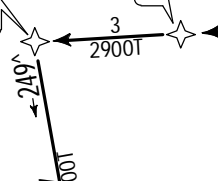
**WENDY 3Z [W
(RNAV)**

WENDY 3Z [W
(RNAV)


(1114V)

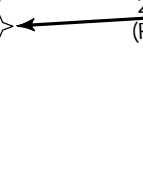
NEF
\$37
\$14

At

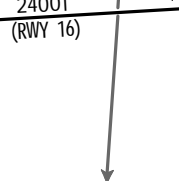


3
2900T

$\frac{4}{900T}$ 



24001
(RWY 16)



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MELBOURNE Clearance 127.2

Departure (R) 129.4

YMML MELBOURNE INTL

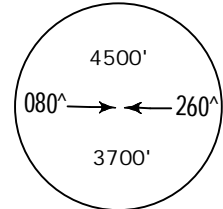
TRANS LEVEL: FL110
TRANS ALT: 10000'

JEIS ONLY
BISON FOUR DEPARTURE [BISON4]

RUNWAY 16

Minimum required climb gradient:
4.8% to 2900'.

Gnd speed-Kts	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

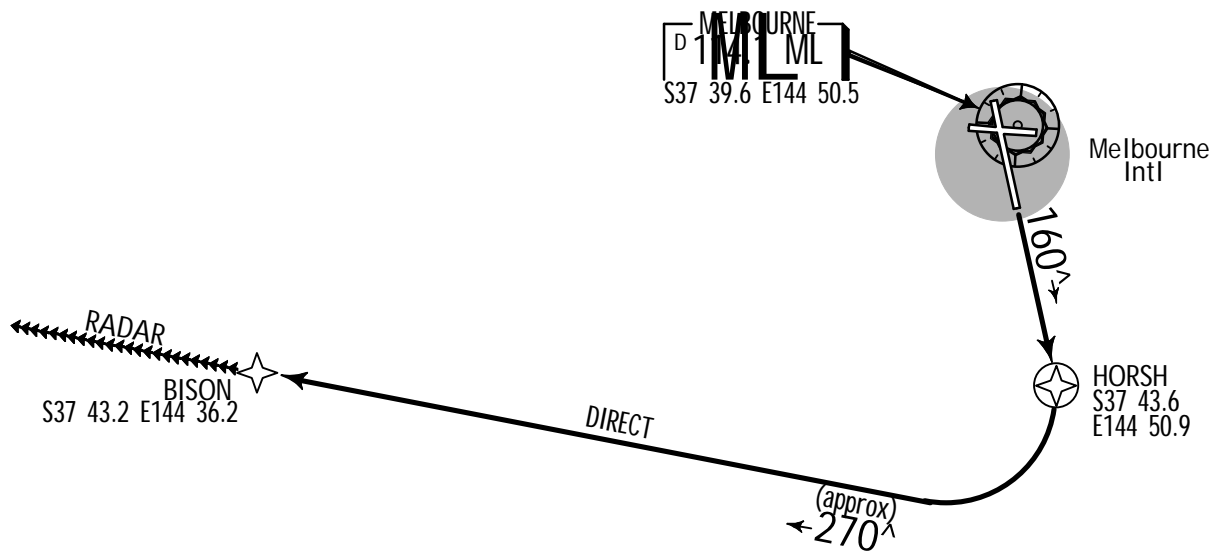


MSA ML VOR
3300' within 10 NM

RWY 16: Track 160°. At HORSH turn RIGHT.
Track direct to BISON (approx 270°).
Then follow transition instruction.

TRANSITION:
RADAR: At BISON continue tracking 270°,
EXPECT RADAR vectors to cleared route.

Direct distance from Melbourne Intl to:
HORSH 3 NM



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20-3A

12 FEB 16

.RNAV.SID.

MELBOURNE Clearance 127.2

Departure (R) 129.4 RWY 16 and 27

118.9 RWY 34

MELBOURNE, VIC, AUSTRALIA

YMML MELBOURNE INTL

TRANS LEVEL: FL110
TRANS ALT: 10000'

CORRS SIX DEPARTURE [CORRS6]

Minimum required climb gradients:

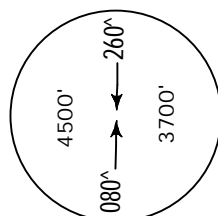
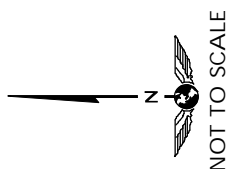
Rwy 16: 4.8% to 2900'
Rwy 34: 4.6% to 1500'

Gnd speed-Kts	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1398
4.8% V/V (fpm)	365	486	729	972	1215	1458

RWY 16: Track 160° to YARRA. Cross YARRA at or above 4000'. Turn LEFT, track 087° to CORRS, thence as cleared.

RWY 27: Track 263° to HOPLA. Cross HOPLA at or above 4000'. Turn LEFT, track 200° to DARLY. Turn LEFT, track 105° to STEVO. Cross STEVO at or above 8000'. Turn LEFT, track 090° to CORRS, thence as cleared.

RWY 34: Track 340° to ROKDL. Turn RIGHT track 011°. At 5000' turn RIGHT. Track direct to GEDEN. Cross GEDEN at or above 10000'. Turn LEFT, track 102° to CORRS, thence as cleared.


MSA ML VOR
3300' within 10 NM

Direct distance from Melbourne Intl
(Rwy 16) to: YARRA 10 NM
(Rwy 27) to: HOPLA 7 NM

AT
5000'

ROKDL
S37 35.5
E144 49.4

HOPLA
S37 39.2 E144 41.7
AT OR ABOVE
4000'

MELBOURNE
D
S37 39.6 E144 50.5

GEDEN
S37 43.2 E145 00.9
AT OR ABOVE
10000'

DARLY
S37 44.2
E144 37.8

STEVO
S37 47.5 E144 46.2
AT OR ABOVE
8000'

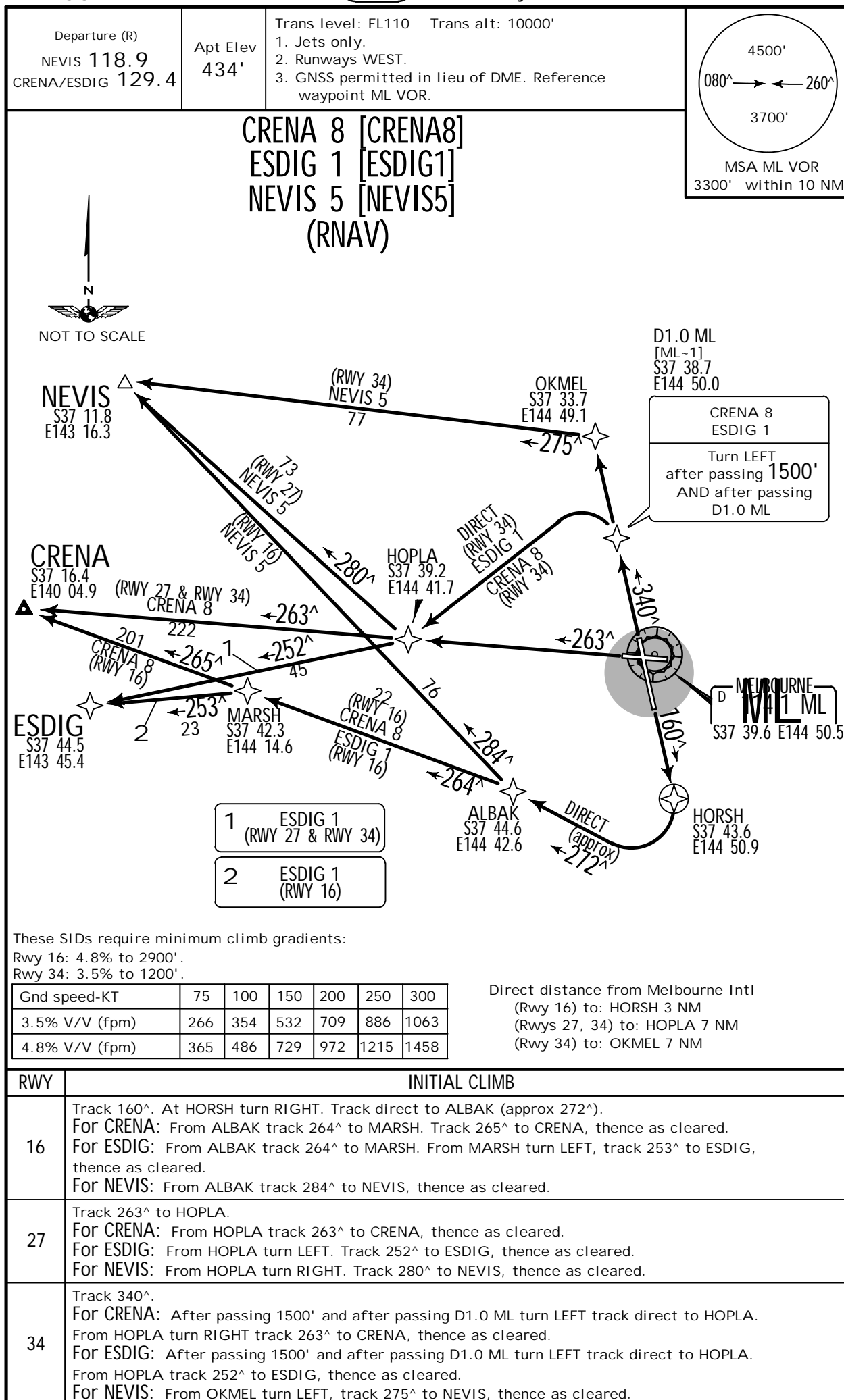
YARRA
S37 50.5
E144 52.2
AT OR ABOVE
4000'

CORRS
S37 55.5
E145 36.8

YMMML/MEL
MELBOURNE INTL

JEPPesen
20 MAY 16 (20-3B) .Eff.26.May.

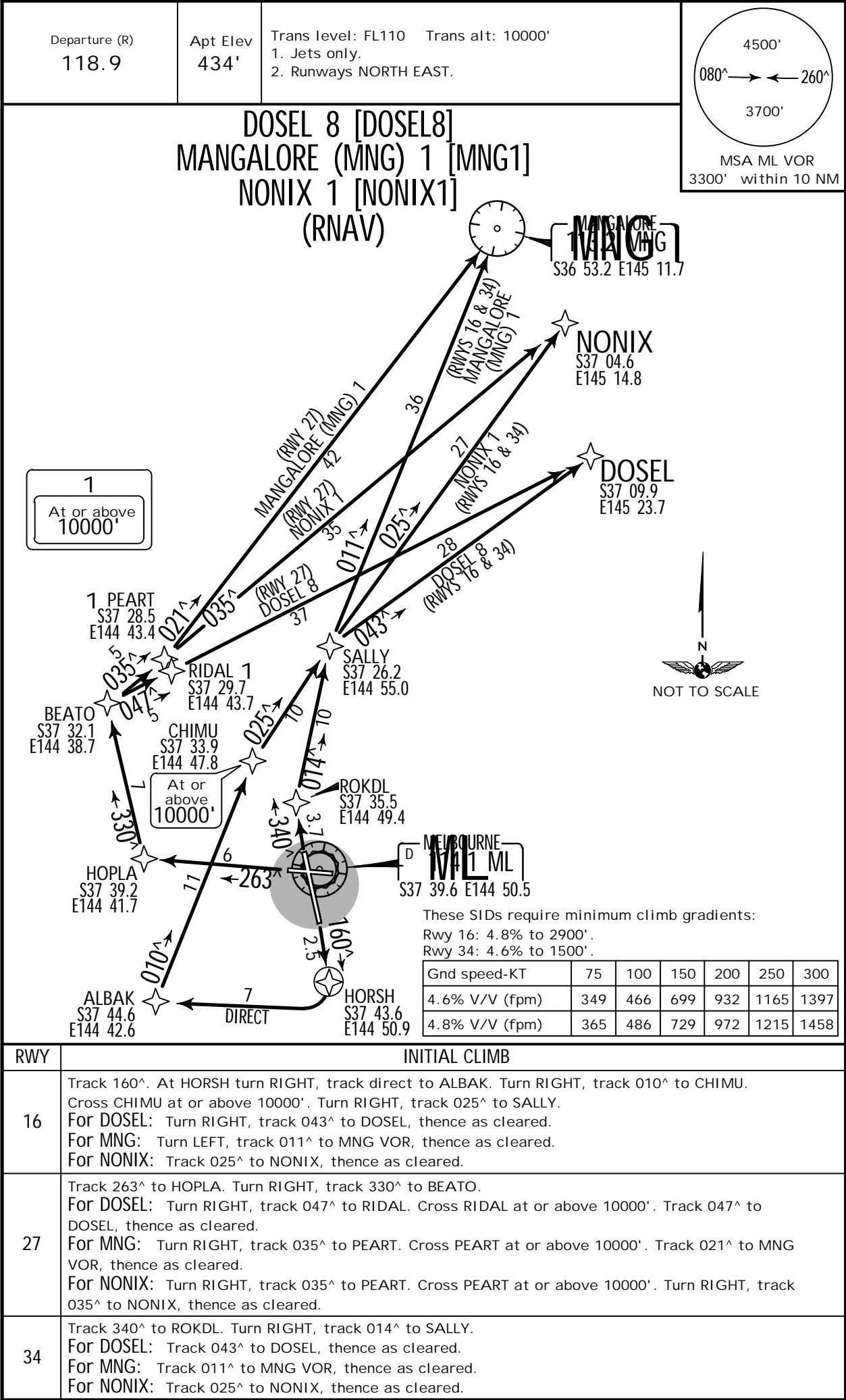
MELBOURNE, VIC, AUSTRALIA
.RNAV.SID.



YMMML/MEL
MELBOURNE INTL

JEPPESSEN
20 MAY 16 20-3C .Eff.26.May.

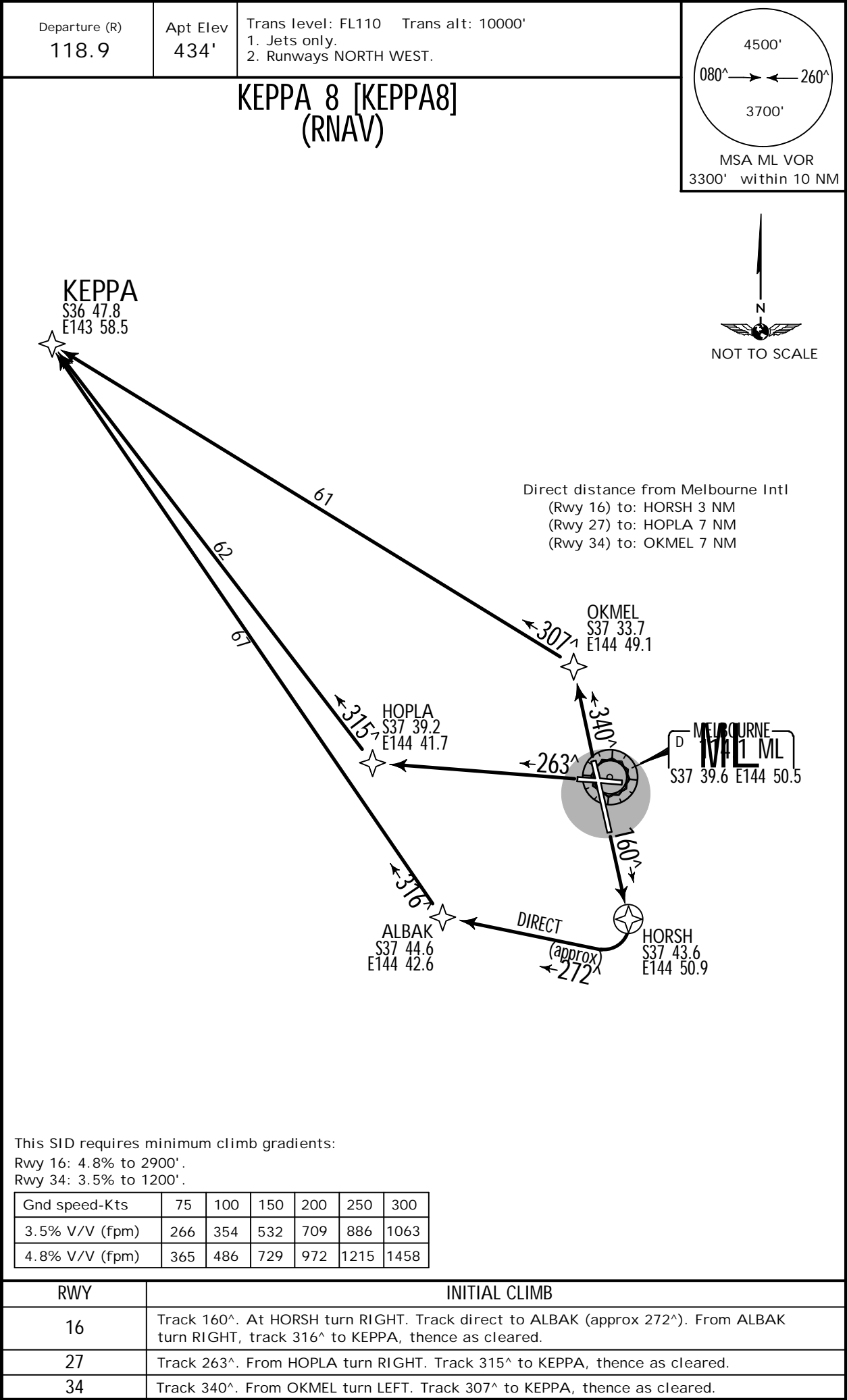
MELBOURNE, VIC, AUSTRALIA
.RNAV.SID.



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MELBOURNE INTL

JEPPesen
20 MAY 16 (20-3D) .Eff.26.May.

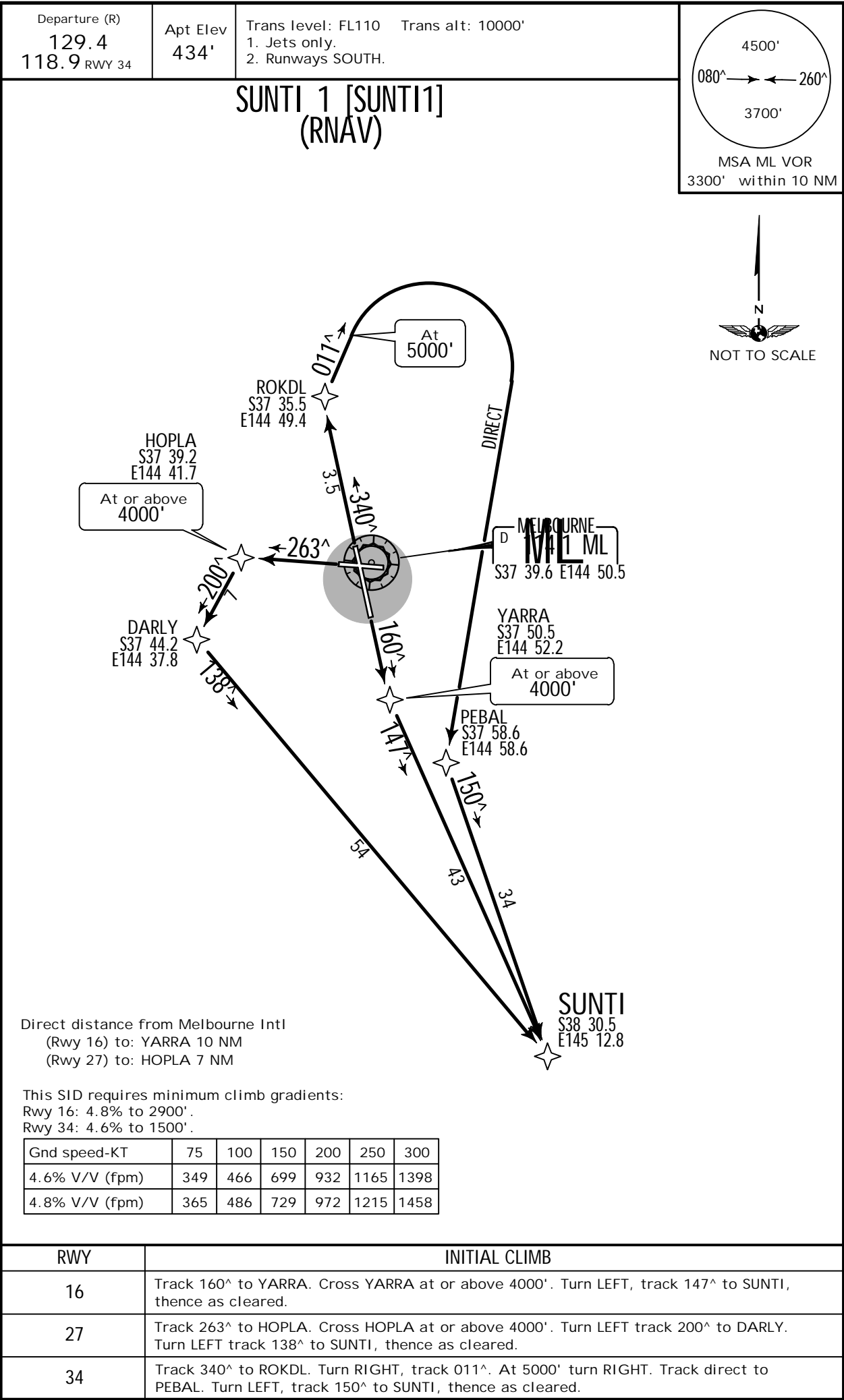
MELBOURNE, VIC, AUSTRALIA
.RNAV.SID.



YMMML/MEL
MELBOURNE INTL

JEPPesen
20 MAY 16 (20-3E) .Eff.26.May.

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.SID.

YMML/MEL

JEPPESSEN
20 MAY 16
Eff. 26 May. (20-4)MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL

NOISE

NOISE ABATEMENT PROCEDURES

SUMMER (Oct-Mar): Local Time minus 11 HOURS = UTC
WINTER: Local Time minus 10 HOURS = UTC

1. PREFERRED RUNWAY MODES (applicable to all aircraft)

1.1. a) 0600 - 2300 hours 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 27	Runway 27	
3	Runway 34 or 16	Runway 34 or 16	
4	Runway 09	Runway 09	See Note 3

b) 0600 - 2300 hours local time (high capacity landing modes)

RUNWAY MODE			
PRIORITY	LANDING	TAKE-OFF	NOTES
1 (equal)	Runway 27 & 34 (LAHSO)	Runway 27	See Note 4
1 (equal)	Runway 34 & 09 (LAHSO)	Runway 34	See Note 4

c) 2300 - 0600 hours 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:

- Runway 16 take-off permitted for South and East bound routes, subject to traffic by:
 - propeller-driven aircraft, the noise emissions from which do not exceed 90 EPNdB (e.g.: DHC8, SF34); or
 - jet aircraft up to B737/A320 size, but only when there is a significant ground delay for a departure from Runway 27.
- Runway 34 landing is permitted, subject to traffic, for arrivals via the PORTS STAR through South-West to the WENDY STAR.
- Runway 09 is equal first priority for landing but lowest priority for take-off. Ad-hoc landings on Runway 09 may be available when suitable with overall traffic management.
- High capacity modes may be used during peak arrival periods when significant airborne delays would otherwise occur.
- 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.
- Runway 34 landing is permitted, subject to traffic, for arrivals via the WENDY STAR.

1.2. Between the hours of 2300 and 0600 local time, jet aircraft departing Runway 16 must use the full runway length.

1.3. Jet noise abatement climb procedures apply for Runways 16 and 09.

2. PREFERRED FLIGHT PATHS

2.1. The minimum height over densely populated areas is:

- Jet aircraft 5000' AGL;
- Non-jet aircraft 3000' 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.

YMMML/MEL



20 MAY 16
Eff. 26 May

(20-4A)

MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL

NOISE

NOISE ABATEMENT PROCEDURES

- 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 Runway 16 is in use:
Aircraft for left base will be tracked via:
 - I. STAR track via BELTA; or
 - II. Visual track for left base to ROKDL; provided that
 - a) Aircraft must not be track shortened prior to HORUS waypoint (D20.0 ML) from the LIZZI STAR or VALES waypoint (D30.0 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 6000' MSL whenever practicable.
- 2.5. When Runway 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 centerline.
 - 2) Aircraft for straight-in approach or left base:
 - I. Must follow the applicable STAR; or
 - II. Between 0600 and 2300 local time only, may be RADAR VECTORED to be established on runway centerline not closer than D5.0 ML (3.5 NM from touchdown).
- 2.6. Between the hours of 2300 and 0600 local time, aircraft from the South-East must not proceed West of the ONAGI-MONTY track until MONTY, except that aircraft requiring to land on Runway 34 may proceed via the PORTS STAR for straight-in approach.

3. TRAINING FLIGHTS

- a. All aircraft planning practice instrument approaches (available 2000-1300 UTC), survey or airwork within the Melbourne Terminal Airspace require prior ATC approval.
- b. For training and airwork, pilots must contact the Melbourne Traffic Manager on 03 9235 7337 to book a time slot. For arriving aircraft a request must be made to Melbourne Center by 120 NM from Melbourne or on first contact for aircraft entering CTA within 120 NM.
- c. Training circuits are not permitted.



RUNWAY 16 HIGH INTENSITY APPROACH LIGHTING REPLACEMENT PROJECT

The project is expected to commence early February 2016 and take approximately four months period to complete. The actual date and time of commencement of the work will be notified by an Operations Advice, Local works plan and NOTAM.

1. Stage 1 - The Northern end of Runway 16/34 - Displaced Threshold

Runway 09/27 will be available.

244m of the north end of Runway 16/34 will not be available.

Runway 16 will have a displaced threshold marked as follows:

- Daytime markings will consist of V-Bars, either side of Runway 16, unserviceable cross at 200m intervals and Runway Threshold Identification Lights (Strobe lights).
- Night time markings will consist of five green lights either side of the runway during the hours of darkness. A single sided PAPI will be provided for Runway 16 landings during daytime and night-time hours.
- All markings north of the temporary runway end will need to be blacked out or removed.

The Runway 16 Glide Path, double PAPI, High Intensity Approach Lights (HIAL), Runway Centre Line Lights (RCLL) Runway Touchdown Zone Lights (RTZL) and High Intensity Runway Lights (HIRL) will not be available. Runway Circling Guidance Lights (RCGL) and temporary single sided PAPI Runway 16 Localizer will be available.

Runway 34 centreline lights not available. RCGL and HIRL available.
Double PAPI available.

The Temporary Runway Strip End will be at Chainage 6870.

Unserviceability cones and red obstruction light at 3m centres will be placed at Chainage 6870 across the Runway 16/34 north of Taxiway Charlie.

During this stage of the works, Taxiway Alpha north of Taxiway Charlie and Taxiway Bravo will not be available.

Please note: the Limit of Works is at Chainage 7114.7 all men and equipment must at all time be behind this line.

As a result of jet blast issues, all men and equipment must pull back to Chainage 7310 for all Code E and Code F (B747 aircraft and above) that depart Runway 16.

Engine Ground running at Taxiway Bravo will not be available except by prior arrangements with the Senior Airside Safety Officer.

2. Stage 2 - Runway 16/34 Closure

During this stage of the works the full length of Runway 16/34 will not be available, Taxiway Kilo, Taxiway Juliet (west of Taxiway Alpha), Taxiway Golf (west of Taxiway Victor), Taxiway Foxtrot (west of Taxiway Victor), Taxiway Alpha (north of Runway 09/27), Taxiway Charlie, and Taxiway Bravo will not be available.

Works on this stage will only be undertaken when the prevailing wind conditions do not dictate the essential use of Runway 16/34.

Engine Ground running at Taxiway Bravo will not be available except by prior arrangements with the Senior Airside Safety Officer (Car 2).

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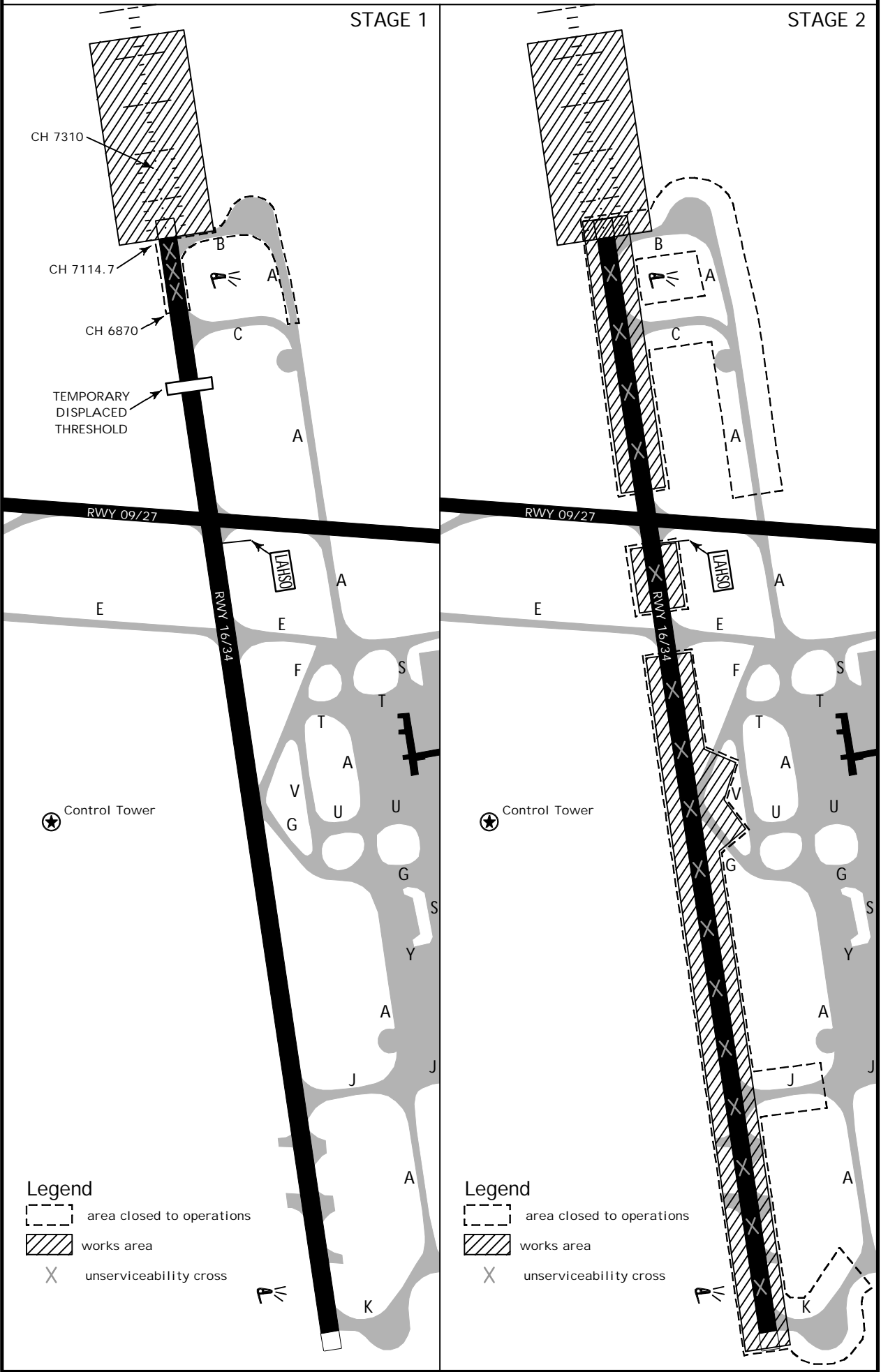
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MELBOURNE, VIC, AUSTRALIA

8 APR 16 (20-8A)

MELBOURNE INTL

RUNWAY 16 HIGH INTENSITY APPROACH LIGHTING
REPLACEMENT PROJECT (contd.)



-



144-52

CHANGES: Aircraft parking bays.

<div>GENERAL</div> <div>CAUTION: Birds in vicinity of airport. WARNING: Secondary airport Melbourne/Essendon 5 NM southeast. Start clearance is required for aircraft departing Melbourne for Essendon or Moorabbin. Pilots will be notified by ATIS broadcast or directed transmission if RVR is not available when the visibility is less than 2625' (800m).</div>						
ADDITIONAL RUNWAY INFORMATION						
RWY		LANDING Threshold	USABLE BEYOND Glide Slope	LENGTHS LAHSO Distance	TAKE-OFF	WIDTH
09	2 MIRL PAPI (angle 3.0^, MEHT 74') RVR					148'
1			6427'			45m
27	HIRL 3 CL HIALS TDZ PAPI (angle 3.0^, MEHT 74') RVR		1959m			
<div>1 Grooved. Standby power available for all lights.</div> <div>2 WARNING: Runway lights may be partially obscured when on downwind leg for Runway 09.</div> <div>3 15M spacing.</div>						
16	HIRL 5 CL HIALS TDZ PAPI (angle 3.0^, MEHT 74') RVR		10,786'			197'
48			3288m			60m
7 34	HIRL 6 SFL 5 CL PAPI (angle 3.0^, MEHT 74') RVR			09/27 8654'		
				2638m		
<div>4 Grooved. Standby power available for all lights.</div> <div>5 15M spacing.</div> <div>6 3 sequenced lead-in strobe lights.</div> <div>7 Hold short lights Rwy 34.</div> <div>8 Circling Guidance Lights.</div>						
TAKE-OFF						
All Rwys						
STANDARD						
With RL & either CL or RCLM			Other			
1 Eng	300' - 2 km					
2, 3 & 4 Eng	Single pilot acft without auto-feathering. Acft not above 5700 kg & not capable of Engine out climb gradient of 1.9%. 300' - 2 km					
2, 3 & 4 Eng	550m			800m		
FOR FILING AS ALTERNATE						
Special				Other		
1 ILS Rwy 16 ILS Rwy 27 LOC DME Rwy 27 VOR Rwy 34		RNAV-P (RNP) Rwy 09 RNAV-P (RNP) Rwy 34				
A	700' -2.5 km	NA		1206' - 4.4 km		
B						
C		1516' - 6.0 km		1516' - 6.0 km		
D		1666' - 7.0 km		1666' - 7.0 km		
1 LOC DME Rwy 16 not applicable.						

AIRPORT EFFICIENCY PROCEDURES

1. 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 endeavor 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. ARRIVING AIRCRAFT
- 2.1 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.
- 2.2 Plan a predictable and efficient exit from the runway and if an exit other than the preferred is required, advise tower on first contact.
- 2.3 Landing Exit Distance (LED), the distance from the threshold to the furthest edge of the exit taxiway, are provided to assist planning.

RWY	AIRCRAFT TYPE	TWY Exits	LED
09	Turboprop	1 A	5440' 1658m
	Other aircraft	1 P	7500' 2286m
		Q	7500' 2286m
16	All aircraft	E	4442' 1354m
		12 G	6381' 1945m
		J	9531' 2905m
27	All aircraft	12 N	5348' 1630m
	Heavy	M	7500' 2286m
34	All aircraft	12 F	5938' 1810m
		E	7700' 2347m
		C	11,027' 3361m

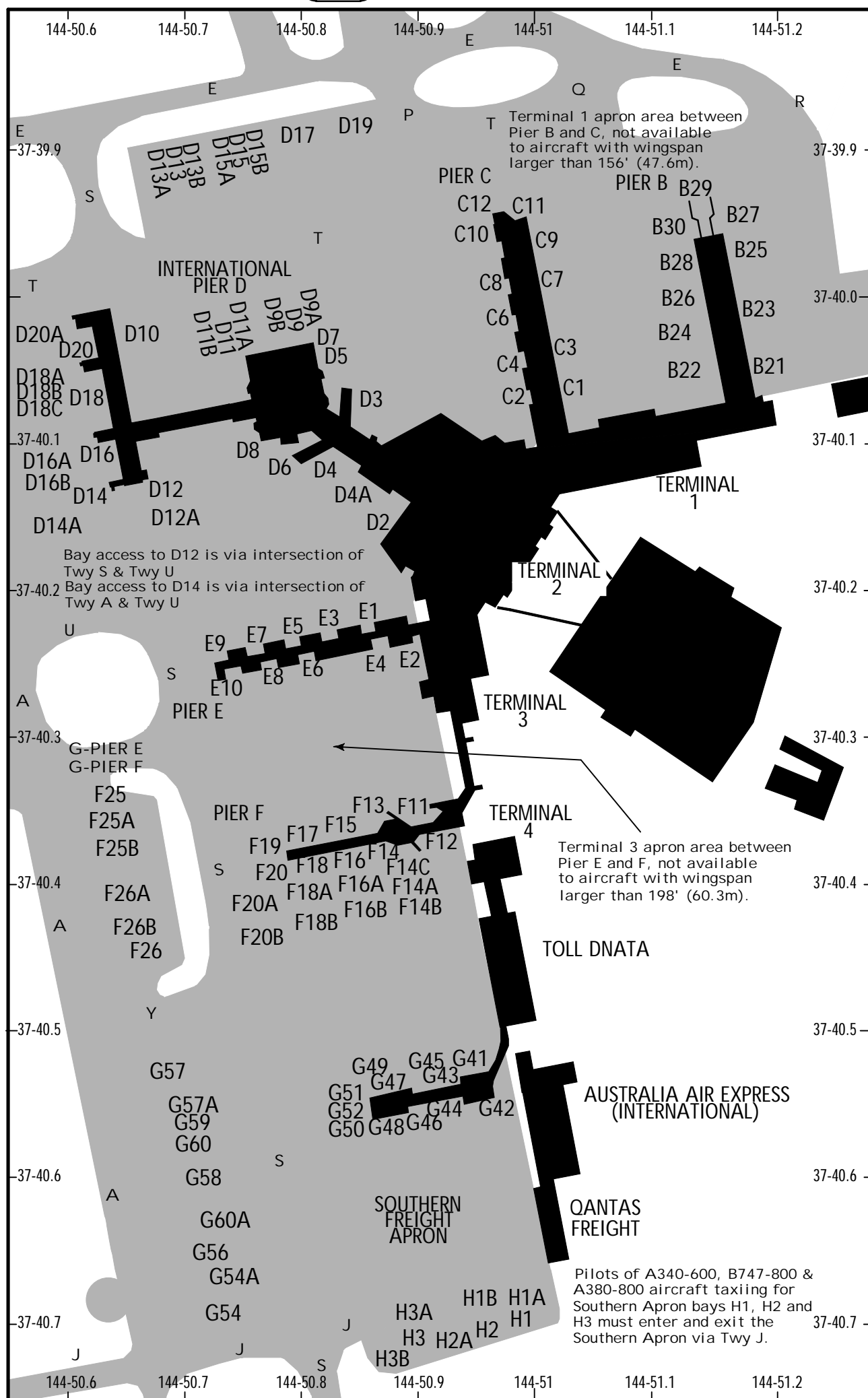
- 1 Preferred exits.
- 2 Indicates Rapid Exit Taxiway (RET) and maximum design ground speeds are 53 KT (50 KT WET).

YMML/MEL

8 APR 16 **JEPPesen**
20-9B

MELBOURNE, VIC, AUSTRALIA

MELBOURNE INTL



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MELBOURNE, VIC, AUSTRALIA

MELBOURNE INTL

PARKING BAY COORDINATES

BAY No.	COORDINATES	ELEV	BAY No.	COORDINATES	ELEV
PIER B			SOUTHERN FREIGHT APRON		
B21	S37 40.1 E144 51.2		G41	S37 40.5 E144 50.9	375'
B22	S37 40.0 E144 51.1		G42	S37 40.6 E144 50.9	371'
B23	S37 40.0 E144 51.2		G43	S37 40.5 E144 50.9	374'
B24	S37 40.0 E144 51.1		G44	S37 40.6 E144 50.9	370'
B25	S37 40.0 E144 51.2		G45	S37 40.5 E144 50.9	373'
B26	S37 40.0 E144 51.1		G46	S37 40.6 E144 50.9	370'
B27	S37 40.0 E144 51.2		G47	S37 40.5 E144 50.8	372'
B28, B30	S37 40.0 E144 51.1		G48	S37 40.6 E144 50.8	368'
B29	S37 39.9 E144 51.1		G49	S37 40.5 E144 50.8	370'
			G50	S37 40.6 E144 50.8	367'
PIER C			G51	S37 40.6 E144 50.8	370'
C1 thru C4	S37 40.1 E144 51.0		G52	S37 40.6 E144 50.8	369'
C6 thru C9	S37 40.0 E144 51.0		G54	S37 40.7 E144 50.7	363'
C10	S37 40.0 E144 50.9		G54A, G56	S37 40.6 E144 50.7	363'
C11	S37 40.0 E144 51.0		G57, G57A	S37 40.5 E144 50.7	367'
C12	S37 40.0 E144 50.9				
INTERNATIONAL PIER D			G58	S37 40.6 E144 50.7	365'
D2	S37 40.2 E144 50.9	387'	G59	S37 40.6 E144 50.7	367'
D3	S37 40.1 E144 50.8	388'	G60	S37 40.6 E144 50.7	366'
D4 thru D4A	S37 40.1 E144 50.8	387'	G60A	S37 40.6 E144 50.7	364'
D5	S37 40.1 E144 50.8	390'	H1	S37 40.7 E144 50.9	363'
D6	S37 40.2 E144 50.7	386'	H1A, H1B	S37 40.7 E144 50.9	364'
			H2, H2A	S37 40.7 E144 50.9	363'
D7	S37 40.0 E144 50.8	391'	H3	S37 40.7 E144 50.9	362'
D8	S37 40.1 E144 50.7	386'	H3A	S37 40.7 E144 50.8	363'
D9 thru D9B	S37 40.1 E144 50.8	390'			
D10	S37 40.1 E144 50.7	386'	H3B	S37 40.7 E144 50.8	361'
D11 thru D11B	S37 40.1 E144 50.7	388'			
D12, D12A	S37 40.2 E144 50.7	383'			
D13 thru D13B	S37 39.9 E144 50.7	396'			
D14, D14A	S37 40.2 E144 50.6	382'			
D15 thru D15B	S37 39.9 E144 50.7	393'			
D16 thru D16B	S37 40.1 E144 50.6	382'			
D17	S37 39.9 E144 50.8	394'			
D18 thru D18C	S37 40.1 E144 50.6	383'			
D19	S37 39.9 E144 50.8	395'			
D20, D20A	S37 40.1 E144 50.6	383'			
PIER E					
E1, E2	S37 40.2 E144 50.9				
E3 thru E8	S37 40.2 E144 50.8				
E9	S37 40.2 E144 50.7				
E10	S37 40.3 E144 50.7				
PIER F					
F11 thru F13	S37 40.4 E144 50.9				
F14 thru F14C	S37 40.4 E144 50.9				
F15	S37 40.4 E144 50.8				
F16 thru F16B	S37 40.4 E144 50.8				
F17	S37 40.4 E144 50.8				
F18 thru F18B	S37 40.4 E144 50.8				
F19	S37 40.4 E144 50.8				
F20 thru F20B	S37 40.4 E144 50.8				
F25	S37 40.5 E144 50.5	372'			
F25A	S37 40.5 E144 50.5	373'			
F25B	S37 40.5 E144 50.5	372'			
F26 thru F26B	S37 40.5 E144 50.5	371'			

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MELBOURNE, VIC, AUSTRALIA
LOW VISIBILITY TAXI ROUTES

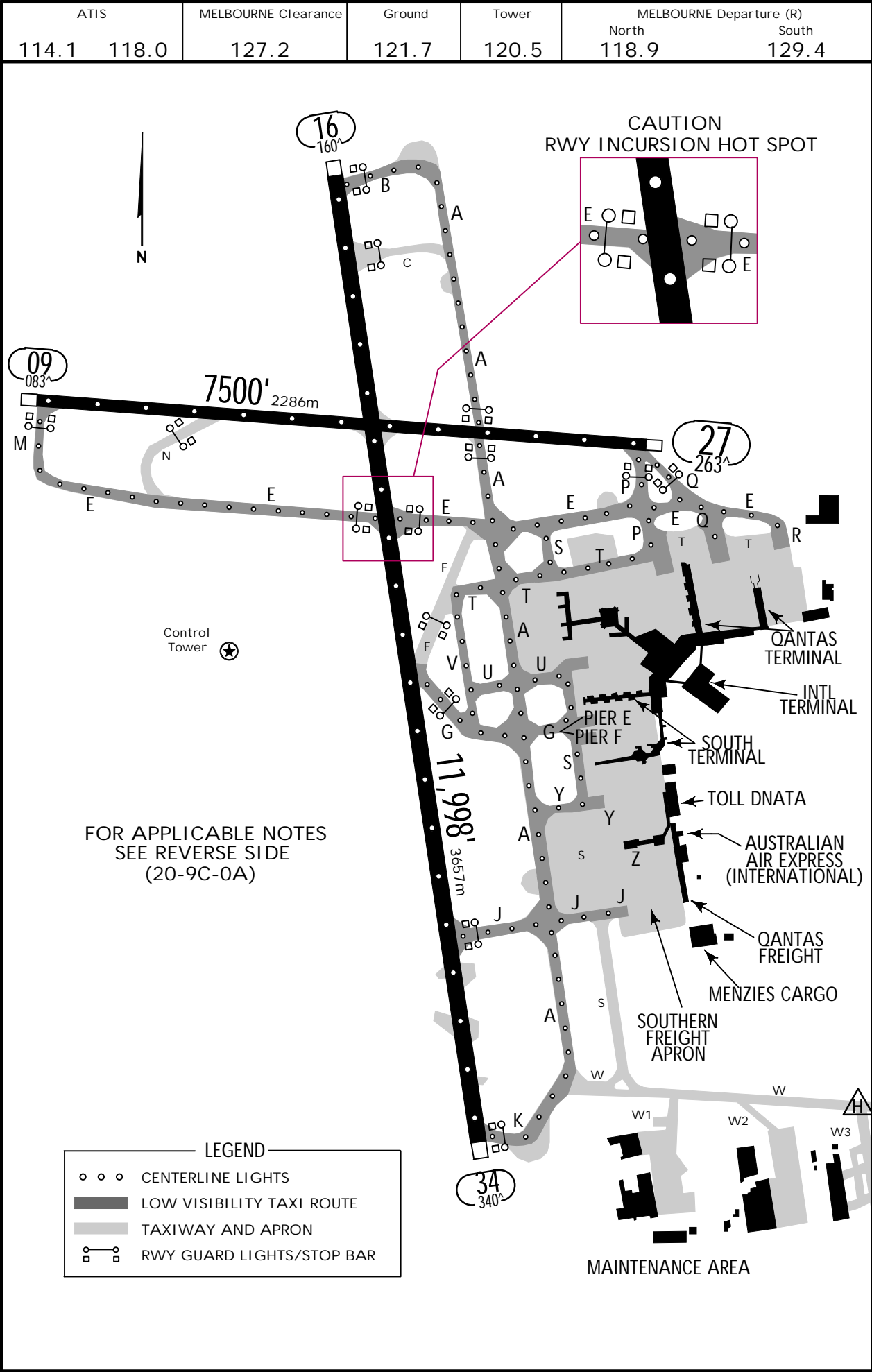
MELBOURNE INTL

3 JUN 16

20-9C-0

LESS THAN RVR 550m TO 75m

Arrivals - Rwy 16
Departures - Rws 16/27



YMMML/MEL
MELBOURNE INTL



JEPPESSEN

MELBOURNE, VIC, AUSTRALIA

3 JUN 16

20-9C-0A

LOW VISIBILITY TAXI OPERATIONS

Preparations for the activation of Low Visibility Procedures (LVP) are commenced when visibility has reduced to 2000m and is further reducing.

When visibility deteriorates below 550m RVR and/or when the cloud base reduces below 200', the ILS critical and sensitive areas are protected and "Low Visibility Procedures in Force" is declared.

LVP measures are progressively lifted when cloud base reaches 300' and the visibility reaches 850m and is increasing.

ATC uses Advanced Surface Movement Guidance Control System (A-SMGCS) to monitor ACFT and vehicles on the Maneuvering Area.

If A-SMGCS is Unserviceable during LVP:

- a. ATC will further restrict operations on the Maneuvering Area.
- b. Position reporting procedures may be implemented.

"FOLLOW-ME" SERVICE: Flight Crew must notify ATC if a "Follow Me" service is required.

For CASA approved operators, all Rwy's are capable of supporting low visibility take-offs without limit, however only:

- a. Rwy 16 and 27 are normally used for low visibility departures.
- b. Rwy 16 is capable of supporting localizer guided take-offs.

Note: Flight crew must inform ATC at start up about an intention to conduct a take-off that requires localizer guidance.

Access to Rwy 27 is via Twy Papa or Twy Quebec. Access to Rwy 16 is via Twy Bravo. Intersection departures are not permitted.

Rwy 16 is the arrival runway for low visibility operations and is capable of supporting Category II and III approaches.

No arrivals will be allowed when RVR is less than RVR 75m.

Approved taxiway exits are Twy Golf, Twy Juliet and Twy Kilo.

During LVP, the following Twys are not available:

- a. Twy Charlie, Twy Foxtrot, Twy Tango between Twy Papa and Twy Romeo
- b. Twy November
- c. Twy Sierra between Twy Yankee and Twy Whiskey
- d. Twy Whiskey between Twy Alpha and Twy Whiskey Four

Instrumented RVR is provided for each Rwy. In event of failure of RVR, Runway Visibility assessments will not be provided.

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(20-9D)

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VISUAL DOCKING GUIDANCE SYSTEMS

Visual Docking Guidance Systems used in Australia are Nose-In-Guidance (NIG) systems which provide both azimuth and stopping information for specific aircraft types.

The first NIG system contains five elements whose location is shown in Figure 1.

- Position Identification Light
- Aerobridge Retracted Indicator
- Centerline Guidance Light
- Side Marker Board
- Side Marker Light

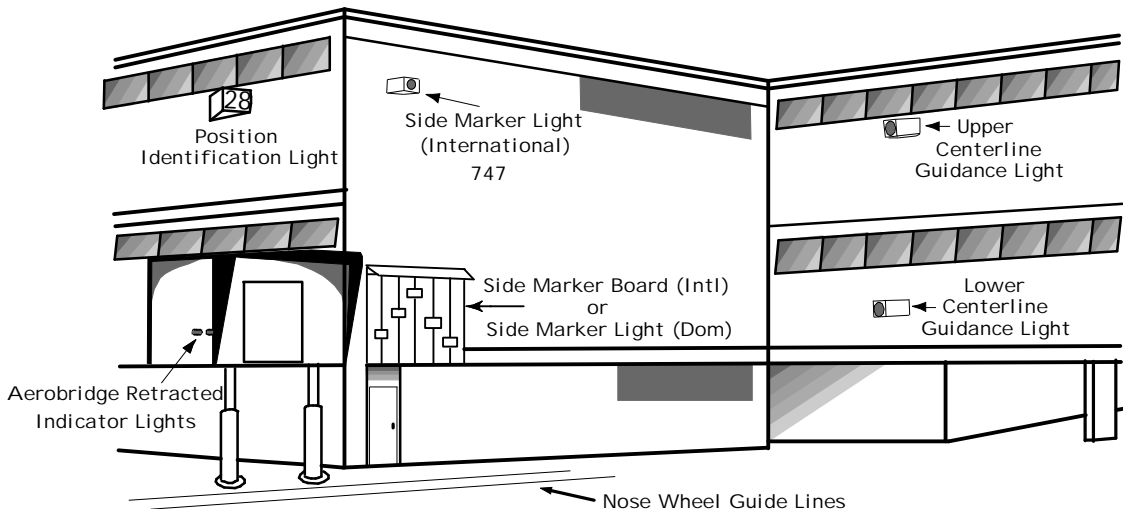


Figure 1 - Visual Docking Guidance System

Aircraft should use the following elements for docking:

AIRCRAFT TYPES	CENTERLINE LIGHT	STOP
DOMESTIC All types	Centerline Guidance Light	Side Marker Light
INTERNATIONAL All types except wide body	Lower Centerline Guidance Light	Side Marker Board
INTERNATIONAL DC-10, B-767, L-1011, A300B	Intermediate Centerline Guidance Light	Side Marker Board
INTERNATIONAL B-747	Upper Centerline Guidance Light	Side Marker Light

NOTES:

1. Some International docking positions are not equipped for wide body aircraft and hence only the Lower Centerline Guidance light is provided.
2. Heights of the Centerline Guidance Lights are:
 - a. Lower: up to 5m
 - b. Intermediate: 5 to 7.5m
 - c. Upper: above 7.5m

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VISUAL DOCKING GUIDANCE SYSTEMS

The following is a brief description of the system:

- c. The Position Identification Light indicates the number of the docking position and is white numerals on a black background outlined in green neon tubing at night.
- d. The Aerobridge Retracted Indicator consists of two lights. The green light indicates the Aerobridge is in the fully retracted position. The red light indicates that the Aerobridge is not fully retracted or that an element of the visual guidance docking system is unserviceable.
- e. The Centerline Guidance Light provides azimuth information and is aligned with the left pilot position. The unit emits RED/GREEN light beams and the signals are interpreted as follows:
RED/GREEN: Aircraft is to the left of the centerline
GREEN/GREEN: Aircraft is on the centerline
GREEN/RED: Aircraft is to the right of the centerline
- f. The slats on the side Marker Board indicate the stopping position for each type of aircraft. Approaching the position the slat will show GREEN, at the stopping position the slat will show BLACK and beyond that position RED.
- g. There are two Side Marker Light systems that indicate the stopping position.

DOMESTIC (ALL TYPES)

- a. Approaching the position a preliminary dull GREEN light will show through the arrow-shaped aperture which also exhibits a cross bar.
- b. As the aircraft moves forward the intensity of the green light increases until it becomes a bright "arrow-head T" shape which is the DC9 stopping point.
- c. As the aircraft continues the bar of the stop signal disappears and the arrow-head starts to reduce in size.
- d. When the arrow-head disappears two white bars appear one above the other indicating the stopping position. In some installations two sets of bars are provided one for the B727 the other for the B737.
- e. If the stopping position is passed then a single RED bar appears.

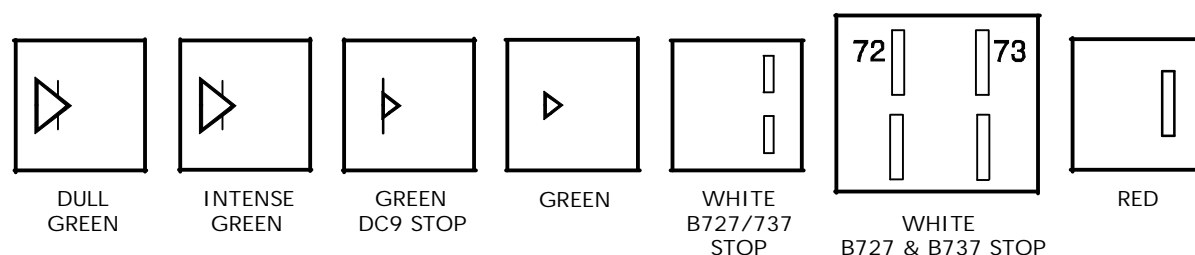


Figure 2 - Side Marker Lights (Domestic)

International (For B747 Aircraft only) This is the same as the domestic system described above except that there is only one set of white bars and no bar around the arrow-head.

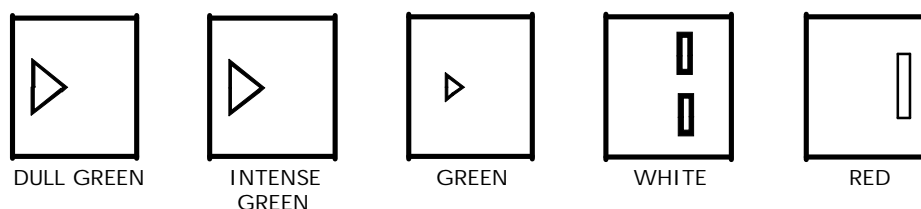


Figure 3 - Side Marker Light (International) (B747 only)

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VISUAL DOCKING GUIDANCE SYSTEMS

AIRCRAFT POSITIONING AND INFORMATION SYSTEM (APIS)

The third system operating in Australia is installed on International Terminal bays at Melbourne Airport. The APIS is based on a centerline guidance sub-display. The steering and stop indication is provided from a display unit mounted on a pole in front of the cockpit in line with the left hand pilot seat. The parking bay position identification is mounted on top of the guidance pole.

On approach to the parking position, the pilot will see the display box face showing two rows of yellow alpha-numeric characters on a black background across the top, an illuminated closing rate 'thermometer' at lower left, and an illuminated azimuth guidance display at lower right. The alpha-numeric characters on the top row should be flashing.

The following is the sequence of APIS operation from initial approach to STOP:

- a. Identify the correct aircraft parking bay position.
- b. Ensure that the aerobridge retraction light indicates green.
- c. Follow the taxi-in line and watch the centerline beacon.
- d. Check that the correct aircraft type is flashing and that the door number is shown (where applicable).
- e. About 20m before STOP, the aircraft type display goes steady and the door number disappears.
- f. Follow the azimuth guidance display. The black arrow heads indicate which direction to steer for the centerline. When the aircraft is properly aligned in azimuth, the black vertical bar will be displayed.
- g. The full closing rate 'thermometer' indicates at least 13m to STOP.
- h. When the aircraft reaches 13m to STOP, the 'thermometer' bar lights begin to move from the bottom to the top.
- i. The deletion of each 'thermometer' bar indicates about one-half meter progression.
- j. When the STOP position is reached, all the closing rate 'thermometer' lights extinguish and the lower display indicates STOP. If the aircraft is correctly parked, the top display indicates OK.
- k. If the aircraft overshoots the limit for correct parking, the top display indicates TOO FAR (alternating TOO then FAR).
- l. The entire display automatically shuts down after some seconds.

NOTE: When the last row of lights of the closing rate 'thermometer' is extinguished and the word STOP is displayed, the aircraft should be at a standstill.

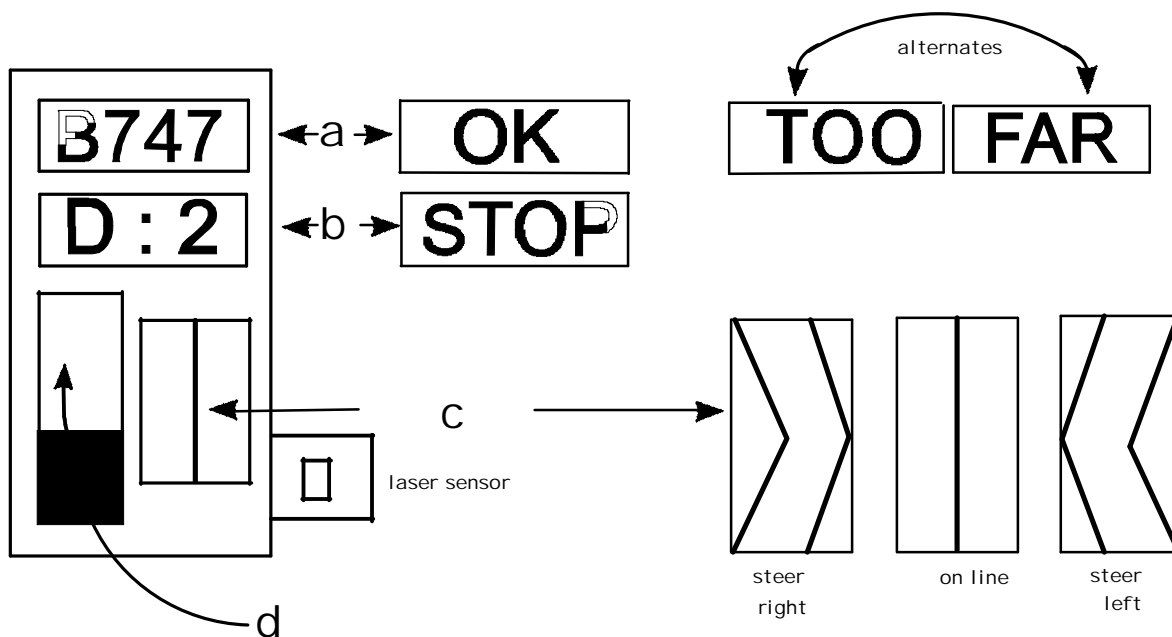
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VISUAL DOCKING GUIDANCE SYSTEMS

Figure 4 - APIS Diagram



- a. Display: ACFT type, OK or TOO/FAR.
- b. Display: Door Number or STOP.
- c. Centerline Beacon: Steering guidance.
- d. 'Thermometer': Closing rate indication - stopping guidance.

NOTE: The lettering is yellow on a black background. The 'thermometer' is yellow and goes black from bottom to top. The centerline beacon is a central black band surrounded by yellow.

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VISUAL DOCKING GUIDANCE SYSTEMS

SAFEGATE DOCKING GUIDANCE SYSTEM (DGS)

The Safegate Docking Guidance System is used at Melbourne International Terminal (Bays D2, D3, D4, D5, D6 and D8). Its operation is based on laser scanning of the incoming aircraft. The complete system consists of the following three elements:

1. Position Identification Unit (Bay Marker);
2. Aerobridge Retracted Indicator Light; and
3. DGS NIG Unit.

System Description

The Position Identification Unit gives clear indication of the parking bay for the aircraft. It consists of large white numerals on a dark background (illuminated at night by green neon lights).

The Aerobridge Retraction Indicator Light, mounted on the aerobridge, gives an early warning of the state of aerobridge location. Green indicates a fully retracted aerobridge position or a safe pre-parked position; red indicates that the aerobridge is out of position and the pilot should not proceed with parking the aircraft.

The NIG unit, mounted on the Terminal wall, consists of two components which supply the following information to the pilot:

1. The top alphanumeric information display which shows aircraft type designation, and other message information as necessary in yellow.
2. The azimuth and centerline guidance displays in red and yellow and the Closing Rate Bar in yellow.

Aircraft Types

The aircraft types which can utilize the system are displayed as follows:

Type	Display
Boeing	777-300, 777-200, 767, 747, 737-800, 737-700, 737-400, 737-300
McDonnell Douglas	MD11, DC10
Airbus Industries	340-500, 340-300, 340-200, 330, 320, 310, 300

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VISUAL DOCKING GUIDANCE SYSTEMS

System Operation

The following is the sequence of system operation from initial approach to STOP:

- a. The pilot identifies the correct parking bay position.
- b. The pilot ensures that the aerobridge retraction light is green.
- c. The pilot observes that the rising vertical yellow arrows are indicating the system is activated and searching for the approaching aircraft.
NOTE: The pilot must not enter the stand area unless the rising vertical arrows are displayed.
- d. The pilot follows the taxi-in line and checks that the correct aircraft type is displayed in yellow.
NOTE: The pilot must not enter the stand area unless the correct aircraft type is displayed.
- e. On successful capture of the aircraft, the vertical arrows are replaced by the yellow T-shaped Closing Rate Bar.
NOTE: The pilot must not proceed to the bridge unless the arrows have been superseded by the Closing Rate Bar.
- f. A vertical yellow arrow shows the aircraft position in relation to the centerline.
- g. A flashing red arrow indicates the direction to turn to return to the centerline.
NOTE: If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning.
- h. The display of the yellow digital closing rate countdown will start when the aircraft is 20 meters from the STOP position.
NOTE: If the detected aircraft is lost prior to 12 meters to STOP, the display will show WAIT. The docking will continue as soon as the system detects the aircraft again.
- i. When the aircraft is 12 meters from the STOP position, the Closing Rate Bar will decrease in size from the bottom by one row of lights per 0.5 meters closing rate.
NOTE: If the detected aircraft is lost after 12 meters to STOP, the display will show STOP and ID FAIL. Assistance must then be sought from the ground engineers.
- j. When the correct STOP position is reached, the display shows STOP and red lights will be lit.
- k. When the aircraft has parked, OK will be displayed.
- l. If the aircraft has overshot the position, TOO FAR will be displayed.
- m. When ground engineers have placed the chocks at the nosewheel, they will manually change the display to CHOCK ON.

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VISUAL DOCKING GUIDANCE SYSTEMS

- n. During heavy rain or fog, the visibility for the docking system might be reduced. When the system is activated and in capture mode, the display will deactivate the rising vertical arrows and show DOWN GRADE. This text will be superseded by the Closing Rate Bar once the aircraft is detected.

NOTE: The pilot must not continue the approach to the bridge unless the DOWN GRADE text has been superseded by the Closing Rate Bar.

Ground engineers have access to emergency push-buttons to deactivate the system. When an emergency stop is activated, the display will show STOP. The ground engineers will then be required to complete the docking manually once the emergency situation is cleared.

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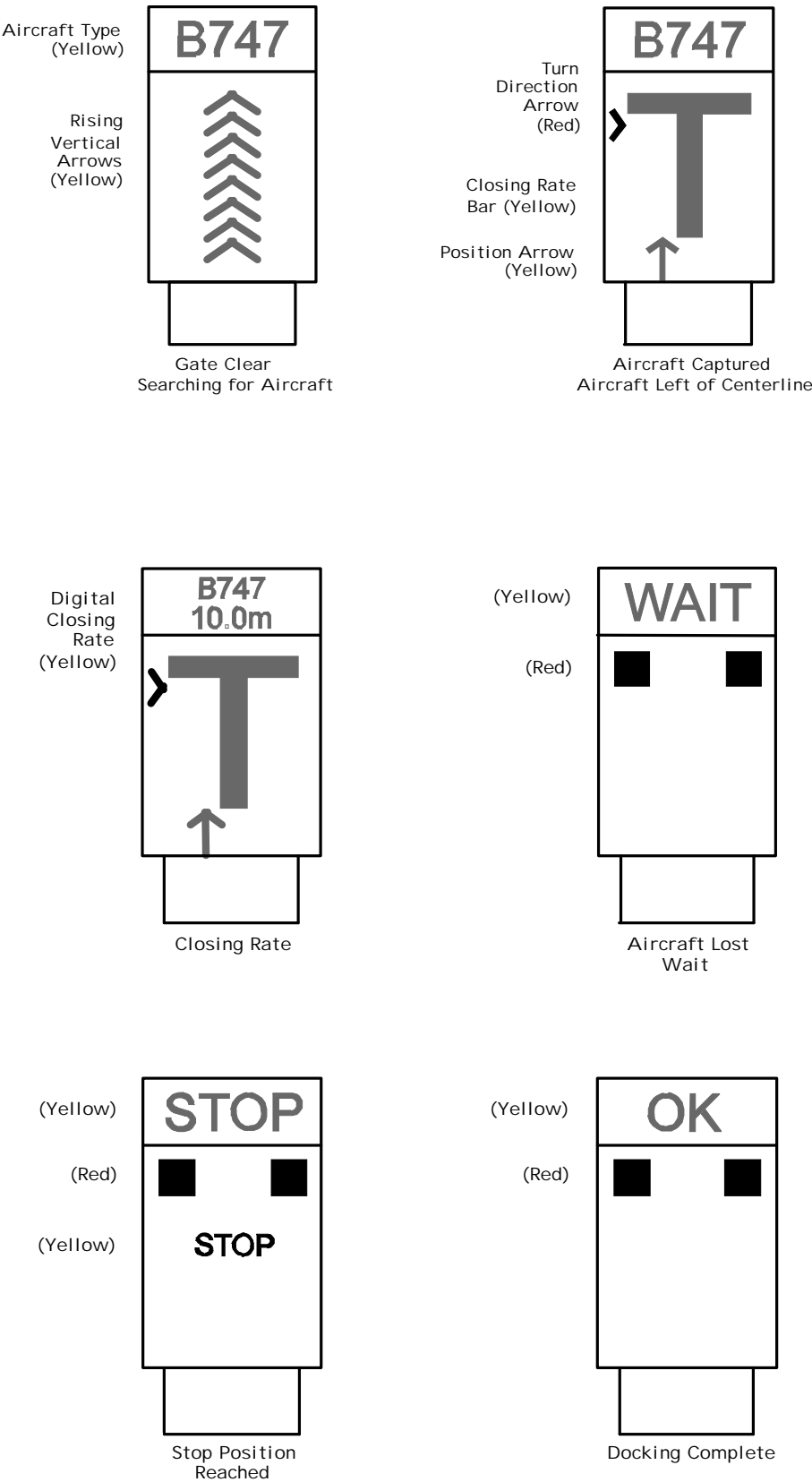
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VISUAL DOCKING GUIDANCE SYSTEMS

SAFEGATE DOCKING GUIDANCE SYSTEM



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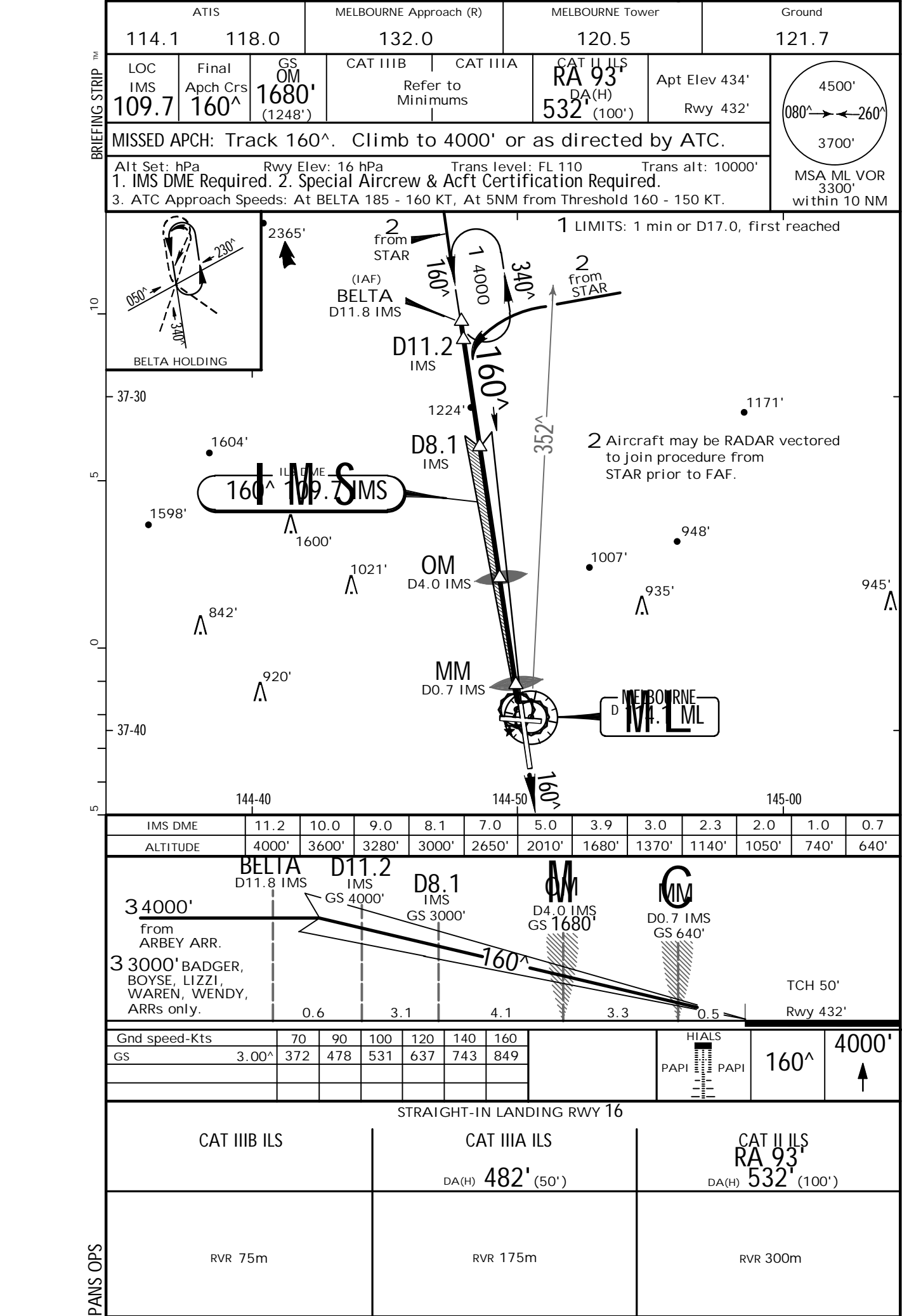
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20 MAY 16
Eff. 26 May.

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MELBOURNE, VIC, AUSTRALIA

ILS X Rwy 16 CAT II & III



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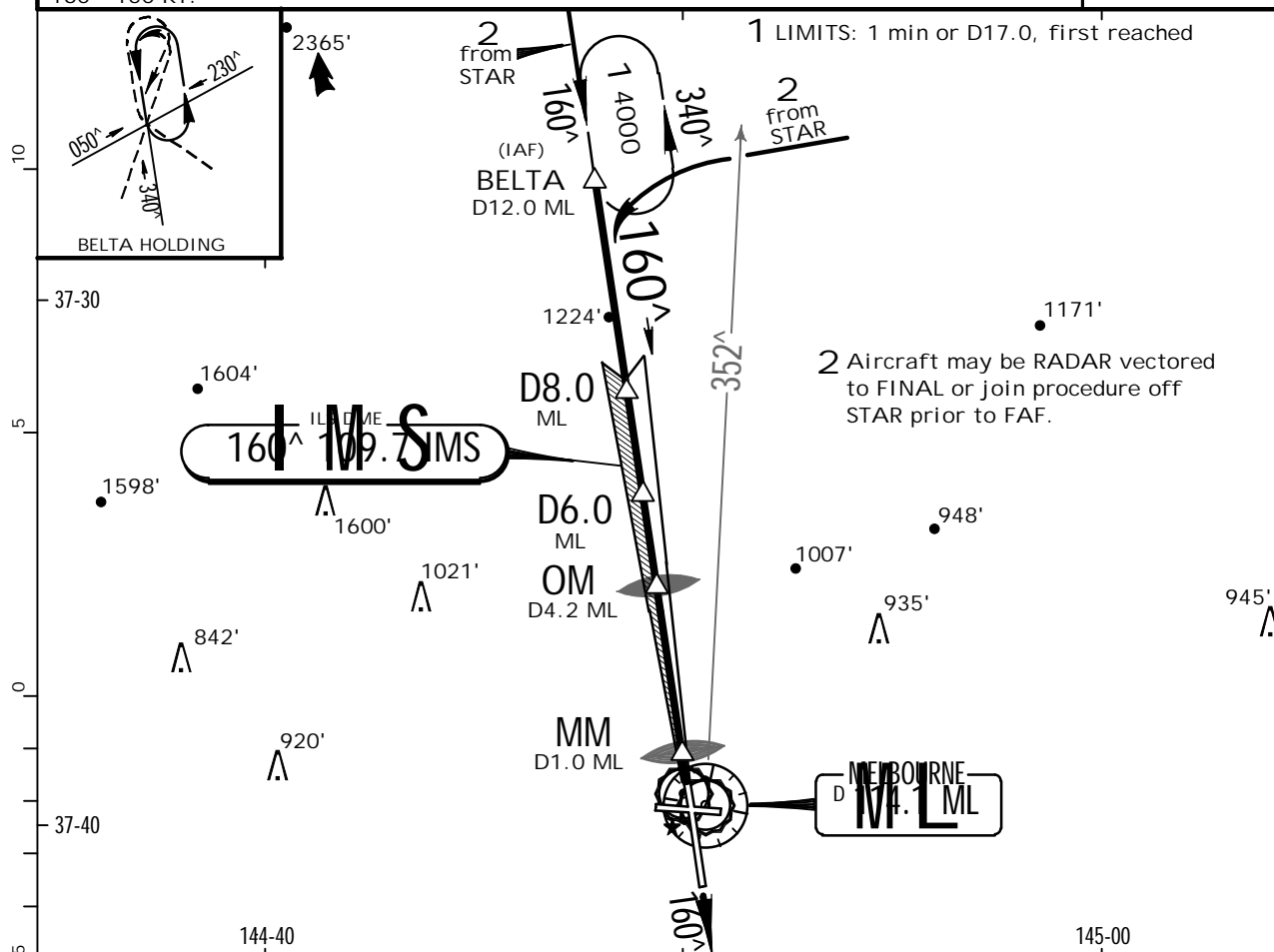
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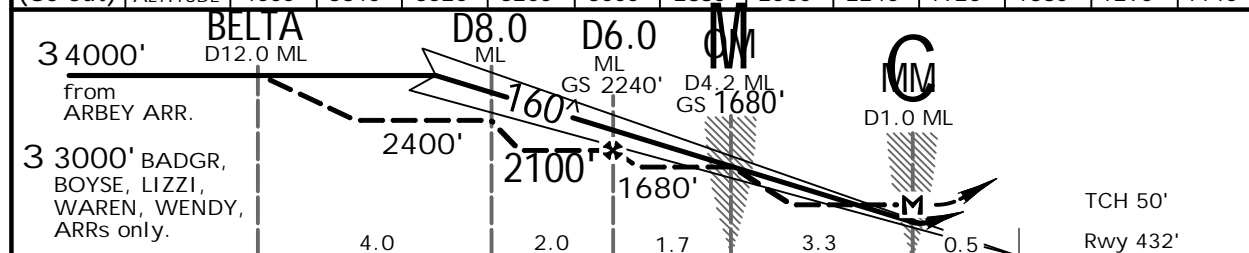
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20 MAY 16 (21-2).Eff.26.May. ILS Y or LOC Y Rwy 16

BOURNE, VIC, AUSTRALIA

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7	
LOC IMS 109.7	Final Apch Crs 160^	GS OM 1680' (1248')	ILS DA(H) 640' (208')	Apt Elev 434' Rwy 432'			
MISSD APCH: Track 160^. Climb to 4000' or as directed by ATC.							
Alt Set: hPa Rwy Elev: 16 hPa Trans level: FL 110 Trans alt: 10000' 1. ML DME Required (LOC only). 2. GNSS permitted in lieu of DME. Reference waypoint ML VOR. 3. ATC Approach Speeds: At BELTA 185 - 160 KT, At 5NM from Threshold 160 - 150 KT							
						MSA ML VOR 3300' within 10 NM	



LOC (GS out)	ML DME	11.5	11.0	10.0	9.0	8.4	8.0	7.0	6.0	5.0	4.2	3.0	2.5
	ALTITUDE	4000'	3840'	3520'	3200'	3000'	2880'	2560'	2240'	1920'	1680'	1290'	1140'



Gnd speed-Kts	70	90	100	120	140	160	
GS 3.00^	372	478	531	637	743	849	
MAP at MM							

STRAIGHT-IN LANDING RWY 16						CIRCLE-TO-LAND	
ILS DA(H) 640' (208')				LOC (GS out) DME MDA(H) 1140' (708')			
FULL		HIRL out	HIALS out	HIALS out		Max Kts.	MDA(H)
A	RVR 550m vis 0.8 km	1.2 km	1.5 km	3.0 km	3.9 km	100	1140'(706') -2.4 km
B						135	
C						180	1450'(1016') -4.0 km
D						205	1600'(1166') -5.0 km

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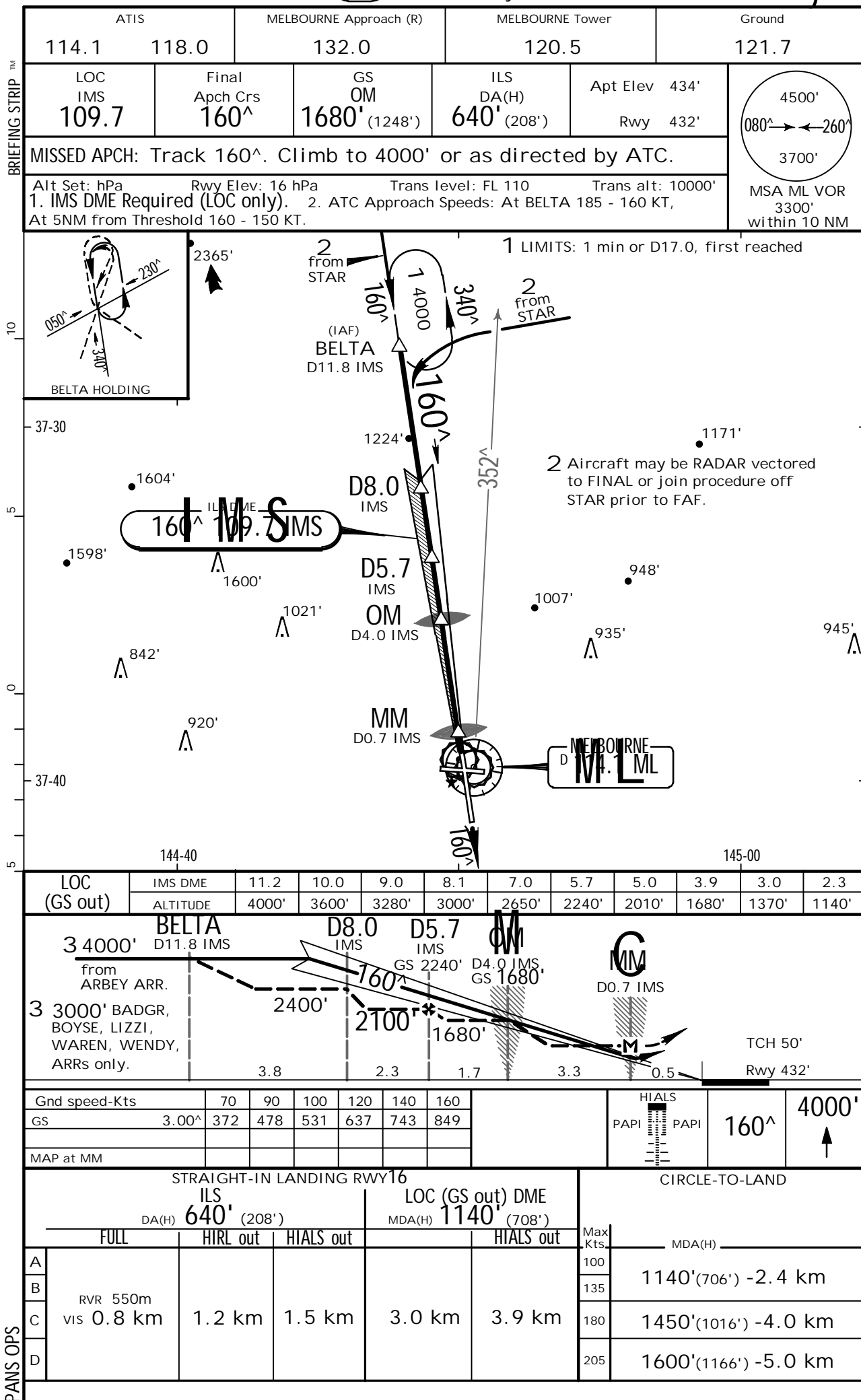
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20 MAY 16

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ILS Z or LOC Z Rwy 16



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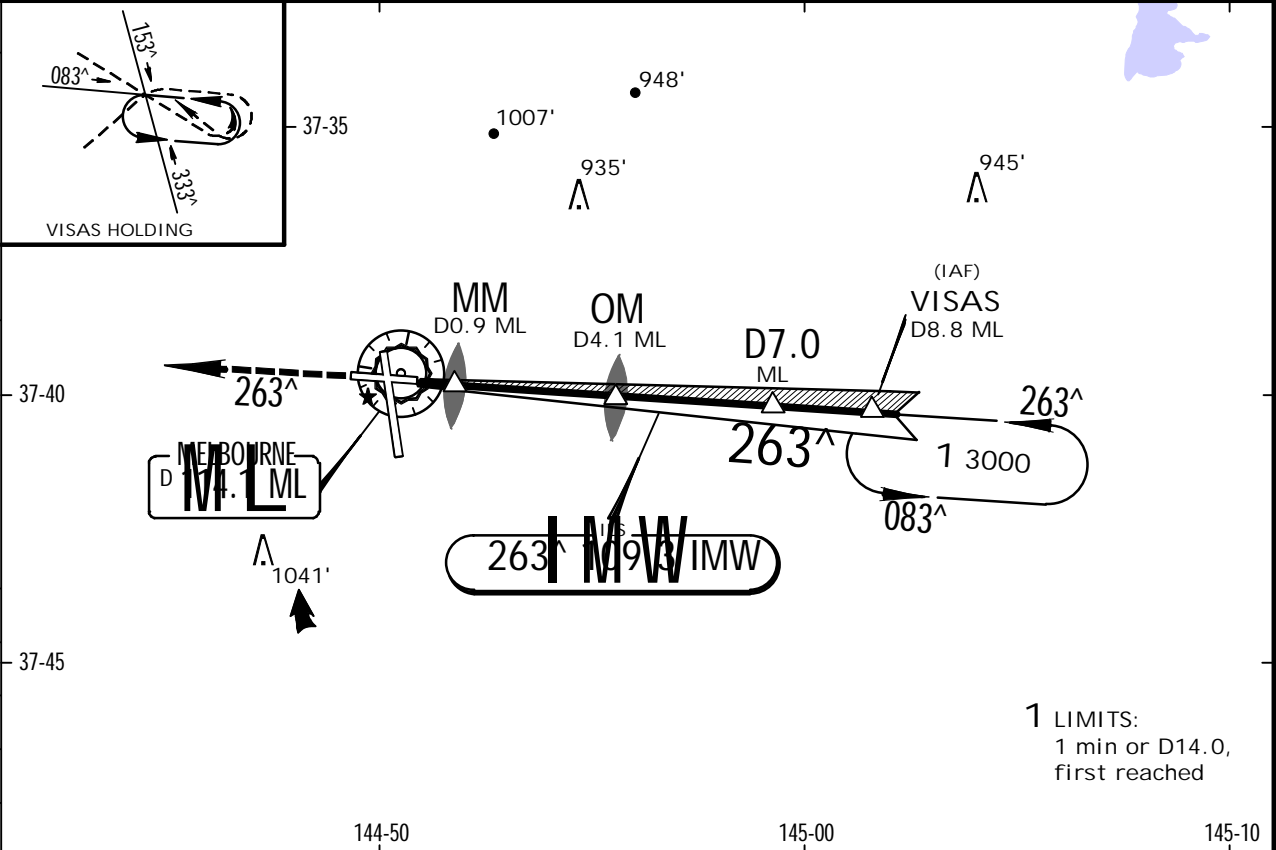
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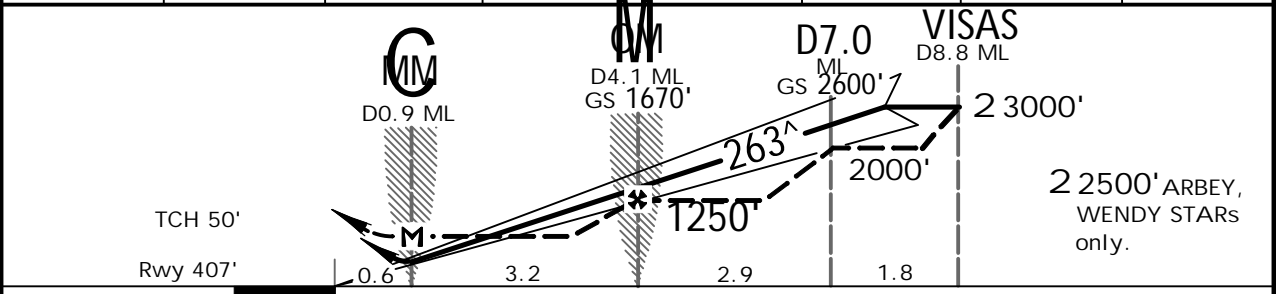
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ILS or LOC Rwy 27

ATIS		MELBOURNE Approach (R)		MELBOURNE Tower		Ground								
114.1		118.0		132.0		120.5		121.7						
LOC IMW 109.3	Final Apch Crs 263^	GS OM 1670' (1263')	ILS DA(H) 610' (203')	Apt Elev 434' Rwy 407'		<div><div>4500'</div><div>080°→←260°</div><div>3700'</div></div> <div>MSA ML VOR 3300' within 10 NM</div>								
MISSED APCH: Track 263^.					Climb to 4000' or as directed by ATC.									
Alt Set: hPa					Rwy Elev: 15 hPa					Trans level: FL 110		Trans alt: 10000'		
1. DME Required (LOC only).					2. GNSS permitted in lieu of DME.					Reference waypoint ML VOR.		3. ATC Approach Speeds: At VISAS 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.		



LOC (GS out)	ML DME	3.0	4.1	5.0	6.0	7.0	8.3
	ALTITUDE	1320'	1670'	1960'	2280'	2600'	3000'



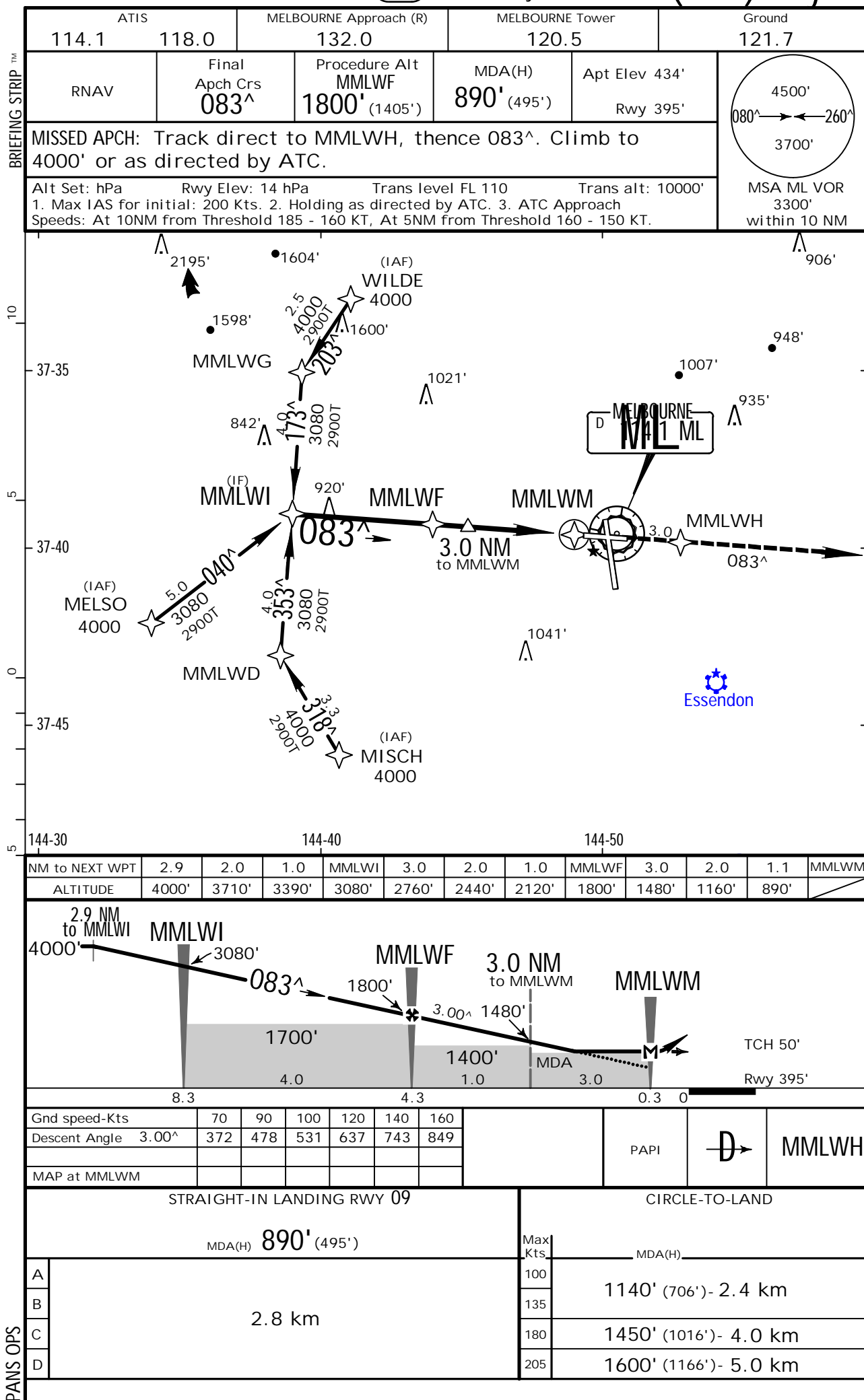
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 263^	4000'
GS	3.00^	372	478	531	637	743		
MAP at MM								

STRAIGHT-IN LANDING RWY27					CIRCLE-TO-LAND			
ILS DA(H) 610' (203')			LOC (GS out) DME MDA(H) 880' (473')		Max Kts			
FULL			HIRL out		MDA(H)			
HIALS out			HIALS out					
A						1140'(706') -2.4 km		
B						1450'(1016') -4.0 km		
C						1600'(1166') -5.0 km		
D								

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RNAV-Z (GNSS) Rwy 09



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20 MAY 16

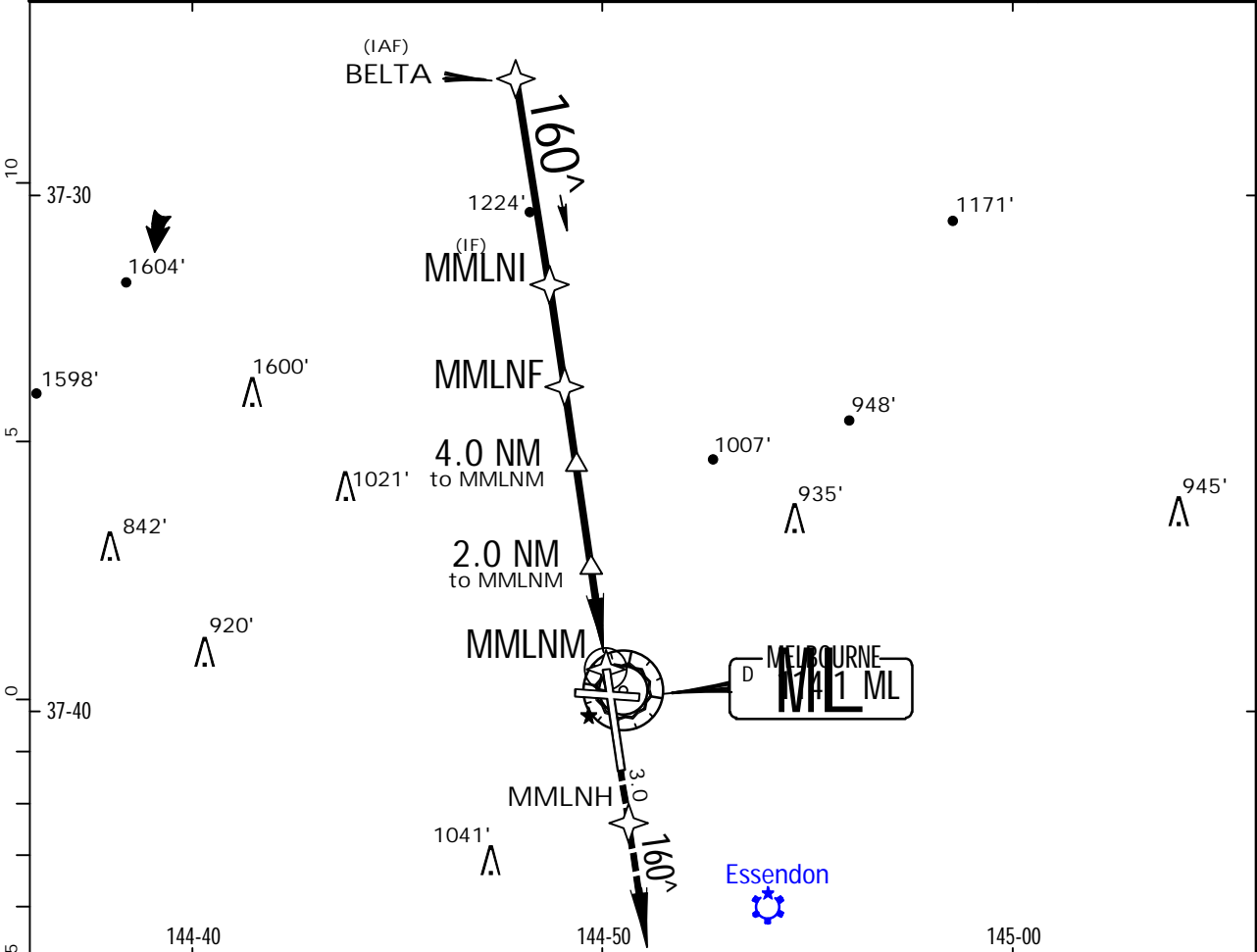
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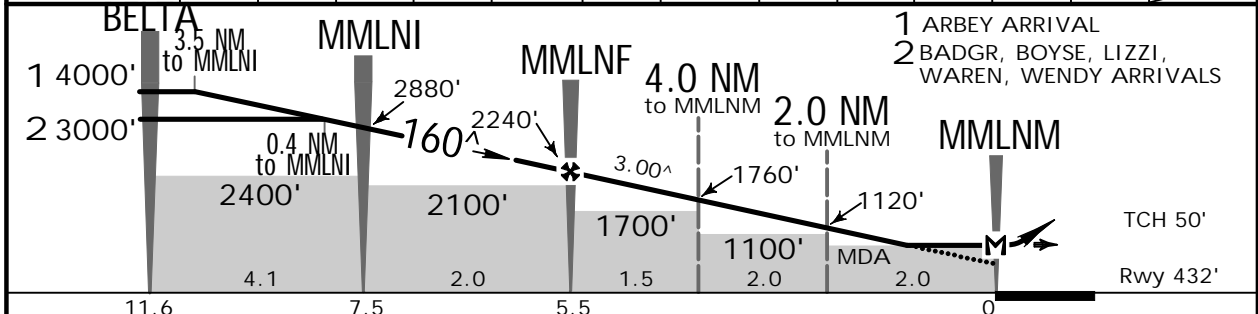
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RNAV-Z (GNSS) Rwy 16

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7	
RNAV	Final Apch Crs 160^	Procedure Alt MMLNF 2240' (1808')	MDA(H) 890' (458')	Apt Elev 434' Rwy 432'	<div><div>4500'</div><div>080° → ← 260°</div><div>3700'</div></div> <div>MSA ML VOR 3300' within 10 NM</div>		
MISSED APCH: Track direct to MMLNH, thence 160^, climb to 4000' or as directed by ATC.							
Alt Set: hPa		Rwy Elev: 16 hPa		Trans level FL 110			
1. Max IAS for initial: 210 Kts.		2. Holding as directed by ATC.		3. ATC Approach			
Speeds: At BELTA 185 - 160 KT,		At 5NM from Threshold 160 - 150 KT.					



NM to NEXT WPT	3.5	3.0	2.0	0.4	MMLNI	1.0	MMLNF	5.0	4.0	3.0	2.0	1.3	MMLNM
ALTITUDE	4000'	3840'	3520'	3000'	2880'	2560'	2240'	2070'	1760'	1440'	1120'	890'	



Gnd speed-Kts	70	90	100	120	140	160		<div><div>HIALS</div><div>PAPI</div><div>PAPI</div></div>	<div><div></div><div></div></div>	MMLNH
Descent Angle 3.00^	372	478	531	637	743	849				
MAP at MMLNM										

STRAIGHT-IN LANDING RWY 16						CIRCLE-TO-LAND					
MDA(H) 890' (458')						MDA(H)					
HIALS out						Max Kts					
A	2.5 km					100	1140' (706')- 2.4 km				
B						135					
C						180	1450' (1016')- 4.0 km				
D						205	1600' (1166')- 5.0 km				

CHANGES: BOL NDB deleted, BELTA waypoint added.

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20 MAY 16
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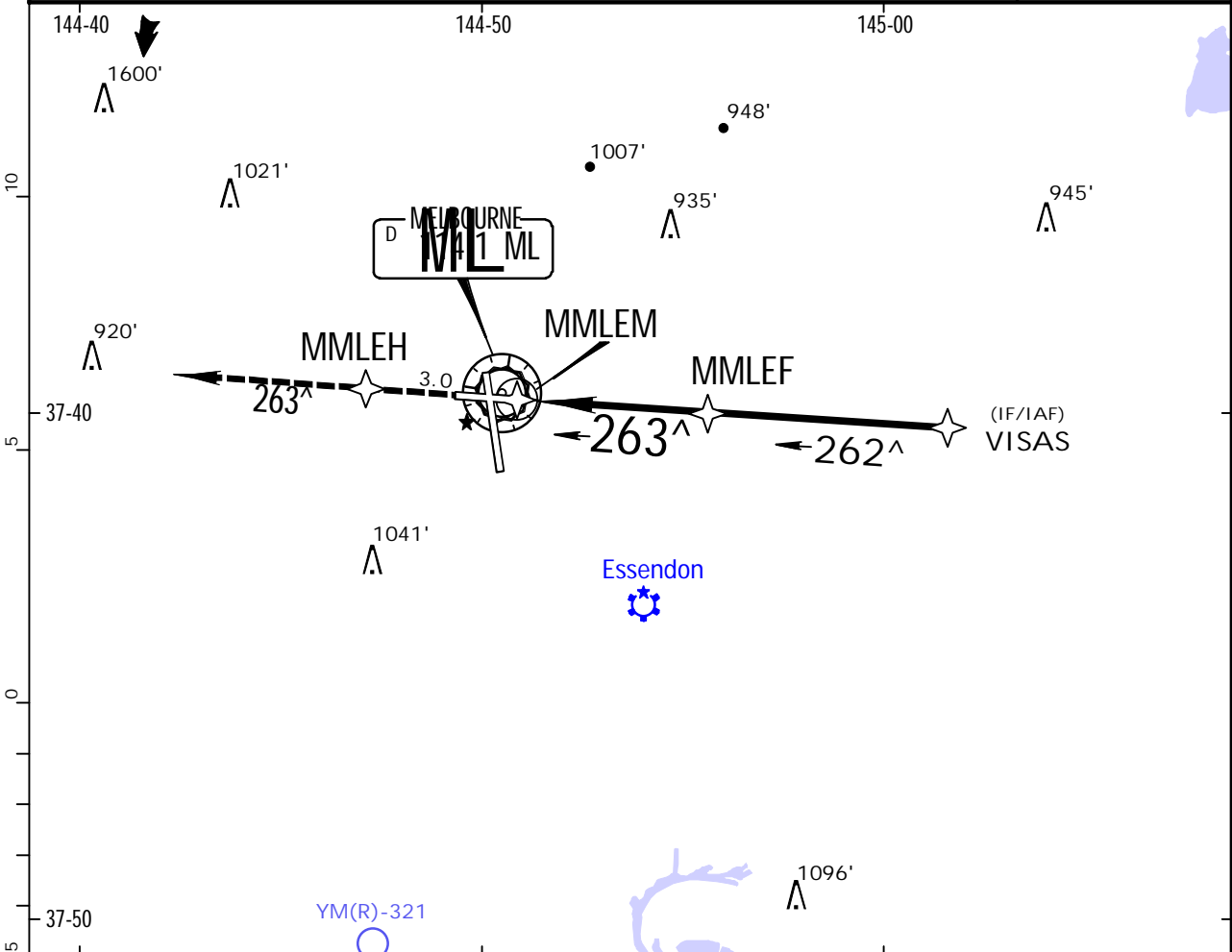
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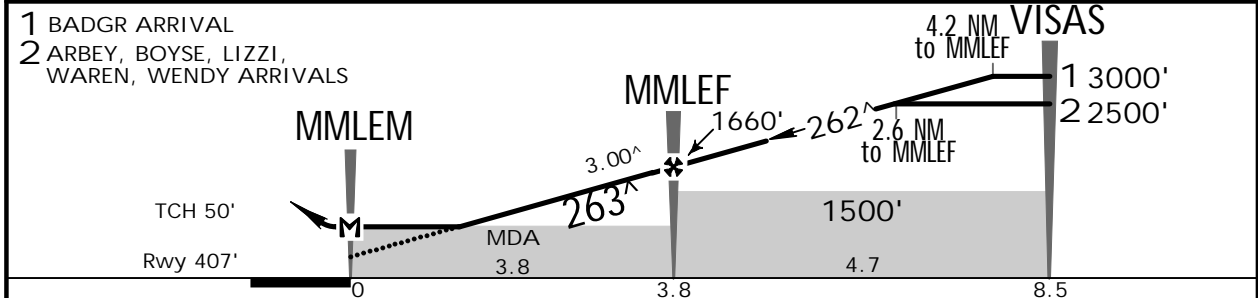
RNAV-Z (GNSS) Rwy 27



BRIEFING STRIP™

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7
RNAV	Final Apch Crs 263^	Procedure Alt MMLEF 1660' (1253')	MDA(H) 950' (543')	Apt Elev 434' Rwy 407'		
MISSED APCH: Track direct to MMLEH, thence 263^, climb to 4000' or as directed by ATC.						
Alt Set: hPa Rwy Elev: 15 hPa Trans level FL 110 Trans alt: 10000' 1. Max IAS for initial: 210 Kts. 2. Holding as directed by ATC. 3. ATC Approach Speeds: At VISAS 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.						
						MSA ML VOR 3300' within 10 NM



NM to NEXT WPT	MMLEF	1.5	2.0	3.0	MMLEF	1.0	2.0	2.6	3.0	4.0	4.2
ALTITUDE		950'	1090'	1410'	1660'	1980'	2300'	2500'	2610'	2930'	3000'



Gnd speed-Kts	70	90	100	120	140	160			MMLEH
Descent Angle 3.00^	372	478	531	637	743	849			
MAP at MMLEM									

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND			
MDA(H) 950' (543')				MDA(H)			
HIALS out				Max Kts			
A	3.0 km			100	1140' (706')- 2.4 km		
B				135			
C				180	1450' (1016')- 4.0 km		
D				205	1600' (1166')- 5.0 km		

PANS OPS

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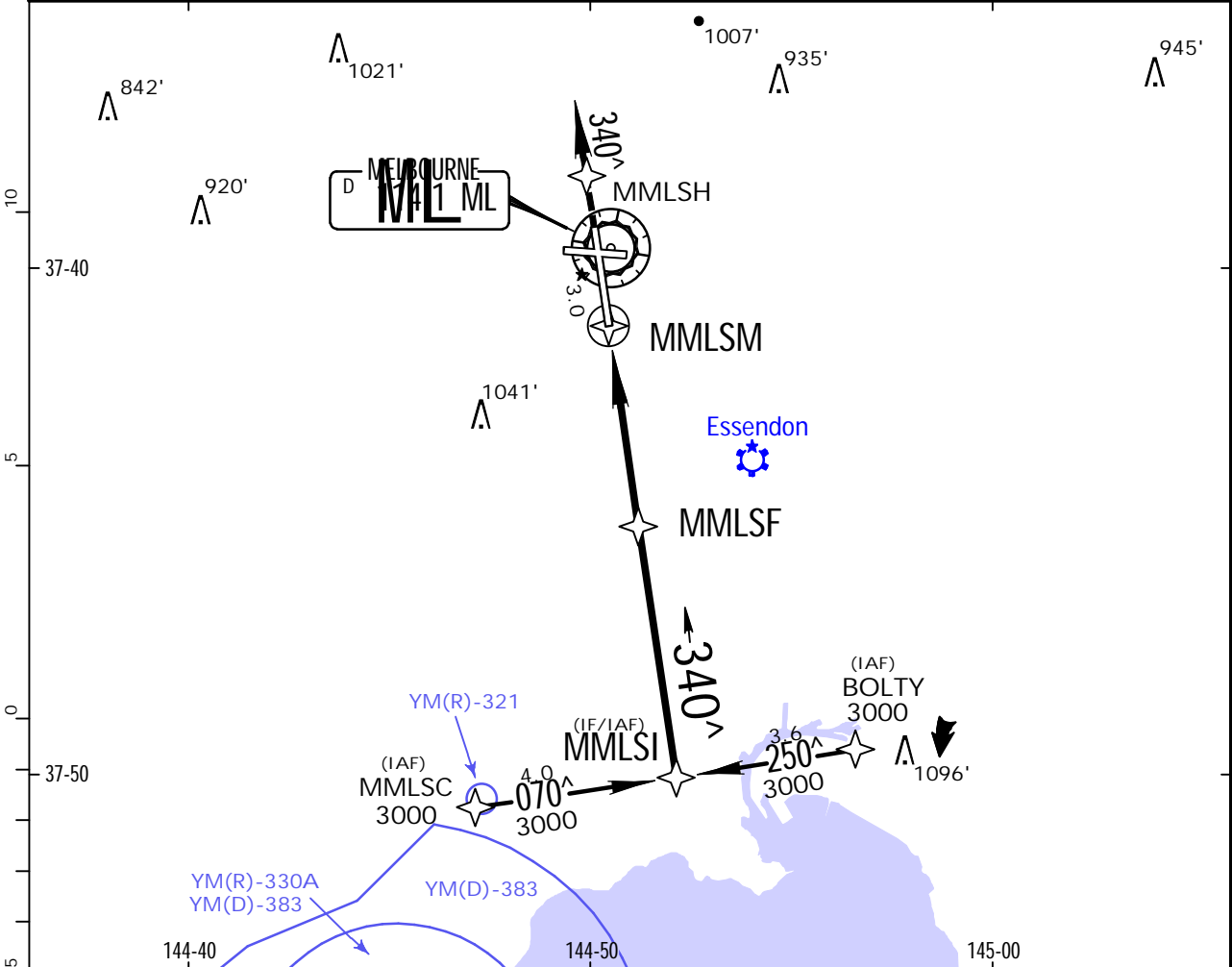
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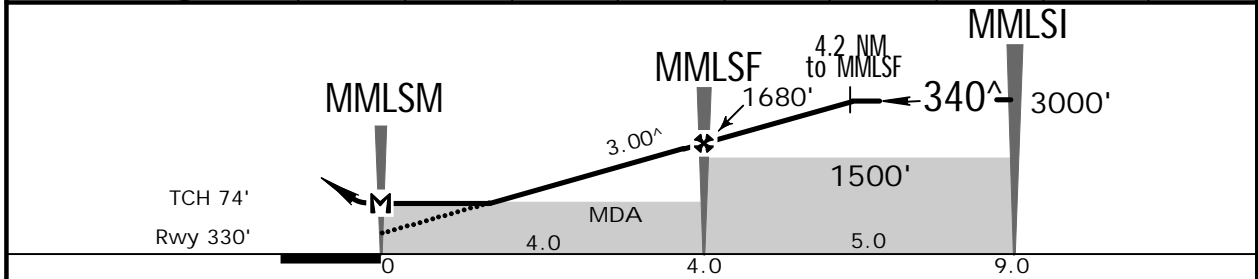
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
MELBOURNE, VIC, AUSTRALIA
RNAV-Z (GNSS) Rwy 34

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7	
RNAV	Final Apch Crs 340^	Procedure Alt MMLSF 1680' (1350')	MDA(H) 780' (450')	Apt Elev 434' Rwy 330'	<div><div>4500'</div><div>080^→←260^</div><div>3700'</div></div> <div>MSA ML VOR 3300' within 10 NM</div>		
MISSED APCH: Track direct to MMLSH, thence 340^, climb to 4000' or as directed by ATC.							
Alt Set: hPa		Rwy Elev: 12 hPa	Trans level FL 110				
1. Max IAS for initial: 200 Kts. 2. ATC Approach Speeds: At 10 NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.							



NM to NEXT WPT	MMLSM	1.2	2.0	3.0	MMLSF	1.0	2.0	3.0	4.0	4.2
ALTITUDE		780'	1040'	1360'	1680'	2000'	2310'	2630'	2950'	3000'

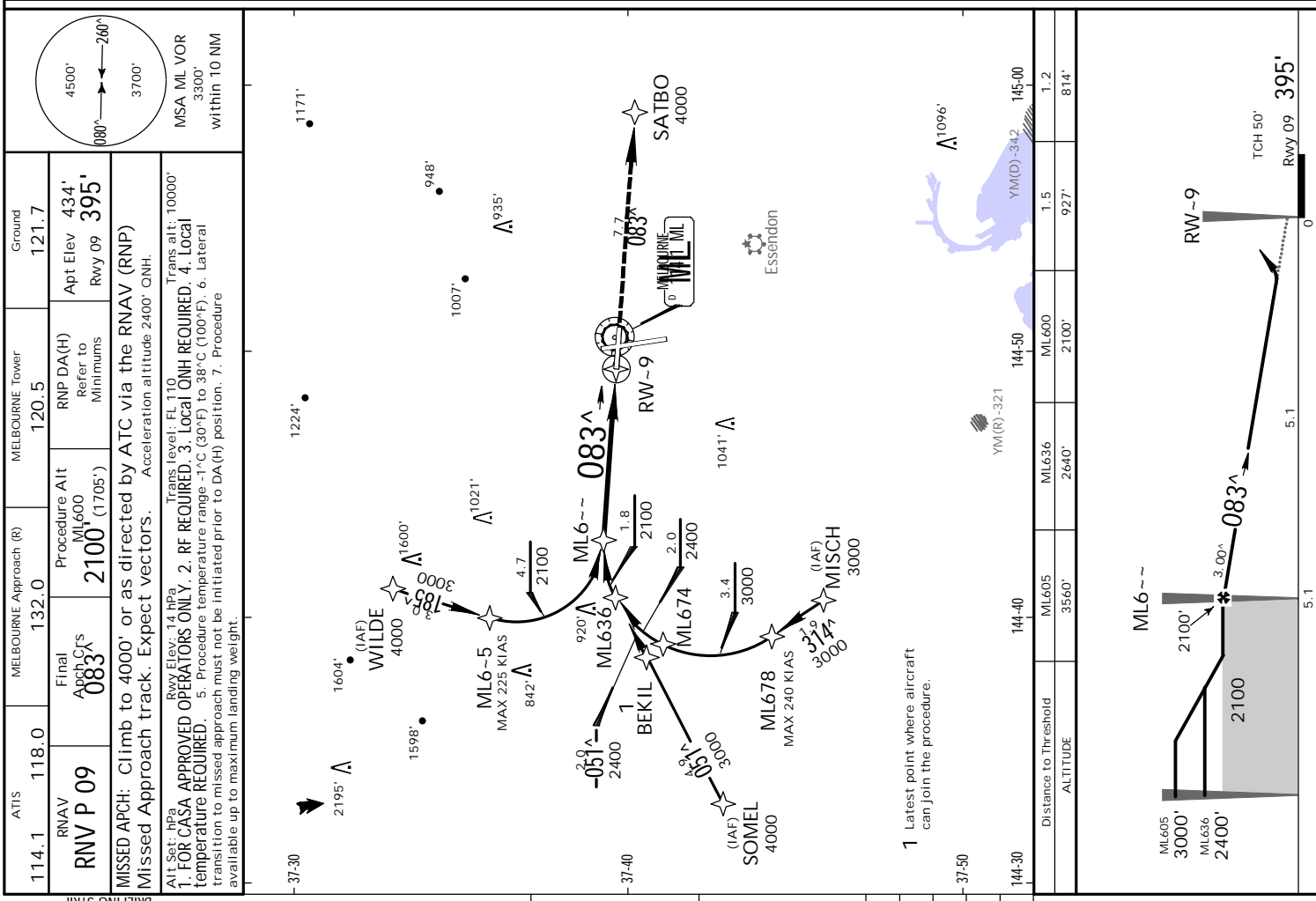
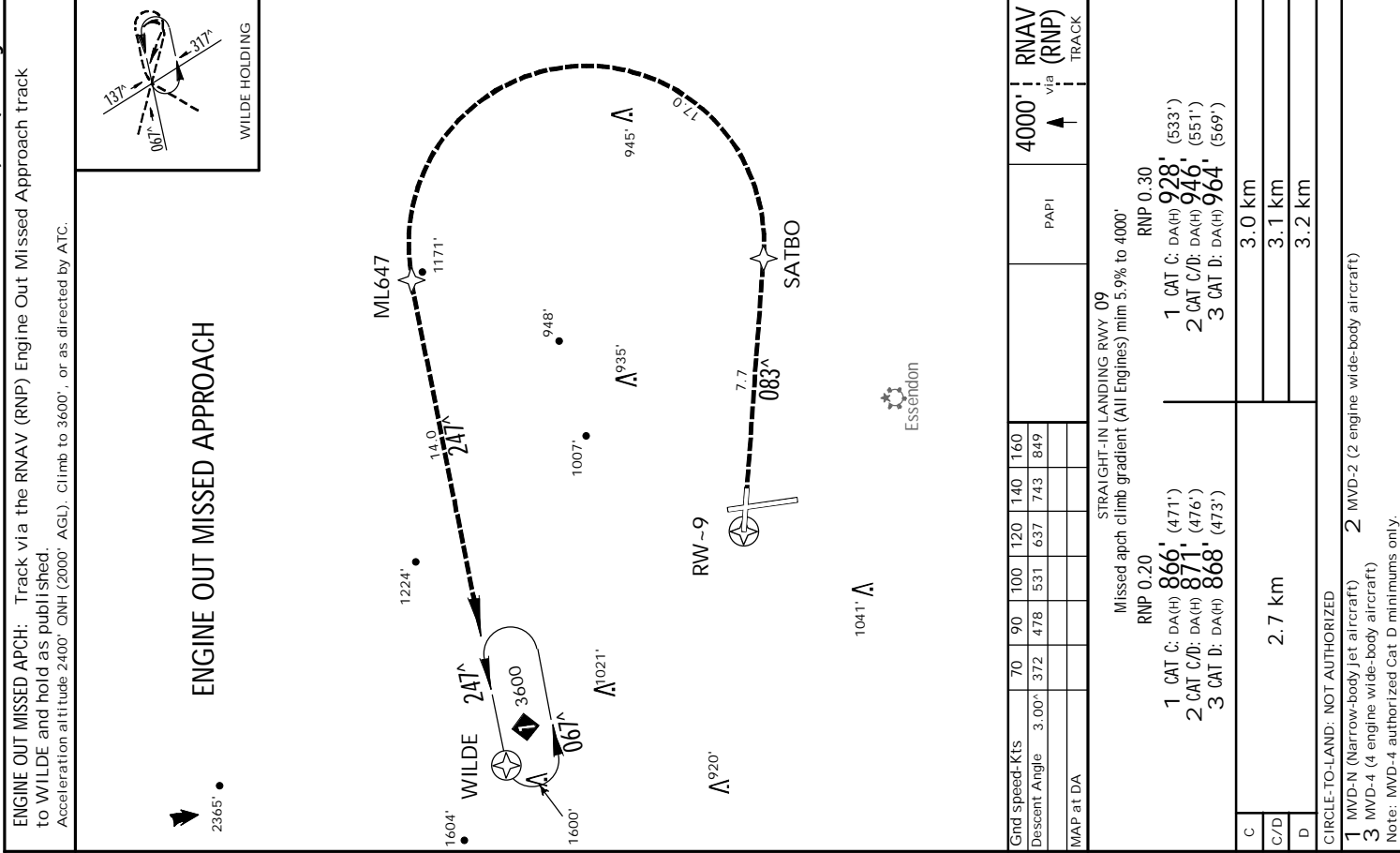


Gnd speed-Kts	70	90	100	120	140	160		SFL PAPI		MMLSH
Descent Angle 3.00^	372	478	531	637	743	849				
MAP at MMLSM										

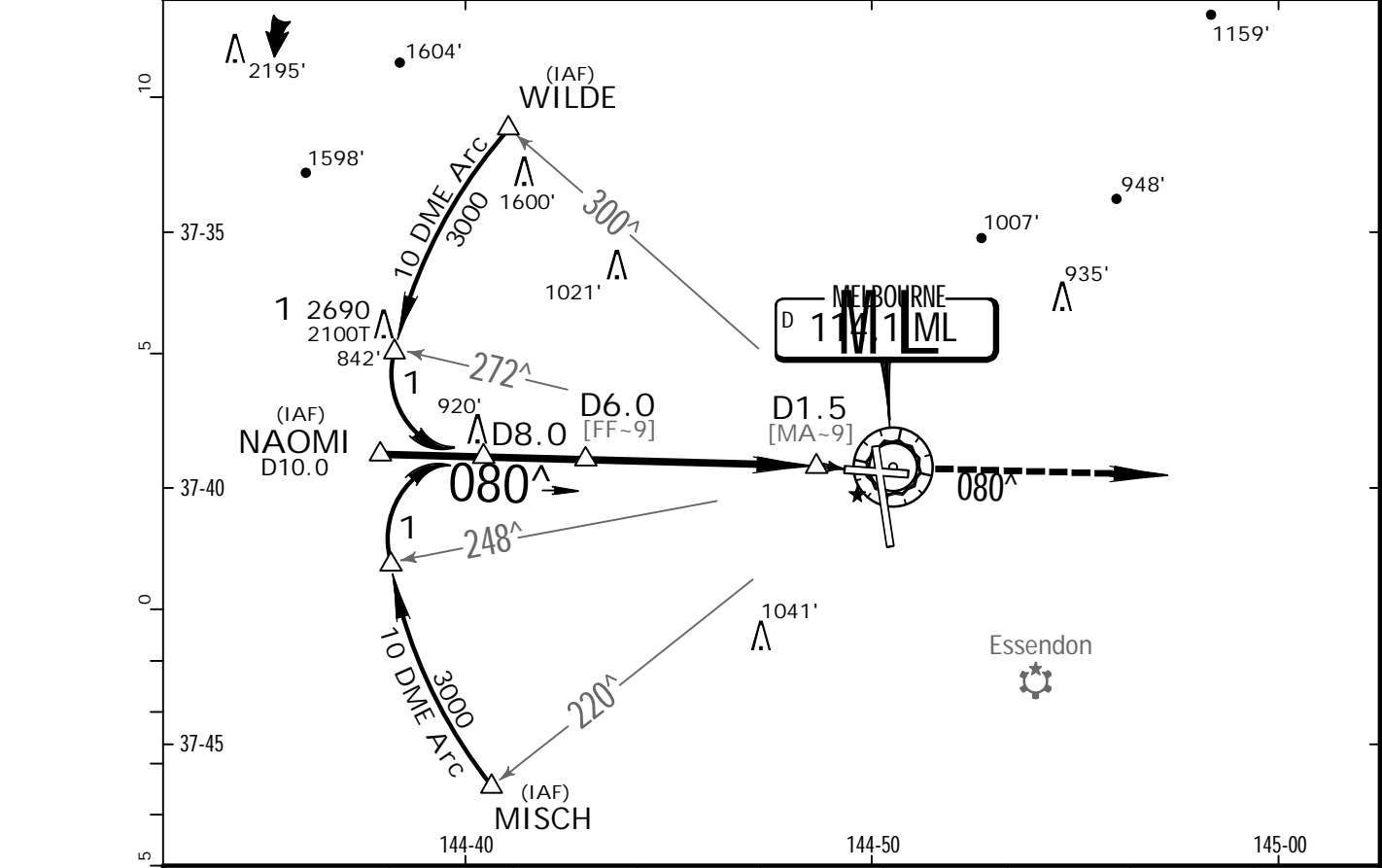
STRAIGHT-IN LANDING RWY 34						CIRCLE-TO-LAND					
MDA(H) 780' (450')											
						Max Kts	MDA(H)				
A						100	1140' (706') - 2.4 km				
B						135	1450' (1016') - 4.0 km				
C						180	1600' (1166') - 5.0 km				
D						205					

CHANGES: None.

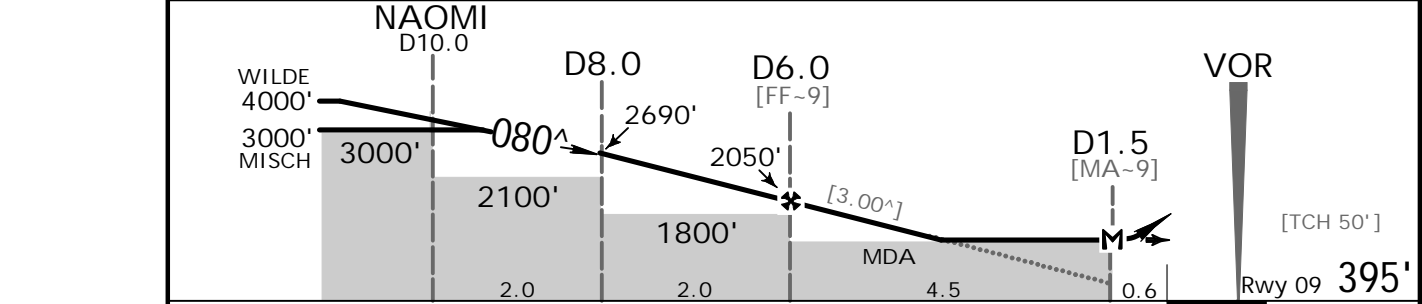
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BRIEFING STRIP™	ATIS		MELBOURNE Approach (R)		MELBOURNE Tower		Ground	
	114.1 118.0		132.0		120.5		121.7	
	VOR ML 114.1	Final Apch Crs 080^	Procedure Alt D6.0 2050' (1655')	MDA(H) 950' (555')	Apt Elev 434' Rwy 09 395'	<div><div>4500'</div><div>080^→←260^</div><div>3700'</div></div>		
	MISSED APCH: Track 080^, climb to 4000' or as directed by ATC.							
	Alt Set: hPa Rwy Elev: 14 hPa Trans level: FL 110 Trans alt: 10000'							MSA ML VOR 3300' within 10 NM
	1. DME Required. 2. Aircraft may be RADAR vectored to IAF. 3. Holding as advised by ATC. 4. GNSS permitted in lieu of DME. Reference waypoint ML VOR. 5. ATC Approach Speeds: At NAOMI 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.							



ML DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.5
ALTITUDE	3000'	2690'	2370'	2050'	1730'	1420'	1100'	950'

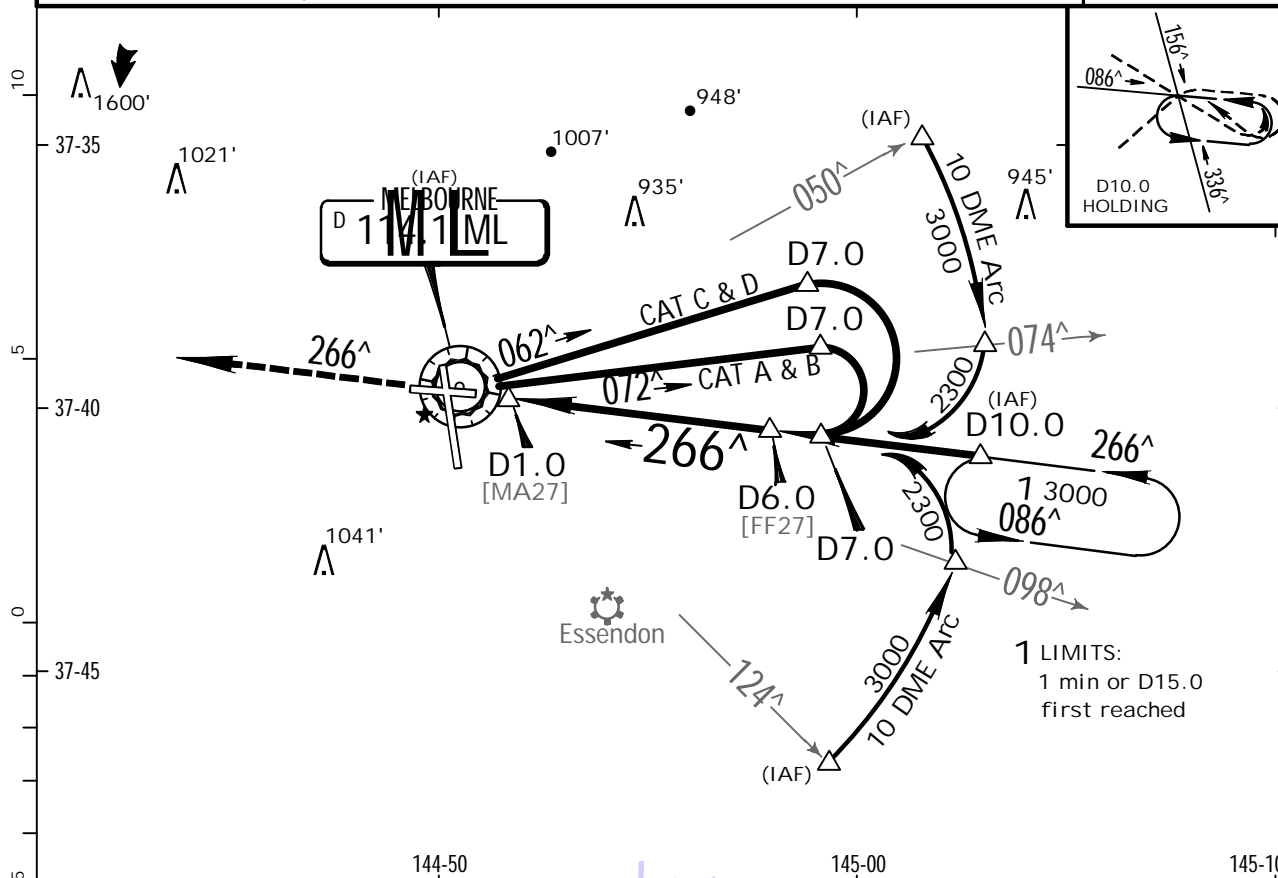


Gnd speed-Kts	70	90	100	120	140	160			PAPI	080°	4000'
Descent Angle [3.00°]	372	478	531	637	743	849					↑
MAP at D1.5											

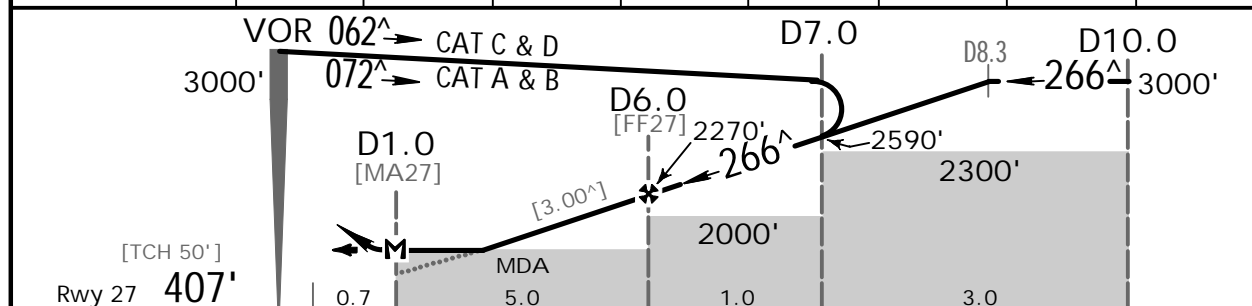
PANS OPS	STRAIGHT-IN LANDING RWY09					CIRCLE-TO-LAND	
	MDA(H) 950' (555')					Max Kts	MDA(H)
	3.2 km					100	1140'(706')-2.4 km
						135	
						180	1450'(1016')-4.0 km
						205	1600'(1166')-5.0 km

MELBOURNE, VIC, AUSTRALIA
Jun. 1400Z. VOR Rwy 27

ATIS		MELBOURNE Approach (R)		MELBOURNE Tower		Ground	
114.1 118.0		132.0		120.5		121.7	
VOR ML 114.1	Final Apch Crs 266^	Procedure Alt D6.0 2270' (1863')	MDA(H) 1040' (633')	Apt Elev 434' Rwy 27 407'			
MISSED APCH: Track 266^, climb to 4000' or as directed by ATC.							MSA ML VOR 3300' within 10 NM
Alt Set: hPa Rwy Elev: 15 hPa Trans level: FL 110 Trans alt: 10000' 1. DME Required. 2. Aircraft may be RADAR vectored to IAF. 3. GNSS permitted in lieu of DME. Reference waypoint ML VOR. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.							



ML DME	2.1	3.0	4.0	5.0	6.0	7.0	8.0	8.3
ALTITUDE	1040'	1310'	1630'	1950'	2270'	2590'	2910'	3000'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle [3.00°]	372	478	531	637	743	849	
MAP at D1.0							

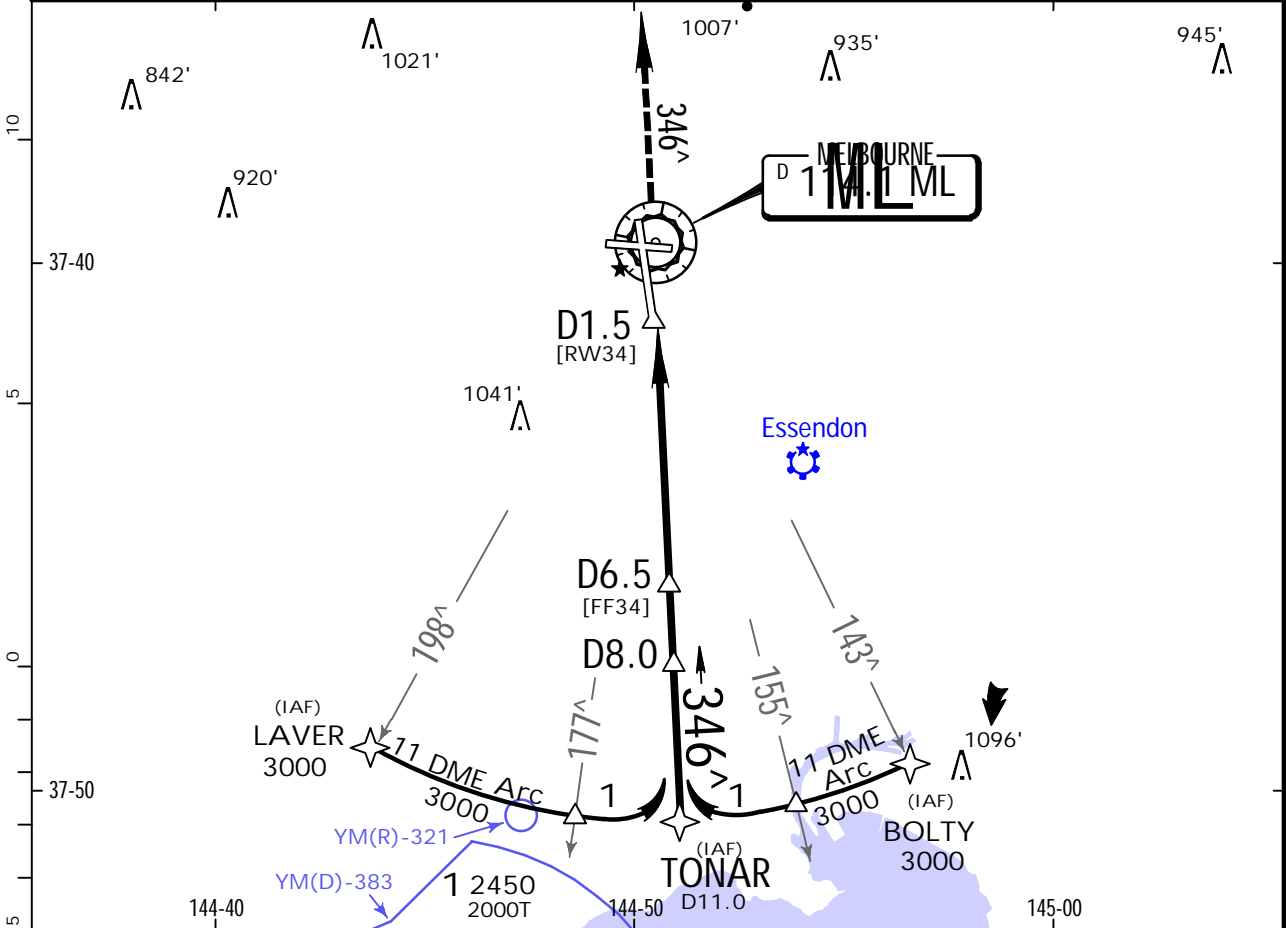
STRAIGHT-IN LANDING RWY 27		CIRCLE-TO-LAND	
MDA(H) 1040' (633')			
HALS out		Max Kts.	MDA(H)
A	3.6 km	100	1140' (706') -2.4 km
B		135	
C		180	1450' (1016') -4.0 km
D		205	1600' (1166') -5.0 km

YMMML/MEL
MELBOURNE INTL

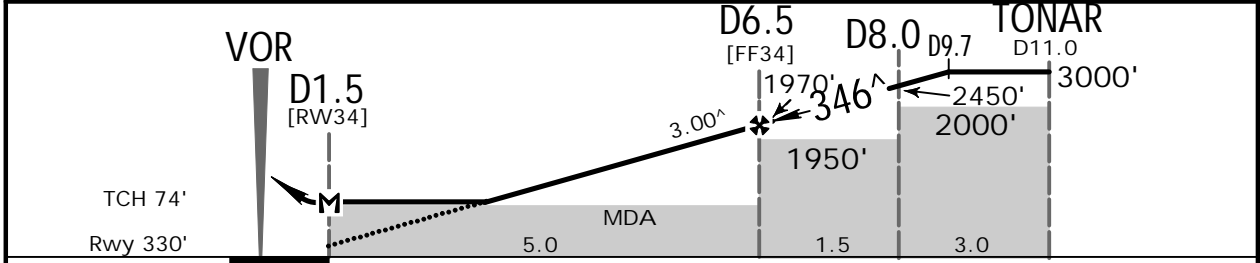
JEPPesen
20 MAY 16 (23-3)

MELBOURNE, VIC, AUSTRALIA
.Eff.26.May.
VOR Rwy 34

ATIS	MELBOURNE Approach (R)	MELBOURNE Tower	Ground
114.1 118.0	132.0	120.5	121.7
VOR ML 114.1	Final Apch Crs 346^	Procedure Alt D6.5 1970' (1640')	MDA(H) 760' (430')
		Apt Elev 434'	Rwy 330'
MISSED APCH: Track 346^ . Climb to 4000' or as directed by ATC.			
Alt Set: hPa Rwy Elev: 12 hPa Trans level: FL 110 Trans alt: 10000'			
1. DME Required. 2. Aircraft may be RADAR vectored to IAF. 3. Holding as advised by ATC. 4. GNSS permitted in lieu of DME. Reference waypoint ML VOR. 5. ATC Approach Speeds: At TONAR 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.			
<div>4500' 080^→←260^ 3700'</div> <div>MSA ML VOR 3300' within 10 NM</div>			



ML DME	2.7	3.0	4.0	5.0	6.0	6.5	7.0	8.0	9.0	9.7
ALTITUDE	760'	860'	1180'	1490'	1810'	1970'	2130'	2450'	2770'	2990'



Gnd speed-Kts	70	90	100	120	140	160			SFL	346^	4000'
Descent Angle	3.00^	372	478	531	637	743	849		PAPI		
MAP at D1.5											

STRAIGHT-IN LANDING RWY34						CIRCLE-TO-LAND					
MDA(H) 760' (430')											
						Max Kts	MDA(H)				
A						100					
B						135	1140' (706') -2.4 km				
C						180	1450' (1016') -4.0 km				
D						205	1600' (1166') -5.0 km				

General Information

Location: HOBART TA AUS
ICAO/IATA: YMHB / HBA
Lat/Long: S42° 50.17', E147° 30.62'
Elevation: 13 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -10:00 = UTC
Magnetic Variation: 15.0° E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1938 Z
Sunset: 0820 Z

Runway Information

Runway: 12
Length x Width: 7385 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Pilot controlled
Stopway: 197 ft

Runway: 30
Length x Width: 7385 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, Pilot controlled
Stopway: 197 ft

Communication Information

ATIS: 128.450
ATIS: 112.700
Hobart Tower: 118.100 MF PCL
Hobart Ground: 121.700 MF
AWIS: 122.375
Hobart Traffic MULTICOM: 118.100 Between 6000 ft and 13 ft Out to 30 mi. CTAF PCL
Melbourne Center Information: 125.550 RCO

JEPPesen

15 MAR 13

(10-2)

HOBART, TAS, AUSTRALIA

HOBBART

SECTOR A

(Including tracks to
CLARK thence HB VOR)

HB

*ATIS 112.7 128.45

AWIS 122.37 (Pilot activated)

MELBOURNE Center (FIA) 125.55 On Ground (Twr inop.)

*HOBBART Tower 118.1

*Ground 121.7

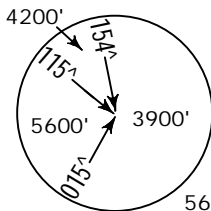
CTAF-R (AFRU+PAL) 118.1 when Twr inop.

Alt Set: hPa

Trans level: FL 110

Apt Elev: 0 hPa

Trans alt: 10000' (9987')

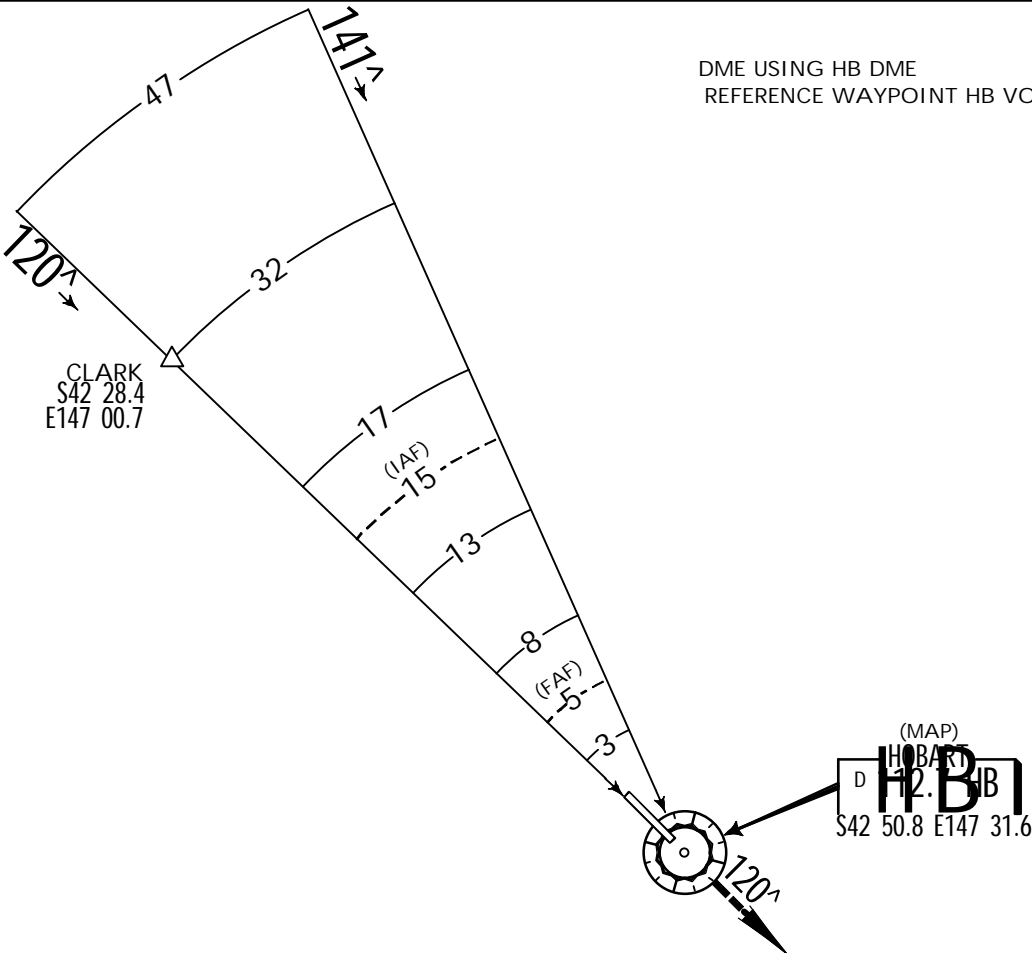


MSA HB VOR
Within 25 NM
5600' within 10 NM

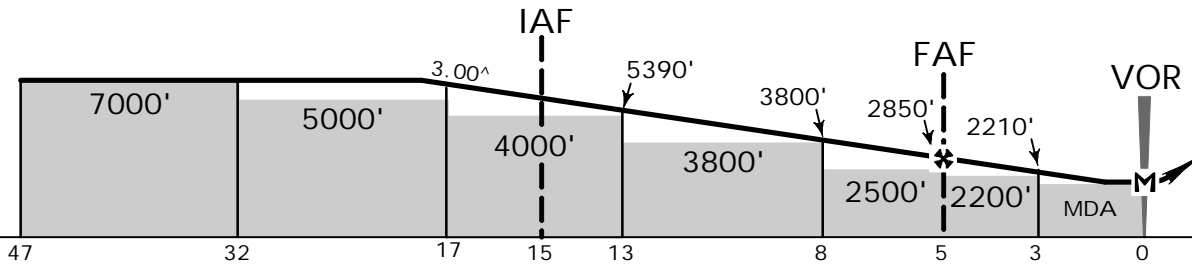
VOR 112.7 HB
Apt. Elev 13'

DME USING HB DME
REFERENCE WAYPOINT HB VOR

NOT TO SCALE

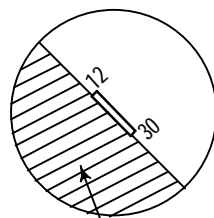


NM to VOR	18.0	16.0	14.0	12.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.1	0.8
ALTITUDE	7000'	6350'	5710'	5080'	4440'	4120'	3800'	3490'	3170'	2850'	2530'	2210'	1900'	1600'	1530'



MISSED APPROACH: Turn as appropriate. Track 120°. Climb to 4000' or as directed by ATC.

CIRCLE-TO-LAND	
Actual Aero QNH	Forecast Terminal QNH
MDA(H) A,B,C: 1430' (1417')	MDA(H) A,B,C: 1530' (1517')
D: 1500' (1487')	D: 1600' (1587')
A	2.4 km
B	2.4 km
C	4.0 km
D	5.0 km



No Circling West
of Rwy 12/30

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at VOR						

CHANGES: Altitude added to profile.

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6, 0000Z, this chart may no longer be valid

.DME.or.GNSS.ARRIVAL.
HOBART, TAS, AUSTRALIA

HOBART
SECTOR B

VOR 1127 HB
Apt. Elev 13'

*ATIS 112.7 128.45

AWIS 122.37 (Pilot activated)

MELBOURNE Center (FIA)	125.55	On Ground (Twr inop.)
------------------------	--------	-----------------------

*HOBART Tower 118.1

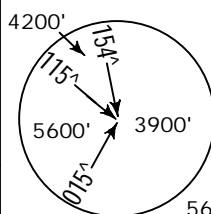
*Ground 121.7

CTAF-R (AFRU+PAL) 118.1 when Twr inop.

Alt Set: hPa

Trans level: FL 110

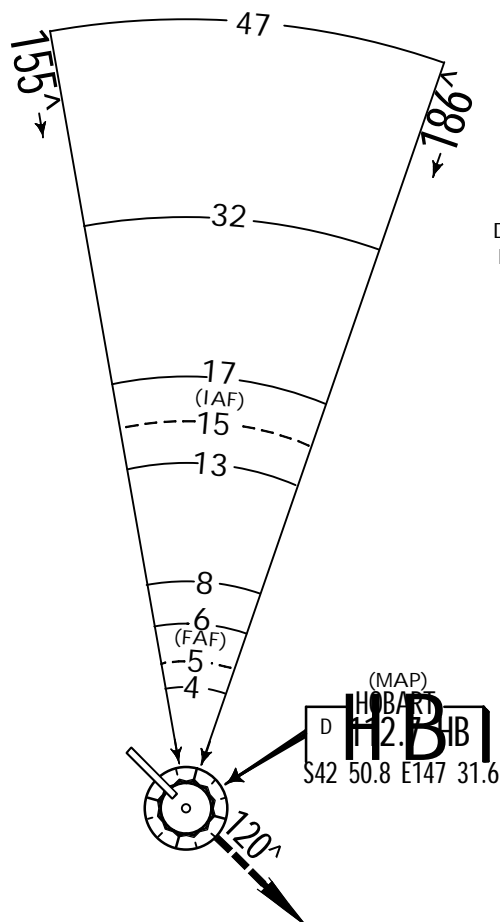
Apt Elev: 0 hPa Trans alt: 10000' (9987')



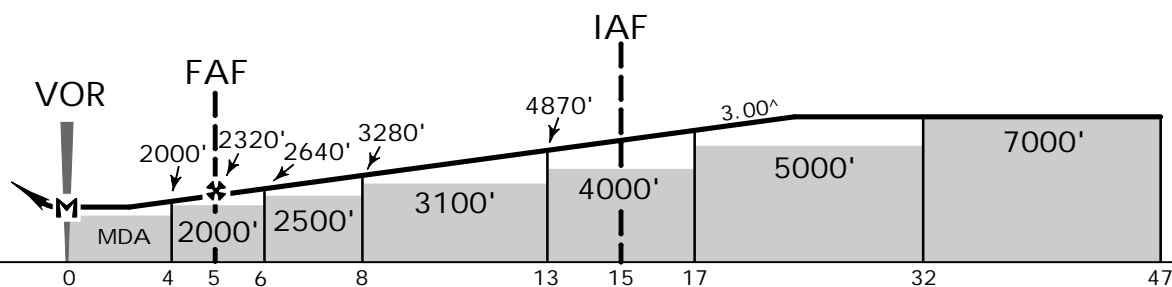
MSA HB VOR
Within 25 NM
5600' within 10 NM

VOR 1127 HB
Apt. Elev 13'

NOT TO SCALE

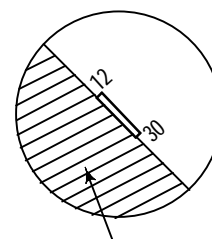
DME USING HB DME
REFERENCE WAYPOINT HB VOR

NM to VOR	1.6	2.5	2.7	3.0	4.0	5.0	6.0	7.0	8.0	10.0	12.0	14.0	16.0	18.0	19.7
ALTITUDE	1240'	1530'	1600'	1680'	2000'	2320'	2640'	2960'	3280'	3910'	4550'	5190'	5820'	6460'	7000'



MISSED APPROACH: Turn LEFT, track 120°. Climb to 4000' or as directed by ATC.

CIRCLE-TO-LAND		
Actual Aero QNH		Forecast Terminal QNH
A,B: 1140' (1127')		A,B: 1240' (1227')
C: 1430' (1417')		C: 1530' (1517')
MDA(H)	D: 1500' (1487')	MDA(H) D: 1600' (1587')
A	2.4 km	2.4 km
B		
C	4.0 km	4.0 km
D	5.0 km	5.0 km



No Circling West
of Rwy 12/30

PANS OPS 4

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00^	372	478	531	637	743	849
MAP at VOR						

CHANGES: None.

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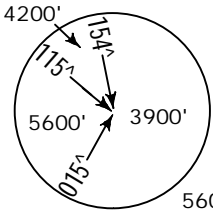
HOBART, TAS, AUSTRALIA

HOBART

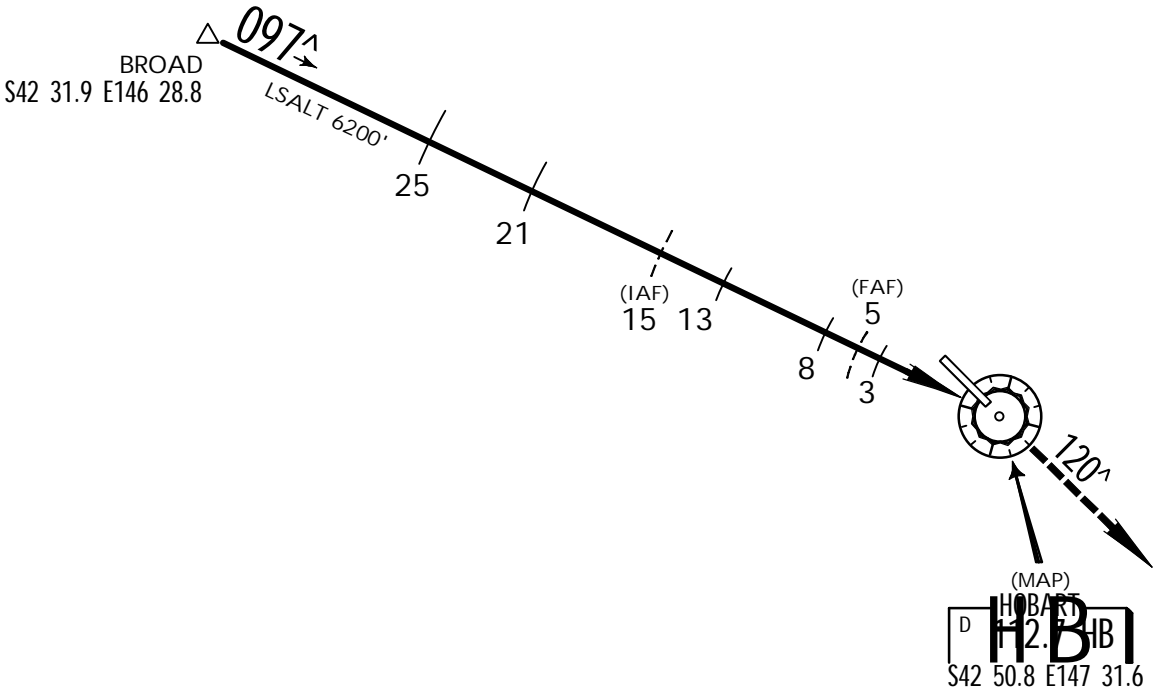
BROAD to HB VOR

VOR 112.7 HB
Apt. Elev 13'

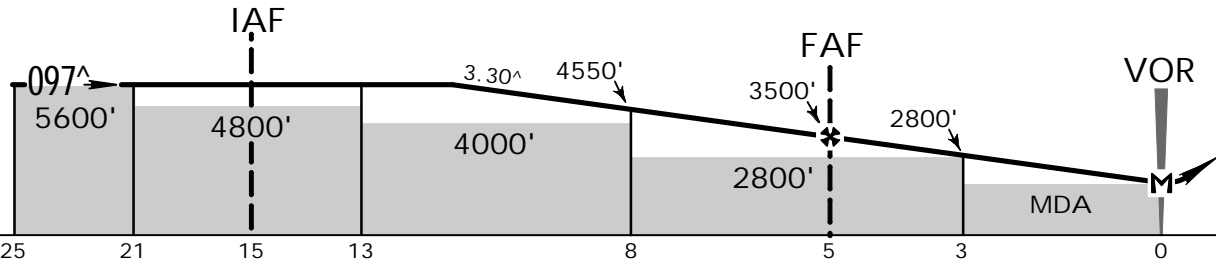
*ATIS 112.7 128.45
AWIS 122.37 (Pilot activated)
MELBOURNE Center (FIA) 125.55 On Ground (Twr inop.)
*HOBART Tower 118.1
*Ground 121.7
CTAF-R (AFRU+PAL) 118.1 when Twr inop.
Alt Set: hPa Trans level: FL 110
Apt Elev: 0 hPa Trans alt: 10000' (9987')



DME USING HB DME
REFERENCE WAYPOINT HB VOR

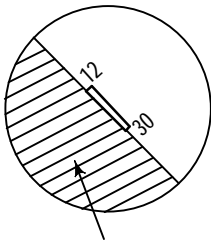


NM to VOR	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.0
ALTITUDE	5600'	5250'	4900'	4550'	4200'	3850'	3500'	3150'	2800'	2450'	2100'	1750'



MISSED APPROACH: Turn RIGHT, track 120°. Climb to 4000' or as directed by ATC.

CIRCLE-TO-LAND	
Actual Aero QNH	Forecast Terminal QNH
MDA(H) 1650' (1637')	MDA(H) 1750' (1737')
A	2.4 km
B	2.4 km
C	4.0 km
D	5.0 km



No Circling West
of Rwy 12/30

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.30°	409	526	584	701	817	934
MAP at VOR						

JEPPesen

21 DEC 12

(10-2C)

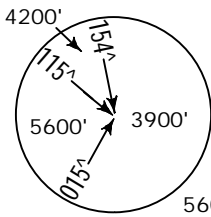
.DME.or.GNSS.ARRIVAL.
HOBART, TAS, AUSTRALIA

HOBART

HEWIT to HB VOR

VOR 112.7 MHz
HB
Apt. Elev 13'

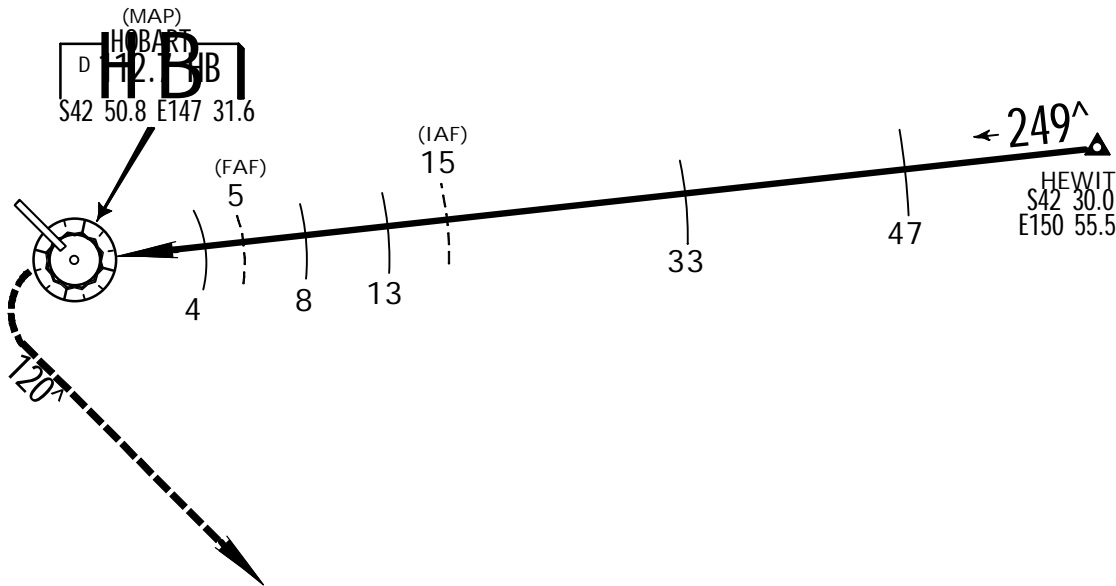
*ATIS 112.7 128.45
AWIS 122.37 (Pilot activated)
MELBOURNE Center (FIA) 125.55 On Ground (Twr inop.)
*HOBART Tower 118.1
*Ground 121.7
CTAF-R (AFRU+PAL) 118.1 when Twr inop.
Alt Set: hPa Trans level: FL 110
Apt Elev: 0 hPa Trans alt: 10000' (9987')



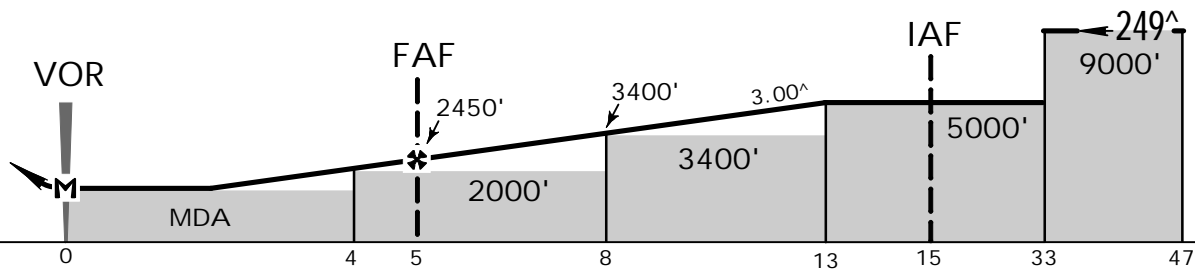
MSA HB VOR
Within 25 NM
5600' within 10 NM

DME USING HB DME
REFERENCE WAYPOINT HB VOR


NOT TO SCALE

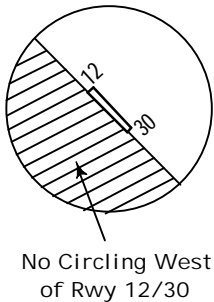


NM to VOR	2.1	2.3	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0
ALTITUDE	1530'	1600'	1810'	2130'	2450'	2770'	3090'	3400'	3720'	4040'	4360'	4680'	5000'

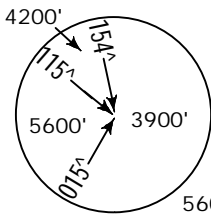


MISSED APPROACH: Turn LEFT, track 120°. Climb to 4000' or as directed by ATC.

CIRCLE-TO-LAND									
Actual Aero QNH					Forecast Terminal QNH				
MDA(H) A, B, C: 1430'(1417') D: 1500'(1487')					MDA(H) A, B, C: 1530'(1517') D: 1600'(1587')				
A	2.4 km				2.4 km				
B									
C	4.0 km				4.0 km				
D	5.0 km				5.0 km				
Gnd speed-Kts		70	90	100	120	140	160	 No Circling West of Rwy 12/30	
Descent angle 3.00^		372	478	531	637	743	849		
MAP at VOR									



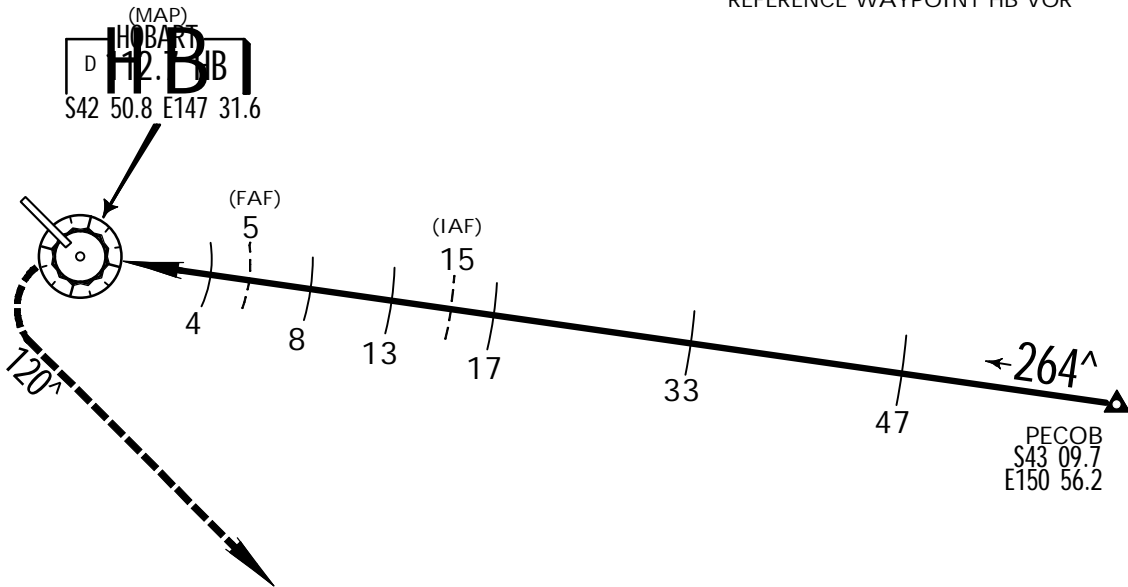
*ATIS 112.7 128.45
AWIS 122.37 (Pilot activated)
MELBOURNE Center (FIA) 125.55 On Ground (Twr inop.)
*HOBART Tower 118.1
*Ground 121.7
CTAF-R (AFRU+PAL) 118.1 when Twr inop.
Alt Set: hPa Trans level: FL 110
Apt Elev: 0 hPa Trans alt: 10000' (9987')



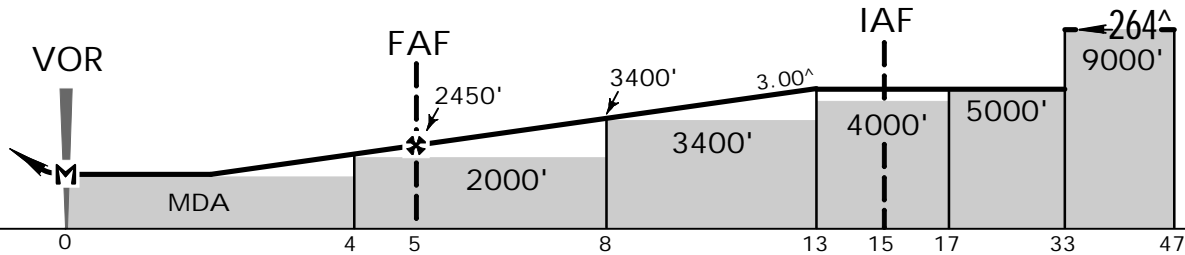
HOBBART
PECOB to HB VOR
VOR 127.43
MSA HB VOR
Within 25 NM
5600' within 10 NM
Apt. Elev 13'

DME USING HB DME
REFERENCE WAYPOINT HB VOR

NOT TO SCALE

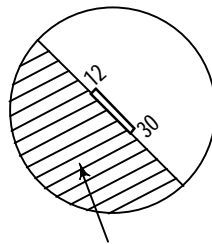


NM to VOR	2.1	2.3	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0
ALTITUDE	1530'	1600'	1810'	2130'	2450'	2770'	3090'	3400'	3720'	4040'	4360'	4680'	5000'



MISSED APPROACH: Turn LEFT, track 120°. Climb to 4000' or as directed by ATC.

CIRCLE-TO-LAND	
Actual Aero QNH	Forecast Terminal QNH
MDA(H) A,B,C: 1430'(1417') D: 1500'(1487')	MDA(H) A,B,C: 1530'(1517') D: 1600'(1587')
A	2.4 km
B	2.4 km
C	4.0 km
D	5.0 km

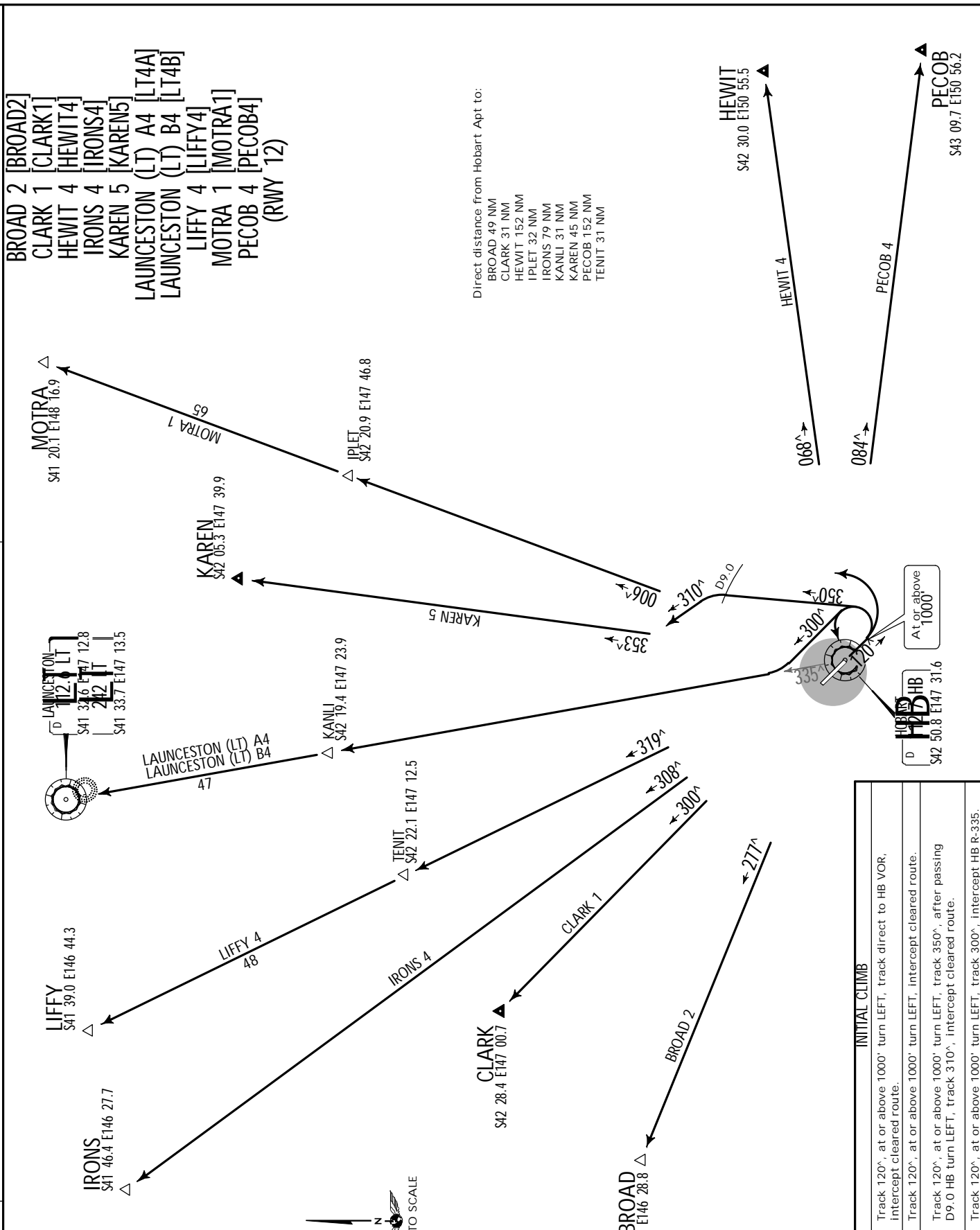
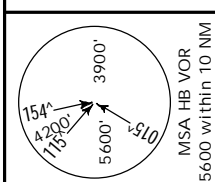


No Circling West
of Rwy 12/30

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at VOR						

Trans level: FL110 Trans alt: 10000'

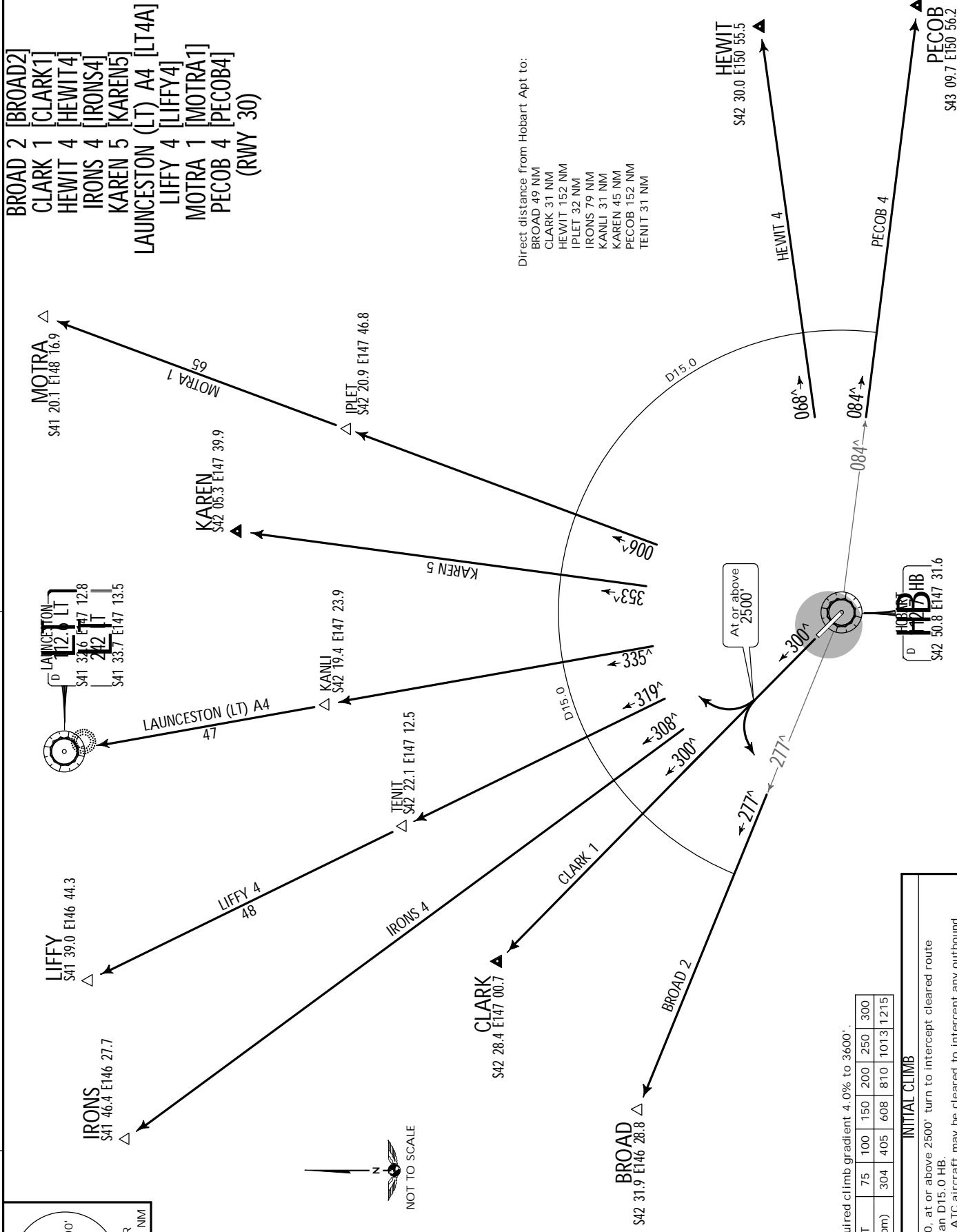
1. GNSS permitted in lieu of DME. Reference waypoint HB VOR.
2. No turns before DER.



SID	INITIAL CLIMB
BROAD 2, CLARK 1 IRONS 4, LIFY 4	Track 120°, at or above 1000' turn LEFT, track direct to HB VOR, Intercept cleared route.
HEWIT 4, PECOB 4	Track 120°, at or above 1000' turn LEFT, intercept cleared route.
KARN 5 LAUNCESTON (LT) A4 MOTIRA 1	Track 120°, at or above 1000' turn LEFT, track 350° after passing D9.0 HB turn LEFT, track 310°, intercept cleared route.
LAUNCESTON (LT) B4	Track 120°, at or above 1000' turn LEFT, track 300°, intercept HB R-335.

CHANGES: Procedures revised

GNSS permitted in lieu of DME. Reference waypoint HB VOR.



Minimum required climb gradient 4.0% to 3600'.							
Gnd speed-KT	75	100	150	200	250	300	
4.0% V/V (fpm)	304	405	608	810	1013	1215	

Track HB R-300, at or above 2500' turn to intercept cleared route by no later than D15.0 HB.

If required by ATC aircraft may be cleared to intercept any outbound radial (between HB R-277 clockwise to HB R-084) after passing 2500'.

JEPPesen

20 MAY 16

10-3C

Eff. 26 May

SID.

HOBART, TAS, AUSTRALIA

*HOBART Clearance 121.7

MELBOURNE Center (FIA) 125.55 On Ground (Twr inop.)

YMHB HOBART

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RWY 30 PITT WATER DEPARTURE (VISUAL)

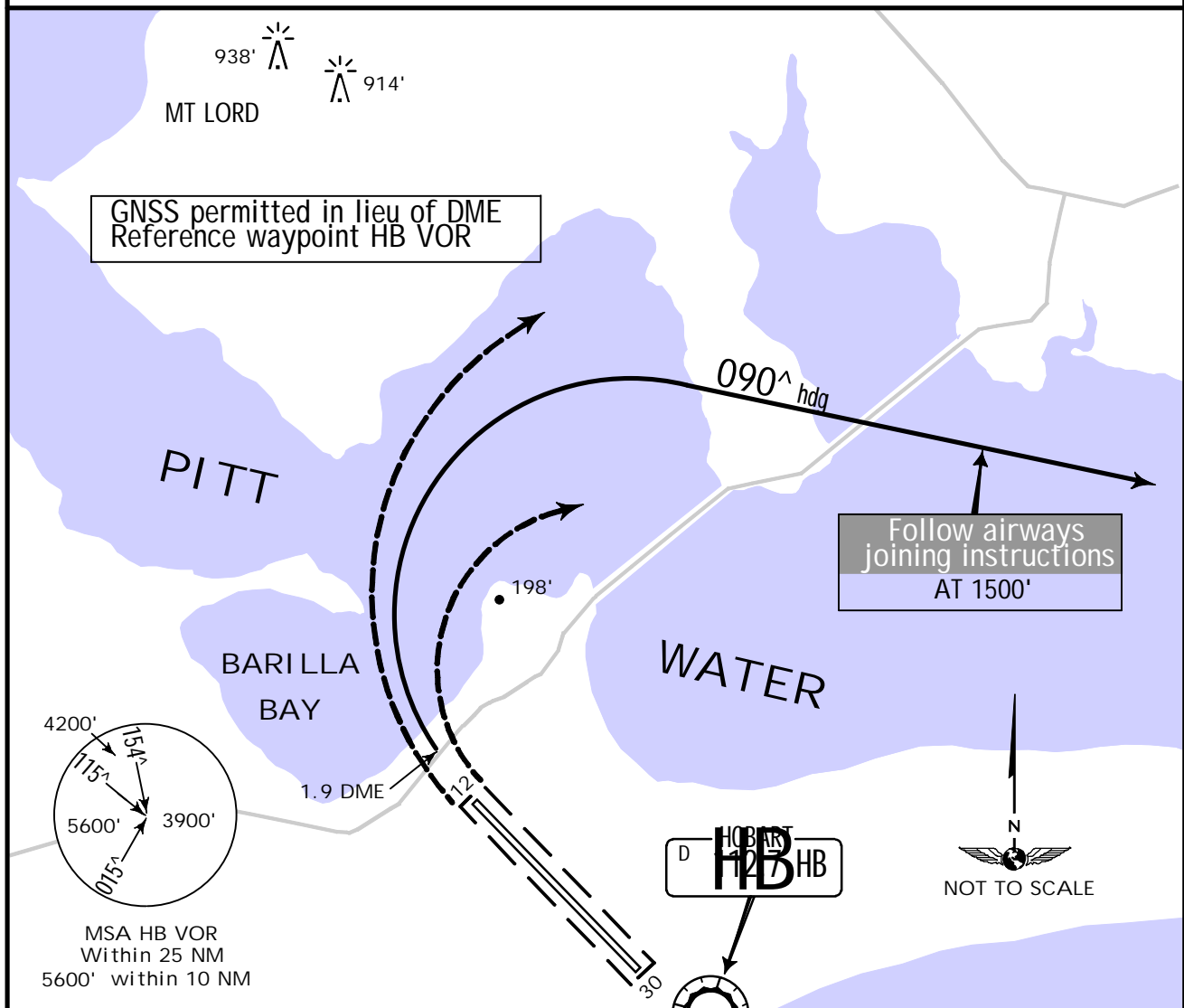
THIS PROCEDURE REQUIRES A MINIMUM CEILING 1000'
AND VISIBILITY 5000M

Track 300°, at earlier of 500' or crossing the SOUTHEAST shore of Barilla Bay (HB 1.9 DME) initiate RIGHT turn onto heading 090°.

REQUIREMENT: Remain visual until established on heading 090° or passing 1000'.

CAUTION: 198' hill 4921' (1500m) NORTH of departure end of runway 30.

At 1500' follow Airways Joining Instructions on 10-3C-1.



*HOBART Clearance 121.7
MELBOURNE Center (FIA) 125.55 On Ground (Twr inop.)

YMHB HOBART

TRANS LEVEL: FL 110
TRANS ALT: 10000'

RWY 30 PITT WATER DEPARTURE (VISUAL) AIRWAYS JOINING INSTRUCTIONS

For Rwy 30 PITT WATER DEPARTURE see 10-3C

Follow Rwy 30 PITT WATER DEPARTURE, thence
At 1500' for:

BEGED: Turn LEFT, track 280° to intercept HB R-300 by HB 8 DME,
track to BEGED, thence as cleared.

BROAD: Turn LEFT, track 250° to intercept HB R-277 by HB 11 DME,
track to BROAD, thence as cleared.

IRONS: Turn LEFT, track 280° to intercept HB R-308 by HB 7 DME,
track to IRONS, thence as cleared.

KAREN: Track 030° to intercept HB R-353 by HB 7 DME,
track to KAREN, thence as cleared.

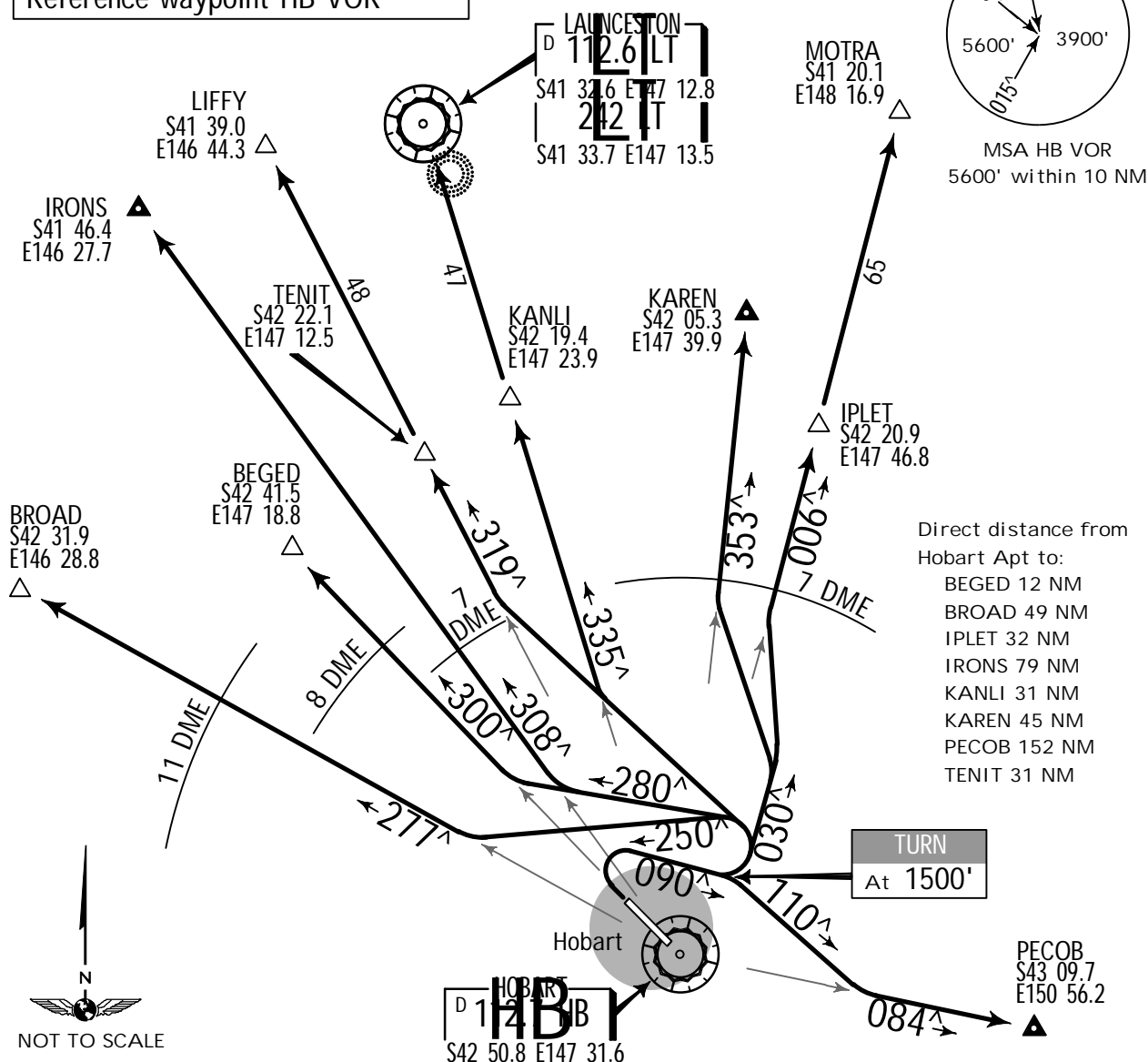
LAUNCESTON: Turn LEFT, track to intercept HB R-335 track to KANLI,
track 335° to LT, thence as cleared.

LIFFY: Turn LEFT, track to intercept HB R-319 track to TENIT,
track 319° to LIFFY, thence as cleared.

MOTRA: Track 030° to intercept HB R-006 by HB 7 DME, track to
IPLET, track to MOTRA, thence as cleared.

PECOB: Turn RIGHT, track 110° to intercept HB R-084, track to
PECOB, thence as cleared.

GNSS permitted in lieu of DME
Reference waypoint HB VOR



YMHB/HBA

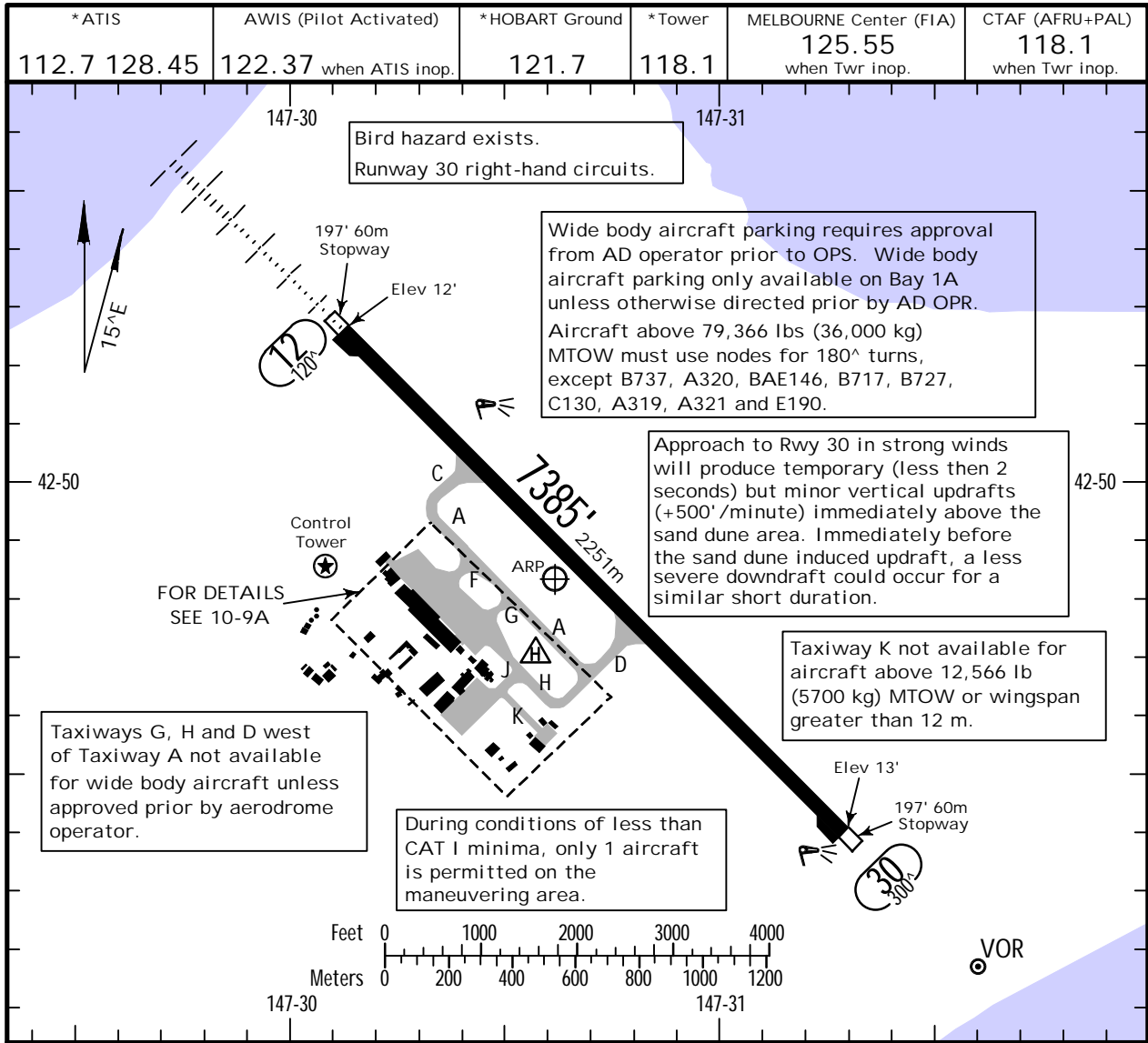
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HOBART, TAS, AUSTRALIA

Apt Elev 13
S42 50.2 E147 30.6

26 FEB 16 (10-9).Eff.3.Mar.

HOBART



ADDITIONAL RUNWAY INFORMATION				
RWY	USABLE LENGTHS			WIDTH
	LANDING Threshold	BEYOND Glide Slope	TAKE-OFF	
12/30	2 MIRL 3 HIRL 2 HIALS 2 PAPI (angle 3.0°, MEHT 53')	6502' 1982m		148' 45m

- 1 Grooved.
- 2 Activate on 118.1; Standby power available.
- 3 Standby power available.

	1 TAKE-OFF			
	All Rwys			
	STANDARD			
	Twr Operating	With RL & RCLM	Twr Inop	Other
		Day	Night	
1 Eng	300' - 2 km			
2, 3 & 4 Eng	Single pilot acft without auto-feathering. Acft not above 5700 kg & not capable of Engine out climb gradient of 1.9%.			
	300' - 2 km			
2, 3 & 4 Eng	550m	550m	800m	800m

1 For Approved Operators, runway is capable of supporting take-offs with not less than RVR/RV 350m.

FOR FILING AS ALTERNATE	
Actual Aero QNH	
Forecast Terminal QNH	
A	1627'-4.4 km
B	1727'-4.4 km
C	1917'-6.0 km
D	2017'-6.0 km
	2087'-7.0 km

YMHB/HBA

 **JEPPesen**

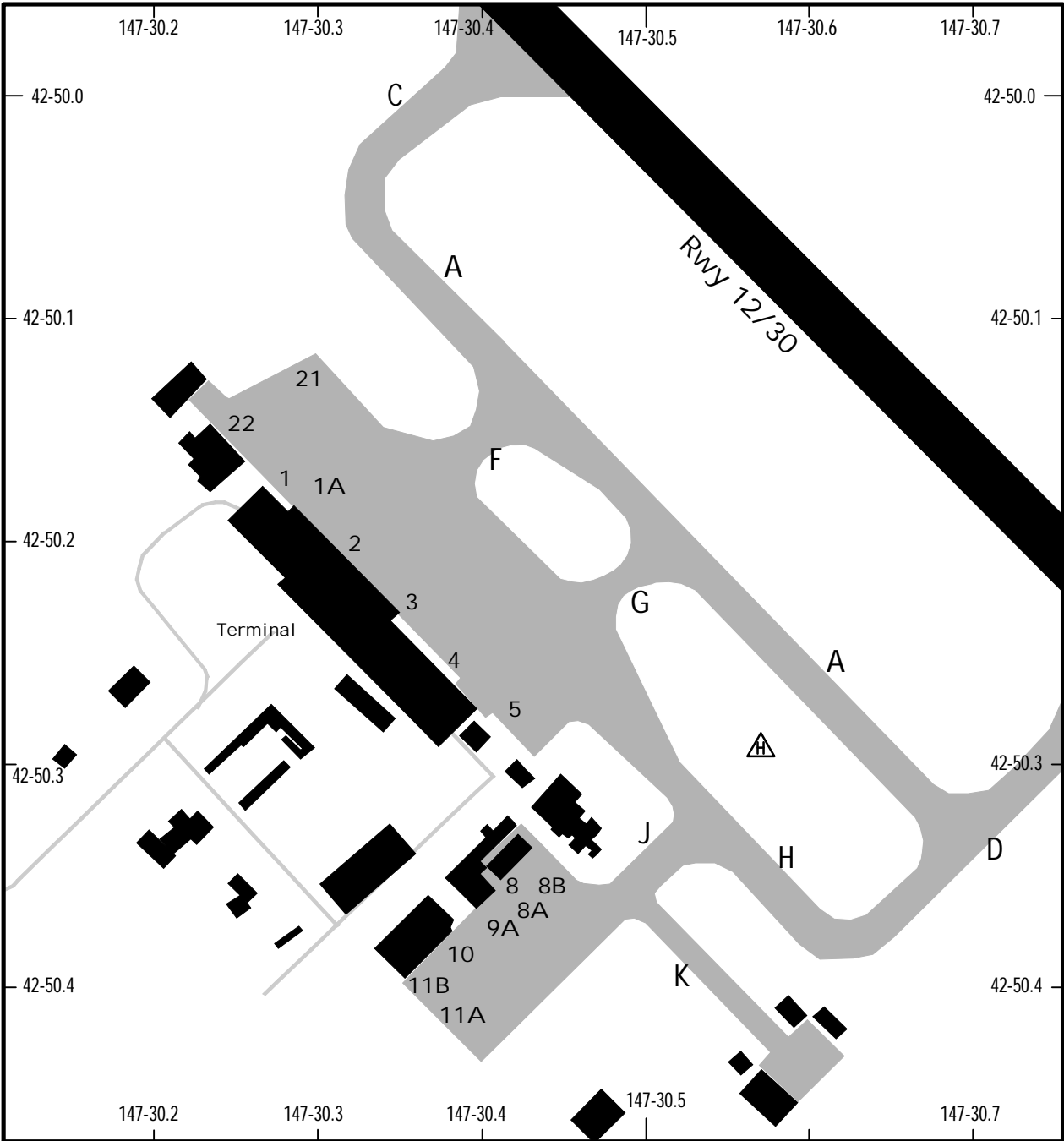
HOBART, TAS, AUSTRALIA

26 FEB 16

10-9A

.Eff.3.Mar.

HOBART



PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV (ft)	CAPACITY
1	S42 50.2 E147 30.3	10	B738
1A	S42 50.2 E147 30.3	10	B763
2	S42 50.2 E147 30.3	12	B738
3, 4	S42 50.2 E147 30.4	12	B738
5	S42 50.3 E147 30.4	12	B738
8, 8A, 8B, 9A, 10	S42 50.4 E147 30.4	12	B738
11A, 11B	S42 50.4 E147 30.4	12	B350
21	S42 50.1 E147 30.3	10	DH8D
22	S42 50.2 E147 30.3	10	AT42

YMHB/HBA



26 FEB 16

10-9B

.Eff.3.Mar.

HOBART, TAS, AUSTRALIA

HOBART

LOW VISIBILITY OPERATIONS

For CASA APV operators, RWY is capable of supporting take-offs with an RVR/RWY VIS of not less than 350m.

- a. Preparations for Low Visibility Procedures (LVP) commence when VIS has reduced to 1800m.
- b. During conditions of less than Cat I minima, only one aircraft is permitted on the manoeuvring area.
- c. All aircraft and vehicle under positive control of ATC.
- d. Vehicle access to manoeuvring area restricted to ARO and ARFF.

YMHB/HBA

HOBBART

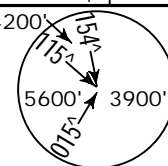
20 MAY 16
Eff. 26 May.

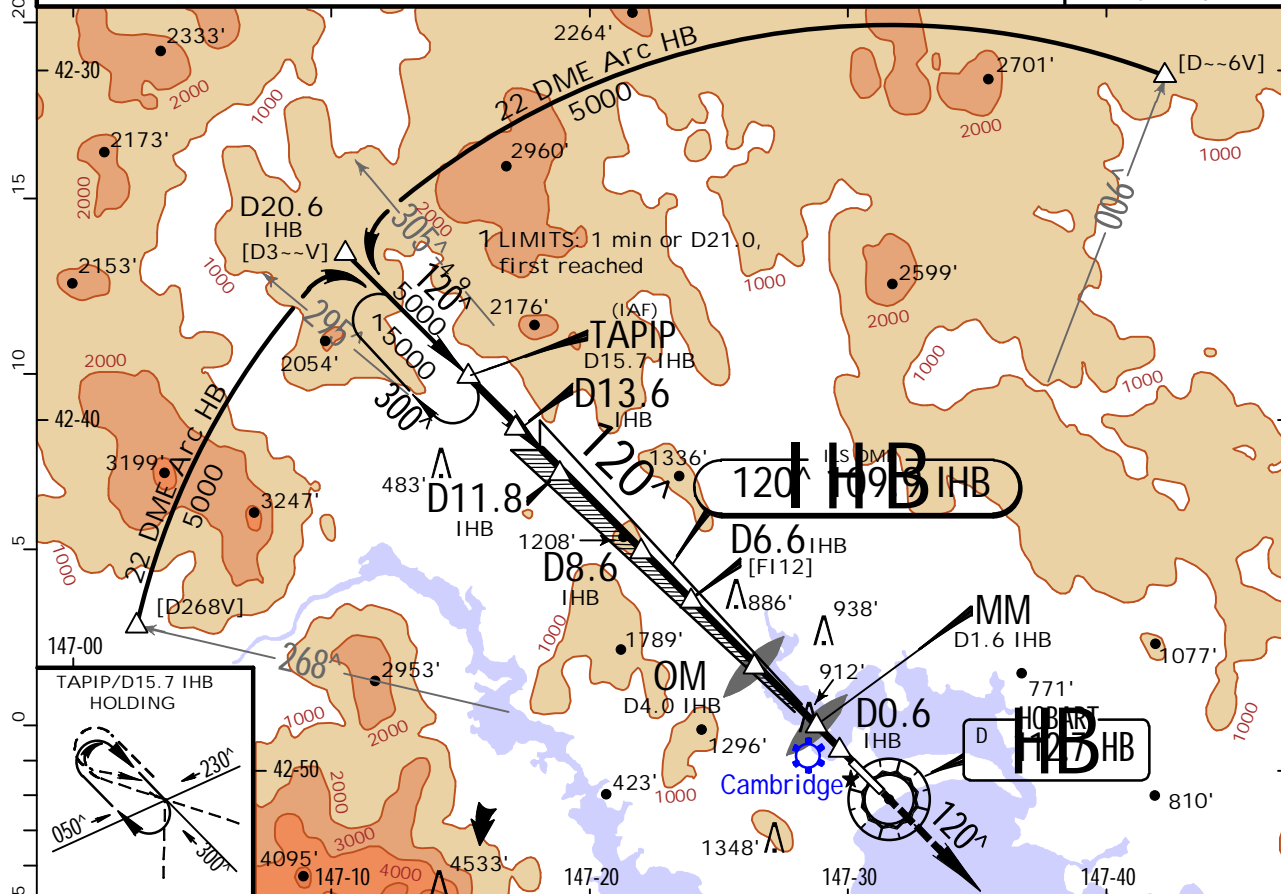
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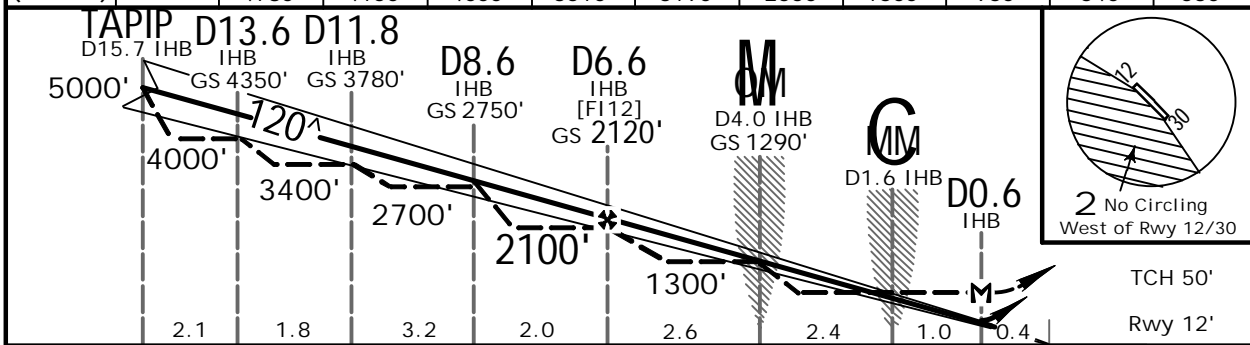
HOBBART, TAS, AUSTRALIA
ILS-Z or LOC-Z Rwy 12

BRIEFING STRIP™

*ATIS 112.7 128.45	AWIS (Pilot Activated) 122.37 when ATIS inop.	*HOBBART Tower 118.1	MELBOURNE Center (FIA) 125.55 when Twr inop.	CTAF (AFRU+PAL) 118.1 when Twr inop.	*Ground 121.7
LOC IHB 109.9	Final Appch Crs 120^	GS D6.6 IHB 2120' (2108')	ILS DA(H) (CONDITIONAL) 220' (208')	Apt Elev 13' Rwy 12'	4200'
MISSED APCH: Track 120^. Climb to 4000' or as directed by ATC.					
Missed Approach Climb Gradients: For CTA Containment - ILS 4.2% & LOC 3.9%.					
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 110	Trans alt: 10000'	MSA HB VOR 5600' within 10 NM	
IHB DME REQUIRED.					



LOC (GS out)	IHB DME	15.0	13.0	12.6	11.0	10.0	8.0	5.0	3.0	2.0	1.6
ALTITUDE		4780'	4150'	4000'	3510'	3190'	2550'	1600'	960'	640'	530'



Gnd speed-Kts	70	90	100	120	140	160			PAPI HIALS	120°	4000'
GS	3.00°	372	478	531	637	743	849				
MAP at D0.6 IHB											

STRAIGHT-IN LANDING RWY 12							2 CIRCLE-TO-LAND				
Actual Aero QNH			Forecast Terminal QNH			LOC (GS out) DME		Actual Aero QNH		Forecast Terminal QNH	
DA(H) 220' (208')			DA(H) 320' (308')			MDA(H) 430' (418')					
FULL HIRL out HIALS out			FULL HIRL out HIALS out			HIALS out					
A								Max Kts.	MDA(H)	MDA(H)	
B	0.8	1.2	1.5	1.2	1.5	2.1	3.0	100	1140' (1127')	1240' (1227')	-2.4km
C	km	km	km	km	km	km	km	135	1430' (1417')	1530' (1517')	-4.0km
D								180	1500' (1487')	1600' (1587')	-5.0km

1 Forecast Terminal QNH: MDA(H) 530' (518').

YMHB/HBA

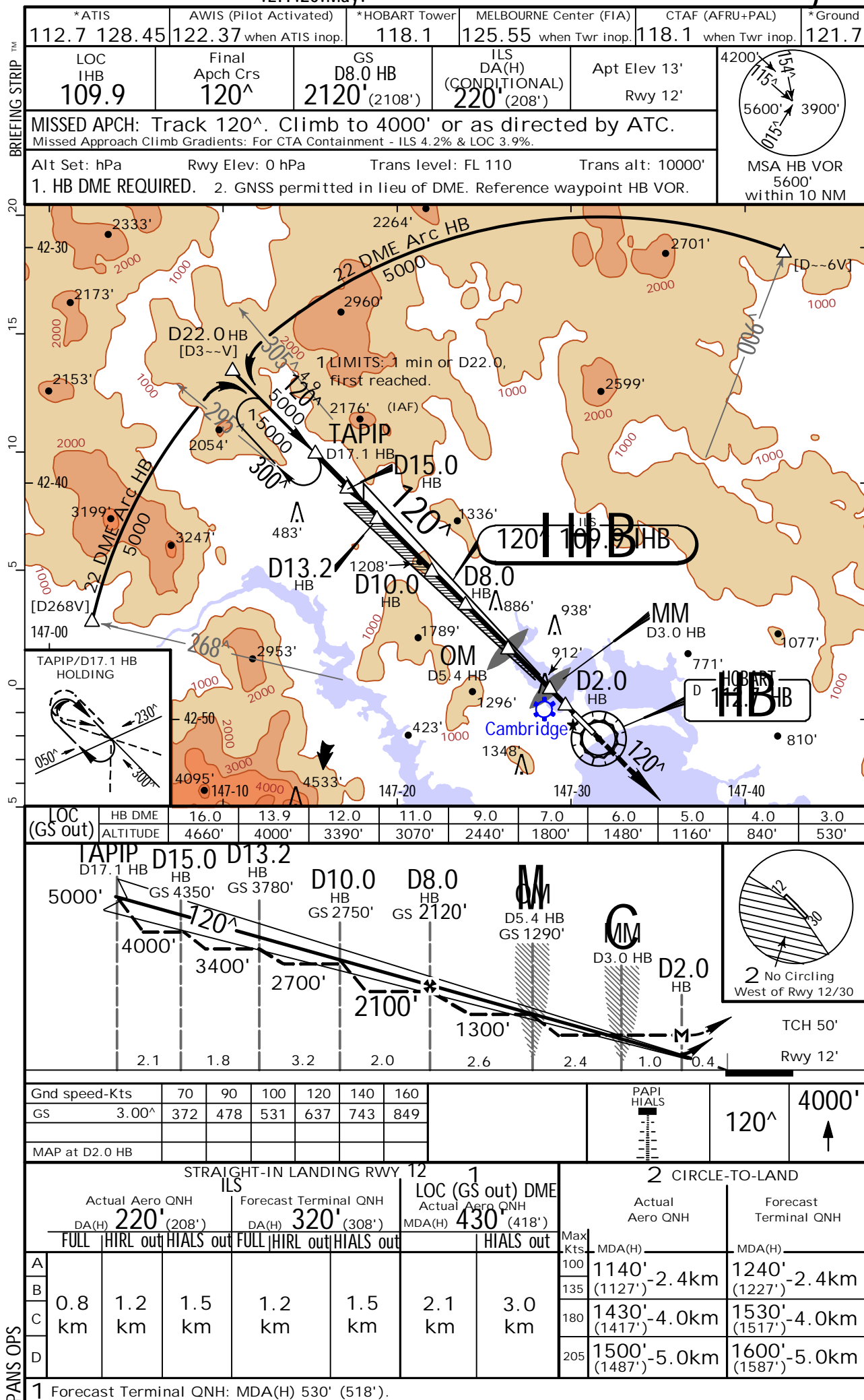
HOBBART

20 MAY 16
Eff. 26 May.

(11-2)

JEPPesen

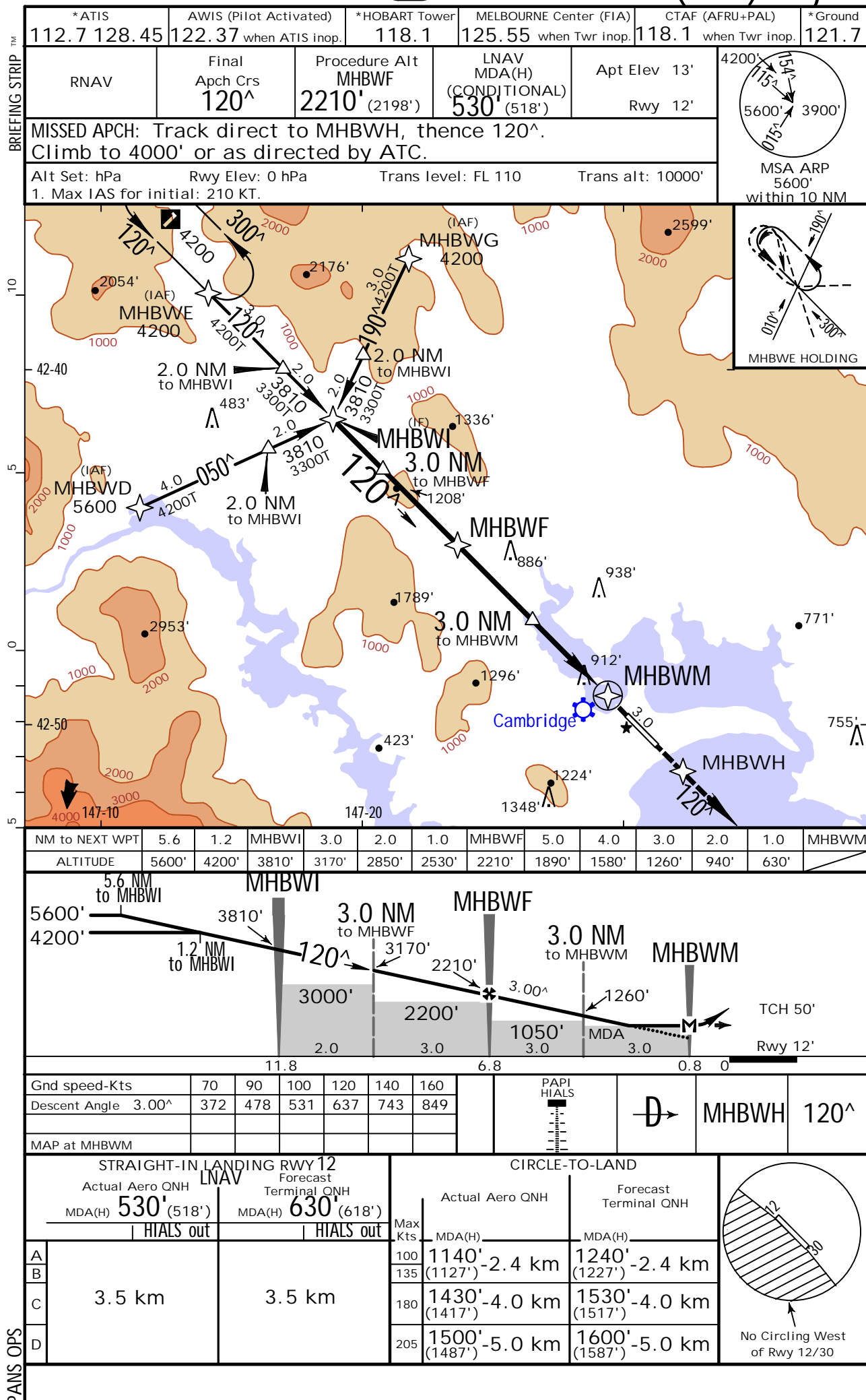
HOBBART, TAS, AUSTRALIA
ILS-Y or LOC-Y Rwy 12



YMHB/HBA
HOBART

JEPPesen
20 MAY 16 (12-1).Eff.26.May.

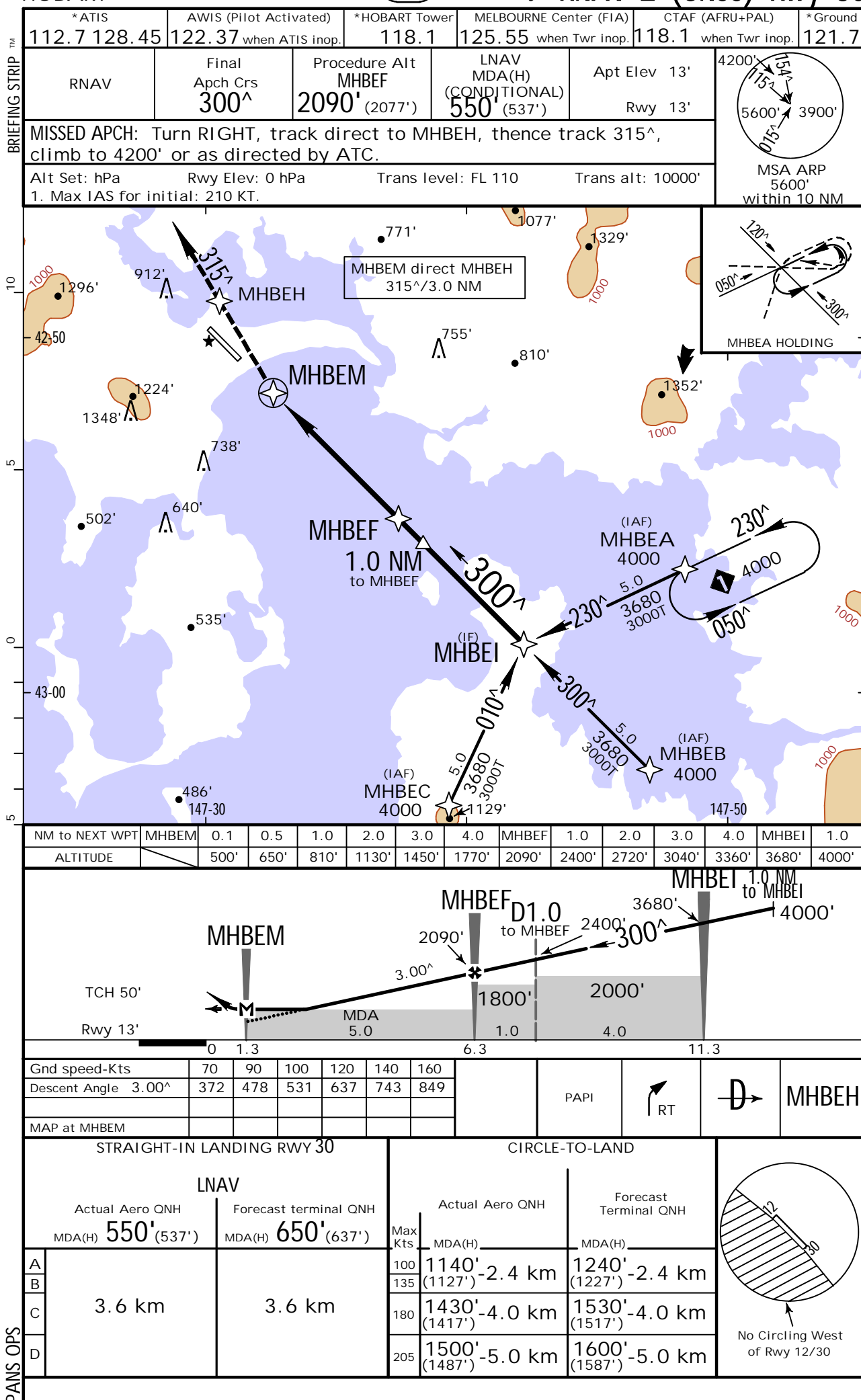
HOBART, TAS, AUSTRALIA
RNAV-Z (GNSS) Rwy 12



YMHB/HBA
HOBART

JEPPesen
20 MAY 16 (12-2) .Eff.26.May.

HOBART, TAS, AUSTRALIA
RNAV-Z (GNSS) Rwy 30



YMH/HBA

HOBBART

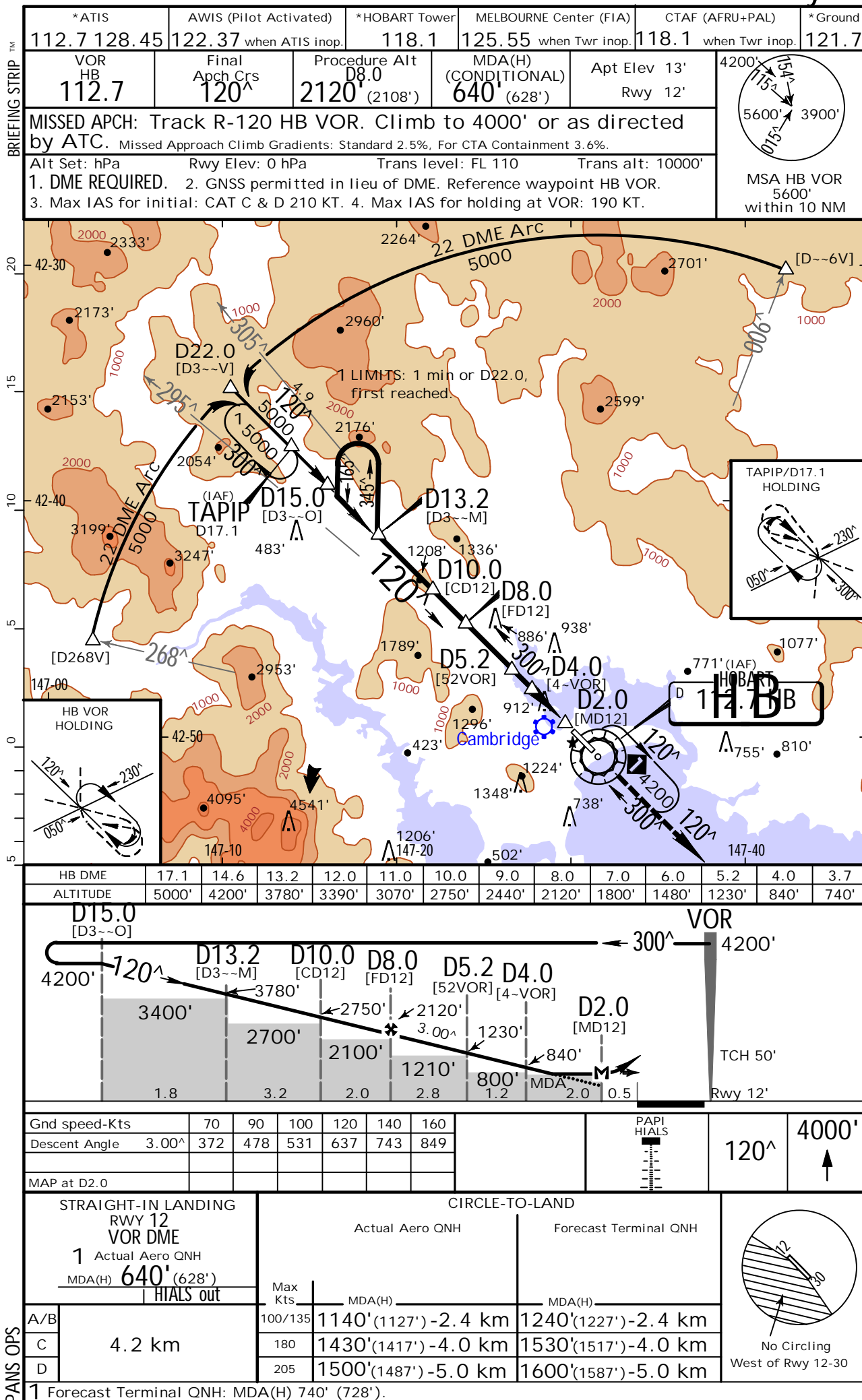
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20 MAY 16

(13-1) .Eff.26.May.

HOBBART, TAS, AUSTRALIA

VOR Rwy 12



YMHB/HBA

HOBART

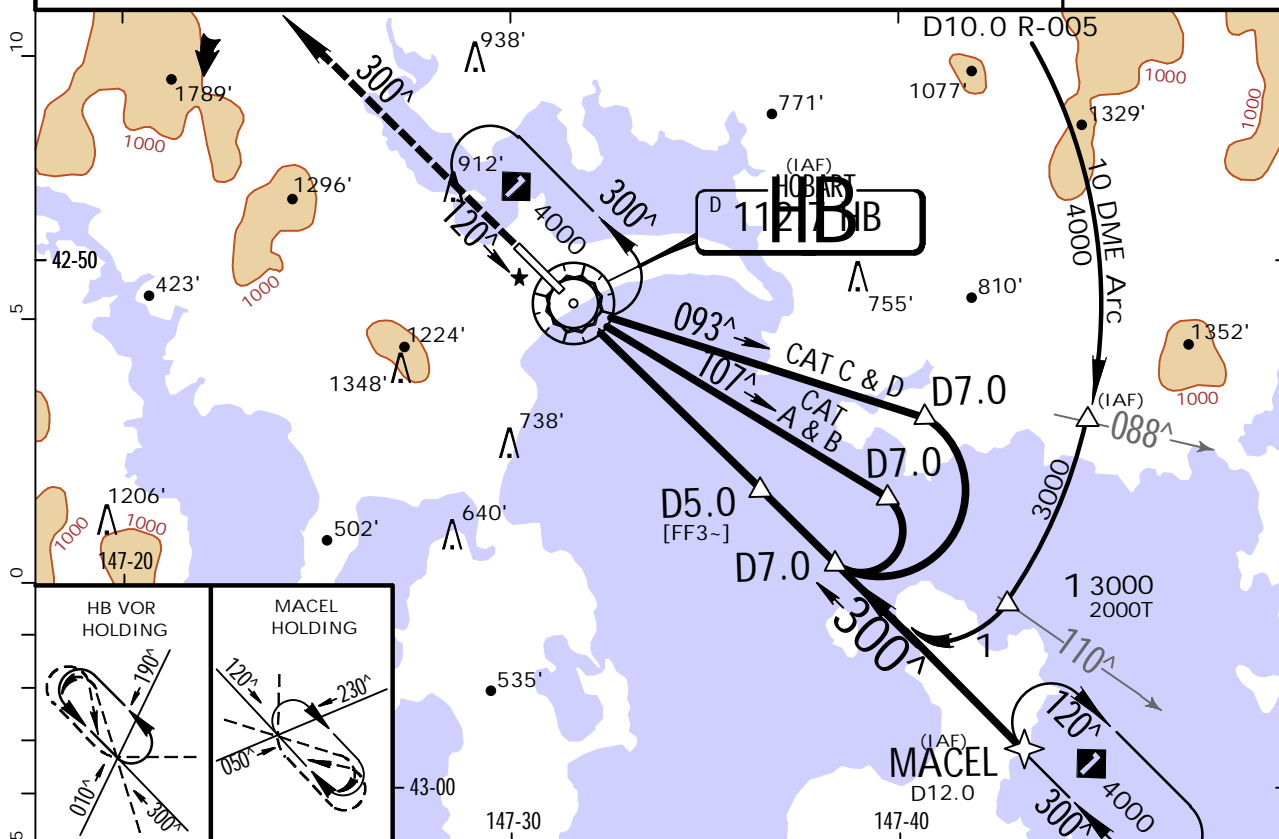
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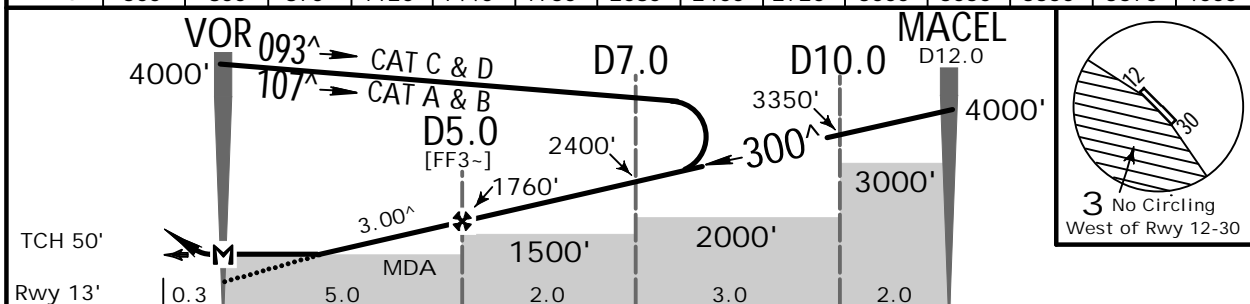
HOBART, TAS, AUSTRALIA

VOR-Z Rwy 30

*ATIS 112.7 128.45	AWIS (Pilot Activated) 122.37 when ATIS inop.	*HOBART Tower 118.1	MELBOURNE Center (FIA) 125.55 when Twr inop.	CTAF (AFRU+PAL) 118.1 when Twr inop.	*Ground 121.7
VOR HB 112.7	Final Apch Crs 300 [^]	Procedure Alt D5.0 1760' (1747')	MDA(H) (CONDITIONAL) 500' (487')	Apt Elev 13' Rwy 13'	4200' 5600' 3900' MSA HB VOR 5600' within 10 NM
MISSED APCH: Track outbound on HB VOR R-300, climb to 4200' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'					
1. DME REQUIRED. 2. Max IAS for initial: CAT C & D 210 KT. 3. GNSS permitted in lieu of DME. Reference waypoint HB VOR. 4. Max IAS for holding VOR: 190 KT.					



HB DME	1.4	2.0	2.2	3.0	4.0	5.0	6.0	7.0	8.0	8.9	9.0	10.0	11.0	12.0
ALTITUDE	600'	800'	870'	1120'	1440'	1760'	2080'	2400'	2720'	3000'	3030'	3350'	3670'	4000'



Gnd speed-Kts	70	90	100	120	140	160	PAPI		HB 112.7 R-300	4200'
Descent Angle	3.00 [^]	372	478	531	637	743				
MAP at VOR										

STRAIGHT-IN LANDING RWY 30				3 CIRCLE-TO-LAND			
Actual Aero QNH				Forecast Terminal QNH			
1 Missed apch climb gradient mim 4.3% for CTA Containment				2 Missed apch climb gradient mim 2.5%			
MDA(H) 500' (487')				MDA(H) 770' (757')			
A				Max Kts	MDA(H)		
B				100	1140' (1127')	-2.4 km	1240' (1227')
C				135	1430' (1417')	-4.0 km	1530' (1517')
D				180	1500' (1487')	-5.0 km	1600' (1587')

- 1 Forecast Terminal QNH: MDA(H) 600' (587')
- 2 Forecast Terminal QNH: MDA(H) 870' (857')

YMHB/HBA

HOBBART

20 MAY 16

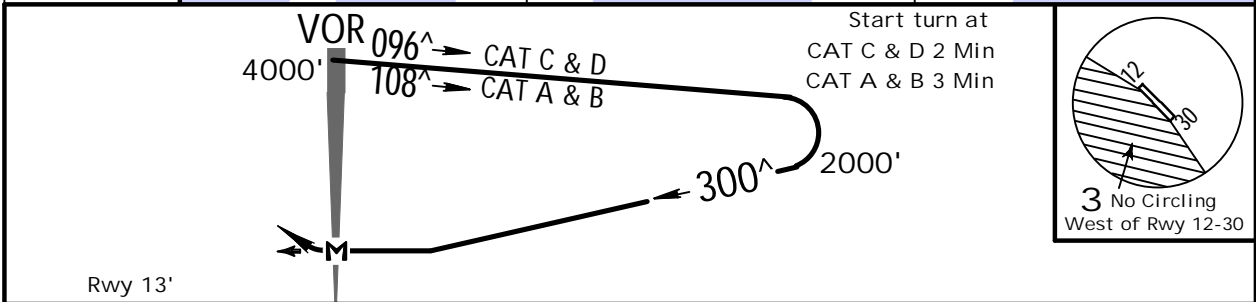
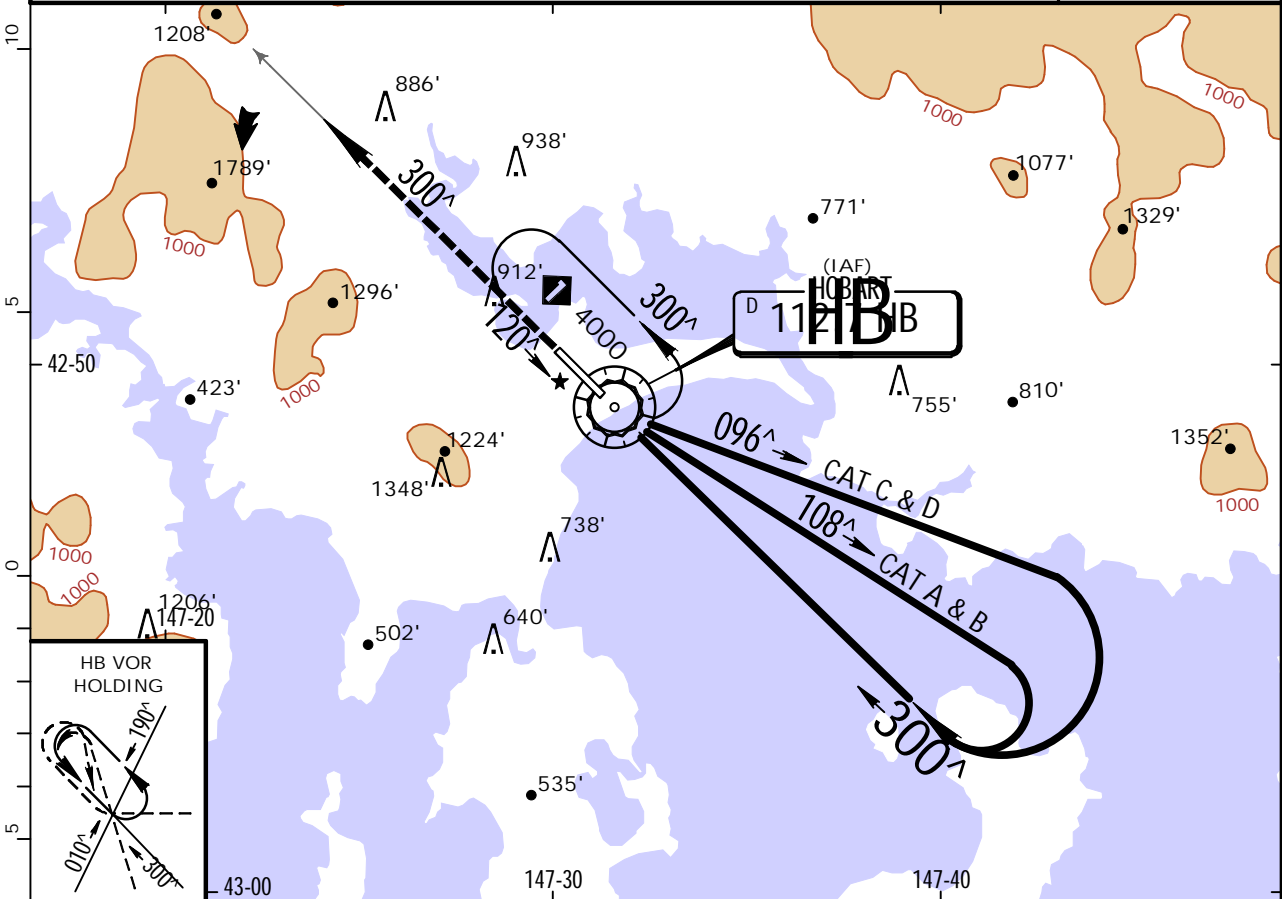
(13-3) .Eff.26.May.

JEPPesen

HOBBART, TAS, AUSTRALIA

VOR-Y Rwy 30

*ATIS 112.7 128.45	AWIS (Pilot Activated) 122.37 when ATIS inop.	*HOBBART Tower 118.1	MELBOURNE Center (FIA) 125.55 when Twr inop.	CTAF (AFRU+PAL) 118.1 when Twr inop.	*Ground 121.7
VOR HB 112.7	Final Apch Crs 300 [^]	No FAF	MDA(H) (CONDITIONAL) 880' (867')	Apt Elev 13' Rwy 13'	4200' 5600' 3900' 015 [^] 015 [^]
MISSED APCH: Track outbound on HB VOR R-300, climb to 4200' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 110 Trans alt: 10000'					
1. Max IAS for initial: CAT C & D 210 KT. 2. Max IAS for holding: 190 KT.					
MSA HB VOR 5600' within 10 NM					



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HOBART, TA (HOBART - YMHB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport YMHB

No Chart Change Notices for Airport YMML