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ADELAIDE, SA, AUSTRALIA

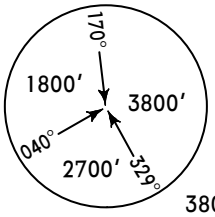
ADELAIDE INTL

SECTOR A

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05/23 118.2
NW of Rwy 05/23 124.2
ADELAIDE Tower 120.5
Ground 121.7

Alt Set: hPa
Apt Elev: 1 hPa

Trans level: FL 110
Trans alt: 10000′ (9980′)

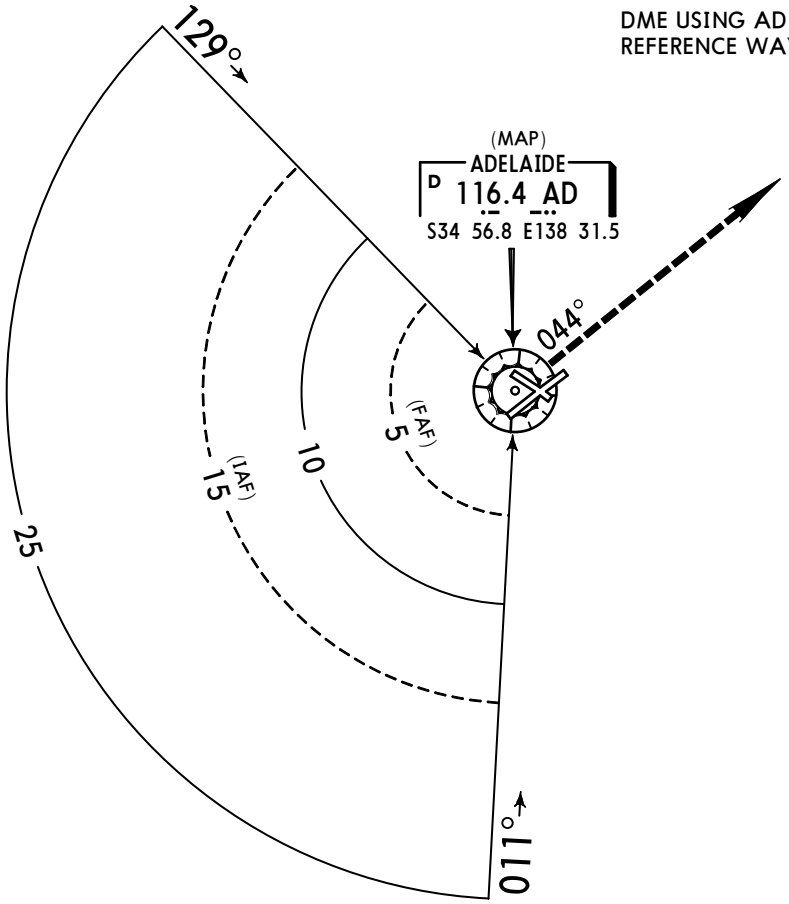


VOR 116.4 AD

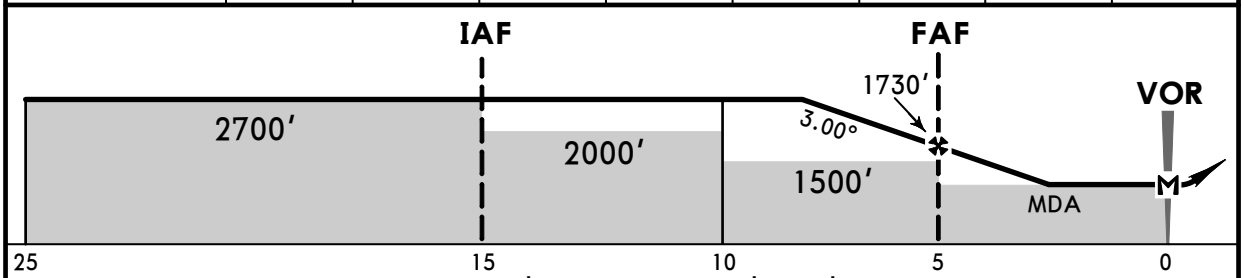
MSA AD VOR
3800′ Within 10 NM Apt. Elev 20′

DME USING AD DME
REFERENCE WAYPOINT AD VOR

NOT TO SCALE



NM to VOR	8.1	8.0	7.0	6.0	5.0	4.0	3.0	2.4
ALTITUDE	2700′	2680′	2360′	2050′	1730′	1410′	1090′	900′



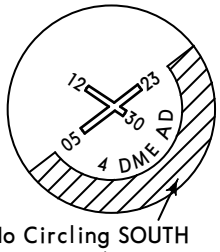
MISSED APPROACH: Turn as required, intercept and track AD R-044.
Climb to 3800′ or as directed by ATC.
LIMITATION: MAX 200 KIAS until established on AD R-044.

CIRCLE-TO-LAND

MDA(H) A,B: 900′ (880′)
C, D: 1000′ (980′)

A, B	2.4 km
C	4.0 km
D	5.0 km

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



No Circling SOUTH of Rwy 05/23 beyond 4 DME or beyond 3NM of threshold of Rwy 05/23/30.

PANS OPS

CHANGES: Procedure revised.

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ADELAIDE, SA, AUSTRALIA

ADELAIDE INTL

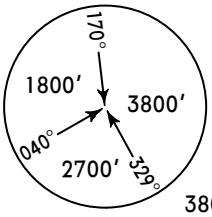
SECTOR B

VOR 116.4 AD

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05-23 118.2
NW of Rwy 05-23 124.2
ADELAIDE Tower 120.5
Ground 121.7

Alt Set: hPa
Apt Elev: 1 hPa

Trans level: FL 110
Trans alt: 10000′ (9980′)

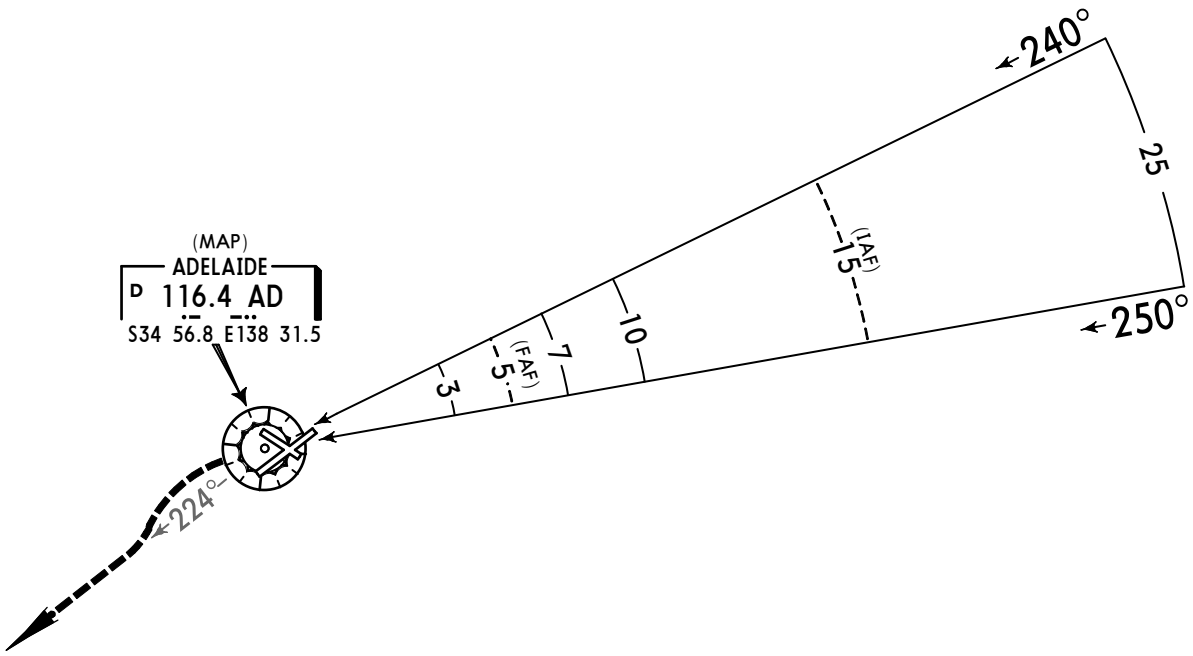


MSA AD VOR
3800′ Within 10 NM

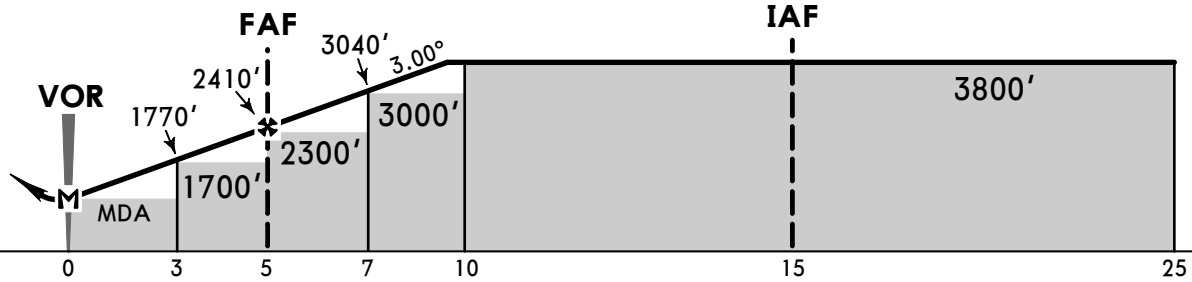
Apt. Elev 20′

DME USING AD DME
REFERENCE WAYPOINT AD VOR

NOT TO SCALE



NM to VOR	0.3	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	9.4
ALTITUDE	910′	1130′	1450′	1770′	2090′	2410′	2720′	3040′	3360′	3680′	3800′



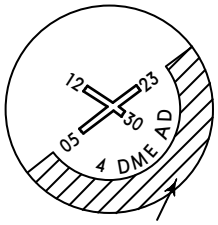
MISSED APPROACH: Turn LEFT, intercept and track AD R-224, climb to 1800′; or as directed by ATC.

CIRCLE-TO-LAND

MDA(H) A,B: 900′ (880′)
C, D: 1000′ (980′)

A	2.4 km
B	
C	4.0 km
D	5.0 km

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



No Circling SOUTH of Rwy 05/23 beyond 4 DME or beyond 3NM of threshold of Rwy 05/23/30.

PANS OPS

CHANGES: Procedure revised.

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JEPPESEN 6 NOV 15 (10-2B) Eff 12 Nov **DME or GNSS ARRIVAL**

ADELAIDE, SA, AUSTRALIA

ADELAIDE INTL

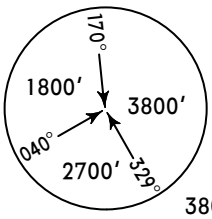
SECTOR C

VOR 116.4 AD

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05-23 118.2
NW of Rwy 05-23 124.2
ADELAIDE Tower 120.5
Ground 121.7

Alt Set: hPa
Apt Elev: 1 hPa

Trans level: FL 110
Trans alt: 10000′ (9980′)

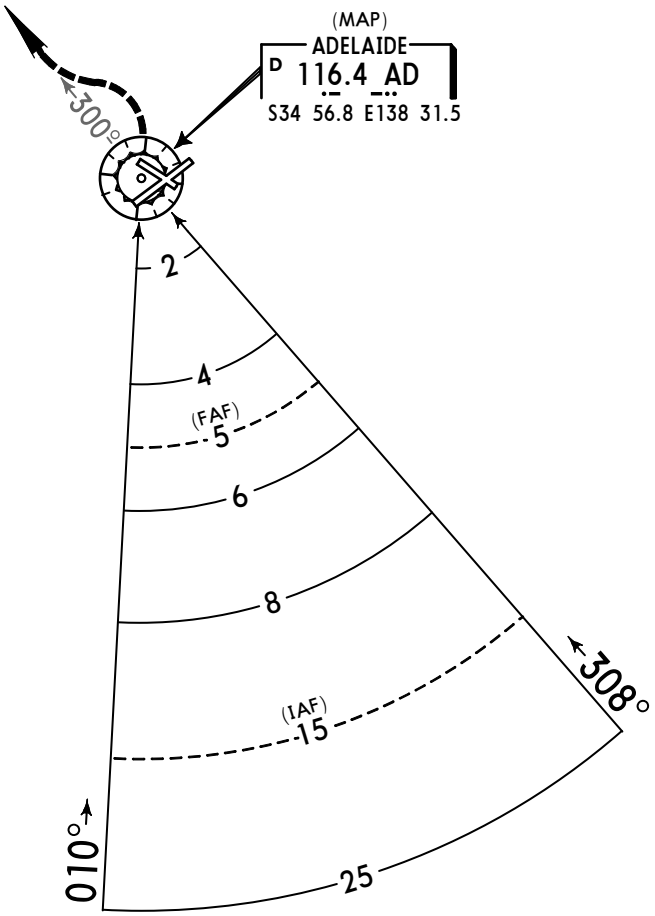


MSA AD VOR
3800′ Within 10 NM

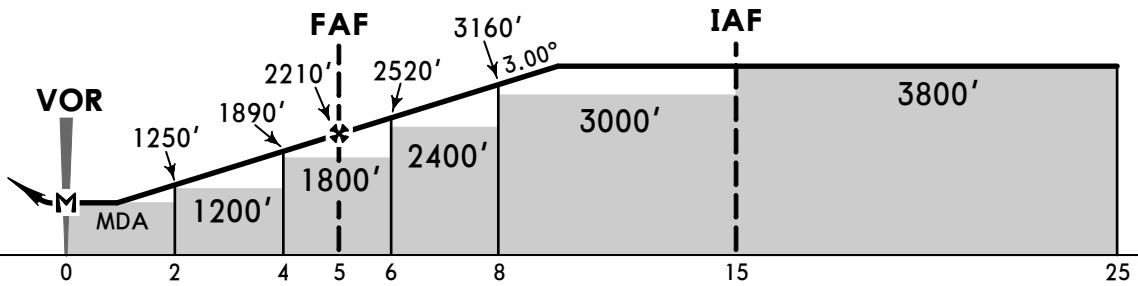
Apt. Elev **20′**

NOT TO SCALE

DME USING AD DME
REFERENCE WAYPOINT AD VOR



NM to VOR	0.9	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	900′	1250′	1570′	1890′	2210′	2520′	2840′	3160′	3480′	3800′



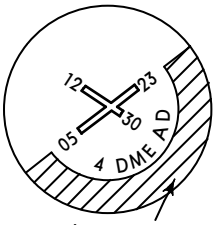
MISSED APPROACH: Turn LEFT, intercept and track AD R-300, climb to 1800′; or as directed by ATC.

CIRCLE-TO-LAND

MDA(H) A,B: 900′ (880′)
C, D: 1000′ (980′)

A, B	2.4 km
C	4.0 km
D	5.0 km

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



No Circling SOUTH of Rwy 05/23 beyond 4 DME or beyond 3NM of threshold of Rwy 05/23/30.

PANS OPS

CHANGES: Procedure revised.

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ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05/23 118.2

TRANS LEVEL: FL 110
TRANS ALT: 10000′

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

ALEXI EIGHT BRAVO [ALEX8B], ALEXI EIGHT ZULU [ALEX8Z] ARRIVALS

SPEED: MAX 250 KIAS BELOW 10000′

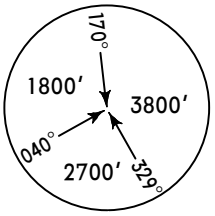
TRANSITION

DUKES: From DUKES track 285° to ALEXI. Then follow arrival instructions.

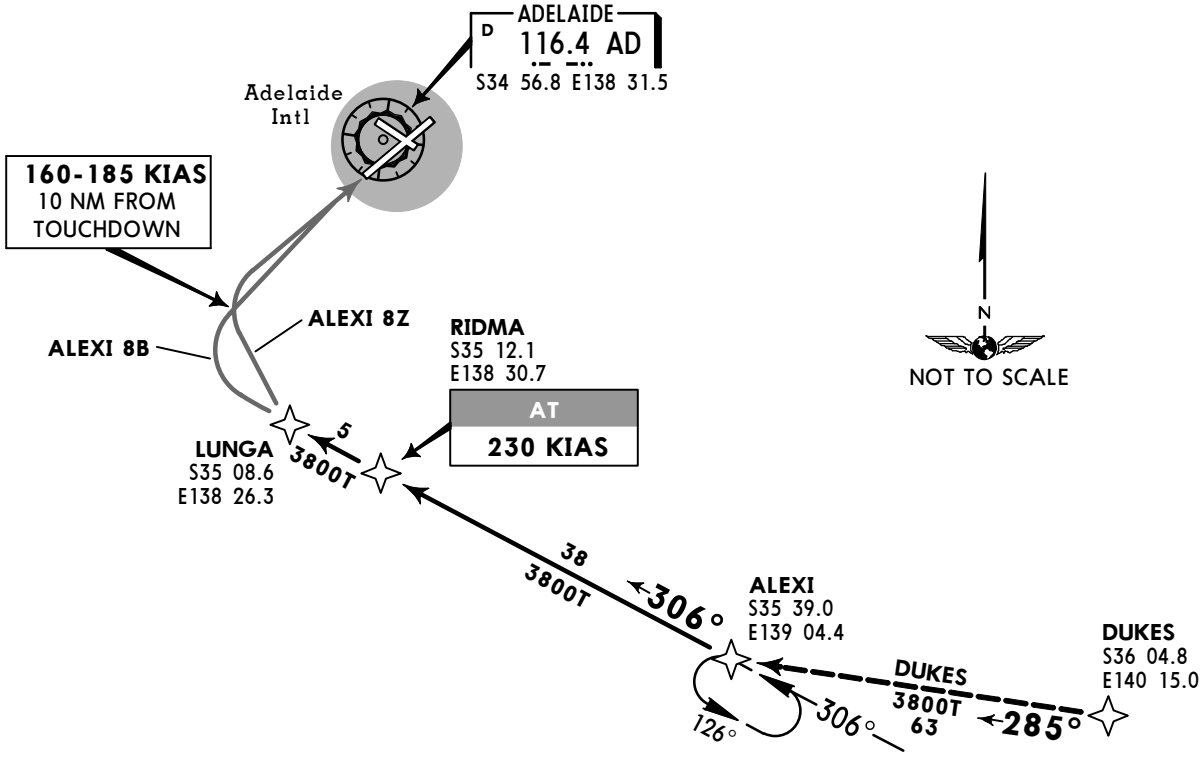
ARRIVAL

RWY 05 BRAVO: From ALEXI turn RIGHT, track 306° to RIDMA. At 230 KIAS from RIDMA. Track 306° to LUNGA. Track via VOR RWY 05 Approach. 160-185 KIAS from 10 NM to TOUCHDOWN.

RWY 05 ZULU: From ALEXI turn RIGHT, track 306° to RIDMA. At 230 KIAS from RIDMA. Track 306° to LUNGA. Track via RNAV-Z (GNSS) RWY 05 Approach. 160-185 KIAS from 10 NM to TOUCHDOWN.



MSA AD VOR
3800′ within 10 NM



Direct distance to Adelaide Intl from:
LUNGA 13 NM

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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

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.

CHANGES: JETS & DH8D ONLY note removed.

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JEPPESEN
JeppView 3.6.2.0

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05/23 118.2

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

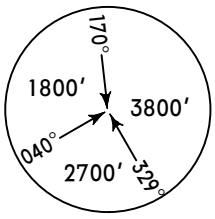
TRANS LEVEL: FL 110
TRANS ALT: 10000′

ALEXI EIGHT MIKE ARRIVAL
[ALEX8M]

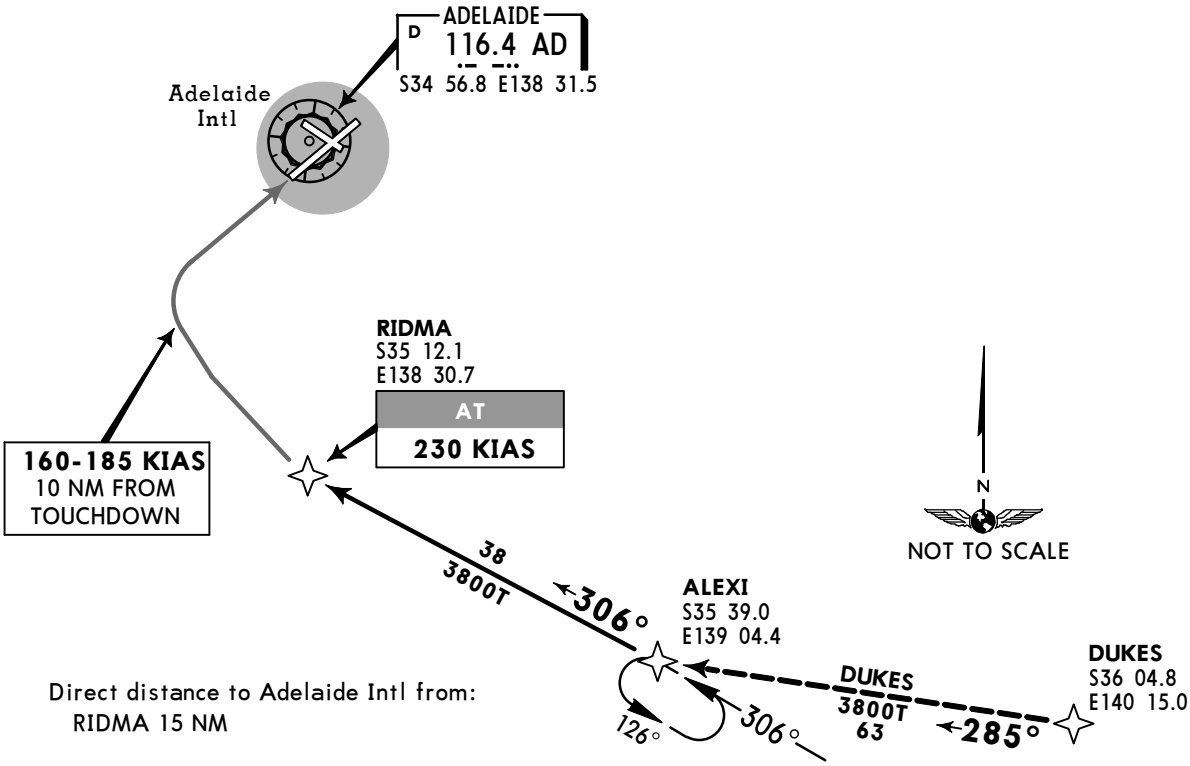
SPEED: MAX 250 KIAS BELOW 10000′

TRANSITION
DUKES: From DUKES track 285° to ALEXI. Then follow arrival instructions.

ARRIVAL
RWY 05: From ALEXI turn RIGHT, track 306° to RIDMA. At 230 KIAS from RIDMA. Track via RNAV-M (RNP) RWY 05. 160-185 KIAS from 10 NM to TOUCHDOWN.



MSA AD VOR
3800′ within 10 NM



Direct distance to Adelaide Intl from:
RIDMA 15 NM

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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992
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.

CHANGES: JETS ONLY note removed.

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ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05/23 118.2

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000′

ALEXI EIGHT VICTOR ARRIVAL

[ALEX8V]

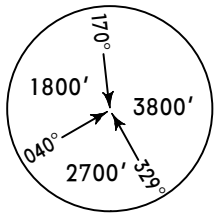
SPEED: MAX 250 KIAS BELOW 10000′

TRANSITION

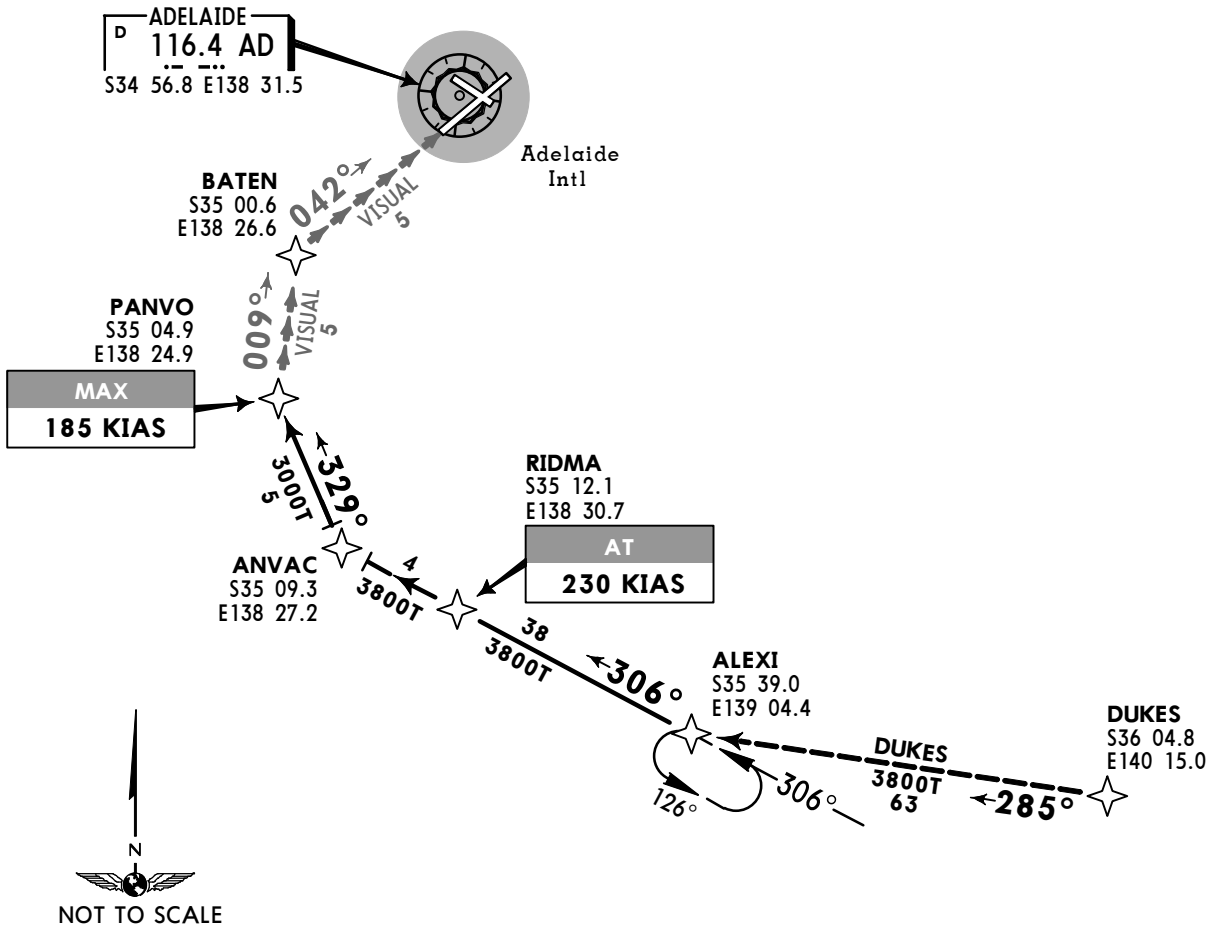
DUKES: From DUKES track 285° to ALEXI. Then follow arrival instructions.

ARRIVAL

RWY 05: From ALEXI turn RIGHT, track 306° to RIDMA. At 230 KIAS from RIDMA. Track 306° to ANVAC. Turn RIGHT, track 329° to PANVO. MAX 185 KIAS from PANVO. Turn RIGHT, track 009° VISUAL to BATEN. Turn RIGHT, intercept VISUAL final RWY 05.



MSA AD VOR
3800′ within 10 NM



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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

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 ◀

CHANGES: JETS & DH8D ONLY note removed.

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JEPPESEN (10-2F) 24 FEB 17

RNAV STAR

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05/23 118.2

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

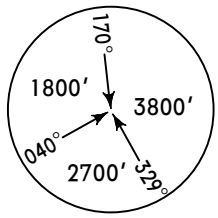
TRANS LEVEL: FL 110
TRANS ALT: 10000′

NON-JETS ONLY

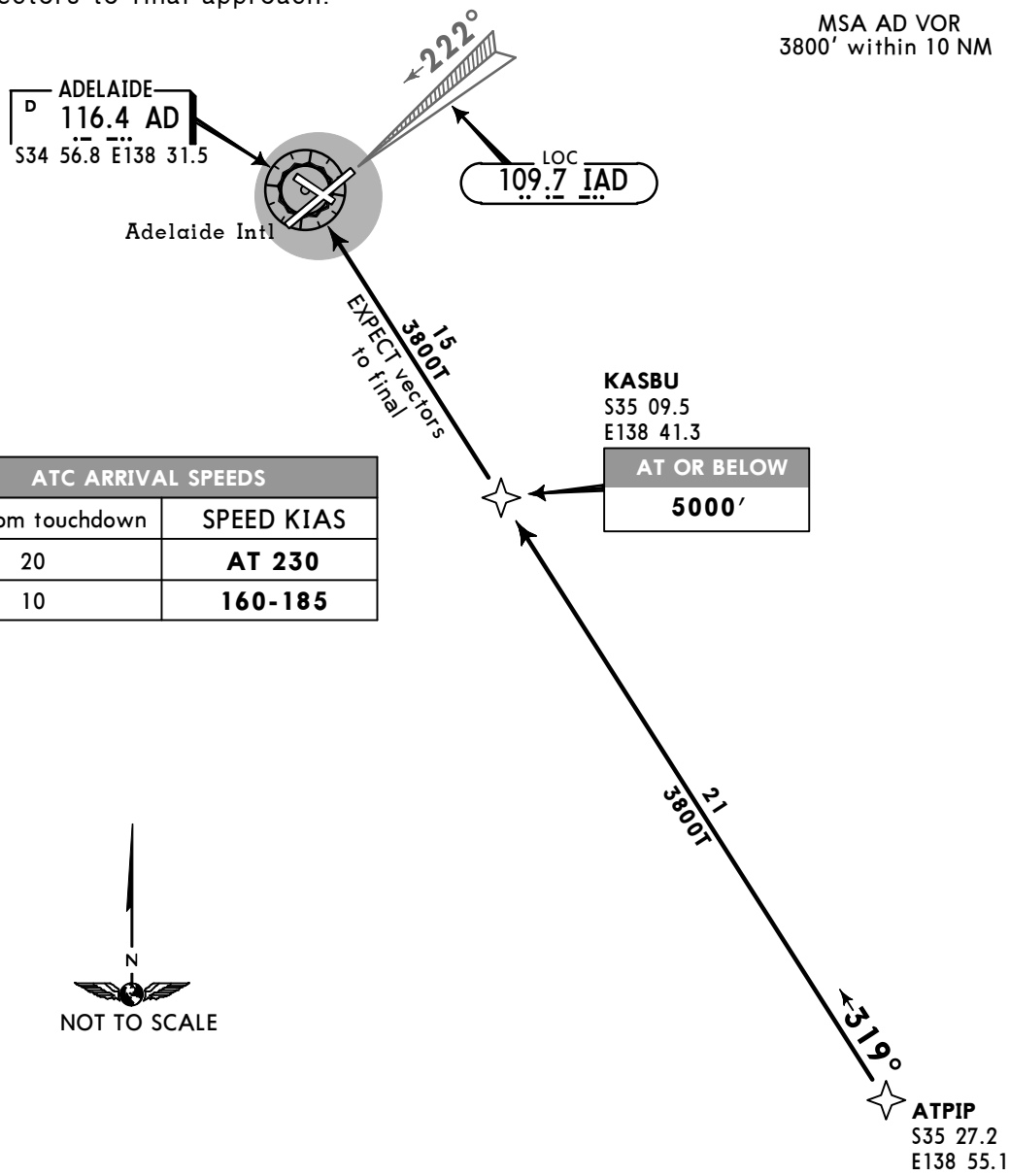
ATPIP TWO ARRIVAL
[ATPIP2]

SPEED: MAX 250 KIAS BELOW 10000′

ARRIVAL
ALL RWYS:
From ATPIP track 319° to KASBU.
Cross KASBU at or below 5000′.
At 230 KIAS from 20NM to TOUCHDOWN.
Track 319° to AD VOR. 160-185 KIAS
from 10NM to TOUCHDOWN. EXPECT
RADAR vectors to final approach.



MSA AD VOR
3800′ within 10 NM



ATC ARRIVAL SPEEDS	
NM from touchdown	SPEED KIAS
20	**AT 230**
10	**160-185**

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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992
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.

CHANGES: None.

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JEPPESEN (10-2G) 24 FEB 17

RNAV STAR

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05/23 118.2

TRANS LEVEL: FL 110
TRANS ALT: 10000′

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

BLACK EIGHT ALPHA [BLAC8A], BLACK EIGHT BRAVO [BLAC8B], BLACK EIGHT ZULU [BLAC8Z] ARRIVALS

SPEED: MAX 250 KIAS BELOW 10000′

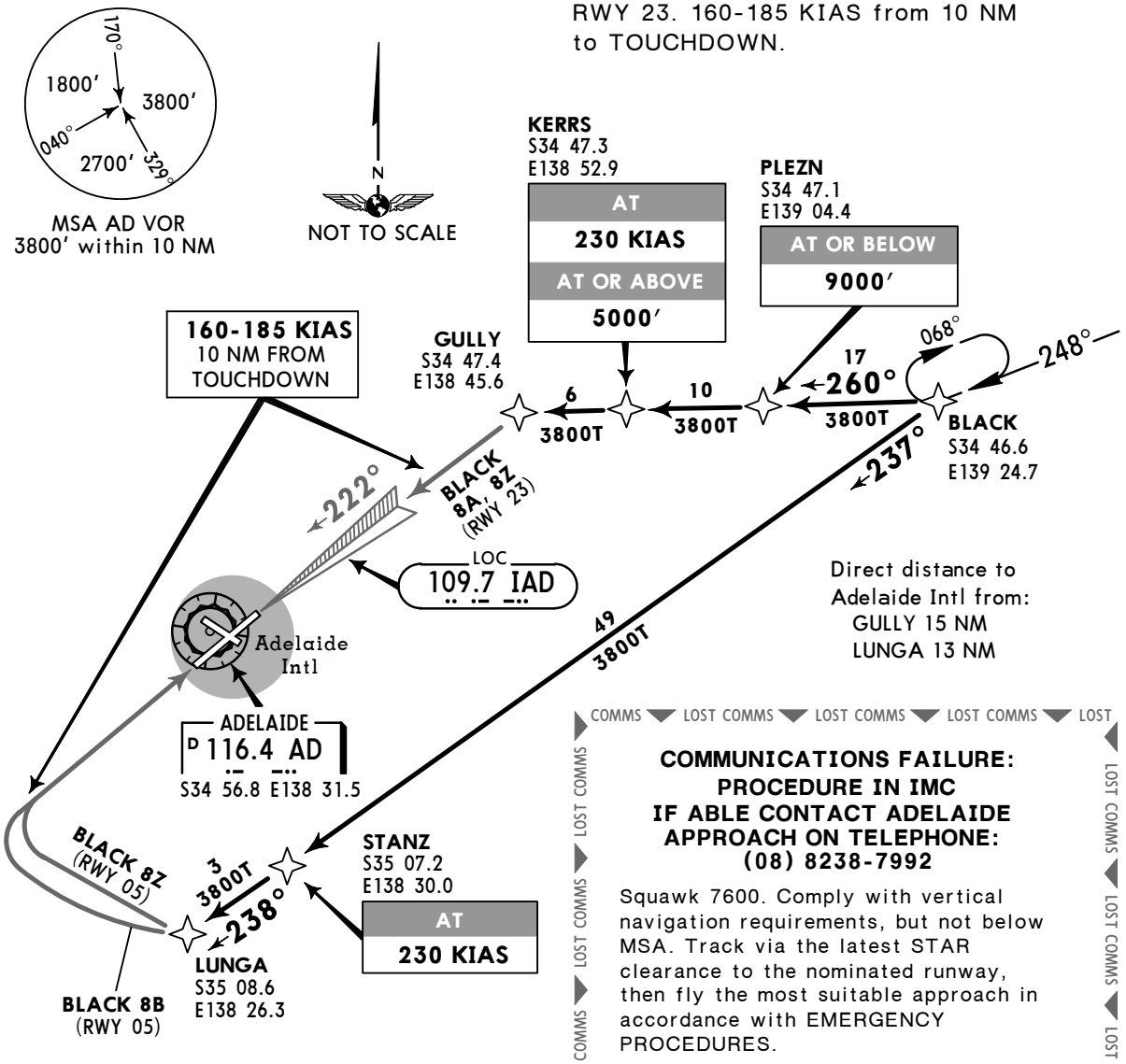
ARRIVAL

RWY 05 BRAVO: From BLACK track 237° to STANZ. At 230 KIAS from STANZ. Track 238° to LUNGA. Track via VOR RWY 05 Approach. 160-185 KIAS from 10 NM to TOUCHDOWN.

RWY 05 ZULU: From BLACK track 237° to STANZ. At 230 KIAS from STANZ. Track 238° to LUNGA. Track via RNAV-Z (GNSS) RWY 05. 160-185 KIAS from 10 NM to TOUCHDOWN.

RWY 23 ALPHA: From BLACK track 260° to PLEZN. Cross PLEZN at or below 9000′. Track 260° to KERRS. Cross KERRS at or above 5000′. At 230 KIAS from KERRS. Track 260° to GULLY. Turn LEFT, intercept LOC RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.

RWY 23 ZULU: From BLACK track 260° to PLEZN. Cross PLEZN at or below 9000′. Track 260° to KERRS. Cross KERRS at or above 5000′. At 230 KIAS from KERRS. Track 260° to GULLY. Track via RNAV-Z (GNSS) RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.



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

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE:
(08) 8238-7992

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.

CHANGES: JETS & DH8D ONLY note removed.

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JEPPESEN (10-2H) 24 FEB 17 RNAV STAR

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05/23 118.2

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

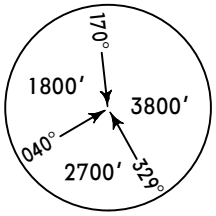
TRANS LEVEL: FL 110
TRANS ALT: 10000′

BLACK EIGHT MIKE ARRIVAL
[BLAC8M]

SPEED: MAX 250 KIAS BELOW 10000′

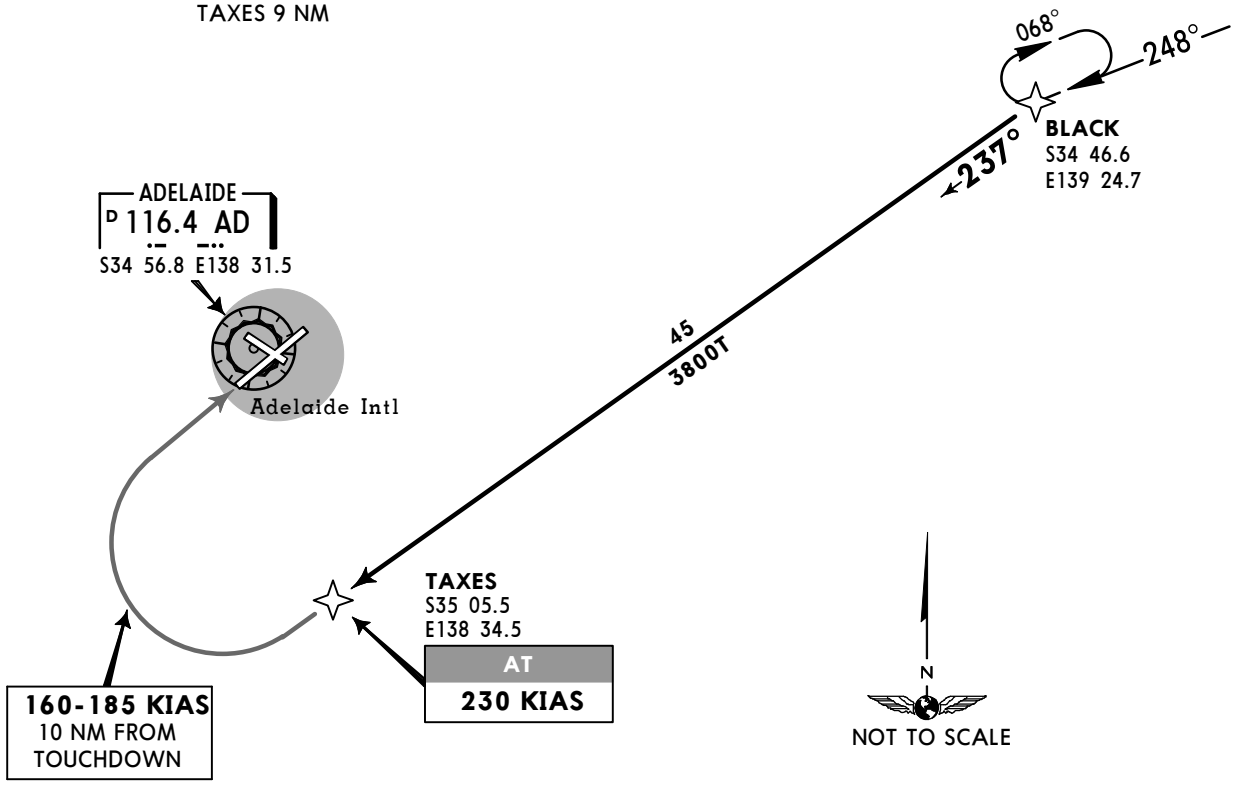
ARRIVAL

RWY 05: From BLACK track 237° to TAXES. At 230 KIAS from TAXES. Track via RNAV-M (RNP) RWY 05. 160-185 KIAS from 10 NM to TOUCHDOWN.



MSA AD VOR
3800′ within 10 NM

Direct distance to Adelaide Intl from:
TAXES 9 NM



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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

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.

CHANGES: JETS ONLY note removed.

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ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05/23 118.2

TRANS LEVEL: FL 110
TRANS ALT: 10000′

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

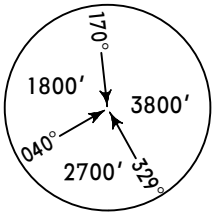
BLACK EIGHT VICTOR ARRIVAL

[BLAC8V]

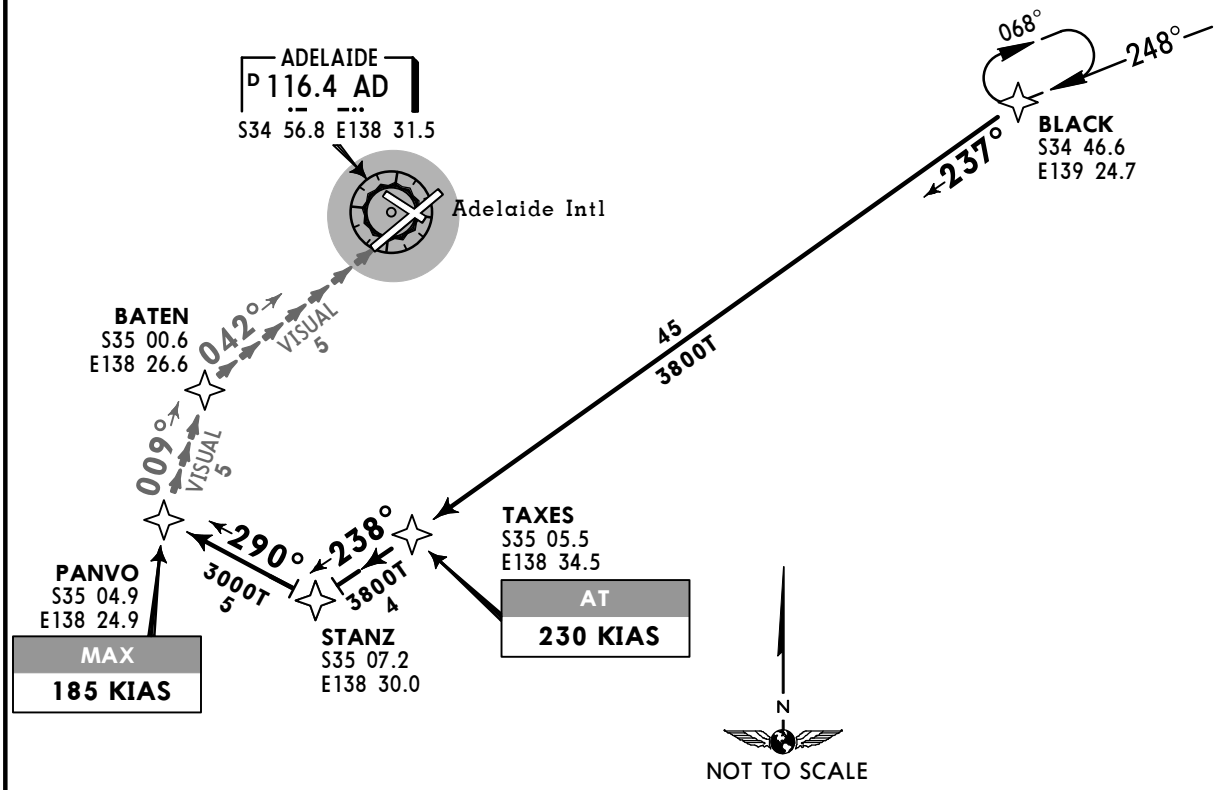
SPEED: MAX 250 KIAS BELOW 10000′

ARRIVAL

RWY 05: From BLACK track 237° to TAXES. At 230 KIAS from TAXES. Track 238° to STANZ. Turn RIGHT, track 290° to PANVO. MAX 185 KIAS from PANVO. Turn RIGHT, track 009° VISUAL to BATEN. Turn RIGHT, intercept VISUAL final to RWY 05.



MSA AD VOR
3800′ within 10 NM



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COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

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.

CHANGES: JETS & DH8D ONLY note removed.

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ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05/23 118.2

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000′

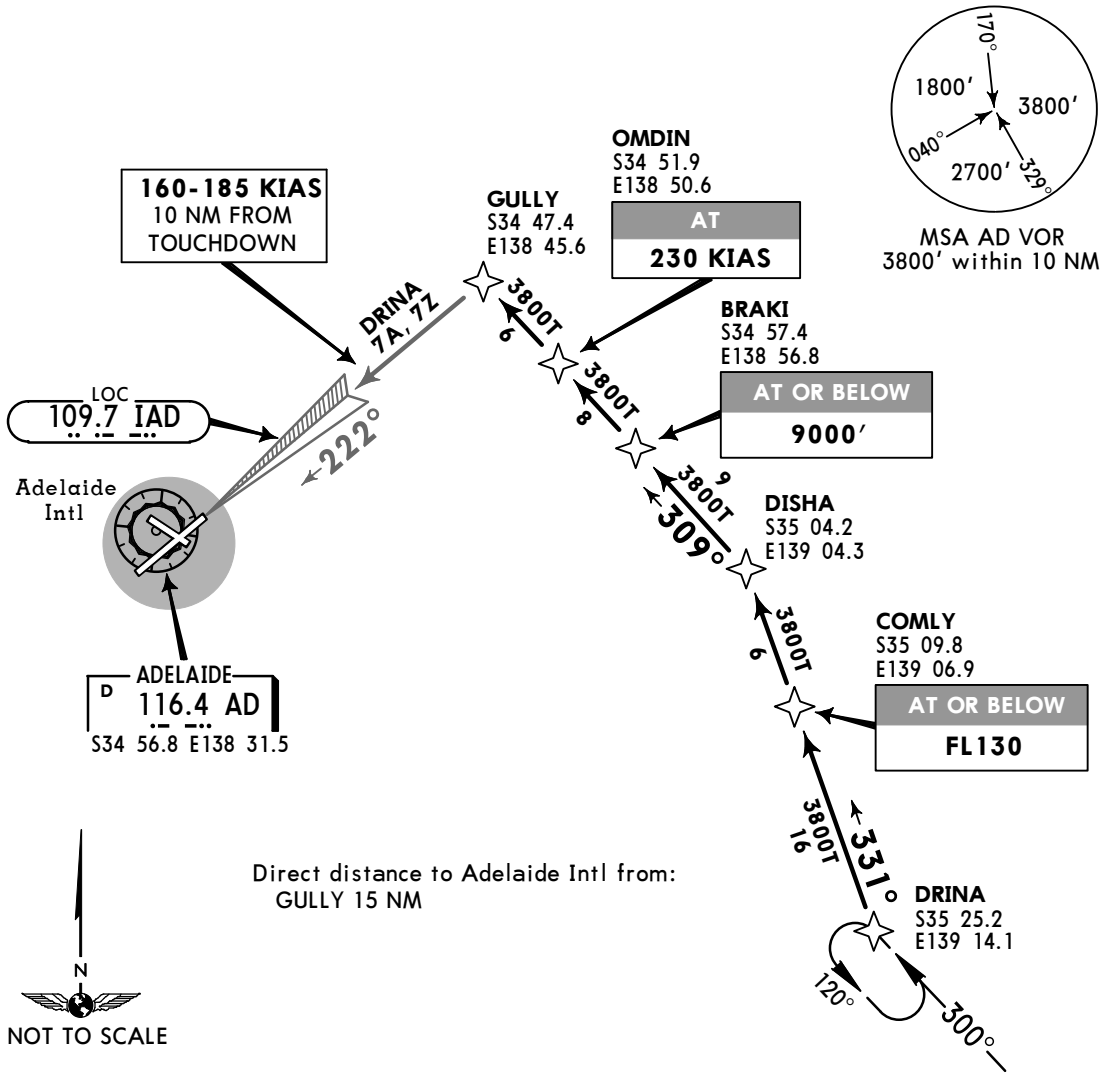
DRINA SEVEN ALPHA[DRIN7A], DRINA SEVEN ZULU[DRIN7Z] ARRIVALS

SPEED: MAX 250 KIAS BELOW 10000′

ARRIVAL

RWY 23 ALPHA: From DRINA track 331° to COMLY. Cross COMLY at or below FL130. Track 331° to DISHA. Turn LEFT, track 309° to BRAKI. Cross BRAKI at or below 9000′. Track 309° to OMDIN. At 230 KIAS from OMDIN. Track 309° to GULLY. Turn LEFT, intercept LOC RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.

RWY 23 ZULU: From DRINA track 331° to COMLY. Cross COMLY at or below FL130. Track 331° to DISHA. Turn LEFT, track 309° to BRAKI. Cross BRAKI at or below 9000′. Track 309° to OMDIN. At 230 KIAS from OMDIN. Track 309° to GULLY. Track via RNAV-Z (GNSS) RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.



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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

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.

CHANGES: JETS & DH8D ONLY note removed.

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ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05/23 118.2

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

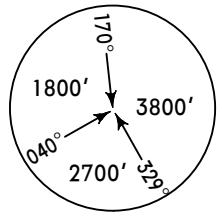
TRANS LEVEL: FL 110
TRANS ALT: 10000′

DRINA SEVEN MIKE ARRIVAL
[DRIN7M]

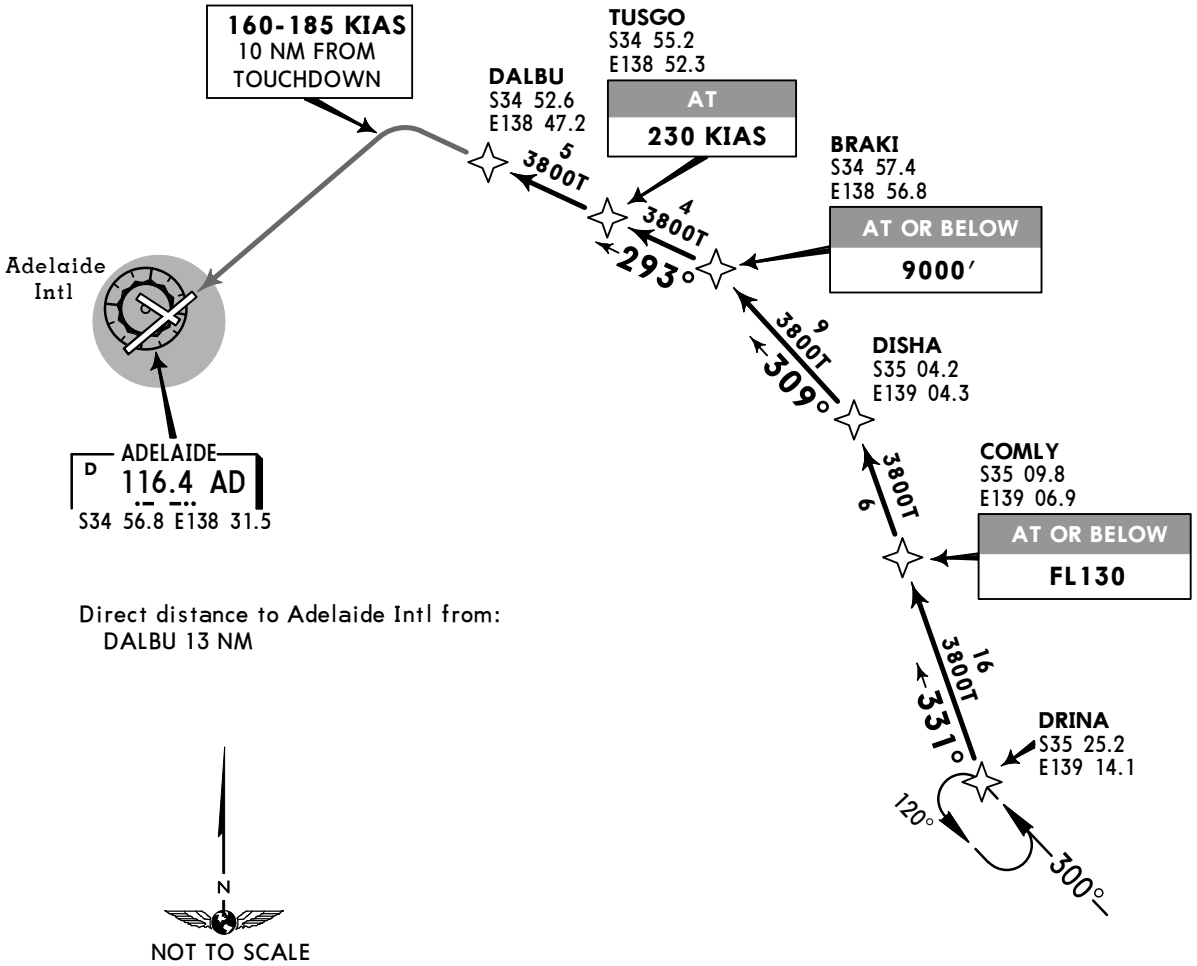
SPEED: MAX 250 KIAS BELOW 10000′

ARRIVAL

RWY 23 MIKE: From DRINA track 331° to COMLY. Cross COMLY at or below FL130. Track 331° to DISHA. Turn LEFT, track 309° to BRAKI. Cross BRAKI at or below 9000′. Turn LEFT, track 293° to TUSGO. At 230 KIAS from TUSGO. Track 293° to DALBU. Track via RNAV-M (RNP) RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.



MSA AD VOR
3800′ within 10 NM



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COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992
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.

CHANGES: JETS ONLY note removed.

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JEPPESEN (10-2M) 24 FEB 17

RNAV STAR

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05/23 118.2

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

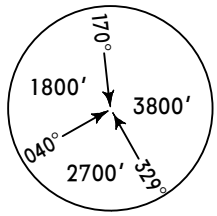
TRANS LEVEL: FL 110
TRANS ALT: 10000′

DRINA SEVEN VICTOR ARRIVAL
[DRIN7V]

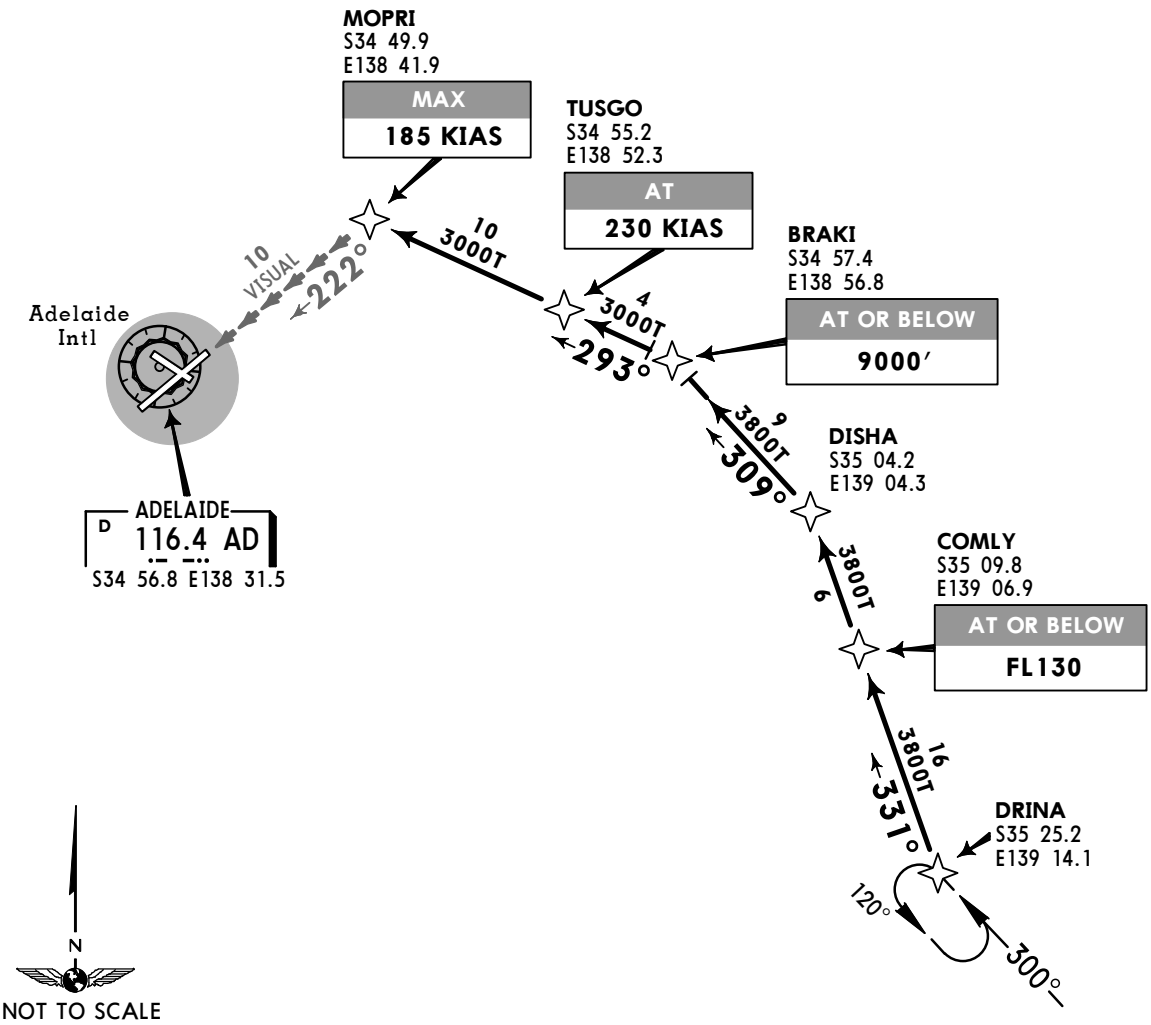
SPEED: MAX 250 KIAS BELOW 10000′

ARRIVAL

RWY 23 VICTOR: From DRINA track 331° to COMLY. Cross COMLY at or below FL130. Track 331° to DISHA. Turn LEFT, track 309° to BRAKI. Cross BRAKI at or below 9000′. Turn LEFT, track 293° to TUSGO. At 230 KIAS from TUSGO. Track 293° to MOPRI. MAX 185 KIAS from MOPRI. Turn LEFT, intercept VISUAL final RWY 23.



MSA AD VOR
3800′ within 10 NM



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COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

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.

CHANGES: JETS & DH8D ONLY note removed.

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JEPPESEN (10-2N) 4 NOV 16 Eff 10 Nov

RNAV STAR

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
NW of Rwy 05/23 124.2

TRANS LEVEL: FL 110
TRANS ALT: 10000′

NON-JETS ONLY

ELROX TWO ARRIVAL
[ELROX2]

SPEED: MAX 250 KIAS BELOW 10000′

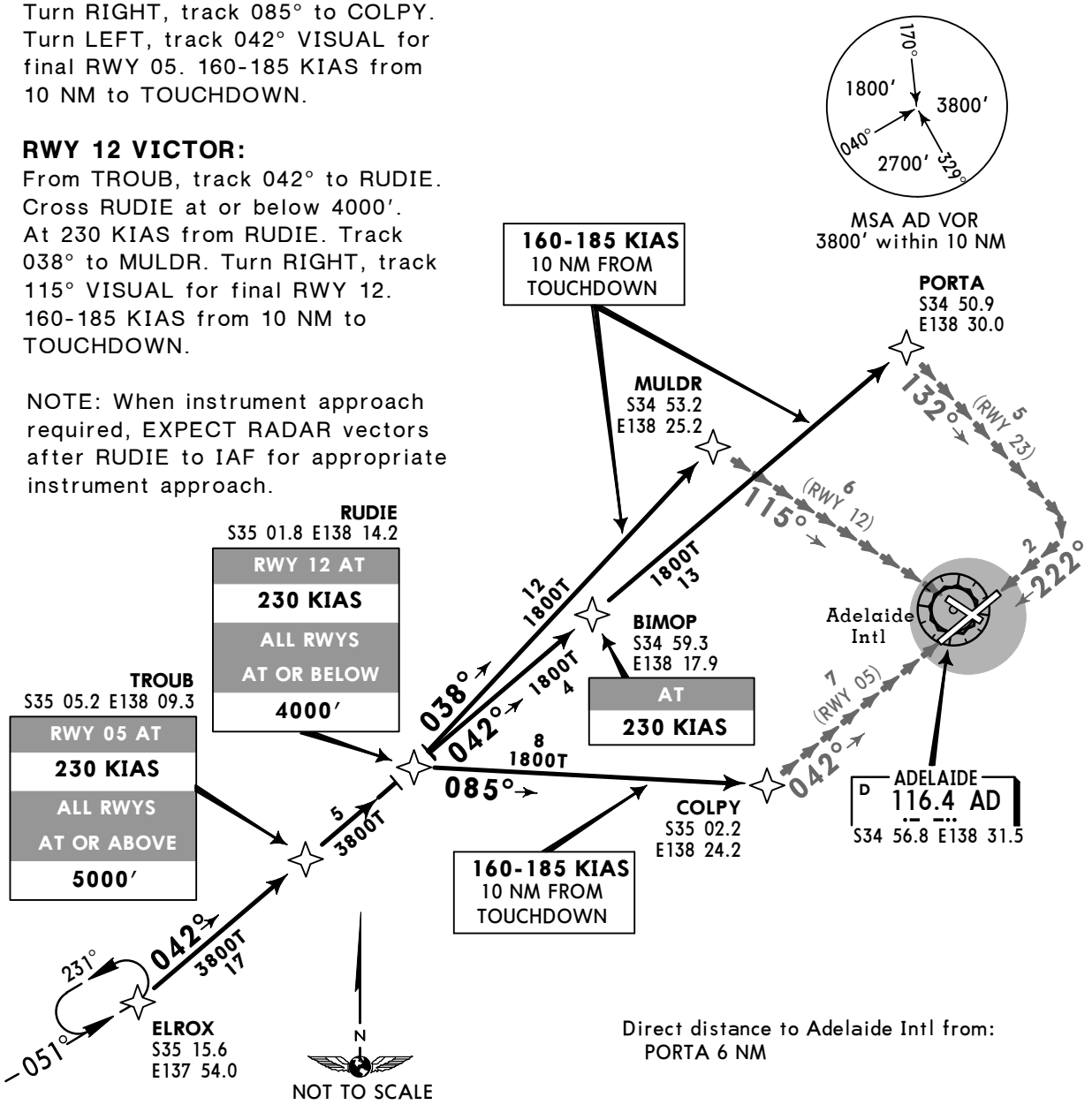
ARRIVAL
From ELROX track 042° to TROUB. Cross TROUB at or above 5000′.

RWY 05 VICTOR:
At 230 KIAS from TROUB. From TROUB, track 042° to RUDIE. Cross RUDIE at or below 4000′. Turn RIGHT, track 085° to COLPY. Turn LEFT, track 042° VISUAL for final RWY 05. 160-185 KIAS from 10 NM to TOUCHDOWN.

RWY 12 VICTOR:
From TROUB, track 042° to RUDIE. Cross RUDIE at or below 4000′. At 230 KIAS from RUDIE. Track 038° to MULDR. Turn RIGHT, track 115° VISUAL for final RWY 12. 160-185 KIAS from 10 NM to TOUCHDOWN.

NOTE: When instrument approach required, EXPECT RADAR vectors after RUDIE to IAF for appropriate instrument approach.

RWY 23 VICTOR:
From TROUB, track 042° to RUDIE. Cross RUDIE at or below 4000′. Track 042° to BIMOP. At 230 KIAS from BIMOP. Track 042° to PORTA. Turn RIGHT, track 132° VISUAL to intercept final RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.



Direct distance to Adelaide Intl from:
PORTA 6 NM

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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992
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.

CHANGES: Holding in ELROX added.

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JEPPESEN (10-2P) 4 NOV 16 Eff 10 Nov

RNAV STAR

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

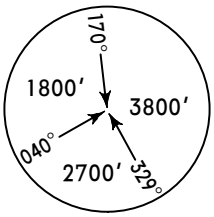
ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
NW of Rwy 05/23 124.2

TRANS LEVEL: FL 110
TRANS ALT: 10000′

NON-JETS ONLY

GULFS FIVE ARRIVAL
[GULFS5]

SPEED: MAX 250 KIAS BELOW 10000′



MSA AD VOR
3800′ within 10 NM

TRANSITION
RIKAB: From RIKAB to GULFS:
Track 099° to GULFS.
Then follow arrival instructions.

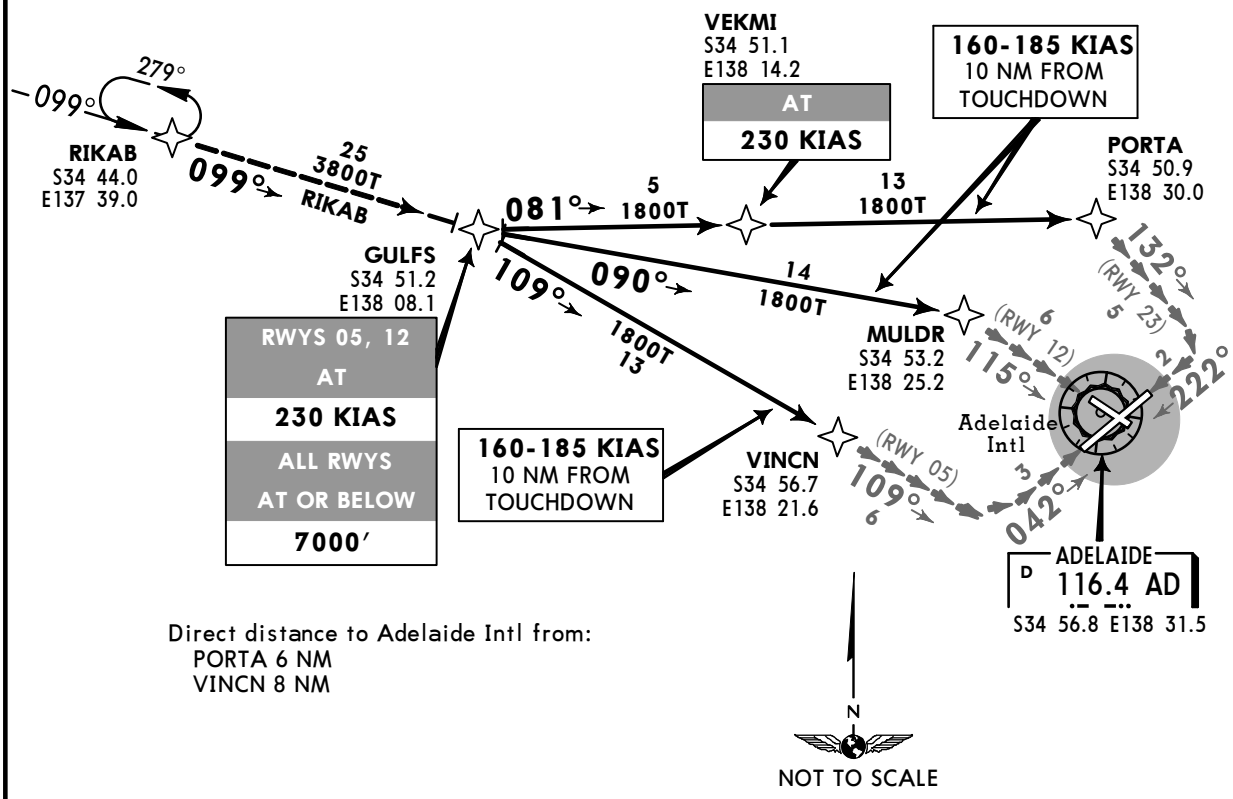
ARRIVAL
Cross GULFS at or below 7000′.

RWY 05 VICTOR:
At 230 KIAS from GULFS.
From GULFS track 109° to VINCN.
Track 109° VISUAL to intercept final RWY 05. 160-185 KIAS from 10 NM to TOUCHDOWN.

RWY 12 VICTOR:
At 230 KIAS from GULFS. From GULFS track 090° to MULDR. Turn RIGHT, track 115° VISUAL for final RWY 12. 160-185 KIAS from 10 NM to TOUCHDOWN.

RWY 23 VICTOR:
From GULFS track 081° to VEKMI.
At 230 KIAS from VEKMI. Track 081° to PORTA. Turn RIGHT, track 132° VISUAL to intercept final RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.

NOTE: When instrument approach required, EXPECT RADAR vectors after GULFS to IAF for appropriate instrument approach.



Direct distance to Adelaide Intl from:
PORTA 6 NM
VINCN 8 NM

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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992
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

CHANGES: None.

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JEPPESEN (10-2Q) 24 FEB 17

RNAV STAR

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
NW of Rwy 05/23 124.2

TRANS LEVEL: FL 110
TRANS ALT: 10000′

NON-JETS ONLY

PAMMY FOUR ARRIVAL
[PAMMY4]

SPEED: MAX 250 KIAS BELOW 10000′

TRANSITIONS

AGROS: From AGROS to PAMMY:
Track 130° to ROGUE. Turn LEFT, track 117° to EKEGA. RWY 12 only: at 230 KIAS from EKEGA. Track 117° to PAMMY. Cross PAMMY at or below 7000′. Then follow arrival instructions.

MARGO: From MARGO to PAMMY:
Track 135° to ISKOT. RWY 12 only: at 230 KIAS from ISKOT. Track 135° to PAMMY. Cross PAMMY at or below 7000′. Then follow arrival instructions.

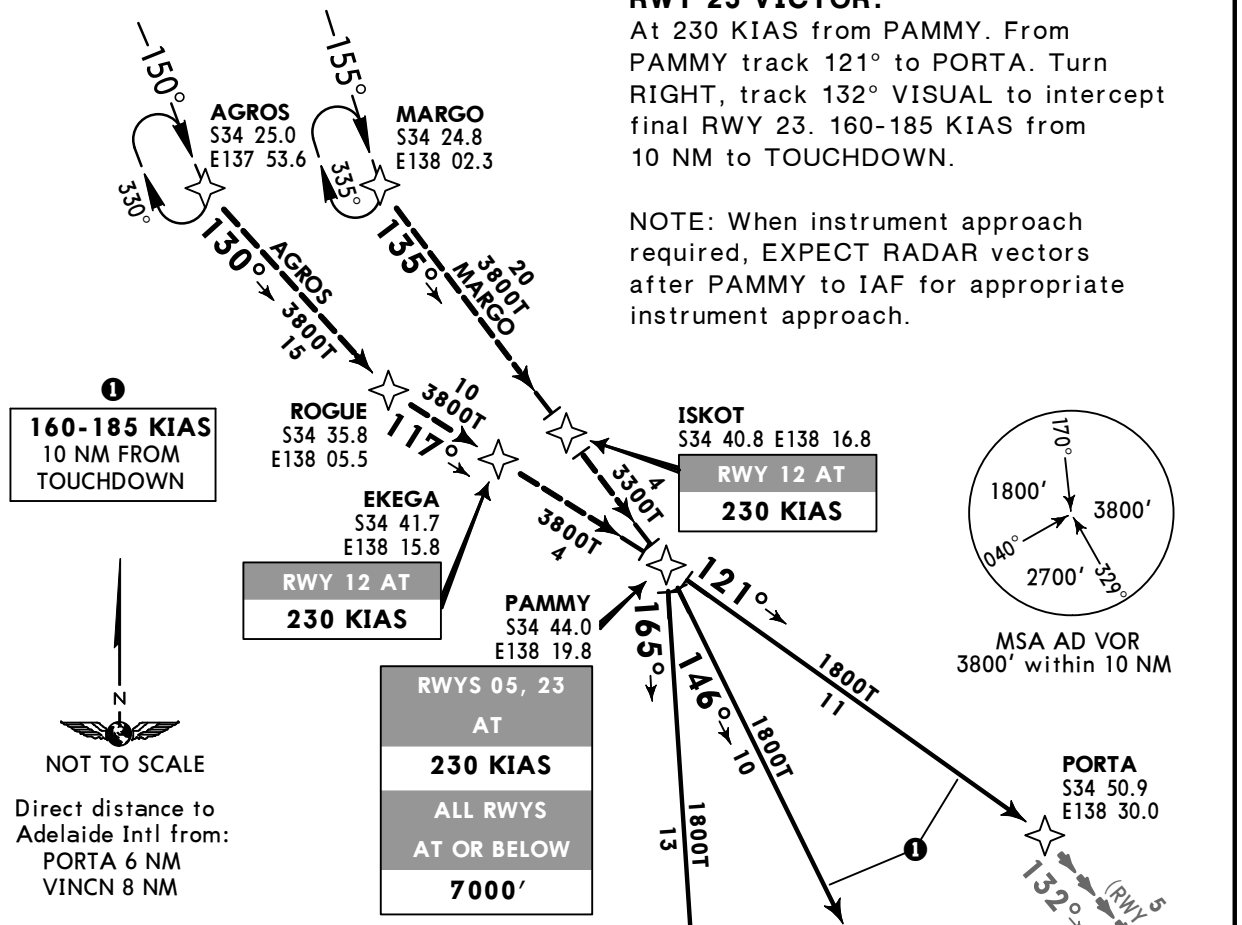
ARRIVAL

RWY 05 VICTOR:
At 230 KIAS from PAMMY. From PAMMY track 165° to VINCN. Turn LEFT, track 109° VISUAL to intercept final RWY 05. 160-185 KIAS from 10 NM to TOUCHDOWN.

RWY 12 VICTOR:
From PAMMY track 146° to MULDR. Turn LEFT, track 115° VISUAL for final RWY 12. 160-185 KIAS from 10 NM to TOUCHDOWN.

RWY 23 VICTOR:
At 230 KIAS from PAMMY. From PAMMY track 121° to PORTA. Turn RIGHT, track 132° VISUAL to intercept final RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.

NOTE: When instrument approach required, EXPECT RADAR vectors after PAMMY to IAF for appropriate instrument approach.



Direct distance to Adelaide Intl from:
PORTA 6 NM
VINCN 8 NM

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

COMMUNICATIONS FAILURE:
PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE:
(08) 8238-7992

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.

CHANGES: None.

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JEPPESEN
JeppView 3.6.2.0

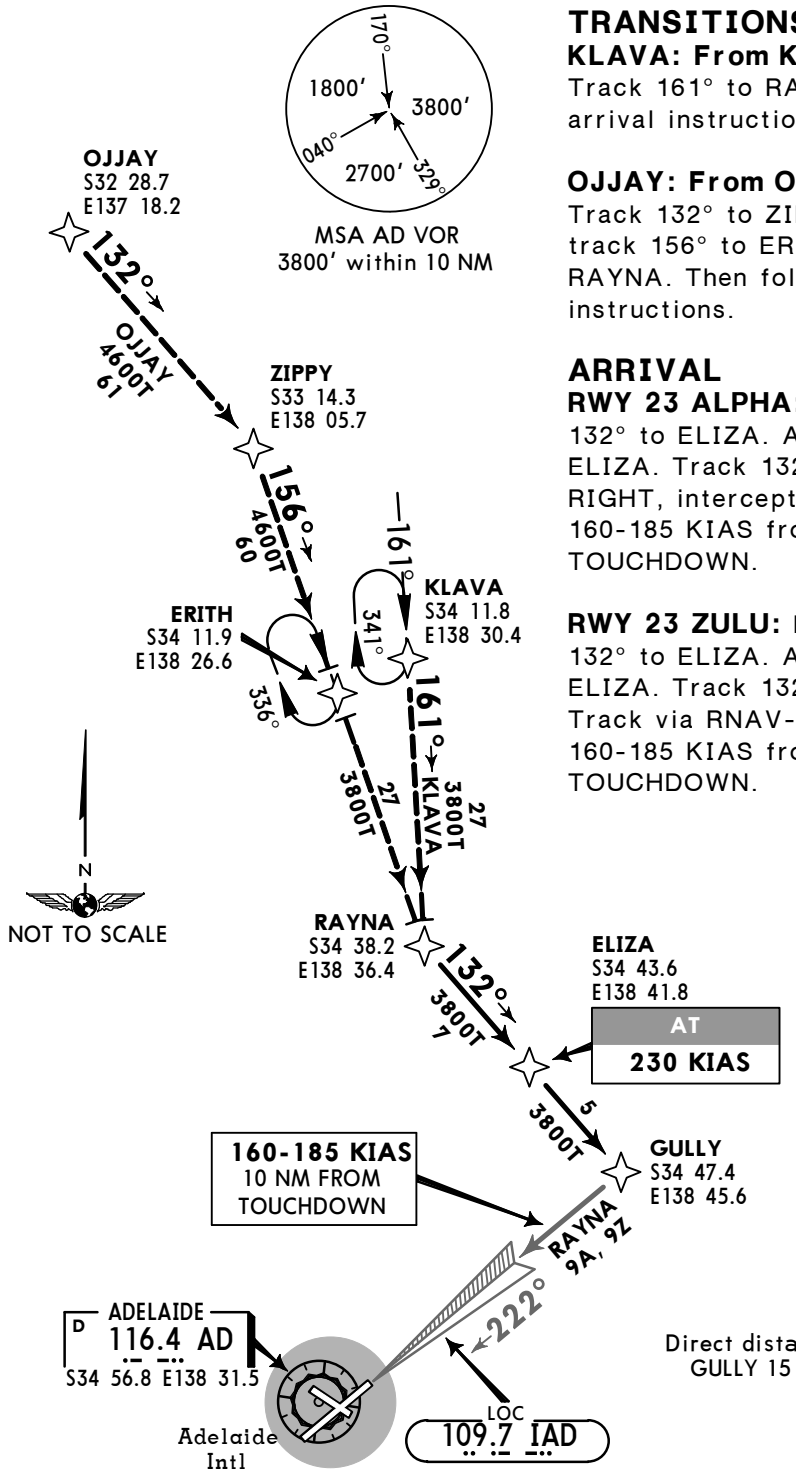
ATIS 116.4 134.5
ADELAIDE Approach (R) 128.6

TRANS LEVEL: FL 110
TRANS ALT: 10000′

ADELAIDE, SA, AUSTRALIA
YPAD ADELAIDE INTL

RAYNA NINE ALPHA [RAYN9A], RAYNA NINE ZULU [RAYN9Z] ARRIVALS

SPEED: MAX 250 KIAS BELOW 10000′



TRANSITIONS

KLAVA: From KLAVA to RAYNA: Track 161° to RAYNA. Then follow arrival instructions.

OJJAY: From OJJAY to RAYNA: Track 132° to ZIPPY. Turn RIGHT, track 156° to ERITH. Track 156° to RAYNA. Then follow arrival instructions.

ARRIVAL

RWY 23 ALPHA: From RAYNA track 132° to ELIZA. At 230 KIAS from ELIZA. Track 132° to GULLY. Turn RIGHT, intercept LOC RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.

RWY 23 ZULU: From RAYNA track 132° to ELIZA. At 230 KIAS from ELIZA. Track 132° to GULLY. Track via RNAV-Z (GNSS) RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.

Direct distance to Adelaide Intl from:
GULLY 15 NM

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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

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.

CHANGES: JETS ONLY note removed.

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JEPPESEN

10-2T

24 FEB 17

RNAV STAR

ATIS 116.4 134.5
ADELAIDE Approach (R) 128.6

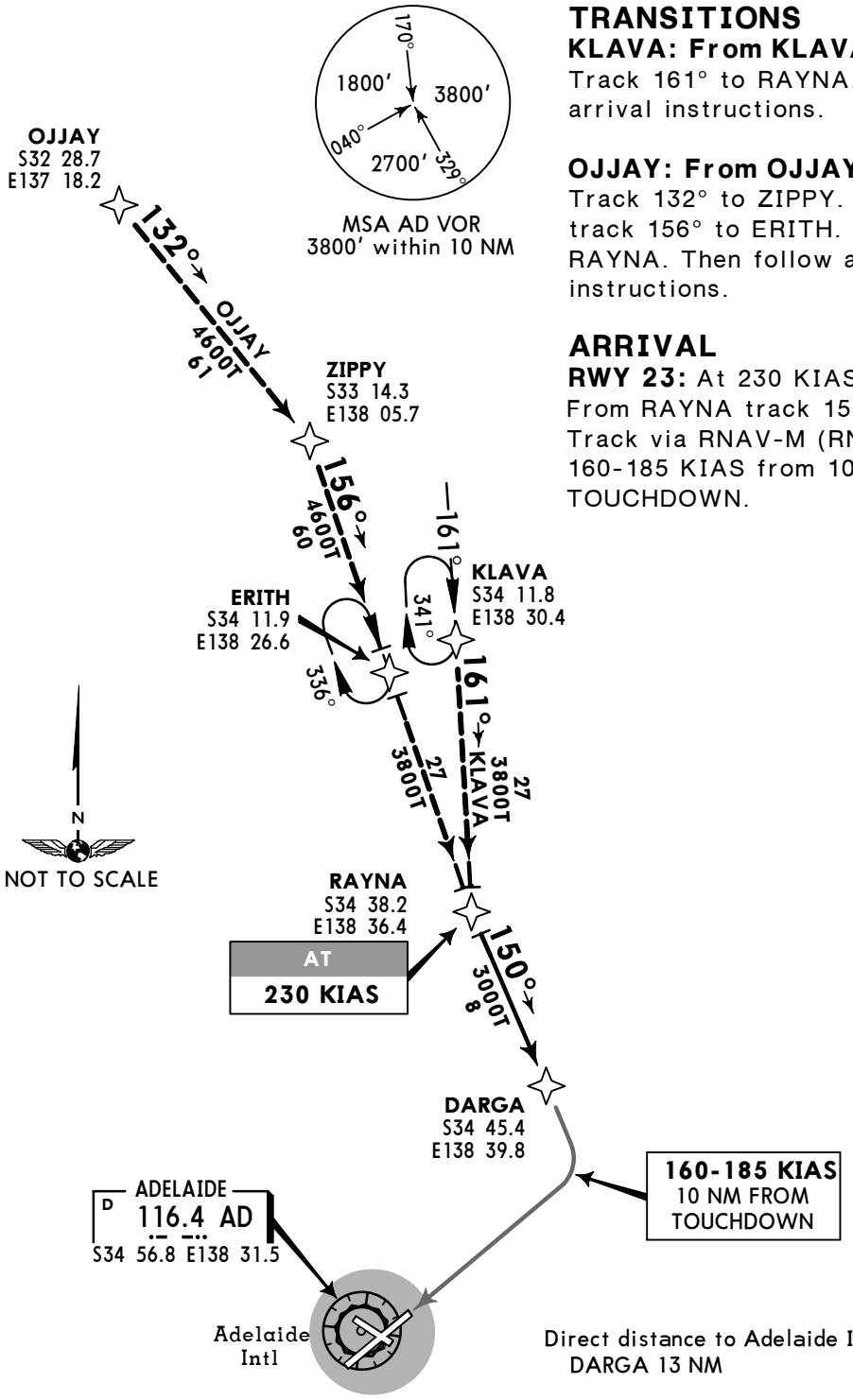
ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000′

RAYNA NINE MIKE ARRIVAL
[RAYN9M]

SPEED: MAX 250 KIAS BELOW 10000′



Direct distance to Adelaide Intl from:
DARGA 13 NM

TRANSITIONS

KLAVA: From KLAVA to RAYNA:
Track 161° to RAYNA. Then follow arrival instructions.

OJJAY: From OJJAY to RAYNA:
Track 132° to ZIPPY. Turn RIGHT, track 156° to ERITH. Track 156° to RAYNA. Then follow arrival instructions.

ARRIVAL

RWY 23: At 230 KIAS from RAYNA. From RAYNA track 150° to DARGA. Track via RNAV-M (RNP) RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.

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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

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.

CHANGES: JETS ONLY note removed.

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JEPPESEN

10-2T1

24 FEB 17

RNAV STAR

ATIS 116.4 134.5
ADELAIDE Approach (R) 128.6

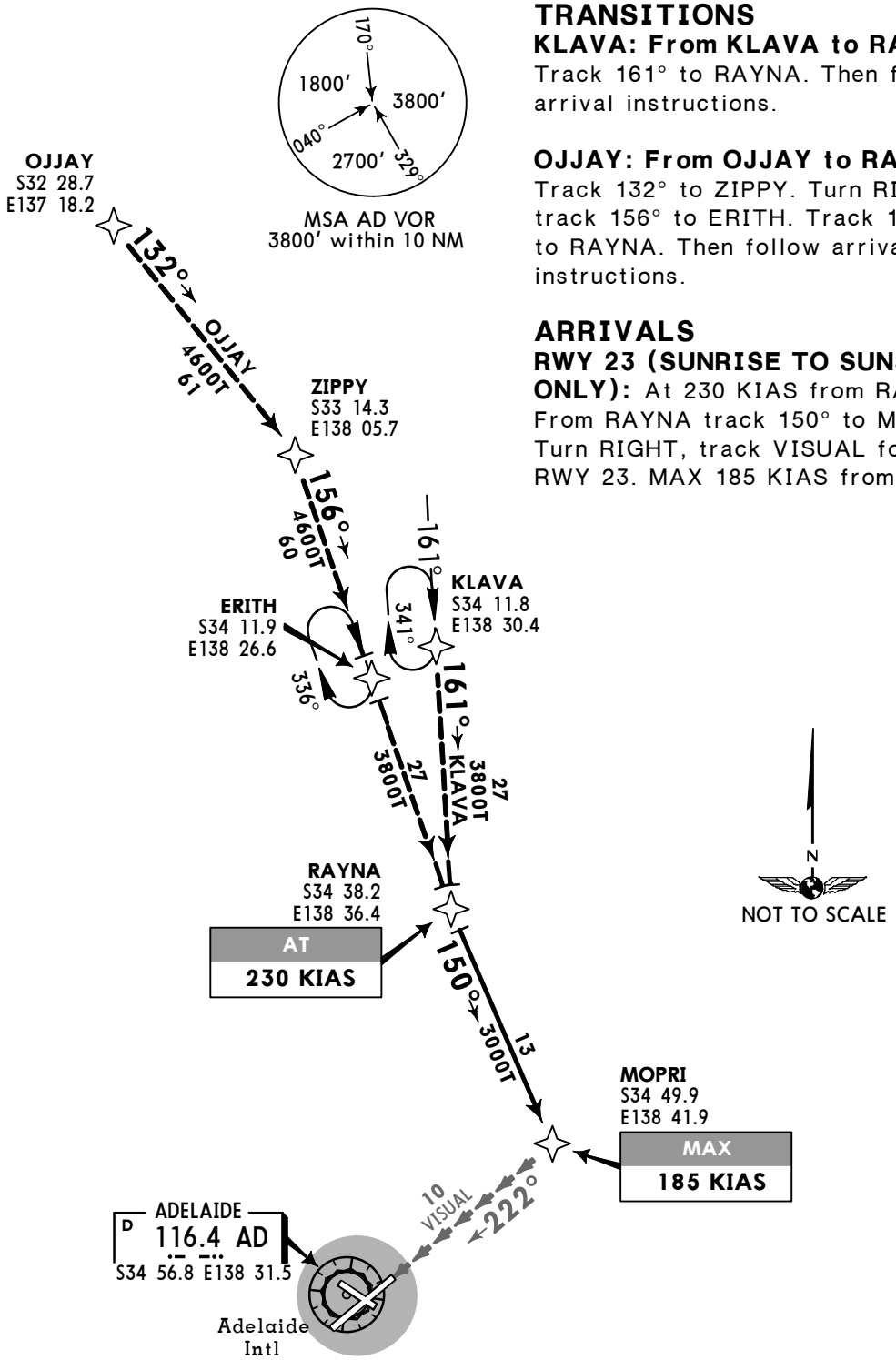
ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000′

RAYNA NINE VICTOR [RAYN9V] ARRIVAL

SPEED: MAX 250 KIAS BELOW 10000′



TRANSITIONS

KLAVA: From KLAVA to RAYNA: Track 161° to RAYNA. Then follow arrival instructions.

OJJAY: From OJJAY to RAYNA: Track 132° to ZIPPY. Turn RIGHT, track 156° to ERITH. Track 156° to RAYNA. Then follow arrival instructions.

ARRIVALS

RWY 23 (SUNRISE TO SUNSET ONLY): At 230 KIAS from RAYNA. From RAYNA track 150° to MOPRI. Turn RIGHT, track VISUAL for final RWY 23. MAX 185 KIAS from MOPRI.

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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

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.

CHANGES: JETS ONLY note removed.

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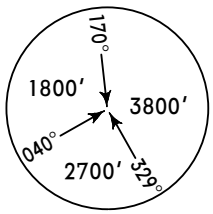
YPAD/ADL
ADELAIDE INTL

JEPPESEN 24 FEB 17 (10-2U) Eff 2 Mar

ADELAIDE, SA, AUSTRALIA
RNAV STAR

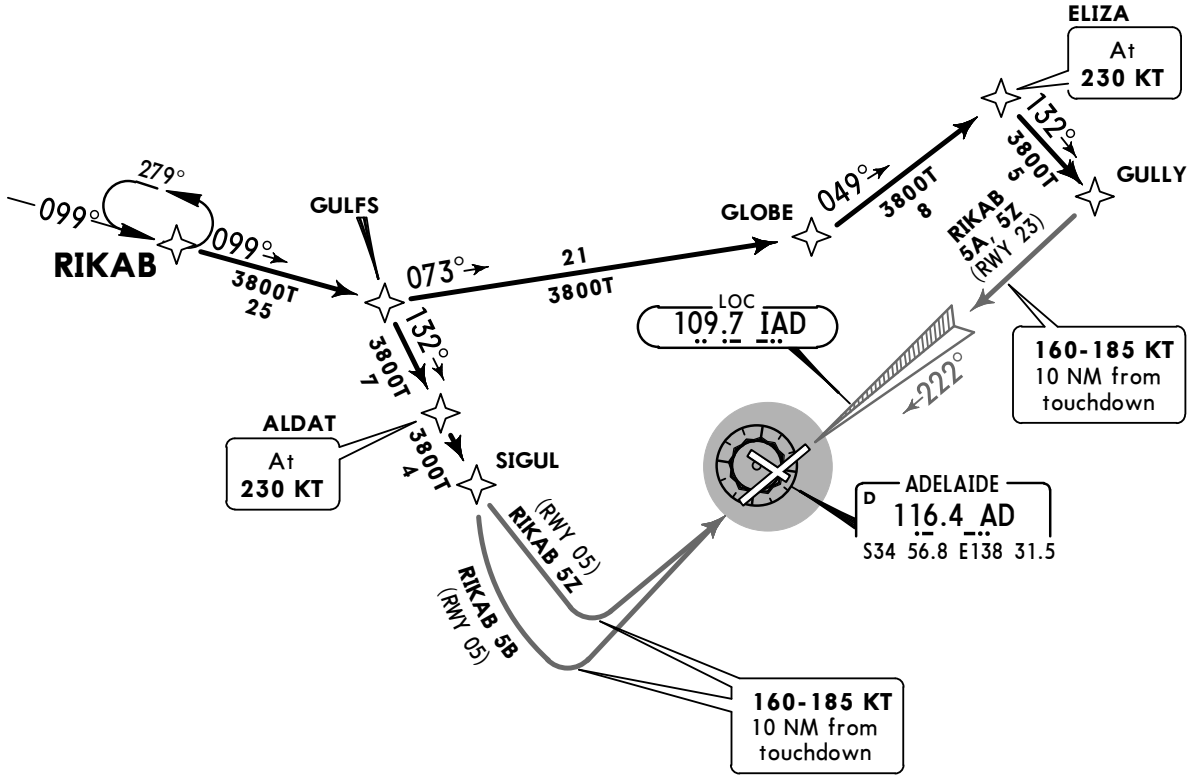
ATIS	Apt Elev	
116.4 134.5	20′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′



MSA AD VOR
3800′ within 10 NM

RIKAB 5A [RIKA5A]
RIKAB 5B [RIKA5B]
RIKAB 5Z [RIKA5Z] (RNAV) ARRIVALS

SPEED: MAX 250 KT BELOW 10000′



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH
ON TELEPHONE: (08) 8238-7992

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

NOT TO SCALE

ROUTING

Track 099° to GULFS.

STAR	RWY	LANDING
RIKAB 5A	**23**	From GULFS turn LEFT, track 073° to GLOBE. Turn LEFT, track 049° to ELIZA. At 230 KT from ELIZA. Turn RIGHT, track 132° to GULLY. Turn RIGHT, intercept LOC RWY 23. 160-185 KT from 10 NM to TOUCHDOWN.
RIKAB 5B	**05**	From GULFS turn RIGHT, track 132° to ALDAT. At 230 KT from ALDAT. Track 132° to SIGUL. Track via VOR RWY 05 Approach. 160-185 KT from 10 NM to TOUCHDOWN.
RIKAB 5Z	**05**	From GULFS turn RIGHT, track 132° to ALDAT. At 230 KT from ALDAT. Track 132° to SIGUL. Track via RNAV-Z (GNSS) RWY 05. 160-185 KT from 10 NM to TOUCHDOWN.
	23	From GULFS turn LEFT, track 073° to GLOBE. Turn LEFT, track 049° to ELIZA. At 230 KT from ELIZA. Turn RIGHT, track 132° to GULLY. Track via RNAV-Z (GNSS) RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.

CHANGES: Procedures renumbered, transitions deleted, new format.

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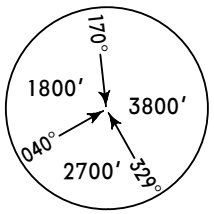
YPAD/ADL
ADELAIDE INTL

JEPPESEN 24 FEB 17 (10-2V) Eff 2 Mar

ADELAIDE, SA, AUSTRALIA
RNAV STAR

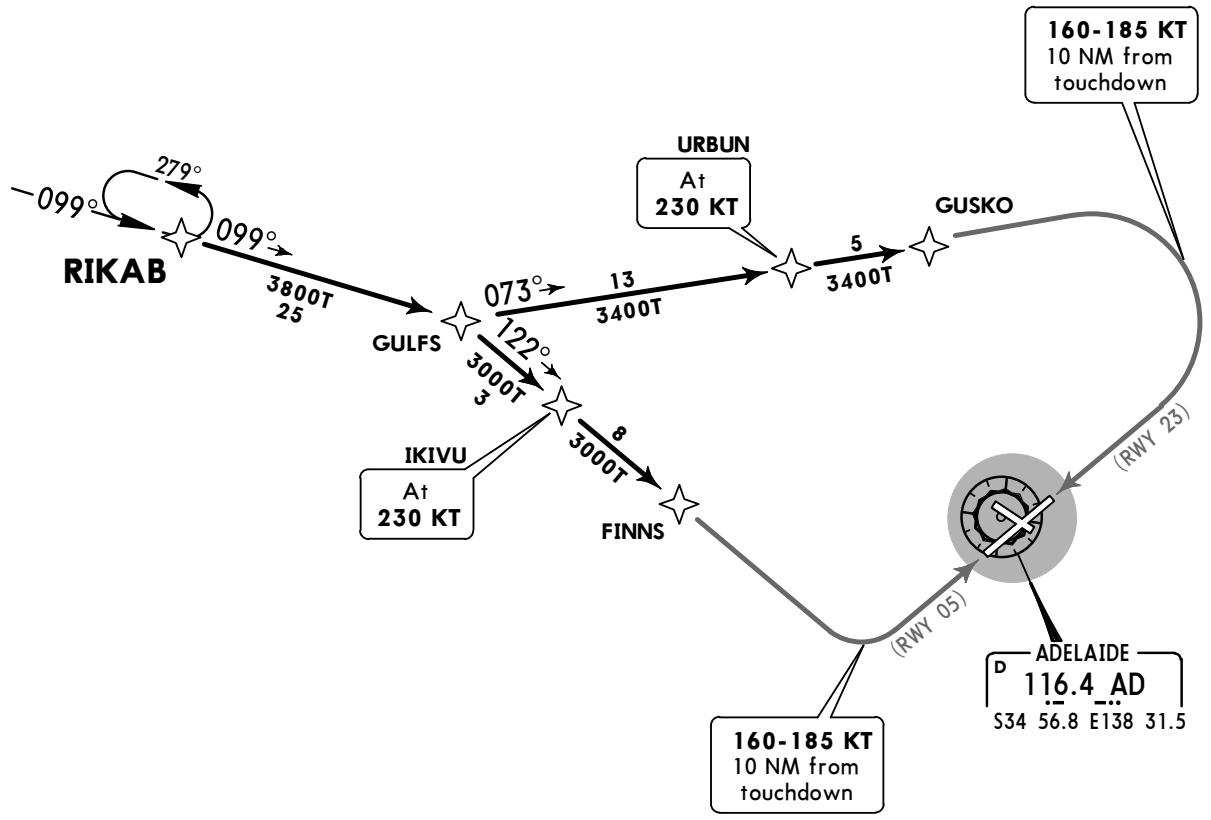
ATIS	Apt Elev	
116.4 134.5	20′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′



MSA AD VOR
3800′ within 10 NM

RIKAB 5P [RIKA5P]
(RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000′



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH
ON TELEPHONE: (08) 8238-7992

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

NOT TO SCALE

ROUTING

Track 099° to GULFS.

STAR	RWY	LANDING
RIKAB 5P	05	From GULFS turn RIGHT, track 122° to IKIVU. At 230 KT from IKIVU. Track 122° to FINNS. Track via RNAV-P (RNP) RWY 05. 160-185 KT from 10 NM to TOUCHDOWN.
	23	From GULFS turn LEFT, track 073° to URBUN. At 230 KT from URBUN. Track 073° to GUSKO. Track via RNAV-P (RNP) RWY 23. 160-185 KT from 10 NM to TOUCHDOWN.

CHANGES: Procedures renumbered, transitions deleted, new format.

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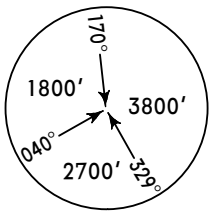
YPAD/ADL
ADELAIDE INTL

JEPPESEN 24 FEB 17 (10-2W) Eff 2 Mar

ADELAIDE, SA, AUSTRALIA
RNAV STAR

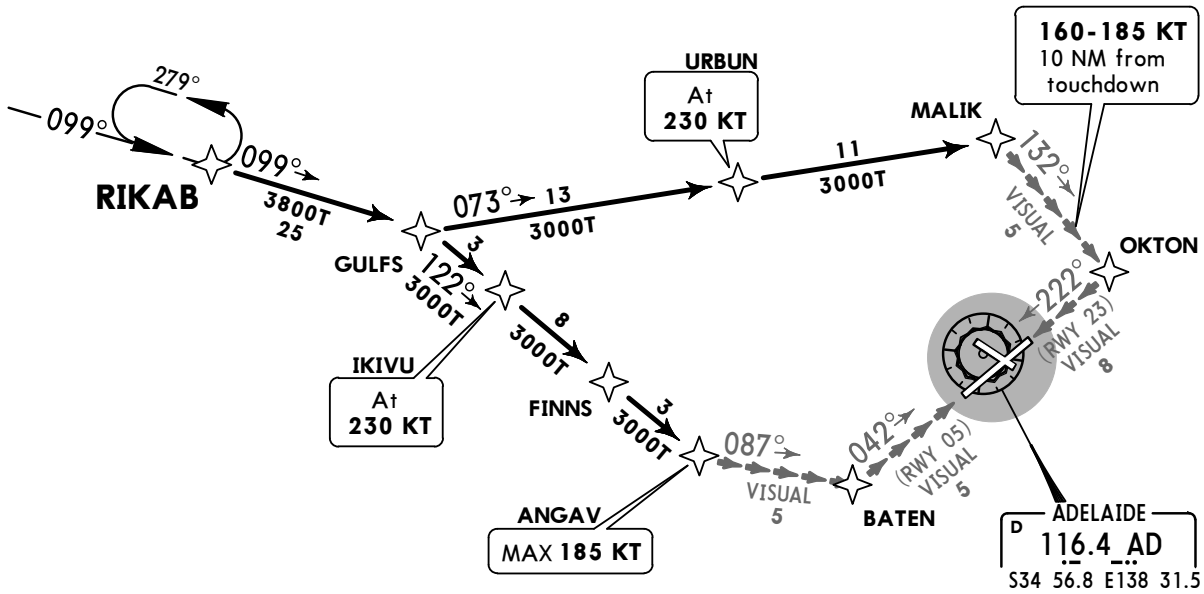
ATIS	Apt Elev	
116.4 134.5	20′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′ RWY 23 arrival available sunrise to sunset only.



MSA AD VOR
3800′ within 10 NM

RIKAB 5V [RIKA5V]
(RNAV) ARRIVAL

SPEED: MAX 250 KT BELOW 10000′



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH
ON TELEPHONE: (08) 8238-7992

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

NOT TO SCALE

ROUTING

Track 099° to GULFS.

STAR	RWY	LANDING
RIKAB 5V	05	From GULFS turn RIGHT, track 122° to IKIVU. At 230 KT from IKIVU. Track 122° to FINNS. Track 122° to ANGAV. MAX 185 KT from ANGAV. Turn LEFT, track 087° VISUAL to BATEN. Turn LEFT, intercept VISUAL final RWY 05.
	23	From GULFS turn LEFT, track 073° to URBUN. At 230 KT from URBUN. Track 073° to MALIK. Turn RIGHT, track 132° VISUAL to OKTON. Turn RIGHT, intercept VISUAL final RWY 23. 160-185 KT from 10 NM to TOUCHDOWN.

CHANGES: Procedures renumbered, transitions deleted, new format.

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JEPPESEN 10-2X 24 FEB 17 Eff 2 Mar

RNAV STAR

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05/23 118.2

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

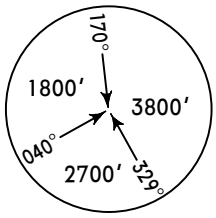
TRANS LEVEL: FL 110
TRANS ALT: 10000′

NON-JETS ONLY

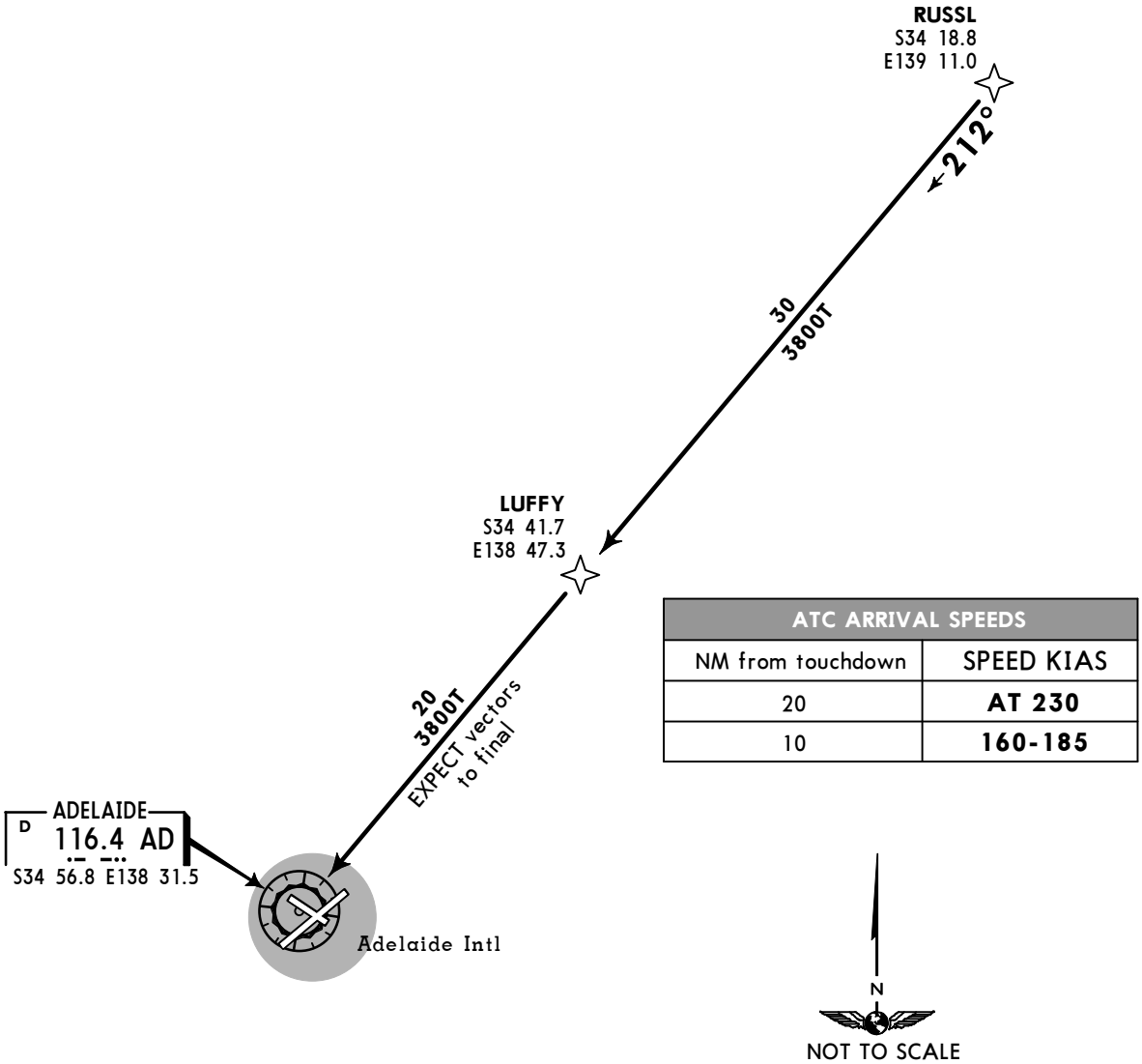
RUSSL TWO ARRIVAL
[RUSSL2]

SPEED: MAX 250 KIAS BELOW 10000′

ARRIVAL
ALL RWYS:
From RUSSL track 212° to LUFFY. Track 212° to AD VOR. At 230 KIAS from 20 NM to TOUCHDOWN. 160-185 KIAS from 10 NM to TOUCHDOWN. EXPECT RADAR vectors to final approach.



MSA AD VOR
3800′ within 10 NM



ATC ARRIVAL SPEEDS	
NM from touchdown	SPEED KIAS
20	**AT 230**
10	**160-185**

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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992
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.

CHANGES: None.

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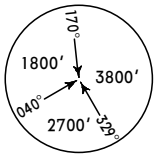
RNAV STAR

ADELAIDE, SA, AUSTRALIA

JEPPESEN
24 FEB 17
10-2Y
YPAD ADELAIDE INTL

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
NW of Rwy 05/23 124.2

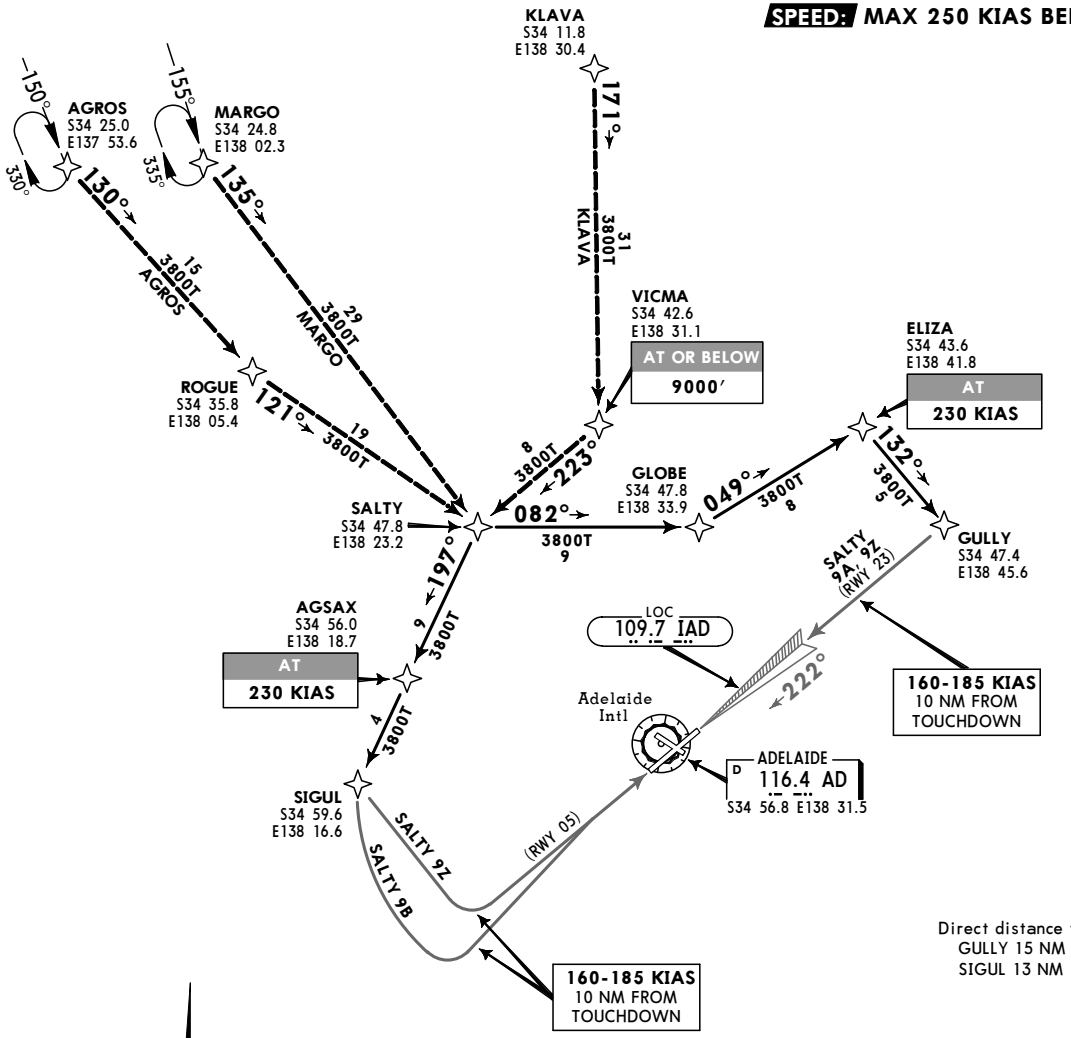
TRANS LEVEL: FL 110
TRANS ALT: 10000′



MSA AD VOR
3800′ within 10 NM

SALTY NINE ALPHA [SALT9A], SALTY NINE BRAVO [SALT9B], SALTY NINE ZULU [SALT9Z] ARRIVALS

SPEED: MAX 250 KIAS BELOW 10000′



Direct distance to Adelaide Intl from:
GULLY 15 NM
SIGUL 13 NM

TRANSITIONS

AGROS: From AGROS to SALTY:
Track 130° to ROGUE.
Turn LEFT, track 121° to SALTY.
Then follow arrival instructions.

KLAVA (RWY 05 ONLY):
From KLAVA to SALTY:
Track 171° to VICMA.
Cross VICMA at or below 9000′.
Turn RIGHT, track 223° to SALTY.
Then follow arrival instructions.

MARGO: From MARGO to SALTY:
Track 135° to SALTY.
Then follow arrival instructions.

ARRIVAL

RWY 05 BRAVO: From SALTY turn RIGHT, track 197° to AGSAX. At 230 KIAS from AGSAX. Track 197° to SIGUL. Track via VOR RWY 05 Approach. 160-185 KIAS from 10 NM to TOUCHDOWN.

RWY 05 ZULU: From SALTY turn RIGHT, track 197° to AGSAX. At 230 KIAS from AGSAX. Track 197° to SIGUL. Track via RNAV-Z (GNSS) RWY 05. 160-185 KIAS from 10 NM to TOUCHDOWN.

RWY 23 ALPHA: From SALTY turn LEFT, track 082° to GLOBE. Turn LEFT, track 049° to ELIZA. At 230 KIAS from ELIZA. Turn RIGHT, track 132° to GULLY. Turn RIGHT, intercept LOC RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.

RWY 23 ZULU: From SALTY turn LEFT, track 082° to GLOBE. Turn LEFT, track 049° to ELIZA. At 230 KIAS from ELIZA. Turn RIGHT, track 132° to GULLY. Track via RNAV-Z (GNSS) RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.

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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

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.

CHANGES: JETS ONLY note removed.

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ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
NW of Rwy 05/23 124.2

JEPPESEN

24 FEB 17 (10-2Z)

RNAV STAR

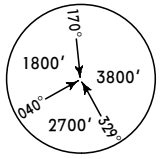
ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

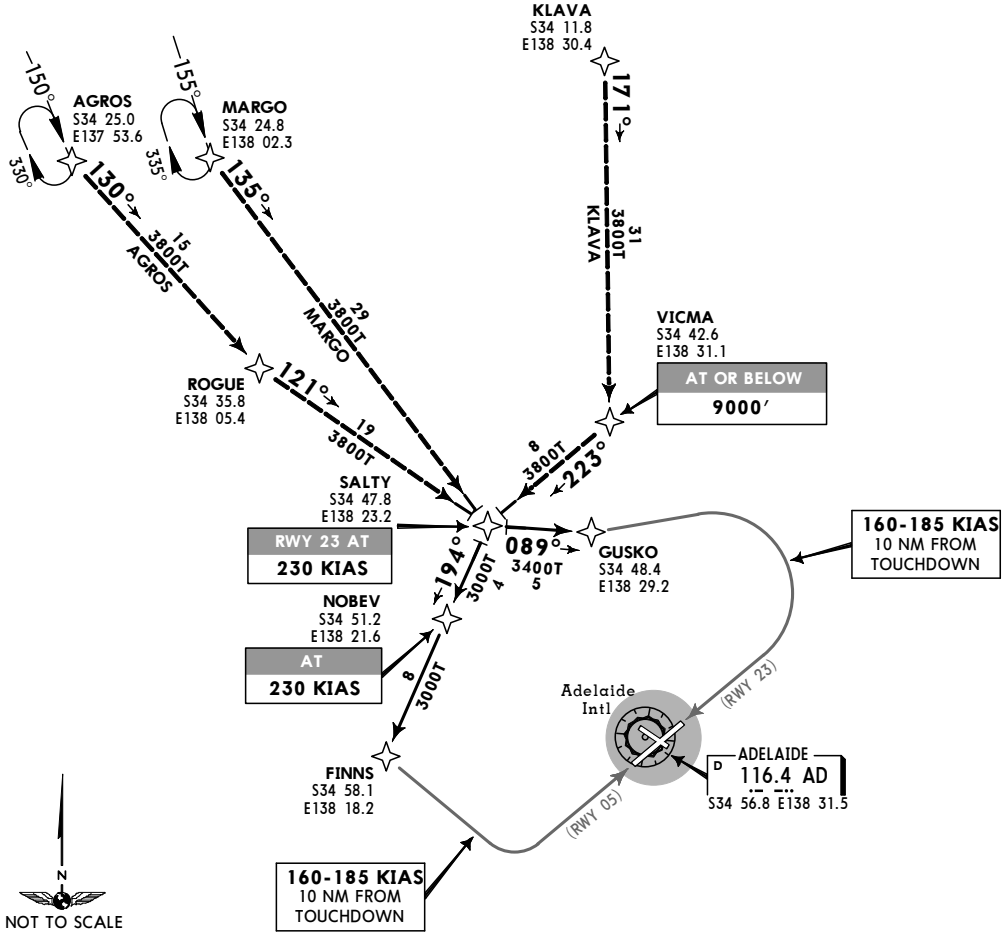
TRANS LEVEL: FL 110
TRANS ALT: 10000′

SALTY NINE PAPA ARRIVAL
[SALT9P]

SPEED: MAX 250 KIAS BELOW 10000′



MSA AD VOR
3800′ within 10 NM



TRANSITIONS

AGROS: From AGROS to SALTY:
Track 130° to ROGUE. Turn LEFT, track 121° to SALTY. Then follow arrival instructions.

KLAVA (RWY 05 ONLY):
From KLAVA to SALTY:
Track 171° to VICMA. Cross VICMA at or below 9000′. Turn RIGHT, track 223° to SALTY. Then follow arrival instructions.

MARGO: From MARGO to SALTY:
Track 135° to SALTY. Then follow arrival instructions.

ARRIVAL

RWY 05: From SALTY turn RIGHT, track 194° to NOBEV. At 230 KIAS from NOBEV. Track 194° to FINNS. Track via RNAV-P (RNP) RWY 05. 160-185 KIAS from 10 NM to TOUCHDOWN.

RWY 23: At 230 KIAS from SALTY. From SALTY turn LEFT, track 089° to GUSKO. Track via RNAV-P (RNP) RWY 23. 160-185 KIAS from 10 NM to TOUCHDOWN.

Direct distance to Adelaide Intl from:
FINNS 11 NM
GUSKO 9 NM

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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992

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.

CHANGES: JETS ONLY note removed.

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JEPPESEN (10-2Z1) 24 FEB 17

RNAV STAR

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
NW of Rwy 05/23 124.2

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000′

SALTY NINE VICTOR ARRIVAL [SALT9V]

SPEED: MAX 250 KIAS BELOW 10000′

TRANSITIONS

AGROS: From AGROS to SALTY:
Track 130° to ROGUE. Turn LEFT, track 121° to SALTY. Then follow arrival instructions.

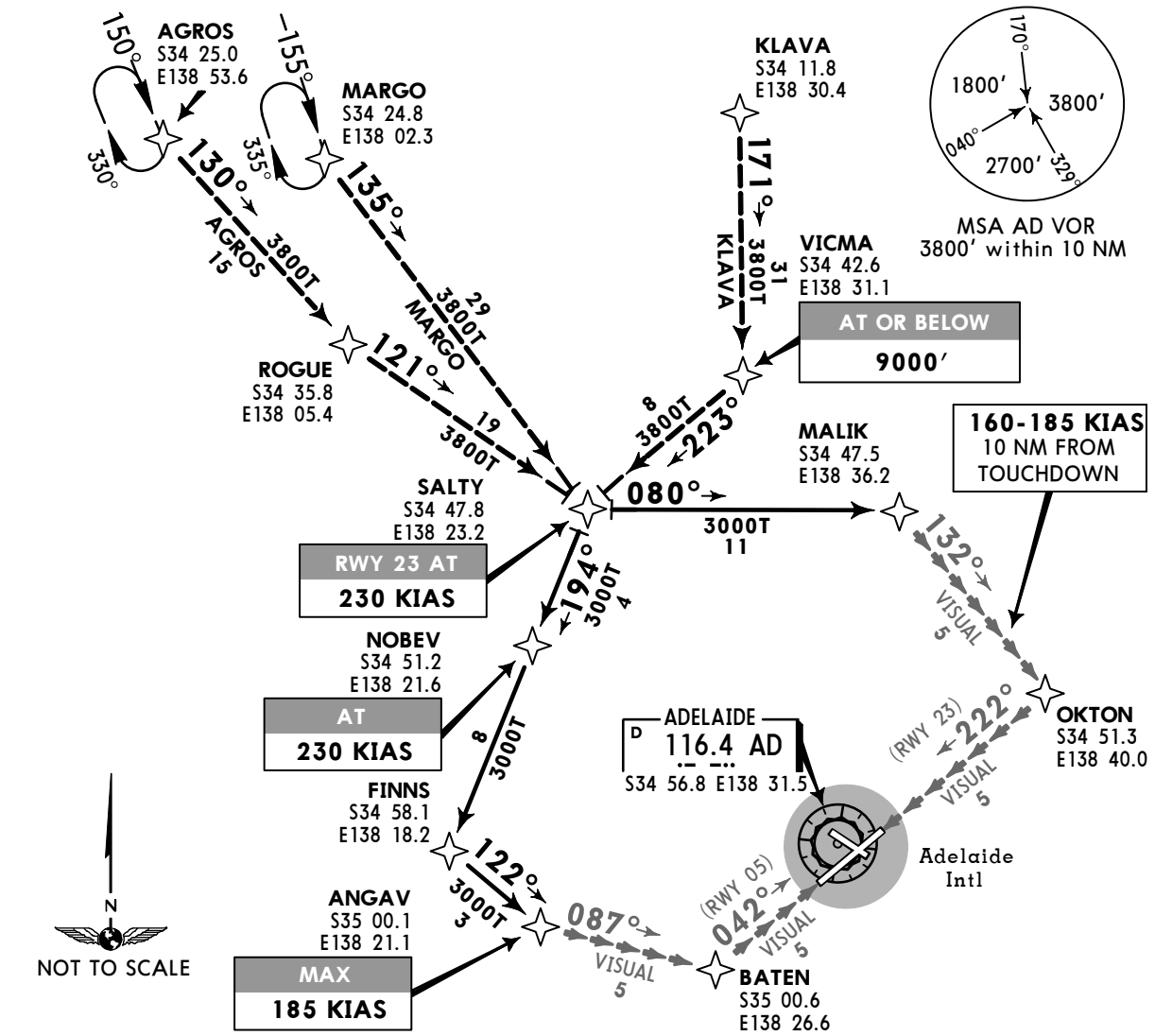
KLAVA (RWY 05 ONLY): From KLAVA to SALTY:
Track 171° to VICMA. Cross VICMA at or below 9000′. Turn RIGHT, track 223° to SALTY. Then follow arrival instructions.

MARGO: From MARGO to SALTY:
Track 135° to SALTY. Then follow arrival instructions.

ARRIVAL

RWY 05: From SALTY turn RIGHT, track 194° to NOBEV. At 230 KIAS from NOBEV. Track 194° to FINNS. Turn LEFT, track 122° to ANGAV. MAX 185 KIAS from ANGAV. Turn LEFT, track 087° VISUAL to BATEN. Turn LEFT, intercept VISUAL final RWY 05.

RWY 23 (SUNRISE TO SUNSET ONLY):
At 230 KIAS from SALTY. From SALTY turn LEFT, track 080° to MALIK. Turn RIGHT, track 132° VISUAL to OKTON. 160-185 KIAS from 10 NM to TOUCH-DOWN. Turn RIGHT, intercept VISUAL final RWY 23.



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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992
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

CHANGES: JETS ONLY note removed.

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JEPPESEN (10-2Z2) 24 FEB 17

RNAV STAR

ATIS 116.4 134.5
ADELAIDE Approach (R) Within 36 NM:
SE of Rwy 05/23 118.2

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000′

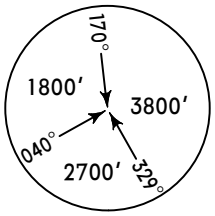
NON-JETS ONLY

SURGN TWO ARRIVAL
[SURGN2]

SPEED: MAX 250 KIAS BELOW 10000′

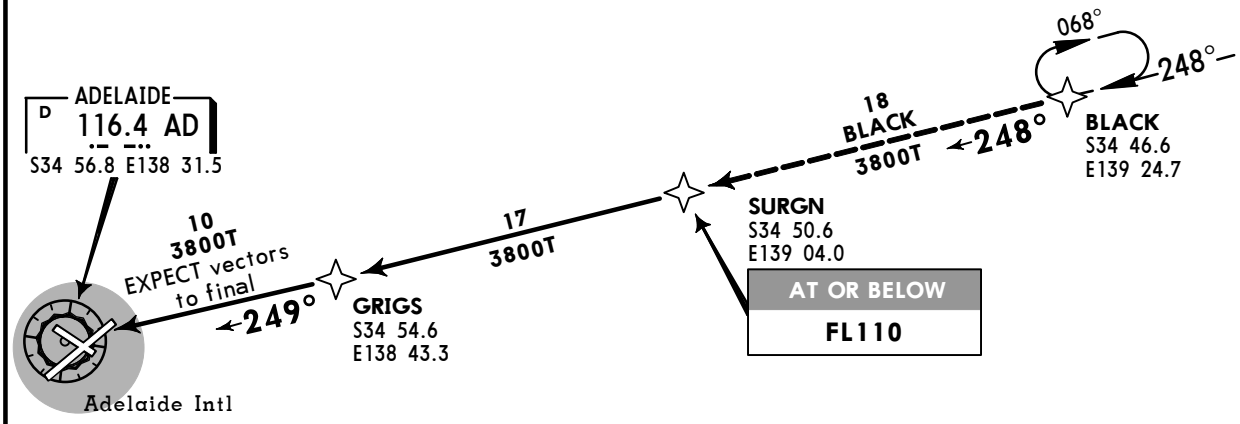
TRANSITION
BLACK: From BLACK track 248° to SURGN. Cross SURGN at or below FL110. Then follow arrival instructions.

ARRIVAL
ALL RWYS:
From SURGN track 248° to GRIGS. At 230 KIAS from 20NM to TOUCHDOWN. Track 249° to AD VOR. 160-185 KIAS from 10 NM to TOUCHDOWN. EXPECT RADAR vectors to final approach.



MSA AD VOR
3800′ within 10 NM

ATC ARRIVAL SPEEDS	
NM from touchdown	SPEED KIAS
20	**AT 230**
10	**160-185**



NOT TO SCALE

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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE APPROACH ON TELEPHONE: (08) 8238-7992
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.

CHANGES: None.

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ADELAIDE Clearance 126.1
Approach (R) (DEP) Within 36 NM:
NW of Rwy 05/23 124.2
SE of Rwy 05/23 118.2

TRANS LEVEL: FL 110
TRANS ALT: 10000′

STANDARD INSTRUMENT DEPARTURE (RADAR) SID(R)

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

ADELAIDE THREE DEPARTURE (RADAR) ALL RUNWAYS [AD3]

Minimum required climb gradients:
Rwy 05: (EAST of Rwy centerline) 5.7% to 3300′.
Rwy 05: (On and WEST of Rwy centerline) 4.4% to 900′.
Rwy 12: 4.7% to 1500′.
Rwys 23/30: 4.7% to 3300′.

Gnd speed-Kts	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337
4.7% V/V (fpm)	357	476	714	952	1190	1428
5.7% V/V (fpm)	433	577	866	1155	1443	1732

NOTES:

1. For Rwy 05 departures, aircraft with flight plan tracks in the sector 042° through WEST to 219° can EXPECT a LEFT turn.
2. Jets departing from Rwys 23/30 for tracks to the EAST of Adelaide can EXPECT to be at or above 5000′ by crossing AD R-185, or the coast EASTBOUND.
3. When AD DME not available, upon pilot request approach will advise passing DME distances based on RADAR observation.

RWY 05: (Departures EAST of RWY centerline)
Track 042°. At or above 1700′ and after passing AD 2 DME, turn to assigned heading. RIGHT turns below 1700′ not available.

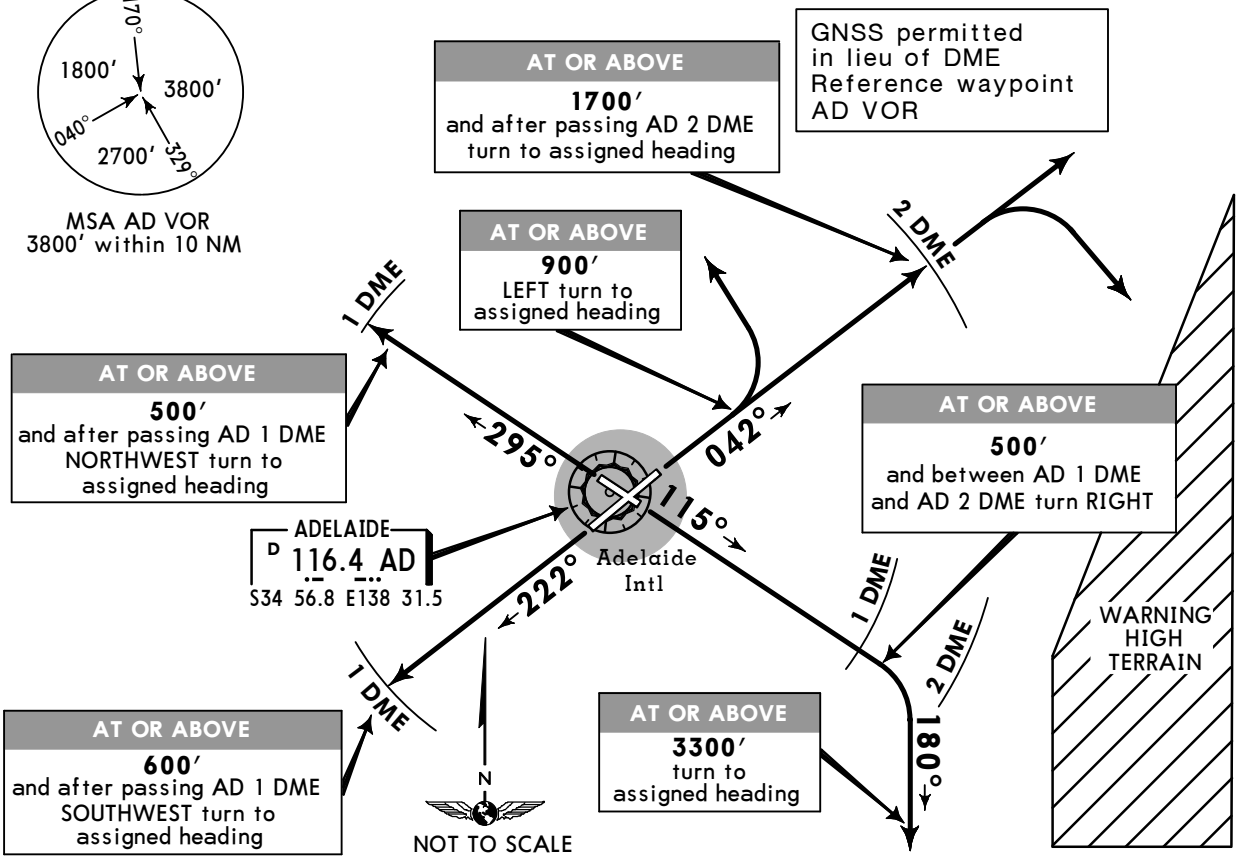
RWY 05: (Departures on and WEST of RWY centerline)
Track 042°. At or above 900′, turn LEFT to assigned heading (Heading 042° also available).

RWY 12: (MAX 175 KIAS until tracking 180°). Track 115°. At or above 500′ and between AD 1 DME and AD 2 DME turn RIGHT track 180°. At or above 3300′ turn to assigned heading.

RWY 23:
Track 222°. At or above 600′ and after passing AD 1 DME SOUTHWEST, turn to assigned heading.

RWY 30:
Track 295°. At or above 500′ and after passing AD 1 DME NORTHWEST, turn to assigned heading.

MSA AD VOR
3800′ within 10 NM



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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC
IF ABLE CONTACT ADELAIDE ATC ON TELEPHONE: (08) 8238-7992
On recognition of communication failure Squawk 7600.
MAINTAIN last assigned vector for two minutes, and CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE, to MAINTAIN terrain clearance, then proceed in accordance with the latest ATC route clearance acknowledged.

CHANGES: None.

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ADELAIDE Clearance 126.1
Approach (R) (DEP) Within 36 NM:
SE of Rwy 05/23 118.2

TRANS LEVEL: FL 110
TRANS ALT: 10000′

ADELAIDE, SA, AUSTRALIA

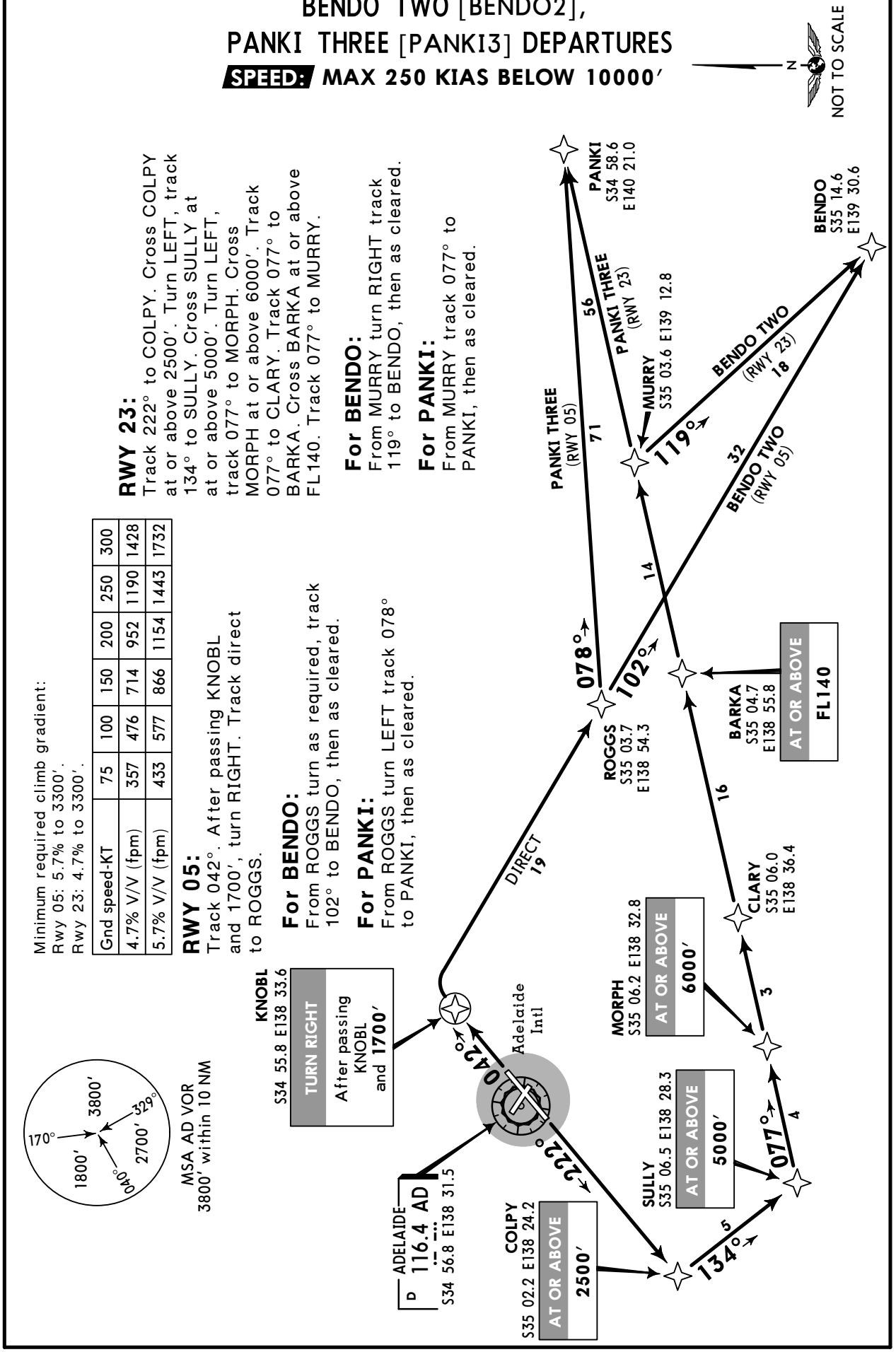
YPAD ADELAIDE INTL

RUNWAYS EAST

JETS ONLY

BENDO TWO [BENDO2], PANKI THREE [PANKI3] DEPARTURES

SPEED: MAX 250 KIAS BELOW 10000′



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ADELAIDE Clearance 126.1
Approach (R) (DEP) Within 36 NM:
NW of Rwy 05/23 124.2

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

TRANS LEVEL: FL 110
TRANS ALT: 10000′

RUNWAYS WEST

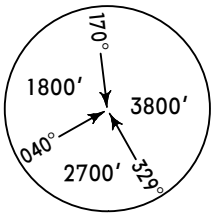
JETS ONLY

GILES FOUR [GILES4], HAWKY FIVE [HAWKY5] DEPARTURES

SPEED: MAX 250 KIAS BELOW 10000′

Minimum required climb gradients:
Rwy 05: 4.4% to 900′,
Rwy 23: 4.7% to 3300′.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337
4.7% V/V (fpm)	357	476	714	952	1190	1428



MSA AD VOR
3800′ within 10 NM

RWY 05:

Track 042° to MOPRI. Cross MOPRI at or above 5000′. Turn LEFT track 312° to SALIS. Cross SALIS at or above 7000′. Turn LEFT, track 234° to PARKA. Cross PARKA at or above 10000′.

For GILES:
Track 234° to DERWY. Turn RIGHT track 256° to GILES, thence as cleared.

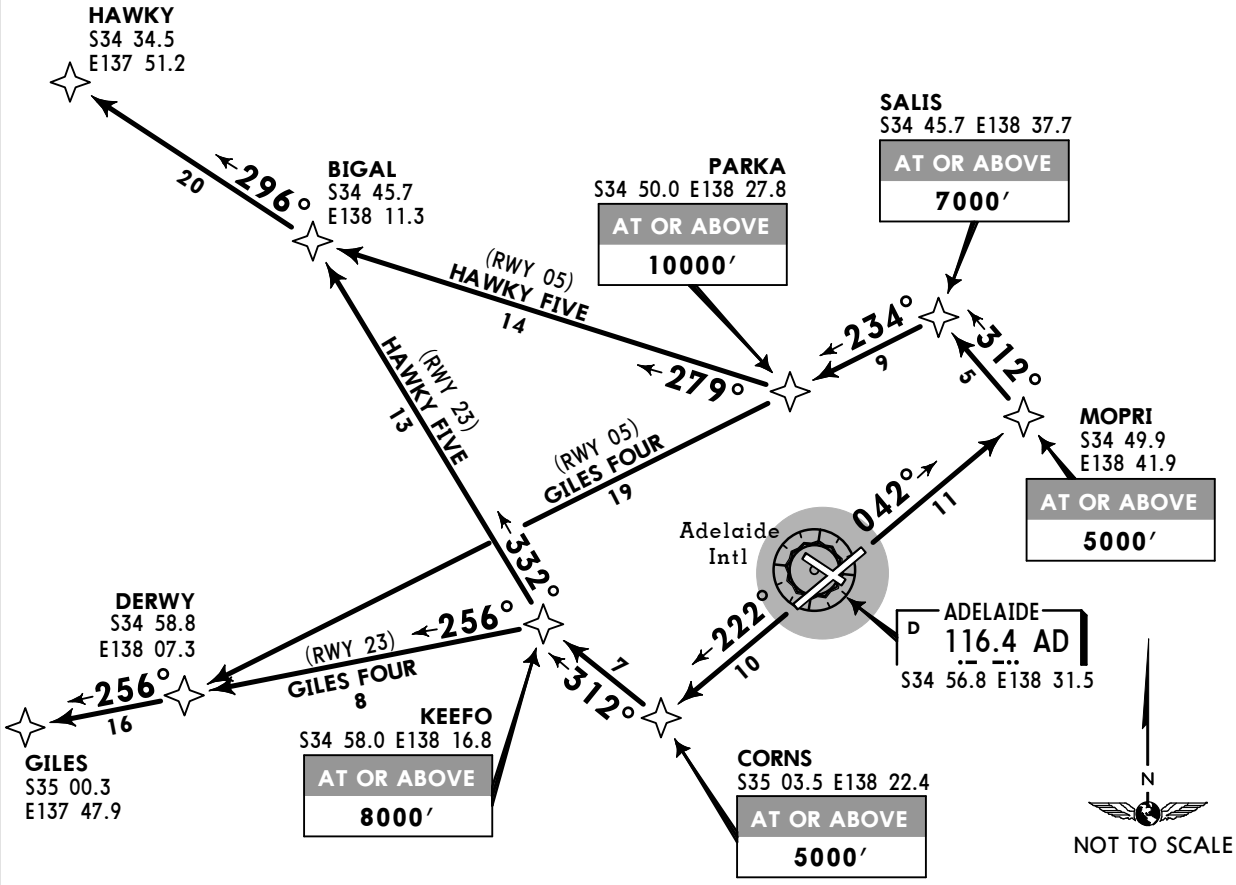
For HAWKY:
Turn RIGHT, track 279° to BIGAL. Turn RIGHT track 296° to HAWKY, thence as cleared.

RWY 23:

Track 222° to CORNS. Cross CORNS at or above 5000′. Turn RIGHT track 312° to KEEFO. Cross KEEFO at or above 8000′.

For GILES:
Turn LEFT track 256° to DERWY. Track 256° to GILES, thence as cleared.

For HAWKY:
Turn RIGHT track 332° to BIGAL. Turn LEFT track 296° to HAWKY, thence as cleared.



CHANGES: Procedures renumbered, climb gradients revised.

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10-3C

4 NOV 16
Eff 10 Nov

RNAV SID

ADELAIDE, SA, AUSTRALIA

YPAD ADELAIDE INTL

ADELAIDE Clearance 126.1
Approach (R) (DEP) Within 36 NM:
NW of Rwy 05/23 124.2

TRANS LEVEL: FL 110
TRANS ALT: 10000′

JETS ONLY

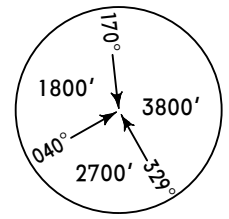
ORBUN FIVE DEPARTURE
[ORBUN5]

SPEED: MAX 250 KIAS BELOW 10000′

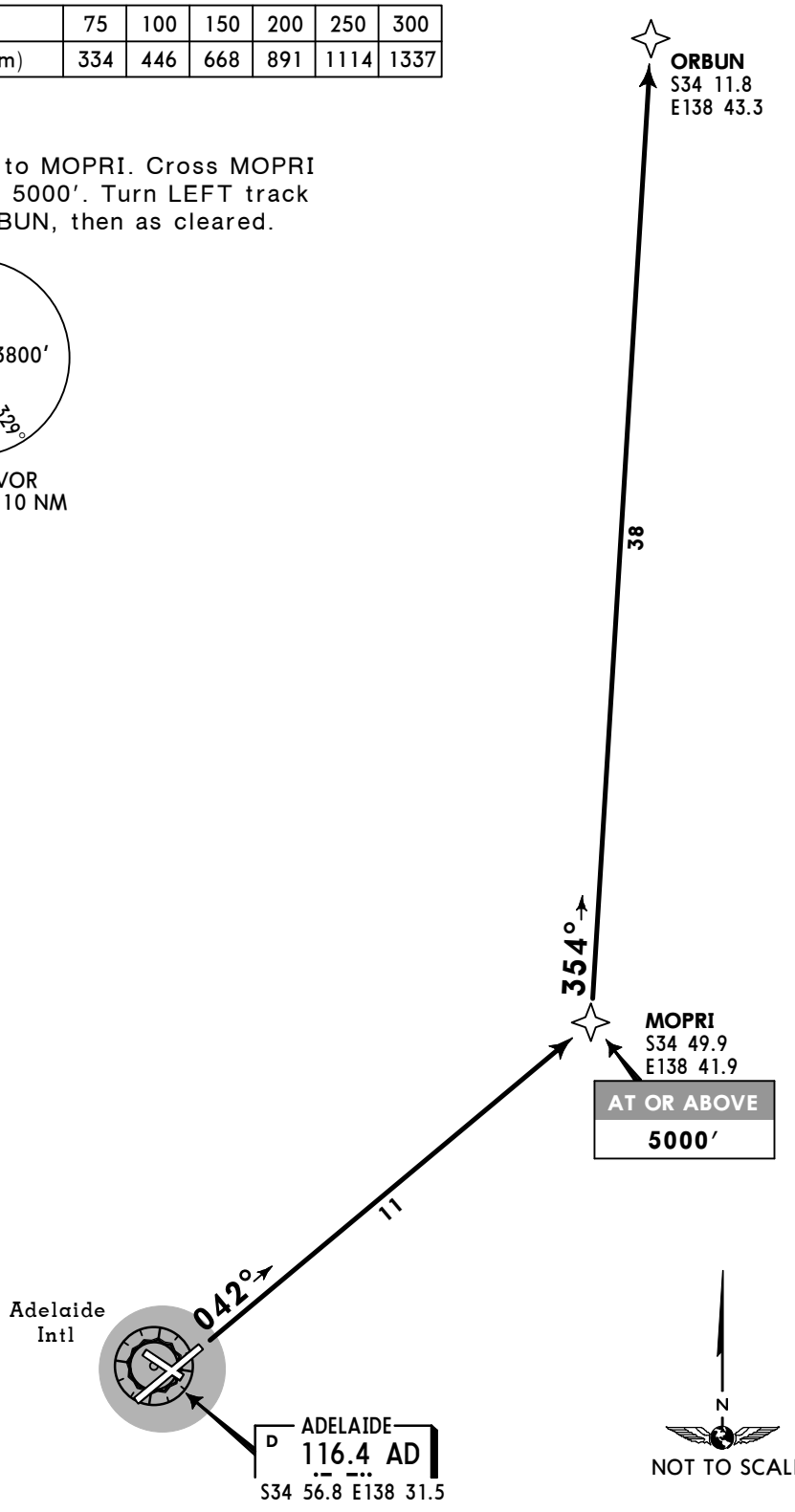
Minimum required climb gradient:
4.4% to 900′.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337

RWY 05:
Track 042° to MOPRI. Cross MOPRI at or above 5000′. Turn LEFT track 354° to ORBUN, then as cleared.



MSA AD VOR
3800′ within 10 NM



CHANGES: Procedure renumbered, climb gradient revised.

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ADELAIDE Clearance 126.1
Approach (R) (DEP) Within 36 NM:
SE of Rwy 05/23 118.2

TRANS LEVEL: FL 110
TRANS ALT: 10000′

ADELAIDE, SA, AUSTRALIA
YPAD ADELAIDE INTL

JETS ONLY

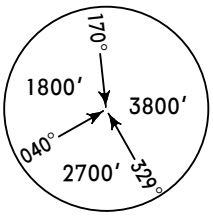
SEDAN TWO DEPARTURE
[SEDAN2]

SPEED: MAX 250 KIAS BELOW 10000′

Minimum required climb gradient:
Rwy 05: 4.4% to 900′,
Rwy 23: 4.7% to 3300′.

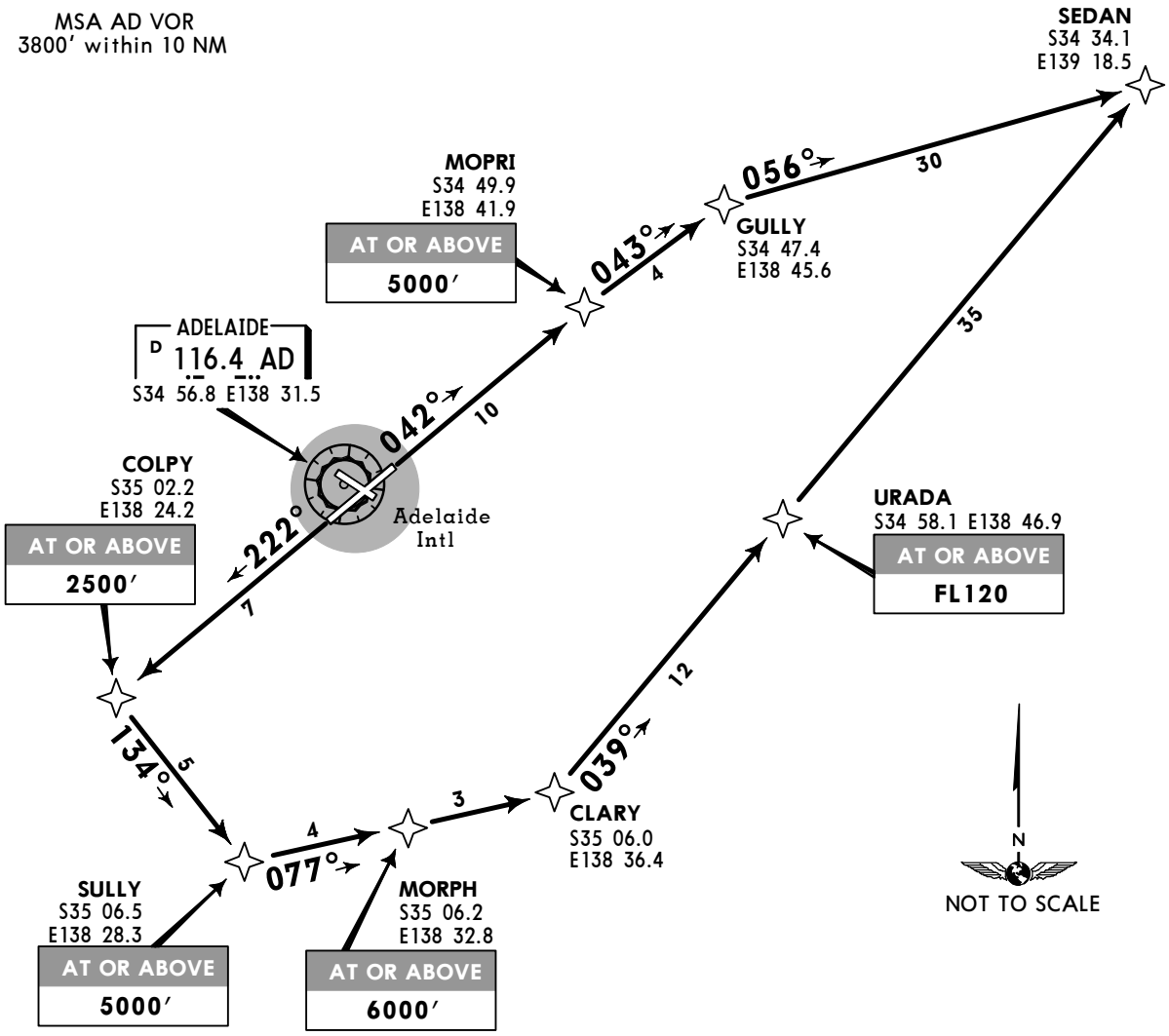
Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337
4.7% V/V (fpm)	357	476	714	952	1190	1428

RWY 05:
Track 042° to MOPRI. Cross MOPRI at or above 5000′. Track 043° to GULLY Turn RIGHT track 056° to SEDAN, then as cleared.



MSA AD VOR
3800′ within 10 NM

RWY 23:
Track 222° to COLPY. Cross COLPY at or above 2500′. Turn LEFT track 134° to SULLY. Cross SULLY at or above 5000′. Turn LEFT track 077° to MORPH. Cross MORPH at or above 6000′. Track 077° to CLARY. Turn LEFT, track 039° to URADA. Cross URADA at or above FL120. Track 039° to SEDAN, then as cleared.



CHANGES: Procedure renumbered, climb gradients revised.

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NOISE ABATEMENT PROCEDURES

Noise Abatement Procedures shall apply to all aircraft except where specifically exempted in the following paragraphs.

PREFERRED RUNWAYS

a. Between the hours of 0600 - 2300 LT, the preferred runways are:

1. Runway 23
2. Runway 05

When Runway 23 is the duty runway, aircraft may land Runway 05. When Runway 05 is the duty runway, aircraft may take-off Runway 23.

In the event of the non-availability of Runway 05/23, the preferred runways are:

1. Runway 30
2. Runway 12

When Runway 30 is the duty runway, aircraft may land Runway 12. When Runway 12 is the duty runway, aircraft may take-off Runway 30.

Jet noise abatement climb procedures apply on Runways 05, 12 and 30.

b. During the hours of 0600 - 0700 LT and 2100 - 2300 LT, shoulder periods exist.

1. When Runway 23 is the duty runway, non-jet aircraft below 32,000kg (70,548 lbs) MTOW may land on runways other than Runway 23.
2. When Runway 05 is the duty runway, non-jet aircraft below 32,000kg (70,548 lbs) MTOW may take-off on runways other than Runway 05.

c. Between 0700 - 2100 LT, preferred runways may be waived for non-jet aircraft below 32,000kg (70,548 lbs) MTOW.

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NOISE ABATEMENT PROCEDURES

PREFERRED FLIGHT PATHS

Preferred flight paths do not apply to single engine aircraft less than 1750kg (3858 lbs) MTOW.

Preferred flight paths may be waived for non-jet aircraft less than 32,000kg (70,548 lbs) MTOW, between 0700 - 2100 LT.

a. Arriving Aircraft

Via a STAR where available otherwise in compliance with the following provisions:

Landing Runway 23

From the east - Intercept the Runway 23 localizer at or beyond the MOPRI or the R047 (Rwy 23 VOR) at or beyond 10 NM. Aircraft shall not be cleared below 3000 ft until passing MOPRI or 10 NM.

From the west - Right circuit/base.

Landing Runway 05

From the east - Track via LUNGA to intercept runway centerline at or beyond 5 NM for jet aircraft and 3 NM for non-jets (AD R215 for VOR Rwy 05 approach). Descent below 3000 ft is not available until west of the coast.

From the west - Intercept runway centerline at, or beyond, 5 NM for jets and 3 NM for non-jets (AD R215 for VOR Rwy 05 approach).

Landing Runway 12

From the east - Intercept the AD 10 DME arc, thence intercept the runway centerline at, or beyond, 5 NM for jets and 3 NM for non-jets (AD R304 for instrument approach). Descent below 3000 ft is not available until west of the coast.

From the west - Intercept runway centerline at, or beyond, 5 NM for jets and 3 NM for non-jets (AD R304 for instrument approach).

Landing Runway 30

From the east - Intercept the runway centerline at, or beyond, 10 NM (AD R110 for instrument approach).

From the west - As determined by traffic management requirements.

b. Departing Aircraft

Runway 23 - East: Jets maintain runway heading/track until at least 6 NM then via SULLY. Non-jets maintain runway heading/track until at least 3 NM, then seawards of the coast and then via SULLY. West: Maintain runway heading/track until at least 3 NM.

Runway 30 - Maintain runway heading/track until at least 3 NM.

Runway 05 and 12 - No requirements.

Aircraft departing Runway 23 or 30 for tracks to the east of the coastline will be required to be at or above 3000 ft for non-jets or 5000 ft for jets before crossing the coastline eastbound.

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NOISE ABATEMENT PROCEDURES

TRAINING FLIGHTS

a. AWK TRNG involving instrument approach procedures is only permitted during designated periods between 0700 and 2300 local. Preferred RWY and preferred flight paths may be waived. A single practice instrument approach by ARR ACFT, other than AWK TRNG flights, may be approved at any time during this period. Requests should be made as early as possible, preferably at the flight planning stage.

b. AWK TRNG flights conducting approaches to a RWY, including touch and go, balked, circling and missed approach maneuvers in Adelaide CTR and VFR AWK training traffic within the lateral limits of the Adelaide CTR below A060, shall be scheduled as follows:

1. MON-FRI 0830-0930 and 1700-1900 local: NOT TO BE PLANNED;
2. MON-FRI 0700-0830, 0930-1100, 1600-1700 and 1900-2100 local normally limited to 1 ACFT at any one time.
3. Remaining AVBL AWK TRNG times: normally no more than 2 ACFT may conduct approaches at any one time.

Note: MON-FRI 1000-1700 local, up to 2 ACFT at any one time may conduct AWK TRNG at Edinburgh in addition to the number of ACFT specified in para (2) and (3) ABV, SUBJ MIL TFC.

c. Training flights involving an approach to the reciprocal end of the runway nominated for departures are not permitted.

d. NAVID tacking TRNG and IFR AWK TRNG involving other than published YPAD/IAL procedures is not permitted within the lateral limits of Adelaide CTR.

e. Circuit training is permitted at Adelaide only BTN 0700-0830, 0930-1700 and 1900-2100 local (extended to 2200 local Daylight Saving). Preferred RWY and preferred flight paths may be waived.

CURFEW 2300-0600 LT

a. Application

1. The Adelaide Airport Curfew Act and Regulations commenced on 27 August 2000. From that time, the curfew provides that between 2300 and 0600 local time no landing or takeoffs are permitted at Adelaide Intl except for the following under paragraphs a., 2., 3., 4., 5., e., f., and g.
2. A maximum of 8 international aircraft (refer to definitions in paragraph h.) landings during curfew shoulder periods (2300-midnight and 0500-0600) may be permitted per week. Prior approval through the Department of Infrastructure and Regional Development (DIRD) is required for operations in this category; and
3. A maximum of 25 landings and 15 takeoffs each week by low noise heavy freight aircraft (refer paragraph h.) may be permitted. Prior approval through DIRD is required; and
4. Propeller driven aircraft with a maximum takeoff weight (MTOW) of 34,000 kg (74,957 lbs) or less, that meet specified ICAO noise standards; and

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NOISE ABATEMENT PROCEDURES

5. The following types of jet aircraft with a maximum takeoff weight (MTOW) of 34,000 kg (74,957 lbs) or less:

   BAe125-800B/BAe125-1000A/BAe125-1000B

   BAe/de Havilland/Hawker Siddeley 125 Series 400A/F3B/F400B++/F403B/F600B**/700A**++/700B**++/800A

   Beech 400A/Beechjet 400A++/Hawker 400XP**/Hawker 400T**

   Beechcraft 4000

   Bombardier BD-7001A10(Global Express)/BD700-1A11(Global 5000)/BD100-1A10 (Challenger 300/350)/CL-600-1A11(CL-600)/CL-6002A12(Challenger 601)/CL-600-2B16 (Challenger 601-3A/604/604DX/605)/CL-600-2B19(CRJ100/200)/CL-600-2C10(CRJ700)/CL-600-2D15(CRJ705)/CL-600-2D24(CRJ900)/CL-600-2E25(CRJ1000)

   Canadair Challenger 300/601/604

   Cessna 500/510/525/525A/525B/525C/550/552/560/560XL/560XLS/650**/680/750

   Dassault Falcon Mystere 20 series C++/Mystere 20 Series D++/Mystere 20 Series E++/Mystere 20 Series F++/Mystere 20 Series G++/10/20C-C5/20-D5/20-E5/20-F5/50EX/200/900/2000/7X/900C/900EX/2000EX/

   Embraer145/145ER/145MR/145LR/135ER/135LR/135KE/135KL/135BJ/145XR/145MP/145EP/500/505

   Global Express

   Global 5000

   Gulfstream IV/Galaxy/100/G150/G200/G280/GVI(650)/650ER/GIV-X/G150/SP/G300/G350/G400/G450/G-V/G500/G550

   Hawker 800XP/850XP/Horizon/900XP/Hawker 1000/Hawker 750

   Learjet 24/24A/24B/24B-A/24C/24D/24D-A/24E/24F/24F-A/25/25A/25B/25C/25D/25F/28/29/31/31A/35/35A/36/36A/40/45/45XR/55/55B/55C/60

   Legacy EMB-135

   Mitsubishi MU-300**

   Premier 1/1A

   Westwind 1121/1121B/1123/1124/1124A/1125/AstraSPX

   **Grandfathered until 31 December 2022

   ++ Models of these aircraft which exceed 271 decibels noise total are not permitted to operate. Remaining models in this type are grandfathered until 2022.

b. Runway Selection

1. Landings by approved international aircraft (refer to para. h.) during the curfew shoulder periods should be on Runway 05, unless meteorological conditions require the aircraft to land on another runway, and aircraft should not use reverse thrust greater than idle reverse thrust.

2. Movements to approved low noise heavy freight aircraft (refer to para. h.) during curfew periods, in relation to

   (a) takeoffs - must be from Runway 23, and

   (b) landings - should be on Runway 05 unless the meteorological conditions require the aircraft to land on another runway. Aircraft should not use reverse thrust greater than idle reverse thrust.

3. Where an approved international aircraft (refer to para. h.) or an approved low noise heavy freight aircraft (refer to para. h.) lands on a runway other than Runway 05, the operator of the aircraft must, within 7 days after the landing, give to Airservices Australia a return that states:

   (a) the date and time of the landing; and

   (b) the runway on which the landing occurred; and

   (c) the aircraft's registration mark, its operator, and its type; and

   (d) the reason for landing on a runway other than Runway 05, including wind conditions at the time; and

   (e) the down wind limits for landing specified in the aircraft's flight manual.

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NOISE ABATEMENT PROCEDURES

4. Jet aircraft movements during curfew periods other than to approved international aircraft, and approved low noise heavy freight aircraft, in relation to:
   (a) takeoffs - shoud be from Runway 23, and
   (b) landings - should be onto Runway 05 unless meteorological conditions require the aircraft to land on another runway.
5. For Non-Jet aircraft, preferred runways are:
   - Runway 23 for takeoffs; and
   - Runway 05 for landings.
6. When Runway 23 is the duty runway for landing, non-jet aircraft less than 25,000 kg (55,116 lbs) MTOW may land on Runway 12.
7. When Runway 05 is the duty runway for takeoff, non-jet aircraft less than 25,000 kg (55,116 lbs) MTOW may takeoff on Runway 30.
8. In the event of the unavailability of Runway 05/23, the preferred runways are:
   - Runway 30 for takeoffs; and
   - Runway 12 for landings.

c. Preferred Flight Paths

During the curfew, the preferred flight paths described earlier in this document will apply to all arriving and departing aircraft, except single engine aircraft of less than 1750 kg (3858 lbs) MTOW.

d. Takeoff When Taxi Clearance Received Before Start of Curfew Period

An aircraft may takeoff during a curfew period if it received taxi clearance before the start of the curfew period.

e. Use of Adelaide Intl as an Alternate

1. Adelaide Intl may be nominated and used as a planned or unplanned alternate airport during the curfew. In the case of international operations, landings and subsequent takeoffs are permitted during the curfew. For domestic operations, only landings during the curfew are permitted.
2. The use of Adelaide Intl as an alternate during the curfew relates to situations where there is an urgent need for an aircraft to land. If an aircraft uses Adelaide Intl as an alternate, wherever possible, the Noise Abatement Procedures for Adelaide Intl set out in this document should be followed.

f. Exemptions

Curfew restrictions do not apply to an aircraft under the following circumstances, and prior approval from DIRD is not required:

1. the aircraft is being used for, or in connection with:
   (a) a search and rescue operation; or
   (b) a medical emergency; or
   (c) a natural disaster; or
2. the pilot of the aircraft has declared an in-flight emergency; or
3. the aircraft has insufficient fuel to be diverted to another airport; or
4. there is an urgent need for the aircraft to land or take off:
   (a) to ensure the safety or security of the aircraft or any person; or
   (b) to avoid damage to property.

An aircraft, having landed subject to the above conditions (i.e. dispensation not required), may resume its flight once the emergency has been resolved.

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NOISE ABATEMENT PROCEDURES

g. Dispensations

1. A dispensation may be granted authorizing an aircraft to land at, or takeoff from, Adelaide Intl in exceptional circumstances. Prior approval is required.
2. An operator may apply to the Department of Infrastructure and Regional Development for a dispensation to land at, or takeoff from, Adelaide Airport during the curfew. All dispensation requests should be made through telephone number +61 2 6274 6998 (24 hours), or by email to: chapter2@infrastructure.gov.au

h. Definitions

1. An aircraft is an international aircraft if:
   (a) the aircraft is being used for an international air service to carry passengers or freight (or both) for hire or reward, to or from the airport, and
   (b) one of the following applies:
      (i) the operator of the aircraft has an international airline license granted under section 12 of the Air Navigation Act 1920; or
      (ii) the operator of the aircraft has a permission under section 15D of that Act; or
      (iii) the operator of the flight in question is covered by a permission under section 17 of that Act; or
      (iv) the flight in question is covered by a determination under subsection 17 (1B) of that Act; and
   (c) the aircraft complies with the maximum noise levels specified in Chapter 3 of the Annex that are applicable to the maximum takeoff weight of the aircraft (whether or not the Chapter is expressed to apply to the aircraft); and
   (d) if the aircraft is being used solely for the purpose of carrying freight - the aircraft is not a low noise heavy freight aircraft; and
   (e) for a takeoff from Adelaide Airport - the first or second port of call of the aircraft taking off from Adelaide Airport is outside Australia; or
   (f) for a landing at Adelaide Airport - the last or second last port of call of the aircraft before landing at Adelaide Airport was outside Australia.
2. An aircraft is a low noise heavy freight aircraft if it is a jet aircraft that:
   (a) has a maximum takeoff weight that is 34,000kg (74,957 lbs) or more; and
   (b) is being used solely for the purpose of carrying freight; and
   (c) complies with the maximum noise levels specified in Chapter 3 of the Annex that are applicable to the aircraft (whether or not the Chapter is expressed to the aircraft); and
   (d) complies with the 90-95 noise level rule.

i. Further Information

Any inquiries relating to Adelaide Airport curfew arrangements should be directed to the Department of Infrastructure and Regional Development on telephone number +61 2 6274 6550 or curfews@infrastructure.gov.au during normal business hours.

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YPAD/ADL

Apt Elev 20′
S34 56.7 E138 31.8

JEPPESEN

12 AUG 16 (10-9) Eff 18 Aug

ADELAIDE, SA, AUSTRALIA

ADELAIDE INTL

ATIS	ADELAIDE Clearance	Ground	Tower
116.4 134.5	126.1	121.7	120.5

ADELAIDE Approach (Dep) (R) within 36 NM:

NW of Rwy 05-23	SE of Rwy 05-23
124.2	118.2

138-31 138-32

Restriction: Aircraft with a wingspan greater than 171′ (52m) to use Twy A3 to A6, Twy B, Twy F2 to F6 except F4, Twy T1 to T3, Twy K and Twy L only. Special approval B767 and EA30 aircraft may use Rwy 12-30 for landing if Rwy 05-23 is operationally unsuitable. Rwy 12-30 may then be vacated by Twys G1 and D2 if necessary.

Rwy 05/23 Rwy guard lights at all Twy/Rwy intersections.

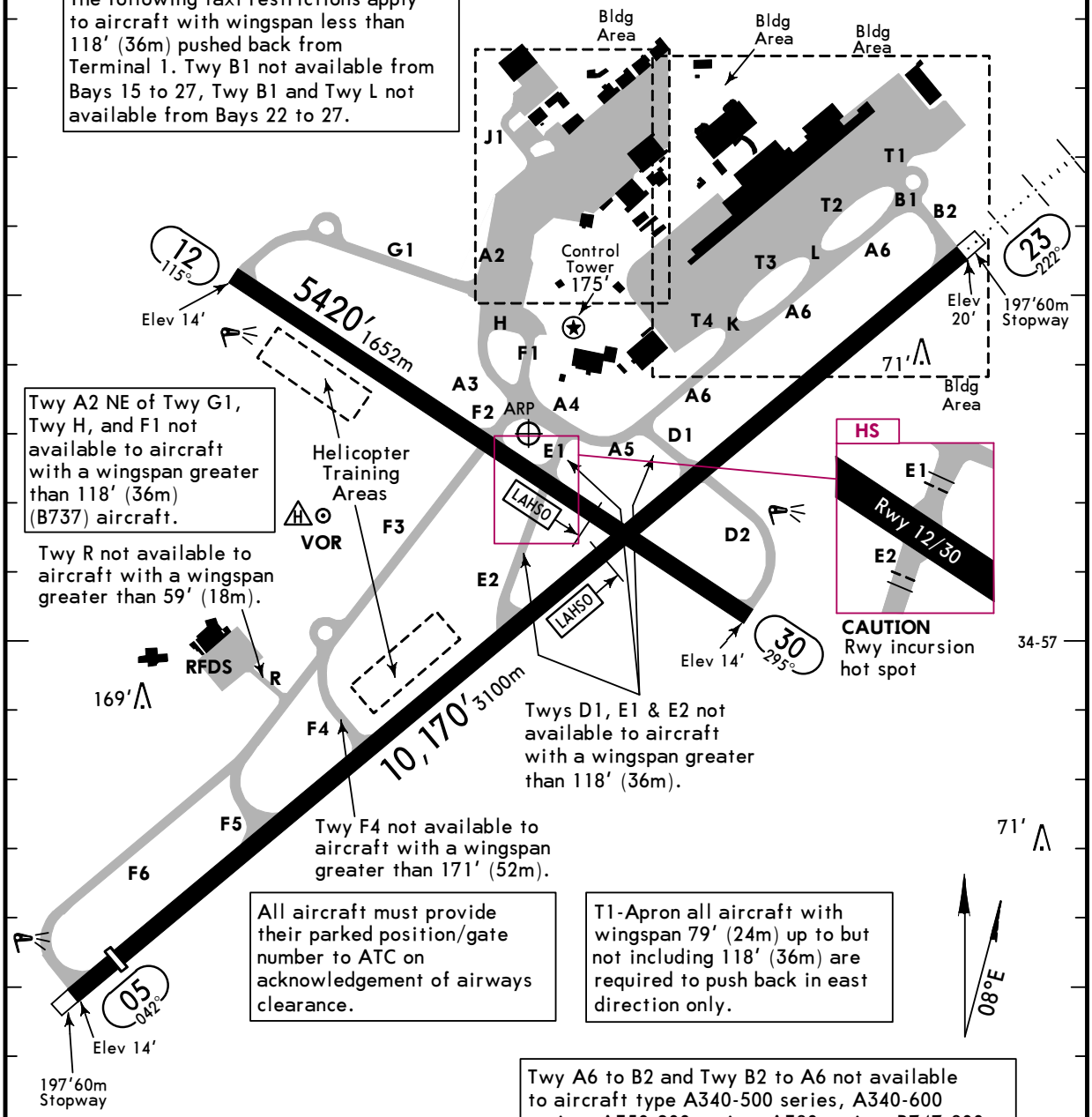
Restriction: Aircraft with a wingspan greater than 118′ (36m) to execute 180° turns at Rwy 23 threshold, Rwy 05 end and adjacent Twy F5.

Restriction: Rwy 12-30 not available to aircraft with a wingspan greater than 118′ (36m) (take-off) and 171′ (52m) (landing).

34-56 34-56

FOR PARKING POSITIONS SEE CHARTS 10-9B/10-9C

The following taxi restrictions apply to aircraft with wingspan less than 118′ (36m) pushed back from Terminal 1. Twy B1 not available from Bays 15 to 27, Twy B1 and Twy L not available from Bays 22 to 27.



Twy A2 NE of Twy G1, Twy H, and F1 not available to aircraft with a wingspan greater than 118′ (36m) (B737) aircraft.

Twy R not available to aircraft with a wingspan greater than 59′ (18m).

Twys D1, E1 & E2 not available to aircraft with a wingspan greater than 118′ (36m).

Twy F4 not available to aircraft with a wingspan greater than 171′ (52m).

All aircraft must provide their parked position/gate number to ATC on acknowledgement of airways clearance.

T1-Apron all aircraft with wingspan 79′ (24m) up to but not including 118′ (36m) are required to push back in east direction only.

Twy A6 to B2 and Twy B2 to A6 not available to aircraft type A340-500 series, A340-600 series, A350-900 series, A380 series, B747-800 and B777-300 series due to insufficient Twy edge clearance.

Aircraft landing Rwy 05 first available Twy is E2 unless otherwise advised by ATC.

138-31 138-32

CHANGES: Twy R and RFDS apron added, Twy R note, apron T1.

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GENERAL

Birds in vicinity of airport.

Jet aircraft curfew 2300-0600LT.

Engine start involving use of more than idle power requires ATC clearance.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
05 ❶ ❷ 23	❸HIRL ❸PAPI (angle 3.0°, MEHT 61')	9678' 2950m		12/30 5492' 1674m		148' 45m
	❸HIRL HIALS (non-std) ❸❹PAPI		9122' 2780m			

❶Hold short lights Rwy 05.
❷Grooved.
❸Standby power available.
❹Angle 3.0°, MEHT 59'

12 ❺ 30	❻MIRL ❻❼PAPI grooved			05/23 3727' 1136m		148' 45m

❺Hold short lights Rwy 12.
❻Standby power available.
❼Angle 3.0°, MEHT 51'

TAKE-OFF 1

	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 ILS-Z or LOC-Z Rwy 23, ILS-Y or LOC-Y Rwy 23, VOR Rwy 05, VOR Rwy 12, VOR Rwy 23, VOR Rwy 30	ILS-Z or LOC-Z Rwy 23, ILS-Y or LOC-Y Rwy 23, RNAV-Z (GNSS) Rwy 05, RNAV-Z (GNSS) Rwy 12, RNAV-Z (GNSS) Rwy 23, RNAV-Z (GNSS) Rwy 30, VOR Rwy 05, VOR Rwy 12, VOR Rwy 23, VOR Rwy 30	RNAV-M (RNP) Rwy 05, RNAV-P (RNP) Rwy 05, RNAV-M (RNP) Rwy 23, RNAV-P (RNP) Rwy 23, 2 RNAV-U (RNP) Rwy 30
A	850' - 4.0 km	1380' - 4.4 km	NA
B			
C		1480' - 6.0 km	1480' - 6.0 km
D		1480' - 7.0 km	1480' - 7.0 km

1 For CASA APV operators, all RUNWAYS are capable of supporting take-offs with an RVR/RWY VIS of not less than 350 m.
2 CAT D- Not Authorized.

CHANGES: VOR Rwy 23 special alternate minimum added.

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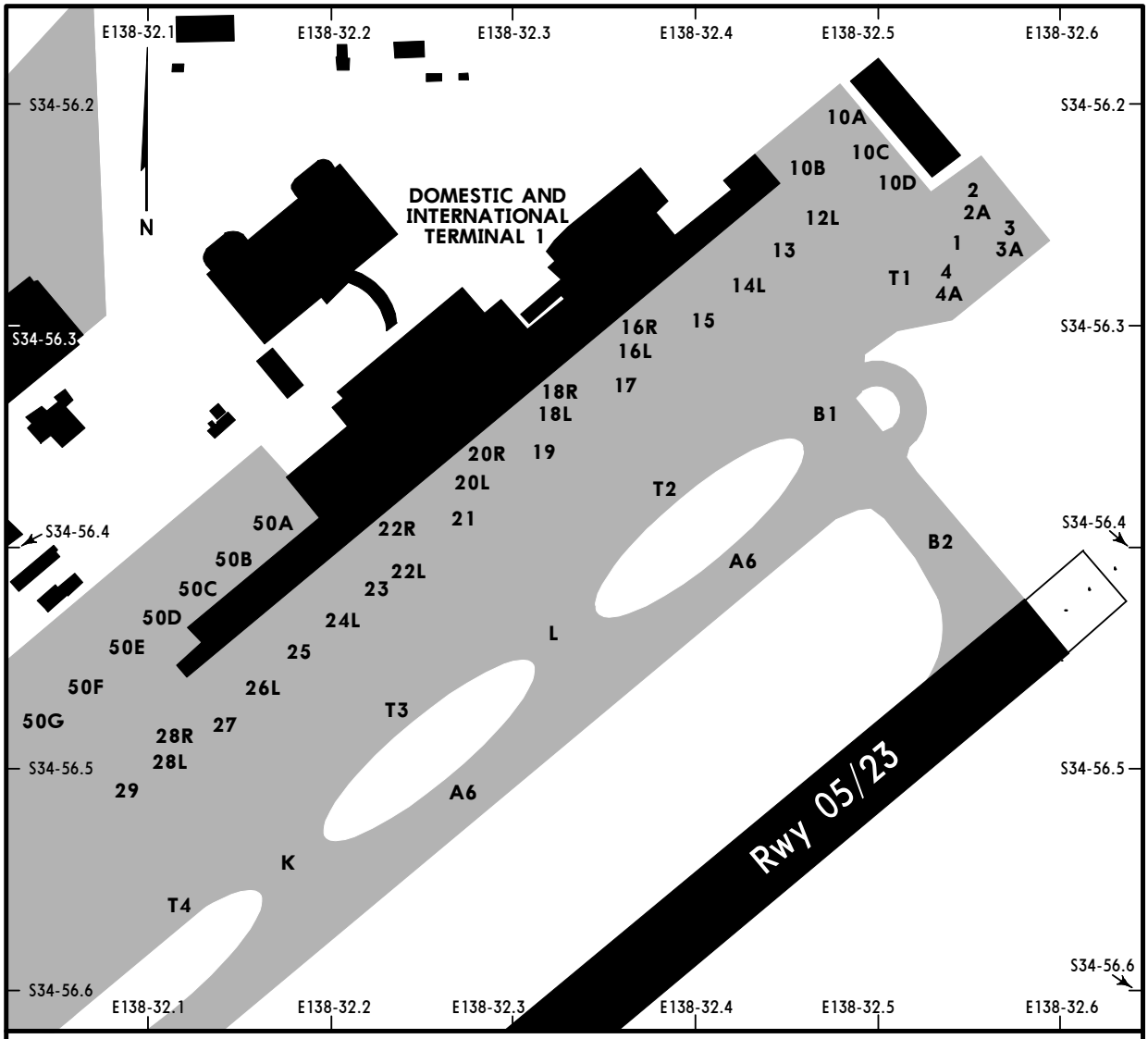

PARKING POSITION INFORMATION

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
1	S34 56.2 E138 32.3	20	22L	S34 56.4 E138 32.2	19
2, 2A	S34 56.1 E138 32.3	20	23 thru 25	S34 56.4 E138 32.2	19
3 thru 4A	S34 56.2 E138 32.3	20	26L, 27	S34 56.5 E138 32.1	19
10A thru 10C	S34 56.2 E138 32.5	20	28R	S34 56.5 E138 32.1	20
10D, 12L	S34 56.2 E138 32.5	19	28L, 29	S34 56.5 E138 32.1	19
13 thru 15	S34 56.3 E138 32.4	19	50A	S34 56.4 E138 32.2	18
16R	S34 56.3 E138 32.4	20	50B thru 50E	S34 56.4 E138 32.1	18
16L	S34 56.3 E138 32.4	19	50F, 50G	S34 56.5 E138 32.1	18
17	S34 56.3 E138 32.3	19			
18R	S34 56.3 E138 32.3	20			
18L	S34 56.3 E138 32.3	19			
19	S34 56.4 E138 32.3	19			
20R	S34 56.4 E138 32.3	20			
20L, 21	S34 56.4 E138 32.3	19			
22R	S34 56.4 E138 32.2	20			

CHANGES: Chart revised.

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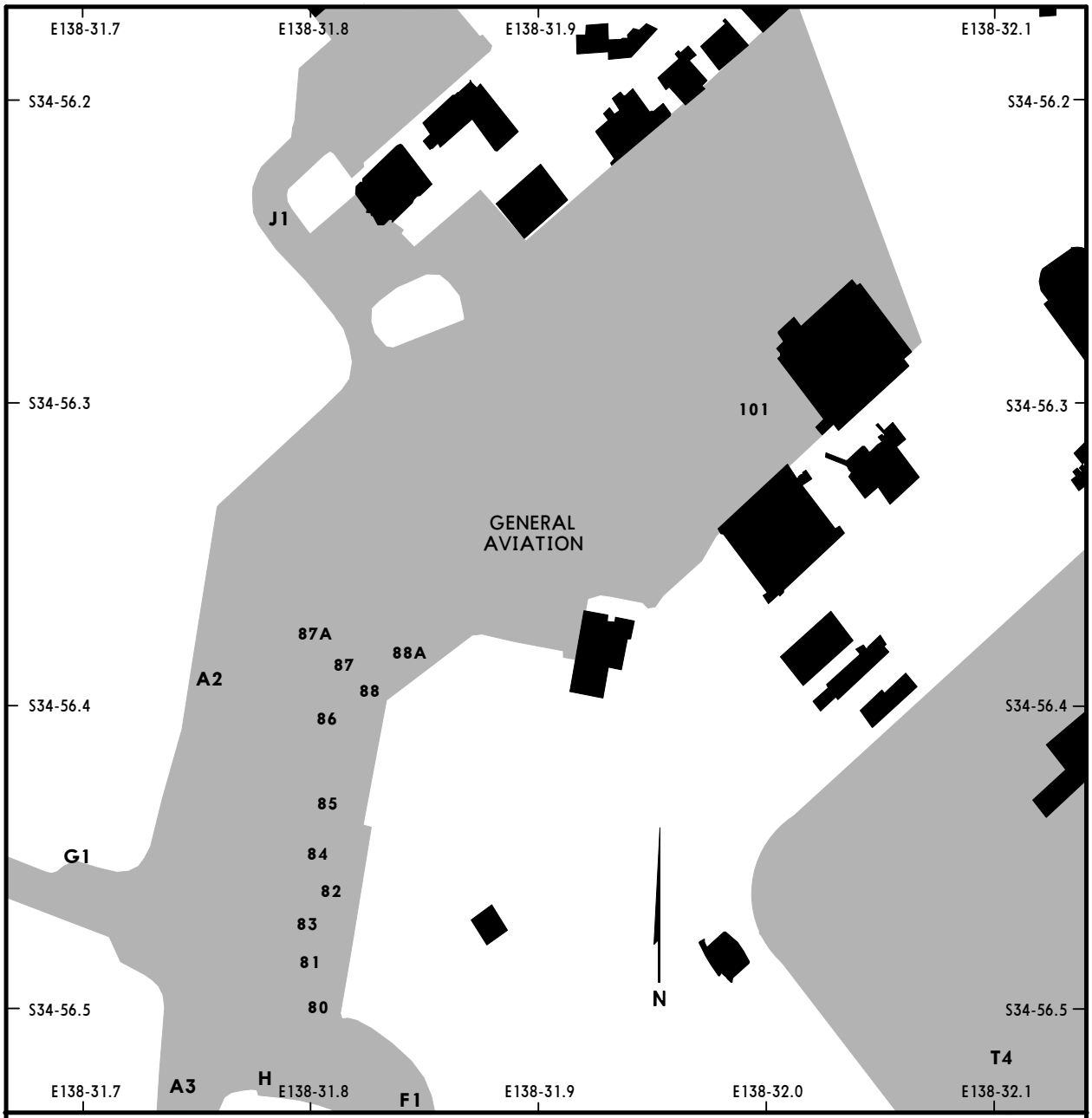
YPAD/ADL

JEPPESEN ADELAIDE, SA, AUSTRALIA

12 AUG 16 (10-9C) Eff 18 Aug

ADELAIDE INTL



PARKING POSITION INFORMATION

STAND No.	COORDINATES	ELEV			
80, 81, 82	S34 56.5 E138 31.8	15			
83, 84	S34 56.5 E138 31.8	15			
85, 86, 87	S34 56.4 E138 31.8	15			
87A, 88	S34 56.4 E138 31.8	15			
88A	S34 56.4 E138 31.8	15			
101	S34 56.3 E138 32.0	16			

CHANGES: None.

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VISUAL DOCKING GUIDANCE SYSTEM

AIRCRAFT POSITIONING AND INFORMATION SYSTEM (APIS)

1. APIS is a Nose-In Guidance (NIG) system installed at Adelaide Airport Terminal 1 - Bays 12L, 13, 14L, 15, 16R, 16L, 18R, 18L, 19, 20R, 20L, 21, 22R, 22L, 23, 24L, 25 and 26L (it is NOT installed at Bay 17). The APIS is based on a centerline guidance sub-display. The steering and stop indications are 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.

2. 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 the lower left and an illuminated azimuth guidance display at the lower right. The alpha-numeric characters on the top row should be flashing (see diagram on 10-9E).

3. The following is the sequence of APIS operation from initial approach to STOP:
   a. Identify the correct 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 66' (20m) before STOP, the 'aircraft type' display goes steady and the door number disappears.
   f. Follow the azimuth guidance display. The black arrowheads 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 43' (13m) to STOP.
   h. When the aircraft reaches 43' (13m) to STOP, the 'thermometer' bar lights begin to move from bottom to top.
   i. The deletion of each 'thermometer' bar indicates about one-and-a-half feet (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 parked correctly, 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.

CHANGES: New chart.

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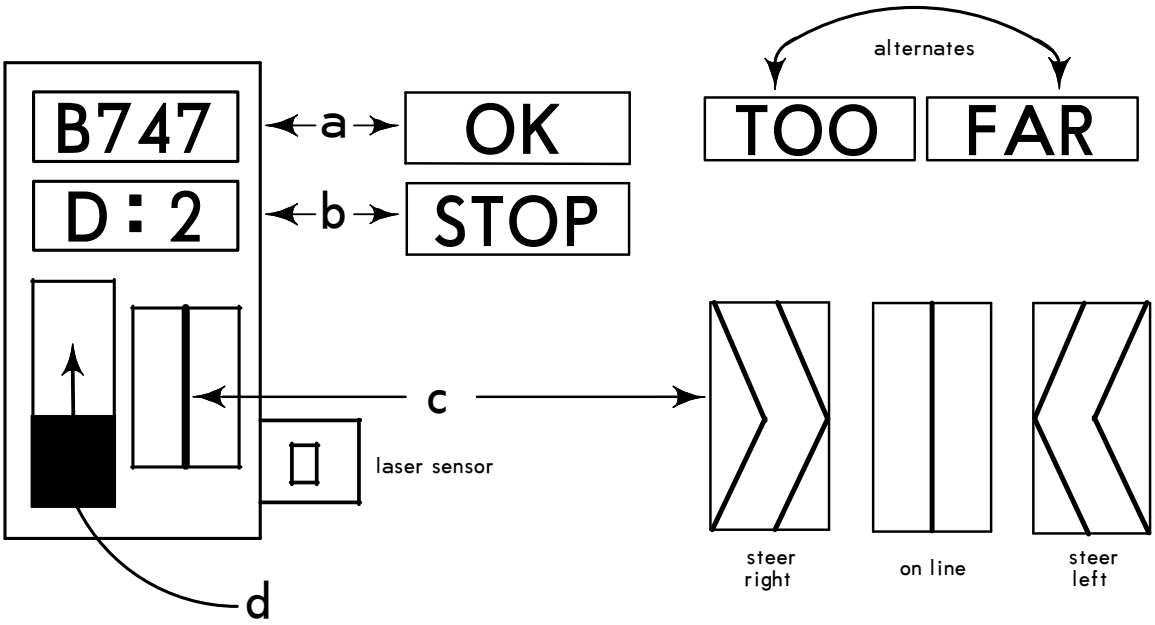
VISUAL DOCKING GUIDANCE SYSTEM

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.

CHANGES: New chart.

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JeppView 3.6.2.0

YPAD/ADL
ADELAIDE INTL

JEPPESEN 4 NOV 16 (11-1) Eff 10 Nov

ADELAIDE, SA, AUSTRALIA
ILS-Z or LOC-Z Rwy 23

BRIEFING STRIP ™

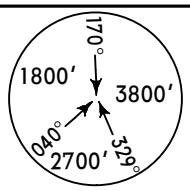
ATIS		ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23	NW of Rwy 05-23	ADELAIDE Tower	Ground
116.4	134.5	118.2	124.2	120.5	121.7

LOC IAD	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 20′
109.7	222°	1320′ (1300′)	270′ (250′)	Rwy 20′

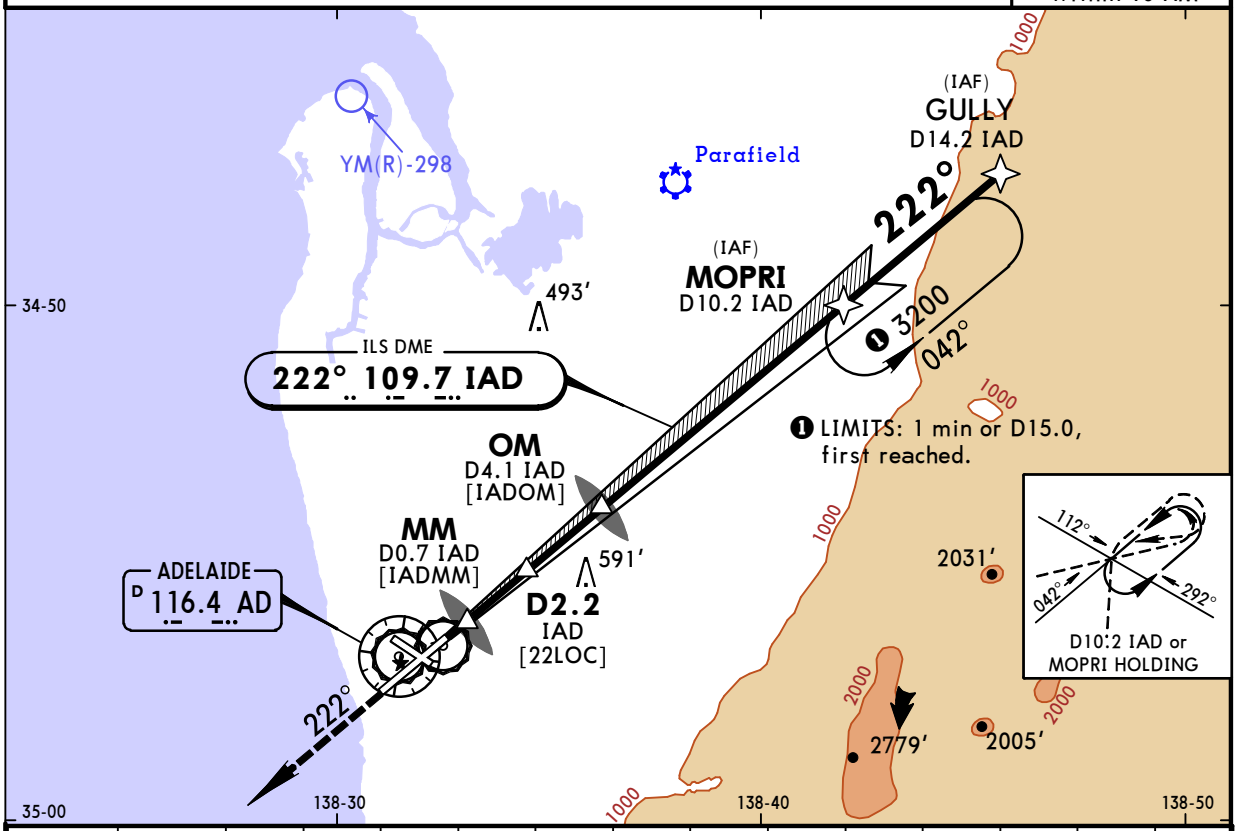
MISSED APCH: Track 222°, climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000′

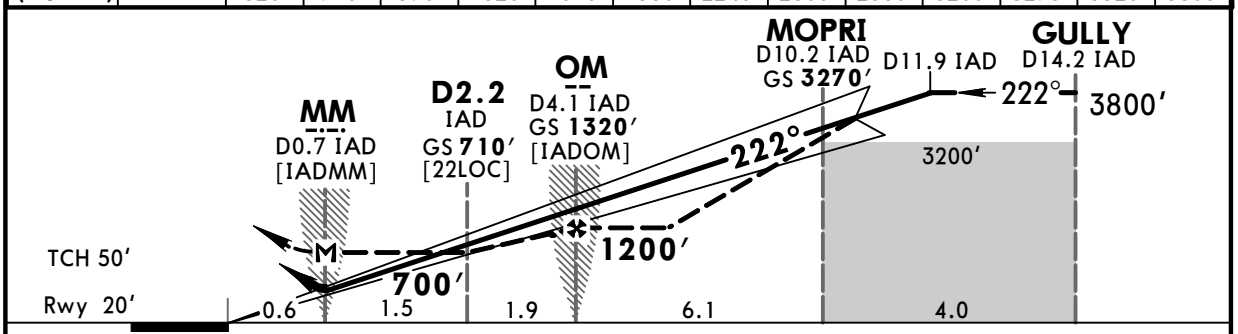
1. IAD DME REQUIRED. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5 NM from Threshold 160 - 150 KT.



MSA AD VOR 3800′ within 10 NM



LOC (GS out)	IAD DME	1.6	2.2	3.0	4.1	5.0	6.0	7.0	8.0	9.0	10.0	10.2	11.0	11.9
	ALTITUDE	520′	710′	970′	1320′	1610′	1930′	2240′	2560′	2880′	3200′	3270′	3520′	3800′



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

HIALS PAPI PAPI

222° 3000′

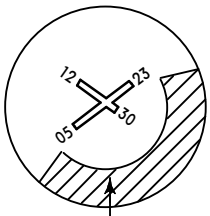
PANS OPS

STRAIGHT-IN LANDING RWY 23

	ILS DA(H) 270′(250′) FULL	HIRL out	HIALS out	LOC (GS out) MDA(H) 520′(500′)	HIALS out
A	0.8 km	1.2 km	1.5 km	2.8 km	3.7 km
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	900′(880′) -2.4 km
135	
180	1000′(980′) -4.0 km
205	1000′(980′) -5.0 km



No Circling beyond 4 DME AD South of Runway 05-23 or beyond 3 NM of Threshold 05/23/30

CHANGES: Holding limit.

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YPAD/ADL
ADELAIDE INTL

JEPPESEN
4 NOV 16 (11-2) Eff 10 Nov

ADELAIDE, SA, AUSTRALIA
ILS-Y or LOC-Y Rwy 23

BRIEFING STRIP ™

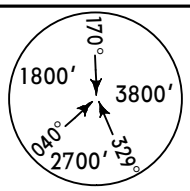
ATIS		ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23	NW of Rwy 05-23	ADELAIDE Tower	Ground
116.4	134.5	118.2	124.2	120.5	121.7

LOC IAD	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 20'
109.7	222°	1320' (1300')	270' (250')	Rwy 20'

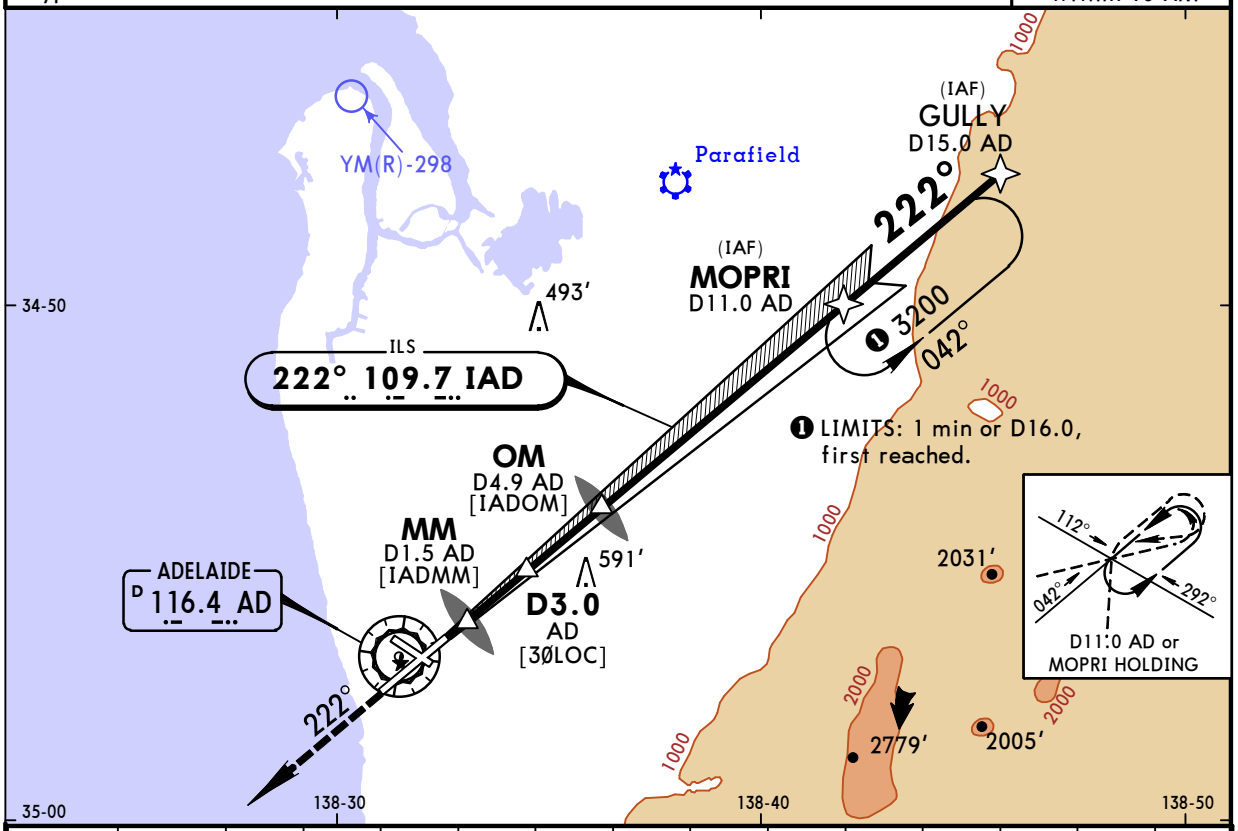
MISSED APCH: Track 222°, climb to 3000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'

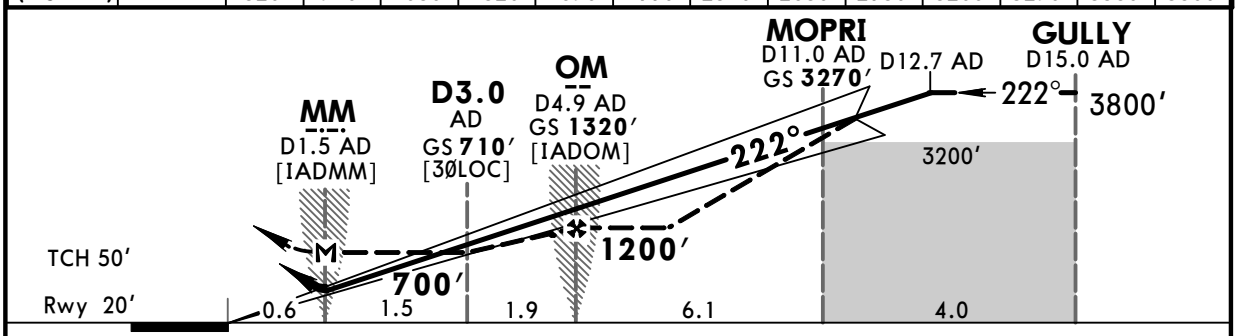
1. AD DME REQUIRED. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5 NM from Threshold 160 - 150 KT. 3. GNSS permitted in lieu of DME. Reference waypoint AD VOR.



MSA AD VOR 3800' within 10 NM



LOC (GS out)	AD DME	2.4	3.0	4.0	4.9	6.0	7.0	8.0	9.0	10.0	10.8	11.0	12.0	12.7
	ALTITUDE	520'	710'	1030'	1320'	1670'	1990'	2310'	2630'	2950'	3200'	3270'	3580'	3800'



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

HIALS
PAPI PAPI

222° 3000'

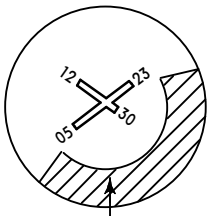
PANS OPS

STRAIGHT-IN LANDING RWY 23

	ILS DA(H) 270'(250')			LOC (GS out) MDA(H) 520'(500')	
	FULL	HIRL out	HIALS out		HIALS out
A	0.8 km	1.2 km	1.5 km	2.8 km	3.7 km
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	900'(880') -2.4 km
135	
180	1000'(980') -4.0 km
205	1000'(980') -5.0 km



No Circling beyond 4 DME AD South of Runway 05-23 or beyond 3 NM of Threshold 05/23/30

CHANGES: None.

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YPAD/ADL
ADELAIDE INTL

JEPPESEN 20 MAY 16 (12-1) Eff 26 May

ADELAIDE, SA, AUSTRALIA
RNAV-Z (GNSS) Rwy 05

BRIEFING STRIP ™

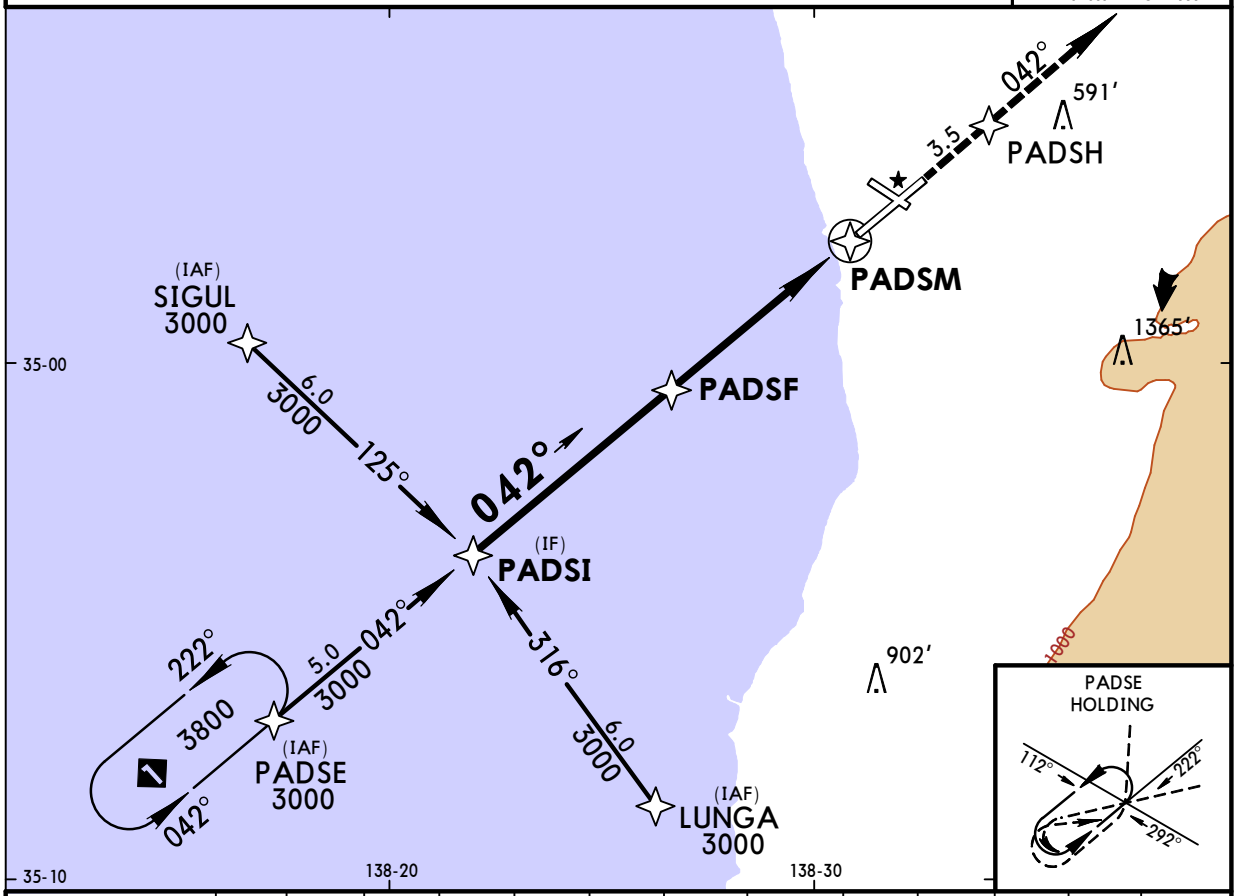
ATIS		ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23	NW of Rwy 05-23	ADELAIDE Tower	Ground
116.4	134.5	118.2	124.2	120.5	121.7

RNAV	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev / Rwy
	042°	PADSF 1580′(1566′)	450′(436′)	20′ / 14′

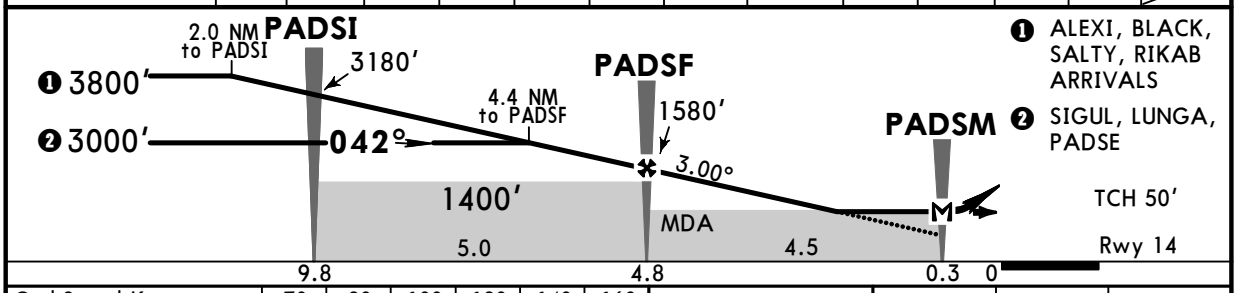
MISSED APCH: Track direct to PADSH, thence track 042°, climb to 3800′, or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000′
1. Max IAS for initial: 230 KT. 2. ATC Approach Speeds: At PADSI 185 - 160 KT, at PADSF 160 - 150 KT.

170° 1900′ 3800′ 040° 2700′ 329°
MSA ARP 3800′ within 10 NM



NM to NEXT WPT	2.0	PADSI	4.4	4.0	3.0	2.0	1.0	PADSF	4.0	3.0	2.0	0.9	PADSM
ALTITUDE	3800′	3180′	3000′	2860′	2540′	2220′	1900′	1580′	1420′	1110′	790′	450′	



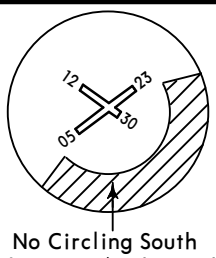
Gnd Speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at PADSM							

PAPI

PADSH

PANS OPS

STRAIGHT-IN LANDING RWY05		CIRCLE-TO-LAND	
MDA(H) 450′(436′)		Max Kts	MDA(H)
A	2.4 km	100	900′(880′) -2.4 km
B		135	
C		180	1000′(980′) -4.0 km
D		205	1000′(980′) -5.0 km



No Circling South of Rwy 05/23 beyond 4 DME AD or beyond 3 NM from Thr 05/23/30.

CHANGES: Notes, PADSH fly by.

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YPAD/ADL
ADELAIDE INTL

JEPPESEN 20 MAY 16 (12-2) Eff 26 May

ADELAIDE, SA, AUSTRALIA
RNAV-Z (GNSS) Rwy 12

BRIEFING STRIP ™

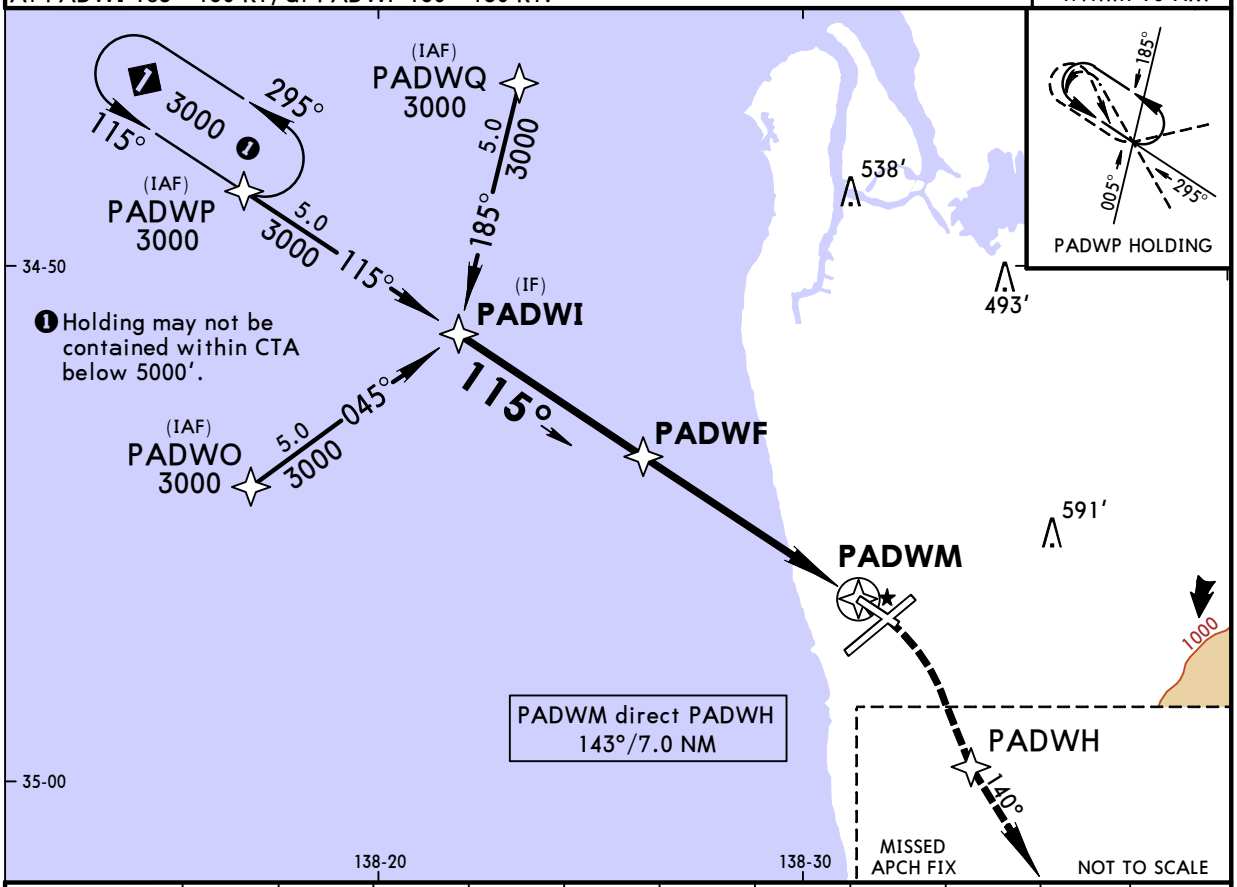
ATIS		ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23	NW of Rwy 05-23	ADELAIDE Tower	Ground
116.4	134.5	118.2	124.2	120.5	121.7

RNAV	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 20'
	115°	PADWF 1660' (1646')	450' (436')	Rwy 14'

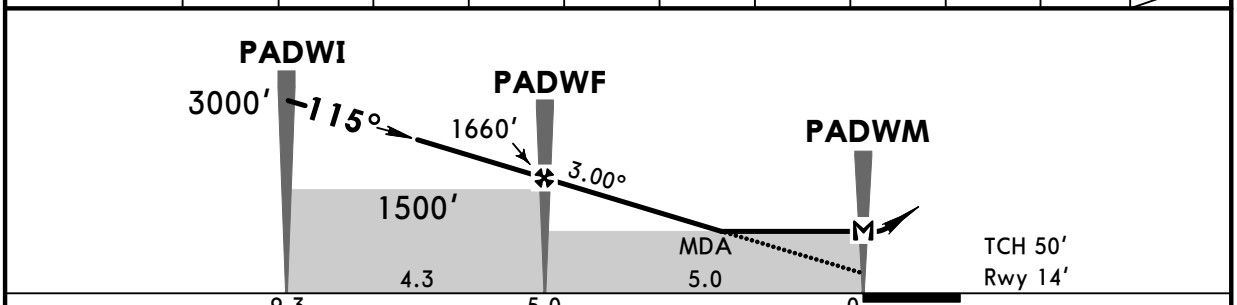
MISSED APCH: Turn RIGHT, track direct to PADWH, thence track 140°. Climb to 3800' or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'
1. Max IAS for initial 210 KT, for missed approach turn: 190 KT. 2. ATC Approach Speeds: At PADWI 185 - 160 KT, at PADWF 160 - 150 KT.

170° 1900' 3800' 040° 329° 2700'
MSA ARP 3800' within 10 NM



NM to NEXT WPT	PADWI	4.0	3.0	2.0	1.0	PADWF	4.0	3.0	2.0	1.2	PADWM
ALTITUDE	3000'	2930'	2610'	2290'	1970'	1660'	1340'	1020'	700'	450'	



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

PAPI | RT | D | PADWH

PANS OPS

STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND	
MDA(H) 450' (436')		Max Kts	MDA(H)
A	2.4 km	100	900' (880') -2.4 km
B		135	
C		180	1000' (980') -4.0 km
D		205	1000' (980') -5.0 km

12 23 30 05
No Circling South of Rwy 05/23 beyond 4 DME AD or beyond 3 NM from Thr 05/23/30.

CHANGES: Notes, PADWH fly by.

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YPAD/ADL
ADELAIDE INTL

JEPPESEN 20 MAY 16 (12-3) Eff 26 May

ADELAIDE, SA, AUSTRALIA
RNAV-Z (GNSS) Rwy 23

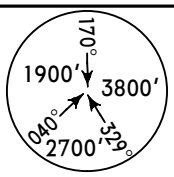
BRIEFING STRIP™

ATIS		ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23	NW of Rwy 05-23	ADELAIDE Tower	Ground
116.4	134.5	118.2	124.2	120.5	121.7

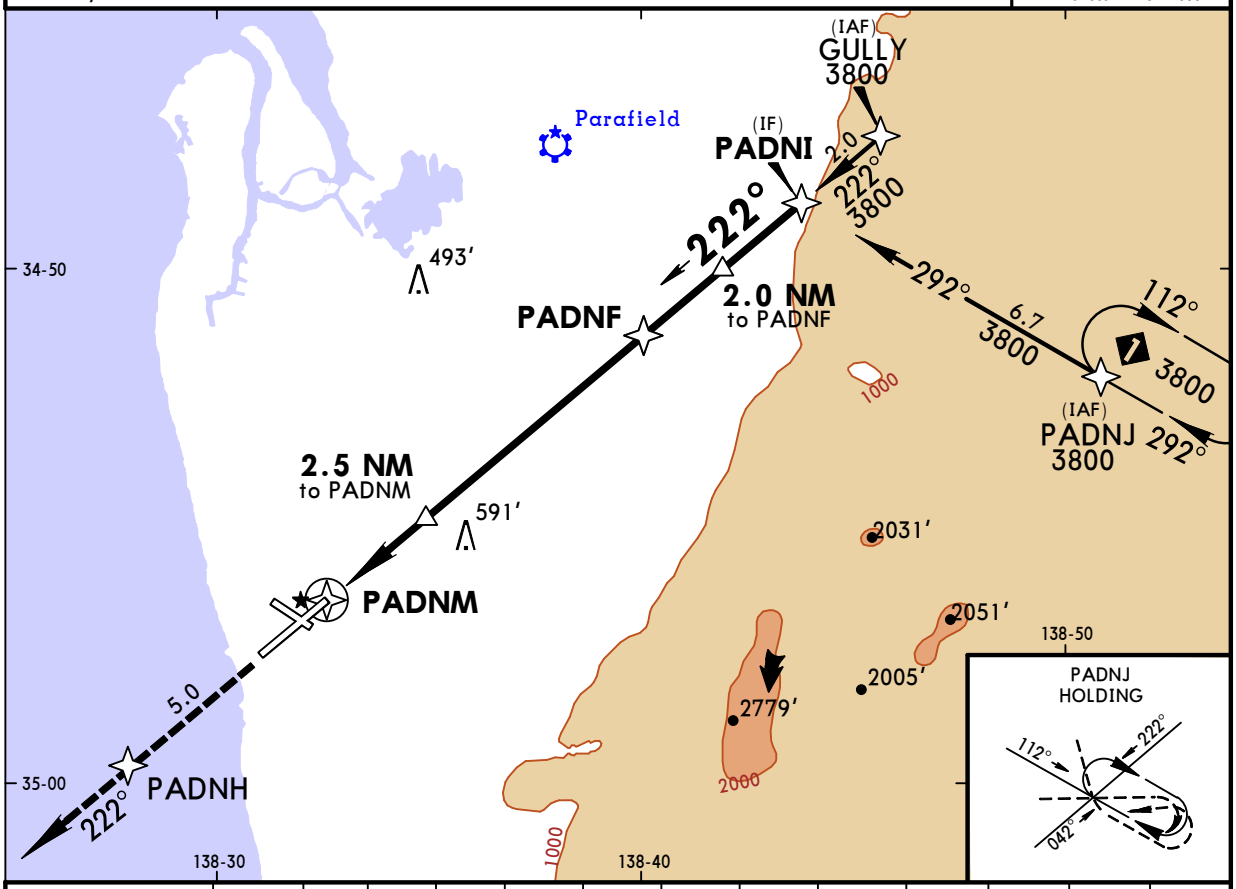
RNAV	Final Apch Crs	Procedure Alt PADNF	MDA(H)	Apt Elev 20' Rwy 20'
	222°	2620' (2600')	520' (500')	

MISSED APCH: Track direct to PADNH, thence track 222°, climb to 3800', or as directed by ATC.

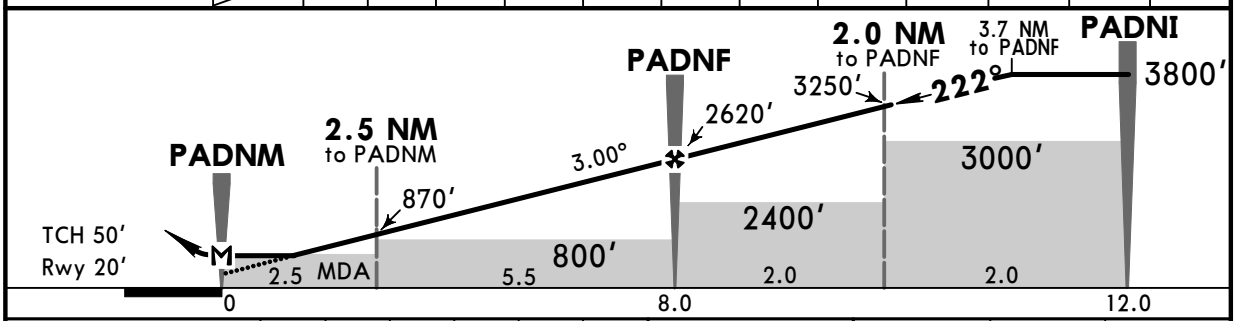
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'
1. Max IAS for initial: 210 KT. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5 NM from Threshold 160 - 150 KT.



MSA ARP 3800' within 10 NM



NM to NEXT WPT	PADNM	1.4	2.0	2.5	3.0	4.0	5.0	6.0	7.0	PADNF	1.0	2.0	3.7
Altitude		520'	710'	870'	1030'	1340'	1660'	1980'	2300'	2620'	2940'	3250'	3800'

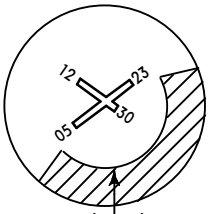


Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at PADNM							

HIALS
PAPI PAPI
D
PADNH

PANS OPS

STRAIGHT-IN LANDING RWY 23		CIRCLE-TO-LAND	
MDA(H) 520' (500')			
HIALS out		Max Kts	MDA(H)
A	2.8 km	100	900' (880') -2.4 km
B		135	
C		180	1000' (980') -4.0 km
D		205	1000' (980') -5.0 km



No Circling beyond 4 DME AD South of Rwy 05-23, or beyond 3NM from THR 05, 23 & 30

CHANGES: Notes, PADNH fly by.

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YPAD/ADL
ADELAIDE INTL

JEPPESEN 20 MAY 16 (12-4) Eff 26 May

ADELAIDE, SA, AUSTRALIA
RNAV-Z (GNSS) Rwy 30

BRIEFING STRIP™

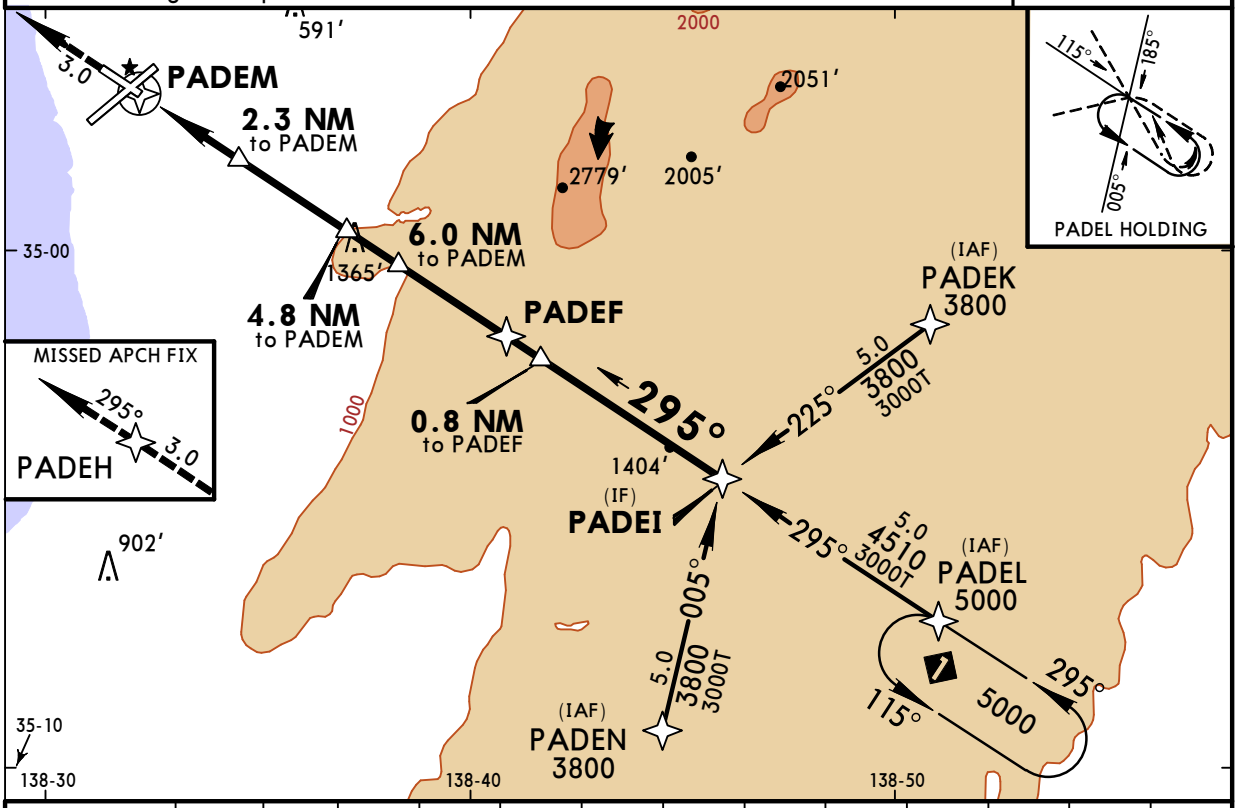
ATIS	ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23	NW of Rwy 05-23	ADELAIDE Tower	Ground
116.4 134.5	118.2	124.2	120.5	121.7

RNAV	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 20'
	295°	PADEF 2860'(2846')	520'(506')	Rwy 14'

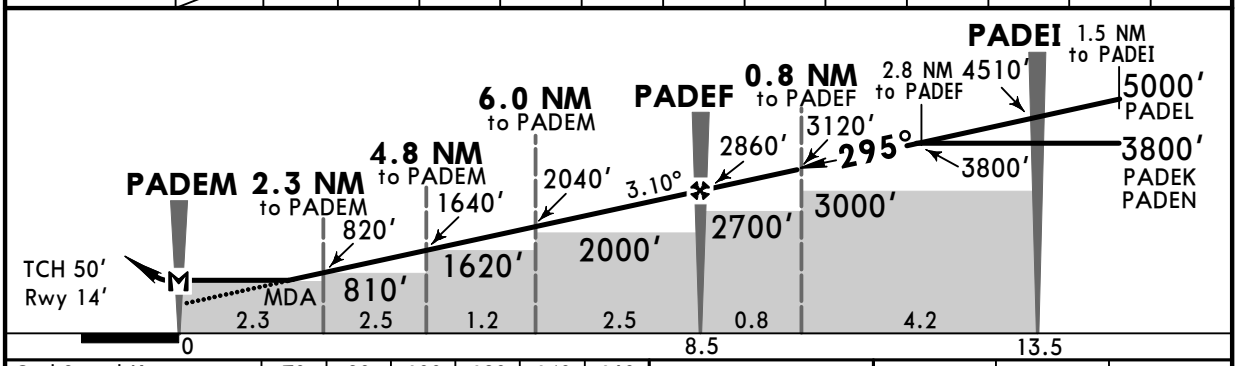
MISSED APCH: Track direct to PADEH, thence track 295°. Climb to 3800', or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'
1. Max IAS for initial: 210 KT. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5 NM from Threshold 160 - 150 KT. 3. Approach path angle does not coincide with PAPI on glide slope indication.

170° 1900' 3800' 040° 2700' 329°
MSA YPAD ARP 3800' within 10 NM



NM to NEXT WPT	PADEM	1.4	2.3	3.0	4.0	4.8	6.0	7.0	PADEF	0.8	2.8	PADEI	1.5
ALTITUDE		520'	820'	1050'	1380'	1640'	2040'	2370'	2860'	3120'	3800'	4510'	5000'



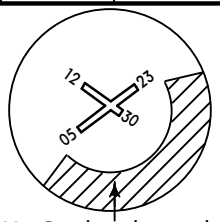
Gnd Speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
MAP at PADEM							

PAPI

PADEH

PANS OPS

STRAIGHT-IN LANDING RWY30		CIRCLE-TO-LAND	
MDA(H) 520'(506')		Max Kts	MDA(H)
A	2.7 km	100	900'(880') -2.4 km
B		135	
C		180	1000'(980') -4.0 km
D		205	1000'(980') -5.0 km



No Circling beyond 4 DME AD South of Runway 05-23 or beyond 3 NM of Threshold 05/23/30

CHANGES: Notes, PADEH fly by.

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YPAD/ADL
ADELAIDE INTL (12-20)

JEPPESEN 24 MAY 13 Eff 29 May 1600Z

MISSED APCH CLIMB GRADIENT MIM 7.3%

ADELAIDE, SA, AUSTRALIA
CAT C & D — RNAV-M (RNP) Rwy 05

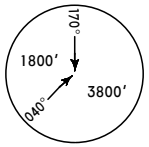
BRIEFING STRIP ™

ATIS	ADELAIDE Approach (R) Within 36 NM:		ADELAIDE Tower	Ground
116.4 134.5	SE of Rwy 05-23 118.2	NW of Rwy 05-23 124.2	120.5	121.7

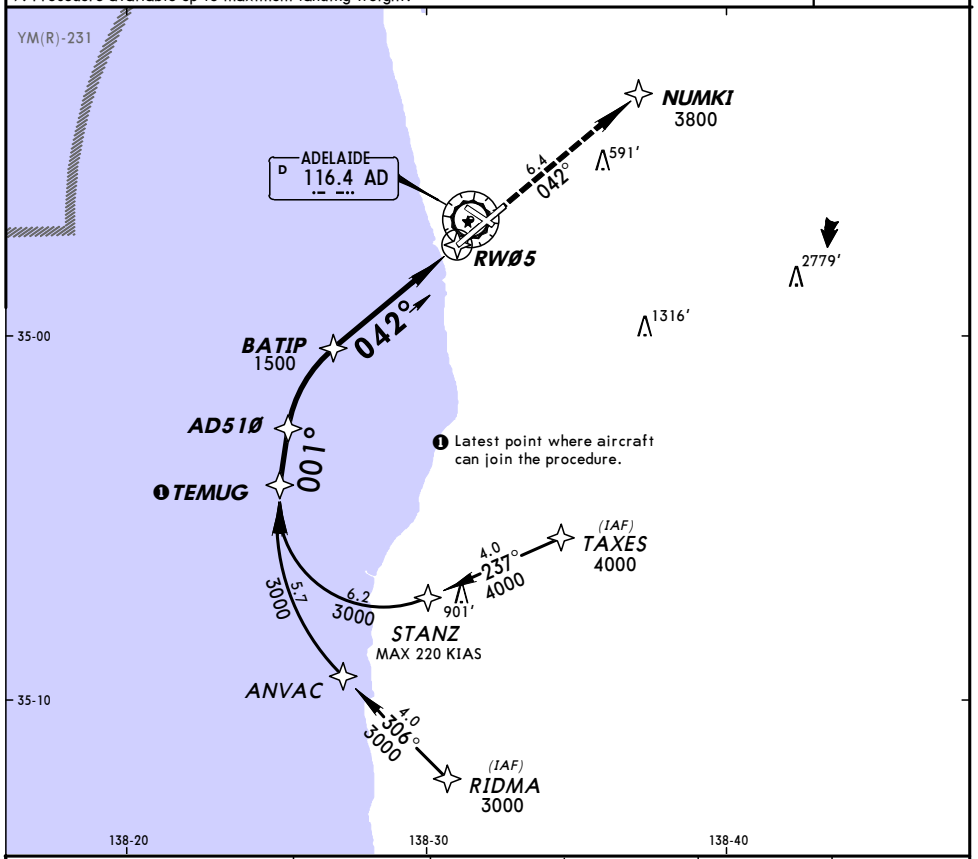
RNAV	Final Apch Crs	Procedure Alt	RNP DA(H)	Apt Elev / Rwy 05
RNV M 05	042°	BATIP 1500′ (1486′)	Refer to Minimums	20′ / 14′

MISSED APCH: Track via the RNAV (RNP) missed approach track to NUMKI, then track 042°. Climb to 3800′ or as directed by ATC.
Acceleration altitude 1500′ QNH.

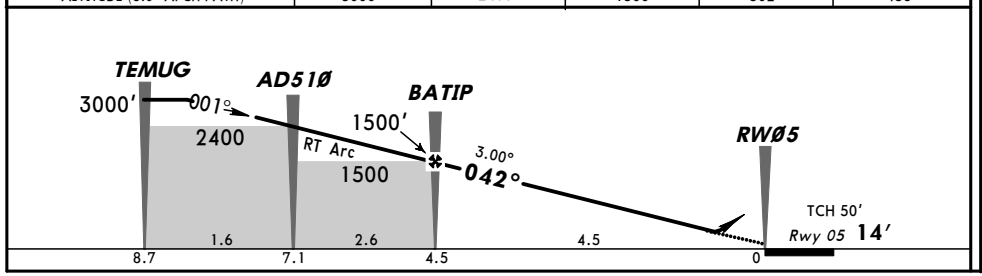
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000′
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.
4. Local temperature REQUIRED. 5. Procedure temperature range 0°C (32°F) to 43°C (109°F).
6. Lateral transition to missed approach must not be initiated prior to DA(H) position.
7. Procedure available up to maximum landing weight.



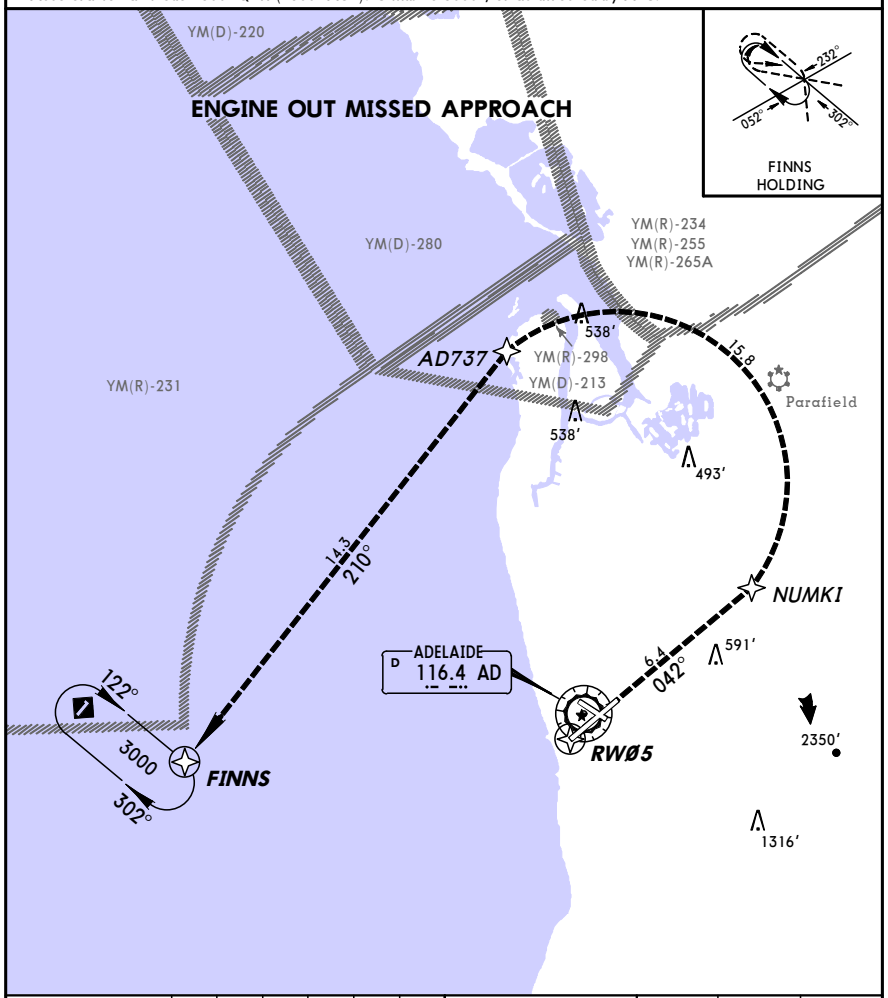
MSA AD VOR 3800′ within 10 NM



Dist to Threshold	TEMUG	AD51Ø	BATIP	1.4	1.2
ALTITUDE (3.0° APCH PATH)	3000′	2400′	1500′	502′	436′



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to FINNS and hold as published.
Acceleration altitude 1500′ QNH (1500′ AGL). Climb to 3000′, or as directed by ATC.



Gnd speed-Kts	70	90	100	120	140	160		PAPI	042°	NUMKI
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at DA										

STRAIGHT-IN LANDING RWY 05
Missed apch climb gradient (All Engines) mim 7.3% to 3800′

	RNP 0.10	RNP 0.30
	1 CAT C: DA(H) 436′ (422′) 2 CAT C/D: DA(H) 441′ (427′)	1 CAT C: DA(H) 497′ (483′) 2 CAT C/D: DA(H) 502′ (488′)
C	2.2 km	2.6 km
C/D		

CIRCLE-TO-LAND: NOT AUTHORIZED

1 MVD-N (Narrow-body jet aircraft) 2 MVD-2 (2 engine wide-body aircraft)

CHANGES: New procedure.

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YPAD/ADL
ADELAIDE INTL

JEPPESEN
24 MAY 13
Eff 29 May 1600Z (12-21)

MISSED APCH CLIMB GRADIENT MIM 7.3%

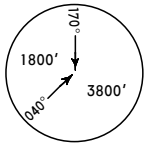
ADELAIDE, SA, AUSTRALIA
CAT C & D **RNAV-P (RNP) Rwy 05**

BRIEFING STRIP ™

ATIS	ADELAIDE Approach (R) Within 36 NM:		ADELAIDE Tower	Ground
116.4 134.5	SE of Rwy 05-23 118.2	NW of Rwy 05-23 124.2	120.5	121.7

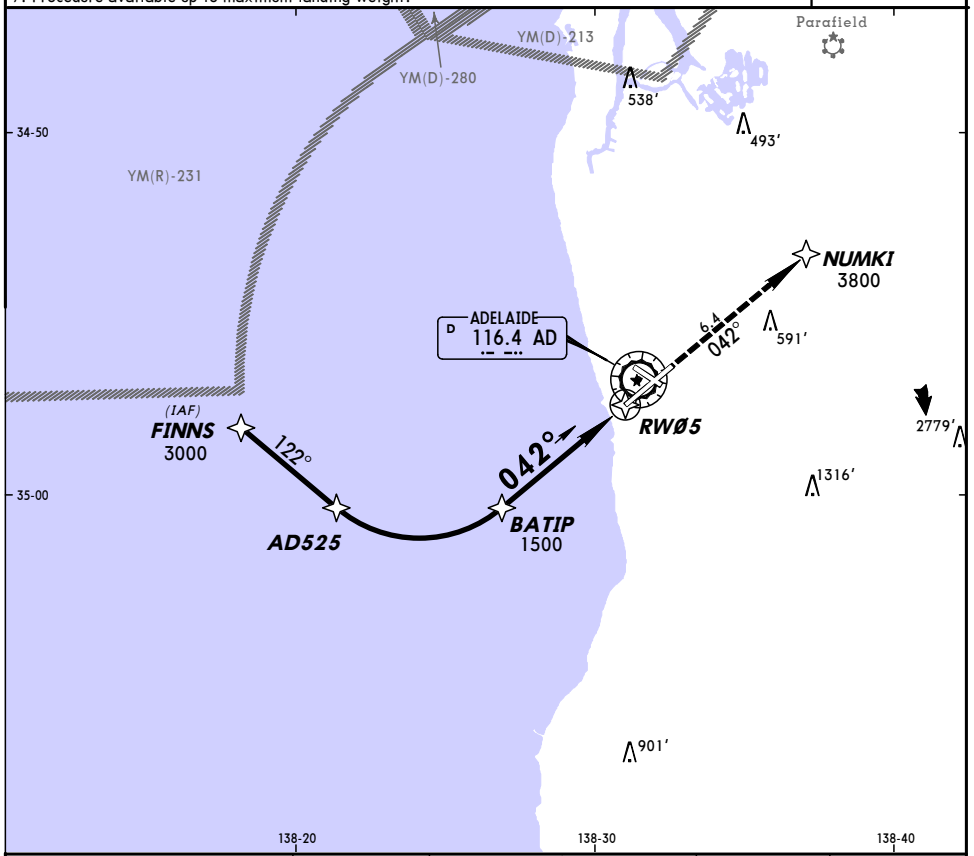
RNAV	Final Apch Crs	Procedure Alt	RNP DA(H)	Apt Elev / Rwy 05
RNV P 05	042°	BATIP 1500′ (1486′)	Refer to Minimums	20′ / 14′

MISSED APCH: Track via the RNAV (RNP) missed approach track to NUMKI, then track 042°. Climb to 3800′ or as directed by ATC.
Acceleration altitude 1500′ QNH.

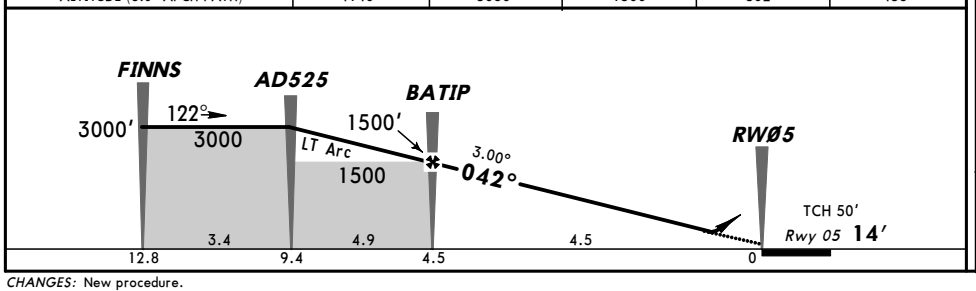


MSA AD VOR 3800′ within 10 NM

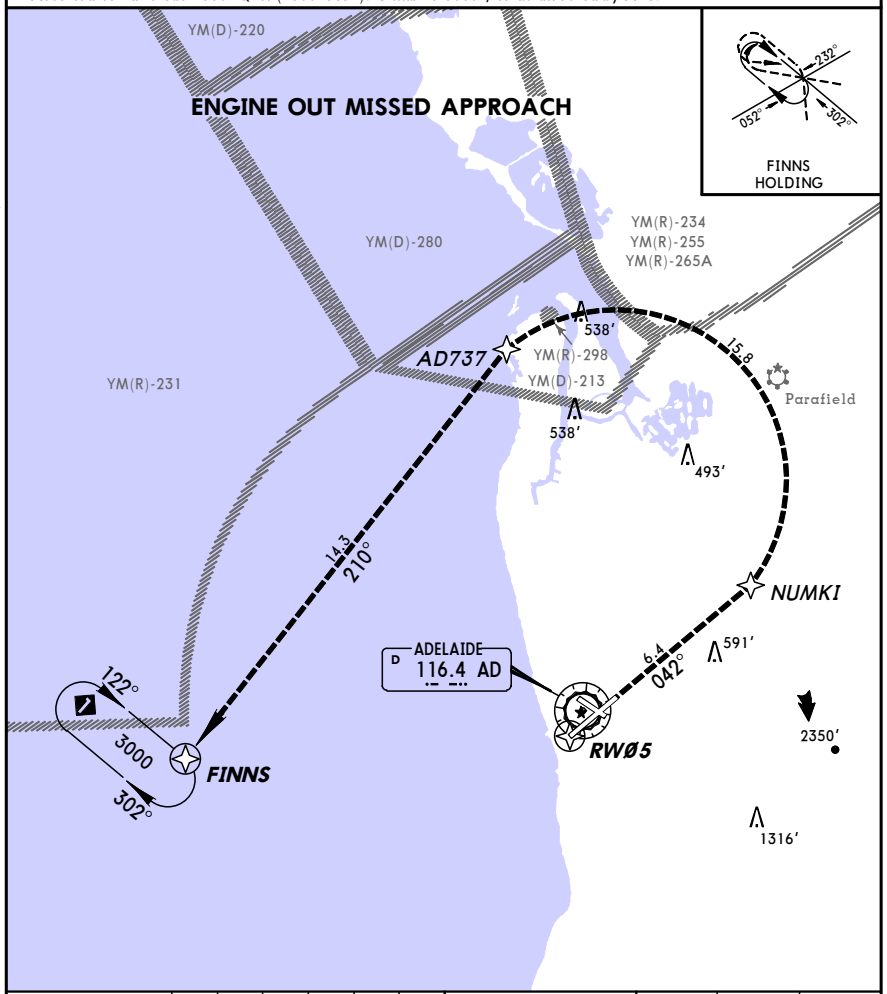
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000′
1. **FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.**
4. **Local temperature REQUIRED.** 5. Procedure temperature range 0°C (32°F) to 43°C (109°F).
6. Lateral transition to missed approach must not be initiated prior to DA(H) position.
7. Procedure available up to maximum landing weight.



Dist to Threshold	FINNS	AD525	BATIP	1.4	1.2
ALTITUDE (3.0° APCH PATH)	4140′	3060′	1500′	502′	436′



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to FINNS and hold as published.
Acceleration altitude 1500′ QNH (1500′ AGL). Climb to 3000′, or as directed by ATC.



Gnd speed-Kts	70	90	100	120	140	160		PAPI	042°	NUMKI
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at DA										

STRAIGHT-IN LANDING RWY **05**
Missed apch climb gradient (All Engines) mim 7.3% to 3800′

	RNP 0.10	RNP 0.30
	1 CAT C: DA(H) 436′ (422′) 2 CAT C/D: DA(H) 441′ (427′)	1 CAT C: DA(H) 497′ (483′) 2 CAT C/D: DA(H) 502′ (488′)
C / C/D	2.2 km	2.6 km

CIRCLE-TO-LAND: NOT AUTHORIZED

1 MVD-N (Narrow-body jet aircraft) 2 MVD-2 (2 engine wide-body aircraft)

CHANGES: New procedure.

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YPAD/ADL
ADELAIDE INTL (12-22)

JEPPESEN 24 MAY 13 Eff 29 May 1600Z

MISSED APCH CLIMB GRADIENT MIM 5.6%

ADELAIDE, SA, AUSTRALIA
CAT C & D **RNAV-M (RNP) Rwy 23**

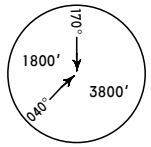
BRIEFING STRIP ™

ATIS	ADELAIDE Approach (R) Within 36 NM:		ADELAIDE Tower	Ground
116.4 134.5	SE of Rwy 05-23 118.2	NW of Rwy 05-23 124.2	120.5	121.7

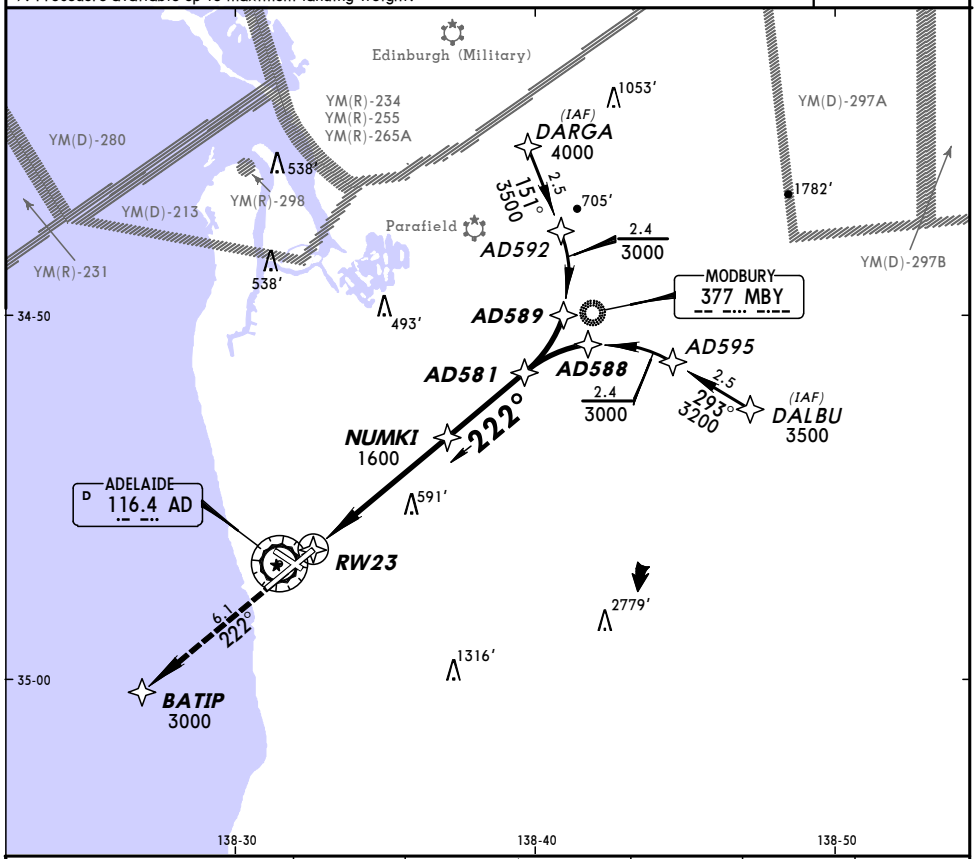
RNAV	Final Apch Crs	Procedure Alt	RNP DA(H)	Apt Elev / Rwy 23
RNV M 23	222°	NUMKI 1600′ (1580′)	Refer to Minimums	20′ / 20′

MISSED APCH: Track via the RNAV (RNP) missed approach track to BATIP, then track 222°. Climb to 3000′ or as directed by ATC.
Acceleration altitude 1500′ QNH.

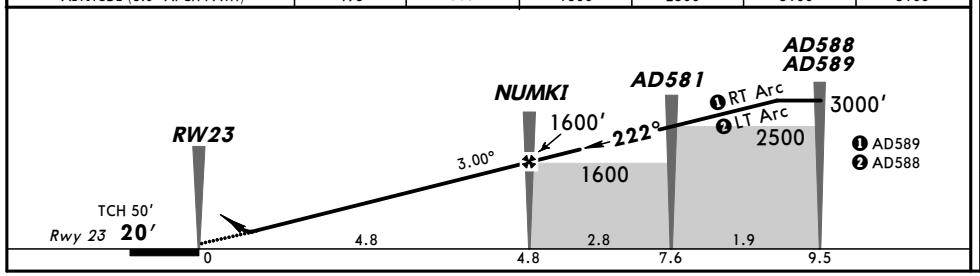
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000′
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.
4. Local temperature REQUIRED. 5. Procedure temperature range 0°C (32°F) to 43°C (109°F).
6. Lateral transition to missed approach must not be initiated prior to DA(H) position.
7. Procedure available up to maximum landing weight.



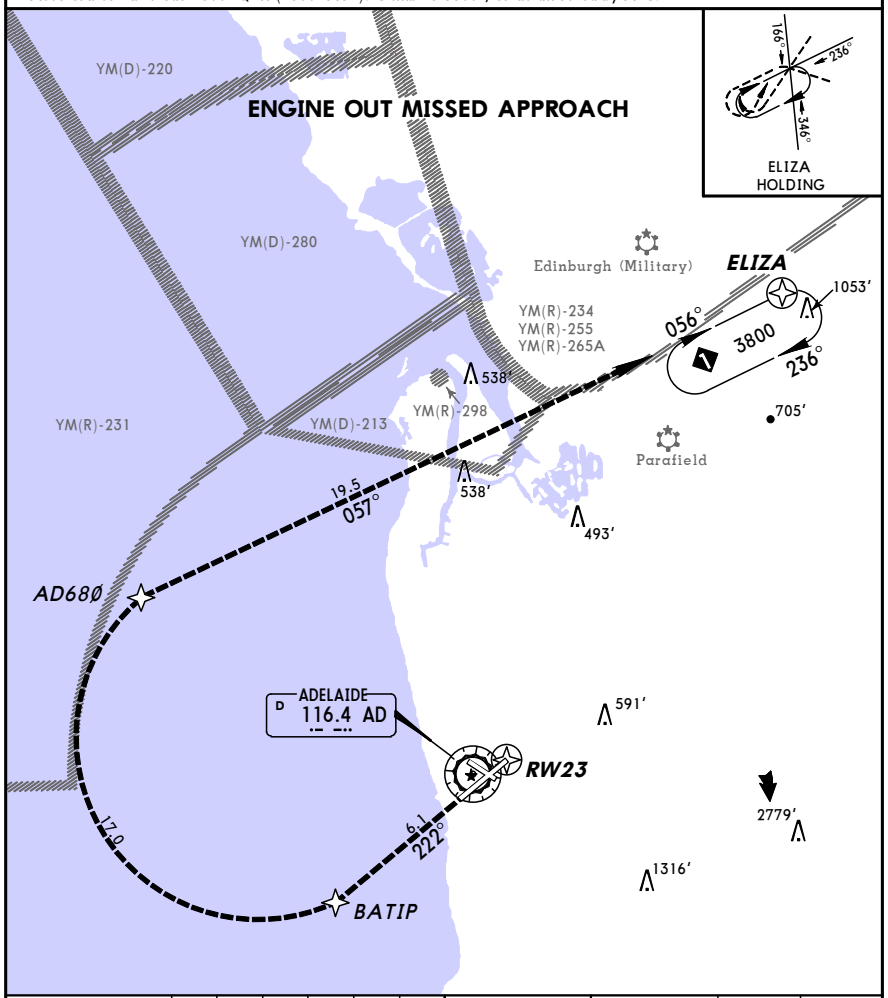
MSA AD VOR 3800′ within 10 NM



Dist to Threshold	1.5	1.7	NUMKI	AD581	AD588	AD589
ALTITUDE (3.0° APCH PATH)	496′	569′	1600′	2500′	3100′	3100′



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to ELIZA and hold as published.
Acceleration altitude 1500′ QNH (1500′ AGL). Climb to 3800′, or as directed by ATC.



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

HIALS PAPI PAPI | 222° | BATIP

STRAIGHT-IN LANDING RWY 23
Missed apch climb gradient (All Engines) mim 5.6% to 3000′

	RNP 0.15	RNP 0.30
1 CAT C: DA(H)	496′ (476′)	563′ (543′)
2 CAT C/D: DA(H)	500′ (480′)	569′ (549′)

	HIRL out	HIALS out	HIRL out	HIALS out
C	1.7 km		2.1 km	
C/D				

CIRCLE-TO-LAND: NOT AUTHORIZED

1 MVD-N (Narrow-body jet aircraft) 2 MVD-2 (2 engine wide-body aircraft)

CHANGES: New procedure.

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YPAD/ADL
ADELAIDE INTL

JEPPESEN
24 MAY 13
Eff 29 May 1600Z (12-23)

MISSED APCH CLIMB GRADIENT MIM 5.6%
CAT C & D

ADELAIDE, SA, AUSTRALIA
RNAV-P (RNP) Rwy 23

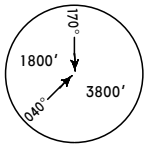
BRIEFING STRIP ™

ATIS	ADELAIDE Approach (R) Within 36 NM:		ADELAIDE Tower	Ground
116.4 134.5	SE of Rwy 05-23 118.2	NW of Rwy 05-23 124.2	120.5	121.7

RNAV	Final Apch Crs	Procedure Alt	RNP DA(H)	Apt Elev / Rwy 23
RNV P 23	222°	NUMKI 1600′ (1580′)	Refer to Minimums	20′ / 20′

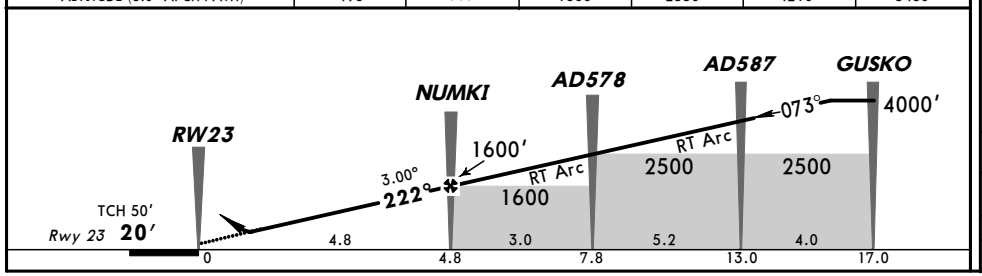
MISSED APCH: Track via the RNAV (RNP) missed approach track to BATIP, then track 222°. Climb to 3000′ or as directed by ATC.
Acceleration altitude 1500′ QNH.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000′
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.
4. Local temperature REQUIRED. 5. Procedure temperature range 0°C (32°F) to 43°C (109°F).
6. Lateral transition to missed approach must not be initiated prior to DA(H) position.
7. Procedure available up to maximum landing weight.

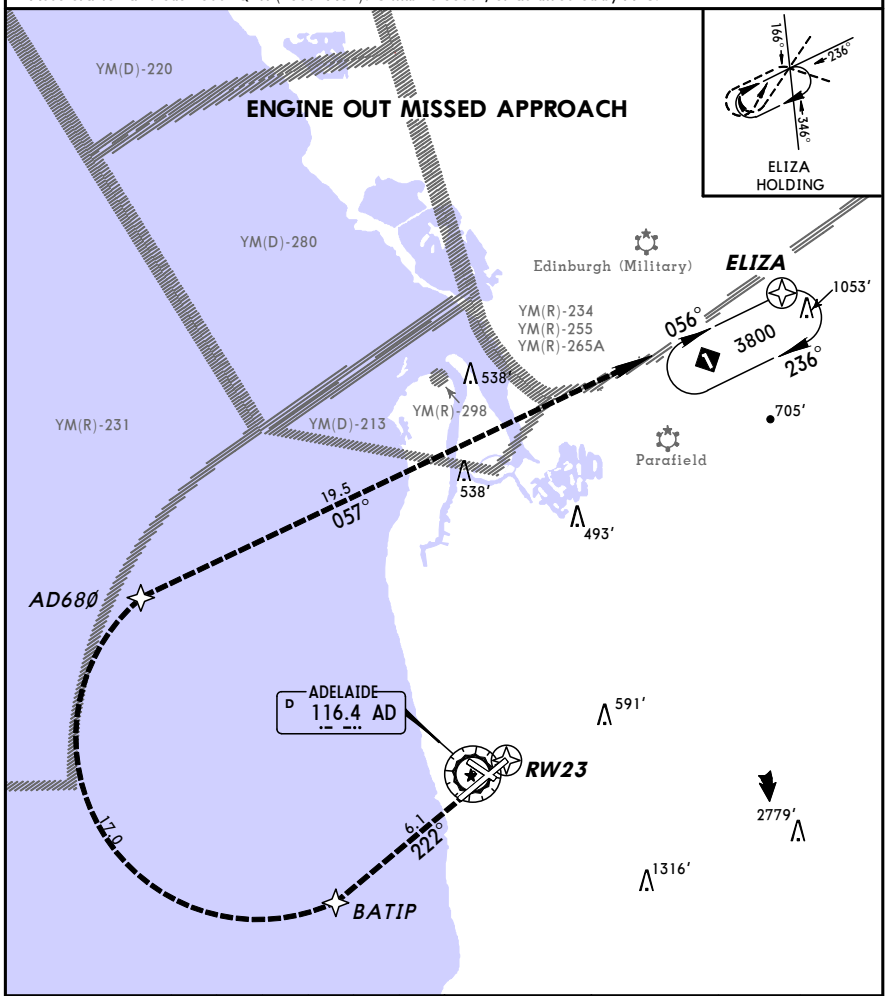


MSA AD VOR
3800′
within 10 NM

Dist to Threshold	1.5	1.7	NUMKI	AD578	AD587	GUSKO
ALTITUDE (3.0° APCH PATH)	496′	569′	1600′	2550′	4210′	5480′



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to ELIZA and hold as published.
Acceleration altitude 1500′ QNH (1500′ AGL). Climb to 3800′, or as directed by ATC.



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

HIALS
PAPI PAPI

222° BATIP

STRAIGHT-IN LANDING RWY 23
Missed apch climb gradient (All Engines) mim 5.6% to 3000′

	RNP 0.15	RNP 0.30
1 CAT C: DA(H)	496′ (476′)	563′ (543′)
2 CAT C/D: DA(H)	500′ (480′)	569′ (549′)

	HIRL out	HIALS out	HIRL out	HIALS out
C / C/D	1.7 km		2.1 km	

CIRCLE-TO-LAND: NOT AUTHORIZED

1 MVD-N (Narrow-body jet aircraft) 2 MVD-2 (2 engine wide-body aircraft)

CHANGES: New procedure.

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YPAD/ADL ADELAIDE INTL

JEPPESEN 10 OCT 14 (12-24)

MISSED APCH CLIMB GRADIENT (ALL ENGINES) MIM 7.7%

CAT C

ADELAIDE, SA, AUSTRALIA
RNAV-U (RNP) Rwy 30

BRIEFING STRIP ™

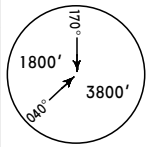
ATIS	ADELAIDE Approach (R) Within 36 NM:		ADELAIDE Tower	Ground
116.4 134.5	SE of Rwy 05-23 118.2	NW of Rwy 05-23 124.2	120.5	121.7

RNAV	Final Apch Crs	Procedure Alt	RNP DA(H)	Apt Elev / Rwy 30
RNV U 30	296°	AD731 2800′ (2786′)	Refer to Minimums	20′ / 14′

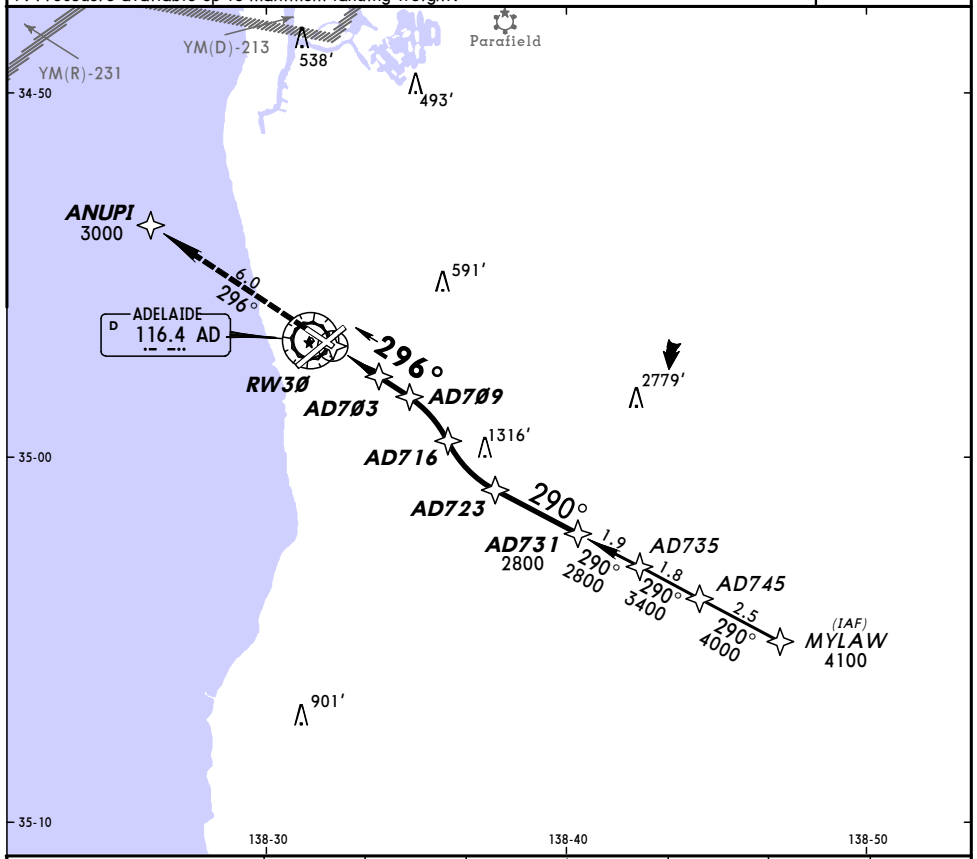
MISSED APCH: Track via the RNAV (RNP) missed approach track to ANUPI, then track 296°. Climb to 3000′ or as directed by ATC.
Acceleration altitude 1500′ QNH.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000′

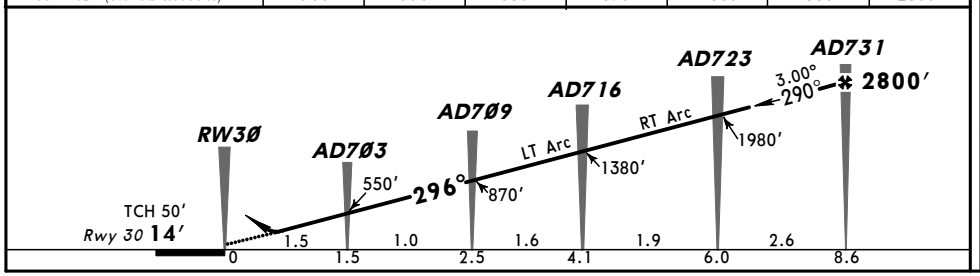
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED.
4. Local temperature REQUIRED. 5. Procedure temperature range 0°C (32°F) to 43°C (109°F).
6. Lateral transition to missed approach must not be initiated prior to DA(H) position.
7. Procedure available up to maximum landing weight.



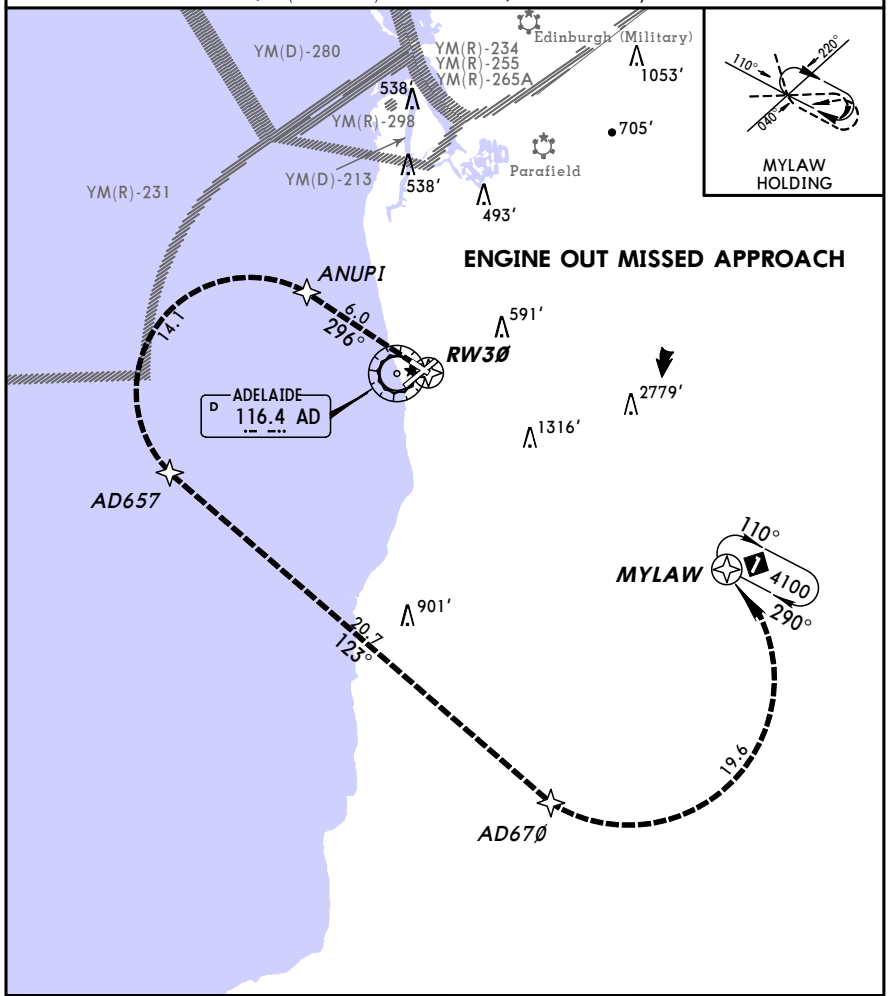
MSA AD VOR 3800′ within 10 NM



Dist to Threshold	1.7	1.9	AD703	AD709	AD716	AD723	AD731
ALTITUDE (3.0° APCH PATH)	544′	604′	550′	870′	1380′	1980′	2800′



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to MYLAW and hold as published.
Acceleration altitude 1500′ QNH (1500′ AGL). Climb to 4100′, or as directed by ATC.



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

PAPI | 296° | ANUPI

STRAIGHT-IN LANDING RWY 30

Missed apch climb gradient (All Engines) mim 7.7% to 3000′

	RNP 0.15	RNP 0.30
	1 CAT C: DA(H) 544′ (530′)	1 CAT C: DA(H) 604′ (590′)
C	2.8 km	3.2 km

CIRCLE-TO-LAND: NOT AUTHORIZED

1 MVD-N (Narrow-body jet aircraft)

CHANGES: Chart reindexed (RNAV-U (RNP) Rwy 23 cancelled).

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JEPPESEN
JeppView 3.6.2.0

YPAD/ADL
ADELAIDE INTL

JEPPESEN 20 MAY 16 (13-1) Eff 26 May

ADELAIDE, SA, AUSTRALIA
VOR Rwy 05

BRIEFING STRIP ™

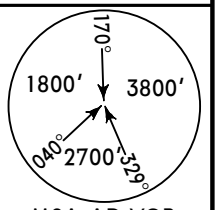
ATIS	ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23	NW of Rwy 05-23	ADELAIDE Tower	Ground
116.4 134.5	118.2	124.2	120.5	121.7

VOR AD	Final Apch Crs	Procedure Alt D5.0	MDA(H)	Apt Elev 20′ Rwy 14′
116.4	035°	1450′ (1436′)	450′ (436′)	

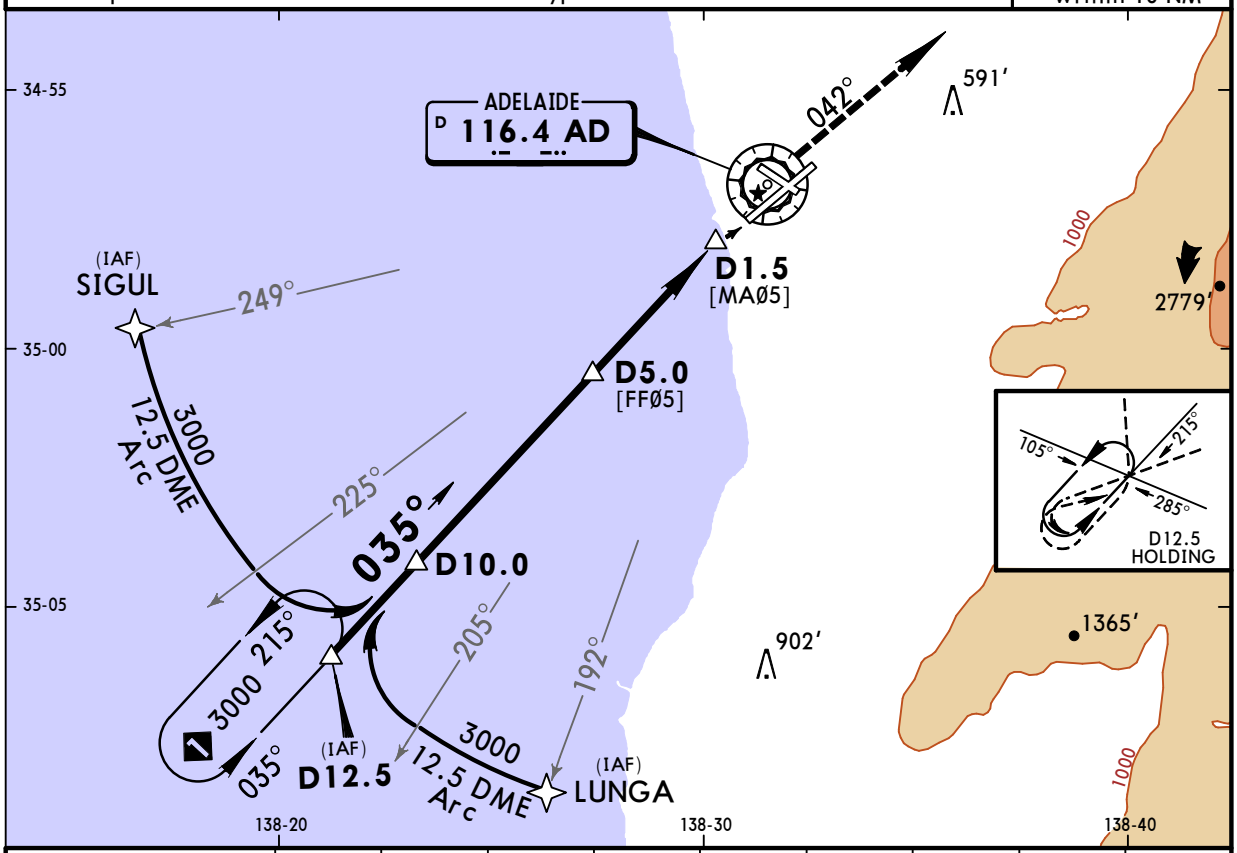
MISSED APCH: Track to AD VOR then turn RIGHT, track outbound on AD VOR R-042, climb to 3800′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000′

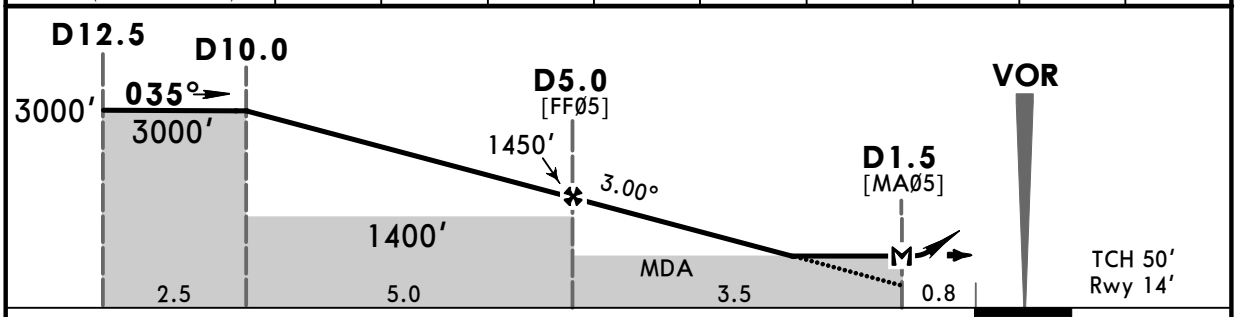
1. **DME REQUIRED.** 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5 NM from Threshold 160 - 150 KT. 3. Aircraft may be RADAR vectored to Final. 4. GNSS permitted in lieu of DME. Reference waypoint AD VOR.



MSA AD VOR 3800′ within 10 NM



AD DME	9.9	9.0	8.0	7.0	6.0	5.0	4.0	3.0	1.9
ALT (3° APCH PATH)	3000′	2730′	2410′	2090′	1770′	1450′	1140′	820′	450′

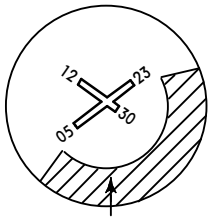


Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.5							

PAPI | AD 116.4 | RT | AD 116.4 R-042

PANS OPS

STRAIGHT-IN LANDING RWY 05		CIRCLE-TO-LAND	
MDA(H) 450′ (436′)		Max Kts	MDA(H)
A	2.4 km	100	900′ (880′) -2.4 km
B		135	
C		180	1000′ (980′) -4.0 km
D		205	1000′ (980′) -5.0 km



No Circling beyond 4 DME AD South of Rwy 05-23 or beyond 3 NM of Thr 05/23/30

CHANGES: Notes.

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YPAD/ADL
ADELAIDE INTL

JEPPESEN 20 MAY 16 (13-2) Eff 26 May

ADELAIDE, SA, AUSTRALIA
VOR Rwy 12

BRIEFING STRIP ™

ATIS	ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23 / NW of Rwy 05-23	ADELAIDE Tower	Ground
116.4 134.5	118.2 124.2	120.5	121.7

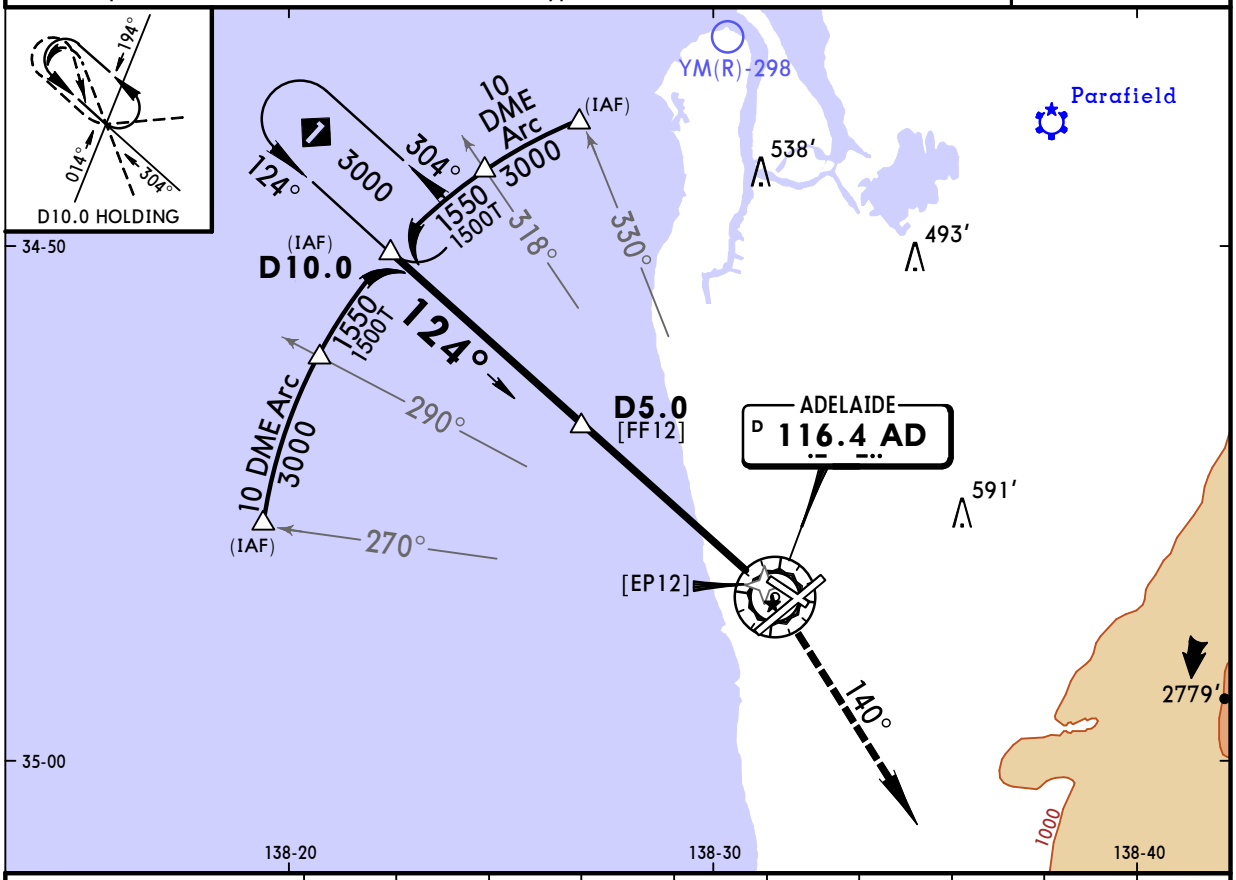
VOR AD	Final Apch Crs	Procedure Alt D5.0	MDA(H)	Apt Elev 20′ Rwy 14′
116.4	124°	1550′(1536′)	450′(436′)	

MISSED APCH: Turn RIGHT to track 140°, climb to 3800′ or as directed by ATC.

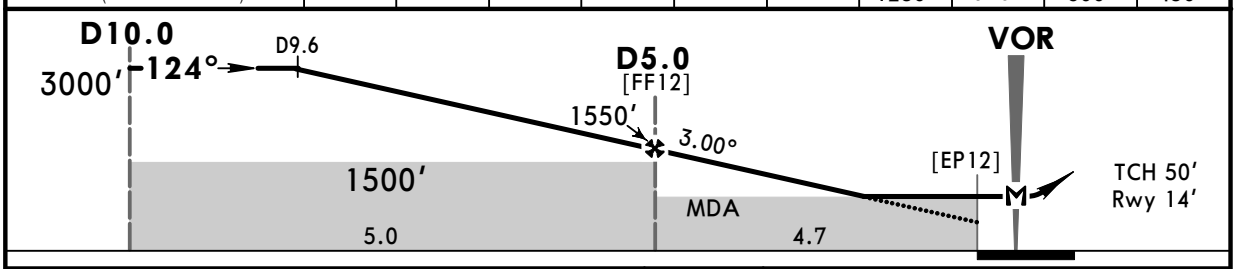
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000′

1. DME REQUIRED. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5 NM from Threshold 160 - 150 KT. 3. Aircraft may be RADAR vectored to Final. 4. GNSS permitted in lieu of DME. Reference waypoint AD VOR.

170° 1800′ 3800′ 040° 2700′ 329°
MSA AD VOR 3800′ within 10 NM



AD DME	9.6	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.5
ALT (3° APCH PATH)	3000′	2830′	2510′	2190′	1870′	1550′	1230′	910′	600′	450′



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

PAPI RT 140° 3800′

PANS OPS

STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND	
MDA(H) 450′(436′)		Max Kts	MDA(H)
A	2.4 km	100	900′(880′) -2.4 km
B		135	1000′(980′) -4.0 km
C		180	1000′(980′) -5.0 km
D		205	1000′(980′) -5.0 km

12 23 30 05
No Circling beyond 4 DME AD South of Rwy 05-23 or beyond 3 NM of Thr 05/23/30

CHANGES: Notes.

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JeppView 3.6.2.0

YPAD/ADL
ADELAIDE INTL

JEPPESEN 20 MAY 16 (13-3) Eff 26 May

ADELAIDE, SA, AUSTRALIA
VOR Rwy 23

BRIEFING STRIP ™

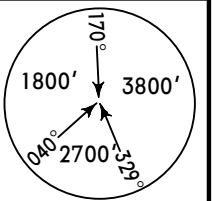
ATIS		ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23	NW of Rwy 05-23	ADELAIDE Tower	Ground
116.4	134.5	118.2	124.2	120.5	121.7

VOR AD	Final Apch Crs	Procedure Alt D7.0	MDA(H)	Apt Elev 20' / Rwy 20'
116.4	227°	2040' (2020')	580' (560')	

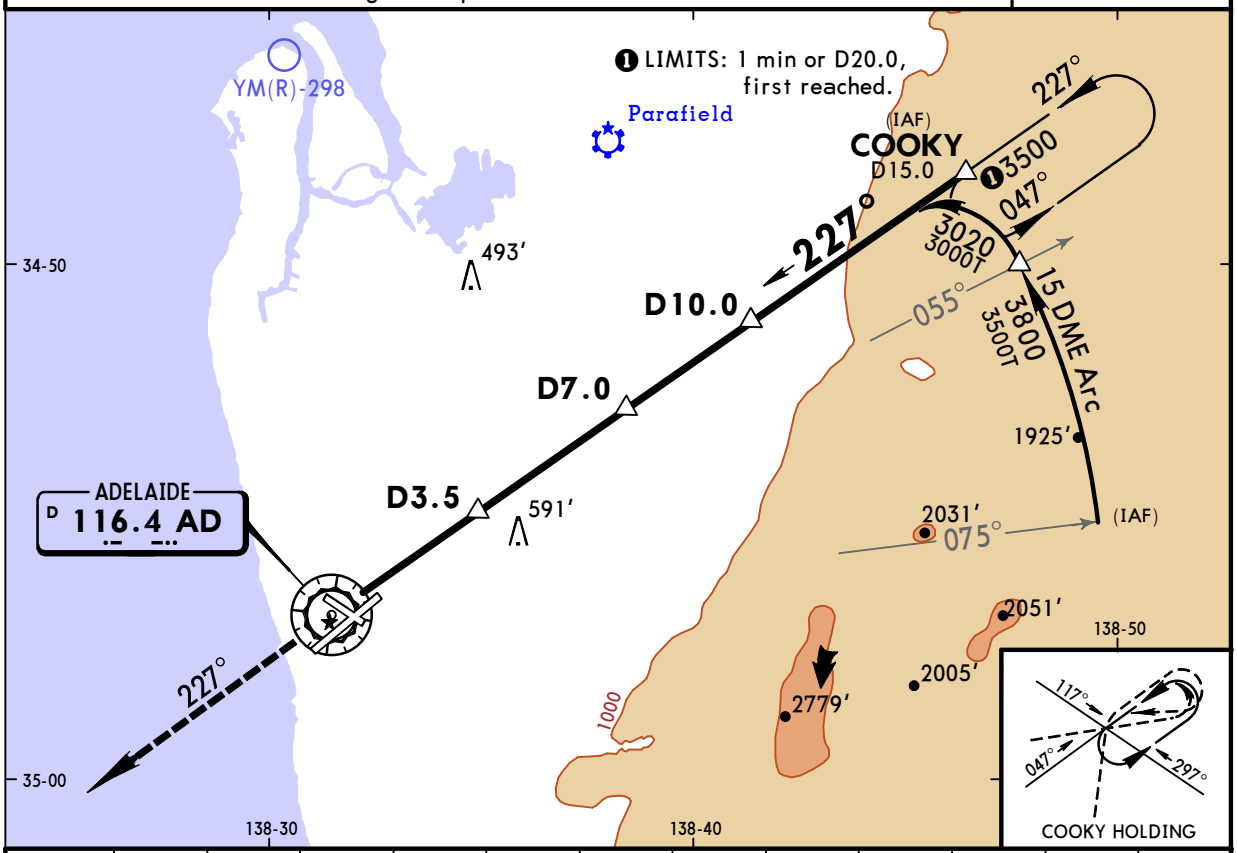
MISSED APCH: Track 227°, climb to 3000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000'

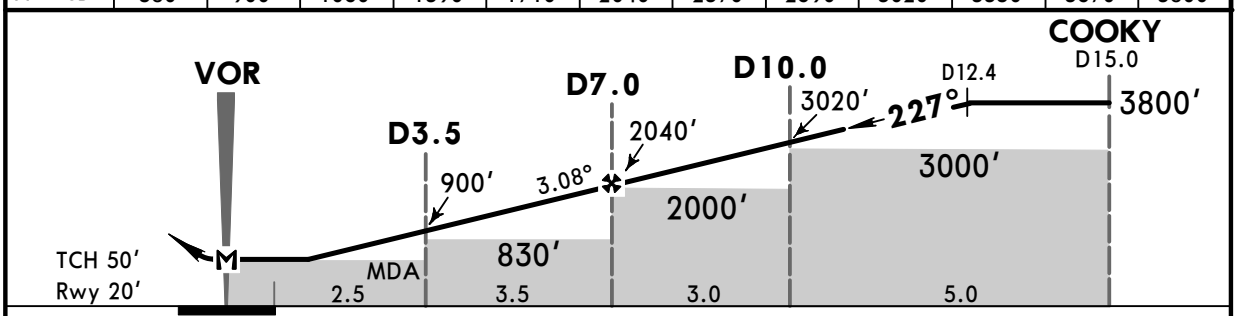
1. DME required. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5 NM from Threshold 160 - 150 KT. 3. Aircraft may be RADAR vectored to D10.0 final. 4. GNSS permitted in lieu of DME. Reference waypoint AD VOR. 5. Approach path angle does not coincide with PAPI on glide slope indication.



MSA AD VOR
3800' within 10 NM



AD DME	2.5	3.5	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	12.4
ALTITUDE	580'	900'	1060'	1390'	1710'	2040'	2370'	2690'	3020'	3350'	3670'	3800'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.08°	379	487	541	650	758	866
MAP at VOR							

HIALS
PAPI PAPI

227°

3000'

PANS OPS

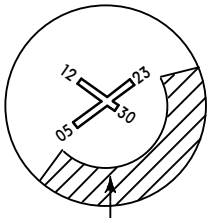
STRAIGHT-IN LANDING RWY23

MDA(H) 580' (560')

	HIALS out
A	3.1 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	900' (880') -2.4 km
135	
180	1000' (980') -4.0 km
205	1000' (980') -5.0 km



No Circling beyond 4 DME AD South of Rwy 05-23 or beyond 3 NM of Thr 05/23/30

CHANGES: Notes.

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YPAD/ADL
ADELAIDE INTL

JEPPESEN 20 MAY 16 (13-4) Eff 26 May

ADELAIDE, SA, AUSTRALIA
VOR Rwy 30

BRIEFING STRIP ™

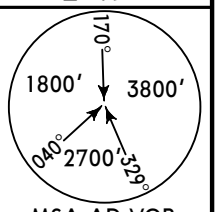
ATIS		ADELAIDE Approach (R) Within 36 NM: SE of Rwy 05-23	NW of Rwy 05-23	ADELAIDE Tower	Ground
116.4	134.5	118.2	124.2	120.5	121.7

VOR AD	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 20′
116.4	290°	D10.0 3250′(3236′)	520′(506′)	Rwy 14′

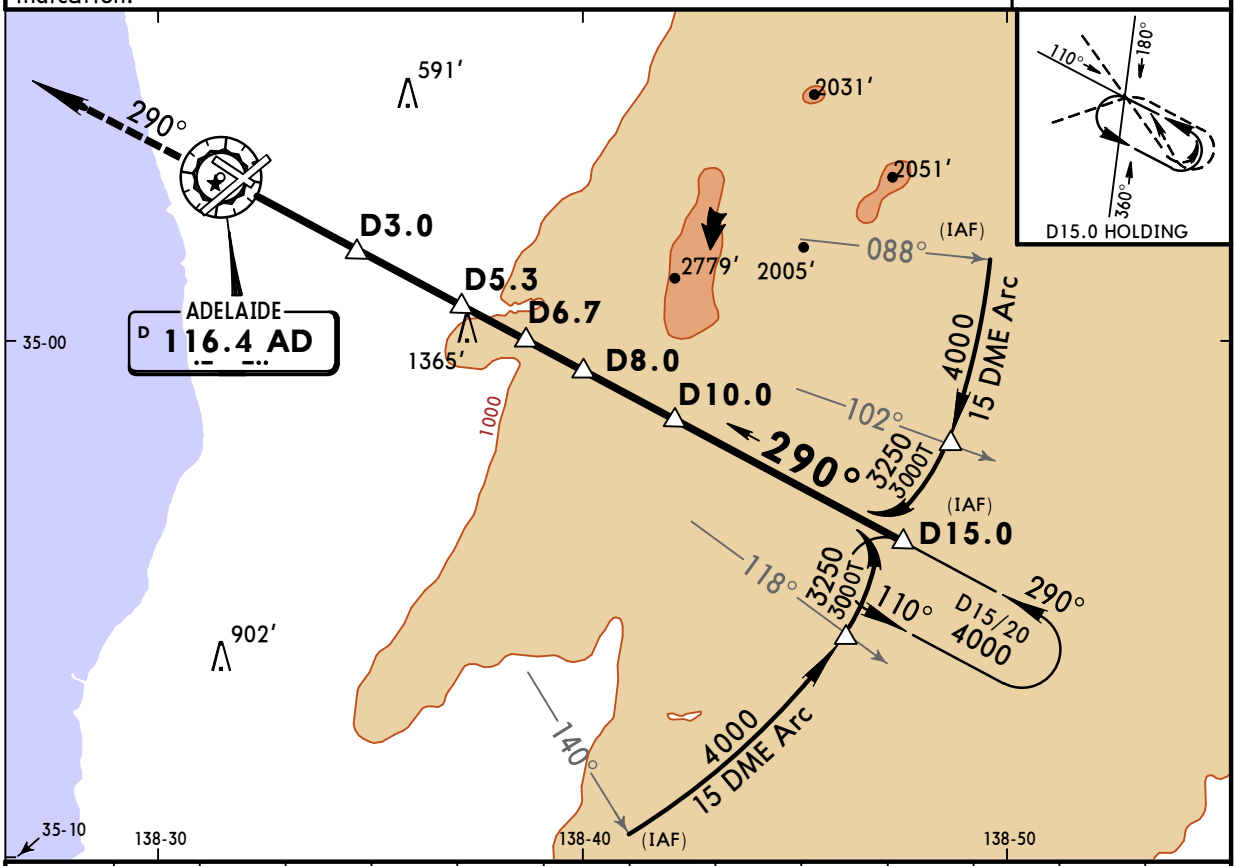
MISSED APCH: Track 290°, climb to 3000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 110 Trans alt: 10000′

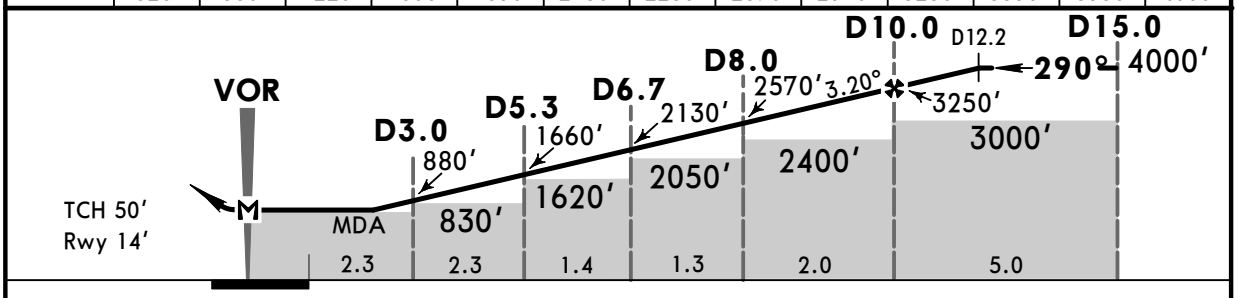
1. DME required. 2. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, at 5 NM from Threshold 160 - 150 KT. 3. GNSS permitted in lieu of DME. Reference waypoint AD VOR. 4. Approach path angle does not coincide with PAPIs on glide slope indication.



MSA AD VOR
3800′ within 10 NM



AD DME	2.0	3.0	4.0	5.3	6.0	6.7	7.0	8.0	9.0	10.0	11.0	12.0	12.2
ALTITUDE	520′	880′	1220′	1660′	1890′	2130′	2230′	2570′	2910′	3250′	3590′	3930′	4000′

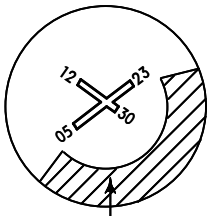


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.20°	421	541	602	722	842	963
MAP at VOR						

PAPI 290° 3000′

PANS OPS

STRAIGHT-IN LANDING RWY30	CIRCLE-TO-LAND	
MDA(H) 520′(506′)	Max Kts	MDA(H)
A, B, C, D: 2.7 km	100	900′(880′) -2.4 km
	135	
	180	1000′(980′) -4.0 km
	205	1000′(980′) -5.0 km



No Circling beyond 4 DME AD South of Rwy 05-23 or beyond 3 NM of Thr 05/23/30

CHANGES: Notes.

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AIR TRAFFIC FLOW MANAGEMENT PROCEDURES

Ground Delay Program (GDP) Inbound.

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 2000-1400 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.

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 when active or from Melbourne ATC.

Ground Delay Program (GDP) Outbound.

Aircraft departing Melbourne (YMML) aerodrome for an Australian Airport with a Ground Delay Program must contact Airways Clearnace Delivery 127.2 after receiving an Airways Clearance and prior to start. Aircraft Clearance Delivery will check compliance with COBT before transferring to Surface Movement Control 121.7.

7874′ (2400m) Runway Separation.

ICAO provides conditions for the application of reduced runway separation. The 7874′ (2400m) runway separation standard applies to arriving aircraft where the lead aircraft is greater than 15,432 lbs (7000 kg), which complements existing Australian standards.

Effective 01 MAR 2017 1300 UTC the 7874′ (2400m) runway separation standard will be able to be used at Melbourne Airport on Rwy 16/34. The standard will not be used on Rwy 09/27 due to insufficient length.

The standard allows for two aircraft to occupy the runway at one time, provided the lead aircraft has a MTOW of 15,432 lbs (7000 kg) or more, and environmental conditions support normal approaches, good visibility and good braking characteristics. The lead aircraft must remain in motion and vacate the runway without backtracking.

The following aircraft may be any weight or category but wake turbulence separation must still be applied between the aircraft.

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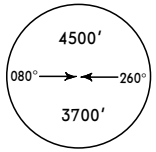
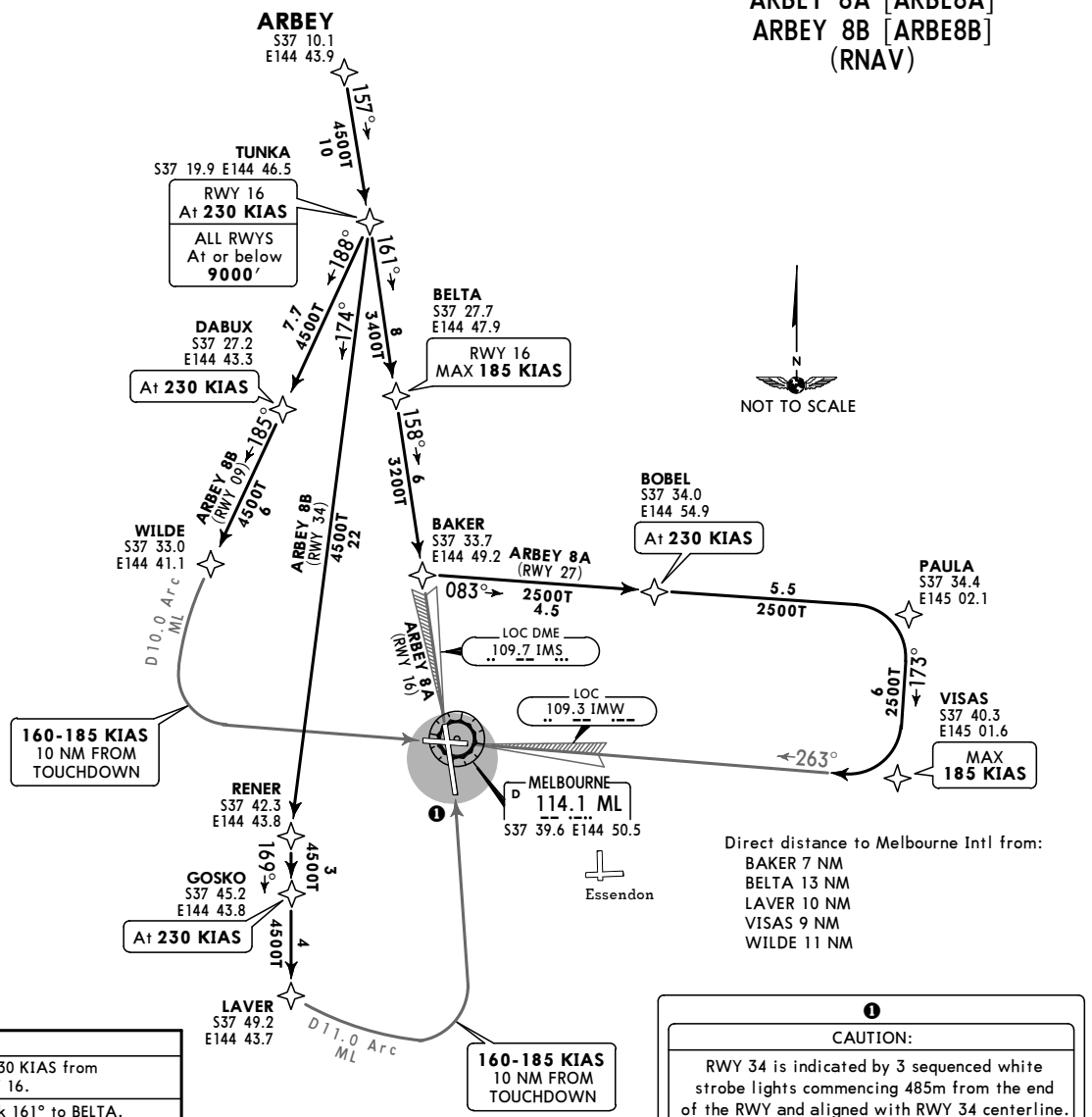
YMML/MEL
MELBOURNE INTL

ATIS	MELBOURNE Approach (R)	Apt Elev	
114.1 118.0	118.9 132.0	434′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′



MSA ML VOR
3300′
Within 10 NM

ARBEY 8A [ARBE8A]
ARBEY 8B [ARBE8B]
(RNAV)



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

Direct distance to Melbourne Intl from:
BAKER 7 NM
BELTA 13 NM
LAVER 10 NM
VISAS 9 NM
WILDE 11 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.

STAR	RWY	ROUTING
ARBEY 8A	16	From ARBEY track 157° to TUNKA. Cross TUNKA at or below 9000′, then at 230 KIAS from TUNKA. Track 161° to BELTA. MAX 185 KIAS from BELTA. Intercept LOC RWY 16.
	27	From ARBEY track 157° to TUNKA. Cross TUNKA at or below 9000′, then track 161° to BELTA. Track 158° to BAKER. Turn LEFT, track 083° to BOBEL. At 230 KIAS from BOBEL. Track 083° to PAULA. Turn RIGHT, track 173° to VISAS. MAX 185 KIAS from VISAS. Intercept LOC RWY 27.
ARBEY 8B	09	From ARBEY track 157° to TUNKA. Cross TUNKA at or below 9000′, then turn RIGHT, track 188° to DABUX. At 230 KIAS from DABUX. Track 185° to WILDE. Track via D10.0 Arc ML for VOR RWY 09. 160-185 KIAS from 10 NM to TOUCHDOWN.
	34	From ARBEY track 157° to TUNKA. Cross TUNKA at or below 9000′, then turn RIGHT, track 174° to RENER. Turn LEFT, track 169° to GOSKO. At 230 KIAS from GOSKO. Track 169° to LAVER. Track via D11.0 Arc ML for VOR RWY 34. 160-185 KIAS from 10 NM to TOUCHDOWN.

CHANGES: Procedures renumbered, ARBEY 7D withdrawn, BOL, EPP NDBs decommissioned, BELTA, VISAS waypoints established, GNSS required note removed, new format.

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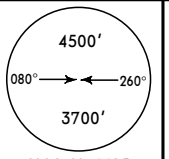
YMML/MEL
MELBOURNE INTL

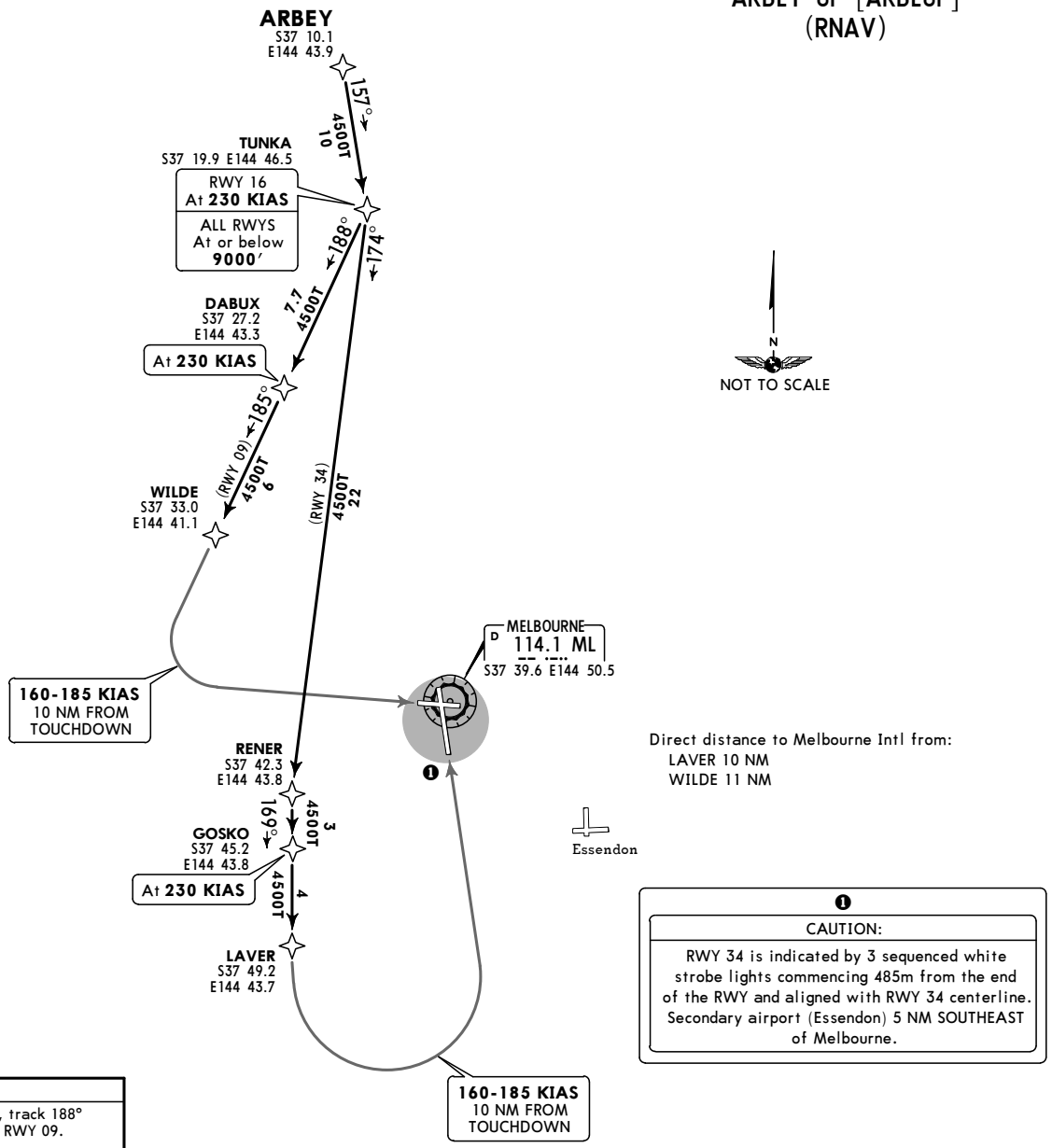
MELBOURNE, VIC, AUSTRALIA
RNAV STAR

ATIS	MELBOURNE Approach (R)	Apt Elev	
114.1 118.0	118.9 132.0	434′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′

ARBEY 8P [ARBE8P] (RNAV)



MSA ML VOR
3300′
Within 10 NM



Direct distance to Melbourne Intl from:
LAVER 10 NM
WILDE 11 NM

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.

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.

RWY	ROUTING
09	From ARBEY track 157° to TUNKA. Cross TUNKA at or below 9000′, then turn RIGHT, track 188° to DABUX. At 230 KIAS from DABUX. Track 185° to WILDE. Track via RNAV-P (RNP) RWY 09. 160-185 KIAS from 10 NM to TOUCHDOWN.
34	From ARBEY track 157° to TUNKA. Cross TUNKA at or below 9000′, then turn RIGHT, track 174° to RENER. Turn LEFT, track 169° to GOSKO. At 230 KIAS from GOSKO. Track 169° to LAVER. Track via RNAV-P (RNP) RWY 34. 160-185 KIAS from 10 NM to TOUCHDOWN.

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

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YMML/MEL
MELBOURNE INTL

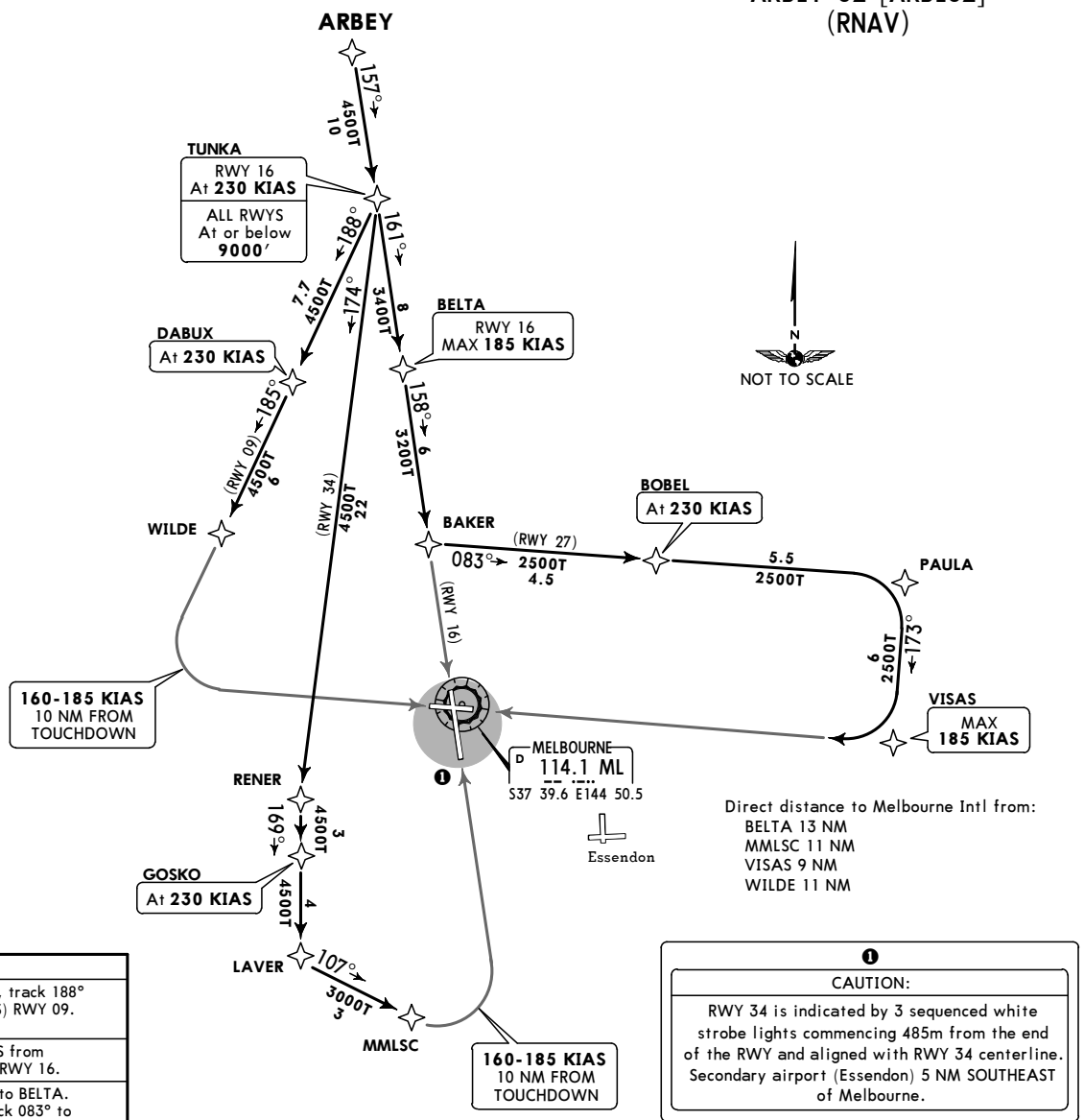
JEPPESEN
4 NOV 16
Eff 9 Nov 1600Z
20-2B

MELBOURNE, VIC, AUSTRALIA
RNAV STAR

ATIS	MELBOURNE Approach (R)	Apt Elev	
114.1 118.0	118.9 132.0	434′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′

4500′
080° 260°
3700′
MSA ML VOR
3300′
Within 10 NM

ARBEY 8Z [ARBE8Z] (RNAV)



Direct distance to Melbourne Intl from:
BELTA 13 NM
MMLSC 11 NM
VISAS 9 NM
WILDE 11 NM

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.

❶

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.

RWY	ROUTING
09	From ARBEY track 157° to TUNKA. Cross TUNKA at or below 9000′, then turn RIGHT, track 188° to DABUX. At 230 KIAS from DABUX. Track 185° to WILDE. Track via RNAV-Z (GNSS) RWY 09. 160-185 KIAS from 10 NM to TOUCHDOWN.
16	From ARBEY track 157° to TUNKA. Cross TUNKA at or below 9000′, then at 230 KIAS from TUNKA. Track 161° to BELTA. MAX 185 KIAS from BELTA. Track via RNAV-Z (GNSS) RWY 16.
27	From ARBEY track 157° to TUNKA. Cross TUNKA at or below 9000′, then track 161° to BELTA. Track 158° to BAKER. Turn LEFT, track 083° to BOBEL. At 230 KIAS from BOBEL. Track 083° to PAULA. Turn RIGHT, track 173° to VISAS. MAX 185 KIAS from VISAS. Track via RNAV-Z (GNSS) RWY 27.
34	From ARBEY track 157° to TUNKA. Cross TUNKA at or below 9000′, then turn RIGHT, track 174° to RENER. Turn LEFT, track 169° to GOSKO. At 230 KIAS from GOSKO. Track 169° to LAVER. Turn LEFT, track 107° to MMLSC. Track via RNAV-Z (GNSS) RWY 34. 160-185 KIAS from 10 NM to TOUCHDOWN.

CHANGES: None.

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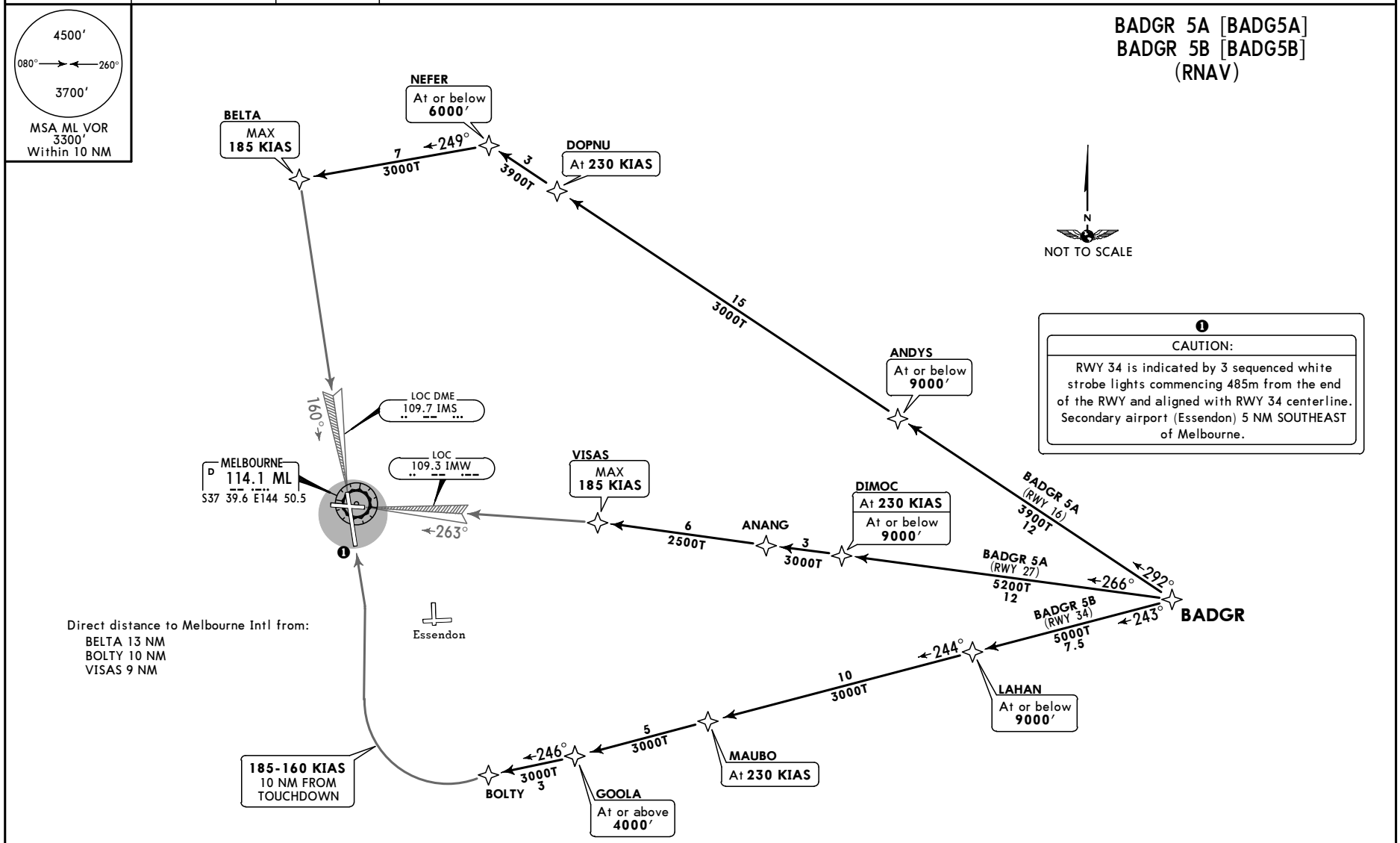
YMML/MEL
MELBOURNE INTL

JEPPESEN
4 NOV 16 (20-2C) Eff 9 Nov 1600Z

MELBOURNE, VIC, AUSTRALIA
RNAV STAR

ATIS	MELBOURNE Approach (R)	Apt Elev	
114.1 118.0	132.0	434′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′



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

STAR	RWY	ROUTING
BADGR 5A	16	From BADGR track 292° to ANDYS. Cross ANDYS at or below 9000′. Track 292° to DOPNU. At 230 KIAS from DOPNU. Track 292° to NEFER. Cross NEFER at or below 6000′. Turn LEFT, track 249° to BELTA. MAX 185 KIAS from BELTA. Intercept LOC RWY 16.
	27	From BADGR track 266° to DIMOC. Cross DIMOC at or below 9000′. At 230 KIAS from DIMOC. Track 266° to ANANG. Track 266° to VISAS. MAX 185 KIAS from VISAS. Intercept LOC RWY 27.
BADGR 5B	34	From BADGR track 243° to LAHAN. Cross LAHAN at or below 9000′. Track 244° to MAUBO. At 230 KIAS from MAUBO. Track 244° to GOOLA. Cross GOOLA at or above 4000′. Track 246° to BOLTY. Track via VOR RWY 34. 185-160 KIAS 10 NM from TOUCHDOWN.

CHANGES: Procedures renumbered, altitudes.

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JEPPESEN
JeppView 3.6.2.0

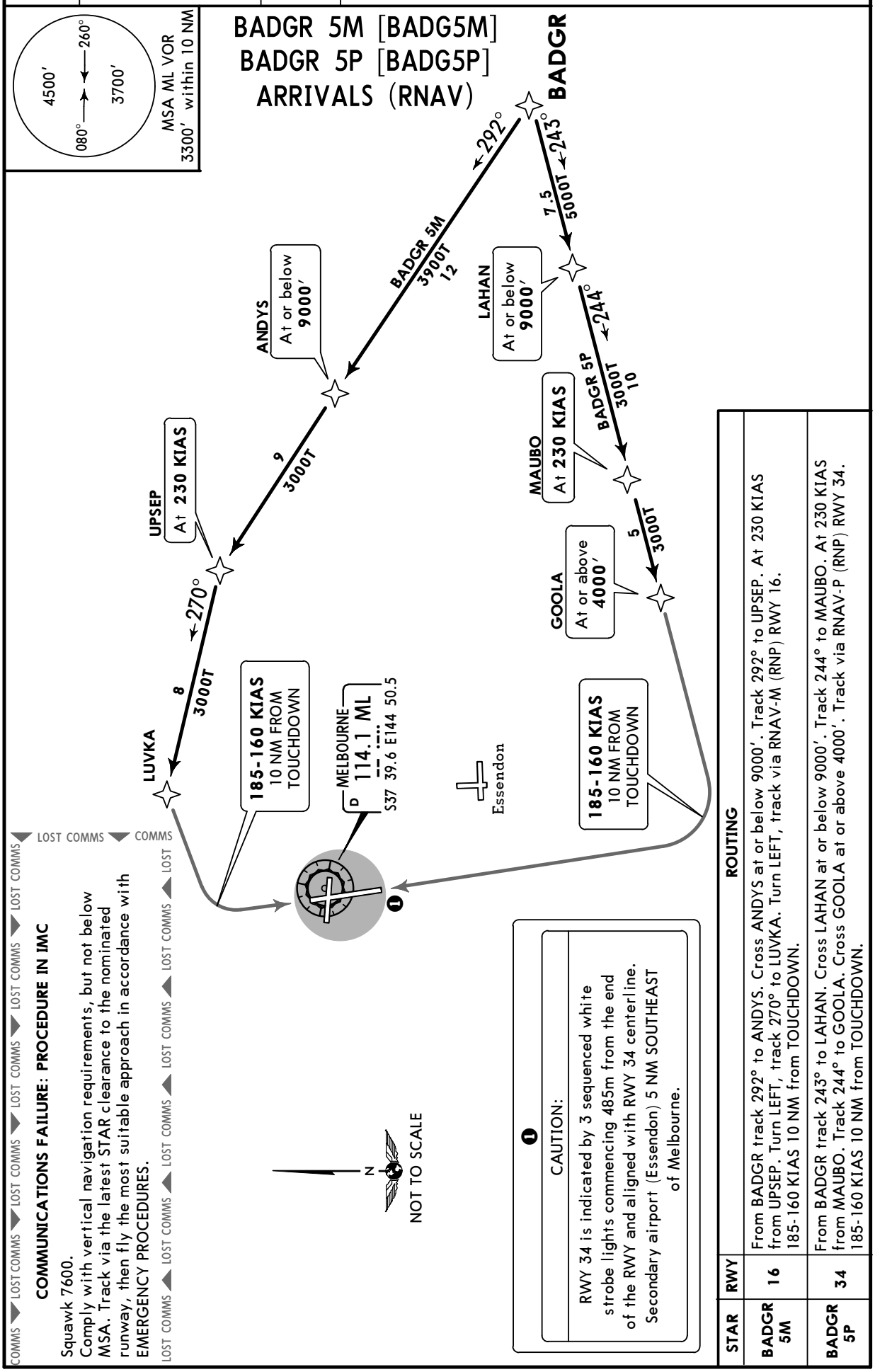
YMML/MEL
MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA

4 NOV 16 (20-2D) Eff 9 Nov 1600Z

RNAV STAR

ATIS	MELBOURNE Approach (R)	Apt Elev	
114.1 118.0	132.0	434′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′



STAR	RWY	ROUTING
BADGR 5M	16	From BADGR track 292° to ANDYS. Cross ANDYS at or below 9000′. Track 292° to UPSEP. At 230 KIAS from UPSEP. Turn LEFT, track 270° to LUVKA. Turn LEFT, track via RNAV-M (RNP) RWY 16. 185-160 KIAS 10 NM from TOUCHDOWN.
BADGR 5P	34	From BADGR track 243° to LAHAN. Cross LAHAN at or below 9000′. Track 244° to MAUBO. At 230 KIAS from MAUBO. Track 244° to GOOLA. Cross GOOLA at or above 4000′. Track via RNAV-P (RNP) RWY 34. 185-160 KIAS 10 NM from TOUCHDOWN.

CHANGES: Procedure renumbered, BADGR 5M added.

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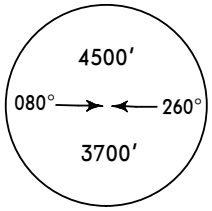
YMML/MEL MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA

4 NOV 16 (20-2E) Eff 9 Nov 1600Z

RNAV STAR

ATIS	MELBOURNE Approach (R)	Apt Elev	
114.1 118.0	132.0	434′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′



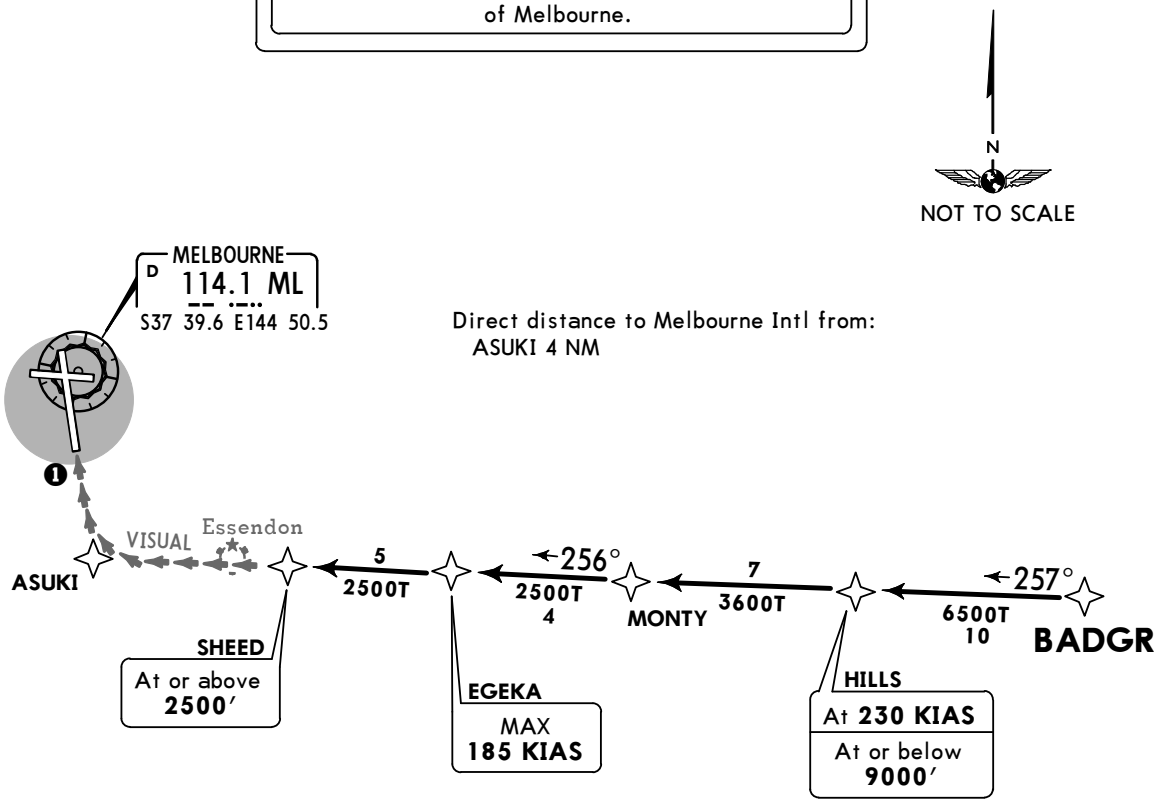
MSA ML VOR
3300′ within 10 NM

BADGR 5V [BADG5V]
(RNAV)
(RWY 34)

❶

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.



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

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.

CHANGES: Procedure renumbered.

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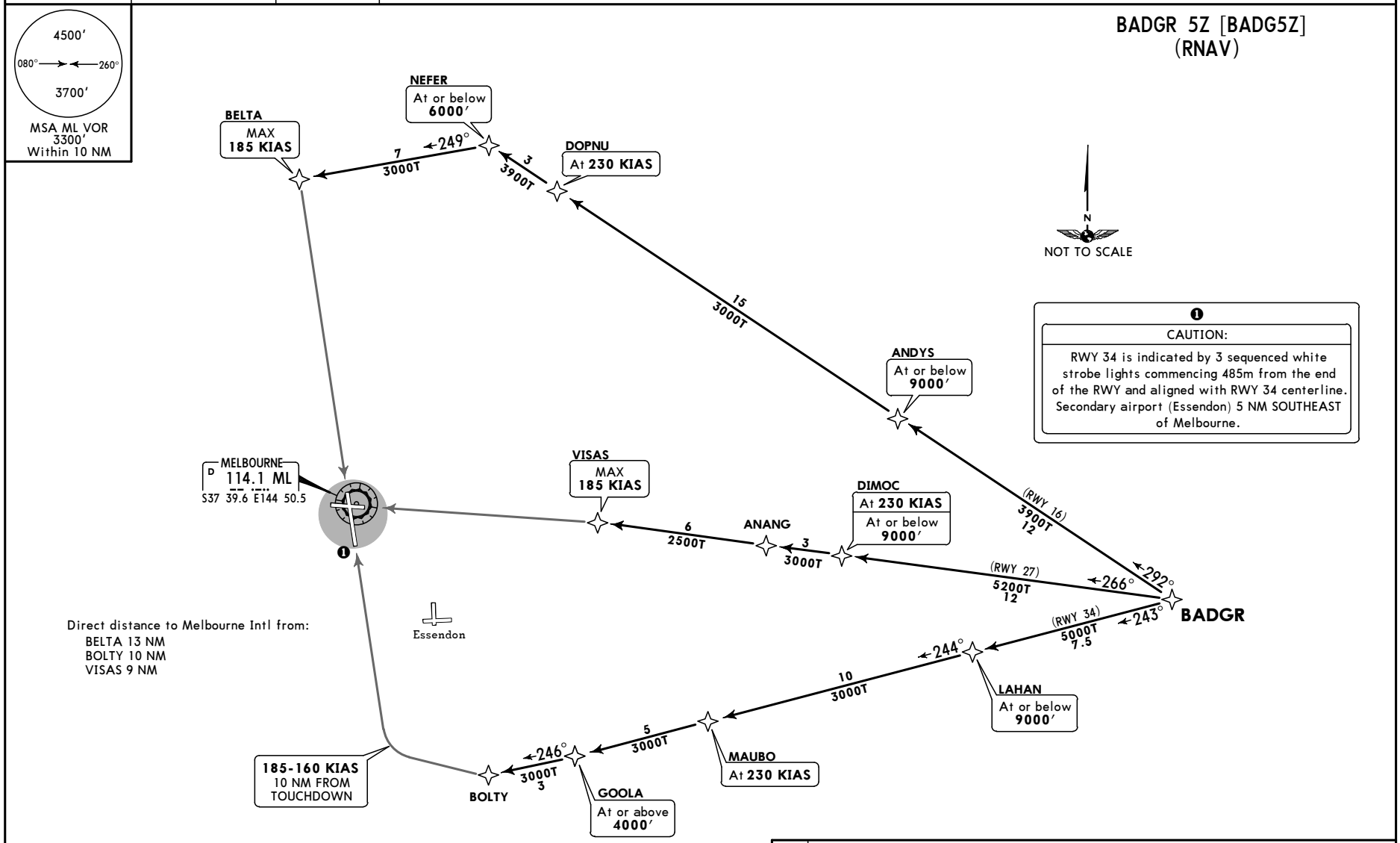
YMML/MEL
MELBOURNE INTL

JEPPESEN
4 NOV 16
Eff 9 Nov 1600Z
20-2F

MELBOURNE, VIC, AUSTRALIA
RNAV STAR

ATIS	MELBOURNE Approach (R)	Apt Elev	
114.1 118.0	132.0	434′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′

BADGR 5Z [BADG5Z] (RNAV)



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.

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

LOST COMMS ◀ COMMS

RWY	ROUTING
16	From BADGR track 292° to ANDYS. Cross ANDYS at or below 9000′. Track 292° to DOPNU. At 230 KIAS from DOPNU. Track 292° to NEFER. Cross NEFER at or below 6000′. Turn LEFT, track 249° to BELTA. MAX 185 KIAS from BELTA. Track via RNAV-Z (GNSS) RWY 16.
27	From BADGR track 266° to DIMOC. Cross DIMOC at or below 9000′. At 230 KIAS from DIMOC. Track 266° to ANANG. Track 266° to VISAS. MAX 185 KIAS from VISAS. Track via RNAV-Z (GNSS) RWY 27.
34	From BADGR track 243° to LAHAN. Cross LAHAN at or below 9000′. Track 244° to MAUBO. At 230 KIAS from MAUBO. Track 244° to GOOLA. Cross GOOLA at or above 4000′. Track 246° to BOLTY. Track via RNAV-Z (GNSS) RWY 34. 185-160 KIAS 10 NM from TOUCHDOWN.

CHANGES: Procedures renumbered, altitudes.

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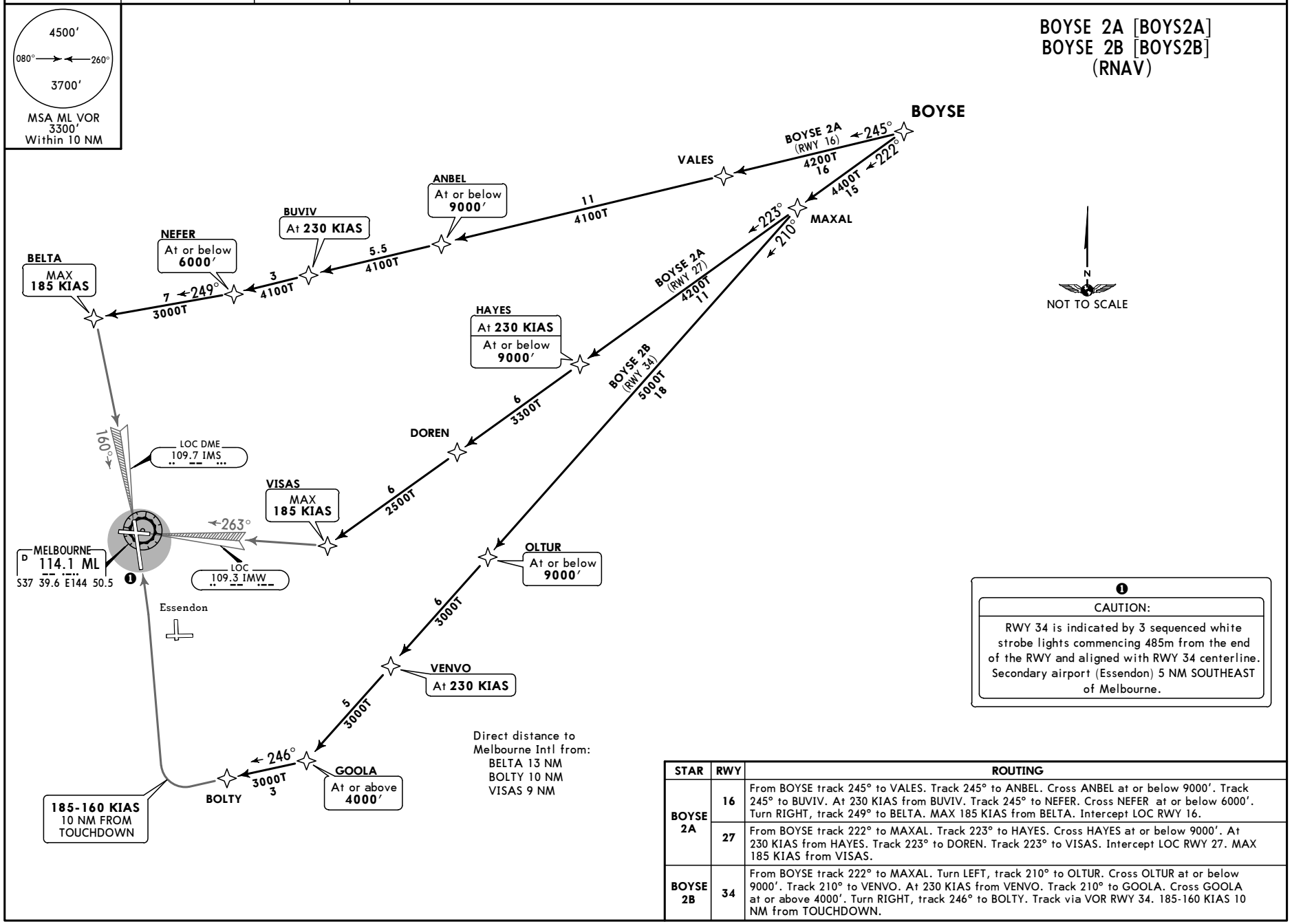
YMML/MEL
MELBOURNE INTL

JEPPESEN
4 NOV 16 (20-2G) Eff 9 Nov 1600Z

MELBOURNE, VIC, AUSTRALIA
RNAV STAR

ATIS	MELBOURNE Approach (R)	Apt Elev	
114.1 118.0	132.0	434′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′ Non-jets only.



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.

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 BOLTY. Track via VOR RWY 34. 185-160 KIAS 10 NM from TOUCHDOWN.

CHANGES: None.

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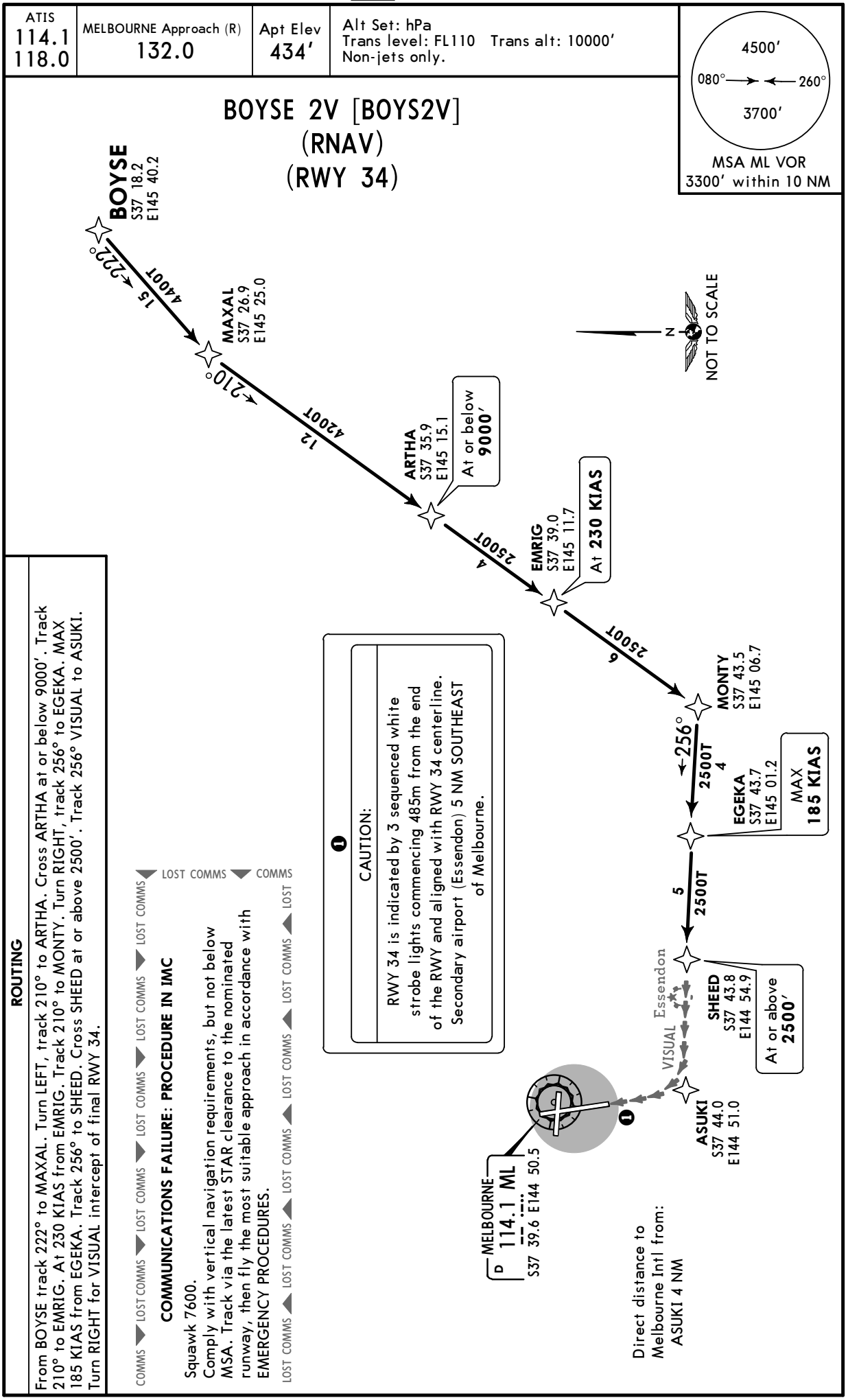
YMML/MEL
MELBOURNE INTL

JEPPESEN 20 MAY 16 (20-2H) Eff 26 May

MELBOURNE, VIC, AUSTRALIA
RNAV STAR

ATIS	MELBOURNE Approach (R)	Apt Elev	
114.1 118.0	132.0	434′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′ Non-jets only.

BOYSE 2V [BOYS2V]
(RNAV)
(RWY 34)



ROUTING

From BOYSE track 222° to MAXAL. Turn LEFT, track 210° to ARTHA. Cross ARTHA at or below 9000′. Track 210° to EMRIG. At 230 KIAS from EMRIG. Track 210° 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.

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ 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.

CHANGES: Procedure renumbered, GNSS note removed, new format.
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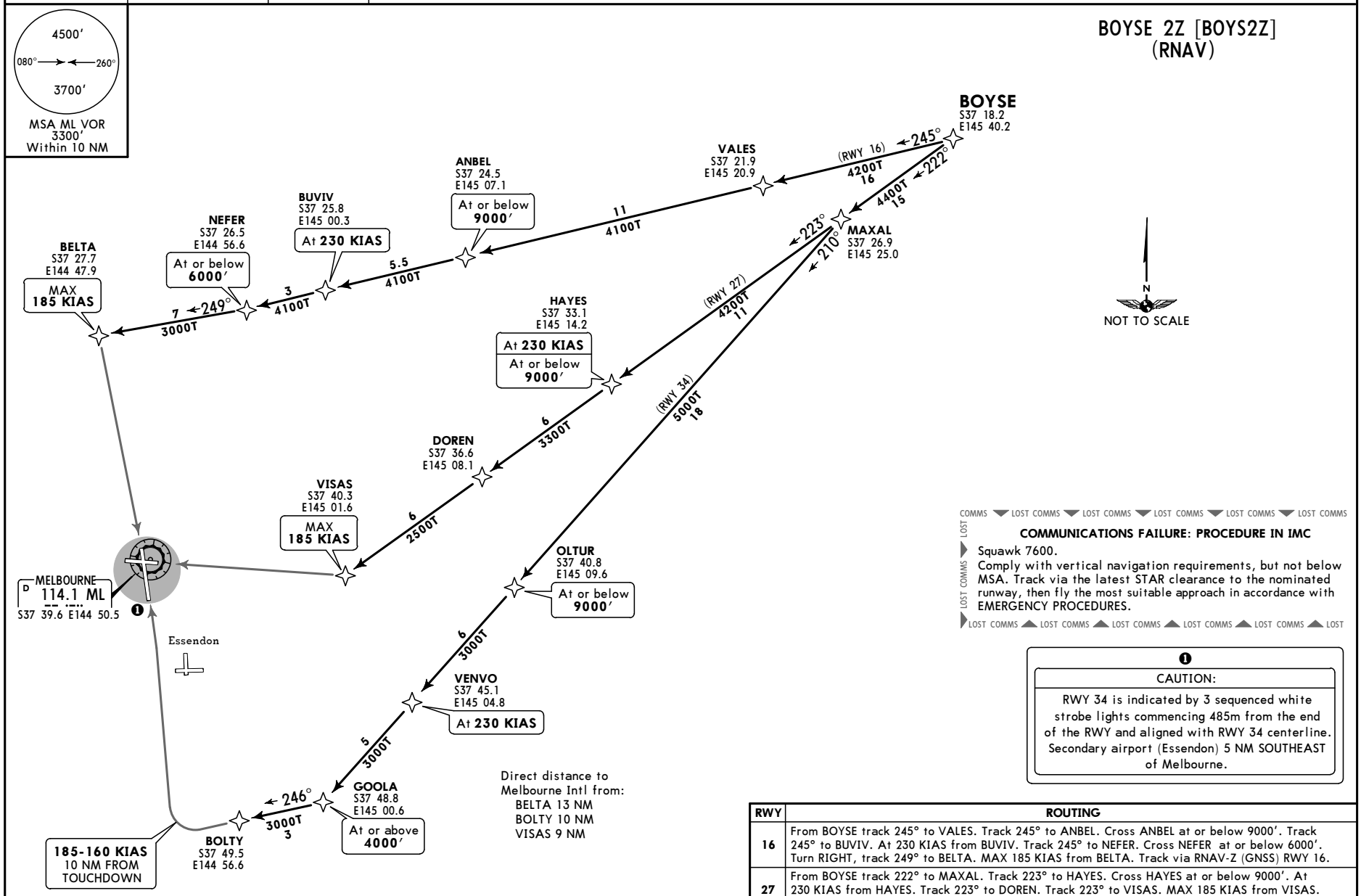
YMML/MEL
MELBOURNE INTL

ATIS	MELBOURNE Approach (R)	Apt Elev	
114.1 118.0	132.0	434′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′ Non-jets only.



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

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.

RWY	ROUTING
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. Track via RNAV-Z (GNSS) 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. MAX 185 KIAS from VISAS. Track via RNAV-Z (GNSS) RWY 27.
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 BOLTY. Track via RNAV-Z (GNSS) RWY 34. 185-160 KIAS 10 NM from TOUCHDOWN.

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

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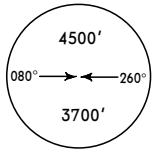
YMML/MEL
MELBOURNE INTL

JEPPESEN
20 MAY 16 (20-2K) Eff 26 May

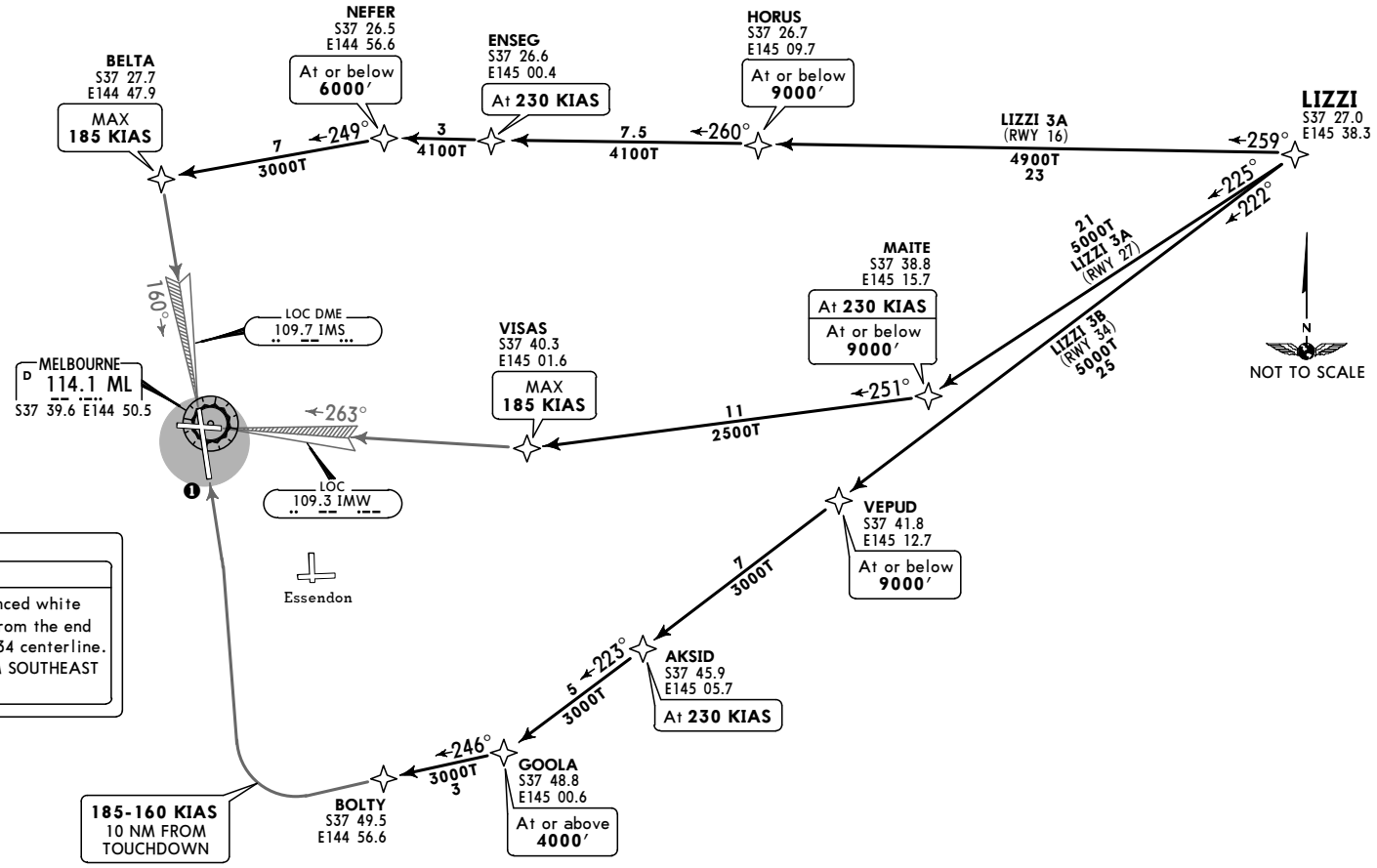
MELBOURNE, VIC, AUSTRALIA
RNAV STAR

ATIS	MELBOURNE Approach (R)	Apt Elev	
114.1 118.0	132.0	434′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′



MSA ML VOR
3300′
Within 10 NM

LIZZI 3A [LIZI3A]
LIZZI 3B [LIZI3B]
(RNAV)



Direct distance to Melbourne Intl from:
BELTA 13 NM
BOLTY 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.

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

STAR	RWY	ROUTING
LIZZI 3A	16	From LIZZI track 259° to HORUS. Cross HORUS at or below 9000′. Track 260° to ENSEG. At 230 KIAS from ENSEG. Track 260° to NEFER. Cross NEFER at or below 6000′. Turn LEFT, track 249° to BELTA. MAX 185 KIAS from BELTA. Intercept LOC RWY 16.
	27	From LIZZI track 225° to MAITE. Cross MAITE at or below 9000′. At 230 KIAS from MAITE. Turn RIGHT, track 251° to VISAS. MAX 185 KIAS from VISAS. Intercept LOC RWY 27.
LIZZI 3B	34	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′. Turn RIGHT, track 246° to BOLTY. Track via VOR RWY 34. 185-160 KIAS 10 NM from TOUCHDOWN.

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

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JeppView 3.6.2.0

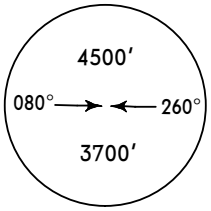
YMML/MEL
MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA

20 MAY 16 (20-2L) Eff 26 May

RNAV STAR

ATIS	MELBOURNE Approach (R)	Apt Elev	Alt Set: hPa Trans level: FL110 Trans alt: 10000′
114.1 118.0	132.0	434′	



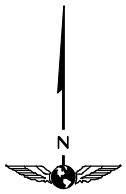
MSA ML VOR
3300′ within 10 NM

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

❶

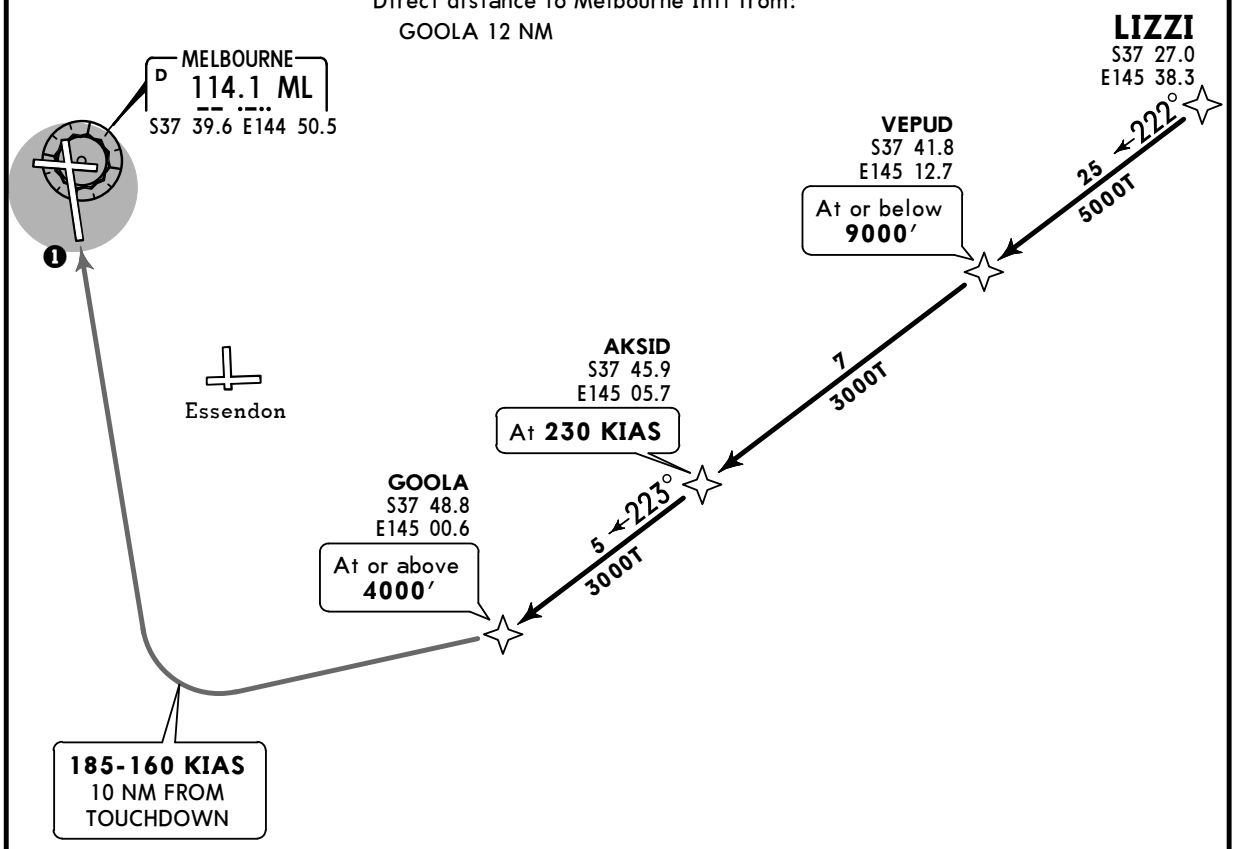
CAUTION:

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

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

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.

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

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YMML/MEL
MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA

20 MAY 16 (20-2M) Eff 26 May

RNAV STAR

ATIS	MELBOURNE Approach (R)	Apt Elev	Alt Set: hPa Trans level: FL110 Trans alt: 10000′
114.1 118.0	132.0	434′	

4500′
080° 260°
3700′
MSA ML VOR
3300′ within 10 NM

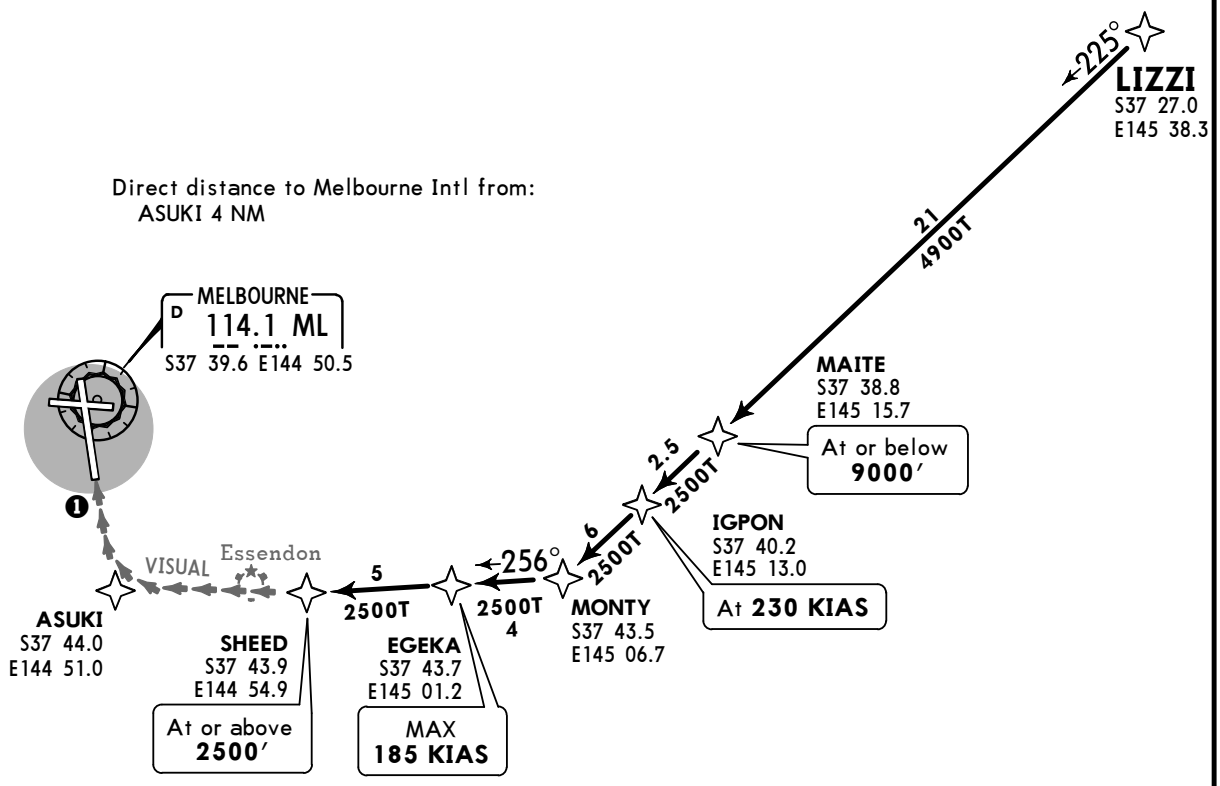
LIZZI 3V [LIZI3V]
(RNAV)
(RWY 34)

❶

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.

N
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.

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

LOST COMMS ◀ COMMS

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.

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

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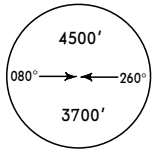
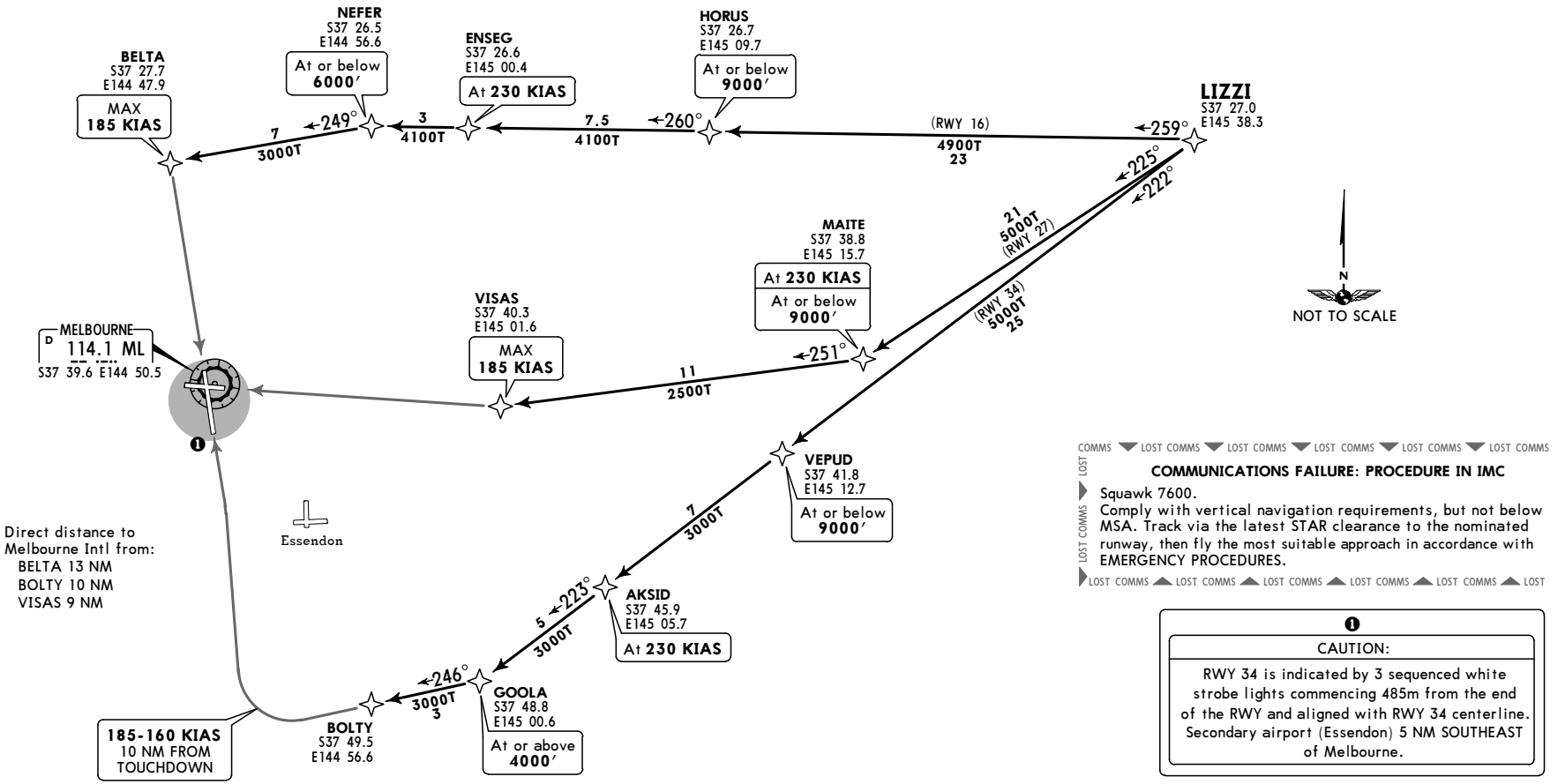
YMML/MEL
MELBOURNE INTL

ATIS	MELBOURNE Approach (R)	Apt Elev	
114.1 118.0	132.0	434′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′



MSA ML VOR
3300′
Within 10 NM

LIZZI 3Z [LIZI3Z] (RNAV)



Direct distance to Melbourne Intl from:
BELTA 13 NM
BOLTY 10 NM
VISAS 9 NM

LOST 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

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.

RWY	ROUTING
16	From LIZZI track 259° to HORUS. Cross HORUS at or below 9000′. Track 260° to ENSEG. At 230 KIAS from ENSEG. Track 260° to NEFER. Cross NEFER at or below 6000′. Turn LEFT, track 249° to BELTA. MAX 185 KIAS from BELTA. Track via RNAV-Z (GNSS) RWY 16.
27	From LIZZI track 225° to MAITE. Cross MAITE at or below 9000′. At 230 KIAS from MAITE. Turn RIGHT, track 251° to VISAS. MAX 185 KIAS from VISAS. Track via RNAV-Z (GNSS) RWY 27.
34	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′. Turn RIGHT, track 246° to BOLTY. Track via RNAV-Z (GNSS) RWY 34. 185-160 KIAS 10 NM from TOUCHDOWN.

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

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YMML/MEL MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA

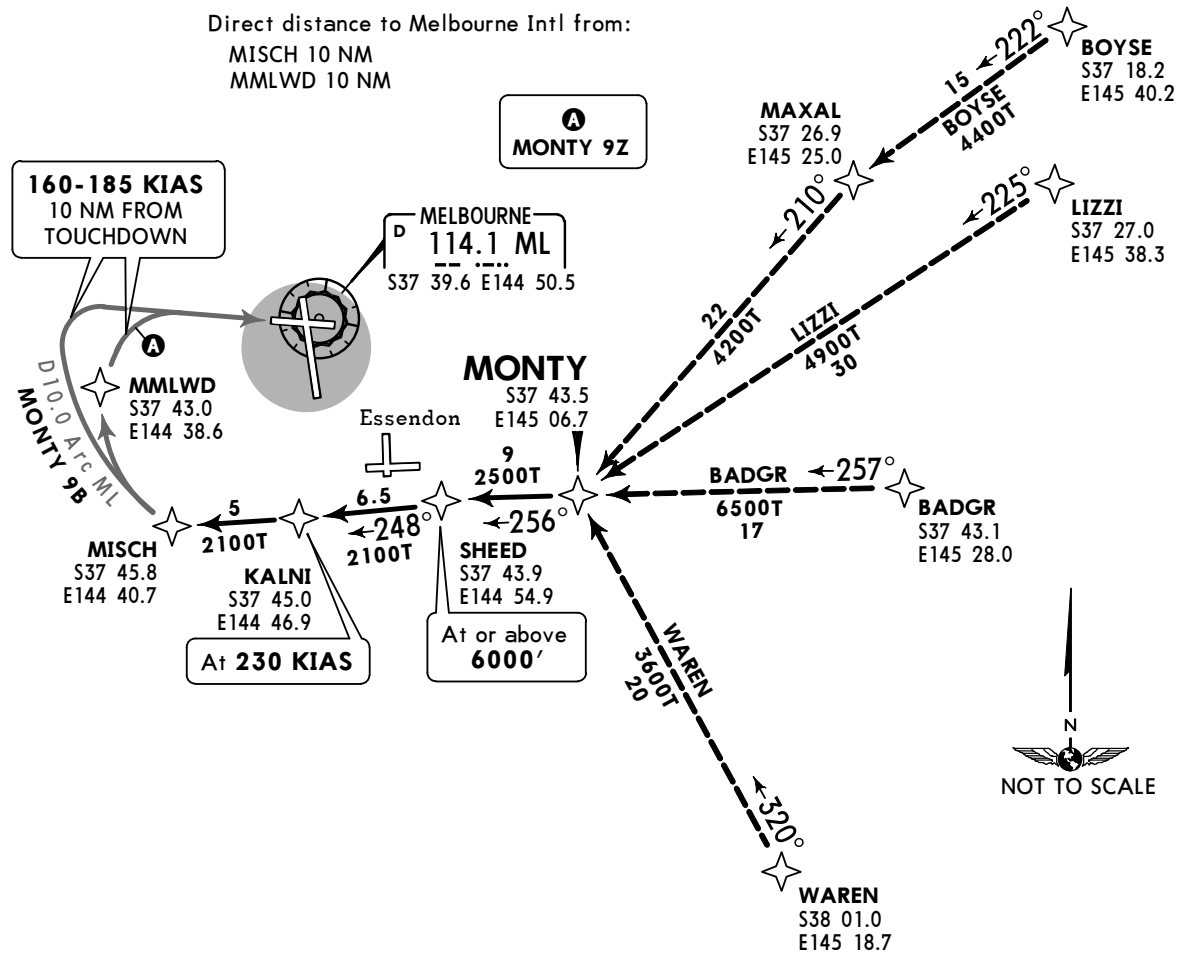
20 MAY 16 (20-2P) Eff 26 May

RNAV STAR

ATIS	MELBOURNE Approach (R)	Apt Elev	
114.1 118.0	132.0	434′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′

4500′
080° 260°
3700′
MSA ML VOR
3300′ within 10 NM

MONTY 9B [MONT9B]
MONTY 9Z [MONT9Z]
(RNAV)
(RWY 09)



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 ◀ COMMS

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.

STAR	ROUTING
MONTY 9B	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 D10.0 Arc ML for VOR RWY 09. 160-185 KIAS from 10 NM to TOUCHDOWN.
MONTY 9Z	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-Z (GNSS) RWY 09. 160-185 KIAS from 10 NM to TOUCHDOWN.

CHANGES: GNSS note removed, new format.

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YMML/MEL MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA

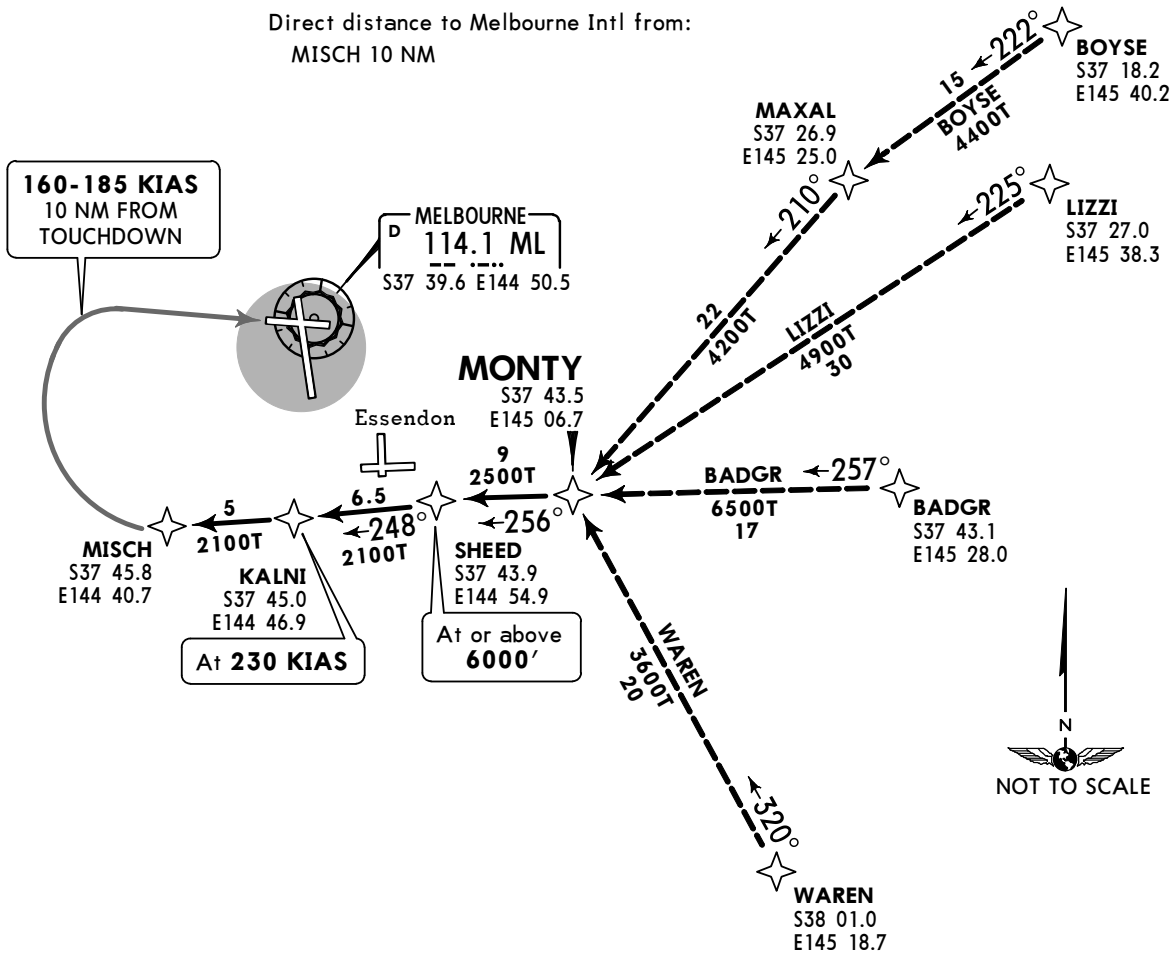
20 MAY 16 (20-2Q) Eff 26 May

RNAV STAR

ATIS	MELBOURNE Approach (R)	Apt Elev	
114.1 118.0	132.0	434′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′

4500′
080° 260°
3700′
MSA ML VOR
3300′ within 10 NM

MONTY 9P [MONT9P]
(RNAV)
(RWY 09)



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

LOST COMMS COMMS

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.

CHANGES: GNSS note removed, new format.

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YMML/MEL MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA

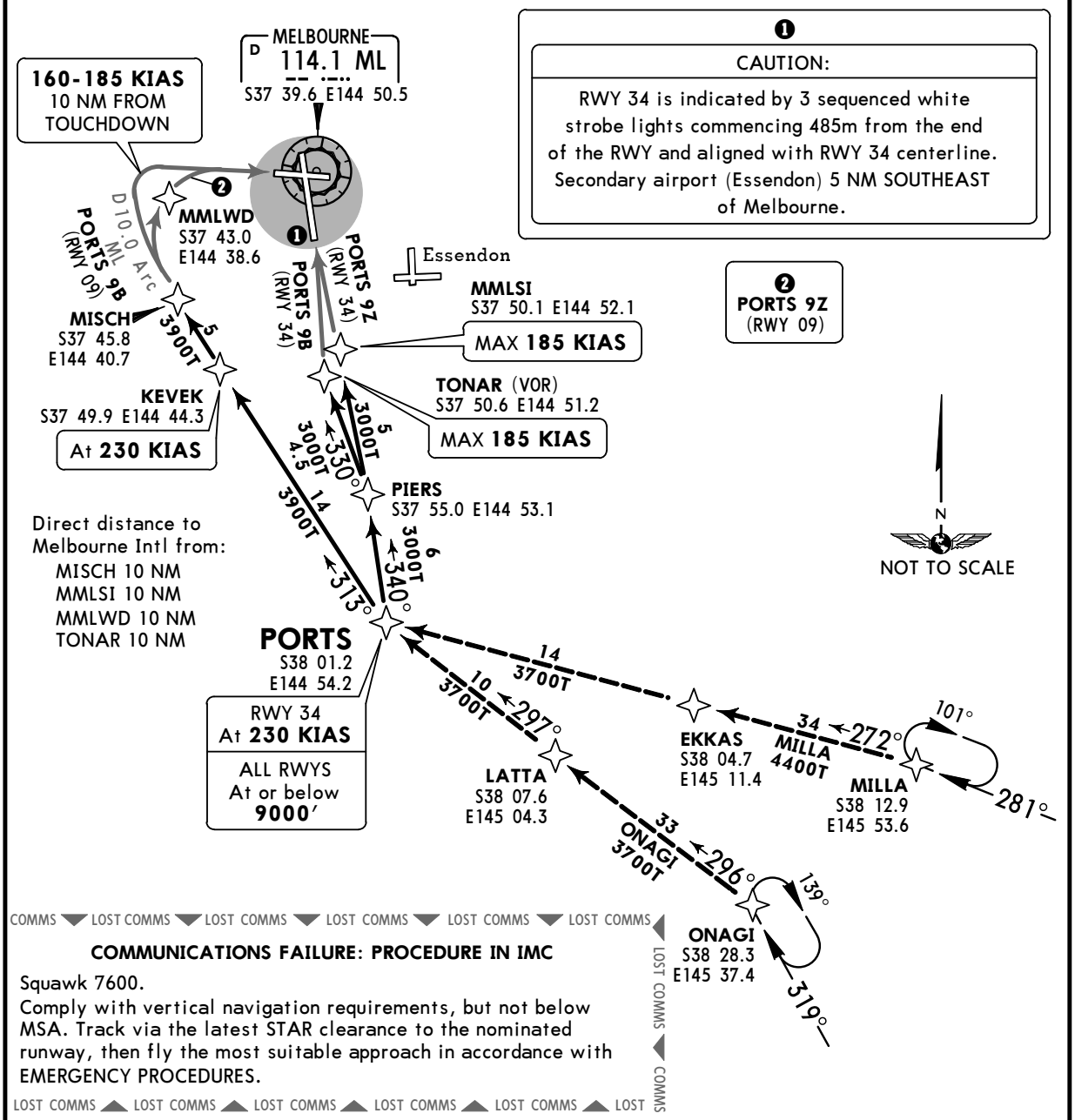
20 MAY 16 (20-2S) Eff 26 May

RNAV STAR

ATIS	MELBOURNE Approach (R)	Apt Elev	Alt Set: hPa Trans level: FL110 Trans alt: 10000′
114.1 118.0	129.4	434′	

4500′
080° 260°
3700′
MSA ML VOR
3300′ within 10 NM

PORTS 9B [PORT9B]
PORTS 9Z [PORT9Z]
(RNAV)



❶ 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.

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

LOST COMMS ◀ COMMS

TRANSITIONS

MILLA	From MILLA to PORTS: Track 272° to EKKAS. Track 272° to PORTS. Cross PORTS at or below 9000′. Then follow arrival instruction.
ONAGI	From ONAGI to PORTS: Track 296° to LATTA. Track 297° to PORTS. Cross PORTS at or below 9000′. Then follow arrival instruction.

STAR	RWY	ROUTING
PORTS 9B	**09**	From PORTS: Turn RIGHT, track 313° to KEVEK. At 230 KIAS from KEVEK. Track 313° to MISCH. Track via D10.0 Arc ML for VOR RWY 09. 160-185 KIAS from 10 NM to TOUCHDOWN.
	34	From PORTS: At 230 KIAS from PORTS. Turn RIGHT, track 340° to PIERS. Turn LEFT, track 330° to TONAR for VOR RWY 34. MAX 185 KIAS from TONAR.
PORTS 9Z	**09**	From PORTS: Turn RIGHT, track 313° to KEVEK. At 230 KIAS from KEVEK. Track 313° to MISCH. Track via RNAV-Z (GNSS) RWY 09. 160-185 KIAS from 10 NM to TOUCHDOWN.
	34	From PORTS: At 230 KIAS from PORTS. Turn RIGHT, track 340° to PIERS. Track 340° to MMLSI. Track via RNAV-Z (GNSS) RWY 34. MAX 185 KIAS from MMLSI.

CHANGES: Procedures revised, renumbered, new format.

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YMML/MEL
MELBOURNE INTL

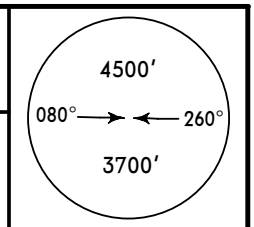
JEPPESEN MELBOURNE, VIC, AUSTRALIA

20 MAY 16 (20-2T) Eff 26 May

RNAV STAR

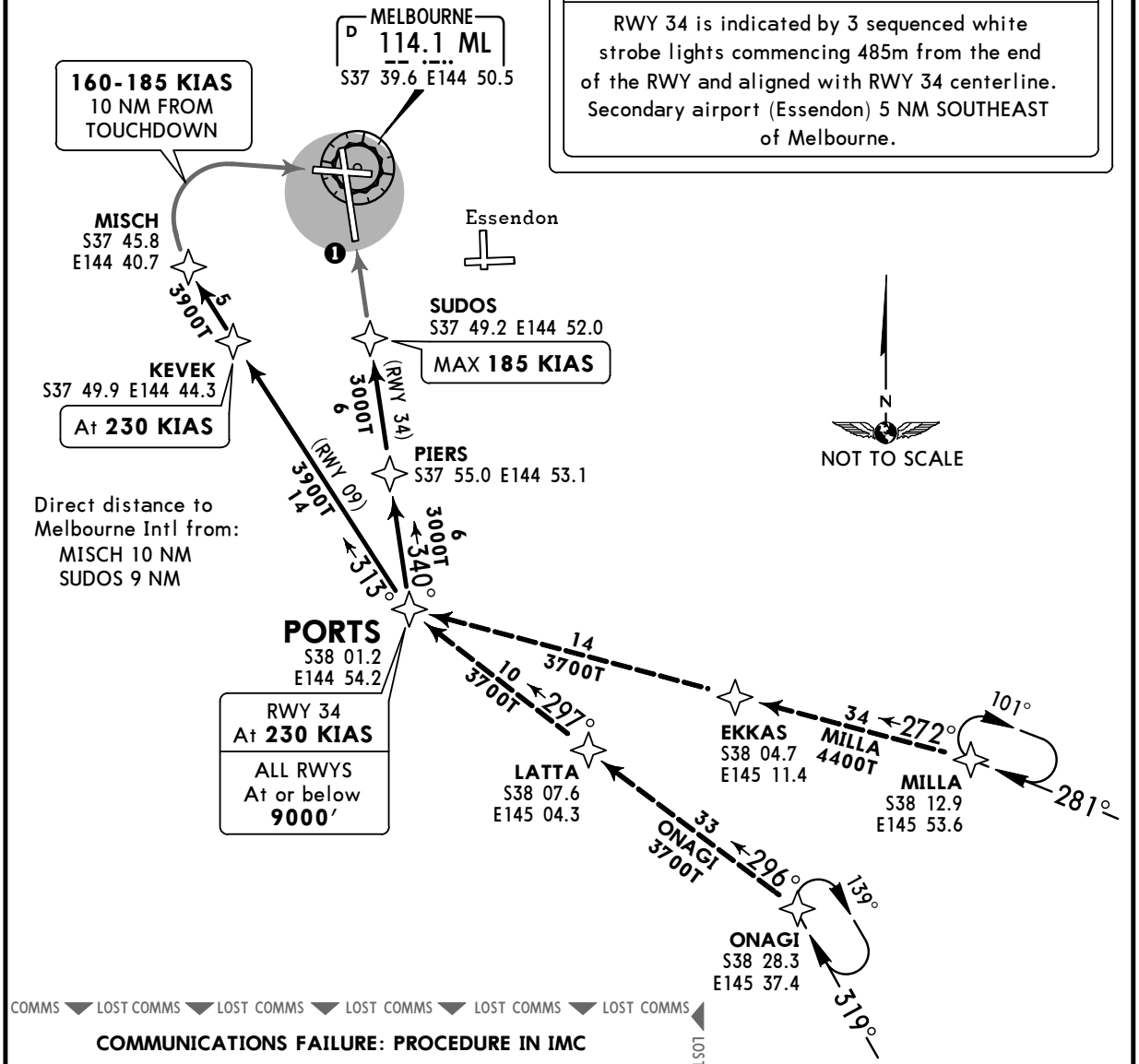
ATIS	MELBOURNE Approach (R)	Apt Elev	Alt Set: hPa Trans level: FL110 Trans alt: 10000′
114.1 118.0	129.4	434′	

PORTS 9P [PORT9P]
(RNAV)



MSA ML VOR
3300′ within 10 NM

❶
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.



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

LOST COMMS ◀ COMMS

TRANSITIONS

MILLA	From MILLA to PORTS: Track 272° to EKKAS. Track 272° to PORTS. Cross PORTS at or below 9000′. Then follow arrival instruction.
ONAGI	From ONAGI to PORTS: Track 296° to LATTA. Track 297° to PORTS. Cross PORTS at or below 9000′. Then follow arrival instruction.

RWY	ROUTING
09	From PORTS: Turn RIGHT, track 313° to KEVEK. At 230 KIAS from KEVEK. Track 313° to MISCH. Track via RNAV-P (RNP) RWY 09. 160-185 KIAS from 10 NM to TOUCHDOWN.
34	From PORTS: At 230 KIAS from PORTS. Turn RIGHT, track 340° to PIERS. Track 340° to SUDOS. MAX 185 KIAS from SUDOS. Track via RNAV-P (RNP) RWY 34.

CHANGES: Procedure revised, renumbered, new format.

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JEPPESEN 20-2U 24 FEB 17 Eff 2 Mar

MELBOURNE, VIC, AUSTRALIA

YMML MELBOURNE INTL

ATIS 114.1 118.0
MELBOURNE Approach (R) 118.9 132.0

TRANS LEVEL: FL 110
TRANS ALT: 10000′

TUNKA TWO BRAVO [TUNK2B]
TUNKA TWO ZULU [TUNK2Z]
ARRIVALS

ARRIVAL RWY 34 BRAVO:

Cross TUNKA at or below 9000′.
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:

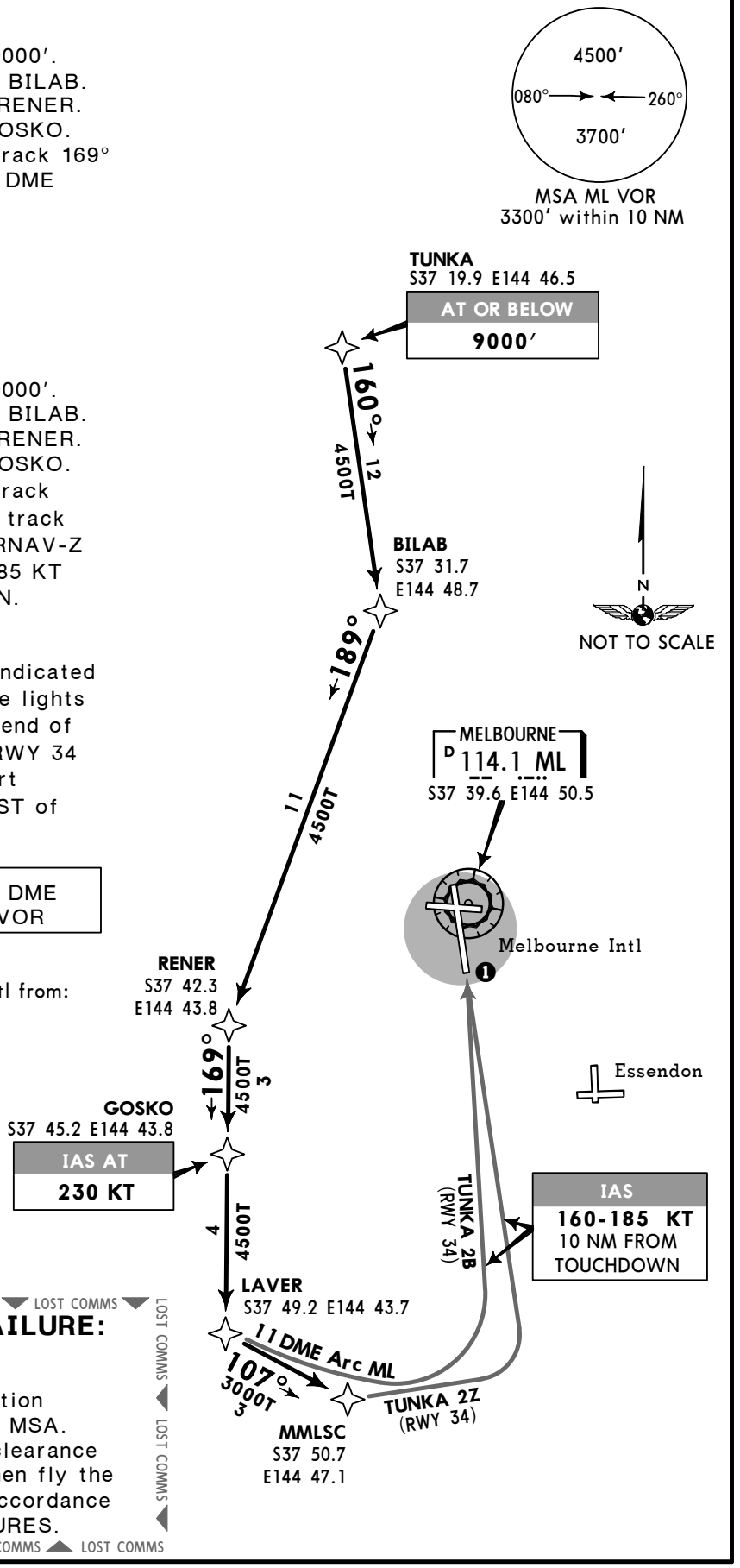
Cross TUNKA at or below 9000′.
From TUNKA, track 160° to BILAB.
Turn RIGHT, track 189° to RENER.
Turn LEFT, track 169° to GOSKO.
IAS 230 KT from GOSKO. Track 169° to LAVER. Turn LEFT, track 107° to MMLSC. Track via RNAV-Z (GNSS) RWY 34. IAS 160-185 KT from 10 NM to TOUCHDOWN.

❶ 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 ▲ LOST COMMS ▲ LOST COMMS

CHANGES: LAVER to MMLSC altitude established.

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JEPPESEN 20-2V 24 FEB 17 Eff 2 Mar

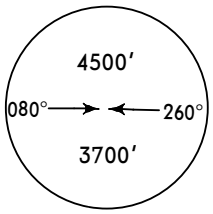
MELBOURNE, VIC, AUSTRALIA

YMML MELBOURNE INTL

ATIS 114.1 118.0
MELBOURNE Approach (R) 118.9 132.0

TRANS LEVEL: FL 110
TRANS ALT: 10000′

TUNKA TWO PAPA[TUNK2P] ARRIVAL



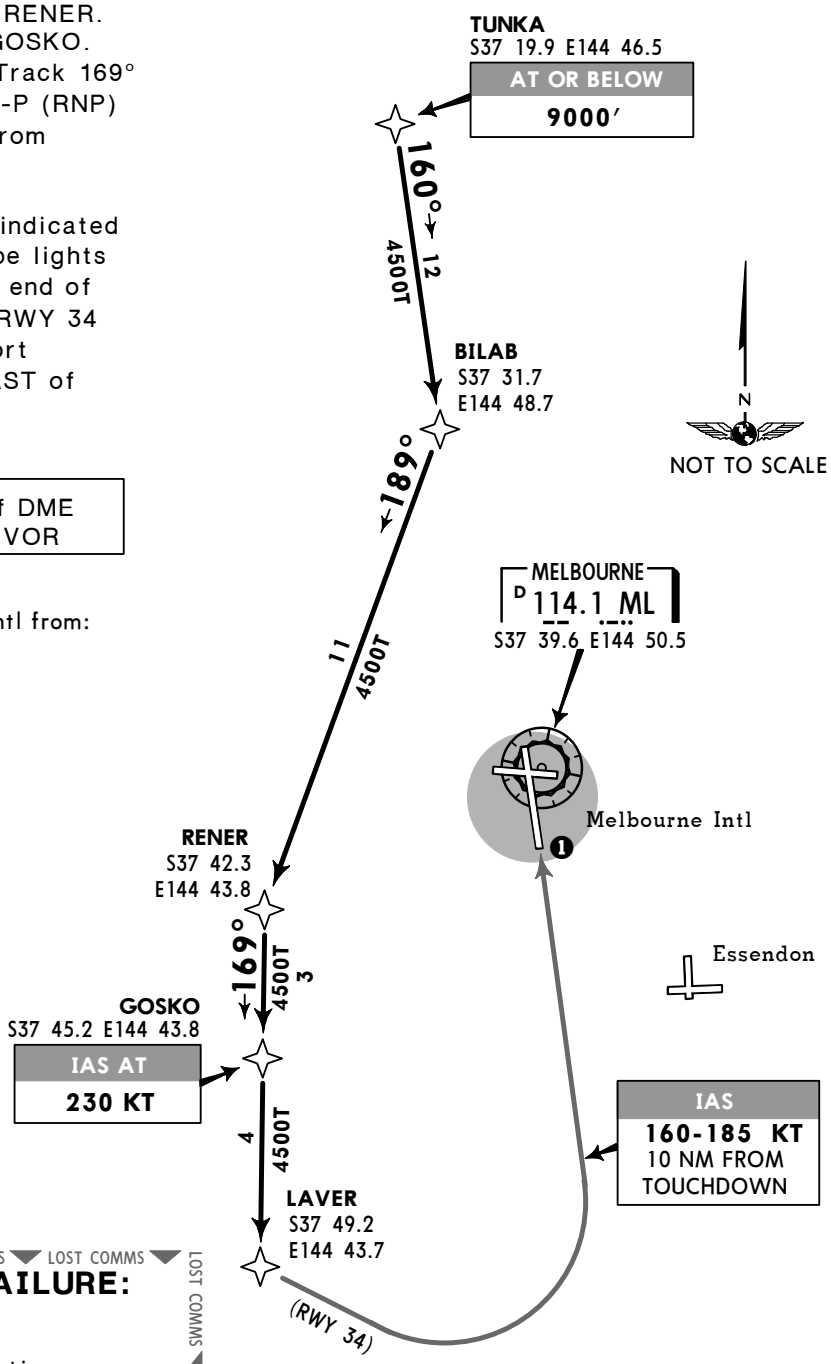
MSA ML VOR
3300′ within 10 NM

ARRIVAL
RWY 34 PAPA:
Cross TUNKA at or below 9000′.
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.

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



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

CHANGES: None.

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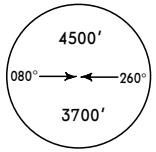
YMML/MEL
MELBOURNE INTL

JEPPESEN
4 NOV 16
Eff 9 Nov 1600Z
20-2W

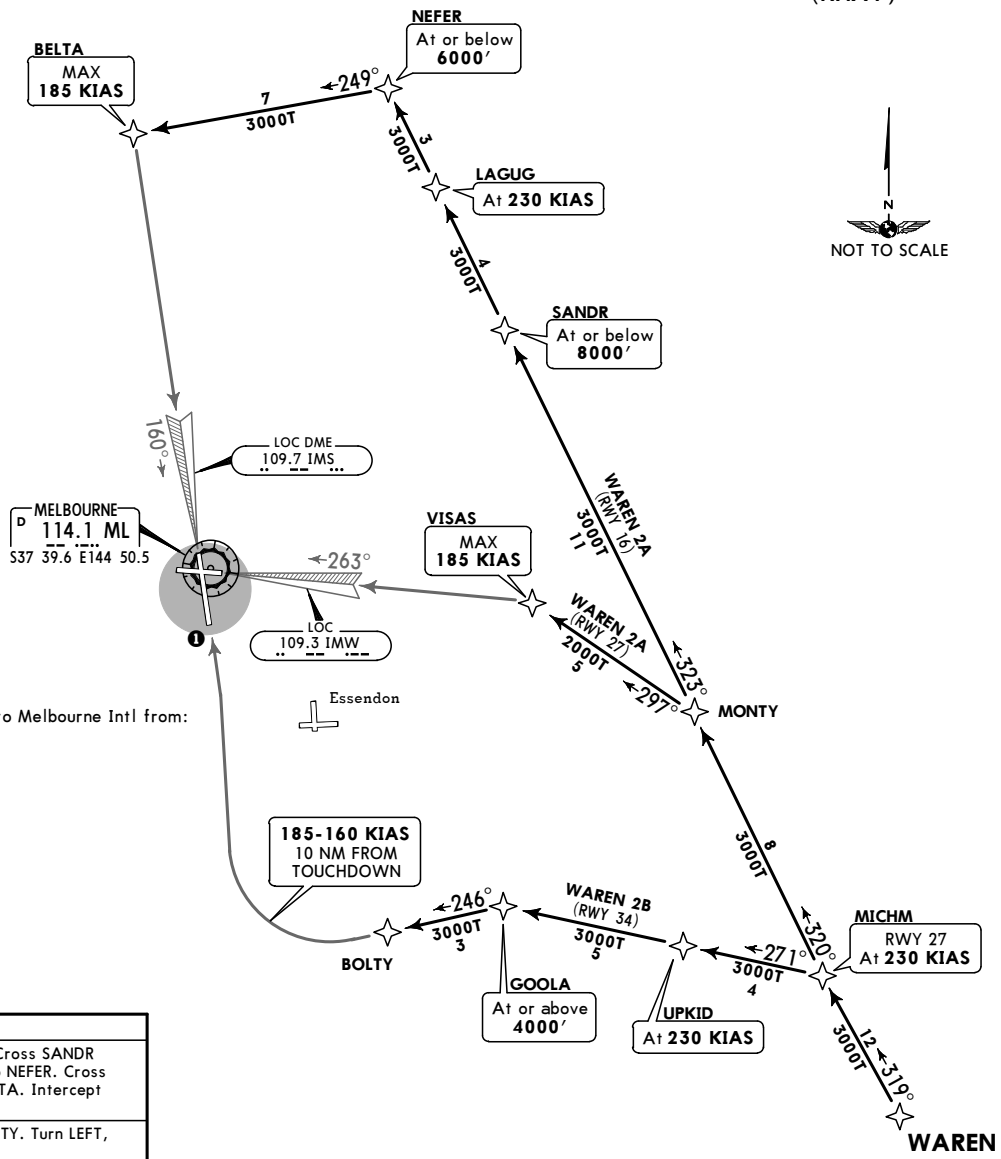
MELBOURNE, VIC, AUSTRALIA
RNAV STAR

ATIS	MELBOURNE Approach (R)	Apt Elev	
114.1 118.0	132.0	434′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′



MSA ML VOR
3300′
Within 10 NM

WAREN 2A [WARE2A]
WAREN 2B [WARE2B]
(RNAV)



Direct distance to Melbourne Intl from:
BELTA 13 NM
BOLTY 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.

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

STAR	RWY	ROUTING
WAREN 2A	16	From WAREN track 319° to MICHM. Track 320° to MONTY. Track 323° to SANDR. Cross SANDR at or below 8000′. Track 323° to LAGUG. At 230 KIAS from LAGUG. Track 323° to NEFER. Cross NEFER at or below 6000′. Turn LEFT, track 249° to BELTA. MAX 185 KIAS from BELTA. Intercept LOC RWY 16.
	27	From WAREN track 319° to MICHM. At 230 KIAS from MICHM. Track 320° to MONTY. Turn LEFT, track 297° to VISAS. MAX 185 KIAS from VISAS. Intercept LOC RWY 27.
WAREN 2B	34	From WAREN track 319° to MICHM. Turn LEFT, track 271° to UPKID. At 230 KIAS from UPKID. Track 271° to GOOLA. Cross GOOLA at or above 4000′. Turn LEFT, track 246° to BOLTY. Track via VOR RWY 34. 185-160 KIAS 10 NM from TOUCHDOWN.

CHANGES: Procedures renumbered, altitudes.

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JEPPESEN
JeppView 3.6.2.0

YMML/MEL
MELBOURNE INTL

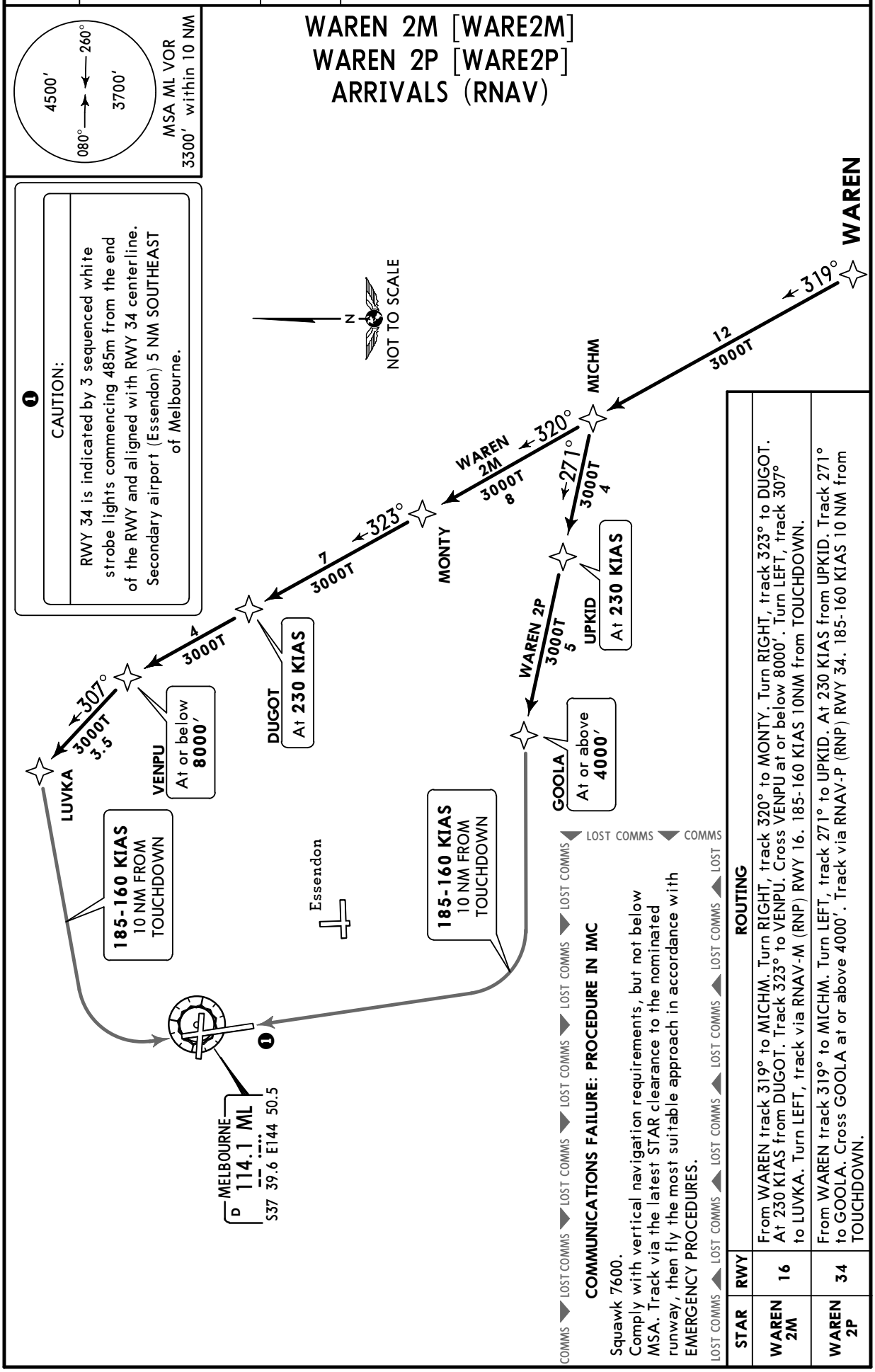
JEPPESEN MELBOURNE, VIC, AUSTRALIA

4 NOV 16 (20-2X) Eff 9 Nov 1600Z

RNAV STAR

ATIS	MELBOURNE Approach (R)	Apt Elev	
114.1 118.0	132.0	434′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′

WAREN 2M [WARE2M]
WAREN 2P [WARE2P]
ARRIVALS (RNAV)



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.

STAR	RWY	ROUTING
WAREN 2M	16	From WAREN track 319° to MICHM. Turn RIGHT, track 320° to MONTY. Turn RIGHT, track 323° to DUGOT. At 230 KIAS from DUGOT. Track 323° to VENPU. Cross VENPU at or below 8000′. Turn LEFT, track 307° to LUVKA. Turn LEFT, track via RNAV-M (RNP) RWY 16. 185-160 KIAS 10NM from TOUCHDOWN.
WAREN 2P	34	From WAREN track 319° to MICHM. Turn LEFT, track 271° to UPKID. At 230 KIAS from UPKID. Track 271° to GOOLA. Cross GOOLA at or above 4000′. Track via RNAV-P (RNP) RWY 34. 185-160 KIAS 10 NM from TOUCHDOWN.

CHANGES: Procedure renumbered, WAREN 2M added.

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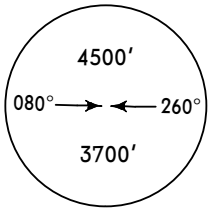
YMML/MEL
MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA

4 NOV 16 (20-2Y) Eff 9 Nov 1600Z

RNAV STAR

ATIS	MELBOURNE Approach (R)	Apt Elev	Alt Set: hPa Trans level: FL110 Trans alt: 10000′
114.1 118.0	132.0	434′	



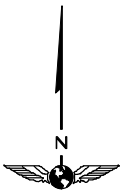
MSA ML VOR
3300′ within 10 NM

WAREN 2V [WARE2V]
(RNAV)
(RWY 34)

❶

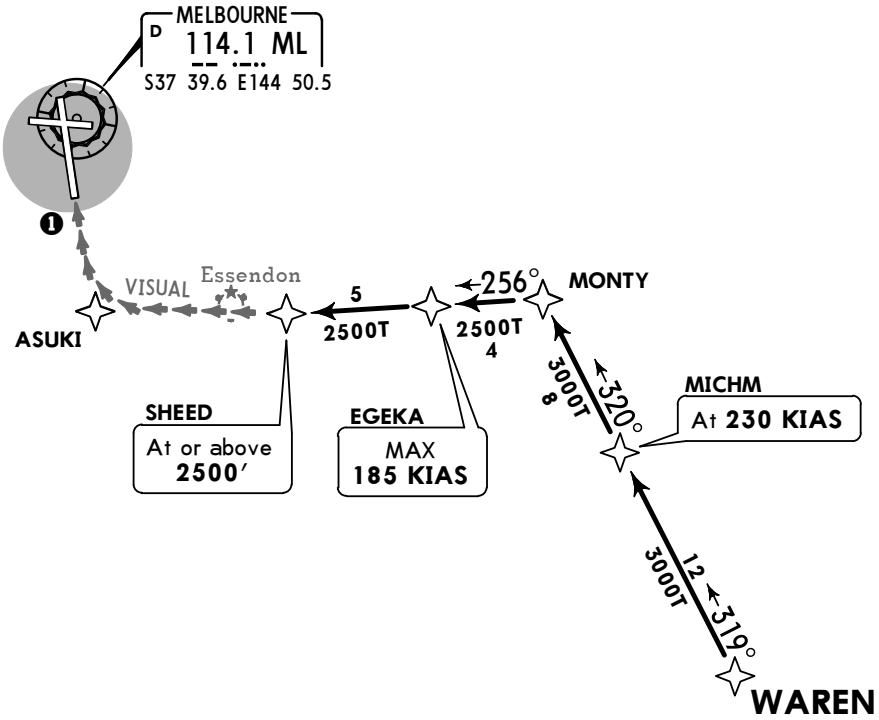
CAUTION:

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

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

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.

CHANGES: Procedure renumbered, altitudes.

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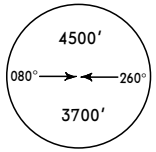
YMML/MEL
MELBOURNE INTL

JEPPESEN
4 NOV 16
Eff 9 Nov 1600Z
20-2Y1

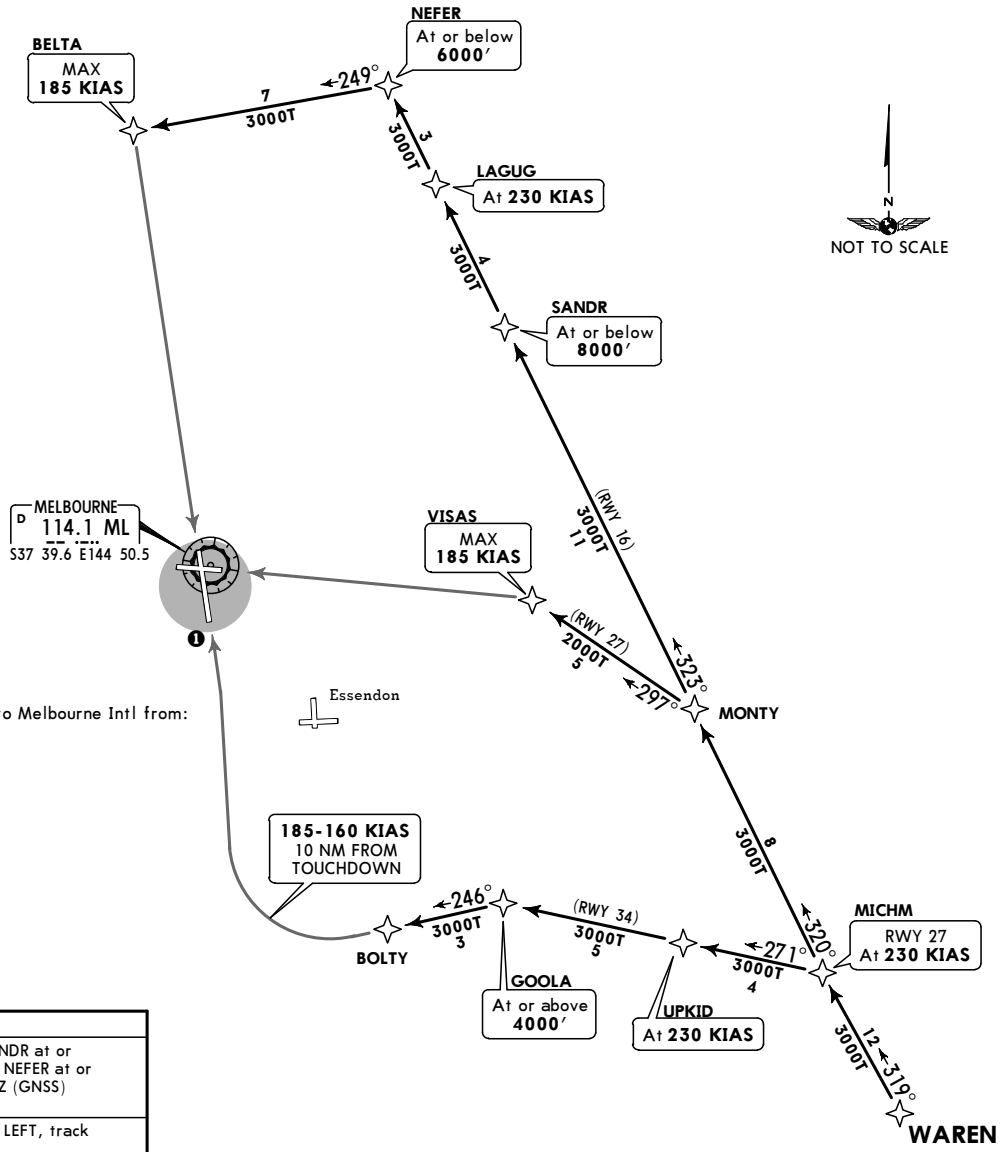
MELBOURNE, VIC, AUSTRALIA
RNAV STAR

ATIS	MELBOURNE Approach (R)	Apt Elev	
114.1 118.0	132.0	434′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′



MSA ML VOR
3300′
Within 10 NM

WAREN 2Z [WARE2Z] (RNAV)



Direct distance to Melbourne Intl from:
BELTA 13 NM
BOLTY 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.

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

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

CHANGES: Procedure renumbered, altitudes.

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YMML/MEL
MELBOURNE INTL

JEPPESEN
4 NOV 16 (20-2Y2) Eff 9 Nov 1600Z

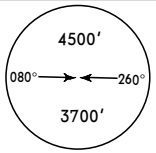
MELBOURNE, VIC, AUSTRALIA
RNAV STAR

ATIS	MELBOURNE Approach (R)	Apt Elev	
114.1 118.0	129.4 132.0	434′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′

STAR	RWY	ROUTING
WENDY 4A	16	From WENDY track 071° to TEENA, then from TEENA track 070° to KEELA. Cross KEELA at or above 6000′. Track 070° to PASCO. Turn LEFT, track 345° to JADEL. Cross JADEL at or below 8000′. Track 345° to KIKEX. At 230 KIAS from KIKEX. Track 345° to NEFER. Cross NEFER at or below 6000′. Turn LEFT, track 249° to BELTA. MAX 185 KIAS from BELTA. Intercept LOC RWY 16.
	27	From WENDY track 071° to TEENA, then from TEENA track 070° to KEELA. Cross KEELA at or above 6000′. Turn RIGHT, track 083° to NOMID. At 230 KIAS from NOMID. Track 083° to ROCEL. Turn LEFT, track 352° to VISAS. MAX 185 KIAS from VISAS. Intercept LOC RWY 27.
WENDY 4B	09	From WENDY track 071° to TEENA, then at 230 KIAS from TEENA. From TEENA turn LEFT, track 037° to NAOMI. MAX 185 KIAS from NAOMI. Track via VOR RWY 09.
	34	From WENDY track 071° to TEENA, then from TEENA turn RIGHT, track 088° to MEMEG. At 230 KIAS from MEMEG. Track 088° to LAVER. 160-185 KIAS from 10 NM to TOUCHDOWN. Track via D11.0 Arc ML for VOR RWY 34.

WENDY 4A [WEND4A]
WENDY 4B [WEND4B]
(RNAV)

Direct distance to Melbourne Intl from:
BELTA 13 NM
LAVER 10 NM
NAOMI 10 NM
VISAS 9 NM



MSA ML VOR
3300′
Within 10 NM

COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

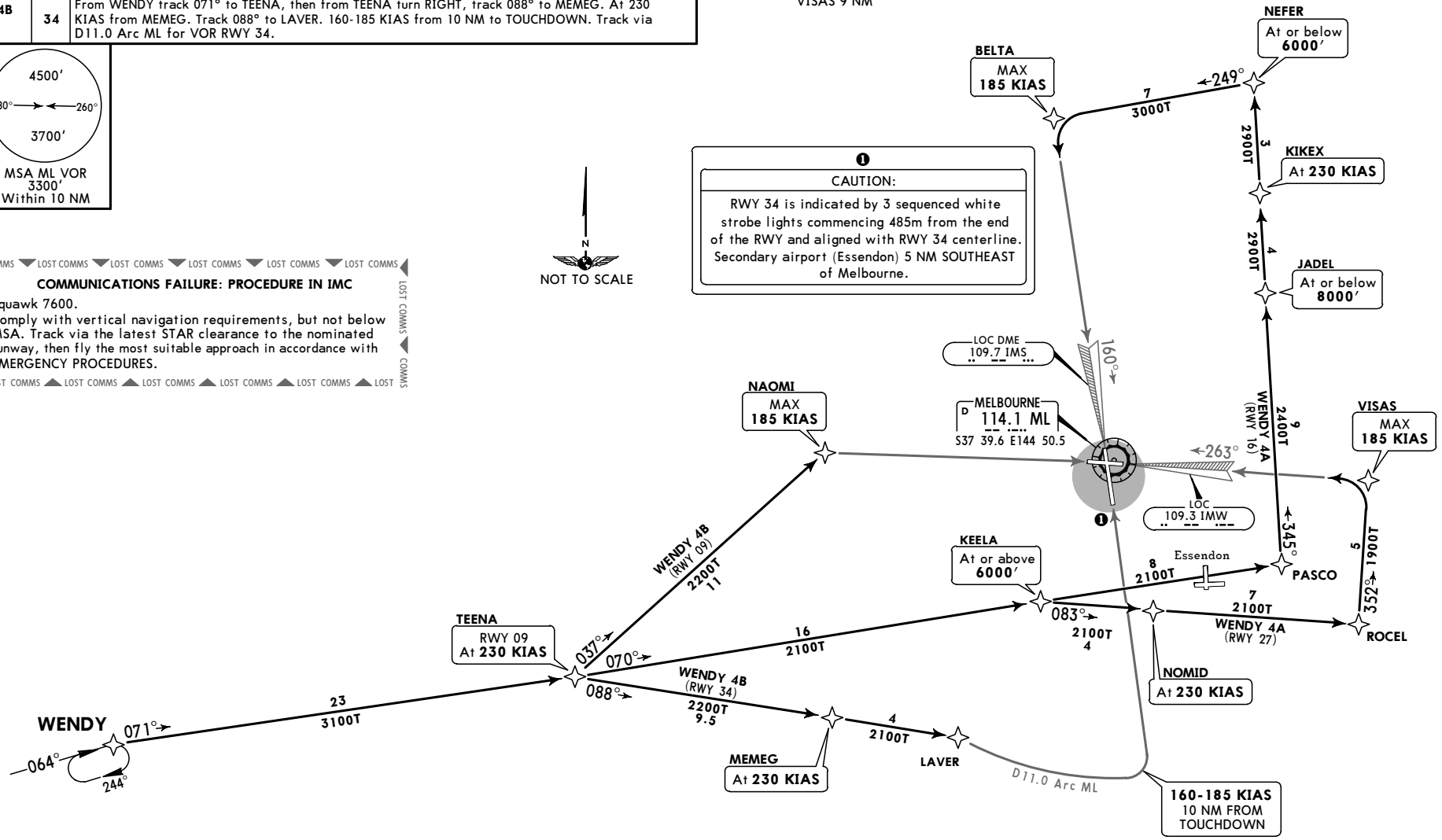
Squawk 7600.
Comply with vertical navigation requirements, but not below MSA. Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

LOST COMMS COMMS

NOT TO SCALE

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: Procedures renumbered.

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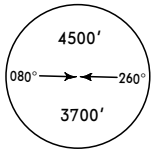
YMML/MEL
MELBOURNE INTL

ATIS	MELBOURNE Approach (R)	Apt Elev	
114.1 118.0	129.4 132.0	434′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′



MSA ML VOR
3300′
Within 10 NM

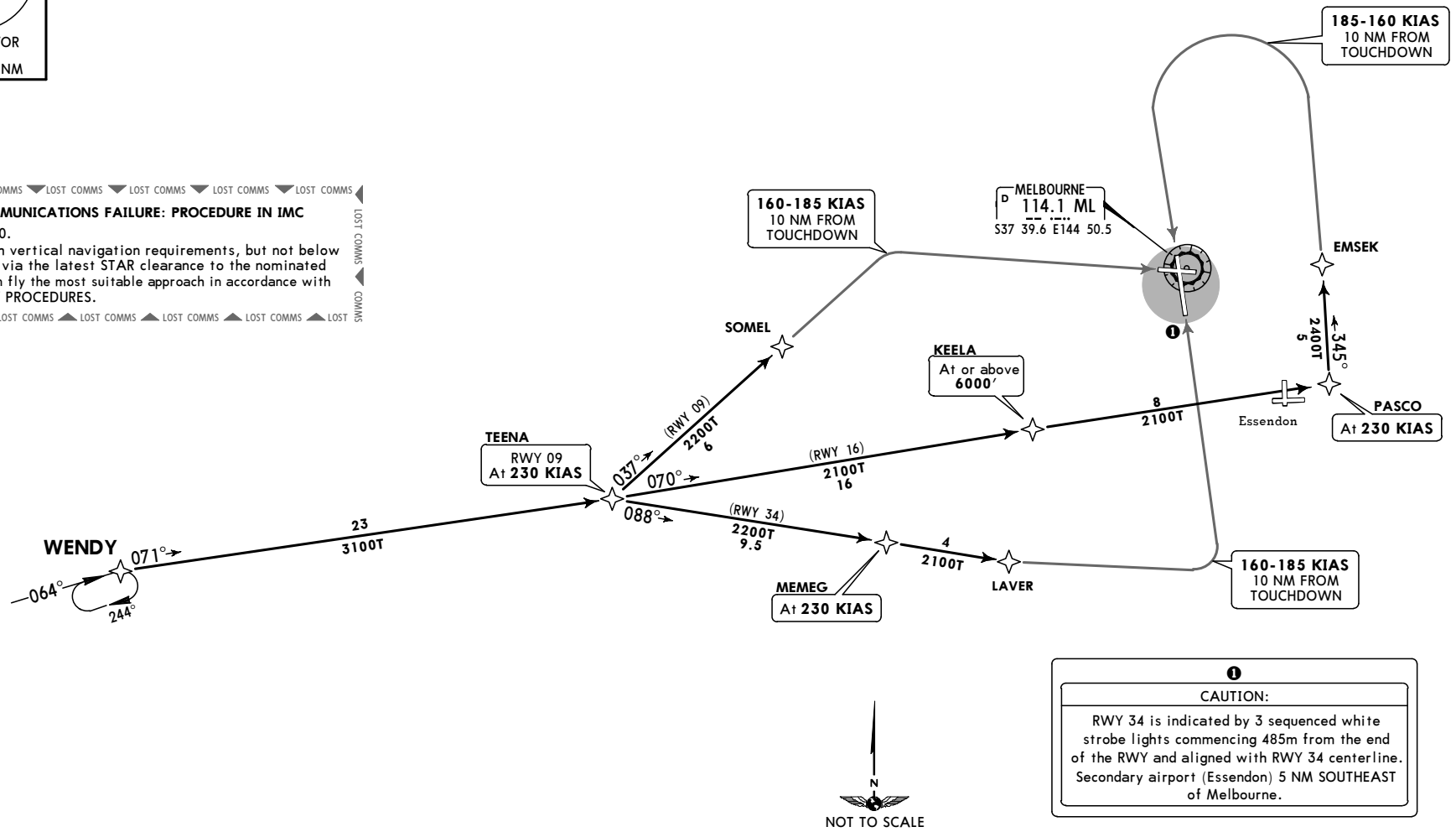
WENDY 4P ARRIVAL (RNAV)
[WEND4P]

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



❶

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.

RWY	ROUTING
09	From WENDY track 071° to TEENA, then at 230 KIAS from TEENA. From TEENA turn LEFT, track 037° to SOMEL. Track via RNAV-P (RNP) RWY 09. 160-185 KIAS from 10 NM to TOUCHDOWN.
16	From WENDY track 071° to TEENA, then from TEENA turn LEFT, track 070° to KEELA. Cross KEELA at or above 6000′. Track 070° to PASCO. At 230 KIAS from PASCO. Turn LEFT, track 345° to EMSEK. Track via RNAV-P (RNP) RWY 16. 185-160 KIAS from 10 NM to TOUCHDOWN.
34	From WENDY track 071° to TEENA, then from TEENA turn RIGHT, track 088° to MEMEG. At 230 KIAS from MEMEG. Track 088° to LAVER. Track via RNAV-P (RNP) RWY 34. 160-185 KIAS from 10NM to TOUCHDOWN.

CHANGES: ONAXI replaced by EMSEK.

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YMML/MEL
MELBOURNE INTL

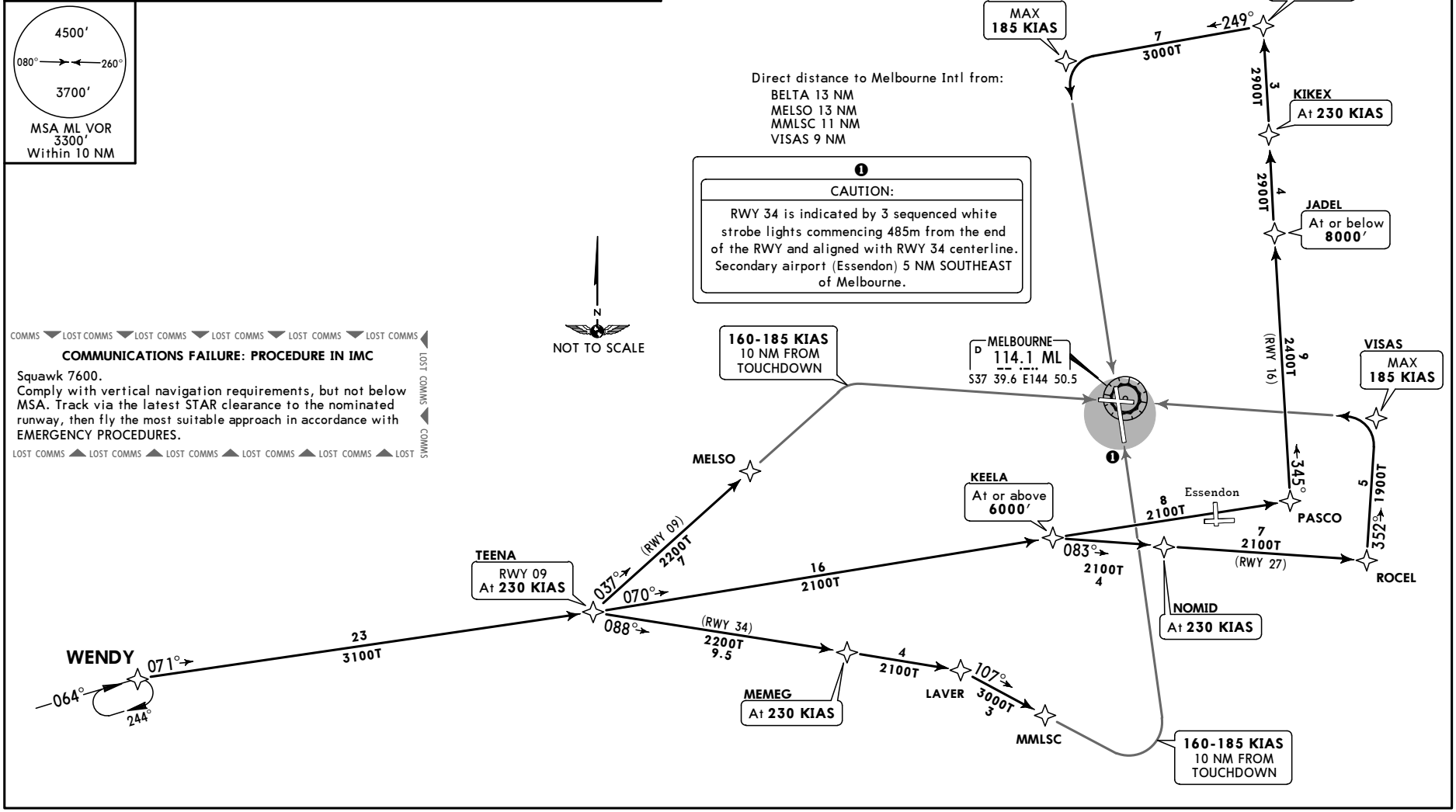
JEPPESEN
24 FEB 17 (20-2Z1) Eff 2 Mar

MELBOURNE, VIC, AUSTRALIA
RNAV STAR

ATIS	MELBOURNE Approach (R)	Apt Elev	
114.1 118.0	129.4 132.0	434′	Alt Set: hPa Trans level: FL110 Trans alt: 10000′

RWY	ROUTING
09	From WENDY track 071° to TEENA, then at 230 KIAS from TEENA. From TEENA turn LEFT, track 037° to MELSO. Track via RNAV-Z (GNSS) RWY 09. 160-185 KIAS from 10 NM to TOUCHDOWN.
16	From WENDY track 071° to TEENA, then from TEENA track 070° to KEELA. Cross KEELA at or above 6000′. Track 070° to PASCO. Turn LEFT, track 345° to JADEL. Cross JADEL at or below 8000′. Track 345° to KIKEX. At 230 KIAS from KIKEX. Track 345° to NEFER. Cross NEFER at or below 6000′. Turn LEFT, track 249° to BELTA. MAX 185 KIAS from BELTA. Track via RNAV-Z (GNSS) RWY 16.
27	From WENDY track 071° to TEENA, then from TEENA track 070° to KEELA. Cross KEELA at or above 6000′. Turn RIGHT, track 083° to NOMID. At 230 KIAS from NOMID. Track 083° to ROCEL. Turn LEFT, track 352° to VISAS. MAX 185 KIAS from VISAS. Track via RNAV-Z (GNSS) RWY 27.
34	From WENDY track 071° to TEENA, then from TEENA turn RIGHT, track 088° to MEMEG. At 230 KIAS from MEMEG. Track 088° to LAVER. Track 107° to MMLSC. 160-185 KIAS from 10 NM to TOUCHDOWN. Track via RNAV-Z (GNSS) RWY 34.

WENDY 4Z [WEND4Z] (RNAV)



CHANGES: None.

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MELBOURNE, VIC, AUSTRALIA

YMML MELBOURNE INTL

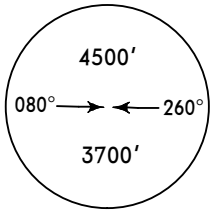
MELBOURNE Clearance 127.2
Departure (R) 129.4

TRANS LEVEL: FL110
TRANS ALT: 10000′

JETS ONLY

RUNWAY 16

BISON FOUR DEPARTURE [BISON4]



MSA ML VOR
3300′ within 10 NM

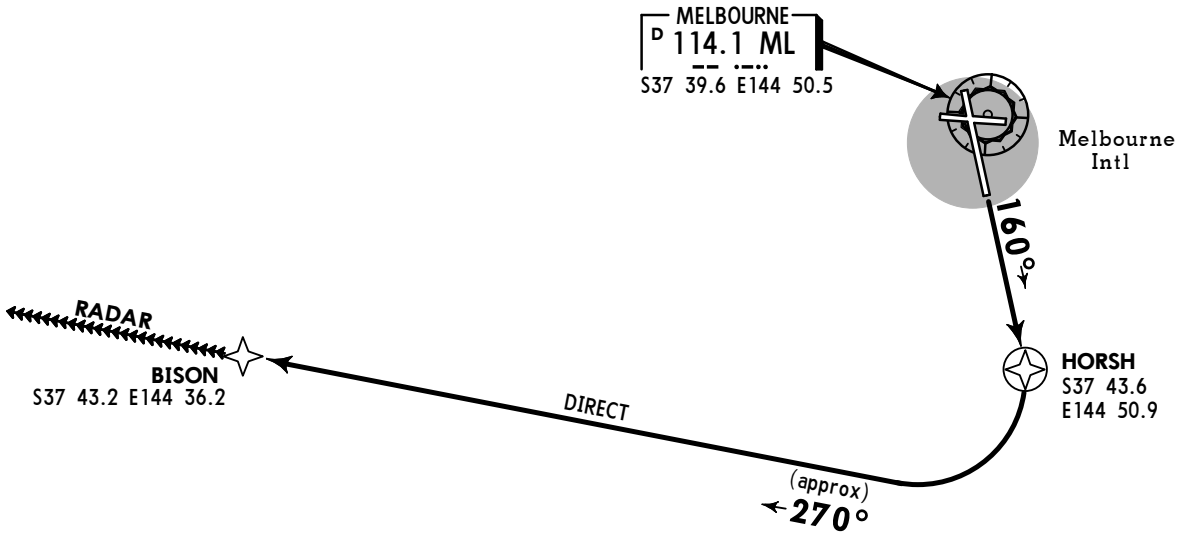
Minimum required climb gradient:
4.8% to 2900′.

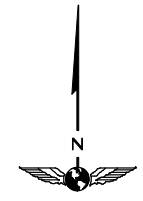
Gnd speed-Kts	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

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





NOT TO SCALE

CHANGES: Climb gradient.

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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′

JETS ONLY

CORRS SIX DEPARTURE [CORRS6]

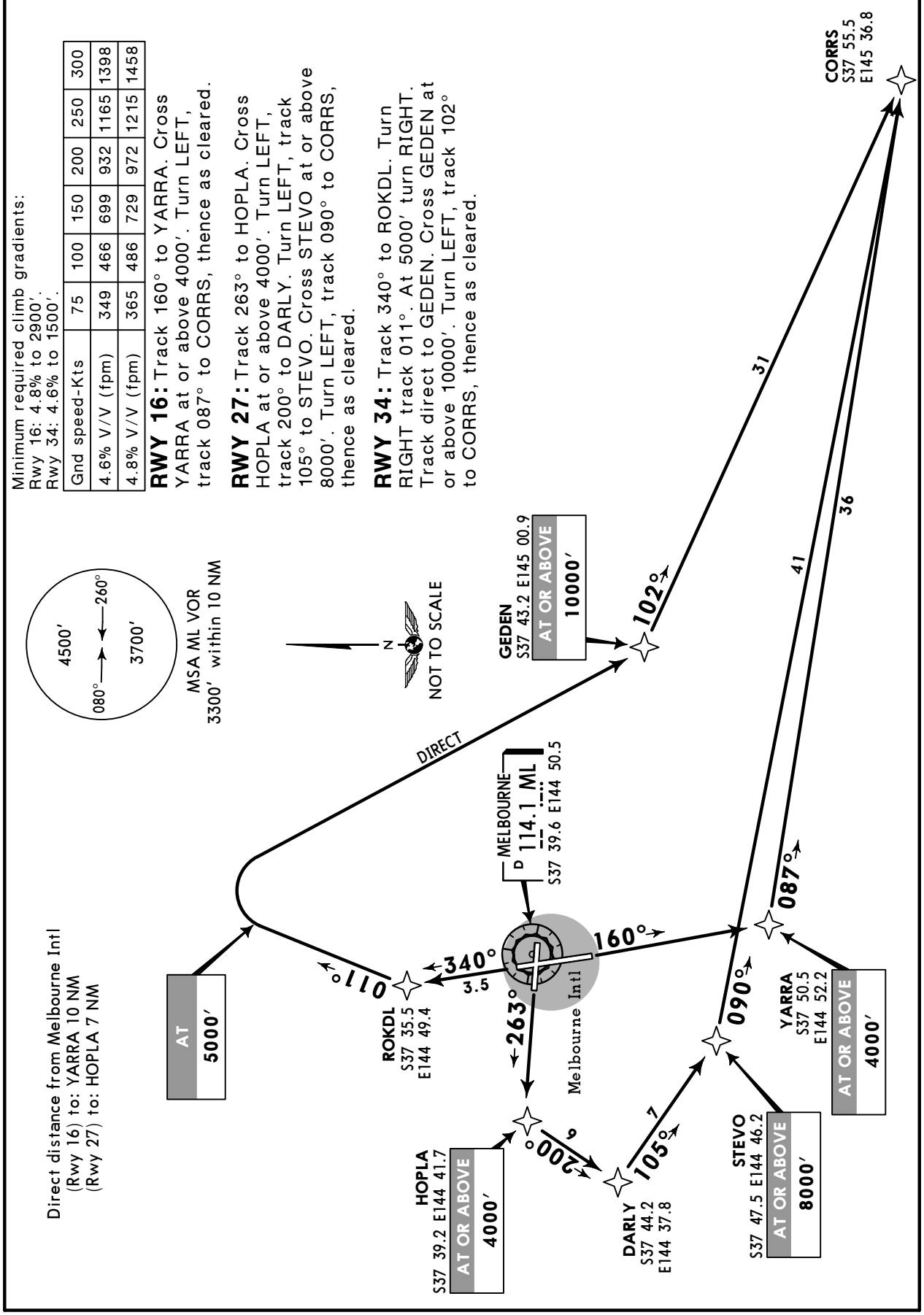
Minimum required climb gradients:
Rwy 16: 4.8% to 2900′.
Rwy 34: 4.6% to 1500′.

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.



CHANGES: Runway 16 climb gradient.

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YMML/MEL MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA

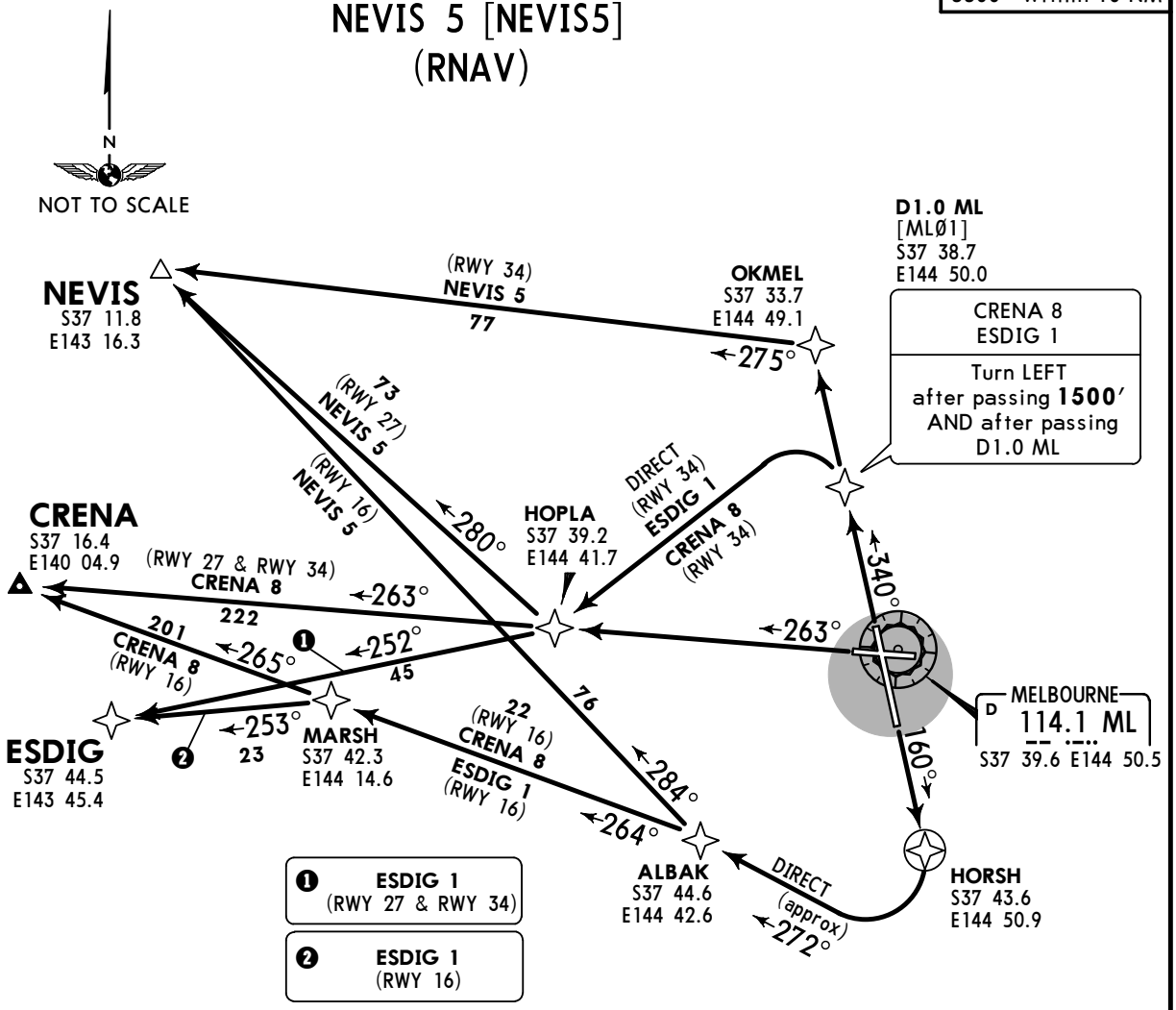
20 MAY 16 (20-3B) Eff 26 May

RNAV SID

Departure (R)	Apt Elev	
NEVIS 118.9 CRENA/ESDIG 129.4	434′	Trans level: FL110 Trans alt: 10000′ 1. Jets only. 2. Runways WEST. 3. GNSS permitted in lieu of DME. Reference waypoint ML VOR.

4500′
080° → ← 260°
3700′
MSA ML VOR
3300′ within 10 NM

CRENA 8 [CRENA8]
ESDIG 1 [ESDIG1]
NEVIS 5 [NEVIS5]
(RNAV)



These SIDs require minimum climb gradients:
Rwy 16: 4.8% to 2900′.
Rwy 34: 3.5% to 1200′.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
4.8% V/V (fpm)	365	486	729	972	1215	1458

Direct distance from Melbourne Intl
(Rwy 16) to: HORSH 3 NM
(Rwys 27, 34) to: HOPLA 7 NM
(Rwy 34) to: OKMEL 7 NM

RWY	INITIAL CLIMB
16	Track 160°. At HORSH turn RIGHT. Track direct to ALBAK (approx 272°). **For CRENA**: From ALBAK track 264° to MARSH. Track 265° to CRENA, thence as cleared. **For ESDIG**: From ALBAK track 264° to MARSH. From MARSH turn LEFT, track 253° to ESDIG, thence as cleared. **For NEVIS**: From ALBAK track 284° to NEVIS, thence as cleared.
27	Track 263° to HOPLA. **For CRENA**: From HOPLA track 263° to CRENA, thence as cleared. **For ESDIG**: From HOPLA turn LEFT. Track 252° to ESDIG, thence as cleared. **For NEVIS**: From HOPLA turn RIGHT. Track 280° to NEVIS, thence as cleared.
34	Track 340°. **For CRENA**: After passing 1500′ and after passing D1.0 ML turn LEFT track direct to HOPLA. From HOPLA turn RIGHT track 263° to CRENA, thence as cleared. **For ESDIG**: After passing 1500′ and after passing D1.0 ML turn LEFT track direct to HOPLA. From HOPLA track 252° to ESDIG, thence as cleared. **For NEVIS**: From OKMEL turn LEFT, track 275° to NEVIS, thence as cleared.

CHANGES: YARROWEE 6 SID replaced by ESDIG 1 SID, chart reindexed.

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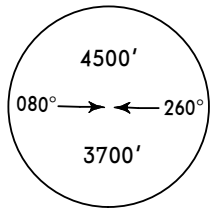
YMML/MEL
MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA

20 MAY 16 (20-3C) Eff 26 May

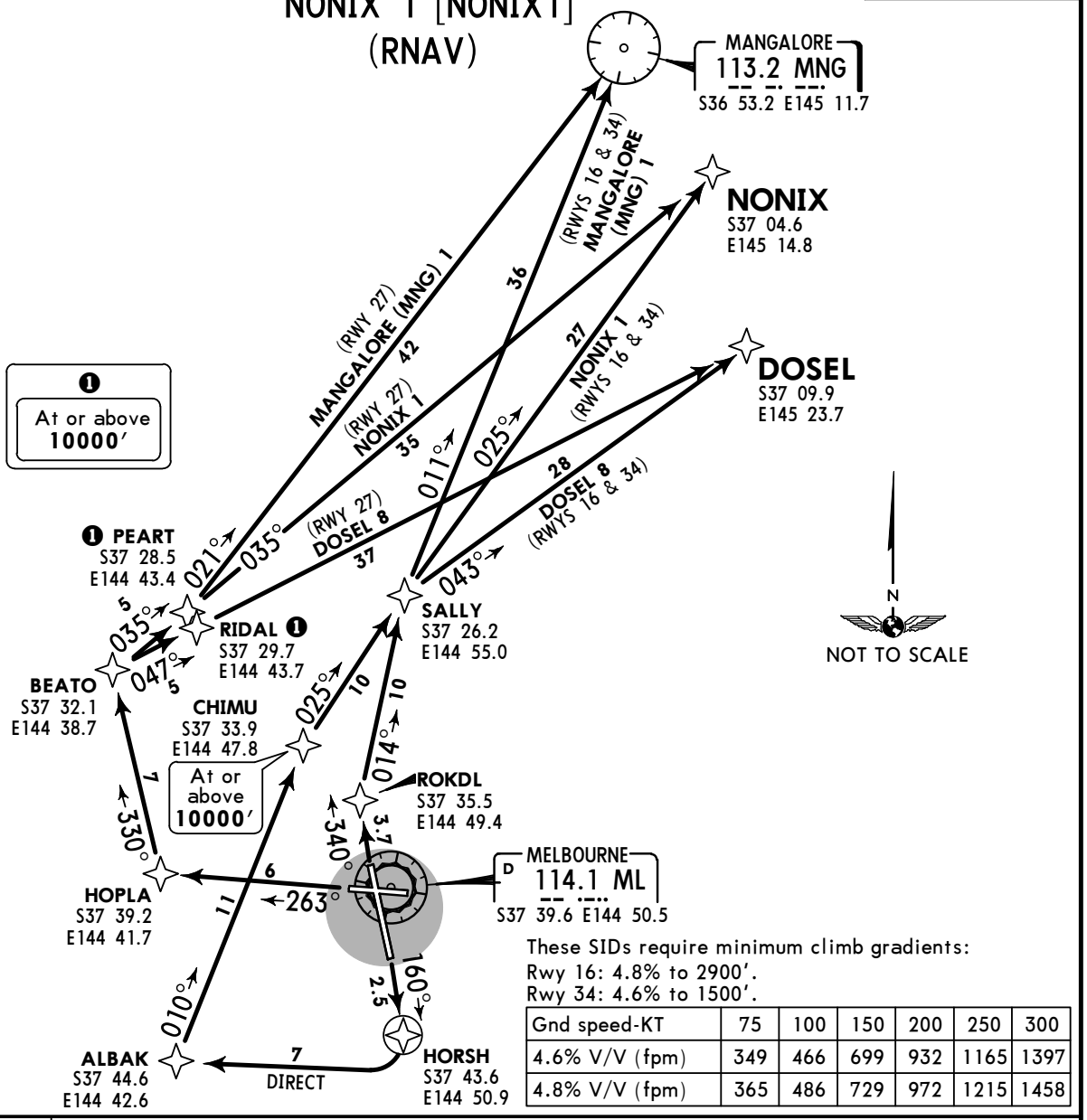
RNAV SID

Departure (R)	Apt Elev	
118.9	434′	Trans level: FL110 Trans alt: 10000′ 1. Jets only. 2. Runways NORTH EAST.



MSA ML VOR
3300′ within 10 NM

DOSEL 8 [DOSEL8]
MANGALORE (MNG) 1 [MNG1]
NONIX 1 [NONIX1]
(RNAV)



These SIDs require minimum climb gradients:
Rwy 16: 4.8% to 2900′.
Rwy 34: 4.6% to 1500′.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397
4.8% V/V (fpm)	365	486	729	972	1215	1458

RWY	INITIAL CLIMB
16	Track 160°. At HORSH turn RIGHT, track direct to ALBAK. Turn RIGHT, track 010° to CHIMU. Cross CHIMU at or above 10000′. Turn RIGHT, track 025° to SALLY. **For DOSEL:** Turn RIGHT, track 043° to DOSEL, thence as cleared. **For MNG:** Turn LEFT, track 011° to MNG VOR, thence as cleared. **For NONIX:** Track 025° to NONIX, thence as cleared.
27	Track 263° to HOPLA. Turn RIGHT, track 330° to BEATO. **For DOSEL:** Turn RIGHT, track 047° to RIDAL. Cross RIDAL at or above 10000′. Track 047° to DOSEL, thence as cleared. **For MNG:** Turn RIGHT, track 035° to PEART. Cross PEART at or above 10000′. Track 021° to MNG VOR, thence as cleared. **For NONIX:** Turn RIGHT, track 035° to PEART. Cross PEART at or above 10000′. Turn RIGHT, track 035° to NONIX, thence as cleared.
34	Track 340° to ROKDL. Turn RIGHT, track 014° to SALLY. **For DOSEL:** Track 043° to DOSEL, thence as cleared. **For MNG:** Track 011° to MNG VOR, thence as cleared. **For NONIX:** Track 025° to NONIX, thence as cleared.

CHANGES: Chart reindexed, new format.

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YMML/MEL
MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA

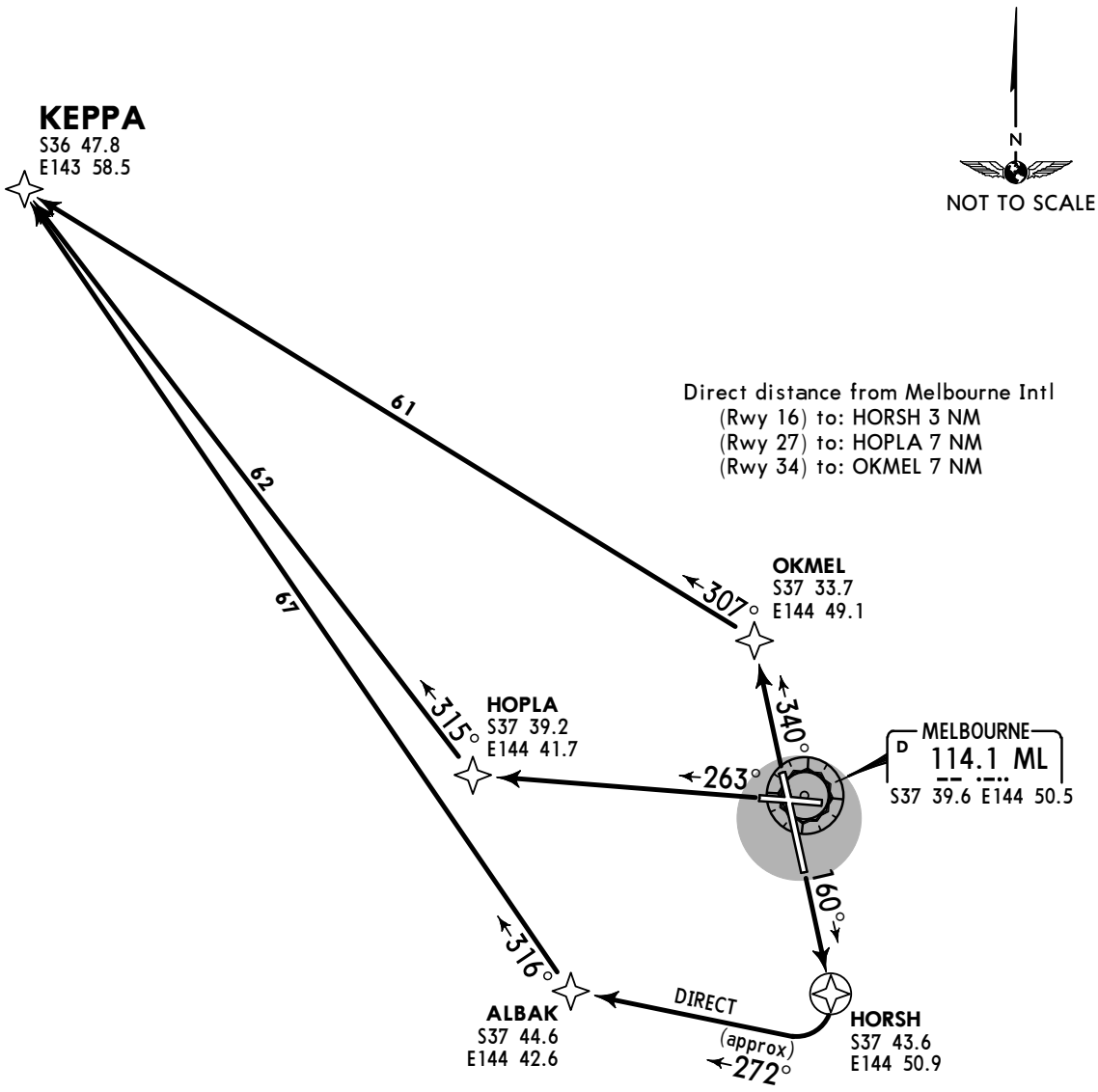
20 MAY 16 (20-3D) Eff 26 May

RNAV SID

Departure (R)	Apt Elev	
118.9	434′	Trans level: FL110 Trans alt: 10000′ 1. Jets only. 2. Runways NORTH WEST.

4500′
080° 260°
3700′
MSA ML VOR
3300′ within 10 NM

KEPPA 8 [KEPPA8]
(RNAV)



This SID requires minimum climb gradients:
Rwy 16: 4.8% to 2900′.
Rwy 34: 3.5% to 1200′.

Gnd speed-Kts	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
4.8% V/V (fpm)	365	486	729	972	1215	1458

RWY	INITIAL CLIMB
16	Track 160°. At HORSH turn RIGHT. Track direct to ALBAK (approx 272°). From ALBAK turn RIGHT, track 316° to KEPPA, thence as cleared.
27	Track 263°. From HOPLA turn RIGHT. Track 315° to KEPPA, thence as cleared.
34	Track 340°. From OKMEL turn LEFT. Track 307° to KEPPA, thence as cleared.

CHANGES: Chart reindexed, new format.

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YMML/MEL
MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA

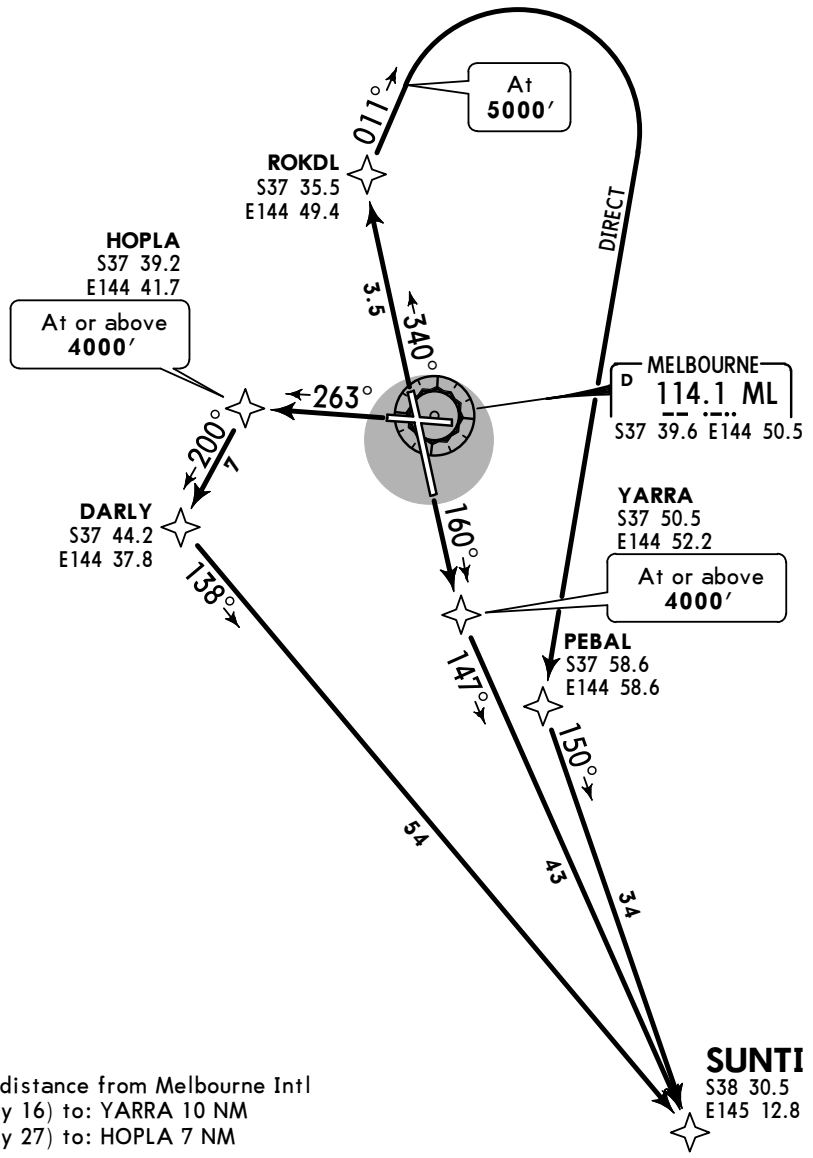
20 MAY 16 (20-3E) Eff 26 May

RNAV SID

Departure (R)	Apt Elev	
129.4 118.9 RWY 34	434′	Trans level: FL110 Trans alt: 10000′ 1. Jets only. 2. Runways SOUTH.

4500′
080° 260°
3700′
MSA ML VOR
3300′ within 10 NM

SUNTI 1 [SUNTI1]
(RNAV)



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

This SID requires minimum climb gradients:
Rwy 16: 4.8% to 2900′.
Rwy 34: 4.6% to 1500′.

Gnd speed-KT	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	INITIAL CLIMB
16	Track 160° to YARRA. Cross YARRA at or above 4000′. Turn LEFT, track 147° to SUNTI, thence as cleared.
27	Track 263° to HOPLA. Cross HOPLA at or above 4000′. Turn LEFT track 200° to DARLY. Turn LEFT track 138° to SUNTI, thence as cleared.
34	Track 340° to ROKDL. Turn RIGHT, track 011°. At 5000′ turn RIGHT. Track direct to PEBAL. Turn LEFT, track 150° to SUNTI, thence as cleared.

CHANGES: COWES 5 SID replaced by SUNTI 1 SID, chart reindexed.

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YMML/MEL
MELBOURNE INTL

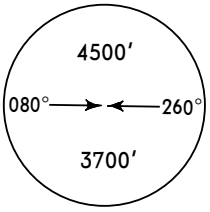
JEPPESEN MELBOURNE, VIC, AUSTRALIA

15 JAN 16 (20-3F)

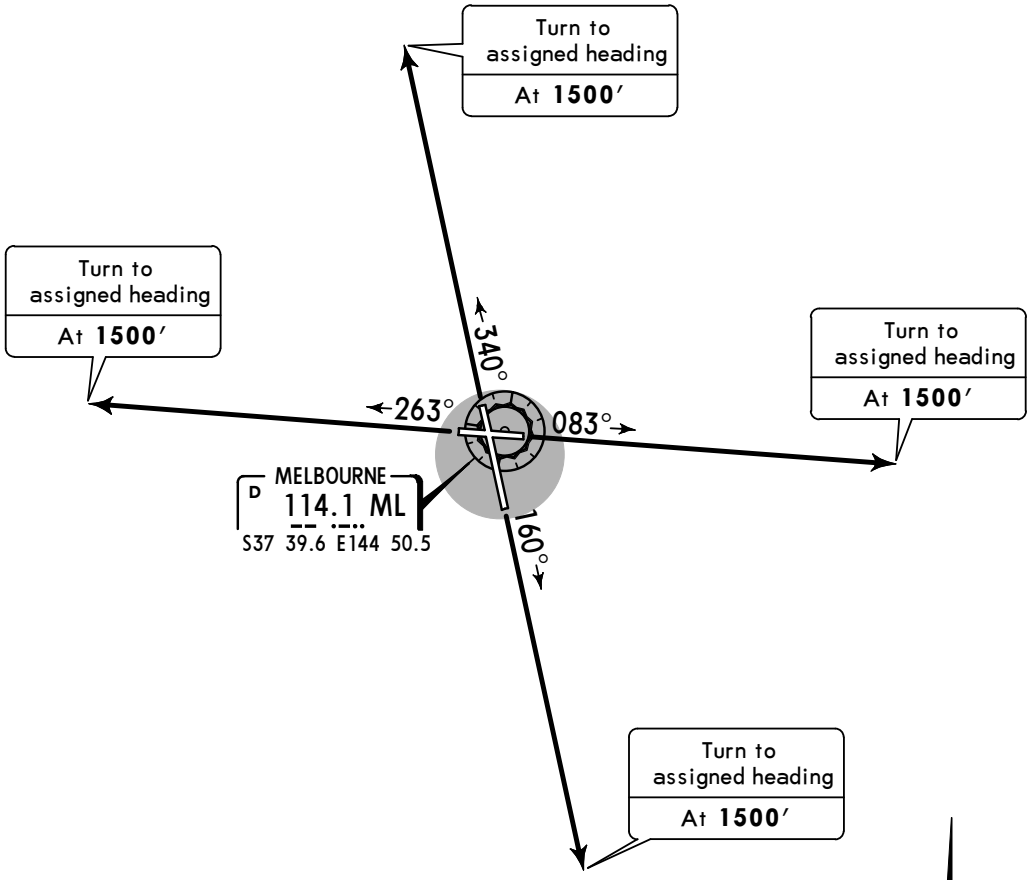
SID

Departure (R) Tracks Northwest, North, Northeast	Tracks Southwest, South, Southeast	Apt Elev	Trans level: FL110 Trans alt: 10000′
118.9	129.4	434′	

MELBOURNE 4 (RADAR) [ML4]



MSA ML VOR
3300′ within 10 NM



NOT TO SCALE

This SID requires minimum climb gradients:
Rwy 09: 3.3% for obstacles. 4.8% to 3000′ to remain in controlled airspace.
Rwy 16: 4.8% to 2900′, then 3.3% for obstacles. 5.5% to 5000′ to remain in controlled airspace.
Rwy 27: 3.3% for obstacles. 5.0% to 4000′ to remain in controlled airspace.
Rwy 34: 3.5% to 1200′, then 3.3% for obstacles. 5.4% to 3500′ to remain in controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
3.5% V/V (fpm)	266	354	532	709	886	1063
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.4% V/V (fpm)	410	547	820	1094	1367	1641
5.5% V/V (fpm)	418	557	835	1114	1392	1671

LOST COMMS LOST COMMS LOST COMMS LOST

On recognition of communication failure:
- Squawk 7600
- MAINTAIN last assigned vector for two minutes and, if necessary, climb to minimum safe altitude to MAINTAIN terrain clearance, then
- Proceed in accordance with the latest ATC route clearance acknowledged.

LOST COMMS LOST COMMS LOST COMMS LOST

RWY	INITIAL CLIMB
09	Track 083°. At 1500′ turn to assigned heading.
16	Track 160°. At 1500′ turn to assigned heading.
27	Track 263°. At 1500′ turn to assigned heading.
34	Track 340°. At 1500′ turn to assigned heading.

CHANGES: New format.

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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:

1. Runway 16 take-off permitted for South and East bound routes, subject to traffic by:

   I. propeller-driven aircraft, the noise emissions from which do not exceed 90 EPNdB (e.g.: DHC8, SF34); or

   II. jet aircraft up to B737/A320 size, but only when there is a significant ground delay for a departure from Runway 27.

2. Runway 34 landing is permitted, subject to traffic, for arrivals via the PORTS STAR through South-West to the WENDY STAR.

3. 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.

4. High capacity modes may be used during peak arrival periods when significant airborne delays would otherwise occur.

5. Night jet departures: When there are jet departures requiring the longer runway for take-off, priority 2 mode may be nominated by ATC instead of priority 1.

6. 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 precedureal SID, ATC shall process the aircraft via flight paths that approximate relevant SID tracks, where possible, and in compliance with para 2.1.

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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.

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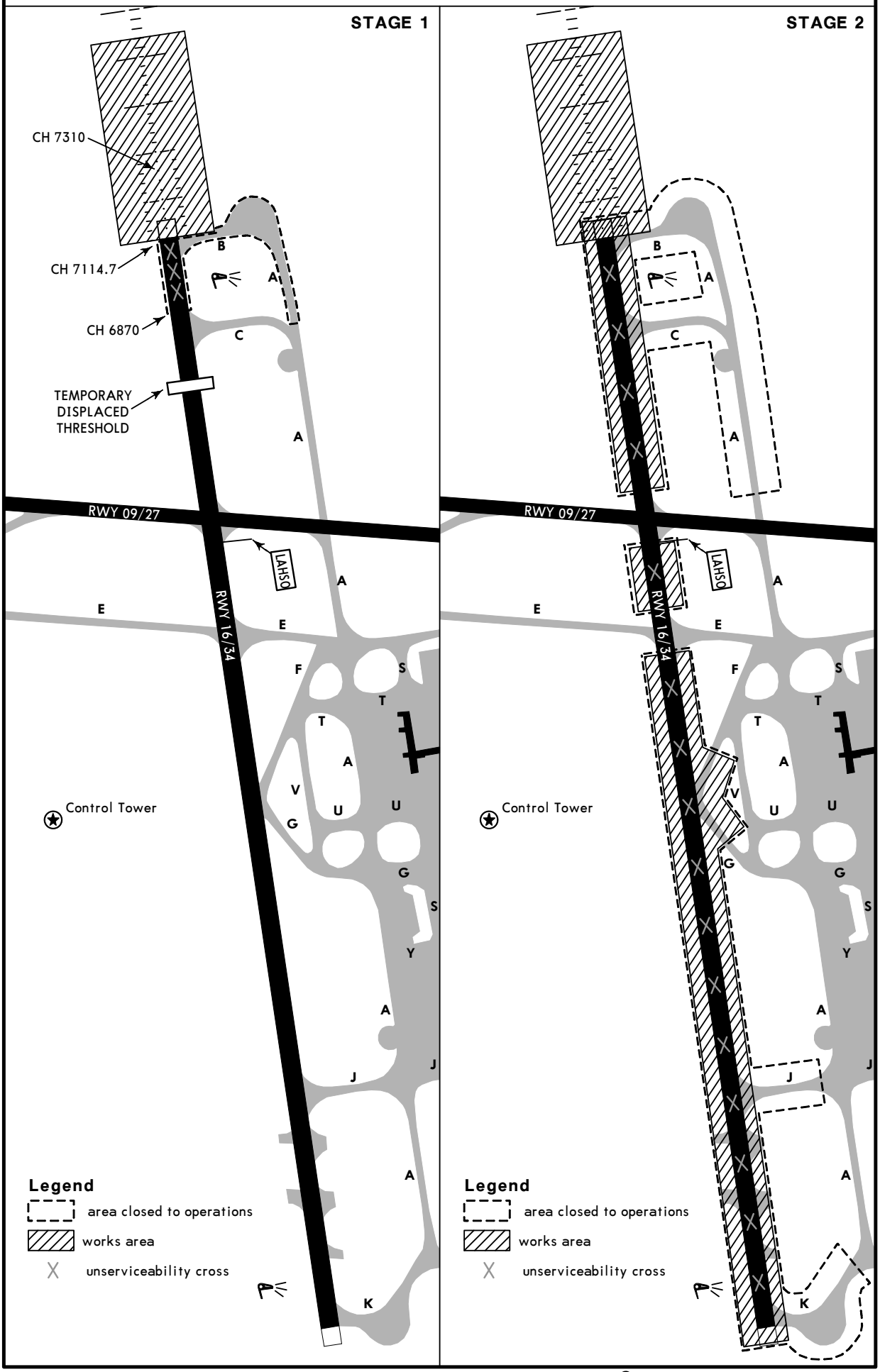
RUNWAY 16 HIGH INTENSITY APPROACH LIGHTING REPLACEMENT PROJECT (contd.)



CHANGES: None.

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RUNWAY 27 HIGH INTENSITY APPROACH LIGHTING REPLACEMENT PROJECT

(MOWP 02/2016)

The project is expected to commence October 2016 with an ecpected completion date of April 2017. The actual date and time of commencement of the work will be notified by a Local works plan and/or an Operations Advice and associated NOTAM which will be issued before the commencement of each Stage of works.

Description of the works

Melbourne Airport is undertaking a project to replace the existing High Intensity Approach Lighting (HIAL) systems serving the approach to Runway 27. The new HIAL system will utilise visual aids equipped with Light Emitting Diodes (LED) rather than traditional incandescent/halogen lamps.

The works will be completed in two separate stages.

Stage 1

Involves the removal and replacement of the Runway 27 High Intensity Approach Lighting System including the installation of electrical cables, structures and the commissioning of the Runway 27 High Intensity Approach Lighting System.

Stage 2

Involves the removal and replacement of the Runway 27 High Intensity Approach Lighting System including the installation of electrical cables, structures and the commissioning of the Runway 27 High Intensity Approach Lighting System located approximately 400m east of the Runway 27 Threshold.

Please note that these works may not be sequential and Stages may run concurrently with other Stages.

Operational and ACFT restrictions

Stage 1

During this stage of works Runway 09/27 will be closed for all aircraft operations.

During this stage of the works the full length of Runway 09/27 will not be available, Taxiway Quebec (north of Taxiway Echo), Taxiway Papa (north of Taxiway Echo), Taxiway Mike, Taxiway November and Taxiway Echo (west of Runway 16/34) will not be available.

The full length of Runway 16/34 will be available.

During this Stage of works, if the winds dictate the essential use of Runway 09/27 the working hours may change or works cancelled.

Stage 2

This stage of works will be conducted during daylight hours or or other hours as agreed by Melbourne Airport in conjunction with Airservices Australia (ATC).

The full length of Runway 16/34 and Runway 09/27 will be available.

Works will be undertaken under the Runway 27 approach and Runway 09 take-off area clear and nil impact to aircraft operations.

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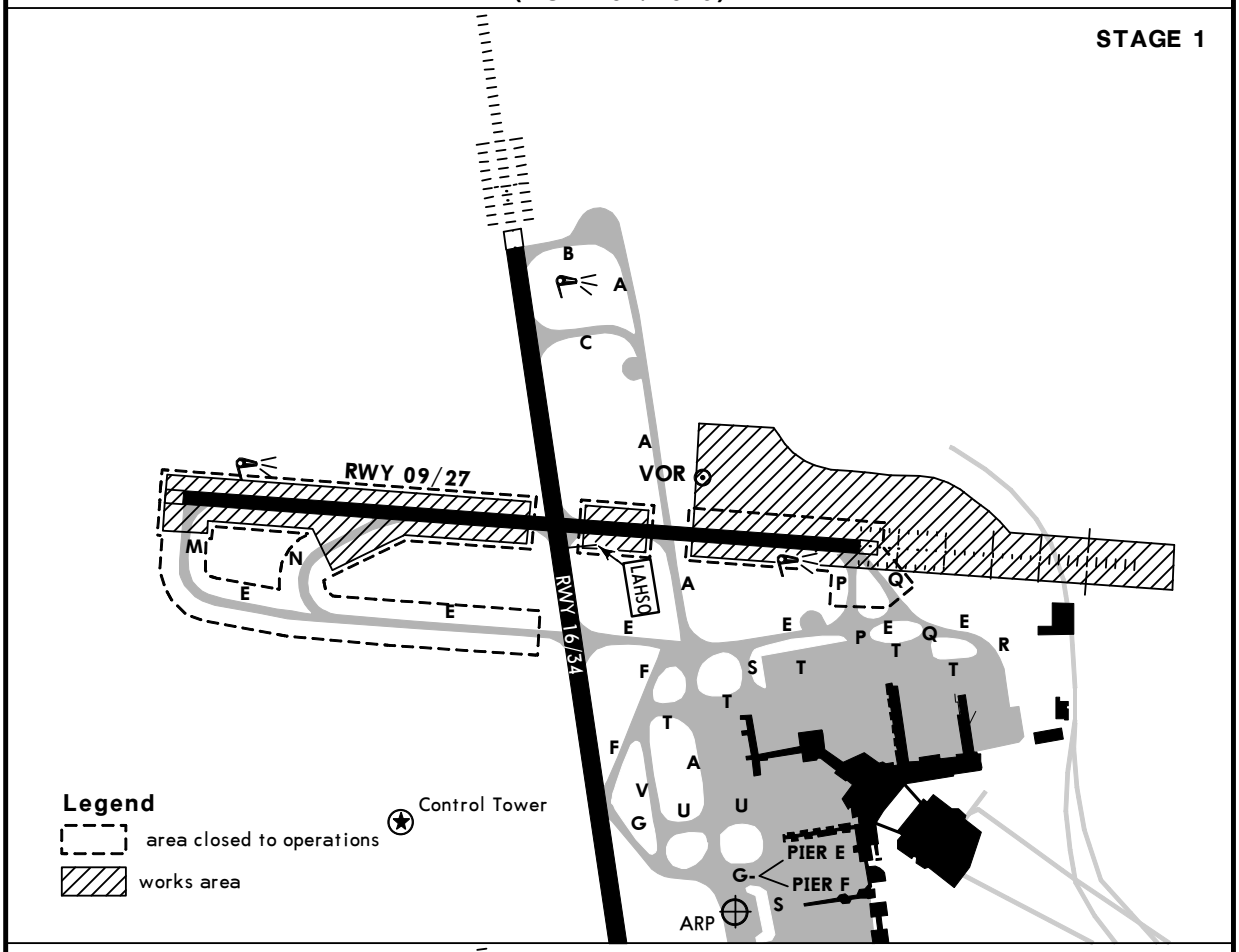
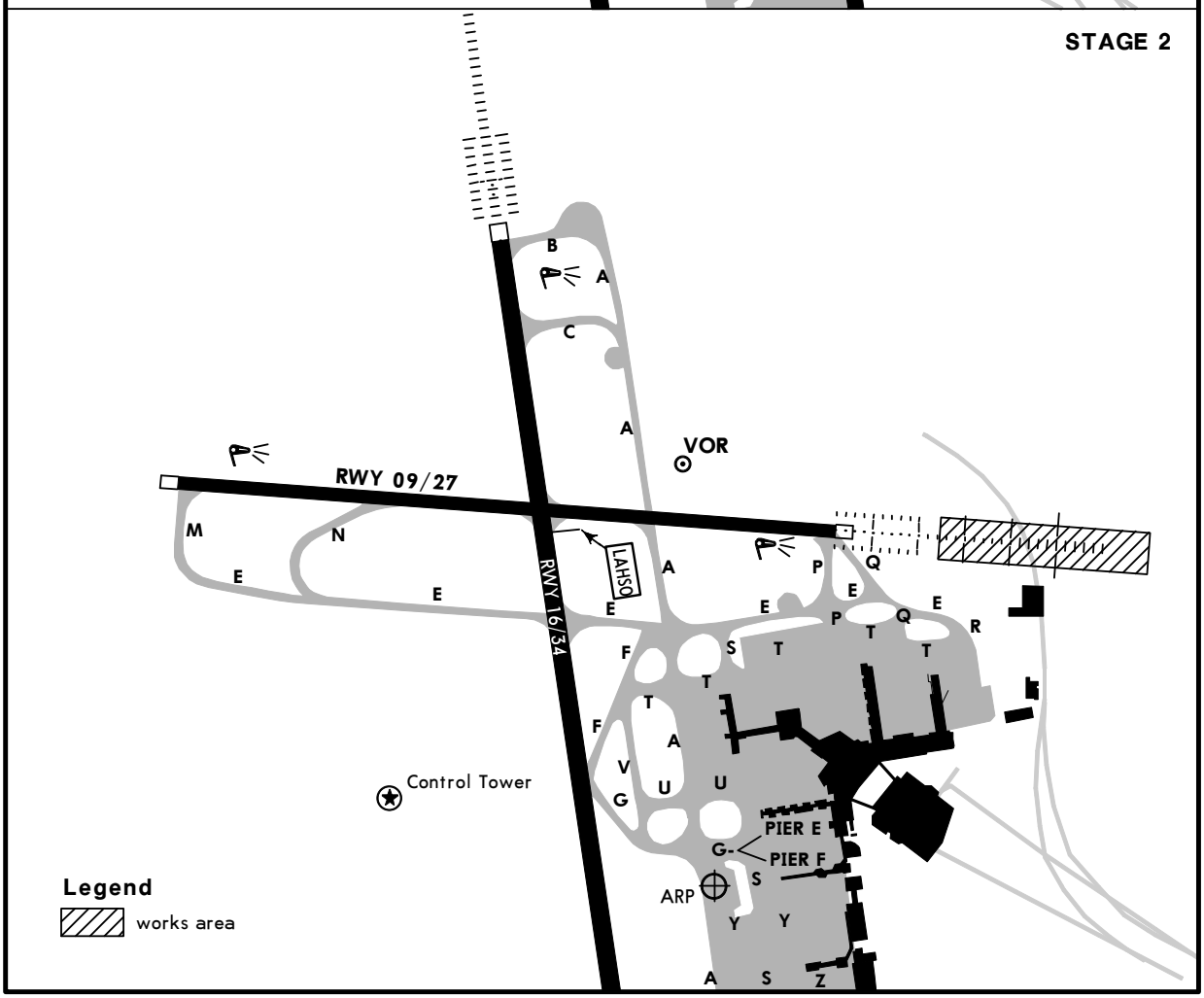
RUNWAY 27 HIGH INTENSITY APPROACH LIGHTING REPLACEMENT PROJECT
(MOWP 02/2016)





CHANGES: Stage 1 updated.

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RUNWAY MAINTENANCE TO RUNWAY 16/34 AND RUNWAY 09/27

The project is expected to commence January 2017 and take approximately twelve months period to complete unless otherwise amended or extended. The actual date and time of commencement of the work will be notified by an Operations Advice, Local works plan and NOTAM.

Hours of Works

The works will be conducted for Stage 1, 2, 3, 4, 5, 6, 7 and, 8 will generally be between the hours of 01:00 local time and 06:00 local time for Runway 16/34 and Runway 09/27 unless otherwise advised by a Local Works Plan and NOTAM.

Please note that during Stage 2 only, if the winds do not dictate the essential use of Runway 09/27 the times may change from 01:00 local to 06:00 local to the times of 09:30 local until 16:00 local, this would only occur under consultation with Air Traffic Control (ATC) and the Melbourne Airport Senior Airside Safety Officer (Car 2) and advised by a Local Works Plan and NOTAM.

Operational restrictions

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

Runway 09/27 will be available.

3625′ (1105m) of the north end of Runway 16/34 will not be available.

Runway 16 will have a displaced threshold @ Chainage 19521′ (5950m) marked by 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 night-time hours.

The Runway 16 ILS, Double PAPI not available, High Intensity Approach Lights (HIAL), Runway Centre Line Lights (RCLL) and Runway Touchdown Zone Lights (RTZL) will not be available. Medium High Intensity Runway Lights (HIRL) and Runway Circling Guidance Lights (RCGL) will be available.

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

The Temporary Runway End will be at Chainage 6010.

Unserviceability cones and red obstruction light at 10′ (3m) centres will be placed at Chainage 6266 across the Runway 16/34 north of Runway 09/27.

During this stage of the works, Taxiway Alpha (north of Runway 09/27), Taxiway Charlie and Taxiway Bravo will not be available.

Please note: the Limit of Works is at Chainage 6437 all men and equipment must at all time be behind this line.

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

Stage 2

During this stage of the works the full length of Runway 09/27 will not be available, Taxiway Quebec (north of Taxiway Echo), Taxiway Papa (north of Taxiway Echo), Taxiway Mike, Taxiway November and Taxiway Echo (west of Runway 16/34) 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 09/27.

Stage 3

During this stage of the works the full length of Runway 09/27 will not be available, Taxiway Quebec (north of Taxiway Echo), Taxiway Papa (north of Taxiway Echo), Taxiway Alpha (north of Taxiway Echo and south of Taxiway Bravo), Taxiway Charlie, Taxiway Mike, Taxiway November and Taxiway Echo (west of Runway 16/34) will not be available.
Due to Taxiway Alpha (north of Taxiway Echo) being closed, aircraft requiring a full length takeoff for Runway 16 must enter Runway 16/34 via Taxiway Echo and backtrack using Taxiway Bravo for turnaround. Similarly, aircraft that pass Taxiway Echo during the Runway 34 landing roll must back track Runway 16/34 using Taxiway Bravo for turnaround.
Works on this stage will only be undertaken when the prevailing wind conditions do not dictate the essential use of Runway 09/27.

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RUNWAY MAINTENANCE TO RUNWAY 16/34 AND RUNWAY 09/27 (contd.)

Stage 4 Runway Intersection - Displaced Threshold

will not be conducted when the prevailing wind condition dictates the essential use of Runway 09/27.

Runway 09/27 will not be available.

3625′ (1105m) of the north end of Runway 16/34 will not be available.

Runway 16 will have a displaced threshold @ Chainage 19521′ (5950m) marked by 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 night-time hours.

The Runway 16 ILS, Double PAPI not available, High Intensity Approach Lights (HIAL), Runway Centre Line Lights (RCLL) and Runway Touchdown Zone Lights (RTZL) will not be available. High Intensity Runway Lights (HIRL) and Runway Circling Guidance Lights (RCGL) will be available.

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

The end of Runway 34 will be marked by red lights at 10′ (3m) centres at Chainage 6010 across the runway.

During this stage of the works, Taxiway Alpha (north of Taxiway Echo), Taxiway Bravo, Taxiway Charlie, Taxiway Echo (west of Runway 16/34), Taxiway November, Taxiway Mike, Taxiway Papa (north of Taxiway Echo) and Taxiway Quebec (north of Taxiway Echo) will not be available.

Aircraft landing on Runway 34 must exit via Taxiway Echo or Taxiway Foxtrot or at ATC discretion.

Please note: for all Jet engine aircraft departing on Runway 16 or landing on Runway 34 all men and equipment must pullback to Chainage 6437, once the aircraft has departed Runway 16 or the landed aircraft has vacated Runway 34 the works party can return to the Limit of Works at Chainage 6078.

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

Stage 5

During this stage of works the Full length of Runway 16/34 and the following taxiways will not be available.

Taxiway Echo (west of Runway 16/34), Taxiway November, Taxiway Mike, Taxiway Kilo, Taxiway Juliet (west of Taxiway Alpha), Taxiway Golf (west of Taxiway Victor), Taxiway Foxtrot (west of Taxiway Victor), Taxiway Echo (west of Taxiway Foxtrot), Taxiway Alpha (north of Runway 09/27), Taxiway Charlie, Taxiway Bravo will not be available.

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

Due to Taxiway Mike, Taxiway November and Taxiway Echo (west of Runway 16/34) not being available, Code C aircraft (B737/A320) and below landing on Runway 27 will be required to conduct a 180 degree turn on the Runway 09 threshold, backtrack and vacate Runway 09/27 at ATC discretion.

Code D, E and F (B767/A330 and above) aircraft landing on Runway 27 will be required to vacate Runway 09/27 onto Taxiway Mike, clear of the Runway 09/27 flight strip, an airline tug will be present to push aircraft back to the Runway 09 threshold, tail facing west, the aircraft can then proceed under its own power (or under tow) vacating Runway 09/27 at ATC discretion.

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

Stage 6

During this stage of works the full length of Runway 16/34 and the following taxiways 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, Taxiway Bravo will not be available.

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

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

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RUNWAY MAINTENANCE TO RUNWAY 16/34 AND RUNWAY 09/27 (contd.)

Stage 7

During this stage of works Runway 16/34 south of Taxiway Juliet will not be available to aircraft operations.

2503′ (763m) of the southern end of Runway 34 will not be available.

Runway 34 threshold will **not** be displaced and **no** temporarily displaced threshold will be provided. Landing on Runway 34 will **not** be available. Restricted length for takeoff on Runway 16/34 will apply. Restricted lengths for landing on Runway 16 will apply.

During this stage of the works, Taxiway Kilo will not be available.

Please note: for all Jet engine aircraft departing on Runway 16/34 or landing on Runway 16 all men and equipment must pullback to Chainage 3920, once the aircraft has departed Runway 16/34 or the landed aircraft has vacated Runway 16 the works party can return to the Limit of Works.

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

Stage 8 Runway Intersection - Displaced Threshold
will not be conducted when the prevailing wind condition dictates the essential use of Runway 09/27.

Runway 09/27 will not be available.

4304′ (1312m) of the north end of Runway 16/34 will not be available.

Runway 16 will have a displaced threshold @ Chainage 18156′ (5534m) marked by 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 night-time hours.

The Runway 16 ILS, Double PAPI not available, High Intensity Approach Lights (HIAL), Runway Centre Line Lights (RCLL) and Runway Touchdown Zone Lights (RTZL) will not be available. High Intensity Runway Lights (HIRL) and Runway Circling Guidance Lights (RCGL) will be available.

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

The end of Runway 34 will be at Chainage 5805.

Unserviceability cones and red obstruction lights at 10′ (3m) centres placed across the unway at Chainage 5867.

During this stage of the works, Taxiway Alpha (north of Taxiway Echo), Taxiway Bravo, Taxiway Charlie, Taxiway Echo (west of Runway 16/34), Taxiway November, Taxiway Mike, Taxiway Papa (north of Taxiway Echo) and Taxiway Quebec (north of Taxiway Echo) will not be available.

Please note: for all Jet engine aircraft departing on Runway 16 or landing on Runway 34 all men and equipment must stay behind the Limit of Works at Chainage 6078.

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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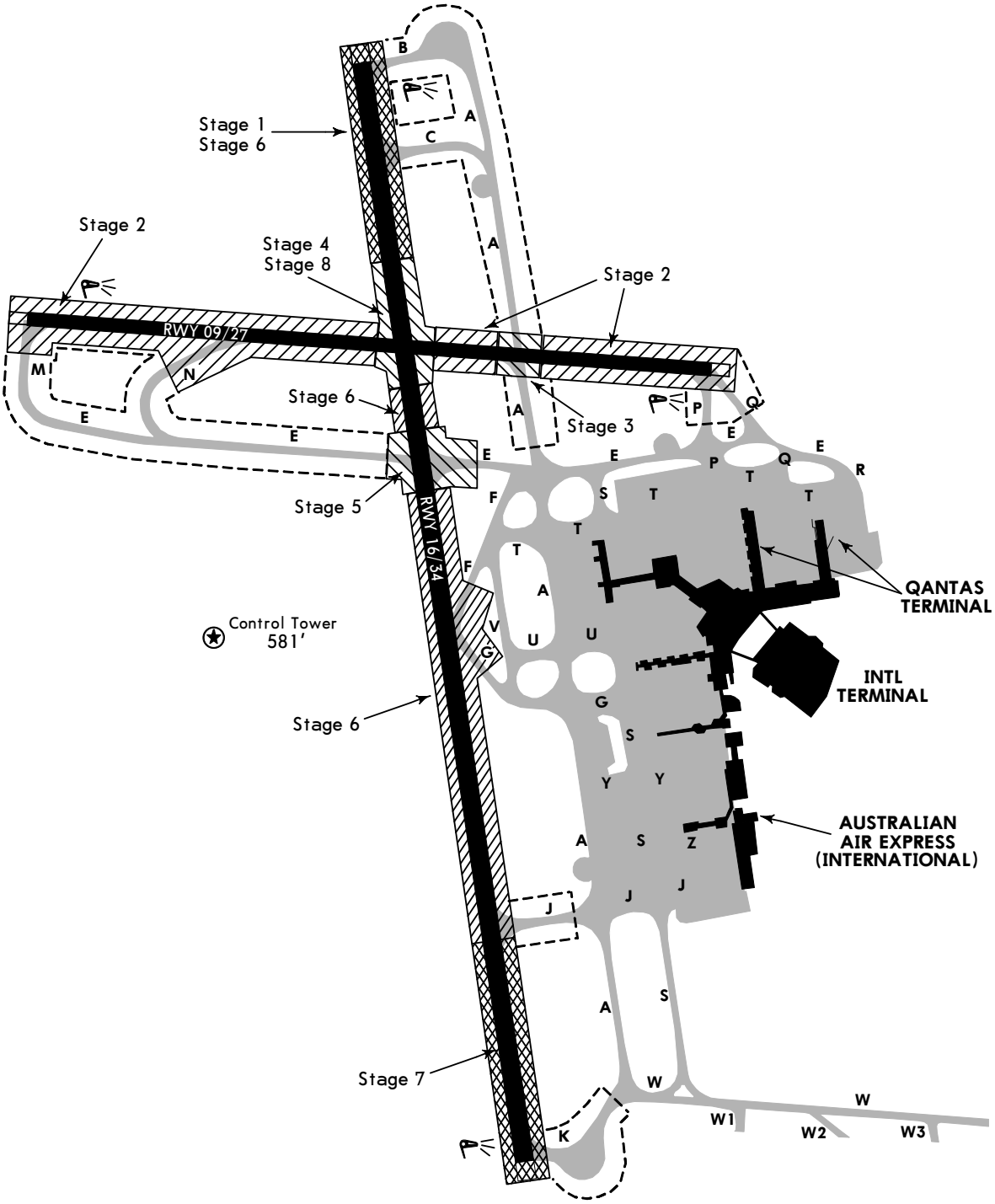
RUNWAY MAINTENANCE TO RUNWAY 16/34 AND RUNWAY 09/27 (contd.)



Legend

area closed to operations

works area

CHANGES: New temporary chart.

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TAXIWAY ALPHA OVERLAY PROJECT (MOWP 03/16)

The project is expected to commence by 16th January 2017 and take approximately 4 months to complete. The actual date and time of commencement of the work will be notified by Local works plan and/or an Operations Advice and associated NOTAM which will be issued before the commencement of each Stage of works.

A Local Works Plan will be issued at least 48 hours prior to the commencement of each MOWP Stage.

Hours of Works

Stage 1

The works will be conducted for Stage 1 between the hours of 22:00 local time and 06:00 local time Sunday till Thursday inclusive or such other hours as agreed by Melbourne Airport in conjunction with Airservices Australia (ATC).

In the event that Rwy 09/27 is closed; the works will be restricted from 01:15 local time to 06:00 local time or as agreed by Melbourne Airport in conjunction with Airservices Australia (ATC).

Stage 2

The works will be conducted for Stage 2 seven days a week (24/7) or such other hours as agreed by Melbourne Airport in conjunction with Airservices Australia (ATC) and communicated to stakeholders via Local Works advice and NOTAM.

OPERATIONAL AND AIRCRAFT RESTRICTIONS

Stage 1

During this stage of works the following Taxiways will not be available to aircraft.

Taxiway Alpha between Runway 09/27 and 189′ (57.5 m) South of Taxiway Bravo

Taxiway Charlie

Bravo Run Up Bay will not be available for aircraft maintenance - engine ground runs.

Due to Taxiway Alpha (North of Runway 09/27) being closed, aircraft requiring a full length takeoff for Runway 16 must enter Runway 16/34 via Taxiway Echo and backtrack using Taxiway Bravo for turnaround. Similarly, aircraft that pass Taxiway Echo during the Runway 34 landing roll must backtrack Runway 16/34 using Taxiway Bravo for turnaround.
Taxiway Alpha Centerline lighting North of Runway 09/27 will not be available.
Blue Taxiway edge lights will be installed on Taxiway Alpha North of Runway 09/27.

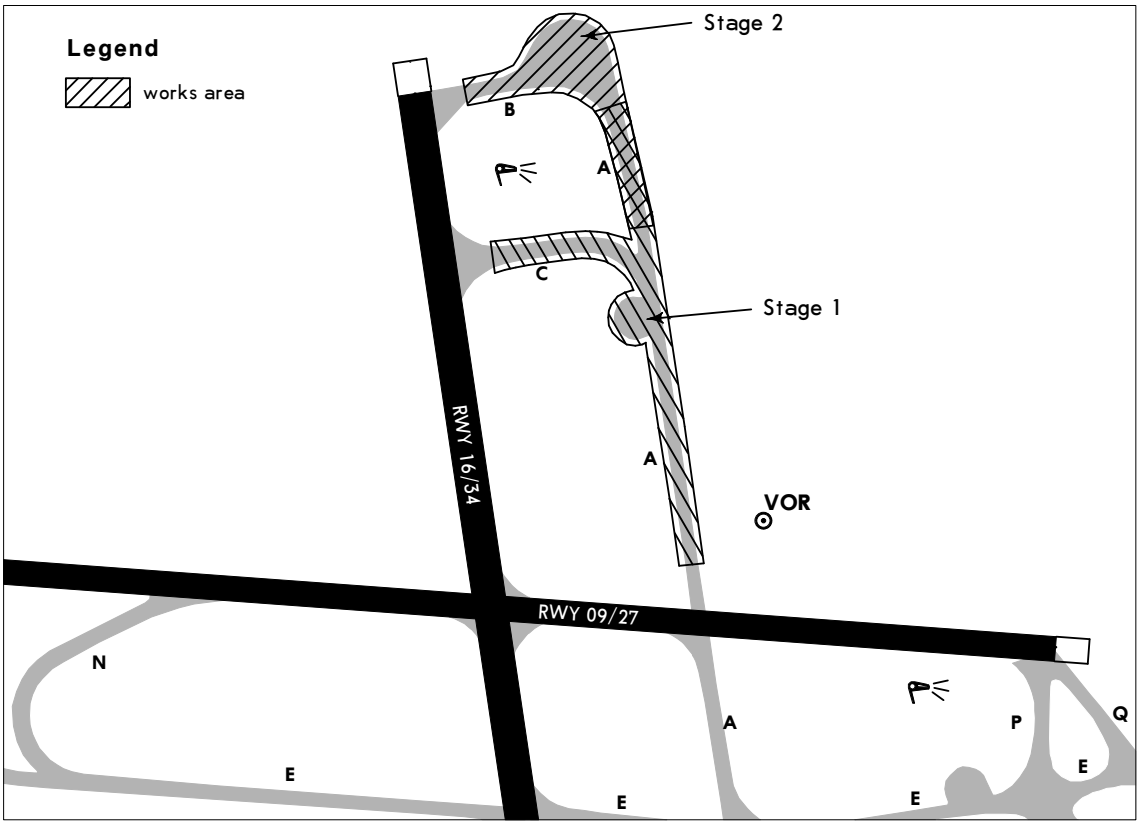
Follow me service is available on request.

Stage 2

During this stage of works the following Taxiways will not be available to aircraft.

Taxiway Alpha between Taxiway Charlie and Taxiway Bravo
Taxiway Bravo
Bravo Run Up Bay will not be available

Runway 16 full length departures not available.
Aircraft landing Runway 34 must exit via Taxiway Charlie
Taxiway Alpha Centerline lighting North of Runway 09/27 will not be available.
Blue Taxiway edge lights will be installed on Taxiway Alpha North of Runway 09/27.



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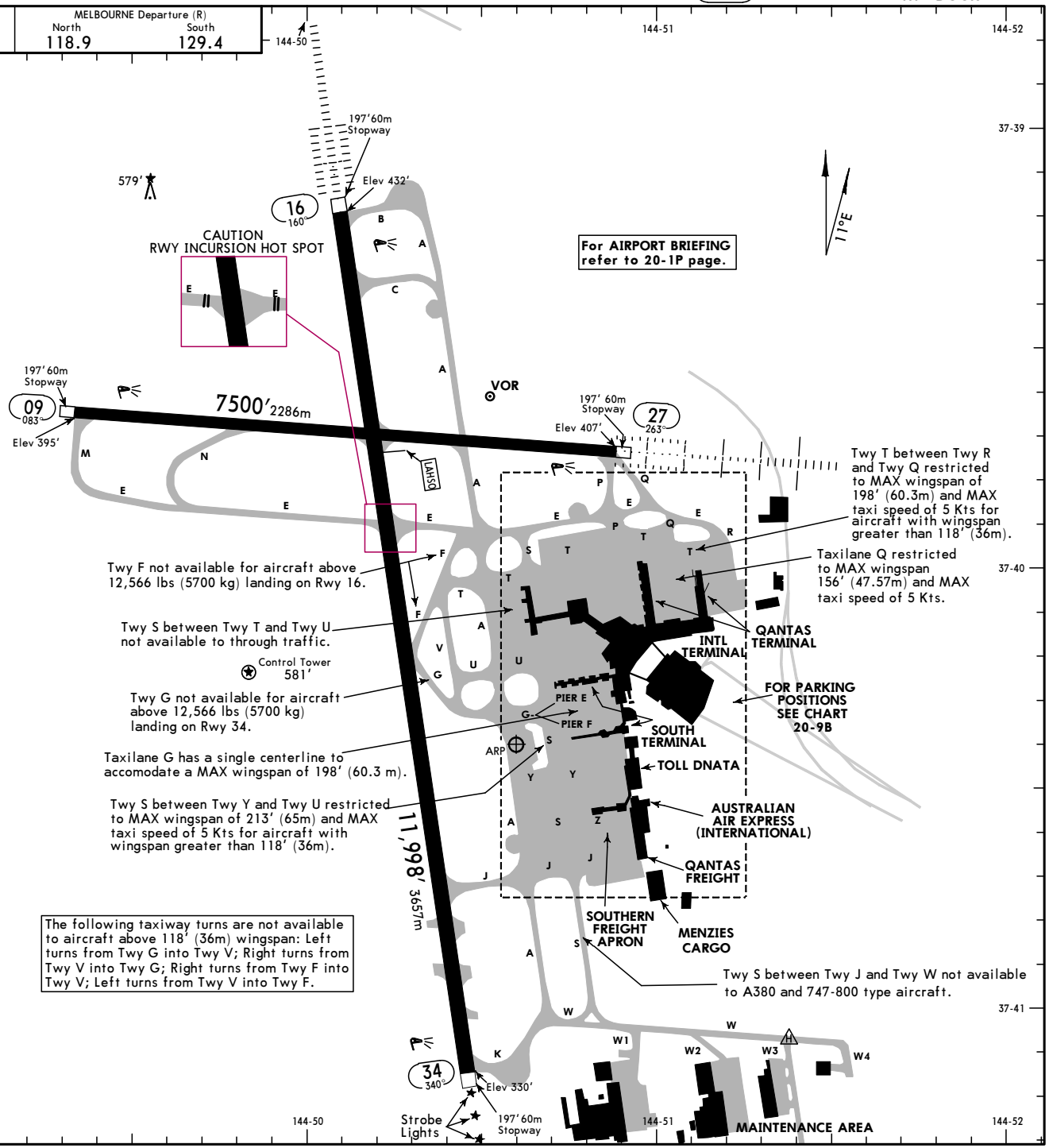
YMML/MEL

Apt Elev **434'**
S37 40.4 E144 50.6

JEPPESEN **MELBOURNE, VIC, AUSTRALIA**
23 SEP 16 (20-9)
MELBOURNE INTL

ATIS		MELBOURNE Clearance	Ground	Tower	MELBOURNE Departure (R) North	MELBOURNE Departure (R) South
114.1	118.0	127.2	121.7	120.5	118.9	129.4

1. Pilots of A380 & B747 aircraft are to exercise caution when applying power on outboard engines while taxiing to prevent erosion of TWY shoulders.
2. All aircraft must provide their parked position/ gate number to ATC on acknowledgement of airways clearance.
3. Aircraft operations between International and Domestic terminal piers are subject to the following limitations:
   a) Engine starts using more than idle power are prohibited.
   b) Aircraft taxiing to the terminal between the INTL and DOM terminal piers must use no more than idle power. If aircraft wingspan above 118' (36m) is stopped prior to docking on Bays D3-D13, D15 and H1-H3, docking must be completed under tow.
   c) Aircraft operating from all T2 international bays are restricted to starting two engines not above idle prior to pushback. No other engine is to be started until aircraft is clear of the apron.
4. Pilots of B777-300, A340-600, A340-500, and type aircraft should exercise caution during turns as normal clearances to taxiway edge may not be available. Contact Airport Operations for details of preferred taxi routes.
5. Taxi guidance for all aircraft will be referenced to Movement Area Guidance Signs placed on most taxiway/runway intersections.
6. International Concourse Delta, when Nose-In Guidance system is switched off, the screen reads "STOP STOP". This will remain illuminated until the Nose-In Guidance system is switched on.
7. Pilots of A380 & B747-800 aircraft. The following taxiways are not available:
   a) For Runway 16/34 Operations:
      -Twy U east of Twy A
      -Twy S (between Twy J and Twy U)
      -Twy S (between Twy E and Twy T)
      -Twy G east of Twy A
      -Twy Y (between Twy A and Twy S)
   b) For Runway 09/27 Operations:
      -Twy T (east of Bay D9)
      -Twy E (east of Twy P)
      -Twy Q (Full length)
      -Twy R (Full length)
      -Twy N (Full length - A380 only)
      -Twy S (between Twy E and Twy T)
   c) For A380 aircraft only, ten minutes prior notice must be given to ATC for all approval Runway 09/27 operations.



CHANGES: Lighting depiction.

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GENERAL

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).

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
09 ❶	❷ MIRL PAPI (angle 3.0°, MEHT 74') RVR					148' 45m
27	HIRL ❸CL HIALS TDZ PAPI (angle 3.0°, MEHT 74') RVR		6427' 1959m			

❶ Grooved. Standby power available for all lights.
❷ WARNING: Runway lights may be partially obscured when on downwind leg for Runway 09.
❸ 15M spacing.

16 ❹❽	HIRL ❺CL HIALS TDZ PAPI (angle 3.0°, MEHT 74') RVR		10,786' 3288m			197' 60m
❼34	HIRL ❻ SFL ❺CL PAPI (angle 3.0°, MEHT 74') RVR			09/27 8654' 2638m		

❹ Grooved. Standby power available for all lights.
❺ 15M spacing.
❻ 3 sequenced lead-in strobe lights.
❼ Hold short lights Rwy 34.
❽ Circling Guidance Lights.

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	RNAV-P (RNP) Rwy 09 RNAV-P (RNP) Rwy 34	Other
	1 ILS Rwy 16 ILS Rwy 27 LOC DME Rwy 27 VOR 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.

CHANGES: None.

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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 By day, ATC may use 7874' (2400m) runway separation between aircraft arriving to Runway 16/34. Both aircraft may occupy the runway during application of the standard.

2.2 By day or night, ATC may use 2.5NM spacing between aircraft arriving to Runway 16/34 and Runway 27. Expect to vacate the runway via the Rapid Exit Taxiways (RETs) specified in the table below.

2.3 To ensure minimum runway occupancy time and support optimum spacing on final, whenever operational conditions permit, expect to vacate the runway via the exit taxiways specified in the table below.

2.4 Plan a predictable and efficient exit from the runway and if an exit other than the preferred is required, advise tower on first contact.

2.5 Landing Exit Distance (LED), the distance from the threshold to the furthest edge of the exit taxiway, are provided to assist planning.

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

❶ Preferred exits.

❷ Indicates Rapid Exit Taxiway (RET) and maximum design ground speeds are 53 KT (50 KT WET).

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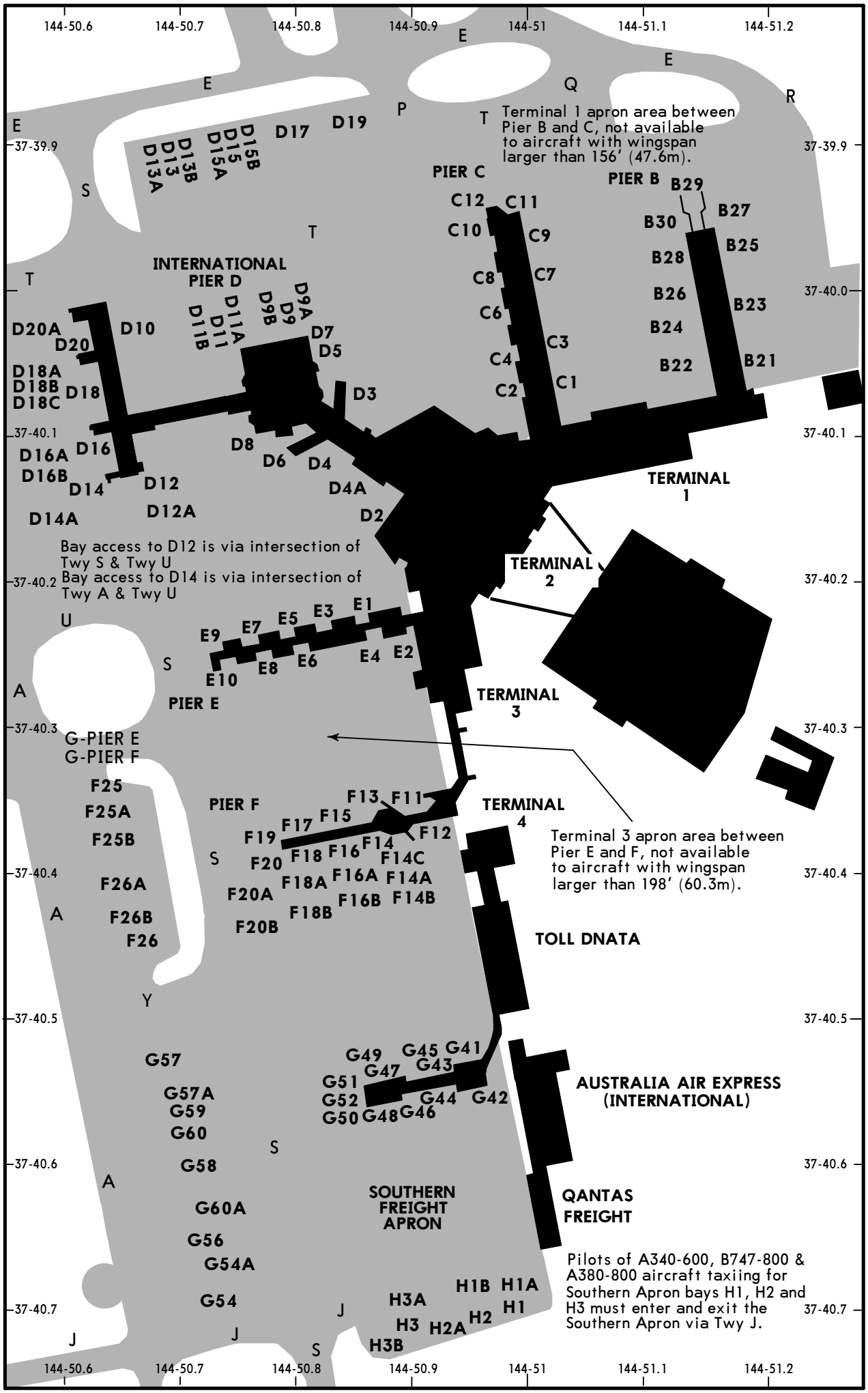
YMML/MEL

JEPPESEN
8 APR 16 (20-9B)

MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL



CHANGES: Aircraft parking bays at southern freight apron.

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PARKING BAY COORDINATES

BAY No.	COORDINATES	ELEV
PIER B		
B21	S37 40.1 E144 51.2	
B22	S37 40.0 E144 51.1	
B23	S37 40.0 E144 51.2	
B24	S37 40.0 E144 51.1	
B25	S37 40.0 E144 51.2	
B26	S37 40.0 E144 51.1	
B27	S37 40.0 E144 51.2	
B28, B30	S37 40.0 E144 51.1	
B29	S37 39.9 E144 51.1	
PIER C		
C1 thru C4	S37 40.1 E144 51.0	
C6 thru C9	S37 40.0 E144 51.0	
C10	S37 40.0 E144 50.9	
C11	S37 40.0 E144 51.0	
C12	S37 40.0 E144 50.9	
INTERNATIONAL PIER D		
D2	S37 40.2 E144 50.9	387′
D3	S37 40.1 E144 50.8	388′
D4 thru D4A	S37 40.1 E144 50.8	387′
D5	S37 40.1 E144 50.8	390′
D6	S37 40.2 E144 50.7	386′
D7	S37 40.0 E144 50.8	391′
D8	S37 40.1 E144 50.7	386′
D9 thru D9B	S37 40.1 E144 50.8	390′
D10	S37 40.1 E144 50.7	386′
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′

BAY No.	COORDINATES	ELEV
SOUTHERN FREIGHT APRON		
G41	S37 40.5 E144 50.9	375′
G42	S37 40.6 E144 50.9	371′
G43	S37 40.5 E144 50.9	374′
G44	S37 40.6 E144 50.9	370′
G45	S37 40.5 E144 50.9	373′
G46	S37 40.6 E144 50.9	370′
G47	S37 40.5 E144 50.8	372′
G48	S37 40.6 E144 50.8	368′
G49	S37 40.5 E144 50.8	370′
G50	S37 40.6 E144 50.8	367′
G51	S37 40.6 E144 50.8	370′
G52	S37 40.6 E144 50.8	369′
G54	S37 40.7 E144 50.7	363′
G54A, G56	S37 40.6 E144 50.7	363′
G57, G57A	S37 40.5 E144 50.7	367′
G58	S37 40.6 E144 50.7	365′
G59	S37 40.6 E144 50.7	367′
G60	S37 40.6 E144 50.7	366′
G60A	S37 40.6 E144 50.7	364′
H1	S37 40.7 E144 50.9	363′
H1A, H1B	S37 40.7 E144 50.9	364′
H2, H2A	S37 40.7 E144 50.9	363′
H3	S37 40.7 E144 50.9	362′
H3A	S37 40.7 E144 50.8	363′
H3B	S37 40.7 E144 50.8	361′

CHANGES: Bays removed at southern freight apron.

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A-SMGCS

YMML/MEL

MELBOURNE INTL

JEPPESEN

3 JUN 16

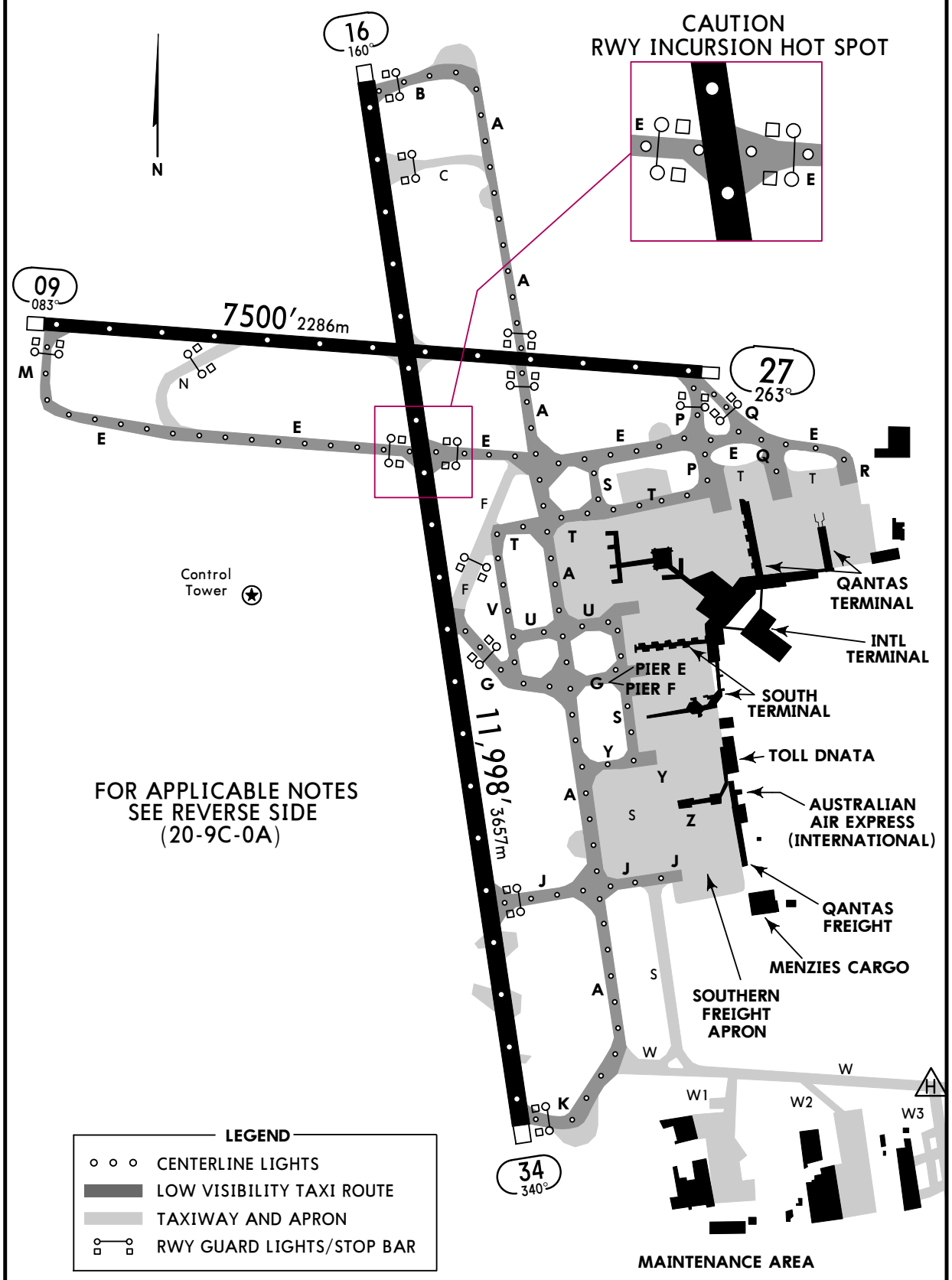
20-9C-0

MELBOURNE, VIC, AUSTRALIA
LOW VISIBILITY TAXI ROUTES

Arrivals - Rwy 16
Departures - Rwys 16/27

LESS THAN RVR 550m TO 75m

ATIS		MELBOURNE Clearance	Ground	Tower	MELBOURNE Departure (R)	
					North	South
114.1	118.0	127.2	121.7	120.5	118.9	129.4



CHANGES: None.

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YMML/MEL
MELBOURNE INTL

JEPPESEN 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 Rwys 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.

CHANGES: Text.

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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

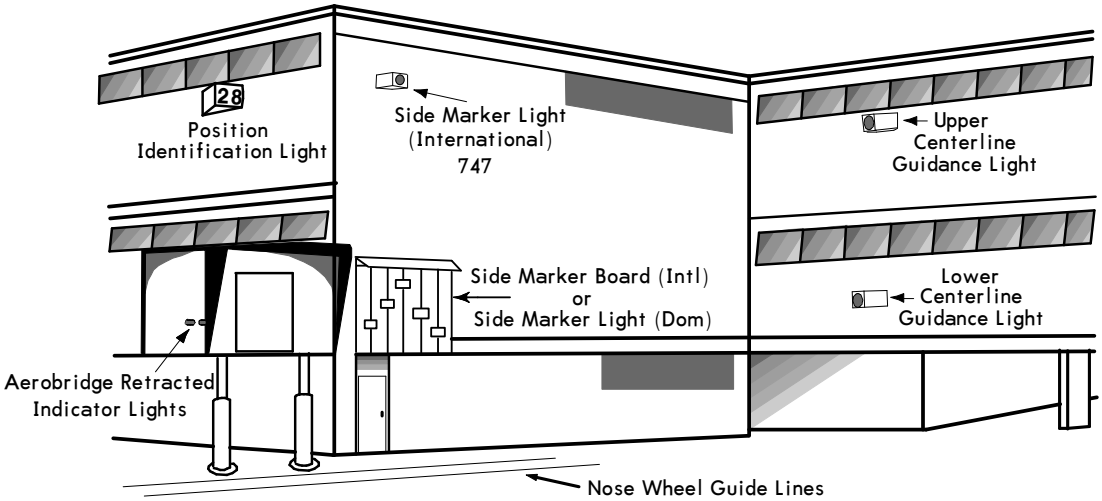

Figure 1 - Visual Docking Guidance System

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.

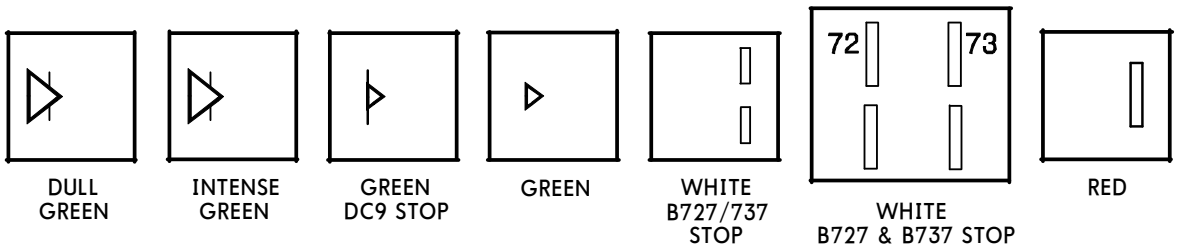

Figure 2 - Side Marker Lights (Domestic)

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.

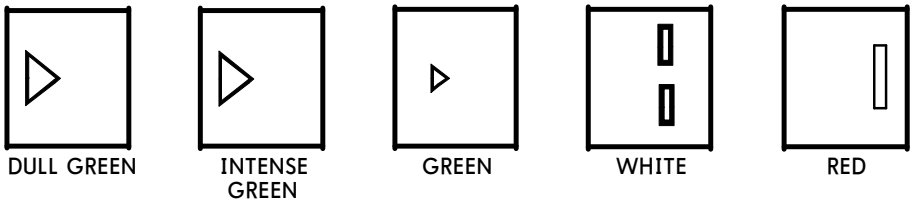

Figure 3 - Side Marker Light (International) (B747 only)

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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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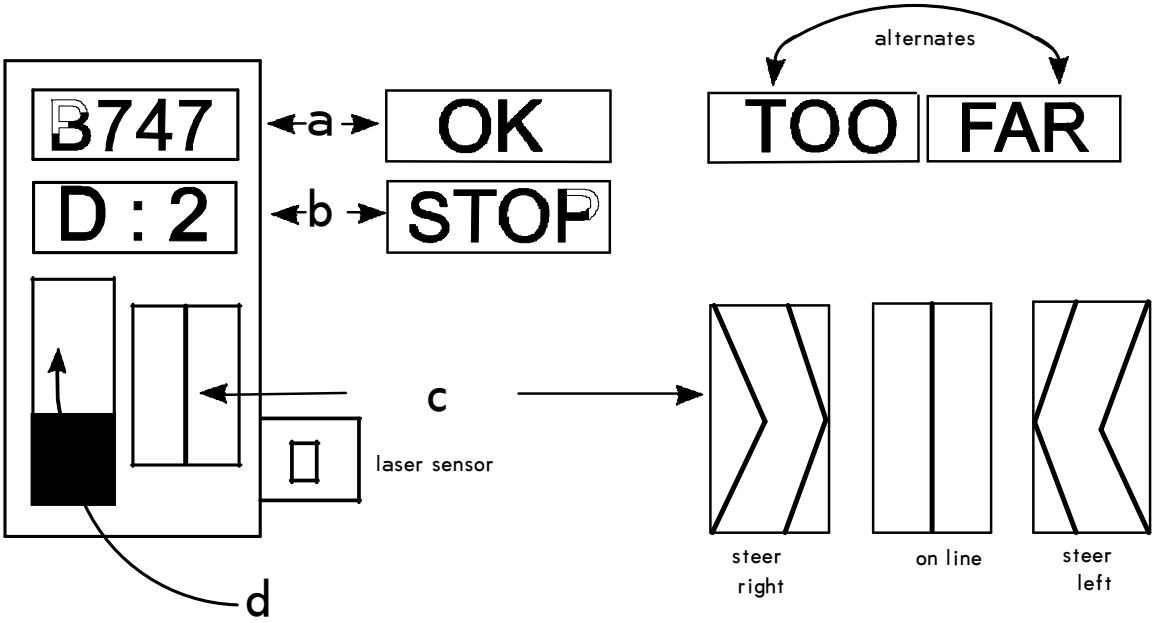
VISUAL DOCKING GUIDANCE SYSTEMS

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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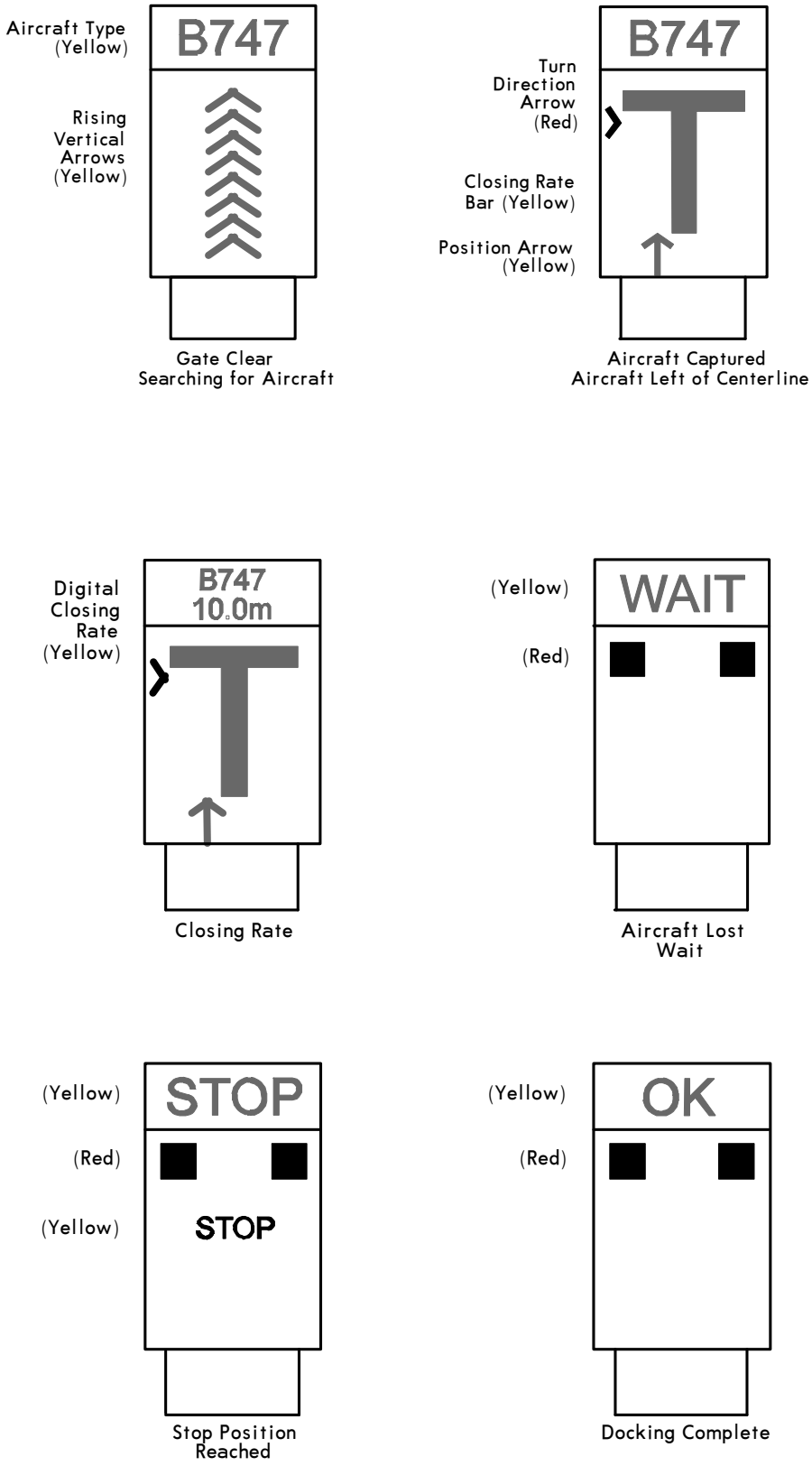
VISUAL DOCKING GUIDANCE SYSTEMS

SAFEGATE DOCKING GUIDANCE SYSTEM



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YMML/MEL
MELBOURNE INTL

JEPPESEN 23 SEP 16 (21-1)

MELBOURNE, VIC, AUSTRALIA
ILS X Rwy 16 CAT II & III

ATIS		MELBOURNE Approach (R)	MELBOURNE Tower	Ground
114.1	118.0	132.0	120.5	121.7

BRIEFING STRIP™

LOC IMS	Final Apch Crs	GS OM	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev 434'
109.7	160°	1680' (1248')	Refer to Minimums		RA 93' DA(H) 532' (100')	Rwy 432'

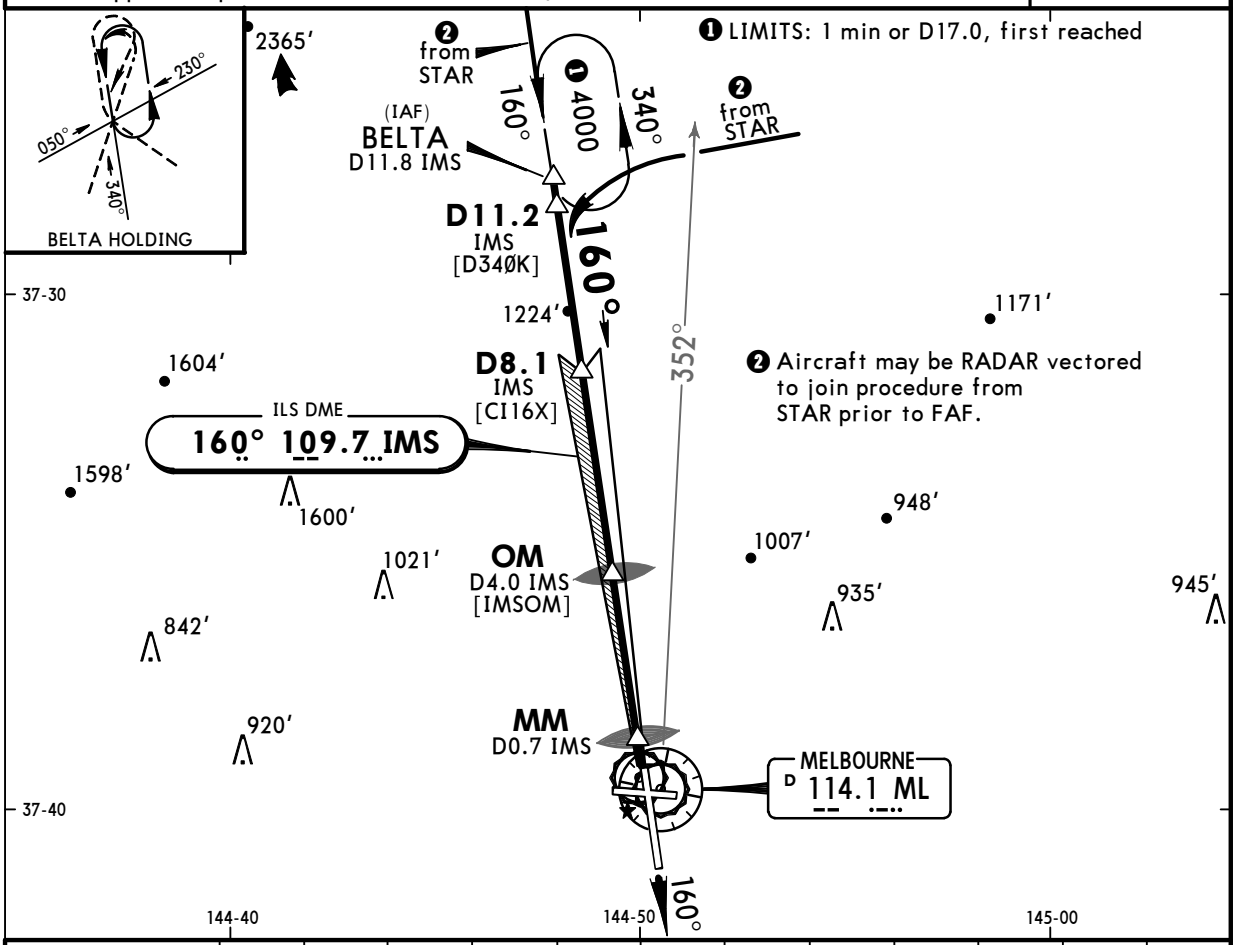
MISSED APCH: Track 160°. Climb to 4000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 16 hPa Trans level: FL 110 Trans alt: 10000'

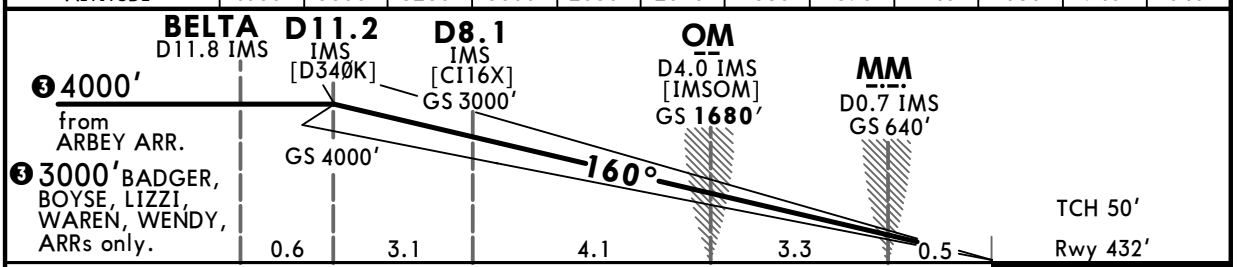
1. IMS DME Required. 2. Special Aircrew & Acft Certification Required.

3. ATC Approach Speeds: At BELTA 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.

4500' 080° 260° 3700'
MSA ML VOR 3300' within 10 NM



IMS DME	11.2	10.0	9.0	8.1	7.0	5.0	3.9	3.0	2.3	2.0	1.0	0.7
ALTITUDE	4000'	3600'	3280'	3000'	2650'	2010'	1680'	1370'	1140'	1050'	740'	640'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS PAPI PAPI 160° 4000'

STRAIGHT-IN LANDING RWY 16

PANS OPS

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DA(H) 482' (50')	RA 93' DA(H) 532' (100')
RVR 75m	RVR 175m	RVR 300m

CHANGES: Lighting depiction.

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YMML/MEL
MELBOURNE INTL

JEPPESEN 23 SEP 16 (21-2)

MELBOURNE, VIC, AUSTRALIA
ILS Y or LOC Y Rwy 16

BRIEFING STRIP ™

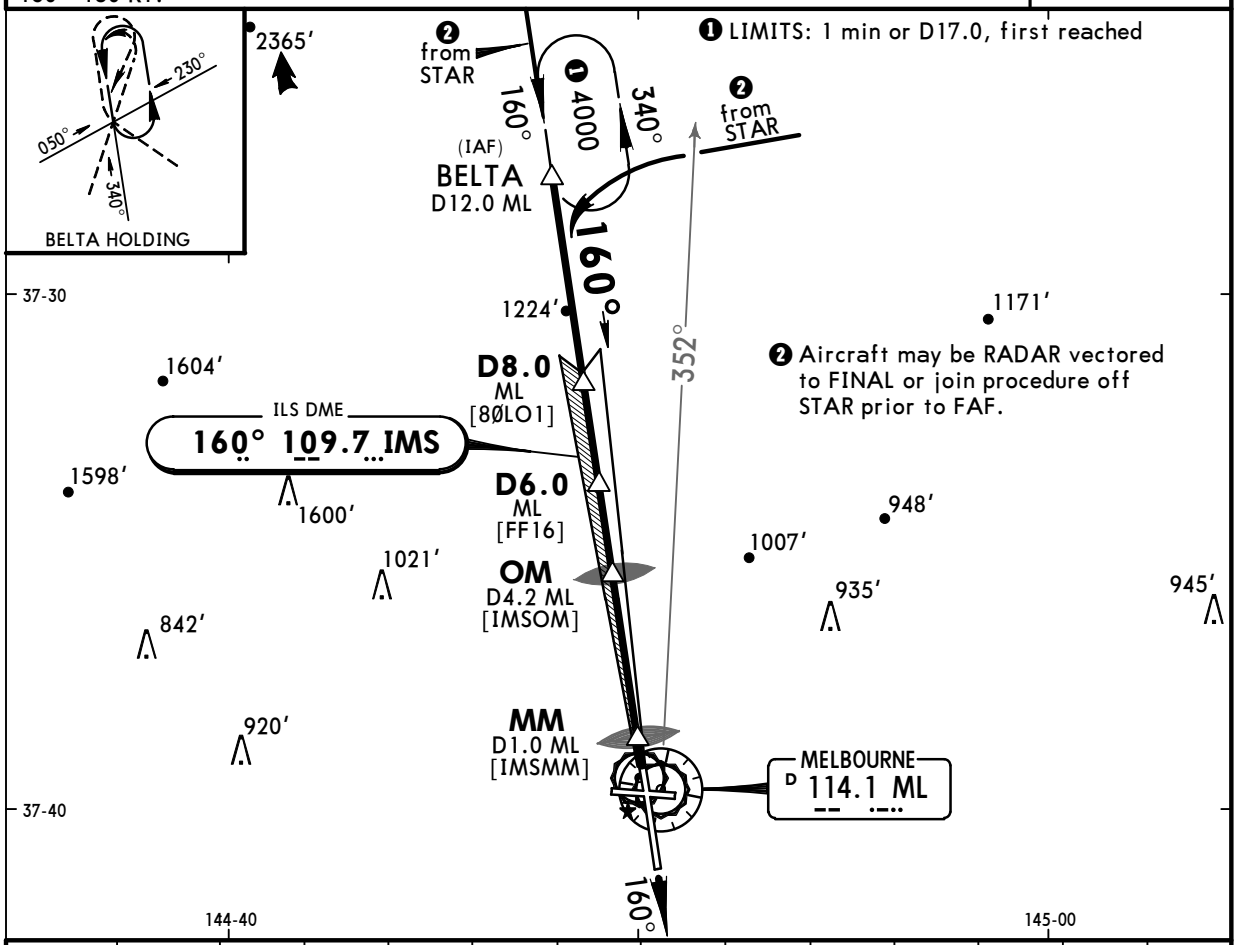
ATIS	MELBOURNE Approach (R)	MELBOURNE Tower	Ground
114.1 118.0	132.0	120.5	121.7

LOC IMS	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 434'
109.7	**160°**	**1680'** (1248')	**640'** (208')	Rwy 432'

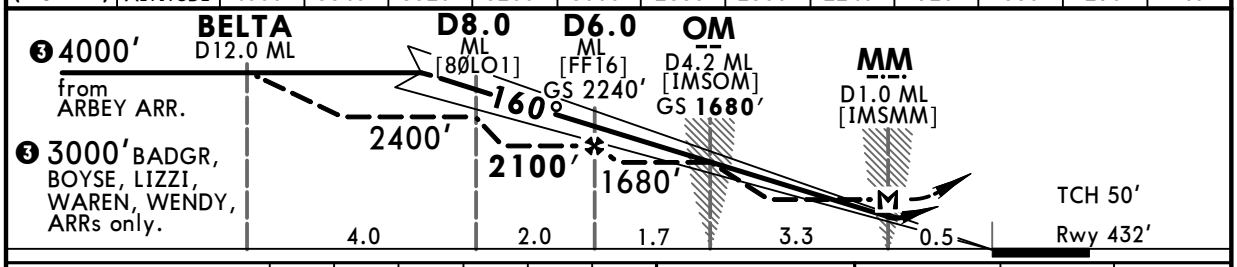
4500'
080° 260°
3700'
MSA ML VOR 3300' within 10 NM

MISSED 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.



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							

HIALS
PAPI PAPI
160°
4000'

PANS OPS

STRAIGHT-IN LANDING RWY16

	ILS DA(H) 640' (208') FULL	HIRL out	HIALS out	LOC (GS out) DME MDA(H) 1140' (708')	HIALS out
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	3.0 km	3.9 km
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1140' (706') -2.4 km
135	
180	1450' (1016') -4.0 km
205	1600' (1166') -5.0 km

CHANGES: Lighting depiction.

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YMML/MEL MELBOURNE INTL

JEPPESEN 24 FEB 17 (21-3) Eff 2 Mar

MELBOURNE, VIC, AUSTRALIA ILS Z or LOC Z Rwy 16

BRIEFING STRIP ™

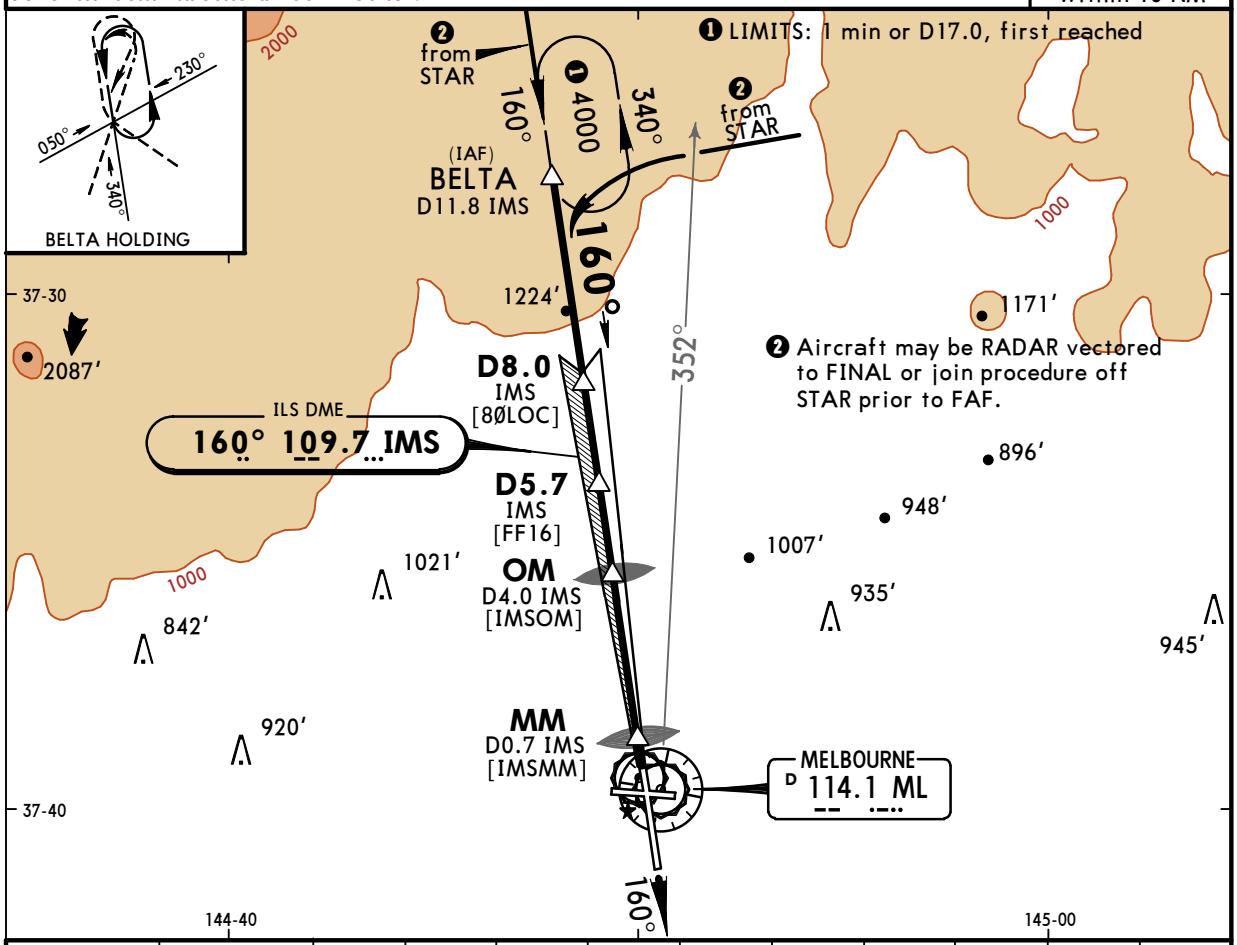
ATIS	MELBOURNE Approach (R)	MELBOURNE Tower	Ground
114.1 118.0	132.0	120.5	121.7

LOC IMS	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 434′
109.7	160°	1680′ (1248′)	640′ (208′)	Rwy 432′

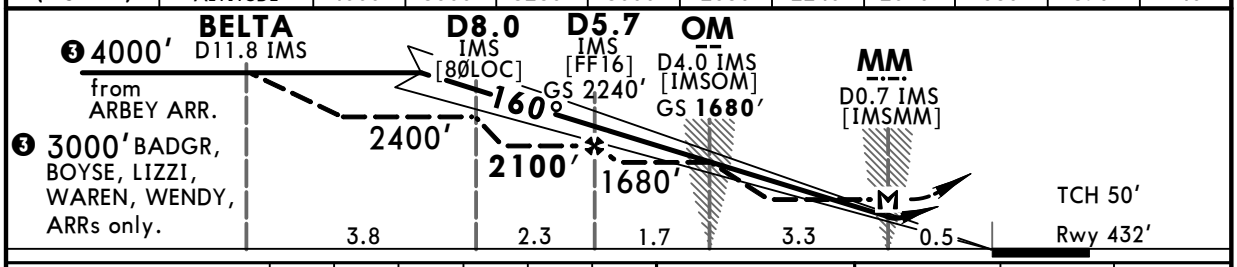
MISSED APCH: Track 160°. Climb to 4000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 16 hPa Trans level: FL 110 Trans alt: 10000′
1. IMS DME Required (LOC only). 2. ATC Approach Speeds: At BELTA 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.

4500
080° 260°
3700
MSA ML VOR 3300′ within 10 NM



LOC (GS out)	IMS DME	11.2	10.0	9.0	8.1	7.0	5.7	5.0	3.9	3.0	2.3
	ALTITUDE	4000′	3600′	3280′	3000′	2650′	2240′	2010′	1680′	1370′	1140′



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

HIALS
PAPI PAPI
160°
4000′

PANS OPS

	STRAIGHT-IN LANDING RWY16 ILS DA(H) 640′ (208′) FULL	HIRL out	HIALS out	LOC (GS out) DME MDA(H) 1140′ (708′)	HIALS out	CIRCLE-TO-LAND 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

CHANGES: None.

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YMML/MEL MELBOURNE INTL

JEPPESEN 24 FEB 17 (21-4) Eff 2 Mar

MELBOURNE, VIC, AUSTRALIA ILS or LOC Rwy 27

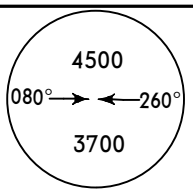
BRIEFING STRIP ™

ATIS		MELBOURNE Approach (R)	MELBOURNE Tower	Ground
114.1	118.0	132.0	120.5	121.7

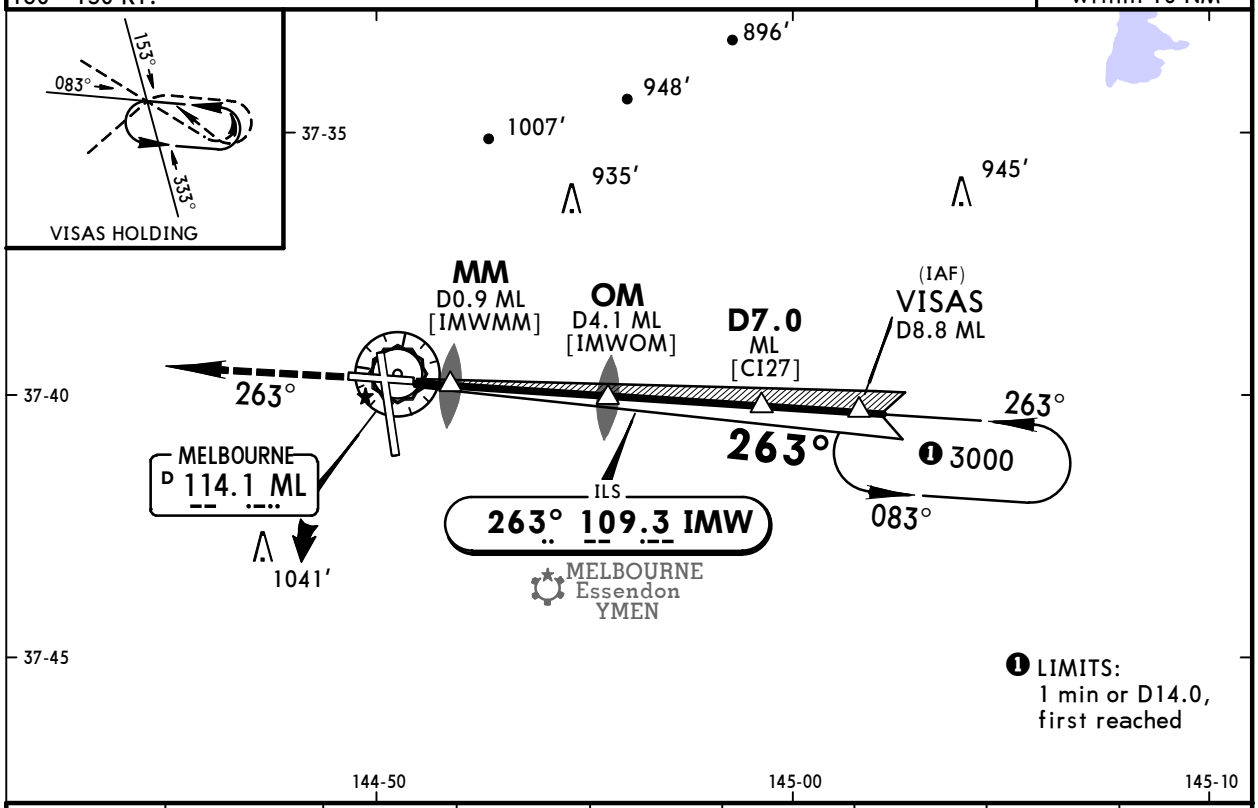
LOC IMW	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 434′
109.3	263°	1670′(1263′)	610′(203′)	Rwy 407′

MISSED APCH: Track 263°. Climb to 4000′ or as directed by ATC.

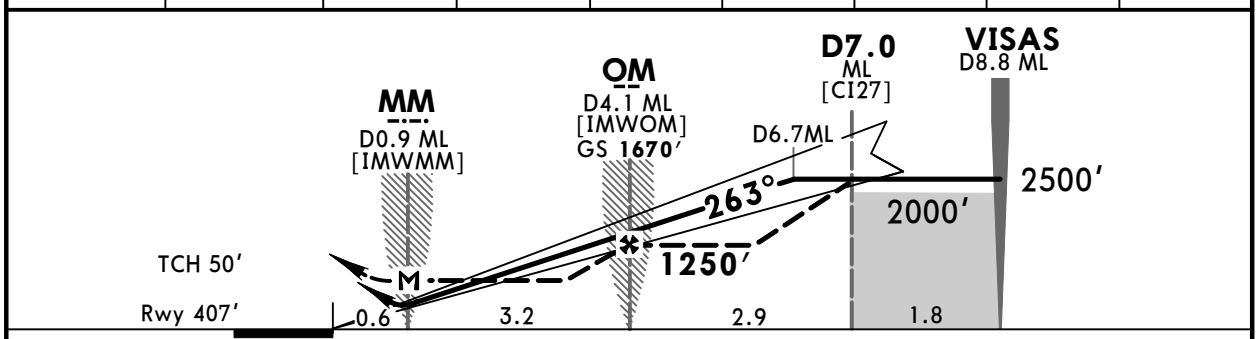
Alt Set: hPa Rwy Elev: 15 hPa Trans level: FL 110 Trans alt: 10000′
1. DME Required (LOC only). 2. GNSS permitted in lieu of DME. Reference waypoint ML VOR. 3. ATC Approach Speeds: At VISAS 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.



MSA ML VOR 3300′ within 10 NM



LOC (GS out)	ML DME	1.6	2.0	3.0	4.1	5.0	6.0	6.7
	ALTITUDE	880′	1010′	1320′	1670′	1960′	2280′	2500′



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

HIALS PAPI PAPI 263° 4000′

PANS OPS

	STRAIGHT-IN LANDING RWY27 ILS DA(H) 610′(203′)			LOC (GS out) DME MDA(H) 880′(473′)	
	FULL	HIRL out	HIALS out		HIALS out
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	1.7 km	2.6 km
B					
C					
D					

CIRCLE-TO-LAND Max Kts	MDA(H)
100	1140′(706′) -2.4 km
135	
180	1450′(1016′) -4.0 km
205	1600′(1166′) -5.0 km

CHANGES: DME dist table, profile.

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YMML/MEL
MELBOURNE INTL

JEPPESEN 24 FEB 17 (22-1) Eff 2 Mar

MELBOURNE, VIC, AUSTRALIA
RNAV-Z (GNSS) Rwy 09

BRIEFING STRIP ™

ATIS	MELBOURNE Approach (R)	MELBOURNE Tower	Ground
114.1 118.0	132.0	120.5	121.7

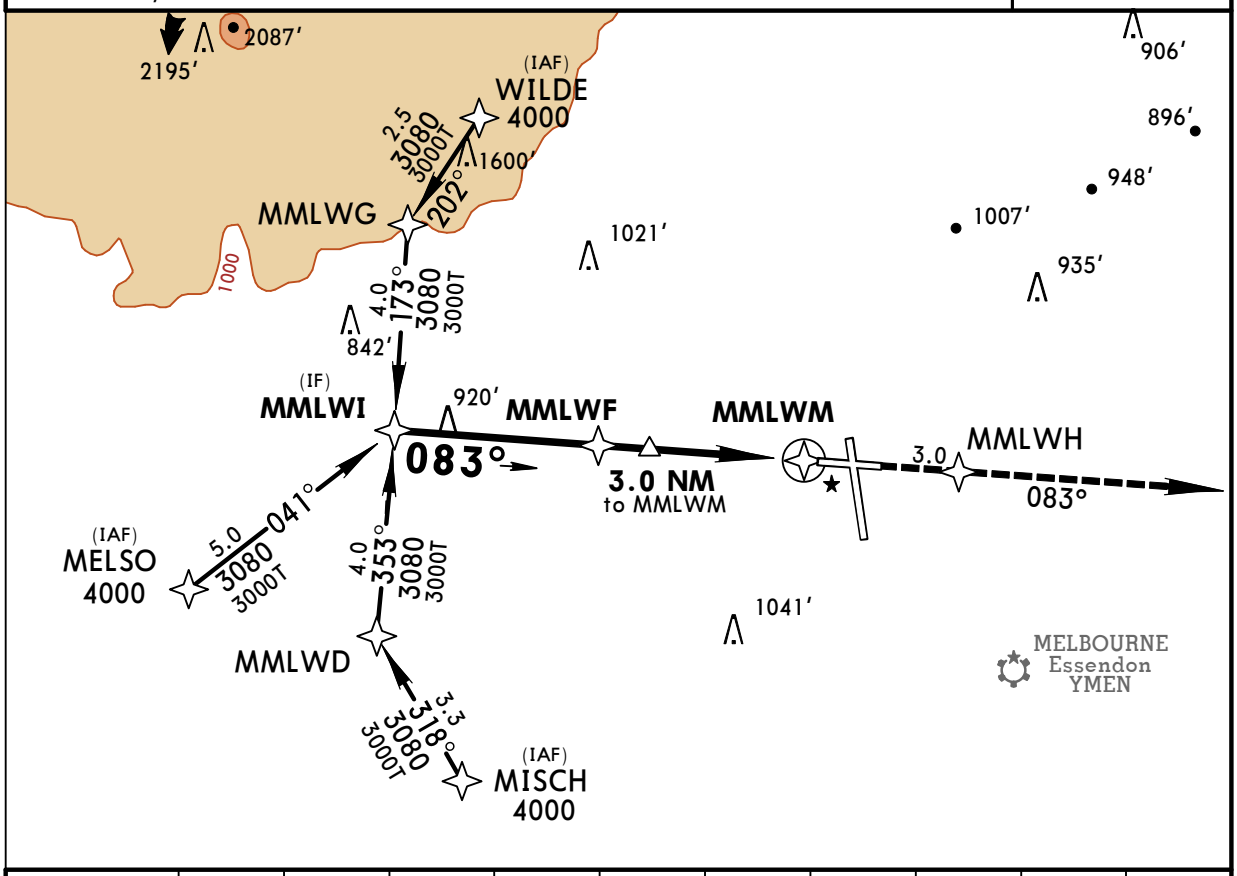
RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 434'
	083°	MMLWF 1800' (1405')	760' (365')	Rwy 395'

MISSED APCH: Track direct to MMLWH, thence 083°. Climb to 4000' or as directed by ATC.

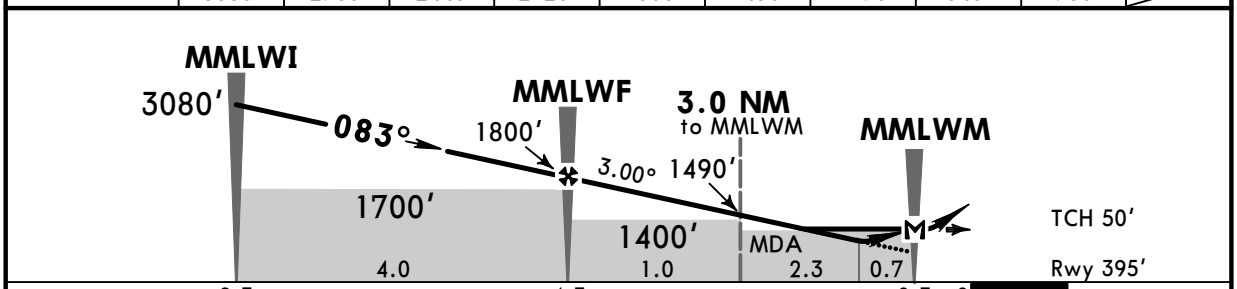
Alt Set: hPa Rwy Elev: 14 hPa Trans level FL 110 Trans alt: 10000'
1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range -5°C (23°F) to 60°C (140°F). 3. Max for initial: 200 KT. 4. Holding as directed by ATC. 5. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.

4500
080° 260°
3700

MSA ARP 3300' within 10 NM



NM to NEXT WPT	MMLWI	3.0	2.0	1.0	MMLWF	3.0	2.0	1.0	0.7	MMLWM
ALTITUDE	3080'	2760'	2440'	2120'	1800'	1490'	1170'	840'	760'	



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA							
LNAV: MAP at MMLWM							

PAPI D MMLWH

PANS OPS

STRAIGHT-IN LANDING RWY 09		
	LNAV/VNAV DA(H) 760' (365')	LNAV MDA(H) 840' (445')
A	2.0 km	2.5 km
B		
C		
D		

CIRCLE-TO-LAND	
Max Kts	MDA(H)
100	1140' (706') - 2.4 km
135	
180	1450' (1016') - 4.0 km
205	1600' (1166') - 5.0 km

CHANGES: MSA, bearings, LNAV/VNAV added, dist/alt table.

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YMML/MEL
MELBOURNE INTL

JEPPESEN 24 FEB 17 (22-2) Eff 2 Mar

MELBOURNE, VIC, AUSTRALIA
RNAV-Z (GNSS) Rwy 16

BRIEFING STRIP ™

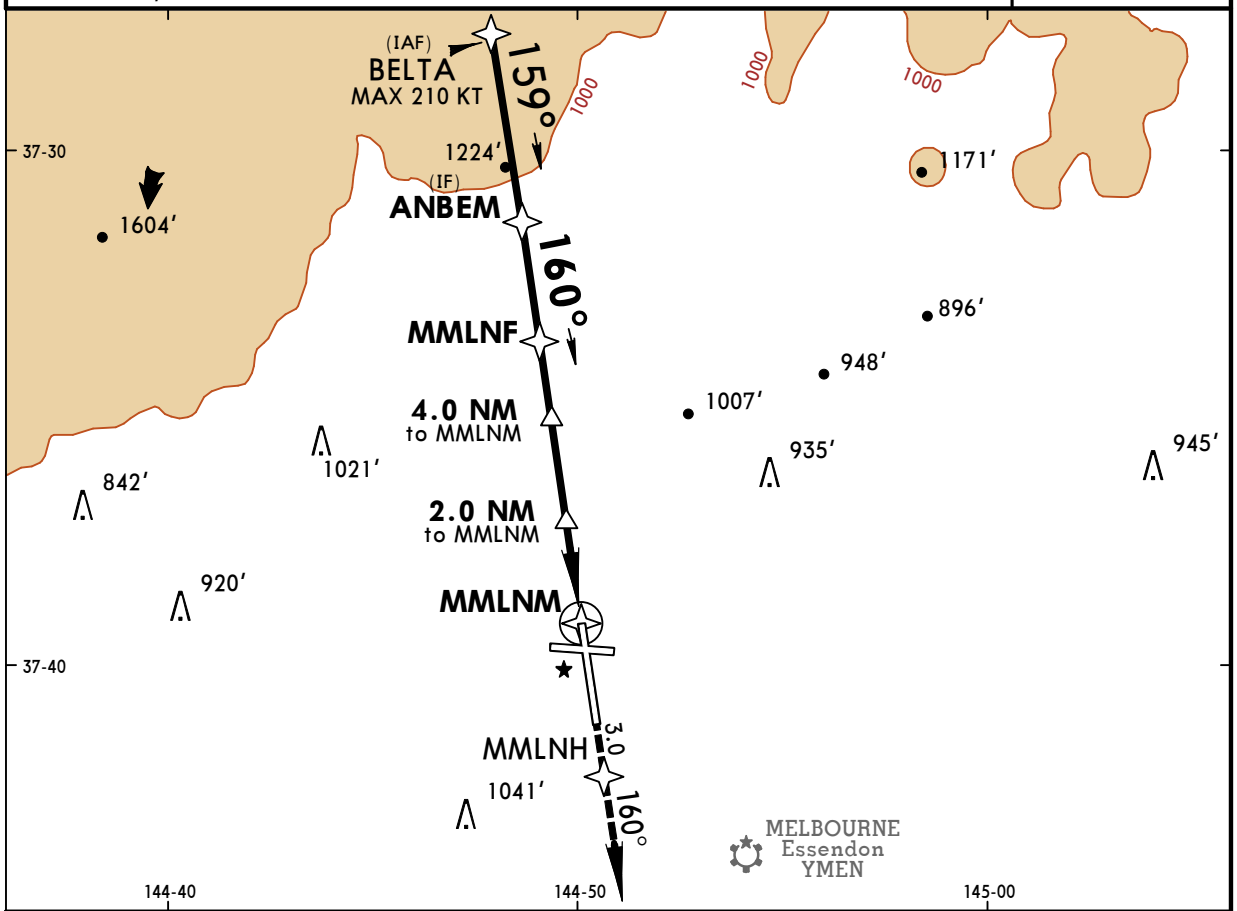
ATIS	MELBOURNE Approach (R)	MELBOURNE Tower	Ground
114.1 118.0	132.0	120.5	121.7

RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev / Rwy
	160°	**MMLNF** **2240′** (1808′)	**810′** (378′)	Apt Elev 434′ Rwy 432′

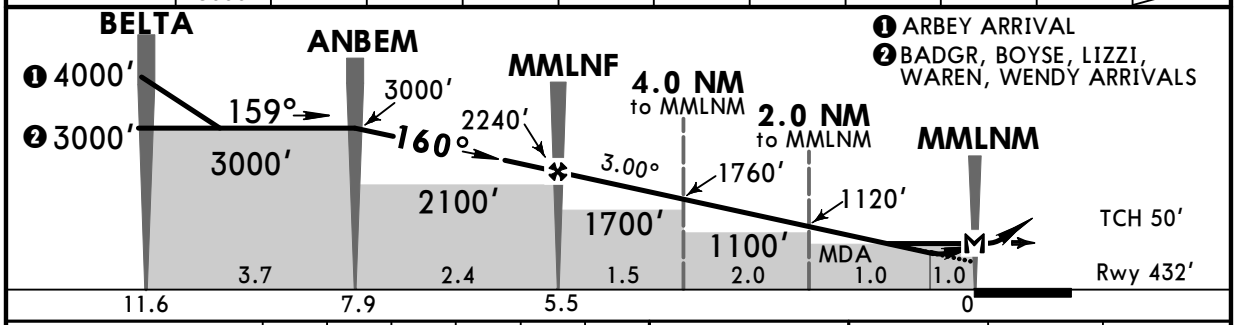
MISSED APCH: Track direct to MMLNH, thence 160°, climb to 4000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 16 hPa Trans level FL 110 Trans alt: 10000′
1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range -5°C (23°F) to 60°C (140°F). 3. Max for initial: 210 KT. 4. Holding as directed by ATC. 5. ATC Approach Speeds: At BELTA 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.

4500
080° 260°
3700
MSA ARP 3300′ within 10 NM



NM to NEXT WPT	ANBEM	2.0	1.0	MMLNF	5.0	4.0	3.0	2.0	1.3	1.0	MMLNM
ALTITUDE	3000′	2880′	2560′	2240′	2070′	1760′	1440′	1120′	890′	810′	



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA							
LNAV: MAP at MMLNM							

HIALS
PAPI PAPI
D
MMLNH

PANS OPS

	STRAIGHT-IN LANDING RWY 16 LNAV/VNAV DA(H) 810′ (378′) HIALS out	LNAV MDA(H) 890′ (458′) HIALS out
A	2.1 km	2.6 km
B		
C		
D		

CIRCLE-TO-LAND Max Kts	MDA(H)
100	1140′ (706′) - 2.4 km
135	
180	1450′ (1016′) - 4.0 km
205	1600′ (1166′) - 5.0 km

CHANGES: MSA, LNAV/VNAV added, procedure revised.

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YMML/MEL
MELBOURNE INTL

JEPPESEN 24 FEB 17 Eff 2 Mar (22-3)

MELBOURNE, VIC, AUSTRALIA
RNAV-Z (GNSS) Rwy 27

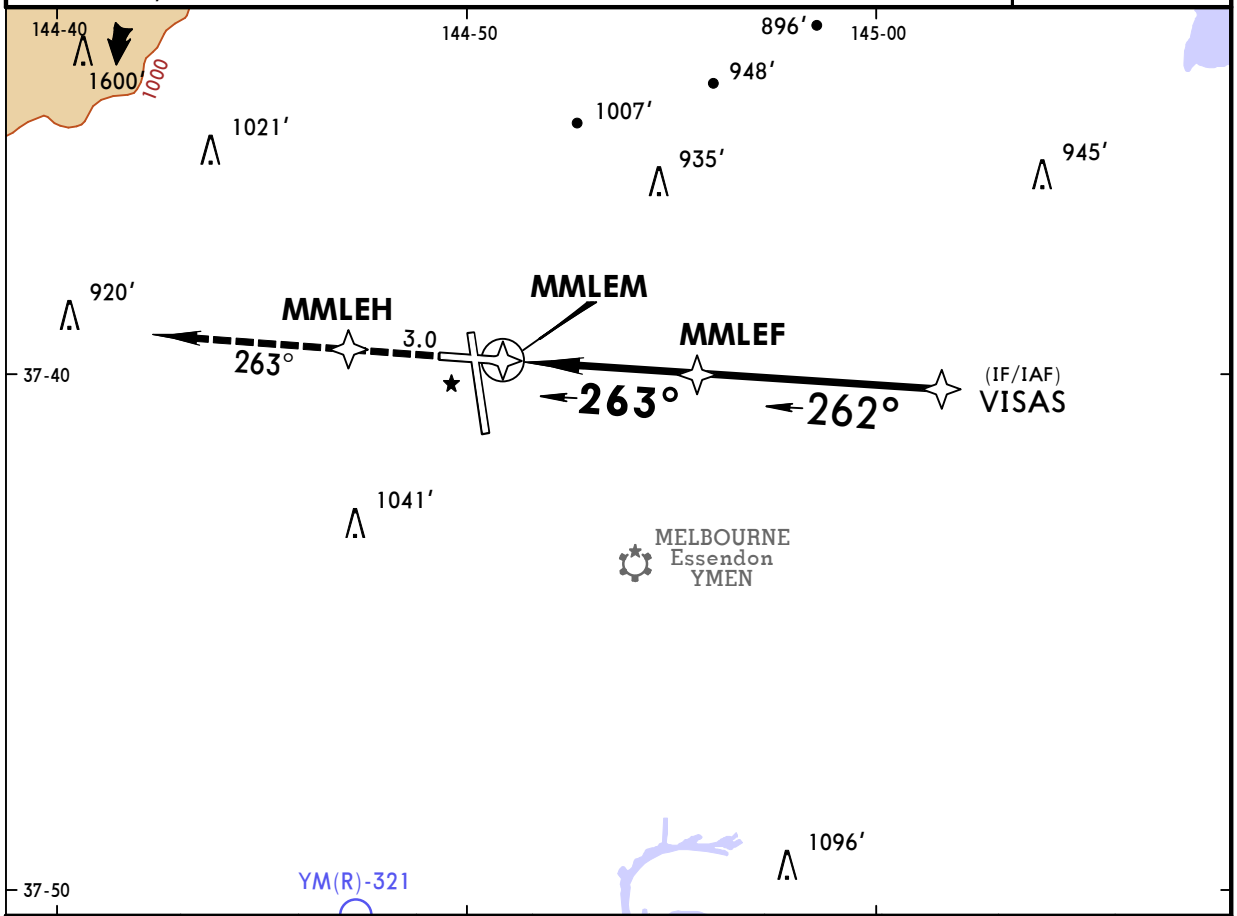
ATIS	MELBOURNE Approach (R)	MELBOURNE Tower	Ground
114.1 118.0	132.0	120.5	121.7

RNAV	Final Apch Crs	Procedure Alt MMLEF	LNAV/VNAV DA(H)	Apt Elev 434′ Rwy 407′
	263°	1660′ (1253′)	900′ (493′)	

MISSED APCH: Track direct to MMLEH, thence 263°, climb to 4000′ or as directed by ATC.

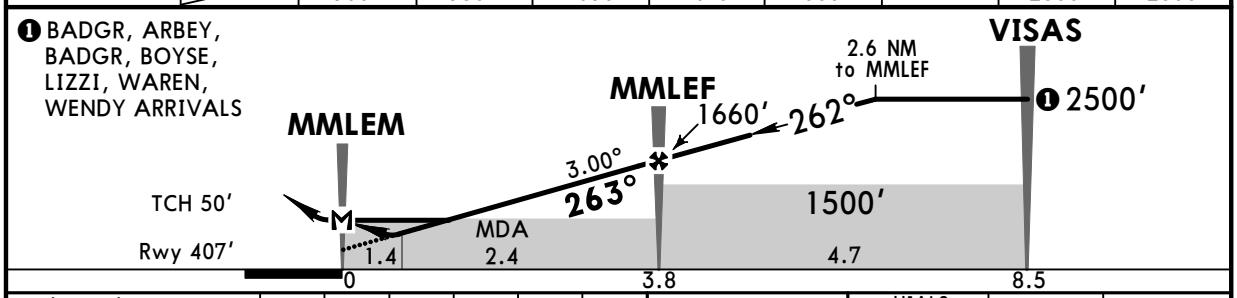
Alt Set: hPa Rwy Elev: 15 hPa Trans level FL 110 Trans alt: 10000′
1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procerdure temperature range -5°C (23°F) to 60°C (140°F). 3. Max for initial: 210 KT. 4. Holding as directed by ATC. 5. ATC Approach Speeds: At VISAS 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.

4500
080° 260°
3700
MSA ARP 3300′ within 10 NM



NM to NEXT WPT	MMLEM	1.4	1.5	2.0	3.0	MMLEF	1.0	2.0	2.6
ALTITUDE		900′	950′	1090′	1410′	1660′	1980′	2300′	2500′

❶ BADGR, ARBEY, BADGR, BOYSE, LIZZI, WAREN, WENDY ARRIVALS



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA						
LNAV: MAP at MMLEM						

HIALS PAPI PAPI MMLEH

STRAIGHT-IN LANDING RWY 27

	LNAV/VNAV DA(H) 900′ (493′) HIALS out	LNAV MDA(H) 950′ (543′) HIALS out
A	2.8 km	3.1 km
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1140′ (706′) - 2.4 km
135	
180	1450′ (1016′) - 4.0 km
205	1600′ (1166′) - 5.0 km

PANS OPS

CHANGES: MSA, LNAV/VNAV added, dist/alt table.

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YMML/MEL
MELBOURNE INTL

JEPPESEN
24 FEB 17
Eff 2 Mar
(22-4)

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

BRIEFING STRIP™

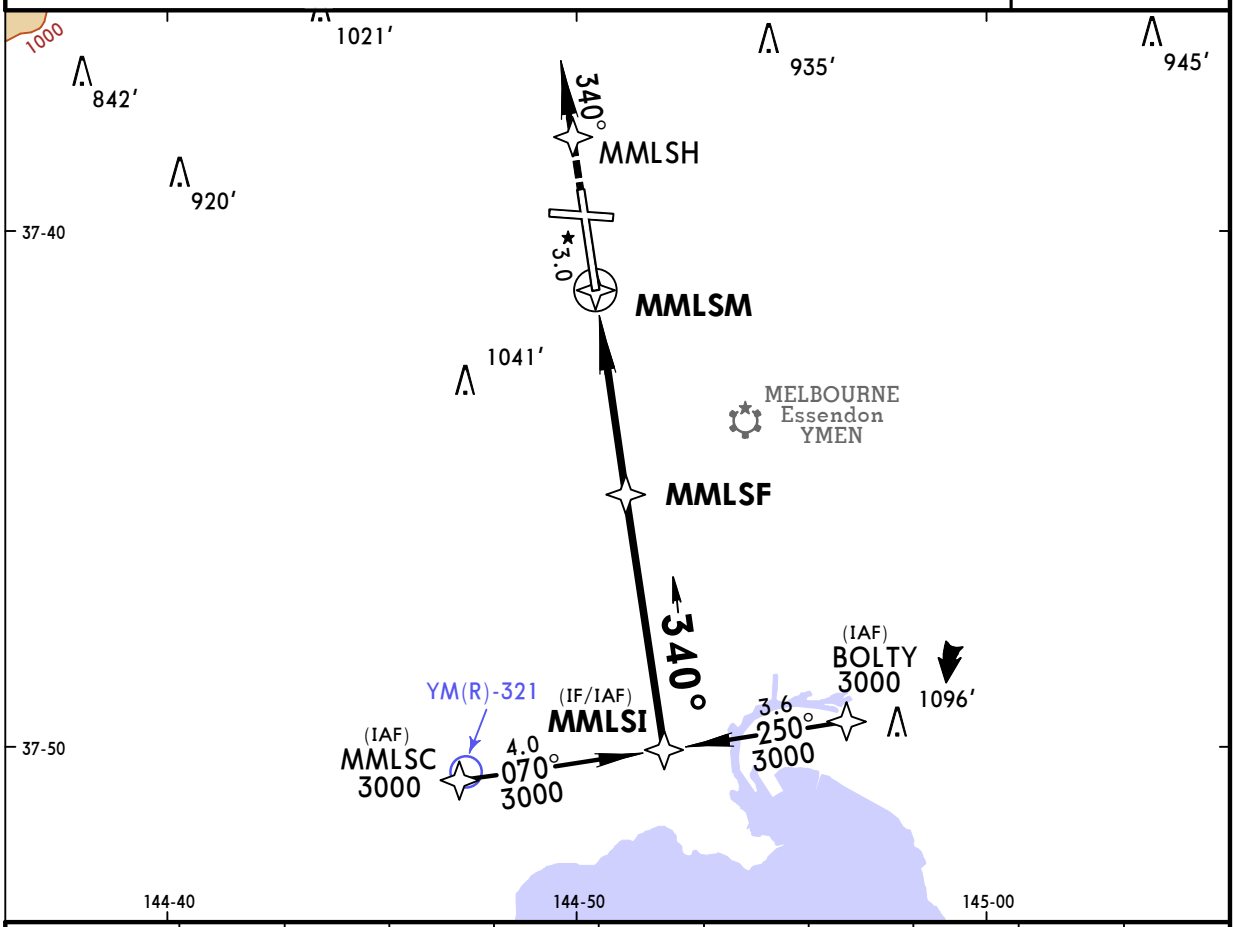
ATIS		MELBOURNE Approach (R)	MELBOURNE Tower	Ground
114.1	118.0	132.0	120.5	121.7

RNAV	Final Apch Crs	Procedure Alt MMLSF	LNAV/VNAV DA(H)	Apt Elev 434′ Rwy 330′
	340°	**1650′** (1320′)	**690′** (360′)	

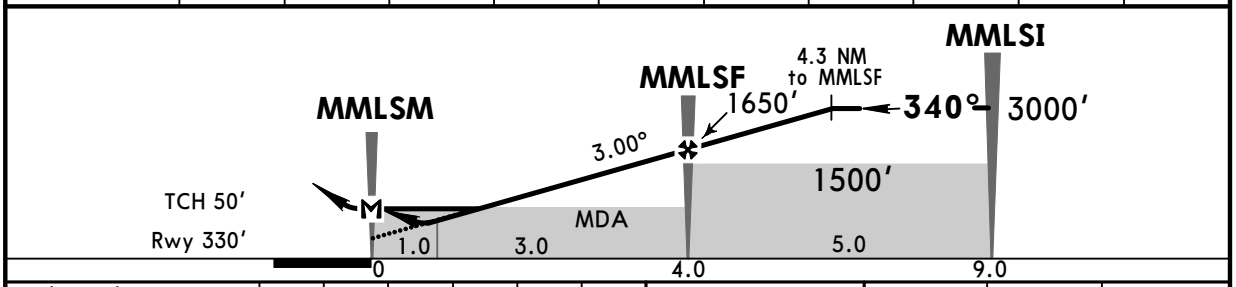
MISSED APCH: Track direct to MMLSH, thence 340°, climb to 4000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 12 hPa Trans level FL 110 Trans alt: 10000′
1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range -5°C (23°F) to 60°C (140°F). 3. Max for initial: 200 KT. 4. ATC Approach Speeds: At 10 NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.

4500
080° 260°
3700
MSA ARP 3300′ within 10 NM



NM to NEXT WPT	1.0	1.3	2.0	3.0	MMLSF	1.0	2.0	3.0	4.0	4.3
ALTITUDE	690′	780′	1020′	1340′	1650′	1970′	2290′	2610′	2930′	3000′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA							
LNAV: MAP at MMLSM							

SFL PAPI D **MMLSH**

PANS OPS

	STRAIGHT-IN LANDING RWY 34		CIRCLE-TO-LAND	
	LNAV/VNAV DA(H) **690′** (360′)	LNAV MDA(H) **780′** (450′)	Max Kts	MDA(H)
A	2.0 km	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: MSA, LNAV/VNAV added, dist/alt table.

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YMML/MEL MELBOURNE INTL

JEPPESEN 10 OCT 14 (22-20)

MISSED APCH CLIMB GRADIENT (ALL ENGINES) MIM 5.9%

CAT C & D

MELBOURNE, VIC, AUSTRALIA RNAV-P (RNP) Rwy 09

BRIEFING STRIP ™

ATIS	MELBOURNE Approach (R)	MELBOURNE Tower	Ground
114.1 118.0	132.0	120.5	121.7

RNAV	Final Apch Crs	Procedure Alt	RNP DA(H)	Apt Elev / Rwy 09
RNV P 09	083°	ML600 2100′ (1705′)	Refer to Minimums	Apt Elev 434′ Rwy 09 395′

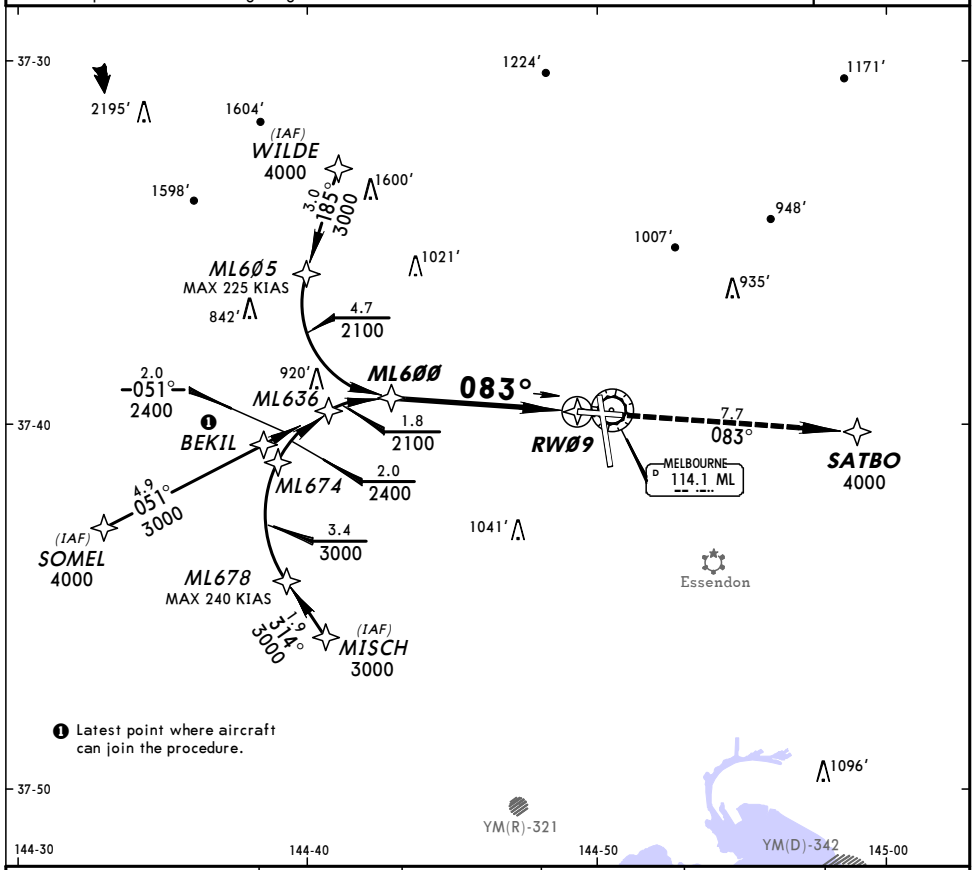
MISSED APCH: Climb to 4000′ or as directed by ATC via the RNAV (RNP) Missed Approach track. Expect vectors. Acceleration altitude 2400′ QNH.

Alt Set: hPa Rwy Elev: 14 hPa Trans level: FL 110 Trans alt: 10000′

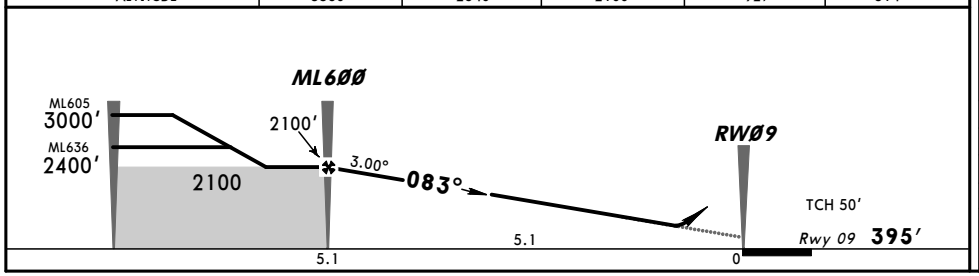
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED. 4. Local temperature REQUIRED. 5. Procedure temperature range -1°C (30°F) to 38°C (100°F). 6. Lateral transition to missed approach must not be initiated prior to DA(H) position. 7. Procedure available up to maximum landing weight.

4500′ 080° 260° 3700′

MSA ML VOR 3300′ within 10 NM

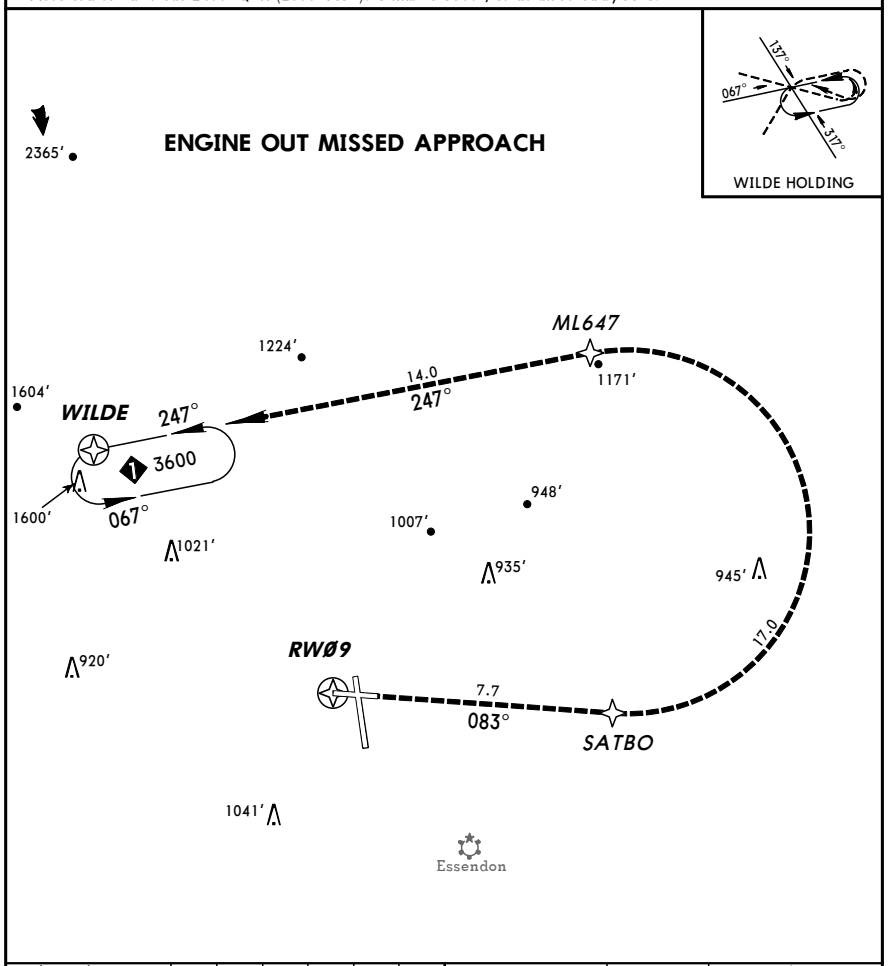


Distance to Threshold	ML605	ML636	ML600	1.5	1.2
ALTITUDE	3560′	2640′	2100′	927′	814′



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to WILDE and hold as published.
Acceleration altitude 2400′ QNH (2000′ AGL). Climb to 3600′, or as directed by ATC.

ENGINE OUT MISSED APPROACH



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

PAPI

4000′ via RNAV (RNP) TRACK

STRAIGHT-IN LANDING RWY 09

Missed apch climb gradient (All Engines) mim 5.9% to 4000′

RNP 0.20	RNP 0.30
1 CAT C: DA(H) 866′ (471′)	1 CAT C: DA(H) 928′ (533′)
2 CAT C/D: DA(H) 871′ (476′)	2 CAT C/D: DA(H) 946′ (551′)
3 CAT D: DA(H) 868′ (473′)	3 CAT D: DA(H) 964′ (569′)

C	2.7 km	3.0 km
C/D		3.1 km
D		3.2 km

CIRCLE-TO-LAND: NOT AUTHORIZED

1 MVD-N (Narrow-body jet aircraft) 2 MVD-2 (2 engine wide-body aircraft)
3 MVD-4 (4 engine wide-body aircraft)
Note: MVD-4 authorized Cat D minimums only.

CHANGES: None.

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YMML/MEL MELBOURNE INTL

JEPPESEN 10 OCT 14 (22-21)

MISSED APCH CLIMB GRADIENT (ALL ENGINES) MIM 5.4%

MELBOURNE, VIC, AUSTRALIA

CAT C & D

RNAV-P (RNP) Rwy 34

BRIEFING STRIP ™

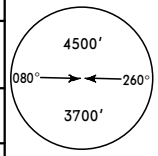
ATIS	MELBOURNE Approach (R)	MELBOURNE Tower	Ground
114.1 118.0	132.0	120.5	121.7

RNAV	Final Apch Crs	Procedure Alt	RNP DA(H)	Apt Elev / Rwy 34
RNV P 34	340°	ML627 2000′ (1670′)	Refer to Minimums	Apt Elev 434′ Rwy 34 330′

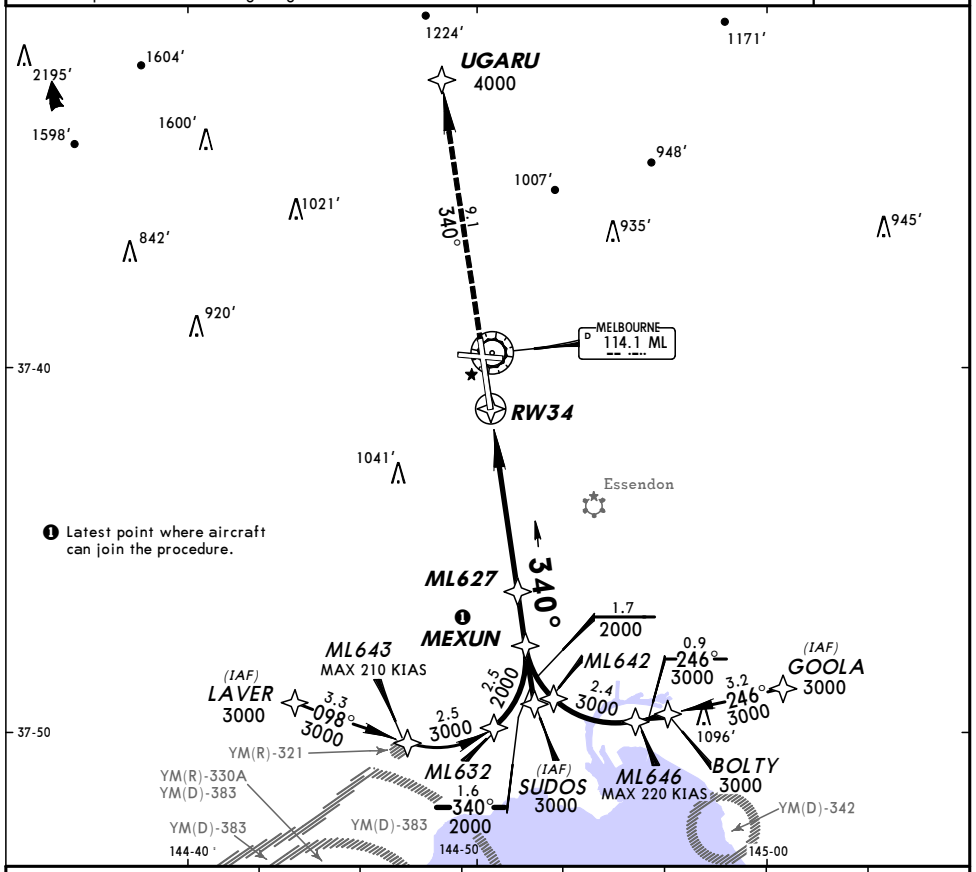
MISSED APCH: Climb to 4000′ or as directed by ATC via the RNAV (RNP) Missed Approach track. Expect vectors. Acceleration altitude 2500′ QNH.

Alt Set: hPa Rwy Elev: 12 hPa Trans level: FL 110 Trans alt: 10000′

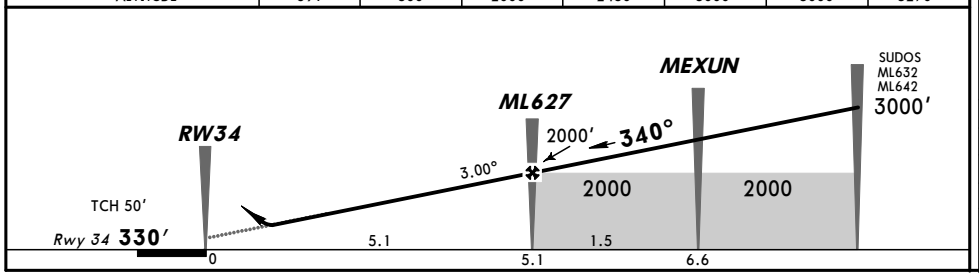
1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED. 4. Local temperature REQUIRED. 5. Procedure temperature range -1°C (30°F) to 38°C (100°F). 6. Lateral transition to missed approach must not be initiated prior to DA(H) position. 7. Procedure available up to maximum landing weight.



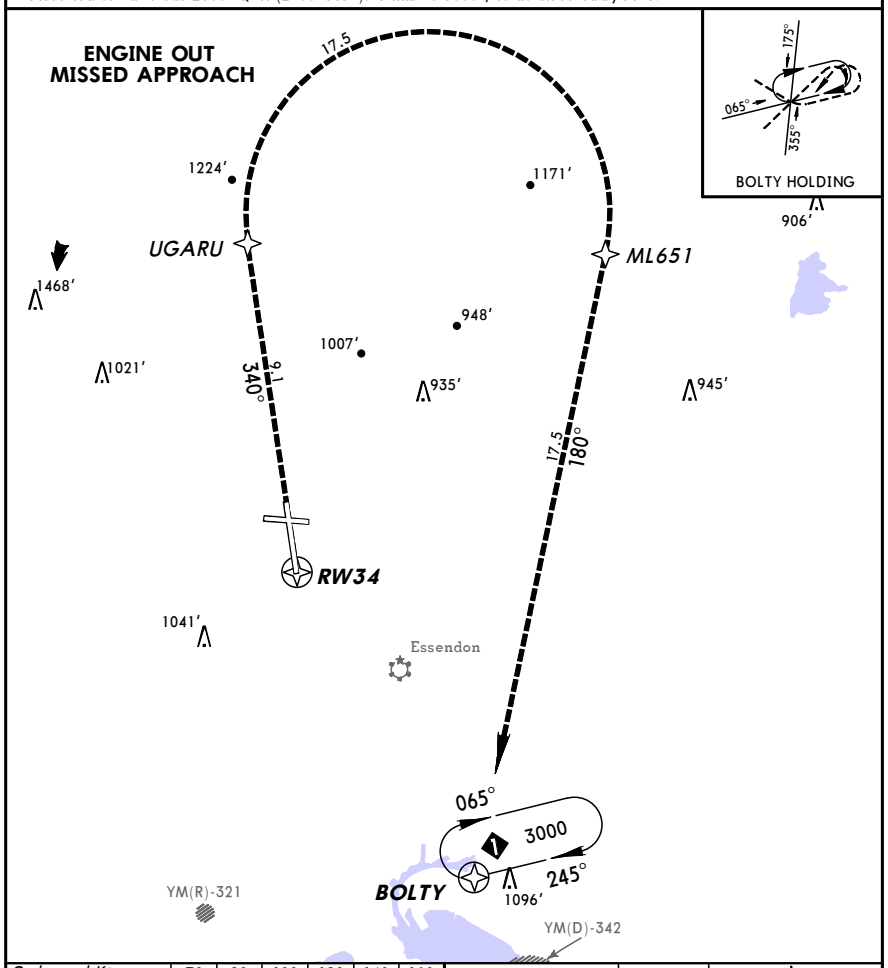
MSA ML VOR 3300′ within 10 NM



Distance to Threshold	1.0	1.3	ML627	MEXUN	SUDOS	ML642	ML632
ALTITUDE	691′	800′	2000′	2480′	3000′	3000′	3270′



ENGINE OUT MISSED APCH: Track via the RNAV (RNP) Engine Out Missed Approach track to BOLTY and hold as published.
Acceleration altitude 2500′ QNH (2100′ AGL). Climb to 3000′, or as directed by ATC.



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

SFL PAPI

4000′ via RNAV (RNP) TRACK

STRAIGHT-IN LANDING RWY 34

Missed apch climb gradient (All Engines) mim 5.4% to 4000′

	RNP 0.10	RNP 0.30
	❶ CAT C: DA(H) 711′ (381′) ❷ CAT C/D: DA(H) 716′ (386′) ❸ CAT D: DA(H) 729′ (399′)	❶ CAT C: DA(H) 795′ (465′) ❷ CAT C/D: DA(H) 800′ (470′) ❸ CAT D: DA(H) 803′ (473′)
C	2.1 km	2.6 km
C/D D	2.2 km	2.7 km

CIRCLE-TO-LAND: NOT AUTHORIZED

❶ MVD-N (Narrow-body jet aircraft) ❷ MVD-2 (2 engine wide-body aircraft)
❸ MVD-4 (4 engine wide-body aircraft)
Note: MVD-4 authorized Cat D minimums only.

CHANGES: Re-indexed.

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YMML/MEL
MELBOURNE INTL

JEPPESEN
24 FEB 17
Eff 2 Mar
(22-22)

MELBOURNE, VIC, AUSTRALIA
RNAV-M (RNP) Rwy 16

BRIEFING STRIP ™

ATIS	MELBOURNE Approach (R)	MELBOURNE Tower	Ground
114.1 118.0	132.0	120.5	121.7

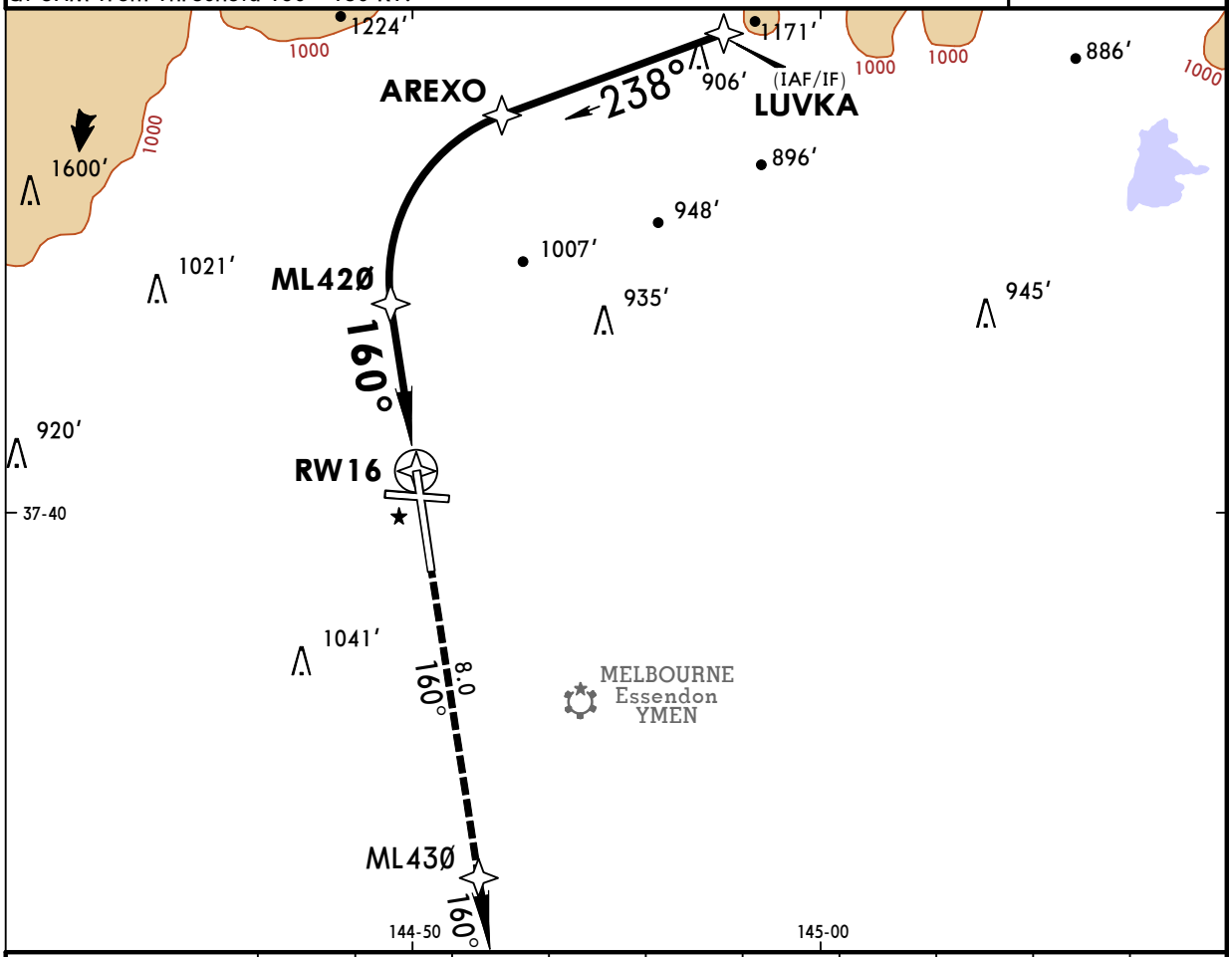
RNAV	Final Apch Crs	Procedure Alt	RNP 0.11 DA(H)	Apt Elev 434′
	160°	**AREXO** **3000′**(2568′)	**818′**(386′)	Rwy 432′

MISSED APCH: Track 160° to ML43Ø, thence track 160°. Climb to 4000′ or as directed by ATC.

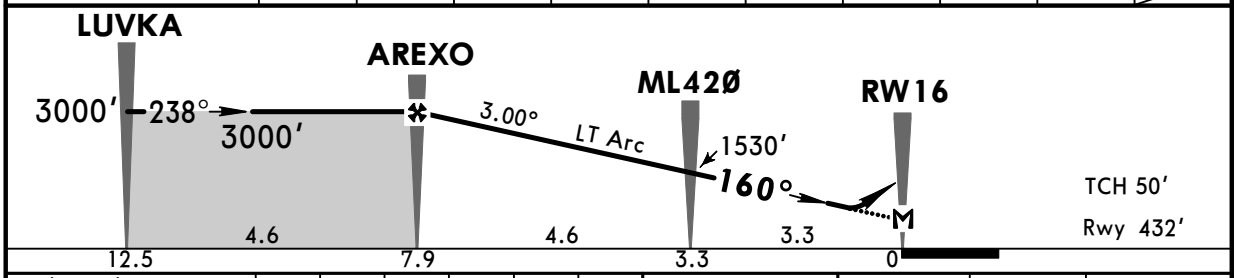
Alt Set: hPa Rwy Elev: 16 hPa Trans level FL 110 Trans alt: 10000′

1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED. 4. Local temperature REQUIRED. 5. Procedure temperature range -2°C (28°F) to 48°C (118°F). 6. ATC Approach Speeds: at 10NM from Threshold 185 - 160KT, at 5NM from Threshold 160 - 150 KT.

4500
080° 260°
3700
MSA ARP 3300′ within 10 NM



NM to NEXT WPT	AREXO	4.0	3.0	2.0	1.0	ML42Ø	3.0	2.0	1.1	RW16
ALTITUDE	3000′	2800′	2490′	2170′	1850′	1530′	1440′	1120′	820′	



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW16							

HIALS
PAPI PAPI
160°
ML43Ø

PANS OPS

	STRAIGHT-IN LANDING RWY16		CIRCLE-TO-LAND	
	RNP 0.11 DA(H) **818′**(386′)	**RNP 0.30** DA(H) **888′**(456′)		
A	2.2 km	2.6 km	A	NOT AUTHORIZED
B			B	
C			C	
D			D	

CHANGES: None.

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YMML/MEL
MELBOURNE INTL

JEPPESEN 24 FEB 17
Eff 2 Mar
22-23

MELBOURNE, VIC, AUSTRALIA
RNAV-P (RNP) Rwy 16

BRIEFING STRIP ™

ATIS	MELBOURNE Approach (R)	MELBOURNE Tower	Ground
114.1 118.0	132.0	120.5	121.7

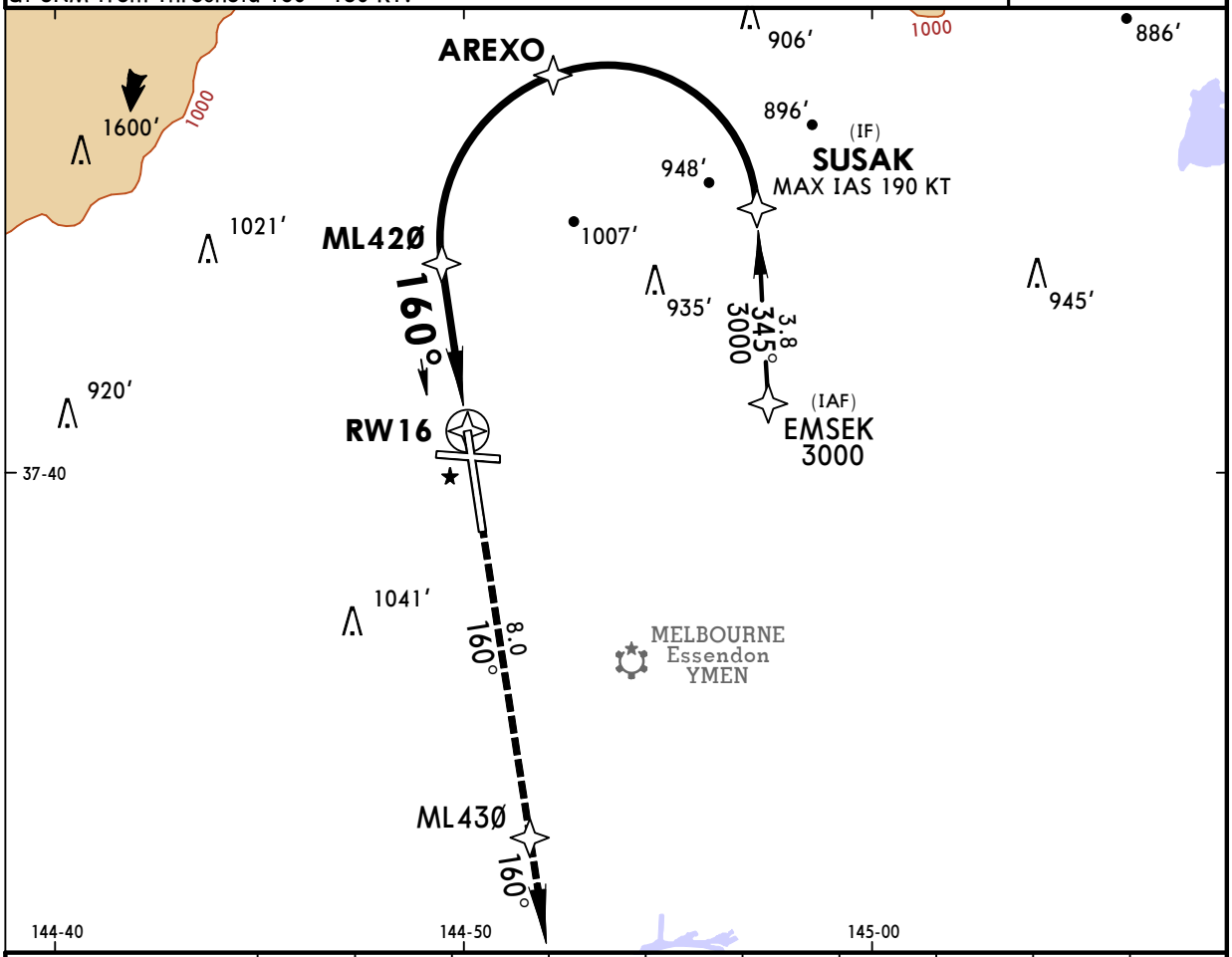
RNAV	Final Apch Crs	Procedure Alt AREXO	RNP 0.11 DA(H)	Apt Elev 434′ Rwy 432′
	160°	3000′(2568′)	818′(386′)	

MISSED APCH: Track 160° to ML43Ø, thence track 160°. Climb to 4000′ or as directed by ATC.

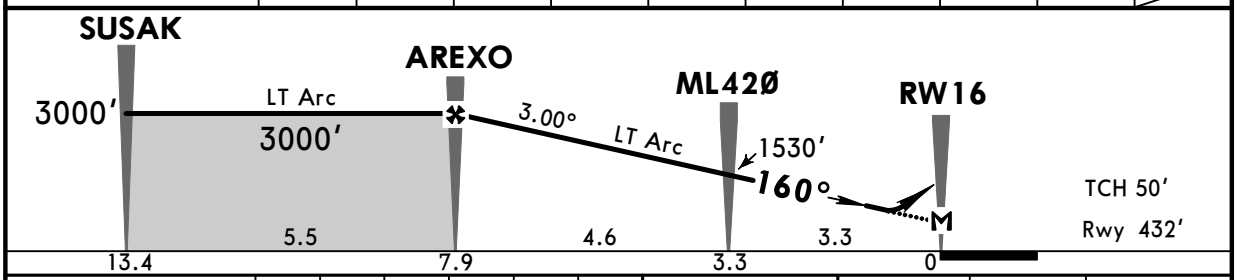
Alt Set: hPa Rwy Elev: 16 hPa Trans level FL 110 Trans alt: 10000′

1. FOR CASA APPROVED OPERATORS ONLY. 2. RF REQUIRED. 3. Local QNH REQUIRED. 4. Local temperature REQUIRED. 5. Procedure temperature range -2°C (28°F) to 48°C (118°F). 6. ATC Approach Speeds: at 10NM from Threshold 185 - 160KT, at 5NM from Threshold 160 - 150 KT.

4500
080° 260°
3700
MSA ARP 3300′ within 10 NM



NM to NEXT WPT	AREXO	4.0	3.0	2.0	1.0	ML42Ø	3.0	2.0	1.1	RW16
ALTITUDE	3000′	2800′	2490′	2170′	1850′	1530′	1440′	1120′	820′	



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW16							

HIALS
PAPI PAPI
160°
ML43Ø

PANS OPS

	STRAIGHT-IN LANDING RWY16 RNP 0.11 DA(H) 818′(386′)	STRAIGHT-IN LANDING RWY16 RNP 0.30 DA(H) 888′(456′)	CIRCLE-TO-LAND
A	2.2 km	2.6 km	NOT AUTHORIZED
B			
C			
D			

CHANGES: ONAXI waypoint renamed to EMSEK.

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YMML/MEL
MELBOURNE INTL

JEPPESEN 20 JUN 14 (23-1) Eff 25 Jun 1400Z

MELBOURNE, VIC, AUSTRALIA
VOR Rwy 09

BRIEFING STRIP ™

ATIS	MELBOURNE Approach (R)	MELBOURNE Tower	Ground
114.1 118.0	132.0	120.5	121.7

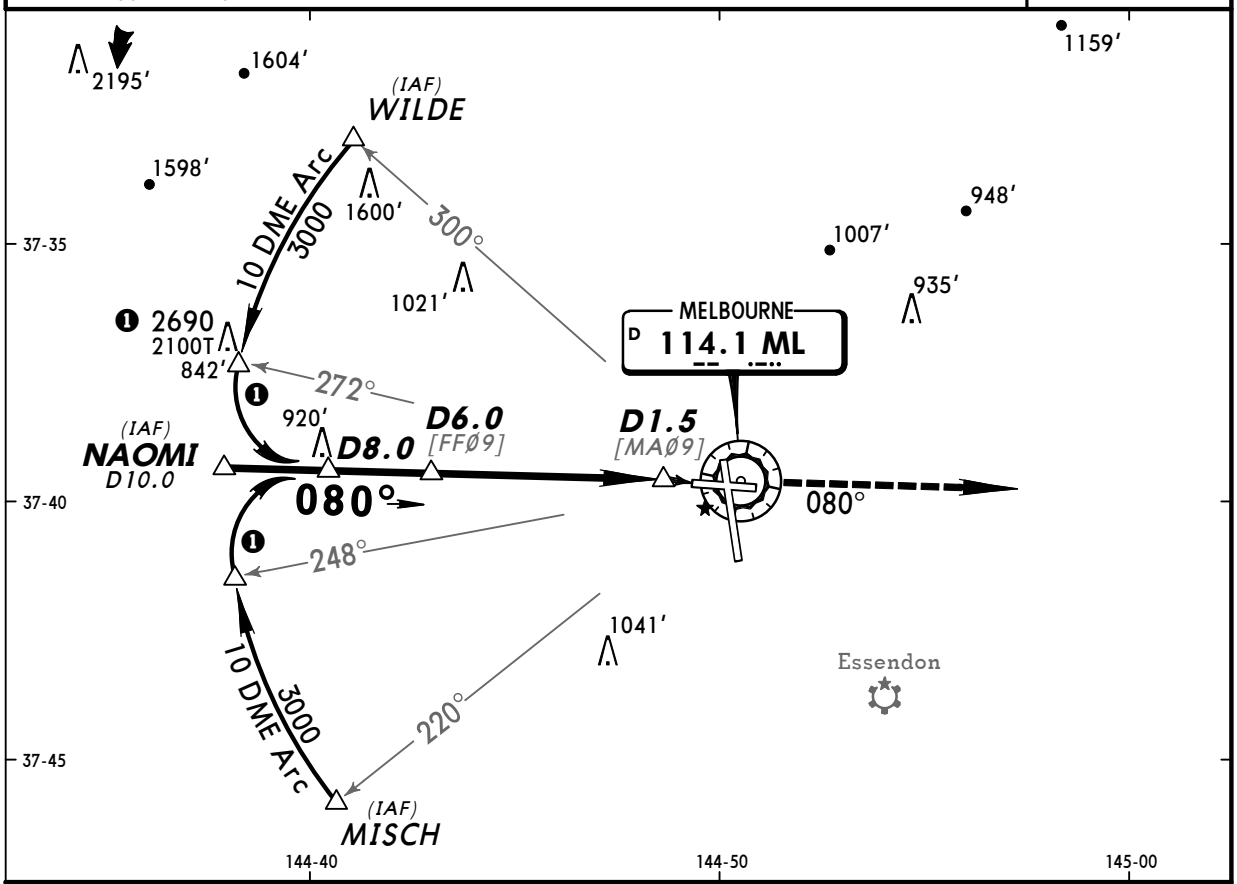
VOR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 434′
ML 114.1	080°	D6.0 2050′ (1655′)	950′ (555′)	Rwy 09 395′

4500′ 080° 260° 3700′

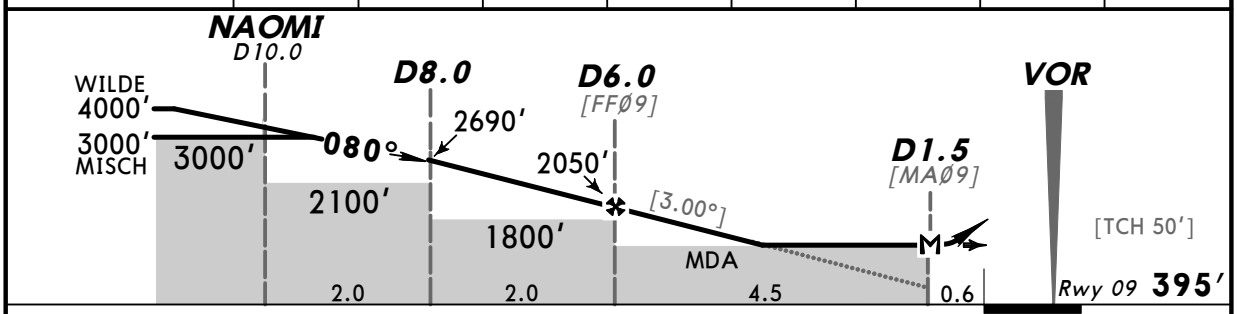
MSA ML VOR 3300′ within 10 NM

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′
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
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at D1.5						

PAPI 080° 4000′

PANS OPS

STRAIGHT-IN LANDING RWY09 MDA(H) 950′ (555′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	3.2 km	100	1140′(706′)-2.4 km
B		135	
C		180	1450′(1016′)-4.0 km
D		205	1600′(1166′)-5.0 km

CHANGES: ATIS frequency.

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YMML/MEL MELBOURNE INTL

JEPPESEN 20 JUN 14 (23-2) Eff 25 Jun 1400Z

MELBOURNE, VIC, AUSTRALIA VOR Rwy 27

ATIS		MELBOURNE Approach (R)	MELBOURNE Tower	Ground
114.1	118.0	132.0	120.5	121.7

BRIEFING STRIP ™

VOR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 434'
ML 114.1	266°	D6.0 2270' (1863')	1040' (633')	Rwy 27 407'

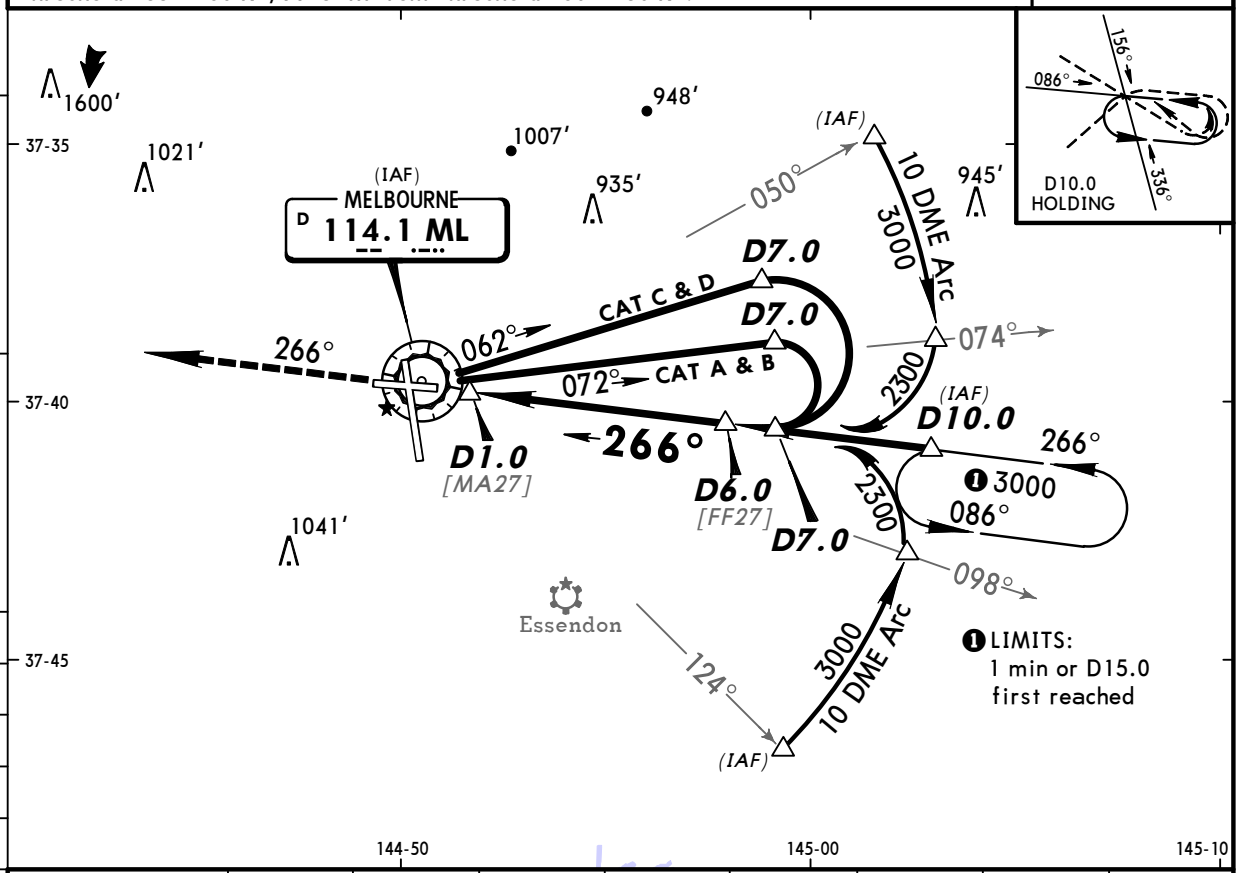
MISSED APCH: Track 266°, climb to 4000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 15 hPa Trans level: FL 110 Trans alt: 10000'

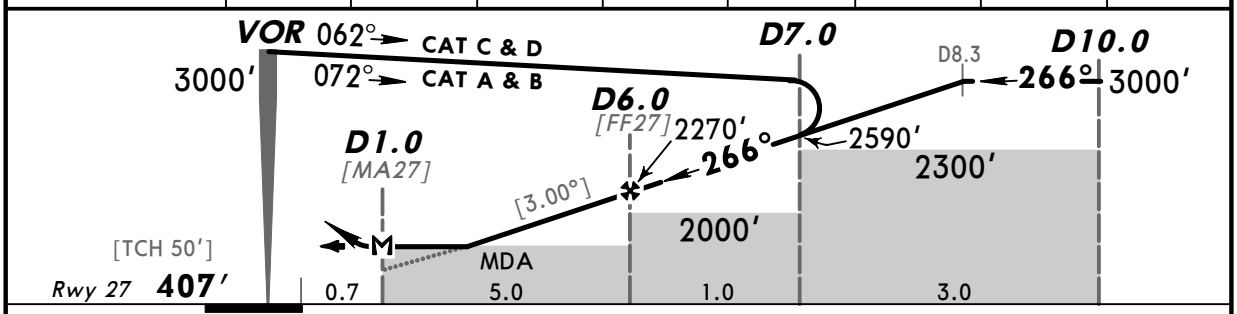
1. DME Required. 2. Aircraft may be RADAR vectored to IAF. 3. GNSS permitted in lieu of DME. Reference waypoint ML VOR. 4. ATC Approach Speeds: At 10NM from Threshold 185 - 160 KT, At 5NM from Threshold 160 - 150 KT.

4500' 080° 260° 3700'

MSA ML VOR 3300' within 10 NM



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						

HIALS PAPI PAPI 266° 4000'

STRAIGHT-IN LANDING RWY 27

MDA(H) 1040' (633')

HIALS out

PANS OPS

A	3.6 km	
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	1140' (706') - 2.4 km
135	
180	1450' (1016') - 4.0 km
205	1600' (1166') - 5.0 km

CHANGES: ATIS frequency.

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YMML/MEL MELBOURNE INTL

JEPPESEN 20 MAY 16 (23-3) Eff 26 May

MELBOURNE, VIC, AUSTRALIA VOR Rwy 34

BRIEFING STRIP ™

ATIS		MELBOURNE Approach (R)	MELBOURNE Tower	Ground
114.1	118.0	132.0	120.5	121.7

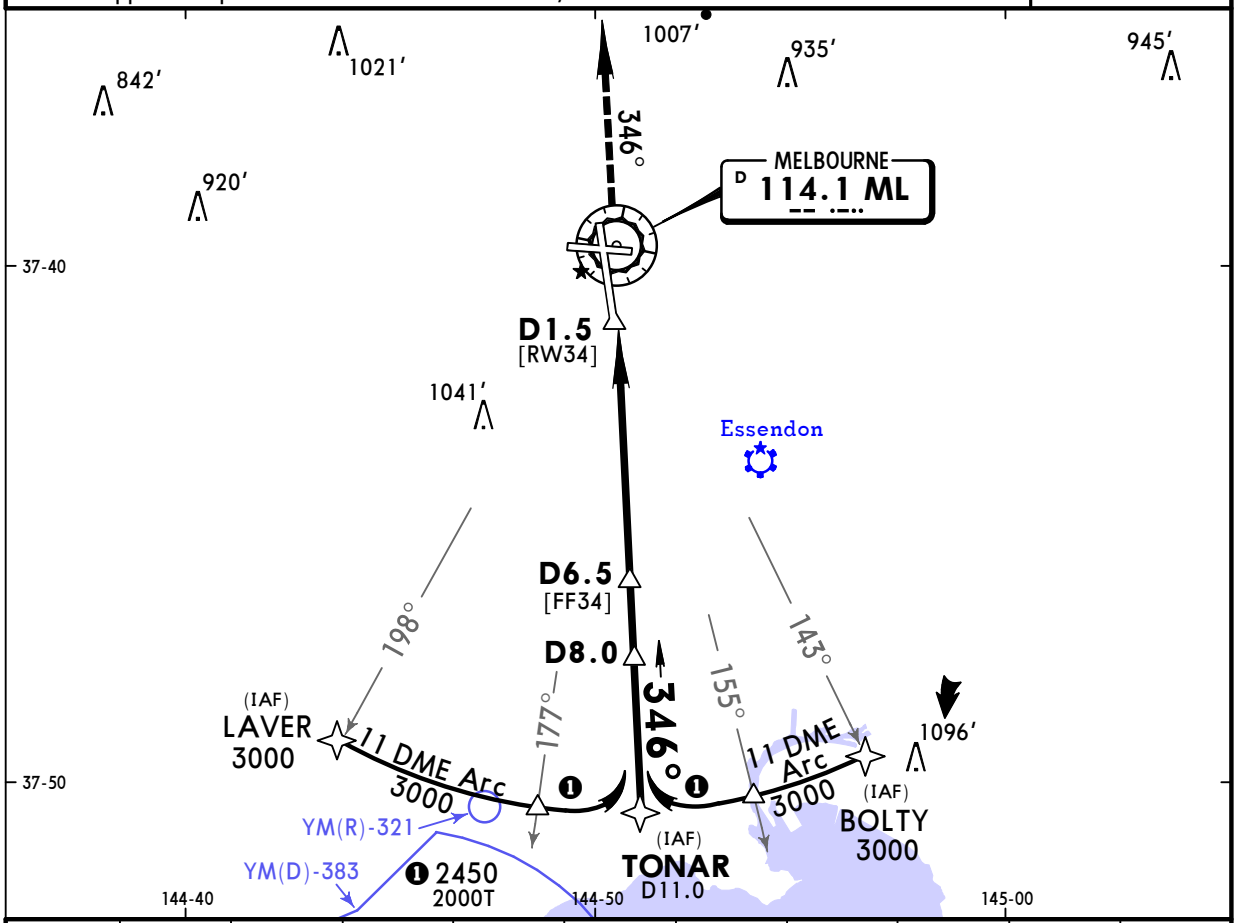
VOR ML	Final Apch Crs	Procedure Alt D6.5	MDA(H)	Apt Elev 434′
114.1	346°	1970′ (1640′)	760′ (430′)	Rwy 330′

MISSED APCH: Track 346°. Climb to 4000′ or as directed by ATC.

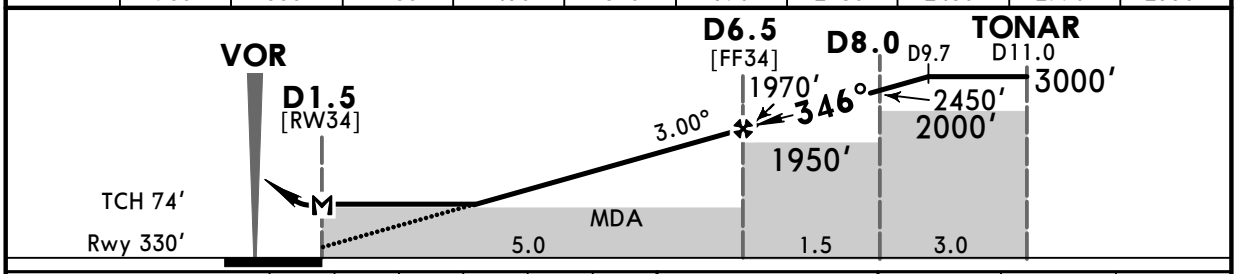
Alt Set: hPa Rwy Elev: 12 hPa Trans level: FL 110 Trans alt: 10000′

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.

4500′
080° 260°
3700′
MSA ML VOR 3300′ within 10 NM



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
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.5							

SFL PAPI 346° 4000′

PANS OPS

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

CHANGES: Reverse side blank.

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