

MELBOURNE**ELEV 434****AVFAX CODE 3001**

VIC

UTC +10

YMML

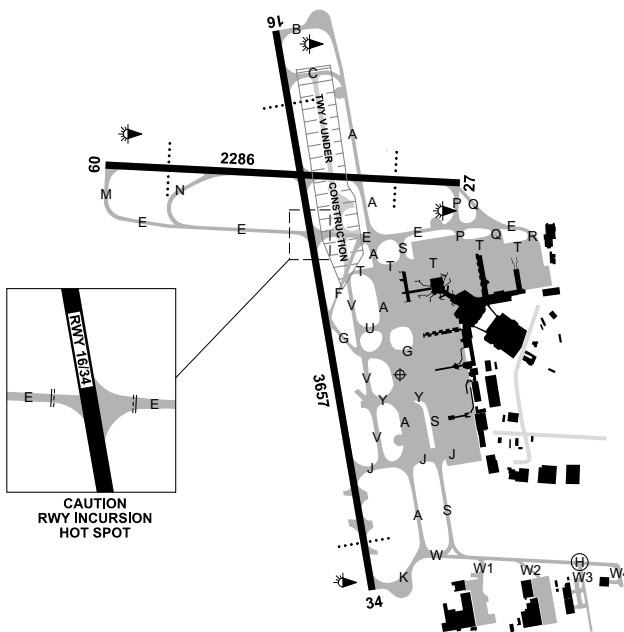
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1445036E

VAR 11 DEG E

CERT

AD OPR Australia Pacific Airports (Melbourne) Pty Ltd, Locked Bag 16, Tullamarine, VIC, 3043. PH 03 9297 1600. Fax 03 9297 1886.

**REMARKS**

1. AD Charges: All ACFT.
2. ESTIMATED AIRBORNE TRAFFIC DELAYS FOR ARR ACFT may be expected due to terminal area traffic density and/or single RWY operations:
 MON-FRI 2100-0000 UTC and 0600-1100 UTC (1HR earlier during HDS): 20MIN,
 SAT 2100-0000 UTC (1HR earlier during HDS): 20MIN.
 SUN 0600-1100 UTC (1HR earlier during HDS): 20MIN
 DLY 0000-0600 UTC (1HR earlier during HDS): 10 MIN.

Note: Actual holding times may differ from holding estimates. Historical data on actual holding is available from the NCC.

3. This AD is a Security Controlled Airport.
4. Pavement concessions to be assessed by AD OPR for in excess of published PCN 79.
5. AD operates as public.
6. ATS Communication Facilities AVBL H24.
7. **AIR TRAFFIC FLOW MANAGEMENT PROCEDURES**
- 7.1. **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 BTN 2000-1400 UTC DLY, as adjusted by daylight saving variations.

Except as specified in the Note 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 Network Coordination Centre on 1800 020 626^.

Note: 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 03 9235 7337^.

7.2. Ground Delay Program (GDP) Outbound.

ACFT departing Melbourne (YMML) AD for an Australian Airport with a Ground Delay Program must contact ACD 127.2 after receiving an Airways Clearance and prior to start. ACD will check compliance with COBT before transferring to SMC 121.7.

HANDLING SERVICES AND FACILITIES

BP, MOBIL: Phone 03 8346 6996.

CALTEX, SHELL: 1900-1600 UTC DLY. Phone 03 9338 7156, Mobile 0417 356 127. JET A1 only. Melbourne Jet Base (MJB) - Full FBO services and VIP facilities for ACFT up to 400,000KG.

H24 with 2HR PN for Civil and MIL ACFT up to 50,000KG. Short/long-term hangarage (subject to availability) and apron PRKG AVBL on private apron, direct ACFT and vehicle access. Over the counter Customs, Immigration and Quarantine available H24 with PN. Apron Hangar located off W2. Phone +61 3 8370 9640. Email: ops@melbournejetbase.com.au.

VHF 129.75 CS 'Melbourne Jet Base'.

General

AD OPR does not provide ACFT marshalling services. All requests for ACFT marshalling should be directed to the airlines or FBO (if applicable).

RESCUE AND FIREFIGHTING SERVICES

1. CAT 10 H24.
2. 131.0 MHz AVBL H24. Request via ATC.

APRONS AND TAXIWAYS

1. TWY F not AVBL for ACFT ABV 5700KG LDG RWY 16.
2. TWY G not AVBL for ACFT ABV 5700KG LDG RWY 34.
3. TWY S BTN TWY G and TWY Y not AVBL.
4. Terminal 1 apron area BTN pier B and C, not AVBL to ACFT ABV 47.6M wingspan.
5. Terminal 3 apron area BTN pier E and F, not AVBL to ACFT ABV 60.3M wingspan.
6. RUNWAY INCURSION HOTSPOT
RWY 16/34 and TWY E.

SURFACE MOVEMENT GUIDANCE

RWY touchdown zone and fixed distance markings on RWY 16/34 and RWY 09/27.

AERODROME OBSTACLES

Groups of trees:

1. 370FT AMSL BRG 178 MAG 1.1NM FM ARP. Infringes APCH SFC by up to 3.6FT.
2. 465FT AMSL BRG 305 MAG 1.2NM FM ARP. Infringes TNS by up to 2.6FT.
3. 478FT AMSL BRG 304 MAG 1.3NM FM ARP. Infringes TNS by up to 0.3FT.
4. 561FT AMSL BRG 326 MAG 1.8NM FM ARP. Infringes HZS by up to 43.63FT.

METEOROLOGICAL INFORMATION PROVIDED

1. TAF CAT A, METAR/SPECI, TTF, AD WRNG, WS WRNG.
2. MET INFO AVBL FM Airservices Pilot Briefing. Elaborate briefing FM MWO 03 9669 4850.
3. AWIS Phone 03 8470 3214 - Report faults to BoM.

PHYSICAL CHARACTERISTICS

09/27	083 75a PCN 79 /F /C /1750 (254PSI) /U Grooved.	WID 45	RWS 300
16/34	160 120a PCN 79 /F /C /1750 (254PSI) /U Grooved.	WID 60	RWS 300

Concrete ends, RWY 16, 27 and 34.

AERODROME AND APPROACH LIGHTING

RWY 09/27	MIRL		SDBY PWR AVBL
RWY 09/27	PAPI(5)	3.0 DEG74FT	SDBY PWR AVBL
RWY 27	HIAL-CAT II(4)		SDBY PWR AVBL
RWY 27	HIAL-CAT III(4)		SDBY PWR AVBL
RWY 27	HIRL		SDBY PWR AVBL
RWY 27	RCLL		SDBY PWR AVBL
RWY 27	RTZL		SDBY PWR AVBL
RWY 16/34	HIRL		SDBY PWR AVBL
RWY 16/34	PAPI(5)	3.0 DEG74FT	SDBY PWR AVBL

RWY 16/34	RCGL	SDBY PWR AVBL
RWY 16/34	RCLL	SDBY PWR AVBL
RWY 16	HIAL-CAT II(3)	SDBY PWR AVBL
RWY 16	HIAL-CAT III(3)	SDBY PWR AVBL
RWY 16	RTZL	SDBY PWR AVBL
RWY 34	HSL(1)	SDBY PWR AVBL
RWY 34	SFL(2)	SDBY PWR AVBL

- (1) Landing RWY 34 the Hold Short Line is marked with red and white runway Intersection Signs and is indicated by six occulting white flush fitted lights across RWY 34.
- (2) 3 sequenced lead in strobe lights installed to aid RWY ident.
- (3) Associated SFL 600M.
- (4) Associated SFL 420M.
- (5) Both sides coincide with RWY Aim Point Markings.
1. ALS Type and Length: RWY 16 - Barrette CL: 900M, RWY 27 - Barrette CL: 720M.
2. RCLL: full length of RWY, white in colour at 15M spacing to a point of 900M FM RWY end, thence alternating red/white to a point of 300M FM RWY end, thence red in colour.
3. HIRL: RWY edge light spacing full length of RWY, white in colour at 60M spacing to a point of 600M FM RWY end, thence yellow in colour.
4. RCGL: RWY edge light spacing full length of RWY, white in colour at 60M spacing.
5. MIRL: RWY edge light spacing full length of RWY, white in colour at 60M spacing.
6. RWY threshold lighting is green in colour and not supplemented by wingbars.
7. RWY end lighting is red in colour and not supplemented by wingbars.
8. RTZL extends 900M FM threshold.
9. RWY 09/27 MIRL may be partially obscured when downwind RWY 09.
10. Stopbars and Runway Guard Lights (RGL) at all RWY/TWY intersections.

OTHER LIGHTING

- ABN ALTN 8 WG H24.
1. Secondary PWR switchover time: 1 SEC during LVP; 15 SEC OT.
 2. **TWY LIGHTING**
 - 2.1. G centre line lights on all TWY.

ATS COMMUNICATIONS FACILITIES

ACD	MELBOURNE DELIVERY	127.2
APP	MELBOURNE APPROACH	132.0
ATIS	MELBOURNE ATIS	114.1 118.0
DEP	MELBOURNE DEPARTURES	118.9 (2) 129.4 (3)
SMC	MELBOURNE GROUND	121.7
TWR	MELBOURNE TOWER	120.5
VOLMET	AUSTRALIA (1)	6676 11387
(1)	VOLMET H24, BCST 00-05 and 30-35. Contents TTF YMML, YSSY, YBBN, YPPH, YPDN, YBCS, YBTL & YPAD plus selected SIGMETs if time permits	
(2)	Routes 264 radial through N to 092 radial.	
(3)	Routes 263 radial through S to 093 radial.	

RADIO NAVIGATION AND LANDING AIDS

GBAS	G09A	CH 21118 (RWY09)	374005.7S	1444959.1E	
GBAS	G16A	CH 21940 (RWY16)	374005.7S	1444959.1E	
GBAS	G27A	CH 21529 (RWY27)	374005.7S	1444959.1E	
GBAS	G34A	CH 20707 (RWY34)	374005.7S	1444959.1E	
DME	IMS	109.7/ 34X (RWY16)	373924.1S	1445001.2E	(3)
GP	IMS	333.2 (RWY16)	373924.1S	1445001.5E	
ILS	IMS	109.7 (RWY16)	374119.1S	1445029.5E	(4)
LOC	IMS	109.7 (RWY16)	374119.1S	1445029.5E	

DME	IMW	109.3/ 30X (RWY27)	373938.2S	1445040.4E	(5)
GP	IMW	332 (RWY27)	373938.5S	1445040.3E	
ILS	IMW	109.3 (RWY27)	373936.2S	1444836.4E	
LOC	IMW	109.3 (RWY27)	373936.2S	1444836.3E	
DME	ML	114.1/ 88X	373936.3S	1445031.8E	(2)
VOR	ML	114.1	373936.5S	1445031.2E	(1)

(1) Scalloping may occur beyond 50NM in sectors 270 to 290 DEG

(2) Antenna ELEV 412FT

(3) Antenna ELEV 434FT.

(4) ILS RWY 16 Performance Classification III/E/4.

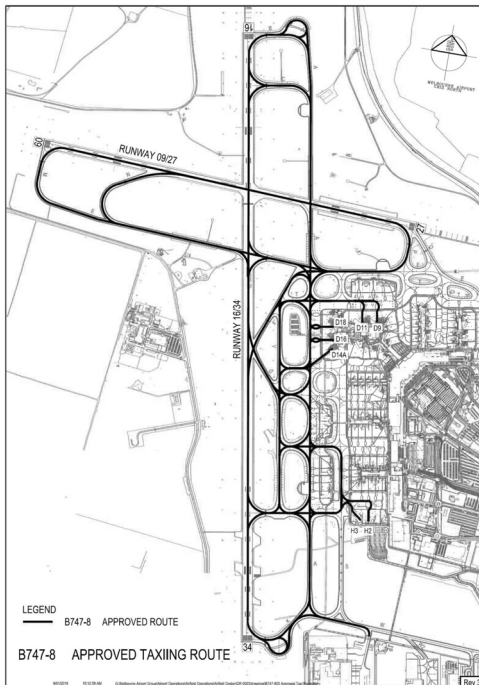
(5) Antenna ELEV 437FT.

Other DMEs, ILSs, MKRs and no idents or ident XP, intermittently on test.

LOCAL TRAFFIC REGULATIONS

1. All aircraft must provide their parked position/gate number to ATC on acknowledgement of airways clearance.
2. ACFT OPS between INTL and domestic terminal piers are subject to the FLW limitations:
 - a. Engine starts using more than idle power are prohibited.
 - b. ACFT TAX to the terminal between INTL and DOM terminal piers must use no more than idle power. If ACFT wingspan ABV 36M is stopped prior to docking on bays DELTA 3, 4, 5, 6, 8, 12, 13, 15 and on H1, H2 and H3, docking must be completed under tow.
 - c. ACFT operating from all Terminal bays, are restricted to starting two engines not above idle prior to pushback. No other engine is to be started until ACFT is clear of aprons.
 - d. ACFT wingspan ABV 36M is stopped prior to docking on bays DELTA 7, 9, 10 and 11. ACFT may continue taxi onto bay at idle power only with the approval of the Senior Airside Safety Officer (Car 2).
3. 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.
4. Any deviations from Taxiway/Taxilane centre lines is prohibited unless advised to ATC and the Senior Airside Safety Officer (Car 2) and approved by a company engineer in attendance during the manoeuvre.
5. Taxilane Golf has a single centre line to accommodate a MAX wingspan of 60.3M.
 - a. ACFT arrival and departures for Northern Pier (Pier E) and Southern Pier (Pier F) will be via the Taxilane Golf single centre line.
6. Pilots of A380 and 747 ACFT are to exercise caution when applying PWR on outboard ENG, whilst taxiing, to prevent erosion of TWY shoulders.
7. All A380 ACFT taxiing to bays D13 and D15 must stop and shut down engines prior to turning onto the bay. ACFT must continue taxi under tow.
8. TWY S BTN TWY T and TWY U not AVBL to through TFC.
9. TWY S BTN TWY Y and TWY G not AVBL to through TFC.
10. Left turns from TWY G in to TWY V not AVBL to ACFT ABV 36M wingspan.
11. Right turns from TWY V into TWY G not AVBL to ACFT ABV 36M wingspan.
12. Right turns from TWY F into TWY V not AVBL to ACFT ABV 36M wingspan.
13. Left turns from TWY V into TWY F not AVBL to ACFT ABV 36M wingspan.
14. Right turns from TWY T westbound onto TWY P not permitted for B747/B777 ACFT.
15. Pilots of A380 and B747-8 ACFT the following taxiways are not AVBL:
 - a. For RWY 16/34 Operations
 - TWY U east of TWY A.
 - TWY G east of TWY A.
 - TWY S (BTN TWY W and TWY J).
 - TWY S (BTN TWY J and TWY Y – A380 only).
 - TWY S (BTN TWY G and TWY U).
 - TWY S (BTN TWY E and TWY T).
 - TWY Y (BTN TWY A and TWY S - A380 only).
 - b. For RWY 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 (BTN TWY E and TWY T).
For A380 ACFT DEP only, 10MIN PN must be given to ATC for all approval RWY 09/27 OPS.
16. Pilots of B777-300, A340-600 and A340-500 and type ACFT should exercise caution during turns as normal clearances to TWY edge may not be AVBL. Contact AD OPR for details of preferred taxi routes.
 17. Pilots of A340-600 and B747-8 ACFT taxiing for Southern APN Bays H1, H2 and H3 must enter and exit the Southern APN via TWY J, or alternatively via TWY Y and TWY S.
 18. TWY S BTN TWY J and TWY W not AVBL to A380 and 747-8 type ACFT.
 19. TWY T BTN TWY R and TWY Q restricted to MAX wingspan of 60.3M and MAX taxi speed of 5KT for ACFT greater than 36M.
 20. TWY S BTN TWY G and TWY U restricted to MAX wingspan of 65.0M and MAX taxi speed of 5KT for ACFT greater than 36M.
 21. Taxilane Q restricted to MAX wingspan 47.57M and MAX taxi speed of 5KT for ACFT with wingspan greater than 36M.
 22. PARKING
Parking of itinerant ACFT must be approved by the Airport Coordination Centre, 03 9297 1624, Fax 9297 1652. Email: sacc@melair.com.au at least 24HR prior to ETA.
 23. TRAINING, SURVEY AND AIRWORK FLIGHTS
 - a. All ACFT planning practice instrument APCH (AVBL HR 2000-1300 UTC), survey or airwork WI the ML Terminal Airspace require prior ATC approval.
 - b. For training and airwork, pilots must contact the ML Traffic Manager on 03 9235 7337 to book a time slot. For ARR ACFT a request must be made to ML Centre by 120NM from Melbourne or on first contact for ACFT entering CTA within 120NM.
 - c. Training circuits are not permitted.
 - d. For survey flights, pilots must contact the ML Traffic Manager on 03 9235 7337 to discuss the planned operation prior to becoming airborne. Operations WI the lateral confines of the ML CTR should be conducted ABV A060. Lower altitudes may not be AVBL or will incur extensive delays. Preferred operating times for extended surveys are SAT afternoon and SUN morning.
 24. All tugs and vehicles repositioning ACFT and/or equipment via the TWYs must make initial CTC with Melbourne Delivery on 127.2. Melbourne Delivery will advise the tug or vehicle to monitor Ground on 121.7. Do not contact Ground, monitor only.
 25. ACFT running engines prior to pushback on bays G41, G41A, G43, F12, and F14 must push off APN.
 26. HEL must ARR and DEP from the RWY or TWY W HELIPAD. Exemptions may be provided by the Senior Airside Safety Officer, Car 2 0418 335 985
 27. Additional B747-8 TWY:
 - a. TWY Y BTW TWY V and S.
 - b. TWY S BTW Y and J.



FLIGHT PROCEDURES

1. ATC TRAFFIC MANAGEMENT SPEED

When **not** on a SID or STAR (including vectoring) - ACFT ARR or DEP ML must not exceed 250KT IAS when BLW 10,000FT AMSL. Advise ATC if a higher speed is operationally required.

2. DEPARTURE PROCEDURES - START CLEARANCE is required by ACFT DEP Melbourne for:
 - a. Essendon or Moorabbin; or
 - b. Practice instrument approach prior to DEP; or
 - c. AWK in terminal area.

3. HELICOPTER ACCESS CORRIDOR

'The Sunbury Corridor' established within 1NM either side of a line between SWT and Melbourne RWY 16/34 - 09/27 intersection. Vertical limit SFC - 2,000FT AMSL. The corridor includes a VFR tracking point, Powerline Crossing (PWLC). Refer to Melbourne VTC. Corridor available HJ subject to weather, Melbourne TWR workload and traffic disposition. To request the Sunbury Corridor contact:

- a. Northbound - Essendon ground or TWR.
- b. Southbound - Melbourne TWR approaching SWT.

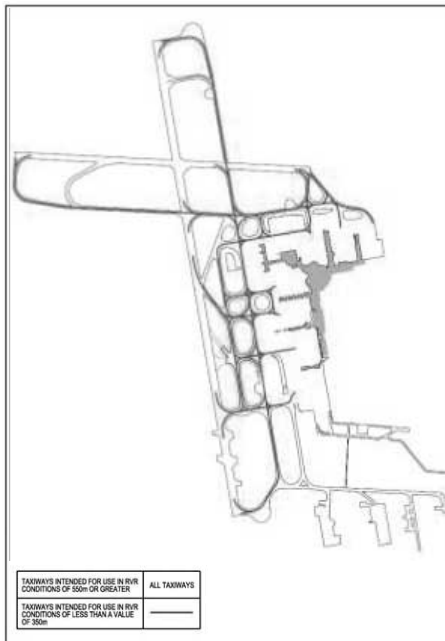
When operating in the corridor turn on landing lights. If required to hold at PWLC helicopters should hover. Do not orbit unless instructed by ATC.

4. LOW VISIBILITY OPERATIONS

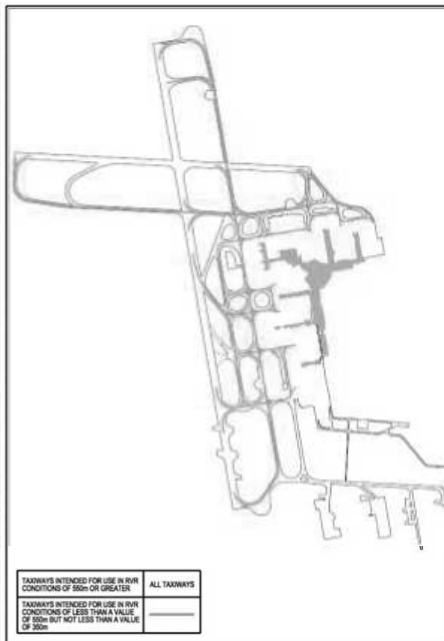
- 4.1. For CASA APV operators, RWY 16 and RWY 27 are capable of supporting low VIS take-offs without limit, however only:
 - a. RWY 16 and 27 are normally used for low VIS departures; and
 - b. RWY 16 is capable of supporting localiser guided takeoffs.

Note: Flight crew must inform ATC at start up about an intention to conduct a takeoff that requires localiser guidance.
- 4.2. Access to RWY 27 is via TWY P or TWY Q. Access to RWY 16 is via TWY B. Intersection departures are not permitted.

- 4.3. RWY 16 is the arrival RWY for low VIS operations and is capable of supporting Category II and III approaches.
- 4.4. Approved TWY exits are TWY G, TWY J and TWY K
- 4.5. The following TWYs are suitable for use in RVR conditions of less than a value of 350M:
 - a. TWY A; TWY B; TWY E; TWY G; TWY J; TWY K; TWY M; TWY P; TWY Q; TWY R; TWY U; TWY V; TWY Y - full length.
 - b. TWY T - between TWY V and TWY P.
 - c. TWY S - between TWY E and TWY T (not AVBL A380 ACFT).
 - d. TWY S - between TWY U and TWY G (not AVBL A380 ACFT).
- 4.6. The following TWYs are suitable for use in RVR conditions of less than a value of 550M but not less than 350M:
 - a. TWY T between TWY P and TWY R.
 - b. TWY S between TWY Y and TWY J (not AVBL A380 ACFT).
- 4.7. All TWYs are suitable for use in conditions of greater than RVR 550M.



TWYs that are suitable for use in RVR conditions of less than a value of 350M.



TWYs that are suitable for use in RVR conditions of less than a value of 550M but not less than 350M.

5. LOW VISIBILITY PROCEDURES

- 5.1. Preparations for the activation of Low Visibility Procedures (LVP) are commenced when VIS has reduced to 2,000M and is further reducing.
- 5.2. When RVR is at or below 550M or when the cloud ceiling is at or below the CAT I minima, the ILS critical and sensitive areas are protected and 'LOW VISIBILITY PROCEDURES IN FORCE' is declared.
- 5.3. LVP are progressively lifted when the cloud ceiling is above the CAT I minima and the visibility reaches 850M and is increasing.
- 5.4. In the event of failure of RVR equipment, RWY visibility assessments will be provided.
- 5.5. ATC uses Advanced Surface Movement Guidance Control System (A-SMGCS) to monitor ACFT and vehicles on the Manoeuvring Area.
- 5.6. If A-SMGCS is unserviceable during LVP:
 - a. ATC will further restrict operations on the Manoeuvring Area.
 - b. Position reporting procedures may be implemented.

6. FOLLOW ME SERVICE

6.1. Flight Crew must notify ATC if a 'Follow Me' service is required.

7. LAND AND HOLD SHORT OPERATIONS (LAHSO)

7.1. LAHSO is used at Melbourne. See the YMML RDS for 'LDA for LAHSO' information.

7.2. In the event of a go-around, ATC may assign an avoiding action turn to either ACFT.

7.3. A turn commenced at the minimum turn HGT for the ACFT, together with a climb at normal go-around climb rates, will provide adequate OBST clearance.

8. RWY 09 ARRIVALS AND RWY 16 DEPARTURES SIMULTANEOUS OPERATIONS

8.1. Simultaneous operations will be conducted with ACFT landing on RWY 09 and departing on RWY 16 from TWY E (370M FM RWY INT).

NOISE ABATEMENT PROCEDURES

Noise Abatement Procedures (NAP) apply. Refer AIP DAP.

ADDITIONAL INFORMATION

1. Bird hazard exists as follows:

- a. Australian magpies present in RWY strip areas year round.
- b. Common starlings present in large numbers year round.
- c. Rock doves present in large numbers DRG autumn.
- d. Little ravens present in large numbers DRG spring/summer.
- e. Galah present DRG spring

Irrespective of the seasonal information provided, Melbourne Airport will publish a NOTAM where an acute hazard exists.

2. Security screening is required for all passengers from all passenger ACFT, irrespective of size, departing from any of the Domestic, International or Freight Apron areas at Melbourne Airport. A charge is applicable for this service and a schedule of charges can be obtained from the Aerodrome Operator on 03 9297 1024. Any queries should also be directed to the Aerodrome Operator on the same number.

3. ACFT carrying Dangerous Goods Class 1 explosives require approval from AD OPR at least 48HR prior to ETA.

4. Model ACFT OPR WI 500M RAD of PSN 374042.1S 1444723.1E BRG 251 MAG 2.4NM FM ARP. SFC to 300FT AGL.

CHARTS RELATED TO THE AERODROME

1. WAC 3469, 3470.

2. Aerodrome Obstruction Chart Type A: January 2018.

3. Aerodrome Obstruction Chart Type B: July 2009.

4. Precision Approach Terrain Charts AVBL from AD OPR.

5. Also refer to AIP Departure and Approach Procedures.
