

List of pages in this Trip Kit

Trip Kit Index

Airport Information For YMML

Terminal Charts For YMML

Revision Letter For Cycle 11-2024

Change Notices

Notebook

General Information

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

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -10:00 = UTC
Magnetic Variation: 12.0° E

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

Sunrise: 2127 Z
Sunset: 0710 Z

Runway Information

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

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

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

Runway: 34
Length x Width: 11998 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 330 ft

Lighting: Edge, Centerline, REIL
Stopway: 197 ft

Communication Information

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

YMML/MEL
MELBOURNE INTL **JEPPESEN MELBOURNE, VIC, AUSTRALIA**
15 MAR 24 (20-1P) Eff 21 Mar**AIRPORT BRIEFING****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 between 2000-1400 UTC daily (1 hour earlier during hours of daylight saving).

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 Management Center Phone: 1800 020 626 or atfmu@airservicesaustralia.com.

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 Clearance Delivery 127.2 after receiving an Airways Clearance and prior to start. Airways Clearance Delivery will check compliance with COBT before transferring to Surface Movement Control 121.7.

Clearance and Pushback Procedures.

When nominated on the ATIS all departures requiring a pushback must call Airways Clearance Delivery on 127.2 with their request. Airways Clearance Delivery will instruct flightcrew to 'MONITOR GROUND' or 'MONITOR GROUND ON 121.7'. When clearance is available 'MELBOURNE Ground' (Surface Movement Control) will issue the pushback clearance or other instruction.

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.

Rwy 09 Arrivals and Rwy 16 Departures Simultaneous Operations

Simultaneous operations will be conducted with aircraft landing on Rwy 09 and departing on Rwy16 from Twy E (370M from Rwy INT).

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

① Preferred exits.

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

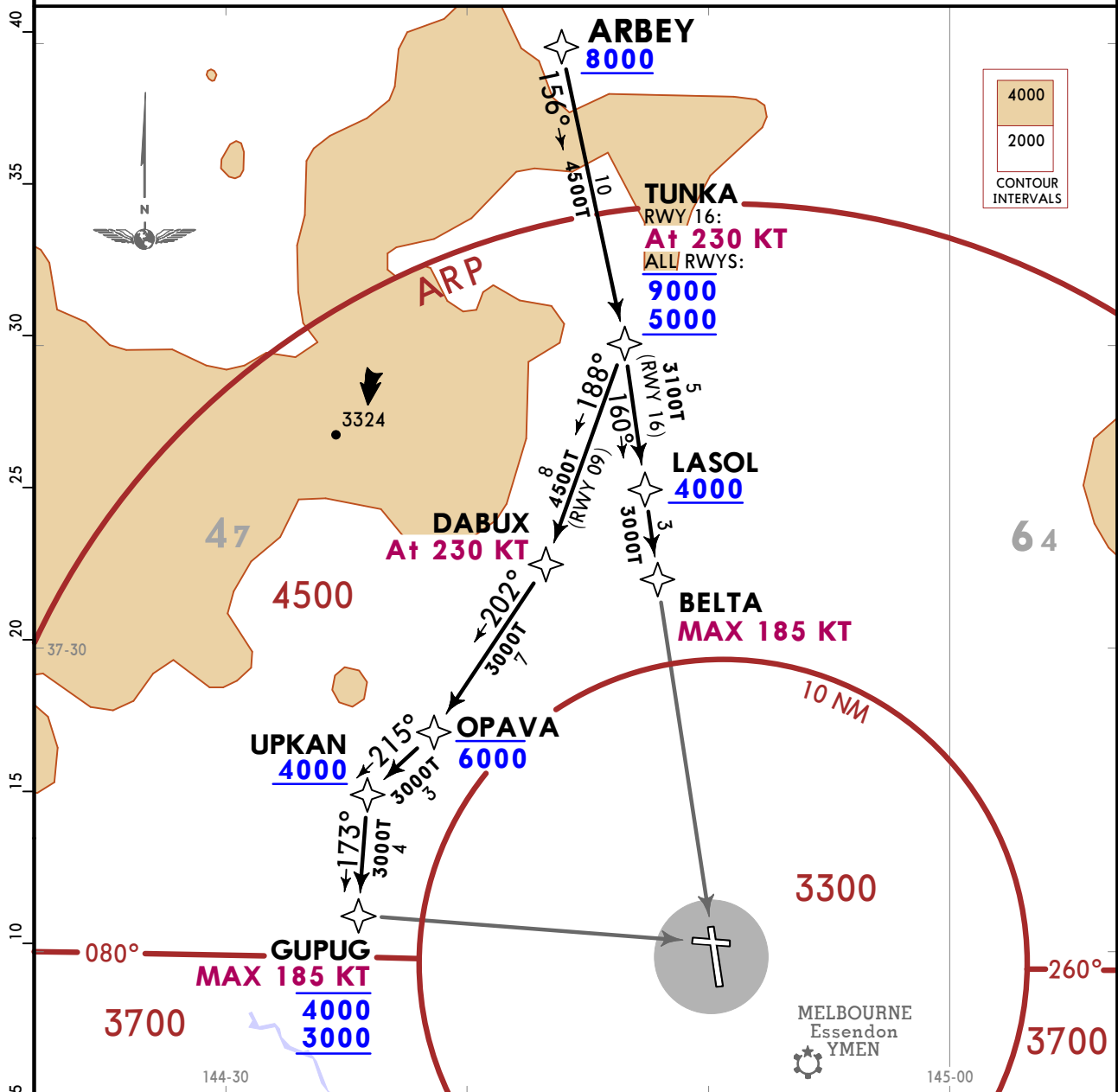
YMML/MEL
MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA
17 MAR 23 **20-2** Eff 23 Mar **RNAV STAR**

ATIS 114.1 118.0	MELBOURNE Approach (R) 118.9 132.0	Apt Elev 434	Alt Set: hPa Trans level: FL110 RNP 1
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ARBAY 7A RNAV ARRIVAL
[ARBE7A]
(RWYS 09, 16)

SPEED: MAX 250 KT BELOW 10000



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.

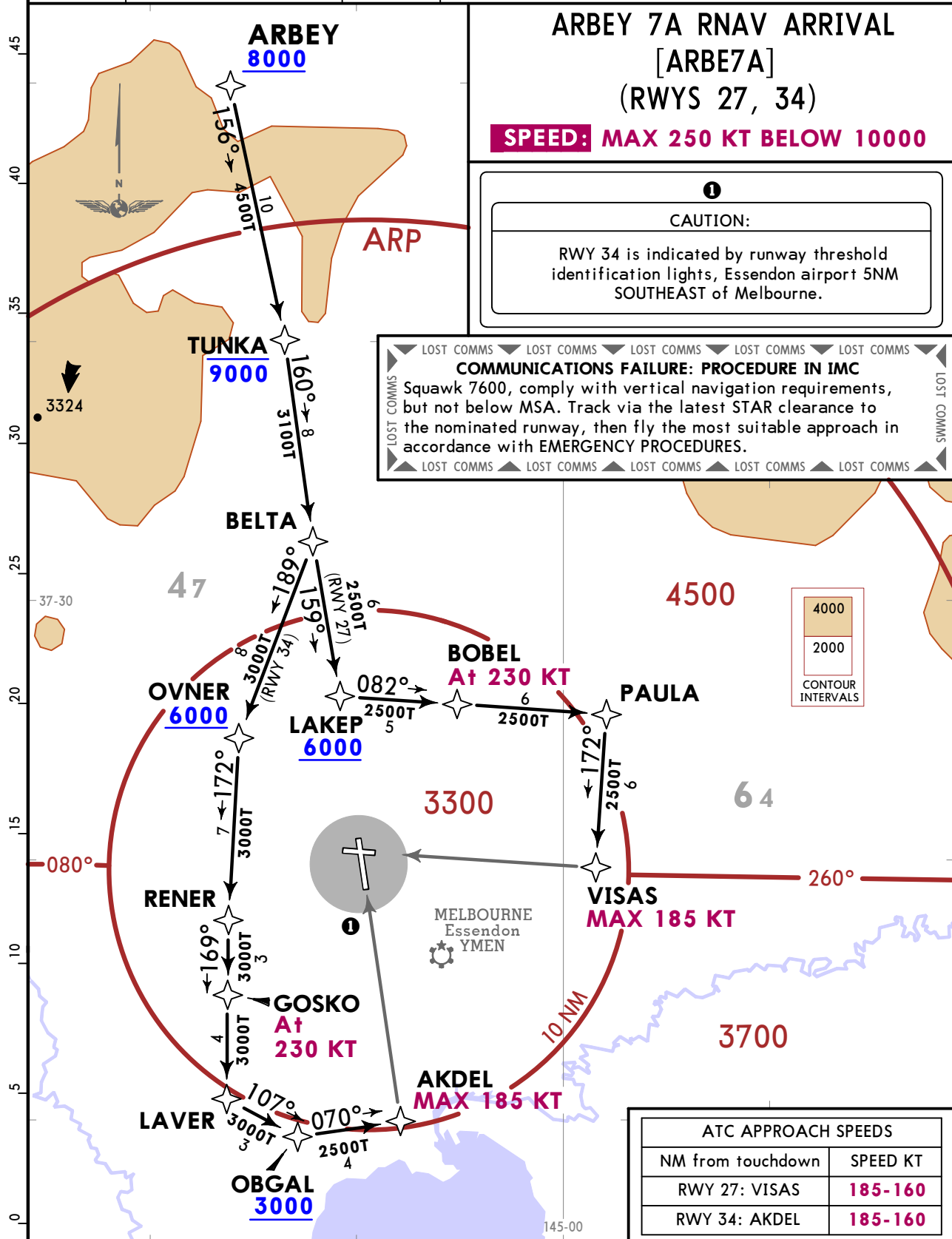
ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 09: GUPUG	185-160
RWY 16: BELTA	185-160

RWY	ROUTING
09	Cross ARBEY at or above 8000. From ARBEY track 156° to TUNKA, then cross TUNKA between 5000 and 9000. Turn RIGHT, track 188° to DABUX. At 230 KT from DABUX. Turn RIGHT, track 202° to OPAVA. Cross OPAVA at or below 6000. Turn RIGHT, track 215° to UPKAN. Cross UPKAN at or above 4000. Turn LEFT, track 173° to GUPUG. Cross GUPUG between 3000 and 4000. MAX 185 KT from GUPUG. Track via GLS RWY 09 or RNP RWY 09.
16	Cross ARBEY at or above 8000. From ARBEY track 156° to TUNKA, then cross TUNKA between 5000 and 9000. At 230 KT from TUNKA. Track 160° to LASOL. Cross LASOL at or above 4000. Track 160° to BELTA. MAX 185 KT from BELTA. Track via GLS RWY 16 or ILS RWY 16 or RNP Z RWY 16 or LOC RWY 16.

YMML/MEL
MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA
17 MAR 23 (20-2A) Eff 23 Mar **RNAV STAR**

ATIS 114.1 118.0	MELBOURNE Approach (R) 118.9 132.0	Apt Elev 434	Alt Set: hPa Trans level: FL110
			RNP 1



ARBEY 7A RNAV ARRIVAL
[ARBE7A]
(RWYS 27, 34)

SPEED: MAX 250 KT BELOW 10000

CAUTION:

RWY 34 is indicated by runway threshold identification lights, Essendon airport 5NM SOUTHEAST of Melbourne.

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

ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 27: VISAS	185-160
RWY 34: AKDEL	185-160

RWY	ROUTING
27	Cross ARBEY at or above 8000. From ARBEY track 156° to TUNKA. Cross TUNKA at or below 9000, then track 160° to BELTA. Track 159° to LAKEP. Cross LAKEP at or above 6000. Turn LEFT, track 082° to BOBEL. At 230 KT from BOBEL. Track 082° to PAULA. Turn RIGHT, track 172° to VISAS. MAX 185 KT from VISAS. Track via GLS RWY 27 or ILS RWY 27 or RNP RWY 27 or LOC RWY 27.
34	Cross ARBEY at or above 8000. From ARBEY track 156° to TUNKA. Cross TUNKA at or below 9000, then track 160° to BELTA. Turn RIGHT, track 189° to OVNER. Cross OVNER at or above 6000. Turn LEFT, track 172° to RENER. Turn LEFT, track 169° to GOSKO. At 230 KT from GOSKO. Track 169° to LAVER. Turn LEFT, track 107° to OBGAL. Cross OBGAL at or above 3000. Turn LEFT, track 070° to AKDEL. MAX 185 KT from AKDEL. Track via GLS RWY 34 or RNP RWY 34.

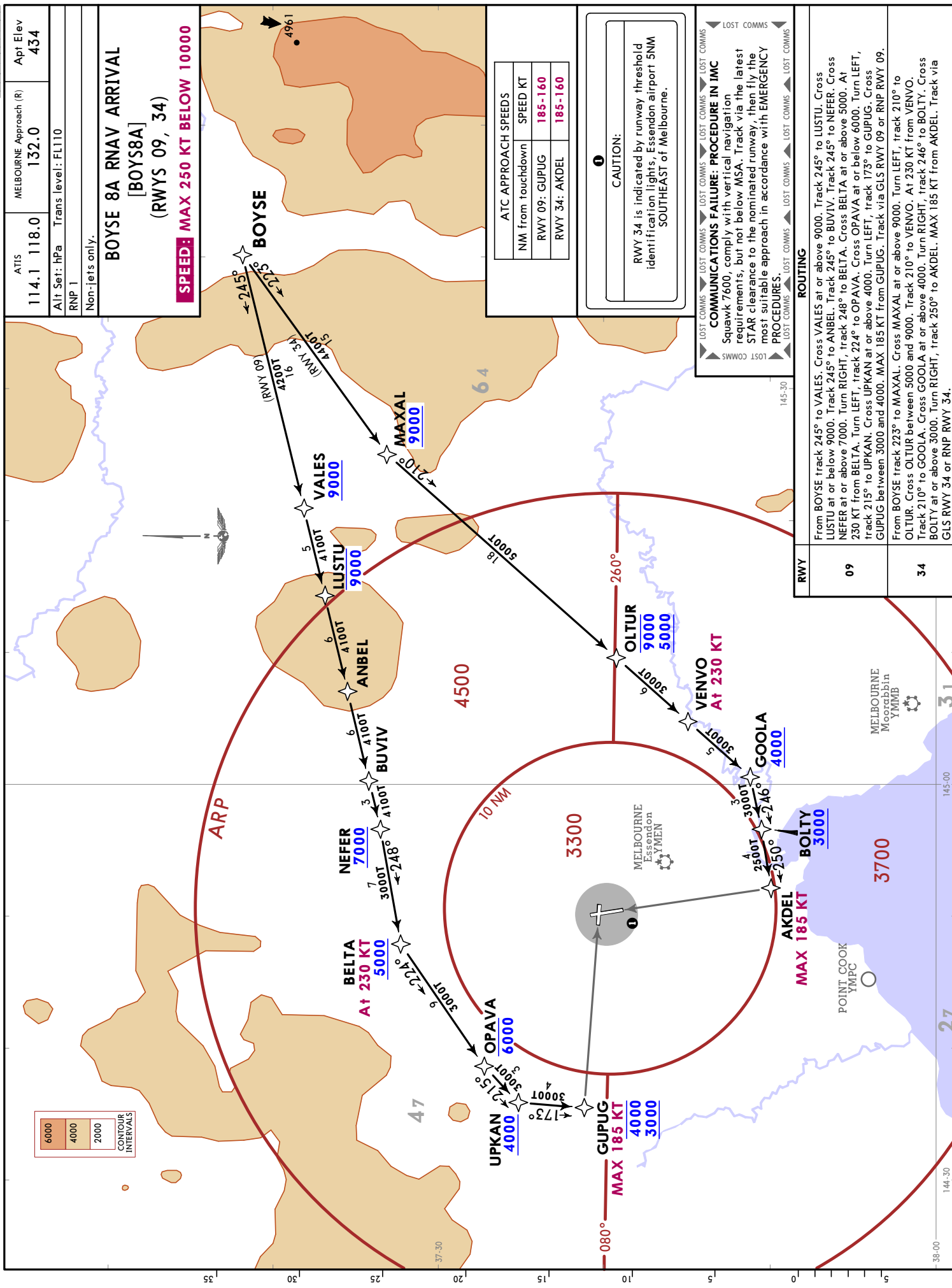
YMMML/MEL
MELBOURNE INTL

17 MAR 23 (20-2B) Eff 23 Mar

JEPPESEN

MELBOURNE, VIC, AUSTRALIA

RNAV STAR



ATIS	MELBOURNE Approach (R)	Apt Elev
114.1	118.0	434
Alt Set: hPa	Trans level: FL110	
RNP 1		
Non-jets only.		

BOYSE 8A RNAV ARRIVAL
[BOYS8A]
(RWYS 09, 34)
SPEED: MAX 250 KT BELOW 10000

ATC APPROACH SPEEDS	
NM from Touchdown	SPEED KT
RWY 09: GUPUG	185-160
RWY 34: AKDEL	185-160

CAUTION:
RWY 34 is indicated by runway threshold identification lights, Essendon airport 5NM SOUTHEAST of Melbourne.

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

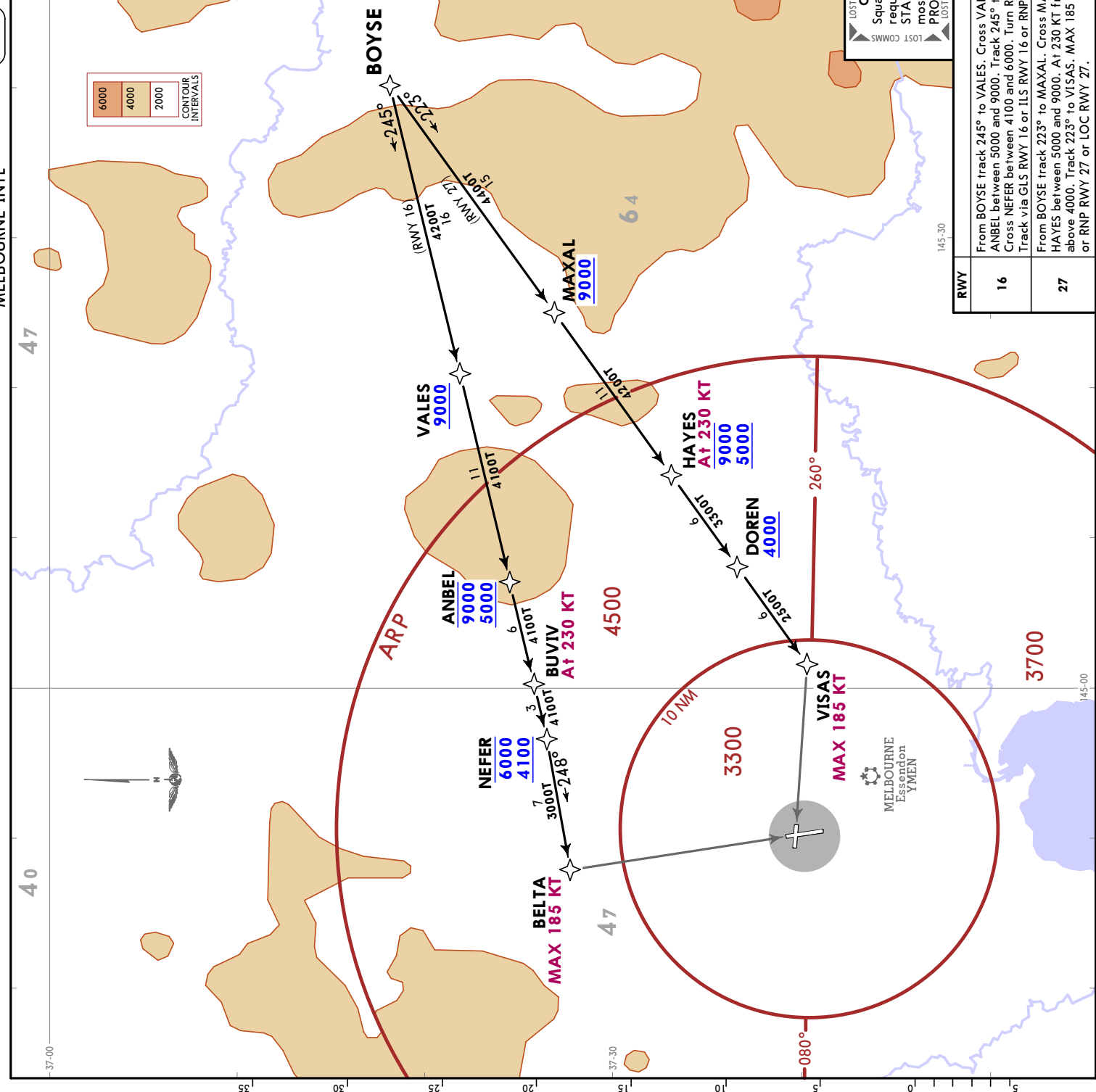
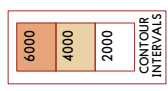
ROUTING	
RWY 09	From BOYSE track 245° to VALES. Cross VALES at or above 9000. Track 245° to LUSTU. Cross LUSTU at or below 9000. Track 245° to ANBEL. Track 245° to BUVIV. Track 245° to NEFER. Cross NEFER at or above 7000. Turn RIGHT, track 248° to BELTA. Cross BELTA at or above 5000. At 230 KT from BELTA. Turn LEFT, track 224° to OPAVA. Cross OPAVA at or below 6000. Turn LEFT, track 215° to UPKAN. Cross UPKAN at or above 4000. Turn LEFT, track 173° to GUPUG. Cross GUPUG between 3000 and 4000. MAX 185 KT from GUPUG. Track via GLS RWY 09 or RNP RWY 09.
RWY 34	From BOYSE track 223° to MAXAL. Cross MAXAL at or above 9000. Turn LEFT, track 210° to OLTUR. Cross OLTUR between 5000 and 9000. Track 210° to VENVO. At 230 KT from VENVO. Track 210° to GOOLA. Cross GOOLA at or above 4000. Turn RIGHT, track 246° to BOLTY. Cross BOLTY at or above 3000. Turn RIGHT, track 250° to AKDEL. MAX 185 KT from AKDEL. Track via GLS RWY 34 or RNP RWY 34.

JEPPESEN MELBOURNE, VIC, AUSTRALIA
 17 MAR 23 (20-2C) Eff 23 Mar
YMMML/MEL MELBOURNE INTL
RNAV STAR

ATIS 114.1 118.0 MELBOURNE Approach (R) 132.0 Apt Elev 434
 Alt Set: hPa Trans level: FL110
 RNP 1 Non-jets only.

BOYSE 8A RNAV ARRIVAL
 [BOYS8A]
 (RWYS 16, 27)
SPEED: MAX 250 KT BELOW 10000

ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 16: BELTA	185-160
RWY 27: VISAS	185-160



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

RWY	ROUTING
16	From BOYSE track 245° to VALES. Cross VALES at or above 9000. Track 245° to ANBEL. Cross ANBEL between 5000 and 9000. Track 245° to BUJIV. At 230 KT from BUJIV. Track 245° to NEFER. Cross NEFER between 4100 and 6000. Turn RIGHT, track 248° to BELTA. MAX 185 KT from BELTA. Track via GLS RWY 16 or ILS RWY 16 or RNP Z RWY 16 or LOC RWY 16.
27	From BOYSE track 223° to MAXAL. Cross MAXAL at or above 9000. Track 223° to HAYES. Cross HAYES between 5000 and 9000. At 230 KT from HAYES. Track 223° to DOREN. Cross DOREN at or above 4000. Track 223° to VISAS. MAX 185 KT from VISAS. Track via GLS RWY 27 or ILS RWY 27 or RNP RWY 27 or LOC RWY 27.

YMML/MEL
MELBOURNE INTL

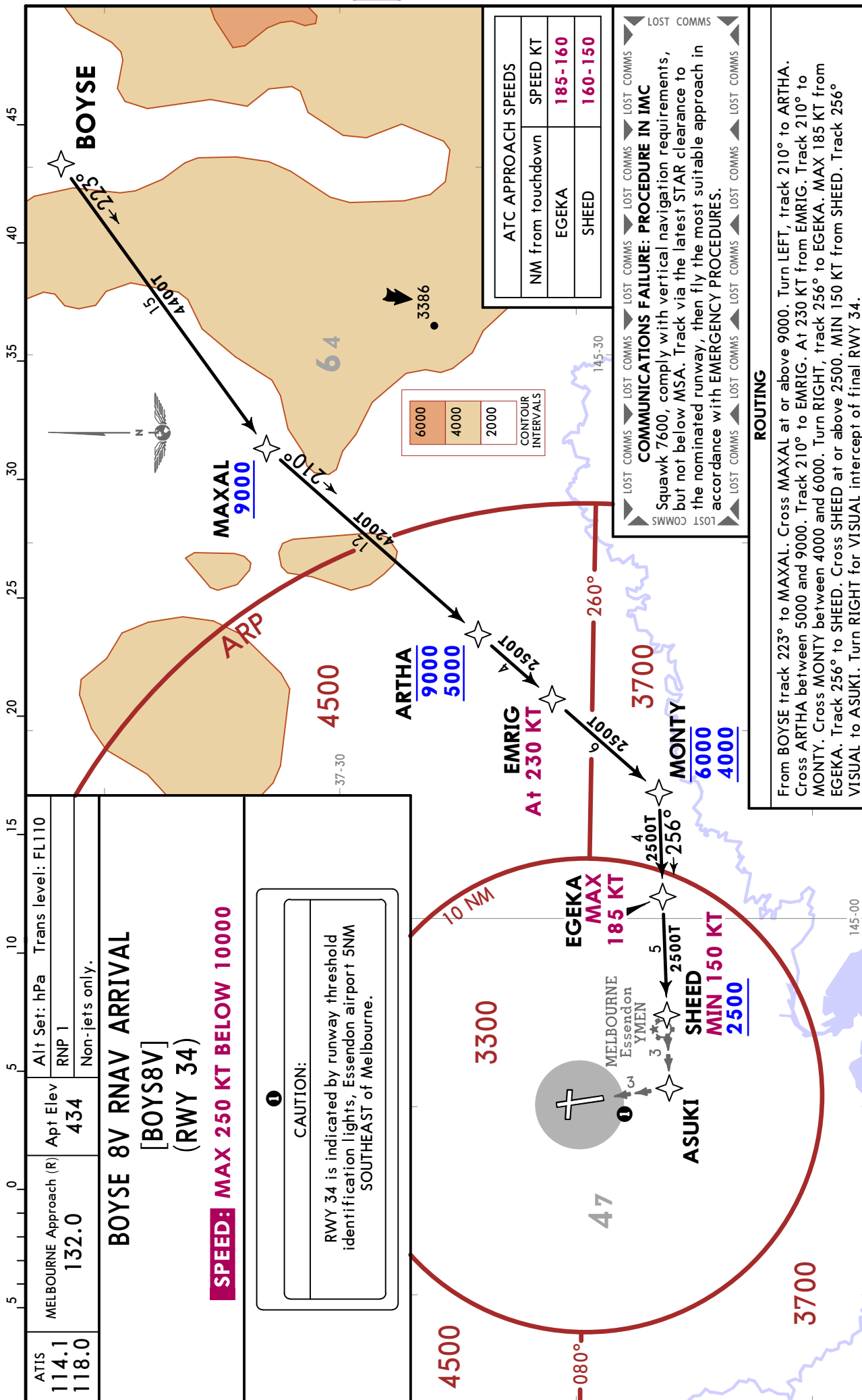
17 MAR 23

20-2D

Eff 23 Mar

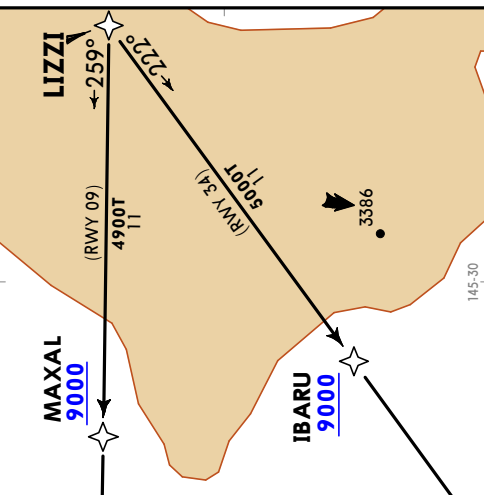
MELBOURNE, VIC, AUSTRALIA

RNAV STAR



ATIS	MELBOURNE Approach (R)	Apt Elev
114.1	118.0	434
Alt Set: hPa	Trans level: FL110	
RNP 1		

LIZZI 9A (RNAV) ARRIVAL
[LIZI9A]
(RWYS 09, 34)
SPEED: MAX 250 KT BELOW 10000



ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 09: GUPUG	185-160
RWY 34: AKDEL	185-160

CAUTION:
RWY 34 is indicated by runway threshold identification lights, Essendon airport 5NM SOUTHEAST of Melbourne.

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

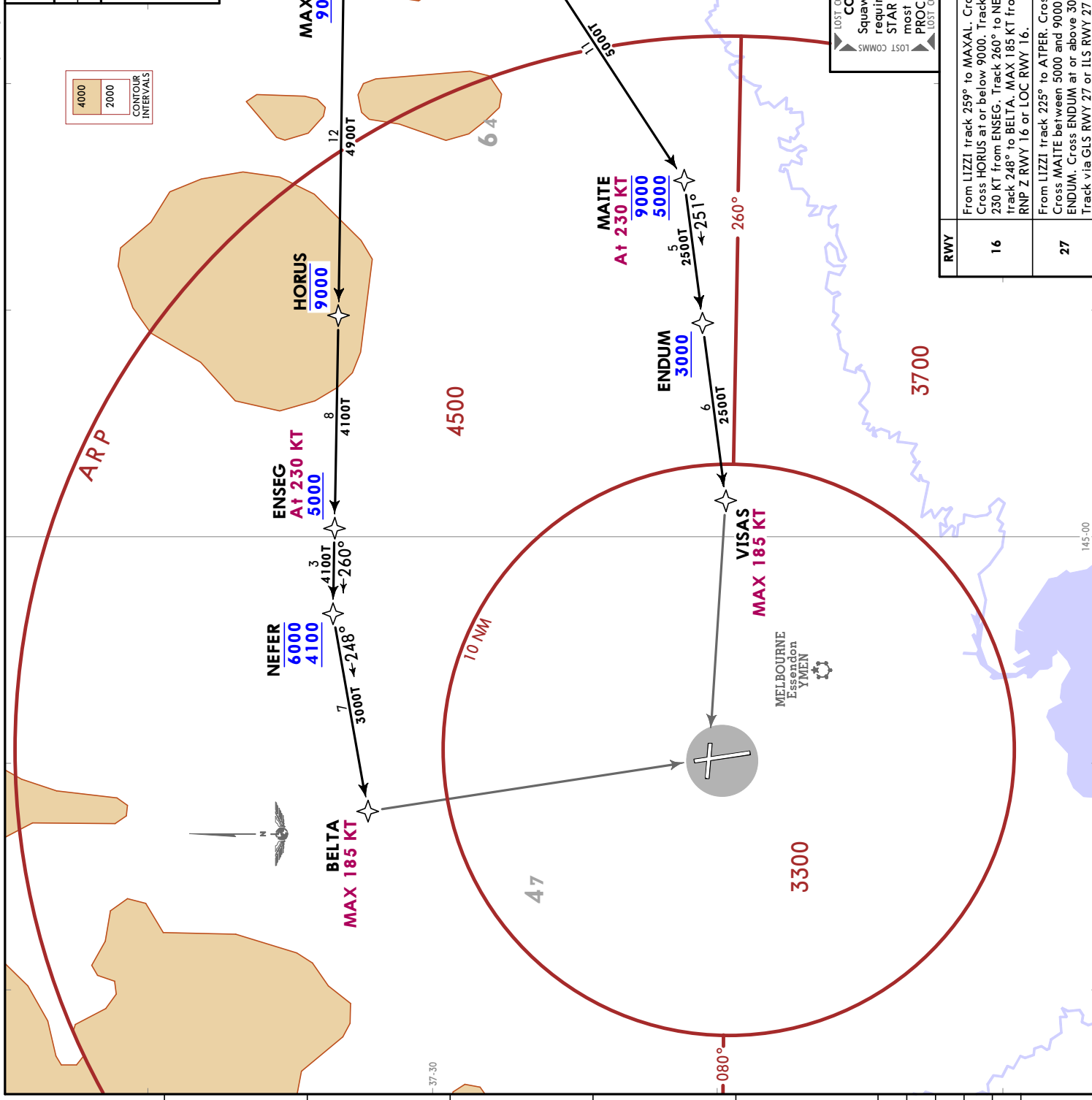
ROUTING	
RWY 09	From LIZZI track 259° to MAXAL. Cross MAXAL at or above 9000. Track 259° to HORUS. Cross HORUS at or below 9000. Track 259° to ENSEG. Track 260° to NEFER. Turn LEFT, track 248° to BELTA. Cross BELTA at or above 5000. At 230 KT from BELTA. Turn LEFT, track 224° to OPAVA. Cross OPAVA at or below 6000. Turn LEFT, track 215° to UPKAN. Cross UPKAN at or above 4000. Turn LEFT, track 173° to GUPUG. Cross GUPUG between 3000 and 4000. MAX 185 KT from GUPUG. Track via GLS RWY 09 or RNP RWY 09.
RWY 34	From LIZZI track 222° to IBARU. Cross IBARU at or above 9000. Track 222° to VEPUD. Cross VEPUD between 5000 and 9000. Track 223° to AKSID. At 230 KT from AKSID. Track 223° to GOOLA. Cross GOOLA at or above 4000. Turn RIGHT, track 246° to BOLTY. Cross BOLTY at or above 3000. Turn RIGHT, track 250° to AKDEL. MAX 185 KT from AKDEL. Track via GLS RWY 34 or RNP RWY 34.

YMMML/MEL
MELBOURNE INTL
15 MAR 24 (20-2F) Eff 21 Mar

JEPPESEN MELBOURNE, VIC, AUSTRALIA
RNAV STAR

ATIS	MELBOURNE Approach (R)	Apt Elev
114.1	118.0	434
Alt Set: hPa	Trans Level: FL110	
RNP 1		
LIZZI 9A (RNAV) ARRIVAL [LIZI9A] (RWYS 16, 27)		
SPEED: MAX 250 KT BELOW 10000		

4000	2000
CONTOUR INTERVALS	



ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 16: BELTA	185-160
RWY 27: VISAS	185-160

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.

ROUTING	
RWY	ROUTING
16	From LIZZI track 259° to MAXAL. Cross MAXAL at or above 9000. Track 259° to HORUS. Cross HORUS at or below 9000. Track 259° to ENSEQ. Cross ENSEQ at or above 5000. At 230 KT from ENSEQ. Track 260° to NEFER. Cross NEFER between 4100 and 6000. Turn LEFT, track 248° to BELTA. MAX 185 KT from BELTA. Track via GLS RWY 16 or ILS RWY 16 or RNP Z RWY 16 or LOC RWY 16.
27	From LIZZI track 225° to ATPER. Cross ATPER at or above 9000. Track 225° to MAITE. Cross MAITE between 5000 and 9000. At 230 KT from MAITE. Turn RIGHT, track 251° to ENDUM. Cross ENDUM at or above 3000. Track 251° to VISAS. MAX 185 KT from VISAS. Track via GLS RWY 27 or ILS RWY 27 or RNP RWY 27 or LOC RWY 27.

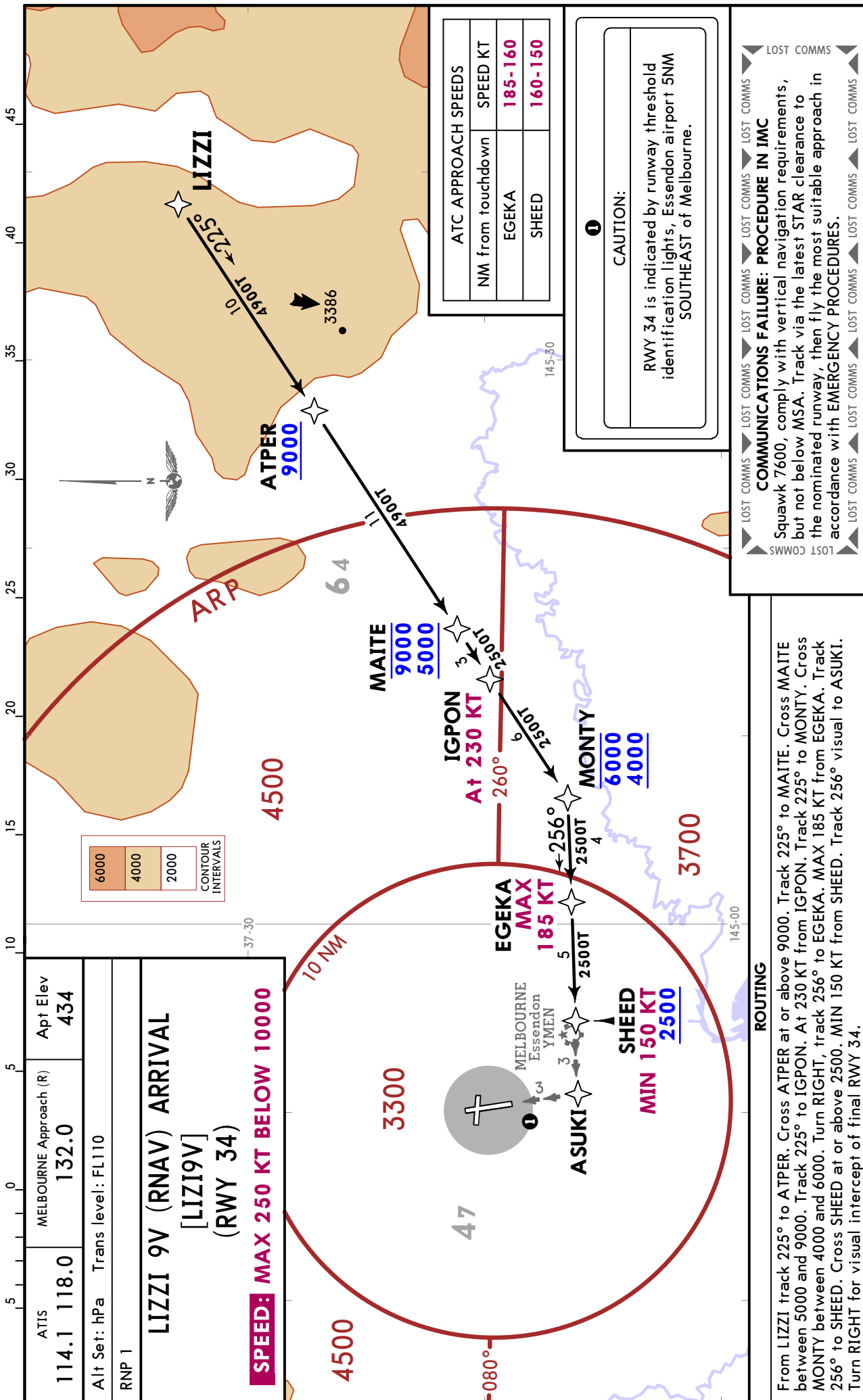
YMML/MEL
MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA

15 MAR 24 (20-2G)

Eff 21 Mar

RNAV STAR



CHANGES: Distance between MAITE and IGPON.

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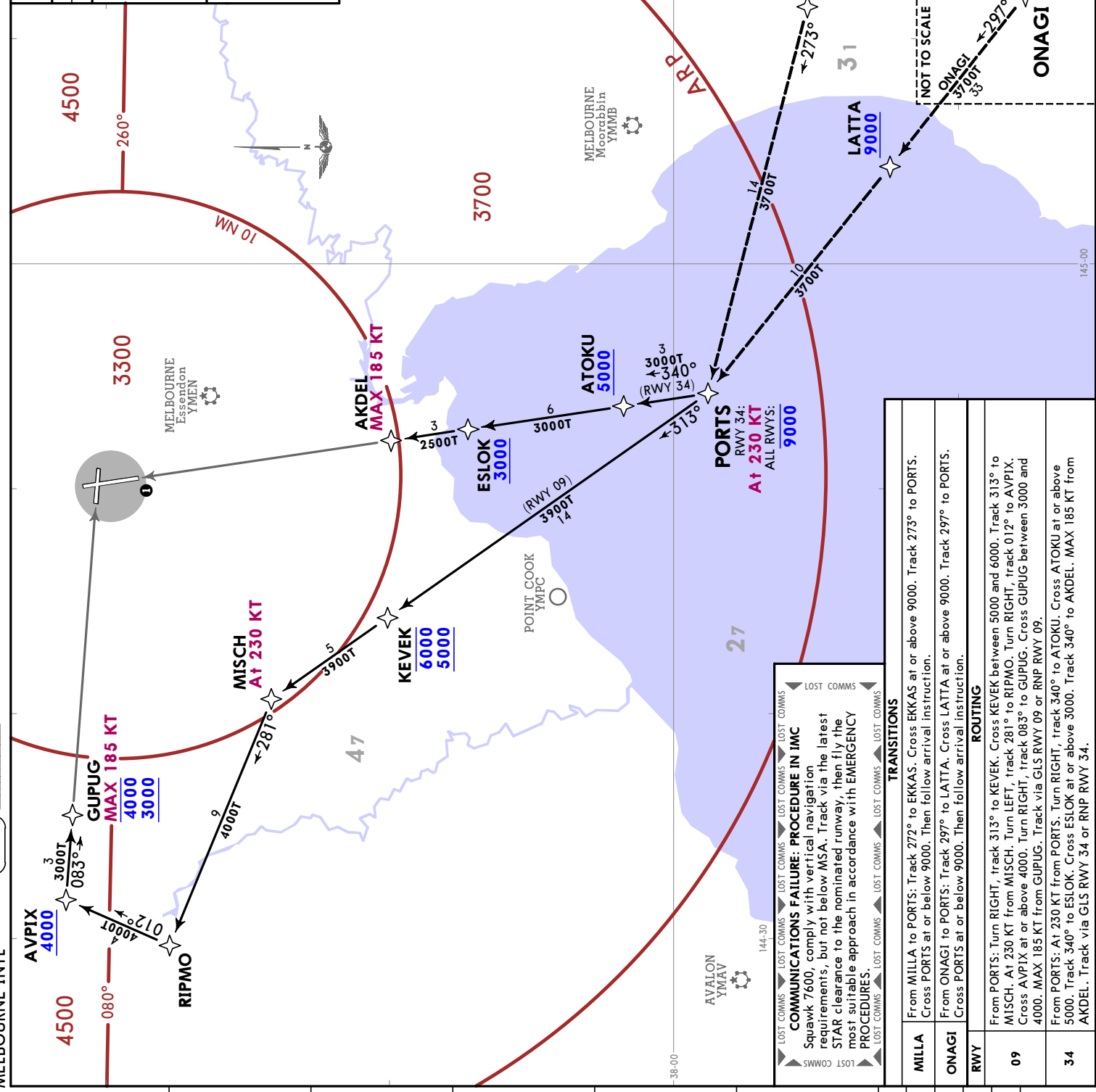
MELBOURNE, VIC, AUSTRALIA
RNAV STAR

YMMML/MEL
MELBOURNE INTL
15 MAR 24 (20-2H) Eff 21 Mar

ATIS	MELBOURNE Approach (R)	Apt Elev
114.1	129.4	434
Alt Set: hPa	Trans level: FL110	
RNP 1		

PORTS 7A (RNAV) ARRIVAL
[PORT7A]
(RWYS 09, 34)
SPEED: MAX 250 KT BELOW 10000

CAUTION:
RWY 34 is indicated by runway threshold identification lights, Essendon airport 5NM SOUTHEAST of Melbourne.



ATC APPROACH SPEEDS	
NM from Touchdown	SPEED KT
RWY 09: GUPUG	185-160
RWY 34: AKDEL	185-160

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.

TRANSITIONS	
MILLA	From MILLA to PORTS: Track 272° to EKKAS. Cross EKKAS at or above 9000. Track 273° to PORTS. Cross PORTS at or below 9000. Then follow arrival instruction.
ONAGI	From ONAGI to PORTS: Track 297° to LATTA. Cross LATTA at or above 9000. Track 297° to PORTS. Cross PORTS at or below 9000. Then follow arrival instruction.
ROUTING	
09	From PORTS: Turn RIGHT, track 313° to KEVEK. Cross KEVEK between 5000 and 6000. Track 313° to MISCH. At 230 KT from MISCH. Turn LEFT, track 281° to RIPMO. Turn RIGHT, track 012° to AVPIX. Cross AVPIX at or above 4000. Turn RIGHT, track 083° to GUPUG. Cross GUPUG between 3000 and 4000. MAX 185 KT from GUPUG. Track via GLS RWY 09 or RNP RWY 09.
34	From PORTS: At 230 KT from PORTS. Turn RIGHT, track 340° to ATOKU. Cross ATOKU at or above 5000. Track 340° to ESLOK. Cross ESLOK at or above 3000. Track 340° to AKDEL. MAX 185 KT from AKDEL. Track via GLS RWY 34 or RNP RWY 34.

15 MAR 24 (20-2J) Eff: 21 Mar. **JEPPESEN MELBOURNE, VIC, AUSTRALIA** **RNAV STAR**

YMML/MEL
MELBOURNE INTL

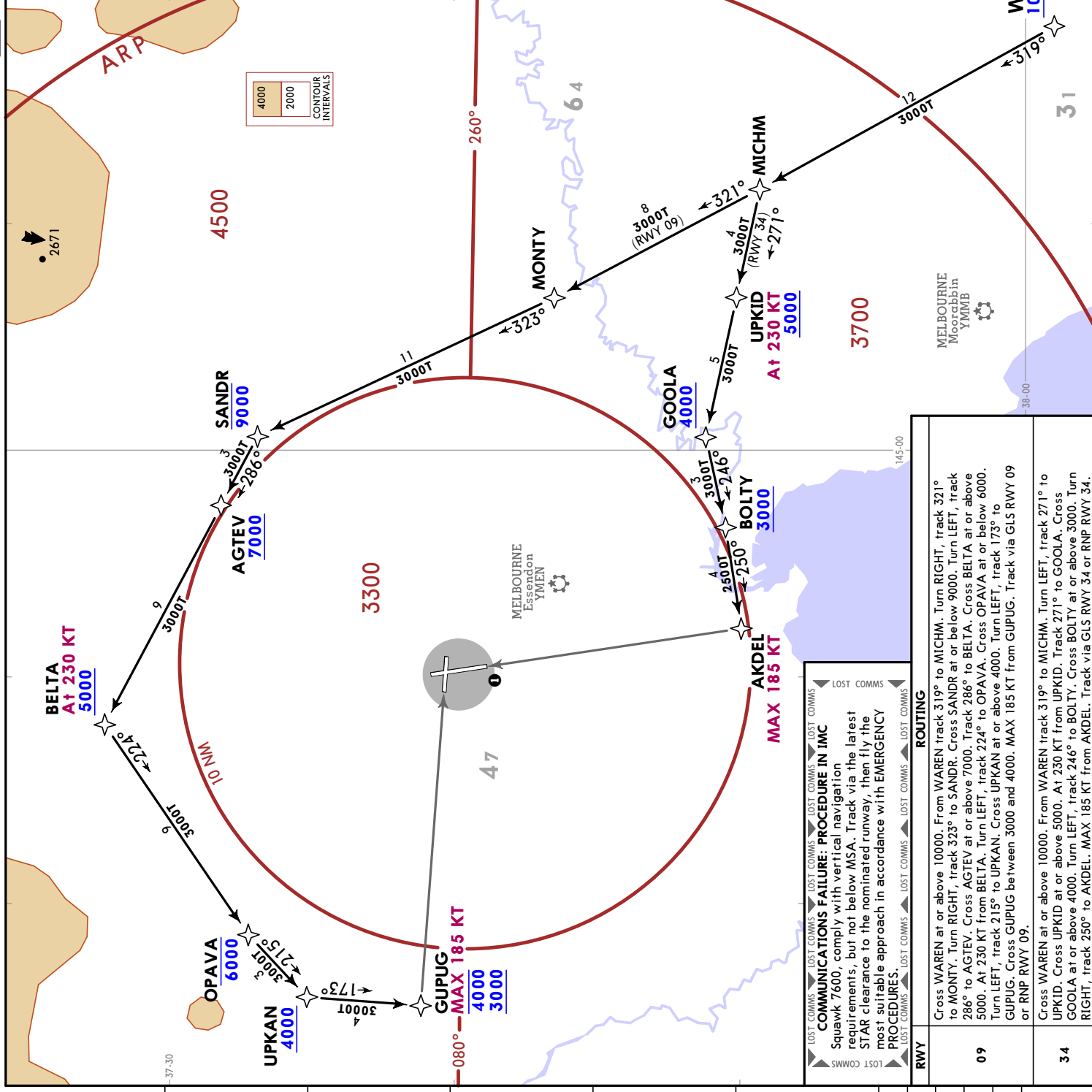
ATIS	MELBOURNE Approach (R)	Apt Elev
114.1 118.0	132.0	434
Alt Set: hPa Trans level: FL110		
RNP 1		

WAREN 8A (RNAV) ARRIVAL
[WARE8A]
(RWYS 09, 34)
SPEED: MAX 250 KT BELOW 10000

CAUTION:

RWY 34 is indicated by runway threshold identification lights, Essendon airport 5NM SOUTHEAST of Melbourne.

ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 09: GUPUG	185-160
RWY 34: AKDEL	185-160



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.

ROUTING

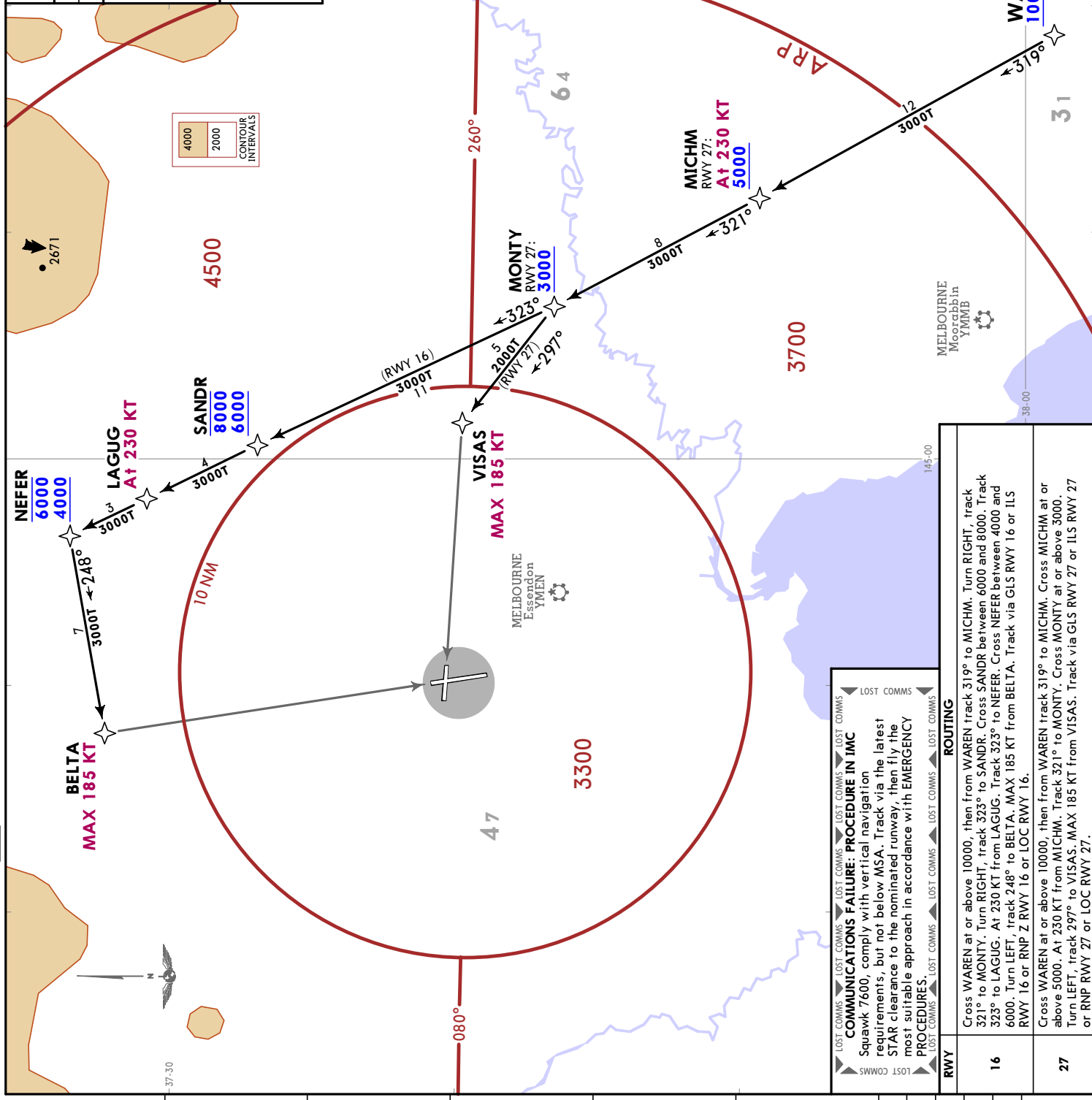
09 Cross WAREN at or above 10000. From WAREN track 319° to MICHM. Turn RIGHT, track 321° to MONTY. Turn RIGHT, track 323° to SANDR. Cross SANDR at or below 9000. Turn LEFT, track 286° to AGTEV. Cross AGTEV at or above 7000. Track 286° to BELTA. Cross BELTA at or above 5000. At 230 KT from BELTA. Turn LEFT, track 224° to OPAVA. Cross OPAVA at or below 6000. Turn LEFT, track 215° to UPKAN. Cross UPKAN at or above 4000. Turn LEFT, track 173° to GUPUG. Cross GUPUG between 3000 and 4000. MAX 185 KT from GUPUG. Track via GLS RWY 09 or RNP RWY 09.

34 Cross WAREN at or above 10000. From WAREN track 319° to MICHM. Turn LEFT, track 271° to UPKID. Cross UPKID at or above 5000. At 230 KT from UPKID. Track 271° to GOOLA. Cross GOOLA at or above 4000. Turn LEFT, track 246° to BOLTY. Cross BOLTY at or above 3000. Turn RIGHT, track 250° to AKDEL. MAX 185 KT from AKDEL. Track via GLS RWY 34 or RNP RWY 34.

MELBOURNE, VIC, AUSTRALIA
RNAV STAR

YMML/MEL
MELBOURNE INTL
 17 MAR 23 (20-2K) Eff: 23 Mar

ATIS	MELBOURNE Approach (R)	Apt Elev
114.1	118.0	434
Alt Set: hPa Trans level: FL110		
RNP 1		
WAREN 8A RNAV ARRIVAL		
[WARE8A]		
(RWYS 16, 27)		
SPEED: MAX 250 KT BELOW 10000		
ATC APPROACH SPEEDS		
NM from touchdown	SPEED KT	
RWY 16: BELTA	185-160	
RWY 27: VISAS	185-160	



RWY	ROUTING
16	Cross WAREN at or above 10000, then from WAREN track 319° to MICHM. Turn RIGHT, track 321° to MONTY. Turn RIGHT, track 323° to SANDR. Cross SANDR between 6000 and 8000. Track 323° to LAGUG. At 230 KT from LAGUG. Track 323° to NEFER. Cross NEFER between 4000 and 6000. Turn LEFT, track 248° to BELTA. MAX 185 KT from BELTA. Track via GLS RWY 16 or ILS RWY 16 or RNP Z RWY 16 or LOC RWY 16.
27	Cross WAREN at or above 10000, then from WAREN track 319° to MICHM. Cross MICHM at or above 5000. At 230 KT from MICHM. Track 321° to MONTY. Cross MONTY at or above 3000. Turn LEFT, track 297° to VISAS. MAX 185 KT from VISAS. Track via GLS RWY 27 or ILS RWY 27 or RNP RWY 27 or LOC RWY 27.

CHANGES: Procedure renumbered, bearings and altitude restrictions revised.
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YMML/MEL
MELBOURNE INTL

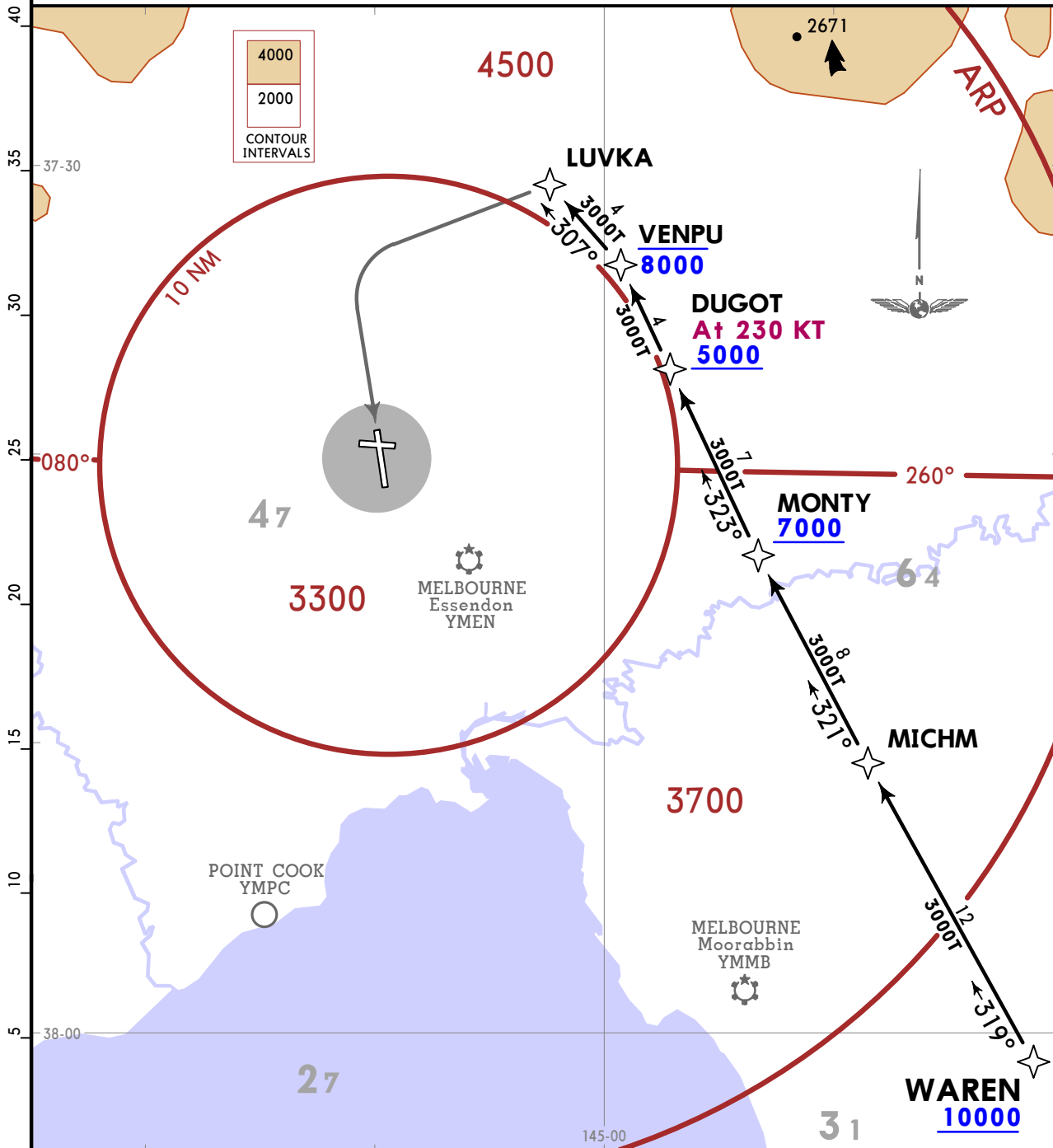
JEPPESEN MELBOURNE, VIC, AUSTRALIA
17 MAR 23 **20-2L** Eff 23 Mar

RNAV STAR

ATIS 114.1 118.0	MELBOURNE Approach (R) 132.0	Apt Elev 434	Alt Set: hPa Trans level: FL110 RNP 1
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WAREN 8M RNAV ARRIVAL
[WARE8M]
(RWY 16)

SPEED: MAX 250 KT BELOW 10000



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

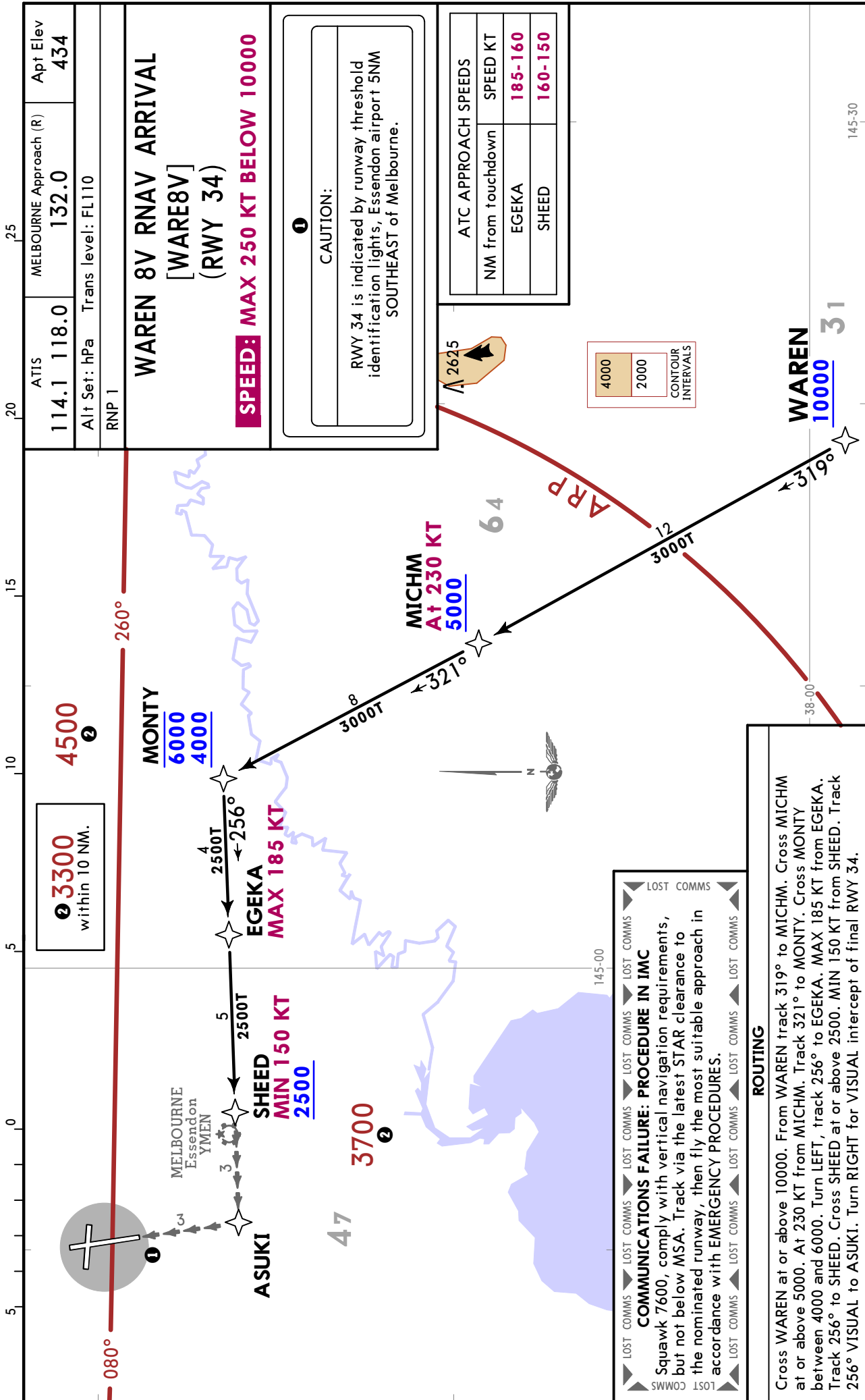
ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
10	185-160

ROUTING

Cross WAREN at or above 10000, then from WAREN track 319° to MICHM. Turn RIGHT, track 321° to MONTY. Cross MONTY at or above 7000. Turn RIGHT, track 323° to DUGOT. Cross DUGOT at or above 5000. At 230 KT from DUGOT. Track 323° to VENPU. Cross VENPU at or below 8000. Turn LEFT, track 307° to LUVKA. Turn LEFT, track via RNP M RWY 16 (AR).

YMML/MEL
MELBOURNE INTL

JEPPESSEN MELBOURNE, VIC, AUSTRALIA
17 MAR 23 (20-2M) Eff 23 Mar **RNAV STAR**



CHANGES: Procedure renumbered, bearing and altitude restrictions revised.

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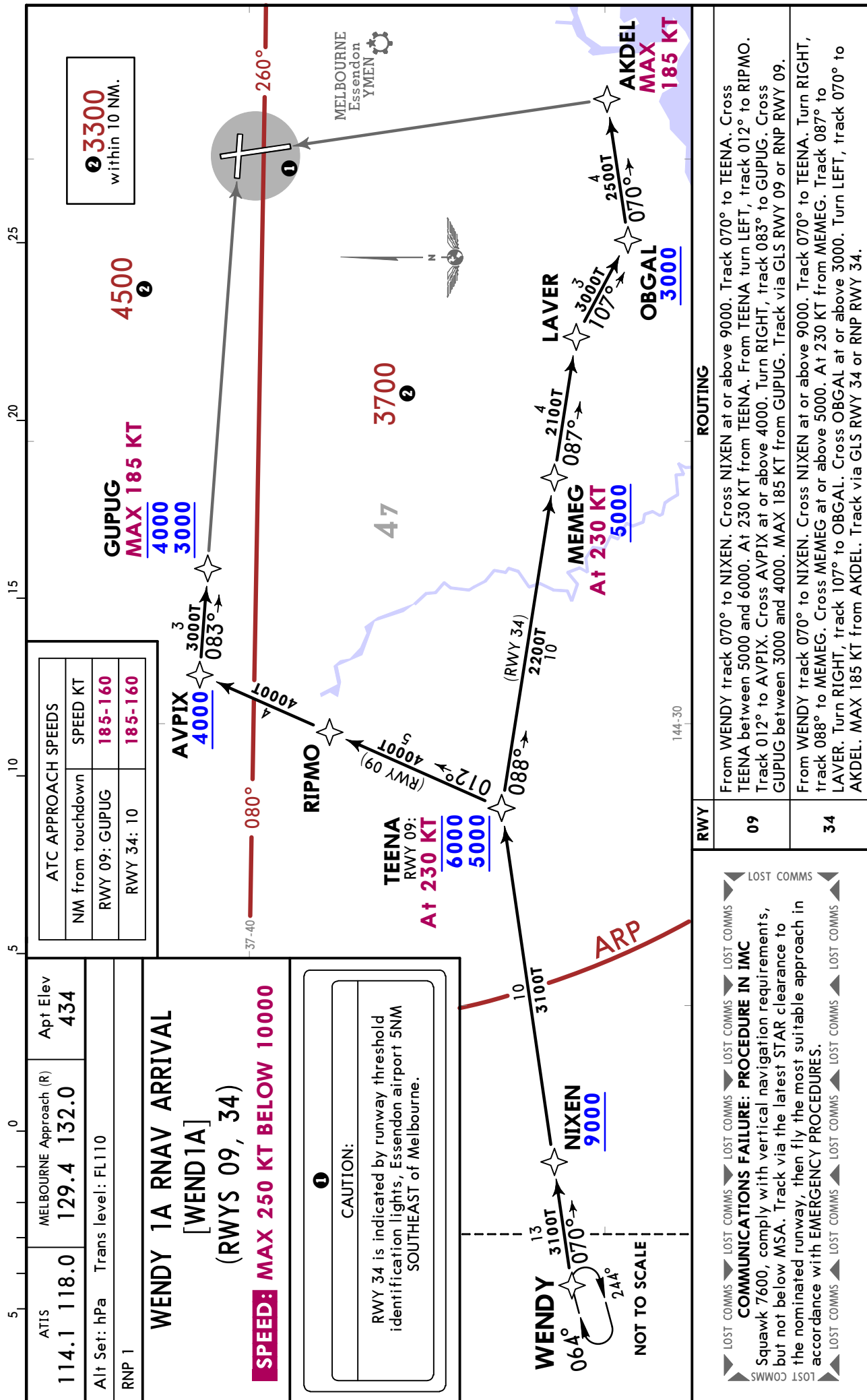
YMML/MEL
MELBOURNE INTL

17 MAR 23 (20-2N) Eff 23 Mar

JEPPESSEN

MELBOURNE, VIC, AUSTRALIA

RNAV STAR



ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 09: GUPUG	185-160
RWY 34: 10	185-160

ATIS 114.1 118.0 MELBOURNE Approach (R) 129.4 132.0 Apt Elev 434
Alt Set: hPa Trans level: FL110
RNP 1

WENDY 1A RNAV ARRIVAL
[WEND1A]
(RWYS 09, 34)
SPEED: MAX 250 KT BELOW 10000

CAUTION:
RWY 34 is indicated by runway threshold identification lights, Essendon airport 5NM SOUTHEAST of Melbourne.

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

RWY	ROUTING
09	From WENDY track 070° to NIXEN. Cross NIXEN at or above 9000. Track 070° to TEENA. Cross TEENA between 5000 and 6000. At 230 KT from TEENA. From TEENA turn LEFT, track 012° to RIPMO. Track 012° to AVPIX. Cross AVPIX at or above 4000. Turn RIGHT, track 083° to GUPUG. Cross GUPUG between 3000 and 4000. MAX 185 KT from GUPUG. Track via GLS RWY 09 or RNP RWY 09.
34	From WENDY track 070° to NIXEN. Cross NIXEN at or above 9000. Track 070° to TEENA. Turn RIGHT, track 088° to MEMEG. Cross MEMEG at or above 5000. At 230 KT from MEMEG. Track 087° to LAVAR. Turn RIGHT, track 107° to OBGAL. Cross OBGAL at or above 3000. Turn LEFT, track 070° to AKDEL. MAX 185 KT from AKDEL. Track via GLS RWY 34 or RNP RWY 34.

YMMML/MEL
MELBOURNE INTL

JEPPESEN
17 MAR 23 (20-2P) Eff: 23 Mar

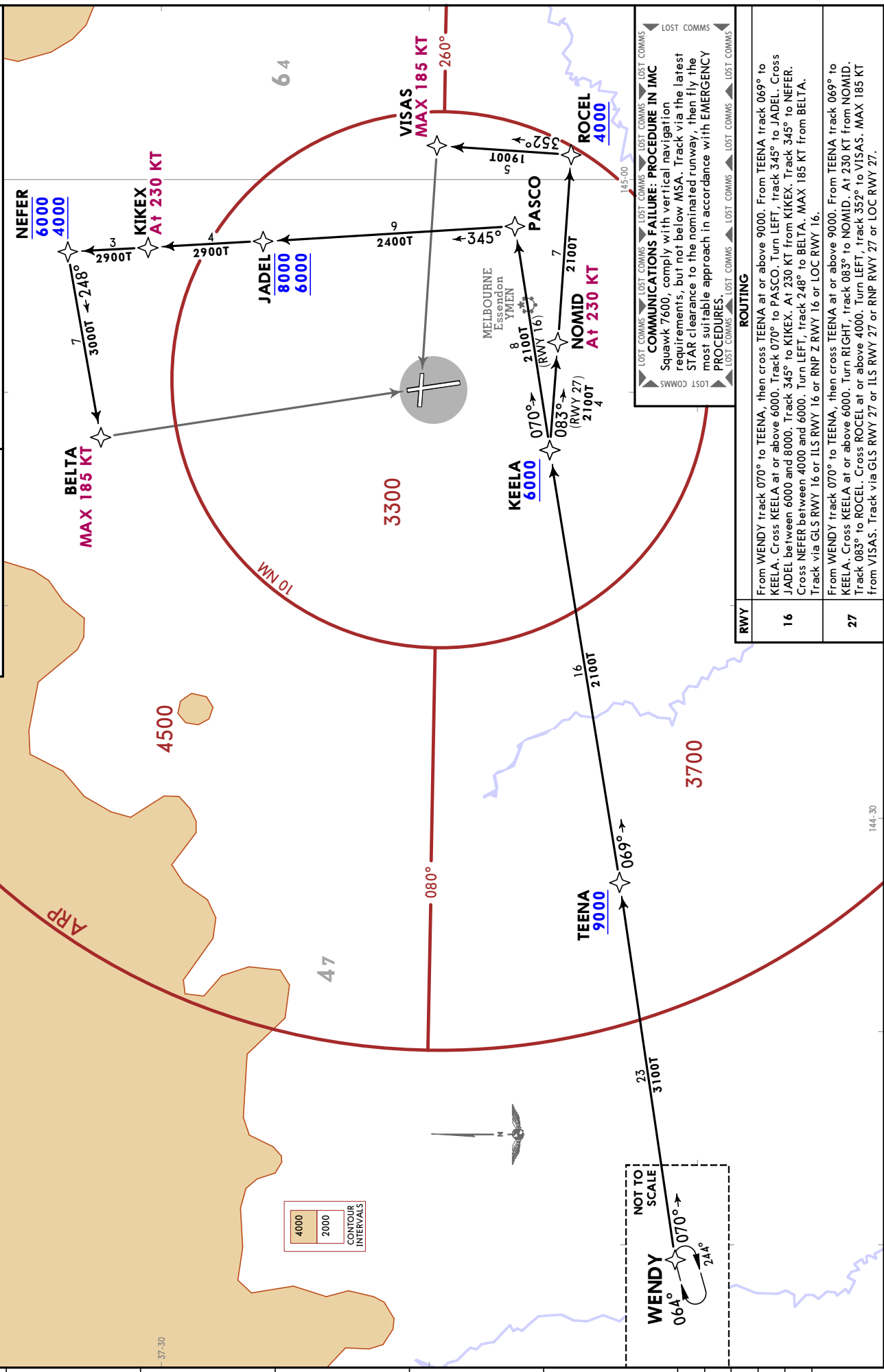
RNAV STAR

ATIS	MELBOURNE Approach (R)	Apt Elev	Trans level: FL110
114.1	129.4 132.0	434	RNP 1

WENDY 1A RNAV ARRIVAL
[WEND 1A]
(RWYS 16, 27)

SPEED: MAX 250 KT BELOW 10000

ATC APPROACH SPEEDS	SPEED KT
NM from touchdown	
RWY 16: BELTA	185-160
RWY 27: VISAS	185-160



ROUTING

From WENDY track 070° to TEENA, then cross TEENA at or above 9000. From TEENA track 069° to KEELA. Cross KEELA at or above 6000. Track 070° to PASCO. Turn LEFT, track 345° to JADEL. Cross JADEL between 6000 and 8000. Track 345° to KIKEX. At 230 KT from KIKEX. Track 345° to NEFER. Cross NEFER between 4000 and 6000. Turn LEFT, track 248° to BELTA. MAX 185 KT from BELTA. Track via GLS RWY 16 or ILS RWY 16 or RNP Z RWY 16 or LOC RWY 16.

From WENDY track 070° to TEENA, then cross TEENA at or above 9000. From TEENA track 069° to KEELA. Cross KEELA at or above 6000. Turn RIGHT, track 085° to NOMID. At 230 KT from NOMID. Track 083° to ROCEL. Cross ROCEL at or above 4000. Turn LEFT, track 352° to VISAS. MAX 185 KT from VISAS. Track via GLS RWY 27 or ILS RWY 27 or RNP Z RWY 27 or LOC RWY 27.

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

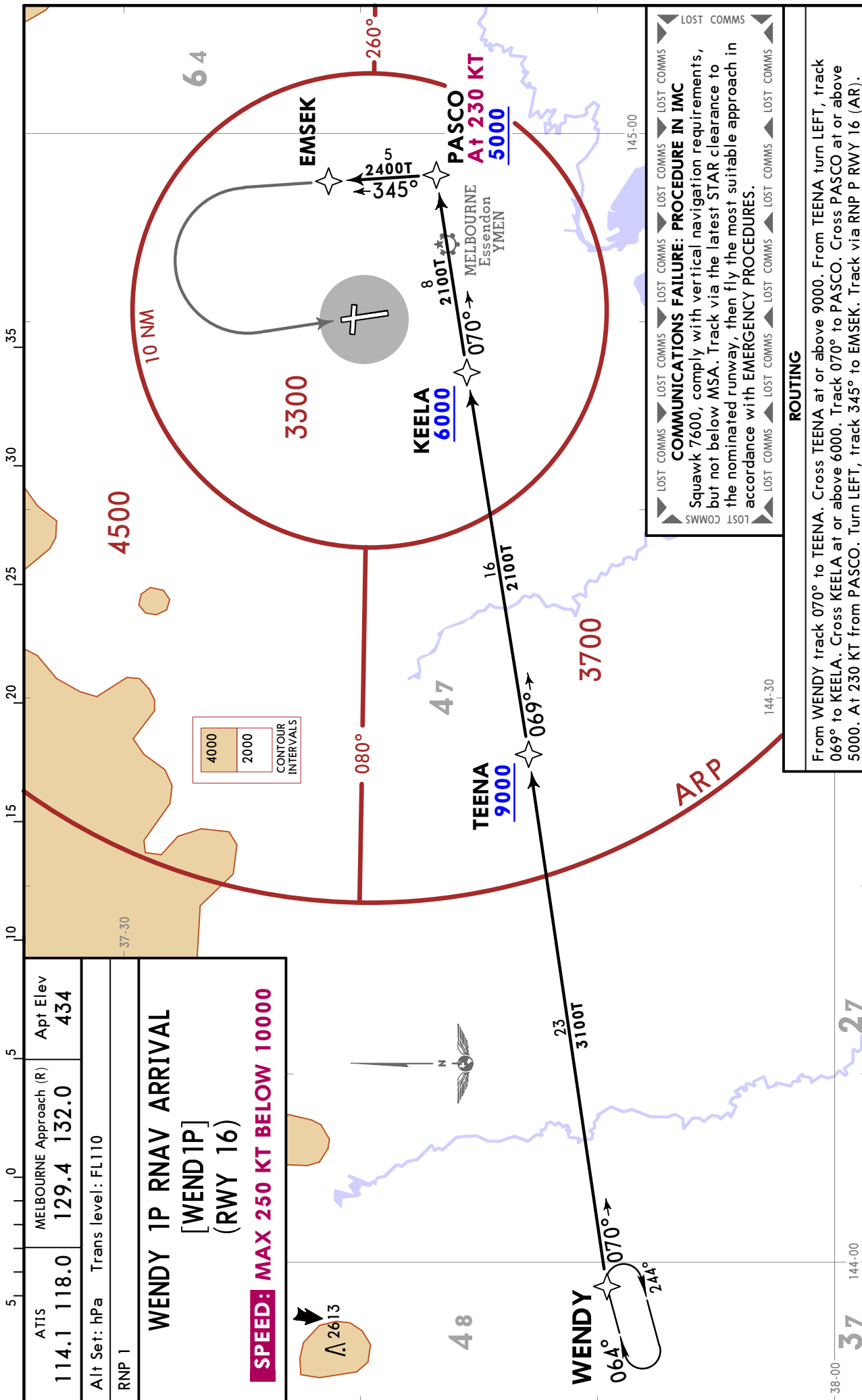
CHANGES: Procedure renumbered, bearings and altitude restrictions revised.

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MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA
17 MAR 23 (20-2Q) Eff 23 Mar

RNAV STAR



YMML/MEL
MELBOURNE INTL

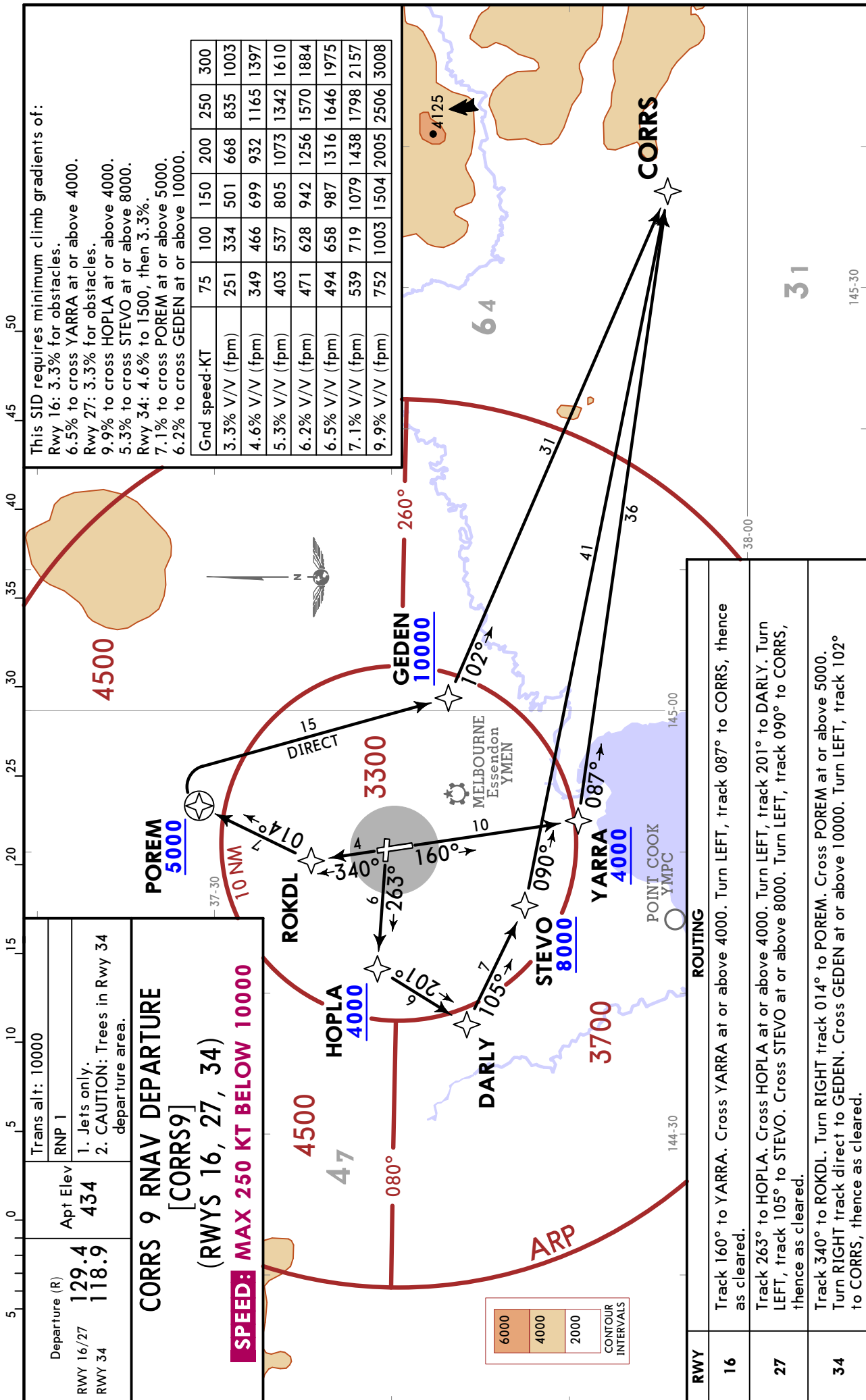
18 MAR 22

20-3

Eff 24 Mar

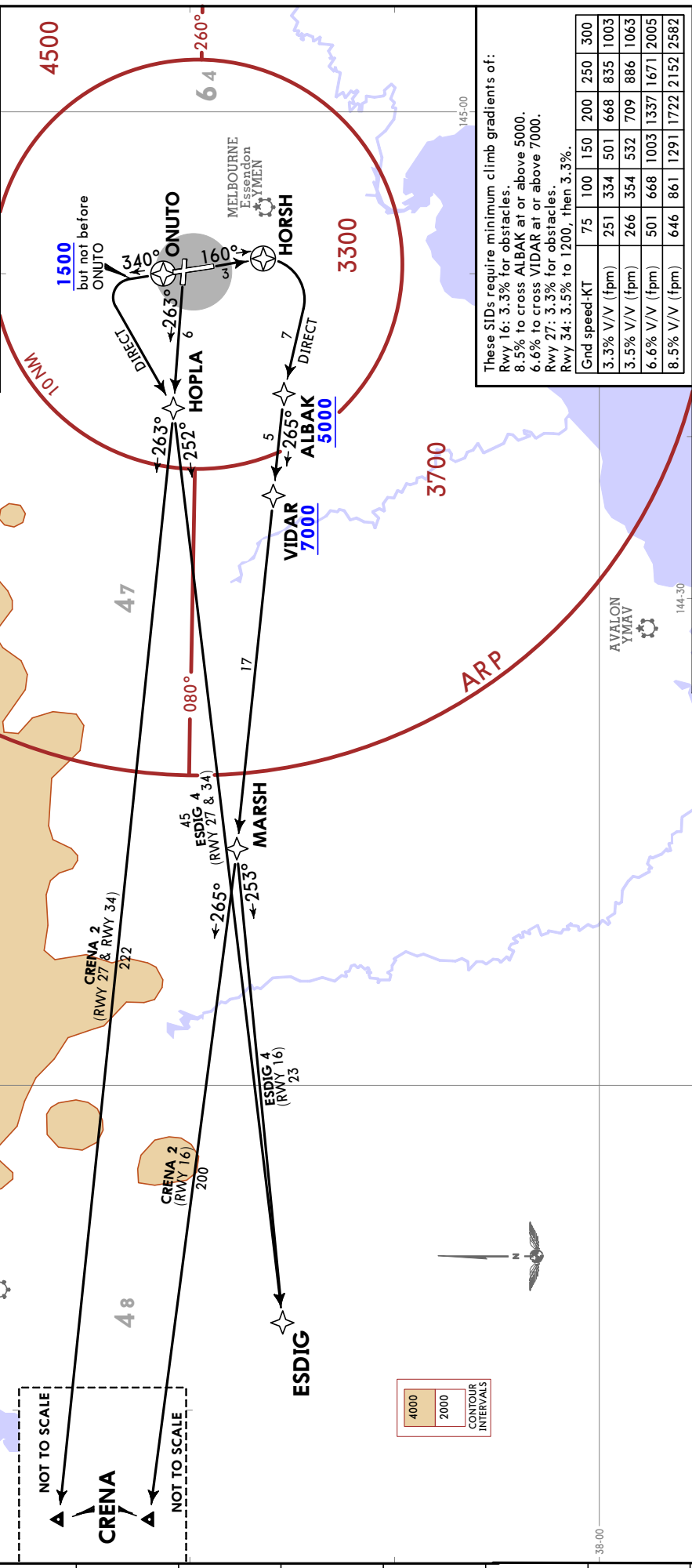
JEPPESSEN MELBOURNE, VIC, AUSTRALIA

RNAV SID



MELBOURNE, VIC, AUSTRALIA
RNAV SID

Departure (R)	Trans alt: 10000
129.4	RNP 1
Apt Elev 434	1. Jets only. 2. Runways WEST. 3. CAUTION: Trees in Rwy 34 departure area.
CRENA 2 [CRENA2] ESDIG 4 [ESDIG4] (RNAV) DEPARTURES (RWYS 16, 27, 34) SPEED: MAX 250 KT BELOW 10000	



These SIDs require minimum climb gradients of:

- Rwy 16: 3.3% for obstacles.
- 8.5% to cross ALBAK at or above 5000.
- 6.6% to cross VIDAR at or above 7000.
- Rwy 27: 3.3% for obstacles.
- Rwy 34: 3.5% to 1200, then 3.3%.

Grnd 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
6.6% V/V (fpm)	501	668	1003	1337	1671	2005
8.5% V/V (fpm)	646	861	1291	1722	2152	2582

RWY	INITIAL CLIMB
16	Track 160° to HORSH. At HORSH turn RIGHT. Track direct to ALBAK. Cross ALBAK at or above 5000. Track 265° to VIDAR. Cross VIDAR at or above 7000. Track 265° to MARSH. For CRENA: Track 265° to CRENA, thence as cleared. For ESDIG: From MARSH turn LEFT. Track 253° to ESDIG, 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.
34	Track 340°. At or above 1500 but not before ONUTO turn LEFT, track direct to HOPLA. For CRENA: From HOPLA turn RIGHT track 263° to CRENA, thence as cleared. For ESDIG: From HOPLA track 252° to ESDIG, thence as cleared.

15 MAR 24 (20-3B) Eff 21 Mar

YMML/MEL
MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA

RNAV SID

Departure (R)	118.9
Apt Elev	434
RNP 1	
Trans alt: 10000	
1. Jets only.	
2. Runways NORTH EAST.	
3. CAUTION: Trees in Rwy 34 departure area.	

DOSEL 1 [DOSEL1]
MANGALORE 3 (MNG 3) [MNG3]
NONIX 3 [NONIX3]
(RNAV) DEPARTURES
(RWYS 16, 27, 34)

SPEED: MAX 250 KT BELOW 10000

6000
4000
2000

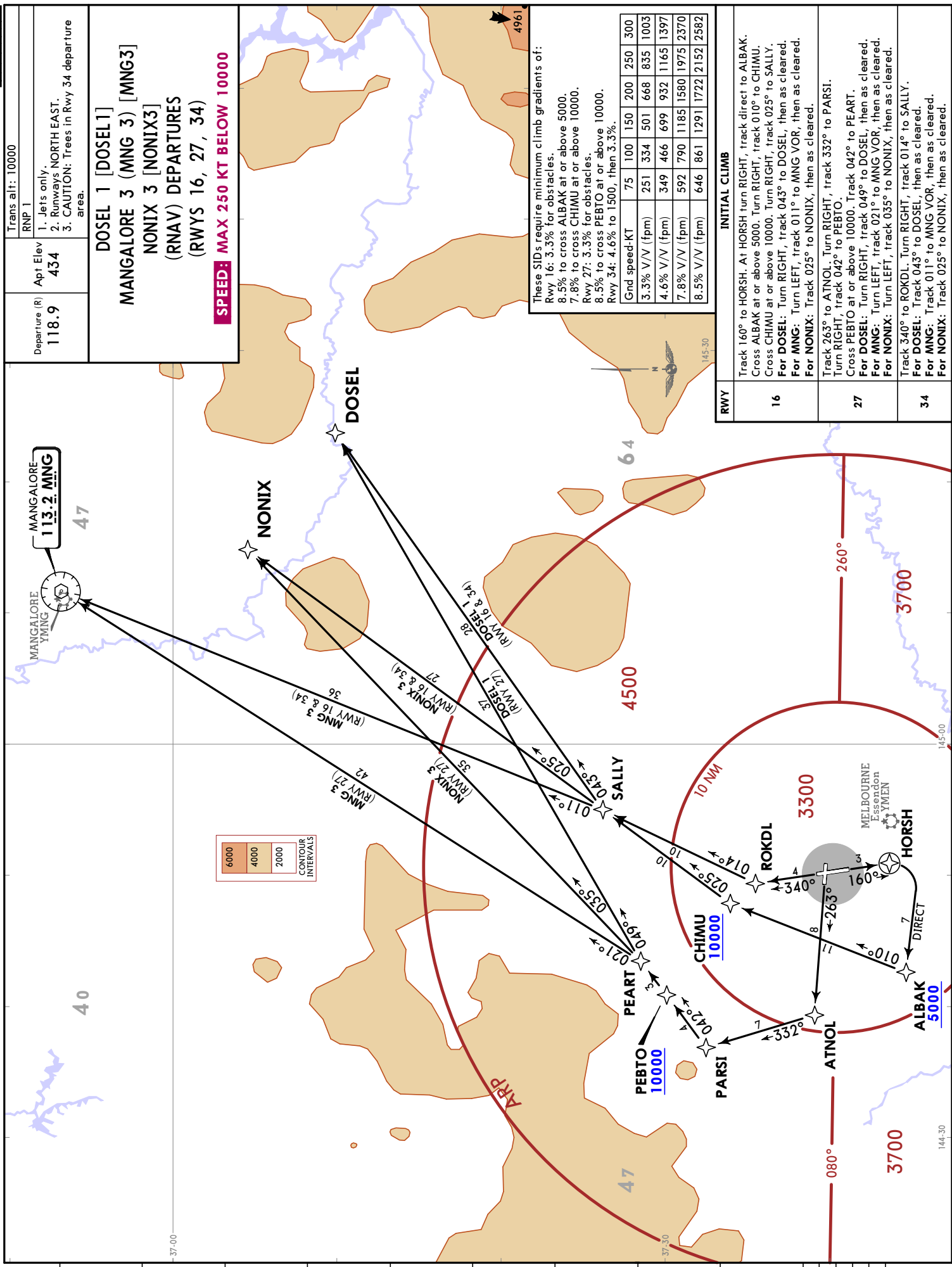
CONTOUR INTERVALS

These SIDs require minimum climb gradients of:

Rwy 16: 3.3% for obstacles.
 8.5% to cross ALBAK at or above 5000.
 7.8% to cross CHIMU at or above 10000.
 Rwy 27: 3.3% for obstacles.
 8.5% to cross PEBTO at or above 10000.
 Rwy 34: 4.6% to 1500, then 3.3%.

Grnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.6% V/V (fpm)	349	466	699	932	1165	1397
7.8% V/V (fpm)	592	790	1185	1580	1975	2370
8.5% V/V (fpm)	646	861	1291	1722	2152	2582

RWY	INITIAL CLIMB
16	Track 160° to HORSH. At HORSH turn RIGHT, track direct to ALBAK. Cross ALBAK at or above 5000. 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, then as cleared. For MNG: Turn LEFT, track 011° to MNG VOR, then as cleared. For NONIX: Track 025° to NONIX, then as cleared.
27	Track 263° to ATNOL. Turn RIGHT, track 332° to PARSİ. Turn RIGHT, track 042° to PEBTO. Cross PEBTO at or above 10000. Track 042° to PEART. For DOSEL: Turn RIGHT, track 049° to DOSEL, then as cleared. For MNG: Turn LEFT, track 021° to MNG VOR, then as cleared. For NONIX: Turn LEFT, track 035° to NONIX, then as cleared.
34	Track 340° to ROKDL. Turn RIGHT, track 014° to SALLY. For DOSEL: Track 043° to DOSEL, then as cleared. For MNG: Track 011° to MNG VOR, then as cleared. For NONIX: Track 025° to NONIX, then as cleared.



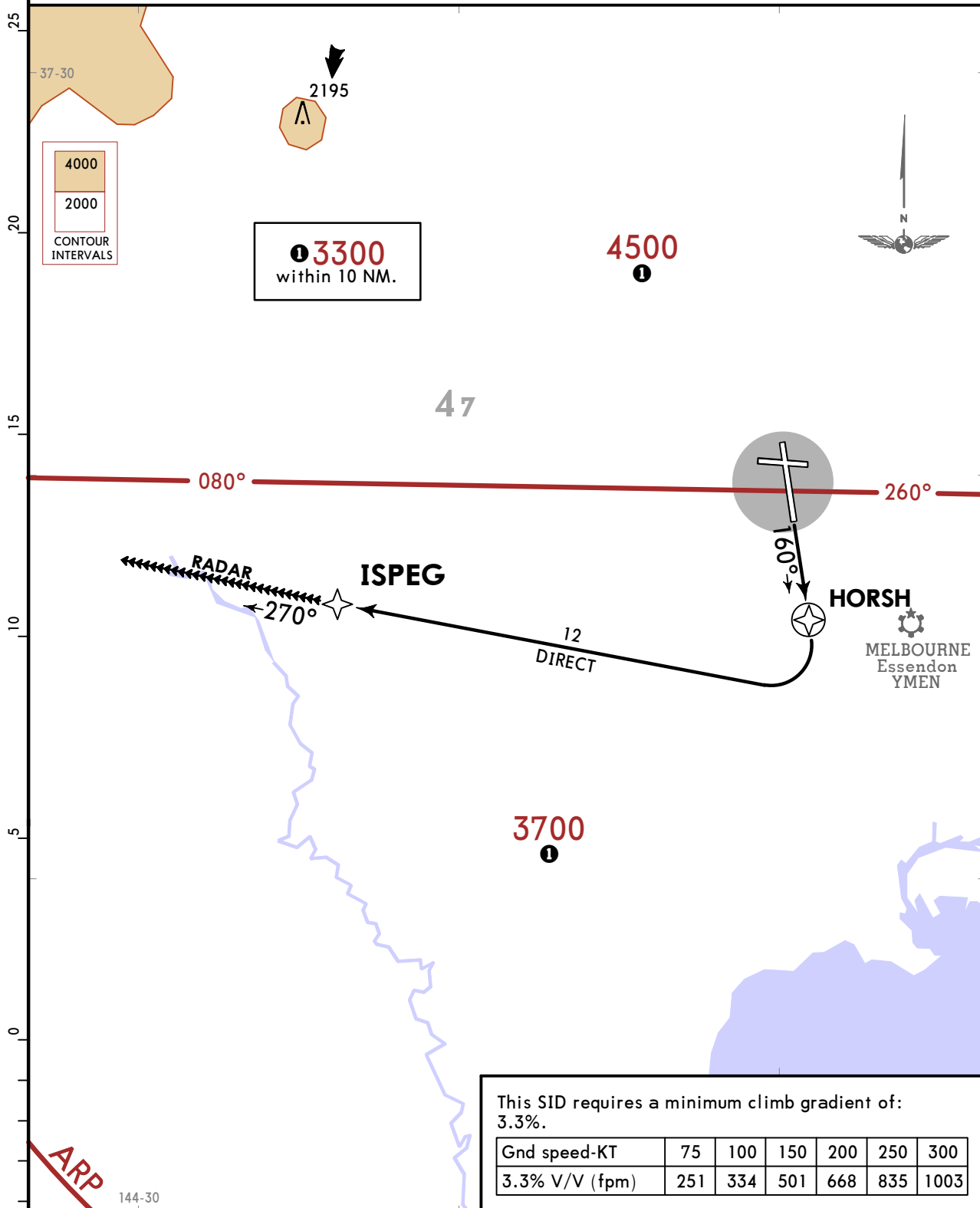
YMML/MEL
MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA
1 SEP 23 **20-3C** Eff 7 Sep **RNAV SID**

Departure (R) 129.4	Apt Elev 434	Trans alt: 10000
		RNP 1
		Jets only.

ISPEG 1 RNAV DEPARTURE
[ISPEG1]
(RWY 16)

SPEED: MAX 250 KT BELOW 10000

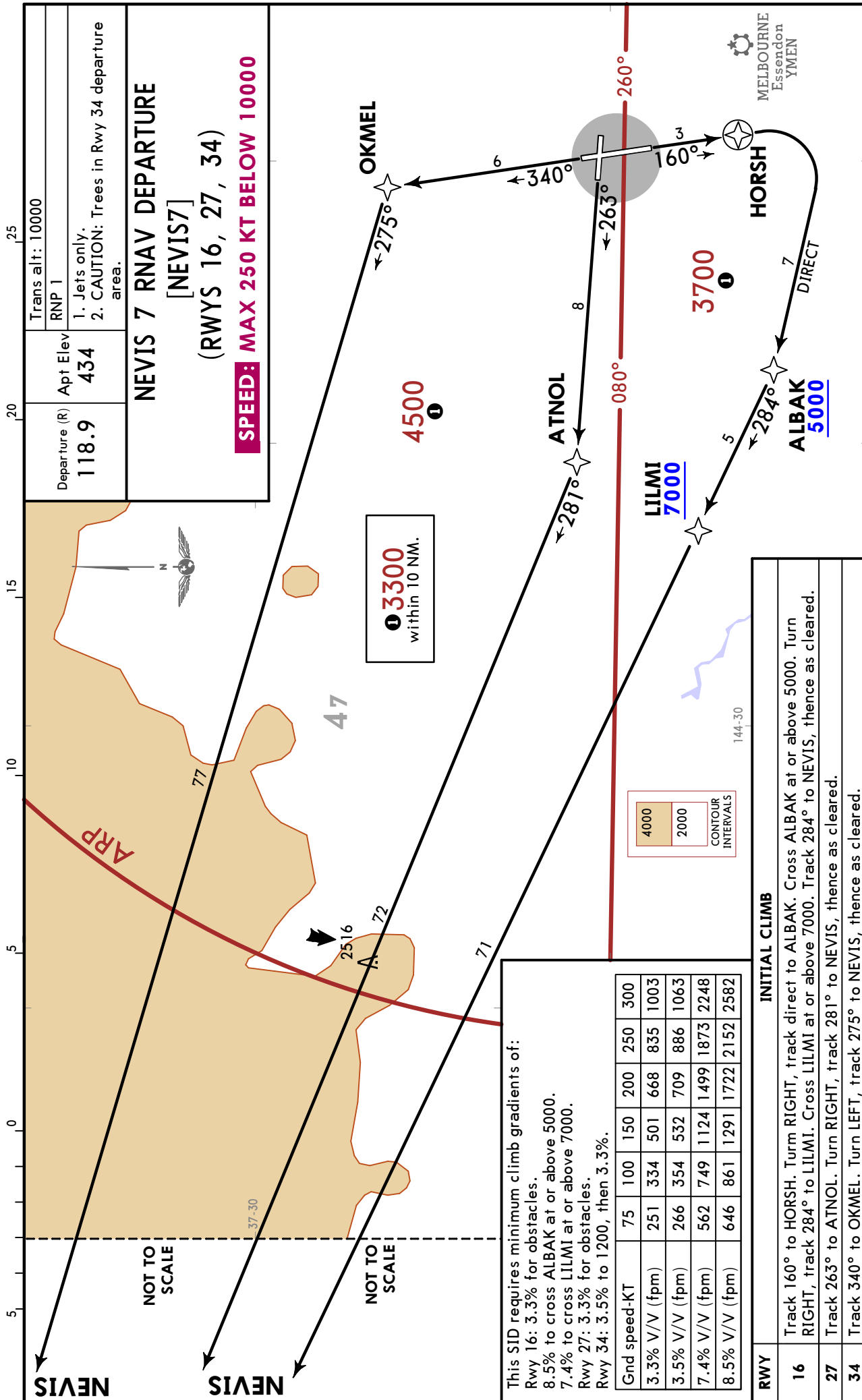


INITIAL CLIMB	
Track 160°. At HORSH turn RIGHT. Track direct to ISPEG (approx 270°). Then follow transition instruction.	
TRANSITION	
RADAR	At ISPEG continue tracking 270°. EXPECT RADAR vectors to cleared route.

YMML/MEL
MELBOURNE INTL

JEPPESSEN MELBOURNE, VIC, AUSTRALIA
18 MAR 22 (20-3E) Eff 24 Mar

RNAV SID



CHANGES: General note added.

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YMML/MEL
MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA
18 MAR 22 (20-3F) Eff 24 Mar **RNAV SID**

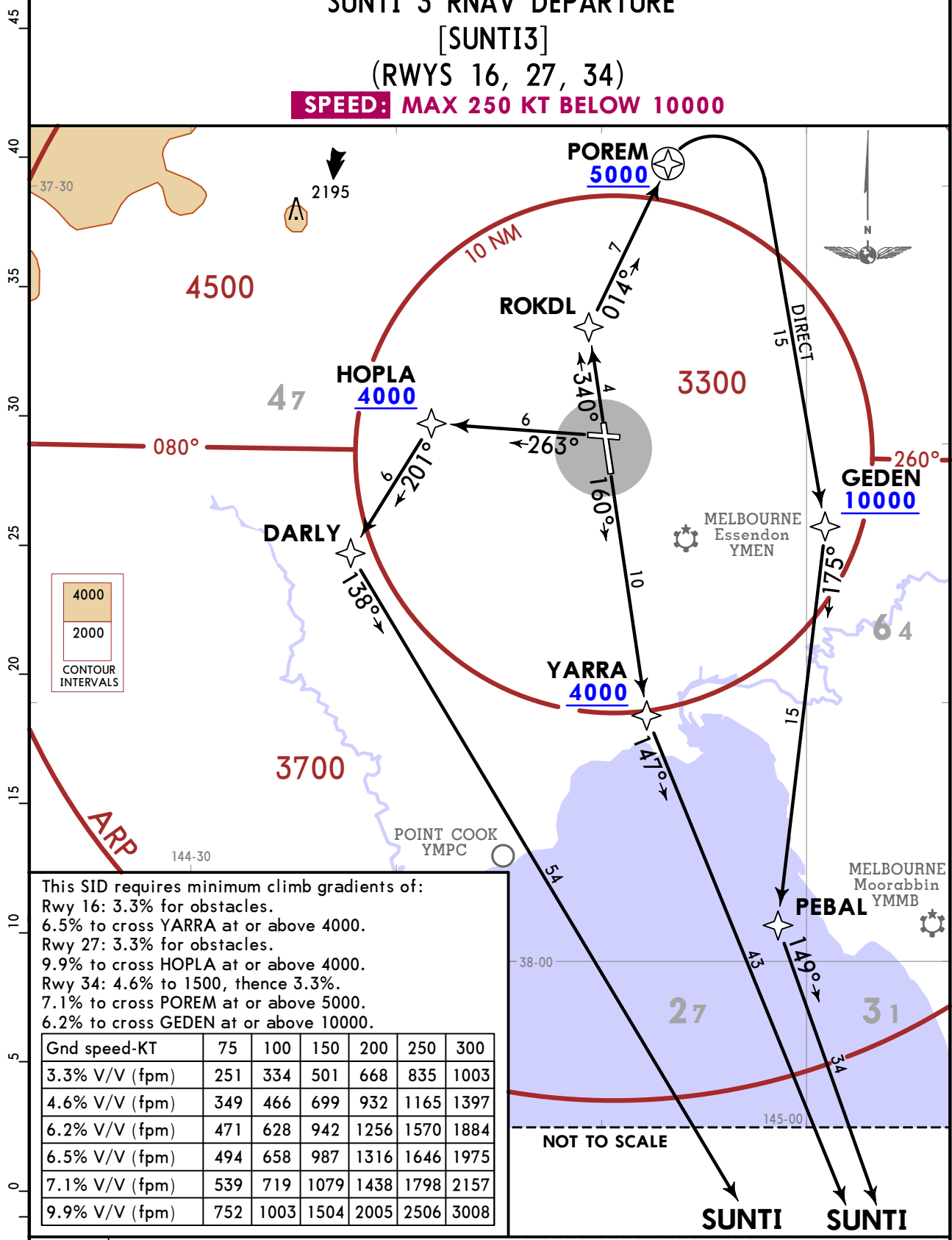
Departure (R) 129.4 118.9 RWY 34	Apt Elev 434	RNP 1	Trans alt: 10000
1. Jets only. 2. CAUTION: Trees in Rwy 34 departure area.			

SUNTI 3 RNAV DEPARTURE

[SUNTI3]

(RWYS 16, 27, 34)

SPEED: MAX 250 KT BELOW 10000



This SID requires minimum climb gradients of:

- Rwy 16: 3.3% for obstacles.
- 6.5% to cross YARRA at or above 4000.
- Rwy 27: 3.3% for obstacles.
- 9.9% to cross HOPLA at or above 4000.
- Rwy 34: 4.6% to 1500, thence 3.3%.
- 7.1% to cross POREM at or above 5000.
- 6.2% to cross GEDEN at or above 10000.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.6% V/V (fpm)	349	466	699	932	1165	1397
6.2% V/V (fpm)	471	628	942	1256	1570	1884
6.5% V/V (fpm)	494	658	987	1316	1646	1975
7.1% V/V (fpm)	539	719	1079	1438	1798	2157
9.9% V/V (fpm)	752	1003	1504	2005	2506	3008

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 201° to DARLY. Turn LEFT track 138° to SUNTI, thence as cleared.
34	Track 340° to ROKDL. Turn RIGHT, track 014° to POREM. Cross POREM at or above 5000. Turn RIGHT, track direct to GEDEN. Cross GEDEN at or above 10000. Track 175° to PEBAL. Turn LEFT, track 149° to SUNTI, thence as cleared.

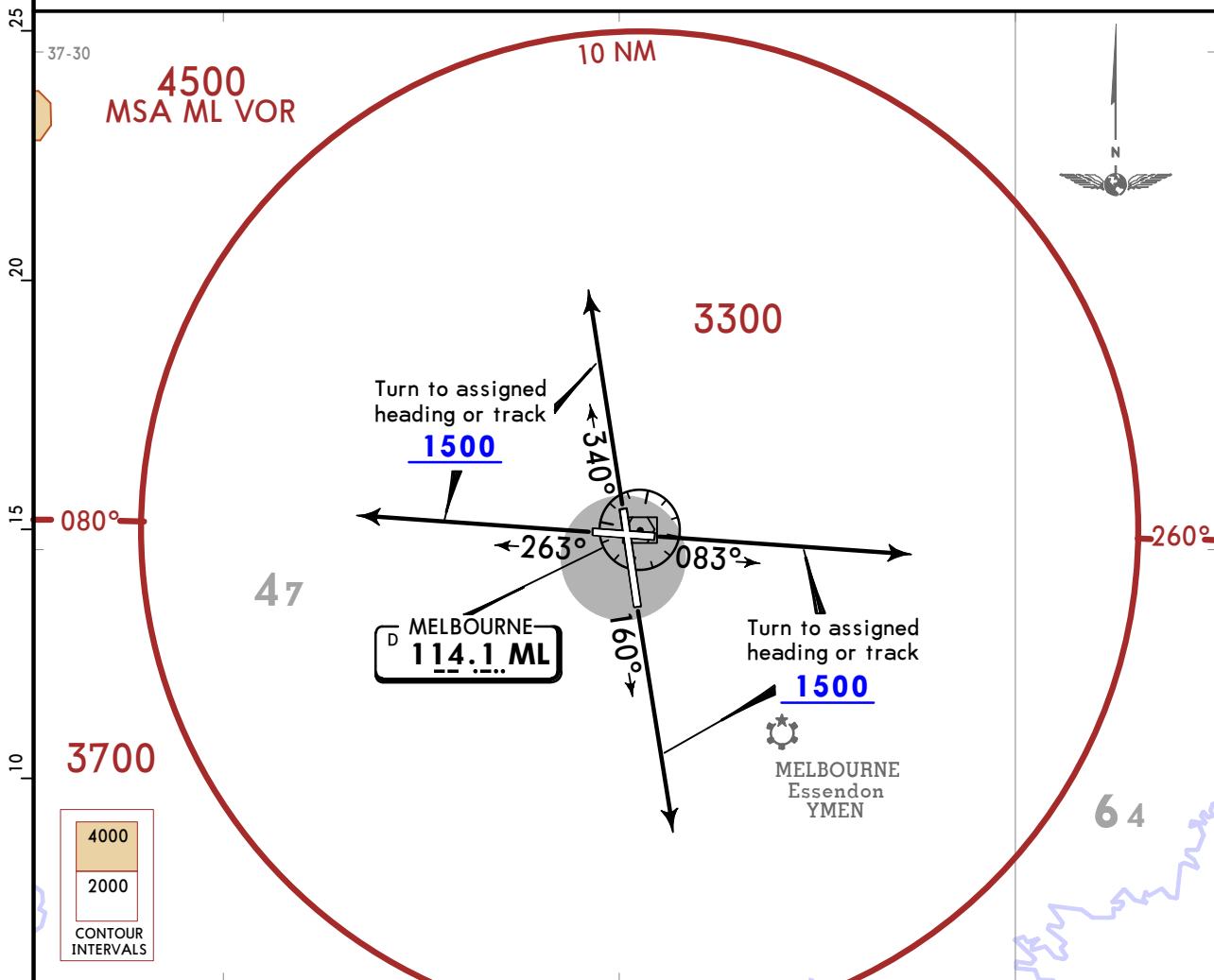
YMML/MEL
MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA
18 MAR 22 (20-3G) Eff 24 Mar **SID**

Departure (R)		Apt Elev 434	Trans alt: 10000
Tracks Northwest, North, Northeast 118.9	Tracks Southwest, South, Southeast 129.4		CAUTION: Trees in Rwy 34 departure area.

MELBOURNE 6 (RADAR) DEPARTURE
[ML6]
(ALL RWYS)

SPEED: MAX 250 KT BELOW 10000



This SID requires minimum climb gradients of:
Rwy 09: 3.3% for obstacles. 4.8% to 3000 to remain in controlled airspace.
Rwy 16: 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 COMMS ▼

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 COMMS ▲

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

YMML/MEL

JEPPESEN
26 NOV 21
Eff 2 Dec

(20-4)

MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL

NOISE

NOISE ABATEMENT PROCEDURES

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

1. PREFERRED RUNWAY MODES (applicable to all aircraft)

1.1. a) **0600 - 2300 hours local time**

RUNWAY MODE			
PRIORITY	LANDING	TAKE-OFF	NOTES
1 (equal)	Runway 16	Runway 27	See Note 1
1 (equal)	Runway 27	Runway 27 & 34	See Note 2
2	Runway 09	Runway 16	See Note 7
3	Runway 27	Runway 27	
4	Runway 34 or 16	Runway 34 or 16	
5	Runway 09	Runway 09	See Note 3

b) **0600 - 2300 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

c) **2300 - 0600 hours local time**

RUNWAY MODE			
PRIORITY	LANDING	TAKE-OFF	NOTES
1	Runway 16	Runway 27	Except as per Note 5 See also Note 6
2	Runway 27	Runway 27 & 34	See Note 2 & 5
3	Runway 27	Runway 27	
4	Runway 34 or 16	Runway 34 or 16	
5	Runway 09	Runway 09	See Note 3

Notes:

- Runway 16 take-off permitted for South and East bound routes, subject to traffic by:
 - propeller-driven aircraft, the noise emissions from which do not exceed 90 EPNdB (e.g.: DHC8, SF34); or
 - jet aircraft up to B737/A320 size, but only when there is a significant ground delay for a departure from Runway 27.
 - Runway 34 landing is permitted, subject to traffic, for arrivals via the PORTS STAR through South-West to the WENDY STAR.
 - Runway 09 is equal first priority for landing but lowest priority for take-off. Ad-hoc landings on Runway 09 may be available when suitable with overall traffic management.
 - High capacity modes may be used during peak arrival periods when significant airborne delays would otherwise occur.
 - Night jet departures: When there are jet departures requiring the longer runway for take-off, priority 2 mode may be nominated by ATC instead of priority 1.
 - Runway 34 landing is permitted, subject to traffic, for arrivals via the WENDY STAR.
 - Not available between 2300-0600 local time.
- 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

- 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.
- 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.

YMML/MEL



(20-4A)

MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL**NOISE****NOISE ABATEMENT PROCEDURES**

- 2.3. IFR arriving aircraft must be processed via STAR tracks (where available), although aircraft may be radar vectored from STAR down-wind or base leg to final approach. Otherwise, STAR tracking may only be varied if essential for sequencing or separation. Non-STAR tracking must comply with para 2.1.
- 2.4. When Runway 16 is in use:
Aircraft for left base will be tracked via:
- I. STAR track via BELTA; or
 - II. Visual track for left base to ROKDL; provided that
 - a) Aircraft must not be track shortened prior to HORUS waypoint (D20.0 ML) from the LIZZI STAR or VALES waypoint (D30.0 ML) from the BOYSE STAR; or
 - b) If separation requires aircraft to be positioned North of the STAR base leg, ATC should route aircraft clear of Wallan township. If avoidance of Wallan is not possible then overflight by jet aircraft should be at or above 6000' MSL whenever practicable.
- 2.5. When Runway 34 is in use:
- 1) Aircraft for right base:
 - I. Must follow STAR track via Essendon Airport; or
 - II. If separation requires, may be RADAR VECTORED South of Essendon Airport to intercept runway centerline.
 - 2) Aircraft for straight-in approach or left base:
 - I. Must follow the applicable STAR; or
 - II. Between 0600 and 2300 local time only, may be RADAR VECTORED to be established on runway centerline not closer than D5.0 ML (3.5 NM from touchdown).
- 2.6. Between the hours of 2300 and 0600 local time, aircraft from the South-East must not proceed West of the ONAGI-MONTY track until MONTY, except that aircraft requiring to land on Runway 09 or 34 may proceed via the PORTS STAR.

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.

AIRFIELD PAVEMENT MAINTENANCE

(MOWP 04/23)

WORK INFORMATION

No changes to the conditions outlined in those charts can be made without the approval of the Airfield Operations and Works Coordinators.

Works sequence

Due to the nature of the works being completed under this chart being reactive in nature there is no set sequence for these works. All stages may commence from the 18/08/2023 and be completed by 30/08/2025. Duration of each stage will vary depending on the works required to be completed. Works will be conducted at dates and times to best reduce impact to aircraft operations.

The actual date and time of the commencement will be advised by a NOTAM, to be issued not less than 48 hours before works commences.

Stage R1

Runway 09/27.

Stage R2

Runway 09/27 including the intersection of Taxiway Alpha.

Stage R3

Runway 09/27 including the intersection of Taxiway Victor.

Stage R4

Runway 16/34 including Taxiways Alpha and Victor North of Runway 09/27.

Stage R5

Runway 16/34 including Taxiway Charlie and Taxiway Victor North of Runway 09/27 (Bravo and Kilo Run-up bay available).

Stage T1

Taxiway Alpha between Taxiway Juliet and Taxiway Whiskey.

Stage T2

Taxiway Alpha between Taxiway Yankee and Taxiway Juliet.

Stage T3

Taxiway Alpha between Taxiway Yankee and Taxiway Golf.

Stage T4

Taxiway Alpha between Taxiway Uniform and Taxiway Golf.

Stage T5

Taxiway Alpha between Taxiway Uniform and Taxiway Tango.

Stage T6

Taxiway Alpha between Taxiway Tango and Taxiway Echo.

Stage T7

Taxiway Alpha North of Taxiway Echo.

Stage T8

Taxiway Alpha between Bravo Run-up bay and Runway 09/27.

Stage T9

Taxiway Bravo and Taxiway Alpha North of Taxiway Charlie.

Stage T10

Taxiway Alpha between Runway 09/27 and Taxiway Charlie.

Stage T11

Taxiway Sierra between Taxiway Juliet and Taxiway Whiskey.

Stage T12

Taxiway Sierra between Taxiway Juliet and Taxiway Yankee.

Stage T13

Taxiway Sierra between Taxiway Uniform and Taxiway Golf.

Stage T14

Taxiway Sierra between Taxiway Echo and Taxiway Tango.

YMML/MEL



JEPPESEN MELBOURNE, VIC, AUSTRALIA

1 SEP 23 (20-8A)

MELBOURNE INTL

AIRFIELD PAVEMENT MAINTENANCE (CONTD.)

(MOWP 04/23)

Works sequence (contd.)**Stage T15**

Taxiway Victor South of Taxiway Yankee.

Stage T16

Taxiway Victor between Taxiway Yankee and Taxiway Golf.

Stage T17

Taxiway Victor between Taxiway Foxtrot and Taxiway Uniform.

Stage T18

Taxiway Victor between Taxiway Foxtrot and Taxiway Golf and Taxiway Uniform between Taxiway Alpha and Taxiway Victor.

Stage T19

Taxiway Kilo between Taxiway Alpha and Taxiway Kilo stop bar (westbound).

Stage T20

Taxiway Kilo between Taxiway Alpha and Taxiway Kilo Run-up bay.

Stage T21

Taxiway Whiskey between Taxiway Sierra and Taxiway Alpha.

Stage T22

Taxiway Whiskey East of Taxiway Sierra.

Stage T23

Taxiway Whiskey East of Whiskey 1.

Stage T24

Taxiway Whiskey East of Whiskey 2.

Stage T25

Taxiway Whiskey East of Whiskey 3.

Stage T26

Whiskey 1 Taxilane.

Stage T27

Whiskey 2 Taxilane.

Stage T28

Whiskey 3 Taxilane.

Stage T29

Taxiway Juliet West of Taxiway Victor.

Stage T30

Taxiway Juliet between Taxiway Alpha and Taxiway Victor.

Stage T31

Taxiway Juliet between Taxiway Alpha and Taxiway Sierra.

Stage T32

Taxiway Yankee between Taxiway Alpha and Taxiway Victor.

Stage T33

Taxiway Yankee between Taxiway Alpha and Taxiway Sierra.

Stage T34

Taxiway Golf between Taxiway Alpha and Taxiway Victor.

Stage T35

Taxiway Golf between Taxiway Sierra and Taxiway Alpha.

Stage T36

Taxiway Uniform between Taxiway Alpha and Taxiway Victor.

Stage T37

Taxiway Uniform between Taxiway Sierra and Taxiway Alpha.

Stage T38

Taxiway Foxtrot between Taxiway Tango and Taxiway Echo and Taxiway Victor between Taxiway Tango and Taxiway Echo.

Stage T39

Taxiway Tango between Taxiway Quebec and Taxilane Romeo.

**AIRFIELD PAVEMENT MAINTENANCE (CONTD. 1)**

(MOWP 04/23)

Works sequence (contd.)**Stage T40**

Taxiway Tango between Taxiway Quebec and Taxilane Papa.

Stage T41

Taxiway Tango between Taxiway Sierra and Taxilane Papa.

Stage T42

Taxiway Tango between Taxiway Sierra and Taxiway Alpha.

Stage T43

Taxiway Tango between Taxiway Alpha and Taxiway Foxtrot.

Stage T44

Taxiway Papa between Runway 09/27 and Taxiway Echo.

Stage T45

Taxiway Papa between Taxiway Tango and Taxiway Echo.

Stage T46

Taxiway Quebec North of Taxiway Echo.

Stage T47

Taxiway November.

Stage T48

Taxiway Mike and Taxiway Echo West of Taxiway November.

Stage T49

Taxiway Echo between Taxiway Echo stop bar (eastbound) and Taxiway Mike, Taxiway Mike between the Taxiway Mike stop bar (northbound) and Taxiway Echo and Taxiway November between the Taxiway November stop bar (northbound) and Taxiway Echo.

Stage T50

Taxiway Echo between Runway 16/34 and Taxiway Foxtrot, Taxiway Victor between Taxiway Foxtrot and Taxiway Charlie.

Stage T51

Taxiway Echo between Taxiway Sierra and Taxiway Alpha.

Stage T52

Taxiway Echo between Taxiway Sierra and Taxiway Papa.

Stage T53

Taxiway Echo between Taxiway Papa and Taxiway Quebec.

Stage T54

Taxiway Echo between Taxiway Quebec and Taxiway Romeo.

Stage T55

Intersection of Taxiway Alpha, Echo and Foxtrot.

Stage T56

Intersection of Taxiway Alpha and Taxiway Tango.

Stage T57

Intersection of Taxiway Alpha and Taxiway Uniform.

Stage T58

Intersection of Taxiway Golf and Taxiway Alpha.

Stage T59

Intersection of Taxiway Alpha and Taxiway Yankee.

Stage T60

Intersection of Taxiway Alpha and Taxiway Juliet.

Stage T61

Intersections of Taxiway Alpha and Taxiway Whiskey.

Stage T62

Intersection of Taxiway Whiskey and Taxiway Sierra.

Stage T63

Intersection of Taxiway Sierra and Taxiway Juliet.

Stage T64

Intersection of Taxiway Sierra and Taxiway Yankee.

Stage T65

Intersection of Taxiway Sierra and Taxiway Golf.

Stage T66

Intersection of Taxiway Sierra and Taxiway Uniform.

AIRFIELD PAVEMENT MAINTENANCE (CONTD. 2)

(MOWP 04/23)

Works sequence (contd.)**Stage T67**

Intersection of Taxiway Tango and Taxiway Sierra.

Stage T68

Intersection of Taxiway Victor and Taxiway Juliet.

Stage T69

Intersection of Taxiway Victor and Taxiway Yankee.

Stage T70

Intersection of Taxiway Victor and Taxiway Golf.

Stage T71

Intersection of Taxiway Victor, Taxiway Foxtrot and Taxiway Tango.

Stage T72

Intersection of Taxiway Quebec and Taxiway Echo.

Stage T73

Intersection of Taxiway Romeo and Taxiway Tango.

Stage T74

Intersection of Taxiway Echo and Taxiway Papa.

Stage T75

Intersection of Taxiway Echo and Taxiway Sierra.

Stage T76

Intersection of Taxiway Tango and Taxiway Quebec.

Stage T77

Intersection of Taxiway Tango and Taxiway Papa.

Stage T78

Taxilane Romeo.

Stage T79

Taxilane Quebec.

Stage T80

Taxilane Papa.

Stage T81

Taxilane Uniform.

Stage T82

Taxilane Golf.

Stage T83

Taxilane Yankee.

Stage T84

Taxilane Juliet.

Stage T85

Taxiway Golf between Runway 16/34 and Taxiway Victor.

Stage T86

Taxiway Foxtrot between Runway 16/34 and Taxiway Victor.

Stage T87

Taxiway Charlie and Taxiway Victor between Runway 09/27 and Taxiway Charlie.

Stage T88

Intersection of Taxiway Foxtrot and Taxiway Echo.

Stage T89

Taxiway Victor between Taxiway Echo and Taxiway Charlie.

Stage T90

Taxiway Victor between Runway 09/27 and Taxiway Charlie.

AIRFIELD PAVEMENT MAINTENANCE (CONTD. 3)

(MOWP 04/23)

Weather conditions

Works will not be permitted on the manoeuvring area or in areas where the Senior Airside Safety Officer (Car2) believes is unsafe in:

1. Low visibility conditions; or
2. Weather conditions that Car2 in conjunction with ATC believe are unsafe or may affect airport operations.

Low Visibility Operations must be in force when:

- a. The cloud ceiling is at or below the CAT I minima for the runway being used; or
- b. Runway Visual Range (RVR) is at or below 550m (visibility at or below 800m when RVR not available).

When implementing LVP, Melbourne Tower will notify:

- a. The Senior Airside Safety Officer
- b. Service Desk Airway; and
- c. Operations Manager (OM) Systems Supervisor (SS).

ATC will then declare "Low Visibility Procedures in Force" on the Automated Terminal Information Service (ATIS).

Works may be postponed, limited or cancelled subject to the prevailing weather conditions.

YMML/MEL


JEPPESSEN MELBOURNE, VIC, AUSTRALIA
 22 DEC 23 (20-8C)

MELBOURNE INTL

RUNWAY OVERLAY PROJECT

(MOWP 02/22, AIC H31/23)

WORKS INFORMATION

This chart describes works to be undertaken as part of the Runway Overlay Project.

From a seasonal schedule point of view, from 3 November 2022 onwards, Runway 16/34 will be subject to routine temporary closures for the Enabling and Overlay phase as follows:

- Northern Winter 2022 (Nov 2022 - Mar 2023) 2230 - 0630 local (8 hours#); and
- Northern Summer 2023 (Mar 2023 - Jul 2023) 2200 - 0500 local (7 hours);
- Northern Winter 2023 (Nov 2023 - Mar 2024):
 - Tuesday to Saturday 0100 - 0545 local,
 - Monday 0215 - 0545 local,
 - Saturday Stage 3 will be 0130 to 0330

[# During runway intersection works / MOWP Stage 8, runway closure will be adjusted to 2230-0530, 7 hours in total].

Grooving and Remaining Airfield Ground Lighting works are expected to occur within the later part of the Northern Summer 2023 season (Jul - Oct 2023) and part of the Northern Winter 2023 season (Nov 2023 - Mar 2024).

The actual date and time of commencement will be advised by a NOTAM, to be issued not less than 48 hours before work commences.

RESTRICTIONS TO AIRCRAFT OPERATIONS

Stage 1

- Runway 16/34 will not be available.
- Taxiway Bravo not available.
- Taxiway Charlie not available.
- Taxiway Alpha North of Runway 09/27 not available.
- Taxiway Victor North of Runway 09/27 not available.
- Taxiway Foxtrot West of Taxiway Victor not available.
- Taxiway Golf West of Taxiway Victor not available.
- Taxiway Juliet West of Taxiway Victor not available.
- Taxiway Bravo Run Up Bay unserviceable.

Stage 2

- Runway 09/27 will not be available.
- Taxiway Papa North of Taxiway Echo not available.
- Taxiway Quebec North of Taxiway Echo not available.
- Taxiway Mike not available.
- Taxiway November not available.
- Taxiway Echo West of Runway 16/34 not available.
- Taxiway Charlie not available.
- Taxiway Victor North of Taxiway Echo not available.

Stage 3

- Runway 09/27 will not be available.
- Runway 16/34 will not be available.
- Taxiway Mike not available.
- Taxiway November not available.
- Taxiway Echo West of Taxiway Victor not available.
- Taxiway Quebec North of Taxiway Echo not available.
- Taxiway Papa North of Taxiway Echo not available.
- Taxiway Charlie not available.
- Taxiway Bravo not available.
- Taxiway Victor North of Taxiway Echo not available.
- Taxiway Alpha North of Taxiway Echo not available.
- Taxiway Foxtrot West of Taxiway Victor not available.
- Taxiway Golf West of Taxiway Victor not available.
- Taxiway Juliet West of Taxiway Victor not available.
- Aerodrome not available to fixed wing aircraft.

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JEPPESSEN MELBOURNE, VIC, AUSTRALIA
 22 DEC 23 (20-8D) MELBOURNE INTL
RUNWAY OVERLAY PROJECT (CONTD)

(MOWP 02/22, AIC H31/23)

RESTRICTIONS TO AIRCRAFT OPERATIONS (CONTD)**Stage 4**

For aircraft with wingspan up to but not including 118' (36m) (i.e. B737, A321) - a 180° turn will need to be performed on the Rwy 09 threshold, before the aircraft can backtrack and vacate the runway via ATC instruction.

Unless otherwise approved by Melbourne Airport, for aircraft with wingspan from 118' (36m) up to but not including 213' (65m) (i.e. B767, B777, A330, A350) - aircraft will need to vacate Rwy 27 onto Twy M. A tug will be available to push the aircraft back onto Rwy 09 threshold, tail facing west. The tug will then disconnect and move clear before the aircraft can backtrack on Rwy 09 under their own power, vacating the runway via ATC instruction. Aircraft engines must remain on idle power whilst under tow.

Approved aircraft types, which are domestically operated by holders of an air operators certificate issued from the Civil Aviation Safety Authority, can conduct a 180° turn on the Rwy 09 threshold, before the aircraft can backtrack on Rwy 09 before vacating the runway via ATC instruction.

Aircraft with wingspans above 213' (65m) (i.e. B747-8, A380) are not permitted to operate on Rwy 27 during Stage 4, and will need to be scheduled for when Rwy 16/34 is available.

- Runway 16/34 will be closed.
- Taxiway November not available.
- Taxiway Mike not available.
- Taxiway Juliet West of Taxiway Victor not available.
- Taxiway Golf West of Taxiway Victor not available.
- Taxiway Foxtrot West of Taxiway Victor not available.
- Taxiway Echo West of Taxiway Victor not available.
- Taxiway Alpha North of Runway 09/27 not available.
- Taxiway Victor North of Runway 09/27 not available.
- Taxiway Charlie not available.
- Taxiway Bravo not available.

Stage 5

- Taxiway Foxtrot between Runway 16/34 and Taxiway Victor not available.

Stage 6

- Taxiway Golf between 16/34 and Taxiway Victor not available.

Stage 7

- Taxiway Golf between Runway 16/34 and Taxiway Victor and Taxiway Foxtrot between Runway 16/34 and Taxiway Victor will not be available.

RUNWAY OVERLAY PROJECT (CONTD 1)
(MOWP 02/22, AIC H31/23)

RESTRICTIONS TO AIRCRAFT OPERATIONS (CONTD)

Stage 9

- Taxiway Bravo not available.
- Taxiway Alpha North of Taxiway Charlie not available.

Stage 10

- Taxiway Charlie and Taxiway Victor North of Runway 09/27 not available.

Stage 11

- Taxiway Victor between Taxiway Uniform and Taxiway Foxtrot not available.
- TDP impacted: V1 not available.

Stage 12

- The intersection of Taxiway Victor and Taxiway Juliet resulting in Taxiway Victor between Taxiway Yankee and Taxiway Juliet and Taxiway Juliet between Runway 16/34 and Taxiway Alpha not available.

Stage 13

- Taxiway Victor between Runway 09/27 and Taxiway Echo closed.

Stage 14

- Taxiway Victor between Taxiway Echo and Taxiway Foxtrot closed.

Stage 15

- Workers and equipment on East side of Runway 16/34 outside of operation area.

Stage 16

- Workers and equipment on West side of Runway 16/34 outside of operation area.

YMML/MEL

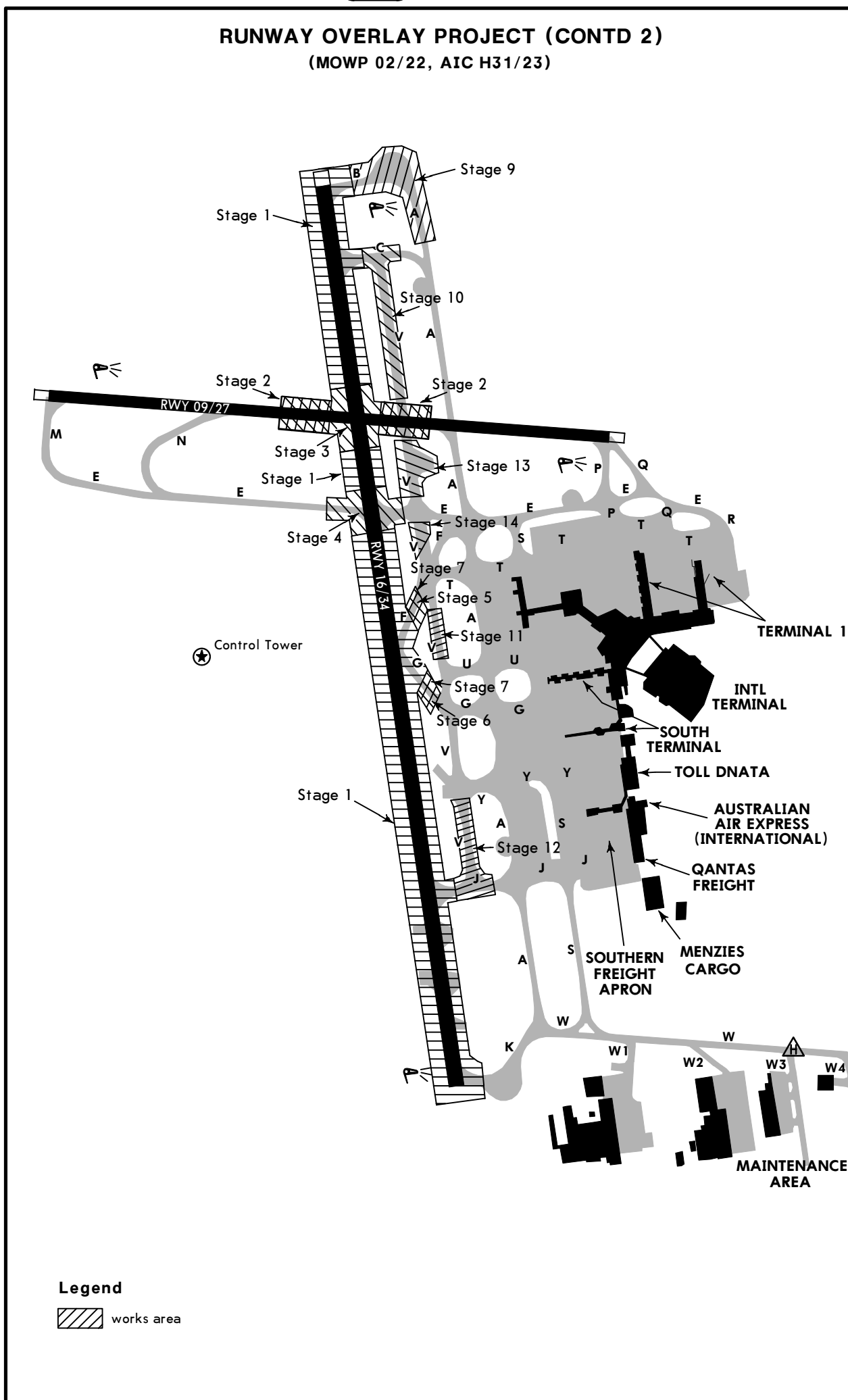
JEPPESEN MELBOURNE, VIC, AUSTRALIA

22 DEC 23 20-8F

MELBOURNE INTL

RUNWAY OVERLAY PROJECT (CONTD 2)

(MOWP 02/22, AIC H31/23)



TAXIWAY ALPHA-CHARLIE PROJECT
 (MOWP 01/22)

WORKS INFORMATION

This chart describes works to be undertaken as part of the Taxiway Alpha Charlie Project, planned works may include but are not limited to pavement, electrical works, drainage works, survey or geological investigation and will be undertaken within a prescribed stage.

Works in Stages 1 and 3 will only be subsequential and will not be closed at the same time unless further consultation and consideration of aircraft schedules takes place.

The actual date and time of commencement will be advised by a NOTAM, to be issued not less than 48 hours before work commences.

RESTRICTIONS TO AIRCRAFT OPERATIONS

Stage 1

Stage completed.

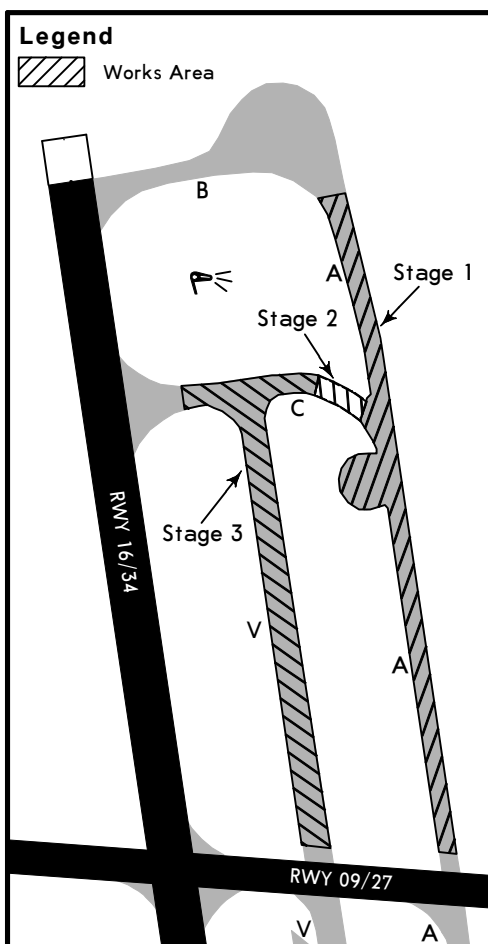
Stage 2

Stage completed.

Stage 3

Scheduled start date: 17 November 2022, scheduled end date: 24 November 2022.

- Twy C and Twy V North of Rwy 09/27 not available.



NEW EXPEDIENT PAVEMENT PROJECT
 (MOWP 03/22)

WORKS INFORMATION

The New Expedient Pavement Project will include works not limited to pavement replacement, electrical works, and line marking to ensure the continued operational availability of the Taxiways and will be undertaken with a prescribed stage.

The actual date and time of commencement will be advised by a NOTAM, to be issued not less than 48 hours before work commences.

RESTRICTIONS TO AIRCRAFT OPERATIONS

Stage 1

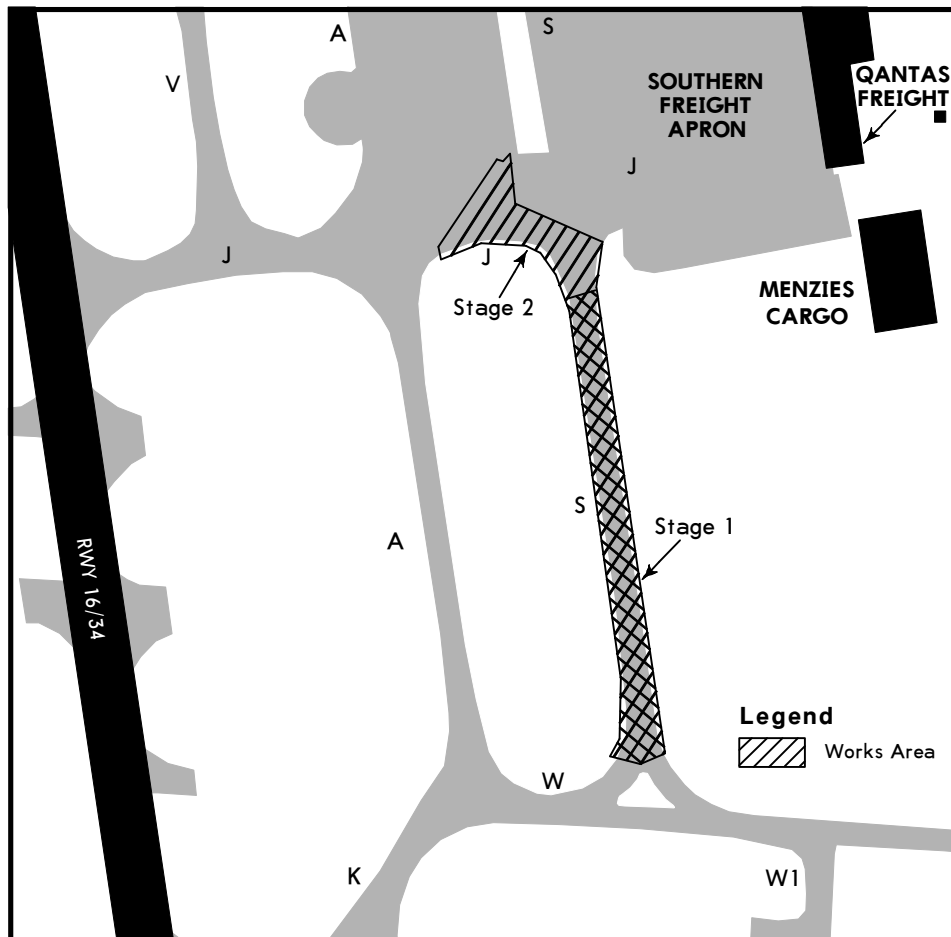
Taxiway Sierra between Taxiway Whiskey and Taxiway Juliet will not be available.

Scheduled start date	8/12/2022
Scheduled end date	11/5/2023

Stage 2

The intersection of Taxiway Sierra and Taxiway Juliet will not be available.
 Taxiway Sierra between Taxiway Whiskey and Taxiway Juliet will not be available.
 Taxiway Juliet between Taxiway Alpha and Taxiway Sierra will not be available.
 The cones and lights on Taxiway Juliet will be placed in a position that will allow access to Bay Golf 54A and Bay Hotel 3.
 Golf Bays are not affected.
 Hotel Bays are not affected.

Scheduled start date	8/12/2022
Scheduled end date	17/2/2023



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JEPPESSEN MELBOURNE, VIC, AUSTRALIA
 22 DEC 23 (20-8J) MELBOURNE INTL

AGL PROJECT
(MOWP 01/23)
WORKS INFORMATION

No changes to the conditions outlined in these charts can be made without the approval of the Airfield Operations and Works Coordinators.

These works include closures of Taxiways and there are no Runway closures intended.

The actual date and time of commencement will be advised by a NOTAM, to be issued not less than 48 hours before work commences.

RESTRICTIONS TO AIRCRAFT OPERATIONS**Stage 1**

Scheduled start date: 23/05/2023 Scheduled end date: 16/10/2023

Taxiways: Twy A between Twy T and Twy E not available.

Remarks: Lights and cones will be placed 7' (2m) off the Intermediate Holding Point where required to allow contractors room to work.

Stage 2

Scheduled start date: 03/05/2023 Scheduled end date: 10/10/2023

Taxiways: Twy A between Twy E and Twy C not available.

Remarks: The works area is between Twy E and Rwy 09/27 this requires the closure area to be between Twy E and Twy C.

Stage 3

Scheduled start date: 09/05/2023 Scheduled end date: 11/10/2023

Taxiways: Twy S between Twy E and Twy T not available.

Remarks: Towbar Disconnect Point (TDP) impacted: S1 not available.

Stage 4

Scheduled start date: 12/05/2023 Scheduled end date: 12/10/2023

Taxiways: Twy F between Twy T and Twy E, Twy V between Twy T, and Twy E not available.

Stage 5

Scheduled start date: 06/10/2023 Scheduled end date: 23/10/2023

Taxiways: Twy F between Twy E and Twy T not available.

Stage 6

Scheduled start date: 08/06/2023 Scheduled end date: 20/10/2023

Taxiways: The intersection of Twy F and Twy E resulting in Twy E between Twy V and Twy A and Twy F between Twy V and Twy E not available.

Stage 7

Scheduled start date: 31/05/2023 Scheduled end date: 18/10/2023

Taxiways: Twy E between Twy S and Twy A not available.

Stage 8

Scheduled start date: 28/04/2023 Scheduled end date: 22/06/2023

Taxiways: Twy E between Twy S and Twy P not available.

Remarks: Towbar Disconnect Point (TDP) impacted: E1 not available.

Stage 9

Scheduled start date: 17/05/2023 Scheduled end date: 13/10/2023

Taxiways: Twy E between Twy P and Twy Q not available.

Remarks: Towbar Disconnect Point (TDP) impacted: E2 not available.

Restrictions: Twy Q and Twy P Code E aircraft only.

Stage 10

Scheduled start date: 09/07/2023 Scheduled end date: 11/08/2023

Taxiways: Twy P between Twy E and Twy T not available.

Remarks: Lights and cones will be placed 7' (2m) off the Intermediate Holding Point where required to allow contractors room to work.

Towbar Disconnect Point (TDP) impacted: P2 not available.

Restrictions: Twy E and Twy T Code E aircraft only.

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JEPPESEN MELBOURNE, VIC, AUSTRALIA
 22 DEC 23 (20-8K) MELBOURNE INTL

AGL PROJECT (CONTD 1)
(MOWP 01/23)
Stage 11

Scheduled start date: 05/06/2023 Scheduled end date: 14/07/2023

Taxiways: Twy P between Twy E and Rwy 09/27 and Twy E between Twy P and Twy Q not available.

Remarks: Towbar Disconnect Point (TDP) impacted: E2 not available.

Restrictions: Twy Q, Twy P and Twy E Code E aircraft only.

Stage 12

Scheduled start date: 26/05/2023 Scheduled end date: 17/10/2023

Taxiways: Twy E between Twy Q and Twy R not available.

Remarks: Towbar Disconnect Point (TDP) impacted: E4 not available.

Stage 13

Scheduled start date: 21/07/2023 Scheduled end date: 29/08/2023

Taxiways: Twy P between Twy T and Twy E not available.

Remarks: Bay C12 not available.

Towbar Disconnect Point (TDP) impacted: P2, T2 not available.

Tail West pushbacks onto T7, T6, T5, T4 and T3 not available.

Restrictions: Twy E and Twy P Code E aircraft only.

Stage 14

Scheduled start date: 20/07/2023 Scheduled end date: 22/08/2023

Taxiways: Twy P between Twy E and Twy T not available.

Remarks: Code C on Bay D3 and Bay D5. Code C arrivals or parking on Bay D7, Bay D19 closed for movements; Aircraft Parking allowed if aircraft is not moved during the closure.

Towbar Disconnect Point (TDP) impacted: P2, T3 and T4 not available.

Tail West pushbacks into T7, T6, T5, T4 and T3 are not available.

Tail East pushbacks only from these Towbar Disconnect Points (TDP).

Stage 15

Scheduled start date: 18/07/2023 Scheduled end date: 03/08/2023

Taxiways: Twy T between Twy P and Twy Q not available.

Remarks: Cones and lights are to be placed on markings surveyed by the contractor to allow Bay C11 to be operational throughout the works.

Towbar Disconnect Point (TDP) impacted: T1 and T2 not available.

Restrictions: Twy P Code E aircraft only.

Stage 16

Scheduled start date: 25/07/2023 Scheduled end date: 04/09/2023

Taxiways: Twy T between Twy P and the Intermediate Holding Position (IHP) behind Bay D7 not available.

Remarks: Bay D7 not available, Code C only arrivals on Bay D3 and Bay D5, Bay D19 closed for movements; Aircraft Parking allowed if aircraft is not moved during the closure.

Workers are to pull back during movements to avoid jet blast.

Towbar Disconnect Points (TDP): T5, T4 and T3 not available.

Tail West pushbacks onto T7, T6, are not available. Pushbacks in this area are Tail East only.

All Aircraft pushbacks from Bay D9 will be tail West only.

Stage 17

Scheduled start date: 21/07/2023 Scheduled end date: 29/08/2023

Taxiways: Twy P between Twy E and Twy T and Twy T between Twy P and Twy Q not available.

Remarks: Towbar Disconnect Point (TDP) impacted: T1 and T2 not available.

AGL PROJECT (CONTD 2) (MOWP 01/23)

WEATHER CONDITIONS

Low Visibility Operations must be in force when:

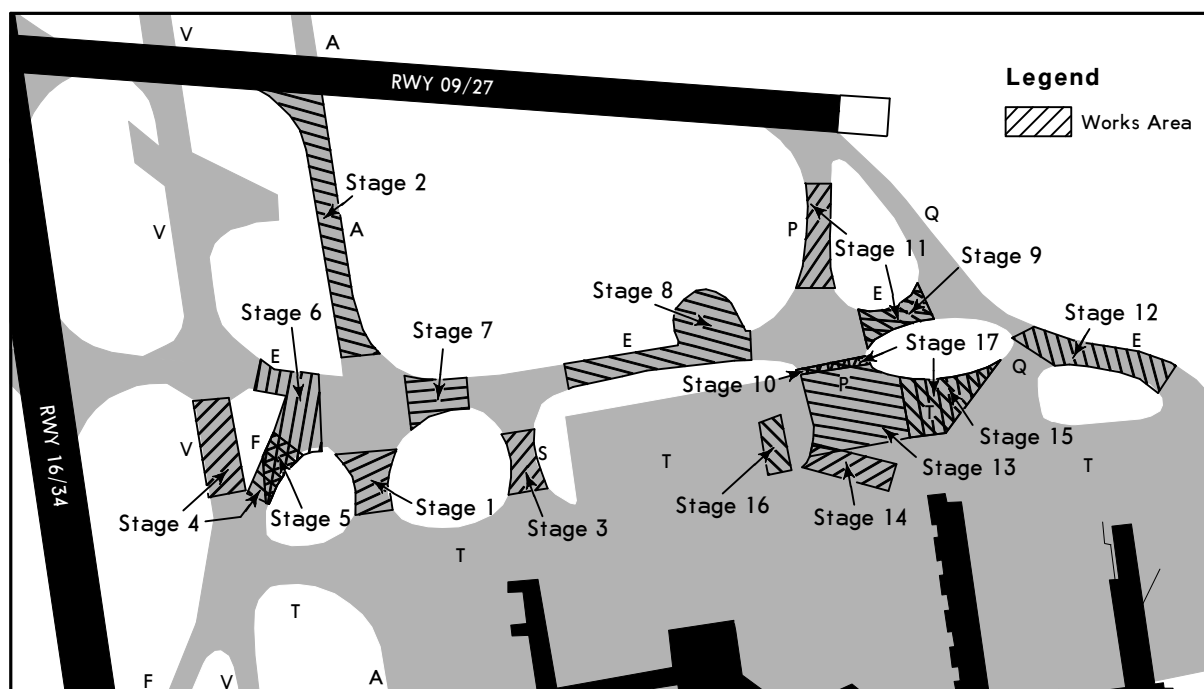
- a) The cloud ceiling is at or below the CAT I minima for the runway being used: or
- b) Runway Visual Range (RVR) is at or below 550m (visibility at or below 800m when RVR not available).

When implementing Low Visibility Operations (LVP), Melbourne Tower will notify.

Works may be postponed, limited, or cancelled subject to the prevailing weather conditions.

AIRPORT EMERGENCIES

Under certain emergency situations, access to the airside of the airport including the work site will not be allowed.



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JEPPESSEN MELBOURNE, VIC, AUSTRALIA
 22 DEC 23 (20-8M) MELBOURNE INTL

PAVEMENT MAINTENANCE PROGRAM

(MOWP 02/23)

WORKS INFORMATION

This chart describes planned works to be undertaken as part of Melbourne Airport Pavement Maintenance Program MAPMP 2.0 DP 2 Expedient Pavement.

The actual date and time of the commencement of the work will be advised by a Notice to Airmen (NOTAM), and Local Works Plan (LWP) to be issued not less than 48 hours before works commence.

RESTRICTIONS TO AIRCRAFT OPERATIONS

Stage 1

	Scheduled start date:	Scheduled end date:
Kilo Slabs and Rwy 16/34	05/05/2023	31/07/2023
Juliet Slabs	31/07/2023	14/10/2023
Bravo Slabs	15/10/2023	30/10/2023

Runways: Rwy 16/34 will not be available.

Taxiways: Twy B, Twy C, Twy A North of Rwy 09/27, Twy V North of Rwy 09/27, Twy F West of Twy V, Twy G West of Twy V, Twy J West of Twy V, Twy K West of Twy A not available.

Remarks: Twy K run up bay, Twy B run up bay not available.

Stage 2

Scheduled start date:	Scheduled end date:
10/10/2023	20/10/2023

Taxiways: Twy T between Twy P and Twy S not available.

Remarks: Bays impacted: D7, D9, D9A, D9B, D10, D11, D11A, D11B, D13, D13A, D13B, D15, D15A, D15B, D17 and D19.

Towbar Disconnect Point (TDP) impacted: T3, T4, T5, T6, T7, P2 and T11 not available.

Stage 3

Scheduled start date:	Scheduled end date:
30/10/2023	20/11/2023

Taxiways: Taxilane Q not available.

Remarks: Bays impacted: B22, B24, B26, B26A, B28, B30, C1, C3, C7 and C9.

Towbar Disconnect Point (TDP) impacted: Q1, Q2, Q3, Q5, Q7 and Q8 not available.

Stage 4

Scheduled start date:	Scheduled end date:
30/10/2023	20/11/2023

Taxiways: The intersection of Twy T and Twy Q resulting in; Twy T between Twy R and Twy Q and Twy Q between Twy E and Taxilane Q not available, Taxilane Q not available.

Remarks: Bays impacted: C1, C3, C7, C9, C11, C11A, B22, B24, B26, B26A, B28, B29 and B30.

Towbar Disconnect Point (TDP) impacted: Q8, Q7, Q5, Q3, Q2, Q1, T0, T1, T2, and T10, not available.

Stage 5

Scheduled start date:	Scheduled end date:
15/01/2024	15/02/2024

Taxiways: The intersection of Twy T and Twy P resulting in; Twy P between Twy E and Taxilane P and Twy T 33'(10m), to the West of the Intermediate Holding Point (IHP) on the western side of Twy P not available. Taxilane P will not be available.

Remarks: Bays impacted: C4, C6, C8, C10, C12, D3, D5, D7, D19 and D17 will not be available.

Towbar Disconnect Point (TDP) impacted: P2, P3, T3, T4, T5 not available.

PAVEMENT MAINTENANCE PROGRAM (CONTD)
(MOWP 02/23)

Stage 6

Scheduled start date: 15/02/2024
Scheduled end date: 06/03/2024

Taxiways: Twy S between Twy G and Twy U and Twy U at the Intermediate Holding Point (IHP) West of Twy S to Taxilane U not available. Taxilane U not available.

Remarks: Towbar Disconnect Point (TDP) impacted: S7, S8, U1, U2 and G2 not available.

Stage 7

Scheduled start date: 29/10/2023
Scheduled end date: 11/12/2023

Taxiways: Twy S between Twy G and Twy U resulting in Twy S between Twy G and Twy U not available.

Remarks: Towbar Disconnect Point (TDP) impacted: S7, S8, G2 and U2 not available.

Stage 8

Scheduled start date: 06/03/2024
Scheduled end date: 20/03/2024

Taxiways: Twy S between Twy U and Twy G and Twy G on the Intermediate Holding Point (IHP) West of Twy S to Taxilane G not available.

Remarks: Towbar Disconnect Point (TDP) impacted: S7, S8, G2 and U2 not available.

Stage 9

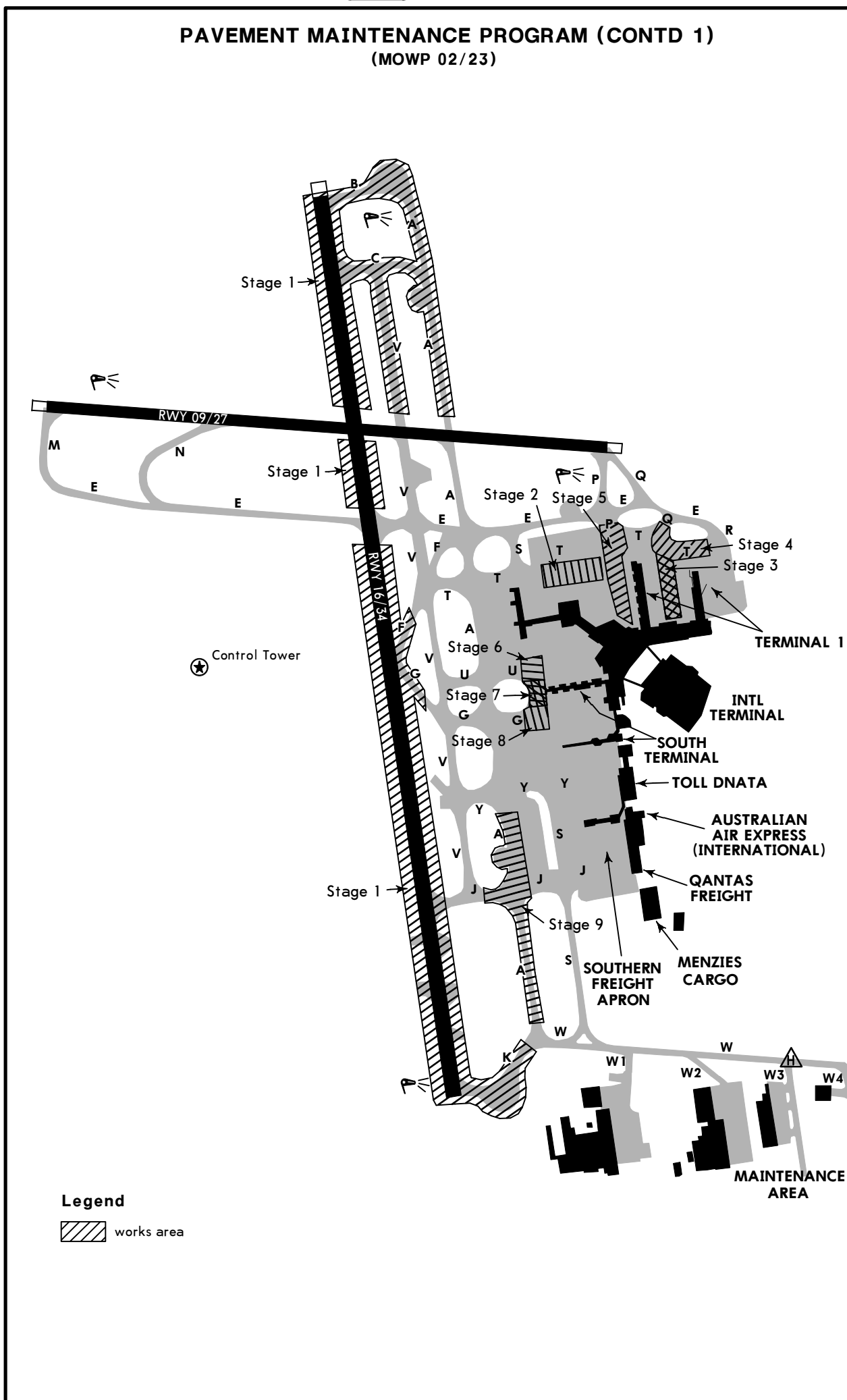
Scheduled start date: 06/03/2024
Scheduled end date: 24/03/2024

Taxiways: Intersection of Twy A and Twy J resulting in Twy A between Twy W and Twy Y and Twy J between Twy V and Twy A not available.

Remarks: Bays Impacted: G54, G54A, G56, G57, G57A, G57B, G57C, G57D, G57E, G57F, G57G, G58, G59, G60, G60A, G60B, G60C, G60D, G60E, G60F and G60G.

Towbar Disconnect Point (TDP) impacted: A16, A15, A14, A13, A12, J1 and J2 not available.

PAVEMENT MAINTENANCE PROGRAM (CONTD 1)
(MOWP 02/23)





**PAVEMENT MAINTENANCE PROGRAM 2.0 ASPHALT WORKS
(MOWP 03/23)**

WORKS INFORMATION

These charts describe planned works to be undertaken as part of Melbourne Airport Pavement Maintenance Program MAPMP 2.0 DP 1 Asphalt Works.

The actual date and time of the commencement of the work will be advised by a Notice to Airmen (NOTAM), and Local Works Plan (LWP) to be issued not less than 48 hours before works commence.

RESTRICTIONS TO AIRCRAFT OPERATIONS

Stage 1

Runway 09/27 not available.

Taxiway Papa north of Taxiway Echo not available.

Taxiway Quebec north of Taxiway Echo not available.

Taxiway Mike not available.

Taxiway November not available.

Taxiway Echo west of Runway 16/34 not available.

Scheduled start date	Investigations	15 May
	Construction	15 May
	AGL	21 July
Scheduled end date	Investigations	15 May
	Construction	21 July
	AGL	10 August

Stage 2

Runway 16/34 will not be available.

Taxiway Bravo not available.

Taxiway Charlie not available.

Taxiway Alpha north of Runway 09/27 not available.

Taxiway Victor north of Runway 09/27 not available.

Taxiway Foxtrot west of Taxiway Victor not available.

Taxiway Golf west of Taxiway Victor not available.

Taxiway Juliet west of Taxiway Victor not available.

Taxiway Kilo west of Taxiway Alpha not available.

Scheduled start date	Align to Runway Overlay dates.	
	Kilo Works	15 May
	Charlie Works	02 August
Scheduled end date	Align to Runway Overlay dates.	
	Kilo Works	15 May
	Charlie Works	02 August

Stage 3

Taxiway November not available.

Scheduled start date	Asphalt and AGL	20 July
Scheduled end date	Asphalt and AGL	10 August

Stage 4

Taxiway Echo between Taxiway Sierra and Taxiway Papa not available.

Remarks: Towbar Disconnect Point (TDP) impacted: E1 Not available.

Scheduled start date	Asphalt	10 July
Scheduled end date	Asphalt	05 July

PAVEMENT MAINTENANCE PROGRAM 2.0 ASPHALT WORKS (CONTD)

(MOWP 03/23)

Stage 5

Taxiway Echo between Taxiway Sierra and Taxiway Quebec and Taxiway Papa between Taxiway Tango and Runway 09/27 not available.

Due to Taxiway Echo between Taxiway Sierra and Taxiway Quebec and Taxiway Papa between Runway 09/27 and Taxiway Tango being closed, Runway 27 departures and Runway 09 arrivals are not available for Code F aircraft.

Remarks: Towbar Disconnect Point (TDP) impacted: E1, E2 and P2 Not available.

Scheduled start date	Asphalt	10 July
Scheduled end date	Asphalt	05 July

Stage 6

Taxiway Alpha between Taxiway Echo and Taxiway Charlie not available.

Scheduled start date	Asphalt	10 July
Scheduled end date	Asphalt	05 July

Stage 7

Taxiway Alpha between Taxiway Tango and Runway 09/27,
 Taxiway Alpha between Taxiway Tango and Taxiway Charlie,
 Taxiway Echo between Taxiway Victor and Taxiway Papa,
 Taxiway Foxtrot between Taxiway Victor and Taxiway Echo,
 Taxiway Sierra between Taxiway Tango and Taxiway Echo will be unavailable.

Remarks: Towbar Disconnect Point (TDP) impacted: E1, E2, S1, T8 not available.

Scheduled start date	Asphalt	10 July
Scheduled end date	Asphalt	05 July

WEATHER CODITIONS

Low Visibility Operations must be in force when:

- a) The cloud ceiling is at or below the CAT I minima for the runway being used: or
- b) Runway Visual Range (RVR) is at or below 550m (visibility at or below 800m when RVR not available).

When implementing LVP, Melbourne Tower will notify.

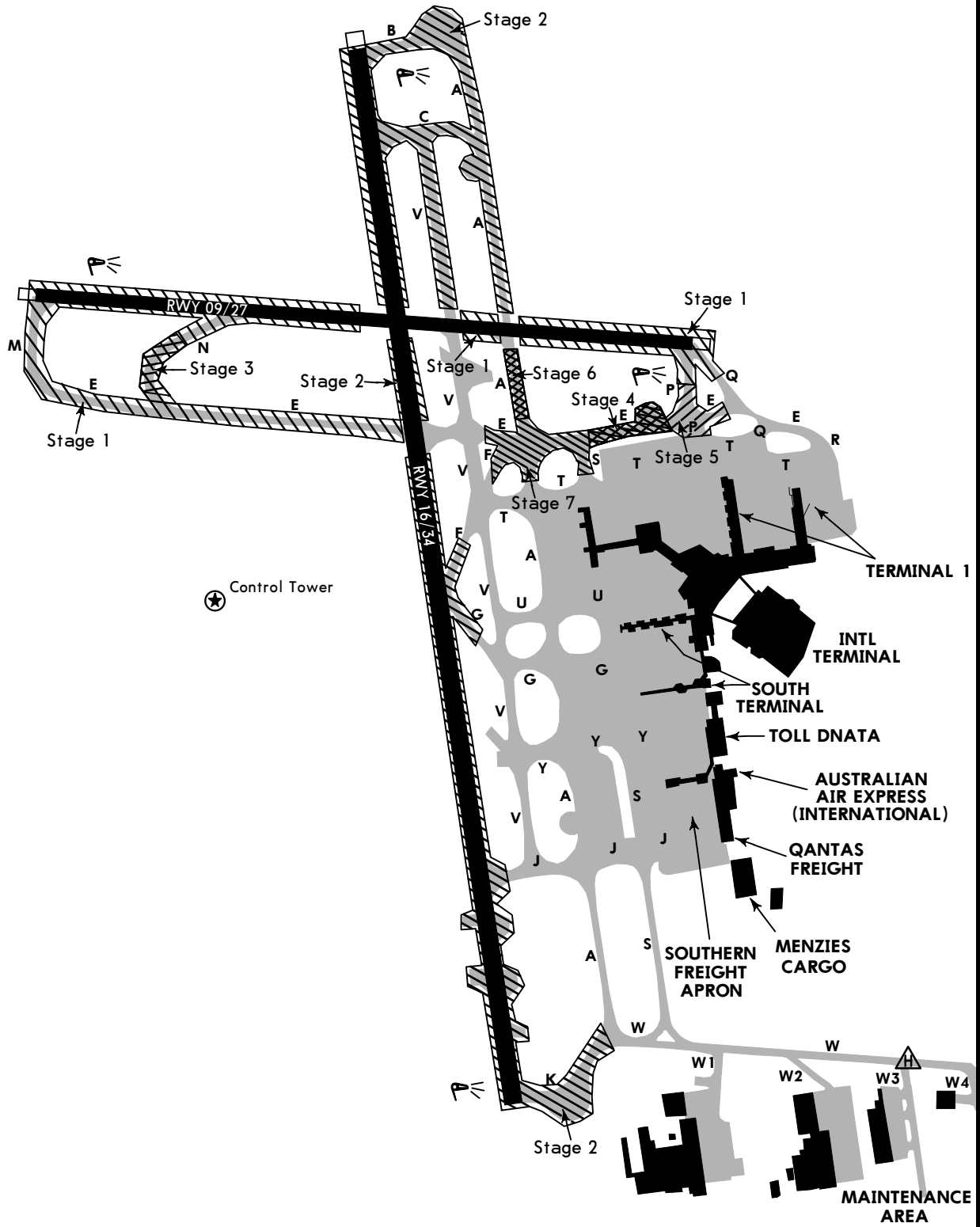
- a) The Senior Airside Safety Officer
- b) Service Desk Airway: and
- c) Operations Manager (OM) Systems Supervisor (SS)

Works may be postponed, limited, or cancelled subject to the prevailing weather conditions.

AIRPORT EMERGENCIES

Under certain emergency situations, access to the airside of the airport including the work site will not be allowed.

PAVEMENT MAINTENANCE PROGRAM 2.0 ASPHALT WORKS (CONTD 1)
(MOWP 03/23)



Legend

 Works Area

PAVEMENT MAINTENANCE PROGRAM DP3
(MOWP 05/23)

WORKS INFORMATION

Melbourne Airport Pavement Maintenance Program MAPMP 2.0 Design Package 3 (DP3) consists of two stages:

- Stage 1 is the enabling works along Taxiway Sierra between Taxiway Juliet and Taxiway Kilo. These works will realign the lead-on line from Taxiway Juliet turning south onto Sierra, making wide-body movements easier at this intersection.

Additionally, the works will rectify the critically damaged slabs along Taxiway Sierra, as well as maintenance repairs, to extend the effective life of the Taxiway.

- Stage 2 is the main works and involves the full reconstruction of Taxiway Alpha between Taxiway Juliet and Taxiway Kilo.

The actual date and time of commencement will be advised by a NOTAM, to be issued not less than 48 hours before work commences.

RESTRICTIONS TO AIRCRAFT OPERATIONS**Stage 1**

Scheduled start date: 11/09/2023 Scheduled end date: 30/11/2023

Taxiways: Twy S between Twy J and Twy W.

Stage 2

Scheduled start date: 11/09/2023 Scheduled end date: 15/09/2023

Runways: Due to Twy K being closed full length departure on Rwy 34 not available.

Taxiways: Twy K between Twy A and the Twy K stop bar not available.

Remarks: Due to Twy K East of Rwy16/34 being closed, full length departure on Rwy 34 not available. Similarly, aircraft landing on Rwy 16 must vacate onto/or prior to Twy J. Kilo Run-up bay not available.

Stage 3

Scheduled start date: 13/11/2023 Scheduled end date: 30/11/2023

Taxiways: Twy J between Twy A and Twy S.

Remarks: Bays impacted: G54A.

Stage 4

Scheduled start date: 13/11/2023 Scheduled end date: 30/11/2023

Taxilanes: Taxilane J not available.

Taxiways: Twy S between Twy J and Twy W, Twy J between Twy A and Twy S not available.

Remarks: Bay G54 and G54A not available.

Stage 5

Scheduled start date: 03/02/2025 Scheduled end date: 30/04/2025

Taxiways: Twy A between Twy J and Twy W and Twy J between Twy V and the intermediate holding point East of Twy A.

Remarks: Bay G54, G54A not available.

Stage 6

Scheduled start date: 03/06/2024 Scheduled end date: 30/04/2025

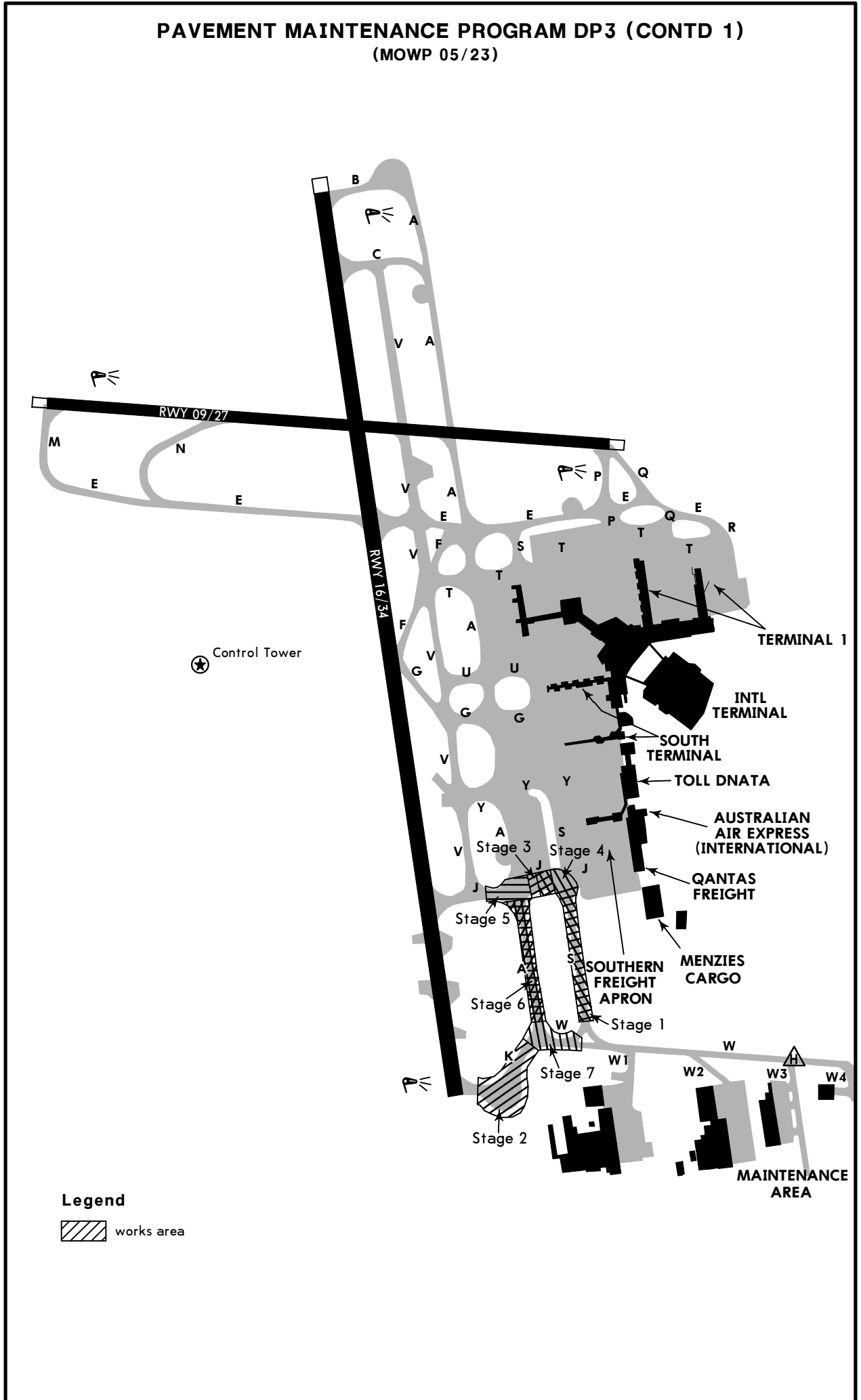
Taxiways: Twy A between Twy J and Twy W.

Stage 7


Scheduled start date: 03/02/2025 Scheduled end date: 30/04/2025

Taxiways: Twy A between Twy J and Twy W. Twy W between Twy K and Twy S.

PAVEMENT MAINTENANCE PROGRAM DP3 (CONTD 1)
(MOWP 05/23)



Legend

 works area

YMML/MEL


JEPPESEN MELBOURNE, VIC, AUSTRALIA
 MELBOURNE INTL

26 APR 24 (20-8T)

TAXIWAY ZULU

(MOWP 01/24)

WORKS INFORMATION

The Taxiway Zulu 2.0 Project will provide the following outcomes for Melbourne Airport:

- Construction of new Twy D between Twy V and Twy P
- Reconstruction of Twy A between Rwy 09/27 and Twy T
- Realignment and reconstruction of Twy E between Twy A and Twy P

During Stages 4 of this project there will be scheduled 32-hour closures of Rwy 09/27 and associated Taxiways. See Table below of dates for the 32-hour closures, times will be confirmed closer to the dates.

Closure	Times	32 Hour Closure
Closure 1	22:00 to 06:00	12 OCT to 14 OCT 2024
Closure 2	22:00 to 06:00	26 OCT to 28 OCT 2024
Closure 3	22:00 to 06:00	9 NOV to 11 NOV 2024
Closure 4	22:00 to 06:00	23 NOV to 25 NOV 2024
Contingency Closure 1	22:00 to 06:00	7 DEC to 9 DEC 2024
Contingency Closure 2	22:00 to 06:00	14 DEC to 16 DEC 2024

RESTRICTIONS TO AIRCRAFT OPERATIONS**Stage 1**

Scheduled start date: 22/04/2024 Scheduled end date: 31/07/2024

Taxiways: Twy P between Rwy 09/27 and Twy E not available.

Stage 2

Scheduled start date: 30/05/2024 Scheduled end date: 22/08/2025

Taxiways: New Twy D between Twy P and Twy V not available.

Twy A between Rwy 09/27 and existing Twy E not available.

Stage 3

Scheduled start date: 22/04/2024 Scheduled end date: 04/04/2025

Taxiways: New Twy D, South of Rwy 09/27 and North of existing Twy E.

Stage 4

Scheduled start date: 12/10/2024 Scheduled end date: 16/12/2024

Runways: Rwy 09/27 will not be available for the 32 hours closures.

Taxiways: Twy P North of Twy E not available.

Twy Q North of Twy E not available.

Twy A between Twy E and Twy C not available.

Twy M and N not available.

Twy E West of Rwy 16/34 not available.

Stage 5

Scheduled start date: 22/04/2024 Scheduled end date: 28/05/2024

Taxiways: Twy V between Twy E and Twy C not available.

YMML/MEL

 **JEPPESEN MELBOURNE, VIC, AUSTRALIA**
26 APR 24 (20-8T1) MELBOURNE INTL**TAXIWAY ZULU (CONTD)**

(MOWP 01/24)

Stage 6

Scheduled start date: 12/08/2024 Scheduled end date: 28/02/2025

Runways: Rwy 09/27 closed.

Taxiways: Twy P North of Twy E not available.

Twy Q North of Twy E not available.

Twy A between Twy E and Twy C not available.

Twy M and N not available.

Twy E West of Rwy 16/34 not available.

Stage 7

Scheduled start date: 30/05/2024 Scheduled end date: 22/08/2025

Taxiways: Twy A between Twy E and Twy D not available.

Stage 8

Scheduled start date: 29/04/2025 Scheduled end date: 14/03/2026

Taxiways: Twy E between Twy V and Twy S not available.

Twy A between Twy T and Twy D not available.

Twy F between Twy T and Twy E not available.

Stage 9

Scheduled start date: 23/08/2026 Scheduled end date: 06/10/2026

Taxiways: Twy E between Twy Q and Twy A not available.

Twy P between Twy D and Twy T not available.

Stage 10

Scheduled start date: 23/08/2025 Scheduled end date: 20/06/2026

Taxiways: Twy E between Twy P and Twy A not available.

Stage 11

Scheduled start date: 31/03/2026 Scheduled end date: 06/10/2026

Runways: Rwy 27 departures and Rwy 09 arrivals are not available for Code F aircraft.

Taxiways: Twy E between Twy A and Twy Q, Twy P between Twy T and the new Twy D not available.

Stage 12

Scheduled start date: 31/03/2026 Scheduled end date: 28/07/2026

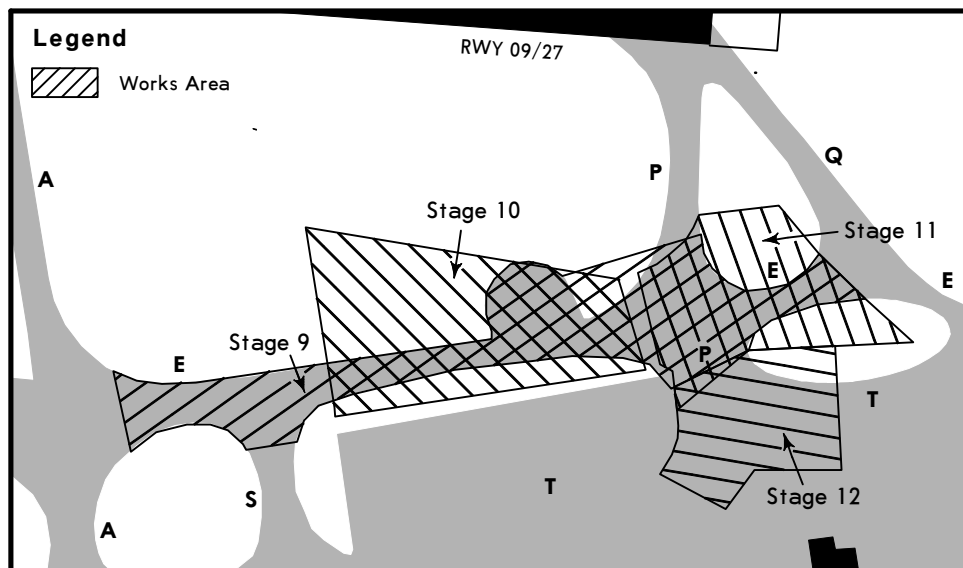
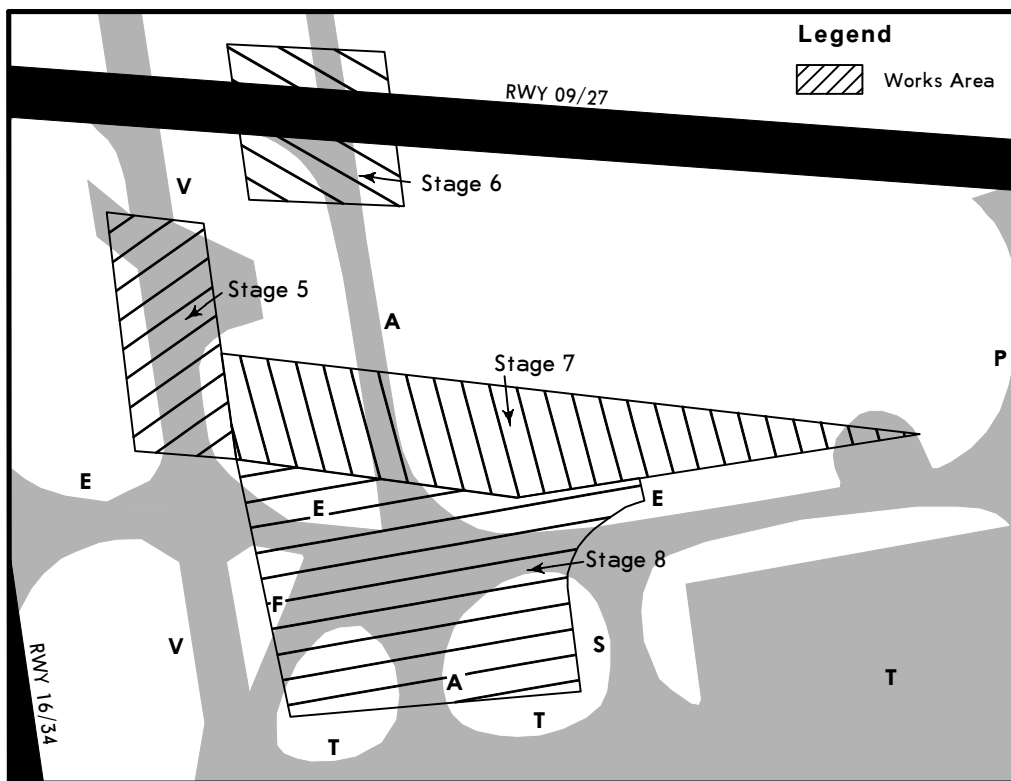
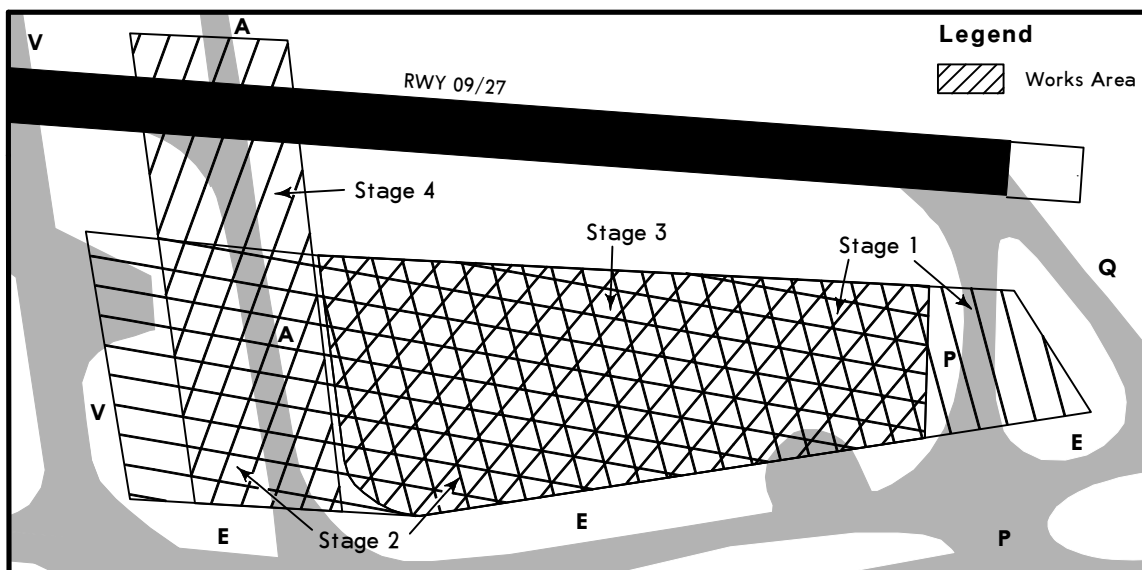
Taxiways: Twy T between Twy P and 223' (68m) West of the Twy Q Intermediate Holding Position not available.

Taxilanes: Taxilane P will not be accessible from the East of Twy P on Twy T.

YMML/MEL

JEPPESEN MELBOURNE, VIC, AUSTRALIA
26 APR 24 (20-8T2) MELBOURNE INTL

TAXIWAY ZULU (CONTD 1) (MOWP 01/24)



MELBOURNE, VIC, AUSTRALIA

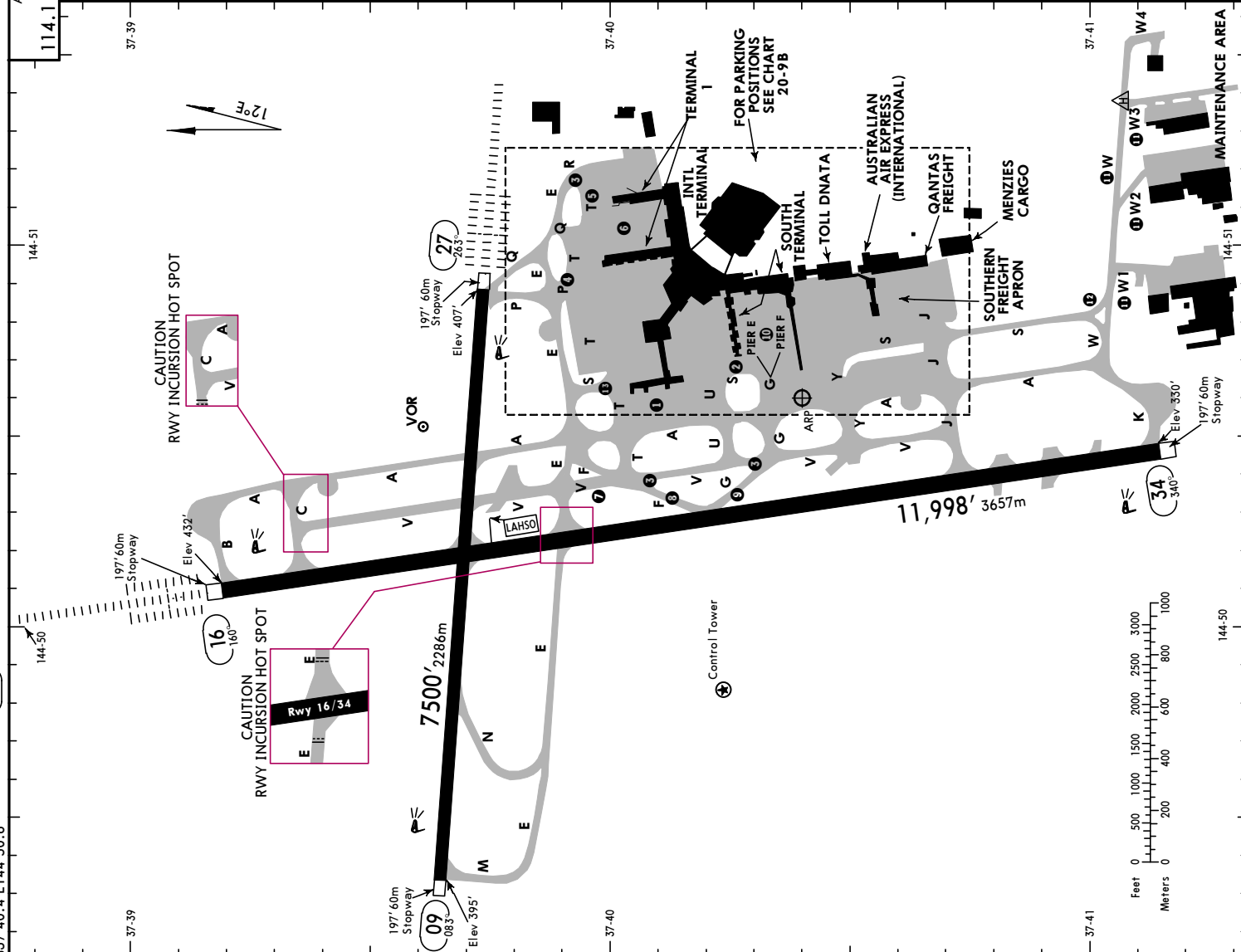
29 MAR 24

MELBOURNE INTL

ATIS	MELBOURNE Delivery	Ground	Tower	MELBOURNE Departure (R)
114.1	118.0	127.2	120.5	118.9
				South 129.4

For A380 aircraft departure Rwy 09/27 only, 10 minutes prior notice must be given to ATC for all approvals.

- Twy S between Twy T and Twy U not available to through traffic.
- Twy S between Twy U and Twy G not available to through traffic above 118' (36m) wingspan. Operations under tow are permitted for aircraft wingspan above 118' (36m) and below 213' (65m) via Twy S between Twy G and Twy U.
- The following taxiway turns are not available to aircraft above 118' (36m) wingspan:
 - Left turns from Twy G Rapid Exit Taxiway into Twy V;
 - Right turns from Twy V into Twy G Rapid Exit Taxiway;
 - Left turns from Twy F Rapid Exit Taxiway into Twy V;
 - Right turns from Twy V into Twy F Rapid Exit Taxiway;
 - Right turns from Twy E (via Twy R) into Twy T;
- Right turns from Twy T northbound onto Twy P, pilots are to exercise caution when applying power.
- Twy T between Twy R and Twy Q restricted to MAX wingspan of 198' (60.3m) and MAX taxi speed of 5 KT for aircraft with wingspan greater than 118' (36m).
- Taxilane Q not available for aircraft above 118' (36m) wingspan.
- Restrictions of simultaneous use of Twy V extension and Twy F between Twy V and Twy A are as follows:
 - Any aircraft taxiing southbound on Twy V and holding short of Twy F, restricts movements on Twy F between Twy V and Twy A to maximum Code C aircraft (A320/B737).
 - A Code C aircraft (A320/B737) taxiing northbound on Twy V and holding short of Twy E, restricts movements on Twy F between Twy V and Twy A to maximum Code E aircraft (A350/B777).
 - A Code E aircraft (A350/B777) taxiing northbound on Twy V and holding short of Twy E, restricts movements on Twy F between Twy V and Twy A to maximum Code C aircraft (A320/B737).
- Twy F not available for aircraft above 12,566 lbs (5700 kg) landing on Rwy 16.
- Twy G not available for aircraft above 12,566 lbs (5700 kg) landing on Rwy 34.
- Taxilane G has a single centerline to accommodate a MAX wingspan of 198' (60.3 m).
- Aircraft restrictions for Twy W are as follows:
 - Twy W1 tow only unless exemption provided. Contact senior airside safety officer.
 - Twy W2 tow only to aircraft above 171' (52m) wingspan.
 - Twy W east of W2 tow only to aircraft above 118' (36m) wingspan.
 - Twy W3 tow only unless exemption provided. Contact senior airside safety officer.
- Left turns from Twy S into Twy W not available to aircraft above 118' (36m) wingspan, unless under tow. Right turns from Twy W into Twy S not available to aircraft above 118' (36m) wingspan, unless under tow.
- Left turns from Twy T into Twy S not available to A380 aircraft. Right turns from Twy S into Twy T not available to A380 aircraft.



YMMML/MEL
 Apt Elev 434'
 S37.40.4 E144.50.6



ADDITIONAL RUNWAY INFORMATION

RWY	THRESHOLD	GLIDE SLOPE	USABLE LENGTHS	
			LAHSO Distance	TAKE-OFF
09	1	2	MIRL (60m) PAPI (angle 3.0°, MEHT 74')	RVR
27	3	3	HIALS TDZ PAPI (angle 3.0°, MEHT 74')	RVR

RWY	THRESHOLD	GLIDE SLOPE	USABLE LENGTHS	
			LAHSO Distance	TAKE-OFF
16	7	10	HIRL (60m) CL (15m) HIALS TDZ PAPI (angle 3.0°, MEHT 74')	RVR
34	7	10	HIRL (60m) CL (15m) REIL PAPI (angle 3.0°, MEHT 74')	RVR

1 Grooved. Standby power available for all lights.
 2 Runway lights may be partially obscured when downwind Rwy 09.
 3 Associated SFL 420m. Not available when cloud base is greater than 1000' AGL and visibility greater than 5000m.
 4 Length 720m.

16 HIRL (60m) CL (15m) 10 HIALS TDZ PAPI (angle 3.0°, MEHT 74')
 7 7 10 10 HIRL (60m) CL (15m) REIL PAPI (angle 3.0°, MEHT 74')

6 Grooved. Standby power available for all lights.
 7 Circling Guidance Lights.
 8 Hold short lights Rwy 34.
 9 Associated SFL 600m. Not available when cloud base is greater than 1000' AGL and visibility greater than 5000m.
 10 Length 900m.
 5 TAKE-OFF RUN AVAILABLE

RWY 16:
 From rwy head 11,998' 3657m
 Twy C 11,001' 3353m
 Rwy Int 8907' 2715m
 Twy E 7693' 2345m
 Twy F 5964' 1818m

RWY 34:
 From rwy head 11,998' 3657m
 Twy J 9524' 2903m
 Twy E 4383' 1336m
 Twy G 6407' 1953m

RWY 27:
 From rwy head 7500' 2286m
 Twy A 5420' 1652m

State	1 TAKE-OFF
	STANDARD
	With RL or either CL or RCLM
1 Eng	300' - V2.0 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%.
2, 3 & 4 Eng	300' - V2.0 km
	R550m
	V800m

1 For CASA approved operators, Rwy 16 and Rwy 27 are capable of supporting low visibility take-offs without limit, however only:
 a. Rwy 16 and 27 are normally used for low visibility departures, and
 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.

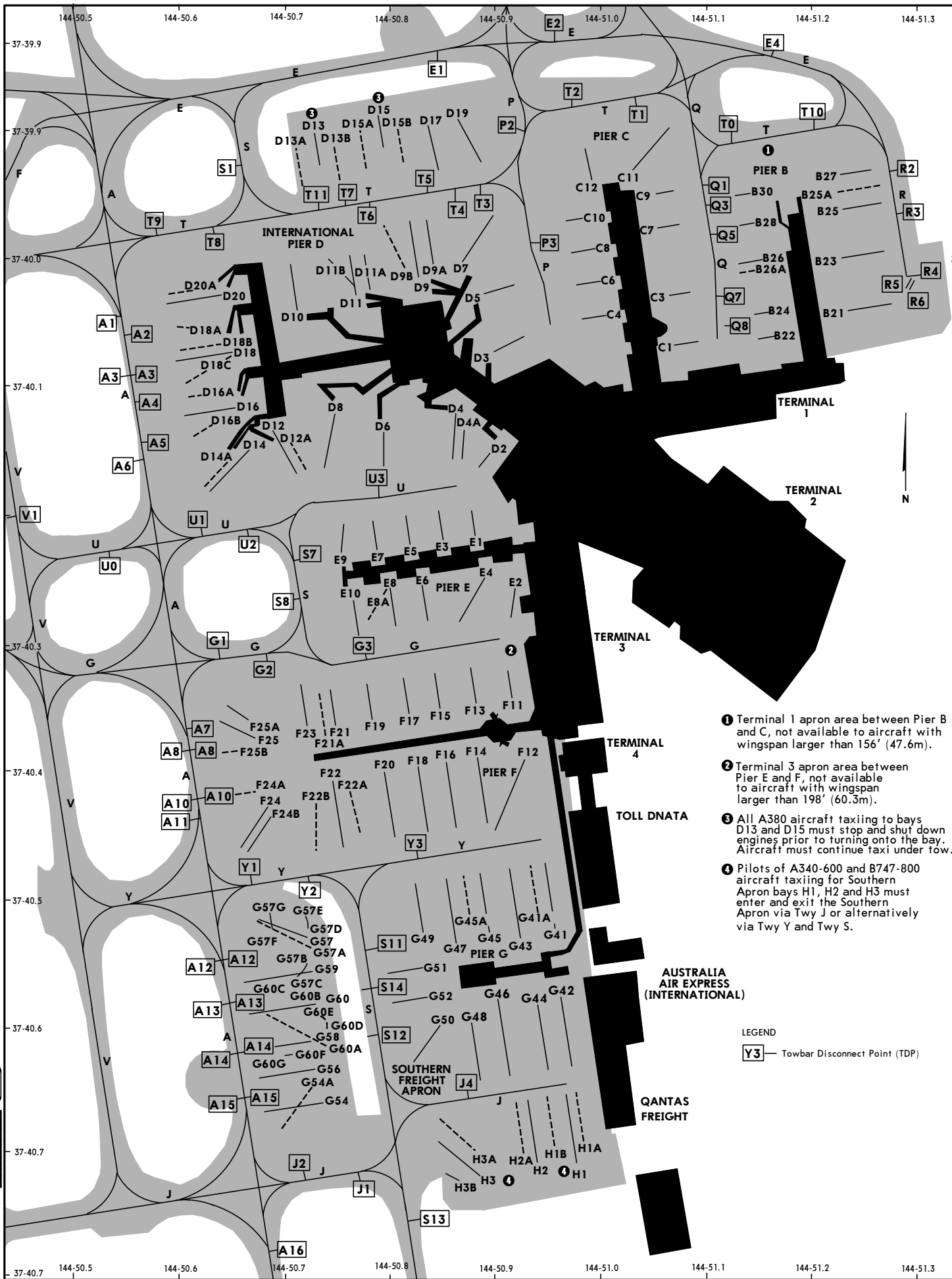
FOR FILING AS ALTERNATE	
A	Special 2 ILS Rwy 16 ILS Rwy 27 LOC DME Rwy 27 VOR Rwy 34
B	700' - V2.5 km
C	1206' - V4.4 km
D	1516' - V6.0 km 1666' - V7.0 km
	2 LOC DME Rwy 16 not applicable.

GENERAL

WARNING: Secondary airport Melbourne/Essendon 5 NM southeast.
 Start clearance is required for aircraft departing Melbourne for Essendon or Moorabbin.
 All aircraft must provide their parked position/gate number to ATC on acknowledgement of airways clearance.
 Aircraft operating on International, Domestic and Freight aprons are subject to the following limitations:
 a) Engine starts using more than idle power are prohibited unless authorized by ATC at an approved location.
 b) Aircraft taxi to the terminal between INTL and DOM terminal piers and also onto Bay H3 must use no more than idle power.
 c) If aircraft wingspan above 118' (36m) is stopped prior to docking on Bays D3-D6, D8, D12, D13, D15 and on H1-H3, docking must be completed under tow.
 d) Aircraft with wingspan above 118' (36m) taxi to the terminal between INTL and DOM terminal piers and also only Bay H3 must not conduct single engine taxi due to clause b) and c).
 e) Aircraft 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 aircraft is clear of aprons.
 f) Aircraft wingspan above 118' (36m) is stopped prior to docking on bays D7, D9-D11.
 Aircraft may continue taxi onto bay at idle power only with the approval of the senior airside safety officer (Car 2).
 International Concourse Delta, when Visual Docking Guidance System (VDGS) or Advanced Visual Docking Guidance System (A-VDGS) is switched off, the screen reads "STOP STOP". This will remain illuminated until the Visual Docking Guidance System (VDGS) is switched on.
 Aircraft must not continue docking if Visual Docking Guidance System (VDGS) or Advanced Docking Guidance System (A-VDGS) is not activated or calibrated for their aircraft type, unless a marshaller is present. If docking cannot proceed, hold position advise surface movement control.
 Pilots of A380 & B747 aircraft are to exercise caution when applying power on outboard engines while taxiing to prevent erosion of TWY shoulders.
 Pilots of B777-300, A340-600, A340-500, A350-900, A350-1000 and type aircraft should exercise caution during turns as normal clearances to taxiway edge may not be available. Contact Airport Operator for details of preferred taxi routes.
 Engine ground runs permitted - restrictions may apply. CTC Senior Airside Safety Officer, Car 2.
 Birds and animals in vicinity of airport.

MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL

YMML/MEL
15 MAR 24
Eff 21 Mar 20-9B
JEPPesen



- ① Terminal 1 apron area between Pier B and C, not available to aircraft with wingspan larger than 156' (47.6m).
- ② Terminal 3 apron area between Pier E and F, not available to aircraft with wingspan larger than 198' (60.3m).
- ③ All A380 aircraft taxiing to bays D13 and D15 must stop and shut down engines prior to turning onto the bay. Aircraft must continue taxi under tow.
- ④ Pilots of A340-600 and B747-800 aircraft taxiing for Southern Apron bays H1, H2 and H3 must enter and exit the Southern Apron via Twy J or alternatively via Twy Y and Twy S.

LEGEND
Y3 — Towbar Disconnect Point (TDP)

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CHANGES: Bays G41, G45, F12 & F14 pushback note removed.

PARKING BAY INFORMATION				PARKING BAY INFORMATION			
BAY No.	COORDINATES	ELEV	DOCKING SYSTEM	DOCKING SYSTEM	COORDINATES	ELEV	DOCKING SYSTEM
B21	PIER B S37 40.1 E144 51.2	386'	APIS	APIS	S37 40.3 E144 50.8	380'	SAFEDOCK
B22	S37 40.1 E144 51.1	387'	SAFEDOCK	SAFEDOCK	S37 40.3 E144 50.7	380'	SAFEDOCK
B23	S37 40.0 E144 51.1	388'	SAFEDOCK	SAFEDOCK	S37 40.3 E144 50.8	379'	SAFEDOCK
B24	S37 40.1 E144 51.1	389'	SAFEDOCK	SAFEDOCK	S37 40.3 E144 50.8	379'	SAFEDOCK
B25	S37 40.0 E144 51.1	389'	MARSHALLER	MARSHALLER	S37 40.3 E144 50.7	379'	MARSHALLER
B25A	S37 40.0 E144 51.1	389'	MARSHALLER	MARSHALLER	PIER F		
B26	S37 40.0 E144 51.1	390'	MARSHALLER	MARSHALLER	S37 40.4 E144 50.9	378'	SAFEDOCK
B26A	S37 40.0 E144 51.1	390'	MARSHALLER	MARSHALLER	S37 40.4 E144 50.9	378'	SAFEDOCK
B27	S37 40.0 E144 51.1	389'	MARSHALLER	MARSHALLER	S37 40.4 E144 50.8	377'	SAFEDOCK
B28	S37 40.0 E144 51.1	391'	MARSHALLER	MARSHALLER	S37 40.4 E144 50.8	377'	MARSHALLER
B30	S37 40.0 E144 51.1	392'	MARSHALLER	MARSHALLER	S37 40.4 E144 50.8	376'	MARSHALLER
C1	PIER C S37 40.1 E144 51.0	388'	SAFEDOCK	SAFEDOCK	S37 40.4 E144 50.8	375'	MARSHALLER
C3	S37 40.1 E144 51.0	390'	SAFEDOCK	SAFEDOCK	S37 40.4 E144 50.8	375'	MARSHALLER
C4	S37 40.1 E144 51.0	389'	SAFEDOCK	SAFEDOCK	S37 40.4 E144 50.7	375'	MARSHALLER
C6	S37 40.1 E144 51.0	390'	SAFEDOCK	SAFEDOCK	S37 40.4 E144 50.7	374'	MARSHALLER
C7	S37 40.0 E144 51.0	391'	SAFEDOCK	SAFEDOCK	S37 40.4 E144 50.7	374'	MARSHALLER
C8	S37 40.0 E144 51.0	392'	SAFEDOCK	SAFEDOCK	S37 40.4 E144 50.7	373'	MARSHALLER
C9	S37 40.0 E144 51.0	393'	SAFEDOCK	SAFEDOCK	S37 40.4 E144 50.7	373'	MARSHALLER
C10	S37 40.0 E144 50.9	392'	SAFEDOCK	SAFEDOCK	S37 40.4 E144 50.7	373'	MARSHALLER
C11	S37 40.0 E144 51.0	393'	SAFEDOCK	SAFEDOCK	S37 40.4 E144 50.7	372'	MARSHALLER
C12	S37 40.0 E144 50.9	393'	SAFEDOCK	SAFEDOCK	S37 40.4 E144 50.7	372'	MARSHALLER
D2	INTERNATIONAL PIER D S37 40.2 E144 50.9	387'	SAFEDOCK	SAFEDOCK	S37 40.4 E144 50.7	373'	MARSHALLER
D3	S37 40.1 E144 50.8	388'	SAFEDOCK	SAFEDOCK	S37 40.4 E144 50.7	372'	MARSHALLER
D4	S37 40.1 E144 50.8	387'	SAFEDOCK	SAFEDOCK	S37 40.4 E144 50.6	371'	MARSHALLER
D4A	S37 40.1 E144 50.8	387'	SAFEDOCK	SAFEDOCK	S37 40.4 E144 50.6	371'	MARSHALLER
D5	S37 40.1 E144 50.8	390'	SAFEDOCK	SAFEDOCK	S37 40.4 E144 50.7	371'	MARSHALLER
D6	S37 40.1 E144 50.8	386'	SAFEDOCK	SAFEDOCK	S37 40.4 E144 50.7	372'	MARSHALLER
D7	S37 40.0 E144 50.8	391'	SAFEDOCK	SAFEDOCK	S37 40.4 E144 50.6	373'	MARSHALLER
D8	S37 40.1 E144 50.7	386'	SAFEDOCK	SAFEDOCK	S37 40.4 E144 50.6	372'	MARSHALLER
D9	S37 40.1 E144 50.8	390'	SAFEDOCK	SAFEDOCK	S37 40.4 E144 50.6	371'	MARSHALLER
D9A	S37 40.0 E144 50.8	390'	MARSHALLER	MARSHALLER	S37 40.4 E144 50.7	371'	MARSHALLER
D9B	S37 40.1 E144 50.8	390'	MARSHALLER	MARSHALLER	S37 40.4 E144 50.7	372'	MARSHALLER
D10	S37 40.1 E144 50.7	386'	SAFEDOCK	SAFEDOCK	S37 40.4 E144 50.7	373'	MARSHALLER
D13A	S37 40.1 E144 50.7	388'	SAFEDOCK	SAFEDOCK	S37 40.4 E144 50.6	371'	MARSHALLER
D13B	S37 39.9 E144 50.7	396'	MARSHALLER	MARSHALLER	S37 40.4 E144 50.7	371'	MARSHALLER
D14	S37 40.2 E144 50.6	382'	SAFEDOCK	SAFEDOCK	S37 40.4 E144 50.7	372'	MARSHALLER
D12A	S37 40.2 E144 50.7	383'	SAFEDOCK	SAFEDOCK	S37 40.5 E144 50.9	375'	MARSHALLER
D15	S37 39.9 E144 50.7	393'	MARSHALLER	MARSHALLER	S37 40.5 E144 50.9	374'	MARSHALLER
D15A	S37 39.9 E144 50.7	396'	MARSHALLER	MARSHALLER	S37 40.5 E144 50.9	371'	MARSHALLER
D15B	S37 39.9 E144 50.8	393'	MARSHALLER	MARSHALLER	S37 40.5 E144 50.9	371'	MARSHALLER
D16	S37 40.1 E144 50.6	382'	SAFEDOCK	SAFEDOCK	S37 40.5 E144 50.9	374'	MARSHALLER
D16A, D16B	S37 40.1 E144 50.6	382'	MARSHALLER	MARSHALLER	S37 40.6 E144 50.9	370'	MARSHALLER
D17	S37 39.9 E144 50.8	394'	MARSHALLER	MARSHALLER	S37 40.6 E144 50.8	367'	MARSHALLER
D18	S37 40.1 E144 50.6	383'	SAFEDOCK	SAFEDOCK	S37 40.6 E144 50.7	366'	MARSHALLER
D18B	S37 40.1 E144 50.6	383'	SAFEDOCK	SAFEDOCK	S37 40.6 E144 50.7	366'	MARSHALLER
D18A, D18C	S37 40.1 E144 50.6	383'	MARSHALLER	MARSHALLER	S37 40.6 E144 50.7	365'	MARSHALLER
D19	S37 39.9 E144 50.8	395'	MARSHALLER	MARSHALLER	S37 40.6 E144 50.7	364'	MARSHALLER
D20	S37 40.1 E144 50.6	383'	SAFEDOCK	SAFEDOCK	S37 40.6 E144 50.7	364'	MARSHALLER
D20A	S37 40.1 E144 50.6	383'	MARSHALLER	MARSHALLER	S37 40.7 E144 50.9	363'	MARSHALLER
E1	PIER E S37 40.2 E144 50.8	382'	SAFEDOCK	SAFEDOCK	S37 40.7 E144 50.9	362'	MARSHALLER
E2	S37 40.3 E144 50.9	380'	SAFEDOCK	SAFEDOCK	S37 40.7 E144 50.9	362'	MARSHALLER
E3	S37 40.2 E144 50.8	382'	SAFEDOCK	SAFEDOCK	S37 40.7 E144 50.8	362'	MARSHALLER
E4	S37 40.3 E144 50.8	381'	SAFEDOCK	SAFEDOCK	S37 40.7 E144 50.8	362'	MARSHALLER
E5	S37 40.2 E144 50.8	381'	SAFEDOCK	SAFEDOCK	S37 40.7 E144 50.8	361'	MARSHALLER
E6							
E7							
E8							
E8A							
E9							
E10							
F11							
F12							
F13							
F14							
F15							
F16							
F17							
F18							
F19							
F20							
F21							
F21A							
F22							
F22A							
F22B							
F23							
F24							
F24A							
F24B							
F25							
F25A							
F25B							
G41							
G41A							
G42							
G43							
G44							
G45							
G45A							
G46							
G47							
G47A							
G48							
G49							
G50							
G51							
G52							
G54							
G54A							
G56							
G57							
G57A							
G57B							
G57C							
G57D thru G57G							
G58							
G59							
G60							
G60A							
G60B thru G60G							
H1							
H1A							
H1B							
H2							
H2A							
H3							
H3A							
H3B							

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A-SMGCS

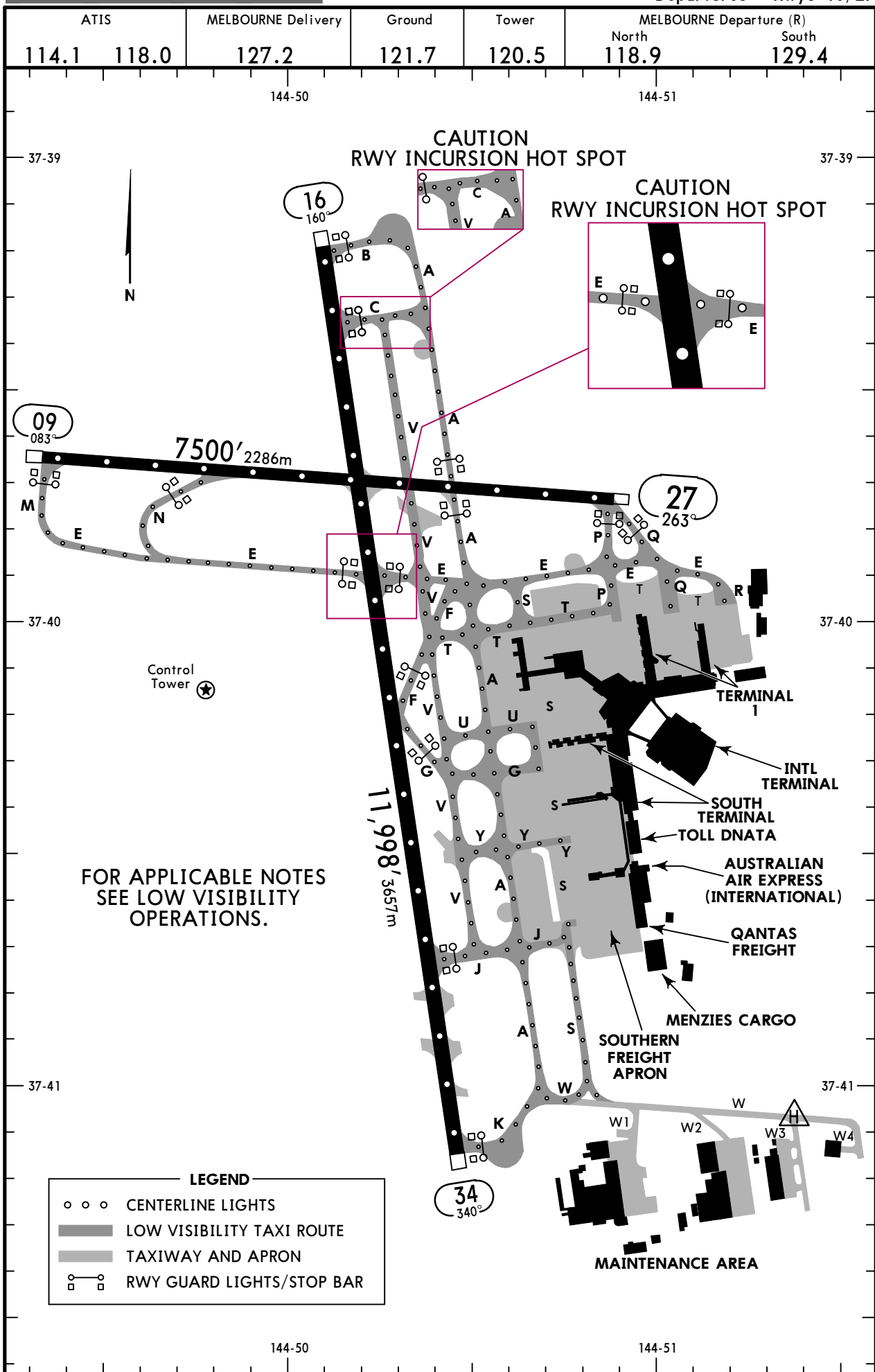
MELBOURNE INTL

9 JUN 23
Eff 15 Jun 20-9C

MELBOURNE, VIC, AUSTRALIA
LOW VISIBILITY TAXI ROUTES

Arrivals - Rwy 16
Departures - Rws 16/27

LESS THAN RVR 350m



YMML/MEL
MELBOURNE INTL

9 JUN 23
Eff 15 Jun

JEPPESEN MELBOURNE, VIC, AUSTRALIA
20-9C1 LOW VISIBILITY TAXI OPERATIONS

LOW VISIBILITY OPERATIONS

For CASA approved operators, Rwy 16 and Rwy 27 are capable of supporting low visibility take-offs without limit, however only:

- a. Rwy 16 and 27 are normally used for low visibility departures, and
- 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 P or Twy Q. Access to Rwy 16 is via Twy B. 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.

Approved taxiway exits are Twy G, Twy J and Twy K.

The following Twys are not suitable for use in RVR conditions of less than a value of 350m:

- a. Twy T between Twy P and Twy R
- b. Twy S between Twy Y and Twy J
- c. Twy W East of Twy S

All Twys are suitable for use in conditions of greater than RVR 350m.

LOW VISIBILITY PROCEDURES

Preparations for the initiation of Low Visibility Procedures (LVP) are commenced when visibility has reduced to 1000m and/or the cloud ceiling is at or below 500' and is further reducing or visibility on any part of the aerodrome is insufficient to exercise control on the basis of visual surveillance. LVP initiation may occur earlier if conditions deteriorate rapidly.

When RVR is at or below 550m (less than 800m if RVR not available) 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.

LVP are progressively lifted when the cloud ceiling is above the CAT I minima and the visibility reaches 850M and is increasing.

In the event of failure of RVR equipment, Runway visibility assessments will be provided.

ATC uses Advanced Surface Movement Guidance Control System (A-SMGCS) to monitor aircraft 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.

VISUAL DOCKING GUIDANCE SYSTEMS

Visual Docking Guidance Systems used at Melbourne include:

- The generic Nose in Guidance (NIG) system;
- Aircraft Positioning and Information System (APIS);
- Safegate Docking Guidance System.

Parking bay coords charts specify the bays/stands equipped with VDGS and the particular system installed.

Nose in Guidance (NIG) system

This system is identified on Parking bay coords charts either as 'NIG' or 'Centerline + Sidemarker'. It includes the following elements:

- Position Identification Light;
- Aerobridge Retracted Indicator;
- Centerline Guidance Light unit;
- One or more Side Marker Light units.

The following is a brief description of the system:

- a. The Position Identification Light indicates the number of the docking position and is white numerals on a dark background (illuminated at night).
- b. 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.
- c. 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 shown in Figure 1.

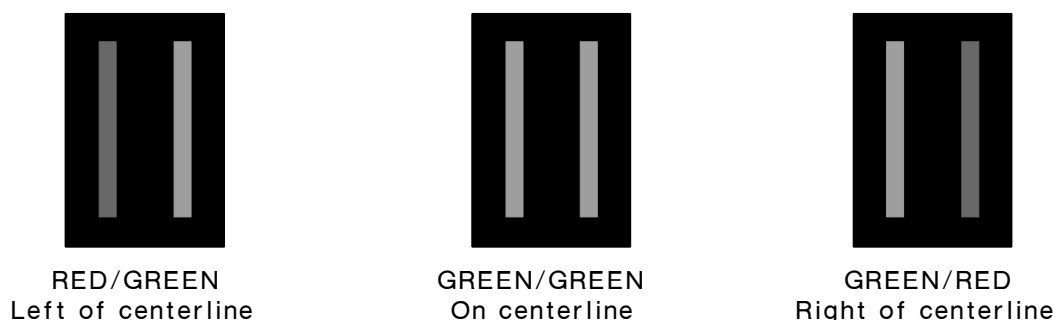


Figure 1. Centerline Guidance Light Unit

d. One or more Side Marker Light units - with relevant aircraft types marked on the unit - indicate the stopping position as described below:

- (1) Approaching the position a preliminary dull GREEN light will show through the arrow-shaped aperture which also exhibits a cross bar.
- (2) As the aircraft moves forward the intensity of the green light increases until it becomes a bright arrow-head.
- (3) As the aircraft continues, the arrow-head starts to reduce in size.
- (4) When the arrow-head disappears, two white bars appear, one above the other, indicating the stopping position. In some installations two sets of bars will appear.
- (5) If the stopping position is passed, then a single RED bar appears.



Figure 2. Side Marker Lights

VISUAL DOCKING GUIDANCE SYSTEMS

Aircraft Positioning and Information System (APIS)

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 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 Figure 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 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 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.

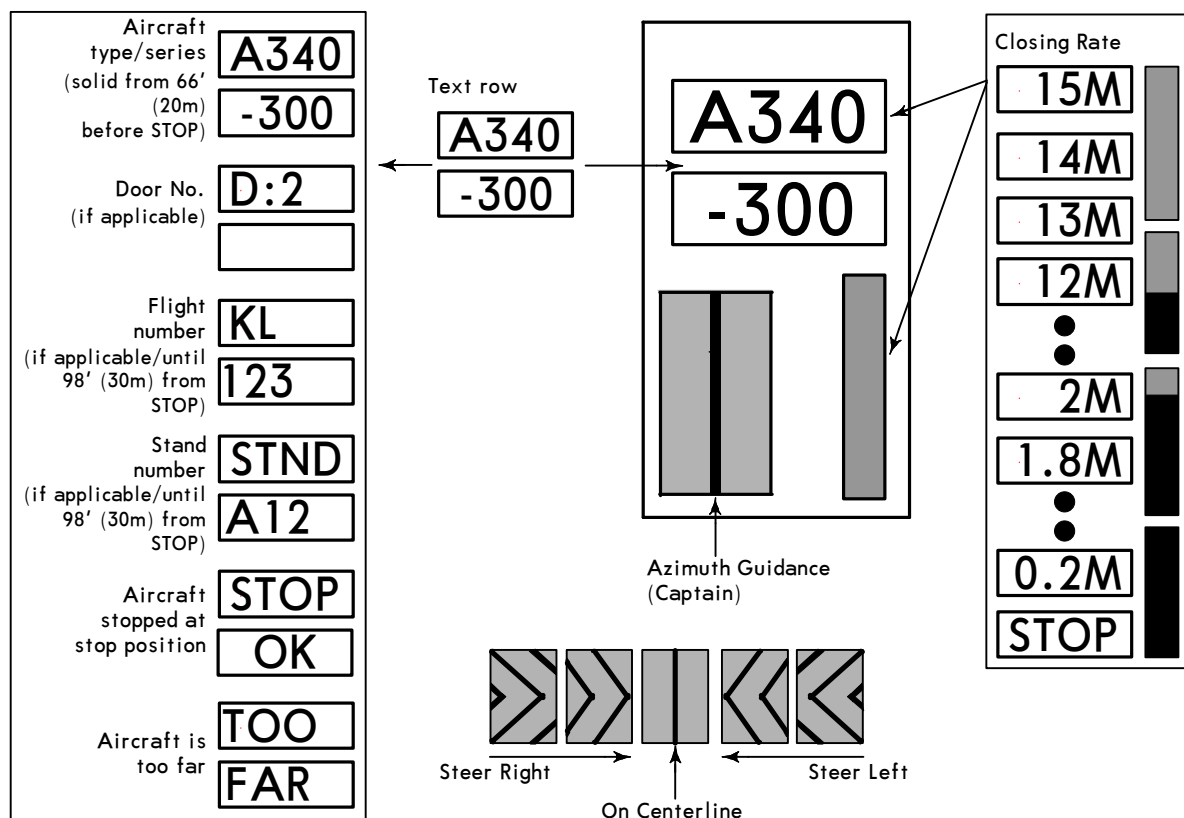


Figure 3.

APIS++ Visual Docking Guidance System - typical configuration

NOTE: Some APIS++ installations have a single row of text information.

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JEPPESEN MELBOURNE, VIC, AUSTRALIA
 10 AUG 18 **20-9F** **Eff 16 Aug** MELBOURNE INTL

VISUAL DOCKING GUIDANCE SYSTEMS

Safegate Docking Guidance System (DGS)

The complete system consists of the following three elements:

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

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).

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:

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

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

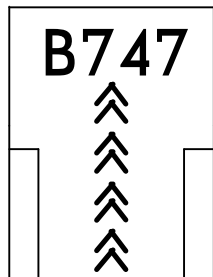
- a. The pilot identifies the correct parking bay position.
- b. The pilot ensures that the aerobridge retraction light is green.
- c. The pilot observes that the rising vertical yellow arrows are indicating the system is activated and searching for the approaching aircraft.
 NOTE: The pilot must not 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 66' (20m) from the STOP position.
 NOTE: If the detected aircraft is lost prior to 39' (12m) 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 39' (12m) from the STOP position, the Closing Rate Bar will decrease in size from the bottom by one row of lights per 2' (0.5m) closing rate.
 NOTE: If the detected aircraft is lost after 39' (12m) 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 overshoot 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.

VISUAL DOCKING GUIDANCE SYSTEMS

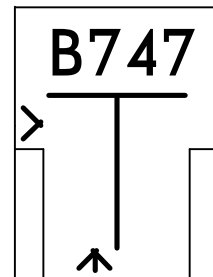
n. During heavy rain or fog, the visibility for the docking system might be reduced. When the system is activated and in capture mode, the display will deactivate the rising vertical arrows and show DOWN GRADE. This text will be superseded by the Closing Rate Bar once the aircraft is detected.

NOTE 1: The pilot must not continue the approach to the bridge unless the DOWN GRADE text has been superseded by the Closing Rate Bar.

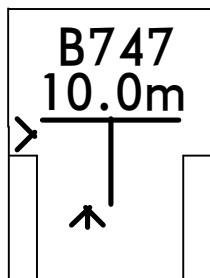
NOTE 2: Ground engineers have access to emergency push-buttons to deactivate the system. When an emergency stop is activated, the display will show STOP. The ground engineers will then be required to complete the docking manually once the emergency situation is cleared.



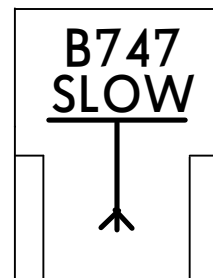
CAPTURE
Searching for aircraft



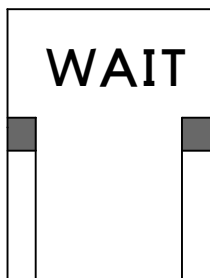
TRACKING AIRCRAFT
Aircraft left of centerline



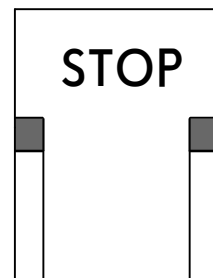
CLOSING RATE



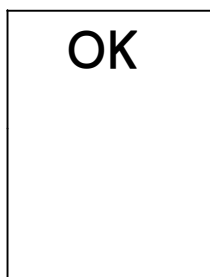
SLOW (DECREASE SPEED)



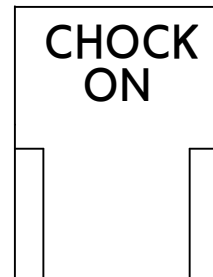
WAIT



STOP POSITION REACHED



DOCKING COMPLETE



CHOCKS ON

Typical Safegate indications - normal operations

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JEPPESEN MELBOURNE, VIC, AUSTRALIA
 29 SEP 23 (20-9H) MELBOURNE INTL
AIRCRAFT PUSHBACK PROCEDURES**T1 Bravo East**

Pushback from bay number	Direction aircraft tail faces	Towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
B21 Critical Aircraft A333	South	R5	Front: A321/B738 into B25 Rear: No aircraft movement behind	Pushback tail South to pushback limit and R5 Blocks entry to B21 and B23
	West	T10	Front: B744 on Twy R Rear: B744 into C11 B738 on Taxilane Q	Pushback tail North turning West onto Twy T to T10
B21 Critical Aircraft B763	South	R6	Front: A321/B738 into B25 Rear: No aircraft movement behind	Pushback tail South to pushback limit and R6 Blocks entry to B21 and B23
	West	T10	Front: B744 on Twy R Rear: B744 into C11 B738 on Taxilane Q	Pushback tail North turning West onto Twy T to T10
B23 Critical Aircraft A333	South	R4	Front: A321/B738 into B25 Rear: No aircraft movement behind	Pushback tail South to pushback limit and R4 Blocks entry to B21 and B23
	West	T10	Front: B744 on Twy R Rear: B744 into C11 B738 on Taxilane Q	Pushback tail North turning West onto Twy T to T10
B23 Critical Aircraft B744	South	R2	Front: A333 on Twy T Rear: No aircraft movement behind	Pushback tail South to pushback limit and R2 Blocks entry to B25, B25A and B27
B25 Critical Aircraft A321 B738	South	R3	Front: A321/B738 into B27 Rear: No aircraft movement behind	Pushback tail South to R3 Blocks entry to B21, B23, B25 and B25A
	West	T10	Front: B744 on Twy R Rear: B744 into C11 B738 on Taxilane Q	Pushback tail North turning West onto Twy T to T10
B25A Critical Aircraft A333	South	R2	Front: A333 on Twy T Rear: No aircraft movement behind	Pushback tail South then pull forward to R2 Blocks entry to B25, B25A and B27
	West	T10	Front: B744 on Twy R Rear: B744 into C11 B738 on Taxilane Q	Pushback tail North turning West onto Twy T to T10
B27 Critical Aircraft A321 B738	South	R3	Front: A321/B738 into B27 Rear: No aircraft movement behind	Pushback tail South to R3 Blocks entry to B23, B25 and B25A
	West	T10	Front: B744 on Twy R Rear: B744 into C11 B738 on Taxilane Q	Pushback tail North turning West onto Twy T to T10

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 **JEPPESEN MELBOURNE, VIC, AUSTRALIA**
 29 SEP 23 (20-9H1) MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES

T1 Bravo East (CONTD)

Pushback from bay number	Direction aircraft tail faces	Towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
B29 Critical Aircraft DH8D	East	N/A	Front: B738 on Twy Q Rear: B744 on Twy R	Tow-on/tow-off only
	West	N/A	Front: B744 on Twy R Rear: B738 on Twy Q	Tow-on/tow-off only

Note

Cross bleed start for all aircraft is at T10.

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JEPPESSEN MELBOURNE, VIC, AUSTRALIA
 10 NOV 23 (20-9H2) MELBOURNE INTL
AIRCRAFT PUSHBACK PROCEDURES**T1 Bravo West**

Pushback from bay number	Direction aircraft tail faces	Towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
B22 Critical Aircraft A320 B738	East	T0	Front: B738 on Taxilane Q A333 into C11 Rear: B744 on Twy R	Pushback tail North turning East onto Twy T to T0
	South	Q8	Front: A321/B738 into B28 A320/B738 into C7 Rear: No aircraft movement behind	Pushback tail West to pushback limit then pull forward Q8 Engine start not permitted prior to reaching engine start position Blocks entry to B22, B24, C1 and C3
	West	T1	Front: B738 on Taxilane Q A333 into C11 Rear: B744 on Twy P A333 into C12	Pushback tail North turning West onto Twy T to T1 Blocks entry to C11
B24 Critical Aircraft A321 B738	East	T0	Front: B738 on Taxilane Q A333 into C11 Rear: B744 on Twy R	Pushback tail North turning East onto Twy T to T0
	South	Q3	Front: A320/B738 into C9 A333 into C11 Rear: No aircraft movement behind	Pushback tail South to pushback limit then pull forward to Q3 Blocks entry to B28, B30, C7 and C9
	South	Q8	Front: A321/B738 into B28 A320/B738 into C7 Rear: No aircraft movement behind	Pushback tail South to pushback limit and Q8 Blocks entry to B22, B24, C1 and C3
B26 Critical Aircraft A321 B738	East	T0	Front: B738 on Taxilane Q A333 into C11 Rear: B744 on Twy R	Pushback tail North turning East onto Twy T to T0
	South	Q3	Front: A320/B738 into C9 A333 into C11 Rear: No aircraft movement behind	Pushback tail South then pull forward to Q3 Blocks entry to B28, B30, C7 and C9
	West	T1	Front: B738 on Taxilane Q A333 into C11 Rear: B744 on Twy P A333 into C12	Pushback tail North turning West onto Twy T to T1 Blocks entry to C11
B26A Critical Aircraft DH8D	East	T0	Front: B738 on Taxilane Q A333 into C11 Rear: B744 on Twy R	Pushback tail North turning East onto Twy T to T0
	South	Q3	Front: A320/B738 into C9 A333 into C11 Rear: No aircraft movement behind	Pushback tail South then pull forward to Q3 Blocks entry to B28, B30, C7 and C9
	South	Q7	Front: A321/B738 into B28 A320/B738 into C7 Rear: No aircraft movement behind	Pushback tail South to Q7 Blocks entry to B24, B26, B26A and C3
	West	T1	Front: B738 on Taxilane Q A333 into C11 Rear: B744 on Twy P A333 into C12	Pushback tail North turning West onto Twy T to T1 Blocks entry to C11

YMML/MEL

 **JEPPESEN MELBOURNE, VIC, AUSTRALIA**
 10 NOV 23 (20-9H3) MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES

T1 Bravo West (CONTD)

Pushback from bay number	Direction aircraft tail faces	Towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
B28 Critical Aircraft A321 B738	East	T0	Front: B738 on Taxilane Q A333 into C11 Rear: B744 on Twy R	Pushback tail North turning East onto Twy T to T0
	South	Q3	Front: A320/B738 into C9 A333 into C11 Rear: No aircraft movement behind	Pushback tail South then pull forward to Q3 Blocks entry to B28, B30, C7 and C9
	South	Q5	Front: A321/B738 into B30 A320/B738 into C9 Rear: No aircraft movement behind	Pushback tail South then pull forward to Q5 Blocks entry to B26, B26A, B28 and C7
	West	T1	Front: B738 on Taxilane Q A333 into C11 Rear: B744 on Twy P A333 into C12	Pushback tail North turning West onto Twy T to T1 Blocks entry to C11
B30 Critical Aircraft A321 B738	East	T0	Front: B738 on Taxilane Q A333 into C11 Rear: B744 on Twy R	Pushback tail North turning East onto Twy T to T0
	South	Q1	Front: B744 into C11 Rear: No aircraft movement behind	Pushback tail South then pull forward to Q3 Blocks entry to B30, C7 and C9
	South	Q3	Front: A320/B738 into C9 A333 into C11 Rear: No aircraft movement behind	Pushback tail South then pull forward to Q3 Blocks entry to B28, B30, C7 and C9
	West	T1	Front: B738 on Taxilane Q A333 into C11 Rear: B744 on Twy P A333 into C12	Pushback tail North turning West onto Twy T to T1 Blocks entry to C11

ALTERNATIVE PUSHBACK OPTION FOR ALL BAYS LISTED

ALL BAYS	East	E4	Front: B744 on Twy Q Rear: B744 on Twy R	Pushback tail north past Twy T turning east onto Twy E to E4
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Notes

1. T0 is the default TDP for jet aircraft pushbacks on this apron.
2. Cross bleed start for all aircraft permitted at E4, T0 and T1.
3. Taxilane Q south of Twy T is restricted to MAX 118' (36m) wingspan aircraft.
4. Turbo-prop aircraft are to be pushed back on the apron using the first TDP listed for that bay unless otherwise stipulated by ATC.

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JEPPesenMELBOURNE, VIC, AUSTRALIA
 8 DEC 23 **20-9H4** MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES

T1 Charlie East

Pushback from bay number	Direction aircraft tail faces	Towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
C1 Critical Aircraft B738	East	T0	Front: B738 on Taxilane Q A333 into C11 Rear: B744 on Twy R	Pushback tail North turning East onto Twy T to T0
	South	Q7	Front: A321/B738 into B28 A320/B738 into C7 Rear: No aircraft movement behind	Pushback tail East to pushback limit then pull forward to Q7 Engine start not permitted prior to reaching engine start position Blocks entry to B24, B26, B26A and C3
C3 Critical Aircraft B738	East	T0	Front: B738 on Taxilane Q A333 into C11 Rear: B744 on Twy R	Pushback tail North turning East onto Twy T to T0
	South	Q7	Front: A321/B738 into B28 A320/B738 into C7 Rear: No aircraft movement behind	Pushback tail South to Q7 Blocks entry to B24, B26, B26A and C3
	South	Q3	Front: A333 into C11 A320/B738 into C9 Rear: No aircraft movement behind	Pushback tail South then pull forward to Q3 Blocks entry to B28, B30, C7 and C9
C5 Critical Aircraft DH8C	South	N/A	Front: A333 into C11 A320/B738 into C7 Rear: No aircraft movement behind	Tow-on/tow-off only
C7 Critical Aircraft A320 B738	East	T0	Front: B738 on Taxilane Q A333 into C11 Rear: B744 on Twy R	Pushback tail North turning East onto Twy T to T0
	South	Q5	Front: A321/B738 into B30 A320/B738 into C9 Rear: No aircraft movement behind	Pushback tail South to Q5 Blocks entry to B26, B26A, B28 and C7
	South	Q3	Front: A333 into C11 A320/B738 into C9 Rear: No aircraft movement behind	Pushback tail South then pull forward to Q3 Blocks entry to B28, B30, C7 and C9
C9 Critical Aircraft A320 B738	East	T0	Front: B738 on Taxilane Q A333 into C11 Rear: B744 on Twy R	Pushback tail North turning East onto Twy T to T0
	East	E4	Front: B744 on Twy Q Rear: B744 on Twy R	Pushback tail North past Twy T turning East onto Twy E to E4
	South	Q3	Front: A333 into C11 A320/B738 into C9 Rear: No aircraft movement behind	Pushback tail South to Q3 Blocks entry to B28, B30, C7 and C9
C11 Critical Aircraft A333	East	T0	Front: B738 on Twy Q Rear: B744 on Twy R	Pushback tail East onto Twy T to T0
	East	E4	Front: B744 on Twy Q Rear: B744 on Twy T	Pushback tail North turning East onto Twy E to E4
	West	T1	Front: B738 on Taxilane Q Rear: B744 on Twy P	Pushback tail North turning West onto Twy T to T1 Blocks entry to C11 and C12

Notes

1. T0 is the default TDP for jet aircraft pushbacks on this apron.
2. Cross bleed start for all aircraft permitted at E4, T0 and T1.
3. Taxilane Q south of Twy T is restricted to MAX 118' (36m) wingspan aircraft.
4. Turbo-prop aircraft are to be pushed back on the apron using the first TDP listed for that bay unless otherwise stipulated by ATC.

YMML/MEL


JEPPESEN MELBOURNE, VIC, AUSTRALIA

8 DEC 23 (20-9H5)

MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES**T1 Charlie West**

Pushback from bay number	Direction aircraft tail faces	Towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
C4 Critical Aircraft B738	East	T2	Front: B744 on Twy P Rear: B744 on Twy Q	Pushback tail North turning East onto Twy T to T2 Blocks entry to C12
	South	P3	Front: B744 on Twy T Rear: No aircraft movement behind	Pushback tail West to pushback limit then pull forward to P3 Blocks entry to C6, C8, C10, D3 and D5
	West	T3	Front: B744 on Twy P B772 into D7 Rear: A388 into D11 and D15 A321/B739 into D9B and D15A	Pushback tail North turning West onto Twy T to T3 Blocks entry to D9, D9A, D15, D15B, D17 and D19
C6 Critical Aircraft B738	South	P3	Front: B744 on Twy T Rear: No aircraft movement behind	Pushback tail South to pushback limit then pull forward to P3 Blocks entry to C4, C8, C10, D3 and D5
C8 Critical Aircraft B738	South	P3	Front: B744 on Twy T Rear: No aircraft movement behind	Pushback tail South then pull forward to P3 Blocks entry to C4, C6, C10, D3 and D5
C10 Critical Aircraft A321 B738	South	P3	Front: B744 on Twy T Rear: No aircraft movement behind	Pushback tail South then pull forward to P3 Blocks entry to C4, C6, C8, D3 and D5
C12 Critical Aircraft A333	East	T2	Front: B744 on Twy P Rear: B744 on Twy Q	Pushback tail East then pull forward to T2 Blocks entry to C11 and C12
	North	P2	Front: B772 into D7 via Twy T A321/B739 into Taxiway P via Twy T west of Twy P Rear: No aircraft movement behind	Pushback tail North onto Twy P then pull forward to P2 Blocks entry to C12

Notes

1. Cross bleed start for all aircraft permitted at T2 and T3.
2. Apron pushback available on pilot request.

YMML/MEL

JEPPESEN MELBOURNE, VIC, AUSTRALIA

10 NOV 23 (20-9H6)

MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES

T2 Delta North

Pushback from bay number	Direction aircraft tail faces	Towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
D3 Critical Aircraft A346 B744	Code D and E aircraft operations not permitted during the early works phase of the T2 North Infill Security Enhancement (NISE) project			
D3 Critical Aircraft A321 B38M	East	T2	Front: B744 on Twy P Rear: B744 on Twy Q	Pushback tail North turning East onto Twy T to T2 Blocks entry to C12
	South	P3	Front: B744 on Twy T Rear: No aircraft movement behind	Pushback tail East to pushback limit then pull forward to P3 Blocks entry to C4, C6, C8, C10 and D5
	West	T3	Front: B744 on Twy P B772 into D7 Rear: A388 into D11 and D13 A321/B739 into D9B and D15A	Pushback tail North turning West onto Twy T to T3 Blocks entry to D9, D9A, D15, D15B, D17 and D19
D5 Critical Aircraft B744 B779	East	T2	Front: B744 on Twy P Rear: B744 on Twy Q	Pushback tail North turning East onto Twy T to T2 Blocks entry to C11 and C12
	East	E2	Front: B744 on Twy P Rear: B744 on Twy Q	Pushback tail North past Twy T turning east onto Twy E to E2
	North	P2 A35K B773 B779 not permitted	Front: B744 entry from west via Twy T B772 into D7 A321/B39M into D19 Rear: B744 on Twy E	Pushback tail North to P2 Blocks Twy T East of Twy P and entry to C12
	West	E1	Front: B744 on Twy P Rear: B744 on Twy S	Pushback tail North past Twy T turning West onto Twy E to E1
	West	T3	Front: B744 on Twy P B772 into D7 Rear: A388 into D11 and D13 A321/B739 into D9B and D15A	Pushback tail North turning West onto Twy T to T3 Blocks entry to D9, D9A, D15, D15B, D17 and D19
D5 Critical Aircraft A321 B38M	South	P3	Front: B744 on Twy T Rear: No aircraft movement behind	Pushback tail South to pushback limit then pull forward to P3 Blocks entry to C4, C6, C8, C10 and D3
D7 Critical Aircraft B772	East	T2	Front: B744 on Twy P Rear: B744 on Twy Q	Pushback tail North turning East onto Twy T to T2 Blocks entry to C11 and C12
	East	E2	Front: B744 on Twy P Rear: B744 on Twy Q	Pushback tail North past Twy T turning East onto Twy E to E2
	North	P2	Front: B744 entry from west via Twy T B772 into D7 A321/B39M into D19 Rear: B744 on Twy E	Pushback tail North to P2 Blocks Twy T East of Twy P and entry to C12
	West	E1	Front: B744 on Twy P Rear: B744 on Twy S	Pushback tail North past Twy T turning West onto Twy E to E1
	West	T3	Front: B744 on Twy P B772 into D7 Rear: A388 into D11 and D13 A321/B739 into D9B and D15A	Pushback tail North turning West onto Twy T to T3 Blocks entry to D9, D9A, D15, D15B, D17 and D19

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YMML/MEL

JEPPESEN MELBOURNE, VIC, AUSTRALIA
 10 NOV 23 **(20-9H7)** MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES

T2 Delta North (CONTD)

Pushback from bay number	Direction aircraft tail faces	Towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
D9 Critical Aircraft A346 B744	East	T5	Front: A388 into D11 and D13 B744 into D15 A321/B739 into D9B and D15A Rear: B744 on Twy P A321/B38M into D7	Pushback tail east to T5 Blocks entry to D7, D9, D9A, D9B, D15, D15B, D17 and D19
	North	S1	Front: A388 on Twy T Rear: B763 on Twy E	Pushback tail west turning north onto Twy S to S1
	North	S1 A345 A346 A359 A35K B744 B773 B78X not permitted	Front: A388 on Twy T Rear: B744 on Twy E	Pushback tail west turning north onto Twy S to S1
	West	T6	Front: B772 into D7 A321/B39M into D17 Rear: B744 on Twy S A321/B38M into D11B	Pushback tail west to T6 Blocks entry to D9, D9A, D9B, D11, D11A, D13, D13A, D13B, D15, D15A and D15B
D9 Critical Aircraft A388	East	T5	Front: A388 into D11 and D13 B744 into D15 A321/B737 into D9B and D15A Rear: B744 on Twy P A321/B38M into D7	Pushback tail east to T5 Blocks entry to D7, D9, D9A, D9B, D15, D15B, D17 and D19
	East	T11	Front: B744 into D10 A321/B38M into D11B Rear: A321/B739 into D9A, D15B and D17	Pushback tail east then pull forward to T11 Blocks entry to D9, D9B, D11, D11A, D13, D13A, D13B, D15 and D15A
D9A Critical Aircraft A321 B38M	North	S1	Front: A388 on Twy T Rear: B744 on Twy E	Pushback tail west turning north onto Twy S to S1
	East	T4	Front: A388 into D11 and D13 A321/B739 into D11A and D15A Rear: B744 on Twy P B772 into D7	Pushback tail east to T4 Blocks entry to D9, D9A, D9B, D15, D15B, D17 and D19
	West	T5	Front: B772 into D7 Rear: A388 into D11 and D13 A321/B739 into D11A and D13B	Pushback tail west then pull forward to T5 Blocks entry to D9, D9A, D9B, D15, D15A, D15B, D17 and D19
D9B Critical Aircraft A321 B38M	North	S1	Front: A388 on Twy T Rear: B744 on Twy E	Pushback tail west turning north onto Twy S to S1
	East	T5	Front: A388 into D11 and D13 B744 into D15 A321/B739 into D9B and D15A Rear: B744 on Twy P A321/B739 into D7	Pushback tail east to T5 Blocks entry to D9, D9A, D15B, D17 and D19
	West	T6	Front: B772 into D7 A321/B39M into D17 Rear: B744 on Twy S A321/B38M into D11B	Pushback tail west to T6 Blocks entry to D9, D9A, D9B, D11, D11A, D13, D13A, D13B, D15, D15A and D15B

YMML/MEL

JEPPESEN MELBOURNE, VIC, AUSTRALIA
 10 NOV 23 **(20-9H8)** MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES

T2 Delta North (CONTD 1)

Pushback from bay number	Direction aircraft tail faces	Towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
D10 Critical Aircraft B744 B779	East	T7	Front: A388 on Twy T A321/B739 into D11B and D13A Rear: B772 into D7 A321/B39M into D19	Pushback tail East to T7 Blocks entry to D9, D9A, D9B, D11, D11A, D13, D13B, D15, D15A, D15B and D17
	East	T11	Front: B744 into D10 A321/B38M into D11B Rear: A321/B739 into D9A, D15B and D17	Pushback tail East to T11 Blocks entry to D9, D9B, D11, D11A, D13, D13A, D13B, D15 and D15A
	North	S1	Front: A388 on Twy T Rear: B763 on Twy E	Pushback tail North to S1
	North	S1 A345 A346 A359 A35K B744 B773 B778 B779 B78X not permitted	Front: A388 on Twy T Rear: B744 on Twy E	Pushback tail North to S1
	West	T8	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail West to T8
D11 Critical Aircraft B744 B773	East	T7	Front: A388 on Twy T A321/B739 into D11A and D13A Rear: B772 into D7 A321/B39M into D19	Pushback tail East to T7 Blocks entry to D9, D9A, D9B, D11, D11A, D13, D13B, D15, D15A, D15B and D17
	East	T11	Front: B744 into D10 A321/B38M into D11B Rear: A321/B739 into D9A, D15B and D17	Pushback tail East then pull forward to T11 Blocks entry to D9, D9B, D11, D11A, D13, D13A, D13B, D15, and D15A
	North	S1	Front: A388 on Twy T Rear: B763 on Twy E	Pushback tail West turning north onto Twy S to S1
	North	S1 A345 A359 A35K B744 B773 not permitted	Front: A388 on Twy T Rear: B744 on Twy E	Pushback tail West turning North onto Twy S to S1
	West	T7	Front: B744 into D9 A321/B739 into D9A and D15B Rear: B744 on Twy S	Pushback tail West to T7 Blocks entry to D9B, D11, D11A, D11B, D13, D13A, D13B, D15 and D15A
D11 Critical Aircraft A388	East	T5	Front: A388 into D11 and D13 B744 into D15 A321/B737 into D9B and D15A Rear: B744 on Twy P A321/B38M into D7	Pushback tail East to T5 Blocks entry to D7, D9, D9A, D15B, D17 and D19
	East	T11	Front: B744 into D10 A321/B38M into D11B Rear: A321/B739 into D9A, D15B and D17	Pushback tail East then pull forward to T11 Blocks entry to D9, D9B, D11, D11A, D13, D13A, D13B, D15 and D15A
D11A Critical Aircraft A321 B38M	North	S1	Front: A388 on Twy T Rear: B744 on Twy E	Pushback tail West turning North onto Twy S to S1
	East	T6	Front: A388 into D13 A321/B739 into D13A Rear: B772 into D7 A321/B39M into D17	Pushback tail East to T6 Blocks entry to D9, D9A, D9B, D11, D11A, D11B, D13B, D15, D15A and D15B
	West	T7	Front: B744 into D9 A321/B739 into D9A and D15B Rear: B744 on Twy S	Pushback tail West then pull forward to T7 Blocks entry to D9B, D11, D11A, D11B, D13, D13A, D13B, D15 and D15A

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JEPPesen MELBOURNE, VIC, AUSTRALIA
 10 NOV 23 **20-9H9** MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES

T2 Delta North (CONTD 2)

Pushback from bay number	Direction aircraft tail faces	Towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
D11B Critical Aircraft A321 B38M	North	S1	Front: A388 on Twy T Rear: B744 on Twy E	Pushback tail West turning North onto Twy S to S1
	East	T7	Front: A388 on Twy T A321/B739 into D11B and D13A Rear: B772 into D7 A321/B39M into D19	Pushback tail East to T7 Blocks entry to D9, D9A, D9B, D11, D11A, D13, D13B, D15, D15A, D15B and D17
	West	T8	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail West to T8
D13 Critical Aircraft B744 B773	North	S1	Front: A388 on Twy T Rear: B763 on Twy E	Pushback tail West turning North onto Twy S to S1
	North	S1 A345 A359 B744 B773 not permitted	Front: A388 on Twy T Rear: B744 on Twy E	Pushback tail West turning North onto Twy S to S1
	East	T7	Front: A388 on Twy S A321/B739 into D11B and D13A Rear: B772 into D7 A321/B39M into D19	Pushback tail East to T7 Blocks entry to D9, D9A, D9B, D11, D11A, D13, D13B, D15, D15A, D15B and D17
	West	T7	Front: B744 into D9 A321/B739 into D9A and D15B Rear: B744 on Twy S	Pushback tail West then pull forward to T7 Blocks entry to D9B, D11, D11A, D11B, D13, D13A, D13B, D15 and D15A
D13 Critical Aircraft A388	East	T5	Front: A388 into D11 and D13 B744 into D15 A321/B739 into D9B and D15A Rear: B744 on Twy P A321/B38M into D7	Pushback tail East to T5 Blocks entry to D7, D9, D9A, D9B, D15, D15B, D17 and D19
	East	T11	Front: B744 into D10 A321/B38M into D11B Rear: A321/B739 into D9A, D15B and D17	Pushback tail East then pull forward to T11 Blocks entry to D9, D9B, D11, D11A, D13, D13A, D13B, D15 and D15A
D13A Critical Aircraft A321 B739	North	S1	Front: A388 on Twy T Rear: B744 on Twy E	Pushback tail West turning North onto Twy S to S1
	East	T7	Front: A388 on Twy T A321/B739 into D11B and D13A Rear: B772 into D7 A321/B39M into D19	Pushback tail East to T7 Blocks entry to D9, D9A, D9B, D11, D11A, D13, D13B, D15, D15A, D15B and D17
	West	T7	Front: B744 into D9 A321/B739 into D9A and D15B Rear: B744 on Twy S	Pushback tail West then pull forward to T7 Blocks entry to D9B, D11, D11A, D11B, D13, D13A, D13B, D15 and D15A
D13B Critical Aircraft A321 B739	North	S1	Front: A388 on Twy T Rear: B744 on Twy E	Pushback tail West turning North onto Twy S to S1
	East	T7	Front: A388 on Twy T A321/B739 into D11B and D13A Rear: B772 into D7 A321/B39M into D19	Pushback tail East to T7 Blocks entry to D9, D9A, D9B, D11, D11A, D13, D13B, D15, D15A, D15B and D17
	West	T7	Front: B744 into D9 A321/B739 into D9A and D15B Rear: B744 on Twy S	Pushback tail West then pull forward to T7 Blocks entry to D9B, D11, D11A, D11B, D13, D13A, D13B, D15 and D15A

YMML/MEL

JEPPESEN MELBOURNE, VIC, AUSTRALIA
 1 MAR 24 (20-9H10) MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES

T2 Delta North (CONTD 3)

Pushback from bay number	Direction aircraft tail faces	Towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
D15 Critical Aircraft B744 B773	North	S1	Front: A388 on Twy T Rear: B763 on Twy E	Pushback tail West turning North onto Twy S to S1
	North	S1 A345 A359 B744 B773 not permitted	Front: A388 on Twy T Rear: B744 on Twy E	Pushback tail West turning North onto Twy S to S1
	East	T5	Front: A388 into D11 and D13 B744 into D15 A321/B739 into D9B and D15A Rear: B744 on Twy P A321/B38M into D7	Pushback tail East to T5 Blocks entry to D7, D9, D9A, D9B, D15, D15B, D17 and D19
	West	T6	Front: A321/B739 into D9A and D19 Rear: B744 on Twy S	Pushback tail West to T6 Blocks entry to D9, D9B, D10, D11, D11A, D11B, D13, D13A, D13B, D15, D15A, D15B and D17
D15 Critical Aircraft A388	East	T5	Front: A388 into D11 and D13 B744 into D15 A321/B739 into D9B and D15A Rear: B744 on Twy P A321/B38M into D7	Pushback tail East to T5 Blocks entry to D7, D9, D9A, D9B, D15, D15B, D17 and D19
D15A Critical Aircraft A321 B739	North	S1	Front: A388 on Twy T Rear: B744 on Twy E	Pushback tail West turning North onto Twy S to S1
	East	T5	Front: A388 into D11 and D13 B744 into D15 A321/B739 into D9B and D15B Rear: B744 on Twy P B772 into D7	Pushback tail East to T5 Blocks entry to D9, D9A, D15B, D17 and D19
	West	T7	Front: B744 into D9 A321/B739 into D9A and D15B Rear: B744 on Twy S	Pushback tail West to T7 Blocks entry to D9B, D11, D11A, D11B, D13, D13A, D13B, D15 and D15A
D15B Critical Aircraft A321 B739	North	S1	Front: A388 on Twy T Rear: B744 on Twy E	Pushback tail West turning North onto Twy S to S1
	East	T5	Front: A388 into D11 and D13 B744 into D15 A321/B739 into D9B and D15A Rear: B744 on Twy P A321/B38M into D7	Pushback tail East to T5 Blocks entry to D9, D9A, D15B, D17 and D19
	West	T6	Front: A321/B739 into D9A and D19 Rear: B744 on Twy S A321/B38M into D11B	Pushback tail West to T6 Blocks entry to D9, D9B, D10, D11, D11A, D13, D13A, D13B, D15, D15A, D15B and D17
D17 Critical Aircraft A321 B39M	West	T4	Front: B744 on Twy P B772 into D7 A321/B39M into D19 Rear: A321/B739 into D9B and D15A	Pushback tail West to T4 Blocks entry to D9, D9A, D15, D15B and D17
	East	T4	Front: A388 into D11 and D13 A321/B739 into D11A and D15A Rear: B744 on Twy P B772 into D7	Pushback tail East then pull forward to T4 Blocks entry to D9, D9A, D9B, D15, D15B, D17 and D19
D19 Critical Aircraft A321 B39M	North	P2	Front: B772 into D7 A321/B39M into D19 Rear: B744 on Twy E	Pushback tail East then North into Twy P to P2 Blocks entry to C12 and intersection of Twy T and Twy P
	West	T3	Front: B744 on Twy P B772 into D7 Rear: A388 into D11 and D15 A321/B739 into D9B and D15B	Pushback tail West to T3 Blocks entry to D9, D9A, D17 and D19

Notes:

1. Cross bleed start for all aircraft permitted at P2, S1, T2, T3, T6, T7 and T8.
2. B38M and B39M are the ICAO codes for 737 MAX 8 and 737 MAX 9 aircraft.
3. A380 aircraft are restricted to Twy A and Twy T West of Twy P around the Terminal area.
4. B747 and B777 aircraft are not permitted to use TDP T2 when a turn north into Twy P is required.

YMML/MEL

JEPPESEN MELBOURNE, VIC, AUSTRALIA
 1 MAR 24 (20-9H11) MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES

T2 Delta South

Pushback from bay number	Direction aircraft tail faces	Towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
D2 Critical Aircraft B38M	East	U3	Front: B744 into D8 B772 into D12 A321/B38M into D12A A320/B38M into E9 Rear: No aircraft movement behind	Activate warning system Pushback tail South to pushback limit then pull forward to U3 Blocks entry to D2, D4, D4A, D6, E1, E3, E5 and E7
	East	U1	Front: A388 on Twy A Rear: B744 on Twy S B744 into D8 B772 into D12 A321/B38M into D12A	Activate warning system Pushback tail South to pushback limit then pull forward to U1 Engine start permitted once blast is directed towards the blast barrier Blocks entry to D14 and D14A
	South	S7	Front: B744 on Twy U Rear: B744 on Twy G	Activate warning system Pushback tail West turning South onto Twy S to S7
	West	U2	Front: B744 on Twy S Rear: A388 on Twy A	Activate warning system Pushback tail West to U2 Blocks entry to D14 and D14A
	West	U0	Front: A388 on Twy A Rear: A388 on Twy V	Activate warning system Pushback tail West past Twy S and Twy A to U0
D4 Critical Aircraft A359 B78X	North	A6	Front: A388 on Twy U Rear: B744 into D18	Pushback tail west past Twy S turning North onto Twy A to A6 Blocks entry to D14, D14A, D16, D16A, D16B and D18C
	North	V1	Front: A388 on Twy U Rear: A388 on Twy T	Pushback tail West past Twy S and Twy A turning North onto Twy V to V1
	South	S7	Front: B744 on Twy U Rear: B744 on Twy G	Pushback tail West turning South onto Twy S to S7
	West	G2	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail West turning South on Twy S then turn West onto Twy G to G2 Blocks entry to F21, F21A, F23, F25 and F25A
	West	U0	Front: A388 on Twy A Rear: B763/MD11 on Twy V	Pushback tail West past Twy S and Twy A to U0
	West	U2	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail West to U2 Blocks entry to D14 and D14A

YMML/MEL

JEPPESEN MELBOURNE, VIC, AUSTRALIA
 10 NOV 23 (20-9H12) MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES

T2 Delta South (CONTD)

Pushback from bay number	Direction aircraft tail faces	Towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
D4A Critical Aircraft A321 B38M	South	S7	Front: B744 on Twy U Rear: B744 on Twy G	Pushback tail West turning South onto Twy S to S7
	West	U2	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail West to U2 Blocks entry to D14 and D14A
	West	G2	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail West turning South on Twy S then turn West onto Twy G to G2 Blocks entry to F21, F21A, F23, F25 and F25A
	West	U0	Front: A388 on Twy A Rear: A388 on Twy V	Pushback tail West past Twy S and Twy A to U0
	East	U3	Front: B744 into D8 B772 into D12 A321/B38M into D12A A320/B38M into E9 Rear: No aircraft movement behind	Pushback tail South to pushback limit then pull forward to U3 Blocks entry to D2, D4, D4A, D6, E1, E3, E5 and E7
	East	U1	Front: A388 on Twy A Rear: B744 on Twy S B744 into D8 B772 into D12	Pushback tail East to pushback limit then pull forward to U1 Engine start permitted once blast is directed towards the blast barrier Blocks entry to D14 and D14A
D6 Critical Aircraft A359	North	V1	Front: A388 on Twy U Rear: A388 on Twy T	Pushback tail West past Twy S and Twy A turning North into Twy V to V1
	North	A6	Front: A388 on Twy U Rear: B744 into D18	Pushback West past Twy S turning North onto Twy A to A6 Blocks entry to D14, D14A, D16, D16A, D16B and D18C
	South	S7	Front: B744 on Twy U Rear: B744 on Twy G	Pushback tail West turning South onto Twy S to S7
	West	U2	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail West to U2 Blocks entry to D14 and D14A
	West	G2	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail West turning South on Twy S then turn West onto Twy G to G2 Blocks entry to F21, F21A, F23, F25 and F25A
	West	U0	Front: A388 on Twy A Rear: B763/MD11 on Twy V	Pushback tail West past Twy S and Twy A to U0

YMML/MEL

JEPPESEN MELBOURNE, VIC, AUSTRALIA
 10 NOV 23 (20-9H13) MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES

T2 Delta South (CONTD 1)

Pushback from bay number	Direction aircraft tail faces	Towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
D8 Critical Aircraft A346 B744	North	A6	Front: A388 on Twy U Rear: B744 into D18	Pushback West past Twy S turning North onto Twy A to A6 Blocks entry to D14, D14A, D16, D16A, D16B and D18C
	South	S7	Front: B744 on Twy U Rear: B744 on Twy G	Pushback tail South on Twy S to S7 U3 must be vacant
	West	U2 Excluding: A346 B773	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail West to U2 Blocks entry to D14 and D14A
	West	G2	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail South onto Twy S then turn West onto Twy G to G2 Blocks entry to F21, F21A, F23, F25 and F25A
	West	U0	Front: A388 on Twy A Rear: B763/MD11 on Twy V	Pushback tail West past Twy S and Twy A to U0
	North	V1	Front: A388 on Twy U Rear: A388 on Twy T	Pushback tail West past Twy S and Twy A turning north into Twy V to V1
D8 Critical Aircraft A321 B38M	East	U3	Front: B744 into D8 B772 into D12 A321/B38M into D12A A320/B38M into E9 Rear: No aircraft movement behind	Pushback tail East to U3 Blocks entry to D2, D4, D4A, D6, E1, E3, E5 and E7

Note

1. Cross-bleed start for all aircraft permitted at G2, S7, U0, U2 and U3.
2. B38M is the ICAO code for 737 MAX 8 aircraft.
3. B78X is the ICAO code for 787-10 aircraft.

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JEPPesen MELBOURNE, VIC, AUSTRALIA
 10 NOV 23 (20-9H14)

MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES**T2 Delta West**

Pushback from bay number	Direction aircraft tail faces	Towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
D12 Critical Aircraft B772	North	V1	Front: A388 on Twy U Rear: A388 on Twy T	Pushback tail west past Twy S and A turning north onto Twy V to V1
	South	S7	Front: B744 on Twy U Rear: B744 on Twy G	Pushback tail south to S7
	West	U0	Front: A388 on Twy A Rear: B763/MD11 on Twy V	Pushback tail west past Twy S and A to U0
	West	U2	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail west to U2 Blocks entry to D14 and D14A
D12A Critical Aircraft A321 B38M	East	U1	Front: A388 on Twy A Rear: B763 on Twy S B763 into D12 A321/B38M into D12A	Pushback tail east then pull forward to U1 Blocks entry to D14 and D14A
	East	U3	Front: B744 into D8 B772 into D12 A321/B38M into D12A A320/B38M into E9 Rear: No aircraft movement behind	Pushback tail east to U3 Blocks entry to D2, D4, D4A, D6, E1, E3, E5 and E7
	North	V1	Front: A388 on Twy U Rear: A388 on Twy T	Pushback tail west past Twy S and A turning north onto Twy V to V1
	South	S7	Front: B744 on Twy U Rear: B744 on Twy G	Pushback tail south to S7
	West	U0	Front: A388 on Twy A Rear: B763/MD11 on Twy V	Pushback tail west past Twy S and A to U0
	West	U2	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail west to U2 Blocks entry to D14 and D14A
D14 Critical Aircraft A346 A388	North	A6	Front: A388 on Twy U A388 into D14 B744 into D14A Rear: B744 into D18	Pushback north onto Twy A to A6 Blocks entry to D14, D14A, D16, D16A, D16B and D18C
	North	V1	Front: A388 on Twy U Rear: A388 on Twy T	Pushback tail west past Twy A turning north onto Twy V to V1
	South	A7	Front: A388 on Twy G Rear: B744 on Twy Y	Pushback tail south onto Twy A past Twy U and G to A7 Blocks entry to F24A, F25 & F25B
	West	U0	Front: A388 on Twy A Rear: B763/MD11 on Twy V	Pushback tail west past Twy A to U0
D14A Critical Aircraft B744 B773	North	A6	Front: A388 on Twy U A388 into D14 B744 into D14A Rear: B744 into D18	Pushback north onto Twy A to A6 Blocks entry to D14, D14A, D16, D16A, D16B and D18C
	North	V1	Front: A388 on Twy U Rear: A388 on Twy T	Pushback tail west past Twy A turning north onto Twy V to V1
	South	A7	Front: A388 on Twy G Rear: B744 on Twy Y	Pushback tail south onto Twy A past Twy U and G to A7 Blocks entry to F24A, F25 & F25B
	West	U0	Front: A388 on Twy A Rear: B763/MD11 on Twy V	Pushback tail west past Twy A to U0
D16 Critical Aircraft A346 A388	East	U1 A388 A346 A35K B773 not permitted	Front: A388 on Twy A Rear: B763 on Twy S B763 into D12	Pushback tail south turning east onto Twy U to U1 Blocks entry to D14 and D14A
	North	A3	Front: A388 into D16 A321/B38M into D16A and D16B Rear: A388 on Twy T	Pushback tail north to A3 Blocks entry to D16, D16A, D16B, D18, D18A, D18B, D18C, D20 and D20A

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JEPPESEN MELBOURNE, VIC, AUSTRALIA
 10 NOV 23 (20-9H15) MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES

T2 Delta West (CONTD)

Pushback from bay number	Direction aircraft tail faces	Towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
D16 Critical Aircraft A346 A388 (contd)	North	V1	Front: A388 on Twy U Rear: A388 on Twy T	Pushback tail South turning West onto Twy U then turn North onto Twy V to V1
	South	A5	Front: A321/B38M into D16A Rear: A388 on Twy U	Pushback tail South to pushback limit then pull forward to A5 Blocks entry to D14, D14A, D16, D16A and D16B
	West	U0	Front: A388 on Twy A Rear: B763/MD11 on Twy V	Pushback tail South turning West onto Twy U to U0
D16A Critical Aircraft A321 B38M	East	T9	Front: A388 on Twy A Rear: A388 on Twy S and Twy T B744 into D10	Pushback tail North turning East onto Twy T to T9
	East	U1	Front: A388 on Twy A Rear: B744 on Twy S B744 into D8 B772 into D12	Pushback tail South turning East onto Twy U to U1 Blocks entry to D14 and D14A
	North	A6	Front: A388 on Twy U A388 into D14 B744 into D14A Rear: A321/B38M into D16A	Pushback tail North then pull forward to A6 Blocks entry to D14, D14A, D16, D16A, D16B and D18C
	South	A5	Front: A321/B38M into D16A Rear: A388 on Twy U A388 into D14 B744 into D14A	Pushback tail South to A5 Blocks entry to D16, D16A, D16B and D18C
	West	U0	Front: A388 on Twy A Rear: A388 on Twy V	Pushback tail South turning West onto Twy U to U0
D16B Critical Aircraft A321 B38M	East	T9	Front: A388 on Twy A Rear: A388 on Twy S and Twy T B744 into D10	Pushback tail North turning East onto Twy T to T9
	East	U1	Front: A388 on Twy A Rear: B744 on Twy S B744 into D8 B772 into D12	Pushback tail South turning East onto Twy U to U1 Blocks entry to D14 and D14A
	North	A3	Front: A388 into D16 A321/B38M into D16A and D16B Rear: B744 into D20 B762 into D20A	Pushback tail North to A3 Blocks entry to D16, D16A, D16B, D18, D18A, D18B and D18C
	South	A5	Front: A321/B38M into D16A Rear: A388 on Twy U	Pushback tail South to pushback limit then pull forward to A5 Blocks entry to D14, D14A, D16 and D16B
	West	U0	Front: A388 on Twy A Rear: A388 on Twy V	Pushback tail South turning West onto Twy U to U0
D18 Critical Aircraft A346 B773	East	T9	Front: A388 on Twy A Rear: A388 on Twy S and Twy T B744 into D10	Pushback tail North turning East onto Twy T to T9
	South	A1	Front: A388 on Twy T Rear: A388 into D16 A321/B38M into D18C	Pushback tail South then pull forward to A1 Blocks entry to D16, D16A, D18, D18A, D18B, D18C, D20 and D20A
	South	A4	Front: A388 into D18B A321/B38M into D18A Rear: A388 into D14 B744 into D14A	Pushback tail South to A4 Blocks entry to D16, D16A, D16B, S18, D18A, D18B and D18C
	West	U0	Front: A388 on Twy A Rear: B763/MD11 on Twy V	Pushback tail South turning West onto Twy U to U0

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JEPPesen MELBOURNE, VIC, AUSTRALIA
 1 MAR 24 (20-9H16)

MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES**T2 Delta West (CONTD 1)**

Pushback from bay number	Direction aircraft tail faces	Towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
D18A Critical Aircraft A321 B38M	East	T9	Front: A388 on Twy A Rear: A388 on Twy S and Twy T B744 into D10	Pushback tail North turning East onto Twy T to T9
	South	A3	Front: B744 into D20 B762 into D20A Rear: A388 on Twy U A388 into D14 B744 into D14A	Pushback tail South to A3 Blocks entry to D16, D16A, D18, D18A, D18B, D18C, D20 and D20A
	West	U0	Front: A388 on Twy A Rear: A388 on Twy V	Pushback tail South turning West onto Twy U to U0
D18B Critical Aircraft A388 B748	North	A3	Front: A388 into D16 A321/B38M into D16A and D16B Rear: A388 on Twy T	Pushback tail North then pull forward to A3 Blocks entry to D18, D18A, D18B, D18C, D20 and D20A
	South	A4	Front: B744 into D18 A321/B38M into D18A Rear: A388 on Twy U A388 into D14 B744 into D14A	Pushback tail South to A4 Blocks entry to D16, D16A, D16B, D18, D18A, D18B, D18C, D20 and D20A
	West	U0	Front: A388 on Twy A Rear: B763/MD11 on Twy V	Pushback tail South turning West onto Twy U to U0
D18C Critical Aircraft A321 B38M	East	T9	Front: A388 on Twy A Rear: A388 on Twy S and Twy T B744 into D10	Pushback tail North turning East onto Twy T to T9
	South	A4	Front: B744 into D18 A388 into D18B A321/B38M into D18A Rear: A388 on Twy U A388 into D14 B744 into D14A	Pushback tail South then pull forward to A4 Blocks entry to D16, D16A, D16B, D18, D18B and D18C
	West	U0	Front: A388 on Twy A Rear: A388 on Twy V	Pushback tail South turning West onto Twy U to U0
D20 Critical Aircraft A346 B773	East	T9	Front: A388 on Twy A Rear: A388 on Twy S and Twy T B744 into D10	Pushback tail North turning East onto Twy T to T9
	South	A1	Front: A388 on Twy T Rear: A388 into D16 A321/B38M into D18C	Pushback tail South then pull forward to A1 Blocks entry to D18, D18A, D18B, D18C, D20 and D20A
	South	A2	Front: A388 on Twy T Rear: B744 into D16 A321/B38M into D16A and D16B	Pushback tail South to A2 Blocks entry to D18, D18A, D18B, D18C, D20 and D20A
	West	U0	Front: A388 on Twy A Rear: B763/MD11 on Twy V	Pushback tail South turning West onto Twy U to U0
D20A Critical Aircraft B762	East	T9	Front: A388 on Twy A Rear: A388 on Twy S and Twy T B744 into D10	Pushback tail North turning East onto Twy T to T9
	South	A2	Front: A388 on Twy T Rear: B744 into D16 A321/B38M into D16A and D16B A321/B38M into D18C	Pushback tail South to A2 Blocks entry to D18, D18A, D18B, D20 and D20A
	West	U0	Front: A388 on Twy A Rear: A388 on Twy V	Pushback tail South turning West onto Twy U to U0

Note

1. Cross-bleed start for all aircraft permitted at A1, A2, A3, A4, A5, A6, A7, S7, T9, U0 and U3.
2. B38M is the ICAO code for 737 MAX 8 aircraft.

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JEPPESEN MELBOURNE, VIC, AUSTRALIA

1 MAR 24 (20-9H17)

MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES

T3 Echo North

Pushback from bay number	Direction aircraft tail faces	To towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
E1 Critical Aircraft B38M	East	U3	Front: B744 into D8 B772 into D12 A321/B38M into D12A B38M into E9 Rear: No aircraft movement behind	Pushback tail North to pushback limit then pull forward West to U3 Blocks entry to D2, D4, D4A, D6, E1, E3, E5 and E7
E3 Critical Aircraft B38M	East	U3	Front: B744 into D8 B772 into D12 A321/B38M into D12A B38M into E9 Rear: No aircraft movement behind	Pushback tail East to pushback limit then pull forward to U3 Blocks entry to D2, D4, D4A, D6, E1, E3, E5 and E7
E5 Critical Aircraft B38M	East	U3	Front: B744 into D8 B772 into D12 A321/B38M into D12A B38M into E9 Rear: No aircraft movement behind	Pushback tail East then pull forward to U3 Blocks entry to D2, D4, D4A, D6, E1, E3, E5 and E7
E7 Critical Aircraft B38M	East	U3	Front: B744 into D8 B772 into D12 A321/B38M into D12A B38M into E9 Rear: No aircraft movement behind	Pushback tail East then pull forward to U3 Blocks entry to D2, D4, D4A, D6, E1, E3, E5 and E7
E9 Critical Aircraft B38M	East	U3	Front: B744 into D8 B772 into D12 A321/B38M into D12A Rear: No aircraft movement behind	Pushback tail East to U3 Blocks entry to D2, D4, D4A, D6, E1, E3, E5 and E7

Note

Cross-bleed start for all aircraft permitted at U3.

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 **JEPPESEN**
10 NOV 23 (20-9H18)

MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES

T3 Echo South

Pushback from bay number	Direction aircraft tail faces	To towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
E2 Critical Aircraft B738	East	G3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail South to pushback limit then pull forward East to G3 Blocks entry to E6, E8, E8A, E10, F15, F15A, F17 and F19
E4 Critical Aircraft B738	East	G3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East to pushback limit then pull forward east to G3 Blocks entry to E6, E8, E8A, E10, F15, F15A, F17 and F19
E6 Critical Aircraft B738	East	G3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East to pushback limit then pull forward to G3 Blocks entry to E6, E8, E8A, E10, F15, F15A, F17 and F19
E8 Critical Aircraft B738	East	G3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East to pushback limit then pull forward to G3 Blocks entry to E6, E8, E8A, E10, F15, F15A, F17 and F19
E8A Critical Aircraft A332	North	S8	Front: B744 on Twy G A332 on Taxilane G Rear: B744 on Twy U	Pushback tail West turning North onto Twy S to S8
	West	G2	Front: B744 on Twy S Rear: B744 on Twy A	Pushback tail West to G2 Blocks entry to F21, F21A, F23, F25 and F25A
E10 Critical Aircraft B738	East	G3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East then pull forward to G3 Blocks entry to E6, E8, E8A, E10, F15, F15A, F17 and F19

Note

Cross bleed start for all aircraft is at G3.

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JEPPESEN
10 NOV 23 **20-9H19**

MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES

T4 Foxtrot North

Pushback from bay number	Direction aircraft tail faces	To towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
F11 Critical Aircraft B738	East	G3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail North to pushback limit then pull forward West to G3 Blocks entry to E6, E8, E8A, E10, F15, F15A, F17 and F19
F13 Critical Aircraft A320 B738	East	G3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East to pushback limit then pull forward to G3 Blocks entry to E6, E8, E8A, E10, F15, F15A, F17 and F19
F15 Critical Aircraft A320 B738	East	G3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East then pull forward to G3 Blocks entry to E6, E8, E8A, E10, F15, F15A, F17 and F19
F17 Critical Aircraft A320 B738	East	G3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East then pull forward to G3 Blocks entry to E6, E8, E8A, E10, F15, F15A, F17 and F19
F19 Critical Aircraft A320 B738	East	G3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East then pull forward to G3 Blocks entry to E6, E8, E8A, E10, F15, F15A, F17 and F19
F21 Critical Aircraft A320 B738	East	G3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East to G3 Blocks entry to E6, E8, E8A, E10, F15, F15A, F17 and F19
	North	S8	Front: A359 on Twy G Rear: B744 on Twy U	Pushback tail North to S8
	West	G2	Front: A359 on Twy S Rear: A388 on Twy A	Pushback tail West to G2 Blocks entry to F21, F21A, F23, F25 and F25A
F21A Critical Aircraft A359	North	S8	Front: A359 on Twy G Rear: B744 on Twy U	Pushback tail North to S8
	West	G2	Front: A359 on Twy S Rear: A388 on Twy A	Pushback tail West to G2 Blocks entry to F21, F21A, F23, F25 and F25A

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MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES

T4 Foxtrot North (CONTD)

Pushback from bay number	Direction aircraft tail faces	To towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
F23 Critical Aircraft A320 B738	East	G3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East to G3 Blocks entry to E6, E8, E8A, E10, F15, F15A, F17 and F19
	North	S8	Front: A359 on Twy S Rear: B744 on Twy U	Pushback tail North to S8
	West	G2	Front: A359 on Twy S Rear: A388 on Twy A	Pushback tail West to G2 Blocks entry to F21, F21A, F23, F25 and F25A

Note

Cross-bleed start for all aircraft permitted at G3.

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JEPPESEN
10 NOV 23 (20-9H21)

MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES

T4 Foxtrot South

Pushback from bay number	Direction aircraft tail faces	To towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
F12 Critical Aircraft A332	East	Y3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East to pushback limit then pull forward to Y3 Blocks entry to F18, F20, G47 and G49
	South	S11	Front: B744 on Twy Y Rear: B748 on Twy J A321/B738 into G50	Pushback tail West turning South onto Twy S to S11 Blocks entry to G51 and G52
	West	Y2	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail West to Y2 Blocks entry to F22, F22B, F24, F24B, G57, G57A, G57F and G57G
F12 Critical Aircraft A320 B739	East	Y3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East to pushback limit then pull forward to Y3 Blocks entry to F18, F20, G47 and G49
F14 Critical Aircraft A332	South	S11	Front: B744 on Twy Y Rear: B748 on Twy J A321/B738 into G50	Pushback tail West turning South onto Twy S to S11 Blocks entry to G51 and G52
	West	Y2	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail West to Y2 Blocks entry to F22, F22B, F24, F24B, G57, G57A, G57F and G57G
F14 Critical Aircraft A320 B738	East	Y3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East to pushback limit then pull forward to Y3 Blocks entry to F18, F20, G47 and G49
F16 Critical Aircraft B3XM	East	Y3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East then pull forward to Y3 Blocks entry to F18, F20, G47 and G49
	South	S11	Front: B744 on Twy Y Rear: B748 on Twy J A321/B738 into G52	Pushback tail West turning South onto Twy S to S11 Blocks entry to G51
F18 Critical Aircraft B3XM	East	Y3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East then pull forward to Y3 Blocks entry to F18, F20, G47 and G49
	South	S11	Front: B744 on Twy Y Rear: B748 on Twy J A321/B738 into G52	Pushback tail West turning South onto Twy S to S11 Blocks entry to G51
F20 Critical Aircraft A321 B3XM	East	Y3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East then pull forward to Y3 Blocks entry to F18, F20, G47 and G49
	South	S11	Front: B744 on Twy Y Rear: B748 on Twy J A321/B738 into G52	Pushback tail West turning South onto Twy S to S11 Blocks entry to G51
F22 Critical Aircraft A359	South	S11	Front: B744 on Twy Y Rear: B748 on Twy J A321/B738 into G50	Pushback tail South to S11 Blocks entry to G51 and G52
	West	Y2	Front: B744 on Twy Y Rear: A388 on Twy A	Pushback tail West to Y2 Blocks entry to F22, F22B, F24, F24B, G57, G57A, G57F and G57G

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 **JEPPESEN**
10 NOV 23 **(20-9H22)**

MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES

T4 Foxtrot South (CONTD)

Pushback from bay number	Direction aircraft tail faces	To towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
F22A Critical Aircraft A321 B3XM	East	Y3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East to Y3 Blocks entry to F18, F20, G47 and G49
	South	S11	Front: B744 on Twy Y Rear: B748 on Twy J A321/B738 into G52	Pushback tail South to S11 Blocks entry to G51
	West	Y2	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail West to Y2 Blocks entry to F22, F22B, F24, F24B, G57, G57A, G57F and G57G
F22B Critical Aircraft A321 B3XM	East	Y3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East to Y3 Blocks entry to F18, F20, G47 and G49
	South	S11	Front: B744 on Twy Y Rear: B748 on Twy J A321/B738 into G52	Pushback tail South to S11 Blocks entry to G51
	West	Y2	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail West to Y2 Blocks entry to F22, F22B, F24, F24B, G57, G57A, G57F and G57G

Note

Cross bleed start for all aircraft permitted at S11 or other TDPs subject to approval by ATC and Car 2.

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JEPPESEN
10 NOV 23 **(20-9H23)**

MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES

T4 Foxtrot West

Pushback from bay number	Direction aircraft tail faces	To towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
F24 Critical Aircraft B779	East	Y1	Front: A388 on Twy A Rear: A332 on Twy Y	Pushback tail East to Y1 Blocks entry to F22, F22B, F24, F24B, G57, G57A, G57F and G57G
	North	A11	Front: B779 into F24 B748 into G57A Rear: B748 into F25 A321/B3XM into F25A	Pushback tail North to A11 Blocks entry to F24, F24A, F24B and F25B
	South	A12	Front: A35K on Twy Y Rear: A321/B738 into G58	Pushback tail South to A12 Blocks entry to, G57, G57A - G57G, G59, G60, G60A and G60B
F24A Critical Aircraft A321 B3XM	North	A10	Front: B779 into F24 A321/B3XM into F24B Rear: B748 into F25 A321/B3XM into F25A	Pushback tail North then pull forward to A10 Blocks entry to F24, F24A and F25B
	South	A10	Front: B779 into F25 A321/B3XM into F25B Rear: A321/B3XM into F24B	Pushback tail North then pull forward to A10 Blocks entry to F24, F24A and F25B
F24B Critical Aircraft A321 B3XM	East	Y1	Front: A388 on Twy A Rear: A332 on Twy Y	Pushback tail East to Y1 Blocks entry to F22, F22B, F24, F24B, G57, G57A, G57F and G57G
	North	A11	Front: B779 into F24 B748 into G57A Rear: B748 into F25 A321/B3XM into F25A	Pushback tail North to A11 Blocks entry to F24, F24A, F24B and F25B
	South	A10	Front: B779 into F25 A321/B3XM into F25B Rear: A321/B3XM into F24B	Pushback tail North then pull forward to A10 Blocks entry to F24, F24A and F25B
F25 Critical Aircraft B748 B779	East	G1	Front: A388 on Twy A Rear: A320/B738 into F21	Pushback tail East to G1 Blocks entry to F23 and F25A
	South	A7	Front: A35K on Twy G Rear: B779 into F24 A321/B3XM into F24B	Pushback tail South to A7 Blocks entry to F24A, F25, F25A and F25B
F25A Critical Aircraft A321 B3XM	East	G1	Front: A388 on Twy A Rear: A320/B738 into F23	Pushback tail East to G1 Blocks entry to F23 and F25A
	North	A8	Front: B779 into F24 A321/B3XM into F24A Rear: A321/B3XM into F25A	Pushback tail North then pull forward to A8 Blocks entry to F25 and F25B
	South	A7	Front: A35K on Twy G Rear: B779 into F24 A321/B3XM into F24B	Pushback tail South to A7 Blocks entry to F24A, F25, F25A and F25B
F25B Critical Aircraft A321 B3XM	North	A8	Front: B779 into F24 A321/B3XM into F24A Rear: A321/B3XM into F25A	Pushback tail North then pull forward to A8 Blocks entry to F25 and F25B
	South	A8	Front: A35K on Twy G A321/B3XM into F25A Rear: B779 into F24 A321/B3XM into F24B	Pushback tail South then pull forward to A8 Blocks entry to F24A, F25 and F25B

Note

Cross bleed start for all aircraft permitted at A7, A8, A10, A11 and A12.

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JEPPESEN
 10 NOV 23 (20-9H24)

MELBOURNE, VIC, AUSTRALIA

MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES**T4 Golf North**

Pushback from bay number	Direction aircraft tail faces	To towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
G41 Critical Aircraft A321 B738	East	Y3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail North to pushback limit then pull forward East to Y3 Blocks entry to F18, F20, G47 and G49
	South	S11	Front: B744 on Twy Y Rear: B748 on Twy J A321/B738 into G52	Pushback tail West turning South onto Twy S to S11 Blocks entry to G51
G41A Critical Aircraft A332	South	S11	Front: B744 on Twy Y Rear: B748 on Twy J A321/B738 into G50	Pushback tail West turning South onto Twy S to S11 Blocks entry to G51 and G52
G43 Critical Aircraft A321 B738	East	Y3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East to pushback limit then pull forward to Y3 Blocks entry to F18, F20, G47 and G49
	South	S11	Front: B744 on Twy Y Rear: B748 on Twy J A321/B738 into G52	Pushback tail West turning South onto Twy S to S11 Blocks entry to G51
G45 Critical Aircraft A321 B738	East	Y3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East then pull forward to Y3 Blocks entry to F18, F20, G47 and G49
	South	S11	Front: B744 on Twy Y Rear: B748 on Twy J A321/B738 into G52	Pushback tail West turning South onto Twy S to S11 Blocks entry to G51
G45A Critical Aircraft A332	East	Y3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East then pull forward to Y3 Blocks entry to F18, F20, G47 and G49
	South	S11	Front: B744 on Twy Y Rear: B748 on Twy J A321/B738 into G50	Pushback tail West turning South onto Twy S to S11 Blocks entry to G51 and G52
G47 Critical Aircraft A321 B738	East	Y3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East then pull forward to Y3 Blocks entry to F18, F20, G47 and G49
	South	S11	Front: B744 on Twy Y Rear: B748 on Twy J A321/B738 into G52	Pushback tail West turning South onto Twy S to S11 Blocks entry to G51
G49 Critical Aircraft A321 B738	East	Y3	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East then pull forward to Y3 Blocks entry to F18, F20, G47 and G49
	South	S11	Front: B744 on Twy Y Rear: B748 on Twy J A321/B738 into G52	Pushback tail West turning South onto Twy S to S11 Blocks entry to G51

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MELBOURNE, VIC, AUSTRALIA

10 NOV 23 (20-9H25)

MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES

T4 Golf North (CONTD)

Pushback from bay number	Direction aircraft tail faces	To towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
G51 Critical Aircraft A321 B738	North	S12	Front: B748 on Twy J A321/B738 into G50 Rear: B744 on Twy Y	Pushback tail North then pull forward to S12 Blocks entry to G51 and G52
	North	S14	Front: B748 on Twy J A321/B738 into G50 Rear: B744 on Twy Y	Pushback tail North then pull forward to S14 Blocks entry to G51 and G52
	South	S11	Front: B744 on Twy Y Rear: B748 on Twy J A321/B738 into G50	Pushback tail South then pull forward to S11 Blocks entry to G51
	South	S14	Front: B744 on Twy Y Rear: B748 on Twy J A321/B738 into G50	Pushback tail South to S14 Blocks entry to G51 and G52

Note

Cross bleed starts for all aircraft permitted at S11 or other TDPs subject to approval by ATC and Car 2.

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JEPPESEN
10 NOV 23 **(20-9H26)**

MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES

T4 Golf South

Pushback from bay number	Direction aircraft tail faces	To towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
G42 Critical Aircraft A321	East	J4	Front: B744 on Twy S A321/B738 into H3B A321/B738 into G50 Rear: No aircraft movement behind	Pushback tail South to pushback limit then pull forward West to J4 Blocks entry to G46A, G48, H3 and H3A
	North	S12	Front: B748 on Twy J Rear: B744 on Twy Y A321/B738 into G51	Pushback tail West turning North onto Twy S to S12 Blocks entry to G50 and G52
	South	S13	Front: B748 on Twy J Rear: A388 on Twy W	Pushback tail West turning South onto Twy S to S13
	West	J1	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail West past Twy S to J1 Blocks entry to G54A
G44 Critical Aircraft A321	East	J4	Front: B744 on Twy S A321/B738 into H3B A321/B738 into G50 Rear: No aircraft movement behind	Pushback tail East to pushback limit then pull forward to J4 Blocks entry to G46A, G48, H3 and H3A
	North	S12	Front: B748 on Twy J Rear: B744 on Twy Y A321/B738 into G51	Pushback tail West turning North onto Twy S to S12 Blocks entry to G50 and G52
	South	S13	Front: B748 on Twy J Rear: A388 on Twy W	Pushback tail West turning South onto Twy S to S13
	West	J1	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail West past Twy S to J1 Blocks entry to G54A
G46 Critical Aircraft A321	East	J4	Front: B744 on Twy S A321/B738 into H3B A321/B738 into G50 Rear: No aircraft movement behind	Pushback tail East then pull forward to J4 Blocks entry to G46A, G48, H3 and H3A
	North	S12	Front: B748 on Twy J Rear: B744 on Twy Y A321/B738 into G51	Pushback tail West turning North onto Twy S to S12 Blocks entry to G42, G44, G46, Blocks entry to G50 and G52
	South	S13	Front: B748 on Twy J Rear: A388 on Twy W	Pushback tail West turning South onto Twy S to S13
	West	J1	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail West past Twy S to J1 Blocks entry to G54A
G48 Critical Aircraft A321 B738	East	J4	Front: B744 on Twy S A321/B738 into H3B A321/B738 into G50 Rear: No aircraft movement behind	Pushback tail East then pull forward to J4 Blocks entry to G46A, G48, H3 and H3A
	North	S12	Front: B748 on Twy J Rear: B744 on Twy Y A321/B738 into G51	Pushback tail West turning North onto Twy S to S12 Blocks entry to G50 and G52
	South	S13	Front: B748 on Twy J Rear: A388 on Twy W	Pushback tail West turning South onto Twy S to S13
	West	J1	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail West past Twy S to J1 Blocks entry to G54A

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JEPPESEN
10 NOV 23 (20-9H27)

MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES

T4 Golf South (CONTD)

Pushback from bay number	Direction aircraft tail faces	To towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
G50 Critical Aircraft A321 B738	East	J4	Front: B744 on Twy S A321/B738 into H3B Rear: No aircraft movement behind	Pushback tail East to J4 Blocks entry to G46A, G48, H3 and H3A
	North	S12	Front: B748 on Twy J Rear: B744 on Twy Y A321/B738 into G51	Pushback tail North to S12 Blocks entry to G50 and G52
	South	S13	Front: B748 on Twy J Rear: A388 on Twy W	Pushback tail South to S13
	West	J1	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail West to J1 Blocks entry to G54A
G52 Critical Aircraft A321 B738	North	S12	Front: B748 on Twy J Rear: B744 on Twy Y	Pushback tail North then pull forward to S12 Blocks entry to G50 and G52
	North	S14	Front: B748 on Twy J Rear: B744 on Twy Y	Pushback tail North to S14 Blocks entry to G51 and G52
	South	S14	Front: B744 on Twy Y Rear: B748 on Twy J	Pushback tail South then pull forward to S14 Blocks entry to G51 and G52
	South	S11	Front: A332 into F12 Rear: B748 on Twy J	Pushback tail South then pull forward to S11 Blocks entry to G51 and G52
	South	S13	Front: B748 on Twy J Rear: A388 on Twy W	Pushback tail South to S13

Note

Cross bleed start for all aircraft permitted at S11 and S12 or other TDPs subject to approval by ATC and Car 2.

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JEPPESEN
 10 NOV 23 (20-9H28)

MELBOURNE, VIC, AUSTRALIA

MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES**T4 Golf West**

Pushback from bay number	Direction aircraft tail faces	To towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
G54 Critical Aircraft A321 B38M	East	J2	Front: A388 on Twy A Rear: B744 on Twy S	Pushback tail South turning East onto Twy J to J2 Blocks entry to G54A
	North	A15	Front: B748 on Twy J Rear: A321/B738 into G58 B748 into G60A S340 into G60F and G60G	Pushback tail North to A15 Blocks entry to G54, G54A and G56
	South	A15	Front: A321/B738 into G58 B748 into G60A S340 into G60F and G60G Rear: A388 on Twy J	Pushback tail South then pull forward to A15 Blocks entry to G54, G54A and G56
G54A Critical Aircraft B748	East	J2	Front: A388 on Twy A A321/B738 into G58 S340 into G60F and G60G Rear: B744 on Twy S	Pushback tail South turning East onto Twy J to J2 Blocks entry to G54A
	North	A15	Front: B748 on Twy J Rear: A321/B738 into G60 B748 into G60A S340 into G60C - G60E	Pushback tail North to A15 Blocks entry to G54, G54A, G56 and G58
	South	A16	Front: A388 on Twy J A321/B738 into G58 S340 into G60F and G60G Rear: A388 on Twy K	Pushback tail South past Twy J to A16 Blocks entry to G54, G54A and G56
G56 Critical Aircraft A321 B38M	North	A15	Front: A388 on Twy J Rear: A321/B738 into G60 B748 into G60A S340 into G60C - G60E	Pushback tail North then pull forward to A15 Blocks entry to G54, G54A, G56, G58, G60F and G60G
	South	A15	Front: A321/B738 into G58 B748 into G60A S340 into G60F and G60G Rear: A388 on Twy J	Pushback tail South then pull forward to A15 Blocks entry to G54, G54A and G56
G57 Critical Aircraft A321 C130	East	Y1	Front: A388 on Twy A Rear: A321/B738 on Twy S	Pushback tail East to Y1 Blocks entry to F22B, F24, F24B, G57 and G57A - G57G
	North	A11	Front: B744 on Twy Y Rear: B779 into F25 A321/B738 into F25B	Pushback tail North to A11 Blocks entry to F24, F24A, F24B, G57 and G57A - G57G
	South	A12	Front: B744 on Twy Y Rear: A321/B738 into G60 S340 into G60D - G60G	Pushback tail South to A12 Blocks entry to F24, F24B, G57, G57A - G57G, G59 and G60A - G60C
G57A Critical Aircraft B748	East	Y1	Front: A388 on Twy A Rear: A321/B738 on Twy S	Pushback tail East to Y1 Blocks entry to F22B, F24, F24B, G57 and G57A - G57G
	North	A11	Front: B744 on Twy Y Rear: B779 into F25 A321/B738 into F25B	Pushback tail North to A11 Blocks entry to F24, F24A, F24B, G57 and G57A - G57G
	South	A12	Front: B744 on Twy Y Rear: A321/B738 into G58	Pushback tail South to A12 Blocks entry to F24, F24B, G57, G57A - G57G, G59, G60 and G60A - G60E

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 10 NOV 23 (20-9H29)

MELBOURNE, VIC, AUSTRALIA

MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES**T4 Golf West (CONTD)**

Pushback from bay number	Direction aircraft tail faces	To towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
G57B-G Critical Aircraft S340	Power-in / power-out operations Propeller wash hazards on G57, G57A - G57G, G58, G60 and G60A on arrival and departure			
G58 Critical Aircraft A321 B738	North	A14	Front: A321/B38M into G54 B748 into G54A Rear: A321/B738 into G59	Pushback tail North then pull forward to A14 Blocks entry to G56, G58, G60 and G60A - G60G
	South	A14	Front: A321/B738 into G60 Rear: A321/B38M into G54 B748 into G54A	Pushback tail South to A14 Blocks entry to G56, G58 and G60A - G60G
G59 Critical Aircraft A321 B738	North	A13	Front: A321/B738 into G58 Rear: B744 on Twy Y B748 into G57A A321/B738 into G57	Pushback tail North then pull forward to A13 Blocks entry to G57B, G57C, G59, G60 and G60A - G60G
	South	A12	Front: B744 on Twy Y B748 into G57A A321/B738 into G57 Rear: A321/B738 into G58	Pushback tail South then pull forward to A12 Blocks entry to G57B - G57E, G59, G60 and G60A - G60C
G60 Critical Aircraft A321 B738	North	A13	Front: A321/B738 into G58 Rear: B744 on Twy Y B748 into G57A A321/B738 into G57	Pushback tail North to A13 Blocks entry to G57B, G57C, G59, G60 and G60A - G60G
	South	A13	Front: A321/B738 into G59 Rear: A321/B38M into G56	Pushback tail South then pull forward to A13 Blocks entry to G58, G60 and G60A - G60G
G60A Critical Aircraft A124 B748	East	Y1	Front: A388 on Twy A Rear: A321/B738 on Twy S	Pushback tail North turning East onto Twy Y to Y1 Blocks entry to F22B, F24, F24B, G57 and G57A - G57G
	North	A13	Front: A321/B38M into G56 Rear: B744 on Twy Y	Pushback tail North then pull forward to A13 Blocks entry to G57, G57A - G57G, G58, G59, G60 and G60A - G60G
G60B-G Critical Aircraft S340	Power-in / power-out operations Propeller wash hazards on G58, G69, G60, G60A - G60G on arrival and departure			

Note

1. Cross bleed start for all aircraft permitted at A11, A12, A13, A14, A15 and A16.
2. S340 operations on G57B - G57G and G60B - G60G restricted when aircraft pushback to A11 - A16, J2 or Y1.

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JEPPESEN
10 NOV 23 (20-9H30)

MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES

Hotel Freight

Pushback from bay number	Direction aircraft tail faces	To towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
H1 Critical Aircraft A346 B744	North	S12	Front: B744 on Twy J Rear: B744 on Twy Y	Pushback tail West turning North onto Twy S to S12 Pushback warning system must be activated prior to pushback Blocks entry to G50 and G52
	South	S13	Front: B748 on Twy J Rear: A388 on Twy W	Pushback tail West turning South onto Twy S to S13
	West	J1	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail West past Twy S to J1 Pushback warning system must be activated prior to pushback Blocks entry to G54A
H1A Critical Aircraft A321 B739	East	J4	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail North to pushback limit then pull forward West to J4 Blocks entry to G46A, G48, H3 and H3A
	North	S12	Front: B748 on Twy J Rear: B744 on Twy Y	Pushback tail West turning North onto Twy S to S12 Blocks entry to G50 and G52
	South	S13	Front: B748 on Twy J Rear: A388 on Twy W	Pushback tail West turning South onto Twy S to S13
	West	J1	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail West past Twy S to J1 Blocks entry to G54A
H1B Critical Aircraft A321 B739	East	J4	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East to pushback limit then pull forward to J4 Blocks entry to G46A, G48, H3 and H3A
	North	S12	Front: B748 on Twy J Rear: B744 on Twy Y	Pushback tail West turning North onto Twy S to S12 Blocks entry to G50 and G52
	South	S13	Front: B748 on Twy J Rear: A388 on Twy W	Pushback tail West turning South onto Twy S to S13
	West	J1	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail West past Twy S to J1 Blocks entry to G54A
H2 Critical Aircraft B748	North	A15	Front: B748 on Twy J Rear: A321/B738 into G60 B748 into G60A	Pushback tail West turning North onto Twy A to A15 Blocks entry to G54, G54A, G56 and G58
	North	S12	Front: B748 on Twy J Rear: B744 on Twy Y A321/B738 into G51	Pushback tail West turning North onto Twy S to S12 Blocks entry to G50 and G52
	South	A16	Front: B748 on Twy J Rear: A388 on Twy K	Pushback tail West turning South onto Twy A to A16

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10 NOV 23 (20-9H31)

MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES

Hotel Freight (CONTD)

Pushback from bay number	Direction aircraft tail faces	To towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
H2A Critical Aircraft A346 B744	North	S12	Front: B748 on Twy J Rear: B744 on Twy Y	Pushback tail West turning North onto Twy S to S12 Blocks entry to G50 and G52
	South	S13	Front: B748 on Twy J Rear: A388 on Twy W	Pushback tail West turning South onto Twy S to S13
	West	J1	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail West past Twy S to J1 Blocks entry to G54A
H2A Critical Aircraft A321 B739	East	J4	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East to pushback limit then pull forward to J4 Blocks entry to G46A, G48, H3 and H3A
	North	S12	Front: B748 on Twy J Rear: B744 on Twy Y	Pushback tail West turning North onto Twy S to S12 Blocks entry to G50 and G52
	South	S13	Front: B748 on Twy J Rear: A388 on Twy W	Pushback tail West turning South onto Twy S to S13
	West	J1	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail West past Twy S to J1 Blocks entry to G54A
H3 Critical Aircraft A346 B748	North	A15	Front: B748 on Twy J Rear: A321/B738 into G60 B748 into G60A	Pushback tail West turning North onto Twy A to A15 Blocks entry to G54, G54A, G56 and G58
	North	S12	Front: B748 on Twy J Rear: B744 on Twy Y A321/B738 into G51	Pushback tail North to S12 Blocks entry to G50 and G52
	South	A16	Front: B748 on Twy J Rear: A388 on Twy K	Pushback tail West turning South onto Twy A to A16
	South	S11	Front: B744 on Twy Y Rear: B748 on Twy J A321/B738 into G50	Pushback tail East onto Taxilane J to J4 then pull forward turning North onto Twy S to S11 No engine starts till towbar disconnect point Blocks entry to G51 and G52
H3A Critical Aircraft A321 B738	East	J4	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East to pushback limit then pull forward to J4 Blocks entry to G46A, G48, H3 and H3A
	North	S12	Front: B748 on Twy J Rear: B744 on Twy Y	Pushback tail North to S12 Blocks entry to G50 and G52
	South	S13	Front: B748 on Twy J Rear: A388 on Twy W	Pushback tail South onto Twy S to S13
	West	J1	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail West past Twy S to J1 Blocks entry to G54A

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 **JEPPESEN**
10 NOV 23 (20-9H32)

MELBOURNE, VIC, AUSTRALIA
MELBOURNE INTL

AIRCRAFT PUSHBACK PROCEDURES

Hotel Freight (CONTD 1)

Pushback from bay number	Direction aircraft tail faces	To towbar disconnect point (TDP)	Max aircraft wingspan taxiing past the front/rear of the aircraft into bay no. or along taxiway	Procedure and limitations
H3B Critical Aircraft A321 B738	East	J4	Front: B744 on Twy S Rear: No aircraft movement behind	Pushback tail East then pull forward to J4 Blocks entry to G46A, G48, H3 and H3A
	North	S12	Front: B748 on Twy J Rear: B744 on Twy Y	Pushback tail North to S12 Blocks entry to G50 and G52
	South	S13	Front: B748 on Twy J Rear: A388 on Twy W	Pushback tail South onto Twy S to S13
	West	J1	Front: B744 on Twy S Rear: A388 on Twy A	Pushback tail West past Twy S to J1 Blocks entry to G54A

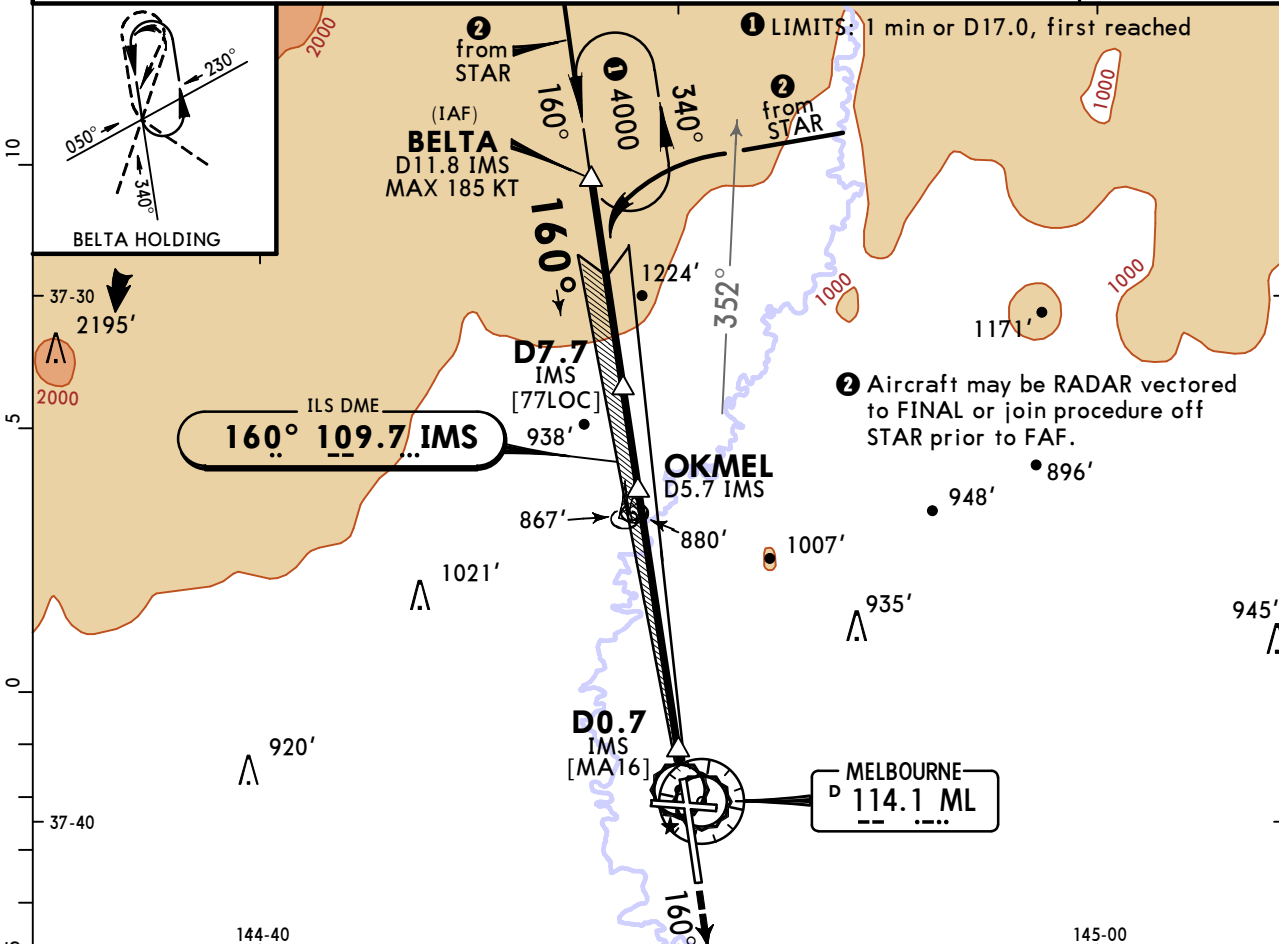
Note

Cross bleed start for all aircraft is at A15, A16, S12 and S13 or other TDPs subject to approval by ATC and Car 2.

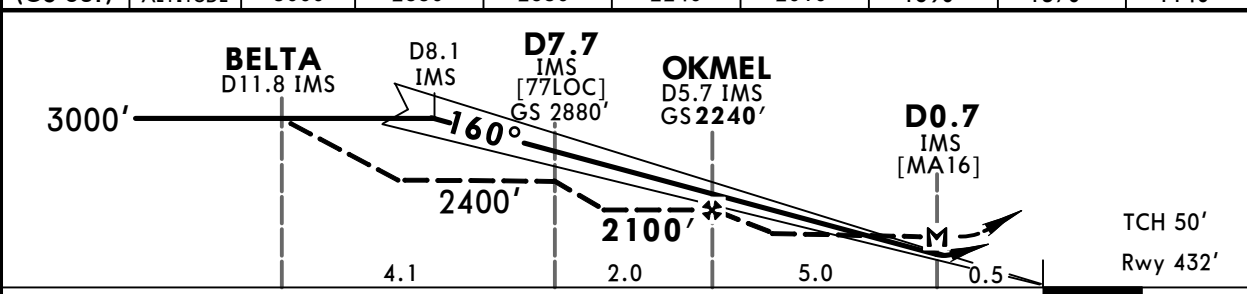
YMML/MEL MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA
 9 JUN 23 (21-1) Eff 15 Jun 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 109.7	Final Apch Crs 160°	OKMEL 2240' (1808')	ILS DA(H) 640' (208')	Apt Elev 434' Rwy 432'
MISSED APCH: Track 160°. Climb to 4000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 16 hPa Trans level: FL110 Trans alt: 10000'					
1. DME or GNSS REQUIRED (ILS). 2. DME (LOC only) REQUIRED. 3. ATC Approach Speeds: At BELTA 185 - 160 KT, At 5NM from Thr 160 - 150 KT.					
				MSA ML VOR 3300 within 10 NM	



LOC (GS out)	IMS DME	8.1	7.7	7.0	5.7	5.0	4.0	3.0	2.3
	ALTITUDE	3000'	2880'	2650'	2240'	2010'	1690'	1370'	1140'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	
Gs	3.00°	372	478	531	637	743	849	PAPI PAPI
MAP at D0.7 IMS								160°
								4000'

State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		CIRCLE-TO-LAND	
	DA(H) 640' (208')		MDA(H) 1140' (706')			
	HIRL out 2	ALS out	ALS out	ALS out	Max Kts	MDA(H)
A					100	
B	1 R550m	V1.2km	V1.5km	V3.1km	135	1140' (706') V2.4km
C	V0.8km			V4.0km	180	1450' (1016') V4.0km
D					205	1600' (1166') V5.0km

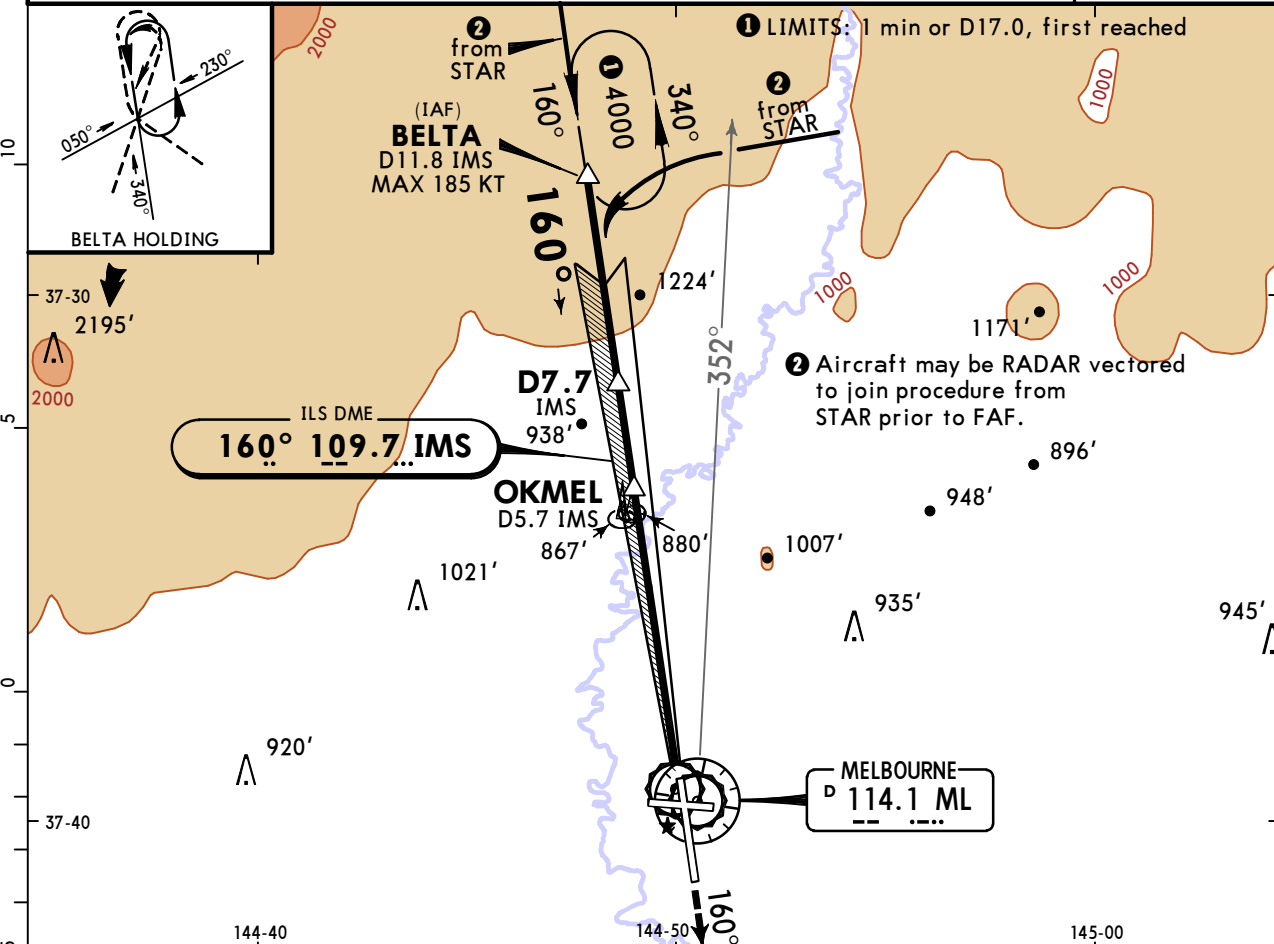
1 R/V1.2km when Flight Director or Autopilot or HUD to DA is not used; or the acft is not equipped with an operative failure warning system for primary altitude and heading reference systems.
2 For partial HIRL or ALS failure, see ATC pages AUSTRALIA.

YMML/MEL MELBOURNE INTL

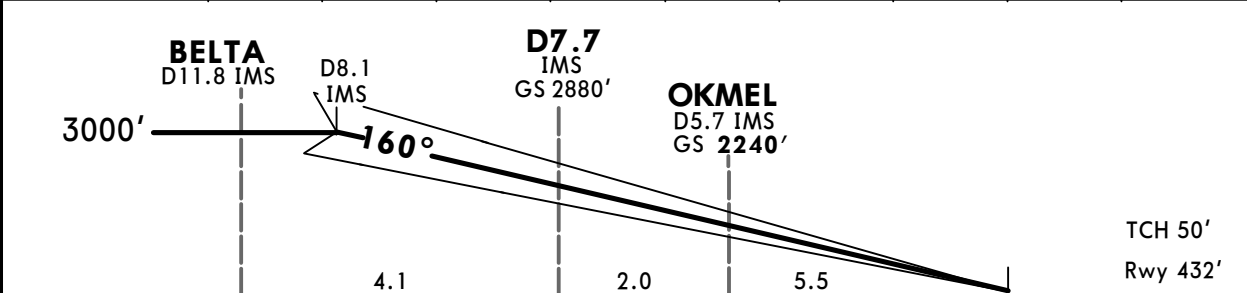
9 JUN 23
Eff 15 Jun **(21-1A)**

JEPPESEN MELBOURNE, VIC, AUSTRALIA ILS-Z Rwy 16 CAT II & III

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7	
LOC IMS 109.7	Final Apch Crs 160°	OKMEL 2240' (1808')	CAT IIIB Refer to Minimums	CAT IIIA	CAT II ILS RA 93' DA(H) 532' (100')	Apt Elev 434' Rwy 432'	4500 080° ← → 260° 3700
MISSED APCH: Track 160°. Climb to 4000' or as directed by ATC.							MSA ML VOR 3300 within 10 NM
Alt Set: hPa		Rwy Elev: 16 hPa		Trans level: FL110		Trans alt: 10000'	
1. DME REQUIRED. 2. Special Aircrew & Acft Certification Required. 3. ATC Approach Speeds: At BELTA 185 - 160 KT, At 5NM from Thr 160 - 150 KT.							



IMS DME	8.1	7.7	7.0	5.7	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3000'	2880'	2650'	2240'	2010'	1690'	1370'	1050'	740'



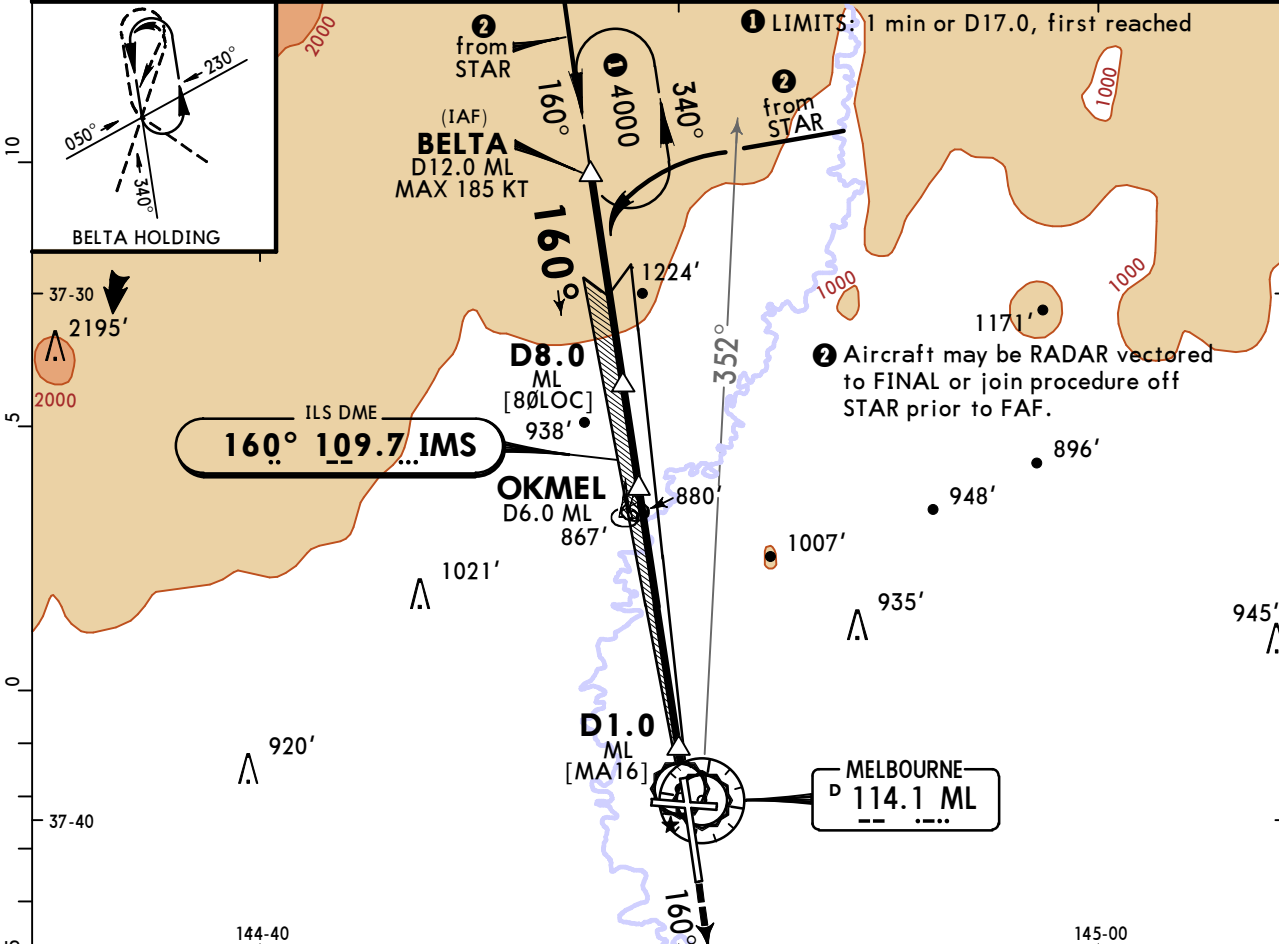
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	160°	4000'
GS	3.00°	372	478	531	637	849			

State	STRAIGHT-IN LANDING		
CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 93'	
	DA(H) 482' (50')	DA(H) 532' (100')	
R75m	R175m	R300m	

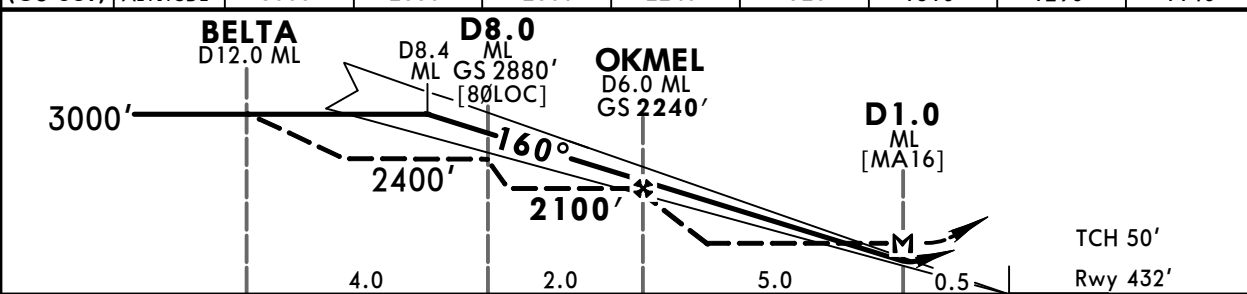
YMML/MEL
MELBOURNE INTL

JEPPesen MELBOURNE, VIC, AUSTRALIA
9 JUN 23 (21-2) Eff 15 Jun ILS-Y or LOC-Y Rwy 16

BRIEFING STRIP™	ATIS	114.1	118.0	MELBOURNE Approach (R)	132.0	MELBOURNE Tower	120.5	Ground	121.7			
	LOC	IMS	109.7	Final Apch Crs	160°	OKMEL	2240' (1808')	ILS DA(H)	640' (208')	Apt Elev 434'	Rwy 432'	
	MISSED APCH: Track 160°. Climb to 4000' or as directed by ATC.											
	Alt Set: hPa Rwy Elev: 16 hPa Trans level: FL110 Trans alt: 10000'											
1. DME or GNSS REQUIRED. 2. GNSS permitted in lieu of DME. Reference waypoint ML VOR. 3. ATC Approach Speeds: At BELTA 185 - 160 KT, At 5NM from Thr 160 - 150 KT.												



LOC (GS out)	ML DME	8.4	8.0	7.0	6.0	5.0	4.0	3.0	2.5
	ALTITUDE	3000'	2880'	2560'	2240'	1920'	1610'	1290'	1140'



Gnd speed-Kts	70	90	100	120	140	160		160°	4000'
GS	3.00°	372	478	531	637	743			
MAP at D1.0 ML									

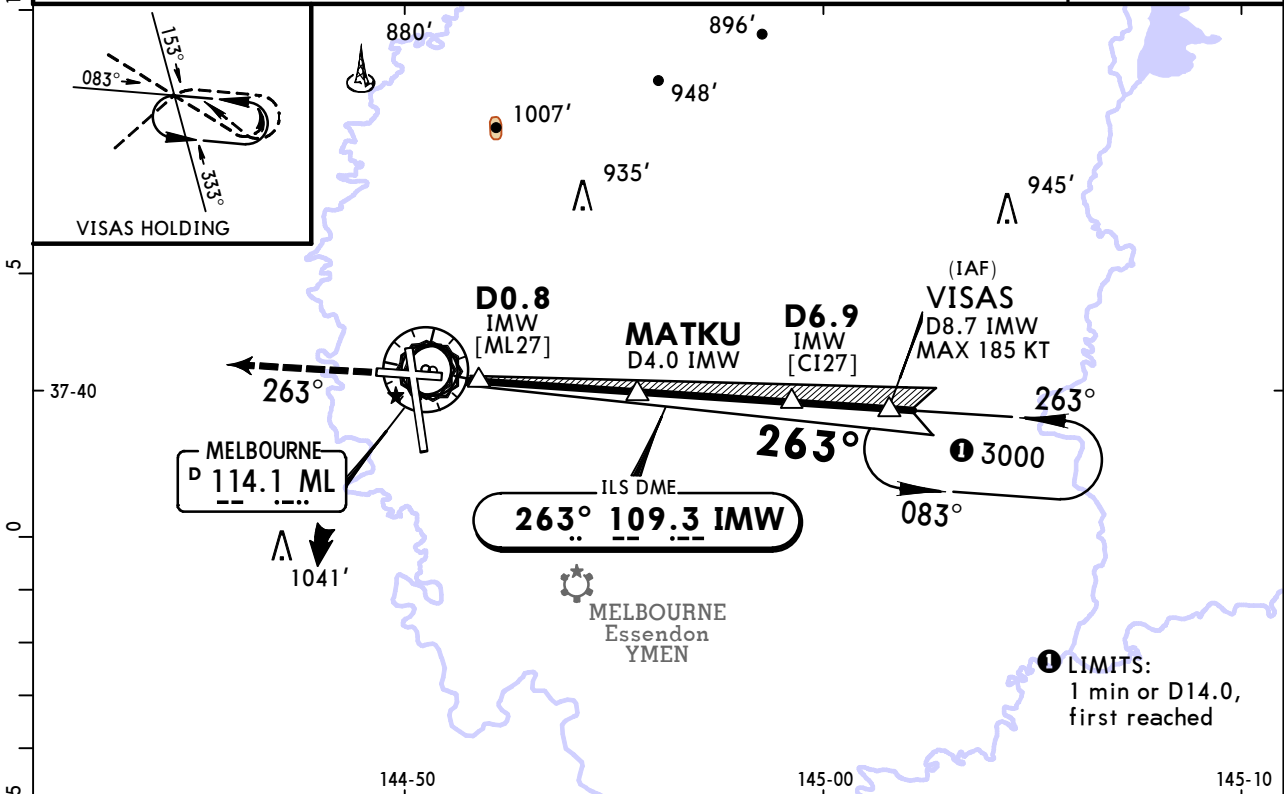
State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		CIRCLE-TO-LAND	
	DA(H)	640' (208')	MDA(H)	1140' (706')	Max Kts	MDA(H)
A	HIRL out	ALS out	ALS out	ALS out	100	1140' (706') V2.4km
B	R550m	V1.2km	V1.5km	V3.1km	135	1450' (1016') V4.0km
C	V0.8km	V1.2km	V1.5km	V3.1km	180	1450' (1016') V4.0km
D					205	1600' (1166') V5.0km

1 R/V1.2km when Flight Director or Autopilot or HUD to DA is not used; or the acft is not equipped with an operative failure warning system for primary altitude and heading reference systems.
 2 For partial HIRL or ALS failure, see ATC pages AUSTRALIA.

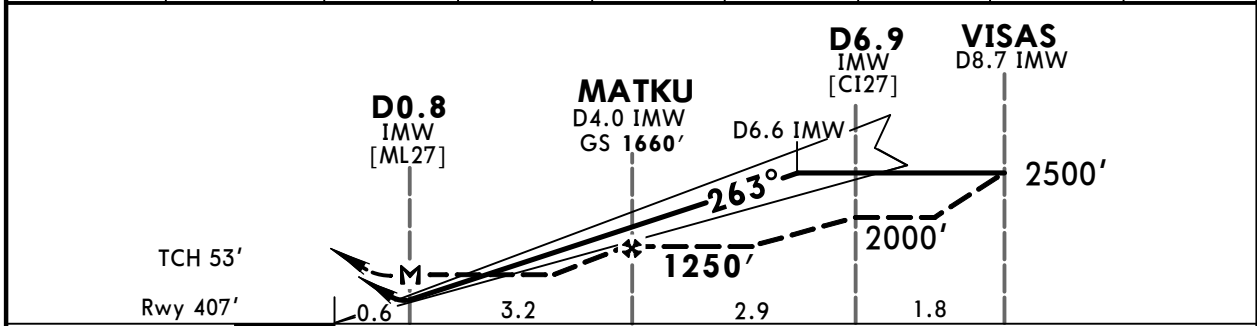
YMML/MEL
MELBOURNE INTL

JEPPESSEN MELBOURNE, VIC, AUSTRALIA
9 JUN 23 (21-3) Eff 15 Jun ILS-Z or LOC-Z Rwy 27

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7	
LOC IMW 109.3	Final Apch Crs 263°	MATKU 1660' (1253')		ILS DA(H) 610' (203')	Apt Elev 434' Rwy 407'		
MISSED APCH: Track 263°. Climb to 4000' or as directed by ATC.							
Alt Set: hPa		Rwy Elev: 15 hPa		Trans level: FL110		Trans alt: 10000'	
1. DME or GNSS REQUIRED (ILS). 2. DME (LOC only) REQUIRED. 3. ATC Approach Speeds: At VISAS 185 - 160 KT, at 5NM from Thr 160 - 150 KT.							MSA ML VOR 3300 within 10 NM



LOC (GS out)	IMW DME	1.5	2.0	3.0	4.0	5.0	6.0	6.6
	ALTITUDE	880'	1040'	1360'	1660'	1990'	2310'	2500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 	263°
GS	3.00°	372	478	531	637	743		
MAP at D0.8 IMW								

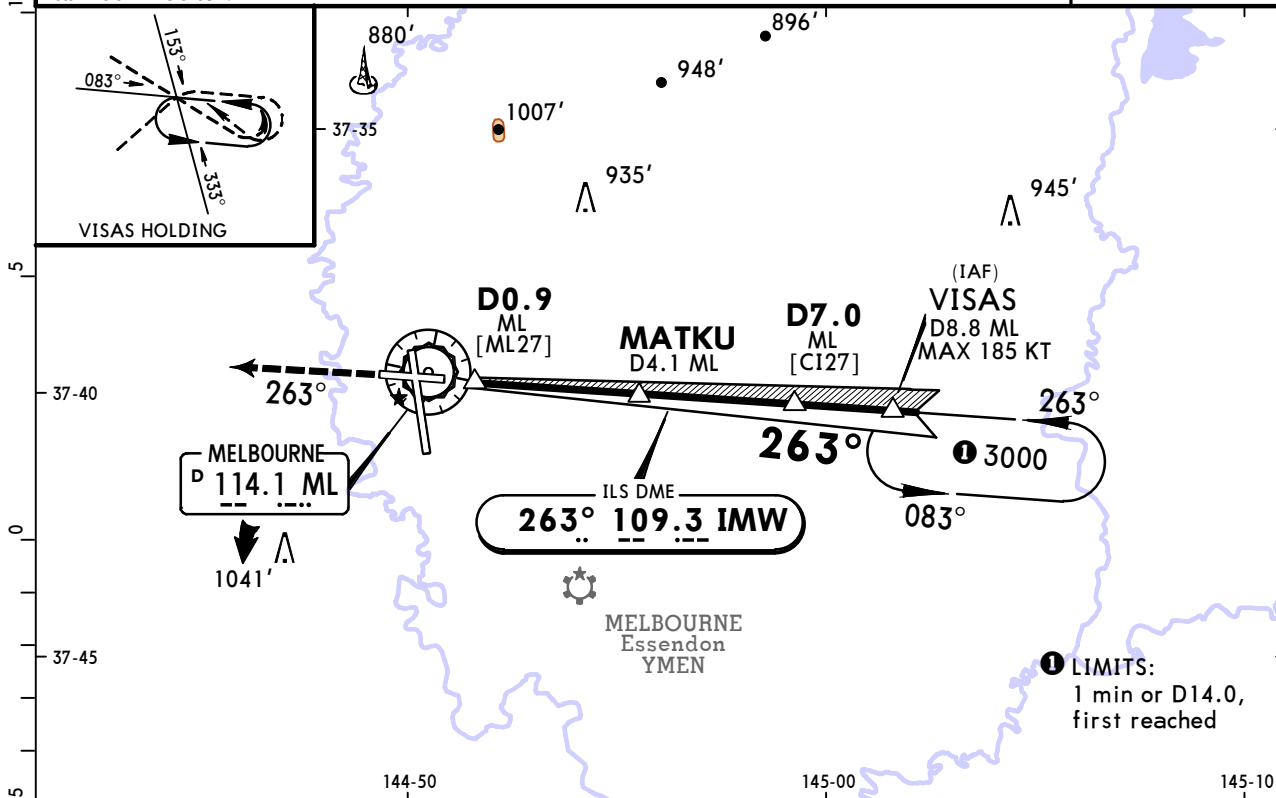
State				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
ILS DA(H) 610' (203')		LOC (GS out) MDA(H) 880' (473')		Max Kts		MDA(H)	
HIRL out 2		ALS out		ALS out			
A					100	1140' (706') V2.4km	
B	1 R550m	V1.2km	V1.5km	V1.9km	135	1450' (1016') V4.0km	
C	V0.8km				180	1600' (1166') V5.0km	
D					205		

1 R/V1.2km when Flight Director or Autopilot or HUD to DA is not used; or the acft is not equipped with an operative failure warning system for primary altitude and heading reference systems.
2 For partial HIRL or ALS failure, see ATC pages AUSTRALIA.

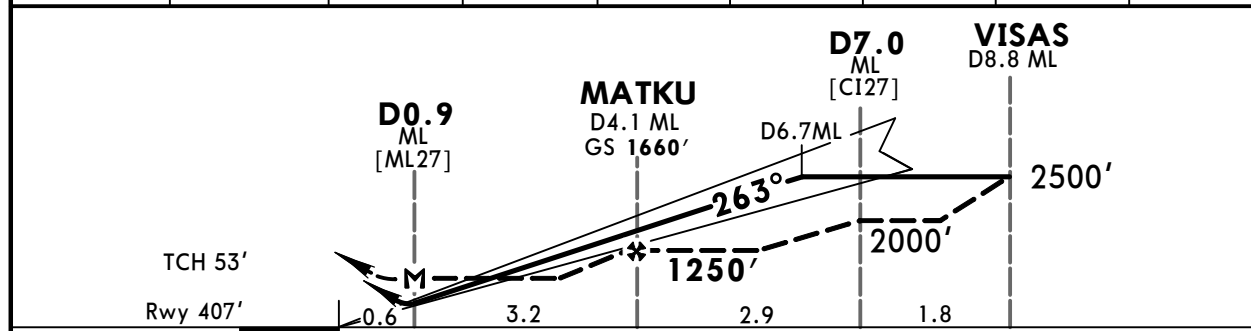
YMML/MEL MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA
9 JUN 23 (21-4) **Eff 15 Jun** ILS-Y or LOC-Y Rwy 27

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7		
LOC IMW 109.3	Final Apch Crs 263°	MATKU 1660' (1253')	ILS DA(H) 610' (203')	Apt Elev 434' Rwy 407'				
MISSED APCH: Track 263°. Climb to 4000' or as directed by ATC.							MSA ML VOR 3300 within 10 NM	
Alt Set: hPa		Rwy Elev: 15 hPa		Trans level: FL110		Trans alt: 10000'		
1. DME or GNSS REQUIRED. 2. GNSS permitted in lieu of DME. Reference waypoint ML VOR. 3. ATC Approach Speeds: At VISAS 185 - 160 KT, At 5NM from Thr 160 - 150 KT.								



LOC (GS out)	ML DME	1.6	2.0	3.0	4.1	5.0	6.0	6.7
	ALTITUDE	880'	1000'	1320'	1660'	1960'	2270'	2500'



Gnd speed-Kts	70	90	100	120	140	160																																		
GS	3.00°	372	478	531	637	849																																		
MAP at D0.9 ML																																								
<table border="1"> <tr> <th colspan="3">State</th> <th colspan="2">STRAIGHT-IN LANDING</th> <th colspan="2">CIRCLE-TO-LAND</th> </tr> <tr> <td colspan="2">ILS DA(H) 610' (203')</td> <td colspan="2">LOC (GS out) MDA(H) 880' (473')</td> <td colspan="3">Max Kts</td> </tr> <tr> <td colspan="2">HIRL out 2</td> <td>ALS out</td> <td>ALS out</td> <td colspan="3">MDA(H)</td> </tr> <tr> <td>A</td> <td rowspan="4"> R550m V0.8km </td> <td rowspan="4">V1.2km</td> <td rowspan="4">V1.5km</td> <td rowspan="4">V1.9km</td> <td rowspan="4">V2.7km</td> <td>100</td> </tr> <tr> <td>B</td> <td>135</td> </tr> <tr> <td>C</td> <td>180</td> </tr> <tr> <td>D</td> <td>205</td> </tr> </table>								State			STRAIGHT-IN LANDING		CIRCLE-TO-LAND		ILS DA(H) 610' (203')		LOC (GS out) MDA(H) 880' (473')		Max Kts			HIRL out 2		ALS out	ALS out	MDA(H)			A	R550m V0.8km	V1.2km	V1.5km	V1.9km	V2.7km	100	B	135	C	180	D
State			STRAIGHT-IN LANDING		CIRCLE-TO-LAND																																			
ILS DA(H) 610' (203')		LOC (GS out) MDA(H) 880' (473')		Max Kts																																				
HIRL out 2		ALS out	ALS out	MDA(H)																																				
A	R550m V0.8km	V1.2km	V1.5km	V1.9km	V2.7km	100																																		
B						135																																		
C						180																																		
D						205																																		

State		STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
ILS DA(H) 610' (203')		LOC (GS out) MDA(H) 880' (473')		Max Kts		
HIRL out 2		ALS out	ALS out	MDA(H)		
A	R550m V0.8km	V1.2km	V1.5km	V1.9km	V2.7km	100
B						135
C						180
D						205

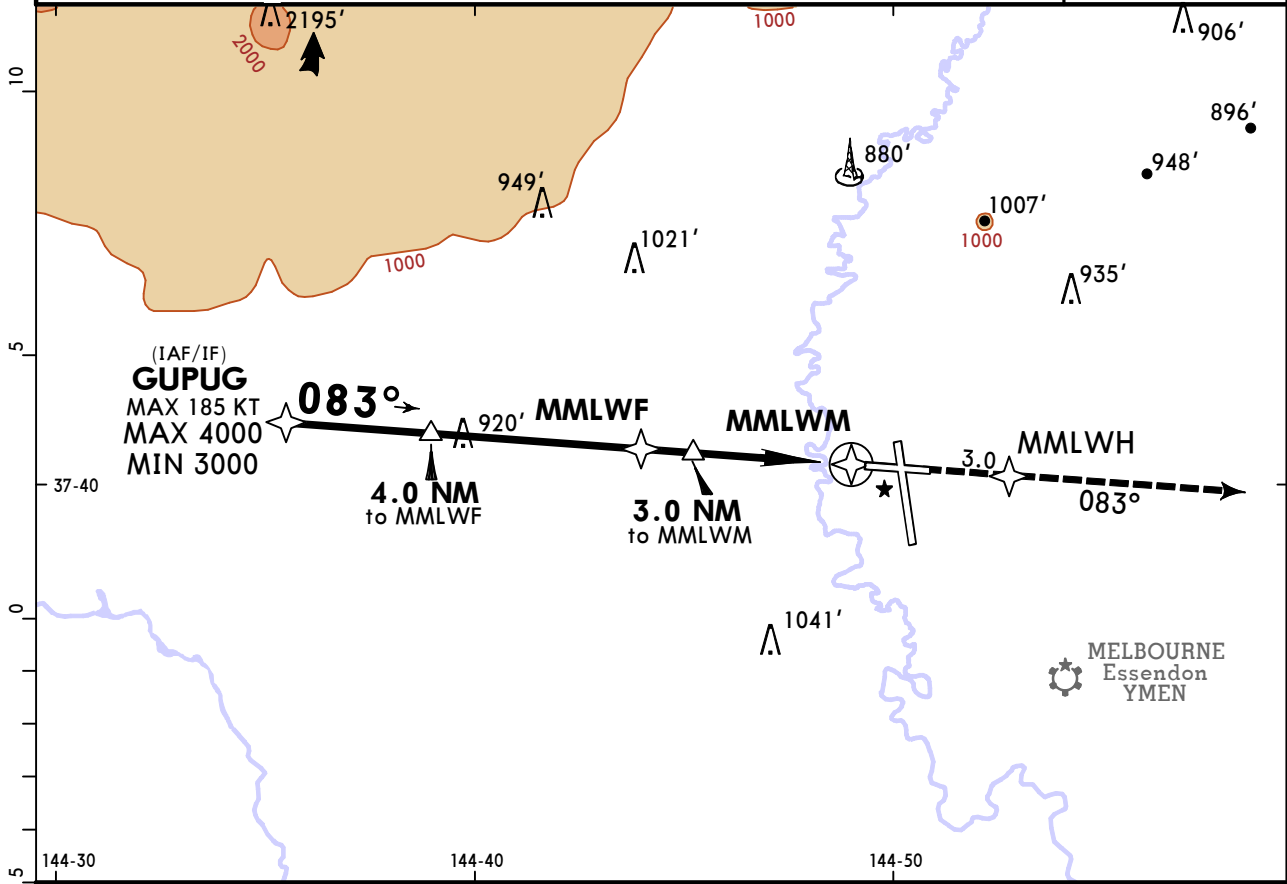
1 R/V1.2km when Flight Director or Autopilot or HUD to DA is not used; or the acft is not equipped with an operative failure warning system for primary altitude and heading reference systems.
2 For partial HIRL or ALS failure, see ATC pages AUSTRALIA.

YMML/MEL
MELBOURNE INTL

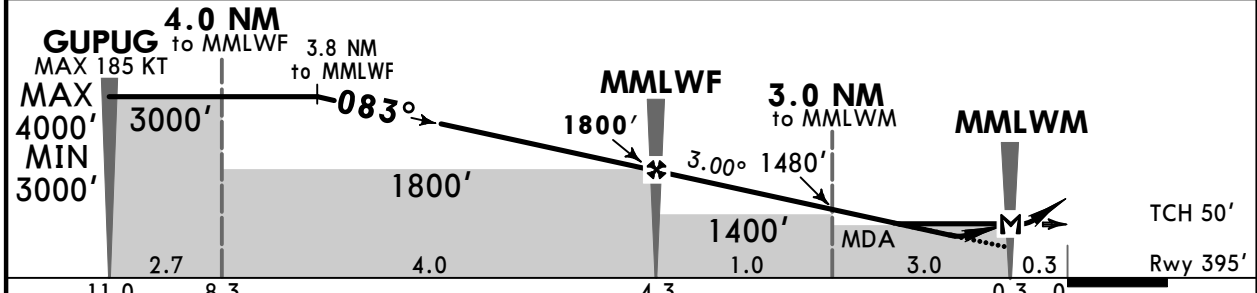
JEPPESSEN MELBOURNE, VIC, AUSTRALIA
RNP Rwy 09

29 MAR 24 (22-1)

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7	
RNAV	Final Apch Crs 083°	MMLWF 1800' (1405')	LNAV/VNAV DA(H) 760' (365')	Apt Elev 434' Rwy 395'			
MISSED APCH: Track direct to MMLWH, then track 083°. Climb to 4000' or as directed by ATC.							
RNP Apch	Alt Set: hPa	Rwy Elev: 14 hPa	Trans level: FL110	Trans alt: 10000'			
1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range -5°C to 60°C. 3. Holding as directed by ATC. 4. ATC Approach Speeds: At GUPUG 185 - 160 KT, At 5NM from Thr 160 - 150 KT.							



NM to NEXT WPT	3.8	3.0	2.0	1.0	MMLWF	3.0	2.0	1.0	MMLWM
ALTITUDE	3000'	2760'	2440'	2120'	1800'	1480'	1170'	840'	



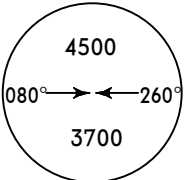
Gnd speed-Kts	70	90	100	120	140	160			
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at MMLWM									
							PAPI		MMLWH

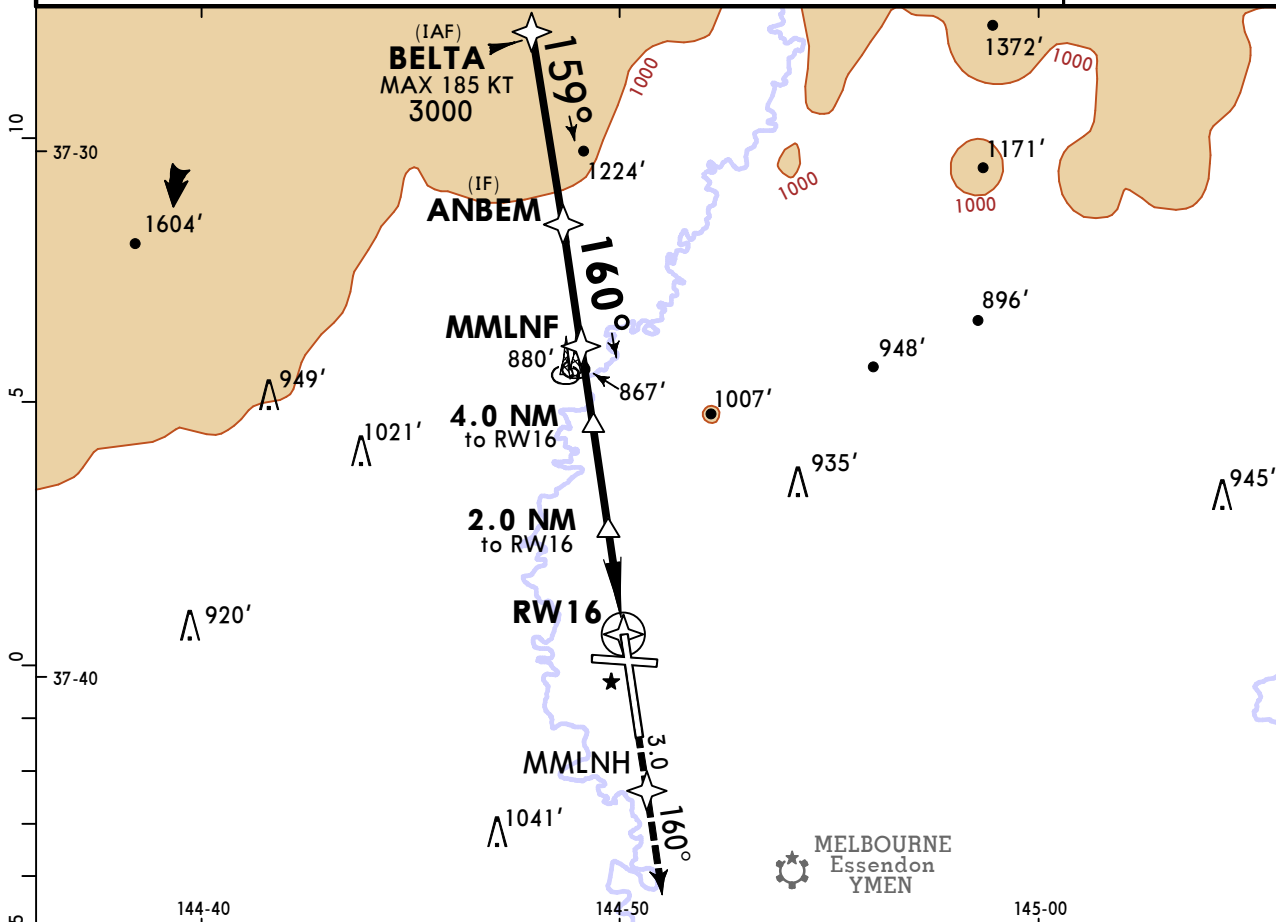
PANS OPS	State		STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	LNAV/VNAV		LNAV		LNAV		MDA(H)		MDA(H)	
	DA(H) 760' (365')		MDA(H) 840' (445')		MDA(H) 840' (445')		MDA(H)			
	A				Max Kts	100	1140' (706')	V2.4 km		
	B	V2.0 km		V2.5 km	135	1450' (1016')	V4.0 km			
C				180	1600' (1166')	V5.0 km				
D				205						

YMML/MEL
MELBOURNE INTL

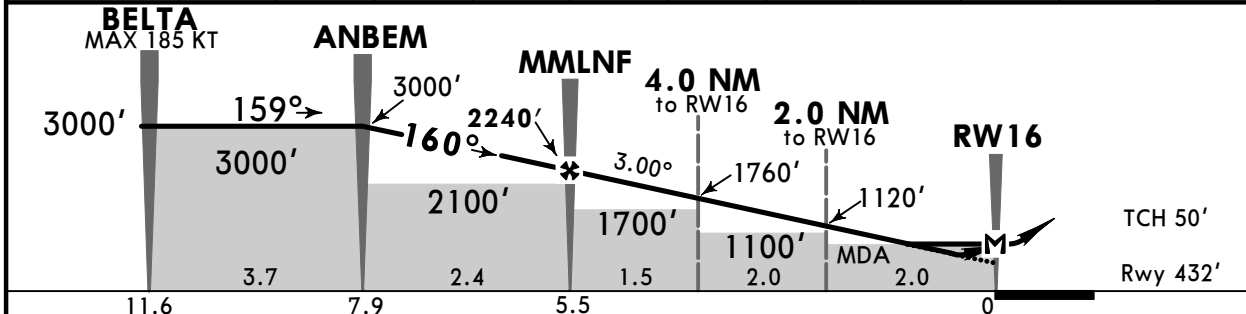
JEPPESSEN MELBOURNE, VIC, AUSTRALIA
RNP Z Rwy 16


29 MAR 24 (22-2)

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7
RNAV	Final Apch Crs 160°	MMLNF 2240' (1808')	LNAV/VNAV DA(H) 810' (378')	Apt Elev 434'	Rwy 432'	
MISSED APCH: Track direct to MMLNH, then track 160°, climb to 4000' or as directed by ATC.						
RNP Apch	Alt Set: hPa	Rwy Elev: 16 hPa	Trans level: FL110	Trans alt: 10000'		MSA ARP 3300 within 10 NM
1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range -5°C to 60°C. 3. Holding as directed by ATC.						
4. ATC Approach Speeds: At BELTA 185 - 160 KT, At 5NM from Thr 160 - 150 KT.						
(Additional procedural text)						



NM to NEXT WPT	ANBEM	2.0	1.0	MMLNF	5.0	4.0	3.0	2.0	1.3	1.0	RW16
ALTITUDE	3000'	2880'	2560'	2240'	2070'	1760'	1440'	1120'	890'	810'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	
Glide Path Angle	3.00°	372	478	531	637	743		
MAP at RW16								

State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV		CIRCLE-TO-LAND	
	DA(H) 810' (378')		MDA(H) 890' (456')		MDA(H)	
	HIRL out	ALS out	ALS out	ALS out	Max Kts	
A					100	1140' (706') V2.4 km
B					135	1450' (1016') V4.0 km
C	V1.2 km	V2.1 km	V1.7 km	V2.6 km	180	1600' (1166') V5.0 km
D					205	

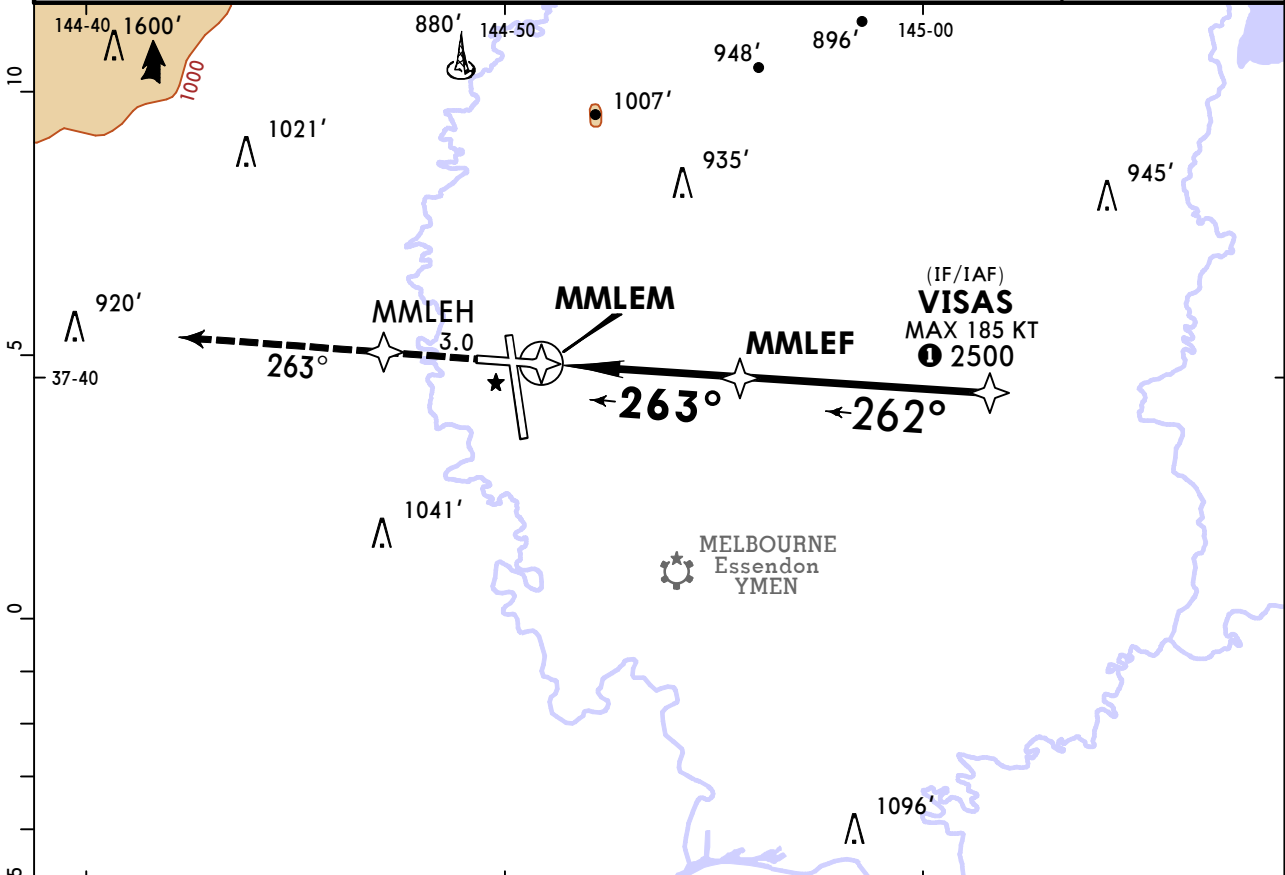
For partial HIRL or ALS failure, see ATC pages AUSTRALIA.

CHANGES: None.

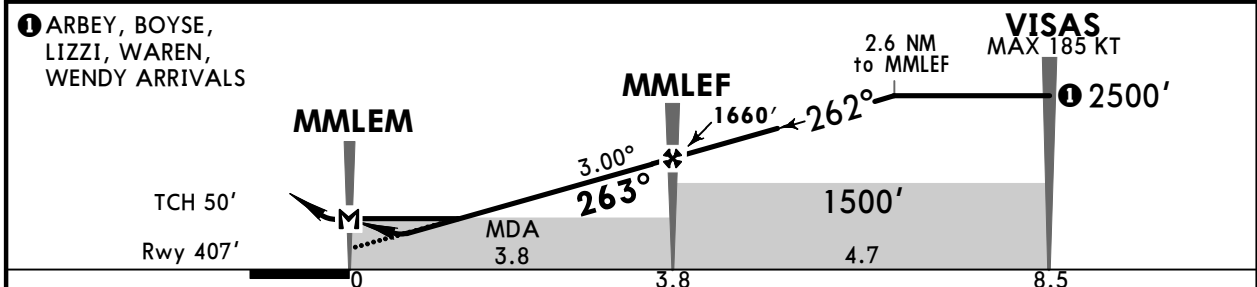
YMML/MEL
MELBOURNE INTL

JEPPESSEN MELBOURNE, VIC, AUSTRALIA
22 DEC 23 **(22-3)**
RNP Rwy 27

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7	
RNAV	Final Apch Crs 263°	MMLEF 1660' (1253')	LNAV/VNAV DA(H) 900' (493')		Apt Elev 434'	Rwy 407'	
MISSED APCH: Track direct to MMLEH, thence 263° , climb to 4000' or as directed by ATC.							
RNP Apch	Alt Set: hPa	Rwy Elev: 15 hPa	Trans level FL110	Trans alt: 10000'			
1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range -5°C to 60°C. 3. Holding as directed by ATC. 4. ATC Approach Speeds: At VISAS 185 - 160 KT, At 5NM from Thr 160 - 150 KT.						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'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	
MAP at MMLEM							D → MMLEH	

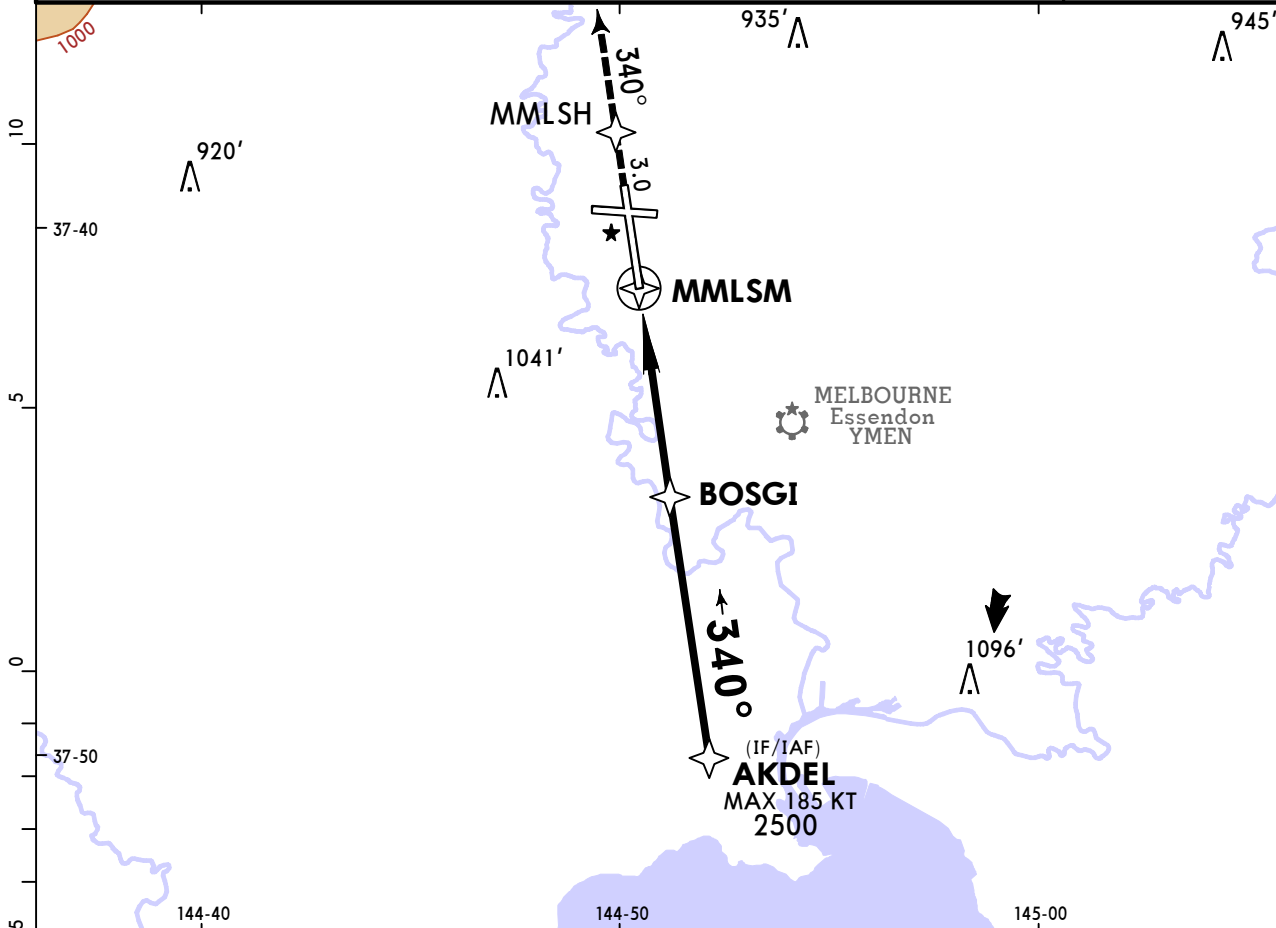
PANS OPS	State				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV		Max Kts	MDA(H)		
	DA(H) 900' (493')		MDA(H) 950' (543')					
	HIRL out I		ALS out		ALS out			
	A	V2.1km		V2.8km		100	1140' (706') V2.4km	
B					135			
C					180	1450' (1016') V4.0km		
D					205	1600' (1166') V5.0km		

I For partial HIRL or ALS failure, see ATC pages AUSTRALIA.
CHANGES: LNAV/VNAV ALS out minimums. © JEPPESSEN, 2010, 2023. ALL RIGHTS RESERVED.

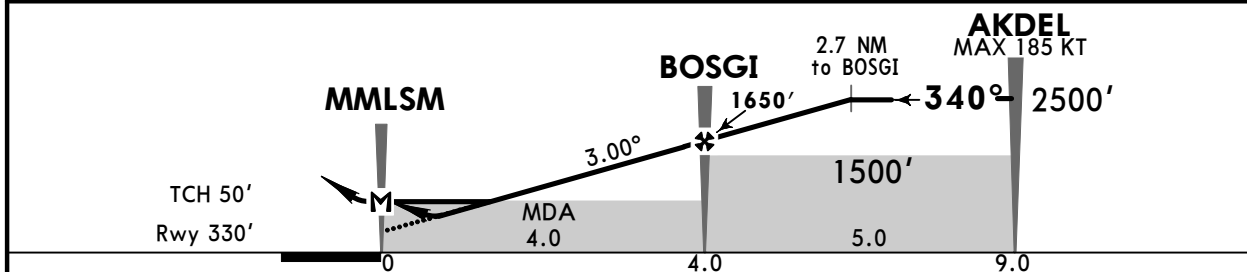
YMML/MEL
MELBOURNE INTL

JEPPESSEN MELBOURNE, VIC, AUSTRALIA
22 DEC 23 **(22-4)**
RNP Rwy 34

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7	
RNAV	Final Apch Crs 340°	BOSGI 1650' (1320')		LNAV/VNAV DA(H) 690' (360')	Apt Elev 434' Rwy 330'		
MISSED APCH: Track direct to MMLSH, thence 340°, climb to 4000' or as directed by ATC.							MSA ARP 3300 within 10 NM
RNP Apch	Alt Set: hPa	Rwy Elev: 12 hPa	Trans level FL110	Trans alt: 10000'			
1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range -5°C to 60°C. 3. ATC Approach Speeds: At AKDEL 185 - 160 KT, At 5NM from Thr 160 - 150 KT.							



NM to NEXT WPT	MMLSM	1.0	1.3	2.0	3.0	BOSGI	1.0	2.0	2.7
ALTITUDE		690'	780'	1020'	1340'	1650'	1970'	2290'	2500'



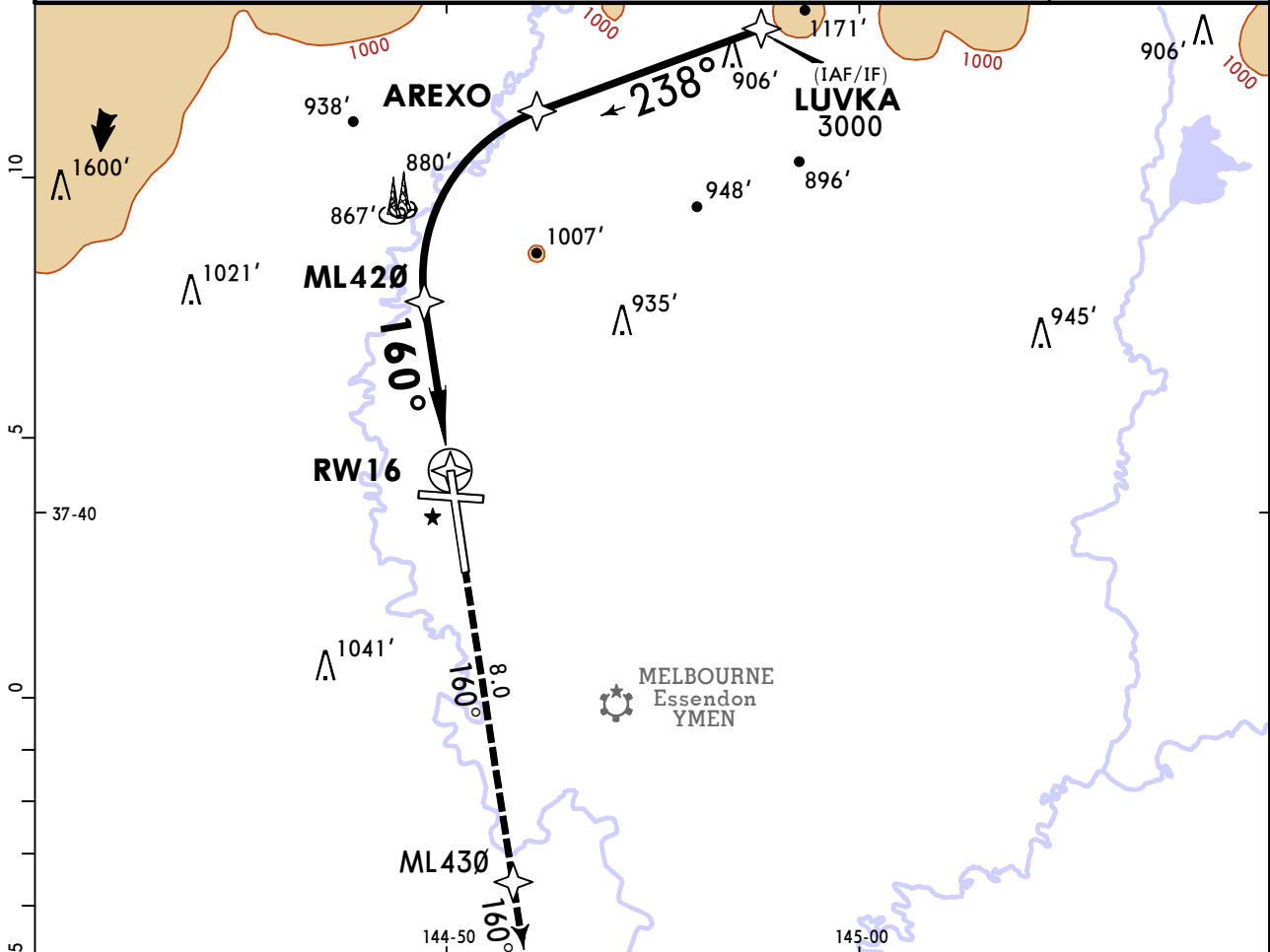
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	D → MMLSH
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at MMLSM								

PANS OPS	State				STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
					LNAV/VNAV DA(H) 690' (360')				LNAV MDA(H) 780' (450')			
					Max Kts				MDA(H)			
	A				100				1140' (706') V2.4km			
	B				135				1450' (1016') V4.0km			
C				180				1600' (1166') V5.0km				
D				205								

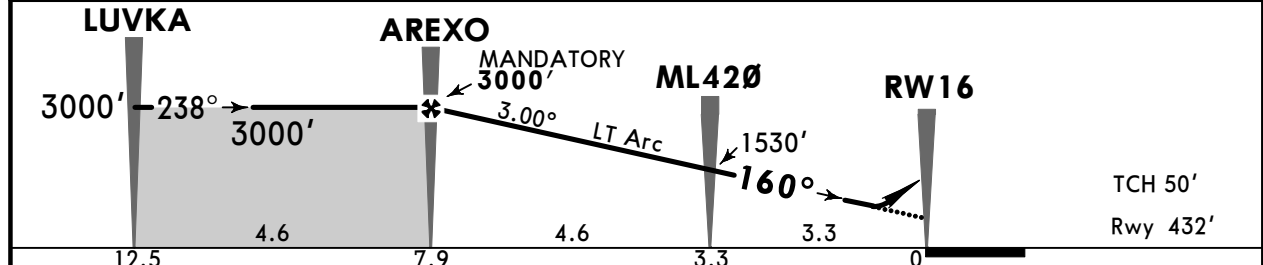
YMML/MEL
MELBOURNE INTL

JEPPESSEN MELBOURNE, VIC, AUSTRALIA
22 DEC 23 **(22-20)**
RNP M Rwy 16 (AR)

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7	
RNAV	Final Apch Crs 160°	AREXO MANDATORY 3000' (2568')		RNP 0.11 DA(H) 820' (388')	Apt Elev 434' Rwy 432'		
MISSED APCH: Track 160° to ML430, thence track 160°. Climb to 4000' or as directed by ATC.							
RNP AR Apch Alt Set: hPa Rwy Elev: 16 hPa Trans level FL110 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 to 48°C. 6. ATC Approach Speeds: at 10NM from Thr 185 - 160KT, at 5NM from Thr 160 - 150 KT.							



NM to NEXT WPT	AREXO	4.0	3.0	2.0	1.0	ML420	3.0	2.0	1.1	RW16
ALTITUDE	3000'	2800'	2490'	2170'	1850'	1530'	1440'	1120'	820'	



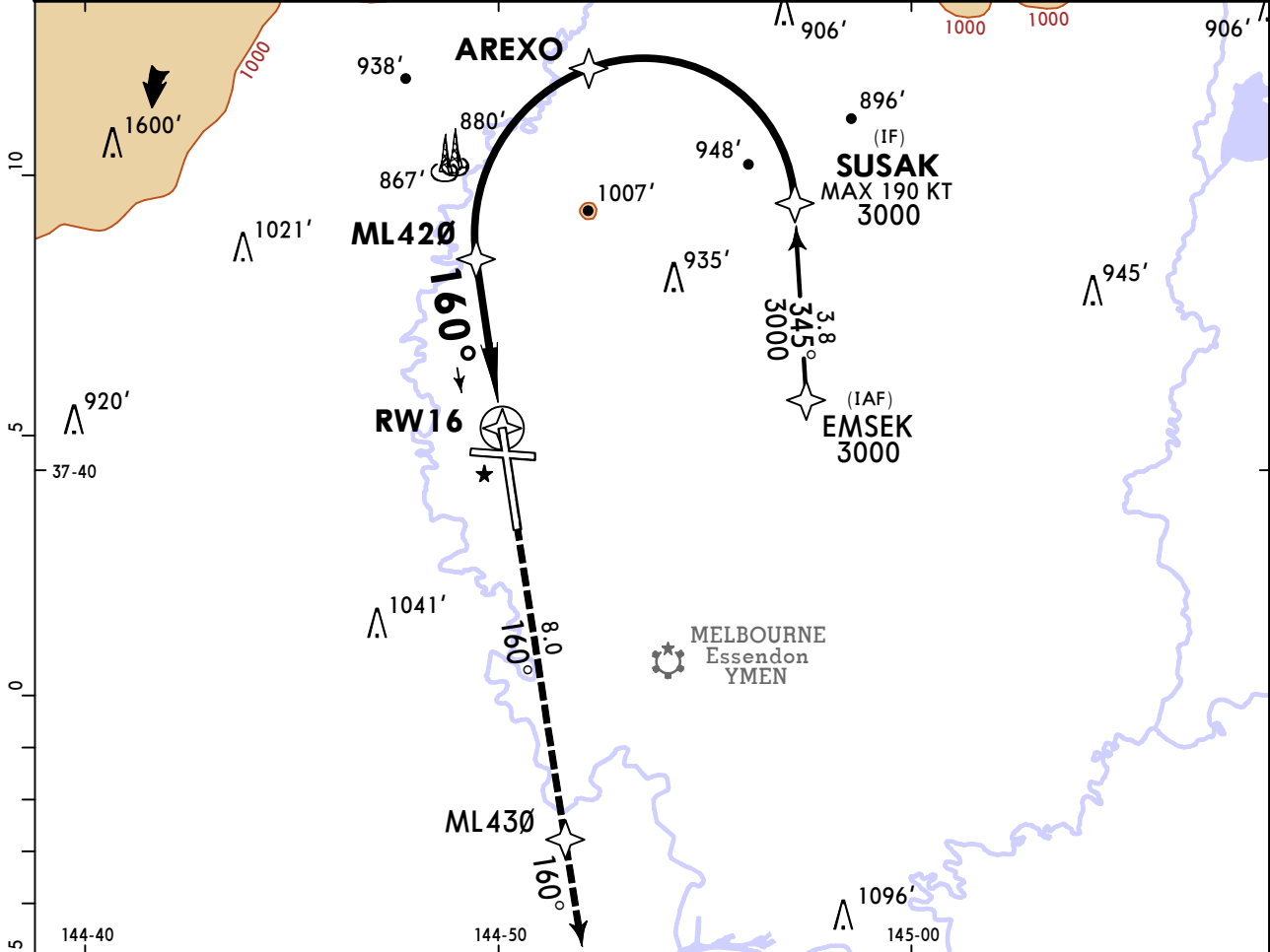
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 160° ML430
Glide Path Angle 3.00°	372	478	531	637	743	849	

PANS OPS	State STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	RNP 0.11 DA(H) 820' (388')		RNP 0.30 DA(H) 890' (458')					
	HIRL out I		ALS out		HIRL out I		ALS out	
	A	V1.3km	V2.2km		A	NOT AUTHORIZED		
B				B				
C				C				
D				D				

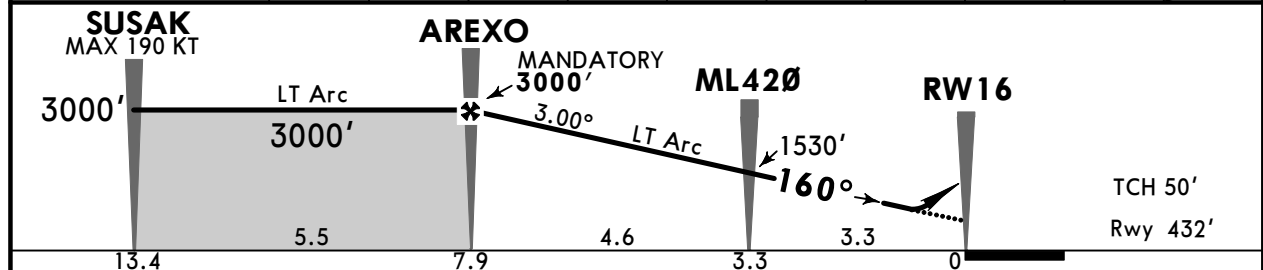
YMML/MEL
MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA
22 DEC 23 **(22-21)**
RNP P Rwy 16 (AR)

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7	
RNAV	Final Apch Crs 160°	AREXO MANDATORY 3000' (2568')		RNP 0.11 DA(H) 820' (388')	Apt Elev 434' Rwy 432'		
MISSED APCH: Track 160° to ML430, thence track 160°. Climb to 4000' or as directed by ATC.							
RNP AR Apch Alt Set: hPa Rwy Elev: 16 hPa Trans level FL110 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 to 48°C. 6. ATC Approach Speeds: at 10NM from Thr 185 - 160KT, at 5NM from Thr 160 - 150 KT.							



NM to NEXT WPT	AREXO	4.0	3.0	2.0	1.0	ML420	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	HIALS PAPI PAPI 160° ML430
Glide Path Angle 3.00°	372	478	531	637	743	849	

State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	RNP 0.11 DA(H) 820' (388')		RNP 0.30 DA(H) 890' (458')			
	HIRL out I	ALS out	HIRL out I	ALS out		

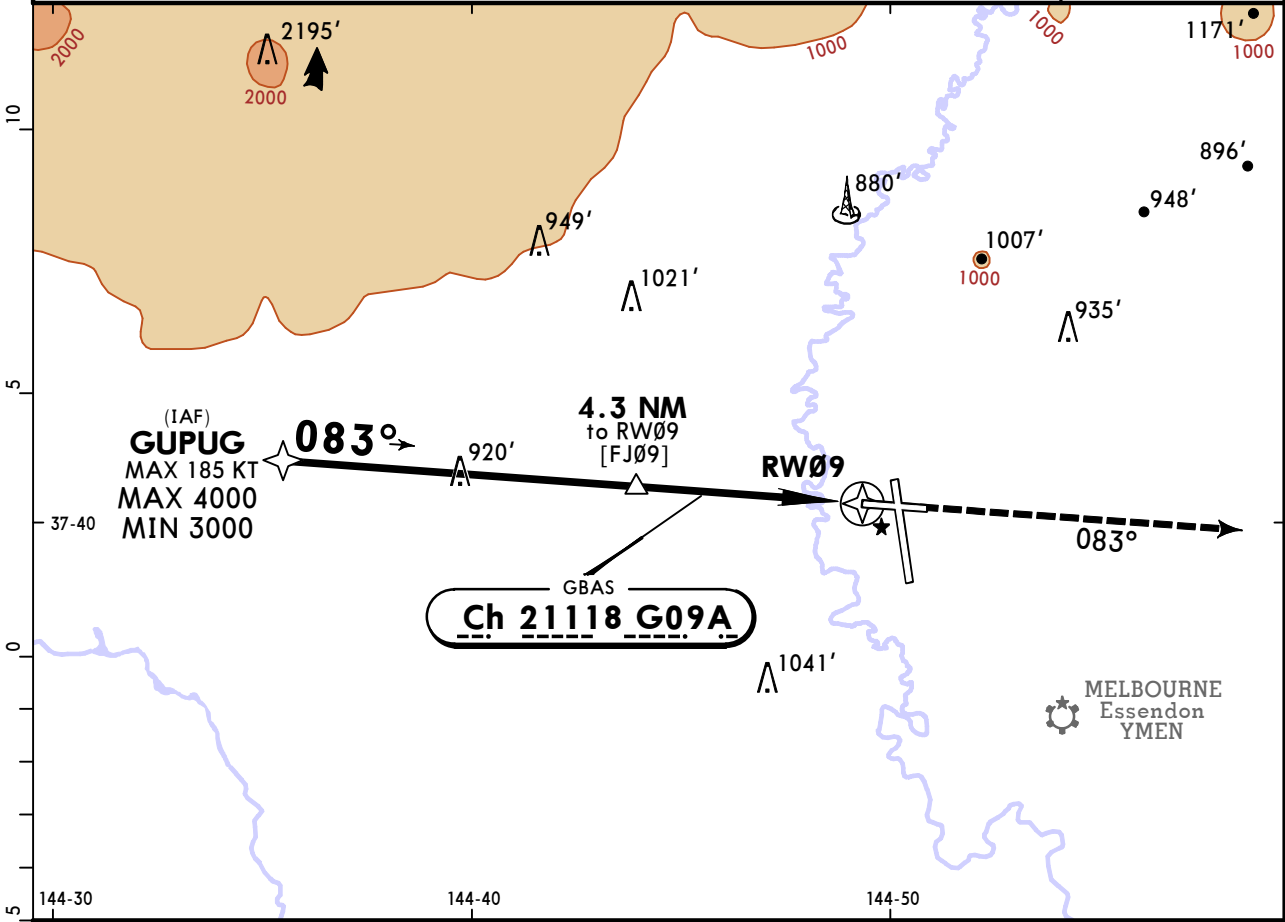
PANS OPS	A					A	
	B	V1.3km	V2.2km	V1.7km	V2.6km	B	NOT AUTHORIZED
	C					C	
	D					D	

I For partial HIRL or ALS failure, see ATC pages AUSTRALIA.
 CHANGES: Straight-in minimums. © JEPPESEN, 2016, 2023. ALL RIGHTS RESERVED.

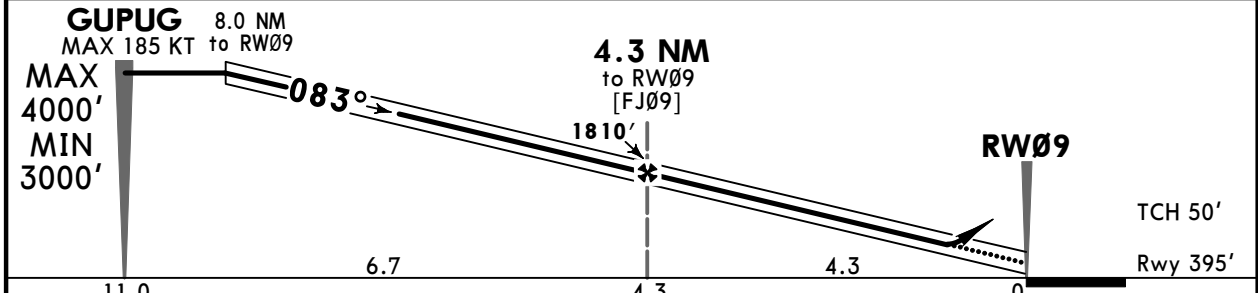
YMML/MEL
MELBOURNE INTL

JEPPESSEN MELBOURNE, VIC, AUSTRALIA
15 MAR 24 **(22-40)** Eff 21 Mar
GLS Rwy 09

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7	
GBAS Ch 21118 G09A		Final Apch Crs 083°		4.3 NM to RW09 1810' (1415')		GLS DA(H) 600' (205')	
				Apt Elev 434' Rwy 395'			
MISSED APCH: Track 083°. Climb to 4000' or as directed by ATC.							
Alt Set: hPa		Rwy Elev: 14 hPa		Trans level: FL110		Trans alt: 10000'	
1. Holding as directed by ATC. 2. ATC Approach Speeds: At GUPUG 185 - 160 KT, At 5NM from Thr 160 - 150 KT.						MSA ARP 3300 within 10 NM	



NM to RW09	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.5
ALTITUDE	3000'	2670'	2360'	2040'	1720'	1400'	1080'	760'	600'



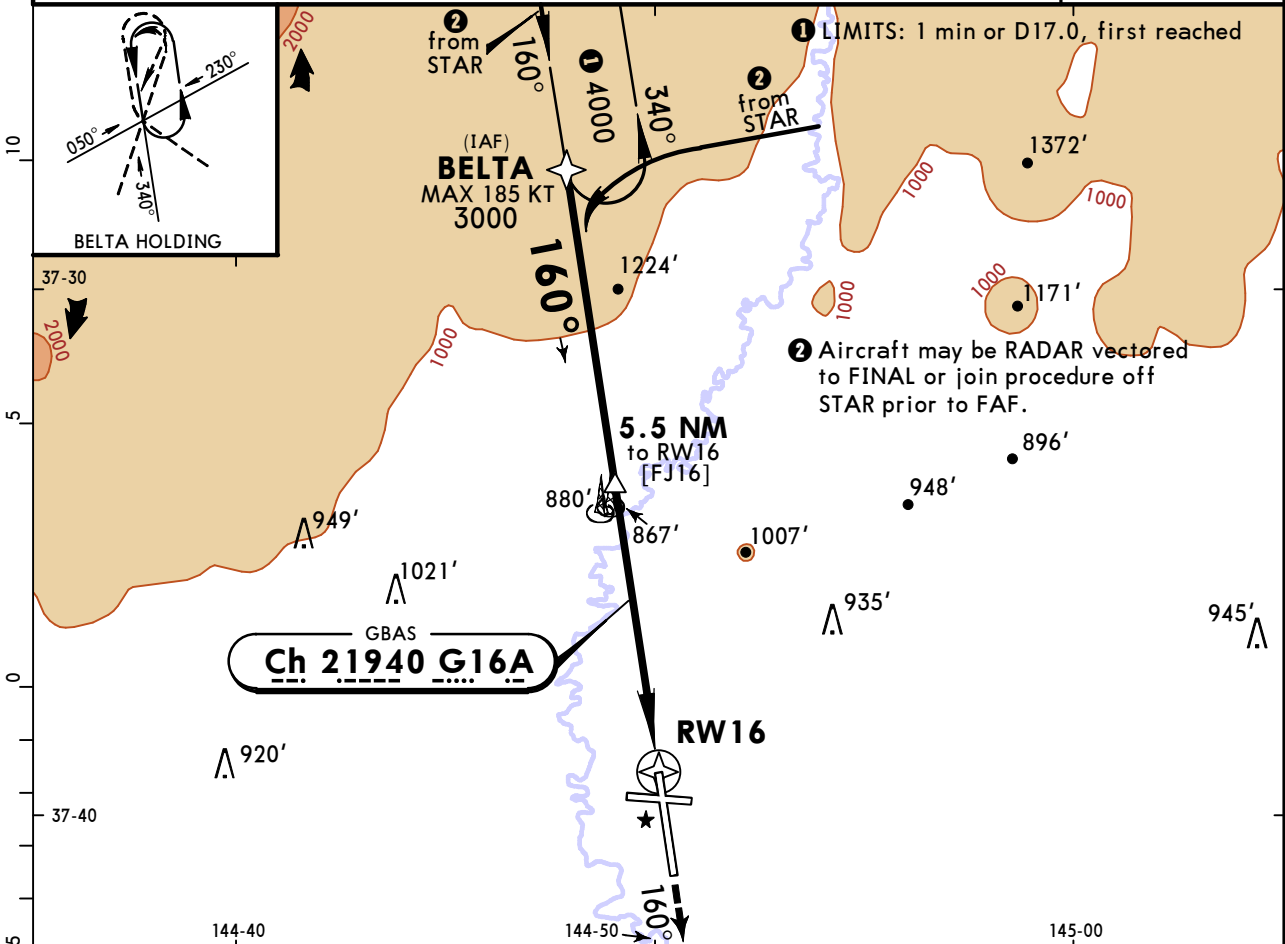
Gnd speed-Kts	70	90	100	120	140	160			
Glide Path Angle 3.00°	372	478	531	637	743	849			
							PAPI	083°	4000'

State	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	GLS DA(H) 600' (205')		MDA(H)	
A	V1.5 km		100	1140' (706') V2.4 km
B			135	1450' (1016') V4.0 km
C			180	1600' (1166') V5.0 km
D			205	

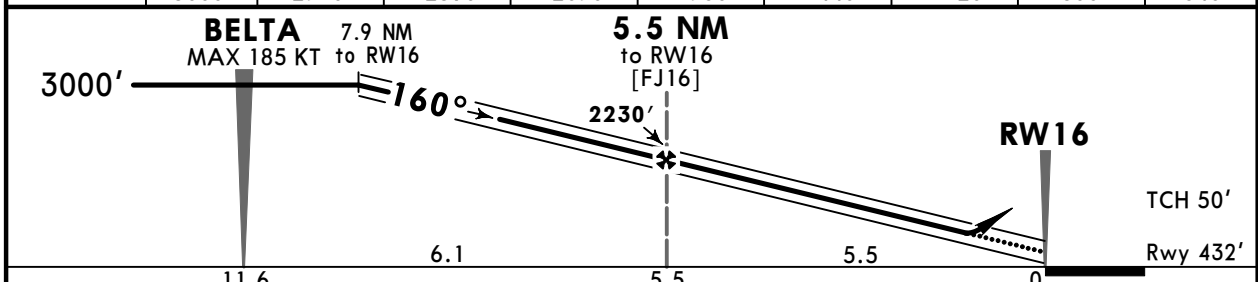
YMML/MEL
MELBOURNE INTL

JEPPESSEN MELBOURNE, VIC, AUSTRALIA
15 MAR 24 **(22-41)** Eff 21 Mar
GLS Rwy 16

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0	MELBOURNE Tower 120.5	Ground 121.7
GBAS Ch 21940 G16A	Final Apch Crs 160°	5.5 NM to RW16 2230' (1798')	GLS DA(H) 640' (208')	Apt Elev 434' Rwy 432'
MISSED APCH: Track 160°. Climb to 4000' or as directed by ATC.				
Alt Set: hPa	Rwy Elev: 16 hPa	Trans level: FL110	Trans alt: 10000'	
ATC Approach Speeds: At BELTA 185 - 160 KT, At 5NM from Thr 160 - 150 KT.				
				MSA ARP 3300 within 10 NM



NM to RW16	7.9	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.5
ALTITUDE	3000'	2710'	2390'	2070'	1760'	1440'	1120'	800'	640'



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

State	STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
	GLS DA(H) 640' (208')		MDA(H)		
	HIRL out 2	ALS out			
A	1550m or V0.8 km	V1.2 km	V1.5 km	Max Kts	
B				100	1140' (706') V2.4 km
C				135	1450' (1016') V4.0 km
D				180	1600' (1166') V5.0 km

1 R/V1.2km when Flight Director or Autopilot or HUD to DA is not used; or the acft is not equipped with an operative failure warning system for primary attitude and heading reference systems.
2 For partial HIRL or ALS failure, see ATC pages AUSTRALIA.

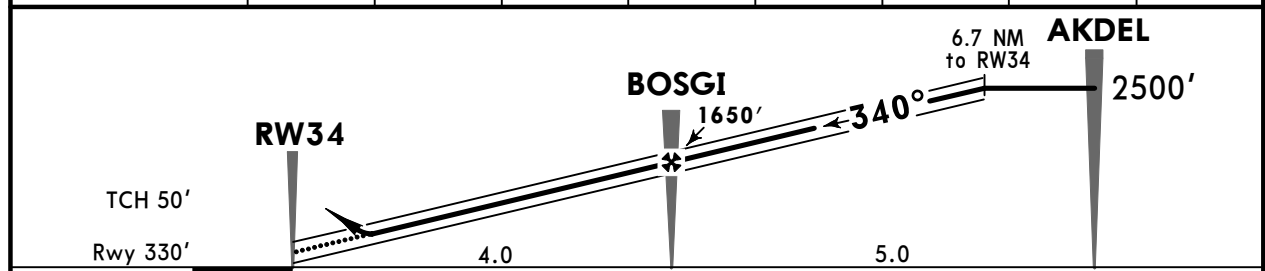
YMML/MEL
MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA
9 JUN 23 **22-43** Eff 15 Jun
GLS Rwy 34

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7		
GBAS Ch 20707 G34A		Final Apch Crs 340°		BOSGI 1650' (1320')		DA(H) 530' (200')		
				Apt Elev 434'		Rwy 330'		
MISSED APCH: Track 340°. Climb to 4000' or as directed by ATC.								
Alt Set: hPa		Rwy Elev: 12 hPa		Trans level FL110		Trans alt: 10000'		
ATC Approach Speeds: At AKDEL 185 - 160 KT, At 5NM from Thr 160 - 150 KT.								



NM to RW34	0.5	1.0	2.0	3.0	4.0	5.0	6.0	6.7
ALTITUDE	530'	700'	1020'	1340'	1650'	1970'	2290'	2500'



Gnd speed-Kts	70	90	100	120	140	160			REIL PAPI	340°	4000'
Glide Path Angle	3.00°	372	478	531	637	743	849				

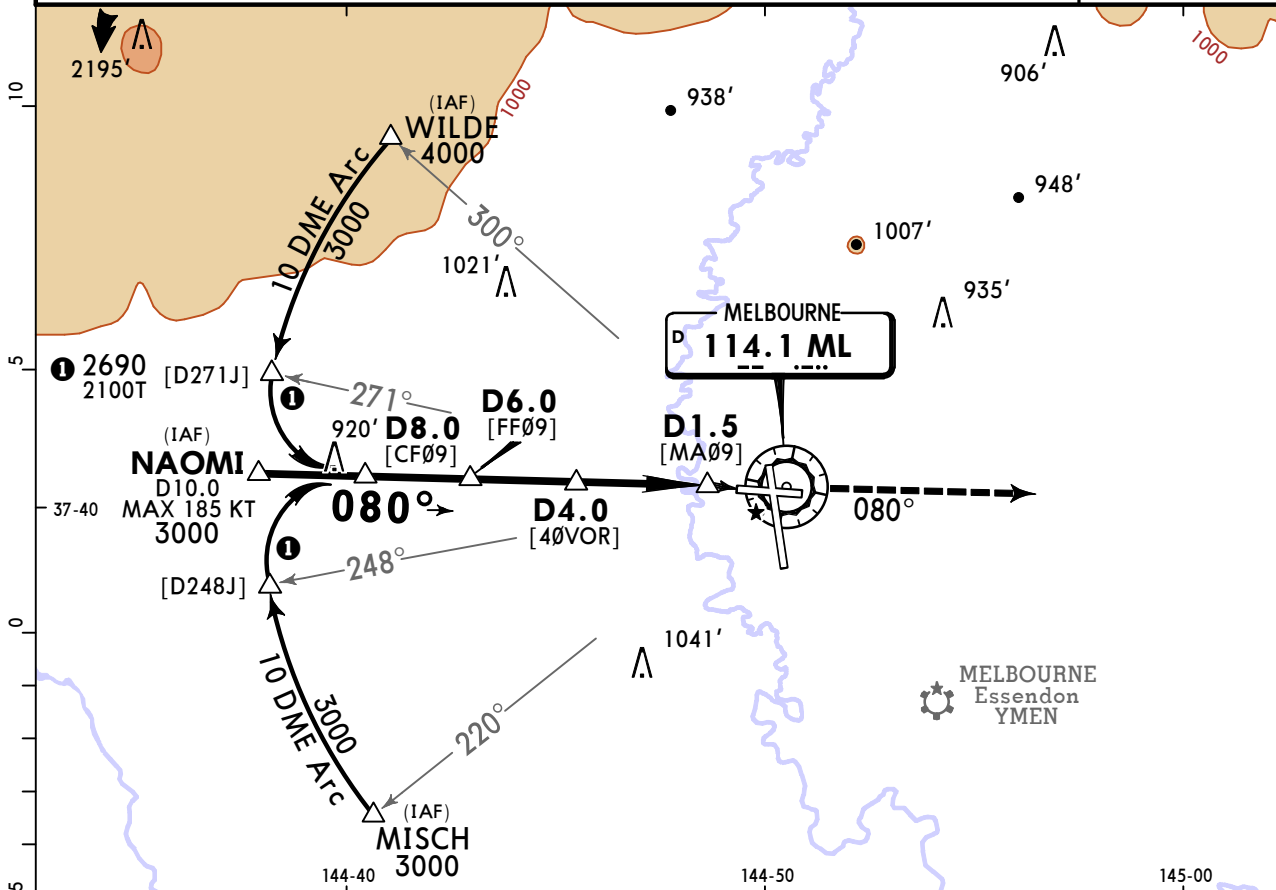
PANS OPS	State				STRAIGHT-IN LANDING		CIRCLE-TO-LAND					
	GLS											
	DA(H) 530' (200')											
	V1.5km											
	A							Max Kts	MDA(H)			
B							100	1140' (706') V2.4km				
C							135	1450' (1016') V4.0km				
D							180	1600' (1166') V5.0km				
							205					

YMML/MEL MELBOURNE INTL

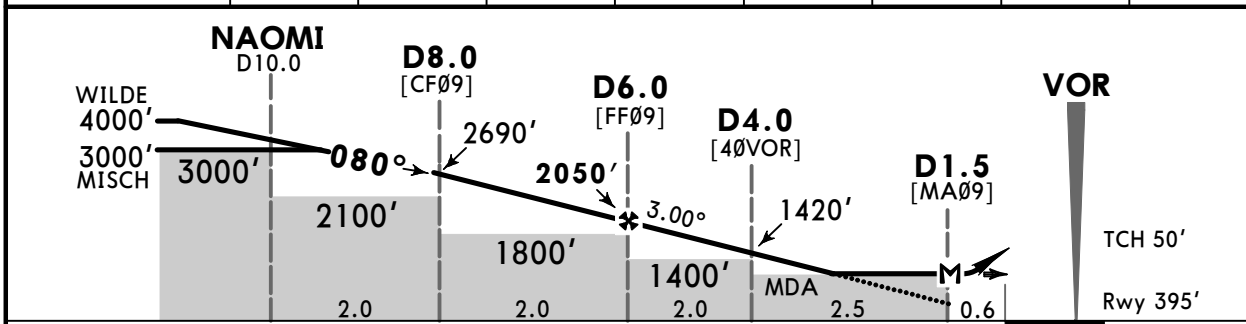
JEPPESSEN MELBOURNE, VIC, AUSTRALIA VOR Rwy 09

9 JUN 23 (23-1) Eff 15 Jun

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7
VOR ML 114.1	Final Apch Crs 080°	D6.0 2050' (1655')	MDA(H) 950' (555')	Apt Elev 434'	Rwy 395'	
MISSED APCH: Track 080°, climb to 4000' or as directed by ATC.						
Alt Set: hPa		Rwy Elev: 14 hPa		Trans level: FL110		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 Thr 160 - 150 KT.						MSA ML VOR 3300 within 10 NM



ML DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.5
ALTITUDE	3000'	2690'	2370'	2050'	1740'	1420'	1100'	950'



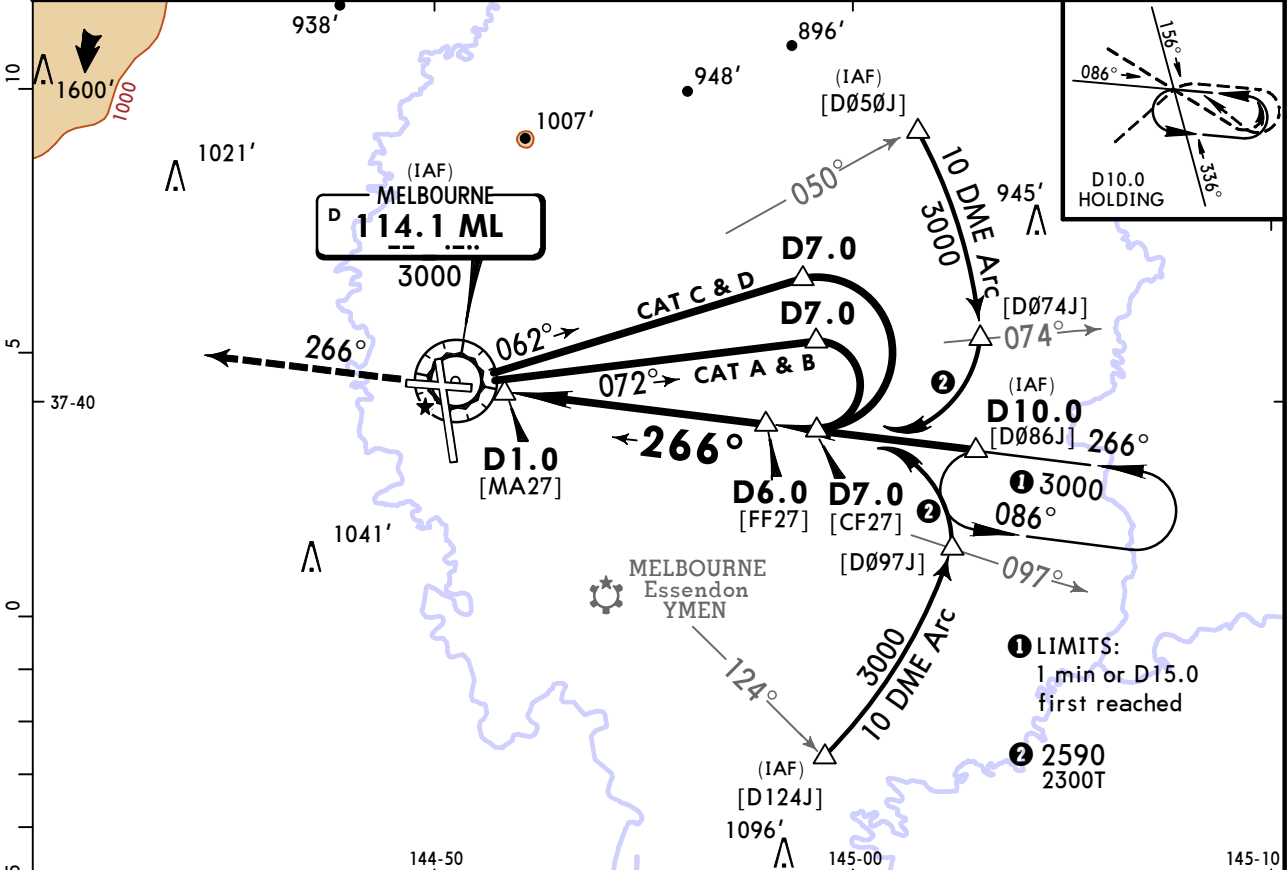
Gnd speed-Kts	70	90	100	120	140	160	PAPI	080°	4000'
Descent Angle	3.00°	372	478	531	637	743			
MAP at D1.5									

PANS OPS	State		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
			MDA(H) 950' (555')		Max Kts	
			V3.2 km		MDA(H)	
	A			100	1140' (706') V2.4 km	
	B			135	1450' (1016') V4.0 km	
C			180	1600' (1166') V5.0 km		
D			205			

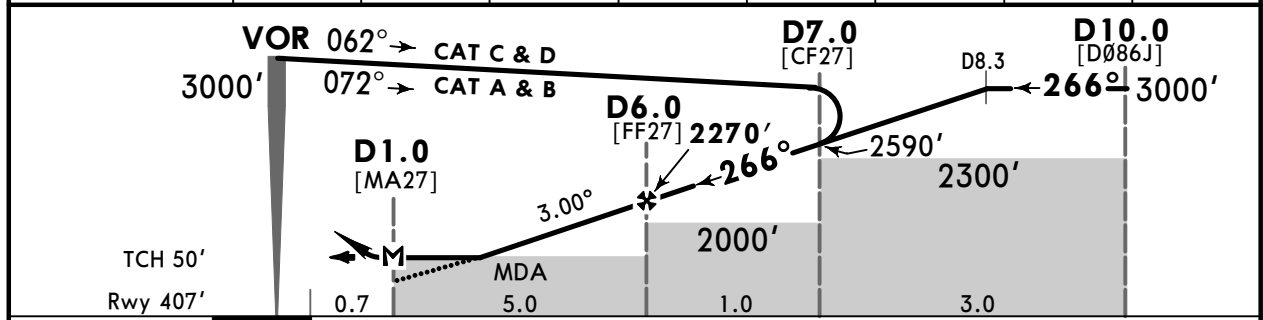
YMML/MEL
MELBOURNE INTL

JEPPESSEN MELBOURNE, VIC, AUSTRALIA
9 JUN 23 **(23-2)** Eff 15 Jun
VOR Rwy 27

ATIS 114.1 118.0		MELBOURNE Approach (R) 132.0		MELBOURNE Tower 120.5		Ground 121.7	
VOR ML 114.1	Final Apch Crs 266°	D6.0 2270' (1863')	MDA(H) 1040' (633')	Apt Elev 434'	Rwy 407'		
MISSED APCH: Track 266°, climb to 4000' or as directed by ATC.							MSA ML VOR 3300 within 10 NM
Alt Set: hPa		Rwy Elev: 15 hPa		Trans level: FL110		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 Thr 185 - 160 KT, At 5NM from Thr 160 - 150 KT.							



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



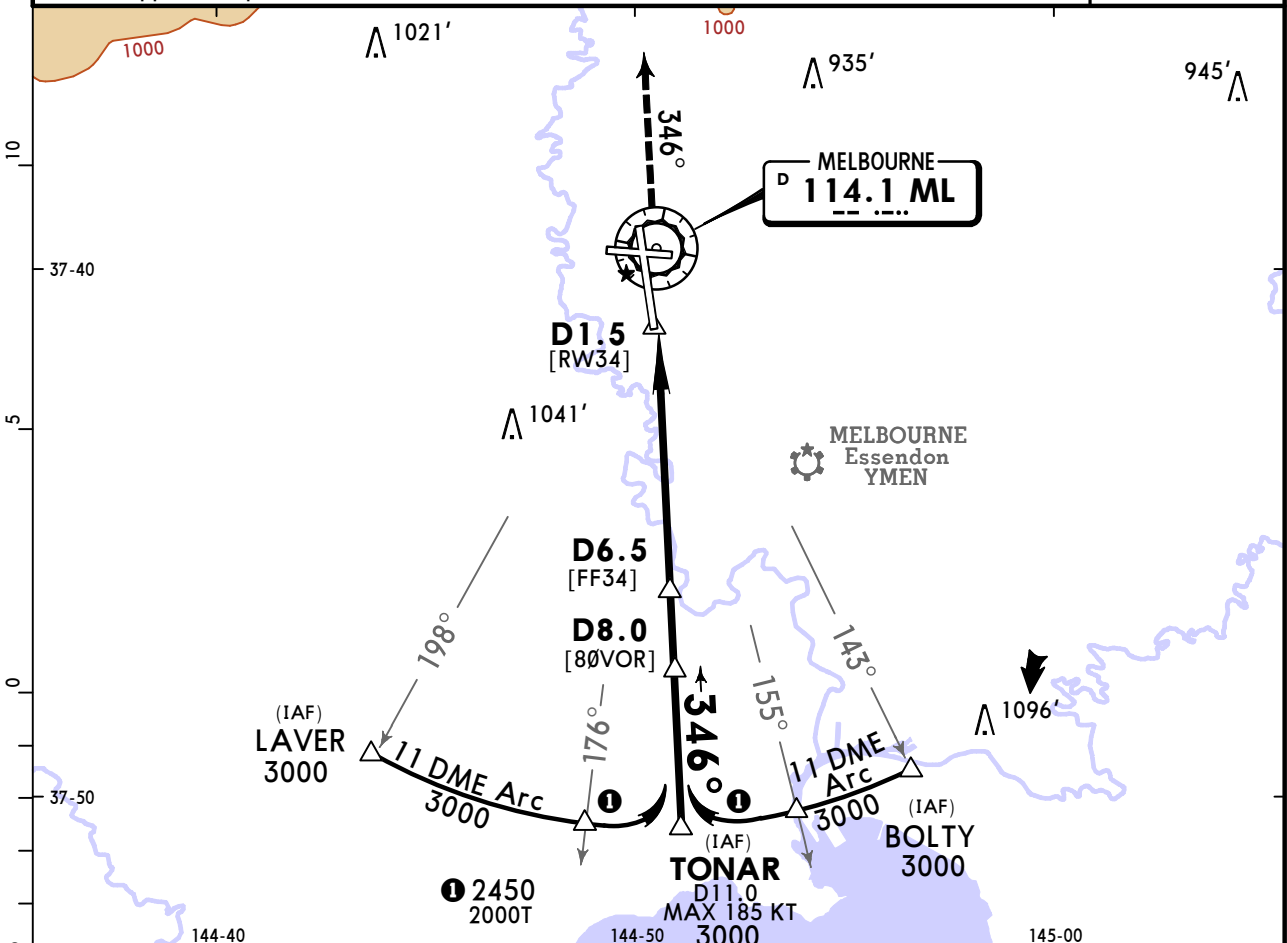
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 266°	4000' ↑
Descent Angle	3.00°	372	478	531	637	743		
MAP at D1.0								

PANS OPS	State STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	MDA(H) 1040' (633')		MDA(H)	
	ALS out		Max Kts	
	A		100	1140' (706') V2.4 km
	B	V2.9 km	135	1450' (1016') V4.0 km
C		180	1600' (1166') V5.0 km	
D	V3.7 km	205		

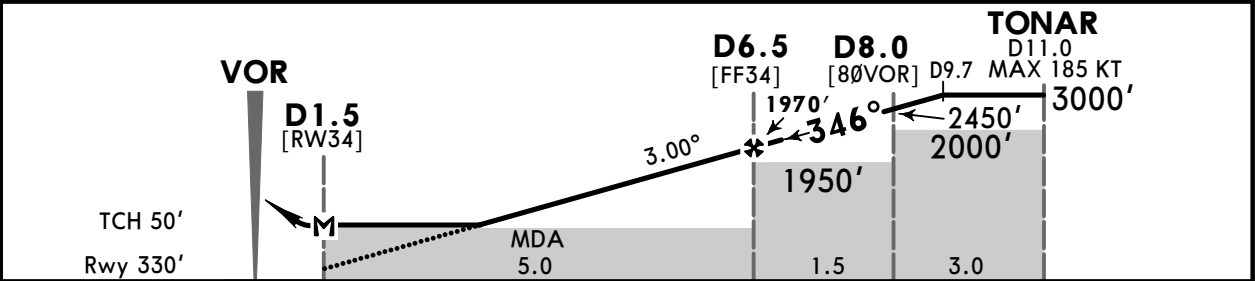
YMML/MEL MELBOURNE INTL

JEPPESEN MELBOURNE, VIC, AUSTRALIA 4 MAR 22 (23-3) VOR Rwy 34

BRIEFING STRIP™	ATIS		MELBOURNE Approach (R)		MELBOURNE Tower		Ground	
	114.1	118.0	132.0		120.5		121.7	
	VOR ML 114.1	Final Apch Crs 346°	D6.5 1970' (1640')	MDA(H) 760' (430')	Apt Elev 434' Rwy 330'			
	MISSED APCH: Track 346°. Climb to 4000' or as directed by ATC.							
Alt Set: hPa		Rwy Elev: 12 hPa	Trans level: FL110		Trans alt: 10000'		MSA ML VOR 3300 within 10 NM	
1. DME REQUIRED. 2. Aircraft may be RADAR vectored to IAF. 3. Holding as advised by ATC. 4. GNSS permitted in lieu of DME. Reference waypoint ML VOR. 5. ATC Approach Speeds: At TONAR 185 - 160 KT, At 5NM from Thr 160 - 150 KT.								



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	REIL	346°	4000'
Descent Angle	3.00°	372	478	531	637	849			
MAP at D1.5							PAPI		

PANS OPS	STRAIGHT-IN LANDING RWY 34				CIRCLE-TO-LAND			
	MDA(H) 760' (430')				Max Kts			
	2.4 km				100	1140' (706') -2.4 km		
					135	1450' (1016') -4.0 km		
180					1600' (1166') -5.0 km			
205								

Chart changes since cycle 10-2024

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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MELBOURNE, VI (MELBOURNE INTL - YMML)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport YMML