

**AERONAUTICAL  
INFORMATION  
CIRCULAR (AIC)****H55/24****Effective: 202411010500 UTC**AERONAUTICAL INFORMATION SERVICE,  
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Email: [ronald.butterworth@melair.com.au](mailto:ronald.butterworth@melair.com.au) Phone: +61 439 205 103**MELBOURNE AIRPORT (YMML)  
DUAL TAXILANES APN 8 AND APN 9****1. INTRODUCTION**

- 1.1 This AIC provides information on a change to apron taxilanes at Melbourne Airport (YMML).
- 1.2 This development will convert the existing singular Code E Taxilane Yankee into dual Code C Taxilanes APN 8 and APN 9.
- 1.3 Associated construction works and staging information will be in accordance with *Method of Working Plan YMML 2024-3 Dual Taxilane Yankee*, available on the Melbourne Airport [website](#).
- 1.4 These works commenced in September 2024 and are expected to take approximately twelve (12) weeks. NOTAM confirms associated closures of affected taxiways/taxilanes.

**2. WORKS PROGRAM**

- 2.1 The major project milestone is expected to occur on the 16 NOV 2024 where the dual Taxilanes APN 8 and APN 9 “Go-Live”.
- 2.2 As part of “Go-Live”, Bay F12 will be downgraded to Code C.
- 2.3 Changes associated with this project already enacted are the decommissioning of Bays G41A and G45A, as well as the commissioning of Bay G42A and G46A for B788 and A332 parking.

*Note: The dates referenced are planned dates applicable at the time of issuing this AIC and are subject to change.*

### 3. OPERATIONAL INFORMATION

#### 3.1 Taxilanes

3.2 The introduction of dual taxilane operations enables simultaneous taxiing movements through the intersection of Taxilane Yankee and Taxilane Sierra. Specifically, an aircraft movement between Taxilane Yankee to/from APN 8 concurrent with an aircraft movement between Taxilane Sierra to/from APN 9.

3.3 Once commissioned, Taxilanes APN 8 and APN 9 will not be available for aircraft above 36M wingspan, allowing simultaneous mode, Code C operations to service Piers F and G.

3.4 From 16 NOV 2024, APN 8 will service Bays F12, F14, F16, F18, F20, F22A.

3.5 From 16 NOV 2024, APN 9 will service Bays G41, G43, G45, G47, G49.

3.6 If an aircraft inadvertently takes the incorrect taxilane, they are to stop and contact ATC. ATC will arrange Car 2 to attend for a follow me or tug to safely manoeuvre the aircraft.

#### 3.7 Towbar Disconnect Points (TDP) and Pushback Procedures

3.8 Notwithstanding the introduction of Dual Taxilane Operations, simultaneous taxi-in and/or pushback from G41, G43, G45, F12 and F14 are restricted due to the conflicting nature of the pushbacks from these bays, which is unavoidable. Operational restrictions will be noted in the published pushback procedures.

3.9 Aircraft waiting to push back from Bay G41, G43, G45, F12 and F14 will be required to wait until the traffic has towed forward to the disconnect point on their respective apron taxilane.

- Bays F12, F14, F16, F18 and F20 will pushback via APN8 to TDP Y3
- Bays G41, G43, G45, G47 and G49 will pushback via APN9 to TDP Y4

3.10 The single TDP on each taxilane is located such that movements into F20 and G49 are permissible whilst aircraft are disconnecting on the same taxilane.

- APN 8 to the north with TDP Y3
- APN 9 to the south with TDP Y4

3.11 Pushback Procedures, the Towbar Disconnect Point Map and Airfield Maps will be publicly available at Go-Live on Melbourne Airport's Website: [Policies and Procedures | Melbourne Airport](#).

- 3.12 These changes will affect the Aerodrome Ground Movement Chart within DAP and ERSA FAC Local Traffic Regulations. Permanent NOTAM will be issued to reflect this information with amendments incorporated in publications WEF 20 March 2025. This AIC will remain current until both amendments are published.

#### **4. CANCELLATION**

- 4.1 This AIC will be cancelled when it is incorporated into AIP ERSA and DAP, expected AIRAC 20 March 2025.

#### **5. DISTRIBUTION**

- 5.1 Airservices Australia website only.

#### **Appendix**

1. DUAL TAXILANE PLAN – APN 8 & APN 9

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