

**AERONAUTICAL
INFORMATION
CIRCULAR (AIC)**

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MELBOURNE AIRPORT (YMML) TAXIWAY ALPHA RECONSTRUCTION

1. INTRODUCTION

- 1.1 The Melbourne Airport Pavement Maintenance Program (MAPMP) 2.0 is an ongoing program of routine maintenance works necessary to maintain our airfield pavements in a safe and serviceable condition.
- 1.2 Design Package 3 (DP3) commences in January 2026 with the reconstruction of TWY A between TWY J and TWY W.
- 1.3 YMML *Method of Working Plan 2025-7 Taxiway Alpha Reconstruction* details DP3 and is available on the [Melbourne Airport website](#).

2. WORKS PROGRAM

2.1 Airside Road adjacent Bay H3

Replacement of the current solid crash barriers with flexible markers and adjustment of Airside Road line marking adjacent to Bay H3. The vehicle stop bar will be shifted further southeast to provide wingtip clearance for Code F aircraft on TWY S.

2.2 Bay G54 Line Marking

The apron limit line will be adjusted to facilitate Code F movements from TWY A onto TWY J and TWY S. TWY J between TWY A and TWY S will not be available during these works.

2.3 Reconstruction of TWY A between TWY J and TWY W

Main works will be conducted between January and October 2026. These works will reconstruct the full length of TWY A between TWY J and TWY W. The majority of works will be completed within TWY A with no impact to TWY J or TWY W, however there will be shorter periods during which the intersections of TWY A and TWY J or TWY A and TWY W are impacted.

3. OPERATIONAL INFORMATION

3.1 Code F Aircraft Requiring Full Length of RWY 16/34

TWY S between TWY J and TWY W will remain a Code E TWY throughout the project. Code F aircraft that require the full length of RWY 16/34 must utilise TWY S between TWY J and TWY W under a follow me escort. Refer Appendix 1.

3.2 Code D Access to TWY W East of TWY S

All Code D (or larger) aircraft movements between TWY S and TWY W east of TWY S must be completed under tow due to taxiway geometry.

3.3 Intersection of TWY A and TWY W

For a short period, AGL works will necessitate closure of the intersection of TWY A and TWY W. As a result, Code D (or larger) aircraft requiring a full-length take-off on RWY 34 must enter and backtrack RWY 34 via TWY J, vacate at TWY K to perform a turnaround manoeuvre at the TWY K Run Up Bay before re-entering RWY 34 via TWY K. Similarly, Code D (or larger) aircraft that pass TWY J during the RWY 16 landing roll must vacate at TWY K to perform a turnaround manoeuvre at the TWY K Run Up Bay before re-entering RWY 16 to backtrack and vacate at TWY J. Refer Appendix 2.

Turn pad marking is available for use by Code C aircraft to backtrack RWY 16/34 without vacating at TWY K.

3.4 Aircraft Engine Ground Runs

The TWY K Run Up Bay will not be available for engine ground runs whilst the taxi route depicted in Appendix 2 is required.

4. CANCELLATION

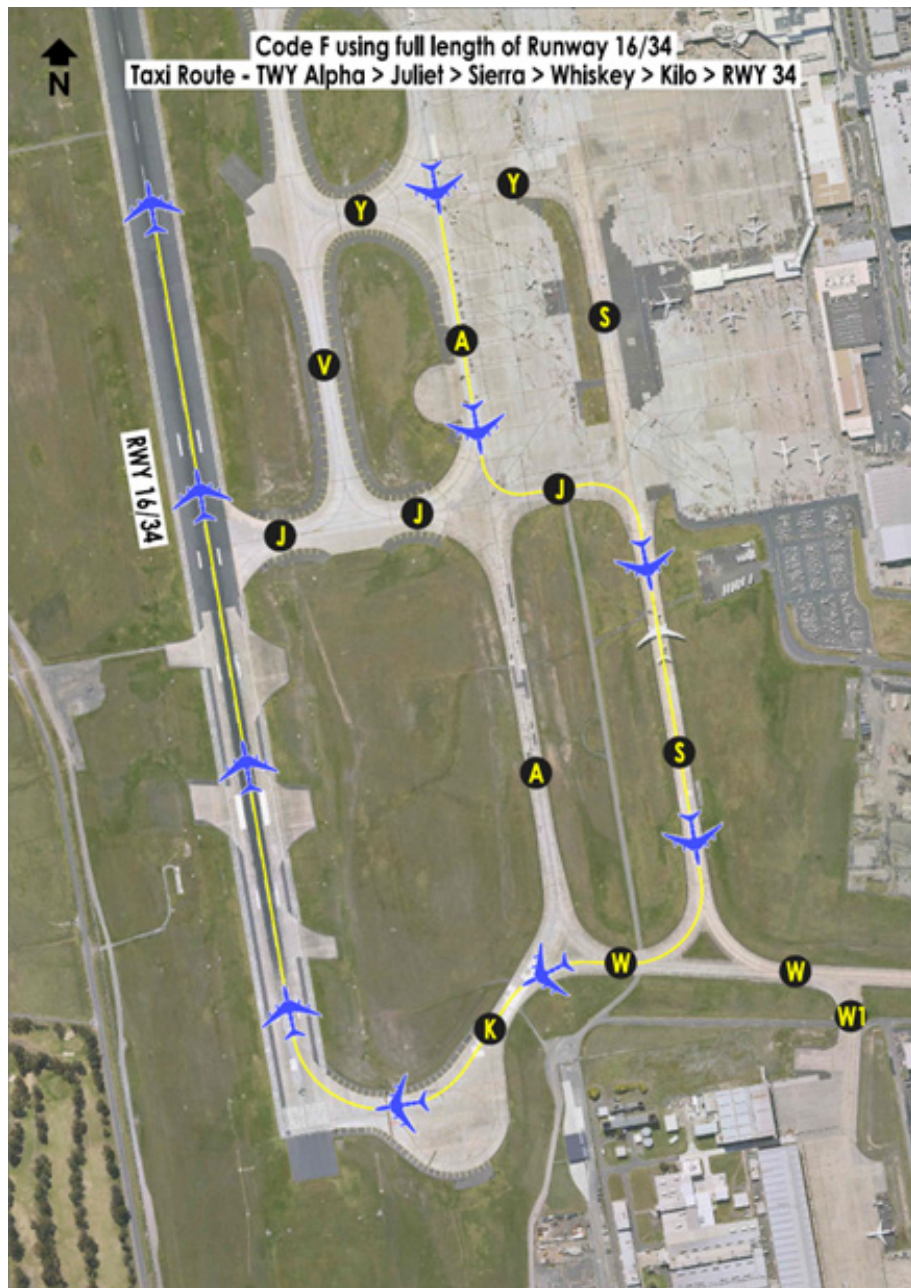
- 4.1 This AIC will be cancelled following the completion of works.

5. DISTRIBUTION

- 5.1 Airservices Australia website only.

Appendices

1. Code F Taxi Route for RWY 34 Full Length Departure
2. Taxi Route During Closure of TWY A and TWY W Intersection



2. Taxi Route During Closure of TWY A and TWY W Intersection

