

**AIP SUPPLEMENT
(SUP)****AIRAC****H64/22****Effective: 202209071600 UTC**

AERONAUTICAL INFORMATION SERVICE,
AIRSERVICES AUSTRALIA, GPO BOX 367,
CANBERRA ACT 2601

For **DISTRIBUTION** queries, contact:
Email: aim.editorial@airservicesaustralia.com

For **CONTENT** queries regarding this SUP, contact:
Email: ifp@airservicesaustralia.com

LAUNCESTON (YMLT) REVISED VOR RWY 14R APPROACH PROCEDURE

1. INTRODUCTION

- 1.1 This AIP SUP amends Launceston (YMLT) VOR RWY 14R Instrument Approach Procedure with a revised missed approach segment.

1.2 IMPLEMENTATION

- 1.3 The charts in the Appendices become effective 202209071600 UTC.

2. CANCELLATION

- 2.1 This SUP will be cancelled when it is incorporated into AIP DAP, expected to be in DAP Amendment 173, effective 01 December 2022.

3. DISTRIBUTION

- 3.1 Airservices Australia website only.

Appendices

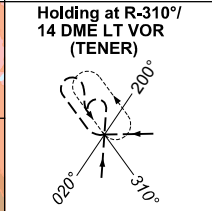
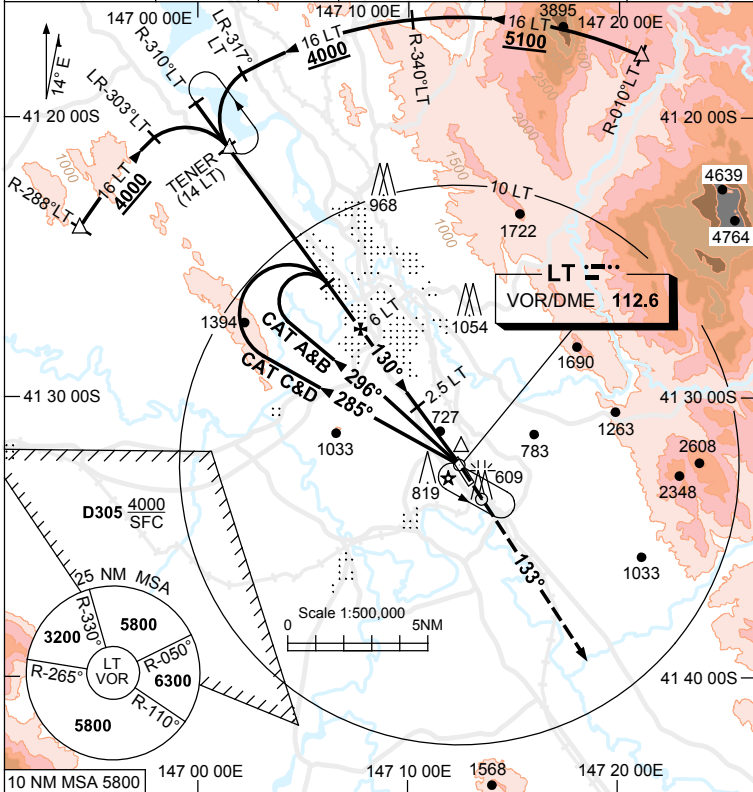
1. VOR RWY 14R

**APPENDIX 1
TO SUP H64/22**

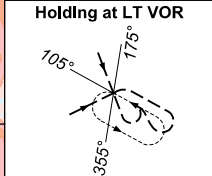
USE QNH

**VOR RWY 14R
LAUNCESTON, TAS (YMLT)**

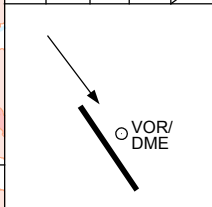
ATIS 112.6 (TWR HR) 134.75 (H24)	AWIS (AH) 112.6	TWR 118.7	FIA (AH) ML CEN 123.8	CTAF+AFRU (AH) 118.7	AFRU+PAL (AH) 118.7	NAVAID RQ: • DME
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TR IN	TURN	TIME	MIN ALT	DME LMT
130°	Left	1	4000	

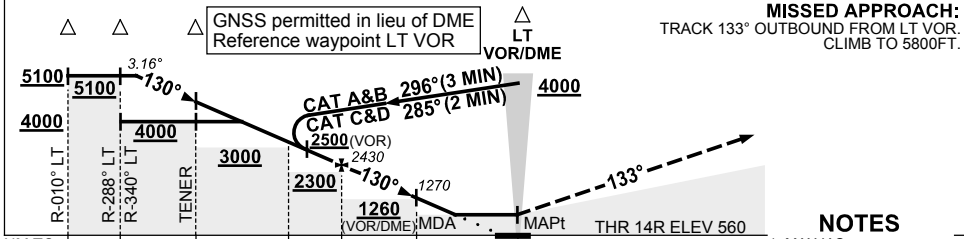


TR IN	TURN	TIME	MIN ALT	DME LMT
285°	Left	1	4000	



AD ELEV 562
Bearings are Magnetic
Elevations in FEET AMSL

DIST TO LT DME	13.9	13	12	11	10.7	10	9	8	7	6	5	4	2.9	2.4
ALT(3.16° APCH PATH)	5100	4780	4440	4110	4000	3780	3440	3100	2770	2430	2100	1760	1390	1240



MISSED APPROACH:
TRACK 133° OUTBOUND FROM LT VOR.
CLIMB TO 5800FT.

NM TO LT DME: 16, 16, 14, 10, 6, 2.5, 0. THR 14R ELEV 560

NOTES

- MAX IAS:
INITIAL : 180KT.
HLDG AT LT VOR: 195KT.
HLDG AT LT R-310°/14:
220KT.
- SPECIAL ALT MNM
1000/5.0KM.
- COLOUR: SEE
SPEC NOTICES.
- HOLDING AT TENER NOT
CONTAINED IN CTA.

CATEGORY	A	B	C	D
S-I VOR/DME		1240 (678-3.8)		
S-I VOR		1390 (828-4.7)		
CIRCLING	1440 (878-2.4)		1670 (1108-4.0)	1670 (1108-5.0)
ALTERNATE*	(1378-4.4)		(1608-6.0)	(1608-7.0)

Changes: REVISED MISSED APPROACH, NOTE 1.

MLTV001-SUP