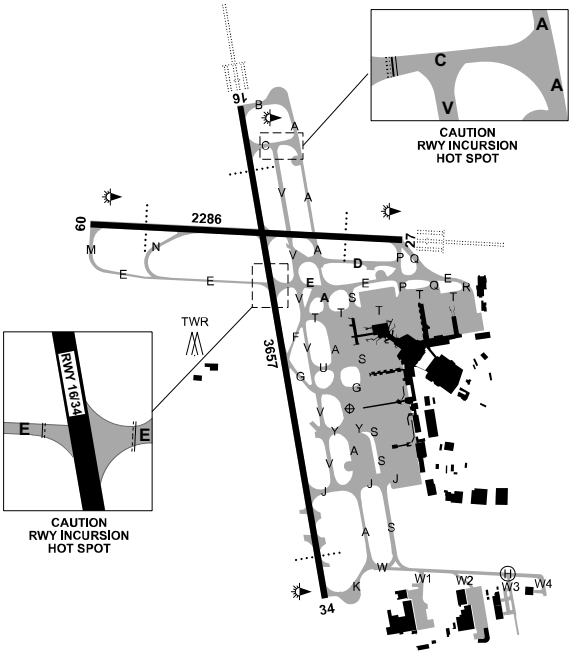
MELBOURNE

ELEV 434

AVFAX CODE 3001

VIC UTC +10 YMML
374024S 1445036E VAR 12 DEG E CERT

AD OPR Australia Pacific Airports (Melbourne) Pty Ltd, Locked Bag 16, Tullamarine, VIC, 3043. Email: airfieldsupport@melair.com.au. PH 03 9297 1600. Fax 03 9297 1886.



REMARKS

1. AD Charges: All ACFT.
2. This AD is a Security Controlled Airport.
3. Pavement concessions to be assessed by AD OPR for in excess of published PCR 1373.
4. AD operates as public.

HANDLING SERVICES AND FACILITIES

BP: phone 0499 246 313.
Mobil: phone 03 8346 6901.
VIVA: 1900-1600 UTC DLY. Phone 03 9338 7156. JET A1 only.
Skytanking: 0500-0000 UTC DLY. Phone 0439 000 021. JET A1.
Melbourne Jet Base (MJB) - Full FBO services and VIP facilities for ACFT up to 400,000KG. H24 with 2HR PN for Civil and MIL ACFT up to 50,000KG. Short/long-term hangarage (subject to availability) and apron PRKG AVBL on private apron, direct ACFT and vehicle access. Over the counter Customs, Immigration and Quarantine available H24 with PN. Apron Hangar located off W2. Phone +61 3 8370 9640. Email: ops@melbournejetbase.com.au or shane.collings@melbournejetbase.com.au. VHF 129.75 CS 'Melbourne Jet Base'.

General

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

RESCUE AND FIREFIGHTING SERVICES

1. CAT 9.
2. 131.0 MHz AVBL H24. Request via ATC.

Information may be continued on the next page: PTO

APRONS AND TAXIWAYS

1. Terminal 1 apron area BTN pier B and C, not AVBL to ACFT ABV 47.6M wingspan.
2. Terminal 3 apron area BTN pier E and F, not AVBL to ACFT ABV 60.3M wingspan.
3. RUNWAY INCURSION HOTSPOT
   RWY 16/34 and TWY E.

SURFACE MOVEMENT GUIDANCE

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

AERODROME OBSTACLES

1. RVR transmissometers (unlit) (frangible) within RWS all RWY, 14FT AGL.
2. RWY 27 HIAL 409FT AMSL BRG 013 DEG MAG 1,343M FM ARP. Infringes RWY 09 TKOF SFC by 2FT.
3. RWY 16 HIAL 440FT AMSL PSN 373905.60S 1445004.6E. Infringes RWY 34 TKOF SFC by 3FT.
4. IWI (unlit) 431FT AMSL BRG 301 DEG MAG 2,378M FM ARP. Infringes transitional SFC by 4FT.
5. GP Apparatus (lit):
   a. Tower 450FT AMSL BRG 352 DEG MAG 1,409M FM ARP. Infringes transitional SFC by 42FT.
   b. Aerial 421FT AMSL BRG 353 DEG MAG 1,410M FM ARP. Infringes transitional SFC by 14FT.
   c. Tower 475FT AMSL BRG 324 DEG MAG 2,034M FM ARP. Infringes transitional SFC by 49FT.
   d. Aerial 443FT AMSL BRG 324 DEG MAG 2,154M FM ARP. Infringes transitional SFC by 15FT.
6. DME antenna (lit) 434FT AMSL BRG 344 DEG MAG 1,476M FM ARP. Infringes transitional SFC by 2FT.
7. BLDG (lit) 424FT AMSL BRG 320 DEG MAG 1,697M FM ARP. Infringes transitional SFC by 9FT.
8. Control TWR (lit) 582FT AMSL BRG 280 DEG MAG 1,292M FM ARP. Infringes inner horizontal SFC by 70FT.
9. Antennas (lit):
   a. 759FT AMSL BRG 038 DEG MAG 3,544M FM ARP. Infringes inner horizontal SFC by 242FT.
   b. 562FT AMSL BRG 054 DEG MAG 3,482M FM ARP. Infringes inner horizontal SFC by 45FT.
10. Radio mast (lit) 1,000FT AMSL BRG 213 DEG MAG 7,406M FM ARP. Infringes outer horizontal SFC by 139FT.
11. Towers (lit):
   a. 619FT AMSL BRG 312 DEG MAG 5,570M FM ARP. Infringes inner horizontal SFC by 103FT.
   b. 643FT AMSL BRG 312 DEG MAG 5,723M FM ARP. Infringes conical SFC by 67FT.
12. Spire (unlit) 524FT AMSL PSN 373834.60S 1444941.08E. Infringes transitional SFC by 7FT.
13. Stockpiles:
   a. Unlit, 679FT AMSL BRG 308 DEG MAG 7,247M FM ARP. Infringes conical SFC by up to 26FT.
   b. Lit, 829FT AMSL BRG 352 DEG MAG 6,807M FM ARP. Infringes conical SFC by up to 223FT.
14. Shed (unlit) 543FT AMSL PSN 373745.90S 1444850.01E. Infringes inner HZS by 26FT.
15. Water tanks (unlit) 951FT AMSL PSN 373608.40S 1444215.59E. Infringes outer HZS by 90FT.
16. Temporary obstacles (trees):
   a. 441FT AMSL PSN 373938.23S 1445109.42E. Infringes transitional SFC by 6FT.
   b. 439FT AMSL PSN 373947.83S 1445117.64E. Infringes RWY 09 TKOF SFC by 1FT.
   c. 439FT AMSL PSN 373940.15S 1445112.46E. Infringes RWY 27 APCH SFC by 1FT.
   d. 463FT AMSL PSN 373927.16S 1444845.00E. Infringes RWY 27 TKOF SFC by 4FT.
   e. 360FT AMSL PSN 374127.00S 1445025.85E. Infringes RWY 16 TKOF SFC by 2FT.

f. 369FT AMSL PSN 374129.93S 1445024.82E. Infringes RWY 34 APCH SFC by 1FT.
g. 375FT AMSL PSN 374129.17S 1445022.50E. Infringes RWY 34 APCH SFC by 9FT.
h. 385FT AMSL PSN 374112.00S 1445017.46E. Infringes transitional SFC by 3FT.
i. 553FT AMSL PSN 373832.23S 1444943.00E. Infringes inner horizontal SFC by 37FT.
j. 505FT AMSL PSN 373836.13S 1444950.11E. Infringes RWY 16 APCH SFC by 3FT.
k. 500FT AMSL PSN 373848.56S 1444949.28E. Infringes transitional SFC by 3FT.
l. 451FT AMSL PSN 373931.20S 1444935.48E. Infringes transitional SFC by 6FT.
m. 538FT AMSL PSN 373852.27S 1444945.74E. Infringes inner horizontal SFC by 21FT.
n. 534FT AMSL PSN 373854.96S 1444947.27E. Infringes inner horizontal SFC by 17FT.
o. 543FT AMSL PSN 373855.45S 1444945.12E. Infringes inner horizontal SFC by 26FT.
p. 535FT AMSL PSN 373858.97S 1444946.62E. Infringes inner horizontal SFC by 18FT.
q. 518FT AMSL PSN 373854.37S 1444948.03E. Infringes inner horizontal SFC by 2FT.
r. 521FT AMSL PSN 373902.35S 1444949.43E. Infringes inner horizontal SFC by 5FT.
s. 517FT AMSL PSN 373859.47S 1444948.94E. Infringes inner horizontal SFC by 1FT.
t. 541FT AMSL PSN 373844.73S 1444943.63E. Infringes inner horizontal SFC by 24FT.
u. 550FT AMSL PSN 373852.75S 1444943.09E. Infringes inner horizontal SFC by 33FT.
v. 550FT AMSL PSN 373831.62S 1444943.64E. Infringes inner horizontal SFC by 33FT.
w. 536FT AMSL PSN 373836.34S 1444941.76E. Infringes inner horizontal SFC by 19FT.
x. 562FT AMSL PSN 373844.20S 1444942.80E. Infringes inner horizontal SFC by 45FT.
y. 433FT AMSL PSN 373939.57S 1445111.39E. Penetrates RWY 27 APP SFC by 1FT.
z. 362FT AMSL PSN 374128.91S 1445028.84E. Penetrates RWY 16 TKOF SFC by 1FT.
aa. 492FT AMSL PSN 373838.43S 1445003.71E. Penetrates RWY 34 TKOF SFC by 1FT.
ab. 553FT AMSL PSN 373832.33S 1444942.99E. Penetrates inner HZS by 37FT.
ac. 549FT AMSL PSN 373836.21S 1444940.46E. Penetrates inner HZS by 32FT.
ad. 550FT AMSL PSN 373831.57S 1444943.77E. Penetrates inner HZS by 33FT.

METEOROLOGICAL INFORMATION PROVIDED

1. TAF CAT A, METAR/SPECI, TAF3 H24, AD WRNG, WS WRNG.
2. MET INFO AVBL FM Airservices Pilot Briefing. Elaborative briefing FM MWO 03 9669 4850.
3. AWIS PH 03 8470 3214 - Report faults to BoM.

PHYSICAL CHARACTERISTICS

09/27	082	75a	PCR 1373/F/D/X/T Grooved.		WID 45	RWS 300
16/34	160	120a	PCR 1373/F/D/X/T Grooved.		WID 60	RWS 300

1. Concrete ends RWY 16, 27 and 34.
2. OFZ exists on all RWY.

AERODROME AND APPROACH LIGHTING

RWY 09/27	MIRL		SDBY PWR AVBL
RWY 09/27	PAPI(5)	3.0 DEG74FT	SDBY PWR AVBL
RWY 27	HIAL-CAT II(4)		SDBY PWR AVBL
RWY 27	HIAL-CAT III(4)		SDBY PWR AVBL
RWY 27	HIRL		SDBY PWR AVBL
RWY 27	RCLL		SDBY PWR AVBL
RWY 27	RTZL		SDBY PWR AVBL
RWY 16/34	HIRL		SDBY PWR AVBL
RWY 16/34	PAPI(5)	3.0 DEG74FT	SDBY PWR AVBL
RWY 16/34	RCGL		SDBY PWR AVBL
RWY 16/34	RCLL		SDBY PWR AVBL
RWY 16	HIAL-CAT II(3)		SDBY PWR AVBL
RWY 16	HIAL-CAT III(3)		SDBY PWR AVBL
RWY 16	RTZL		SDBY PWR AVBL
RWY 34	HSL(1)		SDBY PWR AVBL
RWY 34	RTIL(2)		SDBY PWR AVBL

(1) Landing RWY 34 the Hold Short Line is marked with red and white runway Intersection Signs and is indicated by six occulting white flush fitted lights across RWY 34.
(2) RTIL installed to aid RWY ident.

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(3) Associated SFL 600M. Not AVBL when cloud base is greater than 1000FT AGL and VIS greater than 5000M.
(4) Associated SFL 420M. Not AVBL when cloud base is greater than 1000FT AGL and VIS greater than 5000M.
(5) Both sides coincide with RWY Aim Point Markings.

1. **ALS type and length**
   a. RWY 16 - barrette CL: 900M.
   b. RWY 27 - barrette CL: 720M.
2. RCLL: full length of RWY, white in colour at 15M spacing to a point of 900M FM RWY end, thence alternating red/white to a point of 300M FM RWY end, thence red in colour.
3. HIRL: RWY edge light spacing full length of RWY, white in colour at 60M spacing to a point of 600M FM RWY end, thence yellow in colour.
4. RCGL: RWY edge light spacing full length of RWY, white in colour at 60M spacing.
5. MIRL: RWY edge light spacing full length of RWY, white in colour at 60M spacing.
6. RWY threshold lighting is green in colour and is supplemented by wingbars on RWY 16/34 only.
7. RWY end lighting is red in colour and not supplemented by wingbars.
8. RTZL extends 900M FM threshold.
9. RWY 09/27 MIRL may be partially obscured when downwind RWY 09.
10. Stopbars and Runway Guard Lights (RGL) at all RWY/TWY intersections.

OTHER LIGHTING

1. Secondary PWR switchover time: 1 SEC during LVP; 15 SEC OT.
2. **TWY LIGHTING**

2.1. G centre line lights on all TWY.
2.2. Where RQ yellow intermediate holding point lighting.

ATS AND AERODROME COMMUNICATION FACILITIES

ACD	MELBOURNE DELIVERY	127.2
APP	MELBOURNE APPROACH	132.0
ATIS	MELBOURNE ATIS	114.1 118.0
DEP	MELBOURNE DEPARTURES	118.9 (2) 129.4 (3)
SMC	MELBOURNE GROUND	121.7
TWR	MELBOURNE TOWER	120.5
VOLMET	AUSTRALIA	6676 (1) 11387 (1)

(1) H24, BCST 00 - 05 & 30 - 35. Refer AIP GEN 3.5.
(2) Routes 264 radial through N to 092 radial.
(3) Routes 263 radial through S to 093 radial.

RADIO NAVIGATION AND LANDING AIDS

GBAS	G09A	CH 21118 (RWY09)	374005.7S	1444959.1E	(6)
GBAS	G16A	CH 21940 (RWY16)	374005.7S	1444959.1E	(6)
GBAS	G27A	CH 21529 (RWY27)	374005.7S	1444959.1E	(6)
GBAS	G34A	CH 20707 (RWY34)	374005.7S	1444959.1E	(6)
DME	IMS	109.7/ 34X (RWY16)	373924.1S	1445001.2E	(3)
GP	IMS	333.2 (RWY16)	373924.1S	1445001.5E	
ILS	IMS	109.7 (RWY16)	374119.1S	1445029.5E	(4)
LOC	IMS	109.7 (RWY16)	374119.1S	1445029.5E	
DME	IMW	109.3/ 30X (RWY27)	373938.2S	1445040.4E	(5)
GP	IMW	332 (RWY27)	373938.5S	1445040.3E	
ILS	IMW	109.3 (RWY27)	373936.2S	1444836.4E	

LOC	IMW	109.3 (RWY27)	373936.2S	1444836.3E	
DME	ML	114.1/ 88X	373936.3S	1445031.8E	(2)
VOR	ML	114.1	373936.5S	1445031.2E	(1)

(1) Scalloping may occur beyond 50NM in sectors 270 to 290 DEG
(2) Antenna ELEV 399FT.
(3) Antenna ELEV 435FT.
(4) ILS RWY 16 Performance Classification III/E/4.
(5) Antenna ELEV 418FT.
(6) Between 50NM and 23NM from the GBAS site, GLS course deviation information is advisory only. Within 23NM from the GBAS site, GLS course deviation information is approved for the conduct of an Instrument Approach.

Other DME, ILS, MKR and no idents or ident XP, intermittently on test.

LOCAL TRAFFIC REGULATIONS

1. All aircraft must provide their parked position/gate number to ATC on acknowledgement of airways clearance.
2. All tugs and vehicles repositioning ACFT and/or equipment via the TWY must make initial CTC with Melbourne Delivery on 127.2 and state their current location, destination and aircraft type (if applicable). Melbourne Delivery will advise the tug or vehicle to standby for Ground on 121.7.
3. HEL must ARR and DEP from the RWY or TWY W HELIPAD. Exemptions may be provided by the Senior Airside Safety Officer, Car 2 0418 335 985.
4. Engine ground runs permitted - restrictions may apply. CTC Senior Airside Safety Officer, Car 2 0418 335 985.
5. For A380 ACFT DEP RWY 09/27 only, 10MIN PN must be given to ATC for all approvals.
6. Refer to *AIP DAP* for A380 and B748 for Aerodrome Ground Movement Charts.
7. **RESTRICTIONS DUE JET BLAST**
   a. ACFT operating on INTL, Domestic and Freight aprons are subject to the FLW limitations:
      (i) Engine starts using more than idle power are prohibited, unless authorised by ATC.
      (ii) ACFT must not start more than two engines until pushback procedure is complete.
      (iii) Arriving ACFT with wingspan ABV 36M must not apply power ABV ground idle on TXL or APN. If required, power application ABV ground idle on TXL or APN is subject to approval from Senior Airside Safety Officer (Car 2) (clauses *iv* and *v* applies). ACFT may be required to tow onto bay due jet blast (clause *vi* applies).
      (iv) ACFT with wingspan ABV 36M must not taxi ABV idle power on TXL or APN Uniform, Papa and arrival onto Bay H3.
      (v) ACFT with wingspan ABV 36M must not conduct single engine taxi on TXL or APN Uniform, Papa and arrival onto Bay H3.
      (vi) If ACFT with wingspan ABV 36M has stopped on TXL or APN prior to docking on Bays D1, D4, D5, D6, D8, D12, D13, D15, H1, H2 or H3, shut down engines, docking must be completed under tow.
      (vii) If ACFT with wingspan ABV 36M has stopped on TXL or APN prior to docking on Bays D7, D9, D10 or D11, ACFT may continue to taxi onto bay at idle power with approval of Senior Airside Safety Officer (Car 2).
   b. A380 and B747 ACFT must exercise caution when applying power on outboard ENG whilst taxiing to prevent erosion of TWY shoulders.
   c. A380 ACFT taxiing to Bays D13 and D15 must stop and shut down all engines on TWY T. ACFT must proceed to the bay under tow.
   d. Right turns from TWY T northbound onto TWY P, pilots are to exercise caution when applying power.
8. **TURNING**
   a. Left turns from TWY G Rapid Exit Taxiway (RET) into TWY V not AVBL to ACFT ABV 36M wingspan.
   b. Right turns from TWY V into TWY G (RET) not AVBL to ACFT ABV 36M wingspan.
   c. Right turns from TWY F (RET) into TWY V not AVBL to ACFT ABV 36M wingspan.
   d. Left turns from TWY V into TWY F (RET) not AVBL to ACFT ABV 36M wingspan.
   e. Right turns FM TWY E (via TWY R) into TWY T not AVBL to ACFT ABV 36M wingspan.

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f. Left turns FM TWY S into TWY W not AVBL to ACFT ABV 36M wingspan, unless under tow.
g. Right turns FM TWY W into TWY S not AVBL to ACFT ABV 36M wingspan, unless under tow.
h. Pilots of B777-300, A340-600, A340-500, A350-900, A350-1000 and type ACFT should exercise caution during turns as normal clearances to TWY edge may not be AVBL. Contact AD OPR for details of preferred taxi routes.
i. Left turns FM TWY T into TWY S not AVBL to A380 ACFT right turns FM TWY S into TWY T not AVBL to A380 ACFT.
j. Right turns FM TWY D via TWY P to TWY E, and left turns from TWY E via TWY P to TWY D not permitted, including under tow.

9. **TAXIWAY RESTRICTIONS**

a. Any deviations from taxiway/taxilane centre lines is prohibited unless advised to ATC and the Senior Airside Safety Officer (Car 2) and approved by a company engineer in attendance during the manoeuvre.
b. TWY S BTN TWY T and TWY U not AVBL to through TFC.
c. TWY S BTN TWY U and TWY G not AVBL to through TFC ABV 36M wingspan. OPS under tow are permitted for ACFT wingspan ABV 36M and BLW 65M via TWY S between TWY G and TWY U.
d. Pilots of A340-600 and B747-8 ACFT taxiing for Southern APN Bays H1, H2 and H3 must enter and exit the Southern APN via TWY J, or alternatively via TWY Y and TWY S.
e. TWY T BTN TWY R and TWY Q restricted to MAX wingspan of 60.3M and MAX taxi speed of 5KT for ACFT greater than 36M.
f. Taxilane Q not AVBL for ACFT ABV 36M wingspan.
g. Restrictions of simultaneous use of TWY V extension and TWY F BTN TWY V and TWY A are as follows:
   (i) Any ACFT taxiing southbound on TWY V and holding short of TWY F, restricts movements on TWY F between TWY V and TWY A to MAX Code C ACFT (A320/B737).
   (ii) A Code C ACFT (A320/B737) taxiing northbound on TWY V and holding short of TWY E, restricts movements on TWY F BTN TWY V and TWY A to MAX Code E ACFT (A350/B777).
   (iii) A Code E ACFT (A350/B777) taxiing northbound on TWY V and holding short of TWY E, restricts movements on TWY F BTN TWY V and TWY A to MAX Code C (A320/B737).

Note: in points i-iii above there are no wingspan restrictions on an ACFT which vacate RWY 34 onto rapid exit TWY F and subsequently taxi onto TWY T.

h. TWY F not AVBL for ACFT ABV 5,700KG LDG RWY 16.
i. TWY G not AVBL for ACFT ABV 5,700KG LDG RWY 34.
j. ACFT restrictions for TWY W are as follows:
   (i) W1 tow only unless exemption provided. CTC Senior Airside Safety Officer, Car 2 0418 335 985.
   (ii) W2 tow only to ACFT ABV 36M wingspan.
   (iii) TWY W east of W2 tow only to ACFT ABV 36M wingspan.
   (iv) W3 tow only unless exemption provided. CTC Senior Airside Safety Officer, Car 2 0418 335 985.
k. Taxilane APN 8 and taxilane APN 9 operate as dual taxilanes, restrictions apply:
   (i) Taxilane APN 8 services Bays F12, F14, F16, F18, F20 and F22A.
   (ii) Taxilane APN 9 services Bays G41, G43, G45, G47 and G49.
l. TWY D AVBL to ACFT BLW 65M wingspan and outer main gear wheel span BLW 15M.

10. **PARKING**

a. Parking of itinerant ACFT must be approved by the Integrated Operations Centre, 03 9297 1624, Fax 03 9297 1652. Email: sacc@melair.com.au at least 24HR prior to ETA.
b. 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 VDGS is switched on.

c. ACFT must not continue docking if VDGS or A-VDGS is not activated or calibrated for their ACFT type unless a marshaller is present. If docking cannot proceed, hold PSN advise SMC.

11. **TRAINING, SURVEY AND AIRWORK FLIGHTS**

a. All ACFT planning practice instrument APCH (AVBL HR 2000-1300 UTC), survey or airwork WI the ML Terminal Airspace require prior ATC approval.

b. For training and airwork, pilots must contact the ML Traffic Manager on 03 9235 7337 to book a time slot. For ARR ACFT a request must be made to ML Centre by 120NM from Melbourne or on first contact for ACFT entering CTA within 120NM.

c. Training circuits are not permitted.

d. For survey flights, pilots must contact the ML Traffic Manager on 03 9235 7337 to discuss the planned operation prior to becoming airborne. Operations WI the lateral confines of the ML CTR should be conducted ABV A060. Lower altitudes may not be AVBL or will incur extensive delays. Preferred operating times for extended surveys are SAT afternoon and SUN morning.

FLIGHT PROCEDURES

1. ESTIMATED AIRBORNE TRAFFIC DELAYS

1.1. For ARR ACFT

a. May be expected due to terminal area traffic density and/or single RWY operations:

(i) MON-FRI 2100-0000 UTC and 0600-1100 UTC: 20MIN

(ii) SAT 2100-0000 UTC: 20MIN

(iii) SUN 0600-1100 UTC: 20MIN

(iv) DLY 0000-0600 UTC: 10 MIN

Note: All times 1HR earlier during HDS. Actual holding times may differ from holding estimates. Historical data on actual holding is available from the NOMC.

2. ATC TRAFFIC MANAGEMENT SPEED

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

3. ARRIVAL PROCEDURES

By day, ATC may use 2,400M RWY separation between ACFT ARR to RWY 16/34. Both ACFT may occupy the RWY during application of the standard.

4. DEPARTURE PROCEDURES

Start clearance is required by ACFT DEP Melbourne for:

a. Essendon or Moorabbin; or

b. Practice instrument approach prior to DEP; or

c. AWK in terminal area.

5. HELICOPTER ACCESS CORRIDOR

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

a. Northbound - Essendon ground or TWR.

b. Southbound - Melbourne TWR approaching SWT.

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

6. LOW VISIBILITY OPERATIONS

6.1. For CASA APV operators, RWY 16 and RWY 27 are capable of supporting low VIS take-offs without limit, however only:

a. RWY 16 and 27 are normally used for low VIS departures; and

b. RWY 16 is capable of supporting localiser guided takeoffs.

Note: Flight crew must inform ATC at start up about an intention to conduct a takeoff that requires localiser guidance.

6.2. Access to RWY 27 is via TWY P or TWY Q. Access to RWY 16 is via TWY B. Intersection departures are not permitted.

6.3. RWY 16 is the arrival RWY for low VIS operations and is capable of supporting Category II and III approaches.

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6.4. Approved TWY exits are TWY G, TWY J and TWY K
6.5. The following TWY 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.
6.6. All TWY are suitable for use in conditions of greater than RVR 350M.
6.7. Refer to *AIP DAP* for Aerodrome Ground Movement Charts.

7. LOW VISIBILITY PROCEDURES

7.1. Preparations for the initiation of Low Visibility Procedures (LVP) are commenced when VIS has reduced to 1,000M and/or the cloud ceiling is at or below 500FT and is further reducing or VIS on any part of the AD is insufficient to exercise control on the basis of visual surveillance. LVP initiation may occur earlier if conditions deteriorate rapidly.
7.2. When RVR is at or below 550M (less than 800M if RVR not AVBL) 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.
7.3. LVP are progressively lifted when the cloud ceiling is above the CAT I minima and the visibility reaches 850M and is increasing.
7.4. In the event of failure of RVR equipment, RWY visibility assessments will be provided.
7.5. ATC uses Advanced Surface Movement Guidance Control System (A-SMGCS) to monitor ACFT and vehicles on the Manoeuvring Area.
7.6. If A-SMGCS is unserviceable during LVP:
  a. ATC will further restrict operations on the Manoeuvring Area.
  b. Position reporting procedures may be implemented.

8. FOLLOW ME SERVICE

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

9. LAND AND HOLD SHORT OPERATIONS (LAHSO)

9.1. LAHSO is used at Melbourne. See the YMML RDS for 'LDA for LAHSO' information.
9.2. In the event of a go-around, ATC may assign an avoiding action turn to either ACFT.
9.3. A turn commenced at the minimum turn HGT for the ACFT, together with a climb at normal go-around climb rates, will provide adequate OBST clearance.

10. RWY 09 ARRIVALS AND RWY 16 DEPARTURES SIMULTANEOUS OPERATIONS

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

11. AIR TRAFFIC FLOW MANAGEMENT (ATFM)

11.1. Ground Delay Program (GDP)
  a. Melbourne GDP are applicable to all fixed wing, non-priority flights departing from all Australian domestic airports, and arriving at Melbourne BTN 2000-1400 UTC DLY (1HR earlier during HDS).
  b. Flights from all Australian airports are required to operate in accordance with COBT. The COBT can be obtained through their company or the NOMC Phone: 1800 020 626^.
  c. Flights departing within a 60NM radius of Melbourne must also obtain a start clearance from the departure airport when active or from Melbourne ATC Phone: 03 9235 7337^

11.2. Airport Collaborative Decision Making (A-CDM)
A-CDM at Melbourne is run continuously H24 and is applicable to all IFR fixed wing non-priority flights departing Melbourne, who are required to comply with A-CDM in accordance with procedures outlined in *AIP ENR 1.9*. Compliance with a Target Off Blocks Time (TOBT) is required. All flights departing Melbourne airport are required to submit a TOBT through a local Designated Ground Handling Agent (DGHA) or local Fixed Base Operator (FBO). Further enquiries can be made via your company or designated ground handler or Melbourne Airport Integrated Operations Centre 03 9297 1624.

11.2.1. Start and Pushback Procedures

a. Departing aircraft with ground power must contact Melbourne Delivery ready for pushback or start. Aircraft will be instructed to standby for Ground once compliant with any applicable ATFM procedures. Melbourne Ground will approve pushback or start clearance when able.

b. Departing aircraft without ground power are approved to start at own discretion, advising Melbourne Clearance Delivery when start complete. Aircraft for pushback will be instructed to standby for Ground once compliant with any applicable ATFM procedures. Aircraft for taxi from the bay will be instructed to contact Ground for taxi clearance once compliant with any applicable ATFM procedures. Ground will approve pushback or taxi when able.

NOISE ABATEMENT PROCEDURES

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

ADDITIONAL INFORMATION

1. Wildlife hazard exists.
   a. The following species are present all year round:
      (i) Australian Magpies - may transit across RWS.
      (ii) Wedge-tailed eagles during HJ in thermal above N and W ends of the aerodrome.
      (iii) Ibis and ducks following MOD RA, thunderstorms and adverse WX.
      (iv) Little Raven – flocks may forage inside RWS.
      (v) Feral Pigeon – may transit across south end of aerodrome.
      (vi) Rainbow lorikeet – may transit E end of aerodrome.
   b. A seasonal increase in the numbers of the following species can be EXP:
      (i) Common starling – increase EXP within 2 hours of first and last light, BTN JAN and JUL. Transit across east end of RWY 27.
      (ii) Grey-headed Flying-fox during HN. Increase EXP BTN JAN and APR.
      (iii) Flocks of small birds feeding in air above RWS and short final EXP JUL to MAR including Fairy Martin, Welcome Swallow and Tree Martin.
      (iv) Brown Falcon - increase EXP BTN JUN and NOV.
   c. Increased bird activity during and post rainfall and adverse weather events including Australian White Ibis, Straw-necked Ibis, Silver Gull, and ducks.
   d. Species specific NOTAM will be issued during periods of increased activity.
2. Security screening is required for all passengers from all passenger ACFT, irrespective of size, departing from any of the Domestic, International or Freight Apron areas at Melbourne Airport. A charge is applicable for this service and a schedule of charges can be obtained from the Aerodrome Operator on 03 9297 1024. Any queries should also be directed to the Aerodrome Operator on the same number.
3. ACFT carrying Dangerous Goods Class 1 explosives require approval from AD OPR at least 48HR prior to ETA.
4. Model ACFT OPR WI 500M RAD of PSN 374042.1S 1444723.1E BRG 251 MAG 2.4NM FM ARP. SFC to 300FT AGL.
5. Blasting may occur BRG 353 DEG MAG 3.6NM FM ARP. SFC to 500FT AGL. Blasting times are coordinated with ATC.
6. Weather balloon launch APRX 2315 and 1115 UTC FM 400M WSW ARP. Launches may occur at other times.

CHARTS RELATED TO THE AERODROME

1. WAC 3469, 3470.
2. Aerodrome Obstruction Chart Type A: June 2024.
3. Aerodrome Obstruction Chart Type B: July 2009.
4. Precision Approach Terrain Charts AVBL from AD OPR.
5. Also refer to AIP Departure and Approach Procedures.

Information may be continued on the next page: PTO