

Melbourne Airport

IATA/ICAO CODE: MEL/YMML
CITY: Melbourne
COUNTRY: Australia

AIRPORT CONTACT

Information confirmed as current by the airport 2/2011

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Airport Web Site: www.melbourneairport.com.au

Noise Contact: All noise issues other than engine run-up issues to be addressed to Airservices Australia at: environment@airservicesaustralia.com

ELEVATION: 434 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
09/27	7500	-	-	147
16/34	12000	-	-	197

NOISE ABATEMENT PROCEDURES

- Between 2300-0600 local time, jet aircraft departing runway 16 must use the full runway length.

- Jet noise abatement climb procedures apply for runways 16 and 09.

Preferred Flight Paths -

2.1 The minimum height over densely populated areas is:

- Jet aircraft: not below 5000ft AGL
- Non jet aircraft: 3000ft AGL

except where impractical in the normal course of operation to and from the airport runways.

2.2 ATC shall normally process IFR departing aircraft via Standard Instrument Departures. When a departing aircraft is not following a procedural SID, ATC shall process the aircraft

via flight paths that approximate relevant SID tracks, where possible, and in compliance with paragraph 2.1

2.3 IFR arriving aircraft must be processed via STAR tracks (where available), although aircraft may be radar vectored from STAR down-wing 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 paragraph 2.1.

2.4 When Rwy 16 is in use:

Aircraft for left base will be tracked via

- i. STAR track via BOL NDB; or
- ii. Visual track for left base to ROC NDB; provided that
 - (a) Aircraft must not be track shortened prior to HORUS waypoint (20 ML) from the LIZZI STAR or VALES (30 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 over flight by jet aircraft should be at or above 6000FT AMSL whenever practicable.

2.5 When Rwy 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 only, may be RADAR VECTORED to be established on runway centerline not closer than 5 DME ML (3.5 NM from touchdown).

2.6 Between the hours of 2300-0600 local, aircraft from the southeast must not proceed west of the Wonthaggi - MONTY track until passing MONTY, except that aircraft requiring to land on Runway 34 may proceed via the PORTS STAR for straight-in approach.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAY

1 - Preferred Runway Modes (applicable to all aircraft)

1.1 (a) 0600-2300 local time

Runway Mode

Priority	Landing	Take-off	Notes
1 (equal)	RWY 16	RWY 27	note 1
1 (equal)	RWY 27	RWY 27 and 34	note 2
2	RWY 27	RWY 27	
3	RWY 34 or 16	RWY 34 or 16	
4	RWY 09	RWY 09	note 3

(b) 0600-2300 local time (high capacity landing modes)

Runway Mode			
Priority	Landing	Take-off	Notes
1 (equal)	RWY 27 and 34 (LAHSO)	RWY 27	note 4
1 (equal)	RWY 34 and 09 (LAHSO)	RWY 34	note 4

(c) 2300-0600 local time

Runway Mode			
Priority	Landing	Take-off	Notes
1	RWY 16	RWY 27	Except as per note 5. Also see note 6
2	RWY 27	RWY 27 and 34	note 2 and 5
3	RWY 27	RWY 27	
4	RWY 34 or 16	RWY 34 or 16	
5	RWY 09	RWY 09	note 3

Notes:

1. RWY 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 90EPNdB (eg: DHC8, SF34); or

- jet aircraft up to B737/A320 size, but only when there is a significant ground delay for a departure from RWY 27.

2. RWY 34 landing is permitted, subject to traffic, for arrivals via the PORTS STAR through south-west to the WENDY STAR.

3. RWY 09 is equal first priority for landing but lowest priority for take-off. Ad-hoc landings on RWY 09 may be available when suitable with overall traffic management.

4. High capacity modes may be used during peak arrival periods when significant airborne delays would otherwise occur.

5. 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.

6. RWY 34 landing is permitted, subject to traffic, for arrivals via the WENDY STAR.

OPERATING QUOTA - **NONE**

ENGINE RUN-UP RESTRICTIONS

Approvals for Ground Runs

Aircraft maintenance organisations must obtain approval to conduct an aircraft ground run activity.

For all sites, initial approval must be obtained from the Melbourne Airport Senior Airside Safety Officer (Car 2) on 0418 335 985.

After initial approval, the process to be followed is:

- The maintenance organisation is to contact Air Traffic Control to request permission to conduct an engine ground run
- Air Traffic Control (ATC) will then liaise with the Senior Airside Safety Officer.
- The Senior Airside Safety Officer will then advise whether the ground run is approved at the requested location and time

For sites 2 and 3 these additional procedures must be followed:

- The maintenance organisation must contact ATC when the aircraft is ready to be positioned
- ATC will confirm with the Senior Airside Safety Officer that he/ she has approved the ground run
- ATC will direct the aircraft to the site nominated by the Senior Airside Safety Officer
- The Senior Airside Safety Officer will attend the location to give final approval for the ground run to start under the agreed conditions

Cross bleed engine starts

Cross bleed engine starts may only be conducted under the following conditions:

- Airline/Pilot must gain approval from Senior Airside Safety Officer and ATC prior to commencing the engine start
- No aircraft engine is to be run above idle power until the aircraft is positioned at the crossbleed approved Tow Bar Disconnect Point

Locations for Ground Run Activities

Four sites are available for ground running activities as follows:

Site 1: Terminal and Freight Apron Areas

Site 2: Taxiway Bravo Run-up Bay

Site 3: Taxiway Kilo Run-up Bay

Site 4: Airline Maintenance Base Aprons

SITE 1 - Terminal and Freight Apron areas

Aircraft engine ground running operations may be conducted at any time on the apron

around the passenger and freight terminal buildings (refer to Appendix 1) provided:

- Power settings are limited to ground idle
- Not more than one engine is run at a time
- Engine ground run durations are limited to 30 minutes for any one event
- Maintenance organisations have approval from the Senior Airside Safety Officer prior to commencing any engine ground run.

Due consideration must be given to minimizing the noise and jet blast from such operations on the adjoining apron and taxiway areas.

SITE 2 – Taxiway Bravo Run-up Bay

Aircraft engine ground running operations may be conducted at any time in Taxiway Bravo Run-up Bay (refer to Appendix 1) with power settings and run duration at the discretion of the maintenance organisation concerned, subject to the following conditions:

- All engine ground runs are at the discretion of ATC
- Aircraft travelling under tow to and from this location must be escorted across Runway 27 and to the site by an authorised Airside Safety Officer
- During engine ground runs involving aircraft facing north, aircraft are to be positioned as far north as possible (but not outside the parking limit area)
- During engine ground runs involving aircraft facing south, aircraft are to be positioned as far south as possible (but not outside the parking limit area)
- Maintenance organisations must have approval from the Senior Airside Safety Officer prior to commencing the engine run

SITE 3 – Taxiway Kilo Run-up Bay

Aircraft engine ground run operations at Taxiway Kilo Run-up Bay (refer to Appendix 1) may be conducted subject to the following conditions:

- All engine ground runs are at the discretion of ATC
- During engine ground runs involving aircraft facing north, aircraft are to be positioned as far north as possible (but not outside the parking limit area)
- During engine ground runs involving aircraft facing south, aircraft are to be positioned as far south as possible (but not outside the parking limit area)
- Maintenance organisations must have approval from the Senior Airside Safety Officer prior to commencing the engine run
- Between 2300hrs and 0500hrs (local time) the following conditions will apply
 - (i) power settings not above ground idle
 - (ii) maximum duration 20 minutes only

SITE 4 - Airline Maintenance Base Aprons

Aircraft engine ground run operations may be conducted on the airline maintenance base. The engine ground run duration is at the discretion of the maintenance organisation and subject to the following conditions:

- Power setting limited to ground idle
- Not more than one engine is run at a time
- Aircraft do not exceed apron strength limitations
- Aircraft headings where jet blast and fumes would adversely impact adjacent facilities

must be avoided

- Maintenance organisations must have approval from the Senior Airside Safety Officer prior to commencing the engine run
- Between 2300hrs and 0500hrs (local time) the following condition will apply
 - (i) maximum duration of 20 minutes only

Recording of details

Details of all engine ground runs shall be recorded by the maintenance organisation. These records must include:

- The date of the run ie. 26 November 2008
- The type of aircraft and its registration ie. A333 VH-ABC
- The site at which the run was conducted ie. Site 1, 2, 3 or 4
- The aircraft heading in magnetic bearing ie. 090
- The number of engines being run ie. 1, 2, 3, 4
- The time each run commenced and finished ie. 0500-0515hrs
- The power setting used for each run ie. Idle, medium, high

A copy of the records must be faxed to the Airside Operations Supervisor on 9297 1041 the following working day.

Requirements of Maintenance Organisations

- To ensure that appropriate maintenance personnel are aware of the ground running sites, and of the conditions relating to their use, the maintenance organisation must take such steps as necessary to publish details of the sites and procedures in whatever form of internal documentation is most appropriate.

A copy of all documentation must be supplied to the Airside Standards Supervisor.

- Maintenance organisations must ensure the person towing an aircraft to a ground running location is a holder of a current Airside Driver Authority Level 3 and the vehicle has a current Authority for Airside Use (Airside Vehicle Permit).

Safety precautions

- Anti-collision beacons must be switched on throughout the engine ground run
- Aircraft maintenance organisations must ensure that all personnel, equipment and cargo is well clear of the rear of the aircraft during an engine ground run
- A supervisor must be appointed over the engine ground run to ensure the safety of the operation and all airside users in the vicinity. The engine ground run must be stopped immediately if a dangerous situation arises
- To improve visibility for airside drivers, all ground service equipment must be moved well away from the aircraft during the operation
- Before commencement of aircraft ground run activity at Site 1 (Terminal and Freight Apron areas), warning signs must be placed on the edge of the Apron Service Road directly behind each aircraft wing tip to warn other apron users that aircraft ground run activity is in progress.

The signs should state, 'Caution: Engine Ground Run in Progress'.

Engine ground run signs must be removed immediately following the end of the aircraft ground run activity to signal to apron users that it is safe to pass behind the aircraft.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	AS2021 - Acoustics - Aircraft Noise Insulation Building Sites & Construction
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
2006 Land Parcels within each noise contour level relative to aircraft operations	-	2006 Land Parcels ANEF 20-25 = 13,532 ANEF 25-30 = 2,814 ANEF 30-35 = 229 ANEF 35-40 = 27 ANEF 40-45 = 20
Airport Noise Contour Overlay Maps	-	Click here for Melbourne Airport Environs Overlays
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

[Click here](#) for all Melbourne Airport noise monitoring system Quarterly Reports including a current map (page 9) and monitor locations (page 10) for the airport.

FLIGHT TRACK MONITORING SYSTEM

[Click here - Web Trak](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes are prohibited from operating at airports in Australia as of April 1, 2002.

CHAPTER 2 PHASEOUT

[Australia Phase out of Chapter 2 airplanes complete as of April 1, 2002.](#)

CHAPTER 3 RESTRICTIONS

[Marginally compliant Chapter 3 airplanes restricted](#)