MELBOURNE (MEL/YMML)

Elevation 434ft

CATEGORY A

AV brief not required

GENERAL

- Melbourne Airport is located approximately 12 NM NW of downtown Melbourne
- The second busiest airport in Australia behind Sydney
- CAT III available to Rwy 16

Threats

CFIT
- Terrain rises to the north with spot heights of ~3,500ft amsl within 25 NM NW
- To the E terrain reaches 2,000ft amsl within 15 NM and to over 4,000ft amsl within 35 NM
- Spot height of 4,961ft at 55 NM WNW
- There is a history of aircraft descending below the Rwy 34 charted approach path and minimum altitudes during both RNAV and visual approaches
- On approach to Rwy 34 do not confuse MEL with Essendon, 4 NM SE oriented 17/35 and 08/26

Runway Incursion
- Both Rwy 27/09 and 16/34 may be in use simultaneously
- LAHSO may be used – Simfest aircraft are not permitted to take part, either actively or passively
- Reduced runway separation may be in use – see APPROACH section for more details

Runway Excursion
- Stable approaches Rwy 16 – arrivals via ARBEY are effectively straight-in and may require proactive energy management
- Rwy 09/27 is short (LDA 2286m)
- Rushed approaches Rwy 34 due to potential track shortening

Mid Air Collision
- Go arounds from Rwy 27/09 conflict with Rwy 34 departures
- Busy air traffic environment with Melbourne Essendon and Avalon airports in close proximity

ARRIVAL

Diversion Airports

AVALON	AVV/YMAV	028 nm/219°T	CAT A
HOBART	HBA/YMHB	332 nm/159°T	CAT B
ADELAIDE	ADL/YPAD	347 nm/296°T	CAT A
SYDNEY	SYD/YSSY	381 nm/056°T	CAT A

Approach

- Both runways may be used for arrivals and departures. Widebody traffic is routinely offered Rwy 09/27.
- Rwy 16/34 is significantly better suited to widebody operations due to increased length and width, but note that ILS is only available to Rwy 16. Rwy 34 has a straight-in RNAV or offset VOR approach.
- There have been several incidents in recent years involving aircraft descending below terrain safe levels on approaches to Rwy 34:
    - An Emirates A380 descended below the charted minimum altitude and out of controlled airspace in July 2016 after the crew selected the platform altitude following a rushed approach after a runway change, resulting in busting the restriction at the IAF
    - A Virgin Australia B777 descended below MSA in August 2013 during a visual approach to Rwy 34 as a result of an FMS programming error following a runway change
- LAHSO may be in operation. Simfest crews must make clear to ATC that they are unable to participate, either actively or passively.
- Reduced runway separation procedures are used for departures/arrivals on Rwy 16/34. This allows two aircraft to be on the runway at the same time provided at least 2,400m separation can be achieved, in good visibility and with good braking characteristics. See Lido AOI for more information.

GROUND

- Parking at Pier D
- Apron areas can be heavily congested.

WEATHER

- The weather in Melbourne can be very changeable owing to its location on the boundary of the hot continental interior and cool Southern Ocean. It is often said that Melbourne experiences four seasons in one day.
- “Southerly Busters” bring squally, gale-force winds with a rapid change of wind direction and form when a cold front lies between two high-pressure systems in the Tasman Sea and Great Australian Bight. This phenomenon can happen in the space of minutes and may be repeated multiple times in a day.
- Strong cold fronts can form particularly in spring and summer months (Sep-Feb) bringing gales, thunderstorms, hail and heavy rain.
- Winter (Jun-Aug) brings damp and cloudy but otherwise generally stable conditions
- Melbourne is the cloudiest capital city in Australia with 180 annual overcast days. May-Aug are the cloudiest months.
- Bay effect rain can result in particularly heavy rain showers to the leeward side of the bay. Heavy showers can affect very localised areas with other parts of the city remaining dry.

OPERATIONAL INFORMATION

Handling Agent	Qantas
Handling Agent VHF	131.9
Potable Water	Uplift permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use both ground services at all times