

**GENERAL****Operational Hours****ATS Hours:** TWR 2100-1000‡**AD OPS Hours:** Not published**Airport Information****RFF:** CAT 6, H0 see NOTAM**Fuel:** 1830-1300‡, other times O/R**PCN:** RWY 18/36: 80/F/C/1750 (254PSI)/T Grooved**Customs:** O/R**Operation****Traffic Note**

AD is PPR only.

**Transponder Operation**

For details on Transponder Mode S Operation see CRAR.

**Preferential RWY**

1300-2000‡

LDG: RWY 36

TKOF: RWY 18

**RWY Restriction**

180°-turn on RWY prohibited to code letter C ACFT and above.

**Taxi/Parking**

Widebody ACFT are required to taxi with MNM PWR.

Code letter E and F ACFT must be towed from TWY A and B INT when accessing the hangar precinct.  
H24 PN required.

Access to APN via TWY A.

From bays 1-6 push-back mandatory.

**Warnings**

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT below 10000ft.

**Communication****COM Failure:** See CRAR and in addition;**Under Pilot Navigation**

Track via the latest STAR CLR to the nominated RWY, then fly the most suitable APCH in accordance with ERSa EMERG section.

## ARRIVAL

## Arrival Procedure

**VFR Traffic Pattern:** RWY 18 right-hand circuit.

**Noise Abatement Procedure:** See CRAR and in addition;

Whenever possible, avoid the noise sensitive areas of Lara, Little River and Geelong Grammar School, R233 AV VOR, 3.5NM from YMAV.

**Non-standard GP intercept position on RWY 18**

GP intercepts RWY 18 at *326m / 1069ft* after landing threshold.

Remaining DIST beyond GP is *2722m / 8931ft*.

## DEPARTURE

## Take-off Minima

RWY		18/36	
Multi ENG	ft - m/km	0 - 550V	REDL+RCLM
		0 - 800V	-
other		c300 - 2.0V	-

## Speed

MAX IAS 250KT below 10000ft.

## Communication

**COM Failure:** See CRAR and in addition;

**Under RAD Vector**

Maintain vector for 2min and climb if necessary to MNM safe ALT, to maintain terrain CLR, then proceed in accordance with latest ATC route CLR acknowledged.

## Departure Procedure

**Noise Abatement Procedure:** See CRAR and in addition;

Whenever possible, avoid the noise sensitive areas of Lara, Little River and Geelong Grammar School, R233 AV VOR, 3.5NM from YMAV.

14-JUN-2018

AW-YMAV

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AGC  
AFC

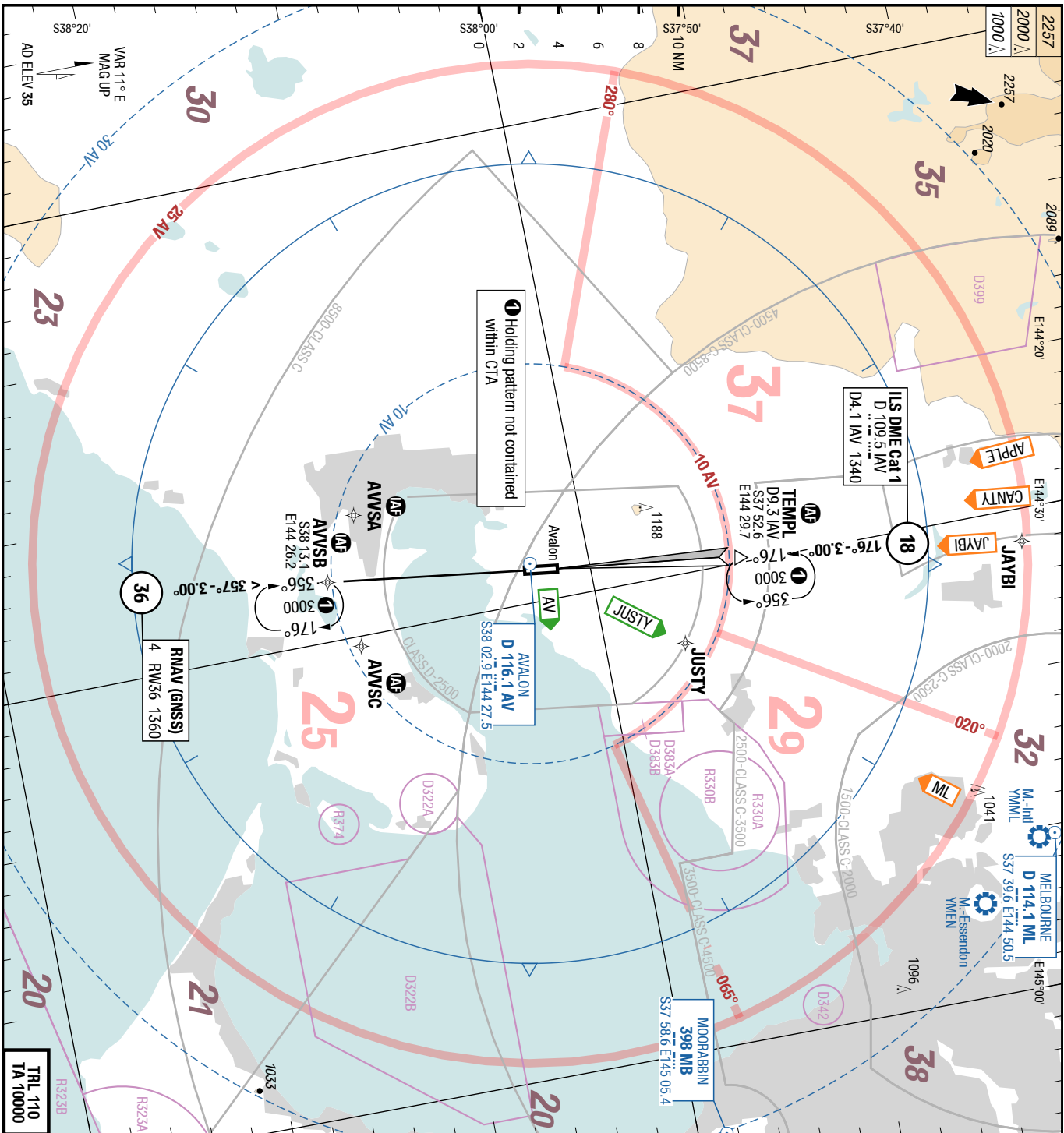
AFC

AFC

Avalon Australia

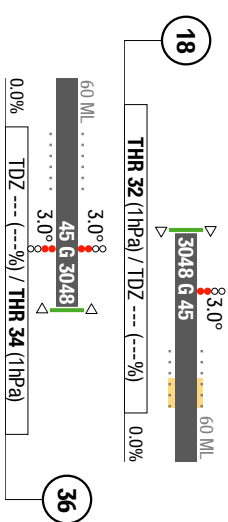
AGC  
AFC

2-10



ATIS	118.200
AMIS	116.100 AV
APP	116.100 AV
TWR	133.550 On ground
CTAF	120.100 2100-1000
Melbourne Center	120.100 ARCAL PML
	135.700 On ground

Landing RWY system:



Changes: APL

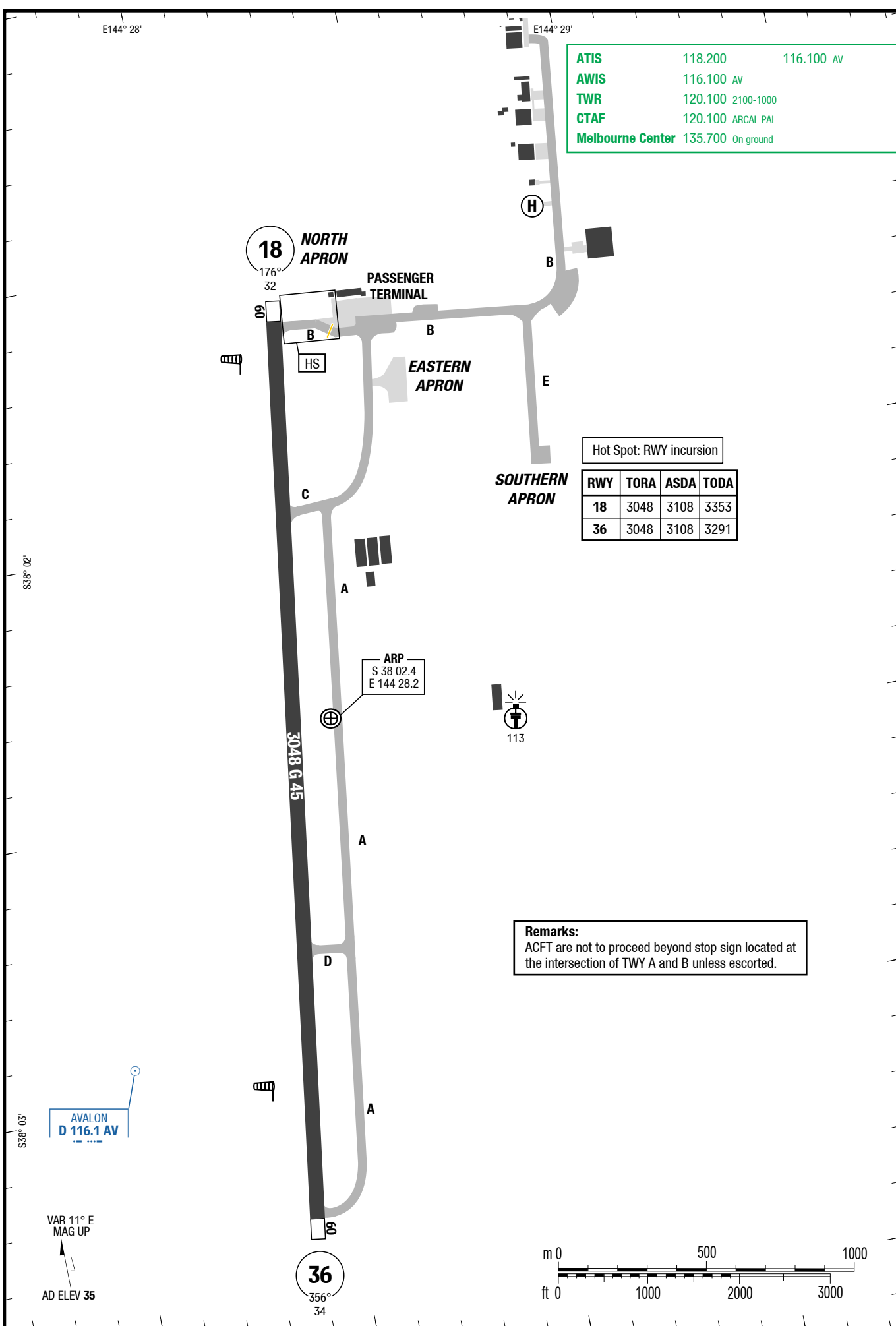
TPL 110  
TA 10000

ATIS	118.200	116.100 AV
AWIS	116.100	AV
TWR	120.100	2100-1000
CTAF	120.100	ARCAL PAL
Melbourne Center	135.700	On ground

Hot Spot: RWY incursion

RWY	TORA	ASDA	TODA
18	3048	3108	3353
36	3048	3108	3291

**Remarks:**  
ACFT are not to proceed beyond stop sign located at the intersection of TWY A and B unless escorted.



Effective 09-NOV-2017

02-NOV-2017

AVV-YMAV

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NIL

SIDs

SID

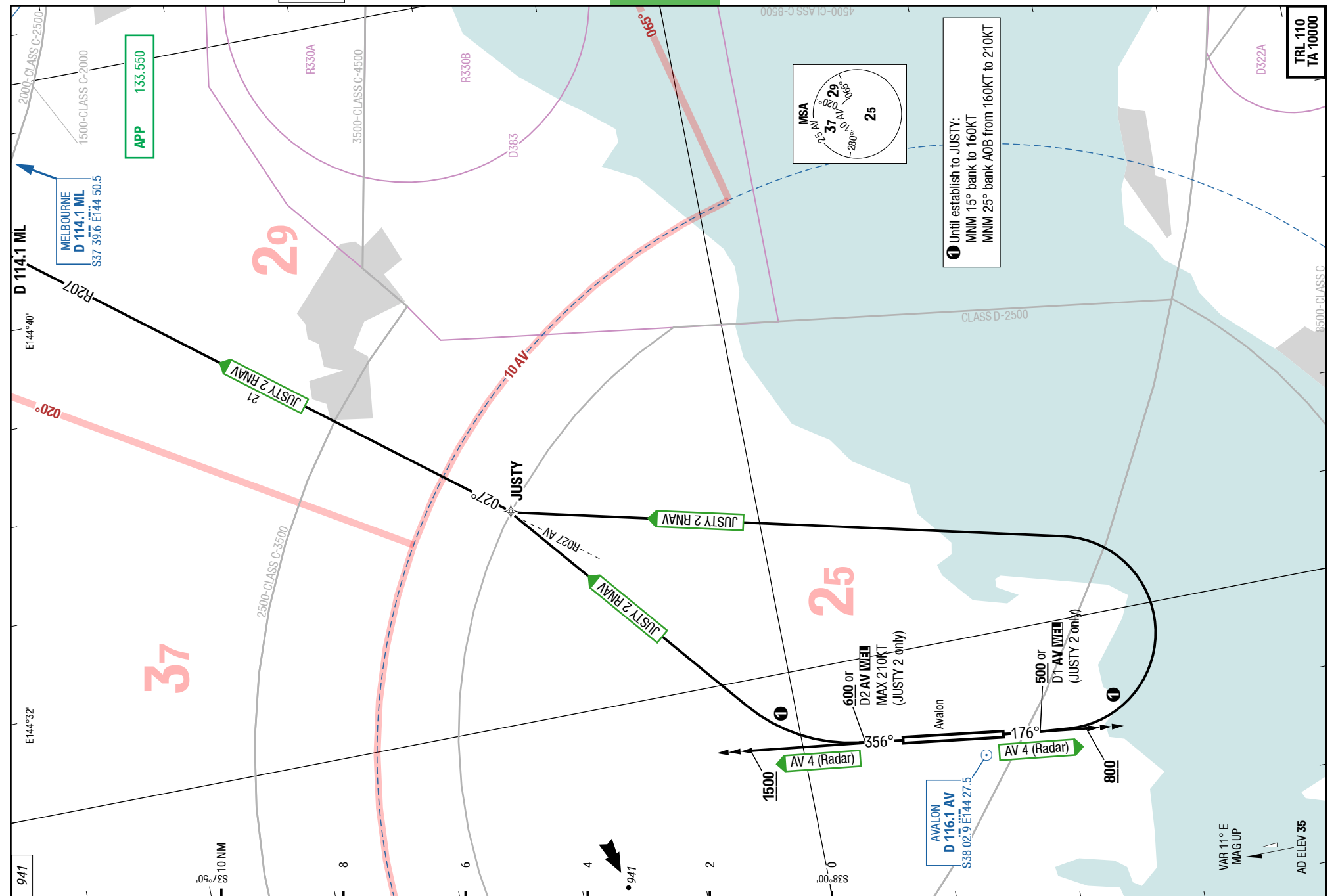
SID

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NIL

SIDs

4-10



Changes: ALT, PROC renumbered, Note, Editorial

**AVALON 4 / JUSTY 2 RNAV**

RWYs 18 (176°) / 36 (356°)

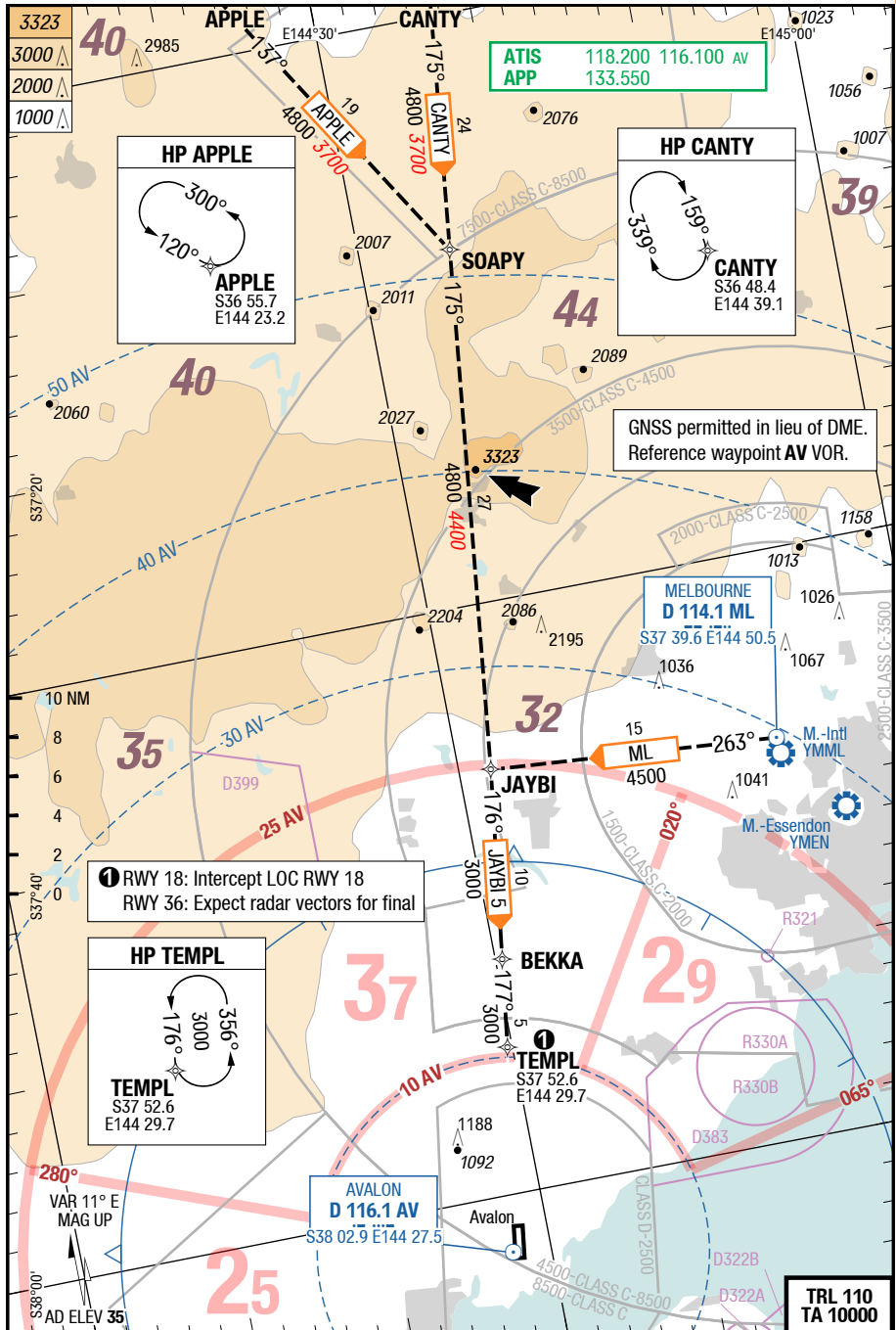
DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 18</b>	
<b>AVALON 4</b> <b>AV 4</b> 3.3%	176° to MNM <b>800</b> - HDG 176° expect vectors	
<b>JUSTY 2 RNAV</b> <b>133.550</b> ①	176° - at MNM <b>500</b> or D1 <b>AV</b> , whichever is later, <b>LT</b> (MAX 210KT) direct JUSTY - <b>ML</b>	
	<b>Runway 36</b>	
<b>AVALON 4</b> <b>AV 4</b> 3.3%	356° to MNM <b>1500</b> - HDG 356° expect vectors	
<b>JUSTY 2 RNAV</b> <b>133.550</b> ①	356° - at MNM <b>600</b> or D2 <b>AV</b> , whichever is later, <b>RT</b> (MAX 210KT) direct JUSTY - <b>ML</b>	

① The following limits are required until on track to JUSTY: MAX 210KT; MNM 15° bank to 160KT; MNM 25° bank AOB from 160KT to 210KT.

## AVV-YMAV

6-10

## RNAV STARs



14-JUN-2018

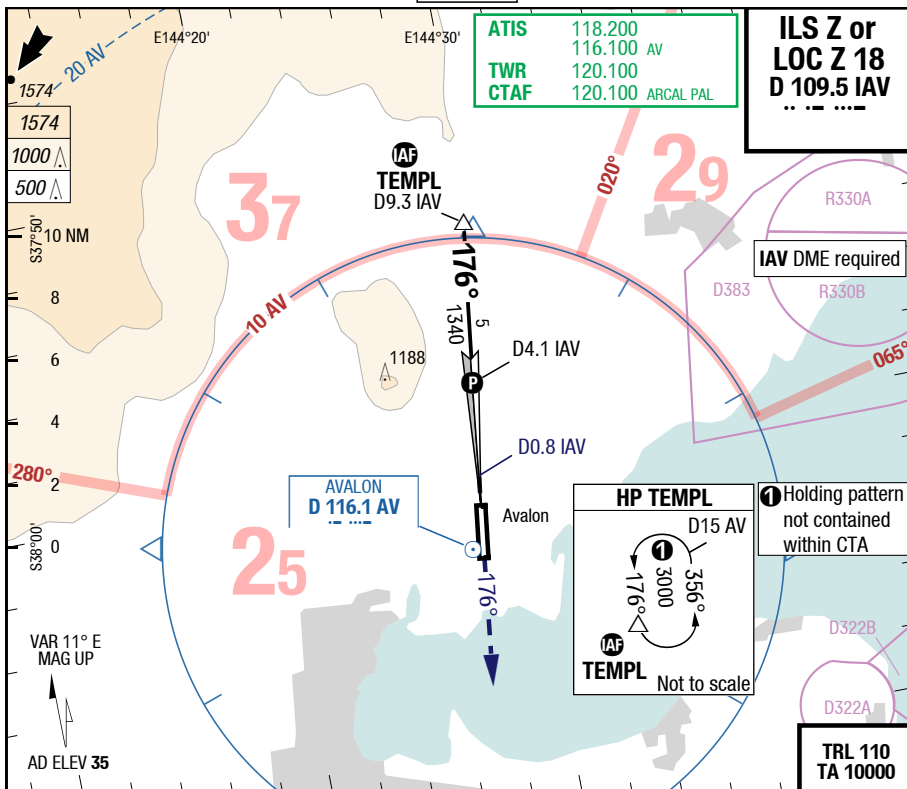
AVV-YMAV

7-10

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ILS Z or LOC Z 18

IAC



18		Cat 1 DME <sup>1)</sup>	Cat 1 DME wo ACT QNH <sup>1)</sup>	LOC DME <sup>2)</sup>	Circling E of RWY only <sup>2)</sup>	
C	ft - m/km ft	260 - 1.5V 290	360 - 2.0V 390	590 - 3.3V 620	730 - 4.0V 760	
D	ft - m/km ft	260 - 1.5V 290	360 - 2.0V 390	590 - 3.3V 620	800 - 5.0V 830	

1) A380 use LOC MDA for ILS

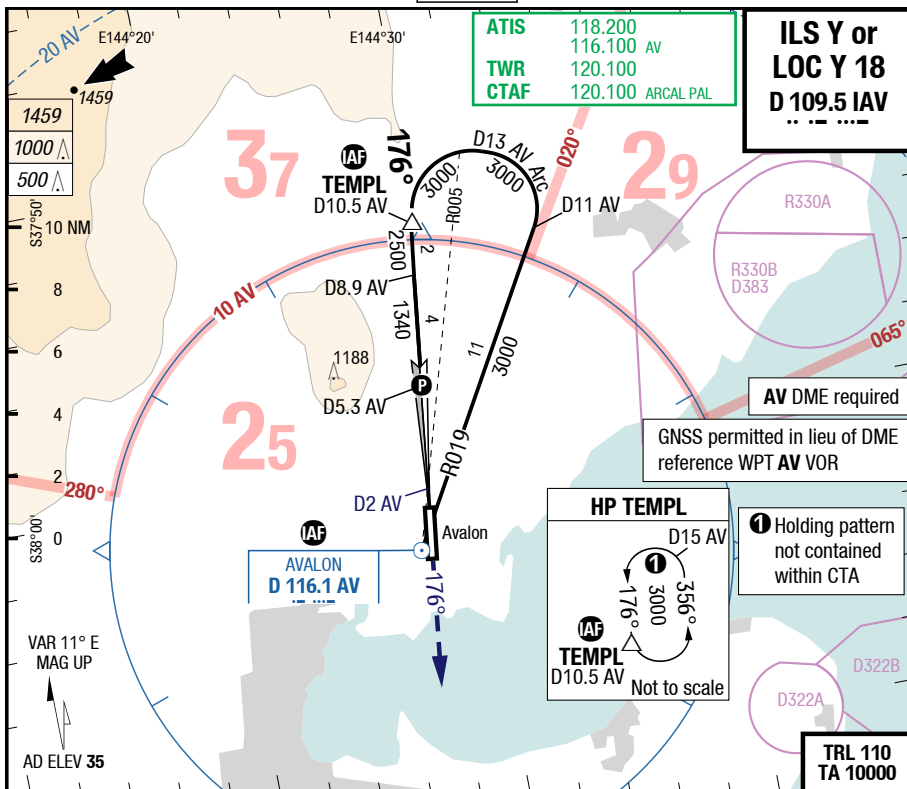
2) Minima may be reduced by 100ft with actual QNH

Changes: APL



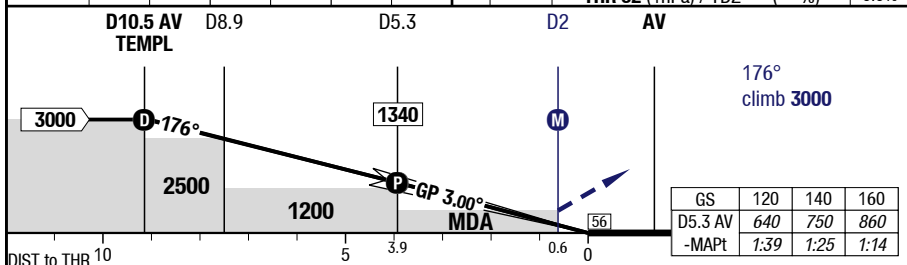
**7-20**

## ILS Y or LOC Y 18



LOC 3.00° D AV	10.5	8	7	6	5	4	18	
	3000	2220	1900	1580	1250	930		

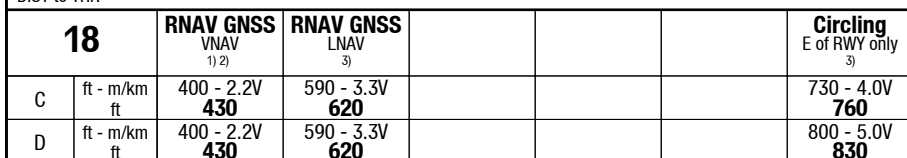
**THR 32** (1hPa) / IDZ --- (---%) 0.0%



<b>18</b>		<b>Cat 1 DME</b> AV 1)	<b>Cat 1 DME</b> AV wo ACT QNH 1)	<b>LOC DME</b> AV 2)		<b>Circling</b> E of RWY only 2)
C	ft - m/km ft	260 - 1.5V <b>290</b>	360 - 2.0V <b>390</b>	590 - 3.3V <b>620</b>		730 - 4.0V <b>760</b>
D	ft - m/km ft	260 - 1.5V <b>290</b>	360 - 2.0V <b>390</b>	590 - 3.3V <b>620</b>		800 - 5.0V <b>830</b>

1) A380 use LOC MDA for ILS  
2) Minima may be reduced by 100ft with actual QNH

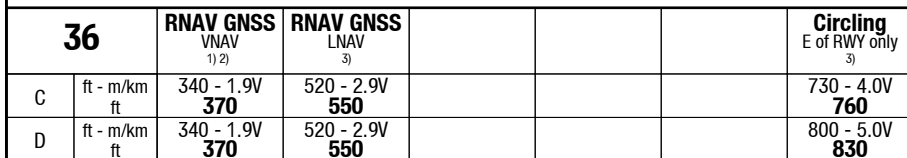
## RNAV (GNSS) 18



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Changes: APL

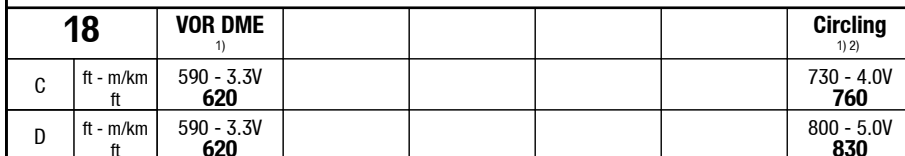
## RNAV (GNSS) 36



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Changes: APL

**VOR 18**



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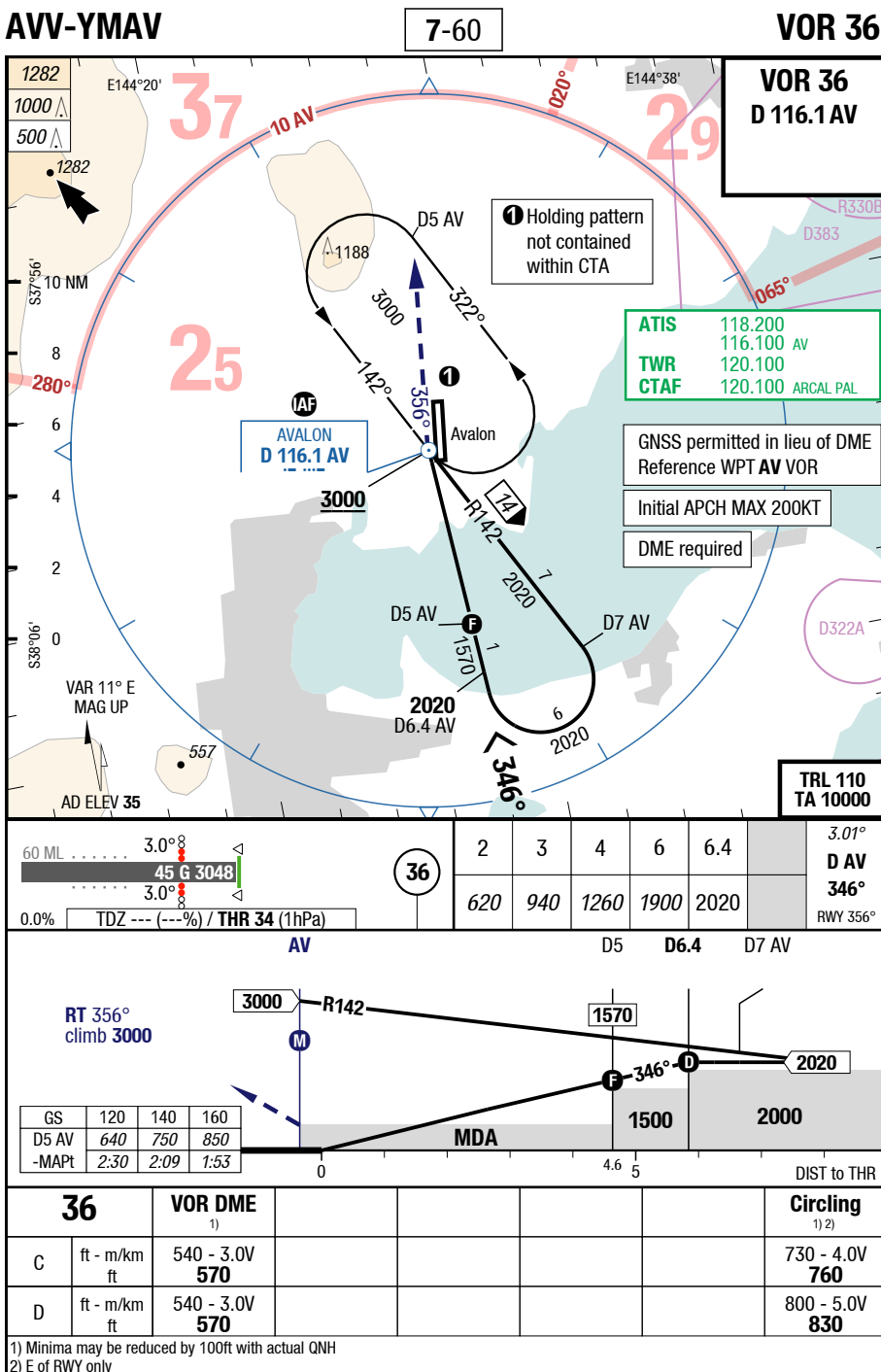
Changes: APL

14-JUN-2018  
**AVV-YMAV**

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IAC

**VOR 36**



Changes: APL