

GENERAL**Operational Hours****ATS Hours:** TWR 1950-1210±**AD OPS Hours:** Not published**Airport Information****RFF:** CAT 7, HO as per NOTAM**Fuel:** 0130-2300±, O/T 1HR PN**PCN:** RWY 14R/32L: 42/F/C/1400 (203PSI)/U Grooved**Customs:** Not published**Operation****Preferential RWY**

LDG: RWY 14R.

For DEPs in RWY 32L jet noise abatement climb procedures apply.

Transponder Operation: For details on Transponder Mode S Operation see CRAR Australia.**TWY Restriction**

APN TWY MAX wingspan 22m / 72ft.

Warnings

Birds in vicinity of AD.

ARRIVAL**Communication****COM Failure:** See CRAR Australia.**Arrival Procedure****Noise Abatement Procedure:** See CRAR Australia.**Non-standard GP intercept position on RWY 32L**

GP intercepts RWY 32L at 337m / 1107ft after landing threshold.

Remaining LDG DIST beyond GP is 1644m / 5392ft.

DEPARTURE**Take-off Minima**

RWY		14R/32L	
Multi ENG	ft - m/km	0 - 350V	REDL+RCLM, within ATC hours, for Civil Aviation Safety Authority approved OPR
		0 - 550V	REDL+RCLM
		0 - 800V	-
other		c300 - 2.0V	-

Communication**COM Failure:** See CRAR Australia.**Departure Procedure****Noise Abatement Procedure:** See CRAR Australia.

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LST-YMLT

Australia Launceston

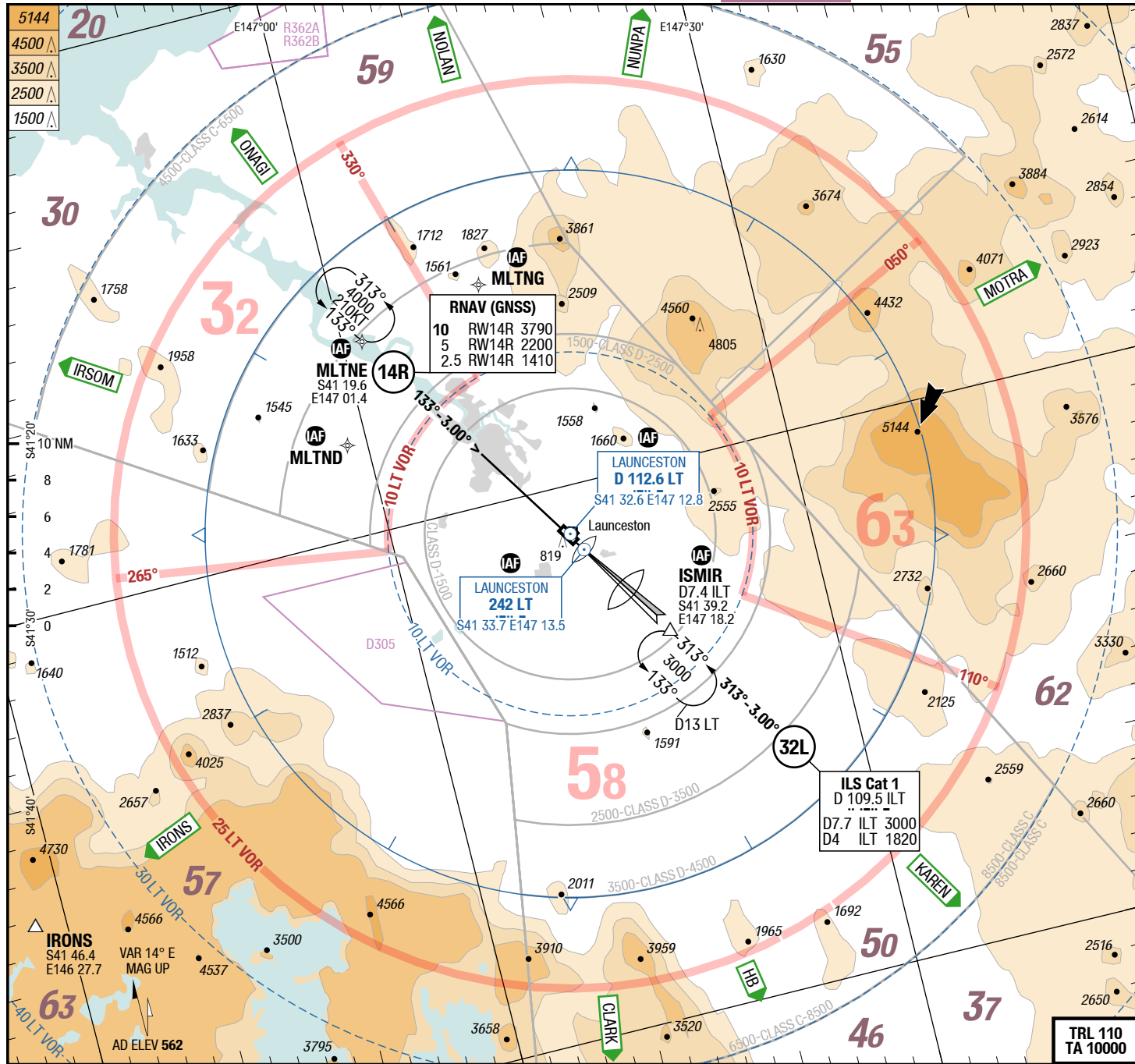
AGC
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Launceston Australia

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AFC



ATIS

112.600 LT AWIS
134.750 AWIS

Melbourne Center

126.500 On ground, outside
TWR OPR HR

123.800 APP, below 8500 MSL,
outside TWR OPR HR

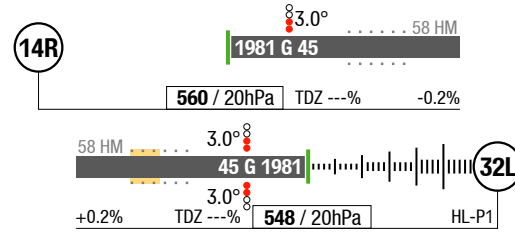
Launy TWR

118.700 APP below 8500 MSL
1950-1210±

CTAF

118,700 ARCAL PAL

Landing RWY system:



Changes: RWY polygon

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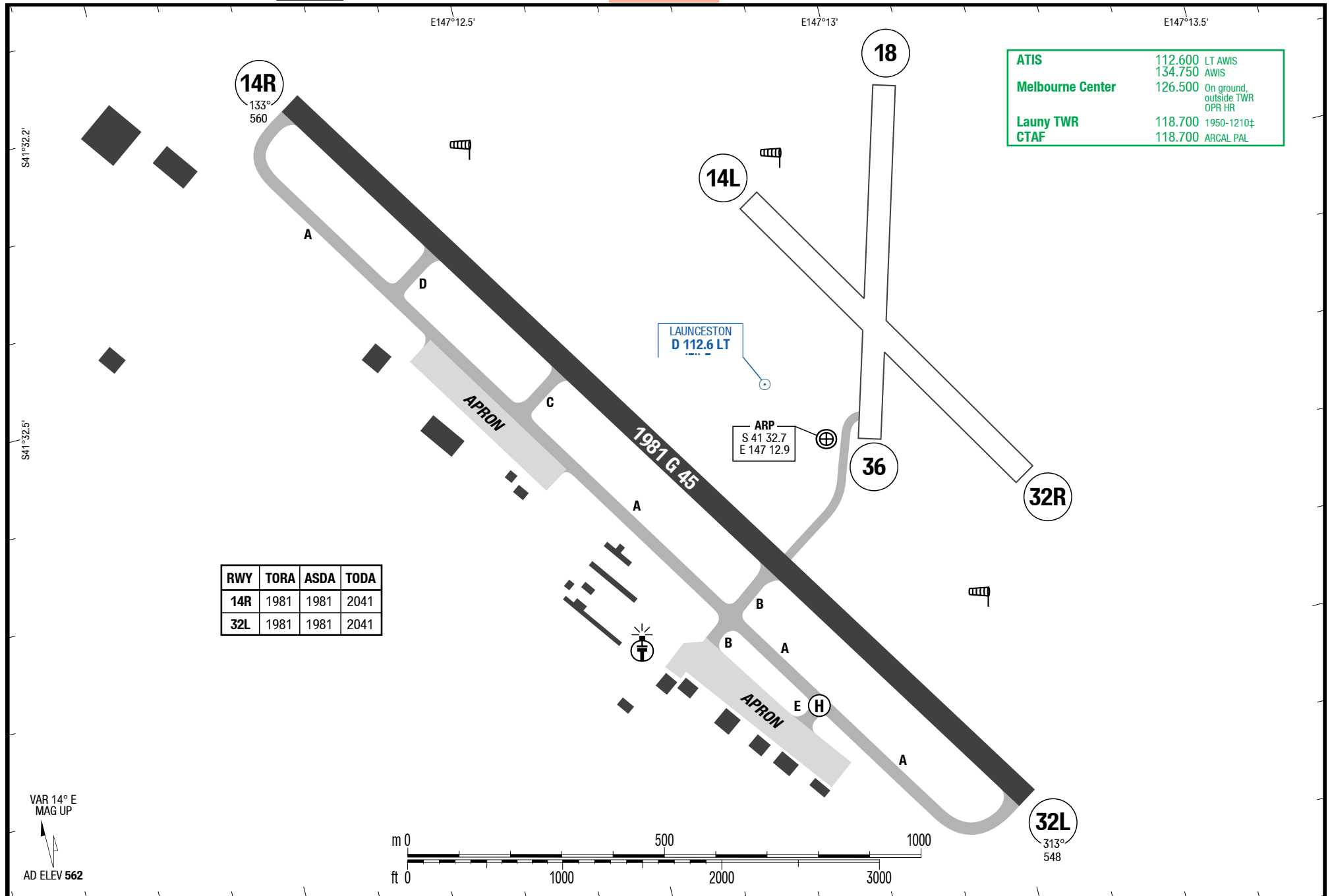
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3-20



Changes: Nil

12-OCT-2017
LST-YMLT

Australia Launceston

SIDs North B PROCs

SIDs North A PROCs

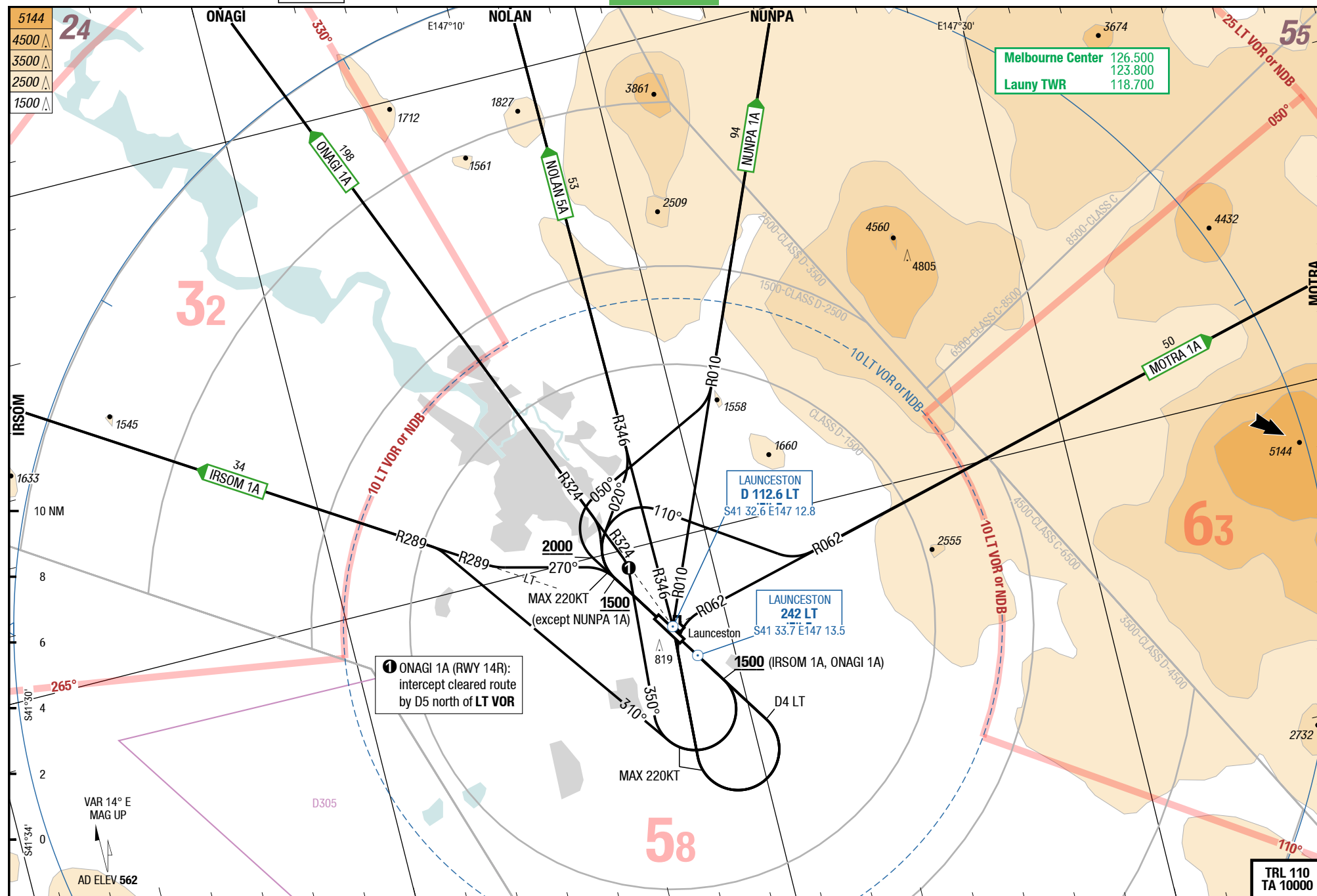
SID

SID

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SIDs North B PROCs

SIDs North A PROCs



Changes: ALT, RWY polygon

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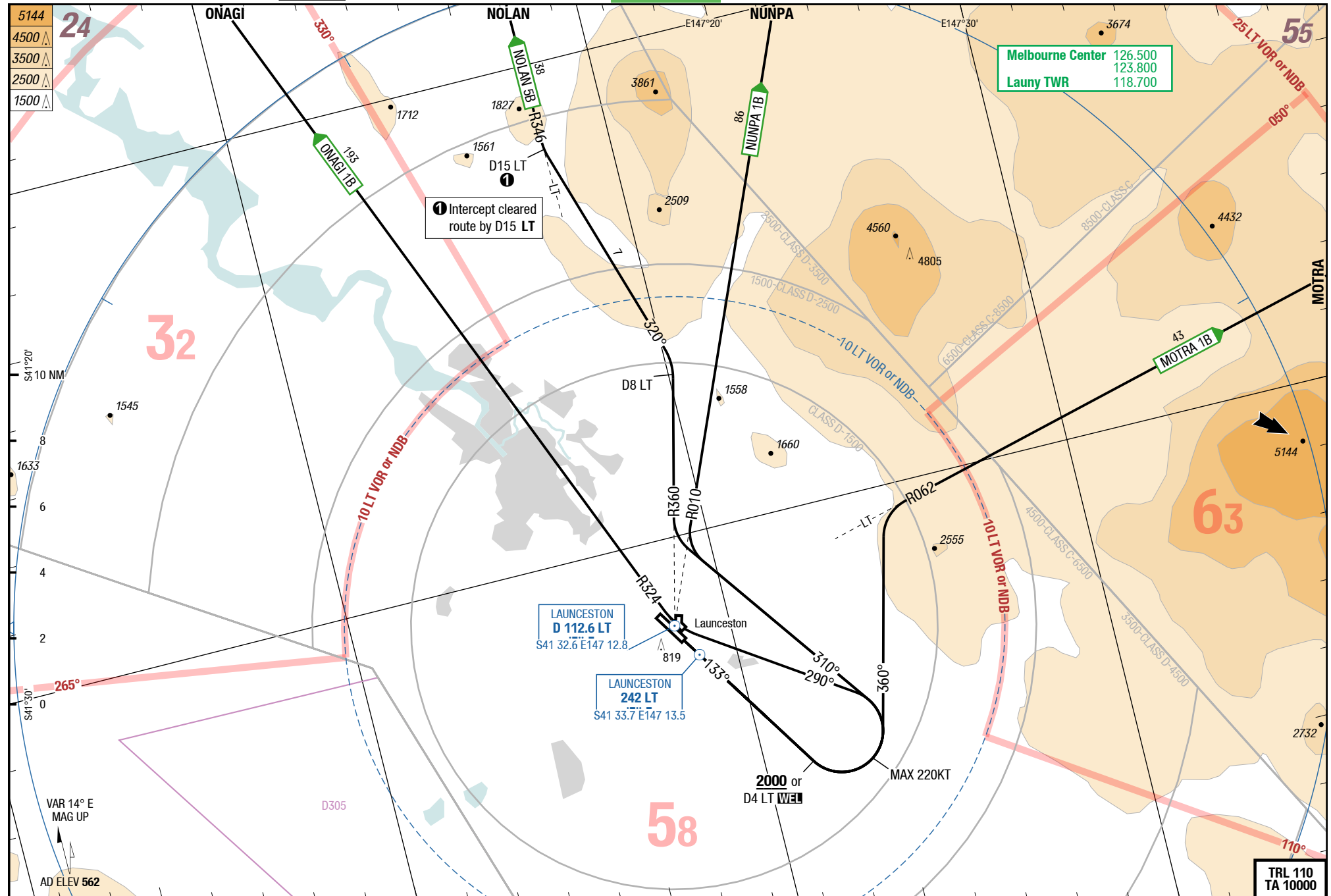
SIDs North B PROCs

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Launceston Australia

SIDs North B PROCs



Changes: ALT, RWY polygon

LST-YMLT



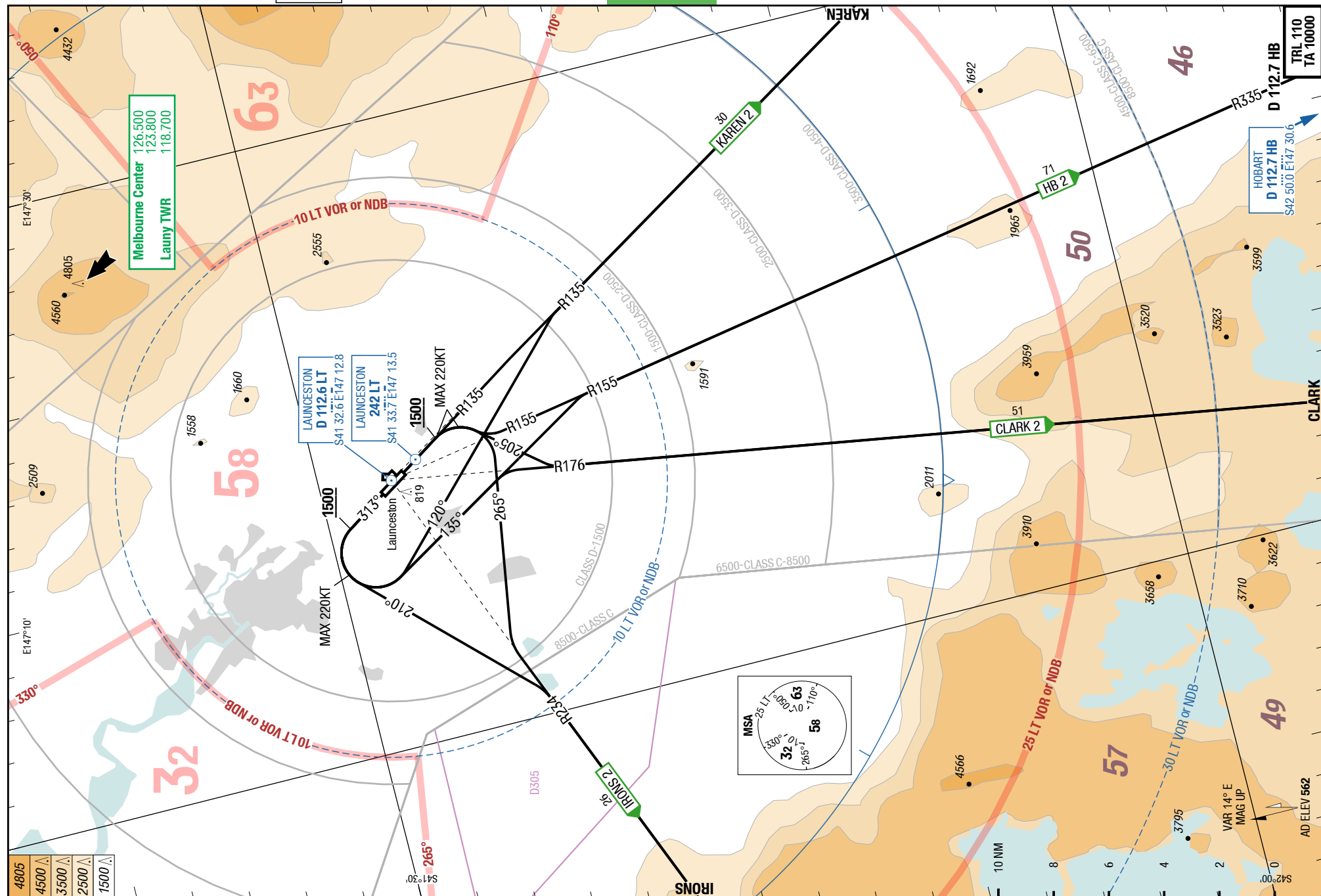
SIDs South

SID

SID

NIL

SIDs South



Changes: ALT, RWY polygon, Editorial

12-OCT-2017

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5-10

SIDs North A PROCs

IRSOM 1A / MOTRA 1A / NOLAN 5A / NUNPA 1A / ONAGI 1A

RWYs 14R (133°) / 32L (313°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
4.1%	ft/MIN	500	700	800	900	1000	1200
4.3%	ft/MIN	600	700	800	1000	1100	1200
4.6%	ft/MIN	600	700	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14R	
IRSOM 1A 118.700	at MNM 1500 RT (MAX 220KT) 310° - intercept cleared route to IRSOM	
MOTRA 1A 4.6% to 6300 118.700	at D4 LT VOR RT (MAX 220KT) direct LT VOR - intercept cleared route to MOTRA	
NOLAN 5A 118.700	at D4 LT VOR RT (MAX 220KT) direct LT VOR - intercept cleared route to NOLAN	
NUNPA 1A 4.1% to 4800 118.700	at D4 LT VOR RT (MAX 220KT) direct LT VOR - intercept cleared route to NUNPA	
ONAGI 1A 118.700	at MNM 1500 RT (MAX 220KT) 350° - intercept cleared route to ONAGI by D5 north of LT VOR	
	Runway 32L	
IRSOM 1A 118.700	at MNM 1500 LT (MAX 220KT) 270° - intercept cleared route to IRSOM	
MOTRA 1A 4.3% to 5600 118.700	at MNM 1500 RT (MAX 220KT) 110° - intercept cleared route to MOTRA	
NOLAN 5A 4.3% to 3500 118.700	at MNM 1500 RT (MAX 220KT) 020° - intercept cleared route to NOLAN	
NUNPA 1A 4.6% to 5000 118.700	at MNM 2000 RT (MAX 220KT) 050° - intercept cleared route to NUNPA	
ONAGI 1A 3.6% to 1500 118.700	at MNM 1500 RT (MAX 220KT) - intercept cleared route to ONAGI	

Changes: ALT

12-OCT-2017

LST-YMLT

5-20

SIDs North B PROCs

MOTRA 1B / NOLAN 5B / NUNPA 1B / ONAGI 1B

RWY 14R (133°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100
4.4%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14R	
MOTRA 1B 4.4% to 6000 118.700	at MNM 2000 or D4 LT VOR, whichever is later, LT (MAX 220KT) 360° - intercept cleared route to MOTRA	
NOLAN 5B 3.7% to 3300 118.700	at MNM 2000 or D4 LT VOR, whichever is later, LT (MAX 220KT) 310° - intercept R360 LT VOR - at D8 LT VOR LT 320° - intercept cleared route to NOLAN by D15 LT VOR	
NUNPA 1B 3.7% to 3300 118.700	at MNM 2000 or D4 LT VOR, whichever is later, LT (MAX 220KT) 310° - intercept cleared route to NUNPA	
ONAGI 1B 3.7% to 3300 118.700	at MNM 2000 or D4 LT VOR, whichever is later, LT (MAX 220KT) 290° - intercept cleared route to ONAGI	

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SIDs South

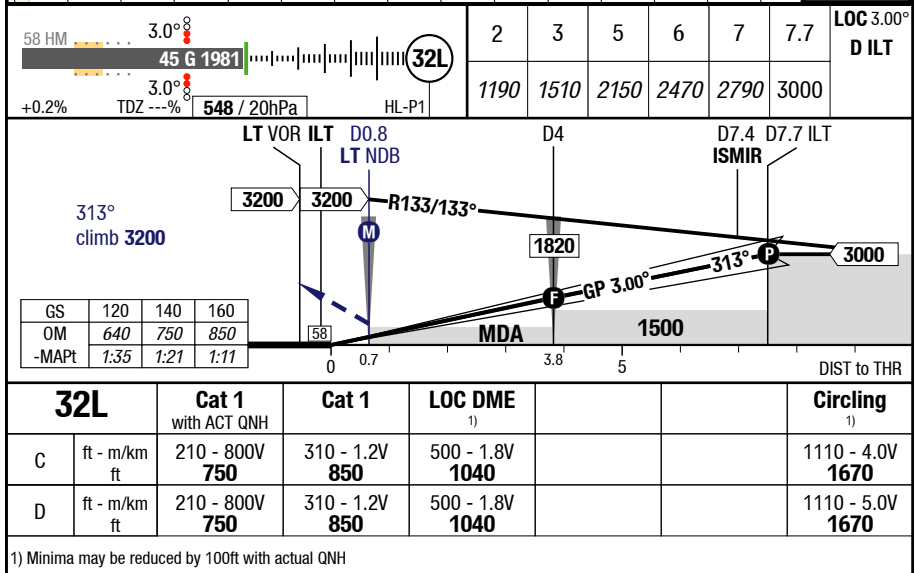
CLARK 2 / HOBART 2 / IRONS 2 / KAREN 2

RWYs 14R (133°) / 32L (313°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.3%	ft/MIN	600	700	800	1000	1100	1200

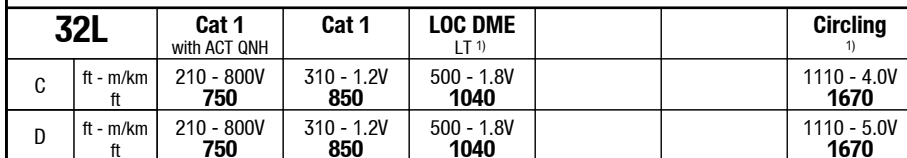
DESIGNATOR	ROUTING	ALTITUDES
	Runway 14R	
CLARK 2 4.0% to 2100 118.700	at MNM 1500 RT (MAX 220KT) 205° - intercept cleared route to CLARK	
HOBART 2 HB 2 4.0% to 2100 118.700	at MNM 1500 RT (MAX 220KT) 205° - intercept cleared route to HB	
IRONS 2 4.0% to 3000 118.700	at MNM 1500 RT (MAX 220KT) 265° - intercept cleared route to IRONS	
KAREN 2 118.700	at MNM 1500 RT (MAX 220KT) - intercept cleared route to KAREN	
	Runway 32L	
CLARK 2 4.3% to 1500 118.700	at MNM 1500 LT (MAX 220KT) 135° - intercept cleared route to CLARK	
HOBART 2 HB 2 4.3% to 1500 118.700	at MNM 1500 LT (MAX 220KT) 135° - intercept cleared route to HB	
IRONS 2 4.3% to 2700 118.700	at MNM 1500 LT (MAX 220KT) 210° - intercept cleared route to IRONS	
KAREN 2 118.700	at MNM 1500 LT (MAX 220KT) 120° - intercept cleared route to KAREN	

ILS Z or LOC Z 32L



Changes: RWY polygon

ILS Y or LOC Y 32L



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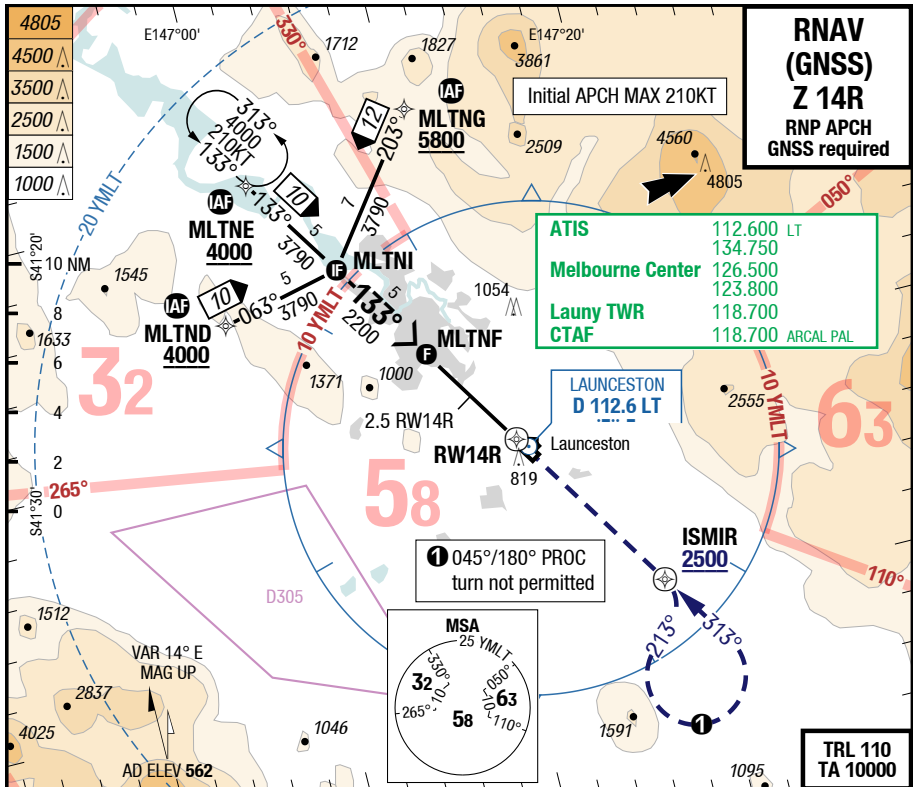
Changes: RWY polygon

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RNAV (GNSS) Z 14R



14R		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV 3)	Circling 3)	
C	ft - m/km ft	460 - 2.6V 1020	690 - 3.9V 1250		1110 - 4.0V 1670
D	ft - m/km ft	460 - 2.6V 1020	690 - 3.9V 1250		1110 - 5.0V 1670

1) Uncompensated BARO VNAV NA below -5°C (23°F) or above 61°C (141°F) 2) Use with Launceston (YMLT) QNH only 3) Minima may be reduced by 100ft with actual QNH

Changes: RWY polygon

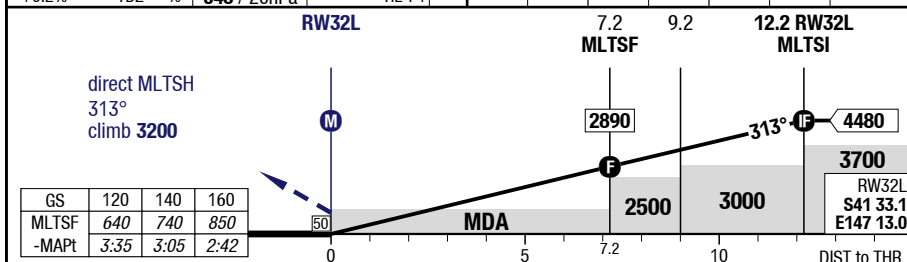
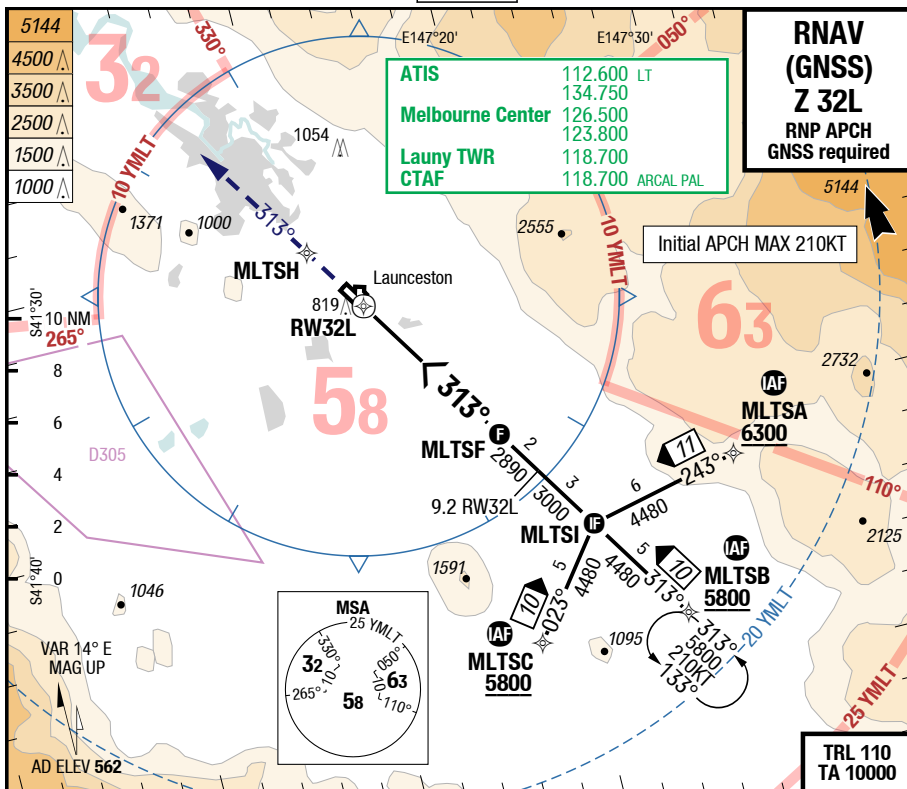
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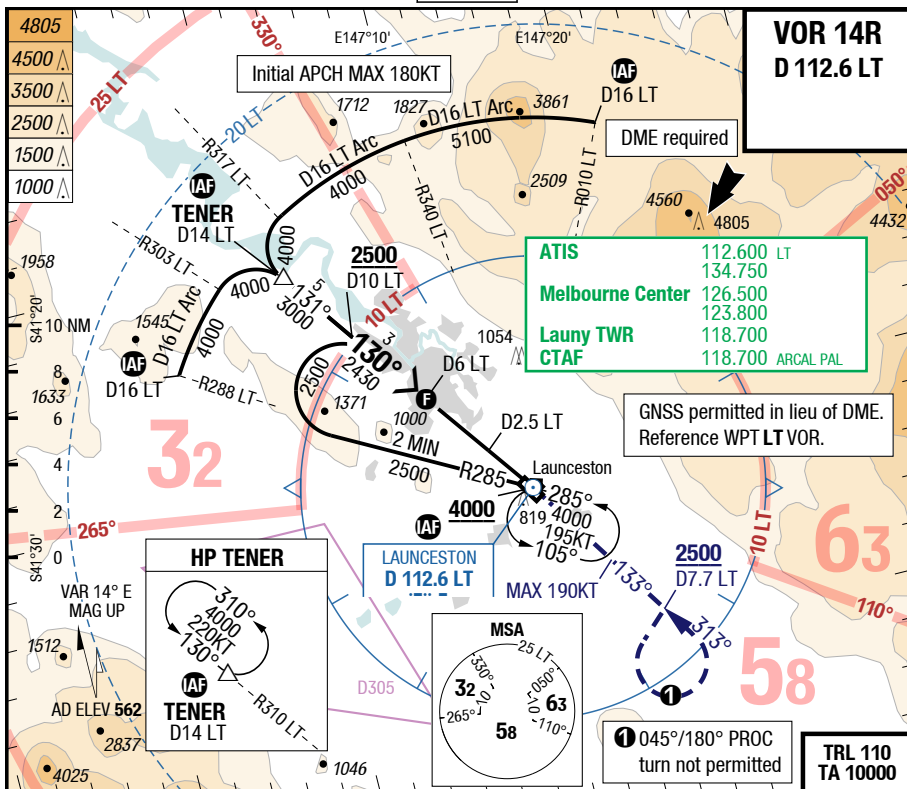
RNAV (GNSS) Z 32L




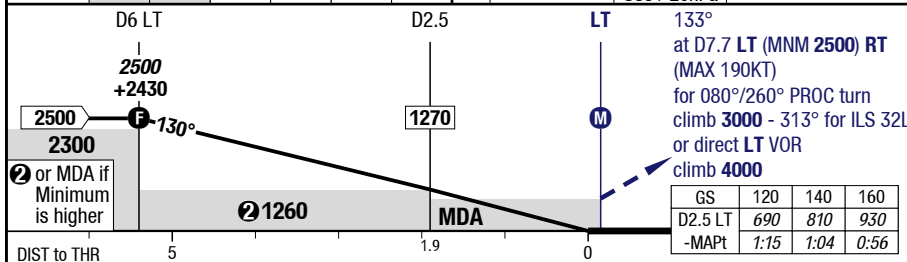
32L		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV 3)	Circling 3)	
C	ft - m/km ft	420 - 2.3V 960	660 - 3.7V 1200	1110 - 4.0V 1670	
D	ft - m/km ft	420 - 2.3V 960	660 - 3.7V 1200	1110 - 5.0V 1670	

1) Uncompensated BARO VNAV NA below -5°C (23°F) or above 61°C (141°F) 2) Use with Launceston (YMLT) QNH only 3) Minima may be reduced by 100ft with actual QNH

Changes: RWY polygon



3.27°			6	5	4	3		 3.0° 58 HM
D LT 130° RWY 133°			2500	2140	1800	1450		 1981 G 45
							 560 / 20hPa	TDZ ---% -0.2%



14R		VOR DME 1)	VOR 1)			Circling 1)
C	ft - m/km ft	680 - 3.8V 1240	830 - 4.7V 1390			1110 - 4.7V 1670
D	ft - m/km ft	680 - 3.8V 1240	830 - 4.7V 1390			1110 - 5.0V 1670

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

Changes: RWY polygon

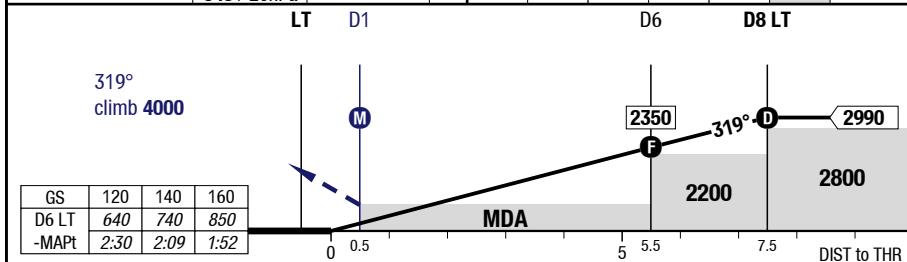
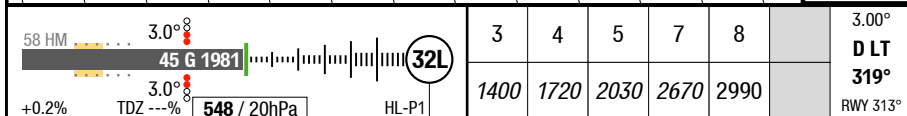
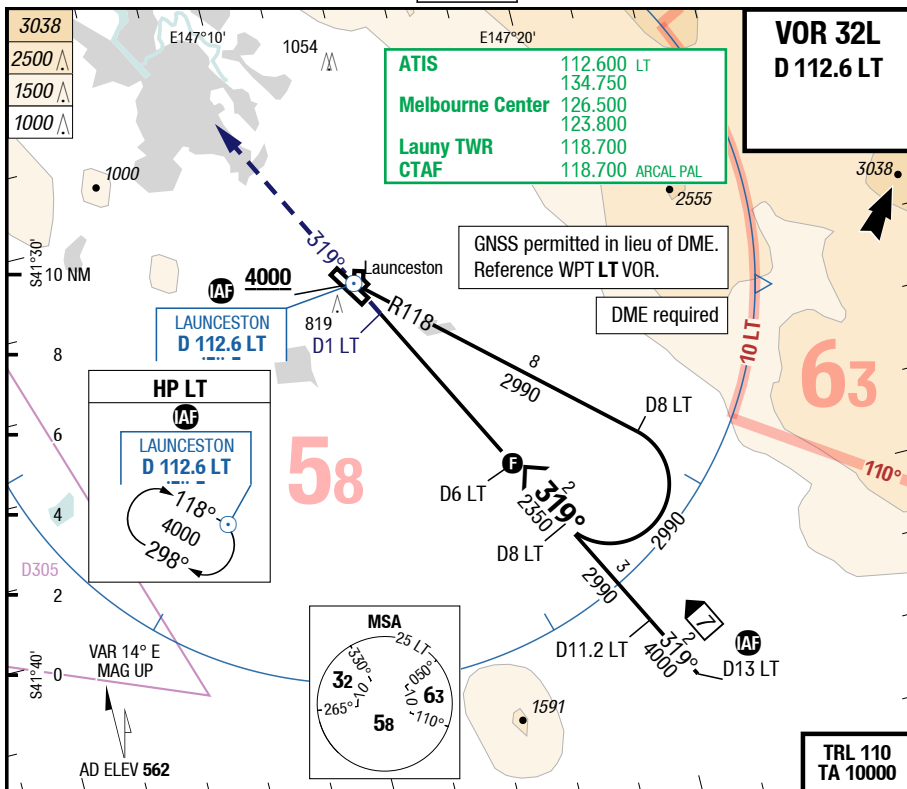
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7-60

VOR 32L



32L		VOR DME			Circling
		1)			1)
C	ft - m/km ft	580 - 3.2V 1120			1110 - 4.0V 1670
D	ft - m/km ft	580 - 3.2V 1120			1110 - 5.0V 1670

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

Changes: RWY polygon