



IVAO

IVAO - XO

ATC Ops Manual

Melbourne Delivery

YMML_DEL

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Controlled by	ATC Operations Department
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Amendments	

Airport Information

Information	
ICAO Code	YMML
IATA Code	MEL
Airport name	<i>Melbourne Tullamarine Airport</i>
Time zone conversion	UTC +10
Permitted traffic types	IFR / VFR
Runways	16/34, 09/27

Delivery Positions

Logon:	Callsign	Frequency	FRA
YMML_DEL	Melbourne Delivery	127.200MHz	

1. YMML_DEL shall **only** be opened when YMML_GND and YMML_TWR are already online.

Responsibilities

Melbourne Delivery is solely responsible for the handling of clearance delivery. It has no authority over any of the maneuvering areas or aprons.

Coordination

Delivery is responsible for coordinating where required with the relevant departure controller, prior to giving clearances involving the following:

- Departure from a runway not included on the ATIS.
- Non-standard requests
- High performance jet departures

The departure controller may then issue instructions including a routing, heading, or altitude constraint, which must be passed on in the clearance.

Note: The departure controller refers to the controller responsible for working departures, this may be YMML_DEP or YMML_APP, depending on positions open.

Runway Assignment

When using 27 & 34 for departures, runway 34 will be used for departures to the north east (MNG, NONIX, DOSEL), and 27 for all other departures.

When using 27 & 16 for departures, runway 16 will be used for departures to the south east (CORRS, SUNTI), and 27 for all other departures.

Runway 09 should not be used for departures unless absolutely necessary.

Due to the length of the runway, 16/34 may be required for larger aircraft, in which case this will be assigned regardless of direction, no coordination required.

Standard Assignable Level

Clearance Delivery are responsible for assigning an initial climb in the clearance. Unless otherwise coordinated between Delivery and Departures, this shall be:

5000ft, or the requested RFL, whichever is lower.

SID Assignment

Where able, all IFR jets should be assigned the procedural SID which terminates at the appropriate waypoint according to their flight plan, or rerouted via the most appropriate SID according to runway in use and direction of flight.

IFR jet aircraft unable to fly the procedural SID, and all IFR prop aircraft shall be assigned the ML radar departure.

In addition to this manual, we recommend you read the Melbourne Approach, Melbourne Tower & Melbourne Ground Ops Manuals to fully understand the position and related procedures.