



**IVAO**

# IVAO - XO

ATC Ops Manual

## Melbourne Ground

*YMML\_GND*

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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

## Ground Position

Logon:	Callsign	Frequency	FRA
YMML_GND	Melbourne Ground	121.700MHz	

1. YMML\_GND is the standard position for Melbourne Ground. This position shall **only** be opened when YMML\_TWR is already online.

*In absence of Melbourne Delivery being online, also refer to the Melbourne Delivery Ops Manual to provide a top-down service (required).*

## Responsibilities

Melbourne Ground are responsible for all taxiways.

# Standard Taxi Routes

Taxiway V should be used in the same direction as the duty runway.  
Taxiway A should be used in the opposite direction as the duty runway.

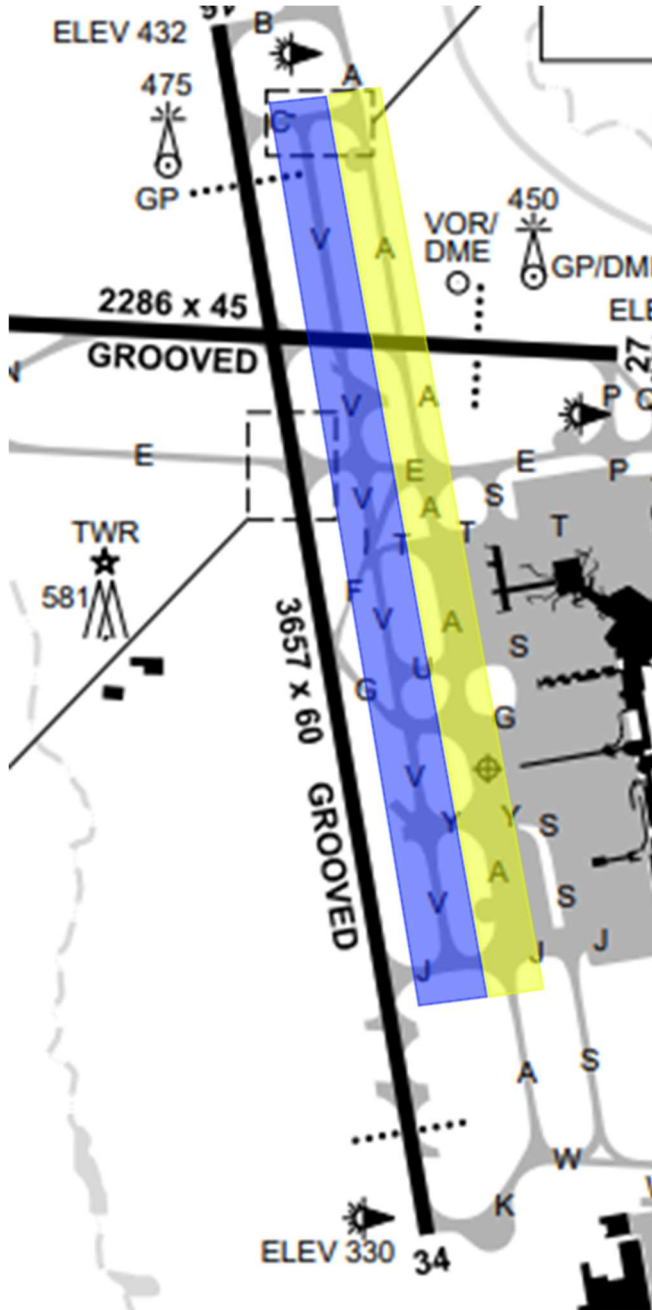


Image from AIP Sept 2024. Uncontrolled.

Blue – Same direction as duty runway (TWY V)

Yellow – Opposite direction to duty runway (TWY A)

# Aircraft Bay Assignment

Domestic:

Stand	Airlines
Bravo-Charlie Gates	QFA, QLK, QJE
Foxtrot Gates	RXA, ARN, JST (larger bays)
Echo Gates	VOZ
G41-G52	JST 737s
G57B – G60G	Prop airliners
Hotel Bays	Cargo (Including international)
G54-G57	Freight & props

International:

Stand	Airlines (preferred)
D2-D20	International airliners

Whiskey Hangars:



W Hangars: Police/Ambulance/Fire, private jets, GA, maintenance hangars.

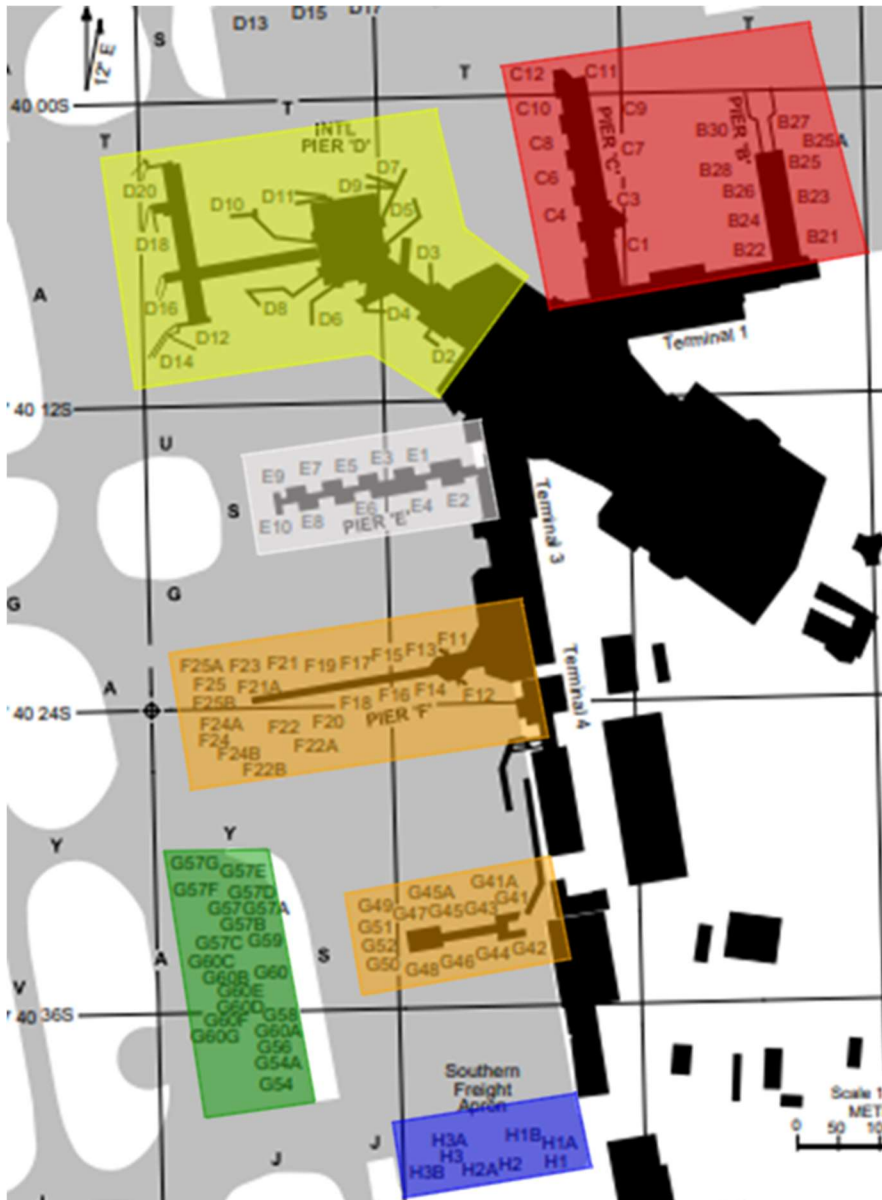


Image from AIP Sept 2024. Uncontrolled.

- Red (T1): QFA, QJE, QLK
- Yellow (T2): Intl. Operations
- White(T3): Virgin Australia
- Orange(T4): Jetstar, Rex, Air North
- Green (G Gates): Light (prop)
- Blue (South Freight Apron): Freight

*Any other operators flying domestic flights into Melbourne shall be assigned T3/4 (white & orange) gates unless specifically requested otherwise, or unable due to aircraft size or by pilot request.*

## Runway Release

When a runway is not in use, ground may request a release of the runway. In this case the runway is owned by ground, and ground do not need to coordinate runway crossing, backtracks, or taxiing. In the rare case of parallel runways not being in use, the same principle applies. At any time Tower can withdraw this release.

## Helicopters

Ordinarily Ground will not work helicopters, they will be transferred from the Delivery frequency straight to Tower, and depart/arrive from stand or the helipad. An exception will apply when helicopters request to route via taxiways.

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