IVAO - XO

ATC Ops Manual

Melbourne Tower

YMML_TWR

V1.0
12/06/24

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Airport Information

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

Tower Positions

Logon:	Callsign	Frequency	FRA
YMML_TWR	Melbourne Tower	120.500MHz	★★

1. YMML_TWR is the default position for Tower and is the first aerodrome position which should be opened.

Responsibilities

Melbourne Tower is responsible for all runways and the helipad.

Melbourne Tower is not responsible for any airspace.

Runway Selection

Melbourne Tower is responsible for selecting the duty runway. Cross runway operations are ordinarily used, unless the winds are too great. The usual runway modes will either be RWY 27 for departures and arrivals, RWY 34 for departures; OR RWY 16 for arrivals RWY 27 for departures; OR RWY 09 for arrivals RWY 16 for departures. Runway 09 will not be used for departures unless absolutely necessary due to the lack of SIDs. Note DEL & APP may assign aircraft to 16/34 regardless of runway mode if they are unable to accept 09/27 for length reasons. This does not need to be coordinated with TWR.

Auto Release

Auto Release applies at Melbourne for aircraft:

- Assigned a procedural SID from a runway nominated on the ATIS and;
- Assigned the standard assignable level or;
- Assigned the ML radar SID from a runway nominated on the ATIS and;
- Assigned the standard assignable level and heading.

All other departures require a release from Departures, via a 'Next' call.

Auto Release does not apply to:

- VFR departures
- Departures to aerodromes within the Melbourne TCU
- High performance jet departures

Additionally, Tower will coordinate the following with Departures:

- Go arounds/missed approach

Circuits

Circuits may be accommodated after coordinating an airspace release with Approach. This will require a single runway mode to be used, therefore may be rejected by TWR or APP due to traffic capacity.

Sunbury Corridor

VFR Helicopters may request clearance via the Sunbury corridor. It is defined as the corridor 1nm either side of the SWT - PWLC track at the RWY 16/27 Intersection at YMML.

Coordination with the approach controller is required.

Standard Assignable Headings

Aircraft that have been cleared the ML radar SID will receive an assigned heading with their lineup or takeoff clearance. At any time, the Departures controller can issue a different assigned heading.

Runway	S	SE	W	NE
27	320	290	260	260
16	290	290	160	260
34	340	340	340	260

IF RWY09 is in use for departures. TWR must coordinate with the approach controller for a heading.

Example:

> *"RXA155 assigned right heading 160, winds calm, runway 16 cleared for takeoff"*

The headings can also be given with a lineup clearance, or when instructing an aircraft to hold. If given with a hold instruction, instruct the aircraft to hold position first, to prevent the crew from assuming a clearance will follow and causing a runway incursion.

Example:

> *"FRE1616 hold at J, assigned right heading 260"*

LAHSO

LAHSO stands for Land & Hold Short Operations. This is used at Melbourne to increase traffic capacity as it allows the controller to issue landing clearances whilst a crossing runway is being used by another aircraft to land or depart.

"JST123, 737 landing on crossing runway will hold short, runway 27 cleared to land"

"QFA987, 737 landing on crossing runway, hold short of runway 27, cleared to land runway 34."

Vacate Instructions

Aircraft should be instructed to vacate runway 16/34 according to this table:

RWY	A/C Type	TWY EXIT
16	ALL	E **G** J
34	ALL	**F** E C
27	ALL + HEAVY	**N** M
09	TURBO PROP + OTHER	**A** **P** Q

BOLD letters, preferred TWY.

Use the Ground Ops Manual Aircraft Bay Assignments section if required.

Transfer to Departures

The frequency for departures will follow this priority order:

All Runways:

YMML_DEP

YMML_APP

YMME_ML_CTR

YMME_CTR

In absence of all these positions, aircraft will be transferred to Unicom 122.800 Mhz.

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