

**AERONAUTICAL
INFORMATION
CIRCULAR (AIC)****H14/26****Effective: 202603222200 UTC**AERONAUTICAL INFORMATION SERVICE,
AIRSERVICES AUSTRALIA, GPO BOX 367,
CANBERRA ACT 2601For **DISTRIBUTION** queries, contact:
Email: aim_editorial@airservicesaustralia.comFor **CONTENT** queries regarding this AIC, contact:Email: scott.erturk@melair.com.au

Phone: +61 437 533 152

MELBOURNE AERODROME (YMML) TAXIWAY ALPHA RECONSTRUCTION

1. INTRODUCTION

- 1.1 The Melbourne Airport Pavement Maintenance Program (MAPMP) 2.0 is an ongoing program of routine maintenance works necessary to maintain our airfield pavements in a safe and serviceable condition.
- 1.2 Design Package 3 (DP3) commences in March 2026 with the reconstruction of TWY A between TWY J and TWY W.
- 1.3 YMML Method of Working Plan 2025-7 Taxiway Alpha Reconstruction details DP3 and is available on the Melbourne Airport website (<https://www.melbourneairport.com.au/corporate/mowp>).

2. WORKS PROGRAM

2.1 Reconstruction of TWY A between TWY J and TWY W

- 2.1.1 Main works will be conducted between March and October 2026. These works will reconstruct the full length of TWY A between TWY J and TWY W. The majority of works will be completed within TWY A with no impact to TWY J or TWY W, however there will be shorter periods during which the intersections of TWY A and TWY J or TWY A and TWY W are impacted.

3. OPERATIONAL INFORMATION

3.1 Code F Aircraft Requiring Full Length of RWY 16/34

- 3.1.1 TWY S between TWY J and TWY W will remain a Code E TWY throughout the project. Code F aircraft that require the full length of RWY 16/34 must utilise TWY S between TWY J and TWY W under a follow me escort. Refer Appendix 1.

3.2 Code D Access to TWY W East of TWY S

3.2.1 All Code D (or larger) aircraft movements between TWY S and TWY W east of TWY S must be completed under tow due to taxiway geometry.

3.3 Intersection of TWY A and TWY W

3.3.1 For a short period, AGL works will necessitate closure of the intersection of TWY A and TWY W. As a result, all aircraft requiring a full-length take-off on RWY 34 must enter and backtrack RWY 34 via TWY J, vacate at TWY K to perform a turnaround manoeuvre at the TWY K Run Up Bay before re-entering RWY 34 via TWY K.

3.3.2 Similarly, all aircraft that pass TWY J during the RWY 16 landing roll must vacate at TWY K to perform a turnaround manoeuvre at the TWY K Run Up Bay before re-entering RWY 16 to backtrack and vacate at TWY J. Refer Appendix 2.

3.4 Aircraft Engine Ground Runs

3.4.1 The TWY K Run Up Bay will not be available for engine ground runs whilst the taxi route depicted in Appendix 2 is required.

4. CANCELLATION

4.1 This AIC will be cancelled following the completion of works.

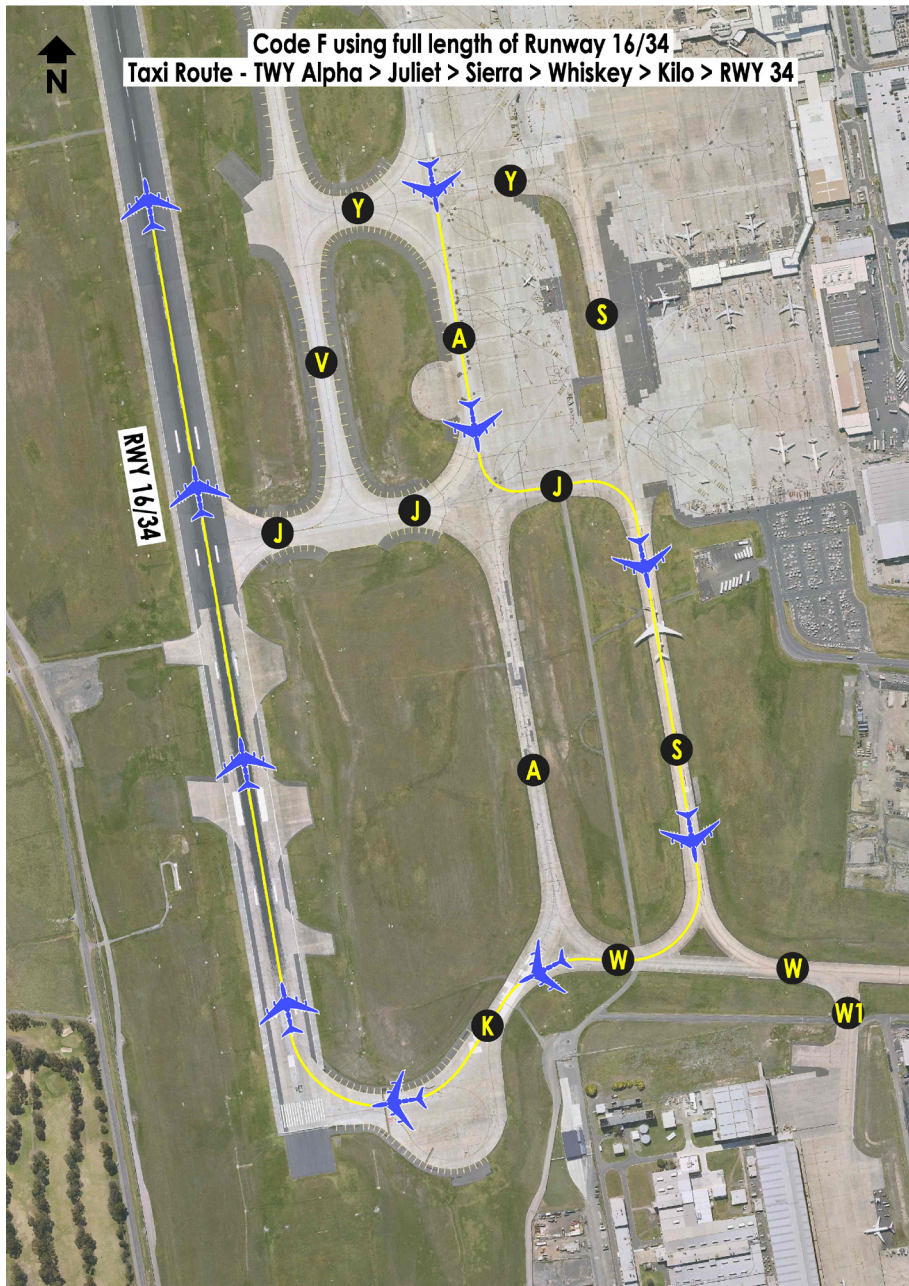
5. DISTRIBUTION

5.1 Airservices Australia website only.

Appendices

1. Code F Taxi Route for RWY 34 Full Length Departure
2. Taxi Route during Closure of TWY A and TWY W Intersection

1. Code F Taxi Route for RWY 34 Full Length Departure



2. Taxi Route during Closure of TWY A and TWY W Intersection

