12 JUN 2025

WELDOWNE, VIC (I MINIL)					
ATIS 114.1 118.0	APP 132.0	TWR 120.5	SMC 121.7		Bearings are Magnetic Elevations in FEET AMSL
NOT TO SCALE		EGEKA 1	PEEDS PEED KT 85 -160 60 -150	SPEED MAX IAS 25 BELOW 10,0	00ft
	MAX IAS 185KT	IAS AT 230M	2500° ₹ M	9000	PER
# YN SUAL) \$\sigma256^{\text{-}}\$ ASUKI (3)	MIN I 1508	256° 256° MOSV AS 6000 4000	IGPON o indicated by Runw	ev.	25 NM MS4 4500 B-080° (MMI) B-260° ARP 3700
	Thre Esse	shold Identification endon Airport 5NM	Lights, SE of ML.	ay	10 NM MSA 3300

ARRIVAL: BOOIN ONE VICTOR

RWY 34:

- From BOOIN track 225° to ATPER Cross ATPER AT or ABV 9000ft
- Track 225° to MAITE

Cross MAITE BTN 5000ft and 9000ft

Track 225° to IGPON
 IAS AT 230KT from IGPON

- Track 225° to MOSVO
- Cross MOSVO BTN 4000ft and 6000ft
- Turn RIGHT, track 256° to EGEKA
 MAX IAS 185KT from EGEKA
- Track 256° to SHEED

Cross SHEED AT or ABV 2500ft MIN IAS 150KT from SHEED

- Track 256° VISUAL to ASUKI
 Turn RIGHT for VISUAL intercept of final RWY 34

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: WPT NAMES, PROC IDENT.

MMLSR08-183

