21 MAR 2024

ZT MAR 2024 MILLBOOKNE, VIC (TMML)					
ATIS 114.1 118.0	APP 132.0	TWR 120.5	SMC 121.7		Bearings are Magnetic Elevations in FEET AMSL
NOT TO SCALE	:				SPEED MAX IAS 250KT BELOW 10,000FT
	MIN IA				RNP 1
# ASUKI	YMEN **256** (3) SHEED	2500 256° — 250 256° — 256°		NM E	TC APCH SPEEDS 1 FM TD SPEED KT 1 GEKA 185 -160 SHEED 160 -150
	<u>2500</u>		MIC	IAS AT 230KT	25 NM <i>MS</i> 4
			5000 V	1. 1. 20 1. 1. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0.	4500 B-080° (YMM) B-260°
# CAUTION: R Threshold Ide Essendon Air	RWY 34 is indicated entification Lights, rport 5NM SE of M	l by Runway L.	<u>10.</u>	000 🔷 WAREN	3700 10 NM MSA 3300

ARRIVAL: WAREN EIGHT VICTOR

RWY 34:

Changes: VAR, Editorial.

- Cross WAREN AT or ABV 10,000ft
- From WAREN track 319° to MICHM Cross MICHM AT or ABV 5000ft IAS AT 230KT from MICHM
- Track 321° to MONTY
 - Cross MONTY BTN 4000ft and 6000ft
- Turn LEFT, 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

australia

- 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.

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