ATIS 113.7 123.8
PERTH Approach (R) 123.6

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

BEVLY EIGHT ALPHA ARRIVAL [BEVL8A]

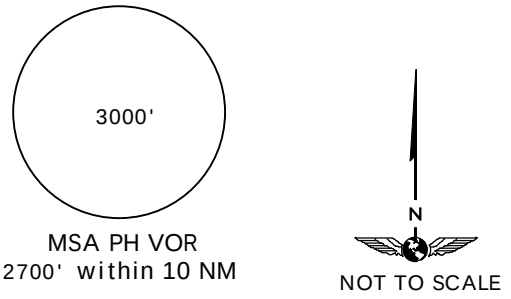
SPEED: MAX IAS 250 KT BELOW 10000'

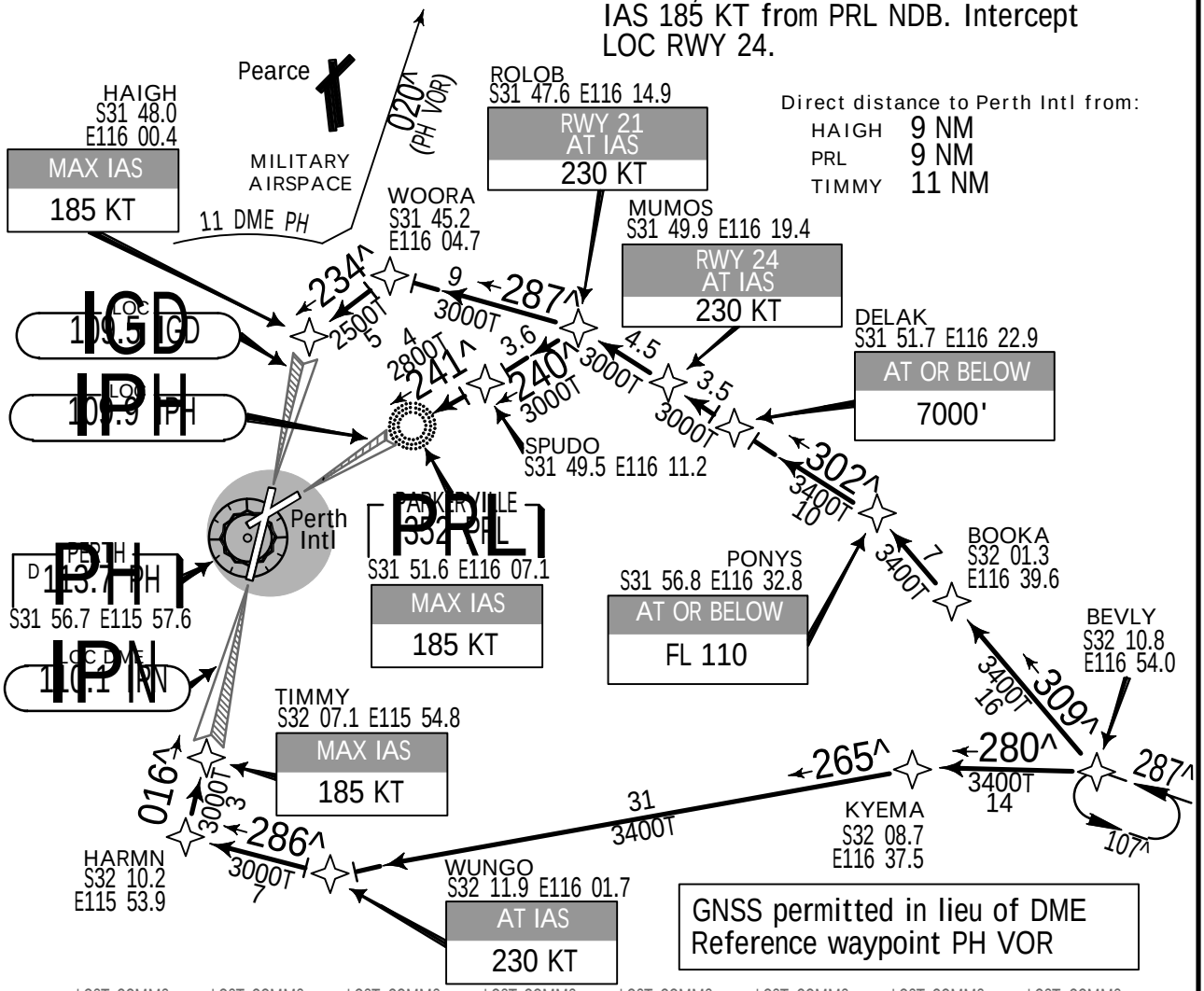
ARRIVAL

RWY 03 ALPHA: From BEVLY, track 280^ to KYEMA, turn LEFT, track 265^ to WUNGO, at IAS 230 KT from WUNGO, turn RIGHT track 286^ to HARMN, turn RIGHT, track 016^ to TIMMY, MAX IAS 185 KT from TIMMY. Intercept LOC RWY 03.

RWY 21 ALPHA: From BEVLY, track 309^ to BOOKA, track 309^ to PONYS. Cross PONYS at or below FL 110. Turn LEFT, track 302^ to DELAK. Cross DELAK at or below 7000'. Track 302^ to ROLOB, at IAS 230 KT from ROLOB, turn LEFT, track 287^ to WOORA, turn LEFT, track 234^ to HAIGH. MAX IAS 185 KT from HAIGH. Intercept LOC RWY 21.

RWY 24 ALPHA: From BEVLY, track 309^ to BOOKA, track 309^ to PONYS. Cross PONYS at or below FL 110. Turn LEFT, track 302^ to DELAK. Cross DELAK at or below 7000'. Track 302^ to MUMOS, at IAS 230 KT from MUMOS, track 302^ to ROLOB, turn LEFT, track 240^ to SPUDO, track 241^ to PRL NDB. MAX IAS 185 KT from PRL NDB. Intercept LOC RWY 24.





Direct distance to Perth Intl from:
HAIGH 9 NM
PRL 9 NM
TIMMY 11 NM

GNSS permitted in lieu of DME
Reference waypoint PH VOR

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

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 EMERGENCY PROCEDURES.

CHANGES: Procedure upnumbered.

PERTH, WA, AUSTRALIA

YPPH PERTH INTL

ATIS 113.7 123.8
PERTH Approach (R) 123.6

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

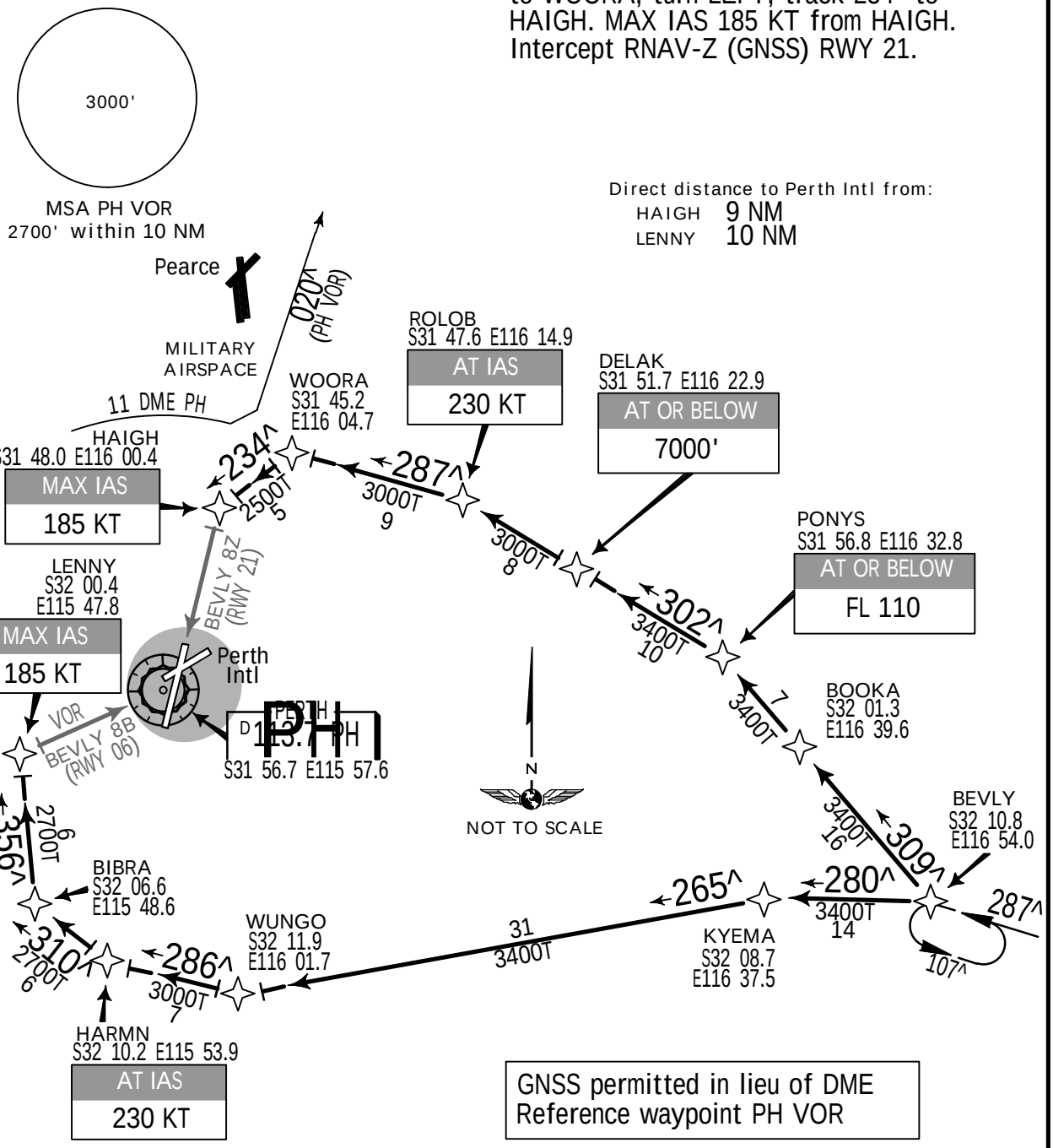
BEVLY EIGHT BRAVO [BEVL8B], BEVLY EIGHT ZULU [BEVL8Z] ARRIVALS

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

RWY 06 BRAVO: From BEVLY, track 280^ to KYEMA, turn LEFT, track 265^ to WUNGO, turn RIGHT, track 286^ to HARMN, at IAS 230 KT from HARMN, turn RIGHT, track 310^ to BIBRA, turn RIGHT, track 356^ to LENNY for VOR RWY 06. MAX IAS 185 KT from LENNY.

RWY 21 ZULU: From BEVLY, track 309^ to BOOKA, track 309^ to PONYS. Cross PONYS at or below FL 110. Turn LEFT, track 302^ to DELAK. Cross DELAK at or below 7000'. Track 302^ to ROLOB, at IAS 230 KT from ROLOB, turn LEFT, track 287^ to WOORA, turn LEFT, track 234^ to HAIGH. MAX IAS 185 KT from HAIGH. Intercept RNAV-Z (GNSS) RWY 21.



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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 EMERGENCY PROCEDURES.

CHANGES: Procedures upnumbered.

ATIS 113.7 123.8
PERTH Approach (R) 123.6

TRANS LEVEL: FL 110
TRANS ALT: 10000'

NON-JETS ONLY

CONNI SIX ALPHA ARRIVAL [CONI6A]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

RWY 03 ALPHA: From CONNI, track 228^ to WOORA, turn LEFT, track 192^ to HERNE, turn LEFT, track 158^ to GUNGN, turn RIGHT, track 203^ to WUNGO, at IAS 230 KT from WUNGO, turn RIGHT, track 286^ to HARMN, turn RIGHT, track 016^ to TIMMY, MAX IAS 185 KT from TIMMY. Intercept LOC RWY 03.

RWY 21 ALPHA: From CONNI, track 228^ to OLGEK, at IAS 230 KT from OLGEK, track 228^ to WOORA, turn RIGHT, track 234^ to HAIGH. MAX IAS 185 KT from HAIGH. Intercept LOC RWY 21.

RWY 24 ALPHA: From CONNI, track 211^ to NIRUL, at IAS 230 KT from NIRUL, track 211^ to SPUDO. Turn RIGHT, track 241^ to PRL NDB. MAX IAS 185 KT from PRL NDB. Intercept LOC RWY 24.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

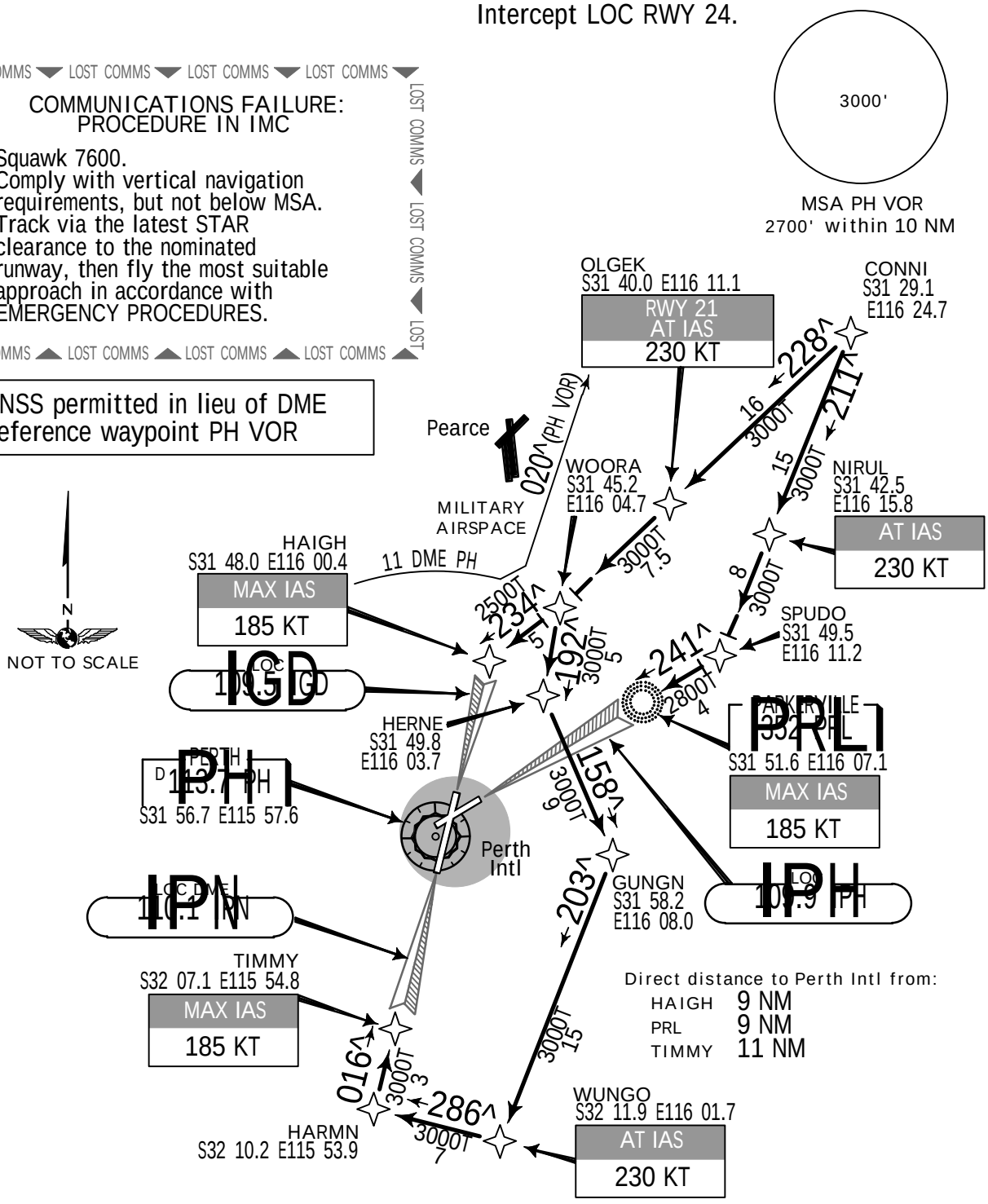
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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 EMERGENCY PROCEDURES.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

LOST COMMS ◀ LOST COMMS ◀ LOST

GNSS permitted in lieu of DME
Reference waypoint PH VOR



CHANGES: Procedure upnumbered.

ATIS 113.7 123.8
PERTH Approach (R) 123.6

TRANS LEVEL: FL 110
TRANS ALT: 10000'

NON-JETS ONLY

CONNI SIX BRAVO [CONI6B], CONNI SIX ZULU [CONI6Z] ARRIVALS

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

RWY 06 BRAVO: From CONNI, track 228^ to WOORA, turn LEFT, track 192^ to HERNE, turn LEFT, track 158^ to GUNGN, turn RIGHT, track 203^ to WUNGO, turn RIGHT, track 286^ to HARMN, at IAS 230 KT from HARMN, turn RIGHT track 310^ to BIBRA, turn RIGHT, track 356^ to LENNY for VOR RWY 06. MAX IAS 185 KT from LENNY.

RWY 21 ZULU: From CONNI, track 228^ to OLGEK, at IAS 230 KT from OLGEK, track 228^ to WOORA, turn RIGHT, track 234^ to HAIGH. MAX IAS 185 KT from HAIGH. Intercept RNAV-Z (GNSS) RWY 21.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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 EMERGENCY PROCEDURES.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

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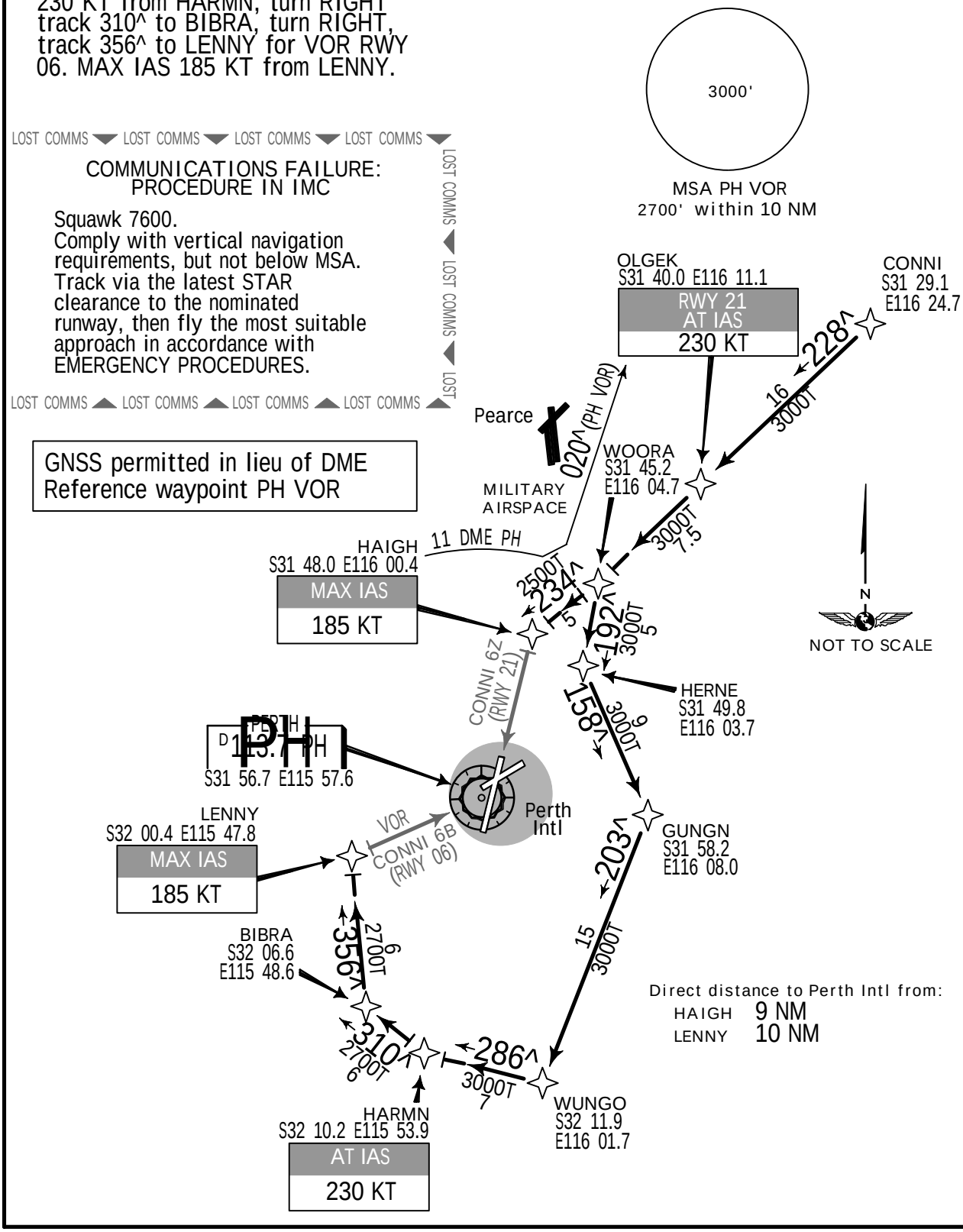
GNSS permitted in lieu of DME
Reference waypoint PH VOR



CHANGES: Procedures upnumbered.

ATIS 113.7 123.8
PERTH Approach (R) 123.6

TRANS LEVEL: FL 110
TRANS ALT: 10000'

NON-JETS ONLY

DAYLR SEVEN ALPHA [DAYL7A], DAYLR SEVEN BRAVO [DAYL7B] ARRIVALS

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITION

HAMTN: From HAMTN to DAYLR: Track 276^ to DAYLR, then follow arrival instructions.

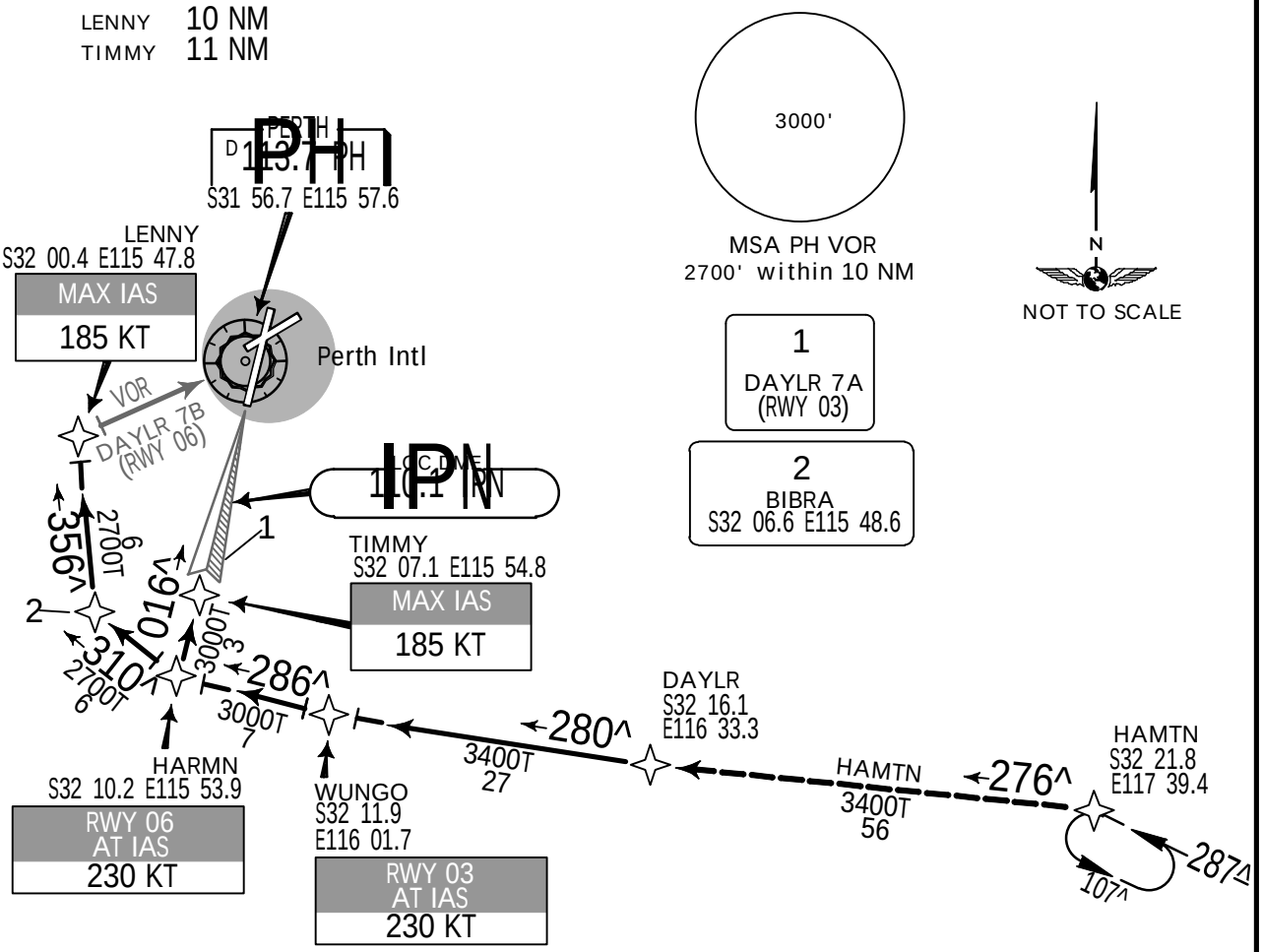
GNSS permitted in lieu of DME
Reference waypoint PH VOR

ARRIVAL

RWY 03 ALPHA: From DAYLR, track 280^ to WUNGO, at IAS 230 KT from WUNGO, turn RIGHT, track 286^ to HARMN, turn RIGHT, track 016^ to TIMMY. MAX IAS 185 KT from TIMMY. Intercept LOC RWY 03.

RWY 06 BRAVO: From DAYLR, track 280^ to WUNGO, turn RIGHT, track 286^ to HARMN, at IAS 230 KT from HARMN, turn RIGHT, track 310^ to BIBRA, turn RIGHT, track 356^ to LENNY for VOR RWY 06. MAX IAS 185 KT from LENNY.

Direct distance to Perth Intl from:
LENNY 10 NM
TIMMY 11 NM



LOST COMMS

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 EMERGENCY PROCEDURES.

CHANGES: Procedures upnumbered.

.RNAV.STAR.

PERTH, WA, AUSTRALIA

YPPH PERTH INTL

ATIS 113.7 123.8
PERTH Approach (R) 123.6

TRANS LEVEL: FL 110
TRANS ALT: 10000'

GOSNL SEVEN VICTOR ARRIVAL [GOSN7V]

SPEED: MAX IAS 250 KT BELOW 10000'

TRANSITIONS

BEVLY: From BEVLY to GOSNL: Track 280^ to KYEMA, track 280^ to VAVGA, at IAS RWY 03 230 KT from VAVGA, track 280^ to GOSNL, then follow arrival instructions.

DAYLR (NON-JET ONLY): From DAYLR to GOSNL: Track 297^ to KOIKI, at IAS RWY 03 230 KT from KOIKI, track 297^ to GOSNL, then follow arrival instructions.

GRENE (NON-JET ONLY): From GRENE to GOSNL: Track 242^ to BOOKA, turn RIGHT track 265^ to MATJI, at IAS RWY 03 230 KT from MATJI, track 265^ to GOSNL, then follow arrival instructions.

SOLUS: From SOLUS to GOSNL: Track 340^ to MESAM, at IAS RWY 03 230 KT from MESAM, track 340^ to GOSNL, then follow arrival instructions.

ARRIVAL

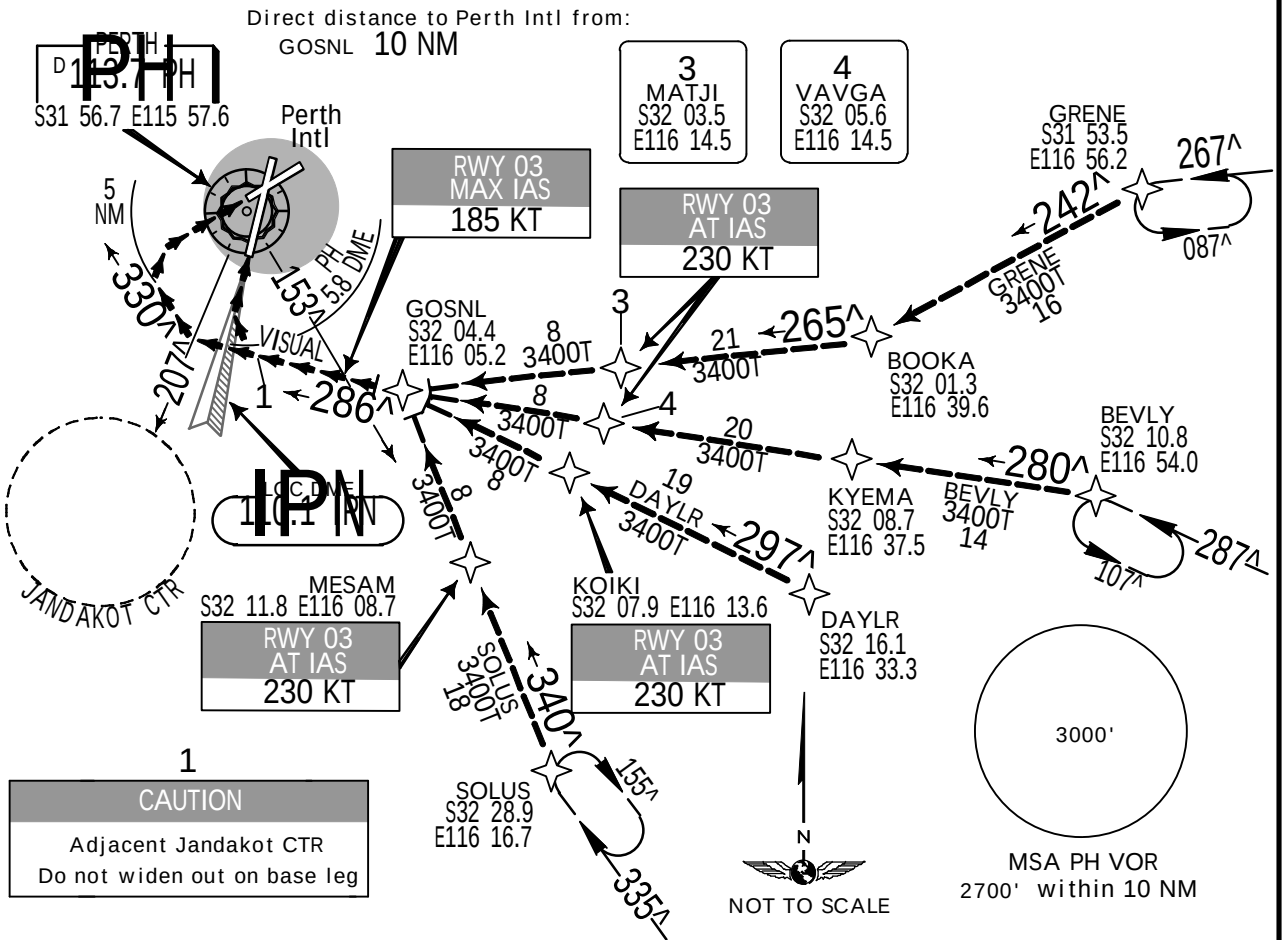
RWY 03 VICTOR: From GOSNL track 286^ to intercept visual 5 NM final (PH 5.8 DME). MAX IAS 185 KT from PH R-153.

RWY 06 VICTOR: 2 Speed restrictions as per table. From GOSNL track 286^ to PH R-153, track 286^ to PH R-207, turn RIGHT, track 330^ to intercept visual 5 NM final.

2

AT IAS RWY 06	
20 NM to touchdown	230 KT
IAS RWY 06	
10 NM to touchdown	160-185 KT

GNSS permitted in lieu of DME
Reference waypoint PH VOR



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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 EMERGENCY PROCEDURES.

CHANGES: Procedure upnumbered, speed restrictions.

PERTH, WA, AUSTRALIA

YPPH PERTH INTL

ATIS 113.7 123.8
PERTH Approach (R) 123.6

TRANS LEVEL: FL 110
TRANS ALT: 10000'

NON-JETS ONLY

GRENE EIGHT ALPHA ARRIVAL [GREN8A]

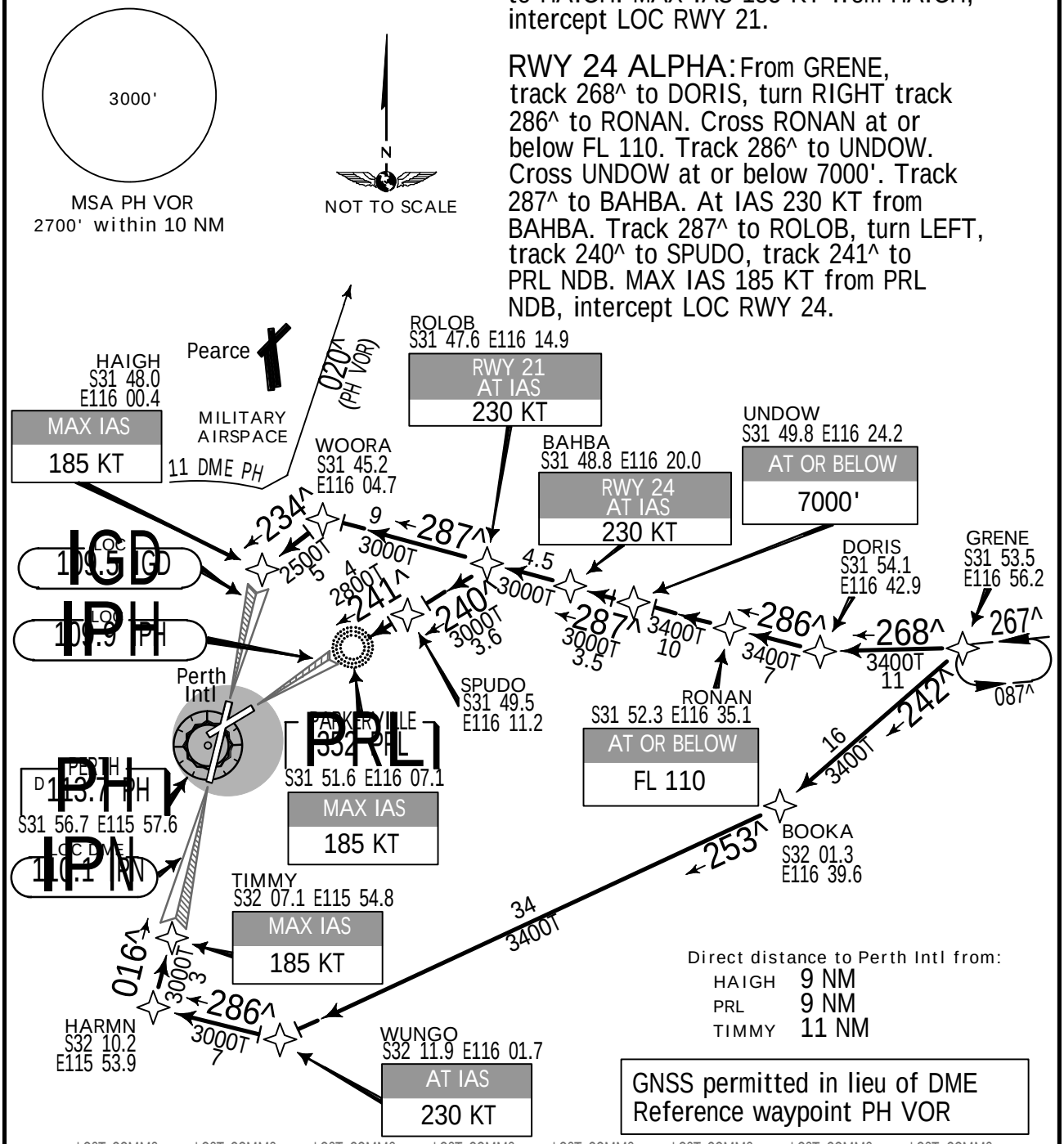
SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

RWY 03 ALPHA: From GRENE, track 242^ to BOOKA, turn RIGHT, track 253^ to WUNGO. At IAS 230 KT from WUNGO, turn RIGHT, track 286^ to HARMN, turn RIGHT, track 016^ to TIMMY. MAX IAS 185 KT from TIMMY, intercept LOC RWY 03.

RWY 21 ALPHA: From GRENE, track 268^ to DORIS, turn RIGHT, track 286^ to RONAN. Cross RONAN at or below FL 110. Track 286^ to UNDOW. Cross UNDOW at or below 7000'. Track 287^ to BAHBA, track 287^ to ROLOB. At IAS 230 KT from ROLOB, track 287^ to WOORA, turn LEFT, track 234^ to HAIGH. MAX IAS 185 KT from HAIGH, intercept LOC RWY 21.

RWY 24 ALPHA: From GRENE, track 268^ to DORIS, turn RIGHT track 286^ to RONAN. Cross RONAN at or below FL 110. Track 286^ to UNDOW. Cross UNDOW at or below 7000'. Track 287^ to BAHBA. At IAS 230 KT from BAHBA. Track 287^ to ROLOB, turn LEFT, track 240^ to SPUDO, track 241^ to PRL NDB. MAX IAS 185 KT from PRL NDB, intercept LOC RWY 24.



Direct distance to Perth Intl from:

HAIGH	9 NM
PRL	9 NM
TIMMY	11 NM

GNSS permitted in lieu of DME
Reference waypoint PH VOR

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

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 EMERGENCY PROCEDURES.

CHANGES: Procedure upnumbered.

ATIS 113.7 123.8
PERTH Approach (R) 123.6

TRANS LEVEL: FL 110
TRANS ALT: 10000'

NON-JETS ONLY

GRENE EIGHT BRAVO [GREN8B], GRENE EIGHT ZULU [GREN8Z] ARRIVALS

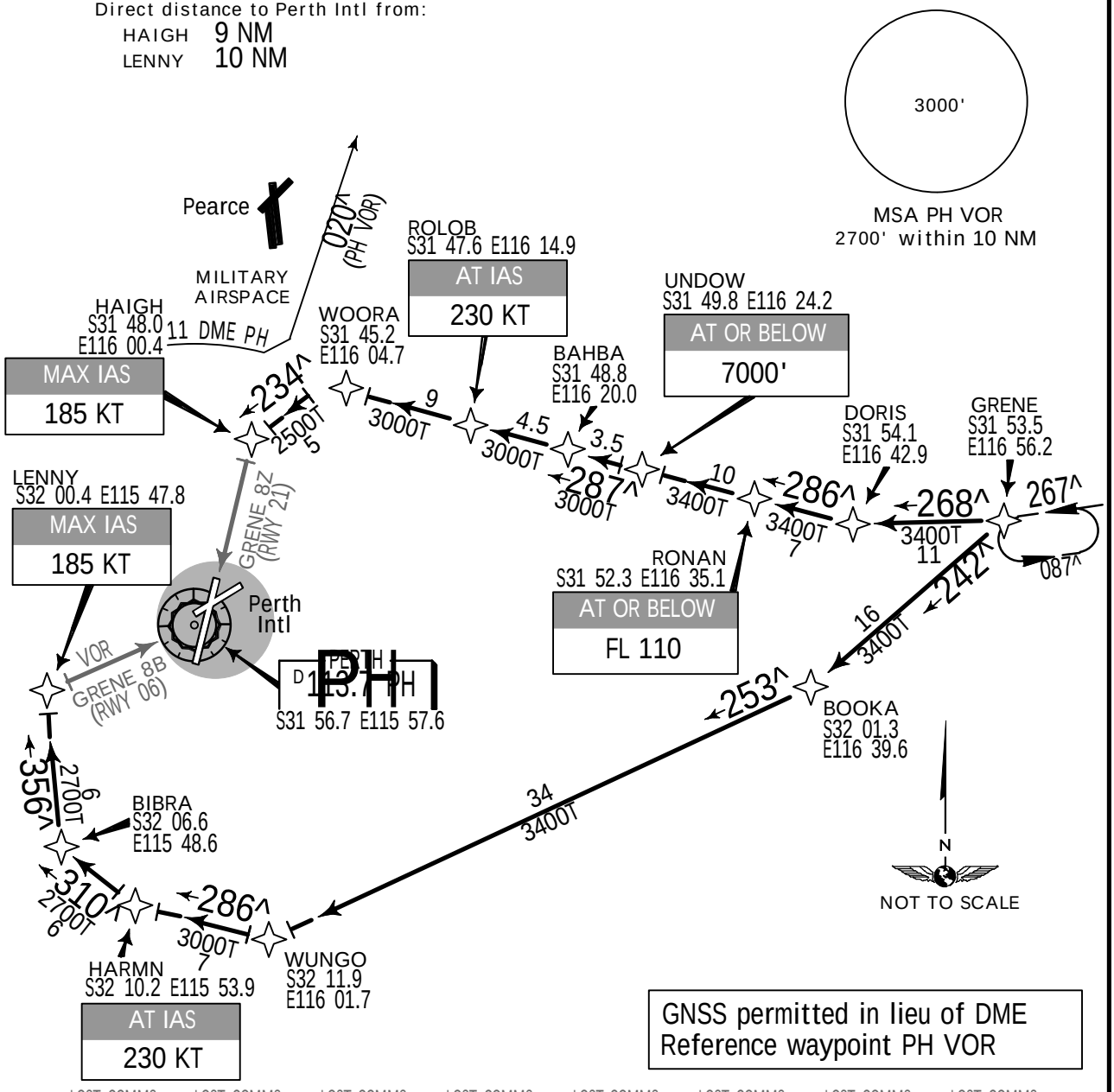
SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

RWY 06 BRAVO: From GRENE, track 242^ to BOOKA, turn RIGHT, track 253^ to WUNGO, turn RIGHT, track 286^ to HARMN. At IAS 230 KT from HARMN, turn RIGHT, track 310^ to BIBRA, turn RIGHT, track 356^ to LENNY for VOR RWY 06. MAX IAS 185 KT from LENNY.

RWY 21 ZULU: From GRENE, track 268^ to DORIS, turn RIGHT, track 286^ to RONAN. Cross RONAN at or below FL 110. Track 286^ to UNDOW. Cross UNDOW at or below 7000'. Track 287^ to BAHBA, track 287^ to ROLOB. At IAS 230 KT from ROLOB, track 287^ to WOORA, turn LEFT, track 234^ to HAIGH, MAX IAS 185 KT from HAIGH. Intercept RNAV-Z (GNSS) RWY 21.

Direct distance to Perth Intl from:
HAIGH 9 NM
LENNY 10 NM



GNSS permitted in lieu of DME
Reference waypoint PH VOR

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

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 EMERGENCY PROCEDURES.

CHANGES: Procedures upnumbered.

ATIS 113.7 123.8
PERTH Approach (R) 123.6

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

JULIM SEVEN ALPHA ARRIVAL [JULI7A]

SPEED: MAX IAS 250 KT BELOW 10000'

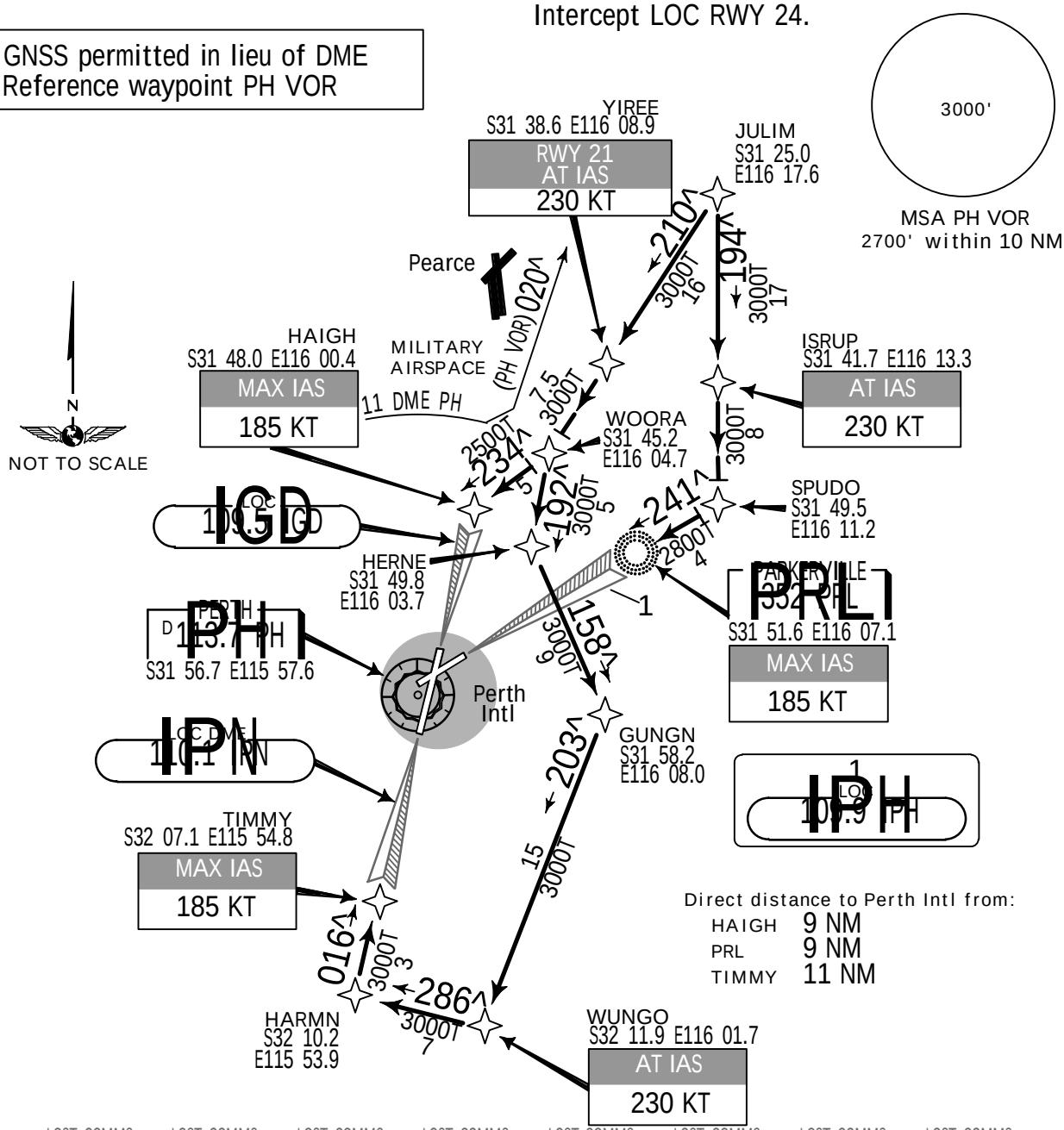
ARRIVAL

RWY 03 ALPHA: From JULIM, track 210^ to WOORA, turn LEFT, track 192^ to HERNE, turn LEFT, track 158^ to GUNGN, turn RIGHT, track 203^ to WUNGO. At IAS 230 KT from WUNGO, turn RIGHT, track 286^ to HARMN, turn RIGHT, track 016^ to TIMMY. MAX IAS 185 KT from TIMMY. Intercept LOC RWY 03.

RWY 21 ALPHA: From JULIM, track 210^ to YIREE. At IAS 230 KT from YIREE, track 210^ to WOORA, turn RIGHT, track 234^ to HAIGH. MAX IAS 185 KT from HAIGH. Intercept LOC RWY 21.

RWY 24 ALPHA: From JULIM, track 194^ to ISRUP. At IAS 230 KT from ISRUP, track 194^ to SPUDO, turn RIGHT, track 241^ to PRL NDB. MAX IAS 185 KT from PRL NDB. Intercept LOC RWY 24.

GNSS permitted in lieu of DME
Reference waypoint PH VOR



Direct distance to Perth Intl from:

HAIGH	9 NM
PRL	9 NM
TIMMY	11 NM

LOST COMMS

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 EMERGENCY PROCEDURES.

CHANGES: Procedure upnumbered.

ATIS 113.7 123.8
PERTH Approach (R) 123.6

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

JULIM SEVEN BRAVO [JULI7B], JULIM SEVEN ZULU [JULI7Z] ARRIVALS

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

RWY 06 BRAVO: From JULIM, track 210^ to WOORA, turn LEFT, track 192^ to HERNE, turn LEFT, track 158^ to GUNGN, turn RIGHT, track 203^ to WUNGO, turn RIGHT, track 286^ to HARMN. At IAS 230 KT from HARMN, turn RIGHT, track 310^ to BIBRA, turn RIGHT, track 356^ to LENNY for VOR RWY 06. MAX IAS 185 KT from LENNY.

RWY 21 ZULU: From JULIM, track 210^ to YIREE. At IAS 230 KT from YIREE, track 210^ to WOORA, turn RIGHT, track 234^ to HAIGH. MAX IAS 185 KT from HAIGH. Intercept RNAV-Z (GNSS) RWY 21.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

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 EMERGENCY PROCEDURES.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

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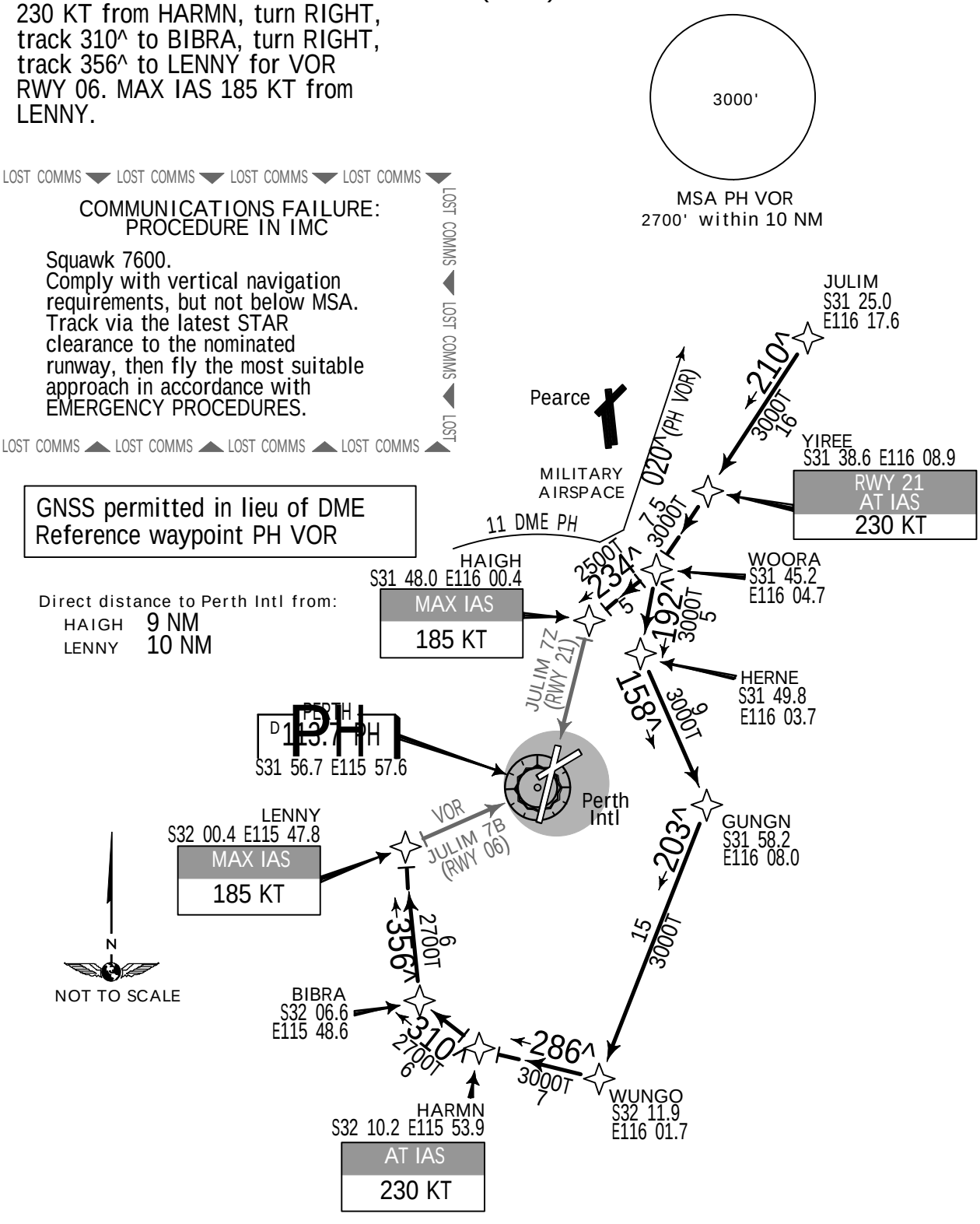
GNSS permitted in lieu of DME
Reference waypoint PH VOR

Direct distance to Perth Intl from:
HAIGH 9 NM
LENNY 10 NM



CHANGES: Procedures upnumbered.

.RNAV.STAR.

PERTH, WA, AUSTRALIA

YPPH PERTH INTL

ATIS 113.7 123.8
PERTH Approach (R) 123.6

TRANS LEVEL: FL 110
TRANS ALT: 10000'

SOLUS SEVEN ALPHA [SOLU7A], SOLUS SEVEN BRAVO [SOLU7B], SOLUS SEVEN ZULU [SOLU7Z] ARRIVALS

SPEED: MAX IAS 250 KT BELOW 10000'

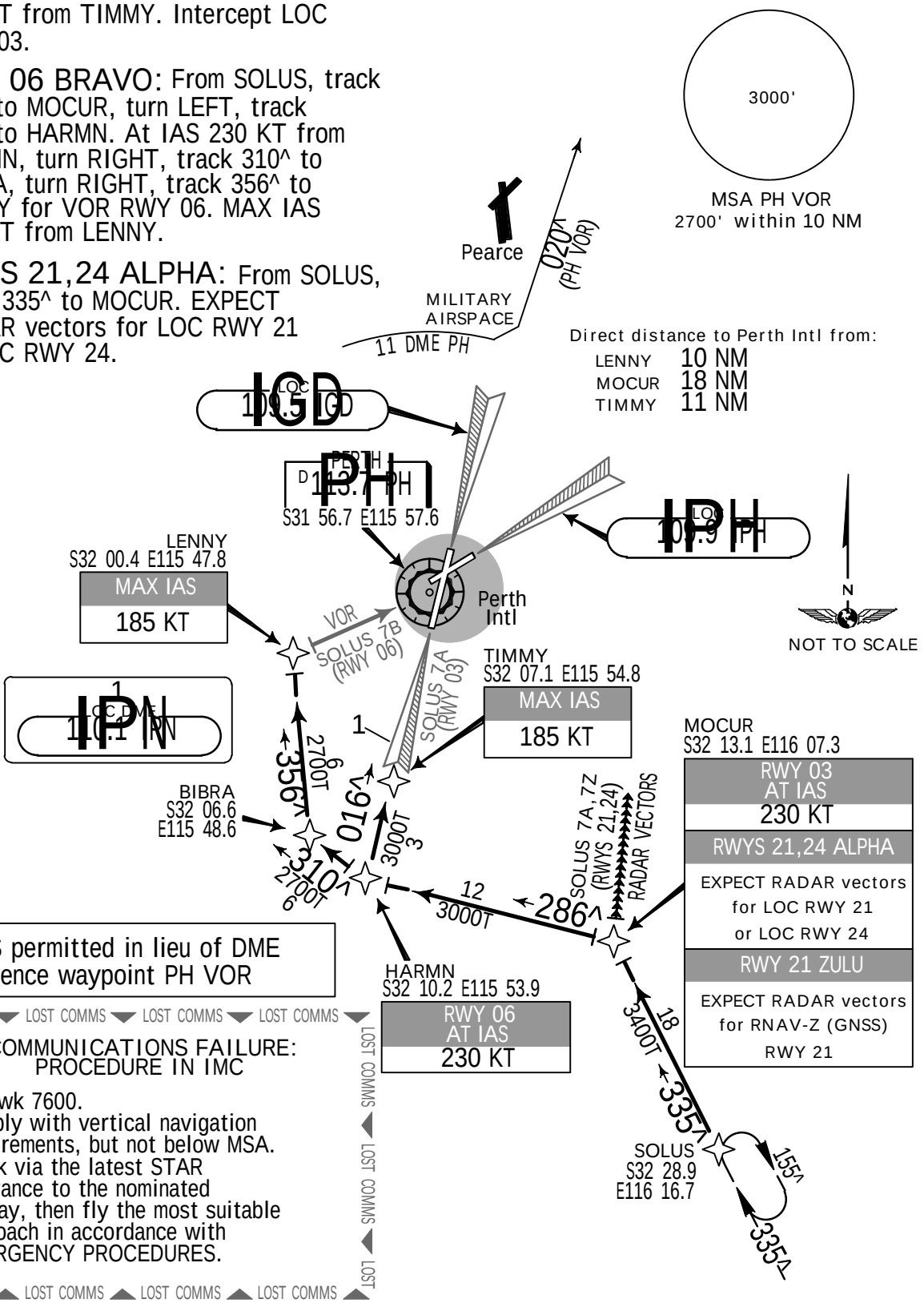
ARRIVAL

RWY 03 ALPHA: From SOLUS, track 335^ to MOCUR. At IAS 230 KT from MOCUR, turn LEFT track 286^ to HARMN, turn RIGHT, track 016^ to TIMMY. MAX IAS 185 KT from TIMMY. Intercept LOC RWY 03.

RWY 06 BRAVO: From SOLUS, track 335^ to MOCUR, turn LEFT, track 286^ to HARMN. At IAS 230 KT from HARMN, turn RIGHT, track 310^ to BIBRA, turn RIGHT, track 356^ to LENNY for VOR RWY 06. MAX IAS 185 KT from LENNY.

RWYS 21,24 ALPHA: From SOLUS, track 335^ to MOCUR. EXPECT RADAR vectors for LOC RWY 21 or LOC RWY 24.

RWY 21 ZULU: From SOLUS, track 335^ to MOCUR. EXPECT RADAR vectors for RNAV-Z (GNSS) RWY 21.



.RNAV.STAR.

PERTH, WA, AUSTRALIA

YPPH PERTH INTL

ATIS 113.7 123.8
PERTH Approach (R) 123.6

TRANS LEVEL: FL 110
TRANS ALT: 10000'

WAVES EIGHT ALPHA ARRIVAL [WAVE8A]

SPEED: MAX IAS 250 KT BELOW 10000'

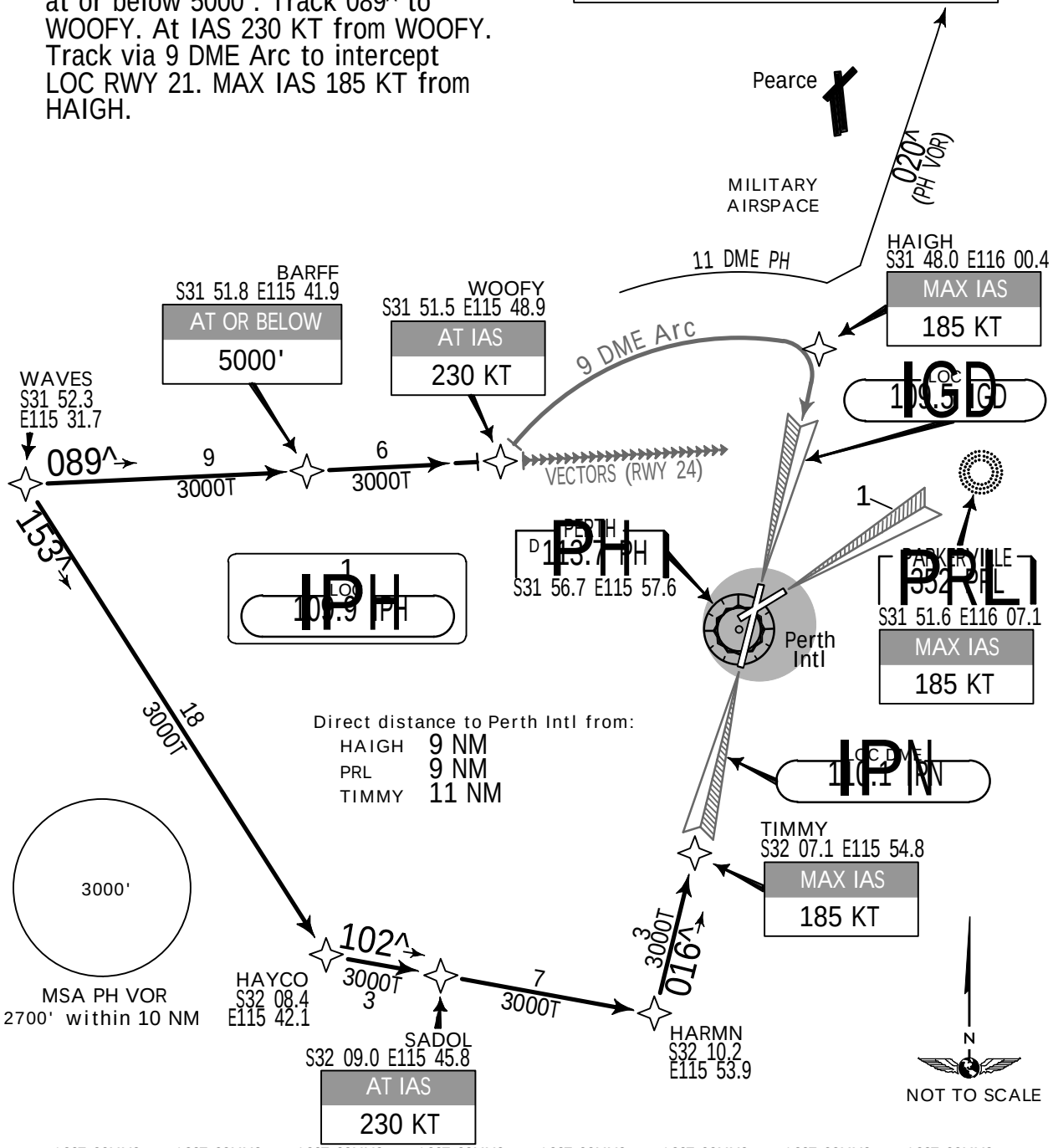
ARRIVAL

RWY 03 ALPHA: From WAVES, track 153^ to HAYCO, turn LEFT, track 102^ to SADOL. At IAS 230 KT from SADOL, track 102^ to HARMN, turn LEFT, track 016^ to TIMMY. MAX IAS 185 from TIMMY. Intercept LOC RWY 03.

RWY 21 ALPHA: From WAVES, track 089^ to BARFF. Cross BARFF at or below 5000'. Track 089^ to WOOFY. At IAS 230 KT from WOOFY. Track via 9 DME Arc to intercept LOC RWY 21. MAX IAS 185 KT from HAIGH.

RWY 24 ALPHA: From WAVES, track 089^ to BARFF. Cross BARFF at or below 5000'. Track 089^ to WOOFY. At IAS 230 KT from WOOFY. EXPECT RADAR vectors to intercept LOC RWY 24. MAX IAS 185 KT from PRL NDB.

GNSS permitted in lieu of DME
Reference waypoint PH VOR



LOST COMMS

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 EMERGENCY PROCEDURES.

CHANGES: Procedure upnumbered.

ATIS 113.7 123.8
PERTH Approach (R) 123.6

TRANS LEVEL: FL 110
TRANS ALT: 10000'

WAVES EIGHT BRAVO [WAVE8B], WAVES EIGHT ZULU [WAVE8Z] ARRIVALS

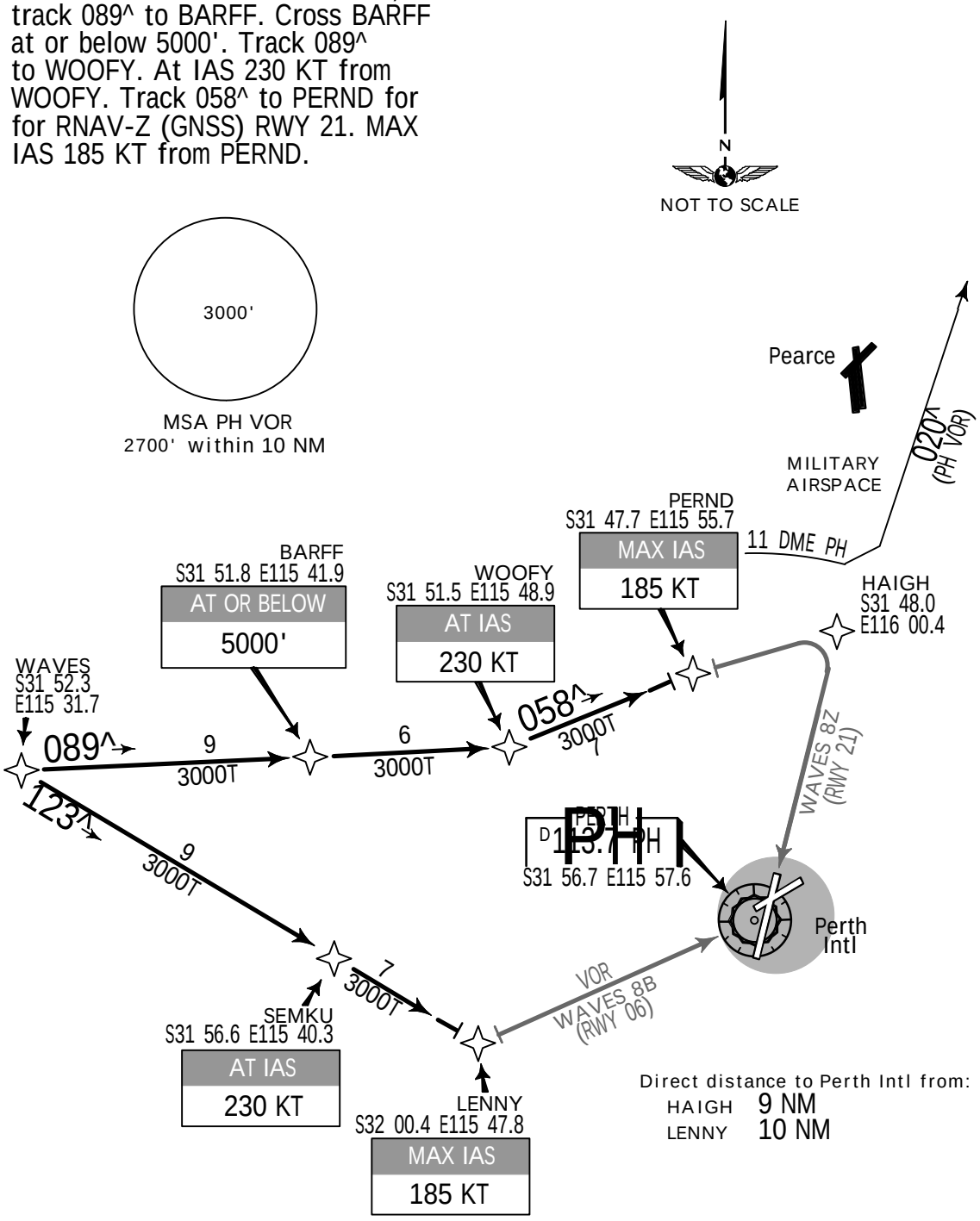
SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

RWY 06 BRAVO: From WAVES, track 123^ to SEMKU. At IAS 230 KT from SEMKU. Track 123^ to LENNY for VOR RWY 06. MAX IAS 185 KT from LENNY.

RWY 21 ZULU: From WAVES, track 089^ to BARFF. Cross BARFF at or below 5000'. Track 089^ to WOOFY. At IAS 230 KT from WOOFY. Track 058^ to PERND for for RNAV-Z (GNSS) RWY 21. MAX IAS 185 KT from PERND.

GNSS permitted in lieu of DME
Reference waypoint PH VOR



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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 EMERGENCY PROCEDURES.

CHANGES: Procedures upnumbered.

.RNAV.STAR.

PERTH, WA, AUSTRALIA

YPPH PERTH INTL

ATIS 113.7 123.8
PERTH Approach (R) 123.6

TRANS LEVEL: FL 110
TRANS ALT: 10000'

WOORA FOUR VICTOR ARRIVAL [WORA4V]

SPEED: MAX IAS 250 KT BELOW 10000'

ARRIVAL

From WOORA track 192^ to HERNE, turn LEFT, track 158^ to GUNGN. At IAS RWY 03 230 KT from GUNGN, turn RIGHT, track 203^ to GOSNL.

RWY 03 VICTOR: From GOSNL turn RIGHT, track 286^ to intercept visual 5 NM final (PH 5.8 DME). MAX IAS 185 KT from PH R-153.

RWY 06 VICTOR: 2 Speed restrictions as per table. From GOSNL turn RIGHT, track 286^ to PH R-207 turn RIGHT, track 330^ to intercept visual 5NM final.

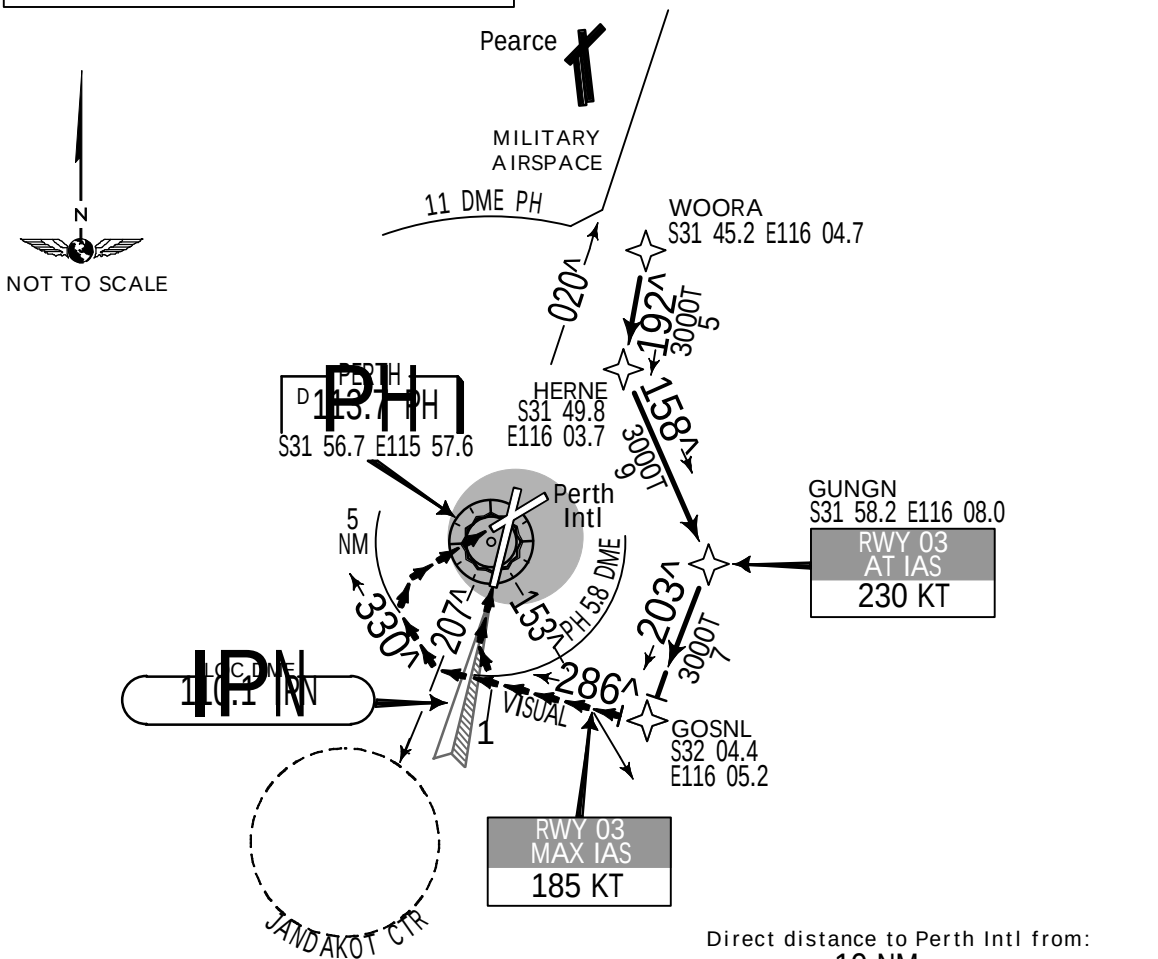
GNSS permitted in lieu of DME
Reference waypoint PH VOR

3000'

MSA PH VOR
2700' within 10 NM

2

AT IAS RWY 06
20 NM to touchdown 230 KT
IAS RWY 06
10 NM to touchdown 160-185 KT



Direct distance to Perth Intl from:
GOSNL 10 NM

1

CAUTION
Adjacent Jandakot CTR
Do not widen out on base leg

LOST COMMS

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 EMERGENCY PROCEDURES.

CHANGES: Procedure upnumbered, speed restriction.

PERTH Clearance 118.55
Departure (R) 118.7

TRANS LEVEL: FL 110
TRANS ALT: 10000'

PERTH FIVE DEPARTURE [PERTH5] ALL RUNWAYS

SPEED: MAX IAS 250 KT BELOW 10000'
(NON-JET below 28,000 KGS)
(To 4000' 140 - 150 KT)
(4000' to 10000' 170 - 180 KT)

Minimum required climb gradients.

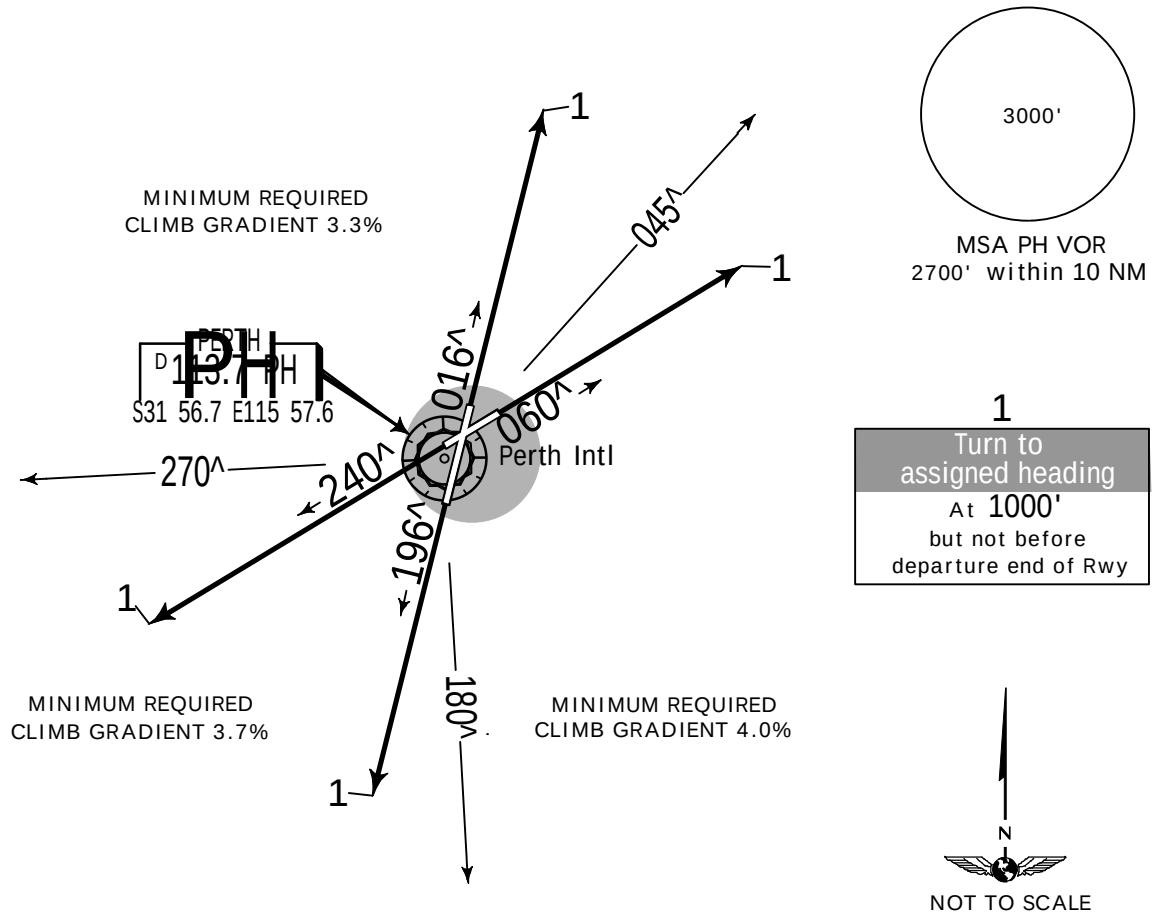
Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
3.7% V/V (fpm)	281	375	562	749	937	1124
4.0% V/V (fpm)	304	405	608	810	1013	1215

RWY 03: Track 016^, at 1000' but not before departure end of runway, turn to assigned heading. Contact Departure for RADAR vectors.

RWY 06: Track 060^, at 1000' but not before departure end of runway, turn to assigned heading. Contact Departure for RADAR vectors.

RWY 21: Track 196^, at 1000' but not before departure end of runway, turn to assigned heading. Contact Departure for RADAR vectors.

RWY 24: Track 240^, at 1000' but not before departure end of runway, turn to assigned heading. Contact Departure for RADAR vectors.



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

On recognition of communication failure Squawk 7600.
MAINTAIN last assigned vector for two minutes, and CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE, to MAINTAIN terrain clearance, then proceed in accordance with the latest ATC route clearance acknowledged.

CHANGES: Procedure renumbered, note.

PERTH Clearance 118.55
Departure (R) 118.7

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

AMANA TWO DEPARTURE [AMANA2]

SPEED: MAX IAS 250 KT BELOW 10000'
1 RWY 03: MAX IAS 210 KT UNTIL MIDLA

Minimum required climb gradient 4.0% to 2800', then 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.0% V/V (fpm)	304	405	608	810	1013	1215

RWY 03: Track 016^ to MIDLA, turn RIGHT, track 087^ to ALWYN, turn LEFT, track 079^ to AMANA, then as cleared.

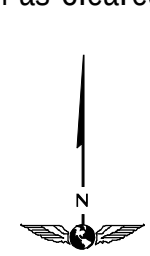
RWY 06: Track 061^ to ALWYN, turn RIGHT, track 079^ to AMANA, then as cleared.

RWY 21: Track 196^ to NAVEY.

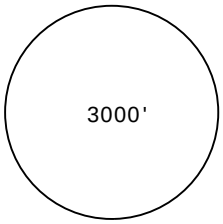
RWY 24: Track 240^, at 1500' turn LEFT, track direct to NAVEY.

From NAVEY: Track 107^ to BAMIL. Cross BAMIL at or above 8000'. Turn LEFT, track 049^ to HELNA. Cross HELNA at or above FL 120. Track 048^ to AMANA, then as cleared.

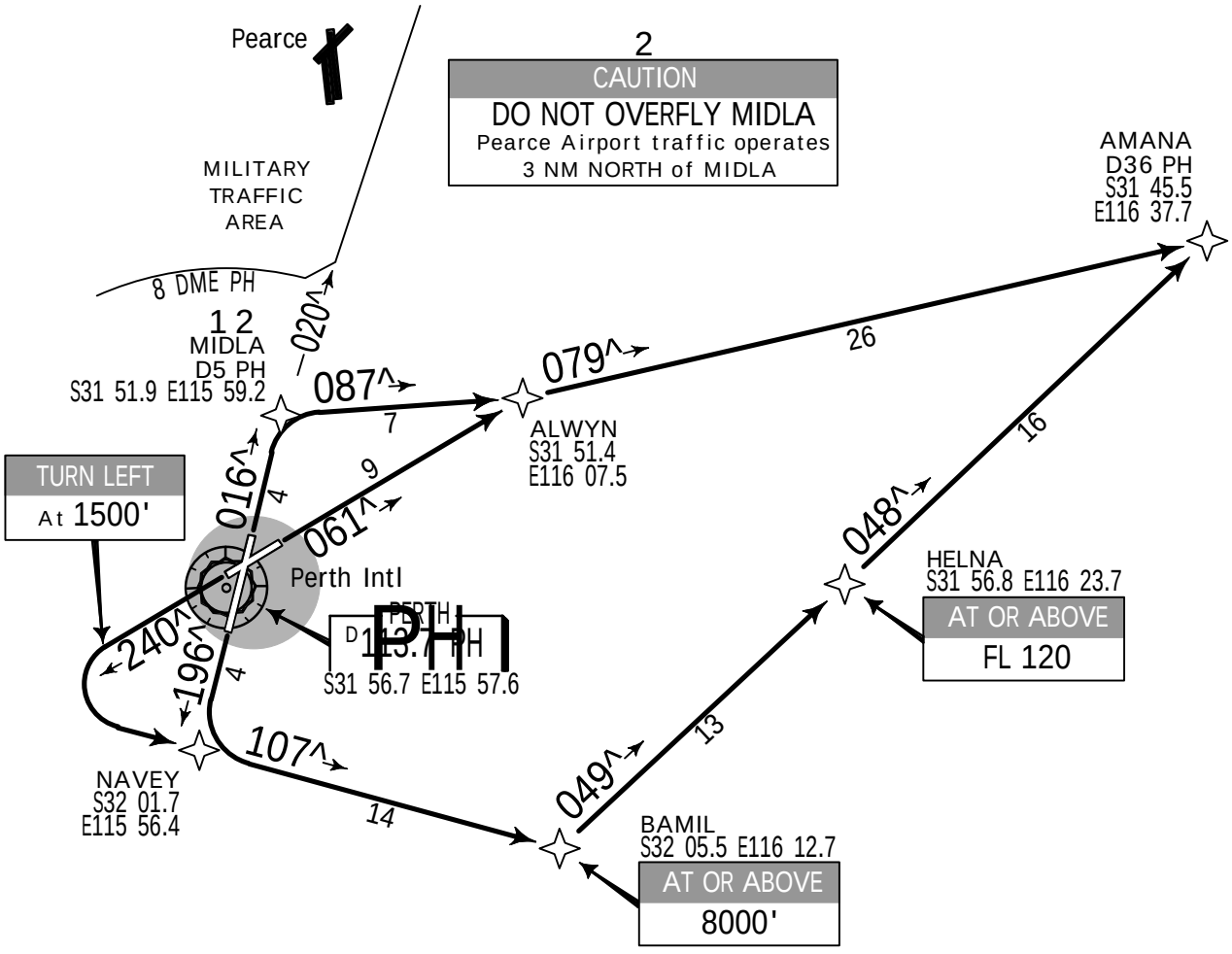
GNSS permitted in lieu of DME
Reference waypoint PH VOR



NOT TO SCALE



MSA PH VOR
2700' within 10 NM



CHANGES: None.

.RNAV.SID.

PERTH, WA, AUSTRALIA

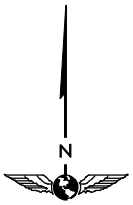
YPPH PERTH INTL

PERTH Clearance 118.55
Departure (R) 118.7

TRANS LEVEL: FL 110
TRANS ALT: 10000'

GURAK FOUR DEPARTURE[GURAK4]

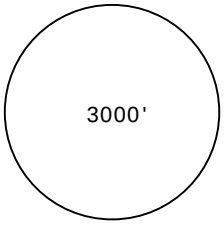
SPEED: MAX IAS 250 KT BELOW 10000'
RWYS 03, 06: 1 MAX IAS 210 KT UNTIL MIDLA
2 MAX IAS 285 KT ABOVE 10000'
UNTIL FLEET



NOT TO SCALE

Minimum required climb gradients:
Rwys 03, 06: 3.3% (7.0% to FL 160).
Rwy 21: 3.7% to 2800' (6.0% to FL 160).
Rwy 24: 3.7% to 2800' (7.0% to 6000' then 6.0% to FL 160).

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
3.7% V/V (fpm)	281	375	562	749	937	1124
6.0% V/V (fpm)	456	608	911	1215	1519	1823
7.0% V/V (fpm)	532	709	1063	1418	1772	2127



MSA PH VOR
3000' within 10 NM

RWY 03: MAX IAS 210 KT until MIDLA. Track 016^ to MIDLA.

RWY 06: MAX IAS 210 KT until MIDLA. Track 060^. 4 At 1000' but not before departure end of runway (1.3 DME), turn LEFT, track direct to MIDLA.

From MIDLA:
MAX IAS 285 KT above 10000' until FLEET. Turn LEFT, track 280^ to ANCOR, turn LEFT, track 205^ to SQARE. Cross SQARE at or above 10000'. Turn RIGHT, track 270^ to RIGGA, turn RIGHT, track 301^ to FLEET. Cross FLEET at or above FL 160. Turn RIGHT, track 013^ to RECKS, track 012^ to GURAK, then as cleared.

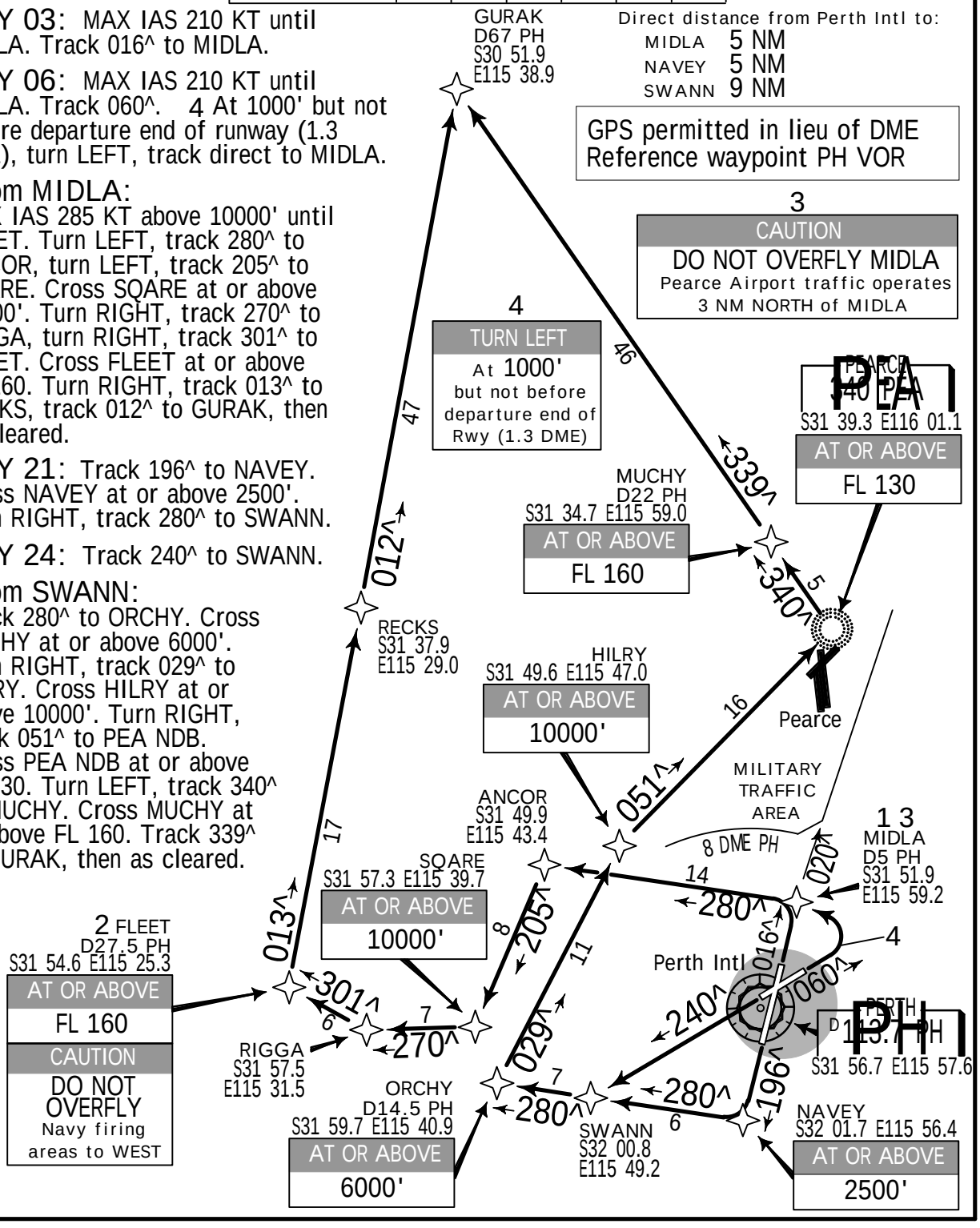
RWY 21: Track 196^ to NAVEY. Cross NAVEY at or above 2500'. Turn RIGHT, track 280^ to SWANN.

RWY 24: Track 240^ to SWANN.

From SWANN:
Track 280^ to ORCHY. Cross ORCHY at or above 6000'. Turn RIGHT, track 029^ to HILRY. Cross HILRY at or above 10000'. Turn RIGHT, track 051^ to PEA NDB. Cross PEA NDB at or above FL 130. Turn LEFT, track 340^ to MUCHY. Cross MUCHY at or above FL 160. Track 339^ to GURAK, then as cleared.

Direct distance from Perth Intl to:
MIDLA 5 NM
NAVEY 5 NM
SWANN 9 NM

GPS permitted in lieu of DME
Reference waypoint PH VOR



CHANGES: MSA.

PERTH, WA, AUSTRALIA

YPPH PERTH INTL

PERTH Clearance 118.55
Departure (R) 118.7

TRANS LEVEL: FL 110
TRANS ALT: 10000'

JETS ONLY

RUNWAYS EAST

HECTO ONE [HECTO1], MEMUP ONE [MEMUP1], NORSEMAN (NSM) ONE [NSM1], RAVENSTHORPE (YNRV) ONE [YNRV1] DEPARTURES

SPEED: MAX IAS 250 KT BELOW 10000'
1 RWY 03: MAX IAS 210 KT UNTIL MIDLA

N

NOT TO SCALE

Minimum required climb gradient 4.0% to 2800', then 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.0% V/V (fpm)	304	405	608	810	1013	1215

RWY 03: Track 016^ to MIDLA, turn RIGHT, track 087^ to ALWYN.

RWY 06: Track 061^ to ALWYN.

From ALWYN:
Track 079^ to AMANA, track 078^ to MECKI, turn RIGHT, track 111^ to NRB NDB.

From NRB:
For HECTO: Turn RIGHT, track 119^ to HECTO, then as cleared.
For MEMUP: Turn RIGHT, track 130^ to MEMUP, then as cleared.
For NSM: Turn LEFT, track 094^ to NSM NDB, then as cleared.
For YNRV: Turn RIGHT, track 139^ to YNRV.

RWY 21: Track 196^ to NAVEY, turn LEFT, track 107^ to DELRU.

RWY 24: Track 240^. 3 At 1500' turn LEFT, track direct to NAVEY, track 107^ to DELRU.

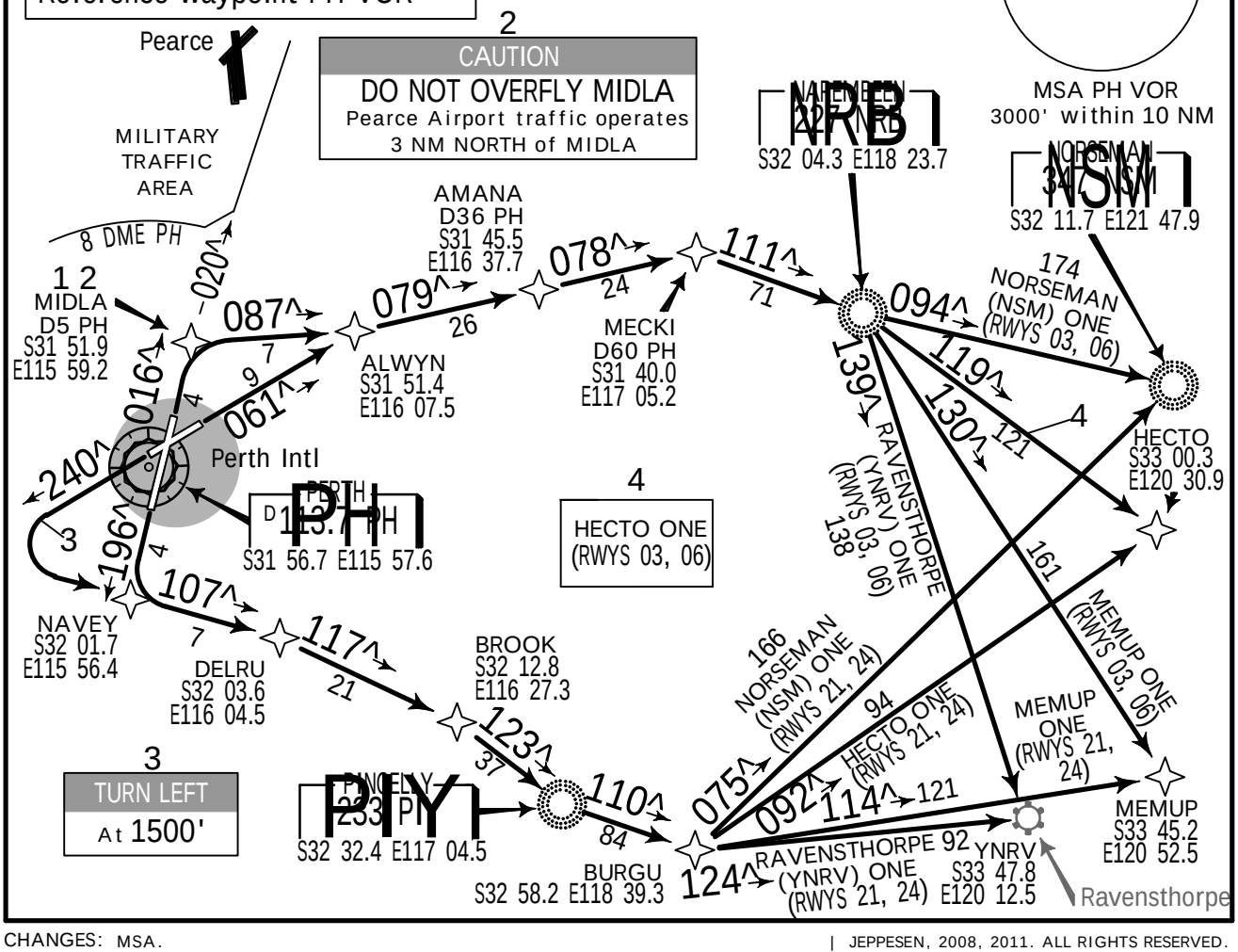
From DELRU:
Turn RIGHT, track 117^ to BROOK, turn RIGHT, track 123^ to PIY NDB, turn LEFT, track 110^ to BURGU.

From BURGU:
For HECTO: Turn LEFT, track 092^ to HECTO, then as cleared.
For MEMUP: Turn RIGHT, track 114^ to MEMUP, then as cleared.
For NSM: Turn LEFT, track 075^ to NSM NDB, then as cleared.
For YNRV: Turn RIGHT, track 124^ to YNRV.

GPS permitted in lieu of DME
Reference waypoint PH VOR

3000'

MSA PH VOR
3000' within 10 NM



KEELS FIVE DEPARTURE [KEELS5]

SPEED: MAX IAS 250 KT BELOW 10000'
1 RWY 03, 06: MAX IAS 210 KT UNTIL MIDLA

Minimum required climb gradients:
Rwy 03: 3.3% (4.7% to 8000').
Rwy 06: 4.0% to 2800' (4.7% to 8000').
Rwys 21, 24: 3.7% to 2800' (4.7% to 8000').

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
3.7% V/V (fpm)	281	375	562	749	937	1124
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.7% V/V (fpm)	357	476	714	952	1190	1428

GNSS permitted in lieu of DME
Reference waypoint PH VOR

2

CAUTION
DO NOT OVERFLY MIDLA
Pearce Airport traffic operates 3 NM NORTH of MIDLA

RWY 03: Track 016^ to MIDLA.

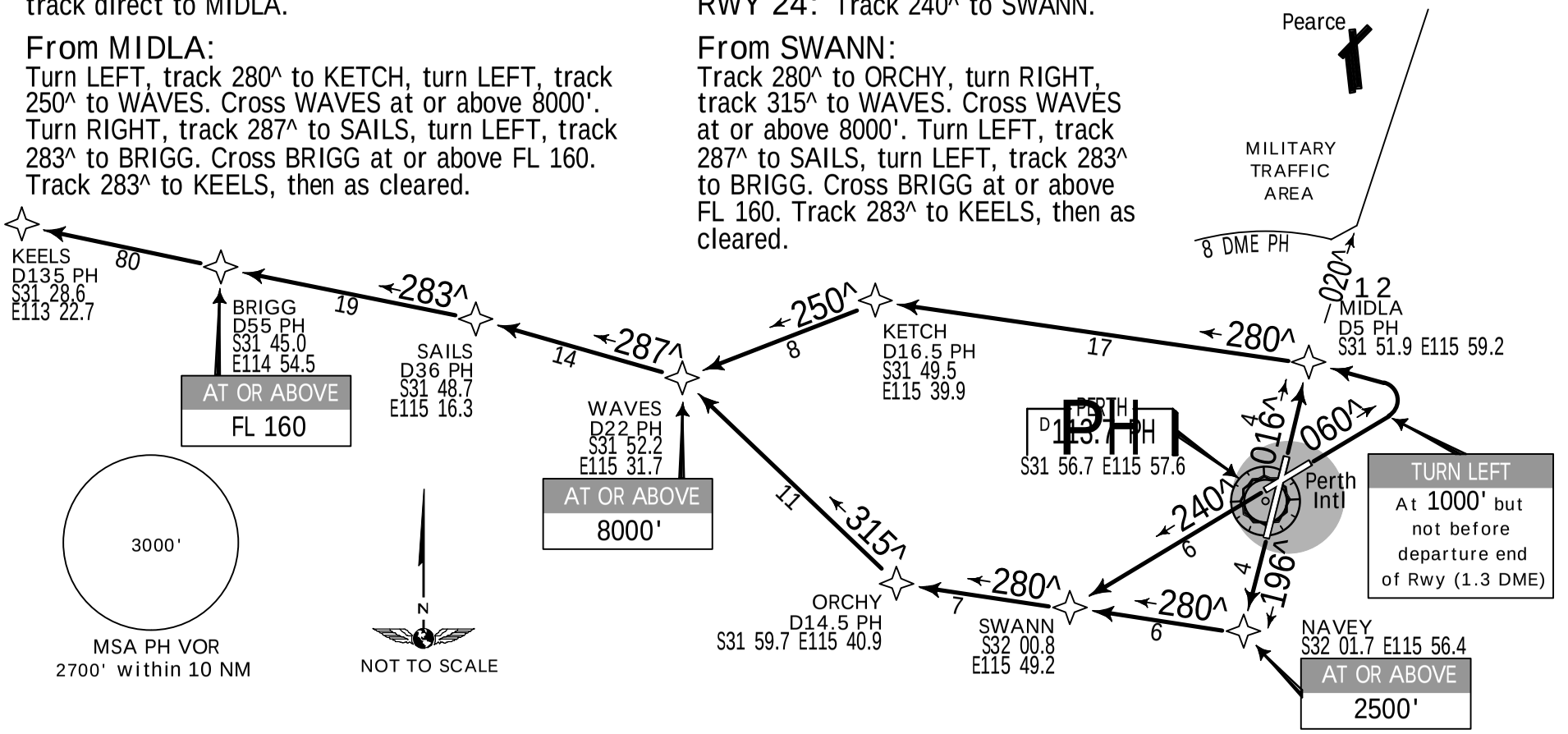
RWY 06: Track 060^. At 1000' but not before departure end of runway (1.3 DME) turn LEFT, track direct to MIDLA.

From MIDLA:
Turn LEFT, track 280^ to KETCH, turn LEFT, track 250^ to WAVES. Cross WAVES at or above 8000'. Turn RIGHT, track 287^ to SAILS, turn LEFT, track 283^ to BRIGG. Cross BRIGG at or above FL 160. Track 283^ to KEELS, then as cleared.

RWY 21: Track 196^ to NAVEY. Cross NAVEY at or above 2500'. Turn RIGHT, track 280^ to SWANN.

RWY 24: Track 240^ to SWANN.

From SWANN:
Track 280^ to ORCHY, turn RIGHT, track 315^ to WAVES. Cross WAVES at or above 8000'. Turn LEFT, track 287^ to SAILS, turn LEFT, track 283^ to BRIGG. Cross BRIGG at or above FL 160. Track 283^ to KEELS, then as cleared.



TRANS LEVEL: FL 110
TRANS ALT: 10000'

Departure (R) 118.7
PERTH Clearance 118.55

JEPPESEN

10-3D

2 MAR 12
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PERTH, WA, AUSTRALIA

YPPH PERTH INTL

.RNAV.SID.

KEELS FIVE DEPARTURE [KEELS5]

SPEED: MAX IAS 250 KT BELOW 10000'
1 RWY 03, 06: MAX IAS 210 KT UNTIL MIDLA

.RNAV.SID.

PERTH, WA, AUSTRALIA

YPPH PERTH INTL

PERTH Clearance 118.55
Departure (R) 118.7

TRANS LEVEL: FL 110
TRANS ALT: 10000'

MANDU ONE DEPARTURE [MANDU1], SOLUS ONE DEPARTURE [SOLUS1] RUNWAYS SOUTH

SPEED: MAX IAS 250 KT BELOW 10000'
1 RWYS 03, 06: MAX IAS 210 KT UNTIL MIDLA

Rwys 21, 24 require minimum climb gradients of 3.7% to 2800'.

Gnd speed-Kts	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124

MANDU ONE

RWY 03: Track 016^ to MIDLA, turn LEFT, track 280^ to GALLI. Cross GALLI at or above 4000'. Turn LEFT, track 191^ to SWANN, turn LEFT, track 186^ to MANDU.

RWY 06: Track 060^. At 1000' but not before departure end of runway (1.3 DME), turn LEFT, track direct to MIDLA, turn LEFT, track 280^ to GALLI. Cross GALLI at or above 4000'. Turn LEFT, track 191^ to SWANN, turn LEFT, track 186^ to MANDU.

RWY 21: Track 196^ to JANDO. Cross PH 6 DME at or above 2500'. Track 198^ to MANDU.

RWY 24: Track 240^ to SWANN. Cross PH 6 DME at or above 2500'. Turn LEFT, track 186^ to MANDU.

SOLUS ONE

RWY 03: Track 016^ to MIDLA, turn LEFT, track 280^ to GALLI. Cross GALLI at or above 4000'. Turn LEFT, track 191^ to SWANN, turn LEFT, track 134^ to JANDO.

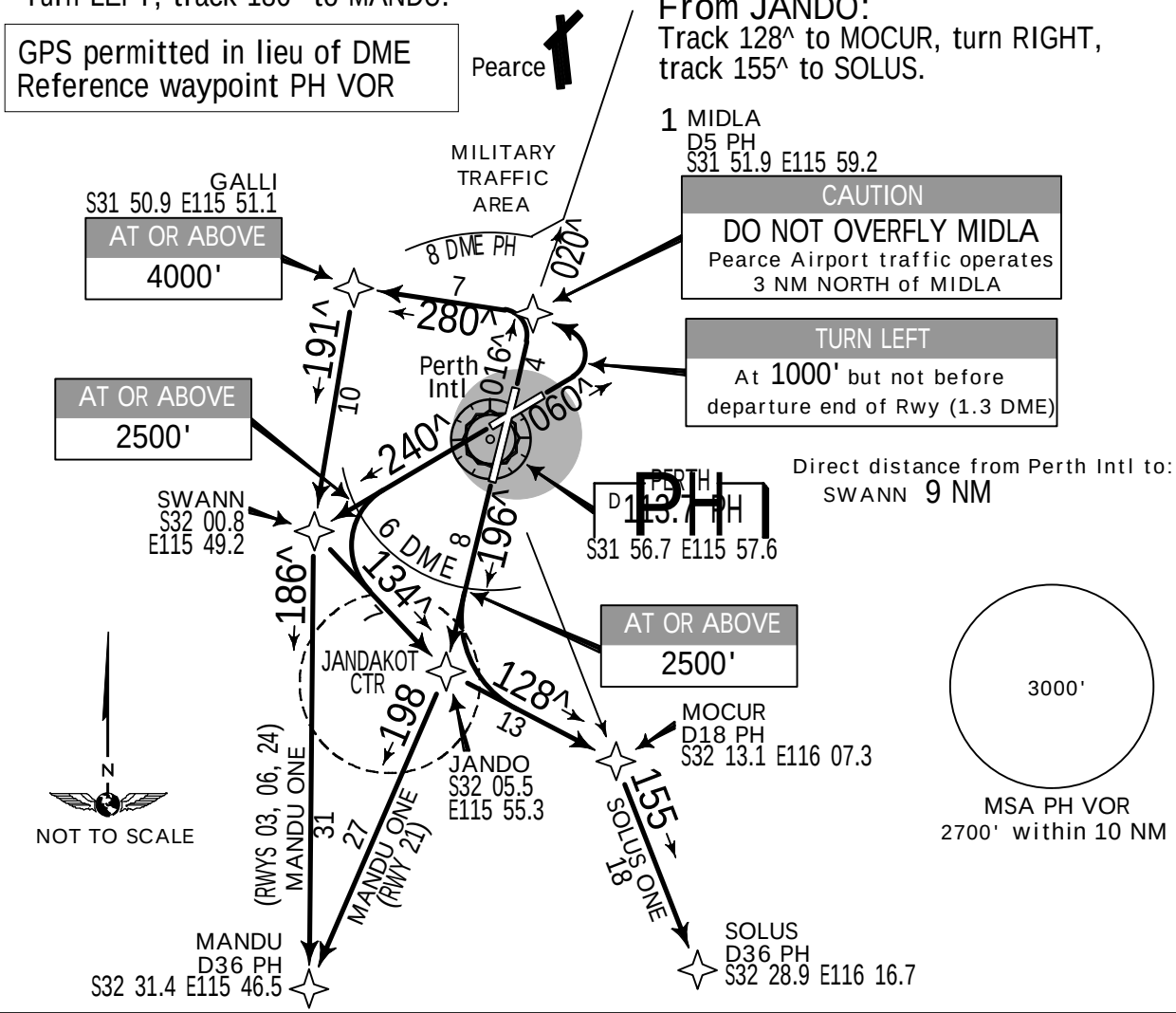
RWY 06: Track 060^. At 1000' but not before departure end of runway (1.3 DME), turn LEFT, track direct to MIDLA, turn LEFT, track 280^ to GALLI. Cross GALLI at or above 4000'. Turn LEFT, track 191^ to SWANN, turn LEFT, track 134^ to JANDO.

RWY 21: Track 196^ to JANDO. Cross PH 6 DME at or above 2500'.

RWY 24: Track 240^ to SWANN. Cross PH 6 DME at or above 2500'. Turn LEFT, track 134^ to JANDO.

From JANDO:
Track 128^ to MOCUR, turn RIGHT, track 155^ to SOLUS.

GPS permitted in lieu of DME
Reference waypoint PH VOR



CHANGES: MSA.

PERTH Clearance 118.55
Departure (R) 118.7

TRANS LEVEL: FL 110
TRANS ALT: 10000'

NON-JETS ONLY

RUNWAYS EAST

PIKIL TWO DEPARTURE[PIKIL2], PUMRY TWO DEPARTURE[PUMRY2]

SPEED: MAX IAS FOR NON-JET BELOW 28,000 KGS
(To 4000' 150 KT)
(4000' to 10000' 180 KT)

PIKIL TWO departure requires minimum climb gradient of 4.0% to 2800',then 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.0% V/V (fpm)	304	405	608	810	1013	1215

PIKIL TWO

RWY 03: Track 016^. At 1000' but not before departure end of runway (1.1 DME), turn RIGHT, track direct to HOVEA. Track 094^ to DORIS, turn RIGHT, track 105^ to PIKIL, then as cleared.

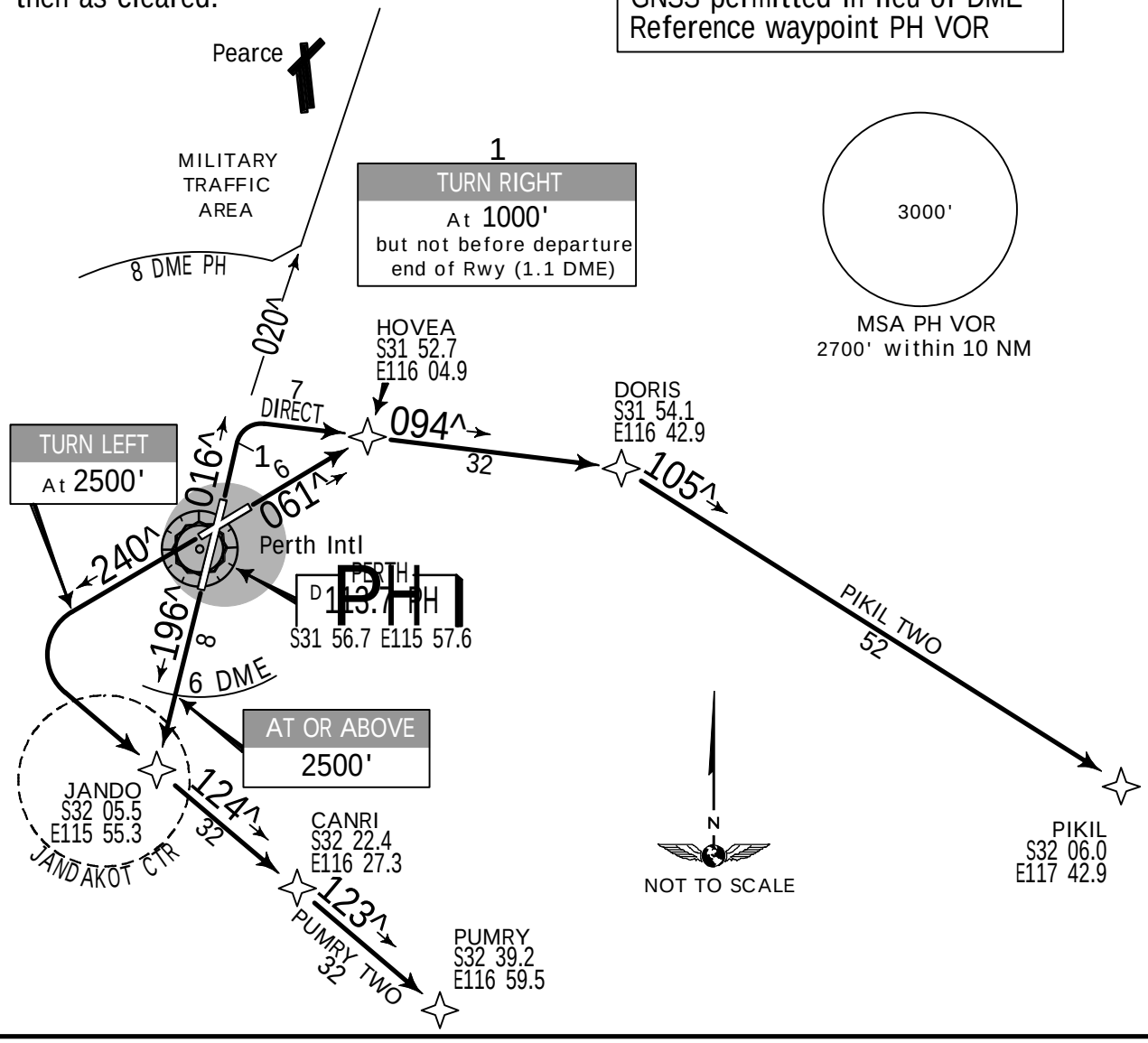
RWY 06: Track 061^ to HOVEA, turn RIGHT, track 094^ to DORIS, turn RIGHT, track 105^ to PIKIL, then as cleared.

PUMRY TWO

RWY 21: Track 196^ to JANDO. Cross PH 6 DME at or above 2500'. Turn LEFT, track 124^ to CANRI, track 123^ to PUMRY, then as cleared.

RWY 24: Track 240^, at 2500' turn LEFT, track direct to JANDO. Track 124^ to CANRI, track 123^ to PUMRY, then as cleared.

GNSS permitted in lieu of DME
Reference waypoint PH VOR



CHANGES: Procedures renumbered, note.

PERTH, WA, AUSTRALIA

YPPH PERTH INTL

PERTH Clearance 118.55
Departure (R) 118.7

TRANS LEVEL: FL 110
TRANS ALT: 10000'

NON-JETS ONLY

RUNWAYS WEST

RANGU SIX DEPARTURE [RANGU6], ROTTNEST (RTI) EIGHT DEPARTURE [RTI8]

SPEED: MAX IAS FOR NON-JET BELOW 28,000 KGS
(To 4000' 150 KT)
(4000' to 10000' 180 KT)

Rwys 21, 24 require a minimum climb gradient of 3.7% to 2800'.

Gnd speed-Kts	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124

RANGU SIX

RWY 03: Track 016^, at 1000' but not before departure end of runway (1.1 DME), turn LEFT, track 260^, intercept and track PH R-281 to RANGU.

RWY 06: Track 060^, at 1000' but not before departure end of runway (1.3 DME), turn LEFT, track 260^, intercept and track PH R-281 to RANGU.

At RANGU:
Turn RIGHT, track 348^ to JNB VOR, then as cleared.

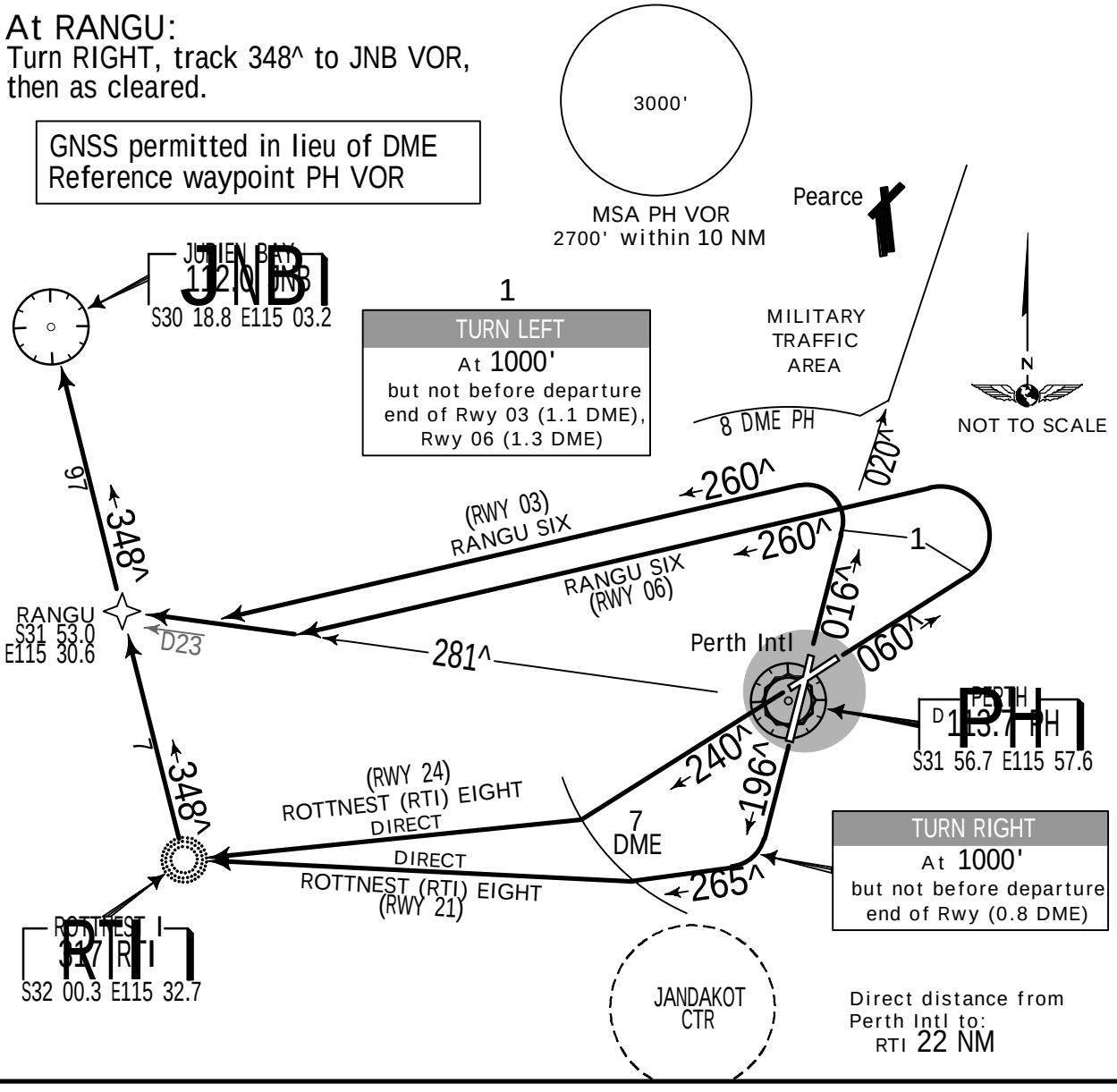
GNSS permitted in lieu of DME
Reference waypoint PH VOR

ROTTNEST (RTI) EIGHT

RWY 21: Track 196^, at 1000' but not before departure end of runway (0.8 DME), turn RIGHT, track 265^. At PH 7 DME track direct to RTI.

RWY 24: Track 240^, at PH 7 DME turn RIGHT, track direct to RTI.

From RTI:
Turn RIGHT, track 348^ to JNB VOR, then as cleared.



CHANGES: Procedures renumbered, note, RANGU coordinates.

PERTH Clearance 118.55
Departure (R) 118.7

TRANS LEVEL: FL 110
TRANS ALT: 10000'

NON-JETS ONLY

RAVON THREE DEPARTURE[RAVON3]

SPEED: MAX IAS FOR NON-JET BELOW 28,000 KGS
(To 4000' 150 KT)
(4000' to 10000' 180 KT)

Minimum required climb gradient 4.0% to 2800', then 3.3%.

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.0% V/V (fpm)	304	405	608	810	1013	1215

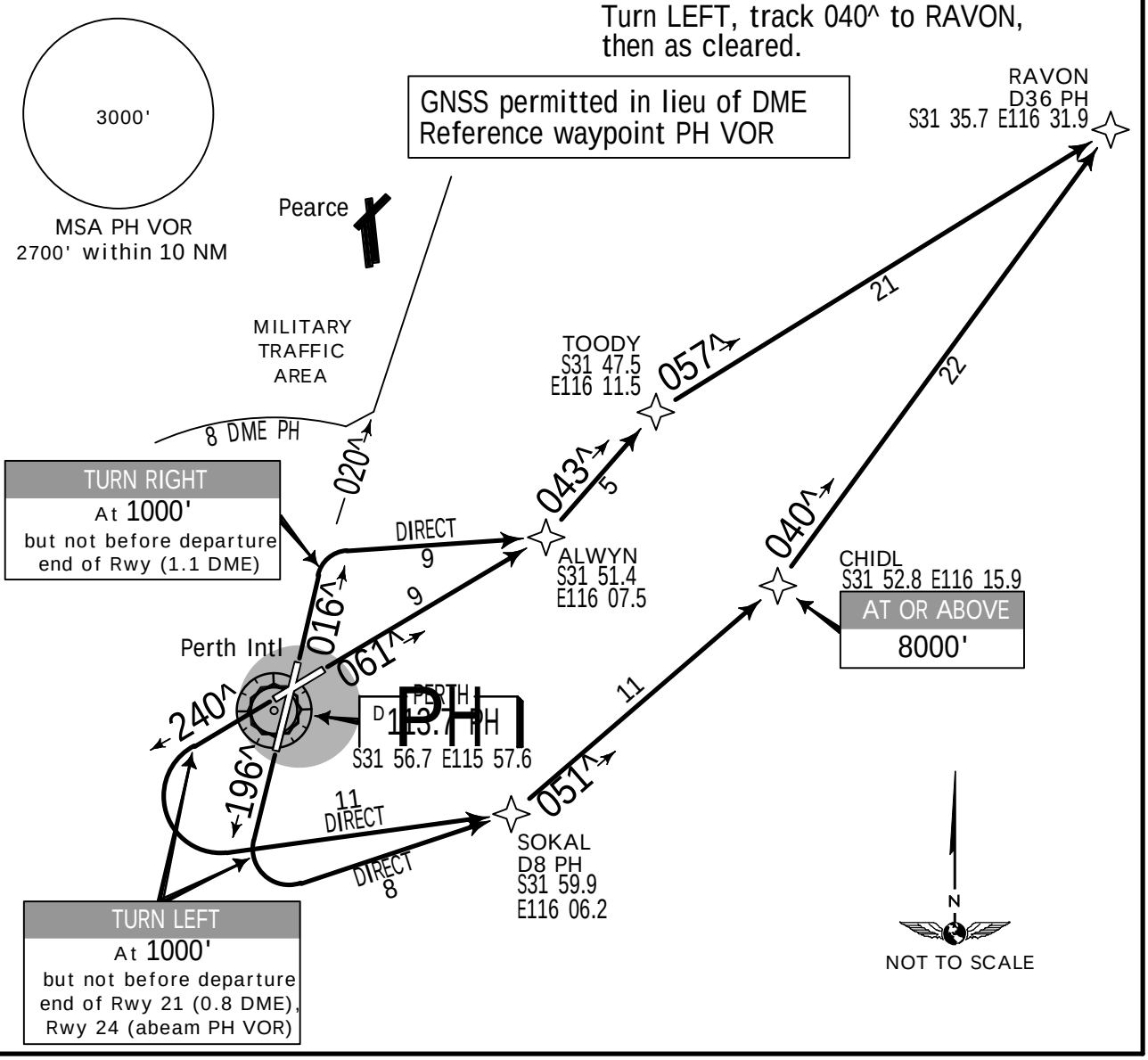
RWY 03: Track 016^. At 1000' but not before departure end of runway (1.1 DME), turn RIGHT, track direct to ALWYN, turn LEFT, track 043^ to TOODY, turn RIGHT, track 057^ to RAVON, then as cleared.

RWY 06: Track 061^ to ALWYN, turn LEFT, track 043^ to TOODY, turn RIGHT, track 057^ to RAVON, then as cleared.

RWY 21: Track 196^. At 1000' but not before departure end of runway (0.8 DME), turn LEFT, track direct to SOKAL.

RWY 24: Track 240^. At 1000' but not before departure end of runway (abeam PH VOR), turn LEFT, track direct to SOKAL.

From SOKAL:
Turn LEFT, track 051^ to CHIDL.
Cross CHIDL at or above 8000'.
Turn LEFT, track 040^ to RAVON, then as cleared.



CHANGES: Procedure renumbered, note.

NOISE ABATEMENT PROCEDURES

Local Time minus 8 HOURS = UTC

1. PREFERRED RUNWAYS

1.1

	Landing	**Take-off** (see Note)
1.	Runway 24 and 21 Equal	Runway 21
2.	Runway 03	Runway 03 and 06 Equal
3.	Runway 06	Runway 24

1.2 Due to a coordinated runway change plan for traffic management at Perth and Pearce, runway changes at Perth will generally be effected when the wind conditions listed under NOISE ABATEMENT PROCEDURES in the Jeppesen AWM AU Terminal Section or ATC Australia pages are met at both aerodromes.

NOTE: Jet Noise Abatement climb procedures apply on ALL RUNWAYS. The procedure should satisfy the noise abatement objectives of the aerodrome operator in alleviating noise either close to the aerodrome or distant from the aerodrome. Examples of such procedures are given in PANS-OPS Vol. I, Part V, Chapter 3 (NADP 1 and NADP 2).

As an alternative to the procedures detailed above, operators of aircraft which have engines with a bypass ratio greater than 3.5:1 may use the following procedure:

a. climb at V2+10 kt to V2+20 kt - or body angle limit speed; and

b. maintain take-off power to a height above the aerodrome of 1000';

c. then, maintaining a positive rate of climb, accelerate to zero flap minimum safe maneuvering speed (VZF) retracting flaps on schedule;

d. then reduce to normal climb power / thrust; and

NOTE: For airplanes with slow flap retraction, reduce power/thrust at an intermediate flap setting.

e. continue climb at not greater than VZF+10 kt to a height above the aerodrome of 3000';

f. accelerate smoothly to en route climb speed; and

g. maintain runway heading unless required to do otherwise in accordance with a SID or specific ATC instruction.

2. PREFERRED FLIGHT PATHS

2.1. The minimum height over residential areas is:

-Jet aircraft 5000 ft AGL

-Turbo-prop aircraft 3000 ft AGL; except where impractical in the normal course of operation to and from the airport runways.

2.2. ATC shall normally process IFR departing aircraft via Standard Instrument Departures. When a departing aircraft is not following a procedural SID, ATC shall process the aircraft via flight paths that approximate relevant SID tracks, where possible, and in compliance with paragraph 2.1.

2.3. IFR arriving aircraft must be processed via STAR tracks where availible. STAR tracking may only be varied if essential for sequencing or separation.

2.4. Non-STAR tracking must approximate STAR tracks or must comply with paragraph 2.1 except:

1. Landing runway 21, arriving from the south

a. ACFT at or below 99,208 lbs (45000kg) MTOW, visual left CIRCUIT.

2. Landing runway 21, arriving from the West

a. Via WOOFY to 6nm final runway 21 for VISUAL APPROACH

3. Landing runway 24 arriving from the South

NOISE ABATEMENT PROCEDURES

a. Via SPUDO

4. Landing runway 03, arriving from the South or West

a. Via HARMN for ILS approach

b. Via 5 NM Final runway 03 for VISUAL APPROACH

5. Landing runway 06, arriving from the Southwest or West

a. West of the coast then via straight in approach

3. **TRAINING FLIGHTS**

IFR training flights inblund to Perth to conduct aerial work from the Northeast through East to Southeast shall plan via either CKL-PH or PIY-PH at or below 8000 ft.

a. Training aircraft at Perth may expect delays due to traffic and airspace restrictions between 2300-1300 Mon-Fri. Instrument approach procedure training will normally be limited as follows:

Duty Rwy 21/24 - one aircraft at any one time (Rwy 03 Instrument approach procedure not available).

Duty Rwy 03/06 - one aircraft at any one time (Rwy 21 Instrument approach procedure not available).

b. Flying training at Perth is permitted during the following times:

1. Aircraft below 4,255 lbs (1930kg) MTOW - No restrictions.
2. Aircraft above 4,255 lbs (1930kg) MTOW - Flying training is permitted Mon-Sat 2300-1300, Sun 0400-1300.

c. Low level circuits are only permitted:

1. Left hand on Rwy 21,
2. Right hand on Rwy 03.

d. Missed approach Rwy 24 may be required to ramain East of Rwy 21.

e. In addition, for aircraft with MTOW in excess of 45,195 lbs (20,500kg):

1. Rwy 24 - Takeoff not permitted;
2. Rwy 24 - Missed approaches permitted, subject to the requirement to remain east of Rwy 21;
3. Rwy 06 - Approach and/or landing not permitted.
4. Rwy 21 - Right hand circuits not permitted. Following a missed approach, a right turn may be permitted at or beyond 2 NM south of the airport;
5. Rwy 03 - Left hand circuits not permitted.

f. Training operations contrary to the prevailing traffic pattern/operational runway direction will not normally be approved.

g. In addition, for aircraft with MTOW in excess of 90,389 lbs (41,000kg):

1. Operations are limited to Mon-Sat 0030-1300, Sun 0400-1300.
2. Operations limited to two hours per day per company;
3. Minimum circuit height of 1000';
4. Circuits below 1500' to be kept to a minimum and varied in dimensions to reduce repetitive noise.

PERTH, WA, AUSTRALIA

PERTH INTL

ATIS	PERTH Clearance	Ground	Tower	PERTH Departure (R)
113.7 123.8	118.55	121.7	120.5	118.7

115-57 115-58 115-59

31-56 31-57

Twys H3, H4, HOTEL lane (between 500 lane and H4), 500 lane, Link 1 and Link 2 available for aircraft with wingspan of 118' (36m) or less (except A321).

Aircraft to use minimum power when entering, exiting and operating on all aprons.

GA taxilane not available to aircraft above 41,888 lbs (19,000 kg) or wingspan greater than 79' (24m) unless approved by aerodrome operator.

1 CAUTION: Taxiway convergence zone.

2 CAUTION: Jet blast hazard may exist for light aircraft operations on H3 from aircraft operations on apron edge Twy.

H3 Twy strip may be infringed by aircraft (B767, B747, A330) with a maximum wingspan of 171' (52m) to 213' (65m) operating on apron edge Twy adjacent bays 13, 14 and push back operations from bay 12 to disconnect point behind bay 13. Aircraft operations on H3 may be instructed to hold at the holding position located behind bay 13 at discretion of ATC. Holding position is marked by broken yellow line and yellow markers either side of holding position.

3 Aircraft holding on Twy D between Rwy 03-21 and Twy A restricted to A330 and below.

4 Apron edge taxilane between Twy D and Twy J1 available to aircraft Code E and below.

5 Entry to domestic apron taxilane via Twy D and Twy B restricted to aircraft with a maximum wingspan of 213' (65m) or less.

Apron edge taxilane between Twy V and Twy J available to aircraft with wingspans 118' (36m) or less.

Twy V available to aircraft with wingspans 118' (36m) or less.

Aircraft with wingspans 118' (36m) or above on Twy A and Twy J1 must not pass behind aircraft on Twy J2 with wingspans 171' (52m) or greater due to insufficient wingtip clearance.

Left turn to or right turn from Rwy 06 threshold via Twy A available to aircraft with wingspans less than or equal to 118' (36m) except B727.

Holding at intermediate hold point on Twy A6 for Twy A available to aircraft with wingspans less than or equal to 118' (36m).

Rwy 21 holding point on Twy W eastern side is located 558' (170m) from Rwy 21 centerline.

The following maneuvers are not available to aircraft above 12,566 lbs (5700 kg) MTOW due to no turn fillets: Exit Rwy 24 RIGHT onto Twy C.

Rwy 06-24: All aircraft above 50,045 lbs (22,700 kg) MAUW to make 180^ turns at Rwy ends. Aircraft must follow turn guidance markings to avoid pavement damage. All other aircraft to use minimum speed and maximum radius turns.

Aircraft with wingspan greater than 213' (65m) proceeding to Bay 61A must access via Twy S.

Exit Rwy 21 left via Twy P not available to aircraft with wingspan of 118' (36m) or greater.

Rwys 03 & 24 Land and Hold Short operation lines are marked by red and white INT signs and indicated by 6 occulting white flush lights across runway - standby power available.

FOR PARKING POSITIONS SEE 10-9B AND 10-9C

RUNWAY INCURSION HOT SPOTS
HS1
See 10-9A for description of Hot Spots

Rwy 06/24 holding point position on Twy N. Refer to hotspot plan.

The following taxi maneuvers are not available to aircraft above 12,566 lbs (5700 kg) MTOW:
A) Exit Rwy 06 left onto Twy S.
B) Exit Rwy 21 left onto Twy N.
C) Exit Rwy 24 right onto Twy C.
D) Exit Twy A right onto Twy J2.
E) Exit Twy J2 left onto Twy A.

REGIONAL APRON
W LINK
W LANE
LINK 3
GA APRON
700 LANE
LINK 2
LINK 1
DOMESTIC APRON
DOMESTIC TERMINAL
TWY H3 Holding Point
Elev 43'
Elev 58'
21 196°
95'
24 240°
106'
7096' 2163m
HS1
LAHSO
02^W
INTERNATIONAL APRON
T Lane
328'
CONTROL TOWER
LINK 4
LINK 5
INTERNATIONAL TERMINAL
LINK 6
TERMINAL 2 (Domestic) Apron
LINK 7
ARP
VOR
06 064°
Elev 58'
03 016°
Elev 67'
11,299' 3444m
112'

Feet 0 500 1000 1500 2000 2500 3000
Meters 0 200 400 600 800 1000

GENERAL

CAUTION: Bird in vicinity of airport.
Aircraft engines overhanging taxiway edges where no blast protection is provided are requested to be operated at low power to prevent erosion and engine damage.
Severe turbulence below 3000' in terminal area during summer months when easterly winds prevail.
Runway guard lights operating at runway holding points - standby power available.
Aircraft marshalling required for all domestic and international parking positions except where nose in guidance system provided. Pilots should confirm arrangements with ground handlers prior to landing. Aerodrome operator does not provide aircraft marshalling services.
Reversing of aircraft under own power is not permitted on apron without prior approval of aerodrome operator. All aircraft must provide their parked position/gate number to ATC on acknowledgement of airways clearance. Aircraft to use minimum power when entering, exiting and operation on all aprons.
Taxi slot time allocation system operates daily 2140-2330 Monday to Thursday. ATC will assign a taxi slot time within a 10 min band as close as possible to the slot nominated by the pilot. Pilots are required to nominate preferred slot on 118.55. Slot should be requested not earlier than 30 min prior to notified estimated time of departure. Another slot must be requested if the assigned slot cannot be met.

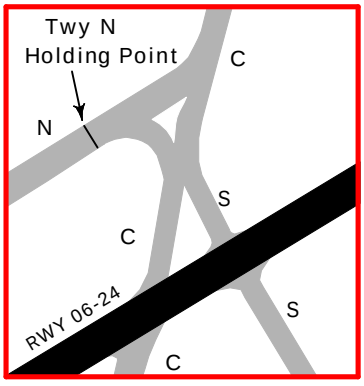
ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
03 1 21	2 HIRL 3 PAPI (angle 3.0^) grooved		10,215' 3114m	06/24 7372' 2247m		148' 45m
	2 HIRL HIALS 3 PAPI (angle 3.0^) grooved		10,364' 3159m			
06 4 5 24	6 HIRL PAPI-L(angle 3.0^,MEHT 64') grooved					148' 45m
	6 HIRL HIALS 7 PAPI (angle 3.0^) grooved		6076' 1852m	03/21 4121' 1256m		

1 Ungrooved start of takeoff through 525' (160m).
2 Standby power available.
3 MEHT 71'.
4 Ungrooved start of takeoff through 525' (160m).
5 Porous friction course overlay.
6 Standby power available.
7 MEHT 71'.

RUNWAY INCURSION HOT SPOTS
For information only, not to be construed as ATC instructions

HS1



TAKE-OFF

1 All Rwys

	STANDARD With RL & RCLM	STANDARD Other
1 Eng	300'-2 km	
2, 3 & 4 Eng	Single pilot acft without auto-feathering. Acft not above 5700 kg & not capable of Engine-out climb gradient of 1.9%. 300'-2 km	
2, 3 & 4 Eng	550m	800m

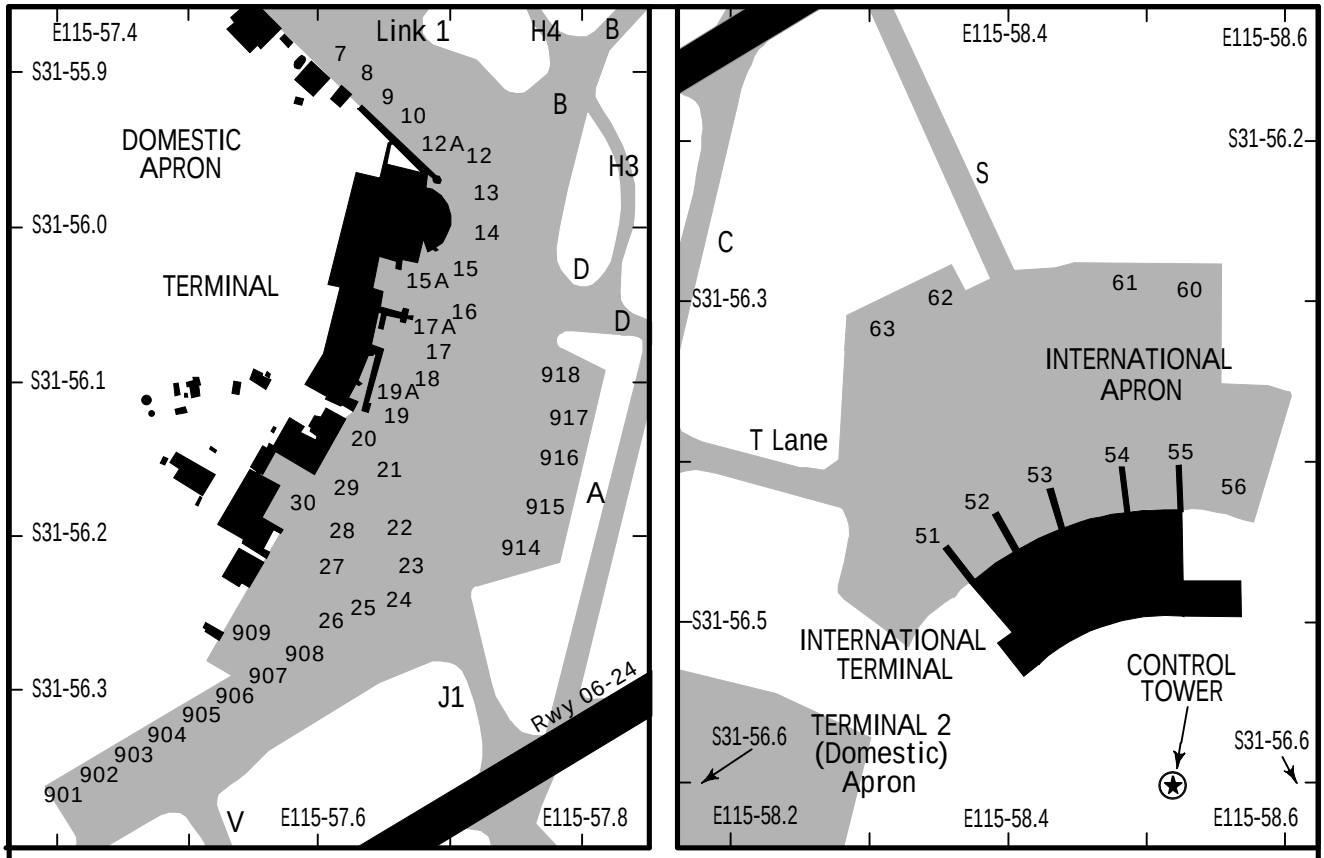
1 For CASA approved operators, all rwys are capable of supporting take-offs with an RVR/RV of not less than 350 meters.

FOR FILING AS ALTERNATE

	2 Special	Other
A	700'-2.5 km	1193'-4.4 km
B		
C		1873'-6.0 km
D		1873'-7.0 km

2 Does not apply to RNAV (GNSS) procedures or VOR procedures.

CHANGES: Caution note added.

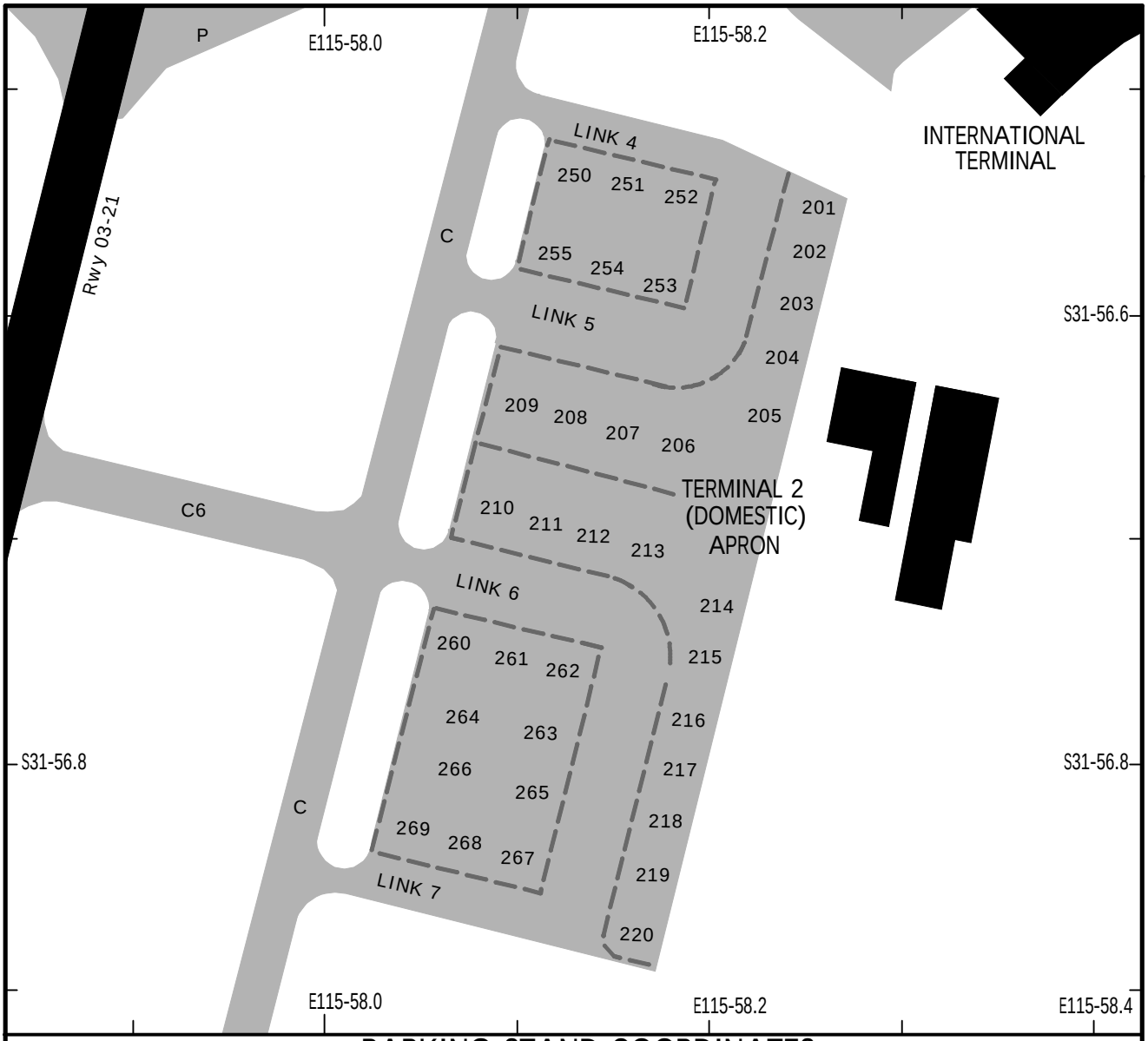


PARKING STAND COORDINATES

STAND No.	COORDINATES	CAPACITY	ELEV (ft)
DOMESTIC APRON			
7	S31 55.9 E115 57.6	B738	42
8	S31 55.9 E115 57.6	A321/B738	43
9	S31 55.9 E115 57.7	A321/B738	43
10	S31 55.9 E115 57.7	A321/B738	45
12	S31 56.0 E115 57.7	B763	44
12A	S31 56.0 E115 57.7	B744	44
13	S31 56.0 E115 57.7	B744	45
14	S31 56.0 E115 57.7	A333	47
15	S31 56.0 E115 57.7	A321/B738	47
15A	S31 56.0 E115 57.7	B763	48
16, 17	S31 56.1 E115 57.7	A321/B738	48
17A, 18	S31 56.1 E115 57.7	A332	49
19	S31 56.1 E115 57.7	A321/B738	48
19A	S31 56.1 E115 57.7	A332	49
20	S31 56.1 E115 57.7	B738	47
21	S31 56.2 E115 57.7	B738	47
22	S31 56.2 E115 57.7	F100	49
23	S31 56.2 E115 57.7	B738	50
24	S31 56.2 E115 57.7	B738	51
25, 26	S31 56.2 E115 57.6	B738	51
27	S31 56.2 E115 57.7	F100	50
28	S31 56.2 E115 57.6	F100	49
29	S31 56.2 E115 57.6	F100	48
30	S31 56.2 E115 57.6	F100	47
901	S31 56.4 E115 57.4	B738/B727	53

STAND No.	COORDINATES	CAPACITY	ELEV (ft)
DOMESTIC APRON			
902	S31 56.4 E115 57.4	B738/B727	52
903, 904	S31 56.3 E115 57.5	B738/B727	52
905, 906	S31 56.3 E115 57.5	B738	51
907, 908	S31 56.3 E115 57.6	B738	51
909	S31 56.3 E115 57.5	B738	49
914	S31 56.2 E115 57.7	B321/B738	51
915	S31 56.2 E115 57.8	A333	50
916	S31 56.1 E115 57.8	A333	48
917	S31 56.1 E115 57.8	B321/B738	47
918	S31 56.1 E115 57.8	B738	47
INTERNATIONAL APRON			
51	S31 56.5 E115 58.4	B747	63
52, 53	S31 56.4 E115 58.4	B747	63
54, 55	S31 56.4 E115 58.5	B747	63
56	S31 56.4 E115 58.6	B747	63
60, 61	S31 56.3 E115 58.5	B747	63
62	S31 56.3 E115 58.3	A380	63
63	S31 56.3 E115 58.3	B747	63

CHANGES: Capacity added to gates.



PARKING STAND COORDINATES

STAND No.	COORDINATES	CAPACITY	ELEV (ft)
TERMINAL 2 (DOMESTIC) APRON			
201, 202	S31 56.6 E115 58.3	A321/ B737-800	62
203 thru 205	S31 56.6 E115 58.2	A321/ B737-800	62
206, 207	S31 56.7 E115 58.2	A321/ B737-800	62
208	S31 56.7 E115 58.1	A321/ B737-800	62
209	S31 56.6 E115 58.1	A321/ B737-800	61
210, 211	S31 56.7 E115 58.1	A321/ B737-800	61
212	S31 56.7 E115 58.1	A321/ B737-800	62
213	S31 56.7 E115 58.2	A321/ B737-800	62
214	S31 56.7 E115 58.2	A321/ B737-800	63
215 thru 219	S31 56.8 E115 58.2	A321/ B737-800	63
220	S31 56.9 E115 58.2	A321/ B737-800	63
250	S31 56.5 E115 58.1	A321/ B737-800	58
251	S31 56.5 E115 58.2	A321/ B737-800	59
252	S31 56.6 E115 58.2	A321/ B737-800	59
253	S31 56.6 E115 58.2	A321/ B737-800	58
254, 255	S31 56.6 E115 58.1	A321/ B737-800	58
260	S31 56.7 E115 58.1	A321/ B737-800	59
260A thru 262	S31 56.8 E115 58.1	A321/ B737-800	59
262A thru 268	S31 56.8 E115 58.1	A321/ B737-800	60
269	S31 56.8 E115 58.0	A321/ B737-800	59

CHANGES: Capacity added.

PARKING STAND COORDINATES

STAND No.	COORDINATES	CAPACITY	ELEV (ft)
GA APRON			
501 thru 503	S31 55.6 E115 57.5	B737-800	38
504	S31 55.6 E115 57.5	F50	39
505	S31 55.6 E115 57.5	B737-800	39
506,507	S31 55.7 E115 57.6	B737-800	40
508	S31 55.7 E115 57.6	B737-800	41
509,510	S31 55.8 E115 57.6	B737-800	41
511,512	S31 55.7 E115 57.6	B717	41
REGIONAL APRON			
NJ1	S31 55.6 E115 57.8	Bae146	37
NJ2	S31 55.6 E115 57.7	Bae146	37
NJ3	S31 55.6 E115 57.7	Bae146	38
NJ4	S31 55.6 E115 57.8	Bae146	37
NJ5,NJ6	S31 55.6 E115 57.7	Bae146	37
NJ7	S31 55.6 E115 57.7	Bae146	38
SA5	S31 55.6 E115 57.6	Dash8-300	39
SA6,SA7	S31 55.5 E115 57.6	Dash8-300	39
SA8	S31 55.5 E115 57.6	Dash8-300	38
SA9	S31 55.5 E115 57.6	Dash8-300	37
SA10	S31 55.5 E115 57.5	METRO23	37
SA11	S31 55.5 E115 57.6	METRO23	37
SA12	S31 55.5 E115 57.6	METRO23	37
SA13	S31 55.5 E115 57.6	METRO23	37
SA14	S31 55.5 E115 57.6	METRO23	37
SA15	S31 55.5 E115 57.6	EMB120	37
SA16	S31 55.5 E115 57.6	EMB120	37
SA17	S31 55.5 E115 57.6	EMB120	37
SA18	S31 55.5 E115 57.7	Dash8-300	37
H1	S31 55.5 E115 57.6	HELO	38
601	S31 55.7 E115 57.8	B747-400	41
602	S31 55.7 E115 57.8	A330-300	42
603, 604	S31 55.8 E115 57.8	B737-800	43
NA1	S31 55.5 E115 57.9	EMB 120	36
NA2	S31 55.5 E115 57.9	EMB 120	36
NA3	S31 55.5 E115 57.9	EMB 120	36
NA4	S31 55.5 E115 57.9	KINGAIR	37
NA6,NA7	S31 55.5 E115 57.9	F100	35
NA8	S31 55.4 E115 57.9	F100	35
SO3	S31 55.6 E115 57.9	B717	36
SO4	S31 55.5 E115 57.9	B717	36
SO5	S31 55.5 E115 57.9	B717	36
SO6	S31 55.5 E115 57.9	B717	36
SO7	S31 55.5 E115 57.9	B717	37
SO8	S31 55.5 E115 57.9	B717	35
SO9 thru SO13	S31 55.4 E115 57.9	B717	35
SO14	S31 55.4 E115 58.0	B717	35
AB1 thru AB3	S31 55.3 E115 58.0	Dash8-300	35

CHANGES: Capacity added.

VISUAL DOCKING GUIDANCE SYSTEMS

AIRCRAFT POSITIONING AND INFORMATION SYSTEM (APIS)

The Aircraft Positioning and Information System is used at Perth International Airport; Quantas Domestic Bays 13 to 15.

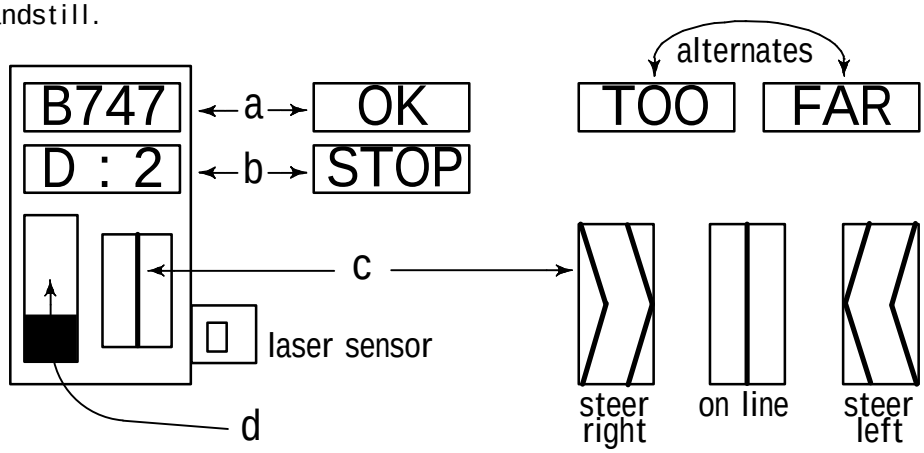
System Description:
The APIS is based on a centerline guidance sub-display. The steering and stop indication is provided from a display unit mounted on a pole in front of the cockpit in line with the left hand pilot seat. The parking bay position identification is mounted on top of the guidance pole.

On approach to the parking position, the pilot will see the display box face showing two rows of yellow alpha-numeric characters on a black background across the top, an illuminated closing-rate "thermometer" at lower left, and an illuminated azimuth guidance display at lower right. The alpha-numeric characters on the top row should be flashing. (See Figure 1)

The following is the sequence of APIS operation from initial approach to STOP.

a. Identify the correct parking bay position.
b. Ensure that the aerobridge retraction light indicates green.
c. Follow the taxi-in line and watch the centerline beacon.
d. Check that the correct aircraft type is flashing and that the door number is shown (where applicaple).
e. About 20M before STOP, the aircraft type display goes steady and the door number disappears.
f. Follow the azimuth guidance display. The black arrow heads indicate which direction to steer for the centerline. When the aircraft is properly aligned in azimuth, the black vertical bar will be displayed.
g. The full closing rate "thermometer" indicates at least 13M to STOP.
h. When the aircraft reaches 13M to STOP, the "thermometer" bar lights begin to move from bottom to top.
i. The deletion of each "thermometer" bar indicates about one half meter progression.
j. When the STOP position is reached, all the closing rate "thermometer" lights extinguish and the lower display indicates STOP. If the aircraft is parked correctly, the top display indicates OK.
k. If the aircraft overshoots the limit for correct parking, the top display indicates TOO FAR (alternating TOO then FAR).
i. The entire display automatically shuts down after some seconds.

Note: When the last row of lights of the closing rate "thermometer" is extinguished and the word STOP is displayed, the aircraft should be at a standstill.



LEGEND
a. Display: ACFT type, OK or TOO/FAR
b. Display: Door Number or STOP
c. Centerline Beacon: steering guidance
d. "Thermometer": closing rate indication - stopping guidance

Note:
The lettering is yellow on a black background. The "thermometer" is yellow and goes black from bottom to top. The centerline beacon is a central black band surrounded by yellow.

Figure 1 - APIS Visual Docking Guidance System

CHANGES: None.

VISUAL DOCKING GUIDANCE SYSTEMS

SAFEGATE DOCKING GUIDANCE SYSTEM (SAFEGATE DGS)

The Safegate Docking Guidance System is used at Perth International Terminal (Bays 51, 52, 53, 54 and 55), Perth Domestic Terminal (Bays 12, 12A, 16 and 17). Its operation is based on laser scanning of the incoming aircraft. The complete system consists of the following three elements:

1. Position Identification Unit (Bay Marker);
2. Aerobridge Retracted Indicator Light; and
3. DGS NIG Unit.

System Description

The Position Identification Unit gives clear indication of the parking bay for the aircraft. It consists of large white numerals on a dark background (illuminated at night by green neon lights).

The Aerobridge Retraction Indicator Light, mounted on the aerobridge, gives an early warning of the state of aerobridge location. Green indicates a fully retracted aerobridge position or a safe pre-parked position; red indicates that the aerobridge is out of position and the pilot should not proceed with parking that aircraft.

The NIG unit, mounted on the Terminal wall, consists of two components which supply the following information to the pilot:

a. The top alphanumeric information display which shows aircraft type designation and other message information as necessary in yellow.

b. The azimuth and centerline guidance displays in red and yellow, and the Closing Rate Bar in yellow.

Aircraft Types

The aircraft types which can utilize the system at each airport are displayed as follows:

Type	Display
Boeing	777-300 (plus 2nd door), 777-200, 767, 767-300 (plus 2nd door), 757-200, 747-SP, 747 (plus 2nd door), 737, 727-200, 707, 717-200
McDonnell Douglas	MD-11 (plus 2nd door), DC-10 (plus 2nd door)
Airbus Industries	340 (plus 2nd door), 330, 330-300 (plus 2nd door), 321, 320, 319, 310, 300
British Aerospace	BAe146
Fokker	F100
Embraer	E190, E170

VISUAL DOCKING GUIDANCE SYSTEMS

System Operation

The following is the sequence of system operation from initial approach to STOP:

a. The pilot identifies the correct parking bay position.

b. The pilot ensures that the aerobridge retraction light is green.

c. The pilot observes that the rising vertical yellow arrows are indicating the system is activated and searching for the approaching aircraft.

NOTE: The pilot must not enter the stand area unless the rising vertical arrows are displayed.

d. The pilot follows the taxi-in line and checks that the correct aircraft type is displayed in yellow.

NOTE: The pilot must not enter the stand area unless the correct aircraft type is displayed.

e. On successful capture of the aircraft, the vertical arrows are replaced by the yellow T-shaped Closing Rate Bar.

NOTE: The pilot must not proceed to the bridge unless the arrows have been superseded by the Closing Rate Bar.

f. A vertical yellow arrow shows the aircraft position in relation to the centerline.

g. A flashing red arrow indicates the direction to turn to return to the centerline.

NOTE: If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning.

h. The display of the yellow digital closing rate countdown will start when the aircraft is 20 meters from the STOP position.

NOTE: If the detected aircraft is lost prior to 12 meters to STOP, the display will show WAIT. The docking will continue as soon as the system detects the aircraft again.

i. When the aircraft is 12 meters from the STOP position, the Closing Rate Bar will decrease in size from the bottom by one row of lights per 0.5 meters closing rate.

NOTE: If the detected aircraft is lost after 12 meters to STOP, the display will show STOP and ID FAIL. Assistance must then be sought from the ground engineers.

j. When the correct STOP position is reached, the display shows STOP and red lights will be lit.

k. When the aircraft has parked, OK will be displayed.

l. If the aircraft has overshot the position, TOO FAR will be displayed.

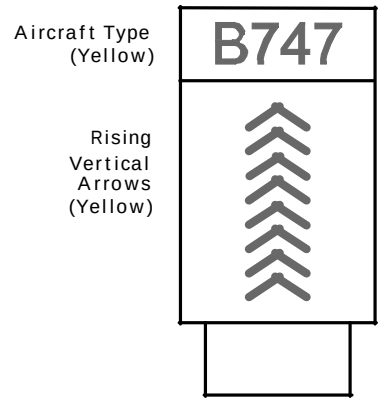
m. When ground engineers have placed the chocks at the nosewheel, they will manually change the display to CHOCK ON.

n. During heavy rain or fog, the visibility for the docking system might be reduced. When the system is activated and in capture mode, the display will deactivate the rising vertical arrows and show DOWN GRADE. This text will be superseded by the Closing Rate Bar once the aircraft is detected.

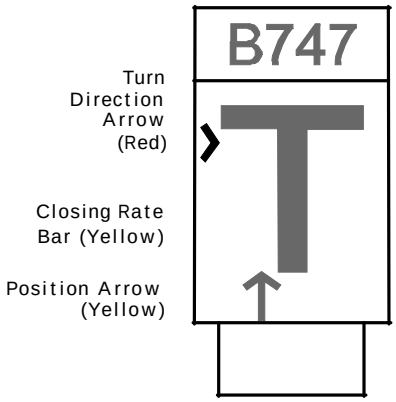
NOTE: The pilot must not continue the approach to the bridge unless the DOWN GRADE text has been superseded by the Closing Rate Bar.

Ground engineers have access to emergency push-buttons to deactivate the system. When an emergency stop is activated, the display will show STOP. The ground engineers will then be required to complete the docking manually once the emergency situation is cleared.

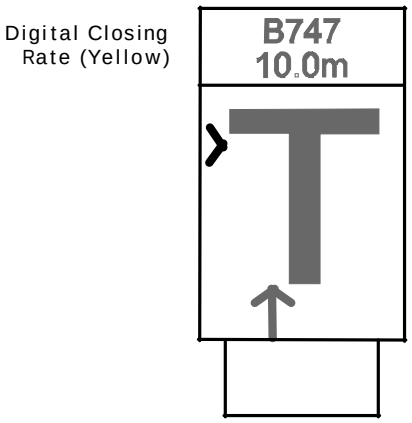
VISUAL DOCKING GUIDANCE SYSTEMS



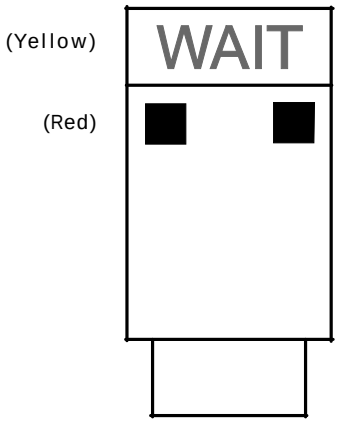
Gate Clear
Searching for Aircraft



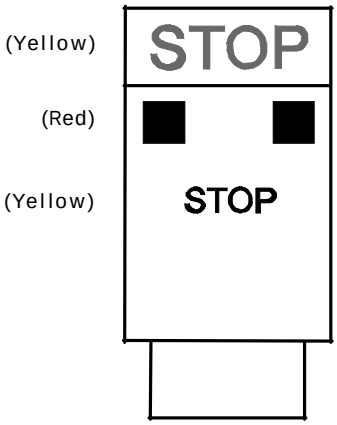
Aircraft Captured
Aircraft Left of Centerline



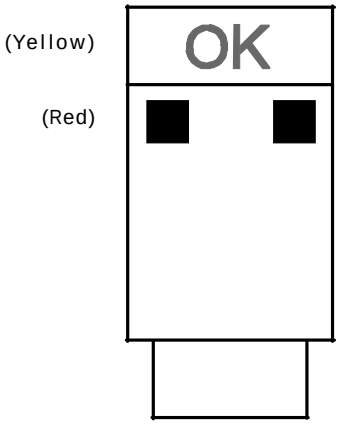
Closing Rate



Aircraft Lost
Wait



Stop Position
Reached



Docking Complete

YPPH/PER
PERTH INTL

JEPPESEN
1 MAR 13
.Eff.7.Mar.
11-1

PERTH, WA, AUSTRALIA
ILS Z or LOC Z Rwy 03

ATIS	PERTH Approach (R)	PERTH Tower	Ground
113.7 123.8	123.6	120.5	121.7

BRIEFING STRIP ™

LOC IPN	Final Apch Crs	GS D5.0 IPN	ILS DA(H)	Apt Elev 67'
110.1	016^	1650' (1583')	320' (253')	Rwy 03 67'

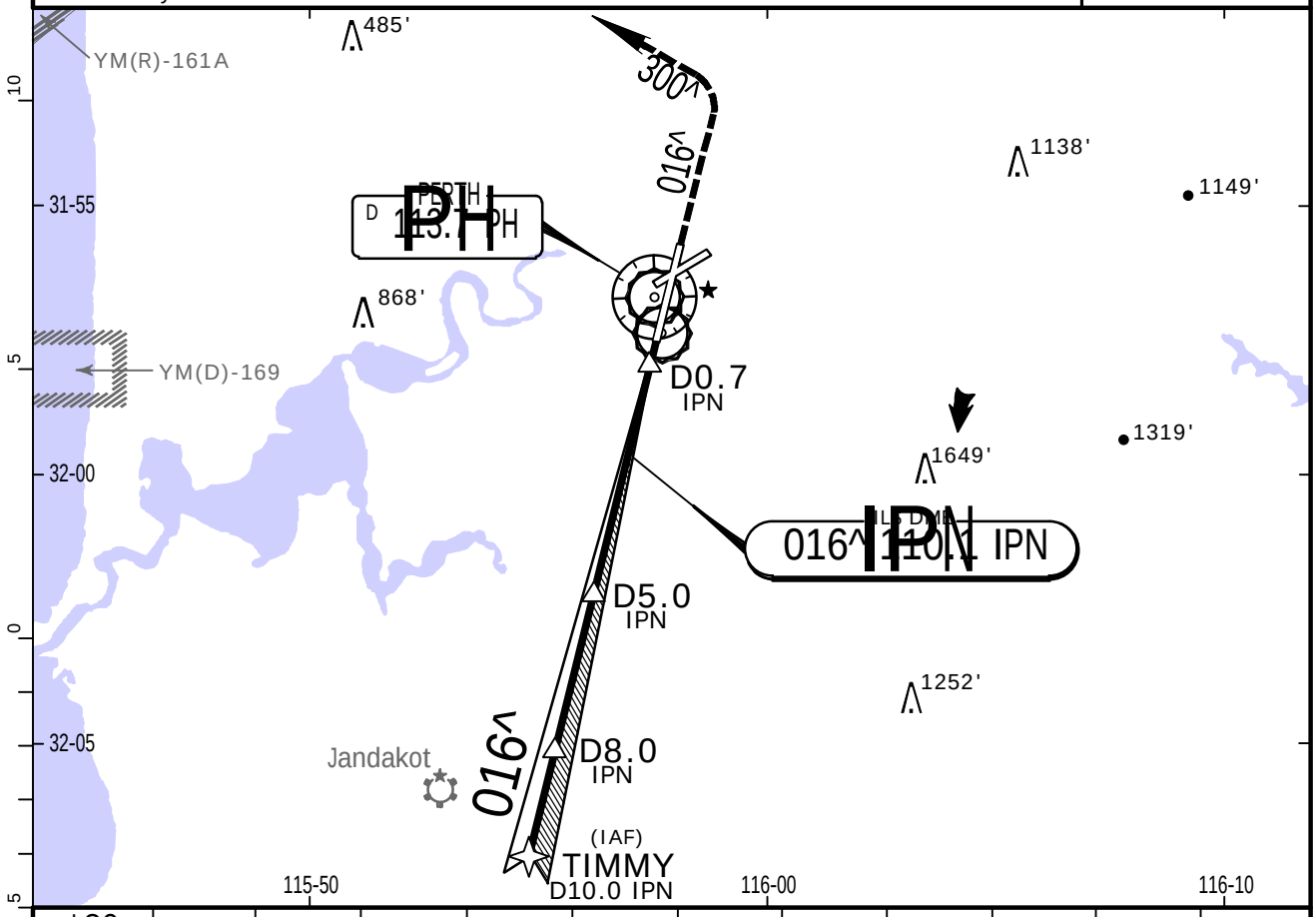
MISSED APCH: Track 016^. At 1500', turn LEFT, track 300^. Continue climb to 3000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 110 Trans alt: 10000'

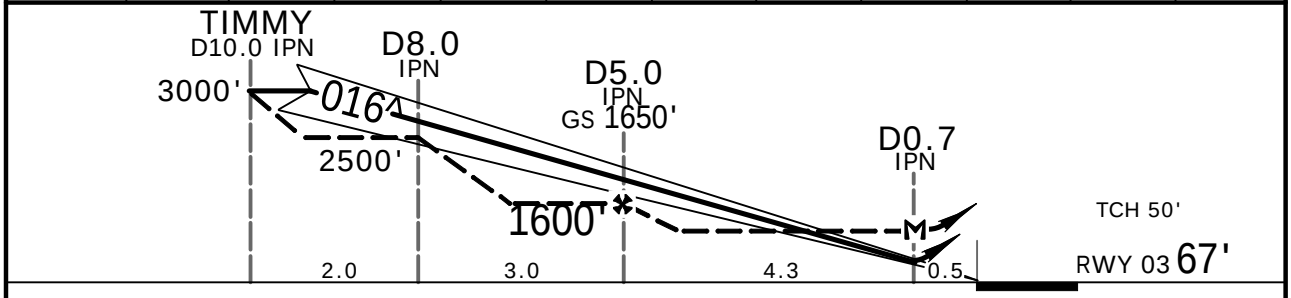
1. IPN DME REQUIRED. 2. Aircraft may be RADAR vectored to final. 3. ATC Approach Speeds: At TIMMY 185 - 160 KT, at 5NM to Threshold 160 - 150 KT. 4. Holding as directed by ATC.

3000'

MSA PH VOR 2700' within 10 NM



LOC (GS out)	IPN DME	9.2	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.4
	ALTITUDE	3000'	2920'	2610'	2290'	1970'	1650'	1330'	1010'	700'	520'



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D0.7 IPN						

PAPI 016^ 1500'

PANS OPS

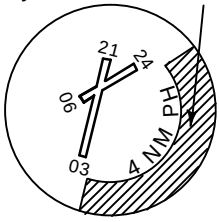
STRAIGHT-IN LANDING RWY 03

	ILS DME DA(H) 320' (253')	LOC DME (GS out) MDA(H) 520' (453')
A	1.5 km	2.6 km
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	760' (693') -2.4 km
135	
180	1440' (1373') -4.0 km
205	1440' (1373') -5.0 km

NO CIRCLING
Cat C & D aircraft beyond 4NM PH East of Rwy 03-21 and 06-24.



CHANGES: Chart reindexed, notes.

YPPH/PER
PERTH INTL

JEPPESEN
1 MAR 13
.Eff.7.Mar.
11-2

PERTH, WA, AUSTRALIA
ILS Y or LOC Y Rwy 03

ATIS	PERTH Approach (R)	PERTH Tower	Ground
113.7 123.8	123.6	120.5	121.7

BRIEFING STRIP ™

LOC IPN	Final Apch Crs	GS D5.6 PH	ILS DA(H)	Apt Elev 67'
110.1	016^	1650' (1583')	320' (253')	Rwy 03 67'

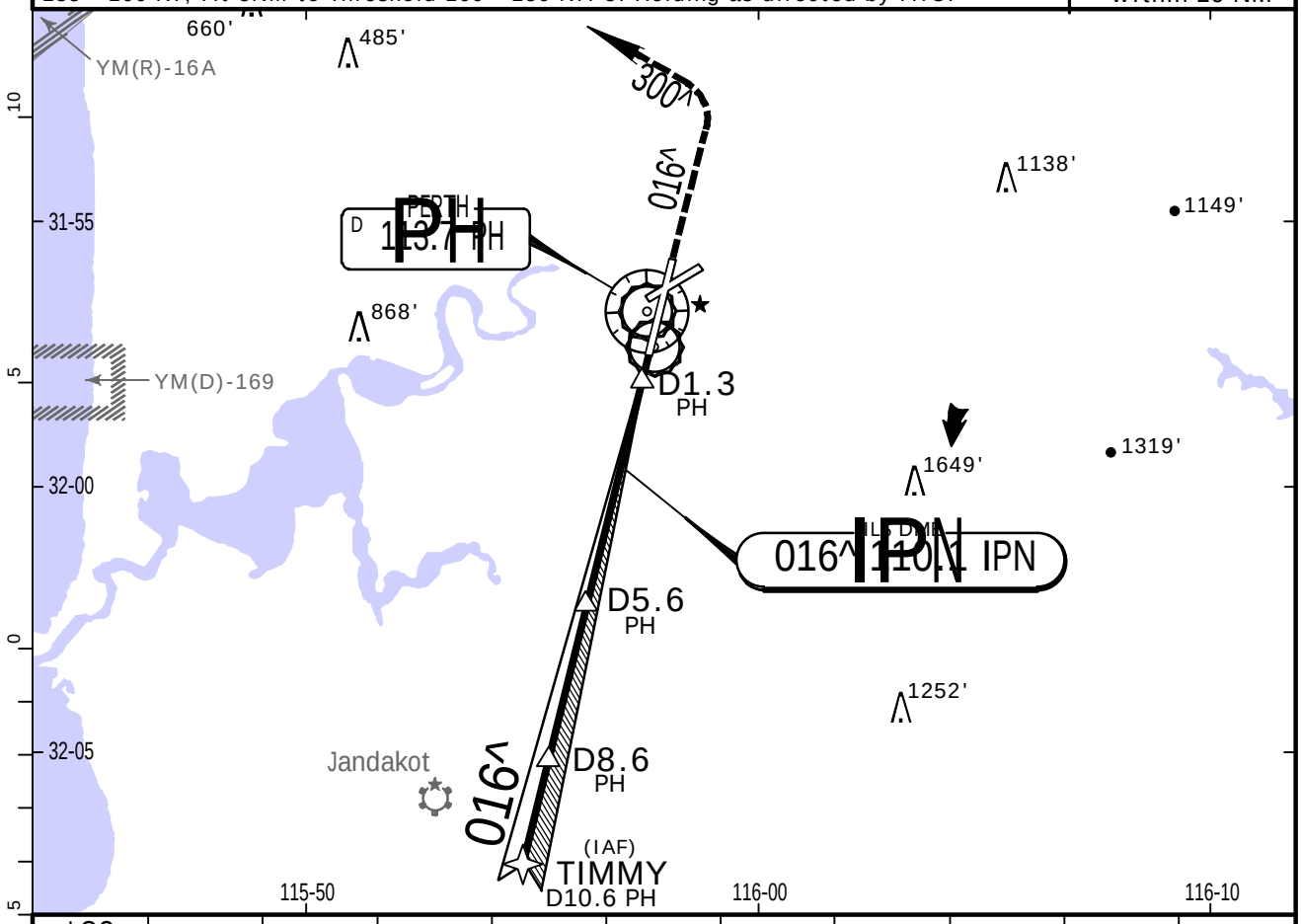
MISSED APCH: Track 016^. At 1500', turn LEFT, track 300^. Continue climb to 3000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 110 Trans alt: 10000'

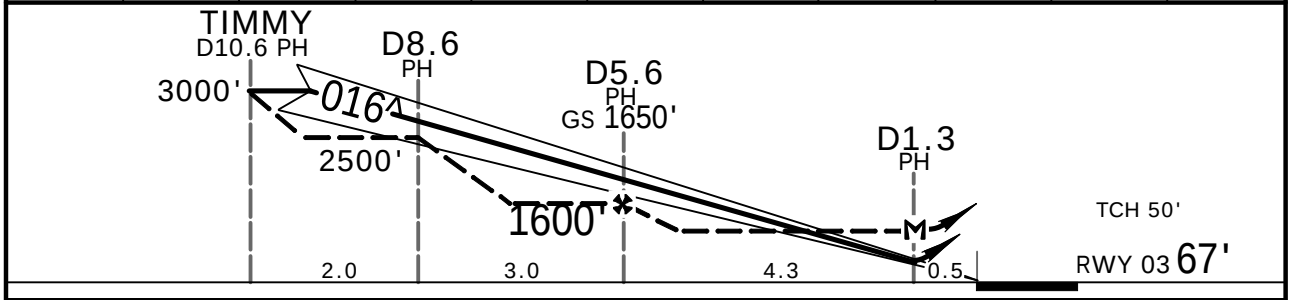
1. PH DME REQUIRED. 2. GNSS permitted in lieu of DME, reference waypoint PH VOR. 3. Aircraft may be RADAR vectored to final. 4. ATC Approach Speeds: At TIMMY 185 - 160 KT, At 5NM to Threshold 160 - 150 KT. 5. Holding as directed by ATC.

3000'

MSA PH VOR 2700' within 10 NM



LOC (GS out)	PH DME	9.8	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.1
	ALTITUDE	3000'	2730'	2410'	2090'	1770'	1460'	1140'	820'	520'



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D1.3 PH						

PAPI 016^ 1500'

PANS OPS

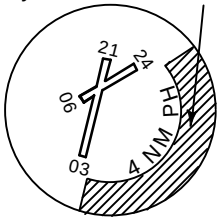
STRAIGHT-IN LANDING RWY 03

ILS DME DA(H) 320' (253')	LOC DME (GS out) MDA(H) 520' (453')
1.5 km	2.6 km

CIRCLE-TO-LAND

Max Kts	MDA(H)
A 100	760' (693') -2.4 km
B 135	
C 180	1440' (1373') -4.0 km
D 205	1440' (1373') -5.0 km

NO CIRCLING
Cat C & D aircraft beyond 4NM PH East of Rwy 03-21 and 06-24.



CHANGES: Chart reindexed, notes.

YPPH/PER
PERTH INTL

JEPPESEN 1 MAR 13 (11-3) .Eff.7.Mar.

PERTH, WA, AUSTRALIA
ILS or LOC Rwy 21

ATIS	PERTH Approach (R)	PERTH Tower	Ground
113.7 123.8	123.6	120.5	121.7

BRIEFING STRIP ™

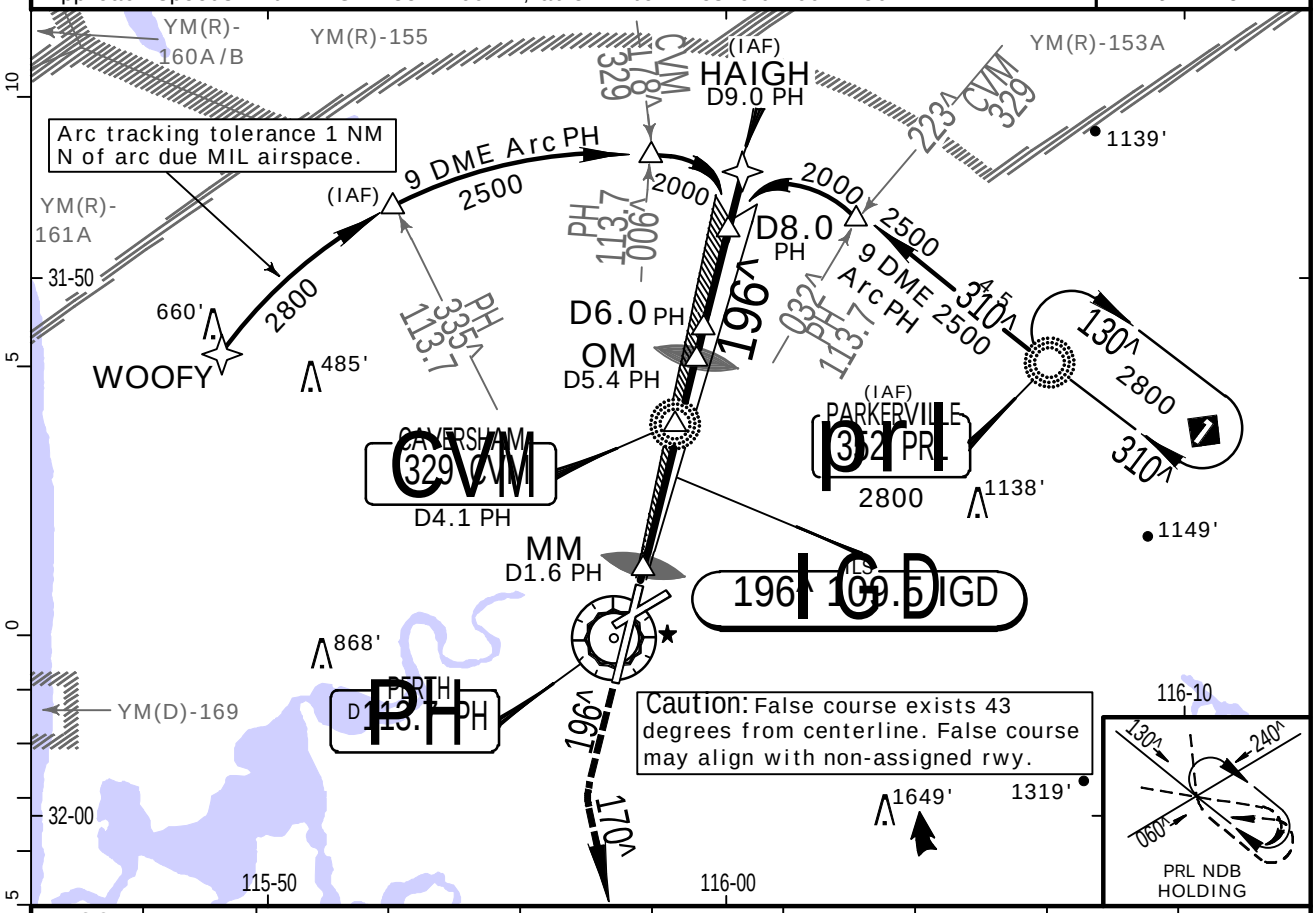
LOC IGD	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 67'
109.5	196^	1480' (1437')	250' (207')	Rwy 21 43'

MISSED APCH: Track 196^. At 2000', and not before MM, turn LEFT track 170^. Continue climb to 3000' or as directed by ATC.

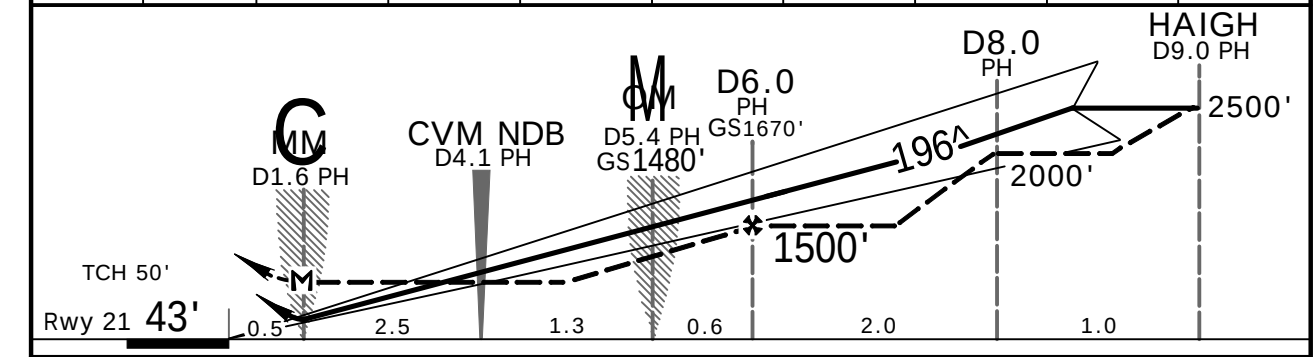
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 110 Trans alt: 10000'

1. PH DME REQUIRED (LOC only). 2. Aircraft may be RADAR vectored to final approach. 3. GNSS permitted in lieu of DME. Reference waypoint PH VOR. 4. ATC Approach Speeds: At HAIGH 185 - 160 KT, at 5NM to Threshold 160 - 150 KT.

3000'
MSA PH VOR
2700'
within 10 NM



LOC (GS out)	PH DME	2.5	3.0	4.0	5.0	6.0	7.0	8.0	8.6
	ALTITUDE	550'	720'	1040'	1350'	1670'	1990'	2310'	2500'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at MM							

HIALS
PAPI PAPI

196^ 2000'

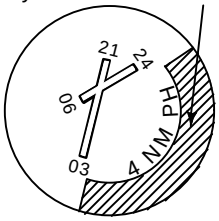
STRAIGHT-IN LANDING RWY 21

	ILS DA(H) 250' (207')			LOC DME (GS out) MDA(H) 550' (507')	
	FULL	HIRL out	HIALS out		HIALS out
A	0.8 km	1.2 km	1.5 km	2.0 km	2.9 km
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	760' (693') -2.4 km
135	
180	1440' (1373') -4.0 km
205	1440' (1373') -5.0 km

NO CIRCLING
Cat C & D aircraft beyond 4 NM PH East of Rwy 03-21 and 06-24.



PANS OPS

CHANGES: Notes.

BRIEFING STRIP ™

ATIS	PERTH Approach (R)	PERTH Tower	Ground
113.7 123.8	123.6	120.5	121.7

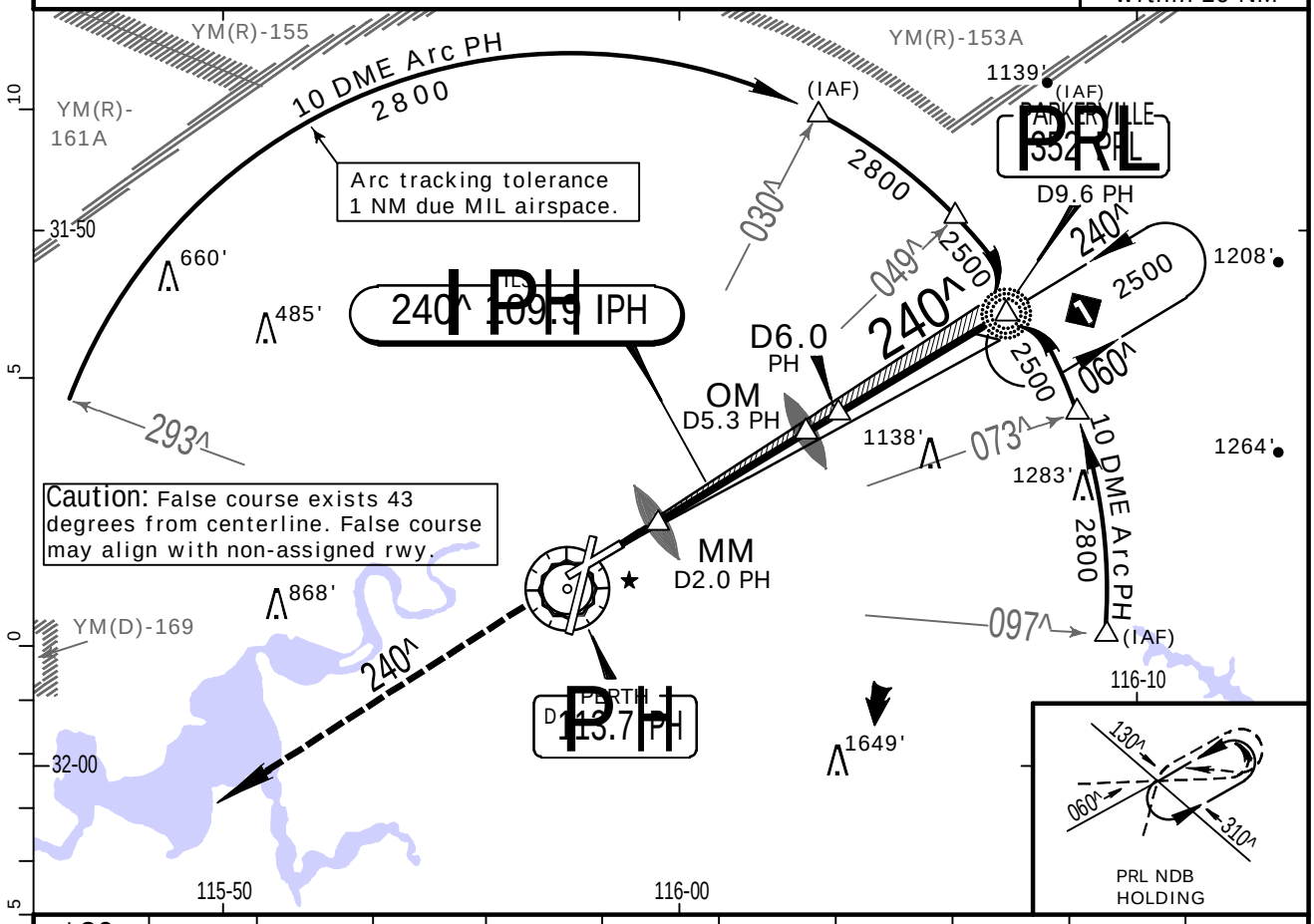
LOC IPH	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 67'
109.9	240^	1410' (1352')	260' (202')	Rwy 24 58'

MISSED APCH: Track 240^. Climb to 3000' or as directed by ATC.

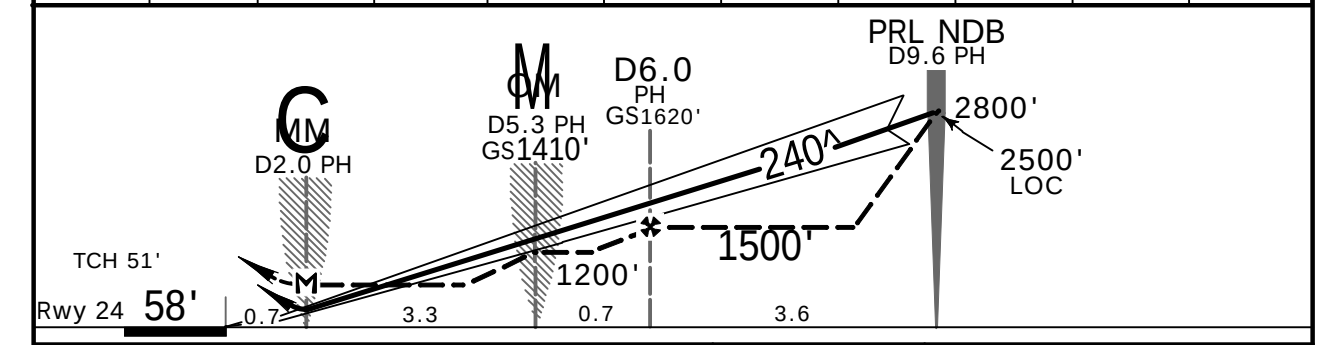
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 110 Trans alt: 10000'

1. PH DME REQUIRED (LOC only). 2. Aircraft may be RADAR vectored to PRL NDB.
3. GNSS permitted in lieu of DME. Reference waypoint PH VOR. 4. ATC Approach Speeds: At PRL NDB 185 - 160 KT, at 5NM to Threshold 160 - 150 KT.

3000'
MSA PH VOR 2700' within 10 NM



LOC (GS out)	PH DME	2.7	3.0	4.0	5.0	6.0	7.0	8.0	8.6	9.6 (PRL)
	ALTITUDE	550'	650'	970'	1300'	1620'	1940'	2270'	2500'	2800'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at MM							

HIALS PAPI PAPI 240^ 3000'

PANS OPS

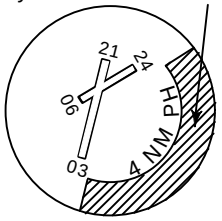
STRAIGHT-IN LANDING RWY24

	ILS DA(H) 260' (202')			LOC DME (GS out) MDA(H) 550' (492')	
	FULL	HIRL out	HIALS out		HIALS out
A	0.8 km	1.2 km	1.5 km	1.9 km	2.8 km
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	760' (693') -2.4 km
135	
180	1440' (1373') -4.0 km
205	1440' (1373') -5.0 km

NO CIRCLING
Cat C & D aircraft beyond 4 NM PH East of Rwy 03-21 and 06-24.



YPPH/PER
PERTH INTL

JEPPESEN
1 MAR 13 (12-1) .Eff.7.Mar.

PERTH, WA, AUSTRALIA
RNAV 'Z' (GNSS) Rwy 03

ATIS	PERTH Approach (R)	PERTH Tower	Ground
113.7 123.8	123.6	120.5	121.7

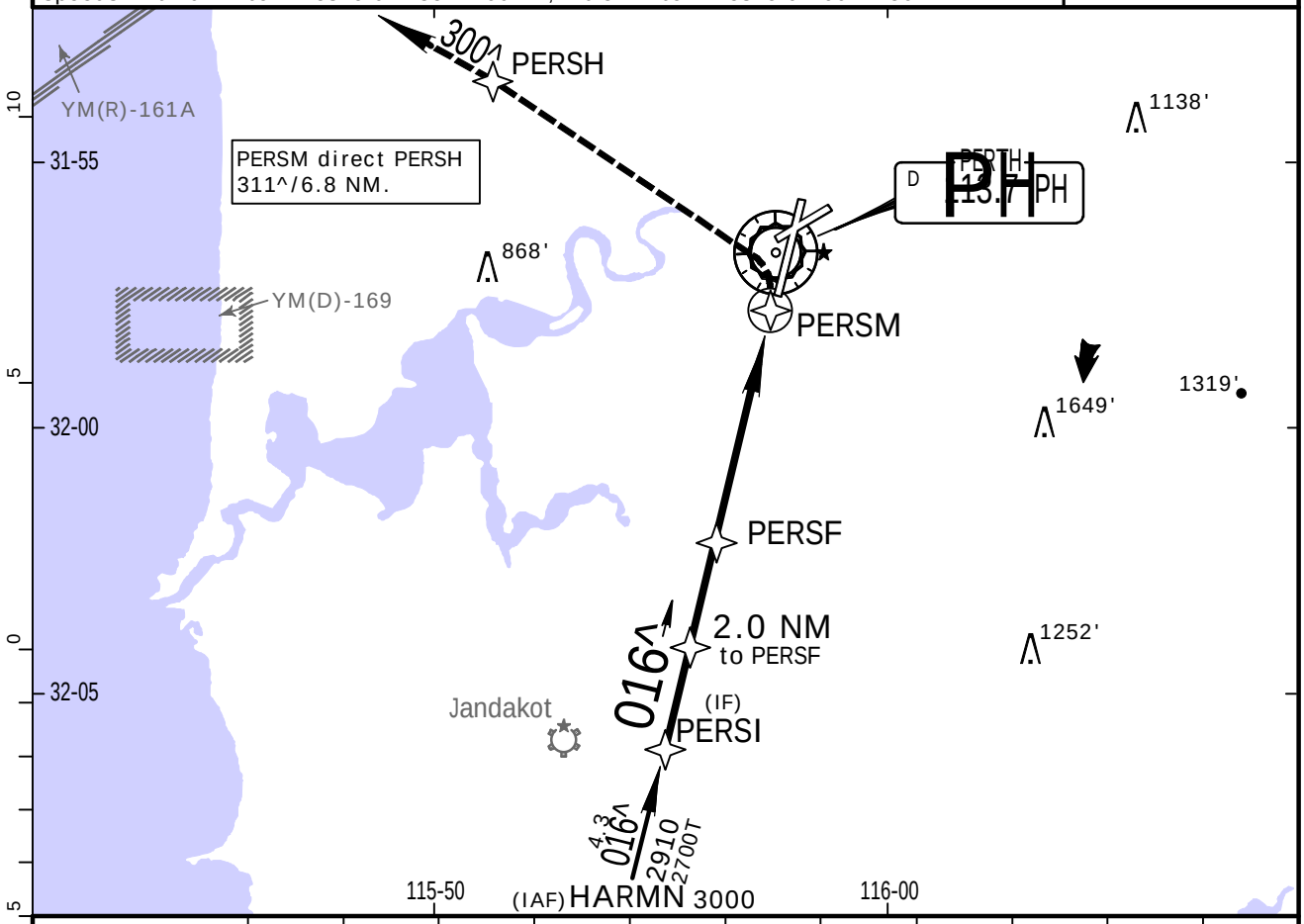
BRIEFING STRIP™

RNAV	Final Apch Crs	Procedure Alt PERSF	MDA(H)	Apt Elev 67'
	016^	1640' (1573')	560' (493')	Rwy 03 67'

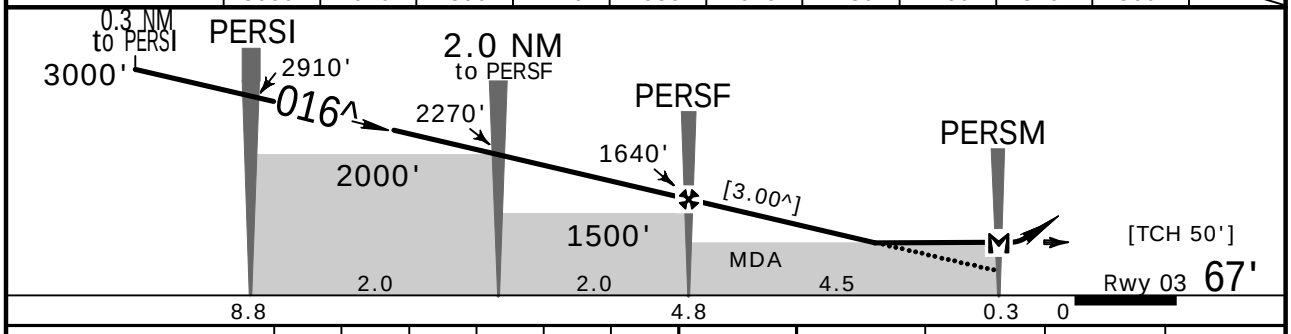
MISSED APCH: Turn LEFT, track direct to PERSH, thence 300^. Climb to 3000'.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 110 Trans alt: 10000'
1. Max IAS for initial: 210 KT. 2. Holding as directed by ATC. 3. ATC Approach Speeds: At 10NM to Threshold: 185 - 160 KT, At 5NM to Threshold 160 - 150 KT.

3000'
MSA PH VOR 2700' within 10 NM



NM to NEXT WPT	0.3	PERSI	3.0	2.0	1.0	PERSF	4.0	3.0	2.0	1.1	PERSM
ALTITUDE	3000'	2910'	2590'	2270'	1950'	1640'	1480'	1160'	840'	560'	



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00^]	372	478	531	637	743	849
MAP at PERSM						

PAPI LT D PERSH

PANS OPS

STRAIGHT-IN LANDING RWY 03

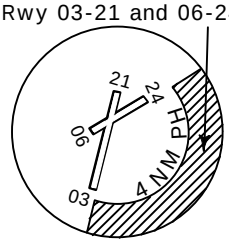
MDA(H) 560' (493')

A	2.7 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	760' (693') -2.4 km
135	
180	1440' (1373') -4.0 km
205	1440' (1373') -5.0 km

No Circling
Cat C & D aircraft beyond 4 NM PH East of Rwy 03-21 and 06-24.



YPPH/PER
PERTH INTL

JEPPESEN
1 MAR 13 (12-2) .Eff.7.Mar.

PERTH, WA, AUSTRALIA
RNAV 'Z' (GNSS) Rwy 06

BRIEFING STRIP ™

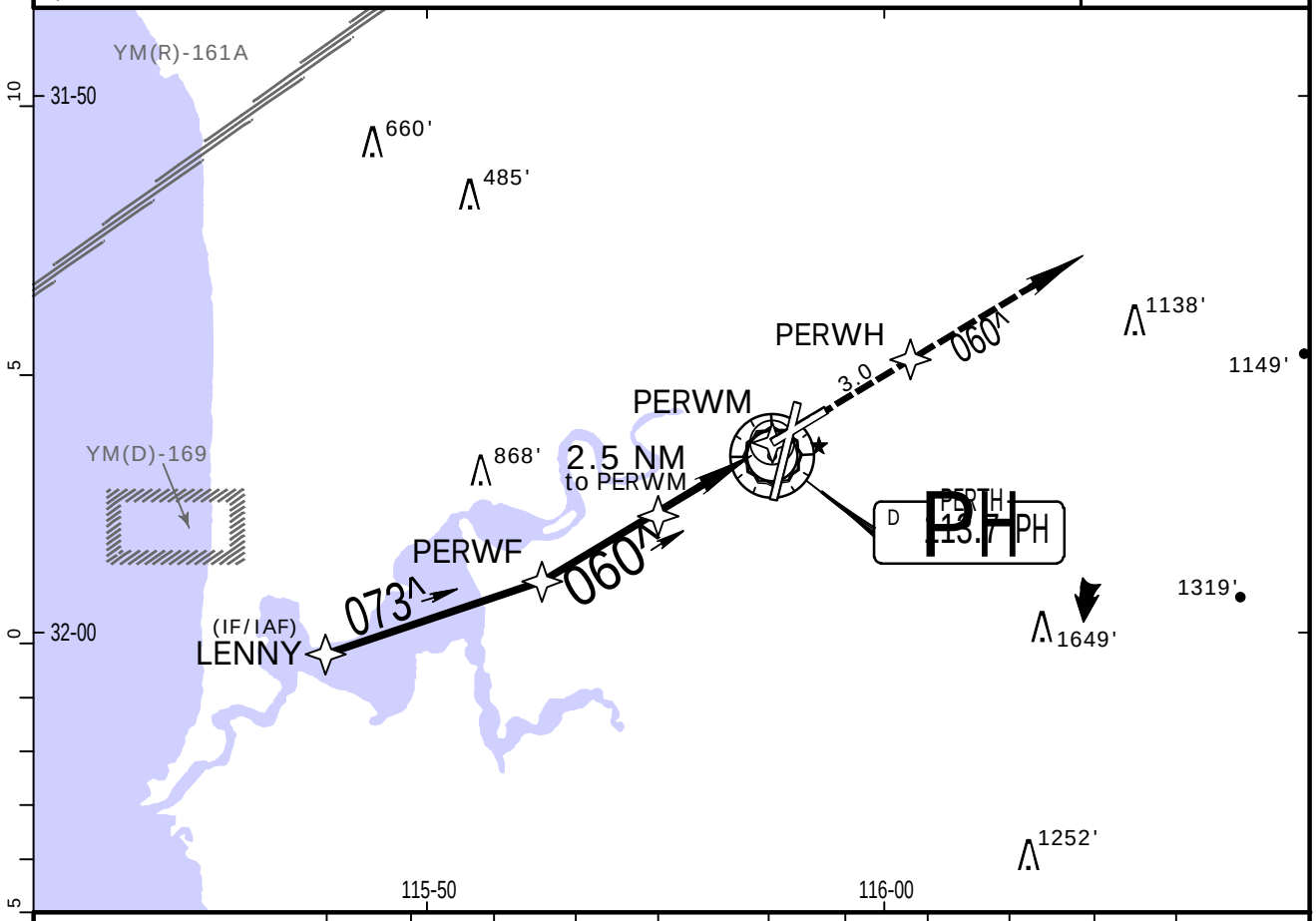
ATIS	PERTH Approach (R)	PERTH Tower	Ground
113.7 123.8	123.6	120.5	121.7

RNAV	Final Apch Crs	Procedure Alt PERWF	MDA(H)	Apt Elev 67' / Rwy 06 58'
	060^	1700' (1642')	500' (442')	

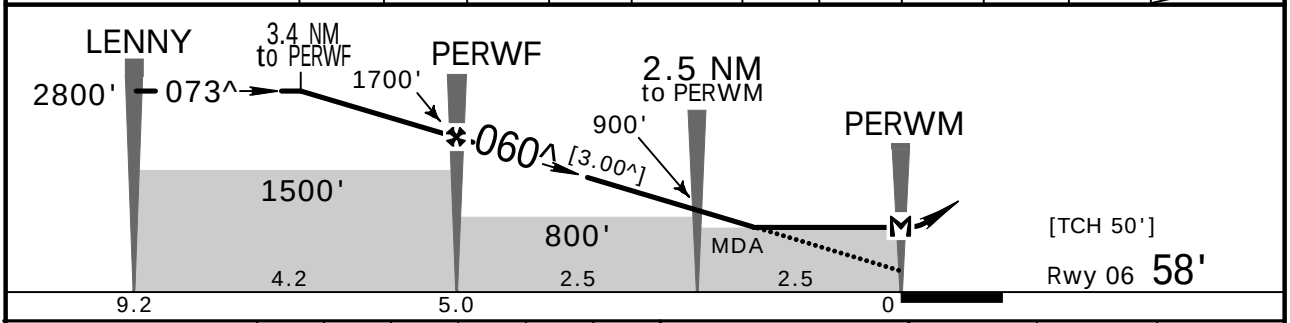
MISSED APCH: Track direct to PERWH, then track 060^. Climb to 3000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 110 Trans alt: 10000'
1. Max IAS for initial: 210 Kts. 2. Holding as directed by ATC. 3. ATC Approach Speeds: At 10NM to Threshold 185 - 160 KT, at 5NM to Threshold 160 - 150 KT.

3000'
MSA PH VOR 2700' within 10 NM



NM to NEXT WPT	3.4	3.0	2.0	1.0	PERWF	4.0	3.0	2.5	2.0	1.2	PERWM
ALTITUDE	2800'	2660'	2340'	2020'	1700'	1380'	1060'	900'	750'	500'	



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00^]	372	478	531	637	743	849
MAP at PERWM						

PAPI-L | D | PERWH

PANS OPS

STRAIGHT-IN LANDING RWY 06

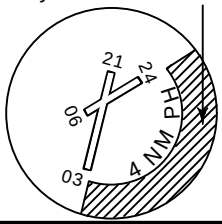
MDA(H) 500' (442')

A	2.5 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	760' (693') -2.4 km
135	
180	1440' (1373') -4.0 km
205	1440' (1373') -5.0 km

No Circling
Cat C & D aircraft beyond 4 NM PH East of Rwy 03-21 and 06-24.



CHANGES: Waypoint names, notes.

YPPH/PER
PERTH INTL

JEPPESEN
1 MAR 13 (12-3) .Eff.7.Mar.

PERTH, WA, AUSTRALIA
RNAV 'Z' (GNSS) Rwy 21

BRIEFING STRIP ™

ATIS	PERTH Approach (R)	PERTH Tower	Ground
113.7 123.8	123.6	120.5	121.7

RNAV	Final Apch Crs	Procedure Alt PERNF	MDA(H)	Apt Elev 67'
	195^	1340' (1297')	560' (517')	Rwy 21 43'

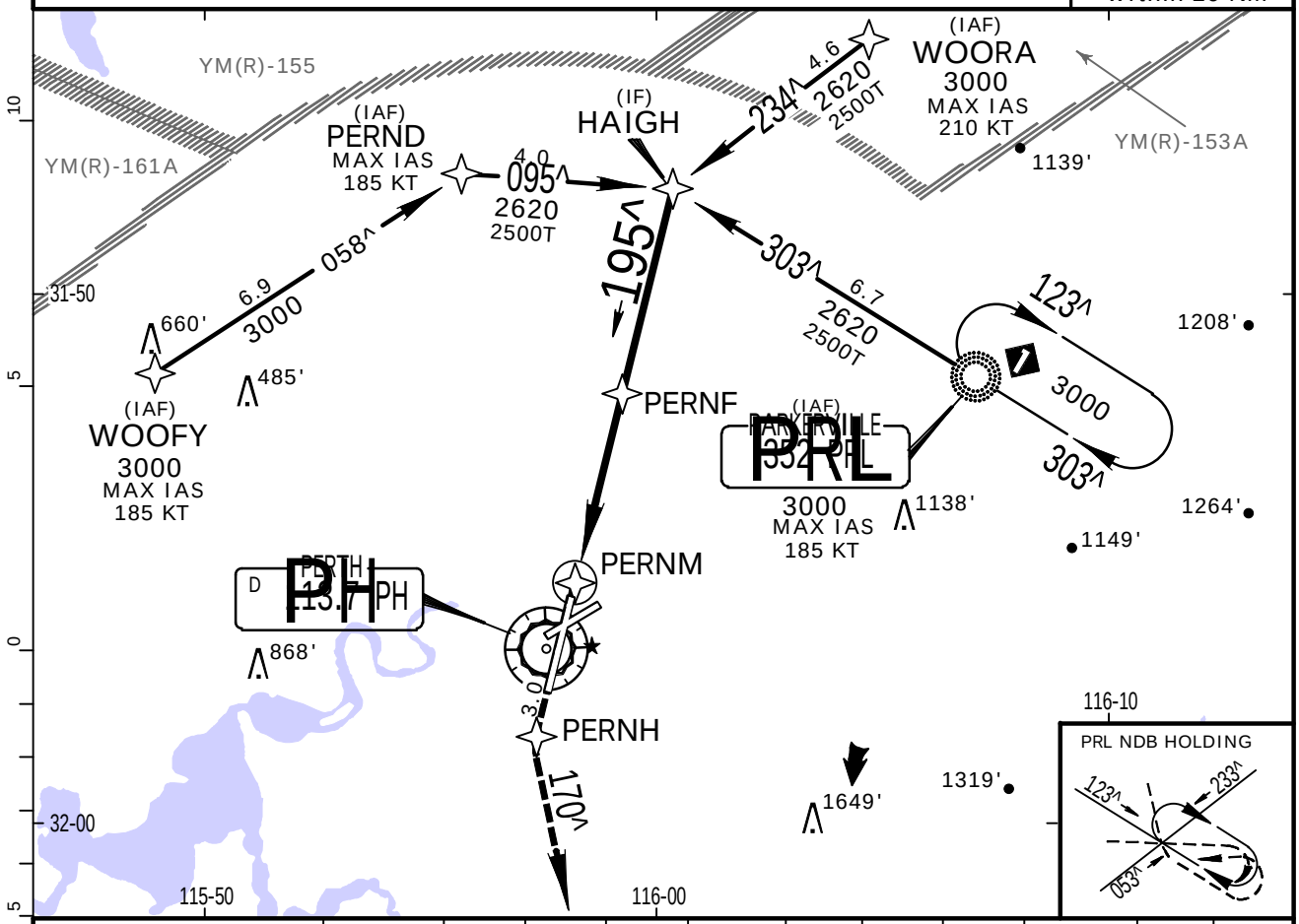
MISSED APCH: Track to PERNH. Passing 2000' turn LEFT, track 170^. Climb to 3000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 110 Trans alt: 10000'

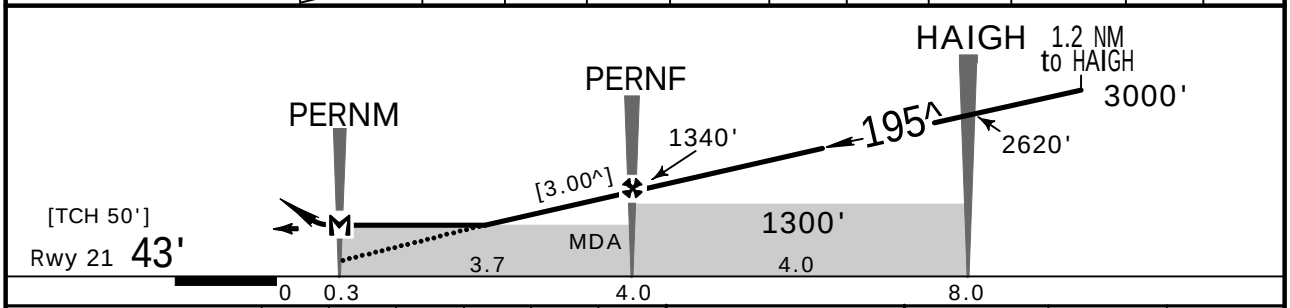
1. ATC Approach Speeds: At 10NM to Threshold 185 - 160 KT, at 5NM to Threshold 160 - 150 KT.

3000'

MSA PH VOR 2700' within 10 NM



NM to NEXT WPT	PERNM	1.2	2.0	3.0	PERNF	1.0	2.0	3.0	HAIGH	1.0	1.2
ALTITUDE		560'	820'	1130'	1340'	1660'	1980'	2300'	2620'	2940'	3000'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00^]	372	478	531	637	743	849
MAP at PERNM						

HIALS
PAPI PAPI
D
PERNH

PANS OPS

STRAIGHT-IN LANDING RWY 21

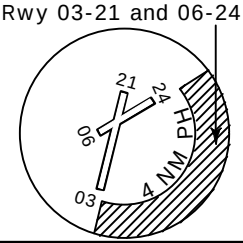
MDA(H) 560' (517')

	HIALS out
A	2.9 km
B	
C	
D	3.8 km

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	760' (693') -2.4 km
135	
180	1440' (1373') -4.0 km
205	1440' (1373') -5.0 km

No Circling
Cat C & D aircraft beyond 4 NM PH East of Rwy 03-21 and 06-24.



CHANGES: Notes.

YPPH/PER
PERTH INTL

JEPPESEN
1 MAR 13
.Eff.7.Mar.
12-4

PERTH, WA, AUSTRALIA
RNAV 'Z' (GNSS) Rwy 24

ATIS	PERTH Approach (R)	PERTH Tower	Ground
113.7 123.8	123.6	120.5	121.7

BRIEFING STRIP™

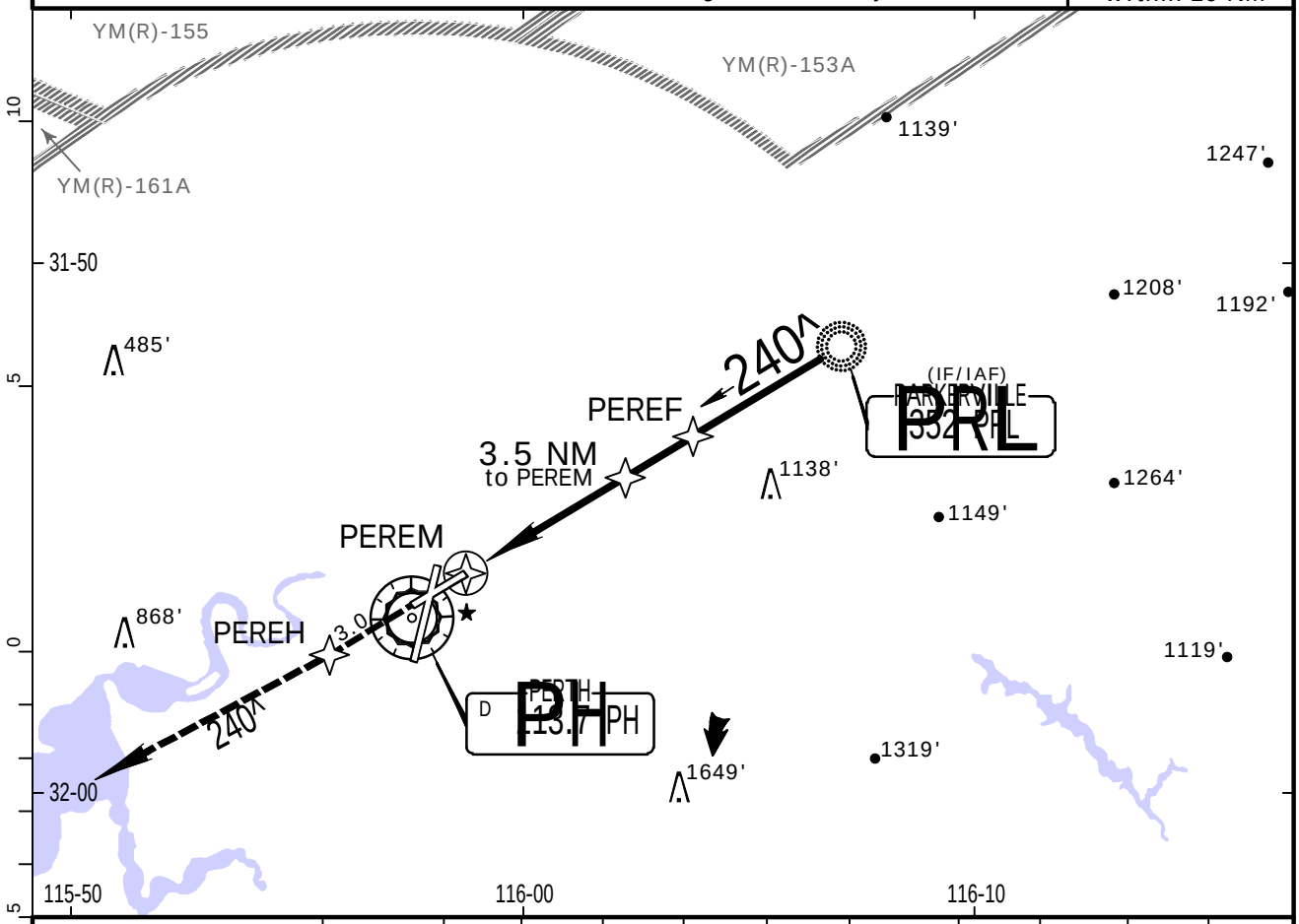
RNAV	Final Apch Crs	Procedure Alt PEREF	MDA(H)	Apt Elev 67' / Rwy 24 58'
	240^	1750' (1692')	560' (502')	

MISSED APCH: Track direct to PEREH, then track 240^. Climb to 3000' or as directed by ATC.

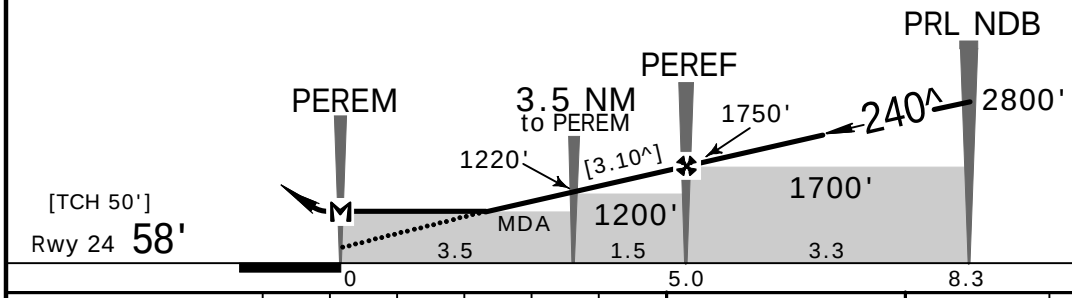
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 110 Trans alt: 10000'
1. Max IAS for initial: 210 Kts. 2. ATC Approach Speeds: At 10NM to Threshold 185 - 160 KT, at 5NM to Threshold 160 - 150 KT. 3. Holding as directed by ATC.

3000'

MSA PH VOR 2700' within 10 NM



NM to NEXT WPT	PEREM	1.4	2.0	3.0	3.5	4.0	PEREF	1.0	2.0	3.0	3.2
ALTITUDE		560'	770'	1100'	1220'	1420'	1750'	2080'	2410'	2740'	2800'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.10^]	384	494	548	658	768	878
MAP at PEREM						

HIALS
PAPI PAPI

D

PEREH

PANS OPS

STRAIGHT-IN LANDING RWY 24

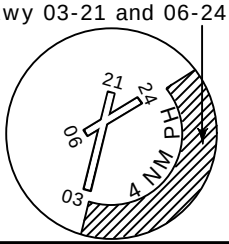
MDA(H) 560' (502')

	HIALS out
A	2.8 km
B	
C	
D	3.7 km

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	760' (693') -2.4 km
135	
180	1440' (1373') -4.0 km
205	1440' (1373') -5.0 km

No Circling
Cat C & D aircraft beyond 4 NM PH East of Rwy 03-21 and 06-24.



CHANGES: Waypoint names, notes.

BRIEFING STRIP ™

ATIS	PERTH Approach (R)	PERTH Tower	Ground
113.7 123.8	123.6	120.5	121.7

VOR PH	Final Apch Crs	Procedure Alt D6.0	MDA(H)	Apt Elev 67'
113.7	012^	1820' (1753')	520' (453')	Rwy 03 67'

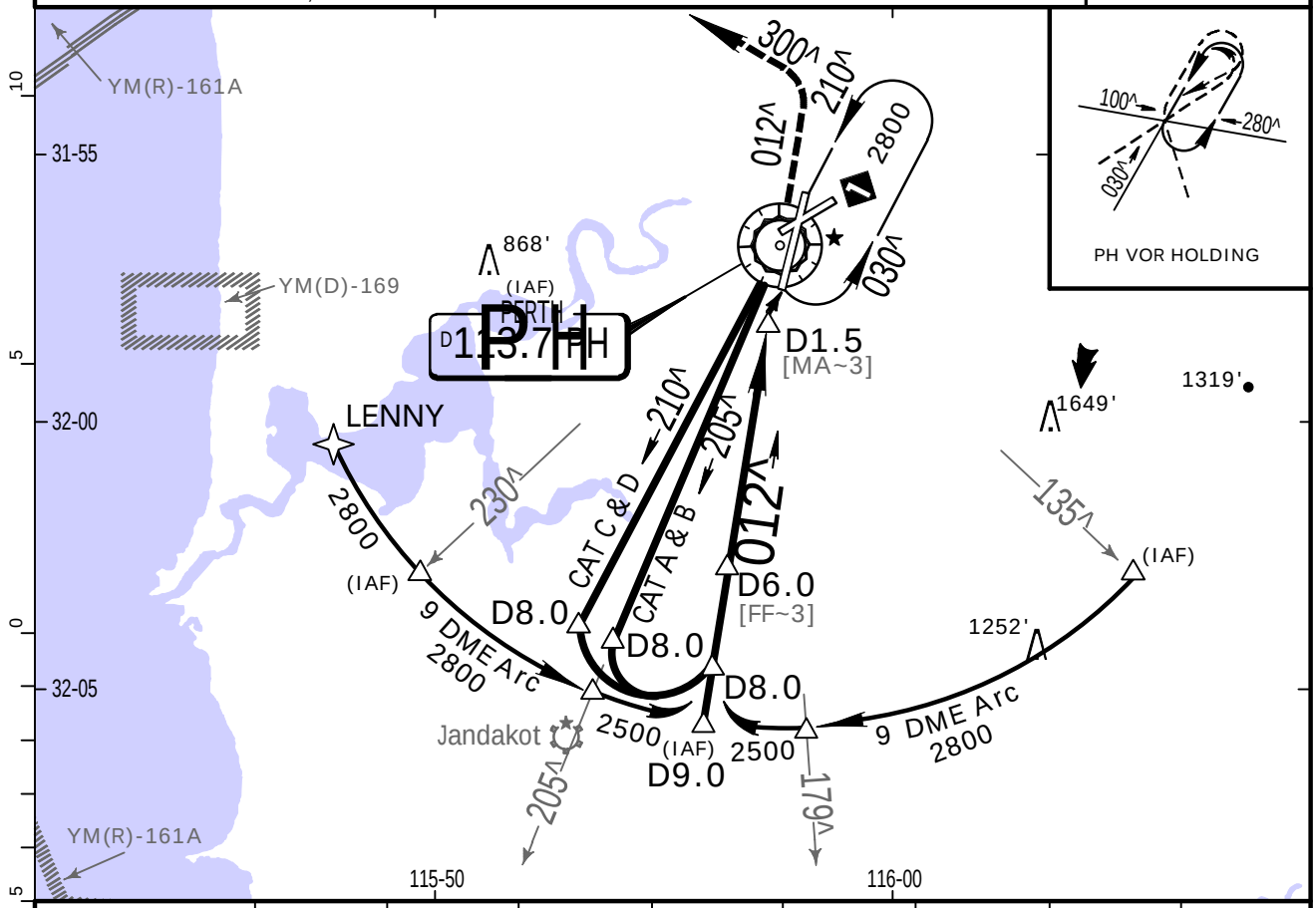
MISSED APCH: Track 012^. At 1500', but not before PH VOR, turn LEFT track 300^. Continue climb to 3000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 110 Trans alt: 10000'

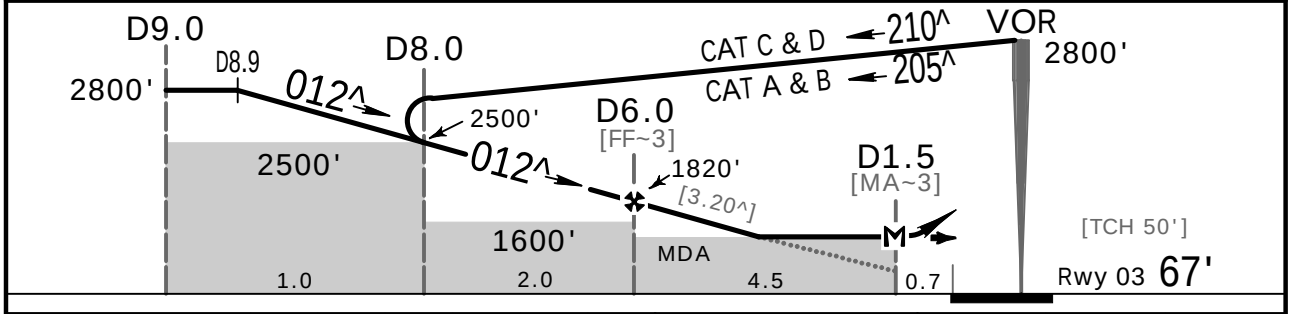
1. PH DME REQUIRED. 2. Aircraft may be RADAR vectored to final. 3. GNSS permitted in lieu of DME. Reference waypoint PH VOR. 4. ATC Approach Speeds: At 10NM to Threshold 185 - 160 KT, At 5NM to Threshold 160 - 150 KT.

3000'

MSA PH VOR 2700' within 10 NM



PH DME	8.9	8.0	7.0	6.0	5.0	4.0	3.0	2.2
ALTITUDE	2800'	2500'	2160'	1820'	1480'	1140'	800'	520'



Gnd Speed-Kts	70	90	100	120	140	160
Descent Angle [3.20^]	396	510	566	679	793	906
MAP at D1.5						

PAPI 012^ 1500'

PANS OPS

STRAIGHT-IN LANDING RWY 03

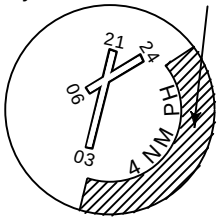
MDA(H) 520' (453')

A	2.6 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	760' (693') -2.4 km
135	
180	1440' (1373') -4.0 km
205	1440' (1373') -5.0 km

NO CIRCLING
Cat C & D aircraft beyond 4NM PH East of Rwy 03-21 and 06-24.



CHANGES: Notes.

YPPH/PER
PERTH INTL

JEPPESEN 1 MAR 13 (13-2) .Eff.7.Mar.

PERTH, WA, AUSTRALIA
VOR Rwy 06

BRIEFING STRIP ™

ATIS	PERTH Approach (R)	PERTH Tower	Ground
113.7 123.8	123.6	120.5	121.7

VOR PH	Final Apch Crs	Procedure Alt D6.0	MDA(H)	Apt Elev 67'
113.7	068^	2060' (2002')	620' (562')	Rwy 06 58'

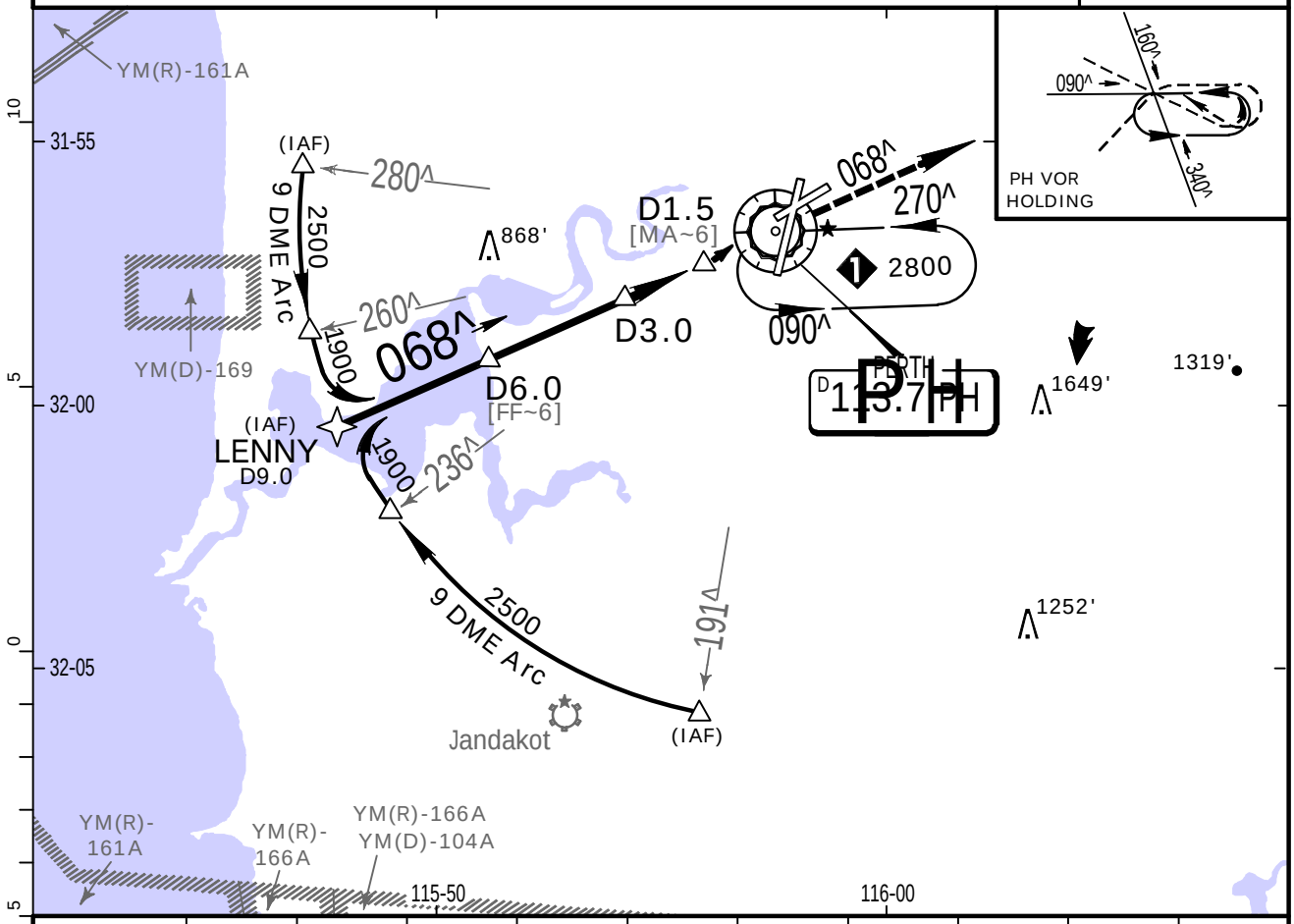
MISSED APCH: Track 068^. Climb to 3000', or as directed by ATC.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 110 Trans alt: 10000'

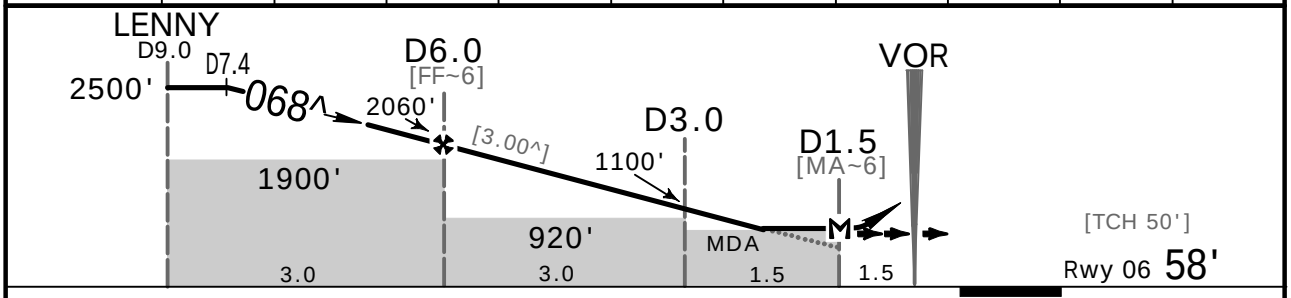
1. PH DME REQUIRED. 2. Aircraft may be RADAR vectored to Final. 3. GNSS permitted in lieu of DME. Reference waypoint PH VOR. 4. ATC Approach Speeds: At 10NM to Threshold 185 - 160 KT, At 5NM to Threshold 160 - 150 KT.

3000'

MSA PH VOR 2700' within 10 NM



PH DME	8.9	8.0	7.4	7.0	6.0	5.0	4.0	3.0	2.0	1.5
ALTITUDE	3000'	2700'	2500'	2370'	2060'	1740'	1420'	1100'	780'	620'



Gnd Speed-Kts	70	90	100	120	140	160
Descent Angle [3.00^]	372	478	531	637	743	849
MAP at D1.5						

PAPI-L 068^ 3000'

PANS OPS

STRAIGHT-IN LANDING RWY 06

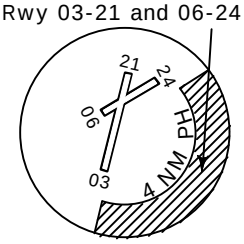
MDA(H) 620' (562')

A	3.2 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	760' (693') -2.4 km
135	
180	1440' (1373') -4.0 km
205	1440' (1373') -5.0 km

NO CIRCLING
Cat C & D aircraft beyond 4NM PH East of Rwy 03-21 and 06-24.



CHANGES: Lighting, notes.

YPPH/PER
PERTH INTL

JEPPESEN 1 MAR 13 (13-3) .Eff.7.Mar.

PERTH, WA, AUSTRALIA
VOR Rwy 21

ATIS	PERTH Approach (R)	PERTH Tower	Ground
113.7 123.8	123.6	120.5	121.7

VOR PH	Final Apch Crs	Procedure Alt D6.5	MDA(H)	Apt Elev 67' Rwy 21 43'
113.7	202^	1800' (1757')	550' (507')	

MISSED APCH: Track 202^. At 2000', but not before PH VOR, turn LEFT track 170^. Continue climb to 3000' or as directed by ATC.

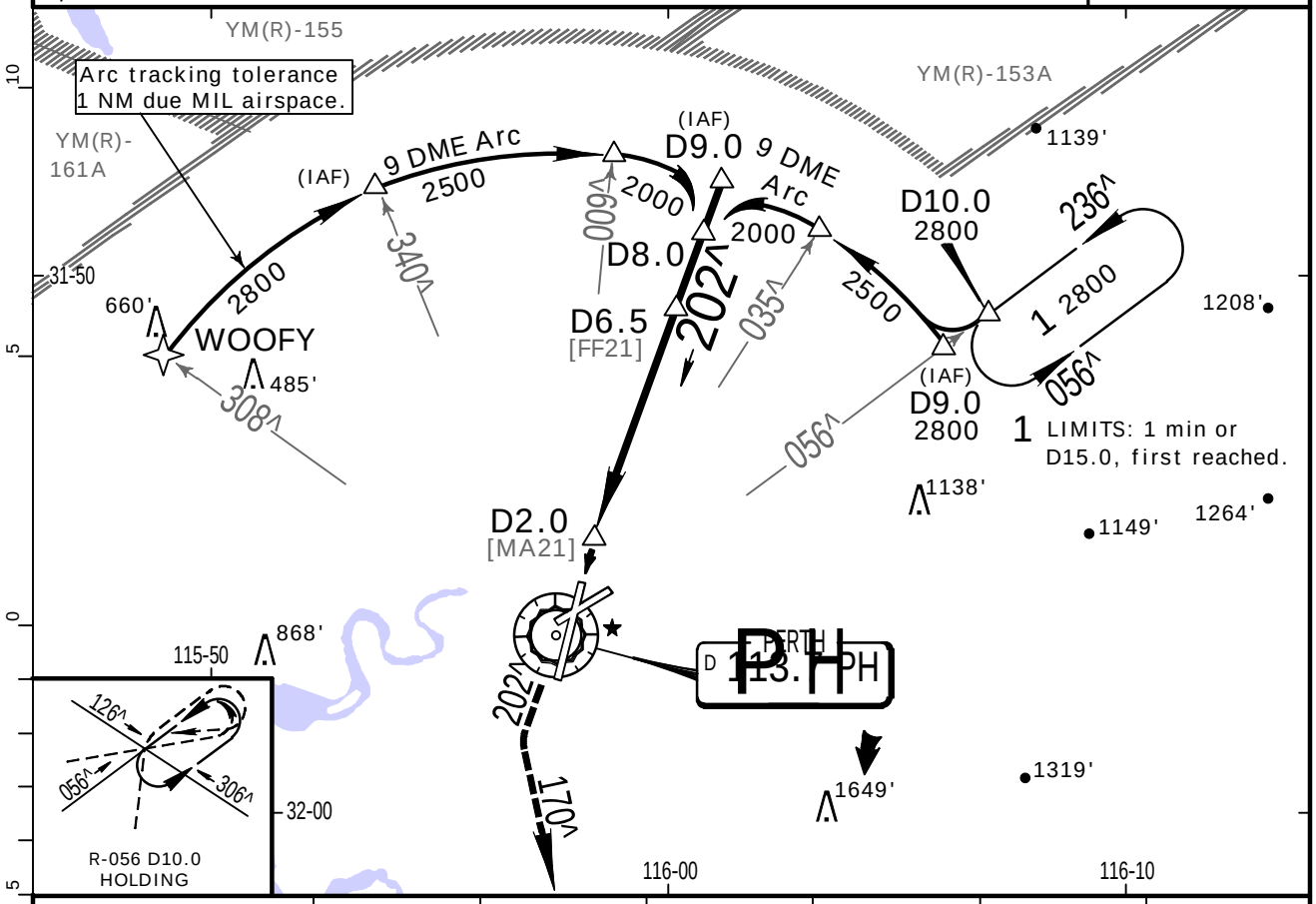
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 110 Trans alt: 10000'

1. PH DME REQUIRED. 2. Aircraft may be RADAR vectored to final approach.
3. GNSS permitted in lieu of DME. Reference waypoint PH VOR. 4. ATC Approach Speeds: At 10NM to Threshold 185 - 160 KT, At 5NM to Threshold 160 - 150 KT.

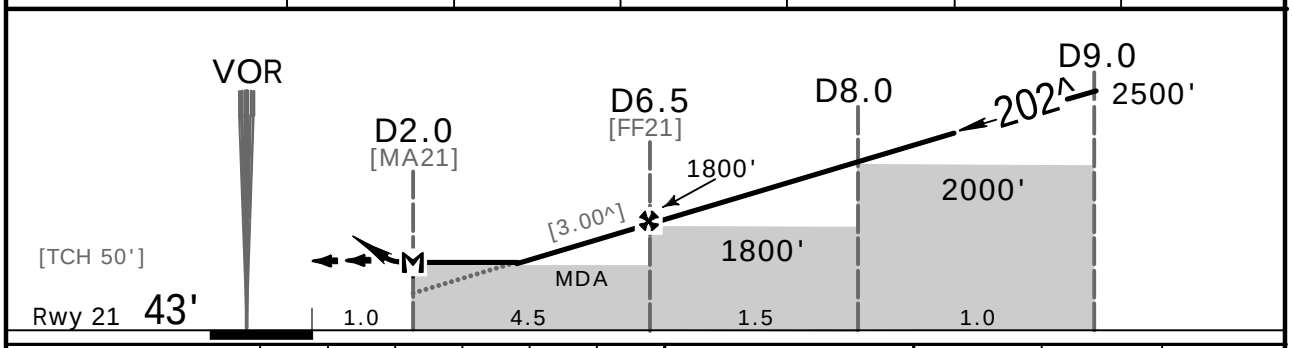
3000'

MSA PH VOR 2700' within 10 NM

BRIEFING STRIP ™



PH DME	2.5	3.0	4.0	5.0	6.0	7.1
ALTITUDE	550'	710'	1030'	1350'	1670'	2000'



Gnd Speed-Kts	70	90	100	120	140	160
Descent Angle [3.00^]	372	478	531	637	743	849
MAP at D2.0						

HIALS PAPI-PAPI 202^ 2000'

PANS OPS

STRAIGHT-IN LANDING RWY 21

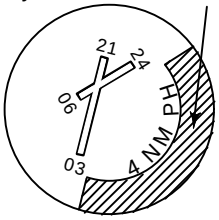
MDA(H) 550' (507')

	HIALS out	HIALS out
A	2.9 km	3.8 km
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	760' (693') -2.4 km
135	
180	1440' (1373') -4.0 km
205	1440' (1373') -5.0 km

NO CIRCLING
Cat C & D aircraft beyond 4NM PH East of Rwy 03-21 and 06-24.



CHANGES: Notes.

YPPH/PER
PERTH INTL

JEPPESEN 1 MAR 13 (13-4) .Eff.7.Mar.

PERTH, WA, AUSTRALIA
VOR Rwy 24

ATIS	PERTH Approach (R)	PERTH Tower	Ground
113.7 123.8	123.6	120.5	121.7

BRIEFING STRIP ™

VOR PH	Final Apch Crs	Procedure Alt D8.0	MDA(H)	Apt Elev 67' Rwy 24
113.7	236^	2320' (2262')	560' (502')	58'

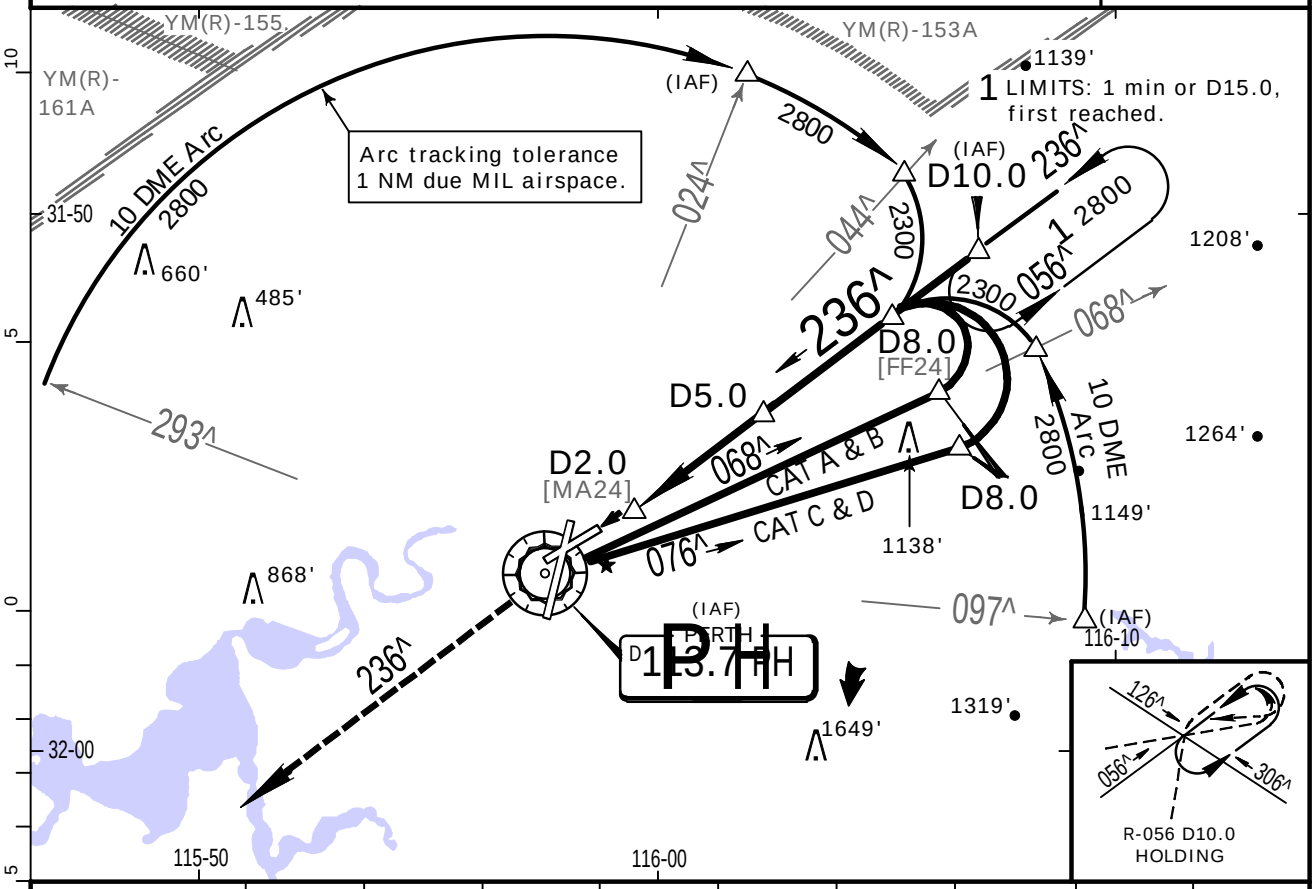
MISSED APCH: Track 236^. Climb to 3000' or as directed by ATC.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 110 Trans alt: 10000'

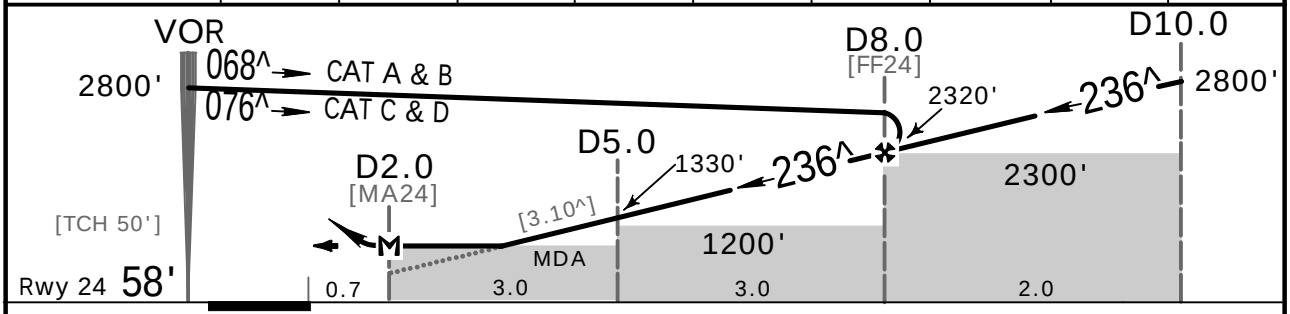
1. PH DME REQUIRED. 2. Aircraft may be RADAR vectored to Final. 3. GNSS permitted in lieu of DME. Reference waypoint PH VOR. 4. ATC Approach Speeds: At 10NM to Threshold 185 - 160 KT, At 5NM to Threshold 160 - 150 KT.

3000'

MSA PH VOR 2700' within 10 NM



PH DME	2.7	3.0	4.0	5.0	6.0	7.0	8.0	9.0	9.5
ALTITUDE	560'	670'	1000'	1330'	1660'	1990'	2320'	2650'	2800'



Gnd Speed-Kts	70	90	100	120	140	160
Descent Angle [3.10^]	384	494	548	658	768	878
MAP at D2.0						

HIALS PAPI PAPI 236^ 3000'

PANS OPS

STRAIGHT-IN LANDING RWY 24

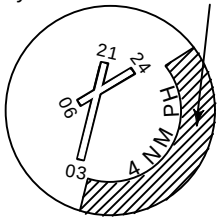
MDA(H) 560' (502')

	HIALS out
A	2.8 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	760' (693') -2.4 km
135	
180	1440' (1373') -4.0 km
205	1440' (1373') -5.0 km

NO CIRCLING
Cat C & D aircraft beyond 4 NM PH East of Rwy 03-21 and 06-24.



CHANGES: Notes.

Chart changes since cycle 10-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
PERTH, WA (PERTH INTL - YPPH)				
DEL	BEVLY 7A ARR	10-2	24 May 2013	30 May 2013
ADD	BEVLY 8A ARR	10-2	24 May 2013	30 May 2013
DEL	BEVLY 7B, 7Z ARRS	10-2A	24 May 2013	30 May 2013
ADD	BEVLY 8B, 8Z ARRS	10-2A	24 May 2013	30 May 2013
DEL	CONNI 5A ARR	10-2B	24 May 2013	30 May 2013
ADD	CONNI 6A ARR	10-2B	24 May 2013	30 May 2013
DEL	CONNI 5B, 5Z ARRS	10-2C	24 May 2013	30 May 2013
ADD	CONNI 6B, 6Z ARRS	10-2C	24 May 2013	30 May 2013
DEL	DAYLR 6A, 6B RNAV ARRS	10-2D	24 May 2013	30 May 2013
ADD	DAYLR 7A, 7B ARRS	10-2D	24 May 2013	30 May 2013
DEL	GOSNL 6V RNAV ARR	10-2E	24 May 2013	30 May 2013
ADD	GOSNL 7V ARR	10-2E	24 May 2013	30 May 2013
DEL	GRENE 7A ARR	10-2F	24 May 2013	30 May 2013
ADD	GRENE 8A ARR	10-2F	24 May 2013	30 May 2013
DEL	GRENE 7B, 7Z ARRS	10-2G	24 May 2013	30 May 2013
ADD	GRENE 8B, 8Z ARRS	10-2G	24 May 2013	30 May 2013
DEL	JULIM 6A ARR	10-2H	24 May 2013	30 May 2013
ADD	JULIM 7A ARR	10-2H	24 May 2013	30 May 2013
DEL	JULIM 6B, 6Z ARRS	10-2J	24 May 2013	30 May 2013
ADD	JULIM 7B, 7Z ARRS	10-2J	24 May 2013	30 May 2013
DEL	SOLUS 6A, 6B, 6Z ARRS	10-2K	24 May 2013	30 May 2013
ADD	SOLUS 7A, 7B, 7Z ARRS	10-2K	24 May 2013	30 May 2013
DEL	WAVES 7A ARR	10-2L	24 May 2013	30 May 2013
ADD	WAVES 8A ARR	10-2L	24 May 2013	30 May 2013
DEL	WAVES 7B, 7Z ARRS	10-2M	24 May 2013	30 May 2013
ADD	WAVES 8B, 8Z ARRS	10-2M	24 May 2013	30 May 2013
DEL	WOORA 3V ARR	10-2N	24 May 2013	30 May 2013
ADD	WOORA 4V ARR	10-2N	24 May 2013	30 May 2013

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport YPPH

Chart Change Notices for Country AUS

Type: General
Effectivity: Permanent
Begin Date: 20100603
End Date: No end date

Commencing with the 3 JUN 10 effective date the CTAF (R) concept for Australia will be retired and replaced by CTAF. This is expected to be phased in over the next few months. Jeppesen will process CTAF changes on an as revise basis along with more flight critical revision activity.