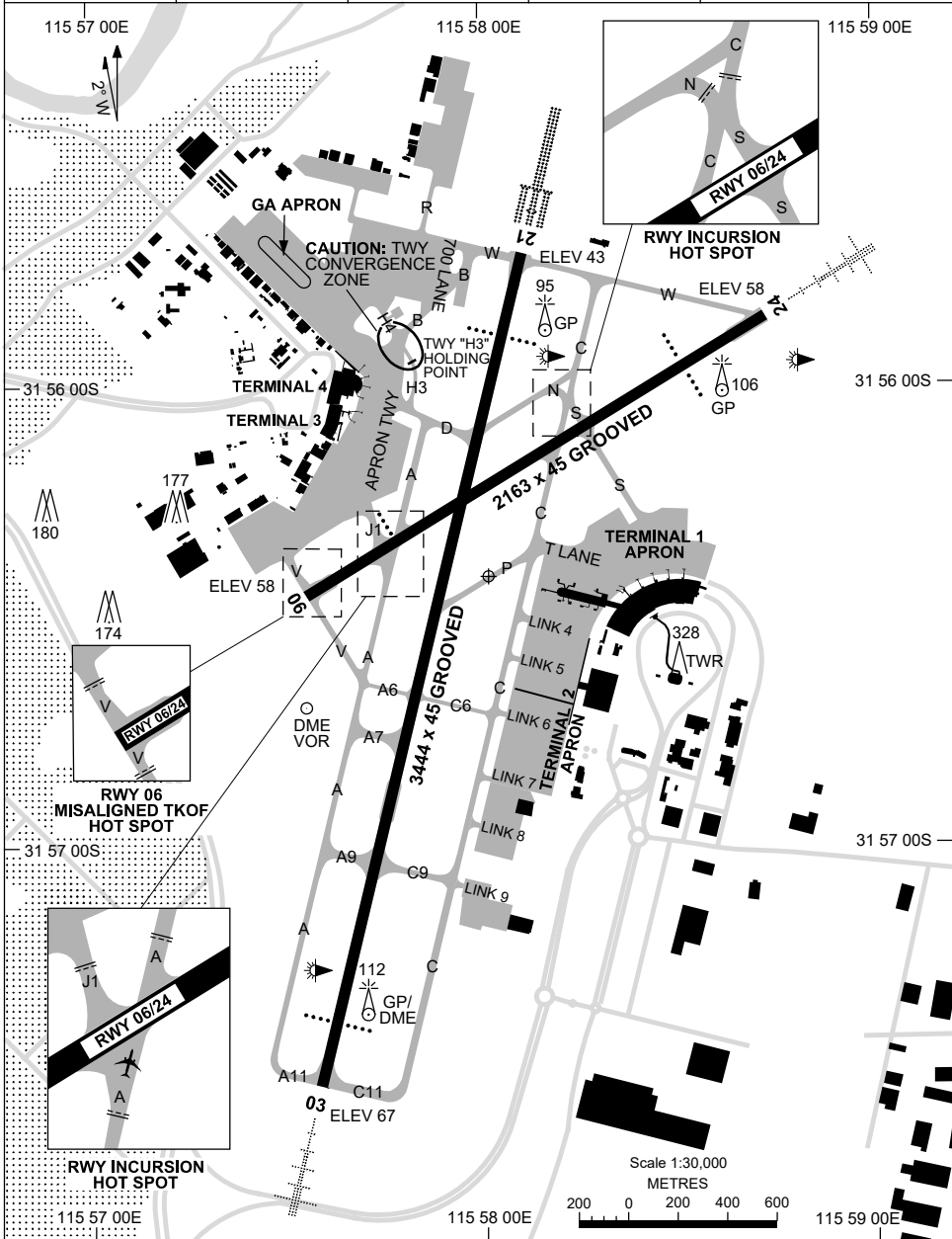


20 MAR 2025

AD ELEV 67
31 56 25S 115 58 01E

AERODROME CHART - Page 1
PERTH, WA (YPPH)

ATIS 113.7 123.8	ACD 118.55	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	TWR 127.4	Bearings are Magnetic Elevations in FEET AMSL
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Changes: FROM SUP H164/24.

PPHAD01-182

28 NOV 2024

AD ELEV 67
31 56 25S 115 58 01E

AERODROME CHART - Page 2
PERTH, WA (YPPH)

ATIS 113.7 123.8	ACD 118.55	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	TWR 127.4	Bearings are Magnetic Elevations in FEET AMSL
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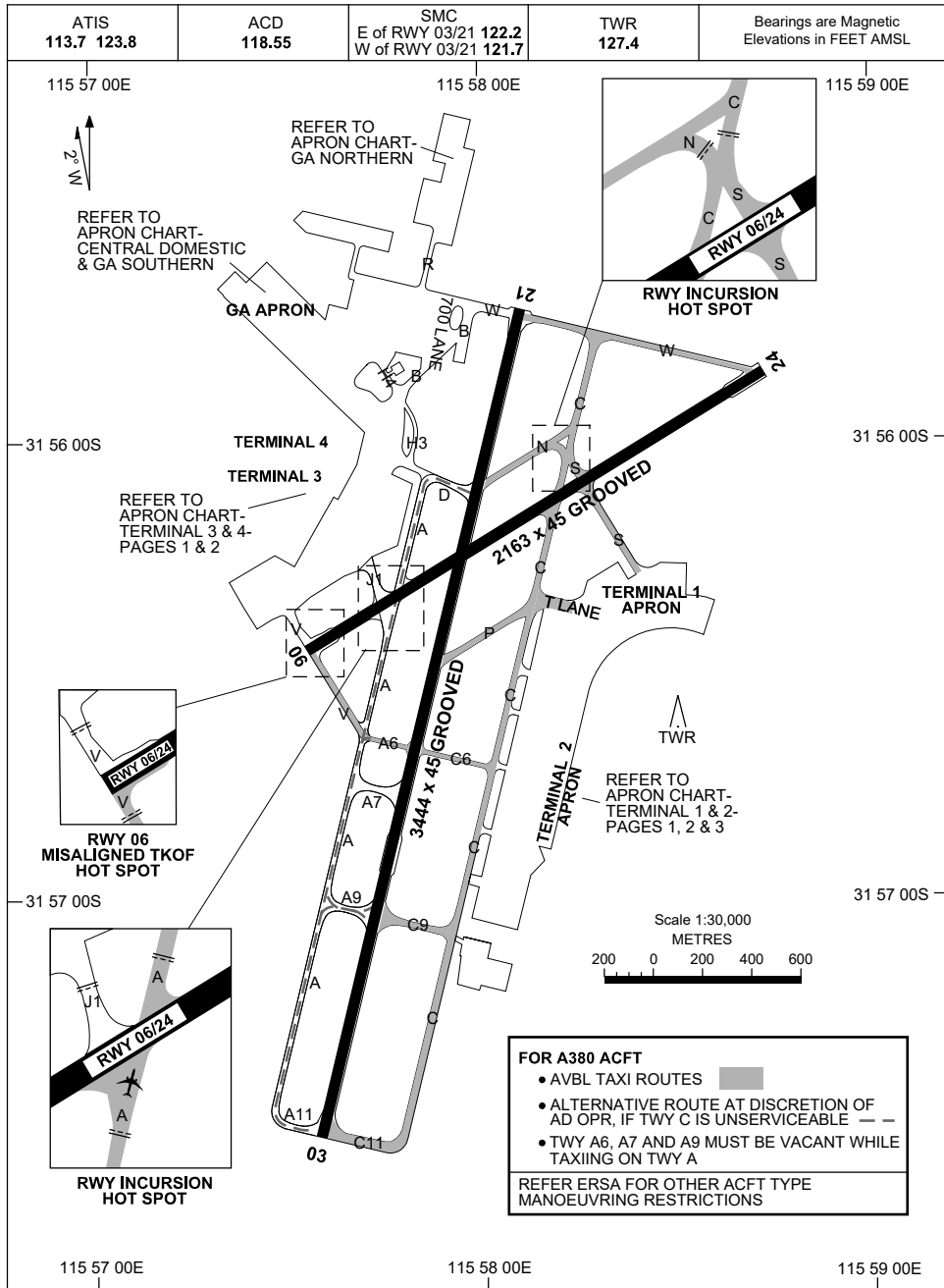
RWY	AERODROME LIGHTING	
		TAXIWAY : GREEN CENTRELINE , RGL , STOP BARS RL : MAN , SDBY (DURING LVP 1 SEC , OTHER TIMES 15 SEC)
03 <small>016</small>	PAPI BOTH SIDES 3.0° 71FT HIRL MIRL HIAL - CAT I RCLL RVR	
<small>196</small> 21	PAPI BOTH SIDES 3.0° 71FT HIRL MIRL HIAL - CAT III RTZL RCLL RVR	
06 <small>061</small>	PAPI LEFT SIDE 3.0° 64FT HIRL MIRL	
<small>241</small> 24	PAPI BOTH SIDES 3.0° 71FT HIRL MIRL HIAL - CAT I	

NOTES

AERODROME GROUND MOVEMENT CHART - Page 1

PERTH, WA (YPPH)

20 MAR 2025

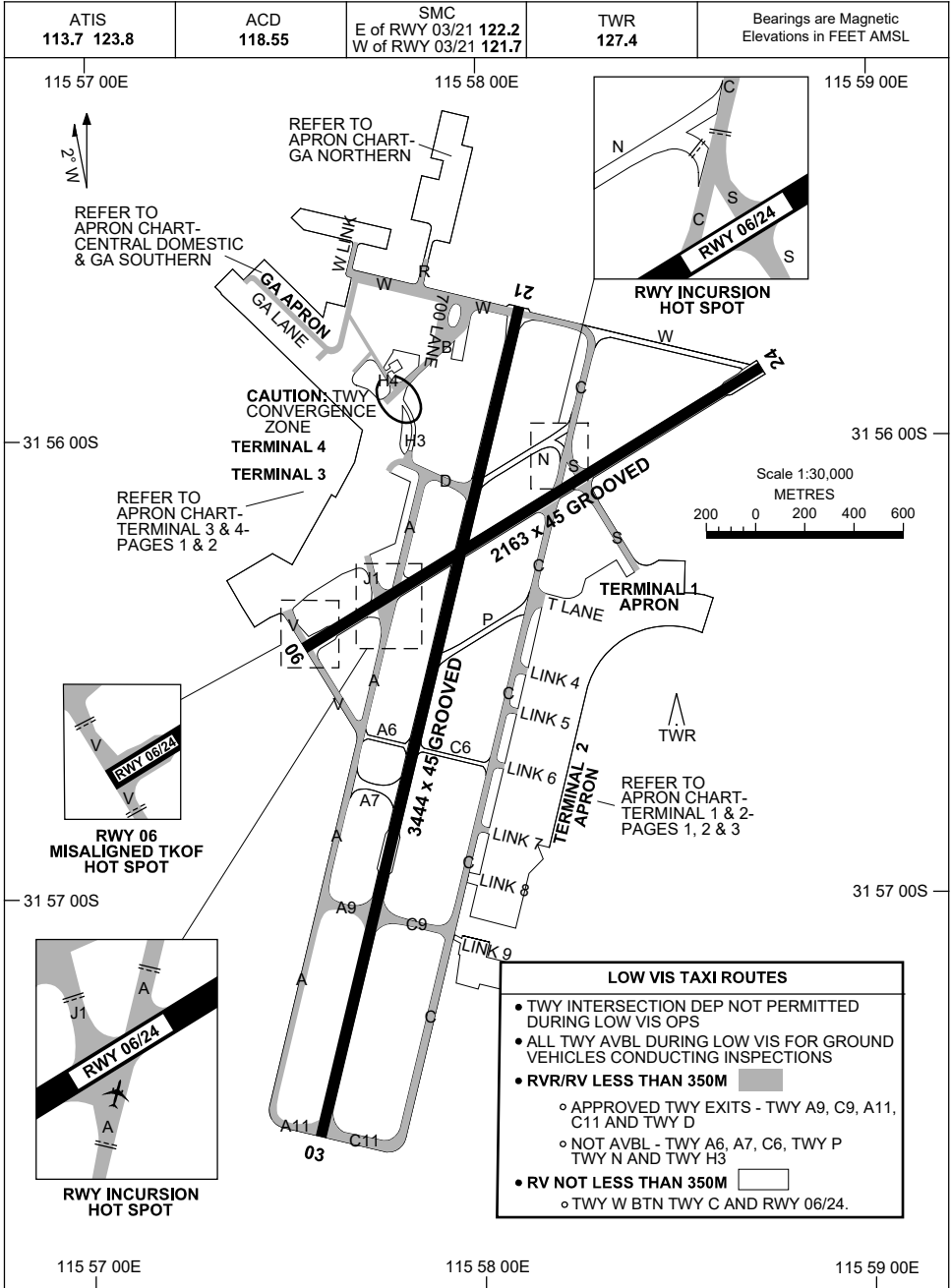


Changes: Editorial.

PPHAG01-182

AERODROME GROUND MOVEMENT CHART - Page 2
PERTH, WA (YPPH)

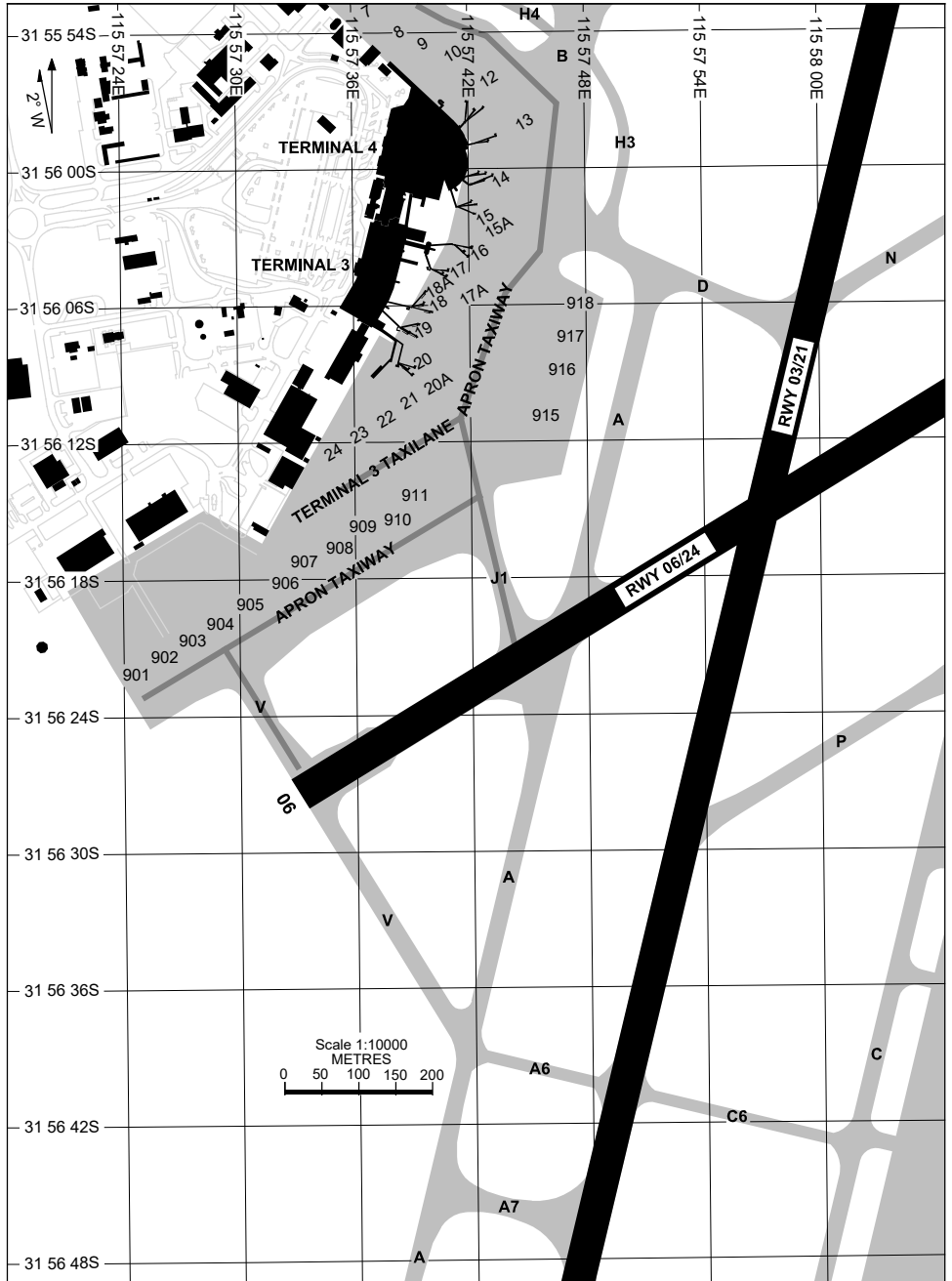
20 MAR 2025



Changes: Editorial.

PPHAG02-182

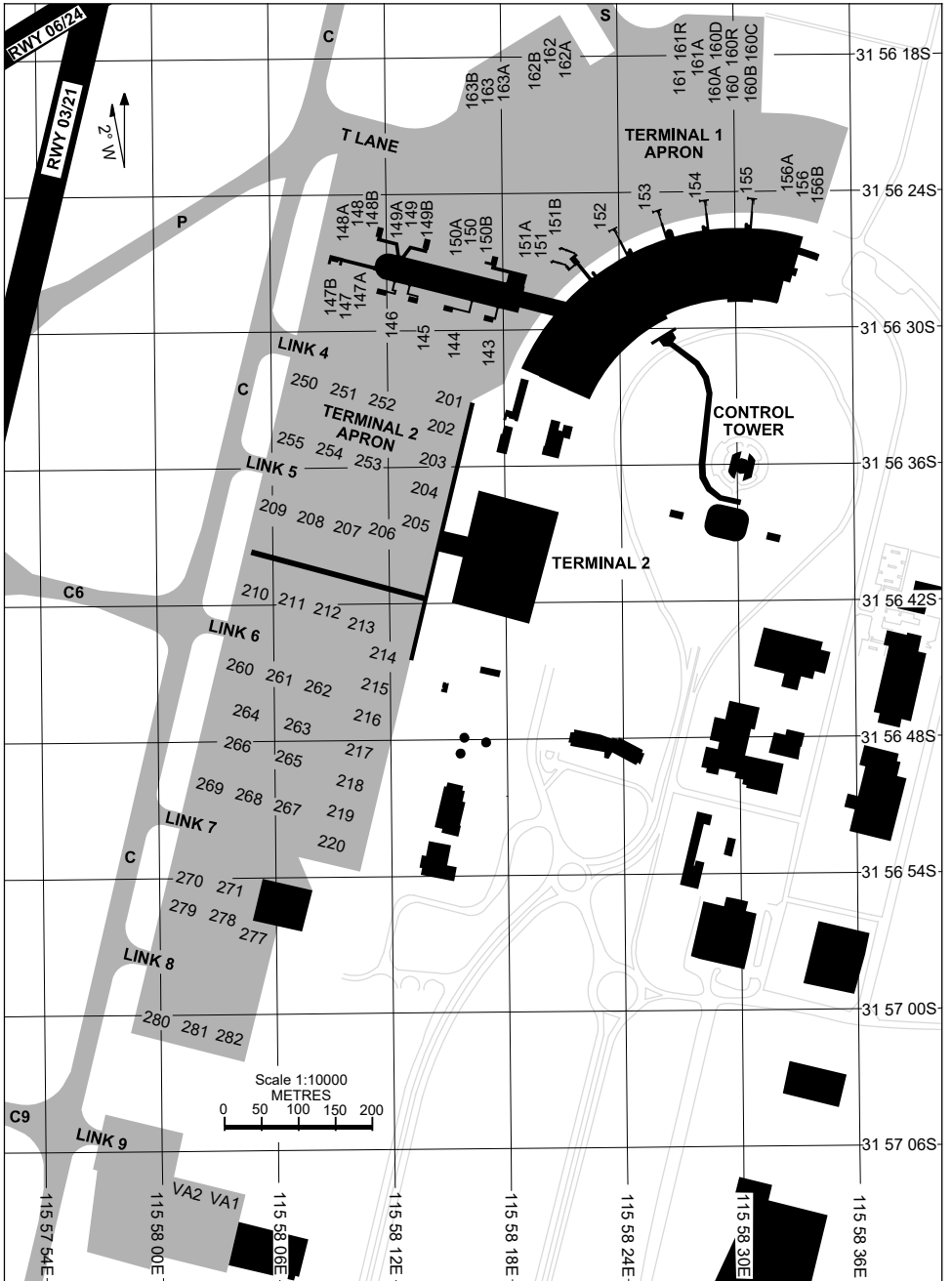
5 SEP 2024



Changes: STANDS REMOVED, Editorial.

PPHAP01-180

20 MAR 2025

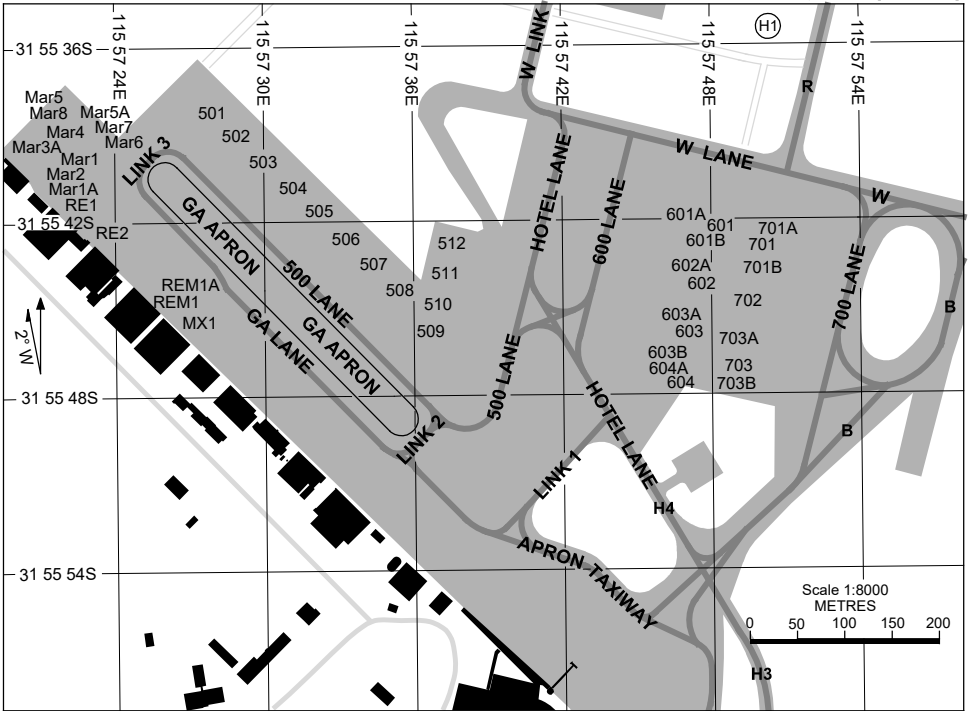


Changes: FROM SUP H164/24.

PPHAP02-182

APRON CHART - CENTRAL DOMESTIC AND GA SOUTHERN
PERTH, WA (YPPH)

20 MAR 2025



PARKING POSITION INFORMATION

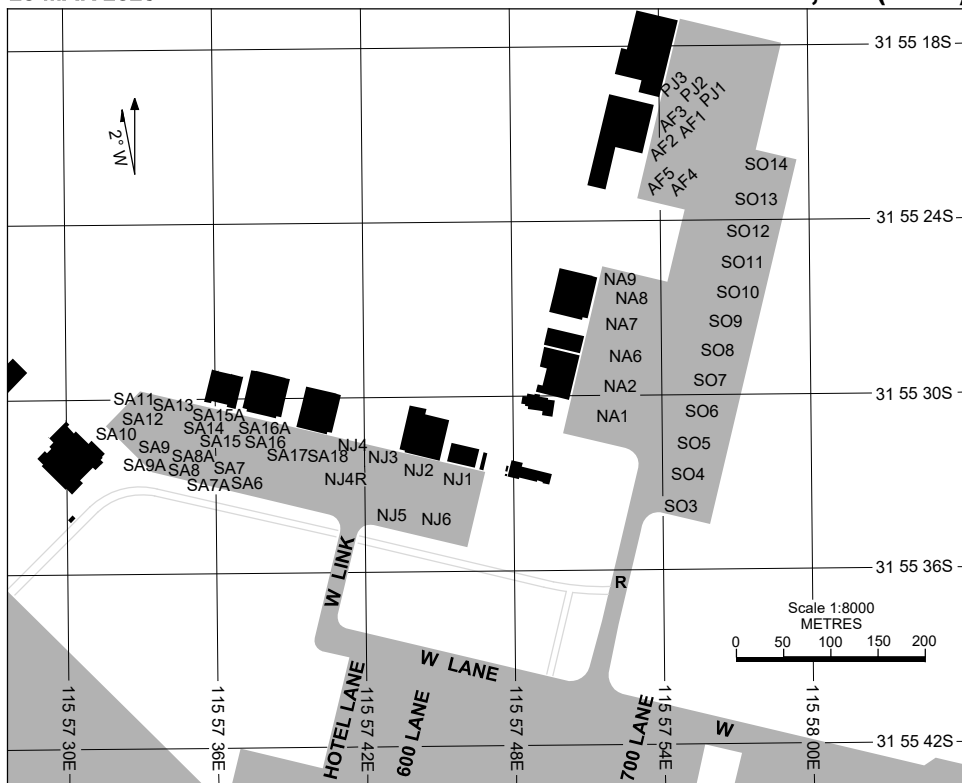
STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	STAND	CO-ORDINATES	ELEV (ft)	CAPACITY
Maroomba 1	31 55 40.77S 115 57 21.46E	37	H25B	701	31 55 42.52S 115 57 49.32E	41	A333
Maroomba 1A	31 55 41.10S 115 57 21.53E	37	H25B	701A	31 55 42.23S 115 57 50.04E	41	B738
Maroomba 2	31 55 40.20S 115 57 22.07E	36	H25B	701B	31 55 43.42S 115 57 49.27E	41	B738
Maroomba 3A	31 55 39.54S 115 57 20.20E	36	DH8A	702	31 55 44.65S 115 57 48.70E	41	A333
Maroomba 4	31 55 39.23S 115 57 21.47E	35	DH8A	703	31 55 46.76S 115 57 47.88E	41	A333
Maroomba 5	31 55 38.10S 115 57 21.89E	34	DH8A	703A	31 55 45.97S 115 57 48.53E	41	B738
Maroomba 5A	31 55 38.52S 115 57 22.25E	34	DH8A	703B	31 55 47.34S 115 57 48.56E	41	B738
Maroomba 6	31 55 39.41S 115 57 23.78E	35	H25B				
Maroomba 7	31 55 38.96S 115 57 23.26E	35	H25B	RE1	31 55 41.38S 115 57 22.18E	37	GLF6/GLEX
Maroomba 8	31 55 38.50S 115 57 22.74E	34	H25B	RE2	31 55 42.37S 115 57 23.32E	37	GLF6/GLEX
501	31 55 37.97S 115 57 27.87E	37	A321/B738	REM1	31 55 44.48S 115 57 26.08E	38	GLEX
502	31 55 38.90S 115 57 28.95E	38	A321/B738	REM1A	31 55 44.61S 115 57 25.69E	39	B737
503	31 55 39.83S 115 57 30.03E	38	A321/B378				
504	31 55 40.76S 115 57 31.11E	39	A319	MX1	31 55 45.51S 115 57 26.87E	39	C550/C560
505	31 55 41.68S 115 57 32.20E	39	A321/B738				
506	31 55 42.61S 115 57 33.28E	40	A321/B738				
507	31 55 43.54S 115 57 34.36E	40	A321/B738				
508	31 55 44.55S 115 57 35.35E	41	A319/B712				
509	31 55 46.66S 115 57 36.97E	41	B738				
510	31 55 45.30S 115 57 37.37E	41	B738				
511	31 55 44.05S 115 57 37.73E	41	B738				
512	31 55 42.91S 115 57 38.07E	41	B738				
601	31 55 42.02S 115 57 47.87E	41	B744				
601A	31 55 41.67S 115 57 46.95E	41	A321/B738				
601B	31 55 42.62S 115 57 47.71E	42	A321/B738				
602	31 55 44.27S 115 57 47.02E	42	A333				
602A	31 55 43.58S 115 57 46.92E	42	B763				
603	31 55 45.86S 115 57 46.32E	42	A321/B738				
603A	31 55 45.37S 115 57 46.68E	42	B763				
603B	31 55 46.59S 115 57 46.53E	42	B744				
604	31 55 47.25S 115 57 46.14E	42	A321/B738				
604A	31 55 47.17S 115 57 46.43E	42	B763				

Changes: 607 AND 703 COORDINATES, PF1 - PF4 AND REM2 REMOVED, MX1 ADDED, Editorial.

PPHAP03-182

APRON CHART - GA NORTHERN PERTH, WA (YPPH)

20 MAR 2025



PARKING POSITION INFORMATION

STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	STAND	CO-ORDINATES	ELEV (ft)	CAPACITY
NJ1	31 55 33.02S 115 57 45.60E	37	DH8D/E190	NA1	31 55 31.13S 115 57 51.34E	36	F100
NJ2	31 55 32.73S 115 57 44.20E	37	DH8D/E190	NA2	31 55 30.07S 115 57 51.83E	36	F100
NJ3	31 55 32.43S 115 57 42.81E	37	DH8D/E190	NA6	31 55 28.71S 115 57 52.20E	37	F100
NJ4	31 55 31.92S 115 57 41.48E	38	DH8D/E190	NA7	31 55 27.58S 115 57 52.03E	37	F100
NJ4R	31 55 32.82S 115 57 41.22E	38	DH8D/E190	NA8	31 55 26.80S 115 57 52.59E	37	F100
NJ5	31 55 34.33S 115 57 43.10E	38	DH8D	NA9	31 55 26.95S 115 57 52.05E	37	A320/B738
NJ6	31 55 34.64S 115 57 44.56E	38	DH8D	SO3	31 55 34.11S 115 57 55.46E	39	B712
SA6	31 55 32.89S 115 57 37.01E	39	DH8C	SO4	31 55 33.06S 115 57 55.77E	39	B712
SA7	31 55 32.64S 115 57 35.83E	38	DH8C	SO5	31 55 32.00S 115 57 56.08E	38	B712
SA7A	31 55 32.85S 115 57 35.80E	39	DH8C	SO6	31 55 30.94S 115 57 56.38E	39	B712
SA8	31 55 32.36S 115 57 34.59E	38	DH8C	SO7	31 55 29.89S 115 57 56.69E	39	B712
SA8A	31 55 32.60S 115 57 34.62E	38	DH8C	SO8	31 55 28.83S 115 57 57.00E	39	B712
SA9	31 55 31.95S 115 57 33.77E	37	DH8C	SO9	31 55 27.78S 115 57 57.30E	39	B712
SA9A	31 55 32.35S 115 57 33.45E	37	DH8C	SO10	31 55 26.72S 115 57 57.61E	39	B712
SA10	31 55 30.86S 115 57 32.22E	36	SW4	SO11	31 55 25.67S 115 57 57.92E	38	B712
SA11	31 55 30.22S 115 57 33.30E	36	SW4	SO12	31 55 24.61S 115 57 58.22E	39	B712
SA12	31 55 30.38S 115 57 34.07E	36	SW4	SO13	31 55 23.55S 115 57 58.53E	38	B712
SA13	31 55 30.50S 115 57 34.85E	37	SW4	SO14	31 55 22.50S 115 57 58.84E	39	B712
SA14	31 55 30.66S 115 57 35.62E	37	SW4	PJ1	31 55 19.95S 115 57 55.91E	36	B190
SA15	31 55 30.88S 115 57 36.63E	37	E120	PJ2	31 55 19.81S 115 57 55.25E	36	B190
SA15A	31 55 30.88S 115 57 36.34E	37	DH8C	PJ3	31 55 19.64S 115 57 54.14E	37	B190
SA16	31 55 31.11S 115 57 37.94E	37	E120	AF1	31 55 20.54S 115 57 55.83E	36	CL60
SA16A	31 55 31.14S 115 57 37.37E	37	DH8C	AF2	31 55 21.35S 115 57 53.69E	37	GL77/GLEX
SA17	31 55 31.37S 115 57 38.97E	37	E120	AF3	31 55 19.94S 115 57 54.08E	37	GL77/GLEX
SA18	31 55 31.57S 115 57 40.08E	37	F100	AF4	31 55 22.41S 115 57 54.72E	36	B738
				AF5	31 55 22.76S 115 57 53.72E	37	A21N

Changes: NA9, AF5 ADDED, BAYS AB RENAMED, AF4 AMD, Editorial.

PPHAP04-182

5 SEP 2024

PARKING POSITION INFORMATION

STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
143	31 56 30.66S 115 58 17.96E	62	B38M/B738	JET A1	A-VDGS
144	31 56 29.88S 115 58 15.90E	61	B38M/B738	JET A1	A-VDGS
145	31 56 29.50S 115 58 14.11E	60	B38M/B738	JET A1	A-VDGS
146	31 56 29.16S 115 58 12.50E	60	B38M/B738	JET A1	A-VDGS
147	31 56 27.97S 115 58 10.27E	60	A333	JET A1	A-VDGS
147A	31 56 28.13S 115 58 10.60E	60	B38M/B738	JET A1	A-VDGS
147B	31 56 28.43S 115 58 09.15E	60	B38M/B738	JET A1	A-VDGS
148	31 56 25.37S 115 58 10.47E	60	A333	JET A1	A-VDGS
148A	31 56 25.63S 115 58 10.21E	60	E190	JET A1	A-VDGS
148B	31 56 24.55S 115 58 11.11E	60	B38M/B738	JET A1	A-VDGS
149	31 56 25.97S 115 58 13.10E	61	A333	JET A1	A-VDGS
149A	31 56 25.90S 115 58 12.78E	61	B38M/B738	JET A1	A-VDGS
149B	31 56 25.00S 115 58 14.15E	60	E190	JET A1	A-VDGS
150	31 56 26.64S 115 58 16.10E	62	A388	JET A1	A-VDGS
150A	31 56 26.79S 115 58 15.95E	62	A321/B38M	JET A1	A-VDGS
150B	31 56 25.89S 115 58 17.16E	61	B38M/B738	JET A1	A-VDGS
151	31 56 27.17S 115 58 20.15E	62	A388	JET A1	A-VDGS
151A	31 56 27.37S 115 58 19.92E	62	A321/B738	JET A1	A-VDGS
151B	31 56 25.94S 115 58 20.60E	62	A321/B738	JET A1	A-VDGS
152	31 56 26.22S 115 58 23.68E	60	B744	JET A1	A-VDGS
153	31 56 25.19S 115 58 25.83E	63	B779	JET A1	A-VDGS
154	31 56 24.90S 115 58 28.19E	60	B778	JET A1	A-VDGS
155	31 56 24.77S 115 58 30.58E	63	B744	JET A1	A-VDGS
156	31 56 24.90S 115 58 33.04E	63	B744	JET A1	MARSHALLER
156A	31 56 24.26S 115 58 33.08E	63	A321/B738	JET A1	MARSHALLER
156B	31 56 24.58S 115 58 34.17E	63	A321/B738	JET A1	MARSHALLER
160	31 56 19.04S 115 58 30.28E	58	B744	NIL	MARSHALLER
160A	31 56 19.33S 115 58 29.59E	59	B734/GLEX	NIL	MARSHALLER
160B	31 56 19.38S 115 58 31.13E	59	B734/GLEX	NIL	MARSHALLER
160C	31 56 17.50S 115 58 30.26E	58	GLEX	NIL	MARSHALLER
160D	31 56 17.44S 115 58 28.28E	57	B734/GLEX	NIL	MARSHALLER
160R	31 56 17.13S 115 58 30.37E	57	B744	NIL	MARSHALLER
161	31 56 19.12S 115 58 27.47E	58	GLEX	NIL	MARSHALLER
161A	31 56 17.87S 115 58 27.98E	57	B744	NIL	MARSHALLER
161R	31 56 18.55S 115 58 27.50E	58	B744	NIL	MARSHALLER
162	31 56 17.35S 115 58 20.13E	56	A388	NIL	MARSHALLER
162A	31 56 17.76S 115 58 21.15E	56	A321/B738	NIL	MARSHALLER
162B	31 56 18.23S 115 58 19.65E	56	A321/B738	NIL	MARSHALLER
163	31 56 20.42S 115 58 18.12E	57	A388	NIL	MARSHALLER
163A	31 56 19.76S 115 58 18.61E	57	A321/B738	NIL	MARSHALLER
163B	31 56 20.26S 115 58 16.99E	56	A321/B738	NIL	MARSHALLER

Changes: CAPACITY.

PPHAP05-180

20 MAR 2025

PARKING POSITION INFORMATION

STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
7	31 55 53.68S 115 57 36.59E	42	B738	NIL	MARSHALLER
8	31 55 54.72S 115 57 38.15E	42	A321/B738	JET A1	MARSHALLER
9	31 55 55.49S 115 57 39.35E	43	A321/B738	JET A1	MARSHALLER
10	31 55 55.86S 115 57 41.02E	44	A321/B738	JET A1	MARSHALLER
12	31 55 57.23S 115 57 42.03E	44	A333	JET A1	A-VDGS
13	31 55 58.61S 115 57 42.87E	45	A333	JET A1	A-VDGS
14	31 56 00.10S 115 57 42.77E	47	A333	JET A1	A-VDGS
15	31 56 01.62S 115 57 42.23E	48	A321/B738	JET A1	A-VDGS
15A	31 56 01.97S 115 57 42.14E	48	A333	JET A1	MARSHALLER
16	31 56 03.57S 115 57 41.96E	48	A321/B738	JET A1	A-VDGS
17	31 56 04.57S 115 57 40.85E	48	A321/B738	JET A1	A-VDGS
17A	31 56 04.36S 115 57 40.88E	48	B789	JET A1	A-VDGS
18	31 56 06.01S 115 57 40.29E	49	A321/B738	JET A1	A-VDGS
18A	31 56 05.89S 115 57 39.75E	49	B789	JET A1	A-VDGS
19	31 56 07.08S 115 57 39.18E	49	A321/B738	JET A1	A-VDGS
20	31 56 08.71S 115 57 39.21E	47	A321/B738	JET A1	A-VDGS
20A	31 56 08.49S 115 57 39.16E	47	B789	JET A1	A-VDGS
21	31 56 10.01S 115 57 38.46E	47	A321/B738	JET A1	A-VDGS
22	31 56 10.72S 115 57 37.52E	48	A321/B738	JET A1	A-VDGS
23	31 56 11.45S 115 57 36.11E	48	A321/B738	JET A1	A-VDGS
24	31 56 12.11S 115 57 35.06E	48	A321/B738	JET A1	A-VDGS
901	31 56 22.15S 115 57 24.58E	53	A321/B738	NIL	MARSHALLER
902	31 56 21.38S 115 57 26.07E	52	A321/B738	NIL	MARSHALLER
903	31 56 20.62S 115 57 27.56E	52	B738	NIL	MARSHALLER
904	31 56 19.79S 115 57 29.02E	52	B738	NIL	MARSHALLER
905	31 56 18.91S 115 57 30.32E	51	B738	NIL	MARSHALLER
906	31 56 18.19S 115 57 31.74E	51	B738	NIL	MARSHALLER
907	31 56 17.31S 115 57 33.16E	51	A321/B738	NIL	MARSHALLER
908	31 56 16.65S 115 57 34.73E	51	B738	NIL	MARSHALLER
909	31 56 15.87S 115 57 36.23E	51	B738	NIL	MARSHALLER
910	31 56 15.10S 115 57 37.73E	51	B738	NIL	MARSHALLER
911	31 56 14.33S 115 57 39.23E	51	B738	NIL	MARSHALLER
915	31 56 11.19S 115 57 46.58E	50	A333	NIL	MARSHALLER
916	31 56 09.06S 115 57 47.19E	49	A333	NIL	MARSHALLER
917	31 56 07.75S 115 57 47.62E	48	A321/B738	NIL	MARSHALLER
918	31 56 06.43S 115 57 48.07E	47	B738	NIL	MARSHALLER

Changes: BAY 13 CAPACITY, Editorial.

PPHAP06-182

20 MAR 2025

PARKING POSITION INFORMATION

STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
201	31 56 33.70S 115 58 16.14E	62	A21N/B738	JET A1	MARSHALLER
202	31 56 35.02S 115 58 15.75E	62	A21N/B738	JET A1	MARSHALLER
203	31 56 36.39S 115 58 15.35E	62	A21N/B738	JET A1	MARSHALLER
204	31 56 37.77S 115 58 14.96E	62	A21N/B738	JET A1	MARSHALLER
205	31 56 39.28S 115 58 14.49E	62	A21N/B738	JET A1	MARSHALLER
206	31 56 40.06S 115 58 10.94E	62	A21N/B738	JET A1	MARSHALLER
207	31 56 39.71S 115 58 09.34E	62	A21N/B738	JET A1	MARSHALLER
208	31 56 39.37S 115 58 07.73E	62	A21N/B738	JET A1	MARSHALLER
209	31 56 39.03S 115 58 06.12E	61	A21N/B738	JET A1	MARSHALLER
210	31 56 41.01S 115 58 05.55E	61	A321/B738	JET A1	MARSHALLER
211	31 56 41.35S 115 58 07.16E	62	A321/B738	JET A1	MARSHALLER
212	31 56 41.69S 115 58 08.76E	62	A321/B738	JET A1	MARSHALLER
213	31 56 42.03S 115 58 10.37E	62	A321/B738	JET A1	MARSHALLER
214	31 56 44.09S 115 58 13.11E	63	A321/B738	JET A1	MARSHALLER
215	31 56 45.62S 115 58 12.66E	63	A321/B738	JET A1	MARSHALLER
216	31 56 46.99S 115 58 12.27E	63	A321/B738	JET A1	MARSHALLER
217	31 56 48.36S 115 58 11.87E	63	A321/B738	JET A1	MARSHALLER
218	31 56 49.73S 115 58 11.47E	63	A321/B738	JET A1	MARSHALLER
219	31 56 51.10S 115 58 11.07E	63	A321/B738	JET A1	MARSHALLER
220	31 56 52.47S 115 58 10.67E	63	A321/B738	JET A1	MARSHALLER
250	31 56 33.76S 115 58 07.83E	58	A321/B38M	NIL	MARSHALLER
251	31 56 34.10S 115 58 09.44E	60	A321/B38M	NIL	MARSHALLER
252	31 56 34.44S 115 58 11.04E	59	A321/B38M	NIL	MARSHALLER
253	31 56 35.34S 115 58 10.79E	59	A321/B38M	NIL	MARSHALLER
254	31 56 35.00S 115 58 09.18E	58	A321/B38M	NIL	MARSHALLER
255	31 56 34.66S 115 58 07.57E	59	A321/B38M	NIL	MARSHALLER
260	31 56 45.75S 115 58 04.20E	59	A321/B738	NIL	MARSHALLER
261	31 56 46.09S 115 58 05.78E	59	A321/B738	NIL	MARSHALLER
262	31 56 46.43S 115 58 07.37E	60	A321/B738	NIL	MARSHALLER
263	31 56 47.32S 115 58 06.27E	61	A321/B738	NIL	MARSHALLER
264	31 56 46.82S 115 58 03.89E	59	A321/B738	NIL	MARSHALLER
265	31 56 48.69S 115 58 05.87E	59	A321/B738	NIL	MARSHALLER
266	31 56 48.19S 115 58 03.49E	61	A321/B738	NIL	MARSHALLER
267	31 56 49.93S 115 58 06.36E	60	A321/B738	NIL	PILOT STOP BAR
268	31 56 49.60S 115 58 04.77E	61	A321/B738	NIL	PILOT STOP BAR
269	31 56 49.26S 115 58 03.18E	59	A321/B738	NIL	PILOT STOP BAR
270	31 56 54.10S 115 58 01.85E	60	A321/B3XM	NIL	MARSHALLER
270A	31 56 53.74S 115 58 01.74E	59	E190	NIL	PILOT STOP BAR
271	31 56 54.41S 115 58 03.43E	61	A321/B3XM	NIL	MARSHALLER
271A	31 56 54.01S 115 58 03.16E	59	A321/B3XM	NIL	MARSHALLER
271B	31 56 54.29S 115 58 04.36E	59	A321/B3XM	NIL	MARSHALLER
277	31 56 56.50S 115 58 04.49E	61	A321/B3XM	NIL	MARSHALLER
278	31 56 55.69S 115 58 03.05E	61	A321/B3XM	NIL	MARSHALLER
279	31 56 55.36S 115 58 01.48E	60	A321/B3XM	NIL	MARSHALLER
280	31 57 00.23S 115 58 00.06E	60	A321/B3XM	NIL	MARSHALLER
281	31 57 00.56S 115 58 01.64E	61	A321/B3XM	NIL	MARSHALLER
282	31 57 00.89S 115 58 03.21E	62	A321/B3XM	NIL	MARSHALLER
VA1	31 57 07.88S 115 58 02.92E	66	A321/B3XM	NIL	MARSHALLER
VA2	31 57 07.54S 115 58 01.32E	67	A321/B3XM	NIL	MARSHALLER

Changes: FROM SUP H116/24, BAYS 201 - 209 CAPCITY.

PPHAP07-SUP

**STANDARD INSTRUMENT DEPARTURES (SID)
PERTH SEVEN DEPARTURE (RADAR)
PERTH, WA (YPPH)**

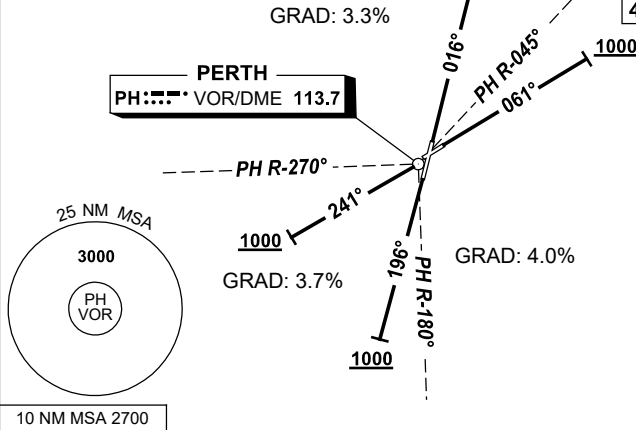
7 SEP 2023

ATIS 113.7 123.8	ACD 118.55	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	TWR 127.4	DEP 118.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



SPEED
MAX IAS 250KT
BELOW 10,000ft
NON-JET BLW 28,000KG
TO 4000ft 140-150KT
4000ft TO 10,000ft 170-180KT



PERTH SEVEN DEPARTURE (RADAR)

RWY 03

- Track 016°
- AT 1000ft but not before DER turn to Assigned Heading or track
- Contact Departures for Radar Vectors

RWY 06

- Track 061°
- AT 1000ft but not before DER turn to Assigned Heading or track
- Contact Departures for Radar Vectors

RWY 21

- Track 196°
- AT 1000ft but not before DER turn to Assigned Heading or track
- Contact Departures for Radar Vectors

RWY 24

- Track 241°
- AT 1000ft but not before DER turn to Assigned Heading or track
- Contact Departures for Radar Vectors

COMMUNICATIONS FAILURE : PROCEDURE IN IMC

On recognition of communication failure.

- Squawk 7600.
- Maintain last assigned vector for 2 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: RWY 06/24 INITIAL TRACKS.

PPHPD01-176

STANDARD INSTRUMENT DEPARTURES (SID)
AMANA FIVE (JET) (RNAV)
PERTH, WA (YPPH)

13 JUN 2024

ATIS 113.7 123.8	ACD 118.55	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	TWR 127.4	DEP 118.7	Bearings are Magnetic Elevations in FEET AMSL
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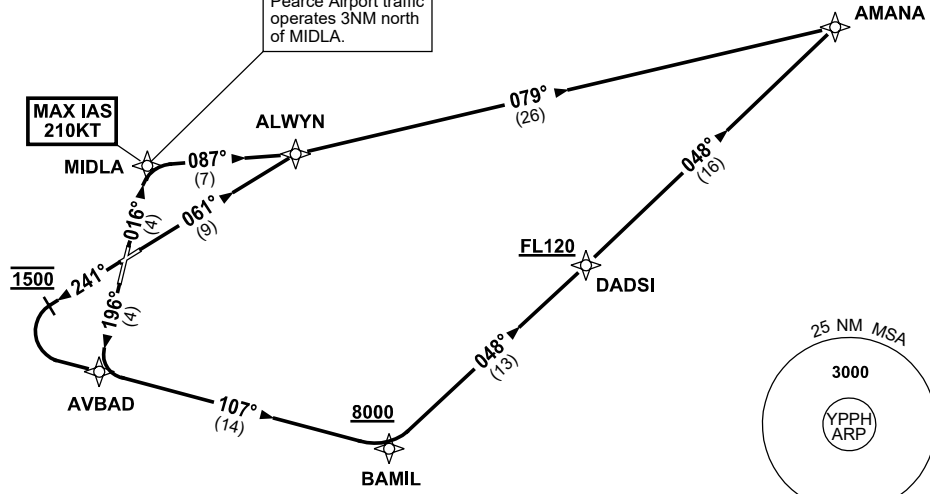
NOT TO SCALE



SPEED
MAX IAS 250KT
BELOW 10,000ft

RNP1

CAUTION: DO NOT OVERFLY MIDLA.
 Pearce Airport traffic operates 3NM north of MIDLA.



GRAD 4.0% to 2800ft THEN 3.3%

10 NM MSA 2700

AMANA FIVE DEPARTURE (JET)

RWY 03

MAX IAS 210KT until MIDLA

- 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 AVBAD

RWY 24

- Track 241°
- AT 1500ft turn LEFT,
- Track DCT to AVBAD

From AVBAD

- Track 107° to BAMIL
Cross BAMIL AT or ABV 8000ft
- Turn LEFT, track 048° to DADSI,
Cross DADSI AT or ABV FL120,
- Track 048° to AMANA, then as cleared

Changes: DADSI REPLACES HELNA, VALIDITY INDICATOR.

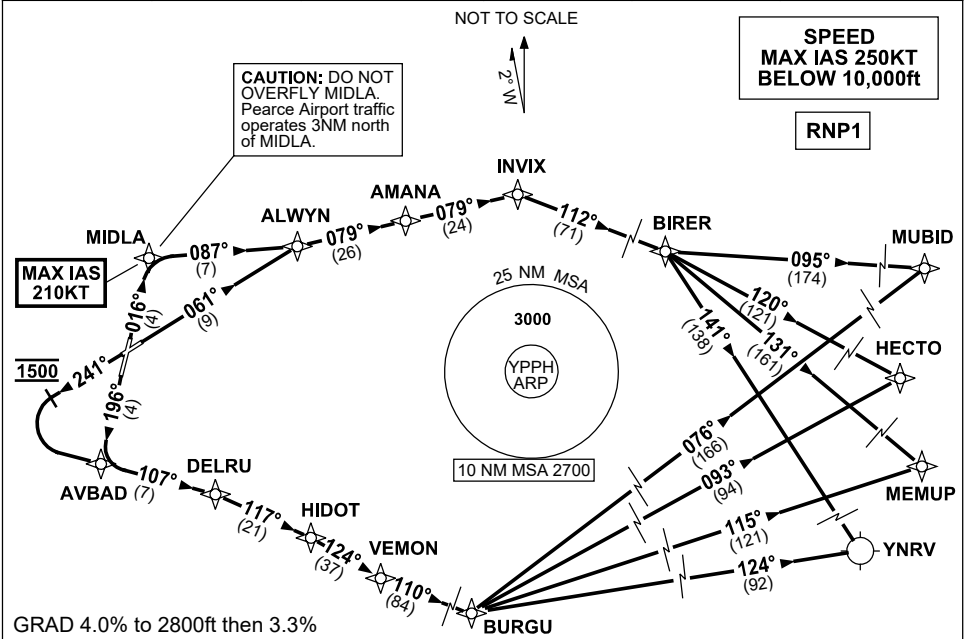
PPHDP03-179



**STANDARD INSTRUMENT DEPARTURES (SID)
HECTO FIVE, MEMUP FIVE, MUBID FOUR, YNRV FIVE (JET) (RNAV)
PERTH, WA (YPPH)**

5 SEP 2024

ATIS 113.7 123.8	ACD 118.55	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	TWR 127.4	DEP 118.7	Bearings are Magnetic Elevations in FEET AMSL
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<p>MUBID FOUR DEPARTURE</p> <p>HECTO FIVE DEPARTURE</p> <p>MEMUP FIVE DEPARTURE</p> <p>RAVENSTHORPE (YNRV) FIVE DEPARTURE</p> <p>RWY 03</p> <p>MAX IAS 210KT until MIDLA</p> <ul style="list-style-type: none"> Track 016° to MIDLA Turn RIGHT, track 087° to ALWYN <p>RWY 06</p> <ul style="list-style-type: none"> Track 061° to ALWYN <p>From ALWYN</p> <ul style="list-style-type: none"> Track 079° to AMANA Track 079° to INVIX Turn RIGHT, track 112° to BIRER <p>From BIRER</p> <p>For MUBID</p> <ul style="list-style-type: none"> Turn LEFT, track 095° to MUBID, then as cleared <p>For HECTO</p> <ul style="list-style-type: none"> Turn RIGHT, track 120° to HECTO, then as cleared <p>For MEMUP</p> <ul style="list-style-type: none"> Turn RIGHT, track 131° to MEMUP, then as cleared <p>For YNRV</p> <ul style="list-style-type: none"> Turn RIGHT, track 141° to YNRV 	<p>RWY 21</p> <ul style="list-style-type: none"> Track 196° to AVBAD Turn LEFT, track 107° to DELRU <p>RWY 24</p> <ul style="list-style-type: none"> Track 241° AT 1500ft turn LEFT Track DCT to AVBAD Track 107° to DELRU <p>From DELRU</p> <ul style="list-style-type: none"> Turn RIGHT, track 117° to HIDOT Turn RIGHT, track 124° to VEMON Turn LEFT, track 110° to BURGU <p>From BURGU</p> <p>For MUBID</p> <ul style="list-style-type: none"> Turn LEFT, track 076° to MUBID, then as cleared <p>For HECTO</p> <ul style="list-style-type: none"> Turn LEFT, track 093° to HECTO, then as cleared <p>For MEMUP</p> <ul style="list-style-type: none"> Turn RIGHT, track 115° to MEMUP, then as cleared <p>For YNRV</p> <ul style="list-style-type: none"> Turn RIGHT, track 124° to YNRV
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Changes: Editorial.

PPHP04-180

**STANDARD INSTRUMENT DEPARTURES (SID)
LENVU ONE, PUMRY SEVEN (NON-JET) (RNAV)
PERTH, WA (YPPH)**

5 SEP 2024

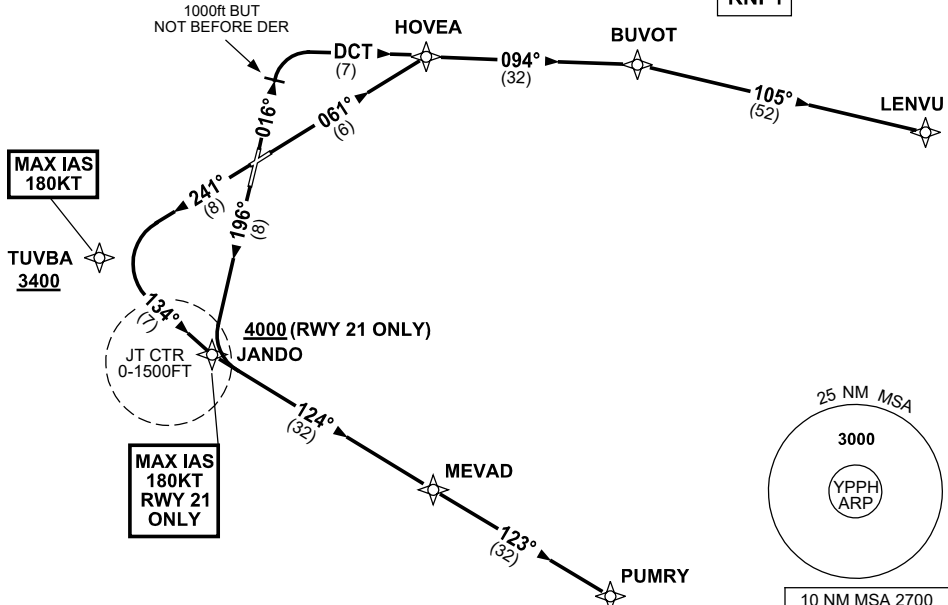
ATIS 113.7 123.8	ACD 118.55	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	TWR 127.4	DEP 118.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



SPEED
MAX IAS 250KT
BELOW 10,000ft
NON-JET BLW 28,000KG
TO 4000ft MAX 150KT
4000ft TO 10,000ft MAX 180KT

RNP1



LENVU ONE DEPARTURE (NON-JET)

- RWY 03**
- GRAD 4.0% to 2800ft THEN 3.3%
 - Track 016°
 - AT 1000ft but not before DER
Turn RIGHT, track DCT to HOVEA
 - Track 094° to BUVOT
 - Turn RIGHT, track 105° to LENVU, then as cleared
- RWY 06**
- GRAD 4.0% to 2800ft THEN 3.3%
 - Track 061° to HOVEA
 - Turn RIGHT, track 094° to BUVOT
 - Turn RIGHT, track 105° to LENVU, then as cleared

PUMRY SEVEN DEPARTURE (NON-JET)

- RWY 21**
- GRAD 4.0% to 2800ft THEN 3.3% (7.9% to 4000ft)
MAX IAS 180KT until JANDO
 - Track 196° to JANDO
Cross JANDO AT or ABV 4000ft
 - Turn LEFT, track 124° to MEVAD
 - Track 123° to PUMRY, then as cleared
- RWY 24**
- GRAD 4.0% to 2800ft THEN 3.3% (6.6% to 3400ft)
MAX IAS 180KT until TUVBA
 - Track 241° to TUVBA
Cross TUVBA AT or ABV 3400ft
 - Turn LEFT, track 134° to JANDO
 - Track 124° to MEVAD
 - Track 123° to PUMRY, then as cleared

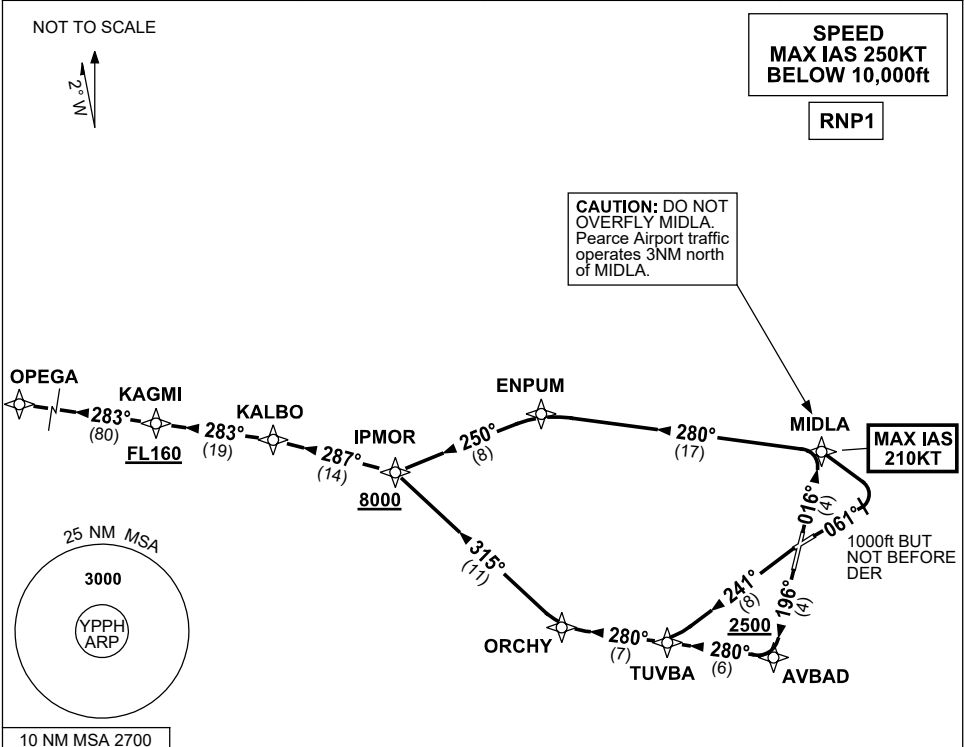
Changes: Editorial.

PPHDP07-180

**STANDARD INSTRUMENT DEPARTURES (SID)
OPEGA ONE (RNAV)
PERTH, WA (YPPH)**

21 MAR 2024

ATIS 113.7 123.8	ACD 118.55	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	TWR 127.4	DEP 118.7	Bearings are Magnetic Elevations in FEET AMSL
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OPEGA ONE DEPARTURE

RWY 03
 GRAD 3.3% (4.7% to 8000ft)
MAX IAS 210KT UNTIL MIDLA
 • Track 016° to MIDLA

RWY 06
 GRAD 4.0% to 2800ft (4.7% to 8000ft)
 • **MAX IAS 210KT UNTIL MIDLA**
 • Track 061°
 AT 1000ft but not before DER turn LEFT
 • Track DCT to MIDLA

From MIDLA

- Turn LEFT, track 280° to ENPUM
- Turn LEFT, track 250° to IPMOR
Cross IPMOR AT or ABV 8000ft
- Turn RIGHT, track 287° to KALBO
- Turn LEFT, track 283° to KAGMI
Cross KAGMI AT or ABV FL160
- Track 283° to OPEGA, then as cleared

RWY 21
 GRAD 3.7% to 2800ft (4.7% to 8000ft)
 • Track 196° to AVBAD
Cross AVBAD AT or ABV 2500ft
 • Turn RIGHT, track 280° to TUVBA

RWY 24
 GRAD 3.7% to 2800ft (4.7% to 8000ft)
 • Track 241° to TUVBA

From TUVBA

- Track 280° to ORCHY
- Turn RIGHT, track 315° to IPMOR
Cross IPMOR AT or ABV 8000ft
- Turn LEFT, track 287° to KALBO
- Turn LEFT, track 283° to KAGMI
Cross KAGMI AT or ABV FL160
- Track 283° to OPEGA, then as cleared

Changes: MSA REF, DEP INSTRUCTIONS, Editorial.

**STANDARD INSTRUMENT DEPARTURES (SID)
OLMAM ONE, SOLUS SIX (RNAV)
PERTH, WA (YPPH)**

5 SEP 2024

ATIS 113.7 123.8	ACD 118.55	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	TWR 127.4	DEP 118.7	Bearings are Magnetic Elevations in FEET AMSL
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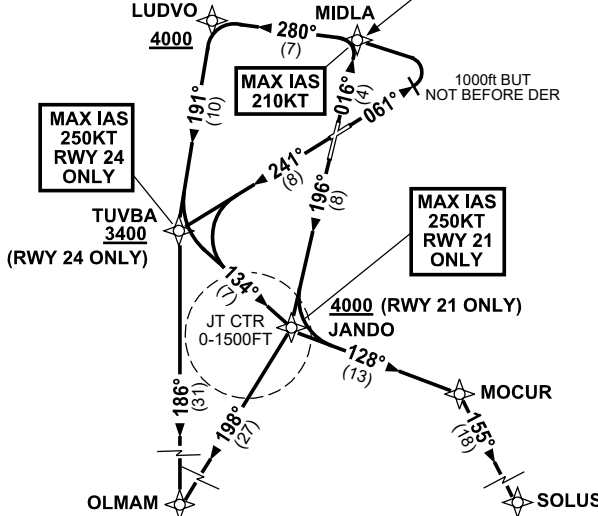
NOT TO SCALE



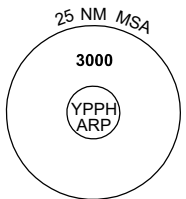
CAUTION: DO NOT OVERFLY MIDLA.
Pearce Airport traffic operates 3NM north of MIDLA.

**SPEED
MAX IAS 250KT
BELOW 10,000ft**

RNP1



RWY 03: GRAD 3.3%
RWY 06: GRAD 4.0% to 2800ft
RWY 21: GRAD 3.7% to 2800ft (7.9% to 4000ft)
RWY 24: GRAD 3.7% to 2800ft (6.6% to 3400ft)



OLMAM ONE DEPARTURE

RWY 03

MAX IAS 210KT until MIDLA

- Track 016° to MIDLA
- Turn LEFT, track 280° to LUDVO
- **Cross** LUDVO AT or ABV 4000ft
- Turn LEFT, track 191° to TUVBA
- Turn LEFT, track 186° to OLMAM

RWY 06

MAX IAS 210KT until MIDLA

- Track 061°
- AT 1000ft but not before DER
- Turn LEFT, track DCT to MIDLA
- Turn LEFT, track 280° to LUDVO
- **Cross** LUDVO AT or ABV 4000ft
- Turn LEFT, track 191° to TUVBA
- Turn LEFT, track 186° to OLMAM

RWY 21

MAX IAS 250KT until JANDO

- Track 196° to JANDO
- **Cross** JANDO AT or ABV 4000ft
- Track 198° to OLMAM

RWY 24

MAX IAS 250KT until TUVBA

- Track 241° to TUVBA
- **Cross** TUVBA AT or ABV 3400ft
- Turn LEFT, track 186° to OLMAM

SOLUS SIX DEPARTURE

RWY 03

MAX IAS 210KT until MIDLA

- Track 016° to MIDLA
- Turn LEFT, track 280° to LUDVO
- **Cross** LUDVO AT or ABV 4000ft
- Turn LEFT, track 191° to TUVBA
- Turn LEFT, track 134° to JANDO

RWY 06

MAX IAS 210KT until MIDLA

- Track 061°
- AT 1000ft but not before DER
- Turn LEFT, track DCT to MIDLA
- Turn LEFT, track 280° to LUDVO
- **Cross** LUDVO AT or ABV 4000ft
- Turn LEFT, track 191° to TUVBA
- Turn LEFT, track 134° to JANDO

RWY 21

MAX IAS 250KT until JANDO

- Track 196° to JANDO
- **Cross** JANDO AT or ABV 4000ft

RWY 24

MAX IAS 250KT until TUVBA

- Track 241° to TUVBA
- **Cross** TUVBA AT or ABV 3400ft
- Turn LEFT, track 134° to JANDO

From JANDO

- Track 128° to MOCUR
- Turn RIGHT, track 155° to SOLUS

STANDARD INSTRUMENT DEPARTURES (SID)
 REPOK ONE (NON-JET) (RNAV)
 PERTH, WA (YPPH)

13 JUN 2024

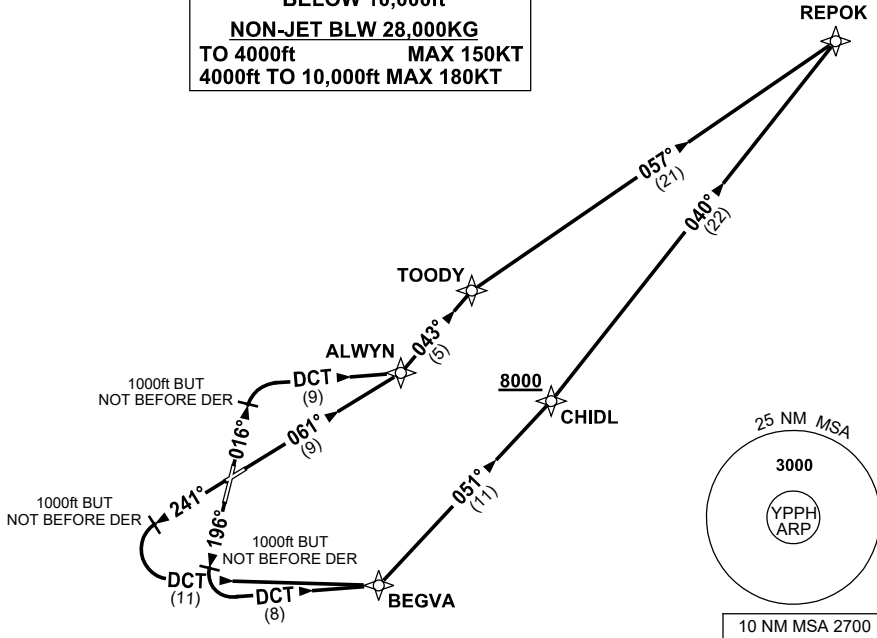
ATIS 113.7 123.8	ACD 118.55	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	TWR 127.4	DEP 118.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



RNP1

SPEED
 MAX IAS 250KT
 BELOW 10,000ft
NON-JET BLW 28,000KG
 TO 4000ft MAX 150KT
 4000ft TO 10,000ft MAX 180KT



REPOK ONE DEPARTURE (NON-JET)

GRAD 4.0% to 2800ft then 3.3%

RWY 03

- Track 016°
- AT 1000ft but not before DER
- Turn RIGHT, track DCT to ALWYN
- Turn LEFT, track 043° to TOODY
- Turn RIGHT, track 057° to REPOK, then as cleared

RWY 06

- Track 061° to ALWYN
- Turn LEFT, track 043° to TOODY
- Turn RIGHT, track 057° to REPOK, then as cleared

RWY 21

- Track 196°
- AT 1000ft but not before DER
- Turn LEFT, track DCT to BEGVA

RWY 24

- Track 241°
- AT 1000ft but not before DER
- Turn LEFT, track DCT to BEGVA

From BEGVA

- Turn LEFT, track 051° to CHIDL
- **Cross** CHIDL AT or ABV 8000ft
- Turn LEFT, track 040° to REPOK, then as cleared

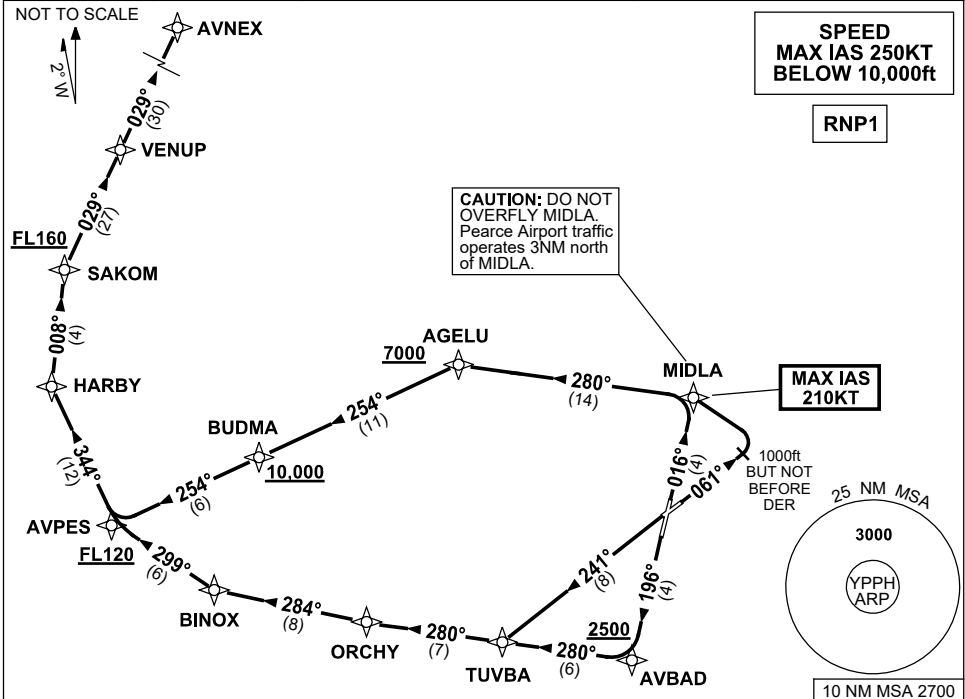
Changes: REPOK REPLACES RAVON, BEGVA REPLACES SOKAL, VALIDITY INDICATOR.

PPHPD12-179

**STANDARD INSTRUMENT DEPARTURES (SID)
AVNEX FIVE (JET) (RNAV)
PERTH, WA (YPPH)**

21 MAR 2024

ATIS 113.7 123.8	ACD 118.55	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	TWR 127.4	DEP 118.7	Bearings are Magnetic Elevations in FEET AMSL
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AVNEX FIVE DEPARTURE (JET) (RNAV)

RWY 03

GRAD 3.3% (6.1% to FL120, then 5.1% to FL160)
MAX IAS 210KT UNTIL MIDLA

- Track 016° to MIDLA

RWY 06

GRAD 4% to 2800ft (6.1% to FL120, then 5.1% to FL160)

MAX IAS 210KT UNTIL MIDLA

- Track 061°
- AT 1000ft but not before DER, turn LEFT
- Track DCT to MIDLA

From MIDLA

- Turn LEFT, track 280° to AGELU
Cross AGELU AT or ABV 7000ft
(RQ GRAD to AGELU is 7.0% for RWY 03 only)
- Turn LEFT, track 254° to BUDMA
Cross BUDMA AT or ABV 10,000ft
- Track 254° to AVPES
Cross AVPES AT or ABV FL120
- Turn RIGHT, track 344° to HARBY
- Turn RIGHT, track 008° to SAKOM
Cross SAKOM AT or ABV FL160
- Turn RIGHT, track 029° to VENUP
- Track 029° to AVNEX, then as cleared

RWY 21

GRAD 3.7% to 2800ft (10.6% to 2500ft, 5.7% to FL120, then 4.8% to FL160)

- Track 016° to MIDLA
Cross AVBAD AT or ABV 2500ft
- Turn RIGHT, track 280° to TUVBA

RWY 24

GRAD 3.7% to 2800ft (6.6% to FL120, then 4.8% to FL160)

- Track 241° to TUVBA

From TUVBA

- Track 280° to ORCHY
- Turn RIGHT, track 284° to BINOX
- Turn RIGHT, track 299° to AVPES
Cross AVPES AT or ABV FL120
- Turn RIGHT, track 344° to HARBY
- Turn RIGHT, track 008° to SAKOM
Cross SAKOM AT or ABV FL160
- Turn RIGHT, track 029° to VENUP
- Track 029° to AVNEX, then as cleared

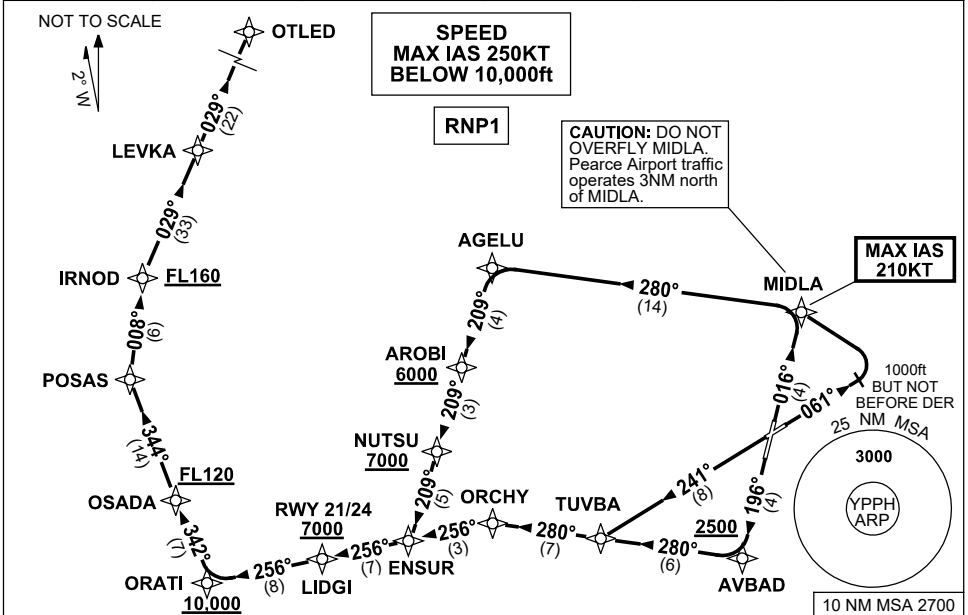
Changes: MSA REF, DEP INSTRUCTIONS, Editorial.

PPHPD14-178

**STANDARD INSTRUMENT DEPARTURES (SID)
OTLED FIVE (NON-JET) (RNAV)
PERTH, WA (YPPH)**

21 MAR 2024

ATIS 113.7 123.8	ACD 118.55	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	TWR 127.4	DEP 118.7	Bearings are Magnetic Elevations in FEET AMSL
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OTLED FIVE DEPARTURE

RWY 03

GRAD 3.3% (4.3% to FL120)
MAX IAS 210KT UNTIL MIDLA

- Track 016° to MIDLA

RWY 06

GRAD 4% to 2800ft (4.3% to FL120)
MAX IAS 210KT UNTIL MIDLA

- Track 061°
- AT 1000ft but not before DER, turn LEFT
- Track DCT to MIDLA

From MIDLA

- Turn LEFT, track 280° to AGELU
- Turn LEFT, track 209° to AROBI
Cross AROBI AT or ABV 6000ft
(RQ GRAD to AROBI is 5.0%)
- Track 209° to NUTSU
Cross NUTSU AT or ABV 7000ft
(RQ GRAD to NUTSU is 5.0%)
- Track 209° to ENSUR
- Turn RIGHT, track 256° to LIDGI
- Track 256° to ORATI,
Cross ORATI AT or ABV 10,000ft
- Turn RIGHT, track 342° to OSADA
Cross OSADA AT or ABV FL120
- Turn RIGHT, track 344° to POSAS
- Turn RIGHT, track 008° to IRNOD,
Cross IRNOD AT or ABV FL160
- Turn RIGHT, track 029° to LEVKA
- Track 029° to OTLED, then as cleared

RWY 21

GRAD 3.7% to 2800ft (10.6% to 2500ft, then 4.2% to FL120)

- Track 196° to AVBAD
Cross AVBAD AT or ABV 2500ft
- Turn RIGHT, track 280° to TUVBA

RWY 24

GRAD 3.7% to 2800ft (5.3% to FL120)

- Track 241° to TUVBA

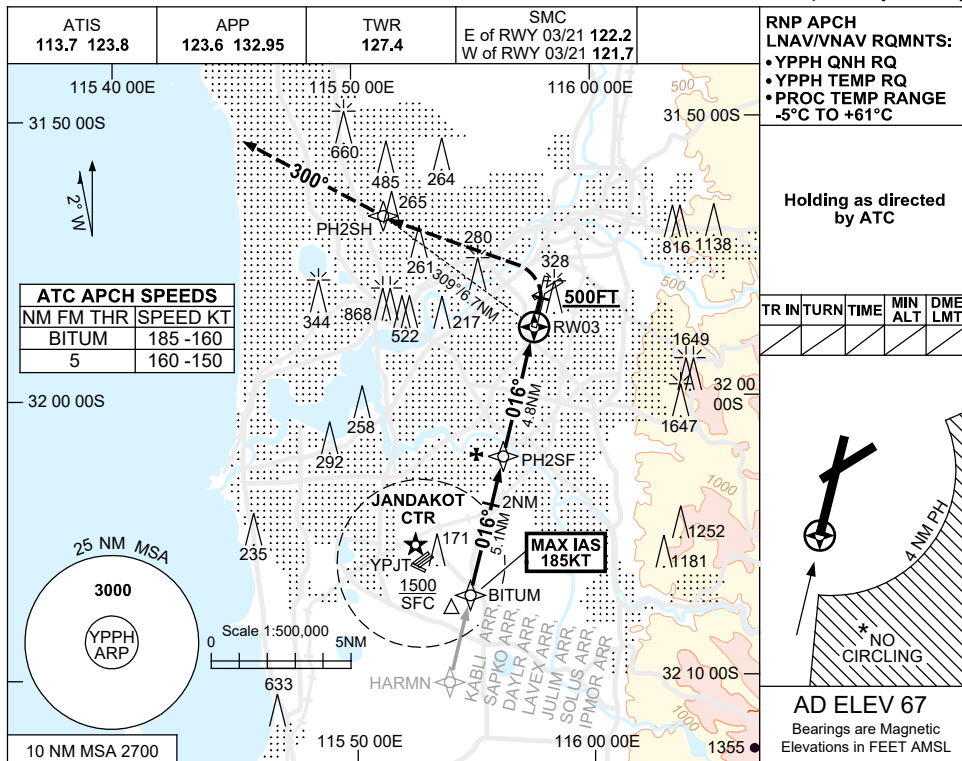
From TUVBA

- Track 280° to ORCHI
- Turn LEFT, track 256° to ENSUR
- Track 256° to LIDGI
Cross LIDGI AT or ABV 7,000ft
- Track 256° to ORATI
Cross ORATI AT or ABV 10,000ft
- Turn RIGHT, track 342° to OSADA
Cross OSADA AT or ABV FL120
- Turn RIGHT, track 344° to POSAS
- Turn RIGHT, track 008° to IRNOD,
Cross IRNOD AT or ABV FL160
- Turn RIGHT, track 029° to LEVKA
then as cleared

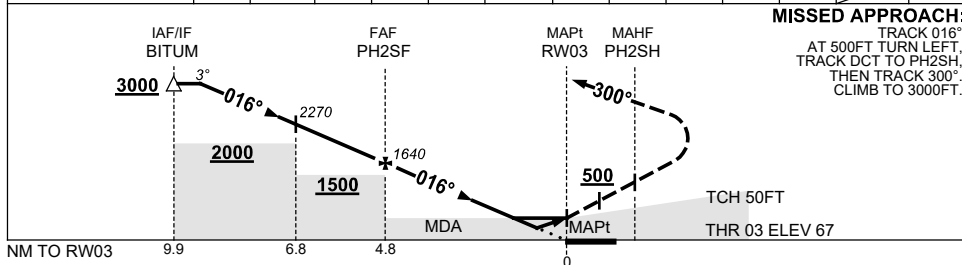
USE QNH

RNP Z RWY 03
PERTH, WA (YPPH)

13 JUN 2024



NM TO NEXT WPT	4.3	4	3	2	1	PH2SF	4	3	2	1.4	0.9	RW03
ALT (3° APCH PATH)	3000	2910	2590	2270	1950	1640	1390	1070	750	560	410	



NOTES

1. MAX IAS:
BITUM : 185KT.
MISSED APCH
TURN : 200KT.
- * 2. NO CIRCLING CAT C & D ACFT BEYOND 4NM PH E OF RWY 03/21 AND 06/24.
3. COLOUR: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
LNAV/VNAV		410 (343-1.0)		
LNAV		560 (493-1.9)		
CIRCLING *	760 (693-2.4)	1440 (1373-4.0)	1440 (1373-5.0)	
ALTERNATE	(1193-4.4)	(1873-6.0)	(1873-7.0)	

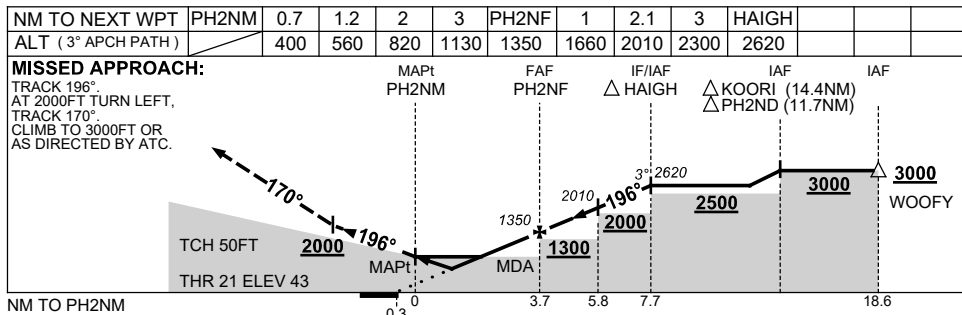
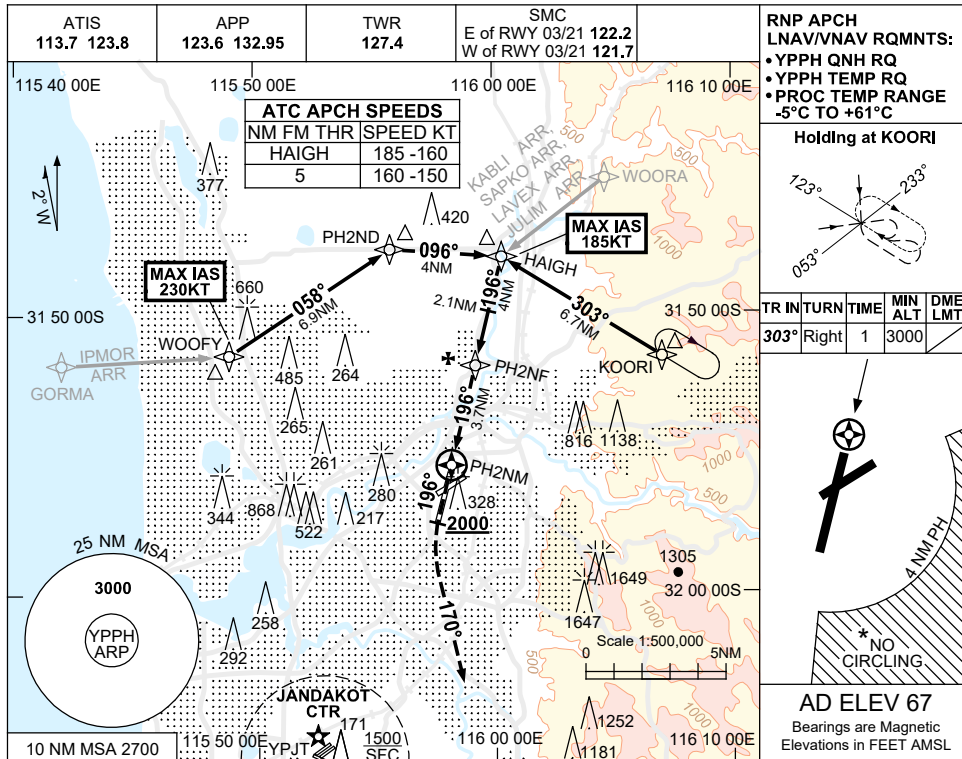
Changes: BITUM REPLACES TIMMY, KABLI REPLACES BEVLY, LAVEX REPLACES GRENE.

PPHGN01-179

USE QNH

RNP RWY 21
PERTH, WA (YPPH)

13 JUN 2024



NOTES

CATEGORY	A	B	C	D
LNAV/VNAV		400 (357-1.1)		
LNAV		560 (517-2.0)		
CIRCLING*	760 (693-2.4)	1440 (1373-4.0)	1440 (1373-5.0)	
ALTERNATE	(1193-4.4)	(1873-6.0)	(1873-7.0)	

1. MAX IAS:
HAIGH : 185KT,
WOOFY : 230KT.
- * 2. NO CIRCLING CAT C & D
ACFT BEYOND 4NM PH
E OF RWY 03/21 AND 06/24.
3. COLOUR: SEE SPEC NOTICES.

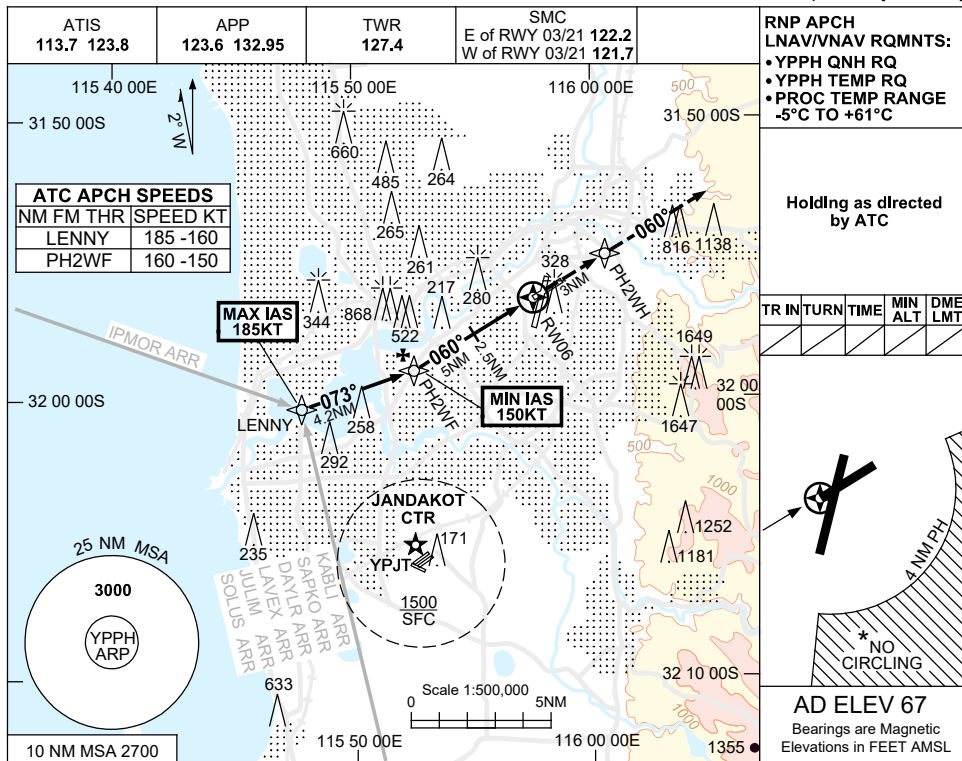
Changes: KABLI REPLACES BEVLY, LAVEX REPLACES GRENE.

PPHGN02-179

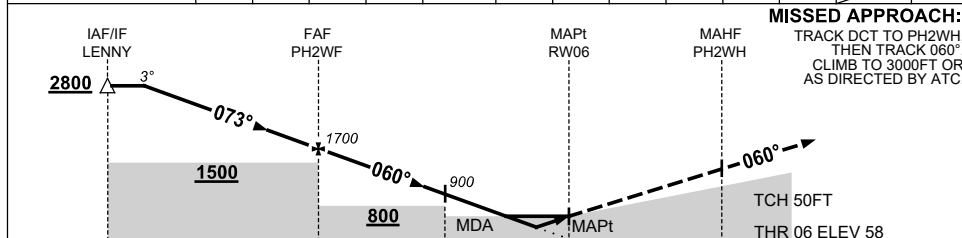
USE QNH

RNP RWY 06
PERTH, WA (YPPH)

13 JUN 2024



NM TO NEXT WPT	3.5	3	2	1	PH2WF	4	3	2.5	2	1.3	1	RW06
ALT (3° APCH PATH)	2800	2660	2340	2020	1700	1380	1060	900	750	530	420	



CATEGORY	A	B	C	D
LNAV/VNAV		420 (362-2.0)		
LNAV		530 (472-2.7)		
CIRCLING *	760 (693-2.4)	1440 (1373-4.0)		1440 (1373-5.0)
ALTERNATE	(1193-4.4)		(1873-6.0) (1873-7.0)	

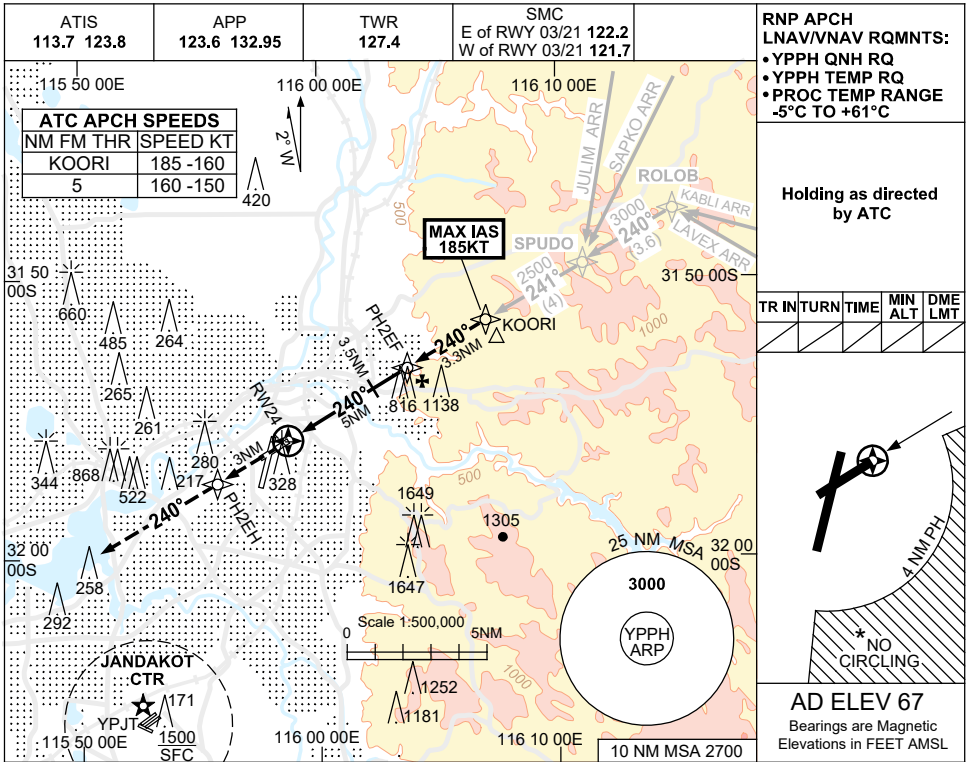
1. MAX IAS:
LENNY : 185KT.
 2. MIN IAS:
PH2WF : 150KT.
 * 3. NO CIRCLING CAT C & D ACFT BEYOND 4NM PH E OF RWY 03/21 AND 06/24.
 4. COLOUR: SEE SPEC NOTICES.

Changes: KABELI REPLACES BEVLY, LAVEX REPLACES GRENE. PPHGN03-179

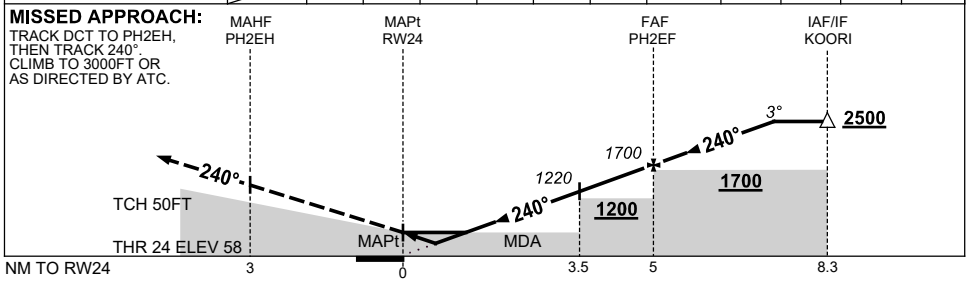
USE QNH

RNP RWY 24
PERTH, WA (YPPH)

13 JUN 2024



NM TO NEXT WPT	RW24	1	1.4	2	3	3.5	4	PH2EF	1	2	2.5	
ALT (3° APCH PATH)	430	560	740	1060	1220	1380	1700	2020	2340	2500		



NOTES

CATEGORY	A	B	C	D
LNAV/VNAV		430 (372-1.2)		
LNAV		560 (502-1.9)		
CIRCLING *	760 (693-2.4)	1440 (1373-4.0)	1440 (1373-5.0)	
ALTERNATE	(1193-4.4)	(1873-6.0)	(1873-7.0)	

1. MAX IAS: KOORI : 185KT.
- *2. NO CIRCLING CAT C&D ACFT BEYOND 4NM PH E OF RWY 03/21 AND 06/24.
3. COLOUR: SEE SPEC NOTICES.

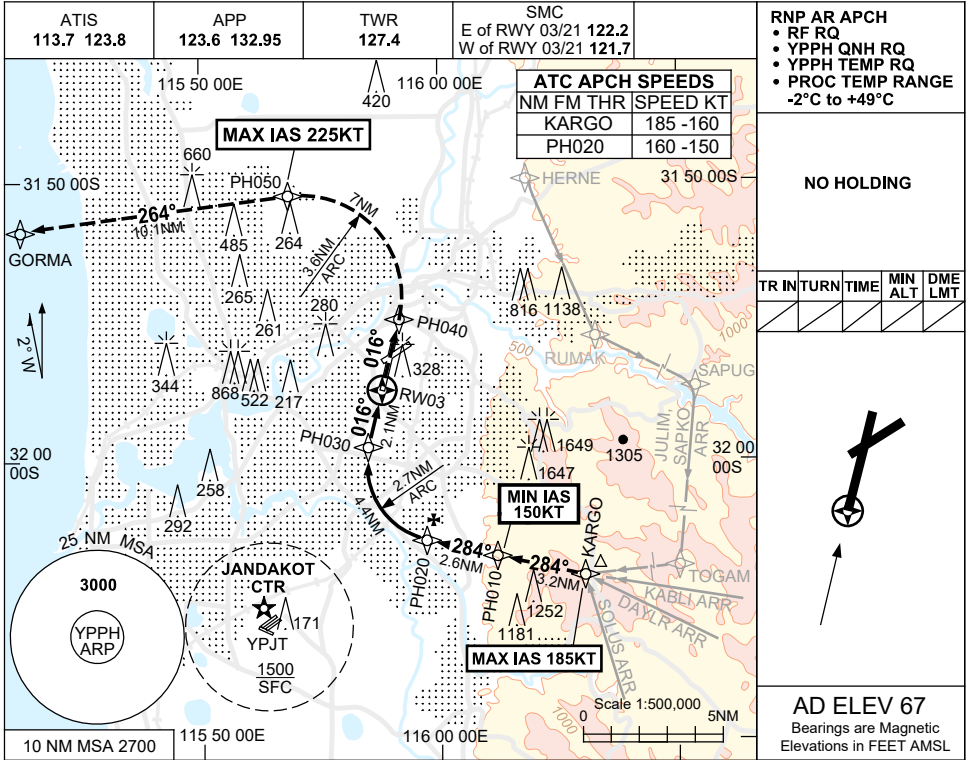
Changes: KABLI REPLACES BEVLY, LAVEX REPLACES GRENE.

PPHG04-179

**FOR CASA APPROVED OPERATORS ONLY
USE QNH**

**RNP X RWY 03 (AR)
PERTH, WA (YPPH)**

13 JUN 2024



NM TO NEXT WPT	RW03	1	PH030	1	2	3	PH020	1	2	PH010		
ALT (3 APCH PATH)		450	790	1100	1420	1740	2180	2500	2810	3000		

MISSED APPROACH:
 TRACK 016° TO PH040, THEN TURN LEFT TO PH050, THEN TRACK 264° TO GORMA. CLIMB TO 3000FT OR AS DIRECTED BY ATC.

NM TO RW03	19.7	9.6	2.6	0	2.1	6.5	9.1	12.3
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NOTES

1. MAX IAS:
KARGO : 185KT.
MISSED APCH
TURN : 225KT.
2. MIN IAS:
PH010 : 150KT.
3. RNP 0.3 FM KARGO.
4. COLOUR: SEE SPEC NOTICES.

CATEGORY	A	B	C	D
RNP 0.3	450 (383-1.2)			
CIRCLING	NOT AUTHORISED			
ALTERNATE	(1193-4.4)	(1873-6.0)	(1873-7.0)	

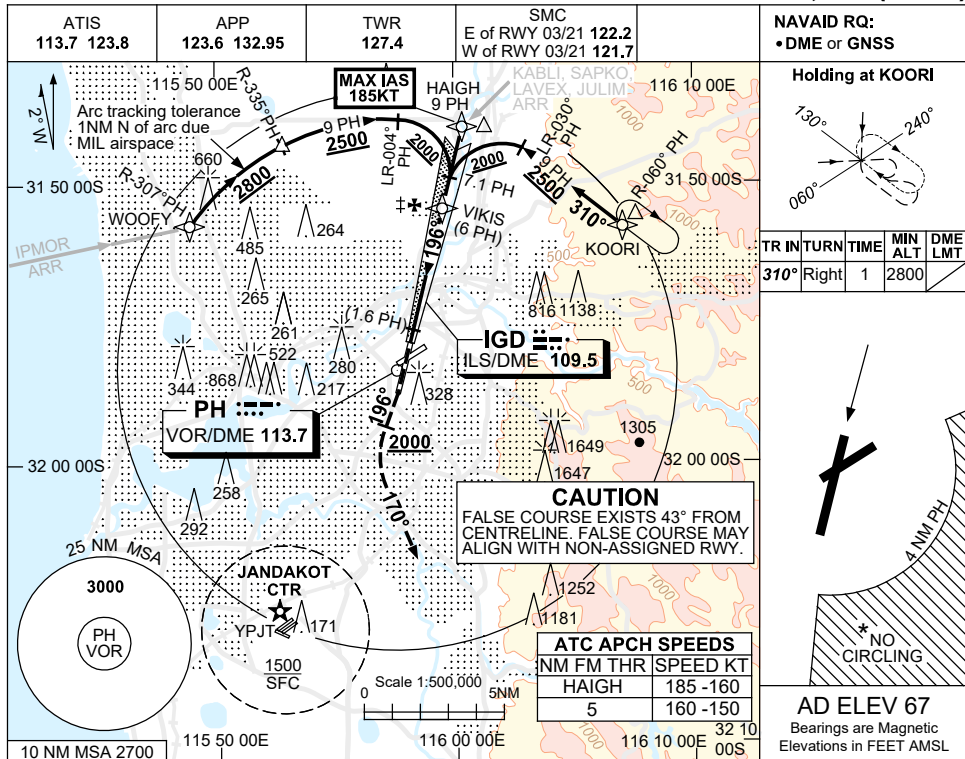
Changes: KABLI REPLACES BEVLY, Editorial.

PPHGN05-179

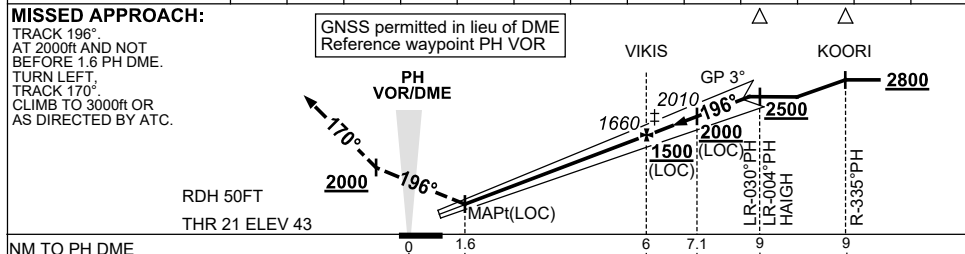
USE QNH

ILS-Y or LOC-Y RWY 21
PERTH, WA (YPPH)

20 MAR 2025



NM TO PH DME	2.5	3	4	5	6	7	7.1	8	8.6			
ALT (3° APCH PATH)	550	710	1030	1340	1660	1980	2010	2300	2500			



NM TO PH DME	0	1.6	6	7.1	9	9
NM TO THR 21	0	0.5	4.9	6		

NOTES

1. MAX IAS:
HAIGH : 185KT.
- *2. NO CIRCLING CAT C&D ACFT BEYOND 4 DME PH E OF RWY 03 / 21 AND 06 / 24.
- ‡3. ACFT MAY BE RADAR VECTORED TO FNA.
- *4. SPECIAL ALTN MNM 700/2.5KM.
5. COLOUR: SEE SPEC NOTICES.

CATEGORY	A	B	C	D/DL
S-I ILS		250 (207) 0.8	550 RVR	
S-I LOC		550 (507-2.0)		
CIRCLING *	760 (693-2.4)	1440 (1373-4.0)	1440 (1373-5.0)	
ALTERNATE ‡	(1193-4.4)	(1873-6.0)	(1873-7.0)	

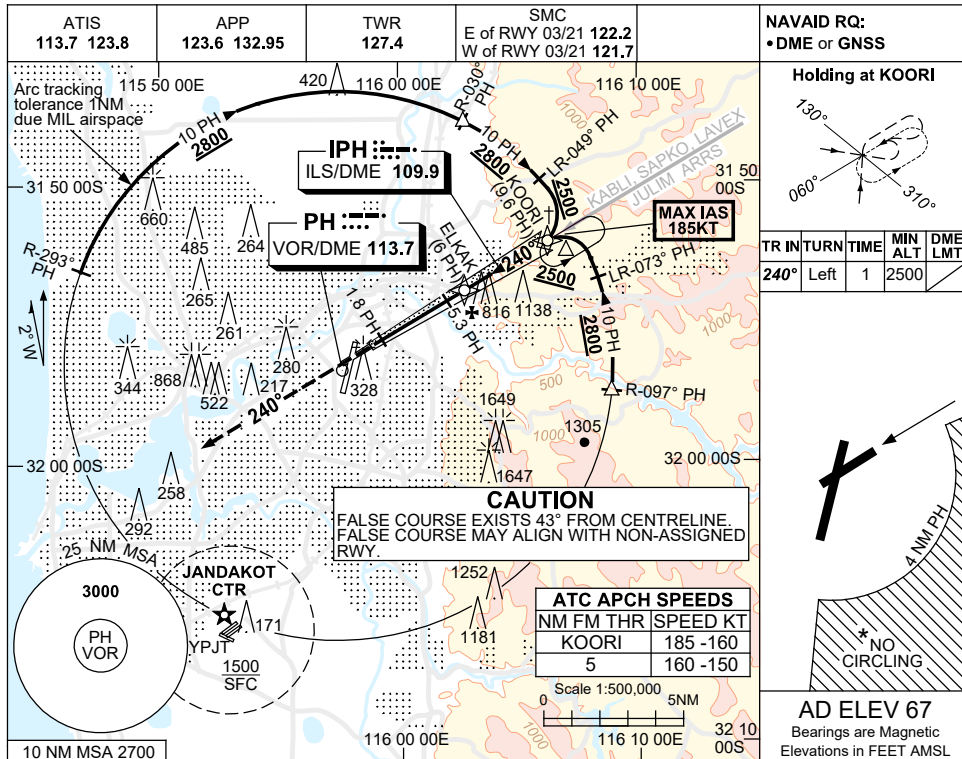
Changes: WOOFY RADIAL CORRECTION, CAT DL.

PPII01-182

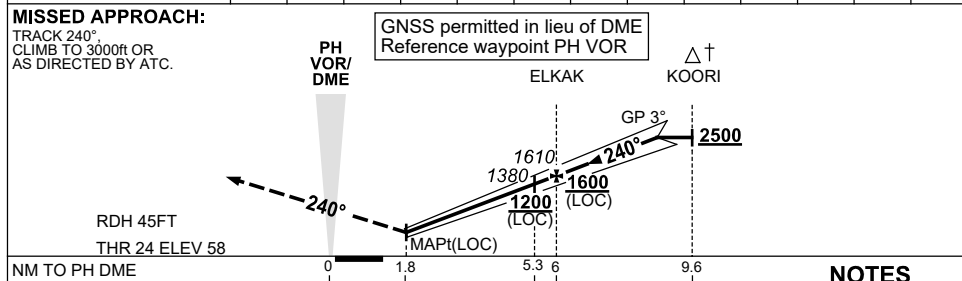
USE QNH

ILS-Y or LOC-Y RWY 24
PERTH, WA (YPPH)

20 MAR 2025



NM TO PH DME	2.7	3	4	5	5.3	6	7	8	8.8			
ALT (3° APCH PATH)	550	650	970	1290	1380	1610	1920	2240	2500			



CATEGORY	A	B	C	D/DL
S-I ILS		260 (202) 0.8		
S-I LOC		550 (492-1.9)		
CIRCLING *	760 (693-2.4)	1440 (1373-4.0)	1440 (1373-5.0)	
ALTERNATE ‡	(1193-4.4)	(1873-6.0)	(1873-7.0)	

- NOTES**
- MAX IAS: KOORI : 185KT.
 - NO CIRCLING CAT C&D ACFT BEYOND 4 DME PH E OF RWY 03 / 21 AND 06 / 24.
 - ACFT MAY BE RADAR VECTORED TO KOORI.
 - SPECIAL ALTN MNM 700/2.5KM.
 - COLOUR: SEE SPEC NOTICES.

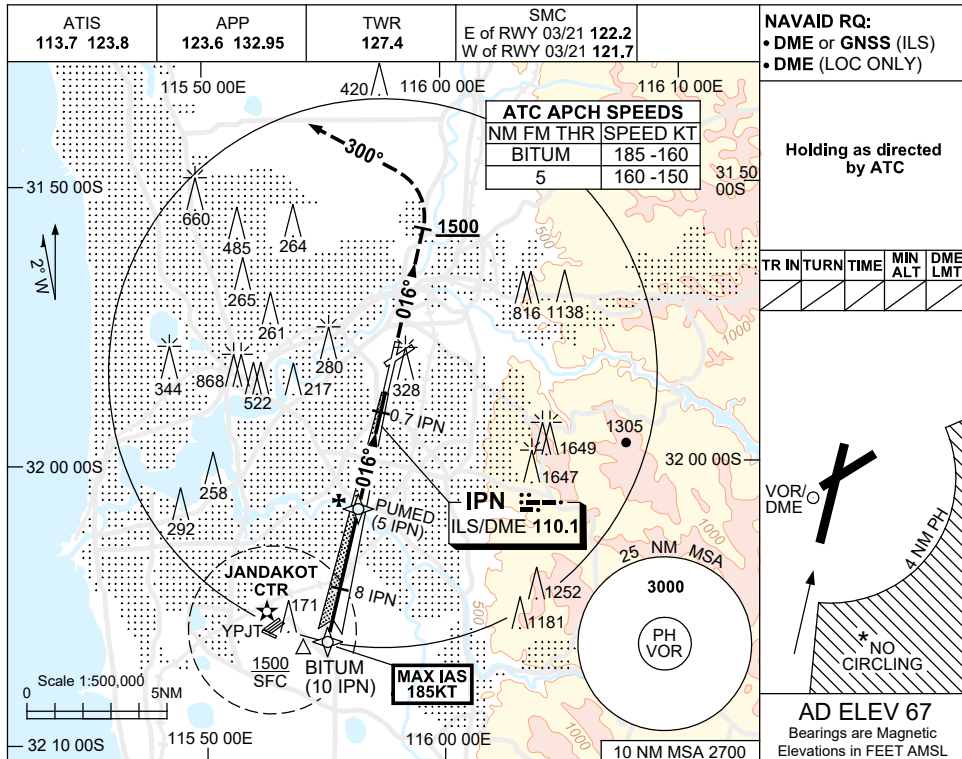
Changes: CAT DL.

PPH102-182

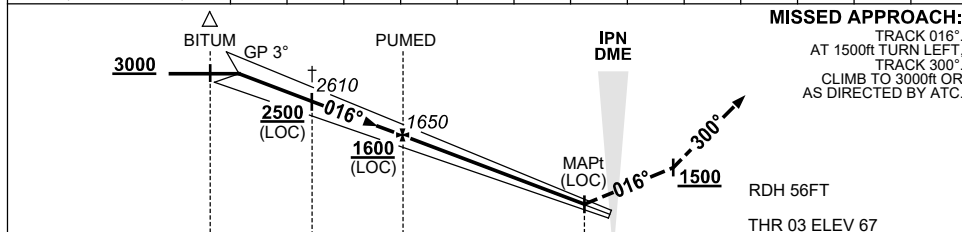
USE QNH

ILS-Z or LOC-Z RWY 03
PERTH, WA (YPPH)

20 MAR 2025



NM TO IPN DME	9.2	9	8	7	6	5	4	3	2	1.4			
ALT (3° APCH PATH)	3000	2930	2610	2290	1970	1650	1340	1020	700	520			



NM TO IPN DME	10	8	5	0.7	0
NM TO THR 03		7.8	4.8	0.5	0

CATEGORY	A	B	C	D/DL
S-I ILS SA CAT I #	RA 148 DA 217 (150) 450 RVR			
S-I ILS	270 (203) 0.8 550 RVR			
S-I LOC	520 (453-1.7)			
CIRCLING *	760 (693-2.4)		1440 (1373-4.0)	1440 (1373-5.0)
ALTERNATE ‡	(1193-4.4)		(1873-6.0)	(1873-7.0)

- NOTES**
- MAX IAS:
BITUM : 185KT.
 - SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED
 - NO CIRCLING CAT C&D ACFT BEYOND 4NM PH E OF RWY 03 / 21 AND 06 / 24.
 - ACFT MAY BE RADAR VECTORED TO FNA.
 - SPECIAL ALTN MNM 700/2.5KM.
 - COLOUR: SEE SPEC NOTICES.

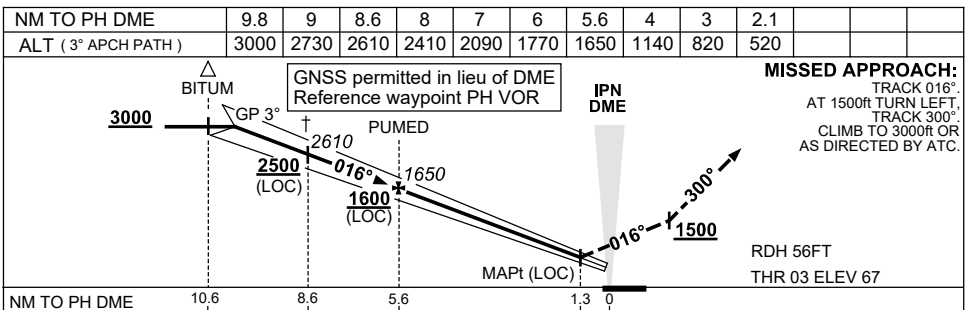
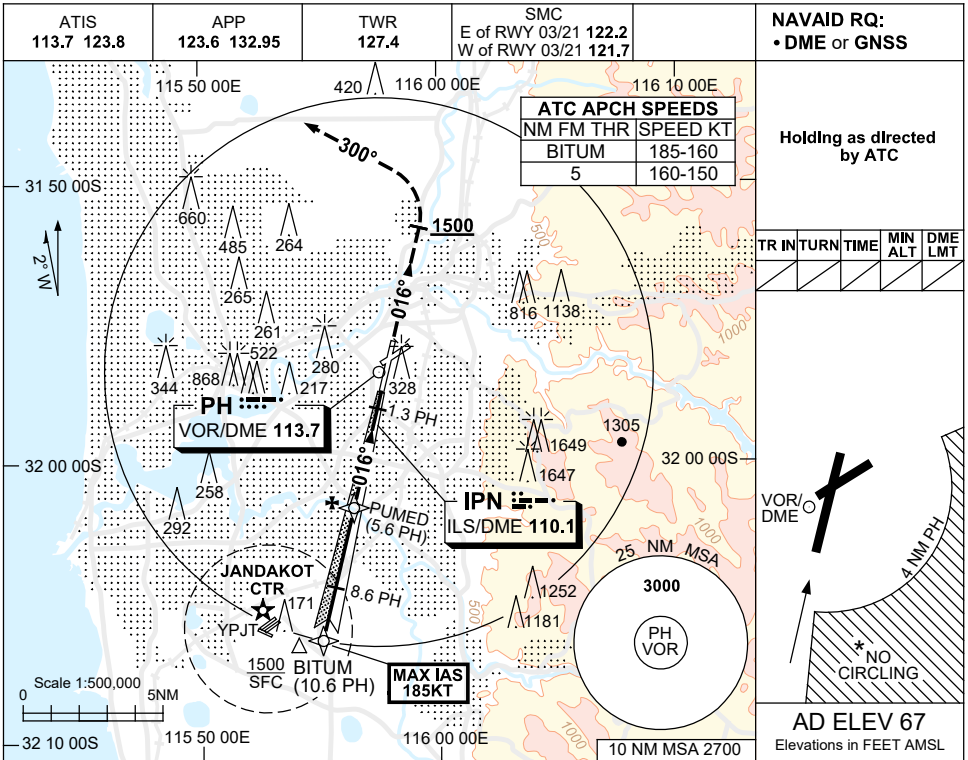
Changes: CAT DL.

PPII03-182

USE QNH

ILS-Y or LOC-Y RWY 03
PERTH, WA (YPPH)

20 MAR 2025



NM TO PH DME	10.6	8.6	5.6	1.3	0
NM TO THR 03		7.8	4.8	0.5	0

NOTES

1. MAX IAS:
BITUM : 185KT.
- * 2. NO CIRCLING CAT C&D
ACFT BEYOND 4NM
PH E OF RWY 03 / 21
AND 06 / 24.
- † 3. ACFT MAY BE RADAR
VECTORED TO FNA.
- * 4. SPECIAL ALTN MNM
700/2.5KM.
5. COLOUR: SEE
SPEC NOTICES.

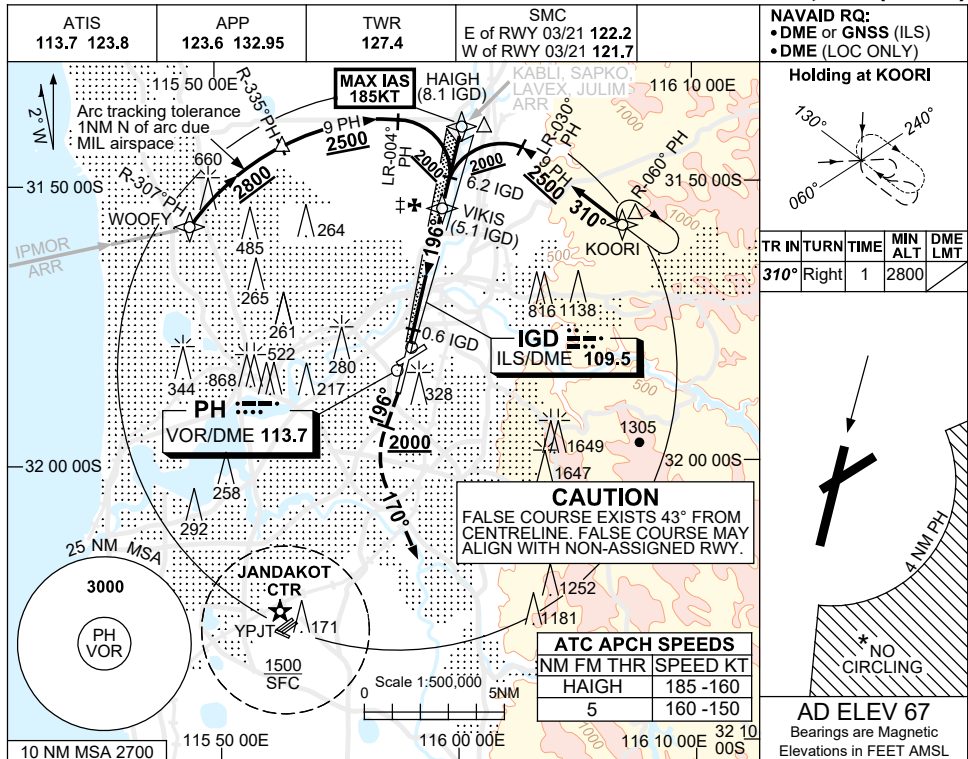
CATEGORY	A	B	C	D/DL
S-I ILS		270 (203) 0.8	550 RVR	
S-I LOC		520 (453-1.7)		
CIRCLING *	760 (693-2.4)	1440 (1373-4.0)	1440 (1373-5.0)	
ALTERNATE ‡	(1193-4.4)	(1873-6.0)	(1873-7.0)	

Changes: CAT DL.

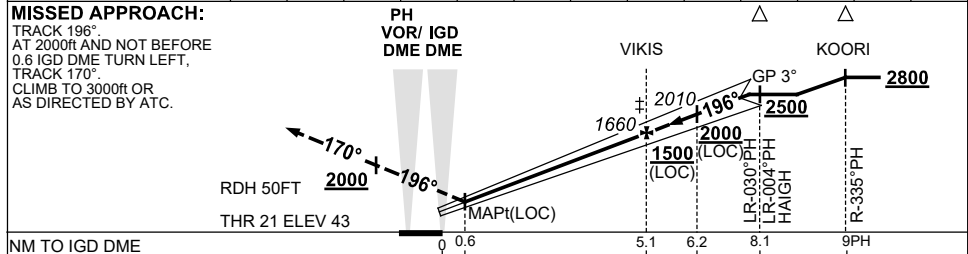
PPII04-182

20 MAR 2025

PERTH, WA (YPPH)



NM TO IGD DME	1.6	2	3	4	5.1	6	6.2	7	7.7			
ALT (3° APCH PATH)	550	680	1000	1320	1660	1960	2010	2270	2500			



NM TO IGD DME	0	0.6	5.1	6.2	8.1	9PH
NM TO THR 21	0	0.5	4.9	6		

NOTES

1. MAX IAS:
HAIGH : 185KT.
- *2. NO CIRCLING CAT C&D
ACFT BEYOND 4 DME
PH E OF RWY 03 / 21
AND 06 / 24.
- †3. ACFT MAY BE RADAR
VECTORED TO FNA.
- *4. SPECIAL ALTN MNM
700/2.5KM.
5. COLOUR: SEE
SPEC NOTICES.

CATEGORY	A	B	C	D/DL
S-I ILS CAT I		250 (207) 0.8	550 RVR	
S-I LOC		550 (507-2.0)		
CIRCLING *	760 (693-2.4)	1440 (1373-4.0)	1440 (1373-5.0)	
ALTERNATE †	(1193-4.4)	(1873-6.0)	(1873-7.0)	

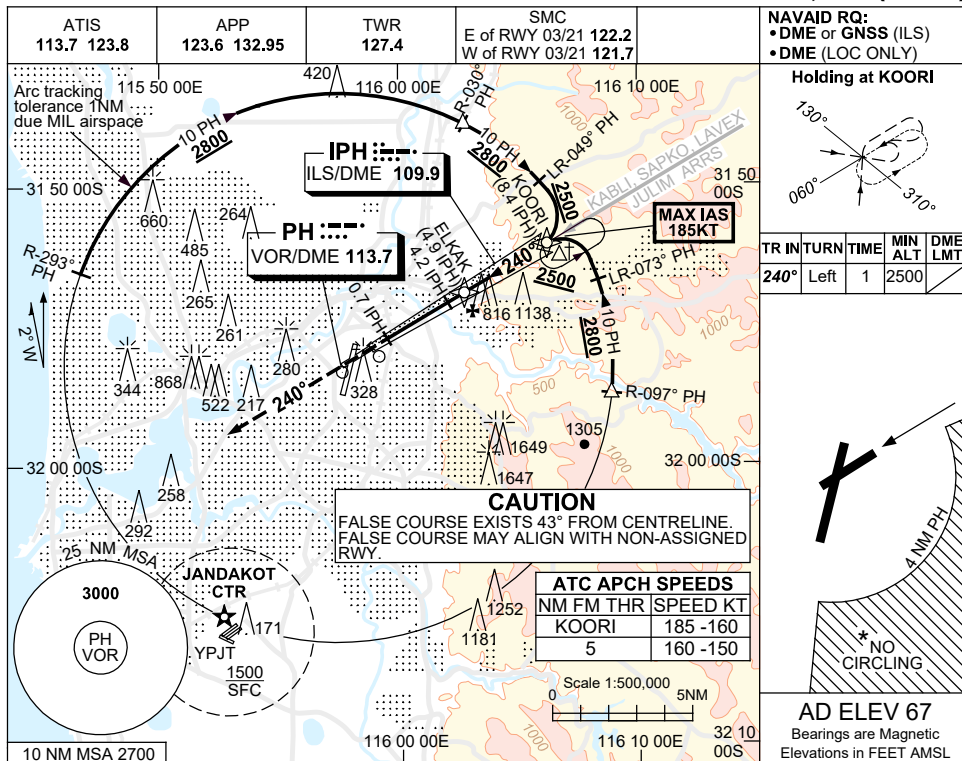
Changes: CAT DL.

PPII05-182

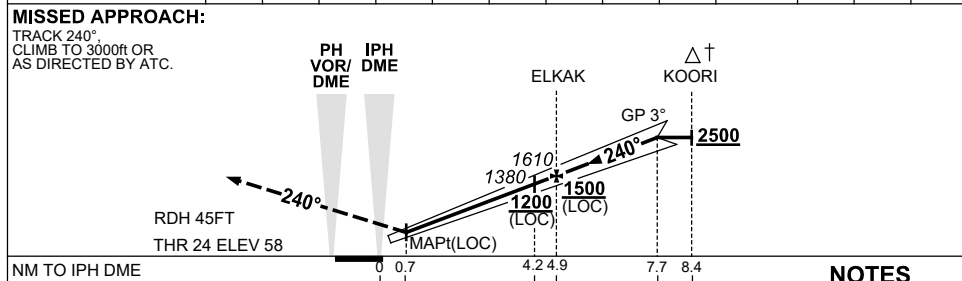
USE QNH

ILS-Z or LOC-Z RWY 24
PERTH, WA (YPPH)

20 MAR 2025



NM TO IPH DME	1.6	2	3	4.2	4.9	6	7	7.7					
ALT (3° APCH PATH)	550	690	1010	1380	1610	1960	2280	2500					



CATEGORY	A	B	C	D/DL
S-I ILS		260 (202) 0.8		
S-I LOC		550 (492-1.9)		
CIRCLING *	760 (693-2.4)		1440 (1373-4.0)	1440 (1373-5.0)
ALTERNATE*	(1193-4.4)		(1873-6.0)	(1873-7.0)

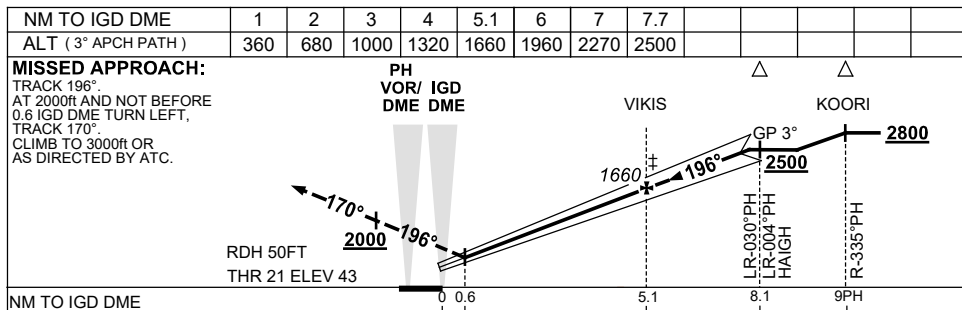
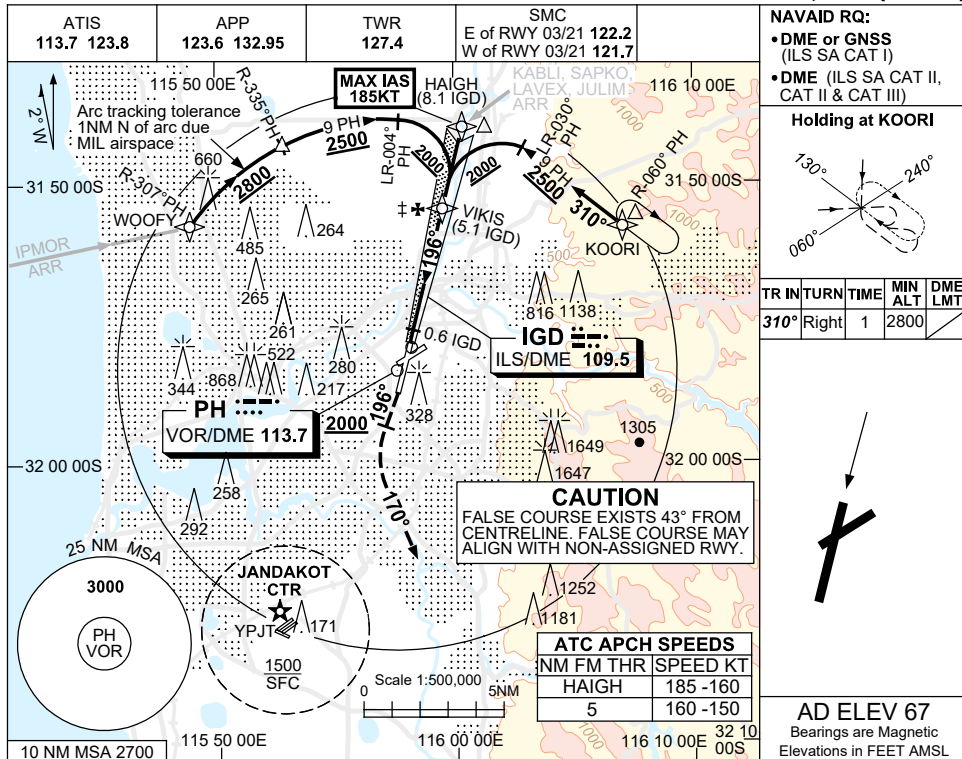
NOTES

- MAX IAS: KOORI : 185KT.
- NO CIRCLING CAT C&D ACFT BEYOND 4 DME PH E OF RWY 03 / 21 AND 06 / 24.
- ACFT MAY BE RADAR VECTORED TO KOORI.
- SPECIAL ALTN MNM 700/2.5KM.
- COLOUR: SEE SPEC NOTICES.

Changes: CAT DL.

PPH106-182

20 MAR 2025



NOTES

1. MAX IAS: HAIGH : 185KT.
2. SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED.
3. ACFT MAY BE RADAR VECTORED TO FNA.
4. CAT A-C 350RVR CAT D 400RVR.
5. COLOUR: SEE SPEC NOTICES.

CATEGORY	A	B	C	D/DL
S-I ILS CAT IIIb #			75RVR	
S-I ILS CAT II #		RA102 DA 143 (100)	300RVR	
S-I ILS SA CAT II #		RA102 DA 143 (100)	350/400RVR §	
S-I ILS SA CAT I #		RA154 DA 193 (150)	450RVR	

Changes: CAT DL.

PPII07-182

NOISE ABATEMENT PROCEDURES

PERTH

1 - PREFERRED RUNWAYS

- 1.1 - Runways will be nominated by Air Traffic Control for noise abatement as follows:
- Landing 1 - Runway 21, Runway 03 and Runway 24 are equally preferred.
2 - Runway 06

 - Departing 1 - Runway 21, Runway 03 and Runway 06 are equally preferred.
2 - Runway 24.
- 1.2 - Due to a co-ordinated runway change plan for traffic management at Perth and Pearce, runway changes at Perth will generally be effected when the wind conditions listed in AIP NAP are met at both aerodromes.

2 - PREFERRED FLIGHT PATHS

- 2.1 - The minimum height over residential areas is:
- Jet aircraft 5000FT AGL;
 - Turbo-prop aircraft 3000FT AGL;
- except where impractical in the normal course of operation to and from the airport runways.
- 2.2 - Aircraft departing to the east of Perth on Standard Instrument Departures will be kept on track until leaving an altitude of 8000FT except when required for operational reasons.
- 2.3 - 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.
- 2.4 - IFR arriving aircraft must be processed via STAR tracks where available. STAR tracking may only be varied if essential for sequencing or separation.
- 2.5 - 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 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
 - a. Via SPUDO
 4. Landing runway 03, arriving from the South or West
 - a. Via HARMN for ILS approach
 - b. Via 5nm 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

See AIP/ERSA

1 - PERTH-DEPARTING AIRCRAFT

- 1.1 - Whenever possible, complete cockpit checks prior to lineup and keep any checks requiring completion on the runway to a minimum.
- 1.2 - On receipt of line up clearance, taxi into position as soon as possible. Do not backtrack.
- 1.3 - Pilots and ATC should endeavour to keep aircraft moving and avoid a standing start.
- 1.4 - Commence the take off roll as soon as take off clearance is issued.

2 - PERTH-ARRIVING AIRCRAFT

- 2.1 - By day, ATC may use 2,400M runway separation between aircraft arriving to RWY 03/21. Both aircraft may occupy the runway during application of the standard.
- 2.2 - To ensure minimum runway occupancy time and support optimum spacing on final, whenever operational conditions permit, expect to vacate the runway via the exit taxiways specified in the table below.
- 2.3 - Plan a predictable and efficient exit from the runway and, if an exit other than the preferred is required, advise tower on first contact.
- 2.4 - Landing Exit Distance (LED), the distance from the threshold to the furthest edge of the exit taxiway, are provided to assist planning.

	Aircraft Type	PREFERRED Exits	LED (Metres)
RWY 03	Non-Jet Jet F100/E195/RJ1H and BLW	A6/C6	1588
	Jet ABV F100/E195/RJ1H	P D	1975 2640
RWY 21	Non-Jet Jet Light, Medium	A6/C6	1777
	Jet Heavy	A7 C9	1984 2484
RWY 24	All	J1/A#	1636

Note 1: Aircraft may vacate at an earlier exit without ATC approval.

Note 2: # These exits have different LEDs if vacating left or right and the distance promulgated is the shortest of these LEDs.

Note 3: Preferred exits for RWY 06 not promulgated due infrequent use.

**STANDARD INSTRUMENT ARRIVAL (STAR)
LAVEX ONE ALPHA ARRIVALS (NON-JET) (RNAV) RWY 03/06
PERTH, WA (YPPH)**

5 SEP 2024

ATIS 113.7 123.8	APP 123.6	TWR 127.4	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	Bearings are Magnetic Elevations in FEET AMSL
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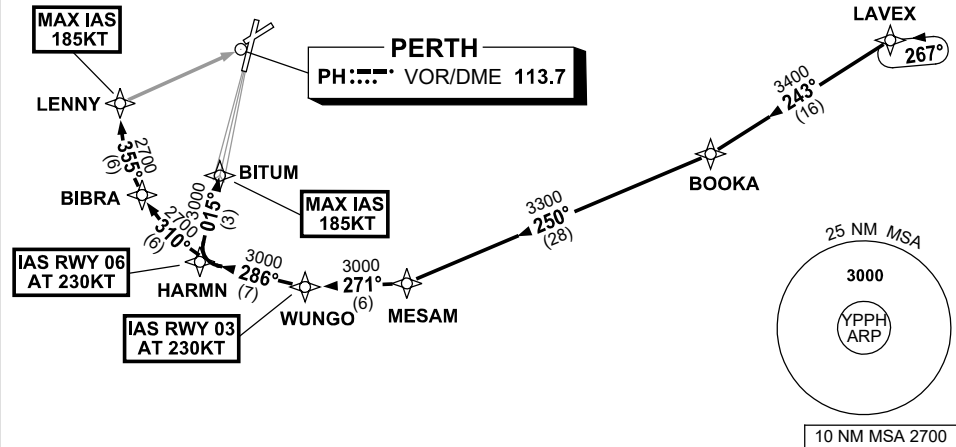
NOT TO SCALE



ATC APCH SPEEDS	
NM FM TD	SPEED KT
RWY 03 BITUM	185 -160
RWY 06 LENNY	185 -160

**SPEED
MAX IAS 250KT
BELOW 10,000ft**

RNP1



ARRIVAL: LAVEX ONE

RWY 03 ALPHA:

- From LAVEX, track 243° to BOOKA,
- Turn RIGHT, track 250° to MESAM,
- Turn RIGHT, track 271° to WUNGO,
IAS AT 230KT from WUNGO,
- Turn RIGHT, track 286° to HARMN,
- Turn RIGHT, track 015° to BITUM,
for ILS, RNP Z or
LOC RWY 03 APPROACH,
MAX IAS 185KT from BITUM.

RWY 06 ALPHA:

- From LAVEX, track 243° to BOOKA,
- Turn RIGHT, track 250° to MESAM,
- Turn RIGHT, track 271° to WUNGO,
- Turn RIGHT, track 286° to HARMN,
IAS AT 230KT from HARMN,
- Turn RIGHT, track 310° to BIBRA,
- Turn RIGHT, track 355° to LENNY,
for RNP or
VOR RWY 06 APPROACH,
MAX IAS 185KT from LENNY.

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.

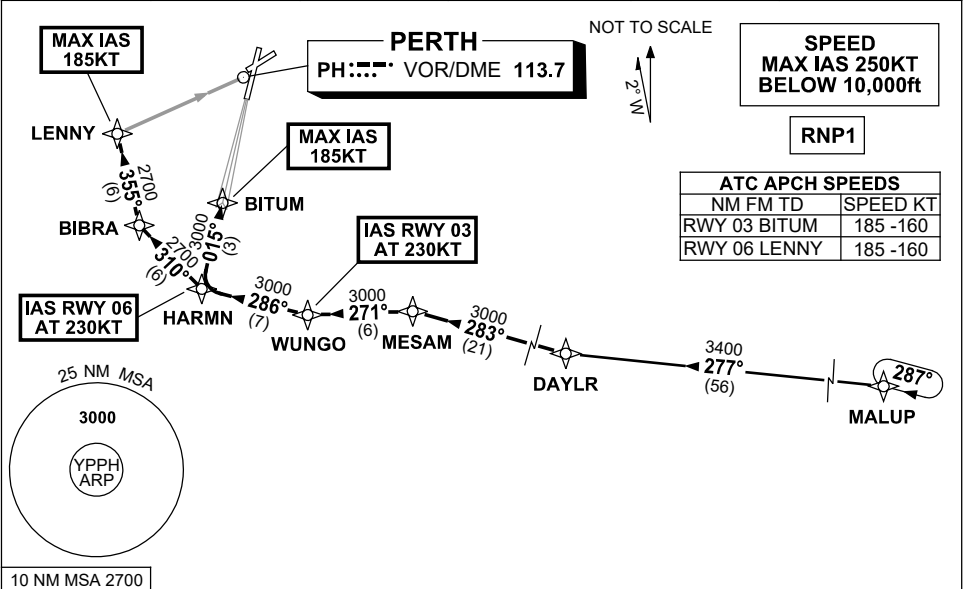
Changes: Editorial.

PPHSR01-180

**STANDARD INSTRUMENT ARRIVAL (STAR)
DAYLR FIVE ALPHA ARRIVALS (NON-JET) (RNAV)
PERTH, WA (YPPH)**

13 JUN 2024

ATIS 113.7 123.8	APP 123.6	TWR 127.4	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	Bearings are Magnetic Elevations in FEET AMSL
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TRANSITIONS:

MALUP: From MALUP to DAYLR,
Track 277° to DAYLR,
Then follow ARRIVAL instructions.

ARRIVAL: DAYLR FIVE

RWY 03 ALPHA: From DAYLR, track 283° to MESAM,
 • Turn LEFT, track 271° to WUNGO,
IAS AT 230KT from WUNGO,
 • Turn RIGHT, track 286° to HARMN,
 • Turn RIGHT, track 015° to BITUM,
 for ILS, RNP Z or LOC RWY 03 APPROACH.
MAX IAS 185KT from BITUM.

RWY 06 ALPHA: From DAYLR, track 283° to MESAM,
 • Turn LEFT, track 271° to WUNGO,
 • Turn RIGHT, track 286° to HARMN,
IAS AT 230KT from HARMN,
 • Turn RIGHT, track 310° to BIBRA,
 • Turn RIGHT, track 355° to LENNY,
 for RNP or VOR RWY 06 APPROACH.
MAX IAS 185KT from LENNY.

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: BITUM REPLACES TIMMY, MALUP REPLACES HAMTN, VALIDITY INDICATOR.

PPHSR02-179

**STANDARD INSTRUMENT ARRIVAL (STAR)
SAPKO TWO VICTOR ARRIVALS (NON-JET) (RNAV)
PERTH, WA (YPPH)**

5 SEP 2024

ATIS 113.7 123.8	APP 123.6 132.95	TWR 127.4	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	Bearings are Magnetic Elevations in FEET AMSL
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ATC APCH SPEEDS	
NM FM TD	SPEED KT
RWY 03 SAPUG	AT 230
RWY 06 20NM	AT 230
RWY 03 KARGO	185-160
RWY 06 SAGAR	185-160
5	160-150

**SPEED
MAX IAS 250KT
BELOW 10,000ft**

RNP1

NOT TO SCALE



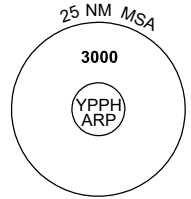
PERTH
PH :... VOR/DME 113.7

**IAS RWY 03
AT 230KT**

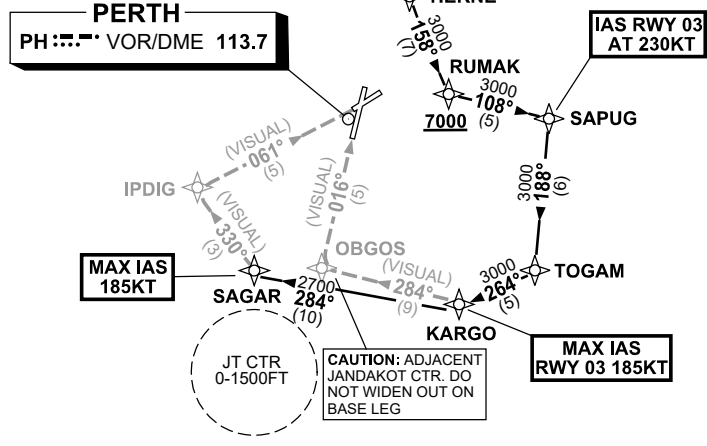
**MAX IAS
185KT**

**MAX IAS
RWY 03 185KT**

**CAUTION: ADJACENT
JANDAKOT CTR. DO
NOT WIDEN OUT ON
BASE LEG**



10 NM MSA 2700



ARRIVAL:

SAPKO TWO

- From SAPKO track 228° to OLGEK,
- Track 228° to WOORA,
- Turn LEFT, track 192° to HERNE,
- Turn LEFT, track 158° to RUMAK,
Cross RUMAK AT or ABV 7000ft,
- Turn LEFT, track 108° to SAPUG,
IAS RWY 03 AT 230KT from SAPUG,
- Turn RIGHT, track 188° to TOGAM,
- Turn RIGHT, track 264° to KARGO,
MAX IAS RWY 03 185KT from KARGO.

RWY 03 VICTOR:

- From KARGO,
- Turn RIGHT, track 284° VISUAL to OBGOS for VISUAL final RWY 03.

RWY 06 VICTOR:

- From KARGO turn RIGHT, track 284° to SAGAR
MAX IAS 185KT from SAGAR
- Turn RIGHT, track 330° VISUAL to IPDIG for VISUAL final RWY 06

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 ERS A EMERG Section 1.5.

**STANDARD INSTRUMENT ARRIVAL (STAR)
JULIM SIX ALPHA ARRIVALS (JET) (RNAV) RWY 03/06
PERTH, WA (YPPH)**

5 SEP 2024

ATIS 113.7 123.8	APP 123.6 132.95	TWR 127.4	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



**SPEED
MAX IAS 250KT
BELOW 10,000ft**

RNP1

ATC APCH SPEEDS			
NM	FM	TD	SPEED KT
RWY 03	BITUM		185 -160
RWY 06	LENNY		185 -160

PERTH
PH:..... VOR/DME 113.7

**MAX IAS
185KT**

LENNY

BIBRA

**IAS RWY 06
AT 230KT**

HARMN

**MAX IAS
185KT**

BITUM

WUNGO

**IAS RWY 03
AT 230KT**

MESAM

PUDUS

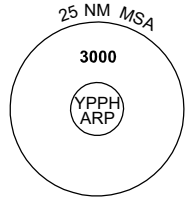
GUNGN

HERNE

WOORA

YIREE

JULIM



10 NM MSA 2700

ARRIVAL: JULIM SIX

RWY 03 ALPHA:

- From JULIM, track 210° to YIREE,
- Track 210° to WOORA,
- Turn LEFT, track 192° to HERNE,
- Turn LEFT, track 158° to GUNGN,
- Turn RIGHT, track 161° to PUDUS
- Turn RIGHT, track 195° to MESAM,
- Turn RIGHT, track 271° to WUNGO,
- **IAS AT 230KT from WUNGO**
- Turn RIGHT, track 286° to HARMN,
- Turn RIGHT, track 015° to BITUM,
- for ILS, RNP Z or
LOC RWY 03 APPROACH,
MAX IAS 185KT from BITUM.

RWY 06 ALPHA:

- From JULIM, track 210° to YIREE,
- Track 210° to WOORA,
- Turn LEFT, track 192° to HERNE,
- Turn LEFT, track 158° to GUNGN,
- Turn RIGHT, track 161° to PUDUS,
- Turn RIGHT, track 195° to MESAM,
- Turn RIGHT, track 271° to WUNGO,
- Turn RIGHT, track 286° to HARMN,
- **IAS AT 230KT from HARMN,**
- Turn RIGHT, track 310° to BIBRA,
- Turn RIGHT, track 355° to LENNY,
- for RNP or
VOR RWY 06 APPROACH,
MAX IAS 185KT from LENNY.

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: Editorial.

PPHSR04-180

**STANDARD INSTRUMENT ARRIVAL (STAR)
LAVEX ONE VICTOR ARRIVAL (NON-JET) (RNAV)
PERTH, WA (YPPH)**

13 JUN 2024

ATIS 113.7 123.8	APP 123.6	TWR 127.4	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	Bearings are Magnetic Elevations in FEET AMSL
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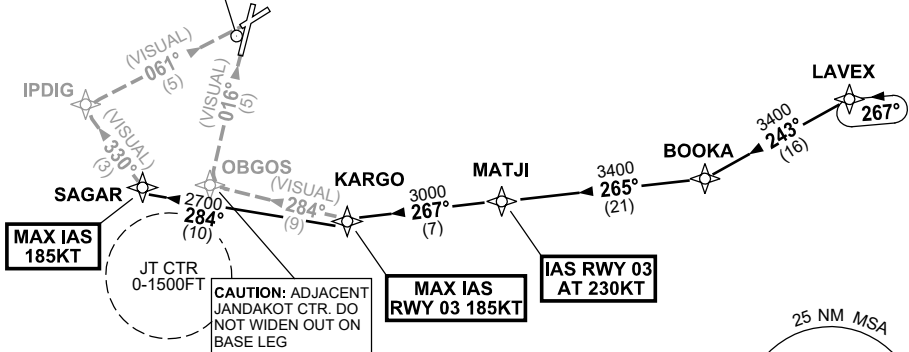
NOT TO SCALE



PERTH
PH:..... VOR/DME 113.7

**SPEED
MAX IAS 250KT
BELOW 10,000ft**

RNP1



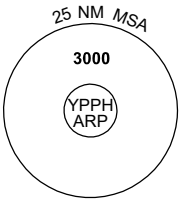
**MAX IAS
185KT**

**MAX IAS
RWY 03 185KT**

**IAS RWY 03
AT 230KT**

**CAUTION: ADJACENT
JANDAKOT CTR. DO
NOT WIDEN OUT ON
BASE LEG**

ATC APCH SPEEDS			
NM	FM	TD	SPEED KT
RWY 03	MATJI		AT 230
RWY 06	20NM		AT 230
RWY 03	KARGO		185-160
RWY 06	SAGAR		185-160
		5	160-150



10 NM MSA 2700

ARRIVAL:

LAVEX ONE

- From LAVEX, track 243° to BOOKA,
- Turn RIGHT, track 265° to MATJI,
IAS RWY 03 AT 230KT from MATJI,
- Turn RIGHT, track 267° to KARGO,
MAX IAS RWY 03 185KT from KARGO

RWY 03 VICTOR:

- From KARGO turn RIGHT, track 284° VISUAL to OBGOS for VISUAL final RWY 03

RWY 06 VICTOR:

- From KARGO turn RIGHT, track 284° to SAGAR
MAX IAS 185KT from SAGAR
- Turn RIGHT, track 330° VISUAL to IPDIG for VISUAL final RWY 06

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: LAVEX REPLACES GRENE, VALIDITY INDICATOR.

PPHSR05-179

**STANDARD INSTRUMENT ARRIVAL (STAR)
LAVEX ONE X-RAY ARRIVAL (NON-JET) (RNAV)
PERTH, WA (YPPH)**

13 JUN 2024

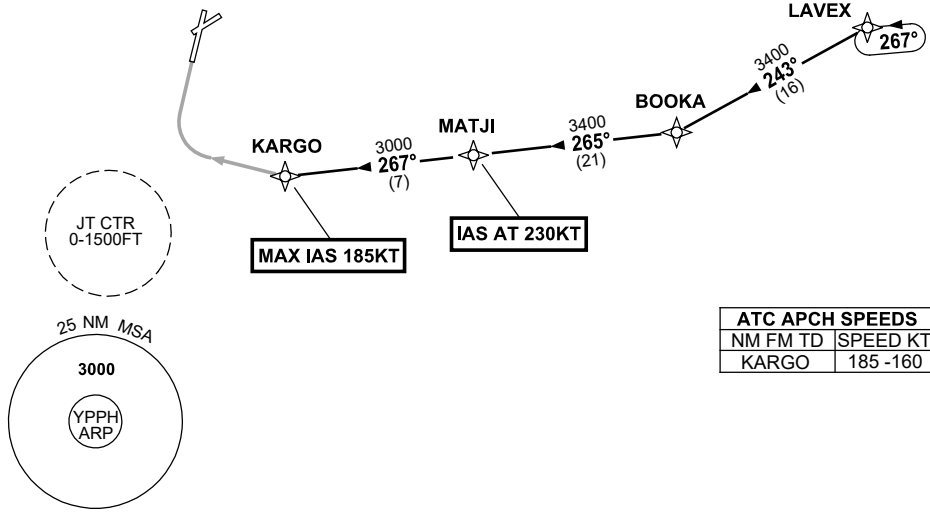
ATIS 113.7 123.8	APP 123.6	TWR 127.4	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



**SPEED
MAX IAS 250KT
BELOW 10,000ft**

RNP1



ATC APCH SPEEDS		
NM FM TD	SPEED KT	
KARGO	185 -160	

10 NM MSA 2700

ARRIVAL: LAVEX ONE

- From LAVEX, track 243° to BOOKA,
- Turn RIGHT, track 265° to MATJI,
IAS AT 230KT from MATJI,
- Turn RIGHT, track 267° to KARGO,
MAX IAS 185KT from KARGO.

RWY 03 X-RAY: • From KARGO turn RIGHT, track via RNP X RWY 03 (AR).

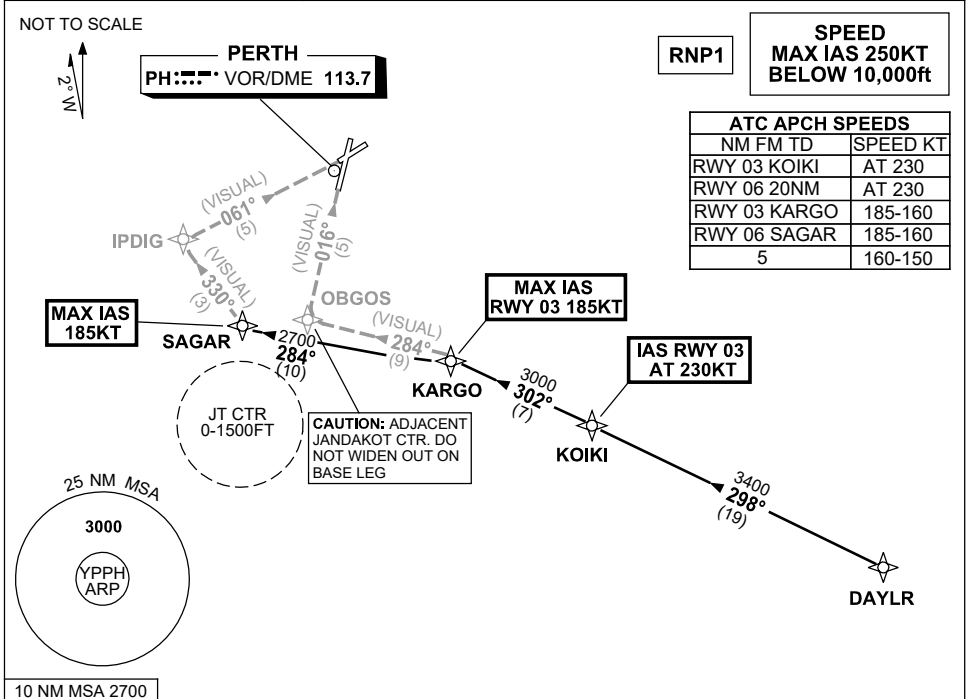
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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.

**STANDARD INSTRUMENT ARRIVAL (STAR)
DAYLR FIVE VICTOR ARRIVAL (NON-JET) (RNAV)
PERTH, WA (YPPH)**

13 JUN 2024

ATIS 113.7 123.8	APP 123.6	TWR 127.4	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	Bearings are Magnetic Elevations in FEET AMSL
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10 NM MSA 2700

ARRIVAL:

DAYLR FIVE

- From DAYLR, track 298° to KOIKI, IAS RWY 03 AT 230KT from KOIKI,
- Turn RIGHT, track 302° to KARGO, MAX IAS RWY 03 185KT from KARGO

RWY 03 VICTOR:

- From KARGO turn LEFT, track 284° VISUAL to OBGOS for VISUAL final RWY 03

RWY 06 VICTOR:

- From KARGO turn LEFT, track 284° to SAGAR, MAX IAS 185KT from SAGAR
- Turn RIGHT, track 330° VISUAL to IPDIG for VISUAL final RWY 06

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.

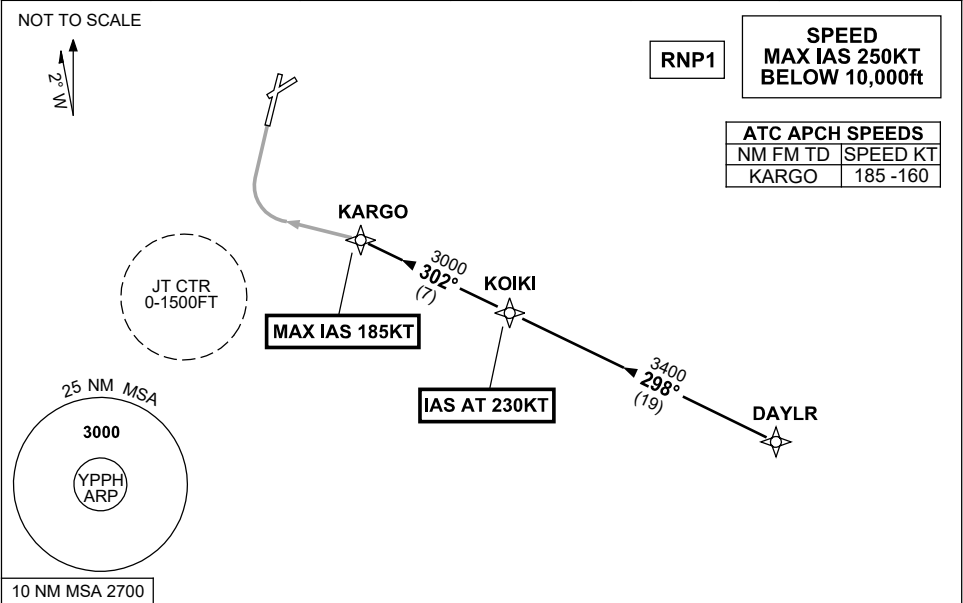
Changes: VALIDITY NR, Editorial.

PPHSR07-179

**STANDARD INSTRUMENT ARRIVAL (STAR)
DAYLR FIVE X-RAY ARRIVAL (NON-JET) (RNAV)
PERTH, WA (YPPH)**

13 JUN 2024

ATIS 113.7 123.8	APP 123.6	TWR 127.4	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	Bearings are Magnetic Elevations in FEET AMSL
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ARRIVAL: **DAYLR FIVE**

- From DAYLR, track 298° to KOIKI, **IAS AT 230KT** from KOIKI,
- Turn **RIGHT**, track 302° to KARGO, **MAX IAS 185KT** from KARGO

RWY 03 X-RAY: From KARGO turn **LEFT**, track via RNP X RWY 03 (AR).

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: VALIDITY NR, Editorial.

PPHSR08-179

**STANDARD INSTRUMENT ARRIVAL (STAR)
KABLI ONE ALPHA ARRIVALS (JET) (RNAV) RWY 03/06
PERTH, WA (YPPH)**

5 SEP 2024

ATIS 113.7 123.8	APP 123.6	TWR 127.4	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	Bearings are Magnetic Elevations in FEET AMSL
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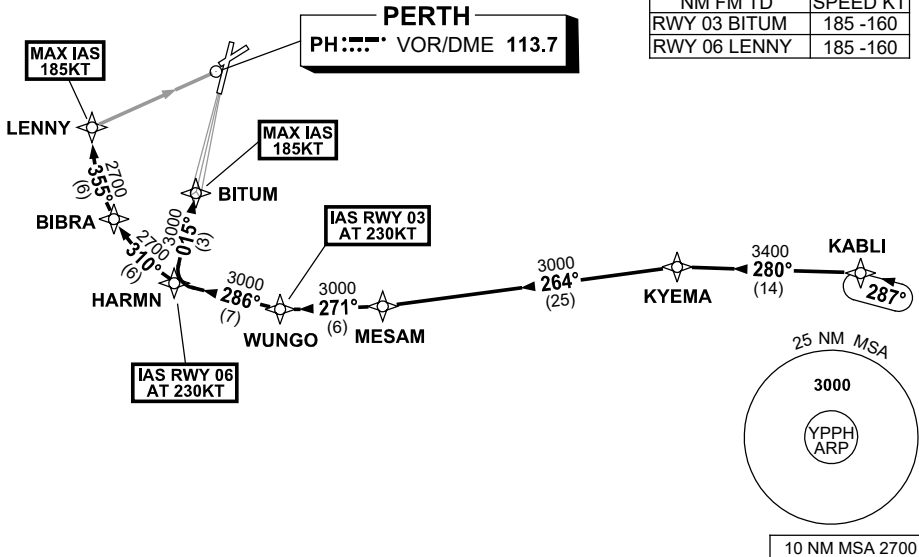
NOT TO SCALE



RNP1

**SPEED
MAX IAS 250KT
BELOW 10,000ft**

ATC APCH SPEEDS	
NM FM TD	SPEED KT
RWY 03 BITUM	185 -160
RWY 06 LENNY	185 -160



ARRIVAL: KABL1 ONE

RWY 03 ALPHA:

- From KABL1, track 280° to KYEMA,
- Turn LEFT, track 264° to MESAM,
- Turn RIGHT, track 271° to WUNGO,
IAS AT 230KT from WUNGO,
- Turn RIGHT, track 286° to HARMN,
- Turn RIGHT, track 015° to BITUM
for ILS, RNP Z or
LOC RWY 03 APPROACH.
MAX IAS 185KT from BITUM,

RWY 06 ALPHA:

- From KABL1, track 280° to KYEMA,
- Turn LEFT, track 264° to MESAM,
- Turn RIGHT, track 271° to WUNGO,
- Turn RIGHT, track 286° to HARMN,
IAS AT 230KT from HARMN,
- Turn RIGHT, track 310° to BIBRA,
- Turn RIGHT, track 355° to LENNY
for RNP or
VOR RWY 06 APPROACH.
MAX IAS 185KT from LENNY.

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: Editorial.

PPHSR09-180

**STANDARD INSTRUMENT ARRIVAL (STAR)
SOLUS THREE ALPHA ARRIVALS (RNAV)
PERTH, WA (YPPH)**

5 SEP 2024

ATIS 113.7 123.8	APP 123.6	TWR 127.4	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	Bearings are Magnetic Elevations in FEET AMSL
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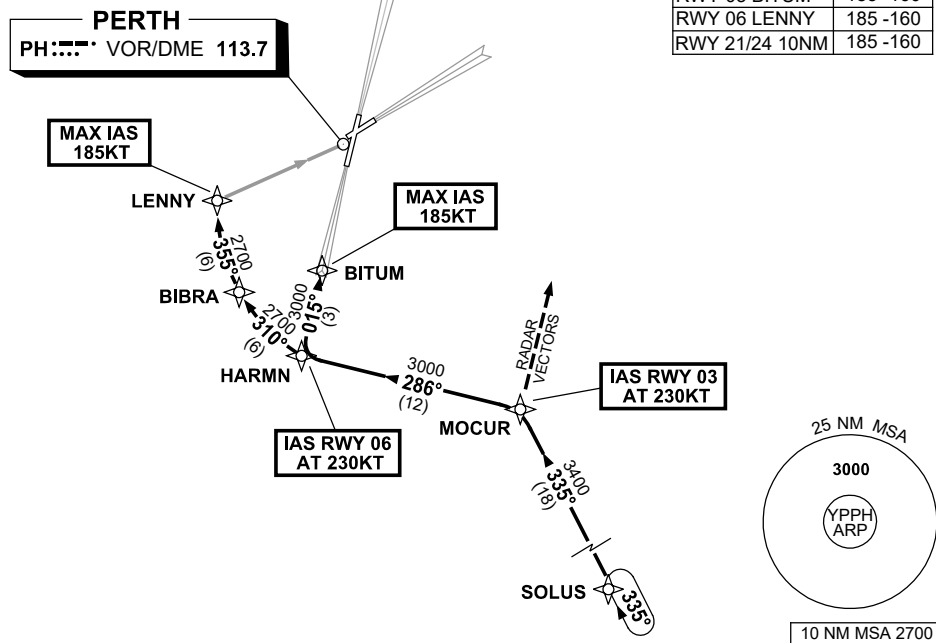
NOT TO SCALE



RNP1

**SPEED
MAX IAS 250KT
BELOW 10,000ft**

ATC APCH SPEEDS	
NM FM TD	SPEED KT
RWY 21/24 20NM	AT 230
RWY 03 BITUM	185 -160
RWY 06 LENNY	185 -160
RWY 21/24 10NM	185 -160



ARRIVAL: SOLUS THREE

- RWY 03 ALPHA:**
- From SOLUS, track 335° to MOCUR, **IAS AT 230KT** from MOCUR
 - Turn LEFT, track 286° to HARMN,
 - Turn RIGHT, track 015° to BITUM, for ILS, RNP Z or LOC RWY 03 APPROACH.
 - MAX IAS 185KT from BITUM
- RWY 21 ALPHA:**
- From SOLUS, track 335° to MOCUR, Expect radar vectors for ILS, RNP or LOC RWY 21 APPROACH.

- RWY 06 ALPHA:**
- From SOLUS, track 335° to MOCUR,
 - Turn LEFT, track 286° to HARMN, **IAS AT 230KT** from HARMN
 - Turn RIGHT, track 310° to BIBRA,
 - Turn RIGHT, track 355° to LENNY for RNP or VOR RWY 06 APPROACH.
 - MAX IAS 185KT from LENNY

- RWY 24 ALPHA:**
- From SOLUS, track 335° to MOCUR, Expect radar vectors for ILS, RNP or LOC-RWY 24 APPROACH.

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.

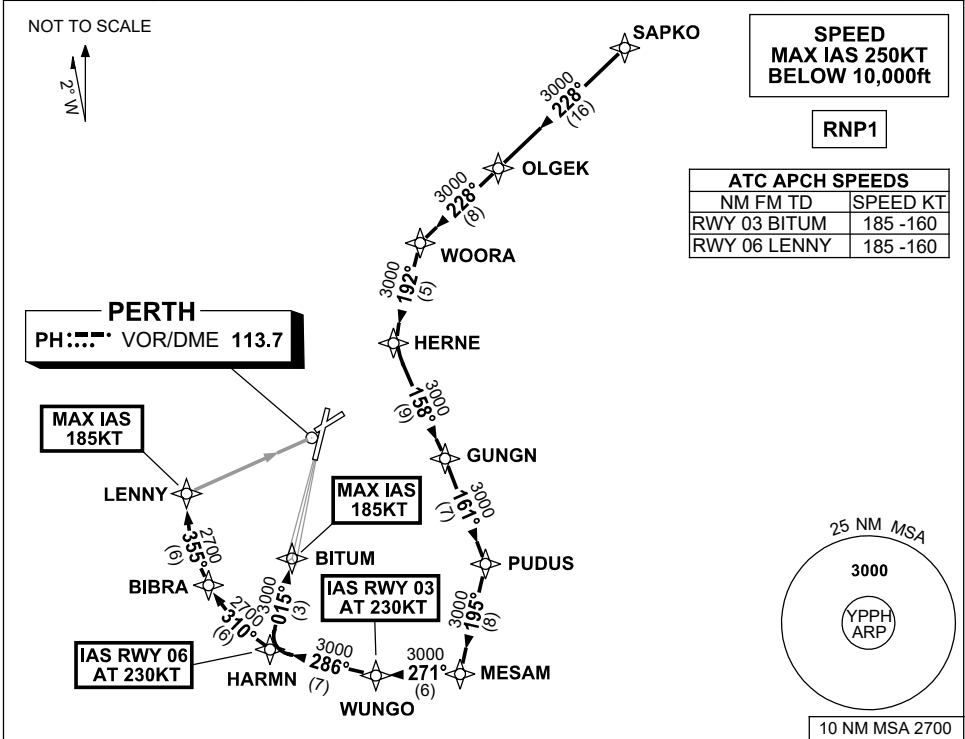
Changes: Editorial.

PPHSR10-180

**STANDARD INSTRUMENT ARRIVAL (STAR)
SAPKO TWO ALPHA ARRIVALS (NON-JET) (RNAV) RWY 03/06
PERTH, WA (YPPH)**

5 SEP 2024

ATIS 113.7 123.8	APP 123.6 132.95	TWR 127.4	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	Bearings are Magnetic Elevations in FEET AMSL
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ARRIVAL: SAPKO TWO

RWY 03 ALPHA:

- From SAPKO, track 228° to OLGEK,
- Track 228° to WOORA,
- Turn LEFT, track 192° to HERNE,
- Turn LEFT, track 158° to GUNGN,
- Turn RIGHT, track 161° to PUDUS,
- Turn RIGHT, track 195° to MESAM,
- Turn RIGHT, track 271° to WUNGO,
- **IAS AT 230KT** from WUNGO
- Turn RIGHT, track 286° to HARMN,
- Turn RIGHT, track 015° to BITUM,
- for ILS, RNP Z or LOC RWY 03 APPROACH.
- **MAX IAS 185KT** from BITUM

RWY 06 ALPHA:

- From SAPKO, track 228° to OLGEK,
- Track 228° to WOORA,
- Turn LEFT, track 192° to HERNE,
- Turn LEFT, track 158° to GUNGN,
- Turn RIGHT, track 161° to PUDUS,
- Turn RIGHT, track 195° to MESAM,
- Turn RIGHT, track 271° to WUNGO,
- Turn RIGHT, track 286° to HARMN,
- **IAS AT 230KT** from HARMN,
- Turn RIGHT, track 310° to BIBRA,
- Turn RIGHT, track 355° to LENNY,
- for RNP or VOR RWY 06 APPROACH,
- **MAX IAS 185KT** from LENNY.

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.

**STANDARD INSTRUMENT ARRIVAL (STAR)
JULIM SIX VICTOR ARRIVALS (JET) (RNAV)
PERTH, WA (YPPH)**

5 SEP 2024

ATIS 113.7 123.8	APP 123.6 132.95	TWR 127.4	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	Bearings are Magnetic Elevations in FEET AMSL
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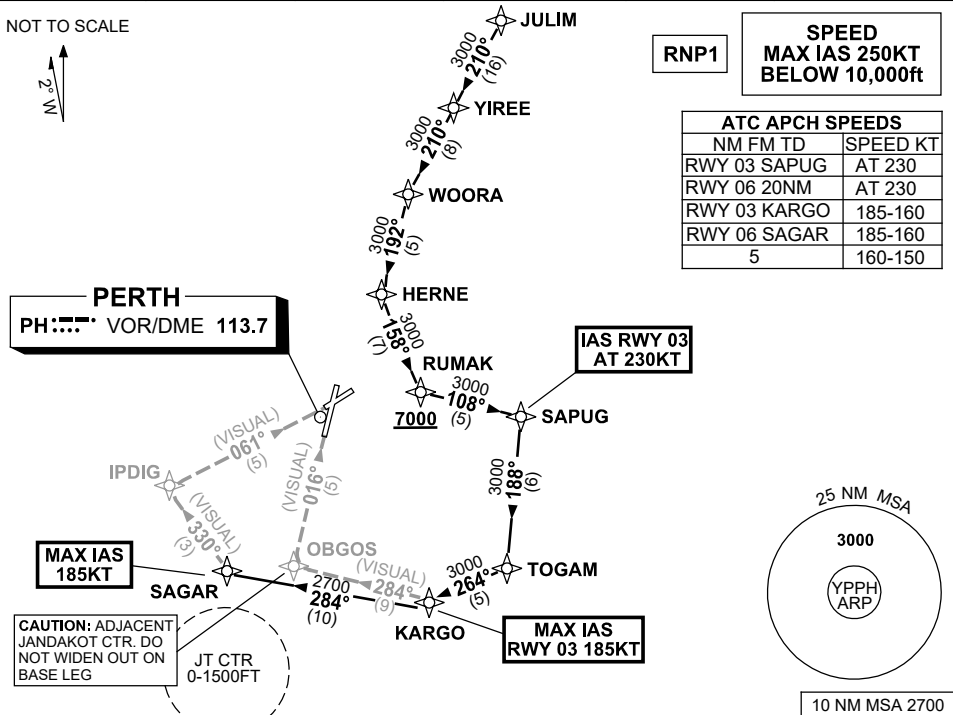
NOT TO SCALE



RNP1

**SPEED
MAX IAS 250KT
BELOW 10,000ft**

ATC APCH SPEEDS	
NM FM TD	SPEED KT
RWY 03 SAPUG	AT 230
RWY 06 20NM	AT 230
RWY 03 KARGO	185-160
RWY 06 SAGAR	185-160
5	160-150



ARRIVAL:

JULIM SIX

- From JULIM track 210° to YIREE,
- Track 210° to WOORA,
- Turn LEFT, track 192° to HERNE,
- Turn LEFT, track 158° to RUMAK,
Cross RUMAK AT or ABV 7000ft,
- Turn LEFT, track 108° to SAPUG,
IAS RWY 03 AT 230KT from SAPUG,
- Turn RIGHT, track 188° to TOGAM,
- Turn RIGHT, track 264° to KARGO,
MAX IAS RWY 03 185KT from KARGO.

RWY 03 VICTOR:

- From KARGO,
- Turn RIGHT, track 284° VISUAL to OBGOS for VISUAL final RWY 03

RWY 06 VICTOR:

- From KARGO turn RIGHT, track 284° to SAGAR
MAX IAS 185KT from SAGAR
- Turn RIGHT, track 330° VISUAL to IPDIG for VISUAL final RWY 06

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.

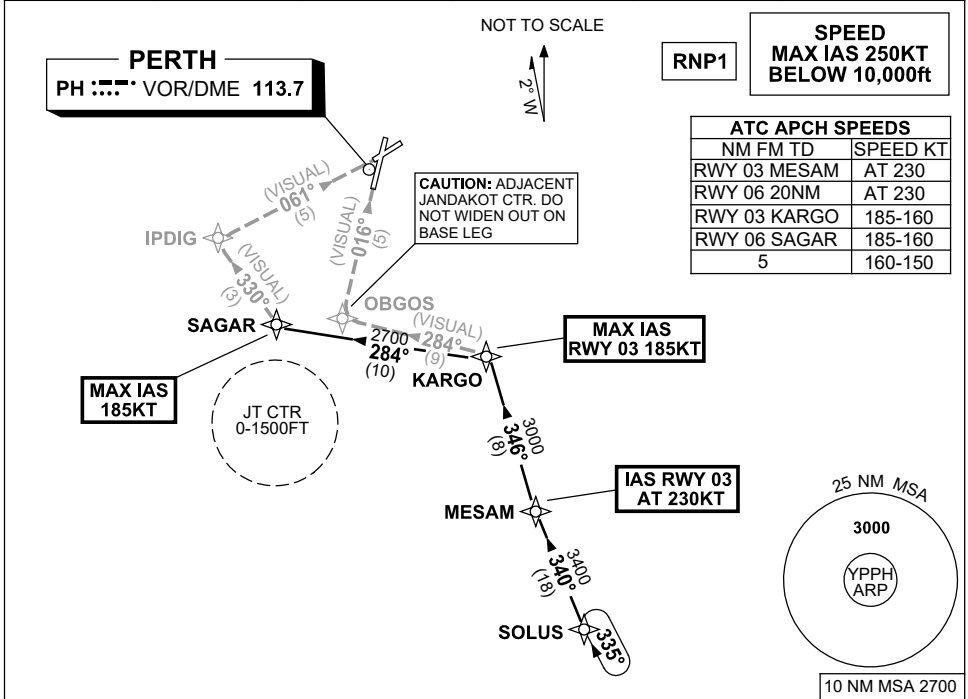
Changes: Editorial.

PPHSR12-180

**STANDARD INSTRUMENT ARRIVAL (STAR)
SOLUS THREE VICTOR ARRIVAL (RNAV)
PERTH, WA (YPPH)**

13 JUN 2024

ATIS 113.7 123.8	APP 123.6	TWR 127.4	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	Bearings are Magnetic Elevations in FEET AMSL
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- ARRIVAL:** **SOLUS THREE**
- From SOLUS, track 340° to MESAM, **IAS RWY 03 AT 230KT** from MESAM,
 - Turn **RIGHT**, track 346° to KARGO, **MAX IAS RWY 03 185KT** from KARGO.
- RWY 03 VICTOR:** • From KARGO turn **LEFT**, track 284° VISUAL to OBGOS for VISUAL final RWY 03
- RWY 06 VICTOR:** • From KARGO turn **LEFT**, track 284° to SAGAR
MAX IAS 185KT from SAGAR
• Turn **RIGHT**, track 330° VISUAL to IPDIG for VISUAL final RWY 06

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

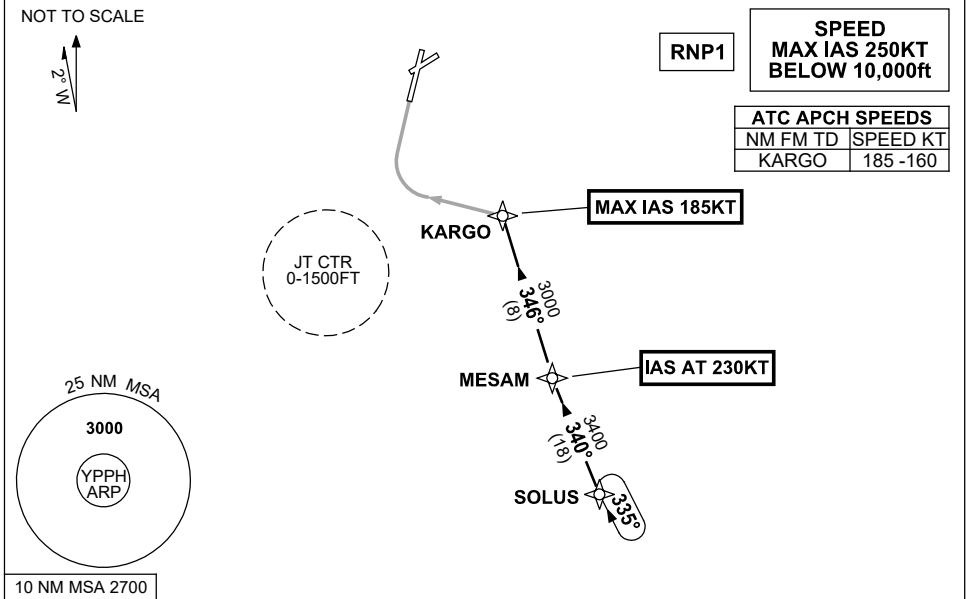
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: VALIDITY NR, Editorial. PPHSR13-179

**STANDARD INSTRUMENT ARRIVAL (STAR)
SOLUS THREE X-RAY ARRIVAL (RNAV)
PERTH, WA (YPPH)**

13 JUN 2024

ATIS 113.7 123.8	APP 123.6	TWR 127.4	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	Bearings are Magnetic Elevations in FEET AMSL
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10 NM MSA 2700

ARRIVAL:

SOLUS THREE

- From SOLUS track 340° to MESAM,
IAS AT 230KT from MESAM,
- Turn RIGHT, track 346° to KARGO,
MAX IAS 185KT from KARGO.

RWY 03 X-RAY: • From KARGO turn LEFT, track via RNP X RWY 03 (AR).

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 ERSAs EMERG Section 1.5.

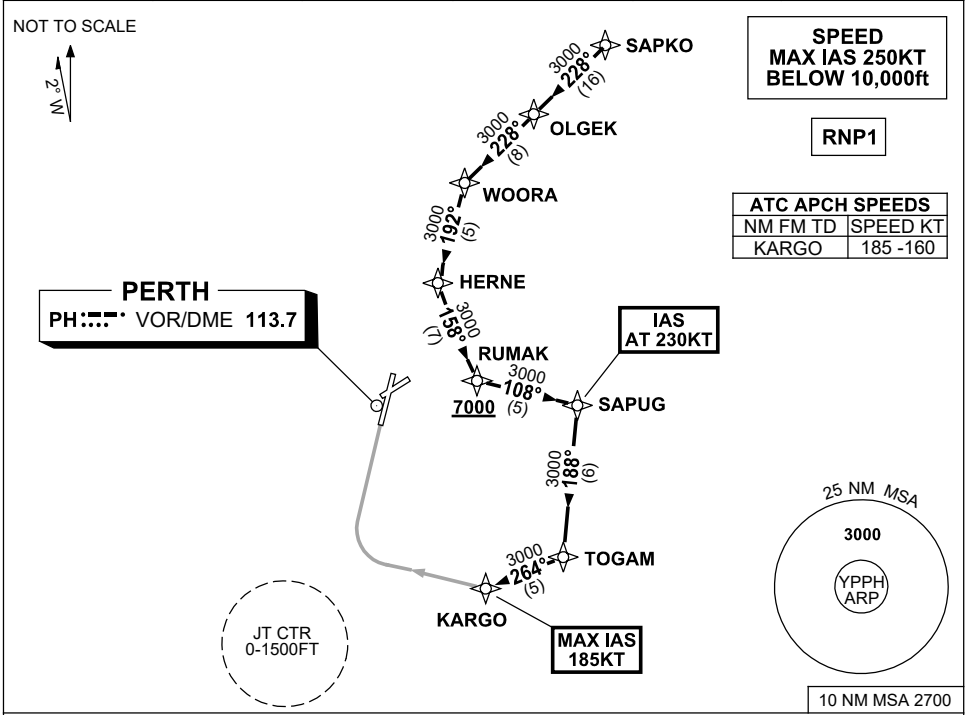
Changes: VALIDITY NR, Editorial.

PPHSR14-179

**STANDARD INSTRUMENT ARRIVAL (STAR)
SAPKO TWO X-RAY ARRIVALS (NON-JET) (RNAV)
PERTH, WA (YPPH)**

5 SEP 2024

ATIS 113.7 123.8	APP 123.6 132.95	TWR 127.4	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	Bearings are Magnetic Elevations in FEET AMSL
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ARRIVAL:

SAPKO TWO

- From SAPKO track 228° to OLGEK,
- Track 228° to WOORA,
- Turn LEFT, track 192° to HERNE,
- Turn LEFT, track 158° to RUMAK,
Cross RUMAK AT or ABV 7000ft,
- Turn LEFT, track 108° to SAPUG,
IAS AT 230KT from SAPUG,
- Turn RIGHT, track 188° to TOGAM,
- Turn RIGHT, track 264° to KARGO,
MAX IAS 185KT from KARGO.

RWY 03 X-RAY:

- From KARGO, turn RIGHT, track via RNP X RWY 03 (AR).

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 ERS A EMERG Section 1.5.

Changes: Editorial.

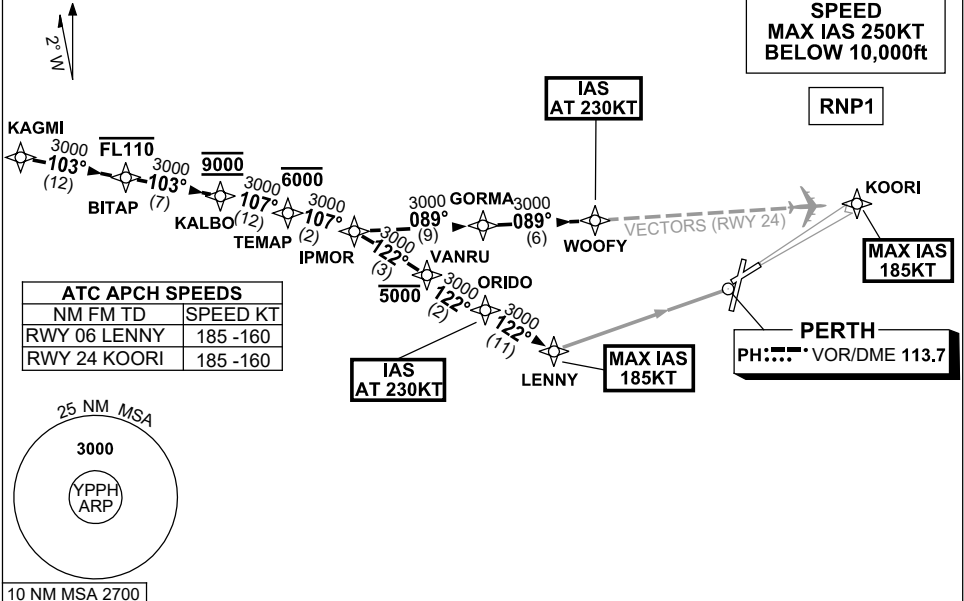
PPHSR15-180

**STANDARD INSTRUMENT ARRIVAL (STAR)
IPMOR TWO ALPHA ARRIVALS (RNAV) RWY 06/24
PERTH, WA (YPPH)**

5 SEP 2024

ATIS 113.7 123.8	APP 123.6	TWR 127.4	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



KAGMI TRANSITION

- From KAGMI, track 103° to BITAP
Cross BITAP AT or BLW FL 110
- Track 103° to KALBO
Cross KALBO AT 9000ft
- Turn RIGHT, track 107° to TEMAP
Cross TEMAP AT or BLW 6000ft
- Track 107° to IPMOR
- Then follow ARRIVAL Instructions.

ARRIVAL: IPMOR TWO ALPHA

RWY 06:

- Turn RIGHT, track 122° to VANRU
Cross VANRU AT or BLW 5000ft
- Track 122° to ORIDO
IAS AT 230KT from ORIDO
- Track 122° to LENNY
for RNP or VOR RWY 06 APCH
MAX IAS 185KT from LENNY.

RWY 24:

- Turn LEFT, track 089° to GORMA
- Track 089° to WOOFY,
IAS AT 230KT from WOOFY
- Expect radar vectors for ILS,
RNP or LOC RWY 24 APPROACH
MAX IAS 185KT from KOORI

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.

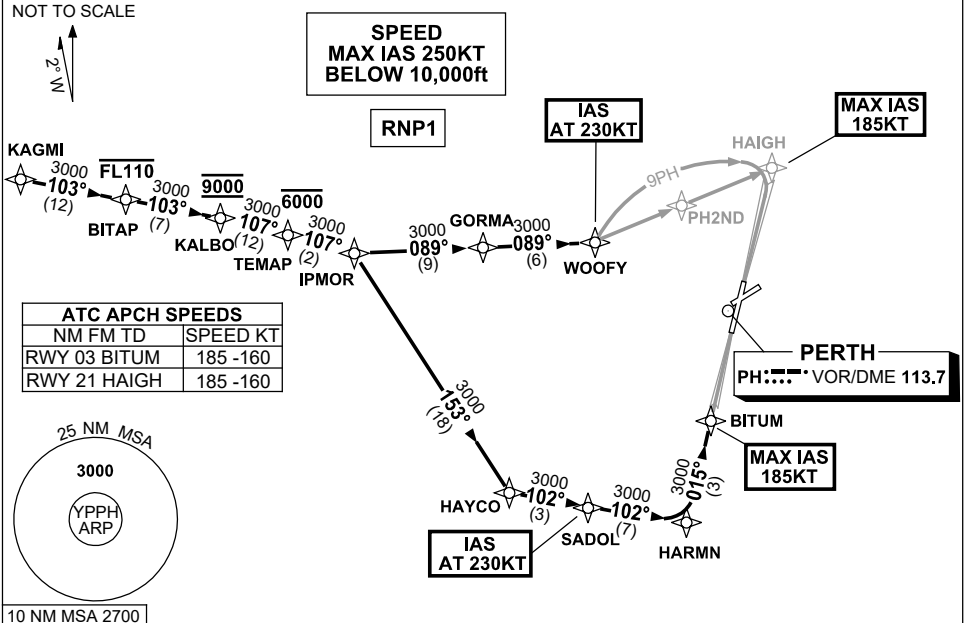
Changes: RWY 03/21 TRANSITIONS DEPICTED ON NEW CHART.

PPHSR17-180

**STANDARD INSTRUMENT ARRIVAL (STAR)
IPMOR TWO ALPHA ARRIVALS (RNAV) RWY 03/21
PERTH, WA (YPPH)**

5 SEP 2024

ATIS 113.7 123.8	APP 123.6	TWR 127.4	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	Bearings are Magnetic Elevations in FEET AMSL
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- KAGMI TRANSITION**
- From KAGMI, track 103° to BITAP
Cross BITAP AT or BLW FL110
 - Track 103° to KALBO
Cross KALBO AT 9000ft
 - Turn RIGHT, track 107° to TEMAP
Cross TEMAP AT or BLW 6000ft
 - Track 107° to IPMOR
 - Then follow ARRIVAL Instructions.

- ARRIVAL: IPMOR TWO ALPHA**
- RWY 03:**
- Turn RIGHT, track 153° to HAYCO
 - Turn LEFT, track 102° to SADOL
IAS AT 230KT from SADOL
 - Track 102° to HARMN
 - Turn LEFT, track 015° to BITUM
for ILS, RNP Z or LOC
RWY 03 APPROACH
MAX IAS 185KT from BITUM
- RWY 21:**
- Turn LEFT, track 089° to GORMA
 - Track 089° to WOOFY
for ILS, RNP, LOC or
VOR RWY 21 APPROACH
IAS AT 230KT from WOOFY
MAX IAS 185KT from HAIGH

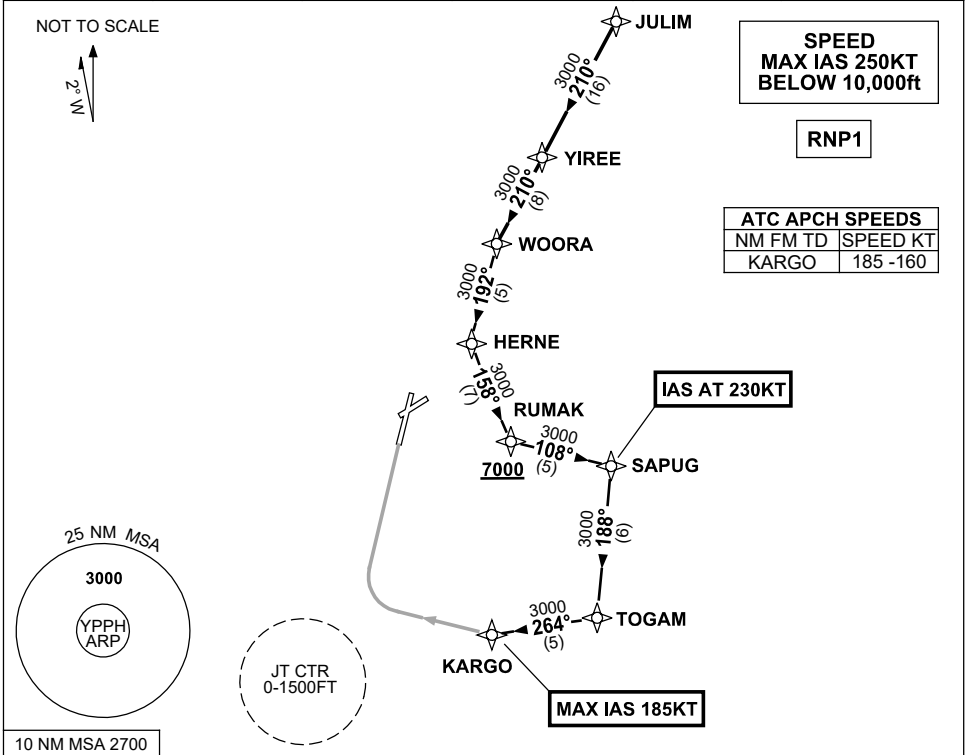
- COMMUNICATIONS FAILURE: PROCEDURE IN IMC**
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
 - Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: RWY 06/24 TRANSITIONS DEPICTED ON NEW CHART. PPHSR18-180

**STANDARD INSTRUMENT ARRIVAL (STAR)
JULIM SIX X-RAY ARRIVAL(JET) (RNAV)
PERTH, WA (YPPH)**

5 SEP 2024

ATIS 113.7 123.8	APP 123.6 132.95	TWR 127.4	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	Bearings are Magnetic Elevations in FEET AMSL
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ARRIVAL: JULIM SIX

- From JULIM track 210° to YIREE,
- Track 210° to WOORA,
- Turn LEFT, track 192° to HERNE,
- Turn LEFT, track 158° to RUMAK,
Cross RUMAK AT or ABV 7000ft,
- Turn LEFT, track 108° to SAPUG
IAS AT 230KT from SAPUG
- Turn RIGHT, track 188° to TOGAM
- Turn RIGHT, track 264° to KARGO,
MAX IAS 185KT from KARGO.

RWY 03 X-RAY: • From KARGO turn RIGHT, track via RNP X RWY 03 (AR).

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 ERS A EMERG Section 1.5.

Changes: Editorial.

PPHSR20-180

**STANDARD INSTRUMENT ARRIVAL (STAR)
KABLI ONE VICTOR ARRIVAL (JET) (RNAV)
PERTH, WA (YPPH)**

13 JUN 2024

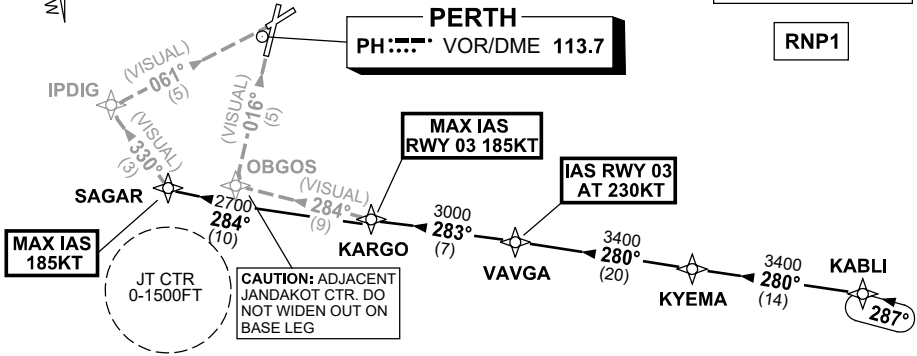
ATIS 113.7 123.8	APP 123.6	TWR 127.4	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



**SPEED
MAX IAS 250KT
BELOW 10,000ft**

RNP1



ATC APCH SPEEDS	
NM FM TD	SPEED KT
RWY 03 VAVGA	AT 230
RWY 06 20NM	AT 230
RWY 03 KARGO	185-160
RWY 06 SAGAR	185-160
5	160-150

10 NM MSA 2700

ARRIVAL:

KABLI ONE

- From KABLI, track 280° to KYEMA
- Track 280° to VAVGA
- **IAS RWY 03 AT 230KT** from VAVGA
- Turn RIGHT, track 283° to KARGO
- **MAX IAS RWY 03 185KT** from KARGO

RWY 03 VICTOR: • From KARGO track 284° VISUAL to OBGOS for VISUAL final RWY 03

RWY 06 VICTOR: • From KARGO track 284° to SAGAR

• **MAX IAS 185KT** from SAGAR

• Turn RIGHT, track 330° VISUAL to IPDIG for VISUAL final RWY 06

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: KABLI REPLACES BEVLY, VALIDITY INDICATOR.

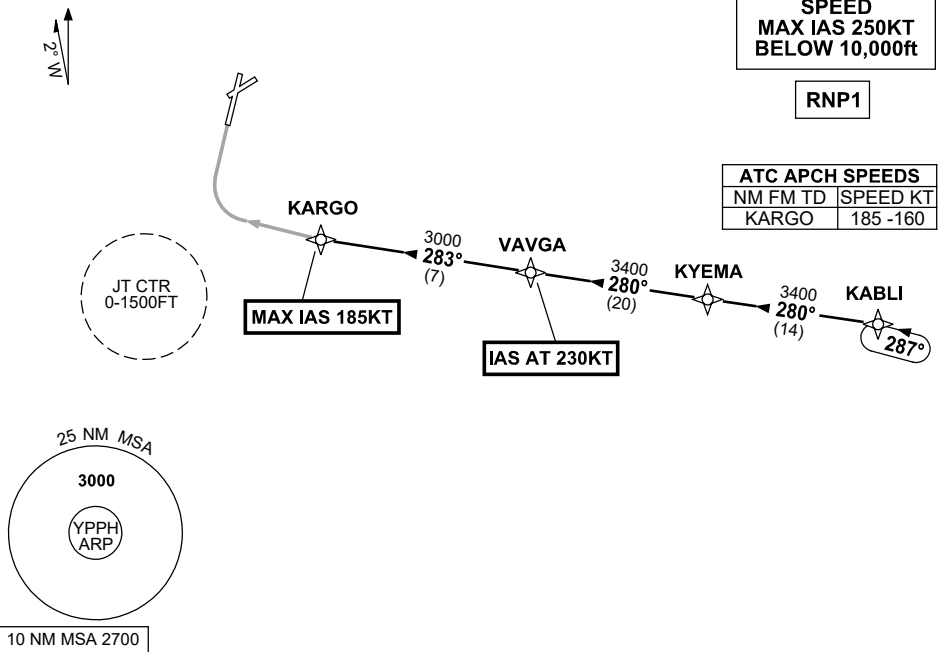
PPHSR21-179

**STANDARD INSTRUMENT ARRIVAL (STAR)
KABLI ONE X-RAY ARRIVAL (JET) (RNAV)
PERTH, WA (YPPH)**

13 JUN 2024

ATIS 113.7 123.8	APP 123.6	TWR 127.4	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



ARRIVAL:

KABLI ONE

- From KABLI, track 280° to KYEMA,
- Track 280° to VAVGA,
IAS AT 230KT from VAVGA,
- Turn RIGHT, track 283° to KARGO,
MAX IAS 185KT from KARGO.

- RWY 03 X-RAY:** • From KARGO track via RNP X RWY 03 (AR).

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: KABLI REPLACES BEVLY, VALIDITY INDICATOR.

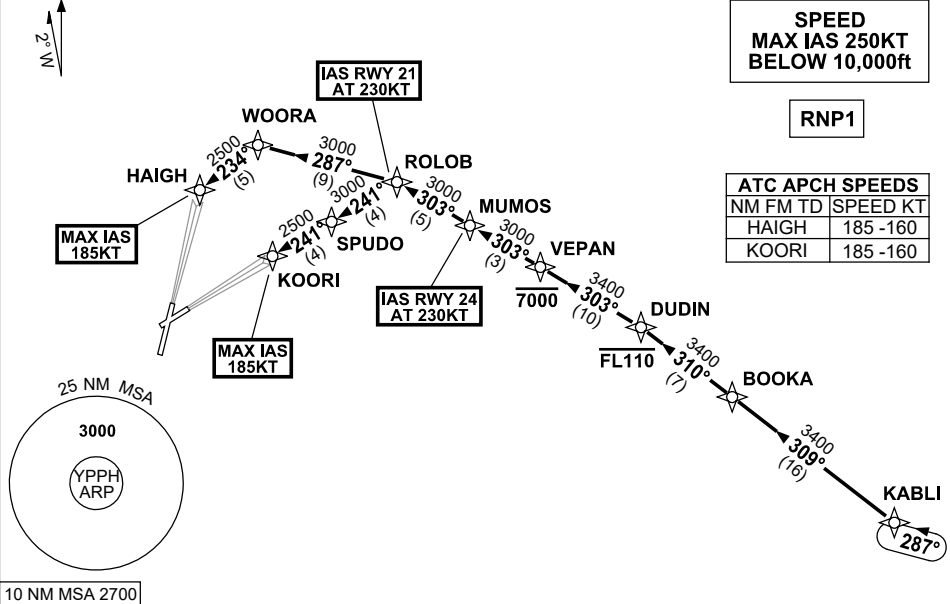
PPHSR22-179

**STANDARD INSTRUMENT ARRIVAL (STAR)
KABLI ONE ALPHA ARRIVALS (JET) (RNAV) RWY 21/24
PERTH, WA (YPPH)**

5 SEP 2024

ATIS 113.7 123.8	APP 123.6	TWR 127.4	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



ARRIVAL: KABL ONE

RWY 21 ALPHA:

- From KABLI, track 309° to BOOKA
- Track 310° to DUDIN
Cross DUDIN AT or BLW FL110
- Turn LEFT, track 303° to VEPAN
Cross VEPAN AT or BLW 7000ft
- Track 303° to MUMOS
- Track 303° to ROLOB
IAS AT 230KT from ROLOB
- Turn LEFT, track 287° to WOORA
- Turn LEFT, track 234° to HAIGH
for ILS, RNP or
LOC RWY 21 APPROACH
MAX IAS 185KT from HAIGH

RWY 24 ALPHA:

- From KABLI, track 309° to BOOKA
- Track 310° to DUDIN
Cross DUDIN AT or BLW FL110
- Turn LEFT, track 303° to VEPAN
Cross VEPAN AT or BLW 7000ft
- Track 303° to MUMOS
IAS AT 230KT from MUMOS
- Track 303° to ROLOB
- Turn LEFT, track 241° to SPUDO
- Track 241° to KOORI
for ILS, RNP or
LOC RWY 24 APPROACH
MAX IAS 185KT from KOORI

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: Editorial.

PPHSR23-180

**STANDARD INSTRUMENT ARRIVAL (STAR)
JULIM SIX ALPHA ARRIVALS (JET) (RNAV) RWY 21/24
PERTH, WA (YPPH)**

5 SEP 2024

ATIS 113.7 123.8	APP 123.6 132.95	TWR 127.4	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	Bearings are Magnetic Elevations in FEET AMSL
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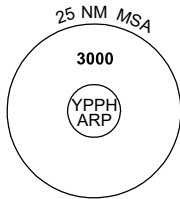
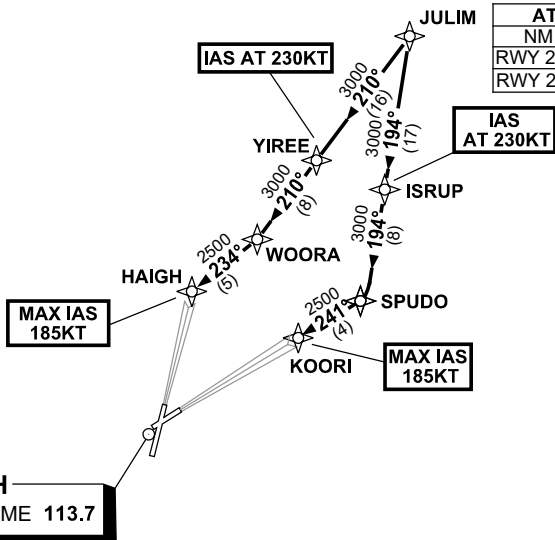
NOT TO SCALE



**SPEED
MAX IAS 250KT
BELOW 10,000ft**

RNP1

ATC APCH SPEEDS	
NM FM TD	SPEED KT
RWY 21 HAIGH	185 -160
RWY 24 KOORI	185 -160



10 NM MSA 2700

ARRIVAL: JULIM SIX

RWY 21 ALPHA:

- From JULIM, track 210° to YIREE
IAS AT 230KT from YIREE
- Track 210° to WOORA
- Turn RIGHT, track 234° to HAIGH for ILS, RNP or LOC RWY 21 APPROACH
MAX IAS 185KT from HAIGH

RWY 24 ALPHA:

- From JULIM, track 194° to ISRUP
IAS AT 230KT from ISRUP
- Track 194° to SPUDO
- Turn RIGHT, track 241° to KOORI for ILS, RNP or LOC RWY 24 APPROACH
MAX IAS 185KT from KOORI

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: Editorial.

PPHSR24-180

**STANDARD INSTRUMENT ARRIVAL (STAR)
SAPKO TWO ALPHA ARRIVALS (NON-JET) (RNAV) RWY 21/24
PERTH, WA (YPPH)**

5 SEP 2024

ATIS 113.7 123.8	APP 123.6 132.95	TWR 127.4	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	Bearings are Magnetic Elevations in FEET AMSL
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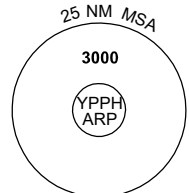
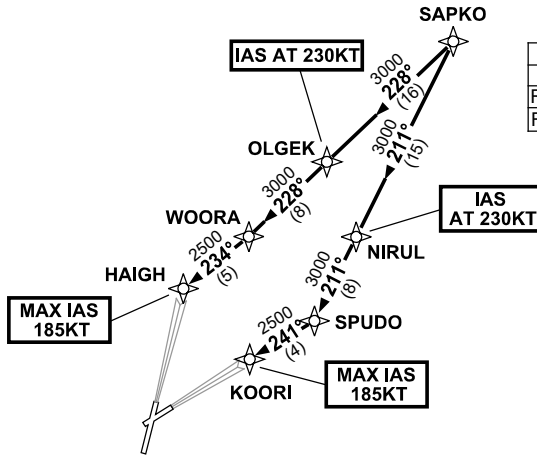
NOT TO SCALE



**SPEED
MAX IAS 250KT
BELOW 10,000ft**

RNP1

ATC APCH SPEEDS	
NM FM TD	SPEED KT
RWY 21 HAIGH	185 -160
RWY 24 KOORI	185 -160



ARRIVAL: SAPKO TWO

RWY 21 ALPHA:

- From SAPKO, track 228° to OLGEK, **IAS AT 230KT** from OLGEK,
- Track 228° to WOORA,
- Turn RIGHT, track 234° to HAIGH, for ILS, RNP or LOC RWY 21 APPROACH.
MAX IAS 185KT from HAIGH.

RWY 24 ALPHA:

- From SAPKO, track 211° to NIRUL, **IAS AT 230KT** from NIRUL,
- Track 211° to SPUDO,
- Turn RIGHT, track 241° to KOORI, for ILS, RNP or LOC RWY 24 APPROACH.
MAX IAS 185KT from KOORI.

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.

**STANDARD INSTRUMENT ARRIVAL (STAR)
LAVEX ONE ALPHA ARRIVALS (NON-JET) (RNAV) RWY 21/24
PERTH, WA (YPPH)**

5 SEP 2024

ATIS 113.7 123.8	APP 123.6	TWR 127.4	SMC E of RWY 03/21 122.2 W of RWY 03/21 121.7	Bearings are Magnetic Elevations in FEET AMSL
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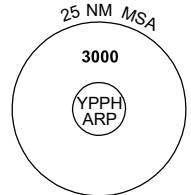
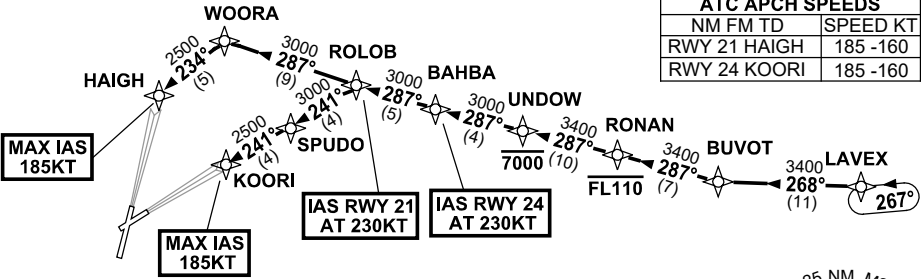
NOT TO SCALE



RNP1

**SPEED
MAX IAS 250KT
BELOW 10,000ft**

ATC APCH SPEEDS		
NM	FM TD	SPEED KT
RWY 21	HAIGH	185 -160
RWY 24	KOORI	185 -160



10 NM MSA 2700

ARRIVAL: LAVEX ONE

RWY 21 ALPHA:

- From LAVEX, track 268° to BUVOT,
- Turn RIGHT, track 287° to RONAN,
Cross RONAN AT or BLW FL110,
- Track 287° to UNDOWN,
Cross UNDOWN AT or BLW 7000ft,
- Track 287° to BAHBA,
- Track 287° to ROLOB,
IAS AT 230KT from ROLOB,
- Track 287° to WOORA,
- Turn LEFT, track 234° to HAIGH,
for ILS, RNP or
LOC RWY 21 APPROACH,
MAX IAS 185KT from HAIGH.

RWY 24 ALPHA:

- From LAVEX, track 268° to BUVOT,
- Turn RIGHT, track 287° to RONAN,
Cross RONAN AT or BLW FL110,
- Track 287° to UNDOWN,
Cross UNDOWN AT or BLW 7000ft,
- Track 287° to BAHBA,
IAS AT 230KT from BAHBA,
- Track 287° to ROLOB,
- Turn LEFT, track 241° to SPUDO,
- Track 241° to KOORI,
for ILS, RNP or
LOC RWY 24 APPROACH,
MAX IAS 185KT from KOORI.

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.

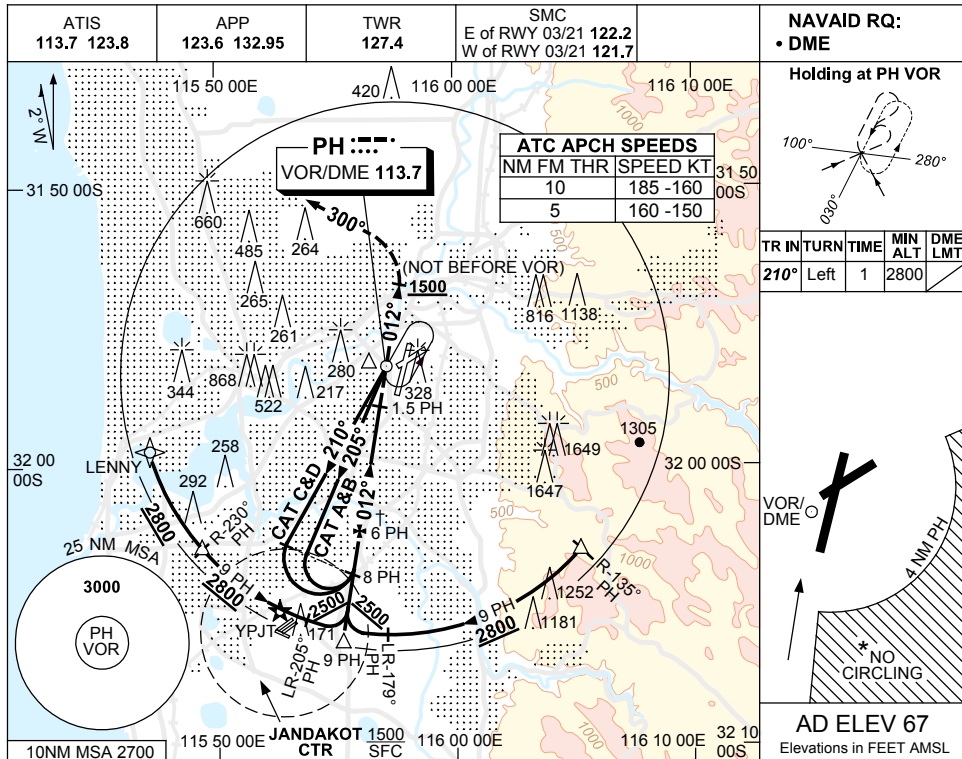
Changes: Editorial.

PPHSR26-180

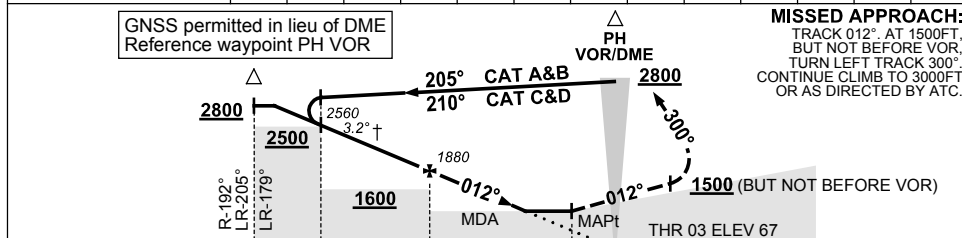
USE QNH

VOR RWY 03
PERTH, WA (YPPH)

23 MAR 2023



NM TO PH DME	8.7	8	7	6	5	4	3	2				
ALT (3.2° APCH PATH)	2800	2560	2220	1880	1540	1200	860	520				



CATEGORY	A	B	C	D
S-I VOR/DME	520 (453-1.5)			
CIRCLING *	760 (693-2.4)		1440 (1373-4.0) 1440 (1373-5.0)	
ALTERNATE ‡	(1193-4.4)		(1873-6.0) (1873-7.0)	

- NOTES**
- * 1. NO CIRCLING CAT C&D ACFT BEYOND 4NM PH E OF RWY 03/21 AND 06/24.
 - † 2. ACFT MAY BE RADAR VECTORED TO FNA.
 - * 3. SPECIAL ALTN MNM NOT APPLICABLE.
 - 4. COLOUR: SEE SPEC NOTICES.

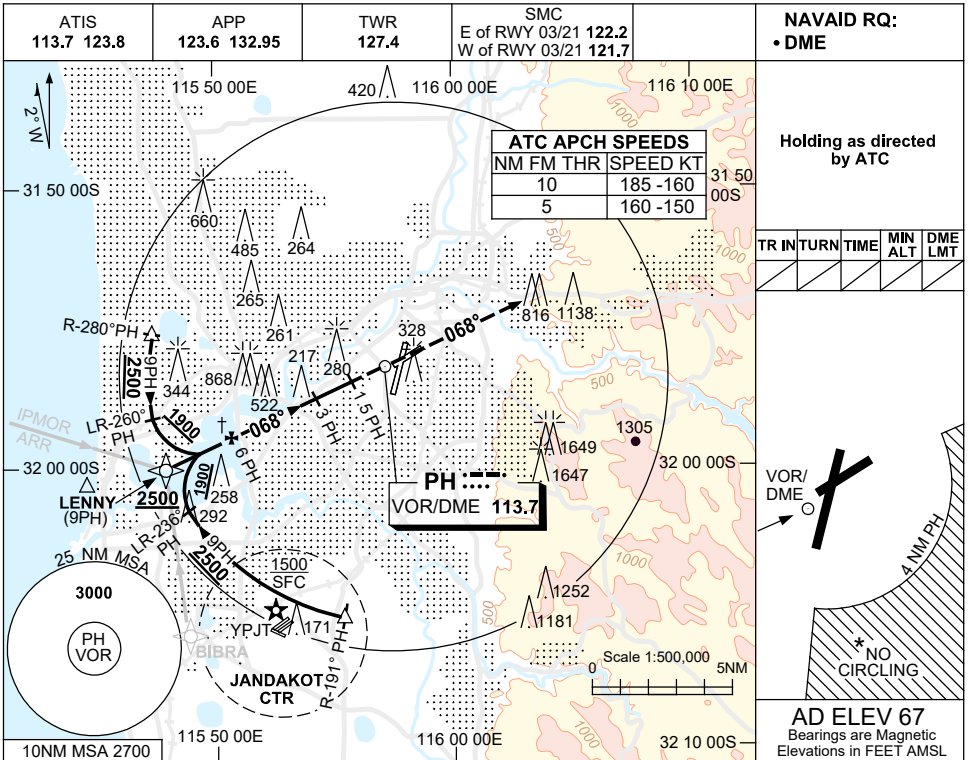
Changes: VIS, Editorial.

PPHV001-174

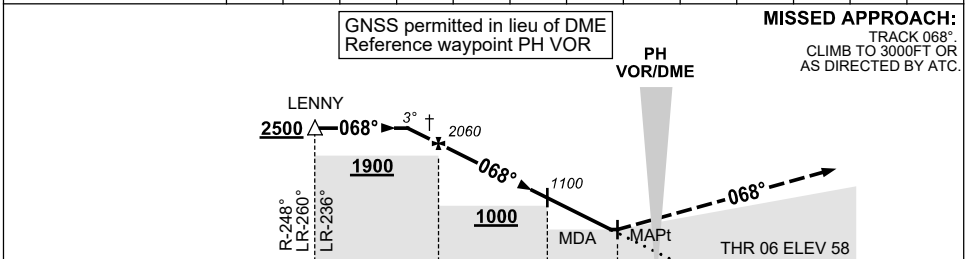
USE QNH

VOR RWY 06
PERTH, WA (YPPH)

30 NOV 2023



NM TO PH DME	7.4	7	6	5	4	3	2	1.5					
ALT (3° APCH PATH)	2500	2370	2060	1740	1420	1100	780	620					



CATEGORY	A	B	C	D
S-I VOR/DME	620 (562-3.2)			
CIRCLING *	760 (693-2.4)		1440 (1373-4.0)	1440 (1373-5.0)
ALTERNATE ‡	(1193-4.4)		(1873-6.0)	(1873-7.0)

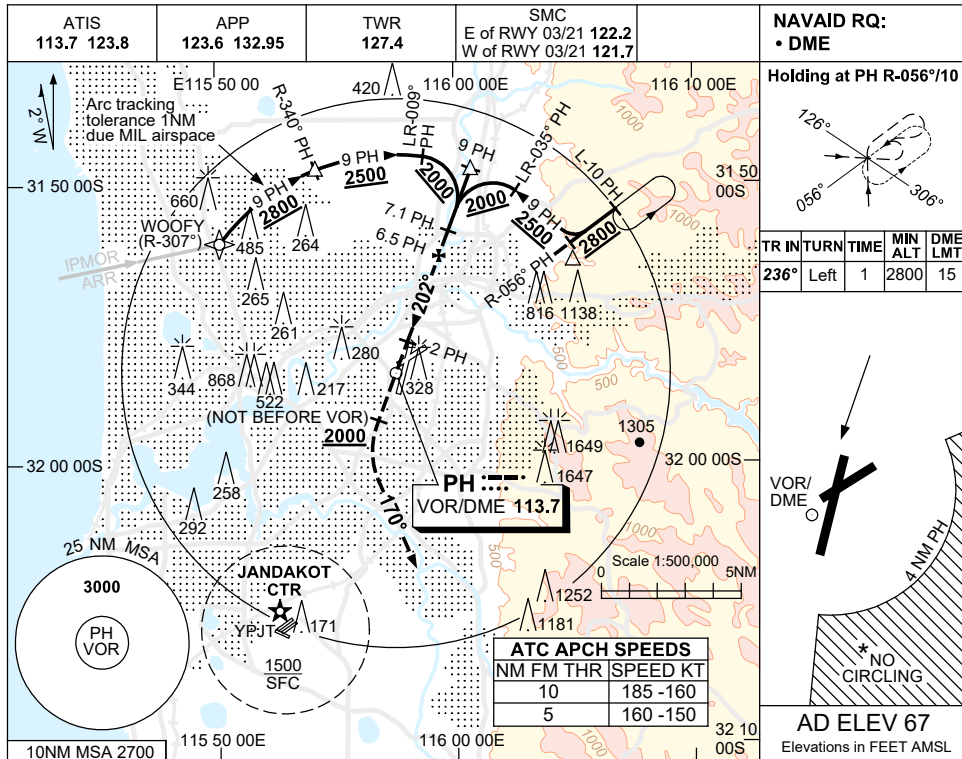
- NOTES**
- * 1. NO CIRCLING CAT C&D ACFT BEYOND 4NM PH E OF RWY 03/21 AND 06/24.
 - ‡ 2. ACFT MAY BE RADAR VECTORED TO FNA.
 - * 3. SPECIAL ALTN MNM NOT APPLICABLE.
 - 4. **COLOUR:** SEE SPEC NOTICES.

Changes: IPMOR REPLACES WAVES, Editorial. PPHVO02-177

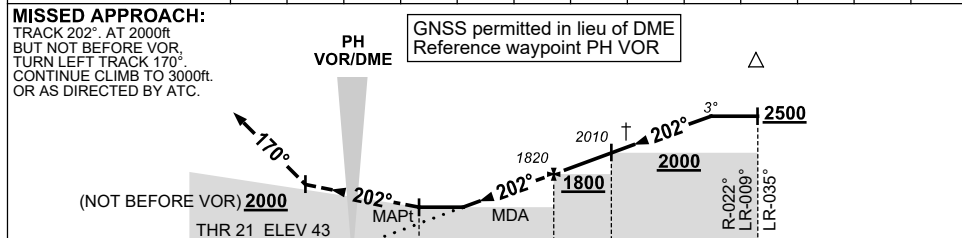
USE QNH

VOR RWY 21
PERTH, WA (YPPH)

5 SEP 2024



NM TO PH DME	2.5	3	4	5	6	7.1	8	8.6				
ALT (3° APCH PATH)	550	710	1020	1340	1660	2010	2290	2500				



NM TO PH DME

CATEGORY	A	B	C	D
S-I VOR/DME	550 (507-2.9)			
CIRCLING *	760 (693-2.4)		1440 (1373-4.0)	1440 (1373-5.0)
ALTERNATE *	(1193-4.4)		(1873-6.0)	(1873-7.0)

NOTES

- * 1. NO CIRCLING CAT C&D ACFT BEYOND 4NM PH E OF RWY 03 / 21 AND RWY 06 / 24.
- † 2. ACFT MAY BE RADAR VECTORED TO FNA.
- * 3. SPECIAL ALTN MNM NOT APPLICABLE.
- 4. COLOUR: SEE SPEC NOTICES.

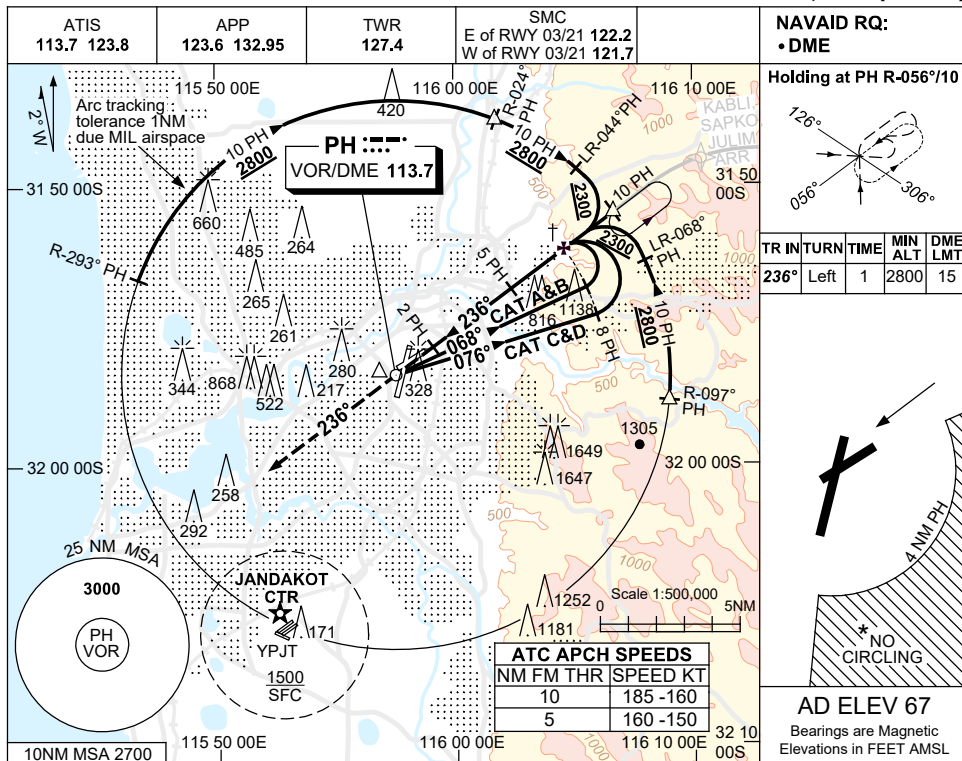
Changes: WOOFY RADIAL.

PPHVO03-180

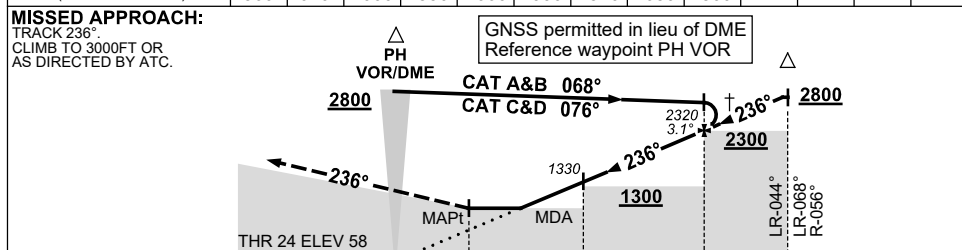
USE QNH

VOR RWY 24
PERTH, WA (YPPH)

13 JUN 2024



NM TO PH DME	2.7	3	4	5	6	7	8	9	9.5				
ALT(3.1°APCH PATH)	560	670	1000	1330	1660	1990	2320	2650	2800				



CATEGORY	A	B	C	D
S-I VOR/DME	560 (502-1.9)			
CIRCLING *	760 (693-2.4)	1440 (1373-4.0)	1440 (1373-5.0)	
ALTERNATE *	(1193-4.4)	(1873-6.0)	(1873-7.0)	

NOTES

- * 1. NO CIRCLING CAT C&D ACFT BEYOND 4NM PH E OF RWY 03/21 AND 06/24.
- † 2. ACFT MAY BE RADAR VECTORED TO FNA.
- * 3. SPECIAL ALTN MNM NOT APPLICABLE.
4. COLOUR: SEE SPEC NOTICES.

Changes: KABL REPLACES BEVLY.

PPHVO04-179