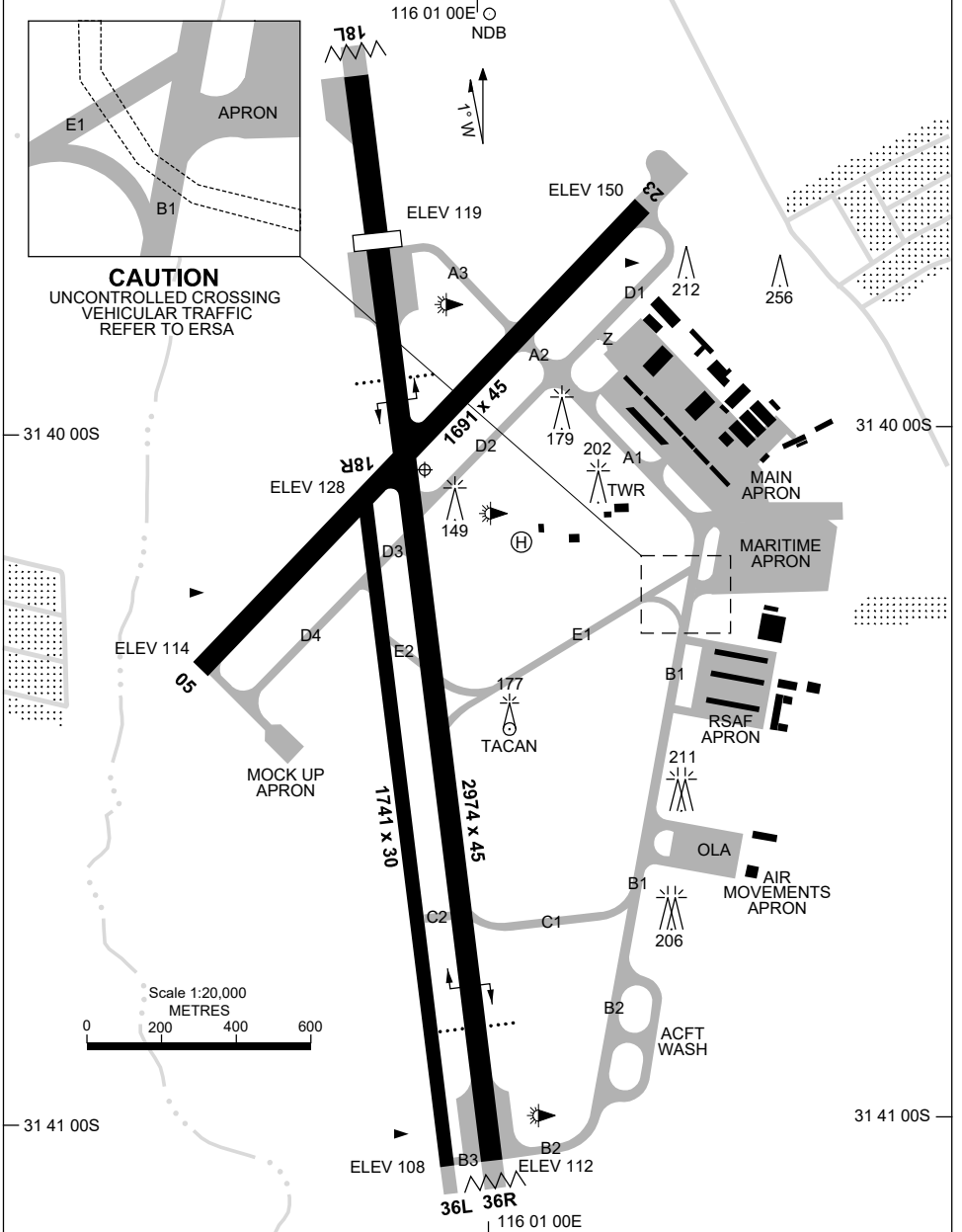


21 MAR 2024

AD ELEV 150
31 40 04S 116 00 54E

AERODROME CHART - Page 1
PEARCE, WA (YPEA)

| | | | | | | | | | |
|----------------------------|--------------|---------------|--------------------|-------------------------------|-------------------------|------------------------------|-------------------------|--------------------|--|
| ATIS 340 136.4 316.1 | ACD 134.1 | SMC 127.25 | TWR 118.3 257.8 | DEP PEA CEN 123.3 135.9 | APP PEA APP 130.2 | FIA (AH) PH CEN 135.25 | CTAF+AFRU (AH) 118.3 | AWIS (AH) 316.1 | Bearings are Magnetic Elevations in FEET AMSL |
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Changes: VEHICULAR CROSSING, Editorial.

PEAAD01-178

21 MAR 2024

31 40 04S 116 00 54E

PEARCE, WA (YPEA)

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| ATIS 340 136.4 316.1 | ACD 134.1 | SMC 127.25 | TWR 118.3 257.8 | DEP PEA CEN 123.3 135.9 | APP PEA APP 130.2 | FIA (AH) PH CEN 135.25 | CTAF+AFRU (AH) 118.3 | AWIS (AH) 316.1 | Bearings are Magnetic Elevations in FEET AMSL |
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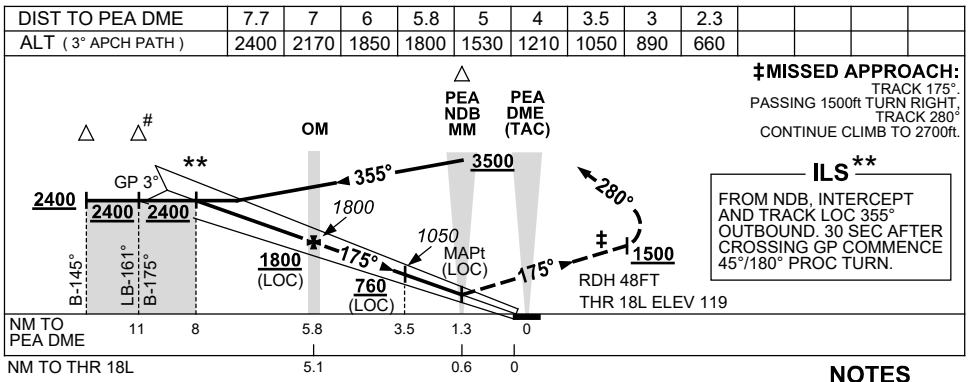
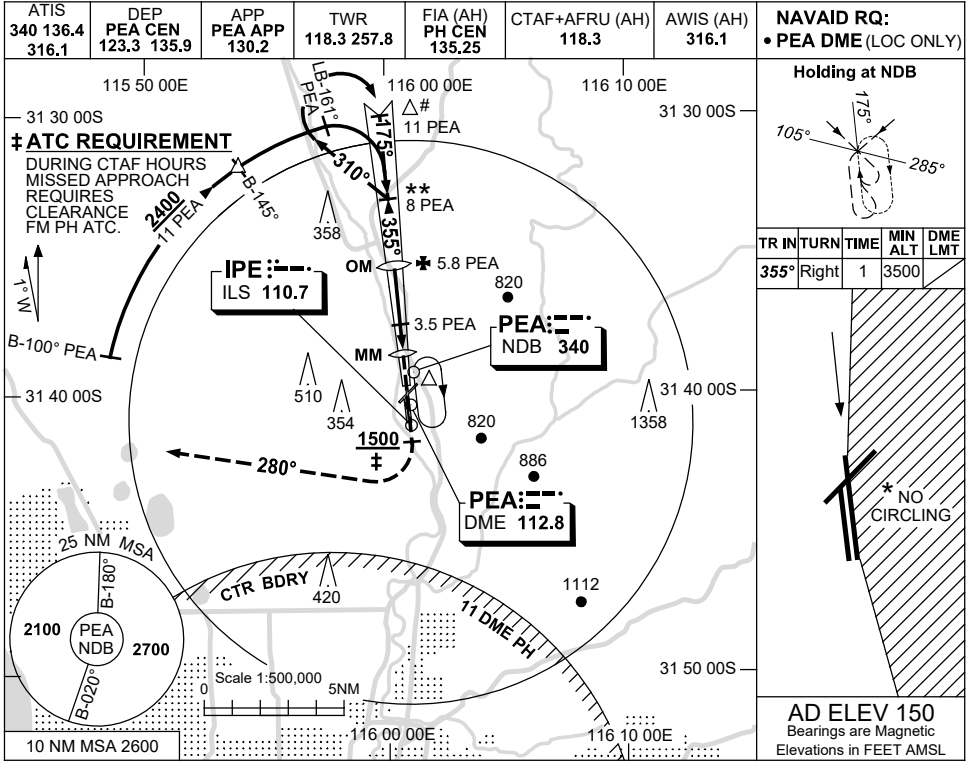
| RWY | AERODROME LIGHTING | | | | | | | | |
|---|--|---|--|--|--|--|--|--|--|
| | | TAXIWAYS : GREEN CENTRELINE , BLUE EDGE RL : | | | | | | | |
| 05 ⁰⁴⁶ 226 23 | MIRL PTBL MIRL PTBL | | | | | | | | |
| 18L ¹⁷⁵ 355 36R | PAPI 3.0° 47FT MIRL PTBL PAPI 3.0° 68FT MIRL PTBL | | | | | | | | |
| 18R ¹⁷⁵ 355 36L | NIL NIL | | | | | | | | |

| | | | | | | | | | |
|---|--|--|--|--|--|--|--|--|--|
| <p>NOTES</p> <p>1. PTBL LIGHTING 15MIN PN.</p> | | | | | | | | | |
|---|--|--|--|--|--|--|--|--|--|

USE QNH

ILS-Z or LOC-Z RWY 18L
PEARCE, WA (YPEA)

21 MAR 2024



| CATEGORY | A | B | C | D |
|-------------|---------------|---------------|-------------------------------|----------------|
| S-I ILS | | 430 (311) | 1.7 (VIS 1.5 WITH ACTUAL QNH) | |
| S-I LOC/DME | | 660 (541-3.1) | | |
| CIRCLING * | 780 (630-2.4) | | 1010 (860-4.0) | 1070 (920-5.0) |
| ALTERNATE | (1130-4.4) | | (1360-6.0) | (1420-7.0) |

NOTES

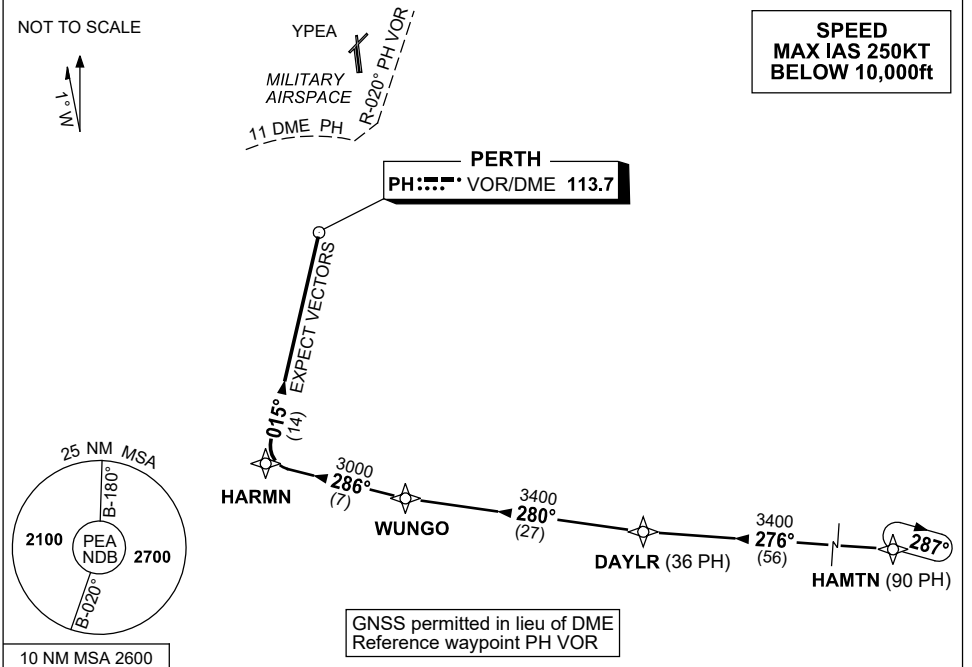
1. RADAR VECTORS TO IAF ONLY.
2. NO CIRCLING EAST OF RWY 18L/36R.
3. TRAINING DURING CTAF HOURS - REFER ERSA FAC.

Changes: Editorial. PEAI01-178

**STANDARD INSTRUMENT ARRIVAL (STAR)
PEARCE THREE WHISKEY ARRIVAL (RNAV)
PEARCE, WA (YPEA)**

21 MAR 2024

| | | | | | | | |
|----------------------------|-------------------------------|-------------------------|--------------------|---------------------------|-------------------------|--------------------|--|
| ATIS 340 136.4 316.1 | DEP PEA CEN 123.3 135.9 | APP PEA APP 130.2 | TWR 118.3 257.8 | FIA (AH) PH CEN 135.25 | CTAF+AFRU (AH) 118.3 | AWIS (AH) 316.1 | Bearings are Magnetic Elevations in FEET AMSL |
|----------------------------|-------------------------------|-------------------------|--------------------|---------------------------|-------------------------|--------------------|--|



TRANSITIONS:

HAMTN:
(NON-JET)

- From HAMTN track 276° to DAYLR
- Turn RIGHT, track 280° to WUNGO
- Then follow ARRIVAL instructions

ARRIVAL: PEARCE THREE WHISKEY

- From WUNGO turn RIGHT
- Track 286° to HARMN
- Turn RIGHT, track 015° to PH VOR
- Expect radar vectors to YPEA

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.

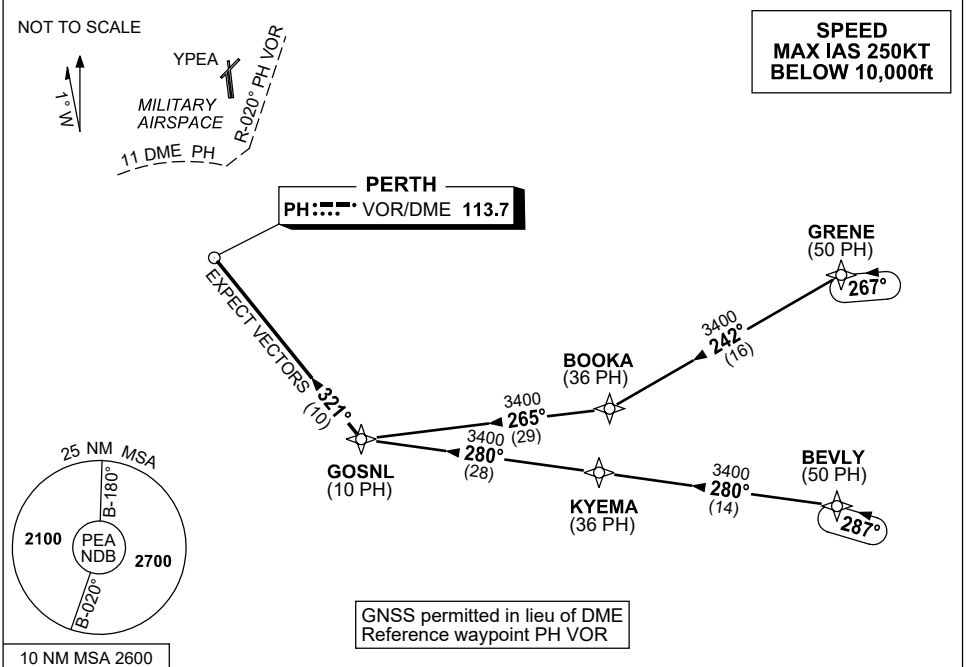
Changes: Editorial.

PEASR01-178

**STANDARD INSTRUMENT ARRIVAL (STAR)
PEARCE THREE GOLF ARRIVAL (RNAV)
PEARCE, WA (YPEA)**

21 MAR 2024

| | | | | | | | |
|----------------------------|-------------------------------|-------------------------|--------------------|---------------------------|-------------------------|--------------------|--|
| ATIS 340 136.4 316.1 | DEP PEA CEN 123.3 135.9 | APP PEA APP 130.2 | TWR 118.3 257.8 | FIA (AH) PH CEN 135.25 | CTAF+AFRU (AH) 118.3 | AWIS (AH) 316.1 | Bearings are Magnetic Elevations in FEET AMSL |
|----------------------------|-------------------------------|-------------------------|--------------------|---------------------------|-------------------------|--------------------|--|



TRANSITIONS:

- | | |
|--|--|
| <p>GRENE: (NON-JET)</p> <ul style="list-style-type: none"> • From GRENE track 242° to BOOKA • Turn RIGHT, track 265° to GOSNL • Then follow ARRIVAL instructions | <p>BEVLY: (JET)</p> <ul style="list-style-type: none"> • From BEVLY track 280° to KYEMA • Track 280° to GOSNL • Then follow ARRIVAL instructions |
|--|--|

ARRIVAL: PEARCE THREE GOLF

- From GOSNL, turn RIGHT, track 321° to PH VOR
- Expect radar vectors to YPEA

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

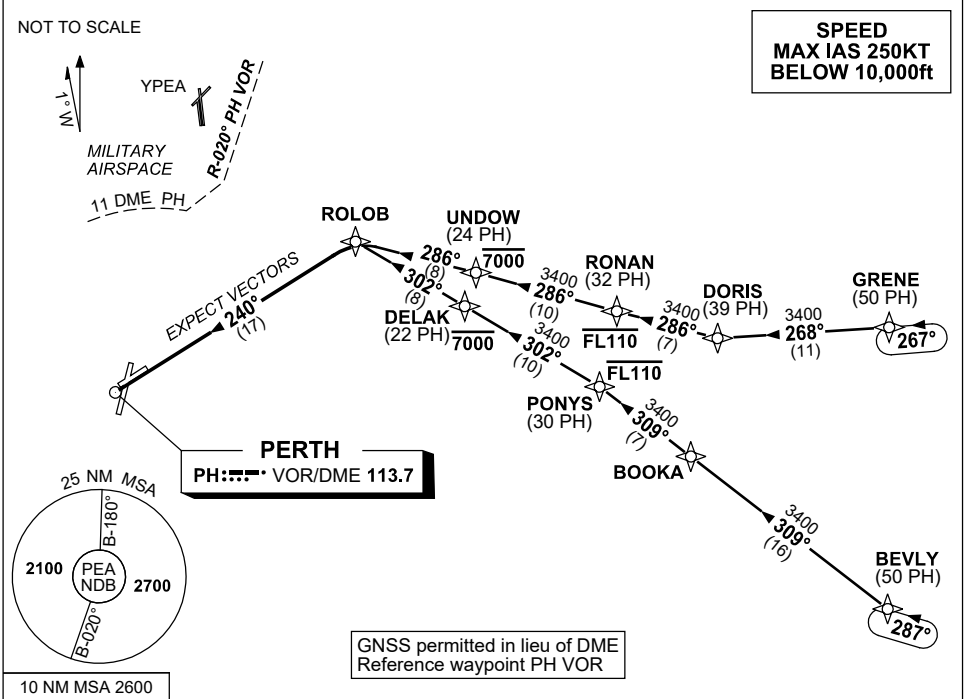
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: Editorial.

**STANDARD INSTRUMENT ARRIVAL (STAR)
PEARCE THREE ROMEO ARRIVAL (RNAV)
PEARCE, WA (YPEA)**

21 MAR 2024

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|----------------------------|-------------------------------|-------------------------|--------------------|---------------------------|-------------------------|--------------------|--|
| ATIS 340 136.4 316.1 | DEP PEA CEN 123.3 135.9 | APP PEA APP 130.2 | TWR 118.3 257.8 | FIA (AH) PH CEN 135.25 | CTAF+AFRU (AH) 118.3 | AWIS (AH) 316.1 | Bearings are Magnetic Elevations in FEET AMSL |
|----------------------------|-------------------------------|-------------------------|--------------------|---------------------------|-------------------------|--------------------|--|



TRANSITIONS:

- GRENE:**
- From GRENE, track 268° to DORIS, (NON-JET)
 - Turn RIGHT, track 286° to RONAN, **Cross** RONAN AT or BLW FL110,
 - Track 286° to UNDOU, **Cross** UNDOU AT or BLW 7000ft,
 - Track 286° to ROLOB, Then follow ARRIVAL instructions

- BEVLY:**
- From BEVLY, track 309° to BOOKA, (JET)
 - Track 309° to PONYNS, **Cross** PONYNS AT or BLW FL110,
 - Turn LEFT, track 302° to DELAK, **Cross** DELAK AT or BLW 7000ft,
 - Track 302° to ROLOB, Then follow ARRIVAL instructions

ARRIVAL: PEARCE THREE ROMEO

- From ROLOB turn LEFT
- Track 240° to PH VOR
- Expect radar vectors to YPEA

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.

PEASR03-178