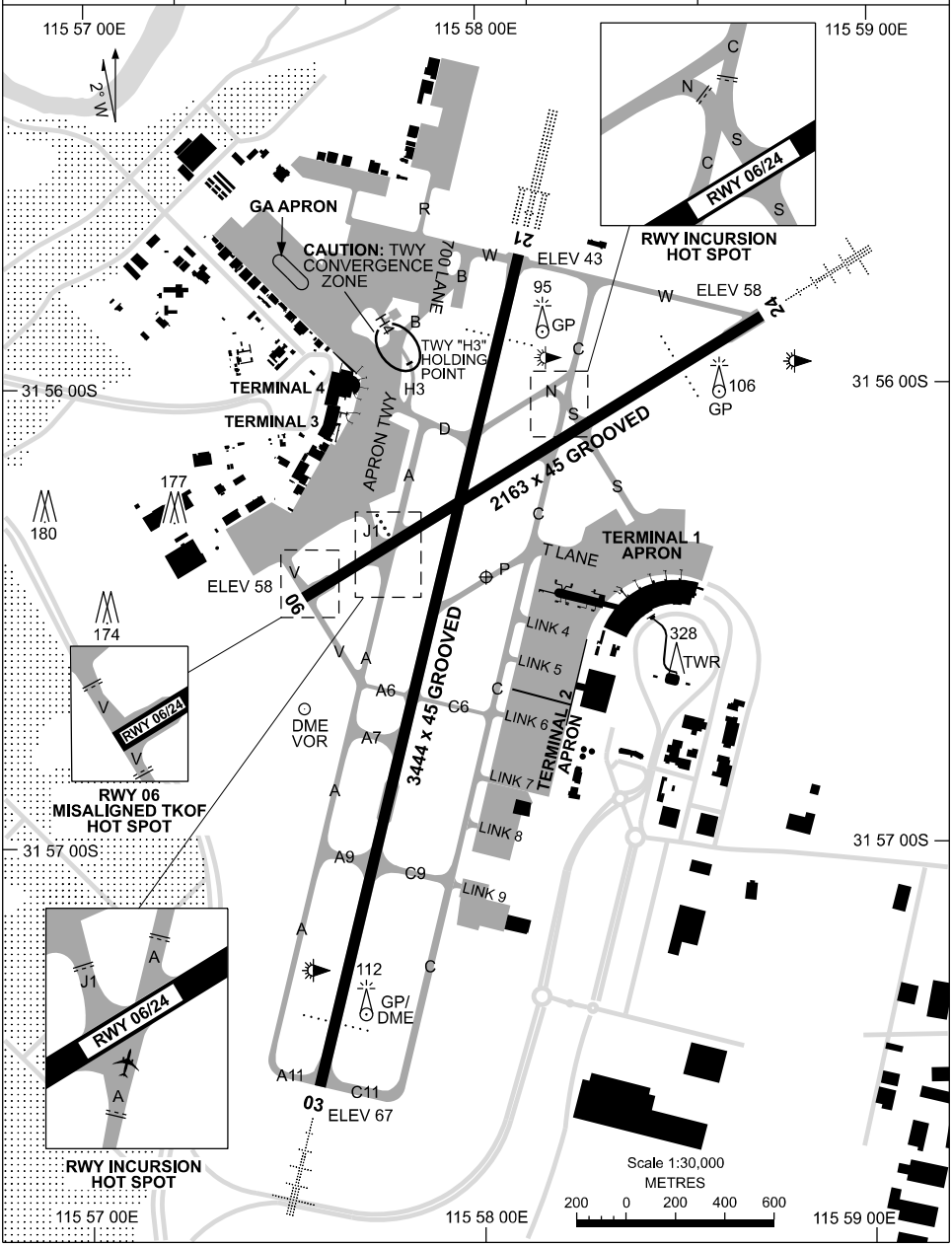
AD ELEV 67
31 56 25S 115 58 01E

AERODROME CHART - PAGE 1
PERTH, WA (YPPH)

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



Changes: EXTENDED APRON, GA APRON.

PPHAD01-184

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

RWY	AERODROME LIGHTING
	TAXIWAY : GREEN CENTRELINE , RGL , STOP BARS RL : MAN , SDBY (DURING LVP 1 SEC , OTHER TIMES 15 SEC)
03 *016*	PAPI BOTH SIDES 3.0° 71FT HIRL MIRL HIAL - CAT I RCLL RVR
196 **21**	PAPI BOTH SIDES 3.0° 71FT HIRL MIRL HIAL - CAT III RTZL RCLL RVR
06 *061*	PAPI LEFT SIDE 3.0° 64FT HIRL MIRL
241 **24**	PAPI BOTH SIDES 3.0° 71FT HIRL MIRL HIAL - CAT I

NOTES

Changes: ABN DCMSD, Editorial.

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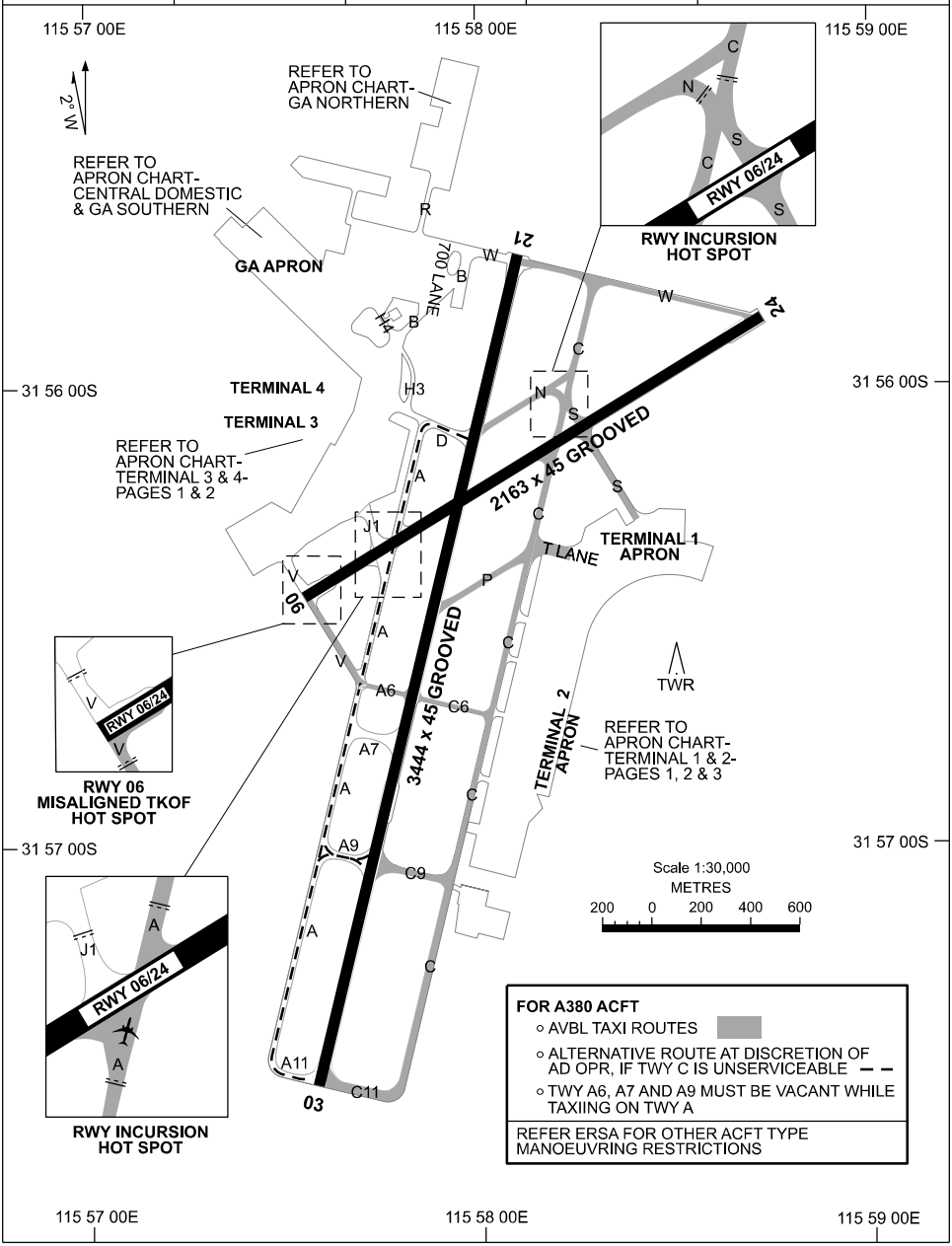
04 SEP 2025

PERTH, WA (YPPH)

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



Changes: EXTENDED APRON, Editorial.

PPHAG01-184

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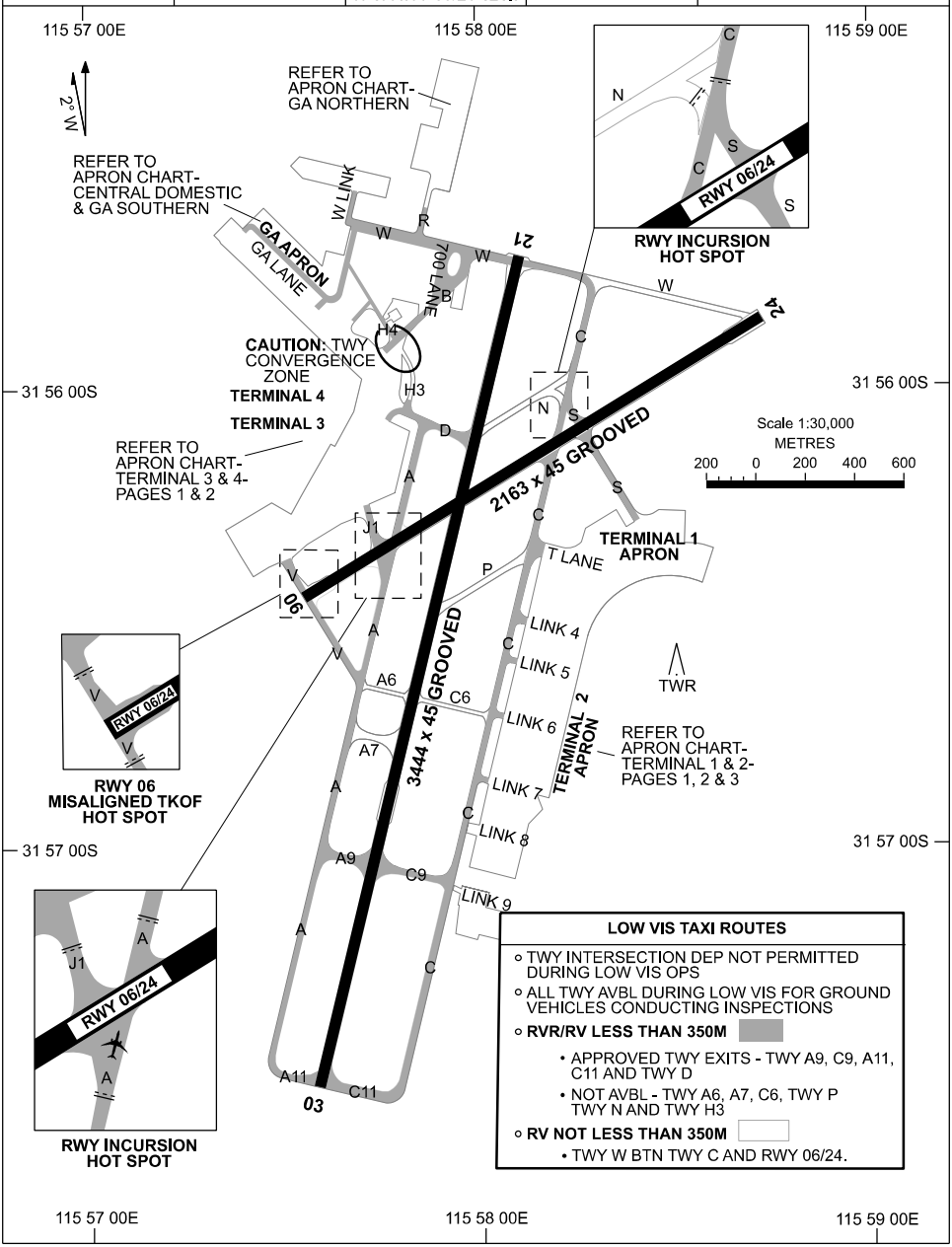
04 SEP 2025

PERTH, WA (YPPH)

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



Changes: EXTENDED APRON, Editorial.

PPHAG02-184

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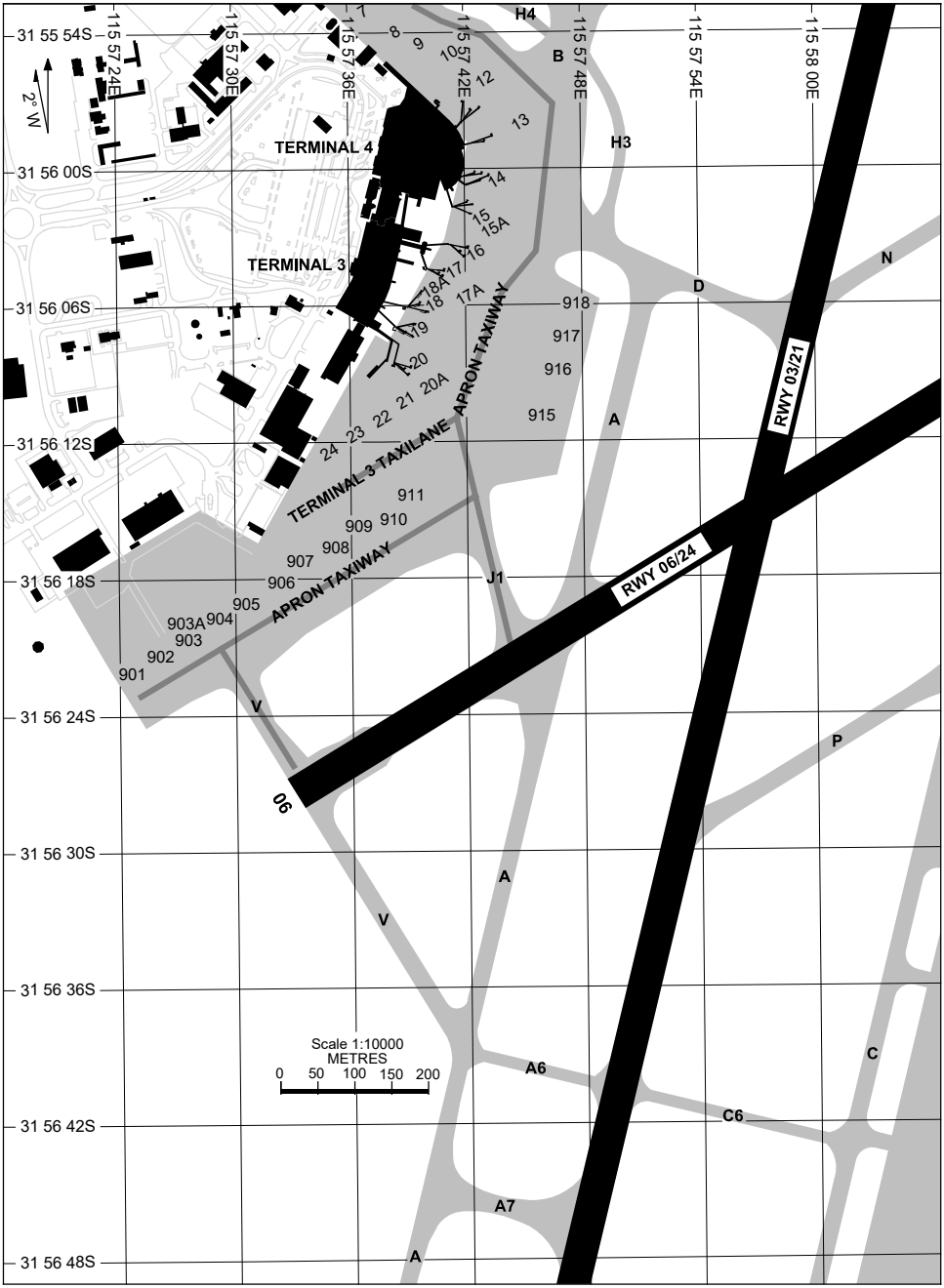
12 JUN 2025

PERTH, WA (YPPH)



Changes: 903A ADDED.

PPHAP01-183

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04 SEP 2025

PERTH, WA (YPPH)

Changes: 161R REMOVED, Editorial.

PPHAP02-184

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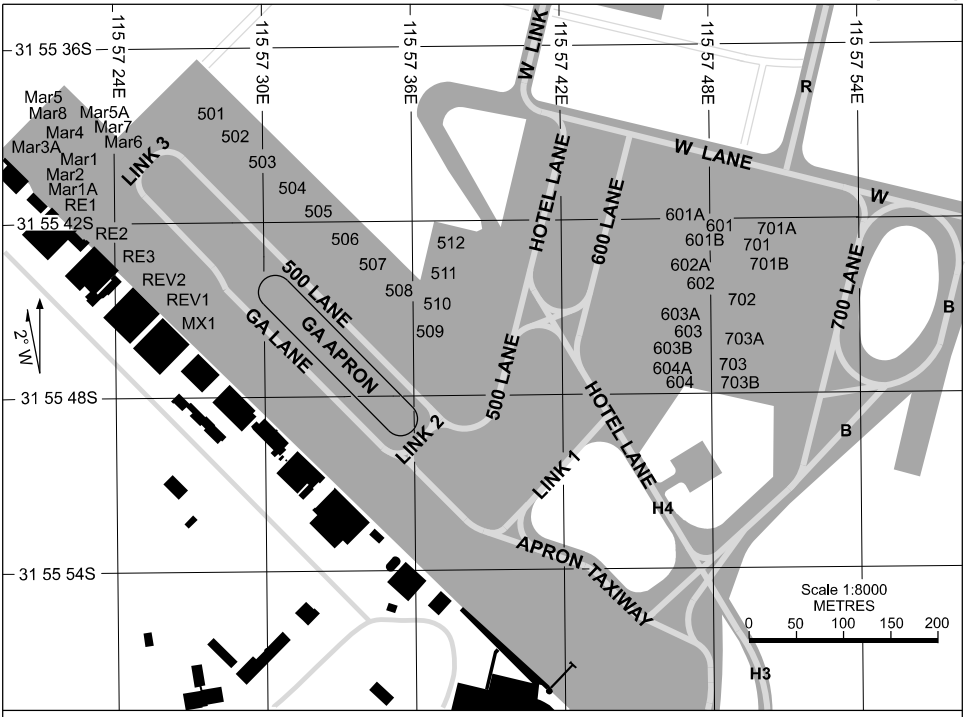

PARKING POSITION INFORMATION

STAND	CO-ORDINATES	ELEV (ft)	CAPACITY
Maroomba 1	31 55 40.77S 115 57 21.46E	37	H25B
Maroomba 1A	31 55 41.10S 115 57 21.53E	37	H25B
Maroomba 2	31 55 40.20S 115 57 22.07E	36	H25B
Maroomba 3A	31 55 39.54S 115 57 20.20E	36	DH8A
Maroomba 4	31 55 39.23S 115 57 21.47E	35	DH8A
Maroomba 5	31 55 38.10S 115 57 21.89E	34	DH8A
Maroomba 5A	31 55 38.52S 115 57 22.25E	34	DH8A
Maroomba 6	31 55 39.41S 115 57 23.78E	35	H25B
Maroomba 7	31 55 38.96S 115 57 23.26E	35	H25B
Maroomba 8	31 55 38.50S 115 57 22.74E	34	H25B
501	31 55 37.97S 115 57 27.87E	37	A321/B738
502	31 55 38.90S 115 57 28.95E	38	A321/B738
503	31 55 39.83S 115 57 30.03E	38	A321/B378
504	31 55 40.76S 115 57 31.11E	39	E170
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 46.64S 115 57 37.16E	41	B738
510	31 55 45.30S 115 57 37.37E	41	B738
511	31 55 44.05S 115 57 37.73E	41	B712
512	31 55 42.91S 115 57 38.07E	41	B712
601	31 55 42.02S 115 57 47.87E	41	B744
601A	31 55 41.67S 115 57 46.95E	41	B738
601B	31 55 42.58S 115 57 47.75E	42	A21N/B738
602	31 55 44.27S 115 57 47.02E	42	A333
602A	31 55 43.58S 115 57 46.92E	42	A21N/B738
603	31 55 45.88S 115 57 46.32E	42	A21N/B738
603A	31 55 45.30S 115 57 46.60E	42	A21N/B738
603B	31 55 46.59S 115 57 46.53E	42	B744
604	31 55 47.24S 115 57 46.09E	42	A21N/B738
604A	31 55 47.12S 115 57 46.47E	42	A21N/B738

STAND	CO-ORDINATES	ELEV (ft)	CAPACITY
701	31 55 42.52S 115 57 49.32E	41	A333/B789
701A	31 55 42.23S 115 57 50.04E	41	A21N/B738
701B	31 55 43.42S 115 57 49.27E	41	A21N/B738
702	31 55 44.65S 115 57 48.70E	41	A333/B789
703	31 55 46.76S 115 57 47.88E	41	A333/A35K
703A	31 55 45.97S 115 57 48.53E	41	A21N/B738
703B	31 55 47.34S 115 57 48.56E	41	A21N/B738
RE1	31 55 41.34S 115 57 22.22E	37	GLF6/GLEX
RE2	31 55 42.31S 115 57 23.36E	37	GLF6/GLEX
RE3	31 55 41.89S 115 57 22.71E	37	GLF6/GLEX
REV1	31 55 44.43S 115 57 26.12E	38	GLEX
REV2	31 55 43.88S 115 57 25.55E	39	B737
MX1	31 55 45.51S 115 57 26.87E	39	C550/C560

Changes: AMD STAND CAPACITY 604A, 701, 702.

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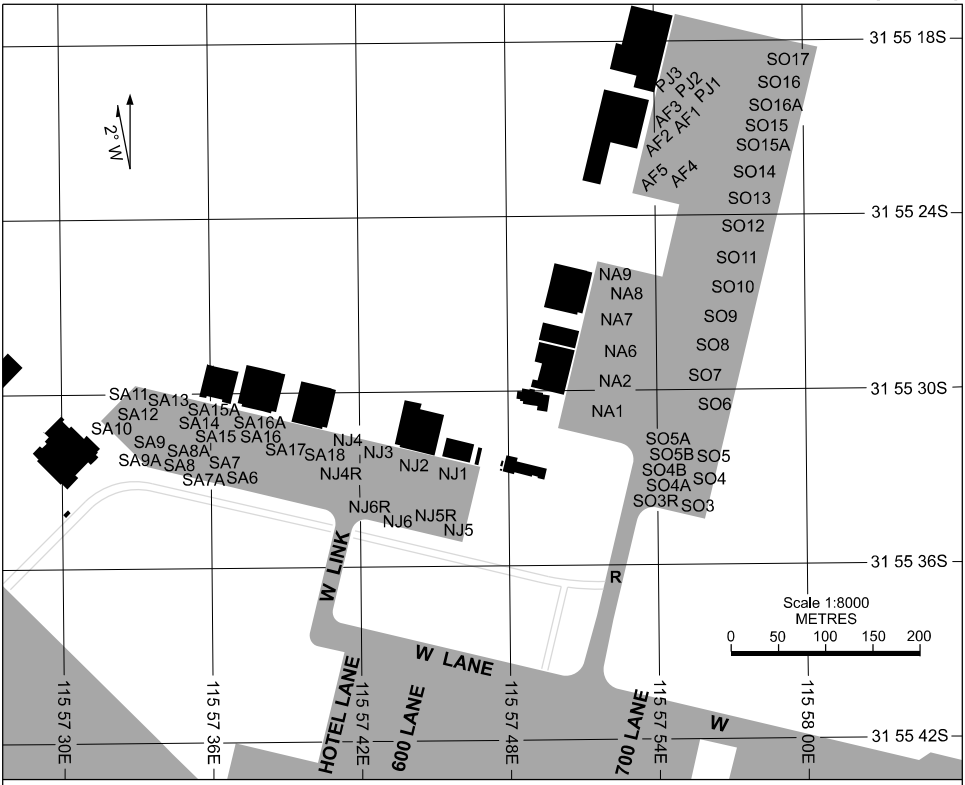
27 NOV 2025

PERTH, WA (YPPH)



PARKING POSITION INFORMATION

STAND	CO-ORDINATES	ELEV (ft)	CAPACITY
NJ1	31 55 33.02S 115 57 45.60E	37	E190/DH8D
NJ2	31 55 32.73S 115 57 44.20E	37	E190/DH8D
NJ3	31 55 32.43S 115 57 42.81E	37	E190/DH8D
NJ4	31 55 31.92S 115 57 41.48E	38	E190/DH8D
NJ4R	31 55 32.82S 115 57 41.22E	38	E190/DH8D
NJ5	31 55 34.86S 115 57 45.85E	38	E190/DH8D
NJ5R	31 55 34.63S 115 57 44.78E	39	E190/DH8D
NJ6	31 55 34.48S 115 57 44.08E	38	E190/DH8D
NJ6R	31 55 34.29S 115 57 43.14E	38	E190/DH8D
SA6	31 55 32.89S 115 57 37.01E	39	DH8C
SA7	31 55 32.64S 115 57 35.83E	38	DH8C
SA7A	31 55 32.85S 115 57 35.80E	39	DH8C
SA8	31 55 32.36S 115 57 34.59E	38	DH8C
SA8A	31 55 32.60S 115 57 34.62E	38	DH8C
SA9	31 55 31.95S 115 57 33.77E	37	DH8C
SA9A	31 55 32.35S 115 57 33.45E	37	DH8C
SA10	31 55 30.86S 115 57 32.22E	37	SW4
SA11	31 55 30.22S 115 57 33.30E	36	SW4
SA12	31 55 30.38S 115 57 34.07E	36	SW4
SA13	31 55 30.50S 115 57 34.85E	37	SW4
SA14	31 55 30.66S 115 57 35.62E	37	SW4
SA15	31 55 30.88S 115 57 36.63E	37	E120
SA15A	31 55 30.88S 115 57 36.34E	37	DH8C
SA16	31 55 31.11S 115 57 37.94E	37	E120
SA16A	31 55 31.14S 115 57 37.37E	37	DH8C
SA17	31 55 31.37S 115 57 38.97E	37	E120
SA18	31 55 31.57S 115 57 40.08E	37	F100

STAND	CO-ORDINATES	ELEV (ft)	CAPACITY
NA1	31 55 31.13S 115 57 51.34E	36	F100
NA2	31 55 30.07S 115 57 51.83E	36	F100
NA6	31 55 28.71S 115 57 52.20E	37	F100
NA7	31 55 27.58S 115 57 52.03E	37	F100
NA8	31 55 26.60S 115 57 52.59E	37	F100
NA9	31 55 26.95S 115 57 52.05E	37	A320/B738
SO3	31 55 34.11S 115 57 55.46E	39	B712
SO3R	31 55 33.84S 115 57 54.48E	38	B190
SO4	31 55 33.06S 115 57 55.77E	39	B712
SO4A	31 55 32.95S 115 57 55.57E	37	B190
SO4B	31 55 32.77S 115 57 54.73E	38	B190
SO5	31 55 32.00S 115 57 56.08E	38	B712
SO5A	31 55 31.72S 115 57 55.03E	38	B190
SO5B	31 55 31.90S 115 57 56.11E	38	B190
SO6	31 55 30.94S 115 57 56.38E	39	B712
SO7	31 55 29.89S 115 57 56.69E	39	B712
SO8	31 55 28.83S 115 57 57.00E	39	B712
SO9	31 55 27.78S 115 57 57.30E	39	B712
SO10	31 55 26.72S 115 57 57.61E	39	B712
SO11	31 55 25.67S 115 57 57.92E	38	B712
SO12	31 55 24.61S 115 57 58.22E	39	B712
SO13	31 55 23.50S 115 57 58.77E	38	E190/GL7T
SO14	31 55 22.35S 115 57 59.10E	39	E190/GL7T
SO15	31 55 21.19S 115 57 59.44E	39	E190/GL7T
SO15A	31 55 21.76S 115 57 59.11E	39	A20N
SO16	31 55 20.04S 115 57 59.77E	39	E190/GL7T
SO16A	31 55 20.42S 115 57 59.50E	39	A20N
SO17	31 55 18.89S 115 58 00.11E	39	GL7T

Changes: DELETE SO4R & SO5R, ADD SO4A-B & SO5A-B.

PPHAP04-185

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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/B38M	JET A1	A-VDGS
151B	31 56 25.94S 115 58 20.60E	62	A321/B38M	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	A21N/B3XM	JET A1	MARSHALLER
156B	31 56 24.58S 115 58 34.17E	63	A21N/B3XM	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 18.59S 115 58 27.53E	58	B744	NIL	MARSHALLER
161A	31 56 17.87S 115 58 27.98E	57	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/B739	NIL	MARSHALLER
163B	31 56 20.26S 115 58 16.99E	56	A321/B739	NIL	MARSHALLER

Changes: AMD STAND CAPACITY 151A-B, 156A-B, 163A-B.

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PARKING POSITION INFORMATION

STAND	CO-ORDINATES	ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
7	31 55 53.63S 115 57 36.63E	42	B738	NIL	MARSHALLER
8	31 55 54.73S 115 57 38.17E	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 41.04E	44	A21N/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	A21N/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	A21N/B738	JET A1	A-VDGS
17	31 56 04.57S 115 57 40.85E	48	A21N/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	A21N/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	A21N/B738	JET A1	A-VDGS
20	31 56 08.71S 115 57 39.21E	47	A21N/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	A21N/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	A21N/B738	NIL	MARSHALLER
902	31 56 21.38S 115 57 26.07E	52	A21N/B738	NIL	MARSHALLER
903	31 56 20.62S 115 57 27.56E	52	A21N/B738	NIL	MARSHALLER
903A	31 56 19.93S 115 57 28.10E	52	A332	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	A21N/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	A21N/B738	NIL	MARSHALLER
918	31 56 06.43S 115 57 48.07E	47	B738	NIL	MARSHALLER

Changes: AMD STAND CAPACITY 10, 16, 17, 18, 19, 20, 22.

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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 40.05S 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	A21N/B38M	JET A1	MARSHALLER
211	31 56 41.35S 115 58 07.16E	62	A21N/B38M	JET A1	MARSHALLER
212	31 56 41.69S 115 58 08.76E	62	A21N/B38M	JET A1	MARSHALLER
213	31 56 42.03S 115 58 10.37E	62	A21N/B38M	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	A21N/B38M	JET A1	MARSHALLER
216	31 56 46.99S 115 58 12.27E	63	A21N/B38M	JET A1	MARSHALLER
217	31 56 48.36S 115 58 11.87E	63	A21N/B38M	JET A1	MARSHALLER
218	31 56 49.73S 115 58 11.47E	63	A21N/B38M	JET A1	MARSHALLER
219	31 56 51.10S 115 58 11.07E	63	A21N/B38M	JET A1	MARSHALLER
220	31 56 52.47S 115 58 10.67E	63	A21N/B38M	JET A1	MARSHALLER
250	31 56 33.76S 115 58 07.83E	58	A21N/B38M	NIL	MARSHALLER
251	31 56 34.10S 115 58 09.44E	60	A21N/B38M	NIL	MARSHALLER
252	31 56 34.44S 115 58 11.04E	59	A21N/B38M	NIL	MARSHALLER
253	31 56 35.34S 115 58 10.79E	59	A21N/B38M	NIL	MARSHALLER
254	31 56 35.00S 115 58 09.18E	58	A21N/B38M	NIL	MARSHALLER
255	31 56 34.66S 115 58 07.57E	59	A21N/B38M	NIL	MARSHALLER
260	31 56 45.75S 115 58 04.20E	59	A21N/B38M	NIL	MARSHALLER
261	31 56 46.09S 115 58 05.78E	59	A21N/B38M	NIL	MARSHALLER
262	31 56 46.43S 115 58 07.37E	60	A21N/B38M	NIL	MARSHALLER
263	31 56 47.32S 115 58 06.27E	61	A21N/B38M	NIL	MARSHALLER
264	31 56 46.82S 115 58 03.89E	59	A21N/B38M	NIL	MARSHALLER
265	31 56 48.69S 115 58 05.87E	61	A21N/B38M	NIL	MARSHALLER
266	31 56 48.19S 115 58 03.49E	59	A21N/B38M	NIL	MARSHALLER
267	31 56 49.93S 115 58 06.36E	60	A21N/B38M/SF34	NIL	PILOT STOP BAR
268	31 56 49.60S 115 58 04.77E	61	A21N/B38M/SF34	NIL	PILOT STOP BAR
269	31 56 49.26S 115 58 03.18E	59	A21N/B38M/SF34	NIL	PILOT STOP BAR
270	31 56 54.10S 115 58 01.85E	60	A321/B3XM	NIL	MARSHALLER
271	31 56 54.41S 115 58 03.43E	61	A321/B3XM	NIL	MARSHALLER
277	31 56 56.50S 115 58 04.49E	61	A20N	NIL	MARSHALLER
278	31 56 55.69S 115 58 03.05E	61	A21N/B3XM	NIL	MARSHALLER
279	31 56 55.36S 115 58 01.48E	60	A21N/B3XM	NIL	MARSHALLER
280	31 57 00.23S 115 58 00.06E	60	A21N/B3XM	NIL	MARSHALLER
281	31 57 00.56S 115 58 01.64E	61	A21N/B3XM	NIL	MARSHALLER
282	31 57 00.89S 115 58 03.21E	62	A21N/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: AMD CAPACITY 260-269, Editorial.

airservices australia

PARKING POSITION INFORMATION

STAND	CO-ORDINATES		ELEV (ft)	CAPACITY	HYDRANT FUEL	DOCKING SYSTEM
PJ1	31 55 19.95S	115 57 55.91E	36	B190	NIL	MARSHALLER
PJ2	31 55 19.81S	115 57 55.25E	36	B190	NIL	MARSHALLER
PJ3	31 55 19.64S	115 57 54.14E	37	B190	NIL	MARSHALLER
AF1	31 55 20.54S	115 57 55.83E	36	CL60	NIL	MARSHALLER
AF2	31 55 21.35S	115 57 53.69E	37	GL7T/GLEX	NIL	MARSHALLER
AF3	31 55 19.94S	115 57 54.08E	37	GL7T/GLEX	NIL	MARSHALLER
AF4	31 55 22.41S	115 57 54.72E	36	B738	NIL	MARSHALLER
AF5	31 55 22.76S	115 57 53.72E	37	A21N	NIL	MARSHALLER

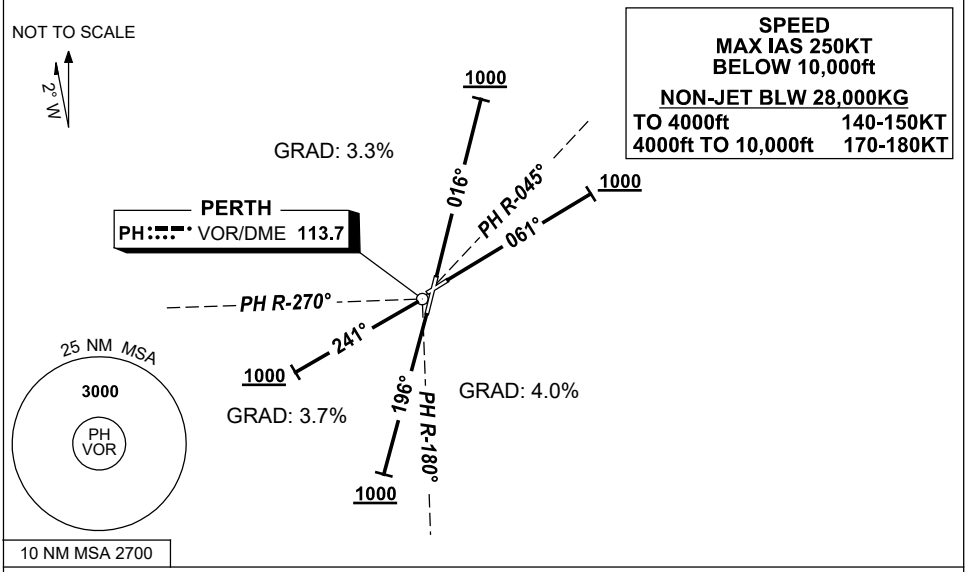
Changes: Editorial.

airservices australia

7 SEP 2023

PERTH, WA (YPPH)

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



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.

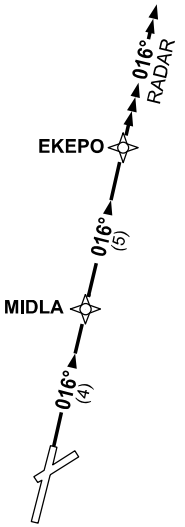
airservices

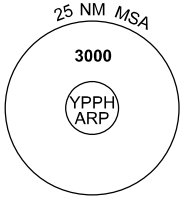
ATIS	ACD	SMC	TWR	DEP	Bearings are Magnetic
113.7 123.8	**118.55**	E of RWY 03/21 **122.2** W of RWY 03/21 **121.7**	**127.4**	**118.7**	Elevations in FEET AMSL

NOT TO SCALE

SPEED
MAX IAS 250KT
BELOW 10,000ft

RNP1





10 NM MSA 2700

EKEPO ONE DEPARTURE

RWY 03

GRAD 3.3%

- Track 016° to MIDLA
- Track 016° to EKEPO
- At EKEPO continue tracking 016°
- Expect radar vectors to cleared route

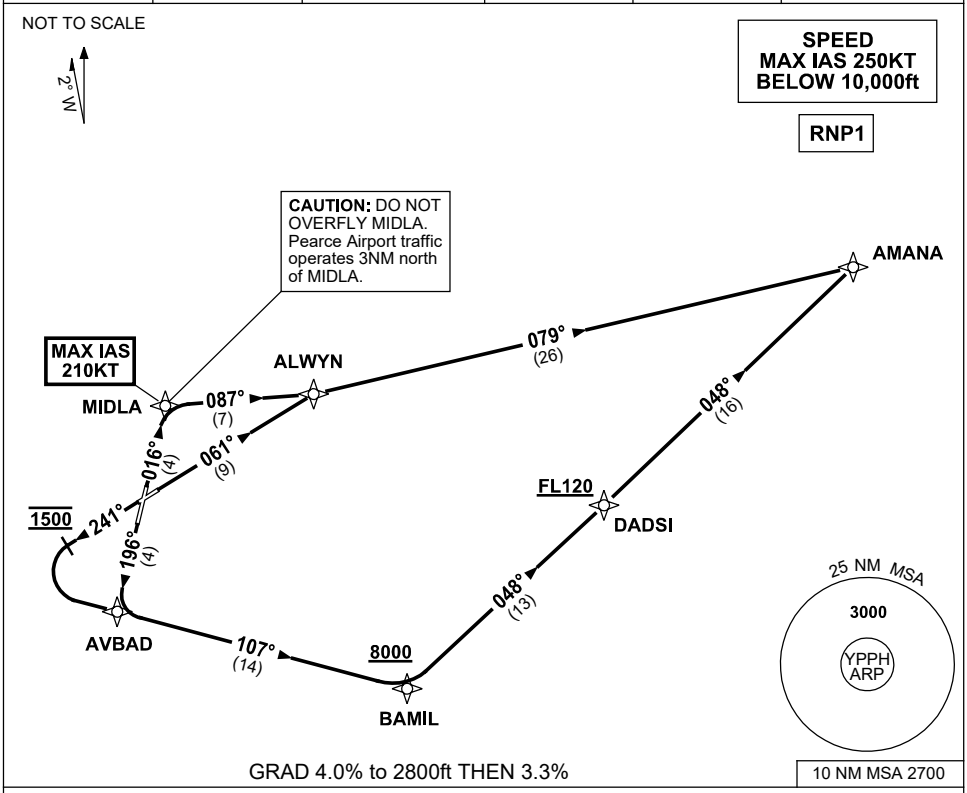
Changes: FROM SUP H60/25.

airservices australia

13 JUN 2024

PERTH, WA (YPPH)

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



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

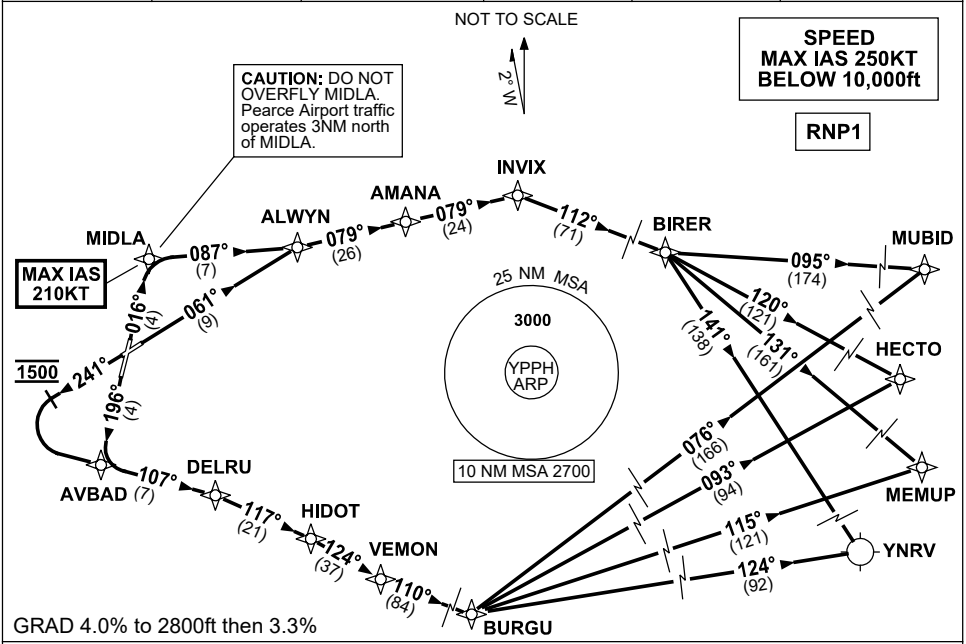
RWY 24
- Track 241°
- AT 1500ft turn LEFT,
- Track DCT to AVBAD

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.

airservices australia

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



MUBID **FOUR** **DEPARTURE**
HECTO **FIVE** **DEPARTURE**
MEMUP **FIVE** **DEPARTURE**
RAVENSTHORPE (YNRV) **FIVE** **DEPARTURE**

RWY 03
MAX IAS 210KT until MIDLA
- Track 016° to MIDLA
- Turn RIGHT, track 087° to ALWYN

RWY 06
- Track 061° to ALWYN

From ALWYN
- Track 079° to AMANA
- Track 079° to INVIX
- Turn RIGHT, track 112° to BIRER

From BIRER
For MUBID
- Turn LEFT, track 095° to MUBID, then as cleared

For HECTO
- Turn RIGHT, track 120° to HECTO, then as cleared

For MEMUP
- Turn RIGHT, track 131° to MEMUP, then as cleared

For YNRV
- Turn RIGHT, track 141° to YNRV

RWY 21
- Track 196° to AVBAD
- Turn LEFT, track 107° to DELRU

RWY 24
- Track 241°
- AT 1500ft turn LEFT
- Track DCT to AVBAD
- Track 107° to DELRU

From DELRU
- Turn RIGHT, track 117° to HIDOT
- Turn RIGHT, track 124° to VEMON
- Turn LEFT, track 110° to BURGU

From BURGU
For MUBID
- Turn LEFT, track 076° to MUBID, then as cleared

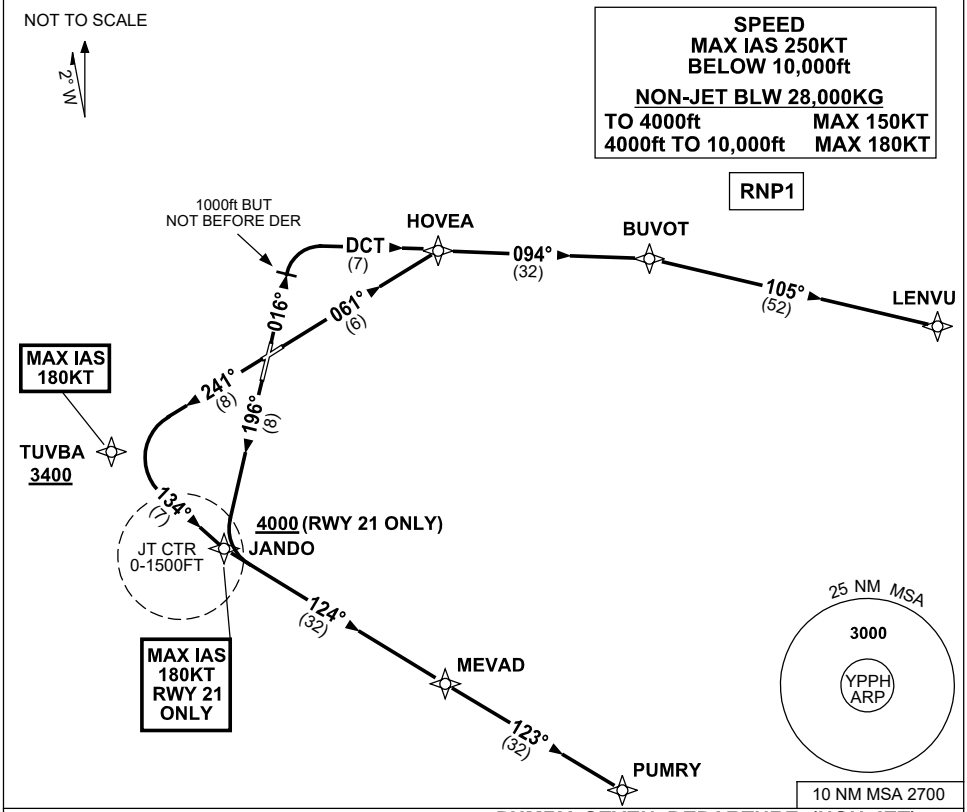
For HECTO
- Turn LEFT, track 093° to HECTO, then as cleared

For MEMUP
- Turn RIGHT, track 115° to MEMUP, then as cleared

For YNRV
Turn RIGHT, track 124° to YNRV

Changes: Editorial.

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



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

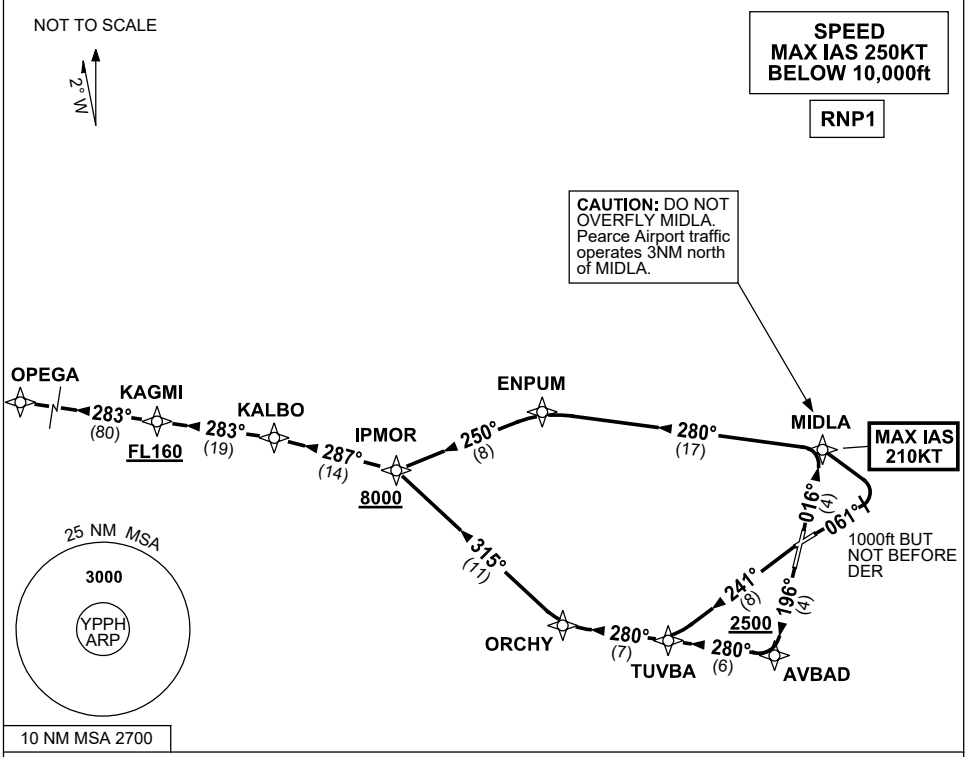
PUMRY SEVEN DEPARTURE (NON-JET)

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.

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



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

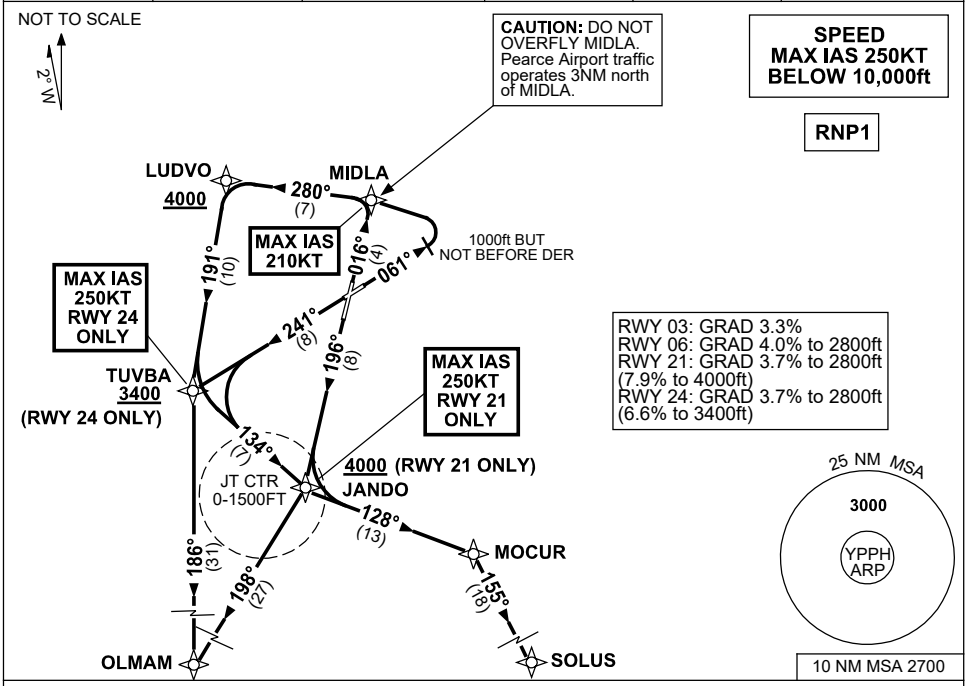
Changes: MSA REF, DEP INSTRUCTIONS, Editorial.

airservices australia

5 SEP 2024

PERTH, WA (YPPH)

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



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

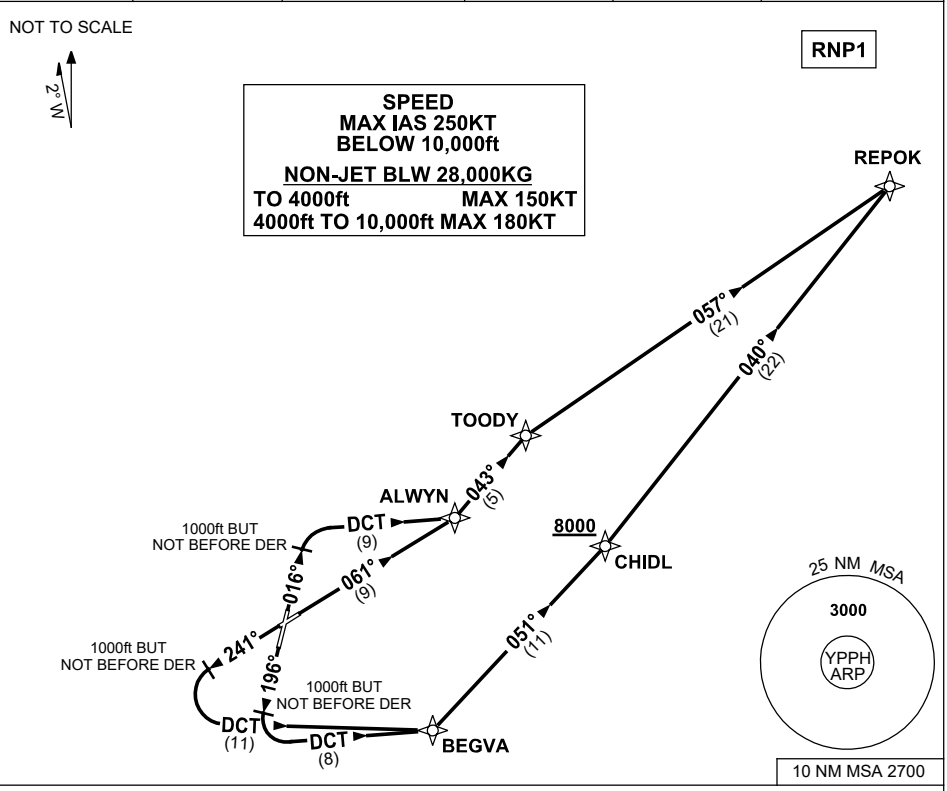
MAX IAS 250KT until TUVBA
- Track 241° to TUVBA
  Cross TUVBA AT or ABV 3400ft
- Turn LEFT, track 134° to JANDO

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

Changes: Editorial.

airservices australia

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



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

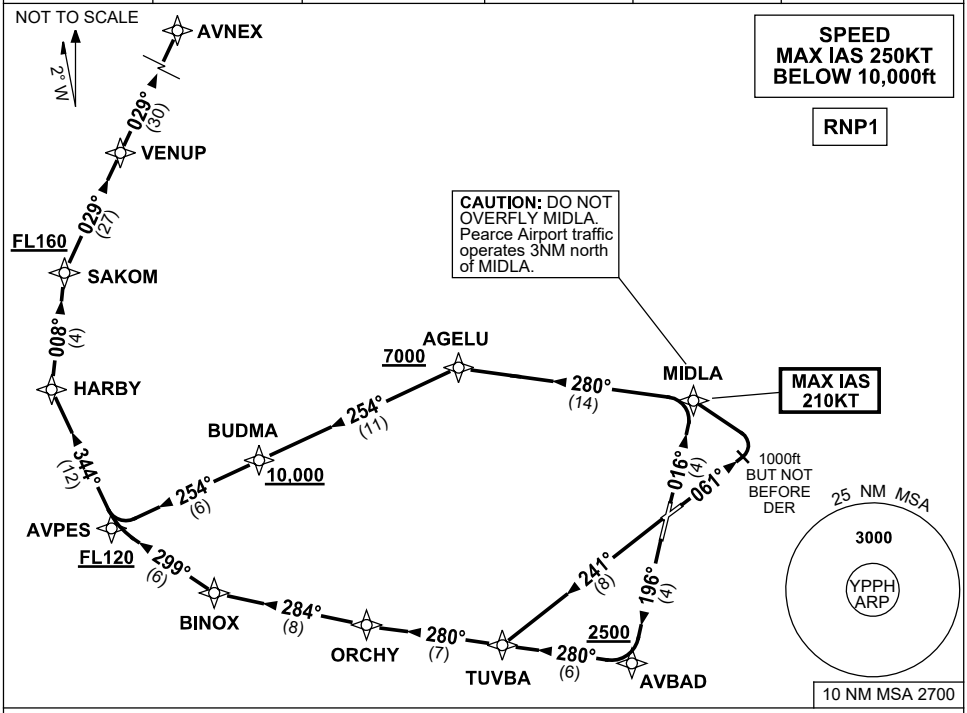
From BEGVA
- Turn LEFT, track 051° to CHIDL
  Cross CHIDL AT or ABV 8000ft
- Turn LEFT, track 040° to REPOK, then as cleared

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

PPHDP12-179

airservices australia

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



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 196° to AVBAD
  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

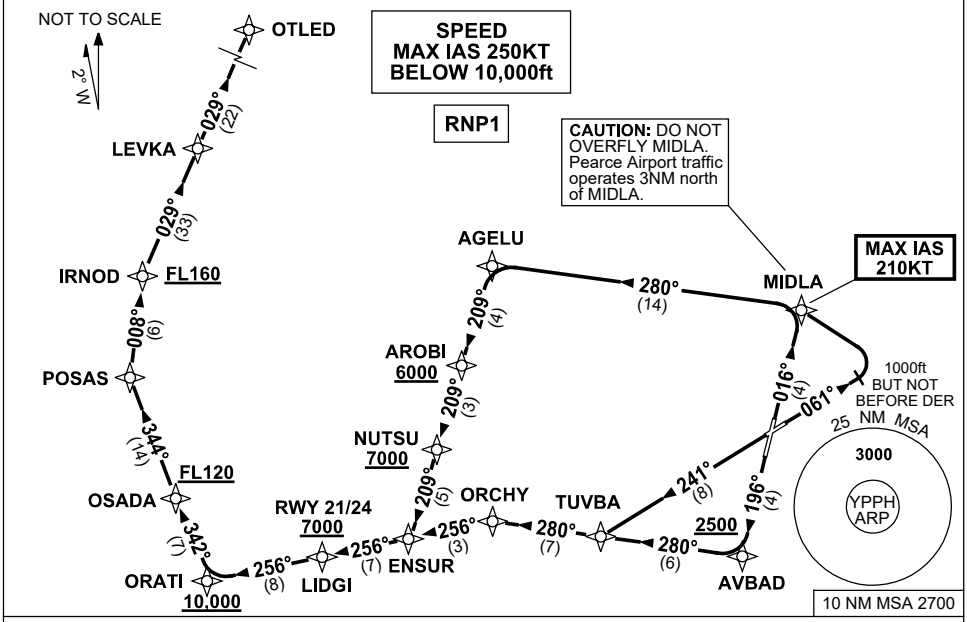
From TUVBA

- 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.

airservices australia

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



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 ORCHY
- 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
- Track 029° to OTLED,
  then as cleared

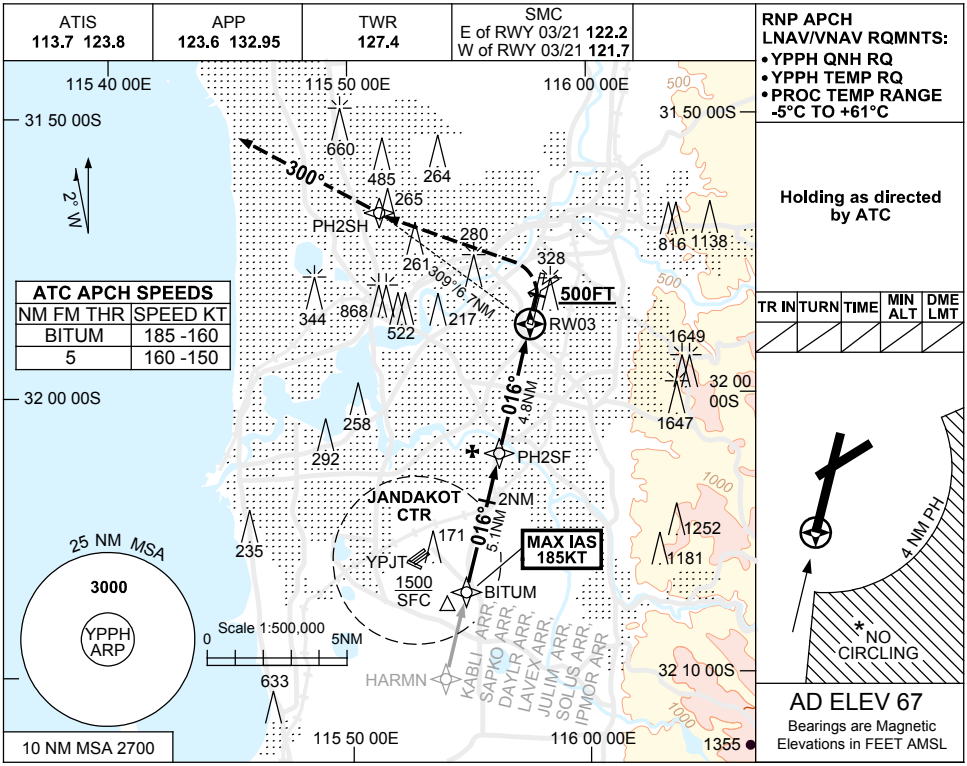
Changes: MSA REF, DEP INSTRUCTIONS, Editorial.

USE QNH

RNP Z RWY 03

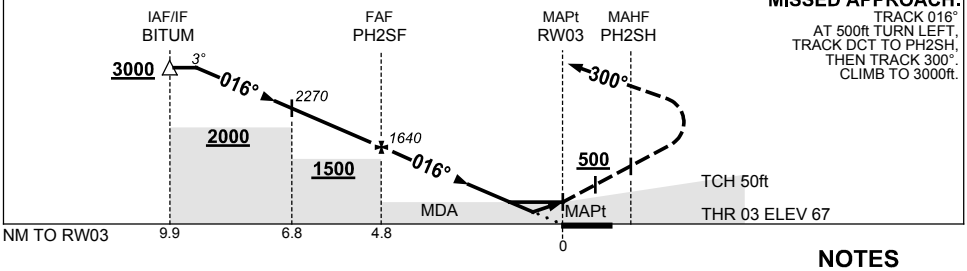
12 JUN 2025

PERTH, WA (YPPH)



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		

MISSED APPROACH:
TRACK 016° AT 500ft TURN LEFT, TRACK DCT TO PH2SH, THEN TRACK 300°. CLIMB TO 3000ft.



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)

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.

Changes: YPJT ABN DCMSD, Editorial.

PPHGN01-183

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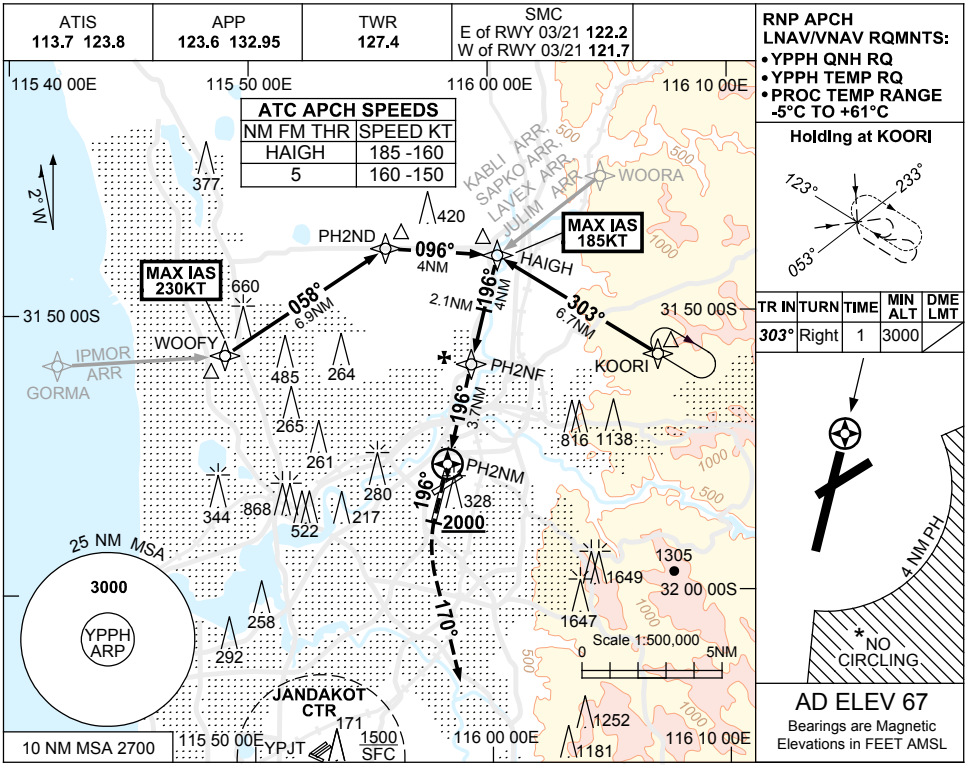
USE QNH

RNP RWY 21

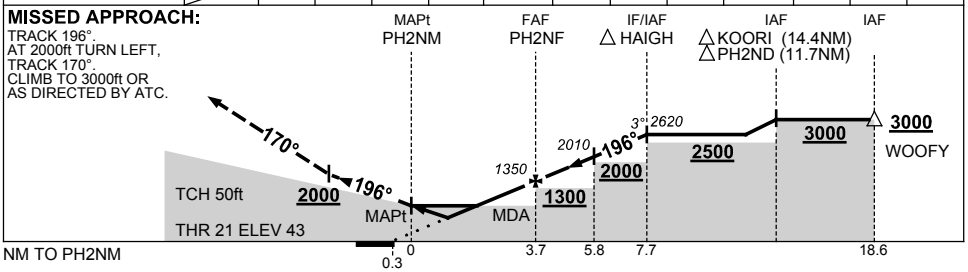
12 JUN 2025

PERTH, WA (YPPH)



NM TO NEXT WPT	PH2NM	0.7	1.2	2	3	PH2NF	1	2.1	3	HAIGH			
ALT (3° APCH PATH)		400	560	820	1130	1350	1660	2010	2300	2620			

MISSED APPROACH:
TRACK 196°.
AT 2000ft TURN LEFT,
TRACK 170°.
CLIMB TO 3000ft OR
AS DIRECTED BY ATC.



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: YPJT ABN DCMSD, Editorial.

PPHGN02-183

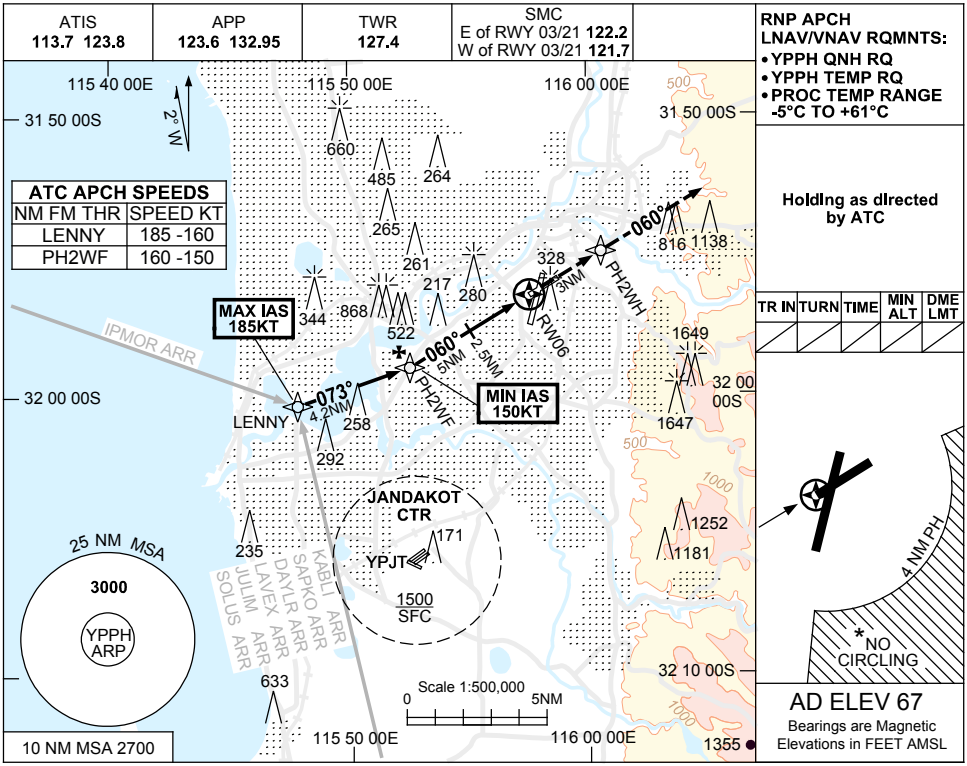
airservices australia

USE QNH

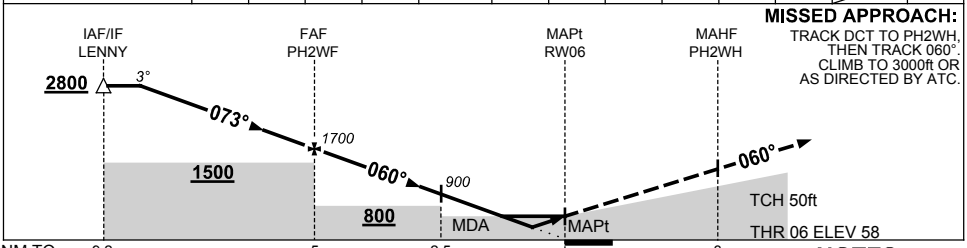
RNP RWY 06

12 JUN 2025

PERTH, WA (YPPH)



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	



MISSED APPROACH:
TRACK DCT TO PH2WH, THEN TRACK 060°, CLIMB TO 3000ft OR AS DIRECTED BY ATC.

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)

NOTES

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: YPJT ABN DCMSD, Editorial.

PPHGN03-183

airservices australia

USE QNH

RNP RWY 24

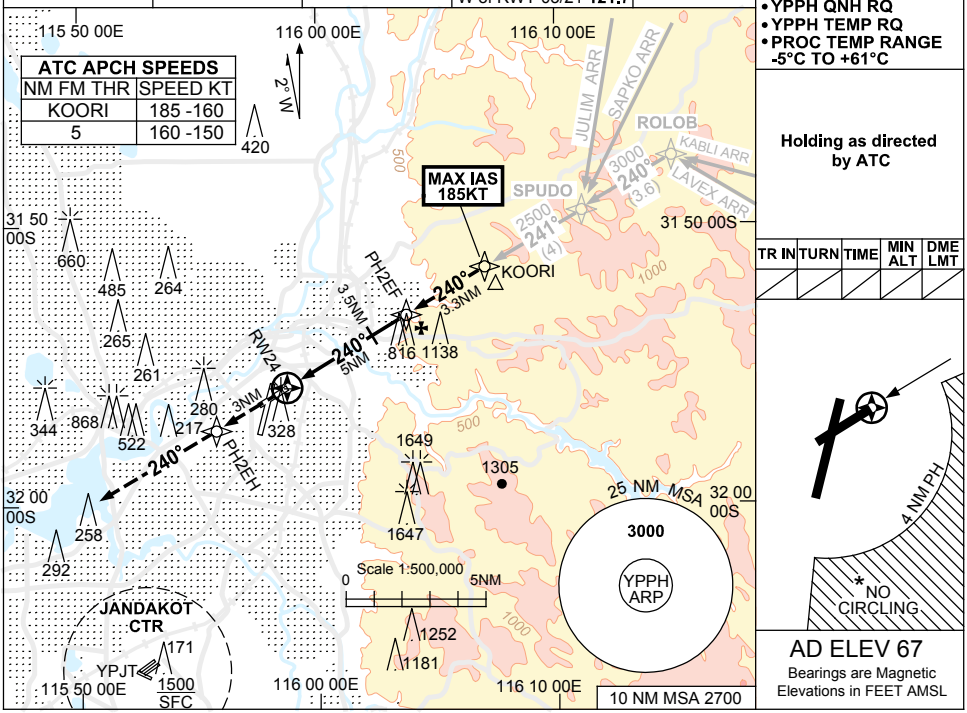
12 JUN 2025

PERTH, WA (YPPH)

ATIS	APP	TWR	SMC
113.7 123.8	123.6 132.95	127.4	E of RWY 03/21 **122.2** W of RWY 03/21 **121.7**

RNP APCH LNAV/VNAV RQMNTS:
- YPPH QNH RQ
- YPPH TEMP RQ
- PROC TEMP RANGE -5°C TO +61°C

ATC APCH SPEEDS	
NM FM THR	SPEED KT
KOORI	185 -160
5	160 -150



Holding as directed by ATC

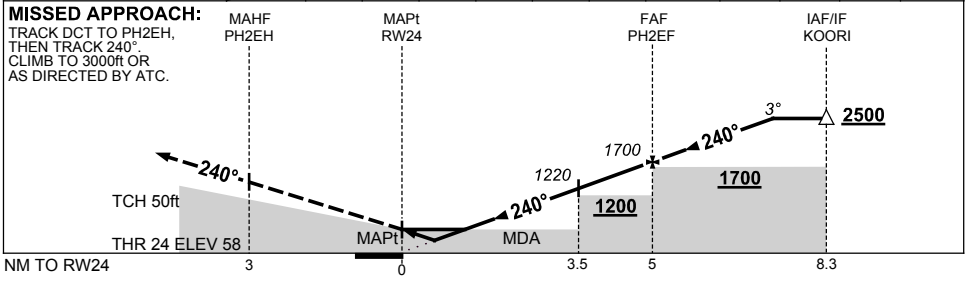
TR IN	TURN	TIME	MIN ALT	DME LMT

AD ELEV 67

Bearings are Magnetic
Elevations in FEET AMSL

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

MISSED APPROACH:
TRACK DCT TO PH2EH, THEN TRACK 240°. CLIMB TO 3000ft OR AS DIRECTED BY ATC.



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: YPJT ABN DCMSD, Editorial.

PPHGN04-183

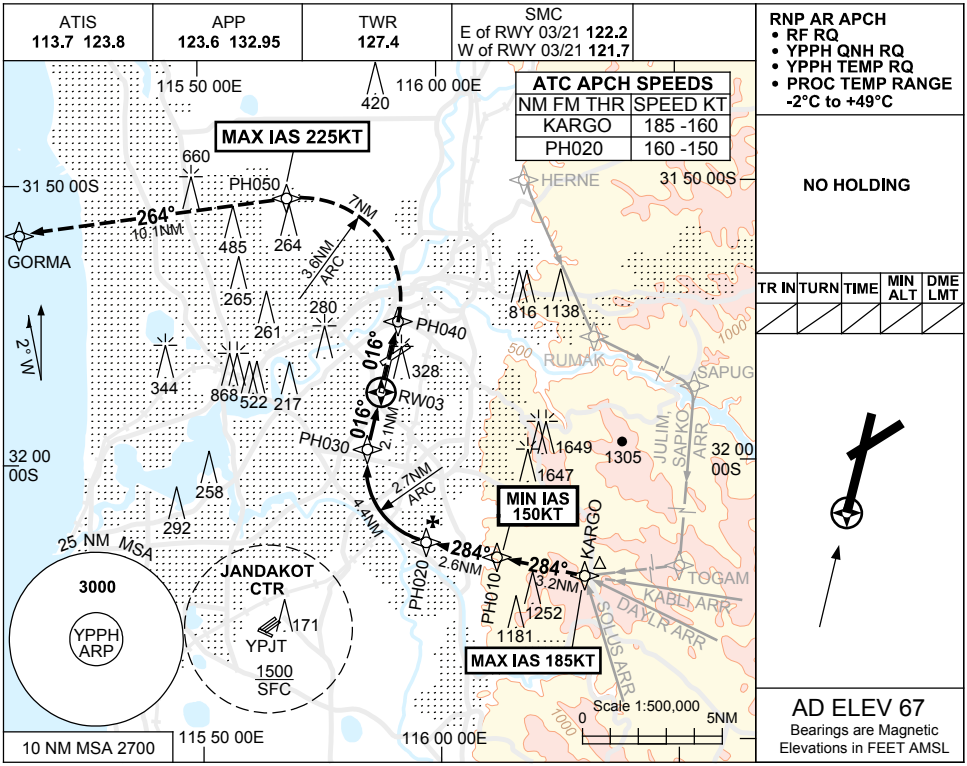
airservices australia

FOR CASA APPROVED OPERATORS ONLY
USE QNH

12 JUN 2025

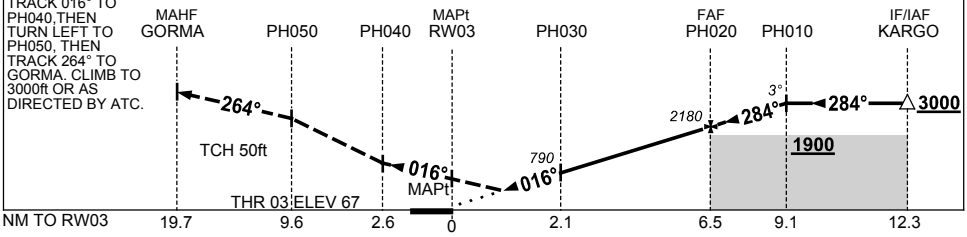
RNP X RWY 03 (AR)

PERTH, WA (YPPH)



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.



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: YPJT ABN DCMSD, Editorial.

PPHGN05-183

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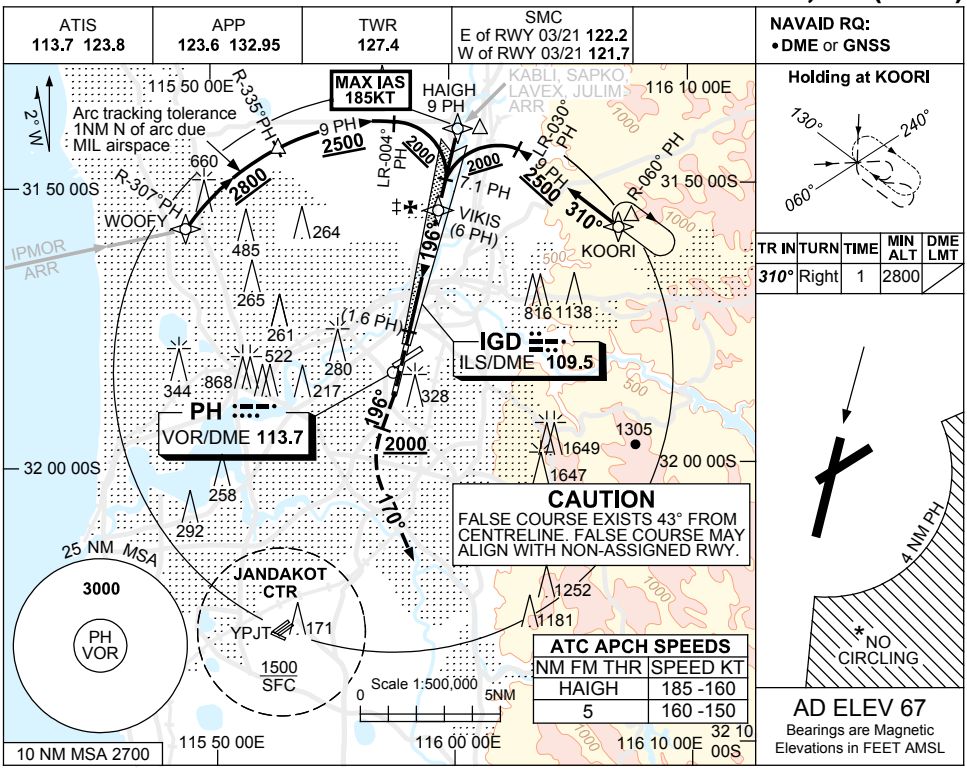
USE QNH

ILS-Y or LOC-Y RWY 21

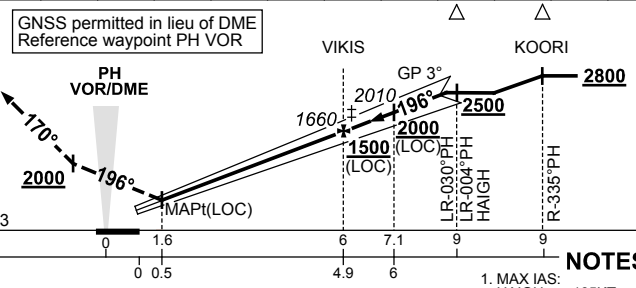
12 JUN 2025

PERTH, WA (YPPH)



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				

MISSED APPROACH:
TRACK 196°.
AT 2000ft AND NOT BEFORE 1.6 PH DME.
TURN LEFT,
TRACK 170°.
CLIMB TO 3000ft OR AS DIRECTED BY ATC.



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/D$_L$
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: YPJT ABN DCMSD, Editorial.

PPHII01-183

airservices australia

USE QNH

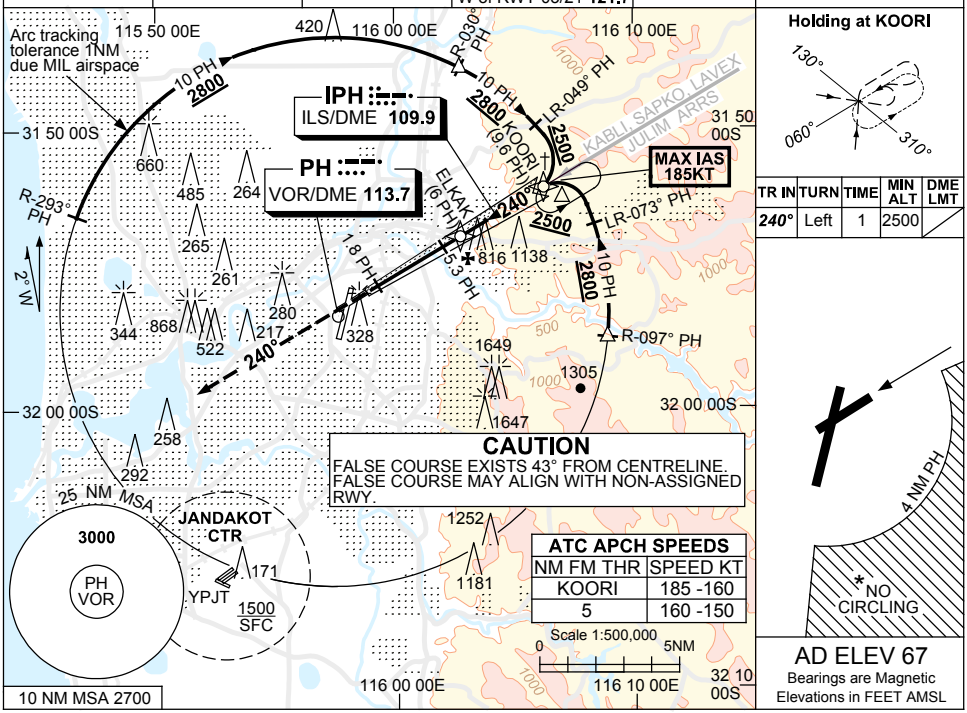
ILS-Y or LOC-Y RWY 24

12 JUN 2025

PERTH, WA (YPPH)

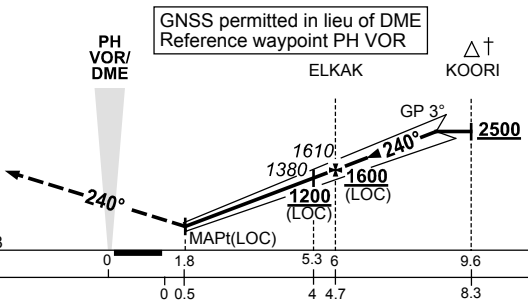
ATIS	APP	TWR	SMC
113.7 123.8	123.6 132.95	127.4	E of RWY 03/21 **122.2** W of RWY 03/21 **121.7**

NAVAID RQ:
- **DME** or **GNSS**



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				

MISSED APPROACH:
TRACK 240°.
CLIMB TO 3000ft OR
AS DIRECTED BY ATC.



NOTES

1. MAX IAS: KOORI : 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 KOORI.
4. ‡ SPECIAL ALTN MNM 700/2.5KM.
5. **COLOUR**: SEE SPEC NOTICES.

CATEGORY	A	B	C	D/D$_L$
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)

Changes: YPJT ABN DCMSD, Editorial.

PPHII02-183

airservices australia

USE QNH

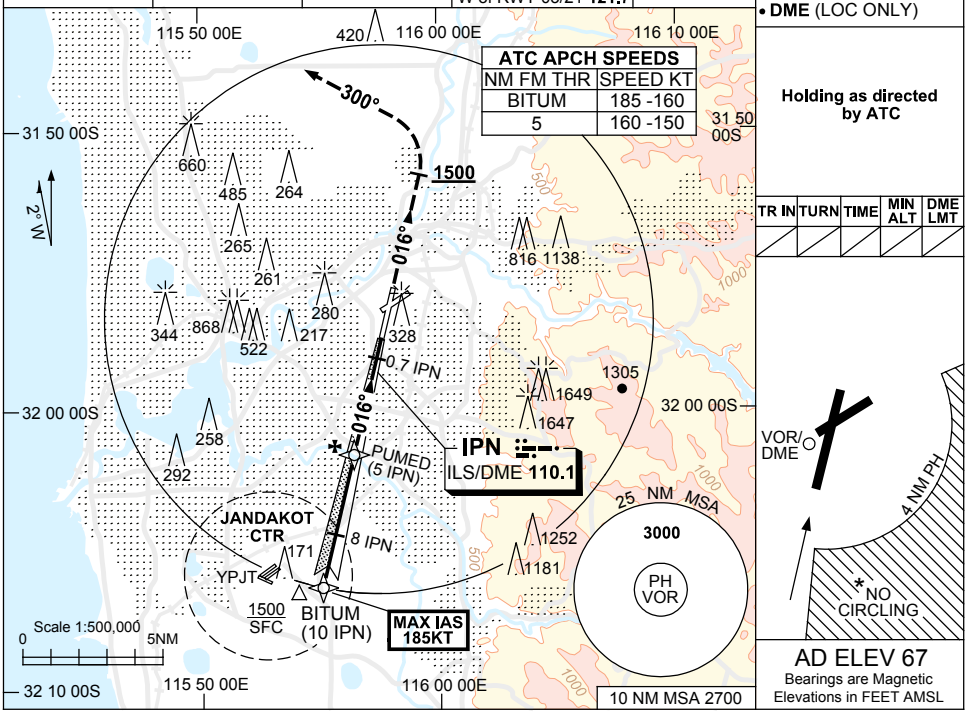
ILS-Z or LOC-Z RWY 03

12 JUN 2025

PERTH, WA (YPPH)

ATIS	APP	TWR	SMC
113.7 123.8	123.6 132.95	127.4	E of RWY 03/21 **122.2** W of RWY 03/21 **121.7**

NAVAID RQ:
- **DME** or **GNSS** (ILS)
- **DME** (LOC ONLY)



Holding as directed by ATC

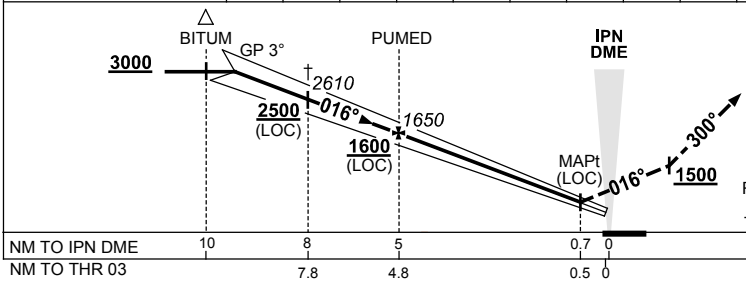
TR IN	TURN	TIME	MIN ALT	DME LMT

AD ELEV 67

Bearings are Magnetic

Elevations in FEET AMSL

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			



MISSED APPROACH:
TRACK 016°.
AT 1500ft TURN LEFT,
TRACK 300°.
CLIMB TO 3000ft OR
AS DIRECTED BY ATC.

CATEGORY	A	B	C	D/D$_L$
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

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

Changes: YPJT ABN DCMSD, Editorial.

PPHII03-183

airservices australia

USE QNH

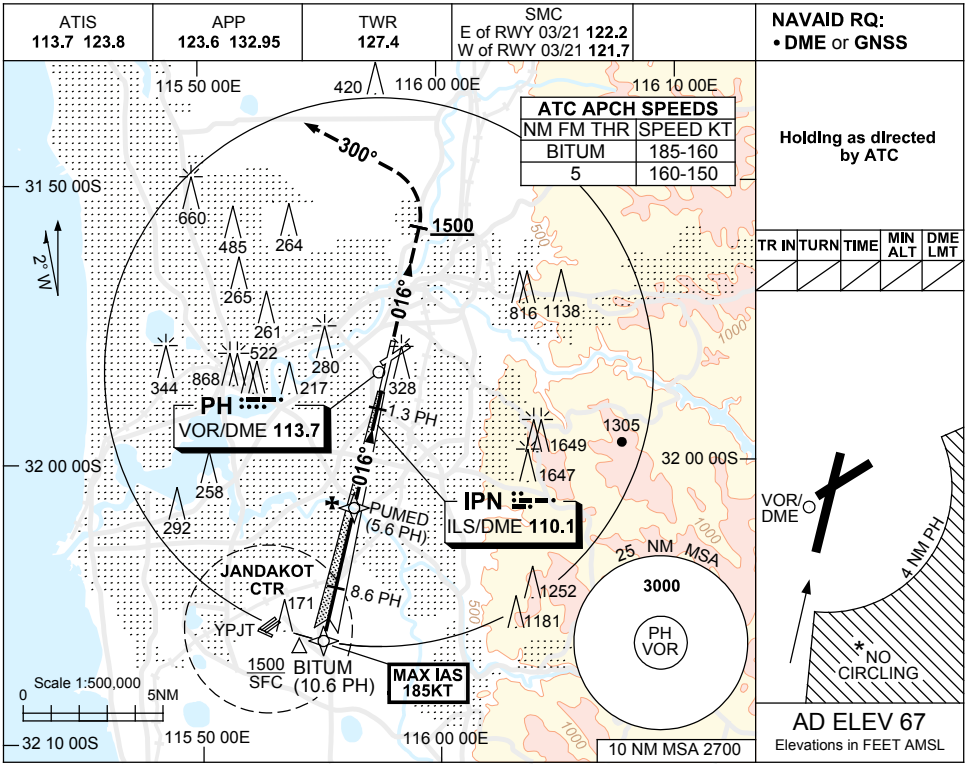
ILS-Y or LOC-Y RWY 03

12 JUN 2025

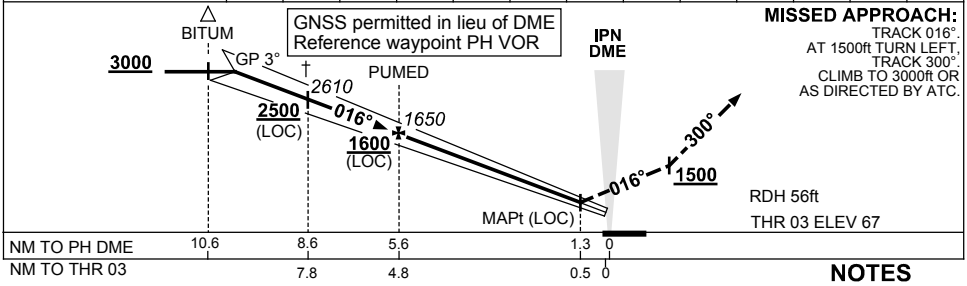
PERTH, WA (YPPH)

ATIS	APP	TWR	SMC
113.7 123.8	123.6 132.95	127.4	E of RWY 03/21 **122.2** W of RWY 03/21 **121.7**

NAVAID RQ:
• **DME** or **GNSS**



NM TO PH DME	9.8	9	8.6	8	7	6	5.6	4	3	2.1			
ALT (3° APCH PATH)	3000	2730	2610	2410	2090	1770	1650	1140	820	520			



MISSED APPROACH:
TRACK 016°.
AT 1500ft TURN LEFT,
TRACK 300°.
CLIMB TO 3000ft OR
AS DIRECTED BY ATC.

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/D$_L$
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: YPJT ABN DCMSD, Editorial.

PPHII04-183

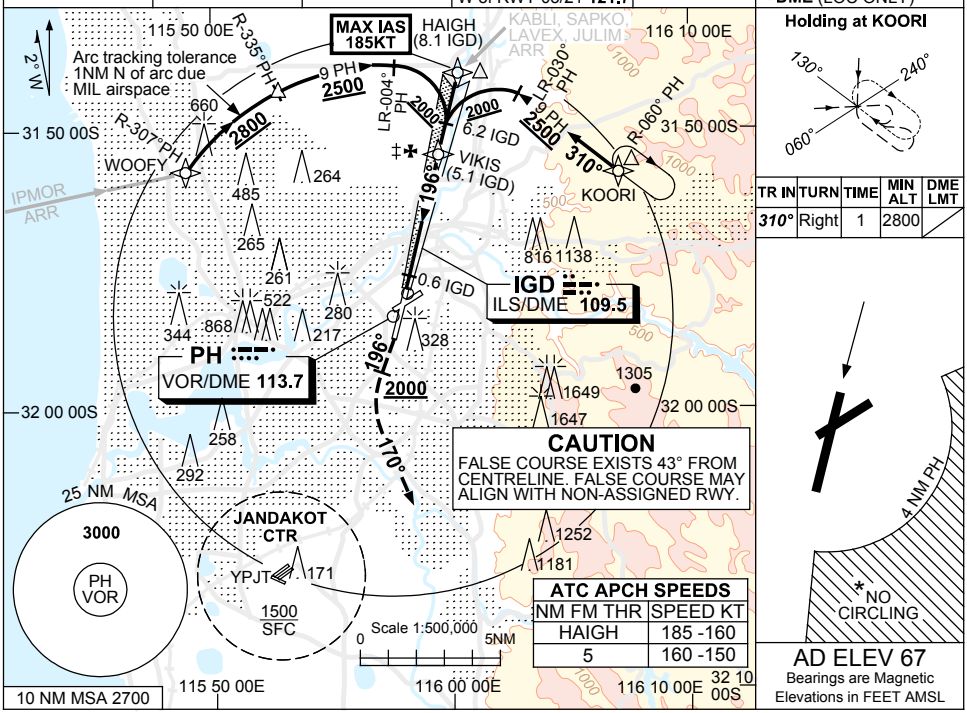
airservices australia

12 JUN 2025

PERTH, WA (YPPH)

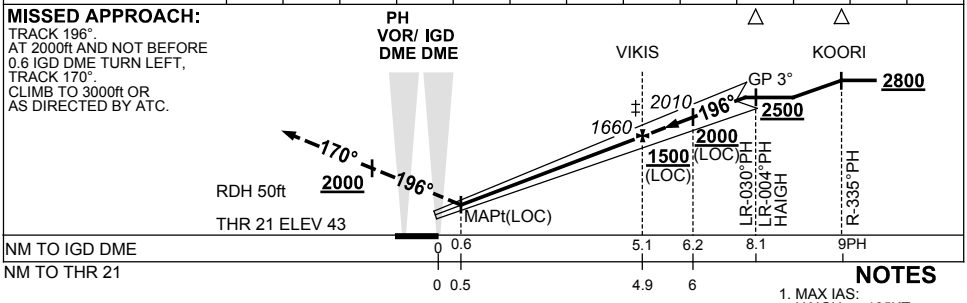
ATIS	APP	TWR	SMC
113.7 123.8	123.6 132.95	127.4	E of RWY 03/21 **122.2** W of RWY 03/21 **121.7**

NAVAID RQ:
- **DME** or **GNSS** (ILS)
- **DME** (LOC ONLY)



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				

MISSED APPROACH:
TRACK 196°.
AT 2000ft AND NOT BEFORE 0.6 IGD DME TURN LEFT, TRACK 170°.
CLIMB TO 3000ft OR AS DIRECTED BY ATC.



CATEGORY	A	B	C	D/D$_L$
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)

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.

Changes: YPJT ABN DCMSD, Editorial.

USE QNH

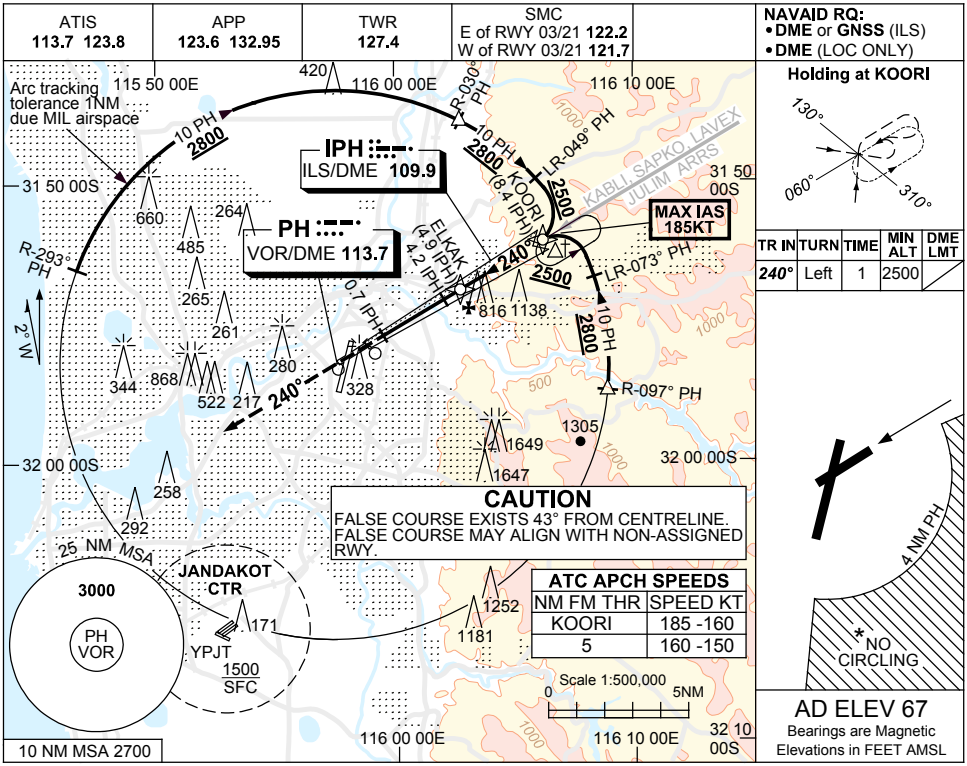
ILS-Z or LOC-Z RWY 24

12 JUN 2025

PERTH, WA (YPPH)

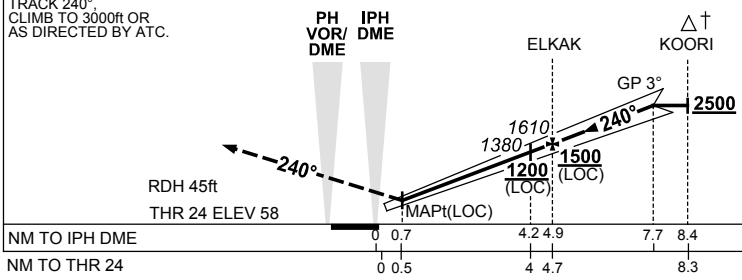
ATIS	APP	TWR	SMC
113.7 123.8	123.6 132.95	127.4	E of RWY 03/21 **122.2** W of RWY 03/21 **121.7**

NAVAID RQ:
- **DME** or **GNSS** (ILS)
- **DME** (LOC ONLY)



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					

MISSED APPROACH:
TRACK 240°,
CLIMB TO 3000ft OR
AS DIRECTED BY ATC.



NOTES

1. MAX IAS: KOORI : 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 KOORI.
4. ‡ SPECIAL ALTN MNM 700/2.5KM.
5. **COLOUR**: SEE SPEC NOTICES.

CATEGORY	A	B	C	D/D$_L$
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)

Changes: YPJT ABN DCMSD, Editorial.

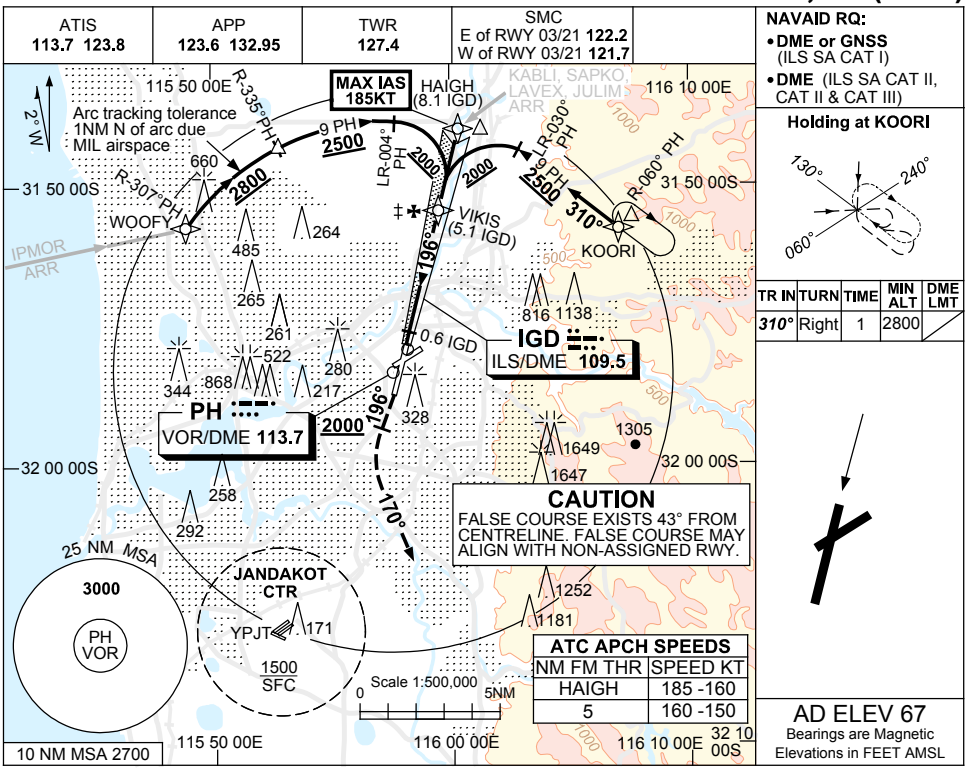
PPHII06-183

airservices australia

USE QNH

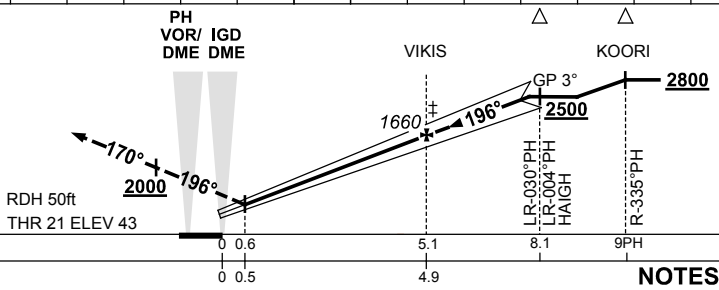
12 JUN 2025

PERTH, WA (YPPH)



NM TO IGD DME	1	2	3	4	5.1	6	7	7.7					
ALT (3° APCH PATH)	360	680	1000	1320	1660	1960	2270	2500					

MISSED APPROACH:
TRACK 196°.
AT 2000ft AND NOT BEFORE 0.6 IGD DME TURN LEFT, TRACK 170°.
CLIMB TO 3000ft OR AS DIRECTED BY ATC.



CATEGORY	A	B	C	D/D$_L$
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			

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.

Changes: YPJT ABN DCMSD, Editorial.

airservices australia

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 managment 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

airservices

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.

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

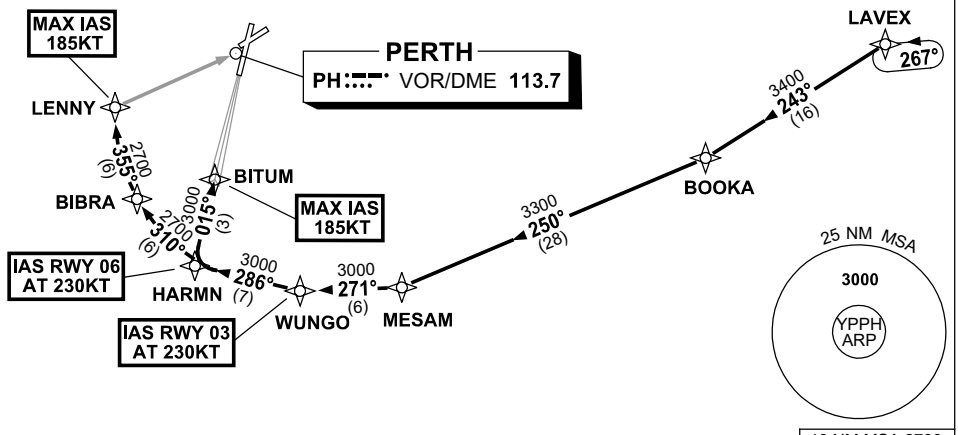
NOT TO SCALE

2° W

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.

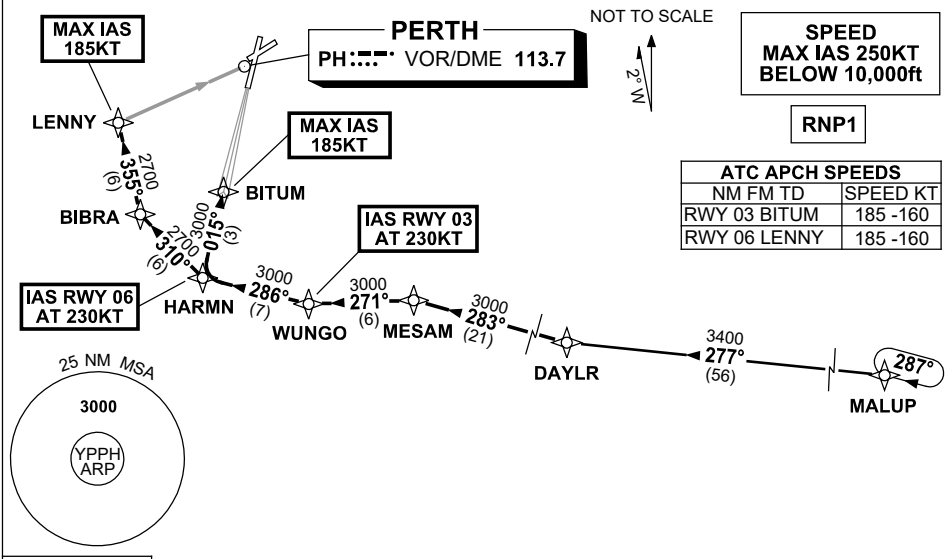
Changes: Editorial.

airservices australia

13 JUN 2024

PERTH, WA (YPPH)

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



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.

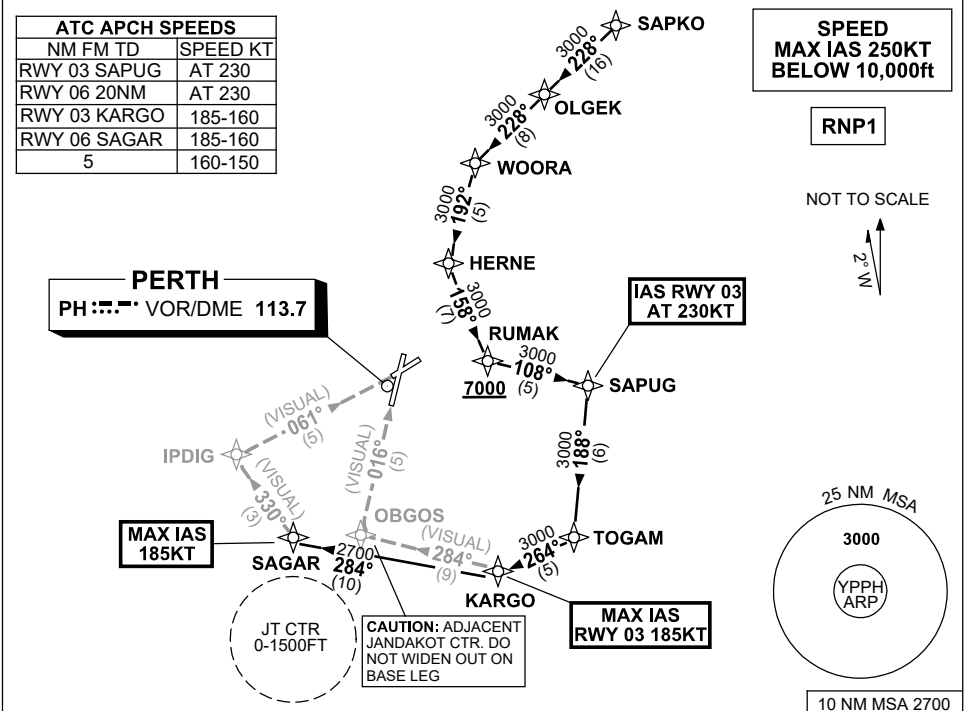
airservices australia

5 SEP 2024

PERTH, WA (YPPH)

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

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: **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 284º 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

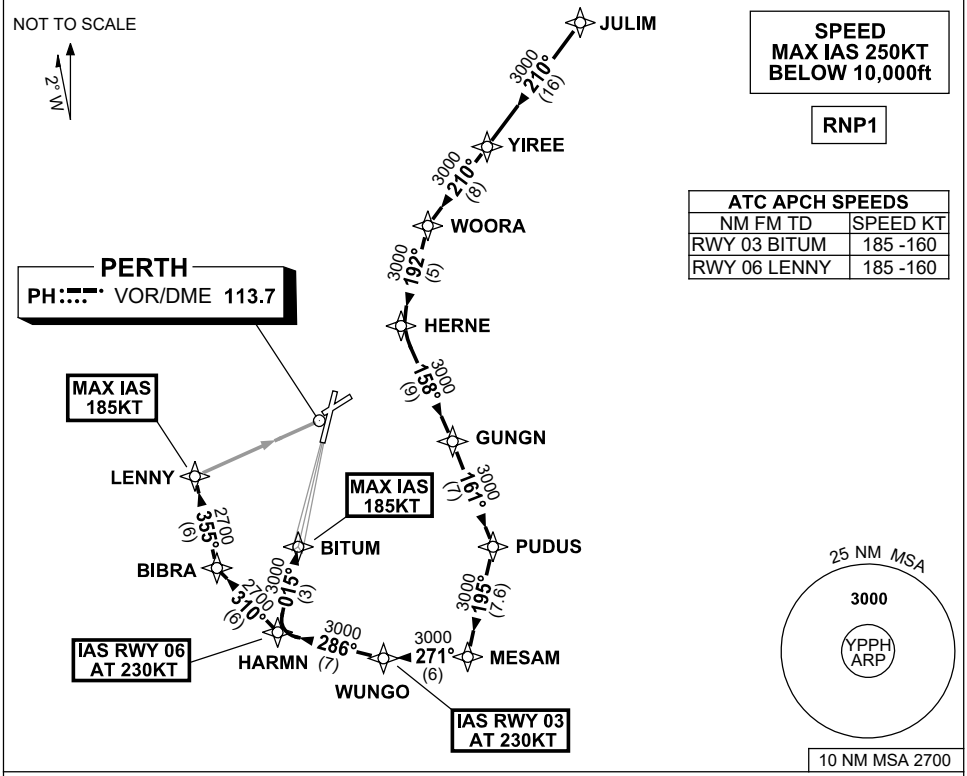
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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.

airservices australia

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



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

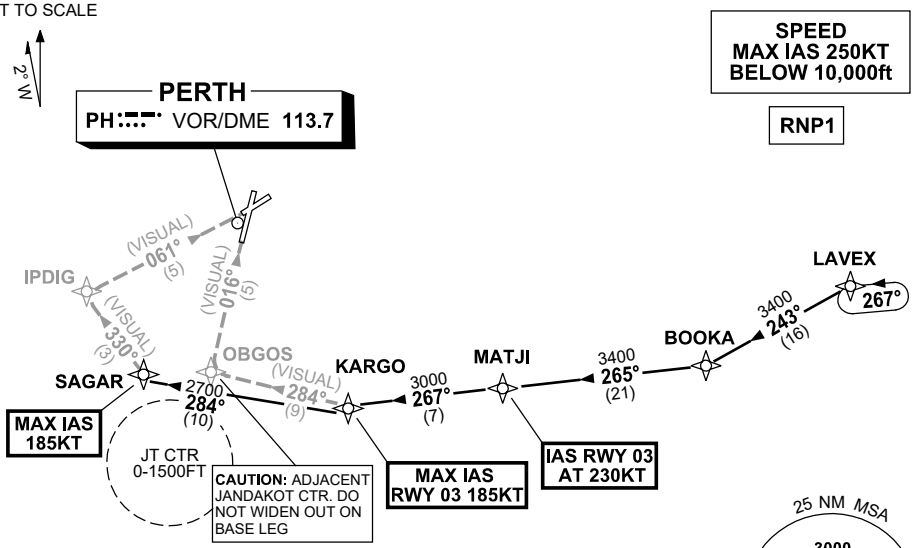
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: Editorial.

airservices australia

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

NOT TO SCALE



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

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.

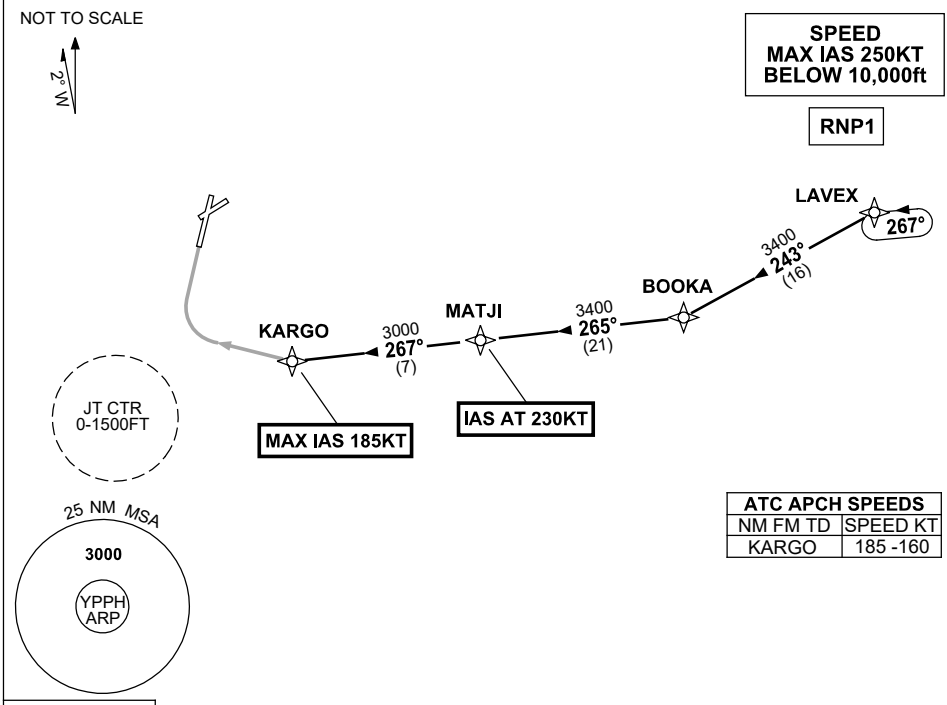
Changes: LAVEX REPLACES GRENE, VALIDITY INDICATOR.

airservices australia

13 JUN 2024

PERTH, WA (YPPH)

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



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

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.

Changes: LAVEX REPLACES GRENE, VALIDITY INDICATOR.

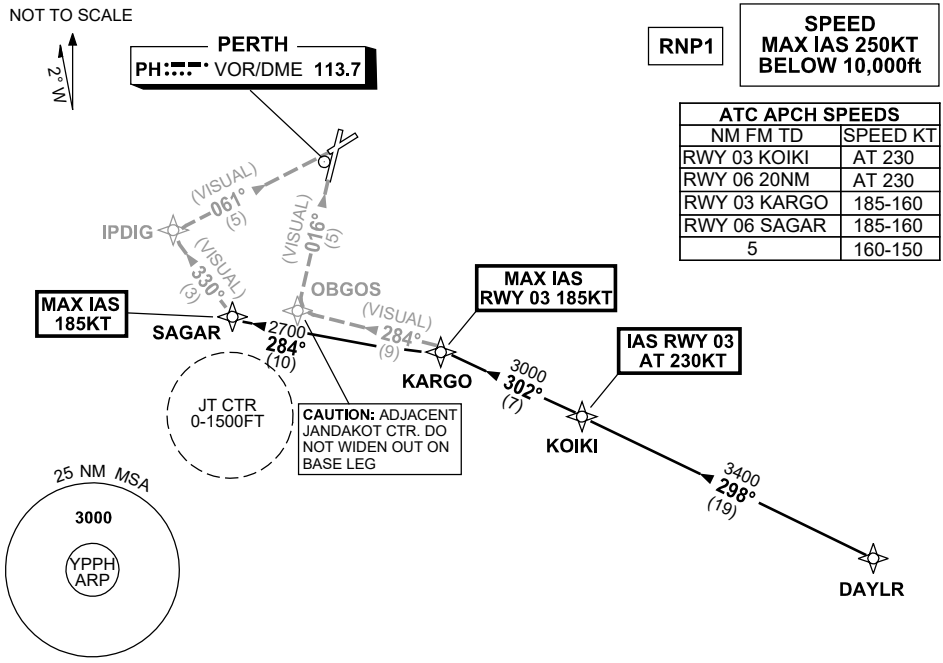
airservices australia

13 JUN 2024

PERTH, WA (YPPH)

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

NOT TO SCALE



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.

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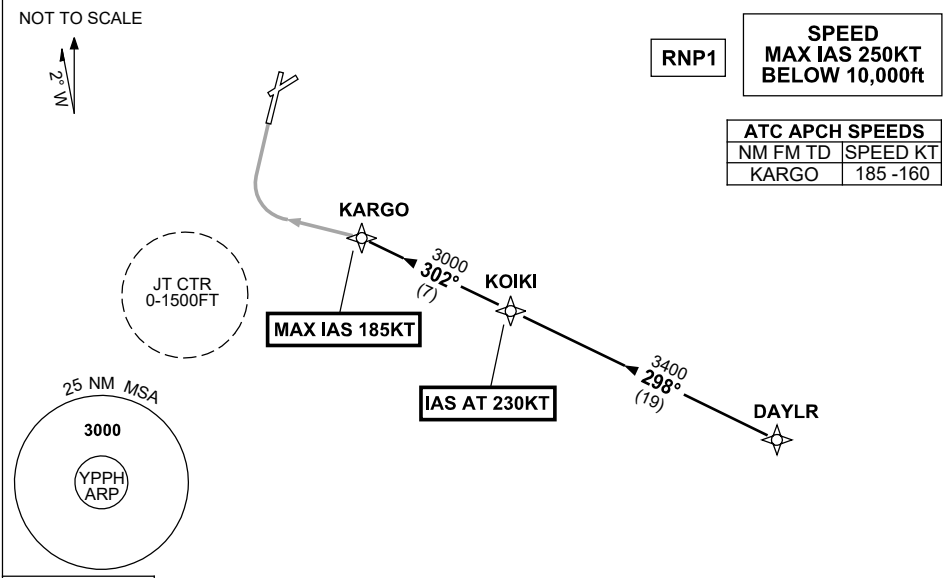
13 JUN 2024

PERTH, WA (YPPH)

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



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

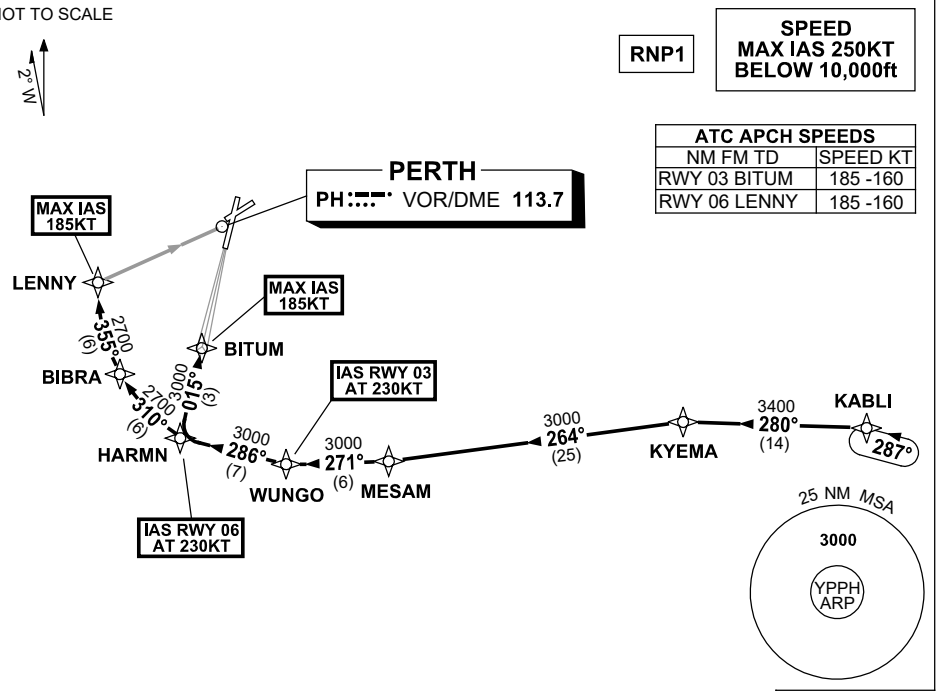
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: VALIDITY NR, Editorial.

airservices australia

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

NOT TO SCALE



ARRIVAL: KABLI ONE

RWY 03 ALPHA:

- From KABLI, 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 KABLI, 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.

5 SEP 2024

PERTH, WA (YPPH)

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

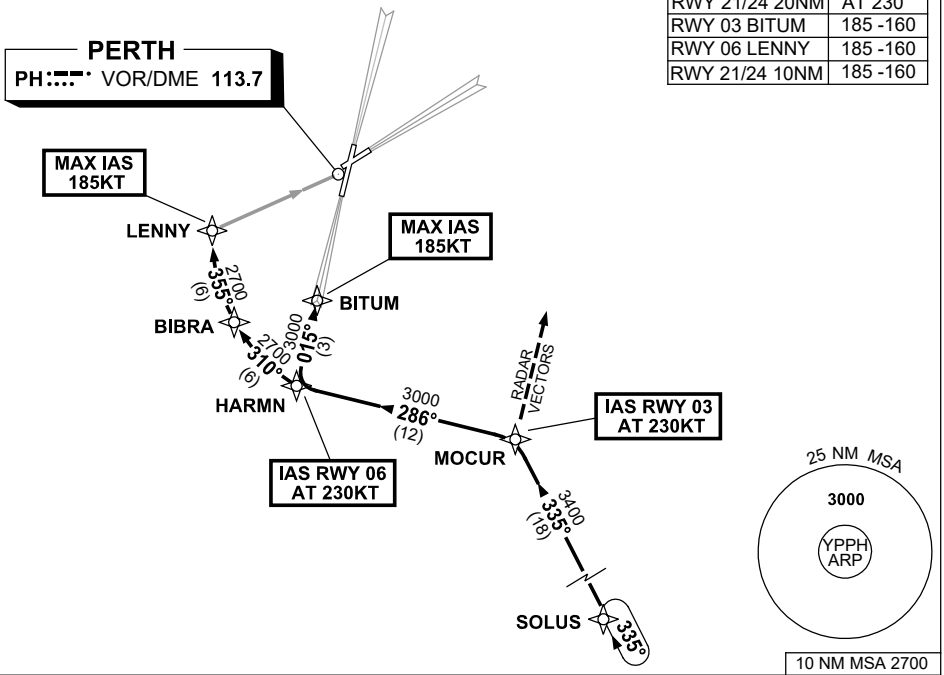
NOT TO SCALE

2° W

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

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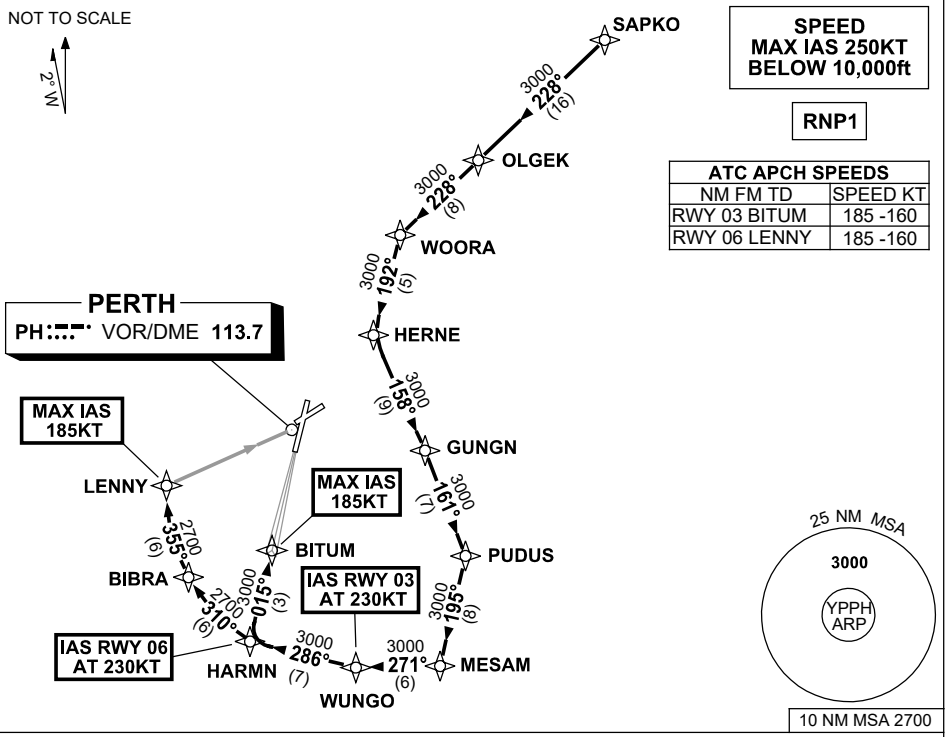
5 SEP 2024

PERTH, WA (YPPH)

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



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.

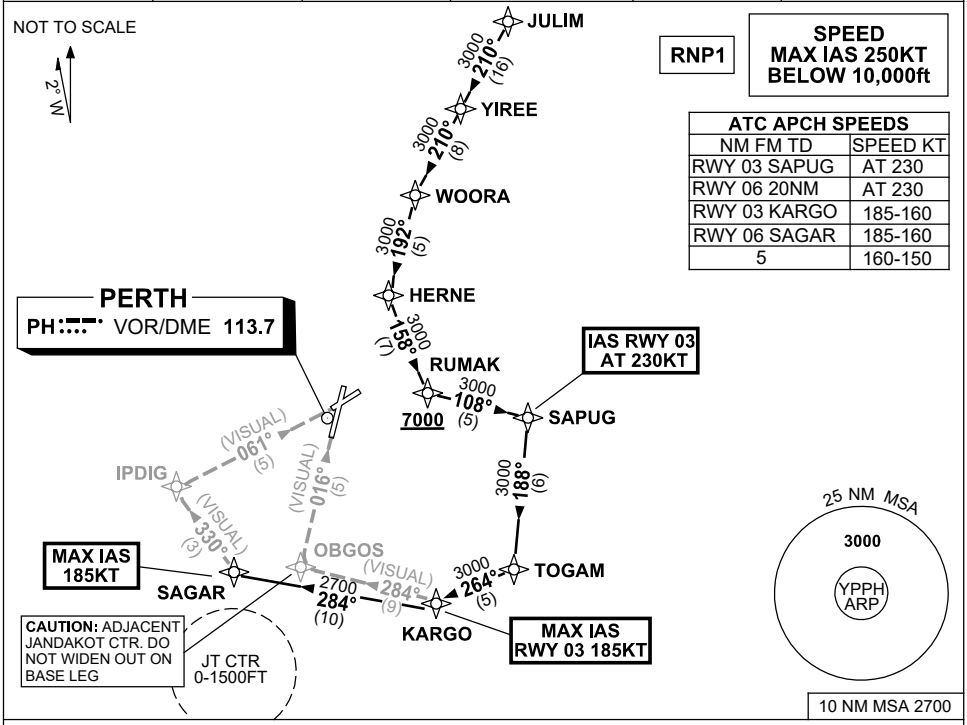
Changes: Editorial.

airservices australia

5 SEP 2024

PERTH, WA (YPPH)

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



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 284º 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.

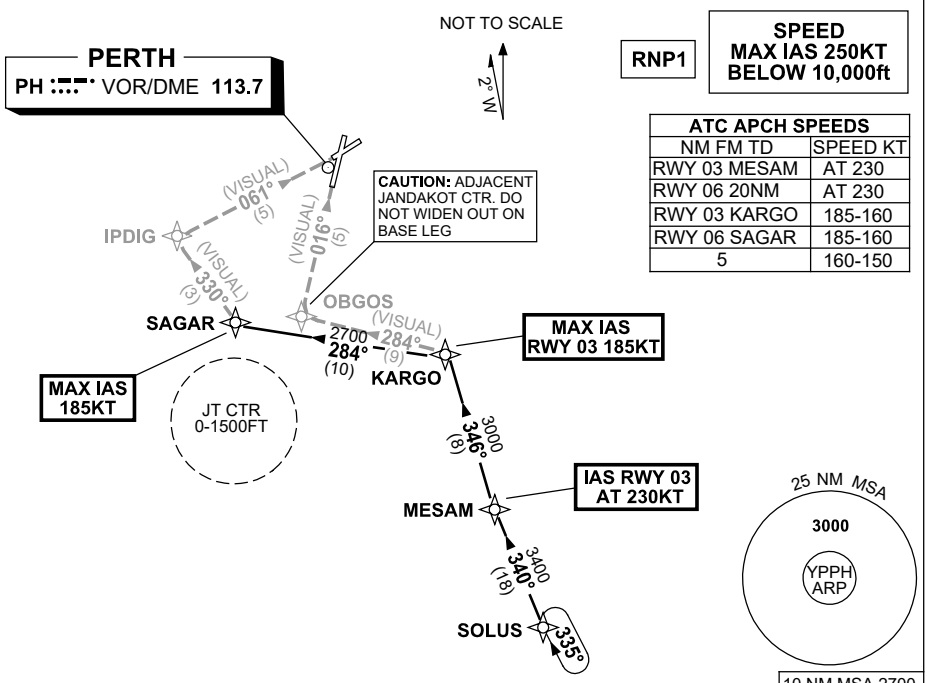
Changes: Editorial.

airservices australia

13 JUN 2024

PERTH, WA (YPPH)

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



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.

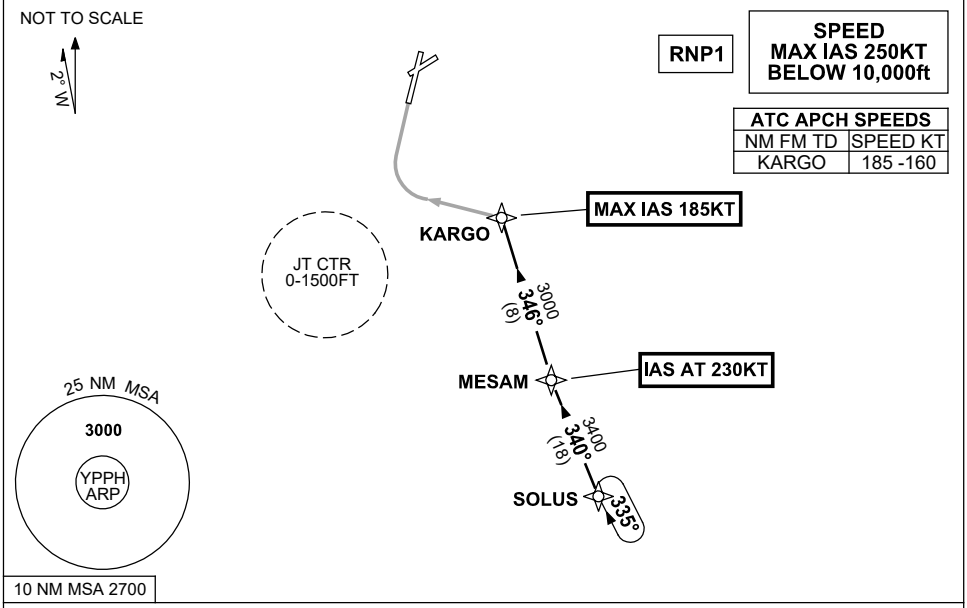
Changes: VALIDITY NR, Editorial.

airservices australia

13 JUN 2024

PERTH, WA (YPPH)

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



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 ERSA EMERG Section 1.5.

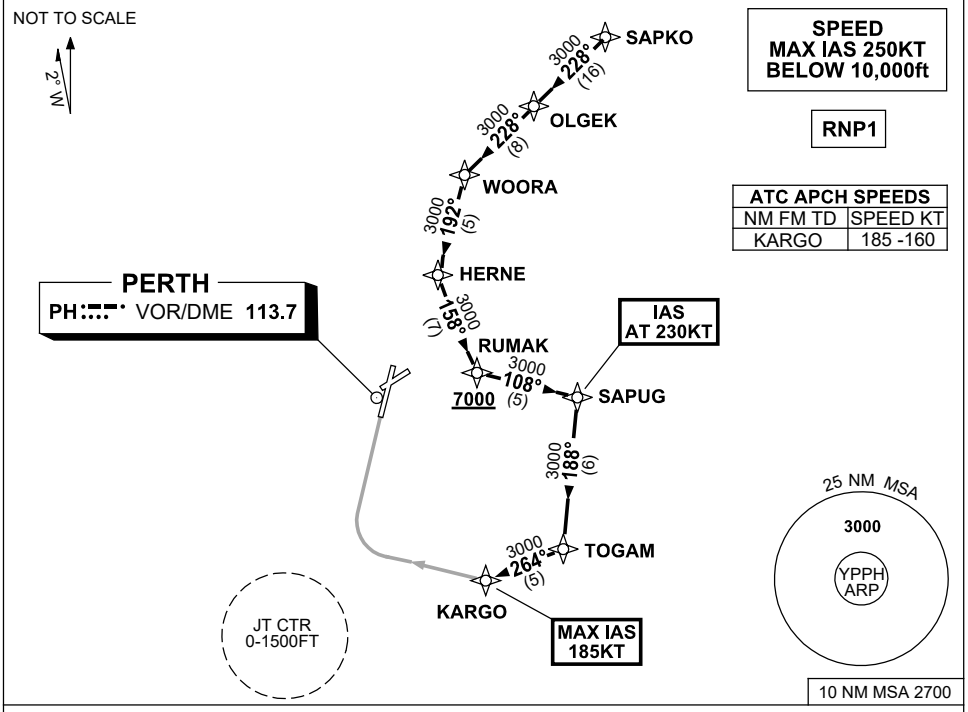
Changes: VALIDITY NR, Editorial.

airservices australia

5 SEP 2024

PERTH, WA (YPPH)

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



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).

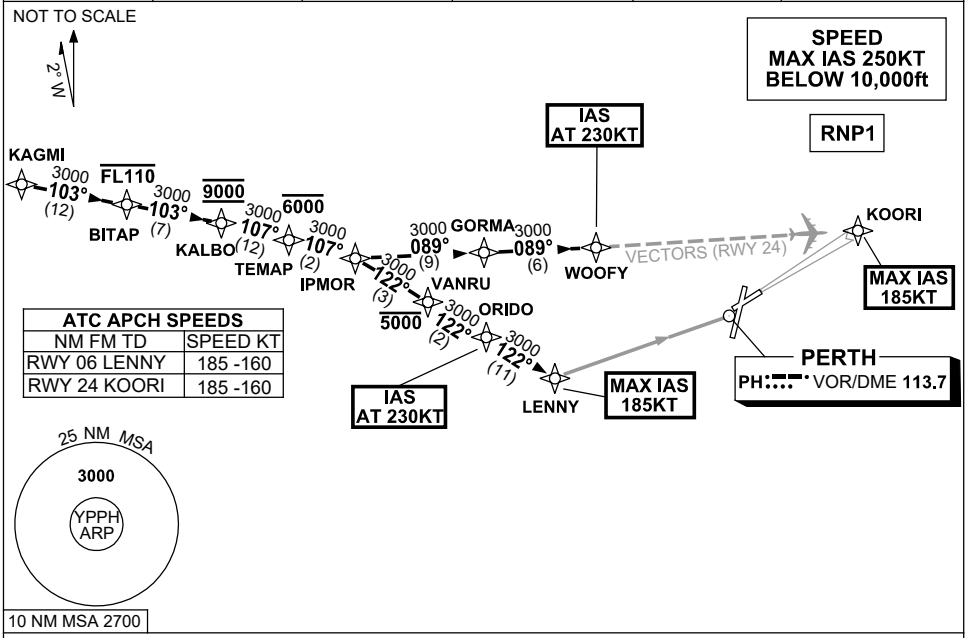
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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 ERSA EMERG Section 1.5.

Changes: Editorial.

airservices australia

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



ATC APCH SPEEDS	
NM FM TD	SPEED KT
RWY 06 LENNY	185 -160
RWY 24 KOORI	185 -160

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 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.

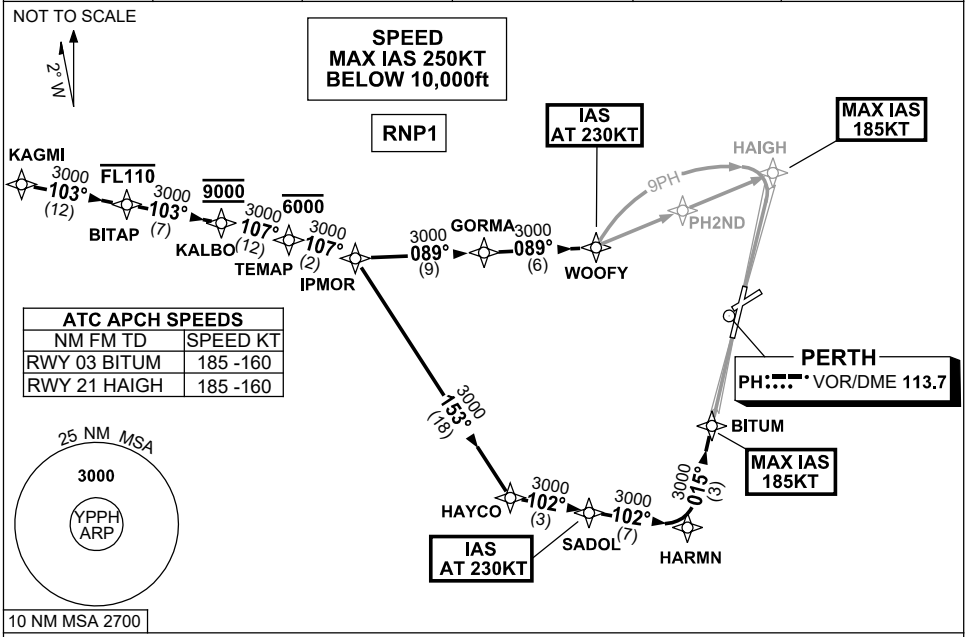
Changes: RWY 03/21 TRANSITIONS DEPICTED ON NEW CHART.

airservices australia

5 SEP 2024

PERTH, WA (YPPH)

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



ATC APCH SPEEDS	
NM FM TD	SPEED KT
RWY 03 BITUM	185 -160
RWY 21 HAIGH	185 -160

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.

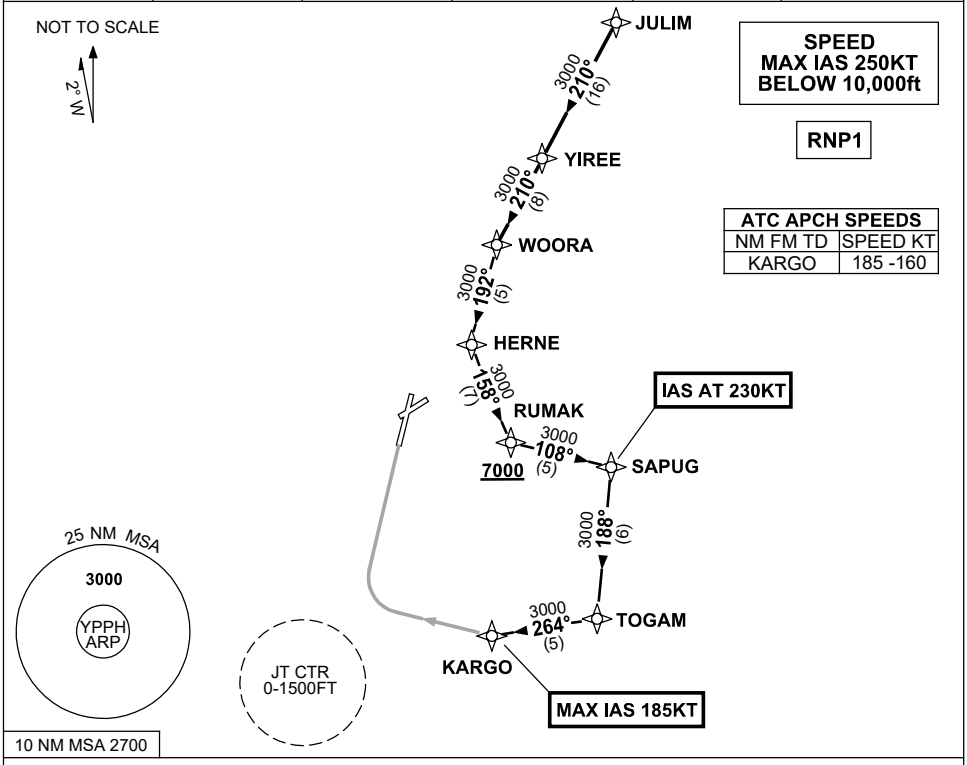
Changes: RWY 06/24 TRANSITIONS DEPICTED ON NEW CHART.

airservices australia

5 SEP 2024

PERTH, WA (YPPH)

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



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).

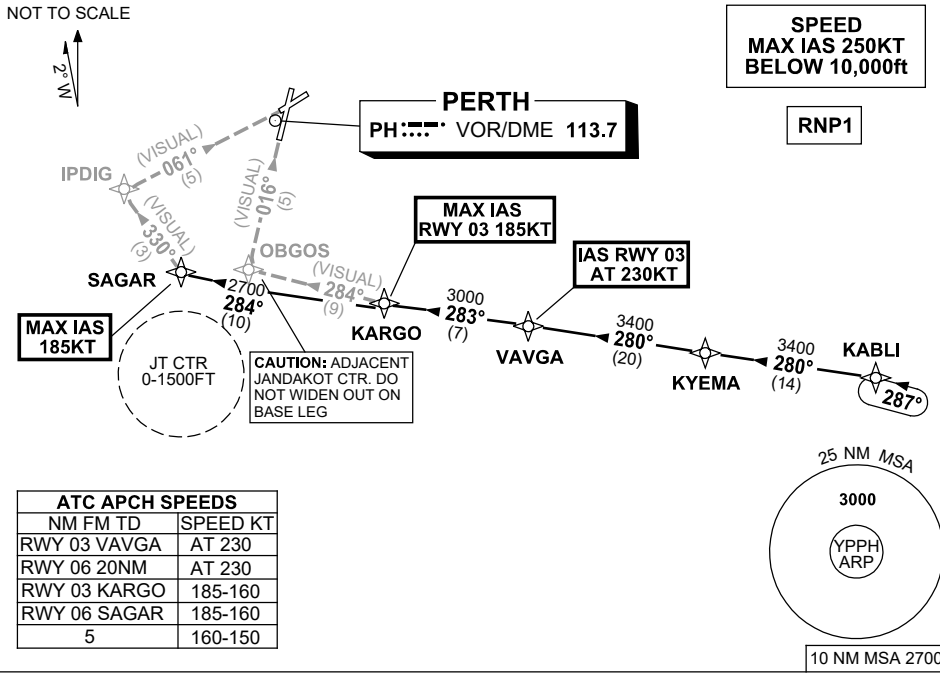
COMMUNICATIONS FAILURE: PROCEDURE IN IMC

- 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 ERSA EMERG Section 1.5.

Changes: Editorial.

airservices australia

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



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

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

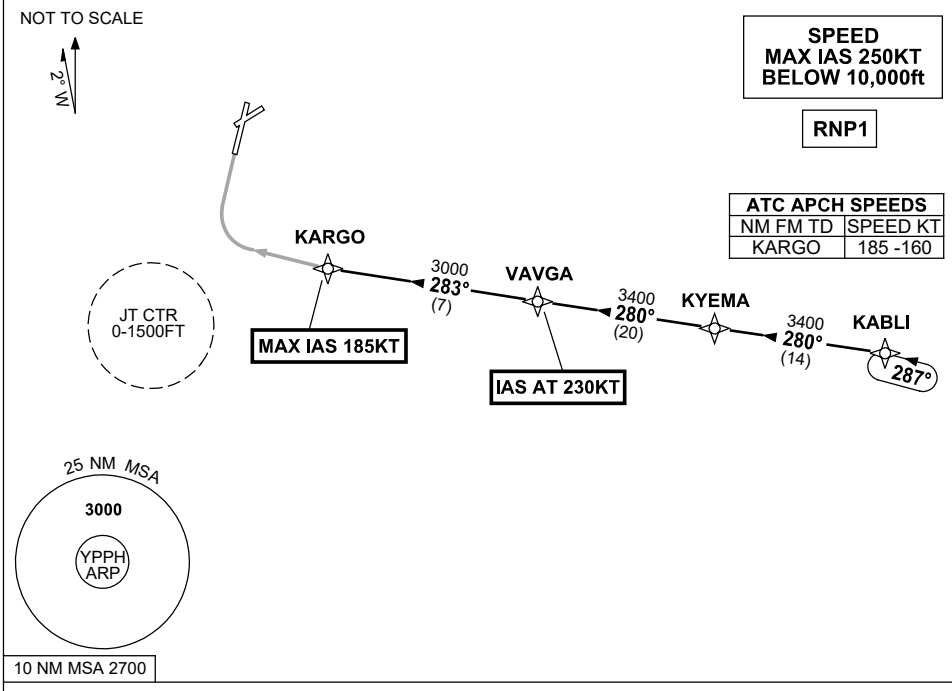
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: KABLI REPLACES BEVLY, VALIDITY INDICATOR.

airservices australia

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

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

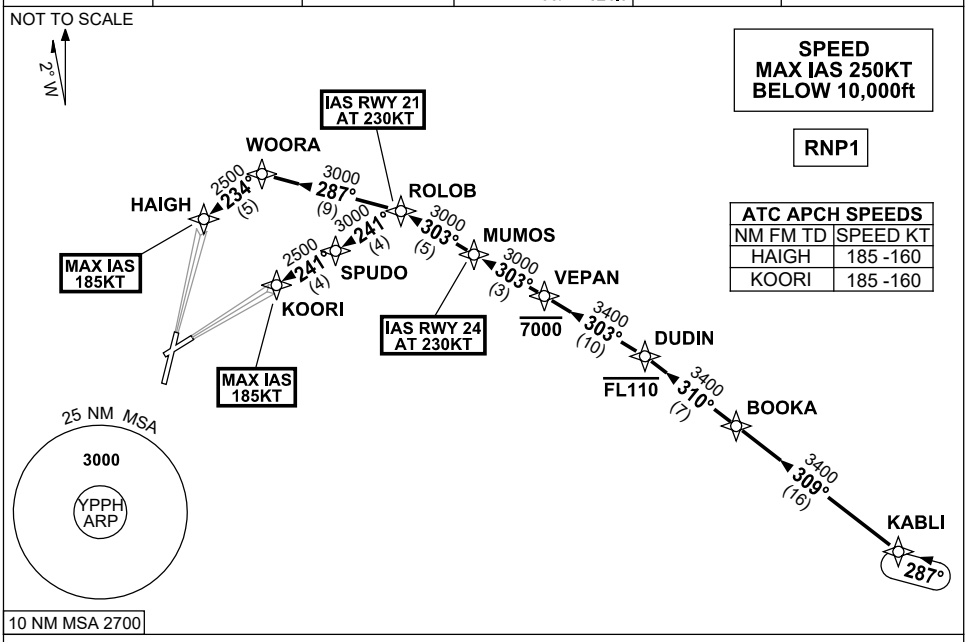
- Squawk 7600, comply with vertical navigation requirements, but not below MSA.
- Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with ERSA EMERG Section 1.5.

Changes: KABLI REPLACES BEVLY, VALIDITY INDICATOR.

PPHSR22-179

airservices australia

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



ARRIVAL: **KABLI 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.

airservices australia

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

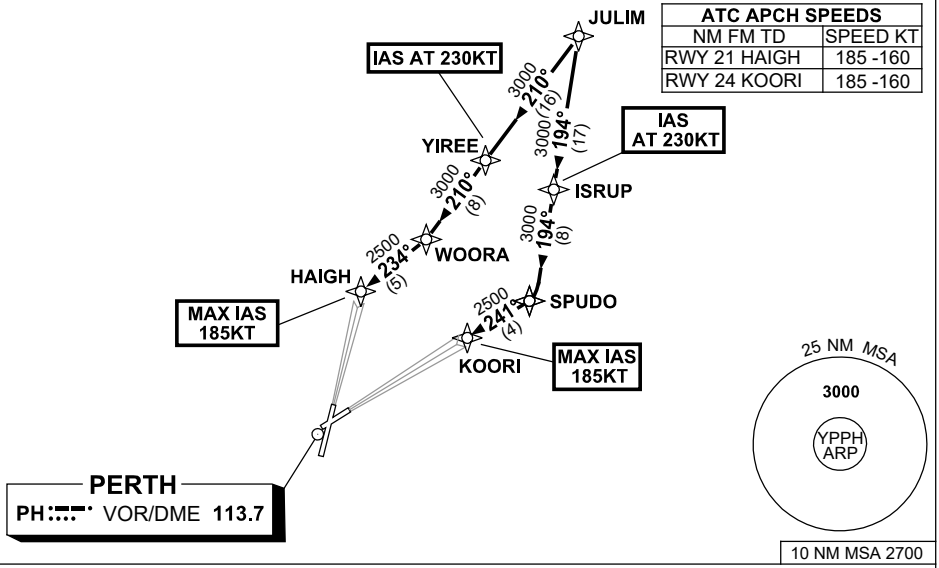
NOT TO SCALE

2° W

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: **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.

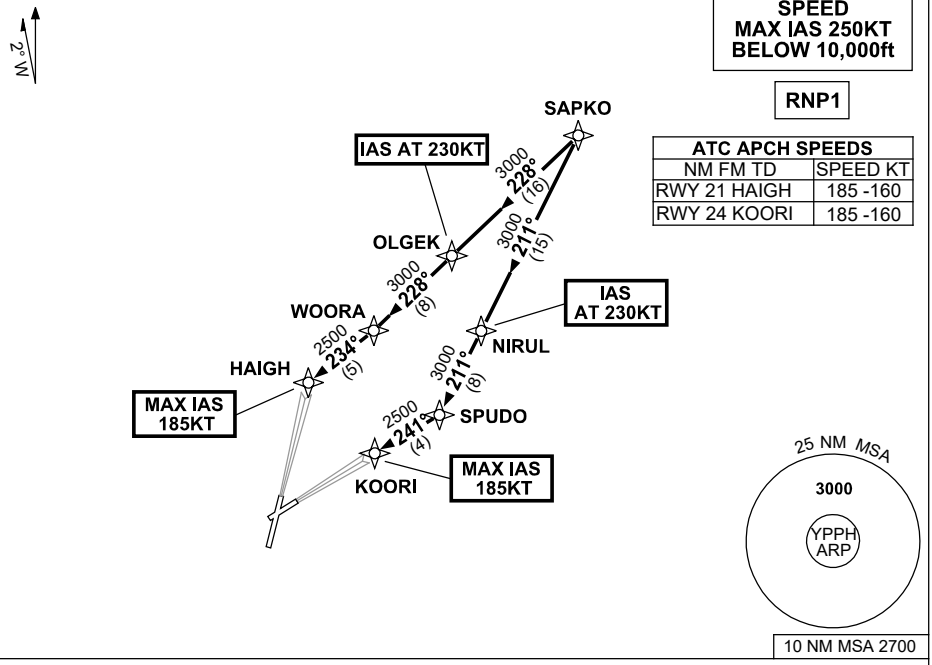
Changes: Editorial.

PPHSR24-180

airservices australia

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

NOT TO SCALE



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.

Changes: Editorial.

5 SEP 2024

PERTH, WA (YPPH)

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

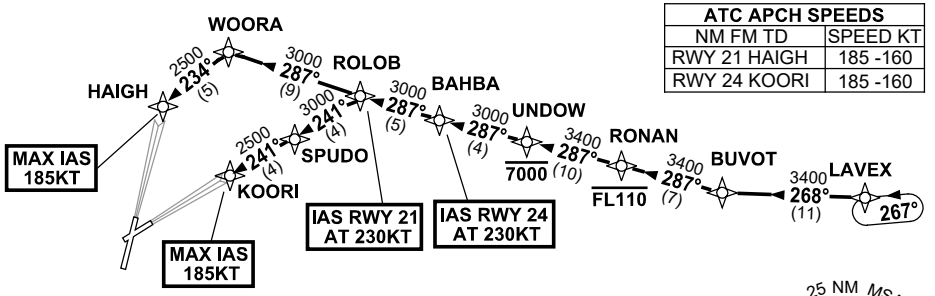
NOT TO SCALE

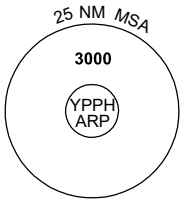
2° W

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 UNDOW,
  Cross UNDOW 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 UNDOW,
  Cross UNDOW AT or BLW 7000ft,
- Track 287° to BAHBA,
  IAS AT 230KT from BAHBA,
- Track 287° to ROLOB,
- Turn LEFT, track 241° to SPUDO,
- Track 241º 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

airservices australia

USE QNH

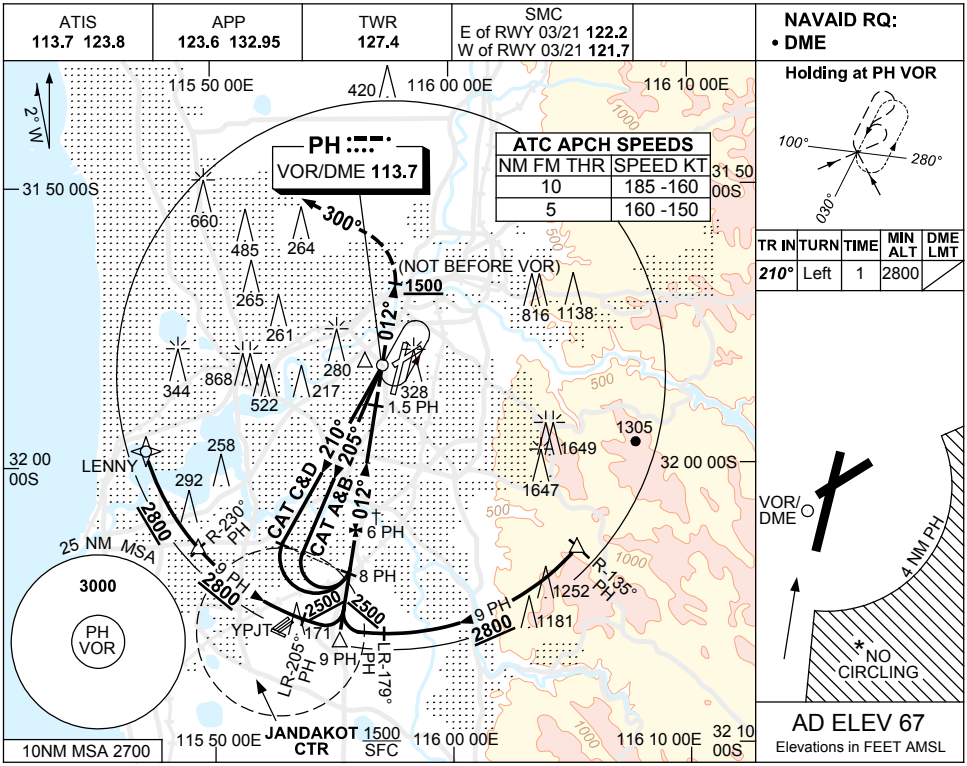
VOR RWY 03

12 JUN 2025

PERTH, WA (YPPH)

ATIS	APP	TWR	SMC
113.7 123.8	123.6 132.95	127.4	E of RWY 03/21 **122.2** W of RWY 03/21 **121.7**

NAVAID RQ:
- **DME**



Holding at PH VOR

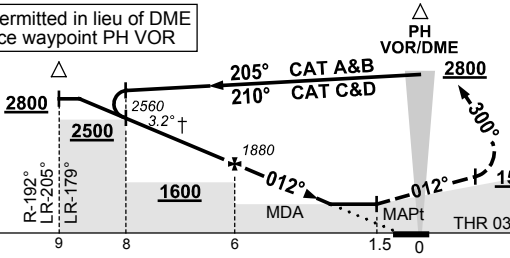
TR IN	TURN	TIME	MIN ALT	DME LMT
210°	Left	1	2800	

AD ELEV 67

Elevations in FEET AMSL

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					

GNSS permitted in lieu of DME
Reference waypoint PH VOR



NM TO PH DME

MISSED APPROACH:
TRACK 012°. AT 1500ft, BUT NOT BEFORE VOR, TURN LEFT TRACK 300°. CONTINUE CLIMB TO 3000ft OR AS DIRECTED BY ATC.

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.

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)

Changes: YPJT ABN DCMSD, Editorial.

PPHVO01-183

airservices australia

USE QNH

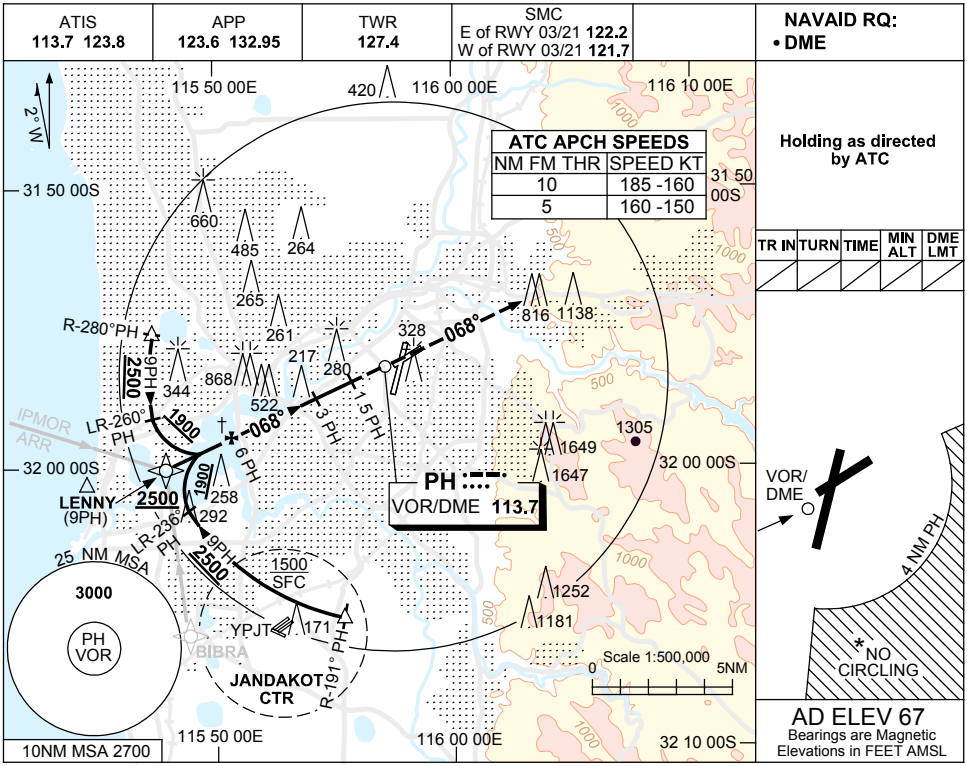
VOR RWY 06

12 JUN 2025

PERTH, WA (YPPH)

ATIS	APP	TWR	SMC
113.7 123.8	123.6 132.95	127.4	E of RWY 03/21 **122.2** W of RWY 03/21 **121.7**

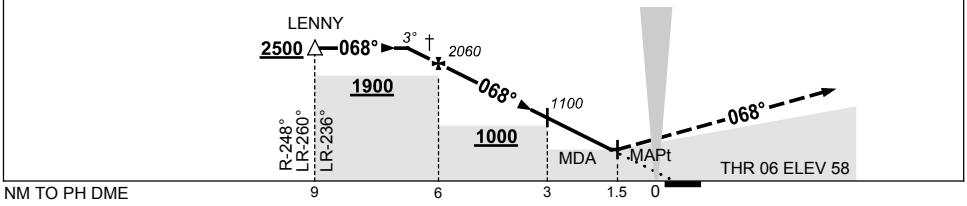
NAVAID RQ:
- **DME**



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					

GNSS permitted in lieu of DME
Reference waypoint PH VOR

MISSED APPROACH:
TRACK 068°.
CLIMB TO 3000ft OR
AS DIRECTED BY ATC.



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.

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)

Changes: YPJT ABN DCMSD, Editorial.

PPHVO02-183

airservices australia

USE QNH

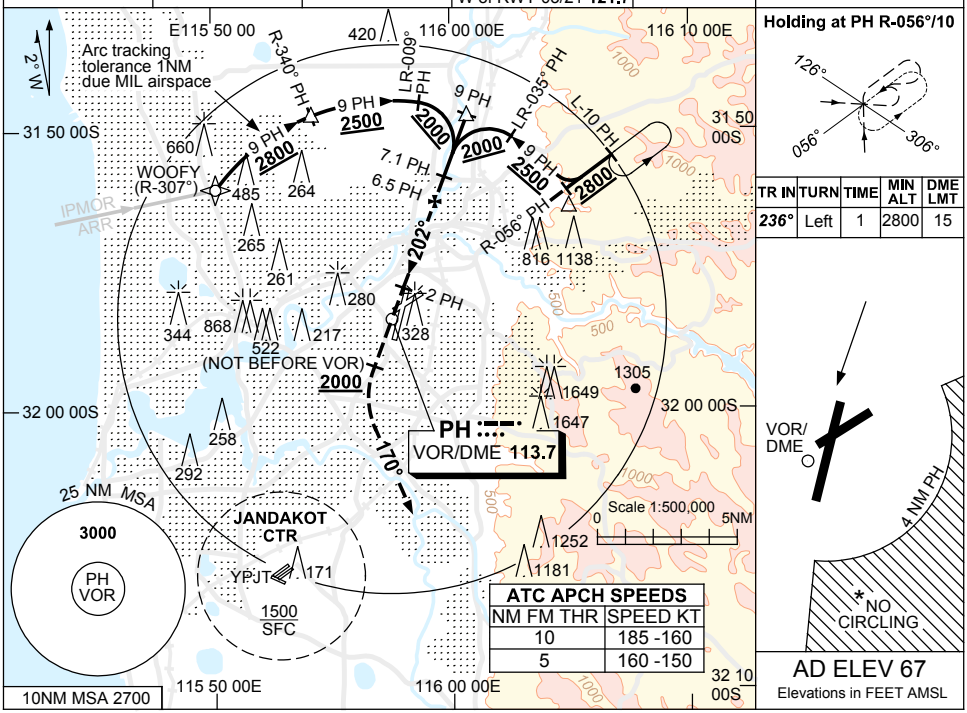
VOR RWY 21

12 JUN 2025

PERTH, WA (YPPH)

ATIS	APP	TWR	SMC
113.7 123.8	123.6 132.95	127.4	E of RWY 03/21 **122.2** W of RWY 03/21 **121.7**

NAVAID RQ:
- **DME**



ATC APCH SPEEDS

NM FM THR	SPEED KT
10	185 -160
5	160 -150

Holding at PH R-056°/10

TR IN	TURN	TIME	MIN ALT	DME LMT
236°	Left	1	2800	15

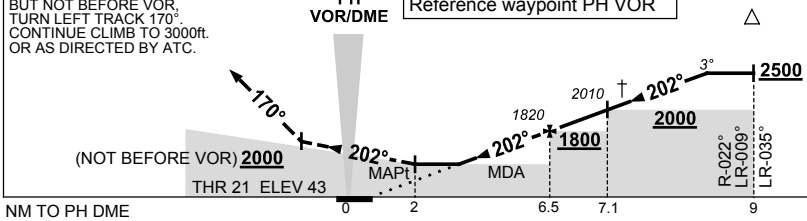
AD ELEV 67

Elevations in FEET AMSL

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					

MISSED APPROACH:
TRACK 202°. AT 2000ft
BUT NOT BEFORE VOR,
TURN LEFT TRACK 170°.
CONTINUE CLIMB TO 3000ft.
OR AS DIRECTED BY ATC.

GNSS permitted in lieu of DME
Reference waypoint PH VOR



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: YPJT ABN DCMSD, Editorial.

PPHVO03-183

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USE QNH

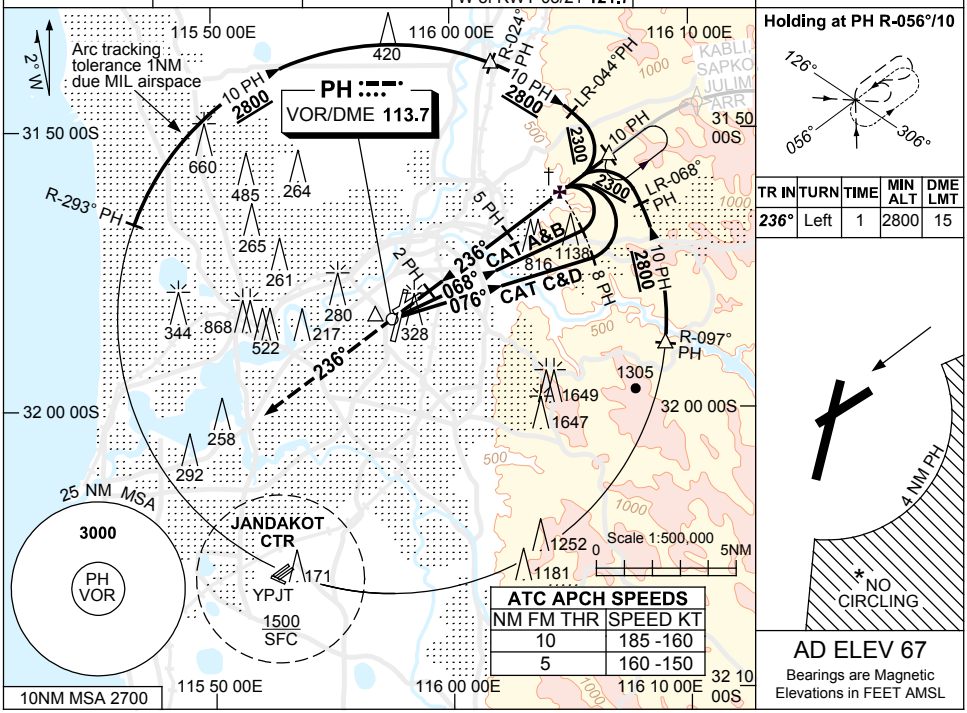
VOR RWY 24

12 JUN 2025

PERTH, WA (YPPH)

ATIS	APP	TWR	SMC
113.7 123.8	123.6 132.95	127.4	E of RWY 03/21 **122.2** W of RWY 03/21 **121.7**

NAVAID RQ:
- **DME**



Holding at PH R-056°/10

TR IN	TURN	TIME	MIN ALT	DME LMT
236°	Left	1	2800	15

ATC APCH SPEEDS

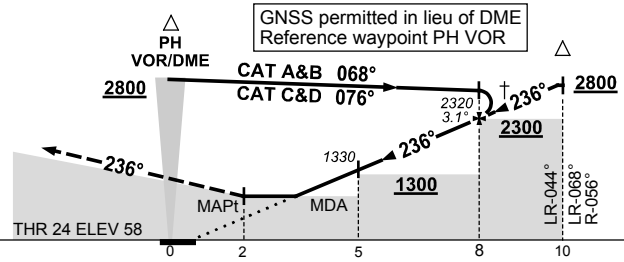
NM FM THR	SPEED KT
10	185 -160
5	160 -150

AD ELEV 67

Bearings are Magnetic
Elevations in FEET AMSL

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

MISSED APPROACH:
TRACK 236°.
CLIMB TO 3000ft OR
AS DIRECTED BY ATC.



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.

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4. **COLOUR**: SEE SPEC NOTICES.

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