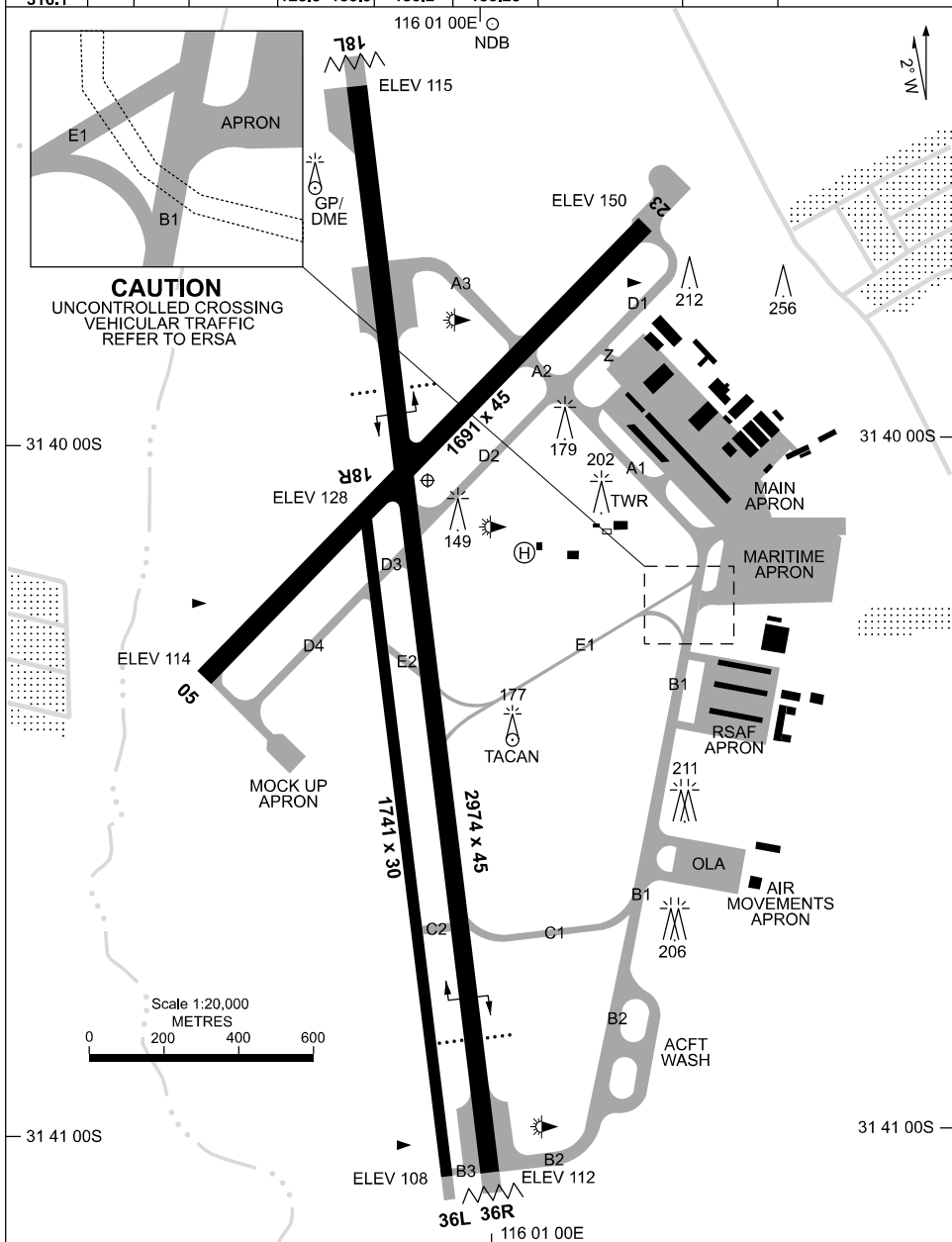


04 SEP 2025

AD ELEV 150
31 40 04S 116 00 54EAERODROME CHART - Page 1
PEARCE, WA (YPEA)

ATIS	ACD	SMC	TWR	DEP	APP	FIA (AH)	CTAF+AFRU (AH)	AWIS (AH)	Bearings are Magnetic Elevations in FEET AMSL
340 136.4 316.1	134.1	127.25	118.3 257.8	PEA CEN 123.3 135.9	PEA APP 130.2	PH CEN 135.25	118.3	316.1	



Changes: RWY 18L THR UPDATED, GP/DME DEPICTED, Editorial.

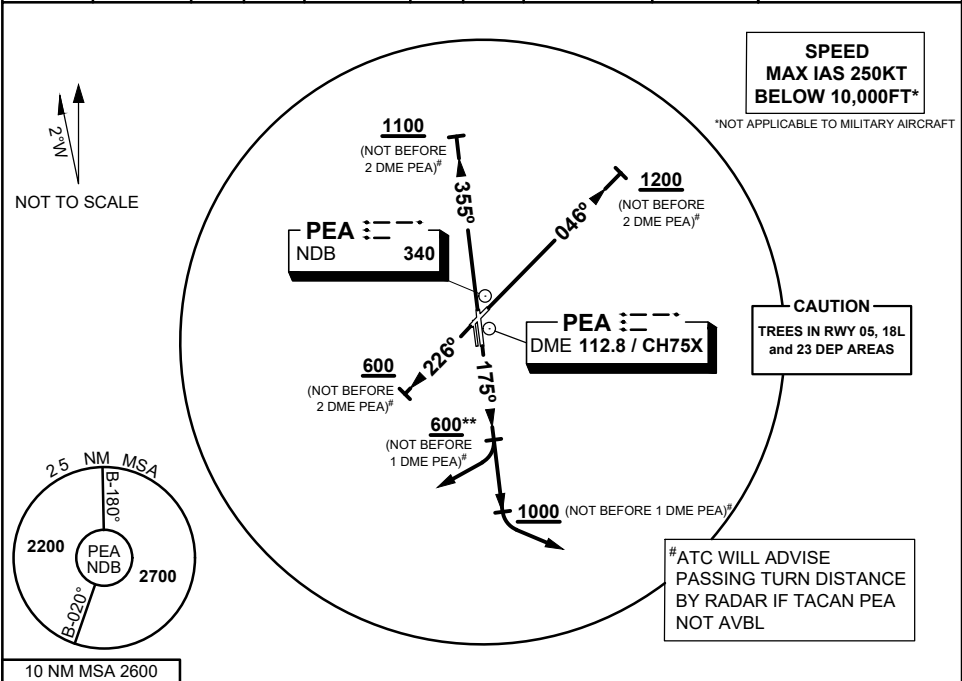
PEAAD01-184

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
RWY	AERODROME LIGHTING								
	TAXIWAYS : GREEN CENTRELINE, BLUE EDGE RL : PTBL (15 MIN PN)								
05 046 226 23	MIRL MIRL								
18L 176 356 36R	PAPI 3.0° 47FT MIRL PAPI 3.0° 68FT MIRL								
18R 175 355 36L	NIL NIL								
NOTES									

STANDARD INSTRUMENT DEPARTURES (SID)
PEARCE SIX DEPARTURE (RADAR)
PEARCE, WA (YPEA)

04 SEP 2025

ATIS 136.4 316.1 340	AWIS (AH) 316.1	ACD 134.1	SMC 127.25	TWR 118.3 257.8	APP 130.2	TFC 285.55	FIA PH CEN 135.25	CTAF+AFRU 118.3	Bearings are Magnetic Elevations in FEET AMSL
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PEARCE SIX DEPARTURE

RWY 05

- GRAD 7% to 900FT, thence 3.3%
- Track 046°
- AT or ABV 1200FT, but not before 2 DME PEA[#] turn to assigned heading or track

RWY 23

- GRAD 4.3% to 1000FT, thence 3.3%
- Track 226°
- AT or ABV 600FT, but not before 2 DME PEA[#] turn to assigned heading or track

RWY 18L EAST

- GRAD 4.8% to 1200FT, thence 3.3%
- Track 175°
- AT or ABV 1000FT, but not before 1 DME PEA[#], turn EAST to assigned heading or track

RWY 18L WEST

- GRAD 4.8% to 600FT, thence 3.3%
- Track 175°
- AT or ABV 600FT, but not before 1 DME PEA[#], turn WEST to assigned heading or track

****REQUIREMENT:** Establish in turn no later than 2 DME PEA TO AVOID Perth CTR

RWY 36R

- GRAD 4.5% to 1100FT, thence 3.3%
- Track 355°
- AT or ABV 1100FT, but not before 2 DME PEA[#], turn to assigned heading or track

COMMUNICATIONS FAILURE PROCEDURE

On recognition of communication failure

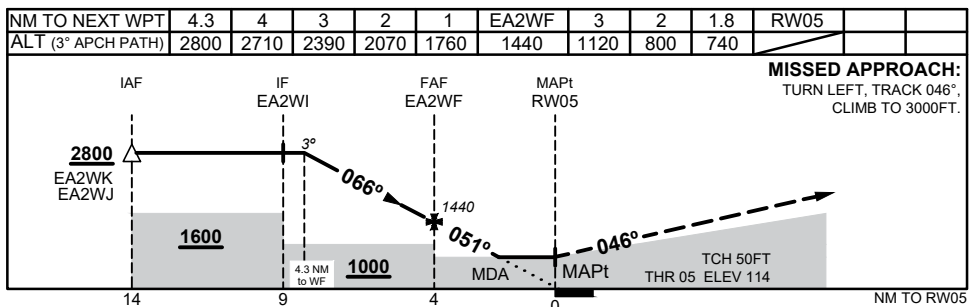
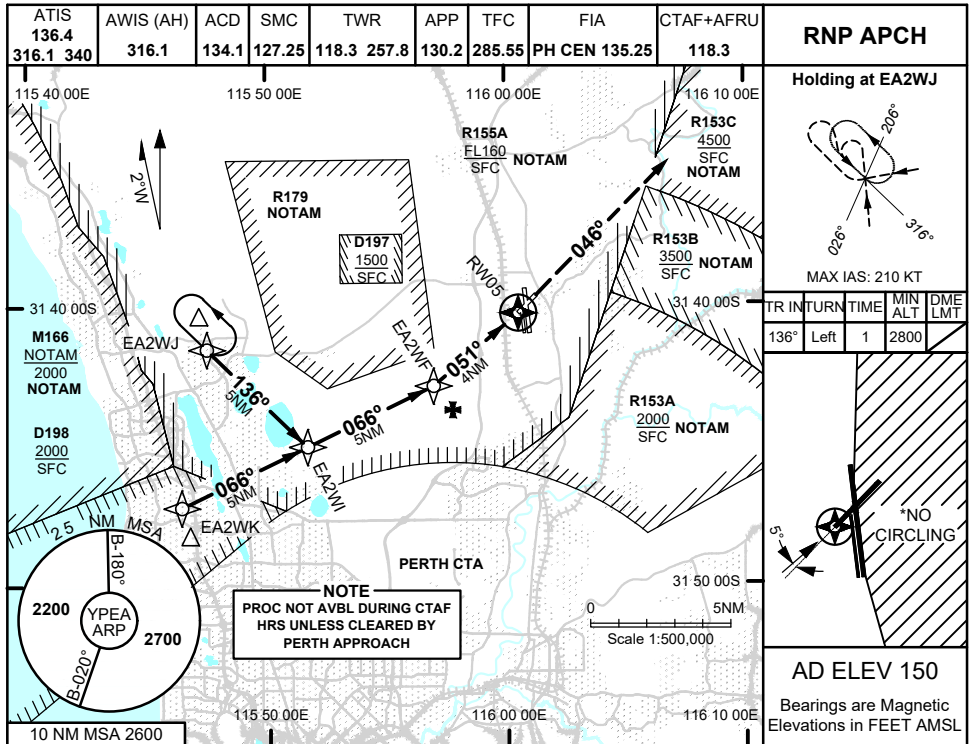
- Squawk 7600.
- Maintain last assigned vector for two minutes and, if necessary, climb to minimum safe altitude to maintain terrain clearance, then
- Proceed in accordance with the latest ATC route clearance acknowledged.

Changes: FROM SUP H90/25

PEADP01-184



04 SEP 2025

**NOTES**

- MAX IAS:
HOLDING : 210KTS
INITIAL : 210KTS
- *NO CIRCLING EAST
OF RWY 18L/36R

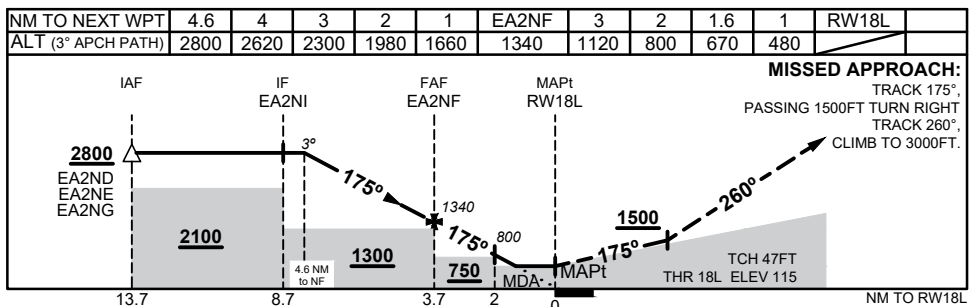
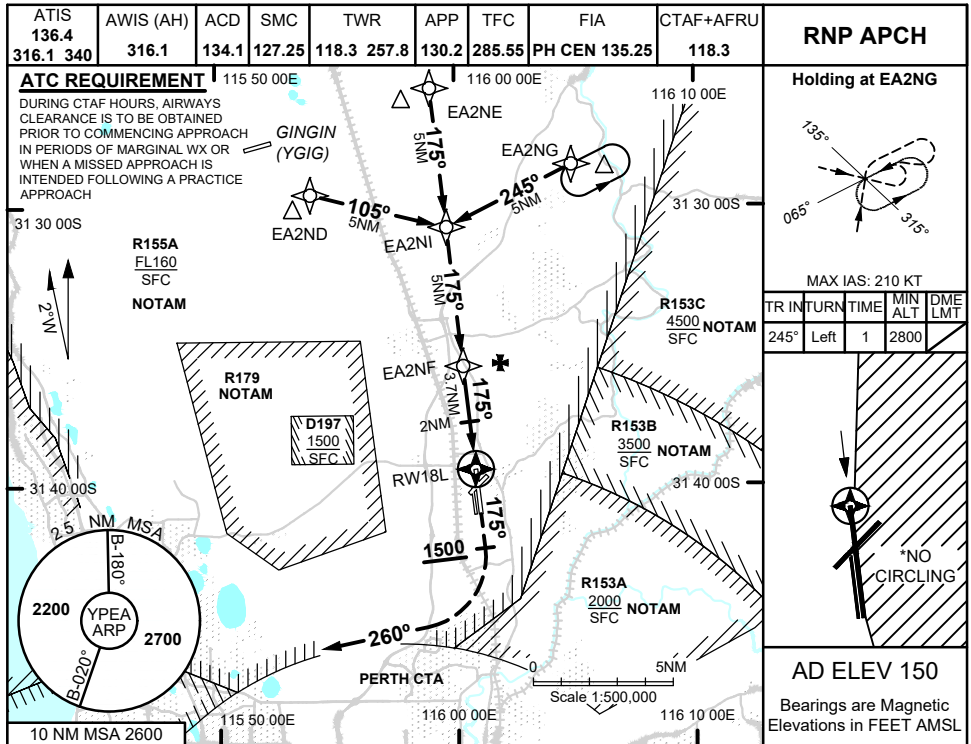
CATEGORY	A	B	C	D
LNAV	740 (626 - 3.5) (VIS 2.9 WITH ACTUAL QNH)			
*CIRCLING	910 (760 - 2.4)	1010 (860 - 4.0)	1070 (920 - 5.0)	
ALTERNATE	(1260 - 4.4)	(1360 - 6.0)	(1420 - 7.0)	

Changes: FROM SUP H90/25

PEAGN01-184



04 SEP 2025

**NOTES**

- MAX IAS:
HOLDING : 210KTS
INITIAL : 210KTS
MA TURN : 210KTS
*2.NO CIRCLING EAST
OF RWY 18L/36R

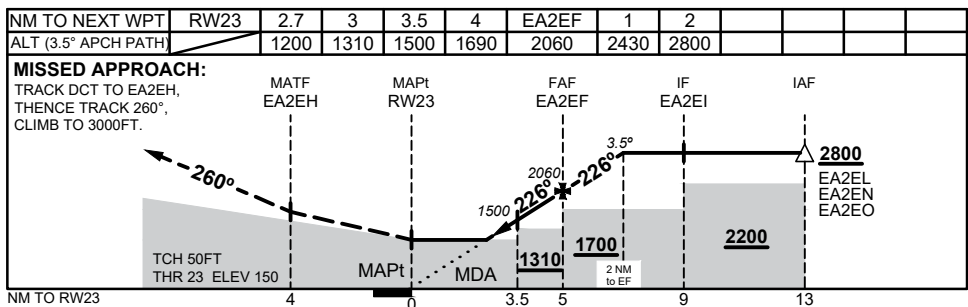
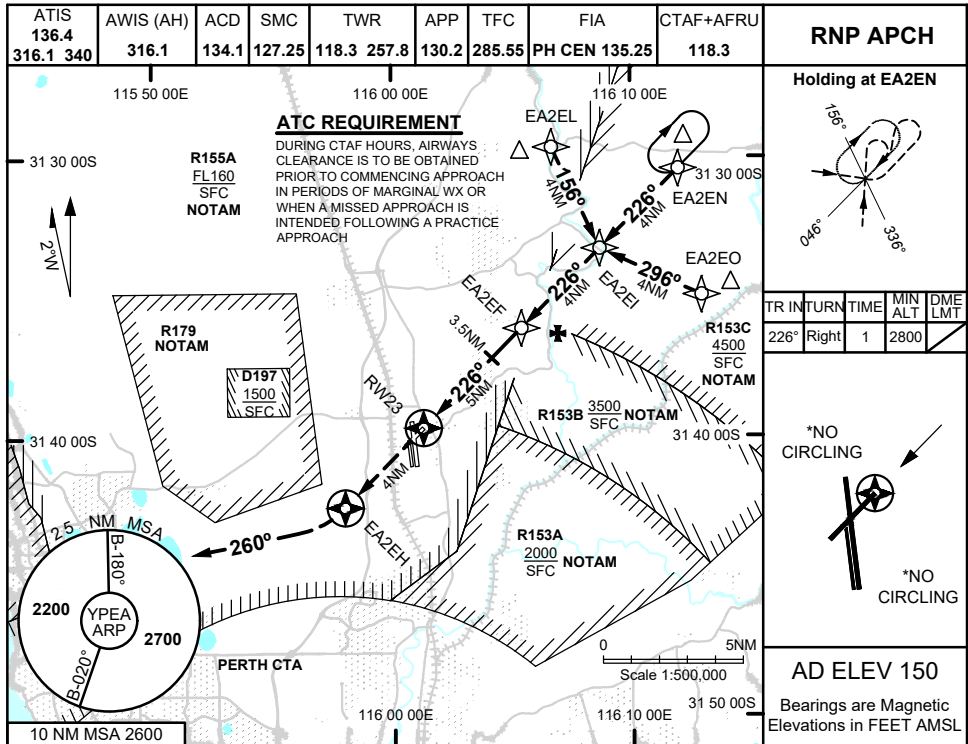
CATEGORY	A	B	C	D
LNAV	670 (555 - 3.1) (VIS 2.5 WITH ACTUAL QNH)			
*CIRCLING	910 (760 - 2.4)	1010 (860 - 4.0)	1070 (920 - 5.0)	
ALTERNATE	(1260 - 4.4)	(1360 - 6.0)	(1420 - 7.0)	

Changes: FROM SUP H90/25

PEAGN02-184



04 SEP 2025

**NOTES**

- MAX IAS:
INITIAL : 200KTS
- *2.CIRCLING NOT
AUTHORISED FOR
THIS APPROACH

CATEGORY	A	B	C	D
LNAV	1200 (1050 - 5.0)			
CIRCLING*	NOT AUTHORISED			
ALTERNATE	(1260 - 4.4)		(1360 - 6.0)	(1420 - 7.0)

Changes: FROM SUP H90/25

PEAGN03-184



RNP Z RWY 36R
PEARCE, WA (YPEA)

[illegible]

NM TO NEXT WPT	RW36R	0.8	1.4	2	3	EA2SF	1	2	3	4	4.2	
ALT (3° APCH PATH)		450	640	820	1130	1450	1770	2090	2410	2730	2800	

MISSED APPROACH:
 TRACK DCT TO EA2SH,
 THENCE TRACK 290°,
 CLIMB TO 3000FT.

Profile view of the instrument approach for RW36R. The profile shows the descent path from the missed approach point (MAPt) to the runway. Key altitudes and distances are indicated:

- Altitudes:** 2800 (IAF EA2SA), 2000 (IF EA2SI), 1450 (FAF EA2SF), 1400, 820, 770 (MDA), 680 (TCH), 360 (THR).
- Distances:** 4.2 NM to SF, 3 NM to MAPt, 2 NM to MDA, 1 NM to RW36R.
- Angles:** 355°, 355°, 3°, 290°.
- Waypoints:** EA2SH, RW36R, EA2SF, EA2SI, EA2SA.

1. MAX IAS:
INITIAL : 210KTS
*2.NO CIRCLING EAST
OF RWY 18L/36R

CATEGORY	A	B	C	D
LNAV	640 (528 - 2.9) (VIS 2.3 WITH ACTUAL QNH)			
*CIRCLING	910 (760 - 2.4)	1010 (860 - 4.0)	1070 (920 - 5.0)	
ALTERNATE	(1260 - 4.4)	(1360 - 6.0)	(1420 - 7.0)	

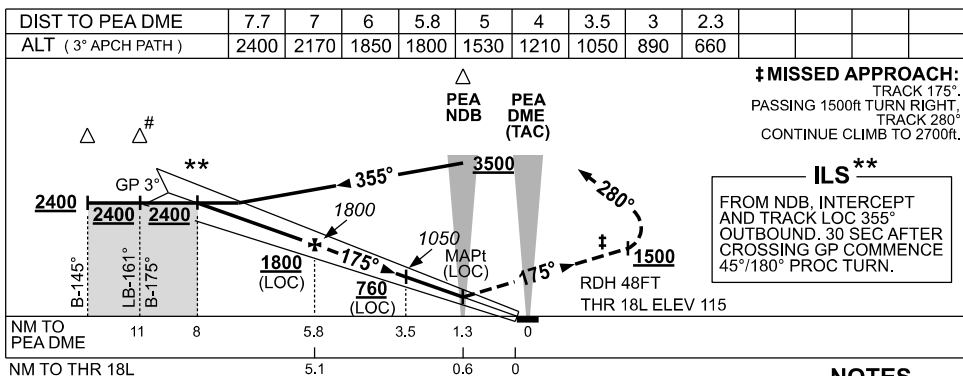
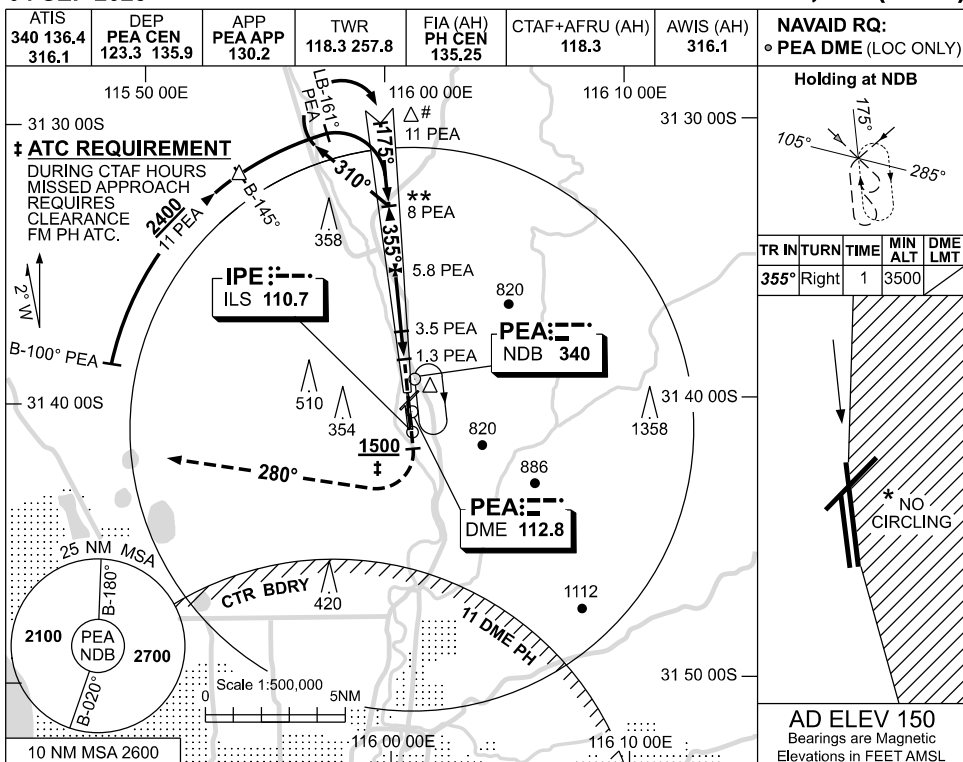
PEAGN04-184

USE QNH

ILS-Z or LOC-Z RWY 18L

PEARCE, WA (YPEA)

04 SEP 2025



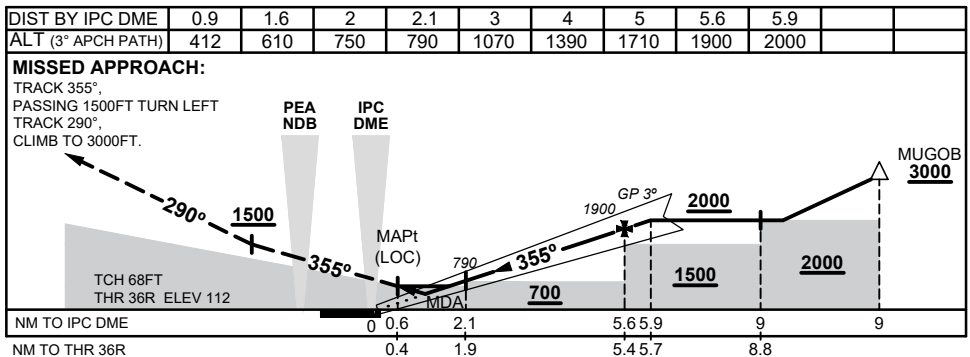
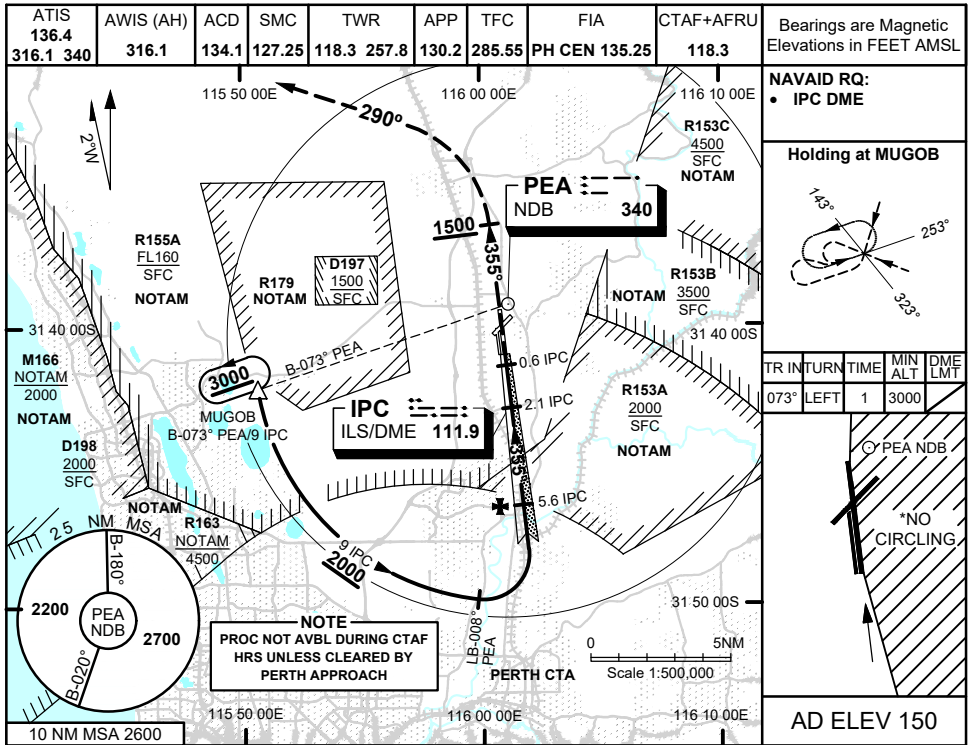
CATEGORY	A	B	C	D
S-I ILS		430 (315) 1.8 (VIS 1.5 WITH ACTUAL QNH)		
S-I LOC/DME		660 (545-3.1)		
CIRCLING *	780 (630-2.4)	1010 (860-4.0)	1070 (920-5.0)	
ALTERNATE	(1130-4.4)	(1360-6.0)	(1420-7.0)	

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

Changes: OM AND MM DCMSD, RWY 18L THR ELEV.

PEAI01-184

04 SEP 2025



NOTES

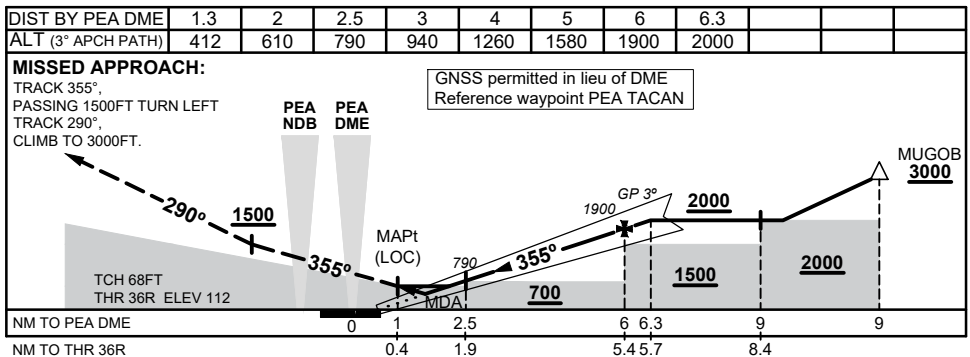
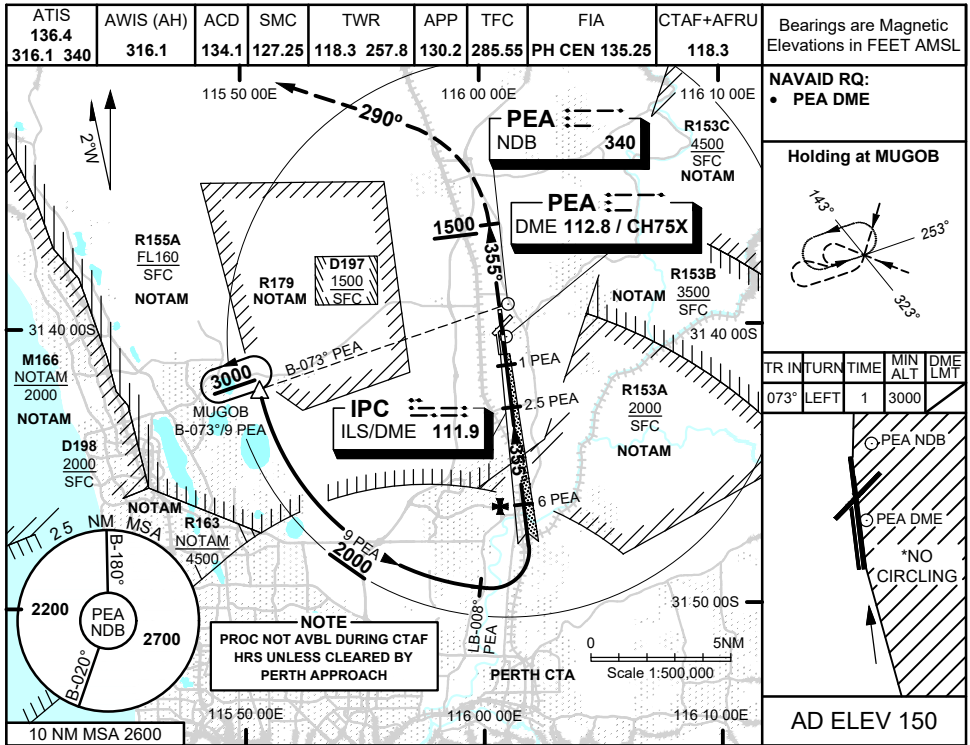
*1. NO CIRCLING EAST
OF RWY 18L/36R

CATEGORY	A	B	C	D
S-I ILS	412 (300 - 1.5)			
S-I LOC	610 (498 - 2.7) (VIS 2.1 WITH ACTUAL QNH)			
*CIRCLING	910 (760 - 2.4)	1010 (860 - 4.0)	1070 (920 - 5.0)	
ALTERNATE	(1260 - 4.4)	(1360 - 6.0)	(1420 - 7.0)	

Changes: FROM SUP H90/25

PEAI02-184



04 SEP 2025**NOTES**

*1. NO CIRCLING EAST OF RWY 18L/36R

CATEGORY	A	B	C	D
S-I ILS	412 (300 - 1.5)			
S-I LOC	610 (498 - 2.7) (VIS 2.1 WITH ACTUAL QNH)			
*CIRCLING	910 (760 - 2.4)	1010 (860 - 4.0)	1070 (920 - 5.0)	
ALTERNATE	(1260 - 4.4)	(1360 - 6.0)	(1420 - 7.0)	

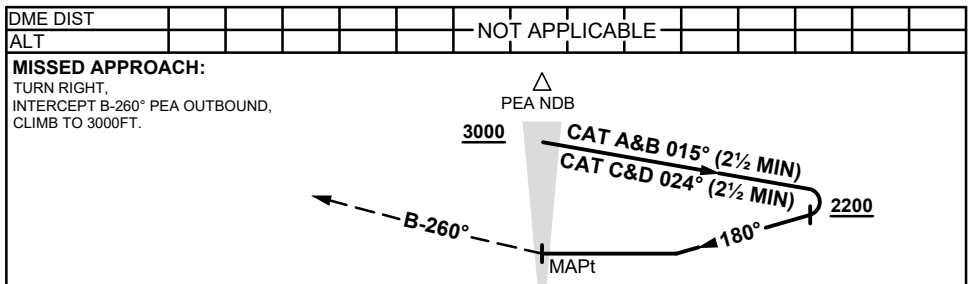
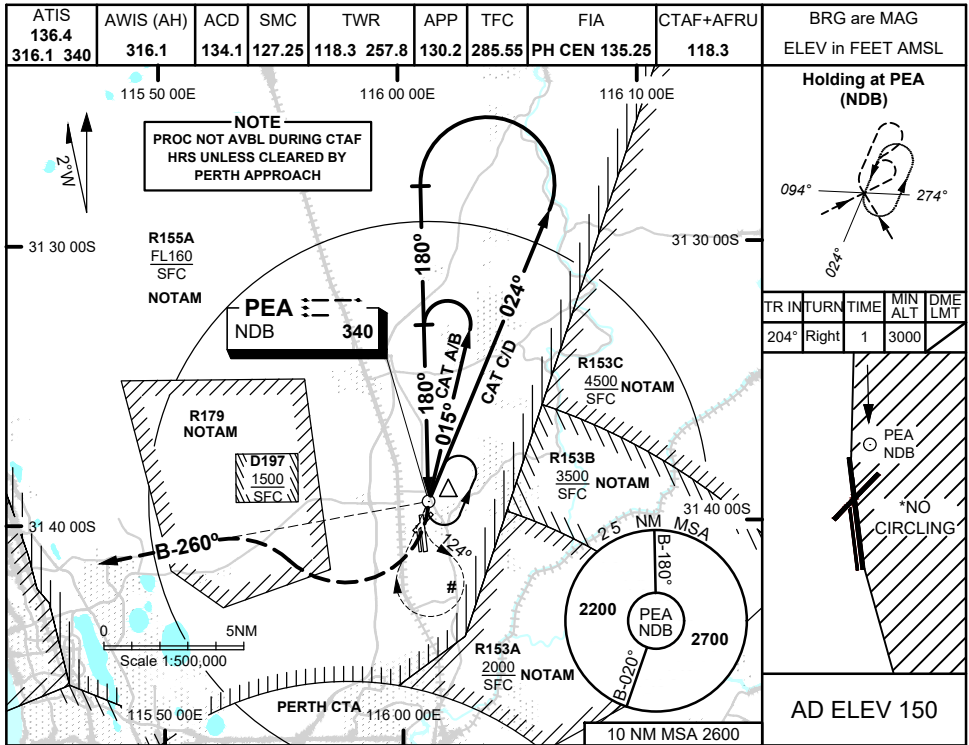
Changes: FROM SUP H90/25

PEAI03-184



04 SEP 2025

PEARCE, WA (YPEA)

**NOTES**

- *1.NO CIRCLING EAST OF RWY 18L/36R
- *2.CIRCLING VALUES ONLY APPLY TO THIS PROCEDURE
- *3.PROC TURN 80/260 REQUIRED TO JOIN FROM HOLD. TURN STARTS AT NDB
- *4.ATC MAY VECTOR TO OVERHEAD OUTBOUND

CATEGORY	A	B	C	D
*CIRCLING	1350 (1200 - 2.4)		1350 (1200 - 4.0)	1350 (1200 - 5.0)
ALTERNATE	(1700 - 4.4)		(1700 - 6.0)	(1700 - 7.0)

Changes: FROM SUP H90/25

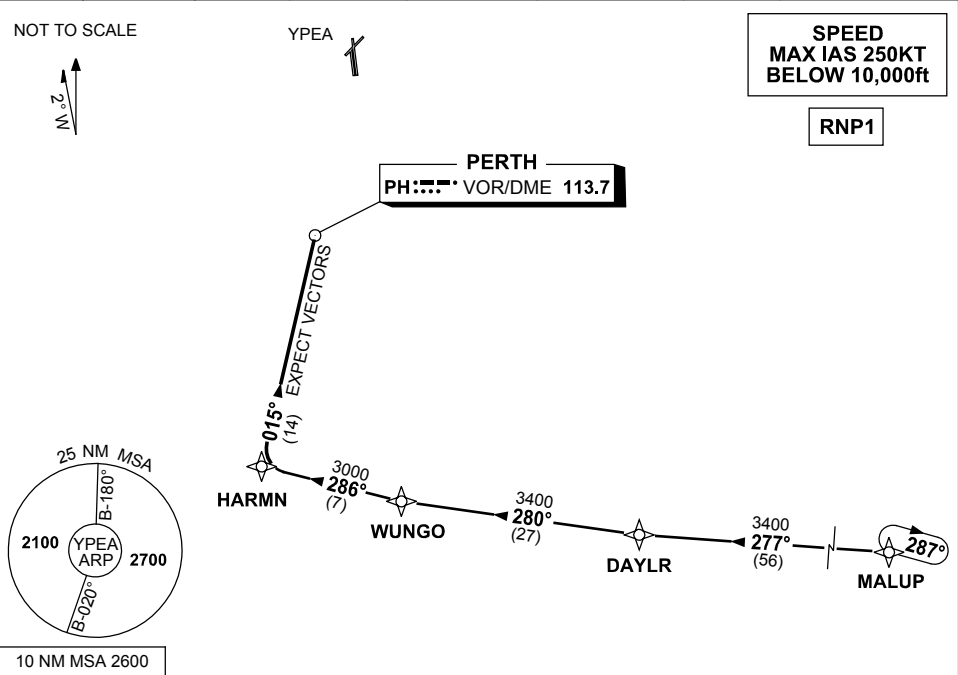
PEANB01-184



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

13 JUN 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
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TRANSITIONS:

MALUP:

(NON-JET)

- From MALUP track 277° to DAYLR
- Turn RIGHT, track 280° to WUNGO
- Then follow ARRIVAL instructions

ARRIVAL:

PEARCE FOUR 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 ERS A EMERG Section 1.5.

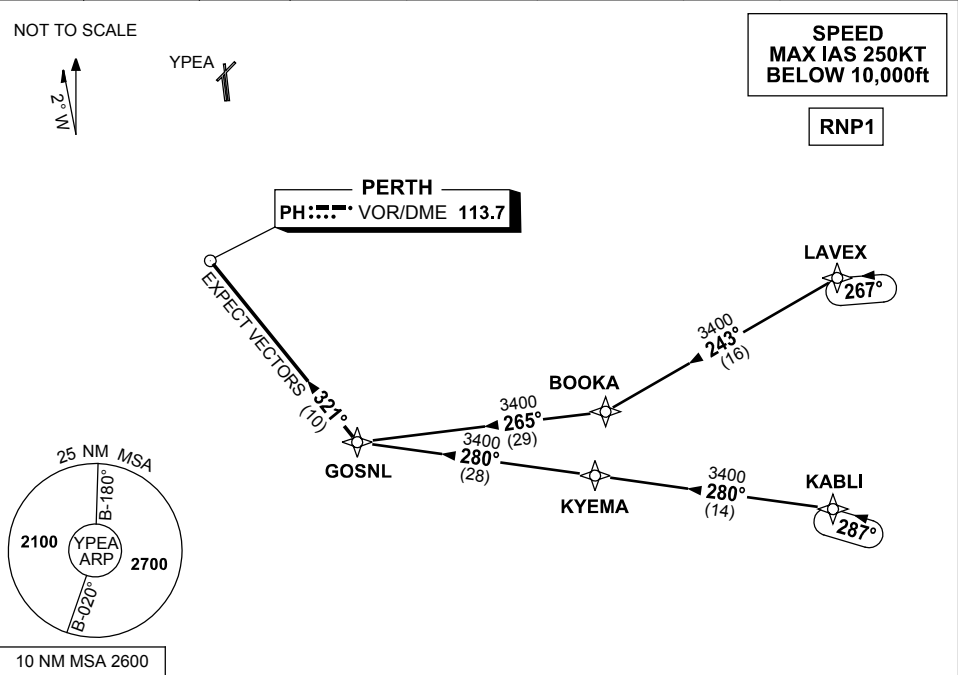
Changes: MALUP REPLACES HAMTN, VALIDITY INDICATOR, VAR, Editorial.

PEASR01-179

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

13 JUN 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
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TRANSITIONS:

**LAVEX:
(NON-JET)**

- From LAVEX track 243° to BOOKA
- Turn RIGHT, track 265° to GOSNL
- Then follow ARRIVAL instructions

**KABLI:
(JET)**

- From KABLI track 280° to KYEMA
- Track 280° to GOSNL
- Then follow ARRIVAL instructions

ARRIVAL:

PEARCE FOUR 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: LAVEX REPLACES GRENE, KABLI REPLACES BEVLY, VALIDITY INDICATOR, VAR, Editorial.

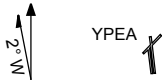
PEASR02-179

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

13 JUN 2024

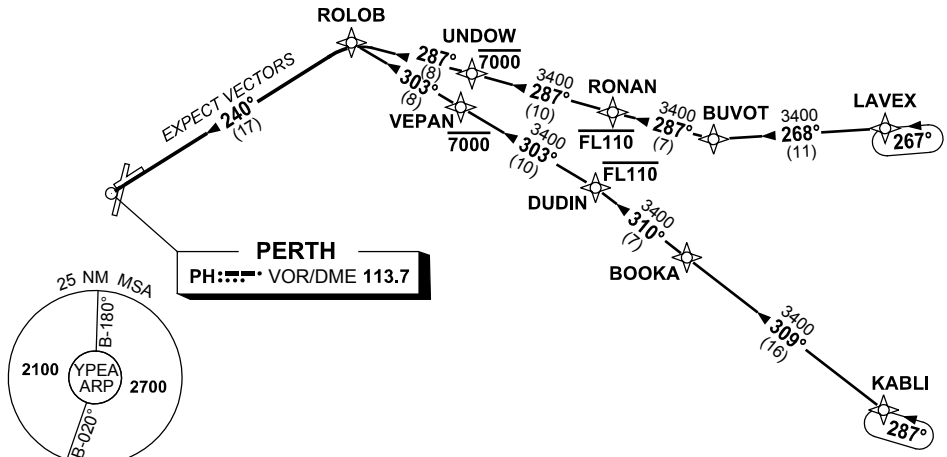
ATIS 340 136.4 316.1	DEP PEA CEN 123.3 135.9	APP PEA APP 130.2	TWR 118.3 257.8	FIA (AH) PH CEN 135.25	CTAF+AFRU (AH) 118.3	AWIS (AH) 316.1	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



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

RNP1



10 NM MSA 2600

TRANSITIONS:

- LAVEX:**

 - From LAVEX, track 268° to BUVOT, (NON-JET)
 - Turn RIGHT, track 287° to RONAN, **Cross** RONAN AT or BLW FL110,
 - Track 287° to UNDOU, **Cross** UNDOU AT or BLW 7000ft,
 - Track 287° to ROLOB, Then follow ARRIVAL instructions
- KABLI:**

 - From KABLI, track 309° to BOOKA, (JET)
 - 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 ROLOB, Then follow ARRIVAL instructions

ARRIVAL: PEARCE FOUR 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 ERSA EMERG Section 1.5.