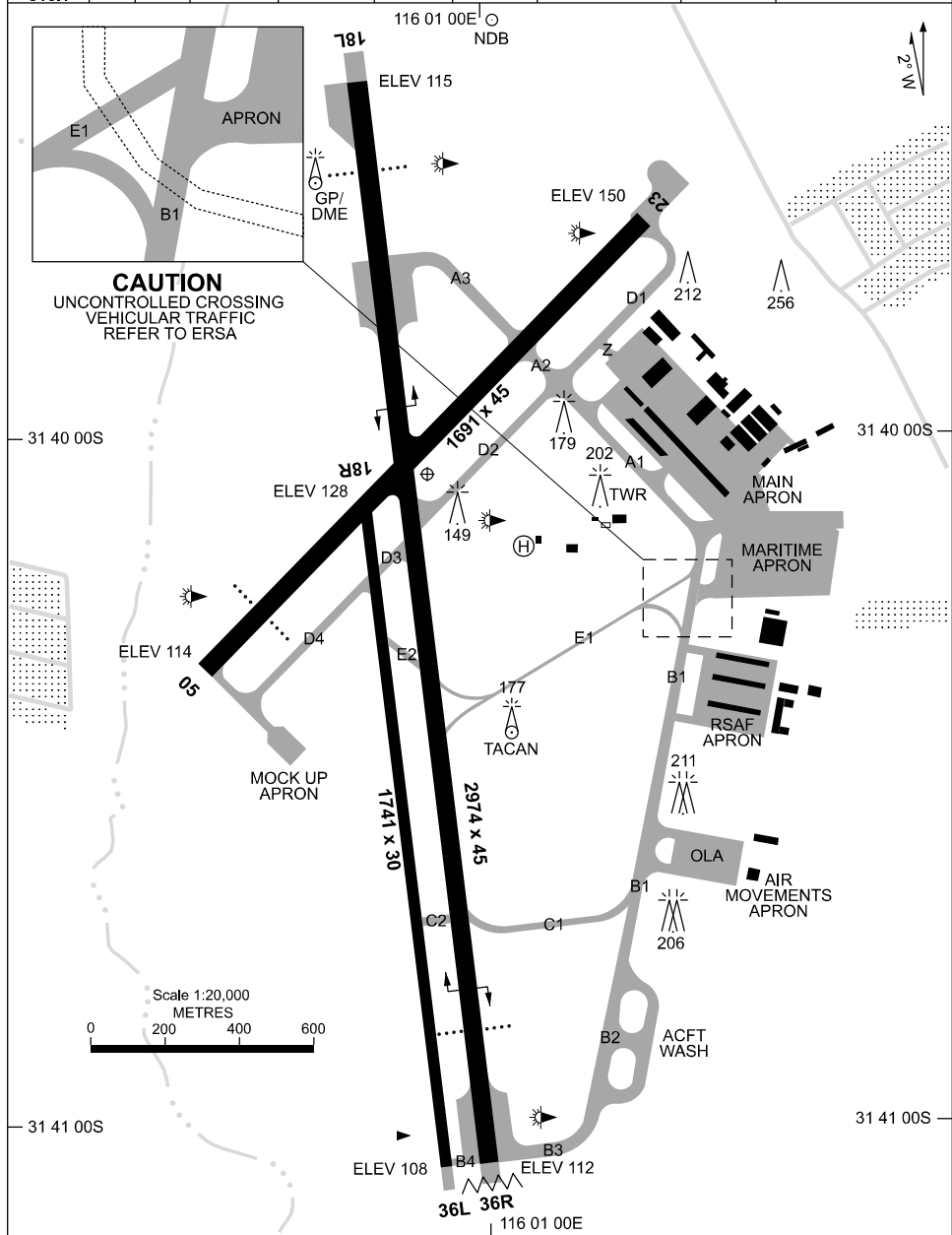


27 NOV 2025

AD ELEV 150
31 40 04S 116 00 54E

AERODROME CHART - Page 1
PEARCE, WA (YPEA)

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



CAUTION
UNCONTROLLED CROSSING
VEHICULAR TRAFFIC
REFER TO ERSA



Changes: TWY B3 AND TWY B4 AMD, RWY 18L BARRIER REMOVED AND PAPI, IWI MOVED, RWY 05/23 IWI, PAPI ADDED RWY 05.

PEAAD01-185

27 NOV 2025

31 40 04S 116 00 54E

PEARCE, WA (YPEA)

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

--	--	--	--	--	--	--	--	--	--

RWY	AERODROME LIGHTING								
		TAXIWAYS : GREEN CENTRELINE, BLUE EDGE RL : PTBL (15 MIN PN), SDBY (15 SEC)							
05 ⁰⁴⁶ 226 23	PAPI BOTH SIDES 3.0° 39FT MIRL MIRL								
18L ¹⁷⁶ 356 36R	PAPI BOTH SIDES 3.0° 47FT MIRL PAPI BOTH SIDES 3.0° 68FT MIRL								
18R ¹⁷⁵ 355 36L	NIL NIL								

NOTES

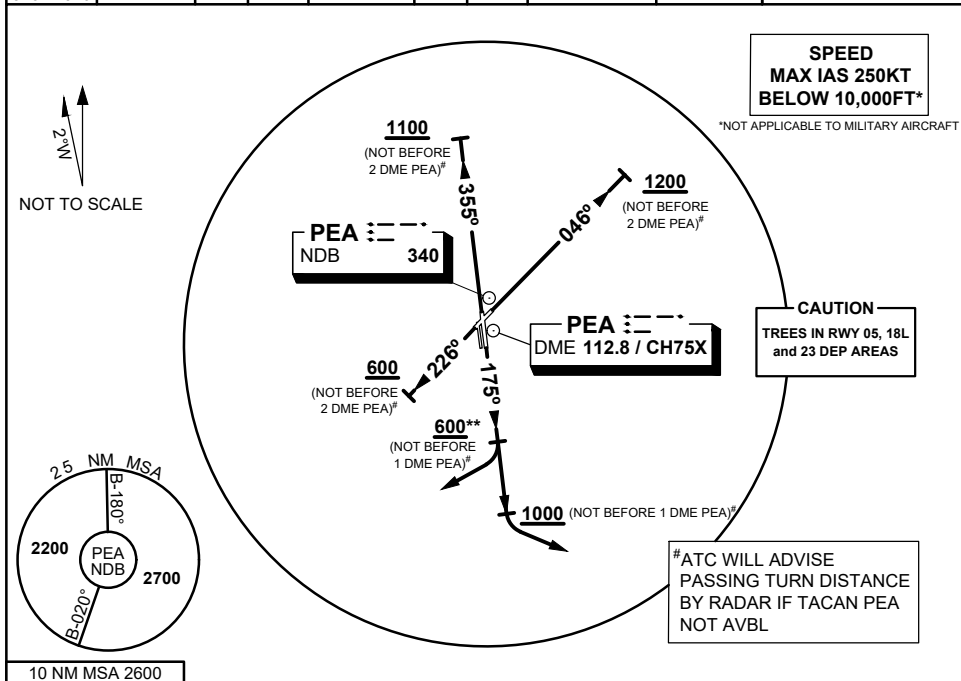
1. RWY 05/23 THR END LGT VISIBLE FM 150M AT 3M EYE HEIGHT.

STANDARD INSTRUMENT DEPARTURES (SID)
PEARCE SIX ALPHA DEPARTURE (RADAR)

PEARCE, WA (YPEA)

19 MAR 2026

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
----------------------------	--------------------	--------------	---------------	--------------------	--------------	---------------	----------------------	--------------------	--



PEARCE SIX ALPHA 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

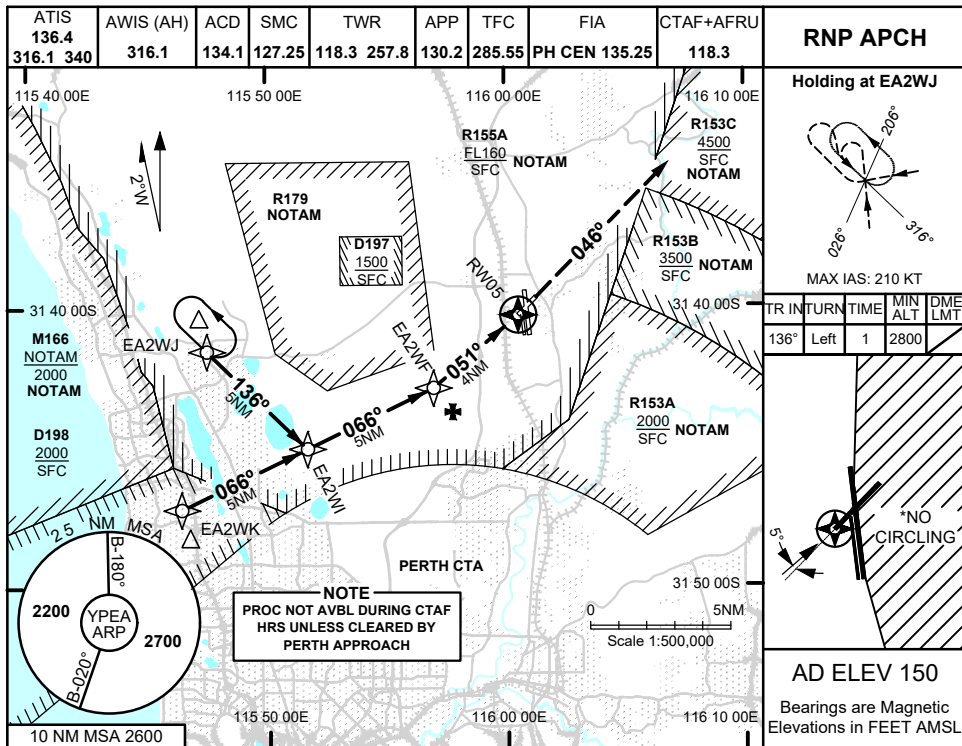
COMMUNICATIONS FAILURE PROCEDURE

- 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.

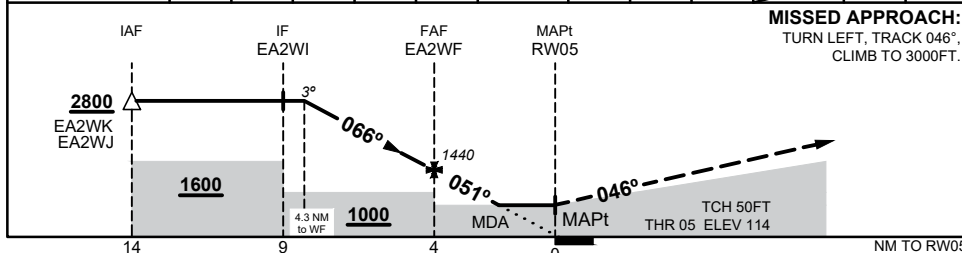
Changes: CHART TITLE

PEADP01-186

27 NOV 2025



NM TO NEXT WPT	4.3	4	3	2	1	EA2WF	3	2	1.8	RW05	
ALT (3° APCH PATH)	2800	2710	2390	2070	1760	1440	1120	800	740		



NOTES

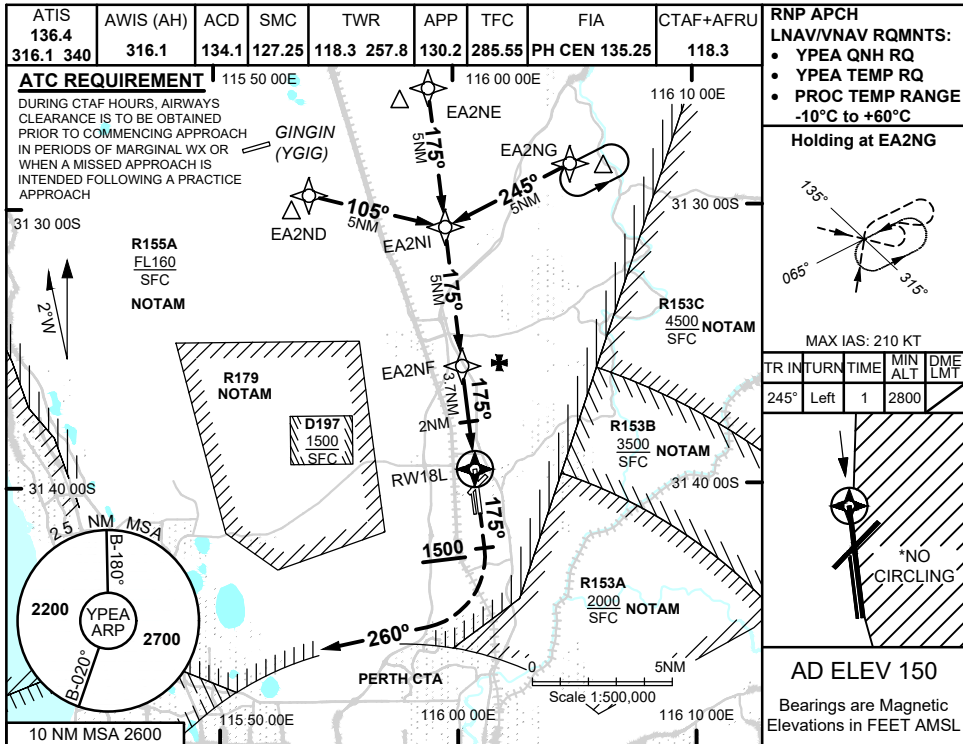
1. MAX IAS:
HOLDING : 210KTS
INITIAL : 210KTS
- *2. NO CIRCLING EAST OF RWY 18L/36R

CATEGORY	A	B	C	D
LNAV	740 (626 - 3.5) (VIS 2.9 WITH ACTUAL QNH)			
*CIRCLING	790 (640 - 2.4)		1010 (860 - 4.0)	1090 (940 - 5.0)
ALTERNATE	(1140 - 4.4)		(1360 - 6.0) (1440 - 7.0)	

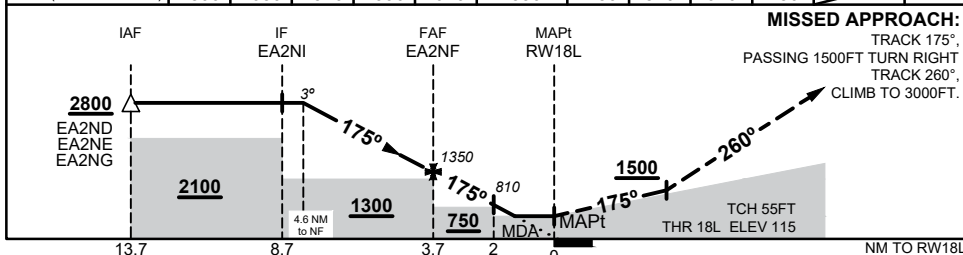
Changes: FROM SUP H124/25

PEAGN01-185

19 MAR 2026



NM TO NEXT WPT	4.6	4	3	2	1	EA2NF	3	2	1.6	1	RW18L
ALT (3° APCH PATH)	2800	2630	2310	1990	1670	1350	1130	810	670	480	



NOTES

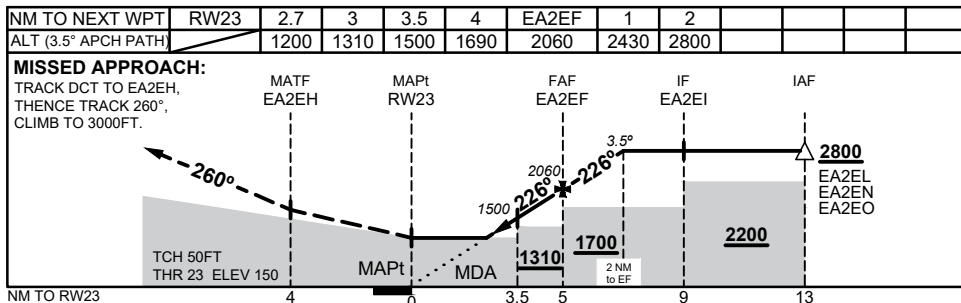
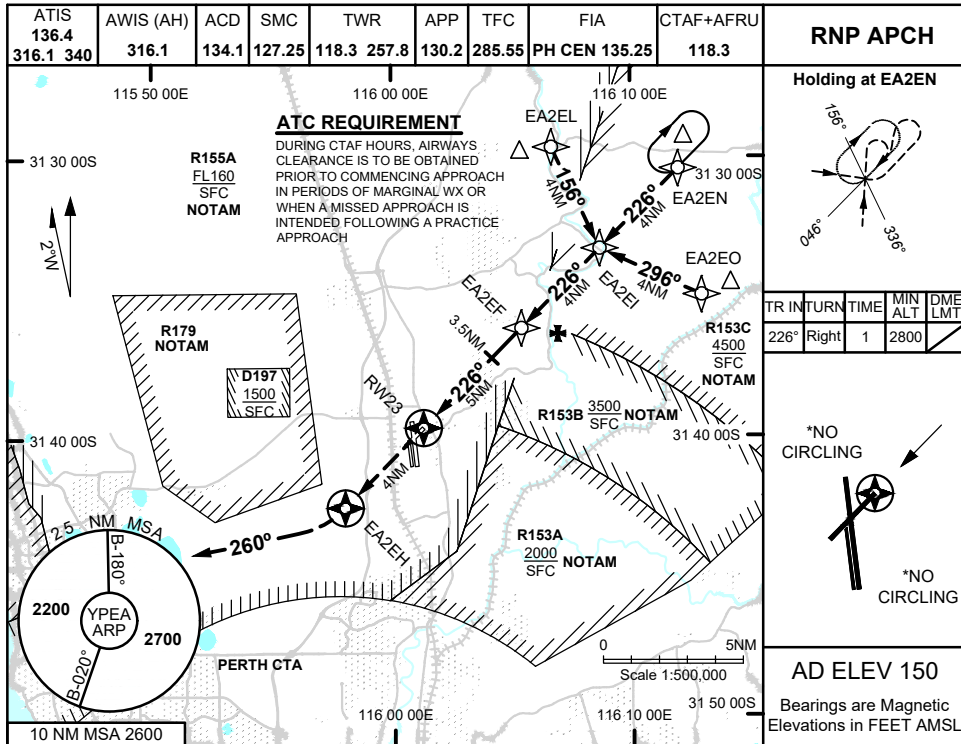
- MAX IAS:
HOLDING : 210KTS
INITIAL : 210KTS
MA TURN : 210KTS
- *2.NO CIRCLING EAST OF RWY 18L/36R

CATEGORY	A	B	C	D
LNAV/VNAV	480 (365 - 2.0)			
LNAV	670 (555 - 3.1) (VIS 2.5 WITH ACTUAL QNH)			
*CIRCLING	790 (640 - 2.4)	1010 (860 - 4.0)		1090 (940 - 5.0)
ALTERNATE	(1140 - 4.4)		(1360 - 6.0) (1440 - 7.0)	

Changes: FROM SUP H175/25, TCH VALUE, DISTANCE ALTITUDE TABLE, LNAV VISIBILITY

PEAGN02-186

27 NOV 2025



NOTES

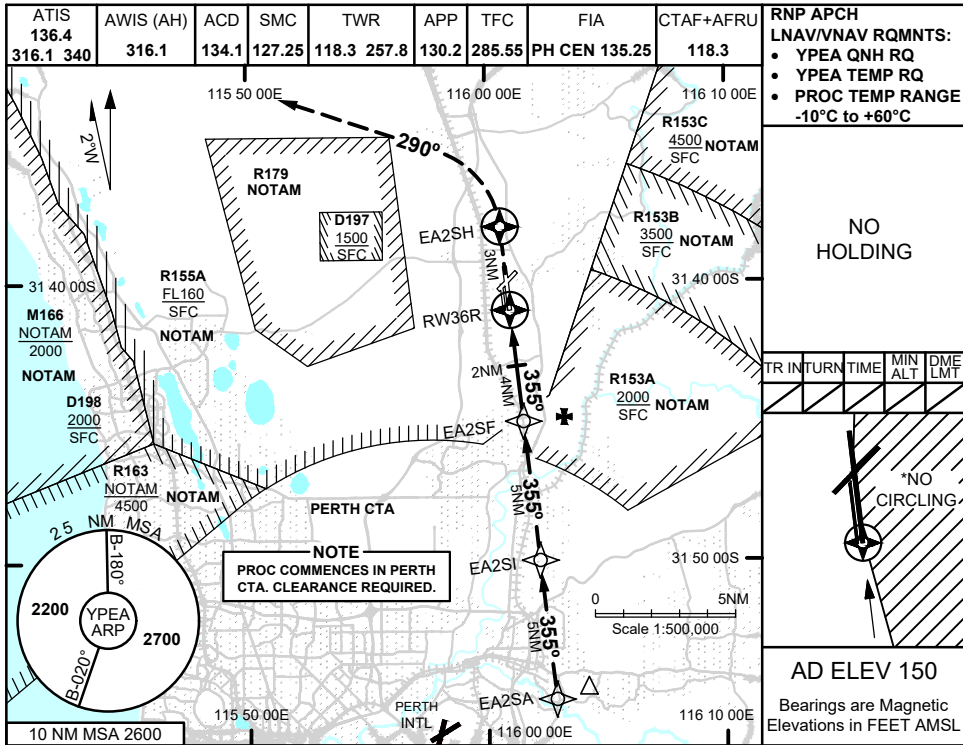
1. MAX IAS:
INITIAL : 200KTS
- *2. CIRCLING NOT AUTHORIZED FOR THIS APPROACH

CATEGORY	A	B	C	D
LNAV	1200 (1050 - 5.0)			
CIRCLING*	NOT AUTHORIZED			
ALTERNATE	(1140 - 4.4)		(1360 - 6.0) (1440 - 7.0)	

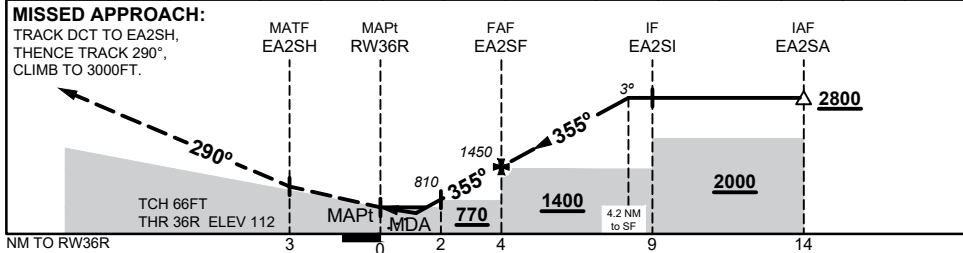
Changes: FROM SUP H124/25

PEAGN03-185

19 MAR 2026



NM TO NEXT WPT	RW36R	0.8	1.4	2	3	EA2SF	1	2	3	4	4.2
ALT (3° APCH PATH)		450	640	810	1130	1450	1770	2090	2410	2720	2800



NOTES

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

CATEGORY	A	B	C	D
RNAV/VNAV	450 (338 - 1.8)			
RNAV	640 (528 - 2.9) (VIS 2.3 WITH ACTUAL QNH)			
*CIRCLING	790 (640 - 2.4)	1010 (860 - 4.0)	1090 (940 - 5.0)	
ALTERNATE	(1140 - 4.4)	(1360 - 6.0)	(1440 - 7.0)	

Changes: FROM SUP H175/25, TCH VALUE, DISTANCE ALTITUDE TABLE

PEAGN04-186

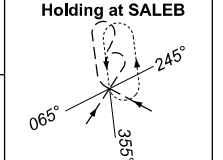
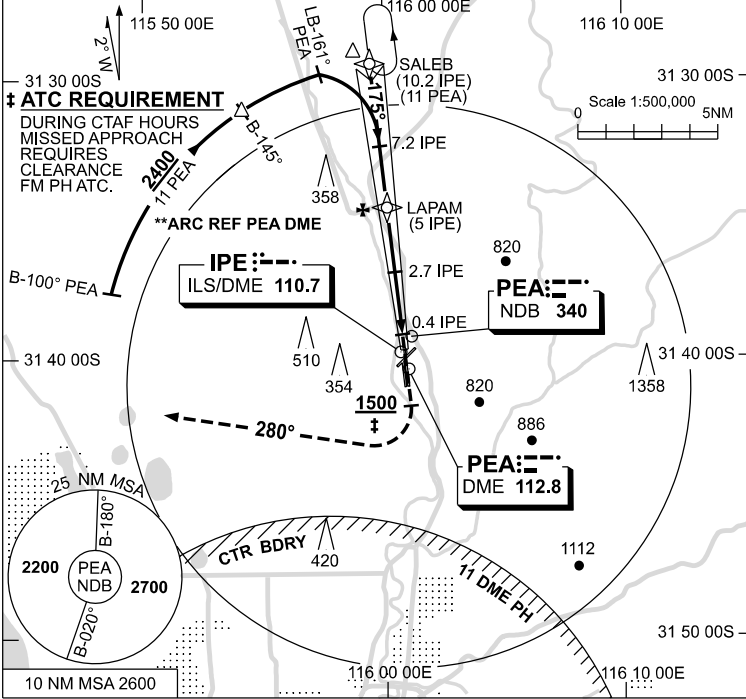
USE QNH

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

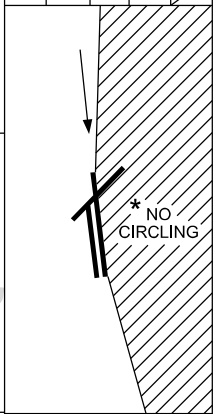
27 NOV 2025

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
----------------------------	-------------------------------	-------------------------	--------------------	------------------------------	-------------------------	--------------------

NAVAID RQ:
 • DME or GNSS (ILS)
 • DME (LOC ONLY)

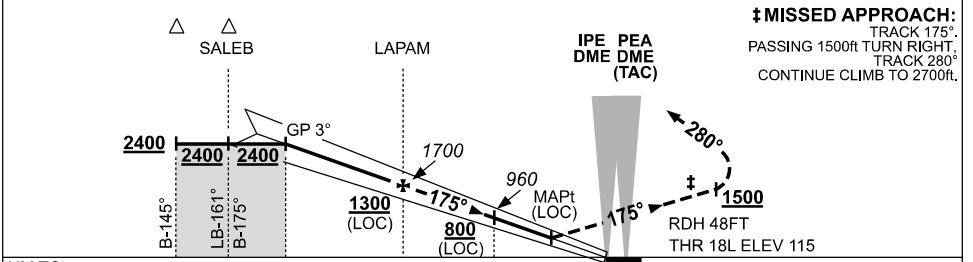


TR IN	TURN	TIME	MIN ALT	DME LMT
175°	Left	1	2400	



AD ELEV 150
 Bearings are Magnetic
 Elevations in FEET AMSL

DIST TO IPE DME	7.2	7	6	5	4	3	2.7	2	1.8			
ALT (3° APCH PATH)	2400	2340	2020	1700	1380	1060	960	740	670			



‡ MISSED APPROACH:
 TRACK 175°
 PASSING 1500ft TURN RIGHT,
 TRACK 280°
 CONTINUE CLIMB TO 2700ft.

NM TO IPE DME		10.2	7.2	5	2.7	0.4	0
NM TO THR 18L				4.8	0.3	0	

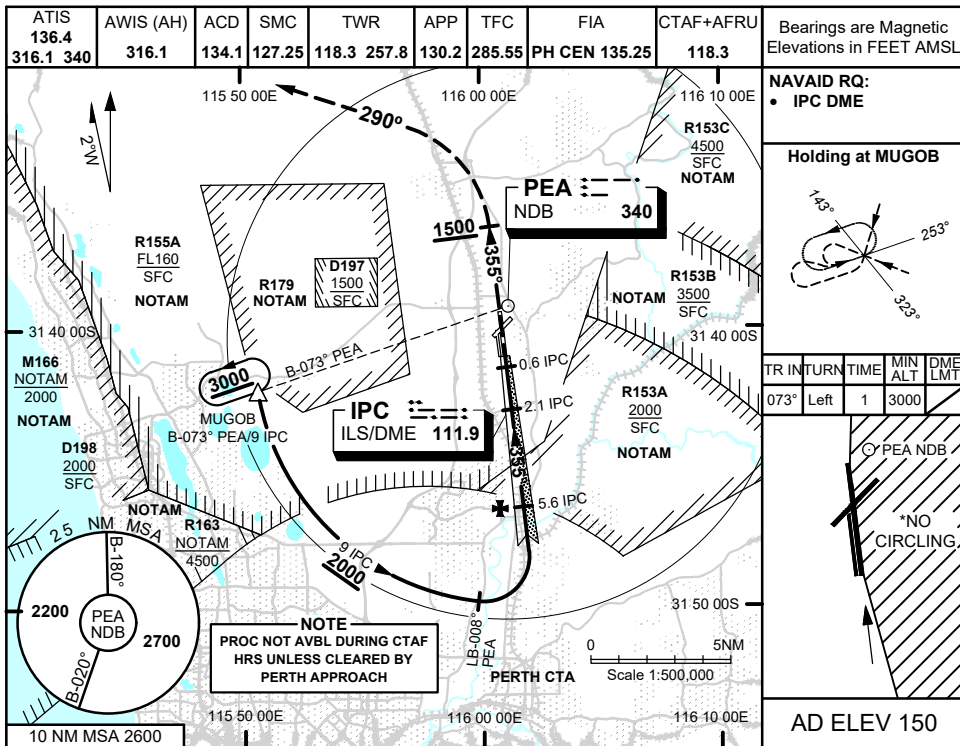
CATEGORY	A	B	C	D
S-I ILS		430 (315)	1.8 (VIS 1.5 WITH ACTUAL QNH)	
S-I LOC/DME		670 (555-3.1)		
CIRCLING *	790 (640-2.4)		1010 (860-4.0)	1070 (920-5.0)
ALTERNATE	(1140-4.4)		(1360-6.0)	(1420-7.0)

- NOTES**
- MAX IAS:
HOLDING : 210KT
 - NO CIRCLING EAST OF RWY 18L / 36R.
 - TRAINING DURING CTAF HOURS - REFER ERSA FAC.

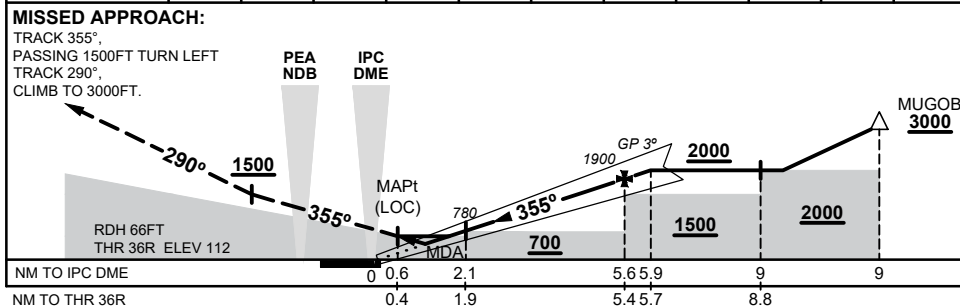
Changes: 25NM MSA, CAT A & B CIRCLING, REVISED PROC.

PEAI01-185

19 MAR 2026



DIST BY IPC DME	0.9	1.6	2	2.1	3	4	5	5.6	5.9		
ALT (3° APCH PATH)	412	610	750	780	1070	1390	1710	1900	2000		



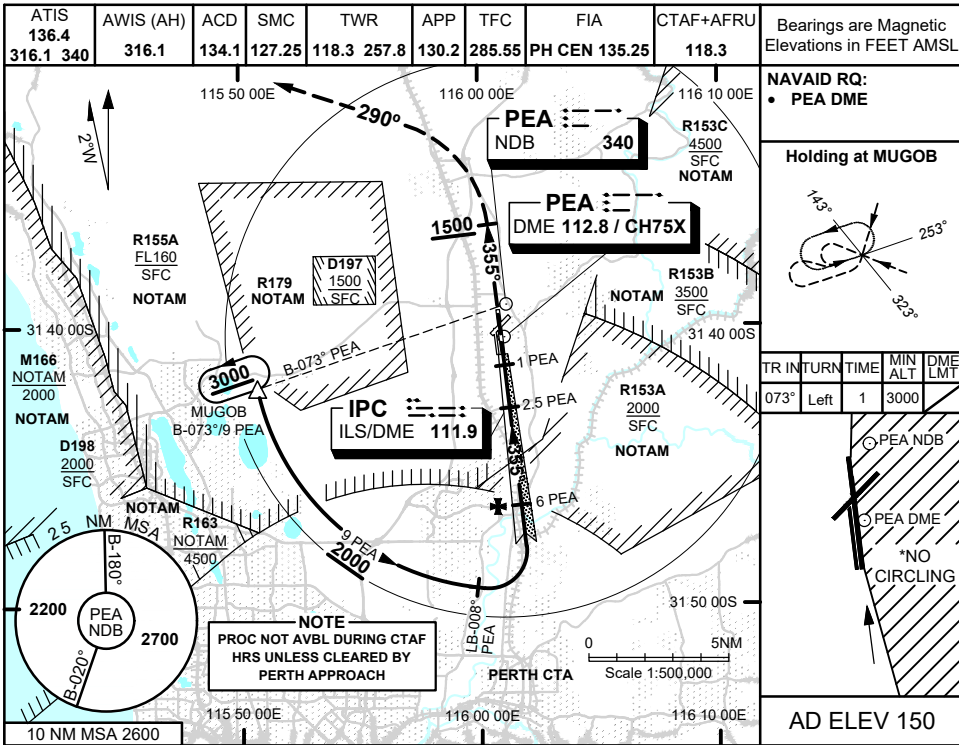
CATEGORY	A	B	C	D
S-I ILS	412 (300 - 1.5)			
S-I LOC	610 (498 - 2.7) (VIS 2.1 WITH ACTUAL QNH)			
*CIRCLING	790 (640 - 2.4)		1010 (860 - 4.0) 1090 (940 - 5.0)	
ALTERNATE	(1140 - 4.4)		(1360 - 6.0) (1440 - 7.0)	

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

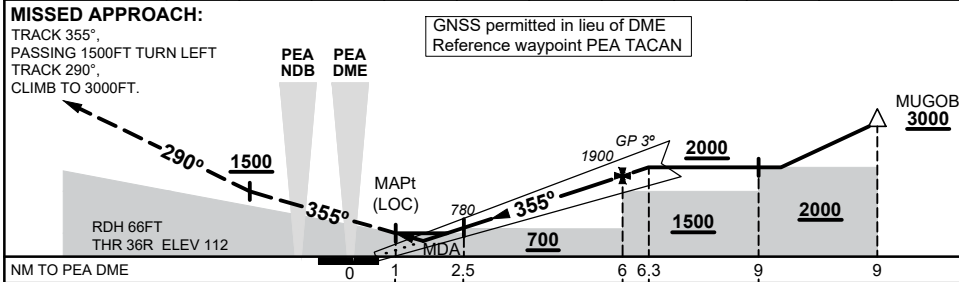
Changes: RDH VALUE, DISTANCE ALTITUDE TABLE

PEAI02-186

19 MAR 2026



DIST BY PEA DME	1.3	2	2.5	3	4	5	6	6.3		
ALT (3° APCH PATH)	412	610	780	940	1250	1570	1900	2000		



NOTES

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

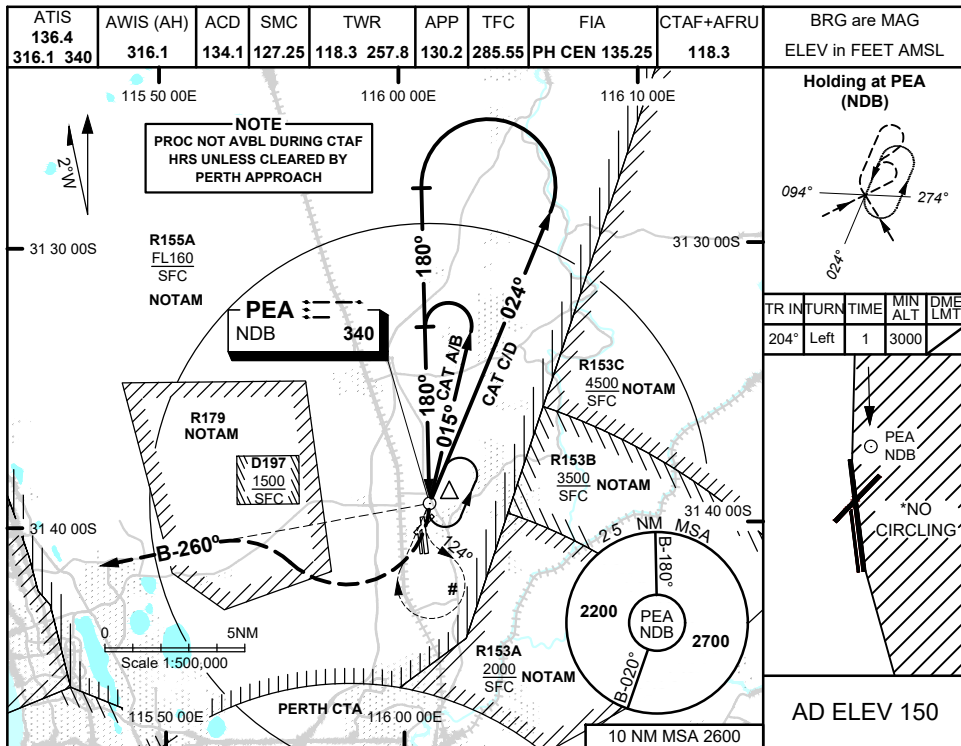
CATEGORY	A	B	C	D
S-I ILS	412 (300 - 1.5)			
S-I LOC	610 (498 - 2.7) (VIS 2.1 WITH ACTUAL QNH)			
*CIRCLING	790 (640 - 2.4)		1010 (860 - 4.0) 1090 (940 - 5.0)	
ALTERNATE	(1140 - 4.4)		(1360 - 6.0) (1440 - 7.0)	

Changes: RDH VALUE, DISTANCE ALTITUDE TABLE

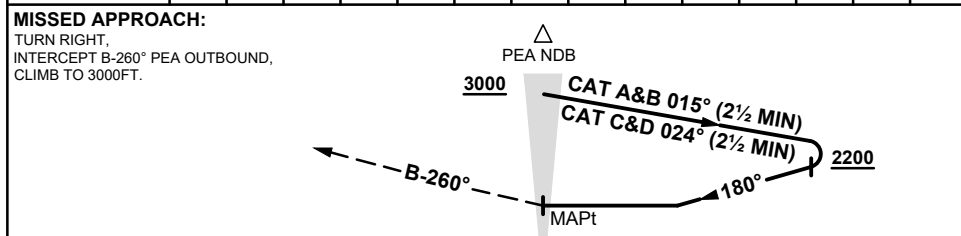
PEAI03-186

PEARCE, WA (YPEA)

27 NOV 2025



DME DIST	NOT APPLICABLE								
ALT									



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)

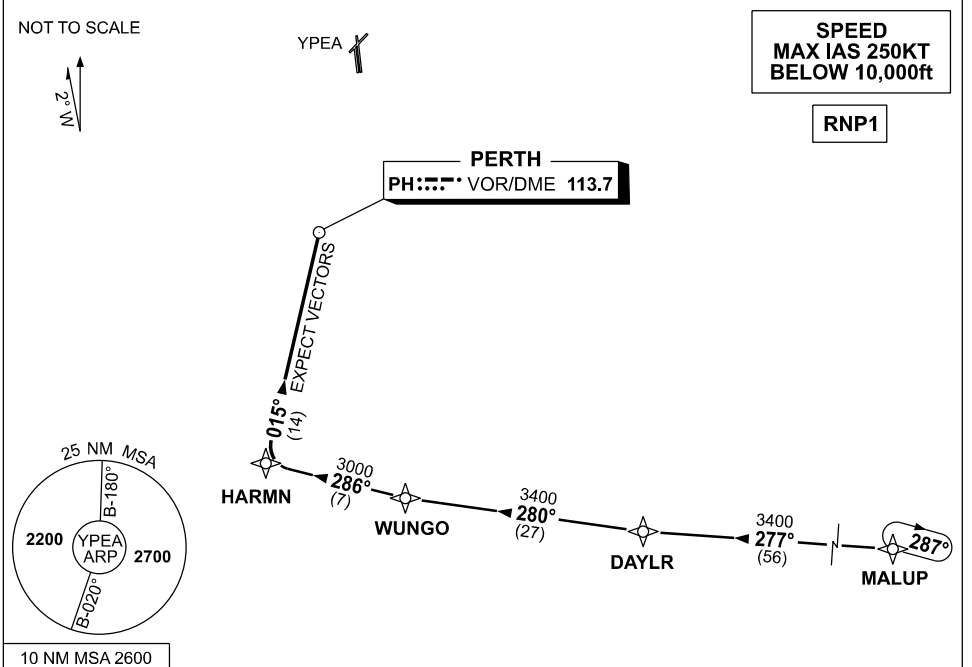
Changes: FROM SUP H124/25

PEANB01-185

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

27 NOV 2025

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



TRANSITIONS:

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.

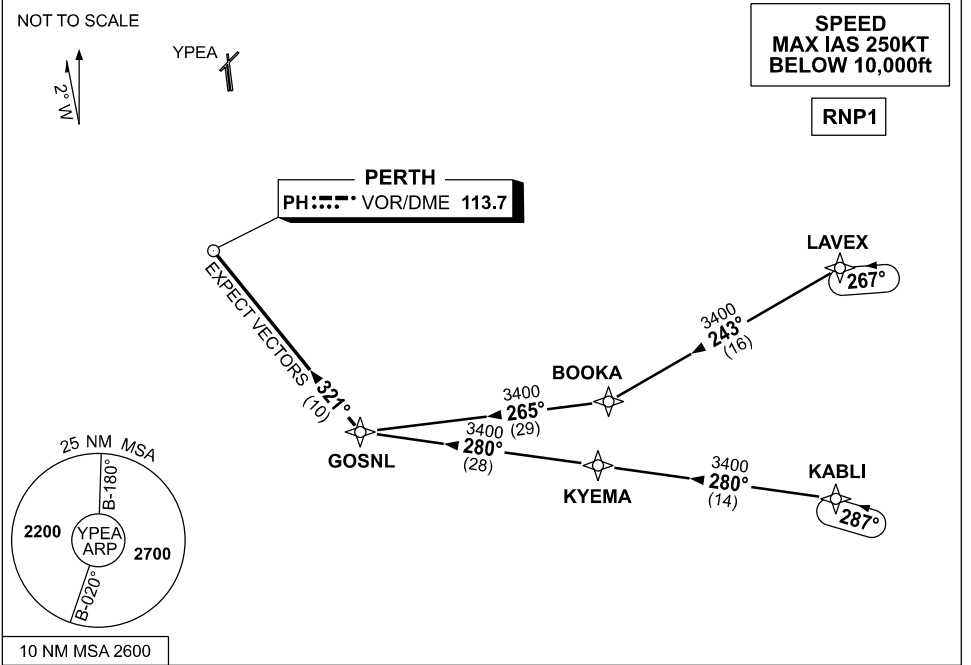
Changes: 25NM MSA.

PEASR01-185

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

27 NOV 2025

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



TRANSITIONS:

- 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: 25NM MSA.

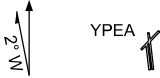
PEASR02-185

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

27 NOV 2025

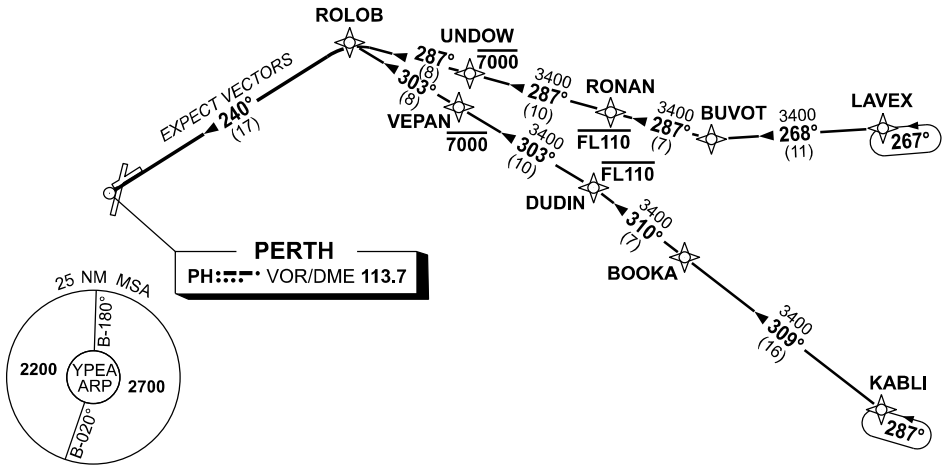
ATIS 340 136.4 316.1	DEP PEA CEN 123.3 135.9	APP PEA APP 130.2	TWR 118.3 257.8	FIA (AH) PH CEN 135.25	CTAF+AFRU (AH) 118.3	AWIS (AH) 316.1	Bearings are Magnetic Elevations in FEET AMSL
----------------------------	--------------------------------------	--------------------------------	--------------------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

NOT TO SCALE



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

RNP1



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 UNDOWN, **Cross** UNDOWN 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 ERS A EMERG Section 1.5.

Changes: 25NM MSA.

PEASR03-185