GENERAL

Operational Hours

ATS Hours / AD OPS Hours: H24

Airport Information

RFF: CAT 9
PCN: RWY 03/21, 06/24: 60/F/A/1500 (218PSI) /T grooved
Customs: 2030-1900

Operation

Traffic Note
If marshaller required, arrange with GND handlers prior to LDG.

Preferential RWY
LDG: 1 - RWY 21, 03, 24 equally preferred.
2 - RWY 06
TKOF: 1 - RWY 21, 03, 06 equally preferred.
2 - RWY 24

Low Visibility Procedure
LVP in force when VIS below 800m.

When LVP in progress only one RWY will be nominated.

INT TKOFs prohibited.

Follow-me O/R.

Advanced Surface Movement Guidance and Control System (A-SMGCS) in use when LVP activated.

Transponder Operation: For details on Transponder Mode S Operation see CRAR.

RWY Restrictions
The following taxi manoeuvres are not AVBL for ACFT above 5.7t / 12500lbs MTOW:
- Exit RWY 06 left into TWY S;
- Exit RWY 21 left into TWY N;
- Exit RWY 24 right into TWY C;
- Exit TWY A right into TWY J2;
- Exit TWY J2 left into TWY A.

Exit RWY 21 via TWY P only for ACFT with MAX wingspan 36m / 118ft.

GENERAL

TWY Restrictions

Taxilane GA MAX weight 19t / 41888lbs, MAX wingspan 24m / 79ft.

TWY W west of 700 lane and W lane AVBL to BAE146/F100/E190 and below.

AVBL up to code letter C ACFT:
- Intermediate hold point of TWY A6.
- Link 4 between Bay 146 and Bay 202.
- Link 5-7.
- Terminal 3 Taxilane
- On TWY A and TWY J1 behind code letter E ACFT on TWY J2
- TWY C and TWY W for RWY 24 behind code letter E ACFT or above at HLDG point for RWY 21
- Via TWY C, TWY S and TWY N intersection when ACFT holding on TWY C or TWY N should of RWY 06/24.

TWYs H3, H4, H LANE, 500 Lane, Link 1 and 2, Taxilanes west of 700 Lane (under tow only) AVBL up to code letter C ACFT and below except A321.

Intermediate hold point on TWY D (between RWY 03/21 and TWY A), Link 4 (between TWY C and Bay 147) restricted to A330 and below.

TWY D, B, A, J1, TWY V (between RWY 06/24 and APN TWY), Terminal 1 APN taxilane (between bay 154 and 156), APN TWY (between TWY B and V) AVBL up to code letter E ACFT.

Left turn from TWY J1 to APN TWY and right turn to TWY J1 from APN TWY restricted to code letter C ACFT and below.

APN taxilane between bay 601 and 604 may be periodically not AVBL.

To prevent erosion and ENG damage ACFT ENGs overhanging TWY edges to be operated at low PWR.

Taxi/Parking

Use MNM PWR when entering, exiting and operating on all APNs.

A380 OPS: TWY A, A9, A11 and D subject to AD OPR approval due to unserviceability of TWY C.

Reversing of ACFT under own ENG PWR is not permitted without prior approval from AD.

Follow-me AVBL O/R.

Stands equipped with SAFEGATE:
12, 13, 14, 14C, 15, 15A, 16, 17, 17A, 18, 18A 19, 20, 20A, 21-24, 143, 144, 145, 146, 147, 147A-B, 148, 148A-B, 149, 149A-B, 150, 150A-B, 151, 151A-B, 152-155.

Aerobridge Lighting Configuration:
The Aerobridge Retracted Indicator consists of two lights. The green light indicates the aerobridge is in the fully retracted position. The red light indicates that the aerobridge is not fully retracted or that an element of the VDGS is unserviceable. Should flight crew see a red light on any aerobridge they should not continue onto the bay until the aerobridge is repositioned and a green light is shown.

Engine Run-up Areas

ENG run-ups on APN only permitted by approval from AD OPR and to be conducted not above idle PWR.

Warnings

Expect severe TURB below 3000ft during summer when E winds prevail.

Expect jet blast on TWY H3 from ACFT on APN edge TWY.

Birds in vicinity of AD.

ARRIVAL

Speed

MAX IAS 250KT below 10000ft, unless otherwise directed by ATC.

Standard Terminal Area Arrival Speeds:
- IAS 250KT from A100.
- IAS 230KT from 20NM from touchdown as depicted on STAR or otherwise derived by FMS.
- Between IAS 185KT and IAS 160KT when first established at 10NM from touchdown or at IAF identified on STAR plate.
- IAS 160KT to IAS 150KT at 5NM from touchdown.

Non-Jet below 34t / 74957lbs: 140-150KT below 4000ft, 170-180KT between 4000ft-10000ft.

Communication

COM Failure: See CRAR and in addition;
Comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR CLR to the nominated RWY, then fly the most suitable APCH.

Arrival Procedure

Ground Delay Program (GDP)
GDP Inbound
Perth GDP is applicable to all non priority flights departing from all Australian domestic AD, and arriving at Perth MON-FRI 0030-1400.
Flights departing from Jandakot for a landing at Perth must contact Perth Center prior ENG start-up.

Minimum Runway Occupancy Time (MROT)
Ensure standard MROT procedures and in addition:
- Whenever operational conditions permit, expect to vacate RWY via the following TWYs.
- Plan a predictable and efficient exit from RWY and if an exit other than the preferred is required, advise TWR on first contact.
- Landing Exit Distances (LED), distance from THR to the furthest edge of the exit TWY, provided to assist planning.

RWY	ACFT Type	Preferential exit TWY	LED
03	Non-Jet	A6/C6	1588m / 5210ft
	Jet, Heavy	J2/P(*)	1975m / 6480ft
RWY 21	Non-Jet	J2/P(*)	1441m / 4728ft
	Jet	A6/C6	1777m / 5830ft
	Heavy	A7	1984m / 6510ft
	Heavy	C9	2484m / 8150ft
RWY 24	Non-Jet	A(*)	1636m / 5367ft
	Jet, Heavy	J1/A(*)	1636m / 5367ft

Note 1: ACFT 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.

ACFT LDG on RWY 24, TWY J2 not AVBL unless specifically approved by ATC.

ARRIVAL

Noise Abatement Procedure: See CRAR and in addition;

Preferential flight paths

MNM height over residential areas is 5000ft AGL for Jet ACFT and 3000ft AGL for Turbo-prop ACFT.

RWY 21, arriving from south
- ACFT at or below 45t / 99208lbs MTOW, visual left circuit.

RWY 21, arriving from west
- Via WOOFY to 6NM final RWY 21 for VIS APCH.

RWY 24, arriving from south
- Via SPUDO.

RWY 03, arriving from south or west
- Via HARMN for ILS APCH.
- Via 5NM final RWY 03 for VIS APCH.

RWY 06, arriving from southwest or west
- West of the coast then via straight in APCH.

Note: Radar vectoring is provided when AVBL.

Estimated Airborne Traffic Delays for ARR ACFT

5min: MON-FRI 0500-0900.
10min: MON-FRI 0100-0500 and 0900-1300.

Land and Hold Short Operation (LAHSO)

RWY 03 and 24 Land and Hold Short OPS lines are marked by R and W INT signs and flush lights across RWY.

LDG RWY	Hold Short Point (HSP)	Distance
RWY 03	RWY 06/24	2247m / 7372ft
RWY 24	RWY 03/21	1256m / 4120ft

DEPARTURE

Take-off Minima

RWY		21	
Multi ENG	ft - m/km	0 - 75R	For CASA approved OPR
		0 - 550R/550V	REDL+RCLM
		0 - 800R/800V	wo LGT, HJ only
other		c300 - 2.0v	-

RWY		03	
Multi ENG	ft - m/km	0 - 125R	For CASA approved OPR
		0 - 550R/550V	REDL+RCLM
		0 - 800R/800V	wo LGT, HJ only
other		c300 - 2.0v	-

RWY		06/24	
Multi ENG	ft - m/km	0 - 350V	For CASA approved OPR
		0 - 550V	REDL+RCLM
		0 - 800V	wo LGT, HJ only
other		c300 - 2.0v	-

Speed

MAX IAS 250KT below 10000ft, unless otherwise directed by ATC.

Non-Jet below 28t / 61700lbs: 140-150KT below 4000ft, 170-180KT between 4000ft-10000ft.

Communication

Provide stand number to ATC on acknowledgement of airways clearance.

ACFT DEP RWY 21 that are instructed to taxi via TWY B and hold short of TWY W or via TWY W and hold short of TWY B should change to TWR close to or at intermediate holding PSN markings when ready for TKOF.

COM Failure: See CRAR and in addition;
Maintain last assigned vector for 2min and if necessary climb to MNM safe ALT to maintain terrain CLR, then proceed in accordance with the latest ATC route CLR acknowledged.

DEPARTURE

Departure Procedure

When traffic density permits, departing heavy ACFT may expect SID cancellation and track shortening on reaching 5000ft AGL. Track shortening will be initiated by ATC when AVBL.

Minimum Runway Occupancy Time (MROT)
Ensure standard MROT procedures.

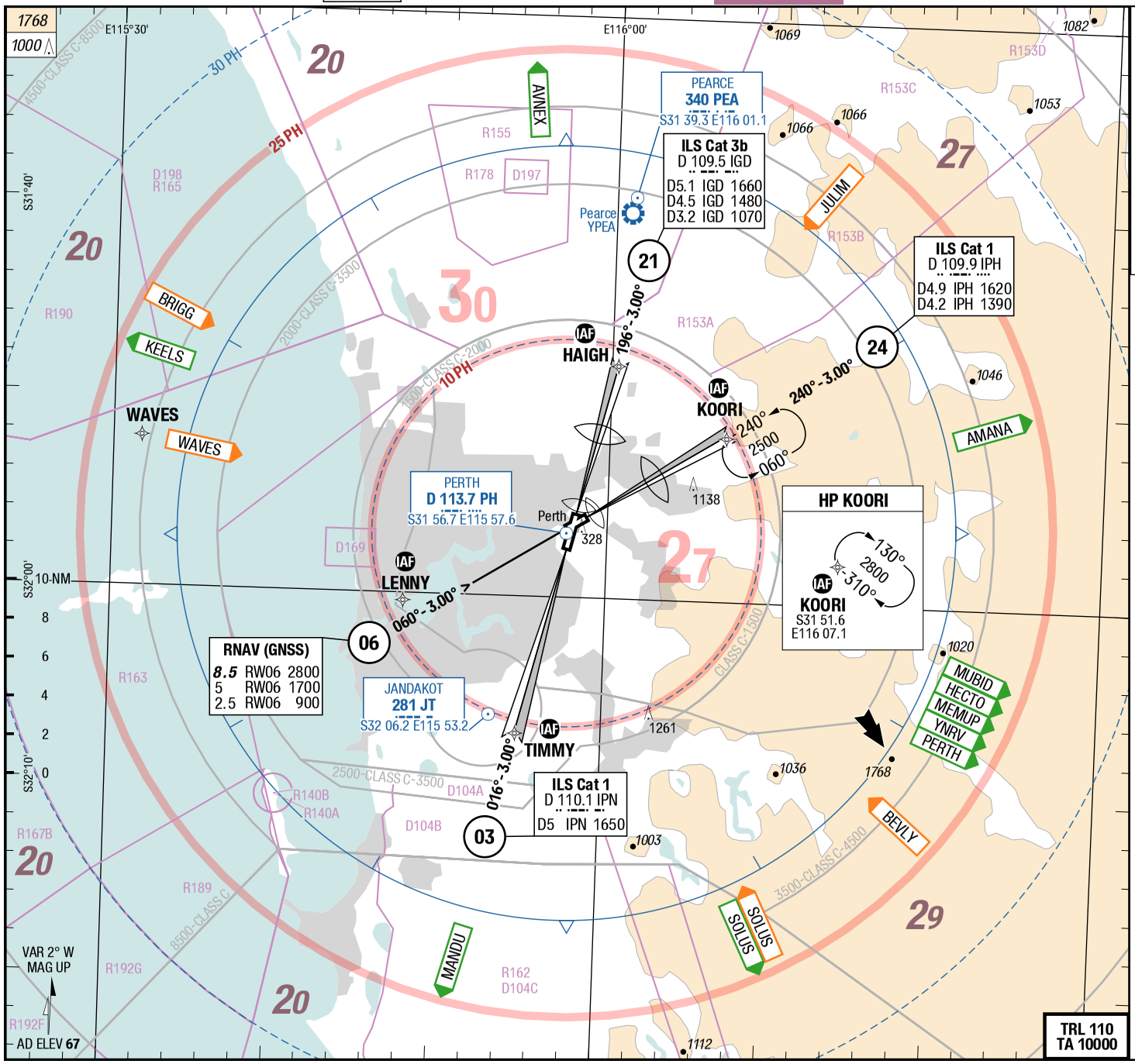
Noise Abatement Procedure: See CRAR and in addition;
Preferential flight paths
MNM height over residential areas is 5000ft AGL for Jet ACFT and 3000ft AGL for Turbo-prop ACFT.

ACFT departing east of Perth on SID will be kept on track until leaving 8000ft except when required for operational reasons.

Ground Delay Program (GDP)
GDP Outbound
Perth GDP is applicable to all fixed wing, non priority flights departing Perth between 2130-0030 MON-FRI.
ATC will advise on GND FREQ early CLR is AVBL when demand lower than capacity.
If assigned a start sequence number, pilots must monitor GND for this advice and start approval.

ATC Slot, Clearance

Contact CLR DLV (118.550) for CLR.



D-ATIS	113.700	PH
	123.800	
Center	135.250	
APP	123.600	
	132.950	
DEP	118.700	
TWR	120.500	
GND	121.700	W of RWY 03/21
	122.200	E of RWY 03/21
DLV	118.550	
	132.950	
PDC		

Landing RWY system:

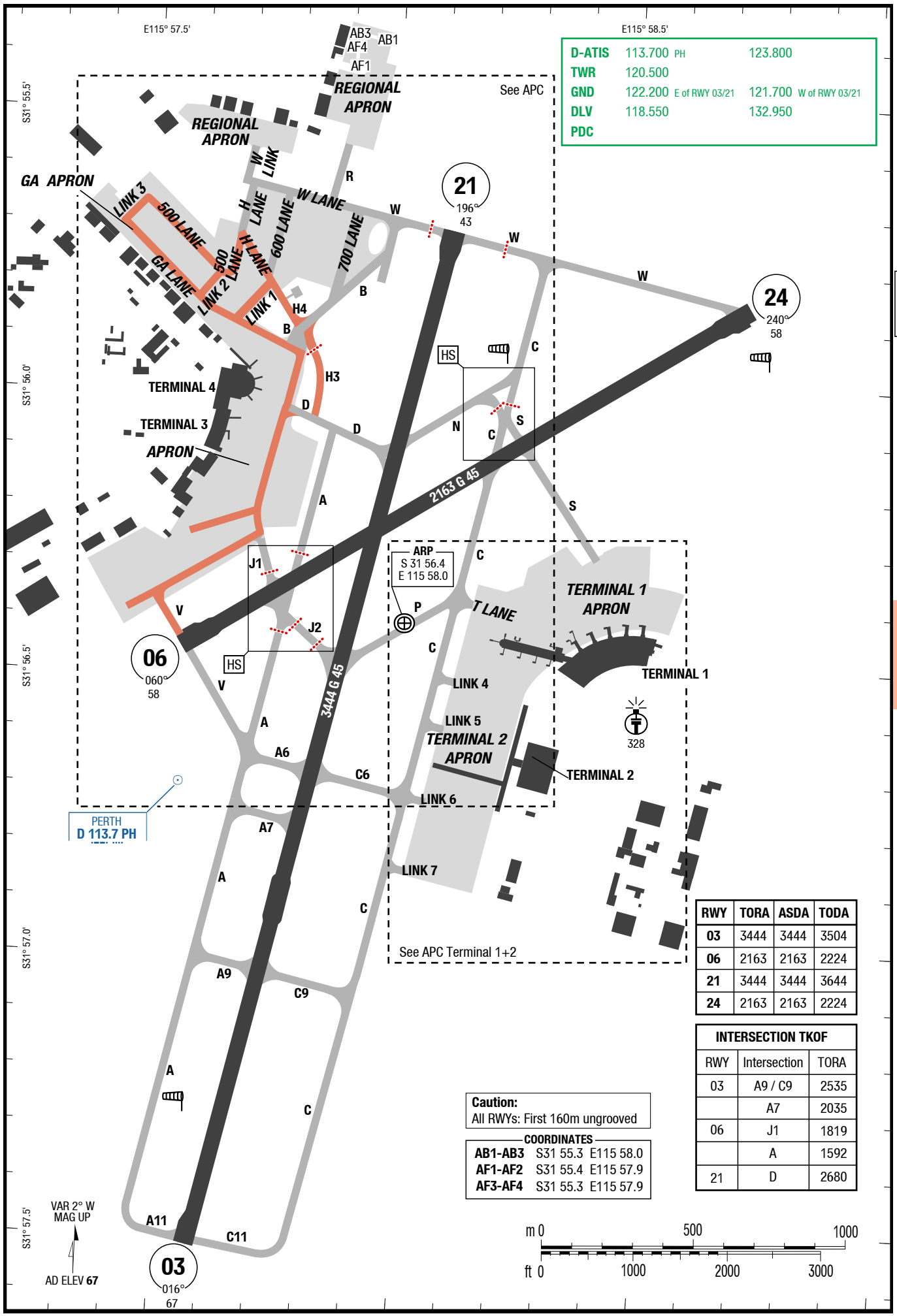
Middle 3124m grooved
03 — 3.0° — 60 HM — 3444 G 45 — 3.0°
HL-P1 | **THR 67** (2hPa) / TDZ --- (---%) | -0.2%

60 HM — 3.0° — 15 HL — 45 G 3444 — 3.0° — 21
+0.2% | TDZ --- (---%) / **THR 43** (2hPa) | HL-P2F

Middle 1843m grooved
06 — 3.0° — 60 HM — 2163 G 45
THR 58 (2hPa) / TDZ --- (---%) | 0.0%

Middle 1843m grooved
60 HM — 3.0° — 45 G 2163 — 3.0° — 24
0.0% | TDZ --- (---%) / **THR 58** (2hPa) | HL-P1

Changes: PROC



D-ATIS	113.700	PH	123.800	
TWR	120.500			
GND	122.200	E of RWY 03/21	121.700	W of RWY 03/21
DLV	118.550		132.950	
PDC				

RWY	TORA	ASDA	TODA
03	3444	3444	3504
06	2163	2163	2224
21	3444	3444	3644
24	2163	2163	2224

INTERSECTION TKOF		
RWY	Intersection	TORA
03	A9 / C9	2535
	A7	2035
06	J1	1819
	A	1592
21	D	2680

Caution:
All RWYs: First 160m ungrooved

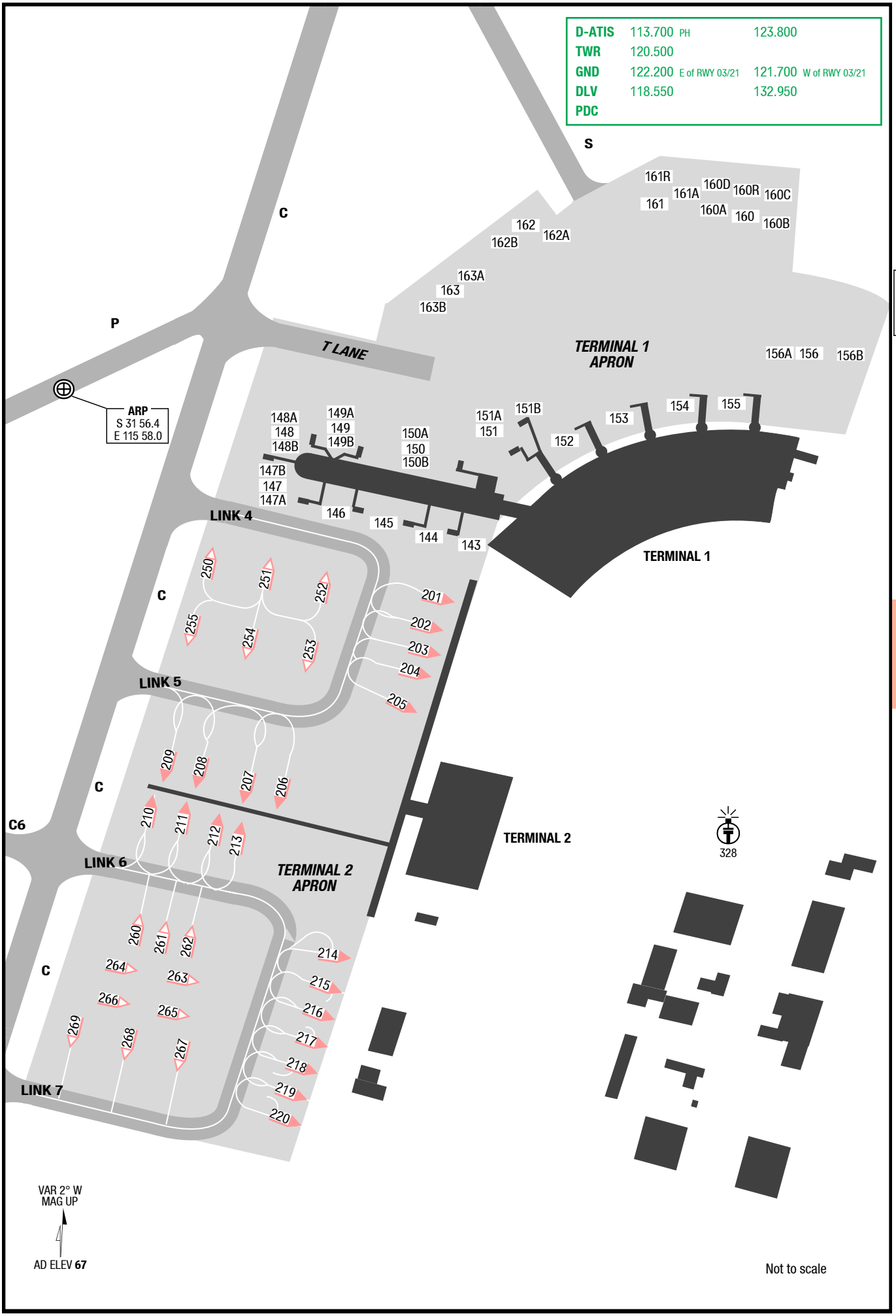
COORDINATES

AB1-AB3	S31 55.3 E115 58.0
AF1-AF2	S31 55.4 E115 57.9
AF3-AF4	S31 55.3 E115 57.9

Changes: TWY , Parkingstand

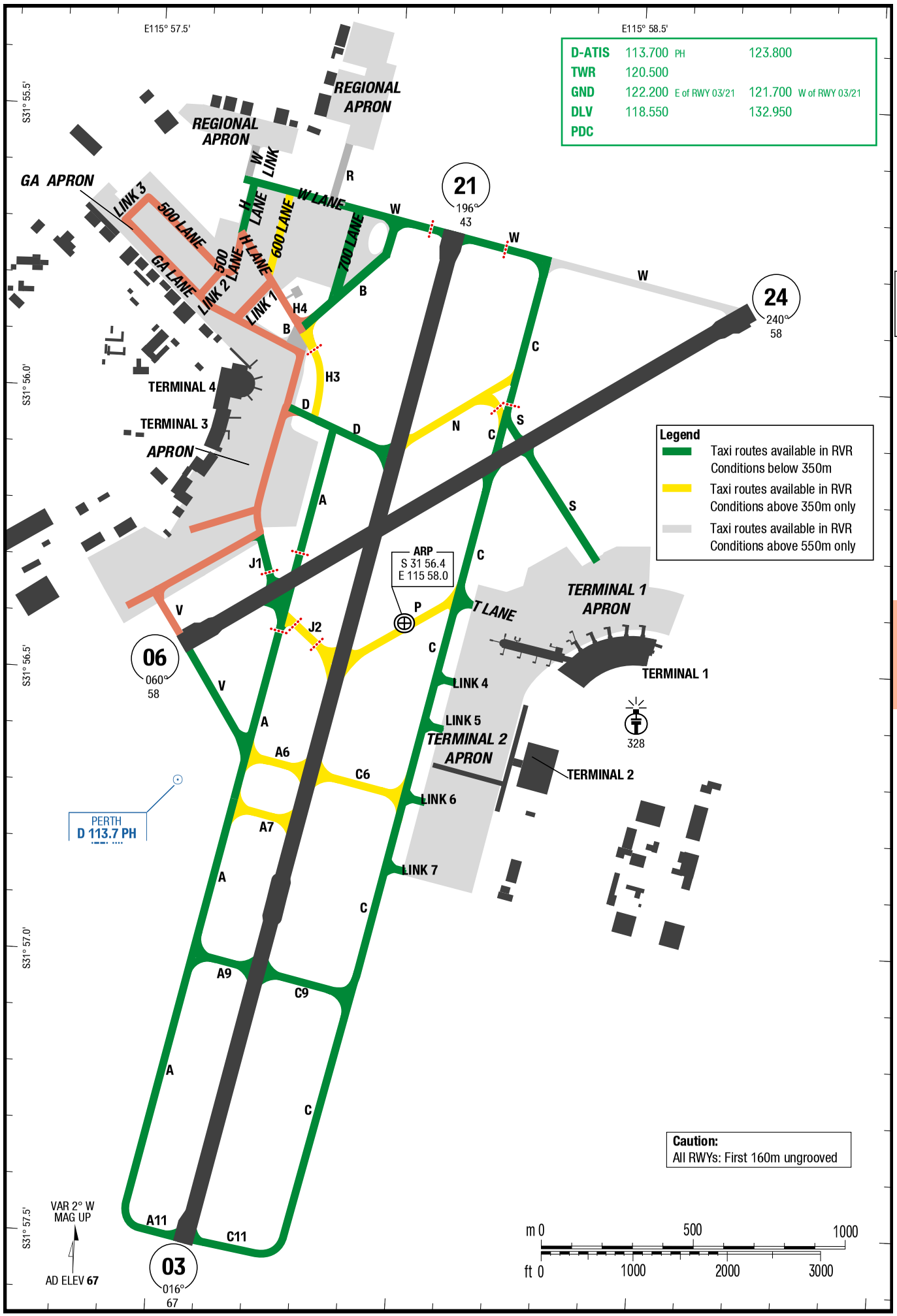
D-ATIS	113.700	PH	123.800	
TWR	120.500			
GND	122.200	E of RWY 03/21	121.700	W of RWY 03/21
DLV	118.550		132.950	
PDC				

REGIONAL APRON
REGIONAL APRON
GA APRON
TERMINAL 4
TERMINAL 3
APRON
TERMINAL 1 APRON
TERMINAL 2 APRON
W LINK
W LANE
H LANE
600 LANE
700 LANE
500 LANE
GA LANE
LINK 1
LINK 2
LINK 3
LINK 4
LINK 5
T LANE
21
06
HS
HS
J1
J2
VAR 2° W
MAG UP
AD ELEV 67
Not to scale


D-ATIS 113.700 PH 123.800
TWR 120.500
GND 122.200 E of RWY 03/21 121.700 W of RWY 03/21
DLV 118.550 132.950
PDC
S
C
P
T LANE
TERMINAL 1 APRON
TERMINAL 1
TERMINAL 2
TERMINAL 2 APRON
LINK 4
LINK 5
LINK 6
LINK 7
C6
ARP
S 31 56.4
E 115 58.0
328
VAR 2° W
MAG UP
AD ELEV 67
Not to scale

Stand Coordinates

7-8	S31 55.9	E115 57.6
9-10	S31 55.9	E115 57.7
12-15A	S31 56.0	E115 57.7
16-20R	S31 56.1	E115 57.7
21-24	S31 56.2	E115 57.6
143-144	S31 56.5	E115 58.3
145-147B	S31 56.5	E115 58.2
148-149B	S31 56.4	E115 58.2
150-150B	S31 56.4	E115 58.3
151-151B	S31 56.2	E115 58.3
152, 153	S31 56.4	E115 58.4
154, 155	S31 56.4	E115 58.5
156-156B	S31 56.4	E115 58.6
160-161R	S31 56.3	E115 58.5
162-163B	S31 56.3	E115 58.3
201-202A	S31 56.6	E115 58.3
203-205	S31 56.6	E115 58.2
206-207	S31 56.7	E115 58.2
208	S31 56.7	E115 58.1
209	S31 56.6	E115 58.1
210-212	S31 56.7	E115 58.1
213-214	S31 56.7	E115 58.2
215-219	S31 56.8	E115 58.2
220	S31 56.9	E115 58.2
250, 250A	S31 56.5	E115 58.1
251	S31 56.5	E115 58.2
252, 253	S31 56.6	E115 58.2
254, 255	S31 56.6	E115 58.1
260	S31 56.7	E115 58.1
261-268	S31 56.8	E115 58.1
269	S31 56.8	E115 58.0
501-505	S31 55.6	E115 57.5
506-508	S31 55.7	E115 57.6
509, 510	S31 55.8	E115 57.6
511, 512	S31 55.7	E115 57.6
601, 602	S31 55.7	E115 57.8
603, 604	S31 55.8	E115 57.8
701, 702	S31 55.7	E115 57.8
703	S31 55.8	E115 57.8
901, 902	S31 56.4	E115 57.4
903-906	S31 56.3	E115 57.5
907-909	S31 56.3	E115 57.6
910, 911	S31 56.2	E115 57.6
915	S31 56.2	E115 57.8
916-918	S31 56.1	E115 57.8
NA1-NA7	S31 55.5	E115 57.9
NA8	S31 55.4	E115 57.9
NJ1	S31 55.6	E115 57.8
NJ2, NJ3	S31 55.6	E115 57.7
NJ4	S31 55.6	E115 57.8
NJ5, NJ6	S31 55.7	E115 57.8
NJ7	S31 55.6	E115 57.7
SA6-SA9	S31 55.5	E115 57.6
SA10	S31 55.5	E115 57.5
SA11-SA17	S31 55.5	E115 57.6
SA18	S31 55.5	E115 57.7
S03	S31 55.6	E115 57.9
S04-S08	S31 55.5	E115 57.9
S09-S13	S31 55.4	E115 57.9
S014	S31 55.4	E115 58.0


E115° 57.5'
E115° 58.5'
S31° 55.5'
S31° 56.0'
S31° 56.5'
S31° 57.0'
S31° 57.5'
D-ATIS 113.700 PH 123.800
TWR 120.500
GND 122.200 E of RWY 03/21 121.700 W of RWY 03/21
DLV 118.550 132.950
PDC
REGIONAL APRON
REGIONAL APRON
GA APRON
W LINK
R
21
196°
43
W
W
W
W
24
240°
58
LINK 3
500 LANE
H LANE
W LANE
600 LANE
700 LANE
GA LANE
500 LANE
LINK 2
H LANE
LINK 1
H4
B
B
H3
TERMINAL 4
TERMINAL 3
APRON
D
D
N
C
C
S
S
A
J1
ARP
S 31 56.4
E 115 58.0
C
P
T LANE
TERMINAL 1 APRON
TERMINAL 1
J2
C
06
060°
58
V
V
LINK 4
LINK 5
TERMINAL 2 APRON
TERMINAL 2
328
A
A6
C6
LINK 6
PERTH
D 113.7 PH
A7
A
LINK 7
C
A9
C9
A
C
A11
C11
03
016°
67
VAR 2° W
MAG UP
AD ELEV 67
Legend
Taxi routes available in RVR Conditions below 350m
Taxi routes available in RVR Conditions above 350m only
Taxi routes available in RVR Conditions above 550m only
Caution:
All RWYs: First 160m ungrooved
m 0 500 1000
ft 0 1000 2000 3000

09-AUG-2018

PER-YPPH

4-10

Australia **Perth** Perth Intl

KEELS 5 RNAV

AVNEX 2 RNAV

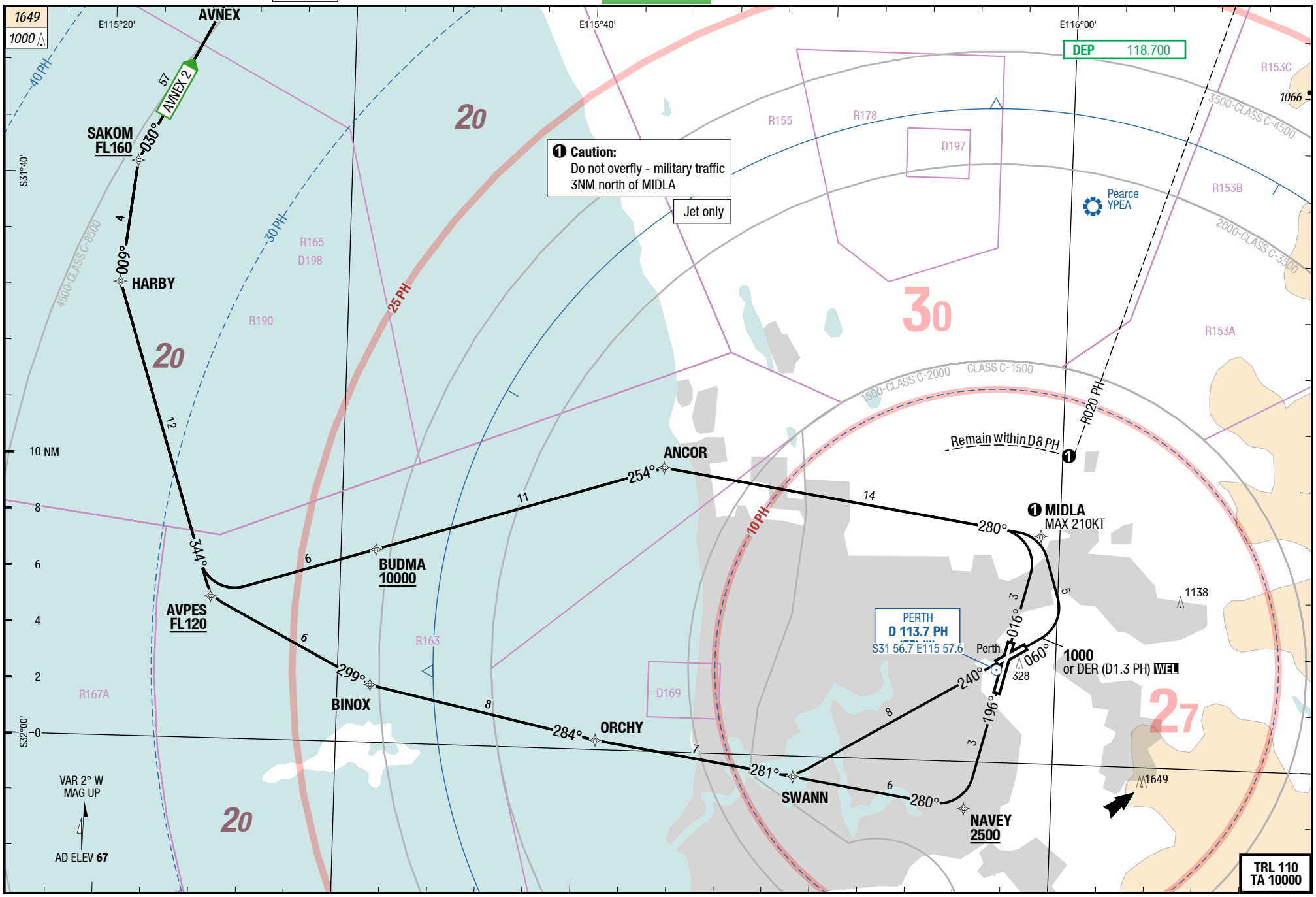
SID

SID

Perth Intl **Perth** Australia

KEELS 5 RNAV

AVNEX 2 RNAV



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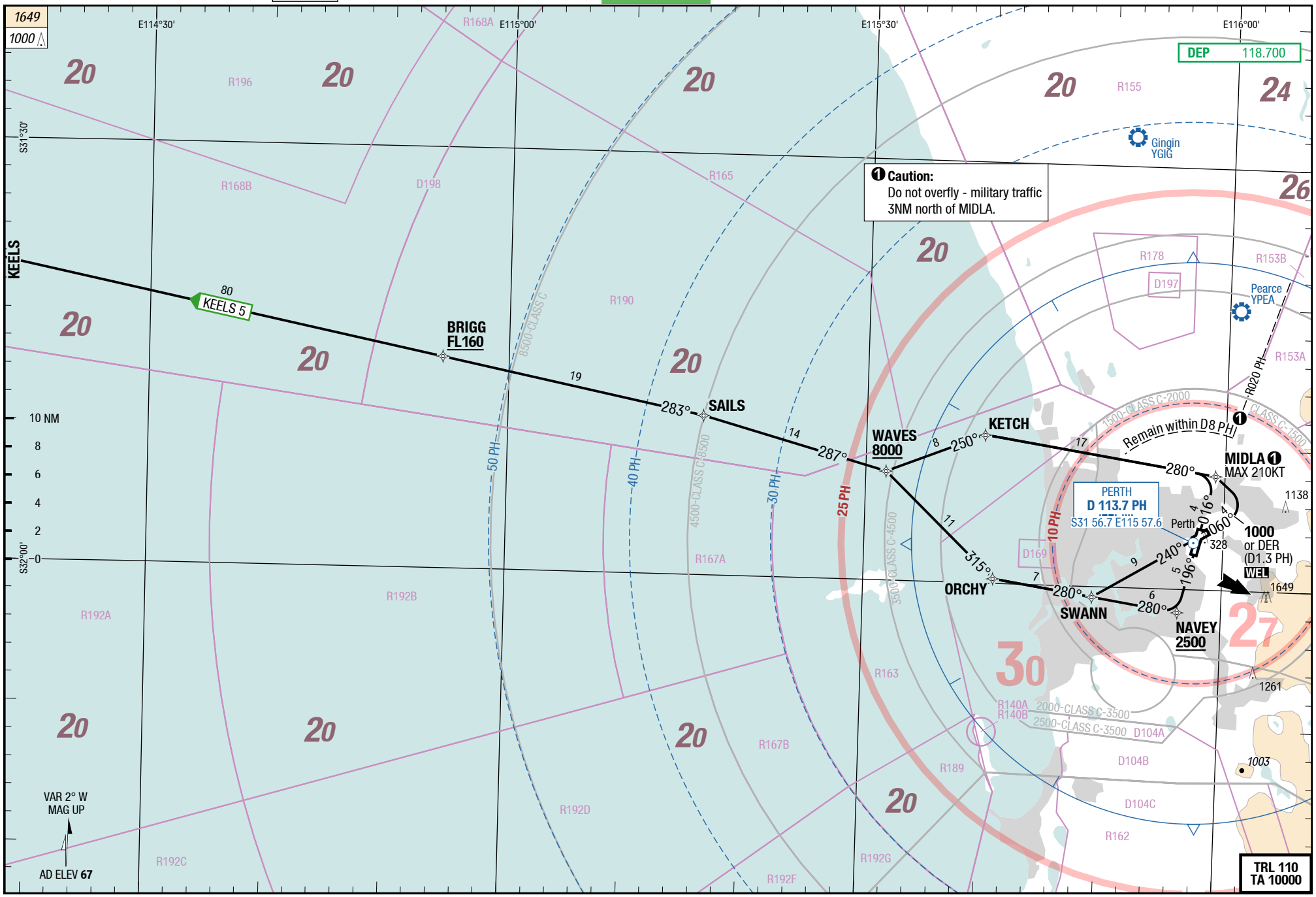

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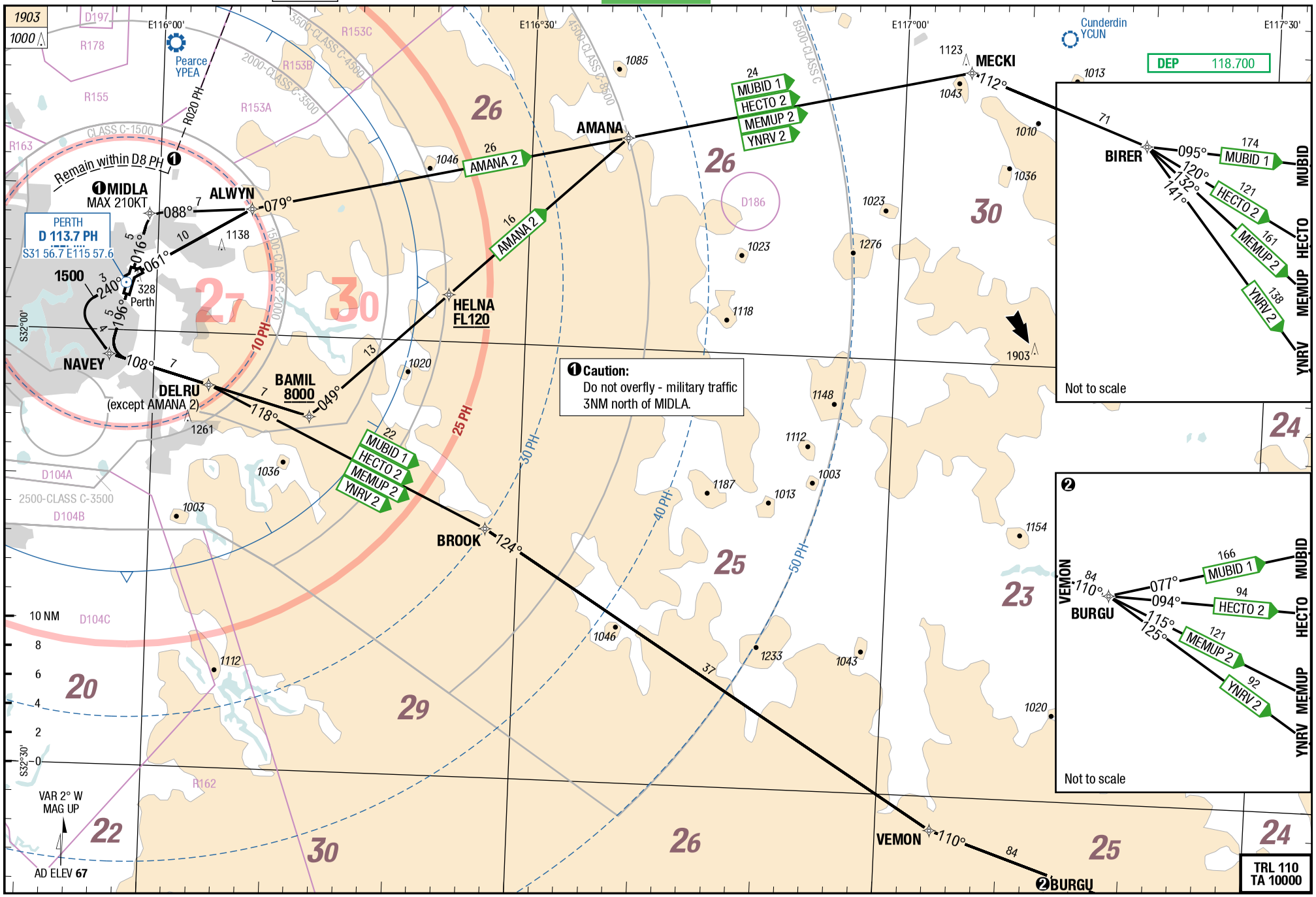
1903
1000
E116°00'
E116°30'
E117°00'
E117°30'
S32°00'
S32°30'
Pearce
YPEA
Cunderdin
YCUN
DEP 118.700
R020 PH
CLASS C-1500
Remain within D8 PH ❶
❶MIDLA
MAX 210KT
ALWYN
AMANA
MECKI
HELNA
FL120
BAMIL
8000
DELRU
(except AMANA 2)
NAVEY
BROOK
VEMON
❷BURGU
PERTH
D 113.7 PH
S31 56.7 E115 57.6
1500
Perth
MUBID 1
HECTO 2
MEMUP 2
YNRV 2
AMANA 2
❶Caution:
Do not overfly - military traffic
3NM north of MIDLA.
10 PH
25 PH
30 PH
40 PH
50 PH
BIRER
095°
120°
132°
147°
174
121
161
138
MUBID
HECTO
MEMUP
YNRV
Not to scale
❷
VEMON
BURGU
077°
094°
115°
125°
166
94
121
92
Not to scale
10 NM
VAR 2° W
MAG UP
AD ELEV 67
TRL 110
TA 10000
Changes: Page Number
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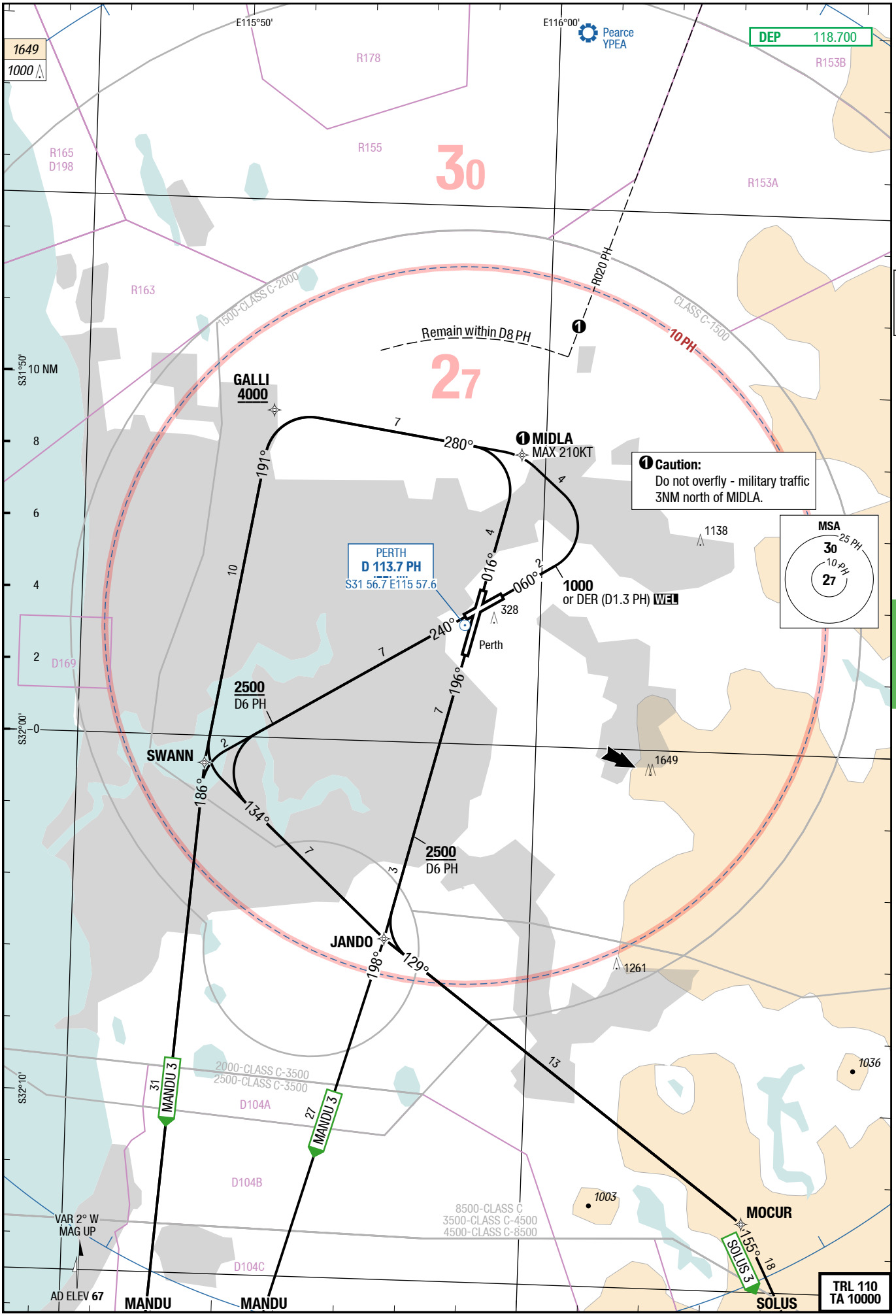

1649
1000
E115°50'
E116°00'
Pearce
YPEA
DEP 118.700
R178
R153B
R165
D198
R155
30
R153A
R163
1500-CLASS C-2000
R020 PH
CLASS C-1500
Remain within D8 PH
10 PH
27
S31°50'
10 NM
8
6
4
2
GALLI
4000
7
280°
MIDLA
MAX 210KT
191°
4
Caution:
Do not overfly - military traffic
3NM north of MIDLA.
1138
MSA
25 PH
30
10 PH
27
10
PERTH
D 113.7 PH
S31 56.7 E115 57.6
016°
060°
2
1000
or DER (D1.3 PH) WEL
328
Perth
240°
7
196°
D169
2500
D6 PH
SWANN
S32°00'
0
2
186°
134°
1649
7
3
2500
D6 PH
JANDO
198°
129°
1261
13
1036
2000-CLASS C-3500
2500-CLASS C-3500
31
MANDU 3
27
MANDU 3
D104A
D104B
1003
8500-CLASS C
3500-CLASS C-4500
4500-CLASS C-8500
MOCUR
155°
18
SOLUS 3
S32°10'
VAR 2° W
MAG UP
AD ELEV 67
D104C
MANDU
MANDU
SOLUS
TRL 110
TA 10000

09-AUG-2018

PER-YPPH

4-50

Australia **Perth** Perth Intl

NIL

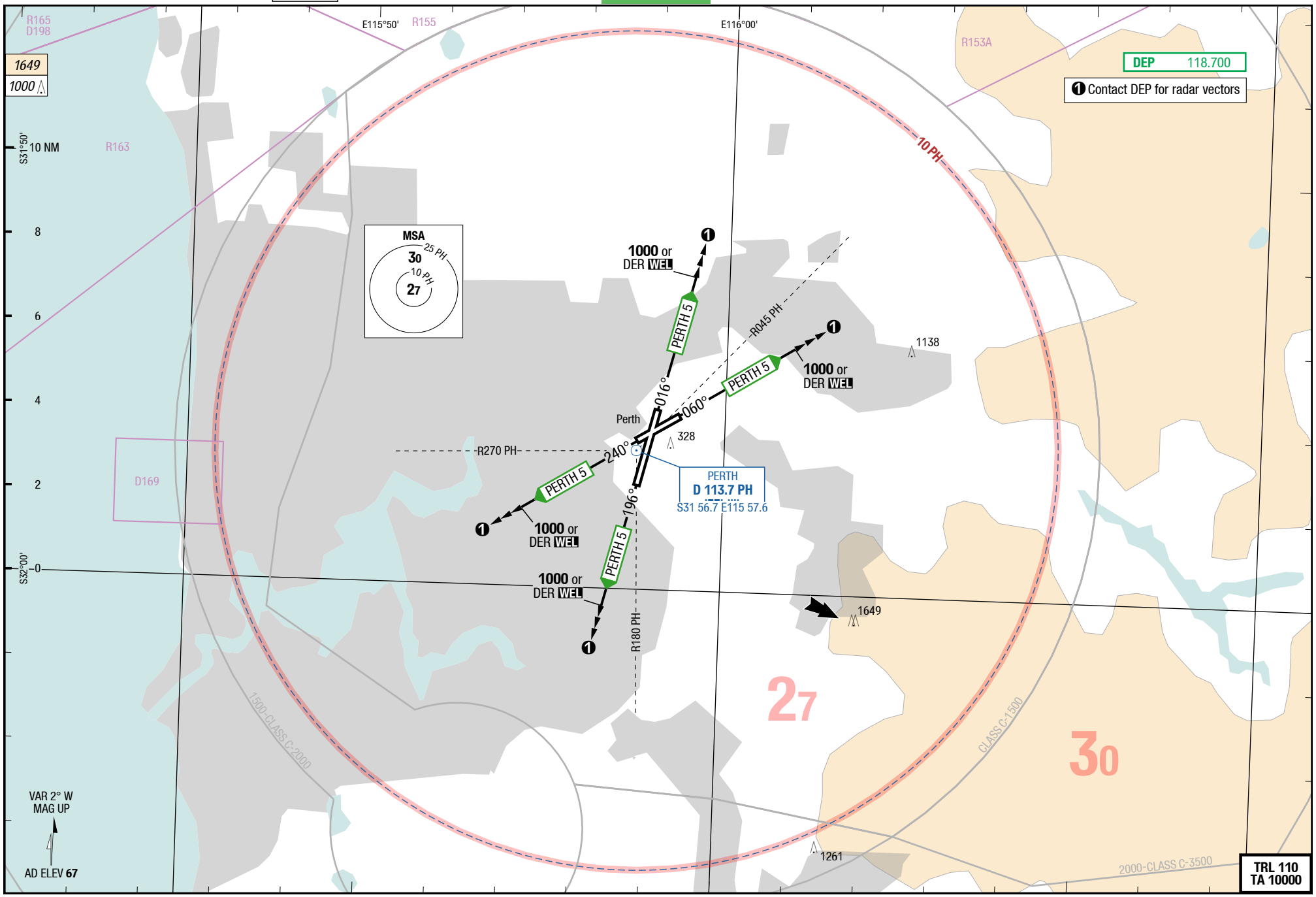
SID PERTH 5 (RADAR)

SID SID

Perth Intl **Perth** Australia

NIL

SID PERTH 5 (RADAR)



Changes: Page Number

AVNEX 2

RWYs 03 (016°) / 06 (060°) / 21 (196°) / 24 (240°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100
4.0%	ft/MIN	500	700	800	900	1000	1100
4.8%	ft/MIN	600	800	900	1100	1200	1400
5.1%	ft/MIN	700	800	1000	1100	1300	1400
5.7%	ft/MIN	700	900	1100	1300	1400	1600
6.1%	ft/MIN	800	1000	1200	1300	1500	1700
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
10.6%	ft/MIN	1300	1700	2000	2300	2600	2900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
AVNEX 2 6.1% to FL120 5.1% to FL160 **118.700** ①	MIDLA (MAX 210KT) - ANCOR - BUDMA - AVPES - HARBY - SAKOM - AVNEX	BUDMA MNM **10000** AVPES MNM **FL120** SAKOM MNM **FL160**
	Runway 06	
AVNEX 2 4.0% to 2800 6.1% to FL120 5.1% to FL160 **118.700** ①	at **1000** or DER (D1.3 **PH**), whichever is later, **LT** direct MIDLA (MAX 210KT) - ANCOR - BUDMA - AVPES - HARBY - SAKOM - AVNEX	BUDMA MNM **10000** AVPES MNM **FL120** SAKOM MNM **FL160**
	Runway 21	
AVNEX 2 3.7% to 2800 10.6% to 2500 5.7% to FL120 4.8% to FL160 **118.700**	NAVEY - SWANN - ORCHY - BINOX - AVPES - HARBY - SAKOM - AVNEX	NAVEY MNM **2500** AVPES MNM **FL120** SAKOM MNM **FL160**
	Runway 24	
AVNEX 2 3.7% to 2800 6.6% to FL120 4.8% to FL160 **118.700**	SWANN - ORCHY - BINOX - AVPES - HARBY - SAKOM - AVNEX	AVPES MNM **FL120** SAKOM MNM **FL160**

① Do not overfly MIDLA due to Military traffic 3NM north of MIDLA. Remain within R020/D8 PH.

KEELS 5

RWYs 03 (016°) / 06 (060°) / 21 (196°) / 24 (240°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100
4.0%	ft/MIN	500	700	800	900	1000	1100
4.7%	ft/MIN	600	800	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
KEELS 5 4.7% to 8000 **118.700** ①	MIDLA (MAX 210KT) - KETCH - WAVES - SAILS - BRIGG - KEELS	WAVES MNM **8000** BRIGG MNM **FL160**
	Runway 06	
KEELS 5 4.0% to 2800 4.7% to 8000 **118.700** ①	at **1000** or DER (D1.3 **PH**), whichever is later, **LT** direct MIDLA (MAX 210KT) - KETCH - WAVES - SAILS - BRIGG - KEELS	WAVES MNM **8000** BRIGG MNM **FL160**
	Runway 21	
KEELS 5 3.7% to 2800 4.7% to 8000 **118.700**	NAVEY - SWANN - ORCHY - WAVES - SAILS - BRIGG - KEELS	NAVEY MNM **2500** WAVES MNM **8000** BRIGG MNM **FL160**
	Runway 24	
KEELS 5 3.7% to 2800 4.7% to 8000 **118.700**	SWANN - ORCHY - WAVES - SAILS - BRIGG - KEELS	WAVES MNM **8000** BRIGG MNM **FL160**

① Do not overfly MIDLA due to Military traffic 3NM north of MIDLA.

AMANA 2 / HECTO 2 / MEMUP 2 / MUBID 1 / RAVENSTHORPE 2

RWYs 03 (016°) / 06 (060°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
AMANA 2 4.0% to 2800 **118.700** ①	MIDLA (MAX 210KT) - ALWYN - AMANA	
HECTO 2 4.0% to 2800 **118.700** ①	MIDLA (MAX 210KT) - ALWYN - AMANA - MECKI - BIRER - HECTO	
MEMUP 2 4.0% to 2800 **118.700** ①	MIDLA (MAX 210KT) - ALWYN - AMANA - MECKI - BIRER - MEMUP	
MUBID 1 4.0% to 2800 **118.700** ①	MIDLA (MAX 210KT) - ALWYN - AMANA - MECKI - BIRER - MUBID	
RAVENSTHORPE 2 **YNRV 2** 4.0% to 2800 **118.700** ①	MIDLA (MAX 210KT) - ALWYN - AMANA - MECKI - BIRER - YNRV	
	Runway 06	
AMANA 2 4.0% to 2800 **118.700**	ALWYN - AMANA	
HECTO 2 4.0% to 2800 **118.700**	ALWYN - AMANA - MECKI - BIRER - HECTO	
MEMUP 2 4.0% to 2800 **118.700**	ALWYN - AMANA - MECKI - BIRER - MEMUP	
MUBID 1 4.0% to 2800 **118.700**	ALWYN - AMANA - MECKI - BIRER - MUBID	

① Do not overfly MIDLA due to Military traffic 3NM north of MIDLA. Remain within R020/D8 PH.

RAVENSTHORPE 2 / AMANA 2 / HECTO 2 / MEMUP 2 / MUBID 1

RWYs 06 (060°) / 21 (196°) / 24 (240°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
RAVENSTHORPE 2 **YNRV 2** 4.0% to 2800 **118.700**	ALWYN - AMANA - MECKI - BIRER - YNRV	
	Runway 21	
AMANA 2 4.0% to 2800 **118.700**	NAVEY - BAMIL - HELNA - AMANA	BAMIL MNM **8000** HELNA MNM **FL120**
HECTO 2 4.0% to 2800 **118.700**	NAVEY - DELRU - BROOK - VEMON - BURGU - HECTO	
MEMUP 2 4.0% to 2800 **118.700**	NAVEY - DELRU - BROOK - VEMON - BURGU - MEMUP	
MUBID 1 4.0% to 2800 **118.700**	NAVEY - DELRU - BROOK - VEMON - BURGU - MUBID	
RAVENSTHORPE 2 **YNRV 2** 4.0% to 2800 **118.700**	NAVEY - DELRU - BROOK - VEMON - BURGU - YNRV	
	Runway 24	
AMANA 2 4.0% to 2800 **118.700**	at **1500 LT** direct NAVEY - BAMIL - HELNA - AMANA	BAMIL MNM **8000** HELNA MNM **FL120**
HECTO 2 4.0% to 2800 **118.700**	at **1500 LT** direct NAVEY - DELRU - BROOK - VEMON - BURGU - HECTO	
MEMUP 2 4.0% to 2800 **118.700**	at **1500 LT** direct NAVEY - DELRU - BROOK - VEMON - BURGU - MEMUP	
MUBID 1 4.0% to 2800 **118.700**	at **1500 LT** direct NAVEY - DELRU - BROOK - VEMON - BURGU - MUBID	

RAVENSTHORPE 2

RWY 24 (240°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
RAVENSTHORPE 2 **YNRV 2** 4.0% to 2800 **118.700**	at **1500 LT** direct NAVEY - DELRU - BROOK - VEMON - BURGU - YNRV	

MANDU 3 / SOLUS 3

RWYs 03 (016°) / 06 (060°) / 21 (196°) / 24 (240°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
MANDU 3 **118.700** ①	MIDLA (MAX 210KT) - GALLI - SWANN - MANDU	GALLI MNM **4000**
SOLUS 3 **118.700** ①	MIDLA (MAX 210KT) - GALLI - SWANN - JANDO - MOCUR - SOLUS	GALLI MNM **4000**
	Runway 06	
MANDU 3 4.0% to 2800 **118.700** ①	at **1000** or DER (D1.3 **PH**), whichever is later, **LT** direct MIDLA (MAX 210KT) - GALLI - SWANN - MANDU	GALLI MNM **4000**
SOLUS 3 4.0% to 2800 **118.700** ①	at **1000** or DER (D1.3 **PH**), whichever is later, **LT** direct MIDLA (MAX 210KT) - GALLI - SWANN - JANDO - MOCUR - SOLUS	GALLI MNM **4000**
	Runway 21	
MANDU 3 3.7% to 2800 **118.700**	JANDO - MANDU	D6 **PH** MNM **2500**
SOLUS 3 3.7% to 2800 **118.700**	JANDO - MOCUR - SOLUS	D6 **PH** MNM **2500**
	Runway 24	
MANDU 3 3.7% to 2800 **118.700**	SWANN - MANDU	D6 **PH** MNM **2500**
SOLUS 3 3.7% to 2800 **118.700**	SWANN - JANDO - MOCUR - SOLUS	D6 **PH** MNM **2500**

① Do not overfly MIDLA due to Military traffic 3NM north of MIDLA. Remain within R020/D8 PH.

PERTH 5

RWYs 03 (016°) / 06 (060°) / 21 (196°) / 24 (240°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
PERTH 5 **118.700** ①	at **1000** or DER, whichever is later, turn to assigned HDG	
	Runway 06	
PERTH 5 4.0% (R045 **PH** CW to R180 **PH**) **118.700** ①	at **1000** or DER, whichever is later, turn to assigned HDG	
	Runway 21	
PERTH 5 3.7% (R180 **PH** CW to R270 **PH**) **118.700** ①	at **1000** or DER, whichever is later, turn to assigned HDG	
	Runway 24	
PERTH 5 3.7% (R180 **PH** CW to R270 **PH**) **118.700** ①	at **1000** or DER, whichever is later, turn to assigned HDG	

① Contact DEP for radar vectors

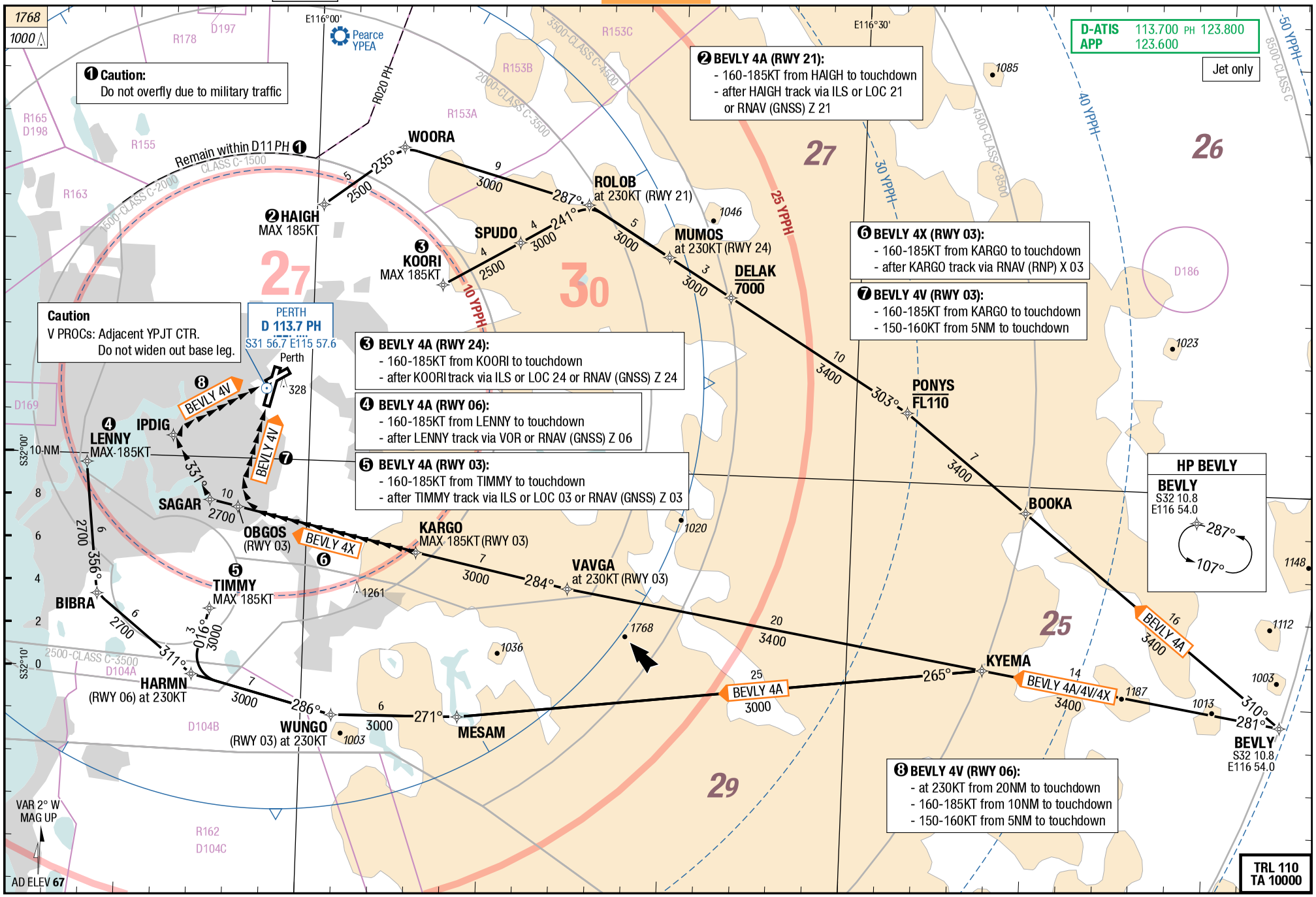
Australia Perth Perth Intl — RNAV STAR BEVLY

RNAV STAR JULIM

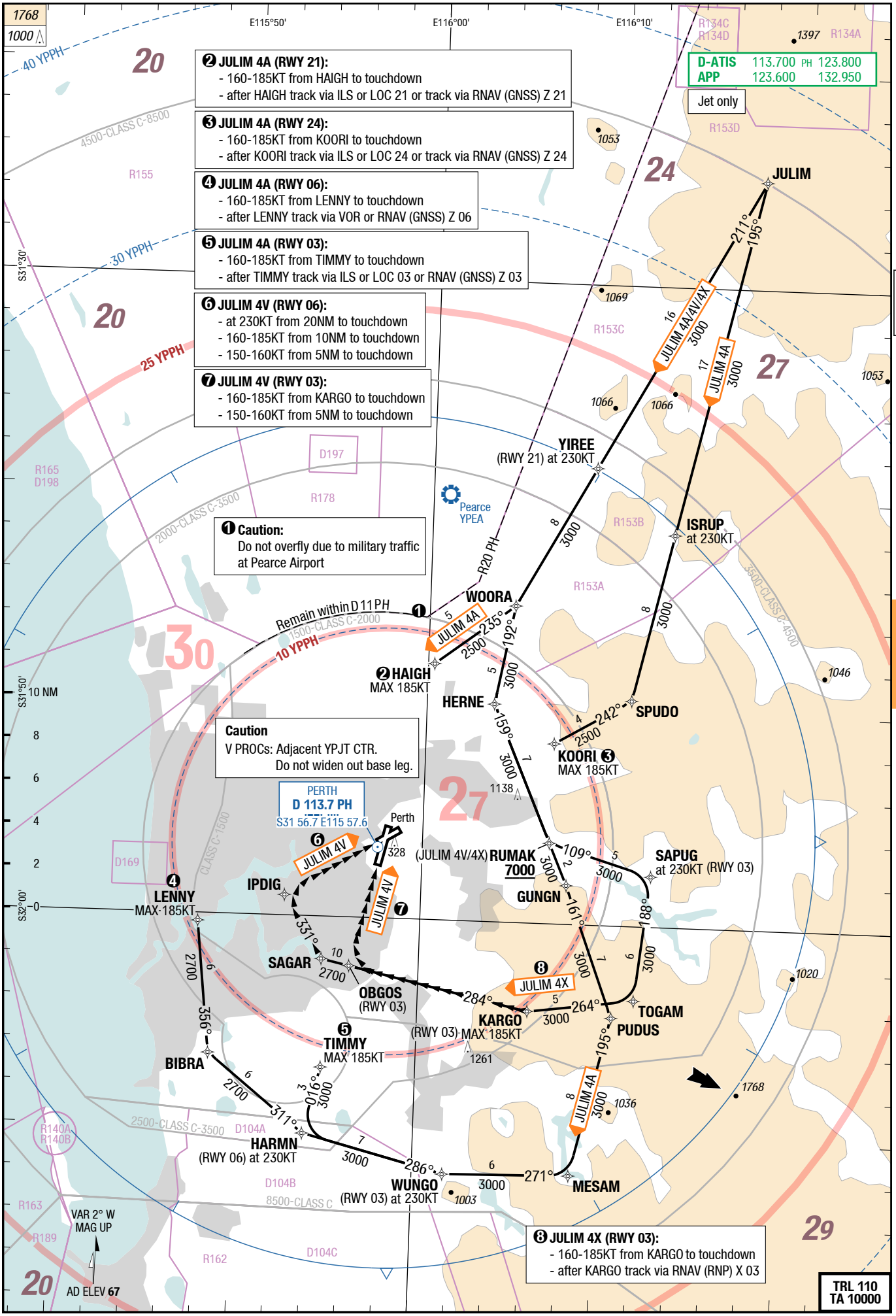
STAR STAR

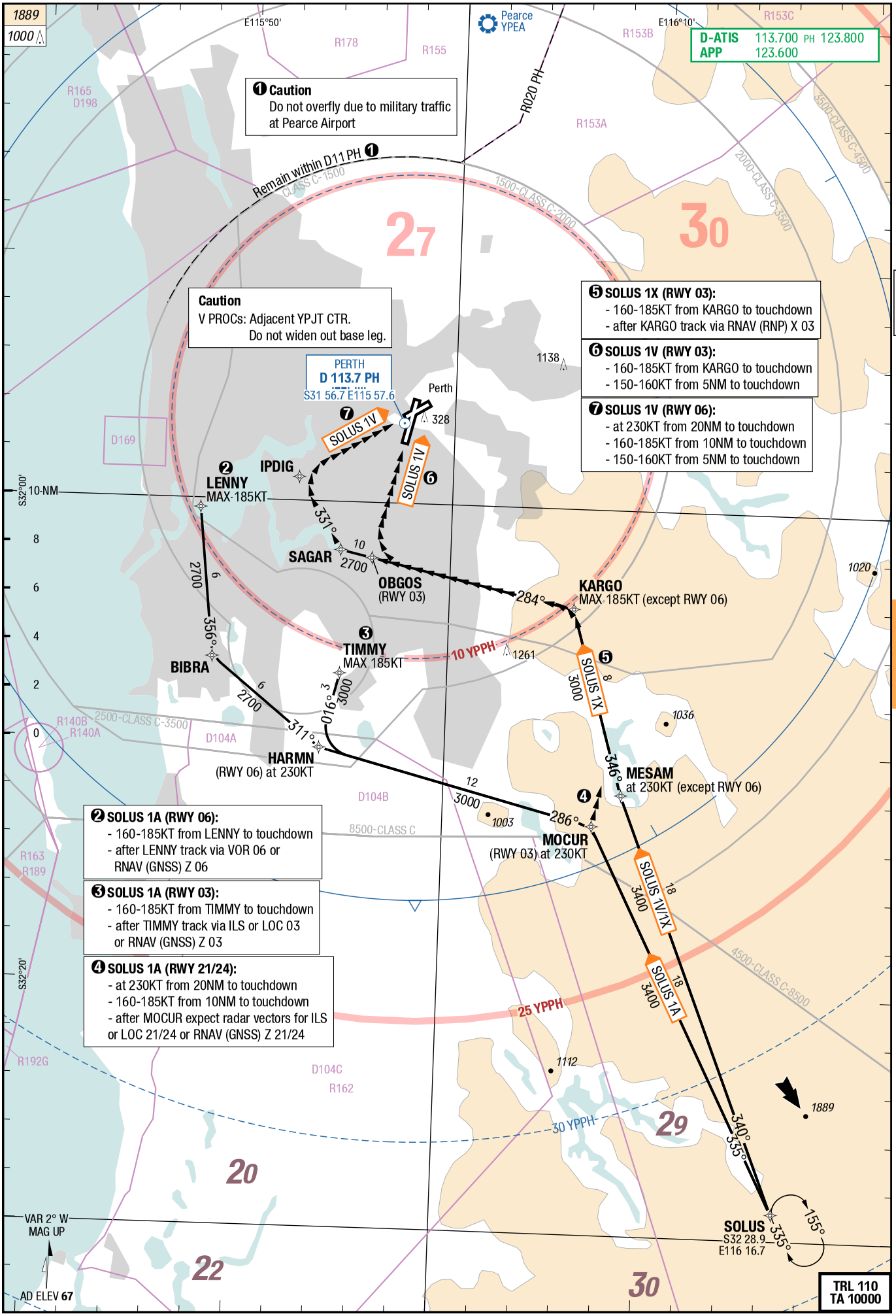
Perth Intl Perth Australia — RNAV STAR BEVLY

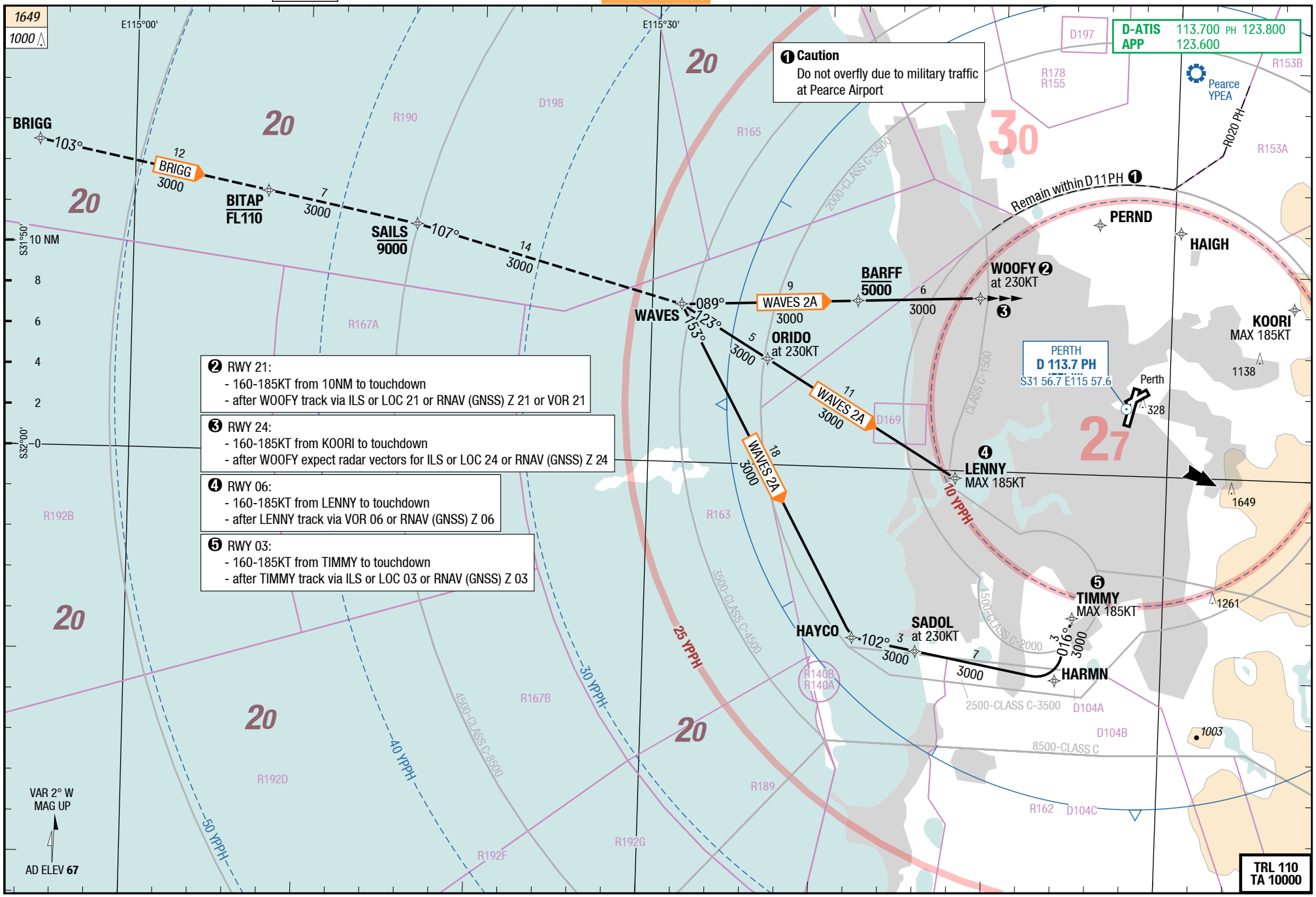
RNAV STAR JULIM



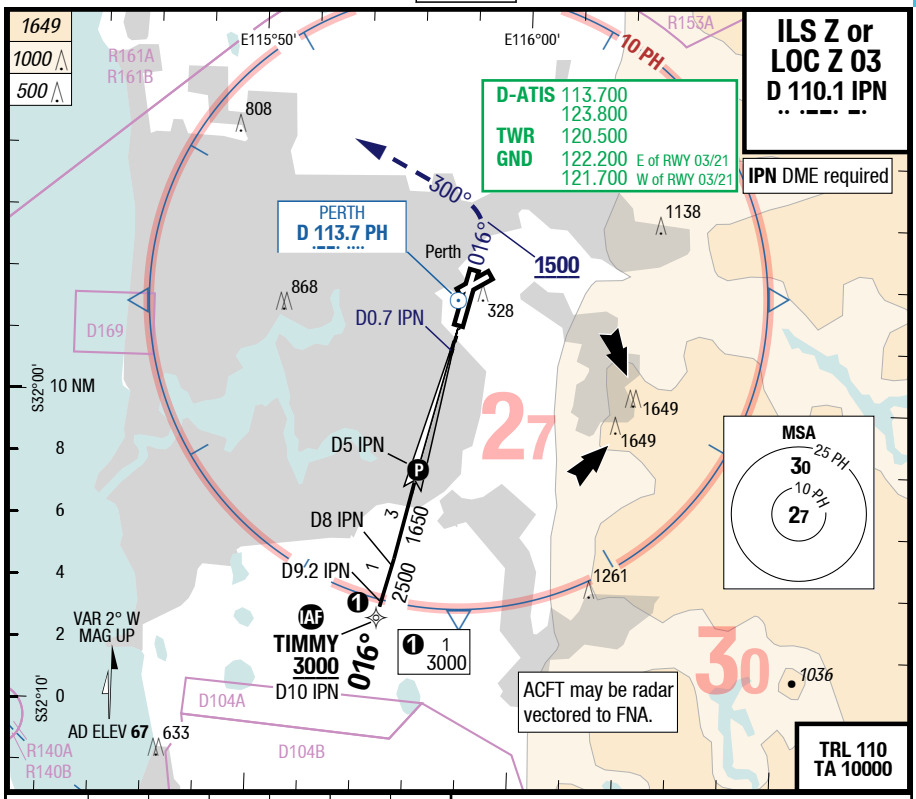
Changes: Note


1768
1000
E115°50'
E116°00'
E116°10'
S31°30'
S31°50'
S32°00'
10 NM
8
6
4
2
0
40 YPPH
30 YPPH
25 YPPH
10 YPPH
20
30
27
24
29
4500-CLASS C-8500
2000-CLASS C-3500
1500-CLASS C-2000
CLASS C-1500
3500-CLASS C-4500
2500-CLASS C-3500
8500-CLASS C
R155
R165
D198
D197
R178
R134C
R134D
R134A
1397
D-ATIS 113.700 PH 123.800
APP 123.600 132.950
Jet only
R153D
R153C
R153B
R153A
1053
1069
1066
1046
1020
1036
1003
1261
1138
❷ JULIM 4A (RWY 21):
- 160-185KT from HAIGH to touchdown
- after HAIGH track via ILS or LOC 21 or track via RNAV (GNSS) Z 21
❸ JULIM 4A (RWY 24):
- 160-185KT from KOORI to touchdown
- after KOORI track via ILS or LOC 24 or track via RNAV (GNSS) Z 24
❹ JULIM 4A (RWY 06):
- 160-185KT from LENNY to touchdown
- after LENNY track via VOR or RNAV (GNSS) Z 06
❺ JULIM 4A (RWY 03):
- 160-185KT from TIMMY to touchdown
- after TIMMY track via ILS or LOC 03 or RNAV (GNSS) Z 03
❻ JULIM 4V (RWY 06):
- at 230KT from 20NM to touchdown
- 160-185KT from 10NM to touchdown
- 150-160KT from 5NM to touchdown
❼ JULIM 4V (RWY 03):
- 160-185KT from KARGO to touchdown
- 150-160KT from 5NM to touchdown
❶ Caution:
Do not overfly due to military traffic at Pearce Airport
Caution
V PROCs: Adjacent YPJT CTR.
Do not widen out base leg.
Remain within D 11 PH
Pearce
YPEA
PERTH
D 113.7 PH
S31 56.7 E115 57.6
Perth
328
D169
JULIM
YIREE
(RWY 21) at 230KT
ISRUP
at 230KT
WOORA
❷ HAIGH
MAX 185KT
HERNE
SPUDO
KOORI ❸
MAX 185KT
(JULIM 4V/4X) RUMAK
7000
GUNGN
SAPUG
at 230KT (RWY 03)
IPDIG
❹ LENNY
MAX 185KT
SAGAR
OBGOS
(RWY 03)
❺ TIMMY
MAX 185KT
KARGO
(RWY 03) MAX 185KT
TOGAM
PUDUS
BIBRA
HARMN
(RWY 06) at 230KT
WUNGO
(RWY 03) at 230KT
MESAM
JULIM 4A
JULIM 4A/4V/4X
JULIM 4V
JULIM 4X
R20 PH
211°
195°
235°
192°
242°
159°
109°
161°
188°
331°
356°
311°
016°
284°
264°
286°
271°
2500
3000
2700
VAR 2° W
MAG UP
AD ELEV 67
❽ JULIM 4X (RWY 03):
- 160-185KT from KARGO to touchdown
- after KARGO track via RNAV (RNP) X 03
TRL 110
TA 10000

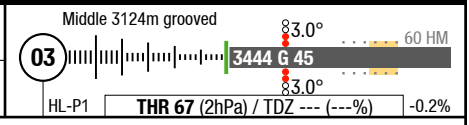

1889
1000
E115°50'
E116°10'
R178
R155
R153C
R153B
R153A
R165
D198
Pearce
YPEA
D-ATIS 113.700 PH 123.800
APP 123.600
❶ Caution
Do not overfly due to military traffic at Pearce Airport
R020 PH
Remain within D11 PH ❶
CLASS C-1500
1500-CLASS C-2000
2000-CLASS C-3500
3500-CLASS C-4500
27
30
Caution
V PROCs: Adjacent YPJT CTR.
Do not widen out base leg.
PERTH
D 113.7 PH
S31 56.7 E115 57.6
Perth
328
1138
❺ SOLUS 1X (RWY 03):
- 160-185KT from KARGO to touchdown
- after KARGO track via RNAV (RNP) X 03
❻ SOLUS 1V (RWY 03):
- 160-185KT from KARGO to touchdown
- 150-160KT from 5NM to touchdown
❼ SOLUS 1V (RWY 06):
- at 230KT from 20NM to touchdown
- 160-185KT from 10NM to touchdown
- 150-160KT from 5NM to touchdown
❼ SOLUS 1V
❻ SOLUS 1V
D169
❷ IPDIG
LENNY
MAX-185KT
10-NM
S32°00'
331°
10
2700
SAGAR
OBGOS
(RWY 03)
284°
KARGO
MAX-185KT (except RWY 06)
1020
2700
6
356°
❸ TIMMY
MAX 185KT
10 YPPH
1261
❺ SOLUS 1X
3000
8
BIBRA
6
2700
3
3000
016°
311°
1036
R140B
R140A
2500-CLASS C-3500
D104A
HARMN
(RWY 06) at 230KT
12
3000
D104B
❹
346°
MESAM
at 230KT (except RWY 06)
286°
1003
8500-CLASS C
MOCUR
(RWY 03) at 230KT
R163
R189
SOLUS 1V/1X
3400
18
SOLUS 1A
3400
18
4500-CLASS C-8500
S32°20'
25 YPPH
1112
R192G
D104C
R162
30 YPPH
29
1889
340°
335°
20
155°
335°
SOLUS
S32 28.9
E116 16.7
VAR 2° W
MAG UP
22
30
AD ELEV 67
TRL 110
TA 10000
❷ SOLUS 1A (RWY 06):
- 160-185KT from LENNY to touchdown
- after LENNY track via VOR 06 or RNAV (GNSS) Z 06
❸ SOLUS 1A (RWY 03):
- 160-185KT from TIMMY to touchdown
- after TIMMY track via ILS or LOC 03 or RNAV (GNSS) Z 03
❹ SOLUS 1A (RWY 21/24):
- at 230KT from 20NM to touchdown
- 160-185KT from 10NM to touchdown
- after MOCUR expect radar vectors for ILS or LOC 21/24 or RNAV (GNSS) Z 21/24

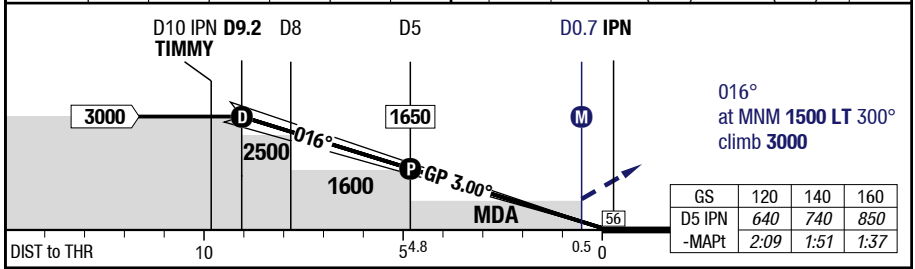


Changes: Speed RESTR, Note



LOC 3.00° D IPN	9.2	7	6	4	3	2
	3000	2290	1970	1340	1020	700



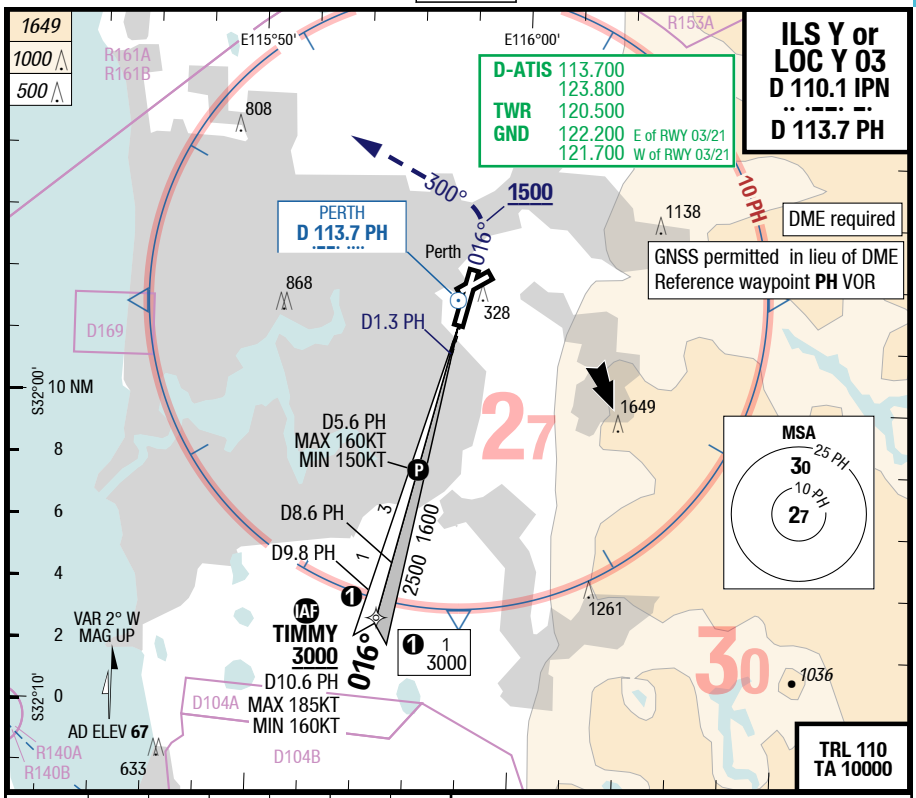


GS	120	140	160
D5 IPN	*640*	*740*	*850*
-MAPt	*2:09*	*1:51*	*1:37*

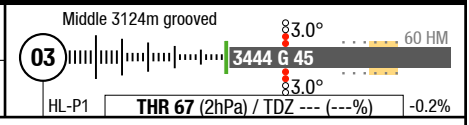
03		Cat 1 DME	LOC DME	LOC DME APL U/S			Circling 1)
C	ft - m/km ft	210 - 550R/800V **270**	460 - 1.7V **520**	460 - 2.6V **520**			1380 - 4.0V **1440**
D	ft - m/km ft	210 - 550R/800V **270**	460 - 1.7V **520**	460 - 2.6V **520**			1380 - 5.0V **1440**

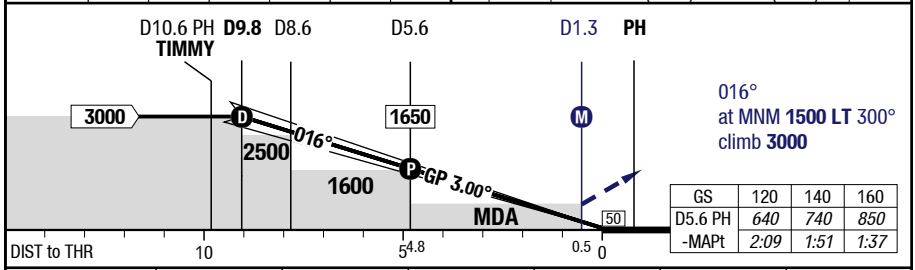
1) E within 4NM PH VOR and W of RWY 03/21 and 06/24 only

Changes: MIN



LOC 3.00° D PH	9.8	8	7	5	4	3
	3000	2410	2090	1460	1140	820





GS	120	140	160
D5.6 PH	640	740	850
-MAPt	2:09	1:51	1:37

03		Cat 1 DME PH	LOC DME PH	LOC DME PH APL U/S			Circling 1)
C	ft - m/km ft	210 - 550R/800V **270**	460 - 1.7V **520**	460 - 2.6V **520**			1380 - 4.0V **1440**
D	ft - m/km ft	210 - 550R/800V **270**	460 - 1.7V **520**	460 - 2.6V **520**			1380 - 5.0V **1440**

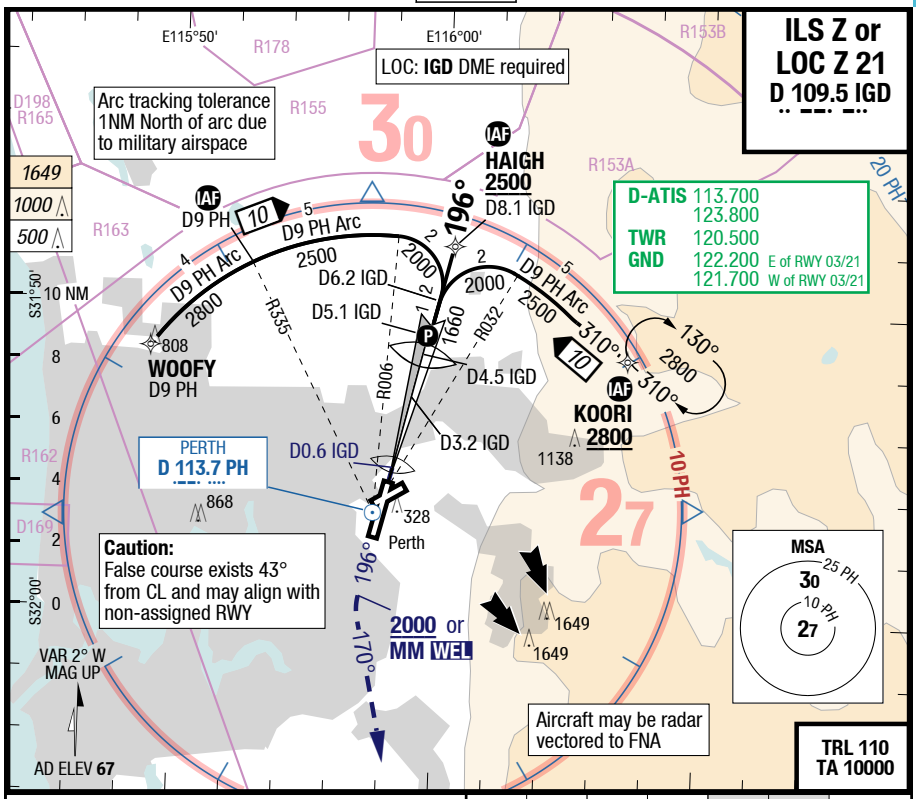
1) E within 4NM PH VOR and W of RWY 03/21 and 06/24 only

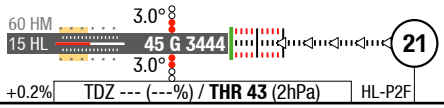
Changes: MIN

PER-YPPH

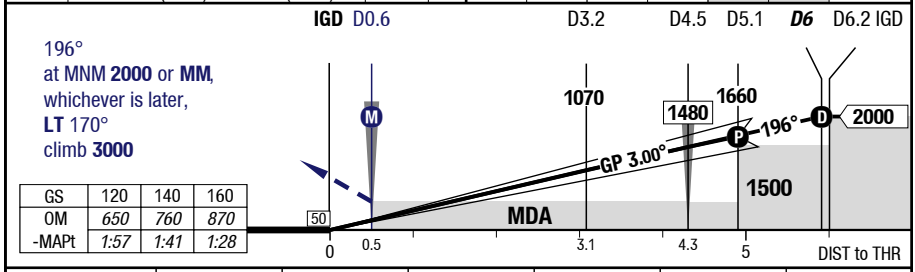
7-30

ILS Z or LOC Z 21





2	3	4	6			LOC 3.07° D IGD
700	1020	1350	2000			



21		Cat 3b	Cat 2	Cat 1	LOC DME	LOC DME APL U/S	Circling 1)
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **102** RA	210 - 550R/800V **250**	510 - 2.0V **550**	510 - 2.9V **550**	1380 - 4.0V **1440**
D	ft - m/km ft	0 - 75R **Company**	100 - 300R **102** RA 2)	210 - 550R/800V **250**	510 - 2.0V **550**	510 - 2.9V **550**	1380 - 5.0V **1440**

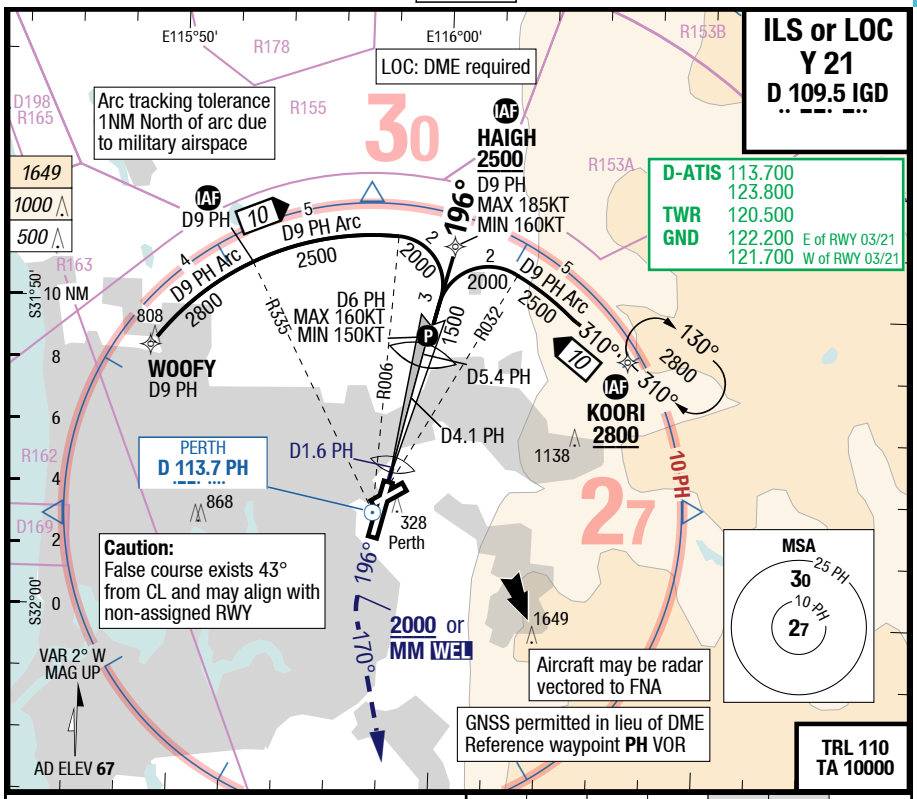
1) E within 4NM PH VOR and W of RWY 03/21 and 06/24 only
2) If not conducting autoland RVR 350m required

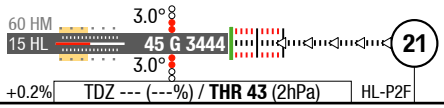
Changes: MIN

PER-YPPH

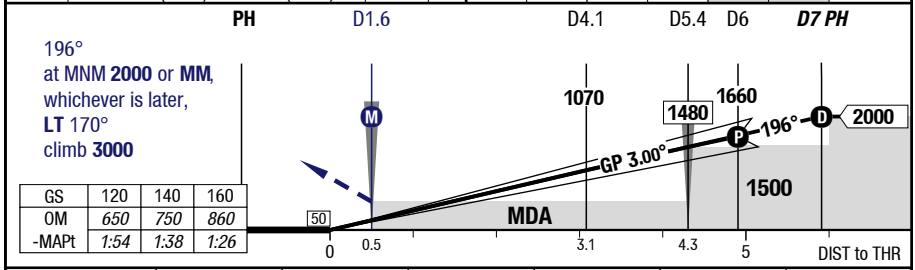
7-40

ILS or LOC Y 21





3	4	5	7			LOC 3.07° D PH
730	1050	1380	2000			



21		Cat 1	LOC DME PH	LOC DME PH APL U/S			Circling 1)
C	ft - m/km ft	210 - 550R/800V **250**	510 - 2.0V **550**	510 - 2.9V **550**			1380 - 4.0V **1440**
D	ft - m/km ft	210 - 550R/800V **250**	510 - 2.0V **550**	510 - 2.9V **550**			1380 - 5.0V **1440**

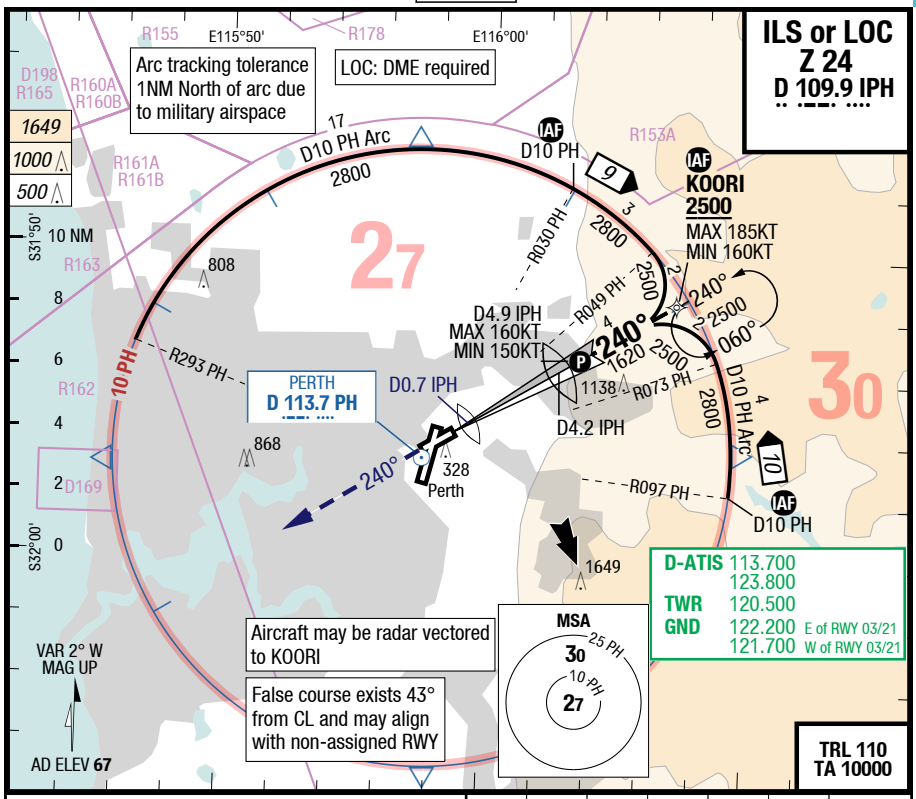
1) E within 4NM PH VOR and W of RWY 03/21 and 06/24 only

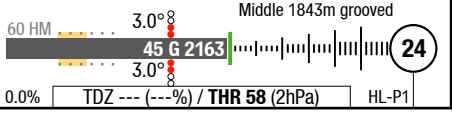
Changes: Nil

PER-YPPH

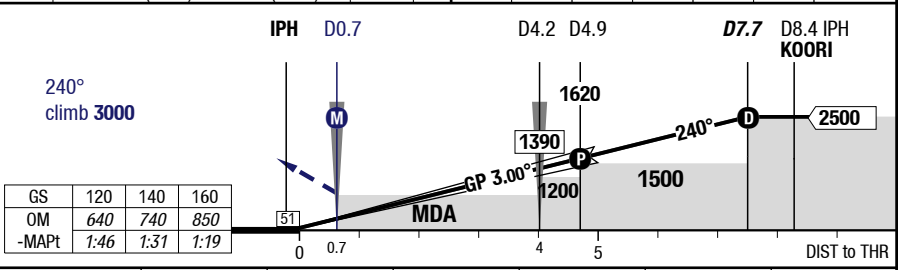
7-50

ILS or LOC Z 24





2	3	4	5	6	7.7	LOC 3.00° D IPH
690	*1010*	*1330*	*1650*	*1970*	2500	



GS	120	140	160
OM	*640*	*740*	*850*
-MAPt	*1:46*	*1:31*	*1:19*

24		Cat 1	LOC DME	LOC DME APL U/S			Circling 1)
C	ft - m/km ft	210 - 800V **260**	500 - 1.9V **550**	500 - 2.8V **550**			1380 - 4.0V **1440**
D	ft - m/km ft	210 - 800V **260**	500 - 1.9V **550**	500 - 2.8V **550**			1380 - 5.0V **1440**

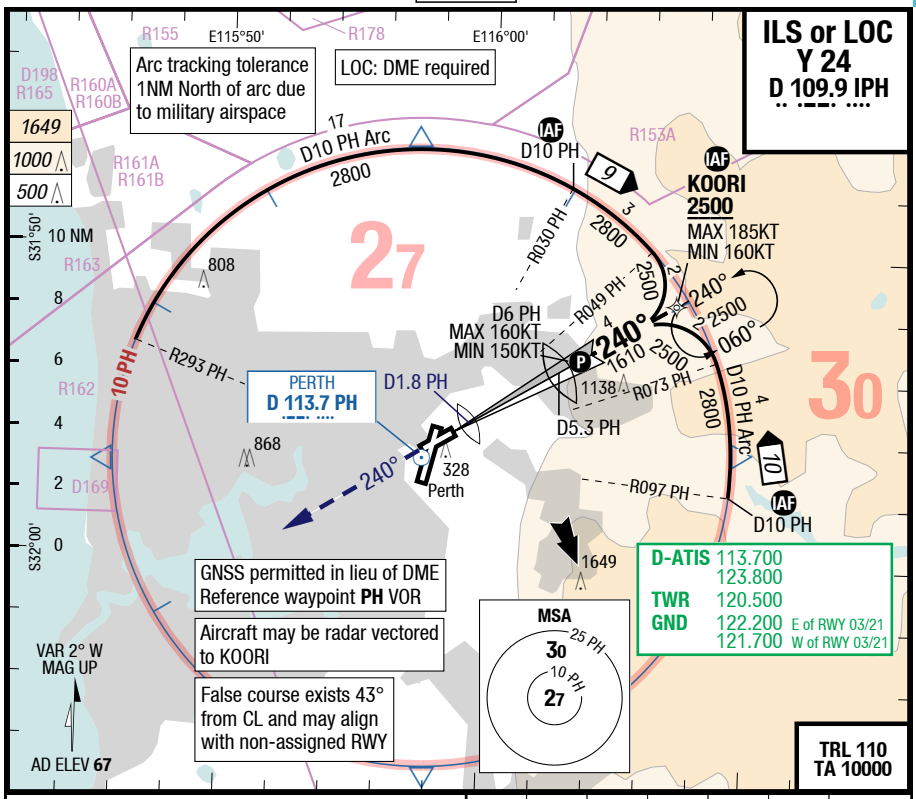
1) E within 4NM PH VOR and W of RWY 03/21 and 06/24 only

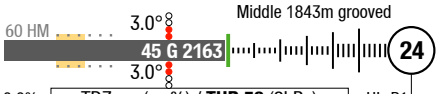
Changes: APL, OBST

PER-YPPH

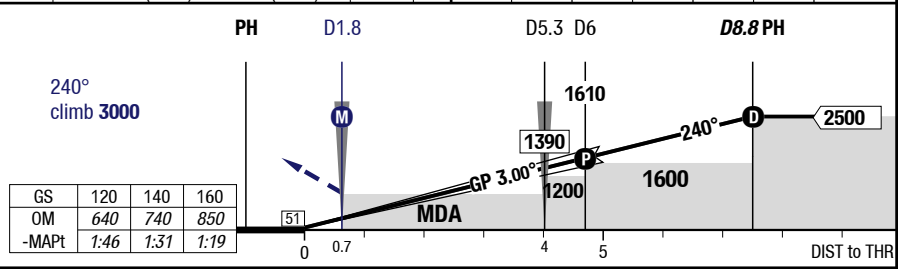
7-60

ILS or LOC Y 24





3	4	5	7	8	8.8	LOC 3.00° D PH
660	970	1290	1930	2250	2500	

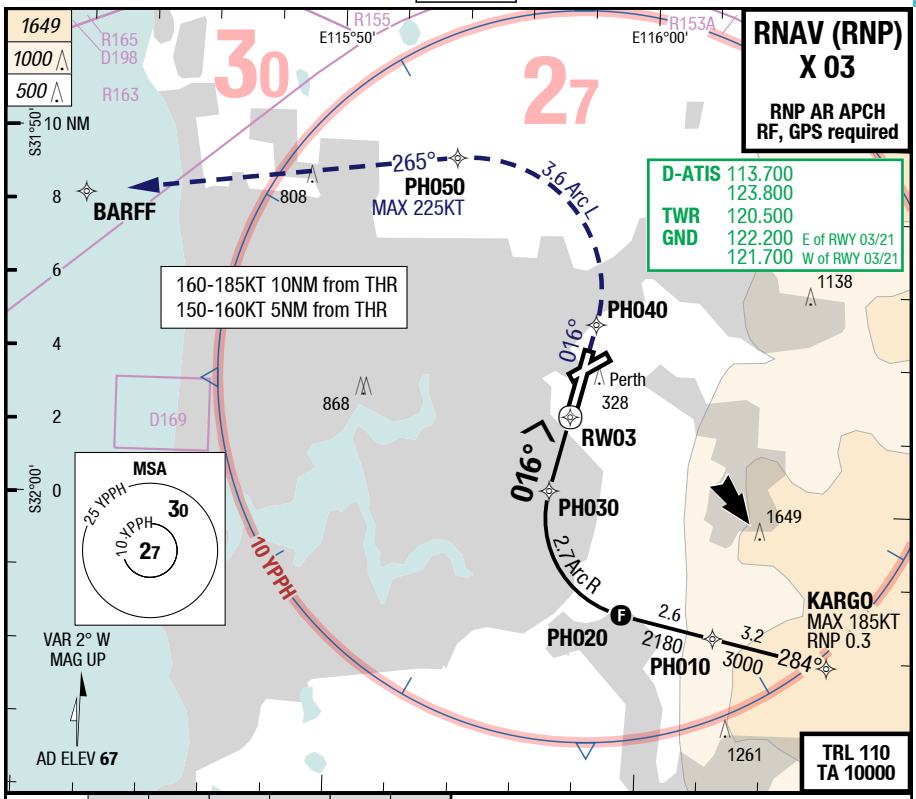


GS	120	140	160
OM	*640*	*740*	*850*
-MAPt	*1:46*	*1:31*	*1:19*

24		Cat 1	LOC DME PH	LOC DME PH APL U/S			Circling 1)
C	ft - m/km ft	210 - 800V **260**	500 - 1.9V **550**	500 - 2.8V **550**			1380 - 4.0V **1440**
D	ft - m/km ft	210 - 800V **260**	500 - 1.9V **550**	500 - 2.8V **550**			1380 - 5.0V **1440**

1) E within 4NM PH VOR and W of RWY 03/21 and 06/24 only

Changes: APL, OBST



03		RNAV RNP 0.3 VNAV 1) 2) 3)					Circling
C	ft - m/km ft	390 - 2.2V **450**					Not authorized
D	ft - m/km ft	390 - 2.2V **450**					Not authorized

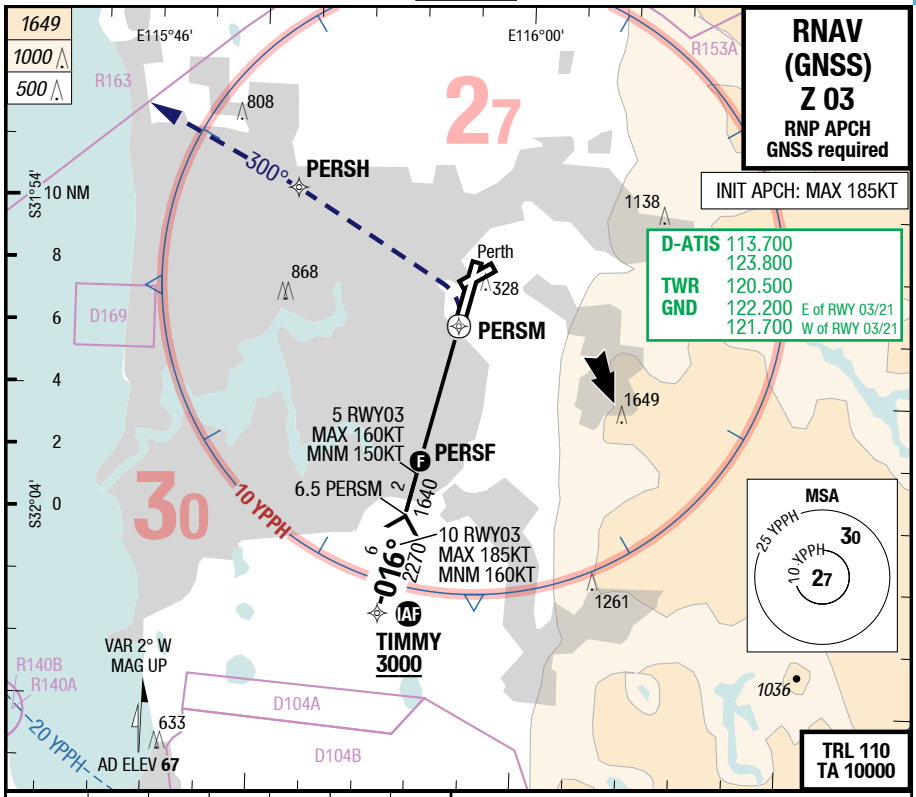
1) Uncompensated BARO VNAV NA below -2°C (28°F) or above 49°C (120°F) 2) Use with Perth (YPPH) QNH only 3) With EVS VIS 1.5km

Changes: APL, OBST, Note

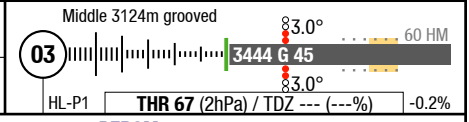
PER-YPPH

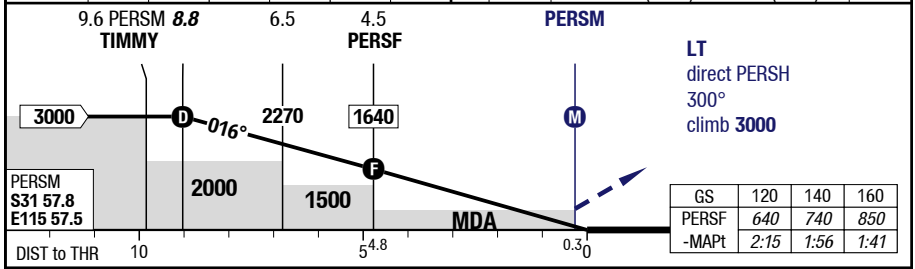
7-90

RNAV (GNSS) Z 03



3.01° PERSM	8.8	6	5	4	3	2
	3000	2120	1800	1480	1160	850





GS	120	140	160
PERSF	640	740	850
-MAPt	2:15	1:56	1:41

03		RNAV GNSS LNAV					Circling 1)
C	ft - m/km ft	500 - 2.8V **560**					1380 - 4.0V **1440**
D	ft - m/km ft	500 - 2.8V **560**					1380 - 5.0V **1440**

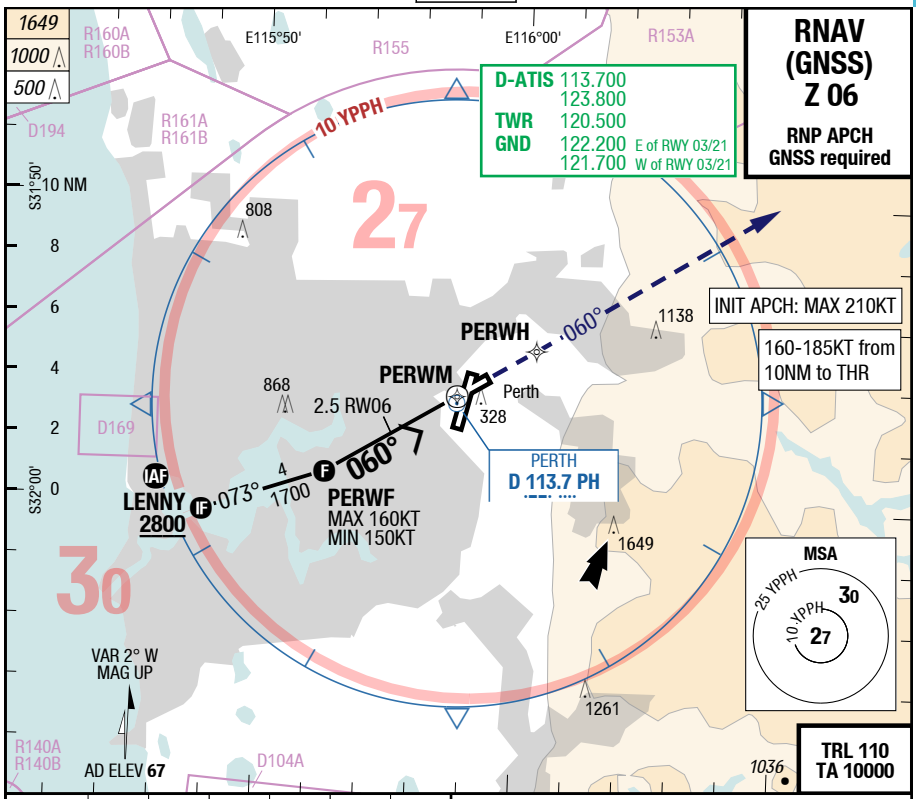
1) E within 4NM PH VOR and W of RWY 03/21 and 06/24 only

Changes: APL, OBST

PER-YPPH

7-100

RNAV (GNSS) Z 06



3.00° RW06	8.5	7	6	4	3	2
	2800	2350	2030	1390	1070	750

Middle 1843m grooved

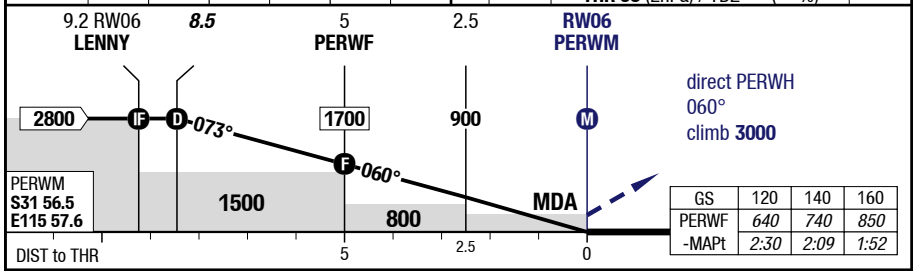
06

3.0°

60 HM

2163 G 45

THR 58 (2hPa) / TDZ --- (---%) 0.0%



GS	120	140	160
PERWF	*640*	*740*	*850*
-MAPt	*2:30*	*2:09*	*1:52*

06		RNAV GNSS LNAV					Circling 1)
C	ft - m/km ft	480 - 2.7V **530**					1380 - 4.0V **1440**
D	ft - m/km ft	480 - 2.7V **530**					1380 - 5.0V **1440**

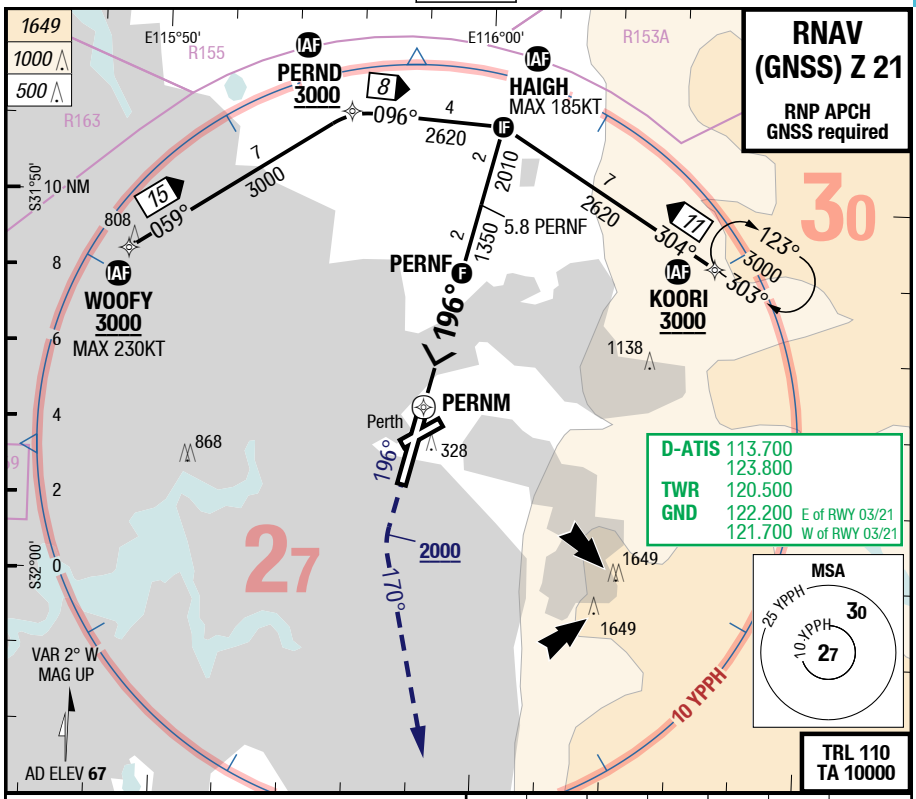
1) E within 4NM PH VOR and W of RWY 03/21 and 06/24 only

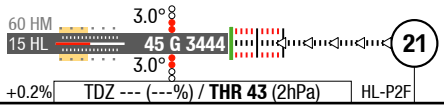
Changes: APL, OBST, Note

PER-YPPH

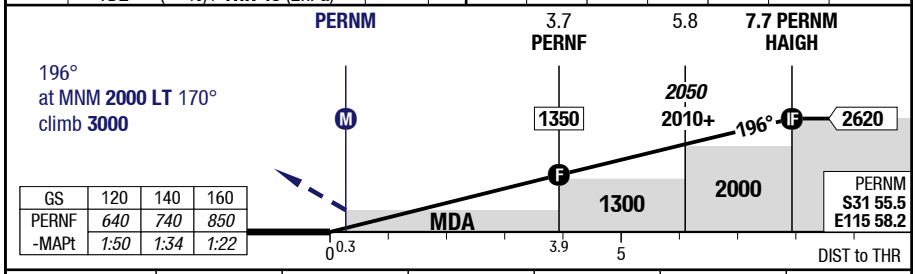
7-110

RNAV (GNSS) Z 21





2	3	4	5	6	7.6	3.00° PERNM
820	1140	1460	1780	2100	2620	



GS	120	140	160
PERNF	*640*	*740*	*850*
-MAPt	*1:50*	*1:34*	*1:22*

21		RNAV GNSS LNAV					Circling 1)
C	ft - m/km ft	520 - 2.9V **560**					1380 - 4.0V **1440**
D	ft - m/km ft	520 - 2.9V **560**					1380 - 5.0V **1440**

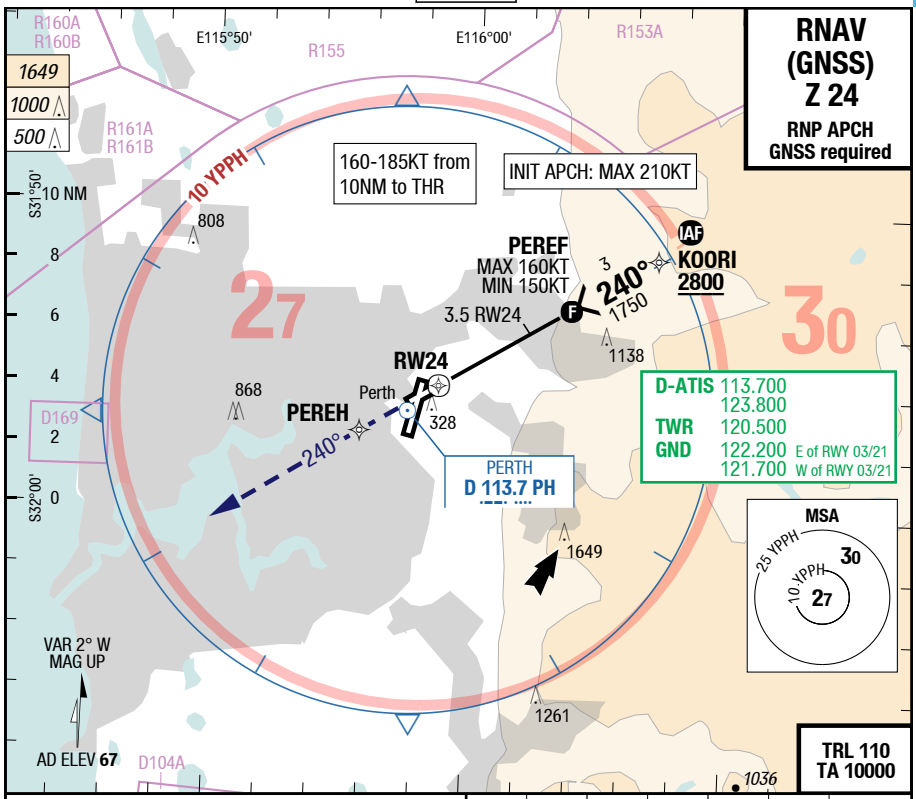
1) E within 4NM PH VOR and W of RWY 03/21 and 06/24 only

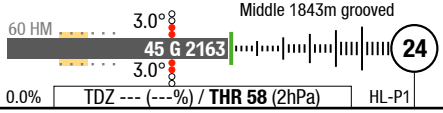
Changes: APL

PER-YPPH

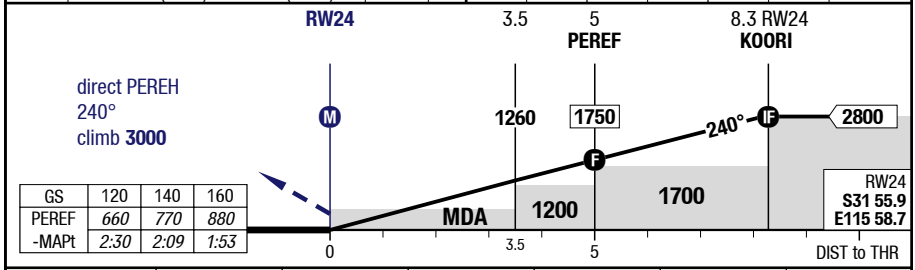
7-120

RNAV (GNSS) Z 24





2	3	4	6	7	8.3	3.10°
770	*1100*	*1430*	*2090*	*2420*	2800	RW24

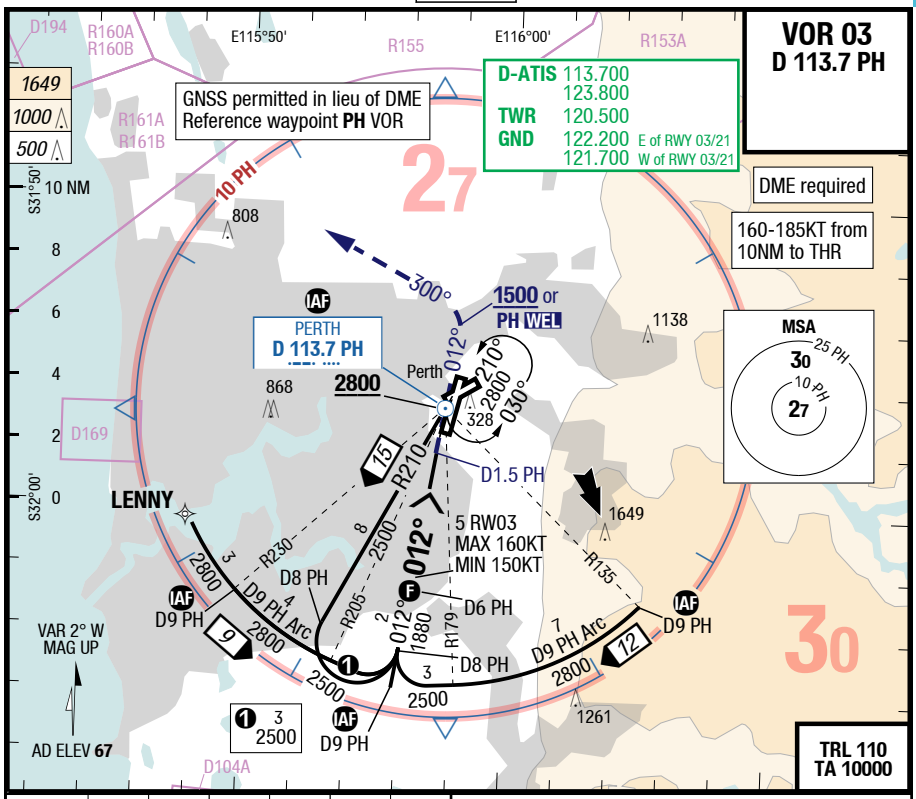


GS	120	140	160
PEREF	*660*	*770*	*880*
-MAPt	*2:30*	*2:09*	*1:53*

24		RNAV GNSS LNAV					Circling 1)
C	ft - m/km ft	510 - 2.8V **560**					1380 - 4.0V **1440**
D	ft - m/km ft	510 - 2.8V **560**					1380 - 5.0V **1440**

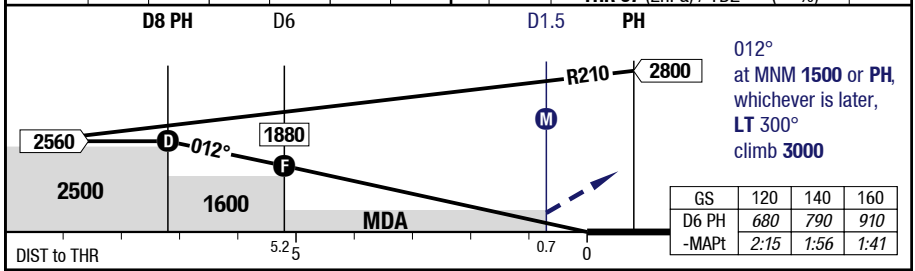
1) E within 4NM PH VOR and W of RWY 03/21 and 06/24 only

Changes: MAPt



3.20° D PH 012° RWY 016°	8	7	5	4	3	2
	2560	2230	1550	1210	870	530

Middle 3124m grooved
03
3.0°
3444 G 45
3.0°
60 HM
HL-P1
THR 67 (2hPa) / TDZ --- (---%)
-0.2%



GS	120	140	160
D6 PH	680	790	910
-MAPt	2:15	1:56	1:41

03		VOR DME					Circling 1)
C	ft - m/km ft	460 - 2.4V **520**					1380 - 4.0V **1440**
D	ft - m/km ft	460 - 2.4V **520**					1380 - 5.0V **1440**

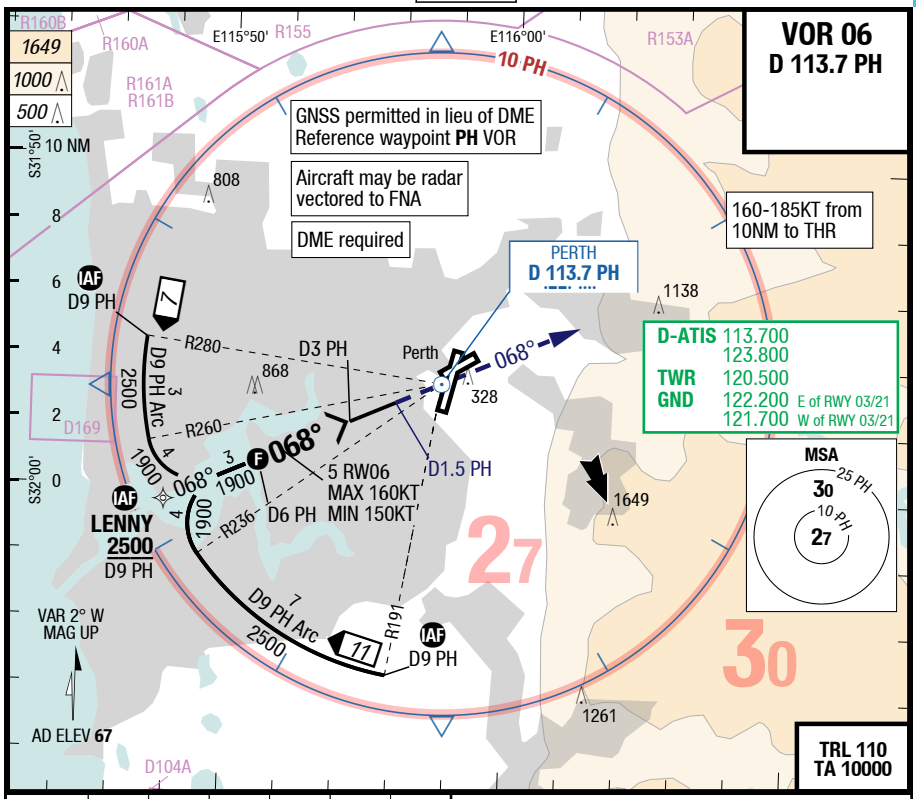
1) E within 4NM PH VOR and W of RWY 03/21 and 06/24 only

Changes: APL, OBST, Note

PER-YPPH

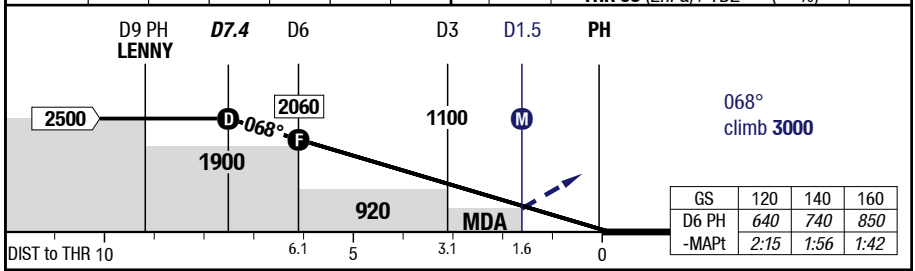
7-140

VOR 06



3.00° D PH 068° RWY 060°	7.4	7	5	4	3	2
	2500	2370	1740	1420	1100	780

Middle 1843m grooved
06
3.0°
60 HM
2163 G 45
THR 58 (2hPa) / TDZ --- (---%)
0.0%



GS	120	140	160
D6 PH -MAPt	*640* *2:15*	*740* *1:56*	*850* *1:42*

06		VOR DME					Circling 1)
C	ft - m/km ft	570 - 3.2V **620**					1380 - 4.0V **1440**
D	ft - m/km ft	570 - 3.2V **620**					1380 - 5.0V **1440**

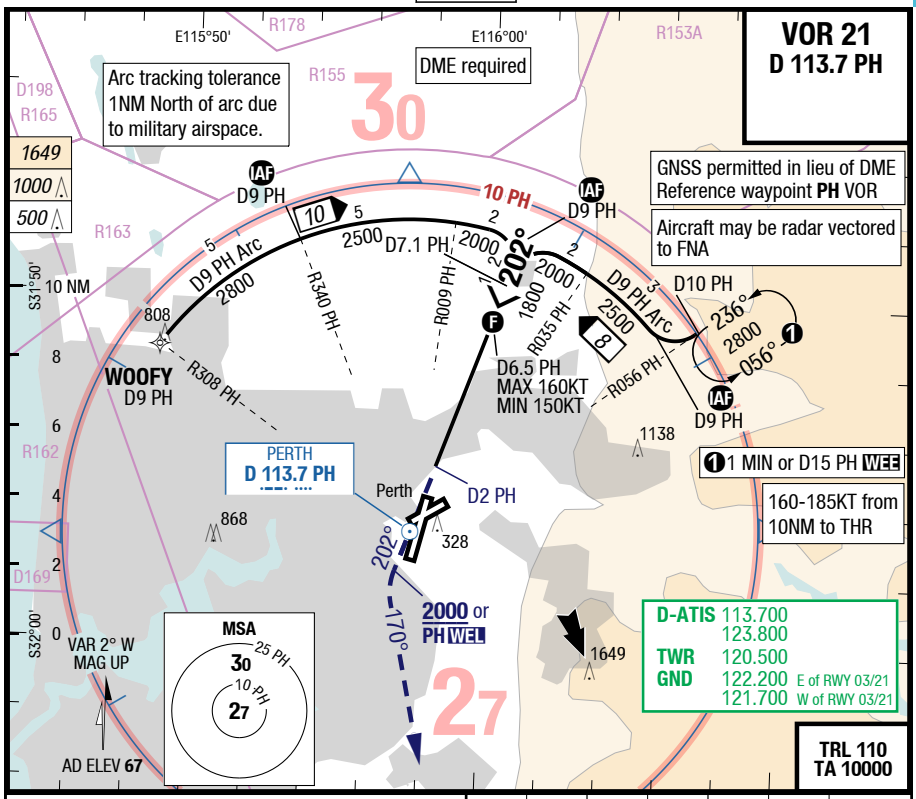
1) E within 4NM PH VOR and W of RWY 03/21 and 06/24 only

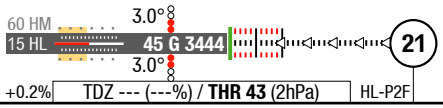
Changes: APL, OBST, Note

PER-YPPH

7-150

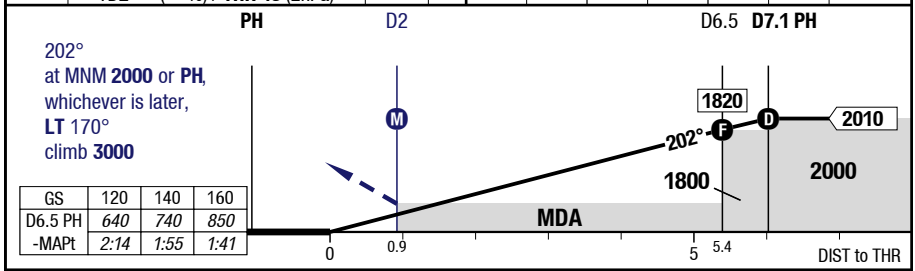
VOR 21





3	4	5	6	7	7.1
710	*1030*	*1350*	*1670*	*2000*	2010

3.00°
D PH
202°
RWY 196°



21		VOR DME					Circling 1)
C	ft - m/km ft	510 - 2.9V **550**					1380 - 4.0V **1440**
D	ft - m/km ft	510 - 2.9V **550**					1380 - 5.0V **1440**

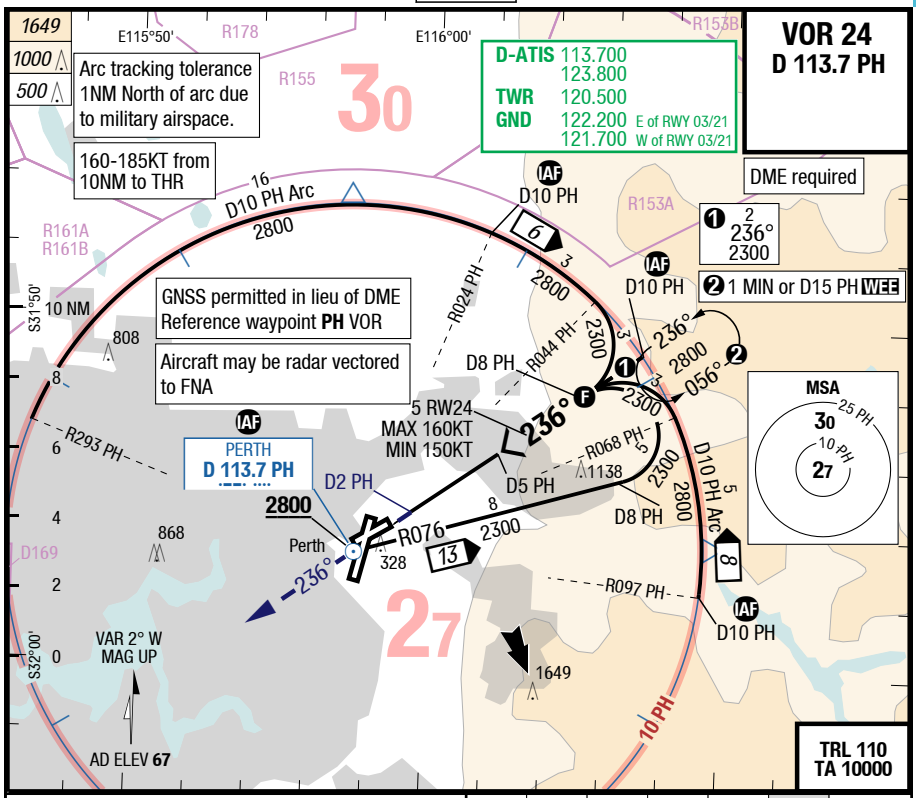
1) E within 4NM PH VOR and W of RWY 03/21 and 06/24 only

Changes: APL

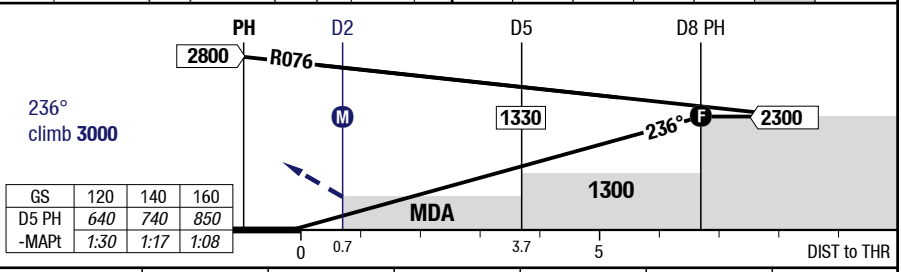
PER-YPPH

7-160

VOR 24



3	4	6	7	8		3.10°
670	1000	1660	1990	2300		D PH 236° RWY 240°



GS	120	140	160
D5 PH	*640*	*740*	*850*
-MAPt	*1:30*	*1:17*	*1:08*

24		VOR DME					Circling 1)
C	ft - m/km ft	510 - 2.8V **560**					1380 - 4.0V **1440**
D	ft - m/km ft	510 - 2.8V **560**					1380 - 5.0V **1440**

1) E within 4NM PH VOR and W of RWY 03/21 and 06/24 only