List of pages in this Trip Kit

General Information

Location: PERTH WA AUS
ICAO/IATA: YPPH / PER
Lat/Long: S31° 56.42', E115° 58.02'
Elevation: 67 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 2.0° W

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 2237 Z
Sunset: 0955 Z

Runway Information

Runway: 03
Length x Width: 11299 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 67 ft
Lighting: Edge, ALS, Centerline

Runway: 06
Length x Width: 7096 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 58 ft
Lighting: Edge

Runway: 21
Length x Width: 11299 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 43 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 24
Length x Width: 7096 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 58 ft
Lighting: Edge, ALS

Communication Information

ATIS: 113.700
ATIS: 123.800
Perth Tower: 127.400
Perth Ground: 121.700
Perth Ground: 122.200
Perth Clearance Delivery: 118.550
Perth Approach: 123.600
Perth Approach: 132.950
Perth Departure: 118.700
Rescue And Firefighting Emergency: 131.000
Perth Center Information: 135.250 RCO

AIR TRAFFIC FLOW MANAGEMENT PROCEDURES

1. A slot allocation system and a ground delay program (GDP) applies at Perth airport.

2. The arrival GDP applies to all fixed wing, non-priority flights departing from all Australian domestic airports and arriving at Perth between 0030-1400 UTC MON-FRI. In addition, flights departing from Jandakot for a landing at Perth must contact Perth Centre on 135.25 prior to starting engines.

3. The departure GDP applies to all fixed wing, non-priority flights departing Perth between 2130-0030 UTC MON-FRI. PH SMC will make a general broadcast on 121.7 and 122.2 advising early clearance is AVBL when demand is lower than capacity due to gate delays.

4. Pilots must obtain an Air Traffic Flow Management Calculated Off Blocks Time (COBT) for operations at a Ground Delay Program (GDP) airport. Pilots of scheduled flights will receive their Calculated Off Blocks Time (COBT) through their operator. Other flights may obtain a Calculated Off Blocks Time (COBT) through the Network Coordination Center (NCC) by email: atfmu@airservicesaustralia.com or Ph: 1800 020 626 24 hours.

5. Flights from all Australian airports are required to operate in accordance with the Calculated off Blocks Time (COBT).

6. During periods when start approvals are required due extensive delay, aircraft will be assigned a 'start sequence number' at clearance issue. When issuing a start approval, the Ground Controller will quote that aircrafts start sequence number to assist other aircraft in determining their position in the start order. If assigned a start sequence number pilots must monitor ground 121.7 and 122.2 for this advice and start approval. Operators may request to swap start sequence numbers of own company aircraft by contacting Perth Tower.

AIRPORT EFFICIENCY PROCEDURES

1. DEPARTING AIRCRAFT

1.1 Whenever possible, complete cockpit checks prior to line-up 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 endeavor 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. ARRIVING AIRCRAFT

2.1 By day, ATC may use 7874' (2400m) runway separation between aircraft arriving to Runway 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.

RWY	AIRCRAFT TYPE	TWY Exits	LED
03	Non-Jet Jet F100/E195/RJ1H and below	A6/C6	5210' 1588m
	Jet above F100/E195/RJ1H Jet above F100/E195/RJ1H	P D	6480' 1975m 8661' 2640m
21	Non-Jet Jet Light Medium	A6/C6	5830' 1777m
	Jet Heavy	A7 C9	6509' 1984m 8150' 2484m
24	ALL	1J1/A	5367' 1636m

1 These exits have different LEDs if vacating left or right and the distance promulgated is the shortest of these LEDs.

Note 1: Aircraft may vacate at an earlier exit without ATC approval.

Note 2: Preferred exits for Rwy 06 not promulgated due infrequent use.

BEVLY 5A RNAV ARRIVAL [BEVL5A] (RWYS 03, 06)

.SPEED: MAX 250 KT BELOW 10000

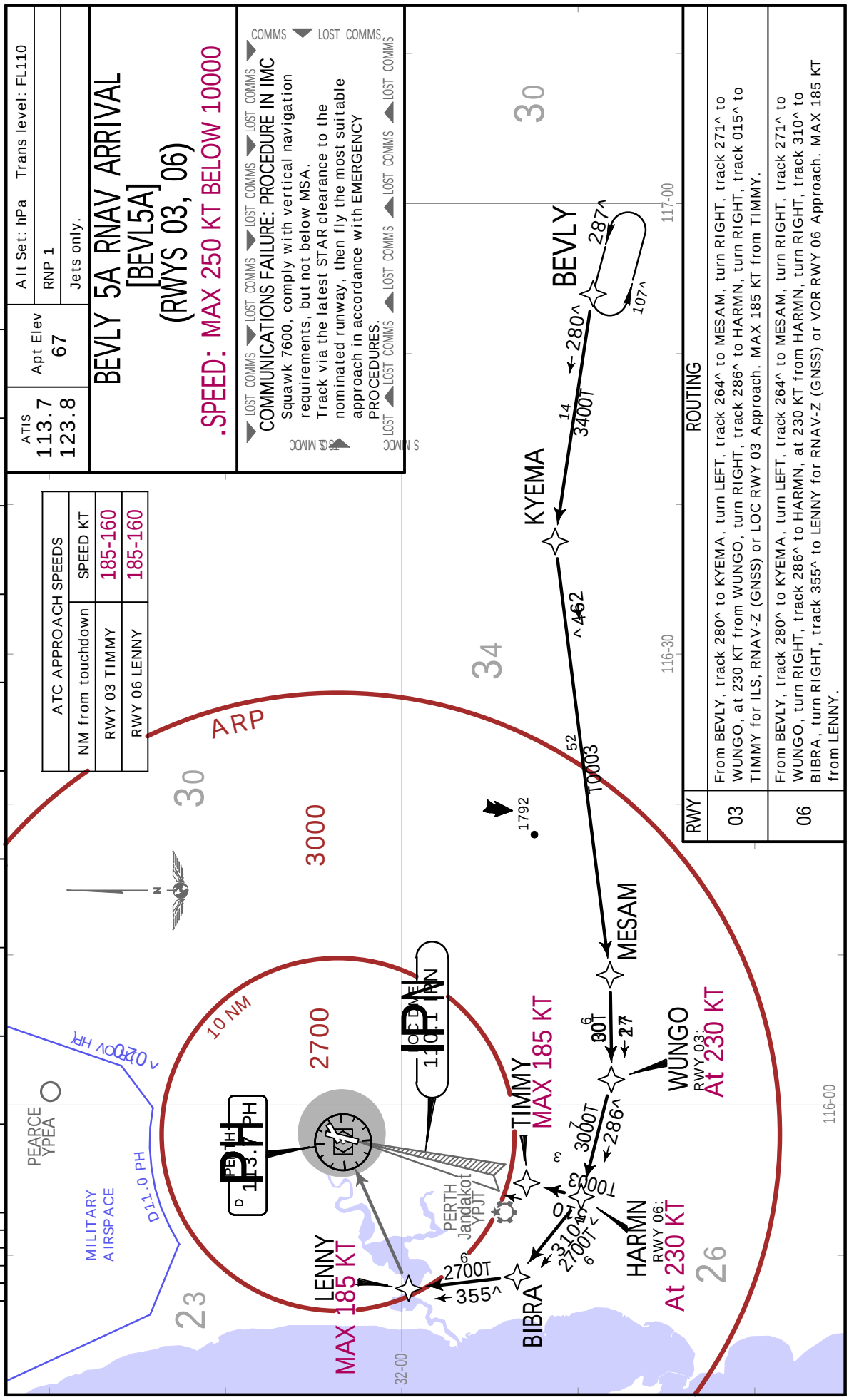
ATIS 113.7 123.8 | Apt Elev 67 | Alt Set: hPa Trans level: FL110 | RNP 1 | Jets only.

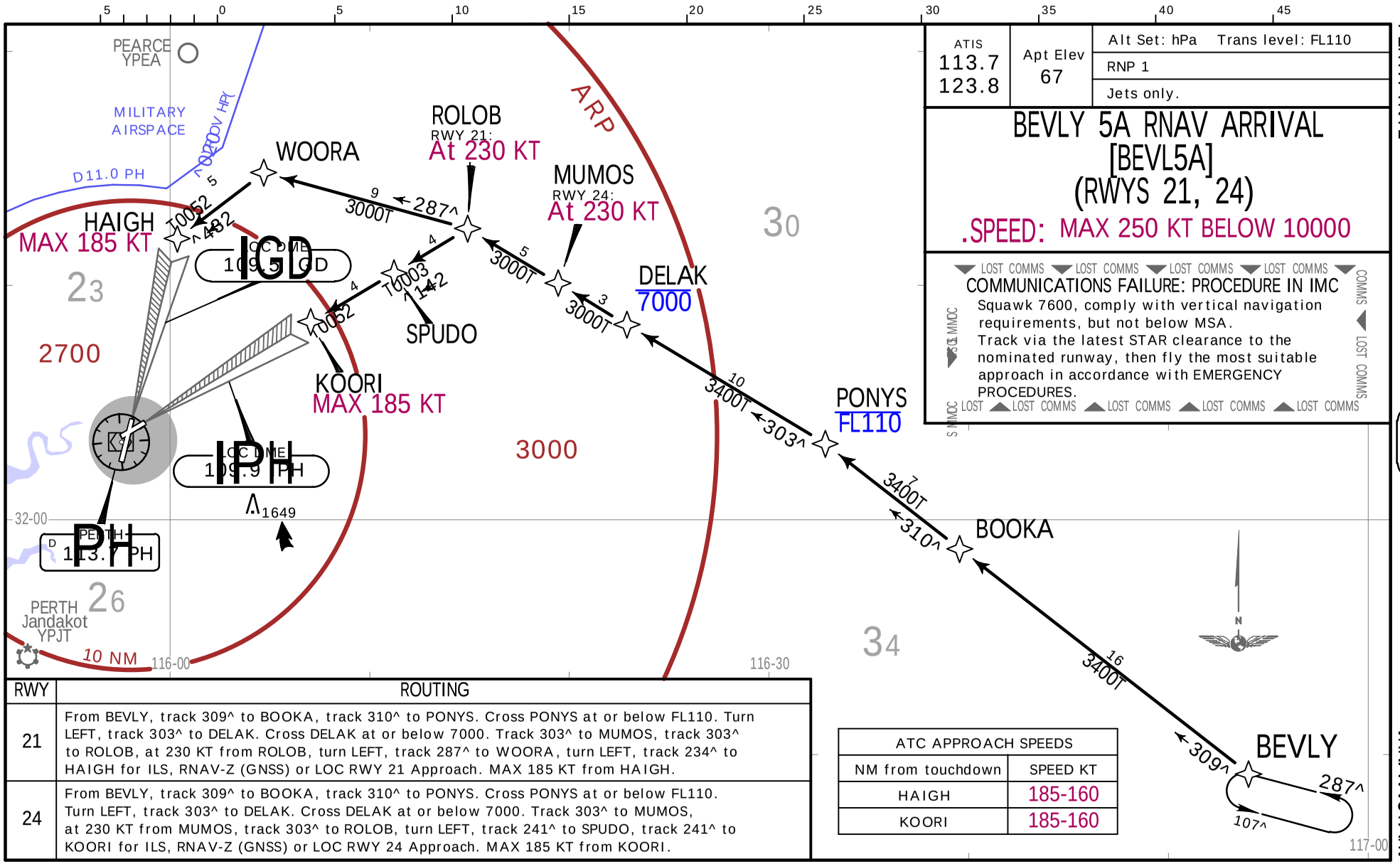
COMMUNICATIONS FAILURE: PROCEDURE IN IMC
Squawk 7600, comply with vertical navigation requirements, but not below MSA.
Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

COMMS ▼ LOST COMMS

ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 03 TIMMY	185-160
RWY 06 LENNY	185-160

RWY	ROUTING
03	From BEVLY, track 280^ to KYEMA, turn LEFT, track 264^ to MESAM, turn RIGHT, track 271^ to WUNGO, at 230 KT from WUNGO, turn RIGHT, track 286^ to HARMN, turn RIGHT, track 015^ to TIMMY for ILS, RNAV-Z (GNSS) or LOC RWY 03 Approach. MAX 185 KT from TIMMY.
06	From BEVLY, track 280^ to KYEMA, turn LEFT, track 264^ to MESAM, turn RIGHT, track 271^ to WUNGO, turn RIGHT, track 286^ to HARMN, at 230 KT from HARMN, turn RIGHT, track 310^ to BIBRA, turn RIGHT, track 355^ to LENNY for RNAV-Z (GNSS) or VOR RWY 06 Approach. MAX 185 KT from LENNY.





ATIS	Apt Elev	Alt Set: hPa Trans level: FL110
113.7 123.8	67	RNP 1 Jets only.

BEVLY 5A RNAV ARRIVAL [BEVL5A] (RWYS 21, 24)

.SPEED: MAX 250 KT BELOW 10000

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 EMERGENCY PROCEDURES.

RWY	ROUTING
21	From BEVLY, track 309^ to BOOKA, track 310^ to PONYS. Cross PONYS at or below FL110. Turn LEFT, track 303^ to DELAK. Cross DELAK at or below 7000. Track 303^ to MUMOS, track 303^ to ROLOB, at 230 KT from ROLOB, turn LEFT, track 287^ to WOORA, turn LEFT, track 234^ to HAIGH for ILS, RNAV-Z (GNSS) or LOC RWY 21 Approach. MAX 185 KT from HAIGH.
24	From BEVLY, track 309^ to BOOKA, track 310^ to PONYS. Cross PONYS at or below FL110. Turn LEFT, track 303^ to DELAK. Cross DELAK at or below 7000. Track 303^ to MUMOS, at 230 KT from MUMOS, track 303^ to ROLOB, turn LEFT, track 241^ to SPUDO, track 241^ to KOORI for ILS, RNAV-Z (GNSS) or LOC RWY 24 Approach. MAX 185 KT from KOORI.

ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
HAIGH	185-160
KOORI	185-160

PERTH, WA, AUSTRALIA
.RNAV.STAR.

ATIS	Apt Elev	Alt Set: hPa Trans level: FL110
113.7 123.8	67	RNP 1 Jets only.

BEVLY 5V RNAV ARRIVAL
[BEVL5V]
(RWYS 03, 06)

.SPEED: MAX 250 KT BELOW 10000

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 EMERGENCY PROCEDURES.

ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 03 VAVGA	At 230
RWY 03 KARGO	185-160
RWY 06: 20	At 230
RWY 06: SAGAR	185-160
5	160-150

10 NM

2700

3000

IPDIG

SAGAR
MAX 185 KT

CAUTION
Adjacent Jandakot CTR.
Do not widen out on base leg.

(RWY 03 only)
OBGOS

KARGO
RWY 03:
MAX 185 KT

VAVGA
RWY 03:
At 230 KT

1792

KYEMA

NOT TO SCALE

BEVLY

PERTH
Jandakot
YPJT

JANDAKOT CTR

ARP

RWY	ROUTING
03	From BEVLY, track 280^ to KYEMA, track 280^ to VAVGA, RWY 03 at 230 KT from VAVGA, turn RIGHT, track 283^ to KARGO, RWY 03 MAX 185 KT from KARGO. From KARGO track 284^ visual to OBGOS for visual final RWY 03.
06	From BEVLY, track 280^ to KYEMA, track 280^ to VAVGA, turn RIGHT, track 283^ to KARGO. From KARGO track 284^ to SAGAR, MAX 185 KT from SAGAR, turn RIGHT, track 330^ visual to IPDIG for visual final RWY 06.

CHANGES: PBN NavSpec Requirement note added, distance between SAGAR and IPDIG.

YPPH/PER
PERTH INTL

JEPPESEN PERTH, WA, AUSTRALIA
.RNAV.STAR.

18 MAR 22 (10-2A2) .Eff.24.Mar.

CHANGES: PBN NavSpec Requirement note added.

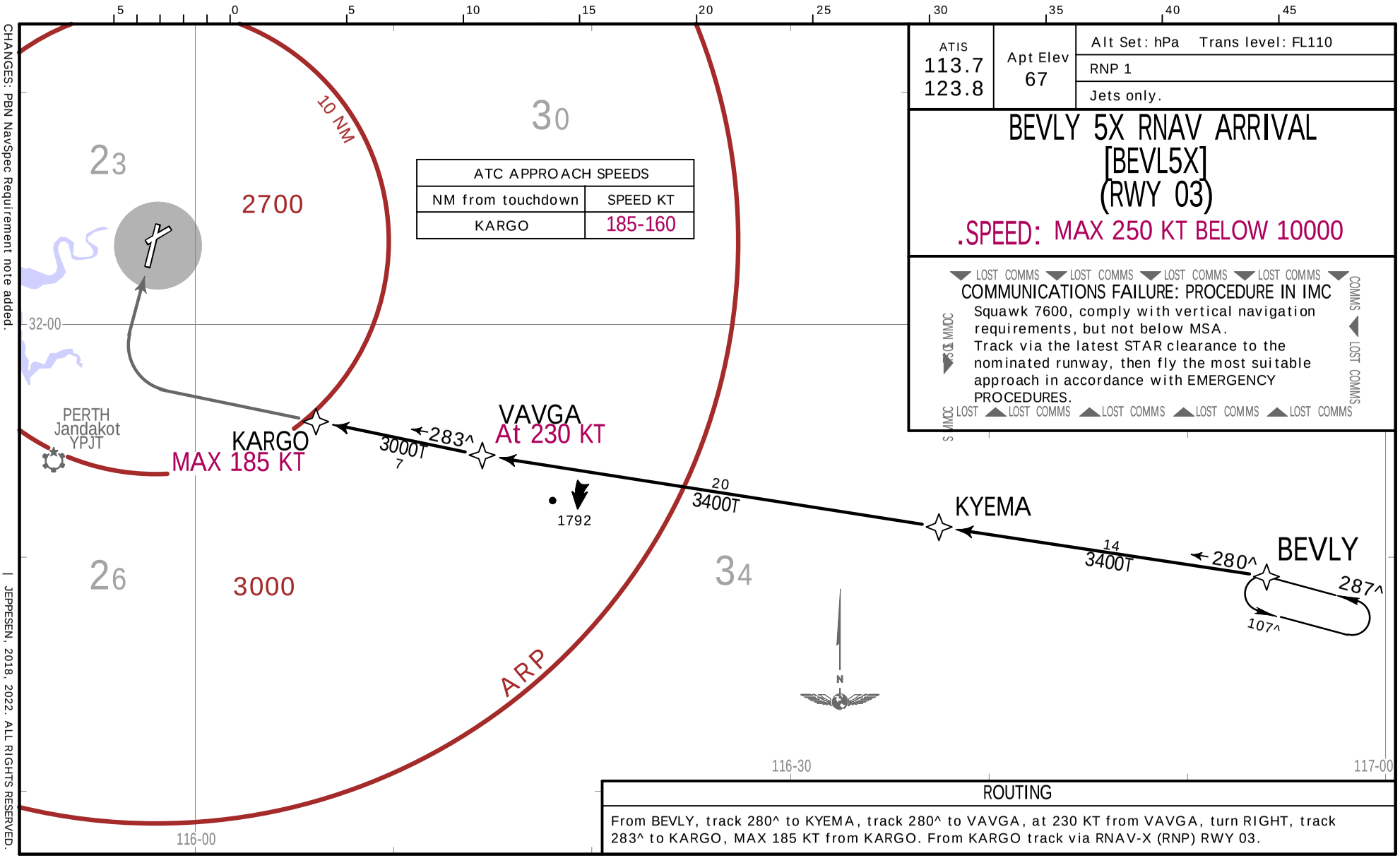
ATIS	Apt Elev	Alt Set: hPa Trans level: FL110
113.7 123.8	67	RNP 1
		Jets only.

BEVLY 5X RNAV ARRIVAL
[BEVL5X]
(RWY 03)

.SPEED: MAX 250 KT BELOW 10000

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
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 EMERGENCY PROCEDURES.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
KARGO	185-160



ROUTING

From BEVLY, track 280^ to KYEMA, track 280^ to VAVGA, at 230 KT from VAVGA, turn RIGHT, track 283^ to KARGO, MAX 185 KT from KARGO. From KARGO track via RNAV-X (RNP) RWY 03.

YPPH/PER
PERTH INTL

JEPPESEN
18 MAR 22 (10-2B) .Eff.24.Mar.

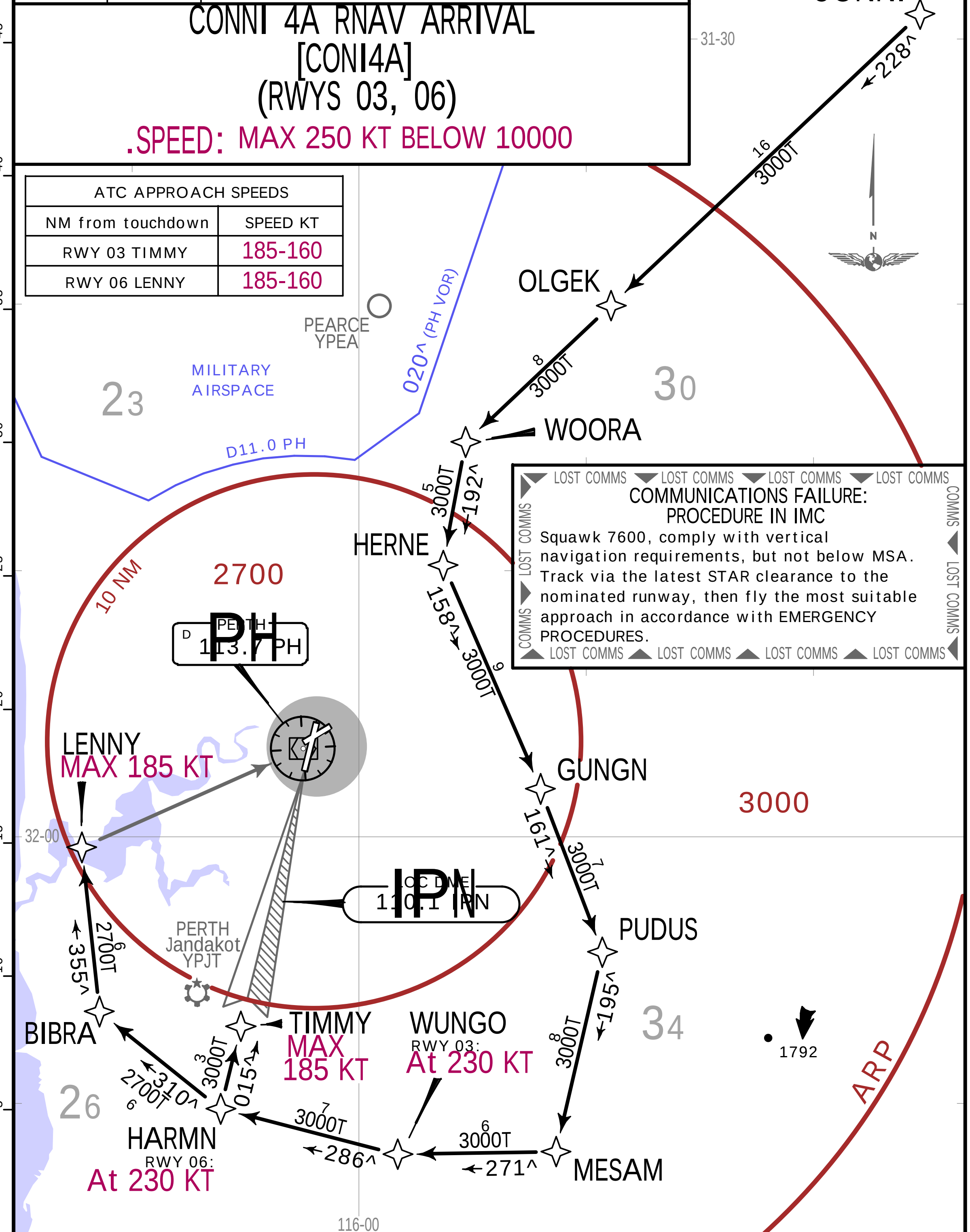
PERTH, WA, AUSTRALIA
.RNAV.STAR.

ATIS	Apt Elev	Alt Set: hPa Trans level: FL110
113.7 123.8	67	RNP 1
		Non-jets only.

CONNI 4A RNAV ARRIVAL
[CONI4A]
(RWYS 03, 06)

.SPEED: MAX 250 KT BELOW 10000

ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 03 TIMMY	185-160
RWY 06 LENNY	185-160



LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

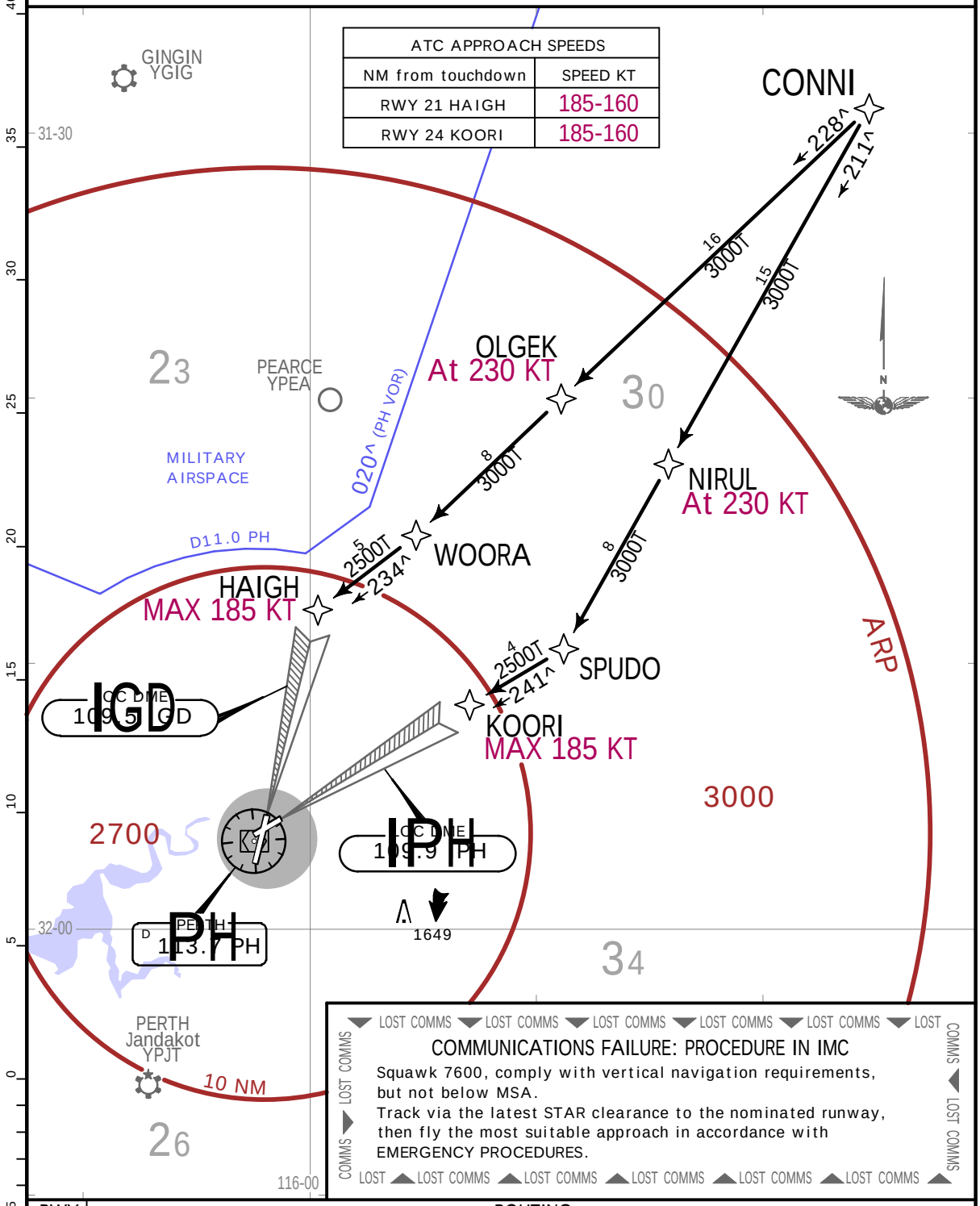
Squawk 7600, comply with vertical navigation requirements, but not below MSA. Track via the latest STAR clearance to the nominated runway, then fly the most suitable approach in accordance with EMERGENCY PROCEDURES.

RWY	ROUTING
03	From CONNI, 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, at 230 KT from WUNGO, turn RIGHT, track 286^ to HARMN, turn RIGHT, track 015^ to TIMMY for ILS, RNAV-Z (GNSS) or LOC RWY 03 Approach. MAX 185 KT from TIMMY.
06	From CONNI, 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, at 230 KT from HARMN, turn RIGHT, track 310^ to BIBRA, turn RIGHT, track 355^ to LENNY for RNAV-Z (GNSS) or VOR RWY 06 Approach. MAX 185 KT from LENNY.

CHANGES: PBN NavSpec Requirement note, bearings, distances.

ATIS	Apt Elev	
113.7 123.8	67	Alt Set: hPa Trans level: FL110 RNP 1 Non-jets only.

CONNI 4A RNAV ARRIVAL
[CONI4A]
(RWYS 21, 24)
.SPEED: MAX 250 KT BELOW 10000



RWY	ROUTING
21	From CONNI, track 228^ to OLGEK, at 230 KT from OLGEK, track 228^ to WOORA, turn RIGHT, track 234^ to HAIGH for ILS, RNAV-Z (GNSS) or LOC RWY 21 Approach. MAX 185 KT from HAIGH.
24	From CONNI, track 211^ to NIRUL, at 230 KT from NIRUL, track 211^ to SPUDO, turn RIGHT, track 241^ to KOORI for ILS, RNAV-Z (GNSS) or LOC RWY 24 Approach. MAX 185 KT from KOORI.

CHANGES: PBN NavSpec Requirement note added, distance OLGEK-WOORA.

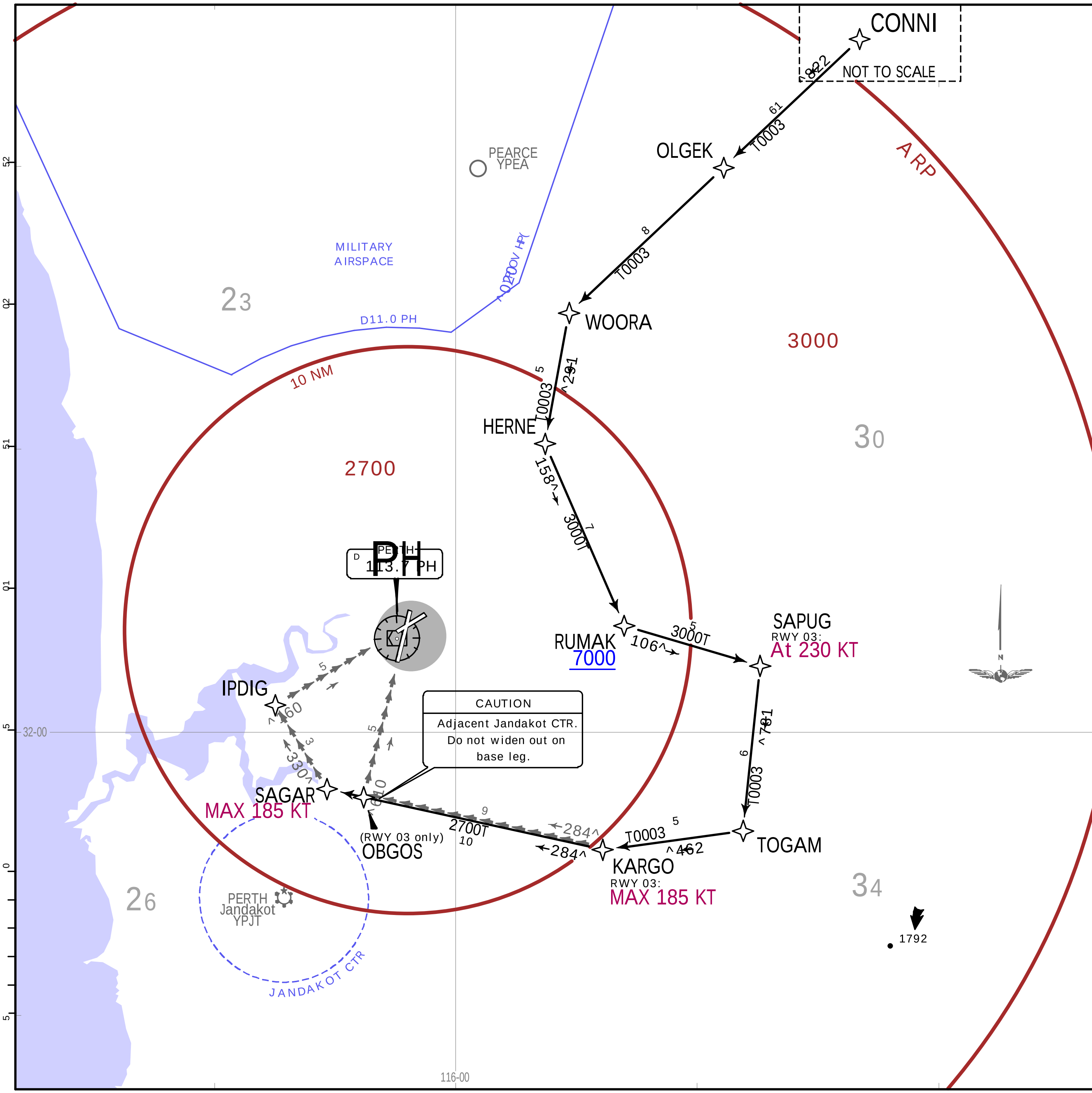
ATIS	Apt Elev	Alt Set: hPa Trans level: FL110
113.7	67	RNP 1
123.8		Non-jets only.

CONNI 4V RNAV ARRIVAL
[CONI4V]
(RWYS 03, 06)

.SPEED: MAX 250 KT BELOW 10000

LOST COMMS
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 EMERGENCY PROCEDURES.

ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 03 SAPUG	At 230
RWY 03 KARGO	185-160
RWY 06: 20	At 230
RWY 06: SAGAR	185-160
5	160-150



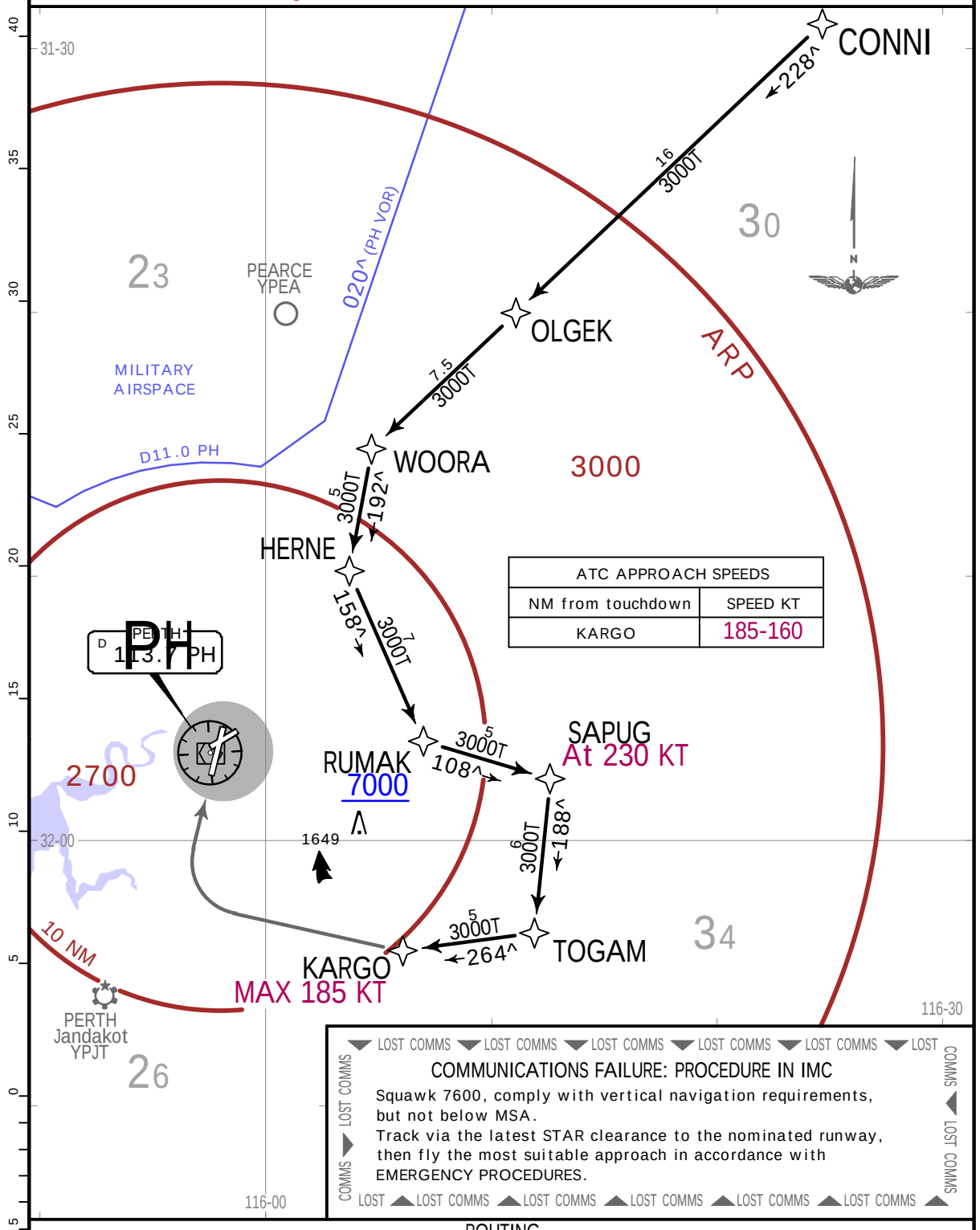
RWY	ROUTING
03	From CONNI track 228^ to OLGEK, track 228^ to WOORA, turn LEFT, track 192^ to HERNE, turn LEFT, track 158^ to RUMAK, cross RUMAK at or above 7000, turn LEFT, track 106^ to SAPUG, RWY 03 at 230 KT from SAPUG, turn RIGHT, track 187^ to TOGAM, turn RIGHT, track 264^ to KARGO, RWY 03 MAX 185 KT from KARGO. From KARGO, turn RIGHT, track 284^ visual to OBGOS for visual final RWY 03.
06	From CONNI track 228^ to OLGEK, track 228^ to WOORA, turn LEFT, track 192^ to HERNE, turn LEFT, track 158^ to RUMAK, cross RUMAK at or above 7000, turn LEFT, track 106^ to SAPUG, turn RIGHT, track 187^ to TOGAM, turn RIGHT, track 264^ to KARGO. From KARGO turn RIGHT, track 284^ to SAGAR, MAX 185 KT from SAGAR, turn RIGHT, track 330^ visual to IPDIG for visual final RWY 06.

CHANGES: PBN NavSpec Requirement note added, distances OLGEK-WOORA and SAGAR-IPDIG.

ATIS	Apt Elev	RNP 1	Alt Set: hPa	Trans level: FL110
113.7 123.8	67	Non-jets only.		

CONNI 4X RNAV ARRIVAL
[CONI4X]
(RWY 03)

.SPEED: MAX 250 KT BELOW 10000



ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
KARGO	185-160

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

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 EMERGENCY PROCEDURES.

LOST LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

ROUTING

From CONNI track 228^ to OLGEK, track 228^ to WOORA, turn LEFT, track 192^ to HERNE, turn LEFT, track 158^ to RUMAK, cross RUMAK at or above 7000, turn LEFT, track 108^ to SAPUG, at 230 KT from SAPUG, turn RIGHT, track 188^ to TOGAM, turn RIGHT, track 264^ to KARGO, MAX 185 KT from KARGO. From KARGO, turn RIGHT, track via RNAV-X (RNP) RWY 03.

CHANGES: PBN NavSpec Requirement note, bearings RUMAK-SAPUG, SAPUG-TOGAM.

ATIS	Apt Elev	Alt Set: hPa Trans level: FL110
113.7 123.8	67	RNP 1
		Non-jets only.

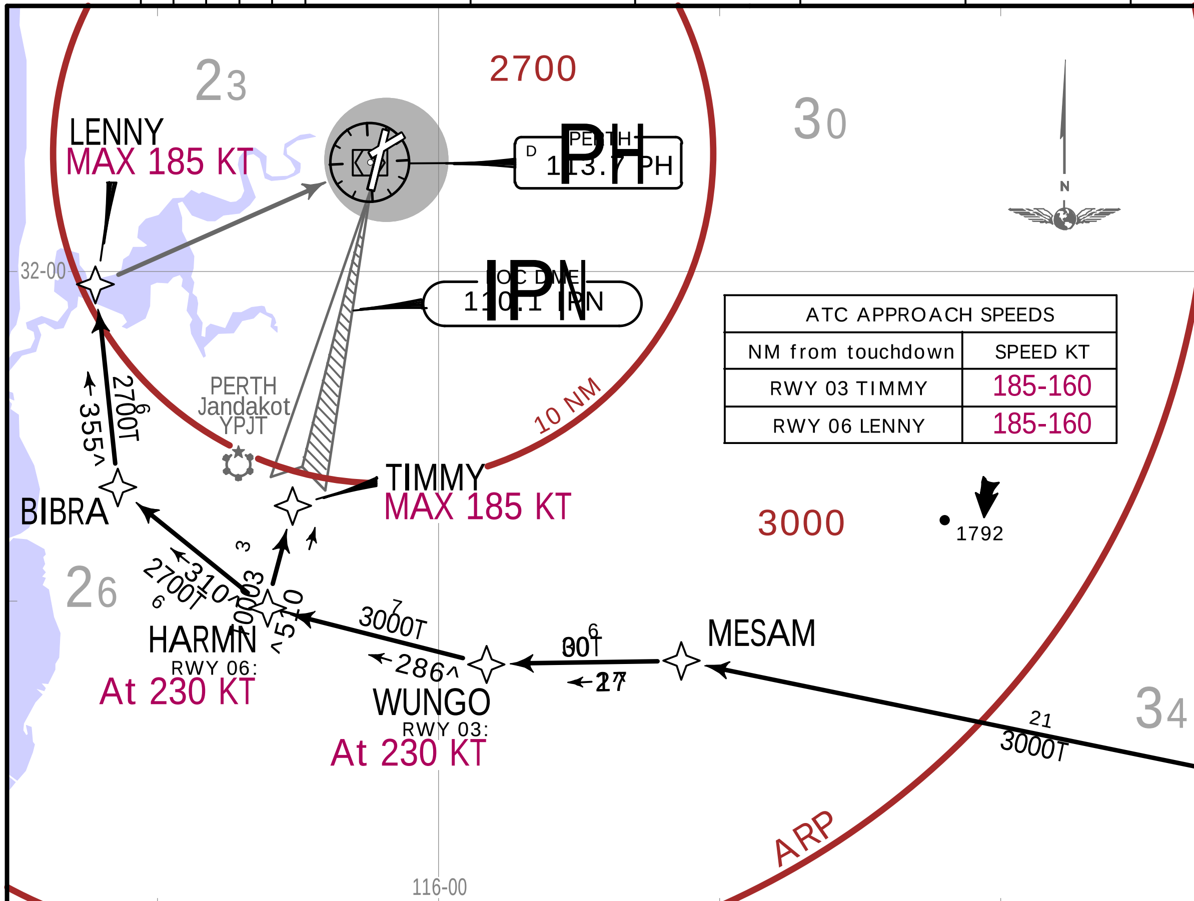
DAYLR 4A RNAV ARRIVAL
[DAYL4A]
(RWYS 03, 06)

.SPEED: MAX 250 KT BELOW 10000

LOST COMMS

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 EMERGENCY PROCEDURES.

ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 03 TIMMY	185-160
RWY 06 LENNY	185-160



TRANSITION	
HAMTN	From HAMTN to DAYLR: Track 277^ to DAYLR, then follow arrival instructions.

RWY	ROUTING
03	From DAYLR, track 283^ to MESAM, turn LEFT, track 271^ to WUNGO, at 230 KT from WUNGO, turn RIGHT, track 286^ to HARMN, turn RIGHT, track 015^ to TIMMY for ILS, RNAV-Z (GNSS) or LOC RWY 03 Approach. MAX 185 KT from TIMMY.
06	From DAYLR, track 283^ to MESAM, turn LEFT, track 271^ to WUNGO, turn RIGHT, track 286^ to HARMN, at 230 KT from HARMN, turn RIGHT, track 310^ to BIBRA, turn RIGHT, track 355^ to LENNY for RNAV-Z (GNSS) or VOR RWY 06 Approach. MAX 185 KT from LENNY.

116-30

CHANGES: PBN NavSpec Requirement note added, bearings.

YPPH/PER
PERTH INTL

18 MAR 22 (10-2E1) .Eff.24.Mar.

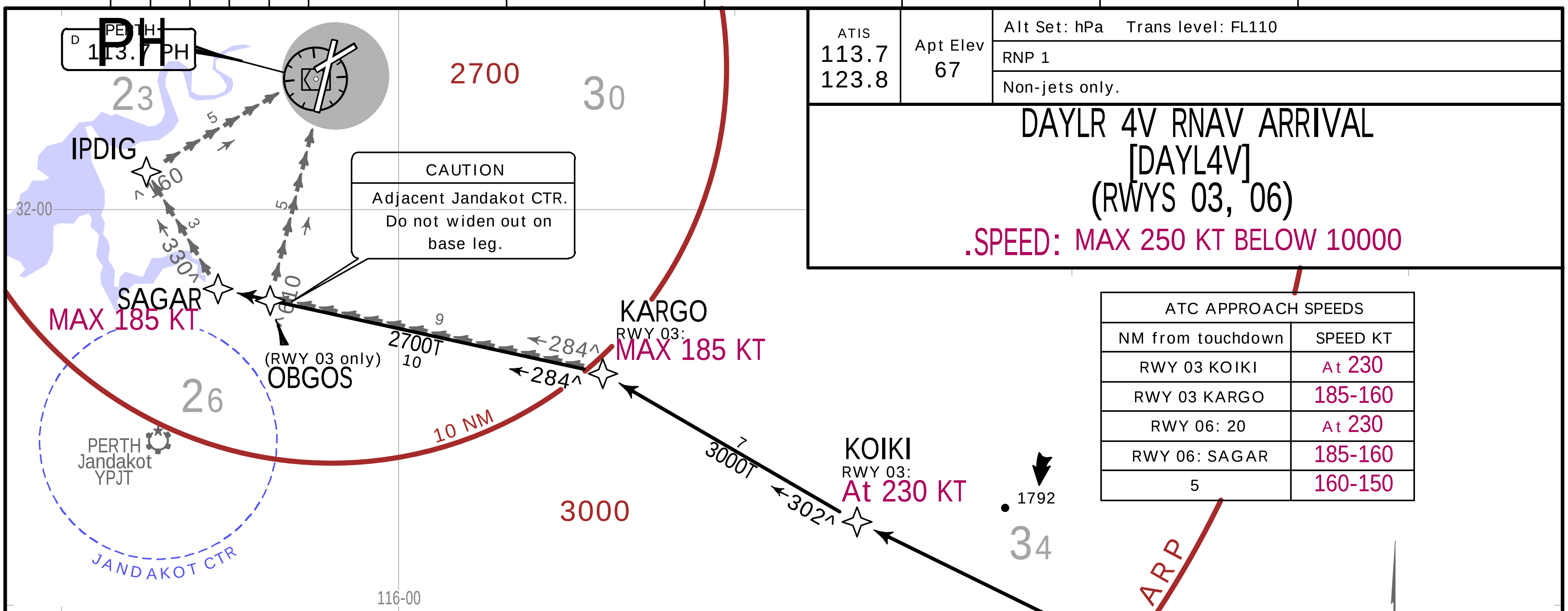
JEPPESEN PERTH, WA, AUSTRALIA
.RNAV.STAR.

ATIS	Apt Elev	Alt Set: hPa Trans level: FL110
113.7 123.8	67	RNP 1 Non-jets only.

DAYLR 4V RNAV ARRIVAL [DAYL4V] (RWYS 03, 06)

.SPEED: MAX 250 KT BELOW 10000

ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 03 KOIKI	At 230
RWY 03 KARGO	185-160
RWY 06: 20	At 230
RWY 06: SAGAR	185-160
5	160-150



LOST COMMS
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 EMERGENCY PROCEDURES.

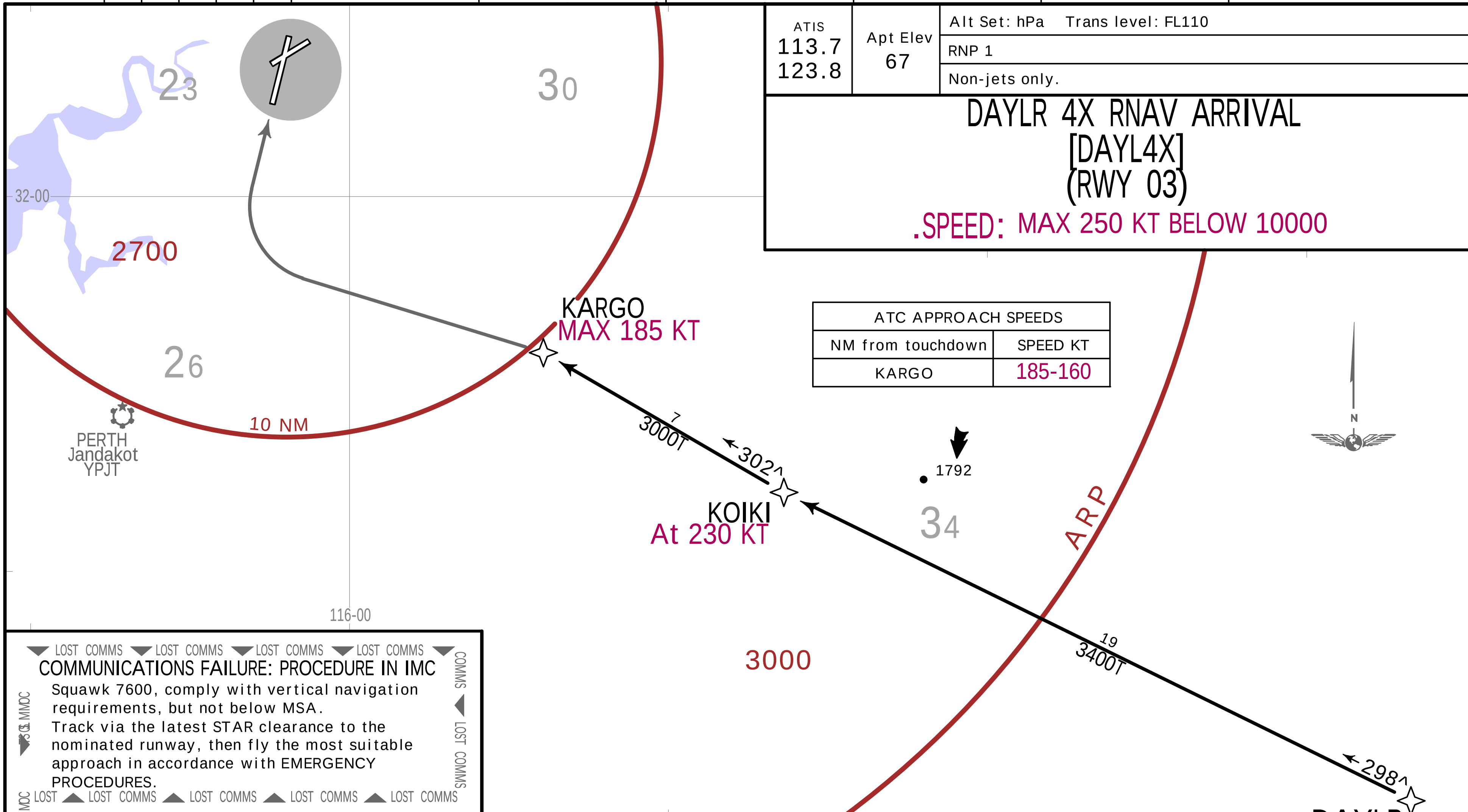
RWY	ROUTING
03	From DAYLR, track 298^ to KOIKI, RWY 03 at 230 KT from KOIKI, turn RIGHT, track 302^ to KARGO, RWY 03 MAX 185 KT from KARGO. From KARGO turn LEFT, track 284^ visual to OBGOS for visual final RWY 03.
06	From DAYLR, track 298^ to KOIKI, turn RIGHT, track 302^ to KARGO. From KARGO turn LEFT, track 284^ to SAGAR, MAX 185 KT from SAGAR, turn RIGHT, track 330^ visual to IPDIG for visual final RWY 06.

CHANGES: PBN NavSpec Requirement note added, bearing, distance.

ATIS	Apt Elev	Alt Set: hPa Trans level: FL110
113.7 123.8	67	RNP 1
		Non-jets only.

DAYLR 4X RNAV ARRIVAL [DAYL4X] (RWY 03)

.SPEED: MAX 250 KT BELOW 10000



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 EMERGENCY PROCEDURES.

ROUTING

From DAYLR, track 298^ to KOIKI, at 230 KT from KOIKI, turn RIGHT, track 302^ to KARGO, MAX 185 KT from KARGO, from KARGO turn LEFT, track via RNAV-X (RNP) RWY 03.

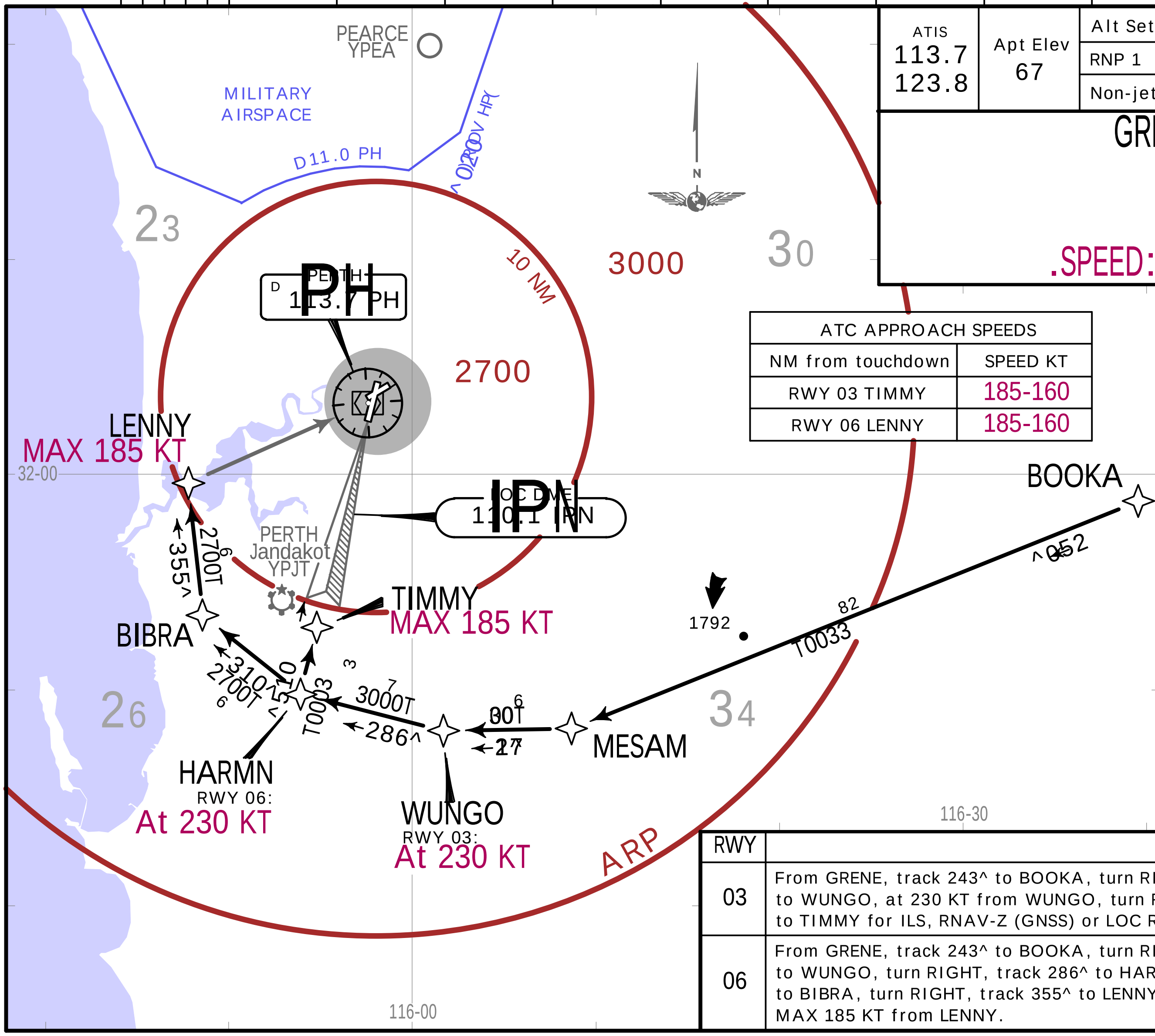
CHANGES: PBN NavSpec Requirement note added, bearing between DAYLR-KOIKI.

ATIS	Apt Elev	Alt Set: hPa Trans level: FL110
113.7 123.8	67	RNP 1
		Non-jets only.

GRENE 5A RNAV ARRIVAL [GREN5A] (RWYS 03, 06)

.SPEED: MAX 250 KT BELOW 10000

ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 03 TIMMY	185-160
RWY 06 LENNY	185-160



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 EMERGENCY PROCEDURES.

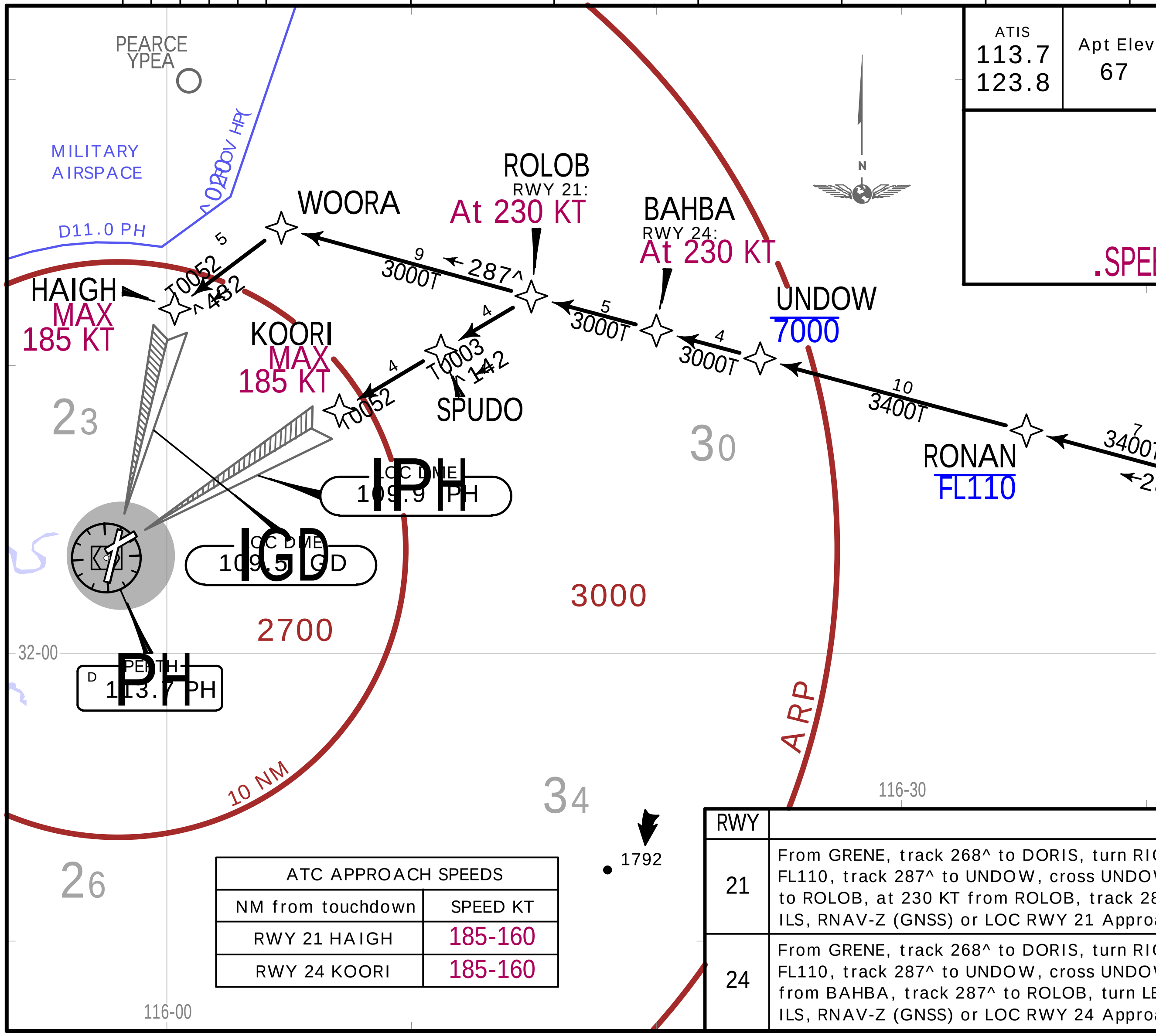
RWY	ROUTING
03	From GRENE, track 243^ to BOOKA, turn RIGHT, track 250^ to MESAM, turn RIGHT, track 271^ to WUNGO, at 230 KT from WUNGO, turn RIGHT, track 286^ to HARMN, turn RIGHT, track 015^ to TIMMY for ILS, RNAV-Z (GNSS) or LOC RWY 03 Approach. MAX 185 KT from TIMMY.
06	From GRENE, track 243^ to BOOKA, turn RIGHT, track 250^ to MESAM, turn RIGHT, track 271^ to WUNGO, turn RIGHT, track 286^ to HARMN, at 230 KT from HARMN, turn RIGHT, track 310^ to BIBRA, turn RIGHT, track 355^ to LENNY for RNAV-Z (GNSS) or VOR RWY 06 Approach. MAX 185 KT from LENNY.

CHANGES: PBN NavSpec Requirement note added, bearings.

ATIS	Apt Elev	Alt Set: hPa Trans level: FL110
113.7 123.8	67	RNP 1 Non-jets only.

GRENE 5A RNAV ARRIVAL
[GREN5A]
(RWYS 21, 24)

.SPEED: MAX 250 KT BELOW 10000



LOST COMMS LOST COMMS LOST COMMS LOST COMMS

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 EMERGENCY PROCEDURES.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

RWY	ROUTING
21	From GRENE, track 268^ to DORIS, turn RIGHT, track 287^ to RONAN, cross RONAN at or below FL110, track 287^ to UNDOW, cross UNDOW at or below 7000, track 287^ to BAHBA, track 287^ to ROLOB, at 230 KT from ROLOB, track 287^ to WOORA, turn LEFT, track 234^ to HAIGH for ILS, RNAV-Z (GNSS) or LOC RWY 21 Approach. MAX 185 KT from HAIGH.
24	From GRENE, track 268^ to DORIS, turn RIGHT, track 287^ to RONAN. Cross RONAN at or below FL110, track 287^ to UNDOW, cross UNDOW at or below 7000. Track 287^ to BAHBA, at 230 KT from BAHBA, track 287^ to ROLOB, turn LEFT, track 241^ to SPUDO, track 241^ to KOORI for ILS, RNAV-Z (GNSS) or LOC RWY 24 Approach. MAX 185 KT from KOORI.

ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 21 HAIGH	185-160
RWY 24 KOORI	185-160

CHANGES: PBN NavSpec Requirement note added, bearings, distances.

PERTH, WA, AUSTRALIA
.RNAV.STAR.

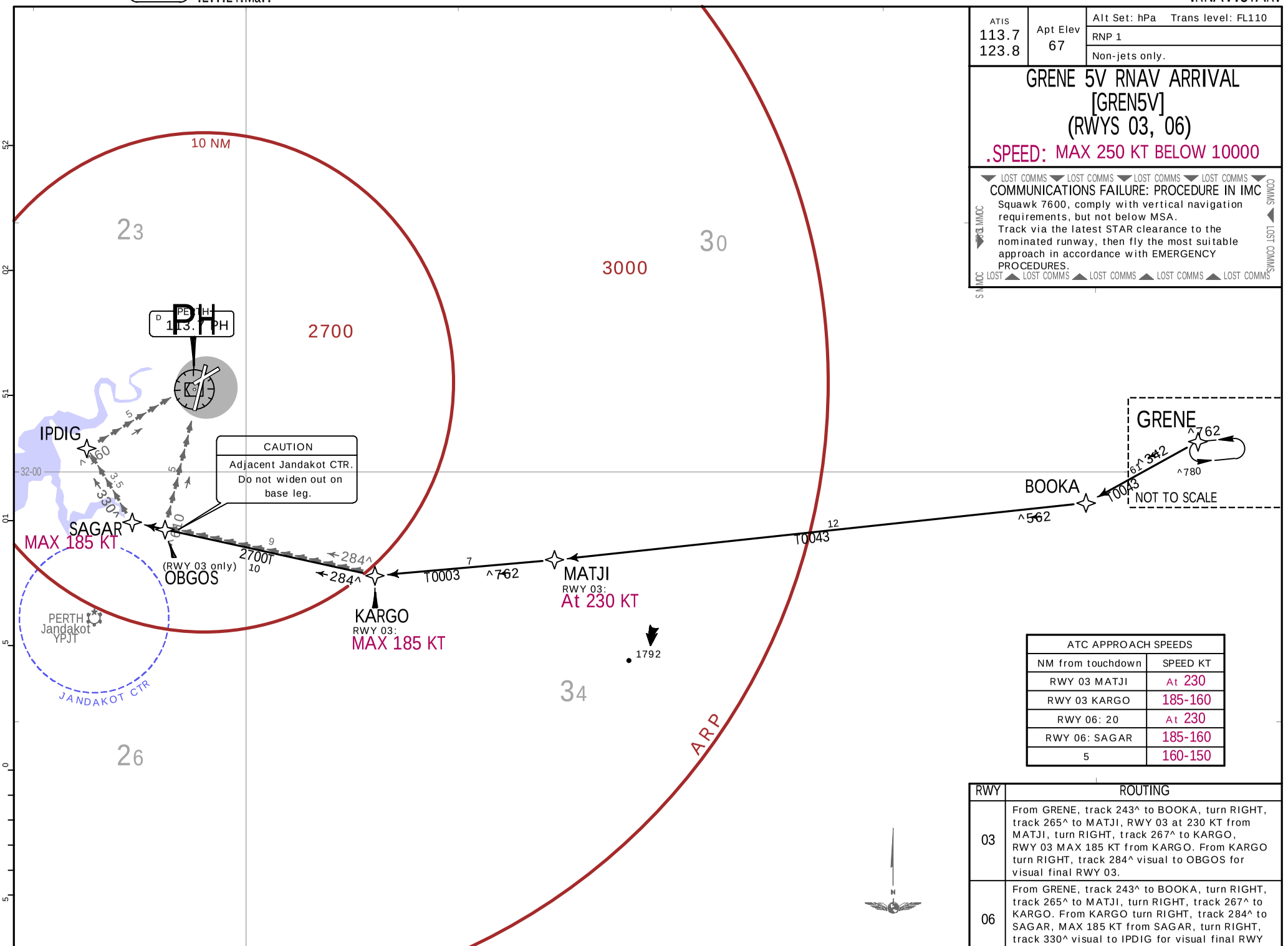
ATIS	Apt Elev	Alt Set: hPa Trans level: FL110
113.7 123.8	67	RNP 1 Non-jets only.

GRENE 5V RNAV ARRIVAL
[GREN5V]
(RWYS 03, 06)

.SPEED: MAX 250 KT BELOW 10000

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 EMERGENCY PROCEDURES.



ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 03 MATJI	At 230
RWY 03 KARGO	185-160
RWY 06: 20	At 230
RWY 06: SAGAR	185-160
5	160-150

RWY	ROUTING
03	From GRENE, track 243^ to BOOKA, turn RIGHT, track 265^ to MATJI, RWY 03 at 230 KT from MATJI, turn RIGHT, track 267^ to KARGO, RWY 03 MAX 185 KT from KARGO. From KARGO turn RIGHT, track 284^ visual to OBGOS for visual final RWY 03.
06	From GRENE, track 243^ to BOOKA, turn RIGHT, track 265^ to MATJI, turn RIGHT, track 267^ to KARGO. From KARGO turn RIGHT, track 284^ to SAGAR, MAX 185 KT from SAGAR, turn RIGHT, track 330^ visual to IPDIG for visual final RWY 06.

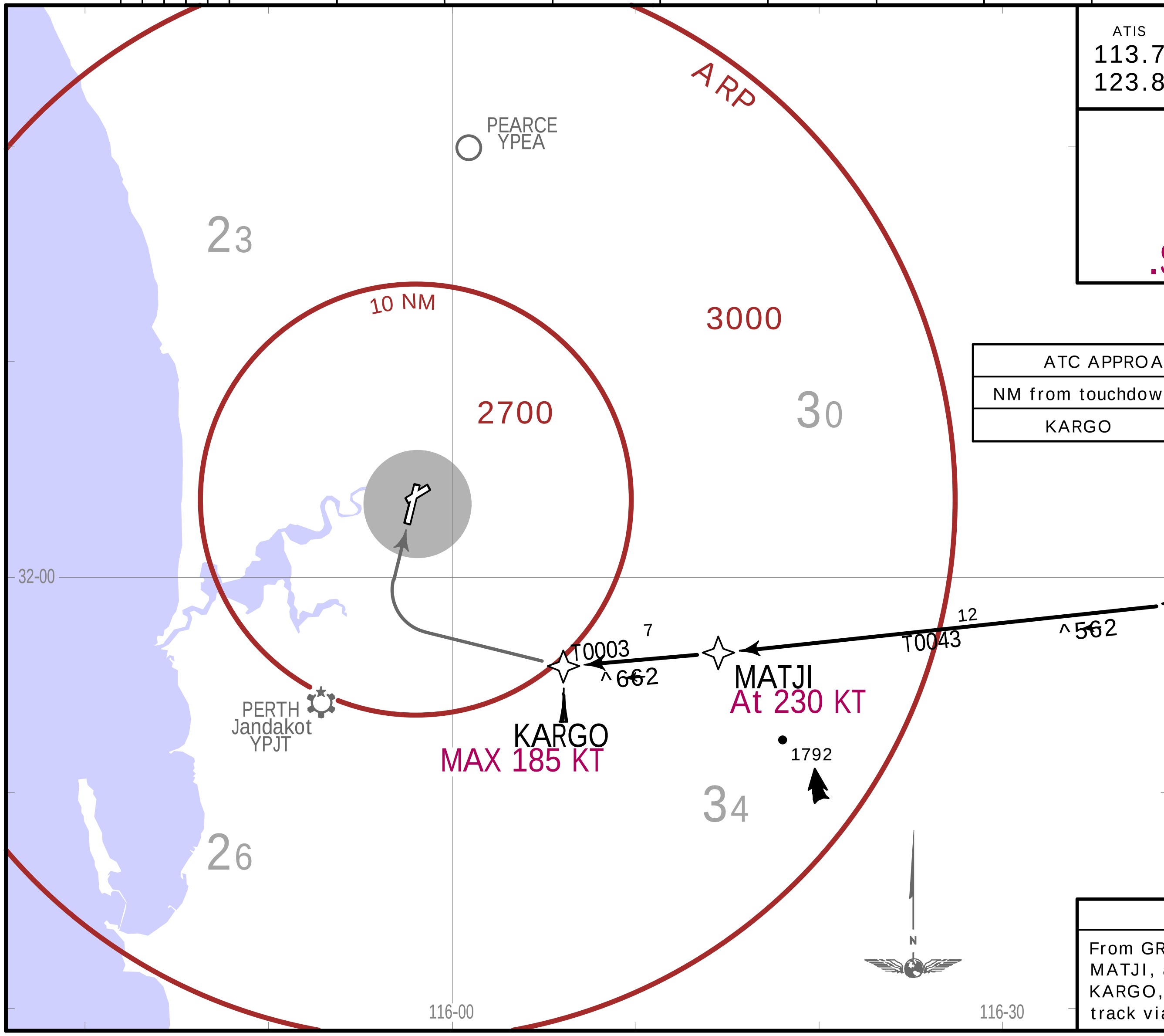
CHANGES: PBN NavSpec Requirement note added, bearings between GRENE-BOOKA and MATJI-KARGO.

ATIS	Apt Elev	
113.7 123.8	67	Alt Set: hPa Trans level: FL110 RNP 1 Non-jets only.

GRENE 5X RNAV ARRIVAL
[GREN5X]
(RWY 03)

.SPEED: MAX 250 KT BELOW 10000

ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
KARGO	185-160



LOST COMMS

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 EMERGENCY PROCEDURES.

ROUTING

From GRENE, track 243^ to BOOKA, turn RIGHT, track 265^ to MATJI, at 230 KT from MATJI, turn RIGHT, track 266^ to KARGO, MAX 185 KT from KARGO. From KARGO turn RIGHT, track via RNAV-X (RNP) RWY 03.

CHANGES: PBN NavSpec Requirement note added, bearing between GRENE-BOOKA.

ATIS	Apt Elev	RNP 1	Alt Set: hPa	Trans level: FL110
113.7 123.8	67	Jets only.		

JULIM 5A RNAV ARRIVAL
[JULI5A]
(RWYS 03, 06)

.SPEED: MAX 250 KT BELOW 10000

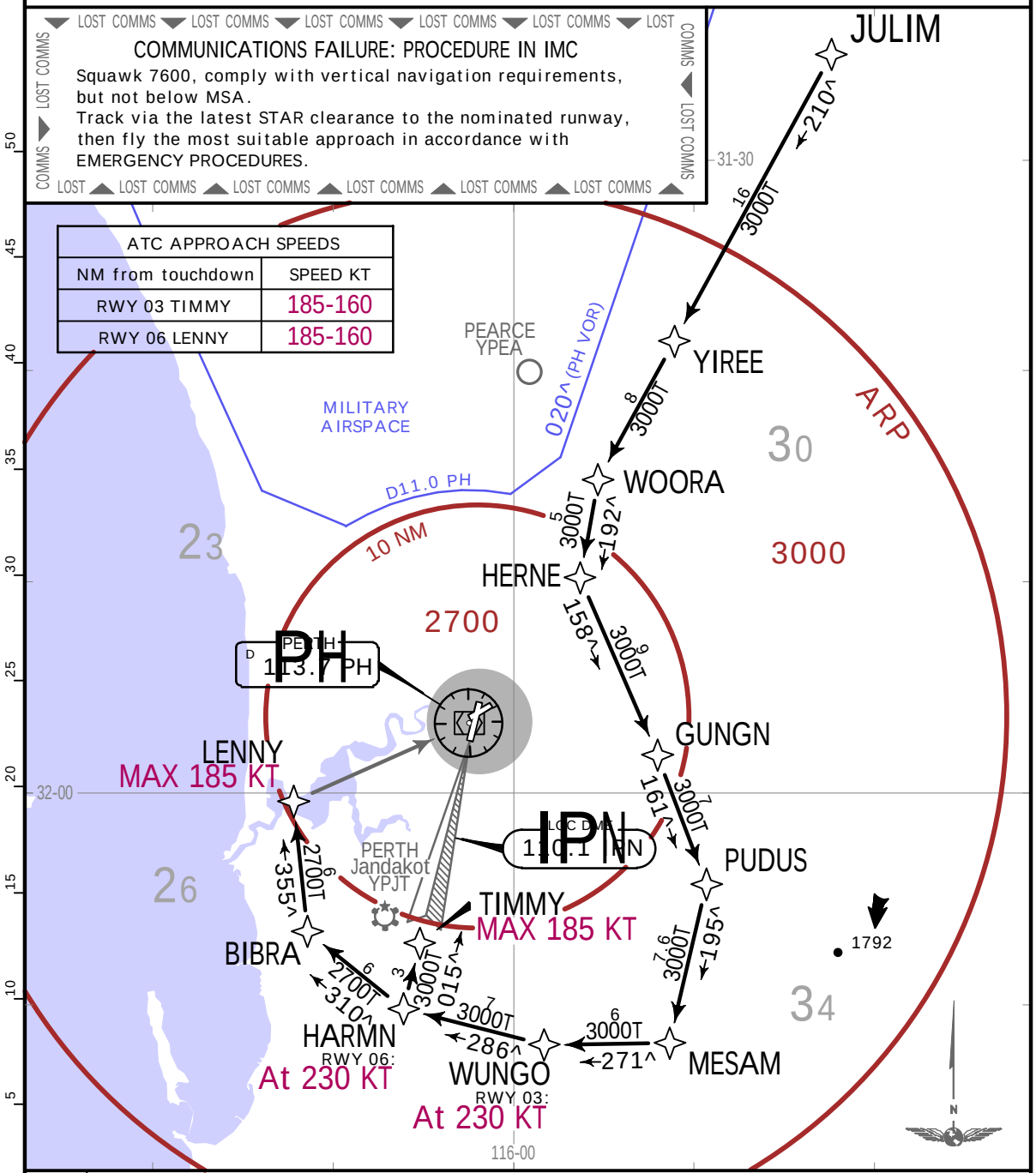
LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

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 EMERGENCY PROCEDURES.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 03 TIMMY	185-160
RWY 06 LENNY	185-160



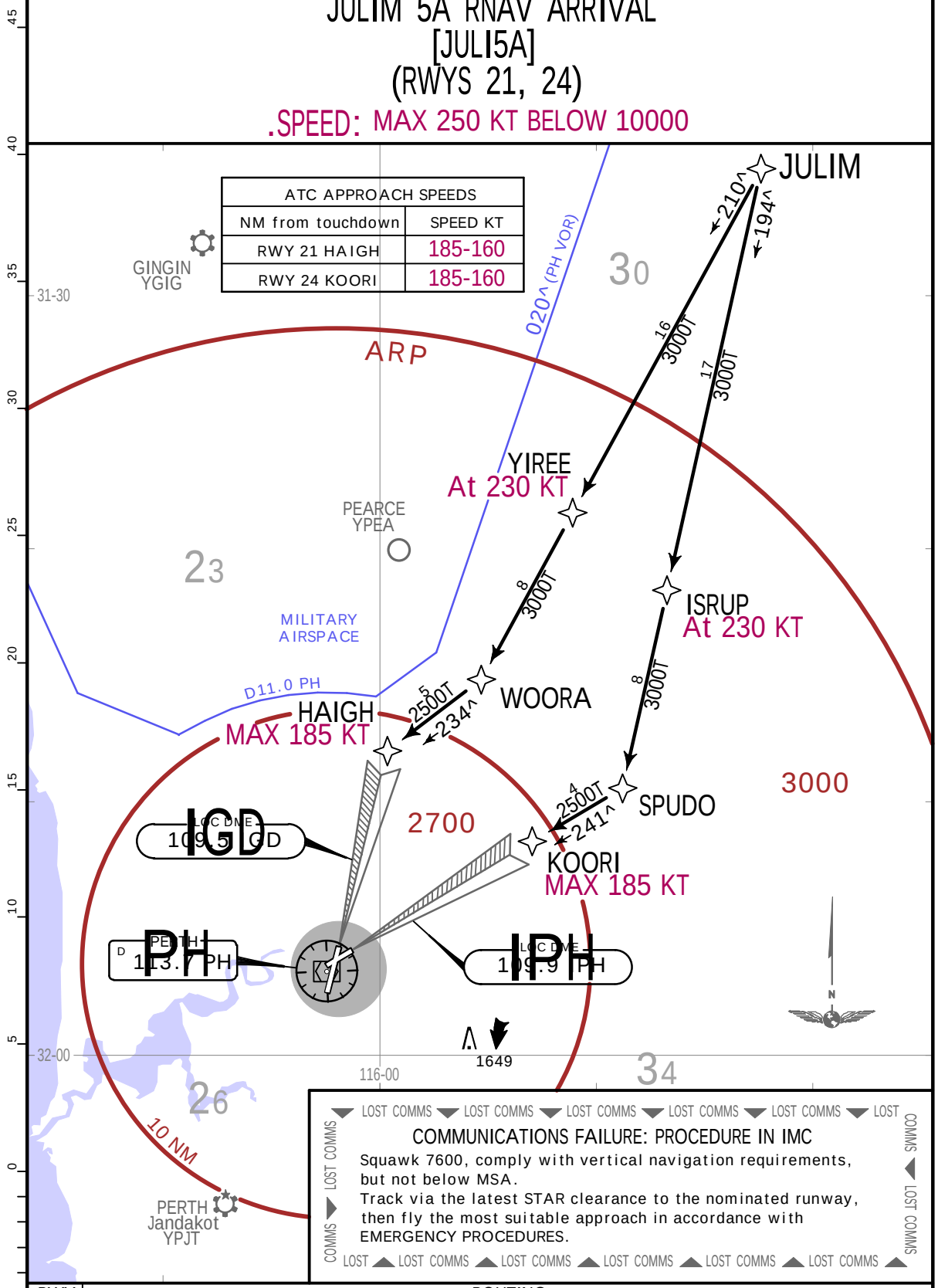
RWY	ROUTING
03	From JULIM, track 210^ to YIREE, track 210^ to WOORA, turn LEFT, track 192^ to HERNE, turn LEFT, track 158^ to GUNGN, turn RIGHT, track 161^ to PUDUS, turn RIGHT, track 195^ to MESAM, turn RIGHT, track 271^ to WUNGO, at 230 KT from WUNGO, turn RIGHT, track 286^ to HARMN, turn RIGHT, track 015^ to TIMMY for ILS, RNAV-Z (GNSS) or LOC RWY 03 Approach. MAX 185 KT from TIMMY.
06	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, at 230 KT from HARMN, turn RIGHT, track 310^ to BIBRA, turn RIGHT, track 355^ to LENNY for RNAV-Z (GNSS) or VOR RWY 06 Approach. MAX 185 KT from LENNY.

CHANGES: PBN NavSpec Requirement note added, bearings, distances.

ATIS	Apt Elev	
113.7 123.8	67	Alt Set: hPa Trans level: FL110 RNP 1 Jets only.

JULIM 5A RNAV ARRIVAL
[JULI5A]
(RWYS 21, 24)
.SPEED: MAX 250 KT BELOW 10000

ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 21 HAIGH	185-160
RWY 24 KOORI	185-160



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

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 EMERGENCY PROCEDURES.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

RWY	ROUTING
21	From JULIM, track 210^ to YIREE, at 230 KT from YIREE, track 210^ to WOORA, turn RIGHT, track 234^ to HAIGH for ILS, RNAV-Z (GNSS) or LOC RWY 21 Approach. MAX 185 KT from HAIGH.
24	From JULIM, track 194^ to ISRUP, at 230 KT from ISRUP, track 194^ to SPUDO, turn RIGHT, track 241^ to KOORI for ILS, RNAV-Z (GNSS) or LOC RWY 24 Approach. MAX 185 KT from KOORI.

CHANGES: PBN NavSpec Requirement note added, distances.

PERTH, WA, AUSTRALIA
.RNAV.STAR.

ATIS	Apt Elev	Alt Set: hPa Trans level: FL110
113.7 123.8	67	RNP 1
		Jets only.

JULIM 5V RNAV ARRIVAL [JULI5V] (RWYS 03, 06)

.SPEED: MAX 250 KT BELOW 10000

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 EMERGENCY PROCEDURES.

JULIM
NOT TO SCALE
YIREE
WOORA
HERNE
RUMAK
7000
SAPUG
RWY 03:
At 230 KT
TOGAM
KARGO
RWY 03:
MAX 185 KT
IPDIG
SAGAR
MAX 185 KT
OBGOS
(RWY 03 only)
PERTH
113.7 PH
PEARCE
YPEA
MILITARY AIRSPACE
D11.0 PH
10 NM
ARP
2700
3000
JANDAKOT CTR
PERTH
Jandakot
YPJT
1792

CAUTION
Adjacent Jandakot CTR.
Do not widen out on base leg.

ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 03 SAPUG	At 230
RWY 03 KARGO	185-160
RWY 06: 20	At 230
RWY 06: SAGAR	185-160
5	160-150

RWY	ROUTING
03	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 above 7000, turn LEFT, track 106^ to SAPUG, RWY 03 at 230 KT from SAPUG, turn RIGHT, track 187^ to TOGAM, turn RIGHT, track 264^ to KARGO, RWY 03 MAX 185 KT from KARGO. From KARGO, turn RIGHT, track 284^ visual to OBGOS for visual final RWY 03.
06	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 above 7000, turn LEFT, track 106^ to SAPUG, turn RIGHT, track 187^ to TOGAM, turn RIGHT, track 264^ to KARGO. From KARGO turn RIGHT, track 284^ to SAGAR, MAX 185 KT from SAGAR, turn RIGHT, track 330^ visual to IPDIG for visual final RWY 06.

CHANGES: PBN NavSpec Requirement note added, distances between JULIM-YIREE, YIREE-WOORA and SAGAR-IPDIG.

ATIS	Apt Elev	
113.7 123.8	67	Alt Set: hPa Trans level: FL110 RNP 1 Jets only.

JULIM 5X RNAV ARRIVAL
[JULI5X]
(RWY 03)

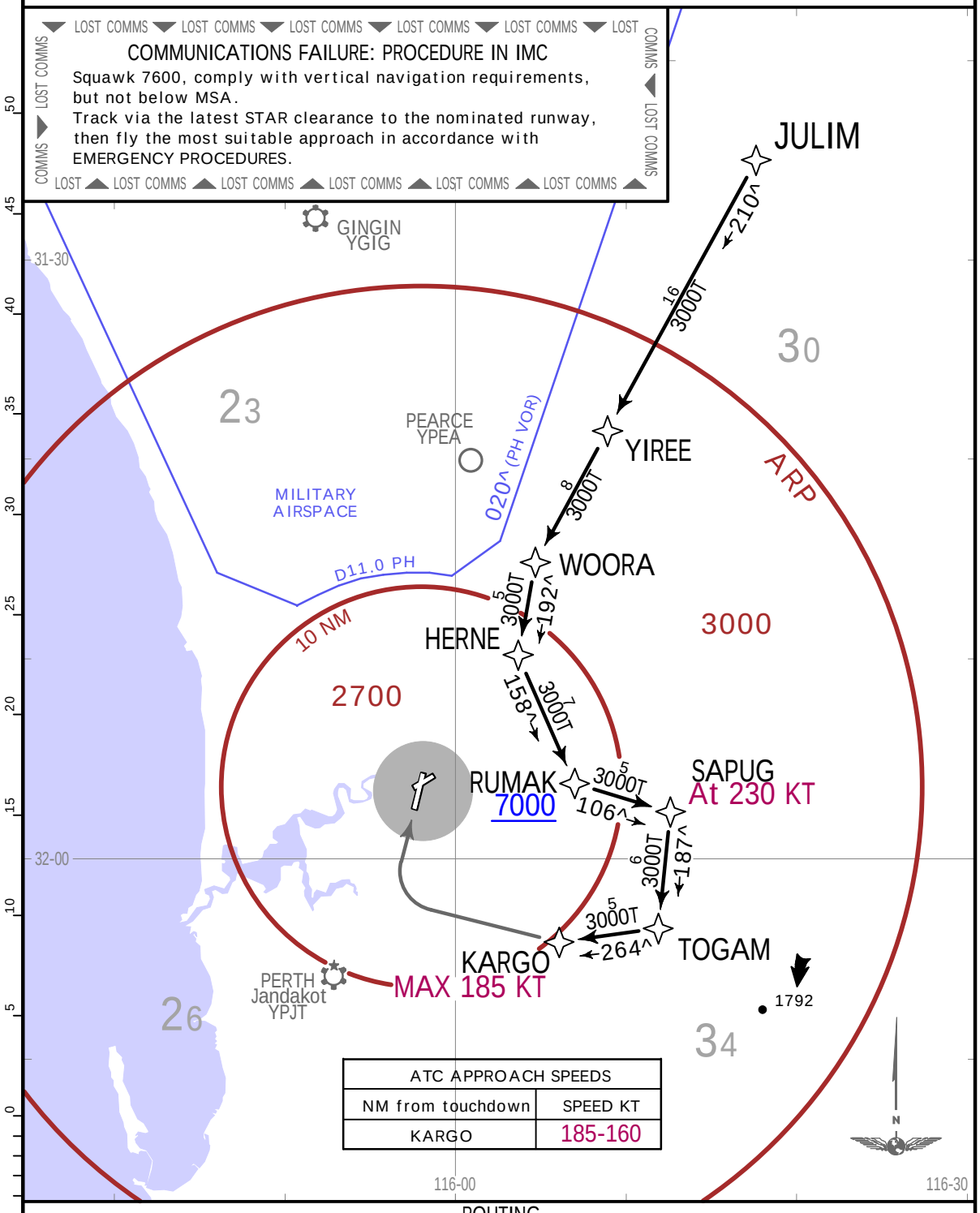
.SPEED: MAX 250 KT BELOW 10000

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

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 EMERGENCY PROCEDURES.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS



ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
KARGO	185-160

ROUTING

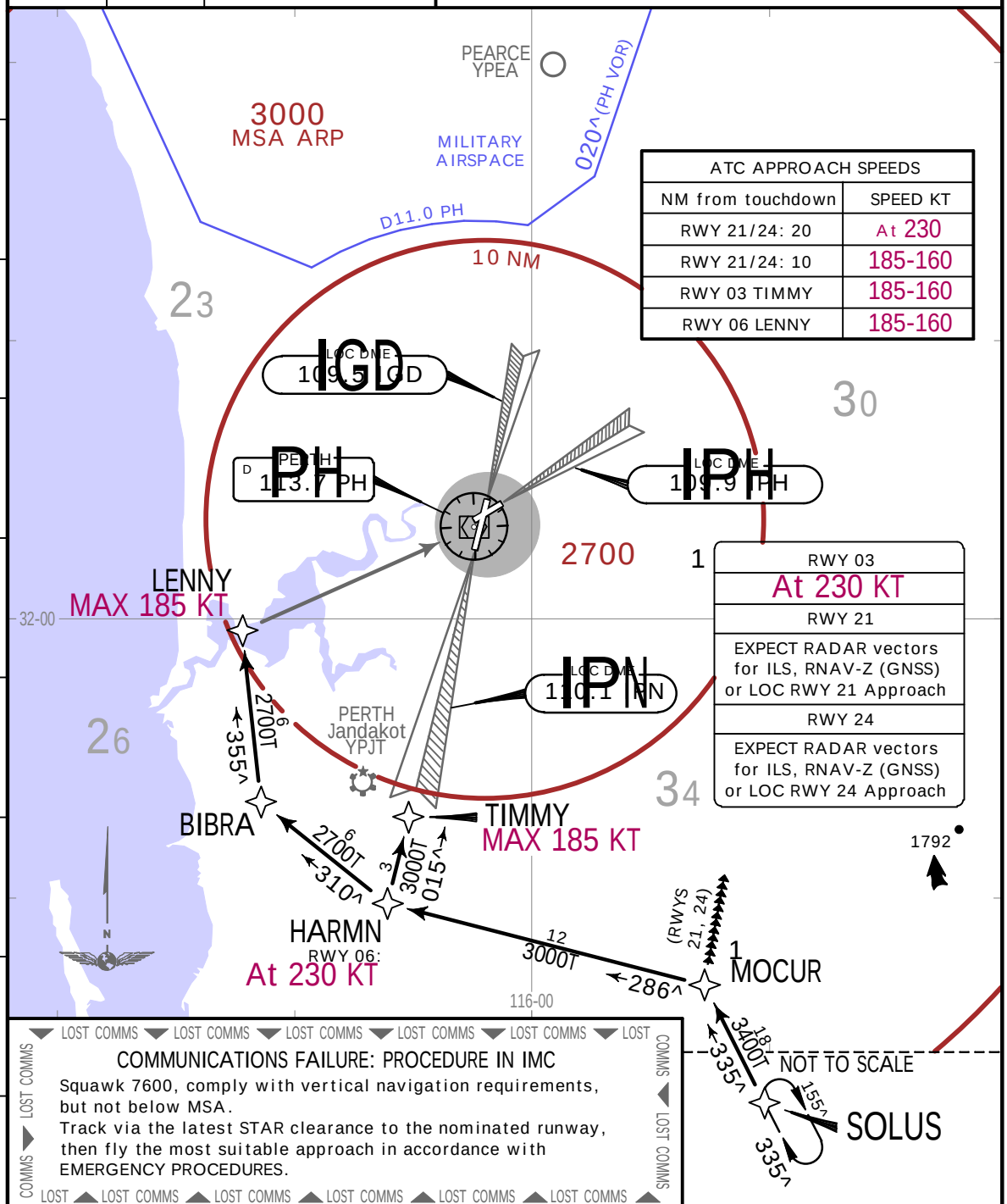
From JULIM track 210^ to YIREE, track 210^ to WOORA, turn LEFT, track 192^ to HERNE, turn LEFT, track 158^ to RUMAK, cross RUMAK at or above 7000', turn LEFT, track 106^ to SAPUG, at 230 KT from SAPUG, turn RIGHT, track 187^ to TOGAM, turn RIGHT, track 264^ to KARGO, MAX 185 KT from KARGO. From KARGO turn RIGHT, track via RNAV-X (RNP) RWY 03.

CHANGES: PBN NavSpec Requirement note, distances JULIM-YIREE, YIREE-WOORA.

SOLUS 2A RNAV ARRIVAL [SOLU2A] (ALL RWYS)

.SPEED: MAX 250 KT BELOW 10000

ATIS	Apt Elev	Alt Set: hPa Trans level: FL110
113.7 123.8	67	RNP 1



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

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 EMERGENCY PROCEDURES.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

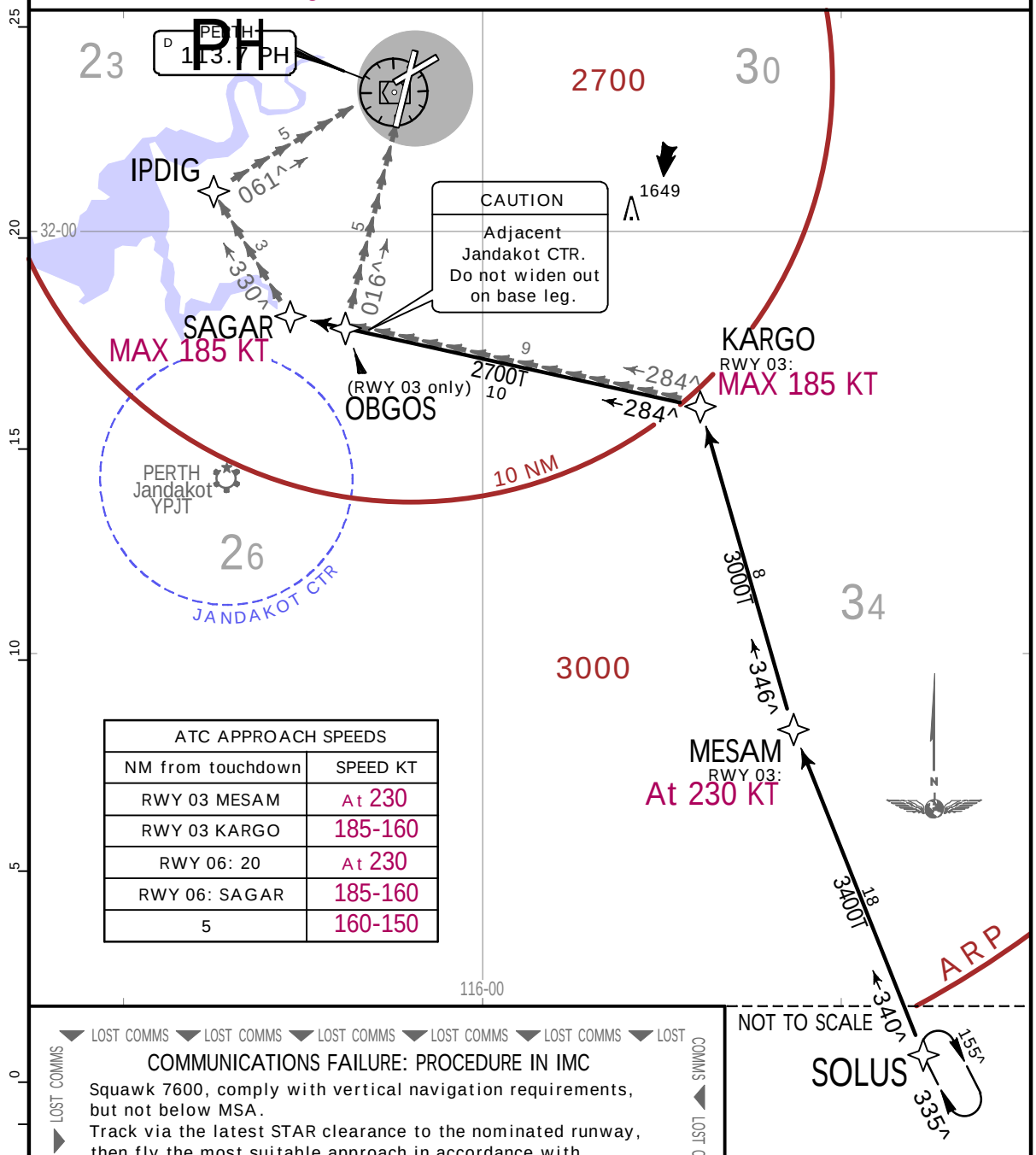
RWY	ROUTING
03	From SOLUS, track 335^ to MOCUR, at 230 KT from MOCUR, turn LEFT, track 286^ to HARMN, turn RIGHT, track 015^ to TIMMY for ILS, RNAV-Z (GNSS) or LOC RWY 03 Approach. MAX 185 KT from TIMMY.
06	From SOLUS, track 335^ to MOCUR, turn LEFT, track 286^ to HARMN, at 230 KT from HARMN, turn RIGHT, track 310^ to BIBRA, turn RIGHT, track 355^ to LENNY for RNAV-Z (GNSS) or VOR RWY 06 Approach. MAX 185 KT from LENNY.
21	From SOLUS, track 335^ to MOCUR. EXPECT RADAR vectors for ILS, RNAV-Z (GNSS) or LOC RWY 21 Approach.
24	From SOLUS, track 335^ to MOCUR. EXPECT RADAR vectors for ILS, RNAV-Z (GNSS) or LOC RWY 24 Approach.

CHANGES: PBN NavSpec Requirement note, bearings BIBRA-LENNY and HARMN-TIMMY.

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110
113.7 123.8	67	RNP 1	

SOLUS 2V RNAV ARRIVAL
[SOLU2V]
(RWYS 03, 06)

.SPEED: MAX 250 KT BELOW 10000



ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 03 MESAM	At 230
RWY 03 KARGO	185-160
RWY 06: 20	At 230
RWY 06: SAGAR	185-160
5	160-150

LOST COMMS

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 EMERGENCY PROCEDURES.

RWY	ROUTING
03	From SOLUS, track 340^ to MESAM, RWY 03 at 230 KT from MESAM, turn RIGHT, track 346^ to KARGO, RWY 03 MAX 185 KT from KARGO. From KARGO turn LEFT, track 284^ visual to OBGOS for visual final RWY 03.
06	From SOLUS, track 340^ to MESAM, turn RIGHT, track 346^ to KARGO. From KARGO, turn LEFT, track 284^ to SAGAR, MAX 185 KT from SAGAR, turn RIGHT, track 330^ visual to IPDIG for visual final RWY 06.

PERTH, WA, AUSTRALIA
.RNAV.STAR.

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110
113.7 123.8	67	RNP 1	

SOLUS 2X RNAV ARRIVAL
[SOLU2X]
(RWY 03)

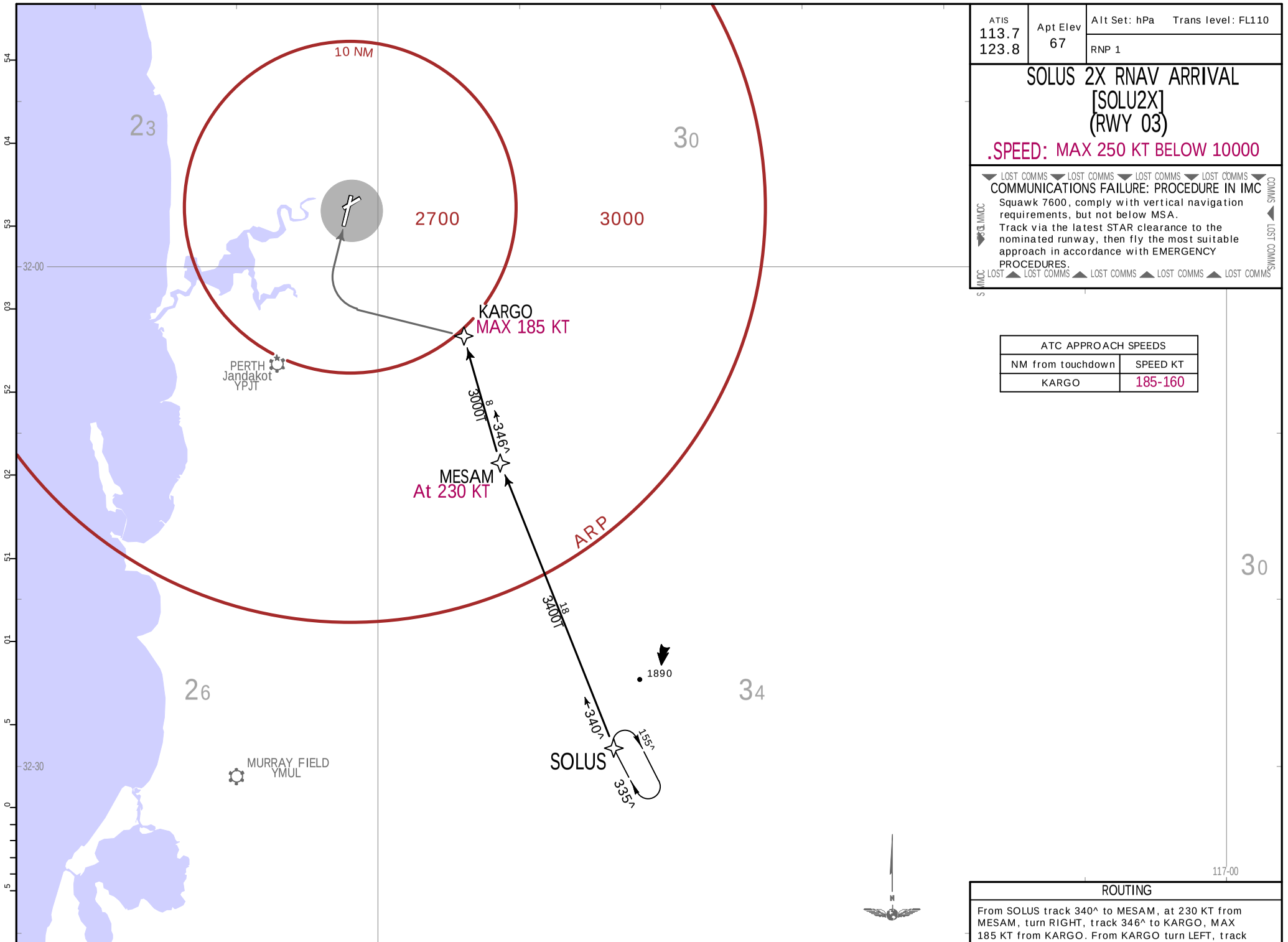
.SPEED: MAX 250 KT BELOW 10000

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

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 EMERGENCY PROCEDURES.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS



ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
KARGO	185-160

ROUTING

From SOLUS track 340^ to MESAM, at 230 KT from MESAM, turn RIGHT, track 346^ to KARGO, MAX 185 KT from KARGO. From KARGO turn LEFT, track via RNAV-X (RNP) RWY 03.

CHANGES: None.

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL110
113.7 123.8	67	RNP 1	

WAVES 3A RNAV ARRIVAL
[WAVE3A]
(ALL RWYS)

.SPEED: MAX 250 KT BELOW 10000

ATC APPROACH SPEEDS	
NM from touchdown	SPEED KT
RWY 03 TIMMY	185-160
RWY 06 LENNY	185-160
RWY 21: HAIGH	185-160
RWY 24 KOORI	185-160

BRIGG
103^
BRIGG 3000T 12
BITAP FL110
7 3000T
SAILS 9000
107^
14 3000T
WAVES
980
9
T0003 3000T
153^
122^
BARFF 5000
0003
6
ORIDO At 230 KT
11 3000T
18 3000T
LENNY MAX 185 KT
HAYCO
3000T 102^
7 3000T
SADOL At 230 KT
T0003
3
10
HARMN
TIMMY MAX 185 KT
WOOFY At 230 KT
PH2ND
HAIGH MAX 185 KT
D9.0 Arc PH
D11.0 PH
(RWY 24)
KOORI MAX 185 KT
IGD
LOC DME 109.5 IGD
IPH
LOC DME 109.9 IPH
PH
PERTH 113.7 PH
IPN
LOC DME 110.1 IPN
1649
10 NM
ARP
3000
2700
PEARCE YPEA
MILITARY AIRSPACE
ROTTNEST I YRTI
PERTH Jandakot YPJT
1o
2o
3o
4o
6o

TRANSITION	
BRIGG	From BRIGG, track 103^ to BITAP, cross BITAP at or below FL110, track 103^ to SAILS, cross SAILS at or below 9000, turn RIGHT, track 107^ to WAVES, then follow arrival instructions.

RWY	ROUTING
03	Turn RIGHT, track 153^ to HAYCO, turn LEFT, track 102^ to SADOL, at 230 KT from SADOL, track 102^ to HARMN, turn LEFT, track 015^ to TIMMY for ILS, RNAV-Z (GNSS) or LOC RWY 03 Approach. MAX 185 KT from TIMMY.
06	Turn RIGHT, track 122^ to ORIDO, at 230 KT from ORIDO, track 122^ to LENNY for RNAV-Z (GNSS) or VOR RWY 06 Approach. MAX 185 KT from LENNY.
21	Turn LEFT, track 089^ to BARFF, cross BARFF at or below 5000, track 089^ to WOOFY for ILS, RNAV-Z (GNSS), LOC or VOR RWY 21 Approach. At 230 KT from WOOFY. MAX 185 KT from HAIGH.
24	Turn LEFT, track 089^ to BARFF, cross BARFF at or below 5000, track 089^ to WOOFY, at 230 KT from WOOFY. EXPECT RADAR vectors for ILS, RNAV-Z (GNSS) or LOC RWY 24 Approach. MAX 185 KT from KOORI.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
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 EMERGENCY PROCEDURES.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

CHANGES: Waypoint PERND renamed PH2ND.

Departure (R)	Apt Elev	Trans alt: 10000
118.7	67	

PERTH 6 (RADAR) DEPARTURE
[PERTH6]
(ALL RWYS)

.SPEED: MAX 250 KT BELOW 10000

SPEED RESTRICTION
NON-JET BELOW 28,000 KG
To 4000: 140-150 KT
4000 to 10000: 170-180 KT

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

On recognition of communication failure Squawk 7600. MAINTAIN last assigned vector for two minutes, and climb if necessary to minimum safe altiture, to MAINTAIN terrain clearance, then proceed in accordance with the latest ATC route clearance acknowledged.

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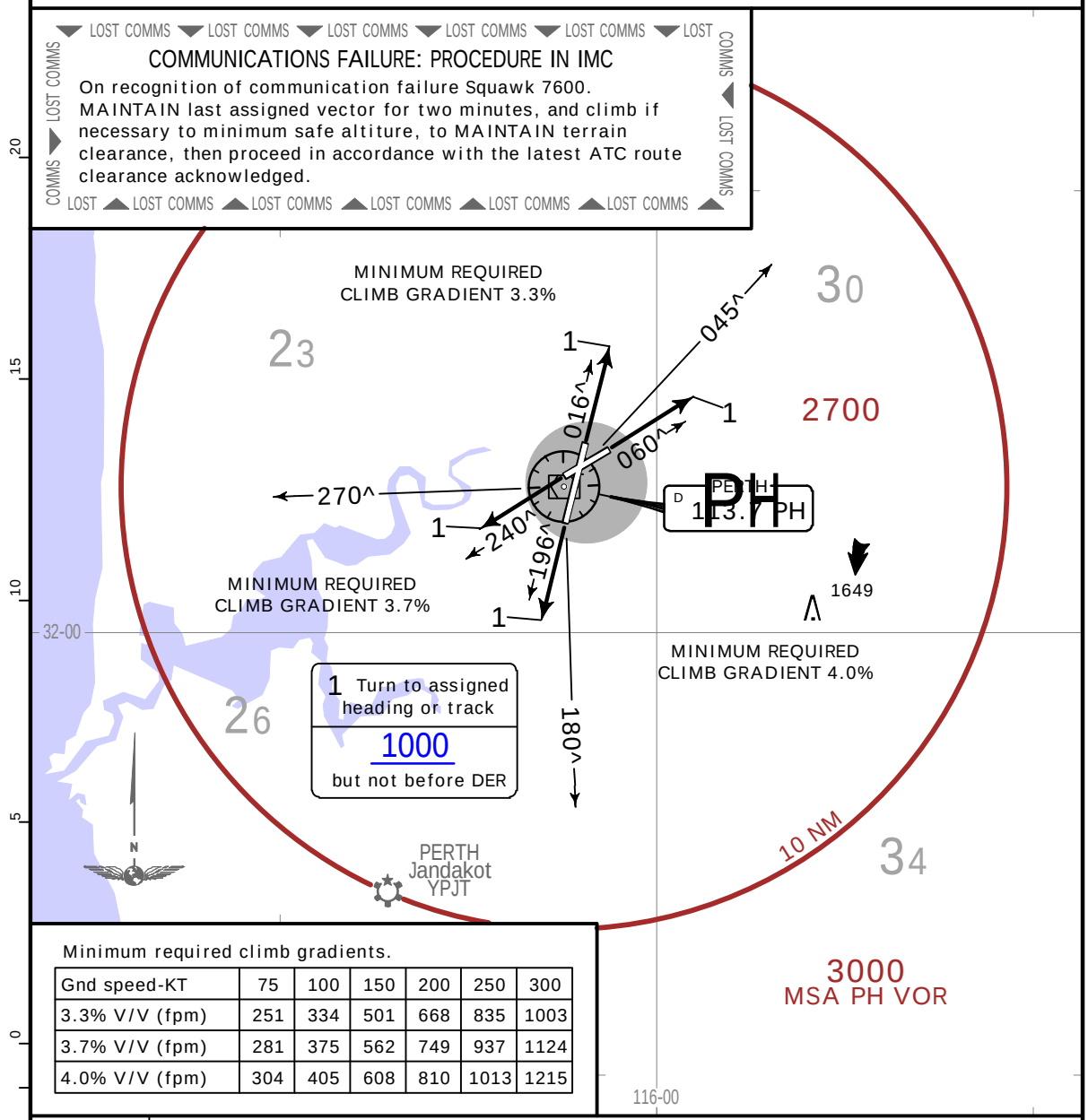


Minimum required climb gradients.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
3.7% V/V (fpm)	281	375	562	749	937	1124
4.0% V/V (fpm)	304	405	608	810	1013	1215

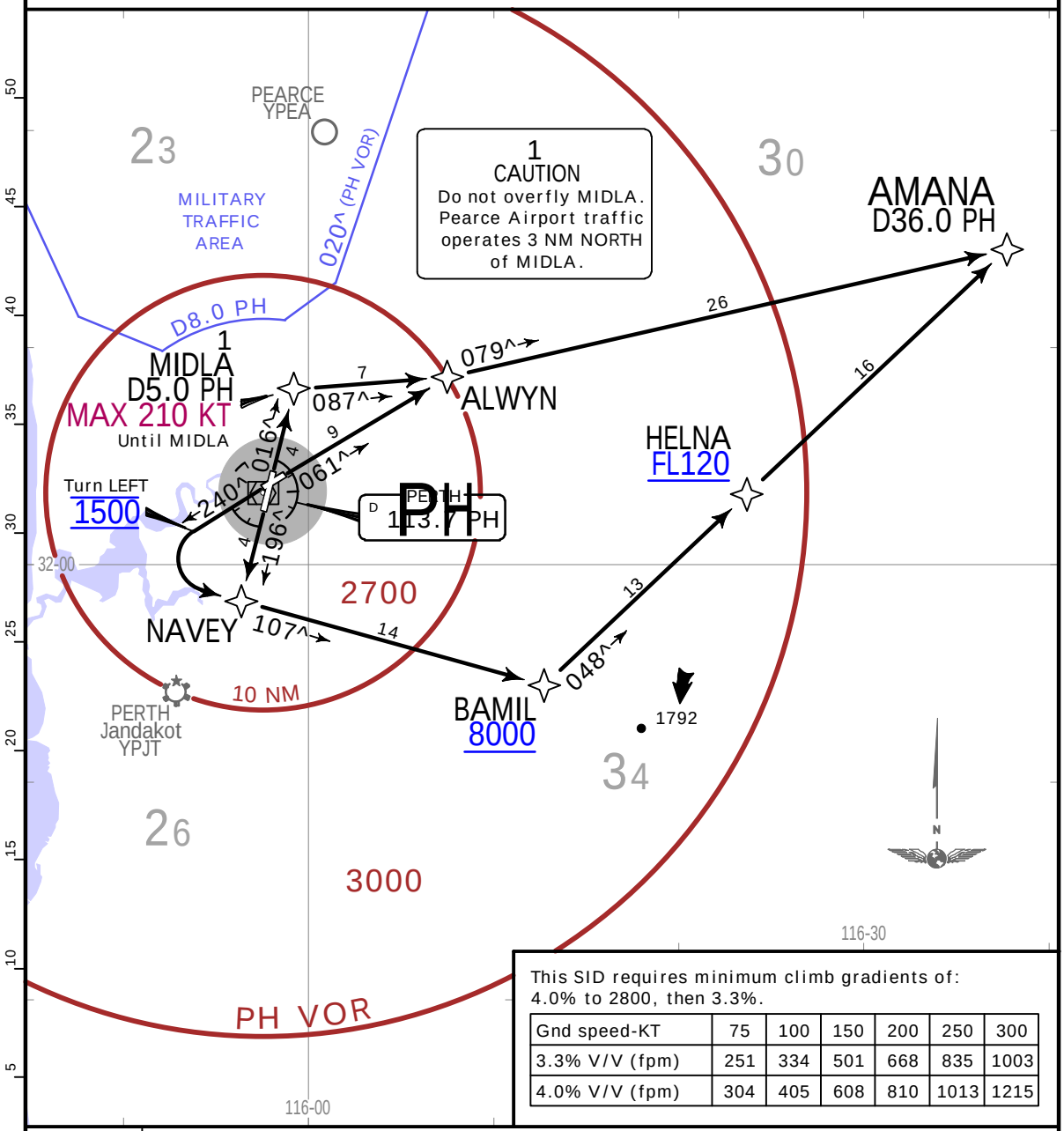
RWY	INITIAL CLIMB
03	Track 016^, at 1000 but not before departure end of runway, turn to assigned heading or track. Contact Departure for RADAR vectors.
06	Track 060^, at 1000 but not before departure end of runway, turn to assigned heading or track. Contact Departure for RADAR vectors.
21	Track 196^, at 1000 but not before departure end of runway, turn to assigned heading or track. Contact Departure for RADAR vectors.
24	Track 240^, at 1000 but not before departure end of runway, turn to assigned heading or track. Contact Departure for RADAR vectors.

CHANGES: None.

Departure (R)	Apt Elev	
118.7	67	Trans alt: 10000
		RNP 1
		1. Jets only. 2. GNSS permitted in lieu of DME. Reference waypoint PH VOR.

AMANA 2 RNAV DEPARTURE
[AMANA2]
(ALL RWYS)

.SPEED: MAX 250 KT BELOW 10000



This SID requires minimum climb gradients of:
4.0% to 2800, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.0% V/V (fpm)	304	405	608	810	1013	1215

RWY	INITIAL CLIMB
03	MAX 210 KT until MIDLA. Track 016^ to MIDLA, turn RIGHT, track 087^ to ALWYN, turn LEFT, track 079^ to AMANA, thence as cleared.
06	Track 061^ to ALWYN, turn RIGHT, track 079^ to AMANA, thence as cleared.
21	Track 196^ to NAVEY.
24	Track 240^, at 1500 turn LEFT, track direct to NAVEY.

ROUTING

From NAVEY track 107^ to BAMIL. Cross BAMIL at or above 8000. Turn LEFT, track 048^ to HELNA. Cross HELNA at or above FL120. Track 048^ to AMANA, thence as cleared.

CHANGES: PBN NavSpec Requirement note added, bearing BAMIL-HELNA.

PERTH, WA, AUSTRALIA
.RNAV.SID.

Departure (R)	Apt Elev	
118.7	67	Trans alt: 10000
		RNP 1
		Jets only.

AVNEX 3 RNAV DEPARTURE
[AVNEX3]
(ALL RWYS)

.SPEED: MAX 250 KT BELOW 10000

This SID requires minimum climb gradients of:
Rwy 03: 3.3% for obstacles. 6.1% to FL120, then 5.1% to FL160 to remain in controlled airspace.
Rwy 06: 4.0% to 2800 for obstacles.
6.1% to FL120, then 5.1% to FL160 to remain in controlled airspace.
Rwy 21: 3.7% to 2800 for obstacles.
10.6% to 2500, 5.7% to FL120, then 4.8% to FL160 to remain in controlled airspace.
Rwy 24: 3.7% to 2800 for obstacles.
6.6% to FL120, then 4.8% to FL160 to remain in controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
3.7% V/V (fpm)	281	375	562	749	937	1124
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.1% V/V (fpm)	387	516	775	1033	1291	1549
5.7% V/V (fpm)	433	577	866	1154	1443	1732
6.1% V/V (fpm)	463	618	927	1235	1544	1853
6.6% V/V (fpm)	501	668	1003	1337	1671	2005
10.6% V/V (fpm)	805	1073	1610	2147	2684	3220

RWY	INITIAL CLIMB
03	MAX 210 KT until MIDLA. Track 016^ to MIDLA.
06	MAX 210 KT until MIDLA. Track 060^. At 1000 but not before departure end of runway (D1.3 PH) turn LEFT, track direct to MIDLA.

ROUTING

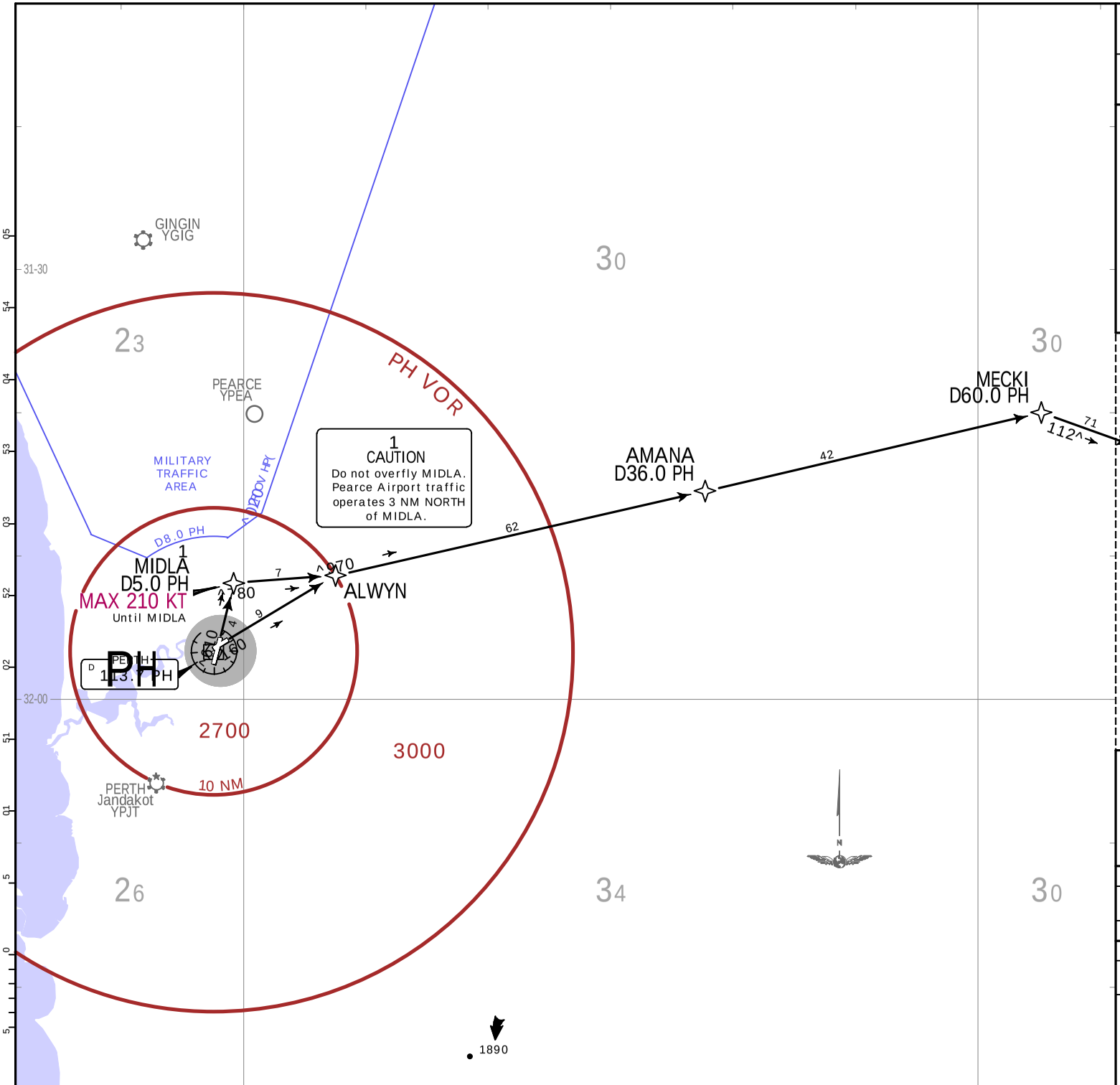
From MIDLA turn LEFT, track 280^ to ANCOR, turn LEFT, track 254^ to BUDMA. Cross BUDMA at or above 10000. Track 254^ to AVPES. Cross AVPES at or above FL120. Turn RIGHT, track 344^ to HARBY. Turn RIGHT, track 008^ to SAKOM. Cross SAKOM at or above FL160. Turn RIGHT, track 029^ to VENUP. Track 029^ to AVNEX, thence as cleared.

RWY	INITIAL CLIMB
21	Track 196^ to NAVEY. Cross NAVEY at or above 2500. Turn RIGHT, track 280^ to SWANN.
24	Track 240^ to SWANN.

ROUTING

From SWANN track 280^ to ORCHY, turn RIGHT, track 284^ to BINOX. Turn RIGHT, track 299^ to AVPES. Cross AVPES at or above FL120. Turn RIGHT, track 344^ to HARBY. Turn RIGHT, track 008^ to SAKOM. Cross SAKOM at or above FL160. Turn RIGHT, track 029^ to VENUP. Track 029^ to AVNEX, thence as cleared.

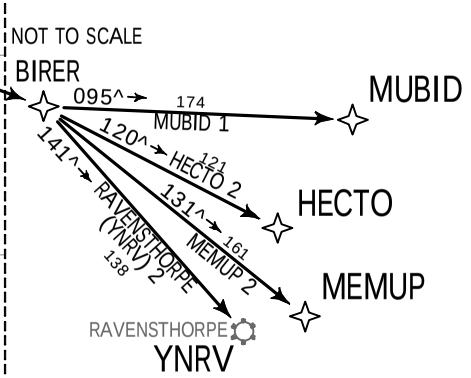
CHANGES: PBN NavSpec Requirement note added.



Departure (R)	Trans alt: 10000
118.7	RNP 1
Apt Elev 67	1. Jets only. 2. Runways EAST. 3. GNSS permitted in lieu of DME. Reference waypoint PH VOR.

HECTO 2 [HECTO2]
MEMUP 2 [MEMUP2]
MUBID 1 [MUBID1]
RAVENSTHORPE (YNRV) 2 [YNRV2]
RNAV DEPARTURES
(RWYS 03, 06)

.SPEED: MAX 250 KT BELOW 10000



These SIDs require minimum climb gradients of:
4.0% to 2800, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.0% V/V (fpm)	304	405	608	810	1013	1215

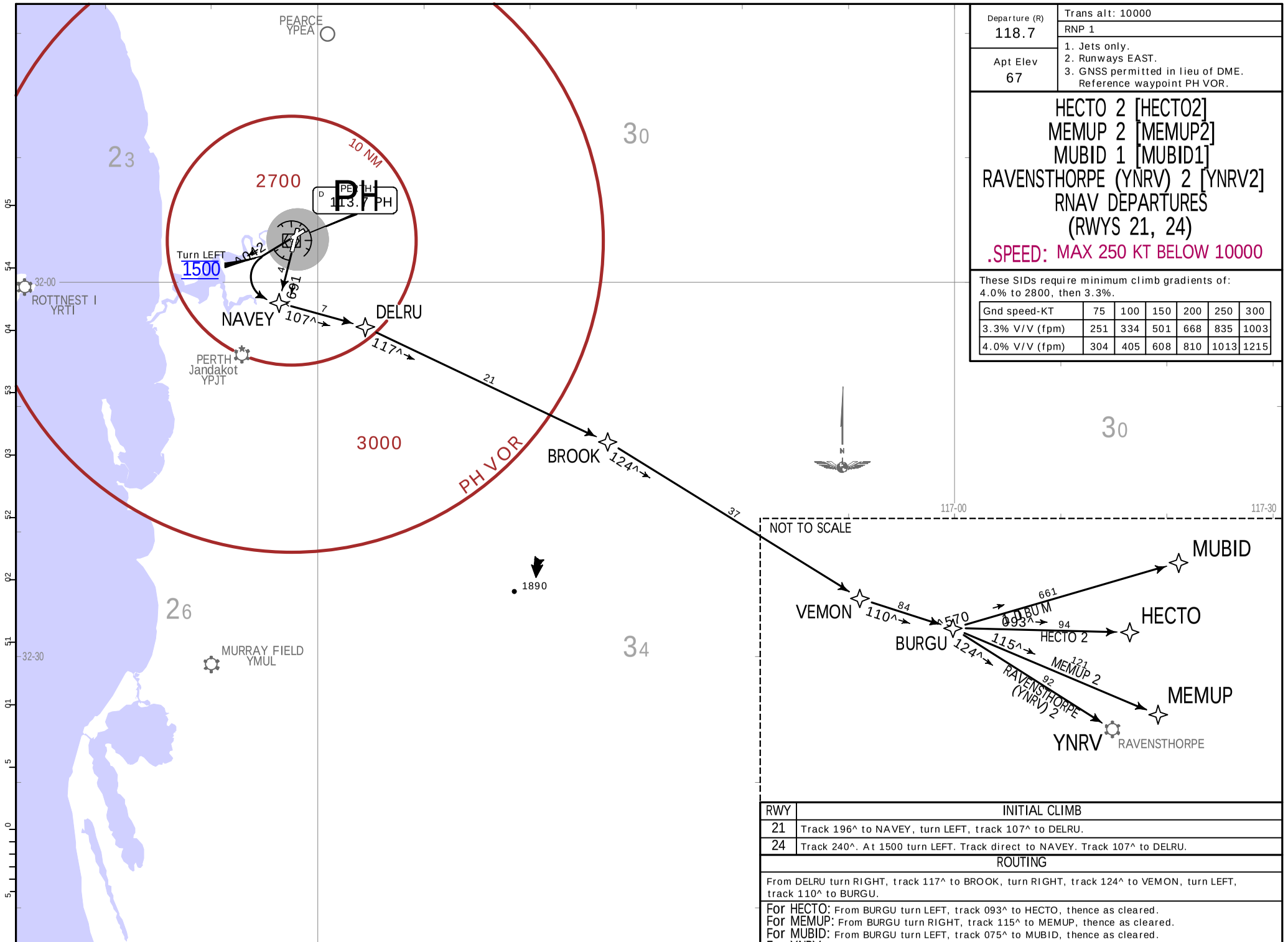
RWY	INITIAL CLIMB
03	MAX 210 KT until MIDLA. Track 016^ to MIDLA, turn RIGHT, track 087^ to ALWYN.
06	Track 061^ to ALWYN.

ROUTING

From ALWYN track 079^ to AMANA, track 079^ to MECKI, turn RIGHT, track 112^ to BIRER.

For HECTO: From BIRER turn RIGHT, track 120^ to HECTO, thence as cleared.
For MEMUP: From BIRER turn RIGHT, track 131^ to MEMUP, thence as cleared.
For MUBID: From BIRER turn LEFT, track 095^ to MUBID, thence as cleared.
For YNRV: From BIRER turn RIGHT, track 141^ to YNRV.

CHANGES: PBN NavSpec Requirement note added, bearings between AMANA-MECKI, BIRER-HECTO, BIRER-MEMUP, BIRER-MUBID, BIRER-Ravensthorpe (YNRV) airport, MECKI-BIRER.



Departure (R)	Trans alt: 10000
118.7	RNP 1
Apt Elev 67	1. Jets only. 2. Runways EAST. 3. GNSS permitted in lieu of DME. Reference waypoint PH VOR.

HECTO 2 [HECTO2]
MEMUP 2 [MEMUP2]
MUBID 1 [MUBID1]
RAVENSTHORPE (YNRV) 2 [YNRV2]
RNAV DEPARTURES
(RWYS 21, 24)

.SPEED: MAX 250 KT BELOW 10000

These SIDs require minimum climb gradients of:
4.0% to 2800, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.0% V/V (fpm)	304	405	608	810	1013	1215

RWY	INITIAL CLIMB
21	Track 196^ to NAVEY, turn LEFT, track 107^ to DELRU.
24	Track 240^. At 1500 turn LEFT. Track direct to NAVEY. Track 107^ to DELRU.

ROUTING

From DELRU turn RIGHT, track 117^ to BROOK, turn RIGHT, track 124^ to VEMON, turn LEFT, track 110^ to BURGU.

For HECTO: From BURGU turn LEFT, track 093^ to HECTO, thence as cleared.
For MEMUP: From BURGU turn RIGHT, track 115^ to MEMUP, thence as cleared.
For MUBID: From BURGU turn LEFT, track 075^ to MUBID, thence as cleared.
For YNRV: From BURGU turn RIGHT, track 124^ to YNRV.

CHANGES: PBN NavSpec Requirement note added, bearings between BROOK-VEMON, BURGU-HECTO, BURGU-MEMUP.

Departure (R) 118.7	Trans alt: 10000
	RNP 1
Apt Elev 67	GNSS permitted in lieu of DME. Reference waypoint PH VOR.

KEELS 5 RNAV DEPARTURE [KEELS5] (ALL RWYS)

.SPEED: MAX 250 KT BELOW 10000

This SID requires minimum climb gradients of:
Rwy 03: 3.3% for obstacles. 4.7% to 8000 to remain in controlled airspace.
Rwy 06: 4.0% to 2800 for obstacles. 4.7% to 8000 to remain in controlled airspace.
Rwys 21, 24: 3.7% to 2800 for obstacles. 4.7% to 8000 to remain in controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
3.7% V/V (fpm)	281	375	562	749	937	1124
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.7% V/V (fpm)	357	476	714	952	1190	1428

RWY	INITIAL CLIMB
03	MAX 210 KT until MIDLA. Track 016^ to MIDLA.
06	MAX 210 KT until MIDLA. Track 060^. At 1000 but not before departure end of runway (D1.3 PH) turn LEFT, track direct to MIDLA.

ROUTING

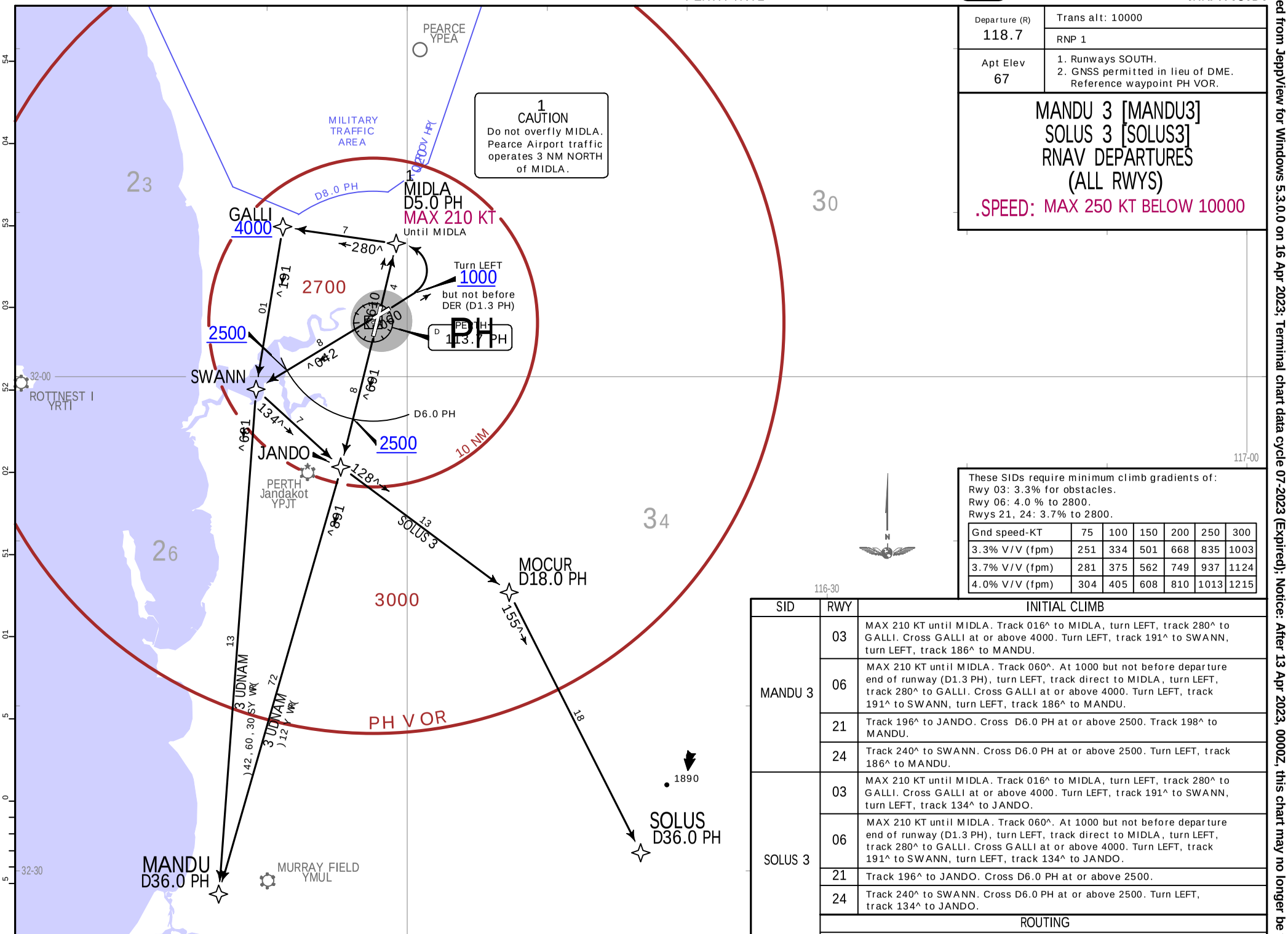
From MIDLA turn LEFT, track 280^ to KETCH, turn LEFT, track 250^ to WAVES. Cross WAVES at or above 8000. Turn RIGHT, track 287^ to SAILS, turn LEFT, track 283^ to BRIGG. Cross BRIGG at or above FL160. Track 283^ to KEELS, thence as cleared.

RWY	INITIAL CLIMB
21	Track 196^ to NAVEY. Cross NAVEY at or above 2500. Turn RIGHT, track 280^ to SWANN.
24	Track 240^ to SWANN.

ROUTING

From SWANN track 280^ to ORCHY, turn RIGHT, track 315^ to WAVES. Cross WAVES at or above 8000. Turn LEFT, track 287^ to SAILS, turn LEFT, track 283^ to BRIGG. Cross BRIGG at or above FL160. Track 283^ to KEELS, thence as cleared.

CHANGES: PBN NavSpec Requirement note added.



Departure (R)	Trans alt: 10000
118.7	RNP 1
Apt Elev 67	1. Runways SOUTH. 2. GNSS permitted in lieu of DME. Reference waypoint PH VOR.

MANDU 3 [MANDU3]
SOLUS 3 [SOLUS3]
RNAV DEPARTURES
(ALL RWYS)

.SPEED: MAX 250 KT BELOW 10000

These SIDs require minimum climb gradients of:
Rwy 03: 3.3% for obstacles.
Rwy 06: 4.0 % to 2800.
Rwys 21, 24: 3.7% to 2800.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
3.7% V/V (fpm)	281	375	562	749	937	1124
4.0% V/V (fpm)	304	405	608	810	1013	1215

SID	RWY	INITIAL CLIMB
MANDU 3	03	MAX 210 KT until MIDLA. Track 016^ to MIDLA, turn LEFT, track 280^ to GALLI. Cross GALLI at or above 4000. Turn LEFT, track 191^ to SWANN, turn LEFT, track 186^ to MANDU.
	06	MAX 210 KT until MIDLA. Track 060^. At 1000 but not before departure end of runway (D1.3 PH), turn LEFT, track direct to MIDLA, turn LEFT, track 280^ to GALLI. Cross GALLI at or above 4000. Turn LEFT, track 191^ to SWANN, turn LEFT, track 186^ to MANDU.
	21	Track 196^ to JANDO. Cross D6.0 PH at or above 2500. Track 198^ to MANDU.
	24	Track 240^ to SWANN. Cross D6.0 PH at or above 2500. Turn LEFT, track 186^ to MANDU.
SOLUS 3	03	MAX 210 KT until MIDLA. Track 016^ to MIDLA, turn LEFT, track 280^ to GALLI. Cross GALLI at or above 4000. Turn LEFT, track 191^ to SWANN, turn LEFT, track 134^ to JANDO.
	06	MAX 210 KT until MIDLA. Track 060^. At 1000 but not before departure end of runway (D1.3 PH), turn LEFT, track direct to MIDLA, turn LEFT, track 280^ to GALLI. Cross GALLI at or above 4000. Turn LEFT, track 191^ to SWANN, turn LEFT, track 134^ to JANDO.
	21	Track 196^ to JANDO. Cross D6.0 PH at or above 2500.
	24	Track 240^ to SWANN. Cross D6.0 PH at or above 2500. Turn LEFT, track 134^ to JANDO.
ROUTING		
From JANDO track 128^ to MOCUR, turn RIGHT, track 155^ to SOLUS.		

CHANGES: PBN NavSpec Requirement note added.

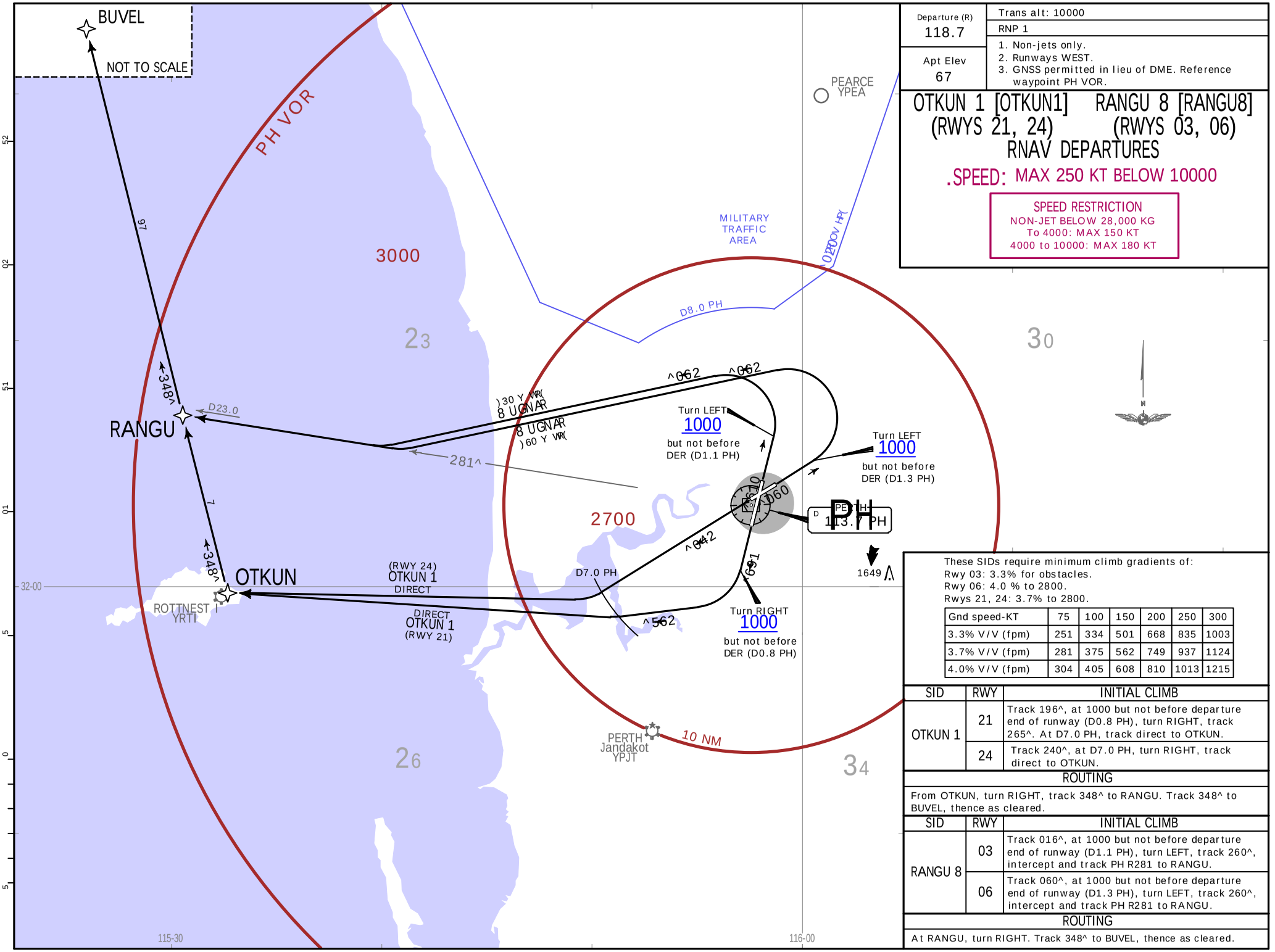
PERTH, WA, AUSTRALIA
.RNAV.SID.

Departure (R)	Trans alt: 10000
118.7	RNP 1
Apt Elev 67	1. Non-jets only. 2. Runways WEST. 3. GNSS permitted in lieu of DME. Reference waypoint PH VOR.

OTKUN 1 [OTKUN1] (RWYS 21, 24)
RANGU 8 [RANGU8] (RWYS 03, 06)
RNAV DEPARTURES

.SPEED: MAX 250 KT BELOW 10000

SPEED RESTRICTION
NON-JET BELOW 28,000 KG
To 4000: MAX 150 KT
4000 to 10000: MAX 180 KT



These SIDs require minimum climb gradients of:
Rwy 03: 3.3% for obstacles.
Rwy 06: 4.0 % to 2800.
Rwys 21, 24: 3.7% to 2800.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
3.7% V/V (fpm)	281	375	562	749	937	1124
4.0% V/V (fpm)	304	405	608	810	1013	1215

SID	RWY	INITIAL CLIMB
OTKUN 1	21	Track 196^, at 1000 but not before departure end of runway (D0.8 PH), turn RIGHT, track 265^. At D7.0 PH, track direct to OTKUN.
	24	Track 240^, at D7.0 PH, turn RIGHT, track direct to OTKUN.

ROUTING

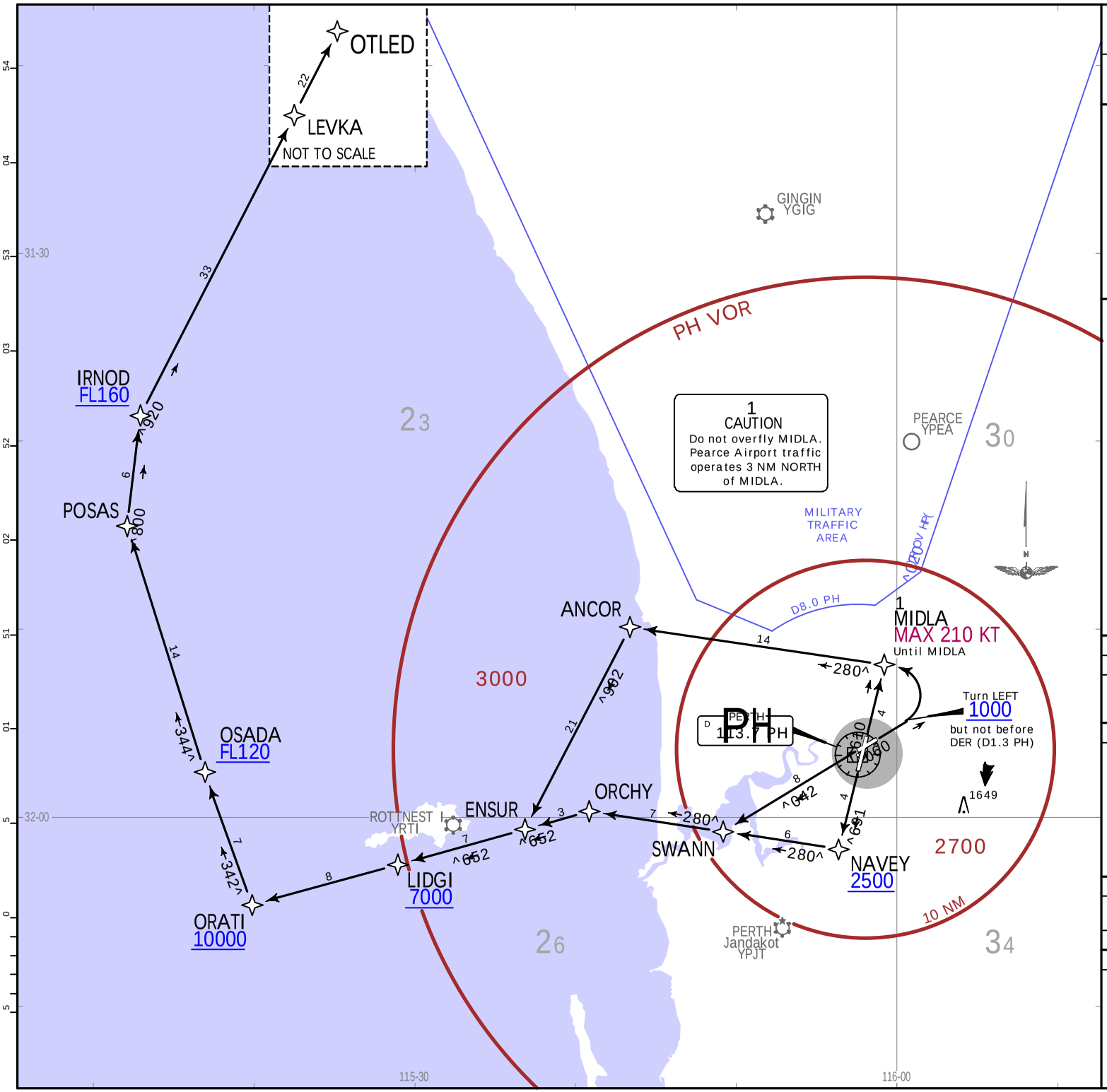
From OTKUN, turn RIGHT, track 348^ to RANGU. Track 348^ to BUVEL, thence as cleared.

SID	RWY	INITIAL CLIMB
RANGU 8	03	Track 016^, at 1000 but not before departure end of runway (D1.1 PH), turn LEFT, track 260^, intercept and track PH R281 to RANGU.
	06	Track 060^, at 1000 but not before departure end of runway (D1.3 PH), turn LEFT, track 260^, intercept and track PH R281 to RANGU.

ROUTING

At RANGU, turn RIGHT. Track 348^ to BUVEL, thence as cleared.

CHANGES: Chart type, procedure title, PBN NavSpec Requirement note added.



Departure (R) 118.7	Trans alt: 10000
	RNP 1
Apt Elev 67	Non-jets only.

OTLED 3 RNAV DEPARTURE [OTLED3] (ALL RWYS)

.SPEED: MAX 250 KT BELOW 10000

This SID requires minimum climb gradients of:
Rwy 03: 3.3% for obstacles. 4.3% to FL120 to remain in controlled airspace.
Rwy 06: 4.0% to 2800 for obstacles. 4.3% to FL120 to remain in controlled airspace.
Rwy 21: 3.7% to 2800 for obstacles. 10.6% to 2500, then 4.2% to FL120 to remain in controlled airspace.
Rwy 24: 3.7% to 2800 for obstacles. 5.3% to FL120 to remain in controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
3.7% V/V (fpm)	281	375	562	749	937	1124
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.3% V/V (fpm)	327	435	653	871	1089	1306
5.3% V/V (fpm)	403	537	805	1073	1342	1610
10.6% V/V (fpm)	805	1073	1610	2147	2684	3220

RWY	INITIAL CLIMB
03	MAX 210 KT until MIDLA. Track 016^ to MIDLA.
06	MAX 210 KT until MIDLA. Track 060^. At 1000 but not before departure end of runway (D1.3 PH) turn LEFT, track direct to MIDLA.

ROUTING

From MIDLA turn LEFT, track 280^ to ANCOR. Turn LEFT, track 209^ to ENSUR. Turn RIGHT, track 256^ to LIDGI. Cross LIDGI at or above 7000. Track 256^ to ORATI. Cross ORATI at or above 10000. Turn RIGHT, track 342^ to OSADA. Cross OSADA at or above FL120. Turn RIGHT, track 344^ to POSAS. Turn RIGHT, track 008^ to IRNOD. Cross IRNOD at or above FL160. Turn RIGHT, track 029^ to LEVKA. Track 029^ to OTLED, thence as cleared.

RWY	INITIAL CLIMB
21	Track 196^ to NAVEY. Cross NAVEY at or above 2500. Turn RIGHT, track 280^ to SWANN.
24	Track 240^ to SWANN.

ROUTING

From SWANN, track 280^ to ORCHY. Turn LEFT, track 256^ to ENSUR. Track 256^ to LIDGI. Cross LIDGI at or above 7000. Track 256^ to ORATI. Cross ORATI at or above 10000. Turn RIGHT, track 342^ to OSADA. Cross OSADA at or above FL120. Turn RIGHT, track 344^ to POSAS. Turn RIGHT, track 008^ to IRNOD. Cross IRNOD at or above FL160. Turn RIGHT, track 029^ to LEVKA. Track 029^ to OTLED, thence as cleared.

CHANGES: PBN NavSpec Requirement note added, bearing between POSAS and IRNOD.

PERTH, WA, AUSTRALIA
.RNAV.SID.

Departure (R) 118.7	Trans alt: 10000
	RNP 1
Apt Elev 67	1. Non-jets only. 2. Runways EAST. 3. GNSS permitted in lieu of DME. Reference waypoint PH VOR.

PIKIL 2 [PIKIL2] (RWYS 03, 06)
PUMRY 3 [PUMRY3] (RWYS 21, 24)
RNAV DEPARTURES

.SPEED: MAX 250 KT BELOW 10000

SPEED RESTRICTION
NON-JET BELOW 28,000 KG
To 4000: MAX 150 KT
4000 to 10000: MAX 180 KT

1
Turn RIGHT
1000
but nor before
DER (D1.1 PH)

PEARCE
YPEA

MILITARY
TRAFFIC
AREA

D8.0 PH

10 NM

2700

2500

SWANN

HOVEA

7
DIRECT

094^

32
PIKIL 2

DORIS

105^

52

1903

117-30

NOT TO SCALE

PIKIL

PH

PERTH
113.7 PH

D6.0 PH

2500

JANDO

PERTH
Jandakot
YPJT

124^

32
PUMRY 3

CANRI

123^

32

PUMRY

PH VOR

MURRAY FIELD
YMUL

2 3
3 0
3 0
3 0
2 6
3 4

32-00
32-30
116-00
116-30
117-00

These SIDs require minimum climb gradients of:
4.0% to 2800, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.0% V/V (fpm)	304	405	608	810	1013	1215

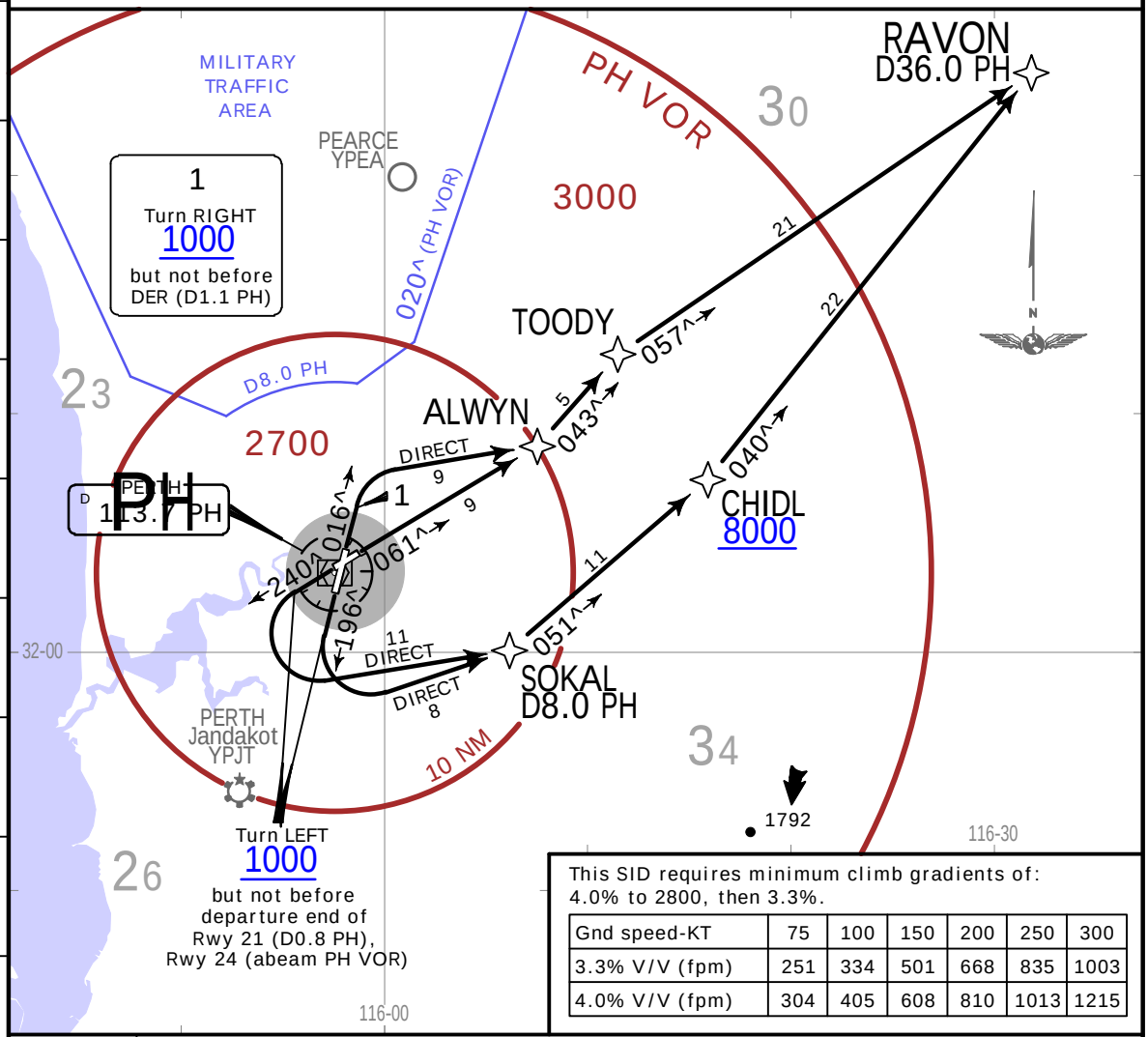
SID	RWY	INITIAL CLIMB
PIKIL 2	03	Track 016^. At 1000 but not before departure end of runway (D1.1 PH), turn RIGHT, track direct to HOVEA. Track 094^ to DORIS, turn RIGHT, track 105^ to PIKIL, thence as cleared.
	06	Track 061^ to HOVEA, turn RIGHT, track 094^ to DORIS, turn RIGHT, track 105^ to PIKIL, thence as cleared.
PUMRY 3	21	Track 196^ to JANDO. Cross D6.0 PH at or above 2500. Turn LEFT, track 124^ to CANRI, track 123^ to PUMRY, thence as cleared.
	24	Track 240^, to SWANN. Cross D6.0 PH at or above 2500. Turn LEFT, track 134^ to JANDO. Track 124^ to CANRI, track 123^ to PUMRY, thence as cleared.

Departure (R)	Apt Elev	RNP 1	Trans alt: 10000
118.7	67	1. Non-jets only. 2. GNSS permitted in lieu of DME. Reference waypoint PH VOR.	

RAVON 3 RNAV DEPARTURE
[RAVON3]
(ALL RWYS)

.SPEED: MAX 250 KT BELOW 10000

SPEED RESTRICTION
NON-JET BELOW 28,000 KG
To 4000: MAX 150 KT
4000 to 10000: MAX 180 KT



This SID requires minimum climb gradients of:
4.0% to 2800, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.0% V/V (fpm)	304	405	608	810	1013	1215

RWY	INITIAL CLIMB
03	Track 016^. At 1000 but not before departure end of runway (D1.1 PH), turn RIGHT, track direct to ALWYN, turn LEFT, track 043^ to TOODY, turn RIGHT, track 057^ to RAVON, thence as cleared.
06	Track 061^ to ALWYN, turn LEFT, track 043^ to TOODY, turn RIGHT, track 057^ to RAVON, thence as cleared.
21	Track 196^. At 1000 but not before departure end of runway (D0.8 PH), turn LEFT, track direct to SOKAL.
24	Track 240^. At 1000 but not before departure end of runway (abeam PH VOR), turn LEFT, track direct to SOKAL.

ROUTING

From SOKAL turn LEFT, track 051^ to CHIDL. Cross CHIDL at or above 8000. Turn LEFT, track 040^ to RAVON, thence as cleared.

CHANGES: None.

NOISE ABATEMENT PROCEDURES

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 coordinated runway change plan for traffic managment at Perth and Pearce, runway changes at Perth will generally be effected when the wind conditions listed in under NOISE ABATEMENT PROCEDURES in the Jeppesen AWM AU Terminal Section or ATC Australia pages are met at both aerodromes.

2. PREFERRED FLIGHT PATHS

2.1 The minimum height over residential areas is:
- Jet aircraft 5000' above ground level;
- Turbo-prop aircraft 3000' above ground level;
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 8000' 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. Aircrafts at or below 99,208 lbs (45,000 kg) MTOW, visual left CIRCUIT
2. Landing runway 21, arriving from the West
   a. Via WOOFY to 6 NM 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 5 NM 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

CHANGES: Jet Noise Abatement climb procedures notes withdrawn.

NOISE ABATEMENT PROCEDURES

3. TRAINING FLIGHTS

a. IFR training flights inbound to Perth to conduct aerial work from the Northeast through East to Southeast shall plan via either VILIN-PH or VEMON-PH at or below 8000'.

b. Notwithstanding peak period restrictions (MON-FRI 0100-0500 & 0900-1300 UTC), AWK and training at Perth is permitted during the following times:

1. Aircraft below 4255 lbs (1930 kg) MTOW - No restrictions.
2. Aircraft above 4255 lbs (1930 kg) MTOW - Flying training is permitted MON-SAT 2300-1300 UTC, SUN 0400-1300 UTC.

c. Low level circuits are only permitted to the East of Rwy 21/03.

d. Missed approach Rwy 24 may be required to remain East of Rwy 21.

e. Aircraft with MTOW in excess of 45,195 lbs (20,500 kg):

1. Rwy 24: Take-off not permitted;
2. Rwy 24: Missed approaches permitted, subject to the requirements to remain East of Rwy 21.
3. Rwy 06: Approach and/or landing not permitted;
4. Rwy 21: Right hand circuits not permitted. Following a missed approach, a right turn may be permitted at or beyond 2 NM South of the airport;
5. Rwy 03: left hand circuits not permitted.

f. Aircraft with MTOW in excess 90,389 lbs (41,000 kg):

1. Operations are limited to the following times: MON-SAT 0030-1300 UTC, SUN 0400-1300 UTC;
2. Minimum circuit height of 1000';
3. Circuits below 1500' to be kept to a minimum and varied in dimensions to reduce repetitive noise.

WEEKLY RUNWAY MAINTENANCE - 2023
(MOWP 001-23)

WORKS INFORMATION

This chart details the ongoing regular runway and taxiway restrictions to allow for maintenance activities. The periods of restriction have been identified in consultation with Air Traffic Control (ATC) to minimize disruptions to airlines and will be reviewed if operational demand changes.

The work typically comprises normal day to day maintenance activities carried out at any aerodrome along with minor project works from time to time. The scope of works will be dependent on the requirements at the time however multiple activities will be carried out.

As a result of the works outlined above, the following facilities will be affected:

- Runway 03/21 full length,
- Runway 06/24 full length,
- Taxiways associated with the closed runway, except for identified crossing points.

Works Timing

Works are scheduled every Friday and will commence at 0730hrs Western Standard Time (WST) and be completed by 1530hrs (WST) of the same day.
Runway 03/21 will be closed 2 Fridays in row and Runway 06/24 will be closed on the third week.
The actual date and time of commencement will be advised by a NOTAM, to be issued not less than 48 hours before work commences.

RESTRICTIONS TO AIRCRAFT OPERATIONS

STAGE 1A
Restrictions:
- Runway 03/21 not available.
- Twys A south of A6, A7, A9, A11, C south of Link 7, C9, C11, P, D east of A and N not available.

STAGE 1B
Restrictions:
- Runway 03/21 not available.
- Twys A south of A9, A6, A7, A11, C south of C9, C6, C11, P and W between B and C not available.

STAGE 1C
Restrictions:
- Runway 03/21 not available.
- Twys A south of A6, A7, A9, A11, C south of Link 7, C9, C11, P, D east of A and N not available.

STAGE 1D
Restrictions:
- Runway 03/21 not available.
- Twys A south of A6, A7, A9, A11, C south of Link 7, C9, C11, P and W between B and C not available.

STAGE 2A
Restrictions:
- Runway 06/24 not available.
- Twys V and W east of C not available.

STAGE 2B
Restrictions:
- Runway 06/24 not available.
- Twys A between D and V, J1 and W east of Twy C not available.

All Stages
Preferred inbound/outbound taxi routes may not be available and will be advised by ATC.

Instrument Landing Systems
The works will have the following effect on ILS:
- The ILS (for the closed runway) will be turned off. For AirServices Australia (ASA) periodic ILS testing, the ILS will be on for the initial or last hour to complete that testing.

ASA are responsible for publishing and maintaining all NOTAMs related to:
- The availability of Instrument Landing Systems.
- Any changes to approach procedures or minima (including training approaches).

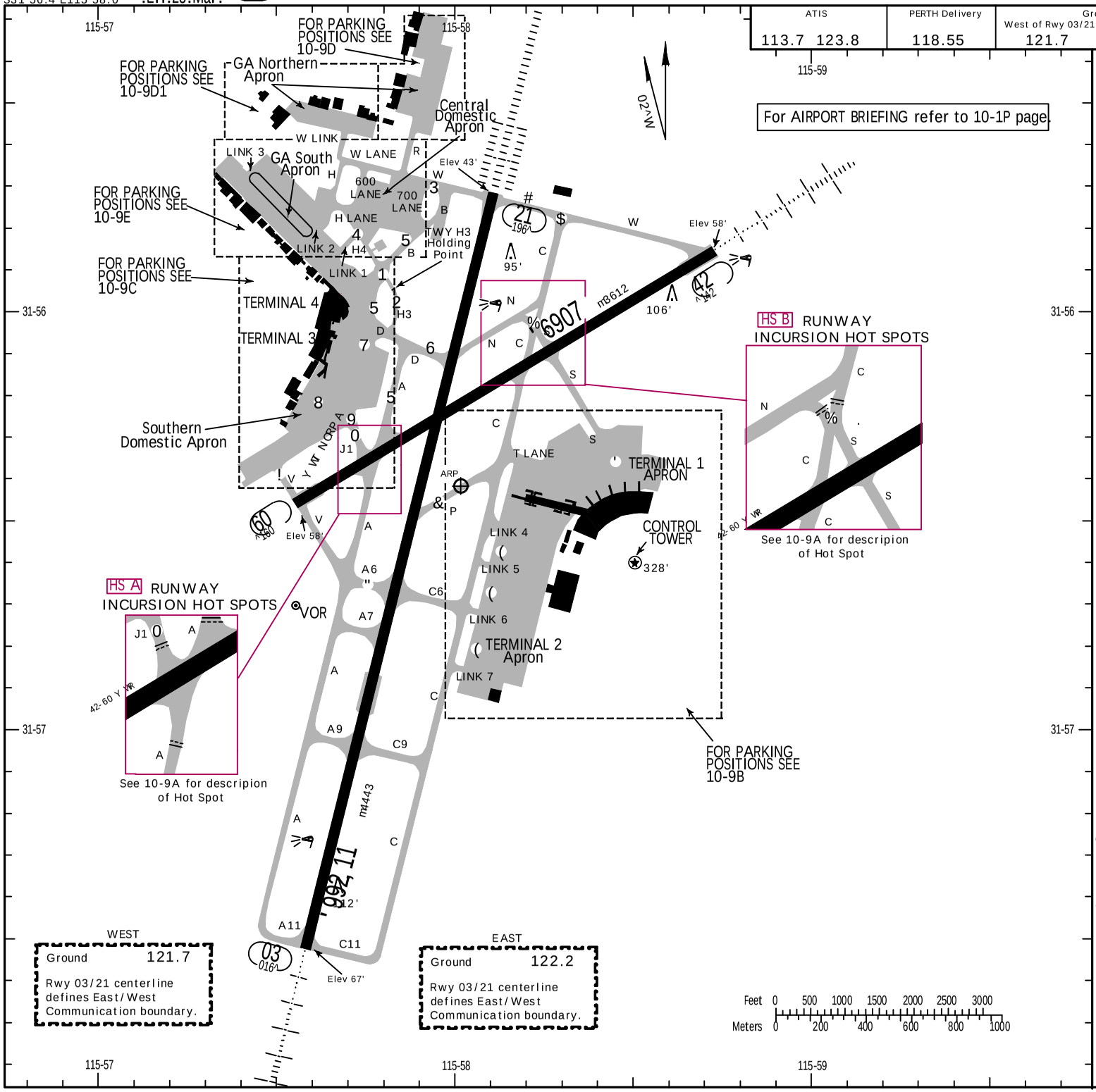
YPPH/PER
Apt Elev 67'
S31 56.4 E115 58.0

JEPPESEN
17 MAR 23
.Eff.23.Mar.
10-9

PERTH, WA, AUSTRALIA

PERTH INTL

ATIS	PERTH Delivery	Ground West of Rwy 03/21	Ground East of Rwy 03/21	Tower	PERTH Departure (R)
113.7 123.8	118.55	121.7	122.2	127.4	118.7



1 CAUTION: Taxiway convergence zone.

2 CAUTION: Jet blast hazard may exist for light aircraft operating on H3 from aircraft operating on apron edge Twy.
H3 Twy strip may be infringed by Code D and E (B787, A330) aircraft operating on Terminal 4. Apron taxiway adjacent bays 13, 14 and push back operations from bay 12 to disconnect point behind bay 13. Aircraft operating on H3 may be instructed to hold at the holding position located behind bay 13 at discretion of ATC. Holding position is marked by broken yellow line, IHP lights and yellow markers either side of holding position.

3 Twy W West of 700 Lane and W Lane available to BAE146/F100/E190 and below.

4 Twys H3, H4, H Lane, 500 Lane, Link 1 and Link 2 available for Code C aircraft and below except A321.

5 Twy D, Twy B, Twy A and Twy J1 restricted to Code E aircraft and below.

6 Intermediate hold point of Twy D between Rwy 03/21 and Twy A restricted to aircraft A330 and below.

7 Apron taxiway between Twy B and Twy V restricted to Code E aircraft and below.

8 Terminal 3 taxilane restricted to Code C aircraft and below.

9 Left turn from Twy J1 to Apron Twy limited to Code C aircraft and below.
Right turn to Twy J1 from Apron Twy limited to Code C aircraft and below.

0 Terminal 3 Apron taxiway between bay 911 and bay 915 infringed when aircraft holding northbound on Twy J1. Terminal 3 Apron taxiway between bay 911 and bay 915 reduced to Code C aircraft and below when Code C aircraft at runway holding point on Twy J1, Terminal 3 Apron taxiway between bay 911 and bay 915 not available when Code D and E aircraft at runway holding point on Twy J1.

! Twy V between Rwy 06/24 and Apron Twy restricted to Code E aircraft and below.

" Intermediate hold point of Twy A6 restricted to Code C aircraft and below.

Rwy 21 holding point on Twy W eastern side is located 689' (210m) from Rwy 21 centerline.

$ Twy C and Twy W for Rwy 24 restricted to Code C aircraft and below when behind Code E aircraft or above at holding point for Rwy 21.

% Twy C, Twy S and Twy N intersection restricted to Code C aircraft and below when aircraft holding on Twy C or Twy N short of Rwy 06/24.

& Exit Rwy 21 left via Twy P limited to aircraft with max wingspan of 118' (36m).

' Terminal 1 Apron taxilane between bay 154 and bay 156 restricted to Code E aircraft and below.

(Link 4 between Twy C and bay 147 restricted to aircraft A330 and below. Link 4 between bay 146 and bay 202 restricted to Code C aircraft and below. Link 5, 6, and 7 restricted to Code C aircraft and below.

CHANGES: Turnpads.

GENERAL

CAUTION: Bird in vicinity of airport.

Aircraft engines overhanging taxiway edges where no blast protection is provided are requested to be operated at low power to prevent erosion and engine damage.

Severe turbulence below 3000' in terminal area during summer months when easterly winds prevail.

Where aircraft marshalling is required, the pilot should confirm arrangements with ground handlers prior to landing. Aerodrome operator does not provide aircraft marshalling services.

Reversing of aircraft under own power is not permitted on apron without prior approval of aerodrome operator. All aircraft must provide their parked position/gate number to ATC on airways clearance readback.Aircraft departing from Terminal 3 Taxilane to push back and tow FDW to disconnect between bay 22 and taxilane roadway.

Engine ground running on aprons only permitted by approval from aerodrome operator and to be conducted not above ground idle power setting.

All operations on Perth Airport apron areas must be in accordance with relevant aircraft parking plans.

Plans to be obtained from aerodrome operator.

GA Taxilane not available to aircraft above 41,888 lbs (19,000 kg) or wingspan greater than 79' (24m).

Aircraft departing 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 Tower frequency close to, or at, intermediate holding position markings when ready for takeoff.

Aircraft to use minimum power when entering, exiting and operating on all aprons.

Low-level windshear may exist for arriving aircraft on Rwy 06 when wind is from the North to North-West at 37KT or greater.

Turning limitations to aircraft of 12,566 lbs (5700 kg) MTOW and below due to no turn fillets:

1) Exit Rwy 06 left into Twy S.

2) Exit Rwy 21 left into Twy N.

3) Exit Rwy 24 right into Twy C.

ADDITIONAL RUNWAY INFORMATION

RWY							USABLE LENGTHS: LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
03	HIRL (60m)	CL (15m)		HIALS	4 PAPI (angle 3.0^)	grooved RVR		10,207' 3111m	5	148' 45m
12 21	HIRL (60m)	CL (15m)	3	HIALS TDZ	4 PAPI (angle 3.0^)	grooved RVR		10,375' 3162m		

1 All Rwy ends ungrooved start of take-off through to 525' (160m).
2 Standby power available for all lights.
3 Associated SFL 600m.
4 MEHT 71'.

06	7 HIRL (60m)		7	PAPI-L (angle 3.0^,MEHT 64')		grooved			5	148'
6 24	7 HIRL (60m)		7	HIALS	7 8 PAPI (angle 3.0^)	grooved		6084' 1854m		45m

6 All Rwy ends ungrooved start of take-off through to 525' (160m).
7 Standby power available.
8 MEHT 71'.

5 TAKE-OFF RUN AVAILABLE

RWY 03:
From rwy head 11,299' 3444m
Twy C9/A9 8317' 2535m
Twy A7 6677' 2035m

RWY 06:
From rwy head 7,096' 2163m
Twy J1 5968' 1819m
Twy A 5223' 1592m

RWY 21:
From rwy head 11,299' 3444m
Twy D 8793' 2680m

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.

HS A — Taxiway J1 and A due Aircraft slow to vacate Runway 24 after misidentifying exit, intersection complexity and distance of holding points from Runway.

HS B — Taxiway C, N and S due intersection complexity and distance of holding points from Runway.

TAKE-OFF

All Rwys

	STANDARD: With RL & either CL or RCLM	STANDARD: Other
1 Eng	300'-2 km	
2, 3 & 4 Eng	Single pilot acft without auto-feathering. Acft not above 5700 kg & not capable of Engine-out climb gradient of 1.9%. 300'-2 km	
2, 3 & 4 Eng	550m	800m

FOR FILING AS ALTERNATE

	1 Special	Other
A	700'-2.5 km	1193'-4.4 km
B		
C		1873'-6.0 km
D		1873'-7.0 km

1 Does not apply to RNAV (GNSS) or VOR procedures.

CHANGES: None.

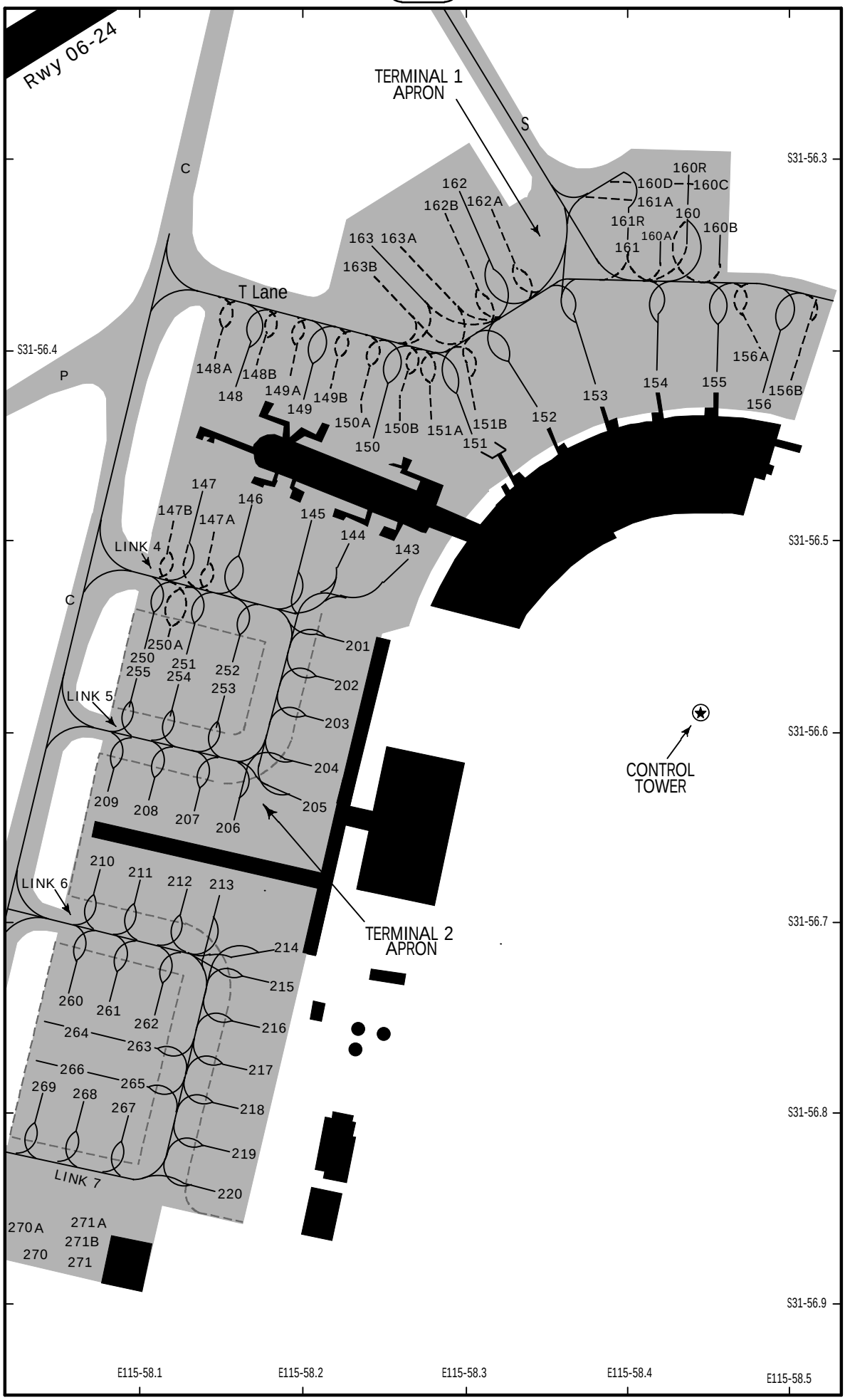
YPPH/PER

JEPPESEN

PERTH, WA, AUSTRALIA

10 JUN 22 (10-9B) .Eff.16.Jun.

PERTH INTL



CHANGES: None.

TERMINAL 1 & TERMINAL 2 PARKING STAND INFORMATION

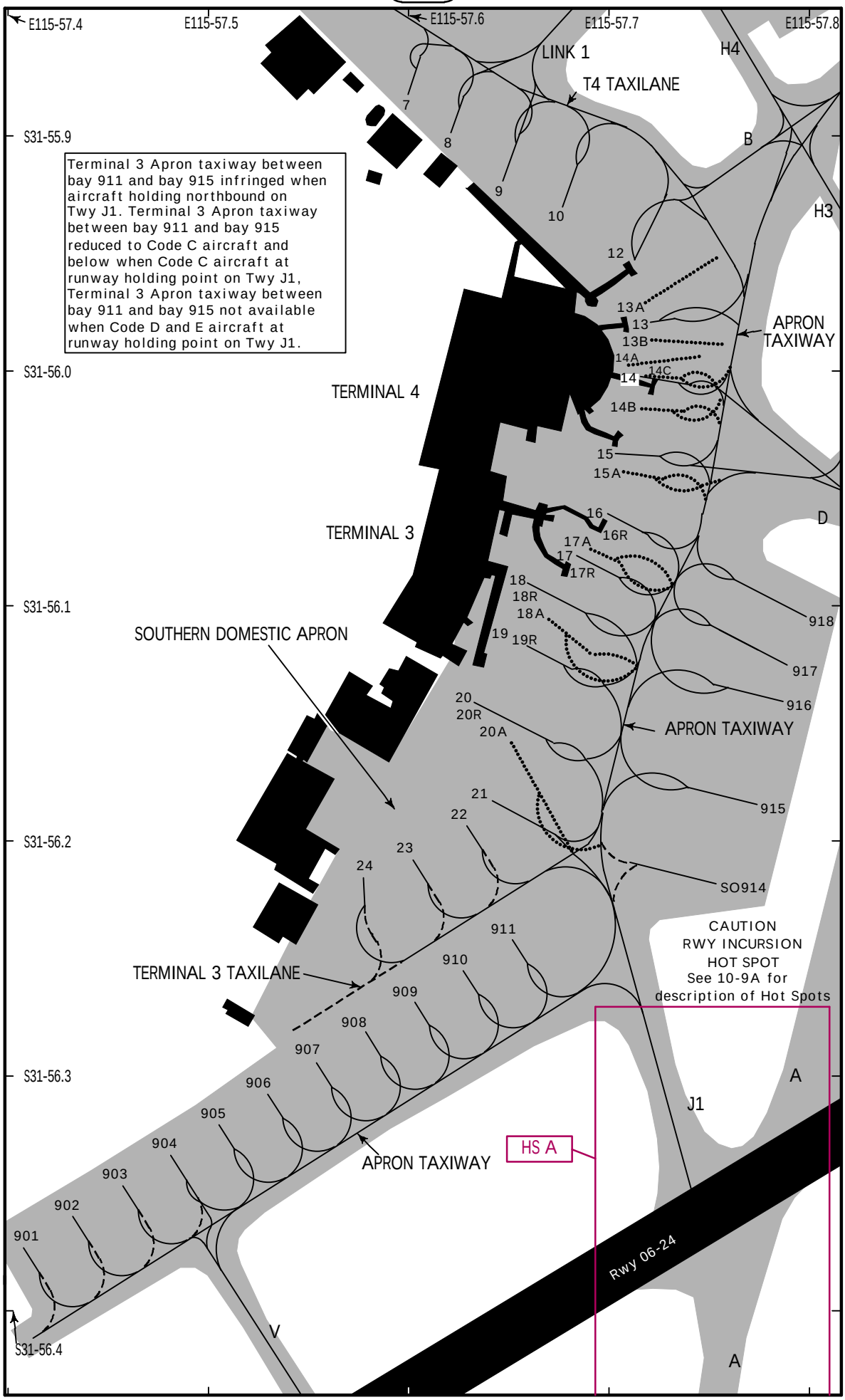
STAND No.	COORDINATES	CAPACITY	ELEV (ft)	DOCKING SYSTEM
	TERMINAL 1 APRON			
143	S31 56.5 E115 58.3	B738	62	A-VDGS
144	S31 56.5 E115 58.3	B738	61	A-VDGS
145, 146	S31 56.5 E115 58.2	B738	60	A-VDGS
147	S31 56.5 E115 58.2	A333	60	A-VDGS
147A, 147B	S31 56.5 E115 58.2	B738	60	A-VDGS
148	S31 56.4 E115 58.2	A333	60	A-VDGS
148A	S31 56.4 E115 58.2	E190	60	A-VDGS
148B	S31 56.4 E115 58.2	B738	60	A-VDGS
149	S31 56.4 E115 58.2	A333	61	A-VDGS
149A	S31 56.4 E115 58.2	B738	61	A-VDGS
149B	S31 56.4 E115 58.2	E190	60	A-VDGS
150	S31 56.4 E115 58.3	A388	62	A-VDGS
150A	S31 56.4 E115 58.3	A321	62	A-VDGS
150B	S31 56.4 E115 58.3	B738	61	A-VDGS
151	S31 56.5 E115 58.3	A388	62	A-VDGS
151A	S31 56.5 E115 58.3	A321/B738	62	A-VDGS
151B	S31 56.4 E115 58.3	A321/B738	62	A-VDGS
152	S31 56.4 E115 58.4	B744	60	A-VDGS
153	S31 56.4 E115 58.4	B779	63	A-VDGS
154	S31 56.4 E115 58.5	B778	60	A-VDGS
155	S31 56.4 E115 58.5	B744	63	A-VDGS
156	S31 56.4 E115 58.6	B744	63	MARSHALLER
156A, 156B	S31 56.4 E115 58.6	B738	63	MARSHALLER
160	S31 56.3 E115 58.5	B744	58	MARSHALLER
160A, 160B	S31 56.3 E115 58.5	B734/GLEX	59	MARSHALLER
160C	S31 56.3 E115 58.5	GLEX	58	MARSHALLER
160D	S31 56.3 E115 58.5	B734/GLEX	57	MARSHALLER
160R	S31 56.3 E115 58.5	B744	57	MARSHALLER
161	S31 56.3 E115 58.5	GLEX	58	MARSHALLER
161A	S31 56.3 E115 58.5	B744	57	MARSHALLER
161R	S31 56.3 E115 58.5	B744	58	MARSHALLER
162	S31 56.3 E115 58.3	A388	56	MARSHALLER
162A	S31 56.3 E115 58.4	A321/B738	56	MARSHALLER
162B	S31 56.3 E115 58.3	A321/B738	56	MARSHALLER
163	S31 56.3 E115 58.3	A388	57	MARSHALLER
163A	S31 56.3 E115 58.3	A321/B738	57	MARSHALLER
163B	S31 56.3 E115 58.3	A321/B738	56	MARSHALLER
	TERMINAL 2 APRON			
201 thru 203	S31 56.6 E115 58.3	A321/B738	62	MARSHALLER
204	S31 56.6 E115 58.2	A321/B738	62	MARSHALLER
205 thru 207	S31 56.7 E115 58.2	A321/B738	62	MARSHALLER
208	S31 56.7 E115 58.1	A321/B738	62	MARSHALLER
209, 210	S31 56.7 E115 58.1	A321/B738	61	MARSHALLER
211, 212	S31 56.7 E115 58.1	A321/B738	62	MARSHALLER
213	S31 56.7 E115 58.2	A321/B738	62	MARSHALLER
214	S31 56.7 E115 58.2	A321/B738	63	MARSHALLER
215 thru 218	S31 56.8 E115 58.2	A321/B738	63	MARSHALLER
219, 220	S31 56.9 E115 58.2	A321/B738	63	MARSHALLER
250	S31 56.6 E115 58.1	A321/B738	58	MARSHALLER
250A	S31 56.6 E115 58.1	A332	59	MARSHALLER
251	S31 56.6 E115 58.2	A321/B738	60	MARSHALLER
252, 253	S31 56.6 E115 58.2	A321/B738	59	MARSHALLER
254	S31 56.6 E115 58.2	A321/B738	58	MARSHALLER
255	S31 56.6 E115 58.1	A321/B738	59	MARSHALLER
260, 261	S31 56.8 E115 58.1	A321/B738	59	MARSHALLER
262	S31 56.8 E115 58.1	A321/B738	60	MARSHALLER
263	S31 56.8 E115 58.1	A321/B738	61	MARSHALLER
264	S31 56.8 E115 58.1	A321/B738	59	MARSHALLER
265	S31 56.8 E115 58.1	A321/B738	61	MARSHALLER
266	S31 56.8 E115 58.1	A321/B738	59	MARSHALLER
267	S31 56.8 E115 58.1	A321/B738	60	PILOT STOP BAR
268	S31 56.8 E115 58.1	A321/B738	61	PILOT STOP BAR
269	S31 56.8 E115 58.1	A321/B738	59	PILOT STOP BAR
270	S31 56.9 E115 58.0	A321/B738	59	MARSHALLER
270A	S31 56.9 E115 58.0	E190	59	PILOT STOP BAR
271	S31 56.9 E115 58.1	A321/B738	59	MARSHALLER
271A, 271B	S31 56.9 E115 58.1	E190	59	PILOT STOP BAR

CHANGES: Parking stands capacity and elevation.

YPPH/PER PERTH, WA, AUSTRALIA

JEPPESEN
10 JUN 22 10-9C .Eff.16.Jun.

PERTH INTL

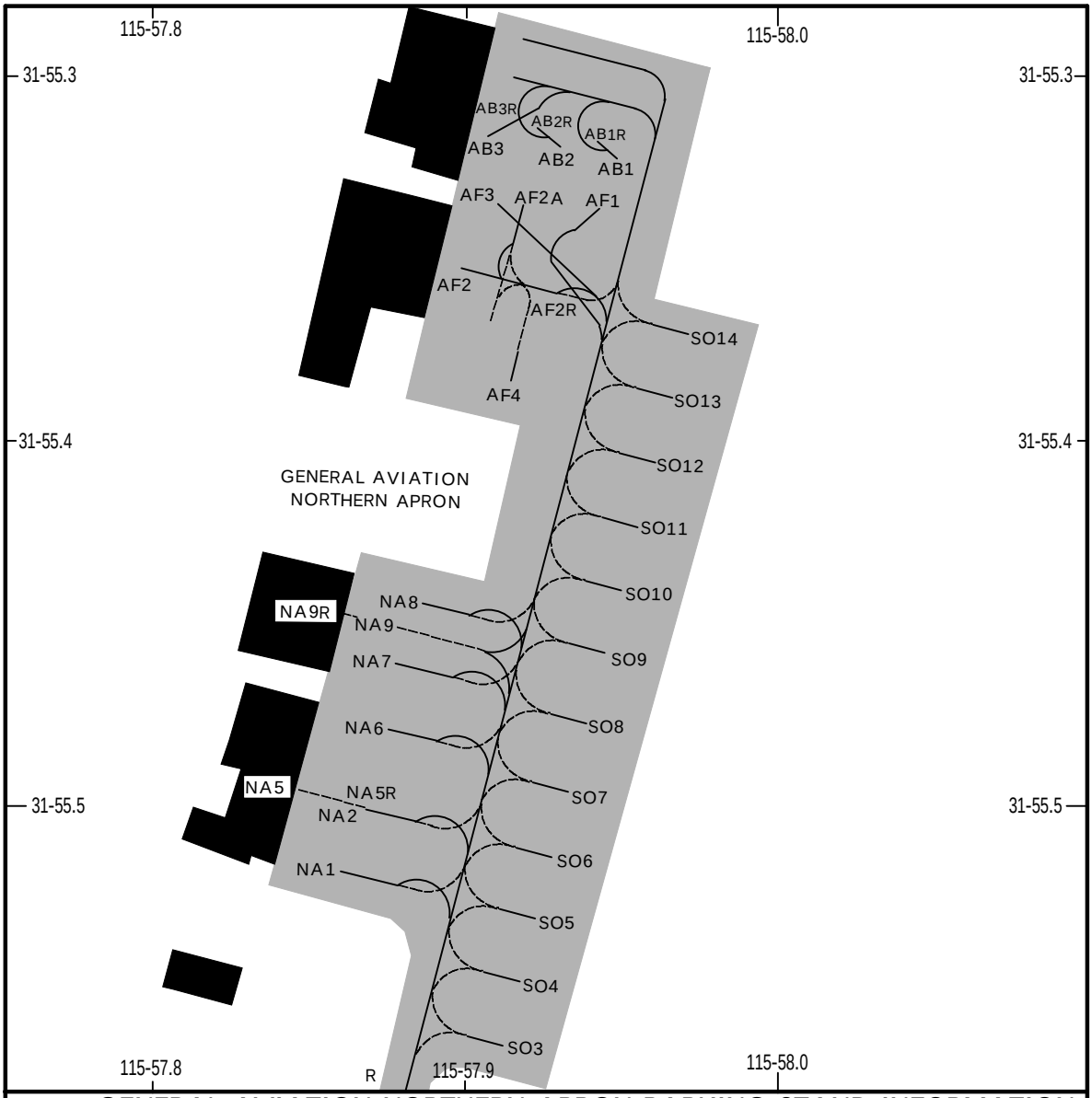


CHANGES: None.

TERMINAL 3 & 4 PARKING STAND INFORMATION

STAND No.	COORDINATES	CAPACITY	ELEV (ft)	DOCKING SYSTEM
7	S31 55.9 E115 57.6	B738	42	MARSHALLER
8	S31 55.9 E115 57.6	A321/B738	42	MARSHALLER
9	S31 55.9 E115 57.7	A321/B738	43	MARSHALLER
10	S31 55.9 E115 57.7	A321/B738	44	MARSHALLER
12	S31 56.0 E115 57.7	B333	44	A-VDGS
13	S31 56.0 E115 57.7	B744	45	A-VDGS
13A	S31 56.0 E115 57.7	B738	46	MARSHALLER
13B	S31 56.0 E115 57.7	B738	45	MARSHALLER
14	S31 56.0 E115 57.7	A333	47	A-VDGS
14A, 14B	S31 56.0 E115 57.7	B712	47	MARSHALLER
14C	S31 56.0 E115 57.7	B744	47	MARSHALLER
15	S31 56.0 E115 57.7	A321/B738	48	A-VDGS
15A	S31 56.0 E115 57.7	A333	48	MARSHALLER
16	S31 56.1 E115 57.7	A321/B738	48	A-VDGS
16R	S31 56.1 E115 57.7	B738	48	MARSHALLER
17	S31 56.1 E115 57.7	A321/B738	48	A-VDGS
17A	S31 56.1 E115 57.7	B789	48	A-VDGS
17R	S31 56.1 E115 57.7	B738	49	MARSHALLER
18	S31 56.1 E115 57.7	A321/B738	49	A-VDGS
18A	S31 56.1 E115 57.7	B789	49	A-VDGS
18R	S31 56.1 E115 57.7	A321/B738	49	MARSHALLER
19	S31 56.1 E115 57.7	A321/B738	49	A-VDGS
19R	S31 56.1 E115 57.7	A321/B738	48	MARSHALLER
20	S31 56.1 E115 57.7	A321/B738	47	A-VDGS
20A	S31 56.1 E115 57.7	A789	47	A-VDGS
20R	S31 56.1 E115 57.7	B738	47	MARSHALLER
21	S31 56.2 E115 57.6	A321/B738	47	A-VDGS
22, 23, 24	S31 56.2 E115 57.6	A321/B738	48	A-VDGS
901	S31 56.4 E115 57.4	A321/B738	53	MARSHALLER
902	S31 56.4 E115 57.4	A321/B738	52	MARSHALLER
903, 904	S31 56.3 E115 57.5	B738	52	MARSHALLER
905, 906	S31 56.3 E115 57.5	B738	51	MARSHALLER
907	S31 56.3 E115 57.6	A321/B738	51	MARSHALLER
908 thru 910	S31 56.3 E115 57.6	B738	51	MARSHALLER
911	S31 56.2 E115 57.7	B738	51	MARSHALLER
SO914	S31 56.2 E115 57.8	A320	51	MARSHALLER
915	S31 56.2 E115 57.8	A333	50	MARSHALLER
916	S31 56.2 E115 57.8	A333	49	MARSHALLER
917	S31 56.1 E115 57.8	A321/B738	48	MARSHALLER
918	S31 56.1 E115 57.8	B738	47	MARSHALLER

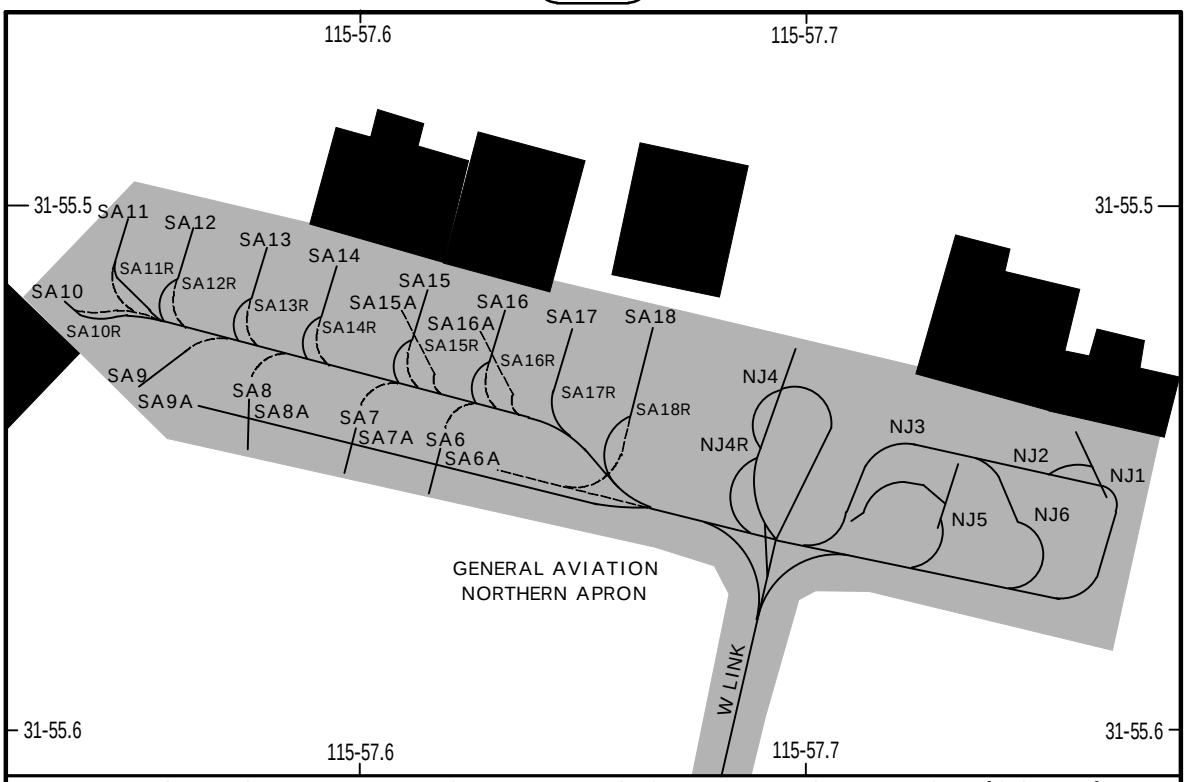
CHANGES: Parking stands capacity and elevation.



GENERAL AVIATION NORTHERN APRON PARKING STAND INFORMATION

STAND No.	COORDINATES	CAPACITY	ELEV (ft)
AB1, AB2	S31 55.3 E115 57.9	B190	36
AB1R, AB2R	S31 55.3 E115 57.9	———	—
AB3	S31 55.3 E115 57.9	B190	37
AB3R	S31 55.3 E115 57.9	———	—
AF1	S31 55.3 E115 57.9	CL60	36
AF2	S31 55.4 E115 57.9	GL7T	37
AF2A, AF2R	S31 55.4 E115 57.9	———	—
AF3	S31 55.3 E115 57.9	GL7T	37
AF4	S31 55.4 E115 57.9	GL7T	36
NA1, NA2	S31 55.5 E115 57.9	F100	36
NA5, NA5R	S31 55.5 E115 57.9	———	—
NA6, NA7	S31 55.5 E115 57.9	F100	37
NA8	S31 55.4 E115 57.9	F100	37
NA9, NA9R	S31 55.5 E115 57.9	———	—
SO3, SO4	S31 55.6 E115 57.9	B712	39
SO5	S31 55.5 E115 57.9	B712	38
SO6 thru SO8	S31 55.5 E115 57.9	B712	39
SO9	S31 55.5 E115 58.0	B712	39
SO10	S31 55.4 E115 58.0	B712	39
SO11	S31 55.4 E115 58.0	B712	38
SO12	S31 55.4 E115 58.0	B712	39
SO13	S31 55.4 E115 58.0	B712	38
SO14	S31 55.4 E115 58.0	B712	39

CHANGES: Apron name.



GA NORTHERN APRON PARKING STAND INFORMATION (CONTD)

STAND No.	COORDINATES	CAPACITY	ELEV (ft)
NJ1	S31 55.6 E115 57.8	DH8D	37
NJ2, NJ3	S31 55.5 E115 57.7	DH8D	37
NJ4, NJ4R	S31 55.5 E115 57.7	DH8D	38
NJ5	S31 55.6 E115 57.7	DH8C	38
NJ6	S31 55.6 E115 57.7	DH8D	38
SA6	S31 55.5 E115 57.6	DH8C	39
SA6A	S31 55.5 E115 57.6	———	—
SA7	S31 55.5 E115 57.6	DH8C	38
SA7A	S31 55.5 E115 57.6	DH8C	39
SA8, SA8A	S31 55.5 E115 57.6	DH8C	38
SA9, SA9A	S31 55.5 E115 57.6	DH8C	37
SA10	S31 55.5 E115 57.5	SW4	37
SA10R	S31 55.5 E115 57.5	———	—
SA11	S31 55.5 E115 57.6	SW4	36
SA11R	S31 55.5 E115 57.6	———	—
SA12	S31 55.5 E115 57.6	SW4	36
SA12R	S31 55.5 E115 57.6	———	—
SA13	S31 55.5 E115 57.6	SW4	37
SA13R	S31 55.5 E115 57.6	———	—
SA14	S31 55.5 E115 57.6	SW4	37
SA14R	S31 55.5 E115 57.6	———	—
SA15	S31 55.5 E115 57.6	E120	37
SA15A	S31 55.5 E115 57.6	DH8C	37
SA15R	S31 55.5 E115 57.6	———	—
SA16	S31 55.5 E115 57.6	E120	37
SA16A	S31 55.5 E115 57.6	DH8C	37
SA16R	S31 55.5 E115 57.6	———	—
SA17	S31 55.5 E115 57.6	E120	37
SA17R	S31 55.5 E115 57.6	———	—
SA18	S31 55.5 E115 57.7	F100	37
SA18R	S31 55.5 E115 57.7	———	—

CHANGES: Apron name, NJ1 thru NJ6 parking stand position updated.

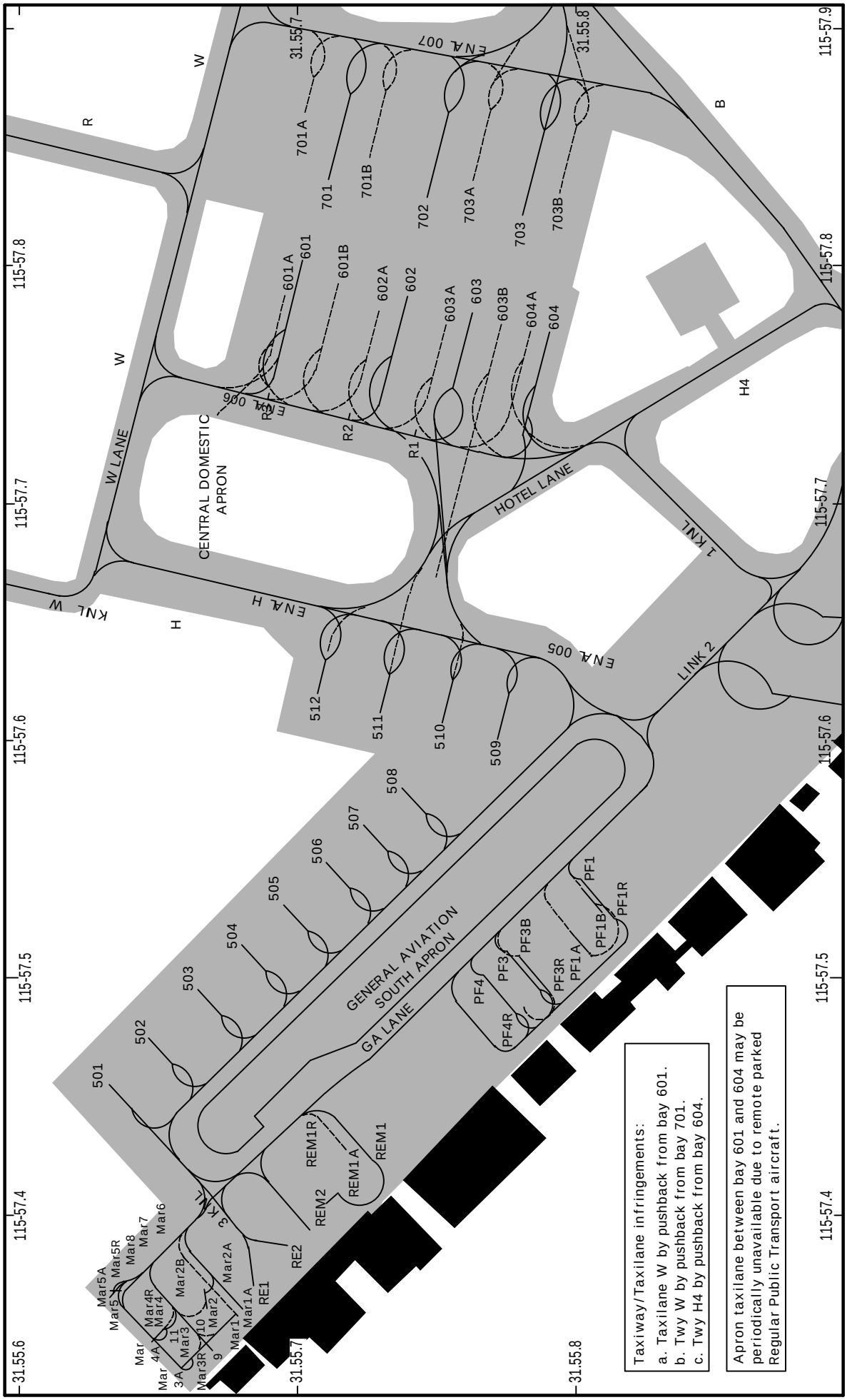
YPPH/PER

JEPPESEN

PERTH, WA, AUSTRALIA

3 SEP 21 (10-9E) .Eff.9.Sep.

PERTH INTL



CHANGES: None.

GENERAL AVIATION SOUTH APRON & CENTRAL DOMESTIC APRON PARKING STAND INFORMATION

STAND No.	COORDINATES	CAPACITY	ELEV (ft)
	CENTRAL DOMESTIC APRON		
501	S31 55.6 E115 57.5	A321	37
502	S31 55.6 E115 57.5	A321	38
503	S31 55.7 E115 57.5	A321	38
504	S31 55.7 E115 57.5	DH8D	39
505	S31 55.7 E115 57.5	A321	39
506,507	S31 55.7 E115 57.6	A321	40
508	S31 55.7 E115 57.6	B712	41
509,510	S31 55.8 E115 57.6	B738	41
511,512	S31 55.7 E115 57.6	B712	41
R1 thru R3	S31 55.7 E115 57.7	———	—
601	S31 55.7 E115 57.8	B744	41
601A	S31 55.7 E115 57.8	B738	41
601B	S31 55.7 E115 57.8	B738	42
602	S31 55.7 E115 57.8	A333	42
602A	S31 55.7 E115 57.8	B763	42
603	S31 55.8 E115 57.8	A321	42
603A	S31 55.8 E115 57.8	B763	42
603B	S31 55.8 E115 57.8	B744	42
604	S31 55.8 E115 57.8	A321	42
604A	S31 55.8 E115 57.8	B763	42
701	S31 55.7 E115 57.8	A333	41
701A, 701B	S31 55.7 E115 57.8	B738	41
702	S31 55.7 E115 57.8	A333	41
703	S31 55.8 E115 57.8	A333	41
703A, 703B	S31 55.8 E115 57.8	B738	41
	GA SOUTH APRON		
Maroomba 1, 1A	S31 55.7 E115 57.4	H25B	37
Maroomba 2	S31 55.7 E115 57.4	H25B	36
Maroomba 2A, 2B	S31 55.7 E115 57.4	———	—
Maroomba 3	S31 55.7 E115 57.3	———	—
Maroomba 3A	S31 55.7 E115 57.3	DH8A	36
Maroomba 3R	S31 55.7 E115 57.3	———	—
Maroomba 4	S31 55.7 E115 57.4	DH8A	35
Maroomba 4A, 4R	S31 55.7 E115 57.4	———	—
Maroomba 5	S31 55.6 E115 57.4	DH8A	34
Maroomba 5A	S31 55.6 E115 57.4	DH8A	34
Maroomba 5R	S31 55.6 E115 57.4	———	—
Maroomba 6	S31 55.7 E115 57.4	H25B	35
Maroomba 7	S31 55.6 E115 57.4	H25B	35
Maroomba 8	S31 55.6 E115 57.4	H25B	34
9	S31 55.7 E115 57.3	———	—
10, 11	S31 55.7 E115 57.4	———	—
RE1, RE2	S31 55.7 E115 57.4	F900	37
REM1	S31 55.7 E115 57.4	GLEX	38
REM1R	S31 55.7 E115 57.4	———	—
REM1A	S31 55.7 E115 57.4	B737	39
REM2	S31 55.7 E115 57.4	GLEX	38
PF1	S31 55.8 E115 57.5	B190	40
PF1A, PF1B	S31 55.8 E115 57.5	D328	40
PF1R	S31 55.8 E115 57.5	———	—
PF3	S31 55.8 E115 57.5	B190	39
PF3A	S31 55.8 E115 57.5	GJ4	40
PF3B	S31 55.8 E115 57.5	GJ4	39
PF3R	S31 55.8 E115 57.5	———	—
PF4	S31 55.8 E115 57.5	B190	39
PF4R	S31 55.8 E115 57.5	———	—

CHANGES: Capacity update.

VISUAL DOCKING GUIDANCE SYSTEMS

Parking stands & coords chart specifies the bays/stands equipped with Visual Docking Guidance Systems and the particular system installed.

SAFEGATE DOCKING GUIDANCE SYSTEM (DGS)

The complete system consists of the following three elements:

1. Position Identification Unit (Bay Marker);
2. Aerobridge Retracted Indicator Light; and
3. DGS NIG (Nose In Guidance) Unit.

The Position Indentification Unit gives clear indication of the parking bay for the aircraft. It consists of large white numerals on a dark background (illuminated at night).

The Aerobridge Retraction Indicator Light, mounted on the aerobridge, gives an early warning of the state of aerobridge location. Green indicates a fully retracted aerobridge position or a safe pre-parked position; red indicates that the aerobridge is out of position and the pilot should not proceed with parking the aircraft.

The NIG unit, mounted on the Terminal wall, consists of two components which supply the following information to the pilot:

a. The top alphanumeric information display which shows aircraft type designation and other message information as necessary in yellow.

b. The azimuth and centerline guidance displays in red and yellow, and the Closing Rate Bar in yellow.

The following is the sequence of system operation from initial approach to STOP:

a. The pilot indentifies the correct parking bay position.

b. The pilot ensures that the aerobridge retraction light is green.

c. The pilot observes that the rising vertical yellow arrows are indicating the system is activated and searching for the approaching aircraft.

NOTE: The pilot must not enter the stand area unless the rising vertical arrows are displayed.

d. The pilot follows the taxi-in line and checks that the correct aircraft type is displayed in yellow.

NOTE: The pilot must not enter the stand area unless the correct aircraft type is displayed.

e. On successful capture of the aircraft, the vertical arrows are replaced by the yellow T-shaped Closing Rate Bar.

NOTE: The pilot must not proceed to the bridge unless the arrows have been superseded by the Closing Rate Bar.

f. A vertical yellow arrow shows the aircraft position in relation to the centerline.

g. A flashing red arrow indicates the direction to turn to return to the centerline.

NOTE: If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning.

h. The display of the yellow digital closing rate countdown will start when the aircraft is 66' (20m) from the STOP position.

NOTE: If the detected aircraft is lost prior to 39' (12m) to STOP, the display will show WAIT. The docking will continue as soon as the system detects the aircraft again.

i. When the aircraft is 39' (12m) from the STOP position, the Closing Rate Bar will decrease in size from the bottom by one row of lights per 2' (0.5m) closing rate.

NOTE: If the detected aircraft is lost after 39' (12m) to STOP, the display will show STOP and ID FAIL. Assistance must then be sought from the ground engineers.

j. When the correct STOP position is reached, the display shows STOP and red lights will be lit.

k. When the aircraft has parked, OK will be displayed.

l. If the aircraft has overshot the position, TOO FAR will be displayed.

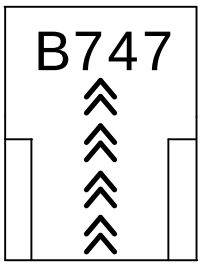
m. When ground engineers have placed the chocks at the nosewheel, they will manually change the display to CHOCK ON.

VISUAL DOCKING GUIDANCE SYSTEMS

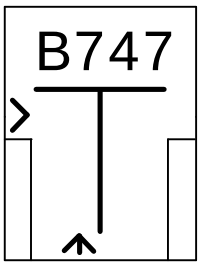
n. During heavy rain or fog, the visibility for the docking system might be reduced. When the system is activated and in capture mode, the display will deactivate the rising vertical arrows and show DOWN GRADE. This text will be superseded by the Closing Rate Bar once the aircraft is detected.

NOTE 1: The pilot must not continue the approach to the bridge unless the DOWN GRADE text has been superseded by the Closing Rate Bar.

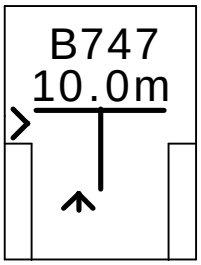
NOTE 2: Ground engineers have access to emergency push-buttons to deactivate the system. When an emergency stop is activated, the display will show STOP. The ground engineers will then be required to complete the docking manually once the emergency situation is cleared.



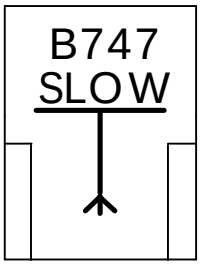
CAPTURE
Searching for aircraft



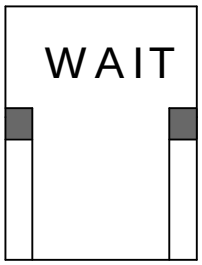
TRACKING AIRCRAFT
Aircraft left of centerline



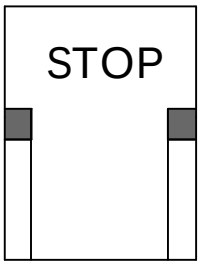
CLOSING RATE



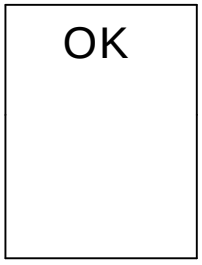
SLOW (DECREASE SPEED)



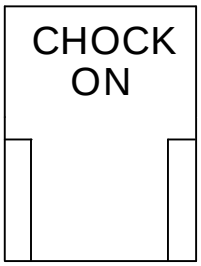
WAIT



STOP POSITION REACHED



DOCKING COMPLETE



CHOCKS ON

Typical Safegate indications - normal operations

CHANGES: Reindexed.

LOW VISIBILITY OPERATIONS AND PROCEDURES
(See Graphic on 10-9J)

LOW VISIBILITY OPERATIONS

1. For CASA approved operators:
   Rwy 21 is capable of supporting localiser guided take-offs with an RVR not less than 75m.
   Rwy 03 is capable of supporting take-offs with an RVR not less than 125m.
   Rwy 06/24 is capable of supporting take-offs with an RV of not less than 350m.
2. For CASA approved operators:
   Rwy 21 is capable of supporting CAT IIIB approaches (and is normally used for low VIS arrivals);
   No arrivals will be allowed when RVR is less than 75m at TDZ.
3. For CASA approved operators:
   Rwy 03 is capable of supporting SA CAT I approaches;
   Rwy 24 is capable of supporting CAT I approaches.
4. No intersection departures permitted.
5. Approved Twy exits in RVR conditions below 350m are Twy A9, C9, A11, C11 & Twy D.
6. During RVR conditions below 350m, the following Twy are not available: Twy A6, A7, C6, Twy P, Twy N, Twy H3.
7. Twy W between Twy C and Rwy 06/24 not available in RVR below 550m.
8. Secondary power switchover time: 1 second during Low Visibility Procedures, 15 seconds other times.
9. All taxiways available during Low Visibility for vehicles conducting inspections.

LOW VISIBILITY PROCEDURES

1. Instrumented RVR is provided for Rwy 03/21. In the event of failure of RVR, or non-availability of Rwy 03/21, manual Runway Visibility assessments will be provided.
2. ATC uses Advanced Surface Movement Guidance Control System (ASMGCS) to monitor aircraft and vehicles on the manoeuvring area. In the event ASMGCS is unserviceable, ATC will restrict operations on the manoeuvring area.
3. Preparations for activation of LVP commence when meteorological conditions prevent all or part of the manoeuvring area from being visually monitored by ATC.
4. LVP must be fully implemented when cloud ceiling is 300ft or less, visibility for take-off is below 550m RV/RVR, visibility for approaches is below 550m RV/RVR RWY 03/21 or 800m RV RWY 06/24.
5. Only one RWY will be nominated when LVP is in progress, normally RWY 21.
6. When LVP are in force, ATC will limit vehicle access on the manoeuvring area to aircraft rescue and fire fighting and airfield operations. Aircraft position reporting procedures may also be implemented.
7. Flight crew must notify ATC if a Follow me service is required.
8. LVP measures are progressively lifted when the Cloud Ceiling reaches 300ft and the visibility reaches 800m and is increasing.

YPPH/PER

PERTH INTL

JEPPESEN

17 MAR 23

.Eff.23.Mar.

10-9J

.A-SMGCS.

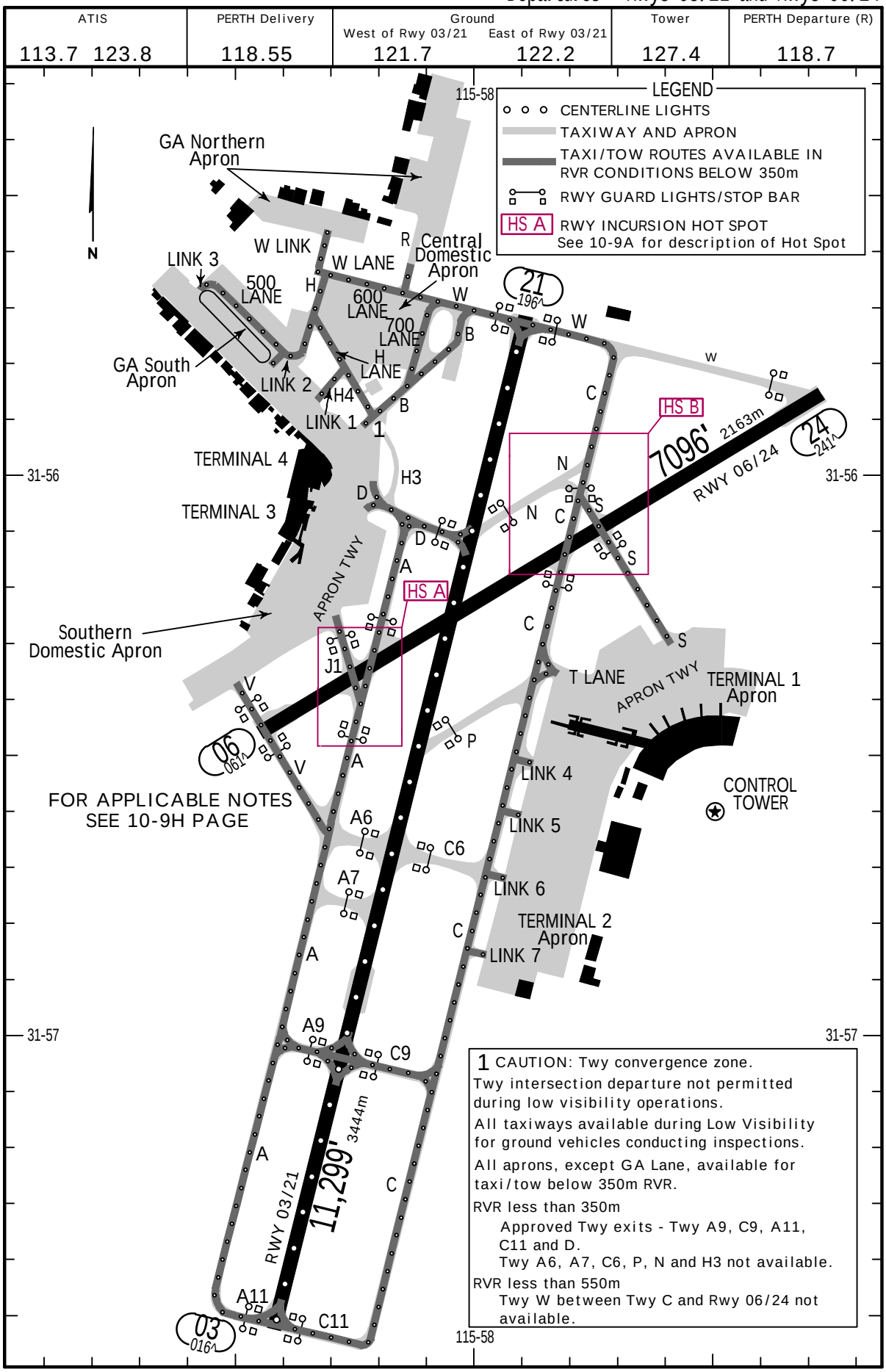
PERTH, WA, AUSTRALIA

LOW VISIBILITY TAXI ROUTES

Arrivals - Rwys 03/21 and Rwy 24

Departures - Rwys 03/21 and Rwys 06/24

ATIS	PERTH Delivery	Ground		Tower	PERTH Departure (R)
		West of Rwy 03/21	East of Rwy 03/21		
113.7 123.8	118.55	121.7	122.2	127.4	118.7



CHANGES: Turnpads.

YPPH/PER
PERTH INTL

JEPPESEN

17 MAY 19
.Eff.23.May.
11-1

PERTH, WA, AUSTRALIA
ILS-Z or LOC-Z Rwy 03

ATIS	PERTH Approach (R)		PERTH Tower	Ground	
113.7 123.8	123.6	132.95	127.4	West of Rwy 03/21 121.7	East of Rwy 03/21 122.2

BRIEFING STRIP™

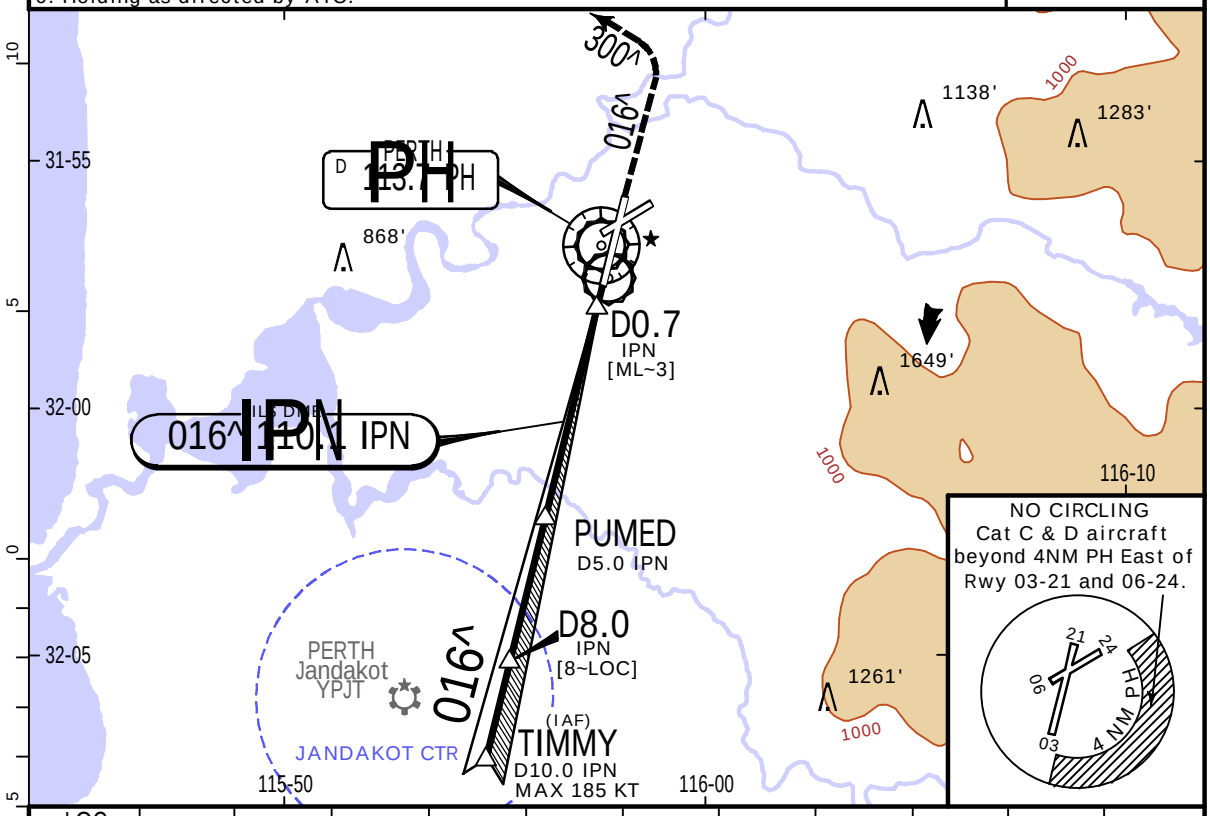
LOC IPN	Final Apch Crs	GS PUMED	Refer to Minimums	Apt Elev 67' Rwy 67'
110.1	016^	1650' (1583')		

MISSED APCH: Track 016^. At 1500', turn LEFT, track 300^. Climb to 3000' or as directed by ATC.

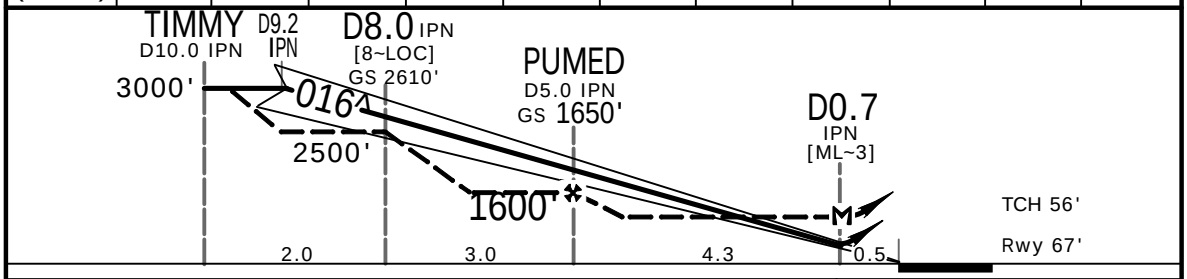
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 110 | Trans alt: 10000'

1. SA CAT I ILS: SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED. 2. ILS: DME or GNSS REQUIRED. 3. LOC only: DME REQUIRED. 4. Aircraft may be RADAR vectored to final. 5. ATC Approach Speeds: At TIMMY 185 - 160 KT, at 5NM from Thr 160 - 150 KT. 6. Holding as directed by ATC.

3000
MSA PH VOR
2700
within 10 NM



LOC (GS out)	IPN DME	9.2	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.4
	ALTITUDE	3000'	2930'	2610'	2290'	1970'	1650'	1340'	1020'	700'	520'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849
MAP at D0.7 IPN							

HIALS
PAPI PAPI

016^

1500'

PANS OPS

STRAIGHT-IN LANDING RWY 03

SA CAT I ILS	ILS			LOC (GS out)	
RA 148' DA(H) 217' (150')	DA(H) 270' (203')			MDA(H) 520' (453')	
	FULL	HIRL out	HIALS out		HIALS out
A	RVR 450m	RVR 550m VIS 0.8 km	1.2 km	1.5 km	1.7 km	2.6 km
B						
C						
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	760' (693') -2.4 km
135	
180	1440' (1373') -4.0 km
205	1440' (1373') -5.0 km

CHANGES: TIMMY speed restriction.

YPPH/PER
PERTH INTL

JEPPESEN

17 MAY 19
.Eff.23.May.
11-2

PERTH, WA, AUSTRALIA
ILS-Y or LOC-Y Rwy 03

ATIS	PERTH Approach (R)		PERTH Tower	Ground	
113.7 123.8	123.6	132.95	127.4	West of Rwy 03/21 121.7	East of Rwy 03/21 122.2

LOC	Final	GS	ILS	Apt Elev 67'
IPN	Apch Crs	PUMED	DA(H)	Rwy 67'
110.1	016^	1650' (1583')	270' (203')	

MISSED APCH: Track 016^. At 1500', turn LEFT, track 300^. Climb to 3000' or as directed by ATC.

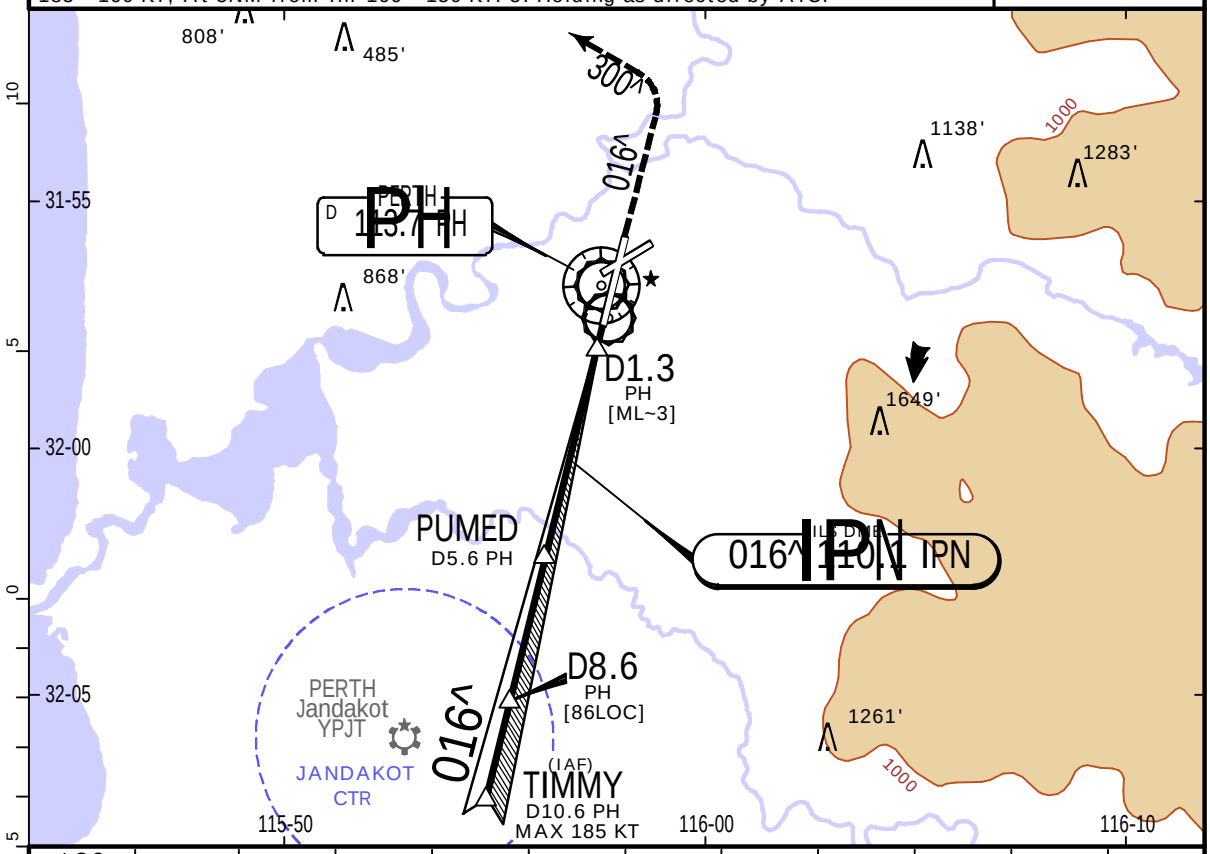
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 110 Trans alt: 10000'

1. DME or GNSS REQUIRED. 2. GNSS permitted in lieu of DME, reference waypoint PH VOR. 3. Aircraft may be RADAR vectored to final. 4. ATC Approach Speeds: At TIMMY 185 - 160 KT, At 5NM from Thr 160 - 150 KT. 5. Holding as directed by ATC.

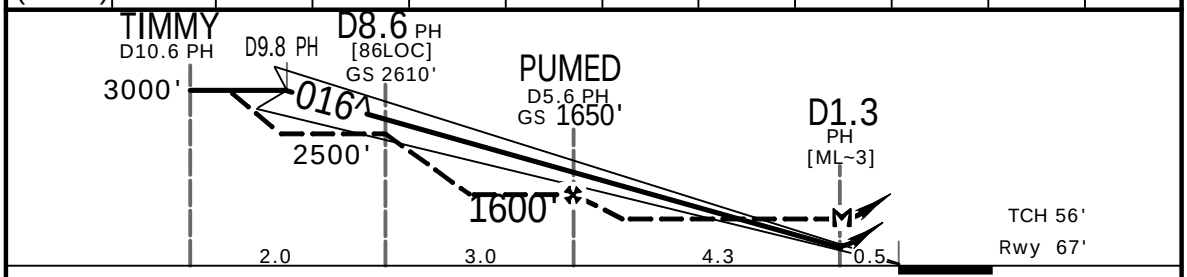
3000

MSA PH VOR
2700
within 10 NM

BRIEFING STRIP™



LOC (GS out)	PH DME	9.8	9.0	8.6	8.0	7.0	6.0	5.6	4.0	3.0	2.1
	ALTITUDE	3000'	2730'	2610'	2410'	2090'	1770'	1650'	1140'	820'	520'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849
MAP at D1.3 PH							

HIALS
PAPI PAPI

016^

1500'

PANS OPS

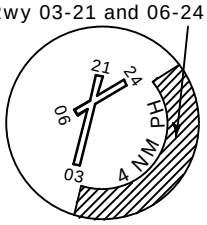
STRAIGHT-IN LANDING RWY 03

	ILS DA(H) 270' (203')			LOC (GS out) MDA(H) 520' (453')	
	FULL	HIRL out	HIALS out		HIALS out
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	1.7 km	2.6 km
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	760' (693') -2.4 km
135	
180	1440' (1373') -4.0 km
205	1440' (1373') -5.0 km

NO CIRCLING
Cat C & D aircraft beyond 4NM PH East of Rwy 03-21 and 06-24.



CHANGES: TIMMY speed restriction.

YPPH/PER
PERTH INTL

JEPPESEN
10 JUN 22
.Eff.16.Jun.
11-3

PERTH, WA, AUSTRALIA
ILS-Z or LOC-Z Rwy 21

ATIS	PERTH Approach (R)	PERTH Tower	Ground
113.7 123.8	123.6 132.95	127.4	West of Rwy 03/21 121.7 East of Rwy 03/21 122.2

BRIEFING STRIP™

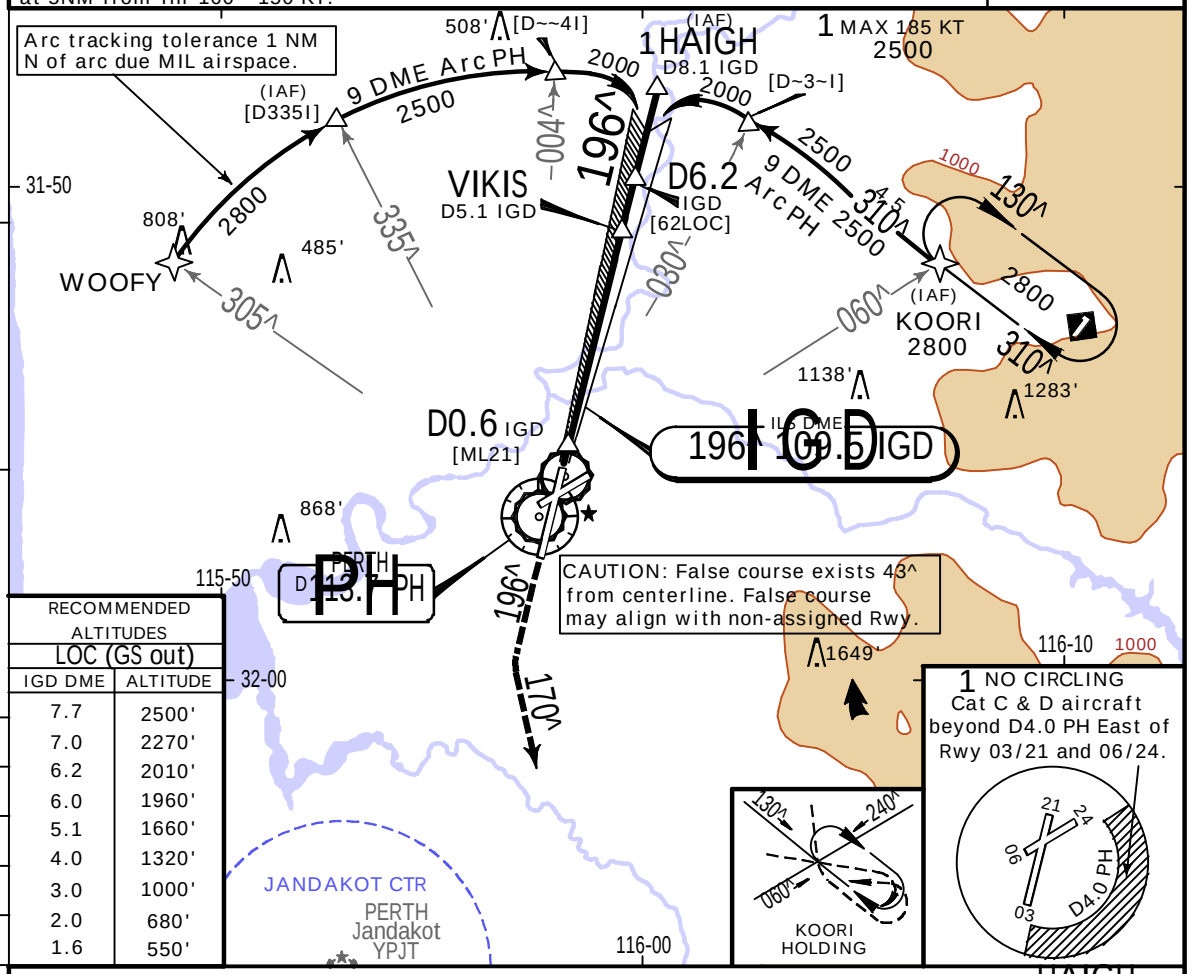
LOC IGD	Final Apch Crs	VIKIS	ILS DA(H)	Apt Elev 67'
109.5	196^	1660' (1617')	250' (207')	Rwy 43'

MISSED APCH: Track 196^. At 2000', and not before D0.6 IGD, turn LEFT track 170^. Climb to 3000' or as directed by ATC.

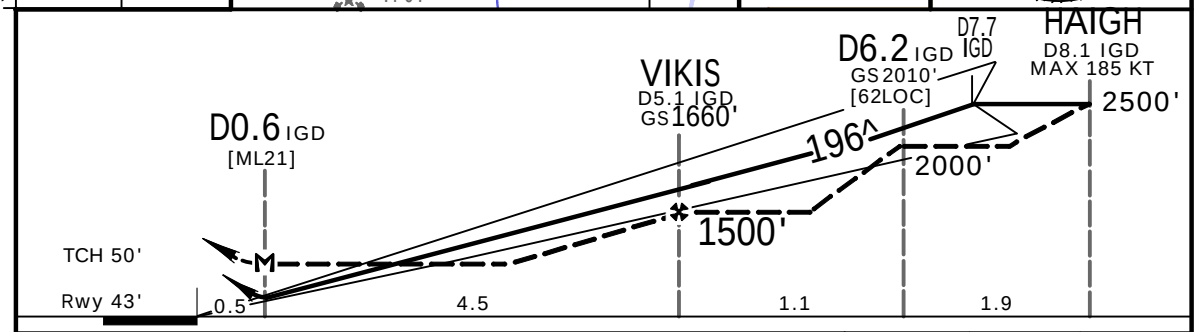
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL110 Trans alt: 10000'

1. ILS: DME or GNSS REQUIRED. 2. LOC only: DME REQUIRED. 3. Aircraft may be RADAR vectored to final approach. 4. ATC Approach Speeds: At HAIGH 185 - 160 KT, at 5NM from Thr 160 - 150 KT.

3000
MSA PH VOR 2700 within 10 NM



RECOMMENDED ALTITUDES LOC (GS out)	
IGD DME	ALTITUDE
7.7	2500'
7.0	2270'
6.2	2010'
6.0	1960'
5.1	1660'
4.0	1320'
3.0	1000'
2.0	680'
1.6	550'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D0.6 IGD							

HIALS PAPI PAPI 196^ 2000'

STRAIGHT-IN LANDING RWY 21

	ILS DA(H) 250' (207')			LOC (GS out) MDA(H) 550' (507')	
	FULL	HIRL out	HIALS out		HIALS out
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	2.0 km	2.9 km
B					
C					
D					

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
100	760' (693') -2.4 km
135	1440' (1373') -4.0 km
180	1440' (1373') -5.0 km
205	1440' (1373') -5.0 km

PANS OPS

CHANGES: Lead radials.

YPPH/PER
PERTH INTL

JEPPESEN
10 JUN 22
.Eff.16.Jun.
11-3A

PERTH, WA, AUSTRALIA
ILS-Z Rwy 21 CAT II & III

ATIS	PERTH Approach (R)		PERTH Tower	Ground	
113.7 123.8	123.6	132.95	127.4	West of Rwy 03/21 121.7	East of Rwy 03/21 122.2

BRIEFING STRIP™

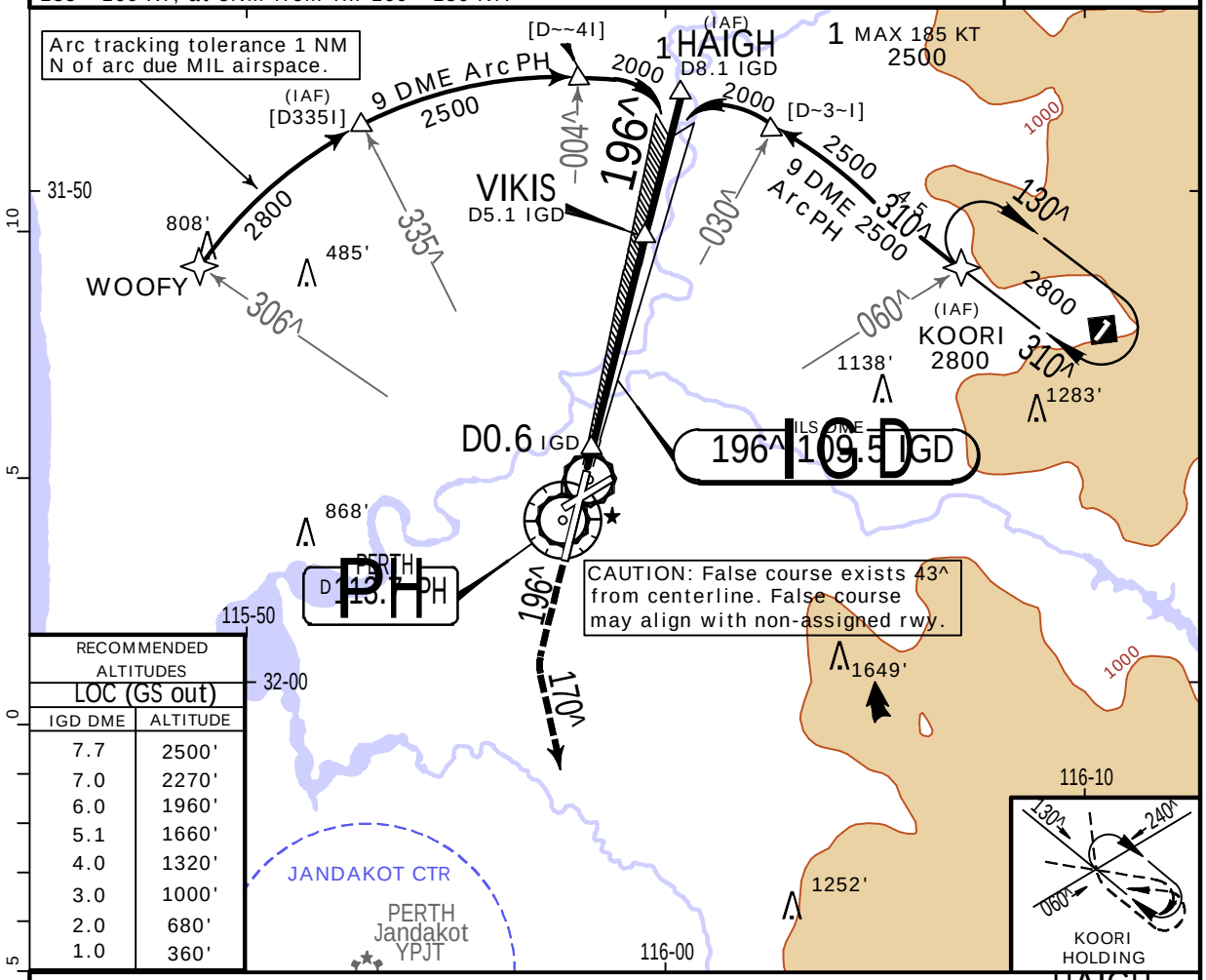
LOC IGD 109.5	Final Apch Crs 196^	VIKIS 1660' (1617')	CAT IIIB Refer to Minimums	CAT II ILS RA 102' DA(H) 143' (100')	Apt Elev 67' Rwy 43'

MISSED APCH: Track 196^. At 2000', and not before D0.6 IGD, turn LEFT track 170^. Climb to 3000' or as directed by ATC.

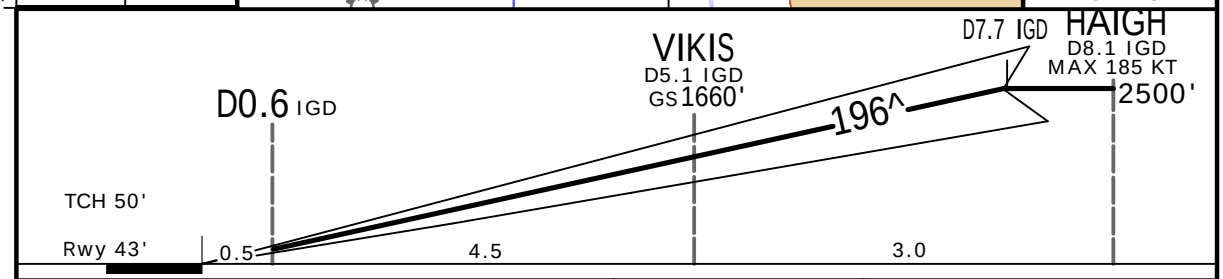
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL110 | Trans alt: 10000'

1. SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED. 2. DME REQUIRED. 3. Aircraft may be RADAR vectored to final approach. 4. ATC Approach Speeds: At HAIGH 185 - 160 KT, at 5NM from Thr 160 - 150 KT.

3000
MSA PH VOR
2700
within 10 NM



RECOMMENDED ALTITUDES LOC (GS out)	
IGD DME	ALTITUDE
7.7	2500'
7.0	2270'
6.0	1960'
5.1	1660'
4.0	1320'
3.0	1000'
2.0	680'
1.0	360'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849

HIALS
PAPI PAPI
196^
2000'

STRAIGHT-IN LANDING RWY 21

	CAT IIIB ILS	CAT II ILS RA 102' DA(H) 143' (100')
PANS OPS A	RVR 75m	RVR 300m
PANS OPS B		
PANS OPS C		
PANS OPS D		

CHANGES: Lead radials.

YPPH/PER

JEPPESEN

PERTH, WA, AUSTRALIA

ILS-Z Rwy 21 SA CAT I & SA CAT II

PERTH INTL

10 JUN 22 (11-3B) .Eff.16.Jun.

BRIEFING STRIP™

ATIS	PERTH Approach (R)		PERTH Tower	Ground
113.7 123.8	123.6	132.95	127.4	West of Rwy 03/21 121.7 East of Rwy 03/21 122.2

LOC IGD 109.5	Final Apch Crs 196^	VIKIS 1660' (1617')	SA CAT I & SA CAT II ILS Refer to Minimums	Apt Elev 67' Rwy 43'

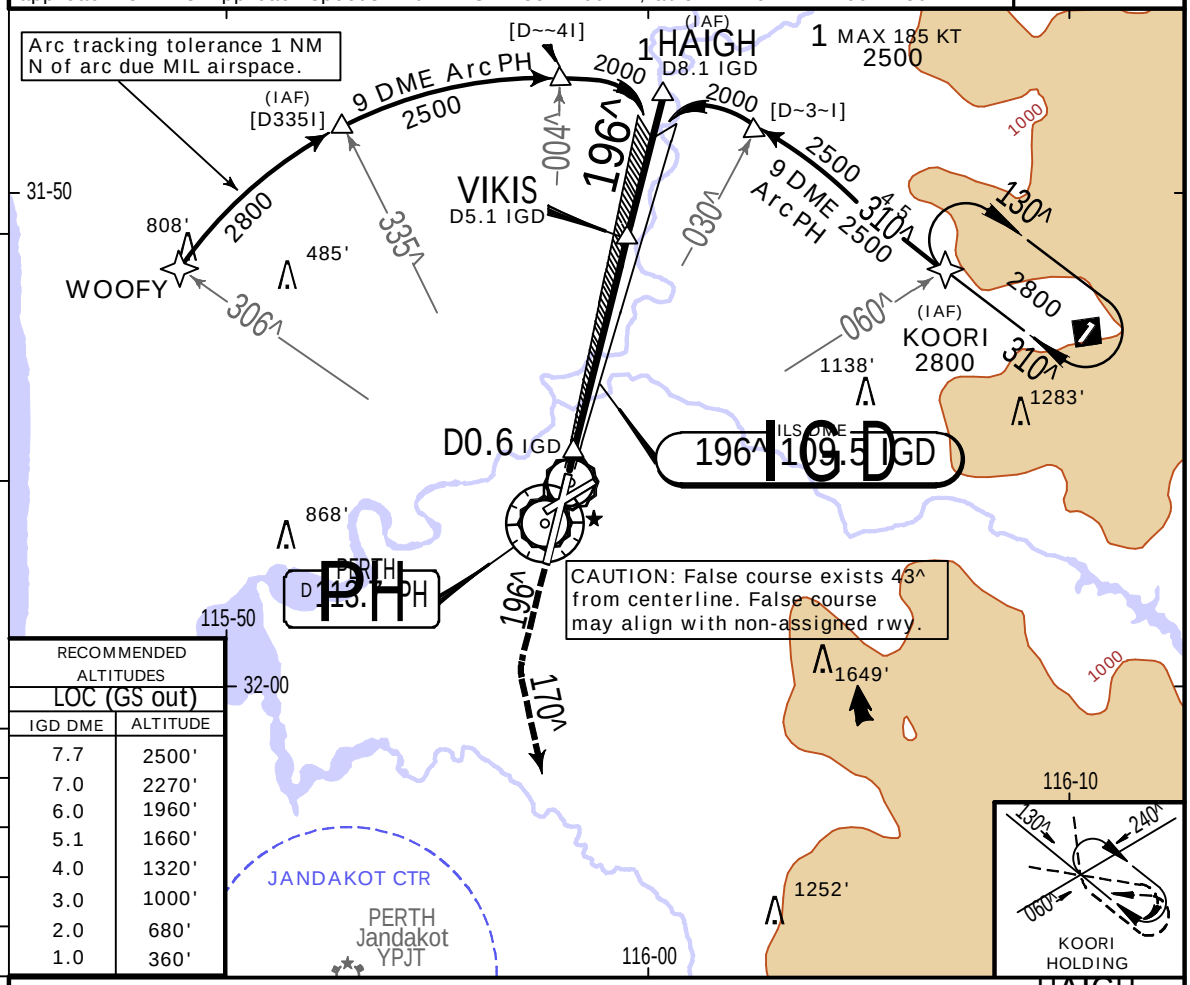
MISSED APCH: Track 196^. At 2000', and not before D0.6 IGD, turn LEFT track 170^. Climb to 3000' or as directed by ATC.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL110 | Trans alt: 10000'

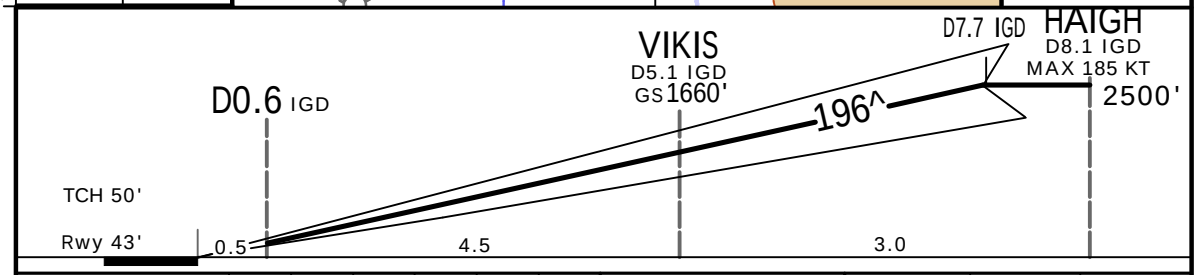
1. SPECIAL AIRCREW & ACFT CERTIFICATION REQUIRED. 2. ILS SA CAT I: DME or GNSS REQUIRED. 3. ILS SA CAT II: DME REQUIRED. 4. Aircraft may be RADAR vectored to final approach. 5. ATC Approach Speeds: At HAIGH 185 - 160 KT, at 5NM from Thr 160 - 150 KT.

3000

MSA PH VOR 2700 within 10 NM



RECOMMENDED ALTITUDES LOC (GS out)	
IGD DME	ALTITUDE
7.7	2500'
7.0	2270'
6.0	1960'
5.1	1660'
4.0	1320'
3.0	1000'
2.0	680'
1.0	360'



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

HIALS PAPI PAPI 196^ 2000'

STRAIGHT-IN LANDING RWY 21

	SA CAT II ILS	SA CAT I ILS
	RA 102' DA(H) 143' (100')	RA 154' DA(H) 193' (150')
A	RVR 350m	RVR 450m
B		
C		
D	RVR 400m	

PANS OPS

CHANGES: Lead radials.

YPPH/PER
PERTH INTL

JEPPESEN
10 JUN 22
.Eff.16.Jun.
11-4

PERTH, WA, AUSTRALIA
ILS-Y or LOC-Y Rwy 21

ATIS	PERTH Approach (R)		PERTH Tower	Ground	
113.7 123.8	123.6	132.95	127.4	West of Rwy 03/21 121.7	East of Rwy 03/21 122.2

LOC IGD	Final Apch Crs	GS VIKIS	ILS DA(H)	Apt Elev 67'
109.5	196^	1660' (1617')	250' (207')	Rwy 43'

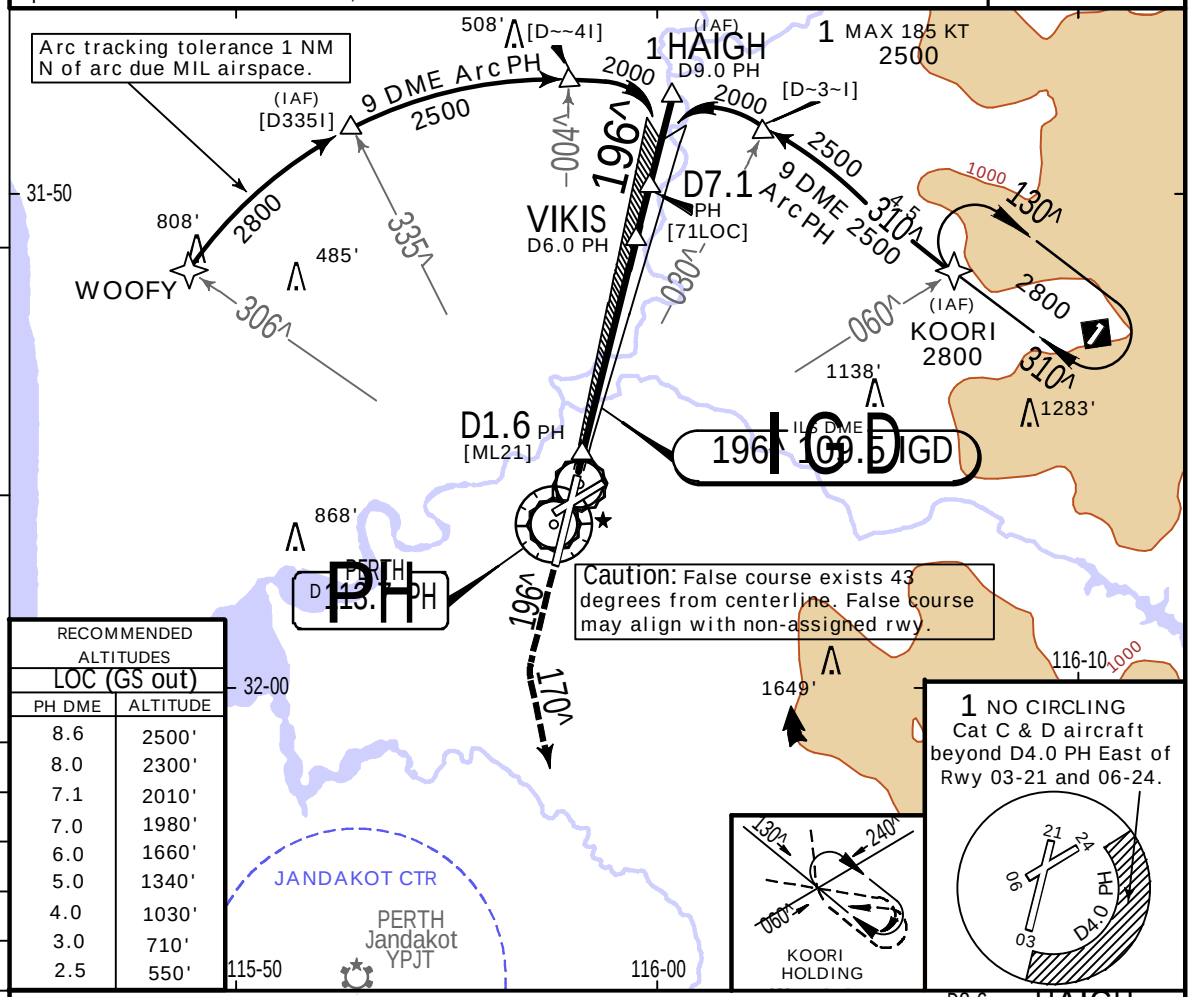
MISSED APCH: Track 196^. At 2000', and not before D1.6 PH, turn LEFT track 170^. Climb to 3000' or as directed by ATC.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 110 | Trans alt: 10000'

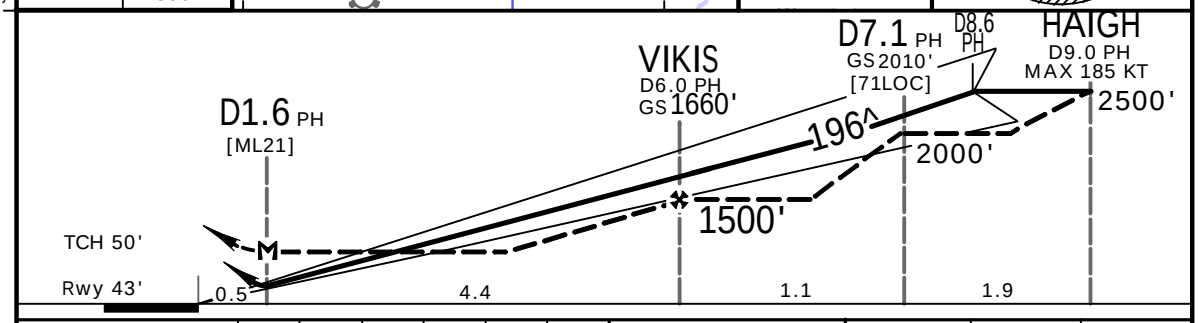
1. DME or GNSS REQUIRED. 2. Aircraft may be RADAR vectored to final approach.
3. GNSS permitted in lieu of DME. Reference waypoint PH VOR. 4. ATC Approach Speeds: At HAIGH 185 - 160 KT, at 5NM from Thr 160 - 150 KT.

BRIEFING STRIP™

3000
MSA PH VOR
2700
within 10 NM



RECOMMENDED ALTITUDES LOC (GS out)	
PH DME	ALTITUDE
8.6	2500'
8.0	2300'
7.1	2010'
7.0	1980'
6.0	1660'
5.0	1340'
4.0	1030'
3.0	710'
2.5	550'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D1.6 PH							

HIALS
PAPI PAPI
196^
2000'

PANS OPS

STRAIGHT-IN LANDING RWY 21

	ILS DA(H) 250' (207')			LOC (GS out) MDA(H) 550' (507')	
	FULL	HIRL out	HIALS out		HIALS out
A	RVR 550m VIS 0.8 km	1.2 km	1.5 km	2.0 km	2.9 km
B					
C					
D					

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
100	760' (693') -2.4 km
135	1440' (1373') -4.0 km
180	1440' (1373') -5.0 km
205	1440' (1373') -5.0 km

CHANGES: Lead radials.

YPPH/PER
PERTH INTL

JEPPESEN
10 JUN 22
.Eff.16.Jun.
11-5

PERTH, WA, AUSTRALIA
ILS-Z or LOC-Z Rwy 24

BRIEFING STRIP ™

ATIS	PERTH Approach (R)	PERTH Tower	Ground
113.7 123.8	123.6 132.95	127.4	West of Rwy 03/21 121.7 East of Rwy 03/21 122.2

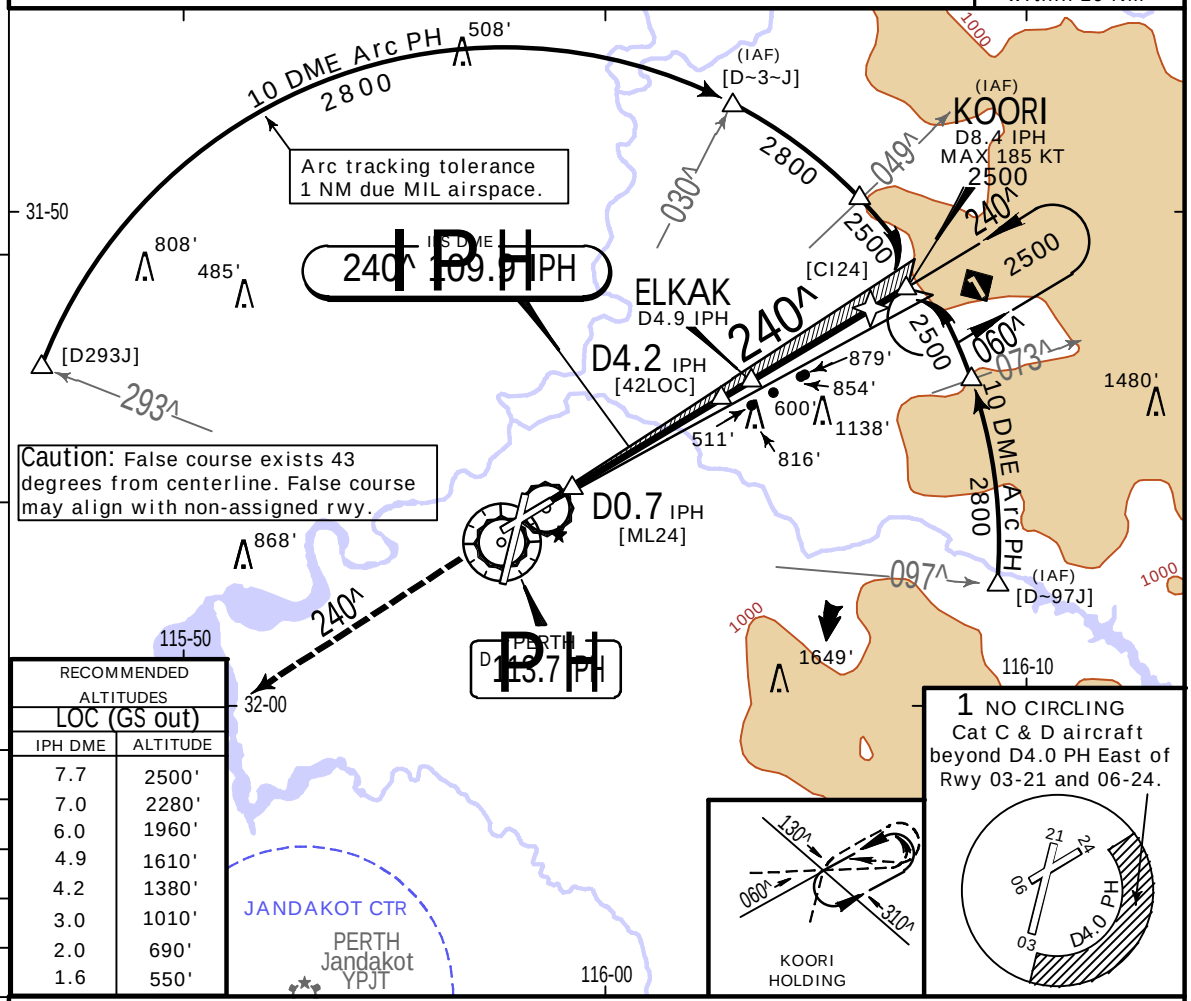
LOC IPH	Final Apch Crs	GS ELKAK	ILS DA(H)	Apt Elev 67' Rwy 58'
109.9	240^	1610' (1552')	260' (202')	

MISSED APCH: Track 240^. Climb to 3000' or as directed by ATC.

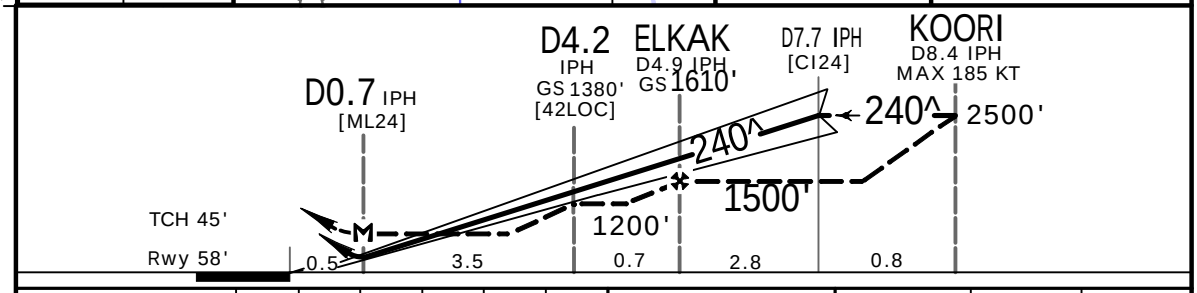
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 110 | Trans alt: 10000'

1. ILS: DME or GNSS REQUIRED 2. LOC only: DME REQUIRED. 3. Aircraft may be RADAR vectored to KOORI. 3. ATC Approach Speeds: At KOORI 185 - 160 KT, at 5NM from Thr 160 - 150 KT.

3000
MSA PH VOR
2700
within 10 NM



RECOMMENDED ALTITUDES LOC (GS out)	
IPH DME	ALTITUDE
7.7	2500'
7.0	2280'
6.0	1960'
4.9	1610'
4.2	1380'
3.0	1010'
2.0	690'
1.6	550'



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D0.7 IPH						

HIALS
PAPI PAPI
240^
3000'

STRAIGHT-IN LANDING RWY 24

	ILS DA(H) 260' (202')			LOC (GS out) MDA(H) 550' (492')	
	FULL	HIRL out	HIALS out		HIALS out
A B C D	0.8 km	1.2 km	1.5 km	1.9 km	2.8 km

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
100	760' (693') -2.4 km
135	
180	1440' (1373') -4.0 km
205	1440' (1373') -5.0 km

PANS OPS

CHANGES: None.

YPPH/PER
PERTH INTL

JEPPESEN
17 MAY 19
.Eff.23.May.
11-6

PERTH, WA, AUSTRALIA
ILS-Y or LOC-Y Rwy 24

ATIS	PERTH Approach (R)	PERTH Tower	Ground
113.7 123.8	123.6 132.95	127.4	West of Rwy 03/21 121.7 East of Rwy 03/21 122.2

BRIEFING STRIP ™

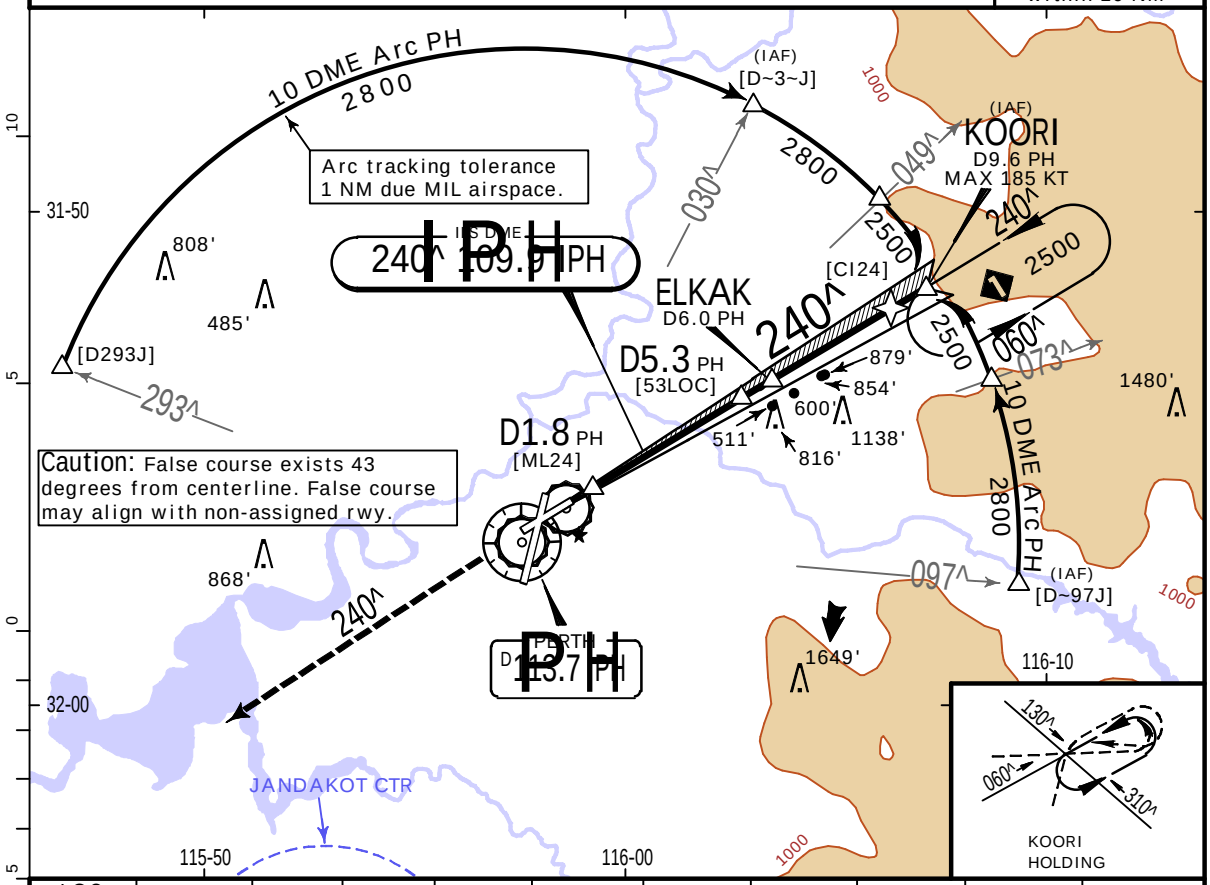
LOC IPH	Final Apch Crs	GS ELKAK	ILS DA(H)	Apt Elev 67' Rwy 58'
109.9	240^	1610' (1552')	260' (202')	

MISSED APCH: Track 240^. Climb to 3000' or as directed by ATC.

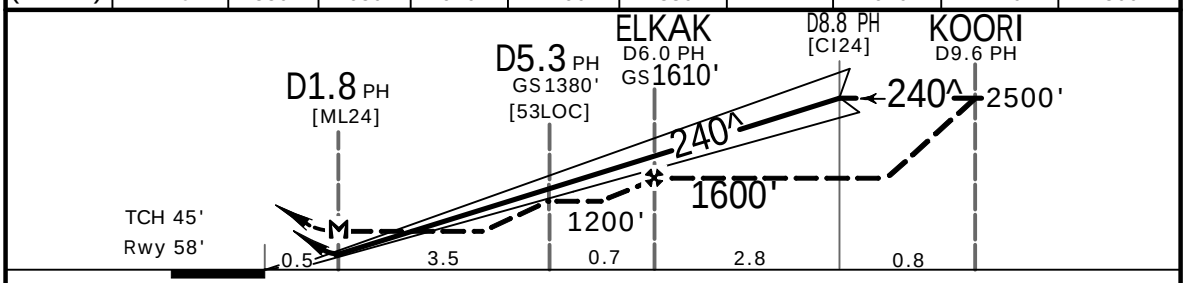
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 110 Trans alt: 10000'

1. DME or GNSS REQUIRED. 2. Aircraft may be RADAR vectored to KOORI.
3. GNSS permitted in lieu of DME. Reference waypoint PH VOR. 4. ATC Approach Speeds: At KOORI 185 - 160 KT, at 5NM from Thr 160 - 150 KT.

3000
MSA PH VOR
2700
within 10 NM



LOC (GS out)	PH DME	2.7	3.0	4.0	5.0	5.3	6.0	7.0	8.0	8.8
	ALTITUDE	550'	650'	970'	1290'	1380'	1610'	1920'	2240'	2500'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00^	372	478	531	637	743	849
MAP at D1.8 PH							

HIALS
PAPI PAPI
240^
3000'

PANS OPS

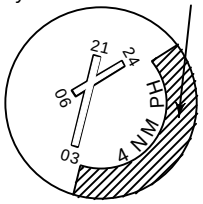
STRAIGHT-IN LANDING RWY 24

	ILS DA(H) 260' (202')			LOC (GS out) MDA(H) 550' (492')	
	FULL	HIRL out	HIALS out		HIALS out
A	0.8 km	1.2 km	1.5 km	1.9 km	2.8 km
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
100 135	760' (693') -2.4 km
180	1440' (1373') -4.0 km
205	1440' (1373') -5.0 km

NO CIRCLING
Cat C & D aircraft beyond 4 NM PH East of Rwy 03-21 and 06-24.



CHANGES: KOORI speed restriction.

YPPH/PER
PERTH INTL

JEPPESEN
17 MAR 23
.Eff.23.Mar.
12-1

PERTH, WA, AUSTRALIA
RNAV-Z (GNSS) Rwy 03

ATIS	PERTH Approach (R)	PERTH Tower	Ground
113.7 123.8	123.6 132.95	127.4	West of Rwy 03/21 121.7 East of Rwy 03/21 122.2

BRIEFING STRIP™

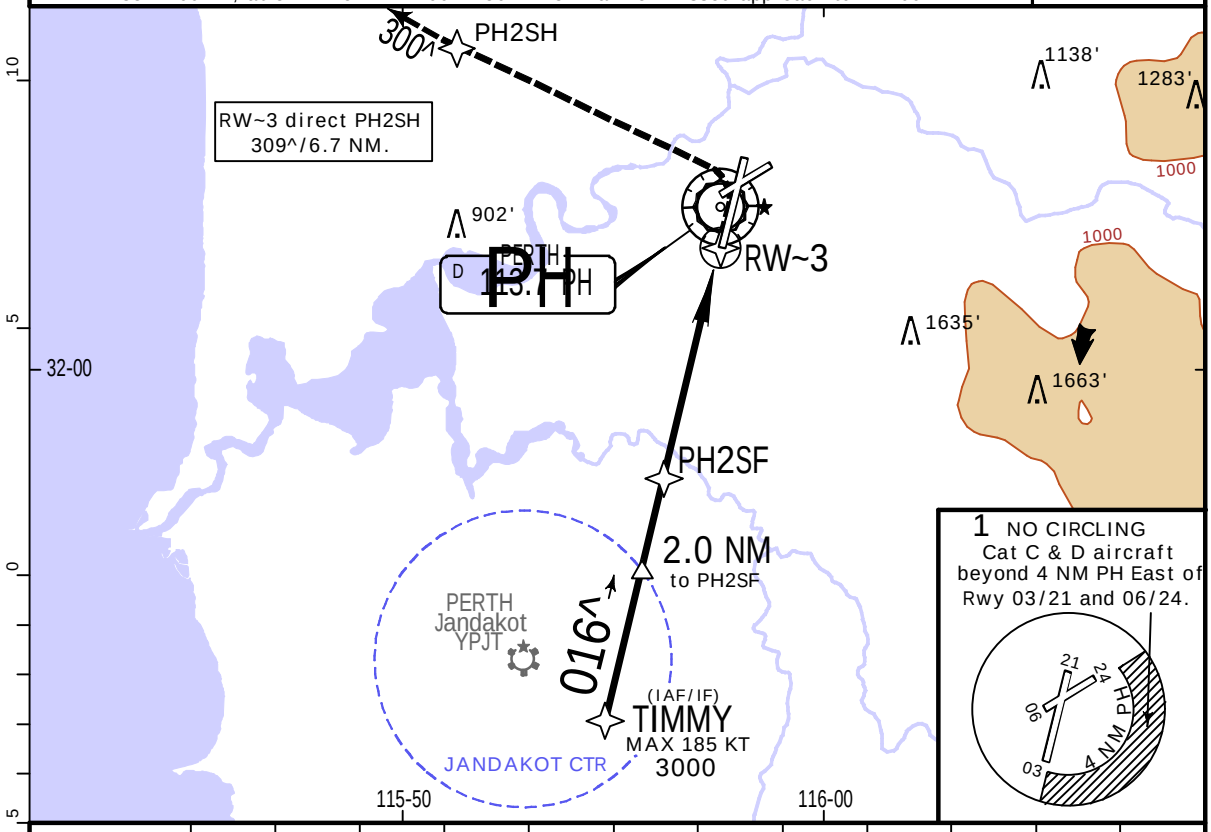
RNAV	Final Apch Crs	PH2SF	LNAV/VNAV DA(H)	Apt Elev 67'
	016^	1640' (1573')	410' (343')	Rwy 67'

MISSED APCH: Track 016^ at 500' turn LEFT, track direct to PH2SH, then track 300^. Climb to 3000'.

RNP Apch | Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL110 | Trans alt: 10000'

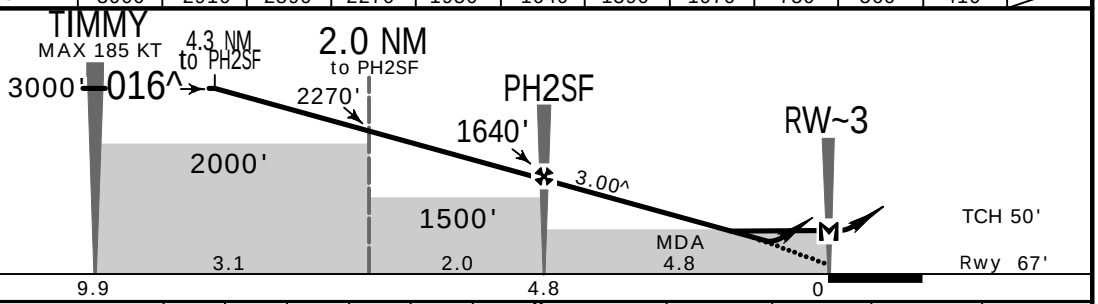
1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range -5^C to 61^C. 3. Holding as directed by ATC. 4. ATC Approach Speeds: At TIMMY 185 - 160 KT, at 5NM from Thr 160 - 150 KT. 5. Max for missed approach turn: 200 KT.

3000
MSA ARP
2700
within 10 NM



1 NO CIRCLING
Cat C & D aircraft beyond 4 NM PH East of Rwy 03/21 and 06/24.

NM to NEXT WPT	4.3	4.0	3.0	2.0	1.0	PH2SF	4.0	3.0	2.0	1.4	0.9	RW~3
ALTITUDE	3000'	2910'	2590'	2270'	1950'	1640'	1390'	1070'	750'	560'	410'	



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at RW~3							

HIALS
PAPI PAPI

016^	500'	LT	PH2SH

PANS OPS

STRAIGHT-IN LANDING RWY 03

	LNAV/VNAV DA(H) 410' (343') HIALS out	LNAV MDA(H) 560' (493') HIALS out
A	1.0 km	1.9 km
B		
C		
D		

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
100	760' (693') -2.4 km
135	
180	1440' (1373') -4.0 km
205	1440' (1373') -5.0 km

CHANGES: Waypoint idents, RNP Apch note added, straight-in visibilities.

YPPH/PER
PERTH INTL

JEPPESEN
17 MAR 23
.Eff.23.Mar.
12-2

PERTH, WA, AUSTRALIA
RNAV-Z (GNSS) Rwy 06

ATIS	PERTH Approach (R)		PERTH Tower	Ground	
113.7 123.8	123.6	132.95	127.4	West of Rwy 03/21 121.7	East of Rwy 03/21 122.2

RNAV	Final Apch Crs	PH2WF	LNAV/VNAV DA(H)	Apt Elev 67'
	060^	1700' (1642')	420' (362')	Rwy 58'

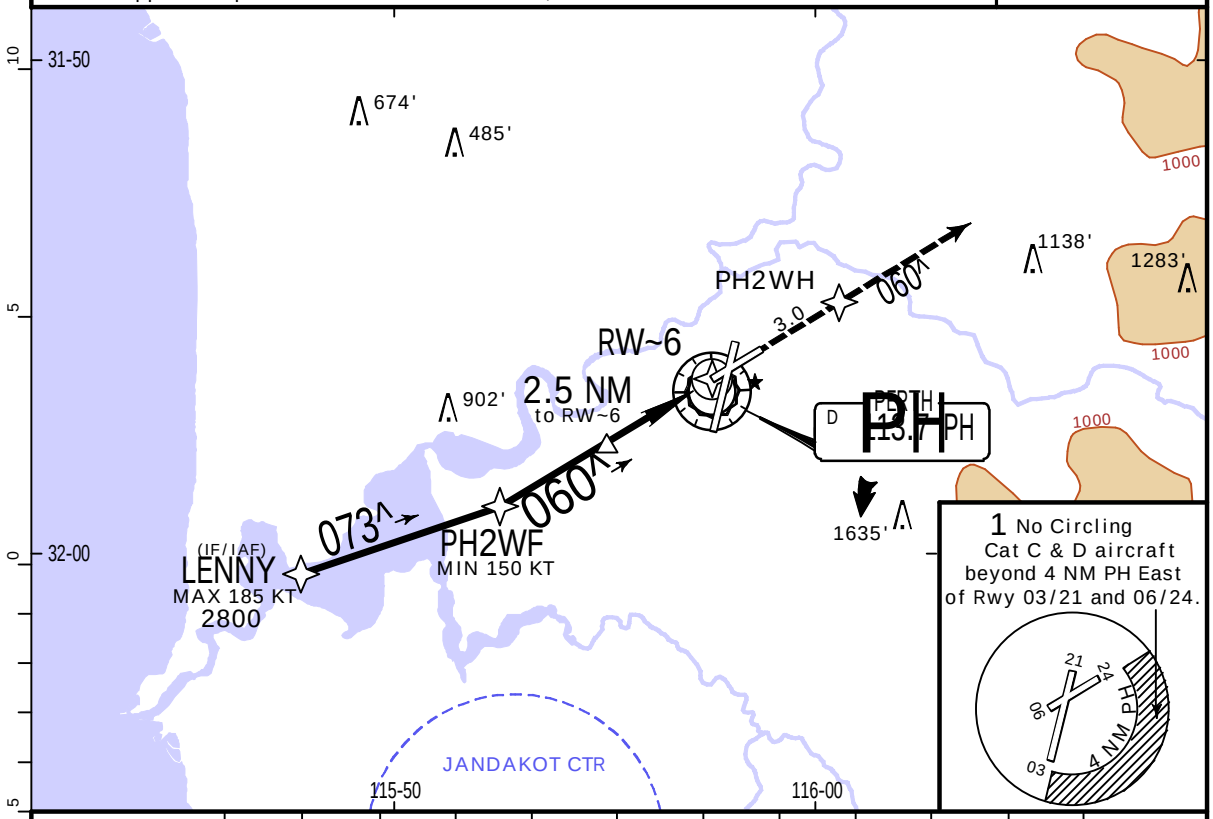
MISSED APCH: Track direct to PH2WH, then track 060^. Climb to 3000' or as directed by ATC.

RNP Apch | Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL110 | Trans alt: 10000'

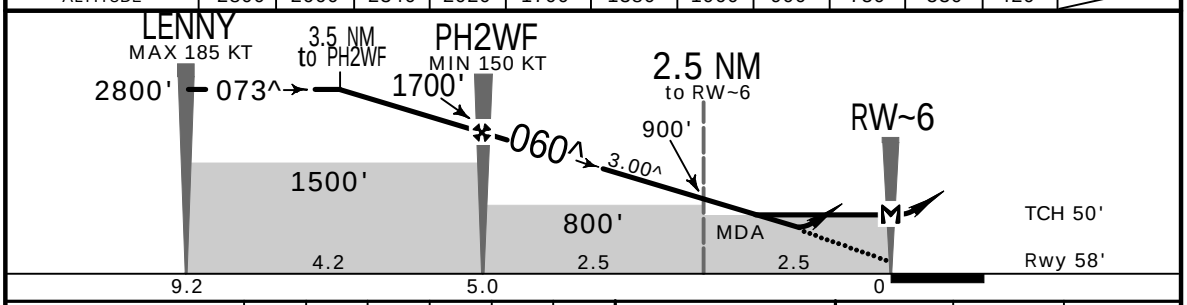
1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range -5^C to 61^C. 3. Holding as directed by ATC. 4. ATC Approach Speeds: At LENNY 185 - 160 KT, at PH2WF 160 - 150 KT.

3000
MSA ARP
2700
within 10 NM

BRIEFING STRIP ™



NM to NEXT WPT	3.5	3.0	2.0	1.0	PH2WF	4.0	3.0	2.5	2.0	1.3	1.0	RW~6
ALTITUDE	2800'	2660'	2340'	2020'	1700'	1380'	1060'	900'	750'	530'	420'	



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at RW~6							

PAPI-L | PH2WH

STRAIGHT-IN LANDING RWY 06

	LNAV/VNAV DA(H) 420' (362')	LNAV MDA(H) 530' (472')
A	2.0 km	2.7 km
B		
C		
D		

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
100	760' (693') -2.4 km
135	
180	1440' (1373') -4.0 km
205	1440' (1373') -5.0 km

PANS OPS

CHANGES: Waypoint idents, RNP Apch note added.

YPPH/PER
PERTH INTL

JEPPESEN
17 MAR 23
.Eff.23.Mar.
12-3

PERTH, WA, AUSTRALIA
RNAV-Z (GNSS) Rwy 21

ATIS	PERTH Approach (R)	PERTH Tower	Ground
113.7 123.8	123.6 132.95	127.4	West of Rwy 03/21 121.7 East of Rwy 03/21 122.2

RNAV	Final Apch Crs	PH2NF	LNAV/VNAV DA(H)	Apt Elev / Rwy
	196^	1350' (1307')	400' (357')	Apt Elev 67' / Rwy 43'

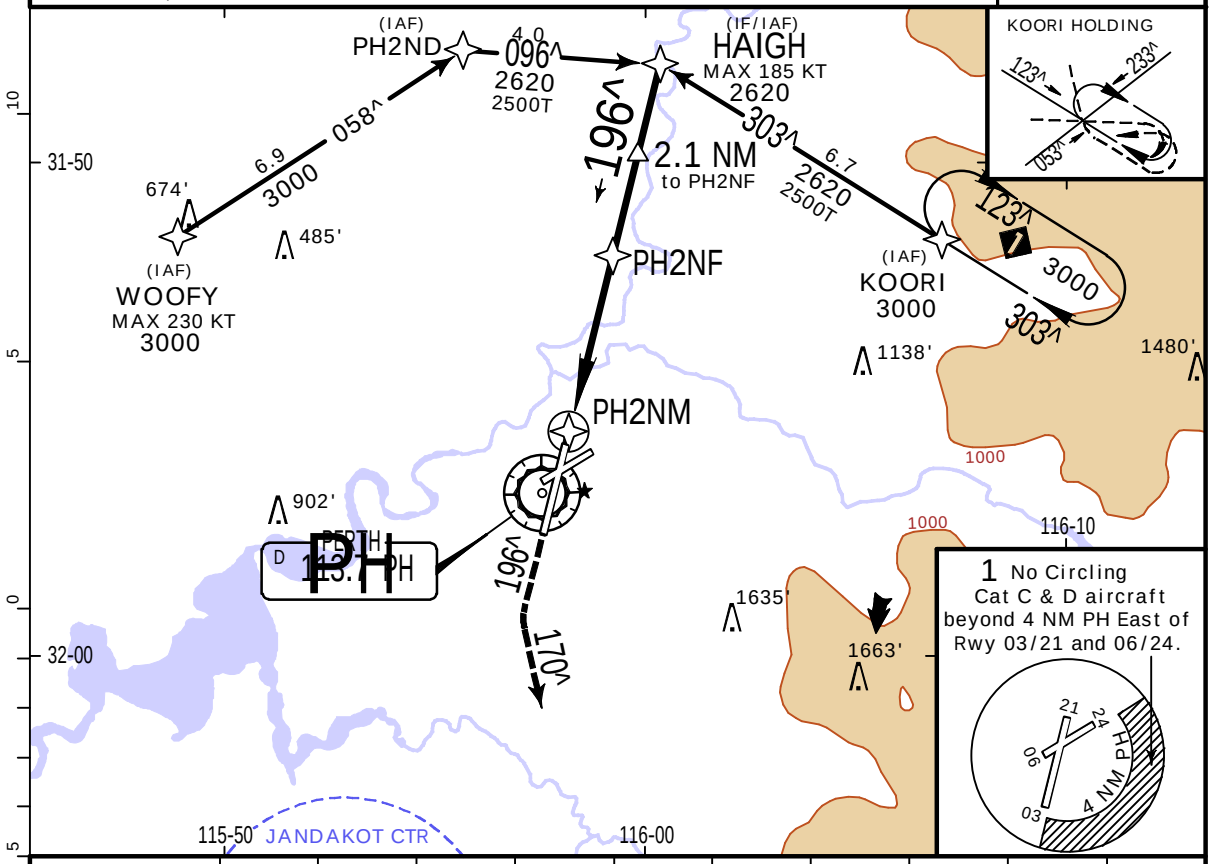
MISSED APCH: Track 196^. At 2000' turn LEFT, track 170^. Climb to 3000' or as directed by ATC.

RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL110	Trans alt: 10000'

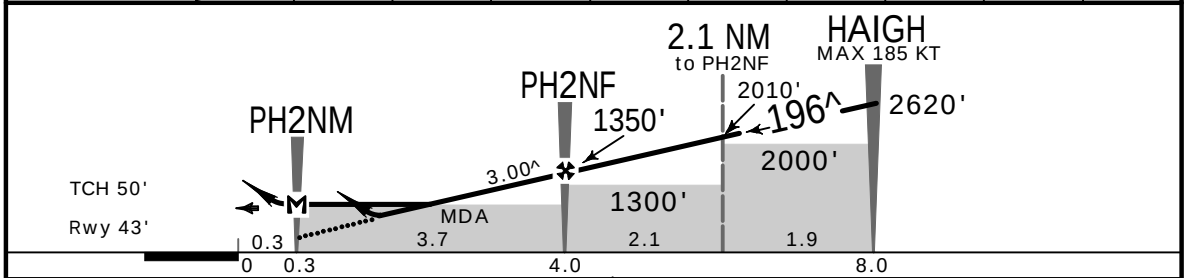
1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range -5^C to 61^C. 3. ATC Approach Speeds: At HAIGH 185 - 160 KT, at 5 NM from Thr 160 - 150 KT.

3000
MSA ARP
2700
within 10 NM

BRIEFING STRIP™



NM to NEXT WPT	PH2NM	0.7	1.2	2.0	3.0	PH2NF	1.0	2.1	3.0	HAIGH
ALTITUDE		400'	560'	820'	1130'	1350'	1660'	2010'	2300'	2620'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at PH2NM						

HIALS
PAPI PAPI

196^ | 2000' | 170^ LT | 3000'

PANS OPS

STRAIGHT-IN LANDING RWY 21

	LNAV/VNAV DA(H) 400' (357') HIALS out	LNAV MDA(H) 560' (517') HIALS out
A	1.1 km	2.0 km
B		
C		
D		

1 CIRCLE-TO-LAND

Max Kts.	MDA(H)
100	760' (693') -2.4 km
135	
180	1440' (1373') -4.0 km
205	1440' (1373') -5.0 km

CHANGES: Waypoint idents, RNP Apch note added, straight-in visibilities.

YPPH/PER
PERTH INTL

JEPPESEN
17 MAR 23
.Eff.23.Mar.
12-4

PERTH, WA, AUSTRALIA
RNAV-Z (GNSS) Rwy 24

ATIS	PERTH Approach (R)	PERTH Tower	Ground
113.7 123.8	123.6 132.95	127.4	West of Rwy 03/21 121.7 East of Rwy 03/21 122.2

BRIEFING STRIP™

RNAV	Final Apch Crs	PH2EF	LNAV/VNAV DA(H)	Apt Elev / Rwy
	240^	1700' (1642')	430' (372')	Apt Elev 67' / Rwy 58'

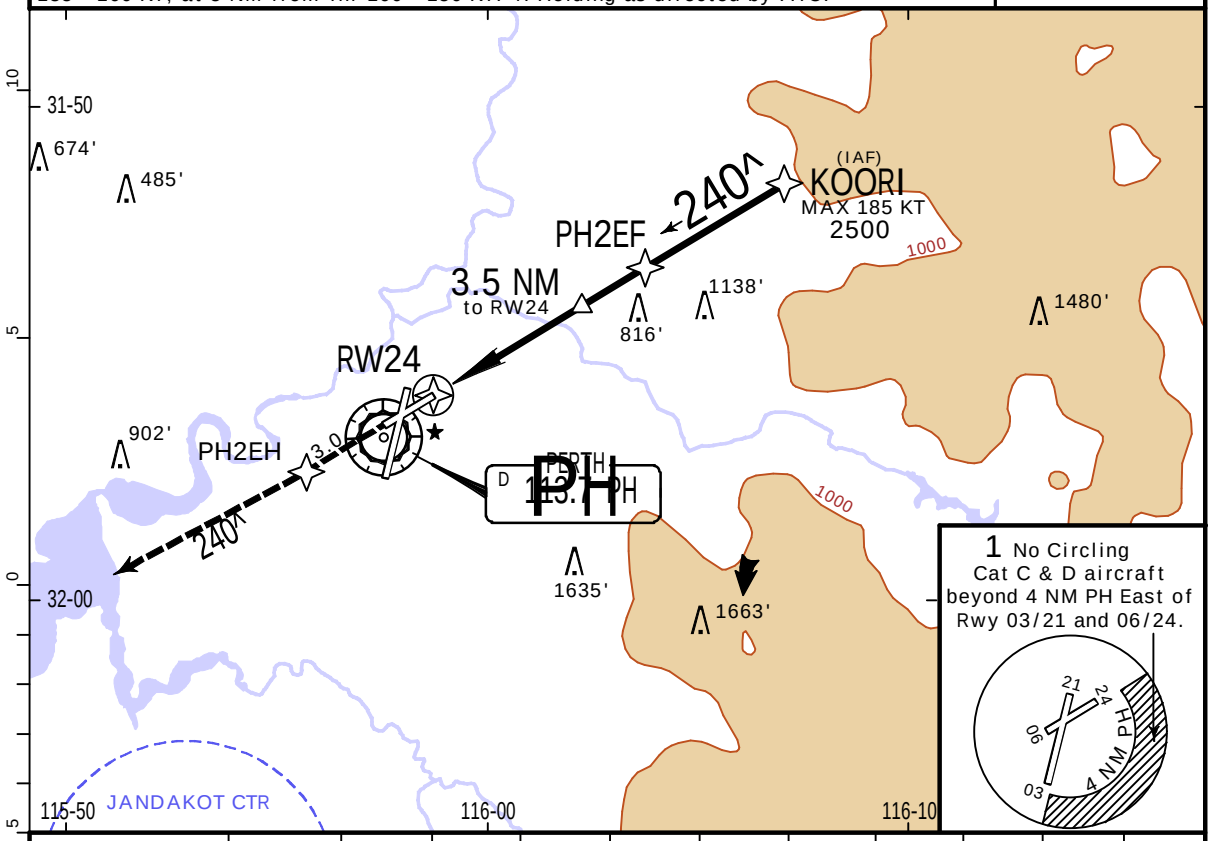
MISSED APCH: Track direct to PH2EH, then track 240^. Climb to 3000' or as directed by ATC.

RNP Apch | Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL110 | Trans alt: 10000'

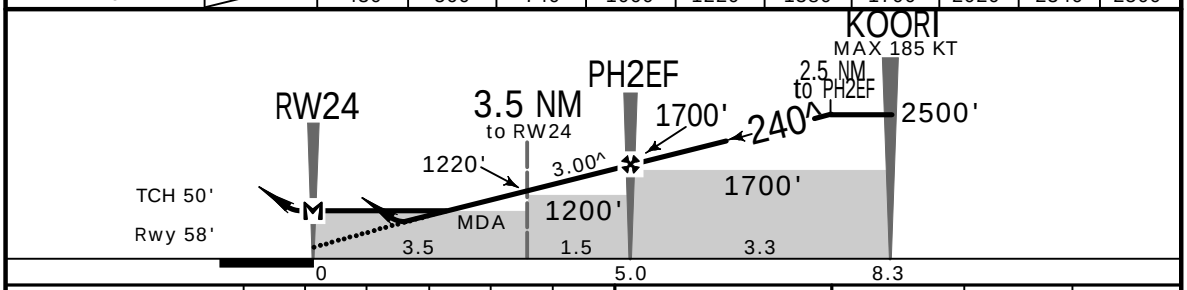
1. For LNAV/VNAV: Local QNH and temperature REQUIRED. 2. For LNAV/VNAV: Procedure temperature range -5^C to 61^C. 3. ATC Approach Speeds: At KOORI 185 - 160 KT, at 5 NM from Thr 160 - 150 KT. 4. Holding as directed by ATC.

3000

MSA ARP
2700
within 10 NM



NM to NEXT WPT	RW24	1.0	1.4	2.0	3.0	3.5	4.0	PH2EF	1.0	2.0	2.5
ALTITUDE		430'	560'	740'	1060'	1220'	1380'	1700'	2020'	2340'	2500'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW24						

HIALS
PAPI PAPI

D → PH2EH

STRAIGHT-IN LANDING RWY 24

	LNAV/VNAV	LNAV
DA(H) / MDA(H)	430' (372')	560' (502')
	HIALS out	HIALS out
A	1.2 km	1.9 km
B		
C		
D		

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
100	760' (693') -2.4 km
135	
180	1440' (1373') -4.0 km
205	1440' (1373') -5.0 km

PANS OPS

CHANGES: Waypoint idents, RNP Apch note added, profile, note 2, visibilities.

YPPH/PER PERTH INTL

JEPPESEN

17 MAR 23
Eff.23.Mar.

12-20

PERTH, WA, AUSTRALIA RNAV-X (RNP) Rwy 03

ATIS	PERTH Approach (R)	PERTH Tower	Ground
113.7 123.8	123.6 132.95	127.4	West of Rwy 03/21 121.7 East of Rwy 03/21 122.2

BRIEFING STRIP™

RNAV	Final Apch Crs	PH~2~ MANDATORY	RNP 0.30 DA(H)	Apt Elev 67'
	016^	2180' (2113')	450' (383')	Rwy 67'

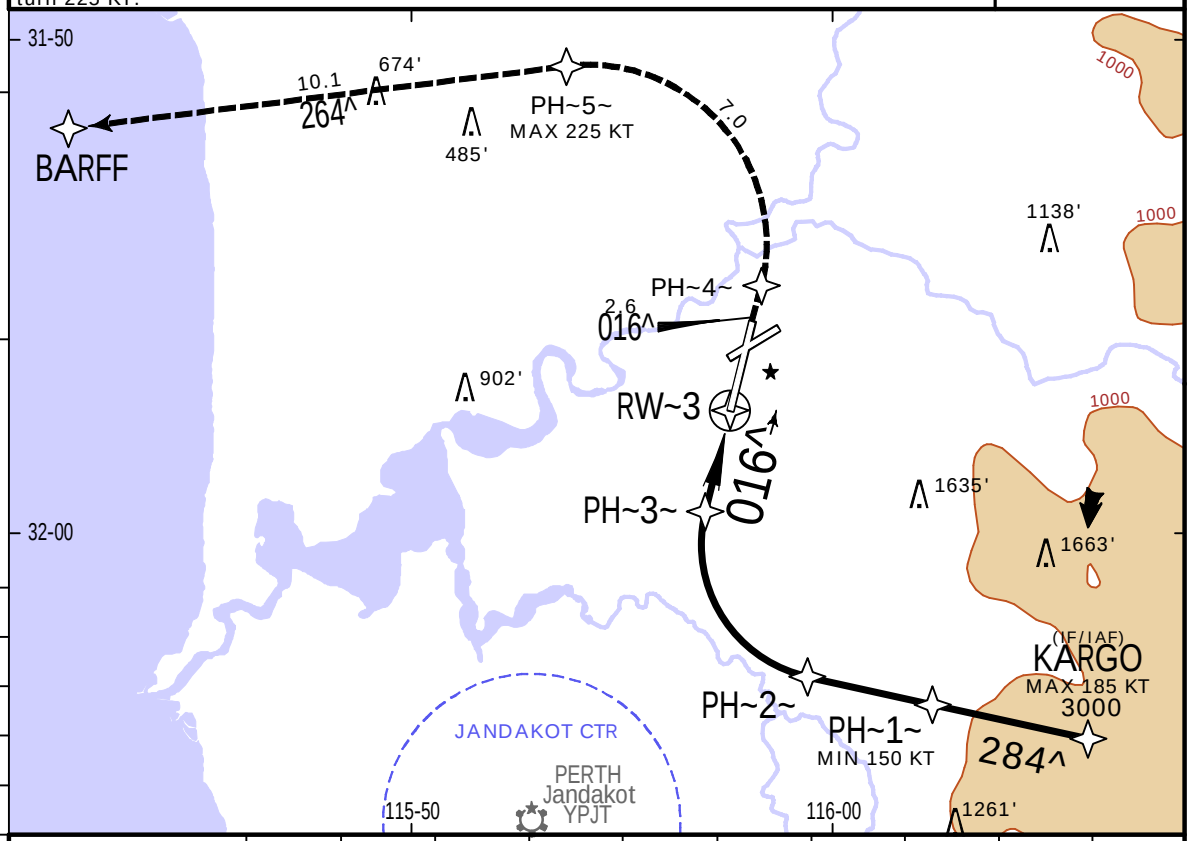
MISSED APCH: Track 016^ to PH~4~, then turn LEFT to PH~5~.
Then track 264^ to BARFF. Climb to 3000' or as directed by ATC.

Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL110	Trans alt: 10000'
RNP AR Apch	RNP 0.30 from KARGO		

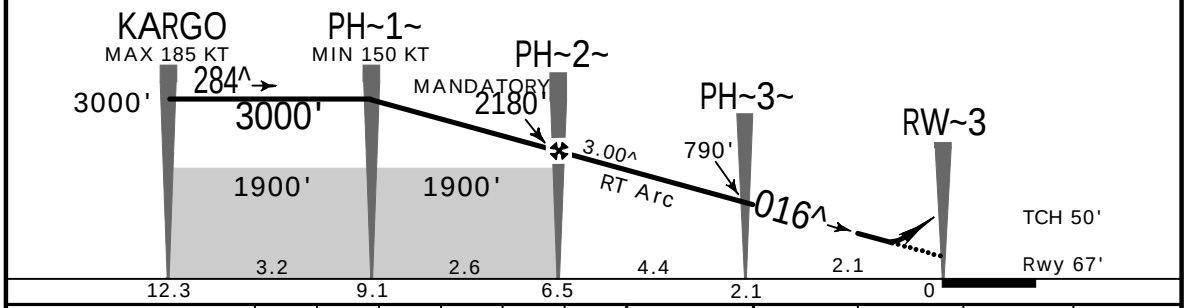
1. FOR CASA APPROVED OPERATORS ONLY. 2. For RF: Local QNH and temperature REQUIRED. 3. For RF: Procedure temperature range -2^C to 49^C. 4. ATC Approach Speeds: At KARGO 185-160 KT, at PH~2~ 160-150 KT. 5. Max for missed approach turn 225 KT.

3000

MSA ARP
2700
within 10 NM



NM to NEXT WPT	PH~1~	2.0	1.0	PH~2~	3.0	2.0	1.0	PH~3~	1.0	RW~3
ALTITUDE	3000'	2810'	2500'	2180'	1740'	1420'	1100'	790'	450'	



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849

HIALS
PAPI PAPI

016^ | PH~4~ | LT | PH~5~

STRAIGHT-IN LANDING RWY 03
RNP 0.30
DA(H) 450' (383')
HIALS out

CIRCLE-TO-LAND

PANS OPS

A	1.2 km	A	NOT AUTHORIZED
B		B	
C		C	
D		D	

CHANGES: Straight-in visibility.

YPPH/PER
PERTH INTL

JEPPESEN
17 MAR 23 (13-1) .Eff.23.Mar.

PERTH, WA, AUSTRALIA
VOR Rwy 03

ATIS	PERTH Approach (R)	PERTH Tower	Ground
113.7 123.8	123.6 132.95	127.4	West of Rwy 03/21 121.7 East of Rwy 03/21 122.2

BRIEFING STRIP ™

VOR PH	Final Apch Crs	D6.0	MDA(H)	Apt Elev 67'
113.7	012^	1880' (1813')	520' (453')	Rwy 67'

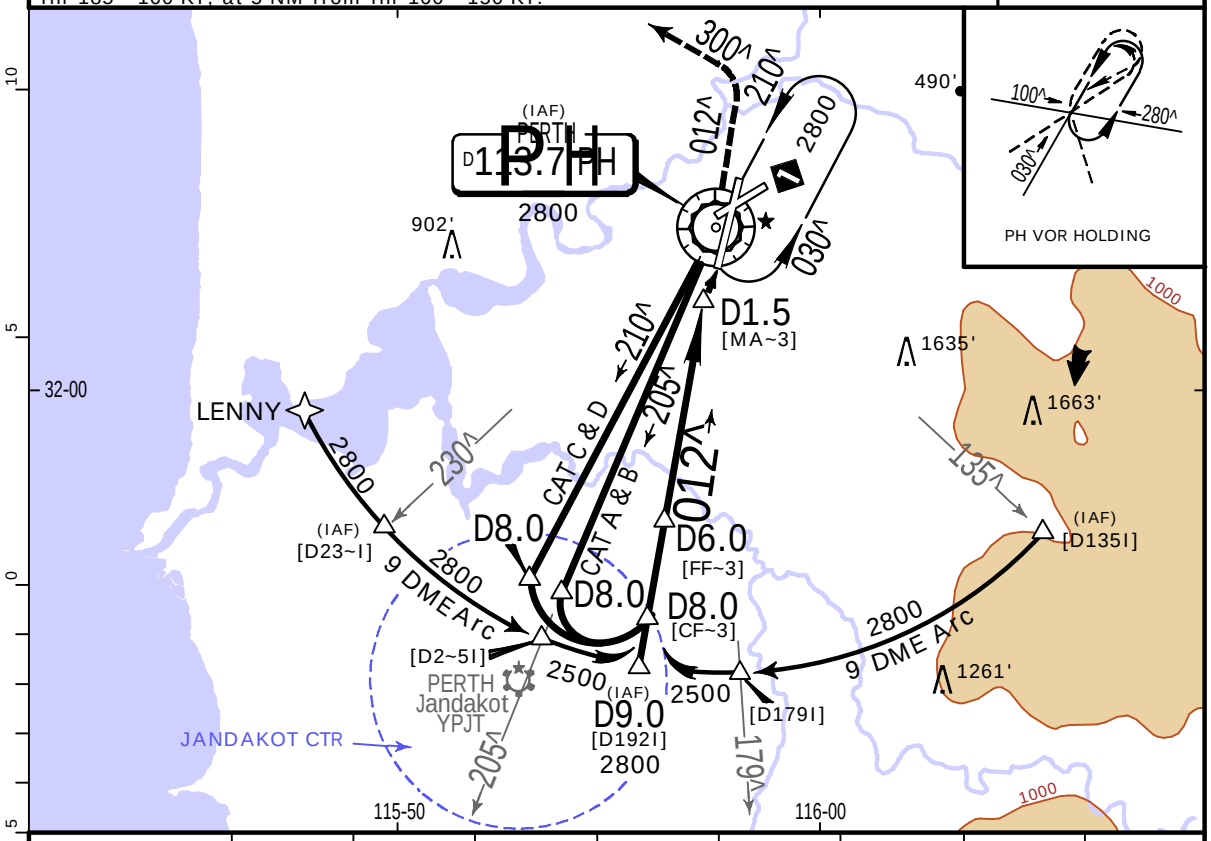
MISSED APCH: Track 012^. At 1500', but not before PH VOR, turn LEFT track 300^. Continue climb to 3000' or as directed by ATC.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL110 | Trans alt: 10000'

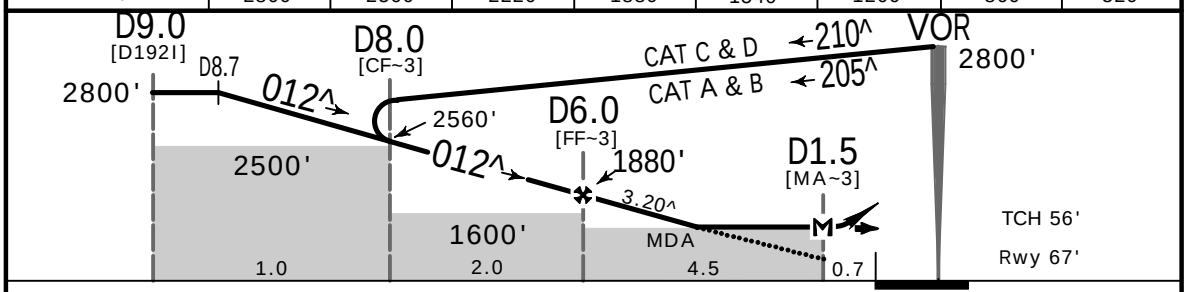
1. DME REQUIRED. 2. Aircraft may be RADAR vectored to final. 3. GNSS permitted in lieu of DME. Reference waypoint PH VOR. 4. ATC Approach Speeds: At 10 NM from Thr 185 - 160 KT, at 5 NM from Thr 160 - 150 KT.

3000

MSA PH VOR
2700
within 10 NM



PH DME	8.7	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2800'	2560'	2220'	1880'	1540'	1200'	860'	520'



Gnd Speed-Kts	70	90	100	120	140	160
Descent Angle 3.20^	396	510	566	679	793	906
MAP at D1.5						

HIALS
PAPI PAPI

012^ 1500'

PANS OPS

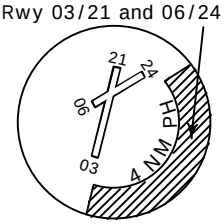
STRAIGHT-IN LANDING RWY 03
VOR DME
MDA(H) 520' (453')
HIALS out

A	1.5 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	760' (693') -2.4 km
135	
180	1440' (1373') -4.0 km
205	1440' (1373') -5.0 km

NO CIRCLING
Cat C & D aircraft beyond 4NM PH East of Rwy 03/21 and 06/24.



CHANGES: Straight-in visibility.

YPPH/PER
PERTH INTL

JEPPESEN 17 MAR 23 (13-2) .Eff.23.Mar.

PERTH, WA, AUSTRALIA
VOR Rwy 06

ATIS	PERTH Approach (R)	PERTH Tower	Ground
113.7 123.8	123.6 132.95	127.4	West of Rwy 03/21 121.7 East of Rwy 03/21 122.2

BRIEFING STRIP ™

VOR PH	Final Apch Crs	D6.0	MDA(H)	Apt Elev 67'
113.7	068^	2060' (2002')	620' (562')	Rwy 58'

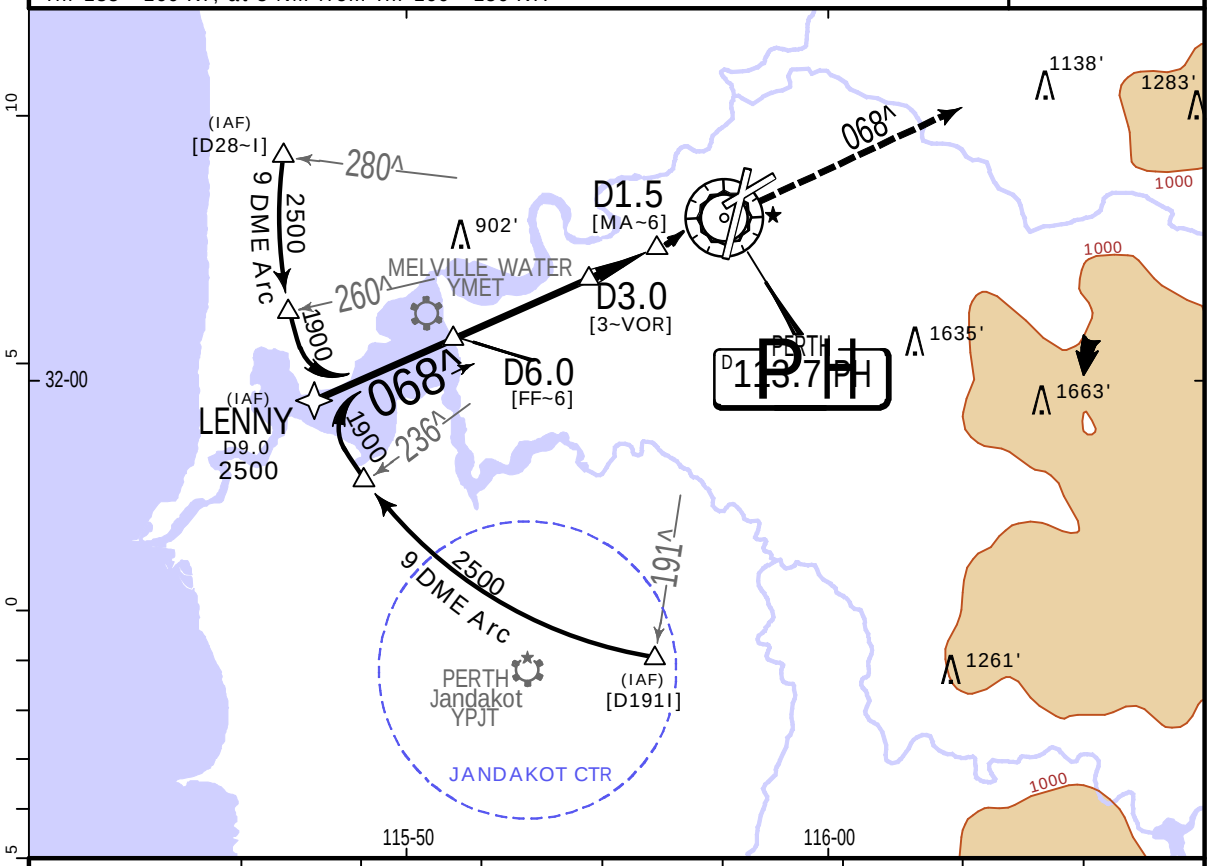
MISSED APCH: Track 068^. Climb to 3000', or as directed by ATC.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL110 | Trans alt: 10000'

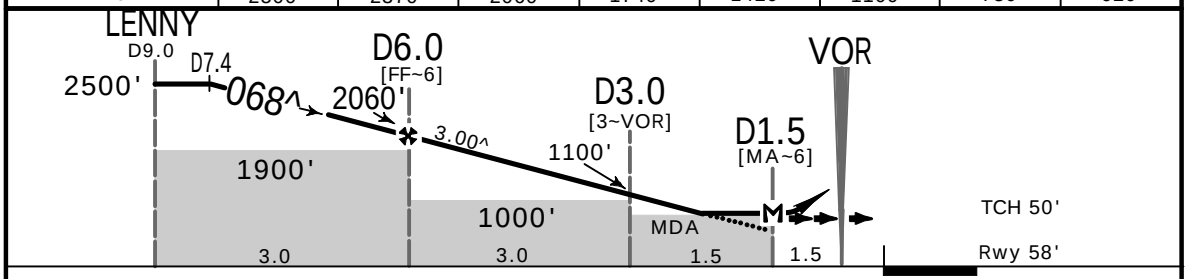
1. DME REQUIRED. 2. Aircraft may be RADAR vectored to Final. 3. GNSS permitted in lieu of DME. Reference waypoint PH VOR. 4. ATC Approach Speeds: At 10 NM from Thr 185 - 160 KT, at 5 NM from Thr 160 - 150 KT.

3000

MSA PH VOR 2700 within 10 NM



PH DME	7.4	7.0	6.0	5.0	4.0	3.0	2.0	1.5
ALTITUDE	2500'	2370'	2060'	1740'	1420'	1100'	780'	620'



Gnd Speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at D1.5						

PAPI-L | 068^ | 3000'

PANS OPS

STRAIGHT-IN LANDING RWY 06

VOR DME

MDA(H) 620' (562')

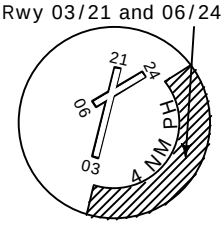
A	3.2 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	760' (693') -2.4 km
135	
180	1440' (1373') -4.0 km
205	1440' (1373') -5.0 km

NO CIRCLING

Cat C & D aircraft beyond 4NM PH East of Rwy 03/21 and 06/24.



CHANGES: Dist/alt table.

YPPH/PER PERTH INTL

JEPPESEN 17 MAR 23 (13-3) .Eff.23.Mar.

PERTH, WA, AUSTRALIA VOR Rwy 21

ATIS	PERTH Approach (R)	PERTH Tower	Ground
113.7 123.8	123.6 132.95	127.4	West of Rwy 03/21 121.7 East of Rwy 03/21 122.2

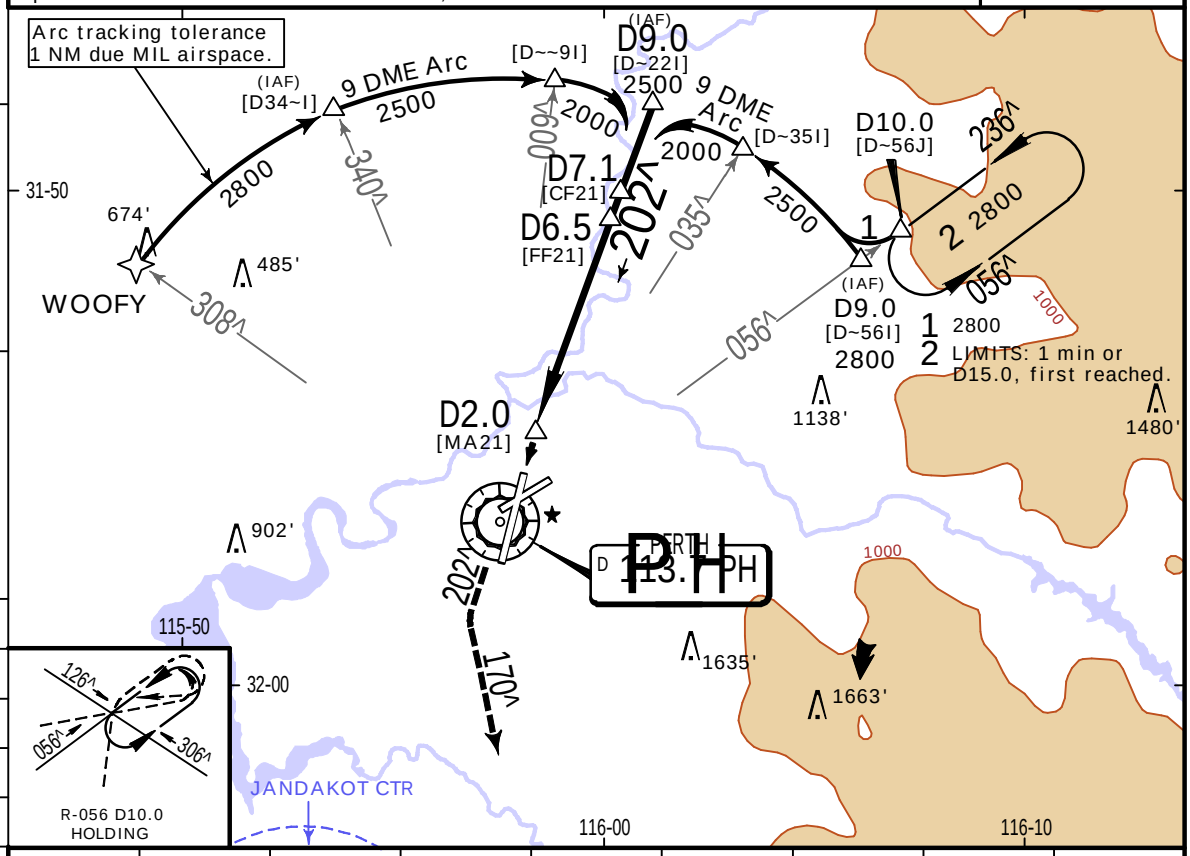
VOR PH	Final Apch Crs	D6.5	MDA(H)	Apt Elev 67'
113.7	202^	1820' (1777')	550' (507')	Rwy 43'

MISSED APCH: Track 202^. At 2000', but not before PH VOR, turn LEFT track 170^. Continue climb to 3000' or as directed by ATC.

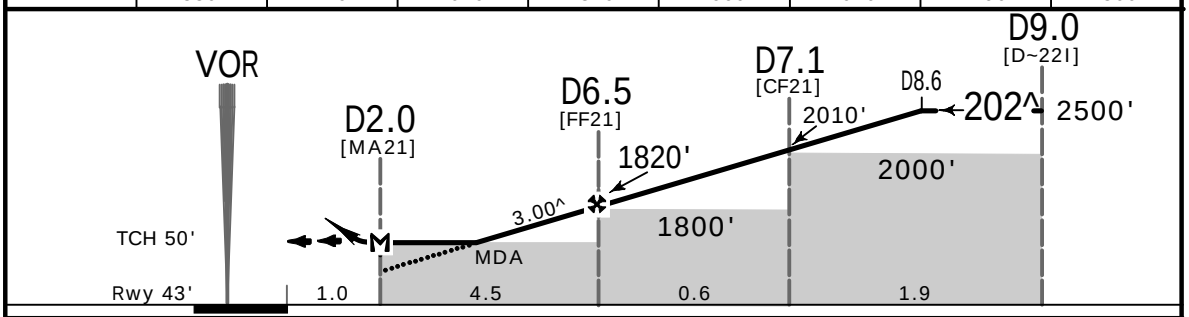
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL110 | Trans alt: 10000'

1. DME REQUIRED. 2. Aircraft may be RADAR vectored to final approach.
3. GNSS permitted in lieu of DME. Reference waypoint PH VOR. 4. ATC Approach Speeds: At 10 NM from Thr 185 - 160 KT, at 5 NM from Thr 160 - 150 KT.

MSA PH VOR 2700 within 10 NM



PH DME	2.5	3.0	4.0	5.0	6.0	7.1	8.0	8.6
ALTITUDE	550'	710'	1020'	1340'	1660'	2010'	2290'	2500'



Gnd Speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at D2.0						

HIALS PAPI PAPI 202^ 2000'

STRAIGHT-IN LANDING RWY 21

VOR DME

MDA(H) 550' (507')

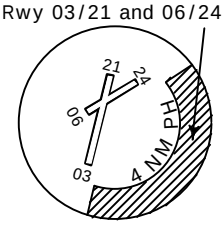
HIALS out

A	2.9 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	760' (693') -2.4 km
135	
180	1440' (1373') -4.0 km
205	1440' (1373') -5.0 km

NO CIRCLING
Cat C & D aircraft beyond 4NM PH East of Rwy 03/21 and 06/24.



CHANGES: Ballflag 1.

YPPH/PER PERTH INTL

JEPPESEN 17 MAR 23 (13-4) .Eff.23.Mar.

PERTH, WA, AUSTRALIA VOR Rwy 24

ATIS	PERTH Approach (R)	PERTH Tower	Ground
113.7 123.8	123.6 132.95	127.4	West of Rwy 03/21 121.7 East of Rwy 03/21 122.2

VOR PH	Final Apch Crs	D8.0	MDA(H)	Apt Elev 67'
113.7	236^	2320' (2262')	560' (502')	Rwy 58'

MISSED APCH: Track 236^. Climb to 3000' or as directed by ATC.

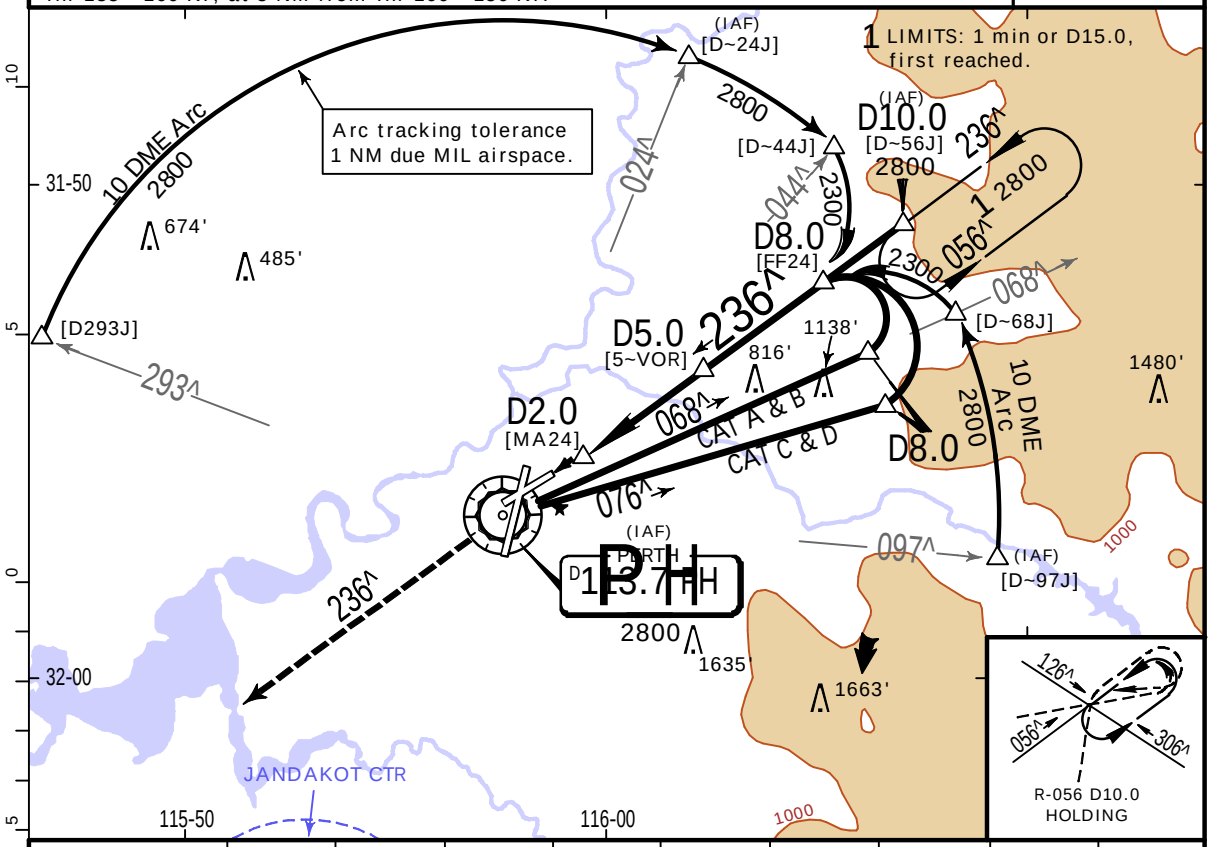
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL110 | Trans alt: 10000'

1. DME REQUIRED. 2. Aircraft may be RADAR vectored to Final. 3. GNSS permitted in lieu of DME. Reference waypoint PH VOR. 4. ATC Approach Speeds: At 10 NM from Thr 185 - 160 KT, at 5 NM from Thr 160 - 150 KT.

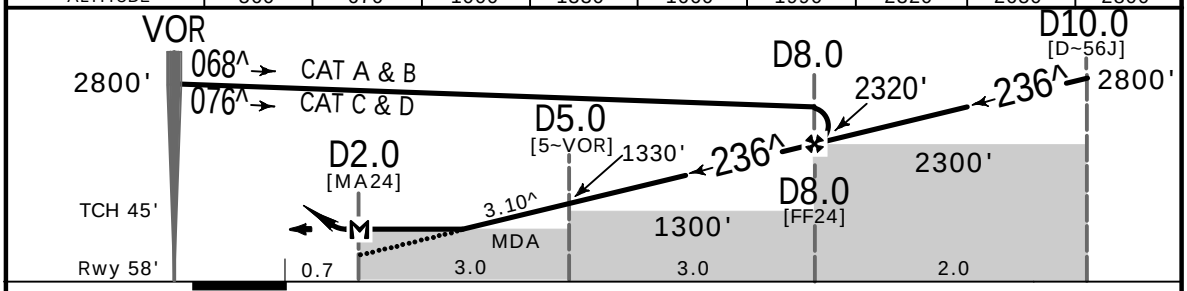
3000

MSA PH VOR 2700 within 10 NM

BRIEFING STRIP™



PH DME	2.7	3.0	4.0	5.0	6.0	7.0	8.0	9.0	9.5
ALTITUDE	560'	670'	1000'	1330'	1660'	1990'	2320'	2650'	2800'



Gnd Speed-Kts	70	90	100	120	140	160
Descent Angle 3.10^	384	494	548	658	768	878
MAP at D2.0						

HIALS PAPI PAPI 236^ 3000'

PANS OPS

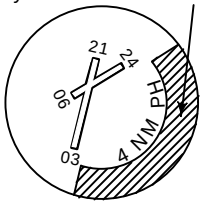
STRAIGHT-IN LANDING RWY 24
VOR DME
MDA(H) 560' (502')
HIALS out

A	1.9 km
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	760' (693') -2.4 km
135	
180	1440' (1373') -4.0 km
205	1440' (1373') -5.0 km

NO CIRCLING
Cat C & D aircraft beyond 4 NM PH East of Rwy 03/21 and 06/24.



CHANGES: CNF added, straight-in visibility.

Chart changes since cycle 06-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

PERTH, WA (PERTH INTL - YPPH)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport YPPH