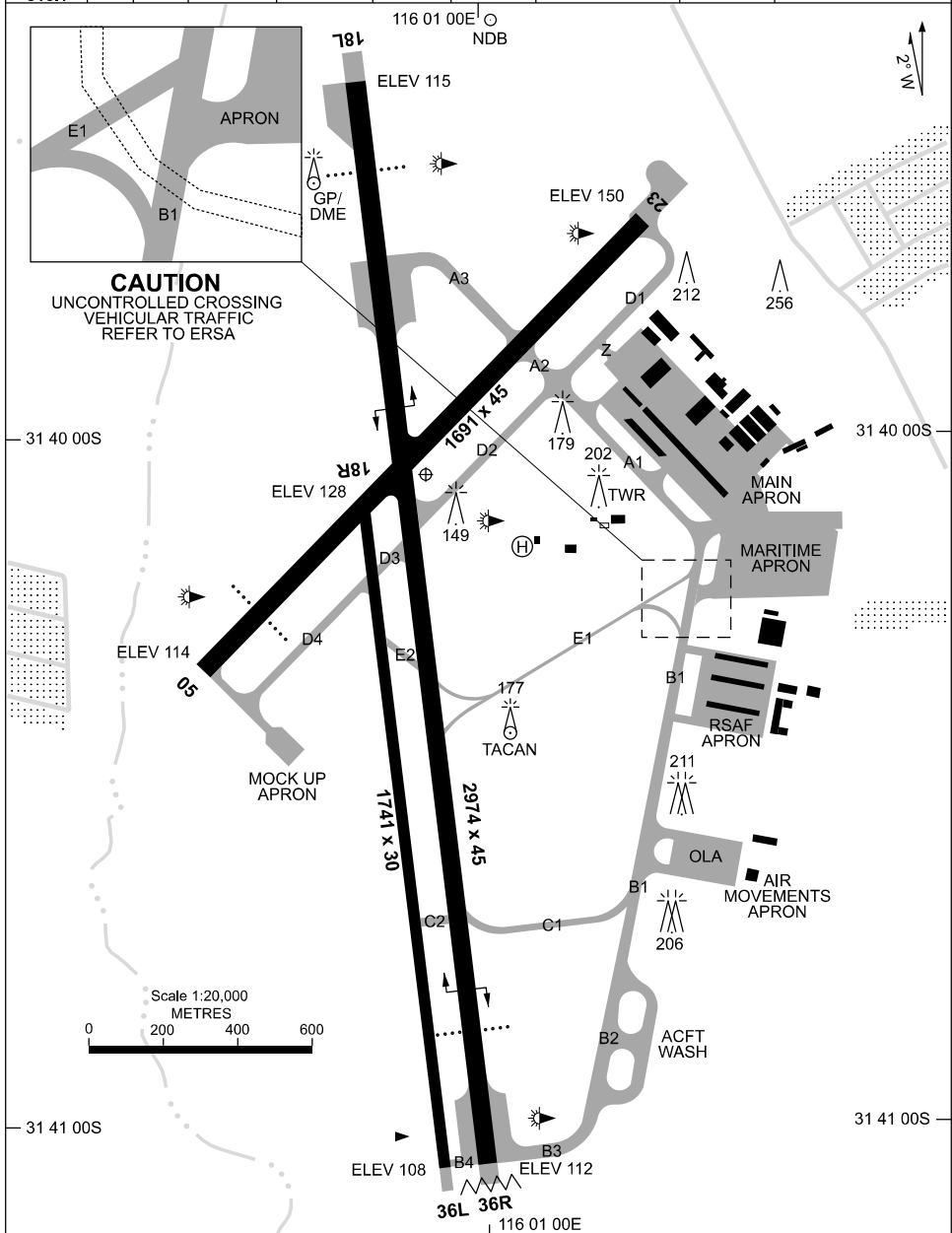


27 NOV 2025

AD ELEV 150
31 40 04S 116 00 54E

AERODROME CHART - Page 1
PEARCE, WA (YPEA)

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



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

PEAAD01-185

27 NOV 2025

ATIS 340 136.4 316.1	ACD 134.1	SMC 127.25	TWR 118.3 257.8	DEP PEA CEN 123.3 135.9	APP PEA APP 130.2	FIA (AH) PH CEN 135.25	CTAF+AFRU (AH) 118.3	AWIS (AH) 316.1	Bearings are Magnetic Elevations in FEET AMSL
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RWY	AERODROME LIGHTING
	TAXIWAYS : GREEN CENTRELINE, BLUE EDGE RL : PTBL (15 MIN PN), SDBY (15 SEC)
05 ⁰⁴⁶ 226 23	PAPI BOTH SIDES 3.0° 39FT MIRL MIRL
18L ¹⁷⁶ 356 36R	PAPI BOTH SIDES 3.0° 47FT MIRL PAPI BOTH SIDES 3.0° 68FT MIRL
18R ¹⁷⁵ 355 36L	NIL NIL

NOTES

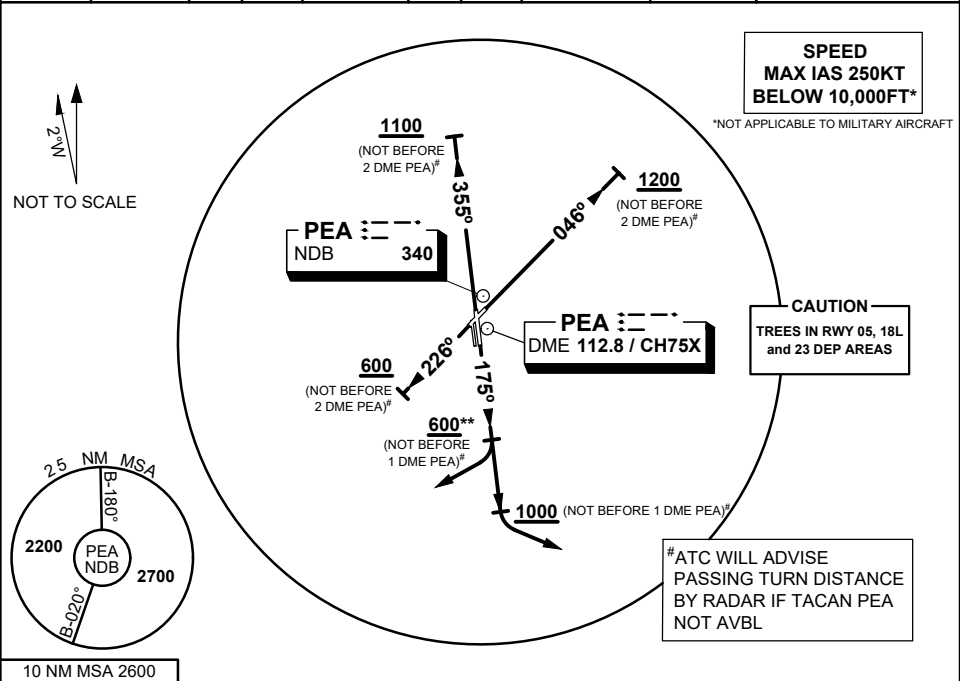
1. RWY 05/23 THR END LGT VISIBLE FM 150M AT 3M EYE HEIGHT.



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

19 MAR 2026

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

RWY 05

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

RWY 23

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

RWY 18L EAST

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

RWY 18L WEST

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

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

RWY 36R

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

COMMUNICATIONS FAILURE PROCEDURE

On recognition of communication failure

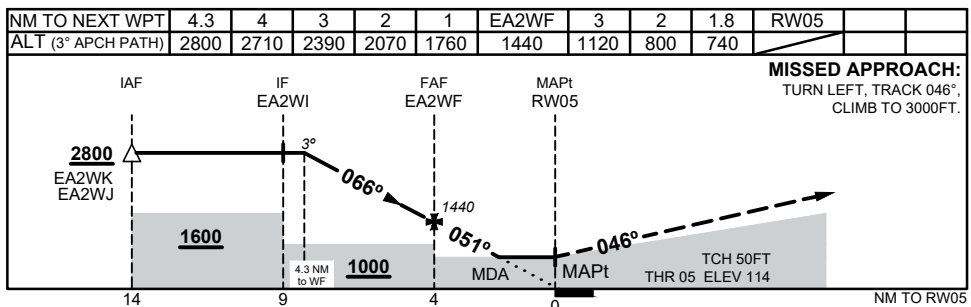
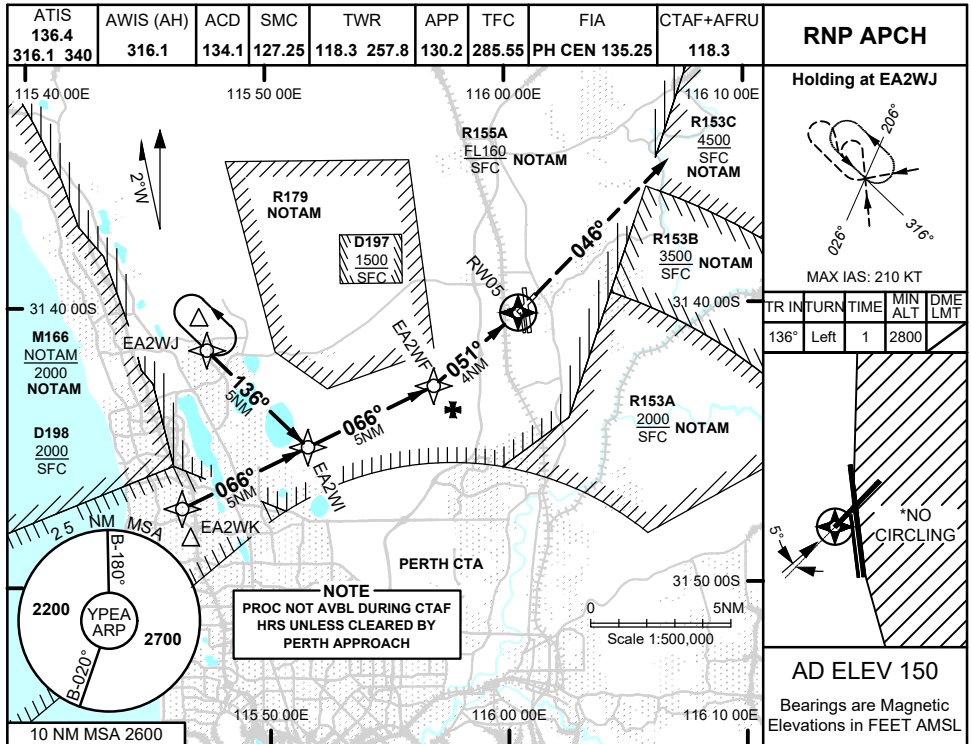
- Squawk 7600.
- Maintain last assigned vector for two minutes and, if necessary, climb to minimum safe altitude to maintain terrain clearance, then
- Proceed in accordance with the latest ATC route clearance acknowledged.

Changes: CHART TITLE

PEADP01-186



27 NOV 2025

**NOTES**

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

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

Changes: FROM SUP H124/25

PEAGN01-185

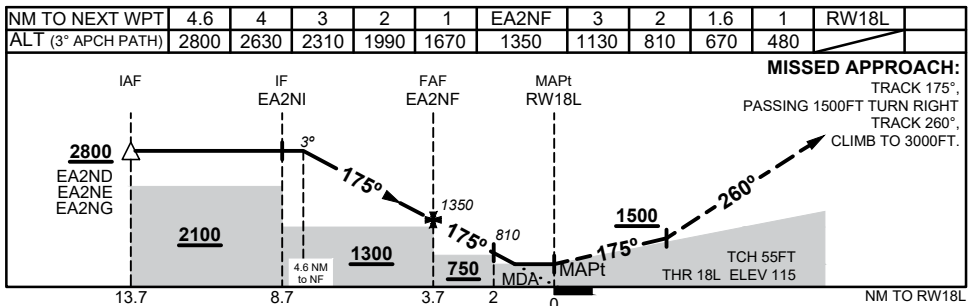
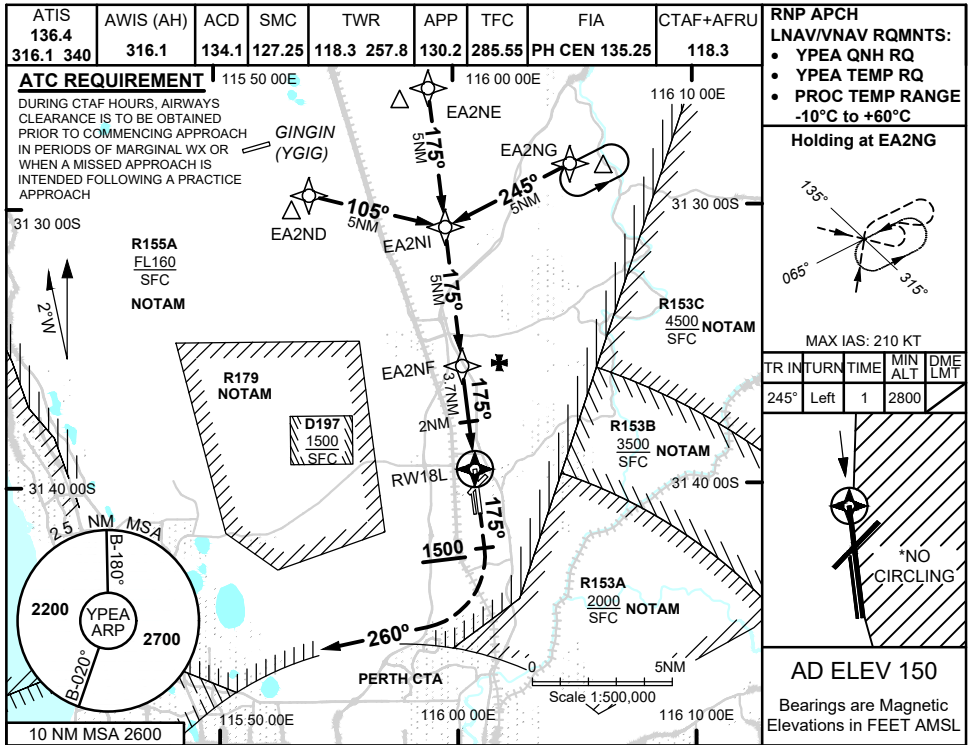


USE QNH

RNP RWY 18L

PEARCE, WA (YPEA)

19 MAR 2026



NOTES

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

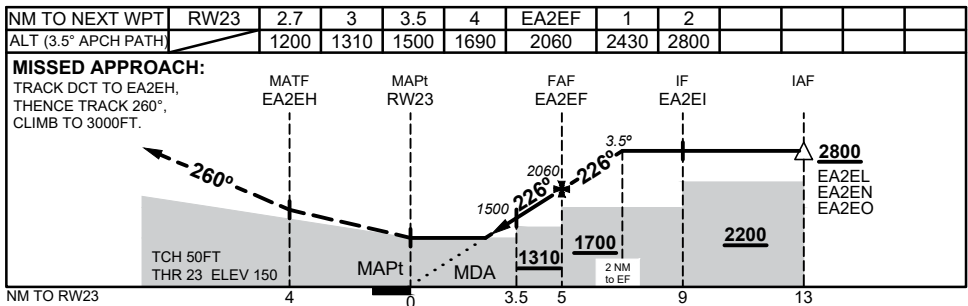
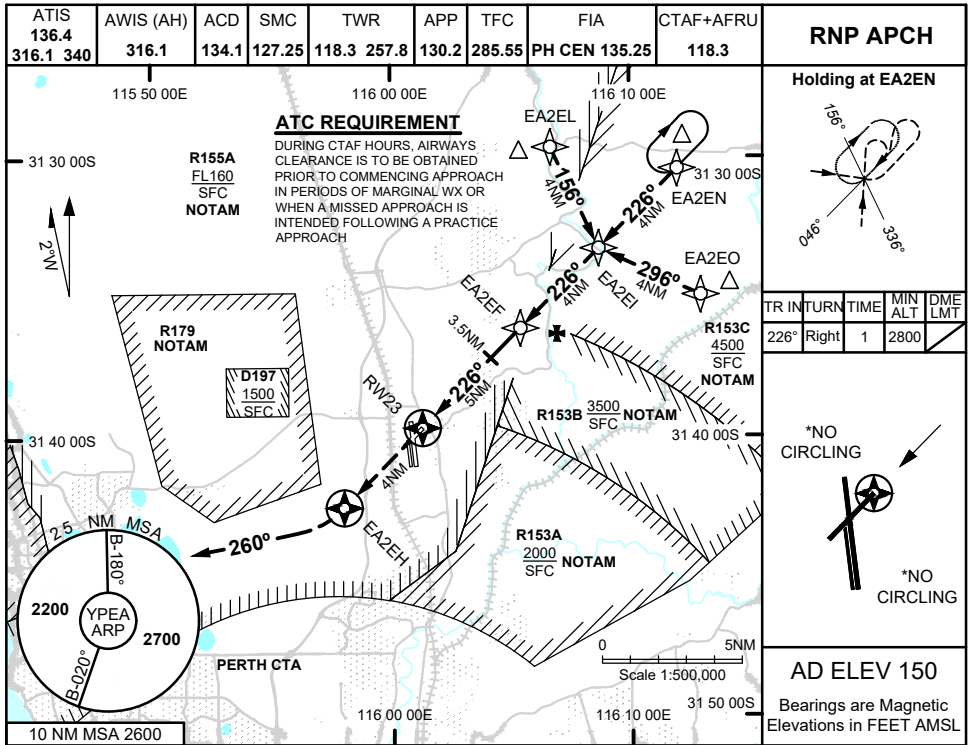
CATEGORY	A	B	C	D
LNAV/VNAV	480 (365 - 2.0)			
LNAV	670 (555 - 3.1) (VIS 2.5 WITH ACTUAL QNH)			
*CIRCLING	790 (640 - 2.4)	1010 (860 - 4.0)	1090 (940 - 5.0)	
ALTERNATE	(1140 - 4.4)	(1360 - 6.0)	(1440 - 7.0)	

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

PEAGN02-186



27 NOV 2025

**NOTES**

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

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

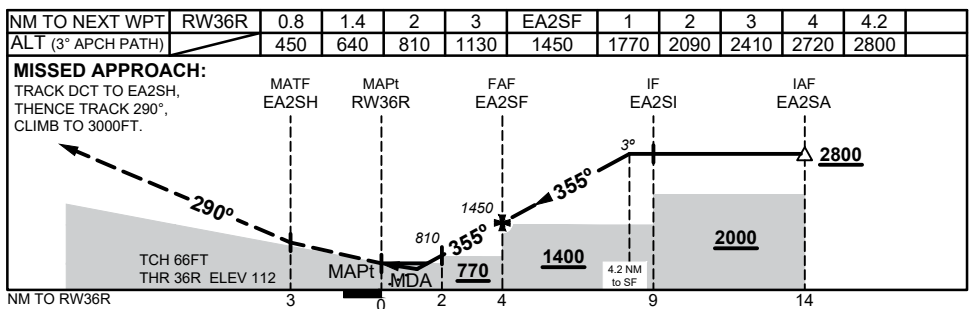
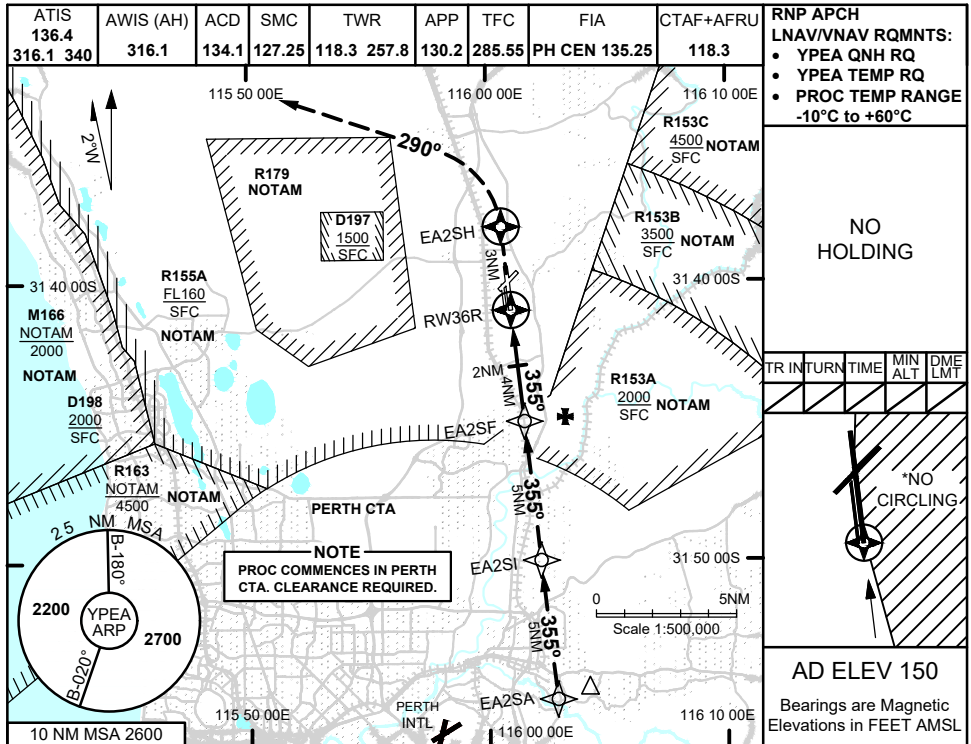
Changes: FROM SUP H124/25

PEAGN03-185



USE QNH

RNP RWY 36R

PEARCE, WA (YPEA)**19 MAR 2026**

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

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

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

PEAGN04-186



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

ATIS 340 136.4
316.1

DEP PEA CEN 123.3 135.9

PAP APP 130.2

TWR 118.3 257.8

**FIA (AH)
PH CEN** 135.25

CTAF+AFRU (AH) 118.3

AWIS (AH) 316.1

NAVAID RQ:

- DME or GNSS (ILS)
- DME (LOC ONLY)

Holding at SALEB

ATC REQUIREMENT
DURING CTAF HOURS
MISSED APPROACH
REQUIRES
CLEARANCE
FM PH ATC.

ARC REF PEA DME

**IPE: ---
ILS/DME 110.7**

**PEA: ---
NDB 340**

**PEA: ---
DME 112.8**

CTR BDRY

11 DME PH

AD ELEV 150
Bearings are Magnetic
Elevations in FEET AMSL

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

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

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

2400
2400
2400
1700
1300 (LOC)
800 (LOC)
960
175°
175°
280°
1500
RDH 48FT
THR 18L ELEV 115

SALEB
LAPAM
IPE DME
PEA DME (TAC)
MAPt (LOC)

GP 3°
B-145°
LB-161°
B-175°

10.2
7.2
5
2.7
0.4
0

NM TO IPE DME
NM TO THR 18L

NOTES

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

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

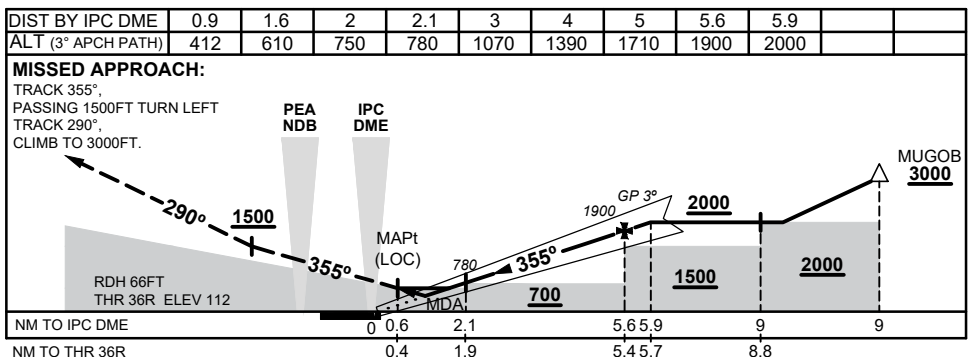
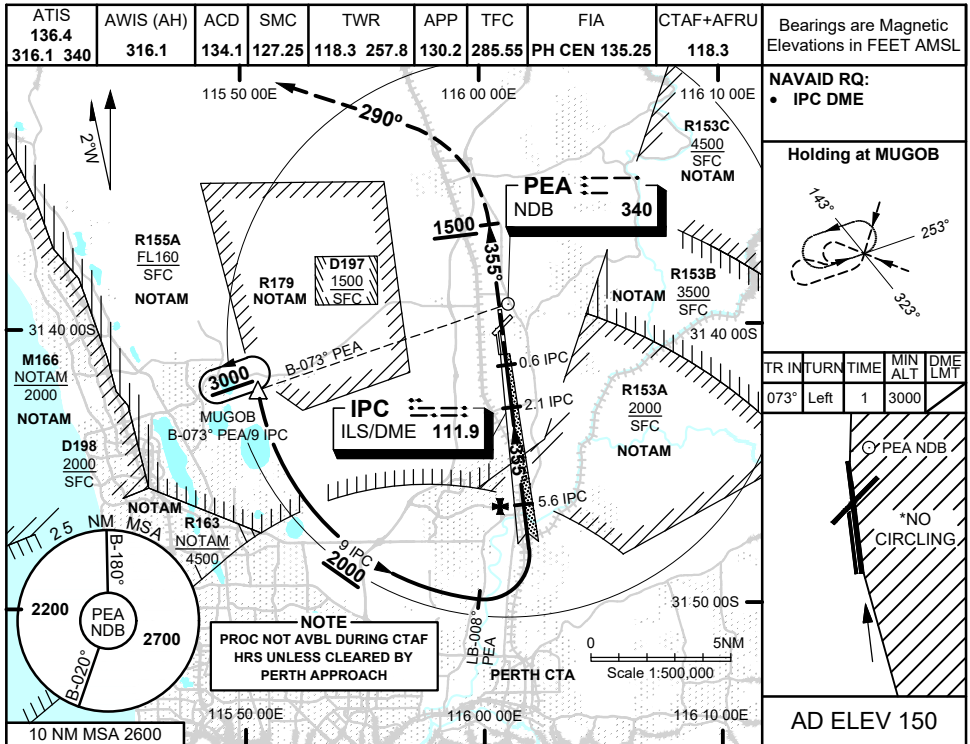
PF01-185

USE QNH

ILS-X or LOC-X RWY 36R

PEARCE, WA (YPEA)

19 MAR 2026



NOTES

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

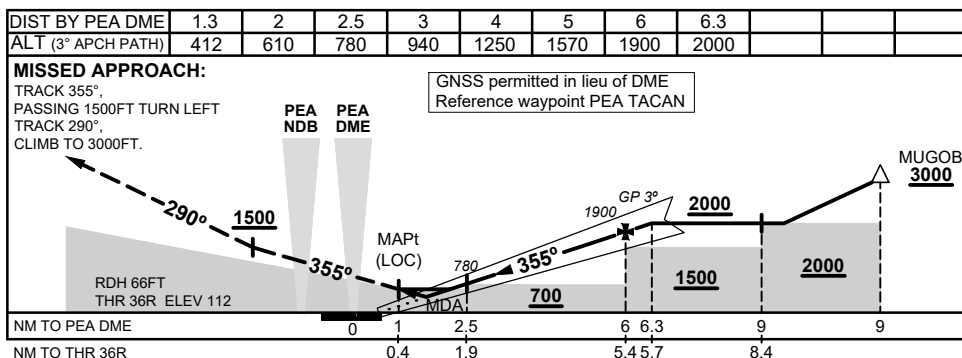
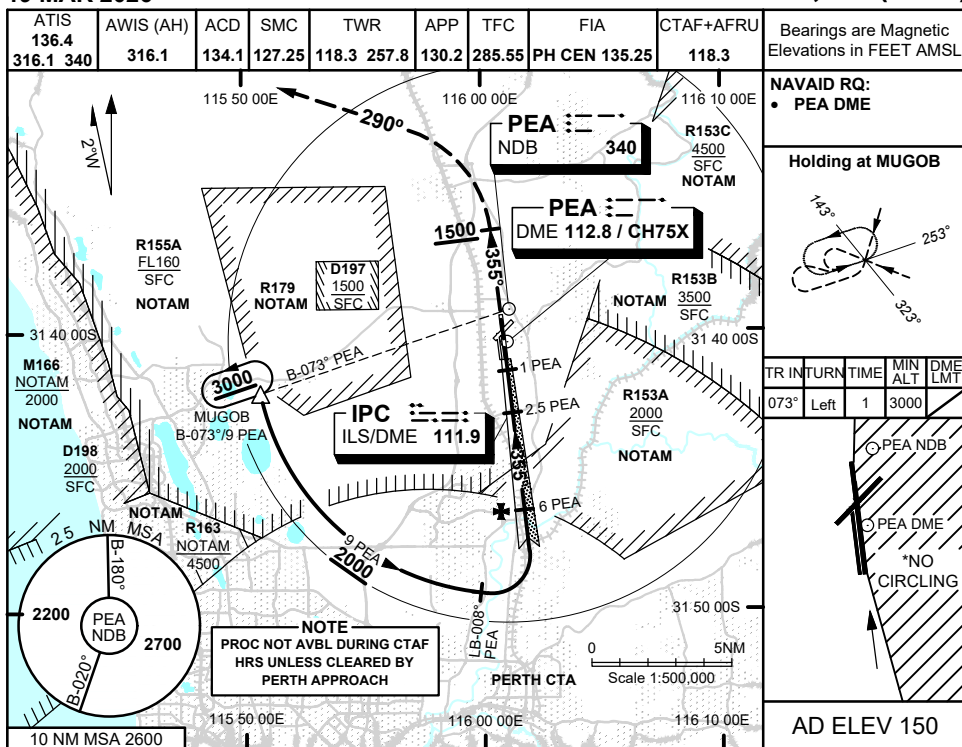
CATEGORY	A	B	C	D
S-I ILS	412 (300 - 1.5)			
S-I LOC	610 (498 - 2.7) (VIS 2.1 WITH ACTUAL QNH)			
*CIRCLING	790 (640 - 2.4)		1010 (860 - 4.0)	1090 (940 - 5.0)
ALTERNATE	(1140 - 4.4)		(1360 - 6.0)	(1440 - 7.0)

Changes: RDH VALUE, DISTANCE ALTITUDE TABLE

PEAII02-186



19 MAR 2026



NOTES

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

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

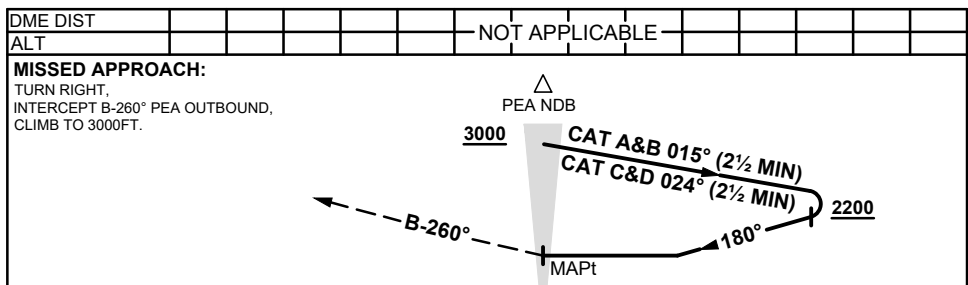
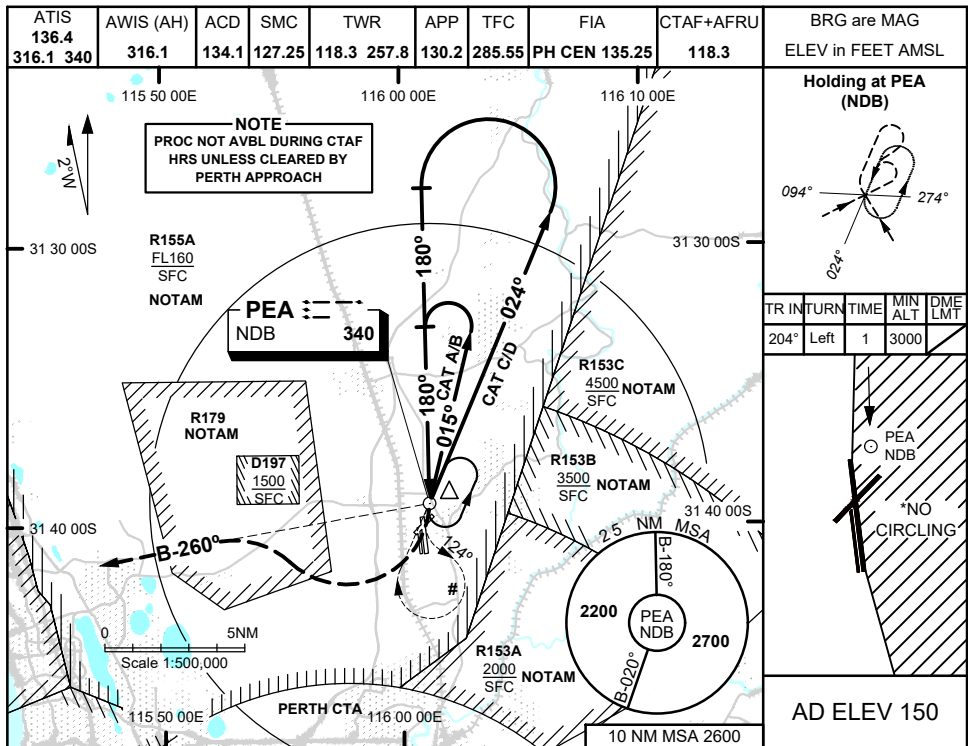
Changes: RDH VALUE, DISTANCE ALTITUDE TABLE

PEAI03-186



27 NOV 2025

PEARCE, WA (YPEA)

**NOTES**

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

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

Changes: FROM SUP H124/25

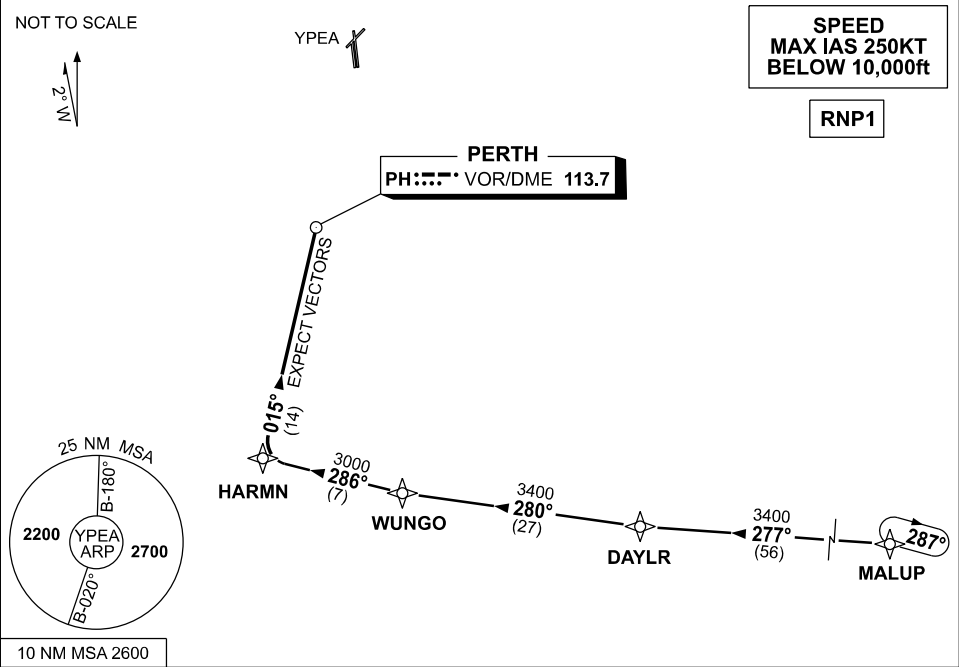
PEANB01-185



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

27 NOV 2025

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

MALUP:

(NON-JET)

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

ARRIVAL:

PEARCE FOUR WHISKEY

- From WUNGO turn RIGHT
- Track 286° to HARMN
- Turn RIGHT, track 015° to PH VOR
- Expect radar vectors to YPEA

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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

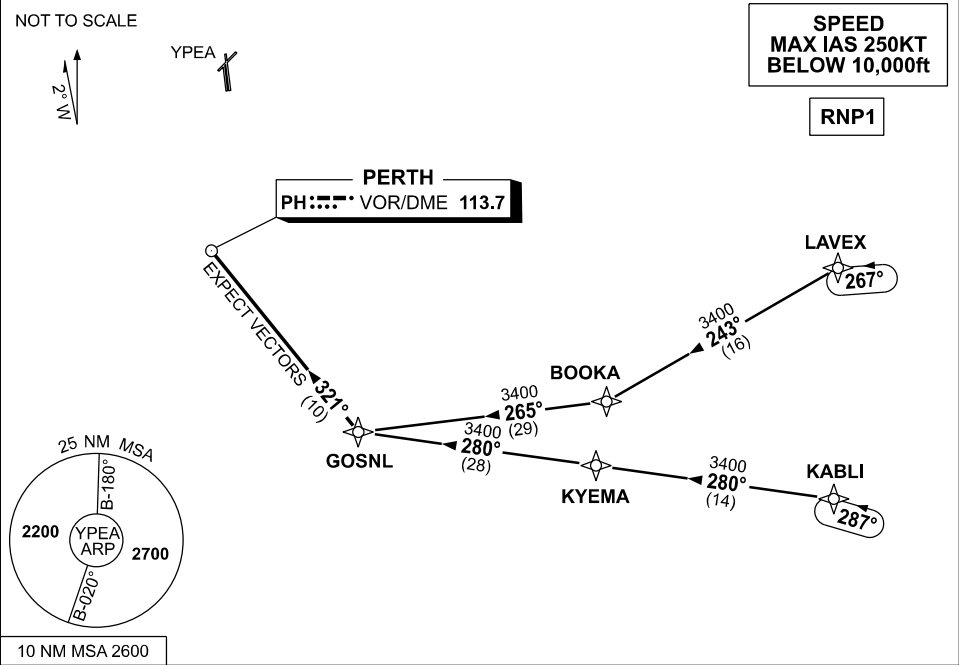
Changes: 25NM MSA.

PEASR01-185

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

27 NOV 2025

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

**LAVEX:
(NON-JET)**

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

**KABLI:
(JET)**

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

ARRIVAL:

PEARCE FOUR GOLF

- From GOSNL, turn RIGHT, track 321° to PH VOR
- Expect radar vectors to YPEA

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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

Changes: 25NM MSA.

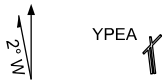
PEASR02-185

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

27 NOV 2025

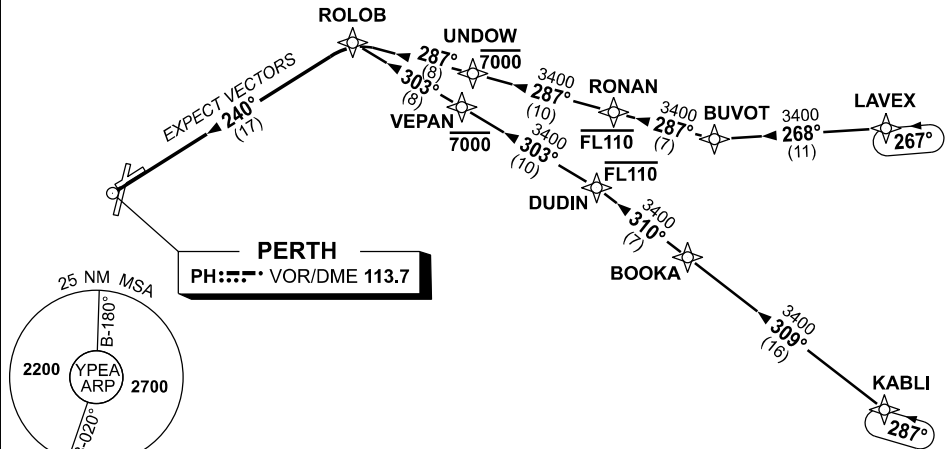
ATIS 340 136.4 316.1	DEP PEA CEN 123.3 135.9	APP PEA APP 130.2	TWR 118.3 257.8	FIA (AH) PH CEN 135.25	CTAF+AFRU (AH) 118.3	AWIS (AH) 316.1	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



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

RNP1



10 NM MSA 2600

TRANSITIONS:

LAVEX:

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

KABLI:

- From KABLI, track 309° to BOOKA, (JET)
- Track 310° to DUDIN, **Cross** DUDIN AT or BLW FL110,
- Turn LEFT, track 303° to VEPAN, **Cross** VEPAN AT or BLW 7000ft,
- Track 303° to ROLOB, Then follow ARRIVAL instructions

ARRIVAL: PEARCE FOUR ROMEO

- From ROLOB turn LEFT
- Track 240° to PH VOR
- Expect radar vectors to YPEA

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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

Changes: 25NM MSA.

PEASR03-185