21 MAR 2024

| 21 MAR 2024 | | | | | | PEAN | JE, WA (IPEA) |
|----------------------------|---|-------------------------|--------------------|---|-------------------------|----------------------|--|
| ATIS 340 136.4 316.1 | DEP PEA CEN 123.3 135.9 | APP PEA APP 130.2 | TWR 118.3 257.8 | FIA (AH) PH CEN 135.25 | CTAF+AFRU (AH) 118.3 | AWIS (AH) 316.1 | Bearings are Magnetic Elevations in FEET AMSL |
| NOT TO S | SCALE YPE <i>MILITAR</i> <i>AIRSPA</i> (| | | | | | SPEED MAX IAS 250KT BELOW 10,000ft |
| | 11 DME A | H_ / | | TH DME 113.7 | | 3400 | GRENE (50 PH) 267° |
| 2100 (P | MM MS4 .081-84 EADB) 2700 | Street Treet | GOSNL (10 PH) | 3400 265 3400 (29) 280 ° (28) | ·—— | 3400 280° (14) | BEVLY (50 PH) |
| 10 NM MS | 3 | | | S permitted in lie ence waypoint F | | | |

TRANSITIONS:

GRENE: (NON-JET)

- From GRENE track 242° to BOOKA
 Turn RIGHT, track 265° to GOSNL
- Then follow ARRIVAL instructions

BEVLY: (JET)

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

ARRIVAL: PEARCE THREE GOLF

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

COMMUNICATIONS FAILURE: PROCEDURE IN IMC

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

PEASR02-178 Changes: Editorial.

