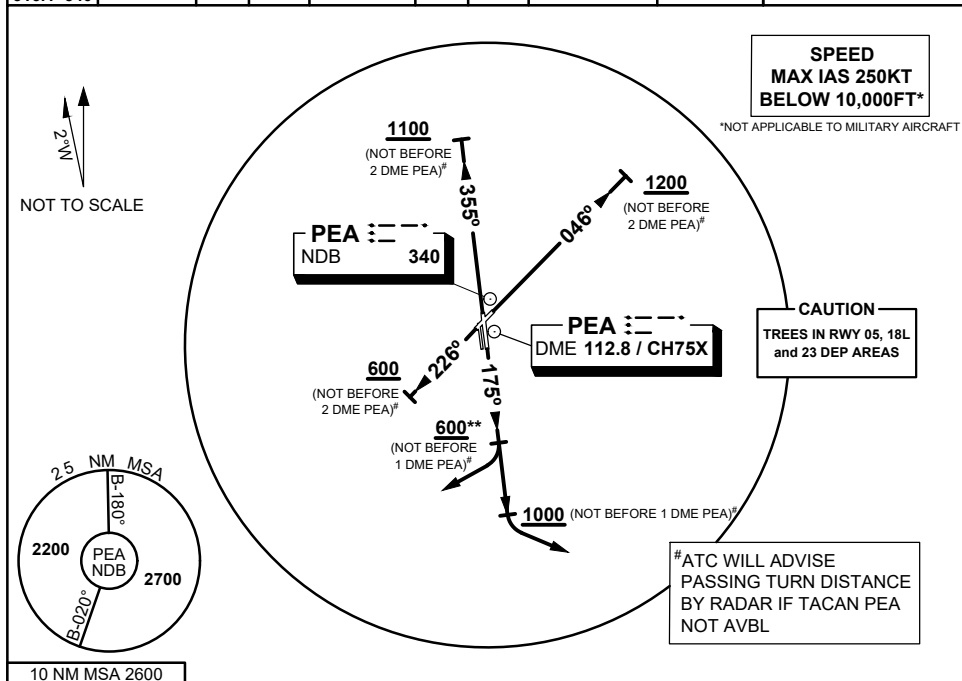


**PEARCE, WA (YPEA)**

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|               |           |       |        |             |       |        |               |           |                         |
|---------------|-----------|-------|--------|-------------|-------|--------|---------------|-----------|-------------------------|
| ATIS<br>136.4 | AWIS (AH) | ACD   | SMC    | TWR         | APP   | TFC    | FIA           | CTAF+AFRU | Bearings are Magnetic   |
| 316.1 340     | 316.1     | 134.1 | 127.25 | 118.3 257.8 | 130.2 | 285.55 | PH CEN 135.25 | 118.3     | Elevations in FEET AMSL |



## PEARCE SIX 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<sup>#</sup>, 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: FROM SUP H124/25

PEADP01-185

