

PERTH (PER/YPPH)

Elevation 67ft

CATEGORY A

AV brief not required.

GENERAL**Threats****Runway Incursion**

- Because of airspace restrictions caused by the proximity of both Pearce and Jandacot (11 nm SW) airfields, ATC vectors for a visual final are usually aimed for a 90° intercept to a 5 nm final. Cutting the corner when visual with the runway and thus reducing the track miles to touchdown has resulted in some unstable approaches: the 'T' VASI installation may have aggravated the situation.

Mid Air Collision

- RAAF Pearce is located 17 nm N of Perth Airport. The Perth/Pearce Control Zone boundary is only 8.5 nm N of Perth Airport. There have been a number of incidents involving uncleared entry in to the Pearce area. Pearce airspace is generally active Mon to Fri during the day with occasional night flying; the activity level is often intense with training being carried out in small, high speed aircraft. Uncleared entry incidents are most likely during departure Rwy 03 and 06 and during DME Arc approaches to Rwy 21 and 24. Pilots are asked to ensure accurate tracking, particularly during SIDs, and to respond promptly to radar vectoring by ATC. Difficulty may be compounded by allowing the aircraft to accelerate to climb speed before establishing an intercept heading for the enroute track.

ARRIVAL**Diversion Airports**

LEARMONTH	LEA/YPLM	589 nm/350°T	CAT B
-----------	----------	--------------	-------

- ATC may use 2400 m runway separation between aircraft arriving to Rwy 03/21. Both aircraft may occupy the runway during the application of this standard
- Preferred exit Rwy 03 for B744 aircraft is D (LDA 2640m)
- Preferred exit Rwy 21 for B744 aircraft is C9 (LDA 2484m)

DEPARTURE

- Rwy 03/06 RNAV departures: accurate track keeping is essential to avoid infringement of Pearce airspace. Note 210 kt speed restriction to MIDLA.
- Consider inserting a 210kt speed restriction in the VNAV CLB page to ensure correct LNAV tracking and ensure 210kt is maintained until established outbound from MIDLA. Note that SPD INTV will NOT change the LNAV track drawing and the aircraft will simply fly a wider radius with reduced bank angle!
- Rwy 03/06 conventional nav departures: maintain 210 kt until established on track 260°M

WEATHER

- Fog occurs occasionally throughout the year but is most frequent Apr to Oct; it forms in the early morning and generally clears within 2 hrs.
- The surface wind is mainly a katabatic easterly during the small hours and the morning, becoming a southwesterly breeze during the afternoon. The easterly can be particularly strong, giving moderate to severe turbulence below 500ft.

OPERATIONAL INFORMATION

Handling Agent	QANTAS
Handling Agent VHF	129.5
Potable Water	Uplift permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use both ground services at all times