

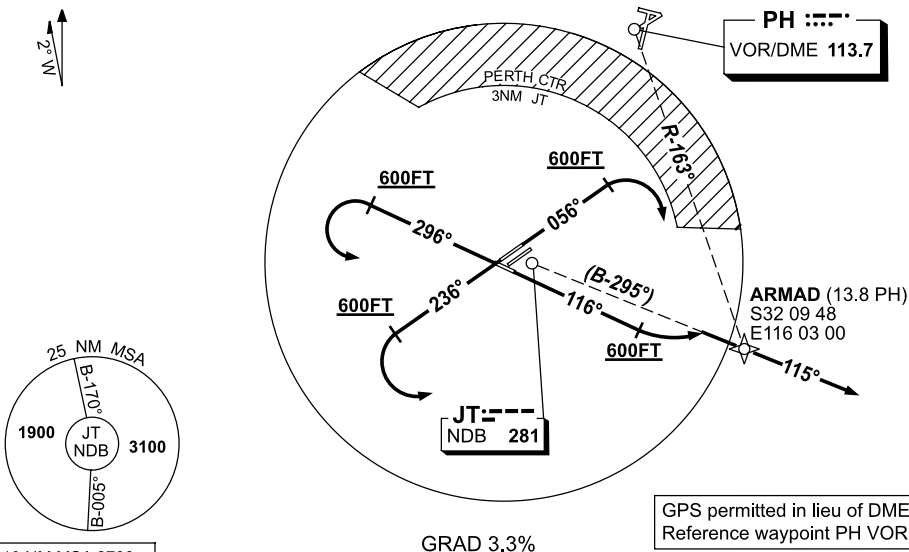
# STANDARD INSTRUMENT DEPARTURES (SID) ARMAD FOUR DEP (RADAR) - RUNWAYS EAST PERTH/JANDAKOT, WA (YPJT)

11 MAR 2010

|                             |               |              |                            |                   |                   |                                                  |
|-----------------------------|---------------|--------------|----------------------------|-------------------|-------------------|--------------------------------------------------|
| ATIS (AWIS AH)<br>120.9 281 | ACD<br>132.95 | SMC<br>124.3 | TWR (CTAF (R) AH)<br>118.1 | APP (PH)<br>123.6 | DEP (PH)<br>118.7 | Bearings are Magnetic<br>Elevations in FEET AMSL |
|-----------------------------|---------------|--------------|----------------------------|-------------------|-------------------|--------------------------------------------------|

**WARNING:** The initial sections of these procedures are conducted under general aviation airport procedures and then outside controlled airspace. The pilot in command is responsible for his own traffic separation in Jandakot CTR in VMC and when operating outside controlled airspace.

NOT TO SCALE



## ARMAD FOUR DEPARTURE (RADAR)

PROC NOT AVBL FROM RWY 06R/24L

### RWY 06L\*

- Track 056°
- After passing 600FT, turn RIGHT to intercept and track 115° reference JT NDB to ARMAD
- Continue tracking 115° reference JT NDB

\* **NOTE:** During unrestricted VFR operations by day, aircraft are required to remain visually clear of the Perth control zone

### RWY 24R

- Track 236°
- After passing 600FT, turn LEFT to intercept and track 115° reference JT NDB to ARMAD
- Continue tracking 115° reference JT NDB

### RWY 12

- Track 116°
- After passing 600FT, turn LEFT to intercept and track 115° reference JT NDB to ARMAD
- Continue tracking 115° reference JT NDB

### RWY 30

- Track 296°
- After passing 600FT, turn LEFT to intercept and track 115° reference JT NDB to ARMAD
- Continue tracking 115° reference JT NDB

## COMMUNICATIONS FAILURE PROCEDURE

On recognition of communications failure

- Squawk 7600
- Maintain last assigned vector for two minutes, and
- CLIMB IF NECESSARY TO MINIMUM SAFE ALTITUDE, to maintain terrain clearance, then
- Proceed in accordance with the latest ATC route clearance acknowledged.

Changes: FROM SUP H55/09.

PJTDPO1-122