

STANDARD INSTRUMENT DEPARTURES (SID) MANTL FOUR DEP (RADAR) - RUNWAYS WEST PERTH/JANDAKOT, WA (YPJT)

11 MAR 2010

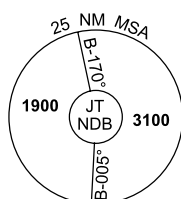
ATIS (AWIS AH) 120.9 281	ACD 132.95	SMC 124.3	TWR (CTAF (R) AH) 118.1	APP (PH) 123.6	DEP (PH) 118.7	Bearings are Magnetic Elevations in FEET AMSL
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WARNING: The initial sections of these procedures are conducted under general aviation airport procedures 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.

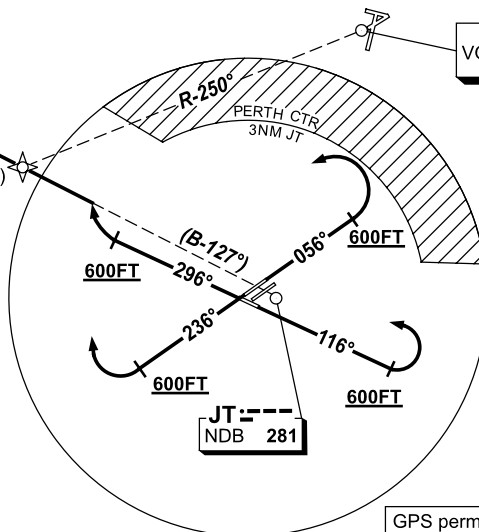
NOT TO SCALE



MANTL (11.7 PH)
S32 01 00
E115 44 48



10 NM MSA 2700



GRAD 3.3%

GPS permitted in lieu of DME
Reference waypoint PH VOR

MANTL FOUR DEPARTURE (RADAR)

PROC NOT AVBL FROM RWY 06R/24L

RWY 06L*

- Track 056°
- After passing 600FT, turn LEFT to intercept and track 307° reference JT NDB to MANTL
- Continue tracking 307° 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 RIGHT to intercept and track 307° reference JT NDB to MANTL
- Continue tracking 307° reference JT NDB

RWY 12*

- Track 116°
- After passing 600FT, turn LEFT to intercept and track 307° reference JT NDB to MANTL
- Continue tracking 307° reference JT NDB

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

RWY 30

- Track 296°
- After passing 600FT, turn RIGHT to intercept and track 307° reference JT NDB to MANTL
- Continue tracking 307° 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.

PJTDP02-122