

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> PLU	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 35	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> PUYALLUP	<u>STATE</u> WA
<u>AIRPORT ELEVATION</u> 538	<u>TDZE</u> 538	<u>SUPERSEDED</u> RNAV (GPS) RWY 35	<u>DATED</u> 10/15/2015	<u>MAG VAR</u> 15E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2020
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
HULKI	IAF	ARWEL	NOPT	TF	FB	1.00	073.80	5.03	3800
ALDER	IAF	ARWEL	NOPT	TF	FB	1.00	023.78	8.16	3800
TREWS	IAF	ARWEL	NOPT	TF	FB	1.00	256.15	4.45	3800
ARWEL	IF/IAF	BANFO		TF	FB	1.00	345.63	4.61	2400
BANFO	FAF	PULLI/3.00 NM TO RW35		TF	FB	0.30	345.61	2.69	
PULLI/3.00 NM TO RW35		RW35	MAP	TF	FO	0.30	345.61	3.00	
RW35	MAP	2000 MSL		CA			345.61		2000
2000 MSL		ARWEL		DF	FO	1.00			3800

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW35

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3800 DIRECT ARWEL AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- | | | | | | |
|--|----------------------------|----------------|-----------------------|------------------------|---------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. HOLD S ARWEL, LT, 359.62 INBOUND, 3800 FT. IN LIEU OF PT (IAF), MAX 3800. | | | | | |
| 3. FAC: 345.61 | FAF: BANFO | | DIST FAF TO MAP: 5.69 | DIST FAF TO THLD: 5.69 | |
| 4. MIN ALT: ARWEL 3800, BANFO 2400, PULLI/3.00 NM TO RW35 1540 | | | | | |
| 5. DIST TO THLD FROM OM: | MM: | IM: | 150 HAT: | 373 HAT: 1.01 | GS ANT: |
| 6. MIN GP INCPT: 2400 | GP ALT AT PFAF: BANFO 2400 | | | OM: | MM: |
| 7. GP ANGLE: 3.00 | 34:1: IS NOT CLEAR | 20:1: IS CLEAR | TCH: 53.0 | | IM: |
| 8. MSA FROM: RW35 15700 | | | | | |



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C.
CHART PROFILE NOTE: VGSi AND RNAV GLIDEPATH NOT COINCIDENT (VGSi ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: BARO-VNAV AND VDP NA WHEN USING TCM ALTIMETER SETTING.
CHART NOTE: RWY 35 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT ALDER ON V495 SOUTHBOUND AND V204 WESTBOUND.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TCM ALTIMETER SETTING AND INCREASE LPV DA TO 960 FEET AND ALL VISIBILITIES 1/4 SM; INCREASE LNAV/VNAV DA TO 1049 FEET; INCREASE ALL MDAS 60 FEET.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON.
CHART CLNC DEL FREQUENCY.
CHART FAS OBST: 740 TREE (53-064732) 470314N/1221638W.
CHART R-6703.
CHART VDP AT 0.97 NM TO RW35.
WAAS CHANNEL # 57938
REFERENCE PATH ID: W35A
LTP HAE: 141 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA	911	1	373	911	1	373		NA			NA				
LNAV/VNAV DA	1000	1 3/8	462	1000	1 3/8	462		NA			NA				
LNAV MDA	1000	1	462	1000	1	462		NA			NA				
CIRCLING	1080	1	542	1080	1	542		NA			NA				



CHANGES - REASONS

1. TERMINAL ROUTES: REMOVED SEGMENT "TCM VORTAC TO ARWEL" - TCM IS A TACAN ONLY NAVAID.
2. TERMINAL ROUTES: ADDED SEGMENT "HULKI TO ARWEL" - BETTER TRAFFIC FLOW DUE TO SEATTLE'S CLASS B AIRSPACE.
3. TERMINAL ROUTES: UPDATED ALDER TO ARWEL COURSE / DISTANCE FROM "023.39 / 8.23" TO "023.78 / 8.16" - FIX ARWEL MOVED 547 FT SOUTH.
4. TERMINAL ROUTES: ADDED SEGMENT "TREWS TO ARWEL" - BETTER TRAFFIC FLOW DUE TO SEATTLE'S CLASS B AIRSPACE.
5. TERMINAL ROUTES: UPDATED ARWEL TO BANFO COURSE / DISTANCE FROM "345.62 / 4.52" TO "345.63 / 4.61" - FIX ARWEL MOVED 547 FEET SOUTH.
6. TERMINAL ROUTES: UPDATED BANFO TO PULLI/3.00 NM TO RW35 COURSE FROM "345.62" TO "345.61" - FIX BANFO MOVED.
7. TERMINAL ROUTES: UPDATED PULLI/3.00 NM TO RW35 TO RW35 COURSE FROM "345.62" TO "345.61" - FIX BANFO MOVED.
8. TERMINAL ROUTES: UPDATED CA LEG FROM "RW35 TO 1900 MSL" TO "RW35 TO 2000 MSL" AND COURSE FROM "345.62" TO "345.61" - NEW EVALUATION, 2000 MSL TO AVOID CIH.
9. TERMINAL ROUTES: UPDATED DF LEG FROM "1900 MSL TO ARWEL" TO "2000 MSL TO ARWEL" - 2000 MSL TO AVOID CIH.
10. MISSED APPROACH INSTRUCTIONS: UPDATED FROM "CLIMB TO 1900 THEN CLIMBING LEFT TURN TO 3800 DIRECT ARWEL AND HOLD" TO "CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3800 DIRECT ARWEL AND HOLD" - CLIMB TO 2000 TO AVOID CIH.
11. PROFILE LINE 2: ADDED "MAX 3800" - IAW 8260.19J 8-6-7 B.
12. PROFILE LINE 3: UPDATED FAC FROM "345.62" TO "345.61" - FIX BANFO MOVED.
13. PROFILE LINE 4: REMOVED "*" - IAW 8260.19J 8-6-7 D.
14. PROFILE LINE 5: ADDED "373 HAT: 1.01" - ADDED PER 8260.19J 8-6-7 E (3).
15. PROFILE LINE 7: ADDED "20:1: IS CLEAR" - IAW 8260.19J 8-6-7 G (3) (A).
16. PBN REQUIREMENTS NOTE: ADDED "RNP APCH - GPS" - IAW 8260.19J 8-6-8.
17. NOTES: REMOVED "DME/DME RNP-0.3 NA" - IAW 8260.19J 8-6-8.
18. NOTES: UPDATED UNCOMPENSATED BARO-VNAV NOTE FROM "CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C (4°F) OR ABOVE 54°C (130°F)" TO "CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C" - IAW 8260.19J PARA 8-6-10 R.
19. NOTES: REMOVED "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT TCM VORTAC ON V187 WESTBOUND" - TCM VORTAC TO ARWEL SEGMENT REMOVED.
20. NOTES: REMOVED "*LNAV ONLY" - NO LONGER REQUIRED.
21. NOTES: UPDATED BARO VNAV AND VDP NOTE FROM "CHART NOTE: BARO VNAV AND VDP NA WITH MCCHORD FIELD ALTIMETER SETTING" TO "CHART NOTE: BARO-VNAV AND VDP NA WHEN USING TCM ALTIMETER SETTING" - IAW 8260.19J 8-6-10.E(9).
22. NOTES: UPDATED LOCAL ALTIMETER NOTE FROM "CHART NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, USE MCCHORD FIELD ALTIMETER SETTING AND INCREASE ALL DA 49 FT AND INCREASE LPV AND LNAV/VNAV VISIBILITIES 1/4 MILE; INCREASE ALL MDAS 60 FT" TO "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TCM ALTIMETER SETTING AND INCREASE LPV DA TO 960 FEET AND ALL VISIBILITIES 1/4 SM. INCREASE LNAV/VNAV DA TO 1049 FEET; INCREASE ALL MDAS 60 FEET" - IAW 8260.19J 8-6-10 F(4).
23. NOTES: UPDATED HELICOPTER VISIBILITY NOTE FROM "CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" TO "CHART NOTE: RWY 35 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" - IAW 8260.19J 8-6-12 K 2.
24. ADDITIONAL FLIGHT DATA: REMOVED "1060 AAO 470248.98N/1221631.32W" - NEW EVALUATION.
25. ADDITIONAL FLIGHT DATA: UPDATED FAS OBST FROM "CHART FAS OBST: 740 TREE 470314N/1221638W" TO "CHART FAS OBST: 740 TREE (53-064732) 470314N/1221638W" - UPDATED OBSTACLE ID, 8260.19J 8-6-11C.
26. ADDITIONAL FLIGHT DATA: UPDATED VDP FROM "CHART VDP AT 1.44 MILES TO RW35" TO "CHART VDP AT 0.97 NM TO RW35" - 8260.19J 8-6-11 M.
27. ADDITIONAL FLIGHT DATA: REMOVED "DISTANCE TO THLD FROM 339 HAT: 0.90 NM" - MOVED TO PROFILE LINE 5 PER 8260.19J 8-6-7 E (3).
28. ADDITIONAL FLIGHT DATA: UPDATED LTP HAE FROM "141.1 M" TO "141 M" - IAW 8260.19J 8-6-11 J (3).
29. MINIMUMS: UPDATED LPV DA / VIS / HAT FROM "877 / 1 1/8 / 339" TO "911 / 1 / 373" - NEW FINAL CONTROLLER BASED ON OBSTACLE EVALUATION, VISIBILITY UPDATED IAW 8260.3F TABLE 3-3-1.
30. MINIMUMS: UPDATED LNAV/VNAV DA / VIS / HAT FROM "990 / 1 1/2 / 452" TO "1000 / 1 3/8 / 462" - NEW FINAL CONTROLLER BASED ON OBSTACLE EVALUATION, VISIBILITY UPDATED IAW 8260.3F TABLE 3-3-1, DA/MINIMUM MATCH LNAV PER 8260.58C 3-3-5.
31. FAS DATA: LTP/FTP COORDINATES CHANGED FROM "470556.1010N/1221714.2035W" TO "470556.1055N/1221714.2000W" - LTP LOCATION CHANGED.
32. FAS DATA: FPAP COORDINATES CHANGED FROM "470725.1535N/1221712.7880W" TO "470725.1575N/1221712.8040W" - LTP LOCATION CHANGED.
33. FAS DATA: ELLIPSOIDAL HEIGHT CHANGED FROM "+01411" TO "+01410" - LTP LOCATION CHANGED.
34. FAS DATA: CRC REMAINDER CHANGED FROM "5E4CE226" TO "7EC0F382" - LTP AND FPAP INFO CHANGED.

COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER:

SEA, SEA APP CON, TCM ATCT, AMGR

FLIGHT CHECKED BY

TROY E DEVINE

Digitally signed by

RAKE MCGRAW

Mar 04, 2025

OFFICE

AJF

DATE

02/26/2025

DEVELOPED BY

DANIEL WESTON

Digitally signed by

DANIEL L WESTON

Jan 14, 2025

OFFICE

AJV-A422

DATE

09/26/2024

APPROVED BY

RAKE MCGRAW

Digitally signed by

RAKE MCGRAW

Mar 04, 2025

OFFICE

AJV-A422

DATE

TITLE

MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD

OPERATION TYPE
SBAS SERVICE PROVIDER IDENTIFIER
AIRPORT IDENTIFIER
RUNWAY
APPROACH PERFORMANCE DESIGNATOR
ROUTE INDICATOR
REFERENCE PATH DATA SELECTOR
REFERENCE PATH IDENTIFIER (APPROACH ID)
LTP/FTP LATITUDE
LTP/FTP LONGITUDE
LTP/FTP ELLIPSOIDAL HEIGHT
FPAP LATITUDE
FPAP LONGITUDE
THRESHOLD CROSSING HEIGHT (TCH)
TCH UNITS SELECTOR (METERS OR FEET USED)
GLIDEPATH ANGLE (GPA)
COURSE WIDTH AT THRESHOLD
LENGTH OFFSET
HORIZONTAL ALERT LIMIT (HAL)
VERTICAL ALERT LIMIT (VAL)

DATA

0
0
KPLU
RW35
0
0
W35A
470556.1055N
1221714.2000W
+01410
470725.1575N
1221712.8040W
00053.0
F
03.00
106.75
1640
40.0
50.0

CRC REMAINDER

7EC0F382

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE
LTP ORTHOMETRIC HEIGHT
FPAP ORTHOMETRIC HEIGHT

K1
+01632
+01632



FEDERAL AVIATION ADMINISTRATION FLIGHT STANDARDS SERVICE STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
PLU	RNAV (GPS) RWY 35	1	PUYALLUP	WA	538	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM HULKI **TO** ARWEL

RNP 1.00 DISTANCE 5.03 PAT MAP HAT HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	465403.00N/1221357.00W	2307	215	8	4B	1000				SA-926 AT1419	3800
TERRAIN	465412.00N/1221524.00W	944 (900)								AS1500	2400

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM ALDER **TO** ARWEL

RNP 1.00 DISTANCE 8.16 PAT MAP HAT HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	464848.00N/1222357.00W	2241	215	8	4B	1000				AT559	3800
TERRAIN	464848.00N/1222357.00W	2040 (2000)								AS1500	3500

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

QUALITY
26
CHECKED

INITIAL

FROM

TREWS

TO

ARWEL

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	4.45										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	465418.00N/1221027.00W	2618	215	8	4B	1000				PR130	3800
TERRAIN	465400.00N/1221306.00W	2339 (2300)								AS1500	3800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

ARWEL (IF/IAF)

TO

BANFO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	4.61										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	465403.00N/1221357.00W	2307	215	8	4B	500				SA-426	2400
TERRAIN	465527.00N/1221436.00W	1243 (1200)								AS1000	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

BANFO

TO

RW35

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	5.69		DA	373	

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (53-109883)	470512.33N/1221713.22W	670	20	3	1A		34:1			MA72	911

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

BANFO

TO

RW35

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	5.69		DA	462	

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (53-108936)	470442.03N/1221701.65W	738	20	3	1A		23.43:1				1000

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

OBSTACLE IN SLOPING SURFACE, PER 8260.58C 3-3-5 THE DA BASED ON THE EVALUATION OF THE SLOPING OCS IS NOT REQUIRED TO BE HIGHER THAN THE MDA OF AN LNAV PROCEDURE ESTABLISHED ON THE SAME CHART.



FINAL: LNAV

FROM

BANFO

TO

PULLI/3.00 NM TO RW35

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.69										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	470145.00N/1221754.00W	1152	215	8	4B	250				RA60 DG78	1540

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

PULLI/3.00 NM TO RW35

TO

RW35

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	3.00		RW35		462						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (53-064732)	470313.89N/1221637.78W	740	50	20	2C	250					1000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM

ARWEL

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	465400.00N/1221306.00W	2540	215	8	4B	1000				PR210	3800
TERRAIN	465400.00N/1221306.00W	2339 (2300)								AS1500	3800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM

DA

TO

ARWEL

<u>RNP</u> 0.30	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 667			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (53-110113)	470510.58N/1221710.71W	669	20	3	1A		ASC				3800
AAO	465427.00N/1221427.00W	1933	215	8	4B	1000				SA-77	2900
TERRAIN	465527.00N/1221436.00W	1243 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

ARWEL

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30							858				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3800
AAO	465427.00N/1221427.00W	1933	215	8	4B	1000				SA-77	2900
TERRAIN	465527.00N/1221436.00W	1243 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW35

TO

ARWEL

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30-1.00							900				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3800
AAO	465427.00N/1221427.00W	1933	215	8	4B	1000				SA-77	2900
TERRAIN	465527.00N/1221436.00W	1243 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

AIRPORT ID

PLU

PROCEDURE NAME

RNAV (GPS) RWY 35

AMDT NO.

1

CITY

PUYALLUP

STATE

WA

AIRPORT ELEVATION

538

FACILITY

RNAV

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TANK (53-020351)	470620.50N/1221530.00W	1.30	542	756	20	3	1A	300		XP24	1080
CATEGORY B											
TREE (53-108777)	470705.41N/1221519.11W	1.82	542	767	20	10	1B	300			1080

CIRCLING REMARKS:

XP - MAINTAINING PUBLISHED MINIMUM

MSA

CENTER	RADIUS
RW35	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	465112.00N/1214539.00W	109	26.2	14610	215	8	4B	1000			15700

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

SEA APP CON

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
AWOS-3	PLU	24	PLU	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	TCM	24	TCM	7.99	Y	49

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KPLU 538, KTCM 322
RA = 48.7.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>	
RW17 - REIL (PCL), MIRL (PCL), PAPI-4L (PCL)	NPI-G		
RW35 - MIRL (PCL), REIL (PCL), PAPI-4R (PCL)	NPI-G		

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	535.4	53.0			4.00	53.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
-16C	+54C	-16C	+13.94C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 714 HIGH TEMP 1131.

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	LPV, LNAV/VNAV, LNAV		
34:1			
646 TREE (53-108609) 470525.6800N/1221707.7900W (25.96)	668 TREE (53-108812) 470517.4000N/1221707.9400W (23.29)		
646 TREE (53-109710) 470524.6600N/1221714.1800W (22.78)	654 TREE (53-109733) 470521.6700N/1221715.9200W (21.84)		
674 TREE (53-024203) 470514.7800N/1221705.3600W (21.54)	655 TREE (53-110305) 470520.8700N/1221718.1300W (20.4)		
676 TREE (53-110345) 470513.6000N/1221703.9700W (20.05)	644 TREE (53-110438) 470523.9500N/1221707.7600W (18.81)		



<u>AIRPORT ID</u> PLU	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 35	<u>AMDT NO.</u> 1	<u>CITY</u> PUYALLUP	<u>STATE</u> WA	<u>AIRPORT ELEVATION</u> 538	<u>FACILITY</u> RNAV
647 TREE (53-024202) 470522.9900N/1221722.5200W (18.63)				644 TREE (53-109460) 470523.5000N/1221710.7400W (17.4)		
638 TREE (53-109461) 470525.2600N/1221709.1600W (16.68)				644 TREE (53-109644) 470523.0700N/1221708.8300W (16.16)		
641 TREE (53-110479) 470524.1300N/1221716.7000W (16.15)				647 TREE (53-109373) 470522.1300N/1221719.9900W (16.12)		
667 TREE (53-108783) 470515.2700N/1221717.1900W (15.74)				644 TREE (53-109437) 470522.9400N/1221715.7900W (15.62)		
675 TREE (53-110545) 470511.7400N/1221703.5800W (13.52)				668 TREE (53-109457) 470514.1500N/1221718.6500W (13.37)		
639 TREE (53-110209) 470523.5200N/1221719.3100W (12.27)				658 TREE (53-109161) 470516.8500N/1221703.8600W (11.74)		
649 TREE (53-110592) 470519.4000N/1221708.8000W (10.23)				670 TREE (53-109883) 470512.3300N/1221713.2200W (10.06)		
643 TREE (53-108411) 470521.1700N/1221720.9000W (9.24)				654 TREE (53-108946) 470517.3900N/1221721.4000W (8.96)		
642 TREE (53-109424) 470521.2800N/1221708.8800W (8.83)				587 TRAVERSE_WAY (53-024400) 470539.6800N/1221719.4900W (8.42)		
668 TREE (53-108648) 470512.1400N/1221710.6200W (7.55)				583 TRAVERSE_WAY (53-108698) 470540.5200N/1221720.0300W (6.91)		
586 TRAVERSE_WAY (53-108772) 470539.4800N/1221718.7400W (6.84)				637 TREE (53-110130) 470522.1800N/1221706.1700W (6.57)		
642 TREE (53-110583) 470520.3200N/1221707.5100W (6)				649 TREE (53-109040) 470517.9700N/1221717.3600W (5.78)		
665 TREE (53-108692) 470512.3600N/1221708.0700W (5.27)				584 TRAVERSE_WAY (53-109388) 470539.3300N/1221715.7700W (4.46)		
641 TREE (53-110631) 470520.1200N/1221722.9800W (4.06)				669 TREE (53-110113) 470510.5800N/1221710.7100W (3.9)		
643 TREE (53-108597) 470519.3700N/1221720.7600W (3.88)				582 TRAVERSE_WAY (53-110313) 470539.7700N/1221711.4200W (3.87)		
661 TREE (53-108664) 470513.1000N/1221710.2200W (3.42)				641 TREE (53-109391) 470519.8700N/1221719.4500W (3.4)		
642 TREE (53-110417) 470519.5100N/1221717.0400W (3.38)				661 TREE (53-108453) 470513.0300N/1221716.6000W (3.08)		
577 TRAVERSE_WAY (53-108640) 470541.1100N/1221714.4500W (2.79)				670 TREE (53-110174) 470509.8300N/1221705.7600W (2.78)		
657 TREE (53-109511) 470514.2400N/1221713.9600W (2.74)				582 TRAVERSE_WAY (53-109498) 470539.2700N/1221713.2500W (2.34)		
630 TREE (53-110511) 470523.1500N/1221713.2000W (2.3)				619 TREE (53-110839) 470526.7600N/1221706.2700W (2.21)		
645 TREE (53-108637) 470518.1300N/1221720.1300W (2.2)				642 TREE (53-110405) 470519.0600N/1221710.5300W (2.18)		
579 TRAVERSE_WAY (53-109285) 470540.1700N/1221709.7800W (2.09)				652 TREE (53-109494) 470515.4700N/1221708.7800W (1.52)		
649 TREE (53-109206) 470516.2800N/1221714.4800W (0.81)				658 TREE (53-108365) 470513.1100N/1221706.9400W (0.52)		
571 TRAVERSE_WAY (53-108769) 470542.3500N/1221714.2700W (0.49)						
<u>PENETRATIONS REMARKS:</u>						

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

<u>PENETRATIONS REMARKS:</u>



PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

CLIMB TO ALTITUDE ESTABLISHED AT 2000 TO AVOID A CLIMB IN HOLD AT ARWEL DUE TO TERRAIN THAT WILL NOT ALLOW FOR A CLIMB IN HOLD PATTERN SIZE.

PROCEDURE DESIGNED FOR CAT A/B ONLY PER FPT. AIRPORT DOES NOT HAVE OPERATIONS TO SUPPORT AND JUSTIFY MEETING ALL APPLICABLE DESIGN STANDARDS ASSOCIATED WITH CAT C/D AIRCRAFT.

100 FOOT TREES USED PER WFPT.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1076 AAO 470239N/1221639W.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	FAF	TO 1000FT POINT	1.41
WIDTH OF	INTERMEDIATE	SEGMENT AT 1000FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1000FT POINT	000.63
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1000FT POINT	1200
DISTANCE FROM	FAF	TO 1500FT POINT	2.41
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	000.63
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	1200

THRESHOLD COORDINATES (IF STR-IN)	470556.11N/1221714.20W
ARP COORDINATES	470614.11N/1221713.92W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 17 DISTANCE 0.30 NM
FAF COORDINATES	470014.97N/1221719.54W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
DANIEL WESTON	AJV-A422	09/26/2024	AERONAUTICAL INFORMATION SPECIALIST