

U.S. DEPARTMENT OF TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION
TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP)

Bearings, headings, courses, tracks and radials are magnetic. Elevation and altitudes are in feet MSL. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated.

City, State	Airport	Effective Date	Amdt. No.
PUYALLUP, WA	PIERCE COUNTY - THUN FIELD	10/15/2015	2

TAKEOFF MINIMUMS:

RWY 17, STANDARD.

RWY 35, 300-1 WITH MINIMUM CLIMB OF 270 FT PER NM TO 1000 OR STANDARD WITH MINIMUM CLIMB OF 470 FT PER NM TO 800.

TEXTUAL DEPARTURE PROCEDURES:

RWY 17, CLIMBING RIGHT TURN HEADING 023.00 TO INTERCEPT SEA R-158 TO COTNY INT/SEA 18.00 DME AND HOLD. CONTINUE CLIMB IN HOLDING PATTERN (HOLD S, LEFT TURNS, 338.00 INBOUND) TO CROSS COTNY AT OR ABOVE THE MEA FOR DIRECTION OF FLIGHT. DO NOT EXCEED 175 KIAS UNTIL ESTABLISHED AT MEA FOR ROUTE OF FLIGHT.

RWY 35, CLIMB ON HEADING 345.61 AND SEA R-158 TO COTNY INT/SEA 18.00 DME AND HOLD. CONTINUE CLIMB IN HOLDING PATTERN (HOLD S, LEFT TURNS, 338.00 INBOUND) TO CROSS COTNY AT OR ABOVE THE MEA FOR DIRECTION OF FLIGHT. DO NOT EXCEED 175 KIAS UNTIL ESTABLISHED AT MEA FOR ROUTE OF FLIGHT.

VISUAL CLIMB OVER AIRPORT:

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 17, BLDG AND TREES BEGINNING 187 FT FROM DER, 416 FT LEFT OF CENTERLINE, UP TO 40 FT AGL/575 FT MSL. POLE 510 FT FROM DER, 566 FT RIGHT OF CENTERLINE, 40 FT AGL/552 FT MSL. VEHICLES ON ROAD BEGINNING 1149 FT FROM DER, 511 FT RIGHT OF CENTERLINE, UP TO 15 FT AGL/582 FT MSL. UTILITIES 1519 FT FROM DER, 302 FT LEFT OF CENTERLINE, 6 FT AGL/574 FT MSL. TREES BEGINNING 3360 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 100 FT AGL/662 FT MSL.

NOTE: RWY 35, TREES BEGINNING 58 FT FROM DER, 291 FT RIGHT OF CENTERLINE, UP TO 70 FT AGL/609 FT MSL. TREES BEGINNING 350 FT FROM DER, 380 FT LEFT OF CENTERLINE, 60 FT AGL/581 FT MSL. TREE 778 FT FROM DER, 590 FT LEFT OF CENTERLINE, 100 FT AGL/636 FT MSL. TREES BEGINNING 1036 FT FROM DER, 365 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/631 FT MSL. TREE 2651 FT FROM DER, 1029 FT RIGHT OF CENTERLINE, 100 FT AGL/694 FT MSL. TREE 2798 FT FROM DER, 22 FT LEFT OF CENTERLINE, 100 FT AGL/654 FT MSL.

CONTROLLING OBSTACLES:

RWY 35: 694 FT MSL TREES 470658.18N/1221658.35W

OBSTACLES MANDATING ROUTE DEVELOPMENT: 14610 FT MSL AAO 435110.57N/1214537.56W



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REMARKS:

175 KIAS SPEED RESTRICTION UTILIZED IN PROCEDURE DESIGN IN ORDER TO USE A 230 KNOT PATTERN FOR A CLIMB IN HOLD TO REACH AN MEA OF 8000 ON V187 DUE TO TERRAIN LIMITATIONS AND EXTENSIVE CLIMB GRADIENT OF THE NORMAL 310 KNOT PATTERN PER THE INSTRUCTION OF 7130.3A, 2-8, B, (1) AND AFS MEMO #115 DATED 7JULY2005 AND APPLIED AS A TEXTUAL NOTE.

RWY 35 CG/CTA ALSO REQUIRED TO REACH 400 AGL FOR A TURN TO ENTER HOLDING AT COTNY DUE TO THE PROXIMITY OF COTNY TO DER.

SEATTLE TRACON CHOSE TO OPT OUT OF A VCOA AS REQUIRED BY CHAPTER 2-1-1 BECAUSE IT WOULD REQUIRE A CLIMB INTO THE ARRIVAL/DEPARTURE PATH TO/FROM SEA-TAC AIRPORT. ATC REASON FOR NOT CHARTING A VCOA IS IN ACCORDANCE WITH 8260.46E, 2-1-1, (B) (13).

FLIGHT INSPECTED BY:

PENDING

REQUIRED EFFECTIVE DATE:

10/15/2015

DEVELOPED BY:

SCOTT STEVENSON

Digitally signed by
AJV-543 SCOTT STEVENSON 5/1/2015
May 27, 2015

APPROVED BY:

JILL OLSON

Digitally signed by
AJV-543 LONNIE EVERHART
Jul 16, 2015

MANAGER

COORDINATED WITH:

AOPA, NBAA, ARPT MGR, SEA APP CON, WFPT

CHANGES:

1. CHANGED RWY 16/34 NUMBERING TO 17/35.
2. SPEED RESTRICTION OF 175 KIAS ADDED TO TEXTUAL DEPARTURE PROCEDURE.
3. RWY 17 TAKEOFF MINIMUMS CHANGED FROM 300-1 TO STANDARD.
4. RWY 35 TAKEOFF MINIMUMS CHANGED FROM 300-1 TO 300-1 WITH MINIMUM CLIMB OF 270 FT PER NM TO 1000 OR STANDARD WITH MINIMUM CLIMB OF 470 FT PER NM TO 800.
5. TAKEOFF OBSTACLE NOTES UPDATED.
6. CLIMB IN HOLD TO VARIOUS ALTITUDES DEPENDENT ON DIRECTION OF FLIGHT FROM COTNY REPLACED WITH CONTINUE CLIMBING IN HOLDING PATTERN TO CROSS COTNY AT OR ABOVE THE MEA FOR DIRECTION OF FLIGHT.

REASONS:

1. MAGVAR CHANGED FROM 19E/1995 TO 15E/2020.
2. AIRPORT IS CAT A/B ONLY. 175 KIAS SPEED RESTRICTION AVOIDS TERRAIN AND ALLOWS AIRCRAFT TO AVOID HIGH TERRAIN AND MINIMIZE CLIMB GRADIENT REQUIRED FOR DEPARTURE AND THE CLIMB IN HOLD.
3. NO OBSTACLES WITHIN 3 MILES OR 200 FT MSL OF DER.
4. CEILING AND VISIBILITY NEEDED TO SEE AND AVOID 694 FT MSL TREE IN ICA AND 270 FT/NM CLIMB GRADIENT REQUIRED TO BE AT A TURNING ALTITUDE OF 400 AGL AT COTNY TO ENTER THE CLIMB IN HOLD. CLIMB OF 470 TO 800 REQUIRED TO AVOID 694 FT MSL TREE IN THE ICA.
5. PER SURVEY DATED 11/25/2003.
6. MEA FOR A GIVEN DIRECTION OF FLIGHT FROM COTNY CAN EITHER BE BASED OFF THE MEA FOR AN AIRWAY OR SECTORIZED IFR ALTITUDE FOR OFF AIRWAY NAVIGATION. WORDING ALLOWS FOR THE PILOT TO PLAN A CLIMB TO THE PROPER MEA DEPENDING ON HOW EQUIPMENT USED FOR NAVIGATION.

07/27/2015: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 07/16/2015.

1. CHANGED KPLU TO PIERCE COUNTY - THUN FIELD UNDER AIRPORT HEADING.
(LRE)

