

Factual Report – Attachment 14
PUW Airport Information Chart

OPERATIONAL FACTORS/HUMAN PERFORMANCE

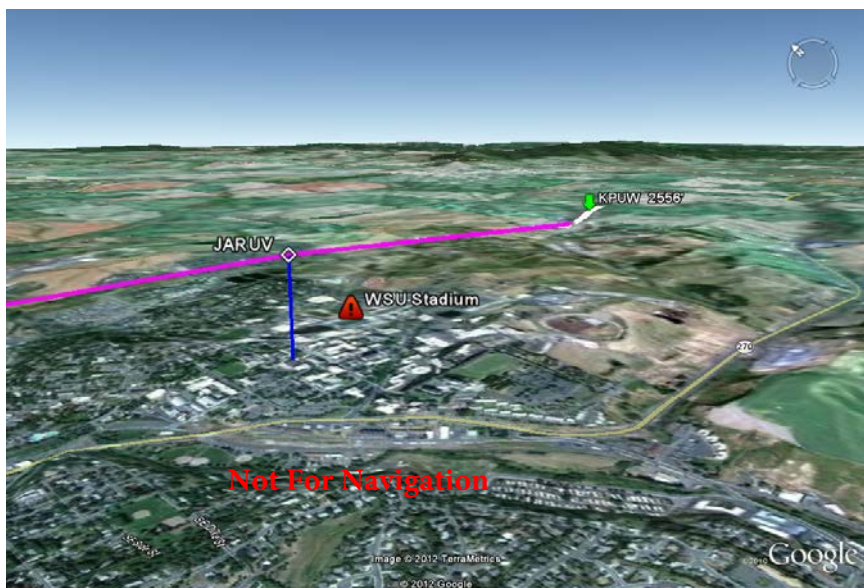
DCA18IA081



COMMUNICATIONS					FOQA	
Operations	Radio Remote		SEA RCO		YES	
132.00	CTAF 122.80		122.6			
GROUND SERVICES						
Dual Door	Ext Power	PCA	Lav Service	Jetway	Deice Fluid	
Yes	Yes	Yes	No	No	I & IV	
Arrival • Radio Remote: Contact PUW station on CTAF for traffic advisories. <i>[FOM]</i> • Announcement shall be made on CTAF that you are a “large” or “approach category C” aircraft inbound. Include estimated time to landing. <i>[FOM]</i> • When conducting the RNAV (RNP) approach to Rwy 24, reduce descent rate to intercept and fly the PAPI from DA to touchdown to ensure adequate clearance from rising terrain. <i>[Tech Pilots]</i>			Departure • Radio remote: Contact PUW station on CTAF for traffic advisories. <i>[FOM]</i> • Prior to taxiing onto the parallel taxiway, announce on CTAF you are a “large” or “approach category C” aircraft intending to takeoff and include an ETD. If there are other large or Category C aircraft inbound or preparing for takeoff: 1. Delay taxi until the aircraft has cleared the runway, or 2. Determine if there is sufficient time to proceed to the run-up area at either end of Twy A prior to the takeoff or landing of the other large/approach Category C aircraft. <i>[FOM]</i>			

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- Prior to takeoff, if an aircraft is on the parallel taxiway:
 1. Delay takeoff until the aircraft has exited the taxiway or is at the run-up area, or
 2. If an aircraft is not exiting at a reasonable speed, takeoff is authorized provided the Captain determines the other aircraft does not present a hazard.

General

- Large or Category C aircraft calls are required due to proximity of the parallel taxiway to the runway.
- The existence of aircraft on the parallel taxiway does not constitute the need for a go-around, missed approach, or aborted takeoff.
- There is no requirement for the flight crew to monitor the status of aircraft operating on the parallel taxiway during takeoff or landing.
- Station personnel shall monitor and advise of aircraft activity on the parallel taxiway prior to takeoff operations.
- Large aircraft are those having a wingspan of 79' or greater.
- Two-way communication with SEA ATC is unreliable at either runway end.

- BOI FSS: (800) 992-7433. *[Dispatch]*
- During periods of PUW RCO outage, contact Nationwide clearance delivery (888) 766-8267. *[Dispatch]*
- ASOS (509) 334-3222

WSU Stadium

- When possible, avoid direct overflight of the WSU stadium – which is located near JARUV waypoint (1.7 nm west of the airport) on final to Rwy 06. See Stadium Overflight in FOM section 2.2 for more information. *[FOM]*
- View above shows proximity of WSU stadium and the approach to Rwy 06.

End

Pullman Rwy 24

Due to the high terrain on short final to RWY 24 and the difference between the 3.5 RNAV glidepath angle (RNAV RNP M 24) from the 4.0 VGSi angle, high rates of descent and GPWS: SINK RATE cautions are common.

