

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.
RICHLAND, WA	RICHLAND	13 NOVEMBER 2014	9

TAKEOFF MINIMUMS:

RWY 1, STANDARD WITH MINIMUM CLIMB OF 310 FT/NM TO 5000, OR 4600-3 FOR VCOA.
RWY 8, STANDARD WITH MINIMUM CLIMB OF 310 FT/NM TO 5000, OR 4600-3 FOR VCOA.
RWY 19, STANDARD WITH MINIMUM CLIMB OF 480 FT/NM TO 5000, OR 4600-3 FOR VCOA.
RWY 26, STANDARD WITH MINIMUM CLIMB OF 355 FT/NM TO 5000, OR 4600-3 FOR VCOA.

TEXTUAL DEPARTURE PROCEDURES:

RWY 1, 8 – CLIMBING LEFT TURN HEADING 220 TO INTERCEPT PSC VOR/DME R-273 TO 6000 TO PAPPS INT/PSC 32.51 DME BEFORE PRECEEDING ON COURSE.
RWY 19 - CLIMBING RIGHT TURN HEADING 310 TO INTERCEPT PSC VOR/DME R-273 TO 6000 TO PAPPS INT/PSC 32.51 DME BEFORE PROCEEDING ON COURSE.
RWY 26 – CLIMBING RIGHT TURN HEADING 290 TO INTERCEPT PSC VOR/DME R-273 TO 6000 TO PAPPS INT/PSC 32.51 DME BEFORE PROCEEDING ON COURSE.

VISUAL CLIMB OVER AIRPORT:

ALL RUNWAYS - OBTAIN ATC APPROVAL FOR VCOA WHEN REQUESTING IFR CLEARANCE. CLIMB IN VISUAL CONDITIONS TO CROSS RICHLAND AIRPORT AT OR ABOVE 4800 THEN ON PSC VOR/DME R-273 TO PAPPS INT/PSC 32.51 DME BEFORE PROCEEDING ON COURSE.

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 1, TREE AND TERRAIN BEGINNING 34 FT FROM DER, 35 FT LEFT OF CENTERLINE, UP TO 27 FT AGL/407 FT MSL. TERRAIN 125 FT FROM DER, 154 FT RIGHT OF CENTERLINE, 394 FT MSL. POLE AND TRANSMISSION POLE BEGINNING 752 FT FROM DER, 446 FT RIGHT OF CENTERLINE, UP TO 41 FT AGL/416 FT MSL.

NOTE: RWY 8, SIGN 22 FT FROM DER, 122 FT RIGHT OF CENTERLINE, 3 FT AGL/391 FT MSL. TERRAIN BEGINNING 91 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, 394 FT MSL. RAILROAD CARS BEGINNING 204 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 27 FT AGL/410 FT MSL. MULTIPLE TREES BEGINNING 1510 FT FROM DER, 12 FT RIGHT OF CENTERLINE, UP TO 25 FT AGL/438 FT MSL. MULTIPLE TREES BEGINNING 2240 FT FROM DER, 94 FT LEFT OF CENTERLINE, UP TO 25 FT AGL/456 FT MSL.

NOTE: RWY 19, BUSH 22 FT FROM DER, 493 FT LEFT OF CENTERLINE, 11 FT AGL/401 FT MSL. TERRAIN 64 FT FROM DER, 169 FT RIGHT OF CENTERLINE, 394 FT MSL. BUSH 204 FT FROM DER, 297 FT LEFT OF CENTERLINE, 4 FT AGL/399 FT MSL. MULTIPLE TREES BEGINNING 323 FT FROM DER, 478 FT RIGHT OF CENTERLINE, UP TO 25 FT AGL/424 FT MSL. MULTIPLE TREES BEGINNING 665 FT FROM DER, 399 FT LEFT OF CENTERLINE, UP TO 25 FT AGL/472 FT MSL.

NOTE: RWY 26, TERRAIN AND MULTIPLE TREES BEGINNING 72 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 17 FT AGL/407 FT MSL. ANTENNA 304 FT FROM DER, 445 FT RIGHT OF CENTERLINE, 5 FT AGL/ 408 FT MSL. POLE 392 FT FROM DER, 255 FT RIGHT OF CENTERLINE, 1 FT AGL/409 FT MSL. FENCE 450 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 5 FT AGL/425 FT MSL. BUSH, TERRAIN AND MULTIPLE TREES BEGINNING 729 FT FROM DER, 231 FT RIGHT OF CENTERLINE, UP TO 17 FT AGL/ 427 FT MSL. MULTIPLE TREES BEGINNING 1742 FT FROM DER, 869 FT LEFT OF CENTERLINE, UP TO 25 FT AGL/ 457 FT MSL.

CONTROLLING OBSTACLES:

RWY 1, 8, 26: 3799 FT MSL AAO 462338.50N/1193538.70W.

RWY 19: 1599 FT MSL AAO 461532.95N/1192159.53W, 3799 FT MSL AAO 462338.50N/1193538.70W.

ALL RWYS: (VCOA) 3799 FT MSL AAO 462338.50N/1193538.70W; 837 FT MSL TOWER (53-001325) 461758.33N/1192127.38W.



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REMARKS:

ROUTE DEPARTURE DEVELOPED IN LIEU OF DIVERSE DEPARTURE AT ATC SPECIFIC REQUEST TO EMULATE THE EXISTING FLIGHT PATHS AS CLOSELY AS POSSIBLE WITH MINIMAL CHANGES.
VCOA ALTITUDE PREDICATED ON EN ROUTE TRANSITION ALTITUDE IS 6000.
8260.46D CHANGE 3 USED FOR DEVELOPMENT.

FLIGHT INSPECTED BY:

REQUIRED EFFECTIVE DATE:

James Meek  9/11/14

ROUTINE

DEVELOPED BY:

TOBY HUFF  AJV-354
(SCOTT BAGENSEN)

2/19/2014

APPROVED BY:

GEORGE GONZALEZ  AJV-354

SEP 26 2014

COORDINATED WITH:

AOPA, ALPA, NBAA, ZSE, AMGR, CHINOOK APP CON

CHANGES:

1. TEXTUAL DEPARTURE PROCEDURE: CHANGED ROUTE RADIAL FROM PSC VOR/DME R-269 TO PSC VOR/DME R-273.
2. TEXTUAL DEPARTURE PROCEDURE: CHANGED PAPPS INT DISTANCE FROM 32.72 DME TO 32.51 DME.
3. UPDATED CONTROLLING OBSTACLES.
4. TAKEOFF MINS: UPDATED CLIMB GRADIENT TO RWY 26 FROM 350 FT/NM TO 5000 TO 355 FT/NM TO 5000.
5. ADDED VCOA WITH ATC CONCURRENCE.
6. UPDATED TAKEOFF OBSTACLES.
7. REMARKS: ADDED ATC'S REQUEST TO MAINTAIN CURRENT DEPARTURE PROCEDURE.

REASONS:

- 1, 2. PSC VOR/DME MOVED 2686 FT NORTH AND MAGVAR UPDATED TO EPOCH YR 2015.
- 3, 4, 6. UPDATED MAP STUDY.
5. ADDED TO PROVIDE AN ALTERNATE DEPARTURE FOR AIRCRAFT UNABLE TO CLIMB AT PUBLISHED MANDATORY CLIMB GRADIENT.
7. ATC HIGHLIGHTED THE AIRSPACE CONFIGURATION AND TRAFFIC FLOW AS REASONS TO MAINTAIN CURRENT DEPARTURE PROCEDURE.

