

# Eastern Washington Poker Run SOP

Draft 1 by Elliott Bowman & Greg Reince

**TOWER Controllers...Mandatory hold of aircraft on the ground. Only allow one a/c every 2 minutes in order to provide adequate separation.**

## KYKM - KRLD

KYKM-KRLD(revised) = KYKM GROMO2.PAPPS V204 PEBLA KRLD

Departures vectored direct GROMO intersection and cleared up to a **4k initial**. Later cleared to a **7k Cruise AFTER crossing the arrivals**. From then a/c to follow the 9 dme arc until reaching YKM 087 Radial (OHKAR).A/c to join V204 and direct PAPPS. Descend A/C to cross PEBLA at **5k**. Aircraft is to shoot VOR/DME GPS-A approach for a straight in on runway 7 (pray to God rwy 7 is active \*note\* is a real rwy but not on sector file!). PEBLA is IAF on the VOR/DME approach into KRLD.

## KRLD – KALW

KRLD-KALW= KRLD PSC KALW

All departures are to be cleared direct PSC VOR and **cross at 3k**. Obstacle departures recommend this. After crossing PSC, A/C **climbed to cruise of 7k**. Depart Pasco VOR heading...**070 (rwy 16 vor app/ILS 20 app) or 100 (rwy 34 vis/ 2 VOR app)**.

## KALW – KPDT

KALW-KPDT=KALW WALLA1.PDT KPDT

Departing A/C to fly **hdg 210** on departure for runways 16 & 20. On runways 34 & 2 **initial left turn to 250** later direct PDT. Initial altitude **4k, cruise of 6k**. Aircraft to be then vectored for either ILS/VIS 25 or VOR/VIS 7. (vector A/C final before PDT VOR)

## KPDT – KPSC

KPDT-KPSC= KPDT PDT V298 KPSC

*If 7 is active* then departures are to fly runway heading for 5nm and climbed to initial altitude of **4k**. Then **left turn hdg 290 to join V298 and climb to cruise of 8k**.

*If 25 is active* then departures cleared direct PDT VOR then V298 and climbed to initial altitude of **4k**. Eventually climbed to **cruise of 8k**.

Note that Richland departures are crossing PSC VOR at or above 3k. So make sure the arriving a/c in PSC are vectored onto the approach before the VOR if landing to the NE. If landing to the SW (ILS 21R), descend the aircraft to **2k or so**. to cross below the Richland departures.

## KPSC – KYKM

KPSC – KYKM = KPSC PSC V298 YKM KYKM

All departures fly **rwy hdg until 4k**. From there they can be vectored to join V298. This should put the arrivals over the RLD dep's and the PSC arr's. Once clear of traffic climb

a/c to **cruise of 8k**. Arriving aircraft in Yakima need to pass over the Yakima departures who are on the 9 DME arc at 4k. Therefore the a/c need to pass the **9 dme at 5k**. After that they should be vectored for the ILS/VOR DME/VIS on 27 or the Back course/VIS on 9.

**\*NOTE TO APPROACH CONTROLLERS\*** The weather should be good so if you see any kind of newbie pilot try and give him a visual approach so that he doesn't blow a VOR approach and cause hell with a missed approach.