

Enumclaw Airport – WA77

45101 244th Ave SE

Enumclaw, WA 98022

www.enumclawairport.us

RUNWAY USE PERMISSION

Justin Treat

Owner & Airport Manager

Enumclaw Airport – WA77

(360) 820-7025

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ENUMCLAW AIRPORT STANDARD OPERATING PROCEDURES (SOP)

Along with prior approval to land from the Enumclaw Airport Manager, all pilots are required to have a copy of this briefing in their aircraft prior runway usage. Emergency operations are the **ONLY** exception to this rule. Information contained is for reference only. As pilot in command, you are responsible for the safe operation of your aircraft.

SHORT FIELD PRECISION LANDING SKILLS ARE REQUIRED

We operate off a narrow runway with a parallel ditch to the south, Crosswind landing proficiency is important to avoid damage to your aircraft. Because of our proximity to residential neighborhoods, after your second aborted landing, we recommend proceeding to your alternate destination. Come visit when the conditions are better, there are longer wider runways favoring all wind directions close by.

Airport Information

WA77 Enumclaw Airport

738' Field Elevation / 1,700 Traffic Pattern

122.9 CTAF

RP 07 - 1,800' available for landing

25 - 1,650' available for landing

No fuel, lights, instrument procedures, or on field weather

Training activity prohibited

Alternate Airports

KPLU Thun Field (Pierce County Airport) 17/35, CTAF 122.7, AWOS 128.575 or (253) 848-2748

S50 (Auburn Airport) RP 16/34, CTAF 122.8

S36 Norman Grier Field (Crest) 15/33, CTAF 123.0

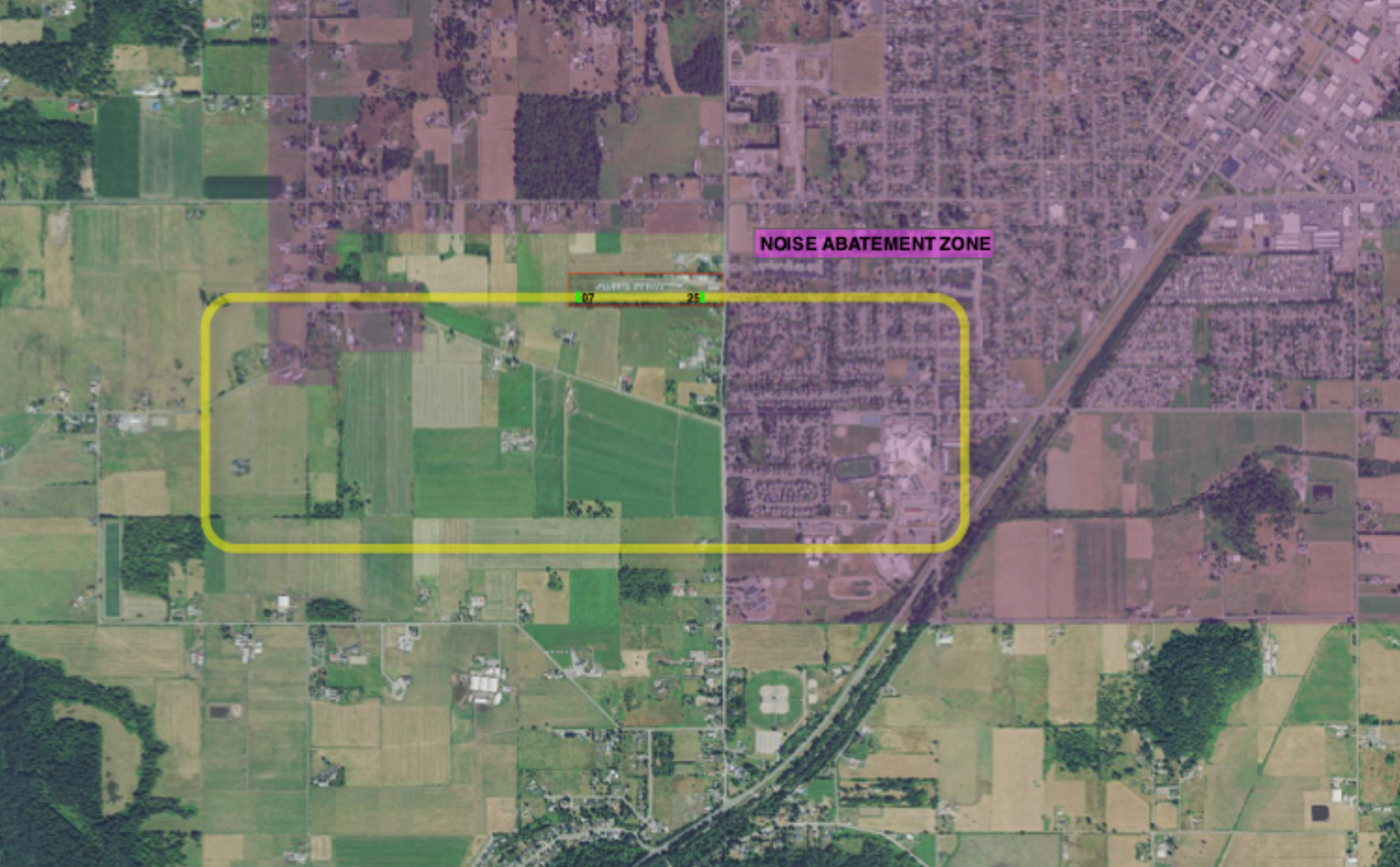
Southeast Practice Area - Pilot Training

There is a high volume of training activity in the airspace around the Enumclaw Airport. The area is designated as "Southeast Practice Area" on the air to air frequency 122.75. Monitoring this frequency is recommended and at times of congested airspace, it is a good practice to announce takeoff and landing activities on both air to air and CTAF frequencies.

Hot Air Balloon & Other Aircraft Operation

Calm mornings and evenings see increased hot air balloon, powered parachute, & ultralight activity. Not all crafts are monitoring 122.9. Be vigilant and watchful as these other aircraft are frequently in the Enumclaw Airport departure, arrival, & traffic patterns. All aircraft & on runway machinery permitted to operate on the Enumclaw Airport are **REQUIRED** to communicate on and monitor CTAF 122.9 during runway operations and all phases of flight relating to takeoff and landing at Enumclaw Airport





Runway 07 (Right Pattern)

Landing – 3* glide slope. 4' tall white fence on approach. Recommended landing runway. 1,800' available. Use Short Field Procedure for gravel runway. Initiate go around before white fence if approach is not stabilized.

Departure – Not Recommended due to overflying noise sensitive residential community. 1,650' available runway. Maintain runway heading until 1,700' MSL

Runway 25 (Left Pattern)

Landing - Not Recommended due to overflying residential community. 5* glide slope with busy street, trees, & houses on approach. 5' tall wire fence & 150' displaced threshold to avoid housing development & traffic on 244th Ave. SE. 1,650' available for landing. Use Short Field Procedure for gravel runway. Initiate go around prior to crossing 244th ave if approach is not stabilized.

Departure - 1,800' available runway. Recommended departure runway. Maintain runway heading until 1,700' MSL or avoid overflying homes

ENUMCLAW AIRPORT GOOD NEIGHBOR COMMITMENT

What to Expect

We don't fly over homes to the East of the airport unless the weather requires it. It is safest to land into the wind, allowing pilots to fly with slower ground speeds and stop more quickly. This means that the ONLY time we will fly over homes located to the east of our runway is on days when the wind is blowing hard from the West for landing or East for takeoff.

Pilot Qualification

Pilots landing at the Enumclaw Airport have been trained and are proficient in landing on short runways. There are very specific instructions and procedures that were reviewed prior to receiving permission to use this airport. Because of our Private status, we maintain strict standards for the pilots that are allowed to land here

On Field Safety

We maintain (2) high visibility windsocks to indicate safest landing direction. In the future, we plan to add a traffic notification system on 244th & a ground based pilot operated slope indicating system to ensure the pilots know the safest approach altitudes to maintain clearance from trees, roads, houses, and structures on both ends of the runway.