


Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 09/08/2014	Task #: 2014090834666701001	Request #: 20140908346667
Procedure: RNAV (GPS) RWY 10 AMDT 2			Airport ID: KS39	Airport: PRINEVILLE		Reimbursable #: NO
City: PRINEVILLE	ST: OR	GPS #:	Estimated Chart Date: 02/01/2018		FICO #:	
Fac ID: N/A		Fac. Type:			Specialist: DARREN HOOPER	
Procedure Review						
	Rec'd	Rel'd	Full Name		Comments	
Lead:	12/29/2015					
QA:					J ZEDER 10/17/2017 16	
Liaison:						
Procedure Comments:			ENROUTE-NON			
			Remark Type: INFORMATION			
APPROACH RNAV (GPS) RWY 10 AMDT 2. PROCEDURE AMENDMENT FOR INSTALLMENT OF AWOS ON AIRPORT AT KS39. CONTACTS: TEAM LEAD: STEVEN VARGAS AJV-5421 (405) 954-0695 MANAGER: JULIE MORGAN AJV-5420 (405) 954-8568						

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Circling NA for Cat D southwest of Rwy 10-28.

DME/DME RNP-0.3 NA.

Rwy 10 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 5100 then climbing right turn to 7100 direct DSD VORTAC and hold.

*Missed approach requires a minimum climb of 215 feet per NM to 5400.

AWOS-3PT 118.325	REDMOND ASOS 119.025	SEATTLE CENTER 128.15 257.75	UNICOM 122.8 (CTAF)
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PROTOTYPE-NOT FOR NAVIGATION

Procedure NA for arrivals on DSD VORTAC airway radials 030° CW 092°.

	ELEV 3251	TDZE 3246		
CATEGORY	A	B	C	D
LP MDA*	3660-1	414 (500-1)	3660-1 $\frac{1}{8}$	414 (500-1 $\frac{1}{8}$)
LP MDA	3760-1	514 (600-1)	3760-1 $\frac{3}{8}$	514 (600-1 $\frac{3}{8}$)
LNAV MDA	3900-1	654 (700-1)	3900-1 $\frac{7}{8}$	654 (700-1 $\frac{7}{8}$)
CIRCLING	4040-1 789 (800-1)	4060-1 809 (900-1)	4060-2 $\frac{1}{4}$ 809 (900-2 $\frac{1}{4}$)	4060-2 $\frac{1}{2}$ 809 (900-2 $\frac{1}{2}$)
	MIRL Rwy 10-28			LIRL Rwy 15-33

PRINEVILLE, OREGON

Amtd 2 FIG

44°17'N-120°54'W

RNAV (GPS) RWY 10

PRINEVILLE (S39)

OLD TO BE REPLACED

PRINEVILLE, OREGON

AL-9340 (FAA)

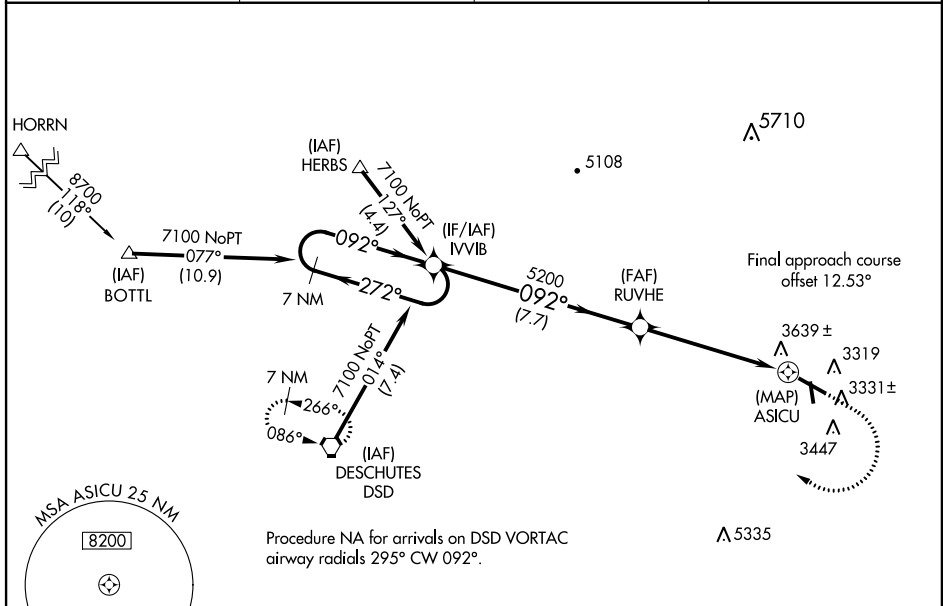
14205

WAAS CH 60936 W10A	APP CRS 092°	Rwy Idg THRE Apt Elev 3751 3246 3251
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RNAV (GPS) RWY 10 PRINEVILLE (S39)

<p>NA Circling NA for Cat D southwest of Rwy 10-28. DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. Use Redmond altimeter setting; when not received, use Bend altimeter setting and increase all MDA 20 feet and *LP Cat C/D visibility $\frac{1}{8}$ NM.</p> <p>*Missed approach requires a minimum climb of 220 feet per NM to 5500.</p>	<p>MISSED APPROACH: Climb to 5100 then climbing right turn to 7100 direct DSD VORTAC and hold.</p>
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AWOS-3PT 118.325	REDMOND ASOS 119.025	SEATTLE CENTER 128.15 257.75	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	3840-1	594 (600-1)	3840-1¾	594 (600-1¾)
*LP MDA	3680-1	434 (500-1)	3680-1¼	434 (500-1¼)
LNAV MDA	3940-1	694 (700-1)	3940-2	694 (700-2)
C CIRCLING	4000-1 749 (800-1)	4100-1¼ 849 (900-1¼)	4100-2½ 849 (900-2½)	4100-2¾ 849 (900-2¾)

PRINEVILLE, OREGON

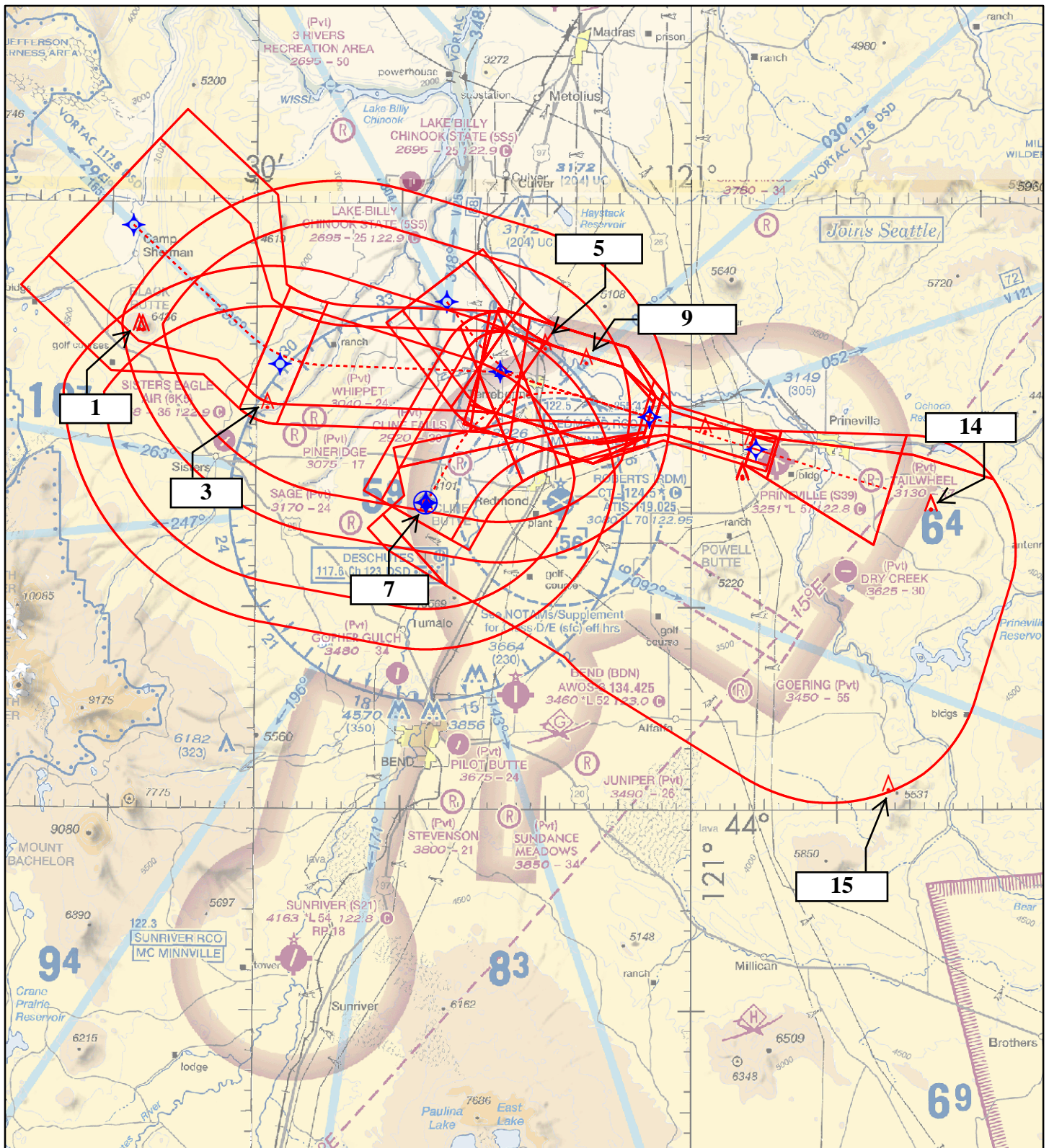
Amdt 1 06FEB14

44°17'N-120°54'W

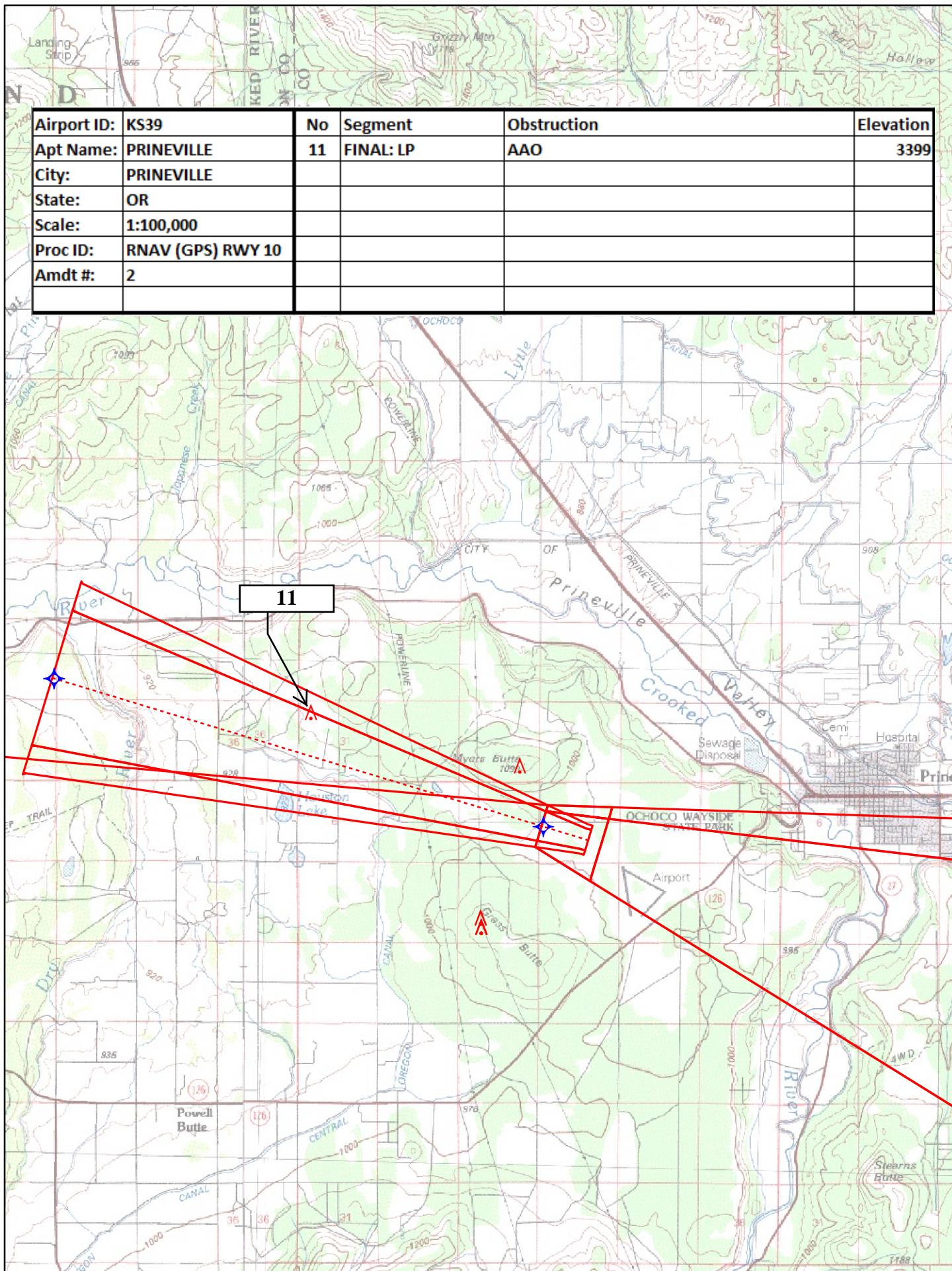
PRINEVILLE (S39)

RNAV (GPS) RWY 10

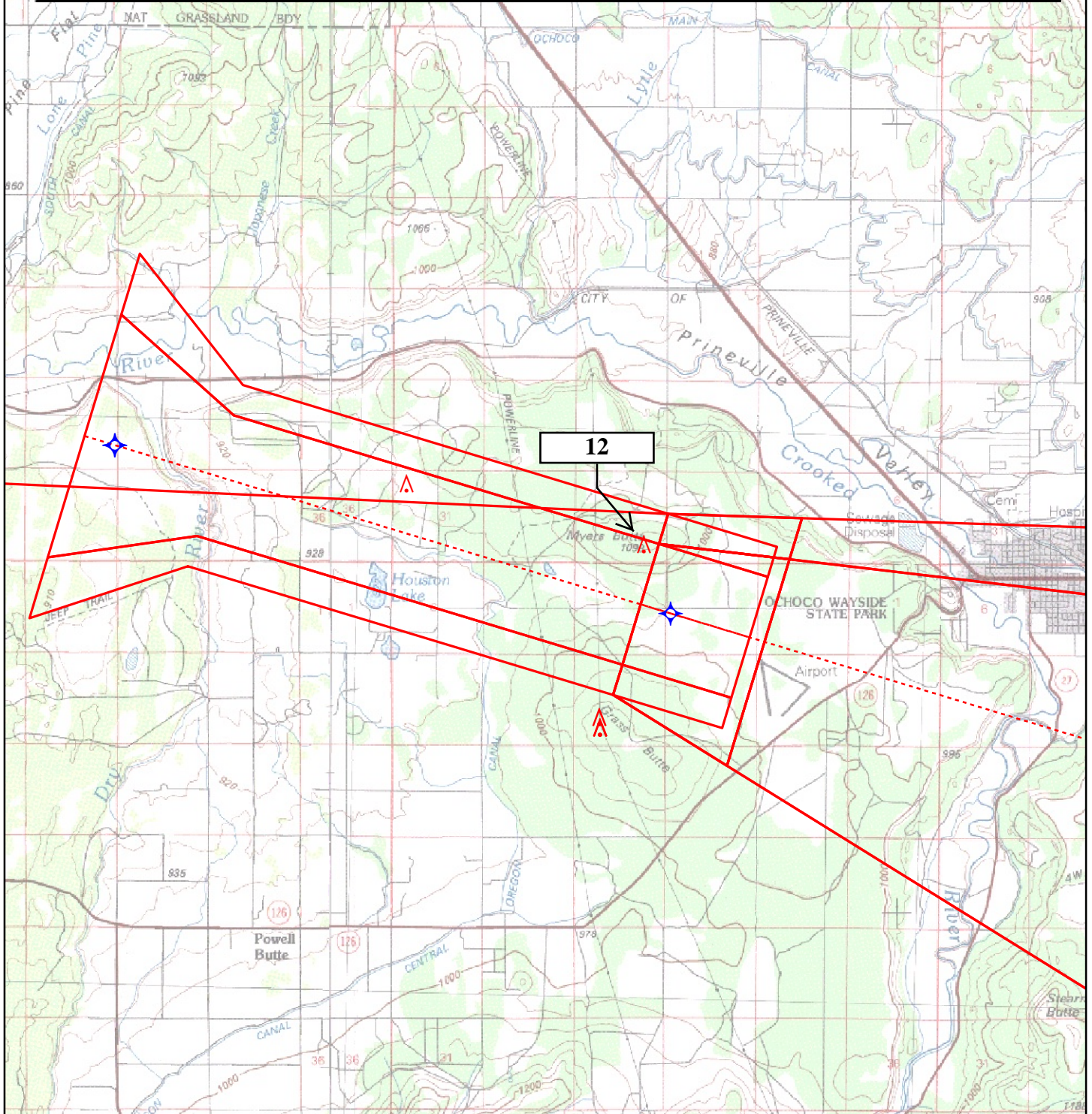
NW-1, 12 NOV 2015 to 10 DEC 2015

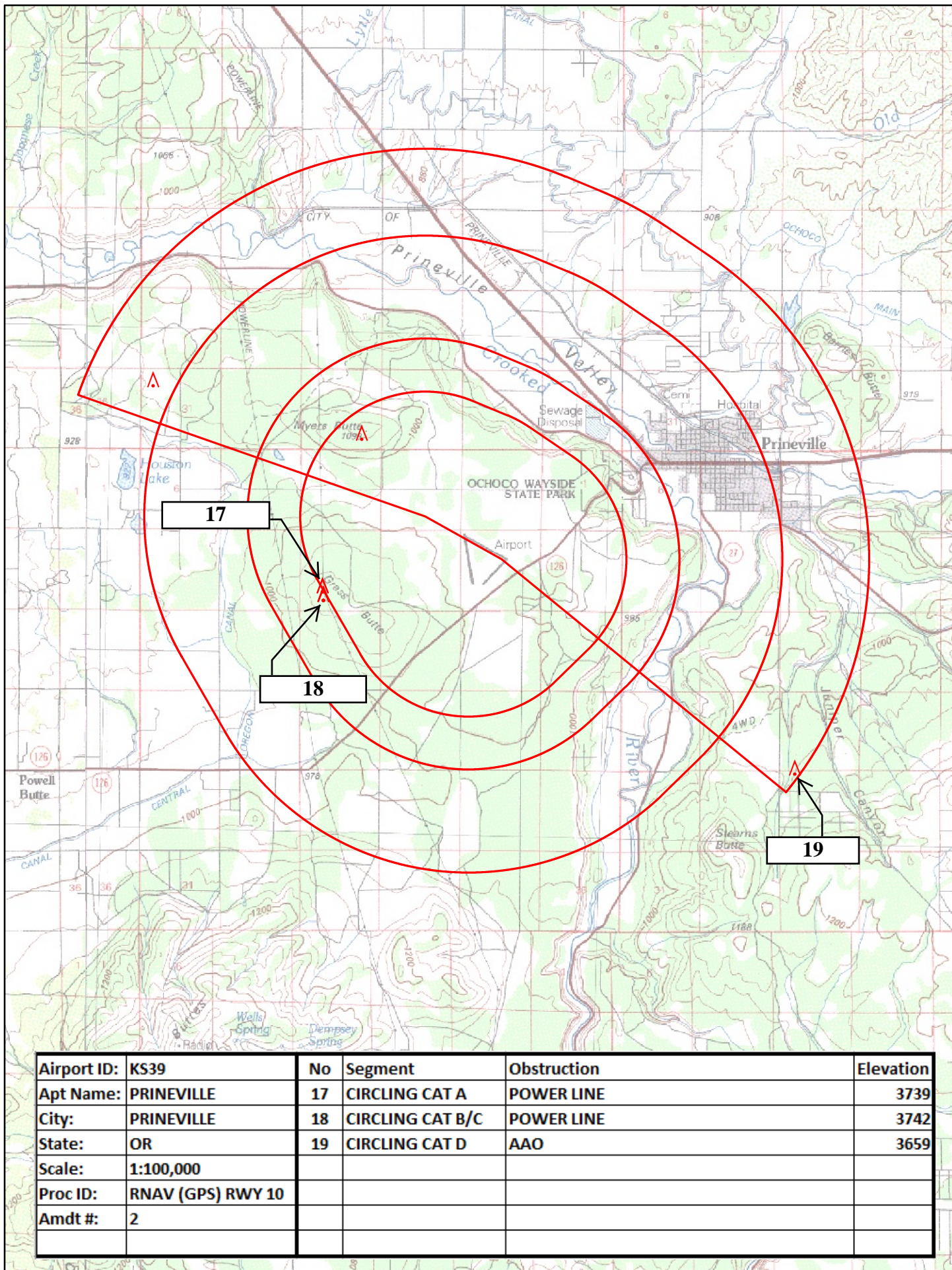


Airport ID:	KS39	No	Segment	AAO	Elevation
Apt Name:	PRINEVILLE	1	FEEDER HORN/H-I-L/MISSED HOLDING	AAO	6631
City:	PRINEVILLE	3	INITIAL BOTTL	AAO	3593
State:	OR	5	INITIAL HERBS	AAO	3219
Scale:	1:500,000	7	INITIAL DSD	AAO	4285
Proc ID:	RNAV (GPS) RWY 10	9	INTERMEDIATE	AAO	4439
Amdt #:	2	14	MISSED APPROACH	AAO	4880
		15	MISSED LEVEL SURFACE	AAO	5617



Airport ID:	KS39	No	Segment	Obstruction	Elevation
Apt Name:	PRINEVILLE	12	FINAL: LNAV	TREE	3639
City:	PRINEVILLE				
State:	OR				
Scale:	1:100,000				
Proc ID:	RNAV (GPS) RWY 10				
Amdt #:	2				





Airport ID:	KS39	No	Segment	Obstruction	Elevation
Apt Name:	PRINEVILLE	17	CIRCLING CAT A	POWER LINE	3739
City:	PRINEVILLE	18	CIRCLING CAT B/C	POWER LINE	3742
State:	OR	19	CIRCLING CAT D	AAO	3659
Scale:	1:100,000				
Proc ID:	RNAV (GPS) RWY 10				
Amdt #:	2				

TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **PRINEVILLE**

STATE: **OR**

AIRPORT NAME: **PRINEVILLE MUNI**

ID: **KS39**

PROCEDURE: **RNAV (GPS) RWY 10**

AMDT: **2**

DOCKET#: **NOT REQUIRED**

(96-AXX-X/Required/Not Required)

ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.

- | | | | |
|---|---------------------------------|--------------------------------|---------------|
| 1. Distance from | <u>THLD *</u> | to 1000' point | <u>4.00</u> |
| <small>(Enter THLD, FAF, ARP, FACILITY, as appropriate)</small> | | | |
| 2. Width of | <u>FINAL</u> | segment at 1000' point | <u>1.20</u> |
| <small>(Enter appropriate segment, final, intermediate, etc.)</small> | | | |
| 3. True Course of | <u>FINAL</u> | segment containing 1000' point | <u>106.75</u> |
| 4. High Terrain in | <u>FINAL</u> | segment containing 1000' point | <u>3609</u> |
| 5. Distance from | <u>THLD *</u> | to 1500' point | <u>5.80</u> |
| <small>(If 1500' point in PT maneuvering area or holding pattern note in remarks)</small> | | | |
| 6. Width of | <u>INTERMEDIATE</u> | segment at 1500' point | <u>1.95</u> |
| 7. True Course of | <u>INTERMEDIATE</u> | segment containing 1500' point | <u>106.64</u> |
| 8. High Terrain in | <u>INTERMEDIATE</u> | segment containing 1500' point | <u>4239</u> |
| 9. Threshold Coordinates (if straight-in) ... | <u>441736.14N / 1205453.25W</u> | | |
| 10. ARP Coordinates | <u>441716.00N / 1205418.60W</u> | | |
| 11. Runway Approach End and distance furthest from ARP | RWY | <u>10</u> | |
| | Distance | <u>0.53</u> | NM |
| 12. FAF Coordinates | <u>441926.38N / 1210251.24W</u> | | |

REMARKS: Approach/Drawing attached.

***OFFSET FINAL FICTITIOUS THRESHOLD POINT (CFPGB 441742.25N/1205450.68W)**

IF/IAF IVVIB: 442139.45N/1211309.19W



Federal Aviation Administration

Memorandum

Date:

To: FILE

From: Julie Morgan, Manager, Instrument Flight Procedures Team 2, AJV-5420

Subject: ACTION: Documentation of a Categorical Exclusion Under Order 1050.1

A. Proposed Action: Established an Instrument Approach Procedure (IAP) titled RNAV (GPS) RWY 10 and RNAV (GPS) RWY 28. Prineville Airport, (KS39), Prineville, OR.

B. This action qualifies for consideration as a categorically excluded action as it falls under the following specific categorical exclusion provision: Publishing of Instrument Procedures conducted over noise sensitive areas; modifications to currently approved instrument procedures conducted below 3,000 feet AGL that do not increase minimum altitudes and landing minima.

C. Other supporting information:

ASO-220 Memorandum dated April 5, 1989

AFS-1 Memorandum dated September 21, 1994

AVN-100 Memorandum dated July 23, 1996

D. Review and analysis by the FAA does not indicate that any extraordinary circumstances listed in Order 1050.1 or other reasons exist that would cause undersigned to believe that the proposed action might have the potential for causing significant environmental impacts upon its implementation. The proposed action does not individually or cumulatively have a significant effort on the human environment and, therefore, is determined to be categorically excluded from further environmental documentation according to Order 1050.1.

Date: 11-25-2015

Digitally signed by

STEVEN A VARGAS

Aug 15, 2017