

<b>ILS - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29</b>				Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.											
<b>TERMINAL ROUTES</b>				<b>MISSED APPROACH</b>											
FROM	TO	COURSE AND DISTANCE	ALTITUDE	<b>ILS: DA</b> <b>LOC: 5.79 NM AFTER LOTKE INT/I-SLE 6.91 DME OR AT I-SLE 1.12 DME</b>  <b>CLIMB TO 4000 ON I-SLE LOCALIZER NW COURSE TO ARTTY INT/I-SLE 5.59 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000.</b>  <b>ALTERNATE MA (DO NOT CHART): CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 3000 DIRECT SL NDB AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000. (ADF REQUIRED).</b>  <b>ADDITIONAL FLIGHT DATA:</b> <b>HOLD NW, RT, 133.08 INBOUND.</b> <b>CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SE SL NDB, LT, 313.09 INBOUND.</b> <b>FAS OBST: 770 AAO 445119N/1225641W</b> <b>CHART VDP AT 3.50 DME*</b> <b>DISTANCE VDP TO THLD 2.39 NM.</b> <b>*LOC ONLY.</b> <b>CHART IN PLANVIEW: SL NDB.</b> <b>CHART CIRCLING ICON</b>											
UBG VOR/DME	LOTKE INT/I-SLE 6.91 DME	155.21 / 32.11	3800												
CVO VOR/DME	LOTKE INT/I-SLE 6.91 DME	021.06 / 24.76	3500												
ARTTY INT/I-SLE 5.59 DME	LOTKE INT/I-SLE 6.91 DME	133.08 / 12.51 (I-SLE)	3300												
JAIME INT/I-SLE 34.60 DME (IAF)	GLORR INT/I-SLE 18.54 DME (NOPT)	313.09 / 16.07 (I-SLE)	5600												
GLORR INT/I-SLE 18.54 DME (IF/IAF)	SCIOS INT/I-SLE 11.26 DME (NOPT)	313.09 / 7.28 (I-SLE)	3400												
SCIOS INT/I-SLE 11.26 DME	LOTKE INT/I-SLE 6.91 DME	313.09 / 4.35 (I-SLE)	2100												
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. <b>HOLD SE LOTKE, RT, 313.09 INBOUND, 2400 FT. IN LIEU OF PT (IAF)</b> 3. FAC: <b>313.09</b> FAF: <b>LOTKE INT/I-SLE 6.91 DME</b> DIST FAF TO MAP: <b>5.79</b> THLD: <b>5.79</b> 4. MIN. ALT: <b>LOTKE 2100</b> 5. DIST TO THLD FROM OM: _____ - _____ MM: _____ - _____ IM: _____ - 150 HAT: _____ - 100 HAT: _____ - GS ANT: <b>867</b> 6. MIN GS INCPT: <b>2100</b> GS ALT AT: <b>LOTKE 2100</b> OM: _____ - _____ MM: _____ - _____ IM: _____ - 7. GS ANGLE: <b>3.00</b> TCH: <b>41.7</b> 8. MSA FROM: <b>SL NDB 020-140 6300, 140-290 4800, 290-020 3100</b>				MAG VAR: <b>17E</b> EPOCH YEAR: <b>2005</b>											
<b>MINIMUMS</b>															
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT				ALTERNATE: N A		ILS: # _____ LOC: @ _____									
CATEGORY >=====	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-ILS 31 %	414	2400	200	414	2400	200	414	2400	200	414	2400	200			
S-LOC 31	1020	2400	806	1020	4000	806	1020	1 7/8	806	1020	1 7/8	806			
CIRCLING	1020	1	806	1020	1 1/4	806	1020	2 1/2	806	1260	3	1046			
NOTES: CHART NOTE: % RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA. CHART NOTE: RWY 34 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MC MINNVILLE ALTIMETER SETTING: INCREASE DA TO 463 FT, AND ALL MDA 60 FT; INCREASE S-LOC 31 CATS C/D VISIBILITY TO 2 SM AND (CONTINUED ON PAGE 2)															
CITY AND STATE				ELEVATION: 214 TDZE: 214		FACILITY IDENTIFIER: I-SLE		PROCEDURE NO./AMDT NO./EFFECTIVE DATE:				SUP:			
SALEM, OR				AIRPORT NAME:				ILS OR LOC Z RWY 31, AMDT 31				AMDT: 30			
				MCNARY FLD								DATED 04/30/2015			

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
				ROUTINE	
COORDINATED WITH:					
ATA <div><input checked="" type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>		ALPA <div><input checked="" type="checkbox"/></div>	
APA <div><input type="checkbox"/></div>		AOPA <div><input checked="" type="checkbox"/></div>		NBAA <div><input checked="" type="checkbox"/></div>	
OTHER (specify) <div><input checked="" type="checkbox"/> ZSE, SLE ATCT, AMGR</div>					
FLIGHT CHECKED BY <i>Digitally signed by</i>					
NAME: CHARLES CUNNINGHAM		BEV L BORDY Mar 03, 2017		FIFO FIOG	DATE: 2/02/2017
DEVELOPED BY <i>Digitally signed by</i>					
NAME: SYLVAN DRAKES		SYLVAN DRAKES Oct 17, 2016		FIFO AJV-5432	DATE: 07/13/2016
APPROVED BY					
NAME: LONNIE EVERHART		<i>Digitally signed by</i> BEV L BORDY      MANAGER		FIFO AJV-5430	DATE:
CHANGES: Mar 03, 2017					
<p>1. CHANGED ALTERNATE MISSED APPROACH FROM CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 3000 DIRECT TURNO LOM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000. (ADF REQUIRED); "TO" CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 3000 DIRECT SL NDB AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000. (ADF REQUIRED).</p> <p>2. CHANGE CHART NOTE FROM WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MC MINNVILLE ALTIMETER SETTING: INCREASE DA 49 FT, AND ALL MDA 60 FT; INCREASE S-LOC 31 CATS C AND D VISIBILITY TO 1 7/8 MILES AND CIRCLING CAT C VISIBILITY TO 2 1/2 MILES "TO" WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MC MINNVILLE ALTIMETER SETTING: INCREASE DA TO 463 FT, AND ALL MDA 60 FT; INCREASE S-LOC 31 CATS C/D VISIBILITY TO 2 SM AND CIRCLING CAT A VISIBILITY TO 1 1/4 SM.</p> <p>3. UPDATED ALL CHART NOTE VISIBILITIES FROM MILES "TO" SM.</p> <p>4. CHANGED MSA RADIUS FROM SL LOM 020-140 6300, 140-290 4800, 290-020 3100 "TO" SL NDB 020-140 6300, 140-290 4800, 290-020 3100.</p> <p>5. ADDED CHART NOTE: RWY 34 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.</p>					
REASONS:					
<p>1., 4. PER FPT CHECKLIST AND TURNO OM DECOMMISSIONED.</p> <p>2., 3. PER 8260.19G.</p> <p>5. ORDER 8260.3, CHAPTER 3 AND 8260.19G 8-6-5I(3).</p>					



US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION  
ILS - STANDARD  
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.29

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

NOTES, (CONT.):

CIRCLING CAT A VISIBILITY TO 1 1/4 SM.

CHART NOTE: VDP NA WHEN USING MC MINNVILLE ALTIMETER SETTING.

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 31 CAT C/D VISIBILITY TO 2 1/2 SM.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT JAIME ON V536 EASTBOUND.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT GLORR ON V448 SOUTHBOUND.

CHART PLANVIEW NOTE: RADAR REQUIRED FOR PROCEDURE ENTRY AT ARTTY.

QUALITY  
23  
CHECKED

CITY AND STATE

SALEM, OR

ELEVATION: 214

TDZE: 214

AIRPORT NAME:

MCNARY FLD

FACILITY  
IDENTIFIER:  
I-SLE

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:  
ILS OR LOC Z RWY 31, AMDT 31

SUP:

AMDT: 30

DATED: 04/30/2015

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
ATA <div><input type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>	ALPA <div><input type="checkbox"/></div>	APA <div><input type="checkbox"/></div>	AOPA <div><input type="checkbox"/></div>
NBAA <div><input type="checkbox"/></div>		OTHER (specify) <div><input type="checkbox"/></div>			
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
CHANGES:					
REASONS:					

# STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

## PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.	
FEEDER	UBG VOR/DME	LOTKE INT/I-SLE	1. AAO	452109.00N/1225839.00W	1788 (4E)	2000		3800	
		6.91 DME	2. TERRAIN	452109.00N/1225839.00W	1588 (1600)		AS1500	3100	
FEEDER	CVO VOR/DME	LOTKE INT/I-SLE	3. AAO	444644.70N/1225922.50W	1295 (2C)	2000	AT200	3500	
		6.91 DME	4. TERRAIN	444644.70N/1225922.50W	1095 (1100)		AS1500	2600	
FEEDER	ARTTY INT/I-SLE	LOTKE INT/I-SLE	5. AAO	445830.70N/1230812.70W	1293 (6A)	2000		3300	
	5.59 DME	6.91 DME	6. TERRAIN	445821.00N/1230827.00W	1083 (1100)		AS1500	2600	
INITIAL	JAIME INT/I-SLE	GLORR INT/I-SLE	7. AAO	442951.20N/1223430.00W	4300 (2C)	1000		5300	
	34.60 DME	18.54 DME	8. TERRAIN	442951.20N/1223430.00W	4100 (4100)		AS1500	5600	
INTERMEDIATE	GLORR INT/I-SLE	SCIOS INT/I-SLE	9. AAO	444036.00N/1224339.00W	1651 (4E)	500	AT1151 AC98	3400	
	18.54 DME	11.26 DME	10. TERRAIN	444036.00N/1224339.00W	1451 (1500)		AS1500	3000	
	(IF/IAF)								
INTERMEDIATE:	SCIOS INT/I-SLE	LOTKE INT/I-SLE	11. AAO	444515.00N/1224857.00W	732 (4E)	500	AC98 DG770	2100	
STEPDOWN	11.26 DME	6.91 DME	12. TERRAIN	444624.00N/1225109.00W	384 (400)		AS1500	1900	
FINAL: ILS	LOTKE INT/I-SLE	RW31				ASC		414/200	
	6.91 DME								
2. HOLD-IN-LIEU-OF-PT	LOTKE	P-5	14. AAO	444103.00N/1224606.00W	1365 (4E)	1000		2400	
			15. TERRAIN	444103.00N/1224606.00W	1165 (1200)		AS1000	2200	
3. MISSED APPROACH	MAP: DA / 5.79 NM	ARTTY INT/I-SLE				ASC		4000	
	AFTER LOTKE	5.59 DME	16. AAO	445857.00N/1230700.00W	899 (4E)	1000		1900	
	ELEV: 249/770		17. TERRAIN	445857.00N/1230700.00W	699 (700)		AS1500	2200	
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.							
CATEGORY A	1.3 NM	REQUIRED 350	806	20. TREE (KSLE0078)	445252.78N/1230002.22W	534 (1B)	300	SI 1020	
CATEGORY B	1.5 NM	450	806	21. TREE (KSLE0021)	445313.09N/1230139.55W	629 (2C)	300	SI 1020	
CATEGORY C	1.7 NM	450	806	22. TOWER (41-000071)	445435.25N/1230329.81W	700 (2C)	300	SI 1020	
CATEGORY D	2.3 NM	550	1046	23. AAO	445033.40N/1230119.70W	949 (2C)	300	1260	
CATEGORY E	4.5 NM	550							
5. MINIMUM SAFE ALTITUDES	PRIMARY NAVAIID: SL NDB								
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A
020-140	AAO	080/28.5	5214 (6A)	6300	290-020	TWR (41-000357)	033/14.2	2064 (1A)	3100
140-290	AAO	263/26.8	3789 (6A)	4800					
CITY AND STATE	ELEVATION: 214			FACILITY	PROCEDURE AND AMENDMENT NO:			REGION	
SALEM, OR	AIRPORT NAME: MCNARY FLD			I-SLE	ILS OR LOC Z RWY 31, AMDT 31			ANM	

QUALITY  
23  
CHECKED

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: <b>PRECIPITOUS TERRAIN EVALUATION COMPLETED.</b>  <b>KSLE/KMMV ON SERVICE A.</b>  <b>VGSI DATA: NONE.</b>  <b>VEGETATION HEIGHT: 100 FT</b>  <b>%1800 RVR AUTHORIZED PER 8400.13B.</b>  <b>RWY 34 20:1 OBST 254 FT MSL TOWER (41-021544) IS LIT PER FPT.</b>  <b>TERPS PARA 234E APPLIED TO HOLD-IN-LIEU AT FAF. HOLDING ALTITUDE 2400, FAF ALTITUDE 2100.</b>  <b>ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.</b> <b>CAT A: 1.30NM</b> <b>CAT B: 1.81NM</b> <b>CAT C: 2.85NM</b> <b>CAT D: 3.72NM</b>  <b>NO ADDITIONAL AIRSPACE REQUIRED.</b> <b>RASS PRESSURE PATTERNS SAME</b> <b>KSLE 214, KMMV 163</b> <b>RA = 48.86.</b>  <b>MISSED APPROACH OBSTACLES CONT.</b> <b>ALTERNATE:</b> <b>ASC 3000</b>  <b>18. AAO 445112.00N/1230500.00W 955 (4E) 1000 2000</b> <b>19. TERRAIN 445112.00N/1230500.00W 755 (800) AS1500 2300</b>													
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE				3. ALTIMETER SETTING															
<b>ZSE ARTCC</b> <b>SLE TOWER</b>				<input type="checkbox"/> N W S		<b>OTHER:</b> <b>ASOS</b>		SOURCE: <b>KSLE / KMMV</b>															
				<input type="checkbox"/> F A A				DISTANCE: <b>0 / 18.02</b>															
				<input type="checkbox"/> A / C				HOURS REMOTE OPERATION: <b>24 / 24</b>															
SATISFACTORY ON:				LOCATION: <b>KSLE</b>				ADJUSTMENT: <b>0 / 49</b>															
4. MONITOR STATUS		PRIMARY NAVAID: <b>I-SLE</b>																		<b>RWY 34 20:1 OBST 254 FT MSL TOWER (41-021544) IS LIT PER FPT.</b>			
		MONITOR POINT: <b>POCC</b>																					
		HRS OPTN:		CAT 1		<b>24</b>																	
				CAT 3																			
5. APPROACH & RUNWAY LIGHTING		<b>ALS</b>								<b>TERPS PARA 234E APPLIED TO HOLD-IN-LIEU AT FAF. HOLDING ALTITUDE 2400, FAF ALTITUDE 2100.</b>													
		<b>(S) SALS</b>																					
		<input checked="" type="checkbox"/>		<b>MALSR 31 (PCL)</b>																			
		<input checked="" type="checkbox"/>		<b>HIRL 13 (PCL), 31 (PCL)</b>																			
		<input checked="" type="checkbox"/>		<b>MIRL 16 (PCL), 34 (PCL)</b>																			
		<input checked="" type="checkbox"/>		<b>REIL 13 (PCL), 16 (PCL), 34 (PCL)</b>																			
				<b>TDZ</b>																			
				<b>C/LINE</b>																			
<input checked="" type="checkbox"/>		<b>OTHER (SPECIFY)</b> <b>VASI-4L 13 ODALS 13 (PCL) PAPI-4L 16, 34</b>																					
6. RUNWAY MARKINGS		BASIC								<b>18. AAO 445112.00N/1230500.00W 955 (4E) 1000 2000</b> <b>19. TERRAIN 445112.00N/1230500.00W 755 (800) AS1500 2300</b>													
		ALL WEATHER <b>PIR-G 31</b>																					
		INSTRUMENT <b>NPI-G 13, 16, 34</b>																					
7. RUNWAY VISUAL RANGE		APPROACH <b>31</b>																					
		MIDFIELD																					
		ROLL OUT																					
8. GLIDE PATH		GP ANGLE: <b>3.00</b>				ELEV RWY THRESHOLD: <b>213.6</b>																	
		DISTANCE FROM RWY: <b>867</b>				ELEV GP ANTENNA: <b>208.9</b>																	
						THRESHOLD CROSSING HEIGHT: <b>41.7</b>																	
9. FINAL APPROACH COURSE AIMING		<input checked="" type="checkbox"/>		RUNWAY THRESHOLD				FT. FROM THRESHOLD															
		<input checked="" type="checkbox"/>		ON CENTERLINE				FT. FROM CENTERLINE															
10. WAIVERS: <b>NONE</b>																							
PART D - PREPARED BY: <b>SYLVAN DRAKES</b>										DATE: <b>07/13/2016</b>													
TITLE: <b>AERONAUTICAL INFORMATION SPECIALIST</b>										OFFICE: <b>AJV-5432</b>													



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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## PART - A OBSTRUCTION DATA

[illegible]

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:	
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE			3. ALTIMETER SETTING				
SATISFACTORY ON:					N W S	OTHER:		SOURCE:			
					F A A			DISTANCE:			
					A / C			HOURS REMOTE OPERATION:			
V H F		U H F		H F	LOCATION:			ADJUSTMENT:			
4. MONITOR STATUS		PRIMARY NAVAID:									
		MONITOR POINT:									
		HRS	CAT 1								
OPTN:	CAT 3										
5. APPROACH & RUNWAY LIGHTING		ALS									
		(S) SALS									
		MALS									
		HIRL									
		MIRL									
		REIL									
		TDZ									
		C/LINE									
6. RUNWAY MARKINGS		BASIC									
		ALL WEATHER									
		INSTRUMENT									
7. RUNWAY VISUAL RANGE		APPROACH									
		MIDFIELD									
		ROLL OUT									
8. GLIDE PATH		GP ANGLE:				ELEV RWY THRESHOLD:					
		DISTANCE FROM RWY:				ELEV GP ANTENNA:					
						THRESHOLD CROSSING HEIGHT:					
9. FINAL APPROACH COURSE AIMING				RUNWAY THRESHOLD					FT. FROM THRESHOLD		
				ON CENTERLINE					FT. FROM CENTERLINE		
10. WAIVERS:											
PART D - PREPARED BY:						DATE:					
TITLE:						OFFICE:					