

<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 09/22/2014	<b>Task #:</b> 2014092229591301001	<b>Request #:</b> 20140922295913
<b>Procedure:</b> ILS OR LOC Z RWY 31 AMDT 31			<b>Airport ID:</b> KSLE	<b>Airport:</b> MCNARY FLD		<b>Reimbursable #:</b> NO
<b>City:</b> SALEM	<b>ST:</b> OR	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 04/27/2017		<b>FICO #:</b> 1178268	
<b>Fac ID:</b> SLE		<b>Fac. Type:</b> ILS		<b>Specialist:</b> SYLVAN DRAKES		
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	06/30/2016	02/07/2017	BEV L BORDY	<div style="position: relative; height: 100px;"> <div style="position: absolute; top: 0; right: 0; color: green; font-weight: bold; transform: rotate(-45deg);">QUALITY</div> <div style="position: absolute; bottom: 0; left: 0; color: green; font-weight: bold; transform: rotate(45deg);">CHECKED</div> <div style="position: absolute; top: 50%; left: 50%; transform: translate(-50%, -50%); font-size: 2em; font-weight: bold;">4</div> </div>		
<b>QA:</b>	01/17/2017	01/17/2017	BEV L BORDY			
<b>Liaison:</b>	01/17/2017	01/18/2017	MARY MCDONALD			
<b>Procedure Comments:</b>			<b>ENROUTE-NON</b>			
			<b>Remark Type:</b> INFORMATION			
<p>MAJOR AMENDMENT DUE TO REMOVAL OF OM. TURNO NDB REMAINS WITH TWO LETTER ID (SL) AND CHANGES TO THE ALTERNATE MISSED APPROACH.</p> <p>CONTACT: BEVERLY BORDY AJV-543 LEADS, 405-954-8293.</p> <p>FIX ARTTY: 03/01/17: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 02/07/17.</p> <p>1. REMOVED ENROUTE T263 FROM FIX USE AND REASON FOR REVISION.</p> <p>2. REMOVED ENROUTE LOW AND CONTROLLER FROM REQUIRED CHARTING AND REASON FOR REVISION.</p> <p>FIX CORVALLIS VOR/DME: 03/01/17: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 02/07/17.</p> <p>1. REMOVED ENROUTE T263 FROM FIX USE AND REASON FOR REVISION.</p>						



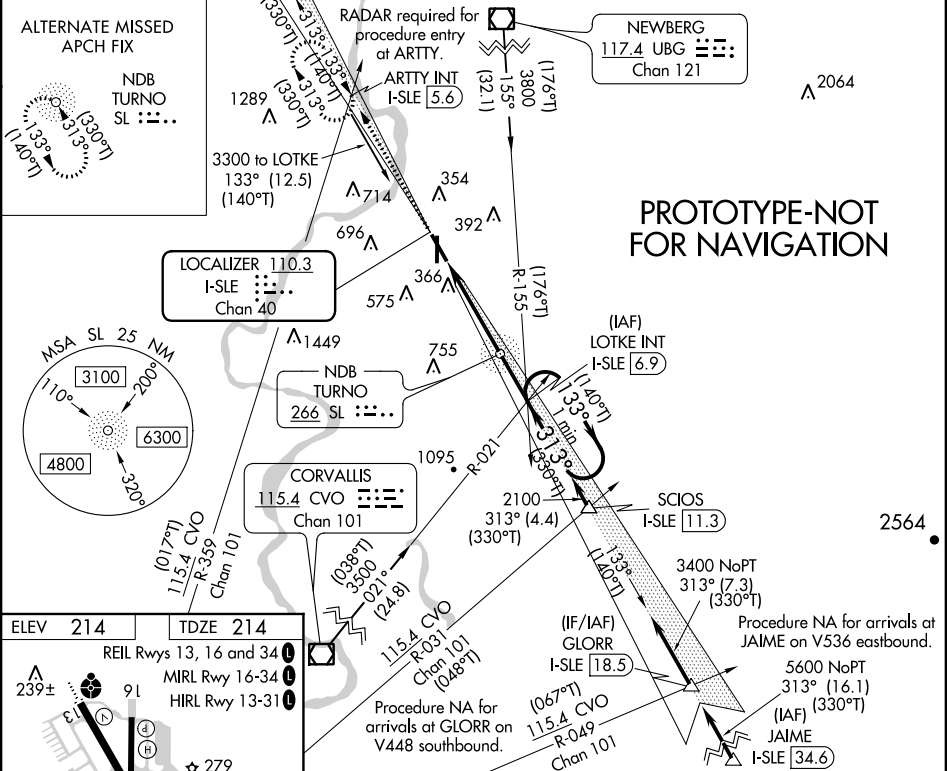
LOC/DME I-SLE	APP CRS	Rwy Idg	5811
110.3	313°	TDZE	214
Chan 40		Apt Elev	214

ILS or LOC Z Rwy 31  
MCNARY FIELD (SLE)

**⚠** When local altimeter setting not received, use Mc Minnville altimeter setting: increase DA to 463 feet, and all MDA 60 feet; increase S-LOC 31 Cats C and D visibility to 2 SM and Circling Cat A visibility to 1 1/2 SM. VDP NA when using Mc Minnville altimeter setting. For inop ALS, increase S-LOC 31 Cats C and D visibility to 2 1/2 SM. %RVR 1800 authorized with the use of FD or AP or HUD to DA. RWY 34 Helicopter visibility reduction below 1 SM NA.

**MALSR** MISSED APPROACH: Climb to 4000 on I-SLE Localizer NW course to ARTTY INT/I-SLE 5.6 DME and hold, continue climb-in-hold to 4000.

ATIS	SEATTLE CENTER	SALEM TOWER ★	GND CON	UNICOM
124.55	125.8 291.7	119.1(CTAF) 0 257.2	121.9	122.95



ELEV 214 TDZE 214

REIL Rwy 13, 16 and 34  
MIRL Rwy 16-34  
HIRL Rwy 13-31

TWR 270

313° 5.8 NM from FAF

FAF to MAP 5.8 NM

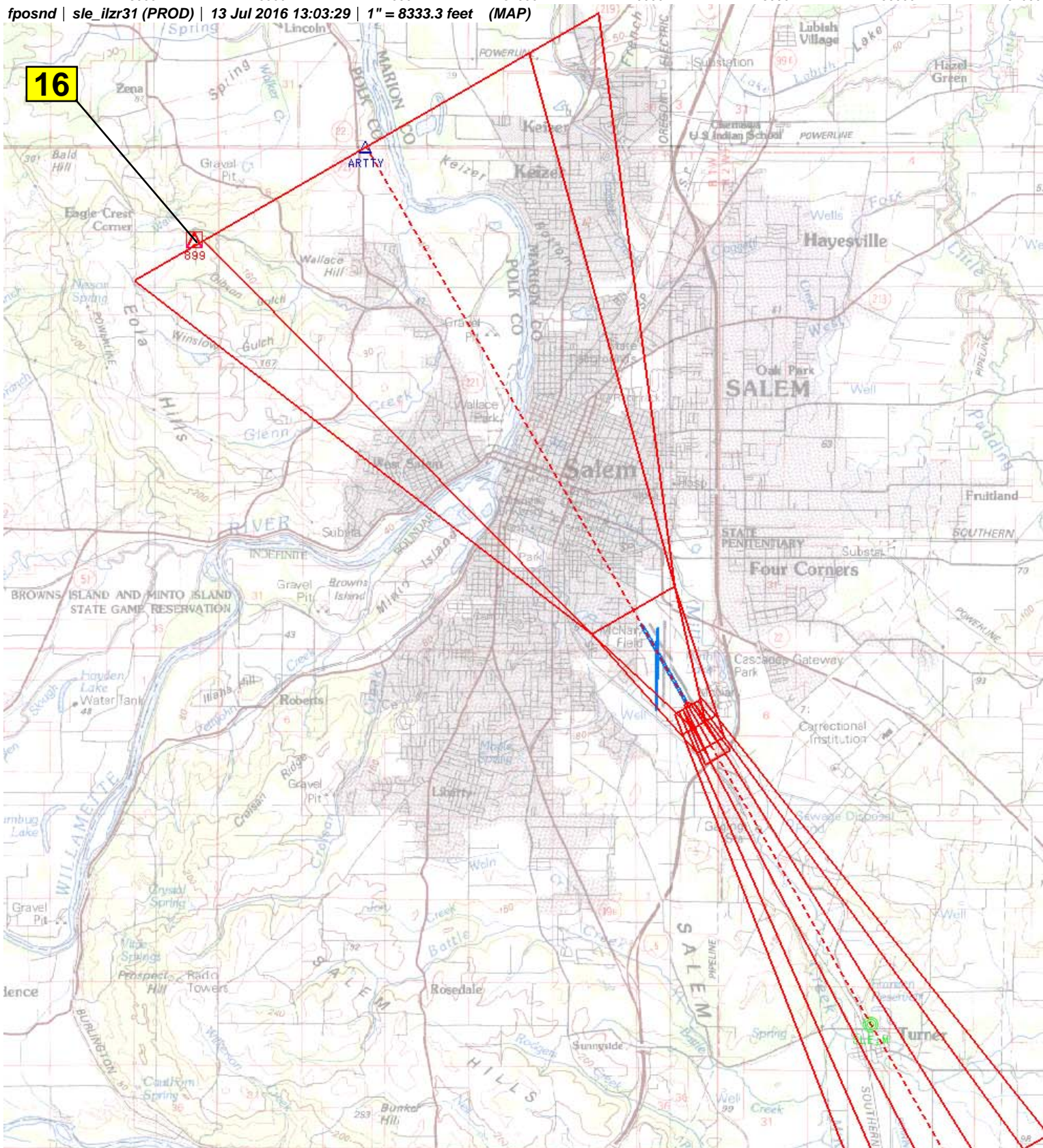
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	* LOC only			
	A	B	C	D
S-ILS 31	414/24 200 (200-1/2)			
S-LOC 31	1020/24 806(900-1/2)	1020/40 806 (900-3/4)	1020-1 1/8	806(900-1 1/4)
CIRCLING	1020-1 806(900-1)	1020-1 1/4 806(900-1 1/4)	1020-2 1/2 806 (900-2 1/2)	1260-3 1046 (1100-3)



NM 1 2 3 4 5 6 7 8 9 10  
FT 8000 16000 24000 32000 40000 48000 56000 64000

fposnd | sle\_ilzr31 (PROD) | 13 Jul 2016 13:03:29 | 1" = 8333.3 feet (MAP)

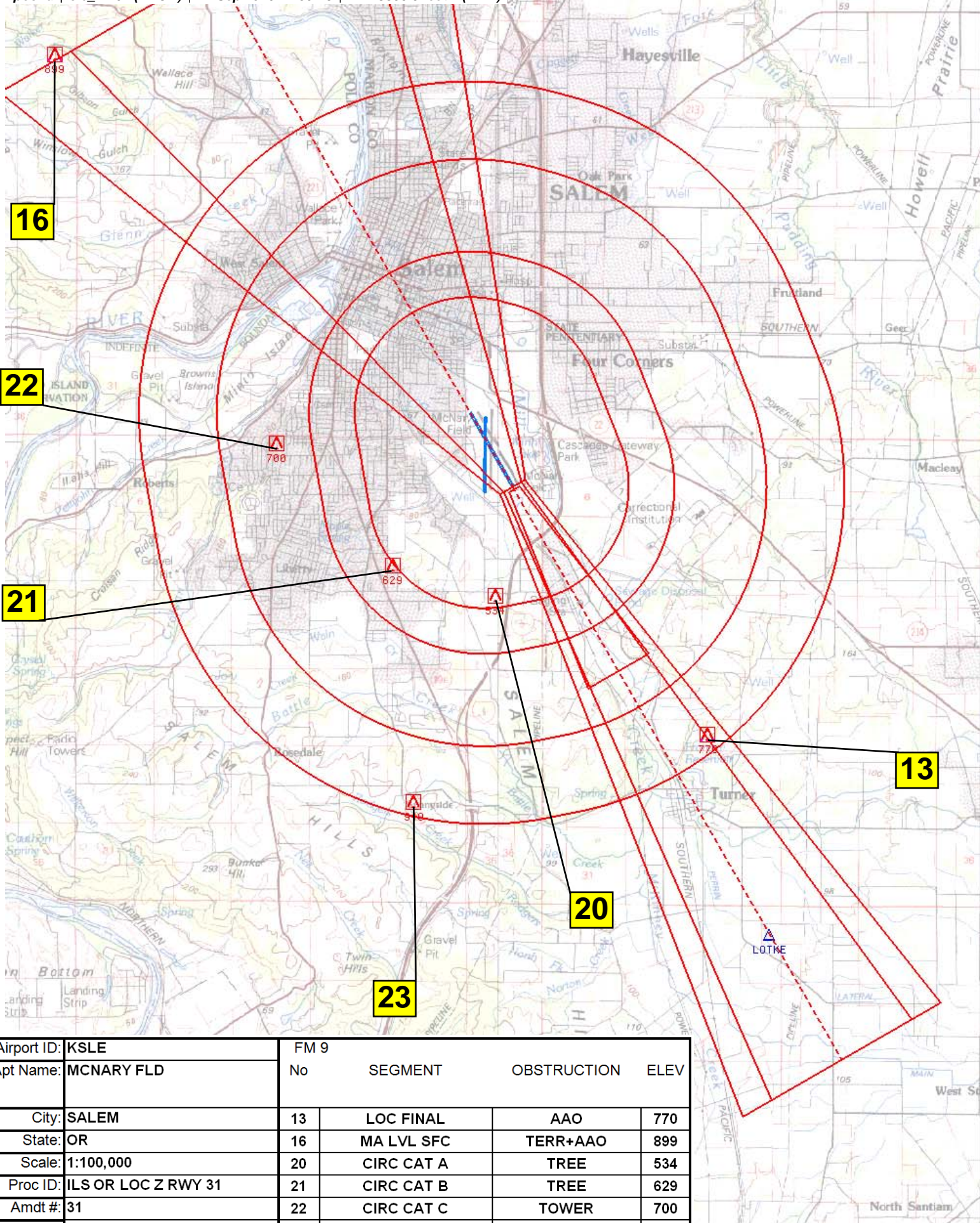


Airport ID:	KSLE	FM 9			
Apt Name:	MCNARY FLD	No	SEGMENT	OBSTRUCTION	ELEV
City:	SALEM		ILS (PRECISION) FINAL	ASC	
State:	OR	16	MA LVL SFC	TERR+AAO	899
Scale:	1:100,000				
Proc ID:	ILS OR LOC Z RWY 31				
Amdt #:	31				



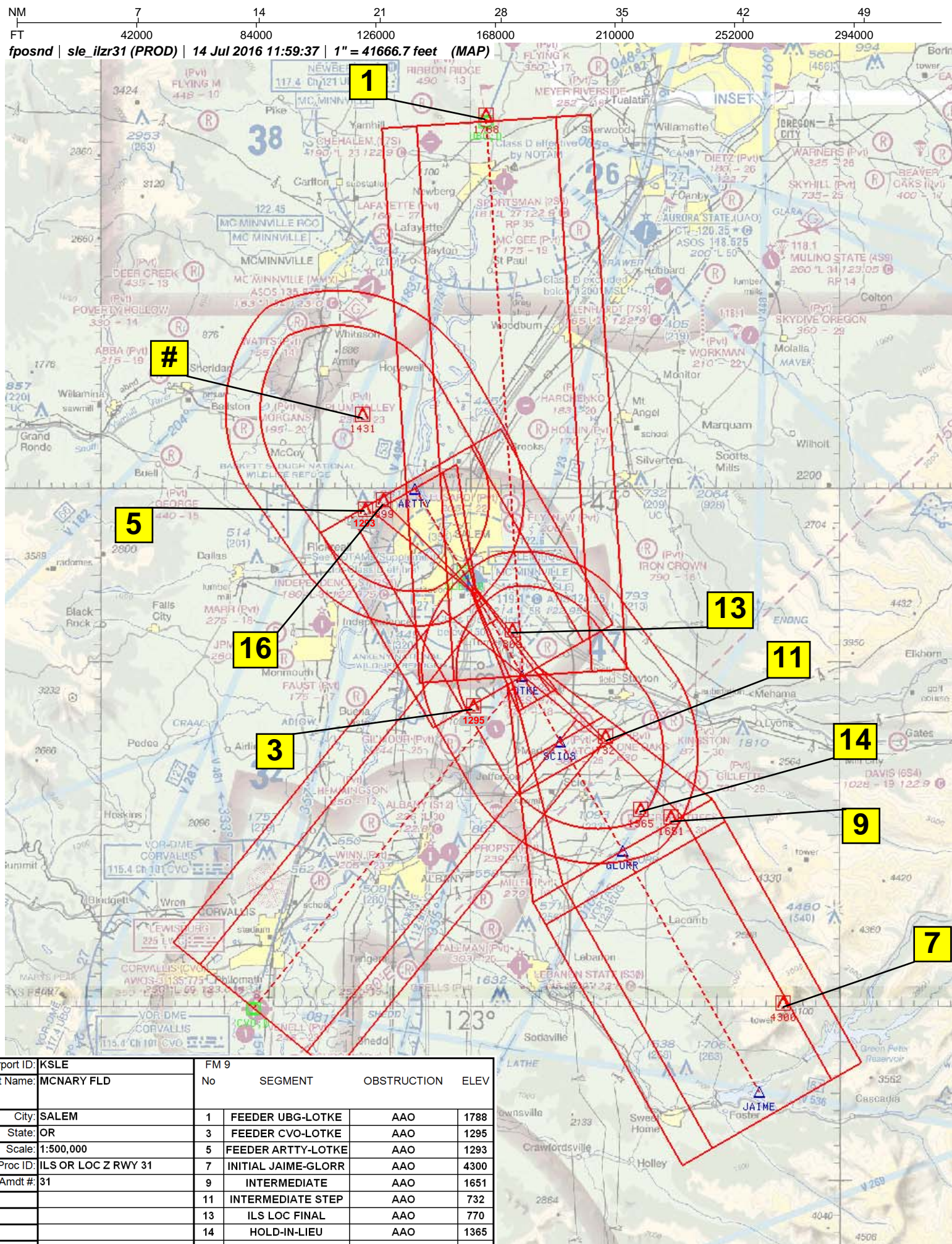
NM 1 2 3 4 5 6 7 8 9 10  
FT 8000 16000 24000 32000 40000 48000 56000 64000

fposnd | sle\_ilzr31 (PROD) | 22 Sep 2016 14:59:48 | 1" = 8333.3 feet (MAP)

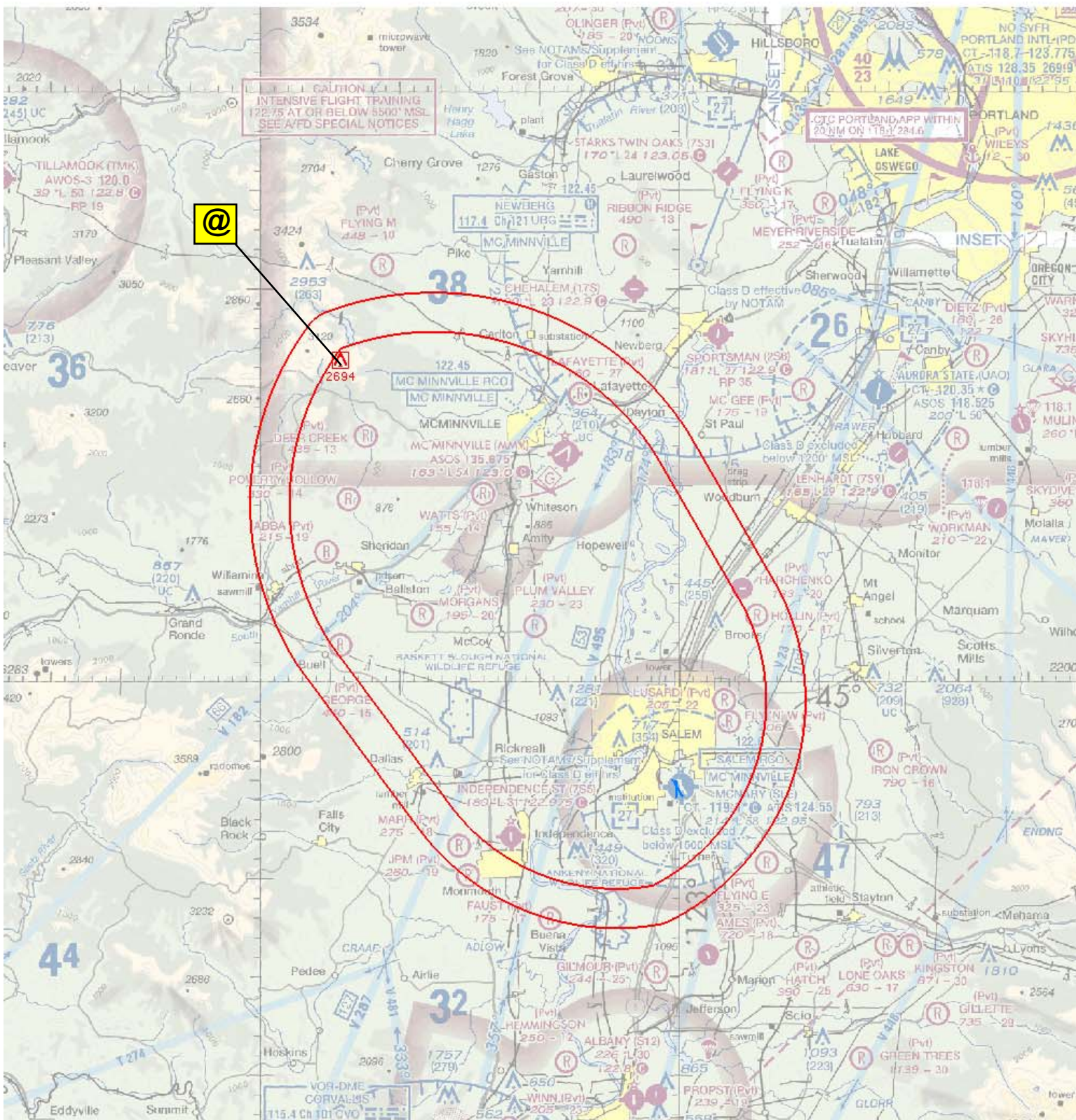


Airport ID:	KSLE	FM 9			
Apt Name:	MCNRY FLD	No	SEGMENT	OBSTRUCTION	ELEV
City:	SALEM	13	LOC FINAL	AAO	770
State:	OR	16	MA LVL SFC	TERR+AAO	899
Scale:	1:100,000	20	CIRC CAT A	TREE	534
Proc ID:	ILS OR LOC Z RWY 31	21	CIRC CAT B	TREE	629
Amdt #:	31	22	CIRC CAT C	TOWER	700
		23	CIRC CAT D	AAO	949







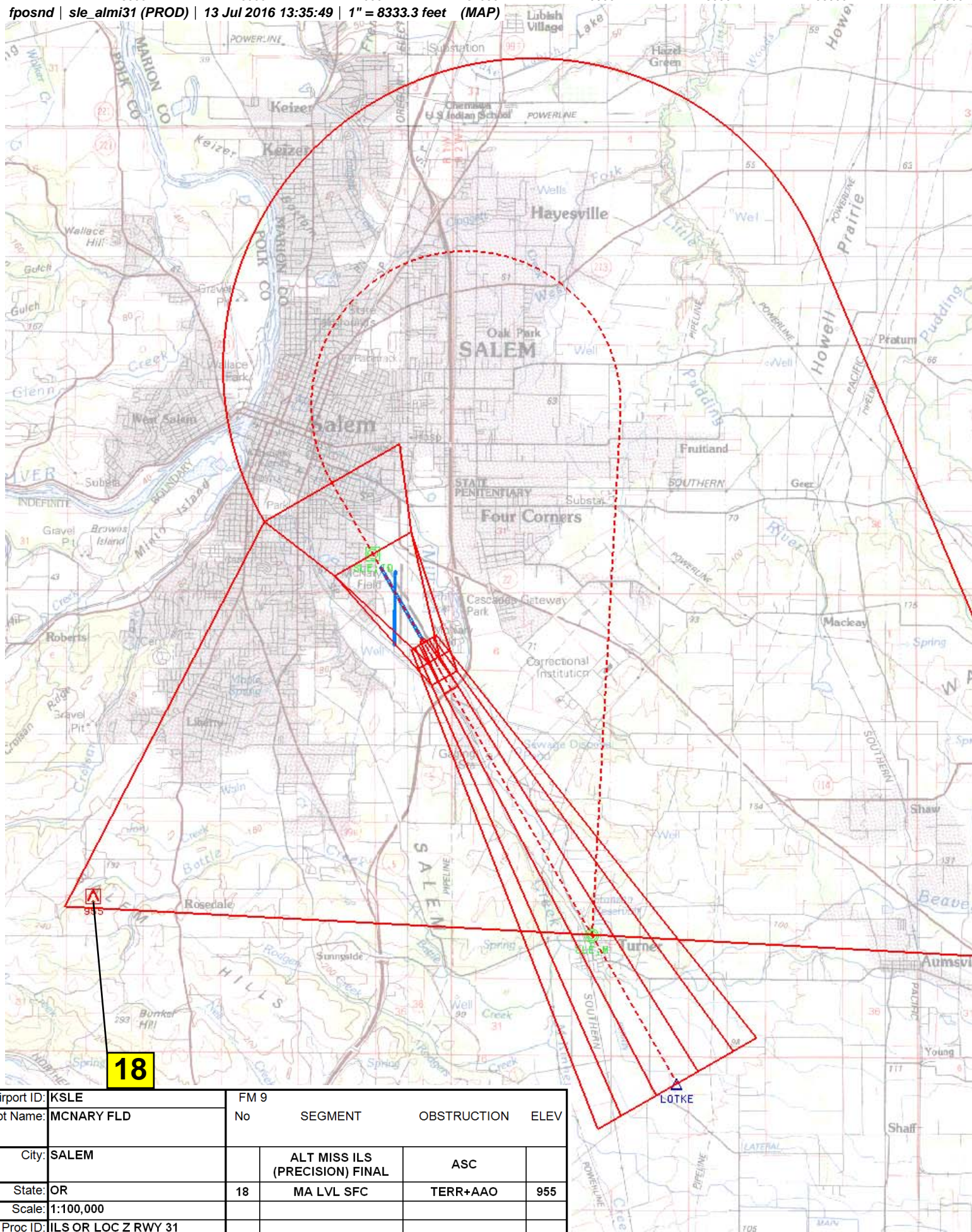


Airport ID:	KSLE	FM 9			
Apt Name:	MCNARY FLD	No	SEGMENT	OBSTRUCTION	ELEV
City:	SALEM	@	MA HOLD (C-I-H)	TERR+AAO	2694
State:	OR				
Scale:	1:500,000				
Proc ID:	ILS OR LOC Z RWY 31				
Amdt #:	31				



NM 1 2 3 4 5 6 7 8 9 10  
FT 8000 16000 24000 32000 40000 48000 56000 64000

fposnd | sle\_almi31 (PROD) | 13 Jul 2016 13:35:49 | 1" = 8333.3 feet (MAP)



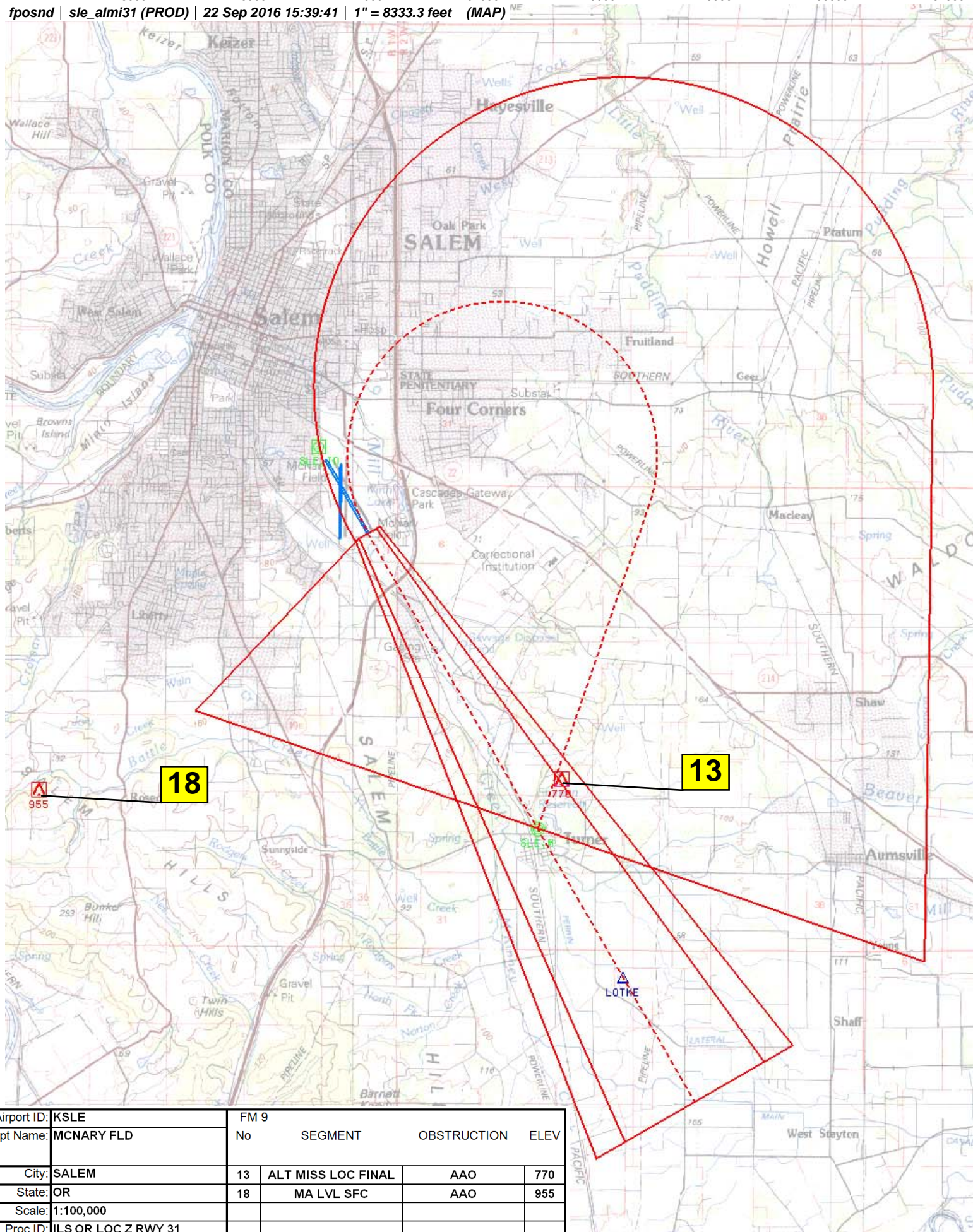
18

Airport ID: KSLE		FM 9			
Apt Name: MCNARY FLD		No	SEGMENT	OBSTRUCTION	ELEV
City: SALEM			ALT MISS ILS (PRECISION) FINAL	ASC	
State: OR		18	MA LVL SFC	TERR+AAO	955
Scale: 1:100,000					
Proc ID: ILS OR LOC Z RWY 31					
Amdt #: 31					



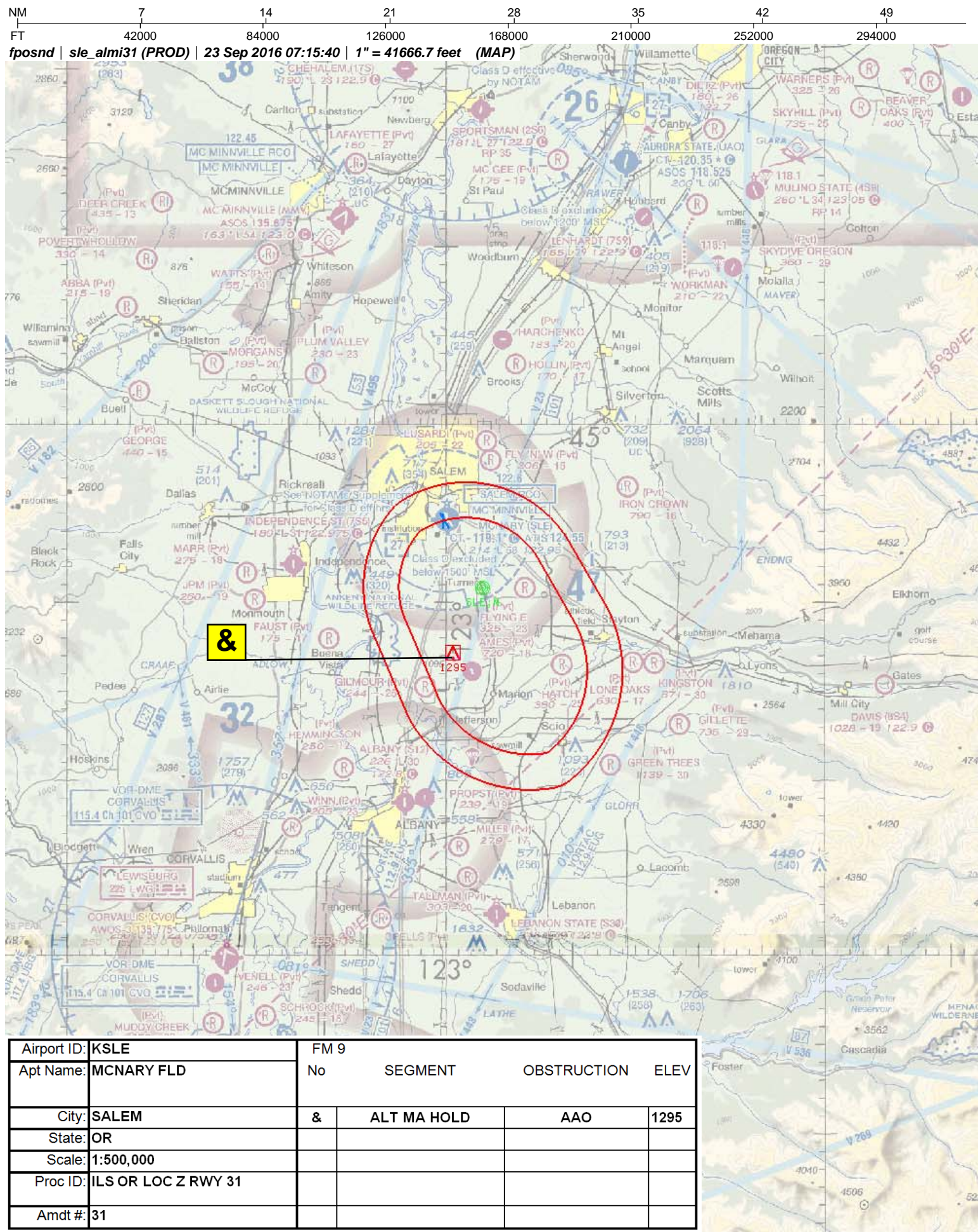
NM 1 2 3 4 5 6 7 8 9 10  
FT 8000 16000 24000 32000 40000 48000 56000 64000

fposnd | sle\_almi31 (PROD) | 22 Sep 2016 15:39:41 | 1" = 8333.3 feet (MAP)

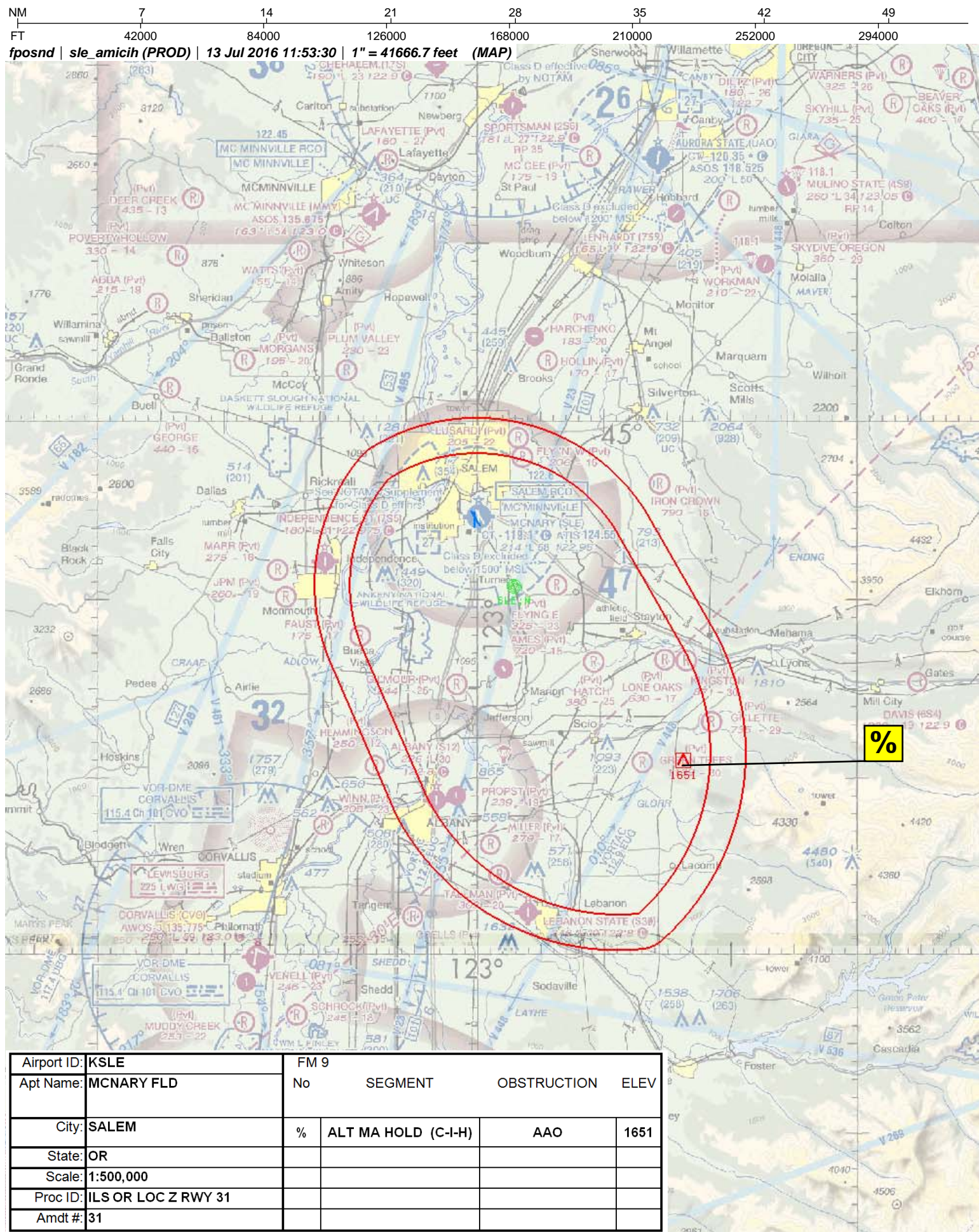


Airport ID:	KSLE	FM 9			
Apt Name:	MCNARY FLD	No	SEGMENT	OBSTRUCTION	ELEV
City:	SALEM	13	ALT MISS LOC FINAL	AAO	770
State:	OR	18	MA LVL SFC	AAO	955
Scale:	1:100,000				
Proc ID:	ILS OR LOC Z RWY 31				
Amdt #:	31				











# TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: SALEM

STATE: OR

AIRPORT NAME: MCNARY FLD

ID: KSLE

PROCEDURE: ILS OR LOC Z RWY 31

AMDT: 31

DOCKET # :

(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	THLD	to 1000' point	3.91
(Enter THLD, FAF, ARP, FACILITY, as appropriate)			
2. Width of	FINAL	segment at 1000' point	1.06
(Enter appropriate segment , final, intermediate, etc.)			
3. True Course of	FINAL	segment containing 1000' point	330.09
4. High Terrain in	FINAL	segment containing 1000' point	570
5. Distance from	THLD	to 1500' point	5.59
(If 1500' point in PT maneuvering area or holding pattern note in remarks)			
6. Width of	FINAL	segment at 1500' point	1.43
7. True Course of	FINAL	segment containing 1500' point	330.09
8. High Terrain in	FINAL	segment containing 1500' point	570
9. Threshold Coordinates (if straight-in) ...	445411.01N	/	1225945.86W
10. ARP Coordinates .....	445434.30N	/	1230009.00W
11. Runway Approach End and distance furthest from ARP.....RWY			13
		Distance	.49 NM
12. FAF Coordinates .....	444909.69N	/	1225542.38W
(Click to Select)			

## REMARKS:

APPROACH/DRAWING ATTACHED. FAF COORDINATES ARE THE PFAF. 1500 FT POINT IS WITHIN THE HOLD-IN-LIEU PATTERN AT THE FAF AND IS LESS THAN 1500 FT ABOVE TERRAIN. (8260.19G Para 5-2-4).



## RAPT Consensus Form

Date: 5/21/2015

Airport Name: McNary Field

ICAO: KSLE

State: OR

Project Request: Request to remove the Outer Marker (OM) from charting, database, and publication.


Project Request Approved: ☒  
Comments:

Disapproved: ☐ (see comments)

Scope of Project: Request from SADC to remove the OM from charting, databases, and publication. The LOM will need to be changed to an NDB and renamed with a new identifier. The removal of the OM will need amendment to the following procedures: ILS OR LOC RWY 31, LOC BC RWY 13, and LOC/DME RWY 31.

Priority Assigned: 3

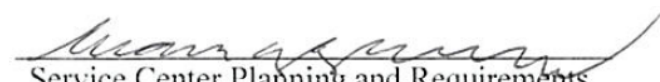
Project Tracking Number:

  
Service Center Flight Procedures Team

  
Service Center Air Traffic Operations Support

  
Flight Standards Division NextGen Branch

  
Airports Division

  
Service Center Planning and Requirements Group



**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
Instrument Flight Procedures Environmental Processing Form**

**This form is intended to streamline the environmental processing for  
ONLY the Instrument Flight Procedure actions listed below**

- Section A is to be completed by the Requestor who provides all the relevant information and attachments for environmental analysis

- Section B is to be completed by the Operations Support Group (OSG) Environmental Specialist.

**Airport Name and State/ICAO:** McNary Field Airport, Oregon/KSLE

**Instrument Flight Procedure(s):** ILS or LOC Z RWY31; LOC Y RWY31; LOC/DME BC RWY13; Textural DP; SALEM FOUR

**Requestor Name and Phone Number:** Vic Zembruski 425-917-6724  
*FPT Tracking #16-817*

*Additional Procedures: (List additional IFPs below or insert list as an additional page in this file)*

**SECTION A – FOR REQUESTOR USE ONLY**

**Does the requested procedure include the following? (check all that apply):**

Advisory Actions (FAA Order 1050.1F, Paragraph 2-1.2)

- ☐ Diverse Vectoring Areas (DVA) without a prescribed heading
- ☐ Terminal Arrival Areas (excluding Initial Segments)

**If the requested procedure change is limited to ONLY the Advisory Actions listed above, no further environmental review/documentation is required. Please forward package to Environmental Specialist.**

**New or Revised Air Traffic Control Procedures (Paragraph 5-6.5i)**

- ☐ Changes to and/or additional Lines of Minimum
- ☐ Altitude increases
- ☐ IFR Takeoff Minimums and (Obstacle) Departure Procedure:
  - Only close in obstacle notes
- ☐ Minimum Safe Altitudes

**Emergency Actions (Paragraph 5-6.5j)**

- ☐ Missed approaches and/or Missed approach holding patterns



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☐ Changes to circling areas

☐ Arrival holding patterns, not including Hold in Lieu of a Procedure Turn

**Publication Actions (Paragraph 5-6.5k)**

☒ Name changes (Airport, Fix, Procedure, etc.)

☐ Adding, amending, removing notes to procedures

☐ Magnetic Variation (MagVar) adjustments

☐ Visual Climb Over Airport (VCOA) without a route

☐ Coding changes with no track/altitude changes

☐ Cancellation of IFPs not currently being flown

**Note: Please include any airspace modeling output and charts, drawings, etc that will help explain the actions being taken**  
**The Runway 31 Outer Marker (OM) will be decommissioned. Fix TURNO will be recharacterized from a Localizer to a Non-Directional Beacon.**

**SECTION B - FOR OSG ENVIRONMENTAL PROTECTION SPECIALIST USE ONLY**

**FAA Order 1050.1F categorical exclusions that apply to the instrument flight procedure actions listed in Section A:**

☐ 5-6.5 i. Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied.

☐ 5-6.5 j. Implementation of procedures to respond to emergency air or ground safety needs, accidents, or natural events with no reasonably foreseeable long-term adverse impacts.

☒ 5-6.5 k. Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks.

**CATEGORICAL EXCLUSION DETERMINATION:**

The applicability of Categorical Exclusion 5-6.5 k for the proposed FAA procedure described above provides the appropriate exclusion from further environmental review based on the following determination as outlined in FAA Order 1050.1F regarding a Categorical Exclusions' conditions and Extraordinary Circumstances:

1. The procedure action clearly fits within the definition of one or more of the categories of excludable actions listed in FAA Order 1050.1F, Chapter 5-6.5 (Categorical Exclusions for Procedural Actions).
2. The action is not a smaller subset of a larger action.



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FEDERAL AVIATION ADMINISTRATION**

**Instrument Flight Procedures Environmental Processing Form**

3. No extraordinary circumstances exist based on the absence of the extraordinary circumstances listed in FAA Order 1050.1F, Paragraph 5-2.

STATEMENT OF DETERMINATION: The FAA has reviewed the above described proposed action and it has been determined, by the undersigned, to be excluded from further environmental review in accordance with the provisions of FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The above-described proposed action is not expected to involve or result in any extraordinary circumstances as defined by FAA Order 1050.1F

BASIS OF DETERMINATION: This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

Environmental Specialist Concurrence/Reviewed By:

Signed:  Date: 6/8/2016






# Federal Aviation Administration

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## Memorandum

Date: JUN 01 2015

To: Kelly Dodge, Manager, Technical Operations, Seattle District, AJW-WR

From:  Christine Chesak, Manager, Requirements Team, Planning and Requirements Group, Service Area Decommissioning Committee Chairperson, Western Service Center, AJV-W38

Prepared by: Kevin Frisby, NISC Contract Support, Requirements Specialist, Requirements North Team, Planning and Requirements Group, Western Service Center, AJV-W38

Subject: Approval of the Discontinuance of the Outer Marker at Salem, Oregon

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The Service Area Decommissioning Committee (SADC) completed the coordination process on the proposal to discontinue the Outer Marker at Salem Oregon. This change will require the LOM to be renamed and displayed as a Non-Directional Beacon. The SADC has determined there will be no impact to the NAS and has concurred with the proposal. The discontinuance date is January 05, 2017.

For more information, please contact Tuan H. Nguyen, Requirements Specialist, Requirements North Team, Planning and Requirements Group, SADC C0-Chairperson, Western Service Center, at 425-203-4623.

cc:

WWR1-PDX (Portland Group)  
WWWR15-PDX (NW Oregon SSC)  
AJV-W24 (Western FPT)  
AJV-W3 (PRG)  
AJW-3343 (FICO)

AJV-W2 (Western OSG)  
AJW-W24 (Operations Engineering)  
AJW-37 (AeroNav Services)  
ALO-820 (Real Estate)



