

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION LOC/DME STANDARD INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICE - TITLE 14 CFR PART 97.25								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.									
TERMINAL ROUTES										MISSED APPROACH							
FROM		TO			COURSE AND DISTANCE			ALTITUDE		MAP: I-SLE 1.12 DME							
UBG VOR/DME		SL NDB/I-SLE 4.97 DME			156.81 / 30.37			3800		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. ALTERNATE MA (DO NOT CHART): CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 3000 DIRECT (SEE FORM 8260-10)							
GNNET/BTG 40.08 DME		SL NDB/I-SLE 4.97 DME			179.20 / 16.06			3200									
CVO VOR/DME		SL NDB/I-SLE 4.97 DME			016.98 / 25.51			3800									
ARTTY INT/I-SLE 5.59 DME		SL NDB/I-SLE 4.97 DME			133.10 / 10.56			3300									
JAIME INT/I-SLE 34.60 DME (IAF)		GLORR INT/I-SLE 18.54 DME (NOPT)			313.09 / 16.07 (I-SLE)			5600		ADDITIONAL FLIGHT DATA: HOLD NW, RT, 133.08 INBOUND. CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SE SL NDB, LT, 313.09 INBOUND. CHART FAS OBST: 505 TREE 445219N/1225746W CHART VDP AT 2.49 DME DISTANCE VDP TO THLD 1.37 NM. CHART CIRCLING ICON. SL NDB TO RW31: 3.50/55.							
GLORR INT/I-SLE 18.54 DME (IF/IAF)		SCIOS INT/I-SLE 11.26 DME (NOPT)			313.09 / 7.28 (I-SLE)			3500									
SCIOS INT/I-SLE 11.26 DME		SL NDB/I-SLE 4.97 DME			313.09 / 6.29 (I-SLE)			1700									
1. PT <u> R </u> SIDE OF COURSE <u> 133.09 </u> OUTBOUND <u> 3000 </u> FT WITHIN <u> 10 </u> MILES OF <u> SL NDB </u> (IAF) 2. _____ 3. FAC <u> 313.09 </u> FAF <u> SL NDB/I-SLE 4.97 DME </u> DIST FAF TO MAP _____ THLD <u> 3.85 </u> 4. MIN. ALT <u> HINER/I-SLE 8.97 DME 2400, SL NDB 1700, ZEGNA/I-SLE 3.22 DME 1020* </u> 8. MSA FROM: <u> SL NDB 020-140 6300, 140-290 4800, 290-020 3100 </u>														MAG VAR: 17E		EPOCH YEAR: 2005	
MINIMUMS																	
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT								ALTERNATE: N A		STANDARD @							
CATEGORY =====>		A			B			C			D			E			
	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA		
S-LOC 31	780	2400	566	780	2400	566	780	1 1/4	566	780	1 1/4	566					
CIRCLING	900	1	686	940	1	726	1000	2 1/4	786	1260	3	1046					
NOTES:																	
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MC MINNVILLE ALTIMETER SETTING: INCREASE ALL MDA 60 FEET; INCREASE S-LOC 31 CAT C AND D VISIBILITY TO 1 3/8 SM, CIRCLING CAT C VISIBILITY TO 2 1/2 SM. *1080 WHEN USING MC MINNVILLE ALTIMETER SETTING. (CONTINUED ON PAGE 2)										@ NA WHEN LOCAL WEATHER NOT AVAILABLE. @ CAT C 800-2 1/4, CAT D 1100-3							
CITY AND STATE SALEM, OR		ELEVATION: 214 AIRPORT NAME: MCNARY FLD		TDZE: 214		FACILITY IDENTIFIER: I-SLE		PROCEDURE NO./AMD'T NO./EFFECTIVE DATE: LOC Y RWY 31, AMDT 4				SUP					
												AMDT 3					
												DATE 04/30/2015					

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE <div style="text-align: center;">ROUTINE</div>	
COORDINATED WITH: <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <div>ATA <input type="checkbox"/></div> <div>AAT <input type="checkbox"/></div> <div>ALPA <input checked="" type="checkbox"/></div> <div>APA <input type="checkbox"/></div> <div>AOPA <input checked="" type="checkbox"/></div> <div>NBAA <input checked="" type="checkbox"/></div> <div> OTHER (specify) <input checked="" type="checkbox"/> ZSE, SLE ATCT, AMGR </div> </div>			
FLIGHT CHECKED BY <i>Digitally signed by</i>			
NAME: CHARLES CUNNINGHAM		BEV L BORDY Mar 03, 2017	DATE: 2/02/2017 FIFO FIOG
DEVELOPED BY <i>Digitally signed by</i>			
NAME: SYLVAN DRAKES		SYLVAN DRAKES Oct 17, 2016	DATE: 07/19/2016 FIFO AJV-5433
APPROVED BY			
NAME: LONNIE EVERHART		Digitally signed by BEV L BORDY MANAGER	DATE: FIFO AJV-5430
CHANGES: Mar 03, 2017 <ol style="list-style-type: none"> 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). 2. CHANGE CHART NOTE FROM WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MC MINNVILLE ALTIMETER SETTING: INCREASE ALL MDA 60 FT; INCREASE S-LOC 31 CAT C AND D VISIBILITY TO 1 3/8 MILES, CIRCLING CAT C VISIBILITY TO 2 1/2 MILES "TO" WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MC MINNVILLE ALTIMETER SETTING: INCREASE S-LOC 31 CAT C AND D VISIBILITY TO 1 3/8 SM, CIRCLING CAT C VISIBILITY TO 2 1/2 SM. 3. UPDATED ALL CHART NOTE VISIBILITIES FROM MILES "TO" SM. 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. 5. CHANGED FEEDER SEGMENT FROM GNNET TO TURNO LOM "TO" GNNET TO SL NDB: ALTITUDE BETWEEN FIX GNNET AND SL NDB CHANGED FROM 3000 "TO" 3200 AND CRS FROM 174.58 "TO" 156.81. 6. CHANGED FEEDER SEGMENT FROM CVO VOR/DME TO TURNO LOM "TO" CVO VOR/DME TO SL NDB: ALTITUDE BETWEEN CVO VOR/DME AND SL NDB CHANGED FROM 3500 "TO" 3800. 7. CHANGED FEEDER SEGMENT FROM UBG VOR/DME TO TURNO LOM "TO" UBG VOR/DME TO SL NDB. 8. CHANGED FEEDER SEGMENT FROM ARTTY INT TO TURNO LOM "TO" ARTTY INT TO SL NDB. 9. ADDED CHART NOTE: RWY 34 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 			
REASONS: <ol style="list-style-type: none"> 1., 4. PER FPT CHECKLIST AND TURNO LOM BEING REMOVED TO LEAVE A STAND ALONE NDB (SL NDB). 2., 3. PER 8260.19G. 5., 6., 7., 8. NEW CONTROLLING OBSTACLES (COMM TWR) CAUSED AND INCREASE IN MINIMUMS; TURNO LOM BEING REMOVED TO LEAVE A STAND ALONE NDB (SL NDB). 9. ORDER 8260.3, CHAPTER 3 AND 8260.19G 8-6-5I(3) PDF EDIT: 8260-3 CHANGED LINE 4 MIN. ALT. SEGMENT NAME FROM TURNO NDB "TO" SL NDB.			

QUALITY
23
CHECKED

**LOC/DME STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICE - - TITLE 14 CFR PART 97.25**

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.

MISSED APPROACH INSTRUCTIONS, (CONT.):

SL NDB AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000. (ADF REQUIRED).

NOTES, (CONT.):

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 31 CATS C AND D VISIBILITY TO 1 5/8 SM.

CHART NOTE: FOR INOPERATIVE ALS WHEN USING MC MINNVILLE ALTIMETER SETTING, INCREASE S- LOC 31 CATS C AND D VISIBILITY TO 1 3/4 SM.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT JAIME ON V536 EASTBOUND AND ARRIVALS AT GLORR ON V448 SOUTHBOUND.

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

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

CHART NOTE: DME REQUIRED.

CHART NOTE: RWY 34 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.

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:

LOC Y RWY 31, AMDT 4

SUP:

AMDT: 3

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	SL NDB/I-SLE	1. AAO	452109.00N/1225839.00W	1788 (4E)	2000	AT12	3800	
		4.97 DME	2. TERRAIN	452109.00N/1225839.00W	1588 (1600)		AS1500	3100	
FEEDER	GNNET/BTG 40.08	SL NDB/I-SLE	3. TOWER (41-000357)	445955.20N/1224140.96W	2064 (1A)	2000	SA-900	3200	
	DME	4.97 DME	4. TERRAIN	445412.00N/1224921.00W	663 (700)		AS1500	2200	
FEEDER	CVO VOR/DME	SL NDB/I-SLE	5. TOWER (41-000047)	443825.05N/1231629.36W	1757 (1A)	2000		3800	
		4.97 DME	6. TERRAIN	443845.00N/1231615.00W	1508 (1500)		AS1500	3000	
FEEDER	ARTTY INT/I-SLE	SL NDB/I-SLE	7. AAO	445830.70N/1230812.70W	1293 (4E)	2000	AT7	3300	
	5.59 DME	4.97 DME	8. TERRAIN	445821.00N/1230827.00W	1083 (1100)		AS1500	2600	
INITIAL	JAIME INT/I-SLE	GLORR INT/I-SLE	9. AAO	442951.20N/1223430.00W	4300 (2C)	1000		5300	
	34.60 DME	18.54 DME	10. TERRAIN	442951.20N/1223430.00W	4100 (4100)		AS1500	5600	
INTERMEDIATE: PT	10 NM	HINER/I-SLE 8.97	11. AAO	444412.00N/1224530.00W	1106 (4E)	500		1700	
		DME	12. TERRAIN	444412.00N/1224530.00W	906 (900)		AS1500	2400	
INTERMEDIATE:	HINER/I-SLE 8.97	SL NDB/I-SLE	13. AAO	445100.00N/1225618.00W	653 (4E)	500	AC98 DG449	1700	
PT STEPDOWN	DME	4.97 DME	14. TERRAIN	445100.00N/1225618.00W	453 (500)		AS1000	1500	
2. PROCEDURE TURN	SL NDB	10 NM	15. AAO	444036.00N/1224339.00W	1651 (4E)	1000		2700	
			16. TERRAIN	444036.00N/1224339.00W	1451 (1500)		AS1500	3000	
3. MISSED APPROACH	MAP: I-SLE 1.12 DME	ARTTY INT/I-SLE				ASC		4000	
	ELEV: 530	5.59 DME	19. AAO	445857.00N/1230700.00W	899 (4E)	1000		1900	
			20. TERRAIN	445857.00N/1230700.00W	699 (700)		AS1500	2200	
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.							
CATEGORY A	1.3 NM	REQUIRED 350	ACTUAL 686	23. TREE (KSLE0078)	445252.78N/1230002.22W	534 (1B)	300	XP66	900
CATEGORY B	1.5 NM	450	726	24. TREE (KSLE0021)	445313.09N/1230139.55W	629 (2C)	300		940
CATEGORY C	1.7 NM	450	786	25. TOWER (41-000071)	445435.25N/1230329.81W	700 (2C)	300		1000
CATEGORY D	2.3 NM	550	1046	26. AAO	445033.40N/1230119.70W	949 (2C)	300		1260
CATEGORY E	4.5 NM	550							QUALITY
5. MINIMUM SAFE ALTITUDES	PRIMARY NAVAID: SL NDB								23
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		LOC Y RWY 31, AMDT 4		ANM	

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: PRECIPITOUS TERRAIN EVALUATION COMPLETED. KSLE/KMMV ON SERVICE A. VGSI DATA: NONE. VEGETATION HEIGHT: 100 FT RWY 34 20:1 OBST 254 FT MSL TOWER (41-021544) IS LIT PER FPT. OBS # 13 653 AAO USED FOR INTERMEDIATE PT STEPDOWN AND INTERMEDIATE STEPDOWN. ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.81NM CAT C: 2.85NM CAT D: 3.72NM NO ADDITIONAL AIRSPACE REQUIRED. RASS PRESSURE PATTERNS SAME KSLE 214, KMMV 163 RA = 48.60. XP 25: TO MAINTAIN PREVIOUS MINS. TO MAINTAIN CURRENT CIRCLING CAT A PUBLISHED MDA. MISSED APPROACH OBSTACLES CONT. ALTERNATE: ASC 3000 21. AAO 445345.00N/1225140.00W 939 1000 2000 22. TERRAIN 445345.00N/1225140.00W 739 (700) AS1500 2200															
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE				3. ALTIMETER SETTING																	
ZSE ARTCC SLE TOWER						N W S		OTHER: ASOS												SOURCE: KSLE / KMMV					
						F A A														DISTANCE: 0 / 18.02					
						A / C														HOURS REMOTE OPERATION: 24 / 24					
SATISFACTORY ON:				LOCATION: KSLE				ADJUSTMENT: 0 / 49																	
4. MONITOR STATUS		X		V H F		X		U H F												H F		PRIMARY NAVAID: I-SLE MONITOR POINT: POCC HRS CAT 1 24 OPTN: CAT 3			
5. APPROACH & RUNWAY LIGHTING																				ALS (S) SALS X MALSR 31 (PCL) X HIRL 13 (PCL), 31 (PCL) X MIRL 16 (PCL), 34 (PCL) X REIL 13 (PCL), 16 (PCL), 34 (PCL) TDZ C/LINE X OTHER (SPECIFY) VASI-4L 13 ODALS 13 (PCL) PAPI-4L 16, 34					
6. RUNWAY MARKINGS										BASIC ALL WEATHER PIR-G 31 INSTRUMENT NPI-G 13, 16, 34															
7. RUNWAY VISUAL RANGE										APPROACH 31 MIDFIELD ROLL OUT															
8. GLIDE PATH										GP ANGLE: DISTANCE FROM RWY: ELEV RWY THRESHOLD: ELEV GP ANTENNA: THRESHOLD CROSSING HEIGHT:															
9. FINAL APPROACH COURSE AIMING										RUNWAY THRESHOLD FT. FROM THRESHOLD ON CENTERLINE FT. FROM CENTERLINE															
10. WAIVERS: NONE																									
PART D - PREPARED BY: SYLVAN DRAKES										DATE: 07/19/2016															
TITLE: AERONAUTICAL INFORMATION SPECIALIST										OFFICE: AJV-5433															



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD	
----------------------------------------------------	--

	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										
	OTHER (SPECIFY)										
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:	