

Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 09/22/2014	Task #: 2014092229591301003	Request #: 20140922295913
Procedure: LOC Y RWY 31 AMDT 4			Airport ID: KSLE	Airport: MCNARY FLD		Reimbursable #: NO
City: SALEM	ST: OR	GPS #:	Estimated Chart Date: 04/27/2017		FICO #: 1178267	
Fac ID: SLE		Fac. Type: ILS			Specialist: SYLVAN DRAKES	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	06/30/2016	03/03/2017	BEV L BORDY	QUALITY		
QA:	01/17/2017	01/17/2017	BEV L BORDY	4 3/1CTabaka		
Liaison:	01/17/2017	01/18/2017	MARY MCDONALD	CHECKED		
Procedure Comments:			ENROUTE-NON			
			Remark Type: 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> <p>FIX GNNET: 03/22/17: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 03/03/17.</p> <p>1. PAT 1 RAD/CRS/BGR AND CRS INBOUND CHANGED FROM 355.00/175 "TO" 358.00/178.</p>						

FIPC BASIC FORM							
PROCEDURE: LOC Y RWY 31 4			AIRPORT NAME: MCNARY FLD		AIRPORT ID: KSLE	SPECIAL CONTROL NO: SP-01-143-17	
FAC ID: SLE		CITY: SALEM			ST: OR	ORIG CHART DATE: 04/27/2017	
DFL TYPE: PROC/A	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:		PTS TASK ID: 2014092229591301003		
PREFLIGHT NOTES							
REVIEWER: charles d cunningham					DATE: 02/02/2017		
COMMENTS:					CHECK ONE:		
					<input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		
PROCEDURE RESULTS							
INSPECTION DATE: 02/02/2017		CREW #: VN346	N #: N58	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: charles d cunningham @ 02/02/2017 19:27			PRINTED NAME: CUNNINGHAM, CHARLES DAVID				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS:							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

LOC/DME I-SLE 110.3 Chan 40	APP CRS 313°	Rwy Idg 5811 TDZE 214 Apt Elev 214
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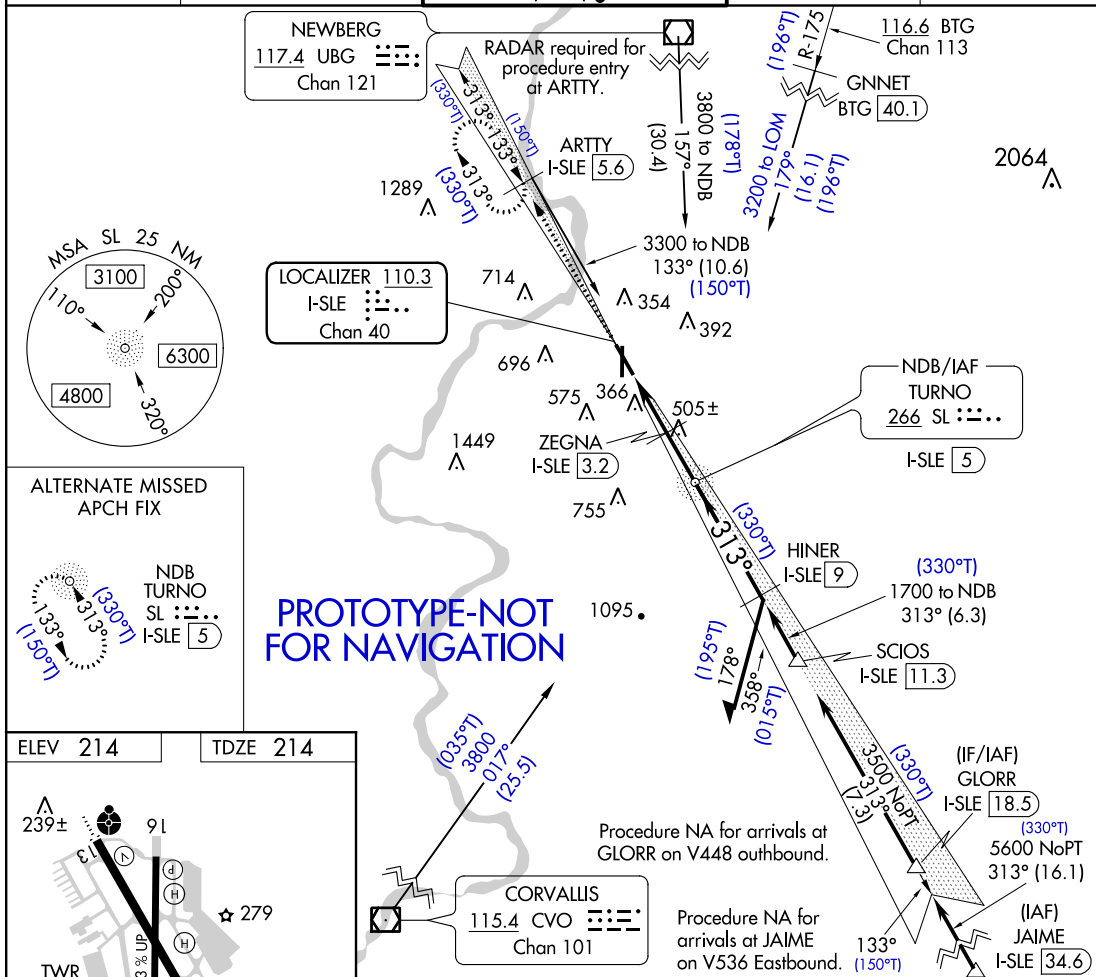
LOC Y RWY 31
MCNARY FIELD (SLE)

▼ 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 $\frac{1}{2}$ SM, Circling Cat C visibility to 2 $\frac{1}{2}$ SM. For non ALS, increase S-LOC 31 Cat C and D visibility to 1 $\frac{1}{2}$ SM. For non ALS when using Mc Minnville altimeter setting, increase S-31 Cat C and D visibility to 1 $\frac{3}{4}$ SM. VDP NA when using Mc Minnville altimeter setting. DME required. RWY 34 helicopter visibility reduction below 1 SM NA



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

Obstacle: 1700 MSL (1020 MSL)

Altitude Profile: 4000 → 3000 → 2400 → 1700

Turn Angles: 133° (150°T), 313° (330°T), 150°T

CATEGORY	A	B	C	D
S-31	780/24	566 (600-½)	780-1¼	566 (600-1¼)
CIRCLING	900-1 686 (700-1)	940-1 726 (800-1)	1000-2¼ 786 (800-2¼)	1260-3 1046 (1100-3)

SALEM, OREGON

Amdt 4 FIG

MCNARY FIELD (SLE)

LOC Y RWY 31

AUTOMATED AL-361 LOC Y Rwy 31

NW-1

21 JULY 2016

COMPILER: LS

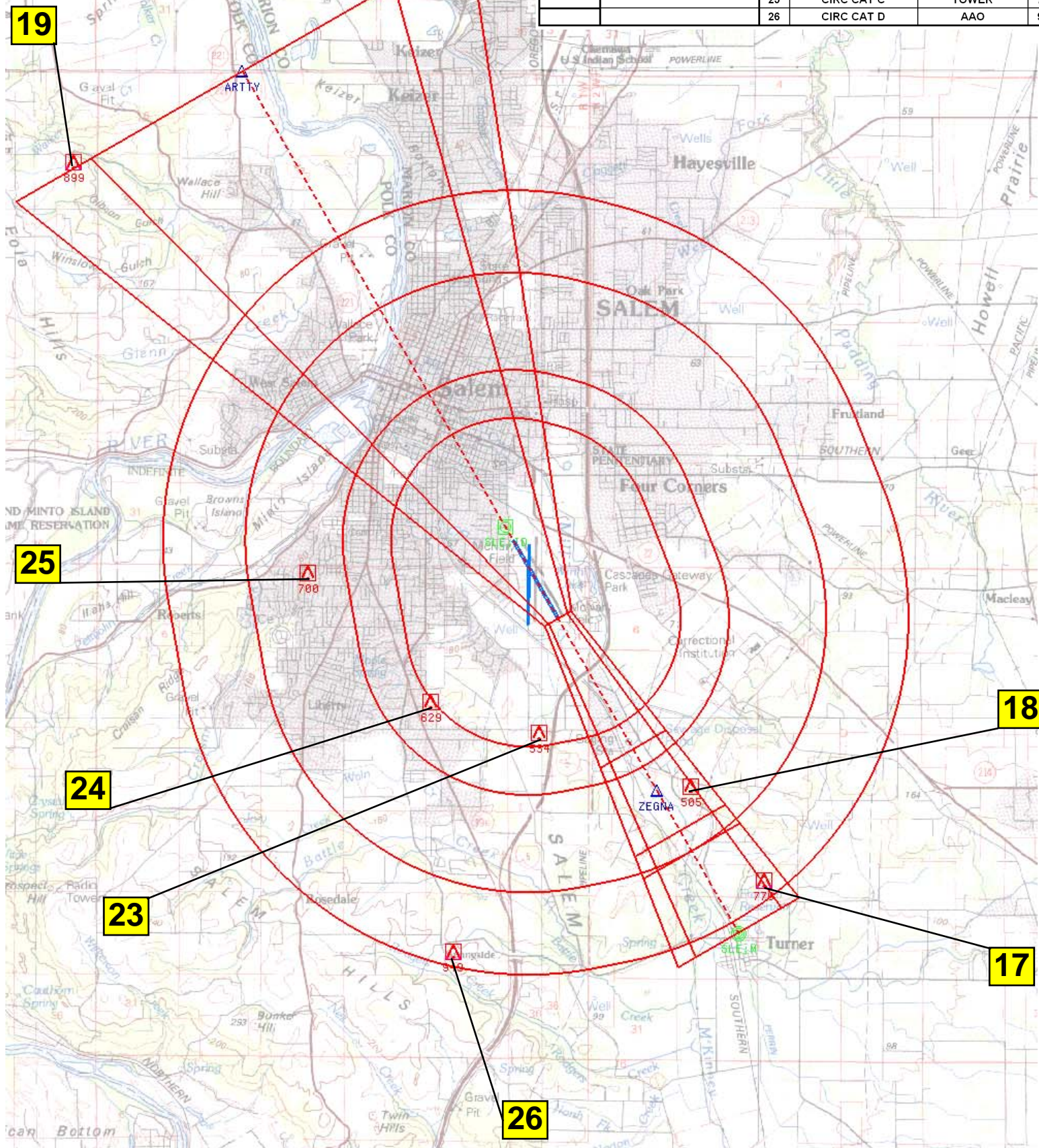
REVIEWER:

DBL CHKR:

EFF: FIG

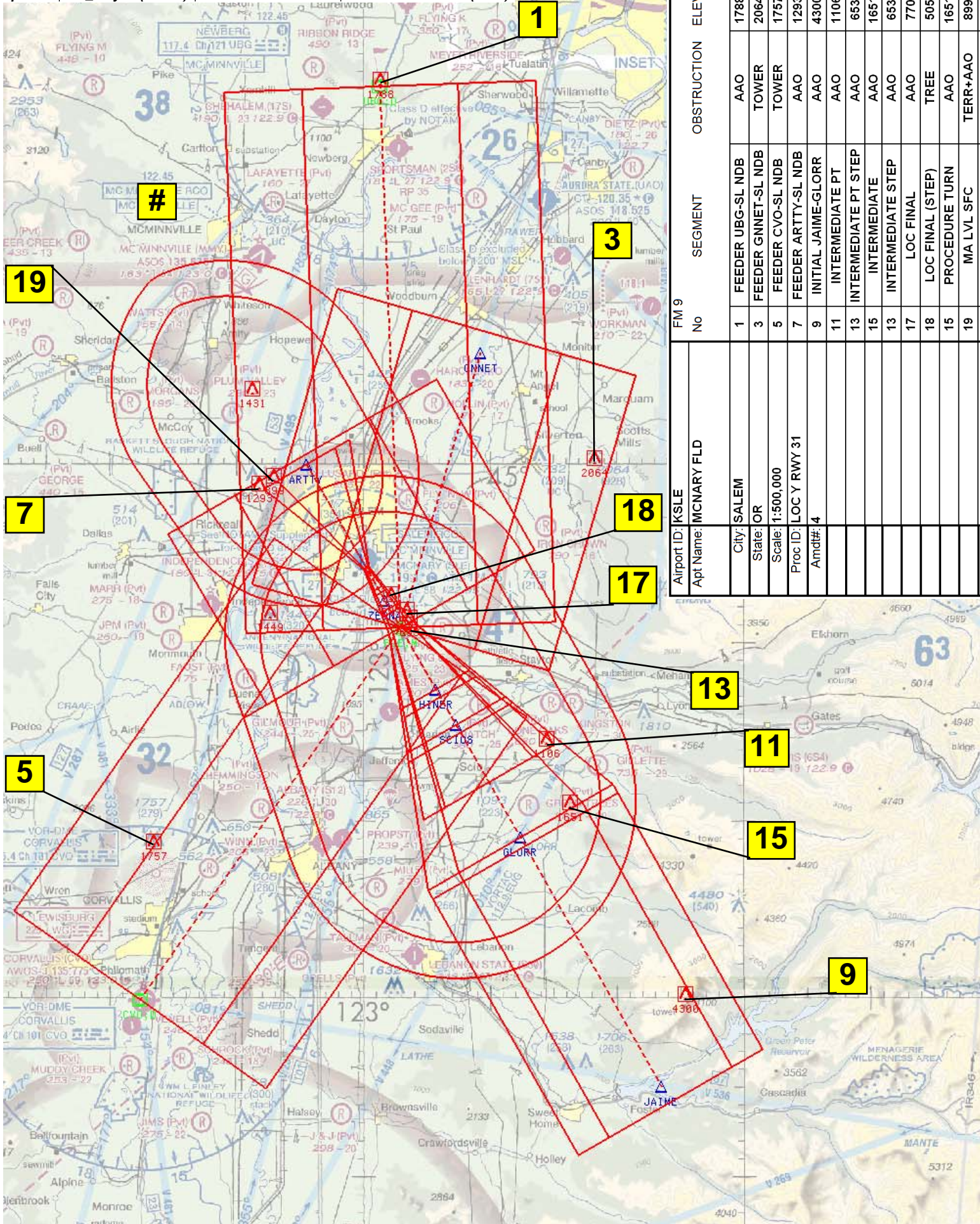
fposnd | sle_locy31 (PROD) | 27 Sep 2016 10:33:59 | 1" = 8333.3 feet (MAP)

Airport ID:	KSLE	FM 9			
Apt Name:	MCNARY FLD	No	SEGMENT	OBSTRUCTION	ELEV
City:	SALEM	17	LOC FINAL	AAO	770
State:	OR	18	LOC FINAL (STEP)	TREE	505
Scale:	1:100,000	19	MA LVL SFC	AAO	899
Proc ID:	LOC Y RWY 31	23	CIRC CAT A	TREE	534
Amdt #:	4	24	CIRC CAT B	TREE	629
		25	CIRC CAT C	TOWER	700
		26	CIRC CAT D	AAO	949



NM 7 14 21 28 35 42 49
FT 42000 84000 126000 168000 210000 252000 294000

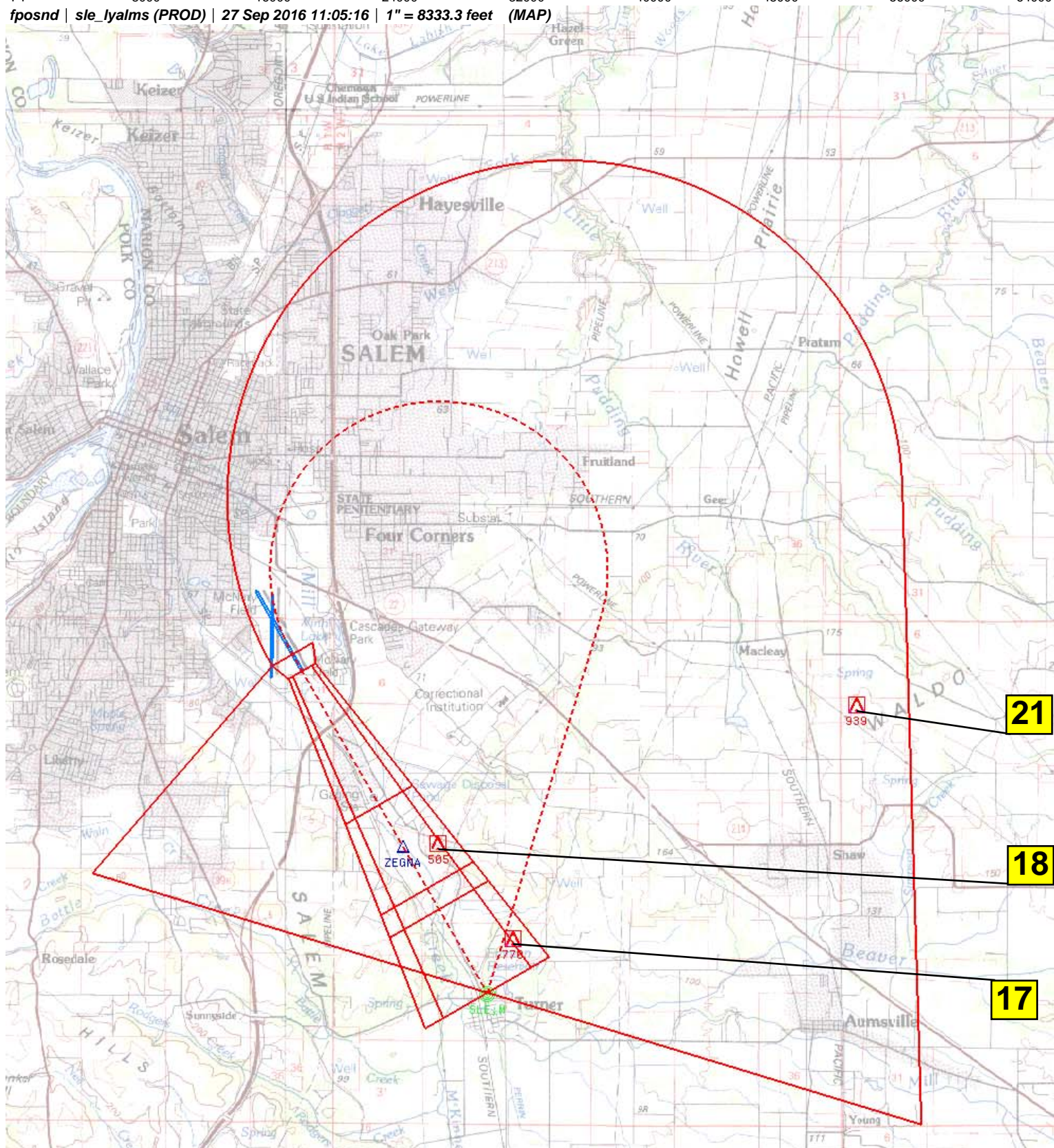
fposnd | sle_locy31 (PROD) | 20 Jul 2016 12:42:44 | 1" = 41666.7 feet (MAP)



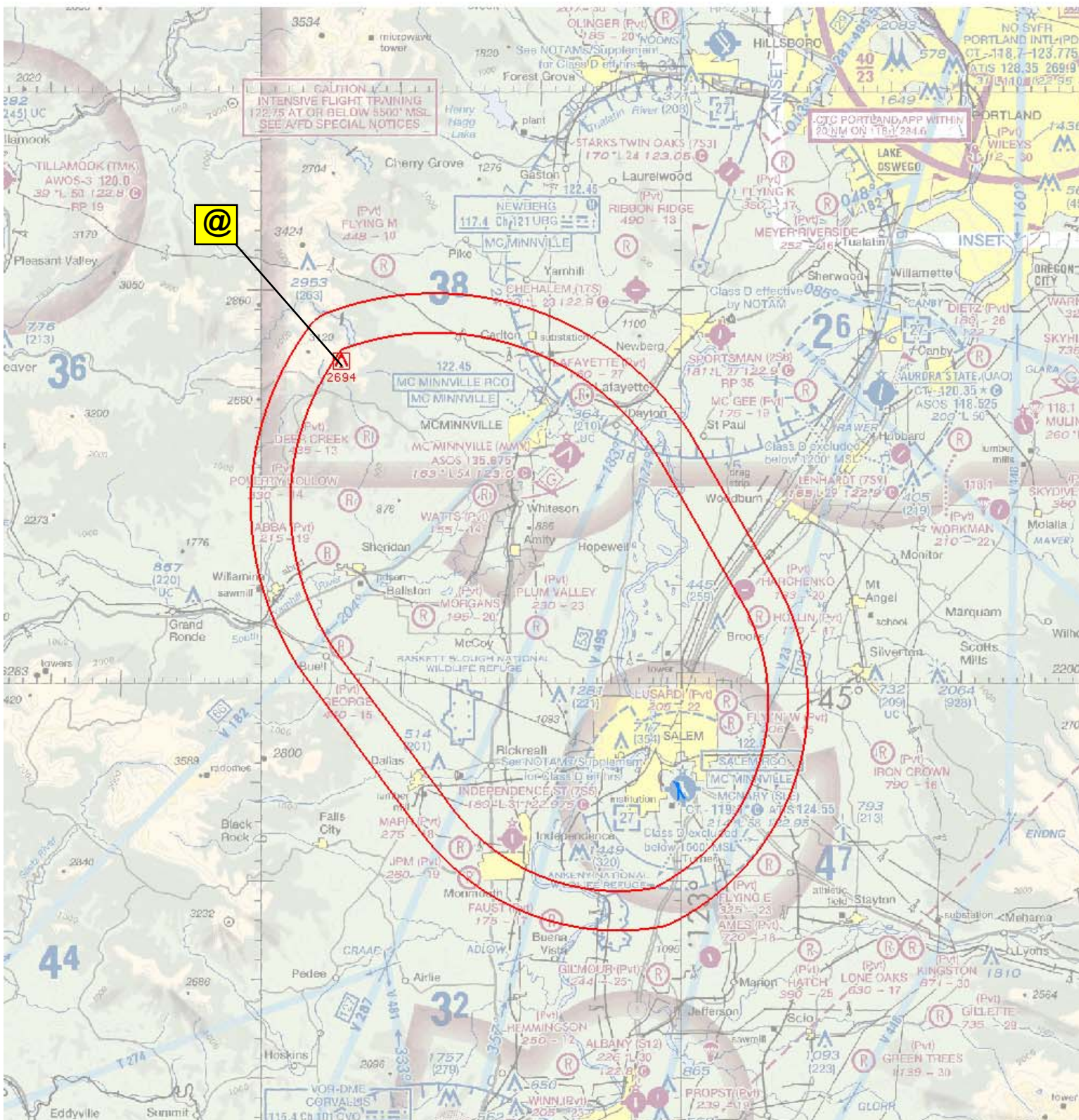
Airport ID: KSLE		FM 9		OBSTRUCTION		ELEV	
Apt Name	MCNARY FLD	No	SEGMENT				
City: SALEM		1	FEEDER UBG-SL NDB	AAO		1788	
State: OR		3	FEEDER GNET-SL NDB	TOWER		2064	
Scale: 1:500,000		5	FEEDER CVO-SL NDB	TOWER		1757	
Proc ID: LOC Y RWY 31		7	FEEDER ARTTY-SL NDB	AAO		1293	
Amdt#: 4		9	INITIAL JAIME-GLORR	AAO		4300	
		11	INTERMEDIATE PT	AAO		1106	
		13	INTERMEDIATE PT STEP	AAO		653	
		15	INTERMEDIATE	AAO		1651	
		13	INTERMEDIATE STEP	AAO		653	
		17	LOC FINAL	AAO		770	
		18	LOC FINAL (STEP)	TREE		505	
		15	PROCEDURE TURN	AAO		1651	
		19	MA LVL SFC	TERR+AAO		899	
		#	MA HOLD	AAO		1431	

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

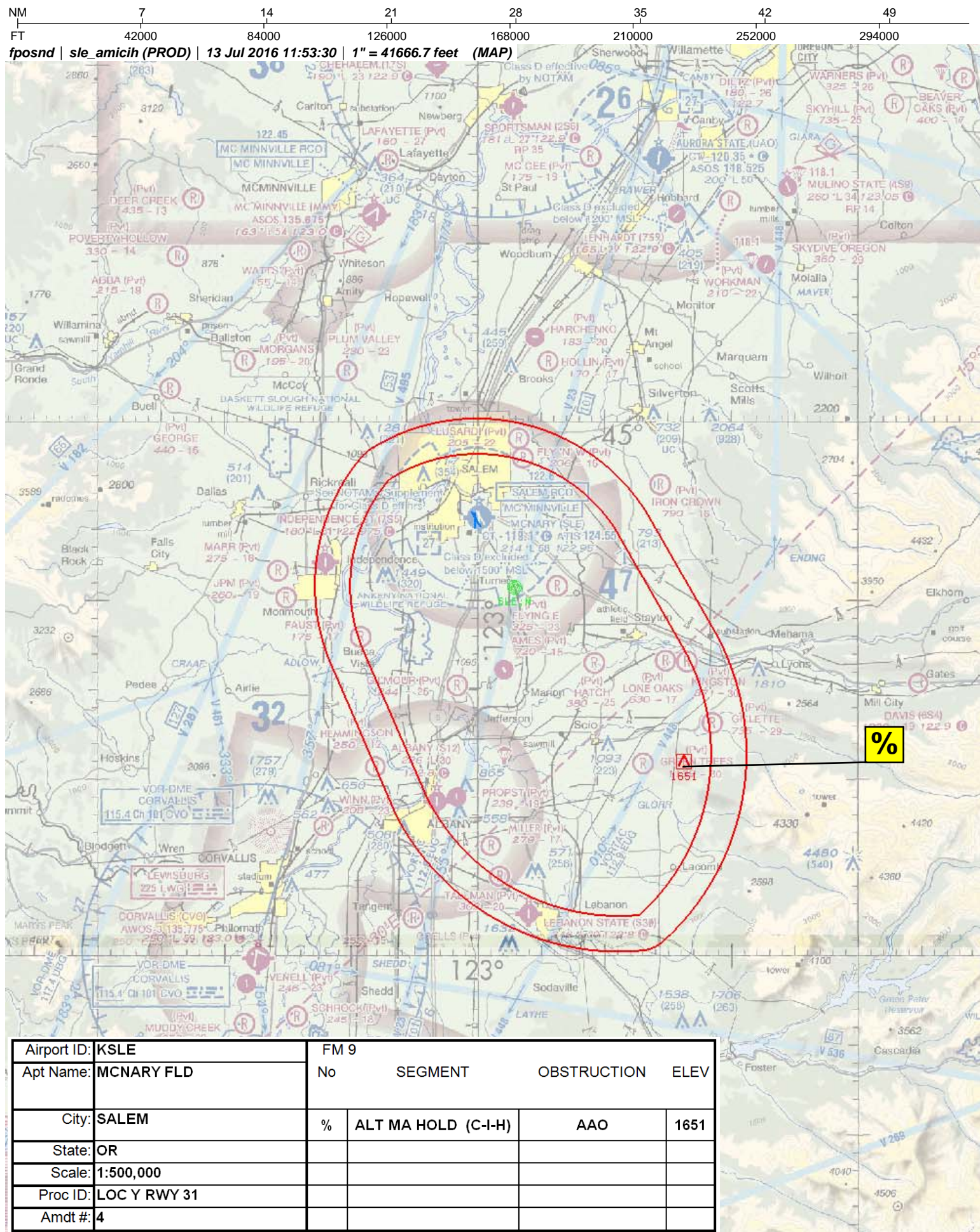
fposnd | sle_lyalms (PROD) | 27 Sep 2016 11:05:16 | 1" = 8333.3 feet (MAP)

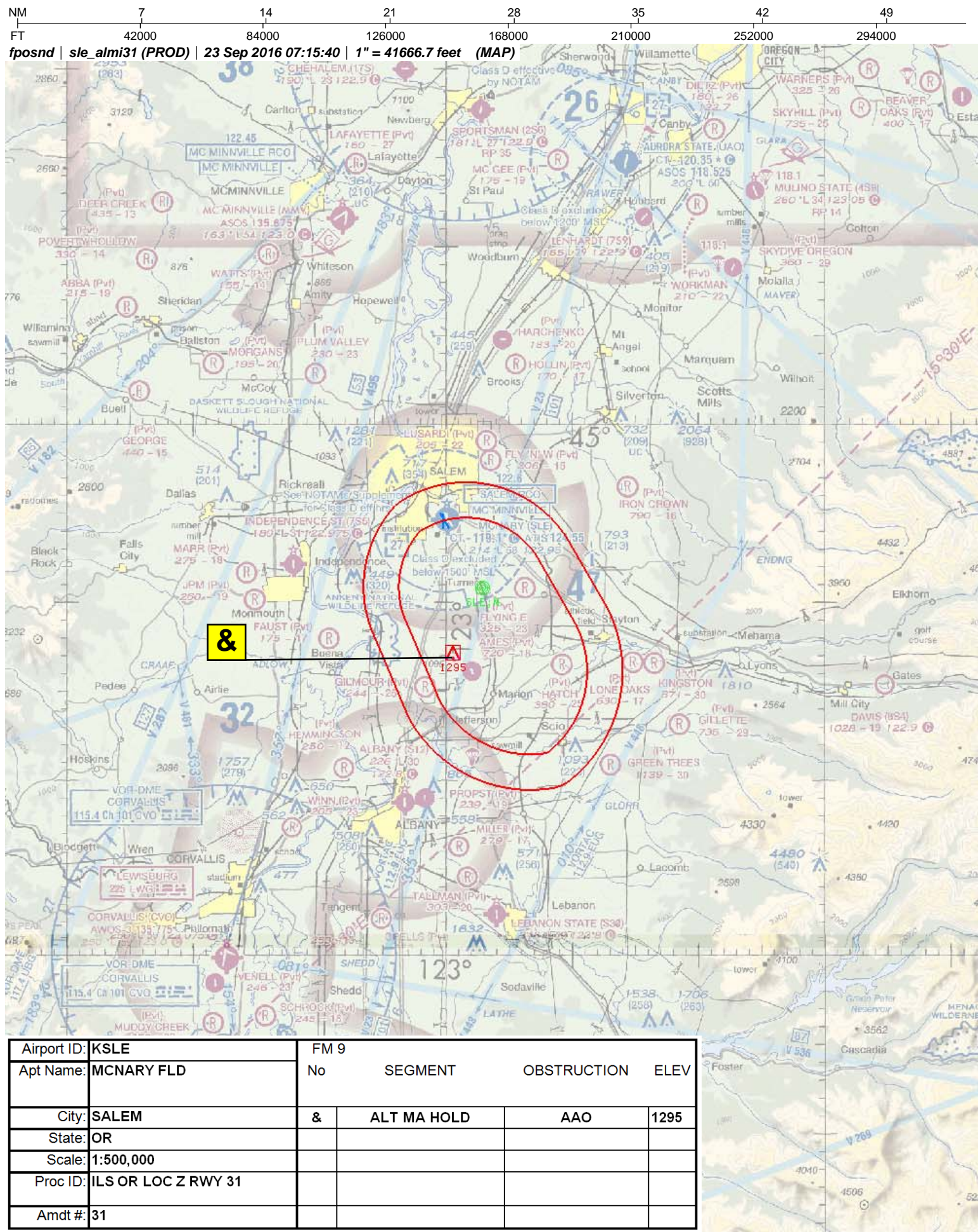


Airport ID:	KSLE	FM 9				
Apt Name:	MCNARY FLD	No	SEGMENT	OBSTRUCTION	ELEVATION	
City:	SALEM	17	LOC FINAL (ALT MISS)	AAO	770	
State:	OR	18	LOC FINAL STEP (ALT MISS)	TREE	505	
Scale:	1:100,000	21	MA LVL SFC	AAO	939	
Proc ID:	LOC Y RWY 31					
Amdt #:	4					



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:	LOC Y RWY 31				
Amdt #:	4				





TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: SALEM

STATE: OR

AIRPORT NAME: MCNARY FLD

ID: KSLE

PROCEDURE: LOC Y RWY 31

AMDT: 4

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 | 3.52 |
| <small>(Enter THLD, FAF, ARP, FACILITY, as appropriate)</small> | | | |
| 2. Width of | FINAL | segment at 1000' point | .98 |
| <small>(Enter appropriate segment , final, intermediate, etc.)</small> | | | |
| 3. True Course of | FINAL | segment containing 1000' point | 330.09 |
| 4. High Terrain in | FINAL | segment containing 1000' point | 539 |
| 5. Distance from | THLD | to 1500' point | 4.65 |
| <small>(If 1500' point in PT maneuvering area or holding pattern note in remarks)</small> | | | |
| 6. Width of | INTERMEDIATE | segment at 1500' point | 1.22 |
| 7. True Course of | INTERMEDIATE | segment containing 1500' point | 330.09 |
| 8. High Terrain in | INTERMEDIATE | segment containing 1500' point | 552 |
| 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 | 445050.67N | / | 1225703.88W |
| <small>(Click to Select)</small> | | | |

REMARKS:

APPROACH/DRAWING ATTACHED. 1500 FT POINT IS 7 NM FROM THE FAF OUTBOUND ON THE PT INBOUND LEG.

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:



Disapproved:




(see comments)

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

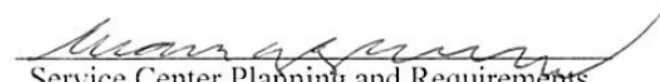
Project Tracking Number:


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.

**DEPARTMENT OF TRANSPORTATION
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

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

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)

LOC Y RWY 31
MCNARY FIELD (SLE)

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.

[illegible]

4000
↑
I-SLE
NW crs

ARTTY
I-SLE 5.6

TURN0 LOM/INT
I-SLE 5

Remain
within 10 NM

ZEGNA
I-SLE 3.2

HINER
I-SLE 9

133°

3000

313°

1700

2400

1040

≤ 3.50°
TCH 55

1.4 NM

0.7 NM

1.8 NM

4 NM

CATEGORY	A	B	C	D
S-31	780/24	566 (600-½)	780-1¼	566 (600-1¼)
C CIRCLING	900-1 686 (700-1)	940-1 726 (800-1)	1000-2¼ 786 (800-2¼)	1260-3 1046 (1100-3)