

Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 06/16/2017	Task #: 2017012316260201004	Request #: 20170123162602
Procedure: VOR RWY 8 AMDT 15B			Airport ID: KPDT	Airport: EASTERN OREGON RGNL AT PENDLETON		Reimbursable #: NO
City: PENDLETON	ST: OR	GPS #:	Estimated Chart Date: 12/05/2019		FICO #: 1233067	
Fac ID: PDT		Fac. Type: VORTAC			Specialist: THOR CORNELL	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	06/12/2019	09/06/2019	WARDELL HENNING	Digitally signed by		
QA:	09/06/2019	09/06/2019	TRACEY STILES	WARDELL HENNING		
Liaison:	09/06/2019	09/06/2019	MARY MCDONALD	Oct 22, 2019		
Procedure Comments: ENROUTE-NON Remark Type: INFORMATION						
<p>PENDING DATA USED FOR PDT VORTAC AND KPDT RUNWAYS 08/26. ACTIVE DATA USED FOR KPDT RUNWAYS 11/29. MAGVAR UPDATE: PDT VORTAC E20/1975, E16/2020. CONTACT WARDELL HENNING: 405.954.9954.</p> <p>10/21/2019: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON: 09/09/2019: 1. ADDED "16. REMOVED PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT - VGSI EQUIPMENT TO THIS RWY REMOVED" TO CHANGES - REASONS. 2. CHANGED CHART NOTE: "FOR INOPERATIVE ALS, INCREASE S-7 CAT C/D VISIBILITY TO 1 5/8 SM" TO "FOR INOPERATIVE ALS, INCREASE S-8 CAT C VISIBILITY TO 1 5/8 SM." 3. CHANGED CHART NOTE: "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE WALLA WALLA ALTIMETER SETTING AND INCREASE ALL MDA 140 FEET, CAT C/D VISIBILITY TO 1 7/8 SM, CIRCLING CAT C VISIBILITY 1/4 SM AND CAT D VISIBILITY 1/2 SM." TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE WALLA WALLA ALTIMETER SETTING AND INCREASE ALL MDA 140 FEET, INCREASE S-8 CAT C/D VISIBILITY TO 1 7/8 SM, CIRCLING CAT C VISIBILITY 1/4 SM AND CAT D VISIBILITY 1/2 SM." 4. CHANGED CHART NOTE: "FOR INOPERATIVE ALS WHEN USING WALLA WALLA ALTIMETER SETTING, INCREASE S-7 CAT C/D VISIBILITY TO 2 SM" TO "FOR INOPERATIVE ALS WHEN USING WALLA WALLA ALTIMETER SETTING, INCREASE S-8 CAT C/D VISIBILITY TO 2 SM."</p>						

QUALITY
18
CHECKED

VORTAC PDT	APP CRS	Rwy Idg	6300
114.7	079°	TDZE	1486
Chan 94		Apt Elev	1497

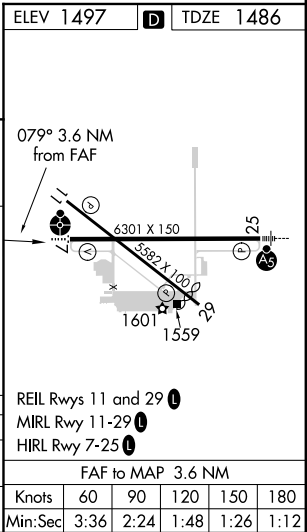
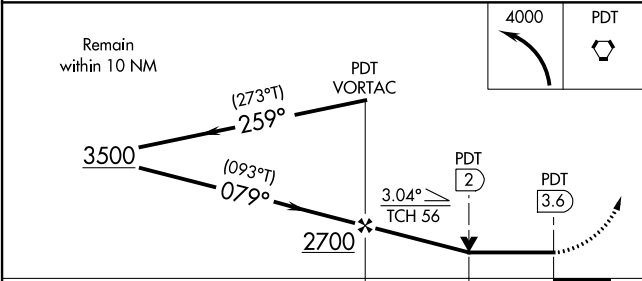
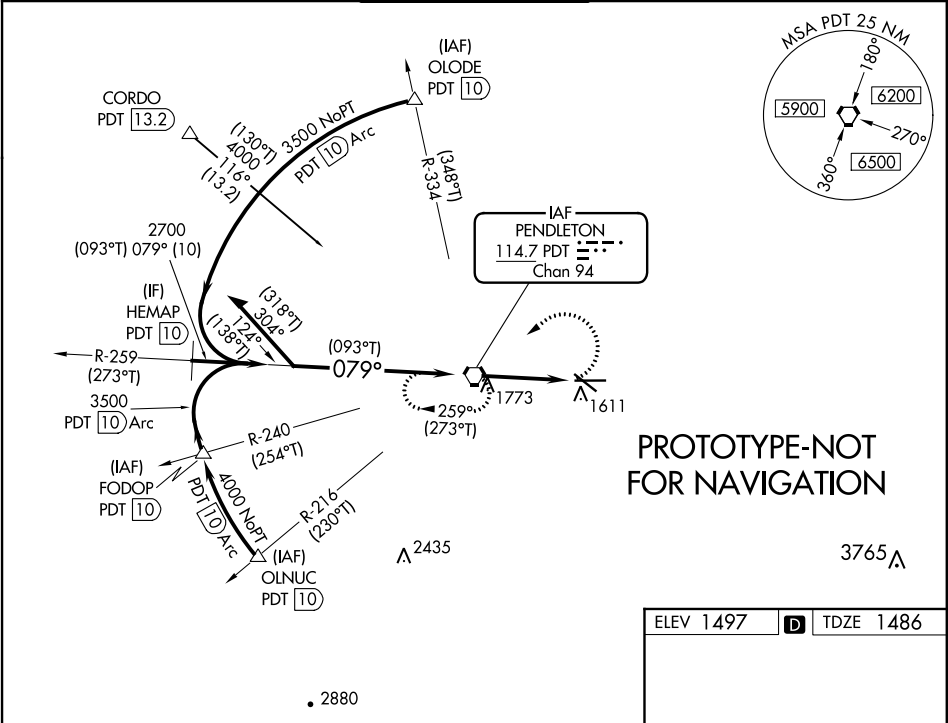
NEW

VOR RWY 8
EASTERN OREGON RGNL AT PENDLETON (PDT)

⚠ Circling to Rwy 11 NA at night. Rwy 8 helicopter visibility reduction below ¾ SM NA. VDP NA when using Walla Walla altimeter setting. When local altimeter setting not received, use Walla Walla altimeter setting and increase all MDA 140 feet, Cat C/D visibility to 1 ⅞ SM, Circling Cat C visibility ¼ SM and Cat D visibility ½ SM. For inop ALS, increase S-8 Cat C/D visibility to 1 ⅞ SM. For inop ALS when using Walla Walla altimeter setting, increase S-8 Cat C/D visibility to 2 SM.

ODALS
MISSED APPROACH:
Climbing left turn to 4000 direct PDT VORTAC and hold, continue climb-in-hold to 4000.

ASOS 118.325	CHINOOK APP CON* 133.15 379.15	PENDLETON TOWER* 119.7 (CTAF) 257.8	GND CON 121.9 257.8	UNICOM 122.95
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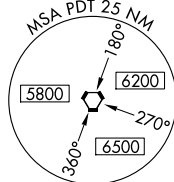
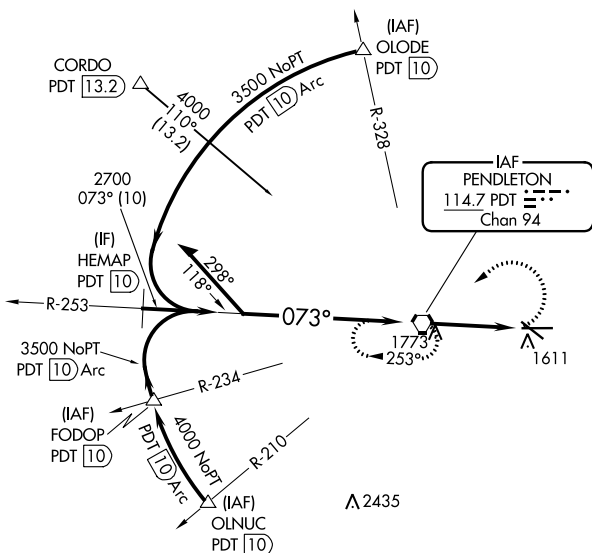
CATEGORY	A	B	C	D
S-8	2040-¾ 554 (600-¾)	2040-1½ 554 (600-1½)	2040-1¾ 554 (600-1¾)	2040-2 554 (600-2)
CIRCLING	2040-1 543 (600-1)	2040-1½ 543 (600-1½)	2040-2 543 (600-2)	2040-2½ 703 (800-2½)

VOR RWY 7
EASTERN OREGON RGNL AT PENDLETON (PDT)

ODALS

MISSED APPROACH:
Climbing left turn to 4000
direct PDT VORTAC and
hold, continue climb-in-
hold to 4000.

ASOS 118.325	CHINOOK APP CON★ 133.15 379.15	PENDLETON TOWER★ 119.7 (CTAF) 0 257.8	GND CON 121.9 257.8	UNICOM 122.95
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NW-1, 15 AUG 2019 to 12 SEP 2019

NW-1, 15 AUG 2019 to 12 SEP 2019

073° 3.6 NM from FAF

6301 X 150

5392 X 100.0

1601

1559

REIL Rwy 11 and 29

MIRL Rwy 11-29

HIRL Rwy 7-25

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

EASTERN OREGON RGNL AT PENDLETON (PDT)
45°42'N-118°51'W VOP PWY 7

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CATEGORICAL EXCLUSION DECLARATION**

**Eastern Oregon Regional Airport at Pendleton, Pendleton, OR (KPDT)
RNAV (GPS) RWY 8
VOR RWY 8
RNAV (GPS) RWY 26
ILS or LOC RWY 26
Textual Departure**

Description of Action:

The Federal Aviation Administration (FAA) is proposing the following procedure amendments and changes at the Eastern Oregon Regional Airport at Pendleton (KPDT), Pendleton, Oregon (OR):

KPDT is updating the airport Magnetic Variation (Magvar) to include renumbering Runway 7/25 to 8/26. The Magvar for the Pendleton (VOR) Very High Frequency Omni-Directional Range (PDT) is also being updated in conjunction with this project.

RNAV (GPS) RWY 8 will update the procedure name and runway numbers along with all reference to Pendleton VOR (PDT) radials. Additionally, the following changes are required to bring the procedure into compliance with current FAA criteria.

Move EFAKE Intermediate Fix (IF) 0.76 nautical miles (NM) west from Precise Final Approach Fix (PFAF)

Create new fix 1.76 nm west of OLNUC along V536 to a point 90° from Intermediate course at the new EFAKE

Realign CORDO initial to the new EFAKE location

Extend ECHOD Initial to use LOAMS instead of ECHOD

CIMAG moves 551.32 feet out per TARGETS PFAF calculation

Move CESMI (SDF) 24.1 ft toward PFAF to remain below Glidepath Angle (GPA)

Increase Circling Category D Minimum Descent Altitude (MDA) to 2080

Change Missed Approach (MA) instructions to “Climb to 2100 then climbing left turn to 5000 direct ZUTED and hold”

VOR RWY 8 will update the procedure name and runway numbers along with all reference to Pendleton VOR (PDT) radials

CATEX MEMO – RNAV (GPS) RWY 8 and 26, ILS or LOC RWY 26, VOR RWY 8 and textual Departure Eastern Oregon Regional Airport (PDT), Pendleton, OR

RNAV (GPS) RWY 26 and ILS or LOC/DME RWY 26 will update the procedure name and runway numbers along with all reference to Pendleton VOR (PDT) radials. A note will also be added to restrict circling to Runway 11 at night due to penetrations of the visual surface area.

Textual Departure will update the runway numbers along with all reference to Pendleton VOR (PDT) radials.

The land use in the area below the modified procedures is a farmland and sparsely populated.

Operations do not exceed 90,000 annual propeller operations or 700 annual jet operations; therefore, according to FAA Order 1050.1F, Desk Reference, para 11.1.2, no noise analysis is needed for the proposed project.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1F.

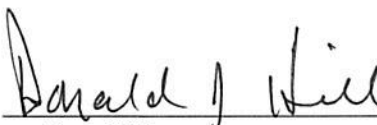
Basis for this Determination:

The Aircraft Procedure Environmental Pre-Screening Filter was processed and reviewed by the Western Service Center. This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1C, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1F.

The applicable categorical exclusion is:

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. (ATO, AVS)

Recommended by:**Facility Manager Review/Concurrence**

Signature: 
Name: Don Hill
Air Traffic Manager, Seattle ARTCC

Concurrence by:**Western Service Area Environmental Specialist**

Signature: _____
Name: Augustin Moses, P.E.
Environmental Specialist, Operations Support Group,
Western Service Center, AJV-W25

Approval by:**Western Service Area Director or Designee Approval**

Signature: _____
Name: Shawn Kozica
Operations Support Group Manager
Western Service Area, AJV-W2