

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
GRAPHIC DEPARTURE PROCEDURES (DP)**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated.

| <u>DP NAME</u> | <u>NUMBER</u> | <u>DP COMPUTER CODE</u> | <u>SUPERSEDED NUMBER</u> | <u>DATED</u> | <u>ACTUAL EFFECTIVE DATE</u> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|------------------------------|
| SALEM | FIVE | | FOUR | 04/27/2017 | |
| <u>TYPE:</u> | <u>OBSTACLE</u> | <u>COPTER</u> | <u>SID</u> | <u>SPECIAL</u> | <u>RNAV</u> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

DP ROUTE DESCRIPTION:

TAKEOFF RWY 13: CLIMB ON ASSIGNED HEADING BETWEEN 314 CW 130 FROM DEPARTURE END OF THE RUNWAY, THENCE...
TAKEOFF RWY 16: CLIMB ON ASSIGNED HEADING BETWEEN 344 CW 130 FROM DEPARTURE END OF THE RUNWAY, THENCE...
TAKEOFF RWY 31: CLIMB ON ASSIGNED HEADING BETWEEN 310 CW 130 FROM DEPARTURE END OF THE RUNWAY, THENCE...
TAKEOFF RWY 34: CLIMB ON ASSIGNED HEADING BETWEEN 310 CW 130 FROM DEPARTURE END OF THE RUNWAY, THENCE...
...FOR RADAR VECTORS TO ASSIGNED ROUTE. MAINTAIN 9000.

TRANSITION ROUTES (GRAPHIC DEPICTION ONLY):

| <u>TRANSITION NAME</u> | <u>TRANSITION COMPUTER CODE</u> | <u>FROM FIX/NAVAID</u> | <u>TO FIX/NAVAID</u> | <u>COURSE</u> | <u>DISTANCE</u> | <u>MEA</u> | <u>MOCA</u> | <u>CROSSING ALTITUDE/FIXES</u> |
|------------------------|-------------------------------------|----------------------------|--------------------------|---------------|-----------------|------------|-------------|------------------------------------|
|------------------------|-------------------------------------|----------------------------|--------------------------|---------------|-----------------|------------|-------------|------------------------------------|

PBN REQUIREMENT NOTES:

EQUIPMENT REQUIREMENT NOTES:

RADAR REQUIRED.

PROCEDURAL DATA NOTES:

NOTE: SEATTLE CENTER WILL VECTOR AIRCRAFT ON HEADING BETWEEN 310 CW 130.
NOTE: ROUTE DEPICTED IS LOST COMMUNICATIONS PROCEDURES ONLY.

TAKEOFF MINIMUMS:

RWY 13: STANDARD WITH MINIMUM CLIMB OF 330 FT/NM TO 2300.
RWY 16: STANDARD WITH MINIMUM CLIMB OF 606 FT/NM TO 1400 OR 500-2 1/2 WITH MINIMUM CLIMB OF 270 FT/NM TO 3100.
RWY 31: STANDARD WITH MINIMUM CLIMB OF 210 FT/NM TO 5200.
RWY 34: STANDARD WITH MINIMUM CLIMB OF 210 FT/NM TO 4800.

TAKEOFF OBSTACLES NOTES:

SEE FORM 8260-15A, TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP).

CONTROLLING OBSTACLES:

RWY 13: 370 FT MSL TREE (41-053606) 445331.92N/1225934.95W (CLIMB GRADIENT), 4480 FT MSL AAO 443751.30N/1223457.26 (CLIMB-TO ALTITUDE).

RWY 16: 443 FT MSL TREE 445337.07N/1230028.04W (CLIMB GRADIENT), 4480 FT MSL AAO 443751.30N/1223457.26W (CLIMB-TO ALTITUDE), 617 FT MSL TREE (41-051401) 445214.12N/1230020.31W (CEILING), 615 FT MSL (41-051260) 445210.16N/1230036.72W (VISIBILITY), 737 FT MSL TREE (41-052232) 445131.95N/1225923.78W (CLIMB GRADIENT).

RWY 31: 4480 FT MSL AAO 443751.30N/1223457.26W (CLIMB GRADIENT/CLIMB-TO ALTITUDE).

RWY 34: 4480 FT MSL AAO 443751.30N/1223457.26W (CLIMB GRADIENT/CLIMB-TO ALTITUDE).

MSA:

MSA FROM UBG VOR/DME 5600, 30NM.



LOST COMMUNICATIONS PROCEDURES:
IF NOT IN CONTACT WITH SEATTLE CENTER AFTER REACHING 2000, CONTINUE CLIMB TO ASSIGNED ALTITUDE.
ON ASSIGNED HEADING 040 CW 130: TURN RIGHT TO INTERCEPT THE CVO VOR/DME R-031 TO MAGOT, THEN CONTINUE CLIMB IN MAGOT HOLDING PATTERN (HOLD NW, RT, 211.00 INBOUND), TO THE MEA FOR ROUTE OF FLIGHT.
ON ASSIGNED HEADING 310 CW 039: TURN LEFT TO INTERCEPT THE CVO VOR/DME R-357 TO BREAf, THEN CONTINUE CLIMB IN BREAf HOLDING PATTERN (HOLD NW, LT, 352.82 INBOUND), TO THE MEA FOR ROUTE OF FLIGHT (DME REQUIRED).

ADDITIONAL FLIGHT DATA:
CHART V495 CVO TO UBG.
CHART: TOP ALTITUDE: 9000.
AIRPORT MV: SLE 17E/2005.
CHART: LOST COMMUNICATIONS HOLDING PATTERN AT MAGOT, HOLD NW, RT, 195.19 INBOUND.
CHART: LOST COMMUNICATIONS HOLDING PATTERN AT BREAf, HOLD NW, LT, 352.84 INBOUND.

| AIRPORTS SERVED: | | | |
|------------------|-------|-------|--|
| AIRPORT ID | CITY | STATE | |
| KSLE | SALEM | OR | |

COMMUNICATIONS:
CHART ATIS, GND CON, TWR.

FIXES AND/OR NAVAIDS:
BTG VORTAC, UBG VOR/DME, CVO VOR/DME, DSD VORTAC, EUG VORTAC, ONP VORTAC

REMARKS:
VEGETATION HEIGHT: 100 FT FROM FPT REQUEST IN A RECENTLY COMPLETED PROCEDURE.
APPLIED AND EVALUATED OBSTACLES IAW AGT TGTS-187.
PER ATC, AIRCRAFT WILL NOT BE VECTORED UNTIL REACHING 9000 IAW FACILITY DIRECTIVES/LOA'S.
APPROVAL LETTER FOR RWY 16 CLIMB GRADIENT.
MSA CONTROLLING OBSTACLE: 4534 AAO 450642.00N/1221515.00W (4E).

| FLIGHT INSPECTED BY | SIGNATURE | OFFICE | DATE | |
|---------------------|-----------|----------|------------|---------|
| | | | | |
| DEVELOPED BY | SIGNATURE | OFFICE | DATE | |
| STEVEN DOUGHERTY | | AJV-A421 | 06/02/2025 | |
| APPROVED BY | SIGNATURE | OFFICE | DATE | TITLE |
| DAVID DANNER | | AJV-A421 | | MANAGER |

REQUIRED EFFECTIVE DATE
ROUTINE

COORDINATED WITH:

A4A ☐ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:**ZSE, SLE STCT, AMGR

CHANGES - REASONS:
- RWY 13 DP ROUTE DESCRIPTION CHANGED FROM "CLIMBING TO ASSIGNED ALTITUDE AND HEADING BETWEEN 310 CW 130 FROM DEPARTURE END OF RUNWAY, THENCE..." TO "CLIMB ON ASSIGNED HEADING BETWEEN 314 CW 130 FROM DEPARTURE END OF RUNWAY. THENCE..." - 8260.46J AND TO LIMIT HEADINGS TO PREVENT TURN IN EXCESS OF 180 DEGREES.
- RWY 16 ROUTE DESCRIPTION CHANGED FROM "CLIMBING LEFT TURN TO ASSIGNED HEADING BETWEEN 340 CW TO 130 FROM DEPARTURE END OF RUNWAY TO ASSIGNED ALTITUDE, THENCE..." TO "CLIMB ON ASSIGNED HEADING BETWEEN 344 CW 130 FROM DEPARTURE END OF RUNWAY, THENCE..." - 8260.46J AND TO LIMIT HEADINGS TO PREVENT TURN IN EXCESS OF 180



DEGREES.

- RWY 31 ROUTE DESCRIPTION CHANGED FROM "CLIMBING TO ASSIGNED ALTITUDE AND HEADING BETWEEN 310 CW 130 FROM DEPARTURE END OF RUNWAY, THENCE..." TO "CLIMB ON ASSIGNED HEADING BETWEEN 310 CW 130 FROM DEPARTURE END OF RUNWAY, THENCE..." - 8260.46J AND TO LIMIT HEADINGS TO PREVENT TURN IN EXCESS OF 180 DEGREES.

- RWY 34 ROUTE DESCRIPTION CHANGED FROM "CLIMB TO ASSIGNED ALTITUDE AND HEADING BETWEEN 310 CW 130 FROM DEPARTURE END OF RUNWAY, THENCE..." TO "CLIMB ON ASSIGNED HEADING BETWEEN 310 CW 130 FROM DEPARTURE END OF RUNWAY, THENCE..." - 8260.46J AND TO LIMIT HEADINGS TO PREVENT TURN IN EXCESS OF 180 DEGREES.

- RWY 13 TAKEOFF MINIMUMS CHANGED FROM "STANDARD WITH MINIMUM CLIMB OF 270 FT PER NM TO 4000" TO "STANDARD WITH MINIMUM CLIMB OF 330 FT/NM TO 2300" - UPDATED TARGETS EVALUATION WITH NEW CONTROLLING OBSTACLES AND 8260.46J.

- RWY 16 TAKEOFF MINIMUMS CHANGED FROM "STANDARD WITH MINIMUM CLIMB OF 570 FT PER NM TO 2000 OR 400-2 1/2 WITH MINIMUM CLIMB OF 260 FT PER NM TO 4000" TO "STANDARD WITH MINIMUM CLIMB OF 606 FT/NM TO 1400 OR 500-2 1/2 WITH MINIMUM CLIMB OF 270 FT/NM TO 3100" - UPDATED TARGETS EVALUATION WITH NEW CONTROLLING OBSTACLES AND 8260.46J.

- RWY 31 TAKEOFF MINIMUMS CHANGED FROM "STANDARD WITH MINIMUM CLIMB OF 230 FT PER NM TO 2500" TO "STANDARD WITH MINIMUM CLIMB OF 210 FT/NM TO 5200" - UPDATED TARGETS EVALUATION WITH NEW CONTROLLING OBSTACLES AND 8260.46J.

- RWY 34 TAKEOFF MINIMUMS CHANGED FROM "STANDARD WITH MINIMUM CLIMB OF 225 FT PER NM TO 6700" TO "STANDARD WITH MINIMUM CLIMB OF 210 FT/NM TO 4800" - UPDATED TARGETS EVALUATION WITH NEW CONTROLLING OBSTACLES AND 8260.46J.

- RWY 13 CONTROLLING OBSTACLES CHANGED FROM "4530 FT MSL AAO 443809.00N/1223422.28W (CG/CTA, 638 FT MSL TREE 445249.96N/1225725.67W (CG))" TO "370 FT MSL TREE (41-053606) 445331.92N/1225934.95W (CLIMB GRADIENT), 4480 FT MSL AAO 443751.30N/1223457.26W (CLIMB-TO ALTITUDE)" - TARGETS EVALUATION AND MAP STUDY.

- RWY 16 CONTROLLING OBSTACLES CHANGED FROM "4530 FT MSL AAO 443809.00N/1223422.28W (CTA/CG), 426 MSL TREE 445337.28N/1230025.84 (CG), 569 FT MSL TREE 445243.73N/1230017.24W (CIG), 562 FT MSL TREE 445207.84N/1230052.33W (VIS), 793 FT MSL TREE 445119.28N/1225836.10W (CG), 839 FT MSL TREE 445059.45N/1225834.82W (CG/CTA)" TO "443 FT MSL TREE 445337.07N/1230028.04W (CLIMB GRADIENT), 4480 FT MSL AAO 443751.30N/1223457.26W (CLIMB-TO ALTITUDE), 617 FT MSL TREE (41-051401) 445214.12N/1230020.31W (CEILING), 615 FT MSL (41-051260) 445210.16N/1230036.72W (VISIBILITY), 737 FT MSL TREE (41-052232) 445131.95N/1225923.78W (CLIMB GRADIENT)" - TARGETS EVALUATION AND MAP STUDY.

- RWY 31 CONTROLLING OBSTACLES FROM "717 FT MSL TOWER 445629.00N/1230423.00W (CG), 4530 F MSL AAO 443809.00N/1223422.26W" TO "4480 FT MSL AAO 443751.30N/1223457.26W (CLIMB GRADIENT/CLIMB-TO ALTITUDE)" - TARGETS EVALUATION AND MAP STUDY.

- RWY 34 CONTROLLING OBSTACLES CHANGED FROM "508 FT MSL AAO 445813.17N/1221838.65W (CG/CTA), 4530 FT MSL AAO 443809.00N/1223422.26W (CG/CTA)" TO "4480 FT MSL AAO 443751.30N/1223457.26W (CLIMB GRADIENT/CLIMB-TO ALTITUDE)" - TARGETS EVALUATION AND MAP STUDY.

- REMOVED SL NDB FROM FIXES AND/OR NAVAIDS - NDB DECOMMISSIONED, FPT/ATC REQUESTED.

- UPDATED LOST COMMUNICATIONS PROCEDURE: FROM "TAKEOFF RWY 13 AND 16: (RWY 16 TURN LEFT) PROCEED DIRECT TO SL NDB THENCE ON (ASSIGNED ROUTE) (ADF REQUIRED)." TO "TAKEOFF RWY 13 AND 16: TURN LEFT TO INTERCEPT THE UBG VOR/DME R-154 TO UBG VOR/DME, THEN ON ASSIGNED ROUTE." AND "TAKEOFF RWY 31 AND 34: (RWY 31 TURN RIGHT) PROCEED DIRECT TO UBG VOR/DME THENCE ON (ASSIGNED ROUTE)." TO "TAKEOFF RWY 31 AND 34: TURN RIGHT TO INTERCEPT THE UBG VOR/DME R-154 TO UBG VOR/DME, THEN ON ASSIGNED ROUTE." - SL NDB DECOMMISSIONED, FPT/ATC REQUESTED

- REMOVED FROM LOST COMMUNICATIONS: "HELICOPTERS ONLY - RUNWAYS 31 AND 34: (RUNWAY 34 TURN LEFT) INTERCEPT AND PROCEED OUTBOUND ON THE SL NDB 313 DEGREE BEARING TO BREA INT, THENCE ON (ASSIGNED ROUTE) (ADF REQUIRED)" - SL NDB DECOMMISSIONED.

- ADDED "MSA FROM UBG VOR/DME 5600, 30NM." TO MSA BLOCK - 8260.46J AND 8260.3E.

- ADDED VEGETATION HEIGHT IN REMARKS - VEGETATION HEIGHT FROM FPT REQUEST ON A CURRENT PROCUDURE.

- DELETED RADAR REQUIRED NOTE IN PROCEDURAL DATA NOTES AND ADDED IT TO EQUIPMENT REQUIREMENTS NOTES - 8260.46J.

- ADDITIONAL FLIGHT DATA: ADDED MAGVAR ENTRY "AIRPORT MV: SLE 17E/2005" - PER MEMO #283.

- REMARKS: ADDED AGT REMARK - IAW AGT TGTS-187.

- REMARKS: ADDEED MSA CONTROLLER INFORMATION - ADDED FOR FUTURE REFERENCE.

- FIXES AND/OR NAVAIDS - ADDED FACILITY TYPE TO ALL NAVAIDS AND DELETE FIX FROM BREA INT - 8260.46J.

- PROCEDURAL DATA NOTES: DELETED "THIS IS A RADAR VECTOR SID ROUTE" - REDUNDANT STATEMENT.

- COMMUNICATIONS: DELETED "COMMUNICATIONS FOR" - NOT REQUIRED.

- ADDITIONAL FLIGHT DATA: ADDED TOP ALTITUDE NOTE - 8260.46J.

- REMARKS: ADDED STATEMENT "PER ATC, AIRCRAFT WILL NOT BE VECTORED UNTIL REACHING 9000 IAW FACILITY DIRECTIVES/LOAS - FOR FUTRE REFERENCE TO MEMO DATED MAY 23, 2023 CLARIFICATION TO FAA ORDER 8260.46, DEPARTURE PROCEDURE (DP) PROGRAM, STANDARD INSTRUMENT DEPARTURE (SID).

- REMARKS: ADDED STATEMENT "APPROVAL LETTER FOR RWY 16 CLIMB GRADIENT - IDENTIFY APPLIED APPROVAL LETTER.

- REMARKS: ADDED STATEMENT IDENTIFYING THE MSA CONTROLLING OBSTACLE - FOR REFERENCE.

- TAKEOFF OBSTACLES NOTES: REPLACED ALL OBSTACLES IN THIS SECTION WITH THE REQUIRED STATEMENT "SEE FORM 8260-15A, TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP)" - PER 8260.46J APPENDIX D MEMO.

1/28/2024: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/13/2023.

1. PBN REQUIREMENTS NOTES: DELETED "RNAV-1 GPS. FROM BREA INT.

2. FIXES AND/OR NAVAIDS: DELETED BREA INT.

3. CHANGES - REASONS: DELETED LINE "ADDED PBN REQUIREMENTS NOTE "RNAV-1 GPS. FROM BREA INT.

6/11/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/13/2023.



- 1. LOST COMMUNICATIONS: COMPLETE REVISION OF LOST COMMUNICATION INSTRUCTIONS DUE TO UBG VOR/DME RESTRICTIONS NOT ABLE TO BE FIXED BY TECH OPS.
- 2. ADDITIONAL FLIGHT DATA: ADDED LOST COMMUNICATION HOLDING PATTERN INFORMATION AT BREA AND MAGOT FOR CHARTING.

