

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 10/02/2025	APWS Task ID: 631A3C7398CC445E962DE67905F0FF8A	APWS Project ID: EEA92BB648FD4D3FAC4790B274B9E972
Procedure: SALEM FIVE DEPARTURE		Enroute: YES	Specialist: Dougherty, Steven		Agreement Number:
Airport ID: KSLE			Airport City: SALEM		State: OR
Facility ID:	Facility Type:	Flight Inspection Remark Type: Hold FC Slot			
<div>Procedure Comments:</div> <div>TURN0 NDB decommissioned and all DPs redesigned.</div> <div>Cancels FDC 3/3698 - 8260.46J, DO NOT ESTABLISH VCOA PROCEDURES IN CONJUNCTION WITH A SID.</div> <div>8260-1: RWY 16 CLIMB GRADIENT GREATER THAN 500 FT/NM.</div> <div>Contact David Danner, AJV-A421, 405-954-5077.</div> <div>1/28/2024: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/13/2023.</div> <div>1. PBN REQUIREMENTS NOTES: DELETED "RNAV-1 GPS. FROM BREAf.</div> <div>2. FIXES AND/OR NAVAIDS: DELETED BREAf.</div> <div>3. CHANGES - REASONS: DELETED LINE "ADDED PBN REQUIREMENTS NOTE "RNAV-1 GPS. FROM BREAf.</div> <div>1/31/2024: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/13/2023</div> <div>8260-2 BREAf</div> <div>1. FIX USED: DELETED DP SALEM (KSLE).</div> <div>2. REQUIRED CHARTING: DELETED DP AND CONTROLLER LOW.</div> <div>6/11/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/13/2023.</div> <div>8260-2 BREAf</div> <div>1 PATTERNS: PAT 2: DECREASED MIN ALTITUDE FROM 4000 TO 2000.</div> <div>2. CONTROLLING OBSTRUCTION: ADDED TWO OBSTACLES TO PAT 2 LEVEL HOLDING AND CLIMB-IN-HOLD.</div> <div>3. FIX USE: ADDED KSLE DP SALEM.</div> <div>4. REMARKS: ADDED MIN HOLDING ALT FOR PAT 2 BASED ON AIRSPACE.</div> <div>5. REMARKS: ADDED MRA BASED ON 2000 FT FOR LOST COMM ON SALEM DP.</div> <div>6. REQUIRED CHARTING: ADDED DP AND CONTROLLER LOW.</div> <div>7. PROCEDURES REQUIRING CLIMB-IN-HOLD: ADDED SALEM DP.</div> <div>8. FAC MRA CHANGED FROM 4000 TO 2000</div> <div>8260-2 MAGOT</div> <div>F FILE</div> <div>1.LOST COMMUNICATIONS: COMPLETE REVISION OF LOST COMMUNICATION INSTRUCTIONS DUE TO UBG VOR/DME RESTRICTIONS NOT ABLE TO BE FIXED BY TECH OPS.</div> <div>2. ADDITIONAL FLIGHT DATA: ADDED LOST COMMUNICATION HOLDING PATTERN INFORMATION AT BREAf AND MAGOT FOR CHARTING.</div> <div>S FILE</div> <div>1. ADDED CIH 500K MAPS AT BREAf AND MAGOT.</div>					



FIPC BASIC FORM							
PROCEDURE: SID SALEM FIVE SALEM OR KSLE			AIRPORT NAME: MCNARY FLD		AIRPORT ID: KSLE	SPECIAL CONTROL NO: SP-02-116-24	
FAC ID: SALEM5		CITY: SALEM			ST: OR	ORIG CHART DATE: 07/11/2024	
DFL TYPE: PROC/T	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:		PTS TASK ID: 631A3C7398CC445E962DE67905F0FF8A		
PREFLIGHT NOTES							
REVIEWER: troy e devine					DATE: 12/04/2024		
COMMENTS:					CHECK ONE:		
					<input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 12/04/2024		CREW #: VN502	N #: N76	INSTRUMENT PROCEDURE STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input checked="" type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: troy e devine @ 12/04/2024 21:43			PRINTED NAME: DEVINE, TROY ELLEN			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
FLIGHT INSPECTOR REMARKS: SP-02-116-24, MCNARY FLD, SALEM OR, SALEM FIVE DEPARTURE - UNSAT The UBG R-154 is unsat from 3400 to 9000'. Recommend selecting a different radial.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:



Federal Aviation Administration

Memorandum

To: Wade Terrell, Manager, Flight Technologies and Procedures Division THRU:
Wayne Radicke, Manager, Flight Procedure Implementation and Oversight Branch

From: Marlon Robinson, Manager, Instrument Flight Procedures (IFP) Team 2, AJV-A420

Subject: APPROVAL REQUEST: McNary FLD, SALEM, OR (KSLE), RWY 16 Climb Gradient

Request approval for the KSLE, SALEM FIVE, RWY 16 climb gradient to exceed 500 FT/NM IAW the 8260.46J, 2-1-1 d (2).

The computed climb gradient for RWY 16, with standard ceiling and visibility, is 606 FT/NM to 1400 FT MSL.

The obstacle driving this climb gradient is 443 FT MSL TREE, 41-053229, 445337.07N/1230028.04W. The obstacle driving the climb gradient termination altitude is 4480 FT MSL AAO 443751.30N/1223457.26W.

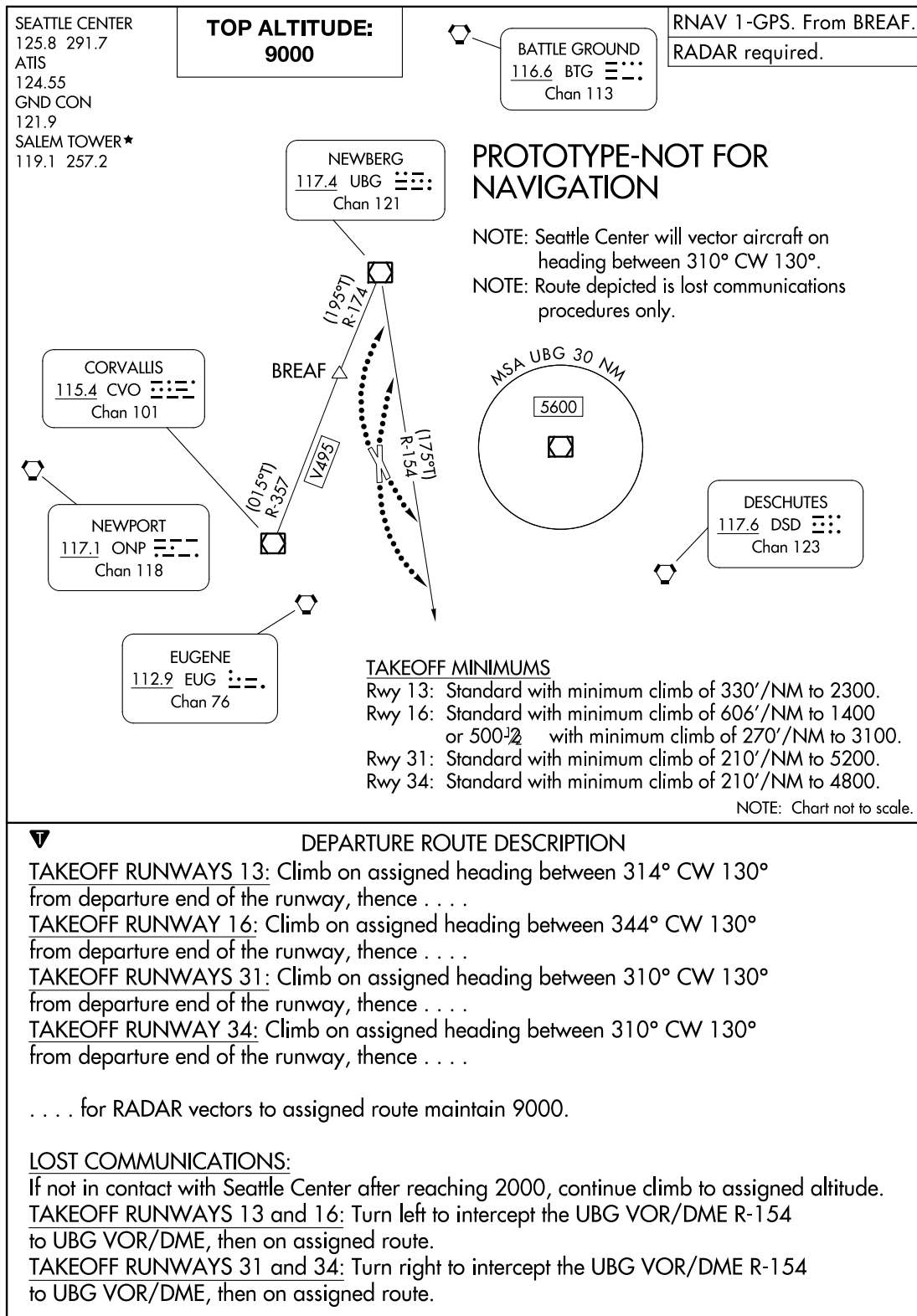
In addition, a ceiling and visibility with a lower climb gradient was provided. The ceiling/visibility is 500-2 1/2 with a minimum climb of 270 FT/NM to 3100. Additionally, this departure is offered from three other runways, with lower climb gradients for aircraft that can not adhere to the 606 FT/NM requirement. It is not possible to redesign this procedure to remove the obstacle as it is within the ICA.

Request approval to publish, "RWY 16: STANDARD WITH MINIMUM CLIMB OF 606 FT PER NM TO 1400 OR 500-2 1/2 WITH MINIMUM CLIMB OF 270 FT/NM TO 3100."

FIG

SALEM FIVE DEPARTURE

AL-361 (FAA)

MCNARY FLD (SLE)
SALEM, OREGON

AUTOMATED AL-361 SALEM DEPARTURE

NW-1

11-20-23

COMPILER: HD

REVIEWER:

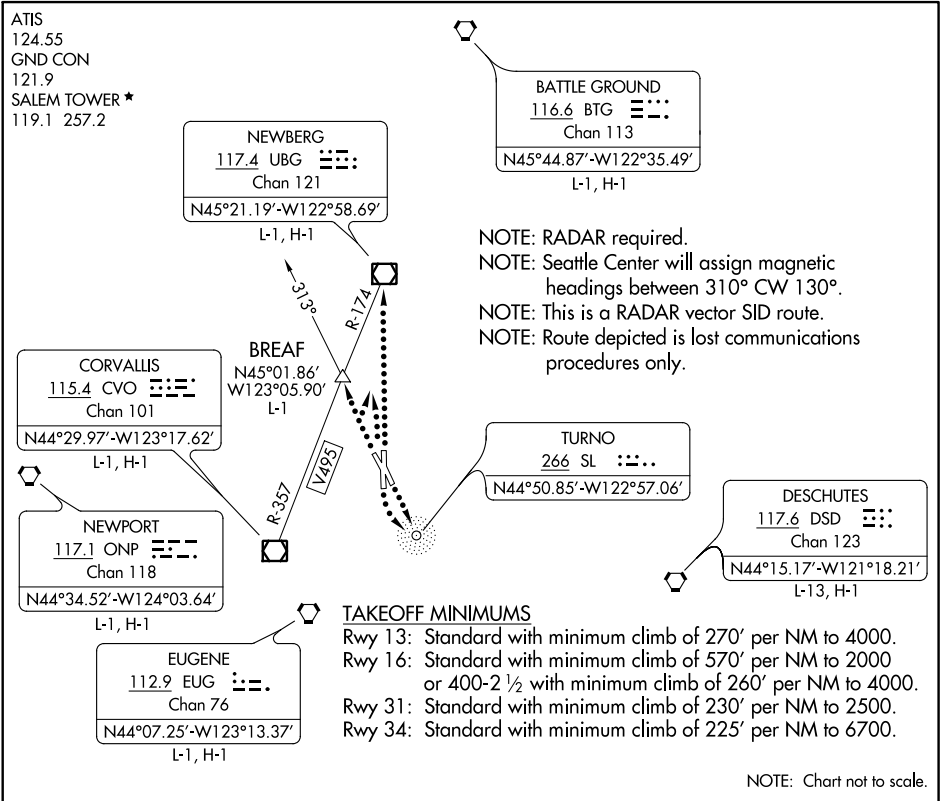
DBL CHKR:

EFF: FIG

SALEM FIVE DEPARTURE

FIG

SALEM, OREGON
MCNARY FLD (SLE)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13, 31, 34: Climb to assigned altitude and heading between 310° CW 130° from DER, thence

TAKEOFF RUNWAY 16: Climbing left turn to assigned heading between 340° CW to 130° from DER to assigned altitude, thence

. . . . expect RADAR vectors with Seattle Center to assigned route. Expect filed altitude 10 minutes after departure.

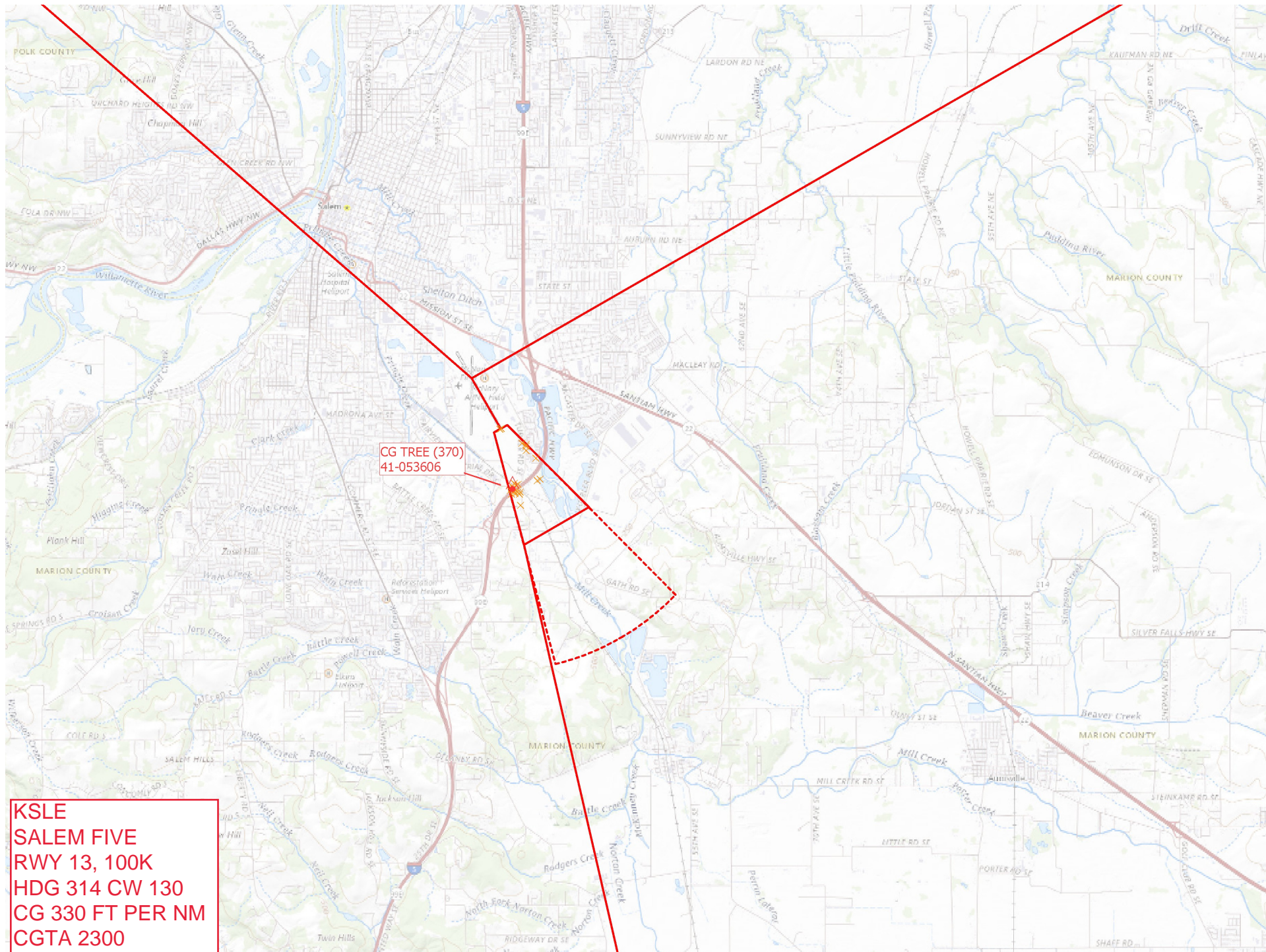
LOST COMMUNICATIONS:
If not in contact with Seattle Center after reaching 2000, continue climb to assigned altitude.
TAKEOFF RUNWAYS 13 and 16: (Runway 16 turn left) proceed direct to SL NDB thence on (assigned route) (ADF required).
TAKEOFF RUNWAYS 31 and 34: (Runway 31 turn right) proceed direct to UBG VOR/DME thence on (assigned route).
HELICOPTERS ONLY - RUNWAYS 31 and 34: (Runway 34 turn left) intercept and proceed outbound on the SL NDB 313° bearing to BREAF INT, thence on (assigned route) (ADF required).

ESV Details

Originating Office :AJV-A411		Airspace Docket Number :		Request Type :Establish		
Facility Data						
Chart Name:MAGOT, SALEM SID KSLE		City:EUGENE		Ident:EUG		State:OR
Type/Class: TACAN		Frequency: M1163		Reference Number: 25069367		
Extended Service Volume Data: (Requesting Officer)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	
FAA 694112 - 022	360	31	55	20	90	
Requirement: MAGOT, SALEM SID KSLE						
Signature:Dougherty Steven		Routing Symbol:AJV-A441				Date:06/02/2025
Extended Service Volume Data: (FIFO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 694112 - 022	360	31				
Requirement/Remarks:						
Signature:		Routing Symbol:			Date:	

ESV Details

Originating Office :AJV-A411		Airspace Docket Number :		Request Type :Establish		
Facility Data						
Chart Name:MAGOT, SALEM SID KSLE		City:EUGENE		Ident:EUG		State:OR
Type/Class: H-VOR		Frequency: M112.9		Reference Number: 25069366		
Extended Service Volume Data: (Requesting Officer)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	
FAA 690778 - 026	360		55	20	90	
Requirement: MAGOT, SALEM SID KSLE						
Signature:Dougherty Steven		Routing Symbol:AJV-A441				Date:06/02/2025
Extended Service Volume Data: (FIFO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 690778 - 026	360					
Requirement/Remarks:						
Signature:		Routing Symbol:			Date:	

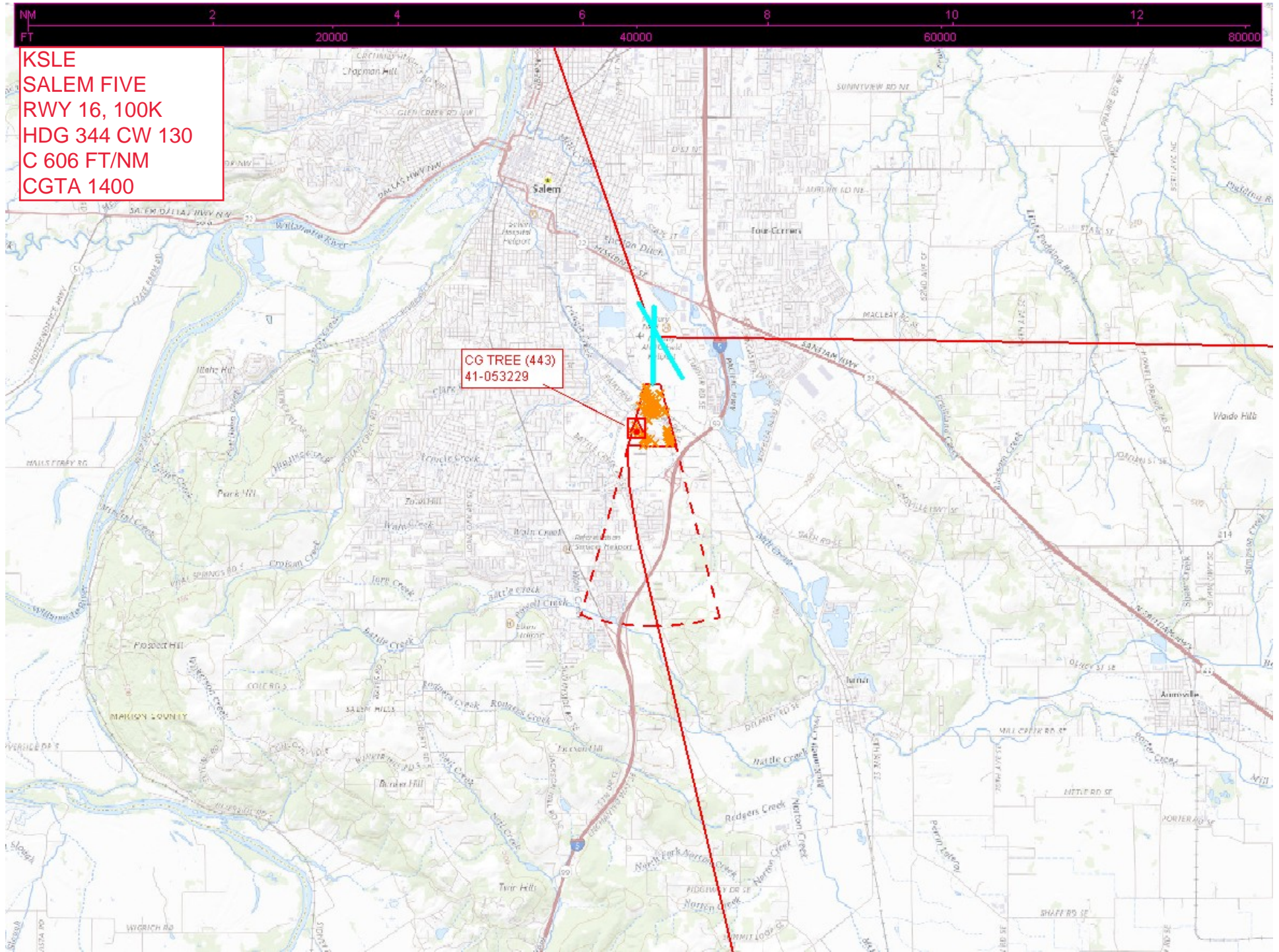




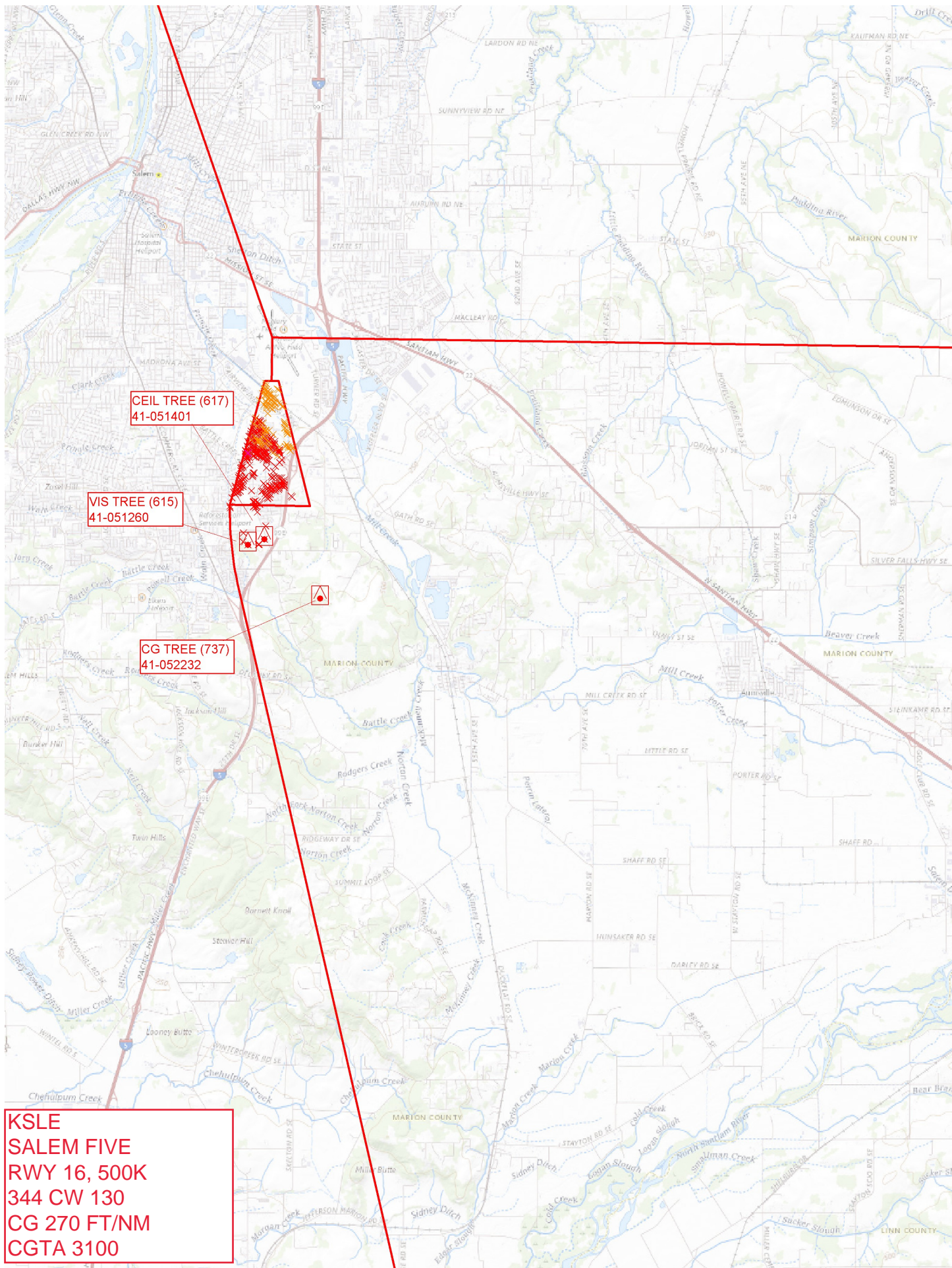
NM 2 4 6 8 10 12
FT 20000 40000 60000 80000

KSLE
SALEM FIVE
RWY 16, 100K
HDG 344 CW 130
C 606 FT/NM
CGTA 1400

CG TREE (443)
41-053229



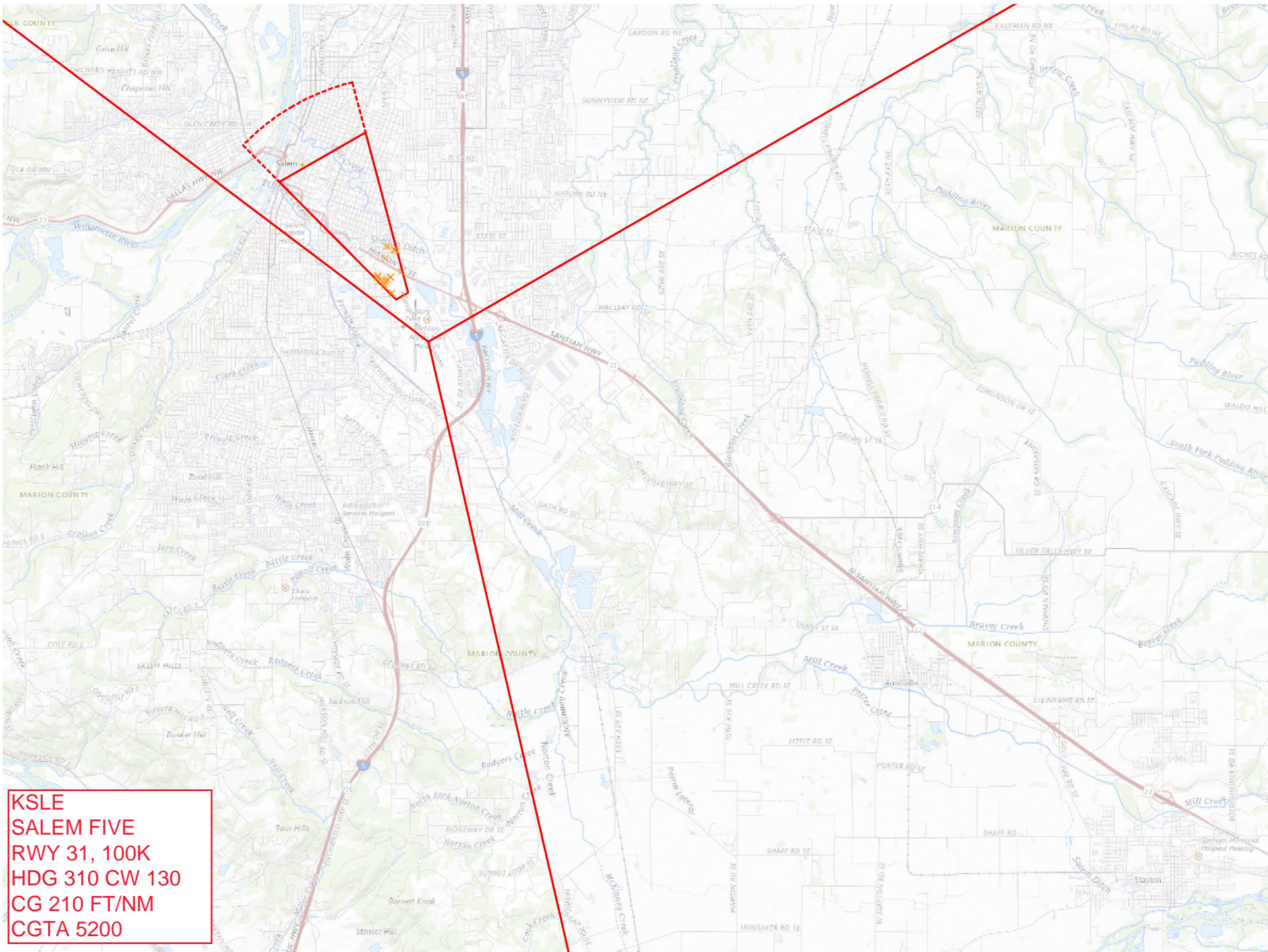




KSLE
SALEM FIVE
RWY 16, 500K
344 CW 130
CG 270 FT/NM
CGTA 3100

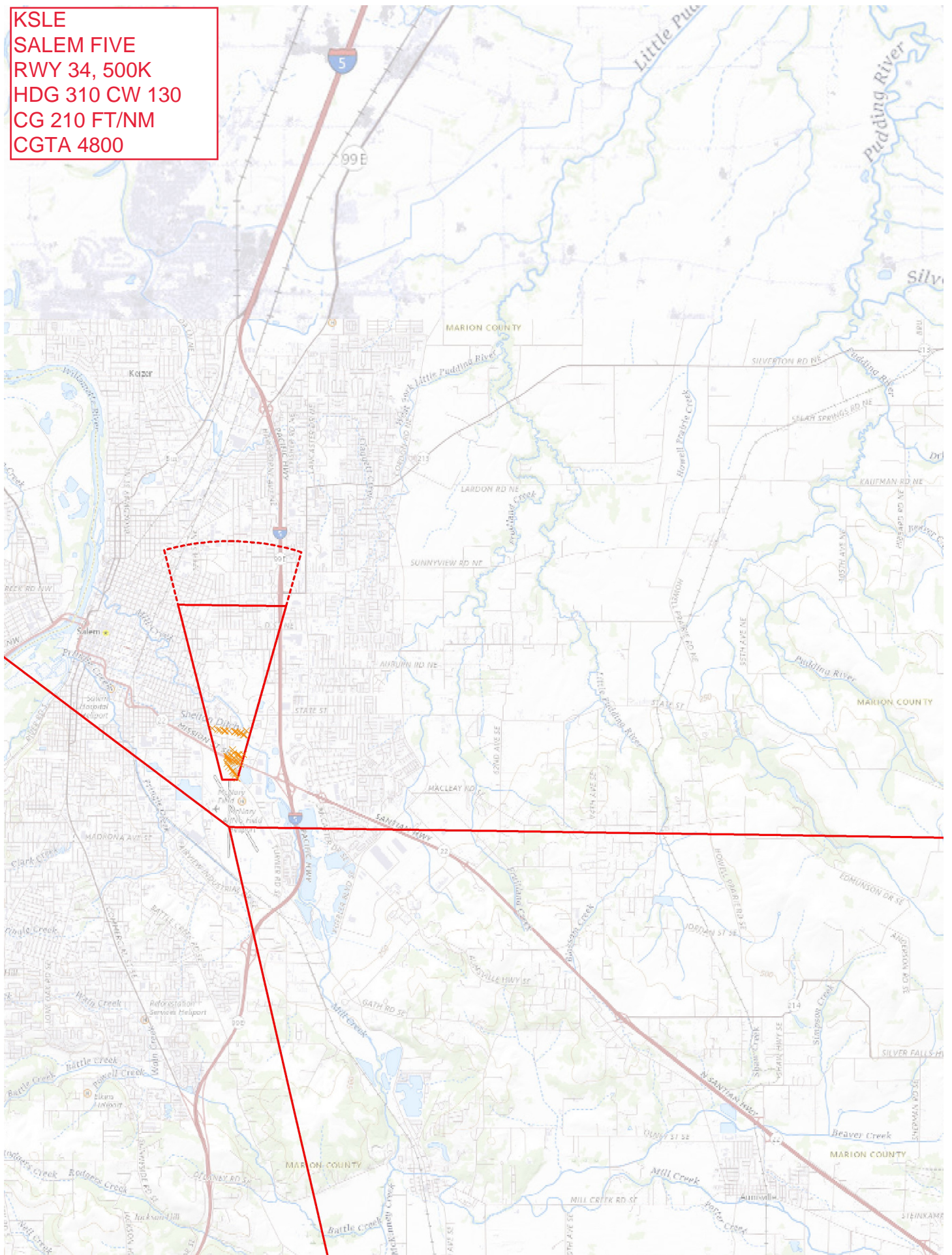


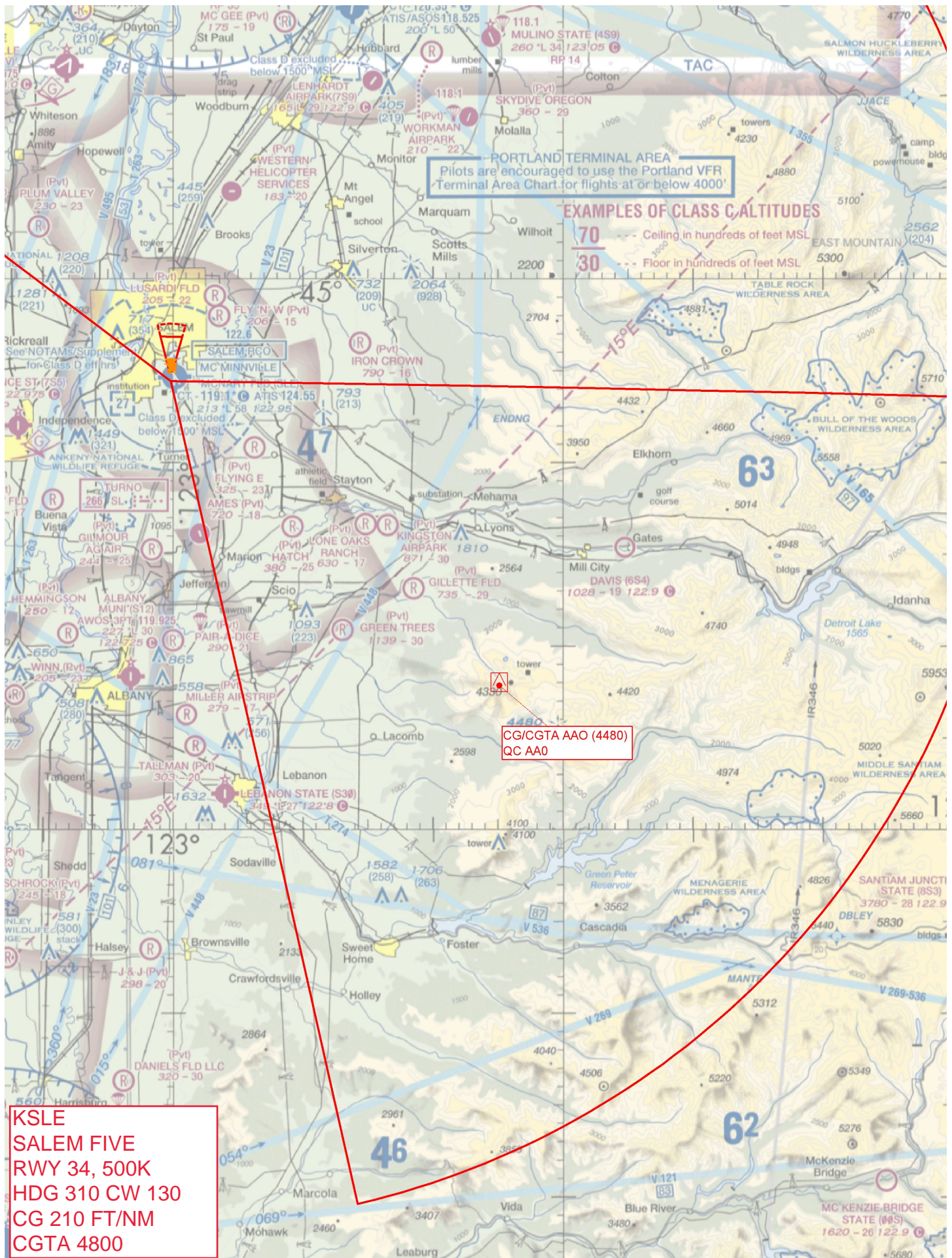
KSLE
SALEM FIVE
RWY 31, 100K
HDG 310 CW 130
CG 210 FT/NM
CGTA 5200

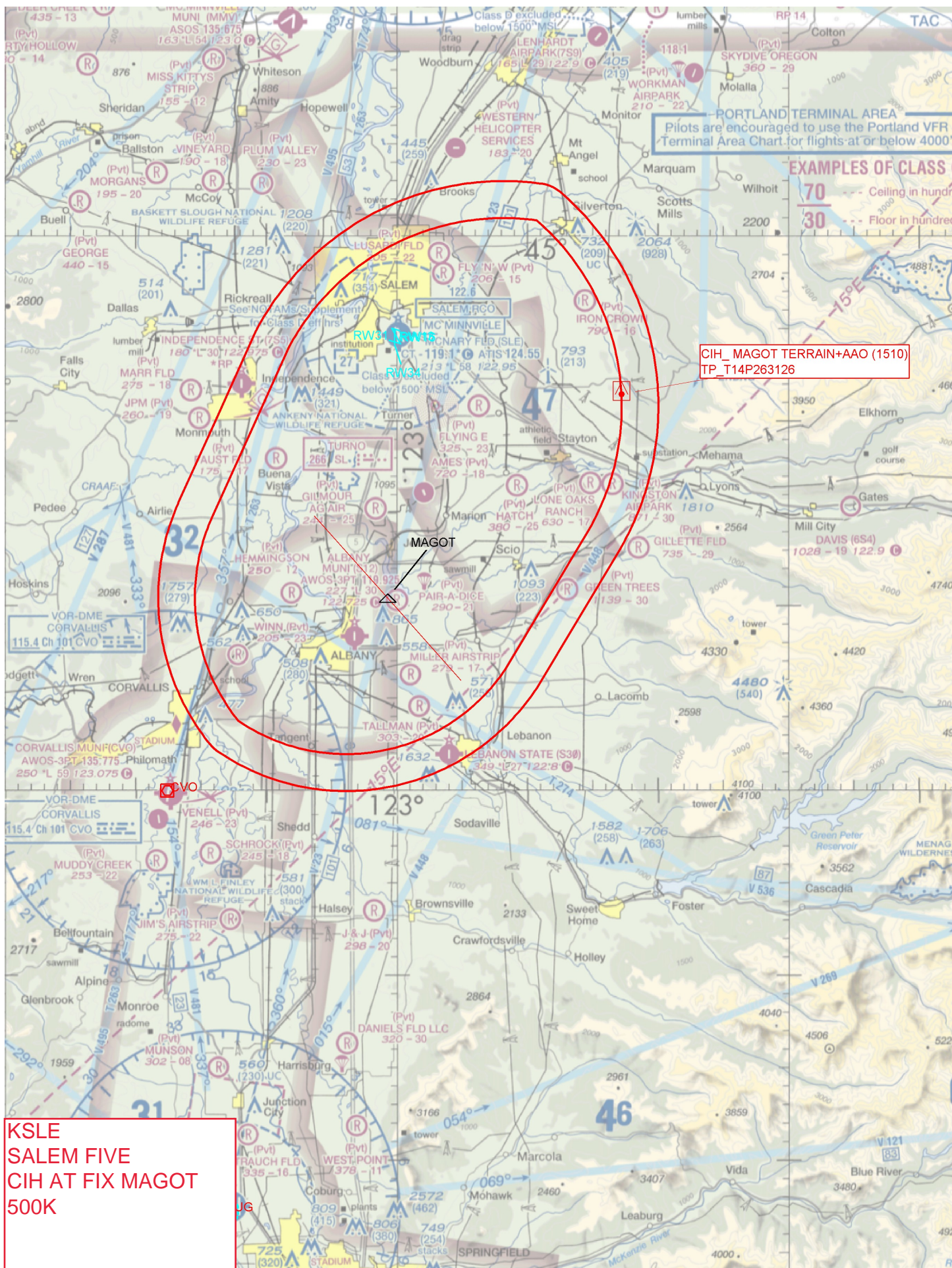




KSLE
SALEM FIVE
RWY 34, 500K
HDG 310 CW 130
CG 210 FT/NM
CGTA 4800





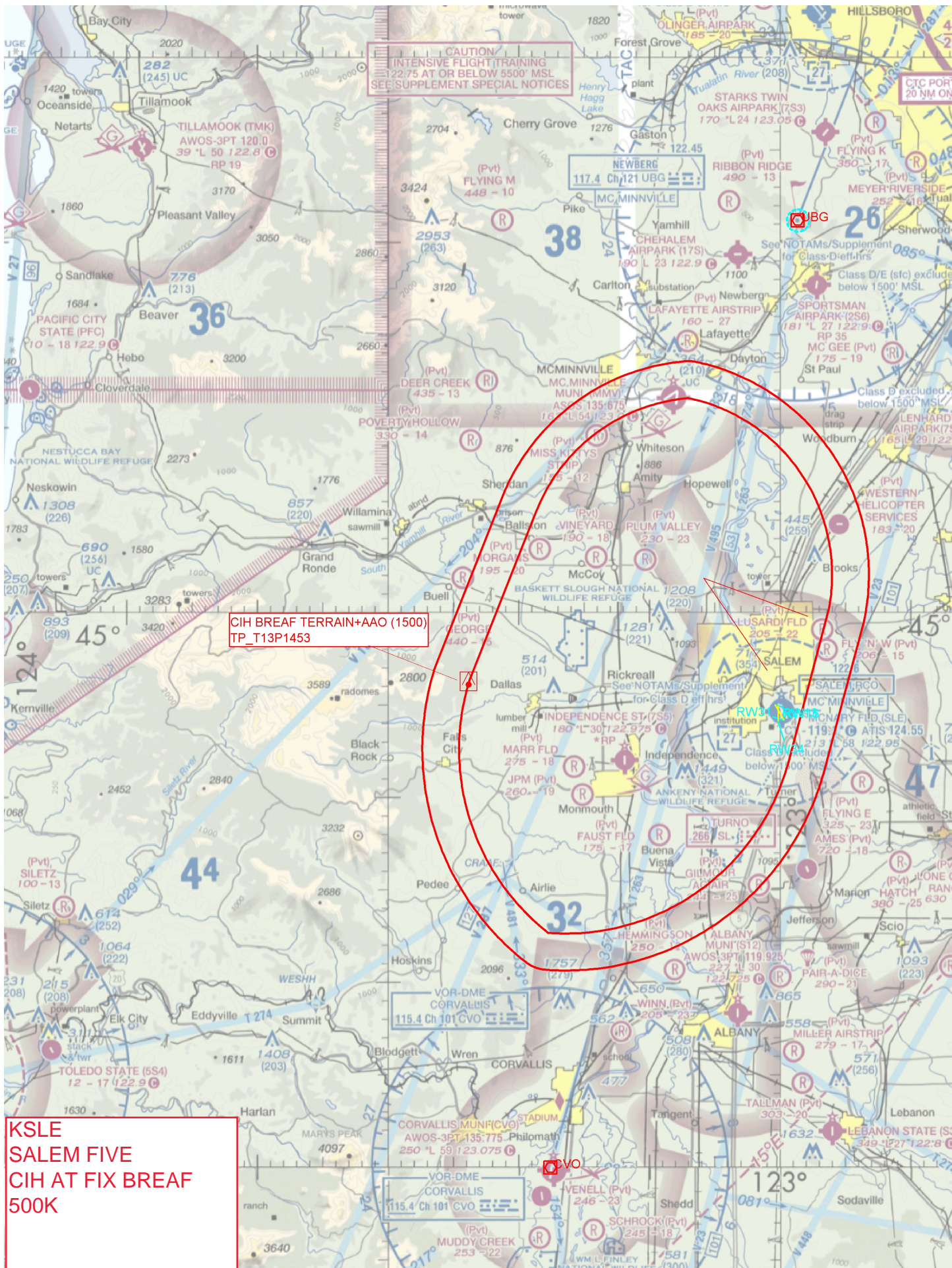


KSLE
SALEM FIVE
CIH AT FIX MAGOT
500K

CIH_MAGOT TERRAIN+AAO (1510)
TP_T14P263126

PORTLAND TERMINAL AREA
Pilots are encouraged to use the Portland VFR
Terminal Area Chart for flights at or below 4000'

EXAMPLES OF CLASS
70 --- Ceiling in hundr
30 --- Floor in hundr





Federal Aviation Administration

Memorandum

Date:

To: Manager, Production Integration Team, AJV-34

From: Manager, Flight Technologies and Procedures Division, AFS-40

Prepared by: Flight Procedure Implementation & Oversight Branch, AFS-460

Subject: Approval Request; AJV-34 Memorandum Dated 06/23/2011

Digitally signed by Robert
Ruiz
DN: cn=Robert Ruiz,
o=Flight Technologies
and Procedures Division,
AFS-402, ou=AFS-400,
email=Robert.Ruiz@faa.g
ov, c=US
Date: 2011.07.21 14:35:03
+0400

SIGN HERE

Your request to utilize a climb gradient(s) of 570 feet per NM on the "TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP), AMDT 8" for RWY 16 at McNary Field, Salem, OR. was discussed at Flight Standards' Procedure Review Board (PRB) and is approved.

Please direct all inquiries to Danny E. Hamilton, AFS-460, at (405) 954-9359.

Attachments

cc:

AJV-34

ANM-220

AFS-400/410/420/440/460/470



Federal Aviation Administration

Memorandum

Date: JUN 23 2011

To: Leslie H. Smith, Manager, Flight Technologies and
Procedures Division
THRU: Danny E. Hamilton, Manager, Flight Procedure Implementation
& Oversight Branch

From: Wade EK Terrell Lead, Production Integration Coordination Team
AJV-34

Subject: ACTION: Approval Request

TAKEOFF /DEPARTURE PROCEDURE RWY 16, McNary Field, Salem, OR (KSLE)

Climb gradient exceeds 500 ft per NM, 8260.46d, Para 2-1d(2).

Request approval for the following climb gradient in excess of 500 feet per NM for the TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP), from runway 16.

The computed climb gradient is 570 ft per NM to an altitude 886.4 ft above airport elevation.
The obstacle driving this climb gradient is a 426 ft MSL tree (KSLE0084).
The obstacle driving the climb to altitude is a 839 ft tree (AA1).

Request approval, to publish a minimum climb gradient of 570 ft per NM to 1100 ft, to avoid 40:1 obstacle penetrations.

It is not possible to redesign this route to avoid the penetrations without significant impact to the flow of air traffic in the Salem Oregon area. Additionally, this departure is offered from three other runways, with lower climb gradient for aircraft that can not adhere to 570 ft per NM.

Please respond as soon as possible.

Attachment