

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: Textual DP	Estimated Chart Date: 06/17/2021	APWS Task ID: EB2AA7CDDF414E7C87B09EBDB63FD131	APWS Project ID: C321DD131C974F448E891991955471E2
Procedure: KS39 ODP AMENDMENT 2B		Enroute: YES	Specialist: Gracey, Dean		Agreement Number:
Airport ID: S39			Airport City: PRINEVILLE		State: OR
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p><b>Procedure Comments:</b>  USED PENDING AIRPORT DATA.  MAGVAR CHANGED FROM 15E TO 14E EPOCH (2025).  RWY NUMBER CHANGED FROM 10/28 TO 11/29.  CONTACT ALLAN WILL AJV-A423 (405) 954-6103.</p> <p>05/10/2021: THIS IS AN UPDATED COPY OF THE FORM  DEVELOPED ON 01/20/2021.  1. UPDATED ACTUAL EFFECTIVE DATE TO 06/17/2021.  2. UPDATED REQUIRED EFFECTIVE DATE FROM ROUTINE TO HARD.</p>					



# OLD

---

## PRINEVILLE (S39)

### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 23JUN16 (16175) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 10**, std. with a min. climb of 290' per NM to 5500, or 2600-3 for climb in visual conditions.

**Rwy 15**, std. with a min. climb of 320' per NM to 6000, or 2600-3 for climb in visual conditions.

**Rwy 28**, std. with a min. climb of 415' per NM to 6600, or 2600-3 for climb in visual conditions.

**Rwy 33**, std. with a min. climb of 380' per NM to 6700, or 2600-3 for climb in visual conditions.

#### DEPARTURE PROCEDURE:

**Rwy 10**, climb heading 104° to 5500 before proceeding on course or for climb in visual conditions cross Prineville airport at or above 5700 before proceeding on course. When executing VCOA, notify ATC prior to departure.

**Rwy 15**, climb heading 156° to 6000 before proceeding on course or for climb in visual conditions cross Prineville airport at or above 5700 before proceeding on course. When executing VCOA, notify ATC prior to departure.

**Rwy 28**, climb heading 284° to 6600 before proceeding on course or for climb in visual conditions cross Prineville airport at or above 5700 before proceeding on course. When executing VCOA, notify ATC prior to departure.

**Rwy 33**, climb heading 336° to 6700 before proceeding on course or for climb in visual conditions cross Prineville airport at or above 5700 before proceeding on course. When executing VCOA, notify ATC prior to departure.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, flag pole 69' from DER, 248' left of centerline, 22' AGL/3258' MSL.

Tree, vehicle on road, and pole beginning 542' from DER, 277' right of centerline, up to 47' AGL/3307' MSL.

**Rwy 15**, building 36' from DER, 368' left of centerline, 27' AGL/3277' MSL.

Trees beginning 106' from DER, 151' right of centerline, up to 20' AGL/3266' MSL.

Trees beginning 192' from DER, 25' left of centerline, up to 27' AGL/3277' MSL.

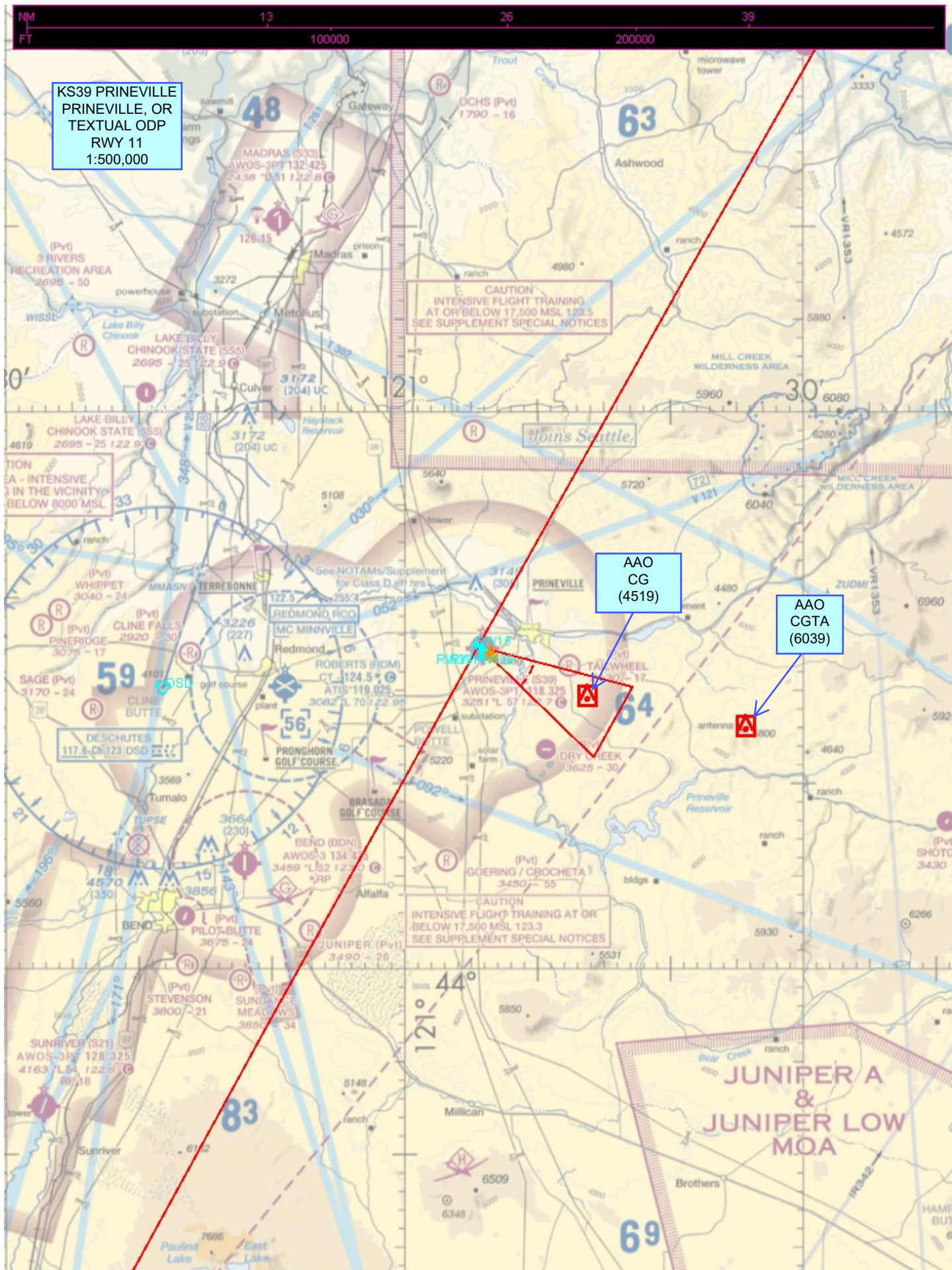
**Rwy 28**, trees beginning 51' from DER, 33' left of centerline, up to 28' AGL/3283' MSL.

Trees beginning 161' from DER, 183' right of centerline, up to 30' AGL/3589' MSL.

**Rwy 33**, terrain and trees beginning 100' from DER, 72' right of centerline, up to 43' AGL/3287' MSL.

Terrain 129' from DER, 81' left of centerline, 3243' MSL.

---



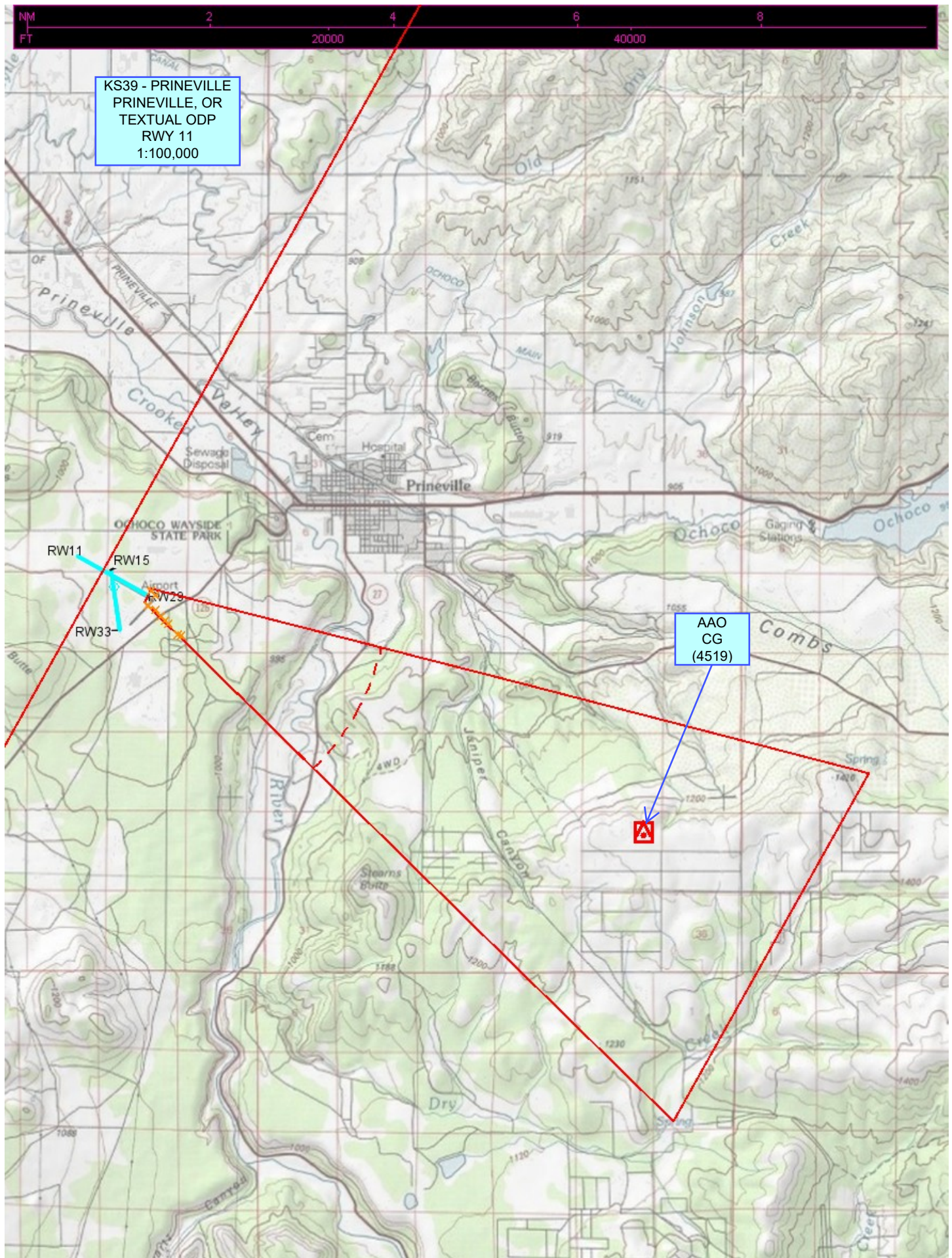
KS39 PRINEVILLE,  
OR  
TEXTUAL ODP  
Rwy 11  
1:500,000

AAO  
CG  
(4519)

AAO  
CGTA  
(6039)

JUNIPER A  
&  
JUNIPER LOW  
MOA

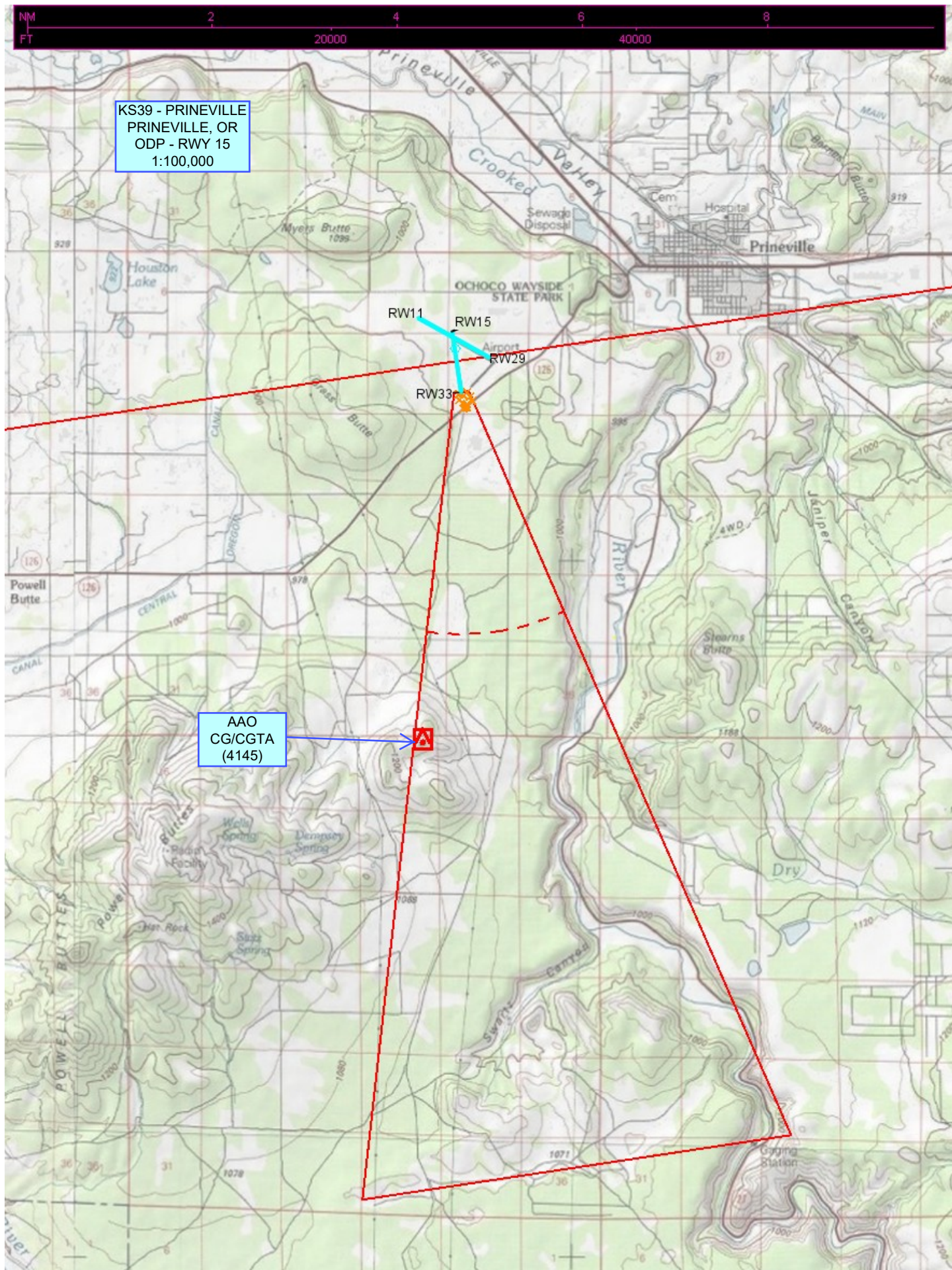




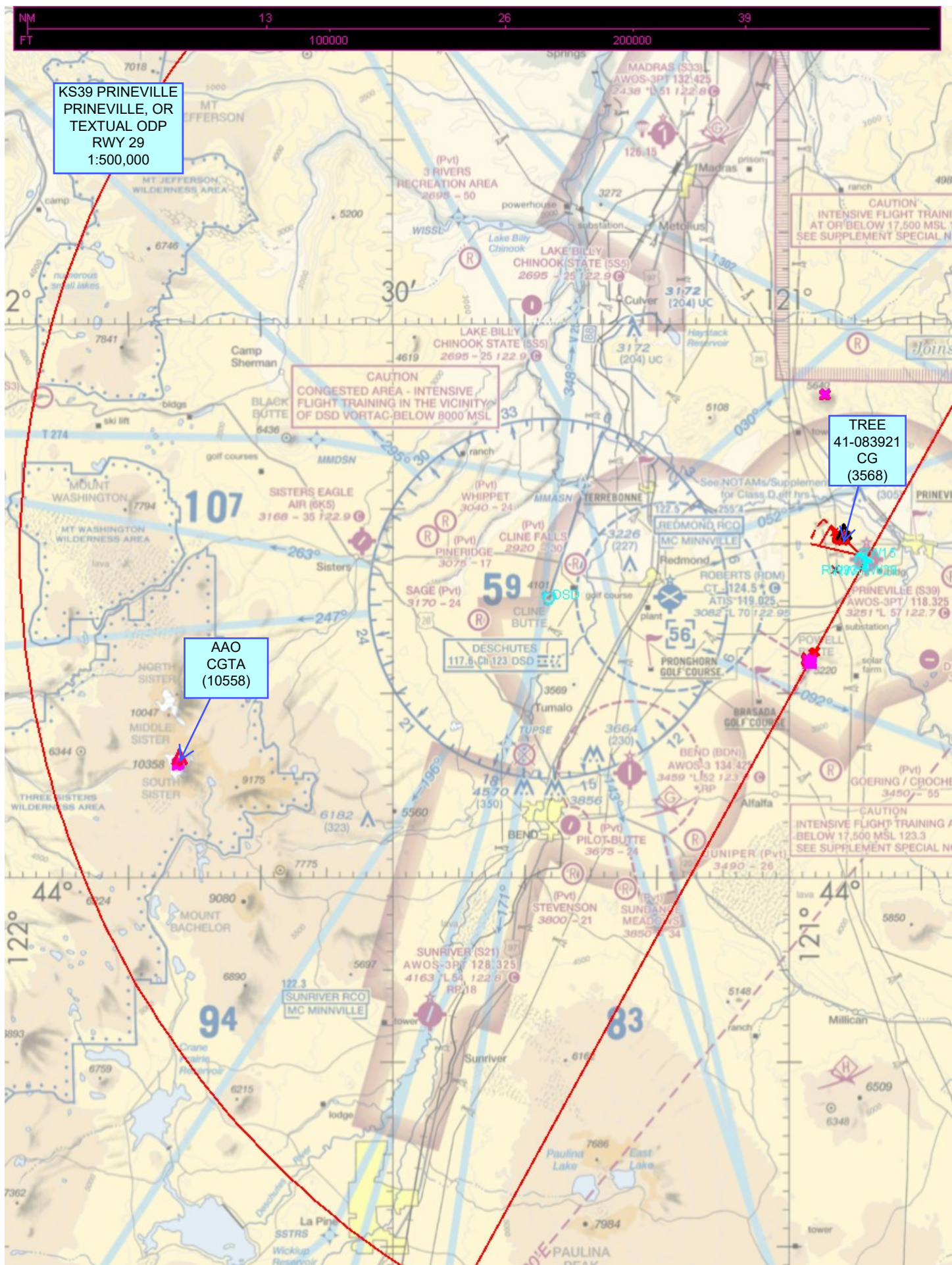




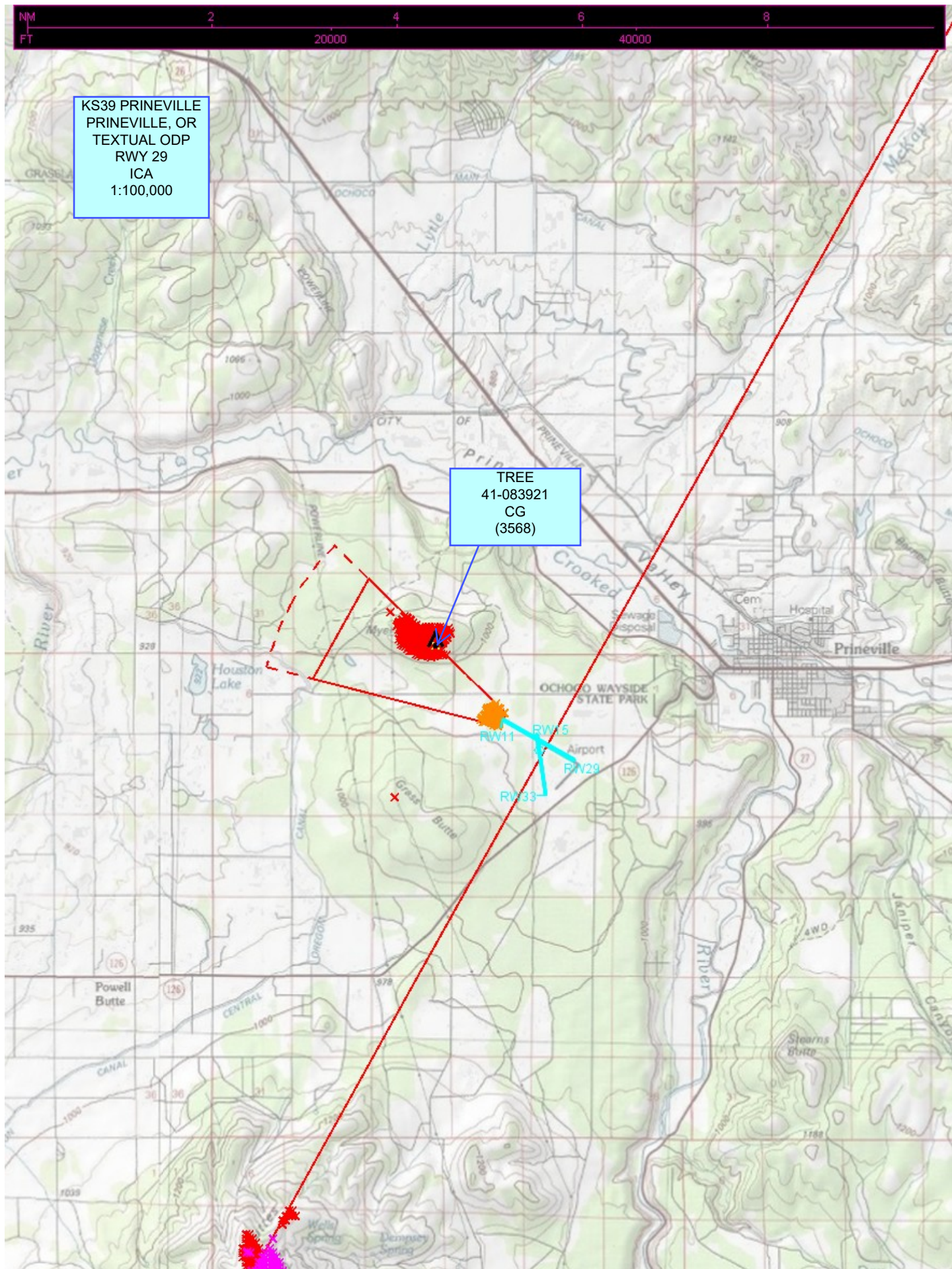








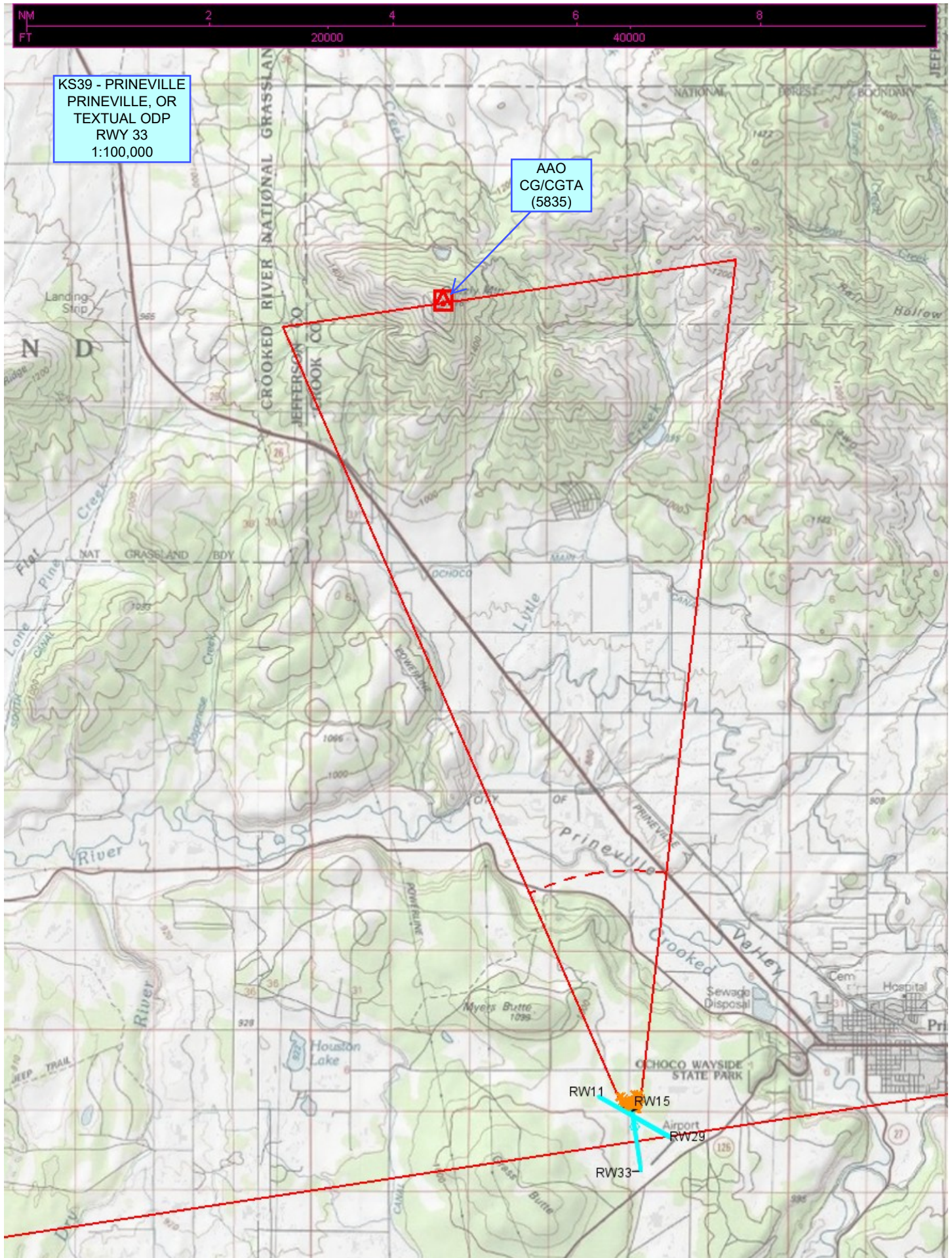












KS39 - PRINEVILLE  
PRINEVILLE, OR  
TEXTUAL ODP  
RWY 33  
1:100,000



KS39 PRINEVILLE  
PRINEVILLE, OR  
TEXTUAL ODP  
VCOA  
1:500,000

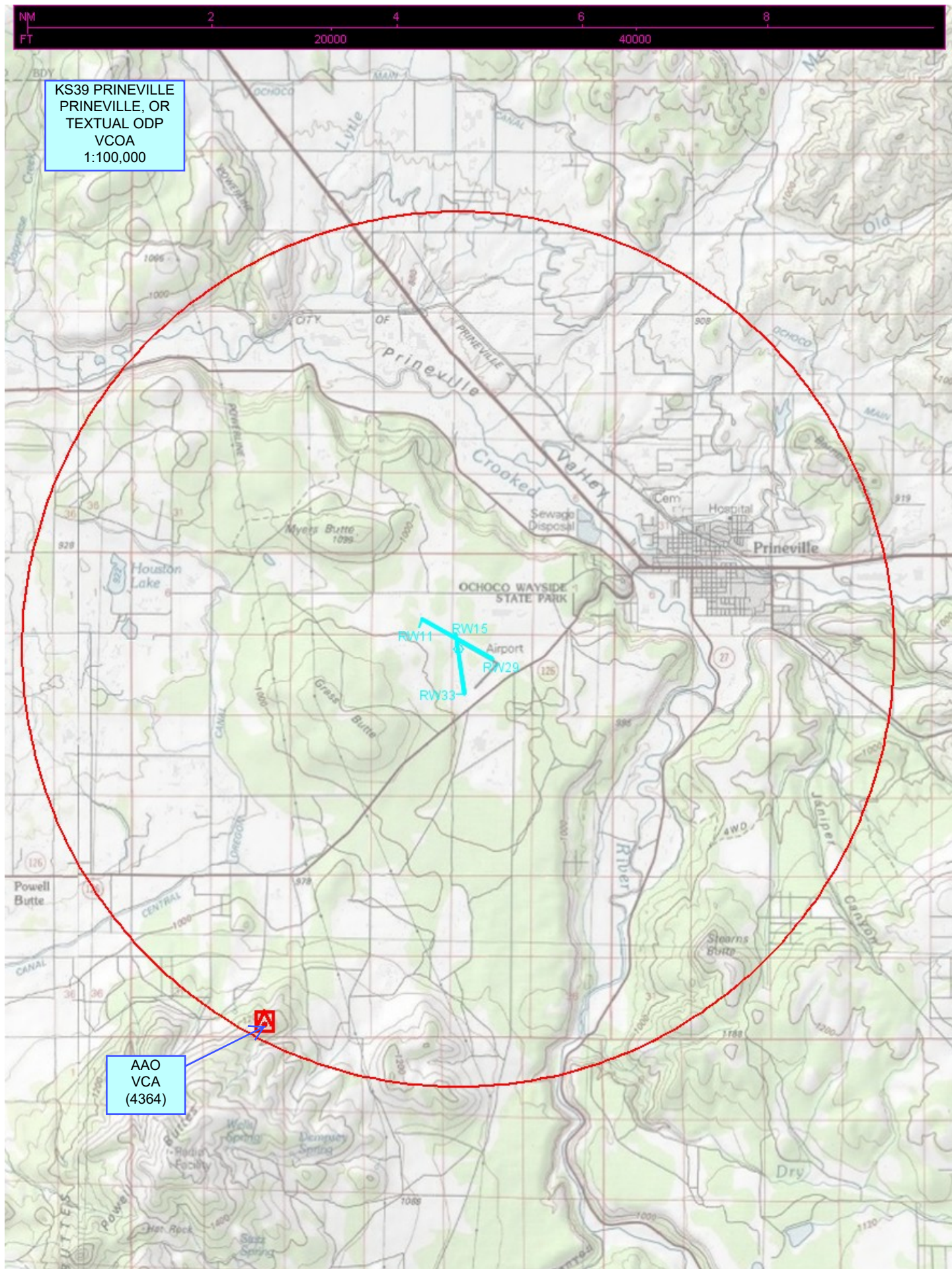
AAO  
CO  
(10558)

AAO  
VCA  
(4364)

**CAUTION**  
**INTENSIVE FLIGHT TRAINING**  
**AT OR BELOW 17,500 MSL 123.5**  
**SEE SUPPLEMENT SPECIAL NOTICES**

**CAUTION**  
INTENSIVE FLIGHT TRAINING AT OR  
BELOW 17,500 MSL 123.3  
SEE SUPPLEMENT SPECIAL NOTICES







# Magnetic Variation (MV) Declination Request

☐ New Assignment    ☒ Change

Requested by: HEIDI SNIDER

Organization: AJV-A422

Phone: 405-954-7726

Current Magnetic Declination of Record: 15 ° East

Epoch Year: 2015

New Magnetic Declination of Record: 14 ° East

Epoch Year: 2025

## Airport Information

Airport ID: KS39

NASR ID (if different):

Airport Name: Prineville Airport

Airport City: Prineville

State/Country: OR

## Navigational Aid Information [ALL Facility IDs and Types]

\* Facilities on Airports. At airports with localizer(s) or more than one navigational aid, the MV at the airport reference point (ARP) must be designated and assigned to all facilities at that airport, including all components of the ILS.

Concurrent with Publication of Procedure(s), list all affected procedures and include the AMDT.#

\* The Procedure Tracking System (PTS) has Task Report Type "MAGVAR" available. Please add the MAGVAR Report Type Code to all task listed that are affected by the MV update.

RNAV (GPS) RWY 11 AMDT 3  
RNAV (GPS) RWY 29 AMDT 3  
TAKEOFF MINIMUMS AND ODP AMDT 3  
DESCHUTES THREE (RNAV) DEPARTURE

PTS Estimated Chart Date:

Comments:

RWYS WILL BE RENUMBERED FROM 10/28 TO 11/29.

### Form Submission for Specialists:

Save this form to your computer, then email it  
(as an attachment) to your Manager/Supervisor.

## For Lead/Manager Use Only

Comments (if applicable):

Lead/Manager:

Phone:



**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
CATEGORICAL EXCLUSION DECLARATION**

**Prineville Airport – Prineville, OR**

**RNAV (GPS) RWY 10  
RNAV (GPS) RWY 28  
RWY 10/28 TAKEOFF MINIMUMS  
DESCHUTES TWO (RNAV) DEPARTURE**

**Description of Action:**

The procedures and runways at Prineville Airport (S39) must be revised as a result of a Magnetic Variation (MagVar) update at the airport from 15°E to 14°E. The MagVar update requires runway (RWY) renumbering; RWY 10 would become RWY 11, and RWY 28 would become RWY 29. Runway renumbering and MagVar updates would necessitate revisions to all headings on all procedures. In addition, RWY 29 would have the runway threshold relocated, shortening the runway by 346 feet (ft).

**RNAV (GPS) RWY10**

The area navigation (RNAV) (Global Positioning System [GPS]) RWY 10 approach procedure would be renamed to RNAV (GPS) RWY 11. All waypoints would remain the same. No fixes would be moved due to the MagVar update, all courses would increase by one degree; however, the flight tracks would not change. A 210 knot (KT) speed restriction would be added at the HERBS initial approach fix (IAF). The localizer performance (LP) minimum descent altitude (MDA) would be lowered by 40 feet ft to 3,720 ft mean sea level (MSL).

**RNAV (GPS) RWY 28**

The RNAV (GPS) RWY 28 approach procedure would be renamed RNAV (GPS) RWY 29. The RWY 29 runway threshold would be relocated, shortening the runway by 346 ft with no changes to the centerline. Due to the MagVar update, all courses would increase by one degree. Three step-down fixes (SDF) would move along their existing final approach track:

1. JOYXE SDF would move .22 nautical miles (NM) southeast along the final approach course, and the minimum crossing altitude would increase from 5,060 ft MSL to 5,140 ft MSL.
2. OGEYU SDF would move .27 NM southeast along the final approach course, and the minimum crossing altitude would increase from 4,580 ft MSL to 4,680 ft MSL.
3. CUSVA SDF would move .33 NM southeast along the final approach course, and the minimum crossing altitude would increase from 3,940 to 4,060 ft MSL.

**TAKEOFF MINIMUMS and DESCHUTES TWO RNAV DEPARTURE**

The DESCHUTES TWO (RNAV) DEPARTURE would be renamed the DESCHUTES THREE (RNAV) DEPARTURE. All courses would increase by one degree; however, flight tracks would not change. Low close-in obstacles would be updated. Aircraft will go direct to Deschutes Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid (VORTAC) system. The visual climb over airport (VCOA) would be updated from 2600-3 to 2700-3.



Land use under the proposed RNAV (GPS) RWY 10 and RWY 28 approach procedures was evaluated to identify the presence of noise-sensitive areas, and to assess the potential for noise impacts from the proposed procedure amendments. Given that the proposed procedures are all due to MagVar updates, there are no changes to operations. In addition to noise-sensitive areas, the land use under the proposed procedure was also evaluated for historical/cultural areas, critical biological areas, and 4(f) properties.

FAA Guidance for Noise Screening of Air Traffic Actions (Dec 2012) was used to compete the analysis of potential effects due to the change in aircraft noise exposure level as a result of implementation of the proposed action. The Operations Test (OPS Test) was utilized to determine if the number of operations on a particular route or procedure would be high enough to generate noise levels that exceed noise screening thresholds. The results of the OPS Test indicated that no further noise screening is necessary based on the number of operations at S39.

According to AirNav.com, the following information is available regarding fleetmix:

Aircraft based on the field:	101
Single-engine airplanes:	96
Multi-engine airplanes:	1
Ultralights:	1
Glider airplanes:	1
Helicopters:	1
Jet airplanes	1

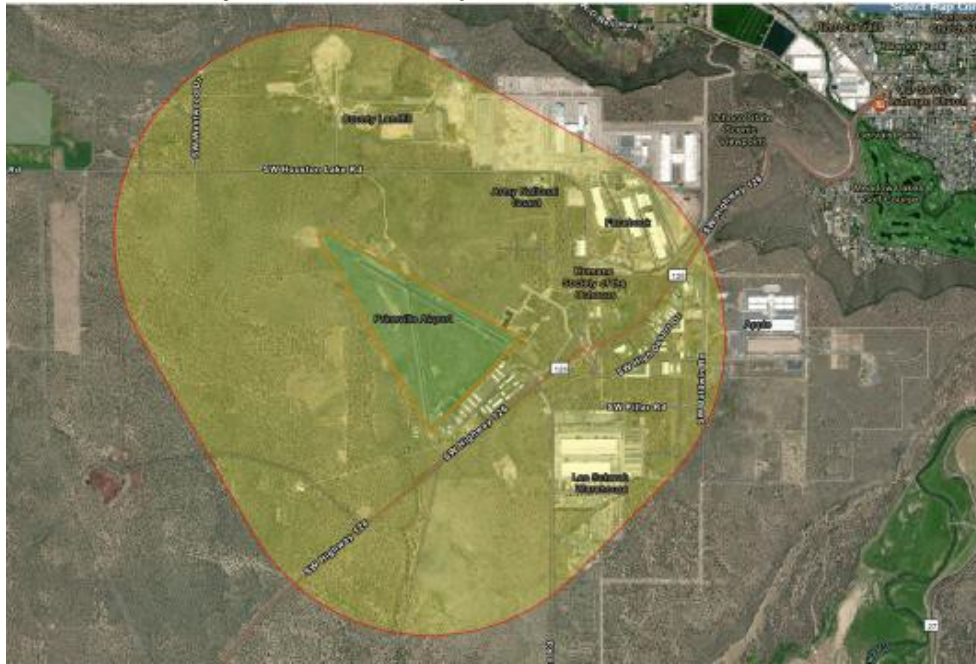
Aircraft operations: Average 28/day\*

Transient general aviation:	67%
Local general aviation:	29%
Air taxi:	3%
Military:	1%

\* For the 12-month period from January 14, 2018 to January 14, 2019.



*Project Area Utilized for Environmental Review*



A search of the National Register of Historic Places (NHRP), accessed through Google Earth, indicated there are no listed properties within a one-mile radius of the airport. The proposed procedures would not introduce any new audible or visual elements.

The U.S. Fish & Wildlife Service's Information for Planning and Consultation website was accessed to determine if there were any potential biological impacts, specifically to avian or bat species. No bat species were identified in the area; however, there are ten migratory bird species that may transect the area on occasion. S39 falls within the Pacific Flyway, which is a major north-south flyway for migratory birds. Because these proposed changes are due to MagVar updates, there would be no changes to flight tracks. This proposed action would be an air traffic action only and is not anticipated to increase the number of air traffic operations into S39.

A Google Earth search was conducted to determine if the proposed project would have any effect on 4(f) properties. The search did not indicate the presence of 4(f) resources within the study area. It is not anticipated there would be any impacts to resources protected under section 4(f), as the area is currently being overflown. The purpose and need of this project is not to increase the number of air traffic operations into S39.

A Google search was conducted for the S39 Airport Master Plan (AMP). Of the limited results found, the vast majority of the URLs were inaccessible due to broken links. The sites that were available did not contain pertinent information to the AMP. Consideration of cumulative impacts applies to the impacts resulting from the implementation of the proposed actions combined with other actions. Because of the nature of the proposed changes for S39 (MagVar changes and runway renumbering only), there are no anticipated changes to operations or flight tracks. Analyzing cumulative effects is considered within geographic (spatial) and time (temporal) boundaries. Reasonably foreseeable future actions refers to projects that would likely be completed within the next five years and do not include those actions that are highly speculative or indefinite.



In accordance with FAA Order 1050.1F, Paragraph 5-2, regarding Extraordinary Circumstances, the FAA has reviewed the proposed amendments for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis. The FAA has determined that no extraordinary circumstances exist that warrant additional environmental review.

**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.***



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

Signature: **GLENN L WOOD** Digitally signed by  
GLENN L WOOD  
Date: 2020.12.14  
13:20:17 -08'00'

Name: Glenn L. Wood  
Support Manager, Airspace and Procedures  
Seattle Air Route Traffic Control Center

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

Signature: **RYAN WADE WELLER** Digitally signed by RYAN  
WADE WELLER  
Date: 2020.12.18  
07:39:47 -08'00'

Name: Ryan Weller  
Environmental Protection Specialist, Operations Support Group  
Western Service Center, AJV-W25

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

Signature: \_\_\_\_\_

Name: B. G. Chew  
Acting Group Manager, Operations Support Group  
Western Service Center, AJV-W2