Federal Aviation Administration

Informational Handout:
Bend Municipal Airport, Bend, Oregon

RNAV (GPS) RWY 34
RNAV (GPS) Y RWY 16
RNAV (GPS) Z RWY 16
VOR/DME RWY 16
BEND TWO DEPARTURE (OBSTACLE)

Project Background

The Federal Aviation Administration (FAA) is proposing to amend the Area Navigation (RNAV) (Global Positioning System [GPS]) Runway (RWY) 34, the RNAV (GPS) Y RWY 16, the RNAV (GPS) Z RWY 16, the Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME) RWY 16, and the BEND ONE DEPARTURE (OBSTACLE) at Bend Municipal Airport (KBDN), Bend, Oregon.

Purpose of Changes

The proposed amendments would bring the procedures into compliance with FAA criteria and enhance safety by aligning procedures with a recent magnetic variation (MagVar) update. Amendments to the IFR departure procedure would mitigate obstructions.

Project Description

RNAV (GPS) RWY 34

CELVA waypoint (WP)—the missed approach holding point—would be relocated.

RNAV (GPS) Y RWY 16

- TABSE step down fix (SDF) would be relocated 1 nautical mile (NM) east along the original track, the altitude would remain the same.
- COMEK final approach fix (FAF) altitude would be increased 100 feet (ft) to 4,900 ft mean sea level (MSL).

RNAV (GPS) Z RWY 16

The missed approach would change to: Climb to 9,500 ft MSL direct to JOGON WP and left turn on track 076° to N43°58'33.0745" W121°03'23.8378" (WP name to be determined) and on track 036° to SAKKO WP and hold.

VOR/DME RWY 16

TABSE fix would be removed and replaced with a new fix (name to be determined) in the same location and altitude.

BEND TWO DEPARTURE (OBSTACLE)

The name would be up numbered from the BEND ONE DEPARTURE (OBSTACLE).

- Aircraft departing RWY 34 would make a climbing left turn to intercept the Deschutes Very High Frequency Omnidirectional Range and Tactical Air Navigation (VORTAC) (DSD) radial (R)-160 to DSD, thence…
- Aircraft departing RWY16 would climb to 4,600 ft MSL utilizing a required minimum climb gradient of 296 ft per NM then a climbing right turn to intercept the DSD R-160 to DSD, thence…
- …Climb in DSD holding pattern to cross DSD at or above (AOA) the minimum enroute altitude

(MEA)/minimum crossing altitude (MCA) for the route of flight.

What will Change

Very minimal changes would occur to the approach procedures. The departure procedure would turn aircraft to the west instead of the east to mitigate obstructions. The amended departure procedure is depicted on the following page.

Next Steps

Please refer to the Instrument Flight Procedures (IFP) Information Gateway to receive the most up-to-date publication date information at https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/.

Note: Procedure lines on graphic are representational of where aircraft may fly. Actual flight paths will vary depending on many factors including aircraft performance and weather.