

McNary Field

IATA/ICAO CODE: SLE/KSLE  
CITY: Salem  
STATE: OR  
COUNTRY: USA

AIRPORT CONTACT

No changes reported by the airport in 2011  
Verify information below with the airport

Name:	Alan Alexander	Tom Franklin
Title:	Airport Administrator	Operations Manager
Airport:	McNary Field	
Address:	McNary Field 2990 25th St. SE Salem OR 97302	
Phone:	+1 503 588 6314	
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Email:	aalexander@cityofsalem.net	tfranklin@cityofsalem.net
Airport Web Site:	<a href="http://www.cityofsalem.net/~airport">www.cityofsalem.net/~airport</a>	

ELEVATION: 214 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
13/31	5811	-	13/3, 31/3	150
16/34	5145	-	16/3, 34/4	100
<a href="#">Check FAA Airport Diagrams for current information.</a>				

NOISE ABATEMENT PROCEDURES

McNary Field is dedicated to being a good neighbor. The areas surrounding the airport are noise sensitive and the airport wants to minimize noise impacts on the communities. Pilots are encouraged to participate.

It is understood that ATC instructions, weather, and safety considerations may at times require deviations from suggested procedures. These noise abatement procedures are intended to comply with all pertinent Federal Aviation Regulation and the Rules and Regulations for operating at McNary Field.

General

Avoid repetitive late night pattern work. Fly Friendly – Stay High. Avoid low overflight of residential areas when practical and safe. PILOT CAUTION: Rising terrain west of Airport.

Approaches

Small aircraft enter the Airport Traffic Area (ATA) at or above 1200' MSL (pattern altitude). Large aircraft enter airport traffic area at or above 1700' MSL. Helicopters enter the airport traffic area at 700' MSL or above. Remain as high as practical until intercepting the VASI or glide slope unless directed by ATC. Avoid low dragged in approaches with high power/prop settings. Conduct all instrument approaches according to standard FAA published approach procedures.

**Departures, Go-Arounds, Missed Approaches, and Pattern Work**

Climb runway heading to within 300’ of traffic pattern altitude before making initial turn. Maintain 1200’ MSL (pattern altitude) or higher until leaving the airport traffic pattern. All aircraft remaining in the pattern comply with the above, climb to pattern altitude and follow prescribed traffic pattern. After take off, reduce climb power when practical and safe. Fly published traffic pattern altitudes as close to runways as practical and safe.

[Fly Friendly Brochure](#)

**CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)**

**AIRPORT CURFEWS - [NONE](#)**

**PREFERENTIAL RUNWAYS - [NONE](#)**

**OPERATING QUOTA - [NONE](#)**

**ENGINE RUN-UP RESTRICTIONS - [NONE](#)**

**APU OPERATING RESTRICTIONS - [NONE](#)**

**NOISE BUDGET RESTRICTIONS - [NONE](#)**

**NOISE SURCHARGE - [NONE](#)**

**NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION**

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-

Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)