

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> BDN	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 35	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> BEND	<u>STATE</u> OR
<u>AIRPORT ELEVATION</u> 3459	<u>TDZE</u> 3459	<u>SUPERSEDED</u> RNAV (GPS) RWY 34	<u>DATED</u> 08/10/2023	<u>EPOCH YEAR</u> 2025
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
DSD VORTAC		HARBU		TF	FO	1.00	144.16	26.70	8100
POCIT	IAF	HARBU	NOPT	TF	FB	1.00	338.07	8.49	8100
HARBU	IF/IAF	NALOE		TF	FB	1.00	316.15	3.40	7400
NALOE		CODAY		TF	FB	1.00	316.12	2.60	6700
CODAY	FAF	GUPYE/4.50 NM TO FEDKU		TF	FB	0.30	331.08	5.00	
GUPYE/4.50 NM TO FEDKU		FEDKU	MAP	TF	FO	0.30	331.08	4.50	
FEDKU	MAP	3859 MSL		CA			331.08		
3859 MSL		CELVA		DF	FB	1.00			
CELVA		DSD VORTAC		TF	FO	1.00	318.90		6000

MISSED APPROACH

MAP:

LNAV: FEDKU

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 6000 DIRECT CELVA AND ON TRACK 318.90 TO DSD VORTAC AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. HOLD SE HARBU, RT, 316.15 INBOUND, 8100 IN LIEU OF PT (IAF), MAX 17500.
3. FAC: 331.08 FAF: CODAY DIST FAF TO MAP: 9.50 DIST FAF TO THLD: 9.99
4. MIN ALT: HARBU 8100, NALOE 7400, CODAY 6700, GUPYE/4.50 NM TO FEDKU 5100
5. DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: OM: MM: IM:
6. MIN GP INCPT: GP ALT AT FAF:
7. GP ANGLE: 34:1: IS NOT CLEAR 20:1: IS CLEAR TCH:
8. MSA FROM: RW35 11600



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART PROFILE NOTE: VGSi AND DESCENT ANGLES NOT COINCIDENT (VGSi ANGLE {ANGLE}/TCH {FEET}).
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON DSD VORTAC AIRWAY RADIALS 092 CW 196.
CHART NOTE: RWY 35 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: VDP NA WHEN USING RDM ALTIMETER SETTING.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE RDM ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT B 1/4 SM, CATS C/D 1/2 SM AND CIRCLING VISIBILITY CATS A/B 1/4 SM, AND CAT C 1/2 SM.
CHART SPEED ICON IN PLANVIEW AT HARBU: MAX 230 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD NW, LT, 128.96 INBOUND.
FAS OBST: 3928 AAO 440118N/1211115W.
CHART VDP AT 1.63 NM TO FEDKU.
FAC CROSSES RWY C/L EXTENDED 3002 FT FROM THLD.
CHART PLANVIEW NOTE: FINAL APPROACH COURSE OFFSET 15.00 DEGREES.
CODAY TO RW34: 3.0/53.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - CAT D 1200-3, NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LNAV MDA	4180	1	721	4180	1	721	4180	2	721	4180	2	721			
CIRCLING	4180	1	721	4180	1	721	4180	2	721	4640	3	1181			

CHANGES - REASONS

1. CHANGED ALL INSTANCES OF RW34 TO RW35 – PER FPT.
2. TERMINAL ROUTES AND PROFILE LINES 2 AND 4: CHANGED ALTITUDE AT HARBU FROM 8000 TO 8100 – NEW CONTROLLING OBSTACLE.
3. NOTES: ADDED "CHART NOTE: VDP NA WHEN USING RDM ALTIMETER SETTING" - 8260.19K, PARA 8-6-10.E(9).
4. NOTES: CHANGED FROM "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE REDMOND ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CATS B, C, AND D 1/2 SM AND CIRCLING VISIBILITY CATS A, B, AND C 1/2 SM" TO "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE RDM ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT B 1/4SM, CATS C/D 1/2 SM AND CIRCLING VISIBILITY CATS A/B 1/4 SM, AND CAT C 1/2 SM" – 8260.3G, TABLES 3-3-1 AND 3-3-3.
5. ADDITIONAL FLIGHT DATA: REMOVED "CHART CIRCLING ICON" - NO LONGER REQUIRED.
6. ADDITIONAL FLIGHT DATA: CHANGED "FAS OBST: 3920 AAO 440114N/1211119W. 4690 AAO 435500N/1210954W, 3960 AAO 440000N/1211103W." TO "FAS OBST: 3928 AAO 440118N/1211115W" - NEW CONTROLLING OBSTACLE.

COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZSE, AMGR, OR AERO DIV

FLIGHT CHECKED BY

JORDAN ROLIH

Digitally signed by
CASEY D HILL
May 11, 2026

OFFICE

AJF

DATE

05/06/2026

DEVELOPED BY

STEVEN SHEDD

Digitally signed by
CASEY D HILL
Apr 15, 2026

OFFICE

AJV-A431

DATE

01/20/2026

APPROVED BY

CASEY HILL

Digitally signed by
CASEY D HILL
Apr 15, 2026

OFFICE

AJV-A431

DATE

TITLE
MANAGER



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
BDN	RNAV (GPS) RWY 35	2	BEND	OR	3459	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM DSD VORTAC **TO** HARBU

RNP 1.00 DISTANCE 26.70 PAT MAP HAT HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	434845.00N/1210624.00W	5381	215	8	4B	2000				AT719	8100
TERRAIN	435318.00N/1210439.00W	5144 (5100)								AS1500	6600

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM POCIT **TO** HARBU

RNP 1.00 DISTANCE 8.49 PAT MAP HAT HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	434103.00N/1210200.00W	6503	215	8	4B	1000				AT477 PR120	8100
TERRAIN	434509.00N/1210615.00W	5777 (5800)								AS1500	7300

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

HARBU (IF/IAF)

TO

NALOE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	3.40										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	434842.00N/1210700.00W	5443	215	8	4B	500				SA-4 AT1461	7400
TERRAIN	435318.00N/1210439.00W	5144 (5100)								AS1500	6600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

NALOE

TO

CODAY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	2.60										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	435318.00N/1210439.00W	5345	215	8	4B	500				AT855	6700
TERRAIN	435357.00N/1210521.00W	4826 (4800)								AS1500	6300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV

FROM

CODAY

TO

GUPYE/4.50 NM TO FEDKU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	5.00										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	435600.00N/1210954.00W	4502	215	8	4B	250				RA100 XL176 DG72	5100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

GUPYE/4.50 NM TO FEDKU

TO

FEDKU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	4.50		FEDKU		721						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	440118.00N/1211115.00W	3928	215	8	4B	250					4180

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



HOLD-IN-LIEU OF PT

FROM

HARBU

TO

P-10

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
		P-10									
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	434051.00N/1210203.00W	6772	215	8	4B	1000				PR240	8100
TERRAIN	434051.00N/1210203.00W	6571 (6600)								AS1500	8100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

FEDKU

TO

DSD VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00										4080	
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				6000
AAO	441512.00N/1211812.00W	4318	215	8	4B	1000					5400
TERRAIN	441509.00N/1211812.00W	4114 (4100)								AS1500	5600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TREE	440412.00N/1211312.00W	1.36	721	3654	215	8	4B	300		SI	4180
CATEGORY B											
TREE	440348.00N/1211318.00W	1.93	721	3696	215	8	4B	300		SI	4180
CATEGORY C											
TREE	440224.00N/1211327.00W	3.05	721	3811	215	8	4B	300		SI	4180
CATEGORY D											
AAO	440339.00N/1211700.00W	4.01	1181	4340	100	10	3B	300			4640

CIRCLING REMARKS:

CIRCLING CAT D EVALUATED USING MITRE 3DEP 1 ARCSEC.

MSA

CENTER

RW35

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	440612.00N/1214609.00W	258	24.6	10552	215	8	4B	1000			11600

MSA REMARKS:

PER FPT/ATC IAW 82060.19I 2-3-2 B(2): PREFERRED MSA ESTABLISHED AT RWY 35 THRESHOLD VERSUS MAP FEDKU.

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

MMV FSS, ZSE ARTCC

WX SERVICE AWOS-3	LOCATION BDN	HRS OPERATION 24	ALTIMETER SOURCE BDN	DISTANCE	WMSCR Y	ADJUSTMENTS 0
BACK-UP WX SERVICE ASOS	LOCATION RDM	HRS OPERATION 24	ALTIMETER SOURCE RDM	DISTANCE 9.82	WMSCR Y	ADJUSTMENTS 81

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
BDN 3459, RDM 3052
RA = 80.1



PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW17 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)		NPI-G	
RW35 - REIL (PCL), MIRL (PCL), PAPI-4L (PCL)		NPI-G	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
					3.00	44.1

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☐	3002FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	LNAV
34:1	
3572 TREE (41-024025) 440447.4300N/1211150.1800W (37.15)	3564 TREE (41-024509) 440443.5500N/1211153.9500W (17.59)
3544 TREE (41-081836) 440446.7500N/1211150.5400W (7.12)	3485 CATENARY (41-081770) 440504.7800N/1211154.7000W (1.81)
PENETRATIONS REMARKS:	

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:



