

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: Graphical DP	Estimated Chart Date: 01/22/2026	APWS Task ID: E38ED6C4A3BE470FB1AF5D37CCB1384F	APWS Project ID: F6A243561CCB4E1D98E18C3AE60C7964
Procedure: CLINE (OBSTACLE) ONE DEPARTURE (ORIG)		Enroute: YES	Specialist: Kunkler, Jamie		Agreement Number:
Airport ID: KRDM			Airport City: REDMOND		State: OR
Facility ID: DSD	Facility Type: VORTAC	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments: ACTIVE DATA USED.</p> <p>WAIVER: RWYS 5, 11 DR LEGS LONGER THAN 10 NM. APPROVAL LETTER: NO VCOA ESTABLISHED.</p> <p>CONTACT CASIMIR TABAKA 405.954.7931.</p>					
<div style="text-align: right;">   </div>					

(CLINE1.DSD)FIG

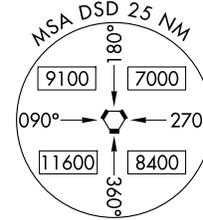
# CLINE ONE DEPARTURE (OBSTACLE)

AL-345 (FAA)

ROBERTS FLD (R.DM)  
REDMOND, OREGON

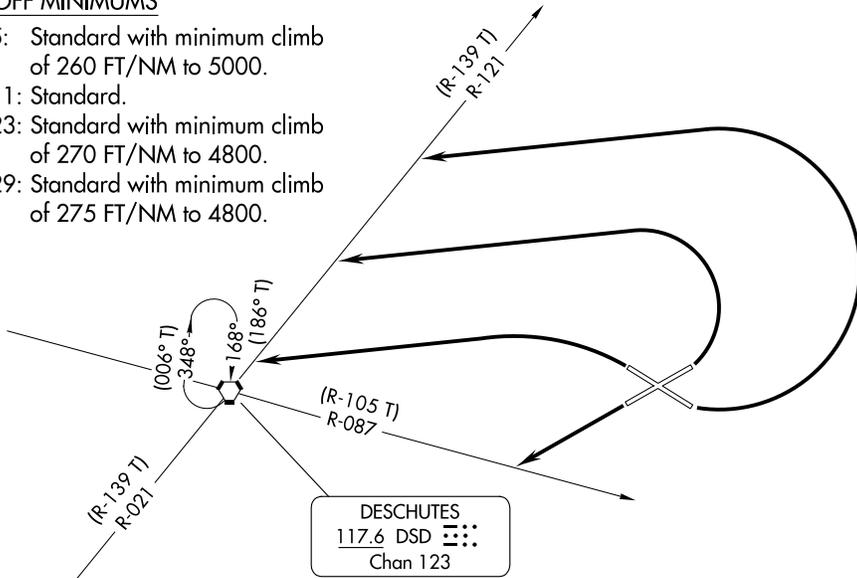
SEATTLE CENTER  
126.15 269.475  
ATIS  
119.025  
GND CON  
121.8  
REDMOND TOWER ★  
124.5 256.8

## PROTOTYPE: NOT FOR NAVIGATION



### TAKEOFF MINIMUMS

- Rwy 5: Standard with minimum climb of 260 FT/NM to 5000.
- Rwy 11: Standard.
- Rwy 23: Standard with minimum climb of 270 FT/NM to 4800.
- Rwy 29: Standard with minimum climb of 275 FT/NM to 4800.



### TAKEOFF OBSTACLE NOTES

- Rwy 11: Navaid 29' from DER, 127' right of centerline, 2' AGL/3083' MSL. Vehicles on roadway, 83' from DER, 256' right of centerline, 3084' MSL.
- Rwy 23: Vegetation 16' from DER, 403' left of centerline, 3077' MSL.
- Rwy 29: Vehicles on roadway, 11' from DER, 294' right of centerline, 3054' MSL. Vehicles on roadway, 47' from DER, 298' left of centerline, 3049' MSL.

NOTE: Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climbing left turn to intercept DSD R-021 to DSD VORTAC, thence. . . .

TAKEOFF RUNWAY 11: Climbing left turn heading 246° to DSD R-021 to DSD VORTAC, thence. . . .

TAKEOFF RUNWAY 23: Climb on DSD R-087 to DSD VORTAC, thence. . . .

TAKEOFF RUNWAY 29: Climbing left turn heading 246° to DSD R-021 to DSD VORTAC, thence. . . .

. . . .Climb in DSD VORTAC holding pattern to cross DSD VORTAC at or above MEA/MCA for route of flight.

AUTOMATED AL-345 CLINE DEPARTURE

NW-1  
22 SEPT 2025  
COMPILER: CG  
REVIEWER:  
DBL CHKR:  
EFF: FIG

CLINE ONE DEPARTURE (OBSTACLE)  
(CLINE1.DSD) FIG

REDMOND, OREGON  
ROBERTS FLD (R.DM)

**1. FLIGHT PROCEDURE IDENTIFICATION:**

REDMOND, OR (RDM)  
CLINE (OBSTACLE) DEPARTURE

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

8260.3 Paragraph 13-3-1,b

Limit the DR segment to a maximum distance of 10 NM from the DER to the PCG intercept along the intended flight track of the aircraft.

**3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):**

Request to publish the CLINE (OBSTACLE) DEPARTURE with the following departure route instructions:

Rwy 11 departure: "Climbing left turn on heading 246 and DSD VORTAC R-021, thence...". This design results in Dead Reckoning (DR) segments greater than 10 NM. The DR segment calculations are as follows: RWY 11 DER to start of turn 2 nm. Turn from 107.89°M CCW to HDG 246°M ( $\Delta 221.89^\circ$ ) at a 3.4 nm radius is 13.17 nm. Heading 246 to DSD R-021 intercept is 7.13 nm. Total distance to intercept along designed flight track is 23.5 nm. Total straight DR heading distance is 9.13 nm.

Rwy 5 departure: "Climbing left turn to intercept DSD VORTAC R-021 to DSD VORTAC, thence..." This design results in Dead Reckoning (DR) segments greater than 10 NM. The DR segment calculations are as follows: RWY 5 DER to start of turn 2 nm. Turn from 136.35° CCW to 328.30° ( $\Delta 168.05^\circ$ ) at a 3.4 nm radius which calculates to 9.97 nm. The turn arc intercepts Positive Course Guidance (PCG) at the 328.30° heading. Total distance to intercept along designed flight track is 11.97 nm. Total straight DR heading distance is 2 nm (ICA).

Because the initial turn from the runway heading is greater than 134° and using the turn radius provided (250 KIAS/3.4 NM), the along track measurement exceeds 10 NM for both routes.

This is a temporary Waiver until publication of the updated FAA Order 8260.3, which will include updated turn intercept and DR criteria. The CLINE (OBSTACLE) DEPARTURE will be updated upon publication of the criteria and the next needed amendment of the procedure.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

1. The ICA and subsequent DR segment Obstacle Clearance Surfaces (OCS) have been evaluated and provide the required obstacle clearance.
2. Straight DR segments are less than 10 nm, the criteria is only exceeded if the arc distance calculation for the initial turn is added.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

1. The current right turn route for Rwy 11 conflicts with Class D airspace being established for Bend, OR (BND). A left turn to a heading to intercept a radial to DSD VORTAC is the only solution for a viable Rwy 11 departure.
2. Rwy 5 departure route utilizes the shortest route possible to intercept Positive Course Guidance (PCG)
3. Utilizing a DSD radial greater than 021 places departing aircraft opposite direction to arriving aircraft, creating a one-in-one-out scenario.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

Seattle ARTCC (ZSE)  
AFS

**7. SUBMITTED BY:**

**DATE            OFFICE IDENTIFICATION    TITLE**

**SIGNATURE**

**8. AFS ACTIONS:**

**APPROVED**     **DISAPPROVED**     **NOT REQUIRED**

**COMMENTS:**

**DATE                    ROUTING SYMBOL            SIGNATURE**



# Federal Aviation Administration

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## Memorandum

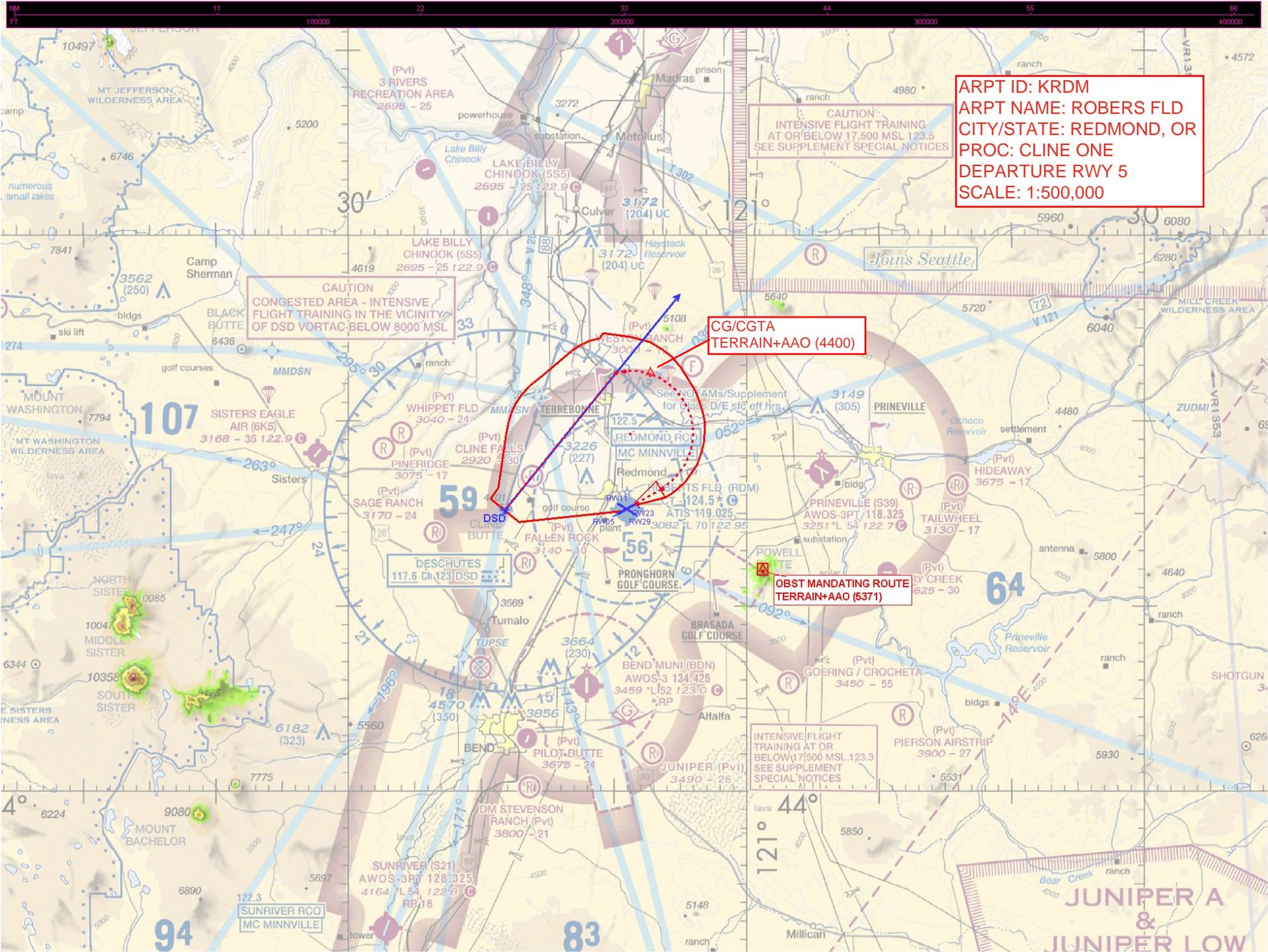
Date: 01/22/2026  
To: Wade Terrell, Manager, Flight Technologies and Procedures Division THRU:  
Wayne Radicke, Manager, Flight Procedures and Airspace Group  
From: Casimir L. Tabaka, Manager, Team 3 Sub-Team 2, AJV-A432  
Subject: Approval Request: ROBERTS FIELD (KRDM), CLINE (OBSTACLE)  
DEPARTURE

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CLINE (OBSTACLE) DEPARTURE  
ROBERTS FIELD REDMOND OR (KRDM)  
VISUAL CLIMB OVER AIRPORT (VCOA), 8260.46K, 2-1-2 i (3).

Seattle ARTCC advises the density of traffic in the vicinity of this airport does not support the addition of a VCOA. The traffic flow dictates the need for a highly controlled departure procedure. The addition of a VCOA would not add to the operational safety of the flying public but rather it would increase the complexity of an already congested airspace.



ARPT ID: KRDM  
ARPT NAME: ROBERS FLD  
CITY/STATE: REDMOND, OR  
PROC: CLINE ONE  
DEPARTURE RWY 5  
SCALE: 1:500,000

CAUTION  
CONGESTED AREA - INTENSIVE  
FLIGHT TRAINING IN THE VICINITY  
OF DSD VORTAC BELOW 8000' MSL

CG/CGTA  
TERRAIN+AAO (4400)

OBST MANDATING ROUTE  
TERRAIN+AAO (5371)

INTENSIVE FLIGHT TRAINING AT OR  
BELOW 7:500 MSL.123.3  
SEE SUPPLEMENT  
SPECIAL NOTICES

CAUTION  
INTENSIVE FLIGHT TRAINING  
AT OR BELOW 7:500 MSL.123.5  
SEE SUPPLEMENT SPECIAL NOTICES

DESCHUTES  
117.6 Ch 123 DSD

107

59

64

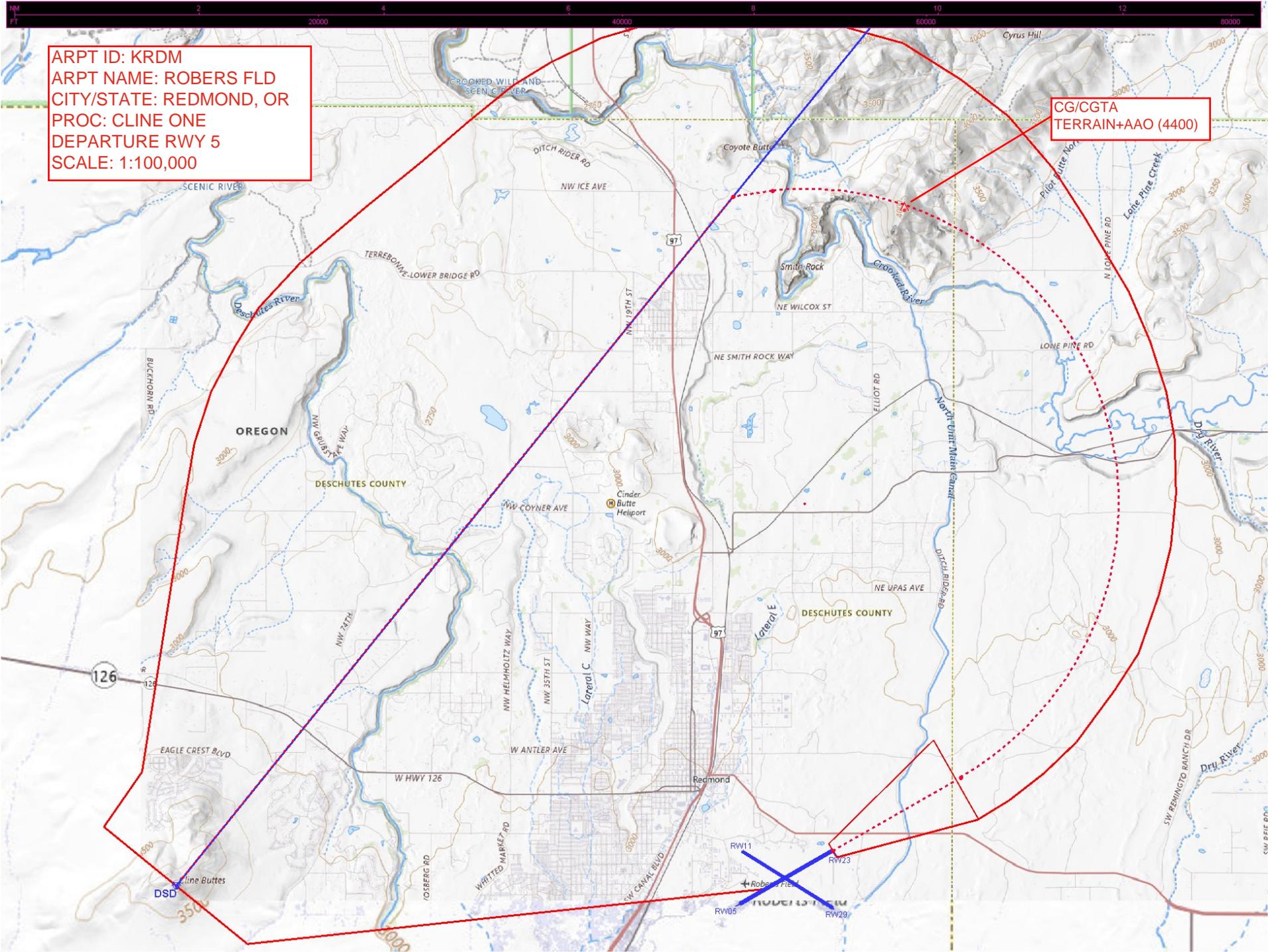
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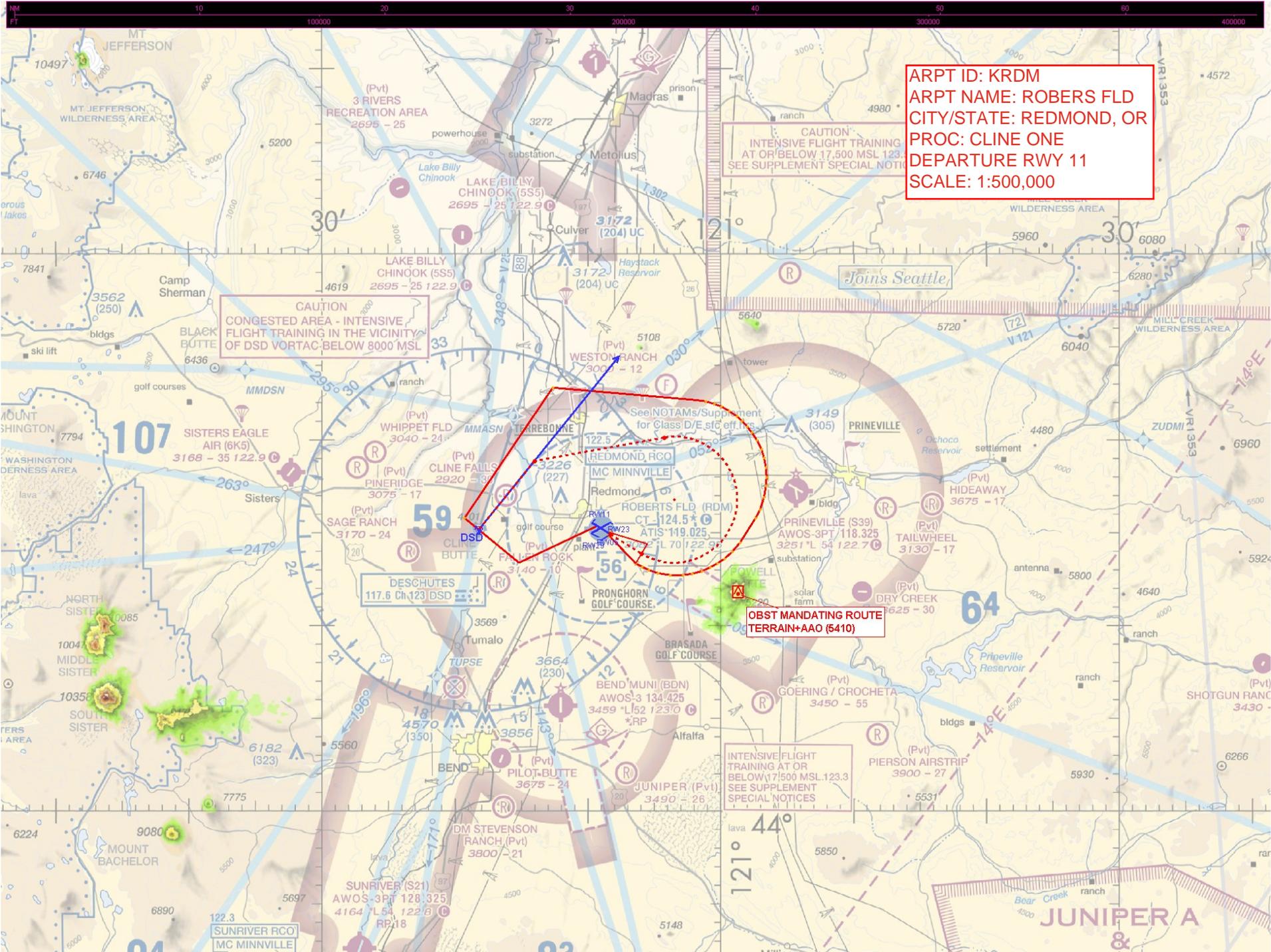
83

JUNIPER A  
&  
JUNIPER LOW

ARPT ID: KRDM  
ARPT NAME: ROBERS FLD  
CITY/STATE: REDMOND, OR  
PROC: CLINE ONE  
DEPARTURE RWY 5  
SCALE: 1:100,000

CG/CGTA  
TERRAIN+AAO (4400)





ARPT ID: KRDM  
ARPT NAME: ROBERS FLD  
CITY/STATE: REDMOND, OR  
PROC: CLINE ONE  
DEPARTURE RWY 11  
SCALE: 1:500,000

CAUTION  
CONGESTED AREA - INTENSIVE  
FLIGHT TRAINING IN THE VICINITY  
OF DSD VORTAC BELOW 8000 MSL

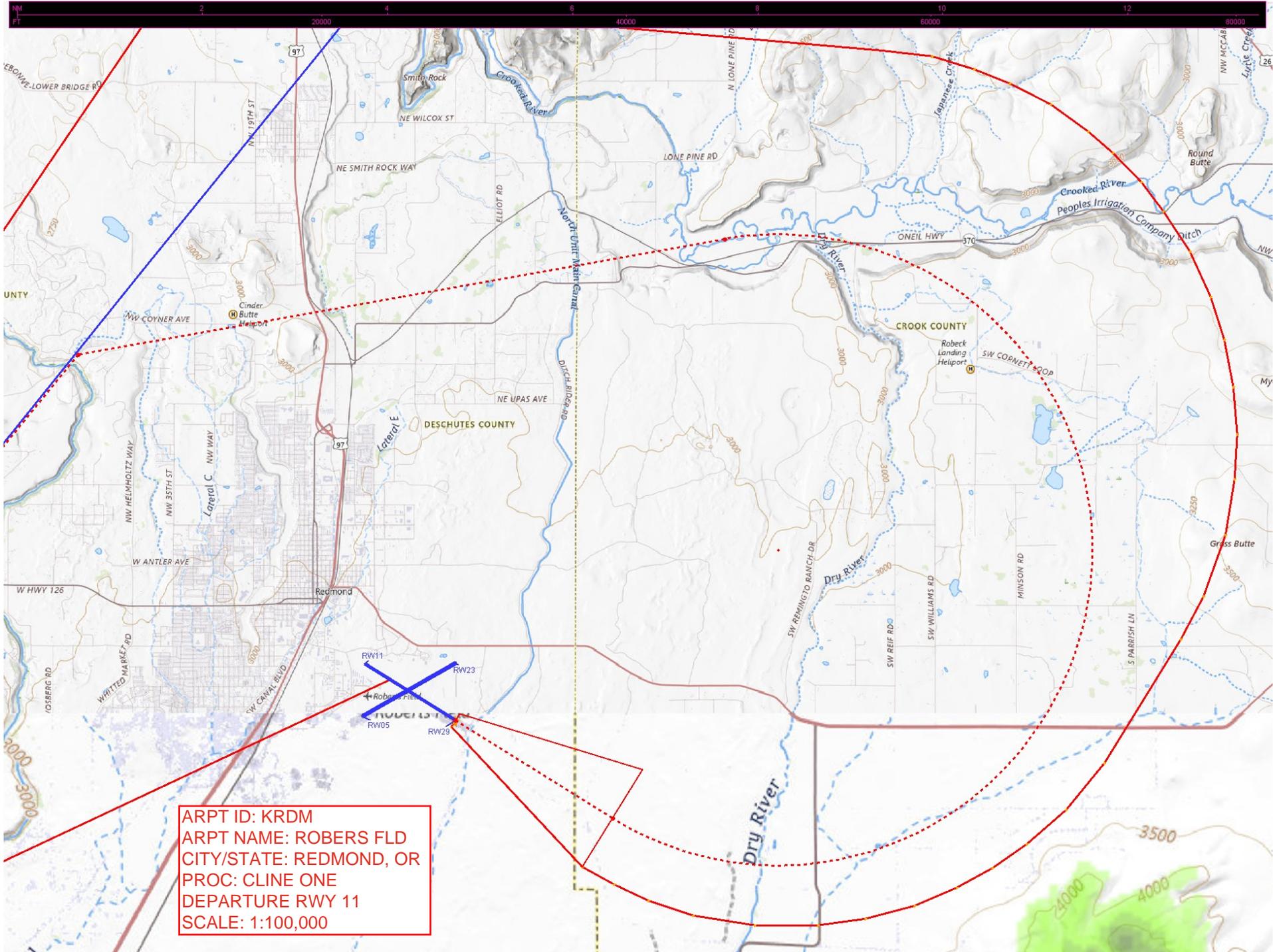
CAUTION  
INTENSIVE FLIGHT TRAINING  
AT OR BELOW 17,500 MSL 123  
SEE SUPPLEMENT SPECIAL NOTI

OBST MANDATING ROUTE  
TERRAIN+AAO (5410)

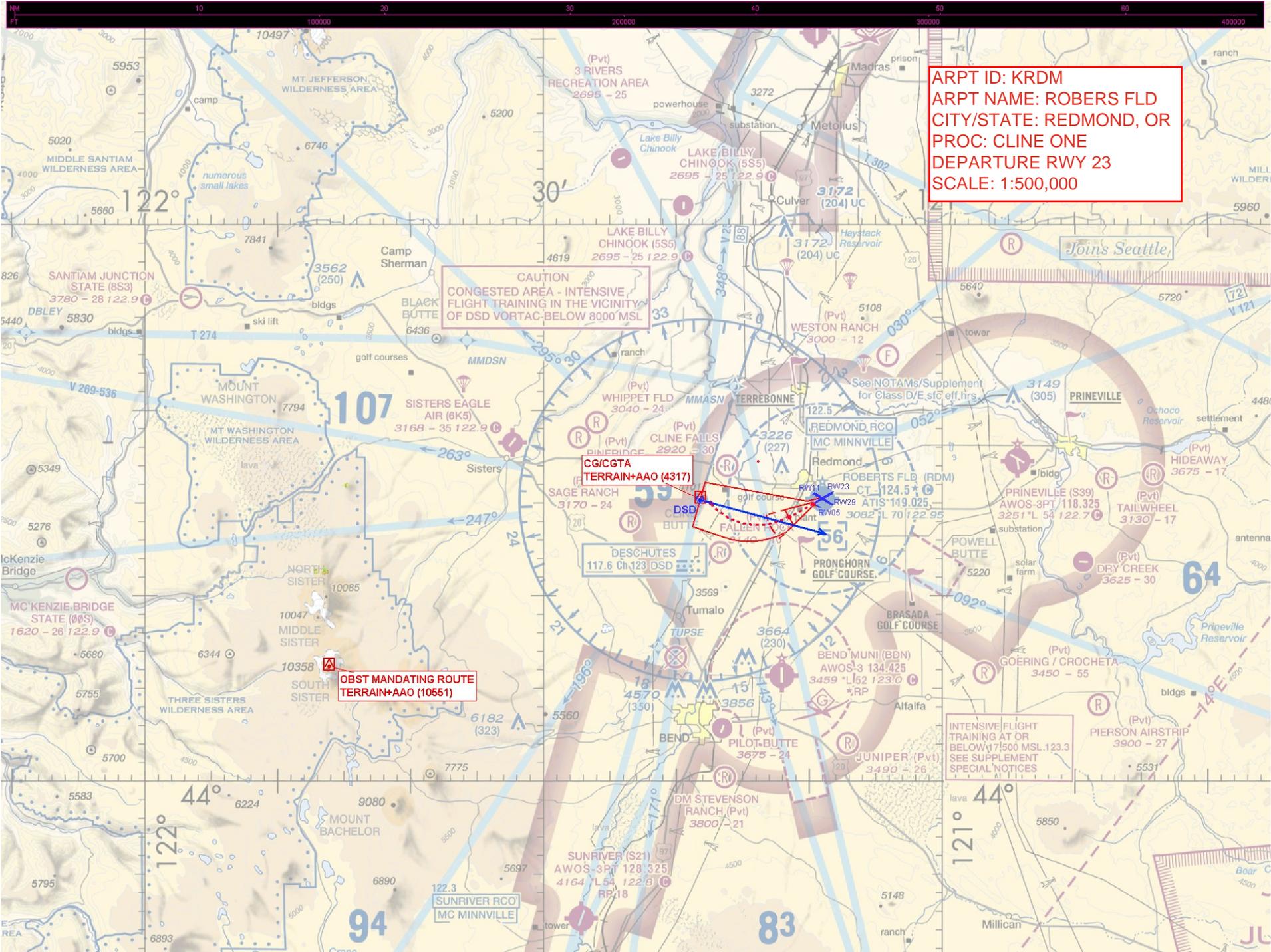
INTENSIVE FLIGHT  
TRAINING AT OR  
BELOW 17,500 MSL 123.3  
SEE SUPPLEMENT  
SPECIAL NOTICES

122.3  
SUNRIVER RCO  
MC MINNVILLE

JUNIPER A



ARPT ID: KRDM  
ARPT NAME: ROBERS FLD  
CITY/STATE: REDMOND, OR  
PROC: CLINE ONE  
DEPARTURE RWY 11  
SCALE: 1:100,000



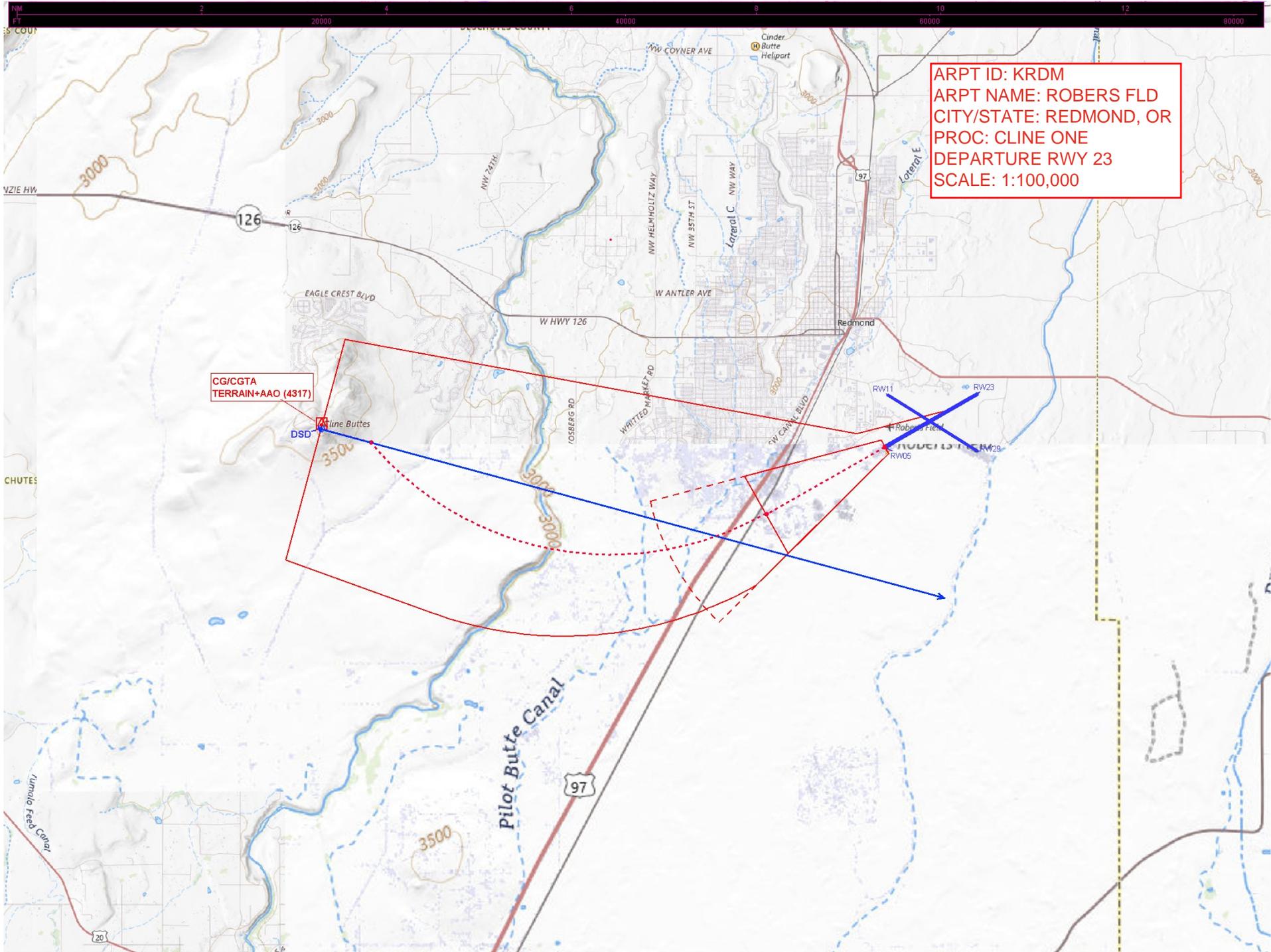
ARPT ID: KRDM  
ARPT NAME: ROBERS FLD  
CITY/STATE: REDMOND, OR  
PROC: CLINE ONE  
DEPARTURE RWY 23  
SCALE: 1:500,000

CAUTION  
CONGESTED AREA - INTENSIVE  
FLIGHT TRAINING IN THE VICINITY  
OF DSD VORTAC- BELOW 8000' MSL

CG/CGTA  
TERRAIN+AAO (4317)

OBST MANDATING ROUTE  
TERRAIN+AAO (10551)

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



ARPT ID: KRDM  
ARPT NAME: ROBERS FLD  
CITY/STATE: REDMOND, OR  
PROC: CLINE ONE  
DEPARTURE RWY 23  
SCALE: 1:100,000

CG/CGTA  
TERRAIN+AAO (4317)

DSD

Dine Buttes

RW11

RW23

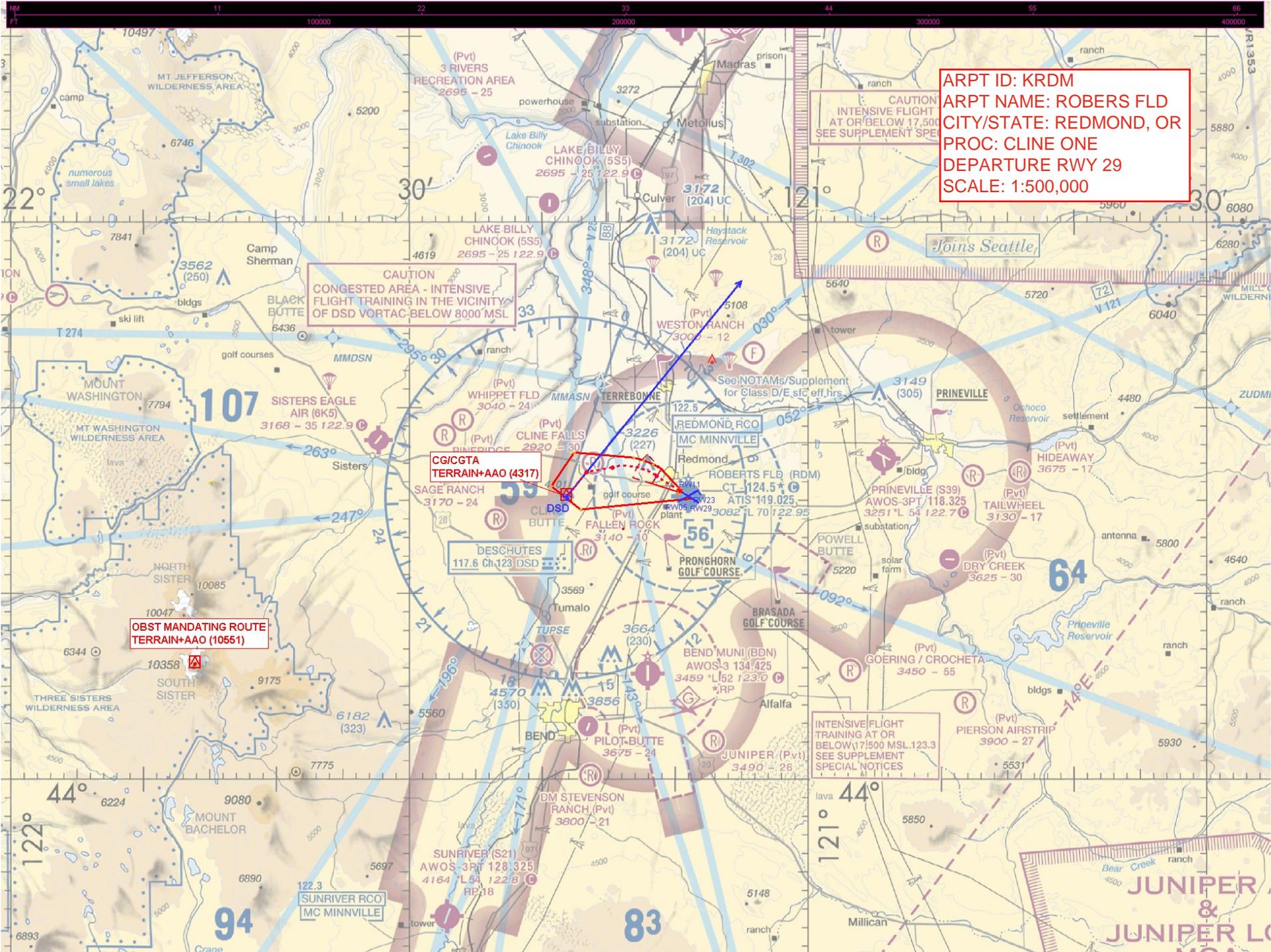
Robers Field

RW29

RW05

97

20



ARPT ID: KRDM  
ARPT NAME: ROBERTS FLD  
CITY/STATE: REDMOND, OR  
PROC: CLINE ONE  
DEPARTURE RWY 29  
SCALE: 1:500,000

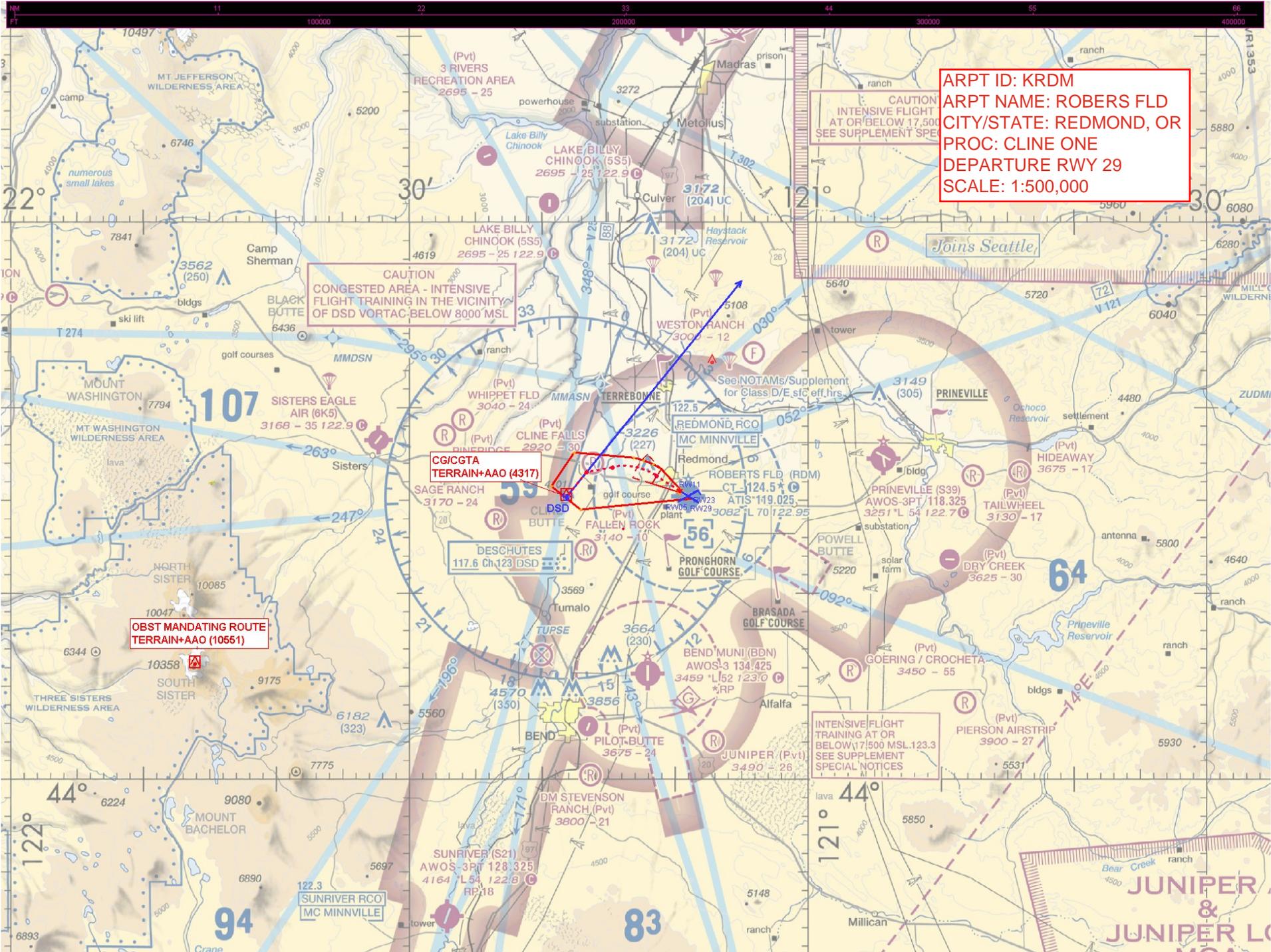
CAUTION  
CONGESTED AREA - INTENSIVE  
FLIGHT TRAINING IN THE VICINITY  
OF DSD VORTAC BELOW 8000 MSL

CG/CGTA  
TERRAIN+AAO (4317)

OBST MANDATING ROUTE  
TERRAIN+AAO (10551)

DESCHUTES  
117.6 Ch 123 DSD

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



ARPT ID: KRDM  
ARPT NAME: ROBERTS FLD  
CITY/STATE: REDMOND, OR  
PROC: CLINE ONE  
DEPARTURE RWY 29  
SCALE: 1:500,000

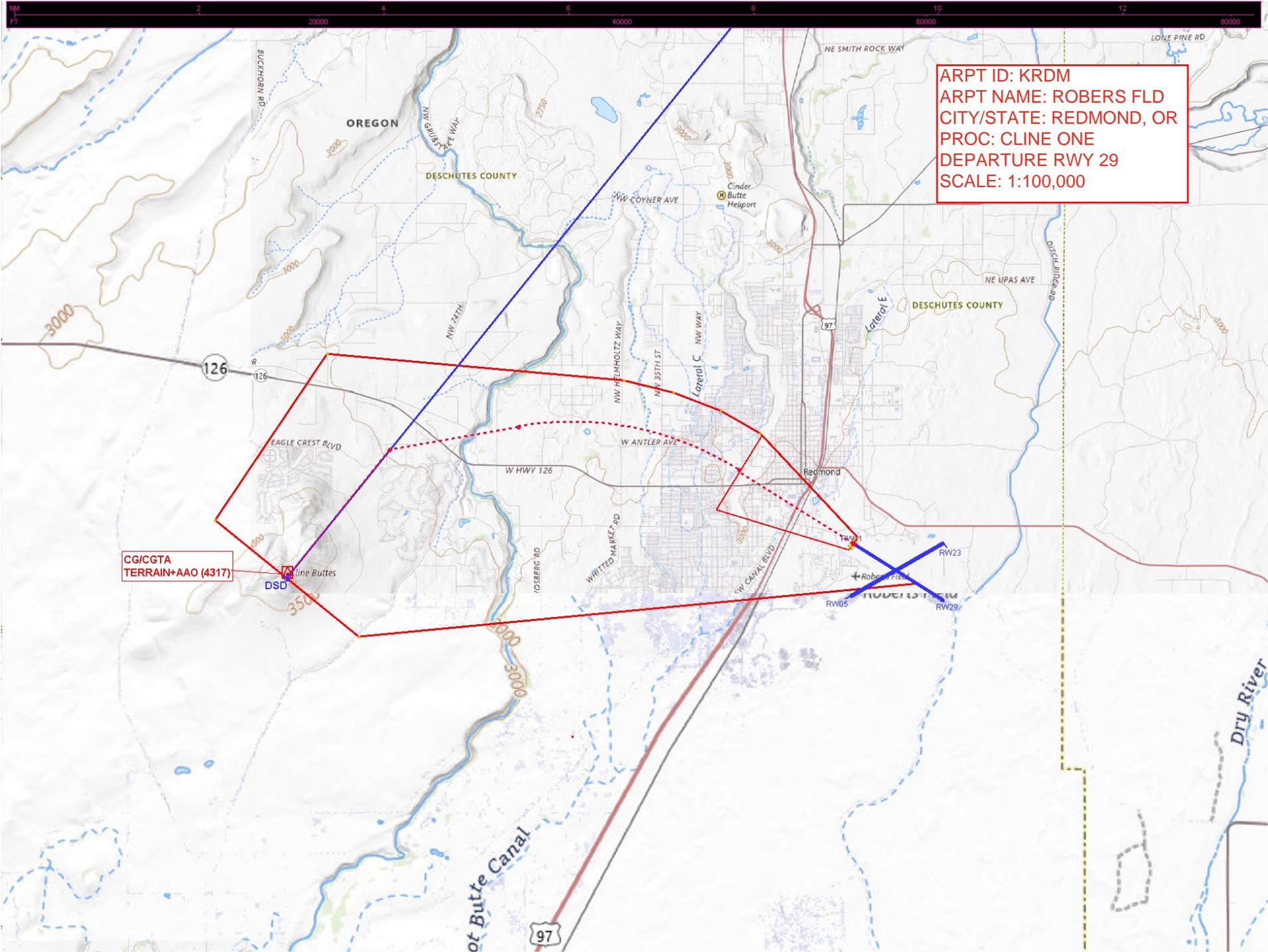
CAUTION  
CONGESTED AREA - INTENSIVE  
FLIGHT TRAINING IN THE VICINITY  
OF DSD VORTAC BELOW 8000 MSL

CG/CGTA  
TERRAIN+AAO (4317)

OBST MANDATING ROUTE  
TERRAIN+AAO (10551)

DESCHUTES  
117.6 Ch 123 DSD

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



ARPT ID: KRDM  
ARPT NAME: ROBERS FLD  
CITY/STATE: REDMOND, OR  
PROC: CLINE ONE  
DEPARTURE RWY 29  
SCALE: 1:100,000

CG/CGTA  
TERRAIN+AAO (4317)

DSD

ARPT ID: KRDM  
ARPT NAME: ROBERS FLD  
CITY/STATE: REDMOND, OR  
PROC: CLINE ONE  
CLIMB-IN-HOLD, ALL RWYS  
SCALE: 1:500,000

DSD CIH  
TERRAIN+AAO (4813)

CAUTION  
CONGESTED AREA - INTENSIVE  
FLIGHT TRAINING IN THE VICINITY  
OF DSD VORTAC- BELOW 8000 MSL

DESCHUTES  
117.6 Ch.123 DSD

DSD HLD  
TERRAIN+AAO (4318)

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

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

