

ILS - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29				Bearings, headings, courses, 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 in feet RVR.											
TERMINAL ROUTES										MISSED APPROACH					
FROM		TO		COURSE AND DISTANCE				ALTITUDE		ILS: DA LOC: PAE 0.34 DME CLIMB TO 1100 THEN CLIMBING RIGHT TURN TO 2000 ON HEADING 280 AND PAE VOR/DME R-236.00 TO ECEPO/PAE 9.00 DME AND HOLD. ADDITIONAL FLIGHT DATA: HOLD NE, RT, 236.00 INBOUND. CHART FAS OBST: 644 TREE 475615N/1221658W CHART A-680. CHART R-6701. CHART CIRCLING ICON. CHART CVV VOR/DME 19.33 DME AT EYWOK.					
PAE VOR/DME		EYWOK INT/PAE VOR/DME 11.18 DME		337.50 / 11.18				3000							
CVV VOR/DME (IAF)		EYWOK INT/PAE VOR/DME 11.18 DME (NOPT)		096.36 / 19.33				3000							
EYWOK INT/PAE VOR/DME 11.18 DME (IF/IAF)		ITYPE/PAE VOR/DME 4.44 DME		163.15 / 6.75 (I-PAE)				2000							
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. HOLD N EYWOK, RT, 163.15 INBOUND, 3000 FT. IN LIEU OF PT (IAF) 3. FAC: 163.15 FAF: ITYPE/PAE VOR/DME 4.44 DME DIST FAF TO MAP: _____ THLD: 4.34 4. MIN. ALT: EYWOK 3000, ITYPE 2000 5. DIST TO THLD FROM OM: _____ - _____ MM: _____ - _____ IM: _____ - 150 HAT: _____ - 100 HAT: _____ - GS ANT: 954 6. MIN GS INCPT: 2000 GS ALT AT: ITYPE 2000 OM: _____ - _____ MM: _____ - _____ IM: _____ - 7. GS ANGLE: 3.00 TCH: 56.7 8. MSA FROM: PAE VOR/DME 010-100 7900, 100-280 5700, 280-010 4800															
										MAG VAR: 16E			EPOCH YEAR: 2020		
MINIMUMS															
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT								ALTERNATE: N A		ILS: STANDARD #		LOC: STANDARD @			
CATEGORY =====>		A		B		C		D		E					
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-ILS 16R	770	1800	200	770	1800	200		NA			NA				
S-LOC 16R	940	2400	370	940	2400	370		NA			NA				
CIRCLING	1100	1	492	1100	1	492		NA			NA				
NOTES: CHART NOTE: CIRCLING RWY 34R NA AT NIGHT. #@ NA WHEN CONTROL TOWER CLOSED. CHART NOTE: DME REQUIRED. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT PAE VOR/DME ON V23 SOUTHEAST BOUND. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). CHART NOTE: DME FROM PAE VOR/DME. SIMULTANEOUS RECEPTION OF I-PAE AND PAE DME REQUIRED.															
CITY AND STATE		ELEVATION: 608 TDZE: 570		FACILITY IDENTIFIER:		PROCEDURE NO./AMDT NO./EFFECTIVE DATE:				SUP: ILS OR LOC/DME Y					
EVERETT, WA		AIRPORT NAME:		I-PAE		ILS Y OR LOC Y RWY 16R, AMDT 23				RWY 16R					
		SNOHOMISH COUNTY (PAINE FLD)								AMDT: 22A					
										DATED 07/24/2014					

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
ROUTINE					
COORDINATED WITH:					
ATA <div><input checked="" type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>		ALPA <div><input checked="" type="checkbox"/></div>	
APA <div><input checked="" type="checkbox"/></div>		AOPA <div><input checked="" type="checkbox"/></div>		NBAA <div><input checked="" type="checkbox"/></div>	
OTHER (specify) <div><input checked="" type="checkbox"/></div>		ZSE, SEA APP CON, PAE ATCT, AMGR			
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME: <div>PETER R. GUIMOND</div>				FIFO AJV-5422	DATE: 08/11/2017
APPROVED BY					
NAME: <div>JULIE A. MORGAN</div>				FIFO AJV-5420	DATE:
MANAGER					
CHANGES:					
<div>1. AMENDED PROCEDURE NAME FROM ILS OR LOC/DME Y RWY 16R TO ILS Y OR LOC RWY 16R.</div> <div>2. AMENDED PROCEDURE MAGVAR FROM 17E (2010) TO 16E (2020).</div> <div>3. AMENDED PROCEDURE RDH 58.9 TO TCH 56.7.</div> <div>4. MOVED ITIPE 45.7 FEET NORTH.</div> <div>5. MOVED EYWOK 11.89 FEET EAST.</div> <div>6. AMENDED EYWOK TO ITIPE COURSE/DISTANCE FROM 162.14/6.76 TO 163.15/6.75.</div> <div>7. AMENDED FINAL COURSE FROM 162.14 TO 163.15.</div> <div>8. AMENDED HOLD-IN-LIEU INBOUND COURSE FROM 162.14 TO 163.15.</div> <div>9. DELETED MISSED APPROACH: CLIMB TO 1300 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 014 AND PAE VOR/DME R-338 TO EYWOK INT/PAE VOR/DME 11.18 DME AND HOLD.</div> <div>10. ADDED MISSED APPROACH: CLIMB TO 1100 THEN CLIMBING RIGHT TURN TO 2000 ON HEADING 280 AND PAE VOR/DME R-236.00 TO ECEPO/PAE 9.00 DME AND HOLD.</div> <div>11. ADDED HOLD NE, RT, 236.00 INBOUND IN ADDITIONAL FLIGHT DATA.</div> <div>12. DELETED CHART FAS OBST: 622 TREE 475605N/1221657W IN ADDITIONAL FLIGHT DATA.</div> <div>13. ADDED CHART FAS OBST: 644 TREE 475615N/1221658W IN ADDITIONAL FLIGHT DATA.</div> <div>(SEE FORM 8260-10)</div>					
REASONS:					
<div>1. IN ACCORDANCE WITH FAAO 8260.3B, VOLUME I, PARA 161.</div> <div>2. MATCH PENDING MAGVAR ASSIGNMENT FOR KPAE IN AIRNAV.</div> <div>3. RDH NO LONGER USED. TCH DOCUMENTED IN ACCORDANCE WITH FAAO 8260.19G, PARA 8-6-3G(2).</div> <div>4. POSITION COMPUTED USING UPDATED TCH AND UPDATED RWY 16R TRUE BEARING.</div> <div>5. POSITION COMPUTED USING UPDATED RWY 16R TRUE BEARING.</div> <div>6. COMPUTED USING UPDATED PROCEDURE MAGVAR AND UPDATED POSITIONS OF EYWOK AND ITIPE.</div> <div>7. COMPUTED USING UPDATED PROCEDURE MAGVAR AND UPDATED POSITION OF ITIPE.</div> <div>8. COMPUTED USING UPDATED PROCEDURE MAGVAR AND UPDATED POSITION OF EYWOK.</div> <div>9. REPLACED BY UPDATED MISSED APPROACH.</div> <div>10. ATC REQUEST.</div> <div>11. IN ACCORDANCE WITH FAAO 8260.19G, PARA 8-6-8C.</div> <div>12. REPLACED BY UPDATED FAS DATA OBSTACLE.</div> <div>13. NEW OBSTACLE STUDY.</div> <div>(SEE FORM 8260-10)</div>					

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
ILS - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.29

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QUALITY
16
CHECKED

CITY AND STATE
EVERETT, WA

ELEVATION: 608 TDZE: 570
AIRPORT NAME:
SNOHOMISH COUNTY (PAINE FLD)

FACILITY
IDENTIFIER:
I-PAE

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:
ILS Y OR LOC Y RWY 16R, AMDT 23

SUP: **ILS OR LOC/DME Y
RWY 16R**
AMDT: **22A**
DATED: **07/24/2014**

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
ATA <div><input type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>	ALPA <div><input type="checkbox"/></div>	APA <div><input type="checkbox"/></div>	AOPA <div><input type="checkbox"/></div>
		NBAA <div><input type="checkbox"/></div>	OTHER (specify) <div><input type="checkbox"/></div>		
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
CHANGES:					
CHANGES CONT.					
14. AMENDED S-ILS RWY 16R VISIBILITY FROM RVR 2400 TO RVR 1800.					
15. AMENDED APT ELEV FROM 606 TO 608.					
16. AMENDED CATS A/B CIRCLING HAA FROM 494 TO 492.					
17. ADDED CHART CIRCLING ICON IN ADDITIONAL FLIGHT DATA.					
18. AMENDED DIST FAF TO THLD FROM 4.33 NM TO 4.34 NM.					
19. DELETED NOTE: WHEN USING SEATTLE-TACOMA INTL ALTIMETER SETTING, FOR INOPERATIVE MALSR, INCREASE S-ILS 16R ALL CATS VISIBILITY TO RVR 4500.					
20. DELETED NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SEATTLE-TACOMA INTL ALTIMETER SETTING AND INCREASE ALL DA 88 FEET AND ALL MDA 100 FEET.					
21. DELETED ALTERNATE MINIMUMS NOTE: NA WHEN LOCAL WEATHER NOT AVAILABLE.					
22. ADDED NOTE: CIRCLING RWY 34R NA AT NIGHT.					
23. ADDED NOTE: DME REQUIRED.					
24. ADDED PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT PAE VOR/DME ON V23 SOUTHEAST BOUND.					
REASONS:					
REASONS CONT.					
14. IN ACCORDANCE WITH FAAO 8400.13D, CHAPTER 2.					
15. MATCH PENDING AIRNAV APT ELEV.					
16. COMPUTED USING UPDATED APT ELEV.					
17. IN ACCORDANCE WITH FAAO 8260.19G, PARA 8-6-8W.					
18. COMPUTED USING UPDATED POSITION OF ITIPE.					
19. PAE ASOS IS ON WMSCR. BACK-UP ALTIMETER NOTES MOVED TO FAA FORM 8260-9 FOR CONTINGENCY USE.					
20. PAE ASOS IS ON WMSCR. BACK-UP ALTIMETER NOTES MOVED TO FAA FORM 8260-9 FOR CONTINGENCY USE.					
21. PAE ASOS IS ON WMSCR. BACK-UP ALTIMETER NOTES MOVED TO FAA FORM 8260-9 FOR CONTINGENCY USE.					
22. UNLIT 20:1 PENETRATION IDENTIFIED FOR RWY 34R. WESTERN FPT NOTIFIED AND CONCURS WITH NIGHT CIRCLING RESTRICTION.					
23. MISSED APPROACH PROCEDURE REQUIRES DME.					
24. TURN EXCEEDS 120 DEGREES.					

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT		FROM		TO		OBSTRUCTION		COORDINATES		ELEV. MSL		ROC		ALT. ADJUSTMENTS		MIN. ALT.			
FEEDER		PAE VOR/DME		EYWOK INT/PAE		1. ANTENNA (53-000560)		475545.61N/1221419.87W		801 (1B)		1000		AT1199		3000			
				VOR/DME 11.18		2. TERRAIN		475512.03N/1221641.82W		674 (700)				AS1500		2200			
				DME															
INITIAL		CVV VOR/DME		EYWOK INT/PAE		3. TOWER (53-021454)		481334.69N/1223005.78W		762 (1A)		1000		AT1238		3000			
				VOR/DME 11.18		4. TERRAIN		481334.69N/1223005.78W		577 (600)				AS1500		2100			
				DME															
INTERMEDIATE		EYWOK INT/PAE		ITYPE/PAE		5. AAO		480406.00N/1221339.00W		745 (4E)		500		AC98		1400			
		VOR/DME 11.18		VOR/DME 4.44		6. TERRAIN		480406.00N/1221339.00W		545 (500)				AS1500		2000			
		DME (IF/IAF)		DME															
FINAL: ILS		ITYPE/PAE 4.44		RW16R								ASC				770/200			
		DME																	
FINAL: LOC		ITYPE/PAE VOR/DME		PAE 0.34 DME		7. TREE (53-068766)		475614.79N/1221658.39W		644 (1A)		250		XP46		940			
		4.44 DME																	
2. HOLD-IN-LIEU-OF-PT		EYWOK		P-5		8. AAO		480742.35N/1221457.17W		819 (2C)		1000		AT1181		3000			
						9. TERRAIN		480742.50N/1221457.17W		619 (600)				AS1500		2100			
3. MISSED APPROACH	MAP:		DA / PAE 0.34 DME		ECEPO/PAE 9.00						ASC				2000				
					DME		10. ANTENNA (53-034715)		475144.15N/1221708.59W		817 (1A)		1000		1900				
	ELEV:		594/690				11. TERRAIN		475148.00N/1221706.00W		614 (600)				AS1000		1600		
4. CIRCLING AREA		DISTANCE		HT. ABV. ARPT.															
CATEGORY A		1.3 NM		REQUIRED	350	ACTUAL	492	12. ATCT (53-020252)		475432.61N/1221644.64W		777 (1A)		300		XP23		1100	
CATEGORY B		1.5 NM			450		492	12. ATCT (53-020252)		475432.61N/1221644.64W		777 (1A)		300		XP23		1100	
CATEGORY C		1.7 NM			450														
CATEGORY D		2.3 NM			550														
CATEGORY E		4.5 NM			550														
5. MINIMUM SAFE ALTITUDES								PRIMARY NAVAID: PAE VOR/DME											
SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A		SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A	
010-100		AAO		038/28.1		6841 (4E)		7900		280-010		AAO		011/29.0		3786 (4E)		4800	
100-280		AAO		243/28.3		4613 (2C)		5700											
CITY AND STATE				ELEVATION: 608				FACILITY				PROCEDURE AND AMENDMENT NO:				REGION			
EVERETT, WA				AIRPORT NAME: SNOHOMISH COUNTY (PAINE FLD)				I-PAE				ILS Y OR LOC Y RWY 16R, AMDT 23				ANM			

QUALITY
16
CHECKED

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:																		
1. COMMUNICATIONS WITH:					2. WEATHER SERVICE					3. ALTIMETER SETTING					VDP NOT ESTABLISHED - FINAL FACILITY NOT DME EQUIPPED.													
SEA APP CON PAE TOWER ZSE ARTCC							N W S		OTHER: ASOS					SOURCE:KPAE / KSEA					PRECIPITOUS TERRAIN EVALUATION COMPLETED.									
							F A A							DISTANCE: 0 / 27.47														
							A / C							HOURS REMOTE OPERATION: 0/YES / 24/YES														
SATISFACTORY ON:					LOCATION: KPAE					ADJUSTMENT: 0 / 88					ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.83NM													
4. MONITOR STATUS					PRIMARY NAVAID: PAE LOC					SEE ATTACHED AIRSPACE LETTER.																		
					MONITOR POINT: PAE ATCT					100 FOOT TREES USED WITHIN 20,000 FEET OF AIRPORT PER EASTERN FPT.																		
					HRS OPTN:		CAT 1		TOWER OPEN																			
							CAT 3		TOWER CLOSED																			
5. APPROACH & RUNWAY LIGHTING										ALS					PROCEDURE DEVELOPED WITH CAT A/B MINIMUMS ONLY TO SATISFY ENVIRONMENTAL STUDY RESULTS WHEN USING A 2000 FOOT PFAF INTERCEPT ALTITUDE. AN ILS Z OR LOC Z RWY 16R WITH A 3000 FOOT PFAF INTERCEPT ALTITUDE HAS BEEN PUBLISHED TO ACCOMMODATE CAT C/D AIRCRAFT.													
										(S) SALS																		
					X		MALSF 34L MALSR 16R (PCL)																					
					X		HIRL 16R (PCL), 34L (PCL)																					
					X		MIRL 11, 16L, 29, 34R																					
					X		REIL 16L, 34R																					
					X		TDZ 16R																					
					X		C/L 16R, 34L																					
					X		OTHER (SPECIFY) VASI-2L 11 PAPI-4R 16R VASI-2R 29 PAPI-4L 34L (PCL)					ALTERNATE MISSED APPROACH NOT DEVELOPED. SUITABLE OMNI-DIRECTIONAL NAVAID DOES NOT EXIST. PREVIOUS ATTEMPTS AT ALTERNATE MISSED APPROACH DEVELOPMENT DID NOT PASS FLIGHT INSPECTION.																
6. RUNWAY MARKINGS					BASIC BSC-G 11, 16L, 29, 34R					ILS AND LOC INTERMEDIATE SEGMENTS HAVE THE SAME CONTROLLING OBSTACLE																		
					ALL WEATHER PIR-G 16R					THE MISSED APPROACH SEGMENT AND MISSED APPROACH HOLDING AT ECEPO (PATTERN 4) REQUIRES APPLICATION OF 1000 FOOT OF AIRSPACE. A STUDY OF THE SECTIONAL MAP INDICATES THAT BOTH ARE CONTAINED WITHIN EXISTING CLASS E AIRSPACE.																		
					INSTRUMENT NPI-G 34L					RASS (PRESSURE PATTERNS ARE THE SAME): KPAE 607.5, KSEA 432.5 RA = 87.69																		
7. RUNWAY VISUAL RANGE					APPROACH 16R					SEATTLE-TACOMA INTL ALTIMETER ADJUSTMENTS AND NOTES FOR CONTINGENCY USE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SEATTLE-TACOMA INTL ALTIMETER SETTING: INCREASE S-ILS 16R DA TO 858 FEET AND CATS A/B VISIBILITY TO RVR 2200 AND INCREASE ALL MDA 100 FEET. ALTERNATE MINIMUMS NA WHEN USING SEATTLE-TACOMA INTL ALTIMETER SETTING. FOR INOPERATIVE ALS, WHEN USING SEATTLE-TACOMA INTL ALTIMETER SETTING, INCREASE S-ILS 16R CATS A/B VISIBILITY TO RVR 4500.																		
					MIDFIELD																							
					ROLL OUT																							
8. GLIDE PATH					GP ANGLE: 3.00					ELEV RWY THRESHOLD:562.6					AFS MEMO GUIDANCE FOR HANDLING PENETRATIONS TO THE 20:1 VISUAL AREA SURFACE, DATED 5/22/15, USED TO EVALUATE VISUAL SURFACES. CIRCLING RWY 34L, 20:1 (THIS OBSTACLE IS LIT AND FIXED BY FUNCTION, NO RESTRICTION TO NIGHT LANDING OR VISIBILITY REQUIRED) 578 LIGHTING (53-067664) 475345.88N/1221707.08W (0.05) CIRCLING RWY 34R, 20:1 632 TRANSMISSION LINE (53-022193) 475347.68N/1221621.26W (12.96) 645 TREE (53-068701) 475344.93N/1221613.40W (11.83) 628 TRANSMISSION LINE (53-022191) 475347.73N/1221614.49W (9.04) 627 POLE (53-035799) 475347.69N/1221614.31W (7.84)													
					DISTANCE FROM RWY: 954					ELEV GP ANTENNA: 566.6																		
										THRESHOLD CROSSING HEIGHT:56.7																		
9. FINAL APPROACH COURSE AIMING					X		RUNWAY THRESHOLD					FT. FROM THRESHOLD					CONT.											
					X		ON CENTERLINE					FT. FROM CENTERLINE																
10. WAIVERS: NONE																												
PART D - PREPARED BY: PETER R. GUIMOND										DATE: 08/11/2017																		
TITLE: AERONAUTICAL INFORMATION SPECIALIST										OFFICE: AJV-5422																		



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD	
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PART - A OBSTRUCTION DATA

[illegible]

4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.								
CATEGORY A	1.3 NM	REQUIRED	350	ACTUAL						
CATEGORY B	1.5 NM		450							
CATEGORY C	1.7 NM		450							
CATEGORY D	2.3 NM		550							
CATEGORY E	4.5 NM		550							

[illegible]

CITY AND STATE EVERETT, WA	ELEVATION: 608 AIRPORT NAME: SNOHOMISH COUNTY (PAINE FLD)	FACILITY I-PAE	PROCEDURE AND AMENDMENT NO: ILS Y OR LOC Y RWY 16R, AMDT 23	REGION ANM
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PART B - SUPPLEMENTAL DATA										PART C - REMARKS: CONTINUED. XP23 - RETAIN PUBLISHED 1100 MSL CAT A CMDA XP23 - RETAIN PUBLISHED 1100 MSL CAT B CMDA XP46 - RETAIN PUBLISHED 940 MSL MDA		
1. COMMUNICATIONS WITH:			2. WEATHER SERVICE			3. ALTIMETER SETTING						
SATISFACTORY ON:				N W S	OTHER:		SOURCE:					
				F A A			DISTANCE:					
				A / C			HOURS REMOTE OPERATION:					
	V H F		U H F		H F	LOCATION:			ADJUSTMENT:			
4. MONITOR STATUS		PRIMARY NAVAID:										
		MONITOR POINT:										
		HRS	CAT 1									
		OPTN:	CAT 3									
5. APPROACH & RUNWAY LIGHTING										ALS		
										(S) SALS		
										MALS		
										HIRL		
										MIRL		
										REIL		
										TDZ		
										C/LINE		
										OTHER (SPECIFY)		
6. RUNWAY MARKINGS		BASIC										
		ALL WEATHER										
		INSTRUMENT										
7. RUNWAY VISUAL RANGE		APPROACH										
		MIDFIELD										
		ROLL OUT										
8. GLIDE PATH		GP ANGLE:				ELEV RWY THRESHOLD:						
		DISTANCE FROM RWY:				ELEV GP ANTENNA:						
						THRESHOLD CROSSING HEIGHT:						
9. FINAL APPROACH COURSE AIMING				RUNWAY THRESHOLD					FT. FROM THRESHOLD			
				ON CENTERLINE					FT. FROM CENTERLINE			
10. WAIVERS:												
PART D - PREPARED BY:										DATE:		
TITLE:										OFFICE:		