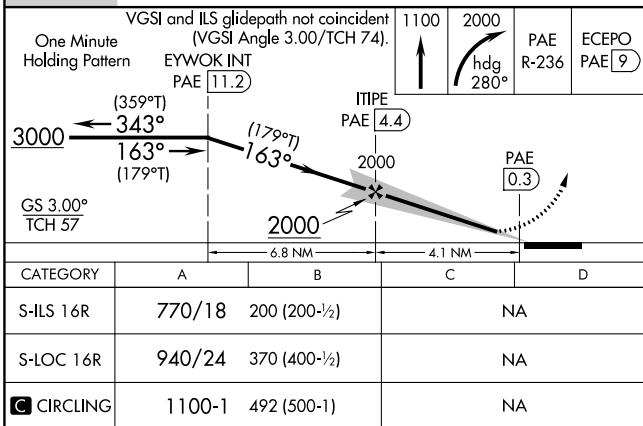
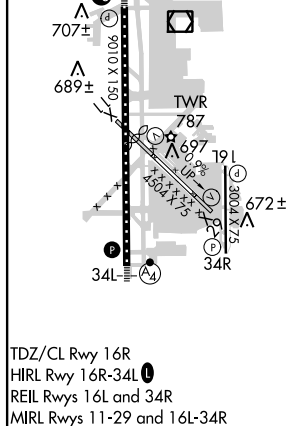
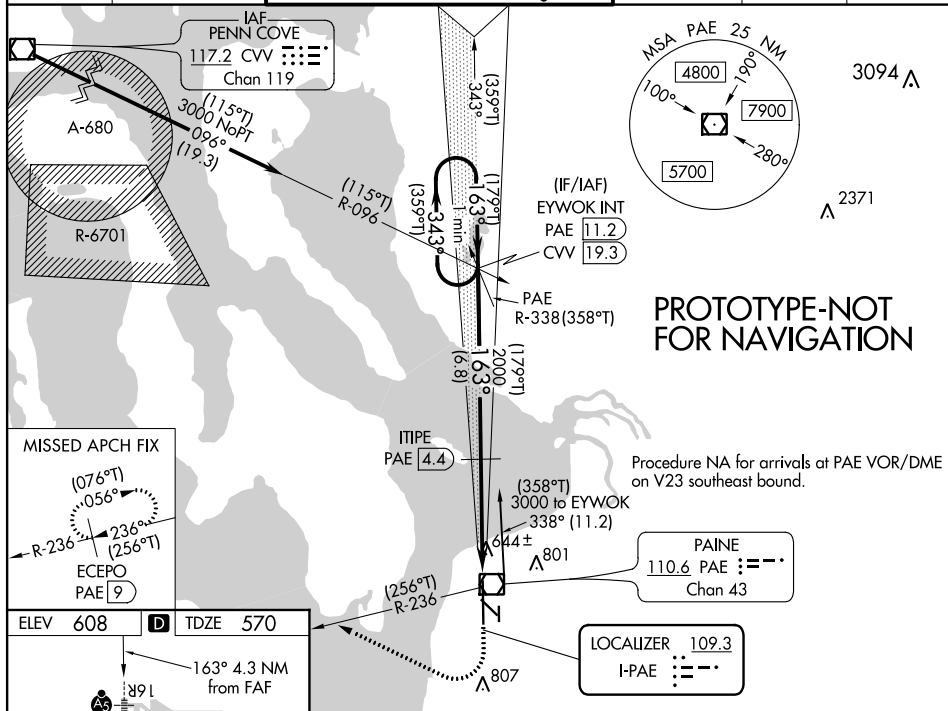


<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 09/05/2014	<b>Task #:</b> 2014090528699301001	<b>Request #:</b> 20140905286993
<b>Procedure:</b> ILS OR LOC Y RWY 16R AMDT 23			<b>Airport ID:</b> KPAE	<b>Airport:</b> SNOHOMISH COUNTY (PAINE FLD)		<b>Reimbursable #:</b> NO
<b>City:</b> EVERETT	<b>ST:</b> WA	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 12/07/2017		<b>FICO #:</b>	
<b>Fac ID:</b> PAE		<b>Fac. Type:</b> ILS			<b>Specialist:</b> PETER GUIMOND	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	06/02/2017					
<b>QA:</b>			J ZEDER 08/29/2017			
<b>Liaison:</b>						
<b>Procedure Comments:</b> ENROUTE-NON <b>Remark Type:</b> INFORMATION  PENDING DATA USED.  ASSIGNED MAGVAR: KPAE: OLD 17E - NEW 16E.  CONTACT: ROBERT HAMILTON, AJV-5422 LEAD, 405.954.4608						

ILS Y or LOC Y RWY 16R  
SNOHOMISH COUNTY (PAINE FIELD) (PAE)

ATIS	SEATTLE APP CON	PAINÉ TOWER ★ (E of Rwy 16L-34R) (W of Rwy 16R-34L)				GND CON	CLNC DEL	UNICOM
128.65	128.5 306.9	120.2	256.7	132.95 (CTAF)	0 256.7	121.8 339.8	126.75	122.95

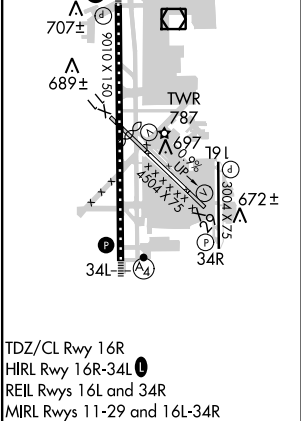
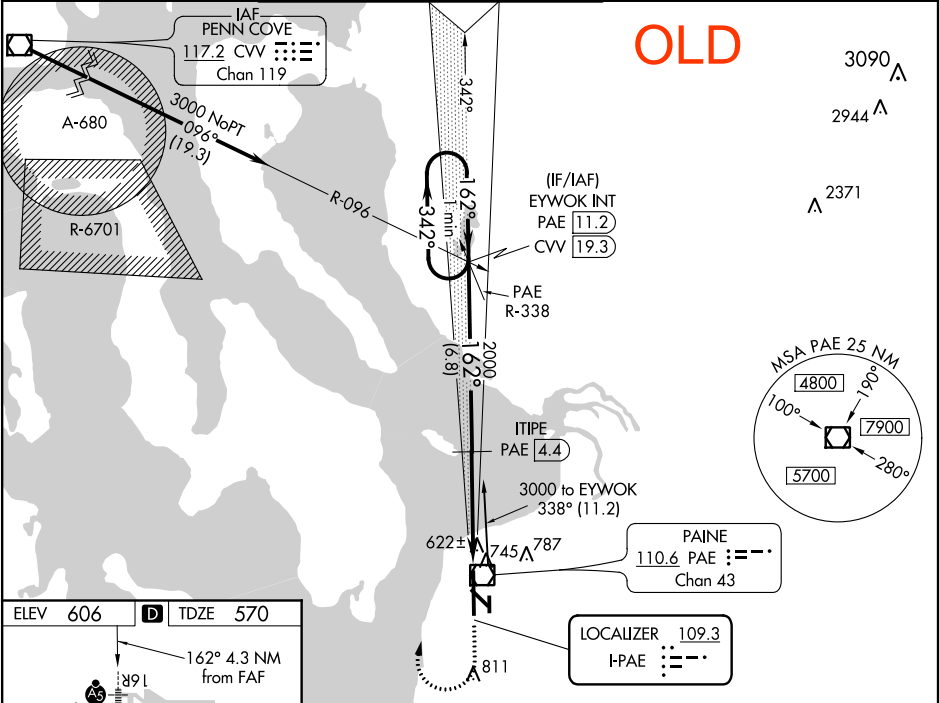


LOC I-PAE	APP CRS	Rwy Idg	9010
109.3	162°	TDZE	570
		Apt Elev	606

ILS or LOC/DME Y RWY 16R  
SNOHOMISH COUNTY (PAINE FIELD) (P.A.E.)

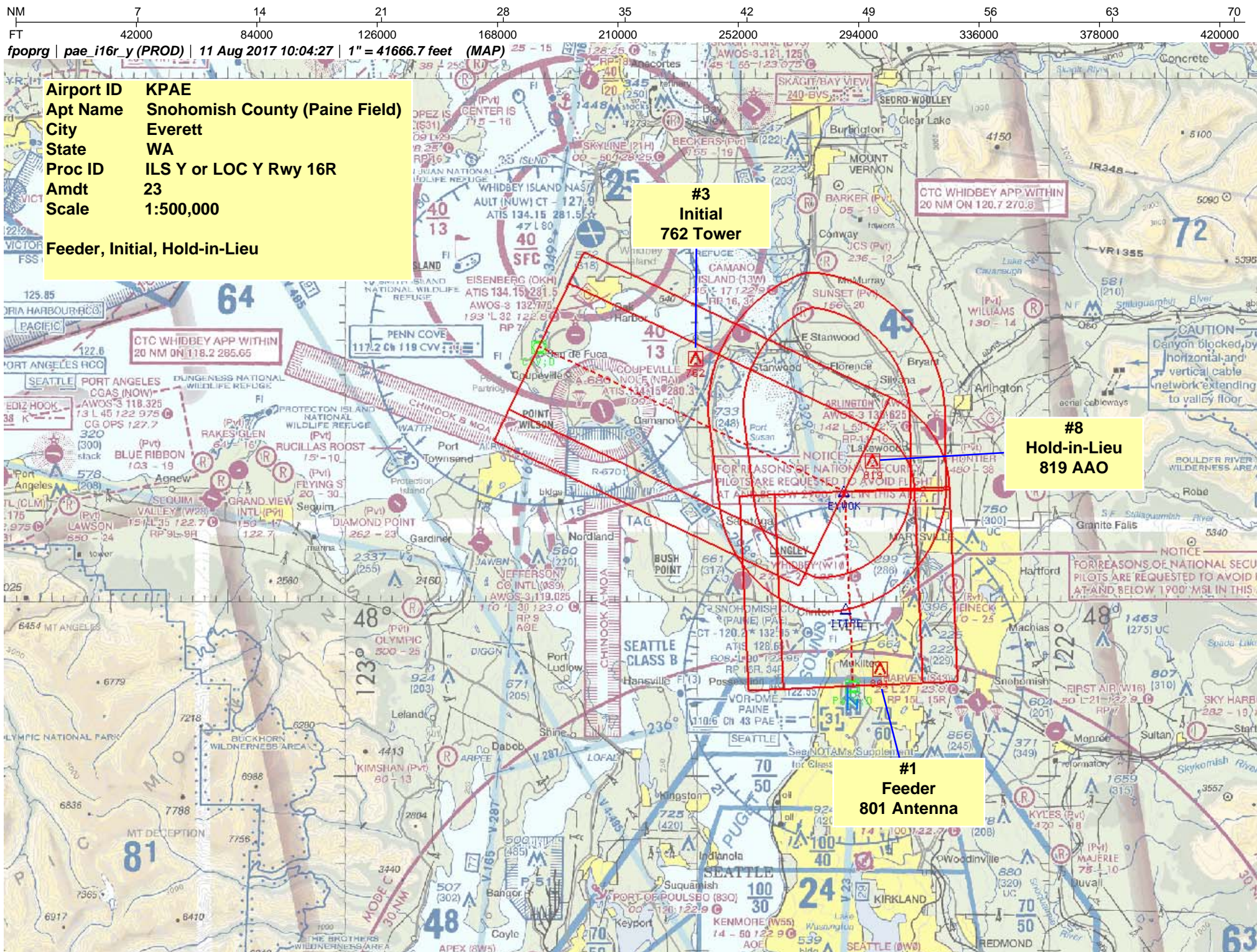
<p>When local altimeter setting not received, use Seattle-Tacoma Intl altimeter setting and increase all DA 88 feet and all MDA 100 feet. When using Seattle-Tacoma Intl altimeter setting; for inoperative MALSR, increase S-ILS 16R all Cats visibility to RVR 4500. DME from PAE VOR/DME. Simultaneous reception of I-PAE and PAE DME required.</p>	<p>MALSR</p>	<p>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 11.2 DME and hold.</p>
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ATIS	SEATTLE APP CON	PAINE TOWER*	GND CON	CLNC DEL	UNICOM
128.65	128.5 306.9	(E of Rwy 16L-34R) (W of Rwy 16R-34L)	121.8 339.8	126.75	122.95
		120.2 256.7 132.95 (CTAF) 256.7			



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).			
One Minute Holding Pattern	EYWOK INT PAE 11.2	1300	3000
		hdg 014°	PAE R-338
			EYWOK INT
GS 3.00° TCH 59	3000	162°	162°
	2000	2000	2000
	6.8 NM	4.3 NM	
CATEGORY	A	B	C D
S-ILS 16R	770/24	200 (200-½)	NA
S-LOC 16R	940/24	370 (400-½)	NA
CIRCLING	1100-1	494 (500-1)	NA

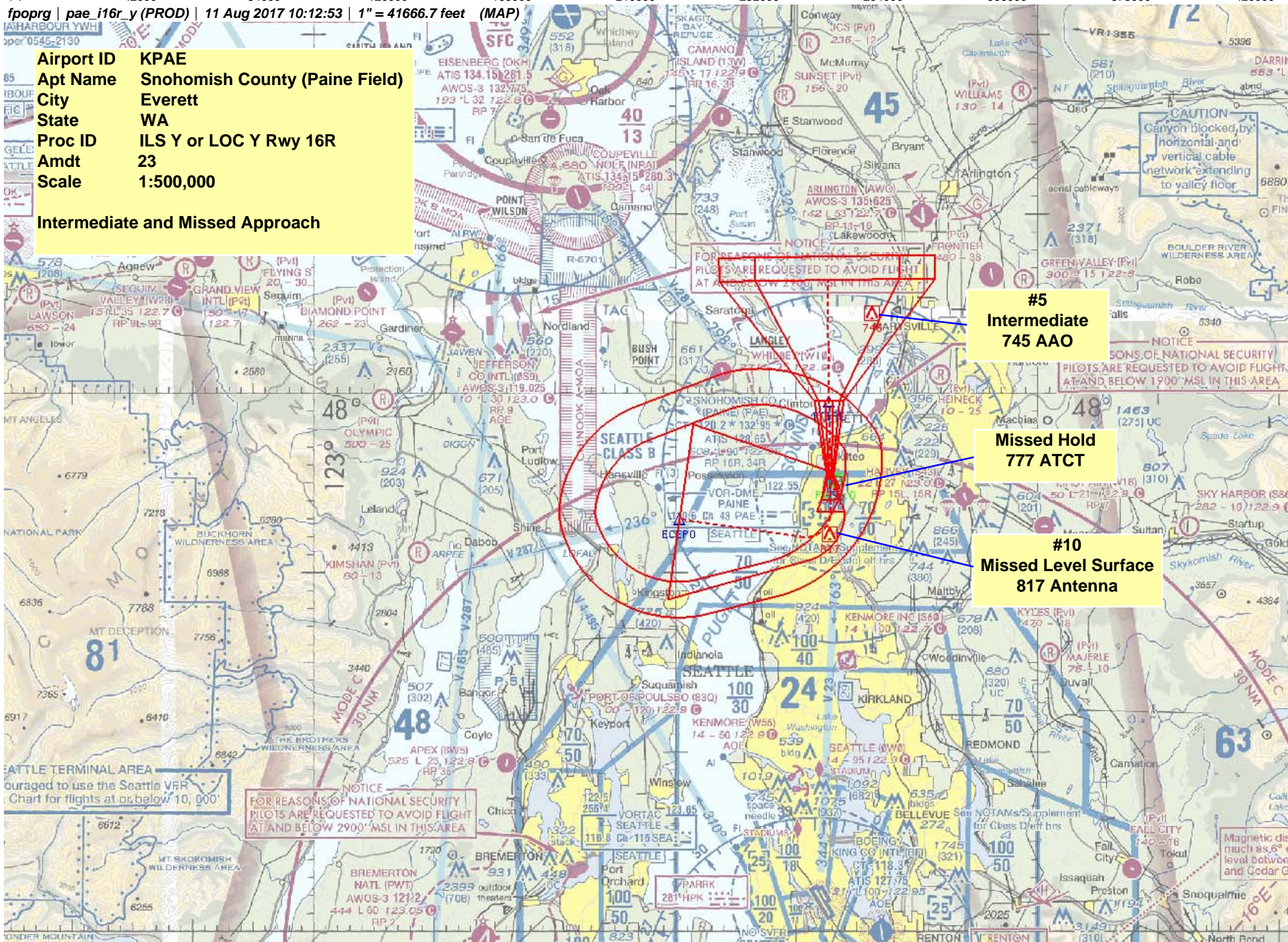




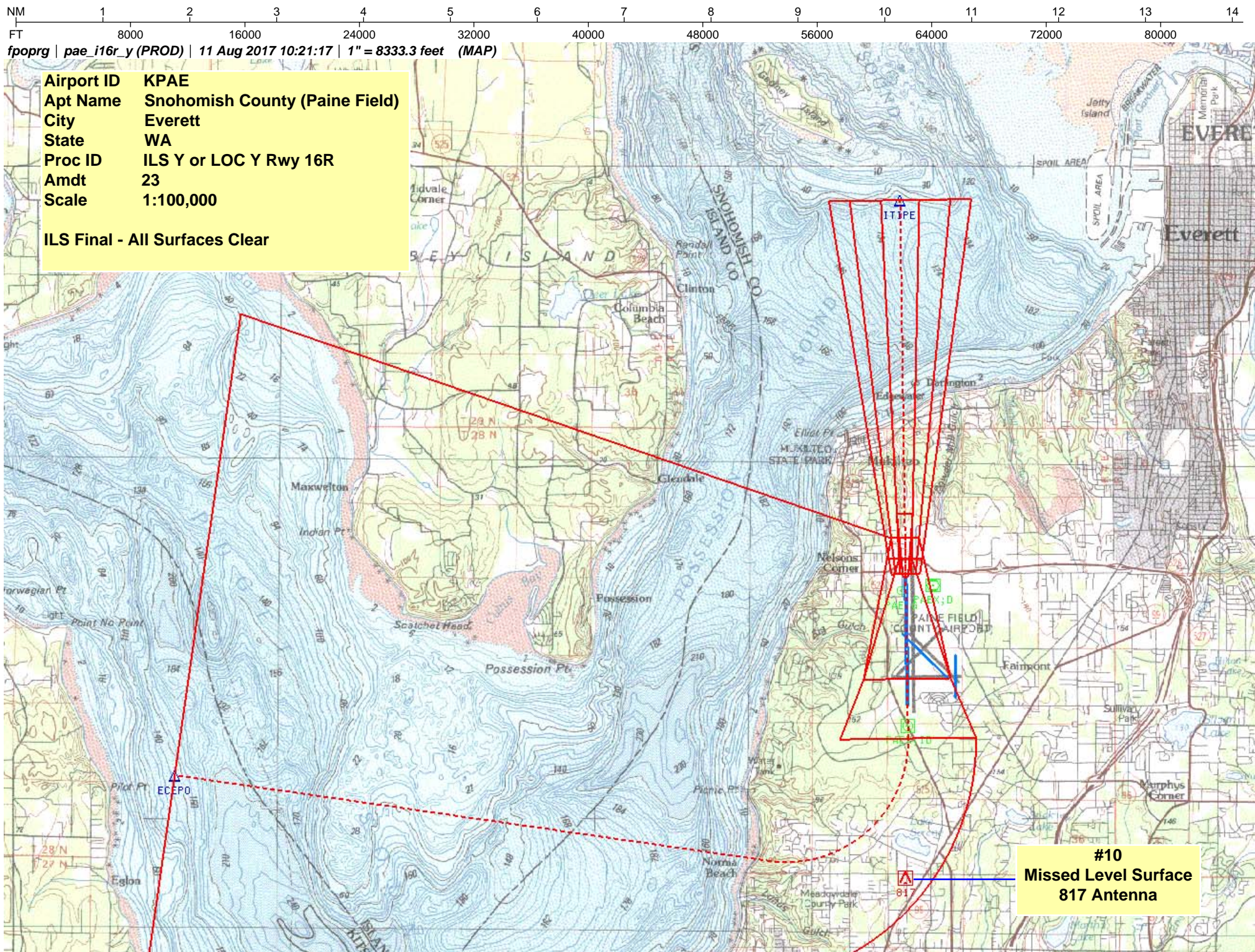


0545-2130

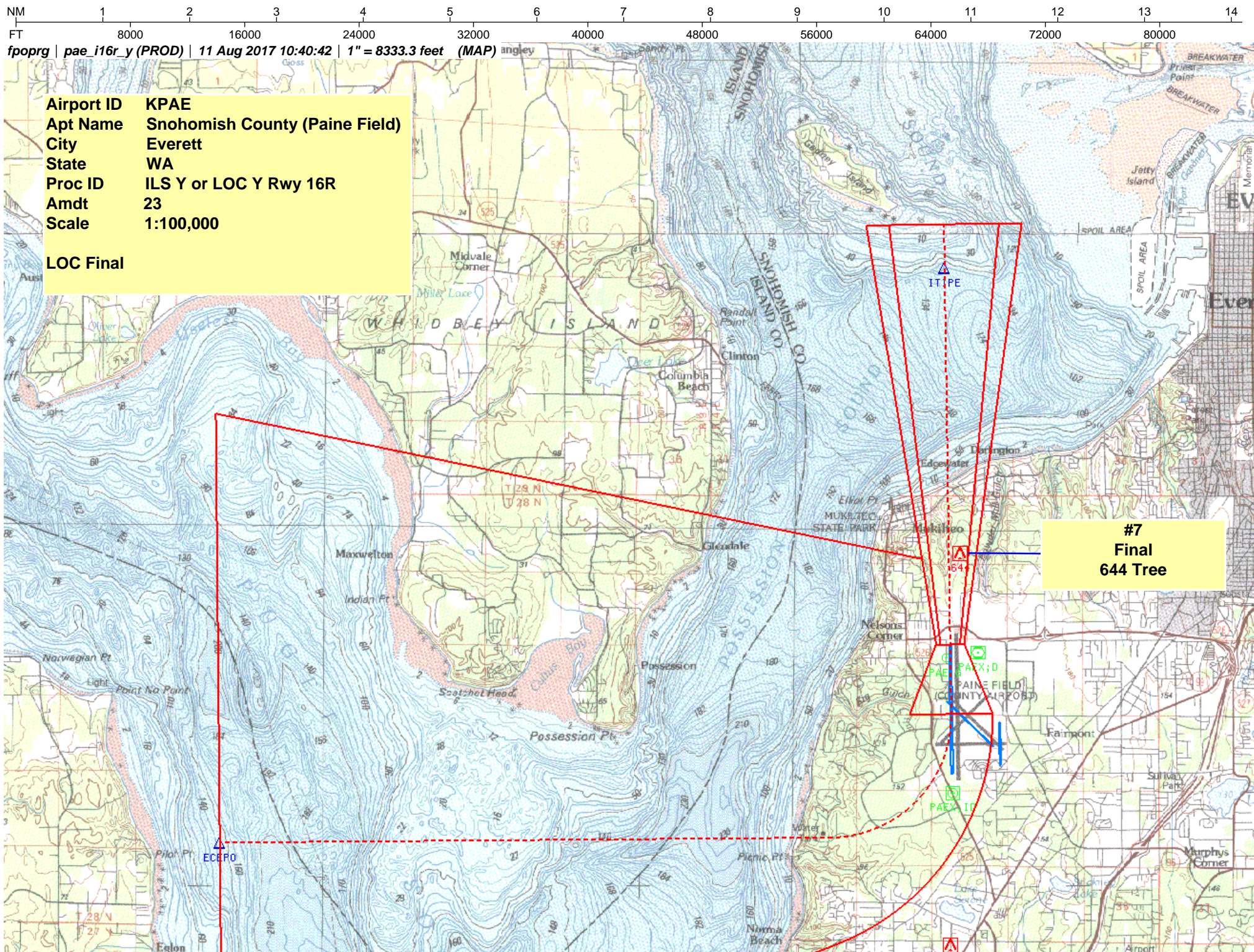
### Intermediate and Missed Approach









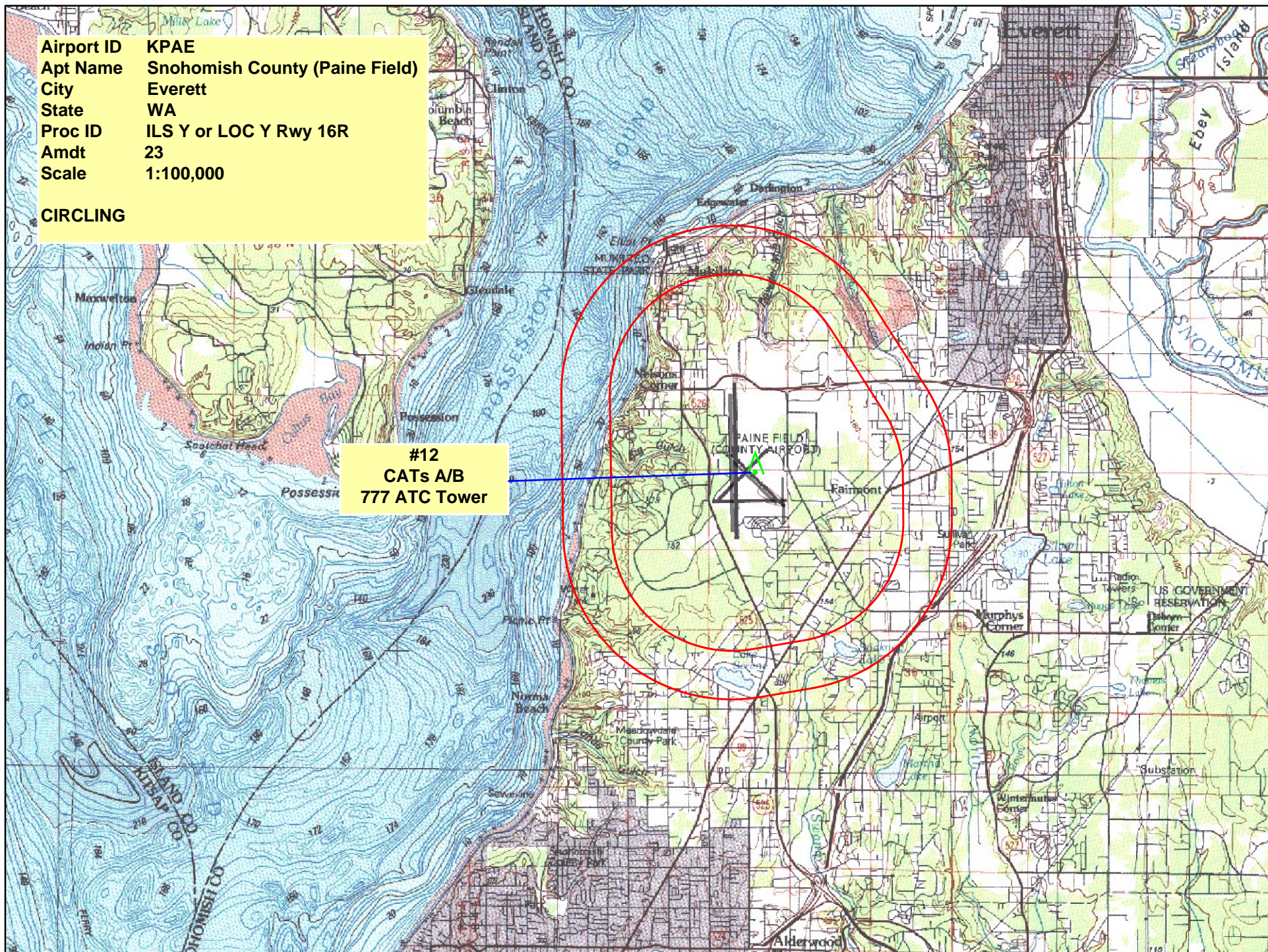




Airport ID KPAE  
Apt Name Snohomish County (Paine Field)  
City Everett  
State WA  
Proc ID ILS Y or LOC Y Rwy 16R  
Amdt 23  
Scale 1:100,000

CIRCLING

#12  
CATs A/B  
777 ATC Tower





# TERMINAL AIRSPACE DATA REQUIREMENTS

City: EVERETT Airport Name: SNOHOMISH COUNTY (PAINE FLD) Procedure: ILS OR LOC Y RWY 16R Docket #:	State: WA ID: KPAE Amendment: 23																																																												
<b>ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.</b>																																																													
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">1.</td> <td style="width: 30%;">Distance from</td> <td style="width: 10%;">THLD</td> <td style="width: 30%;">to 1000' point</td> <td style="width: 20%; text-align: right;">3.00</td> </tr> <tr> <td>2.</td> <td>Width of</td> <td>FINAL</td> <td>segment at 1000' point</td> <td style="text-align: right;">0.87</td> </tr> <tr> <td>3.</td> <td>True Course of</td> <td>FINAL</td> <td>segment containing 1000' point</td> <td style="text-align: right;">179.15</td> </tr> <tr> <td>4.</td> <td>High Terrain in</td> <td>FINAL</td> <td>segment containing 1000' point</td> <td style="text-align: right;">574</td> </tr> <tr> <td>5.</td> <td>Distance from</td> <td>THLD</td> <td>to 1500' point</td> <td style="text-align: right;">4.54</td> </tr> <tr> <td>6.</td> <td>Width of</td> <td>FINAL</td> <td>segment at 1500' point</td> <td style="text-align: right;">1.20</td> </tr> <tr> <td>7.</td> <td>True Course of</td> <td>FINAL</td> <td>segment containing 1500' point</td> <td style="text-align: right;">179.15</td> </tr> <tr> <td>8.</td> <td>High Terrain in</td> <td>FINAL</td> <td>segment containing 1500' point</td> <td style="text-align: right;">574</td> </tr> <tr> <td>9.</td> <td colspan="2">Threshold Coordinates (if straight-in)</td> <td>47 55 16.81 N / 122 17 09.06 W</td> <td></td> </tr> <tr> <td>10.</td> <td colspan="2">ARP Coordinates</td> <td>47 54 25.20 N / 122 16 53.70 W</td> <td></td> </tr> <tr> <td>11.</td> <td colspan="4">Runway Approach End and distance furthest from ARP: Runway 16R Distance 0.88 NM</td> </tr> <tr> <td>12.</td> <td colspan="2">FAF Coordinates</td> <td>47 59 36.74 N / 122 17 14.81 W</td> <td></td> </tr> </table>		1.	Distance from	THLD	to 1000' point	3.00	2.	Width of	FINAL	segment at 1000' point	0.87	3.	True Course of	FINAL	segment containing 1000' point	179.15	4.	High Terrain in	FINAL	segment containing 1000' point	574	5.	Distance from	THLD	to 1500' point	4.54	6.	Width of	FINAL	segment at 1500' point	1.20	7.	True Course of	FINAL	segment containing 1500' point	179.15	8.	High Terrain in	FINAL	segment containing 1500' point	574	9.	Threshold Coordinates (if straight-in)		47 55 16.81 N / 122 17 09.06 W		10.	ARP Coordinates		47 54 25.20 N / 122 16 53.70 W		11.	Runway Approach End and distance furthest from ARP: Runway 16R Distance 0.88 NM				12.	FAF Coordinates		47 59 36.74 N / 122 17 14.81 W	
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<b>Remarks:</b> MISSED APPROACH SEGMENT AND MISSED APPROACH HOLDING AT ECEPO (PATTERN 4) REQUIRES APPLICATION OF 1000 FOOT AIRSPACE.																																																													