

US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		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 VOR/DME 0.34 DME									
PAE VOR/DME		WEBVE INT/PAE VOR/DME 13.93 DME		337.82 / 13.93		3000		CLIMB TO 1100 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 280 AND PAE VOR/DME R-236.00 TO ECEPO/PAE 9.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.									
CVV VOR/DME (IAF)		WEBVE INT/PAE VOR/DME 13.93 DME (NOPT)		088.62 / 18.27		3000											
WEBVE INT/PAE VOR/DME 13.93 DME (IF/IAF)		JUGBA/PAE VOR/DME 7.58 DME		163.15 / 6.36 (I-PAE)		3000											
										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 IN PLANVIEW CVV 18.27 DME AT WEBVE.							
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)																	
2. HOLD N WEBVE, RT, 163.15 INBOUND, 3000 FT. IN LIEU OF PT (IAF)																	
3. FAC: 163.15 FAF: JUGBA/PAE VOR/DME 7.58 DME DIST FAF TO MAP: _____ THLD: 7.48																	
4. MIN. ALT: WEBVE 3000, JUGBA 3000, HITUT/PAE VOR/DME 2.02 DME 1220*																	
5. DIST TO THLD FROM OM: _____ - _____ MM: _____ - _____ IM: _____ 150 HAT: _____ - _____ 100 HAT: 966 GS ANT: 954																	
6. MIN GS INCPT: 3000 GS ALT AT: JUGBA 3000 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	770	1800	200	770	1800	200				
S-LOC 16R		940	2400	370	940	2400	370	940	3500	370	940	3500	370				
CIRCLING		1100	1	492	1100	1	492	1120	1 1/2	512	1160	2	552				
NOTES: SA CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 16R: CAT A, B, C, D, RA 116, RVR 1200, HAT 100, DA 670 MSL. CHART NOTE: CIRCLING RWY 34R NA AT NIGHT. CHART NOTE: DME REQUIRED. (CONTINUED ON PAGE 2)																	
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 Z OR LOC Z RWY 16R, AMDT 1; ILS Z RWY 16R (SA CAT II)						SUP: ILS Z OR LOC/DME Z RWY 16R AMDT: ORIG-B DATED 02/04/2016					

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE <div style="text-align: center;">ROUTINE</div>
COORDINATED WITH: <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="text-align: center;">ATA <input checked="" type="checkbox"/></div> <div style="text-align: center;">AAT <input type="checkbox"/></div> <div style="text-align: center;">ALPA <input checked="" type="checkbox"/></div> <div style="text-align: center;">APA <input checked="" type="checkbox"/></div> <div style="text-align: center;">AOPA <input checked="" type="checkbox"/></div> <div style="text-align: center;">NBAA <input checked="" type="checkbox"/></div> <div style="text-align: center;">OTHER (specify) <input checked="" type="checkbox"/> <u>ZSE. SEA APP CON, PAE ATCT, AMGR</u></div> </div>		
FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME: PETER R. GUIMOND	FIFO AJV-5422	DATE: 08/11/2017
APPROVED BY		
NAME: JULIE A. MORGAN	FIFO AJV-5420	DATE:
CHANGES: 1. AMENDED PROCEDURE NAME FROM ILS OR LOC/DME Z RWY 16R TO ILS Z OR LOC Z RWY 16R. 2. AMENDED PROCEDURE MAGVAR FROM 17E (2010) TO 16E (2020). 3. AMENDED PROCEDURE RDH 58.9 TO TCH 56.7. 4. MOVED JUGBA 46.2 FEET NORTH. 5. MOVED WEBVE 14.24 FEET EAST. 6. AMENDED CVV VOR/DME TO WEBVE COURSE FROM 088.63 TO 088.62. 7. AMENDED WEBVE TO JUGBA COURSE/DISTANCE FROM 162.14/6.37 TO 163.15/6.36. 8. AMENDED FINAL COURSE FROM 162.14 TO 163.15. 9. AMENDED HOLD-IN-LIEU INBOUND COURSE FROM 162.14 TO 163.15. 10. ADDED HITUT STEPDOWN FIX. 11. 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. 12. ADDED MISSED APPROACH: CLIMB TO 1100 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 280 AND PAE VOR/DME R-236.00 TO ECEPO/PAE 9.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000. 13. ADDED HOLD NE, RT, 236.00 INBOUND IN ADDITIONAL FLIGHT DATA. 14. DELETED CHART FAS OBST: 622 TREE 475605N/1221657W IN ADDITIONAL FLIGHT DATA. 15. ADDED CHART FAS OBST: 644 TREE 475615N/1221658W IN ADDITIONAL FLIGHT DATA. 16. AMENDED S-ILS 16R VISIBILITY FROM RVR 2400 TO RVR 1800. (SEE FORM 8260-10)		
REASONS: 1. IN ACCORDANCE WITH FAAO 8260.3B, VOLUME I, PARA 161. 2. MATCH PENDING MAGVAR ASSIGNMENT FOR KPAE IN AIRNAV. 3. RDH NO LONGER USED. TCH DOCUMENTED IN ACCORDANCE WITH FAAO 8260.19G, PARA 8-6-3G(2). 4. POSITION COMPUTED USING UPDATED TCH AND UPDATED RWY 16R TRUE BEARING. 5. POSITION COMPUTED USING UPDATED RWY 16R TRUE BEARING. 6. COMPUTED USING UPDATED PROCEDURE MAGVAR AND UPDATED POSITION OF WEBVE. 7. COMPUTED USING UPDATED PROCEDURE MAGVAR AND UPDATED POSITIONS OF WEBVE AND JUGBA. 8. COMPUTED USING UPDATED PROCEDURE MAGVAR AND UPDATED POSITION OF JUGBA. 9. COMPUTED USING UPDATED PROCEDURE MAGVAR AND UPDATED POSITION OF WEBVE. 10. ACHIEVE A 940 MSL MDA TO MATCH THE LOC Y RWY 16R. 11. REPLACED BY UPDATED MISSED APPROACH. 12. ATC REQUEST. 13. IN ACCORDANCE WITH FAAO 8260.19G, PARA 8-6-8C. 14. REPLACED BY UPDATED FAS DATA OBSTACLE. 15. NEW OBSTACLE STUDY. 16. IN ACCORDANCE WITH FAAO 8400.13D, CHAPTER 2. (SEE FORM 8260-10)		

**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.

NOTES, (CONT.):

SA CAT II CHART NOTE: REDUCED LIGHTING: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN.

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}).

*LOC ONLY

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 36R CATS C/D VISIBILITY TO RVR 5500.

CHART NOTE: DME FROM PAE VOR/DME. SIMULTANEOUS RECEPTION OF I-PAE AND PAE DME REQUIRED.

CHART SA CAT II NOTE: PROCEDURE NA WHEN CONTROL TOWER CLOSED.



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 Z OR LOC Z RWY 16R, AMDT 1;
ILS Z RWY 16R (SA CAT II)SUP: ILS Z OR LOC/DME
Z RWY 16R

AMDT: ORIG-B

DATED: 02/04/2016

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.					
17. AMENDED S-LOC 16R MDA/HAT FROM 1020/450 TO 940/370 AND CATS C/D VISIBILITY FROM RVR 4500 TO RVR 3000.					
18. AMENDED APT ELEV FROM 606 TO 608.					
19. AMENDED CATS A/B CIRCLING HAA FROM 494 TO 492, CAT C FROM 494 TO 492, AND CAT D FROM 554 TO 552.					
20. ADDED CHART CIRCLING ICON IN ADDITIONAL FLIGHT DATA.					
21. AMENDED DIST FAF TO THLD FROM 7.47 NM TO 7.48 NM.					
22. DELETED NOTE: WHEN USING SEATTLE-TACOMA INTL ALTIMETER SETTING, FOR INOPERATIVE MALSR, INCREASE S-ILS 16R ALL CATS VISIBILITY TO RVR 4500.					
23. 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; INCREASE S-LOC 16R CAT C AND D VISIBILITY TO RVR 6000, INCREASE CAT C VISIBILITY TO 1 5/8 MILES.					
24. DELETED ALTERNATE MINIMUMS NOTE: NA WHEN LOCAL WEATHER NOT AVAILABLE.					
25. DELETED NOTE: #RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.					
26. ADDED NOTE: CIRCLING RWY 34R NA AT NIGHT.					
27. ADDED NOTE: DME REQUIRED.					
28. ADDED CHART PLANVIEW NOTE: PROCEDURE NA ARRIVALS AT PAE VOR/DME ON V23 SOUTHEAST BOUND.					
29. ADDED NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 36R CATS C/D VISIBILITY TO RVR 5500.					
REASONS:					
REASONS CONT.					
17. MATCH LOC Y RWY 16R MDA. VISIBILITY COMPUTED USING AMENDED HAT.					
18. MATCH PENDING AIRNAV APT ELEV.					
19. COMPUTED USING UPDATED APT ELEV.					
20. IN ACCORDANCE WITH FAAO 8260.19G, PARA 8-6-8W.					
21. COMPUTED USING UPDATED POSITION OF JUGBA.					
22. PAE ASOS IS ON WMSCR. BACK-UP ALTIMETER NOTES MOVED TO FAA FORM 8260-9 FOR CONTINGENCY USE.					
23. PAE ASOS IS ON WMSCR. BACK-UP ALTIMETER NOTES MOVED TO FAA FORM 8260-9 FOR CONTINGENCY USE.					
24. PAE ASOS IS ON WMSCR. BACK-UP ALTIMETER NOTES MOVED TO FAA FORM 8260-9 FOR CONTINGENCY USE.					
25. NO LONGER REQUIRED. RUNWAY MEETS REQUIREMENT FOR RVR 1800 IN ACCORDANCE WITH FAAO 8400.13D.					
26. UNLIT 20:1 PENETRATION IDENTIFIED FOR RWY 34R. WESTERN FPT NOTIFIED AND CONCURS WITH NIGHT CIRCLING RESTRICTION.					
27. MISSED APPROACH PROCEDURE REQUIRES DME.					
28. TURN EXCEEDS 120 DEGREES.					
29. NO LIGHT ADJUSTMENTS ARE NON-STANDARD.					

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		WEBVE INT/PAE		1. ANTENNA (53-000560)		475545.61N/1221419.87W		801 (1B)		1000		AT1199		3000			
				VOR/DME 13.93		2. TERRAIN		475512.03N/1221641.82W		674 (700)				AS1500		2200			
				DME															
INITIAL		CVV VOR/DME		WEBVE INT/PAE		3. TOWER (53-021454)		481334.69N/1223005.78W		762 (1A)		1000		AT1238		3000			
				VOR/DME 13.93		4. TERRAIN		481334.69N/1223005.78W		577 (600)				AS1500		2100			
				DME															
INTERMEDIATE		WEBVE INT/PAE		JUGBA/PAE		5. AAO		480742.00N/1221457.00W		742 (4E)		500		AC98 AT1660		3000			
		VOR/DME 13.93		VOR/DME 7.58		6. TERRAIN		480742.00N/1221457.00W		542 (500)				AS1500		2000			
		DME (IF/IAF)		DME															
FINAL: ILS		JUGBA/PAE VOR/DME		RW16R								ASC				770/200			
		7.58 DME																	
FINAL: ILS SA CAT II		JUGBA/PAE VOR/DME		RW16R								ASC				670/100			
		7.58 DME																	
FINAL: LOC		JUGBA/PAE VOR/DME		HITUT/PAE		7. AAO		480255.00N/1221603.90W		440 (2C)		250		XL74 RA88 DG368		1220			
		7.58 DME		VOR/DME 2.02															
				DME															
2. HOLD-IN-LIEU-OF-PT		WEBVE		P-5		9. AAO		481757.00N/1221448.00W		1365 (4E)		1000		AT635		3000			
						10. TERRAIN		471757.00N/1221448.00W		1165 (1200)				AS1500		2700			
3. MISSED APPROACH	MAP:		DA / DA / PAE		ECEPO/PAE 9.00						ASC				3000				
			VOR/DME 0.34 DME		DME		11. ANTENNA (53-034715)		475144.15N/1221708.59W		817 (1A)		1000		1900				
	ELEV:		594/690				12. TERRAIN		475148.00N/1221706.00W		614 (600)				AS1500				
4. CIRCLING AREA		DISTANCE		HT. ABV. ARPT.															
CATEGORY A		1.3 NM		REQUIRED	350	ACTUAL	492	13. ATCT (53-020252)		475432.61N/1221644.64W		777 (1A)		300		XP23 1100			
CATEGORY B		1.5 NM			450		492	13. ATCT (53-020252)		475432.61N/1221644.64W		777 (1A)		300		XP23 1100			
CATEGORY C		1.7 NM			450		512	11. ANTENNA (53-034715)		475144.15N/1221708.59W		817 (1A)		300		1120			
CATEGORY D		2.3 NM			550		552	11. ANTENNA (53-034715)		475144.15N/1221708.59W		817 (1A)		300		HAA 1160			
CATEGORY E		4.5 NM			550														
5. MINIMUM SAFE ALTITUDES																			
SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A		SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)			
010-100		AAO		038/28.1		6841 (4E)		7900		280-010		AAO		011/29.0		3786 (4E)			
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 Z OR LOC Z RWY 16R, AMDT 1; ILS Z RWY 16R (SA CAT II)				ANM			

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 ZSE ARTCC PAE TOWER							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																
4. MONITOR STATUS		X		V H F		X		U H F				H F														
		PRIMARY NAVAID: I-PAE																								
		MONITOR POINT: PAE ATCT																								
		HRS		CAT 1		TOWER OPEN																				
		OPTN:		CAT 3		TOWER CLOSED																				
5. APPROACH & RUNWAY LIGHTING				ALS																						
				(S) SALS																						
		X		MALSF 34L MALSR 16R (PCL)																						
		X		HIRL 16R (PCL), 34L (PCL)																						
		X		MIRL 11, 16L, 29, 34R																						
		X		REIL 16L, 34R																						
				TDZ																						
		X		C/L 16R, 34L																						
		X		OTHER (SPECIFY) VASI-2L 11 PAPI-4R 16R VASI-2R 29 PAPI-4L 34L (PCL)																						
6. RUNWAY MARKINGS				BASIC BSC-G 11, 16L, 29, 34R																						
				ALL WEATHER PIR-G 16R																						
				INSTRUMENT NPI-G 34L																						
7. RUNWAY VISUAL RANGE				APPROACH 16R																						
				MIDFIELD																						
				ROLL OUT																						
8. GLIDE PATH				GP ANGLE: 3.00				ELEV RWY THRESHOLD: 562.6																		
				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																
				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																
										CONT.																
										ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.83NM CAT C: 2.87NM CAT D: 3.75NM SEE ATTACHED AIRSPACE LETTER. 100 FOOT TREES USED WITHIN 20,000 FEET OF AIRPORT PER EASTERN FPT. PROCEDURE DEVELOPED WITH A 3000 FOOT PFAF INTERCEPT ALTITUDE TO ACCOMMODATE CAT C/D AIRCRAFT. AN ILS Y OR LOC Y RWY 16R HAS BEEN PUBLISHED WITH CAT A/B MINIMUMS ONLY TO SATISFY ENVIRONMENTAL STUDY RESULTS WHEN USING A 2000 FOOT PFAF INTERCEPT ALTITUDE PER ATC REQUEST. SA CAT I MINIMUMS WILL NOT BE PUBLISHED IN CONJUNCTION WITH THIS AMENDMENT PER WESTERN FPT. ALTERNATE MISSED APPROACH NOT DEVELOPED. SUITABLE OMNI-DIRECTIONAL NAVAID DOES NOT EXIST. PREVIOUS ATTEMPTS AT ALTERNATE MISSED APPROACH DEVELOPMENT DID NOT PASS FLIGHT INSPECTION. ILS AND LOC INTERMEDIATE SEGMENTS HAVE THE SAME CONTROLLING OBSTACLE CAT II MISSED APPROACH PENETRATIONS ARE ACCEPTABLE IN ACCORDANCE AFS MEMO, INTERIM CRITERIA FOR PRECISION APPROACH OBSTACLE ASSESSMENT AND CATEGORY II/III INSTRUMENT LANDING SYSTEM (ILS) REQUIREMENTS, 16 AUG 2011. 564 SIGN (53-069039) 475514.87N/1221711.06W (2.00) 564 SIGN (53-068116) 475515.43N/1221707.04W (1.10) 573 SIGN (53-069206) 475506.64N/1221711.09W (8.60) 570 LIGHTING (53-068631) 475504.18N/1221711.79W (3.80) 570 LIGHTING (53-068217) 475511.58N/1221713.75W (5.20) 570 SIGN (53-068702) 475457.48N/1221706.69W (4.40) 572 SIGN (53-068729) 475456.78N/1221710.84W (5.90) 571 SIGN (53-069292) 475451.96N/1221706.43W (4.10) 611 GLIDESLOPE ANTENNA (53-034717) 39 FT AGL - MEETS MINIMUM DISTANCE FROM RWY (PARA 2.2.1) SA CAT II 1200 RVR VISIBILITY AUTHORIZED IN ACCORDANCE WITH FAAO 8400.13, CHAPTER 5. A SECOND RVR SENSOR HAS BEEN INSTALLED AND CERTIFIED FOR THE ROLL-OUT PORTION OF RWY 16R (SEE P-NOTAM 5/4281). RASS (PRESSURE PATTERNS ARE THE SAME): KPAE 607.5, KSEA 432.5 RA = 87.69																
										QUALITY 16 CHECKED																

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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PART - A OBSTRUCTION DATA

[illegible]

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: CONTINUED. 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 VISIBILITY ALL CATS TO RVR 2200; INCREASE ALL MDA 100 FEET AND S-LOC 16R CATS C/D VISIBILITY TO RVR 5000 AND CIRCLING CAT C VISIBILITY TO 1 3/4 SM. FOR INOPERATIVE ALS, WHEN USING SEATTLE-TACOMA INTL ALTIMETER SETTING, INCREASE S-ILS 16R ALL CATS VISIBILITY TO RVR 4500 AND S-LOC 16R CAT C/D VISIBILITY TO 1 3/8 SM. ALTERNATE MINIMUMS NA WHEN USING SEATTLE-TACOMA INTL SETTING. 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) XP23 - RETAIN PUBLISHED 1100 MSL CAT B CMDA XP46 - MATCH LOC Y RWY 16R 940 MSL MDA XP23 - RETAIN PUBLISHED 1100 MSL CAT A CMDA	
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:					