

RNAV - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.33						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		LNAV: RW34L CLIMB TO 3000 DIRECT EYWOK AND HOLD. ADDITIONAL FLIGHT DATA: HOLD N, RT, 163.15 INBOUND. CHART FAS OBST: 761 TREE 475236N/1221654W CHART VDP AT 1.15 NM TO RW34L. CHART MANDATORY 3000 AT RARYO. CHART CIRCLING ICON. USDAW TO RW34L: 3.00/51.							
PAE VOR/DME		RARYO (TF) (FO) (RNP 2.00)		164.94 / 10.36			3000									
SEA VORTAC (IAF)		RARYO (NOPT) (TF) (FB) (RNP 1.00)		347.42 / 18.76			3000									
RARYO (IF/IAF)		USDAW (TF) (FB) (RNP 1.00)		343.14 / 4.66			2000									
USDAW (FAF)		ZEREN/1.70 NM TO RW34L (TF) (FB) (RNP 0.30)		343.15 / 2.61												
ZEREN/1.70 NM TO RW34L		RW34L (MAP) (TF) (FO) (RNP 0.30)		343.15 / 1.70												
(SEE FORM 8260-10)																
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. HOLD S RARYO, RT, 343.14 INBOUND, 3000 FT. IN LIEU OF PT (IAF) 3. FAC: 343.15 FAF: USDAW DIST FAF TO MAP: 4.31 THLD: 4.31 4. MIN. ALT: RARYO 3000, USDAW 2000, ZEREN/1.70 NM TO RW34L 1160 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____ 6. MIN GS INCPT: _____ GS ALT AT: _____ OM: _____ MM: _____ IM: _____ 7. GS ANGLE: _____ TCH: 34:1 IS NOT CLEAR 8. MSA FROM: RW34L 7600																
										MAG VAR: 16E			EPOCH YEAR: 2020			
MINIMUMS																
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT								ALTERNATE: N A		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	
LNAV MDA	1020	3/4	436	1020	3/4	436	1020	1	436	1020	1	436				
CIRCLING	1100	1	492	1100	1	492	1120	1 1/2	512	1160	2	552				
NOTES: CHART NOTE: CIRCLING RWY 34R NA AT NIGHT. CHART NOTE: RWY 34L HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. CHART NOTE: DME/DME RNP-0.3 NA. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT PAE VOR/DME ON V287 NORTHEAST BOUND. (CONTINUED ON PAGE 2)																
CITY AND STATE		ELEVATION: 608			TDZE: 584			FACILITY IDENTIFIER: RNAV			PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) RWY 34L, AMDT 3			SUP:		
EVERETT, WA		AIRPORT NAME:			SNOHOMISH COUNTY (PAINE FLD)									AMDT: 2		
														DATED 01/05/2017		

QUALITY
 16
 CHECKED

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: 08/02/2017
APPROVED BY					
NAME: <div>JULIE A. MORGAN</div>				FIFO AJV-5420	DATE:
MANAGER					
CHANGES:					
<div>1. AMENDED PROCEDURE MAGVAR FROM 17E (2010) TO 16E (2020).</div> <div>2. AMENDED PAE VOR/DME TO RARYO COURSE FROM 163.94 TO 164.94.</div> <div>3. AMENDED SEA VORTAC TO RARYO COURSE FROM 346.42 TO 347.42.</div> <div>4. AMENDED RARYO TO USDAW COURSE FROM 342.14 TO 343.14.</div> <div>5. MOVED USDAW 2.73 FEET WEST AND ZEREN 1.36 FEET WEST.</div> <div>6. AMENDED USDAW TO ZEREN COURSE FROM 342.14 TO 343.15.</div> <div>7. AMENDED ZEREN TO RW34L COURSE FROM 342.14 TO 343.15.</div> <div>8. AMENDED LNAV MDA/HAT FROM 1000/416 TO 1020/436.</div> <div>9. DELETED CHART FAS OBST: 749 TREE 475222N/1221647W IN ADDITIONAL FLIGHT DATA.</div> <div>10. ADDED CHART FAS OBST: 761 TREE 475236N/1221654W IN ADDITIONAL FLIGHT DATA.</div> <div>11. DELETED CHART 764 TREE 475158N/1221708W IN ADDITIONAL FLIGHT DATA.</div> <div>12. AMENDED FINAL APPROACH COURSE FROM 342.14 TO 343.15.</div> <div>13. AMENDED MISSED APPROACH INBOUND HOLDING COURSE FROM 162.14 TO 163.15.</div> <div>14. AMENDED HOLD-IN-LIEU INBOUND HOLDING COURSE FROM 342.14 TO 343.14.</div> <div>(SEE FORM 8260-10)</div>					
REASONS:					
<div>1. MATCH PENDING MAGVAR ASSIGNMENT FOR KPAE IN AIRNAV.</div> <div>2. COMPUTED USING UPDATED PROCEDURE MAGVAR.</div> <div>3. COMPUTED USING UPDATED PROCEDURE MAGVAR.</div> <div>4. COMPUTED USING UPDATED PROCEDURE MAGVAR.</div> <div>5. POSITIONS COMPUTED USING UPDATED RWY 34L TRUE BEARING.</div> <div>6. COMPUTED USING UPDATED PROCEDURE MAGVAR AND UPDATED POSITIONS OF USDAW AND ZEREN.</div> <div>7. COMPUTED USING UPDATED PROCEDURE MAGVAR AND UPDATED POSITION OF ZEREN.</div> <div>8. NEW CONTROLLING OBSTACLE IDENTIFIED IN FINAL.</div> <div>9. REPLACED BY UPDATED FAS OBSTACLE.</div> <div>10. NEW CONTROLLING OBSTACLE IDENTIFIED IN LNAV FINAL.</div> <div>11. NO LONGER REQUIRED.</div> <div>12. COMPUTED USING UPDATED POSITION OF USDAW (PFAF).</div> <div>13. COMPUTED USING UPDATED PROCEDURE MAGVAR AND UPDATED POSITION OF EYWOK.</div> <div>14. COMPUTED USING UPDATED PROCEDURE MAGVAR.</div> <div>(SEE FORM 8260-10)</div>					

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
RNAV - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33

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, (CONT.):

FROM	TO	COURSE AND DISTANCE	ALTITUDE
RW34L (MAP)	1008 MSL (CA)	343.15	
1008 MSL	EYWOK (DF) (FO) (RNP 1.00)		3000

NOTES, (CONT.):

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON SEA VORTAC AIRWAY RADIALS 310 CW 072.
CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PLANVIEW NOTE: NOPT AT RARYO ON DEVYN ARRIVAL.

QUALITY
16
CHECKED

CITY AND STATE
EVERETT, WA

ELEVATION: 608 TDZE: 584
AIRPORT NAME:
SNOHOMISH COUNTY (PAINE FLD)

FACILITY
IDENTIFIER:
RNAV

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:
RNAV (GPS) RWY 34L, AMDT 3

SUP:
AMDT: 2
DATED: 01/05/2017

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH: <div><div>ATA</div><div>AAT</div><div>ALPA</div><div>APA</div><div>AOPA</div><div>NBAA</div><div>OTHER (specify)</div></div>					
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
<div>CHANGES:</div> <div>CHANGES CONT.</div> <div>15. AMENDED CA LEG HEADING FROM 342.14 TO 343.15 AND CA ALTITUDE FROM 1000 TO 1008.</div> <div>16. AMENDED VDP FROM 1.09 NM TO RW34L TO 1.15 NM TO RW34L.</div> <div>17. DELETED NOTE: RWY 34R HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.</div> <div>18. DELETED NOTE: VDP NA WHEN USING SEATTLE-TACOMA INTL ALTIMETER SETTING.</div> <div>19. DELETED NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SEATTLE-TACOMA INTL ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET AND INCREASE LNAV CATS C AND D VISIBILITY TO 1 1/4 SM AND CIRCLING CAT C TO 1 3/4 SM.</div> <div>20. DELETED NOTE: FOR INOPERATIVE ALS, INCREASE CATS C AND D VISIBILITY TO 1 1/8 SM.</div> <div>21. DELETED NOTE: FOR INOPERATIVE ALS, INCREASE WHEN USING SEATTLE-TACOMA INTL ALTIMETER SETTING, INCREASE CATS C AND D VISIBILITY TO 1 3/8 SM.</div> <div>22. ADDED PLANVIEW NOTE: NOPT AT RARYO ON DEVYN ARRIVAL.</div> <div>23. DELETED ALTERNATE MINIMUMS NOTE: NA WHEN LOCAL WEATHER NOT AVAILABLE.</div>					
<div>REASONS:</div> <div>REASONS CONT.</div> <div>15. COURSE AMENDED TO UPDATED FINAL APPROACH COURSE, ALTITUDE AMENDED TO 400 FEET ABOVE AIRPORT ELEVATION.</div> <div>16. COMPUTED USING UPDATED MDA.</div> <div>17. HELICOPTER RESTRICTIONS TO CIRCLING RUNWAYS NO LONGER DOCUMENTED.</div> <div>18. PAE ASOS IS ON WMSCR. BACK ALTIMETER NOTES MOVED TO FAA FORM 8260-9 FOR CONTINGENCY USE.</div> <div>19. PAE ASOS IS ON WMSCR. BACK ALTIMETER NOTES MOVED TO FAA FORM 8260-9 FOR CONTINGENCY USE.</div> <div>20. NO LONGER REQUIRED. ADJUSTMENTS ARE STANDARD IN ACCORDANCE WITH NEW INOPERATIVE TABLE.</div> <div>21. NO LONGER REQUIRED. ADJUSTMENTS ARE STANDARD IN ACCORDANCE WITH NEW INOPERATIVE TABLE.</div> <div>22. IN ACCORDANCE WITH FAAO 8260.19G, PARA 8-2-5G(1).</div> <div>23. NO LONGER REQUIRED, PAE ASOS IS ON WMSCR.</div>					



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		RARYO		1. ANTENNA (53-034715)		475144.15N/1221708.59W		817 (1A)	1000	AT1183		3000			
						2. TERRAIN		475148.00N/1221706.00W		614 (600)		AS1500		2100			
INITIAL		SEA VORTAC		RARYO		3. TOWER (53-000500)		473656.35N/1221830.45W		1092 (4D)	1000	AT908		3000			
						4. TERRAIN		472709.00N/1221709.00W		525 (500)		AS1500		2000			
INTERMEDIATE		RARYO (IF/IAF)		USDAW		5. AAO		474618.00N/1221642.00W		725 (3E)	500	AC79		1300			
						6. TERRAIN		474618.00N/1221642.00W		525 (500)		AS1500		2000			
FINAL: LNAV		USDAW		ZEREN/1.70 NM TO RW34L		1. ANTENNA (53-034715)		475144.15N/1221708.59W		817 (1A)	250	RA88 DG5		1160			
FINAL: LNAV STEPDOWN		ZEREN/1.70 NM TO RW34L		RW34L		7. TREE (53-035964)		475235.71N/1221653.56W		761 (1A)	250			1020			
2. HOLD-IN-LIEU-OF-PT		RARYO		P-5		3. TOWER (53-000500)		473656.35N/1221830.45W		1092 (4D)	1000	AT908		3000			
						8. TERRAIN		474427.00N/1222133.00W		548 (500)		AS1500		2000			
3. MISSED APPROACH	MAP:		RW34L		EYWOK						ASC			3000			
	ELEV:		920				9. ATCT (53-020252)		475432.61N/1221644.64W		777 (1A)	1000	1800				
						10. TERRAIN		475424.00N/1221621.00W		588 (600)		AS1500		2100			
4. CIRCLING AREA		DISTANCE		HT. ABV. ARPT.													
CATEGORY A		1.3 NM		REQUIRED	350	ACTUAL	492	9. ATCT (53-020252)		475432.61N/1221644.64W		777 (1A)	300	XP23	1100		
CATEGORY B		1.5 NM			450		492	9. ATCT (53-020252)		475432.61N/1221644.64W		777 (1A)	300	XP23	1100		
CATEGORY C		1.7 NM			450		512	1. ANTENNA (53-034715)		475144.15N/1221708.59W		817 (1A)	300		1120		
CATEGORY D		2.3 NM			550		552	1. ANTENNA (53-034715)		475144.15N/1221708.59W		817 (1A)	300	HAA	1160		
CATEGORY E		4.5 NM			550												
5. MINIMUM SAFE ALTITUDES																	
PRIMARY NAVAID: RW34L																	
SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A		SECTOR		OBSTRUCTION		MS A			
360-360		AAO		040/29.0		6510 (4E)		7600						16			
														CHECKED			
CITY AND STATE				ELEVATION: 608				FACILITY				PROCEDURE AND AMENDMENT NO:				REGION	
EVERETT, WA				AIRPORT NAME: SNOHOMISH COUNTY (PAINE FLD)				RNAV				RNAV (GPS) RWY 34L, AMDT 3				ANM	

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:																			
1. COMMUNICATIONS WITH:					2. WEATHER SERVICE					3. ALTIMETER SETTING					PRECIPITOUS TERRAIN EVALUATION COMPLETED.														
ZSE ARTCC SEA APP CON PAE TOWER							N W S		OTHER: ASOS					SOURCE: KPAE / KSEA					2. KPAE ASOS ON WMSCR. KSEA ASOS ON WMSCR. 3. KSEA 24-HR BACK-UP FOR CONTINGENCY USE. 5. VGSI DATA: 3.00/74.5.										
							F A A							DISTANCE: 0 / 27.47															
							A / C							HOURS REMOTE OPERATION: 0 / YES / 0 / 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 CAT C: 2.87NM CAT D: 3.75NM														
X V H F		X U H F				H F																							
4. MONITOR STATUS		PRIMARY NAVAID:																											
		MONITOR POINT:																											
		HRS OPTN:		CAT 1				CAT 3																					
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																									
		X		TDZ 16R																									
		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:					ELEV RWY THRESHOLD:					707 TREE (53-035865) 475318.11N/1221711.24W (22.81) 692 TREE (53-069110) 475319.06N/1221708.89W (11.11) 691 TREE (53-032670) 475319.11N/1221709.23W (10.30) 691 TREE (53-032942) 475317.21N/1221709.38W (3.55) 678 TREE (53-067607) 475320.36N/1221709.27W (1.74)																	
		DISTANCE FROM RWY:					ELEV GP ANTENNA:																						
							THRESHOLD CROSSING HEIGHT:																						
9. FINAL APPROACH COURSE AIMING				X		RUNWAY THRESHOLD					FT. FROM THRESHOLD					51 FOOT TCH RETAINED FROM LAST AMENDMENT. LP MINIMUMS NOT ESTABLISHED. COULD NOT ACHIEVE A 20 FOOT MDA REDUCTION. RARYO WAS NOT MOVED TO THE UPDATED RWY 34L EXTENDED RUNWAY CENTERLINE FOR THIS AMENDMENT. IT IS ALSO USED ON THE DEVYN STAR WHICH IS NOT BEING AMENDED CONCURRENTLY. RASS (PRESSURE PATTERNS ARE THE SAME): KPAE 607.5, KSEA 432.5 RA = 87.69													
				X		ON CENTERLINE					FT. FROM CENTERLINE																		
10. WAIVERS: NONE										SEATTLE ALTIMETER ADJUSTMENTS AND NOTES FOR CONTINGENCY USE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SEATTLE-TACOMA INTL ALTIMETER SETTING: INCREASE ALL MDA 100 FEET AND LNAV CATS C/D AND CIRCLING CAT D VISIBILITY 1/4 SM. VDP AND ALTERNATE MINIMUMS NA WHEN USING SEATTLE-TACOMA INTL ALTIMETER SETTING. AFS MEMO GUIDANCE FOR HANDLING PENETRATIONS TO THE 20:1 VISUAL AREA SURFACE, DATED 5/22/15, USED TO EVALUATE VISUAL SURFACES. LNAV 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) LNAV RWY 34L, 34:1 707 TREE (53-035865) 475318.11N/1221711.24W (46.52) 692 TREE (53-069110) 475319.06N/1221708.89W (34.29) 691 TREE (53-032670) 475319.11N/1221709.23W (33.44) 692 TREE (53-033465) 475316.92N/1221713.87W (28.06) 691 TREE (53-032942) 475317.21N/1221709.38W (27.79) 678 TREE (53-067607) 475320.36N/1221709.27W (24.17) 686 TREE (53-067946) 475317.57N/1221708.83W (23.84) 687 TREE (53-024128) 475316.75N/1221708.74W (22.40) 672 TREE (53-062783) 475320.52N/1221658.47W (18.32) 671 TREE (53-035898) 475320.32N/1221658.62W (16.73) CONT.																			
PART D - PREPARED BY:					DATE:																								
TITLE:					OFFICE:																								
AERONAUTICAL INFORMATION SPECIALIST					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							

5. MINIMUM SAFE ALTITUDES					PRIMARY NAVAID:				
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A

CITY AND STATE EVERETT, WA	ELEVATION: 608 AIRPORT NAME: SNOHOMISH COUNTY (PAINE FLD)	FACILITY RNAV	PROCEDURE AND AMENDMENT NO: RNAV (GPS) RWY 34L, AMDT 3	REGION ANM
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PART B - SUPPLEMENTAL DATA										PART C - REMARKS:														
1. COMMUNICATIONS WITH:					2. WEATHER SERVICE					3. ALTIMETER SETTING					CONTINUED. 667 TREE (53-068043) 475320.27N/1221711.34W (12.96) 670 TREE (53-068221) 475318.43N/1221710.90W (10.47) 672 TREE (53-025442) 475316.97N/1221703.95W (7.91) 672 TREE (53-068659) 475316.06N/1221713.91W (5.50) 657 TREE (53-062843) 475320.07N/1221711.41W (2.37) 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 A CMDA XP23 - RETAIN PUBLISHED 1100 MSL CAT B CMDA									
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 OPTN:		CAT 1				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:														

