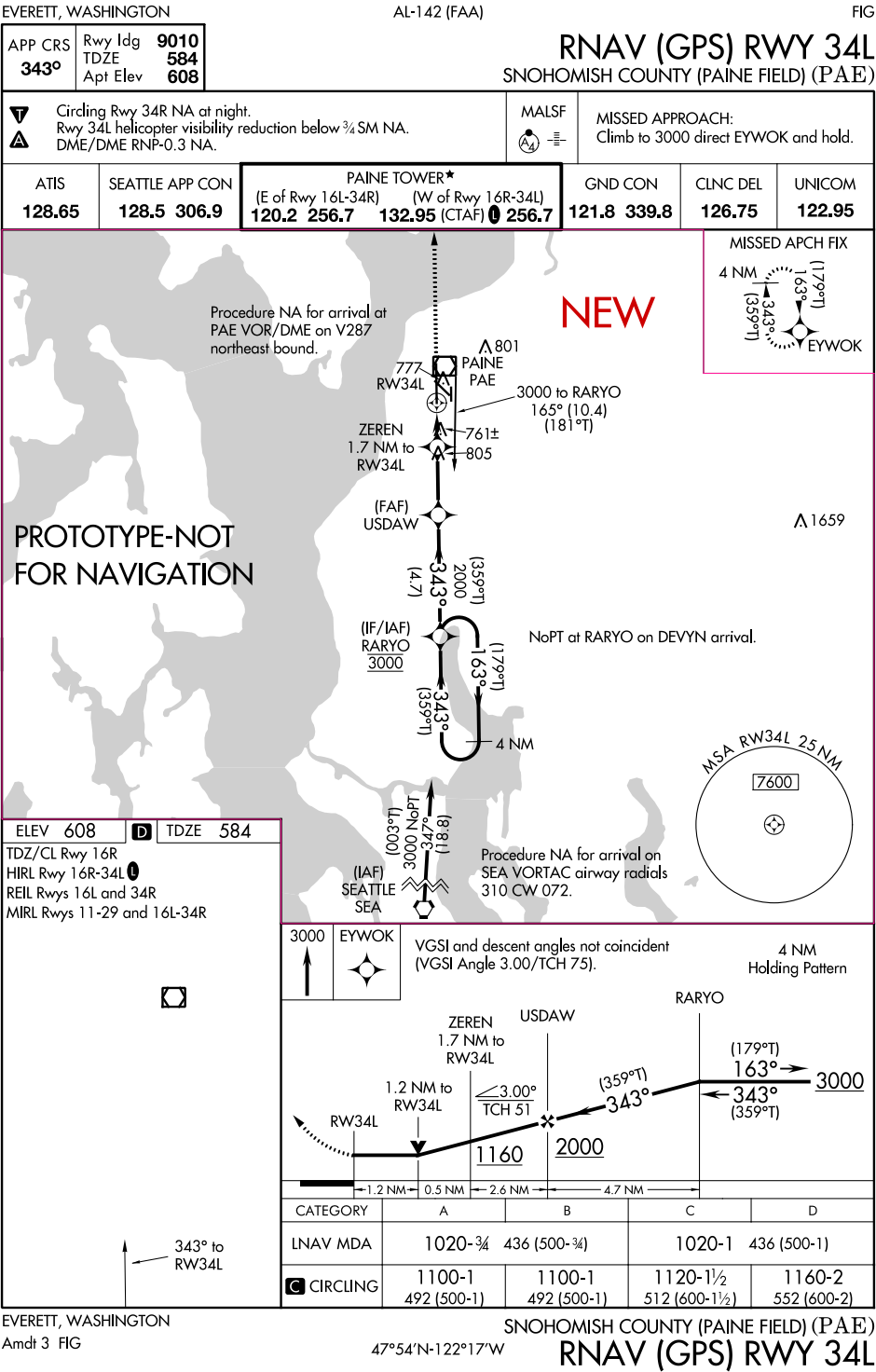


Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 09/05/2014	Task #: 2014090528699301003	Request #: 20140905286993
Procedure: RNAV (GPS) RWY 34L AMDT 3			Airport ID: KPAE	Airport: SNOHOMISH COUNTY (PAINE FLD)		Reimbursable #: NO
City: EVERETT	ST: WA	GPS #:	Estimated Chart Date: 12/07/2017		FICO #:	
Fac ID: N/A		Fac. Type:			Specialist: PETER GUIMOND	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	06/02/2017					
QA:						
Liaison:						
Procedure Comments:			Remark Type: INFORMATION			
PENDING DATA USED. ASSIGNED MAGVAR: KPAE: OLD 17E - NEW 16E. CONTACT: ROBERT HAMILTON, AJV-5422 LEAD, 405.954.4608						

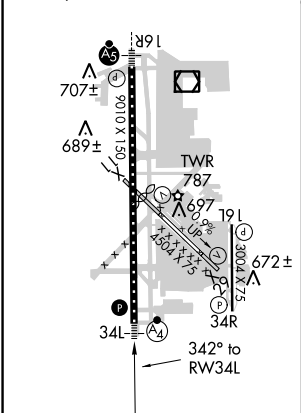
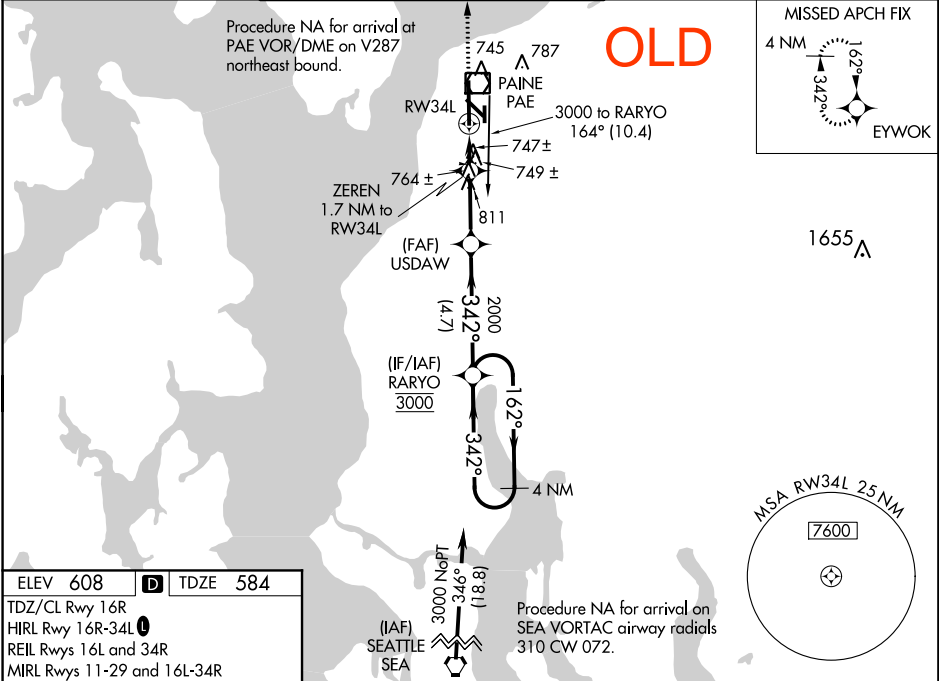


APP CRS	Rwy Idg	9010
342°	TDZE	584
	Apt Elev	608

RNAV (GPS) RWY 34L

SNOHOMISH COUNTY (PAINE FIELD) (P.A.E.)

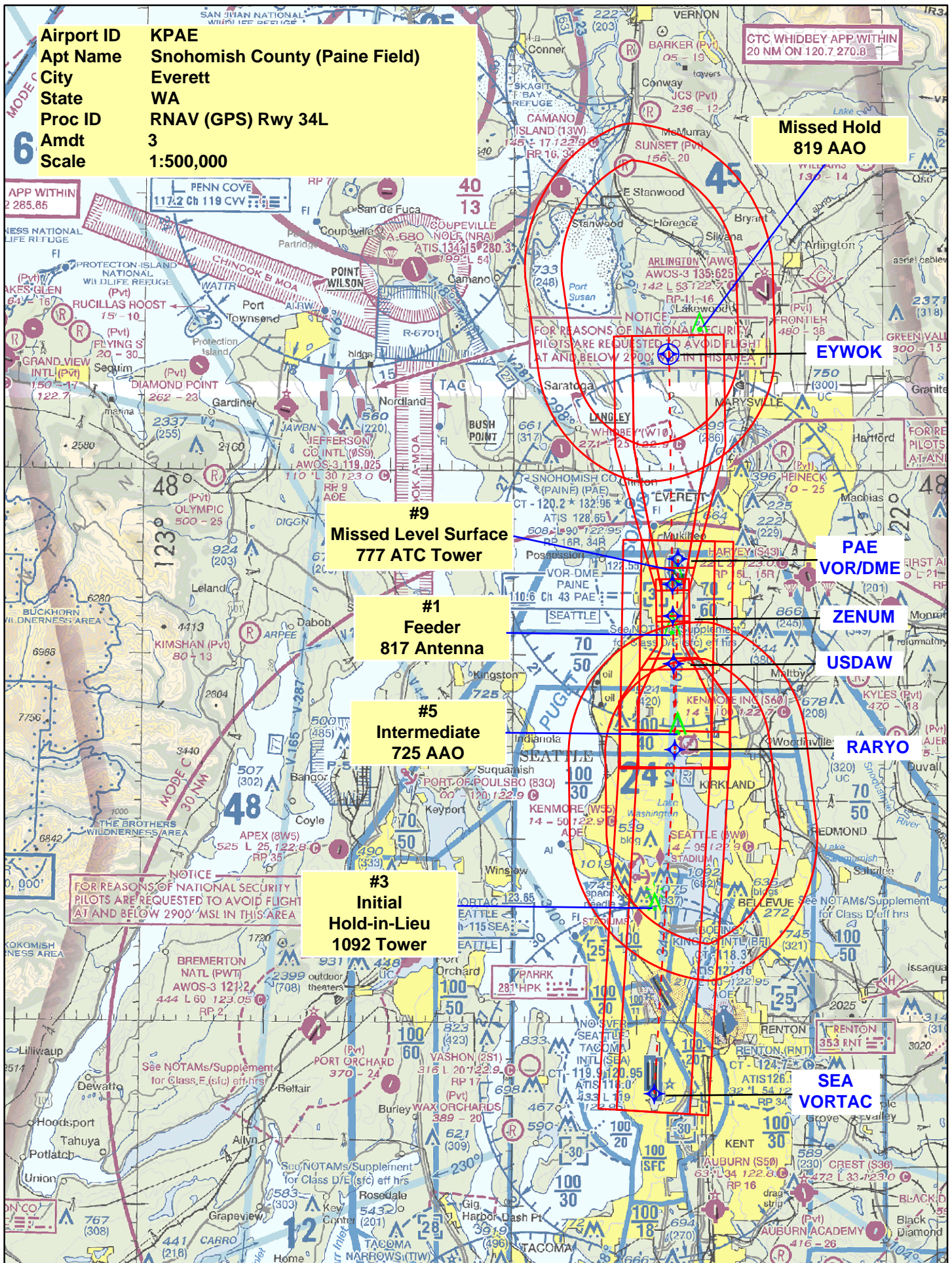
<div><div>▼</div><div>▲</div></div> <div>DME/DME RNP-0.3 NA. Circling Rwy 34R NA at night. Rwy 34L helicopter visibility reduction below ¾ SM NA. Rwy 34R helicopter visibility reduction below 1 SM NA. VDP NA when using Seattle-Tacoma Intl altimeter setting. When local altimeter not received, use Seattle-Tacoma Intl altimeter setting and increase all MDA's 100 feet and increase LNAV Cats C and D visibility to 1½ SM and Circling Cat C to 1¾ SM. For Inop ALS, increase Cats C and D visibility to 1½ SM. For inop ALS when using Seattle-Tacoma Intl altimeter setting, increase Cats C and D visibility to 1¾ SM.</div>			<div>MALSF</div> <div></div>	<div>MISSED APPROACH:</div> <div>Climb to 3000 direct EYWOK and hold.</div>	
ATIS	SEATTLE APP CON	PAINE TOWER*	GND CON	CLNC DEL	UNICOM
128.65	128.5 306.9	(E of Rwy 16L-34R) 120.2 256.7 (W of Rwy 16R-34L) 132.95 (CTAF) 0 256.7	121.8 339.8	126.75	122.95



<div>3000</div> <div>EYWOK</div>		<div>VGSi and descent angles not coincident</div> <div>(VGSi Angle 3.00/TCH 75).</div>		<div>4 NM</div> <div>Holding Pattern</div>	
<div>ZEREN</div> <div>1.7 NM to RWY 34L</div>		<div>USDAW</div> <div>1.1 NM to RWY 34L</div>		<div>RARYO</div> <div>162° → 3000</div> <div>← 342°</div>	
<div>1.1 NM to RWY 34L</div> <div>0.6 NM</div> <div>2.6 NM</div> <div>4.7 NM</div>		<div>1160</div> <div>2000</div>			
CATEGORY	A	B	C	D	
LNAV MDA	1000-¾ 416 (400-¾)		1000-1 416 (400-1)		
CIRCLING	1100-1 492 (500-1)		1120-1½ 512 (600-1½)	1160-2 552 (600-2)	

NW-1, 17 AUG 2017 to 14 SEP 2017

NW-1, 17 AUG 2017 to 14 SEP 2017



Airport ID KPAE
Apt Name Snohomish County (Paine Field)
City Everett
State WA
Proc ID RNAV (GPS) Rwy 34L
Amdt 3
Scale 1:500,000

CTC WHIDBEY APP WITHIN
20 NM ON 120.7 270.8

Missed Hold
819 AAO

#9
Missed Level Surface
777 ATC Tower

#1
Feeder
817 Antenna

#5
Intermediate
725 AAO

#3
Initial
Hold-in-Lieu
1092 Tower

PAE
VOR/DME

ZENUM

USDW

RARYO

SEA
VORTAC

Airport ID KPAE
Apt Name Snohomish County (Paine Field)
City Everett
State WA
Proc ID RNAV (GPS) Rwy 34L
Amdt 3
Scale 1:100,000

FINAL

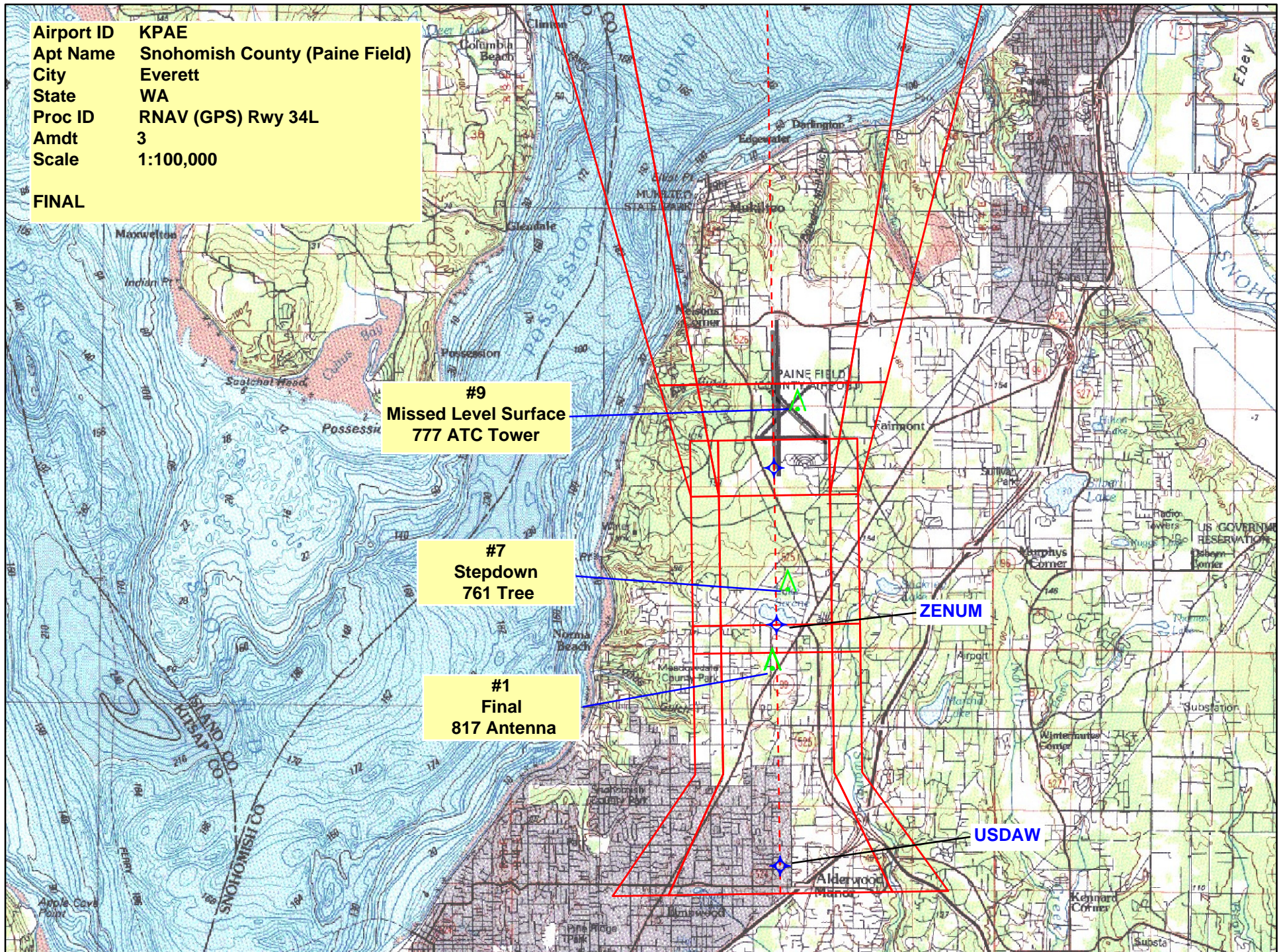
#9
Missed Level Surface
777 ATC Tower

#7
Stepdown
761 Tree

#1
Final
817 Antenna

ZENUM

USDAW

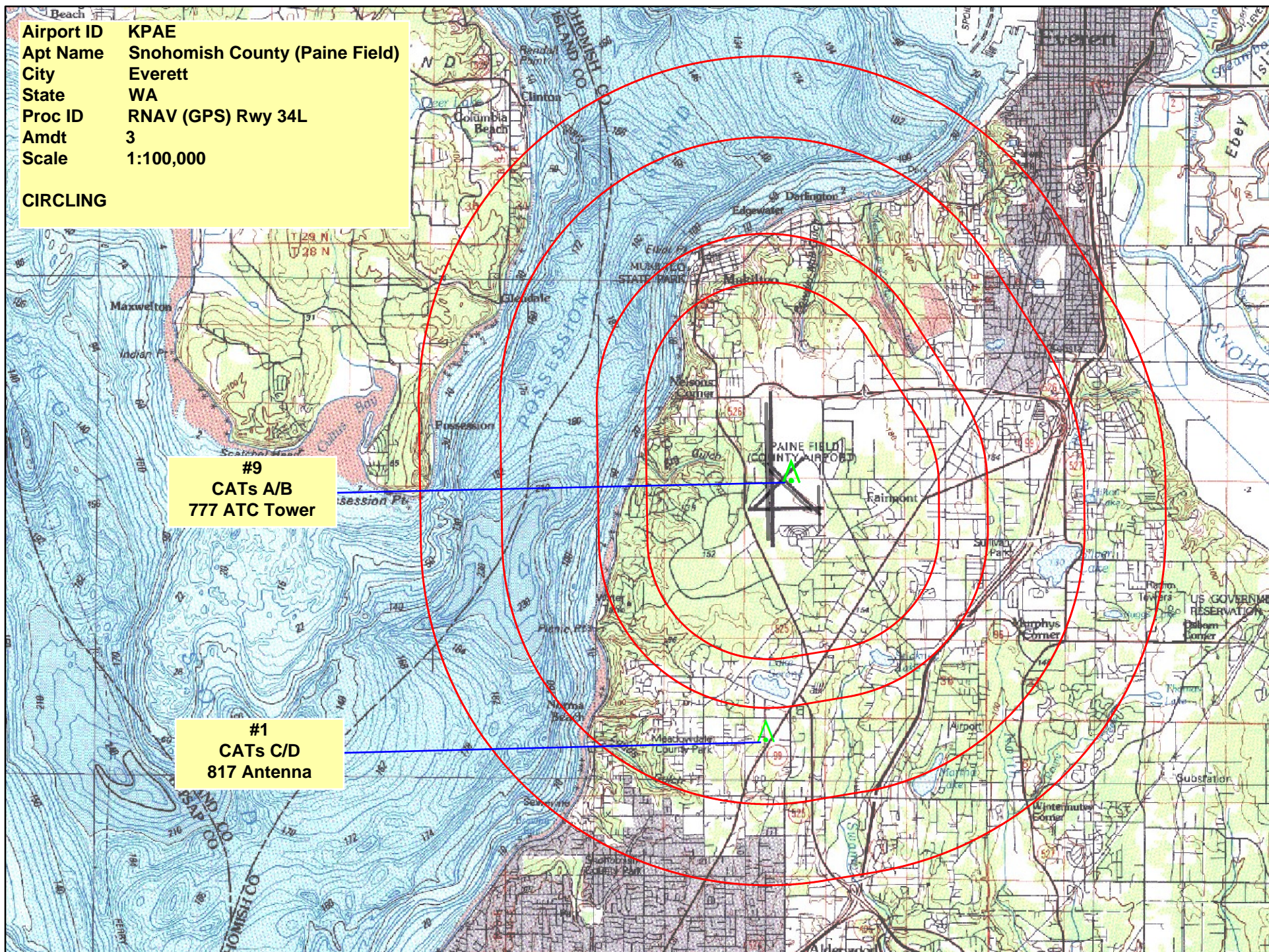


Airport ID KPAE
Apt Name Snohomish County (Paine Field)
City Everett
State WA
Proc ID RNAV (GPS) Rwy 34L
Amdt 3
Scale 1:100,000

CIRCLING

#9
CATs A/B
777 ATC Tower

#1
CATs C/D
817 Antenna



TERMINAL AIRSPACE DATA REQUIREMENTS

City: EVERETT Airport Name: SNOHOMISH COUNTY (PAINE FLD) Procedure: RNAV (GPS) RWY 34L Docket #:	State: WA ID: KPAE Amendment: 3																																																												
ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.																																																													
<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;">2.97</td> </tr> <tr> <td>2.</td> <td>Width of</td> <td>FINAL</td> <td>segment at 1000' point</td> <td style="text-align: right;">1.20</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;">359.14</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;">591</td> </tr> <tr> <td>5.</td> <td>Distance from</td> <td>THLD</td> <td>to 1500' point</td> <td style="text-align: right;">4.31</td> </tr> <tr> <td>6.</td> <td>Width of</td> <td>FINAL</td> <td>segment at 1500' point</td> <td style="text-align: right;">2.13</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;">359.14</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;">591</td> </tr> <tr> <td>9.</td> <td colspan="2">Threshold Coordinates (if straight-in)</td> <td style="text-align: center;">47 53 47.90 N / 122 17 07.09 W</td> <td></td> </tr> <tr> <td>10.</td> <td colspan="2">ARP Coordinates</td> <td style="text-align: center;">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 style="text-align: center;">47 49 29.72 N / 122 17 01.34 W</td> <td></td> </tr> </table>		1.	Distance from	THLD	to 1000' point	2.97	2.	Width of	FINAL	segment at 1000' point	1.20	3.	True Course of	FINAL	segment containing 1000' point	359.14	4.	High Terrain in	FINAL	segment containing 1000' point	591	5.	Distance from	THLD	to 1500' point	4.31	6.	Width of	FINAL	segment at 1500' point	2.13	7.	True Course of	FINAL	segment containing 1500' point	359.14	8.	High Terrain in	FINAL	segment containing 1500' point	591	9.	Threshold Coordinates (if straight-in)		47 53 47.90 N / 122 17 07.09 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 49 29.72 N / 122 17 01.34 W	
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