

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		LPV: DA LNAV/VNAV: DA LNAV: RW16R CLIMB TO 1100 THEN CLIMBING RIGHT TURN TO 2000 DIRECT ECEPO AND HOLD. ADDITIONAL FLIGHT DATA: HOLD NE, RT, 236.00 INBOUND. CHART FAS OBST: 735 TREE 475536N/1221737W DISTANCE TO THLD FROM 200 HAT: 0.47 NM. CHART VDP AT 1.14 NM TO RW16R* *LNAV ONLY. WAAS CHANNEL # 60911 REFERENCE PATH ID: W16B CHART CIRCLING ICON. LTP HAE: 148.2 M							
PAE VOR/DME		EYWOK (TF) (FO) (RNP 2.00)			341.50 / 11.18			3000									
AMEKE (IAF)		EYWOK (NOPT) (TF) (FB) (RNP 1.00)			136.98 / 5.97			3000									
EYWOK (IF/IAF)		ITYPE (TF) (FB) (RNP 1.00)			163.15 / 6.75			2000									
ITYPE (FAF)		RW16R (MAP) (TF) (FO) (RNP 0.30)			163.15 / 4.34			2000									
RW16R (MAP)		1100 MSL (CA)			163.15			1100									
1100 MSL		ECEPO (DF) (FO) (RNP 1.00)						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 DIST FAF TO MAP: 4.34 THLD: 4.34 4. MIN. ALT: EYWOK 3000, ITYPE 2000 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____ 6. MIN GS INCPT: 2000 GS ALT AT: ITYPE 2000 OM: _____ MM: _____ IM: _____ 7. GS ANGLE: 3.00 TCH: 56.7 34:1 IS CLEAR 8. MSA FROM: RW16R 7900														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		
LPV DA	770	1800	200	770	1800	200		NA			NA						
LNAV/VNAV DA	894	3000	324	894	3000	324		NA			NA						
LNAV MDA	1000	2400	430	1000	2400	430		NA			NA						
CIRCLING	1100	1	492	1100	1	492		NA			NA						
NOTES: CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -5C (23F) OR ABOVE 54C (130F). CHART NOTE: CIRCLING RWY 34R NA AT NIGHT. CHART NOTE: DME/DME RNP-0.3 NA. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT PAE VOR/DME ON V287 SOUTHEAST BOUND. (CONTINUED ON PAGE 2)																	
CITY AND STATE		ELEVATION: 608 TDZE: 570				FACILITY IDENTIFIER: RNAV		PROCEDURE NO./AMDT NO./EFFECTIVE DATE:						SUP:			
EVERETT, WA		AIRPORT NAME:						RNAV (GPS) Y RWY 16R, AMDT 2						AMDT: 1A			
		SNOHOMISH COUNTY (PAINE FLD)												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: 08/09/2017
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 PROCEDURE TCH FROM 58.9 TO 56.7.</div> <div>3. MOVED ITIPE 45.7 FEET NORTH.</div> <div>4. MOVED EYWOK 11.89 FEET EAST.</div> <div>5. AMENDED PAE VOR/DME TO EYWOK COURSE FROM 340.50 TO 341.50.</div> <div>6. AMENDED AMEKE TO EYWOK COURSE FROM 136.00 TO 136.98.</div> <div>7. AMENDED EYWOK TO ITIPE COURSE/DISTANCE FROM 162.14/6.76 TO 163.15/6.75.</div> <div>8. AMENDED ITIPE TO RW16R COURSE/DISTANCE FROM 162.14/4.33 TO 163.15/4.34.</div> <div>9. AMENDED FINAL COURSE FROM 162.14 TO 163.15.</div> <div>10. AMENDED HOLD-IN-LIEU INBOUND COURSE FROM 162.14 TO 163.15.</div> <div>11. AMENDED CA LEG COURSE FROM 162.14 TO 163.15.</div> <div>12. DELETED MISSED APPROACH: CLIMB TO 1100 THEN CLIMBING RIGHT TURN TO 3000 DIRECT AMEKE AND HOLD.</div> <div>13. ADDED MISSED APPROACH: CLIMB TO 1100 THEN CLIMBING RIGHT TURN TO 2000 DIRECT ECEPO AND HOLD.</div> <div>14. DELETED HOLD NW, RT, 152.04 INBOUND IN ADDITIONAL FLIGHT DATA.</div> <div>(SEE FORM 8260-10)</div>					
REASONS:					
<div>1. MATCH PENDING MAGVAR ASSIGNMENT FOR KPAE IN AIRNAV.</div> <div>2. MATCH TCH ON UNDERLYING ILS OR LOC RWY 16R.</div> <div>3. POSITION COMPUTED USING UPDATED TCH AND UPDATED RWY 16R TRUE BEARING.</div> <div>4. POSITION COMPUTED USING UPDATED RWY 16R TRUE BEARING.</div> <div>5. COMPUTED USING UPDATED PROCEDURE MAGVAR.</div> <div>6. COMPUTED USING UPDATED PROCEDURE MAGVAR AND UPDATED POSITION OF EYWOK.</div> <div>7. COMPUTED USING UPDATED PROCEDURE MAGVAR AND UPDATED POSITIONS OF EYWOK AND ITIPE.</div> <div>8. COMPUTED USING UPDATED PROCEDURE MAGVAR AND UPDATED POSITION OF ITIPE.</div> <div>9. COMPUTED USING UPDATED PROCEDURE MAGVAR AND UPDATED POSITION OF ITIPE.</div> <div>10. COMPUTED USING UPDATED PROCEDURE MAGVAR AND UPDATED POSITION OF EYWOK.</div> <div>11. UPDATED TO MATCH UPDATED FINAL APPROACH COURSE.</div> <div>12. REPLACED BY UPDATED MISSED APPROACH.</div> <div>13. ATC REQUEST.</div> <div>14. REPLACED BY UPDATED MISSED APPROACH HOLDING INSTRUCTIONS.</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

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NOTES, (CONT.):

CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV CATS A/B VISIBILITY TO RVR 5000.

QUALITY
16
CHECKED

CITY AND STATE

EVERETT, WA

ELEVATION: 608

TDZE: 570

AIRPORT NAME:

SNOHOMISH COUNTY (PAINE FLD)

FACILITY
IDENTIFIER:
RNAV

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:

RNAV (GPS) Y RWY 16R, AMDT 2

SUP:

AMDT: **1A**

DATED: **07/24/2014**

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
COORDINATED WITH: <div style="display: flex; justify-content: space-between;"> <div>ATA <input type="checkbox"/></div> <div>AAT <input type="checkbox"/></div> <div>ALPA <input type="checkbox"/></div> <div>APA <input type="checkbox"/></div> <div>AOPA <input type="checkbox"/></div> <div>NBAA <input type="checkbox"/></div> <div>OTHER (specify) <input type="checkbox"/> _____</div> </div>		
FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	FIFO	DATE:
APPROVED BY		
NAME:	FIFO	DATE:
CHANGES: CHANGES CONT. 15. ADDED HOLD NE, RT, 236.00 INBOUND IN ADDITIONAL FLIGHT DATA. 16. DELETED CHART FAS OBST: 745 BUILDING 475533N/1221628W IN ADDITIONAL FLIGHT DATA. 17. ADDED CHART FAS OBST: 735 TREE 475536N/1221737W IN ADDITIONAL FLIGHT DATA. 18. AMENDED LNAV/VNAV DA/HAT FROM 937/374 TO 894/3324 AND VISIBILITY FROM RVR 4000 TO RVR 3000. 19. AMENDED LNAV MDA/HAT FROM 1060/490 TO 1000/430. 20. AMENDED LPV VISIBILITY FROM RVR 2400 TO RVR 1800. 21. AMENDED APT ELEV FROM 606 TO 608. 22. AMENDED CATS A/B CIRCLING HAA FROM 494 TO 492. 23. AMENDED DIST TO THLD FROM 200 HATH: 0.44 NM TO READ DISTANCE TO THLD FROM 200 HAT: 0.47 NM IN ADDITIONAL FLIGHT DATA. 24. AMENDED VDP FROM 1.33 NM TO RW16R TO 1.14 NM TO RW16R. 25. ADDED CHART CIRCLING ICON IN ADDITIONAL FLIGHT DATA. 26. AMENDED DIST FAF TO MAP AND DIST FAF TO THLD FROM 4.33 NM TO 4.34 NM. 27. AMENDED BARO-VNAV LOW TEMPERATURE LIMIT FROM NA BELOW -16C (4F) TO -5C (23F). 28. DELETED NOTE: WHEN USING SEATTLE-TACOMA INTL ALTIMETER SETTING, FOR INOPERATIVE MALSR, INCREASE LPV CATS A ANB VISIBILITY TO RVR 4500. (SEE FORM 8260-10)		
REASONS: REASONS CONT. 15. ATC REQUEST. 16. REPLACED BY UPDATED FAS DATA OBSTACLE. 17. NEW OBSTACLE STUDY. 18. NEW OBSTACLE STUDY. WESTERN FPT NOTIFIED AND CONCURS WITH LOWER MINIMUMS. 19. NEW OBSTACLE STUDY. WESTERN FPT NOTIFIED AND CONCURS WITH LOWER MINIMUMS. 20. IN ACCORDANCE WITH AFS MEMO IMPLEMENTATION OF RVR LESS THAN 2400 FOR LPV AND GLS INSTRUMENT APPROACHES, 29 JUN 2017. 21. MATCH PENDING AIRNAV APT ELEV. 22. COMPUTED USING UPDATED APT ELEV. 23. COMPUTED USING TDZE VICE THRE IN ACCORDANCE WITH CURRENT POLICY. 24. COMPUTED USING AMENDED LNAV MDA. 25. IN ACCORDANCE WITH FAAO 8260.19G, PARA 8-6-8W. 26. COMPUTED USING UPDATED POSITION OF ITIPE. 27. COMPUTED USING FIVE YEAR TEMPERATURE DATA VICE STANDARD DEVIATION. 28. NO LONGER REQUIRED. ADJUSTMENTS ARE STANDARD IN ACCORDANCE WITH NEW INOPERATIVE TABLE. (SEE FORM 8260-10)		

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
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QUALITY
16
CHECKED

CITY AND STATE EVERETT, WA	ELEVATION: 608 TDZE: 570 AIRPORT NAME: SNOHOMISH COUNTY (PAINE FLD)	FACILITY IDENTIFIER: RNAV	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) Y RWY 16R, AMDT 2	SUP:
				AMDT: 1A
				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>		<div><input type="checkbox"/></div>	
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
CHANGES:					
CHANGES CONT.					
29. 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 LNAV/VNAV CATS A AND B VISIBILITY TO RVR 5000.					
30. DELETED NOTE: BARO/VNAV AND VDP NA WHEN USING SEATTLE-TACOMA INTL ALTIMETER SETTING.					
31. ADDED NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV CATS A/B VISIBILITY TO RVR 5000.					
32. ADDED NOTE: CIRCLING RWY 34R NA AT NIGHT.					
33. DELETED ALTERNATE MINIMUMS NOTE: NA WHEN LOCAL WEATHER NOT AVAILABLE.					
34. AMENDED FAS DATA LTP LAT/LONG FROM 475516.80N/1221709.0700W TO 475516.8075N/1221709.0635W.					
35. AMENDED FAS DATA FPAP LAT/LONG FROM 475347.7700N/1221707.0800W TO 475347.9025N/1221707.1020W.					
36. AMENDED FAS DATA TCH FROM 58.9 TO 56.7.					
37. AMENDED FAS DATA LENGTH OFFSET FROM 0008 TO 0000.					
38. AMENDED FAS DATA CRC REMAINDER FROM 12E65330 TO BF9B77E3.					
REASONS:					
REASONS CONT.					
29. PAE ASOS IS ON WMSCR. BACK-UP ALTIMETER NOTES MOVED TO FAA FORM 8260-9 FOR CONTINGENCY USE.					
30. PAE ASOS IS ON WMSCR. BACK-UP ALTIMETER NOTES MOVED TO FAA FORM 8260-9 FOR CONTINGENCY USE.					
31. IN ACCORDANCE WITH FAAO 8260-19G, PARA 8-6-5M(3). ADJUSTMENTS ARE NON-STANDARD.					
32. UNLIT 20:1 PENETRATION IDENTIFIED FOR RWY 34R. WESTERN FPT NOTIFIED AND CONCURS WITH NIGHT CIRCLING RESTRICTION.					
33. PAE ASOS IS ON WMSCR. BACK-UP ALTIMETER NOTES MOVED TO FAA FORM 8260-9 FOR CONTINGENCY USE.					
34. MATCH PENDING AIRNAV DATA.					
35. RECOMPUTED USING UPDATED FINAL COURSE.					
36. MATCH TCH ON UNDERLYING ILS OR LOC RWY 16R.					
37. RECOMPUTED USING UPDATED RUNWAY DATA.					
38. RECOMPUTED USING AMENDED LTP, FTP, TCH, AND LENGTH OFFSET CHANGES.35. RECOMPUTED USING AMENDED LTP, FTP, TCH, AND LENGTH OFFSET CHANGES.					

**RNAV STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICE - FAR 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.

FAS DATA BLOCK INFORMATION**DATA FIELD****DATA**

OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KPAE
RUNWAY	RW16R
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	Y
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W16B
LTP/FTP LATITUDE	475516.8075N
LTP/FTP LONGITUDE	1221709.0635W
LTP/FTP ELLIPSOIDAL HEIGHT	+01482
FPAP LATITUDE	475347.9025N
FPAP LONGITUDE	1221707.1020W
THRESHOLD CROSSING HEIGHT (TCH)	00056.7
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0000
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0

CRC REMAINDER

BF9B77E3

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K1
LTP ORTHOMETRIC HEIGHT	+01715
FPAP ORTHOMETRIC HEIGHT	+01715

QUALITY
16
CHECKED

CITY AND STATE EVERETT, WA	ELEVATION: 608 AIRPORT NAME: SNOHOMISH COUNTY (PAINE FLD)	TDZE: 570 	FACILITY IDENTIFIER: RNAV	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) Y RWY 16R, AMDT 2	SUP:
					AMDT: 1A
					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:					
REASONS:					

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		1. ANTENNA (53-000560)		475545.61N/1221419.87W		801 (1B)		1000		AT1199		3000			
						2. TERRAIN		475545.00N/1221421.00W		591 (600)				AS1500		2100			
INITIAL		AMEKE		EYWOK		3. AAO		480727.00N/1221457.00W		742 (2E)		1000		AT1258		3000			
						4. TERRAIN		480727.00N/1221457.00W		542 (500)				AS1500		2000			
INTERMEDIATE		EYWOK (IF/IAF)		ITYPE		5. AAO		480742.35N/1221457.17W		819 (2C)		500				1400			
						6. TERRAIN		480624.00N/1221451.00W		539 (500)				AS1500		2000			
FINAL: LPV		ITYPE		RW16R								ASC				770/200			
FINAL: LNAV/VNAV		ITYPE		RW16R		7. BLDG_TWR (53-020429)		475523.73N/1221641.38W		735 (1B)		142		AC10		894/324			
FINAL: LNAV		ITYPE		RW16R		8. TREE (53-069273)		475535.82N/1221737.37W		735 (1A)		250				1000			
2. HOLD-IN-LIEU-OF-PT		EYWOK		P-5		5. AAO		480742.35N/1221457.17W		819 (2C)		1000		AT1181		3000			
						9. TERRAIN		480742.35N/1221457.17W		619 (600)				AS1500		2100			
3. MISSED APPROACH	MAP:		DA / DA / RW16R		ECEPO						ASC				2000				
	ELEV:		594/745/900				10. ANTENNA (53-034715)		475144.15N/1221708.59W		817 (1A)		1000		1900				
						11. TERRAIN		475127.00N/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: RW16R											
SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A		SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)			
360-360		AAO		042/28.4		6841 (4E)		7900								MSA 16			
																CHECKED			
CITY AND STATE				ELEVATION: 608				FACILITY				PROCEDURE AND AMENDMENT NO:				REGION			
EVERETT, WA				AIRPORT NAME: SNOHOMISH COUNTY (PAINE FLD)				RNAV				RNAV (GPS) Y RWY 16R, AMDT 2				ANM			

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:																		
1. COMMUNICATIONS WITH:					2. WEATHER SERVICE					3. ALTIMETER SETTING					PRECIPITOUS TERRAIN EVALUATION COMPLETED.													
SEA APP CON ZSE ARTCC 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: 3.00/74.0.									
							F A A							DISTANCE: 0 / 27.47														
							A / C							HOURS REMOTE OPERATION: 0/YES / 24/YES														
SATISFACTORY ON:					LOCATION: KPAE					ADJUSTMENT: 0 / 88					CRITICAL TEMPERATURES: CRITICAL LOW :-5C (+23F) CRITICAL HIGH :+54C (+130F) ACT :-5C APT ISA :+13.8C													
X V H F		X U H F		H F		PRIMARY NAVAID:					MONITOR POINT:					CRITICAL TEMPERATURE REMARKS AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2012-2016). CRITICAL LOW TEMPERATURE BASED ON ACT. DESCENT RATE (FPM): STANDARD TEMP 714 HIGH TEMP 1128.												
4. MONITOR STATUS		HRS		CAT 1		ALS					CRITICAL TEMPERATURE REMARKS AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2012-2016). CRITICAL LOW TEMPERATURE BASED ON ACT. DESCENT RATE (FPM): STANDARD TEMP 714 HIGH TEMP 1128.																	
		OPTN:		CAT 3																								
		5. APPROACH & RUNWAY LIGHTING				(S) SALS					ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.83NM																	
				X																								
				X																								
				X																								
				X																								
				X																								
X																												
X																												
				OTHER (SPECIFY) VASI-2L 11 PAPI-4R 16R VASI-2R 29 PAPI-4L 34L (PCL)					SEE ATTACHED AIRSPACE LETTER.																			
6. RUNWAY MARKINGS		BASIC		BSC-G 11, 16L, 29, 34R					100 FOOT TREES USED WITHIN 20,000 FEET OF AIRPORT PER EASTERN FPT.																			
		ALL WEATHER		PIR-G 16R																								
		INSTRUMENT		NPI-G 34L																								
7. RUNWAY VISUAL RANGE		APPROACH		16R					TAA NOT DEVELOPED PER ATC REQUEST.																			
		MIDFIELD																										
		ROLL OUT																										
8. GLIDE PATH		GP ANGLE: 3.00		ELEV RWY THRESHOLD:562.7					PROCEDURE DEVELOPED WITH CAT A/B MINIMUMS ONLY TO SATISFY ENVIRONMENTAL STUDY RESULTS WHEN USING A 2000 FOOT PFAF INTERCEPT ALTITUDE. AN RNAV (GPS) Z RWY 16R WITH A 3000 FOOT PFAF INTERCEPT ALTITUDE HAS BEEN PUBLISHED TO ACCOMMODATE CAT C/D AIRCRAFT.																			
		DISTANCE FROM RWY:		ELEV GP ANTENNA:																								
				THRESHOLD CROSSING HEIGHT:57.6																								
9. FINAL APPROACH COURSE AIMING		X		RUNWAY THRESHOLD					FT. FROM THRESHOLD					OBSTACLE #5 (INTERMEDIATE) LIES IN SECONDARY AREA. SECONDARY ROC REDUCTION NOT REQUIRED AS APPLICATION OF 1500 AIRSPACE IS THE DETERMINING FACTOR IN THE MINIMUM SEGMENT ALTITUDE, FULL ROC APPLIED.														
		X		ON CENTERLINE					FT. FROM CENTERLINE																			
10. WAIVERS: NONE										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 BOTH ARE CONTAINED WITHIN EXISTING CLASS E AIRSPACE.																		
PART D - PREPARED BY: PETER R. GUIMOND										DATE: 08/07/2017																		
TITLE: AERONAUTICAL INFORMATION SPECIALIST										OFFICE: AJV-5422																		
										CONT.																		



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 RNAV	PROCEDURE AND AMENDMENT NO: RNAV (GPS) Y RWY 16R, AMDT 2	REGION ANM
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PART B - SUPPLEMENTAL DATA										PART C - REMARKS: CONTINUED. 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 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:		

