

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KPAE

Terminal Charts For KPAE

Revision Letter For Cycle 22-2019

Change Notices

Notebook

General Information

Location: EVERETT WA USA
ICAO/IATA: KPAE / PAE
Lat/Long: N47° 54.4', W122° 16.9'
Elevation: 608 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +8:00 = UTC
Magnetic Variation: 16.0° E
Sectional Chart: Seattle

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1500 Z
Sunset: 0046 Z

Runway Information

Runway: 11
Length x Width: 4504 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 608 ft
Lighting: Edge
Displaced Threshold: 798 ft

Runway: 16L
Length x Width: 3004 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 607 ft
Lighting: Edge, REIL

Runway: 16R
Length x Width: 9010 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 570 ft
Lighting: Edge, ALS, Centerline, TDZ, Pilot controlled

Runway: 29
Length x Width: 4504 ft x 75 ft

Surface Type: asphalt
TDZ-Elev: 608 ft
Lighting: Edge

Runway: 34L
Length x Width: 9010 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 584 ft
Lighting: Edge, ALS, Centerline, Pilot controlled

Runway: 34R
Length x Width: 3004 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 607 ft
Lighting: Edge, REIL

Communication Information

ATIS: 128.650
ASOS: 128.650
Paine Tower: 120.200
Paine Tower: 132.950 Initial Contact CTAF PCL
Paine Ground: 121.800
Paine Clearance Delivery: 126.750
Seattle Approach: 128.500
Seattle Departure: 128.500
Paine UNICOM: 122.950
Seattle FSS: 122.550 RCO

JEPPESEN EVERETT, WASH
 2 NOV 18 (10-2) Eff 8 Nov RNAV STAR

DEVYN 2 RNAV ARRIVAL
 (KYCKR.DEVYN2)

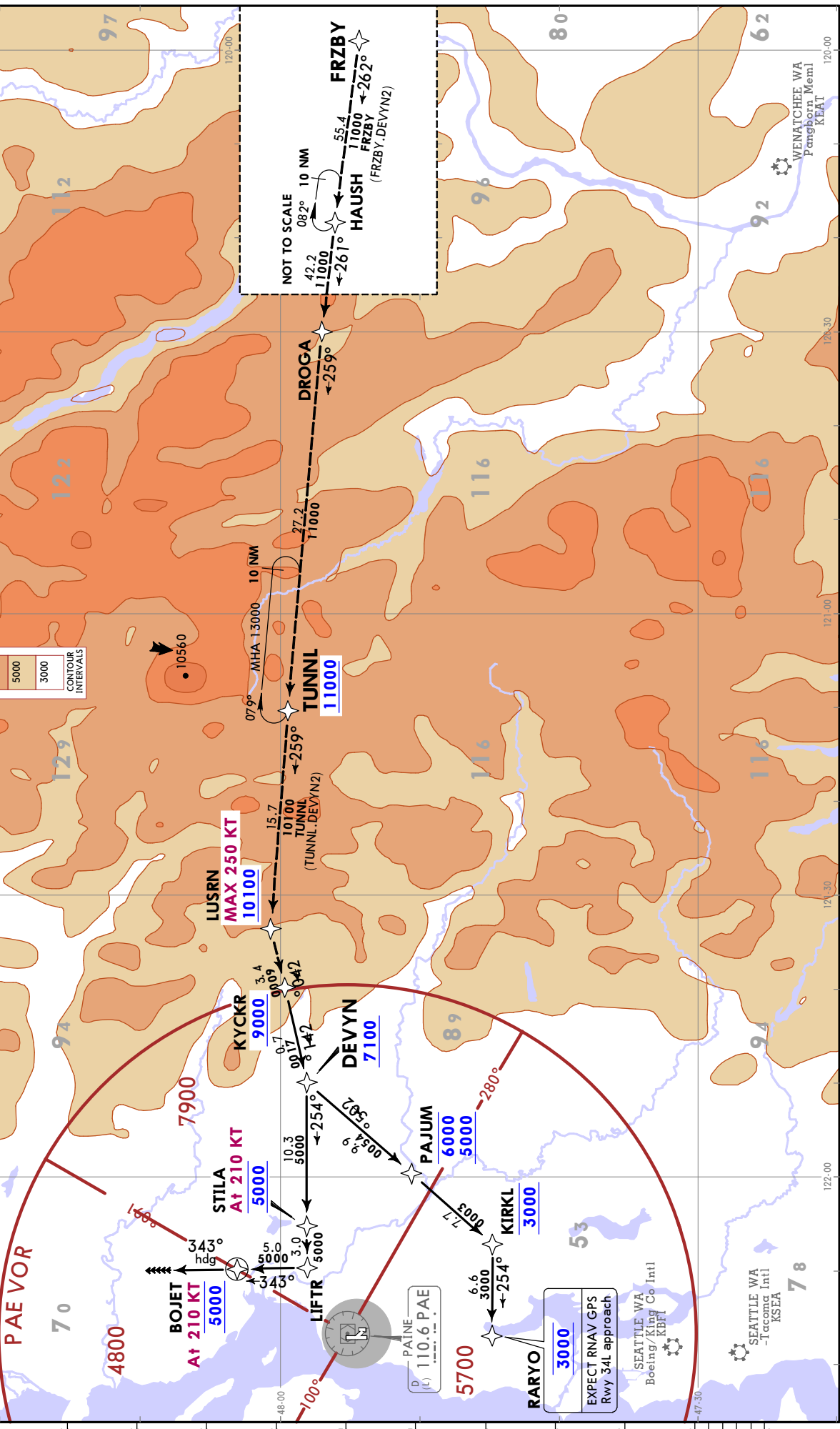
| ROUTING | |
|------------------------------------|---|
| From KYCKR on track 241° to DEVYN. | |
| LANDING | |
| 16R | From DEVYN on track 254° to STILA, then on track 254° to LIFTR, then on track 343° to BOJET, then on heading 343° or as assigned by ATC. EXPECT RADAR vectors to final approach course. |
| 34L | From DEVYN on track 205° to PAJUM, then on track 205° to KIRKL, then on track 254° to RARYO. EXPECT RNAV GPS Rwy 34L approach. |

Alt Set: INCHES Trans level: FL180
 1. RADAR required. 2. RNAV 1.
 3. DME/DME/IRU or GPS required.

4. FRZBY Transition: For non-GPS equipped aircraft, MWH, GEG and OLM DMES must be operational.
 5. TUNNL Transition ATC assigned only.

ATIS (ASOS when Twr inop)
 128.65

Apt Elev
 608



KPAE/PAE
 SNOHOMISH CO

KPAE/PAE

JEPPESEN

2 NOV 18

10-30B1

Eff 8 Nov

EVERETT, WASH
SNOHOMISH CO

TAKEOFF OBSTACLE NOTES - DEPs

◦ RWY 16R:

Light 9' from DER, 15' right of centerline, 1' AGL/579' MSL. Trees beginning 707' from DER, left and right of centerline, up to 116' AGL/625' MSL. Tree 2130' from DER, 866' left of centerline, 151' AGL/660' MSL. Trees beginning 2789' from DER, left and right of centerline, up to 163' AGL/698' MSL. Trees beginning 3078' from DER, 238' left of centerline, up to 156' AGL/704' MSL.

◦ RWY 16L:

Poles, tower and tree beginning 107' from DER, left and right of centerline, up to 42' AGL/639' MSL. Trees beginning 900' from DER, 477' left of centerline, up to 137' AGL/699' MSL. Trees beginning 1412' from DER, left and right of centerline, up to 123' AGL/668' MSL. Trees beginning 1785' from DER, 535' left of centerline, up to 155' AGL/700' MSL. Tree 4646' from DER, 912' right of centerline, 178' AGL/717' MSL.

◦ RWY 34R:

Trees beginning 154' from DER, left and right of centerline, up to 86' AGL/648' MSL. Tree 1324' from DER, 229' left of centerline, 97' AGL/655' MSL. Trees beginning 2084' from DER, 548' right of centerline, up to 131' AGL/699' MSL. Trees beginning 2720' from DER, 114' left of centerline, up to 135' AGL/690' MSL.

KPAE/PAE



EVERETT, WASH
SNOHOMISH CO

14 JUN 19 (10-9A)

| GENERAL | | | | | |
|--|---|--------------------------------|--|-----------------------------|-------------|
| <p>For STARs see Seattle, Wash (Seattle-Tacoma Intl). Flocks of large & small birds in vicinity of airport. Avoid overflight of Boeing ramp, northeast corner of airport due to Jet Blast. Avoid intersection departures from Rwy 16L/34R. Be alert to converging traffic on base to final legs Rwy 16R/34L 2100-0700Z. Rwy 16-34R closed between 0500-1500Z; large aircraft fly west pattern over water; small aircraft fly east pattern over airport. Noise sensitive airport; for noise abatement procedures and traffic procedures call airport operations. For noise abatement from 0500-1500Z, if aircraft performance/wind allows, use Rwy 16R for arrivals and Rwy 34L for departures. Transient helicopters expect landing/takeoff on Twy B. Training flights discouraged after 2200L. Rwy 16R-34L touch and go landings prohibited Mon-Fri 0700-0900L. Rwy 16R & 34R right traffic pattern. It is requested that pilots adhere to the following noise abatement procedures unless otherwise instructed by ATC; itinerant arrival and low approach of small aircraft over 250 horsepower authorized on Rwy 16L/34R. Itinerant departure of small aircraft over 250 horsepower on Rwy 34R.</p> | | | | | |
| ADDITIONAL RUNWAY INFORMATION | | | | | |
| RWY | | USABLE LENGTHS | | | WIDTH |
| | | LANDING Threshold | BEYOND Glide Slope | TAKE-OFF | |
| 16R ① | ② HIRL CL ② MALSR TDZ PAPI-R (angle 3.0°) grooved RVR | | 8057' 2456m | | 150' 46m |
| | 34L ② HIRL CL MALSF ② PAPI-L (angle 3.0°) grooved RVR | | | | |
| <p>① Jet, turboprop and large propeller aircraft use Rwy 16R/34L. ② Activate on 132.95 when Twr inop.</p> | | | | | |
| 16L ③ | MIRL REIL | | | | 75' |
| 34R | MIRL REIL | | | | 23m |
| ③ Closed 0500-1500Z. | | | | | |
| TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE | | | | | |
| Rwys 16R, 34L | | | | | |
| Both RVRs are required and controlling. | | Adequate Vis Ref | | STD | |
| CL & HIRL | CL, or RCLM & HIRL | | | 3 & 4 Eng | 1 & 2 Eng |
| TDZ RVR 5 Rollout RVR 5 | TDZ RVR 10 Rollout RVR 10 | RVR 16 or 1/4 | | RVR 24 or 1/2 | RVR 50 or 1 |
| Rwys 16L, 34R | | | | | |
| Adequate Vis Ref | | STD | | | |
| 1 & 2 Eng | RVR 16 or 1/4 | | RVR 50 or 1 | | |
| 3 & 4 Eng | | | RVR 24 or 1/2 | | |
| OBSTACLE DP | | | | | |
| <p>Rwys 16L/R - Climbing right turn, thence... Rwy 34L/R - Climbing left turn, thence... ...for aircraft departing on V287 westbound, climb on PAE VOR R-236 to 3000'. All others, climb direct PAE VOR, climb in PAE VOR holding pattern (northwest, right turns, 149° inbound) to MEA for route of flight before proceeding on course. (For TAKEOFF OBSTACLE NOTES see 10-9A1)</p> | | | | | |
| DIVERSE VECTOR AREA (Radar Vectors) (AMEND 1) | | | | | |
| Rwys 16L/34R, 16R/34L: Heading as assigned by ATC. | | | | | |
| FOR FILING AS ALTERNATE | | | | | |
| Authorized Only When Twr Operating | | | | | |
| | ILS Y Rwy 16R ILS Z Rwy 16R | LOC Y Rwy 16R LOC Z Rwy 16R | RNAV (GPS) Y Rwy 16R RNAV (GPS) Z Rwy 16R | RNAV (GPS) Rwy 34L VOR-A | |
| A | | | | | |
| B | 600-2 | 800-2 | 800-2 | | |
| C | | | | | |
| D | | | | | |

AMEND 3

KPAE/PAE


JEPPESEN
 4 DEC 15 **10-9A1** **Eff 10 Dec**
EVERETT, WASH
SNOHOMISH CO

ODP TAKEOFF OBSTACLE NOTES

- Rwy 16R:
Rwy LT 9' from DER, 15' RIGHT of centerline, 1' AGL/579' MSL. Trees beginning 707' from DER, LEFT and RIGHT of centerline, up to 116' AGL/625' MSL. Tree 2130' from DER, 866' LEFT of centerline, 151' AGL/660' MSL. Trees beginning 2789' from DER, LEFT and RIGHT of centerline, up to 163' AGL/698' MSL. Trees beginning 3078' from DER, 238' LEFT of centerline, up to 156' AGL/704' MSL.

- Rwy 16L:
Poles, twr and tree beginning 107' from DER, LEFT and RIGHT of centerline, up to 42' AGL/639' MSL. Trees beginning 900' from DER, 477' LEFT of centerline, up to 137' AGL/699' MSL. Trees beginning 1412' from DER, LEFT and RIGHT of centerline, up to 123' AGL/668' MSL. Trees beginning 1785' from DER, 535' LEFT of centerline, up to 155' AGL/700' MSL. Tree 4646' from DER, 912' RIGHT of centerline, 178' AGL/717' MSL.

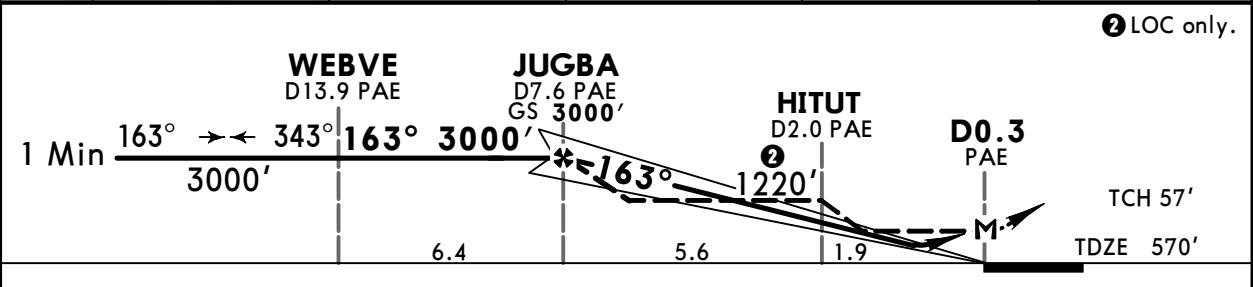
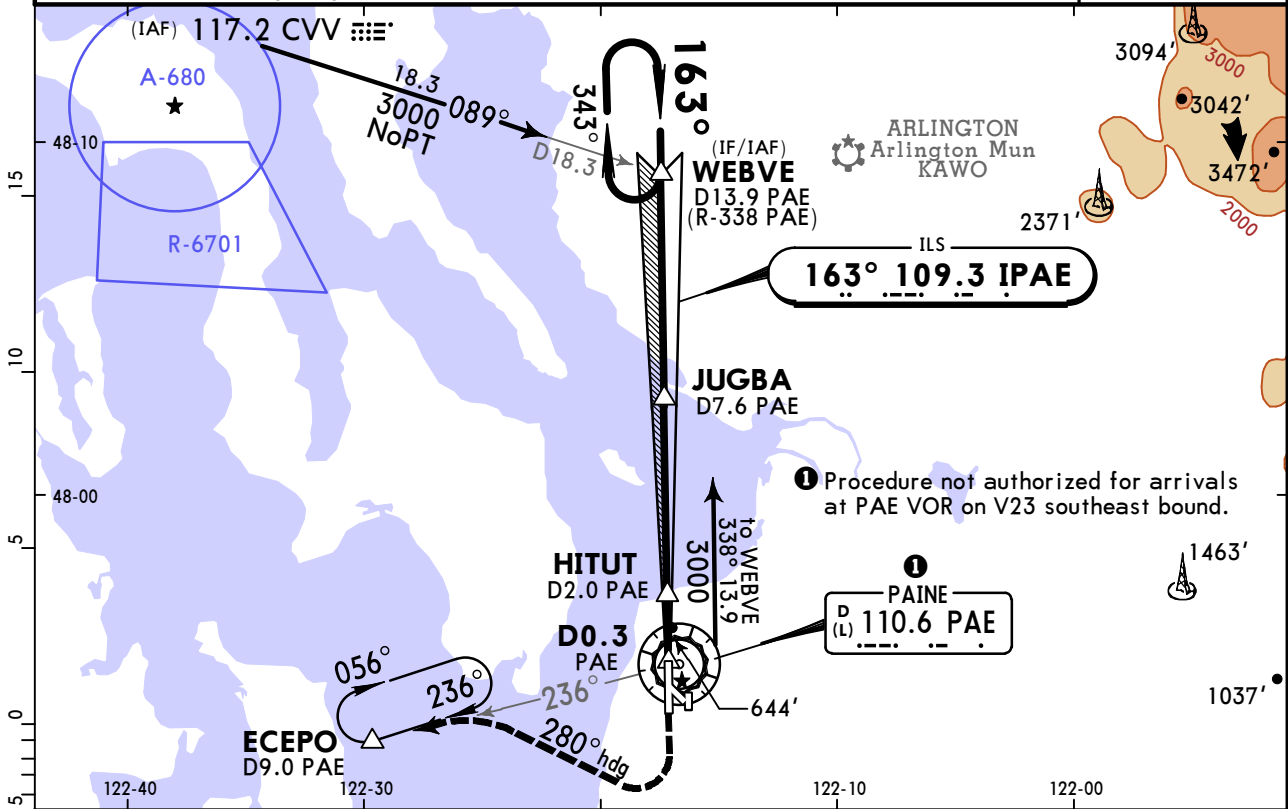
- Rwy 34R:
Trees beginning 154' from DER, LEFT and RIGHT of centerline, up to 86' AGL/648' MSL. Tree 1324' from DER, 229' LEFT of centerline, 97' AGL/655' MSL. Trees beginning 2084' from DER, 548' RIGHT of centerline, up to 131' AGL/699' MSL. Trees beginning 2720' from DER, 114' LEFT of centerline, up to 135' AGL/690' MSL.

KPAE/PAE
SNOHOMISH CO

JEPPESEN
31 MAY 19 (11-1)

EVERETT, WASH
ILS or LOC Z Rwy 16R

| | | | | | | | |
|--|----------------------------------|--|------------------------------------|------------------------------------|--|-------------------------|-------------|
| ATIS (ASOS when Twr inop) 128.65 | | SEATTLE Approach (R) 128.5 | | *PAINE Tower CTAF 132.95 | | *Ground 121.8 | |
| LOC IPAE 109.3 | Final Apch Crs 163° | GS JUGBA 3000' (2430') | ILS DA(H) 770' (200') | Apt Elev 608' TDZE 570' | | | |
| MISSED APCH: Climb to 1100' then climbing RIGHT turn to 3000' on heading 280° and outbound on PAE VOR R-236 to ECEPO/D9.0 PAE and hold, continue climb-in-hold to 3000'. | | | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. Simultaneous reception of IPAE and PAE DME required. 3. Circling Rwy 34R not authorized at night. 4. DME from PAE VOR/DME. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 74'). 6. Pilot controlled lighting 132.95. | | | | | | | |
| | | | | | | | MSA PAE VOR |



| | | | | | | | | | | | | |
|-----------------|-------|-----|-----|-----|-----|-----|--------|-------|-------|------|-------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALS R | 1100' | 3000' | 280° | PAE | ECEPO |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | PAPI | ↑ | RT | hdg | 110.6 | |
| MAP at D0.3 PAE | | | | | | | | | | | | |

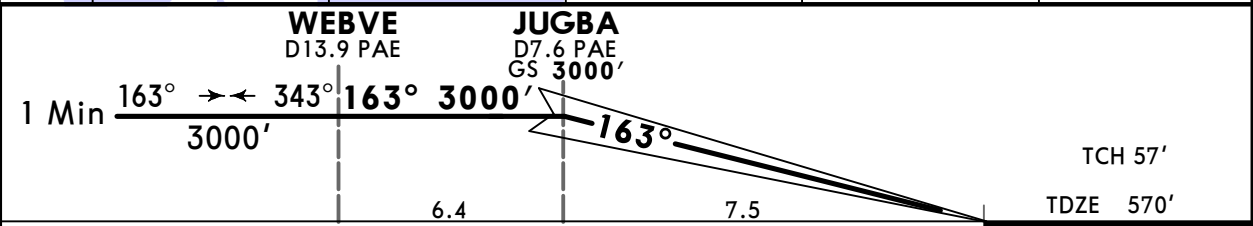
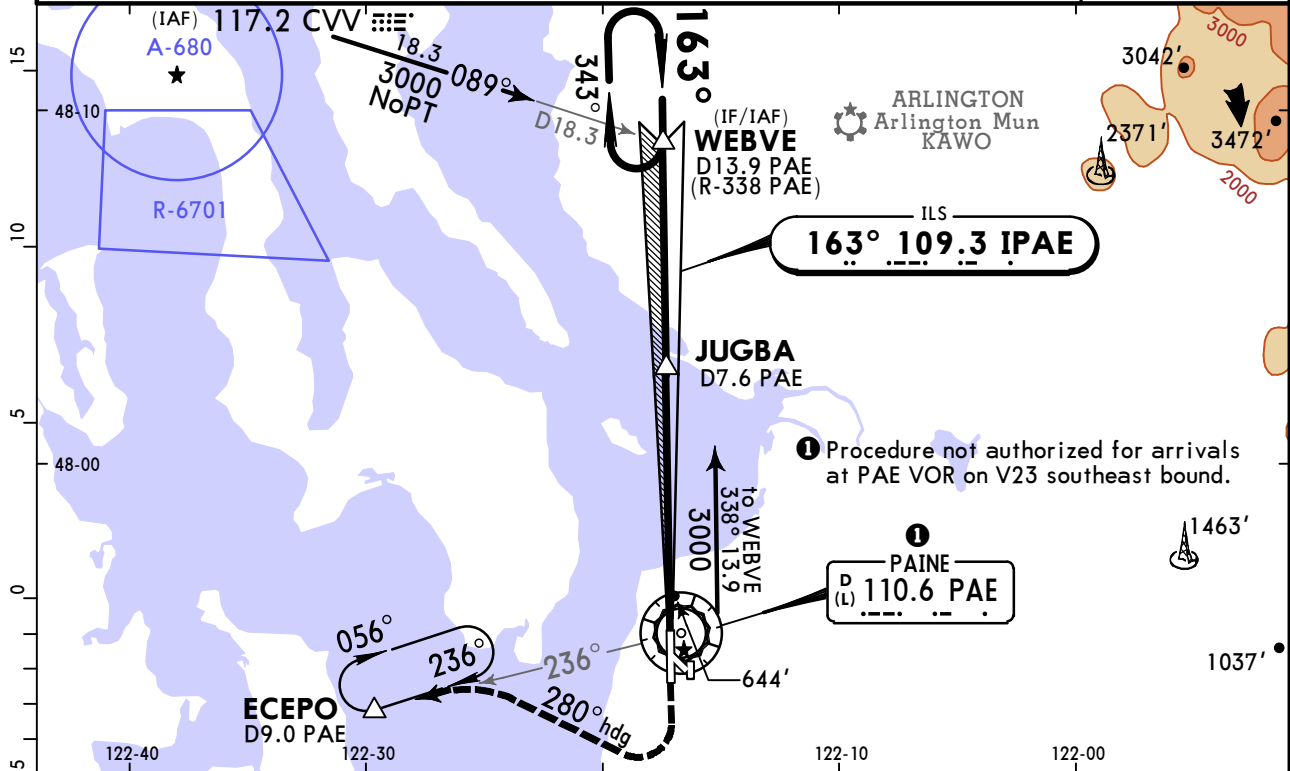
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|--------------------------|---------------|---------------|---------------|---------------------------|-----------------------------|--------------|--|----------------|--------------------|--------|--|
| TERPS | | | | | STRAIGHT-IN LANDING RWY 16R | | | CIRCLE-TO-LAND | | | |
| ILS | | | | LOC (GS out) | | | | | | | |
| DA(H) 770' (200') | | | | MDA(H) 940' (370') | | | | | | | |
| FULL | | TDZ/CL out | | RAIL/ALS out | | RAIL/ALS out | | Max Kts | | MDA(H) | |
| A | | | | | | | | 90 | 1100'(492') -1 | | |
| B | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 24 or 1/2 | | RVR 55 or 1 | | 120 | 1120'(512') -1 1/2 | | |
| C | | | | RVR 35 or 5/8 | | | | 140 | 1160'(552') -2 | | |
| D | | | | | | | | 165 | | | |

KPAE/PAE
SNOHOMISH CO

JEPPESSEN
31 MAY 19 **(11-1A)**

EVERETT, WASH
ILS Z Rwy 16R SA CAT II

| | | | | | | | |
|--|----------------------------------|--------------------------------------|---|------------------------------------|--|-------------------------|--|
| ATIS (ASOS when Twr inop) 128.65 | | SEATTLE Approach (R) 128.5 | | *PAINE Tower CTAF 132.95 | | *Ground 121.8 | |
| LOC IPAE 109.3 | Final Apch Crs 163° | GS JUGBA 3000' (2430') | SA CAT II ILS RA 116' DA(H) 670'(100') | Apt Elev 608' TDZE 570' | | <p>MSA PAE VOR</p> | |
| <p>MISSED APCH: Climb to 1100' then climbing RIGHT turn to 3000' on heading 280° and outbound on PAE VOR R-236 to ECEPO/D9.0 PAE and hold, continue climb-in-hold to 3000'.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. Special Aircrew & Aircraft Certification Required. 2. DME required. 3. Simultaneous reception of IPAE and PAE DME required. 4. Circling Rwy 34R not authorized at night. 5. DME from PAE VOR/DME. 6. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 74'). 7. Not authorized when control tower closed. 8. Pilot controlled lighting 132.95.</p> | | | | | | | |



| | | | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|-------|-------|-------|------------|-------------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | 1100' | 3000' | 280° | PAE | ECEPO |
| GS | 3.00° | 372 | 478 | 531 | 637 | 849 | PAPI | ↑ | RT | on hdg and | 110.6 R-236 | |

TERPS STRAIGHT-IN LANDING RWY 16R

SA CAT II ILS RA 116'
DA(H) 670'(100')

| | |
|---|--------|
| A | RVR 12 |
| B | |
| C | |
| D | |

Reduced Lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.

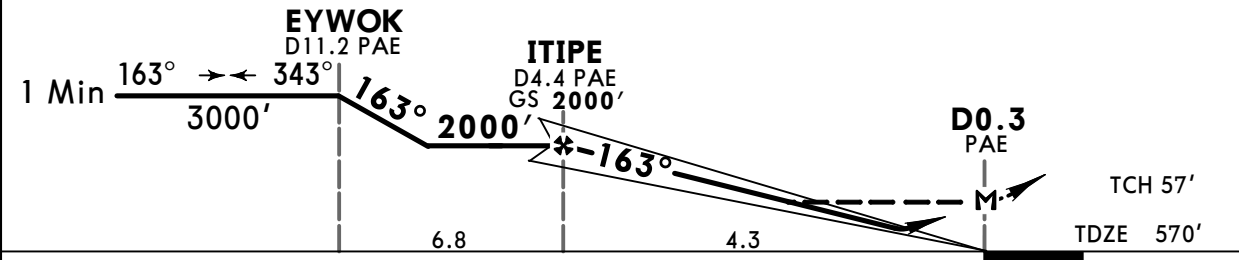
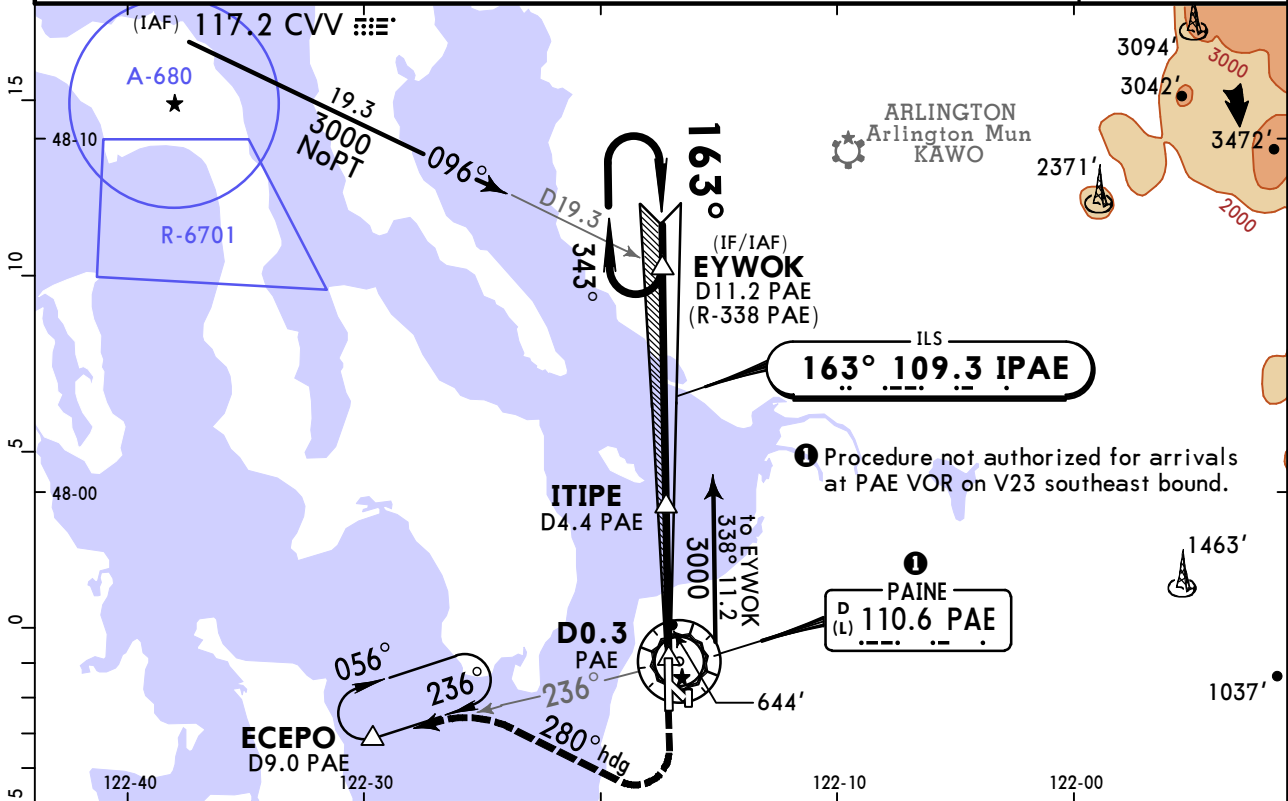
KPAE/PAE SNOHOMISH CO

31 MAY 19 **(11-2)**

CAT A & B

EVERETT, WASH ILS or LOC Y Rwy 16R

| | | | | | | | |
|--|----------------------------------|--------------------------------------|------------------------------------|------------------------------------|--|-------------------------|--|
| ATIS (ASOS when Twr inop) 128.65 | | SEATTLE Approach (R) 128.5 | | *PAINE Tower CTAF 132.95 | | *Ground 121.8 | |
| LOC IPAE 109.3 | Final Apch Crs 163° | GS ITYPE 2000' (1430') | ILS DA(H) 770' (200') | Apt Elev 608' TDZE 570' | | <p>MSA PAE VOR</p> | |
| <p>MISSED APCH: Climb to 1100' then climbing RIGHT turn to 2000' on heading 280° and outbound on PAE VOR R-236 to ECEPO/D9.0 PAE and hold.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. DME required. 2. Simultaneous reception of IPAE and PAE DME required. 3. Circling Rwy 34R not authorized at night. 4. DME from PAE VOR/DME. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 74'). 6. Pilot controlled lighting 132.95.</p> | | | | | | | |



| | | | | | | | | | | | | |
|-----------------|-------|-----|-----|-----|-----|-----|-------|-------|----------|------|--------------------|--------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | 1100' | 2000' | 280° | PAE | ECEPO |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI | ↑ | ↻ on hdg | and | 110.6 R-236 | |
| MAP at D0.3 PAE | | | | | | | | | | | | |

| TERPS | | | | | STRAIGHT-IN LANDING RWY 16R | | | CIRCLE-TO-LAND | | | |
|-------|--|--|--|--|--|--|---------------|--|-------------------------------|--|----------------------------------|
| | | | | | ILS DA(H) 770' (200') | | | LOC (GS out) MDA(H) 940' (370') | | | |
| | | | | | FULL | | TDZ/CL out | | RAIL/ALS out | | C Max Kts 90 120 |
| | | | | | RVR 18 or 1/2 | | RVR 24 or 1/2 | | RVR 40 or 3/4 | | |
| | | | | | RVR 24 or 1/2 | | RVR 55 or 1 | | MDA(H) 1100' (492') -1 | | |
| | | | | | NA | | | NA | | | C |
| | | | | | NA | | | NA | | | D |

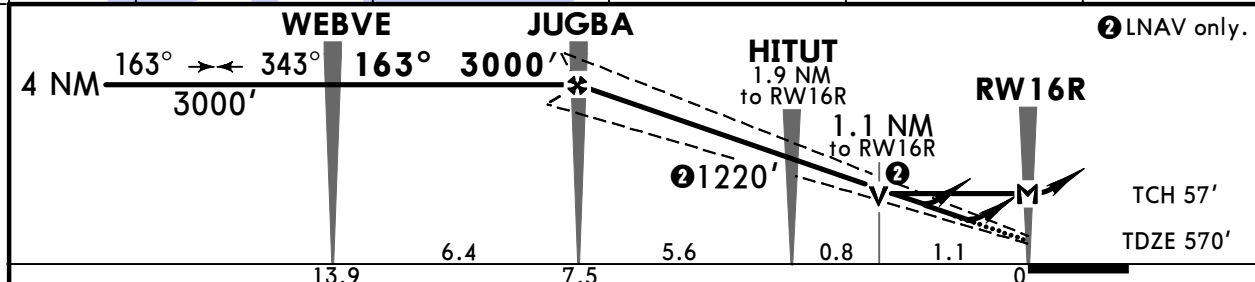
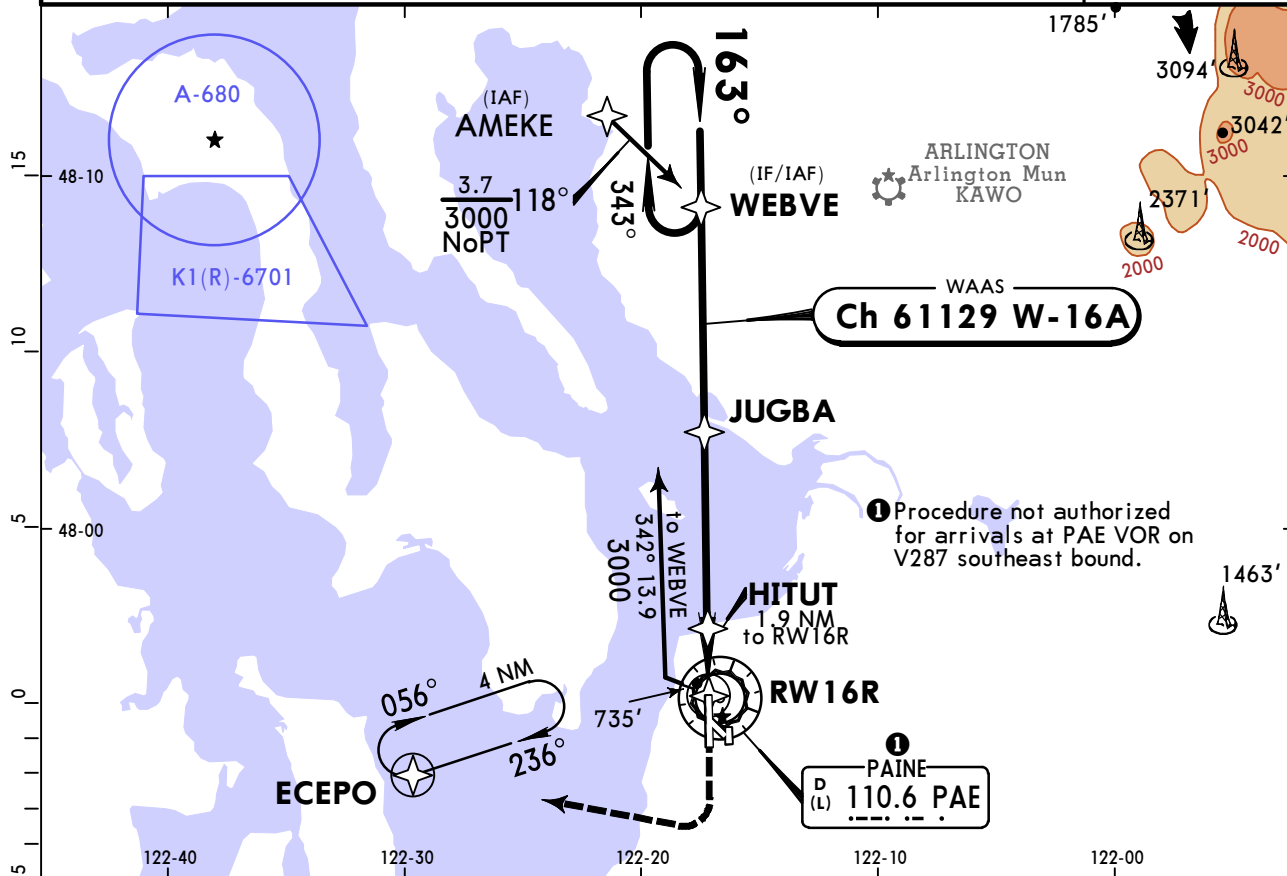
TERPS AMEND 23 7 DEC 2017

KPAE/PAE
SNOHOMISH CO

JEPPESEN
31 MAY 19 (12-1)

EVERETT, WASH
RNAV (GPS) Z Rwy 16R

| | | | | | | | |
|--|--|--------------------------------------|--|---|--|------------------------------------|--|
| ATIS (ASOS when Twr inop) 128.65 | | SEATTLE Approach (R) 128.5 | | *PAINE Tower CTAF 132.95 | | *Ground 121.8 | |
| WAAS Ch 61129 W-16A | | Final Apch Crs 163° | | Minimum Alt JUGBA 3000' (2430') | | LPV DA(H) 770' (200') | |
| | | | | Apt Elev 608' | | TDZE 570' | |
| MISSED APCH: Do not exceed 240 KT until ECEPO. Climb to 1100' then climbing RIGHT turn direct to 3000' direct ECEPO and hold, continue climb-in-hold to 3000'. | | | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Circling Runway 34R not authorized at night. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -5°C (23°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 74'). 5. Pilot controlled lighting 132.95. | | | | | | | |
| | | | | | | | |



| | | | | | | | | | | |
|---------------------------|-------|-----|-----|-----|-----|-----|-------|-------|-------|-----------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | 1100' | 3000' | D → ECEPO |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI | ↑ | RT | |
| LPV, LNAV/VNAV: MAP at DA | | | | | | | | | | |
| LNAV: MAP at RW16R | | | | | | | | | | |

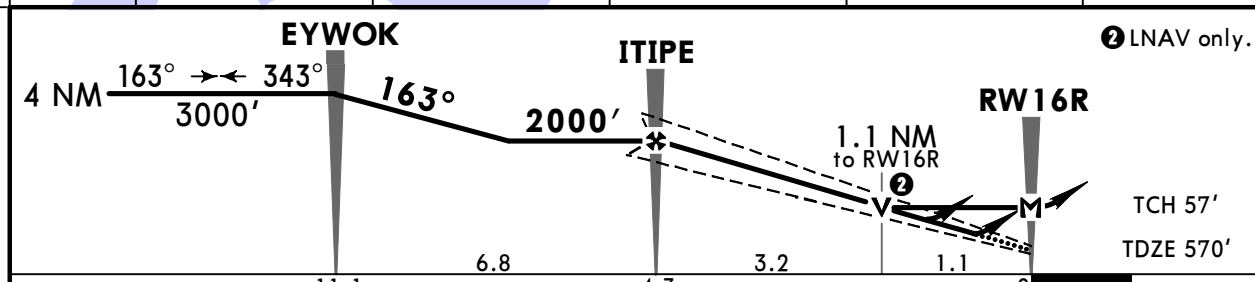
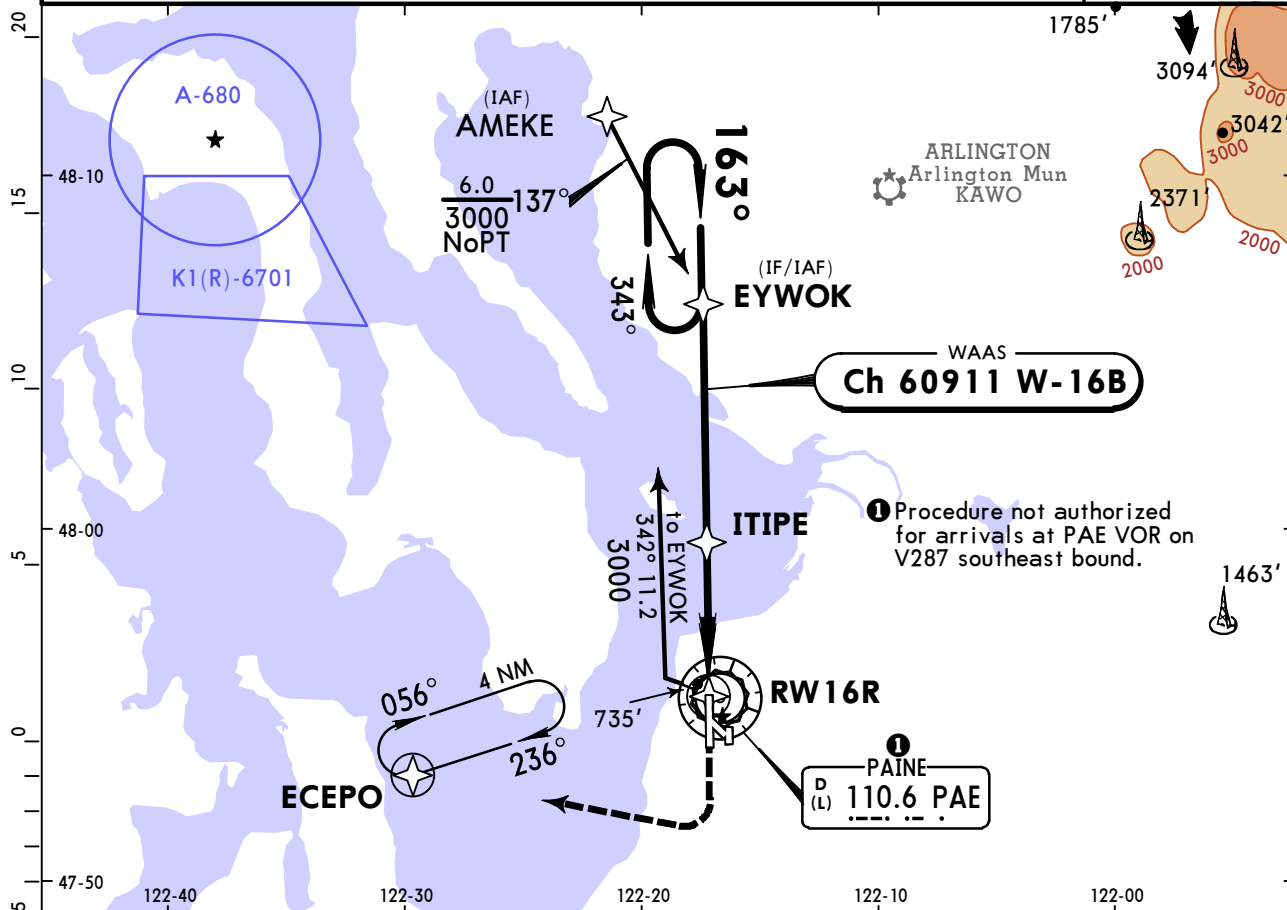
| TERPS | | | | | STRAIGHT-IN LANDING RWY 16R | | | CIRCLE-TO-LAND | |
|---------------------------------|--------|---------------------------------------|--------|--------|------------------------------------|-------------|------------|------------------|-----------------|
| LPV DA(H) 770' (200') | | LNAV/VNAV DA(H) 913' (343') | | | LNAV MDA(H) 1000' (430') | | Max Kts | MDA(H) | |
| TDZ/CL out | | RAIL/ALS out | | | RAIL/ALS out | | | 90 | 1100' (492') -1 |
| A | | | | | | | 120 | 1120' (512') -1½ | |
| B | RVR 18 | RVR 24 | RVR 40 | RVR 30 | RVR 60 | RVR 24 or ½ | 140 | 1160' (552') -2 | |
| C | or ½ | or ½ | or ¾ | or ⅝ | or ⅛ | RVR 40 or ¾ | 165 | | |
| D | | | | | | RVR 60 or ¼ | | | |

KPAE/PAE
SNOHOMISH CO

JEPPESEN
31 MAY 19 **(12-2)** **CAT A & B**

EVERETT, WASH
RNAV (GPS) Y Rwy 16R

| | | | | | | |
|--|----------------------------------|--|------------------------------------|------------------------------------|--|-------------------------|
| ATIS (ASOS when Twr inop) 128.65 | | SEATTLE Approach (R) 128.5 | | *PAINE Tower CTAF 132.95 | | *Ground 121.8 |
| WAAS Ch 60911 W-16B | Final Apch Crs 163° | Minimum Alt ITYPE 2000' (1430') | LPV DA(H) 770' (200') | Apt Elev 608' TDZE 570' | | 7900 MSA RW16R |
| MISSED APCH: Climb to 1100' then climbing RIGHT turn to 2000' direct ECEPO and hold. | | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Circling Runway 34R not authorized at night. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -5°C (23°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 74'). 5. Pilot controlled lighting 132.95. | | | | | | |



| | | | | | | | | | | |
|---------------------------|-------|-----|-----|-----|-----|-----|-------|-------|-------|-----------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | 1100' | 2000' | D → ECEPO |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI | ↑ | |
| LPV, LNAV/VNAV: MAP at DA | | | | | | | | | RT | |
| LNAV: MAP at RW16R | | | | | | | | | | |

| TERPS | | | | | | STRAIGHT-IN LANDING RWY 16R | | CIRCLE-TO-LAND | | |
|---------------------------------|------------------|---------------------------------------|------------------|------------------------------------|-------------|-----------------------------|-------------|-----------------|--|--|
| LPV DA(H) 770' (200') | | LNAV/VNAV DA(H) 894' (324') | | LNAV MDA(H) 1000' (430') | | Max Kts | MDA(H) | | | |
| TDZ/CL out RAIL/ALS out | | RAIL/ALS out | | RAIL/ALS out | | | | 1100' (492') -1 | | |
| A | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 30 or 5/8 | RVR 50 or 1 | RVR 24 or 1/2 | RVR 55 or 1 | | | |
| B | NA | | NA | | NA | | | | | |
| C | NA | | NA | | NA | | | | | |
| D | NA | | NA | | NA | | | | | |

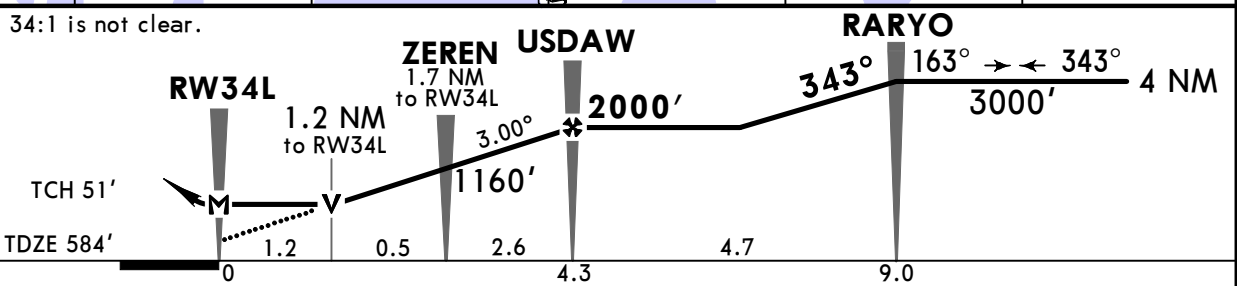
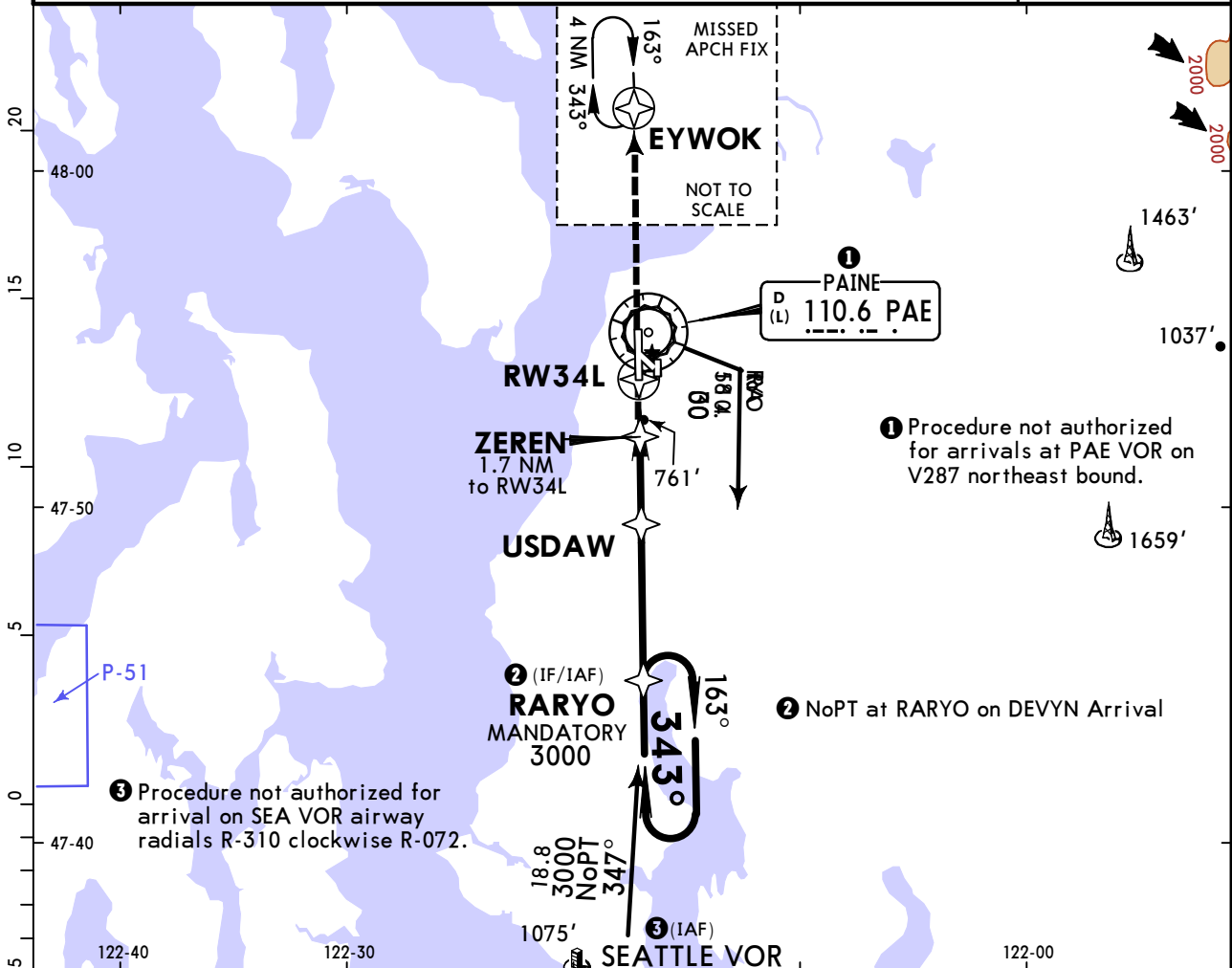
TERPS AMEND 2 7 DEC 2017

KPAE/PAE
SNOHOMISH CO

JEPPESEN
31 MAY 19 **(12-3)**

EVERETT, WASH
RNAV (GPS) Rwy 34L

| | | | | | | | |
|--|-------------------------------|---|------------------------------------|------------------------------------|--|-------------------------|--|
| ATIS (ASOS when Twr inop) 128.65 | | SEATTLE Approach (R) 128.5 | | *PAINE Tower CTAF 132.95 | | *Ground 121.8 | |
| RNAV | Final Apch Crs 343° | Minimum Alt USDAW 2000' (1416') | LNAV MDA(H) 1020' (436') | Apt Elev 608' TDZE 584' | | | |
| MISSED APCH: Climb to 3000' direct EYWOK and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Circling Rwy 34R not authorized at night. 2. DME/DME RNP-0.30 not authorized. 3. Rwy 34L helicopter visibility reduction below 3/4 SM not authorized. 4. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 75'). 5. Pilot controlled lighting 132.95. | | | | | | | |



| | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|----------------|-----------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALS F PAPI | 3000' | EYWOK |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | |
| MAP at RW34L | | | | | | | | | |

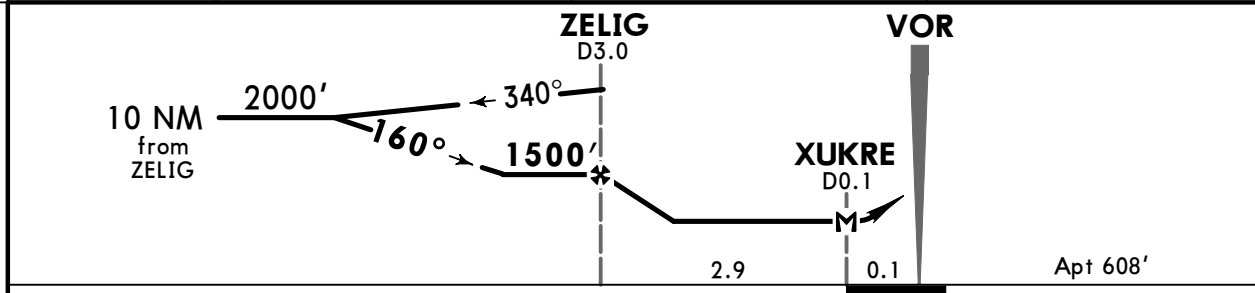
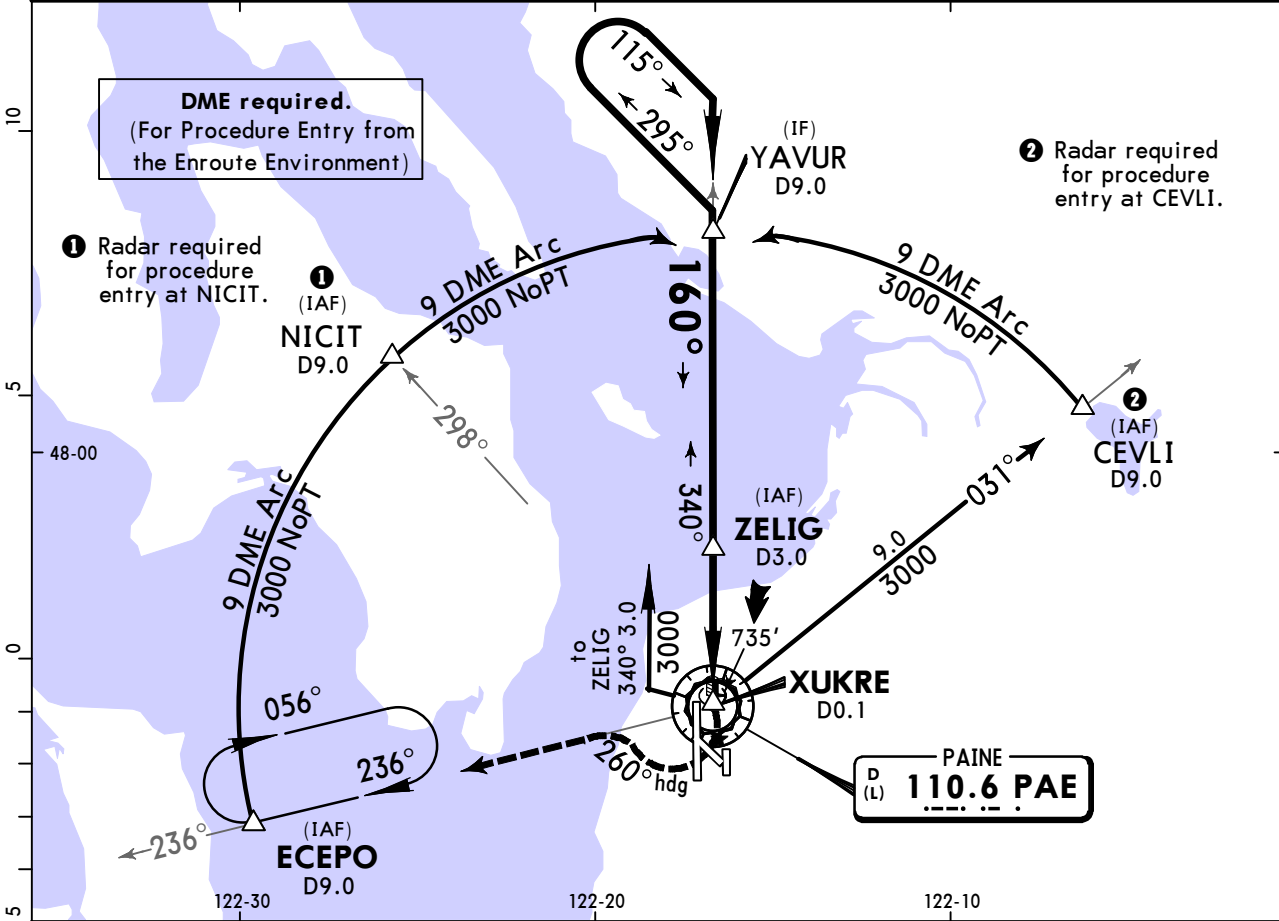
| | | | | | | | | | | | |
|---------------------------------|-----|--|--|-----------------------------|--|--|-----|----------------------|--|--|--|
| TERPS | | | | STRAIGHT-IN LANDING RWY 34L | | | | CIRCLE-TO-LAND | | | |
| LNAV MDA(H) 1020' (436') | | | | ALS out | | | | Max Kts | | | |
| A | 3/4 | | | 1 | | | 90 | 1100' (492') - 1 | | | |
| B | | | | | | | 120 | | | | |
| C | 1 | | | 1 1/4 | | | 140 | 1120' (512') - 1 1/2 | | | |
| D | | | | | | | 165 | 1160' (552') - 2 | | | |

KPAE/PAE
SNOHOMISH CO

JEPPESEN
31 MAY 19 **(13-1)**

EVERETT, WASH
VOR-A

| | | | | | | |
|--|-------------------------------|--|--------------------------------|------------------------------------|--|-------------------------|
| ATIS (ASOS when Twr inop) 128.65 | | SEATTLE Approach (R) 128.5 | | *PAINE Tower CTAF 132.95 | | *Ground 121.8 |
| VOR PAE 110.6 | Final Apch Crs 160° | Minimum Alt ZELIG 1500' (892') | MDA(H) Refer to Minimums | Apt Elev 608' | | |
| MISSED APCH: Climbing RIGHT turn to 2000' on heading 260° and outbound on PAE VOR R-236 to ECEPO/D9.0 PAE and hold. | | | | | | |
| Alt Set: INCHES | | Trans level: FL 180 | | Trans alt: 18000' | | |
| 1. DME required. 2. Circling Rwy 34R not authorized at night. 3. Pilot controlled lighting 132.95. | | | | | | |



| | | | | |
|-----------------------------------|-------------|----------|-----------------|-------|
| Lighting - Refer to Airport Chart | 2000' on RT | 260° hdg | PAE 110.6 R-236 | ECEPO |
|-----------------------------------|-------------|----------|-----------------|-------|

| TERPS | | CIRCLE-TO-LAND | |
|-------|---------|-------------------|--|
| | Max Kts | MDA(H) | |
| | A 90 | 1100' (492') - 1 | |
| | B 120 | 1120' (512') - 1½ | |
| | D 165 | 1160' (552') - 2 | |

TERPS AMEND 07 DEC 2017

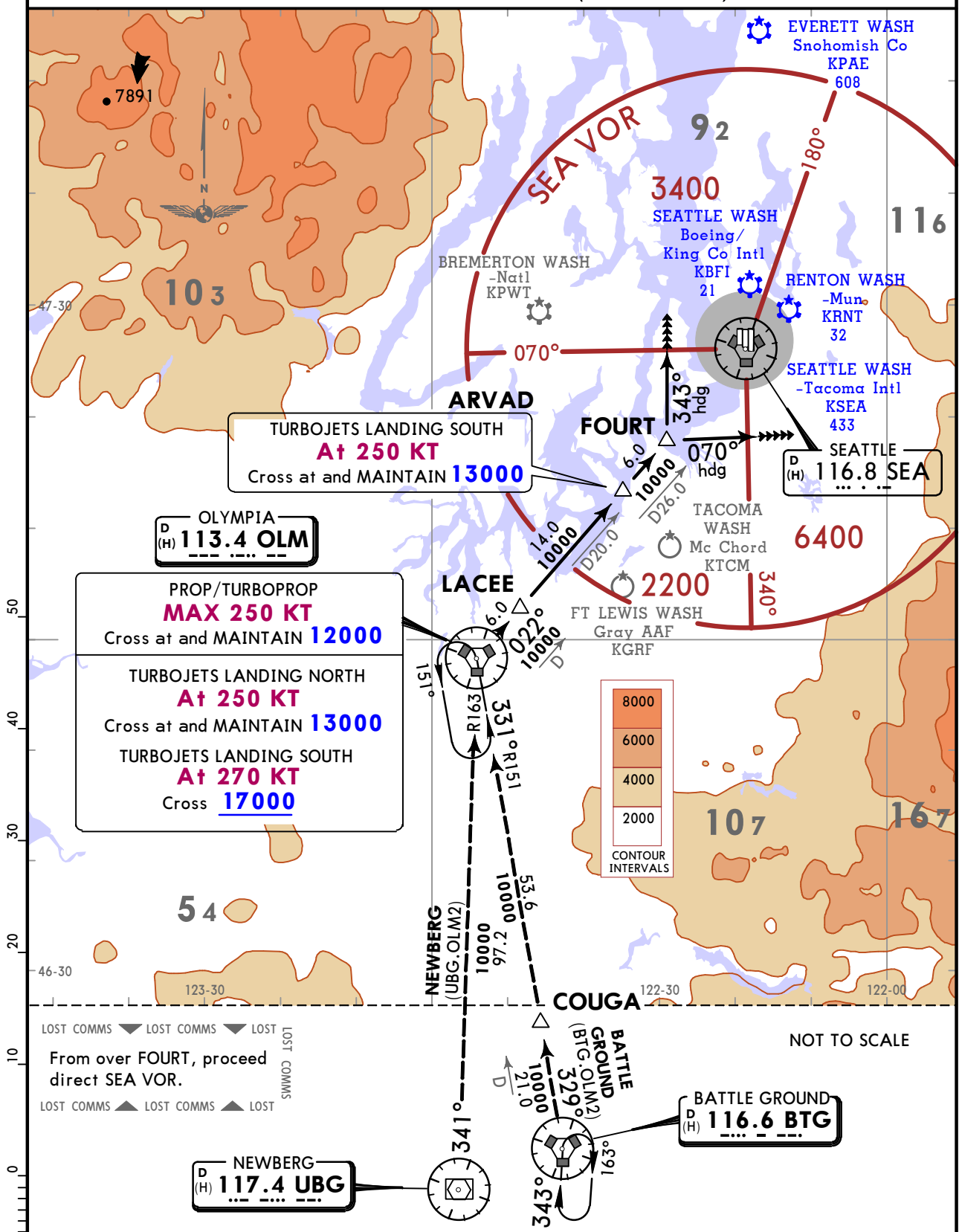
KSEA/SEA
-TACOMA INTL

JEPPESSEN
7 APR 17 **20-2F**

SEATTLE, WASH
STAR

| | | |
|--|----------------------------|--|
| -TACOMA INTL D-ATIS 118.0 | Apt Elev See graphic | Alt set: INCHES Trans level: FL180 1. RADAR and DME required. 2. Landing NORTH & SOUTH restrictions are issued per the Seattle-Tacoma Intl flow. 3. Also serves KBFI, KPAE, KRNT. |
|--|----------------------------|--|

OLYMPIA 2 ARRIVAL (OLM.OLM2)



ROUTING
From over OLM VOR on OLM R022 to LACEE, then on OLM R022 to ARVAD, then on OLM R022 to FOURT.

| AIRPORT | LANDING |
|---------------------------------|--|
| BOEING FIELD TACOMA INTL | NORTH: Depart FOURT heading 070° for vectors to final approach course. SOUTH: Depart FOURT heading 343° for vectors to final approach course. |
| RENTON MUN SNOHOMISH CO | Depart FOURT heading 343° for vectors to final approach course. |

Chart changes since cycle 21-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----|-----------------|-------|----------|----------|
|-----|-----------------|-------|----------|----------|

EVERETT, WA (SNOHOMISH CO - KPAE)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KPAE

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.