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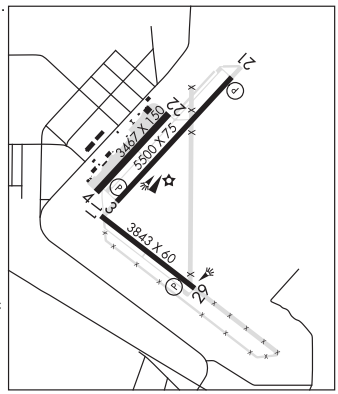
CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Seattle ARTCC at 253-351-3694.
RADIO AIDS TO NAVIGATION: NOTAM FILE ELN.
ELLENSBURG (VH) (DH) VORW/DME 117.9 ELN Chan 126 N47°01.46′ W120°27.50′ 261° 3.0 NM to fld. 1771/21E.
VOR unusable:
001°–024° byd 40 NM
025°–040° byd 25 NM
040°–065° byd 34 NM
065°–075° byd 34 NM blo 18,000′
075°–080° byd 34 NM
081°–089° byd 40 NM
090°–158° byd 10 NM
158°–163° byd 27 NM
163°–248° byd 33 NM
248°–268° byd 33 NM blo 10,000′
288°–296° byd 40 NM
300°–350° byd 25 NM
350°–025° byd 25 NM blo 18,000′
DME unusable:
025°–070° byd 21 NM
070°–090° byd 34 NM
090°–158° byd 10 NM
158°–163° byd 27 NM
163°–268° byd 33 NM
300°–350° byd 21 NM
350°–025° byd 15 NM

EPHRATA MUNI (EPH)(KEPH) 2 SE UTC–8(–7DT) N47°18.48′ W119°31.01′ **SEATTLE**
1276 B NOTAM FILE EPH MON Airport **H–1C, L–13A**
RWY 03–21: H5500X75 (ASPH) S–30, D–60, 2S–114 MIRL **IAP**
RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Ground. Rgt tfc. 0.3% up.
RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 11–29: H3843X60 (ASPH) S–12 MIRL
RWY 11: REIL. Ground.
RWY 29: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 04–22: H3467X150 (ASPH) S–12
RWY 22: Rgt tfc.
SERVICE: S2 **FUEL** 100LL, JET A, A+ **LGT** ACTVT REIL Rwys 03, 11, 21 and 29; MIRL Rwy 03–21 and MIRL Rwy 11–29—CTAF. PAPI Rwy 29, Rwy 03 and Rwy 21 opr consly.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. Conds not mnt Mon–Fri 0000–1500Z‡, conds not mnt Sat–Sun & hols 0000–1500Z‡. Fuel 24 hr credit card svc avbl. Jet–A avbl seven days a week 1500–2300Z‡. Jet–A w/additive avbl seven days a week 1500–2300Z‡. Rwy 04–22 glds use 1 Apr to 1 Nov. Be alert aerobatic acft activity over center of airport.
AIRPORT MANAGER: 509-754-3508
WEATHER DATA SOURCES: ASOS 135.775 (509) 754–3761.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **GRANT COUNTY APP/DEP CON** 126.4 (1400–0600Z‡)
Ⓡ **SEATTLE CENTER APP/DEP CON** 126.1 (0600–1400Z‡)
CLEARANCE DELIVERY PHONE: For CD ctc Grant County Apch at 509-762-2842, when Apch clsd ctc Seattle ARTCC at 253-351-3694.



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AIRSPACE: CLASS E svc 1400–0600Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE EPH.
(VH) (H) VORTACW 112.6 EPH Chan 73 N47°22.68′ W119°25.44′ 201° 5.7 NM to fld. 1250/21E.
VOR unusable:
010°–014° byd 40 NM
042°–054° byd 40 NM
214°–228° byd 40 NM blo 7,000′
214°–228° byd 52 NM blo 10,000′
214°–228° byd 77 NM
229°–247° byd 40 NM
310°–350° byd 25 NM blo 6,500′
310°–353° byd 40 NM
358°–004° byd 40 NM
TACAN AZIMUTH unusable:
280°–295° byd 25 NM blo 7,000′
310°–350° byd 25 NM blo 6,500′
DME unusable:
280°–295° byd 25 NM blo 7,000′
310°–350° byd 25 NM blo 6,500′
COMM/NAV/WEATHER REMARKS: UNICOM mntd intmtly.

EVERETT

SEATTLE PAINE FLD INTL (PAE)(KPAE) P (AR) 6 SW UTC–8(–7DT) N47°54.30′ W122°16.88′ **SEATTLE**
607 B LRA ARFF Index—See Remarks NOTAM FILE PAE **H–1B, L–1D**
RWY 16R–34L: H7000X150 (ASPH–CONC–GRVD) S–120, D–250, 2D–550, 2D/2D2–1120 PCR 710 F/A/X/T **IAP, AD**
HIRL CL
RWY 16R: MALSR. TDZL. RVR–TR Rgt tfc.
RWY 34L: MALSF. PAPI(P4L)—GA 3.0° TCH 75′. RVR–TR Trees.
RWY 16L–34R: H3004X75 (ASPH) S–12.5 PCN 4 F/B/Y/T MIRL
RWY 16L: REIL. PAPI(P2L)—GA 3.25° TCH 24′. Pole.
RWY 34R: REIL. PAPI(P2L)—GA 3.0° TCH 22′. Pole. Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 16L: TORA–3004 TODA–3004 ASDA–3004 LDA–3004
RWY 16R: TORA–7000 TODA–7000 ASDA–7000 LDA–7000
RWY 34L: TORA–7000 TODA–7000 ASDA–7000 LDA–7000
RWY 34R: TORA–3004 TODA–3004 ASDA–3004 LDA–3004
SERVICE: S4 **FUEL** 100LL, JET A **OX** 1, 3 **LGT** When ATCT clsd, ACTVT MALSR Rwy 16R; MALSF Rwy 34L; HIRL Rwy 16R–34L—CTAF. PAPI Rwy 34L opr consly. **MILITARY—FUEL** 100LL self svc avbl H24 with credit card at ctl ramp. Hel self svc NA. Aft hr – 425–355–6600.
NOISE: Noise sens arpt; noise abatement proc req unless drctd by ATCT; itnrnt arr and low apch of sml acft over 250 horse pwr auzd Rwys 16L and 34R. 0500–1500Z‡ if wind and per allow arr Rwy 16R; dep Rwy 34L. Noise abatement and tfc proc – 425–388–5125. Itnrnt dep of sml acft ovr 250 horse pwr Rwy 34R. Lrg acft fly W pat ovr wtr; sml acft fly E pat ovr arpt. Avoid low lvl otfc of Boeing Ramp NE corner of arpt. Alert; Rwy 16R–34L cnvgg tfc base to fnl 0500–1500Z‡. Trng ops NA aft 0600Z‡.
AIRPORT REMARKS: Attended 1500–0500Z‡. Arpt conds unmnt btn 0800–1400Z‡. Birds on and invof arpt. First 1000 ft of Rwy 16R conc. Tkof clnc Rwy 16R full len; ent rwy via Twy A1 unless Twy AA specified. Rwy 16L–34R CLOSED 0500–1500Z‡; avoid int dep; ltd to hel 8000 lbs or less; runup areas near areas Twy F1, F5, G4 and non–mov area W of Twy G1. Trng ops NA after 0600Z‡. Rwy 16R–34L when ATCT clsd int dep NA. Tgl NA 1500–1700Z‡ Mon–Fri. Runup area at Twy A4. Tsnt hel exp lndg/tkof on Twy B. CTN: 80 ft lgt poles SW edge of Bravo ramp. 100LL self svc H24 with credit card at ctl ramp. Hel self svc NA. Aft hr —425–355–6600. Avoid low lvl otfc of Boeing Ramp NE corner of arpt. Class I, ARFF Index B. Clsd to unsked ACR ops gtr than 30 pax seats 0500–1500Z‡; exc PPR—425–388–5125. Divd flts NA exc emerg or PPR — arpt ops 425–388–5125. Medevac svcs are conducted fm the FBO at the Bravo ramp. Twy C btn trml ramp and ctl ramp rstrd wingspan 68 ft or less. Twy D, F, G and L rstrd wingspan less than 49 ft. Twy A4, A5, K7 and B rstrd wingspan less than 118 ft. Txl H rstrd wingspan less than 49 ft. Txl E rstd wingspan less than 171 ft. Acft wingspan 171 ft or gtr on Txl E, tug ops only. East 500 ft of taxilane E rstrd to winspan less than 49 ft. Twy K1 clsd under 30,000 lb. S 1200 ft E edge Twy A, Txl E fm SE corner of W hngrs to Twy A and Txl H fm NW edge of W hngrs to Txl E not vsb fm ATCT. Boeing ramp aces PPR – 206–544–5900. Bfr tax to Boeing ramp ctc Boeing twr 123.475 or call 425–342–5900. Lndg fee ovr 30,000 lb GWT. NOTE: See Special Notices—Arrival Alert.
AIRPORT MANAGER: 425-388-5125
WEATHER DATA SOURCES: ASOS (425) 355–6192 LAWRS.
COMMUNICATIONS: CTAF 132.95 **ATIS** 128.65 425–355–9797 **UNICOM** 122.95
Ⓡ **SEATTLE APP/DEP CON** 128.5
PAINE TOWER 132.95 (Rwy 16R–34L) 120.2 (Rwy 16L–34R) (1500–0500Z‡) **GND CON** 121.8 **CLNC DEL** 127.175
CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc Seattle Apch at 206-214-4722.
AIRSPACE: CLASS D svc 1500–0500Z‡; other times CLASS E.

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