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General Information

Location: Walla Walla WA USA
IATA Code: ALW
Lat/Long: N46° 05.7' W118° 17.3'
Elevation: 1194 ft

Airport Use: Public
Magnetic Variation: 15.3°E
Sectional Chart: Seattle

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

Sunrise: 1436 Z
Sunset: 0136 Z,

Runway Information

Runway: 02
Length x Width: 6527 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1173 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 07
Length x Width: 4486 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1163 ft

Runway: 16
Length x Width: 5948 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1139 ft

Runway: 20
Length x Width: 6527 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1194 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 25
Length x Width: 4486 ft x 150 ft

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Surface Type: asphalt
TDZ-Elev: 1184 ft

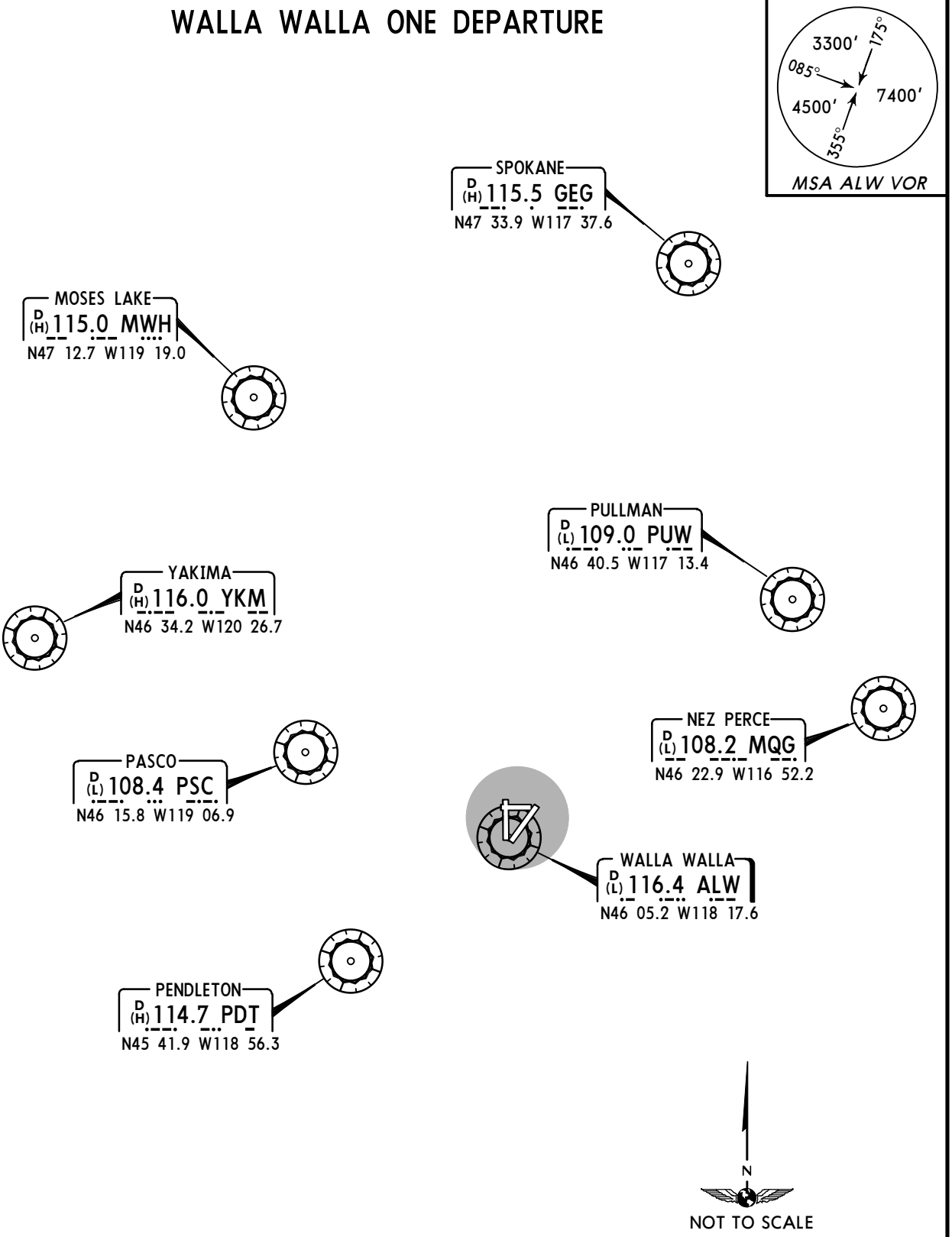
Runway: 34
Length x Width: 5948 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1145 ft

Communication Information

ASOS 135.875
Walla Walla Tower 118.5 CTAF PCL
Walla Walla Ground Control 121.6
Chinook Approach Control 133.15
Chinook Departure Control 133.15
Seattle Flight Service Station 122.3 RCO
Seattle Center 132.6 Remote Communications Air-Ground

*CHINOOK Departure (R)	SEATTLE Center (R)	Apt Elev	
133.15	**132.6** when Dep inop.	1191′	Trans level: FL 180 Trans alt: 18000′ ATC may assign turns and magnetic headings of 195° clockwise through 020° in the initial clearance.

WALLA WALLA ONE DEPARTURE



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

If not in contact with Departure Control after reaching **2500′** continue climb to assigned altitude and proceed direct to ALW, then via assigned route.

INITIAL CLIMB

Climb via specified turn and heading for vector to assigned route.

CHANGES: Chinook Departure, new format.

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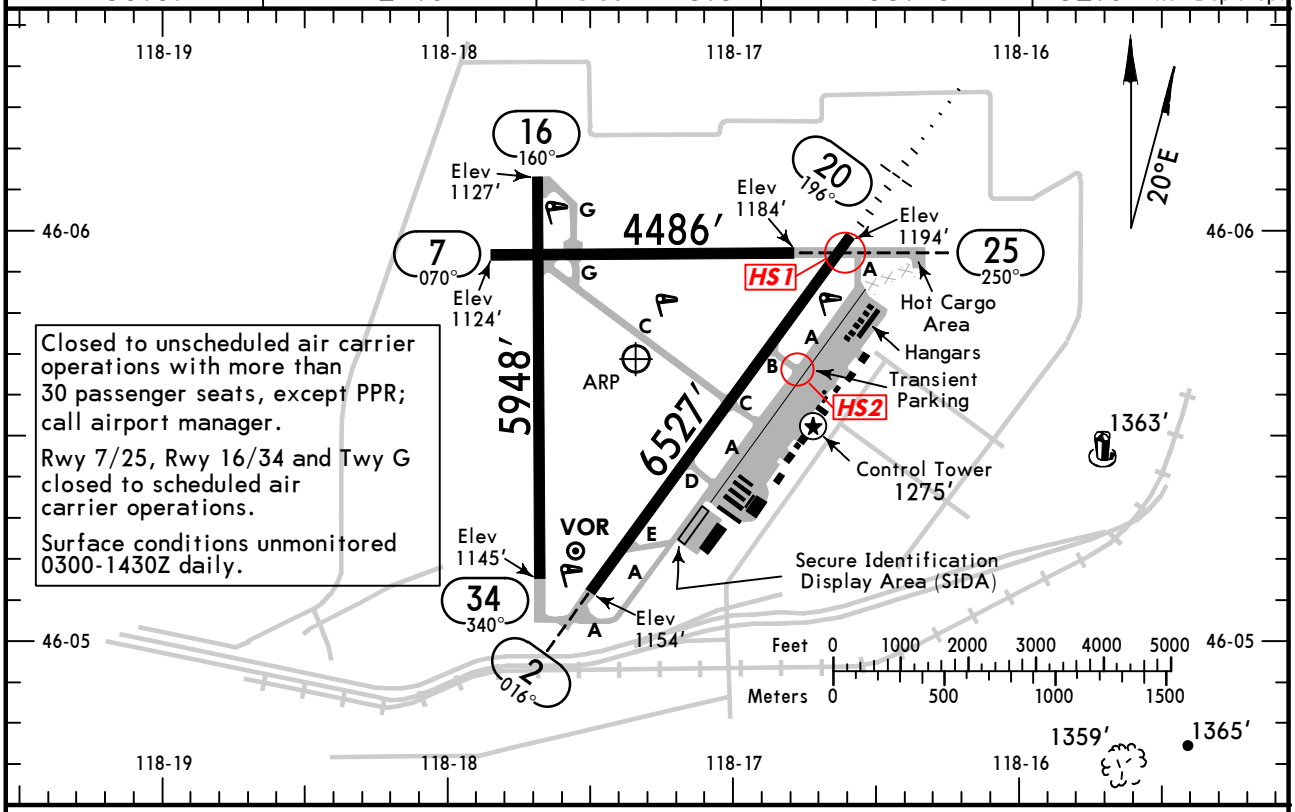
ASOS	*WALLA WALLA Ground	*Tower	*CHINOOK Departure (R)	SEATTLE Center (R)
135.87	121.6	CTAF 118.5	133.15	132.6 when Dep inop.



Closed to unscheduled air carrier operations with more than 30 passenger seats, except PPR; call airport manager.

Rwy 7/25, Rwy 16/34 and Twy G closed to scheduled air carrier operations.

Surface conditions unmonitored 0300-1430Z daily.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
2 ❶ 20	❷ HIRL ❷ REIL ❷ PAPI-L (angle 3.0°)				150′
	❷ HIRL ❷ MALSR ❷ PAPI-L (angle 3.0°) RVR		5477′		
7 ❸❹ 25					150′
16 ❸❹ 34					150′

❶ Grooved. ❷ Activate on 118.5 when Twr inop.
❸ Closed to scheduled air carrier operations.
❹ Large cracks and surface variations may impair directional control.

RUNWAY INCURSION HOT SPOTS

HS1

For information only, not to be construed as ATC instructions.

HS1 Wrong Rwy departure risks exist when departing Rwy 20 or 25.

HS2 Pilots sometimes taxi past Twy A onto Rwy 2/20 without permission. Twy A runs on north edge of ramp prior to Twy B entrance to Rwy 2/20.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	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

Rwys 2, 7, 20, 25, 34 - turn left. Rwy 16 - turn right. All aircraft: climb to 2500′ via ALW VOR R-195, then climbing right turn direct ALW VOR to cross ALW VOR at or above MEA or MCA for route of flight.

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	RNAV (GPS) Rwy 2	ILS Z Rwy 20 LOC DME Z Rwy 20	ILS Y Rwy 20 LOC Y Rwy 20	❶ RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 20 VOR DME Rwy 2	VOR Rwy 16 NDB Rwy 20
A	800-2	800-2	1100-2	800-2	NA
B					
C		800- 2¼	1100-3		
D	800-2½	800- 2½		800-2½	

❶ Not authorized at night.

AMEND 4

CHANGES: Hot spots added.

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KALW/ALW
WALLA WALLA REGL

JEPPESEN
23 JUL 10
Eff 29 Jul
(11-1)

WALLA WALLA, WASH
ILS or LOC DME Z Rwy 20

BRIEFING STRIP ™

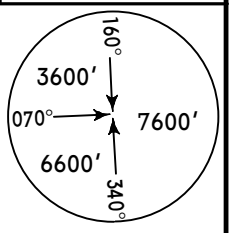
ASOS	*CHINOOK Approach (R)	SEATTLE Center (R)	*WALLA WALLA Tower	*Ground
135.87	133.15	132.6 when App inop.	CTAF 118.5	121.6

LOC IALW	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 1194′
111.7	196°	TRINA 3072′ (1878′)	1394′ (200′)	TDZE 1194′

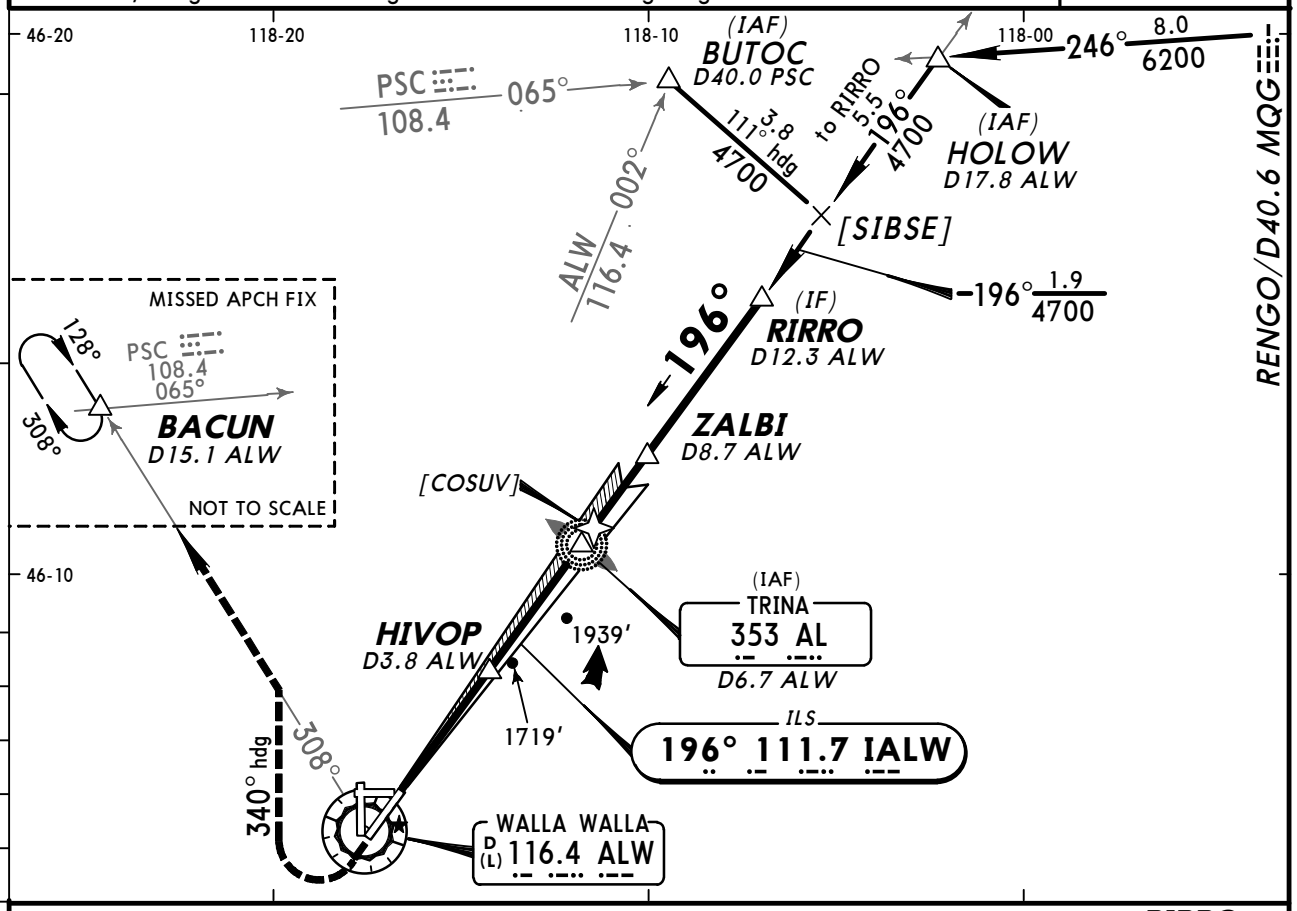
MISSED APCH: Climb to 1600′ then climbing RIGHT turn to 4000′ via heading 340° and ALW VOR R-308 to BACUN INT/D15.1 ALW and hold.

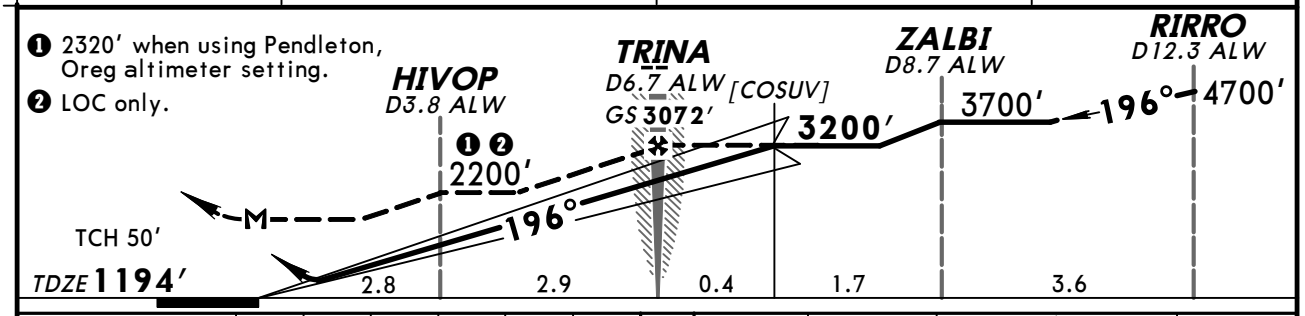
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. DME from ALW VOR. Simultaneous reception of IALW and ALW VOR required. 3. Use local altimeter setting; if not received, use Pendleton, Oreg altimeter setting. 4. Pilot controlled lighting 118.5.



MSA AL LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
TRINA to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08

MALSR / PAPI | 1600′ | 4000′ via RT | 340° hdg | ALW 116.4 R-308

STRAIGHT-IN LANDING RWY 20

	ILS DA(H) 1394′ (200′) With Local Altimeter Setting		ILS DA(H) 1514′ (320′) With Pendleton, Oreg Altimeter Setting		LOC (GS out) MDA(H) 1980′ (786′) With Local Altimeter Setting			LOC (GS out) MDA(H) 2100′ (906′) With Pendleton, Oreg Altimeter Setting		
	FULL	RAIL or ALS out	FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	❶ RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 60 or 1¼	
B					RVR 40 or ¾	RVR 60 or 1¼				
C					1¾	2¼		2¼	2¾	
D					2	2½		NA		

❷ CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1980′ (786′)-1
120	1980′ (786′)-1¼
140	1980′ (786′)-2¼
165	1980′ (786′)-2½

❶ RVR 18 authorized with Flight Director or Autopilot or HUD to DA.
❷ With Pendleton, Oreg altimeter setting: MDA(H) 2100′ (906′) visibility A: 1¼; B: 1¼; C: 2¾; D: NA.

TERPS AMEND 0 29 JUL 2010

CHANGES: New procedure.

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KALW/ALW
WALLA WALLA REGL

JEPPESEN
23 JUL 10
Eff 29 Jul
(11-2)

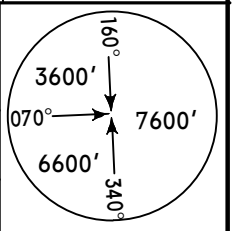
WALLA WALLA, WASH
ILS or LOC Y Rwy 20

ASOS	*CHINOOK Approach (R)	SEATTLE Center (R)	*WALLA WALLA Tower	*Ground
135.87	133.15	132.6 when App inop.	CTAF 118.5	121.6

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 1194'
IALW 111.7	196°	TRINA 3072' (1878')	1394' (200')	TDZE 1194'

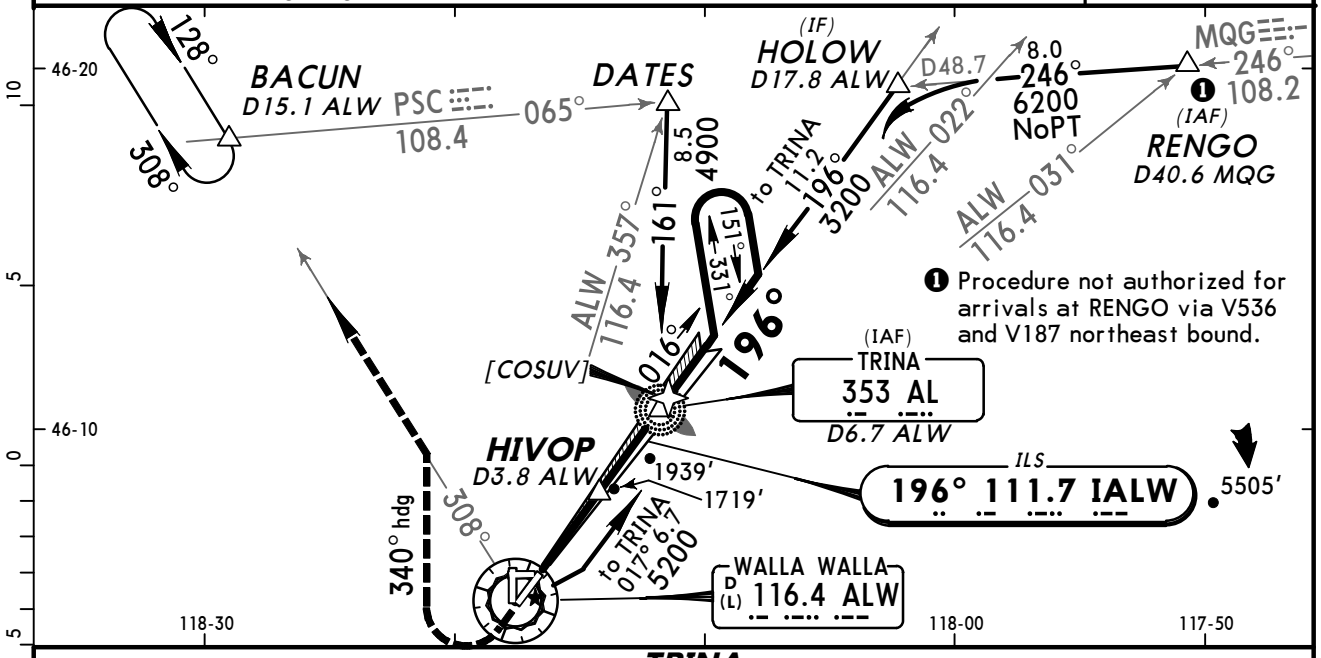
MISSED APCH: Climb to 1600' then climbing RIGHT turn to 4000' via heading 340° and ALW VOR R-308 to BACUN INT/D15.1 ALW and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use local altimeter setting; if not received, use Pendleton, Oreg altimeter setting.
2. Pilot controlled lighting 118.5.



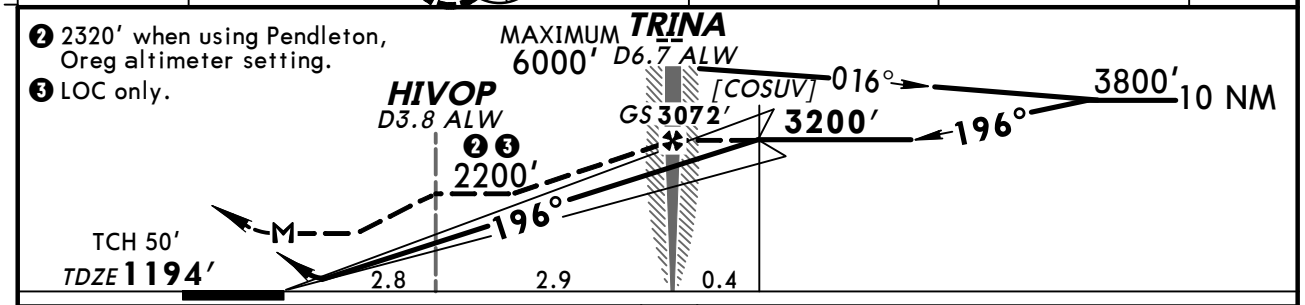
MSA AL LOM

BRIEFING STRIP ™



❶ Procedure not authorized for arrivals at RENGO via V536 and V187 northeast bound.

❷ 2320' when using Pendleton, Oreg altimeter setting.
❸ LOC only.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
TRINA to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08

MALSR / PAPI | 1600' | 4000' via RT | 340° hdg | ALW 116.4 R-308

STRAIGHT-IN LANDING RWY20
With Local Altimeter Setting

	ILS DA(H) 1394' (200') FULL	ILS DA(H) 1394' (200') RAIL or ALS out	LOC (GS out) MDA(H) 1980' (786') With HIVOP:			LOC (GS out) MDA(H) 2200' (1006') Without HIVOP:	
				RAIL out	ALS out		RAIL out / ALS out
A	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1 1/4
B			RVR 40 or 3/4	RVR 60 or 1 1/4		RVR 50 or 1	1 1/2
C			1 3/4	2 1/4		2 1/2	3
D			2	2 1/2			

❷ CIRCLE-TO-LAND
With Local Altimeter Setting
With HIVOP

Max Kts	MDA(H)
90	1980' (786') - 1
120	1980' (786') - 1 1/4
140	1980' (786') - 2 1/4
165	1980' (786') - 2 1/2

With Pendleton, Oreg Altimeter Setting

	ILS DA(H) 1514' (320') FULL	ILS DA(H) 1514' (320') RAIL or ALS out	LOC (GS out) MDA(H) 2100' (906') With HIVOP			LOC (GS out) MDA(H) 2320' (1126') Without HIVOP	
				RAIL out	ALS out		RAIL out / ALS out
A	❶ RVR 24 or 1/2	RVR 60 or 1 1/4	RVR 40 or 3/4	RVR 60 or 1 1/4		RVR 40 or 3/4	RVR 60 or 1 1/4
B						RVR 50 or 1	1 1/2
C			2 1/4	2 3/4		2 1/2	3
D	NA		NA			NA	

❸ With Pendleton, Oreg Altimeter Setting
With HIVOP

Max Kts	MDA(H)
90	2100' (906') - 1 1/4
120	2100' (906') - 1 1/4
140	2100' (906') - 2 3/4
D	NA

❶ RVR 18 authorized with Flight Director or Autopilot or HUD to DA.
❷ Without HIVOP: MDA(H) 2200' (1006') visibility A: 1 1/4 ; B: 1 1/2 ; C, D: 3.
❸ Without HIVOP: MDA(H) 2320' (1126') visibility A: 1 1/4 ; B: 1 1/2 ; C: 3; D: NA.

TERPS AMEND 9 29 JUL 2010

CHANGES: Procedure.

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KALW/ALW
WALLA WALLA REGL

JEPPESEN

14 DEC 07 (12-1) Eff 20 Dec

WALLA WALLA, WASH
RNAV (GPS) Rwy 2

ASOS	*CHINOOK Approach (R)	SEATTLE Center (R)	*WALLA WALLA Tower	*Ground
135.87	133.15	132.6 when App inop.	CTAF 118.5	121.6

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	
Ch 72805 W-02A	016°	ORAHU 2800′ (1627′)	1423′ (250′)	Apt Elev 1194′ TDZE 1173′

MISSED APCH: Climb to 4000′ direct TRINA and via 341° track to DATES and hold.

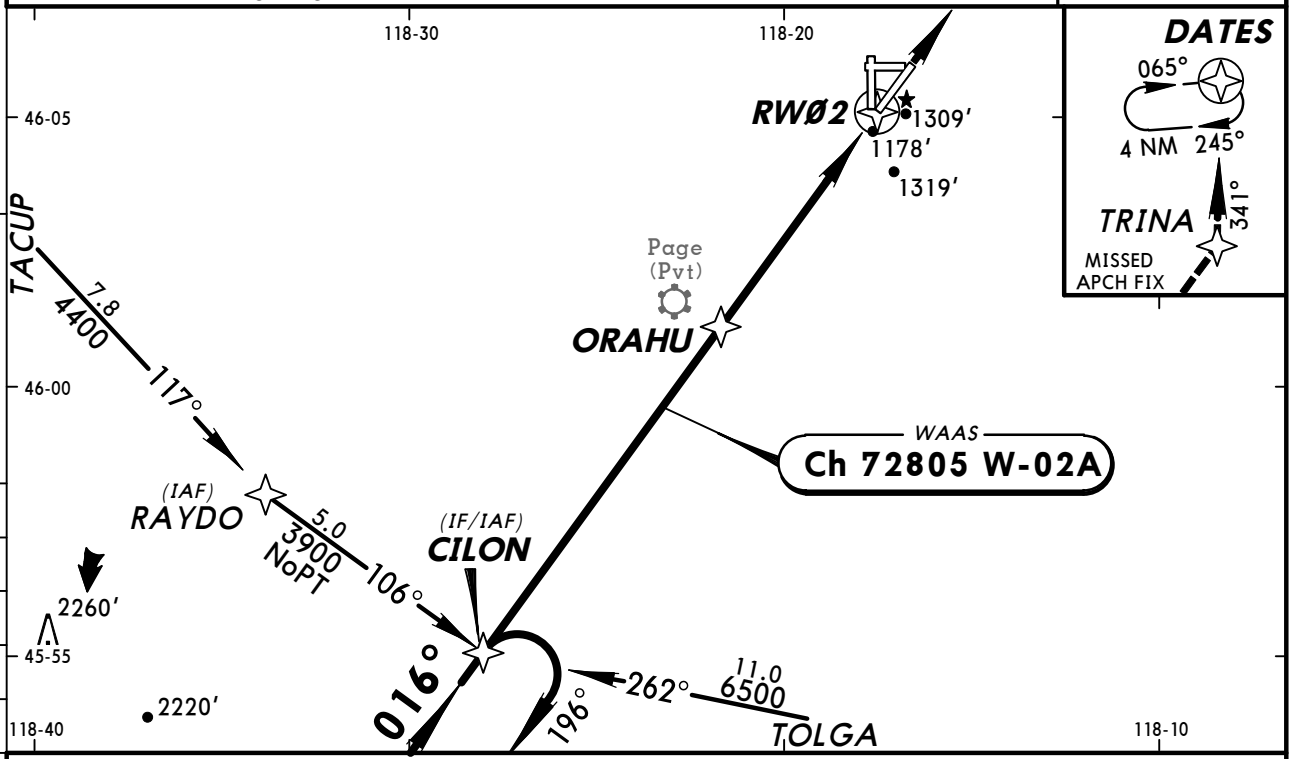
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

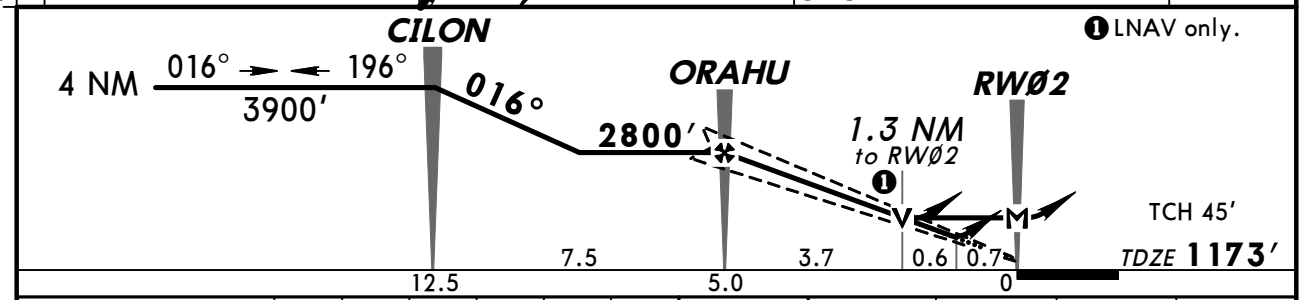
1. Use local altimeter setting; if not received, use Pendleton, Oreg altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F).
4. VDP and Baro-VNAV not authorized when using Pendleton, Oreg altimeter setting.
5. Pilot controlled lighting 118.5.

7600′

MSA RWØ2

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ2						

REIL PAPI-L 4000′ TRINA

STRAIGHT-IN LANDING RWY 2 With Local Altimeter Setting	LPV DA(H) 1423′ (250′)	LNAV/VNAV DA(H) 1612′ (439′)	LNAV MDA(H) 1620′ (447′)	CIRCLE-TO-LAND With Local Altimeter Setting Max Kts	MDA(H)
A	1	1½	1	90	1760′ (566′)-1
B				120	
C			1¼	140	1820′ (626′)-1¾
D			1½	165	1980′ (786′)-2½

With Pendleton, Oreg Altimeter Setting	DA(H) 1543′ (370′)	DA(H) 1732′ (559′)	MDA(H) 1740′ (567′)	With Pendleton, Oreg Altimeter Setting Max Kts	MDA(H)
A	1¼	2	1	90	1880′ (686′)-1
B				120	
C			1½	140	1940′ (746′)-2¼
D			1¾	165	2100′ (906′)-3

AMEND 1 TERPS

CHANGES: Procedure.

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KALW/ALW
WALLA WALLA REGL

JEPPESEN 14 DEC 07 (12-2) Eff 20 Dec

WALLA WALLA, WASH
RNAV (GPS) Rwy 16

BRIEFING STRIP™

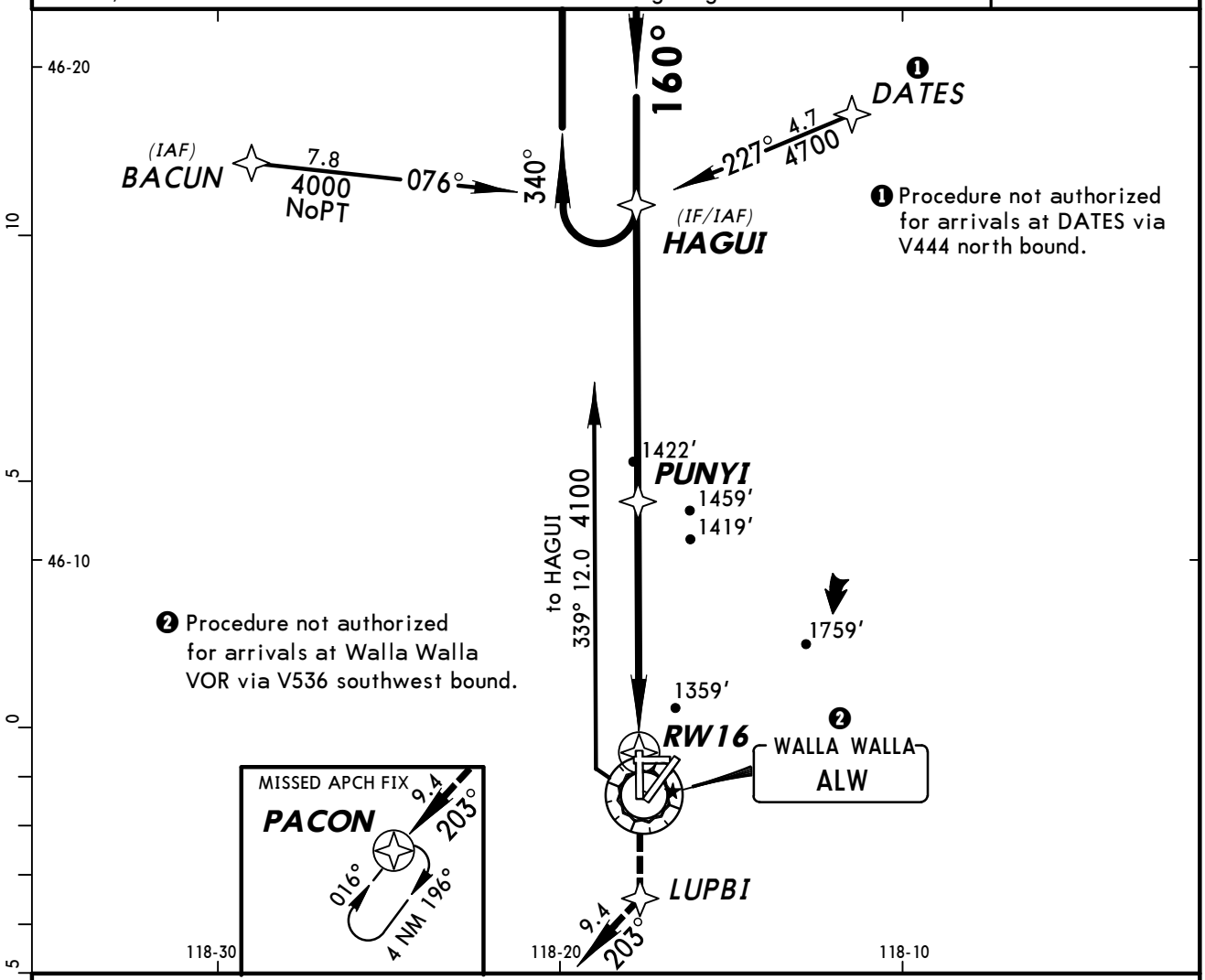
ASOS	*CHINOOK Approach (R)	SEATTLE Center (R)	*WALLA WALLA Tower	*Ground
135.87	133.15	132.6 when App inop.	CTAF 118.5	121.6

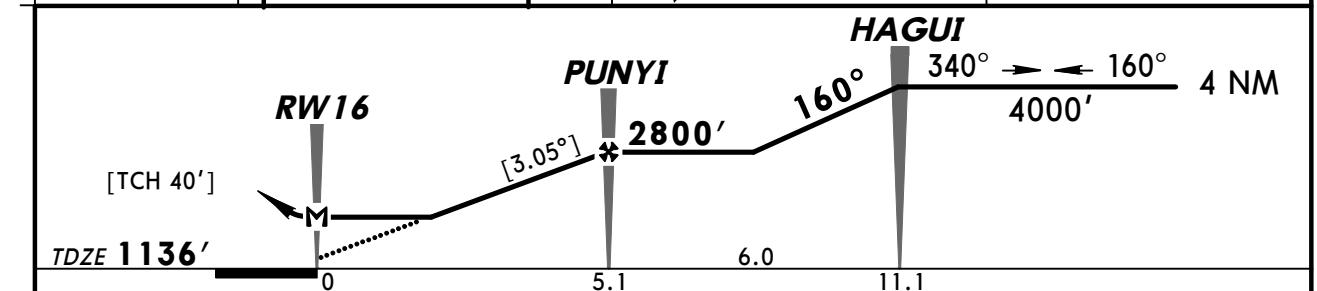
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 1194′
	160°	PUNYI 2800′ (1664′)	1660′ (524′)	TDZE 1136′

MISSED APCH: Climb to 4000′ direct LUPBI and via 203° track to PACON and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME/DME RNP-0.3 not authorized. 2. Pilot controlled lighting 118.5.

7600′
MSA RW16





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW16						

4000′ ↑ | D | LUPBI

TERPS AMEND 0

STRAIGHT-IN LANDING RWY16 LNAV MDA(H) 1660′ (524′)	DAY	NIGHT
A	1	NA
B		
C	1½	
D	1¾	

CIRCLE-TO-LAND Max Kts	DAY MDA(H)	NIGHT
90	1760′ (566′)-1	NA
120		
140	1820′ (626′)-1¾	
165	1980′ (786′)-2½	

CHANGES: Airport elevation.

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KALW/ALW
WALLA WALLA REGL

JEPPESEN

29 DEC 06 (12-3)

WALLA WALLA, WASH
RNAV (GPS) Rwy 20

ASOS	*CHINOOK Approach (R)	SEATTLE Center (R)	*WALLA WALLA Tower	*Ground
135.87	133.15	132.6 when App inop.	CTAF 118.5	121.6

BRIEFING STRIP™

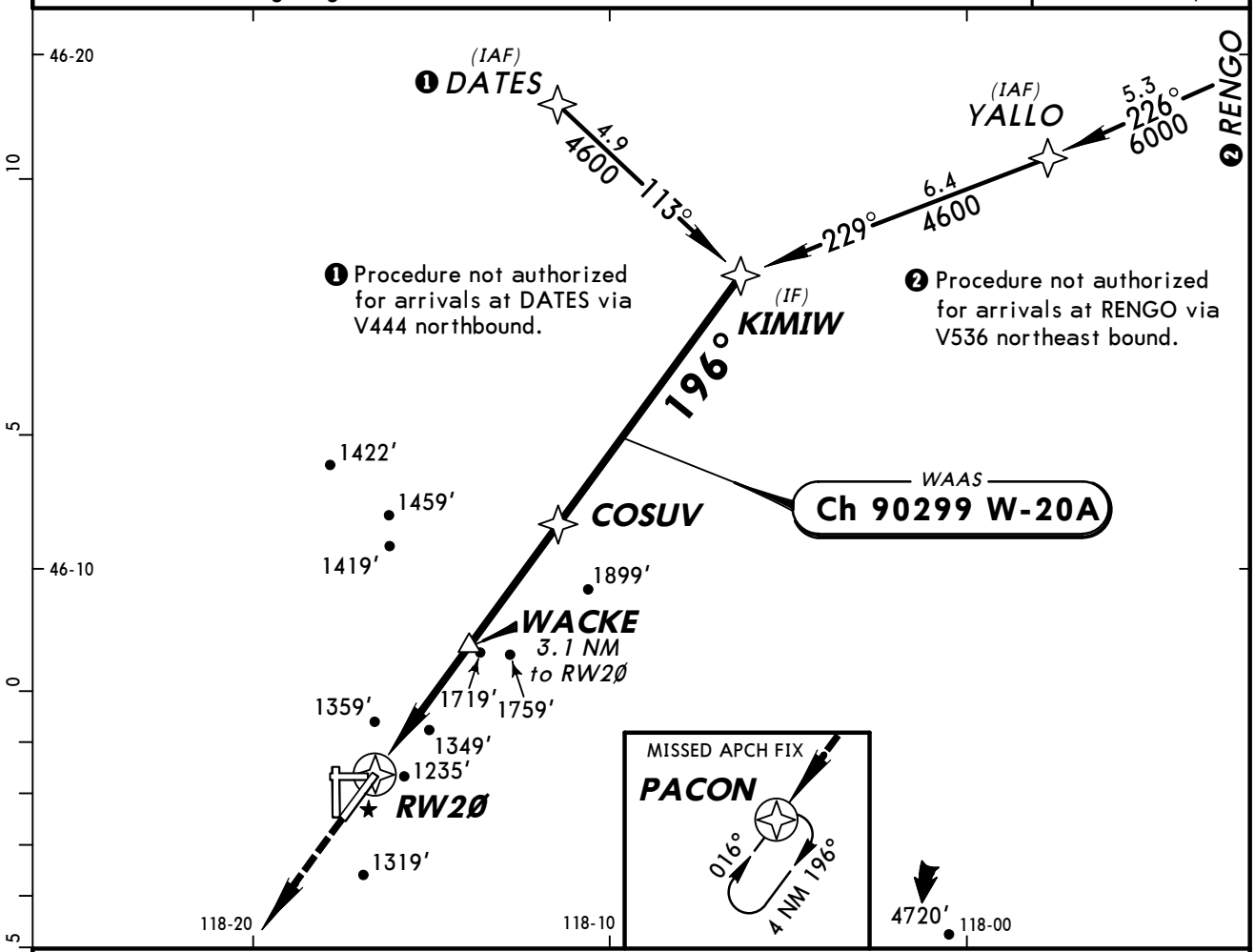
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1194′
Ch 90299 W-20A	196°	COSUV 3200′ (2006′)	1444′ (250′)	TDZE 1194′

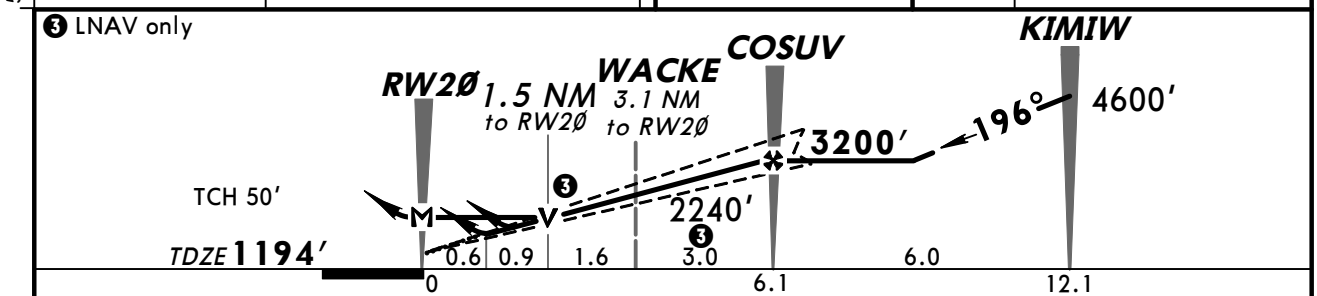
MISSED APCH: Climb to 4000′ direct PACON and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Baro-VNAV not authorized below -17°C (2°F). 2. DME/DME RNP-0.3 not authorized.
3. Pilot controlled lighting 118.5.

7600′ MSA RW2Ø





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW2Ø						

MALSR 4000′ PACON

STRAIGHT-IN LANDING RWY20

	LPV DA(H) 1444′ (250′)		LNAV/VNAV DA(H) 1694′ (500′)		LNAV MDA(H) 1720′ (526′)		
		RAIL or ALS out		RAIL out | ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C					RVR 50 or 1	1½	
D					RVR 60 or 1¼	1¾	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1760′ (566′)-1¾
120	
140	1820′ (626′)-1¾
165	1980′ (786′)-2½

AMEND 0A TERPS

CHANGES: Airport elevation, TDZE, minimums.

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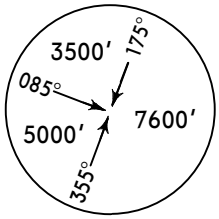
ASOS	*CHINOOK Approach (R)	SEATTLE Center (R)	*WALLA WALLA Tower	*Ground
135.87	133.15	132.6 when App inop.	CTAF 118.5	121.6

BRIEFING STRIP™

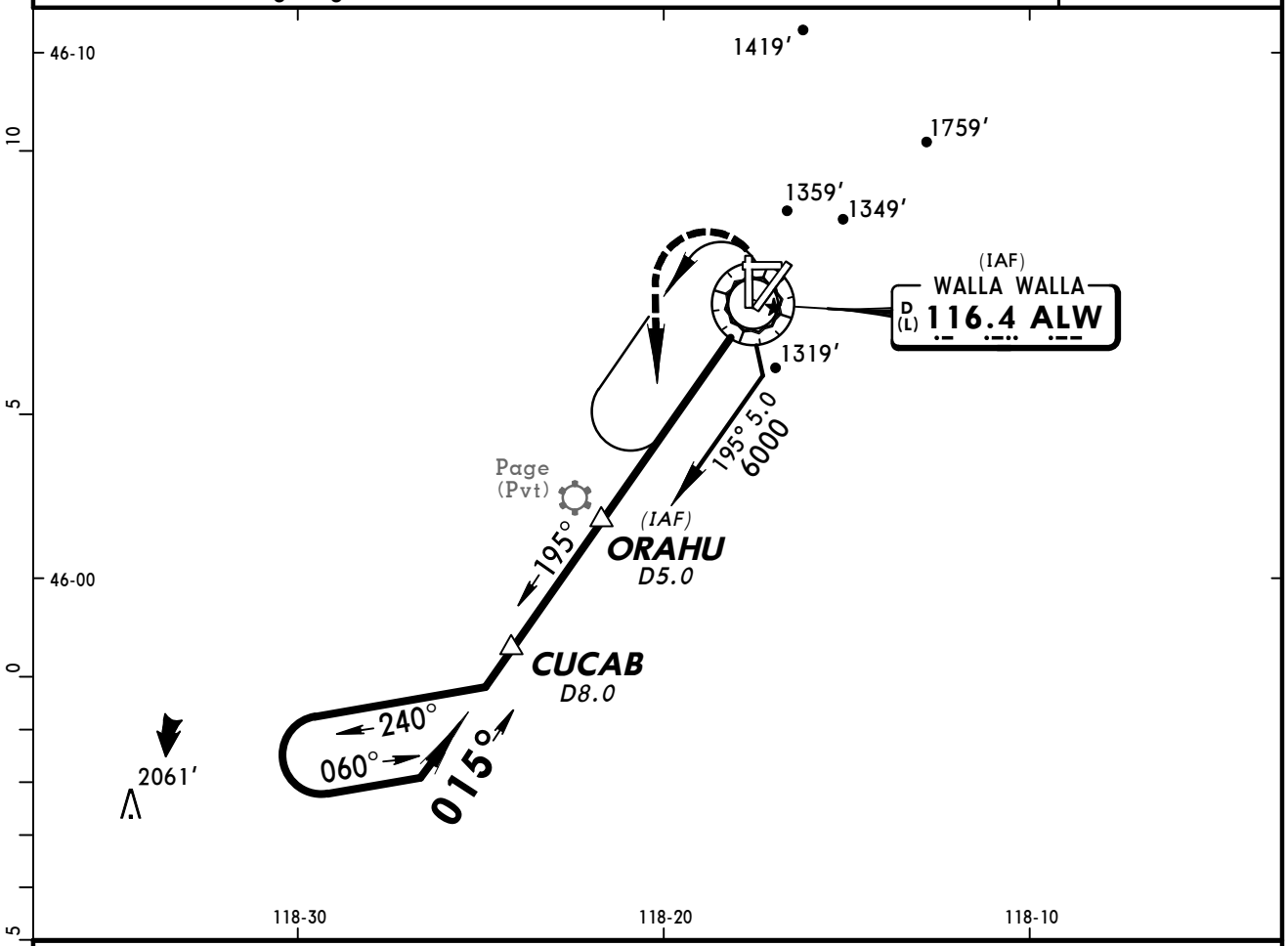
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1191′
ALW 116.4	015°	ORAHU 2800′ (1625′)	1580′ (405′)	TDZE 1175′

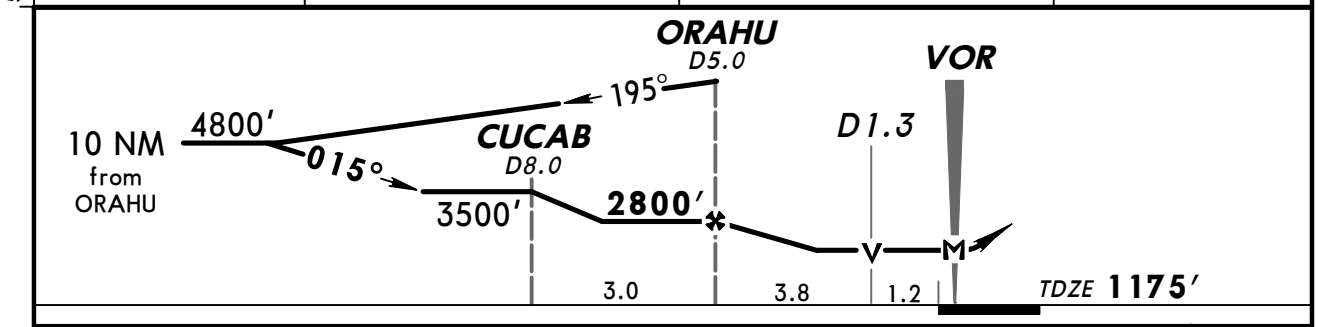
MISSED APCH: Climbing LEFT turn to 3300′ outbound via ALW VOR R-195 within 10 NM then RIGHT turn direct ALW VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 118.5.



MSA ALW VOR





MAP at VOR								REIL PAPI-L	3300′ LT via ALW 116.4 R-195

STRAIGHT-IN LANDING RWY 2		CIRCLE-TO-LAND	
MDA(H) 1580′ (405′)		Max Kts.	MDA(H)
A	1	90	1760′ (569′) - 1
B		120	
C	1¼	140	1820′ (629′) - 1¾
D		165	1980′ (789′) - 2½

AMEND 0 TERPS

CHANGES: New procedure.

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KALW/ALW
WALLA WALLA REGL

JEPPESEN

10 FEB 06 (13-2) **Eff 16 Feb**

WALLA WALLA, WASH
VOR Rwy 16

BRIEFING STRIP ™

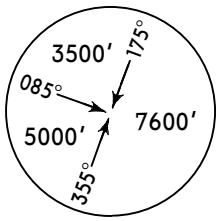
ASOS	*CHINOOK Approach (R)	SEATTLE Center (R)	*WALLA WALLA Tower	*Ground
135.87	133.15	132.6 when App inop.	CTAF 118.5	121.6

VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 1191′
ALW 116.4	154°	RUZEL 2700′ (1564′)	1620′ (484′)	TDZE 1136′

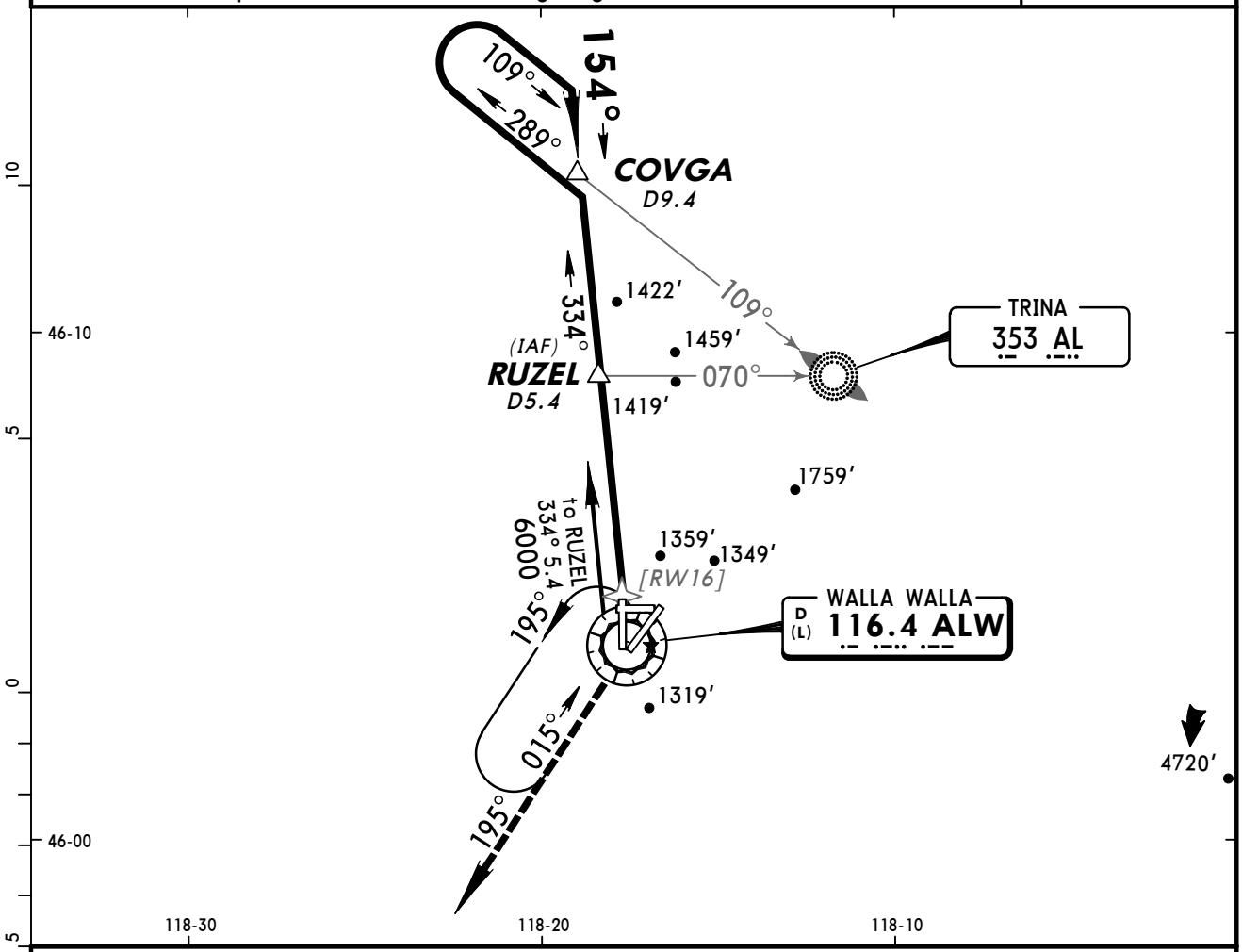
MISSED APCH: Climbing RIGHT turn to 3000′ outbound via ALW VOR R-195 within 10 NM then RIGHT turn direct ALW VOR and hold.

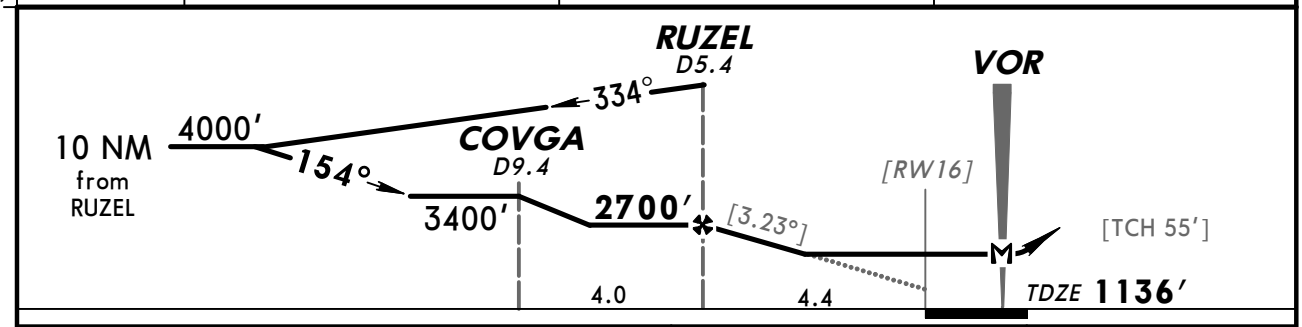
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or DME required. 2. Pilot controlled lighting 118.5.



MSA ALW VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.23°]	400	514	571	686	800	914
MAP at VOR						

3000′ RT via ALW 116.4 R-195

STRAIGHT-IN LANDING RWY 16			CIRCLE-TO-LAND		
MDA(H) 1620′ (484′)	DAY	NIGHT	Max Kts	DAY MDA(H)	NIGHT
A	1	NA	90	1760′ (569′) - 1	NA
B			120		
C	1¼		140	1820′ (629′) - 1¾	
D	1½		165	1980′ (789′) - 2½	

AMEND 12 TERPS

CHANGES: Procedure.

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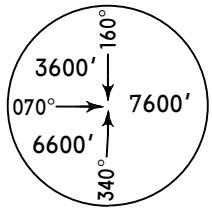
ASOS	*CHINOOK Approach (R)	SEATTLE Center (R)	*WALLA WALLA Tower	*Ground
135.87	133.15	132.6 when App inop.	CTAF 118.5	121.6

LOM AL	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 1194′ / Rwy 20 1194′
353	196°	3100′ (1906′)	2360′ (1166′)	

MISSED APCH: Climbing RIGHT turn to 4000′ direct AL LOM and hold.

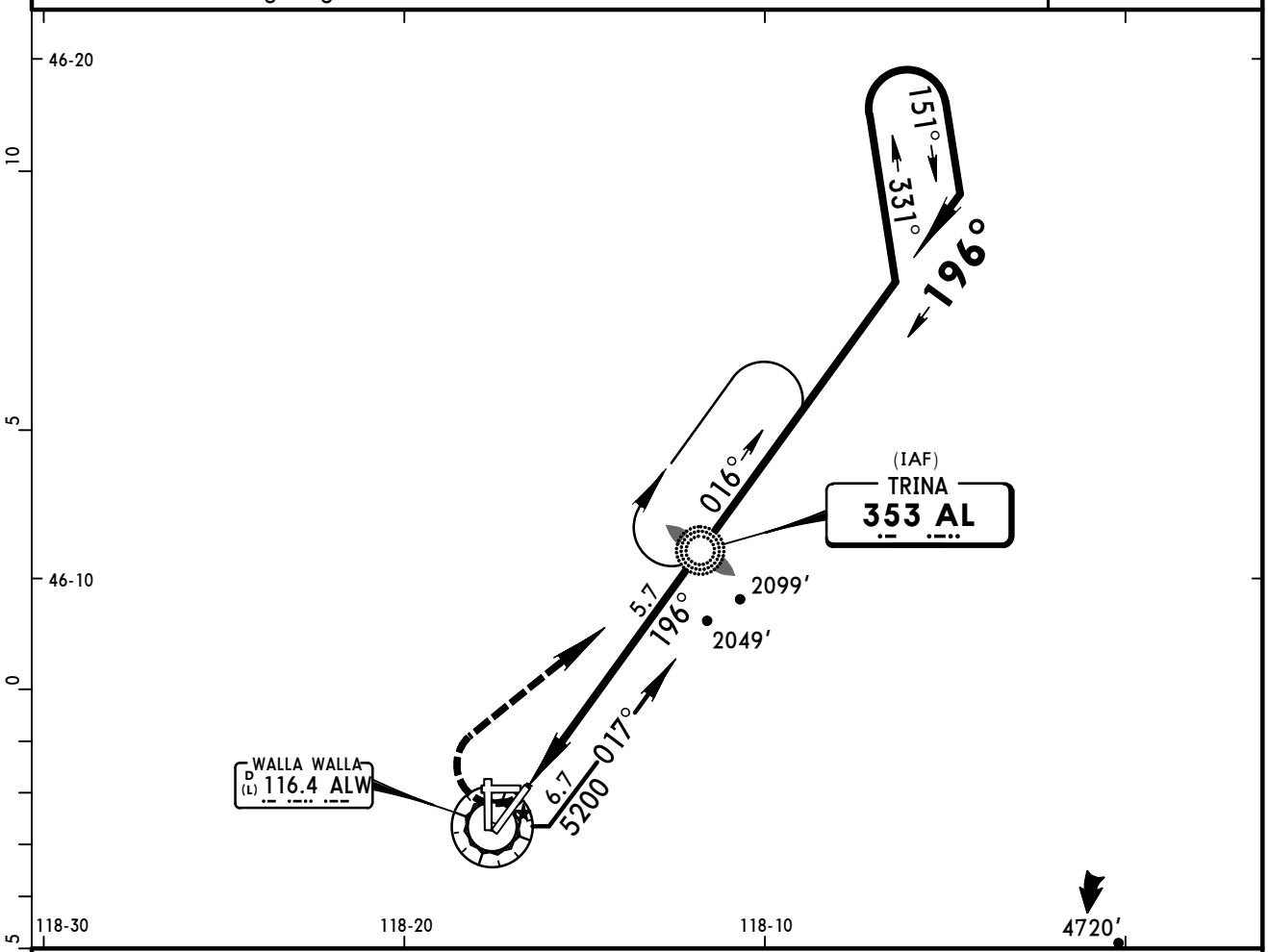
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

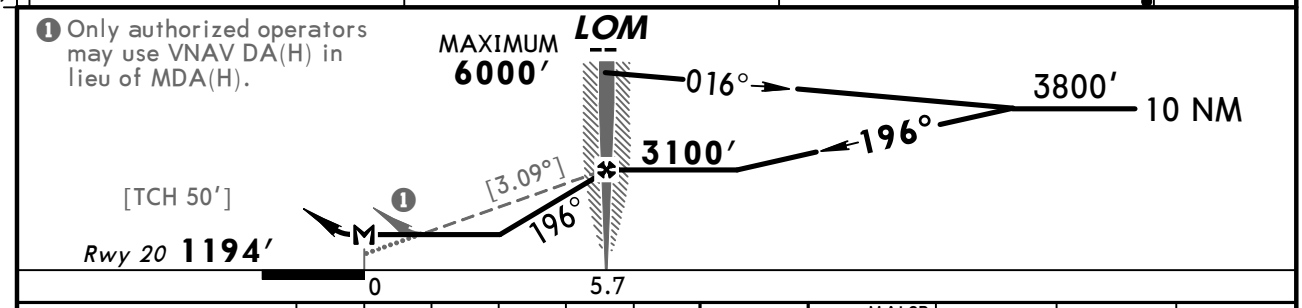
1. Use local altimeter setting; if not received, use Pendleton, Oregon altimeter setting.
2. Pilot controlled lighting 118.5.



MSA AL LOM

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.09°]	383	492	547	656	765	875
LOM to MAP 5.7	4:53	3:48	3:25	2:51	2:27	2:08

MALSR
PAPI-L
4000′ RT
D
AL 353

TERPS STRAIGHT-IN LANDING RWY 20

	MDA(H) 2360′ (1166′) With Local Altimeter Setting		MDA(H) 2480′ (1286′) With Pendleton, Oregon Altimeter Setting		CIRCLE-TO-LAND Max Kts	With Local Altimeter Setting MDA(H)	With Pendleton, Oregon Altimeter Setting MDA(H)
	RAIL out	ALS out	RAIL out	ALS out			
A	RVR 60 or 1¼		RVR 60 or 1¼		90	2360′(1166′)-1¼	2480′(1286′)-1¼
B	RVR 60 or 1¼	1½	RVR 60 or 1¼	1½	120	2360′(1166′)-1½	2480′(1286′)-1½
C	3		3		140	2360′(1166′)-3	2480′(1286′)-3
D					165		

TERPS AMEND 6 15 DEC 2011

CHANGES: Procedure.

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General Information

Location: Seattle WA USA
IATA Code: BFI
Lat/Long: N47° 31.8' W122° 18.1'
Elevation: 21 ft

Airport Use: Public
Magnetic Variation: 16.6°E
Sectional Chart: Seattle

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

Sunrise: 1454 Z
Sunset: 0150 Z,

Runway Information

Runway: 13L
Length x Width: 3710 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 18 ft
Lighting: Edge, REIL
Displaced Threshold: 250 ft

Runway: 13R
Length x Width: 10000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 17 ft
Lighting: Edge, ALS

Runway: 31L
Length x Width: 10000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 21 ft
Lighting: Edge, REIL
Displaced Threshold: 880 ft

Runway: 31R
Length x Width: 3710 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 18 ft
Lighting: Edge, REIL

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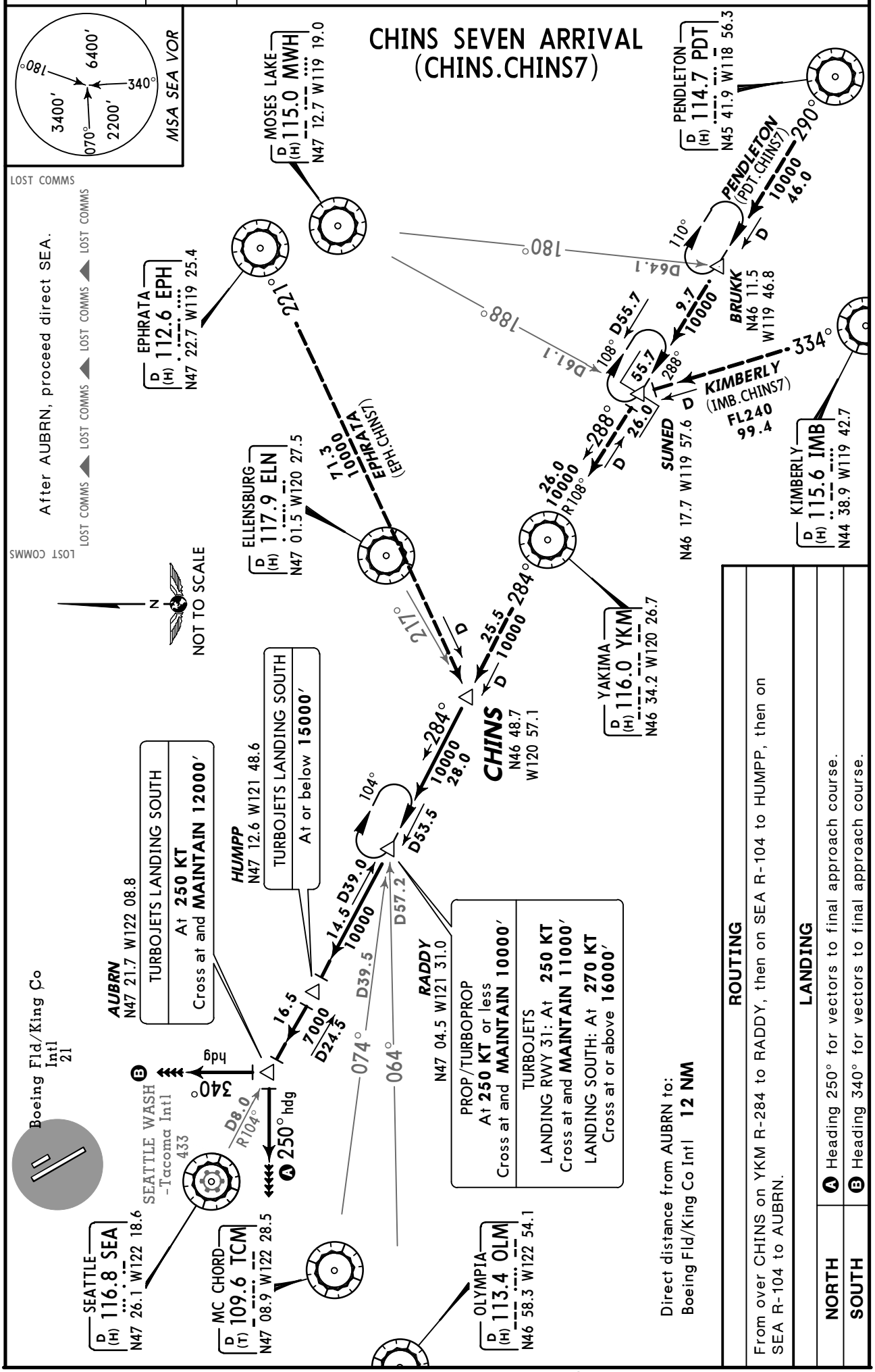
Displaced Threshold: 375 ft

Communication Information

ATIS 127.75
Boeing Tower 120.6 (128°-308°)
Boeing Tower 118.3 (309°-127°)
Boeing Ground Control 121.9
Boeing Clearance Delivery 132.4
Seattle Approach Control 119.2 Initial Contact
Seattle Approach Control 120.4 (301°-340°)
Seattle Approach Control 125.9
Seattle Approach Control 126.5 (161°-198°)
Seattle Approach Control 120.1 (199°-300°)
Seattle Departure Control 119.2
Seattle Departure Control 120.4 (301°-340°)
Seattle Departure Control 125.9
Seattle Departure Control 126.5 (161°-198°)
Seattle Departure Control 120.1 (199°-300°)
Boeing Unicom 122.95
Boeing Radio 123.55
Seattle Flight Service Station 123.65
Seattle Flight Service Station 122.5

ATIS	Apt Elev	Alt set: INCHES Trans level: FL180 Trans alt: 18000′
127.75	See graphic	**DME and RADAR required.**



CHANGES: Procedure renumbered, RADDY formation, RADDY crossing restriction.

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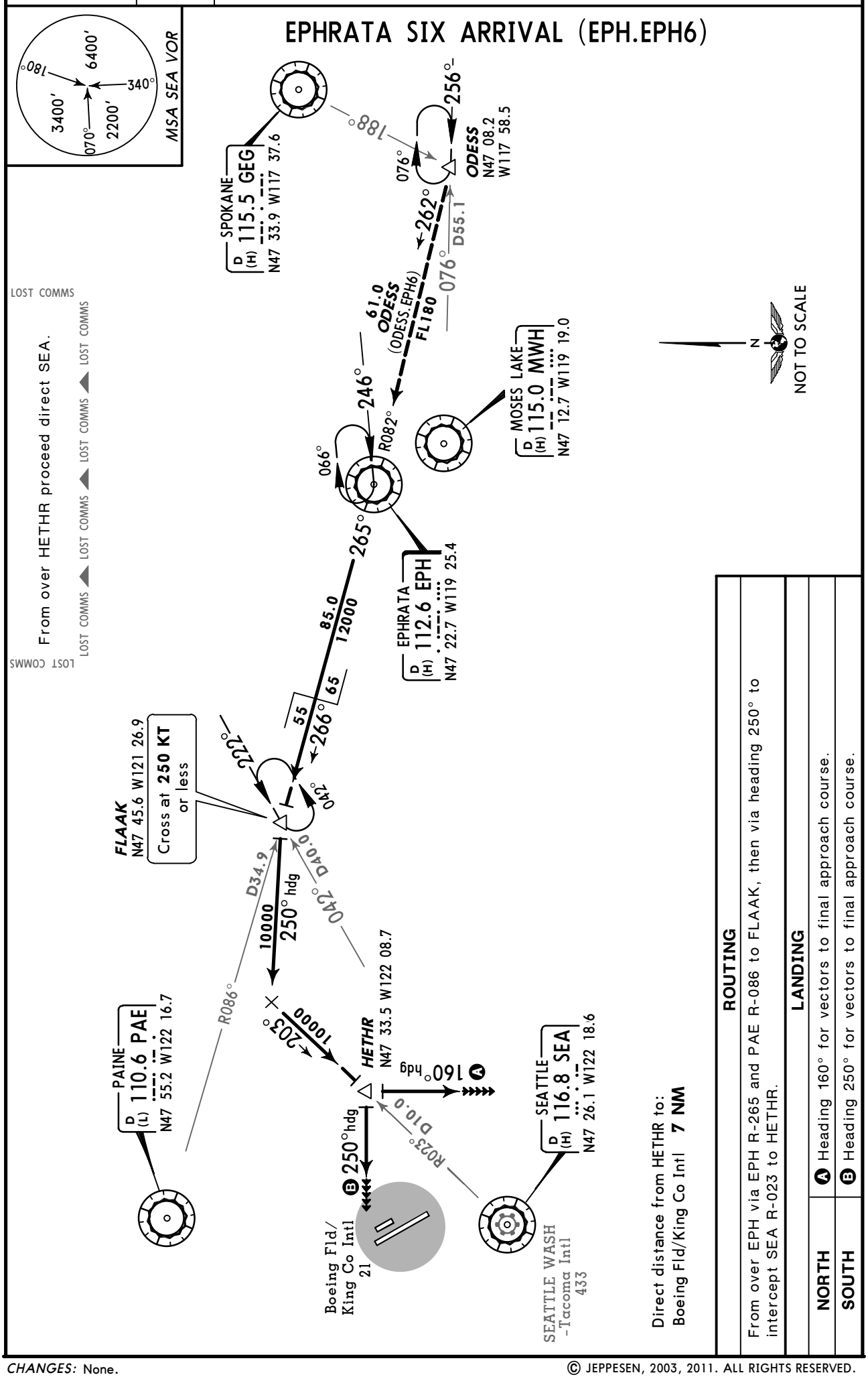
ATIS	Apt Elev	
127.75	See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ **DME and RADAR required.**

EPHRATA SIX ARRIVAL (EPH.EPH6)



ROUTING

From over EPH via EPH R-265 and PAE R-086 to FLAAK, then via heading 250° to intercept SEA R-023 to HETHR.

LANDING

NORTH	Ⓐ Heading 160° for vectors to final approach course.
SOUTH	Ⓑ Heading 250° for vectors to final approach course.

CHANGES: None.

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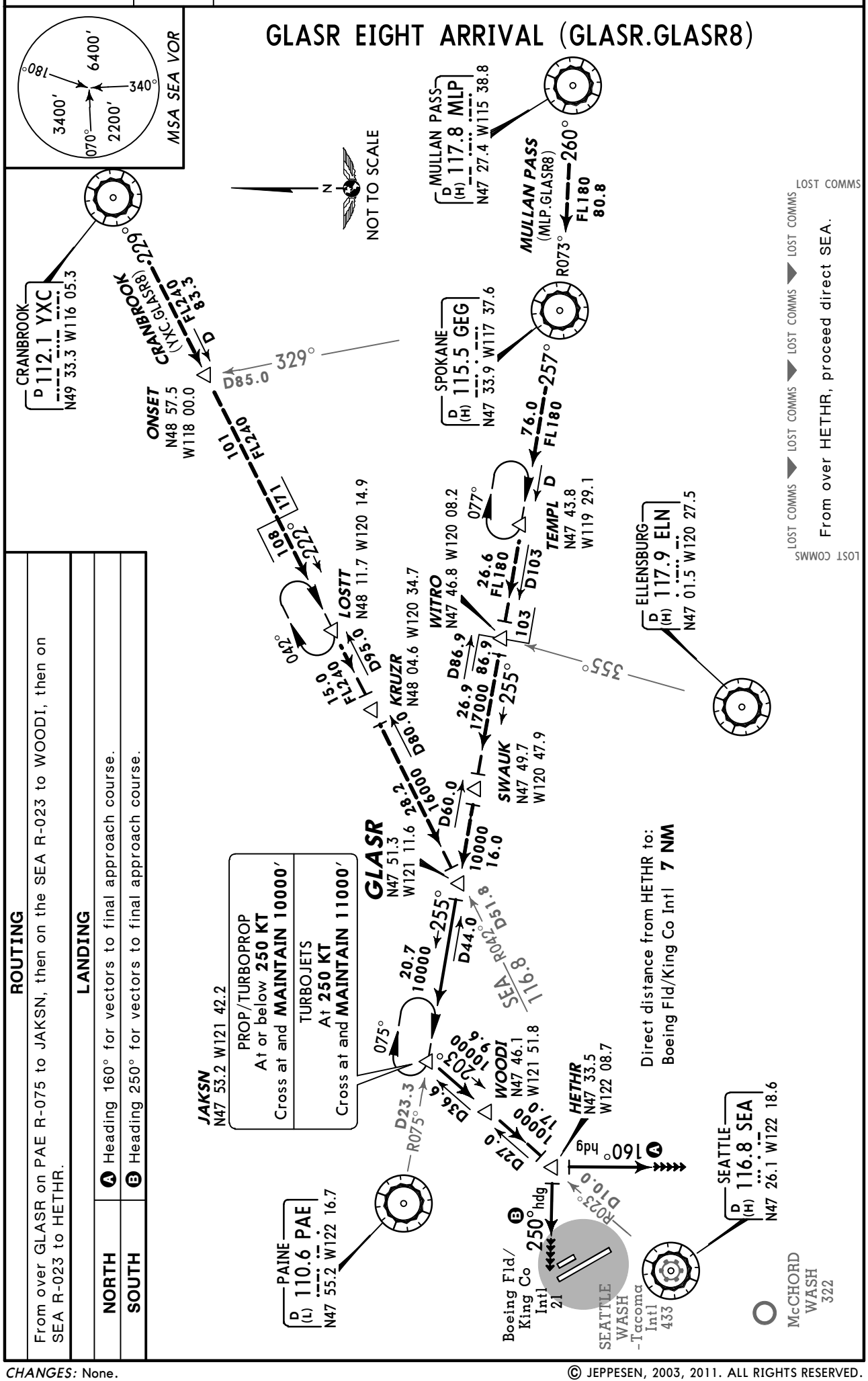
ATIS	Apt Elev	
127.75	See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ **DME and RADAR required.**

GLASR EIGHT ARRIVAL (GLASR.GLASR8)



ROUTING

From over GLASR on PAE R-075 to JAKSN, then on the SEA R-023 to WOODI, then on SEA R-023 to HETHR.

LANDING

NORTH	Ⓐ Heading 160° for vectors to final approach course.
SOUTH	Ⓑ Heading 250° for vectors to final approach course.

CHANGES: None.

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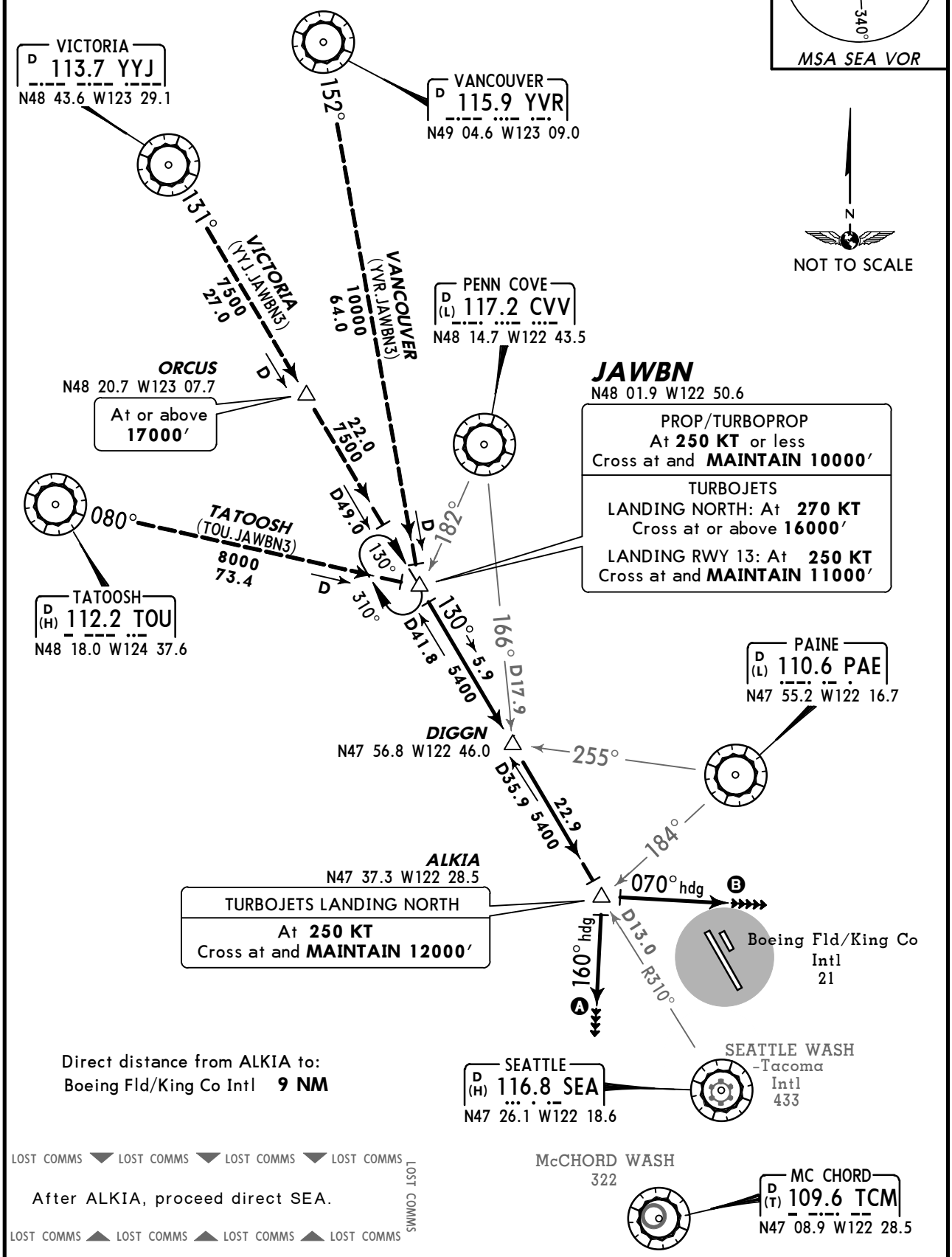
ATIS	Apt Elev	
127.75	See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ **DME and RADAR required.**

JAWBN THREE ARRIVAL (JAWBN.JAWBN3)



ROUTING

From over JAWBN on SEA R-310 to DIGGN, then on SEA R-310 to ALKIA.

LANDING

NORTH	Ⓐ Depart ALKIA heading 160° for vectors to final approach course.
SOUTH	Ⓑ Depart ALKIA heading 070° for vectors to final approach course.

CHANGES: Procedure renumbered, transitions bearings.

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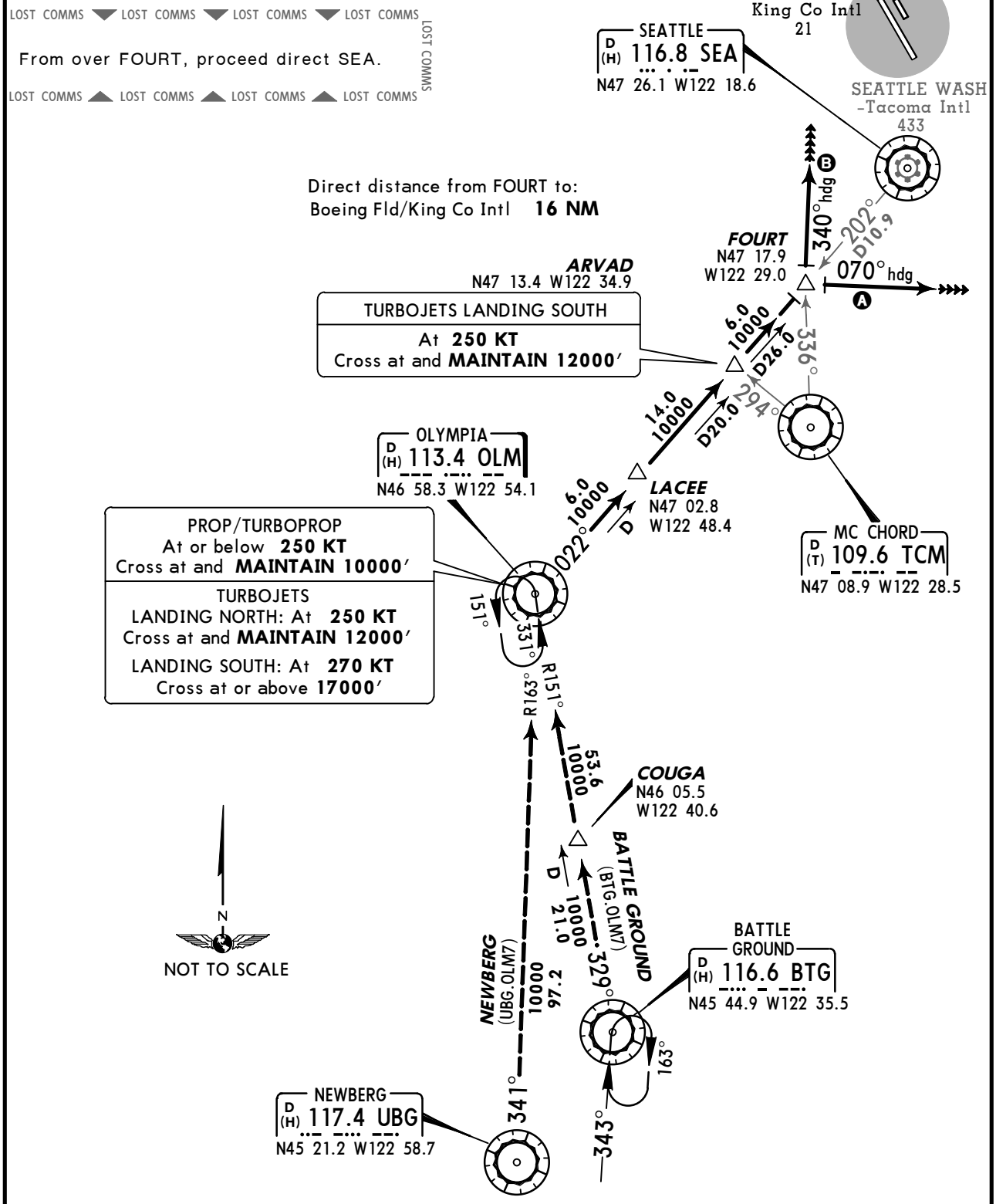
ATIS	Apt Elev	
127.75	See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ **DME and RADAR required.**

OLYMPIA SEVEN ARRIVAL (OLM.OLM7)



ROUTING

From over OLM on OLM R-022 to LACEE, then on OLM R-022 to ARVAD, then on OLM R-022 to FOURT.

LANDING

NORTH	A Depart FOURT heading 070° for vectors to final approach course.
SOUTH	B Depart FOURT heading 340° for vectors to final approach course.

CHANGES: Procedure renumbered, revised.

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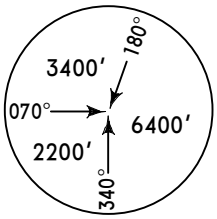
SEATTLE Departure (R)

341°-075° and 076°-160° Rwy 13	161°-198°	199°-300°	301°-340° Rwy 13
119.2	126.5	120.1	125.9



MSA SEA VOR

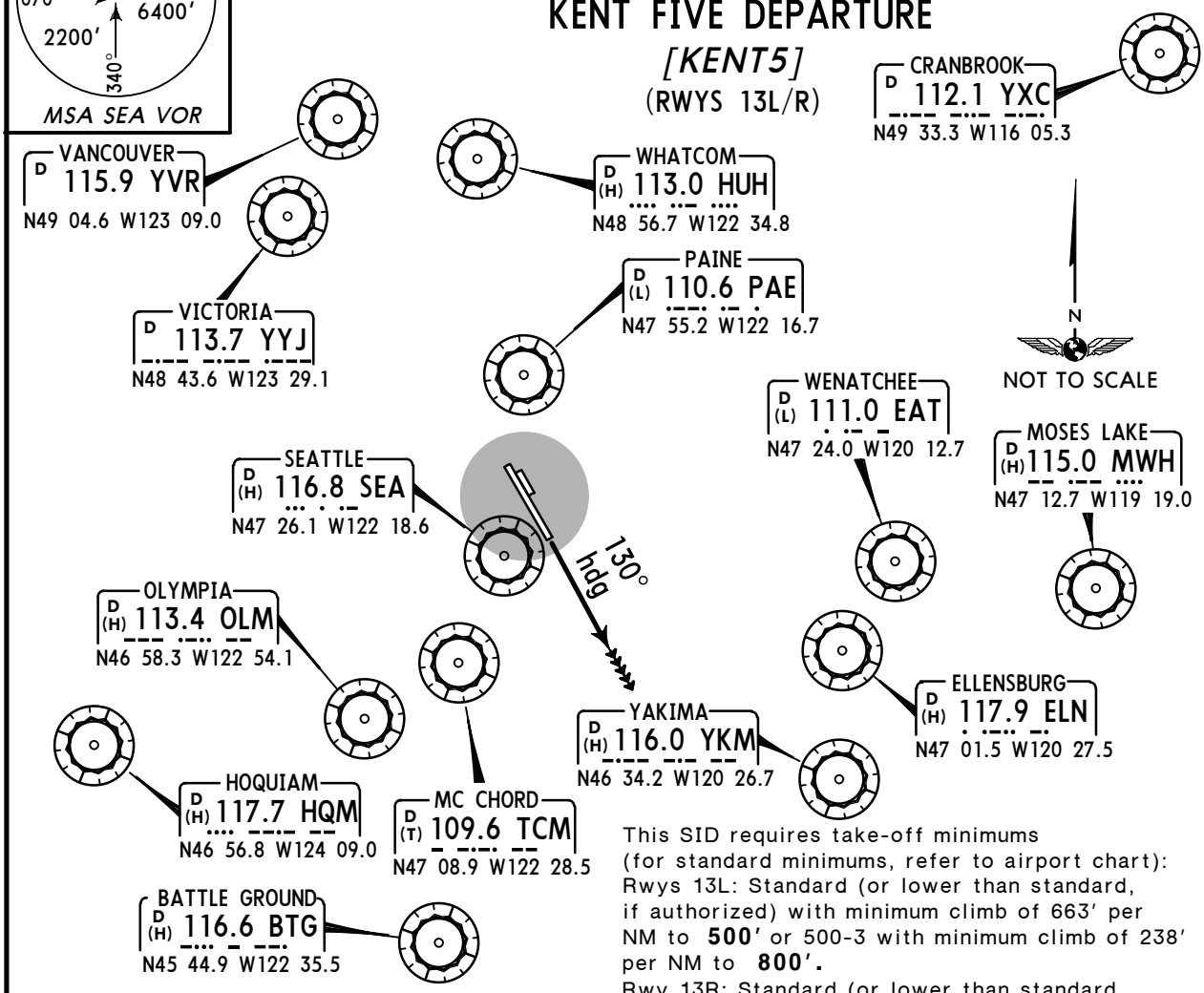
Apt Elev 21′

Trans level: FL180 Trans alt: 18000′

KENT FIVE DEPARTURE

[KENT5]

(RWYS 13L/R)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 13L: Standard (or lower than standard, if authorized) with minimum climb of 663′ per NM to **500′** or 500-3 with minimum climb of 238′ per NM to **800′.**
Rwy 13R: Standard (or lower than standard, if authorized) with minimum climb of 476′ per NM to **900′** or 500-3 with minimum climb of 386′ per NM to **900′.**
Rwys 31L/R: Not authorized - ATC.

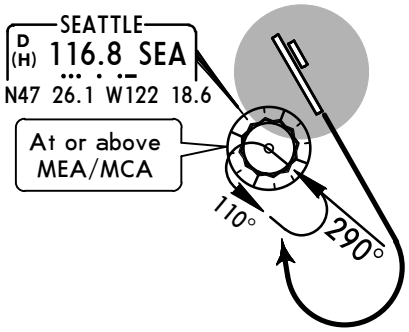
Gnd speed-KT	75	100	150	200	250	300
238′ per NM	298	397	595	793	992	1190
386′ per NM	483	643	965	1287	1608	1930
476′ per NM	595	793	1190	1587	1983	2380
663′ per NM	829	1105	1658	2210	2763	3315

OBSTACLES

Rwy 13L: Trees, towers, antennas and building beginning 402′ from DER, 411′ LEFT of centerline, up to 127′ AGL/479′ MSL.
Rwy 13R: Trees and poles beginning 35′ from DER, 154′ LEFT of centerline, up to 66′ AGL/485′ MSL. Trees and poles beginning 501′ from DER, 3′ RIGHT of centerline, up to 77′ AGL/195′ MSL.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

If no contact with Departure Control within 3 minutes after departure, climbing RIGHT turn direct to SEA. Climb in SEA holding pattern to cross SEA at or above MEA/MCA for direction of flight before proceeding enroute.



Direct distance from Boeing Fld/King Co Intl to:
SEA **6 NM**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

INITIAL CLIMB	ALTITUDE
Climb on heading 130°. EXPECT RADAR vectors to assigned route/fix.	**MAINTAIN 2000′** or ATC assigned altitude

ROUTING

EXPECT clearance to filed altitude within 3 minutes after departure.

CHANGES: Procedure revised, renumbered.

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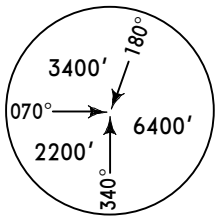
SEATTLE Departure (R)

341°-075°	076°-160° Rwy 31	161°-198°	199°-300°	301°-340° Rwy 31
119.2	125.9	126.5	120.1	120.4



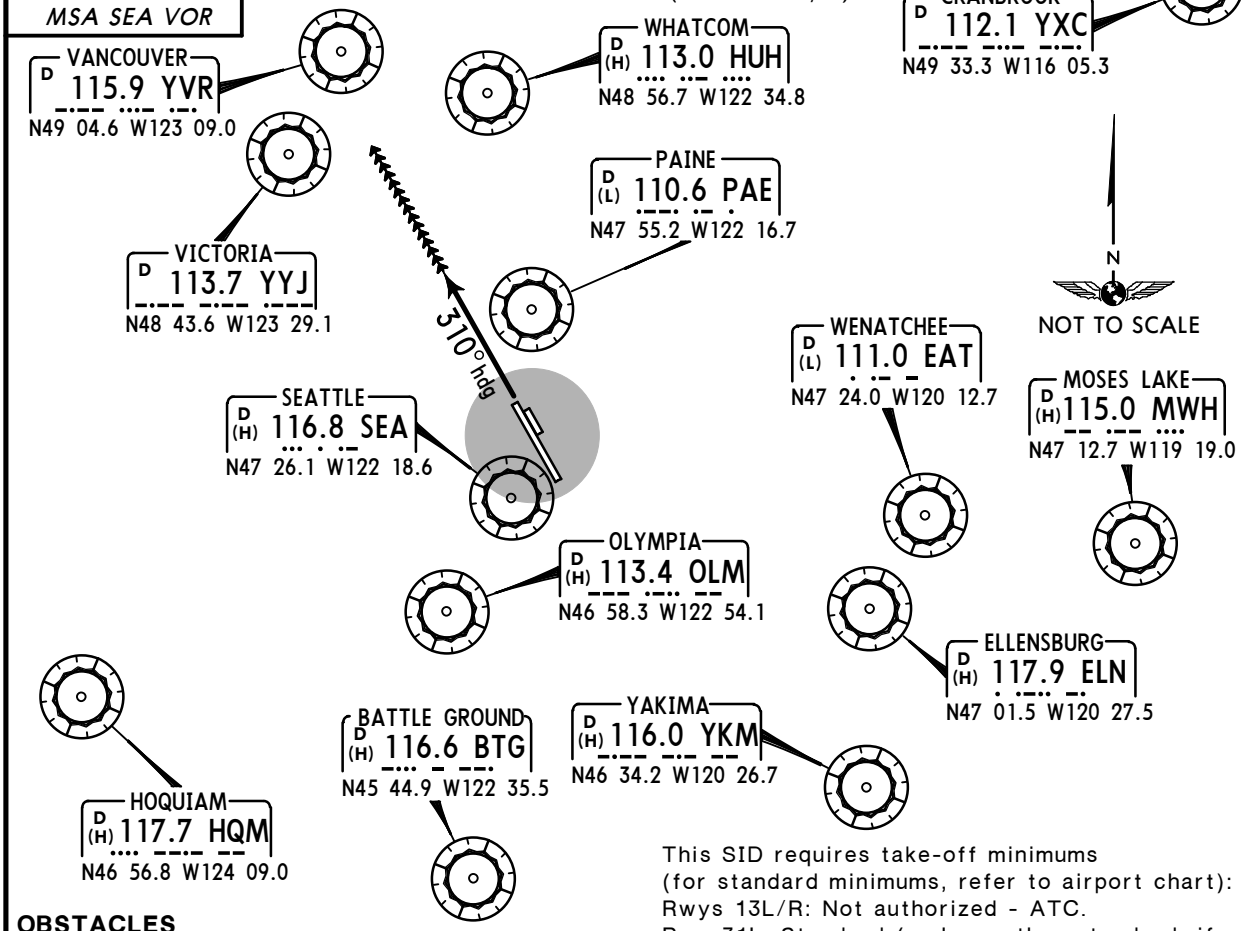
MSA SEA VOR

Apt Elev 21′

Trans level: FL180 Trans alt: 18000′
1. No RIGHT turns authorized until leaving 1400′.
2. This is a RADAR vector departure to assigned route or fix.
3. RADAR required.

NEEDLE SEVEN DEPARTURE (NEEDL7.SEA)

(RWYS 31L/R)



OBSTACLES
Rwy 31L: Multiple trees, fence, and building beginning 250′ from DER, 253′ LEFT of centerline, up to 71′ AGL/101′ MSL. Multiple trees and floodlights beginning 1245′ from DER, 447′ RIGHT of centerline, up to 71′ AGL/239′ MSL.
Rwy 31R: Multiple trees, hangars, towers, poles, and building beginning 12′ from DER, 389′ RIGHT of centerline, up to 103′ AGL/350′ MSL. Multiple obstruction lights beginning 214′ from DER, 99′ LEFT of centerline, up to 71′ AGL/101′ MSL.

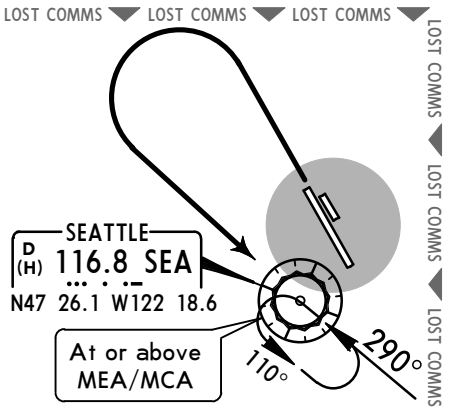
This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 13L/R: Not authorized - ATC.
Rwy 31L: Standard (or lower than standard, if authorized) with minimum climb of 386′ per NM to **1400′.**
Rwy 31R: Standard (or lower than standard, if authorized) with minimum climb of 334′ per NM to **1400′.**

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1113	1392	1670
386′ per NM	483	643	965	1287	1608	1930

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

If no contact with Departure Control within 3 minutes after departure, climbing LEFT turn direct to SEA. Climb in SEA holding pattern to cross SEA at or above MEA/MCA for direction of flight before proceeding enroute.

Direct distance from Boeing Fld/King Co Intl to:
SEA **6 NM**



LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀

INITIAL CLIMB	ALTITUDE
Climb heading 310°. EXPECT RADAR vectors to assigned route/fix.	**MAINTAIN 2100′** or ATC assigned altitude

ROUTING

EXPECT clearance to filed altitude within 3 minutes after departure.

CHANGES: None.

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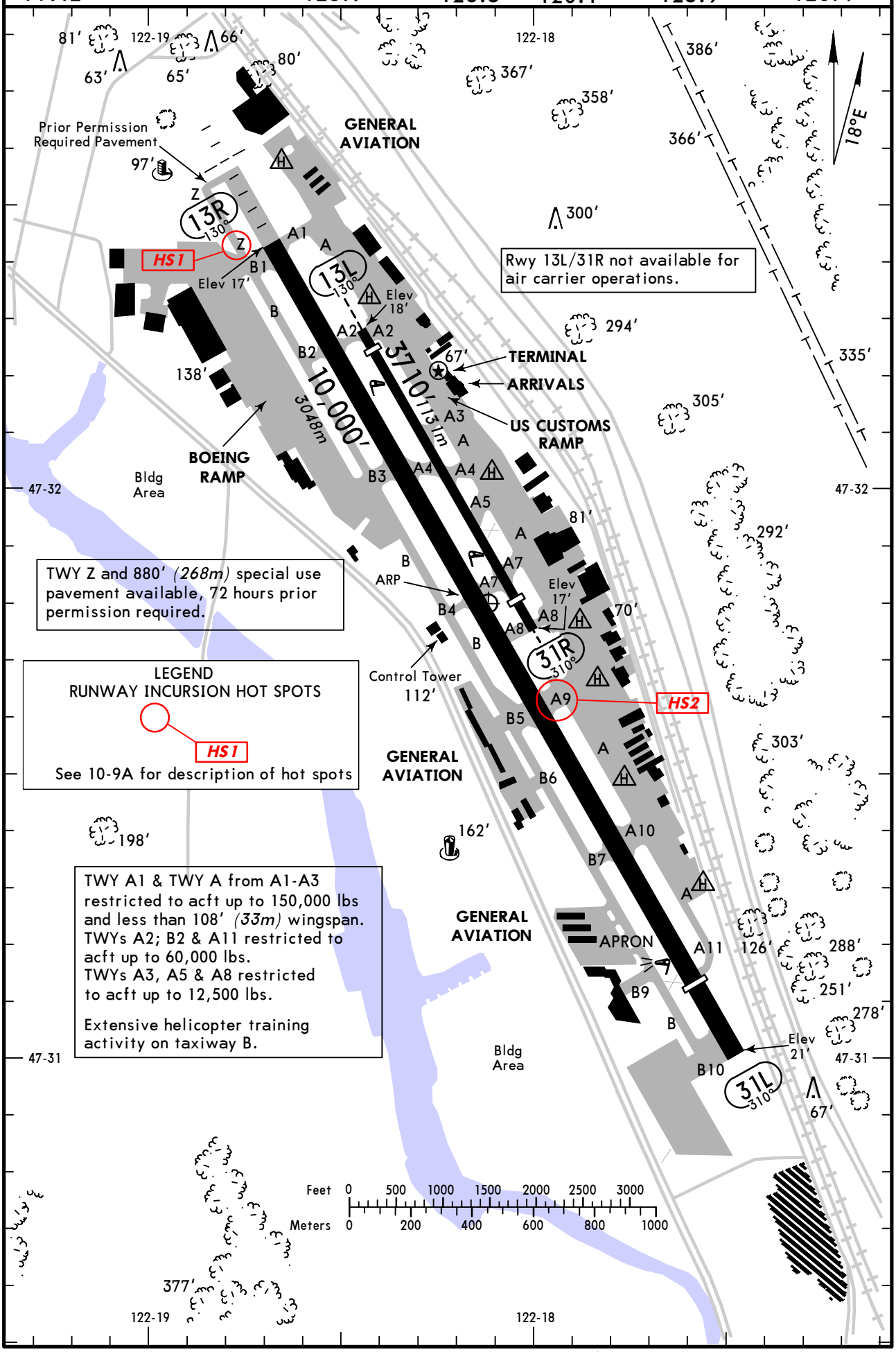
ATIS	BOEING Clearance	Ground	Tower
127.75 (VOT 108.6)	132.4	121.9	120.6

SEATTLE Departure (R)

341°-075°	076°-160° Rwy 13	076°-160° Rwy 31	161°-198°	199°-300°	301°-340° Rwy 13	301°-340° Rwy 31
119.2	119.2	125.9	126.5	120.1	125.9	120.4



CHANGES: None.

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GENERAL
Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
13R	HIRL MALSF PAPI-L (angle 3.0°) grooved RVR	❶ 9120' *2780m*	❶ 8370' *2551m*		200' *61m*
31L	HIRL REIL PAPI-L (angle 3.1°) grooved	9120' *2780m*	8199' *2499m*		

❶ Last 880' *(268m)* is unavailable for landing distance computations.

13L ❷ 31R	❸ MIRL REIL PAPI-L (angle 3.0°)	3470' *1058m*			100' *30m*
		3345' *1020m*			

❷ Limited to use by aircraft up to 12,500 lbs.
❸ Not operational 2200-0700 LT.

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.

HS1 PPR to enter Taxiway Z, enter Runway 13R at B1 only.

HS2 Runway 13R/31L and Taxiway A9. Wrong runway departure risk.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 13R				Rwy 31R			
	With Mim climb of 476'/NM to 900'		With Mim climb of 386'/NM to 900'	Other	With Mim climb of 334'/NM to 900'		With Mim climb of 216'/NM to 900'	Other
	Adequate Vis Ref	STD			Adequate Vis Ref	STD		
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	500-3	1000-2 1/2	1/4	1	400-1 3/4	1000-2 1/2
3 & 4 Eng		RVR 24 or 1/2				1/2		

	Rwy 31L				Rwy 13L	
	With Mim climb of 386'/NM to 800'		With Mim climb of 235'/NM to 800'	Other	With Mim climb of 232'/NM to 800'	Other
	Adequate Vis Ref	STD				
1 & 2 Eng	1/4	1	300-1 1/2	1000-2 1/2	500-3	1000-2 1/2
3 & 4 Eng		1/2				

OBSTACLE DP

Rwy 13L/R climbing right turn. Rwy 31L/R climbing left turn. All aircraft climb direct SEA VOR, continue climb in SEA VOR holding pattern (hold east, left turns, 290° inbound) to cross SEA VOR at or above 3000'. For climb in visual conditions cross Boeing Field/King County Intl Airport at or above 900', then climb to 3000' via SEA R-344 to SEA VOR, continue climb in SEA VOR holding pattern (hold east, left turns, 290° inbound) to cross SEA VOR at or above 3000'.

FOR FILING AS ALTERNATE

	ILS Rwy 13R	ILS Rwy 31L LOC DME Rwy 13R LOC Rwy 31L	RNAV (GPS) Y Rwy 13R	RNAV (RNP) Z Rwy 13R
A	600-2	800-2	800-2	800-2 1/4
B		900-2	900-2	
C		900-2 1/2	900-2 3/4	
D		1000-3	1000-3	

AMEND 6

CHANGES: Rwy 13R alternate minimums.

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KBFI/BFI
BOEING FLD/KING CO INTL

JEPPESEN

12 NOV 10 (11-1) Eff 18 Nov

SEATTLE, WASH
ILS Rwy 13R

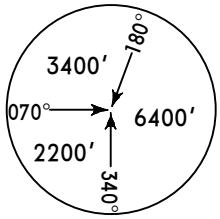
ATIS	SEATTLE Approach (R)	BOEING Tower	Ground
127.75	119.2	120.6	121.9

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 21′
IBFI 110.9	130°	TOGAE 1600′ (1582′)	291′ (273′)	TDZE 18′

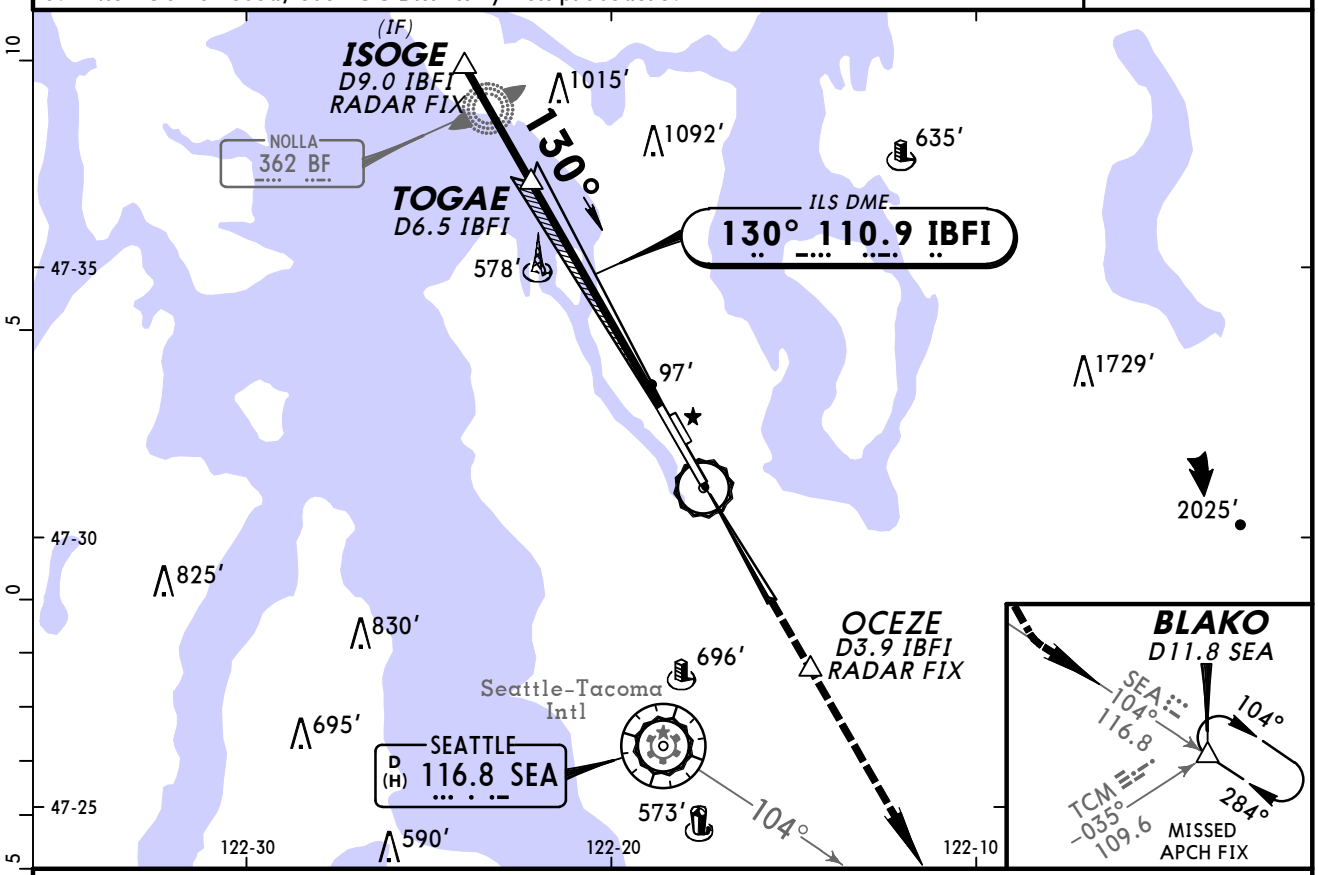
MISSED APCH: Climb on IBFI SOUTHEAST course to cross OCEZE/D3.9 IBFI/RADAR FIX at or below 1500′, then climb to 6400′ on IBFI SOUTHEAST course and SEA VOR R-104 to BLAKO INT/D11.8 SEA and hold, continue climb-in-hold to 6400′.

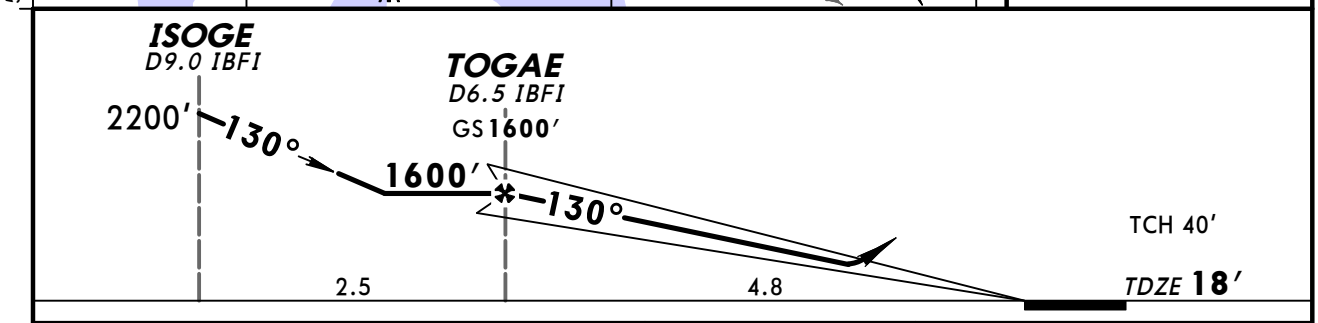
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. Radar required. 3. Disregard OM indications. 4. VGSI and ILS glidepath not coincident. 5. Visibility reduction by helicopters not authorized. 6. When GS not used, use LOC DME Rwy 13R procedure.



MSA SEA VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

MALSF
PAPI

1500′ on IBFI 110.9 SOUTHEAST COURSE

STRAIGHT-IN LANDING RWY 13R
ILS
DA(H) 291′ (273′)

FULL	ALS out
RVR 50 or 1	

A
B
C
D

TERPS AMEND 30 18 NOV 2010

CHANGES: Procedure.

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KBFI/BFI
BOEING FLD/KING CO INTL

JEPPESEN 12 NOV 10 (11-2) Eff 18 Nov

SEATTLE, WASH
LOC DME Rwy 13R

BRIEFING STRIP ™

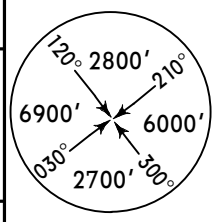
ATIS	SEATTLE Approach (R)	BOEING Tower	Ground
127.75	119.2	120.6	121.9

LOC IBFI	Final Apch Crs	Minimun Alt	MDA(H)	Apt Elev 21′
110.9	130°	NOLLA 2200′ (2182′)	560′(542′)	TDZE 18′

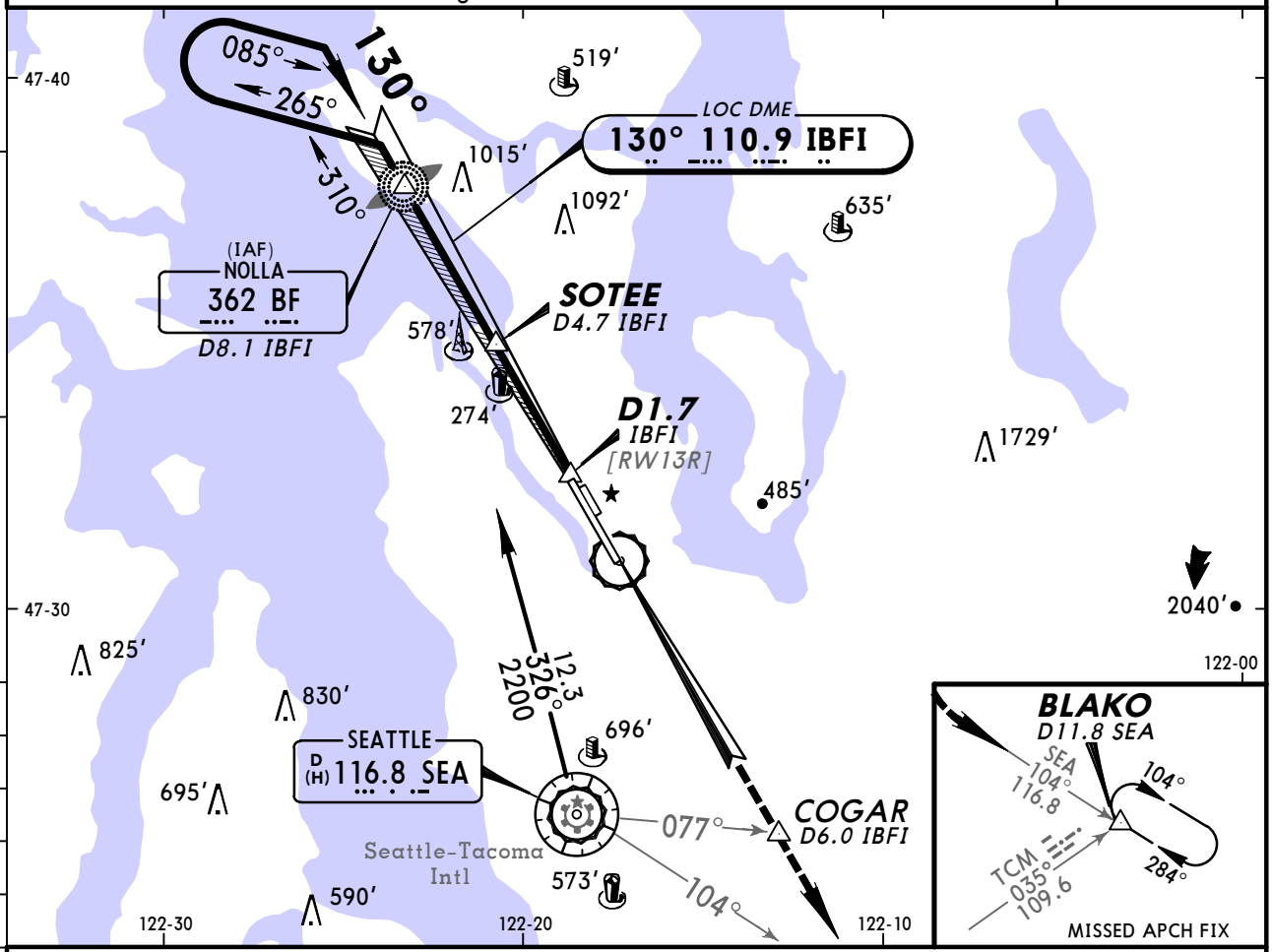
MISSED APCH: Climb to 2000′ via IBFI SOUTHEAST course to COGAR/D6.0 IBFI/SEA VOR R-077 then continue climb to 6400′ via IBFI SOUTHEAST course and outbound on SEA VOR R-104 to BLAKO INT/D11.8 SEA and hold, continue climb-in-hold to 6400′.

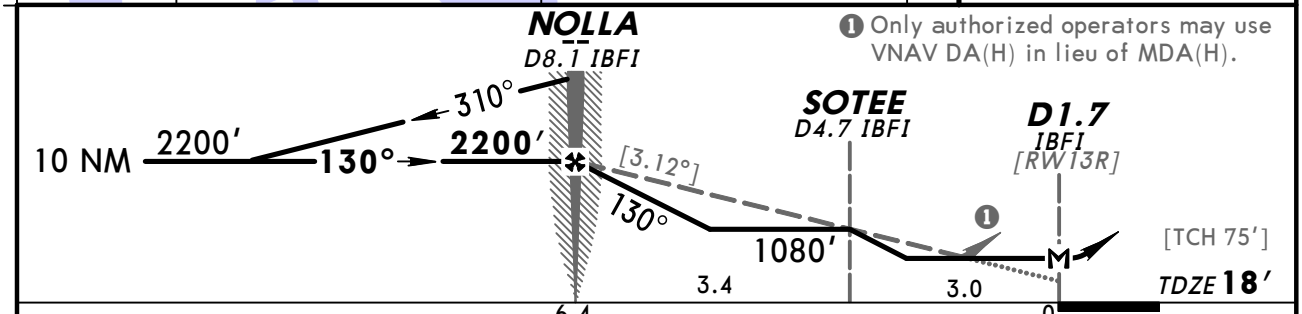
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Front course unusable beyond 20° left of course. 2. Visibility reduction by helicopters not authorized. 3. VGSI and descent angles not coincident.



MSA BF LOM





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.12°]	386	497	552	662	773	883
MAP at D1.7 IBFI						

MALSF PAPI 2000′ via IBFI 110.9 SOUTHEAST COURSE

STRAIGHT-IN LANDING RWY 13R MDA(H) 560′(542′)	ALS out
A	RVR 50 or 1
B	
C	1½
D	1¾

CIRCLE-TO-LAND Max Kts	MDA(H)
90	780′(759′)-1
120	840′(819′)-1¼
140	900′(879′)-2½
165	960′(939′)-3

TERPS AMEND 2 17 DEC 2009

CHANGES: None.

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KBFI/BFI
BOEING FLD/KING CO INTL

JEPPESEN 25 JUN 10 (11-3)

SEATTLE, WASH
ILS or LOC Rwy 31L

BRIEFING STRIP™

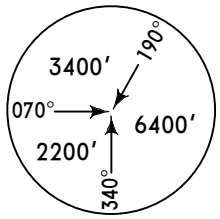
ATIS	SEATTLE Approach (R)	BOEING Tower	Ground
127.75	119.2	120.6	121.9

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 21′
ICHJ 110.9	310°	DUANE 1743′ (1722′)	428′ (407′)	TDZE 21′

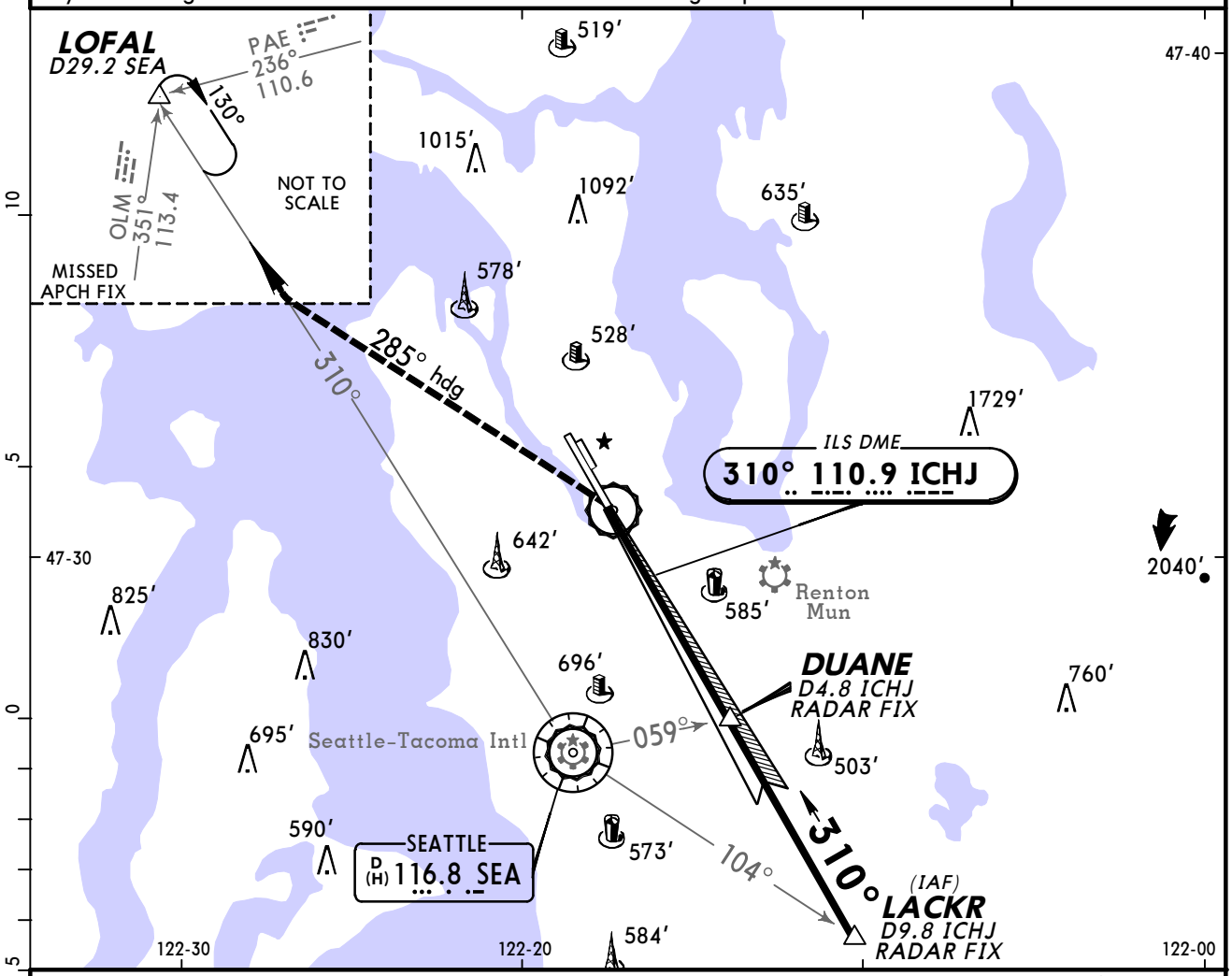
MISSED APCH: Climb to 700′ then climbing LEFT turn to 6000′ via heading 285° and SEA VOR R-310 to LOFAL INT/D29.2 SEA and hold.

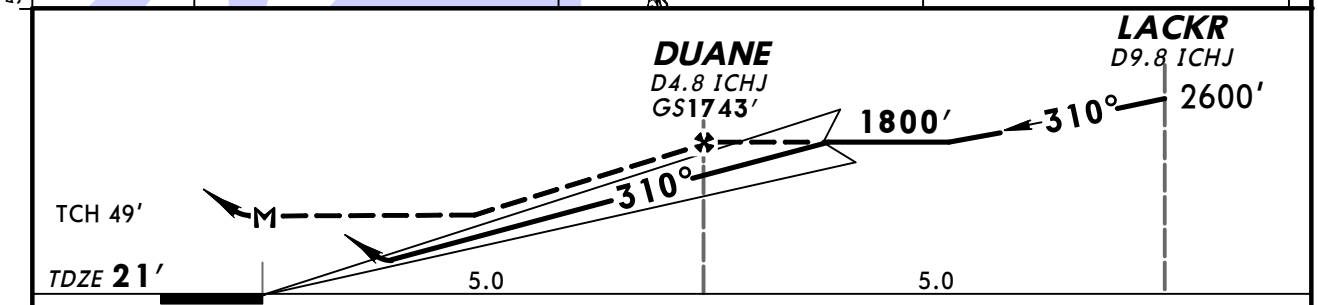
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required. 2. Use ICHJ DME when on localizer course. 3. ICHJ DME unusable beyond 10° right and 30° left of centerline. 4. VGSI and ILS glidepath not coincident.



MSA SEA VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.10°	389	500	556	667	778	889
DUANE to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL
PAPI-L

700′ ↑ | 6000′ LT via 285° hdg and SEA 116.8 R-310

STRAIGHT-IN LANDING RWY31L

	ILS DA(H) 428′ (407′)	LOC (GS out) MDA(H) 700′(679′)
A	1½	1
B		
C		2
D		2¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	780′(759′)-1¼
120	840′(819′)-1¼
140	860′(839′)-2½
165	960′(939′)-3

TERPS AMEND 1A 01 JUL 2010

CHANGES: Procedure.

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KBFI/BFI
BOEING FLD/KING CO INTL

JEPPESEN

1 MAY 09 **Eff 7 May** (12-1)

SEATTLE, WASH
RNAV (GPS) Y Rwy 13R

BRIEFING STRIP TM

ATIS	SEATTLE Approach (R)	BOEING Tower	Ground
127.75	119.2	120.6	121.9

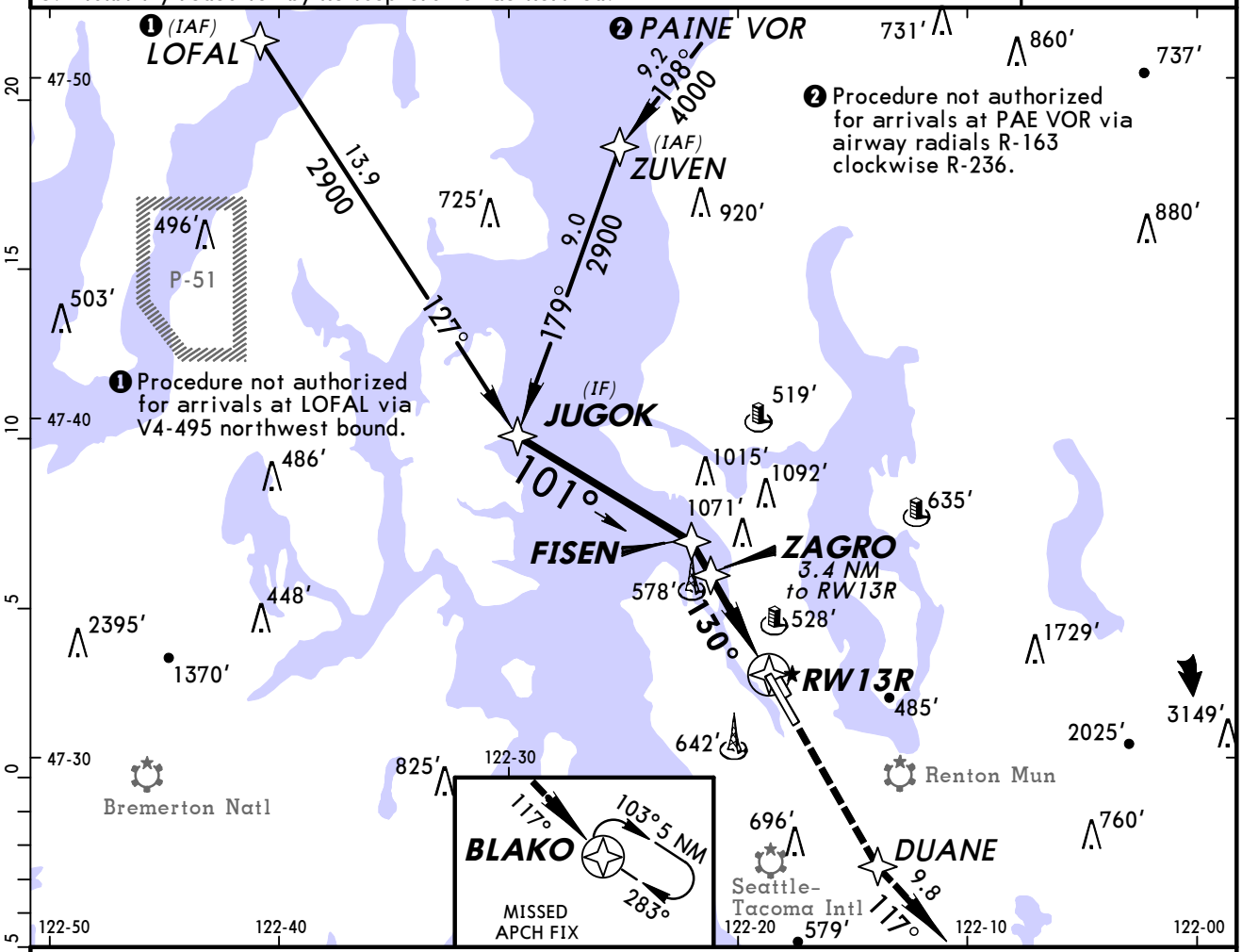
RNAV	Final Apch Crs	Minimum Alt FISEN	LNAV MDA(H)	Apt Elev 21′
	130°	1700′ (1682′)	720′ (702′)	TDZE 18′

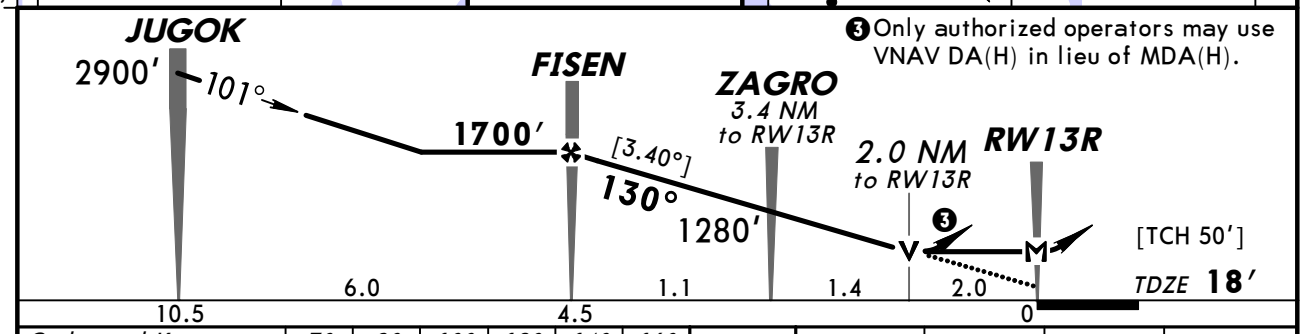
MISSED APCH: Climb to 6400′ direct DUANE and via 117° track to BLAKO and hold, continue climb-in-hold to 6400′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and descent angles not coincident. 2. DME/DME RNP-0.30 not authorized.
3. Visibility reduction by helicopters not authorized.

6200′
MSA RW13R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.40°]	421	541	602	722	842	963
MAP at RW13R						

MALSF PAPI 6400′ D DUANE

STRAIGHT-IN LANDING RWY 13R LNAV MDA(H) 720′ (702′)		CIRCLE-TO-LAND Not Authorized at Night to Rwys 13L/31R	
	ALS out	Max Kts	MDA(H)
A	RVR 50 or 1	90	780′ (759′)-1
B	RVR 50 or 1	120	840′ (819′)-1 1/4
C	2	140	900′ (879′)-2 3/4
D	2 1/4	165	960′ (939′)-3

TERPS AMEND OC

CHANGES: JUGOK.

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KBFI/BFI
BOEING FLD/KING CO INTL

JEPPESEN 24 JUN 11 (12-20)

SEATTLE, WASH
RNAV (RNP) Z Rwy 13R

BRIEFING STRIP ™

ATIS	SEATTLE Approach (R)	BOEING Tower	Ground
127.75	119.2	120.6	121.9

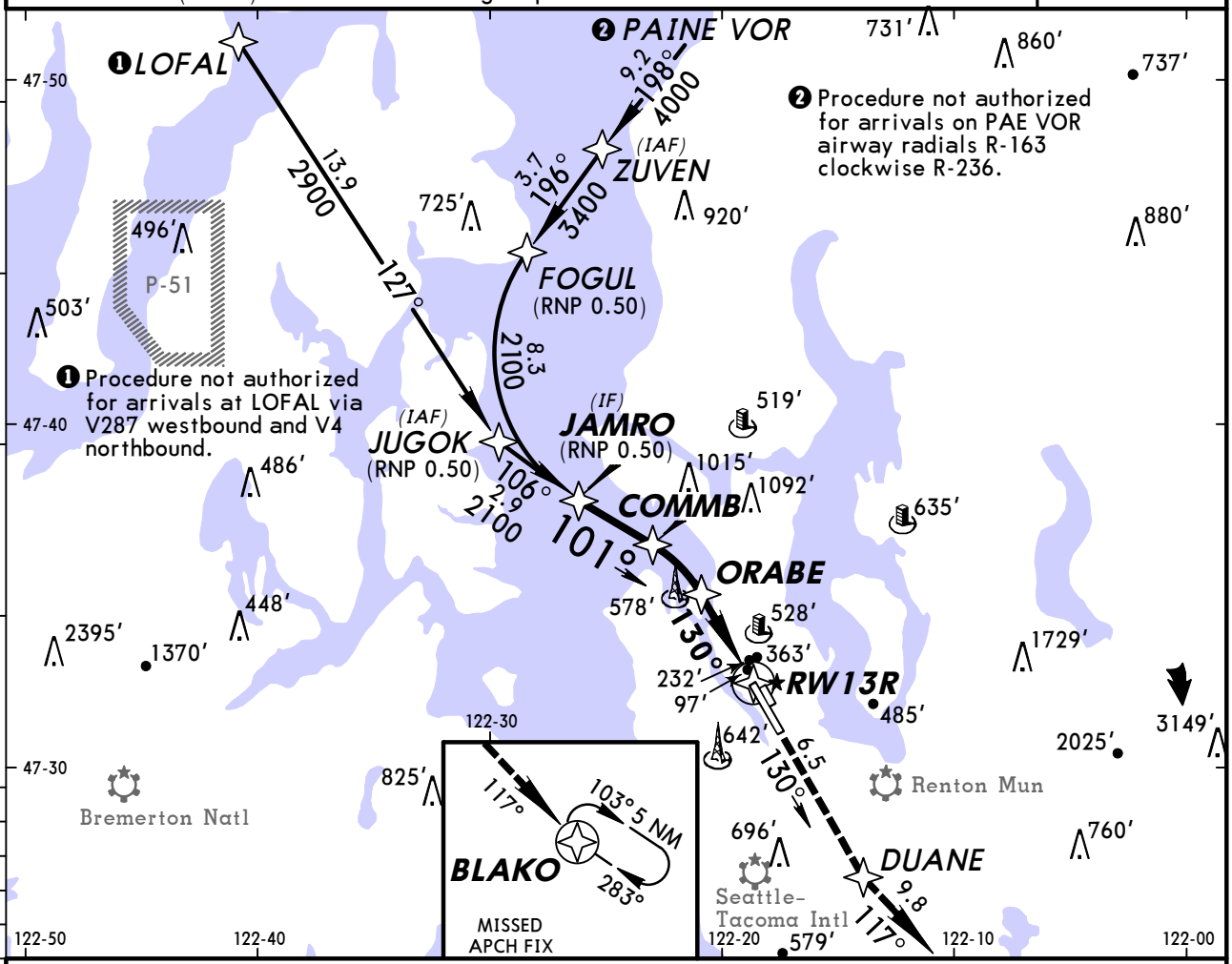
RNAV	Final Apch Crs	Minimum Alt COMMB	RNP 0.15 DA(H)	Apt Elev 21′
	130°	1700′ (1682′)	523′ (505′)	TDZE 18′

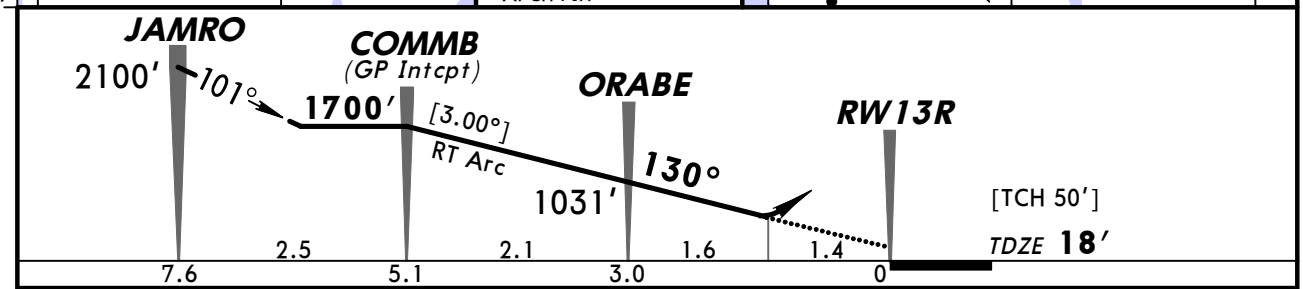
MISSED APCH: Climb to 2000′ via 130° track to DUANE then climb to 6400′ via 117° track to BLAKO and hold. Continue climb-in-hold to 6400′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS and RF required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -3°C (26°F) or above 48°C (119°F). 4. VGSI and RNAV glidepath not coincident.

6200′
MSA RW13R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSF
PAPI

2000′ via 130° DUANE

STRAIGHT-IN LANDING RWY 13R

	RNP 0.15 DA(H) 523′ (505′)		RNP 0.30 DA(H) 637′ (619′)	
		ALS out		ALS out
A	1½	1¾	2	2¼
B				
C				
D				

TERPS AMEND OC 30 JUN 2011

CHANGES: Procedure authorization note.

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ATIS	SEATTLE Approach (R)	BOEING Tower	Ground
127.75	119.2	120.6	121.9

NAVAIDS- Refer to Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 3100′-4	Apt Elev 21′ TDZE 17′

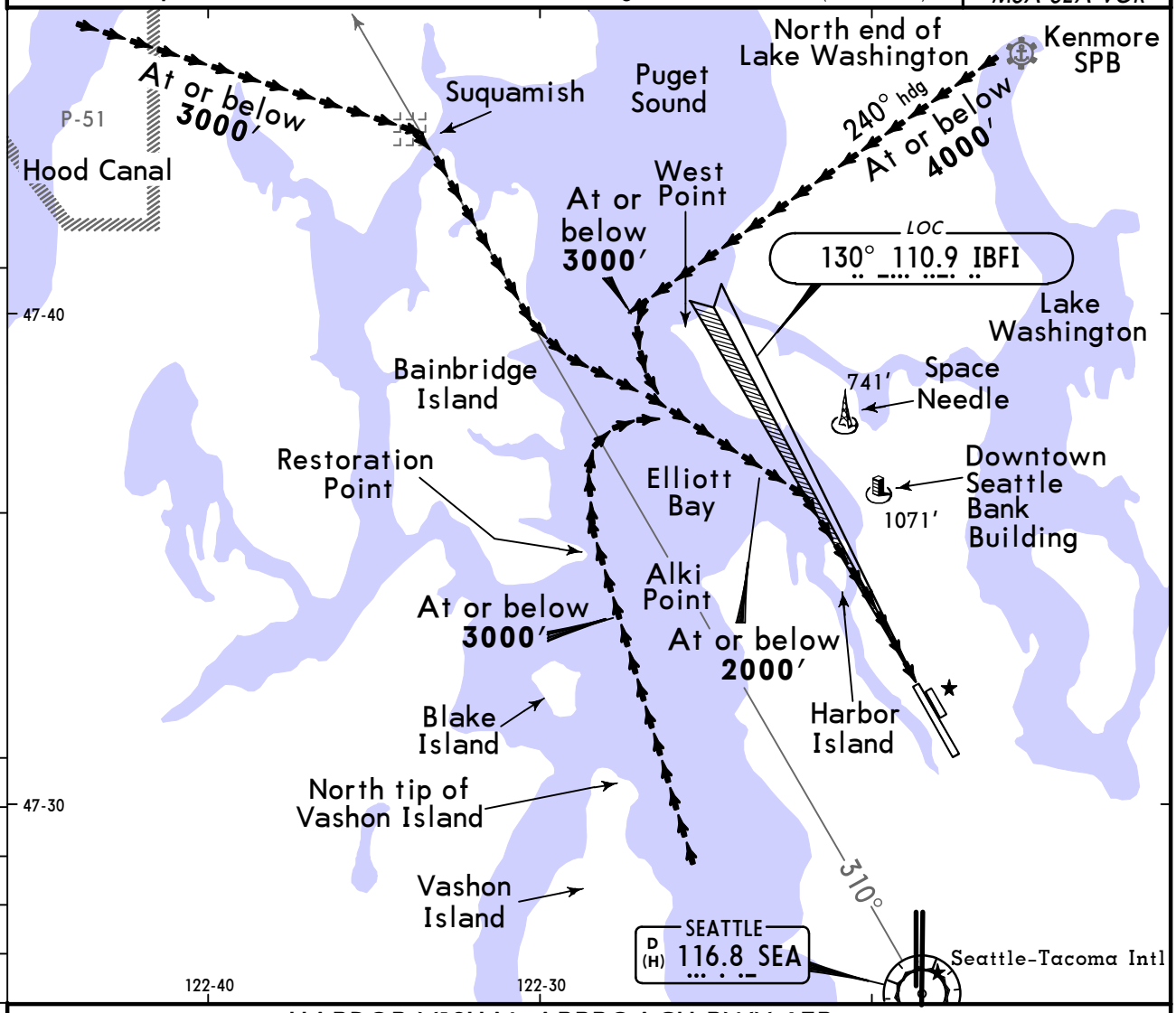
No Missed Approach procedure.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **RADAR required.** 2. Vertical Guidance Navaid and Angle: Localizer IBFI (GS 3.00°)

MSA SEA VOR: 3400′ 190°, 6400′ 070°, 2200′ 340°

BRIEFING STRIP™



HARBOR VISUAL APPROACH RWY 13R

Expect radar vectors from the Northwest, over the Hood Canal on the SEA R-310; from the North and Northeast, to the North end of Lake Washington; from the Southwest, South and Southeast, to Puget Sound abeam the north tip of Vashon Island. When cleared for the Harbor Visual Approach Runway 13R, proceed via the depicted routes over the middle of Puget Sound and Elliott Bay to Harbor Island and complete a straight-in visual approach to Boeing Field/King County Intl Airport (BFI). Adherance to the recommended altitudes is strongly recommended to reduce the incidence of TCAS alarms. Visual approaches to Seattle-Tacoma Int'l Airport (SEA) may be conducted simultaneously through Elliott Bay. It is essential that all aircraft remain in the center of Elliott Bay for noise abatement.

MALSF
PAPI

AMEND 3

WEATHER MINIMUMS

Ceiling **3100′** vis **4**

TERPS

CHANGES: Printing sequence.

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General Information

Location: Bellingham WA USA
IATA Code: BLI
Lat/Long: N48° 47.6' W122° 32.3'
Elevation: 170 ft

Airport Use: Public
Magnetic Variation: 17.0°E
Sectional Chart: Seattle

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, LP Bottle
Repair Types: Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1456 Z
Sunset: 0150 Z,

Runway Information

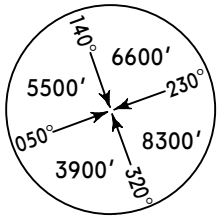
Runway: 16
Length x Width: 6701 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 163 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 34
Length x Width: 6701 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 170 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

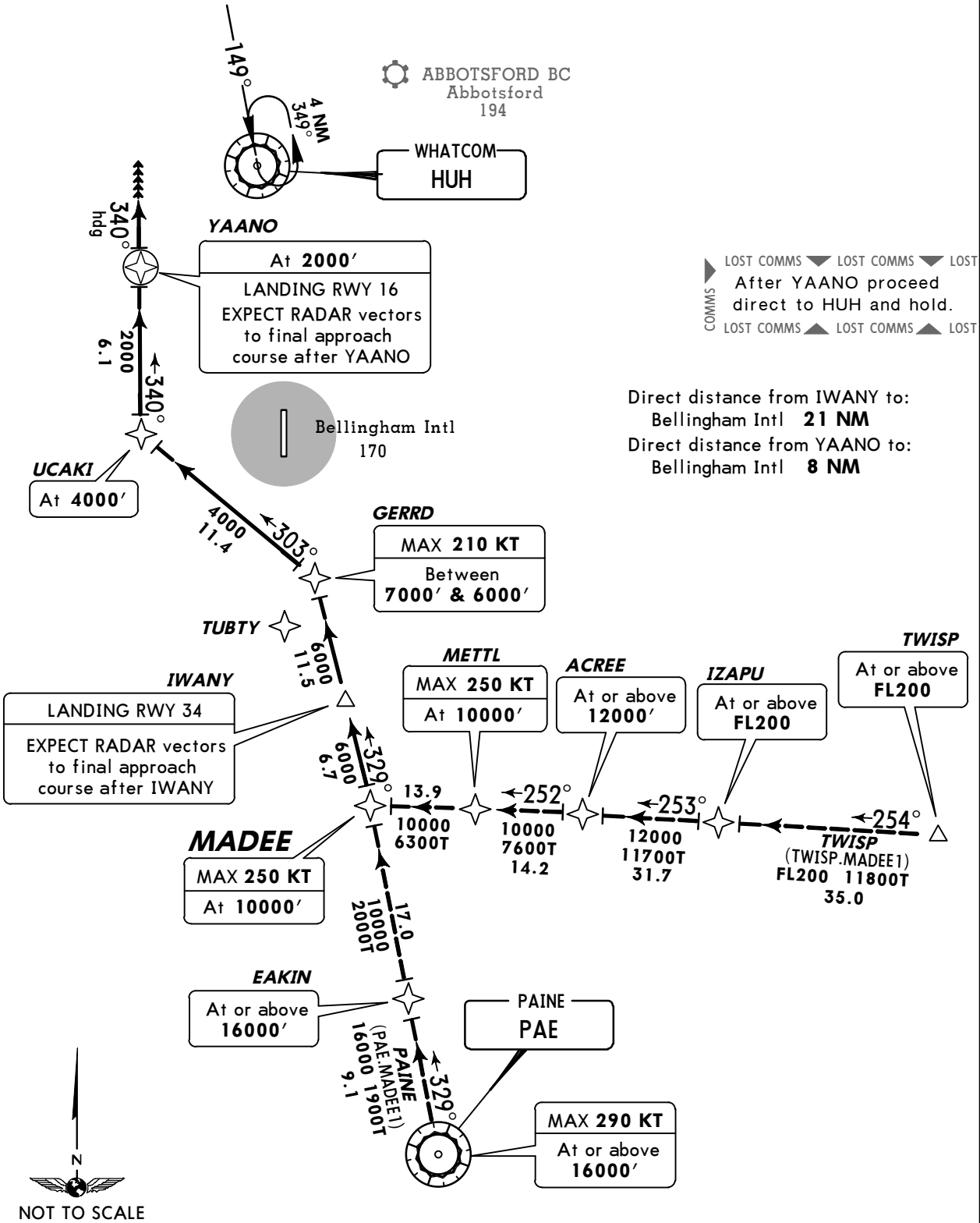
ATIS 134.45
Bellingham Tower 124.9 CTAF PCL
Bellingham Ground Control 127.4
Bellingham Intl Unicom 122.95
Seattle Flight Service Station 122.15 RCO

*ATIS 134.45	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required.** **2. RNAV 1.** **3. RADAR required for non-GPS equipped aircraft.** 4. Procedure for turbojet and turboprop aircraft only.



MSA HUH VOR

MADEE ONE RNAV ARRIVAL (MADEE.MADEE1)



ROUTING

From MADEE via 329° track to IWANY, then via assigned runway transition.

RWY	LANDING
16	From over IWANY via 329° track to GERRD, then via 303° track to UCAKI, then via 340° track to YAANO, then via 340° heading. EXPECT RADAR vectors after YAANO.
34	From over IWANY via 329° track to GERRD, then via 303° track to UCAKI, then via 340° track to YAANO, then via 340° heading. EXPECT RADAR vectors after IWANY.

CHANGES: New procedure at this airport.

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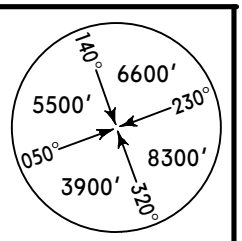
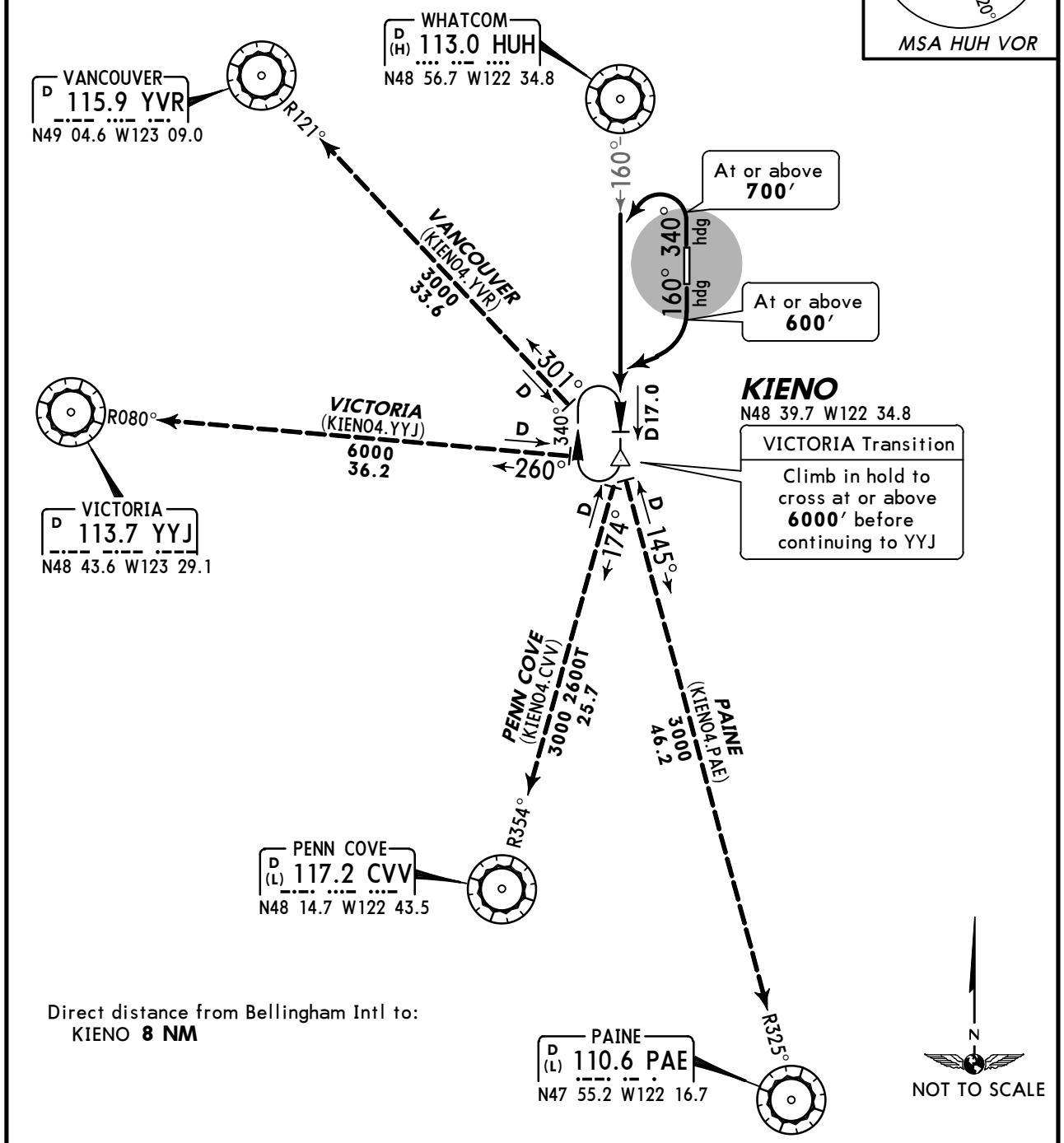
VICTORIA TERMINAL Departure (R) 132.7	Apt Elev 170′	Trans level: FL180 Trans alt: 18000′ 1. DME or RADAR required for VICTORIA transition. 2. Chart not usable for TACAN aircraft.



MSA HUH VOR

KIENO FOUR DEPARTURE (KIENO4.KIENO)



Direct distance from Bellingham Intl to:
KIENO **8 NM**

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 16: Standard (or lower than standard, if authorized) with a minimum climb of 282′ per NM to **2500′.**
Rwy 34: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
282′ per NM	353	470	705	940	1175	1410

OBSTACLES
Rwy 16: Lighted windsock 9′ from DER, 259′ RIGHT of centerline, 16′ AGL/181′ MSL.
Multiple trees beginning 747′ from DER, 405′ RIGHT of centerline, up to 68′ AGL/213′ MSL.
Multiple trees beginning 1128′ from DER, 57′ LEFT of centerine, up to 104′ AGL/249′ MSL.
Rwy 34: Lighted windsock 93′ from DER, 516′ RIGHT of centerline, 27′ AGL/169′ MSL.
Multiple trees beginning 1372′ from DER, 619′ RIGHT of centerline, up to 134′ AGL/246′ MSL.

RWY	INITIAL CLIMB
16	Climb heading 160° to **600′**, then climbing RIGHT turn to intercept HUH R-160 to KIENO.
34	Climb heading 340° to **700′**, then climbing LEFT turn to intercept HUH R-160 to KIENO.

ROUTING

MAINTAIN assigned transition altitude, EXPECT requested altitude within 10 minutes.

CHANGES: Bearings, procedure renumbered.

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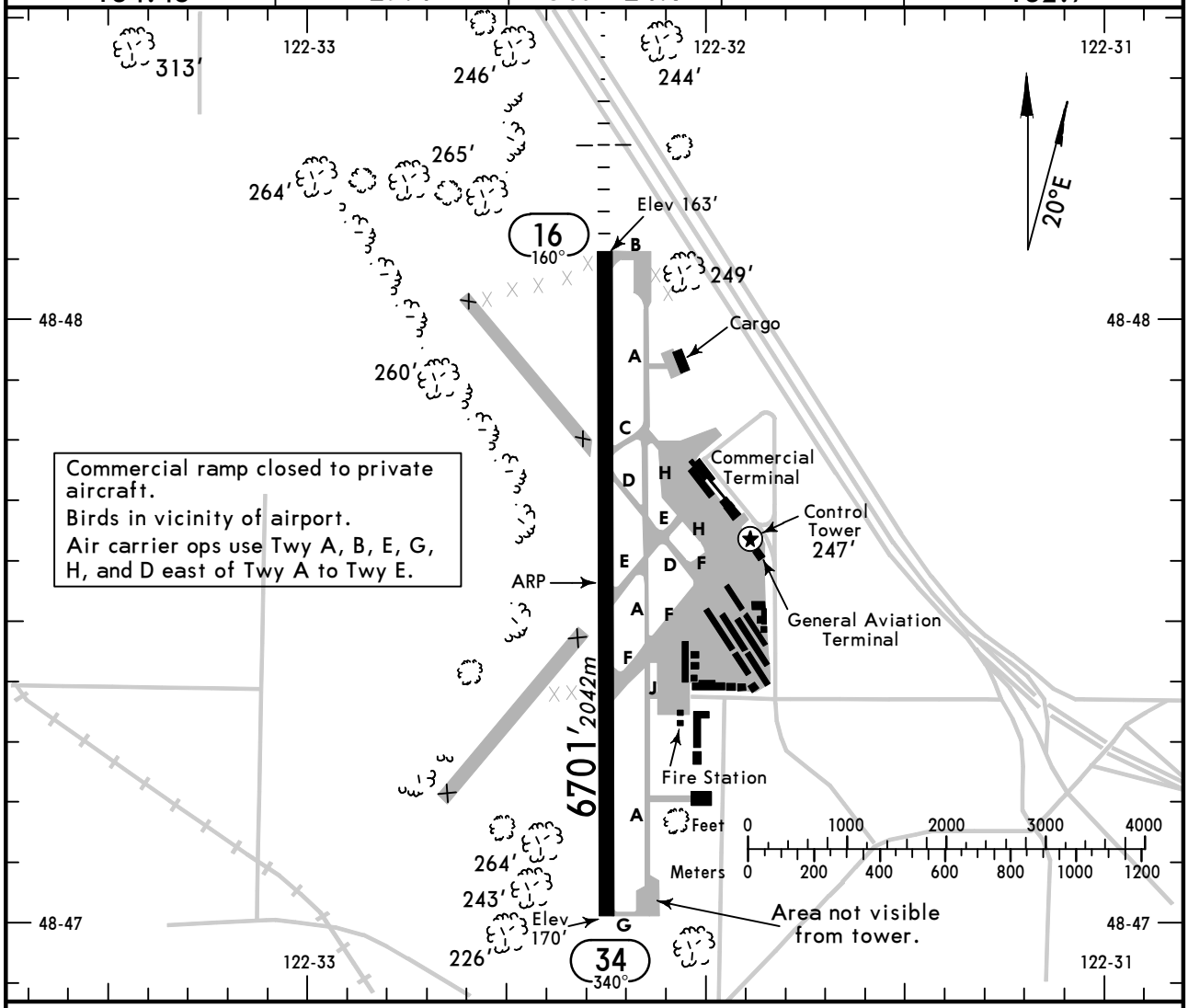
*ATIS	*BELLINGHAM Ground	*Tower	UNICOM 122.95	VICTORIA Terminal (R)
134.45	127.4	CTAF 124.9		132.7



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
16	❶HIRL ❶MALSR ❶❷PAPI-L grooved RVR		5643′ *1720m*		150′ *46m*
34	❶HIRL ❶REIL ❷PAPI-L grooved				

❶ Activate on 124.9 when Twr inop.
❷ Angle 3.00°.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys: Adequate Vis Ref	All Rwys: STD
1 & 2 Eng	RVR 16 or ¼	RVR 50 or 1
3 & 4 Eng		RVR 24 or ½

FOR FILING AS ALTERNATE

	Authorized only when local weather available: ILS Rwy 16	LOC Rwy 16 RNAV (GPS) Rwy 16	Other
A, B, C, D	600-2	800-2	800-2

OBSTACLE DP: Rwy 16, climb heading 160° to 600′, then climbing right turn direct HUH VOR. Do not exceed 210 Kts until established northbound.
Rwy 34, climb heading 340° to 600′, then climbing left turn to intercept HUH VOR R-145 to HUH VOR, continue climb in holding pattern (hold northwest, right turns, 149° inbound) to MEA as appropriate for direction of flight.

AMEND 5

CHANGES: Ramp, buildings, note.

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BRIEFING STRIP ™

*ATIS	VICTORIA Terminal (R)	*BELLINGHAM Tower	*Ground
134.45	132.7	CTAF 124.9	127.4

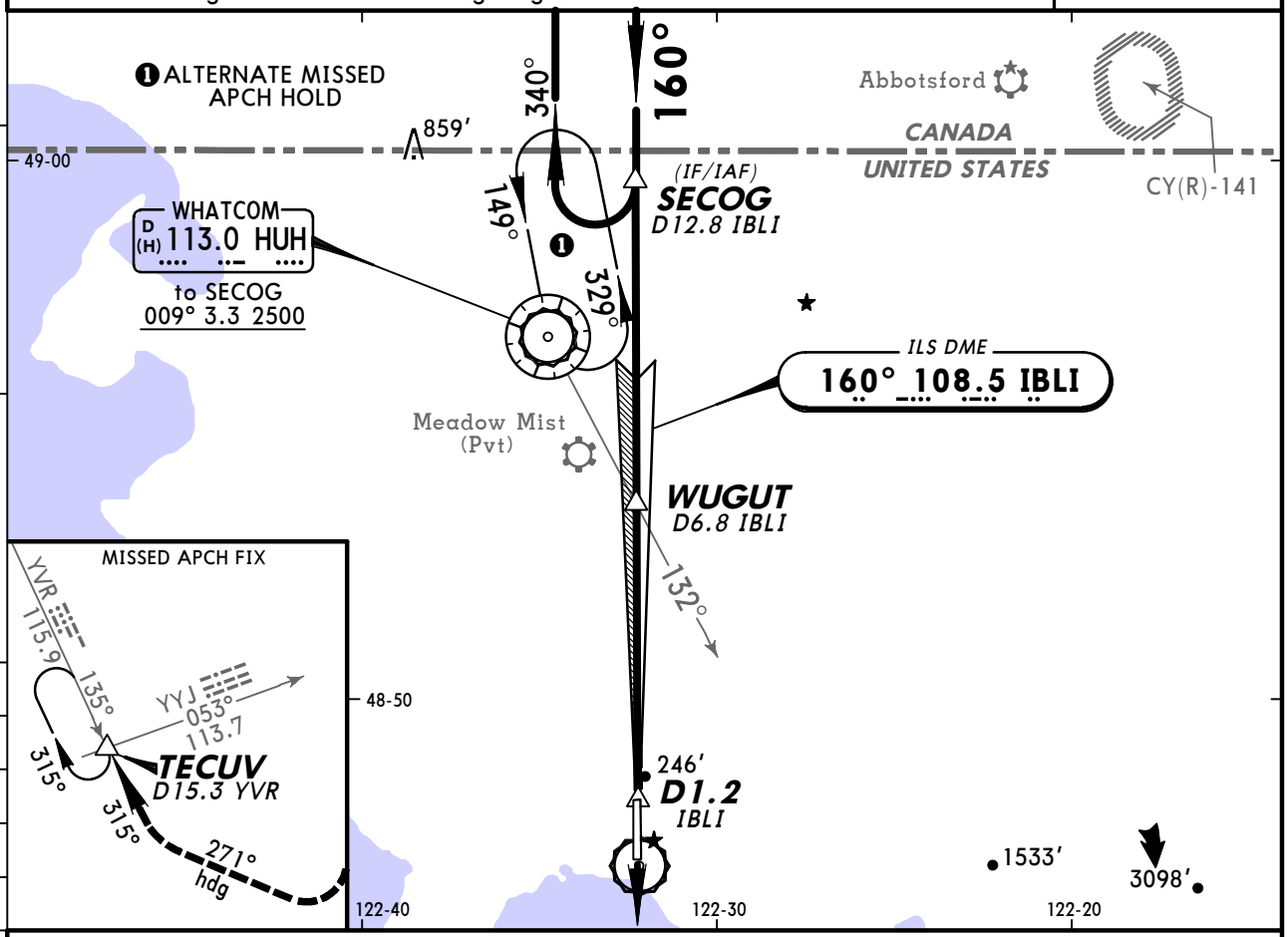
LOC IBLI	Final Apch Crs	GS WUGUT	ILS DA(H) (CONDITIONAL)	Apt Elev 170′
108.5	160°	2000′ (1837′)	363′ (200′)	TDZE 163′

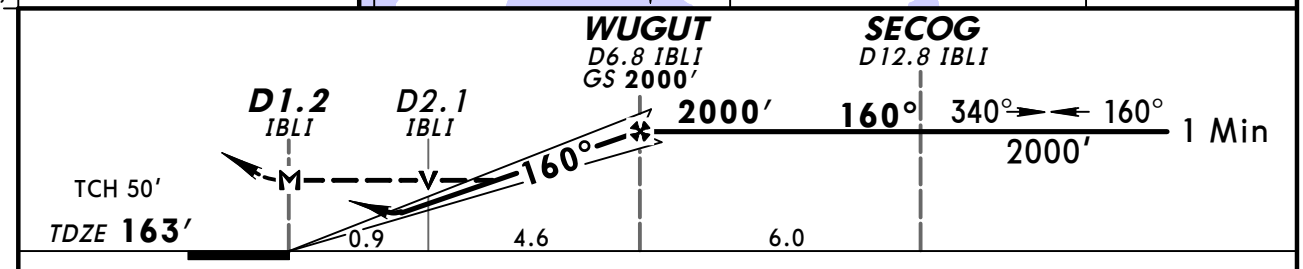
MISSED APCH: Climb to 700′, then climbing RIGHT turn to 2000′ via heading 271° and inbound on YVR VOR R-135 to TECUV INT/D15.3 YVR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar or DME required. 2. Use local altimeter setting; if not received, use Friday Harbor altimeter setting. 3. VDP not authorized when using Friday Harbor altimeter setting. 4. Pilot controlled lighting 124.9.

MSA HUH VOR
140° 6600′
230° 8300′
320° 3900′
050° 5500′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.2 IBLI or WUGUT to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04

MALSR
PAPI

700′	2000′ RT via	271° hdg	YVR 115.9 R-135

STRAIGHT-IN LANDING RWY 16

	1 ILS DA(H) 363′ (200′) FULL	1 ILS RAIL or ALS out	2 LOC (GS out) MDA(H) 500′ (337′)	2 LOC (GS out) RAIL out	2 LOC (GS out) ALS out
A	3 RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C					
D			RVR 40 or ¾	RVR 50 or 1	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Friday Harbor Altimeter Setting MDA(H)
90	620′ (450′)-1	700′ (530′)-1
120		
140	620′ (450′)-1½	700′ (530′)-1½
165	720′ (550′)-2	800′ (630′)-2

1 DA(H) 430′ (267′) with Friday Harbor altimeter setting.
2 MDA(H) 580′ (417′) with Friday Harbor altimeter setting.
3 RVR 18 authorized with the use of Flight Director or Autopilot or HUD to DA.

TERPS AMEND 5B 25 AUG 2011

CHANGES: None.

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*ATIS	VICTORIA Terminal (R)	*BELLINGHAM Tower	*Ground
134.45	132.7	CTAF 124.9	127.4

BRIEFING STRIP™

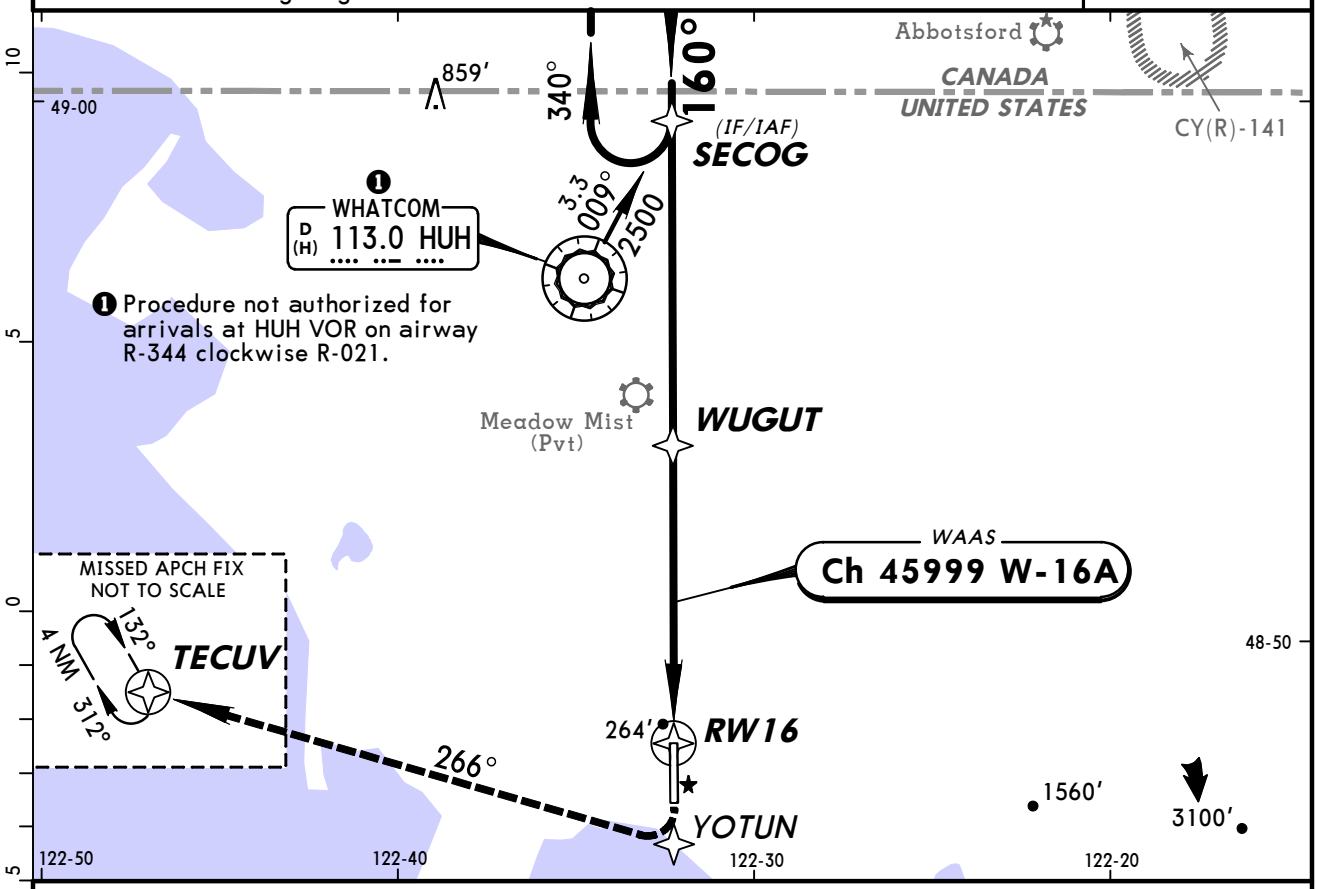
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 170′
Ch 45999 W-16A	160°	WUGUT 2000′ (1837′)	442′ (279′)	TDZE 163′

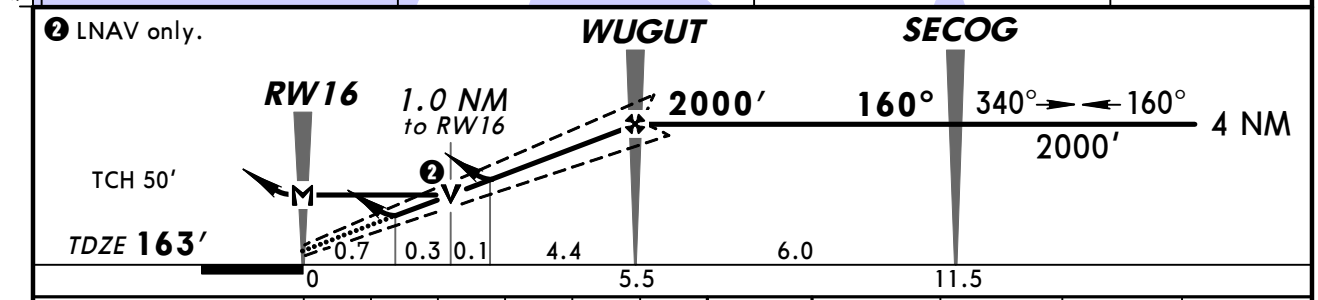
MISSED APCH: Climb to 2000′ direct YOTUN and RIGHT turn via 266° track to TECUV and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Friday Harbor altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. Baro-VNAV and VDP not authorized when using Friday Harbor altimeter setting.
5. Pilot controlled lighting 124.9.

12,000′
MSA RW16





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW16						

MALSR
PAPI
2000′
D
YOTUN

STRAIGHT-IN LANDING RWY 16

	1 LPV DA(H) 442′ (279′)		2 LNAV/VNAV DA(H) 554′ (391′)		3 LNAV MDA(H) 520′ (357′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C							
D					RVR 50 or 1	RVR 60 or 1¼	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Friday Harbor Altimeter Setting MDA(H)
90	620′(450′)-1	700′(530′)-1
120		
140	620′(450′)-1½	700′(530′)-1½
165	720′(550′)-2	800′(630′)-2

AMEND 1

TERPS

1 DA(H) 522′ (359′) with Friday Harbor altimeter setting.
2 DA(H) 634′ (471′) with Friday Harbor altimeter setting.
3 MDA(H) 600′ (437′) with Friday Harbor altimeter setting.

CHANGES: None.

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KBLI/BLI
BELLINGHAM INTL

JEPPESEN
30 OCT 09 (12-2)

BELLINGHAM, WASH
RNAV (GPS) Rwy 34

*ATIS	VICTORIA Terminal (R)	*BELLINGHAM Tower	*Ground
134.45	132.7	CTAF 124.9	127.4

WAAS	Final Apch Crs	Minimum Alt OHADO	LPV DA(H)	Apt Elev 170′
Ch 86223 W-34A	340°	2000′ (1830′)	439′ (269′)	TDZE 170′

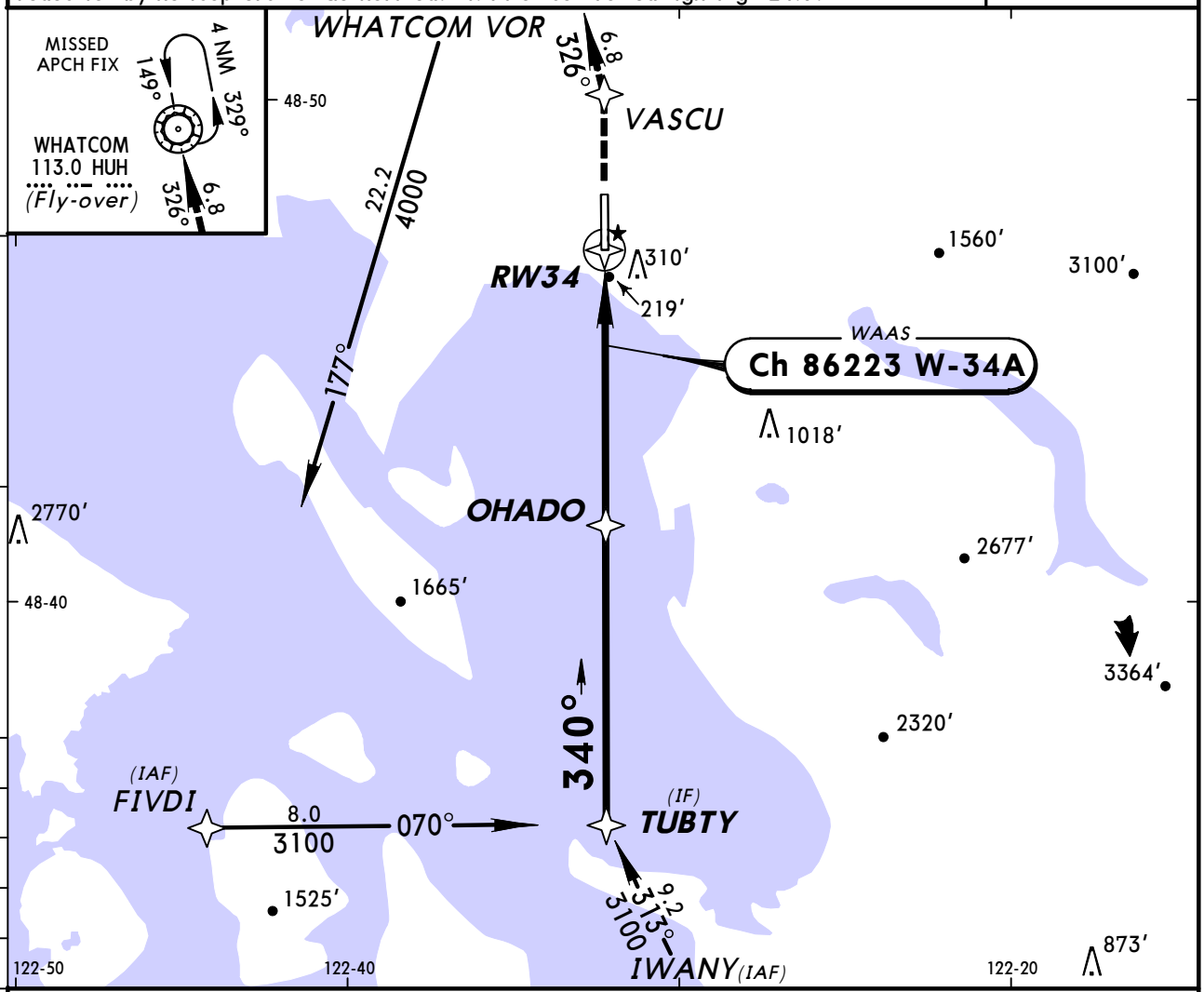
MISSED APCH: Climb to 3000′ direct VASCU and via 326° track to HUH VOR and hold, continue climb-in-hold to 3000′.

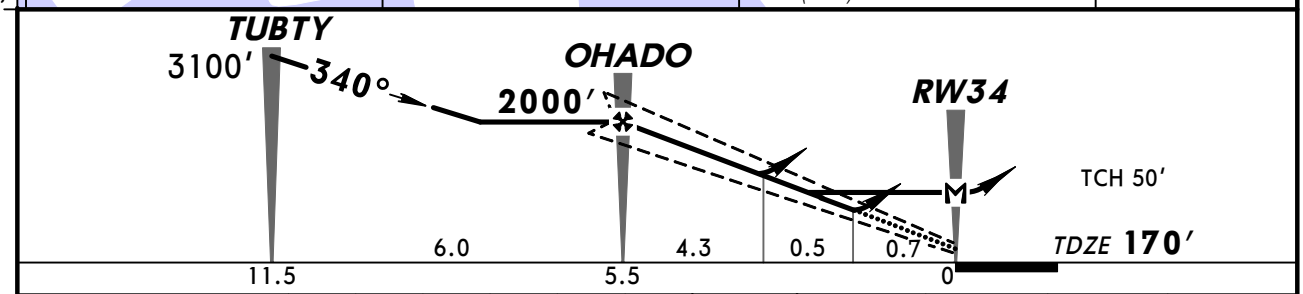
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 124.9.

12,000′
MSA RW34

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW34						

REIL
VASI-L

3000′

VASCU

TERPS AMEND 0B 22 OCT 2009

STRAIGHT-IN LANDING RWY 34				CIRCLE-TO-LAND	
	LPV DA(H) 439′ (269′)	LNAV/VNAV DA(H) 592′ (422′)	LNAV MDA(H) 560′ (390′)	Max Kts	MDA(H)
A	1	1½	1	90	620′ (450′)-1
B				120	
C				140	620′ (450′)-1½
D			1¼	165	720′ (550′)-2

CHANGES: Circling minimums.

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General Information

Location: Spokane WA USA
IATA Code: GEG
Lat/Long: N47° 37.1' W117° 32.1'
Elevation: 2385 ft

Airport Use: Public
Magnetic Variation: 15.4°E
Sectional Chart: Seattle

Fuel Types: 100 Octane (LL), 100-130 Octane, Jet A, Jet 4
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1435 Z
Sunset: 0131 Z,

Runway Information

Runway: 03
Length x Width: 11002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2385 ft
Lighting: Edge, ALS, Centerline

Runway: 07
Length x Width: 8199 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2376 ft
Lighting: Edge, REIL

Runway: 21
Length x Width: 11002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2346 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25
Length x Width: 8199 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2373 ft
Lighting: Edge, REIL

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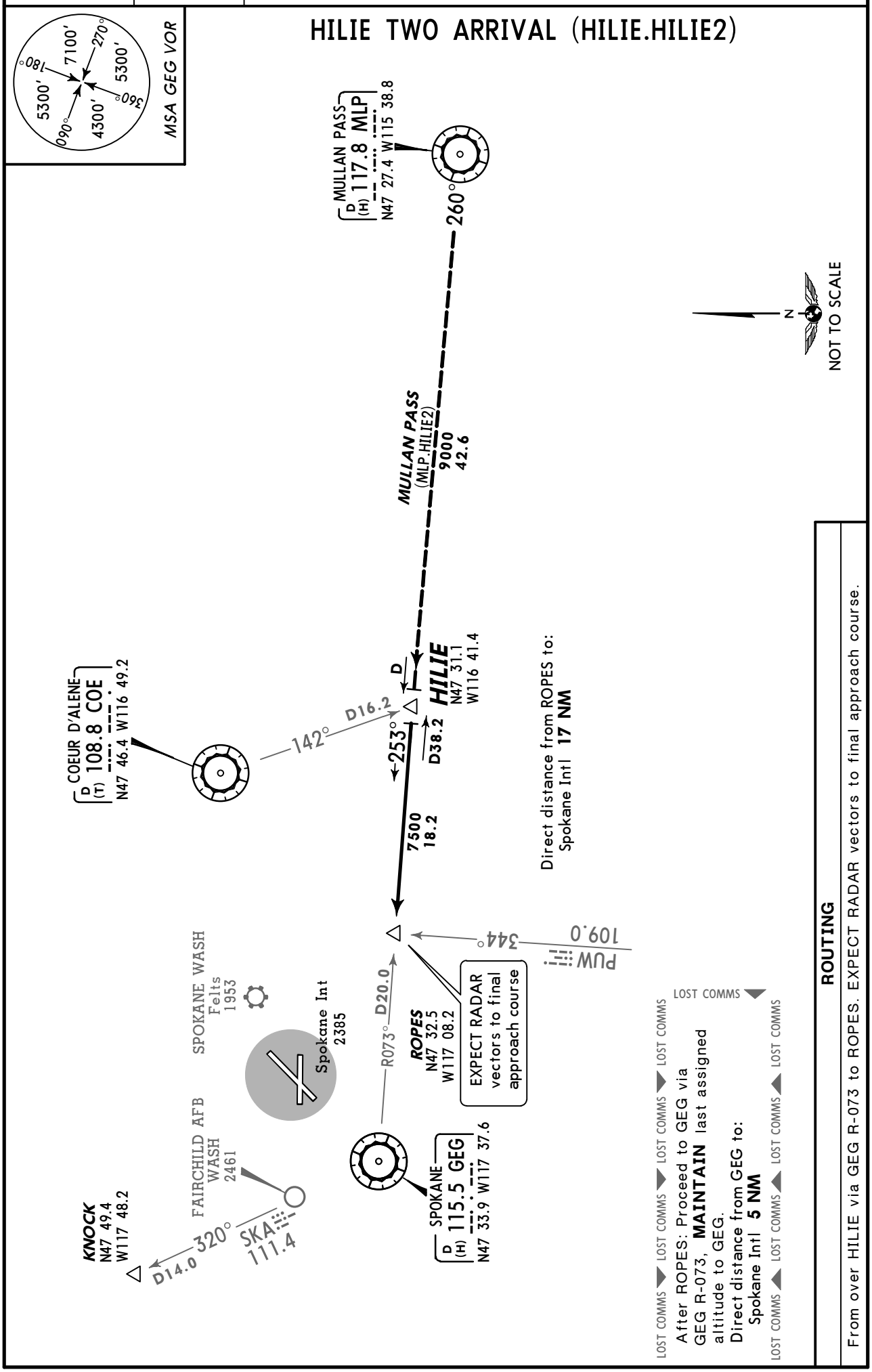
Communication Information

ATIS 124.325
Spokane Tower 118.3
Spokane Ground Control 121.9
Spokane Clearance Delivery 127.55
Spokane Approach Control 133.35 (29°-207°) Initial Contact
Spokane Approach Control 123.75 (208°-28°)
Spokane App ARSA 133.35 (29°-207°)
Spokane App ARSA 123.75 (208°-28°)
Spokane Departure Control 133.35 (29°-207°)
Spokane Departure Control 123.75 (208°-28°)
Spokane Intl Unicom 122.95
Army Guard Operations 123.05 Military
Seattle Flight Service Station 122.65 RCO
Seattle Flight Service Station 122.55 RCO
Seattle Flight Service Station 122.2 RCO

ATIS	Apt Elev	
124.32	See graphic	Trans level: FL 180 Trans alt: 18000′ **DME and RADAR required.**

HILIE TWO ARRIVAL (HILIE.HILIE2)



CHANGES: Procedure renumbered, revised, new format.

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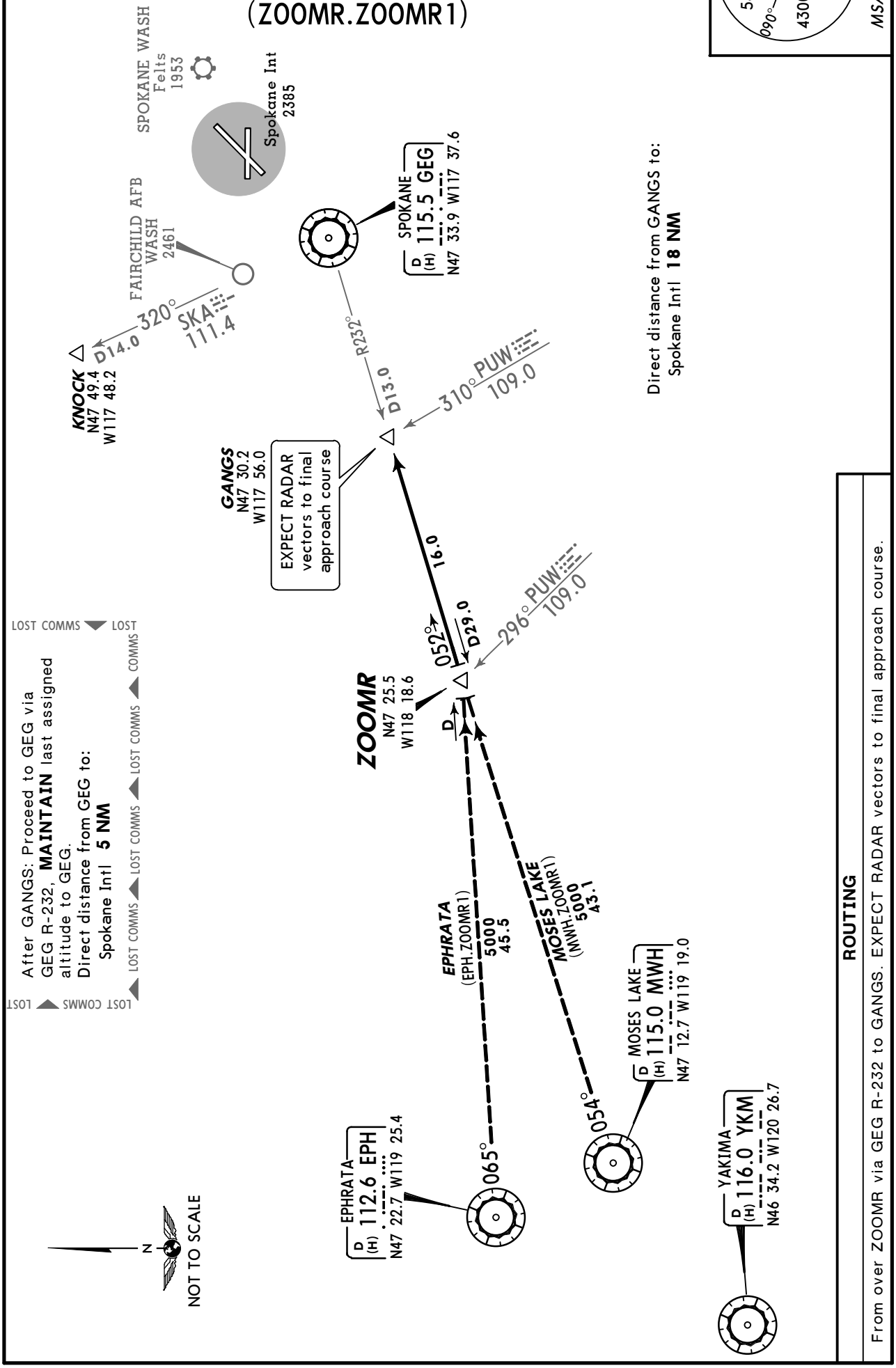
ATIS	Apt Elev	Trans level: FL 180 Trans alt: 18000′
124.32	See graphic	**DME and RADAR required.**

ZOOMR ONE ARRIVAL
(ZOOMR.ZOOMR1)



ROUTING

From over ZOOMR via GEG R-232 to GANGS. EXPECT RADAR vectors to final approach course.

CHANGES: Formations, new format.

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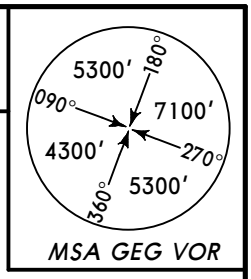
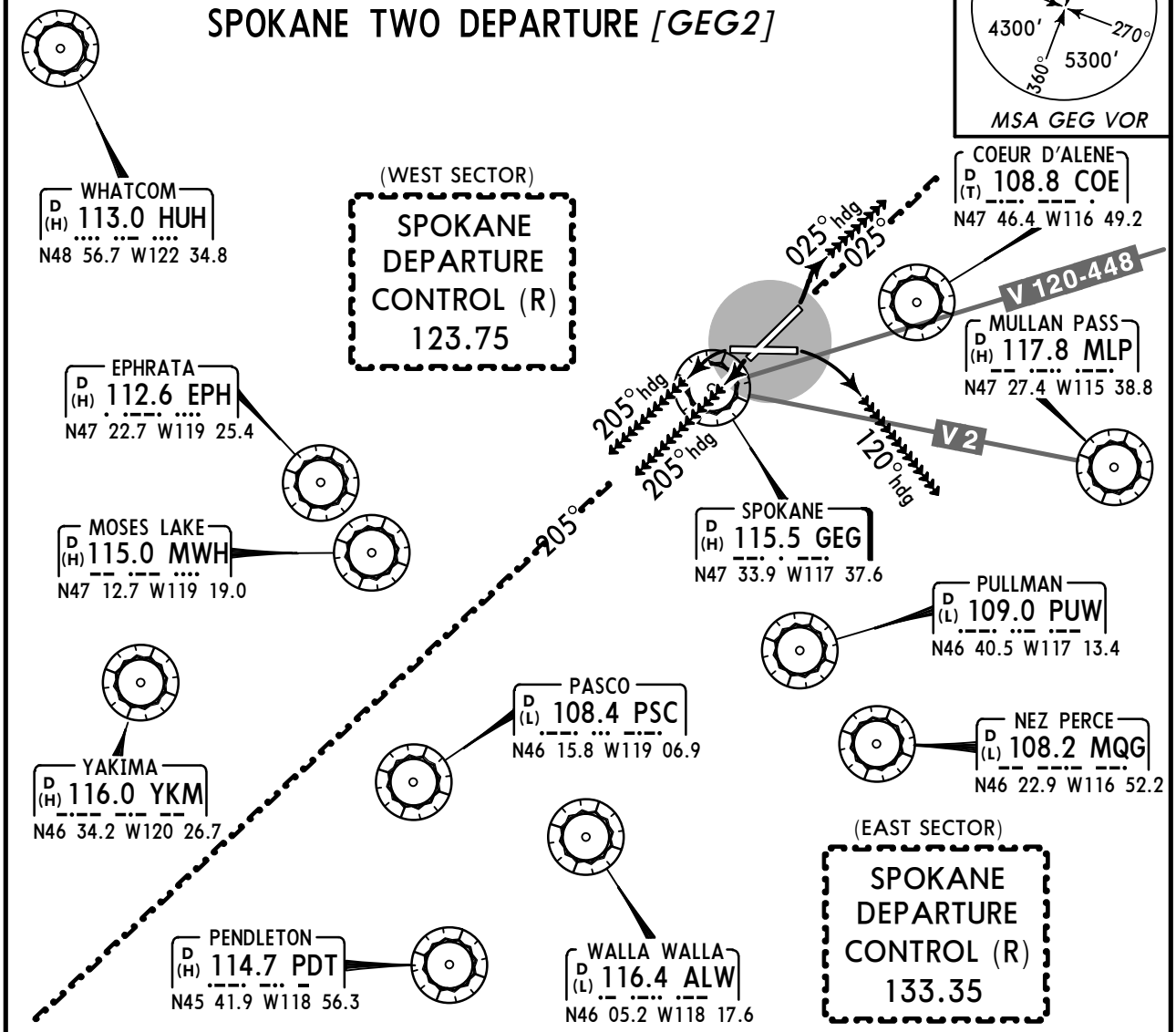
FOR DEPARTURE CONTROL FREQ. SEE GRAPHIC	Apt Elev 2385′	Trans level: FL180 Trans alt: 18000′ **RADAR required.**

SPOKANE TWO DEPARTURE *[GEG2]*





LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Climb direct GEG before proceeding on course.

Cross GEG at or above:
NORTHEAST bound V-120-448 **5200′.**
EAST bound V-2 **5200′.**

Aircraft departing Rwy 3: If not in contact with ATC within 10 NM after takeoff, turn LEFT direct GEG, cross GEG at or above **5200′.** Then via assigned fix/route.

LOST COMMS ◀ LOST COMMS

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

N
NOT TO SCALE

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 3, 7, 21: Standard (or lower than standard, if authorized).
Rwy 25: Standard (or lower than standard, if authorized) with a minimum ATC climb of 400′ per NM to **2800′.**

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	667	1000	1333	1667	2000

OBSTACLES
Rwy 3: Multiple trees beginning 1089′ from DER, 666′ LEFT of centerline, up to 100′ AGL/2370′ MSL. Tree 1524′ from DER, 851′ RIGHT of centerline, 100′ AGL/2374′ MSL.

RWY	INITIAL CLIMB	ALTITUDE
3	Climbing LEFT turn to **4000′**, heading 025°.	**MAINTAIN 12000′** or assigned lower altitude
7	Climbing RIGHT turn to **4000′**, heading 120°.	
21, 25	Climbing LEFT turn to **4000′**, heading 205°.	

ROUTING

EXPECT RADAR vectors to assigned airway/route. EXPECT filed altitude/flight level 10 minutes after departure.

CHANGES: Procedure renumbered, revised.

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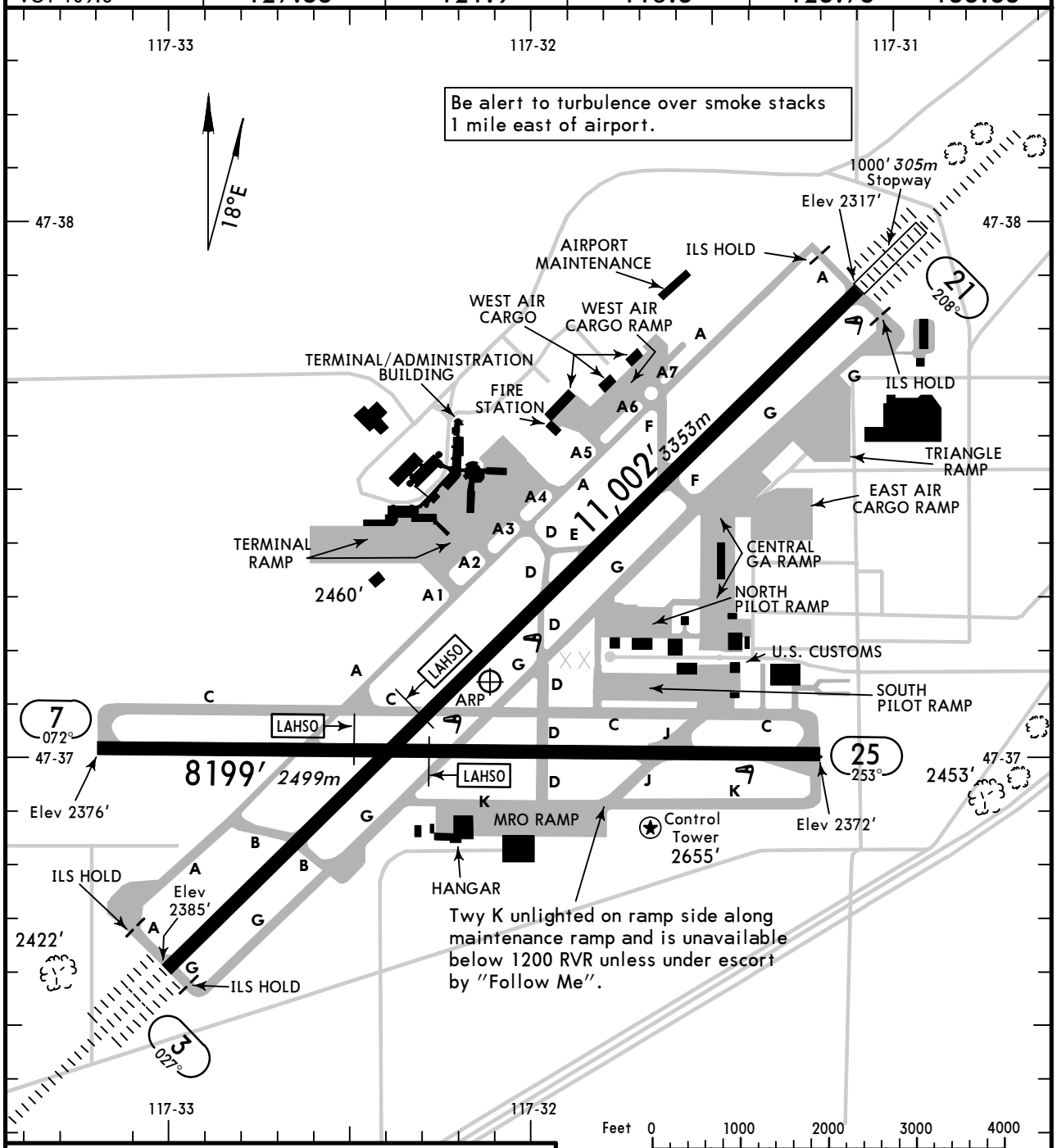
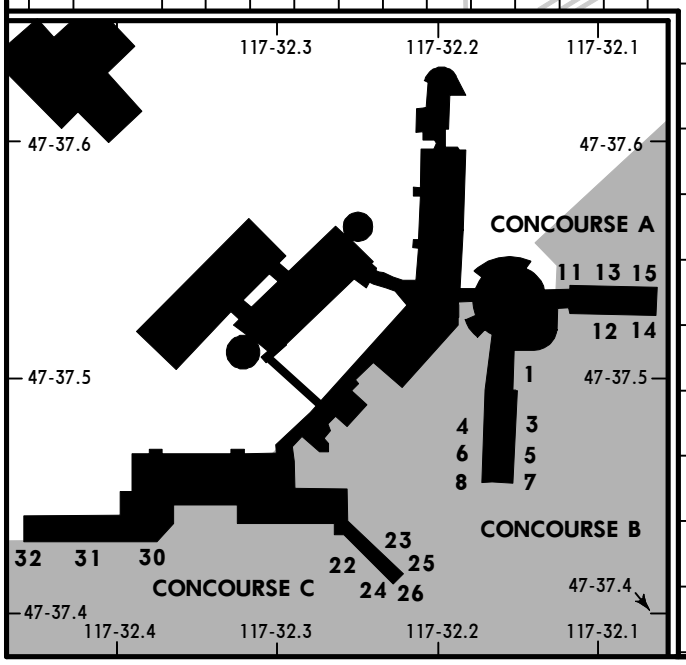
ATIS	SPOKANE Clearance	Ground	Tower	SPOKANE Departure (R)	
				205°-025°	026°-204°
124.32	127.55	121.9	118.3	123.75	133.35
VOT 109.6					





PARKING POSITION COORDINATES

POSITION NO.	COORDINATES
1, 3	N47 37.5 W117 32.1
4	N47 37.5 W117 32.2
5	N47 37.5 W117 32.1
6	N47 37.5 W117 32.2
7	N47 37.5 W117 32.1
8	N47 37.5 W117 32.2
11 thru 15	N47 37.5 W117 32.1
22	N47 37.4 W117 32.3
23 thru 26	N47 37.4 W117 32.2
30 thru 32	N47 37.4 W117 32.4

CHANGES: None.

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GENERAL

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
3 21	HIRL CL ALSF-II TDZ PAPI-L (angle 3.00°) grooved RVR		9791' 2984m 10,063' 3067m	7/25 7000' 2134m		150' 46m
7	MIRL REIL VASI-L (angle 3.2°) grooved			3/21 2800' 853m		150' 46m
25	MIRL REIL PAPI-L (angle 3.0°) grooved			3/21 4350' 1326m		

TAKE-OFF AND OBSTACLE DEPARTURE PROCEDURE

Rwys 3, 21

2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 7, 25

Adequate Vis Ref	STD	
	3 & 4 Eng	1 & 2 Eng
1/4	1/2	1

OBSTACLE DP

Rwy 3, climbing left turn heading 190° and GEG VOR R-010 to GEG VOR. Thence climb in GEG VOR holding pattern (hold southwest, right turns, 028° inbound) to cross GEG VOR at or above MEA for route of flight.

Rwy 7, climbing right turn heading 255° and GEG VOR R-075 to GEG VOR. Thence climb in GEG VOR holding pattern (hold southwest, right turns, 028° inbound) to cross GEG VOR at or above MEA for route of flight.

Rwy 21, climbing right turn heading 208° and GEG VOR R-028 to GEG VOR. Thence climb in GEG VOR holding pattern (hold southwest, right turns, 028° inbound) to cross GEG VOR at or above MEA for route of flight.

Rwy 25, climbing left turn heading 176° and GEG VOR R-356 to GEG VOR. Thence climb in GEG VOR holding pattern (hold southwest, right turns, 028° inbound) to cross GEG VOR at or above MEA for route of flight.

FOR FILING AS ALTERNATE

	ILS Rwy 21	ILS Rwy 3	LOC DME Rwy 21 RNAV (GPS) Y Rwy 3 RNAV (RNP) Z Rwy 3 RNAV (GPS) Y Rwy 7 RNAV (RNP) Z Rwy 7 RNAV (GPS) Y Rwy 21 RNAV (RNP) Z Rwy 21 RNAV (GPS) Y Rwy 25 RNAV (RNP) Z Rwy 25 VOR Rwy 3	LOC Rwy 3
A	600-2	600-2	800-2	800-2
B				
C		900-2½		900-2½
D		900-2¾		900-2¾

AMEND 6

CHANGES: Rwy 3 lighting.

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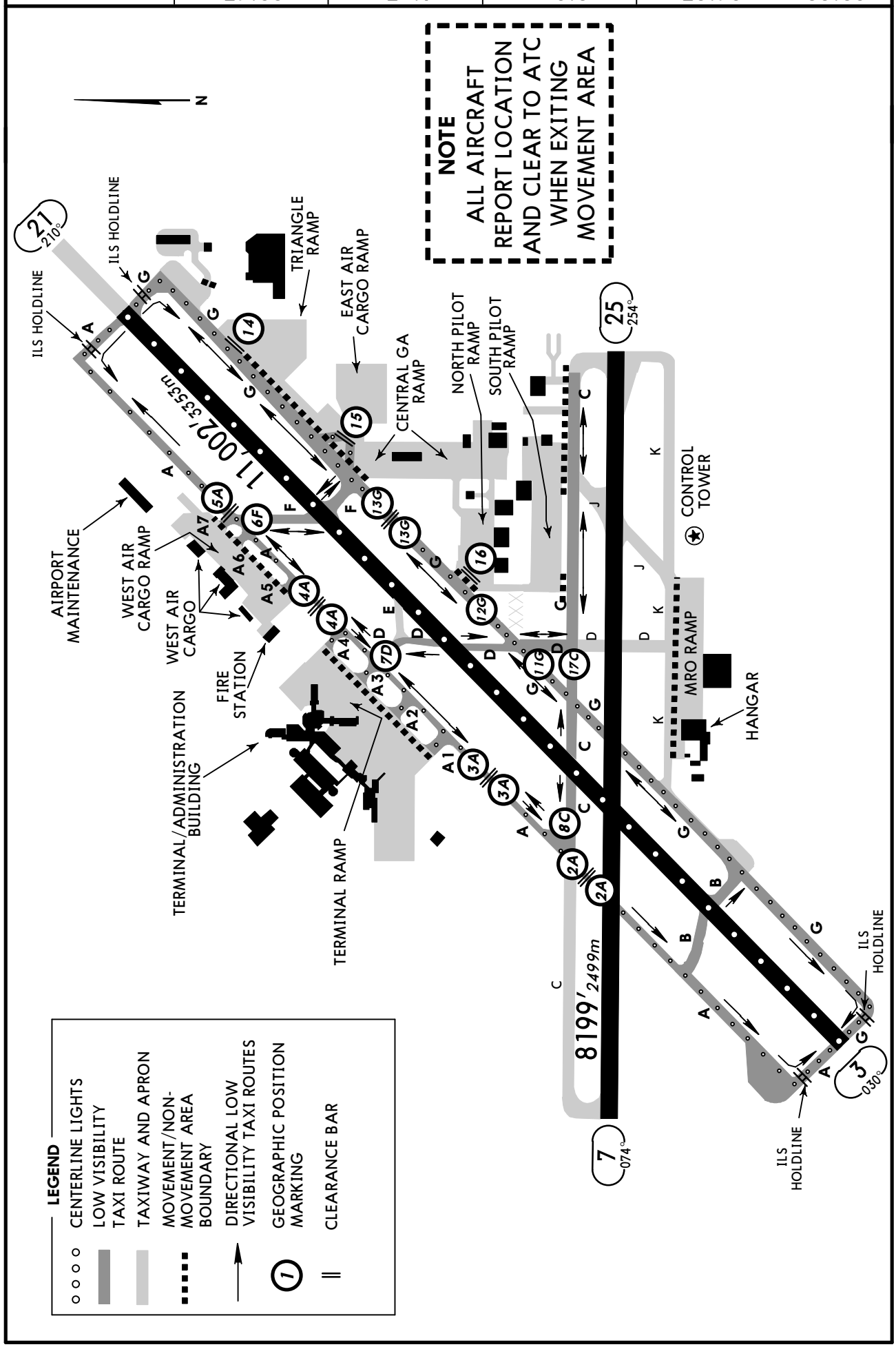
KGEG/GEG
SPOKANE INTL

LESS THAN RVR 1200 to 600

SPOKANE, WASH
LOW VISIBILITY TAXI ROUTES (RWY 3 OPS)

ATIS 124.32 VOT 109.6	SPOKANE Clearance	Ground	Tower	SPOKANE Departure (R) 205°-025°	026°-204°
	127.55	121.9	118.3	123.75	133.35



CHANGES: Chart revised.

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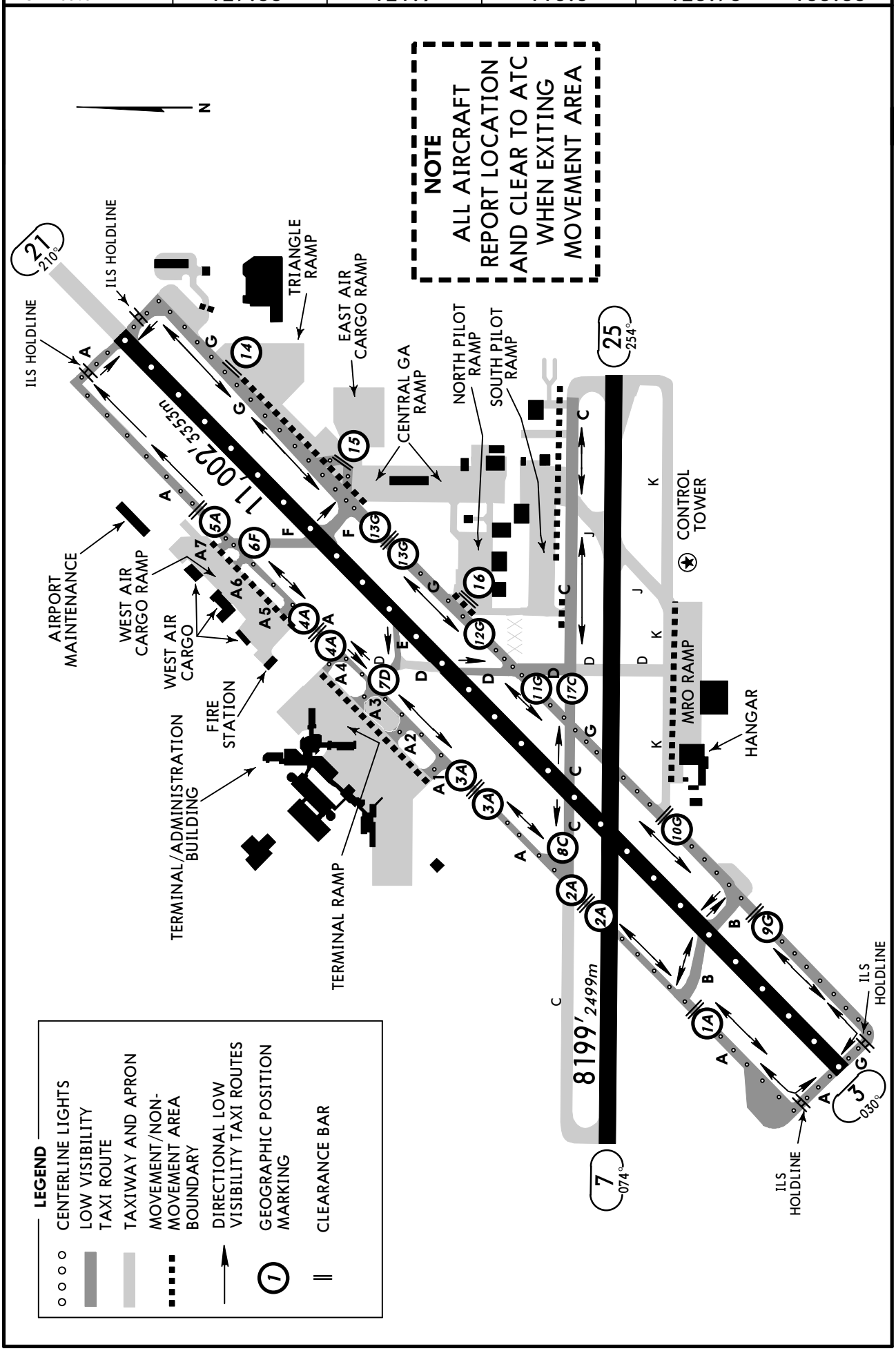
KGEG/GEG
SPOKANE INTL

LESS THAN RVR 1200 to 600

SPOKANE, WASH
LOW VISIBILITY TAXI ROUTES (RWY 21 OPS)

ATIS 124.32 VOT 109.6	SPOKANE Clearance	Ground	Tower	SPOKANE Departure (R) 205°-025°	SPOKANE Departure (R) 026°-204°
	127.55	121.9	118.3	123.75	133.35



CHANGES: Chart revised.

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BRIEFING STRIP ™

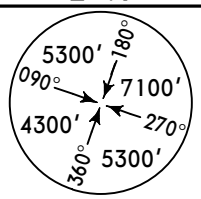
ATIS	SPOKANE Approach (R)	SPOKANE Tower	Ground
124.32	133.35	118.3	121.9

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 2385′
IOLJ 111.1	029°	CARUT 3900′ (1515′)	Refer to Minimums	TDZE 2385′

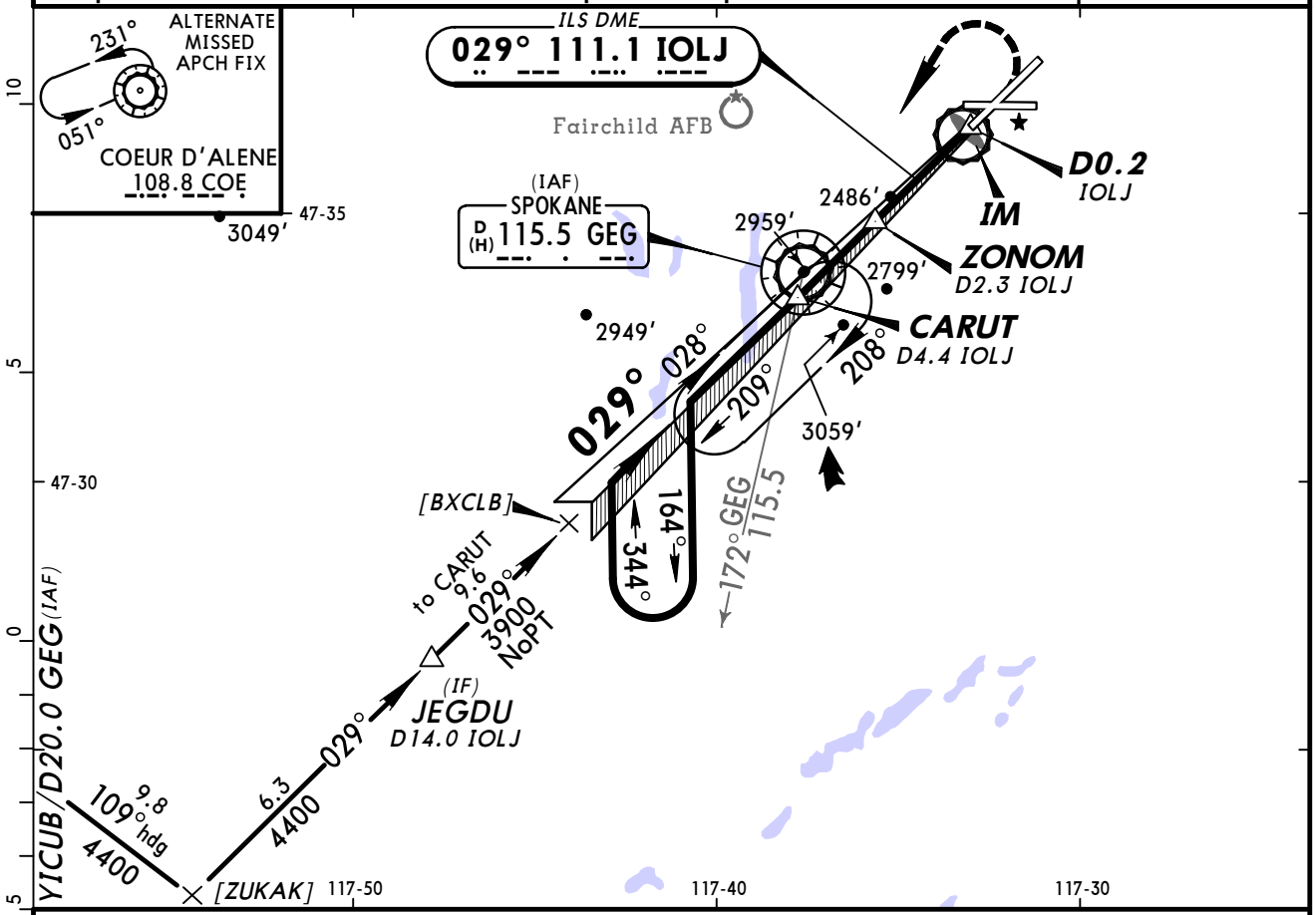
MISSED APCH: Climb to 2900′ then climbing LEFT turn to 4200′ direct GEG VOR and hold.

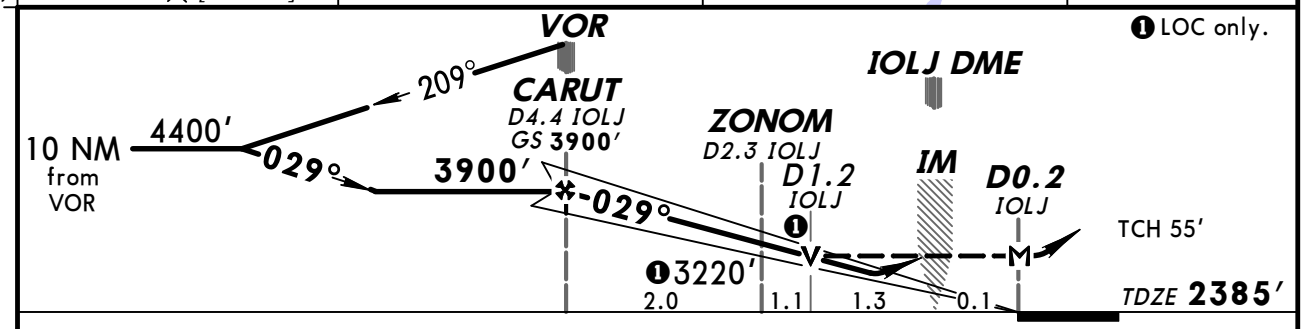
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required for Special Auth CAT I ILS.



MSA GEG VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D0.2 IOLJ or CARUT to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41

ALSF-II PAPI 2900′ 4200′ LT D GEG 115.5

STRAIGHT-IN LANDING RWY 3

	1 SA CAT I ILS RA 154′ DA(H) 2535′ (150′)	ILS DA(H) 2585′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) With ZONOM MDA(H) 2880′ (495′)	ALS out	Without ZONOM MDA(H) 3220′ (835′)	ALS out	Max Kts.	CIRCLE-TO-LAND With ZONOM MDA(H)	Without ZONOM MDA(H)
A	RVR 14	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 50 or 1	90	2960′ (575′)-1	3220′ (835′)-1
B							RVR 40 or ¾	RVR 60 or 1¼	120		3220′ (835′)-1¼
C					RVR 40 or ¾	RVR 60 or 1¼	2	2½	140	2960′ (575′)-1½	3220′ (835′)-2½
D					RVR 50 or 1	1½	2¼	2¾	165	2980′ (595′)-2	3220′ (835′)-2¾

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 6 18 NOV 2010

CHANGES: Lighting.

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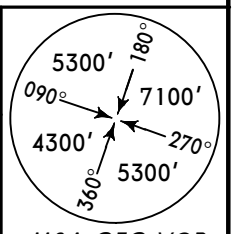
ATIS	SPOKANE Approach (R)	SPOKANE Tower	Ground
124.32	133.35	118.3	121.9

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IOLJ 111.1	029°	CARUT 3900′ (1515′)	NA	Refer to Minimums		RA 104′ DA(H) 2485′ (100′)	2385′ TDZE 2385′

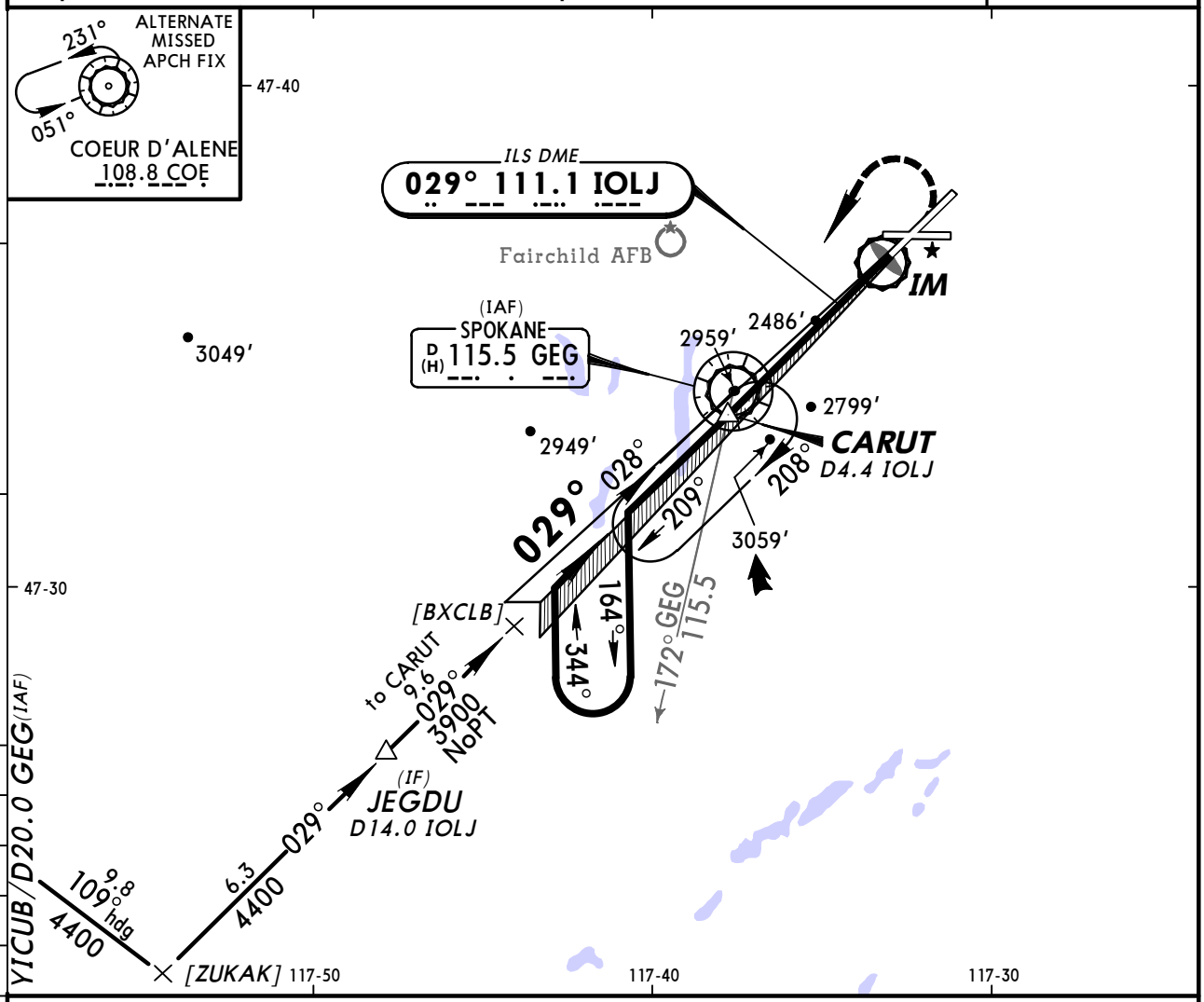
MISSED APCH: Climb to 2900′ then climbing LEFT turn to 4200′ direct GEG VOR and hold.

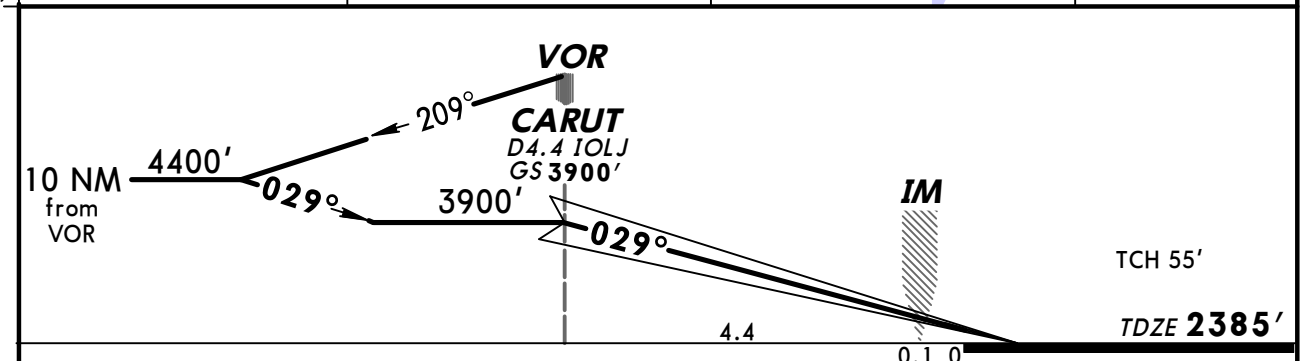
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Aircraft Certification Required.



MSA GEG VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II PAPI 2900′ 4200′ LT D GEG 115.5

STRAIGHT-IN LANDING RWY 3

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	1 CAT II ILS RA 104′ DA(H) 2485′ (100′)
NA	RVR 6	RVR 7	RVR 12

1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

BRIEFING STRIP ™

TERPS AMEND 6 18 NOV 2010

CHANGES: Lighting.

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KGEG/GEG
SPOKANE INTL

JEPPESEN
9 DEC 11
Eff 15 Dec
(11-2)

SPOKANE, WASH
ILS or LOC DME Rwy 21

BRIEFING STRIP™

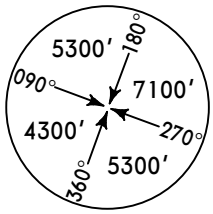
ATIS	SPOKANE Approach (R)	SPOKANE Tower	Ground
124.32	133.35	118.3	121.9

LOC IGEG	Final Apch Crs	GS SIGYO	ILS DA(H)	Apt Elev 2385'
111.1	210°	3900' (1578')	2522' (200')	Rwy 21 2322'

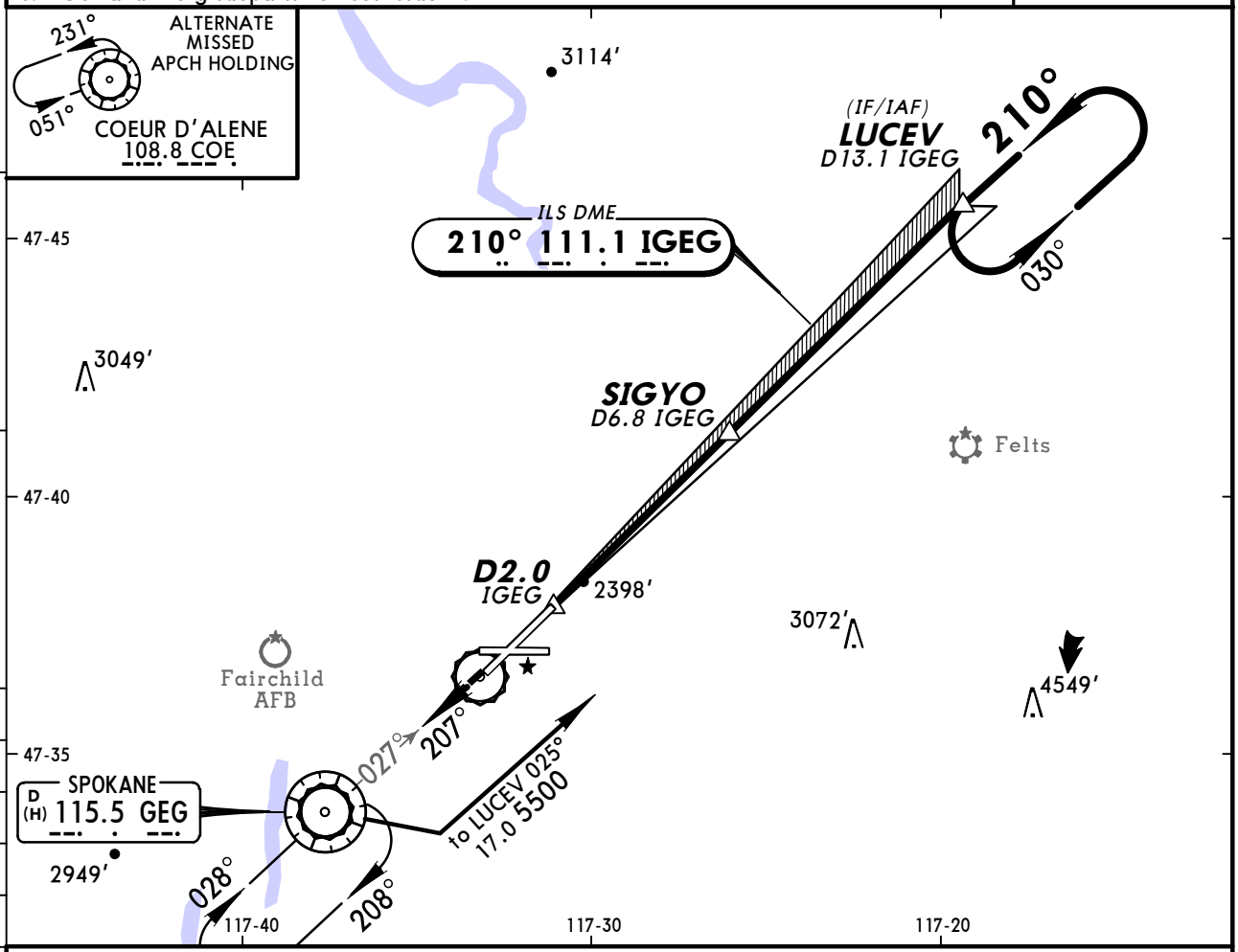
MISSED APCH: Climb to 4200' inbound on GEG VOR R-027 to GEG VOR and hold, or as directed by ATC.

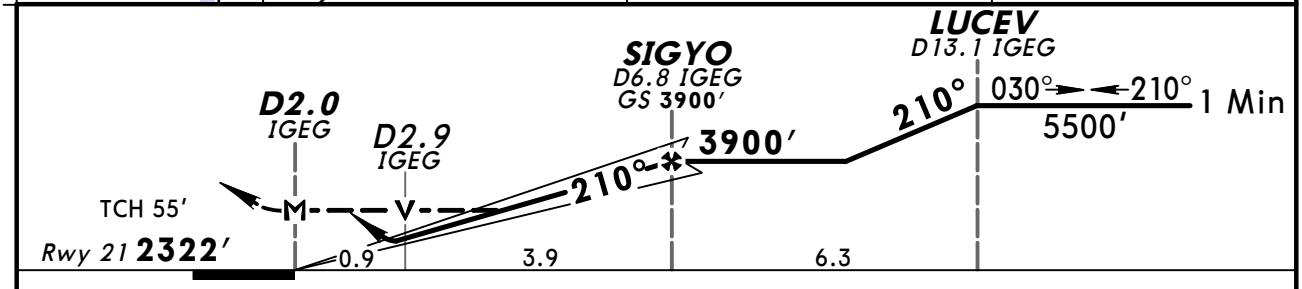
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME required. 2. Use IGEG DME when on LOC course. 3. Autoland not authorized when weather below 300-1 except for operators authorized CAT III ILS Autoland. 4. VGSI and ILS glidepath not coincident.



MSA GEG VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D2.0 IGEG						

ALSF-II
PAPI

4200' on GEG 115.5 R-027

GEG 115.5

TERPS STRAIGHT-IN LANDING RWY 21

	ILS DA(H) 2522' (200') FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out) MDA(H) 2680' (358')	LOC (GS out) ALS out
A	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 30 or 5/8	
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2960' (575')-1
120	
140	2960' (575')-1½
165	2980' (595')-2

TERPS AMEND 23 15 DEC 2011

CHANGES: Procedure.

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KGEG/GEG
SPOKANE INTL

JEPPESEN

9 DEC 11
Eff 15 Dec

(11-2A)

SPOKANE, WASH
ILS Rwy 21 CAT II & III

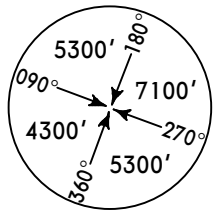
ATIS	SPOKANE Approach (R)	SPOKANE Tower	Ground
124.32	133.35	118.3	121.9

LOC IGEG	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
111.1	210°	SIGYO 3900′ (1578′)	NA	Refer to Minimums		RA 147′ DA(H) 2422′(100′)	2385′ Rwy 21 2322′

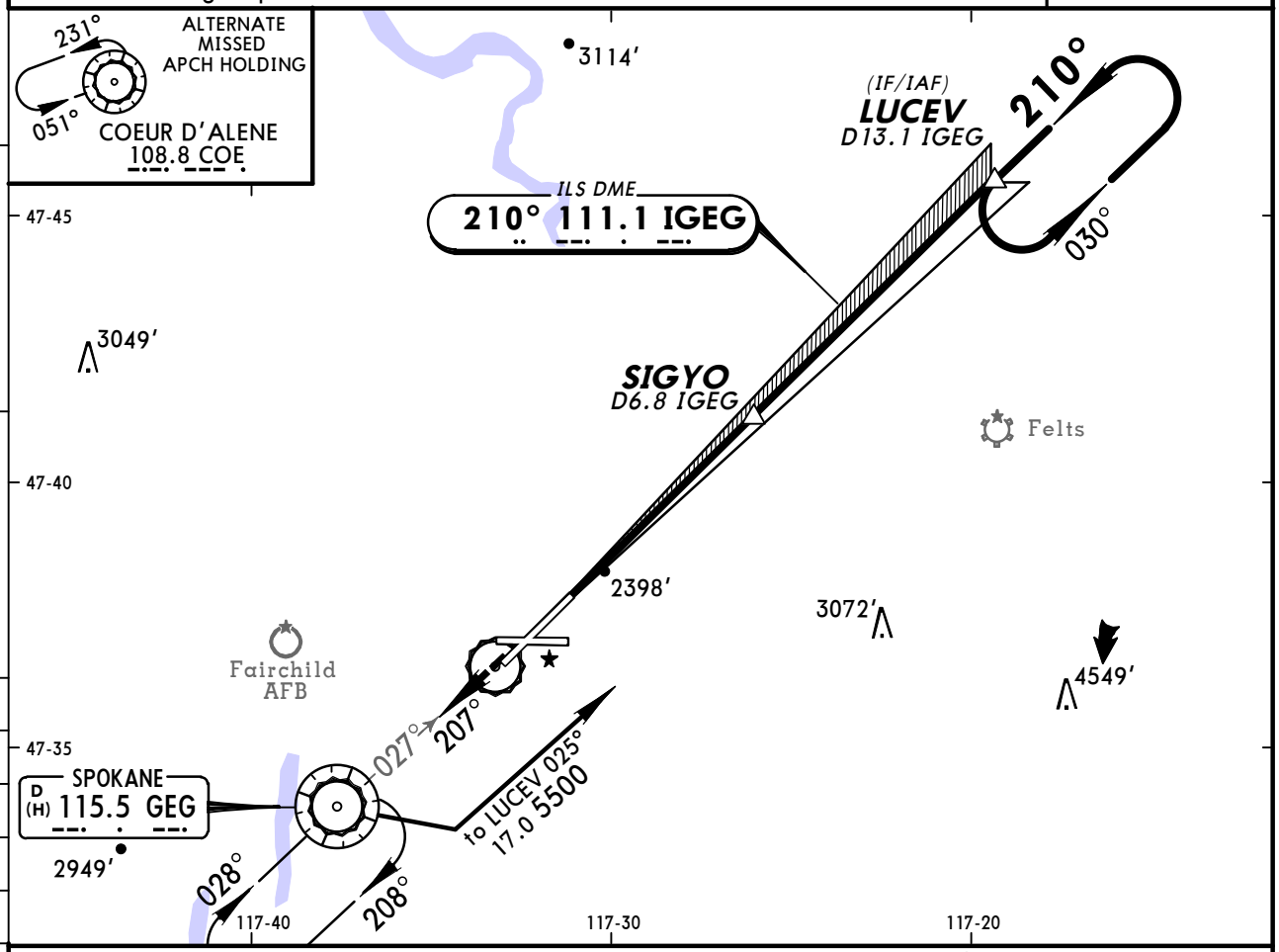
MISSED APCH: Climb to 4200′ inbound on GEG VOR R-027 to GEG VOR and hold, or as directed by ATC.

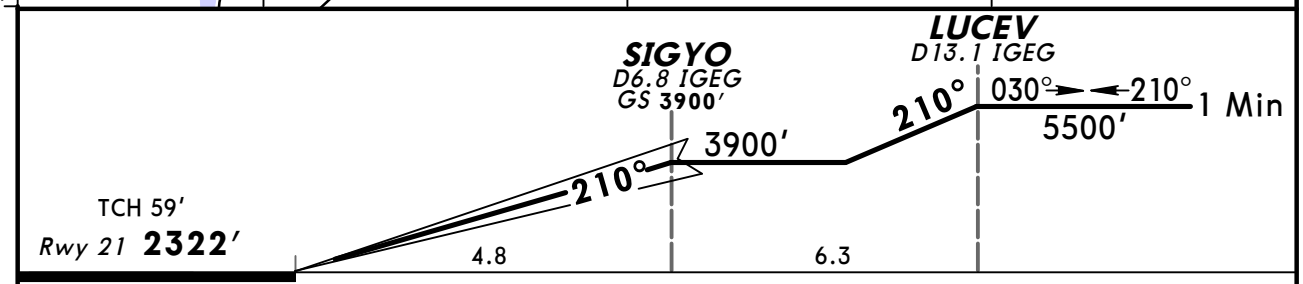
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Aircraft Certification Required. 2. DME required.
3. Use IGEG DME when on LOC course. 4. CAT II: Autoland not authorized when weather below 300-1 except for operators authorized CAT III ILS Autoland.
5. VGSI and ILS glidepath not coincident.



MSA GEG VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II
PAPI

4200′ on GEG 115.5 R-027

GEG 115.5

TERPS

STRAIGHT-IN LANDING RWY 21

CAT IIIC ILS	1 CAT IIIB ILS	1 CAT IIIA ILS	CAT II ILS RA 147′ DA(H) 2422′(100′)
NA	RVR 6	RVR 7	2 RVR 12

1 CAT III: Special autoland evaluation required.
2 CAT II: RVR 10 authorized with specific OP-SPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

BRIEFING STRIP ™

TERPS AMEND 23 15 DEC 2011

CHANGES: Procedure.

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KGEG/GEG
SPOKANE INTL

JEPPESEN

9 DEC 11
Eff 15 Dec

(11-2B)

SPOKANE, WASH
ILS Rwy 21 SA CAT I

ATIS	SPOKANE Approach (R)	SPOKANE Tower	Ground
124.32	133.35	118.3	121.9

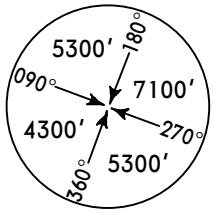
BRIEFING STRIP ™

LOC IGEG	Final Apch Crs	GS SIGYO	SA CAT I ILS	Apt Elev 2385′
111.1	210°	3900′ (1578′)	RA 197′ DA(H) 2472′ (150′)	Rwy 21 2322′

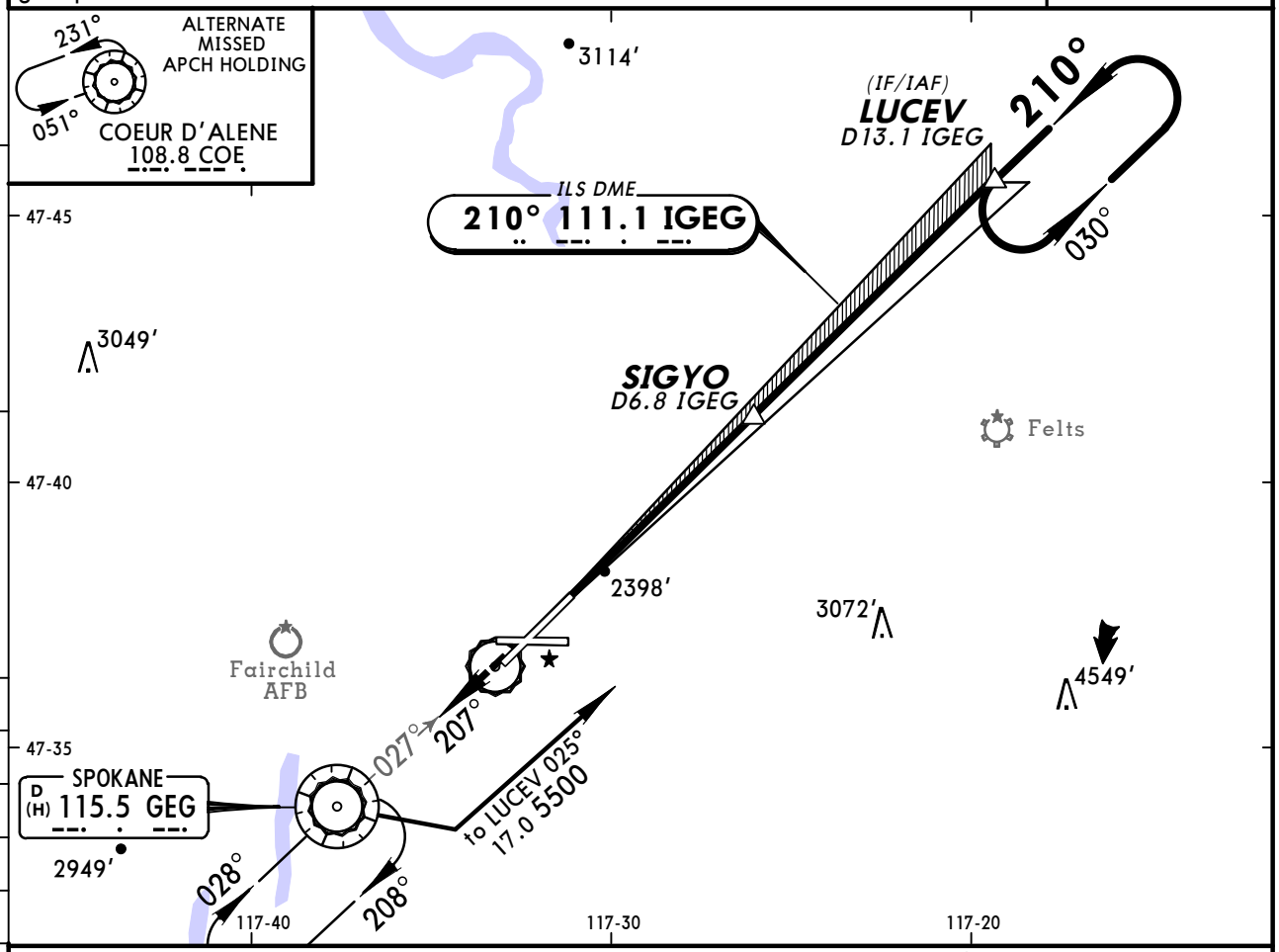
MISSED APCH: Climb to 4200′ inbound on GEG VOR R-027 to GEG VOR and hold, or as directed by ATC.

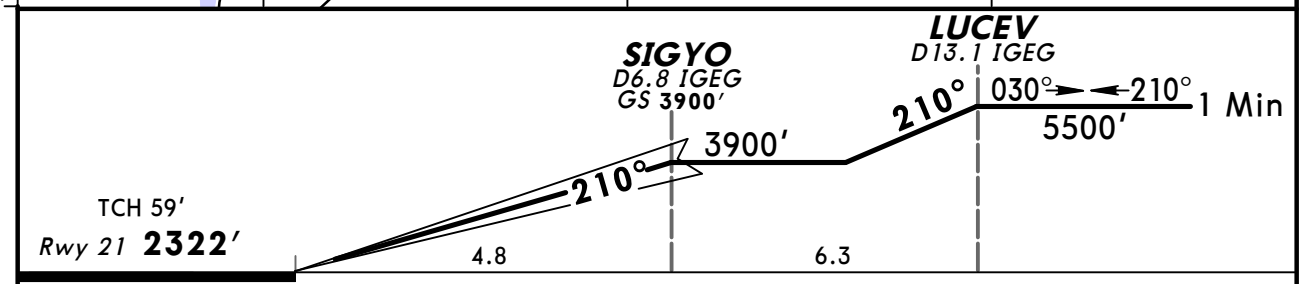
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Aircraft Certification Required. 2. DME required.
3. Use IGEG DME when on LOC course. 4. Autoland not authorized when weather below 300-1 except for operators authorized CAT III ILS Autoland. 5. VGSI and ILS glidepath not coincident.



MSA GEG VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI

4200′ on GEG 115.5 R-027

GEG 115.5

TERPS

STRAIGHT-IN LANDING RWY 21
1 SA CAT I ILS
RA 197′
DA(H) **2472′** (150′)

A	
B	
C	RVR 14
D	

1 Requires specific OPSPEC, MSPEC, OR LOA approval and use of HUD to DH.

TERPS AMEND 23 15 DEC 2011

CHANGES: New procedure.

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KGEG/GEG
SPOKANE INTL

JEPPESEN
9 DEC 11
Eff 15 Dec
(12-1)

SPOKANE, WASH
RNAV (GPS) Y Rwy 3

ATIS	SPOKANE Approach (R)	SPOKANE Tower	Ground
124.32	133.35	118.3	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / Rwy 3
Ch 81920 W-03A	027°	CARUT 3900′ (1515′)	2585′ (200′)	Apt Elev 2385′ Rwy 3 2385′

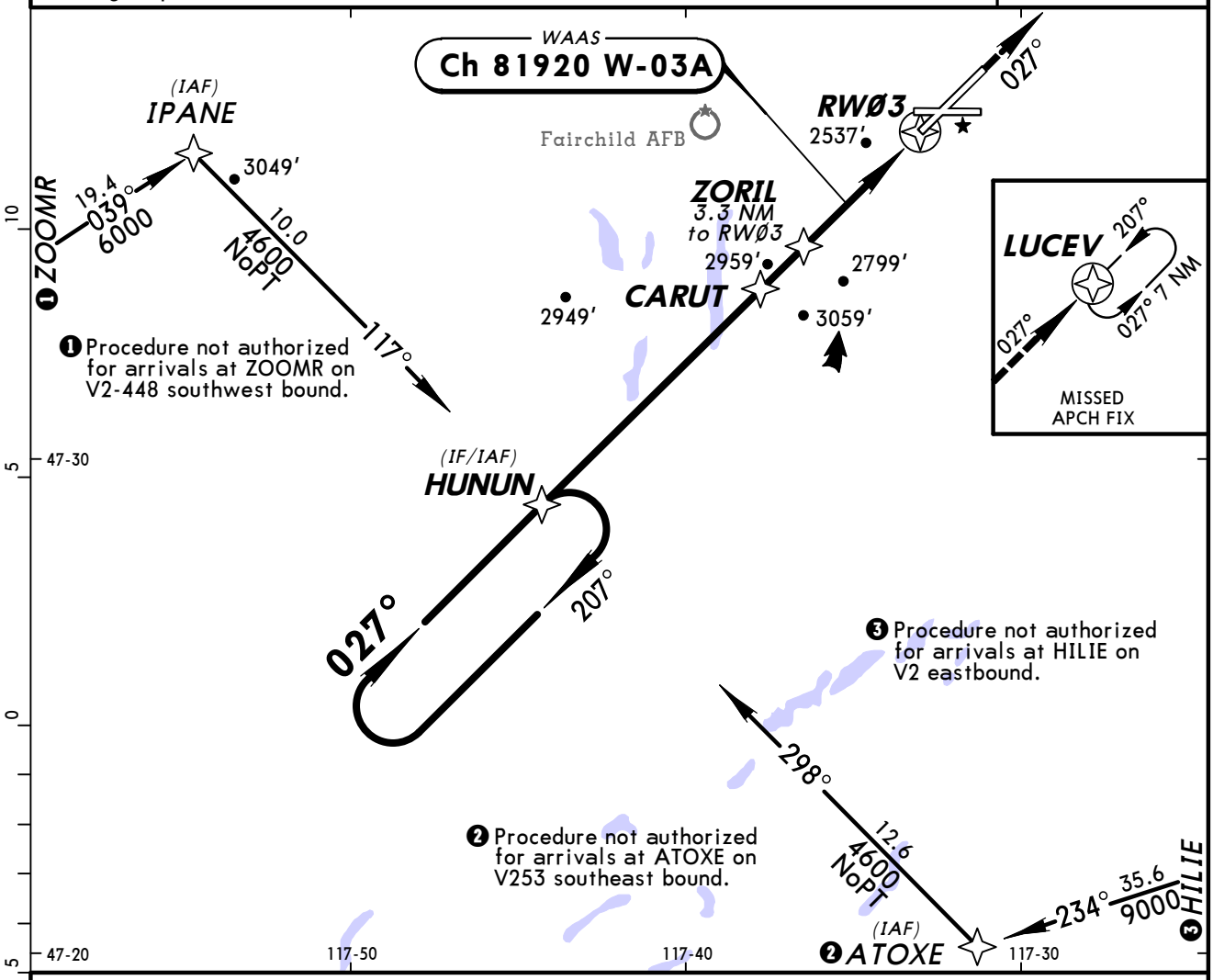
MISSED APCH: Climb to 8200′ direct LUCEV and hold, continue climb-in-hold to 8200′.

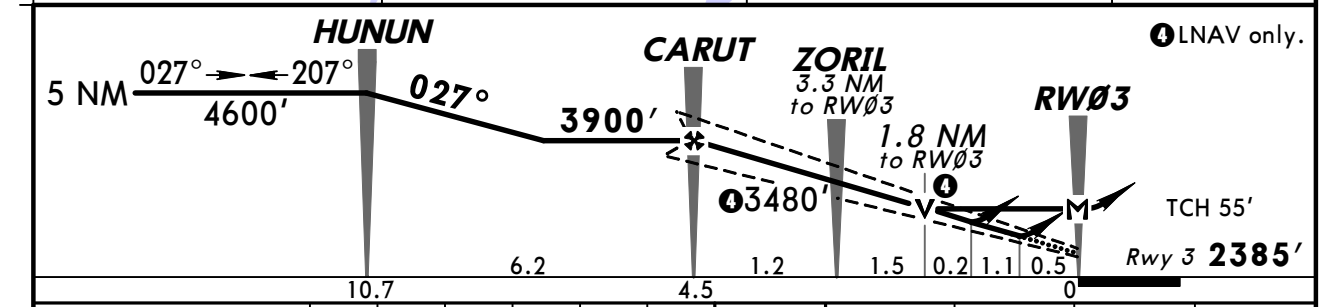
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 44°C (111°F). 3. VGSI and RNAV glidepath not coincident.

7100′
MSA RWØ3

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ3							

ALSF-II
PAPI
8200′
LUCEV

TERPS

STRAIGHT-IN LANDING RWY 3

	LPV DA(H) 2585′ (200′)		LNAV/VNAV DA(H) 2962′ (577′)		LNAV MDA(H) 3020′ (635′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	1½	2	RVR 24 or ½	RVR 55 or 1
B						
C					RVR 60 or 1¼	1¾
D					1½	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	3020′ (635′)-1
120	
140	3020′ (635′)-1¾
165	3020′ (635′)-2

TERPS AMEND 2A 15 DEC 2011

CHANGES: Holding at LUCEV, notes.

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ATIS	SPOKANE Approach (R)	SPOKANE Tower	Ground
124.32	133.35	118.3	121.9

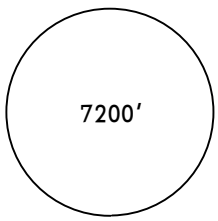
BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt JIVKA	LPV DA(H)	Apt Elev 2385′
Ch 48801 W-07A	072°	4100′ (1724′)	2576′ (200′)	TDZE 2376′

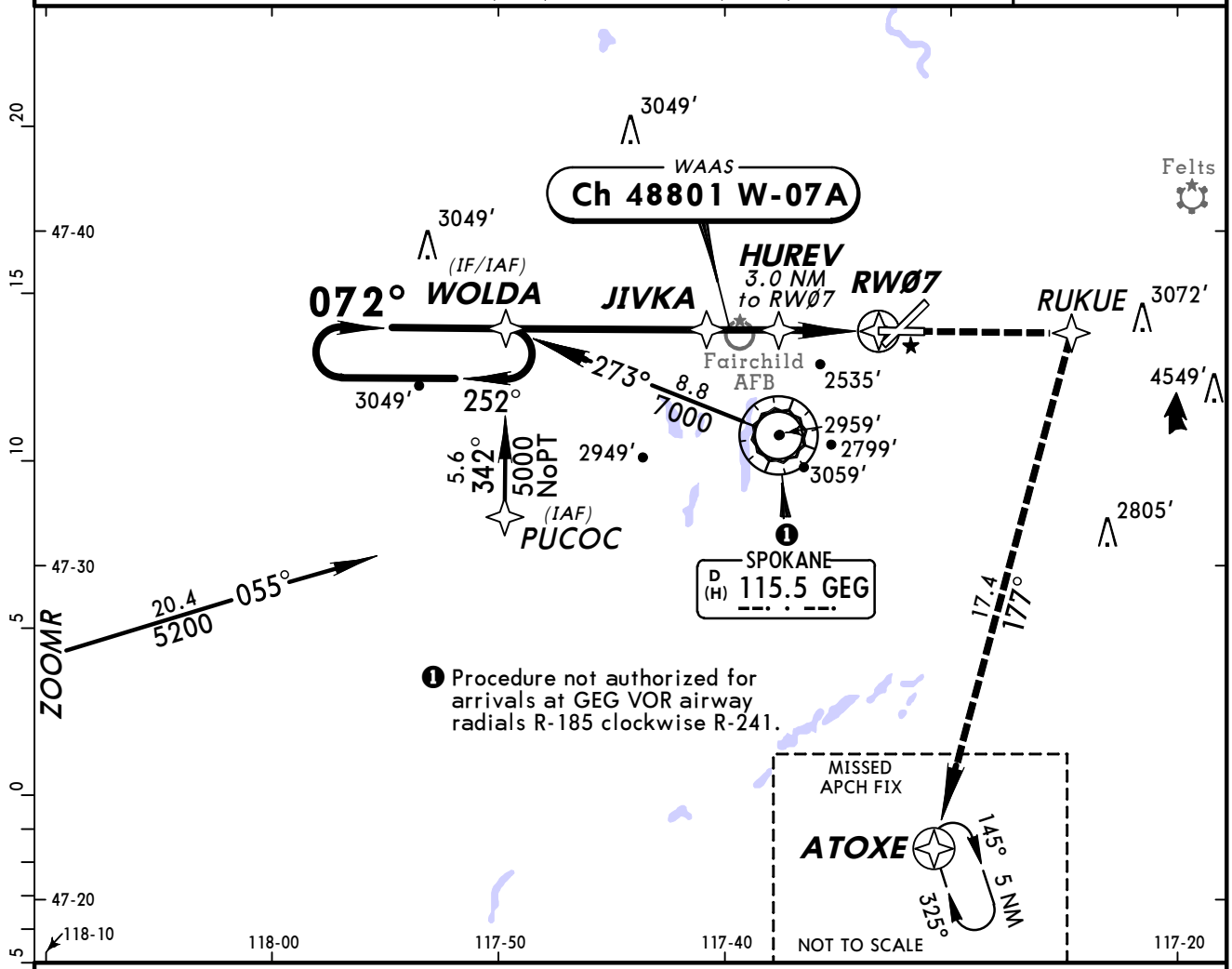
MISSED APCH: Climb to 6000′ direct RUKUE and RIGHT turn on track 177° to ATOXE and hold.

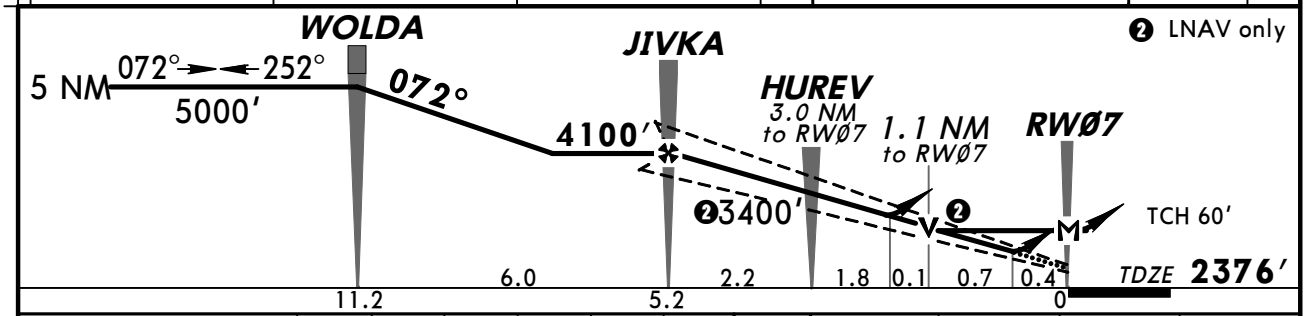
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 44°C (111°F).



MSA RWØ7





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ7						

REIL
VASI-L
6000′
RUKUE

TERPS AMEND 2 18 NOV 2010

STRAIGHT-IN LANDING RWY 7				CIRCLE-TO-LAND	
	LPV DA(H) 2576′ (200′)	LNAV/VNAV DA(H) 2834′ (458′)	LNAV MDA(H) 2800′ (424′)	Max Kts	MDA(H)
A	3/4	1½	1	90	2960′ (575′)-1
B				120	
C			1¼	140	2960′ (575′)-1½
D				165	2980′ (595′)-2

CHANGES: None.

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ATIS	SPOKANE Approach (R)	SPOKANE Tower	Ground
124.32	133.35	118.3	121.9

BRIEFING STRIP ™

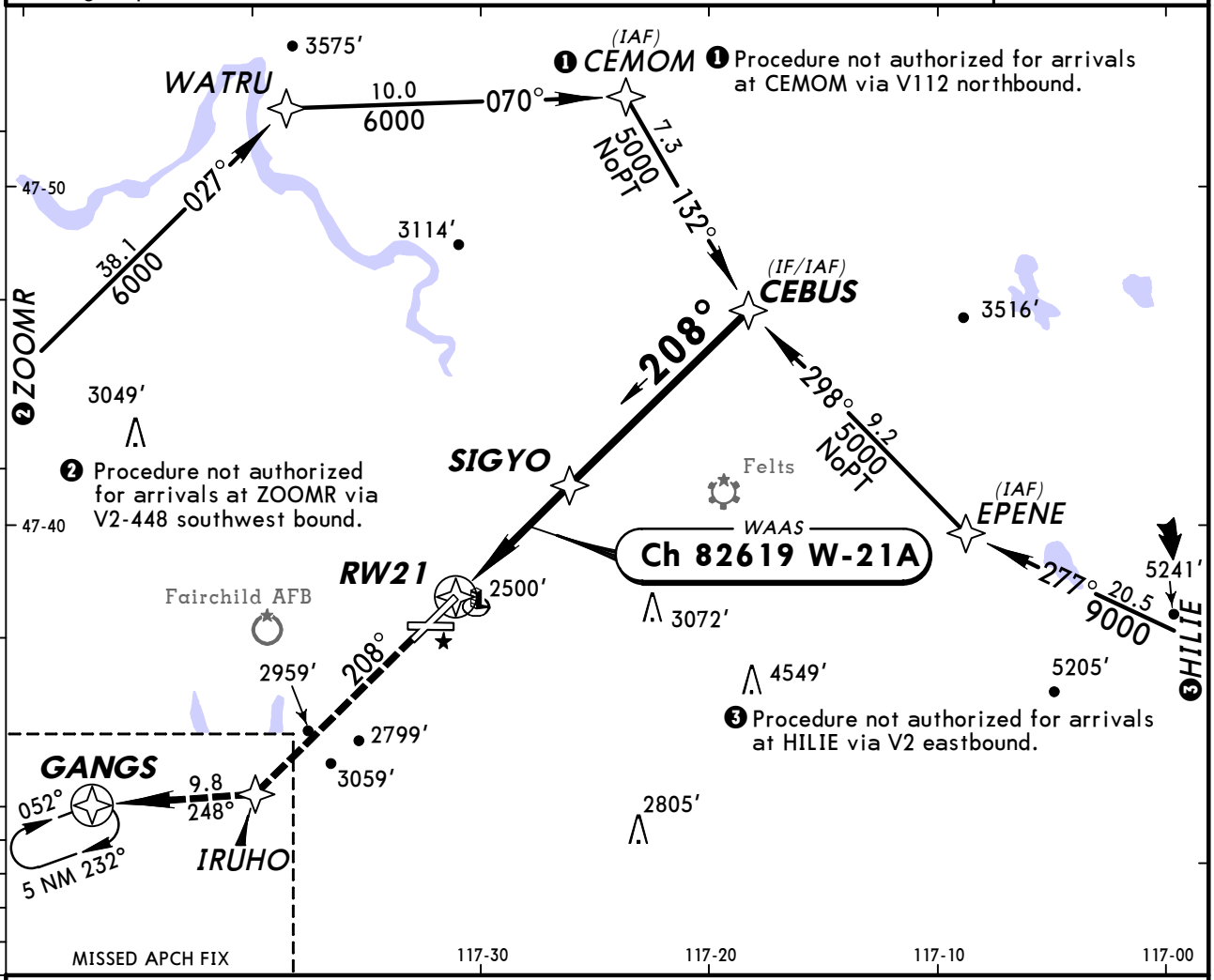
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 2385′
Ch 82619 W-21A	208°	SIGYO 3900′ (1578′)	2522′ (200′)	Rwy 21 2322′

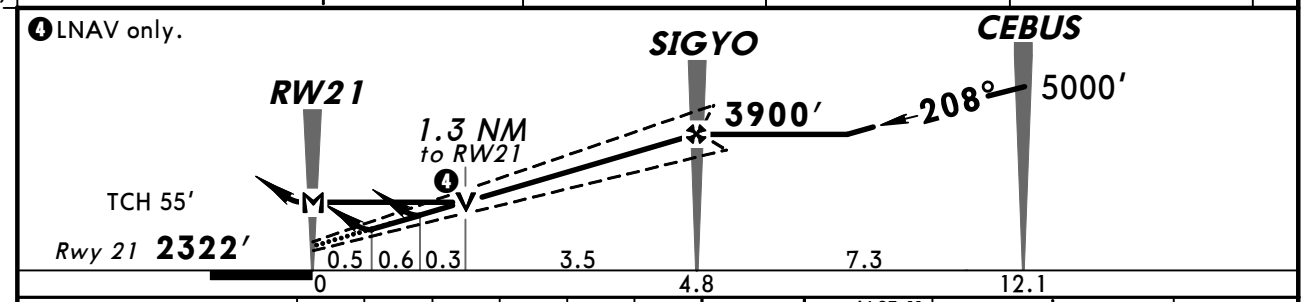
MISSED APCH: Climb to 5000′ on track 208° to IRUHO and on track 248° to GANGS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 29°C (84°F). 3. VGSI and RNAV glidepath not coincident.

7200′
MSA RW21





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW21							

ALSF-II
PAPI
5000′ on 208°
IRUHO

TERPS

STRAIGHT-IN LANDING RWY 21

	LPV DA(H) 2522′ (200′)		LNAV/VNAV DA(H) 2720′ (398′)		LNAV MDA(H) 2800′ (478′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 45 or ⅞	1¼	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 50 or 1	1⅜
D						

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	2960′ (575′)-1
120	
140	2960′ (575′)-1½
165	2980′ (595′)-2

TERPS AMEND 2 15 DEC 2011

CHANGES: Procedure.

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KGEG/GEG
SPOKANE INTL

JEPPESEN
9 DEC 11
Eff 15 Dec
(12-4)

SPOKANE, WASH
RNAV (GPS) Y Rwy 25

ATIS	SPOKANE Approach (R)	SPOKANE Tower	Ground
124.32	133.35	118.3	121.9

BRIEFING STRIP™

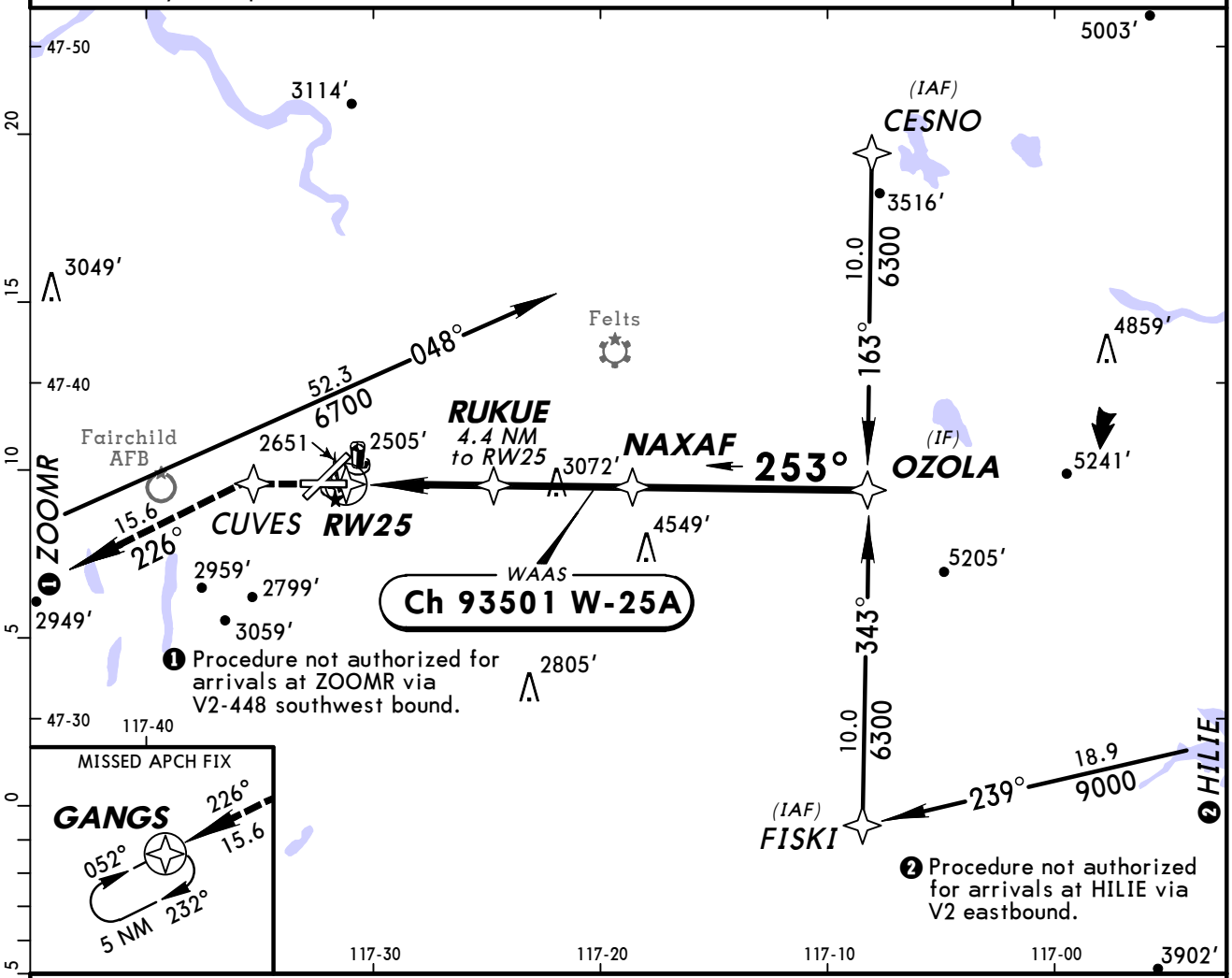
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 2385'
Ch 93501 W-25A	253°	NAXAF 5200' (2827')	2688' (315')	TDZE 2373'

MISSED APCH: Climb to 5000' direct CUVES and on 226° track to GANGS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

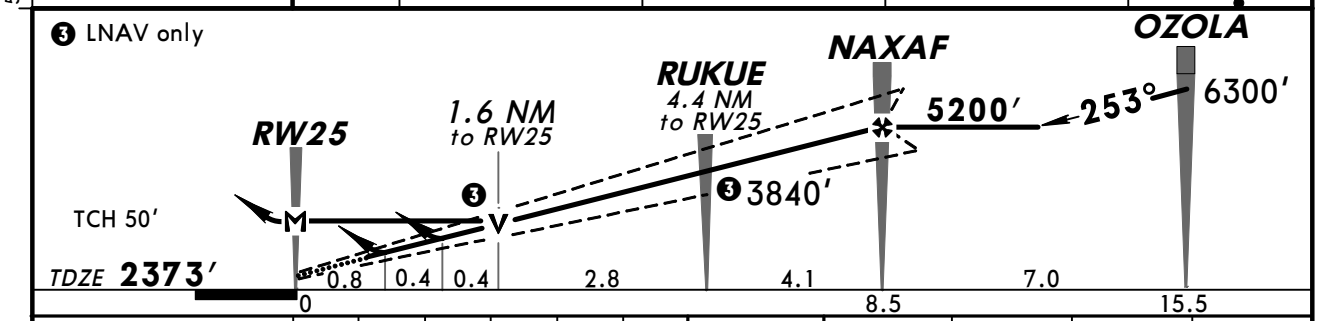
1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 44°C (111°F). 3. Visibility reduction by helicopters not authorized.

7100'
MSA RW25



❶ Procedure not authorized for arrivals at ZOOMR via V2-448 southwest bound.

❷ Procedure not authorized for arrivals at HILIE via V2 eastbound.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW25						

REIL
PAPI-L

5000'

CUVES

TERPS AMEND 3 18 NOV 2010

STRAIGHT-IN LANDING RWY 25

	LPV DA(H) 2688' (315')	LNAV/VNAV DA(H) 2792' (419')	LNAV MDA(H) 2920' (547')
A	1	1½	1
B			
C			1½
D			1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2960' (575')-1
120	
140	2960' (575')-1½
165	2980' (595')-2

CHANGES: None.

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KGEG/GEG
SPOKANE INTL

JEPPESEN

4 MAR 11 (12-20) Eff 10 Mar

SPOKANE, WASH
RNAV (RNP) Z Rwy 3

BRIEFING STRIP ™

ATIS	SPOKANE Approach (R)	SPOKANE Tower	Ground
124.32	133.35	118.3	121.9

RNAV	Final Apch Crs	Minimum Alt ZORIL	RNP 0.11 DA(H)	Apt Elev 2385′
	027°	3500′ (1115′)	2727′ (342′)	TDZE 2385′

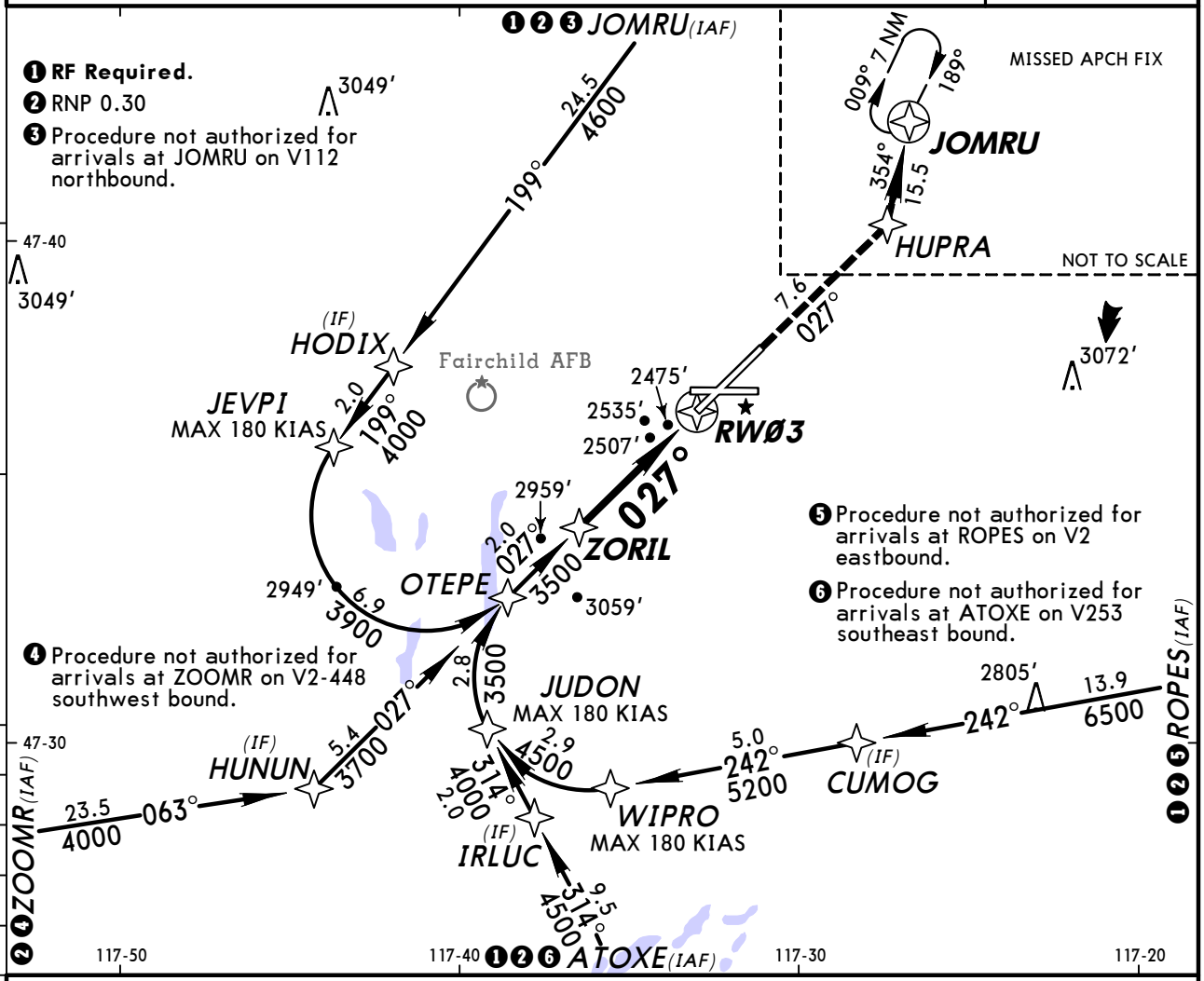
MISSED APCH: Climb to 7000′ on track 027° to HUPRA, and on track 354° to JOMRU and hold.

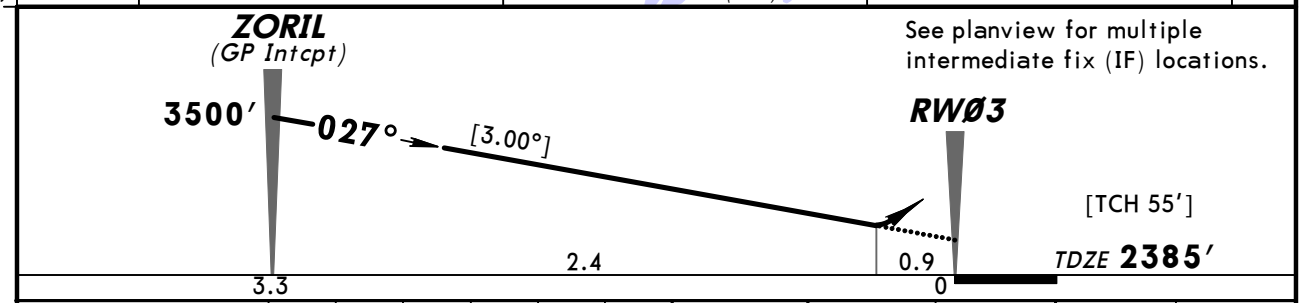
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -19°C (-3°F) or above 43°C (109°F).
4. When VGSI inoperative, procedure not authorized at night.

7100′

MSA RWØ3





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

ALSF-II VASI 7000′ on 027° HUPRA

STRAIGHT-IN LANDING RWY 3

	RNP 0.11 DA(H) 2727′(342′)		RNP 0.30 DA(H) 2850′(465′)	
		ALS out		ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 60 or 1¼	1½
B				
C				
D				

TERPS AMEND 0 10 MAR 2011

CHANGES: New procedure.

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KGEG/GEG
SPOKANE INTL

JEPPESEN
4 MAR 11
Eff 10 Mar
(12-21)

SPOKANE, WASH
RNAV (RNP) Z Rwy 7

BRIEFING STRIP ™

ATIS	SPOKANE Approach (R)	SPOKANE Tower	Ground
124.32	133.35	118.3	121.9

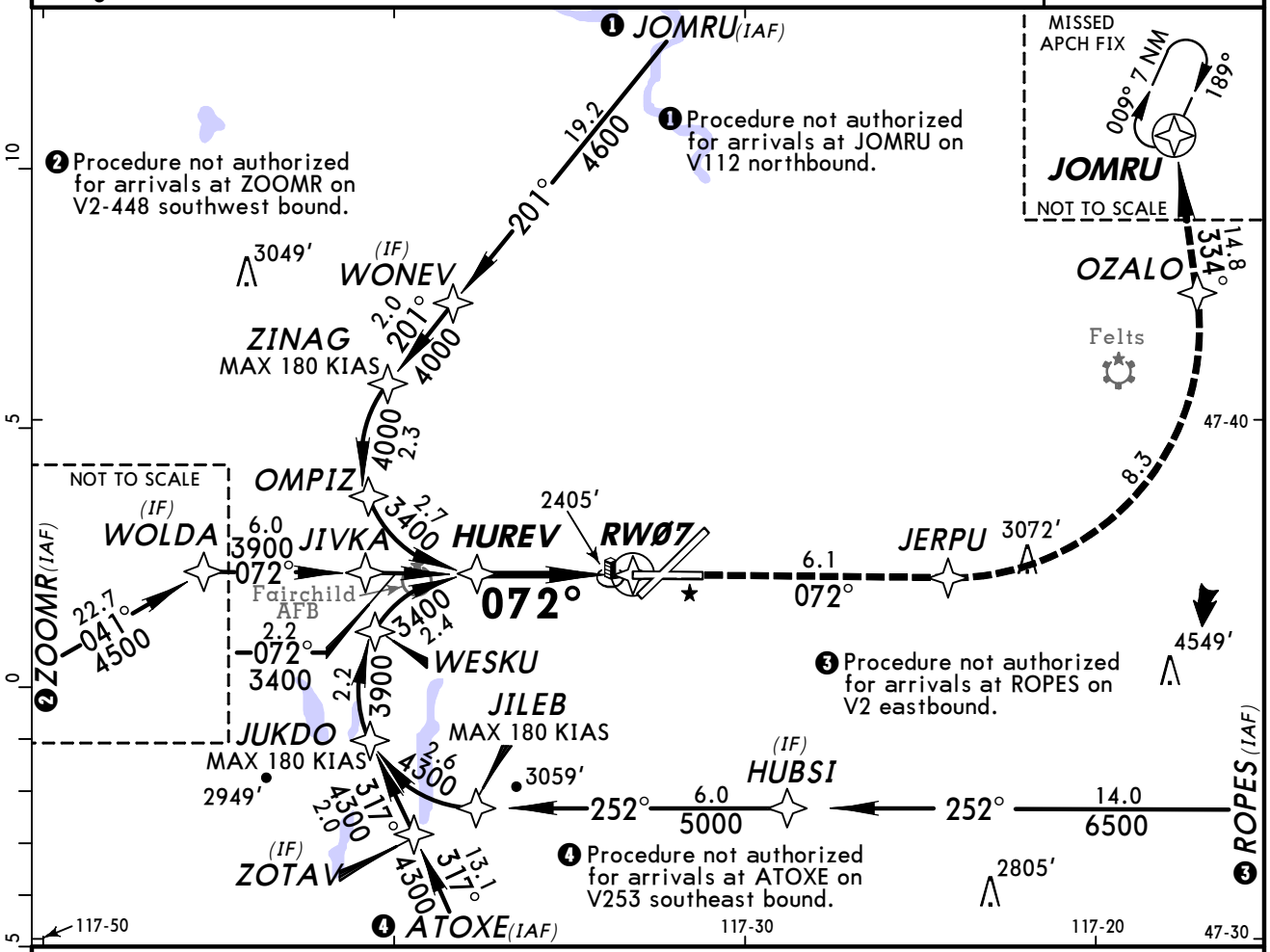
RNAV	Final Apch Crs	Minimum Alt	RNP 0.11 DA(H)	Apt Elev 2385′
	072°	HUREV 3400′ (1024′)	2649′ (273′)	TDZE 2376′

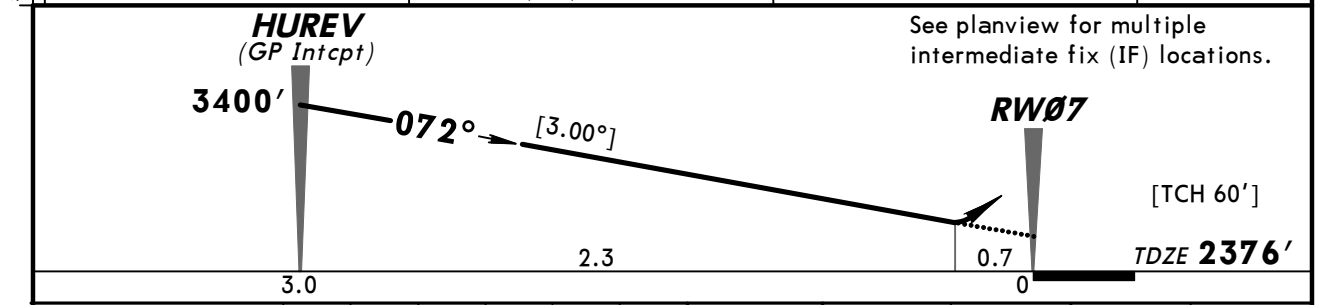
MISSED APCH: Climb to 7000′ on track 072° to JERPU, LEFT turn to OZALO, and on track 334° to JOMRU and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RF required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -19°C (-3°F) or above 42°C (109°F). 5. When VGSI inoperative, procedure not authorized at night.

7200′
MSA RWØ7





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

REIL
VASI-L

7000′ on 072° JERPU

STRAIGHT-IN LANDING RWY 7

1 RNP 0.11	RNP 0.30
DA(H) 2649′(273′)	DA(H) 2853′(477′)
1	1¾

A
B
C
D

1 Missed approach requires minimum climb of 281′/NM to 3000′.

TERPS AMEND 0 10 MAR 2011

CHANGES: New procedure.

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ATIS	SPOKANE Approach (R)	SPOKANE Tower	Ground
124.32	133.35	118.3	121.9

BRIEFING STRIP ™

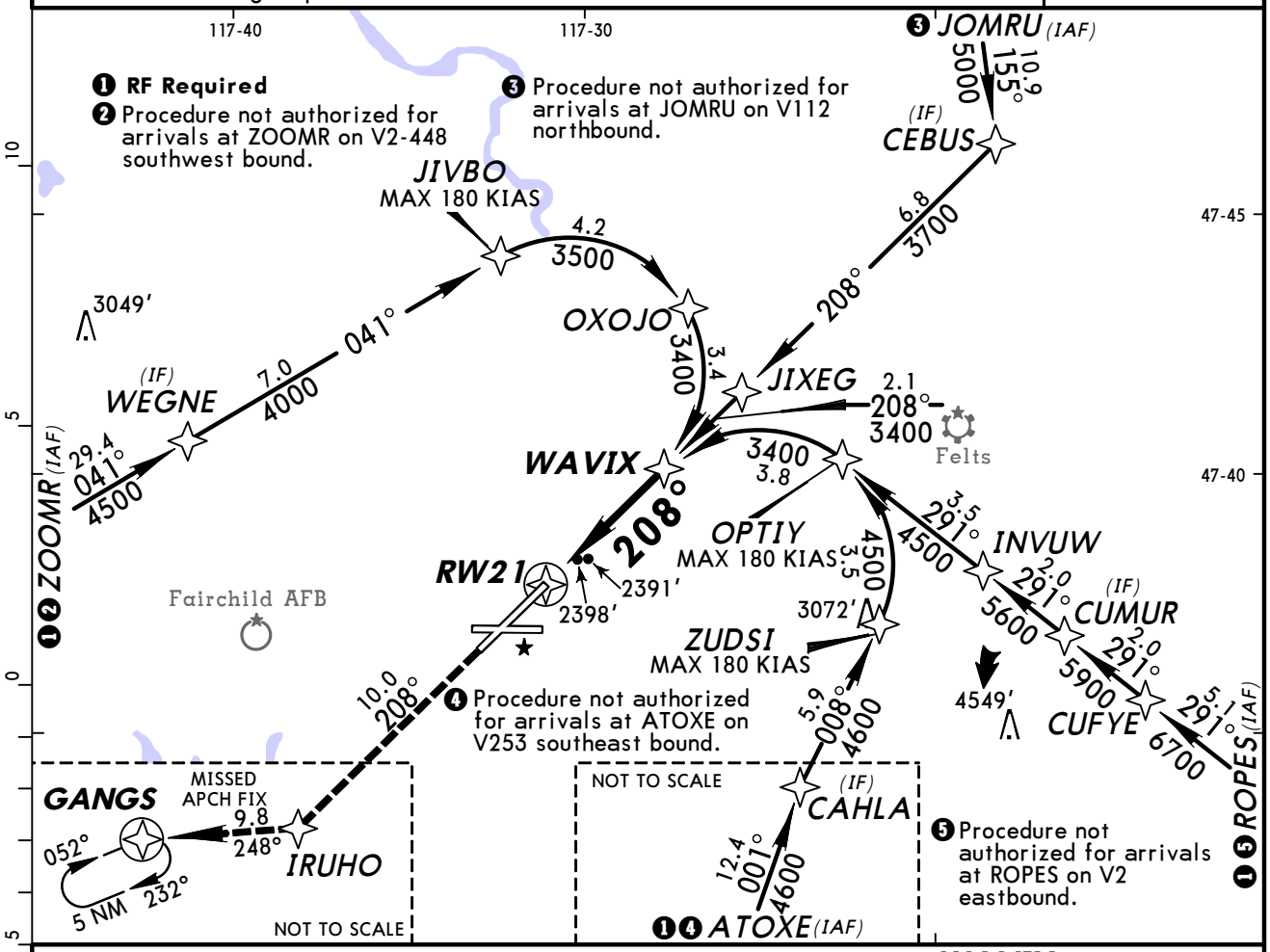
RNAV	Final Apch Crs	Minimum Alt WAVIX	RNP 0.11 DA(H)	Apt Elev 2385′
	208°	3400′ (1078′)	2572′ (250′)	Rwy 21 2322′

MISSED APCH: Climb to 5000′ on track 208° to IRUHO and on track 248° to GANGS and hold.

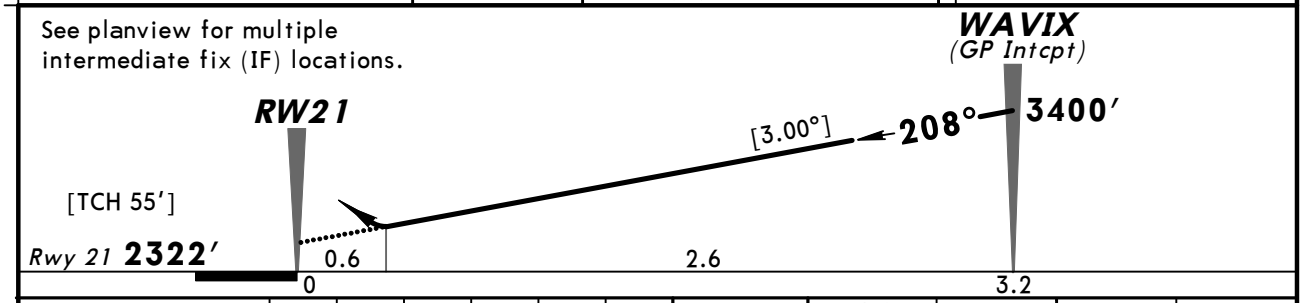
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -19°C (-3°F) or above 43°C (109°F).
4. VGSI and RNAV glidepath not coincident.

7200′
MSA RW21



See planview for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

ALSF-II
PAPI
5000′ on 208°
IRUHO

TERPS STRAIGHT-IN LANDING RWY 21

TERPS AMEND 01 15 DEC 2011

	1 RNP 0.11 DA(H) 2572′(250′)		RNP 0.15 DA(H) 2675′(353′)		RNP 0.30 DA(H) 2728′(406′)	
		ALS out		ALS out		ALS out
A B C D	RVR 24 or 1/2	3/4	RVR 30 or 5/8	1 1/8	RVR 45 or 7/8	1 3/8

1 Missed approach requires minimum climb gradient of 310′/NM to 3000′.

CHANGES: Minimums, ATOXE transition.

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KGEG/GEG
SPOKANE INTL

JEPPESEN

9 DEC 11
Eff 15 Dec

(12-23)

SPOKANE, WASH
RNAV (RNP) Z Rwy 25

BRIEFING STRIP ™

ATIS	SPOKANE Approach (R)	SPOKANE Tower	Ground
124.32	133.35	118.3	121.9

RNAV	Final Apch Crs	Minimum Alt WARKI	RNP 0.11 DA(H)	Apt Elev 2385′
	253°	3400′ (1027′)	2750′ (377′)	TDZE 2373′

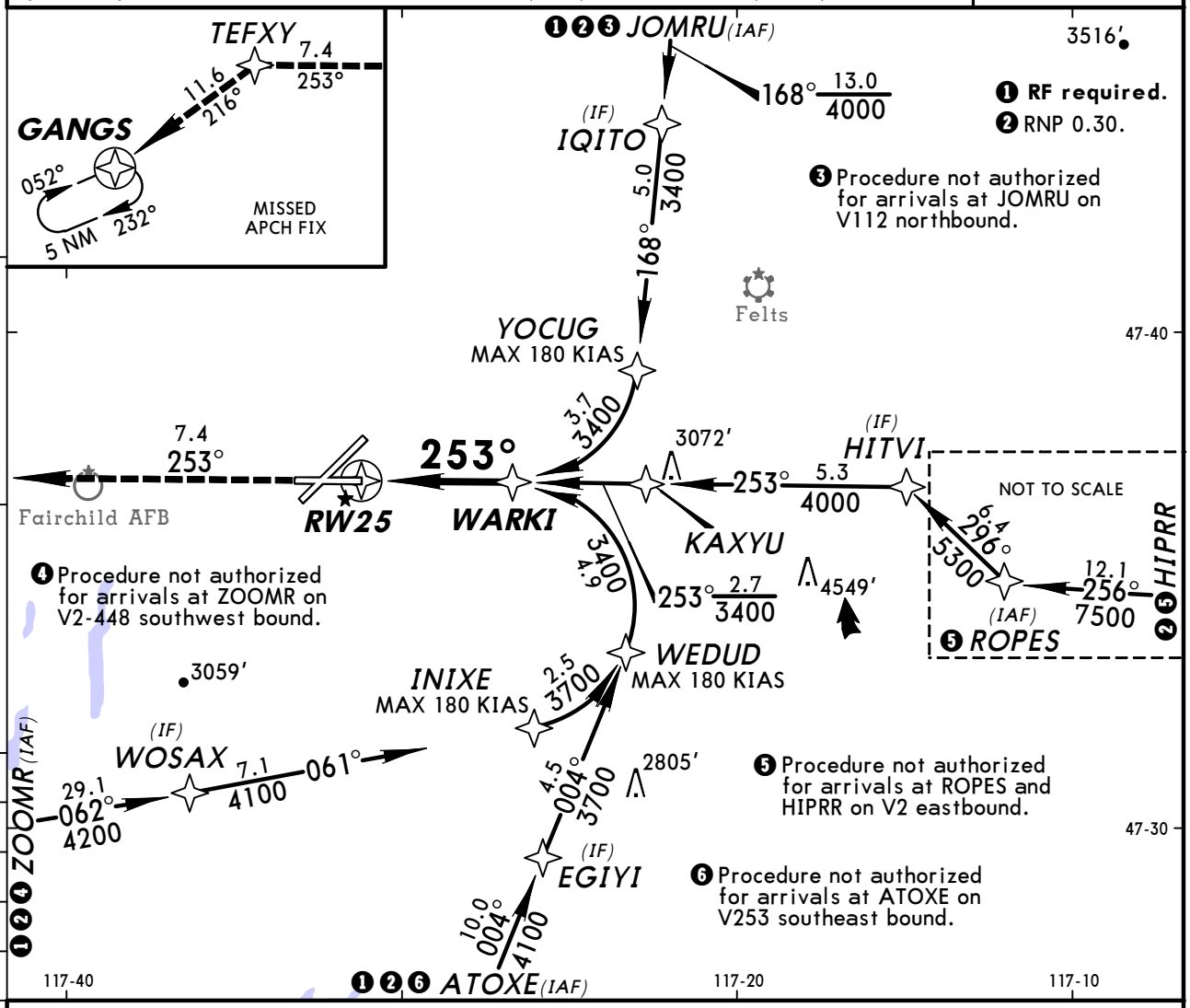
MISSED APCH: Climb to 5000′ on track 253° to TEFXY and on track 216° to GANGS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

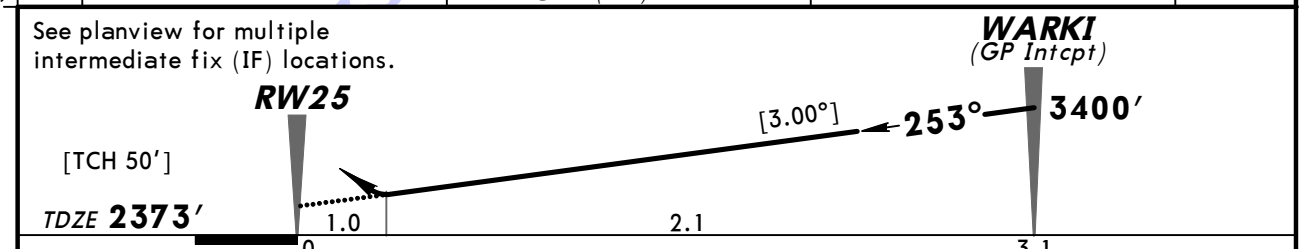
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -19°C (-3°F) or above 42°C (109°F).

7100′

MSA RW25



See planview for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

REIL
PAPI-L

5000′ on 253° TEFXY

STRAIGHT-IN LANDING RWY 25

RNP 0.11	RNP 0.30
DA(H) 2750′(377′)	DA(H) 2796′(423′)
1¼	1½

TERPS AMEND 0 10 MAR 2011

CHANGES: None.

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ATIS	SPOKANE Approach (R)	SPOKANE Tower	Ground
124.32	133.35	118.3	121.9

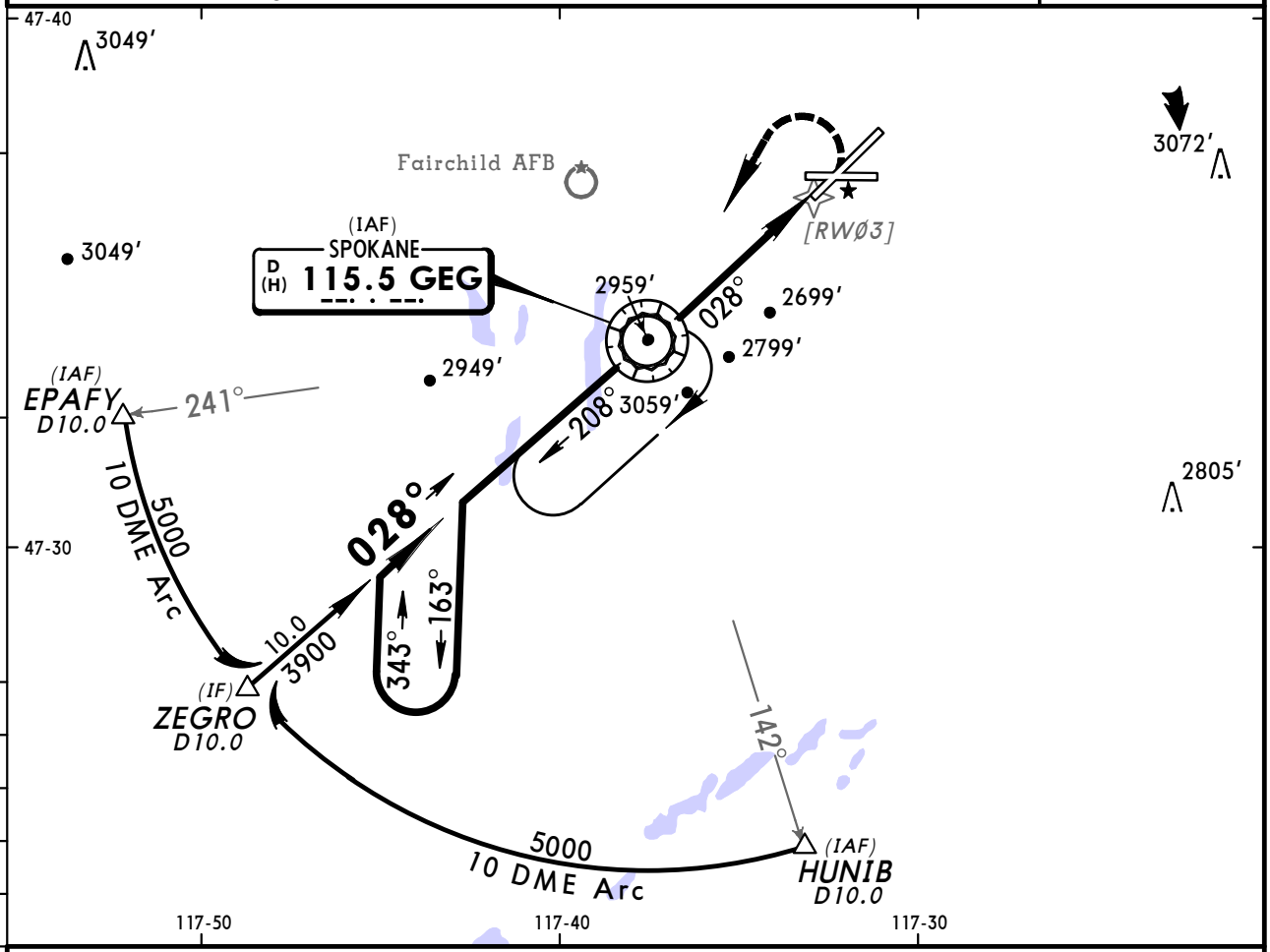
VOR GEG	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 2385′
115.5	028°	3900′ (1515′)	2960′ (575′)	TDZE 2385′

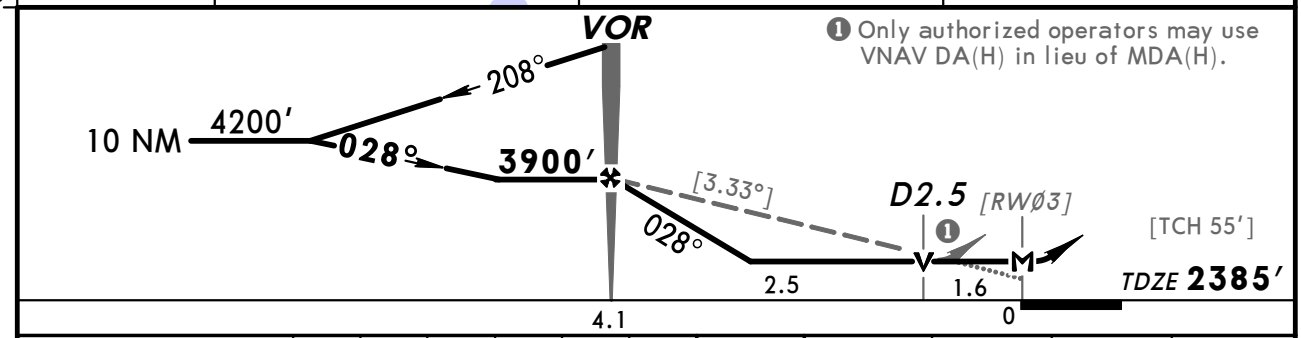
MISSED APCH: Climbing LEFT turn to 4200′ direct GEG VOR and hold, continue climb-in-hold to 4200′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1.VGSI and descent angles not coincident.

MSA GEG VOR: 090° 5300′; 180° 7100′; 270° 5300′; 360° 4300′





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.33°]	412	530	589	707	825	943
VOR to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32

ALSF-II PAPI 4200′ LT D GEG 115.5

STRAIGHT-IN LANDING RWY 3
MDA(H) 2960′ (575′)

		ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)
A	RVR 40 or ¾	RVR 50 or 1	90	2960′ (575′) - 1
B			120	
C	RVR 60 or 1¼	1½	140	2960′ (575′) - 1⅝
D		1¾	165	2980′ (595′) - 2

TERPS AMEND 13 18 NOV 2010

CHANGES: Lighting.

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SPOKANE, WASH
RIDDLE HILL VISUAL APPROACH Rwy 7

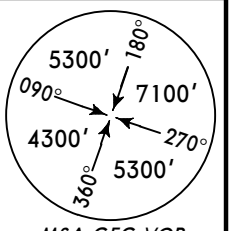
ATIS	SPOKANE Approach (R)	SPOKANE Tower	Ground
124.32	133.35	118.3	121.9

NAVAIDS- See Planview	Final Apch Crs Refer to Planview	No FAF	CEILING-VIS 1500-7	Apt Elev 2385′

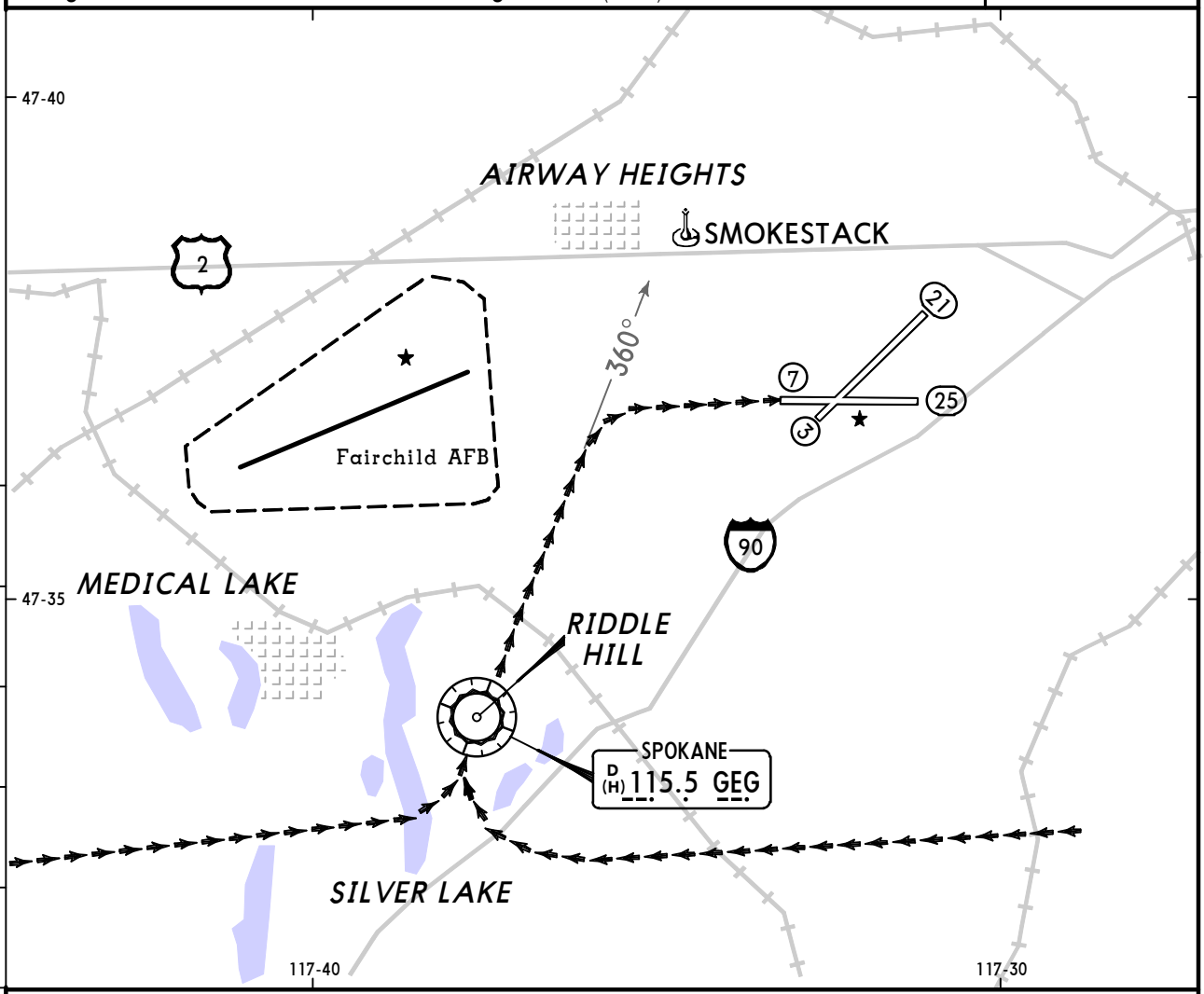
MISSED APCH: No Missed Approach procedure.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR Required. 2. Avoid overflying Fairchild AFB. 3. Procedure not authorized at night. 4. Vertical Guidance navaid and angle: VASI (3.2°).



MSA GEG VOR



REIL
VASI-L

WEATHER MINIMUMS

Ceiling **1500′** Vis -7

CHANGES: None.

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BRIEFING STRIP™ TERPS AMEND 0

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General Information

Location: Moses Lake WA USA
IATA Code: MWH
Lat/Long: N47° 12.5' W119° 19.1'
Elevation: 1189 ft

Airport Use: Public
Magnetic Variation: 15.8°E
Sectional Chart: Seattle

Fuel Types: 80-87 Octane, 100-130 Octane, Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1441 Z
Sunset: 0139 Z,

Runway Information

Runway: 04
Length x Width: 10000 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1189 ft
Lighting: Edge, REIL
Stopway: 1052 ft

Runway: 09
Length x Width: 3500 ft x 90 ft
Surface Type: concrete
TDZ-Elev: 1162 ft

Runway: 14L
Length x Width: 13503 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 1169 ft
Lighting: Edge, REIL

Runway: 14R
Length x Width: 2936 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 1170 ft
Lighting: Edge

Runway: 18

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Length x Width: 3327 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1185 ft
Lighting: Edge

Runway: 22
Length x Width: 10000 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1166 ft
Lighting: Edge, REIL
Stopway: 1007 ft

Runway: 27
Length x Width: 3500 ft x 90 ft
Surface Type: concrete
TDZ-Elev: 1160 ft

Runway: 32L
Length x Width: 2936 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 1170 ft
Lighting: Edge

Runway: 32R
Length x Width: 13503 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 1167 ft
Lighting: Edge, ALS
Stopway: 990 ft

Runway: 36
Length x Width: 3327 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1185 ft
Lighting: Edge

Communication Information

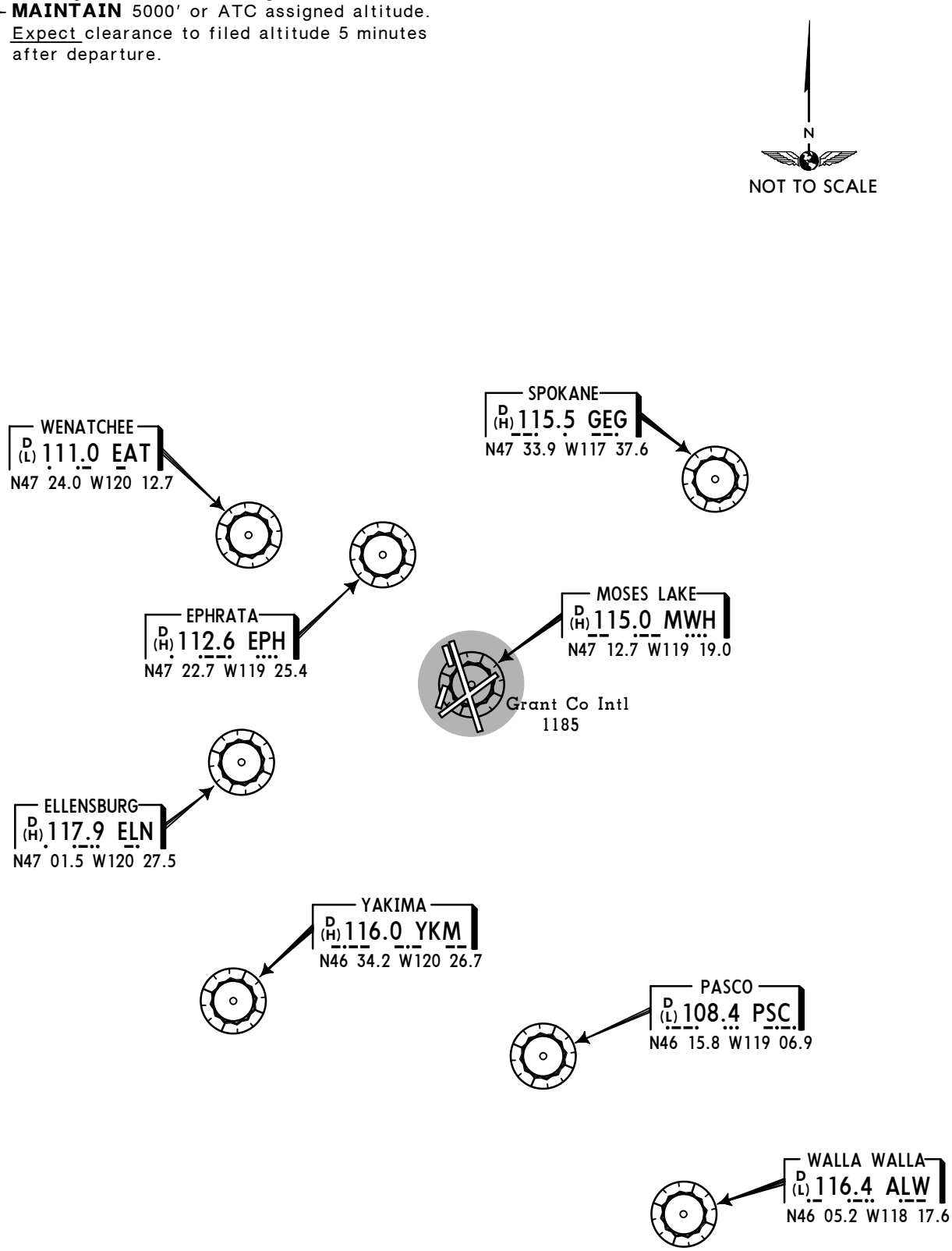
ATIS 119.05
ASOS 119.05
Grant Co Intl Tower 128.0
Grant Co Intl Tower 118.25 Initial Contact CTAF
Grant Co Intl Ground Control 121.9
Grant Co Intl Approach Control 134.35 Secondary
Grant Co Intl Approach Control 126.4 Initial Contact
Grant Co Intl Departure Control 134.35
Grant Co Intl Departure Control 126.4
Grant Co Intl Unicom 122.95
Seattle Flight Service Station 122.4 RCO
Seattle Center 126.1 Remote Communications Air-Ground

*GRANT CO Departure (R) **126.4**
SEATTLE Center (R) **126.1** when Dep inop.

MOSES LAKE, WASH
GRANT CO INTL

MOSES THREE DEPARTURE (VECTOR)

All Rwys: Fly runway heading, or ATC assigned heading, for vector to assigned route/fix.
MAINTAIN 5000′ or ATC assigned altitude.
Expect clearance to filed altitude 5 minutes after departure.



LOST COMMUNICATIONS PROCEDURE ONLY
If no transmission received for one minute after departure, maintain runway heading, or ATC assigned heading to 6000′, then climbing right turn to filed altitude, direct MWH VOR, then via assigned fix/route.

CHANGES: Airport name, departure renamed, text.

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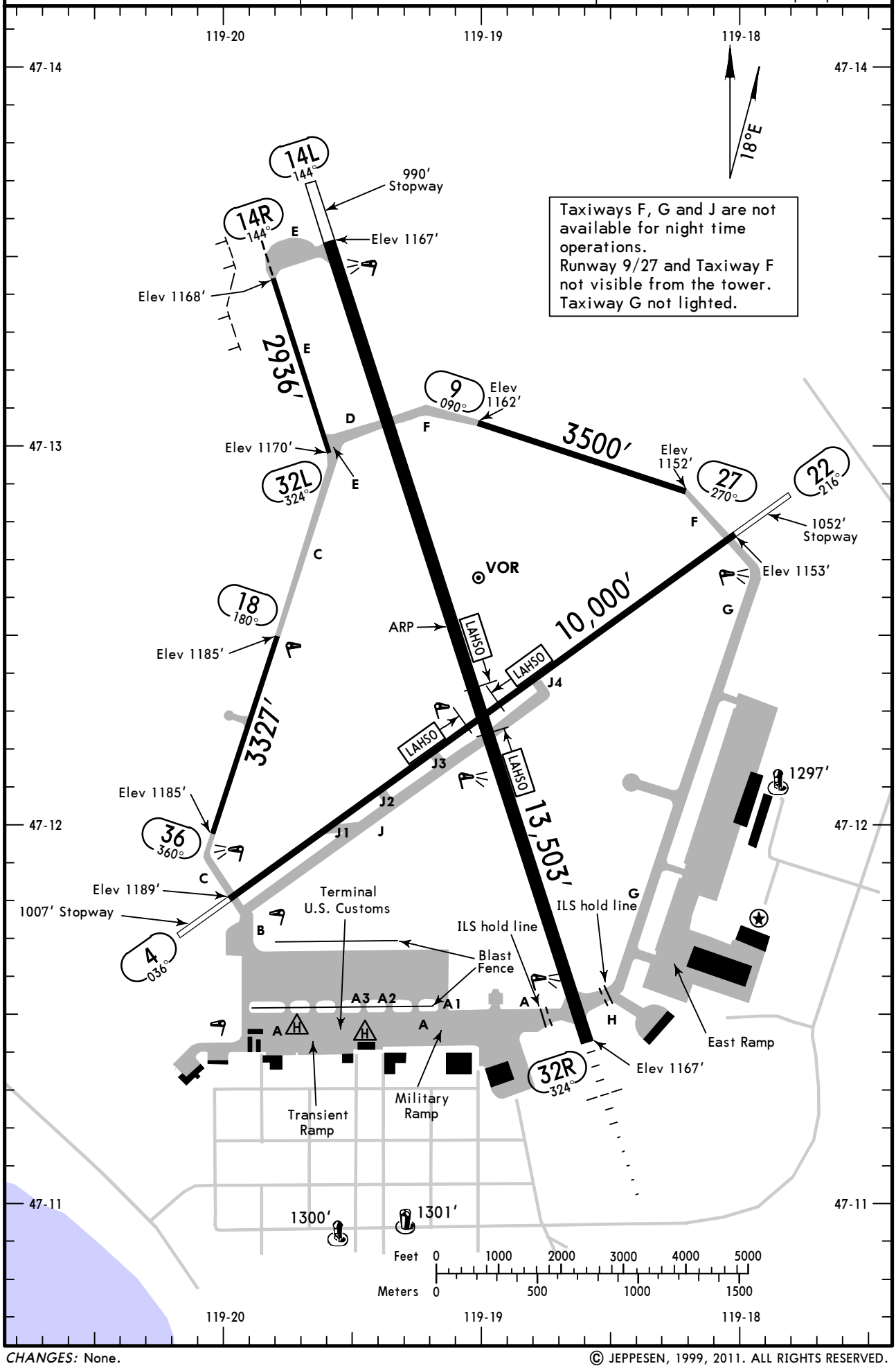
KMWH/MWH

Apt Elev **1189′**
N47 12.5 W119 19.1

JEPPESEN
4 MAR 11 (10-9) **Eff 10 Mar**

MOSES LAKE, WASH
GRANT CO INTL

ATIS (ASOS when Twr inop)	*GRANT CO Ground	*Tower WEST / EAST
119.05	121.9	128.0 CTAF 118.25
UNICOM 122.95	*GRANT CO Departure (R)	SEATTLE Center (R)
	126.4	126.1 when Dep inop.



CHANGES: None.

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GENERAL

CAUTION: Birds in vicinity of airport.
Heavy jet training surface to 5000′ within 25 NM of airport.
Possible wake turbulence from larger aircraft using Rwy 14L/32R.
Extensive heavy military jet aircraft night training 1900PM-0300AM local, daily.
Announce landing intentions on CTAF after Twr closed.
Rwys 14R, 18, 22, 27 and 32R right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
4	MIRL REIL PAPI-L (angle 3.0°) grooved			14L/32R 4700′		100′
22	MIRL REIL VASI-L			14L/32R 4650′		
9 ❶ 27	grooved					90′
❶ Closed except for military operations.						
14R ❷ 32L	MIRL (non-std)					75′
❷ Closed to all night operations except taxing.						
14L ❸	HIRL (non-std) REIL VASI-L grooved			4/22 7550′		200′
32R	HIRL (non-std) ❹MALSR ❺PAPI-L RVR		12,453′	4/22 5050′		
❸ First 10,000′ approach end of runway 32R grooved, 150′ wide. Closed nights 2200-0600 except for special military night training operations. ❹ Activate on 118.25. ❺ Angle 3.0°.						
18 ❻ 36	MIRL					75′
❻ For light aircraft VFR only. Available as air carrier taxiway movement area only.						

TAKE-OFF

	All Rwys: Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

FOR FILING AS ALTERNATE

	Authorized Only When Local Weather Available: ILS Rwy 32R	LOC Rwy 32R RNAV (GPS) Y Rwy 4 RNAV (GPS) Y Rwy 14L RNAV (GPS) Y Rwy 22 RNAV (GPS) Y Rwy 32R	RNAV (RNP) Z Rwy 4 RNAV (RNP) Z Rwy 14L RNAV (RNP) Z Rwy 22 RNAV (RNP) Z Rwy 32R	Authorized Only When Tower Operating: VOR-3 Rwy 14L VOR Rwy 4 VOR Rwy 22 VOR Rwy 32R NDB Rwy 32R	VOR-1 Rwy 14L
A	600-2	800-2	800-2	800-2	800-2
B					
C					
D					800-2¼

AMEND 0

CHANGES: Alternate minimums.

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KMWH/MWH
GRANT CO INTL

JEPPESEN

14 OCT 11 (11-1) Eff 20 Oct

MOSES LAKE, WASH
ILS or LOC Rwy 32R

BRIEFING STRIP ™

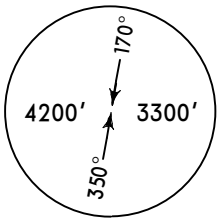
ATIS (ASOS when Twr inop)	*GRANT CO Approach (R)	SEATTLE Center (R)	*GRANT CO Tower	*Ground
119.05	126.4	126.1 when App inop.	WEST 128.0 CTAF EAST 118.25	121.9

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 1189′
IMWH 109.5	324°	PELLY 2748′ (1581′)	1367′ (200′)	TDZE 1167′

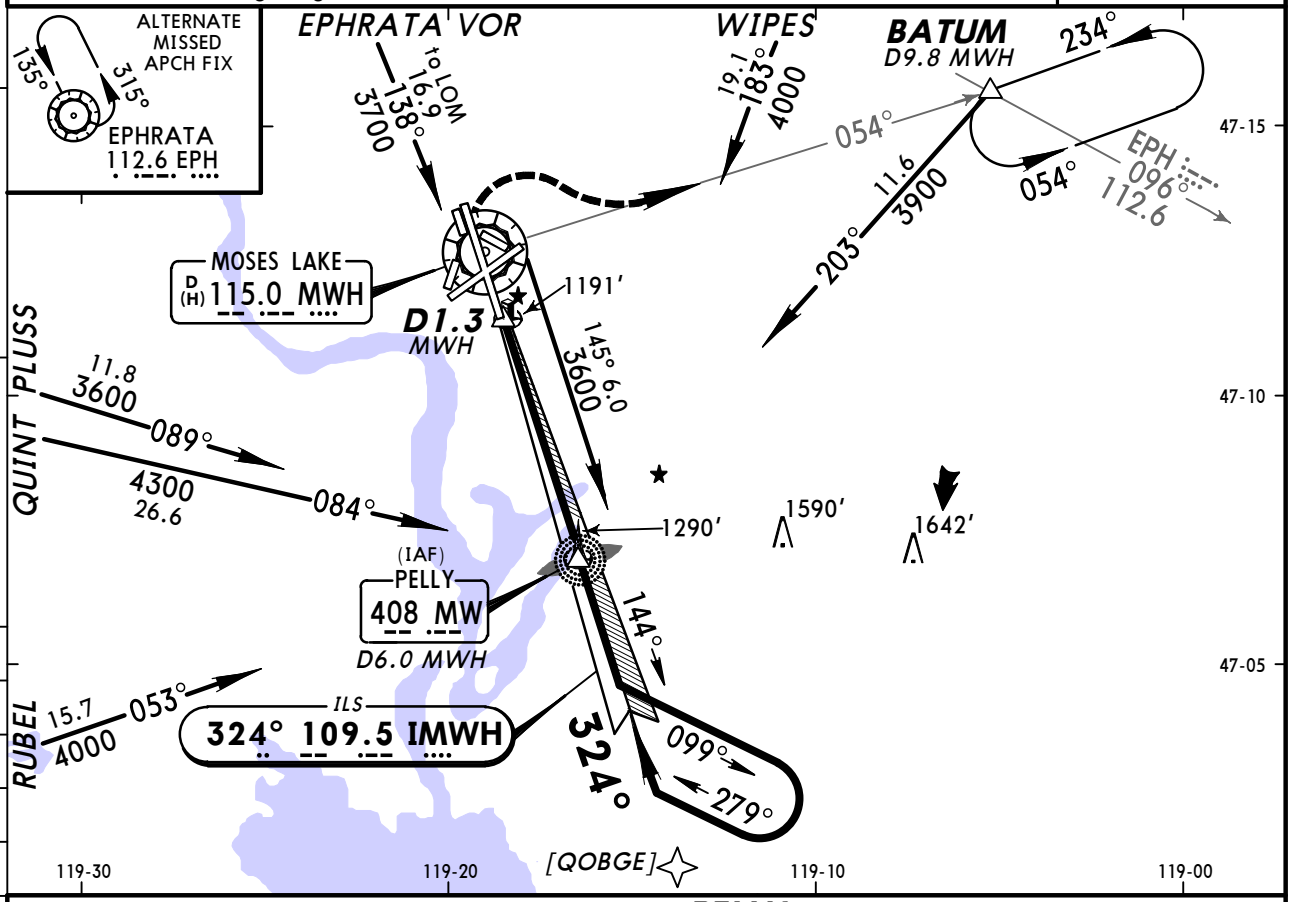
MISSED APCH: Climb to 1800′ then climbing RIGHT turn to 4000′ outbound on MWH VOR R-054 to BATUM INT/D9.8 MWH and hold. Continue climb-in-hold to 4000′; or as directed by ATC.

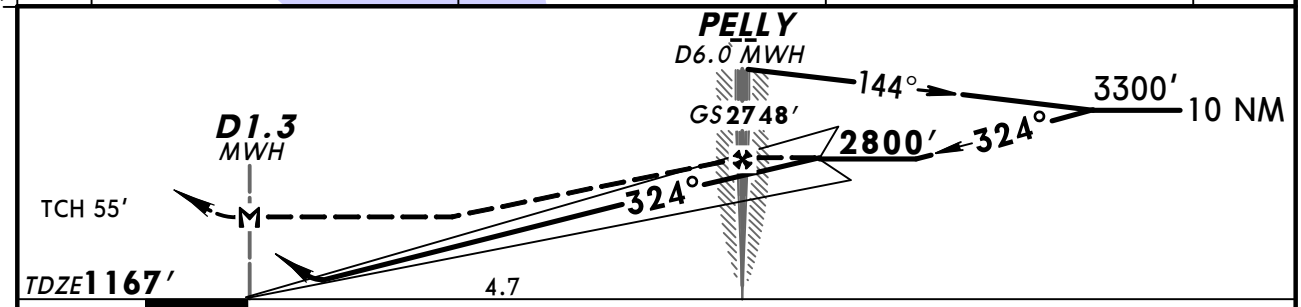
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. ADF or DME required. 2. Use local altimeter setting; if not received, use Ephrata altimeter setting. 3. VGSI and ILS glidepath not coincident. 4. Pilot controlled lighting 118.25.



MSA MW LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.3 MWH or PELLY to MAP 4.7	4:02	3:08	3:49	2:21	2:01	1:46

MALSR PAPI | 1800′ | 4000′ RT or MWH 115.0 R-054 | BATUM

TERPS AMEND 20B 20 OCT 2011

STRAIGHT-IN LANDING RWY 32R

	ILS 1 DA(H) 1367′ (200′) FULL	ILS RAIL or ALS out	LOC (GS out) 3 MDA(H) 1440′ (273′)	LOC RAIL out	LOC ALS out
A	2 RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C					
D			RVR 40 or ¾	RVR 50 or 1	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Ephrata Altimeter Setting MDA(H)
90	1680′(491′)-1	1720′(531′)-1
120		
140	1680′(491′)-1½	1720′(531′)-1½
165	1740′(551′)-2	1780′(591′)-2

1 DA(H) 1407′(240′) with Ephrata altimeter setting.
2 RVR 18 with Flight Director or Autopilot or HUD to DA.
3 MDA(H) 1480′(313′) with Ephrata altimeter setting.

CHANGES: Transition altitudes, computer navigation fix added.

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KMWH/MWH
GRANT CO INTL

JEPPESEN
4 MAR 11
Eff 10 Mar
(12-1)

MOSES LAKE, WASH
RNAV (GPS) Y Rwy 4

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*GRANT CO Approach (R)	SEATTLE Center (R)	*GRANT CO Tower WEST	EAST	*Ground
119.05	126.4	126.1 when App inop.	128.0	CTAF 118.25	121.9

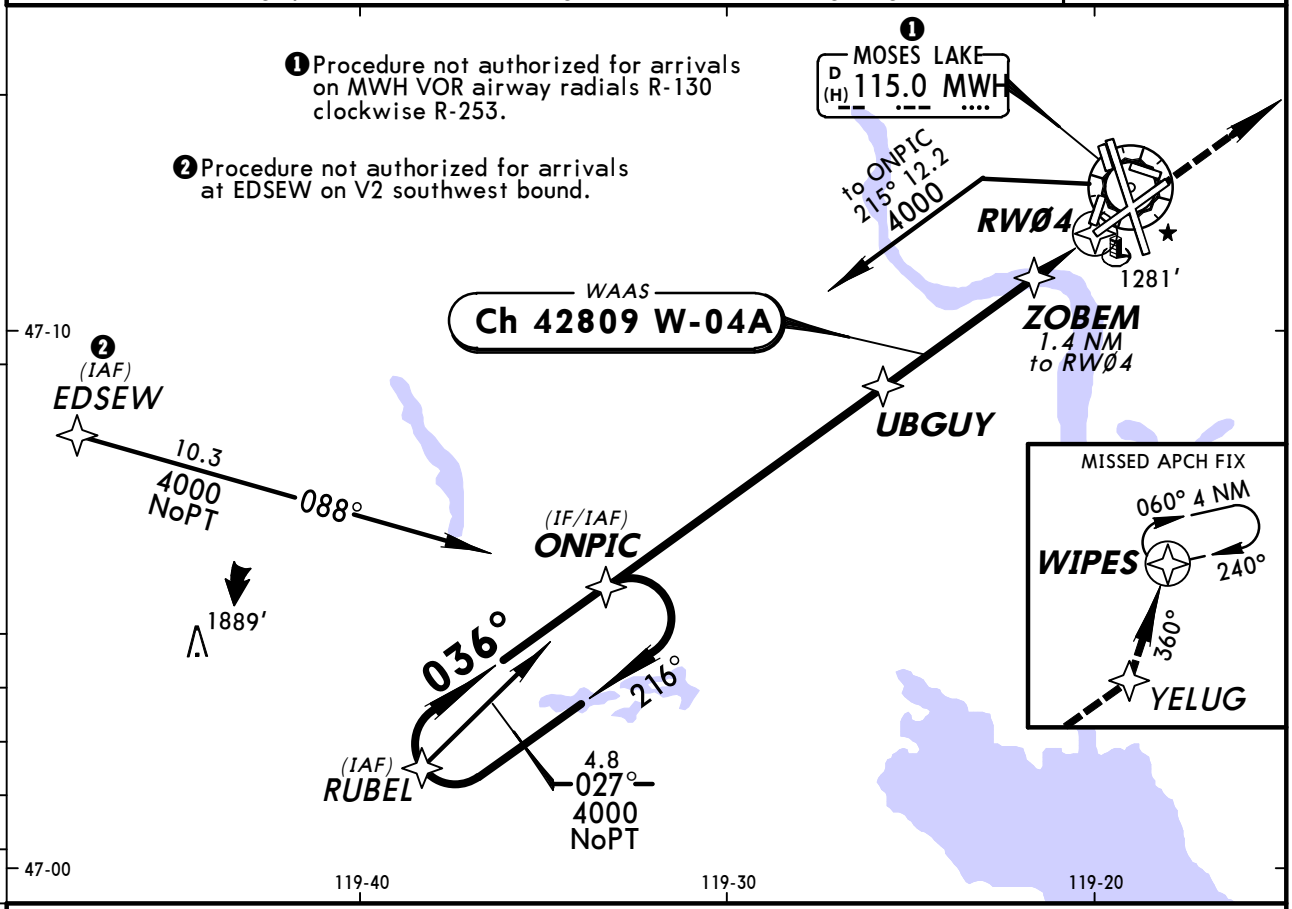
WAAS	Final Apch Crs	Minimum Alt UBGUY	LPV DA(H) (CONDITIONAL)	Apt Elev 1189′
Ch 42809 W-04A	036°	2800′ (1611′)	1389′ (200′)	Rwy 4 1189′

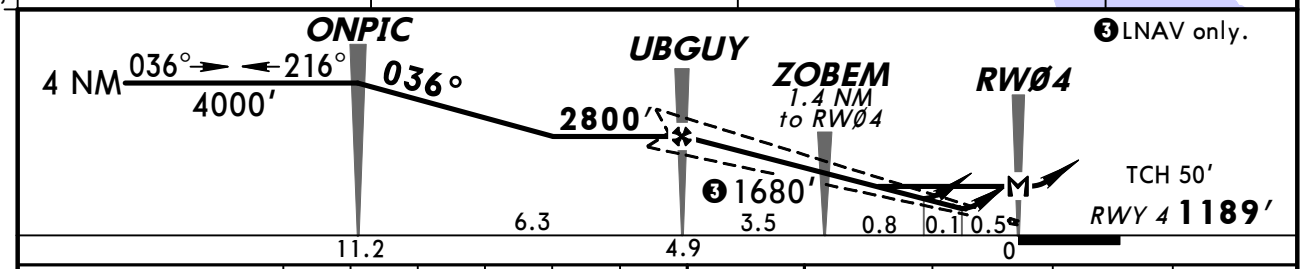
MISSED APCH: Climb to 4000′ direct YELUG and on 360° track to WIPES and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Ephrata altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 36°C (96°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV not authorized when using Ephrata altimeter setting. 5. Pilot controlled lighting 118.25.

4300′
MSA RWØ4





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ4						

REIL
PAPI-L
4000′
D
YELUG

TERPS AMEND 1 10 MAR 2011

STRAIGHT-IN LANDING RWY 4

	1 LPV DA(H) 1389′ (200′)	2 LNAV/VNAV DA(H) 1442′ (253′)	3 LNAV MDA(H) 1540′ (351′)
A	3/4	3/4	1
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Ephrata Altimeter Setting MDA(H)
90	1620′ (431′)-1	1660′ (471′)-1
120	1640′ (451′)-1	1680′ (491′)-1
140	1640′ (451′)-1½	1680′ (491′)-1½
165	1740′ (551′)-2	1780′ (591′)-2

1 DA(H) 1425′ (236′) with Ephrata altimeter setting.
2 DA(H) 1478′ (289′) VIS 7/8, with Ephrata altimeter setting.
3 MDA(H) 1580′ (391′) CATS C and D VIS 1 1/8, with Ephrata altimeter setting.

CHANGES: Procedure.

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KMWH/MWH
GRANT CO INTL

JEPPESEN
4 MAR 11
Eff 10 Mar
(12-2)

MOSES LAKE, WASH
RNAV (GPS) Y Rwy 14L

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*GRANT CO Approach (R)	SEATTLE Center (R)	*GRANT CO Tower WEST	EAST	*Ground
119.05	126.4	126.1 when App inop.	128.0 CTAF	118.25	121.9

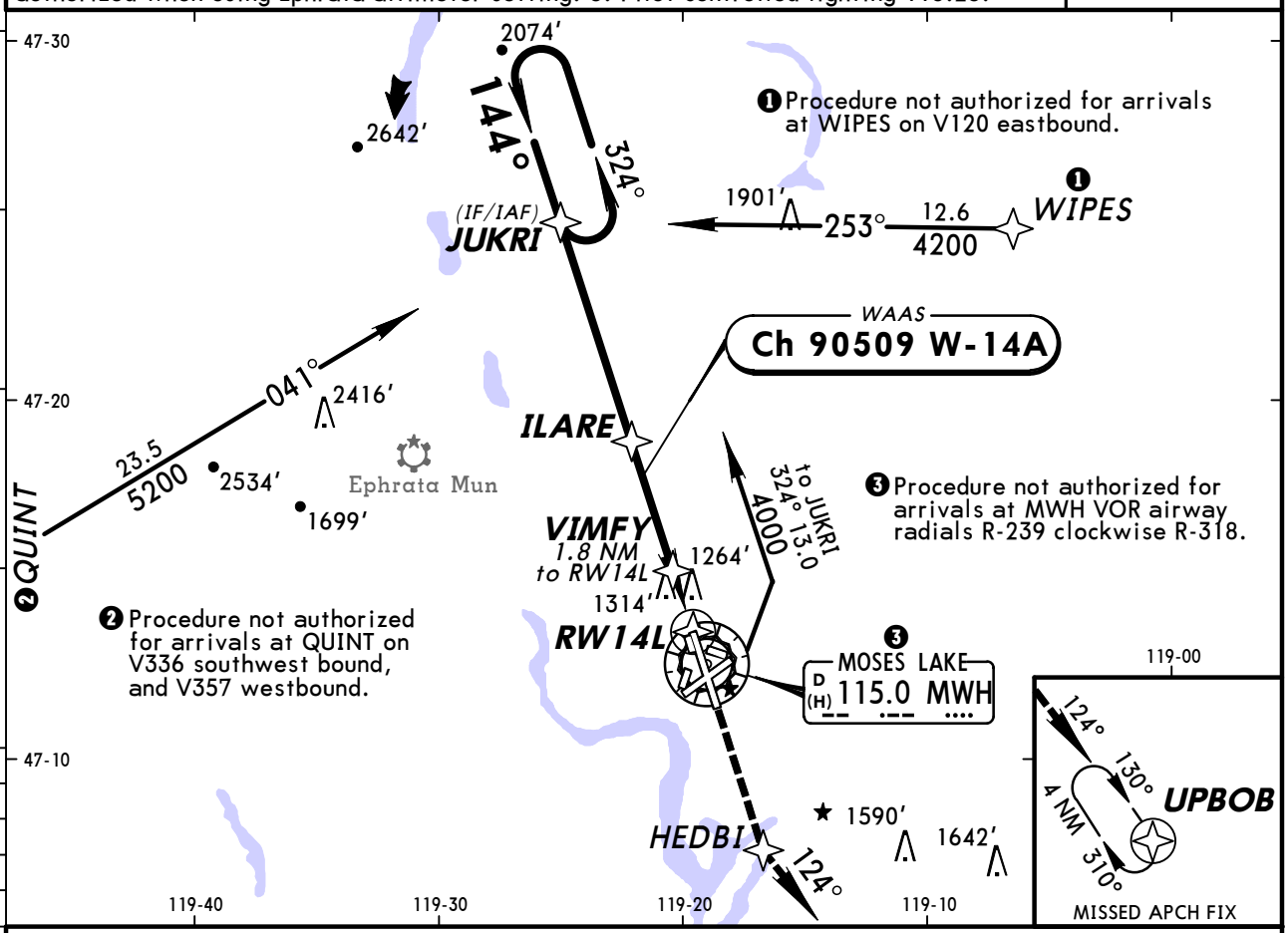
WAAS	Final Apch Crs	Minimum Alt ILARE	LPV DA(H) (CONDITIONAL)	Apt Elev 1189′
Ch 90509 W-14A	144°	3000′ (1832′)	1368′ (200′)	Rwy 14L 1168′

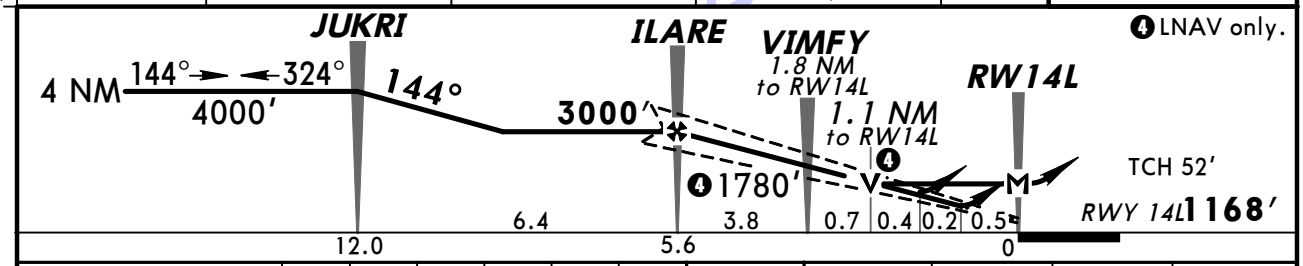
MISSED APCH: Climb to 4000′ direct HEDBI and on 124° track to UPBOB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Ephrata altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 36°C (96°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized when using Ephrata altimeter setting. 5. Pilot controlled lighting 118.25.

4600′
MSA RW14L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW14L						

REIL
VASI-L
4000′
HEDBI

STRAIGHT-IN LANDING RWY 14L

	1 LPV DA(H) 1368′(200′)	2 LNAV/VNAV DA(H) 1435′(267′)	3 LNAV MDA(H) 1580′(412′)
A	3/4	7/8	1
B			
C			1 1/8
D			

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Ephrata Altimeter Setting MDA(H)
90	1620′(431′)-1	1660′(471′)-1
120	1640′(451′)-1	1680′(491′)-1
140	1640′(451′)-1 1/2	1680′(491′)-1 1/2
165	1740′(551′)-2	1780′(591′)-2

1 DA(H) 1404′ (236′) with Ephrata altimeter setting.
2 DA(H) 1471′ (303′) VIS 1, with Ephrata altimeter setting.
3 MDA(H) 1620′ (452′) VIS CATS C and D 1 3/8, with Ephrata altimeter setting.

TERPS AMEND 1 10 MAR 2011

CHANGES: Procedure.

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KMWH/MWH
GRANT CO INTL

JEPPESEN
18 MAR 11 (12-3)

MOSES LAKE, WASH
RNAV (GPS) Y Rwy 22

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*GRANT CO Approach (R)	SEATTLE Center (R)	*GRANT CO Tower WEST / EAST	*Ground
119.05	126.4	126.1 when App inop.	128.0 CTAF 118.25	121.9

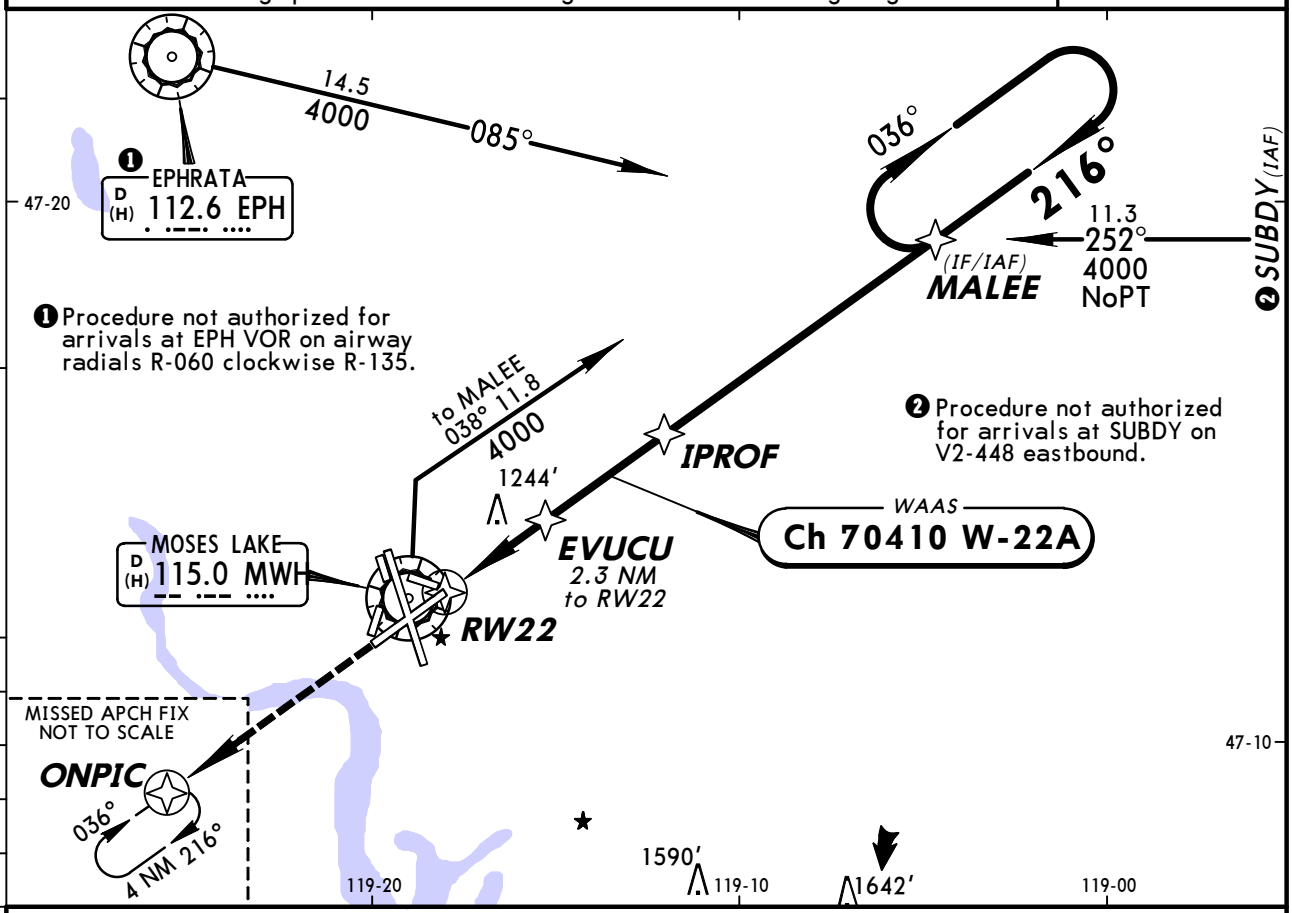
WAAS	Final Apch Crs	Minimum Alt IPROF	LPV DA(H) (CONDITIONAL)	Apt Elev 1189′ / Rwy 22 1153′
Ch 70410 W-22A	216°	2800′ (1647′)	1353′ (200′)	

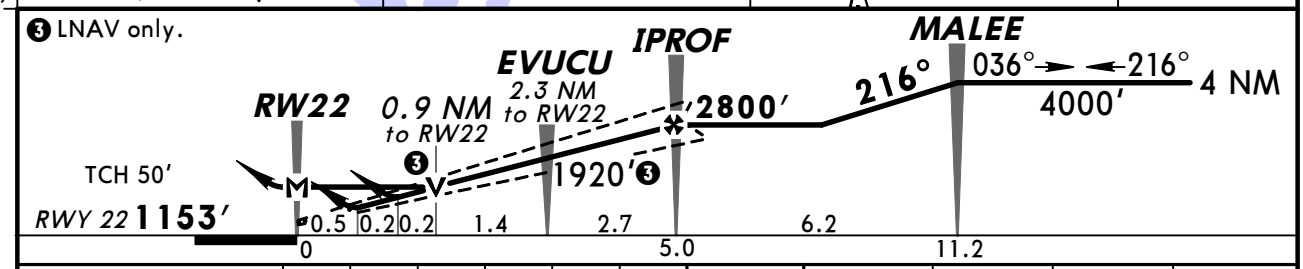
MISSED APCH: Climb to 4000′ direct ONPIC and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Ephrata altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 36°C (96°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized when using Ephrata altimeter setting. 5. Pilot controlled lighting 118.25.

4200′
MSA RW22





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW22						

REIL
VASI-L

4000′

D

ONPIC

STRAIGHT-IN LANDING RWY 22

	1 LPV DA(H) 1353′ (200′)	2 LNAV/VNAV DA(H) 1416′ (263′)	3 LNAV MDA(H) 1500′ (347′)
A	3/4	7/8	1
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Ephrata Altimeter Setting MDA(H)
90	1620′ (431′)-1	1660′ (471′)-1
120	1640′ (451′)-1	1680′ (491′)-1
140	1640′ (451′)-1½	1680′ (491′)-1½
165	1740′ (551′)-2	1780′ (591′)-2

1 DA(H) 1389′ (236′) with Ephrata altimeter setting.
2 DA(H) 1452′ (299′) VIS 1, with Ephrata altimeter setting.
3 MDA(H) 1540′ (387′) CATS C and D VIS 1 1/8, with Ephrata altimeter setting.

TERPS AMEND 1 10 MAR 2011

CHANGES: None.

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BRIEFING STRIP TM

ATIS (ASOS when Twr inop)	*GRANT CO Approach (R)	SEATTLE Center (R)	*GRANT CO Tower	*Ground
119.05	126.4	126.1 when App inop.	WEST 128.0 EAST CTAF 118.25	121.9

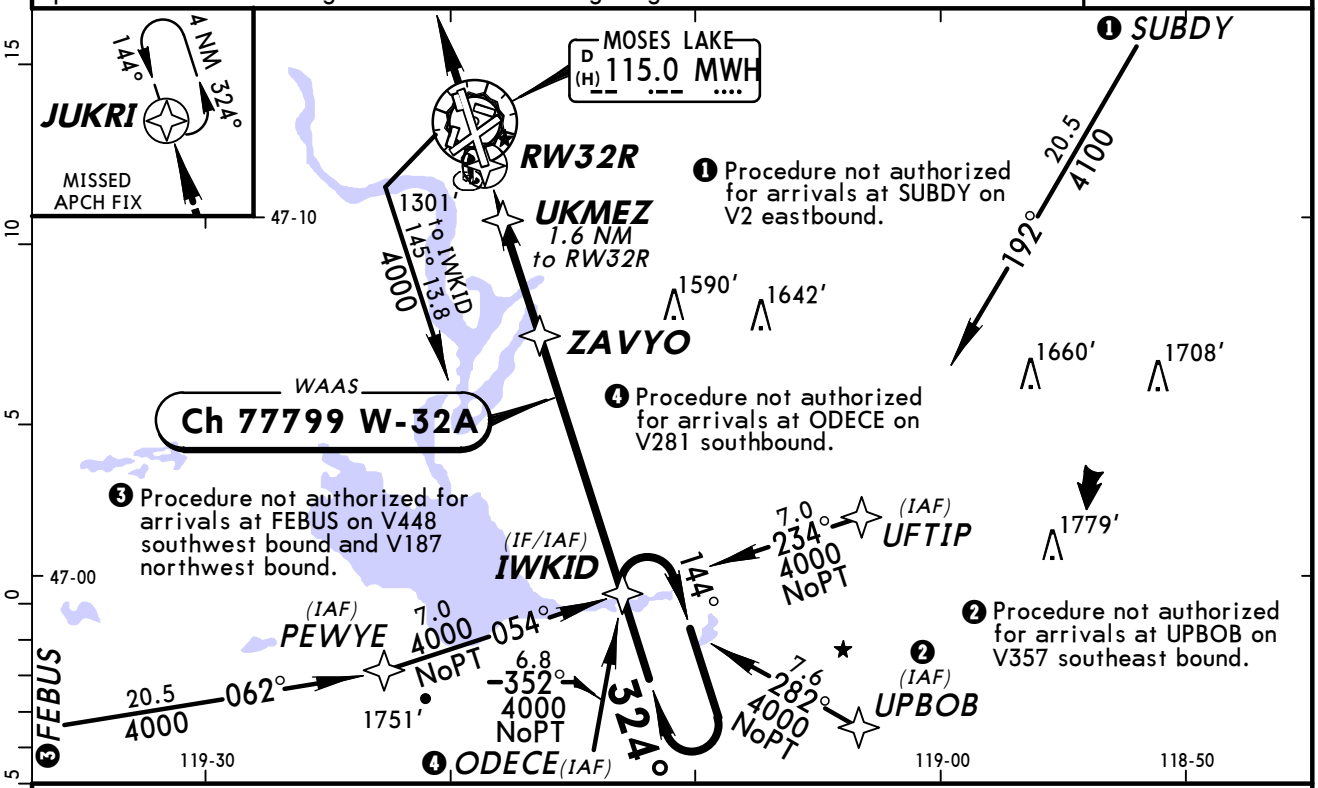
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	
Ch 77799 W-32A	324°	ZAVYO 2800′ (1633′)	1367′ (200′)	Apt Elev 1189′ Rwy 32R 1167′

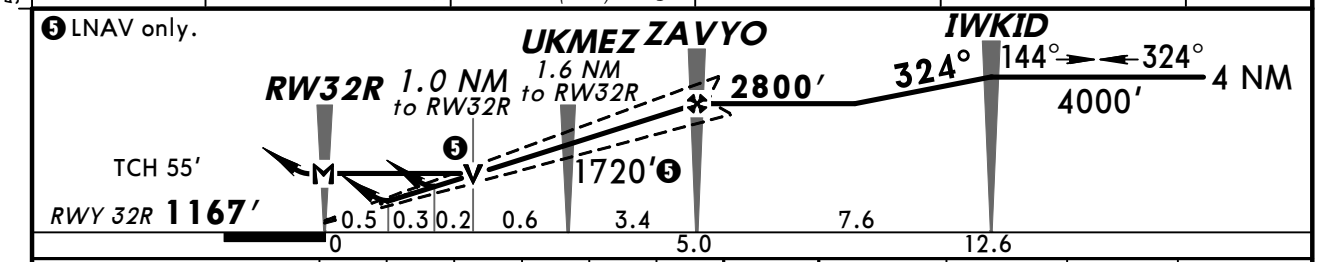
MISSED APCH: Climb to 4000′ direct JUKRI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Ephrata altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 36°C (96°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Baro-VNAV and VDP not authorized when using Ephrata altimeter setting. 6. Pilot controlled lighting 118.25.

4200′
MSA RW32R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW32R						

MALSR
PAPI
4000′
JUKRI

STRAIGHT-IN LANDING RWY 32R
With Local Altimeter Setting

	LPV DA(H) 1367′ (200′)			LNAV/VNAV DA(H) 1462′ (295′)			LNAV MDA(H) 1560′ (393′)		
		RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 26 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 30 or 5/8	RVR 45 or 7/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B									
C							RVR 35 or 5/8	RVR 45 or 7/8	RVR 60 or 1 1/8
D									

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1620′ (431′)-1
120	1640′ (451′)-1
140	1640′ (451′)-1 1/2
165	1740′ (551′)-2

With Ephrata Altimeter Setting

	LPV DA(H) 1403′ (236′)			LNAV/VNAV DA(H) 1498′ (331′)			LNAV MDA(H) 1600′ (433′)		
		RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 26 or 1/2	RVR 40 or 3/4	RVR 32 or 5/8	RVR 35 or 5/8	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B									
C							RVR 40 or 3/4	RVR 50 or 1	1 1/4
D									

With Ephrata Altimeter Setting

Max Kts	MDA(H)
90	1660′ (471′)-1
120	1680′ (491′)-1
140	1680′ (491′)-1 1/2
165	1780′ (591′)-2

TERPS AMEND 2 10 MAR 2011

CHANGES: Minimums.

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KMWH/MWH
GRANT CO INTL

4 MAR 11
Eff 10 Mar

JEPPESEN

(12-20)

MOSES LAKE, WASH
RNAV (RNP) Z Rwy 4

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*GRANT CO Approach (R)	SEATTLE Center (R)	*GRANT CO Tower WEST / EAST	*Ground
119.05	126.4	126.1 when App inop.	128.0 CTAF 118.25	121.9

RNAV	Final Apch Crs	Minimum Alt UBGUY	RNP 0.10 DA(H)	Apt Elev 1189′ / Rwy 4 1189′
	036°	2800′ (1611′)	1439′ (250′)	

MISSED APCH: Climb to 4000′ on 036° track to YELUG and on 360° track to WIPES and hold.

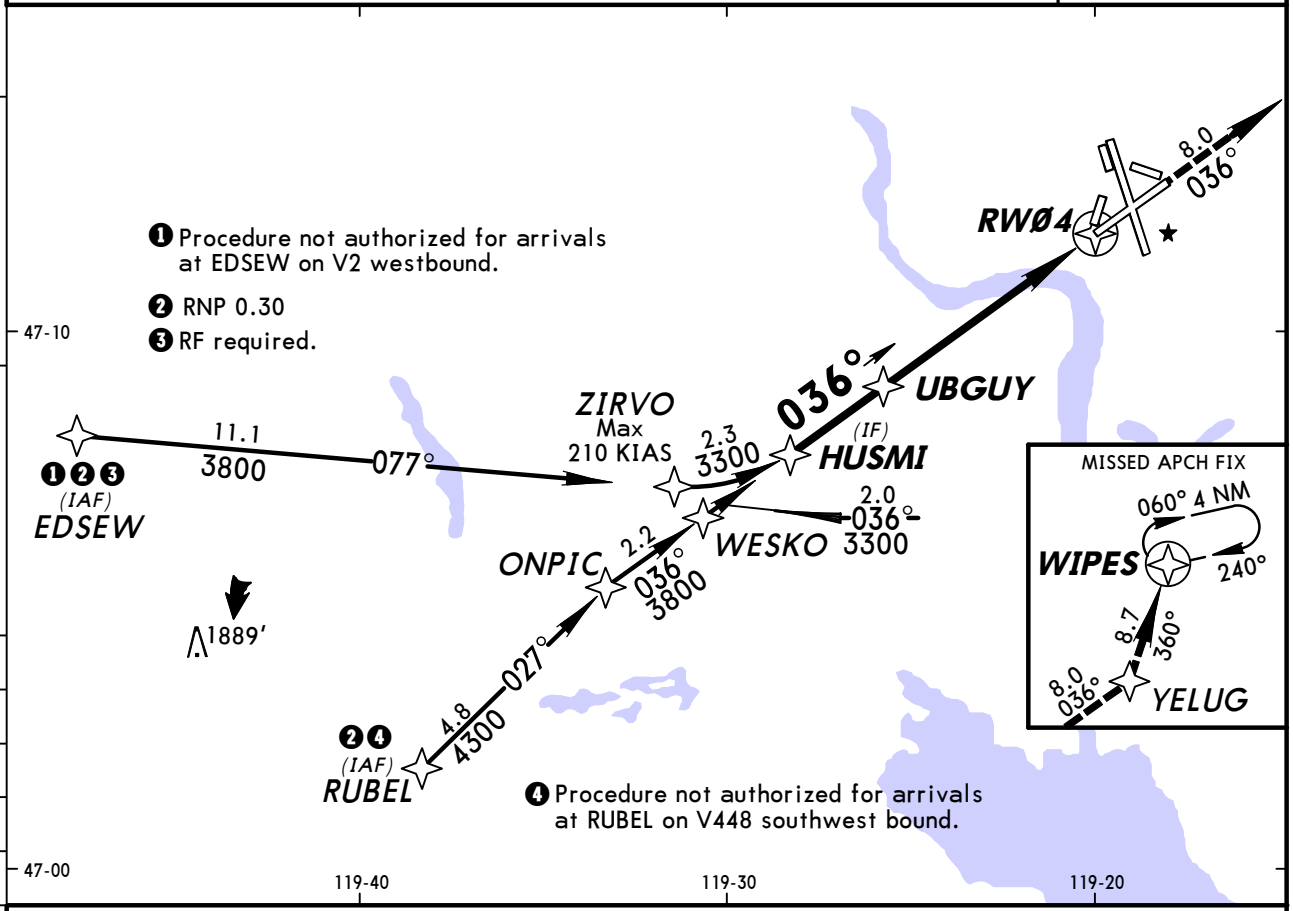
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

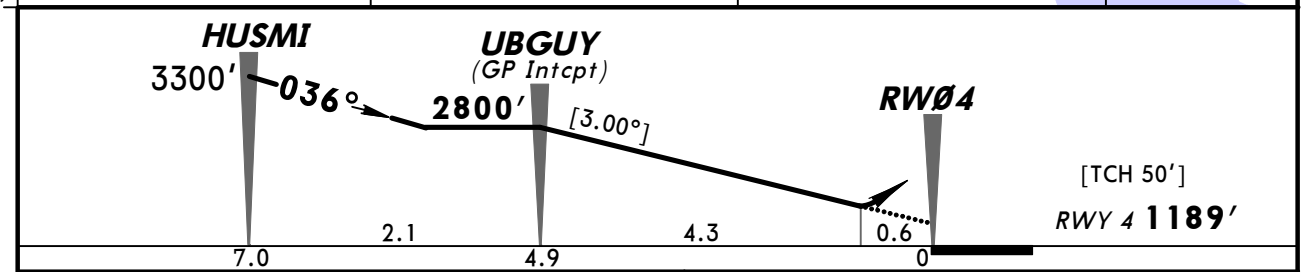
1. AUTHORIZATION REQUIRED. 2. GPS required.

3. For uncompensated Baro-VNAV systems, procedure not authorized below -17°C (2°F) or above 46°C (114°F). 4. Pilot controlled lighting 118.25.

4400′

MSA RWØ4





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

REIL
PAPI-L

4000′ on 036° YELUG

STRAIGHT-IN LANDING RWY4

	RNP 0.10	RNP 0.30
	DA(H) 1439′ (250′)	DA(H) 1498′ (309′)
A	3/4	1
B		
C		
D		

TERPS AMEND 0 10 MAR 2011

CHANGES: New procedure.

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BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*GRANT CO Approach (R)	SEATTLE Center (R)	*GRANT CO Tower	*Ground
119.05	126.4	126.1 when App inop.	WEST 128.0 CTAF EAST 118.25	121.9

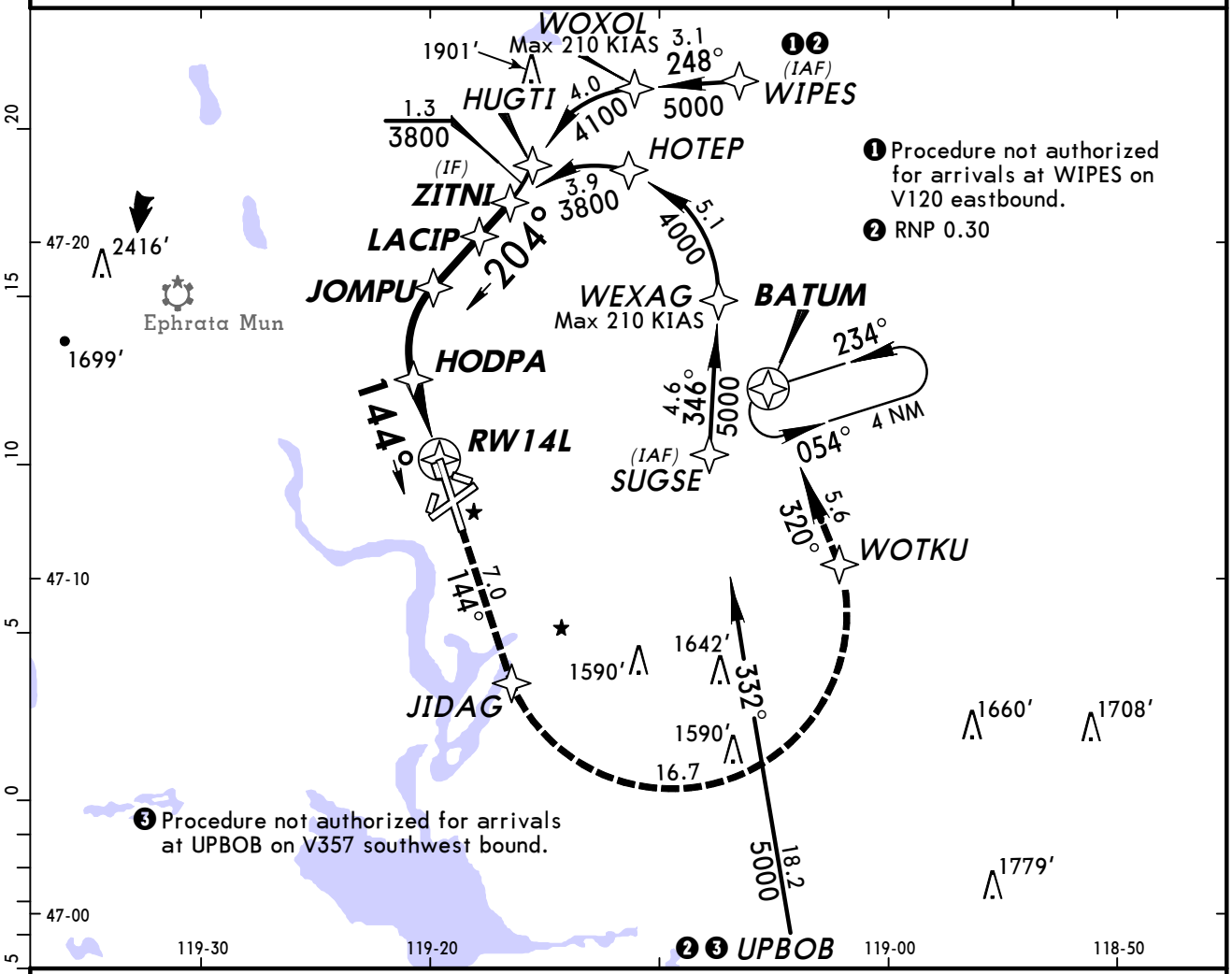
RNAV	Final Apch Crs	Minimum Alt LACIP	RNP 0.10 DA(H)	Apt Elev 1189′ / Rwy 14L 1168′
	144°	3600′ (2432′)	1418′ (250′)	

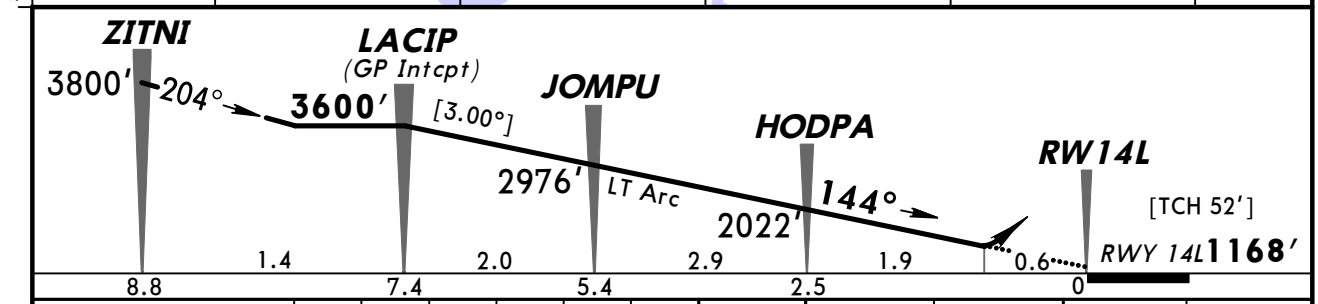
MISSED APCH: Climb to 4000′ on 144° track to JIDAG LEFT turn to WOTKU and 320° track to BATUM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RF required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -17°C (2°F) or above 47°C (116°F). 5. Pilot controlled lighting 118.25.

4700′
MSA RW14L





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

REIL
VASI-L
4000′ on 144°
JIDAG

STRAIGHT-IN LANDING RWY14L

RNP 0.10	RNP 0.30
DA(H) 1418′ (250′)	DA(H) 1478′ (310′)
A B C D: 3/4	1

TERPS AMEND 0 10 MAR 2011

CHANGES: New procedure.

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KMWH/MWH
GRANT CO INTL

JEPPESEN

28 OCT 11 (12-22)

MOSES LAKE, WASH
RNAV (RNP) Z Rwy 22

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*GRANT CO Approach (R)	SEATTLE Center (R)	*GRANT CO Tower WEST	EAST	*Ground
119.05	126.4	126.1 when App inop.	128.0	CTAF 118.25	121.9

RNAV	Final Apch Crs	Minimum Alt IPROF	RNP 0.10 DA(H)	Apt Elev 1189′ Rwy 22 1153′
	216°	2800′ (1647′)	1403′ (250′)	

MISSED APCH: Climb to 4000′ on 216° track to ONPIC and hold.

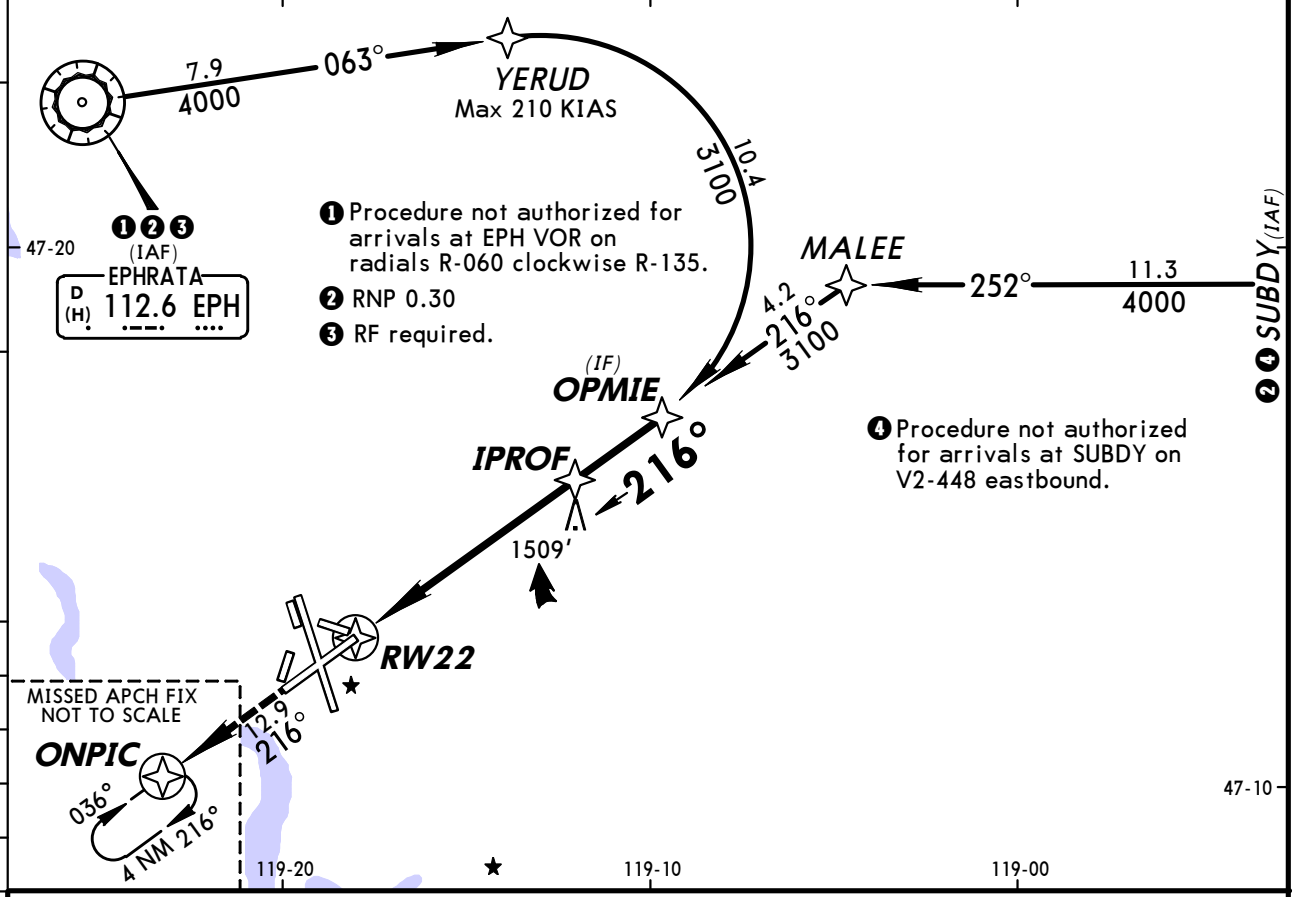
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

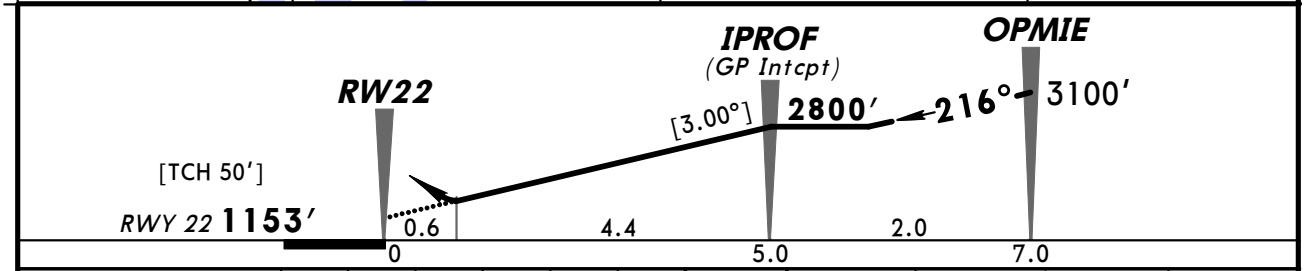
1. AUTHORIZATION REQUIRED. 2. GPS required.

3. For uncompensated Baro-VNAV systems, procedure not authorized below -17°C (2°F) or above 46°C (114°F). 4. Pilot controlled lighting 118.25.

4300′

MSA RW22





Gnd speed-Kts	70	90	100	120	140	160		REIL VASI-L	4000′ on	216°	ONPIC
Descent Angle [3.00°]	372	478	531	637	743	849					
MAP at DA											

STRAIGHT-IN LANDING RWY 22

	RNP 0.10	RNP 0.30
	DA(H) 1403′ (250′)	DA(H) 1463′ (310′)
A	3/4	1
B		
C		
D		

TERPS AMEND 0 10 MAR 2011

CHANGES: None.

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KMWH/MWH
GRANT CO INTL

JEPPESEN

28 OCT 11 (12-23)

MOSES LAKE, WASH
RNAV (RNP) Z Rwy 32R

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*GRANT CO Approach (R)	SEATTLE Center (R)	*GRANT CO Tower WEST / EAST	*Ground
119.05	126.4	126.1 when App inop.	128.0 CTAF 118.25	121.9

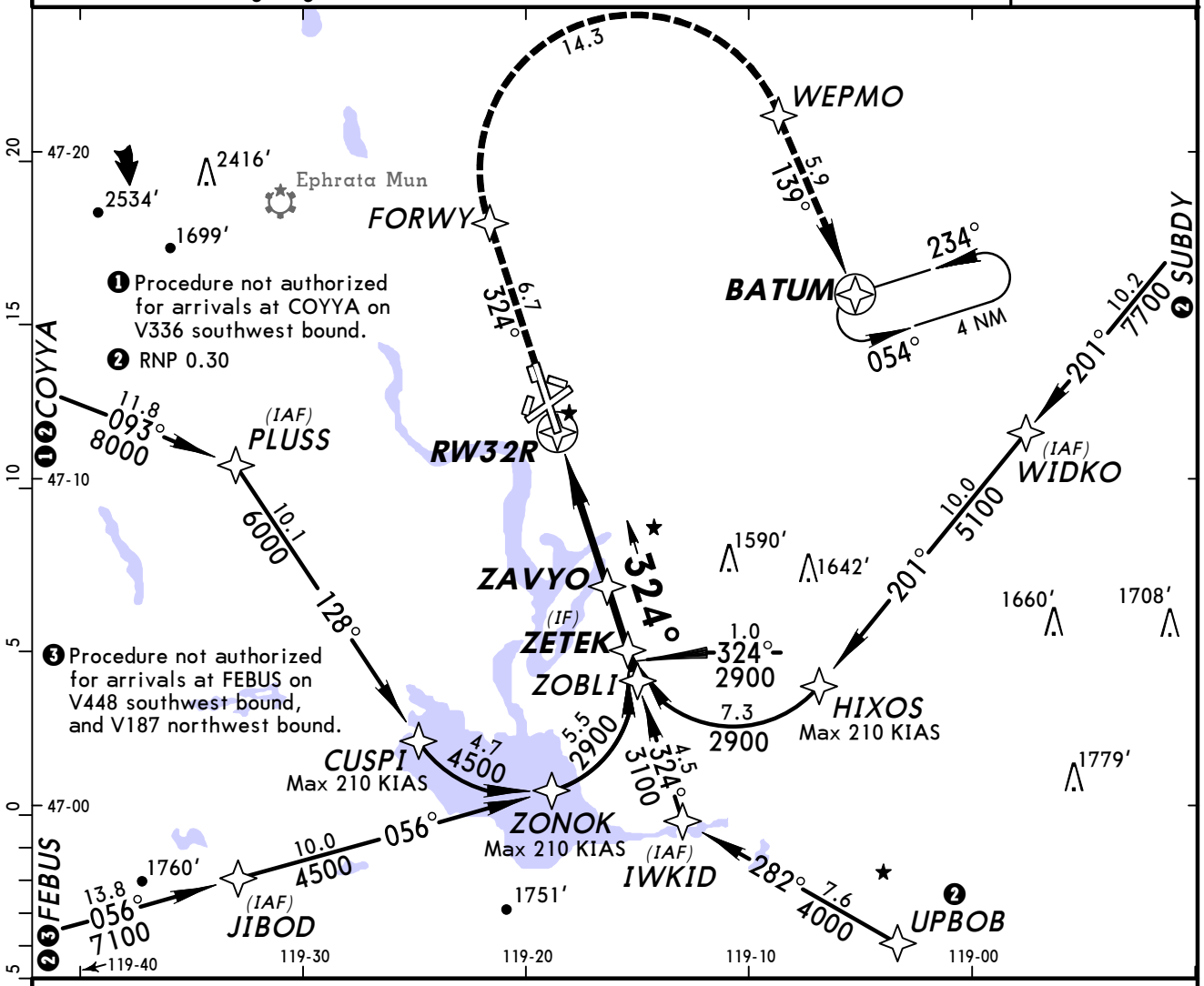
RNAV	Final Apch Crs	Minimum Alt ZAVYO	RNP 0.10 DA(H)	Apt Elev 1189′
	324°	2800′ (1633′)	1417′ (250′)	Rwy 32R 1167′

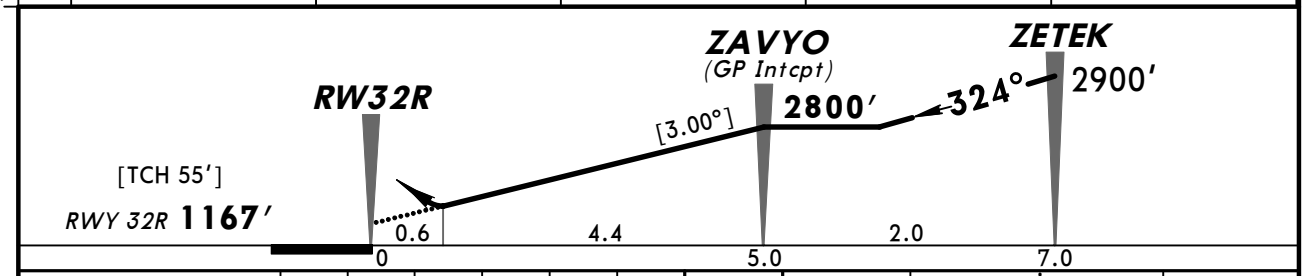
MISSED APCH: Climb to 4000′ on 324° track to FORWY RIGHT turn to WEPMO and 139° track to BATUM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. RF required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -17°C (2°F) or above 46°C (114°F). 5. VGSI and RNAV glidepath not coincident.
6. Pilot controlled lighting 118.25.

4300′
MSA RW32R





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR / PAPI — 4000′ on 324° — FORWY

STRAIGHT-IN LANDING RWY32R

	RNP 0.10 DA(H) 1417′ (250′)		RNP 0.30 DA(H) 1533′ (366′)	
		RAIL or ALS out		RAIL or ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4
B				
C				
D				

TERPS AMEND 0 10 MAR 2011

CHANGES: Max airspeed note added.

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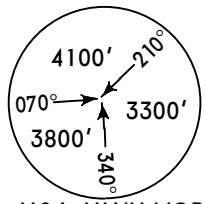
ATIS (ASOS when Twr inop)	*GRANT CO Approach (R)	SEATTLE Center (R)	*GRANT CO Tower WEST	EAST	*Ground
119.05	126.4	126.1 when App inop.	128.0	CTAF 118.25	121.9

VOR MWH	Final Apch Crs	Minimum Alt TAUNT	MDA(H)	Apt Elev 1189′
115.0	025°	2700′ (1511′)	1620′ (431′)	TDZE 1189′

MISSED APCH: Climbing RIGHT turn to 4000′ outbound via MWH VOR R-054 to BATUM INT/D9.8 MWH and hold.

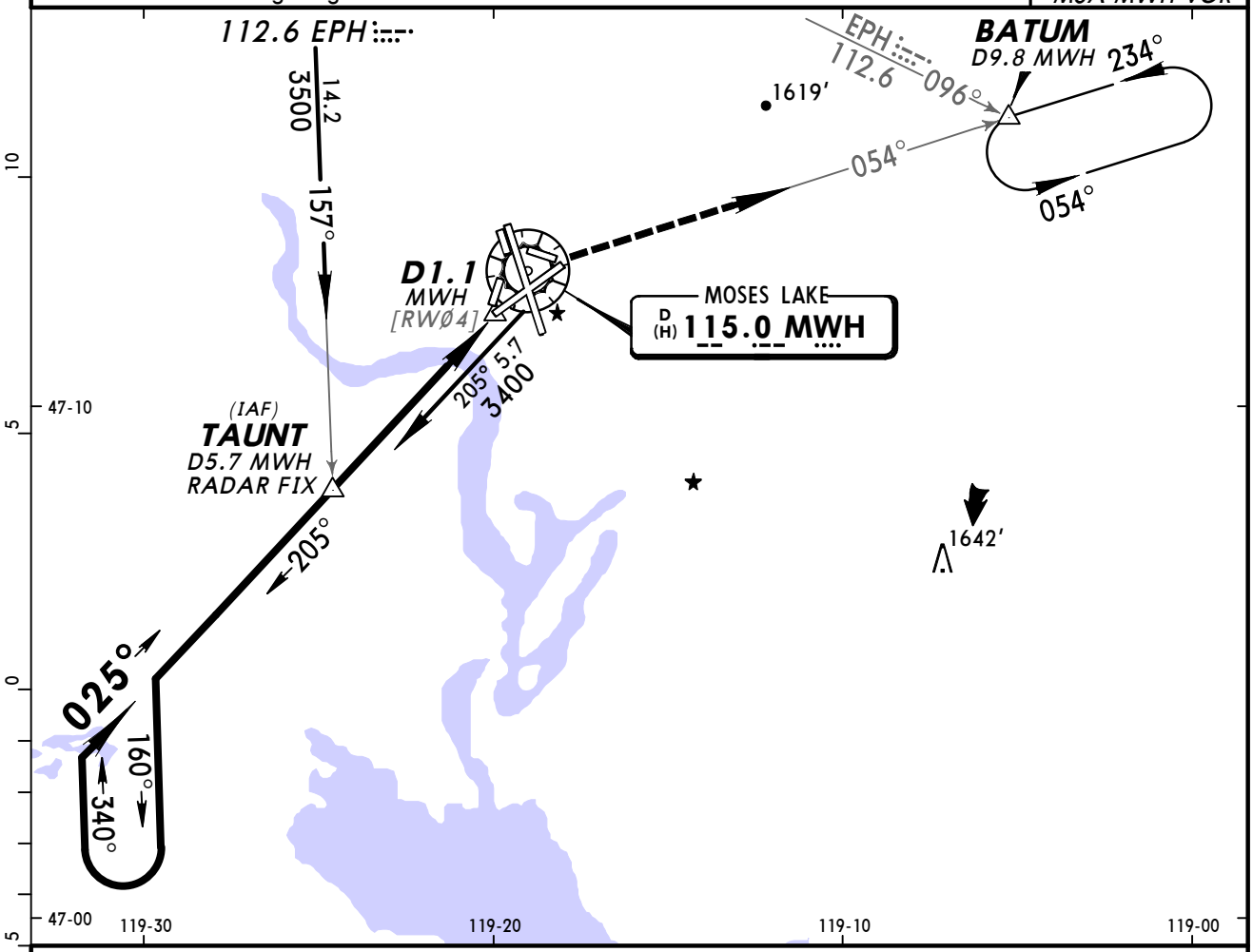
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

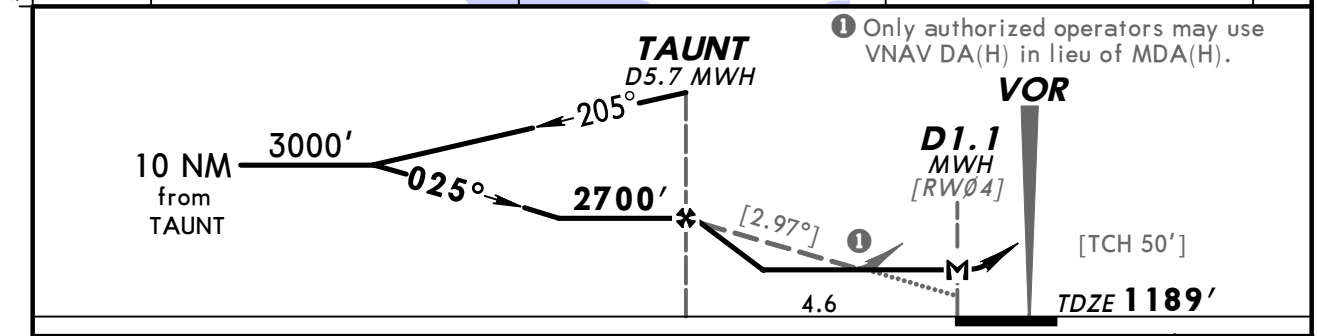
1. Pilot controlled lighting 118.25.



MSA MWH VOR

BRIEFING STRIP ™





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.97°]	368	473	525	630	736	841
MAP at D1.1 MWH or TAUNT to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:43

REIL
PAPI-L

4000′ RT via MWH 115.0 R-054

BATUM

STRAIGHT-IN LANDING RWY 4		CIRCLE-TO-LAND	
MDA(H) 1620′ (431′)		Max Kts	MDA(H)
A	1	90	1680′ (491′)-1
B		120	
C	1¼	140	1680′ (491′)-1½
D	1½	165	1740′ (551′)-2

AMEND 6B
TERPS

CHANGES: Airport elevation, TDZE.

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KMWH/MWH
GRANT CO INTL

JEPPESEN
10 DEC 10 (13-2)

MOSES LAKE, WASH
VOR-1 Rwy 14L

BRIEFING STRIP ™

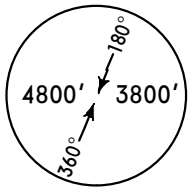
ATIS (ASOS when Twr inop)	*GRANT CO Approach (R)	SEATTLE Center (R)	*GRANT CO Tower	*Ground
119.05	126.4	126.1 when App inop.	WEST 128.0 CTAF EAST 118.25	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1189′
EPH 112.6	135°	EPH VOR 4000′ (2831′)	(CONDITIONAL) 1640′ (471′)	TDZE 1169′

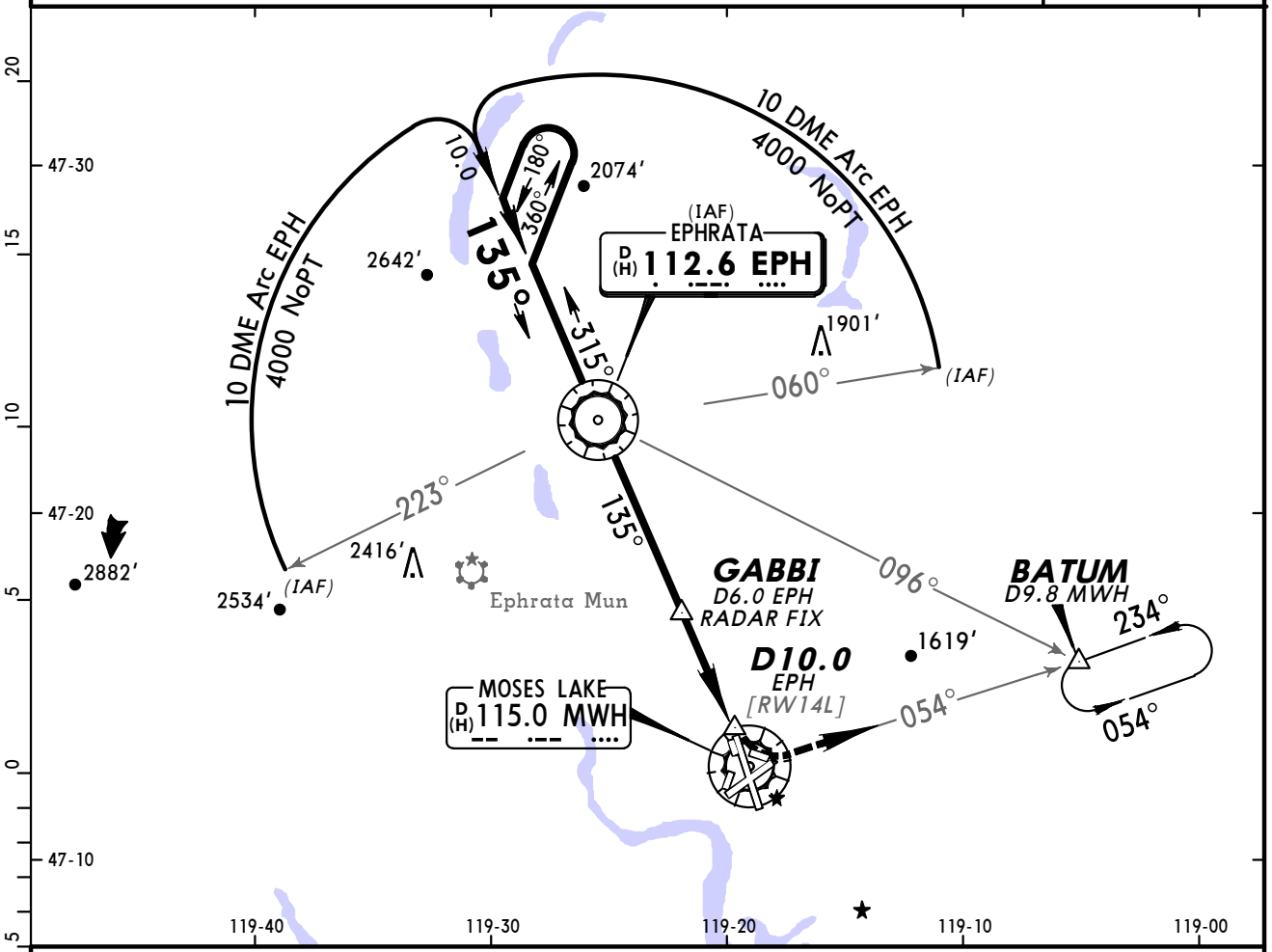
MISSED APCH: Climbing LEFT turn to 4000′ outbound via MWH VOR R-054 to BATUM INT/D9.8 MWH and hold.

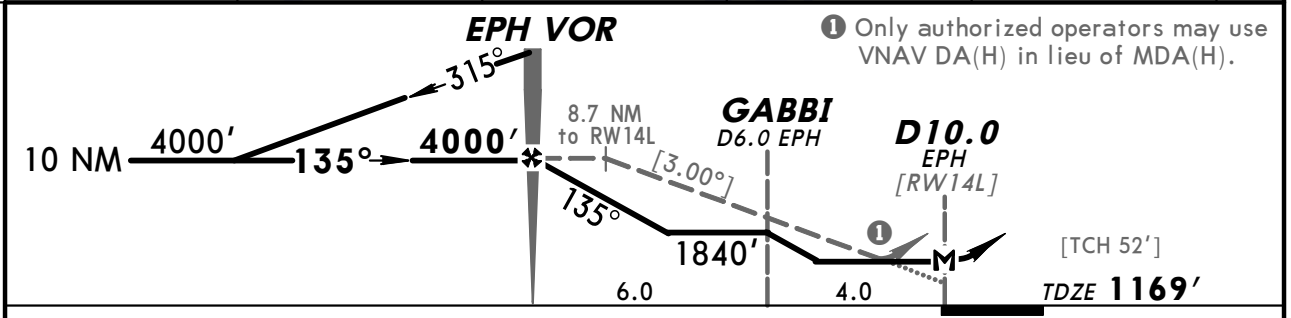
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 118.25.



MSA EPH VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at D10.0 EPH or EPH VOR to MAP 10.0	8:34	6:40	6:00	5:00	4:17	3:45

REIL
VASI-L

4000′ LT via MWH 115.0 R-054 BATUM

	STRAIGHT-IN LANDING RWY 14L		CIRCLE-TO-LAND		
	MDA(H) 1640′(471′) With Gabbi	MDA(H) 1840′(671′) Without Gabbi	Max Kts	With Gabbi MDA(H)	Without Gabbi MDA(H)
A	1	1	90	1680′(491′)-1	1840′(651′)-1
B			120		
C	1¼	2	140	1680′(491′)-1½	1840′(651′)-2
D	1½	2¼	165	1740′(551′)-2	1840′(651′)-2¼

TERPS AMEND 1B 16 DEC 2010

CHANGES: Airport elevation, TDZE, minimums.

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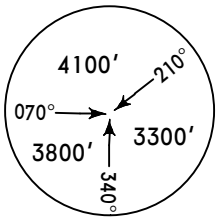
BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*GRANT CO Approach (R)	SEATTLE Center (R)	*GRANT CO Tower		*Ground
119.05	126.4	126.1 when App inop.	WEST 128.0	EAST CTAF 118.25	121.9

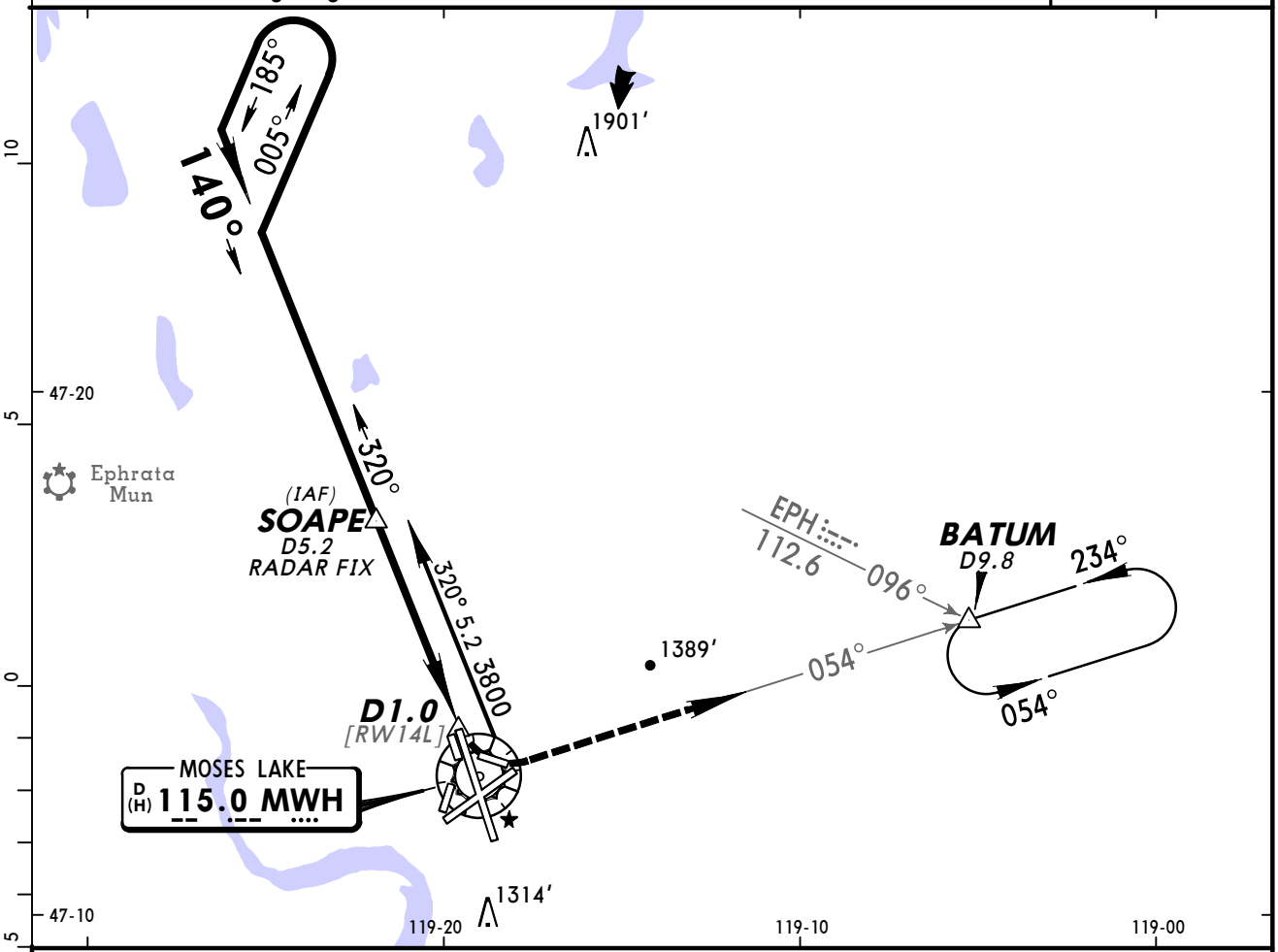
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1185′
MWH 115.0	140°	SOAPE 2800′ (1634′)	1620′ (454′)	TDZE 1166′

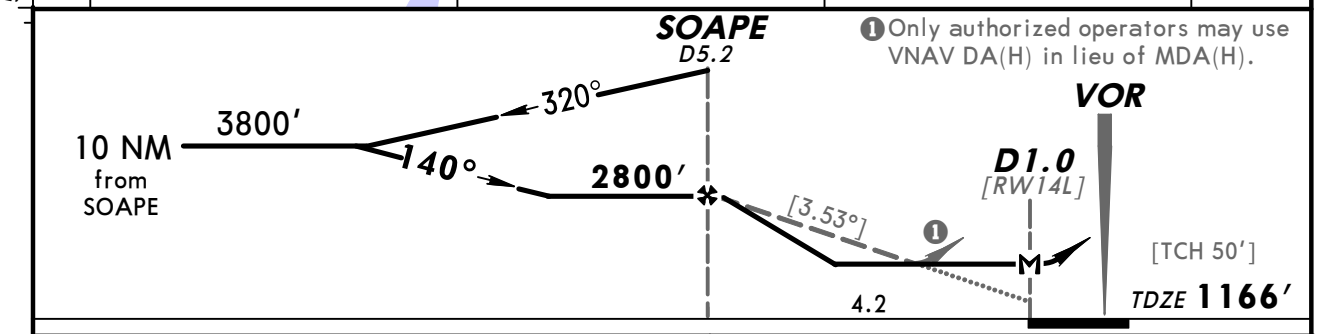
MISSED APCH: Climbing LEFT turn to 4000′ outbound via MWH VOR R-054 to BATUM INT/D9.8 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. RADAR or DME required. 2. VGSI and descent angles not coincident.
3. Pilot controlled lighting 118.25.



MSA MWH VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.53°]	437	562	625	750	875	1000
MAP at D1.0 or SOAPE to MAP 4.2	3:36	2:48	2:31	2:06	1:48	1:35

REIL
VASI-L

4000′ LT
MWH via 115.0 R-054

BATUM

TERPS AMEND 1B

STRAIGHT-IN LANDING RWY 14L MDA(H) 1620′ (454′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	1680′ (495′)-1
B		120	
C	1¼	140	1680′ (495′)-1½
D	1½	165	1740′ (555′)-2

CHANGES: Communications, circling minimums.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*GRANT CO Approach (R)	SEATTLE Center (R)	*GRANT CO Tower WEST	EAST	*Ground
119.05	126.4	126.1 when App inop.	128.0 CTAF	118.25	121.9

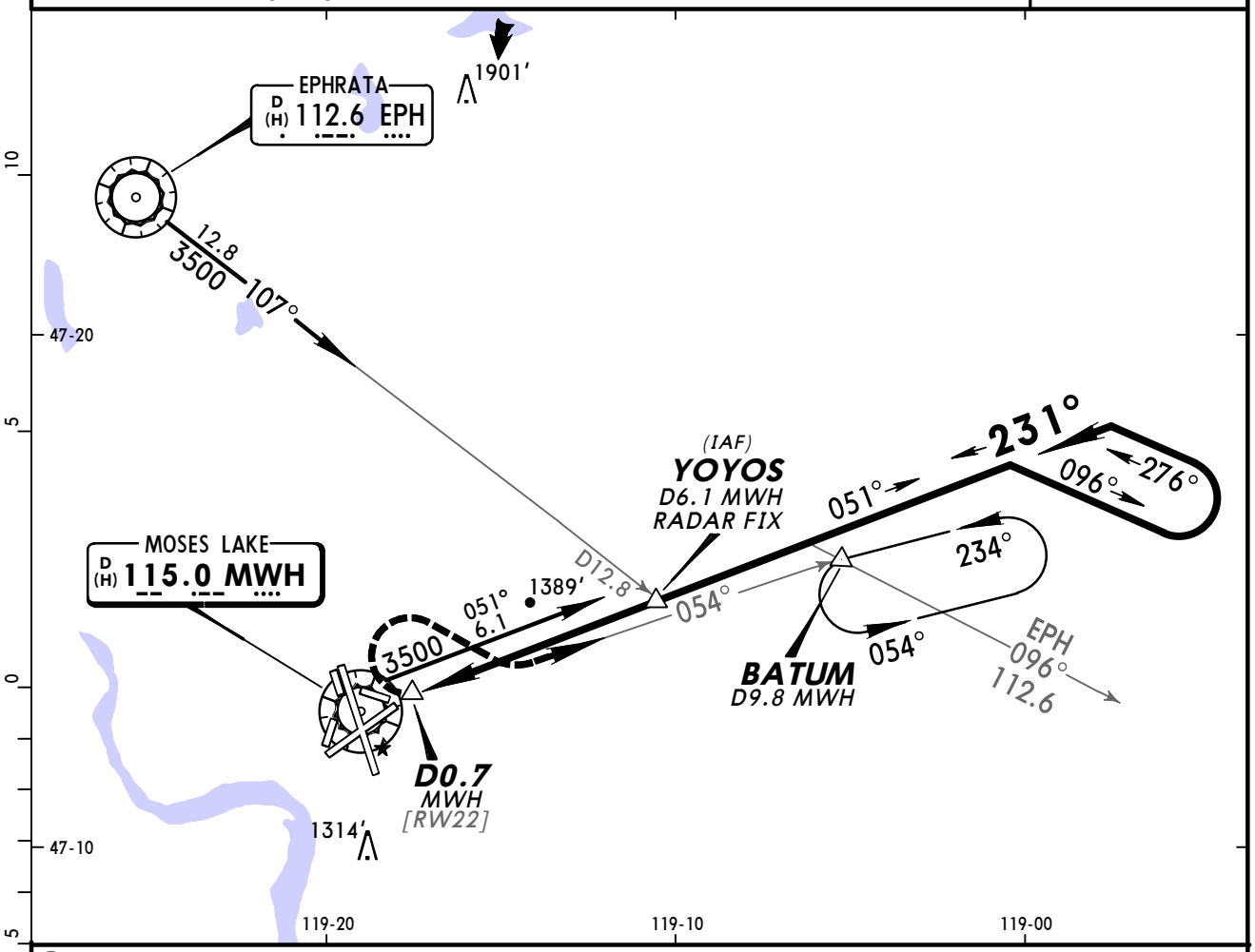
VOR MWH	Final Apch Crs	Minimum Alt YOYOS	MDA(H)	Apt Elev 1185′ / TDZE 1161′
115.0	231°	2900′ (1739′)	1760′ (599′)	

MISSED APCH: Climbing RIGHT turn to 4000′ outbound via MWH VOR R-054 to BATUM INT/D9.8 MWH and hold.

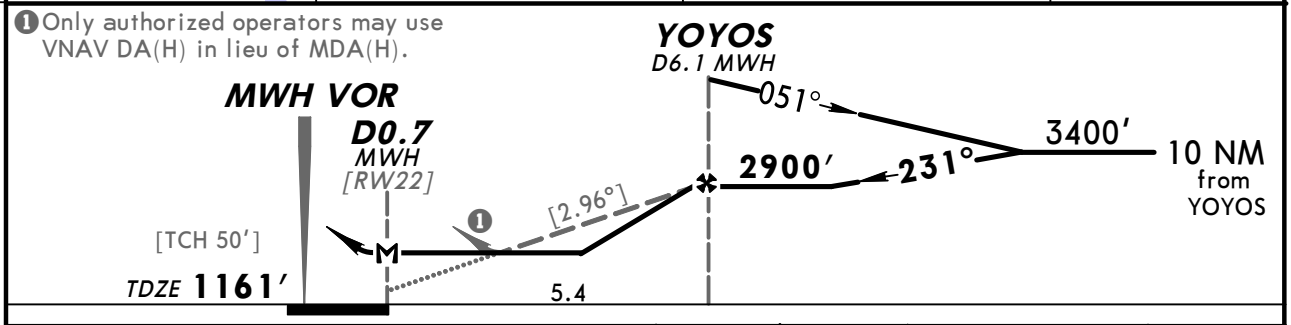
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 118.25.

MSA MWH VOR: 4100′ (210°), 3300′ (070°), 3800′ (340°)



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.96°]	367	471	524	628	733	838
MAP at D0.7 MWH or YOYOS to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02

REIL
VASI-L

4000′ RT via MWH 115.0 R-054 **BATUM**

TERPS AMEND 5A

	STRAIGHT-IN LANDING RWY 22 MDA(H) 1760′(599′)	Max Kts	CIRCLE-TO-LAND MDA(H)
A	1	90	1760′(575′)-1
B		120	
C	1½	140	1760′(575′)-1½
D	1¾	165	1760′(575′)-2

CHANGES: Communications, lighting.

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KMWH/MWH
GRANT CO INTL

JEPPESEN
10 MAR 06 (13-5)

MOSES LAKE, WASH
VOR Rwy 32R

ATIS (ASOS when Twr inop)	*GRANT CO Approach (R)	SEATTLE Center (R)	*GRANT CO Tower		*Ground
119.05	126.4	126.1 when App inop.	WEST 128.0	EAST CTAF 118.25	121.9

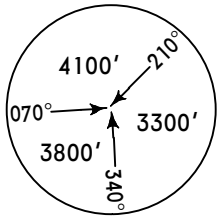
BRIEFING STRIP TM

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1185'
MWH 115.0	325°	PELLY 2600' (1436')	1620' (456')	TDZE 1164'

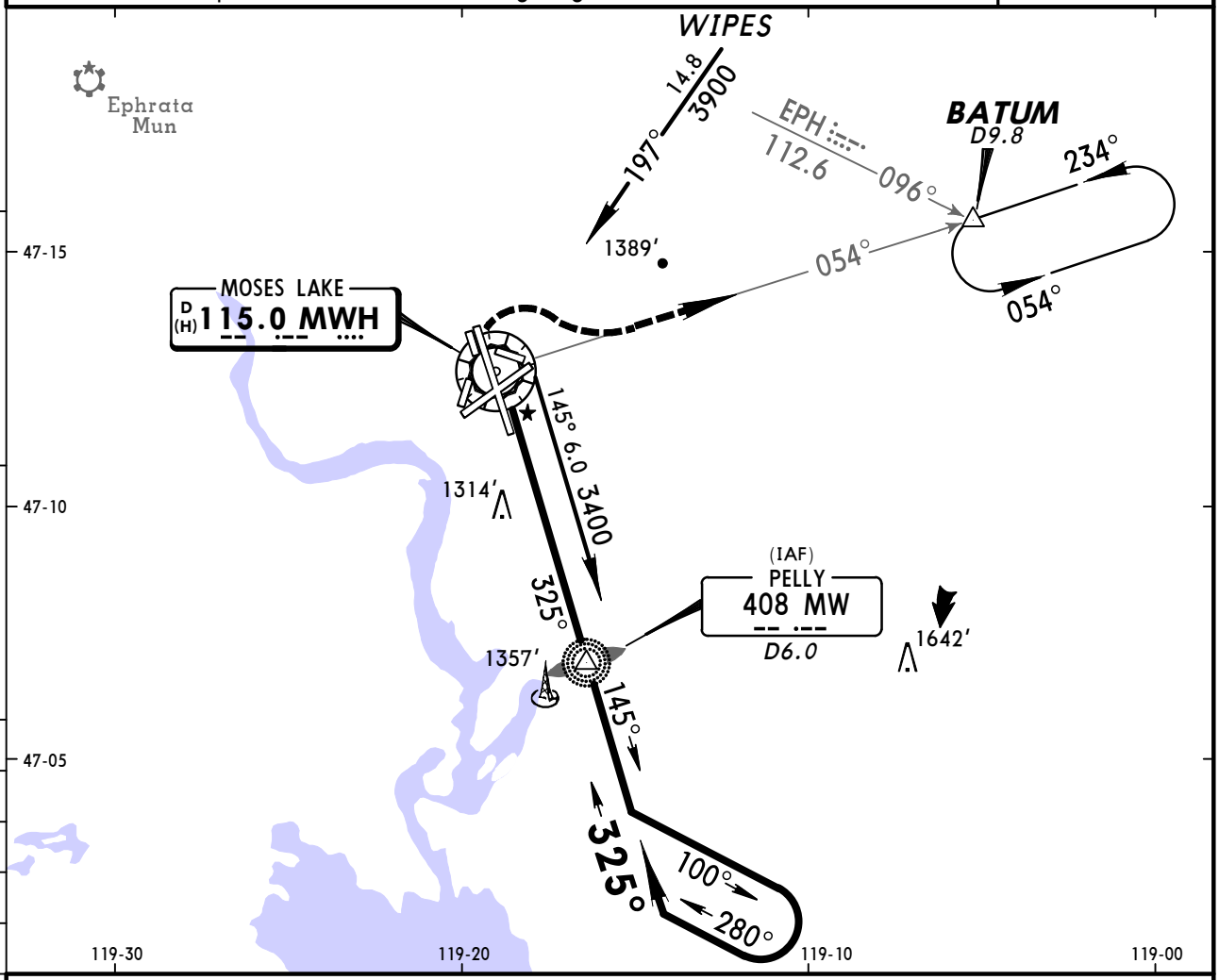
MISSED APCH: Climbing RIGHT turn to 4000' outbound via MWH VOR R-054 to BATUM INT/D9.8 and hold.

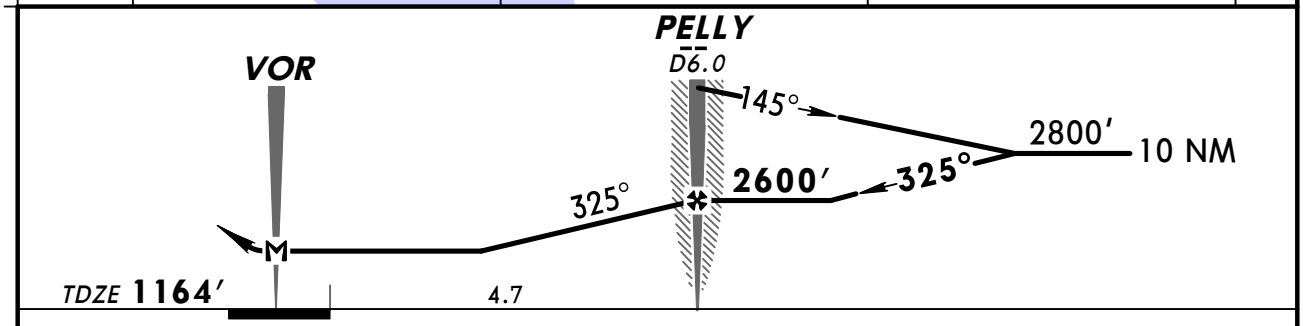
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. ADF or DME required. 2. Pilot controlled lighting 118.25.



MSA MWH VOR





								MALSR PAPI	4000' RT	MWH via 115.0 R-054	BATUM
MAP at VOR											

STRAIGHT-IN LANDING RWY 32R MDA(H) 1620' (456')				CIRCLE-TO-LAND	
		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	1680' (495')-1
B				120	
C	RVR 40 or ¾	RVR 60 or 1¼		140	1680' (495')-1½
D	RVR 50 or 1	1½		165	1740' (555')-2

AMEND 20B TERPS

CHANGES: Communications, minimums.

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KMWH/MWH
GRANT CO INTL

JEPPESEN
10 MAR 06 (16-1)

MOSES LAKE, WASH
NDB Rwy 32R

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*GRANT CO Approach (R)	SEATTLE Center (R)	*GRANT CO Tower WEST / EAST	*Ground
119.05	126.4	126.1 when App inop.	128.0 CTAF 118.25	121.9

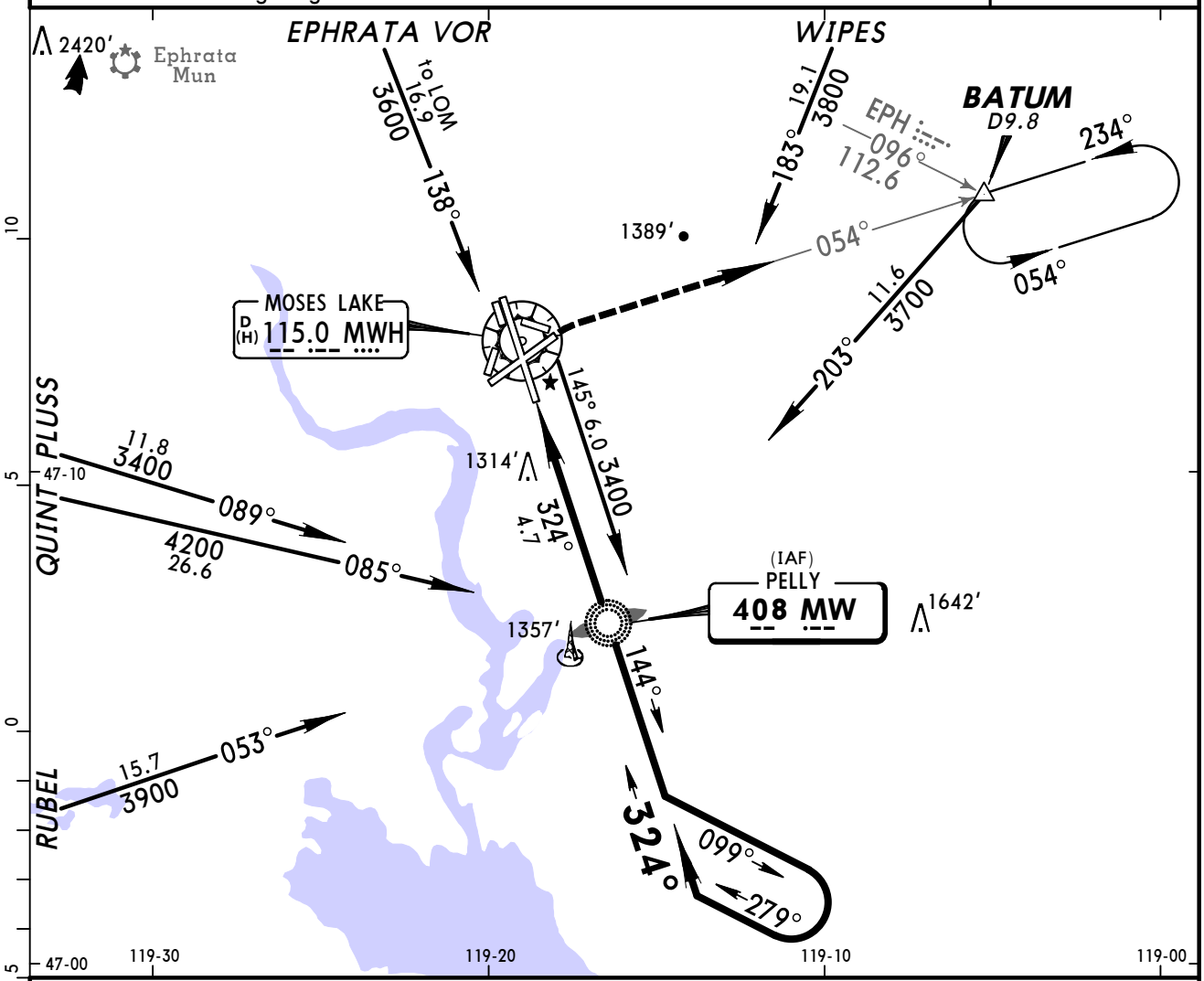
LOM MW	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 1185′
408	324°	2600′ (1436′)	1680′ (516′)	TDZE 1164′

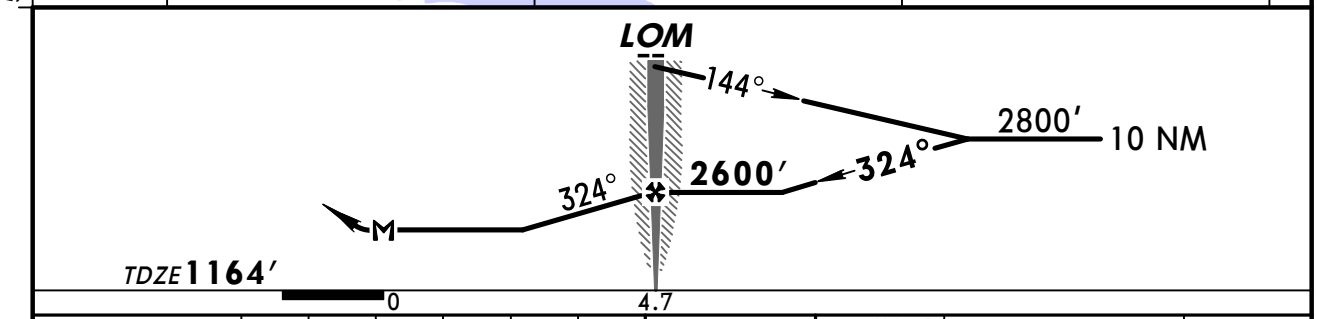
MISSED APCH: Climbing RIGHT turn to 4000′ outbound via MWH VOR R-054 to BATUM INT/D9.8 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 118.25.

MSA MW LOM: 4000′ (170°–350°), 3300′





Gnd speed-Kts	70	90	100	120	140	160
LOM to MAP 4.7	4:02	3:08	3:49	2:21	2:01	1:46

MALSR
PAPI

4000′ RT via MWH 115.0 R-054 BATUM

AMEND 17A TERPS

STRAIGHT-IN LANDING RWY 32R

MDA(H) 1680′ (516′)

	RAIL out	ALS out
A	RVR 40 or ¾	RVR 50 or 1
B		
C	RVR 50 or 1	1½
D	1½	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1680′ (495′)-1
120	
140	1680′ (495′)-1½
165	1740′ (555′)-2

CHANGES: Communications, minimums.

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General Information

Location: Oak Harbor WA USA
IATA Code: NUW
Lat/Long: N48° 21.1' W122° 39.4'
Elevation: 47 ft

Airport Use: Military
Magnetic Variation: 16.9°E
Sectional Chart: Seattle

Fuel Types: Jet 5
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1456 Z
Sunset: 0151 Z,

Runway Information

Runway: 07
Length x Width: 8000 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 25 ft
Lighting: Edge, REIL
Stopway: 1000 ft

Runway: 14
Length x Width: 8001 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 39 ft
Lighting: Edge, ALS, REIL, TDZ
Stopway: 1000 ft

Runway: 25
Length x Width: 8000 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 27 ft
Lighting: Edge, ALS, REIL
Stopway: 700 ft

Runway: 32
Length x Width: 8001 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 47 ft
Lighting: Edge, ALS, REIL

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Stopway: 1000 ft

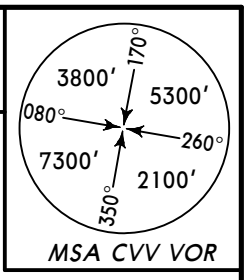
Communication Information

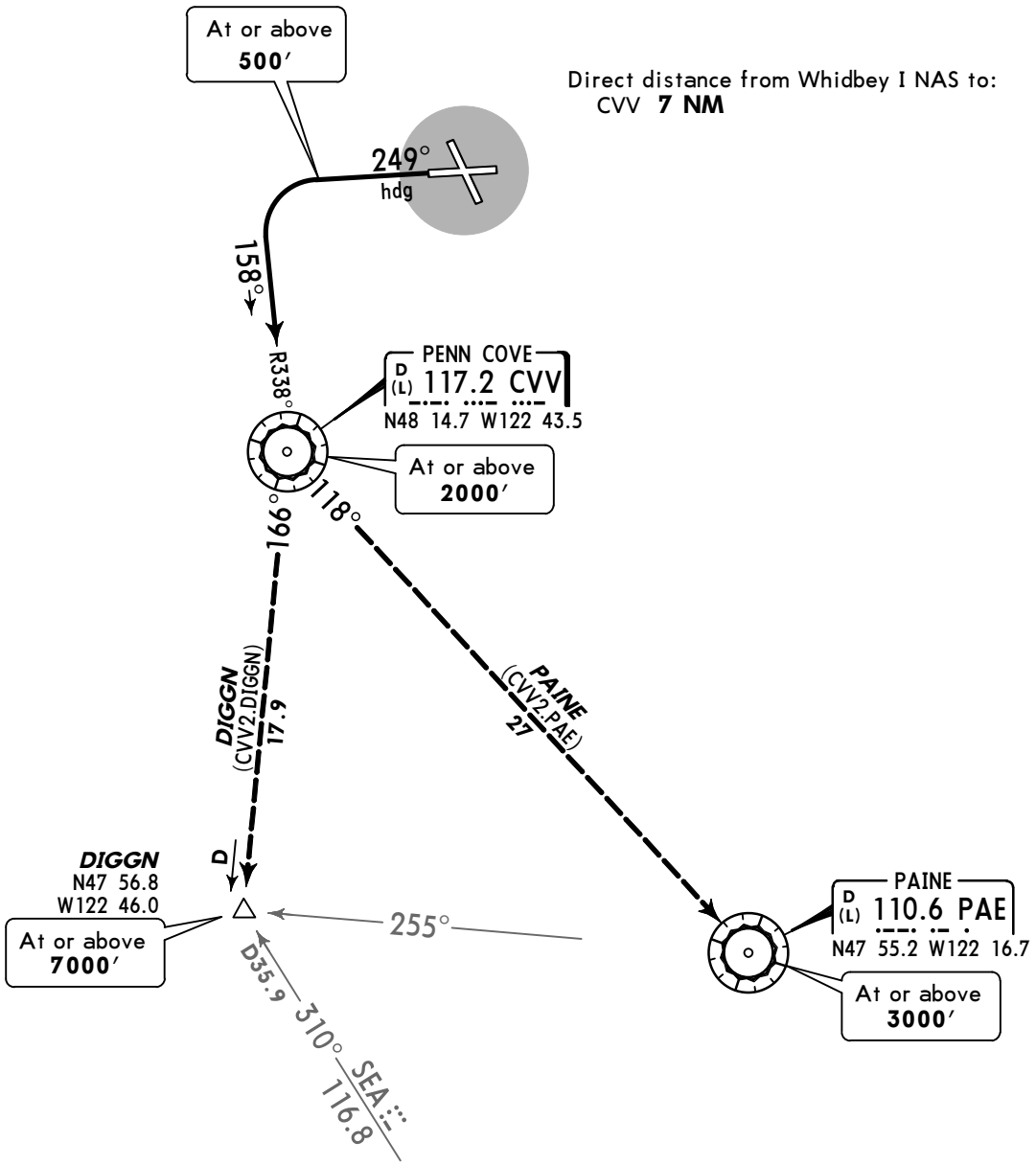
ATIS 134.15
Whidbey Tower 127.9
Whidbey Ground Control 121.75
Whidbey Clearance Delivery 135.1
Whidbey Approach Control 120.7 Initial Contact
Whidbey Approach Control 118.2 Initial Contact
Whidbey App ARSA 118.2 (181°-360°)
Whidbey App ARSA 120.7 (1°-180°)
Whidbey Departure Control 120.7
Whidbey Departure Control 118.2
Whidbey Approach Radar 126.85
Whidbey Approach Radar 126.05

WHIDBEY Departure (R) WEST	EAST	Apt Elev	Trans level: FL 180	Trans alt: 18000′
118.2	120.7	47′		

PENN COVE TWO DEPARTURE (CVV2.CVV)

(RWY 25)

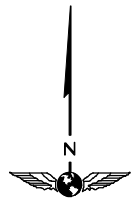




ATC Climb Rate

Rwy	Gnd speed-KT	75	100	150	200	250	300
25	230′ per NM to **2000′**	288	383	575	767	958	1150
❶ 25	270′ per NM to **7000′**	338	450	675	900	1125	1350

❶ DIGGN transition only.



NOT TO SCALE

INITIAL CLIMB

Climb to **500′** on heading 249°, then climbing LEFT turn to intercept CVV R-338 to CVV. Cross CVV at or above **2000′.**

ROUTING

Via assigned transition or fly heading 158° and EXPECT vectors to join assigned route.

CHANGES: Procedure renumbered, MSA.

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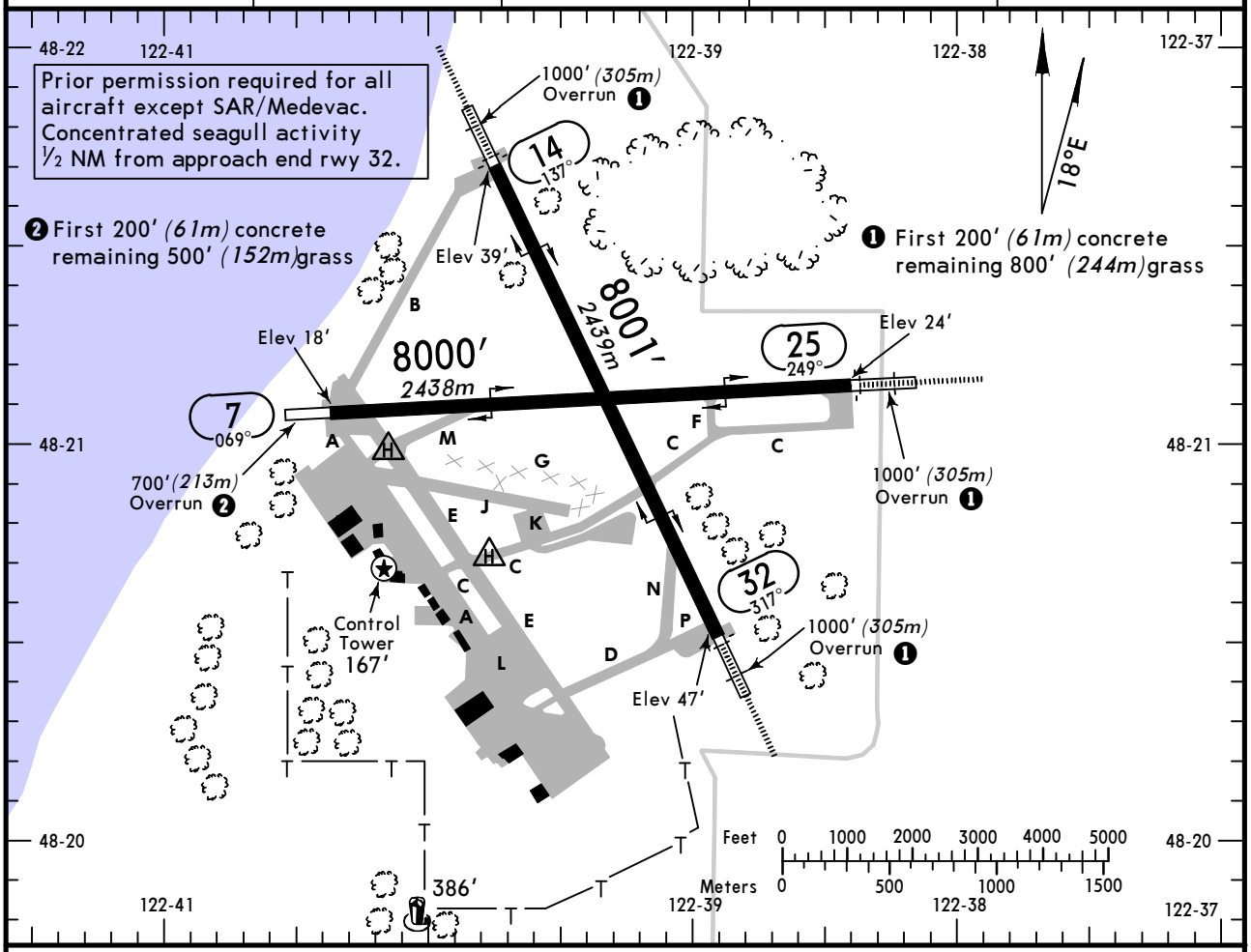
ATIS	WHIDBEY Clearance	Ground	Tower	WHIDBEY Departure (R) West	East
134.15	135.1	121.75	127.9	118.2	120.7



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
7		HIRL REIL				200′ 61m
	25	HIRL ALSF-I REIL				
14		HIRL CL (White) ALSF-I TDZ REIL		6964′ 2123m		200′ 61m
	32	HIRL CL (White) ALSF-I TDZ REIL				

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 14, 25, 32		Rwy 7	
			Mim climb of 270′/NM until 700′	
	Adequate Vis Ref	STD	Adequate Vis Ref	STD
1 & 2 Eng	¼	1	¼	1
3 & 4 Eng		½		½

Diverse departures not authorized.
MILITARY OBSTACLE DP: Rwy 7, Minimum climb of 420′/NM until 800′. Climbing left turn to 2000′, intercept NUW R-067, expect radar vectors to join assigned route. Rwy 14, Cross departure end of rwy at or above 11′ AGL/60′ MSL. Climbing left turn to 2000′, intercept NUW R-128, expect radar vectors to join assigned route. Rwy 25, use published DP or climb to 2000′ via heading 249°, expect radar vectors to join assigned route. Rwy 32, climb to 2000′ via heading 317°, expect radar vectors to join assigned route. All Rwys, if vectors are not received by 10 DME of NUW TAC, climb to 3000′, proceed direct CVV VOR to join assigned route.
CIVIL OBSTACLE DP: Rwy 7, Minimum climb of 410′/NM until 800′. Climb to 2000′, via heading 067°, expect radar vectors to join assigned route. Rwy 14, Cross departure end of rwy at or above 11′ AGL/60′ MSL. Climbing left turn to 2000′, via heading 128°, expect radar vectors to join assigned route.
TAKE-OFF OBSTACLES: Rwy 7, trees, 3278′ from departure end of rwy, 1357′ left of centerline, 204′ MSL. Trees, 4727′ from departure end of rwy, 4828′ left of centerline, 434′ MSL. Trees, 5464′ from departure end of rwy, 5803′ left of centerline, 486′ MSL. Trees, 1.26 NM from departure end of rwy, 2431′ left of centerline, 279′ MSL. Trees, 1.41 NM from departure end of rwy, 3685′ left of centerline, 397′ MSL. Trees, 1.95 NM from departure end of rwy, 1.17 NM left of centerline, 525′ MSL. Trees, 1.99 NM from departure end of rwy, 5119′ right of centerline, 480′ MSL. Trees, 1.46 NM from departure end of rwy, 2996′ right of centerline, 338′ MSL. Trees, 1.6 NM from departure end of rwy, 1.0 NM right of centerline, 499′ MSL. Trees, 1.6 NM from departure end of rwy, 1.11 NM left of centerline, 512′ MSL. Trees, 1.96 NM from departure end of rwy, 1.15 NM left of centerline, 519′ MSL. Trees, 1.82 NM from departure end of rwy, 1.21 NM left of centerline, 525′ MSL. Rwy 14, Trees, 2624′ from departure end of rwy, 849′ right of centerline, 123′ MSL. Trees, 1.47 NM from departure end of rwy 2467′ right of centerline, 274′ MSL. Trees, 2.10 NM from departure end of rwy 1844′ left of centerline, 375′ MSL.

CHANGES: Taxiway identifiers.

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KNUW/NUW
OAK HARBOR, WASH

JEPPESEN
2 SEP 11 (31-1)

WHIDBEY I NAS
ILS or LOC DME Rwy 14

ATIS	WHIDBEY Approach (R) West	East	WHIDBEY Tower	Ground
134.15	118.2	120.7	127.9	121.75

BRIEFING STRIP™

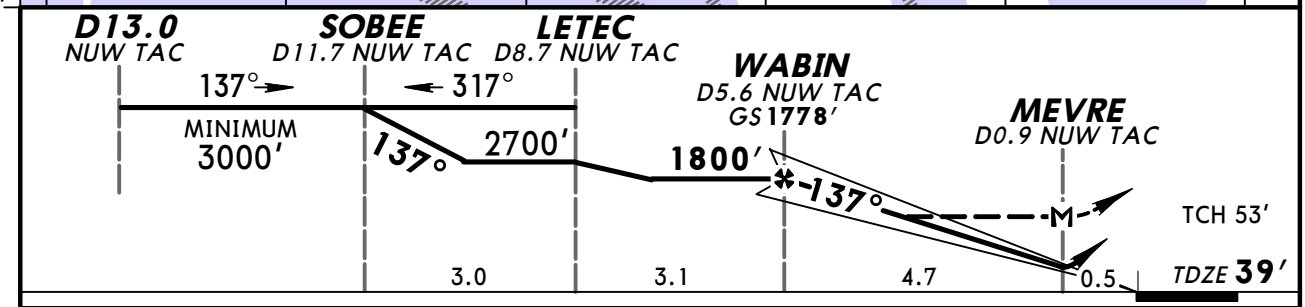
LOC INUW	Final Apch Crs	GS WABIN	ILS DA(H)	Apt Elev 47′
110.1	137°	1778′ (1739′)	239′ (200′)	TDZE 39′

MISSED APCH: Climb to 2000′ via heading 137° then climbing RIGHT turn to 3000′, direct to CVV VOR, then via CVV VOR R-337 to LETEC and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. DME required.

MSA NUW TAC: 170° 3800′; 080° 5400′; 260° 5300′; 350° 4000′



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at MEVRE						

REIL | ALSF-I | 2000′ ↑ via 137° hdg | 3000′ RT | D | CVV 117.2

STRAIGHT-IN LANDING RWY14

	ILS DA(H) 239′(200′) FULL	ILS DA(H) 239′(200′) ALS out	LOC (GS out) DME MDA(H) 400′(361′)	LOC (GS out) DME MDA(H) 400′(361′) ALS out
A	1/2	3/4	1/2	1
B				
C				
D			3/4	1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	740′(693′)-1
120	800′(753′)-1 1/4
140	800′(753′)-2 1/4
165	860′(813′)-2 3/4

AMEND 3 TERPS

CHANGES: None.

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KNUW/NUW
OAK HARBOR, WASH

JEPPESEN
23 JUL 10 (32-1) Eff 29 Jul

WHIDBEY I NAS
RNAV (GPS) Rwy 14

BRIEFING STRIP™

ATIS	WHIDBEY Approach (R) West	WHIDBEY Approach (R) East	WHIDBEY Tower	Ground
134.15	118.2	120.7	127.9	121.75

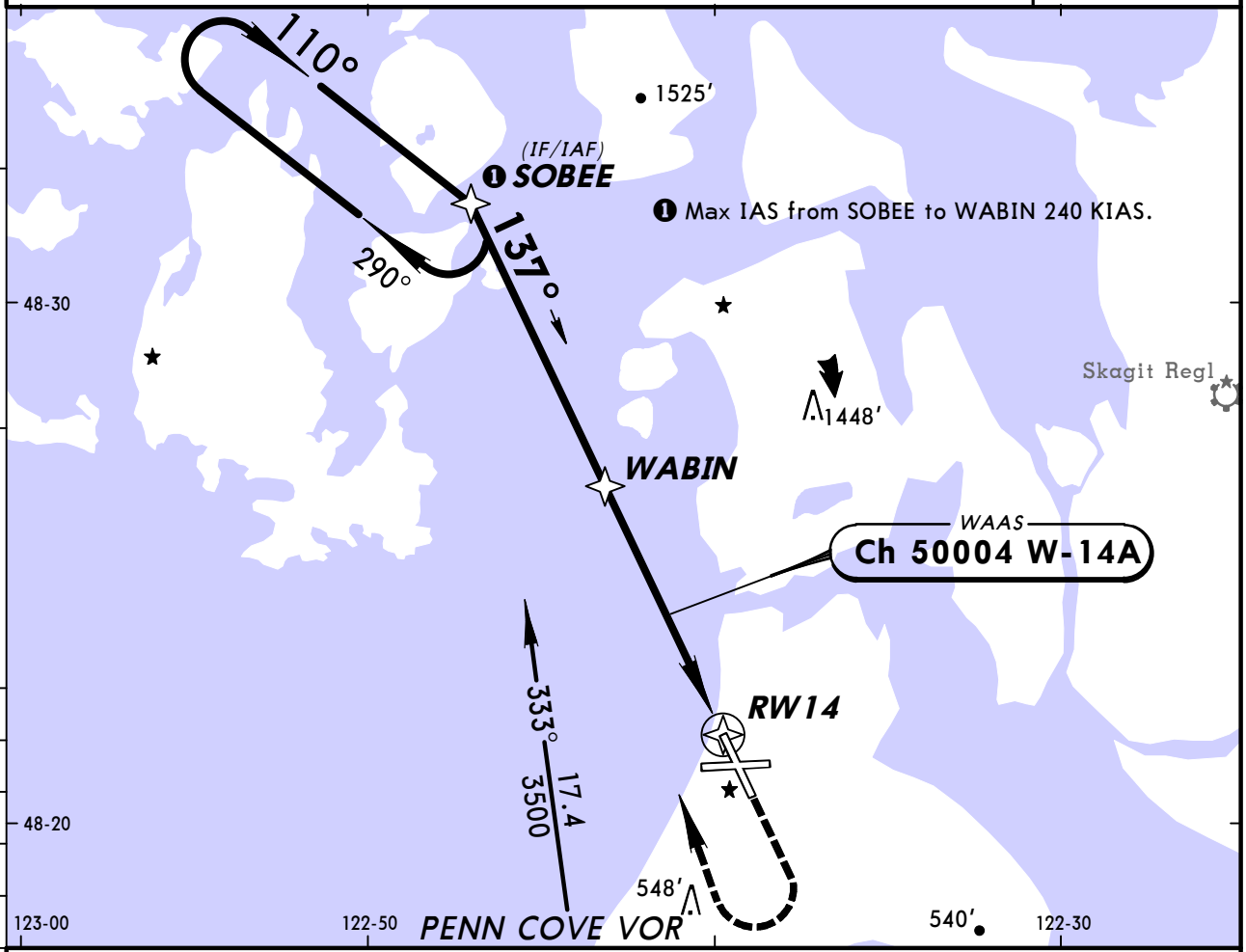
WAAS	Final Apch Crs	Minimum Alt WABIN	LPV DA(H)	Apt Elev 47′
Ch 50004 W-14A	137°	1800′ (1761′)	239′ (200′)	TDZE 39′

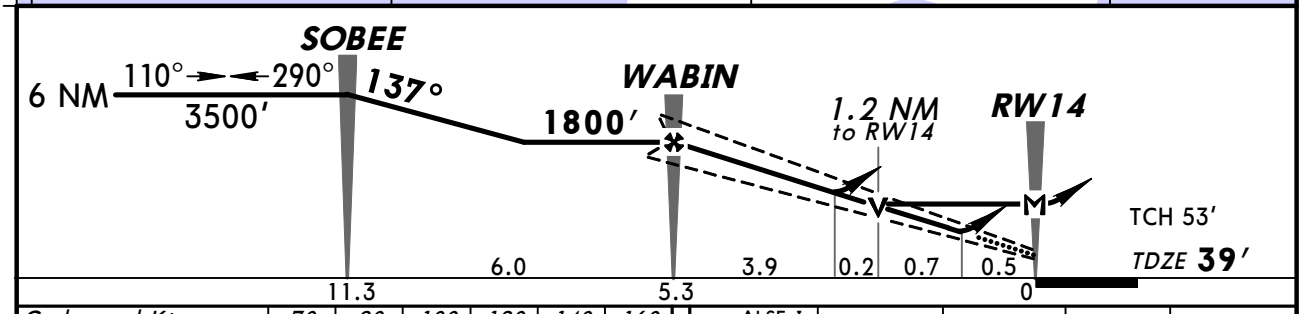
MISSED APCH: Climb to 2000′, then climbing RIGHT turn to 3500′ direct SOBEE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 39°C (102°F). 2. DME/DME RNP-0.30 not authorized.

5400′
MSA RW14





Gnd speed-Kts	70	90	100	120	140	160
Glide path angle 3.00°	372	478	531	637	743	849
MAP at RW14						

ALSF-I REIL 2000′ 3500′ RT SOBEE

STRAIGHT-IN LANDING RWY 14

	LPV DA(H) 239′ (200′)		LNAV/VNAV DA(H) 529′ (490′)		LNAV MDA(H) 480′ (441′)	
		ALS out		ALS out		ALS out
A	1/2	3/4	1 1/4	1 3/4	1/2	1
B						
C					3/4	1 1/4
D					1	1 1/2

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	740′ (693′)-1 3/4
120	800′ (753′)-1 3/4
140	800′ (753′)-2 1/4
165	860′ (813′)-2 3/4

AMEND 0 TERPS

CHANGES: New procedure.

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KNUW/NUW
OAK HARBOR, WASH

JEPPESEN
23 JUL 10 (32-2) Eff 29 Jul

WHIDBEY I NAS
RNAV (GPS) Rwy 25

ATIS	WHIDBEY Approach (R) West	East	WHIDBEY Tower	Ground
134.15	118.2	120.7	127.9	121.75

BRIEFING STRIP ™

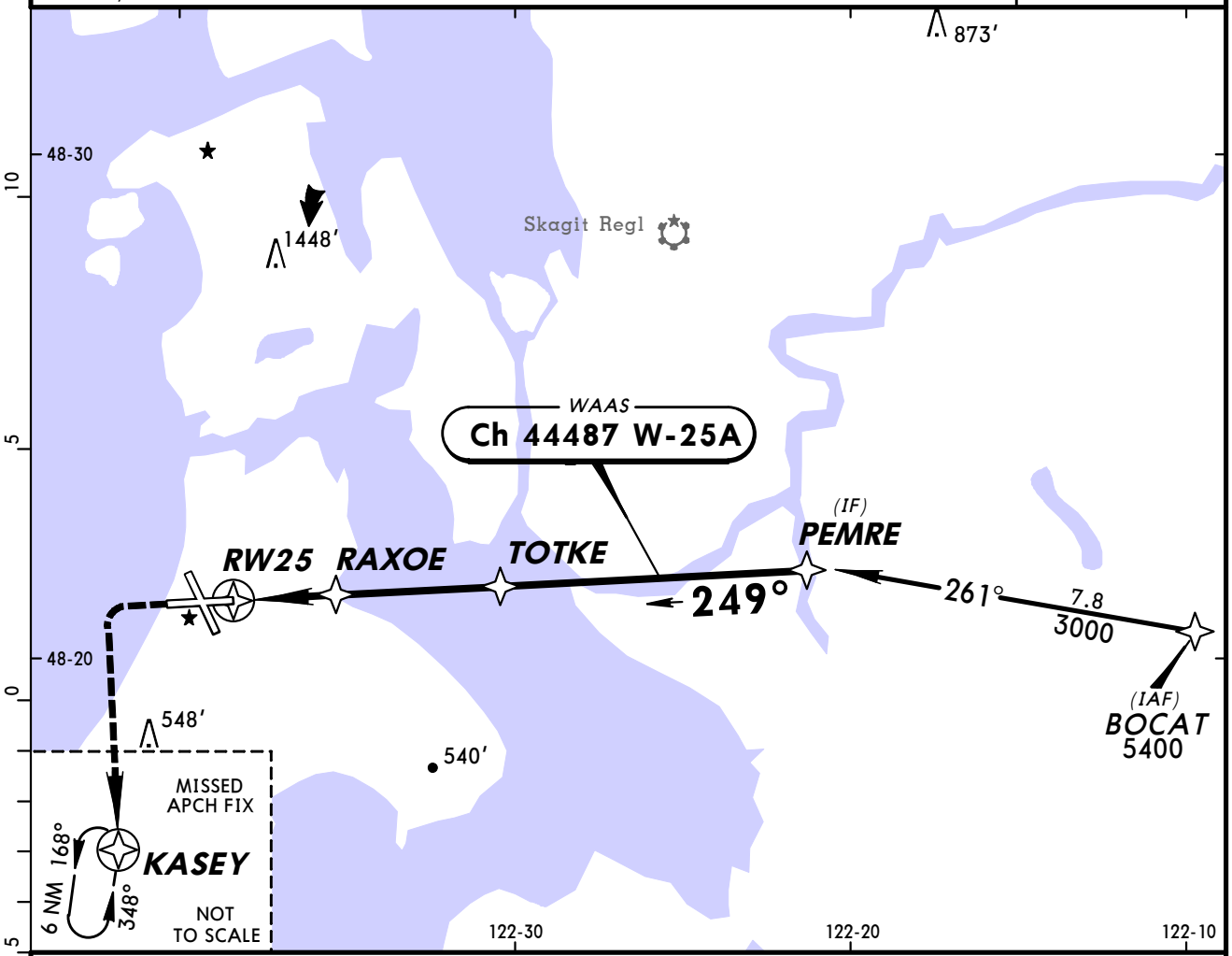
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 47′
Ch 44487 W-25A	249°	TOTKE 1800′ (1773′)	228′ (201′)	TDZE 27′

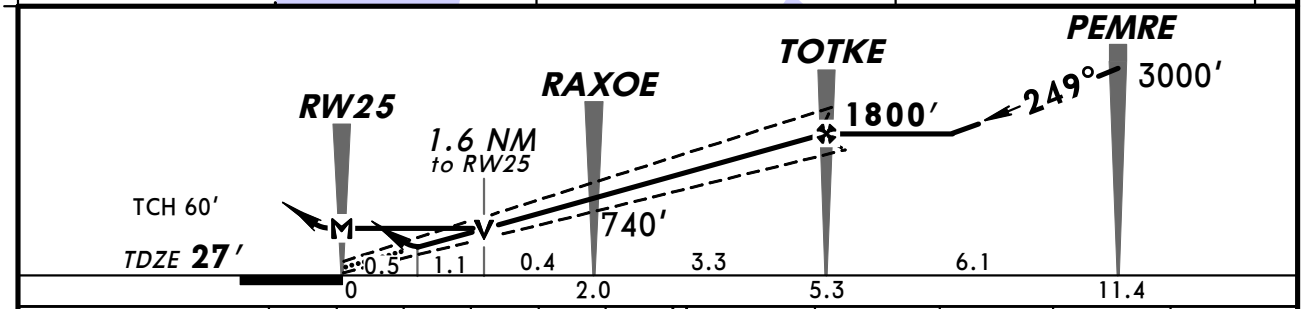
MISSED APCH: Climb to 2000′, then climbing LEFT turn to 3000′ direct KASEY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized.

5500′
MSA RW25





Gnd speed-Kts	70	90	100	120	140	160
Glide path angle 3.00°	372	478	531	637	743	849
MAP at RW25						

ALSF-I REIL 2000′ 3000′ LT KASEY

STRAIGHT-IN LANDING RWY 25

	LPV DA(H) 228′ (201′)		LNAV MDA(H) 600′ (573′)	
		ALS out		ALS out
A	½	¾	½	1
B				
C			1	1½
D			1¼	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	740′ (573′)-1
120	800′ (753′)-1¼
140	800′ (753′)-2¼
165	860′ (813′)-2¾

TERPS AMEND 2

CHANGES: Procedure.

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BRIEFING STRIP™

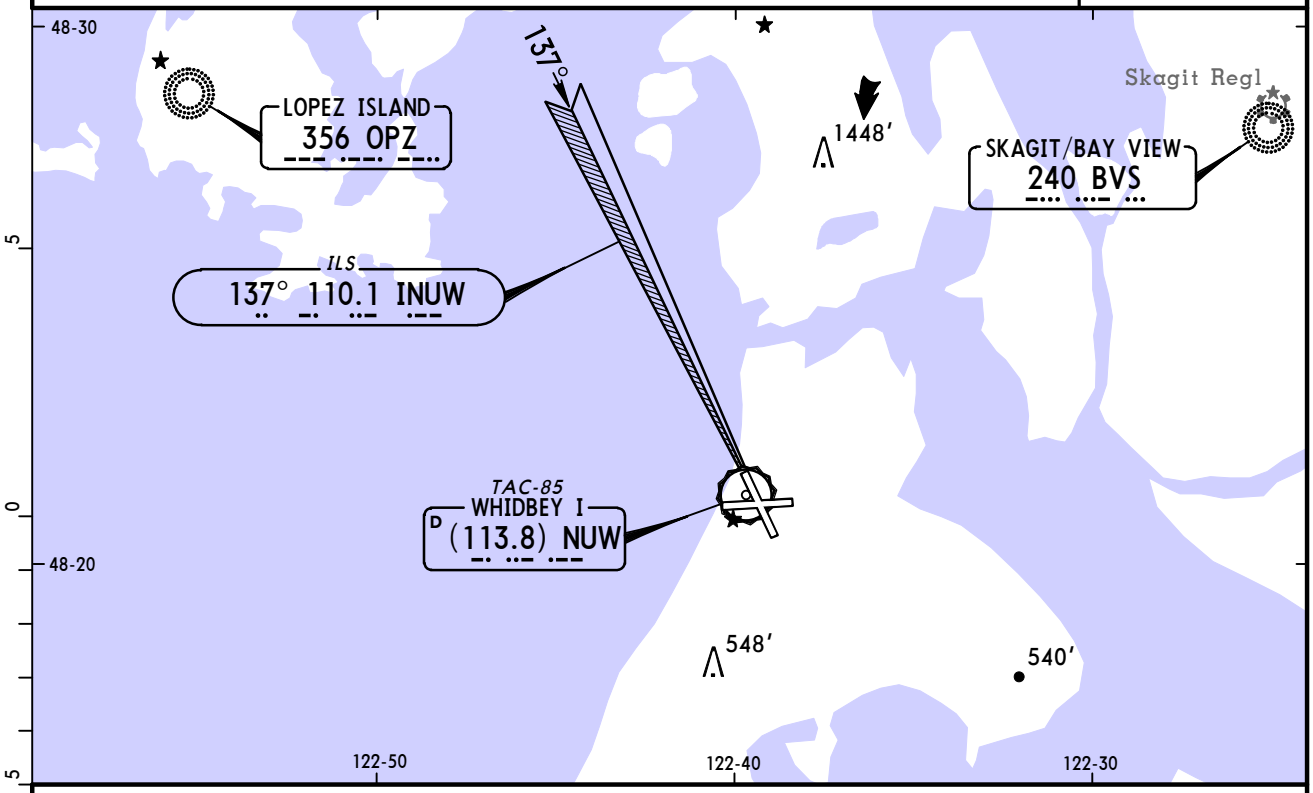
ATIS	WHIDBEY Approach (R) West	WHIDBEY Approach (R) East	WHIDBEY Radar	WHIDBEY Tower	Ground
134.15	118.2	120.7	126.05	127.9	121.75

RADAR	Final Apch Crs	Minimum Alt	Refer to Minimums	Apt Elev **47′**
	By ATC	No FAF		TDZE - See Below

No MSA published

MISSED APCH: As directed by RADAR CONTROLLER.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′



RWY 7	RWY 14	RWY 25	RWY 32
PAR TCH 50′	PAR TCH 48′	PAR TCH 40′	PAR TCH 34′
TDZE **25′**	TDZE **39′**	TDZE **27′**	TDZE **47′**

Gnd speed-Kts	70	90	100	120	140	160
Rwys 7,14,25,32 PAR GS 3.00°	377	484	538	646	753	861

Lighting - Refer to Airport Chart

STRAIGHT-IN LANDING

	PAR 7		PAR 14				PAR 25			
	[1] DA(H) **125′** (100′)	GS out MDA(H) **300′** (275′)	DA(H) **139′** (100′)		GS out MDA(H) **360′** (321′)		DA(H) **228′** (201′)		GS out MDA(H) **620′** (593′)	
				ALS out		ALS out		ALS out		ALS out
A	1/2	1	1/4	1/2	1/2	1	1/2	3/4	1/2	1
B										
C					3/4				1	1 1/2
D									1 1/4	1 3/4

STRAIGHT-IN LANDING

	PAR 32				ASR 7	ASR 14		ASR 25		ASR 32	
	DA(H) **297′** (250′)		GS out MDA(H) **500′** (453′)		MDA(H) **460′** (435′)	MDA(H) **620′** (581′)		MDA(H) **780′** (753′)		MDA(H) **680′** (633′)	
		ALS out		ALS out			ALS out		ALS out		ALS out
A	1/2	1	3/4	1 1/4	1	1/2	1	1/2	1	1/2	1
B								3/4	1 1/4		
C					1 1/4	1	1 1/2	1 3/4	2 1/4	1 1/4	1 3/4
D			1	1 1/2	1 1/2	1 1/4	1 3/4	2	2 1/2	1 1/2	2

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	[2] 740′ (693′)-1
120	800′ (753′)-1 1/4
140	800′ (753′)-2 1/4
165	860′ (813′)-2 3/4

TERPS

[1] Missed approach minimum climb rate 226′/NM until reaching 3000′.
[2] CAT A Vis 1 1/4 when circling to Rwy 32. CAT A ASR Rwy 25 MDA(H) 780′(733′).

CHANGES: Minimums, PAR Rwy 14 TCH.

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General Information

Location: Everett WA USA
IATA Code: PAE
Lat/Long: N47° 54.4' W122° 16.9'
Elevation: 606 ft

Airport Use: Public
Magnetic Variation: 16.7°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: 1454 Z
Sunset: 0150 Z,

Runway Information

Runway: 11
Length x Width: 4514 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 572 ft
Lighting: Edge
Displaced Threshold: 799 ft

Runway: 16L
Length x Width: 3000 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 597 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, Pilot controlled

Runway: 29
Length x Width: 4514 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 600 ft
Lighting: Edge

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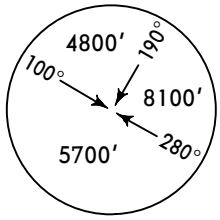
Runway: 34L
Length x Width: 9010 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 584 ft
Lighting: Edge, ALS, Centerline, Pilot controlled

Runway: 34R
Length x Width: 3000 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 596 ft
Lighting: Edge, REIL

Communication Information

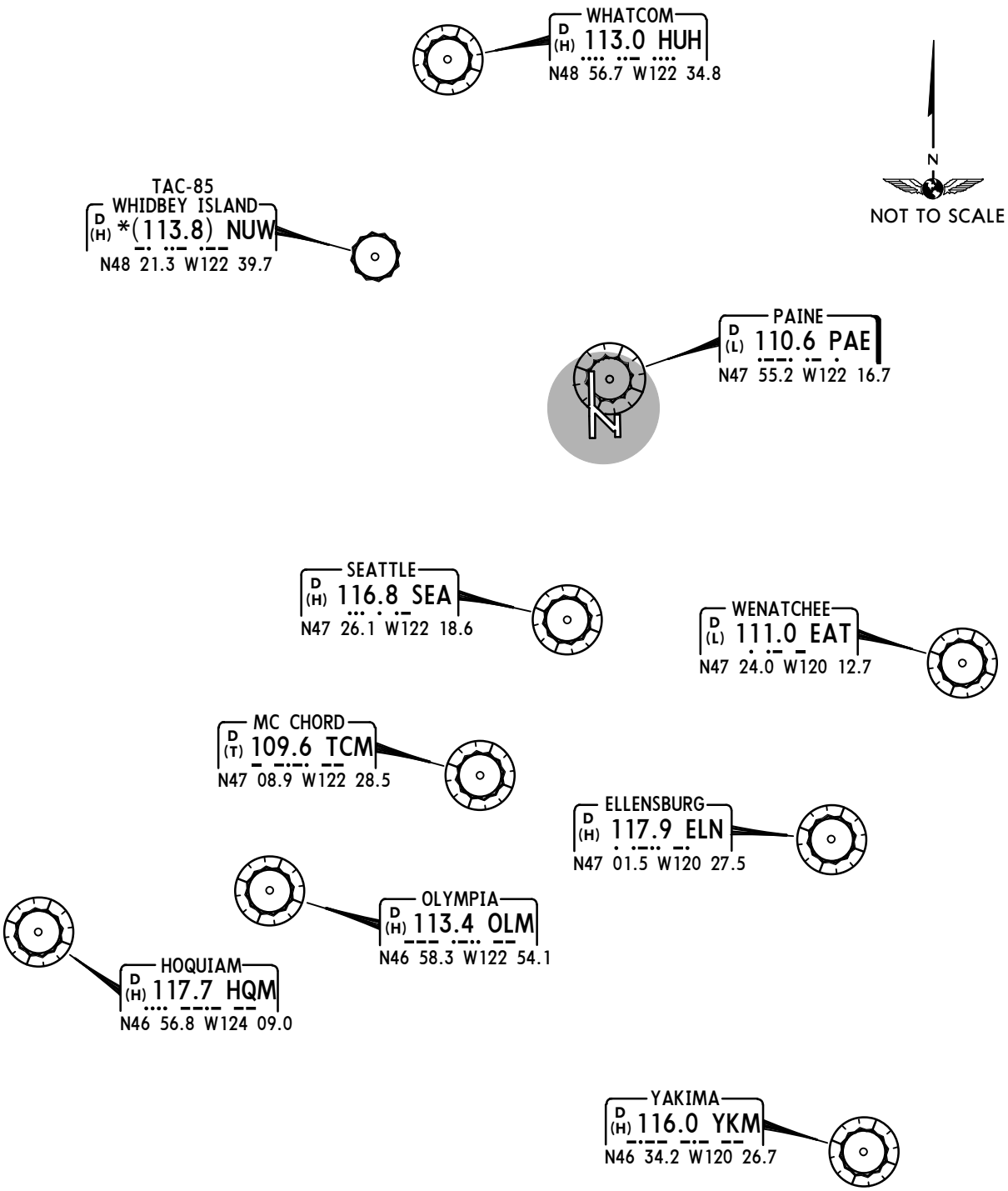
ATIS 128.65
ASOS 128.65
Paine Tower 132.95 CTAF PCL
Paine Tower 120.2
Paine Ground Control 121.8
Paine Clearance Delivery 126.75
Seattle Approach Control 128.5
Seattle Departure Control 128.5
Snohomish Co Unicom 122.95
Army Reserve Operations 119.35 Military
Seattle Flight Service Station 122.55 RCO

SEATTLE Departure (R)	*Apt Elev*	Trans level: FL180 Trans alt: 18000′ Departure may assign initial heading to be flown and vector departures in all quadrants within 10 miles of the Snohomish Co airport provided no altitude restrictions are imposed prior to reaching minimum vectoring altitude (MVA).
128.5	606′	



MSA PAE VOR

PAINE TWO DEPARTURE (PAINE2.PAINE)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

If not in contact with Seattle Departure upon reaching **2000′**, continue climb to assigned altitude and proceed direct to PAE.
Then via assigned route.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

LOST COMMS

INITIAL CLIMB	ALTITUDE
Fly runway heading or as assigned; EXPECT vectors to join assigned route. EXPECT filed altitude/flight level five minutes after departure.	**MAINTAIN** assigned altitude.

CHANGES: Communications, MSA, new format.

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KPAE/PAE

Apt Elev **606′**

N47 54.4 W122 16.9

JEPPESEN

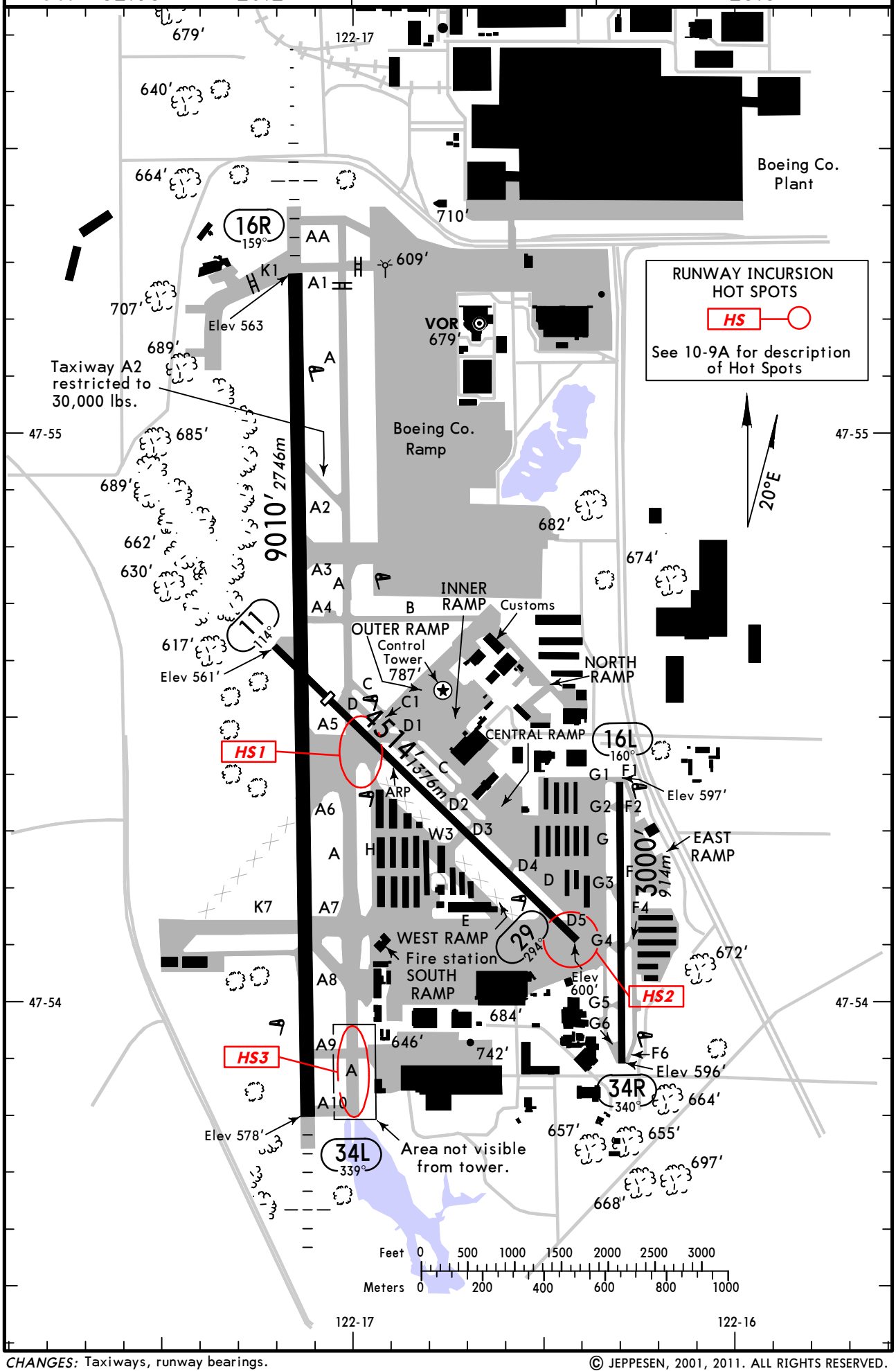
29 APR 11 (10-9) **Eff 5 May**

EVERETT, WASH

SNOHOMISH CO

ATIS (ASOS when Twr inop)	*PAINE Clearance	*Ground
128.65	126.75	121.8

*Tower (Dep Rwys 16R & 34L)	(Dep Rwys 16L & 34R)	UNICOM 122.95	SEATTLE Center (R)
CTAF 132.95	120.2		128.5



CHANGES: Taxiways, runway bearings.

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GENERAL

Birds in vicinity of airport.
Avoid overflight of Boeing ramp, northeast corner of airport due to Jet Blast.
Avoid intersection departures from Rwys 16L/34R and 29. Avoid intersection departures from Rwy 11 except from Twy Delta 1 intersection.
Be alert for converging traffic on base to final legs.
Large aircraft fly west pattern over water; small aircraft fly east pattern over airport.
Rwys 16R & 34R right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
11 ❶	MIRL AVASI-L (angle 3.25°)	3715′ *1132m*			75′ *23m*
29	MIRL AVASI-R (angle 4.0°)				
❶ Closed 2100-0700 LT.					
16R ❷	❸HIRL CL ❸MALSR PAPI-R(angle 2.8°) grooved RVR		8058′ *2456m*		150′ *46m*
34L	❸HIRL CL ❸MALSF ❸PAPI-L (angle 3.00°) grooved				
❷ Jet, turboprop and large propeller aircraft use Rwy 16R/34L. ❸ Activate on 132.95 when Twr inop.					
16L ❹	MIRL REIL PAPI-L (angle 3.0°)				75′ *23m*
34R	MIRL REIL PAPI-R (angle 3.0°)				
❹ Closed 2100-0700 LT.					

RUNWAY INCURSION HOT SPOTS HS

For information only, not to be construed as ATC instructions.

HS1 Pilots holding short of runway 11/29 at twys A5 or A6 should use caution to stop prior to the runway holding position marking. Runway hold position signs are located 230 feet to the right and 350 feet to the left of the twy A6 centerline and may be difficult to locate.

HS2 Runway 29 threshold in close proximity to ramp areas.

HS3 Taxiway A between A9 and A10 not visible from ATC tower.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 11, 16L/R, 34L/R		Rwy 29 With Mim climb of 353′/NM to 800′	
	Adequate Vis Ref	STD	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1
3 & 4 Eng		RVR 24 or 1/2		1/2

OBSTACLE DP

Rwys 11, 16L/R, climbing right turn. Rwys 29, 34L/R, climbing left turn.
For aircraft departing via V-287 westbound, climb via PAE VOR R-236 to 3000′.
All others, climb direct PAE VOR, climb in PAE VOR holding pattern (hold Northwest, right turns, 149° inbound) to MEA for route of flight before proceeding on course.

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating and When Local Weather Available: ILS Rwy 16R	LOC DME Rwy 16R	RNAV (GPS) Rwy 16R, RNAV (GPS) Rwy 34L, VOR DME Rwy 16R, VOR Rwy 16R
A, B, C, D	600-2	800-2	800-2

AMEND 2

CHANGES: None.

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ATIS (ASOS when Twr inop)	SEATTLE Center (R)	*PAINE Tower Arrival West of Centerline	*PAINE Tower Arrival East of Centerline	*Ground
128.65	128.5	CTAF 132.95	120.2	121.8

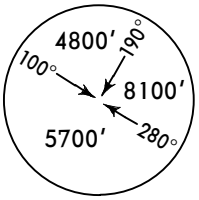
BRIEFING STRIP™

LOC IPAE	Final Apch Crs	GS JUGBA	ILS DA(H) (CONDITIONAL)	Apt Elev 606′
109.3	159°	3000′(2430′)	786′ (216′)	TDZE 570′

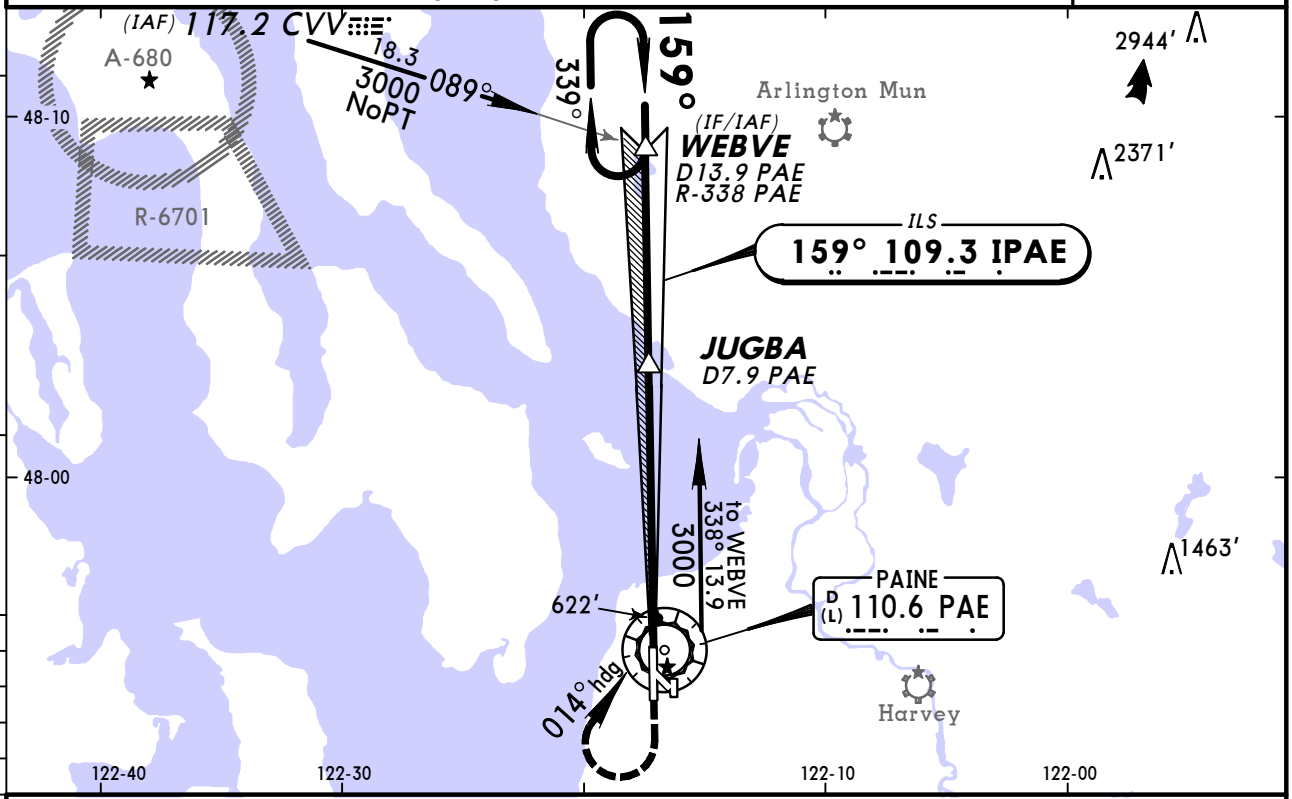
MISSED APCH: Climb to 1300′ then climbing RIGHT turn to 3000′ via heading 014° and PAE VOR R-338 to WEBVE/D13.9 PAE and hold.

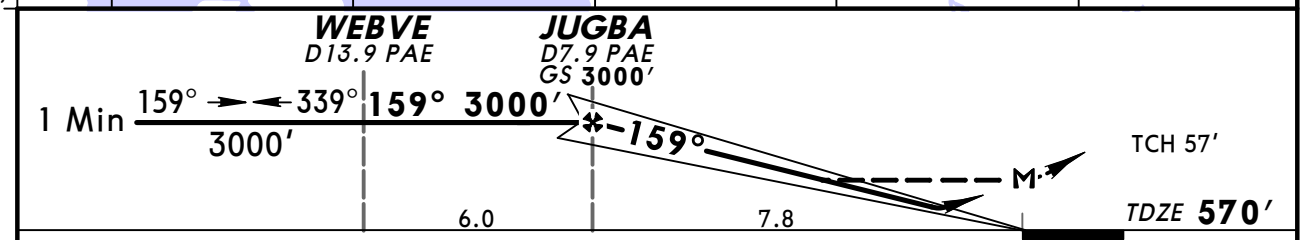
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Simultaneous reception of IPAE and PAE DME required. 2. Use local altimeter setting; if not received, use Seattle-Tacoma Intl altimeter setting. 3. DME from PAE VOR/DME. 4. Pilot controlled lighting 132.95.



MSA PAE VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 2.80°	347	446	495	594	693	792
JUGBA to MAP 7.8	6:41	5:12	4:41	3:54	3:21	2:56

MALSR — PAPI | 1300′ | 3000′ RT via 014° hdg and PAE 110.6 R-338 | WEBVE

STRAIGHT-IN LANDING RWY 16R
With Local Altimeter Setting

	ILS DA(H) 786′ (216′) FULL	ILS DA(H) 786′ (216′) RAIL or ALS out	LOC (GS out) MDA(H) 1020′ (450′)	LOC (GS out) MDA(H) 1020′ (450′) RAIL out	LOC (GS out) MDA(H) 1020′ (450′) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 40 or ¾	RVR 60 or 1¼	
D			RVR 50 or 1	1½	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1100′ (494′)-1
120	
140	1100′ (494′)-1½
165	1160′ (554′)-2

With Seattle-Tacoma Intl Altimeter Setting

	ILS DA(H) 858′ (288′) FULL	ILS DA(H) 858′ (288′) RAIL or ALS out	LOC (GS out) MDA(H) 1120′ (550′)	LOC (GS out) MDA(H) 1120′ (550′) RAIL out	LOC (GS out) MDA(H) 1120′ (550′) ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C			RVR 50 or 1	1½	
D			RVR 60 or 1¼	1¾	

With Seattle-Tacoma Intl Altimeter Setting

Max Kts	MDA(H)
90	1200′ (594′)-1
120	
140	1200′ (594′)-1½
165	1260′ (654′)-2

TERPS AMEND 21A

CHANGES: OM removed.

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KPAE/PAE
SNOHOMISH CO

JEPPESEN

11 DEC 09 (12-1) Eff 17 Dec

EVERETT, WASH
RNAV (GPS) Rwy 16R

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	SEATTLE Center (R)	*PAINE Tower Arrival West of Centerline	*PAINE Tower Arrival East of Centerline	*Ground
128.65	128.5	CTAF 132.95	120.2	121.8

WAAS	Final Apch Crs	Minimum Alt ITIPE	LPV DA(H)	Apt Elev 606′
Ch 60911 W-16A	159°	2000′ (1430′)	830′ (260′)	TDZE 570′

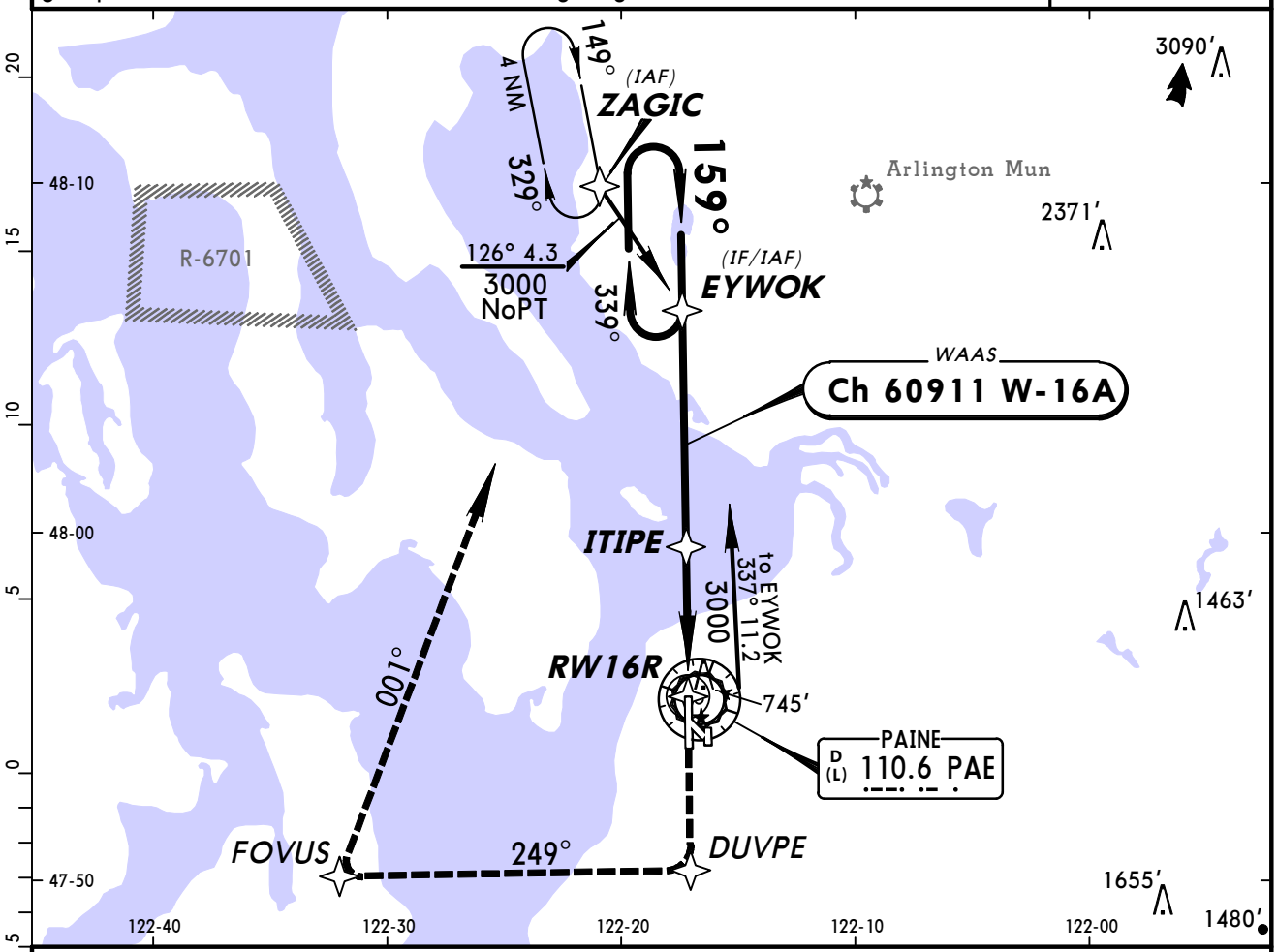
MISSED APCH: Climb to 3000′ direct DUVPE and via 249° track to FOVUS and via 001° track to ZAGIC and hold.

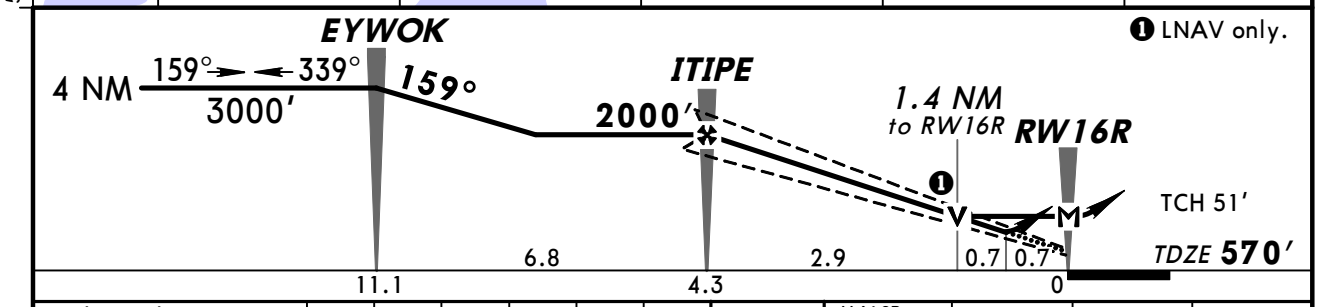
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Pilot controlled lighting 132.95.

8100′

MSA RW16R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW16R						

MALSR PAPI 3000′ DUVPE

TERPS AMEND 0A 17 DEC 2009

STRAIGHT-IN LANDING RWY 16R								CIRCLE-TO-LAND	
	LPV DA(H) 830′ (260′)		LNAV/VNAV DA(H) 1045′ (475′)		LNAV MDA(H) 1060′ (490′)				
		RAIL or ALS out		RAIL out / ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 24 or ½	RVR 50 or 1	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	1100′ (494′)-1
B								120	
C					RVR 40 or ¾	RVR 60 or 1¼		140	1100′ (494′)-1½
D					RVR 50 or 1	1½		165	1180′ (574′)-2

CHANGES: TDZE, profile, minimums.

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KPAE/PAE
SNOHOMISH CO

JEPPESEN

11 DEC 09 (12-2) Eff 17 Dec

EVERETT, WASH
RNAV (GPS) Rwy 34L

ATIS (ASOS when Twr inop)	SEATTLE Center (R)	*PAINE Tower Arrival West of Centerline	*PAINE Tower Arrival East of Centerline	*Ground
128.65	128.5	CTAF 132.95	120.2	121.8

BRIEFING STRIP™

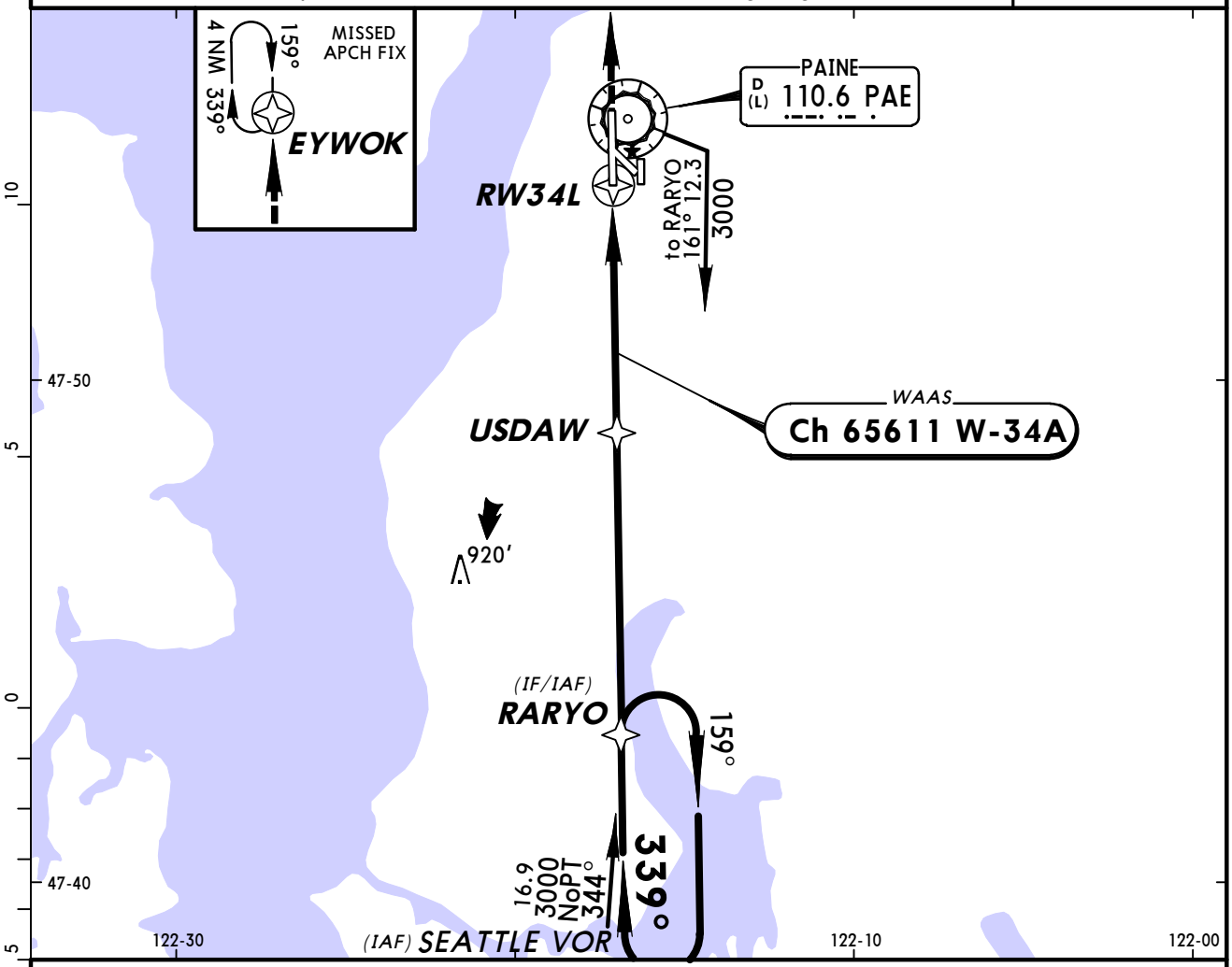
WAAS	Final Apch Crs	Minimum Alt USDAW	LPV DA(H)	Apt Elev 606′
Ch 65611 W-34A	339°	2200′ (1621′)	920′ (341′)	TDZE 579′

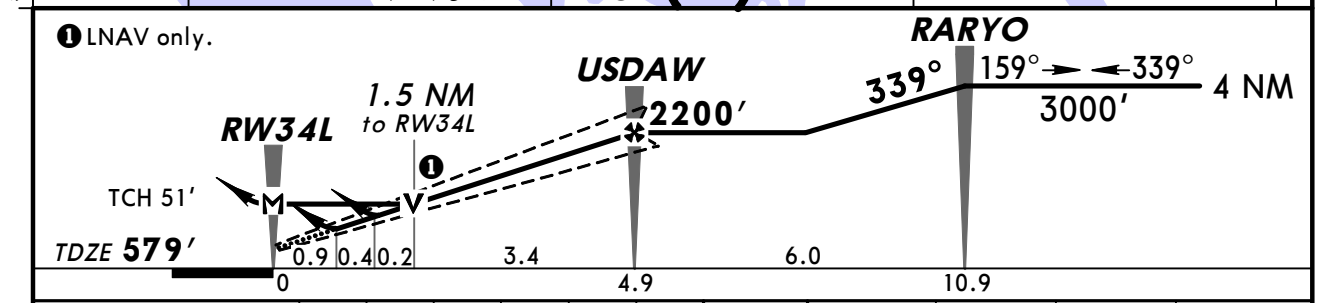
MISSED APCH: Climb to 3000′ direct EYWOK and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Baro-VNAV not authorized below -16°C (4°F).
3. VGSI and RNAV Glidepath not coincident. 4. Pilot controlled lighting 132.95.

7600′
MSA RW34L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW34L						

MALSF PAPI 3000′ D EYWOK

STRAIGHT-IN LANDING RWY 34L	LPV DA(H) 920′ (341′) ALS out	LNAV/VNAV DA(H) 1040′ (461′) ALS out	LNAV MDA(H) 1140′ (561′) ALS out		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1¼	1½	¾	1	90	1140′ (534′) - 1½
B					120	
C			1½		140	
D			1¾		165	1180′ (574′) - 2

TERPS AMENDO

CHANGES: None.

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ATIS (ASOS when Twr inop)	SEATTLE Center (R)	*PAINE Tower Arrival West of Centerline	*PAINE Tower Arrival East of Centerline	*Ground
128.65	128.5	CTAF 132.95	120.2	121.8

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 606′
PAE 110.6	140°	HEMVU 1500′(930′)	1060′(490′)	TDZE 570′

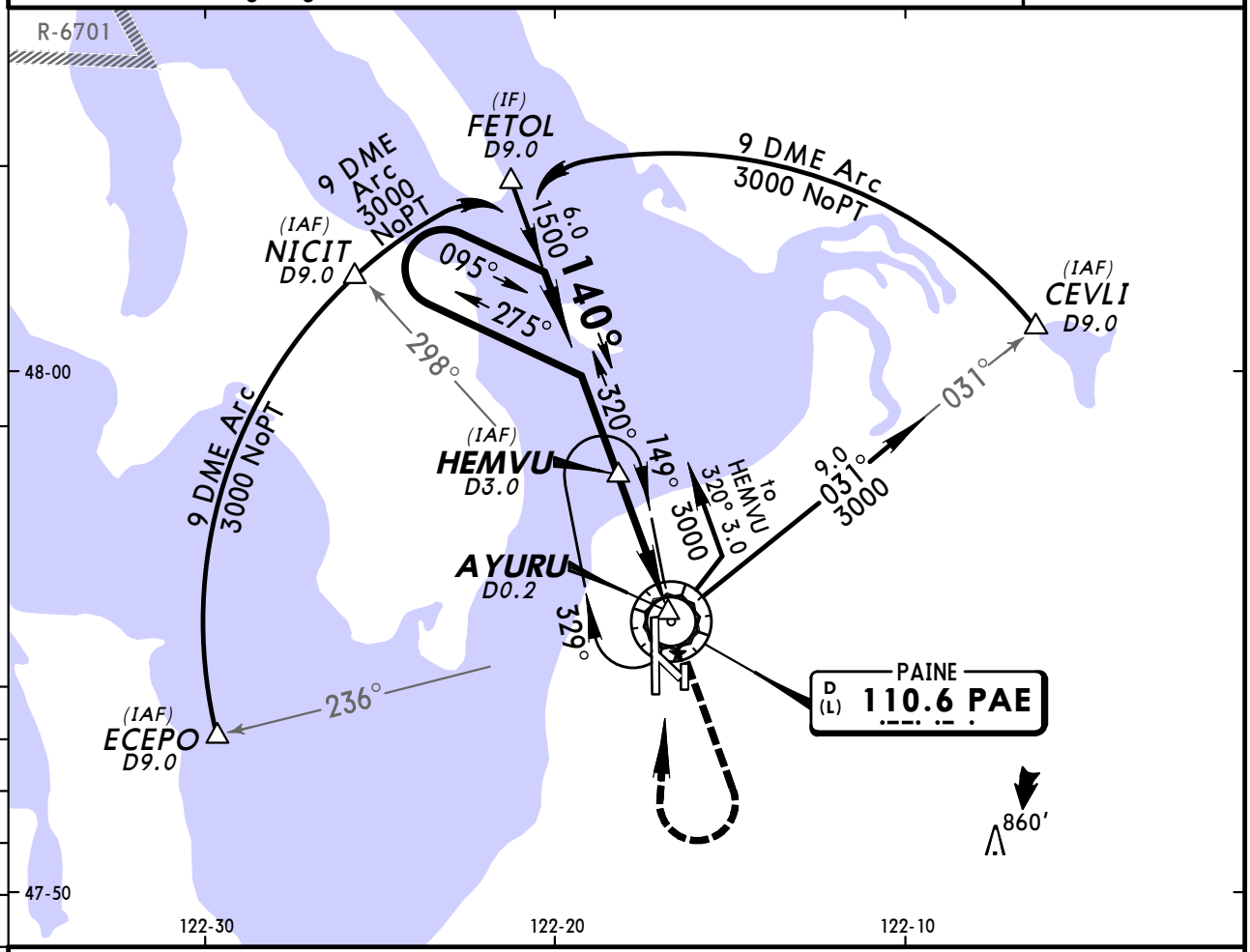
MISSED APCH: Climb to 1700′ then climbing RIGHT turn to 2000′ direct PAE VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

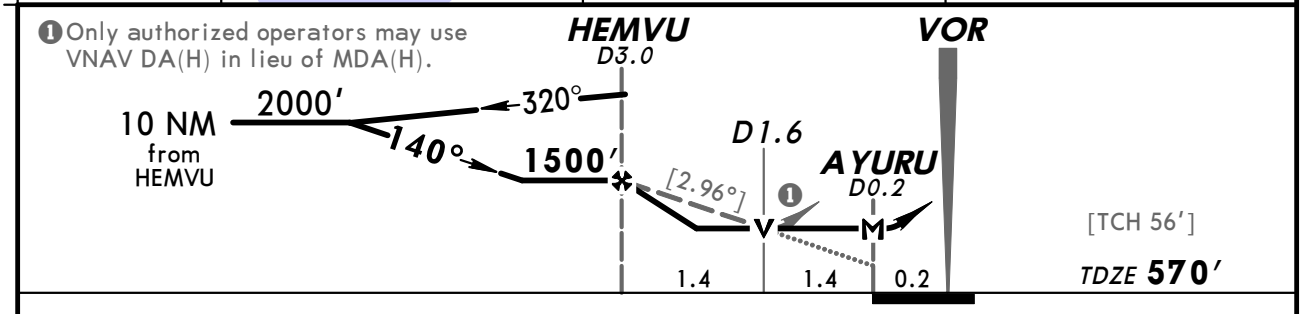
1. Pilot controlled lighting 132.95.

MSA PAE VOR: 4800′ 190°–100°; 8100′ 100°–280°; 5700′ 280°–190°

BRIEFING STRIP ™



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.96°]	367	471	524	628	733	838
MAP at AYURU						

MALSR PAPI | 1700′ | 2000′ RT | D | PAE 110.6

STRAIGHT-IN LANDING RWY 16R

MDA(H) 1060′(490′)

	RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾
B	RVR 40 or ¾	RVR 60 or 1¼
C	RVR 40 or ¾	RVR 60 or 1¼
D	RVR 50 or 1	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1100′(494′)-1
120	1100′(494′)-1½
140	1100′(494′)-1½
165	1180′(574′)-2

TERPS AMEND 0A 17 DEC 2009

CHANGES: TDZE, profile, minimums.

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KPAE/PAE
SNOHOMISH CO

JEPPESEN
11 DEC 09 (13-2)

EVERETT, WASH
VOR Rwy 16R

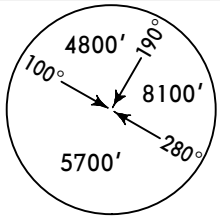
ATIS (ASOS when Twr inop)	SEATTLE Center (R)	*PAINE Tower Arrival West of Centerline	*PAINE Tower Arrival East of Centerline	*Ground
128.65	128.5	CTAF 132.95	120.2	121.8

VOR PAE	Final Apch Crs	No FAF	MDA(H)	Apt Elev 606′
110.6	140°		1100′(530′)	TDZE 570′

MISSED APCH: Climb to 1700′ then climbing RIGHT turn to 2000′ direct PAE VOR and hold.

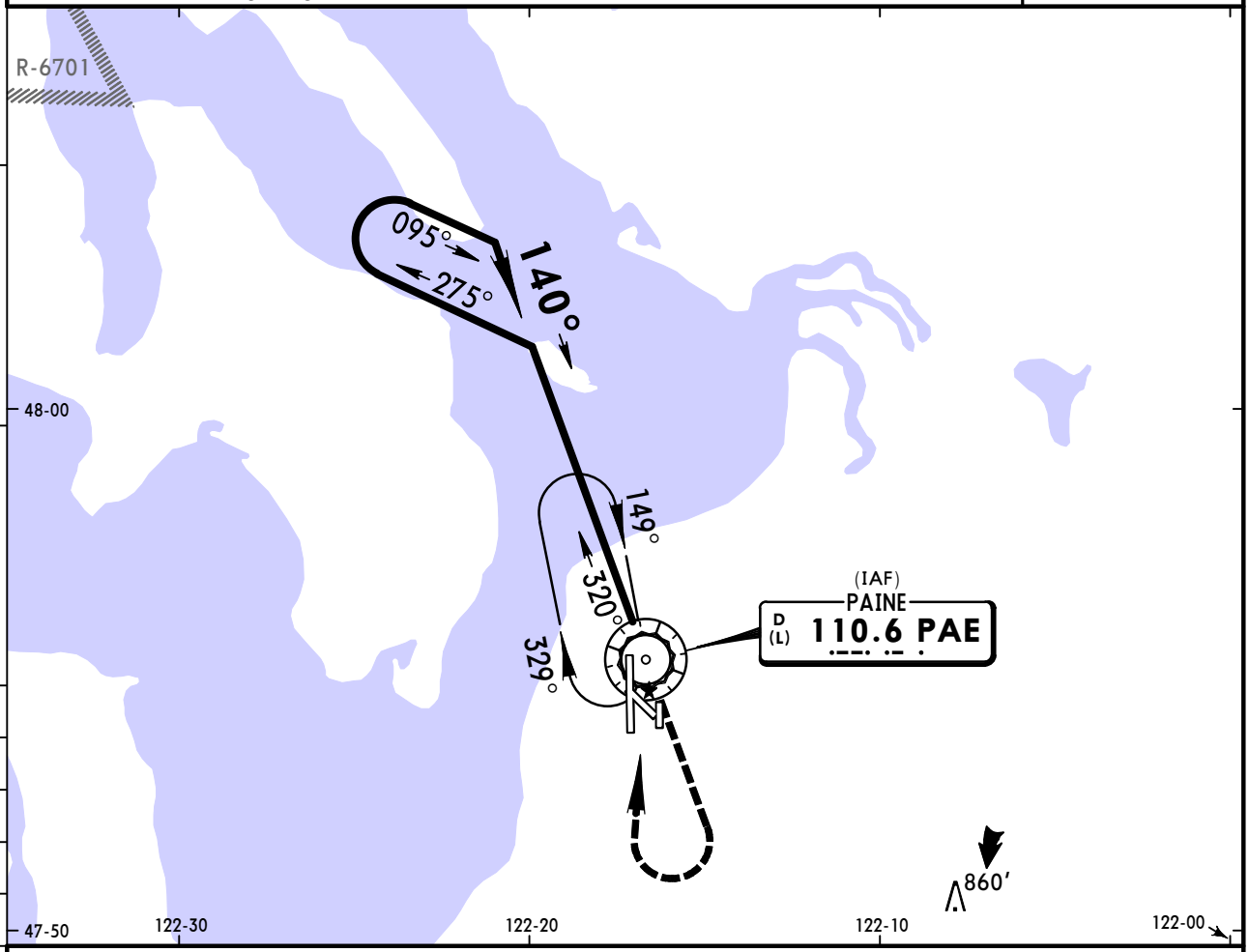
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

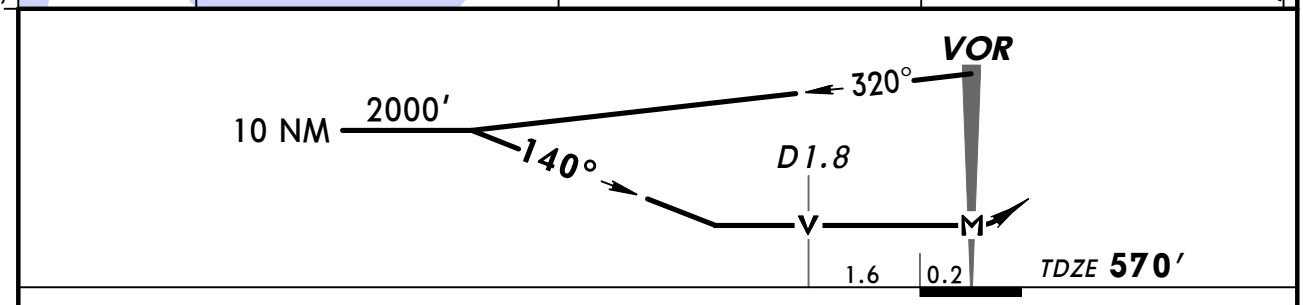
1. Pilot controlled lighting 132.95.



MSA PAE VOR

BRIEFING STRIP ™





MAP at VOR						MALSR PAPI	1700′	2000′ RT	D	PAE 110.6

STRAIGHT-IN LANDING RWY 16R

MDA(H) 1100′(530′)

		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B			
C	RVR 50 or 1	1½	
D	RVR 60 or 1¼	1¾	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1100′(494′)-1
120	
140	1100′(494′)-1½
165	1180′(574′)-2

TERPS AMEND 0A 17 DEC 2009

CHANGES: TDZE, profile, minimums.

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General Information

Location: Pasco WA USA
IATA Code: PSC
Lat/Long: N46° 15.9' W119° 07.1'
Elevation: 410 ft

Airport Use: Public
Magnetic Variation: 15.5°E
Sectional Chart: Seattle

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Oxygen Types: Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1440 Z
Sunset: 0139 Z,

Runway Information

Runway: 03L
Length x Width: 7711 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 410 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 03R
Length x Width: 4423 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 405 ft

Runway: 12
Length x Width: 7703 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 402 ft
Lighting: Edge, REIL

Runway: 21L
Length x Width: 4423 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 405 ft

Runway: 21R
Length x Width: 7711 ft x 150 ft

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Surface Type: asphalt
TDZ-Elev: 404 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 600 ft

Runway: 30
Length x Width: 7703 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 405 ft
Lighting: Edge, ALS
Displaced Threshold: 200 ft

Communication Information

ATIS 125.65
Tri-Cities Tower 135.3 CTAF PCL
Tri-Cities Ground Control 121.8
Tri-Cities Clearance Delivery 120.0
Chinook Approach Control 133.15
Chinook Approach Control 128.75 Initial Contact
Chinook Departure Control 133.15
Chinook Departure Control 128.75
Tri-Cities Unicom 122.95
Seattle Radio 122.4 RCO
Seattle Center 132.6 Remote Communications Air-Ground

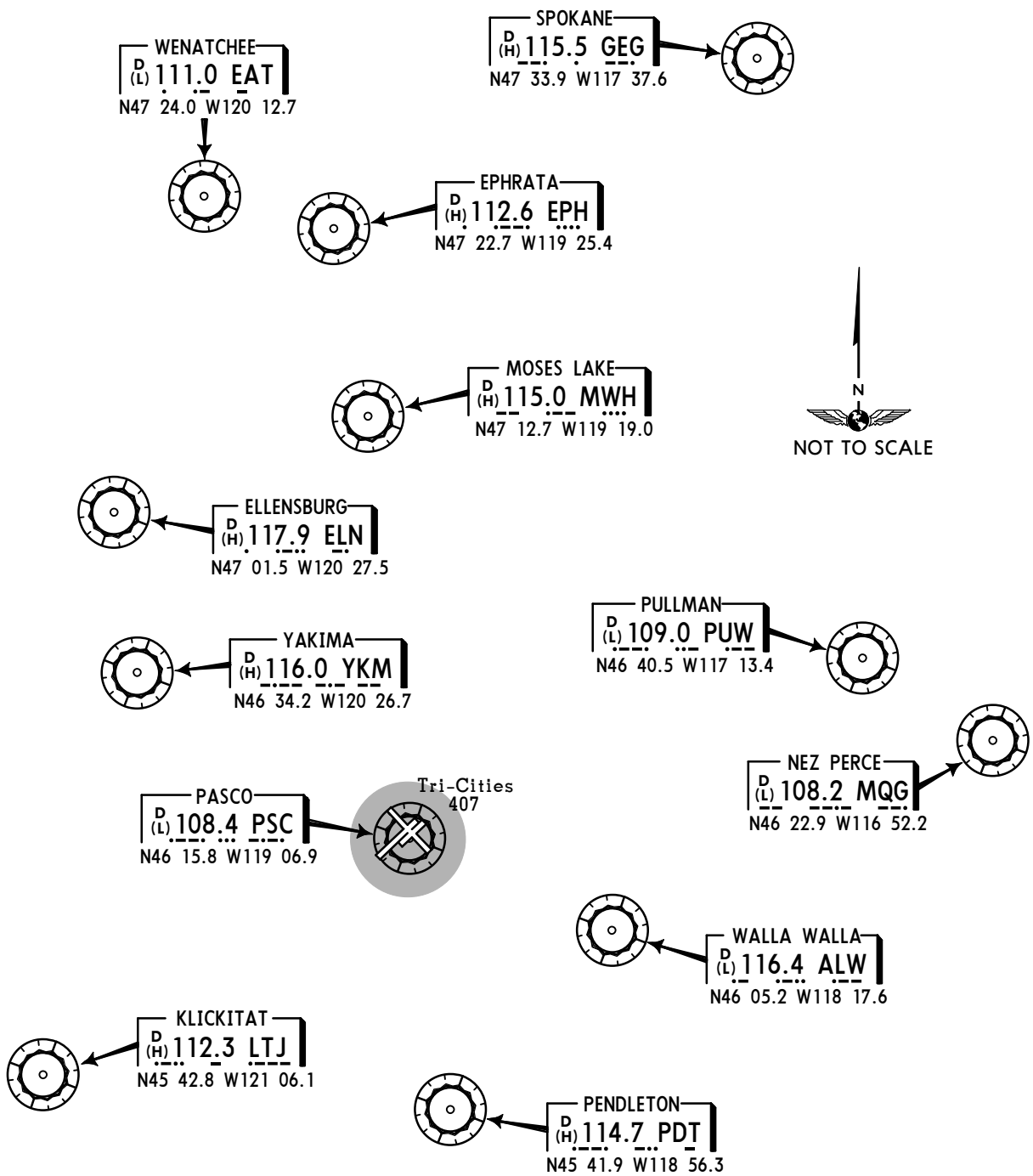
*CHINOOK Departure (R)
North & West **128.75** South & East **133.15**
SEATTLE Center (R) **132.6** when Dep inop.

TRI-CITIES FOUR DEPARTURE (TRIC4.PSC) (VECTOR)

(SID will not be assigned when Class D airspace not in effect.)

DEPARTURE

Fly runway heading, or ATC assigned heading, for vector to assigned route/fix. **MAINTAIN** 10000′ or assigned LOWER altitude. Expect clearance to filed altitude 5 minutes after departure.



LOST COMMUNICATIONS PROCEDURE ONLY

Climb runway heading to 3000′ then reverse course direct PSC VOR to cross at or above MEA for route of flight.

CHANGES: Departure title, departure altitude.

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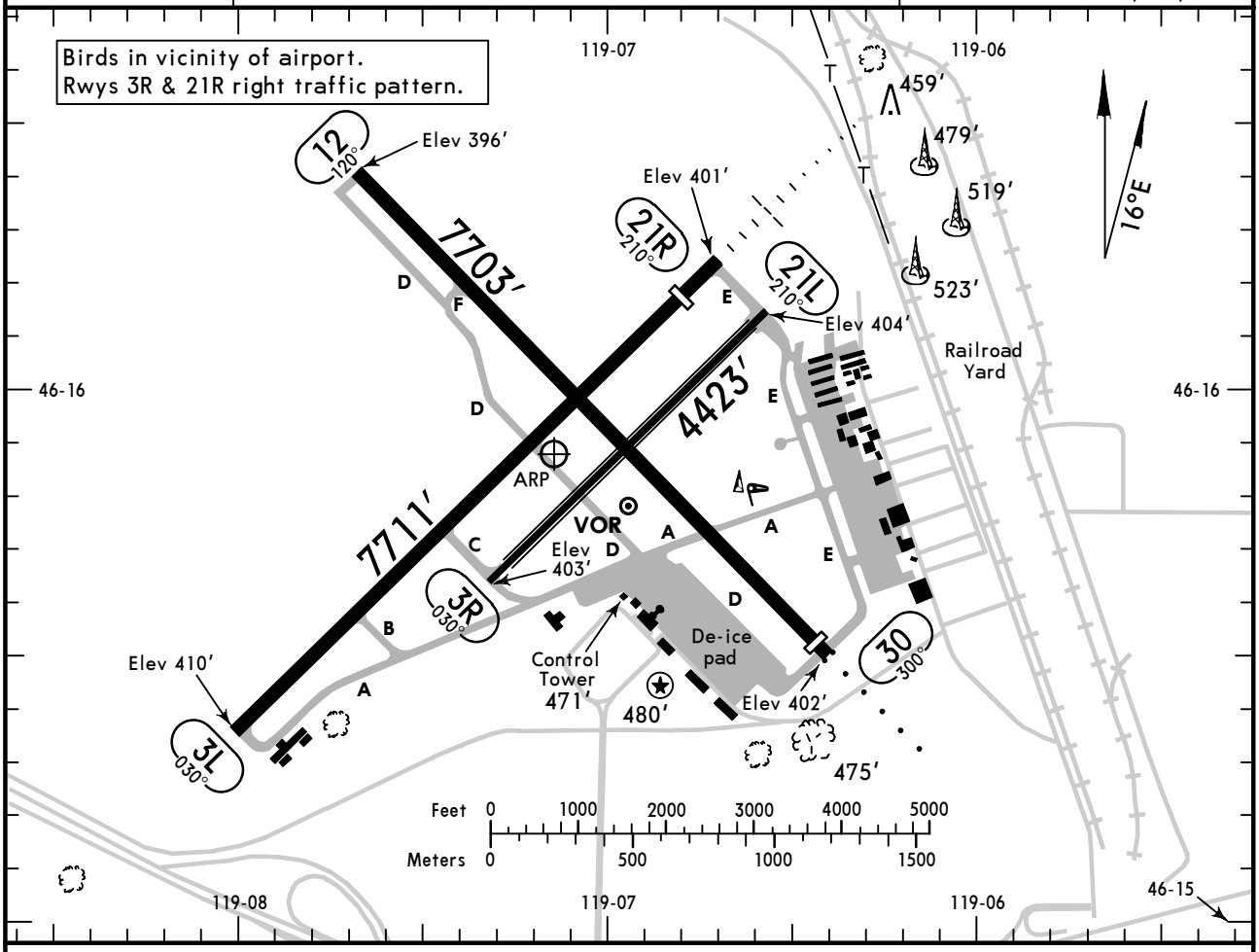
ATIS	*TRI-CITIES Clearance	*Ground	*Tower
125.65	120.0	121.8	CTAF 135.3

UNICOM 122.95	*CHINOOK Departure (R)	SEATTLE Center (R)
	North & West 128.75 South & East 133.15	132.6 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
3R ❶ 21L					75′
3L	❷ HIRL REIL PAPI-L (angle 3.0°) grooved porous friction course overlay				150′
21R	❷ HIRL ❸ MALSR PAPI-L (angle 3.0°) RVR	7111′	6101′		
12	❷ MIRL REIL VASI-L grooved porous friction course overlay	❹ 7503′			150′
30	❷ MIRL ❸ ODALS PAPI-L (angle 3.0°)	7505′			

❶ Available for air carrier aircraft for taxiing during daylight and VFR conditions only. Not available as movement area for aircraft with 9 passenger seats or greater for landing and take-off.
❷ Increase intensity on 135.3 when Twr inop.
❸ Activate on 135.3 when Twr inop.
❹ Last 200′ is unavailable for landing distance computations.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys: Adequate Vis Ref	All Rwys: STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating & When Local Weather Available: ILS Rwy 21R	LOC DME Rwy 21R	RNAV (RNP) Z Rwy 3L, RNAV (RNP) Z Rwy 12, RNAV (RNP) Z Rwy 21R, RNAV (RNP) Z Rwy 30	Authorized Only When Local Weather Available: VOR DME Rwy 21R, VOR DME Rwy 30, RNAV (GPS) Y Rwy 3L, RNAV (GPS) Y Rwy 12, RNAV (GPS) Y Rwy 21R, RNAV (GPS) Y Rwy 30
A	600-2	800-2	800-2	800-2
B				
C				
D	700-2			

OBSTACLE DP: All rwys climb rwy heading to 1000′. Rwy 12 turn left, all others turn right; all aircraft climb direct PSC VOR before proceeding on course.

AMEND 6

CHANGES: Airport depiction, alternate minimums.

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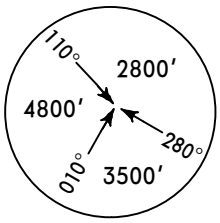
ATIS	*CHINOOK Approach (R)	SEATTLE Center (R)	*TRI-CITIES Tower	*Ground
125.65	128.75	132.6 when App inop.	CTAF 135.3	121.8

LOC	Final	GS	ILS DA(H)	
IPSC	Apch Crs	JIVDO	(CONDITIONAL)	Apt Elev 410'
108.7	210°	2400' (1996')	604' (200')	TDZE 404'

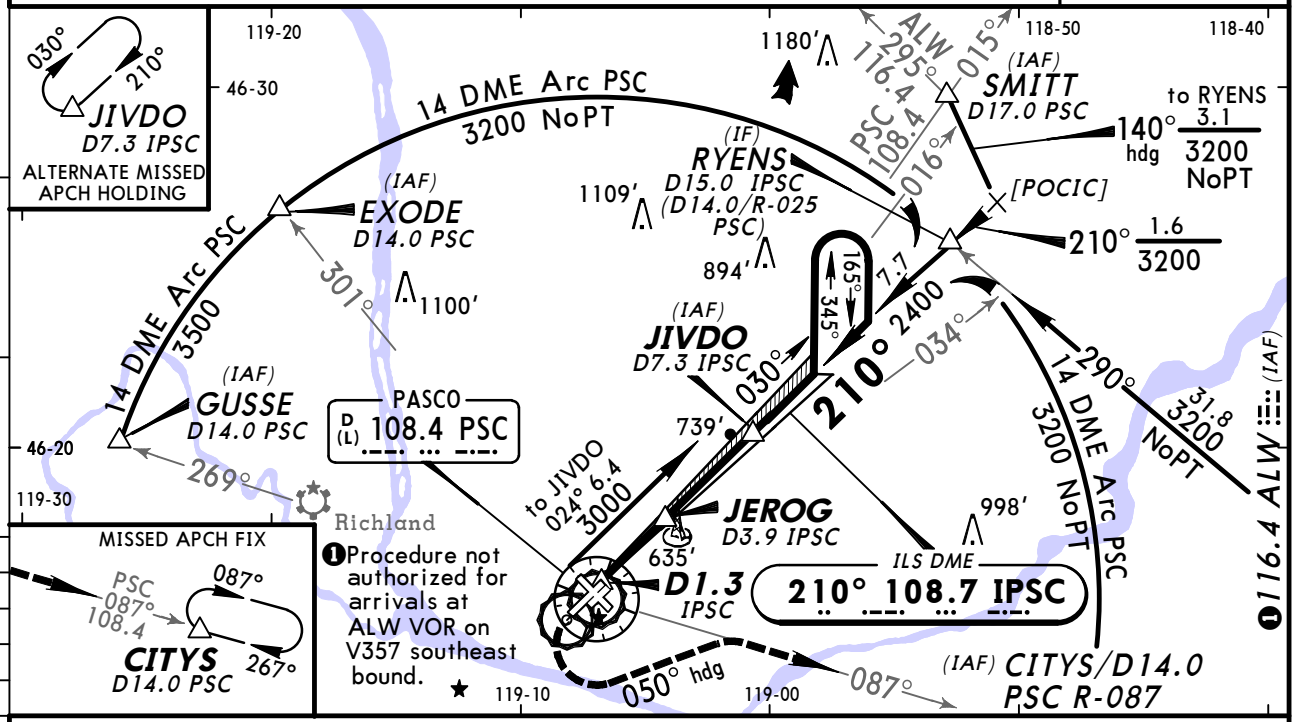
MISSED APCH: Climb to 1200' then climbing LEFT turn to 3200' on heading 050° and outbound on PSC VOR R-087 to CITYS INT/ D14.0 PSC and hold, or as directed by ATC.

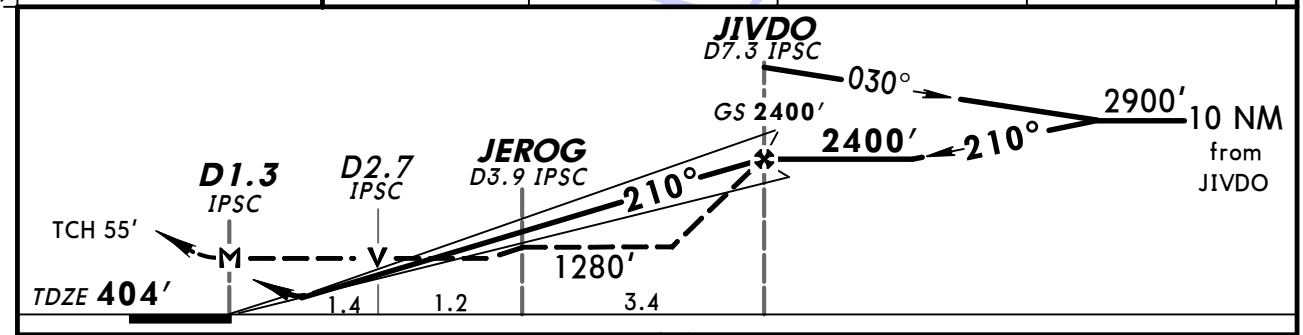
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Hermiston, Oreg altimeter setting.
2. Use IPSC DME when on the localizer course. 3. VDP not authorized when using Hermiston, Oreg altimeter setting. 4. Pilot controlled lighting 135.3.



MSA PSC VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.3 IPSC							

MALSR
PAPI

1200'

3200' LT on 050° hdg and PSC 108.4 R-087

STRAIGHT-IN LANDING RWY 21R
With Local Altimeter Setting

	ILS DA(H) 604' (200') FULL	ILS DA(H) 604' (200') RAIL or ALS out	LOC (GS out) MDA(H) 900' (496') RAIL out	LOC (GS out) MDA(H) 900' (496') ALS out
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4
B			RVR 40 or 3/4	RVR 50 or 1
C			RVR 60 or 1 1/4	
D			RVR 50 or 1	1 1/2

2 CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts.	MDA(H)
90	900' (490') - 1
120	
140	900' (490') - 1 1/2
165	1040' (630') - 2

With Hermiston, Oreg Altimeter Setting

	ILS DA(H) 699' (295') FULL	ILS DA(H) 699' (295') RAIL or ALS out	LOC (GS out) MDA(H) 1000' (596') RAIL out	LOC (GS out) MDA(H) 1000' (596') ALS out
A	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B				
C			RVR 50 or 1	1 1/2
D			RVR 60 or 1 1/4	1 3/4

With Hermiston, Oreg Altimeter Setting

Max Kts.	MDA(H)
90	1000' (590') - 1
120	
140	1000' (590') - 1 1/2
165	1140' (730') - 2 1/4

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
2 Not Authorized to Rwy 3R at Night.

BRIEFING STRIP™
TERPS AMEND 12 18 NOV 2010

CHANGES: None.

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KPSC/PSC
TRI-CITIES

JEPPESEN
29 APR 11 (12-1) Eff 5 May

PASCO, WASH
RNAV (GPS) Y Rwy 3L

BRIEFING STRIP ™

ATIS	*CHINOOK Approach (R)	SEATTLE Center (R)	*TRI-CITIES Tower	*Ground
125.65	128.75	132.6 when App inop.	CTAF 135.3	121.8

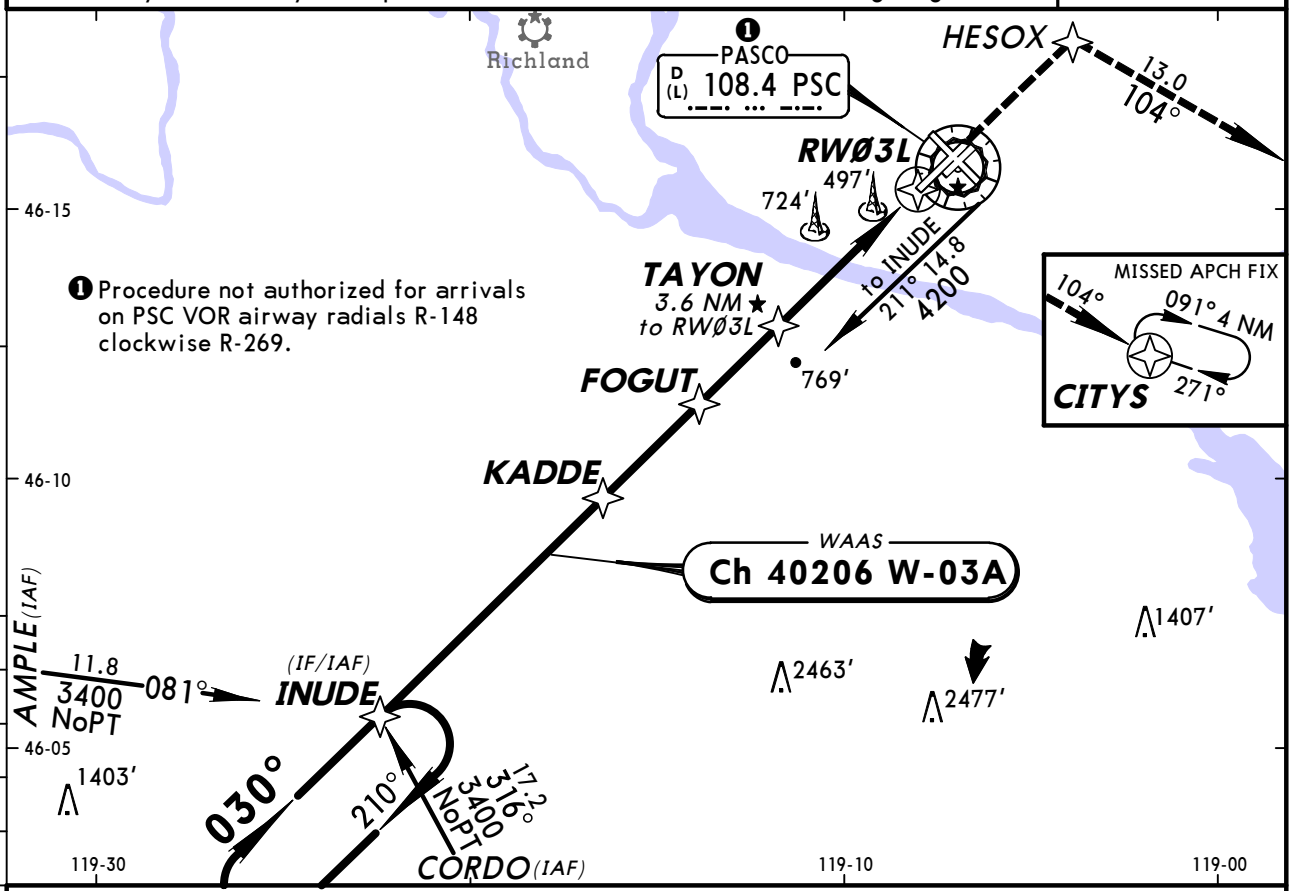
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 410′
Ch 40206 W-03A	030°	FOGUT 2300′ (1890′)	660′ (250′)	TDZE 410′

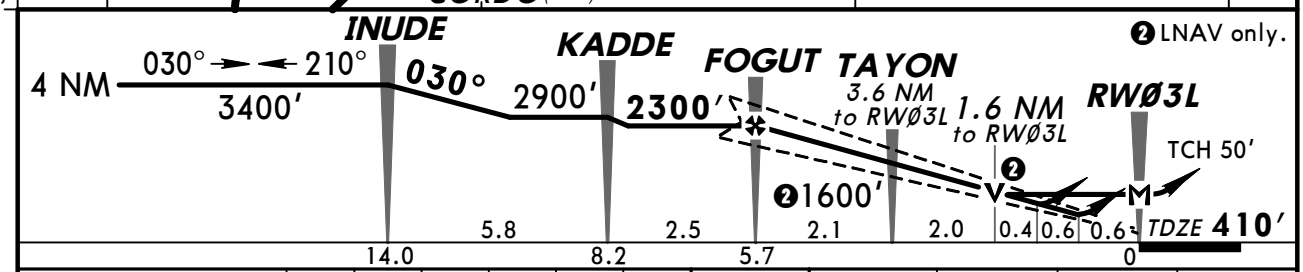
MISSED APCH: Climb to 3200′ direct HESOX and on track 104° to CITYS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Hermiston, Oreg altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. VDP and Baro-VNAV not authorized when using Hermiston, Oreg altimeter setting.
5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 135.3.

4800′
MSA RWØ3L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ3L						

REIL
PAPI-L
3200′
HESOX

STRAIGHT-IN LANDING RWY 3L

	1 LPV DA(H) 660′(250′)	2 LNAV/VNAV DA(H) 829′(419′)	3 LNAV MDA(H) 960′(550′)
A	3/4	1½	1
B			
C			1½
D			1¾

CIRCLE-TO-LAND
Not Authorized to Rwy 3R at Night

Max Kts	With Local Altimeter Setting MDA(H)	With Hermiston, Oreg Altimeter Setting MDA(H)
90	960′(550′)-1	1060′(650′)-1
120		
140	960′(550′)-1½	1060′(650′)-1¾
165	1040′(630′)-2	1140′(730′)-2¼

1 DA(H) 755′ (345′) VIS 1 1/4 with Hermiston, Oreg altimeter setting.
2 DA(H) 924′ (514′) VIS 1 3/4 with Hermiston, Oreg altimeter setting.
3 MDA(H) 1060′(650′) VIS CAT C 1 3/4, CAT D 2 with Hermiston, Oreg altimeter setting.

TERPS AMEND 1A 5 MAY 2011

CHANGES: Procedure name.

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KPSC/PSC TRI-CITIES

JEPPESEN

29 APR 11 (12-2) Eff 5 May

PASCO, WASH RNAV (GPS) Y Rwy 12

BRIEFING STRIP ™

ATIS	*CHINOOK Approach (R)	SEATTLE Center (R)	*TRI-CITIES Tower	*Ground
125.65	128.75	132.6 when App inop.	CTAF 135.3	121.8

WAAS	Final Apch Crs	Minimum Alt FAXAX	LPV DA(H) (CONDITIONAL)	Apt Elev 410′
Ch 58006 W-12A	120°	2200′ (1798′)	652′ (250′)	TDZE 402′

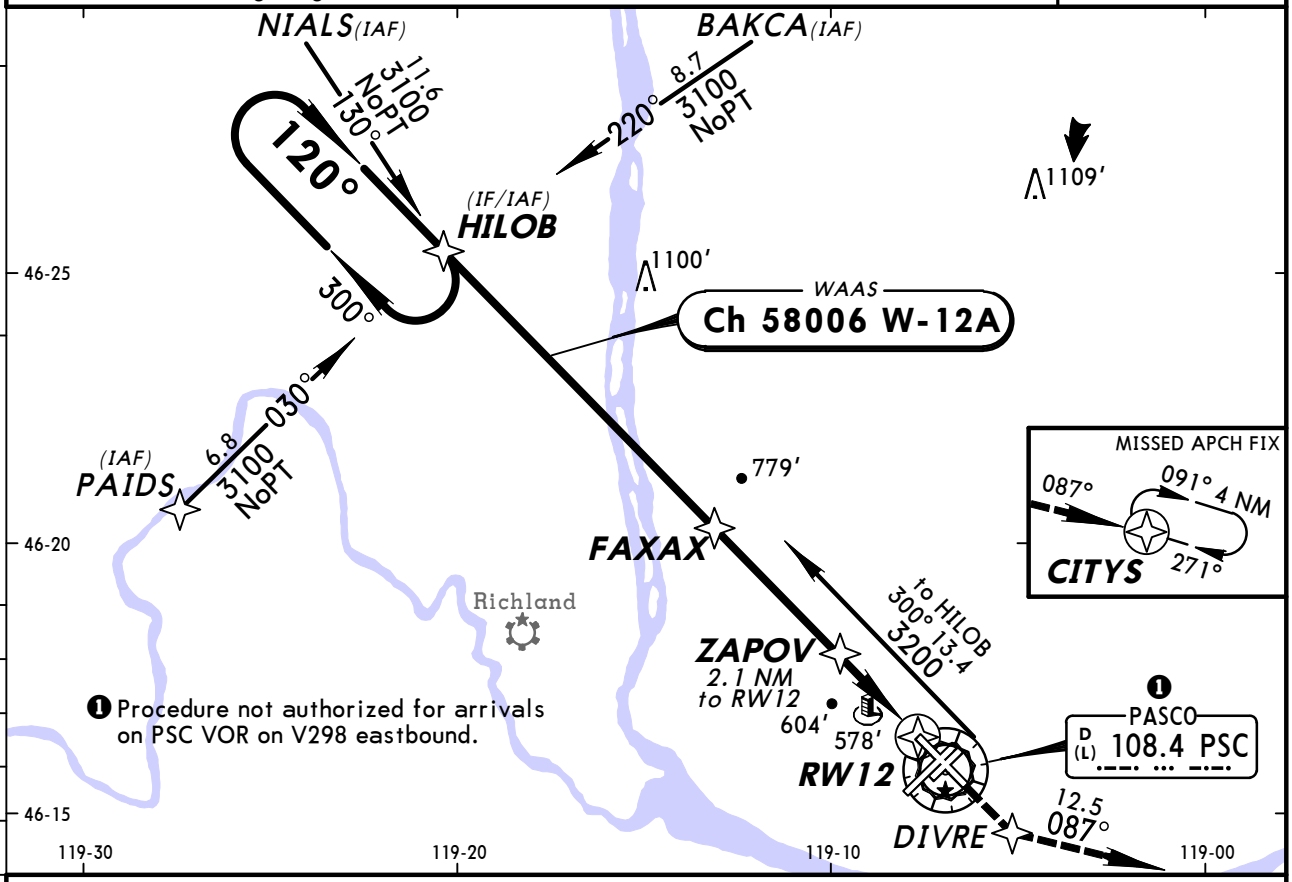
MISSED APCH: Climb to 3200′ direct DIVRE and on track 087° to CITYS and hold.

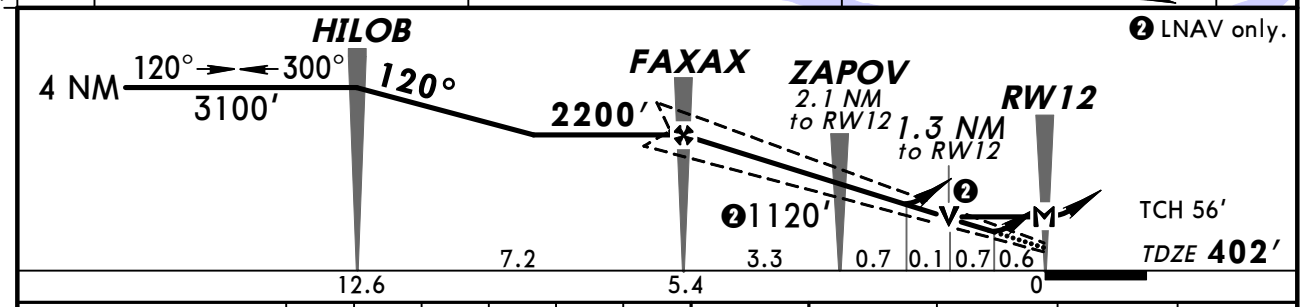
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Hermiston, Oreg altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. VDP and Baro-VNAV not authorized when using Hermiston, Oreg altimeter setting.
5. Pilot controlled lighting 135.3.

4800′

MSA RW12





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW12						

REIL
VASI-L

3200′

DIVRE

STRAIGHT-IN LANDING RWY 12

	1 LPV DA(H) 652′(250′)	2 LNAV/VNAV DA(H) 894′(492′)	3 LNAV MDA(H) 860′(458′)
A	3/4	1 3/4	1
B			
C			1 1/4
D			1 1/2

CIRCLE-TO-LAND
Not Authorized to Rwy 3R at Night

Max Kts	With Local Altimeter Setting MDA(H)	With Hermiston, Oreg Altimeter Setting MDA(H)
90	880′(470′)-1	980′(570′)-1
120		
140	900′(490′)-1 1/2	1000′(590′)-1 1/2
165	1040′(630′)-2	1140′(730′)-2 1/4

1 DA(H) 747′ (345′) VIS 1 1/4 with Hermiston, Oreg altimeter setting.
2 DA(H) 989′ (587′) VIS 2 with Hermiston, Oreg altimeter setting.
3 MDA(H) 960′ (558′) VIS CAT C 1 1/2, CAT D 1 3/4 with Hermiston, Oreg altimeter setting.

TERPS AMEND 1A 5 MAY 2011

CHANGES: Procedure name.

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ATIS	*CHINOOK Approach (R)	SEATTLE Center (R)	*TRI-CITIES Tower	*Ground
125.65	128.75	132.6 when App inop.	CTAF 135.3	121.8

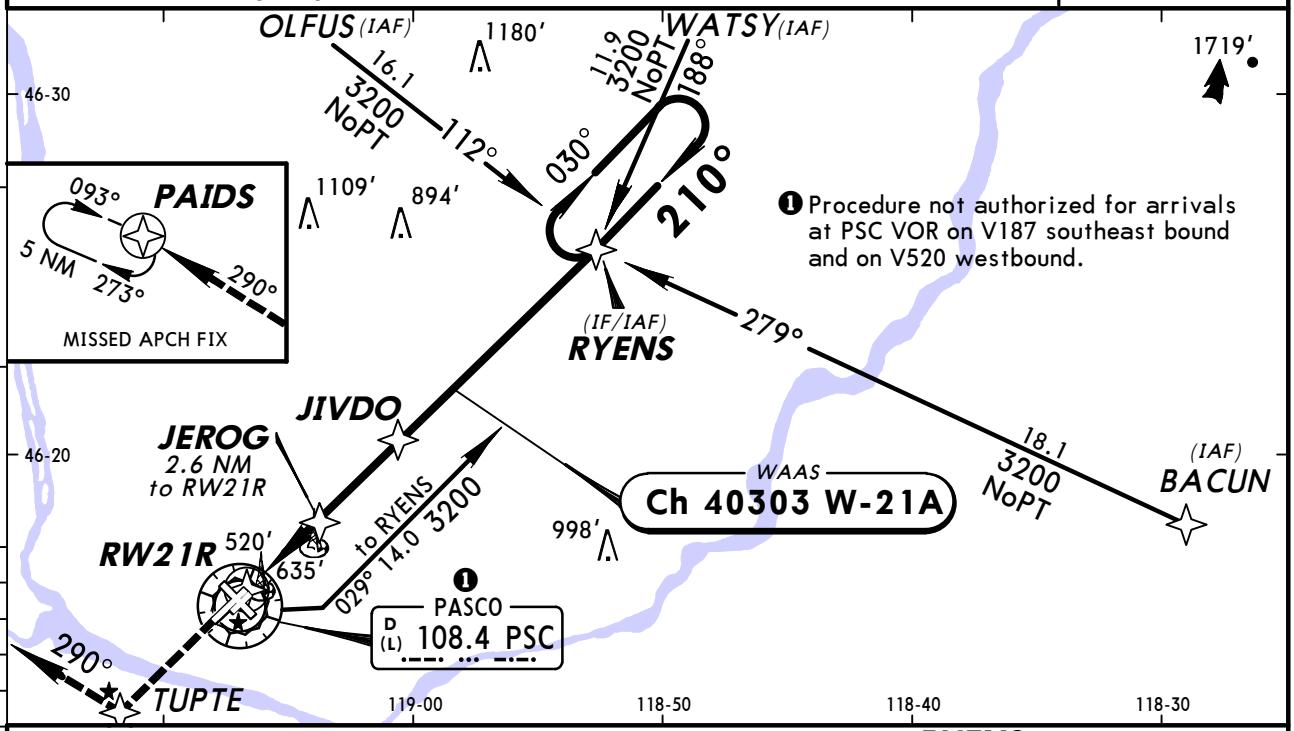
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 410′
Ch 40303 W-21A	210°	JIVDO 2400′ (1996′)	604′ (200′)	TDZE 404′

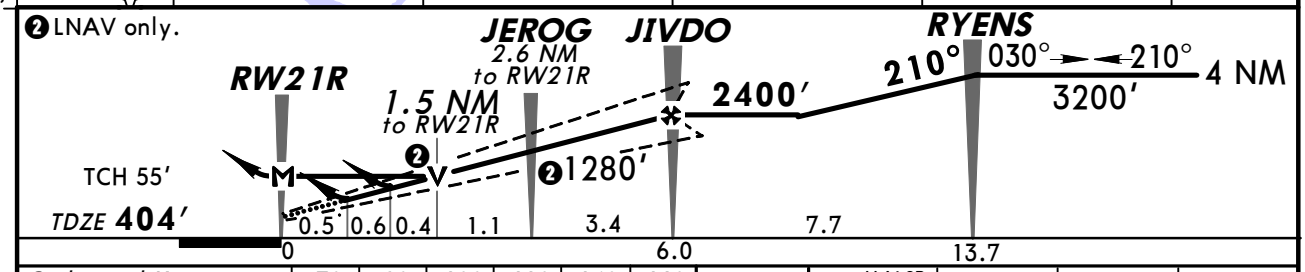
MISSED APCH: Climb to 5200′ direct TUPTE and on track 290° to PAIDS and hold, continue climb-in-hold to 5200′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Hermiston, Oreg altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. DME/DME RNP-0.30 not authorized. 4. VDP and Baro-VNAV not authorized when using Hermiston, Oreg altimeter setting.
5. Pilot controlled lighting 135.3.

4800′
MSA RW21R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW21R						

MALSR
PAPI
5200′
TUPTE

STRAIGHT-IN LANDING RWY 21R

With Local Altimeter Setting

	LPV DA(H) 604′ (200′)		LNAV/VNAV DA(H) 797′ (393′)		LNAV MDA(H) 940′ (536′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B							
C					RVR 50 or 1	1 1/2	
D					RVR 60 or 1 1/4	1 3/4	

CIRCLE-TO-LAND
Not authorized to Rwy 3R at Night
With Local Altimeter Setting

Max Kts	MDA(H)
90	940′ (530′) -1
120	
140	940′ (530′) -1 1/2
165	1040′ (630′) -2

With Hermiston, Oreg Altimeter Setting

	LPV DA(H) 699′ (295′)		LNAV/VNAV DA(H) 892′ (488′)		LNAV MDA(H) 1040′ (636′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 50 or 1	RVR 60 or 1 1/4	1 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B							
C					RVR 60 or 1 1/4	1 3/4	
D					1 1/2	2	

With Hermiston, Oreg Altimeter Setting

Max Kts	MDA(H)
90	1040′ (630′) -1
120	
140	1040′ (630′) -1 3/4
165	1140′ (730′) -2 1/4

BRIEFING STRIP ™

TERPS AMEND 1A 5 MAY 2011

CHANGES: Procedure name.

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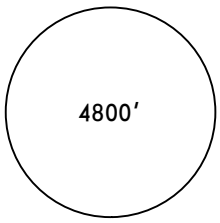
ATIS	*CHINOOK Approach (R)	SEATTLE Center (R)	*TRI-CITIES Tower	*Ground
125.65	128.75	132.6 when App inop.	CTAF 135.3	121.8

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 410′
Ch 86605 W-30A	300°	ACWEW 2200′ (1795′)	655′ (250′)	TDZE 405′

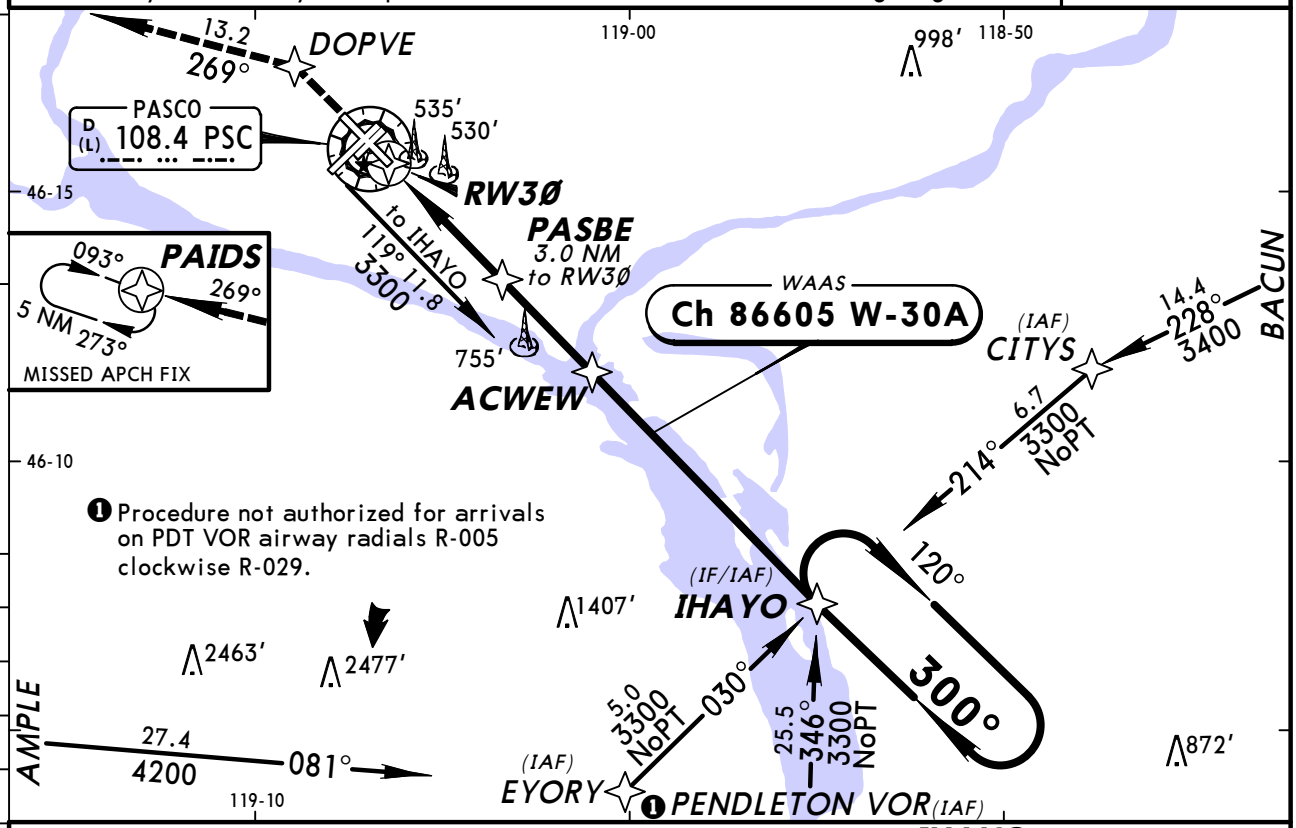
MISSED APCH: Climb to 5200′ direct DOPVE and on track 269° to PAIDS and hold, continue climb-in-hold to 5200′.

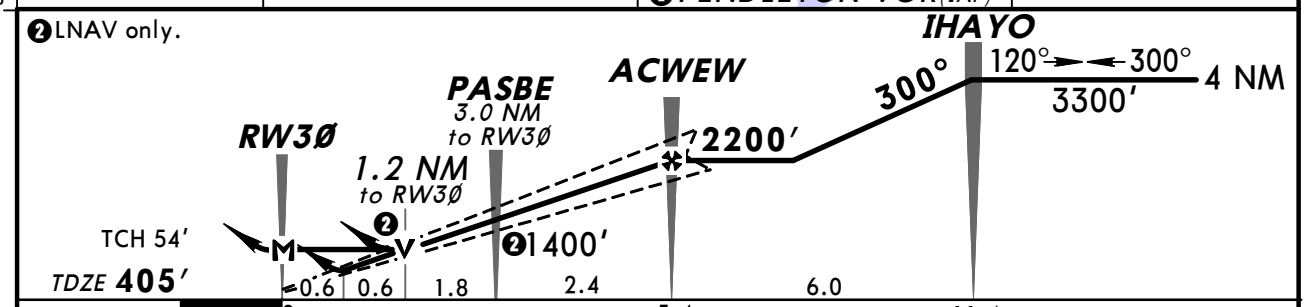
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Hermiston, Oreg altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. VDP and Baro-VNAV not authorized when using Hermiston, Oreg altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 135.3.



MSA RW3Ø





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW3Ø						

ODALS PAPI 5200′ DOPVE

STRAIGHT-IN LANDING RWY 30

	1 LPV DA(H) 655′ (250′) ODALS out	2 LNAV/VNAV DA(H) 850′ (445′) ODALS out	3 LNAV MDA(H) 840′ (435′)	ODALS out
A	3/4	1½	3/4	1
B				
C			1¼	
D			1½	

CIRCLE-TO-LAND
Not Authorized to Rwy 3R at Night

Max Kts	With Local Altimeter Setting MDA(H)	With Hermiston, Oreg Altimeter Setting MDA(H)
90	880′ (470′)-1	980′ (570′)-1
120		
140	900′ (490′)-1½	1000′ (590′)-1½
165	1040′ (630′)-2	1140′ (730′)-2¼

1 DA(H) 750′ (345′) VIS 1 1/4 with Hermiston, Oreg altimeter setting.
2 DA(H) 945′ (540′) VIS 2 with Hermiston, Oreg altimeter setting.
3 MDA(H) 940′ (535′) VIS CAT C 1 1/2, CAT D 1 3/4 with Hermiston, Oreg altimeter setting.

CHANGES: Procedure name.

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ATIS	*CHINOOK Approach (R)	SEATTLE Center (R)	*TRI-CITIES Tower	*Ground
125.65	128.75	132.6 when App inop.	CTAF 135.3	121.8

RNAV	Final Apch Crs	Minimum Alt KUMKE	RNP 0.11 DA(H)	Apt Elev 410′
	030°	2200′ (1790′)	729′ (319′)	Rwy 3L 410′

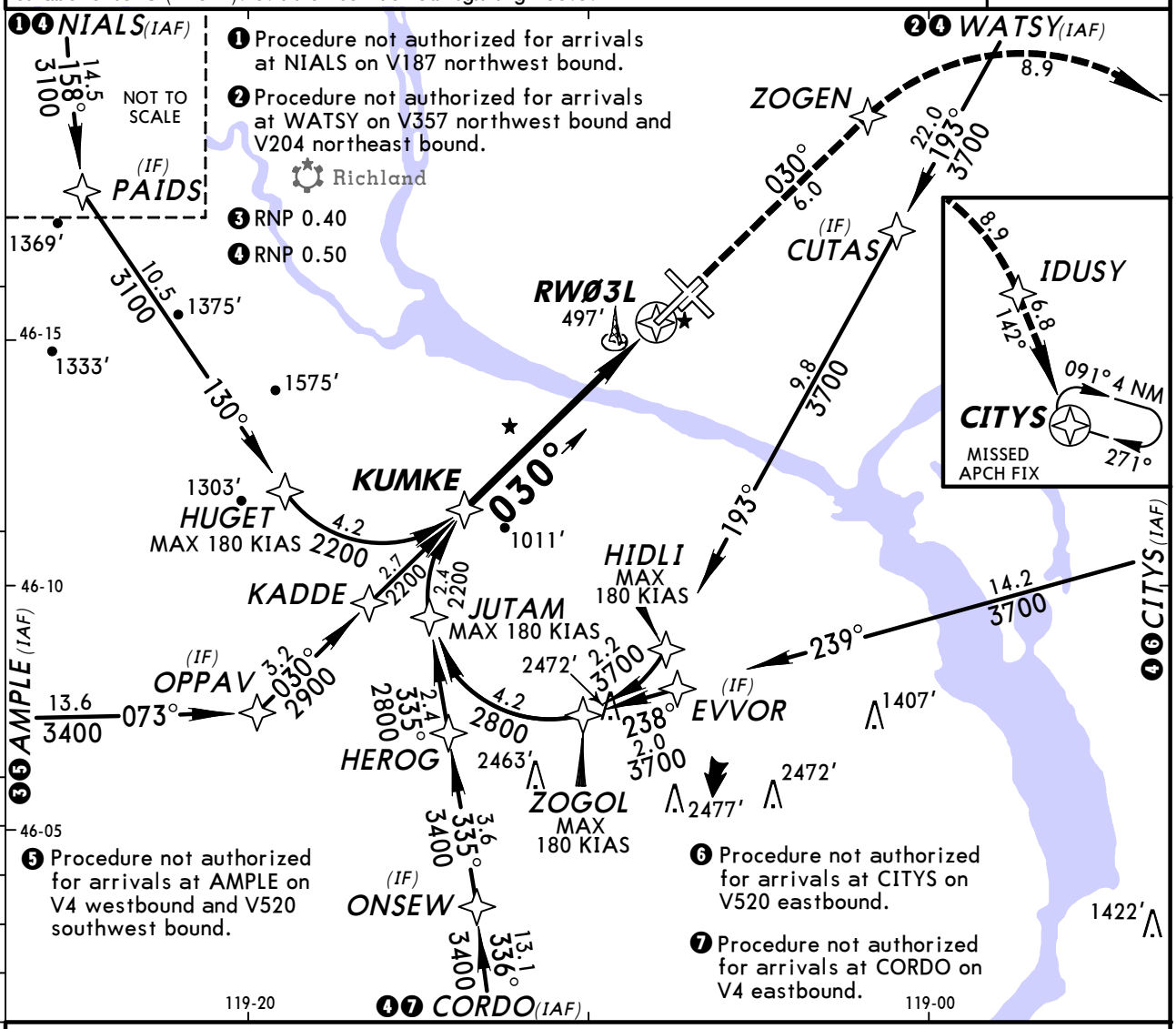
MISSED APCH: Climb to 3200′ on track 030° to ZOGEN, RIGHT turn to IDUSY and on track 142° to CITYS and hold.

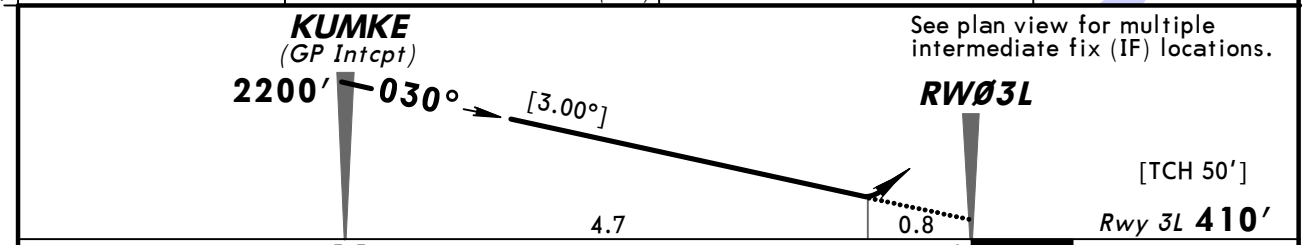
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. RF required. 3. GPS required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 48°C (118°F). 5. Pilot controlled lighting 135.3.

4900′
MSA RWØ3L

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

REIL
PAPI-L

3200′ on 030° ZOGEN

TERPS STRAIGHT-IN LANDING RWY **3L**

	RNP 0.11 DA(H) 729′ (319′)	RNP 0.30 DA(H) 849′ (439′)
A		
B	1	1½
C		
D		

TERPS AMEND 0 5 MAY 2011

CHANGES: Chart scale, note sequence.

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KPSC/PSC
TRI-CITIES

JEPPESEN
17 FEB 12 (12-21)

PASCO, WASH
RNAV (RNP) Z Rwy 12

BRIEFING STRIP ™

ATIS	*CHINOOK Approach (R)	SEATTLE Center (R)	*TRI-CITIES Tower	*Ground
125.65	128.75	132.6 when App inop.	CTAF 135.3	121.8

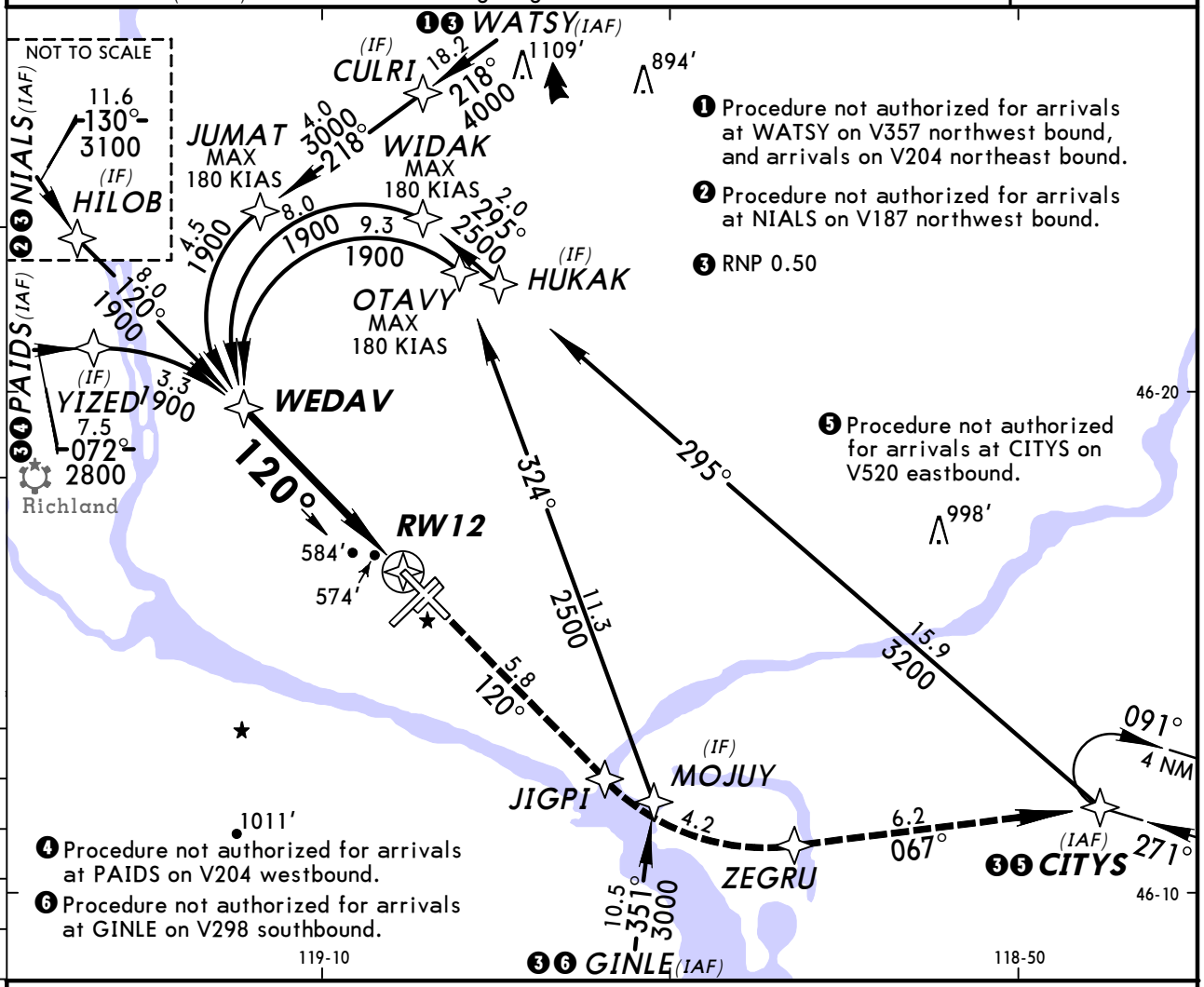
RNAV	Final Apch Crs	Minimum Alt	RNP 0.11 DA(H)	Apt Elev 410′
	120°	WEDAV 1900′ (1504′)	807′ (411′)	Rwy 12 396′

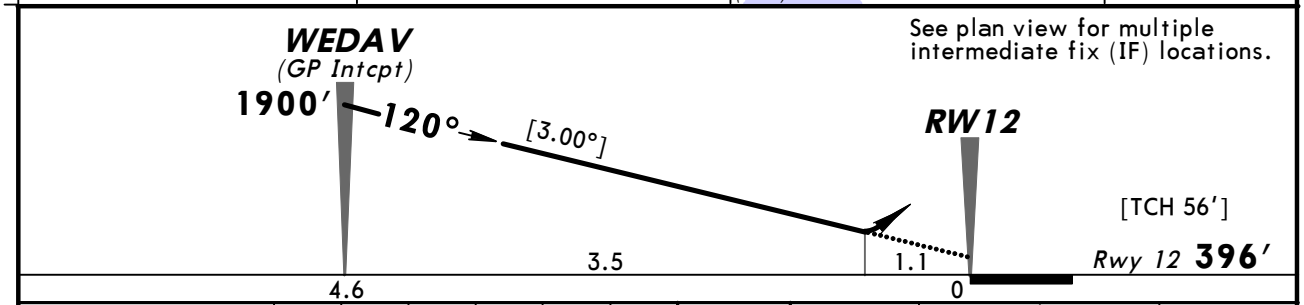
MISSED APCH: Climb to 3200′ on track 120° to JIGPI and LEFT turn to ZEGRU and on track 067° to CITYS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. RF required. 3. GPS required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 48°C (118°F). 5. Pilot controlled lighting 135.3.

4900′
MSA RW12





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

REIL
VASI-L

3200′ on 120° JIGPI

TERPS STRAIGHT-IN LANDING RWY 12

TERPS AMEND 0 5 MAY 2011

	RNP 0.11 DA(H) 807′ (411′)	RNP 0.30 DA(H) 895′ (499′)
A	1⅜	1⅝
B		
C		
D		

CHANGES: Chart scale, missed approach hold.

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ATIS	*CHINOOK Approach (R)	SEATTLE Center (R)	*TRI-CITIES Tower	*Ground
125.65	128.75	132.6 when App inop.	CTAF 135.3	121.8

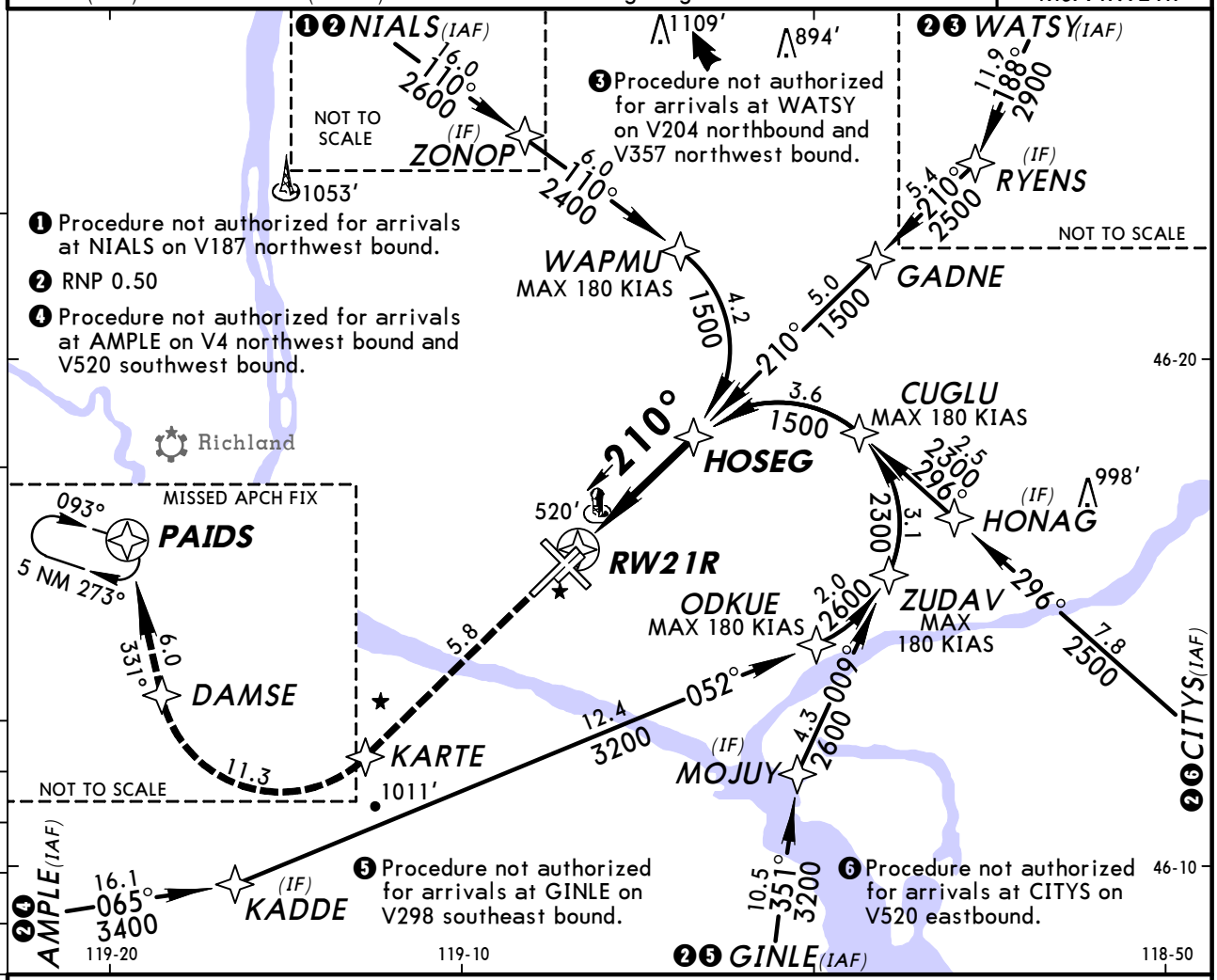
RNAV	Final Apch Crs	Minimum Alt HOSEG	RNP 0.11 DA(H)	Apt Elev 410′
	210°	1500′ (1098′)	739′ (337′)	Rwy 21R 402′

MISSED APCH: Climb to 5200′ on track 210° to KARTE and RIGHT turn to DAMSE and on track 331° to PAIDS and hold, continue climb-in-hold to 5200′.

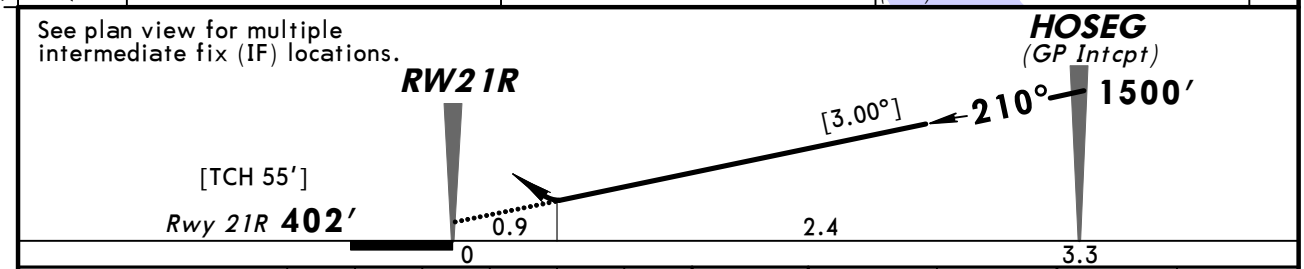
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. RF required. 3. GPS required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 47°C (116°F). 5. Pilot controlled lighting 135.3.

4900′
MSA RW21R



See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI

5200′ on 210° KARTE

TERPS STRAIGHT-IN LANDING RWY **21R**

	RNP 0.11 DA(H) 739′(337′)			RNP 0.30 DA(H) 824′(422′)		
		RAIL out	ALS out		RAIL out	ALS out
A						
B						
C	RVR 32 or 5/8	RVR 35 or 5/8	RVR 50 or 1	RVR 45 or 7/8	RVR 50 or 1	1¼
D						

TERPS AMEND 0 5 MAY 2011

CHANGES: Chart scale.

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KPSC/PSC
TRI-CITIES

JEPPESEN
17 FEB 12 (12-23)

PASCO, WASH
RNAV (RNP) Z Rwy 30

BRIEFING STRIP ™

ATIS	*CHINOOK Approach (R)	SEATTLE Center (R)	*TRI-CITIES Tower	*Ground
125.65	128.75	132.6 when App inop.	CTAF 135.3	121.8

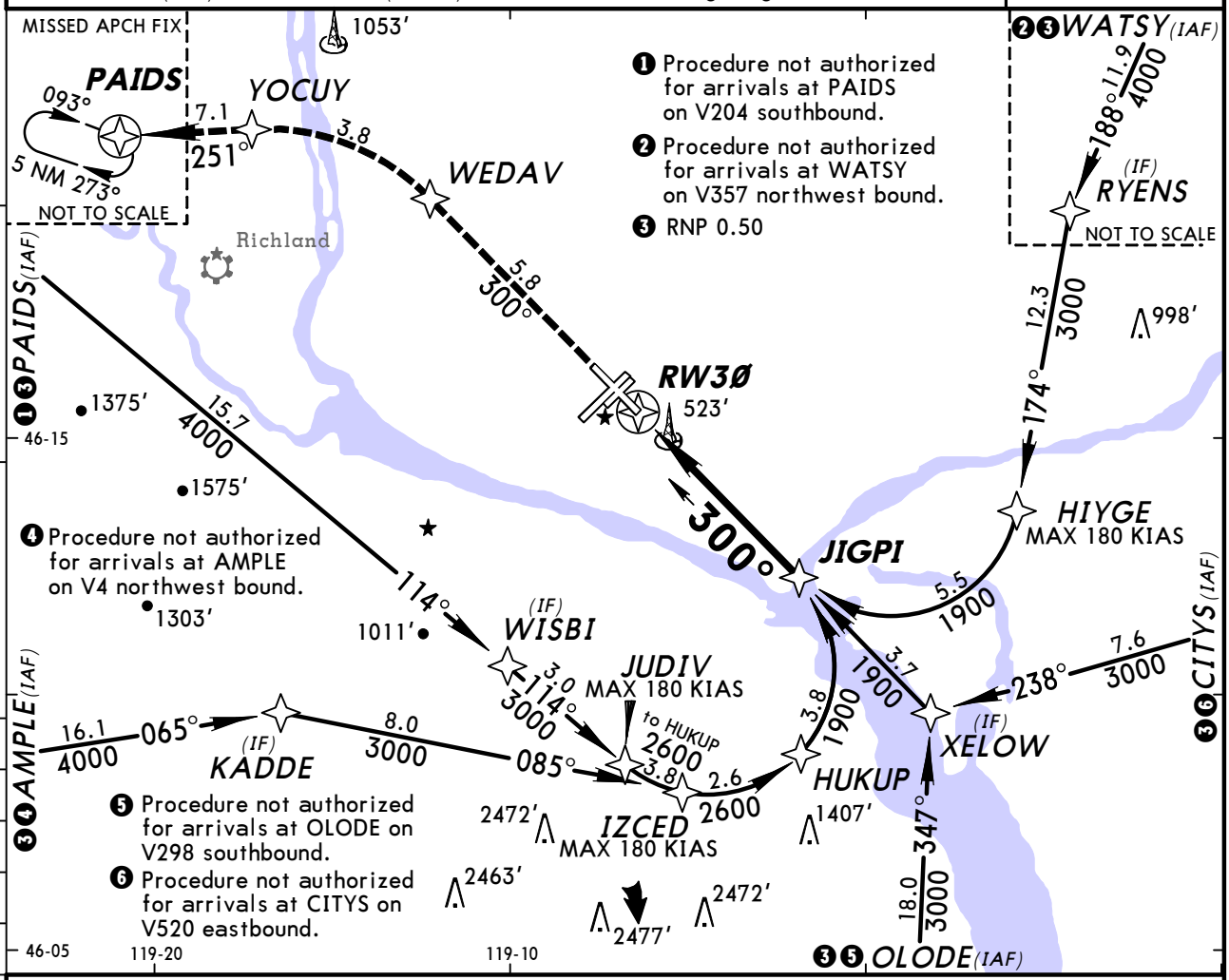
RNAV	Final Apch Crs	Minimum Alt JIGPI	RNP 0.11 DA(H)	Apt Elev 410′
	300°	1900′ (1498′)	784′ (382′)	Rwy 30 402′

MISSED APCH: Climb to 5200′ on track 300° to WEDAV and LEFT turn to YOCUY and on track 251° to PAIDS and hold.

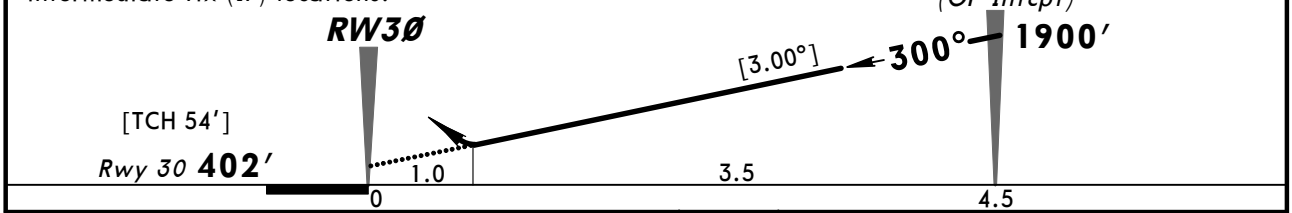
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. RF required. 3. GPS Required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 48°C (118°F). 5. Pilot controlled lighting 135.3.

4900′
MSA RW3Ø



See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

ODALS
PAPI

5200′ on 300° WEDAV

TERPS STRAIGHT-IN LANDING RWY **30**

	RNP 0.11 DA(H) 784′(382′)		RNP 0.30 DA(H) 834′(432′)	
		ODALS out		ODALS out
A	1⅛	1⅜	1¼	
B				
C				
D				

TERPS AMEND 0 5 MAY 2011

CHANGES: Chart scale.

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BRIEFING STRIP ™

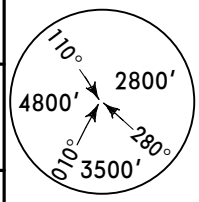
ATIS	*CHINOOK Approach (R)	SEATTLE Center (R)	*TRI-CITIES Tower	*Ground
125.65	128.75	132.6 when App inop.	CTAF 135.3	121.8

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 410′
PSC 108.4	195°	RASPY 2200′ (1796′)	(CONDITIONAL) 900′ (496′)	TDZE 404′

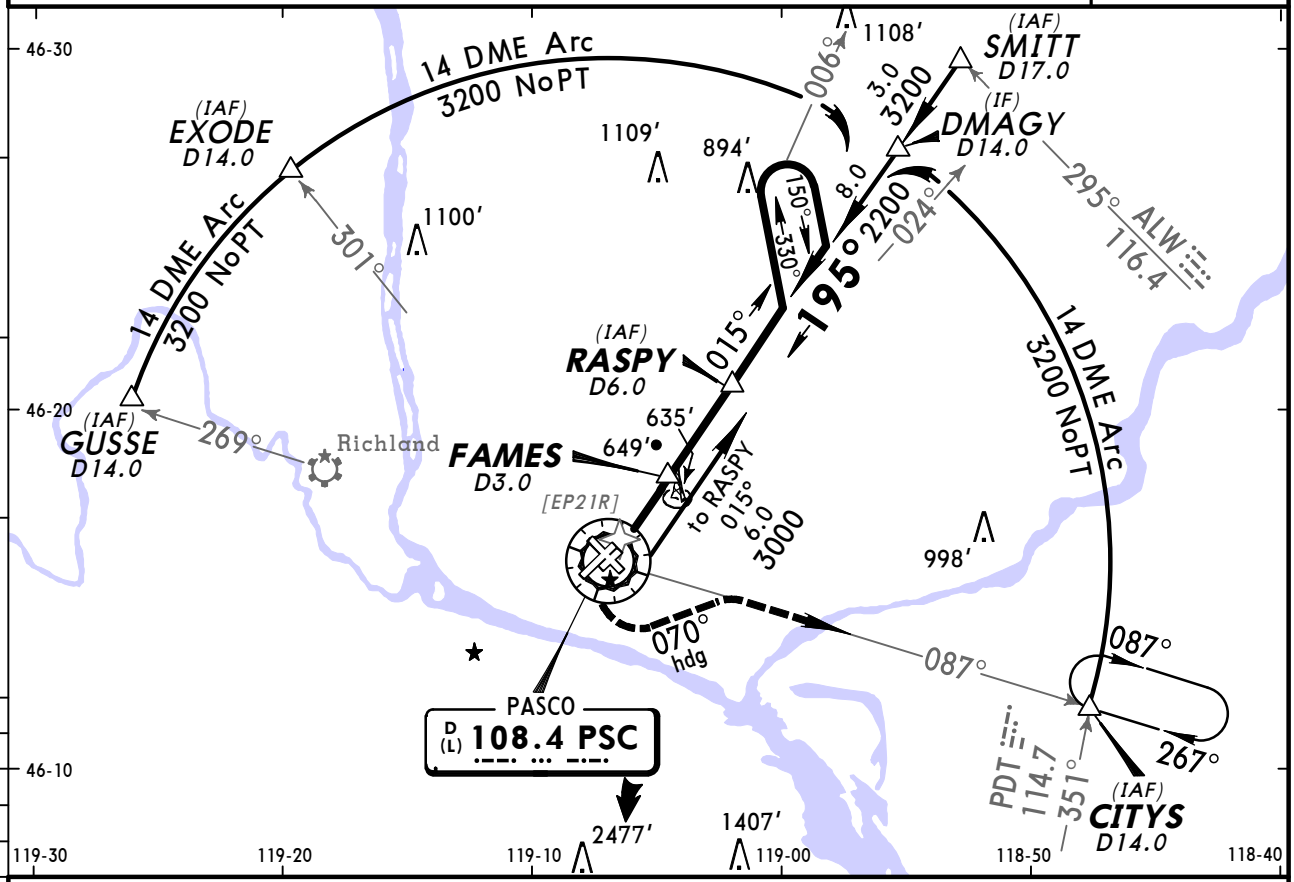
MISSED APCH: Climbing LEFT turn to 3200′ on heading 070° and outbound on PSC VOR R-087 to CITYS INT/D14.0 and hold.

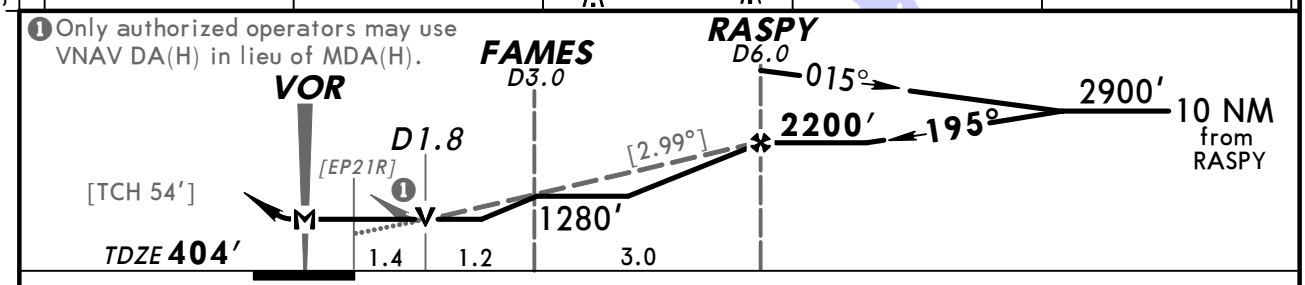
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Hermiston, Oreg altimeter setting.
2. VDP not authorized when using Hermiston, Oreg altimeter setting.
3. Pilot controlled lighting 135.3.



MSA PSC VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.99°]	370	476	529	635	741	846
MAP at VOR						

MALSR
PAPI

3200′ LT on 070° hdg and PSC 108.4 R-087 — CITYS

STRAIGHT-IN LANDING RWY 21R

	MDA(H) 900′ (496′) With Local Altimeter Setting			MDA(H) 1000′ (596′) With Hermiston, Oreg Altimeter Setting		
		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B						
C	RVR 40 or ¾	RVR 60 or 1¼		RVR 50 or 1	1½	
D	RVR 50 or 1	1½		RVR 60 or 1¼	1¾	

CIRCLE-TO-LAND
Not Authorized to Rwy 3R at Night

Max Kts	With Local Altimeter Setting MDA(H)	With Hermiston, Oreg Altimeter Setting MDA(H)
90	900′ (490′)-1	1000′ (590′)-1
120		
140	900′ (490′)-1½	1000′ (590′)-1½
165	1040′ (630′)-2	1140′ (730′)-2¼

TERPS AMEND 6 18 NOV 2010

CHANGES: Procedure.

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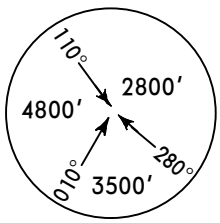
ATIS	*CHINOOK Approach (R)	SEATTLE Center (R)	*TRI-CITIES Tower	*Ground
125.65	128.75	132.6 when App inop.	CTAF 135.3	121.8

VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 410′
PSC 108.4	291°	MOJUY 2200′(1795′)	820′(415′)	TDZE 405′

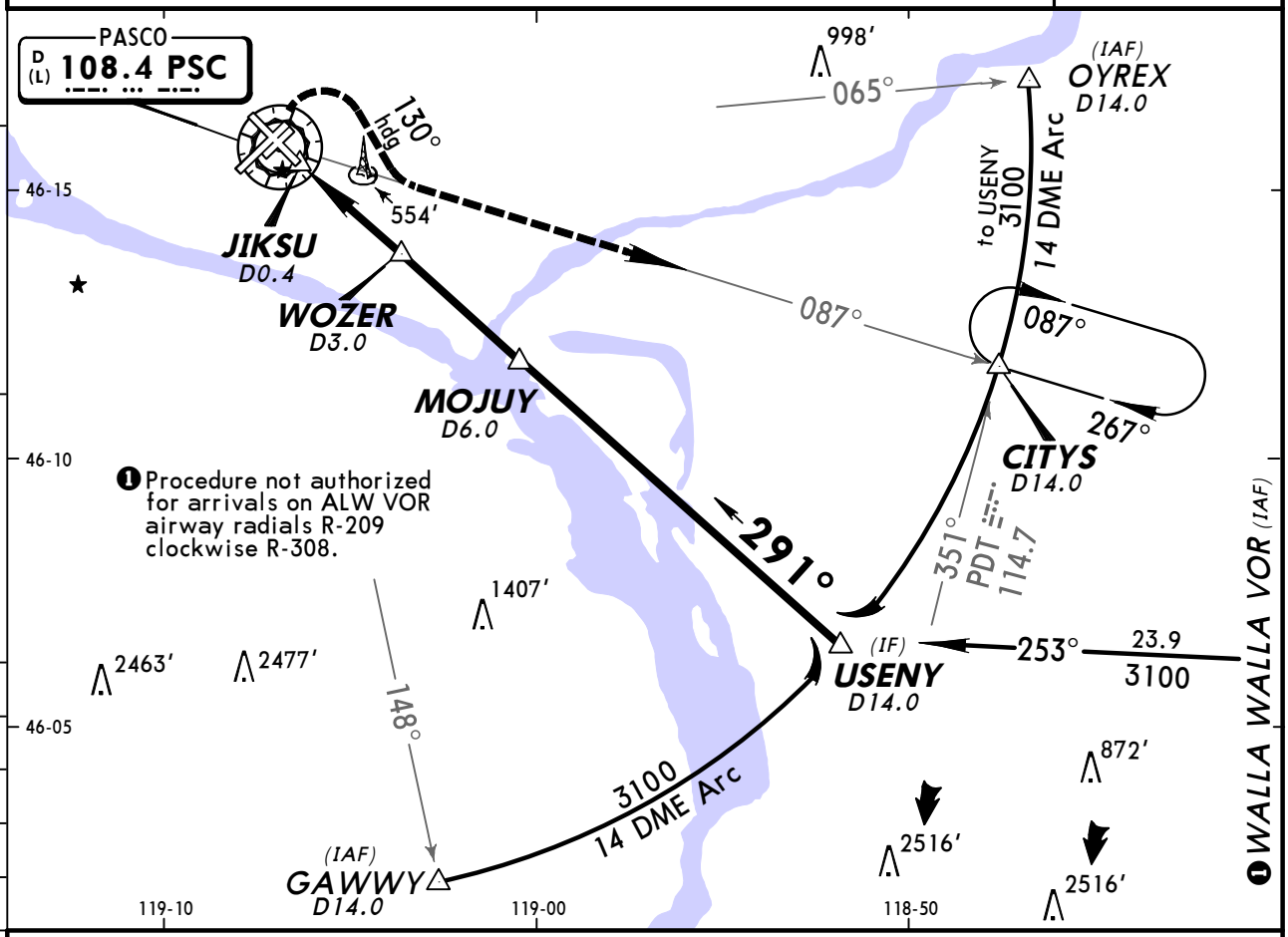
MISSED APCH: Climbing RIGHT turn to 3200′ on heading 130° and outbound on PSC VOR R-087 to CITYS INT/D14.0 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Hermiston, Oreg altimeter setting.
2. Visibilty reduction by heicopters not authorized. 3. Pilot controlled lighting 135.3.

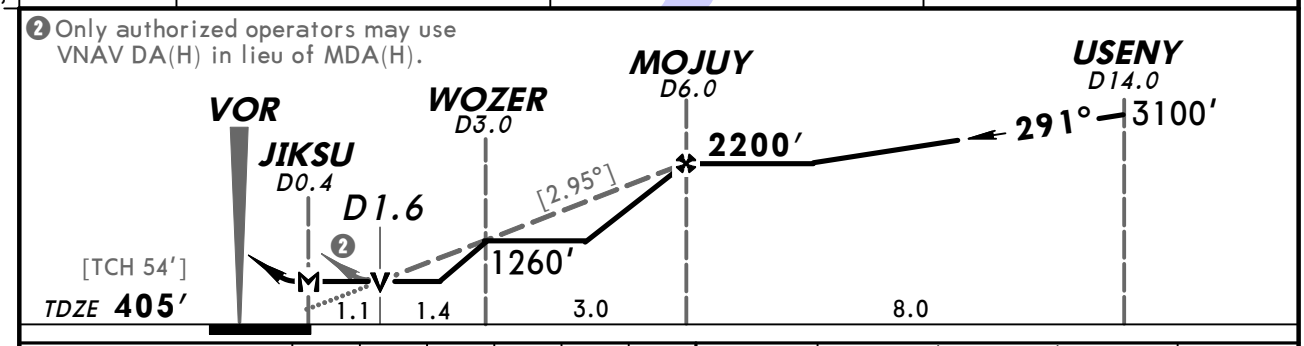


MSA PSC VOR



❶ Procedure not authorized for arrivals on ALW VOR airway radials R-209 clockwise R-308.

❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.95°]	365	470	522	626	731	835
MAP at JIKSU						

ODALS
PAPI

3200′ RT on 130° hdg and PSC 108.4 R-087 CITYS

STRAIGHT-IN LANDING RWY 30					CIRCLE-TO-LAND Not Authorized to Rwy 3R at Night		
	MDA(H) 820′(415′) With Local Altimeter Setting		MDA(H) 920′(515′) With Hermiston, Oreg Altimeter Setting			With Local Altimeter Setting	With Hermiston, Oreg Altimeter Setting
		ODALS out		ODALS out	Max Kts	MDA(H)	MDA(H)
A	3/4	1	3/4	1	90	880′(470′)-1	980′(570′)-1
B					120		
C	1 1/4		1 1/2		140	900′(490′)-1 1/2	1000′(590′)-1 1/2
D			1 3/4		165	1040′(630′)-2	1140′(730′)-2 1/4

TERPS AMEND 4 18 NOV 2010

CHANGES: MAP, circling minimums, note.

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General Information

Location: Pullman/Moscow WA USA
IATA Code: PUW
Lat/Long: N46° 44.6' W117° 06.6'
Elevation: 2556 ft

Airport Use: Public
Magnetic Variation: 15.1°E
Sectional Chart: Seattle

Fuel Types: 100-130 Octane, Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1432 Z
Sunset: 0130 Z,

Runway Information

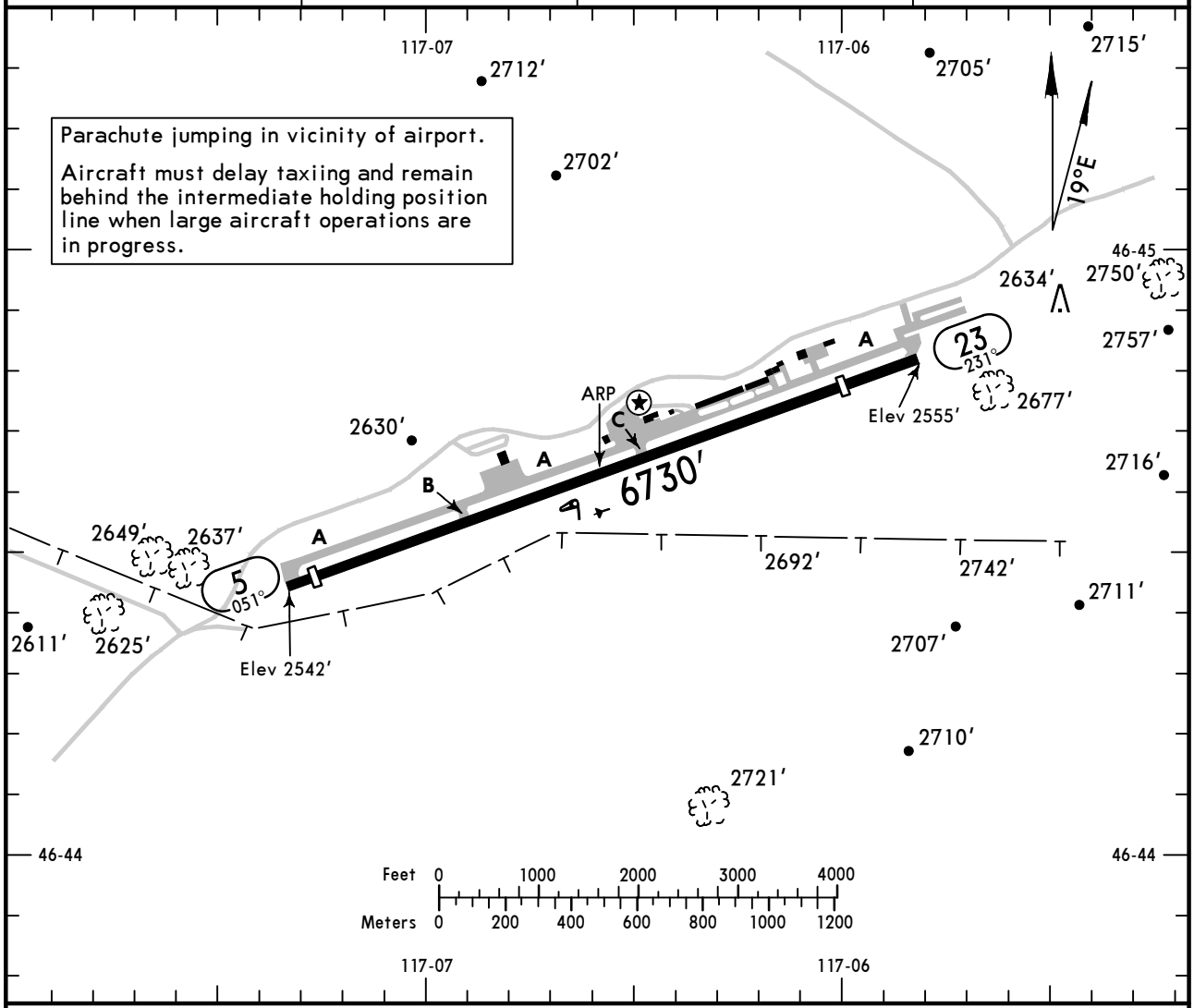
Runway: 05
Length x Width: 6730 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 2540 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 290 ft

Runway: 23
Length x Width: 6730 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 2549 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 801 ft

Communication Information

ASOS 135.675
Pullman/Moscow Regl Unicom 122.8 CTAF PCL
Seattle Flight Service Station 122.6 RCO
Seattle Center 123.95 Remote Communications Air-Ground

ASOS	SEATTLE Radio	PULLMAN/MOSCOW REGL UNICOM	SEATTLE Center
135.67	122.6	CTAF 122.8	123.95



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
5	❶ HIRL ❶ REIL PAPI-L (angle 3.0°) grooved	6200′			100′
23	❶ HIRL ❶ REIL PAPI-L (angle 4.0°) grooved	5240′			

❶ Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 23			Rwy 5	
	With Mim climb of 361′/NM to 4700′		Other	With Mim climb of 278′/NM to 4400′	For Climb In Visual Conditions
	Adequate Vis Ref	STD			
1 & 2 Eng	1/4	1	300-1	300-1 1/4	4600-3
3 & 4 Eng		1/2			

FOR FILING AS ALTERNATE

	VOR Rwy 5 RNAV (GPS) Rwy 23	RNAV (GPS) Rwy 5
A B C D	800-2	800-2 1/4

OBSTACLE DP: Rwy 5, climbing left turn direct PUW VOR, cross PUW VOR at or above 4700′, continue climb in PUW VOR holding pattern (southwest, left turn, 032° inbound) to cross PUW VOR at or above MEA for direction of flight, or for climb in visual conditions cross Pullman-Moscow Regl at or above 4500′. Rwy 23, climbing left turn via PUW VOR R-021, cross PUW VOR at or above 4700′, continue climb in PUW VOR holding pattern (southwest, left turn, 032° inbound) to cross PUW VOR at or above MEA for direction of flight.

AMEND 3

CHANGES: Note, alternate minimums.

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KPUW/PUW
PULLMAN/MOSCOW REGL

JEPPESEN 11 AUG 06 (12-1)

PULLMAN/MOSCOW, WASH
RNAV (GPS) Rwy 5

ASOS	SEATTLE Center	SEATTLE Radio	PULLMAN/MOSCOW REGL UNICOM
135.67	123.95	122.6	CTAF 122.8

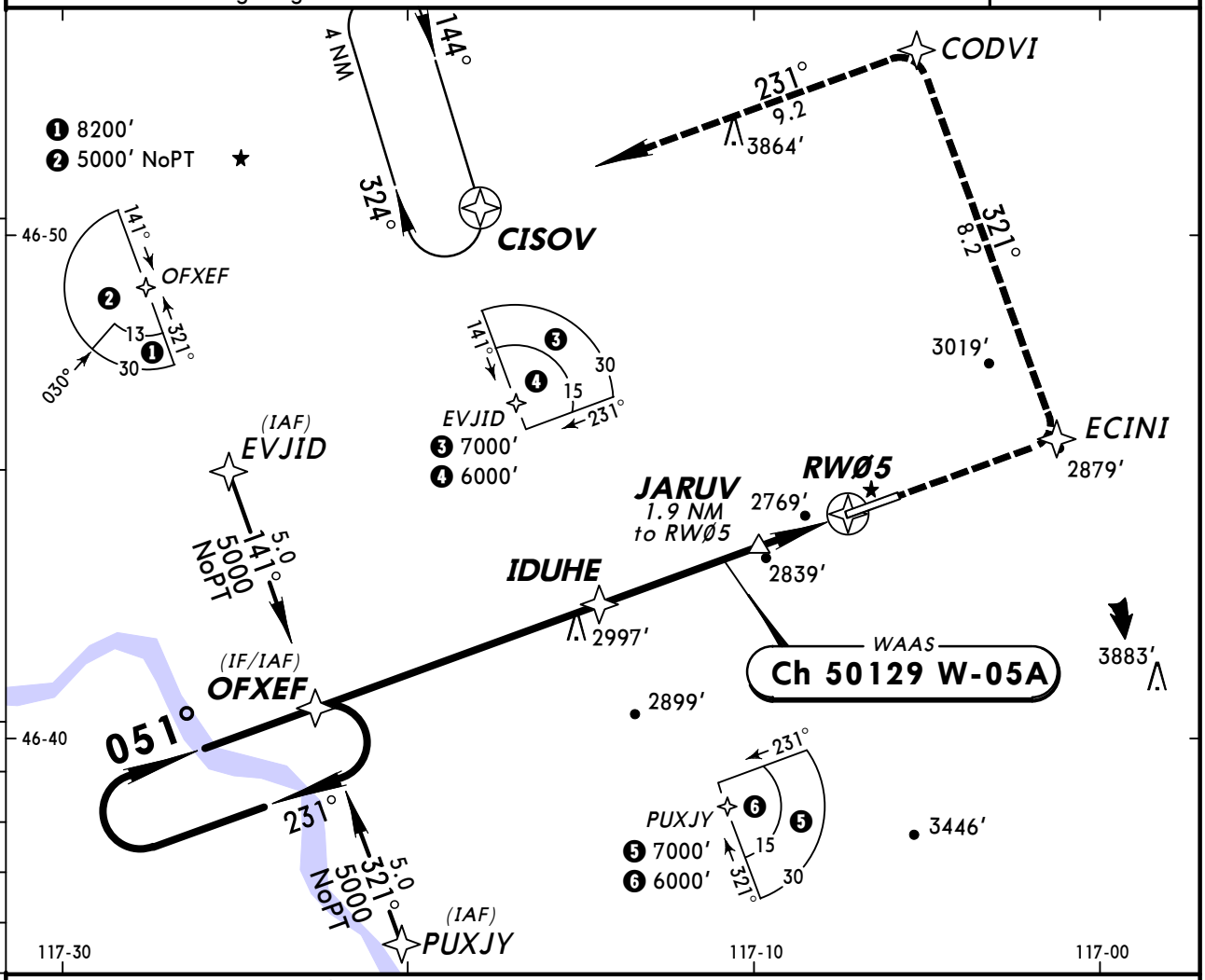
BRIEFING STRIP™

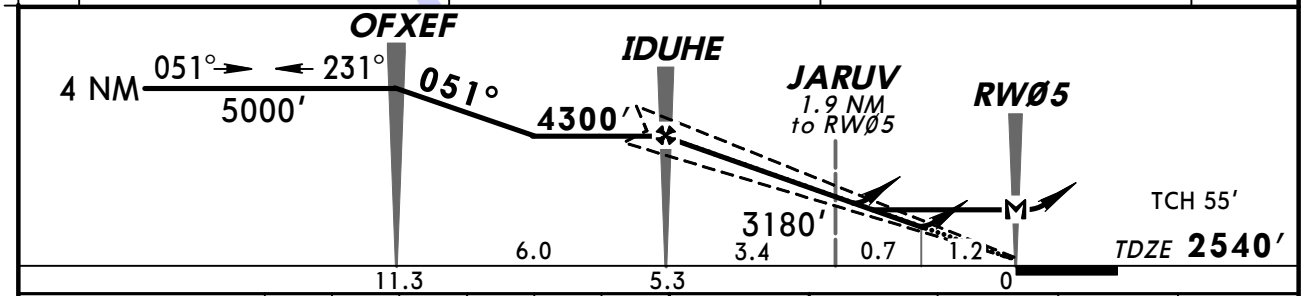
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 2556′
Ch 50129 W-05A	051°	IDUHE 4300′ (1760′)	2981′ (441′)	TDZE 2540′

MISSED APCH: Climb to 6000′ direct ECINI, and via 321° track to CODVI and via 231° track to CISOV and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Baro-VNAV not authorized below -20°C (-4°F). 2. DME/DME RNP-0.3 not authorized.
3. Pilot controlled lighting 122.8.





Gnd speed-Kts	70	90	100	120	140	160
Glide path angle 3.00°	372	478	531	637	743	849
MAP at RWØ5						

REIL
PAPI-L

6000′

ECINI

STRAIGHT-IN LANDING RWY 5

	LPV DA(H) 2981′(441′)	LNAV/VNAV DA(H) 3177′(637′)	LNAV MDA(H) 3100′(560′)	CIRCLE-TO-LAND Max Kts	MDA(H)
A	1½	2¼	1	90	3220′(664′)- 2¼
B				120	
C			1½	140	
D			1¾	165	

AMEND 1 TERPS

CHANGES: None.

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KPUW/PUW
PULLMAN/MOSCOW REGL

JEPPESEN 11 AUG 06 (12-2)

PULLMAN/MOSCOW, WASH
RNAV (GPS) Rwy 23

ASOS	SEATTLE Center	SEATTLE Radio	PULLMAN/MOSCOW REGL UNICOM
135.67	123.95	122.6	CTAF 122.8

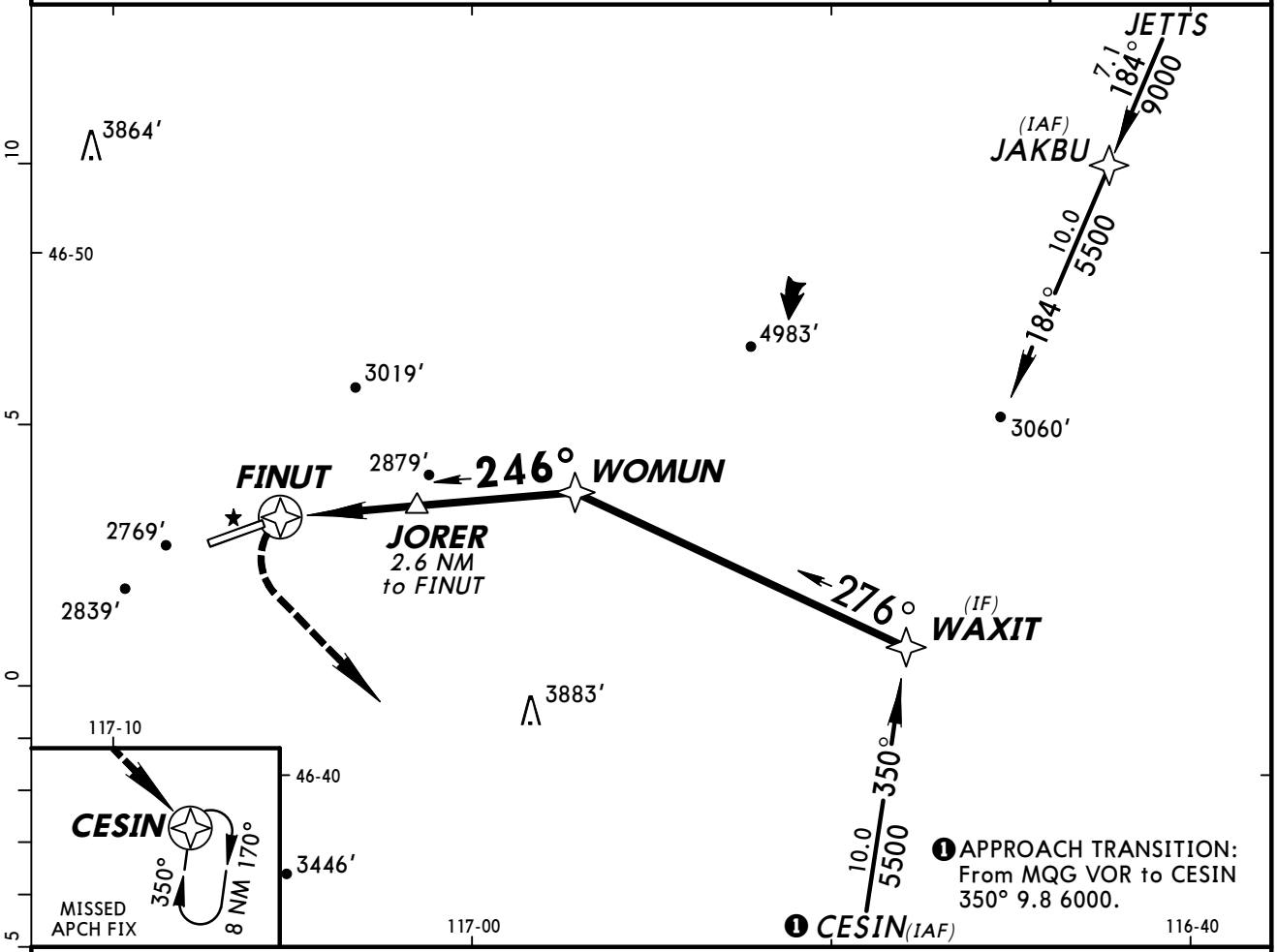
RNAV	Final Apch Crs	Minimum Alt WOMUN	LNAV MDA(H)	Apt Elev 2556′
	246°	4700′ (2151′)	3180′ (631′)	TDZE 2549′

MISSED APCH: Climbing LEFT turn to 6000′ direct CESIN and hold.

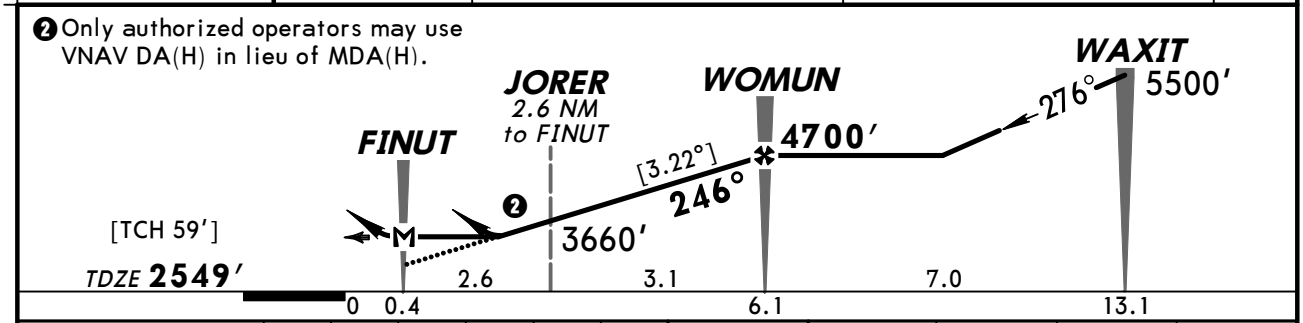
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME/DME RNP-0.3 not authorized. 2. VGSI and descent angles not coincident.
3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 122.8.

6600′
MSA FINUT

BRIEFING STRIP ™



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.22°]	399	513	570	684	798	912
MAP at FINUT						

REIL
PAPI-L

6000′
LT

CESIN

STRAIGHT-IN LANDING RWY 23 LNAV	MDA(H) 3180′(631′)	CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	3220′(664′)-1
B		120	
C	1¾	140	3220′(664′)-1¾
D	2	165	3220′(664′)-2

TERPS AMEND 0A

CHANGES: Notes, minimums.

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BRIEFING STRIP TM

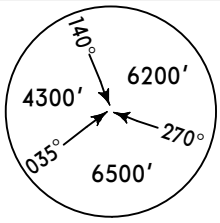
ASOS	SEATTLE Center	SEATTLE Radio	PULLMAN/MOSCOW REGL UNICOM
135.67	123.95	122.6	CTAF 122.8

VOR	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 2556′
PUW 109.0	026°	4400′(1860′)	3120′(580′)	TDZE 2540′

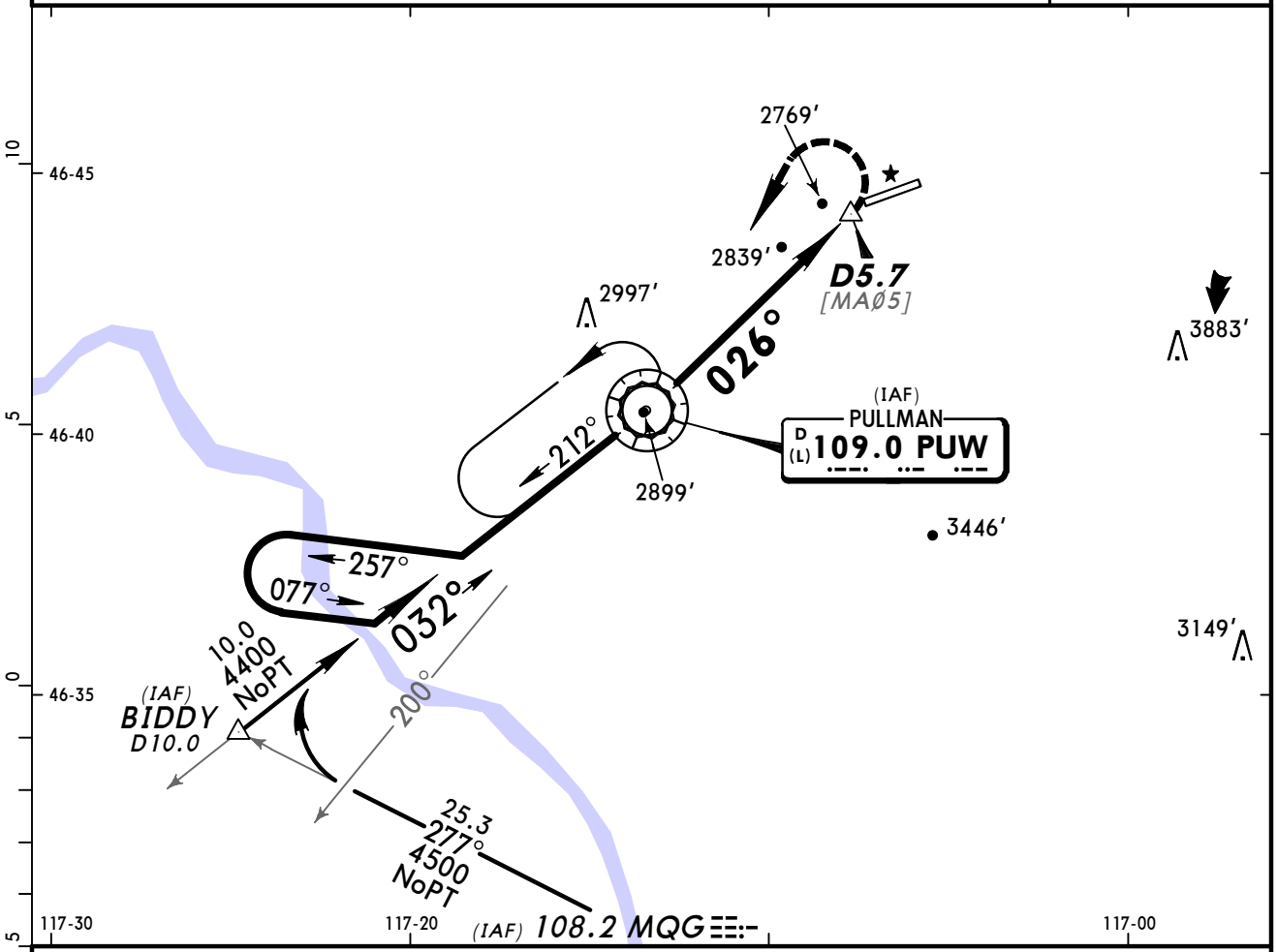
MISSED APCH: Climbing LEFT turn to 5000′ direct PUW VOR and hold.

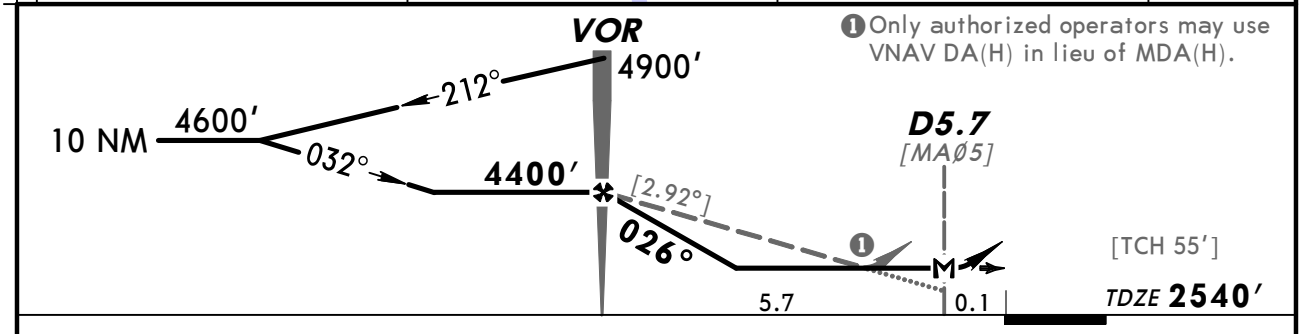
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Visibility reduction by helicopters not authorized. 2. Pilot controlled lighting 122.8.



MSA PUW VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[2.92°]	362	465	517	620	723	826
MAP at D5.7 or VOR to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08

REIL PAPI-L	5000′ LT	D	PUW 109.0

STRAIGHT-IN LANDING RWY5		CIRCLE-TO-LAND Not Authorized at Night When VGSI Inop.	
MDA(H) 3120′(580′)		Max Kts	MDA(H)
A	1	90	3220′(664′)-1
B		120	
C	1½	140	3220′(664′)-1¾
D	1¾	165	3220′(664′)-2

TERPS AMEND 8A

CHANGES: Reverse side VOR DME-A canceled.

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General Information

Location: Seattle WA USA
IATA Code: SEA
Lat/Long: N47° 27.0' W122° 18.7'
Elevation: 433 ft

Airport Use: Public
Magnetic Variation: 16.6°E
Sectional Chart: Seattle

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1454 Z
Sunset: 0150 Z,

Runway Information

Runway: 16C
Length x Width: 9426 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 430 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 16L
Length x Width: 11901 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 433 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 16R
Length x Width: 8500 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 415 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34C
Length x Width: 9426 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 387 ft
Lighting: Edge, ALS, Centerline

Runway: 34L
Length x Width: 8500 ft x 150 ft

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Surface Type: concrete
TDZ-Elev: 379 ft
Lighting: Edge, ALS, Centerline

Runway: 34R
Length x Width: 11901 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 372 ft
Lighting: Edge, ALS, Centerline, TDZ

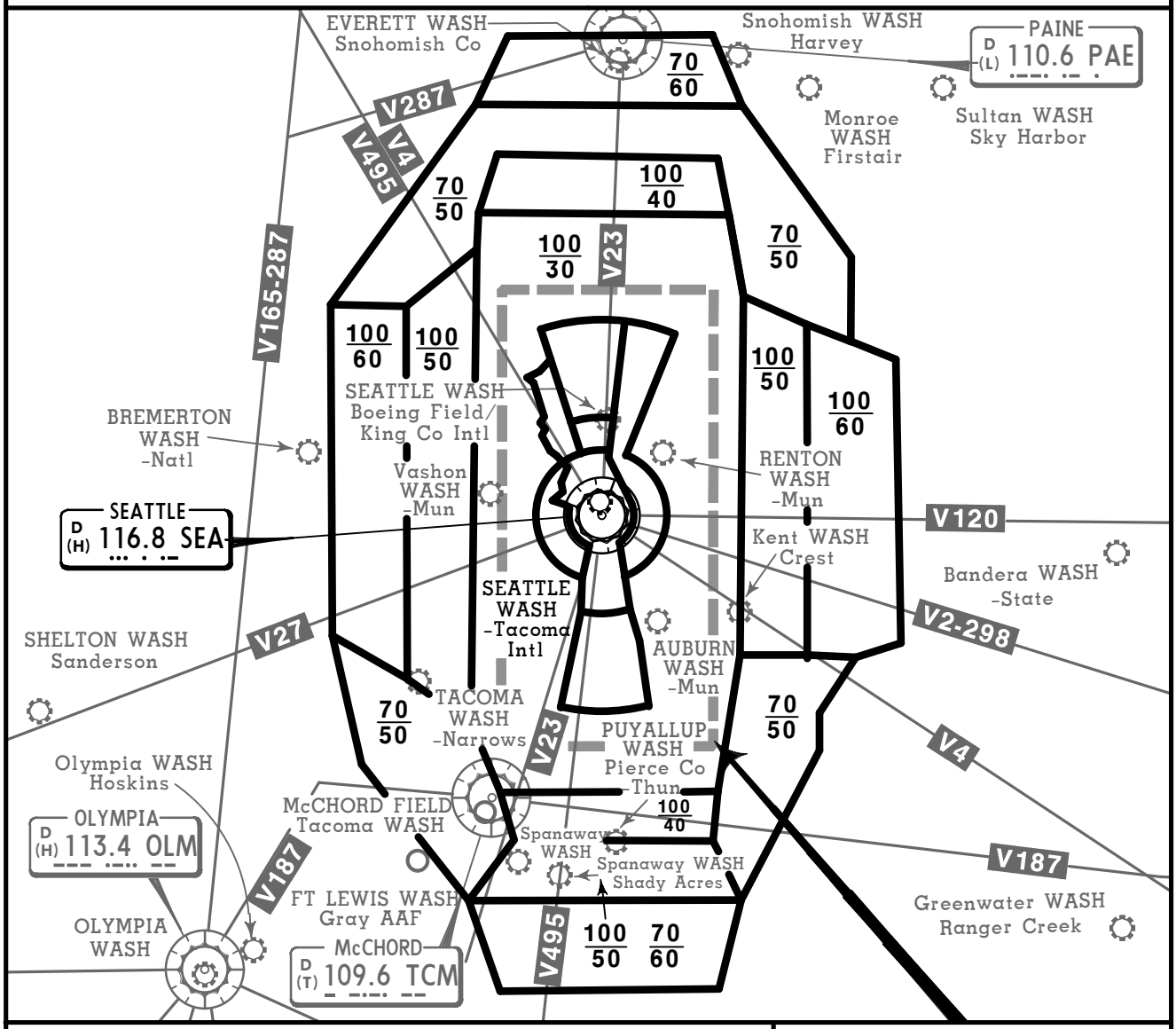
Communication Information

ATIS 118.0
Seattle Tower 120.95
Seattle Tower 119.9
Seattle Ground Control 121.7
Ramp Control Ramp/Taxi Control 126.875
Ramp Control Ramp/Taxi Control 122.275
Seattle Clearance Delivery 128.0
Seattle Pre-Taxi Clearance 128.0
Seattle Approach Control 133.65 Arrival Service
Seattle Approach Control 119.2 Initial Contact
Seattle Approach Control 120.4 (301°-340°)
Seattle Approach Control 125.9
Seattle Approach Control 126.5 (161°-198°)
Seattle Approach Control 125.6
Seattle Approach Control 121.1
Seattle Approach Control 120.1 (199°-300°)
Seattle App TCA 119.2
Seattle App TCA 120.4 (301°-340°)
Seattle App TCA 125.9
Seattle App TCA 126.5 (161°-198°)
Seattle App TCA 120.1 (199°-300°)
Seattle Departure Control 119.2
Seattle Departure Control 120.4 (301°-340°)
Seattle Departure Control 125.9
Seattle Departure Control 126.5 (161°-198°)
Seattle Departure Control 121.1
Seattle Departure Control 120.1 (199°-300°)
Seattle-Tacoma Intl Unicom 122.95

SEATTLE CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

(341°-075°) 119.2	Rwy 16	Rwy 34
(199°-300°) 120.1	(076°-160°) 119.2	(301°-340°) 120.4
(161°-198°) 126.5	(301°-340°) 125.9	(076°-160°) 125.9



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

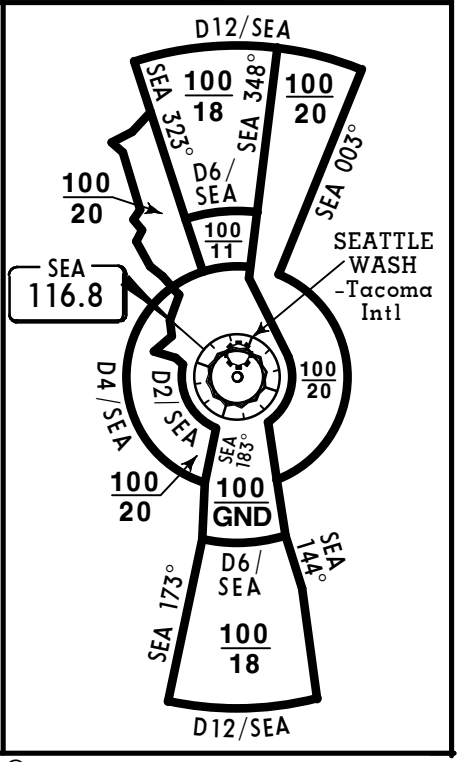
IFR Flights- Aircraft operating within the Seattle Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR Flights-

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.

b. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.

c. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.



CHANGES: Class B airspace modified.

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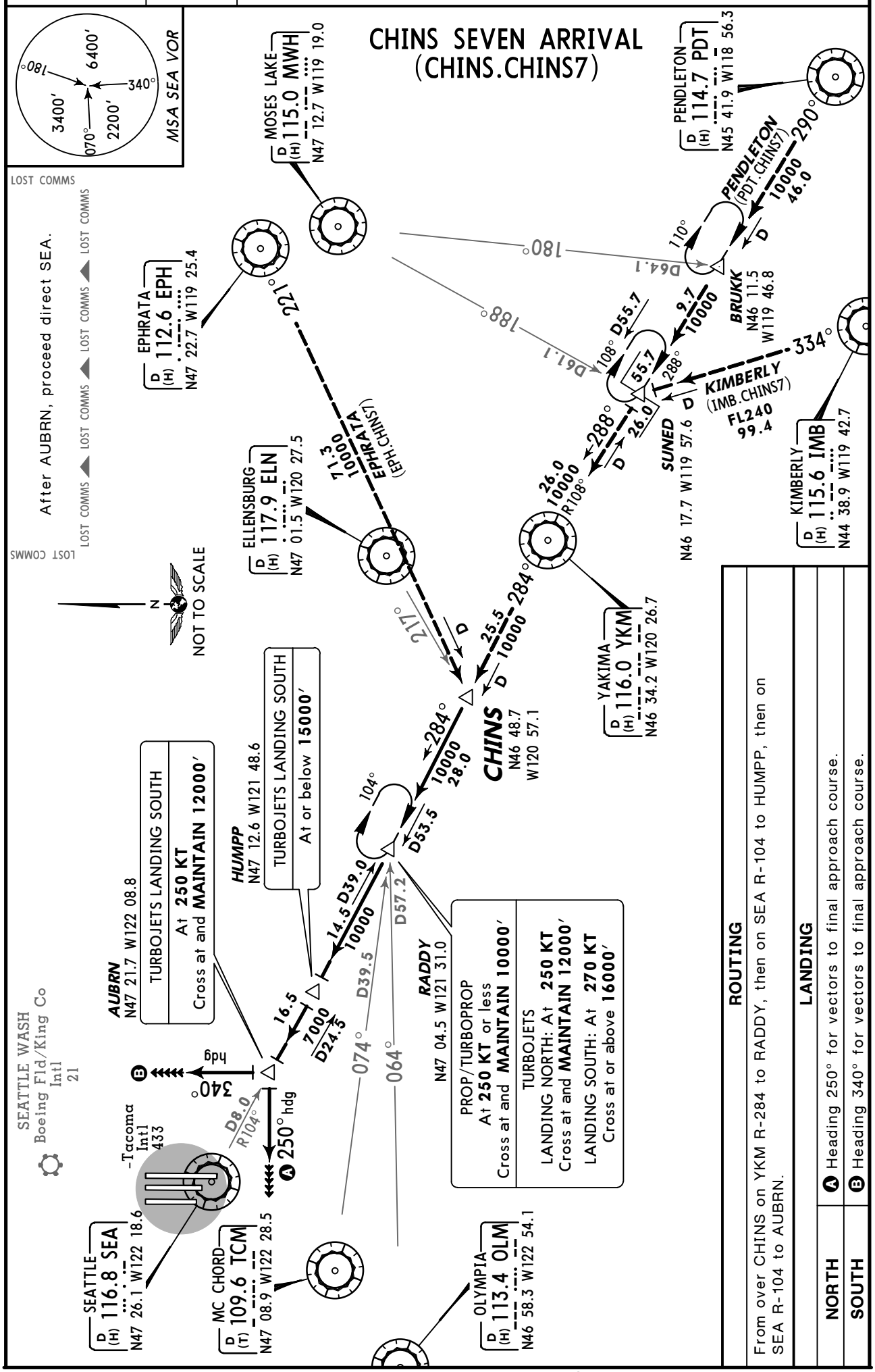
D-ATIS	Apt Elev	Alt set: INCHES Trans level: FL180 Trans alt: 18000′
118.0	See graphic	**DME and RADAR required.**

CHINS SEVEN ARRIVAL
(CHINS.CHINS7)



ROUTING

From over CHINS on YKM R-284 to RADDY, then on SEA R-104 to HUMPP, then on SEA R-104 to AUBRN.

LANDING

NORTH	Ⓐ Heading 250° for vectors to final approach course.
SOUTH	Ⓑ Heading 340° for vectors to final approach course.

CHANGES: Procedure renumbered, RADDY formation, RADDY crossing restriction.

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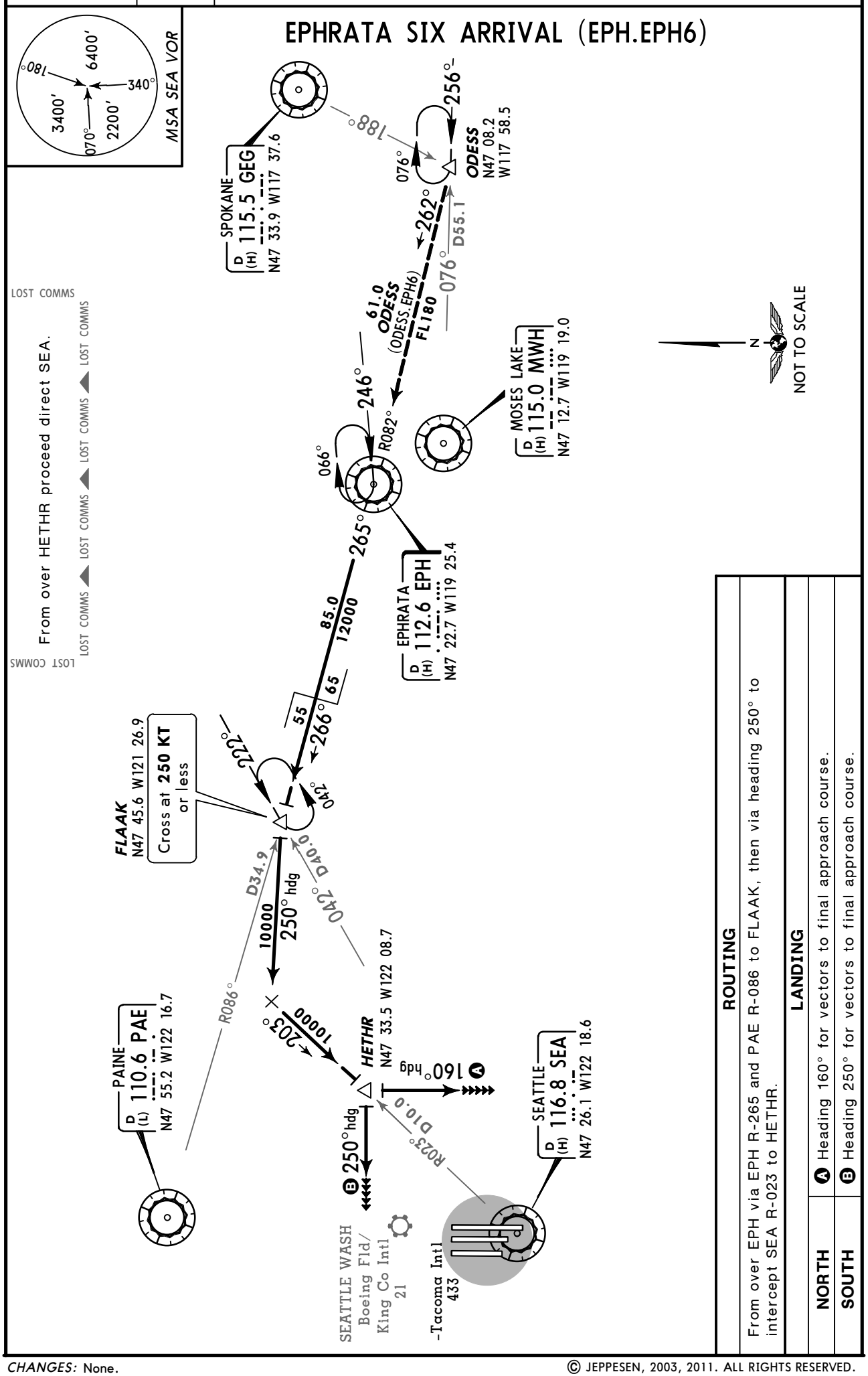
D-ATIS	Apt Elev	
118.0	See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ **DME and RADAR required.**

EPHRATA SIX ARRIVAL (EPH.EPH6)



ROUTING

From over EPH via EPH R-265 and PAE R-086 to FLAAK, then via heading 250° to intercept SEA R-023 to HETHR.

LANDING

NORTH	Ⓐ Heading 160° for vectors to final approach course.
SOUTH	Ⓑ Heading 250° for vectors to final approach course.

CHANGES: None.

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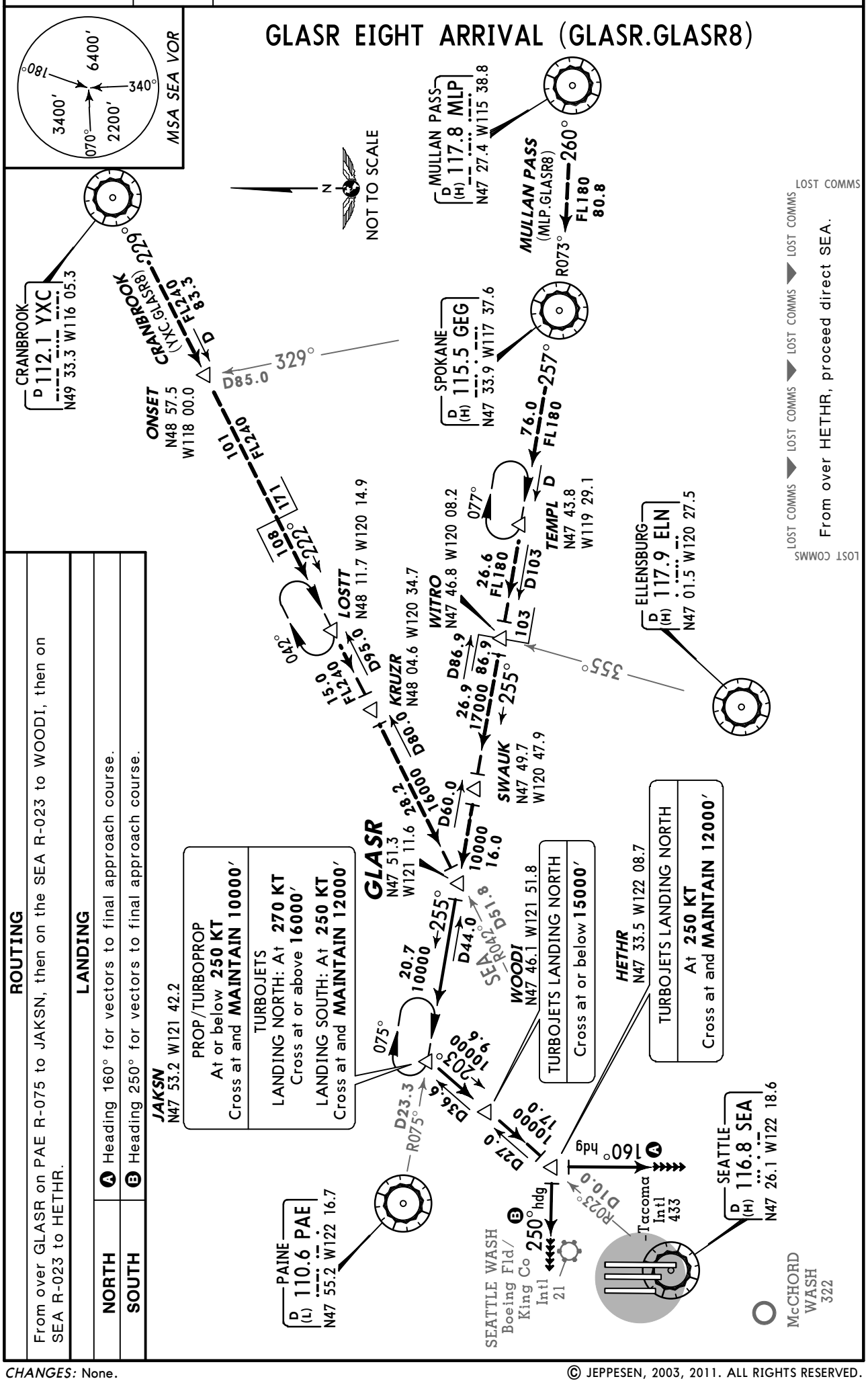
D-ATIS	Apt Elev	Alt set: INCHES Trans level: FL180 Trans alt: 18000′
118.0	See graphic	**DME and RADAR required.**

GLASR EIGHT ARRIVAL (GLASR.GLASR8)



ROUTING

From over GLASR on PAE R-075 to JAKSN, then on the SEA R-023 to WOODI, then on SEA R-023 to HETHR.

LANDING

NORTH	A Heading 160° for vectors to final approach course.
SOUTH	B Heading 250° for vectors to final approach course.

CHANGES: None.

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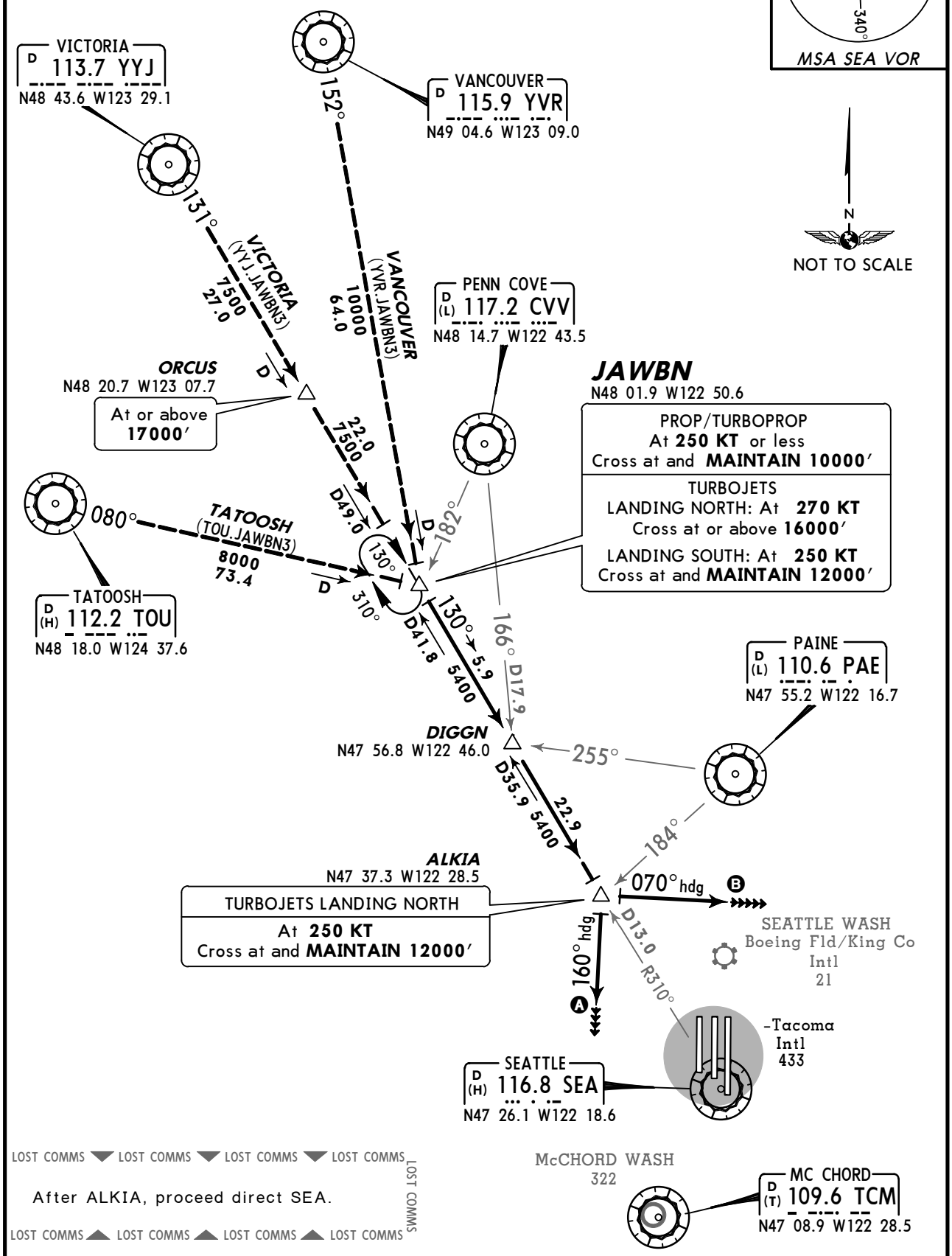
D-ATIS	Apt Elev	
118.0	See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ **DME and RADAR required.**

JAWBN THREE ARRIVAL (JAWBN.JAWBN3)



ROUTING

From over JAWBN on SEA R-310 to DIGGN, then on SEA R-310 to ALKIA.

LANDING

NORTH	A Depart ALKIA heading 160° for vectors to final approach course.
SOUTH	B Depart ALKIA heading 070° for vectors to final approach course.

CHANGES: Procedure renumbered, transitions bearings.

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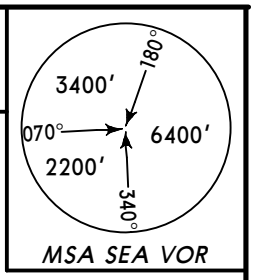
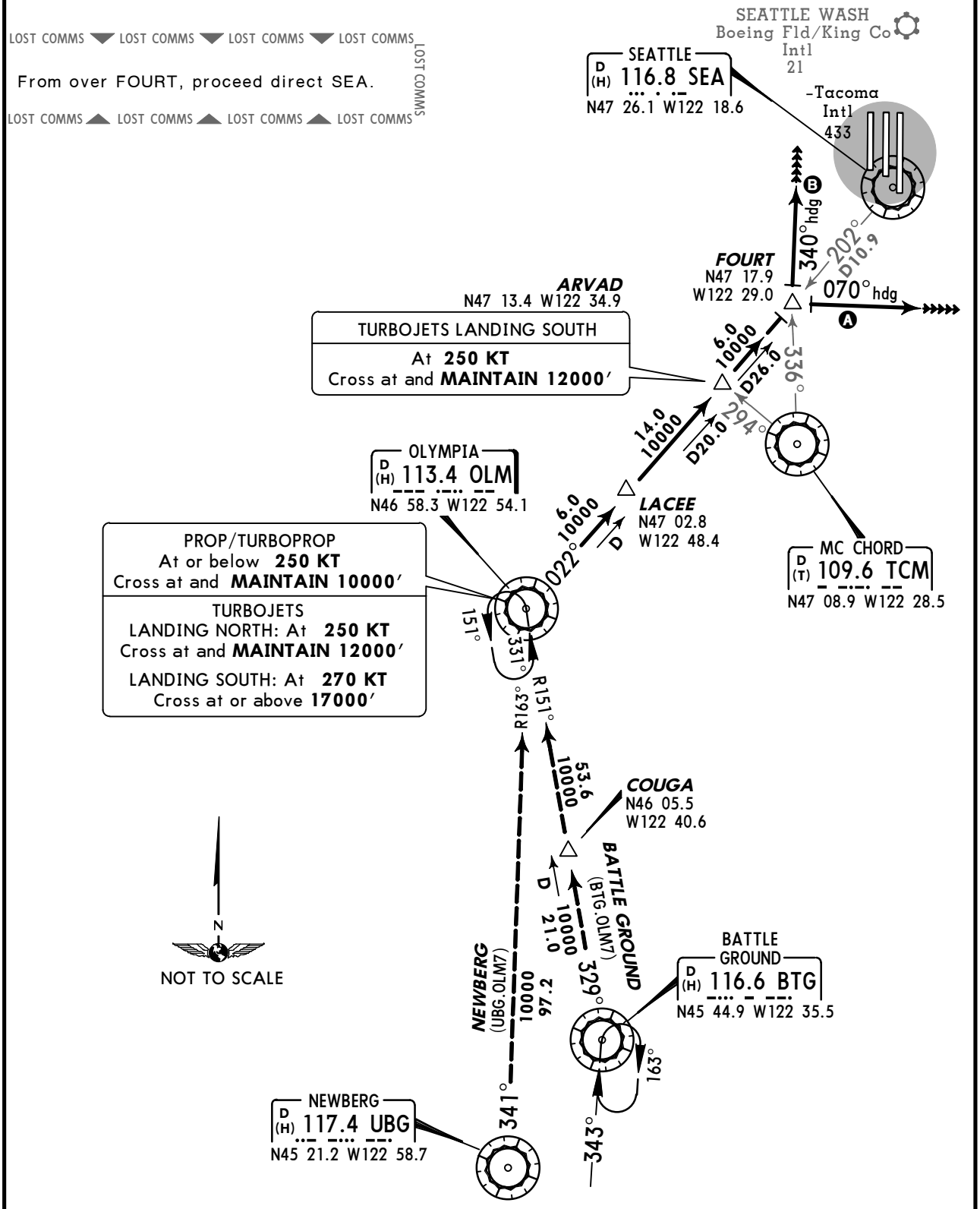
D-ATIS	Apt Elev	
118.0	See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ **DME and RADAR required.**

OLYMPIA SEVEN ARRIVAL (OLM.OLM7)





ROUTING

From over OLM on OLM R-022 to LACEE, then on OLM R-022 to ARVAD, then on OLM R-022 to FOURT.

LANDING

NORTH	Ⓐ Depart FOURT heading 070° for vectors to final approach course.
SOUTH	Ⓑ Depart FOURT heading 340° for vectors to final approach course.

CHANGES: Procedure renumbered, revised.

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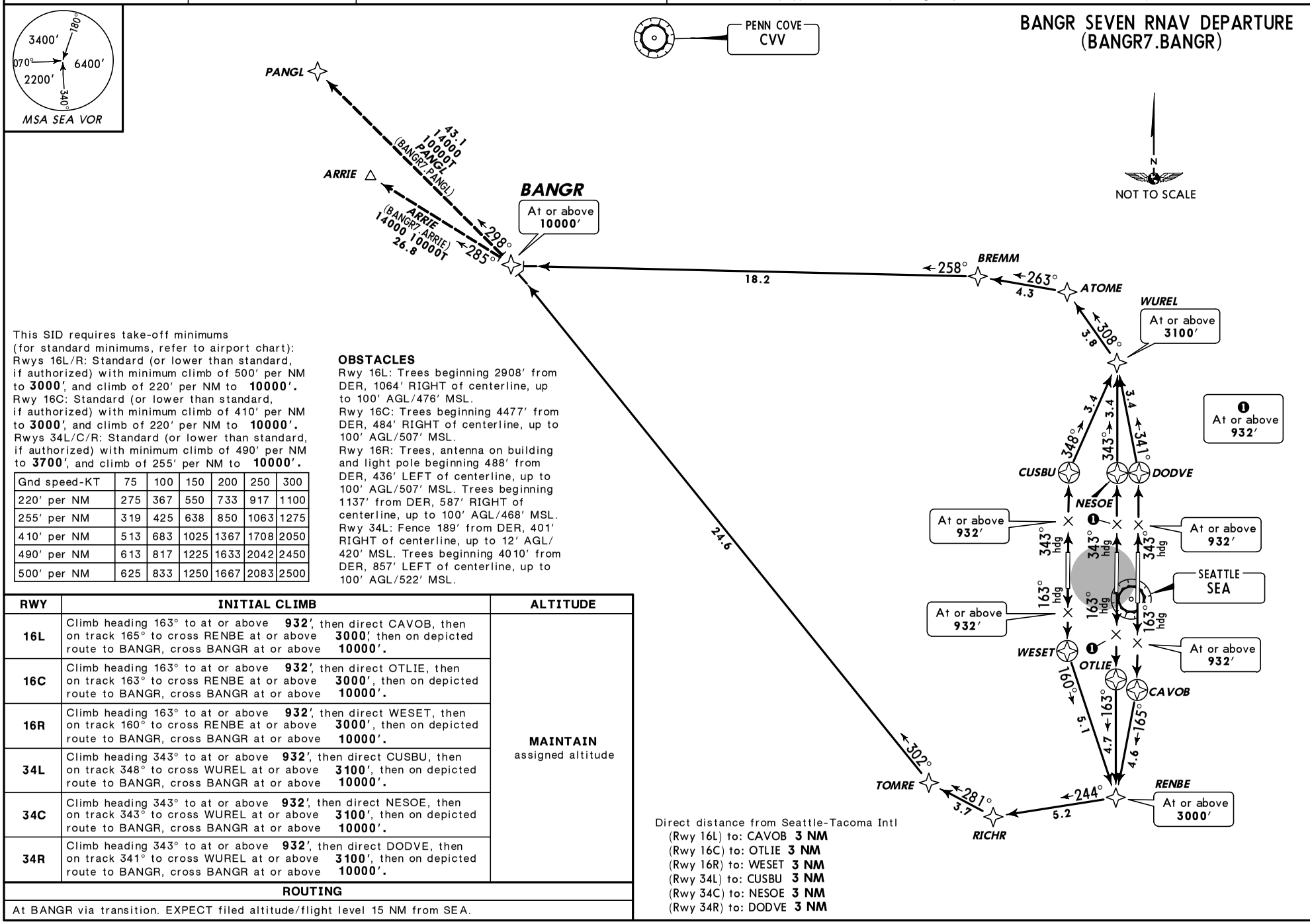
SEATTLE Departure (R) 120.4	Apt Elev 433′	Trans level: FL180 Trans alt: 18000′	**1. DME/DME/IRU or GPS required.** **2. RNAV 1.** **3. RADAR required.** 4. For non-GPS equipped aircraft departing Rwys 16L/C/R: HQM DME must be operational. 5. For non-GPS equipped aircraft departing Rwys 34L/C/R: PAE DME must be operational.

BANGR SEVEN RNAV DEPARTURE (BANGR7.BANGR)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to **3000′**, and climb of 220′ per NM to **10000′.**
Rwy 16C: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to **3000′**, and climb of 220′ per NM to **10000′.**
Rwys 34L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 490′ per NM to **3700′**, and climb of 255′ per NM to **10000′.**

Gnd speed-KT	75	100	150	200	250	300
220′ per NM	275	367	550	733	917	1100
255′ per NM	319	425	638	850	1063	1275
410′ per NM	513	683	1025	1367	1708	2050
490′ per NM	613	817	1225	1633	2042	2450
500′ per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 16L: Trees beginning 2908′ from DER, 1064′ RIGHT of centerline, up to 100′ AGL/476′ MSL.
Rwy 16C: Trees beginning 4477′ from DER, 484′ RIGHT of centerline, up to 100′ AGL/507′ MSL.
Rwy 16R: Trees, antenna on building and light pole beginning 488′ from DER, 436′ LEFT of centerline, up to 100′ AGL/507′ MSL. Trees beginning 1137′ from DER, 587′ RIGHT of centerline, up to 100′ AGL/468′ MSL.
Rwy 34L: Fence 189′ from DER, 401′ RIGHT of centerline, up to 12′ AGL/420′ MSL. Trees beginning 4010′ from DER, 857′ LEFT of centerline, up to 100′ AGL/522′ MSL.

RWY	INITIAL CLIMB	ALTITUDE
16L	Climb heading 163° to at or above **932′**, then direct CAVOB, then on track 165° to cross RENBE at or above **3000′**, then on depicted route to BANGR, cross BANGR at or above **10000′.**	**MAINTAIN** assigned altitude
16C	Climb heading 163° to at or above **932′**, then direct OTLIE, then on track 163° to cross RENBE at or above **3000′**, then on depicted route to BANGR, cross BANGR at or above **10000′.**	
16R	Climb heading 163° to at or above **932′**, then direct WESET, then on track 160° to cross RENBE at or above **3000′**, then on depicted route to BANGR, cross BANGR at or above **10000′.**	
34L	Climb heading 343° to at or above **932′**, then direct CUSBU, then on track 348° to cross WUREL at or above **3100′**, then on depicted route to BANGR, cross BANGR at or above **10000′.**	
34C	Climb heading 343° to at or above **932′**, then direct NESOE, then on track 343° to cross WUREL at or above **3100′**, then on depicted route to BANGR, cross BANGR at or above **10000′.**	
34R	Climb heading 343° to at or above **932′**, then direct DODVE, then on track 341° to cross WUREL at or above **3100′**, then on depicted route to BANGR, cross BANGR at or above **10000′.**	

ROUTING
At BANGR via transition. EXPECT filed altitude/flight level 15 NM from SEA.

Direct distance from Seattle-Tacoma Intl
(Rwy 16L) to: CAVOB **3 NM**
(Rwy 16C) to: OTLIE **3 NM**
(Rwy 16R) to: WESET **3 NM**
(Rwy 34L) to: CUSBU **3 NM**
(Rwy 34C) to: NESOE **3 NM**
(Rwy 34R) to: DODVE **3 NM**

CHANGES: None.

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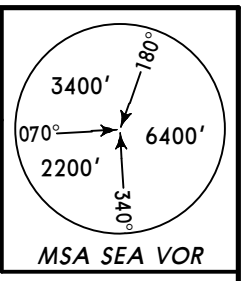
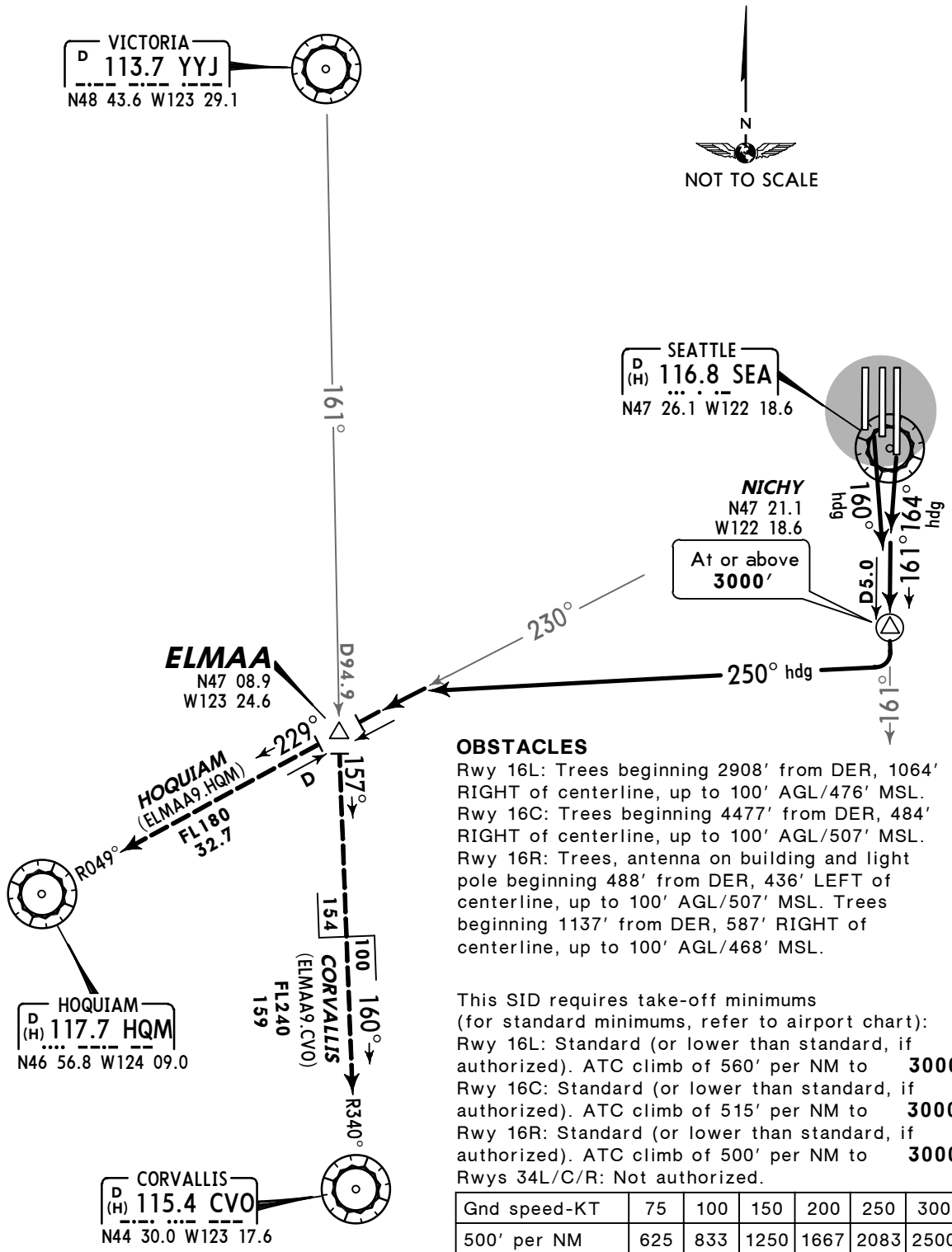
SEATTLE Departure (R) 120.4	Apt Elev 433′	Trans level: FL180 Trans alt: 18000′ **RADAR and DME required.**



ELMAA NINE DEPARTURE (ELMAA9.ELMAA)



OBSTACLES
Rwy 16L: Trees beginning 2908′ from DER, 1064′ RIGHT of centerline, up to 100′ AGL/476′ MSL.
Rwy 16C: Trees beginning 4477′ from DER, 484′ RIGHT of centerline, up to 100′ AGL/507′ MSL.
Rwy 16R: Trees, antenna on building and light pole beginning 488′ from DER, 436′ LEFT of centerline, up to 100′ AGL/507′ MSL. Trees beginning 1137′ from DER, 587′ RIGHT of centerline, up to 100′ AGL/468′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 16L: Standard (or lower than standard, if authorized). ATC climb of 560′ per NM to **3000′.**
Rwy 16C: Standard (or lower than standard, if authorized). ATC climb of 515′ per NM to **3000′.**
Rwy 16R: Standard (or lower than standard, if authorized). ATC climb of 500′ per NM to **3000′.**
Rwys 34L/C/R: Not authorized.

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500
515′ per NM	644	858	1288	1717	2146	2575
560′ per NM	700	933	1400	1867	2333	2800

RWY	INITIAL CLIMB	
16L	Climb heading 164° and SEA R-161 to cross NICHY/5.0 DME/RADAR at or above	**3000′.**
16C/R	Climb heading 160° and SEA R-161 to cross NICHY/5.0 DME/RADAR at or above	**3000′.**

ROUTING

At NICHY RIGHT turn heading 250° to intercept SEA R-230 to ELMAA, then via transition/assigned route. EXPECT requested altitude/flight level 15 NM from SEA.

CHANGES: Procedure renumbered, initial climb text.

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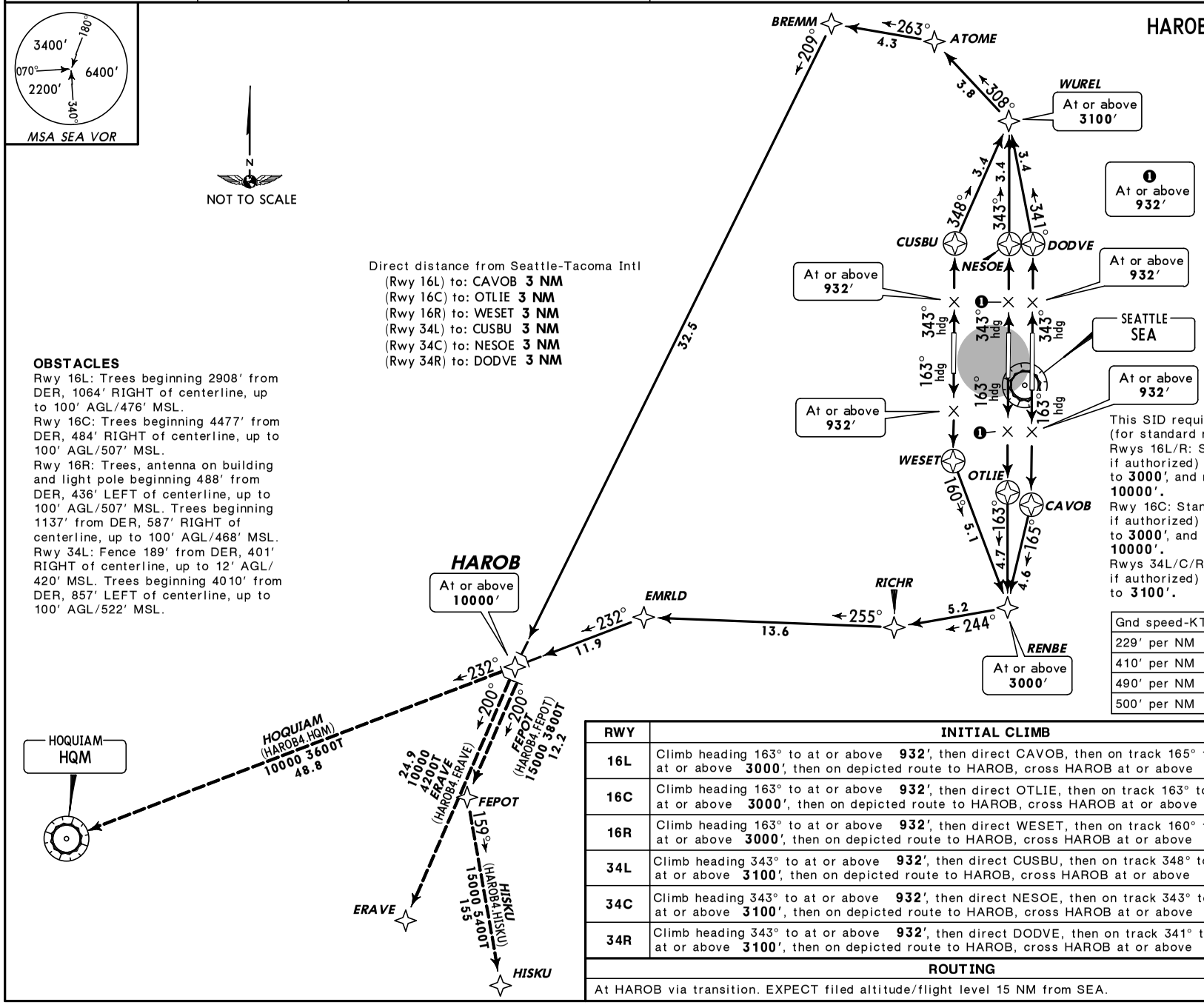
SEATTLE Departure (R) 120.4	Apt Elev 433′	Trans level: FL180 Trans alt: 18000′	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required. 4. For non-GPS equipped aircraft departing Rwys 16L/C/R: OLM DME must be operational, for HOQUIAM transition. 5. For non-GPS equipped aircraft departing Rwys 34L/C: PAE DME must be operational, additionally OLM DME must be operational for HOQUIAM transition. 6. For non-GPS equipped aircraft departing Rwys 34R: PAE and SEA DMEs must be operational, additionally OLM DME must be operational for HOQUIAM transition.

HAROB FOUR RNAV DEPARTURE (HAROB4.HAROB)



Gnd speed-KT	75	100	150	200	250	300
229′ per NM	286	382	573	763	954	1145
410′ per NM	513	683	1025	1367	1708	2050
490′ per NM	613	817	1225	1633	2042	2450
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
16L	Climb heading 163° to at or above **932′**, then direct CAVOB, then on track 165° to cross RENBE at or above **3000′**, then on depicted route to HAROB, cross HAROB at or above **10000′.**	**MAINTAIN** assigned altitude
16C	Climb heading 163° to at or above **932′**, then direct OTLIE, then on track 163° to cross RENBE at or above **3000′**, then on depicted route to HAROB, cross HAROB at or above **10000′.**	
16R	Climb heading 163° to at or above **932′**, then direct WESET, then on track 160° to cross RENBE at or above **3000′**, then on depicted route to HAROB, cross HAROB at or above **10000′.**	
34L	Climb heading 343° to at or above **932′**, then direct CUSBU, then on track 348° to cross WUREL at or above **3100′**, then on depicted route to HAROB, cross HAROB at or above **10000′.**	
34C	Climb heading 343° to at or above **932′**, then direct NESOE, then on track 343° to cross WUREL at or above **3100′**, then on depicted route to HAROB, cross HAROB at or above **10000′.**	
34R	Climb heading 343° to at or above **932′**, then direct DODVE, then on track 341° to cross WUREL at or above **3100′**, then on depicted route to HAROB, cross HAROB at or above **10000′.**	

ROUTING

At HAROB via transition. EXPECT filed altitude/flight level 15 NM from SEA.

CHANGES: Procedure renumbered, revised.

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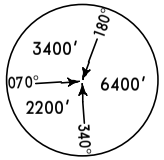
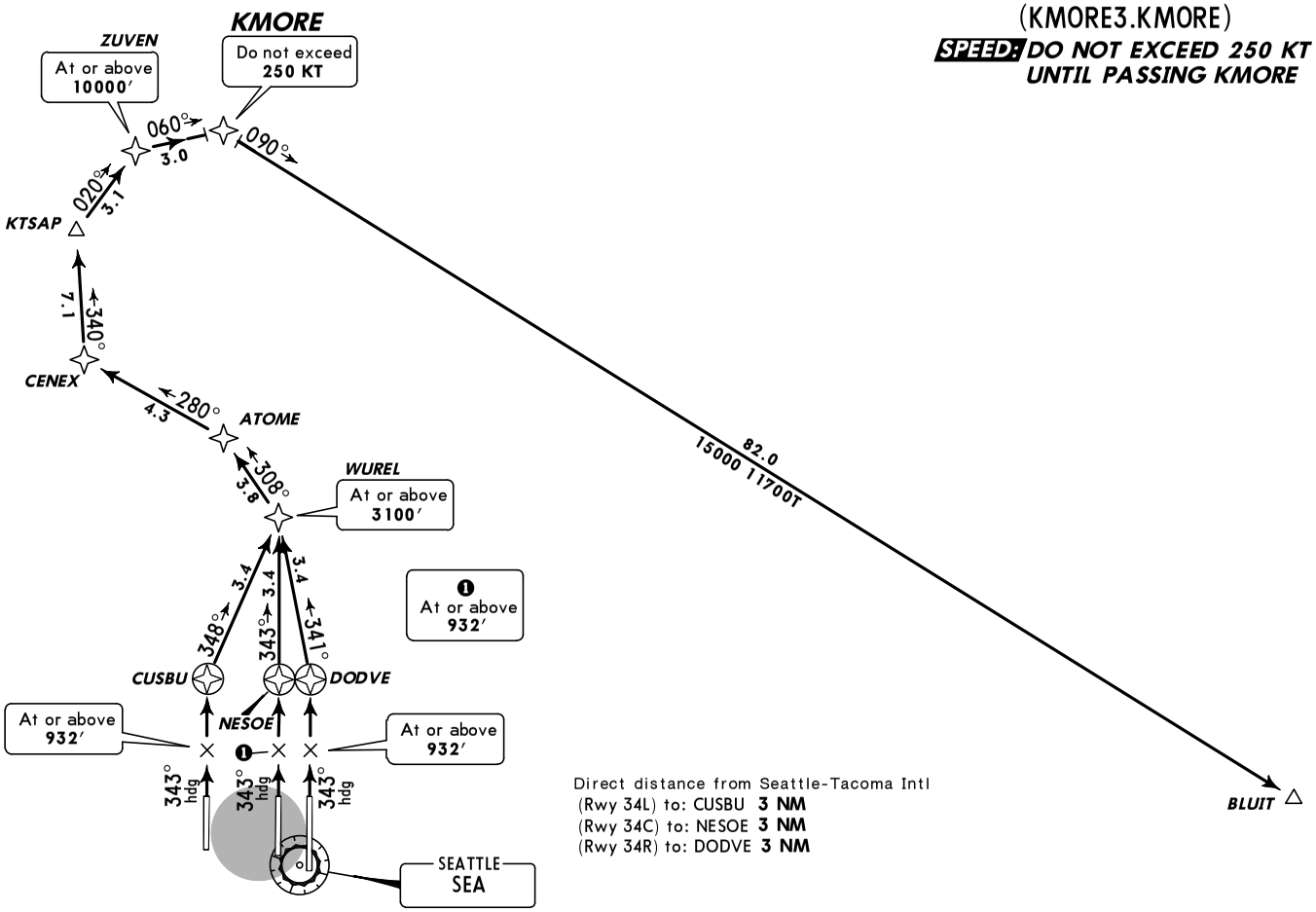
SEATTLE Departure (R) 120.4	Apt Elev 433′	Alt Set: hPa Trans level: FL 180 Trans alt: 18000′	1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required. 4. "Noise Abatement Procedure" available 2200 to 0600 local.

KMORE THREE RNAV DEPARTURE (KMORE3.KMORE)

SPEED: DO NOT EXCEED 250 KT UNTIL PASSING KMORE





This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 16L/C/R: Not authorized - ATC.
Rwys 34L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 490′ per NM to to **3100′**, and then climb of 377′ per NM to **10000′.**

Gnd speed-KT	75	100	150	200	250	300
377′ per NM	471	628	943	1257	1571	1885
490′ per NM	613	817	1225	1633	2042	2450

Direct distance from Seattle-Tacoma Intl
(Rwy 34L) to: CUSBU **3 NM**
(Rwy 34C) to: NESOE **3 NM**
(Rwy 34R) to: DODVE **3 NM**

RWY	INITIAL CLIMB	ALTITUDE
34L	Climb heading 343° to **932′**, then direct CUSBU, then on track 348° to cross WUREL at or above **3100′**, then on track 308° to ATOME, then on track 280° to CENEX, then on track 340° to KTSAP, then on track 020° to cross ZUVEN at or above **10000′**, then on track 060° to KMORE, then on track 090° to BLUIT.	**MAINTAIN** assigned altitude
34C	Climb heading 343° to **932′**, then direct NESOE, then on track 343° to cross WUREL at or above **3100′**, then on track 308° to ATOME, then on track 280° to CENEX, then on track 340° to KTSAP, then on track 020° to cross ZUVEN at or above **10000′**, then on track 060° to KMORE, then on track 090° to BLUIT.	
34R	Climb heading 343° to **932′**, then direct DODVE, then on track 341° to cross WUREL at or above **3100′**, then on track 308° to ATOME, then on track 280° to CENEX, then on track 340° to KTSAP, then on track 020° to cross ZUVEN at or above **10000′**, then on track 060° to KMORE, then on track 090° to BLUIT.	

ROUTING

At BLUIT via assigned route. EXPECT filed altitude/flight level 15 NM from SEA.

OBSTACLES
Rwy 34L: Fence 189′ from DER, 401′ RIGHT of centerline, up to 12′ AGL/ 420′ MSL. Trees beginning 4010′ from DER, 857′ LEFT of centerline, up to 100′ AGL/522′ MSL.

N
NOT TO SCALE

CHANGES: Procedure renumbered, revised.

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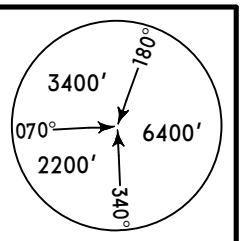
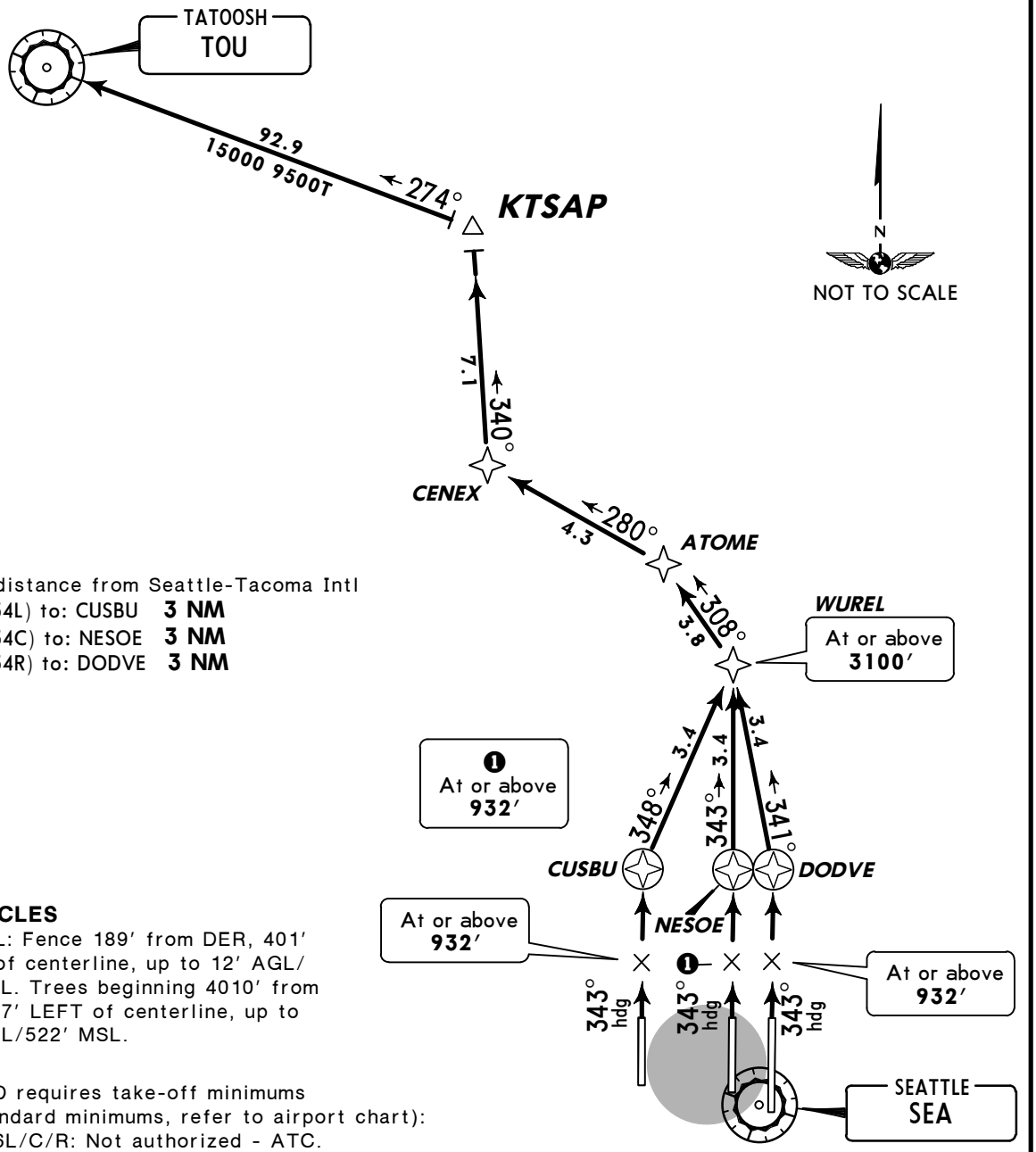
SEATTLE Departure (R) 120.4	Apt Elev 433′	Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required.** **2. RNAV 1.** **3. RADAR required.** 4. "Noise Abatement Procedure" available 2200 to 0600 local.



MSA SEA VOR

KTSAP FOUR RNAV DEPARTURE (KTSAP4.KTSAP)



Direct distance from Seattle-Tacoma Intl
(Rwy 34L) to: CUSBU **3 NM**
(Rwy 34C) to: NESOE **3 NM**
(Rwy 34R) to: DODVE **3 NM**

OBSTACLES
Rwy 34L: Fence 189′ from DER, 401′ RIGHT of centerline, up to 12′ AGL/ 420′ MSL. Trees beginning 4010′ from DER, 857′ LEFT of centerline, up to 100′ AGL/522′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 16L/C/R: Not authorized - ATC.
Rwys 34L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 490′ per NM to to **3100′.**

Gnd speed-KT	75	100	150	200	250	300
490′ per NM	613	817	1225	1663	2042	2450

RWY	INITIAL CLIMB	ALTITUDE
34L	Climb via heading 343° to **932′**, then direct CUSBU, then on track 348° to cross WUREL at or above **3100′**, then on depicted route to TOU.	**MAINTAIN** assigned altitude
34C	Climb via heading 343° to **932′**, then direct NESOE, then on track 343° to cross WUREL at or above **3100′**, then on depicted route to TOU.	
34R	Climb via heading 343° to **932′**, then direct DODVE, then on track 341° to cross WUREL at or above **3100′**, then on depicted route to TOU.	

ROUTING

At TOU via assigned route. EXPECT filed altitude/flight level 15 NM from SEA.

CHANGES: Procedure renumbered, revised.

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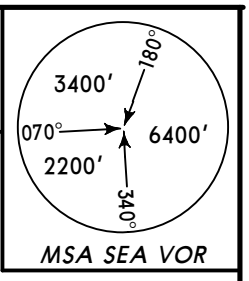
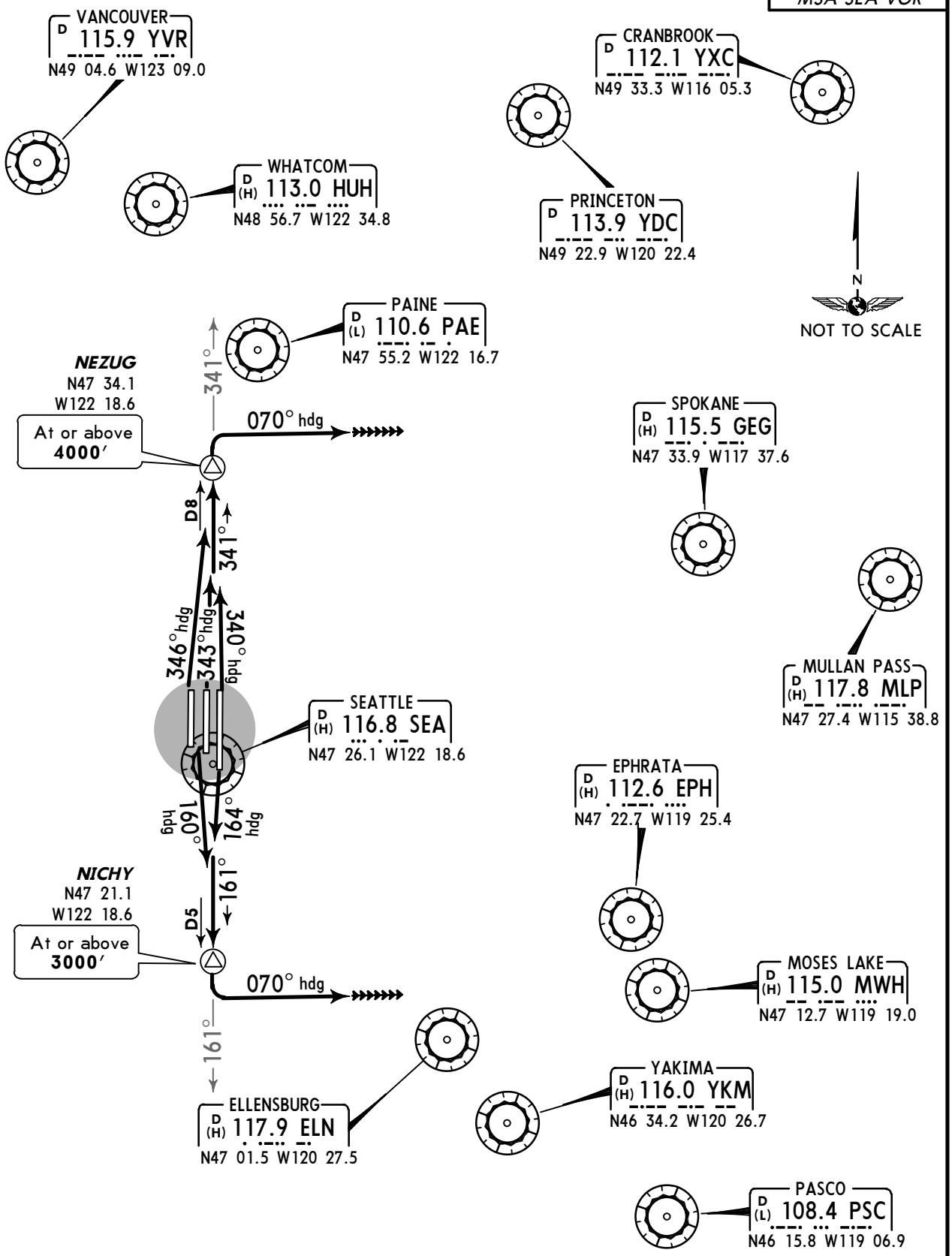
SEATTLE Departure (R)	Apt Elev	
119.2	433′	Trans level: FL180 Trans alt: 18000′ RADAR and DME required.



MOUNTAIN SIX DEPARTURE (MONTN6.MONTN)

For Procedure Text, Takeoff Minimums, and Obstacle Notes see 20-3E-1



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

If no contact with ATC leaving **4000′**, proceed direct to SEA, then proceed on course.

CHANGES: NEZUG, NICHY reporting points.

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MOUNTAIN SIX DEPARTURE (MONTN6.MONTN)

For Procedure Graphic see 20-3E

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 16L: Standard (or lower than standard, if authorized). ATC climb of 560′ per NM to **3000′.**
Rwy 16C: Standard (or lower than standard, if authorized). ATC climb of 515′ per NM to **3000′.**
Rwy 16R: Standard (or lower than standard, if authorized). ATC climb of 500′ per NM to **3000′.**
Rwys 34L/C/R: Standard (or lower than standard, if authorized). ATC climb of 580′ per NM to **4000′.**

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500
515′ per NM	644	858	1288	1717	2146	2575
560′ per NM	700	933	1400	1867	2333	2800
580′ per NM	725	967	1450	1933	2417	2900

OBSTACLES
Rwy 16L: Trees beginning 2908′ from DER, 1064′ RIGHT of centerline, up to 100′ AGL/476′ MSL.
Rwy 16C: Trees beginning 4477′ from DER, 484′ RIGHT of centerline, up to 100′ AGL/507′ MSL.
Rwy 16R: Trees, antenna on building and light pole beginning 488′ from DER, 436′ LEFT of centerline, up to 100′ AGL/507′ MSL. Trees beginning 1137′ from DER, 587′ RIGHT of centerline, up to 100′ AGL/468′ MSL.
Rwy 34L: Fence 189′ from DER, 401′ RIGHT of centerline, up to 12′ AGL/468′ MSL. Trees beginning 4010′ from DER, 857′ LEFT of centerline, up to 100′ AGL/522′ MSL.

RWY	INITIAL CLIMB	ALTITUDE
16L	Climb heading 164° and SEA R-161 to NICHY, then LEFT turn heading 070° for RADAR vectors to assigned route.	**MAINTAIN** assigned altitude
16C/R	Climb heading 160° and SEA R-161 to NICHY, then LEFT turn heading 070° for RADAR vectors to assigned route.	
34L	Climb heading 346° and SEA R-341 to NEZUG, then RIGHT turn heading 070° for RADAR vectors to assigned route.	
34C	Climb heading 343° and SEA R-341 to NEZUG, then RIGHT turn heading 070° for RADAR vectors to assigned route.	
34R	Climb heading 340° and SEA R-341 to NEZUG, then RIGHT turn heading 070° for RADAR vectors to assigned route.	

ROUTING

EXPECT altitude/flight level 15 NM from SEA.

CHANGES: None.

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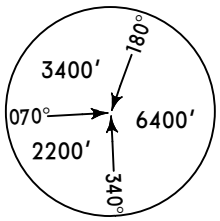
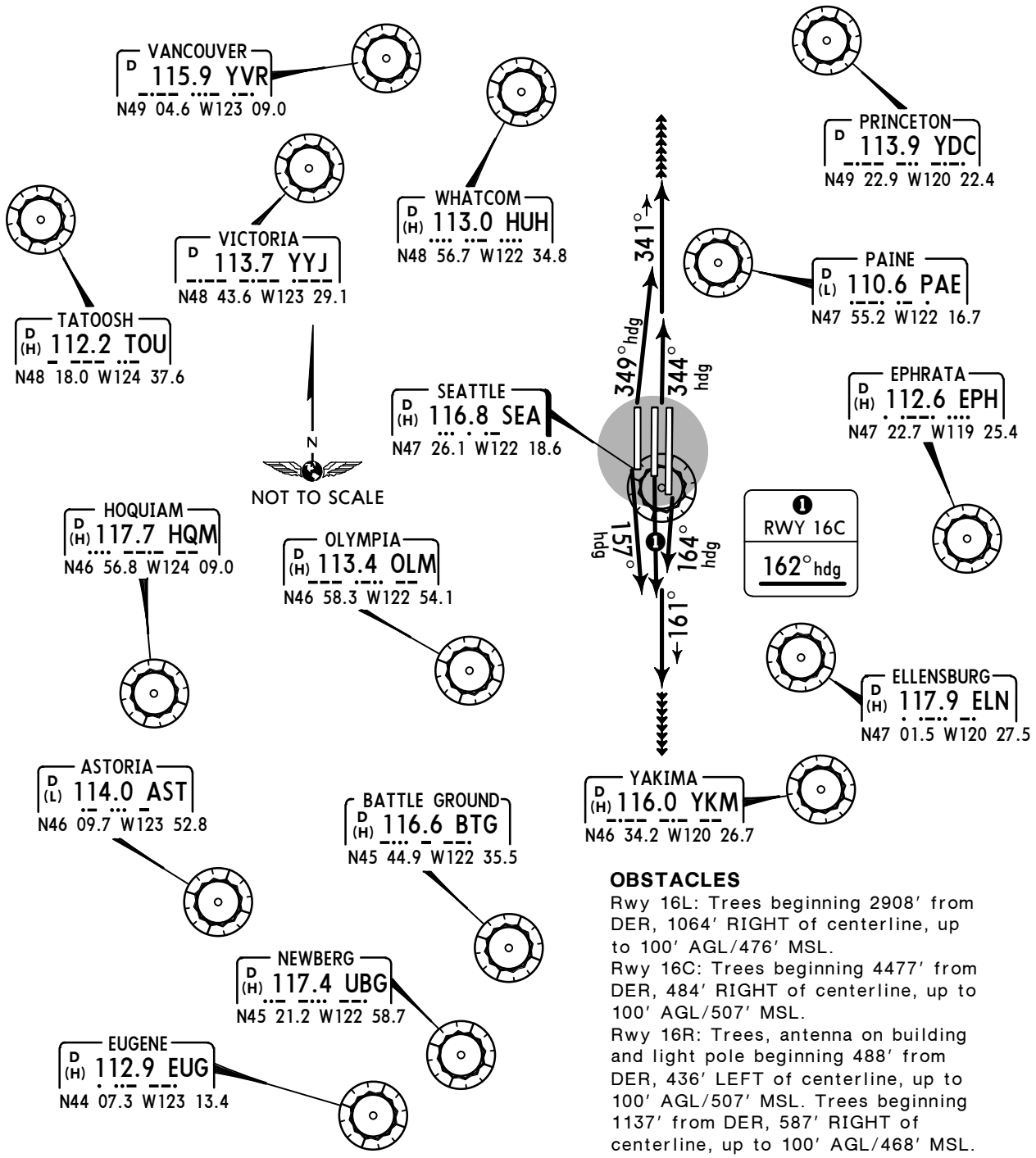
SEATTLE Departure (R)		Apt Elev	Trans level: FL180 Trans alt: 18000′
WEST	EAST	433′	1. RADAR required.
120.4	119.2		2. Between the hours of 2200 and 0600 local, large turbine powered aircraft departing Rwys 34L/C/R will be vectored over Puget Sound for noise abatement before proceeding on course.



MSA SEA VOR

SEATTLE FOUR DEPARTURE (SEATL4.SEATL)



OBSTACLES

Rwy 16L: Trees beginning 2908′ from DER, 1064′ RIGHT of centerline, up to 100′ AGL/476′ MSL.
Rwy 16C: Trees beginning 4477′ from DER, 484′ RIGHT of centerline, up to 100′ AGL/507′ MSL.
Rwy 16R: Trees, antenna on building and light pole beginning 488′ from DER, 436′ LEFT of centerline, up to 100′ AGL/507′ MSL. Trees beginning 1137′ from DER, 587′ RIGHT of centerline, up to 100′ AGL/468′ MSL.
Rwy 34L: Fence 189′ from DER, 401′ RIGHT of centerline, up to 12′ AGL/420′ MSL. Trees beginning 4010′ from DER, 857′ LEFT of centerline, up to 100′ AGL/522′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 16L/C/R, 34L/C/R: Standard (or lower than standard, if authorized).

RWY	INITIAL CLIMB	ALTITUDE
16L	Climb heading 164° and SEA R-161.	MAINTAIN assigned altitude
16C	Climb heading 162° and SEA R-161.	
16R	Climb heading 157° and SEA R-161.	
34L	Climb heading 349° and SEA R-341.	
34C/R	Climb heading 344° and SEA R-341.	

ROUTING

EXPECT RADAR vectors to assigned route.

CHANGES: None.

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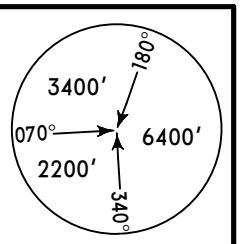
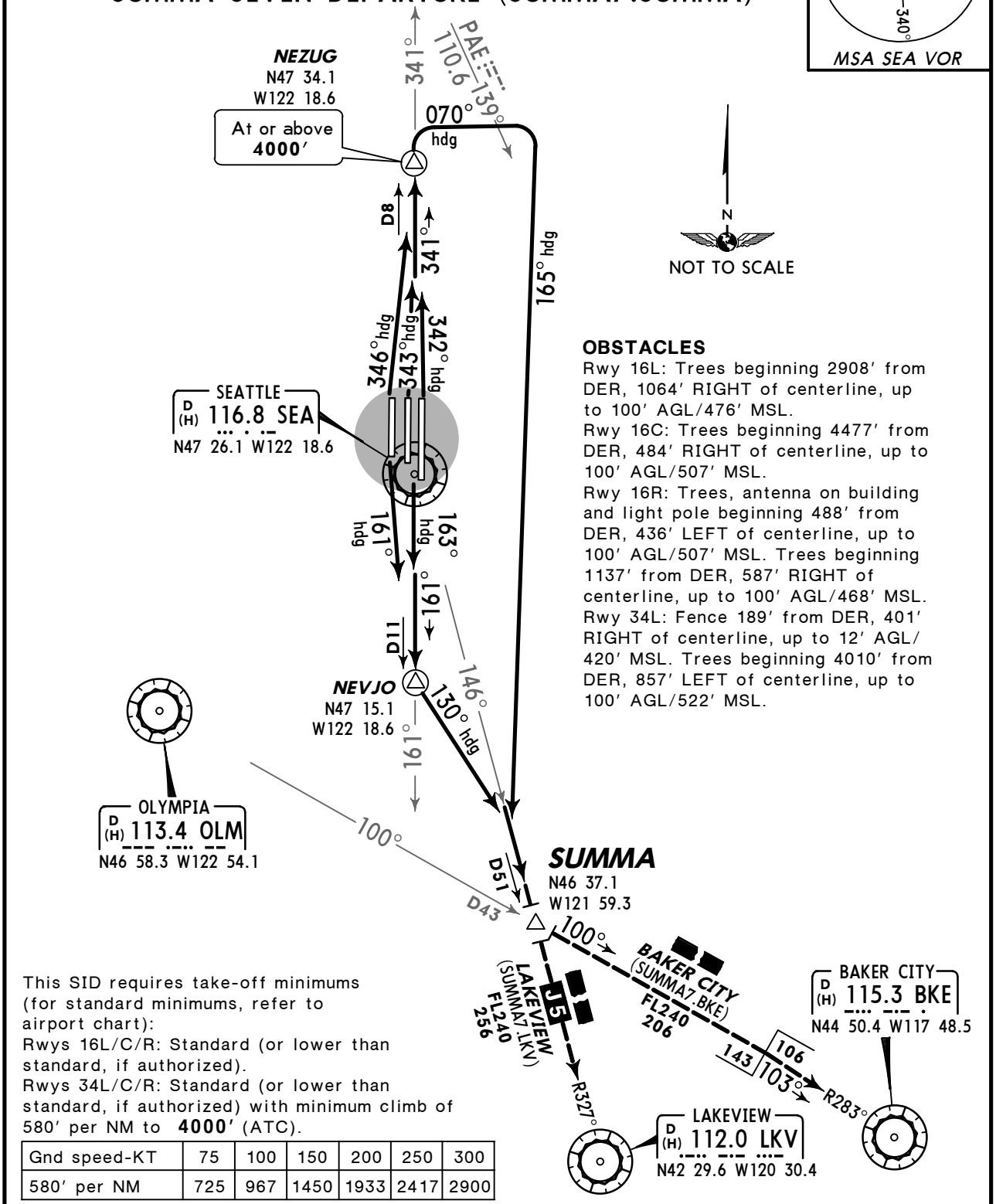
SEATTLE Departure (R)			
Rwy 34 NORTH	Rwy 16 SOUTH	Apt Elev	Trans level: FL180 Trans alt: 18000′
119.2	120.4	433′	RADAR and DME required.



SUMMA SEVEN DEPARTURE (SUMMA7.SUMMA)



OBSTACLES
Rwy 16L: Trees beginning 2908′ from DER, 1064′ RIGHT of centerline, up to 100′ AGL/476′ MSL.
Rwy 16C: Trees beginning 4477′ from DER, 484′ RIGHT of centerline, up to 100′ AGL/507′ MSL.
Rwy 16R: Trees, antenna on building and light pole beginning 488′ from DER, 436′ LEFT of centerline, up to 100′ AGL/507′ MSL. Trees beginning 1137′ from DER, 587′ RIGHT of centerline, up to 100′ AGL/468′ MSL.
Rwy 34L: Fence 189′ from DER, 401′ RIGHT of centerline, up to 12′ AGL/420′ MSL. Trees beginning 4010′ from DER, 857′ LEFT of centerline, up to 100′ AGL/522′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 16L/C/R: Standard (or lower than standard, if authorized).
Rwys 34L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 580′ per NM to **4000′** (ATC).

Gnd speed-KT	75	100	150	200	250	300
580′ per NM	725	967	1450	1933	2417	2900

RWY	INITIAL CLIMB
16L/C	Climb heading 163° and SEA R-161 to NEVJO, then LEFT turn heading 130°.
16R	Climb heading 161° and SEA R-161 to NEVJO, then LEFT turn heading 130°.
34L	Climb heading 346° and SEA R-341 to NEZUG, then RIGHT turn heading 070°. Cross PAE R-139, then RIGHT turn heading 165°.
34C	Climb heading 343° and SEA R-341 to NEZUG, then RIGHT turn heading 070°. Cross PAE R-139, then RIGHT turn heading 165°.
34R	Climb heading 342° and SEA R-341 to NEZUG, then RIGHT turn heading 070°. Cross PAE R-139, then RIGHT turn heading 165°.

ROUTING

Intercept the SEA R-146 to SUMMA, then via assigned transition.

CHANGES: NEVJO, NEZUG reporting points.

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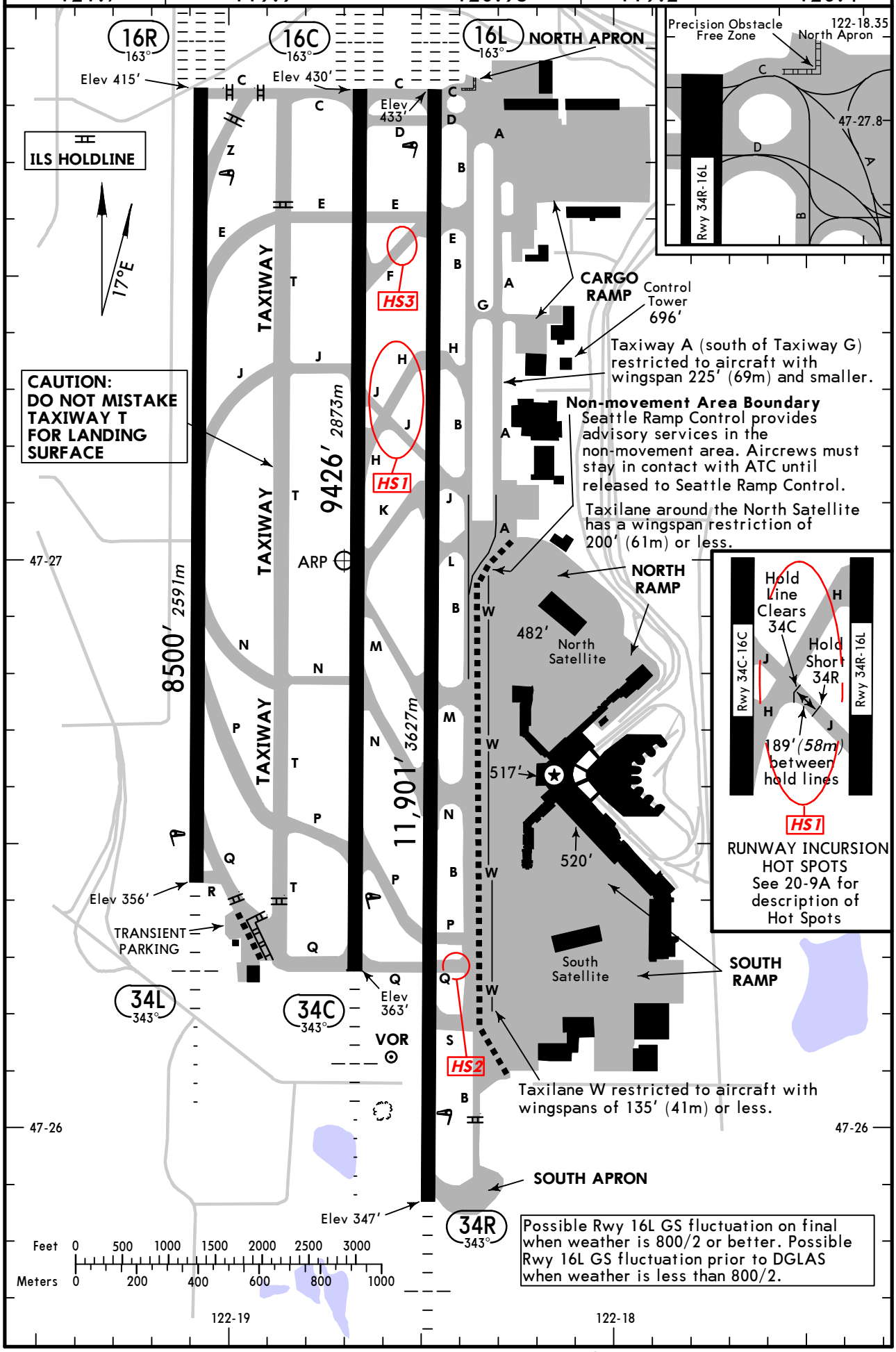
D-ATIS	ACARS:	SEATTLE	Ramp Control	
118.0	D-ATIS	Clearance (Cpt)	Cargo/North	South
VOT 117.5	PDC	128.0	126.87	122.27

Ground	Tower		SEATTLE Departure (R)	
	Rwys 16L/34R, 16C/34C	Rwy 16R/34L		
121.7	119.9	120.95	119.2	120.4



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ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west of and parallel to Runway16C.

TRANSITION TO VISUAL:
Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway like appearance while on approach.

RECOMMENDATIONS:
Aircrews should use visual cues, e.g., approach lighting systems, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended when executing a segment of the ILS approach for a visual transition, track the localizer until the runway environment is visually verified.

GENERAL

ASDE-X Surveillance System in use: Pilots should operate transponders with Mode C on all twys and rwys.
Noise: Between the hours of 2200-0700 LT, the use of extended reverse thrust is discouraged beyond what is necessary for operational or safety reasons.
Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16L ❶ 34R	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°)	RVR		10,812′ *3295m*		150′ *46m*
	HIRL CL MALSR TDZ PAPI-L (angle 2.75°)	RVR		10,766′ *3281m*		
16C ❶ 34C	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°)	RVR		8306′ *2532m*		150′ *46m*
	HIRL CL MALSR PAPI-L (angle 3.0°)	RVR		8526′ *2599m*		
16R ❶ 34L	HIRL CL ALSF-II TDZ PAPI-R (angle 3.0°)	RVR		7352′ *2241m*		150′ *46m*
	HIRL CL MALSR PAPI-L (angle 3.0°)	RVR		7585′ *2312m*		

❶ Grooved.

RUNWAY INCURSION HOT SPOTS HS1

For information only, not to be construed as ATC instructions.

HS1 Aircraft landing Runway 34C and exiting Taxiway H who turn right on Taxiway J must clear the Runway 34C hold bar completely, while using vigilance not to cross the hold bar for Runway 34R (34C - 34R hold bar separation distance 189′ *(58m)*.

HS2 Aircraft taxiing to Runway 34C at Taxiway Q for departure sometimes enter Runway 34R without authorization after reading back hold short instructions. Runway 34R hold position is only 275′*(84m)* from the ramp and movement area boundary.

HS3 Aircraft exiting Runway 34C at Taxiway F sometimes enter Runway 34R without authorization, taxi distance is very short and pilots should use caution to stop at hold line unless authorized to cross the Runway.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 16L/C/R

2 operating RVRs are required All operating RVRs are controlling			Adequate Vis Ref	STD	
HUD & CL & HIRL	CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 3 Mid RVR 3 Rollout RVR 3	TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 34L/C/R

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

OBSTACLE DP

Rwys 16L/C/R, climb to 1000′ via heading 163°, then climbing right turn direct SEA VOR, thence climb in SEA VOR holding pattern (hold southeast, left turns, 310° inbound) to MEA/MCA for route of flight.
Rwys 34L/C/R, climb to 1000′ via heading 343°, then climbing left turn direct SEA VOR, thence climb in SEA VOR holding pattern (hold southeast, left turns, 310° inbound) to MEA/MCA for route of flight.

FOR FILING AS ALTERNATE

ILS Rwy 16L ILS Rwy 16C ILS Rwy 16R	ILS Rwy 34L ILS Rwy 34C ILS Rwy 34R	LOC Rwy 16L LOC Rwy 16C LOC Rwy 16R	LOC Rwy 34L LOC Rwy 34C LOC Rwy 34R	RNAV (GPS) Rwy 16L RNAV (GPS) Rwy 16C RNAV (GPS) Rwy 16R	RNAV (GPS) Rwy 34L RNAV (GPS) Rwy 34C RNAV (GPS) Rwy 34R VOR DME Rwy 16L/C VOR DME Rwy 34C
A/B C/D	600-2	800-2			

AMEND 4

CHANGES: None.

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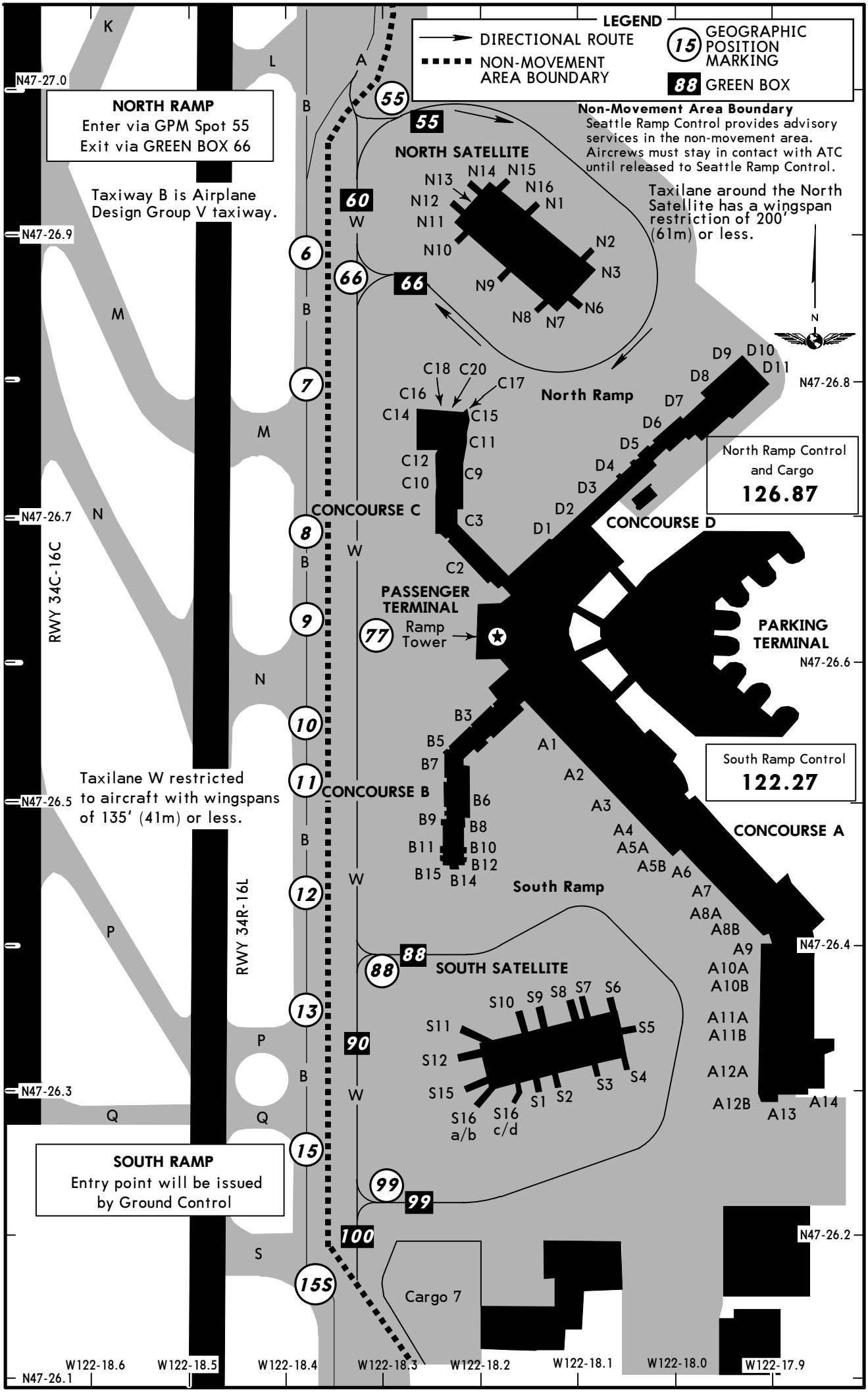

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PARKING GATE COORDINATES

GATE No.	COORDINATES
Concourse A	
A1 thru A4	N47 26.5 W122 18.1
A5A, A5B, A6	N47 26.5 W122 18.0
A7, A8A	N47 26.4 W122 18.0
A8B thru A10B	N47 26.4 W122 17.9
A11A thru A14	N47 26.3 W122 17.9
Concourse B	
B3	N47 26.6 W122 18.2
B5, B6	N47 26.5 W122 18.2
B7	N47 26.5 W122 18.3
B8	N47 26.5 W122 18.2
B9	N47 26.5 W122 18.3
B10	N47 26.5 W122 18.2
B11	N47 26.5 W122 18.3
B12	N47 26.5 W122 18.2
B14	N47 26.4 W122 18.2
B15	N47 26.5 W122 18.3
Concourse C	
C2, C3, C9	N47 26.7 W122 18.2
C10	N47 26.7 W122 18.3
C11	N47 26.8 W122 18.2
C12	N47 26.7 W122 18.3
C14	N47 26.8 W122 18.3
C15	N47 26.8 W122 18.2
C16	N47 26.8 W122 18.3
C17, C18, C20	N47 26.8 W122 18.2
Concourse D	
D1 thru D4	N47 26.7 W122 18.1
D5 thru D8	N47 26.8 W122 18.0
D9 thru D11	N47 26.8 W122 17.9
North Satellite	
N1 thru N3, N6	N47 26.9 W122 18.1
N7, N8	N47 26.8 W122 18.1
N9 thru N16	N47 26.9 W122 18.2
South Satellite	
S1 thru S3	N47 26.3 W122 18.1
S4, S5	N47 26.3 W122 18.0
S6 thru S9	N47 26.4 W122 18.1
S10	N47 26.4 W122 18.2
S11, S12, S15	N47 26.3 W122 18.2
S16a/b, S16c/d	N47 26.3 W122 18.2
Cargo Area	
Cargo 7	N47 26.2 W122 18.3

CHANGES: None.

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NORTH APRON

Cargo 1

Cargo 2,3

Cargo 4

Cargo 6

North Ramp Control and Cargo
126.87

Access to air cargo 4 parking and cargo areas restricted to aircraft with wingspans of 118′ *(36m)* or less.

Control Tower 696′

Taxiway A (south of Taxiway G) restricted to aircraft with wingspan 225′ *(69m)* and smaller.

RWY 34C-16C

RWY 34R-16L

N47-27.8
N47-27.7
N47-27.6
N47-27.5
N47-27.4
N47-27.3
N47-27.2
N47-27.1

W122-18.7
W122-18.6
W122-18.5
W122-18.4
W122-18.3
W122-18.2
W122-18.1
W122-18.0
W122-17.9

LEGEND

15 GEOGRAPHIC POSITION MARKING

22 GREEN BOX

CARGO AREA COORDINATES

CARGO AREA	COORDINATES
Cargo 1	N47 27.8 W122 18.3
Cargo 2, 3	N47 27.7 W122 18.2
Cargo 4	N47 27.4 W122 18.2
Cargo 6	N47 27.1 W122 18.3

CHANGES: Ramp and taxiway H revised, notes.

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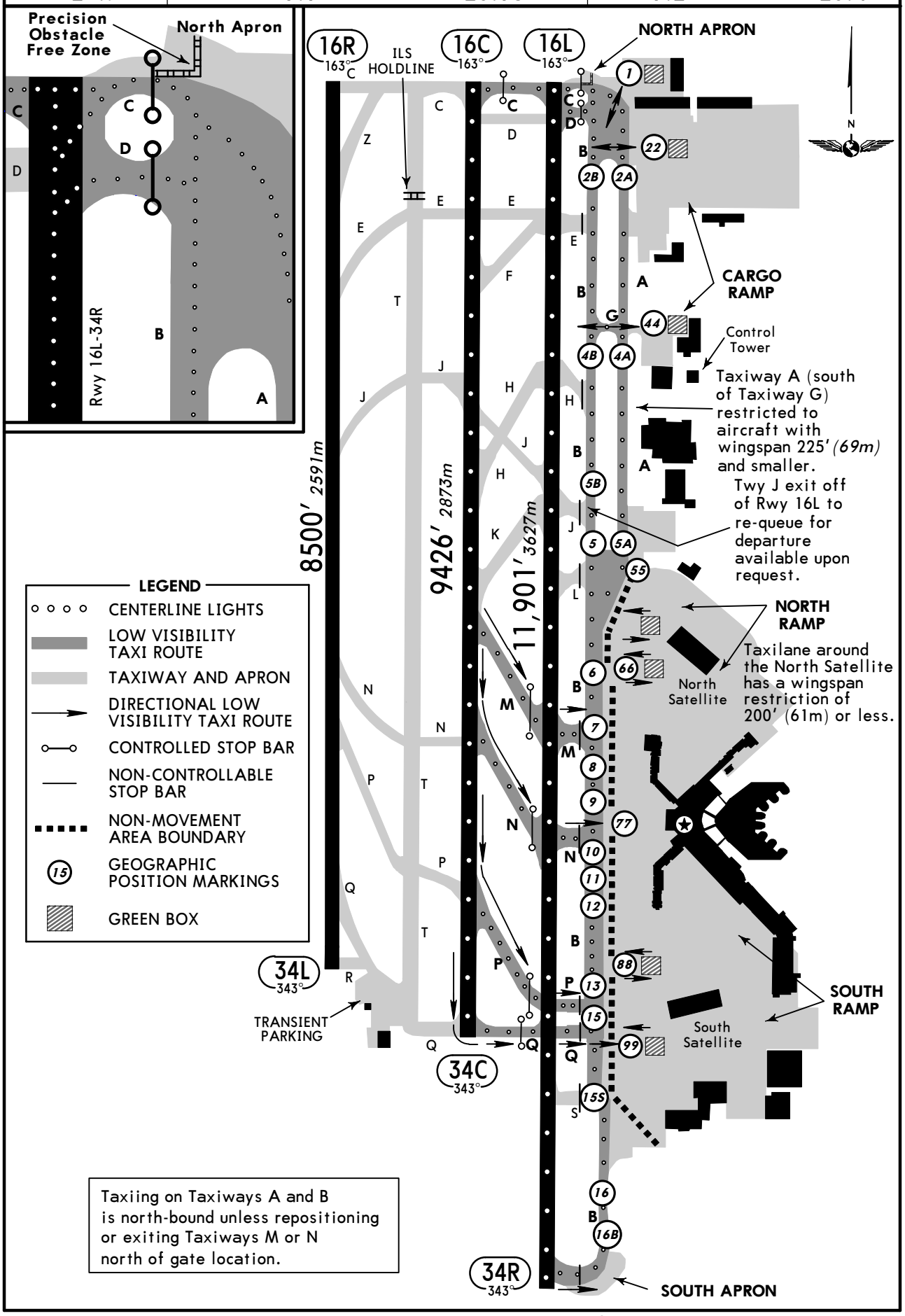
SEATTLE, WASH
LOW VISIBILITY TAXI ROUTES
Rwys 16L & 16C SOUTH FLOW

LESS THAN RVR 1200 TO 600

For less than RVR 600, see 20-9E

D-ATIS	ACARS: D-ATIS PDC	SEATTLE Clearance (Cpt)	Ramp Control Cargo/North	Ramp Control South
118.0 VOT 117.5		128.0	126.87	122.27

Ground	Tower Rwys 16L/34R, 16C/34C	Tower Rwys 16R/34L	SEATTLE Departure (R)	
121.7	119.9	120.95	119.2	120.4



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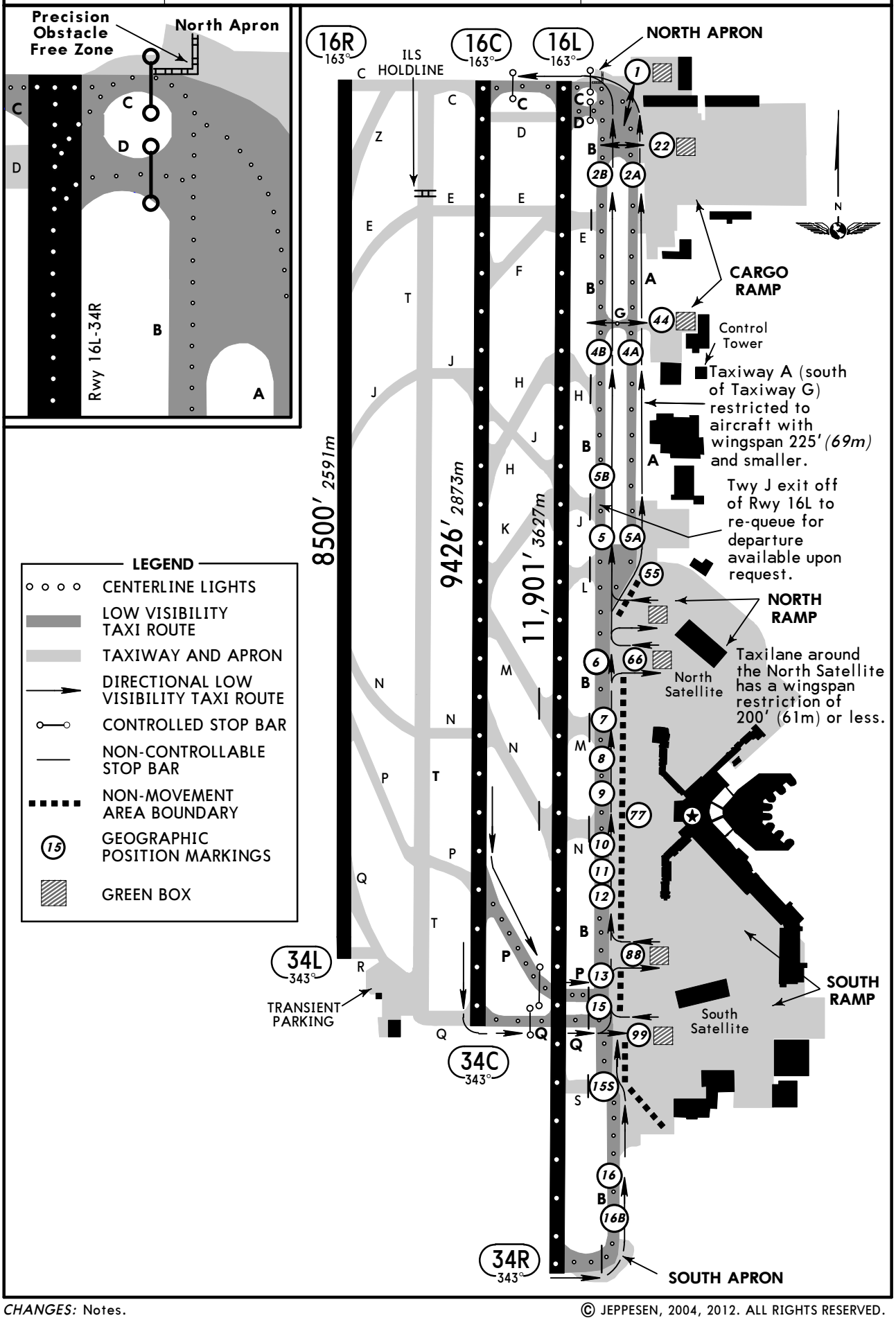
SEATTLE, WASH
LOW VISIBILITY TAXI ROUTES
Rwy 16L & 16C SOUTH FLOW

LESS THAN RVR 600

For less than RVR 1200 to 600, see 20-9D

D-ATIS	ACARS:	SEATTLE Clearance (Cpt)	Ramp Control Cargo/North	Ramp Control South
118.0 VOT 117.5	D-ATIS PDC	128.0	126.87	122.27

Ground	Tower Rwys 16L/34R, 16C/34C	Tower Rwys 16R/34L	SEATTLE Departure (R)	
121.7	119.9	120.95	119.2	120.4



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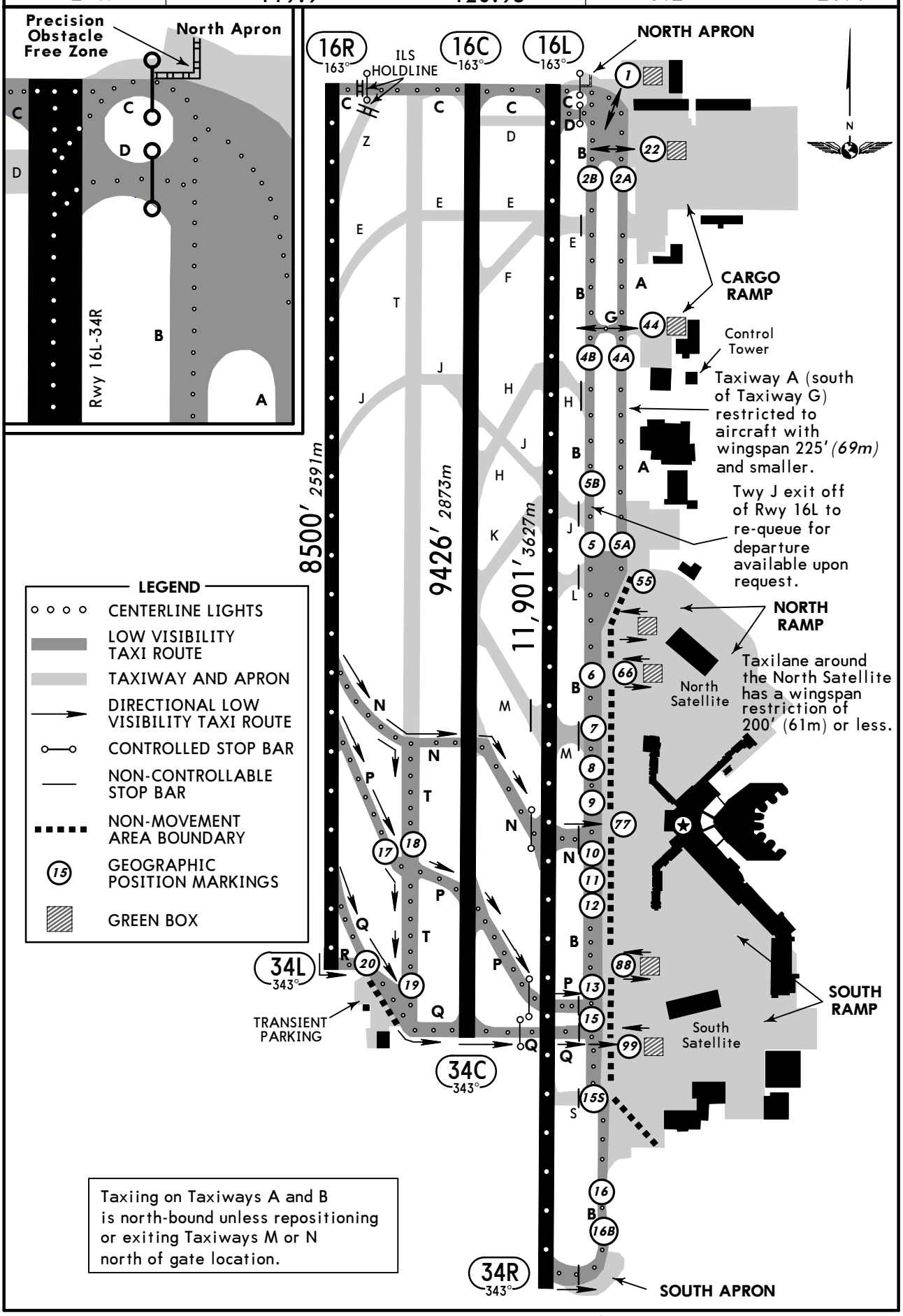
SEATTLE, WASH
LOW VISIBILITY TAXI ROUTES
Rwys 16L & 16R SOUTH FLOW

LESS THAN RVR 1200 TO 600

For less than RVR 600, see 20-9G

D-ATIS	ACARS:	SEATTLE Clearance (Cpt)	Ramp Control Cargo/North	Ramp Control South
118.0 VOT 117.5	D-ATIS PDC	128.0	126.87	122.27

Ground	Tower Rwys 16L/34R, 16C/34C	Tower Rwys 16R/34L	SEATTLE Departure (R)	
121.7	119.9	120.95	119.2	120.4



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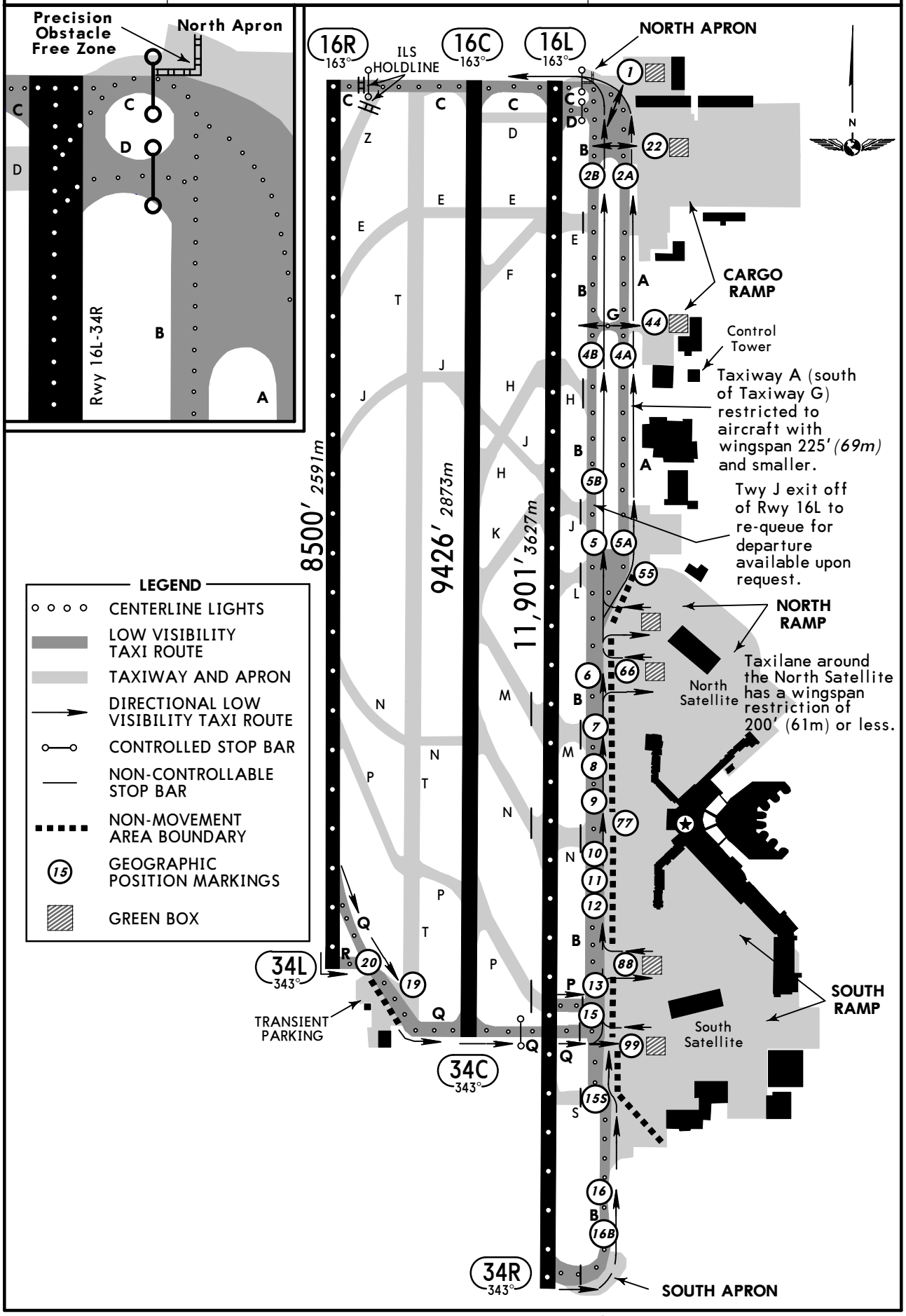
SEATTLE, WASH
LOW VISIBILITY TAXI ROUTES
Rwys 16L & 16R SOUTH FLOW

LESS THAN RVR 600

For less than RVR 1200 TO 600, see 20-9F

D-ATIS	ACARS: D-ATIS PDC	SEATTLE Clearance (Cpt)	Ramp Control Cargo/North	Ramp Control South
118.0 VOT 117.5		128.0	126.87	122.27

Ground	Tower Rwys 16L/34R, 16C/34C	Tower Rwys 16R/34L	SEATTLE Departure (R)	
121.7	119.9	120.95	119.2	120.4



CHANGES: Notes.

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BRIEFING STRIP™

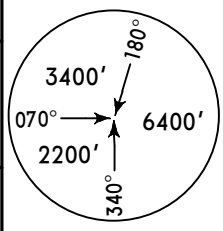
D-ATIS	SEATTLE Approach (R)	SEATTLE Tower Rwys 16L/34R, 16C/34C	SEATTLE Tower Rwys 16R/34L	Ground
118.0	133.65	119.9	120.95	121.7

LOC ISNQ	Final Apch Crs	GS DGLAS	ILS DA(H)	Apt Elev / TDZE
110.3	163°	1900′ (1467′)	Refer to Minimums	433′ / 433′

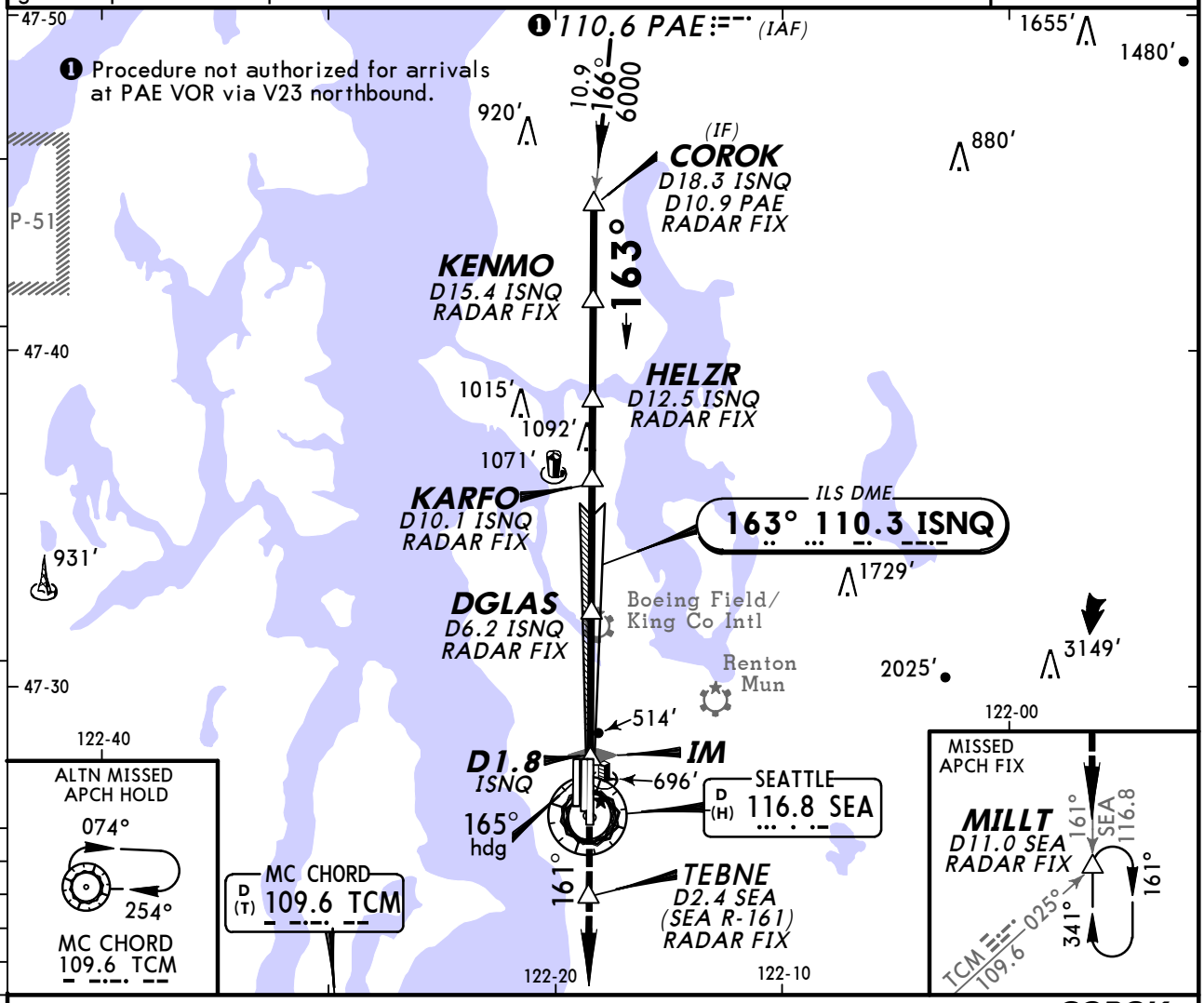
MISSED APCH: Climb heading 165° and outbound via SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000′, then climb to 5000′ outbound via SEA R-161 to MILLT INT/D11.0 SEA/RADAR and hold. Continue climb-in-hold to 5000′.

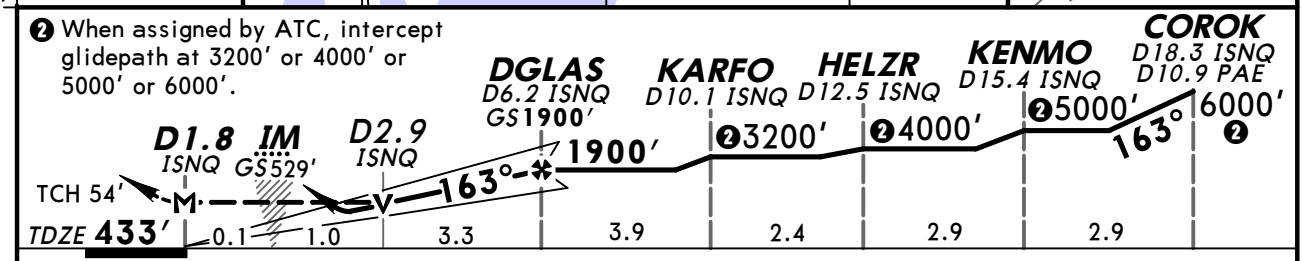
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required. 2. VGSI and ILS glidepath not coincident. 3. Possible Rwy 16L glide slope fluctuation on final when weather is 800-2 or better. Possible Rwy 16L glide slope fluctuation prior to DGLAS when weather is less than 800-2.



MSA SEA VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.8 ISNQ or DGLAS to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39

ALSF-II PAPI 2000′ or Below 165° hdg and SEA 116.8 R-161 TEBNE

STRAIGHT-IN LANDING RWY 16L

	ILS DA(H) A: 695′ (262′) B,C,D: 633′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 880′ (447′)	ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1
B			RVR 40 or 3/4		
C				RVR 40 or 3/4	RVR 60 or 1 1/4
D				RVR 50 or 1	1 1/2

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1000′ (567′) -1
120	
140	1000′ (567′) -1 1/2
165	1000′ (567′) -2

AMEND 4A TERPS

CHANGES: Notes.

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D-ATIS	SEATTLE Approach (R)	Rwys 16L/34R, 16C/34C	SEATTLE Tower	Rwys 16R/34L	Ground
118.0	133.65	119.9		120.95	121.7

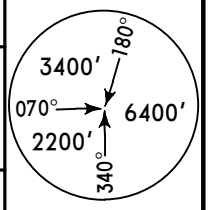
BRIEFING STRIP™

LOC	Final Apch Crs	GS DGLAS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev 433′
ISNQ 110.3	163°	1900′ (1467′)	NA	Refer to Minimums		RA 125′ DA(H) 533′(100′)	TDZE 433′

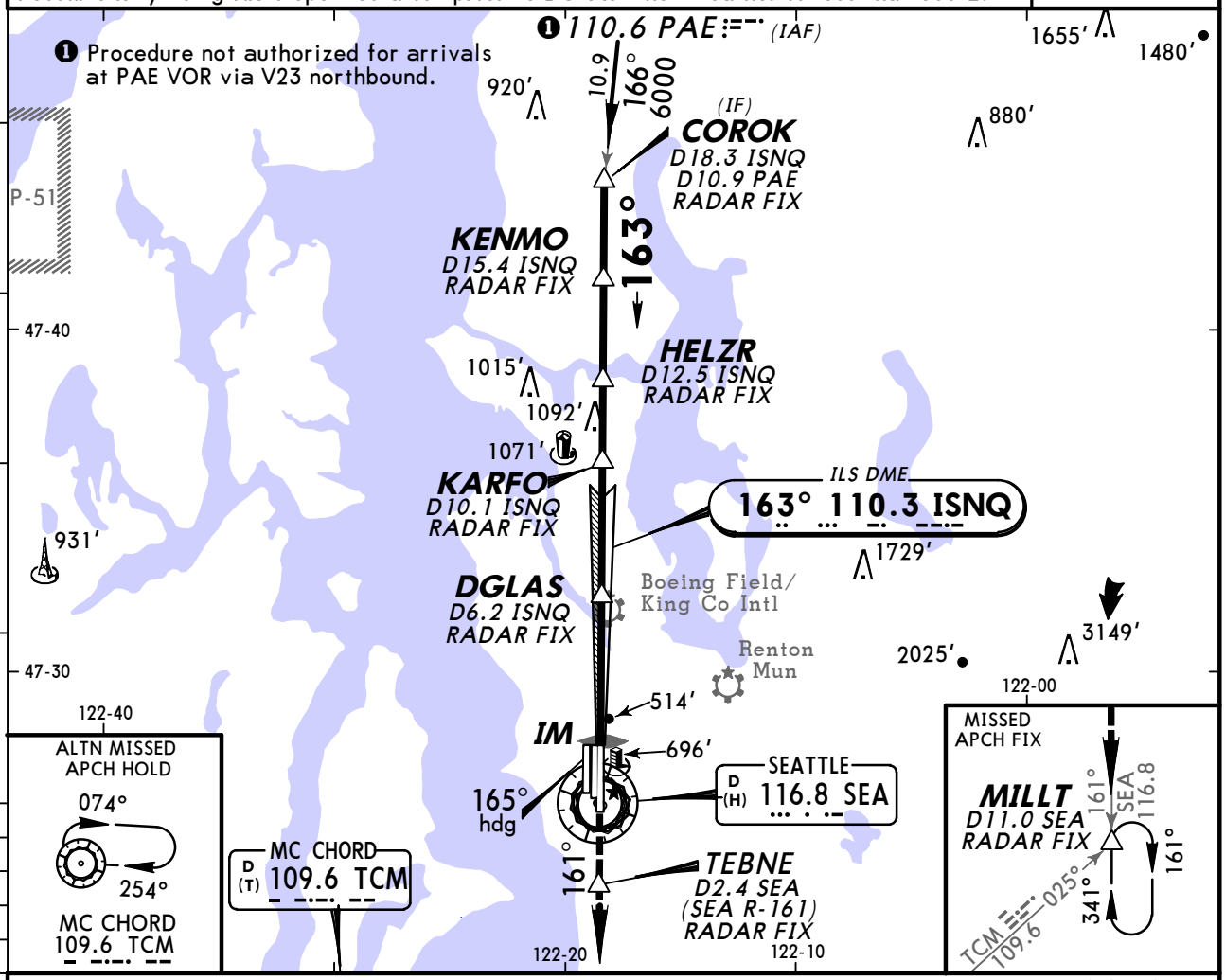
MISSED APCH: Climb heading 165° and outbound via SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000′, then climb to 5000′ outbound via SEA VOR R-161 to MILLT INT/D11.0 SEA/RADAR and hold. Continue climb-in-hold to 5000′.

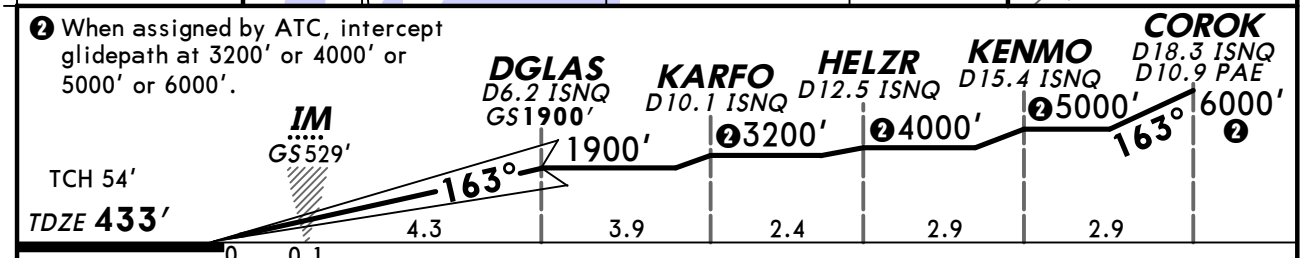
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew and Aircraft Certification Required. 2. DME or RADAR required.
3. CAT III special autoland evaluation required. 4.VGSI & ILS glidepath not coincident.
5. Possible Rwy 16L glide slope fluctuation on final when weather is 800-2 or better.
Possible Rwy 16L glide slope fluctation prior to DGLAS when weather is less than 800-2.



MSA SEA VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II PAPI 2000′ or below 165° hdg and SEA 116.8 R-161 TEBNE

STRAIGHT-IN LANDING RWY 16L

TERPS (AMEND 4A)

	CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 125′ DA(H) 533′(100′)
A	NA	NA	NA	NA
B				
C		RVR 3	RVR 7	RVR 12
D				

CHANGES: Notes.

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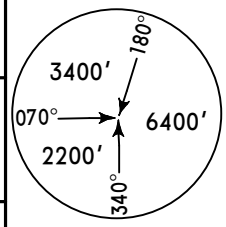
D-ATIS	SEATTLE Approach (R)	SEATTLE Tower Rwys 16C/34C, 16L/34R	SEATTLE Tower Rwys 16R/34L	Ground
118.0	133.65	119.9	120.95	121.7

LOC ISZI	Final Apch Crs	GS SODOE	ILS DA(H)	Apt Elev / TDZE 16C
111.7	163°	1900′ (1470′)	630′ (200′)	433′ / 430′

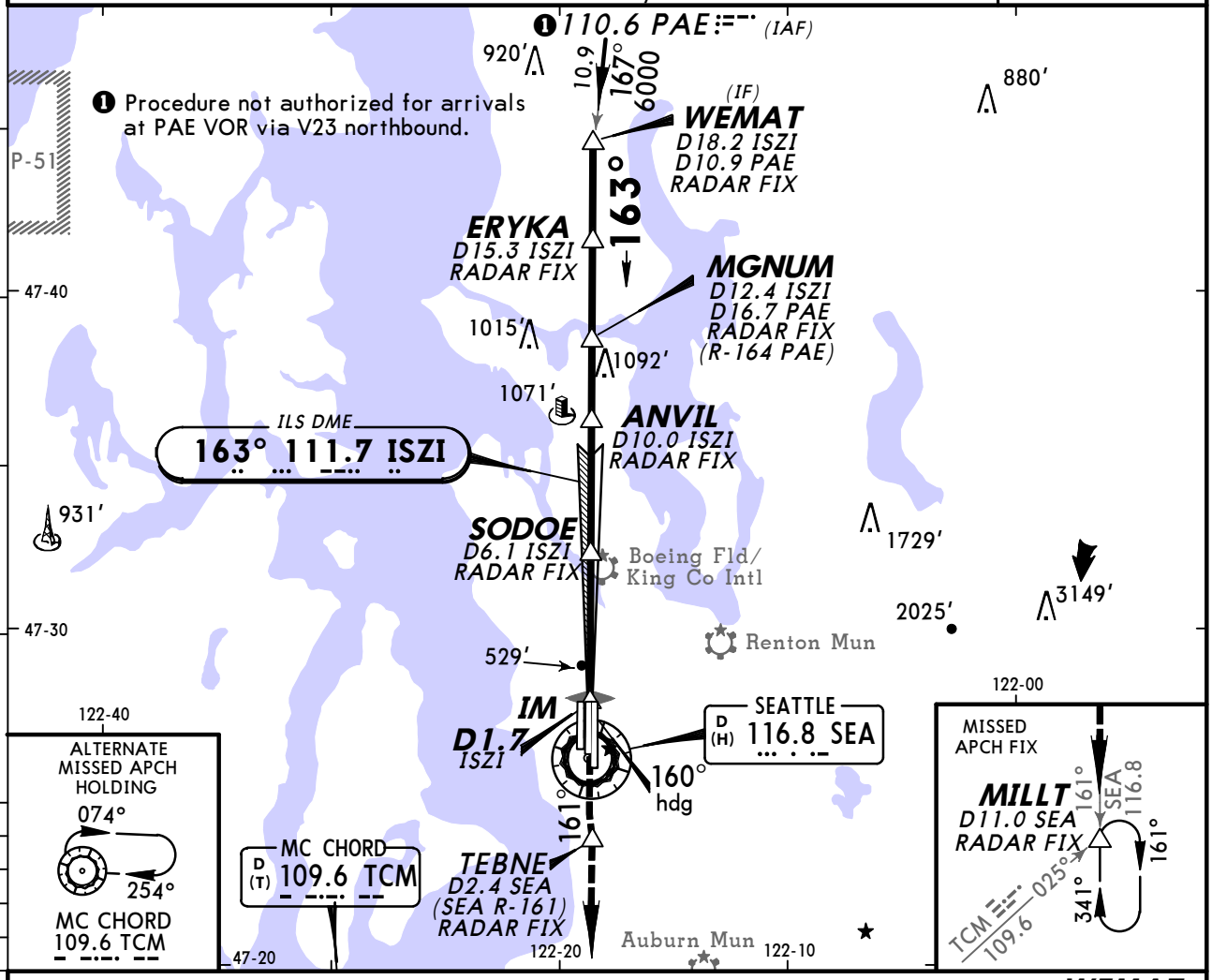
MISSED APCH: Climb heading 160° and outbound via SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000′, then climb to 5000′ outbound via SEA VOR R-161 to MILLT INT/D11.0 SEA/RADAR and hold. Continue climb-in-hold to 5000′.

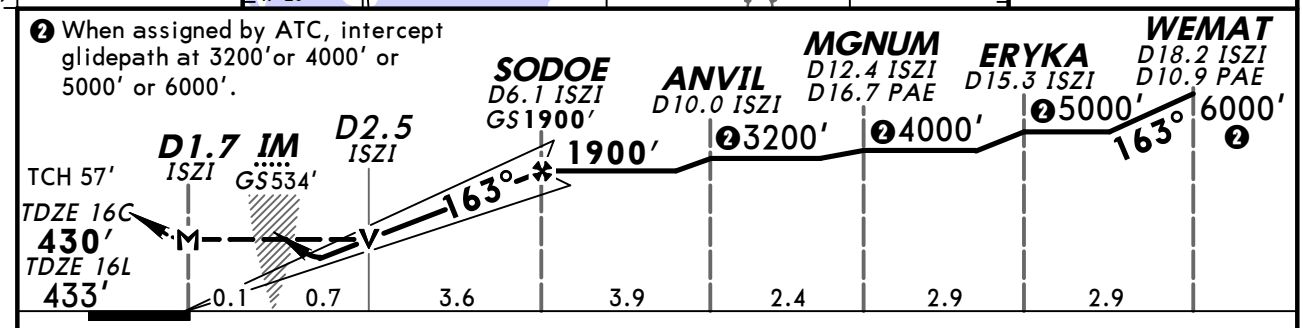
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or Radar required. 2. VGSI and ILS glidepath not coincident.
3. See 20-9A for Alert Notice. 4. ALSF-II & PAPI-L on Rwy 16L.



MSA SEA VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.7 ISZI or SODOE to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39

ALSF-II PAPI **2000′** or below **160°** hdg and SEA **116.8** **R-161** **TEBNE**

TERPS AMEND 13A

	STRAIGHT-IN LANDING RWY 16C ILS DA(H) 630′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 760′ (330′)	ALS out	SIDESTEP LANDING RWY 16L MDA(H) 760′ (327′)	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	RVR 50 or 1	90	1000′(567′)-1
B							120	
C						1½	140	1000′(567′)-1½
D				RVR 40 or ¾		2	165	1000′(567′)-2

CHANGES: Missed approach.

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BRIEFING STRIP™

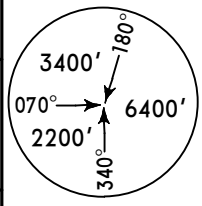
D-ATIS	SEATTLE Approach (R)	SEATTLE Tower Rwys 16C/34C, 16L/34R	SEATTLE Tower Rwys 16R/34L	Ground
118.0	133.65	119.9	120.95	121.7

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev / TDZE
ISZI 111.7	163°	SODOE 1900′ (1470′)	NA	Refer to Minimums		RA 126′ DA(H) 530′ (100′)	433′ TDZE 430′

MISSED APCH: Climb heading 160° and outbound via SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000′, then climb to 5000′ outbound via SEA VOR R-161 to MILLT INT/D11.0 SEA/RADAR and hold. Continue climb-in-hold to 5000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

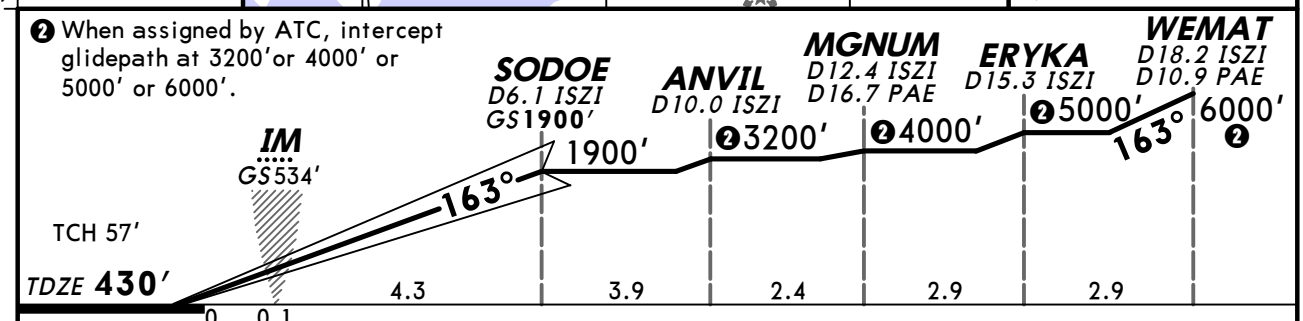
1. Special Aircrew and Aircraft Certification Required. **2. DME or Radar required.**
3. CAT III special Autoland evaluation required. 4. VGSI and ILS glidepath not coincident.
5. See 20-9A for Alert Notice.



MSA SEA VOR

❶ 110.6 PAE (IAF)
920′
10.9
167°
6000
(IF)
WEMAT
D18.2 ISZI
D10.9 PAE
RADAR FIX
880′
❶ Procedure not authorized for arrivals at PAE VOR via V23 northbound.
P-51
163°
ERYKA
D15.3 ISZI
RADAR FIX
MGNUM
D12.4 ISZI
D16.7 PAE
RADAR FIX
(R-164 PAE)
1015′
1092′
1071′
ANVIL
D10.0 ISZI
RADAR FIX
ILS DME
163° 111.7 ISZI
931′
SODOE
D6.1 ISZI
RADAR FIX
Boeing Fld/
King Co Intl
1729′
3149′
2025′
Renton Mun
529′
IM
160°
hdg
SEATTLE
D (H) 116.8 SEA
161°
TEBNE
D2.4 SEA
(SEA R-161)
RADAR FIX
MC CHORD
D (T) 109.6 TCM
Auburn
Mun
122-20
122-10
122-40
ALTERNATE
MISSED APCH
HOLDING
074°
254°
MC CHORD
109.6 TCM
122-00
MISSED
APCH FIX
MILLT
D11.0 SEA
RADAR FIX
161°
SEA
116.8
161°
341°
025°
TCM
109.6
47-40
47-30
20
15
10
5
0
5

❷ When assigned by ATC, intercept glidepath at 3200′or 4000′ or 5000′ or 6000′.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II
PAPI

2000′ or below

160° hdg

SEA 116.8 and R-161

TEBNE

STRAIGHT-IN LANDING RWY 16C

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 126′ DA(H) 530′ (100′)
NA	RVR 3	RVR 7	RVR 12

AMEND 13A
TERPS

CHANGES: Missed approach.

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KSEA/SEA -TACOMA INTL

JEPPESEN

29 APR 11 (21-3) Eff 5 May

SEATTLE, WASH ILS or LOC Rwy 16R

D-ATIS	SEATTLE Approach (R)	SEATTLE Tower Rwys 16R/34L	SEATTLE Tower Rwys 16L/34R, 16C/34C	Ground
118.0	133.65	120.95	119.9	121.7

BRIEFING STRIP™

LOC ICJL	Final Apch Crs	GS	SA CAT I ILS	ILS DA(H)	
110.75	163°	OPVEE 1900′(1485′)	RA 176′ DA(H) 565′(150′)	615′(200′)	Apt Elev 433′ Rwy 16R 415′

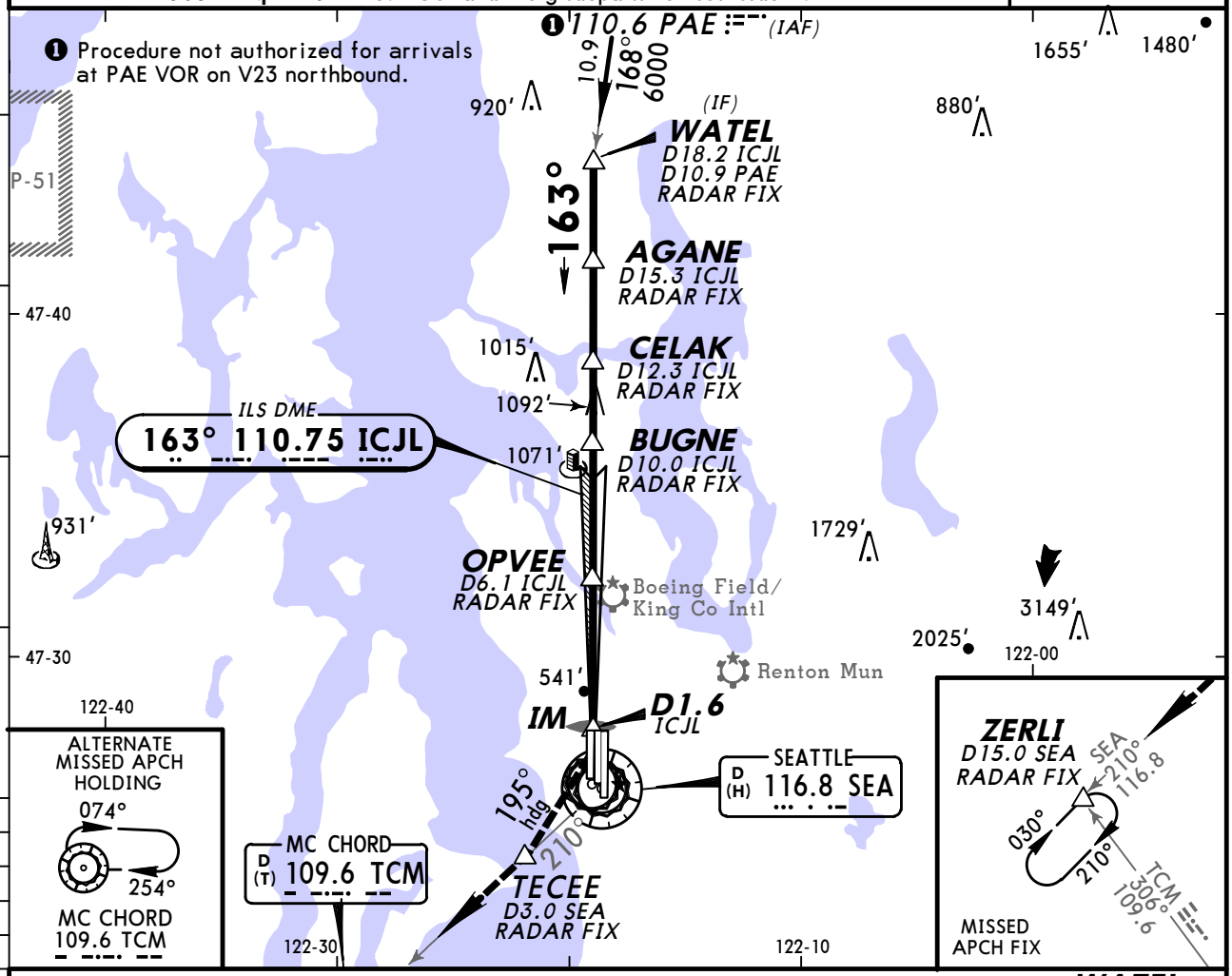
MISSED APCH: Climb to 2000′ on heading 195° and SEA VOR R-210 to TECEE/D3.0 SEA/RADAR, then climb to 5000′ on SEA VOR R-210 to ZERLI/D15.0 SEA/RADAR and hold, continue climb-in-hold to 5000′; or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

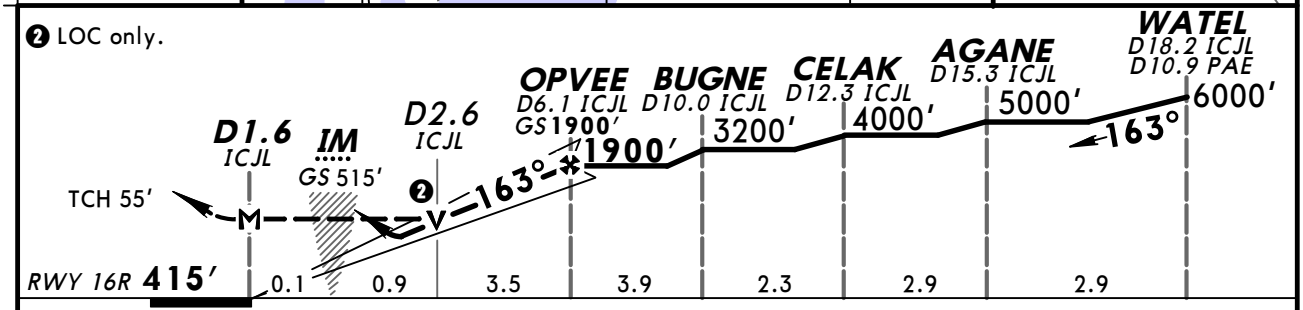
1. Special Aircrew & Aircraft Certification Required for Special Auth CAT 1 ILS.
2. DME or Radar required. 3. VGSI and ILS glidepath not coincident.

MSA SEA VOR: 3400′ (180°), 6400′ (340°), 2200′ (070°)

❶ Procedure not authorized for arrivals at PAE VOR on V23 northbound.



❷ LOC only.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.6 ICJL or OPVEE to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41

ALSF-II PAPI | 2000′ on 195° hdg | SEA and 116.8 R-210 | TECEE

STRAIGHT-IN LANDING RWY 16R

	SA CAT I ILS RA 176′ DA(H) 565′(150′)	ILS DA(H) 615′(200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 800′(385′)	ALS out
A	RVR 14	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1
B						
C					RVR 35 or ⅝	RVR 60 or 1⅛
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1000′(567′) -1
120	
140	1000′(567′) -1½
165	1000′(567′) -2

❶ Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA(H).

TERPS AMEND 1 5 MAY 2011

CHANGES: Procedure.

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KSEA/SEA -TACOMA INTL

JEPPESEN

29 APR 11 Eff 5 May (21-3A)

SEATTLE, WASH ILS Rwy 16R CAT II & III

D-ATIS	SEATTLE Approach (R)	SEATTLE Tower Rwys 16R/34L	SEATTLE Tower Rwys 16L/34R, 16C/34C	Ground
118.0	133.65	120.95	119.9	121.7

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
ICJL 110.75	163°	OPVEE 1900′ (1485′)	NA	Refer to Minimums		RA 139′ DA(H) 515′ (100′)	433′ Rwy 16R 415′

MISSED APCH: Climb to 2000′ on heading 195° and SEA VOR R-210 to TECEE/D3.0 SEA/RADAR, then climb to 5000′ on SEA VOR R-210 to ZERLI/D15.0 SEA/RADAR and hold, continue climb-in-hold to 5000′; or as directed by ATC.

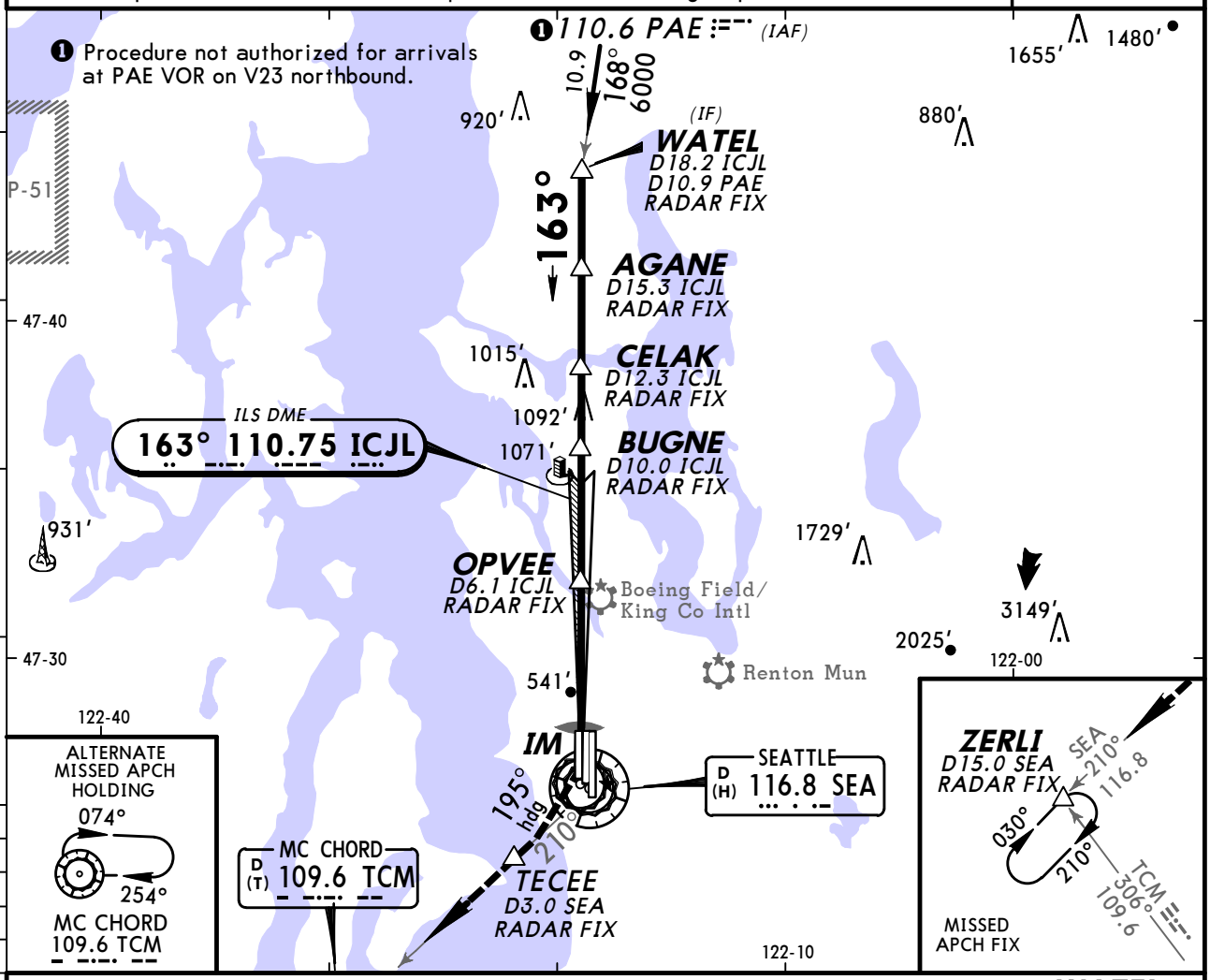
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

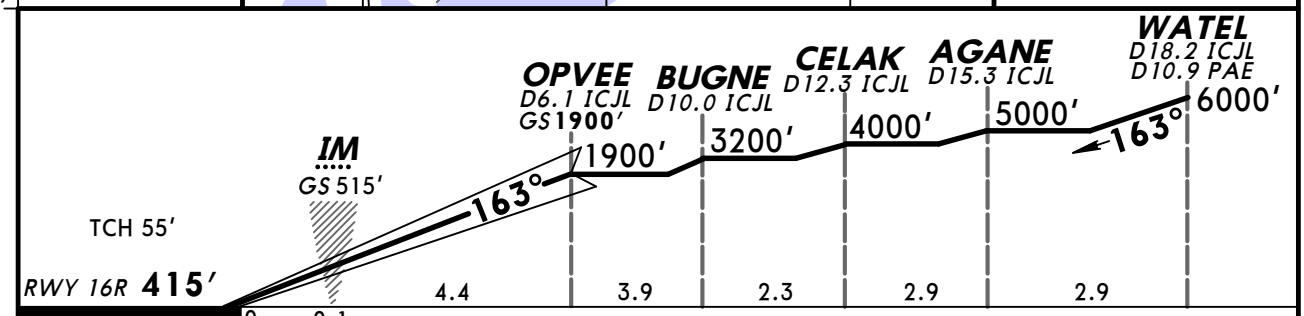
1. Special Aircrew and Aircraft Certification Required. **2. DME or Radar required.**

3. CAT III special Autoland evaluation required. 4. VGSI and ILS glidepath not coincident.

MSA SEA VOR: 3400′ (180°), 6400′ (070°), 2200′ (340°)

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

ALSF-II PAPI | 2000′ ↑ on 195° hdg and SEA 116.8 R-210 | TECEE

STRAIGHT-IN LANDING RWY 16R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 139′ DA(H) 515′ (100′)	
NA	RVR 3	RVR 7	❶ RVR 10	RVR 12

❶ Authorized with specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown.

TERPS AMEND 1 5 MAY 11

CHANGES: Procedure.

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D-ATIS	SEATTLE Approach (R)	SEATTLE Tower Rwys 16R/34L	SEATTLE Tower Rwys 16L/34R, 16C/34C	Ground
118.0	133.65	120.95	119.9	121.7

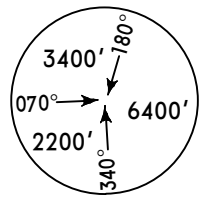
BRIEFING STRIP™

LOC IBEJ	Final Apch Crs	GS JALON	ILS DA(H)	Apt Elev 433'
110.75	343°	2400' (2021')	579' (200')	TDZE 379'

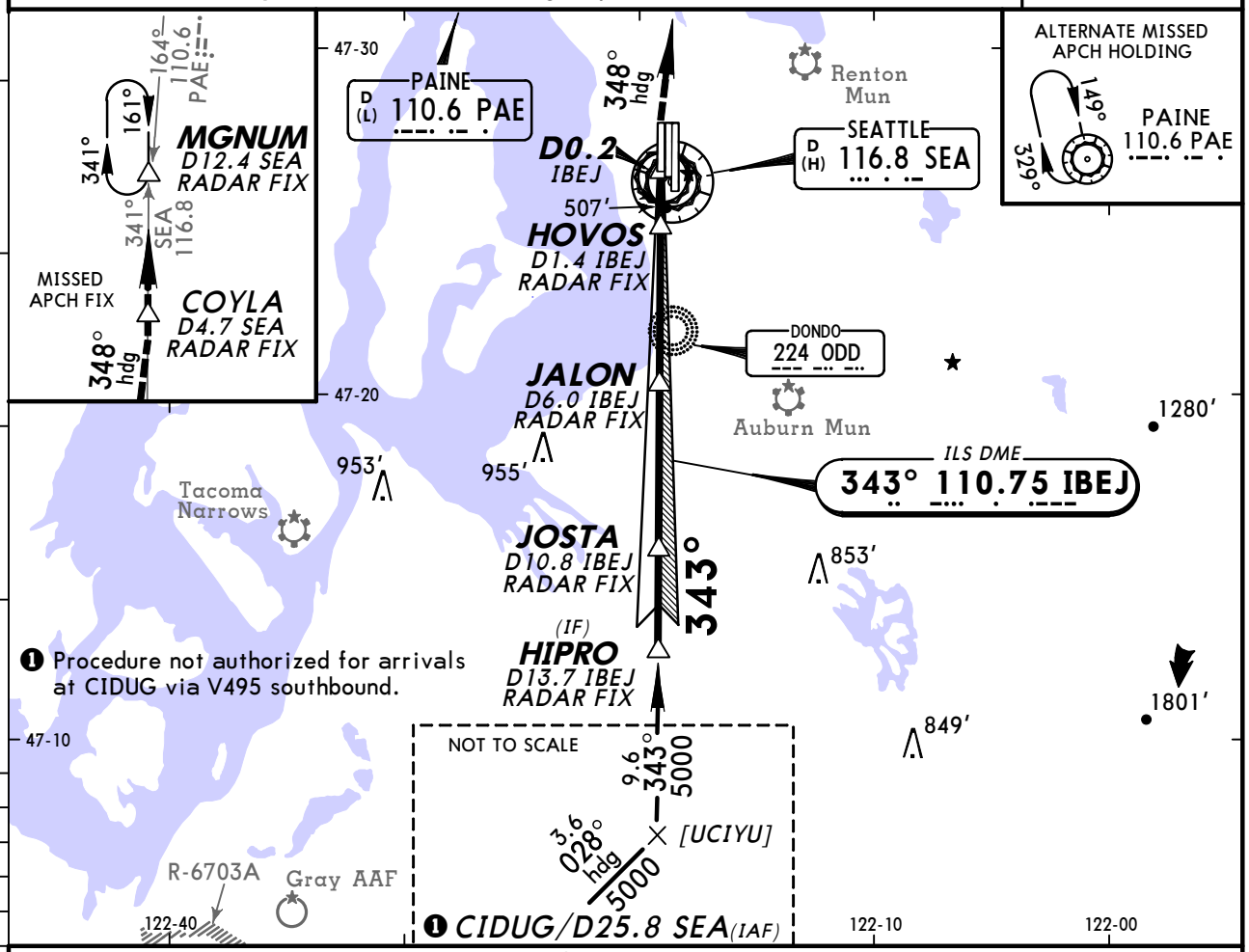
MISSED APCH: Climb heading 348° and outbound via SEA VOR R-341 to cross COYLA/D4.7 SEA/RADAR at or below 2000', then climb to 5000' outbound via SEA VOR R-341 to MGNUM/D12.4 SEA/RADAR and hold. Continue climb-in-hold to 5000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME or RADAR required. 2. VGSI and ILS glidepath not coincident.

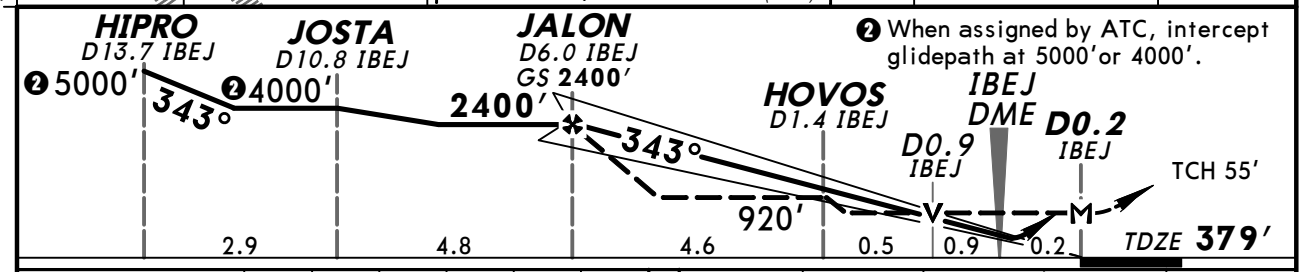


MSA SEA VOR



❶ Procedure not authorized for arrivals at CIDUG via V495 southbound.

❶ CIDUG/D25.8 SEA (IAF)



❷ When assigned by ATC, intercept glidepath at 5000' or 4000'.

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D0.2 IBEJ or JALON to MAP 6.1	5:14	4:04	3:40	3:03	2:37	2:17

MALSR
PAPI

2000' or below

348° hdg

SEA and 116.8 R-341

COYLA

STRAIGHT-IN LANDING RWY 34L

	ILS DA(H) 579' (200') FULL	ILS DA(H) 579' (200') RAIL or ALS out	LOC (GS out) MDA(H) 760' (381')	LOC (GS out) MDA(H) 760' (381') RAIL out	LOC (GS out) MDA(H) 760' (381') ALS out	CIRCLE-TO-LAND Max Kts	CIRCLE-TO-LAND MDA(H)
A	❶ RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	1000' (567')-1
B						120	1000' (567')-1½
C						140	1000' (567')-1½
D			RVR 40 or ¾	RVR 60 or 1¼		165	1000' (567')-2

AMENDOA TERPS

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Missed approach.

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D-ATIS	SEATTLE Approach (R)	SEATTLE Tower Rwys 16R/34L	SEATTLE Tower Rwys 16L/34R, 16C/34C	Ground
118.0	133.65	120.95	119.9	121.7

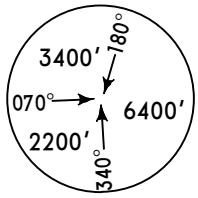
BRIEFING STRIP™

LOC IBEJ	Final Apch Crs	GS JALON	CAT II ILS	Apt Elev 433′
110.75	343°	2400′ (2021′)	RA 150′ DA(H)479′ (100′)	TDZE 379′

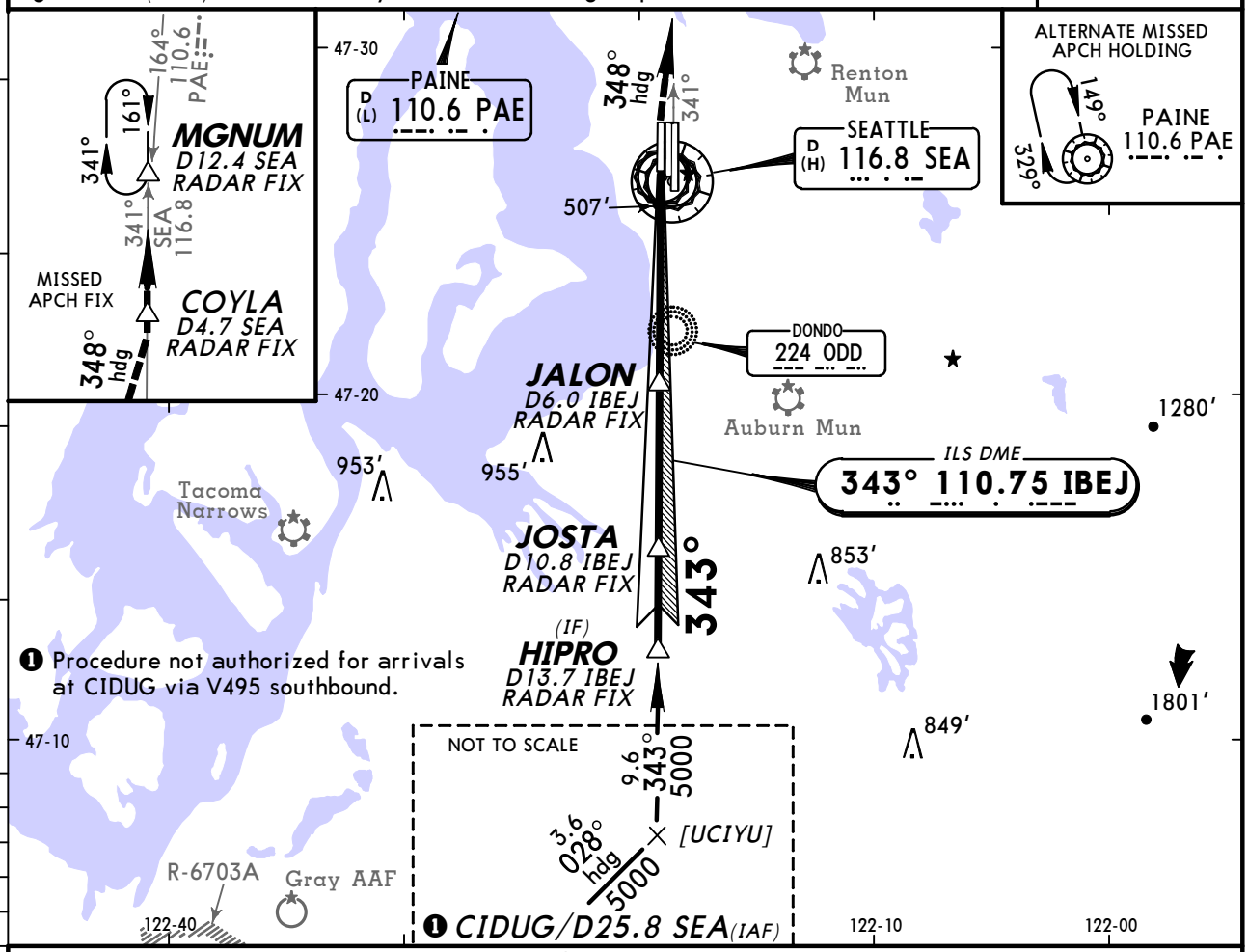
MISSED APCH: Climb heading 348° and outbound via SEA VOR R-341 to cross COYLA/D4.7 SEA/RADAR at or below 2000′, then climb to 5000′ outbound via SEA VOR R-341 to MGNUM/D12.4 SEA/RADAR and hold. Continue climb-in-hold to 5000′.

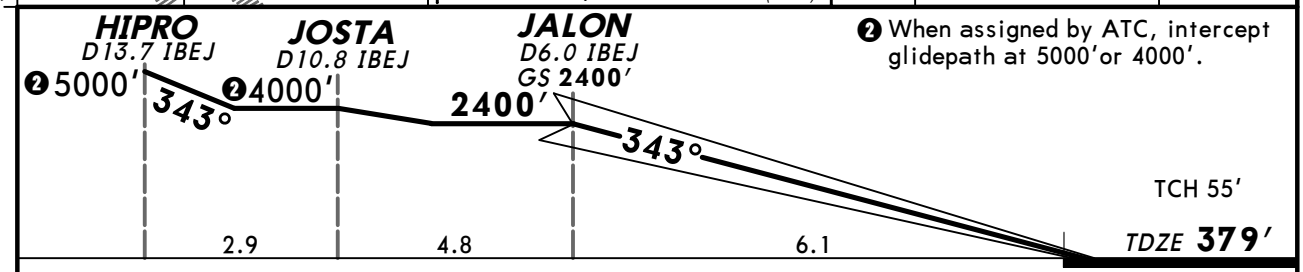
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew and Aircraft Certification Required. 2. DME or Radar required.
3. Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or Letter of Agreement (LOA) for this runway. 4. VGSI and ILS glidepath not coincident.



MSA SEA VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

MALSR
PAPI

2000′ or below

348° hdg and SEA 116.8 R-341

COYLA

STRAIGHT-IN LANDING RWY 34L
CAT II ILS
RA 150′
DA(H) 479′ (100′)

AMENDOA TERPS

RVR 12

CHANGES: Missed approach.

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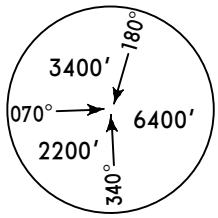
D-ATIS	SEATTLE Approach (R)	SEATTLE Tower Rwys 16C/34C, 16L/34R	SEATTLE Tower Rwys 16R/34L	Ground
118.0	133.65	119.9	120.95	121.7

BRIEFING STRIP™

LOC ITUC	Final Apch Crs	GS TIFYS	ILS DA(H)	Apt Elev 433' / TDZE 34C
111.7	343°	2400'(2013')	587'(200')	387'

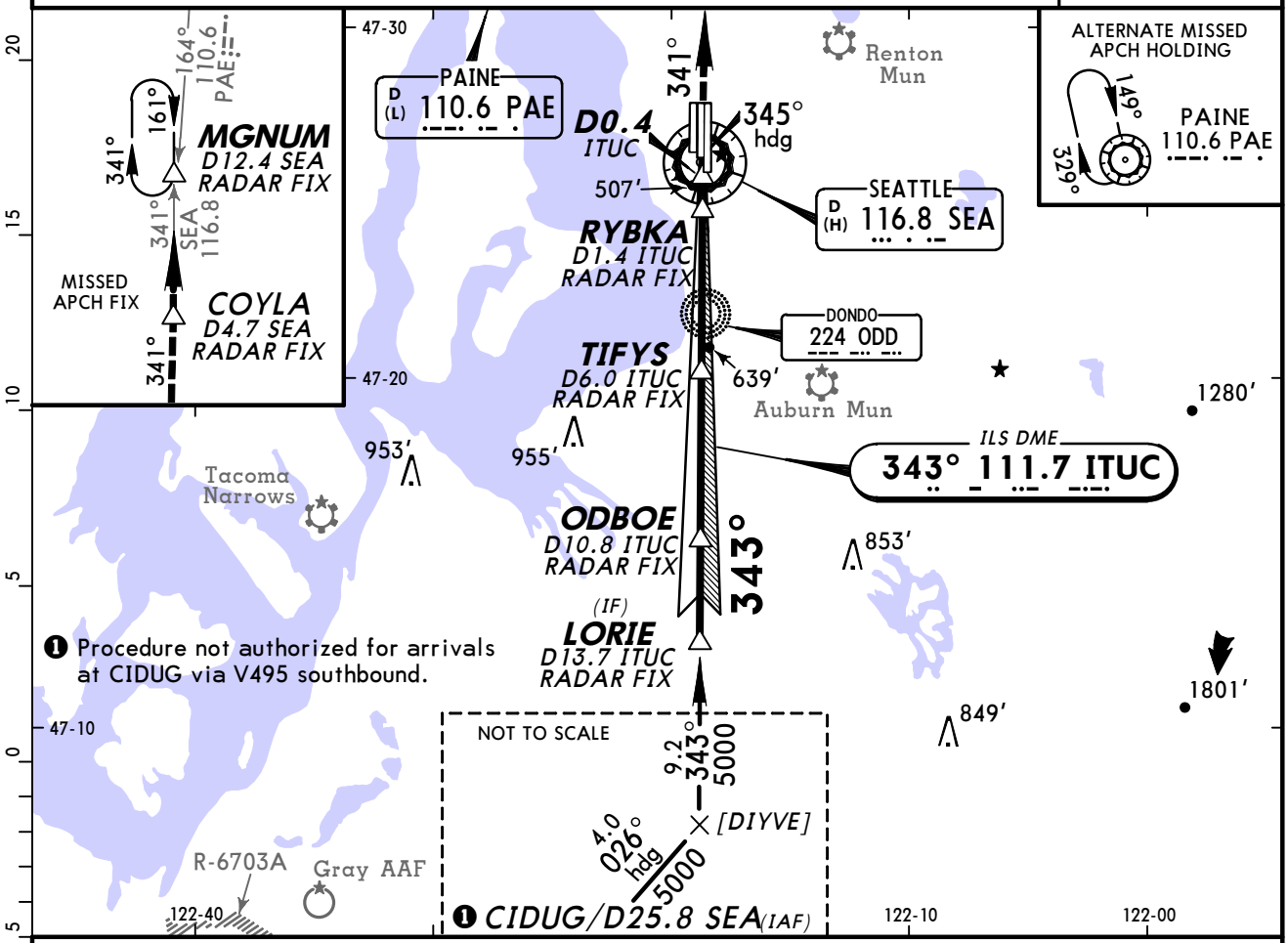
MISSED APCH: Climb heading 345° and outbound via SEA VOR R-341 to cross COYLA/D4.7 SEA/RADAR at or below 2000', then climb to 5000' outbound via SEA VOR R-341 to MGNUM/D12.4 SEA/RADAR and hold. Continue climb-in-hold to 5000'.

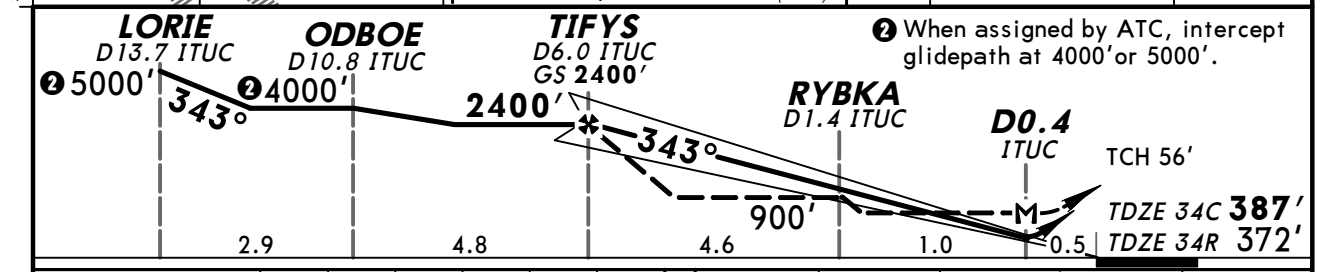


MSA SEA VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME or Radar required. 2. VGSI and ILS glidepath not coincident.
3. MALSR & PAPI-L on Rwy 34R.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D0.4 ITUC or TIFYS to MAP 5.6	4:48	3:44	3:22	2:48	2:24	2:06

MALSR / PAPI — 2000' or below — 345° hdg — SEA and 116.8 R-341 — COYLA

	STRAIGHT-IN LANDING RWY 34C ILS DA(H) 587'(200') FULL	RAIL or ALS out	LOC (GS out) MDA(H) 760'(373')	RAIL out	ALS out	SIDESTEP LANDING RWY 34R MDA(H) 760'(388')	RAIL or ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 50 or 1	RVR 60 or 1¼	90	1000'(567')-1
B								120	
C						RVR 60 or 1¼	1½	140	1000'(567')-1½
D			RVR 40 or 3/4	RVR 60 or 1¼		1¾	2	165	1000'(567')-2

TERPS AMEND 2B

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Missed approach.

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D-ATIS	SEATTLE Approach (R)	SEATTLE Tower Rwys 16C/34C, 16L/34R	SEATTLE Tower Rwys 16R/34L	Ground
118.0	133.65	119.9	120.95	121.7

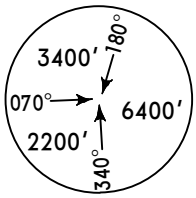
BRIEFING STRIP™

LOC ITUC	Final Apch Crs	GS TIFYS	CAT II ILS	Apt Elev 433′
111.7	343°	2400′ (2013′)	RA 133′ DA(H) 487′ (100′)	TDZE 387′

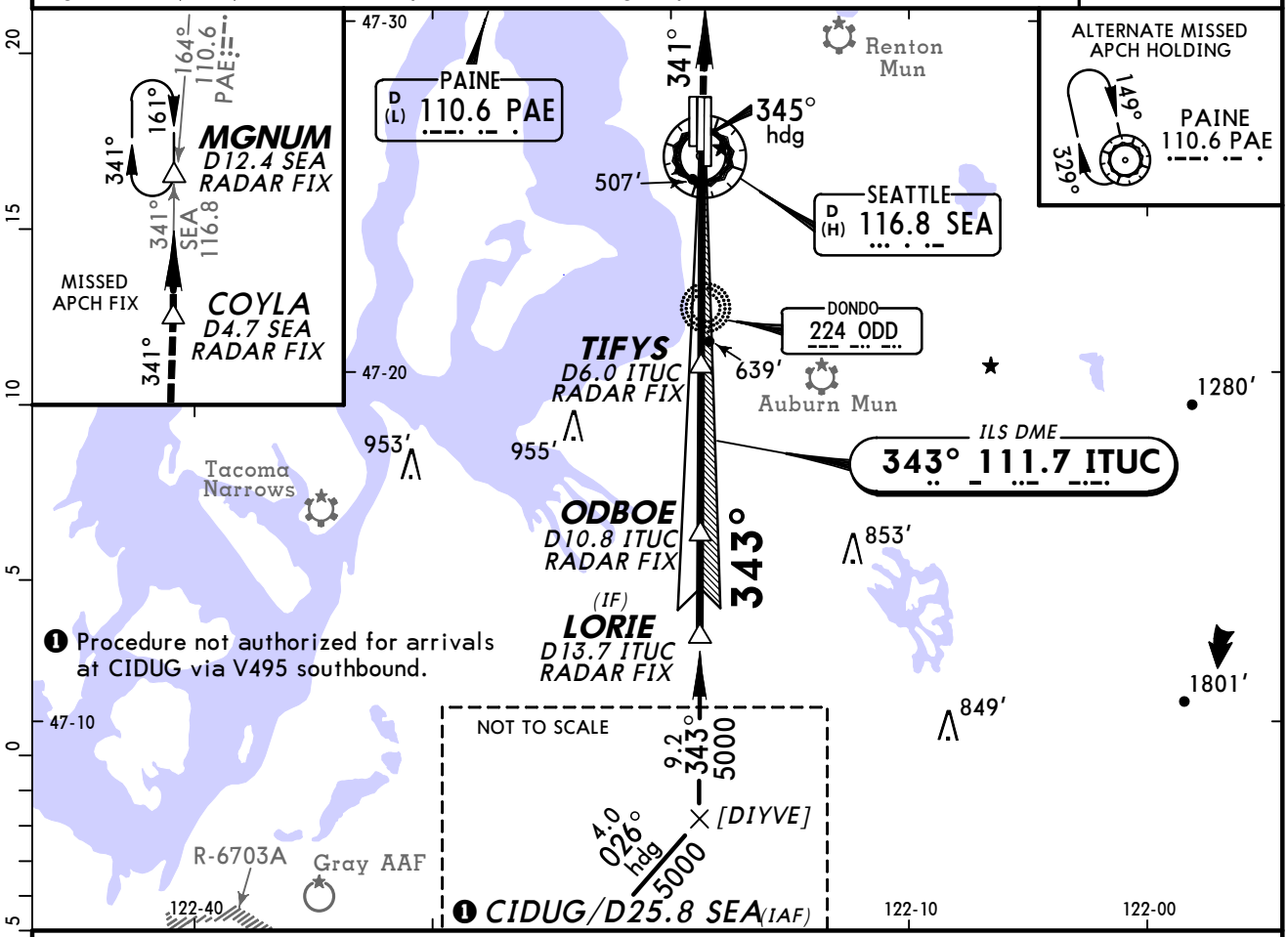
MISSED APCH: Climb heading 345° and outbound via SEA VOR R-341 to cross COYLA/D4.7 SEA/RADAR at or below 2000′, then climb to 5000′ outbound via SEA VOR R-341 to MGNUM/D12.4 SEA/RADAR and hold. Continue climb-in-hold to 5000′.

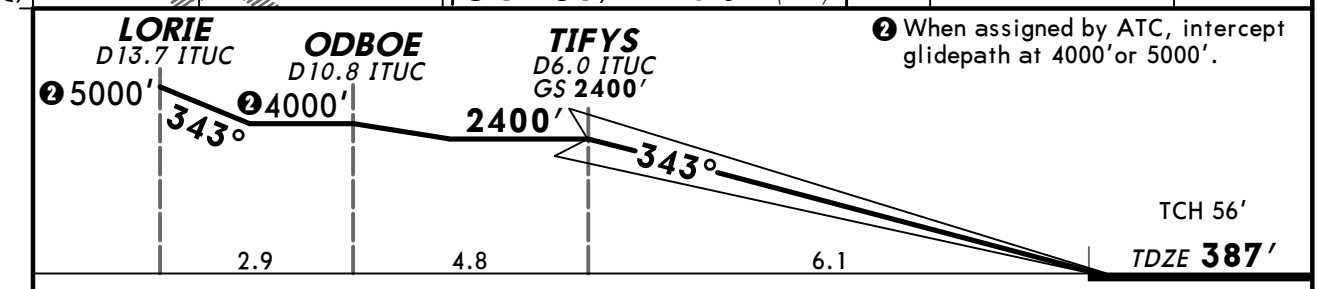
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew and Aircraft Certification Required. 2. DME or Radar required.
3. Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or Letter of Agreement (LOA) for this runway. 4. VGSI and ILS glidepath not coincident.



MSA SEA VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

MALSR / PAPI	2000′ or below	345° hdg	SEA and 116.8 R-341	COYLA

STRAIGHT-IN LANDING RWY 34C
CAT II ILS
RA 133′
DA(H) 487′ (100′)

RVR 12

AMEND 2B

TERPS

CHANGES: Missed approach.

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KSEA/SEA -TACOMA INTL

JEPPESEN

3 APR 09 (21-6)

SEATTLE, WASH ILS or LOC Rwy 34R

D-ATIS	SEATTLE Approach (R)	SEATTLE Tower Rwys 16L/34R, 16C/34C	SEATTLE Tower Rwys 16R/34L	Ground
118.0	133.65	119.9	120.95	121.7

BRIEFING STRIP™

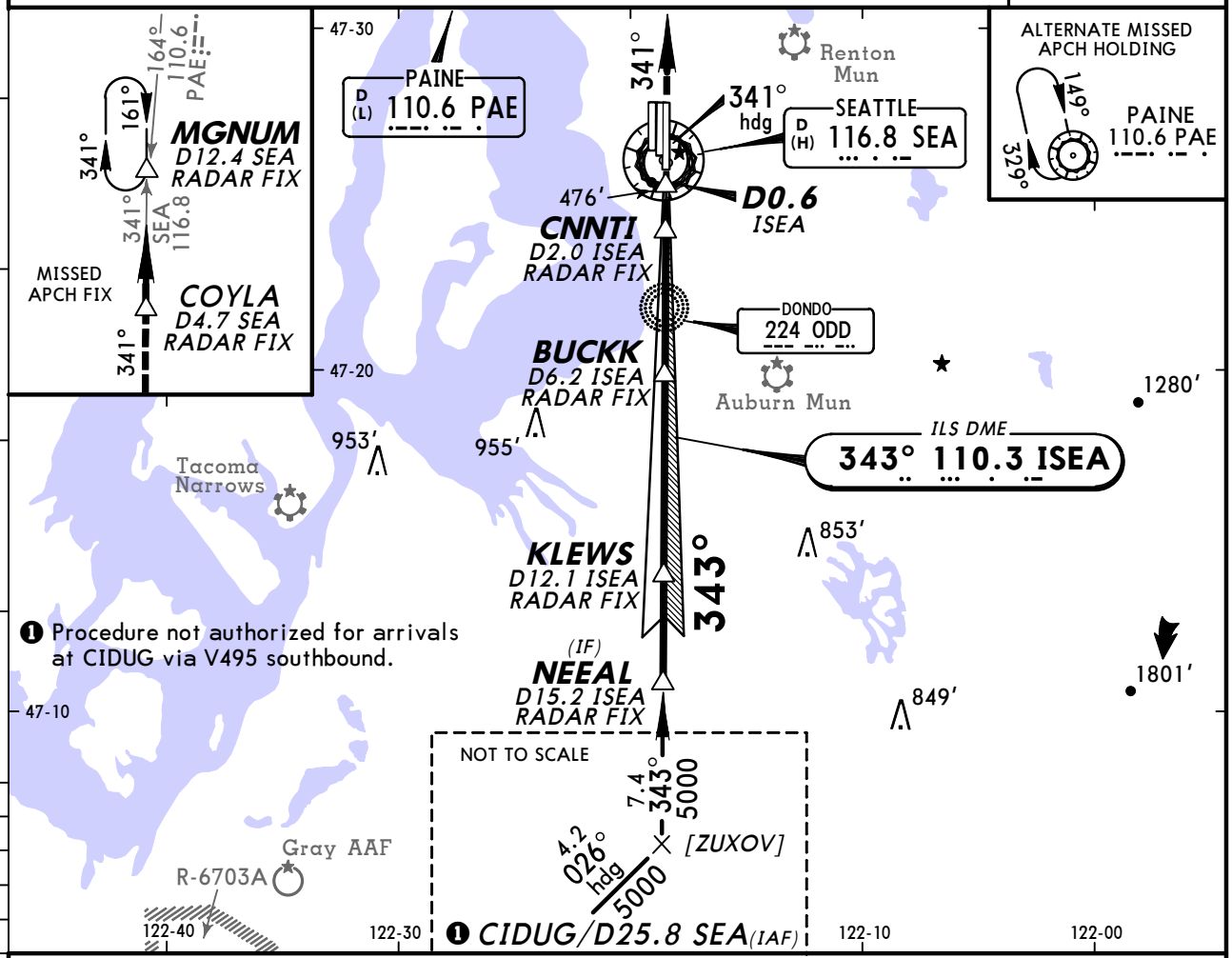
LOC ISEA	Final Apch Crs	GS BUCKK	ILS DA(H)	Apt Elev 433' / TDZE 34R
110.3	343°	2200' (1828')	572' (200')	372'

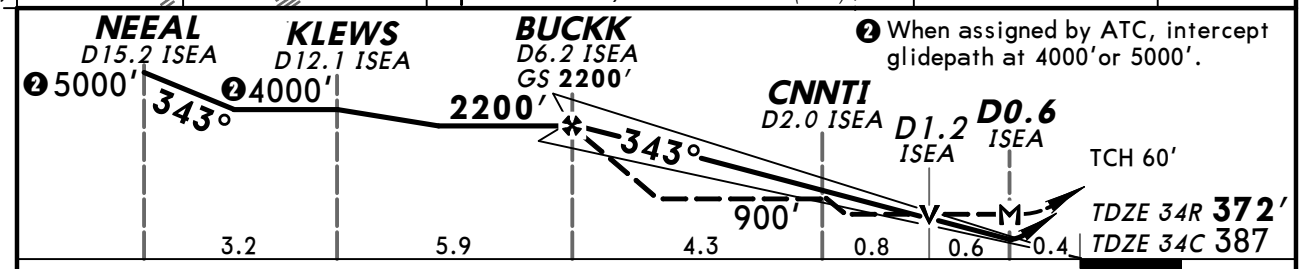
MISSED APCH: Climb heading 341° and outbound via SEA VOR R-341 to cross COYLA/D4.7 SEA/RADAR at or below 2000', then climb to 5000' outbound via SEA VOR R-341 to MGNUM/D12.4 SEA/RADAR and hold. Continue climb-in-hold to 5000'.

MSA SEA VOR: 3400' (180°), 6400' (070°), 2200' (340°)

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME or Radar required. 2. Use ISEA DME when on Localizer course.
3. VGSI and ILS glidepath not coincident. 4. MALSR & PAPI-L on Rwy 34C.





Gnd speed-Kts	70	90	100	120	140	160
GS 2.75°	346	444	494	593	691	790
MAP at D0.6 ISEA or BUCKK to MAP 5.7	4:53	3:48	3:25	2:51	2:27	2:08

MALSR / PAPI — 2000' or below — 341° hdg — SEA and 116.8 R-341 — COYLA

TERPS (AMEND 1B)

	STRAIGHT-IN LANDING RWY 34R ILS DA(H) 572' (200') FULL	TDZ or CL out	RAIL or ALS out	LOC (GS out) MDA(H) 720' (348')	RAIL out	ALS out	SIDESTEP LANDING RWY 34C MDA(H) 760' (373')	RAIL out	ALS out	CIRCLE-TO-LAND Max Kts.	MDA(H)
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 50 or 1			90	1000' (567')-1
B										120	
C							RVR 50 or 1	1½		140	1000' (567')-1½
D				RVR 40 or ¾	RVR 60 or 1¼		1½	2		165	1000' (567')-2

CHANGES: Missed approach.

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D-ATIS	SEATTLE Approach (R)	SEATTLE Tower Rwys 16L/34R, 16C/34C	SEATTLE Tower Rwys 16R/34L	Ground
118.0	133.65	119.9	120.95	121.7

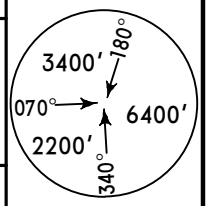
LOC ISEA	Final Apch Crs	GS BUCKK	CAT II ILS	Apt Elev 433′
110.3	343°	2200′ (1828′)	RA 200′ DA(H)472′ (100′)	TDZE 372′

BRIEFING STRIP™

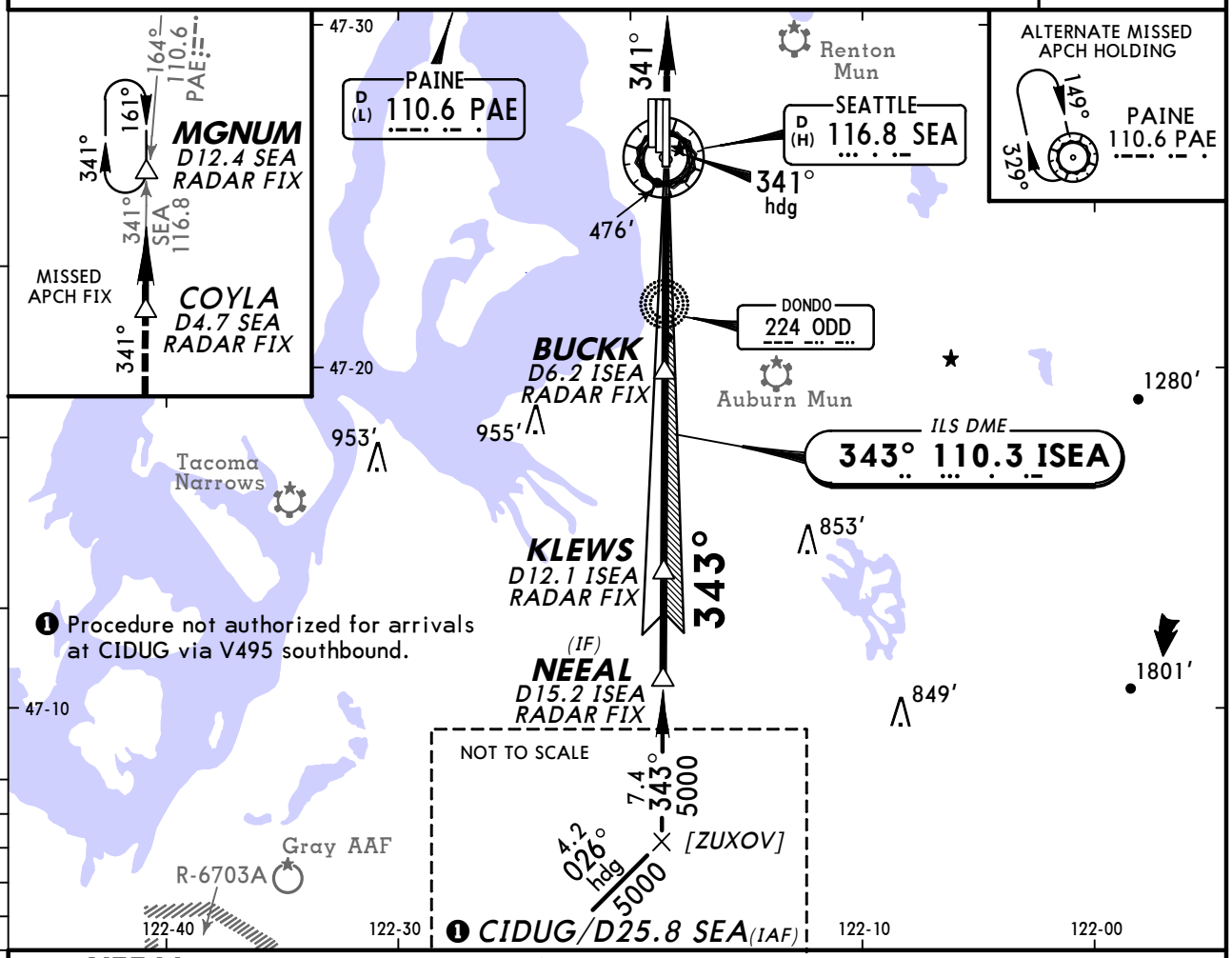
MISSED APCH: Climb heading 341° and outbound via SEA VOR R-341 to cross COYLA/D4.7 SEA/RADAR at or below 2000′, then climb to 5000′ outbound via SEA VOR R-341 to MGNUM/D12.4 SEA/RADAR and hold. Continue climb-in-hold to 5000′.

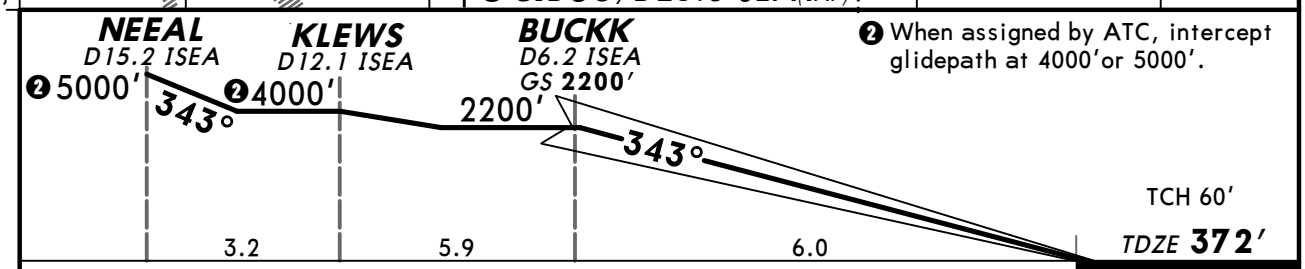
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew and Aircraft Certification Required. 2. DME or Radar required.
3. Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or Letter of Agreement (LOA) for this runway. 4. VGSI and ILS glidepath not coincident.
5. Use ISEA DME when on Localizer course.



MSA SEA VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	2.75°	346	444	494	593	691	790

MALSR / PAPI	2000′ or below	341° hdg	SEA and 116.8 R-341	COYLA

STRAIGHT-IN LANDING RWY **34R**
CAT II ILS
RA 200′
DA(H) **472′** (100′)

RVR 12

AMEND 1B TERPS

CHANGES: Missed approach.

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KSEA/SEA -TACOMA INTL

JEPPESEN

3 APR 09 (22-1)

SEATTLE, WASH RNAV (GPS) Rwy 16L

D-ATIS	SEATTLE Approach (R)	SEATTLE Tower		Ground
118.0	133.65	Rwys 16L/34R, 16C/34C 119.9	Rwys 16R/34L 120.95	121.7

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 433′
Ch 63202 W-16A	163°	DGLAS 1900′ (1467′)	729′ (296′)	TDZE 433′

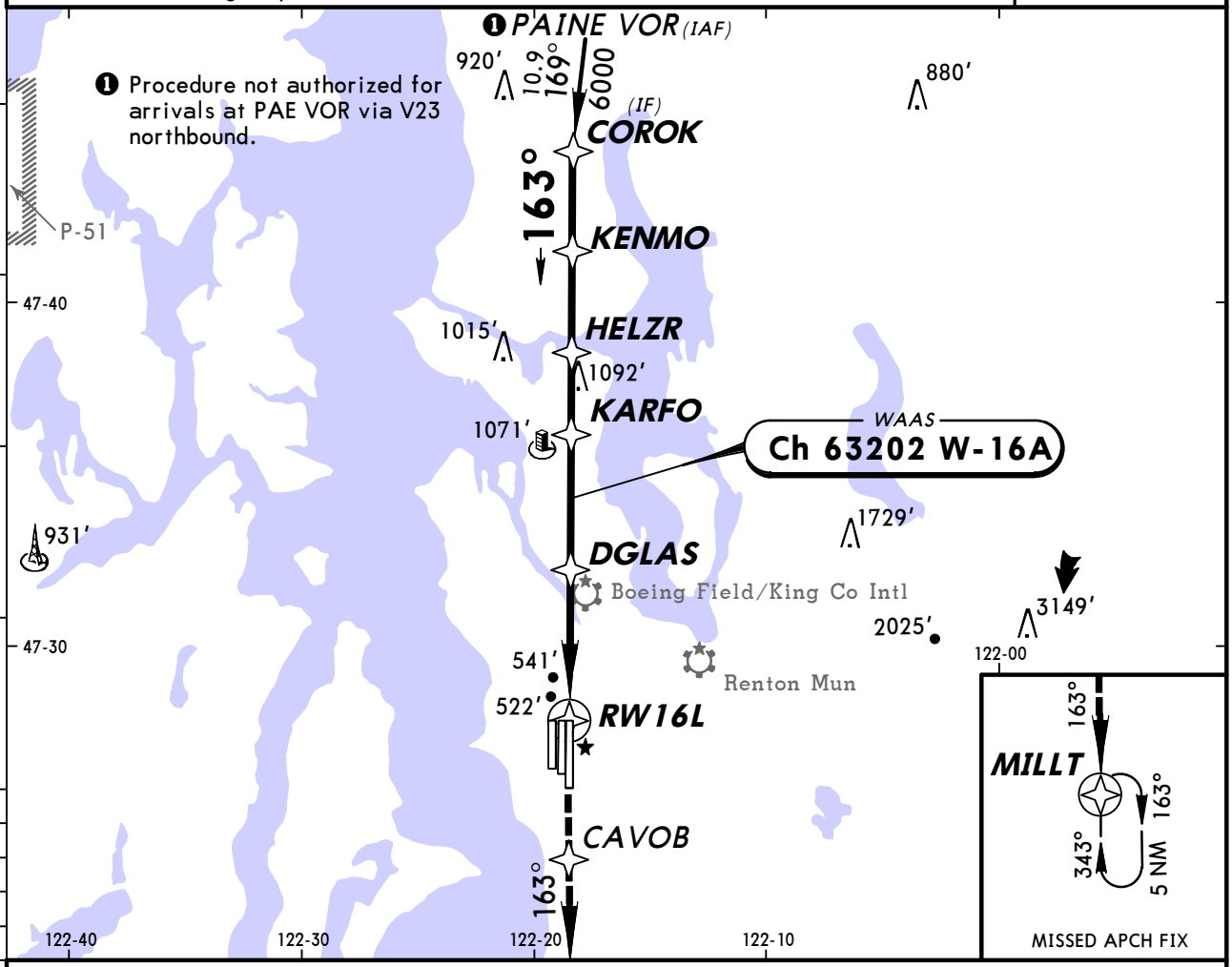
MISSED APCH: Climb direct CAVOB to cross CAVOB at or below 2000′, then climb to 5000′ via track 163° to MILLT and hold. Continue climb-in-hold to 5000′.

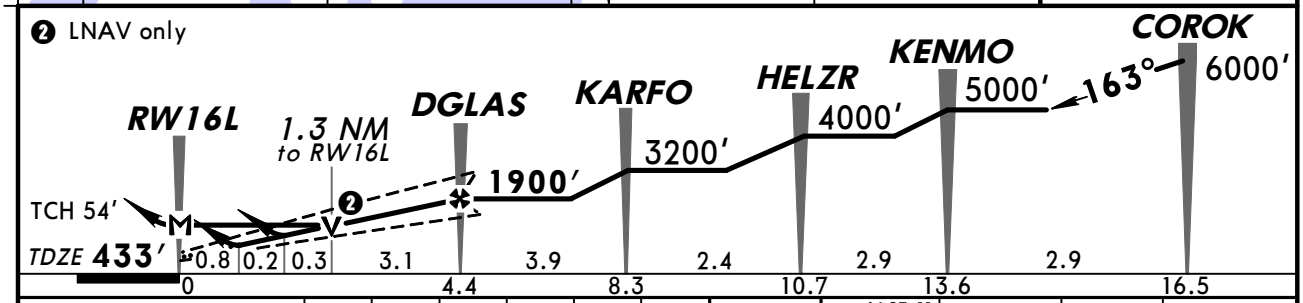
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 47°C (116°F). 2. DME/DME RNP-0.3 not authorized.
3. VGSI and RNAV glidepath not coincident.

6400′

MSA RW16L





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW16L							

ALSF-II PAPI 2000′ or below D CAVOB

STRAIGHT-IN LANDING RWY 16L

TERPS	LPV DA(H) 729′ (296′)		LNAV/VNAV DA(H) 811′ (378′)		LNAV MDA(H) 920′ (487′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 40 or ¾	RVR 60 or 1¼
D					RVR 50 or 1	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1000′ (567′)-1
120	
140	1000′ (567′)-1½
165	1000′ (567′)-2

AMEND 2B

CHANGES: Missed approach.

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D-ATIS	SEATTLE Approach (R)	SEATTLE Tower Rwys 16C/34C, 16L/34R	SEATTLE Tower Rwys 16R/34L	Ground
118.0	133.65	119.9	120.95	121.7

BRIEFING STRIP™

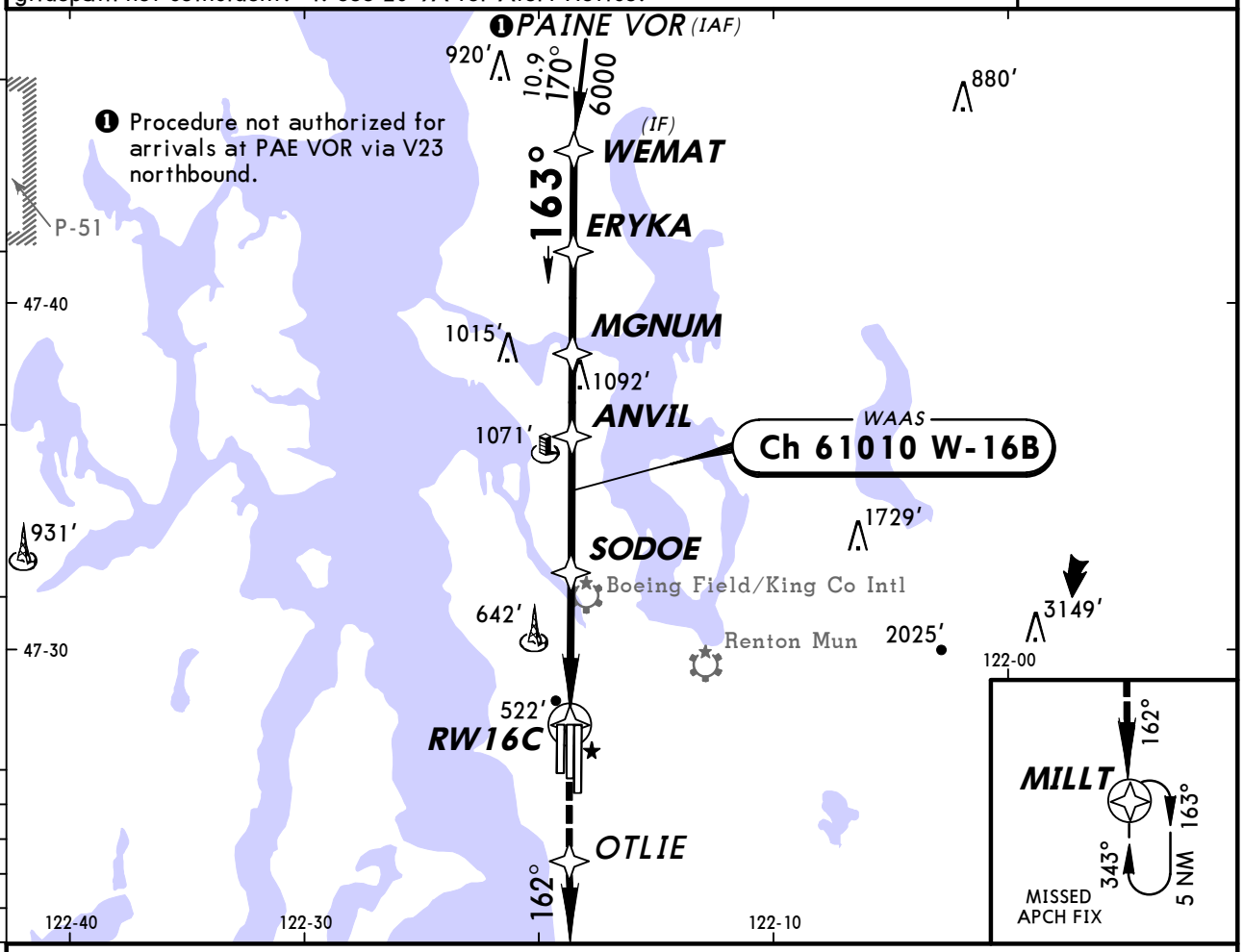
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 433′
Ch 61010 W-16B	163°	SODOE 1900′ (1470′)	630′ (200′)	TDZE 430′

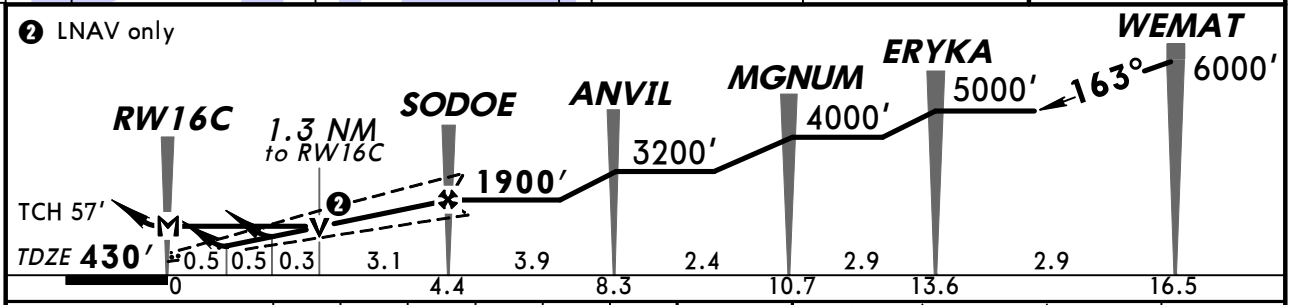
MISSED APCH: Climb direct OTLIE to cross OTLIE at or below 2000′, then climb to 5000′ via track 162° to MILLT and hold. Continue climb-in-hold to 5000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 47°C (116°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. See 20-9A for Alert Notice.

6400′
MSA RW16C





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW16C						

ALSF-II PAPI 2000′ or below D OTLIE

TERPS AMEND 1B

STRAIGHT-IN LANDING RWY 16C

	LPV DA(H) 630′ (200′)		LNAV/VNAV DA(H) 811′ (381′)		LNAV MDA(H) 920′ (490′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 40 or ¾	RVR 60 or 1¼
D					RVR 50 or 1	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1000′ (567′)-1
120	
140	1000′ (567′)-1½
165	1000′ (567′)-2

CHANGES: Missed approach.

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D-ATIS	SEATTLE Approach (R)	SEATTLE Tower Rwys 16R/34L	SEATTLE Tower Rwys 16L/34R, 16C/34C	Ground
118.0	133.65	120.95	119.9	121.7

BRIEFING STRIP ™

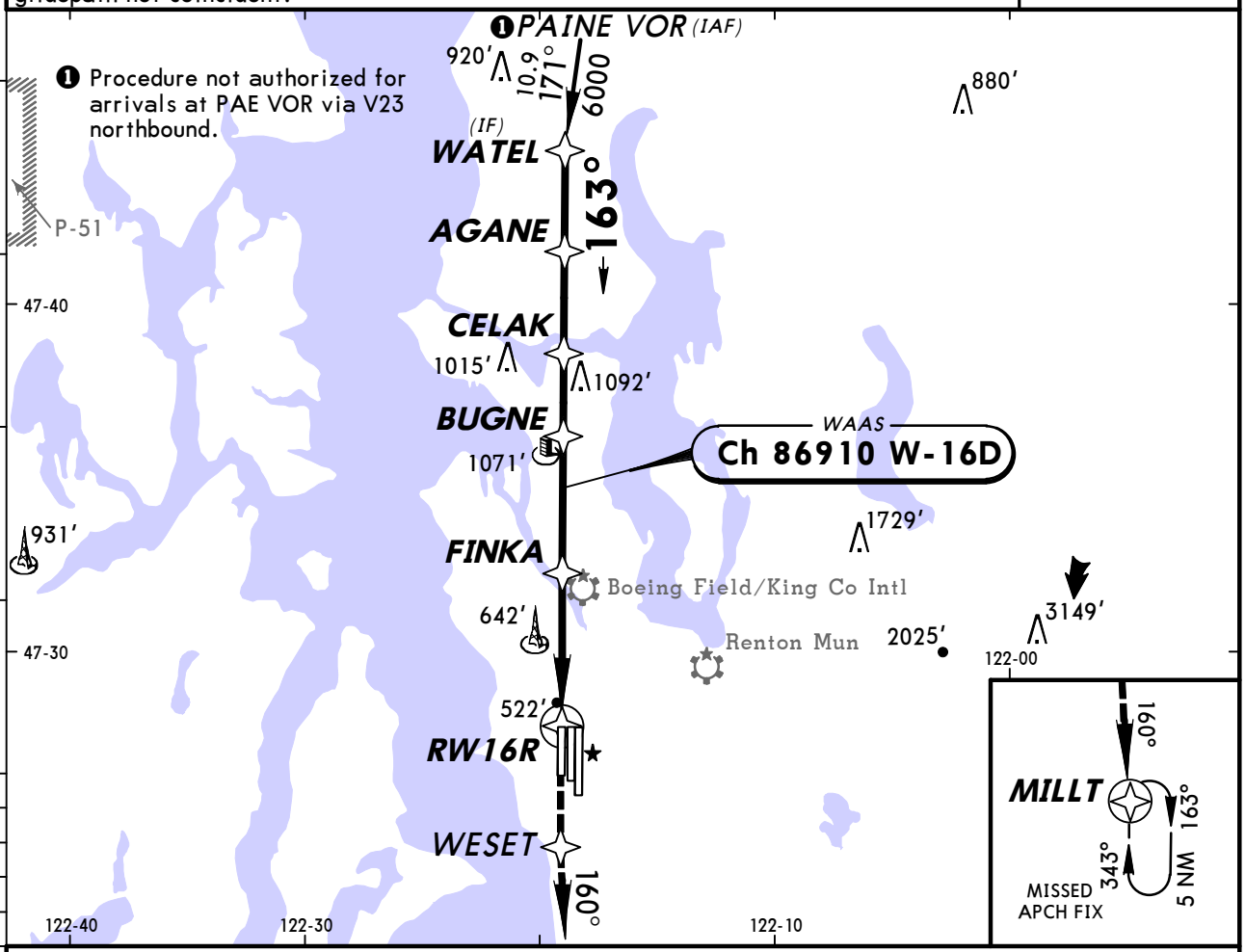
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 433′
Ch 86910 W-16D	163°	FINKA 1900′ (1485′)	615′ (200′)	TDZE 415′

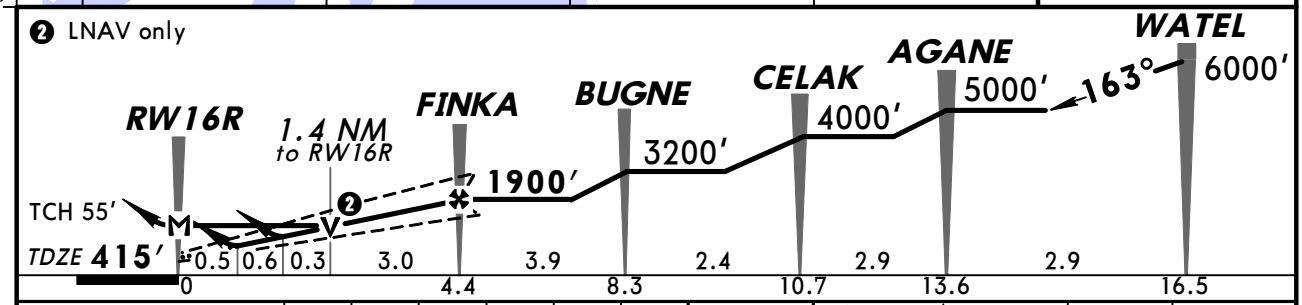
MISSED APCH: Climb direct WESET to cross WESET at or below 2000′, then climb to 5000′ via track 160° to MILLT and hold. Continue climb-in-hold to 5000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 47°C (116°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident.

6400′
MSA RW16R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW16R						

ALSF-II
PAPI
2000′ or below
D
WESET

STRAIGHT-IN LANDING RWY 16R

	LPV DA(H) 615′ (200′)		LNAV/VNAV DA(H) 808′ (393′)		LNAV MDA(H) 920′ (505′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 50 or 1	1½
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1000′ (567′)-1
120	
140	1000′ (567′)-1½
165	1000′ (567′)-2

AMEND OB TERPS

CHANGES: Missed approach.

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D-ATIS	SEATTLE Approach (R)	SEATTLE Tower Rwys 16R/34L	SEATTLE Tower Rwys 16L/34R, 16C/34C	Ground
118.0	133.65	120.95	119.9	121.7

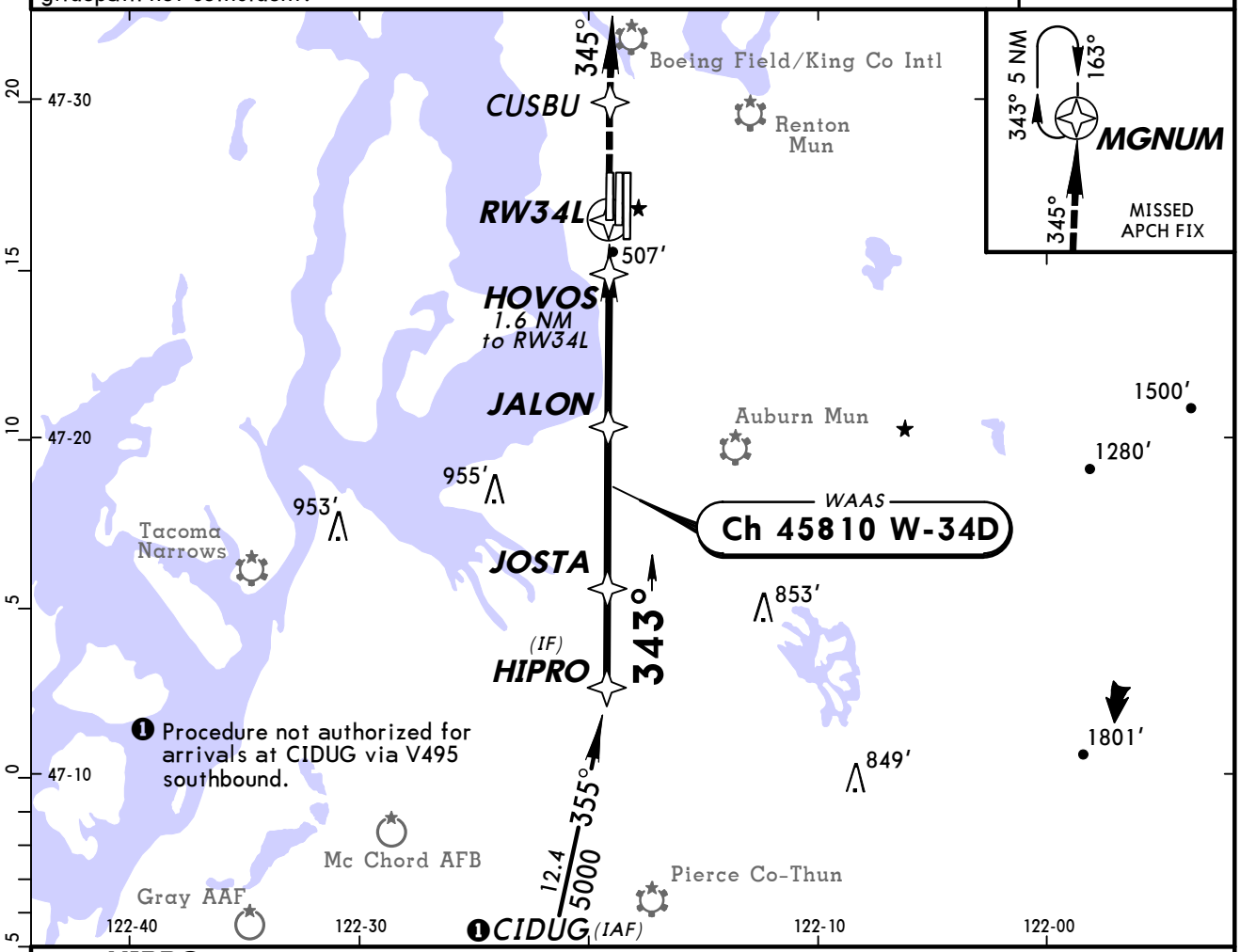
BRIEFING STRIP ™

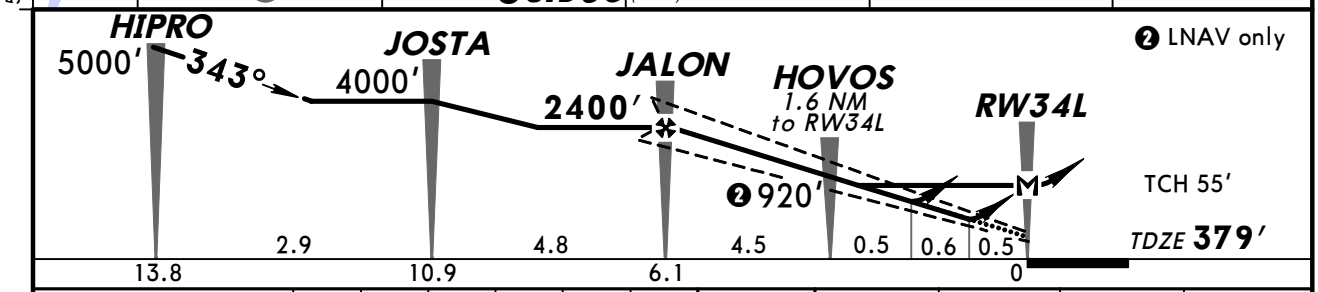
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 433'
Ch 45810 W-34D	343°	JALON 2400' (2021')	579' (200')	TDZE 379'

MISSED APCH: Climb direct CUSBU to cross CUSBU at or below 2000', then climb to 5000' via track 345° to MGNUM and hold. Continue climb-in-hold to 5000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident.

6400'
MSA RW34L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW34L						

MALSR
PAPI
2000' or below
D
CUSBU

STRAIGHT-IN LANDING RWY 34L

TERPS	LPV DA(H) 579' (200') RAIL or ALS out		LNAV/VNAV DA(H) 792' (413') RAIL or ALS out		LNAV MDA(H) 860' (481') RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 24 or 1/2	RVR 40 or 3/4 / RVR 50 or 1
B						
C					RVR 40 or 3/4	RVR 60 or 1 1/4
D					RVR 50 or 1	1 1/2

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1000' (567')-1
120	
140	1000' (567')-1 1/2
165	1000' (567')-2

AMEND OB

CHANGES: Missed approach.

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KSEA/SEA -TACOMA INTL

JEPPESEN

3 APR 09 (22-5)

SEATTLE, WASH RNAV (GPS) Rwy 34C

D-ATIS	SEATTLE Approach (R)	SEATTLE Tower Rwys 16C/34C, 16L/34R	SEATTLE Tower Rwys 16R/34L	Ground
118.0	133.65	119.9	120.95	121.7

BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt TIFYS	LPV DA(H)	Apt Elev 433'
Ch 77710 W-34B	343°	2400' (2013')	741' (354')	TDZE 387'

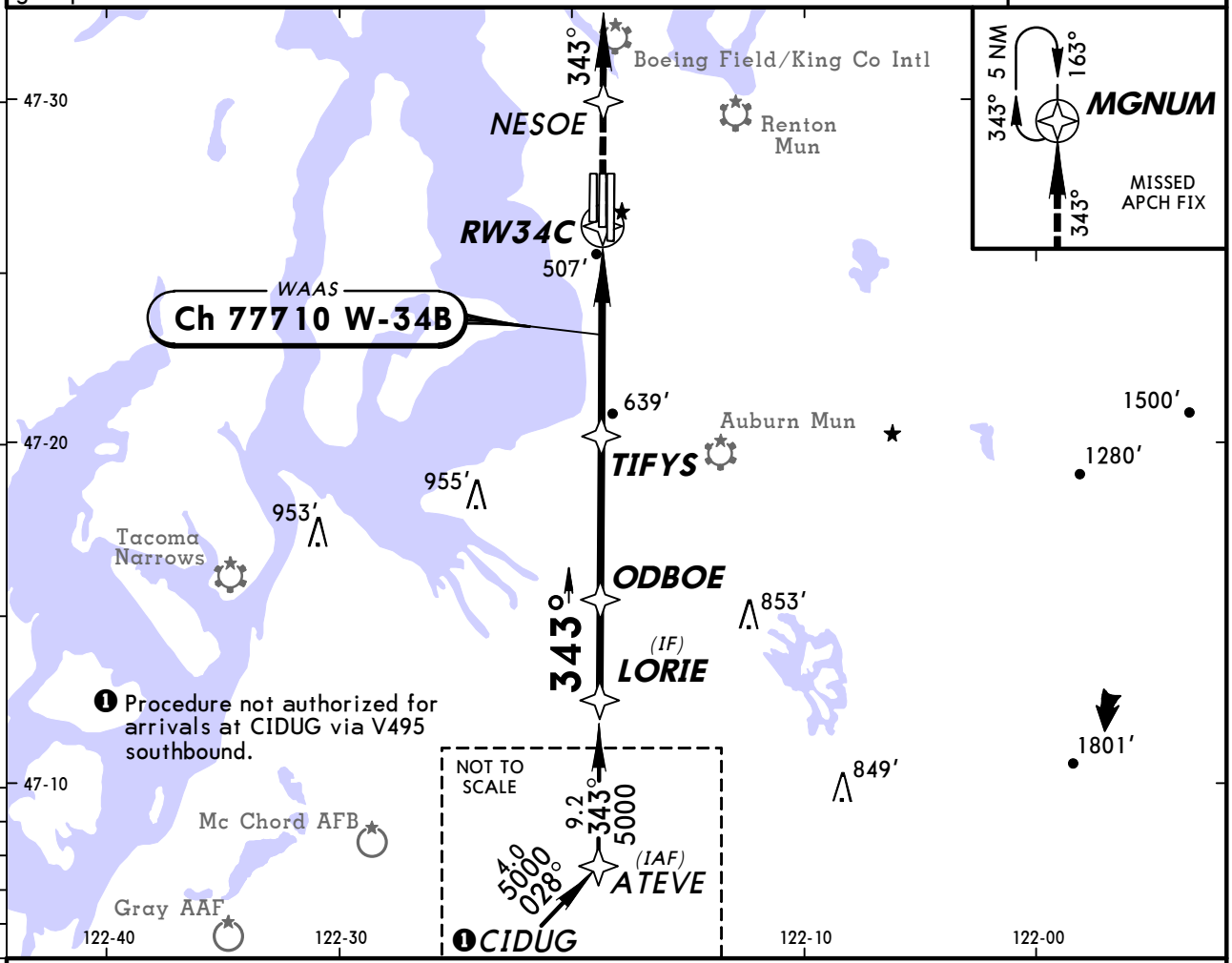
MISSED APCH: Climb direct NESOE to cross NESOE at or below 2000', then climb to 5000' via track 343° to MGNUM and hold. Continue climb-in-hold to 5000'.

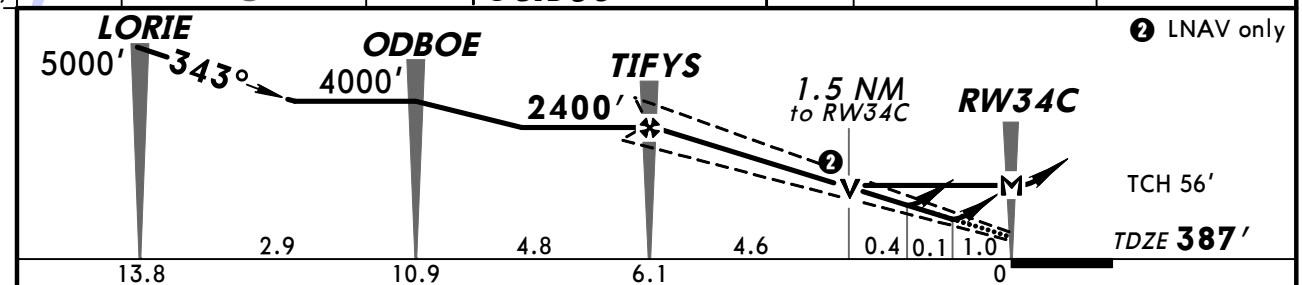
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident.

6400'

MSA RW34C





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW34C						

MALSR PAPI 2000' or below D NESOE

STRAIGHT-IN LANDING RWY 34C

TERPS	LPV DA(H) 741' (354') RAIL or ALS out	LPV DA(H) 741' (354')	LNAV/VNAV DA(H) 790' (403') RAIL or ALS out	LNAV/VNAV DA(H) 790' (403')	LNAV MDA(H) 900' (513') RAIL out	LNAV MDA(H) 900' (513') ALS out
A (AMEND 1B)	RVR 40 or ¾	RVR 60 or 1¼	RVR 50 or 1	1½	RVR 24 or ½	RVR 40 or ¾ / RVR 50 or 1
B (AMEND 1B)						
C (AMEND 1B)					RVR 50 or 1	1½
D (AMEND 1B)					RVR 60 or 1¼	1¾

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	1000' (567')-1
120	
140	1000' (567')-1½
165	1000' (567')-2

CHANGES: Missed approach.

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KSEA/SEA -TACOMA INTL

JEPPESEN

3 APR 09 (22-6)

SEATTLE, WASH RNAV (GPS) Rwy 34R

D-ATIS	SEATTLE Approach (R)	SEATTLE Tower Rwys 16L/34R, 16C/34C	SEATTLE Tower Rwys 16R/34L	Ground
118.0	133.65	119.9	120.95	121.7

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 433'
Ch 42710 W-34A	343°	BUCKK 2200' (1828')	622' (250')	TDZE 372'

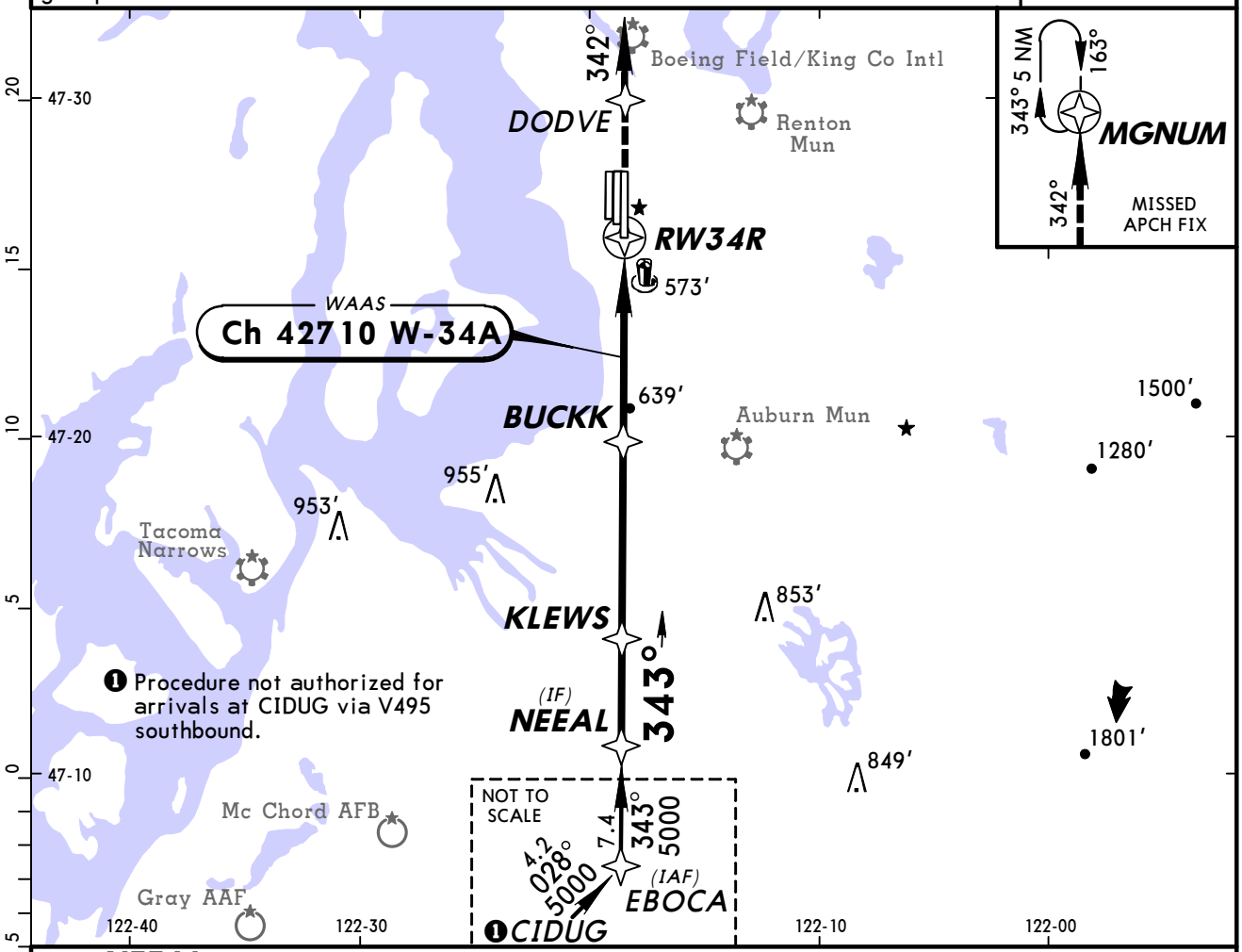
MISSED APCH: Climb direct DODVE to cross DODVE at or below 2000', then climb to 5000' via track 342° to MGNUM and hold. Continue climb-in-hold to 5000'.

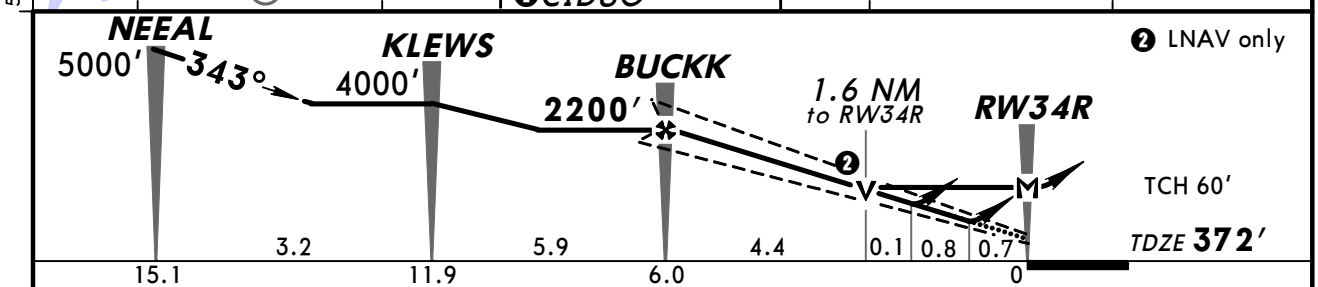
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (130°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident.

6400'

MSA RW34R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 2.75°	340	438	486	584	681	778
MAP at RW34R						

MALSR PAPI 2000' or below D DODVE

STRAIGHT-IN LANDING RWY 34R

	LPV DA(H) 622' (250') RAIL or ALS out		LNAV/VNAV DA(H) 869' (497') RAIL or ALS out		LNAV MDA(H) 900' (528') RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	1½	2	RVR 24 or ½	RVR 40 or ¾ / RVR 50 or 1
B						
C					RVR 50 or 1	1½
D					RVR 60 or 1¼	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1000' (567')-1
120	
140	1000' (567')-1½
165	1000' (567')-2

AMEND 1B TERPS

CHANGES: Missed approach.

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D-ATIS	SEATTLE Approach (R)	SEATTLE Tower		Ground
118.0	133.65	Rwys 16L/34R, 16C/34C 119.9	Rwys 16R/34L 120.95	121.7

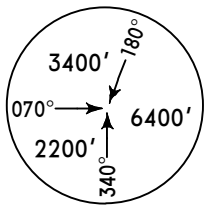
BRIEFING STRIP™

VOR	Final Apch Crs	Minimum Alt	MDA(H)	
SEA 116.8	161°	SODOE 1900′ (1470′)	Refer to Minimums	Apt Elev 433′ TDZE 16L 433′ TDZE 16C 430′

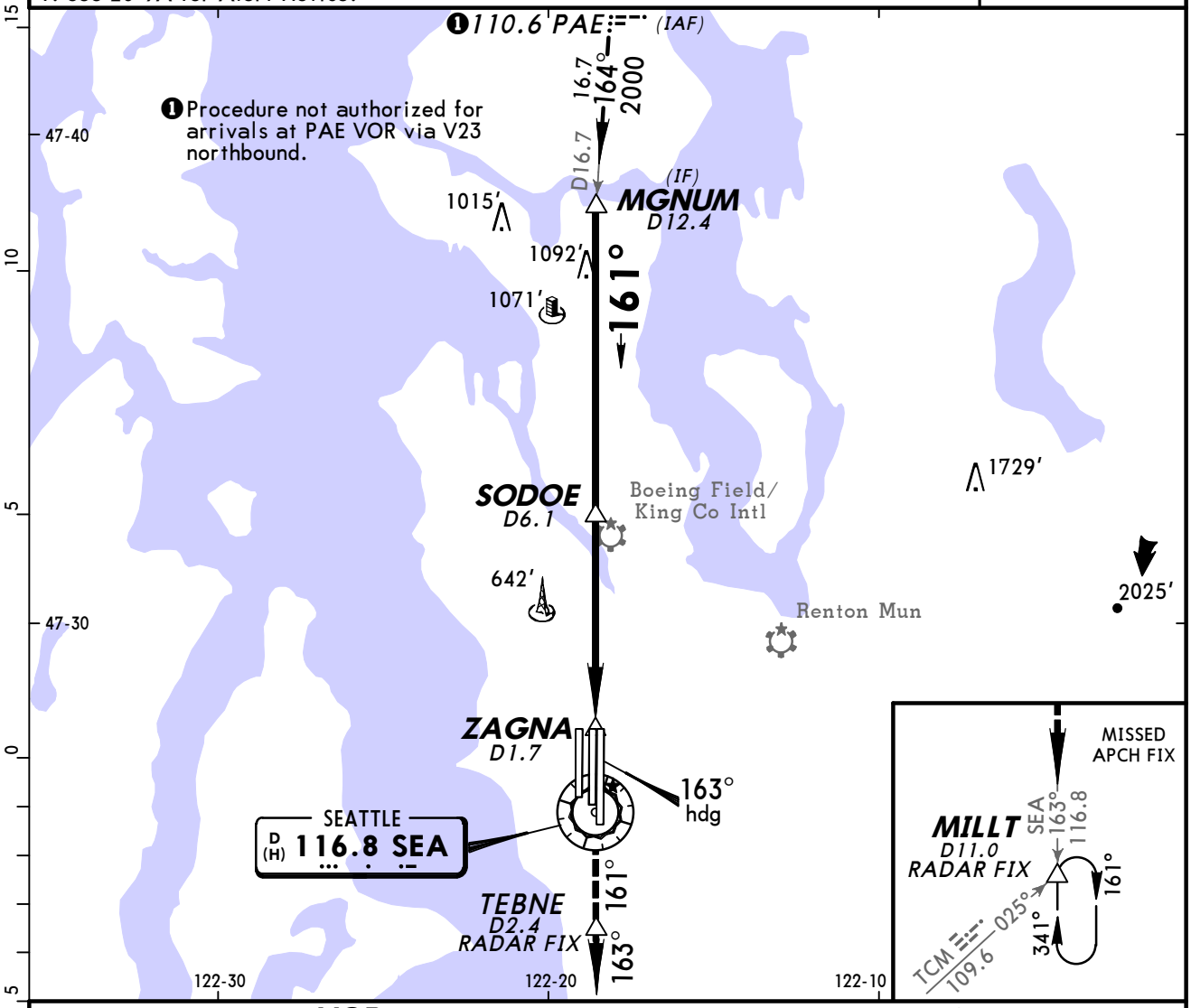
MISSED APCH: Climb heading 163° and outbound via SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000′, then climb to 5000′ outbound via SEA R-163 to MILLT INT/D11.0 SEA/RADAR and hold. Continue climb-in-hold to 5000′.

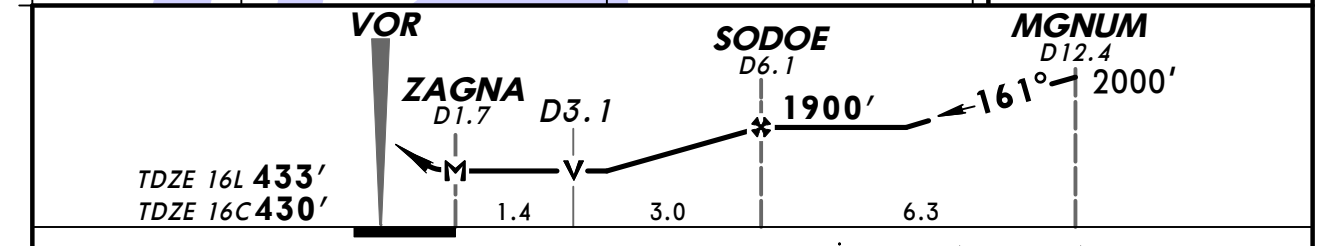
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. See 20-9A for Alert Notice.



MSA SEA VOR





MAP at ZAGNA	Rwy 16L ALSF-II PAPI	Rwy 16C ALSF-II PAPI	2000′ or Below	163° hdg	and	SEA 116.8 R-161

	STRAIGHT-IN LANDING RWY 16L MDA(H) 960′ (527′)		RWY 16C MDA(H) 960′ (530′)		CIRCLE-TO-LAND	
		ALS out		ALS out	Max Kts	MDA(H)
A	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 50 or 1	90	1000′(567′)-1
B					120	
C	RVR 50 or 1	1½	RVR 50 or 1	1½	140	1000′(567′)-1½
D	RVR 60 or 1¼	1¾	RVR 60 or 1¼	1¾	165	1000′(567′)-2

AMEND 14B TERPS

CHANGES: Missed approach.

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KSEA/SEA -TACOMA INTL

JEPPESEN

3 APR 09 (23-2)

SEATTLE, WASH VOR DME Rwy 34C

D-ATIS	SEATTLE Approach (R)	SEATTLE Tower Rwys 16C/34C, 16L/34R	SEATTLE Tower Rwys 16R/34L	Ground
118.0	133.65	119.9	120.95	121.7

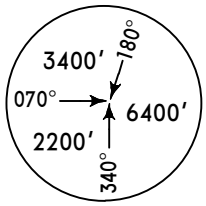
BRIEFING STRIP™

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / TDZE 34C
SEA 116.8	341°	DONDO 1800′ (1413′)	840′ (453′)	Apt Elev 433′ / TDZE 34C 387′

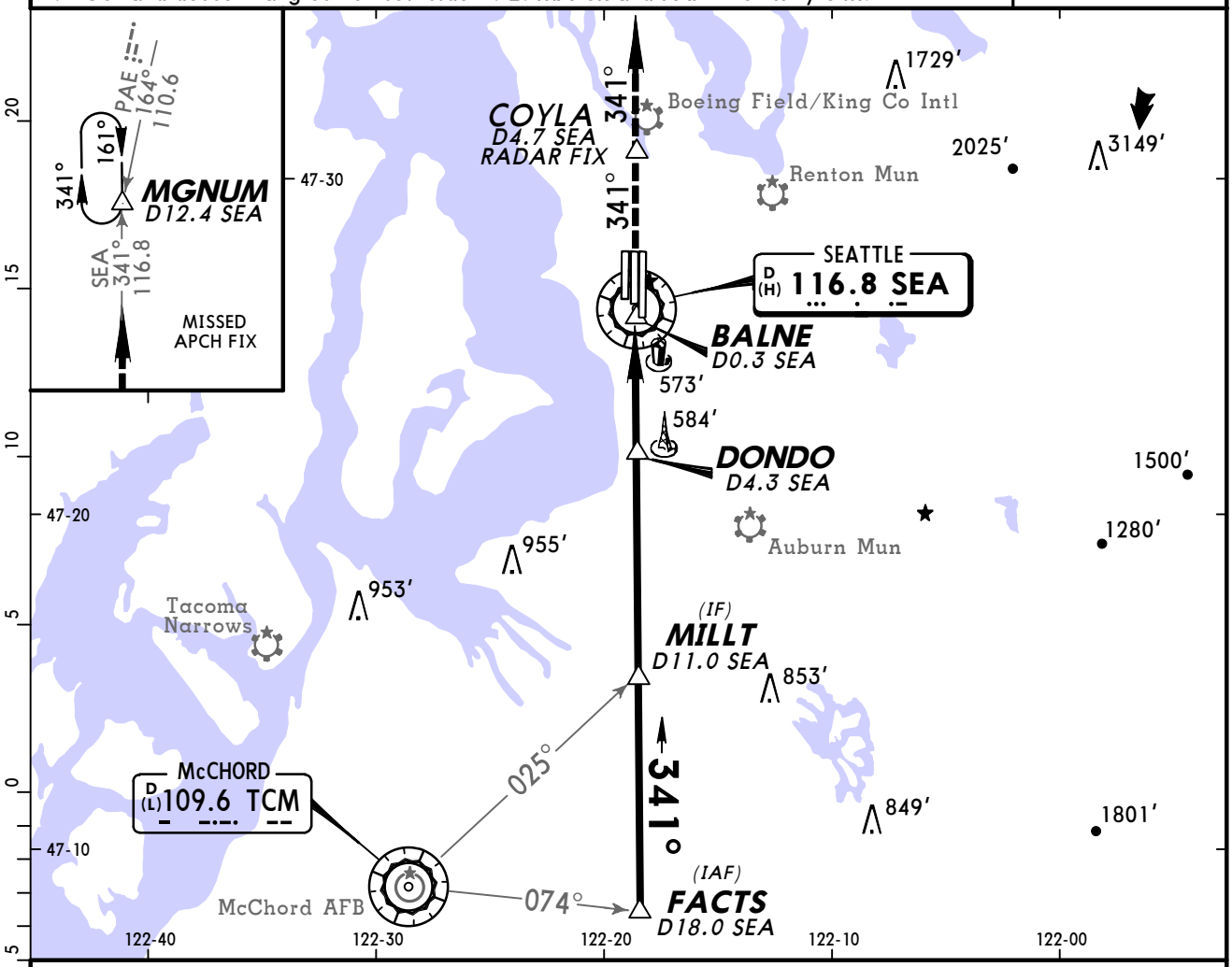
MISSED APCH: Climb outbound via SEA R-341 to cross COYLA/D4.7 SEA/RADAR at or below 2000′, then climb to 5000′ outbound via SEA R-341 to MGNUM/D12.4 SEA and hold. Continue climb-in-hold to 5000′.

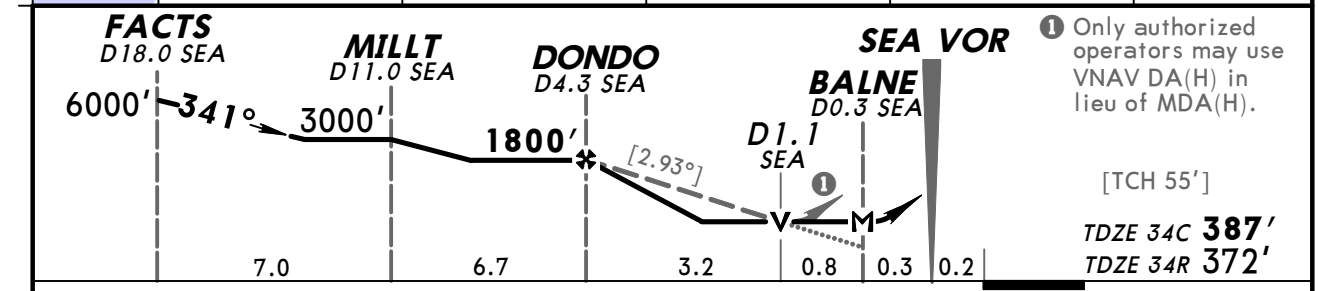
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and descent angles not coincident. 2. MALSR and PAPI-L on Rwy 34R.



MSA SEA VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

[TCH 55′]

TDZE 34C 387′
TDZE 34R 372′

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.93°]	363	466	518	622	726	829
MAP at BALNE						

MALSR / PAPI — 2000′ or below via SEA 116.8 R-341 — COYLA

TERPS	STRAIGHT-IN LANDING 34C MDA(H) 840′ (453′)			SIDESTEP LANDING RWY 34R MDA(H) 840′ (468′)		CIRCLE-TO-LAND	
		RAIL out	ALS out	RAIL or ALS out		Max Kts	MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 60 or 1¼		90	1000′ (567′) -1
B						120	
C	RVR 40 or ¾	RVR 60 or 1¼		RVR 60 or 1¼	1½	140	1000′ (567′) -1½
D	RVR 50 or 1	1½		1¾	2	165	1000′ (567′) -2

AMEND 1B

CHANGES: Missed approach.

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SEATTLE, WASH
BAY VISUAL APPROACH
Rwy 16R/C/L

BRIEFING STRIP ™

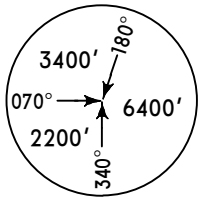
D-ATIS	SEATTLE Approach (R)	SEATTLE Tower		Ground
118.0	133.65	Rwys 16C/34C, 16L/34R 119.9	Rwys 16R/34L 120.95	121.7

NAVAIDS- See Planview	Final Apch Crs 163°	No FAF	Ceil-Vis 3100′-4	Apt Elev 433′

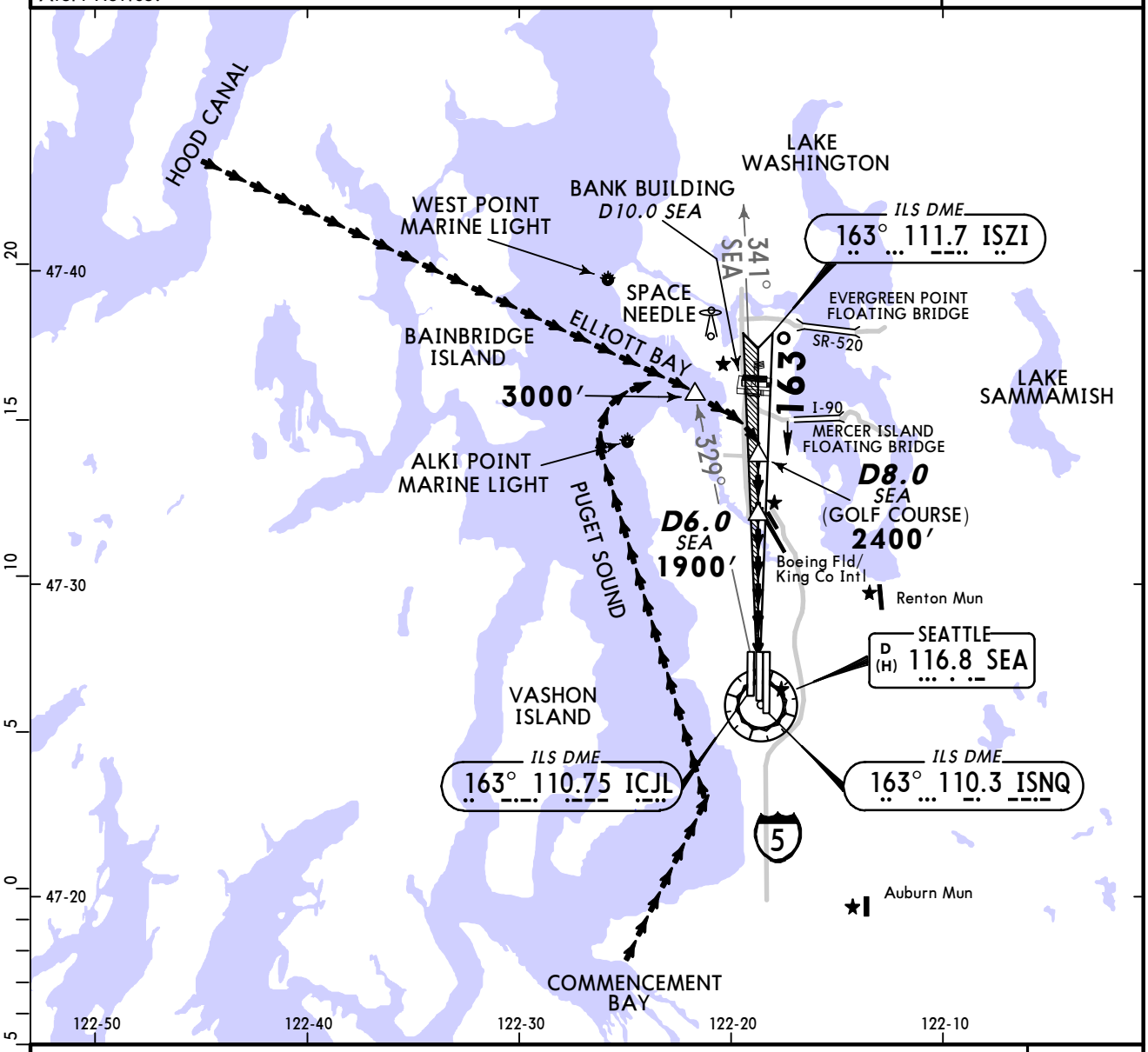
MISSED APCH: No missed approach procedure.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Vertical Guidance Navaid and Angle: LOC ICJL (GS 3.00°), LOC ISZI (GS 3.00°), LOC ISNQ (GS 3.00°). 3. TCAS sensitive approach due to extensive traffic in the vicinity of the Boeing Field/King County International Airport (KBFI). 4. See 20-9A for Alert Notice.



MSA SEA VOR



Lighting - Refer to Airport Chart

BAY VISUAL APPROACH Rwy 16R/C/L

When the ceiling is at least 3100′ and visibility is at least 4 miles, aircraft may be vectored over Puget Sound for a Bay Visual Runway 16R/C/L Approach. When cleared for a Bay Visual Approach: proceed inbound visually over the middle of Elliott Bay (via route depicted); intercept the Runway 16R/C/L localizer/SEA R-341 on Runway 16R/C/L extended centerline at the Golf Course (D8.0 SEA) and complete a straight in visual approach to the airport. On final approach, a descent profile of approximately 300′ per mile may be made with reference to the altitudes shown at the visual checkpoints or associated DME/fix positions.

WEATHER MINIMUMS

Ceiling **3100′** - VIS **4**

TERPS AMEND 5 10 MAR 2011

CHANGES: None.

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SEATTLE, WASH
HUSKY VISUAL APPROACH
Rwy 16R/C/L

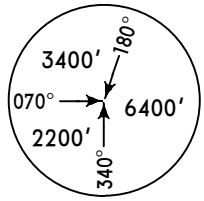
D-ATIS	SEATTLE Approach (R)	SEATTLE Tower		Ground
118.0	133.65	Rwys 16C/34C, 16L/34R 119.9	Rwys 16R/34L 120.95	121.7

NAVAIDS- See Planview	Final Apch Crs 163°	No FAF	Ceil-Vis 5000′-4	Apt Elev 433′

MISSED APCH: No missed approach procedure.

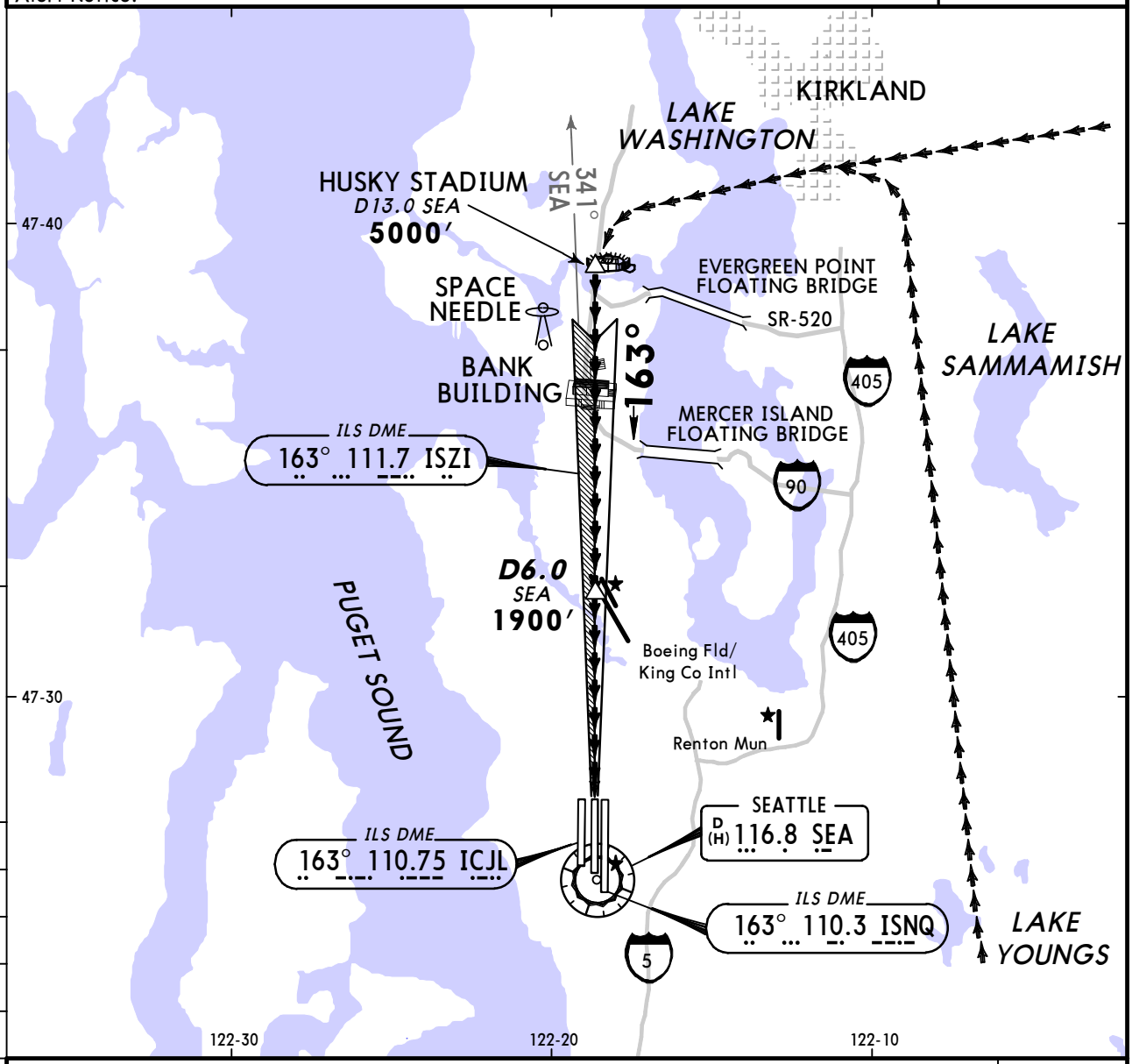
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Vertical Guidance Navaid and Angle: LOC ICJL (GS 3.00°), LOC ISZI (GS 3.00°), LOC ISNQ (GS 3.00°). 3. TCAS sensitive approach due to extensive traffic in the vicinity of the Boeing Field/King County International Airport (KBFI). 4. See 20-9A for Alert Notice.



MSA SEA VOR

BRIEFING STRIP ™



Lighting - Refer to Airport Chart

HUSKY VISUAL APPROACH Rwy 16R/C/L

When the ceiling is at least 5000′ and visibility is at least 4 miles, aircraft may be vectored over Kirkland or Lake Youngs for a Husky Visual Runway 16R/C/L approach. When cleared for a Husky Visual Approach; proceed inbound visually over Husky Stadium (via route depicted); intercept the Runway 16R/C/L localizer/SEA R-341 at D13.0 SEA and complete a straight in visual approach to the airport.

WEATHER MINIMUMS

Ceiling **5000′** - VIS **4**

TERPS AMEND 5 10 MAR 2011

CHANGES: Chart reindexed.

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SEATTLE, WASH
MALL VISUAL APPROACH
Rwy 34R/C/L

BRIEFING STRIP ™

D-ATIS	SEATTLE Approach (R)	SEATTLE Tower Rwys 16C/34C, 16L/34R	SEATTLE Tower Rwys 16R/34L	Ground
118.0	133.65	119.9	120.95	121.7

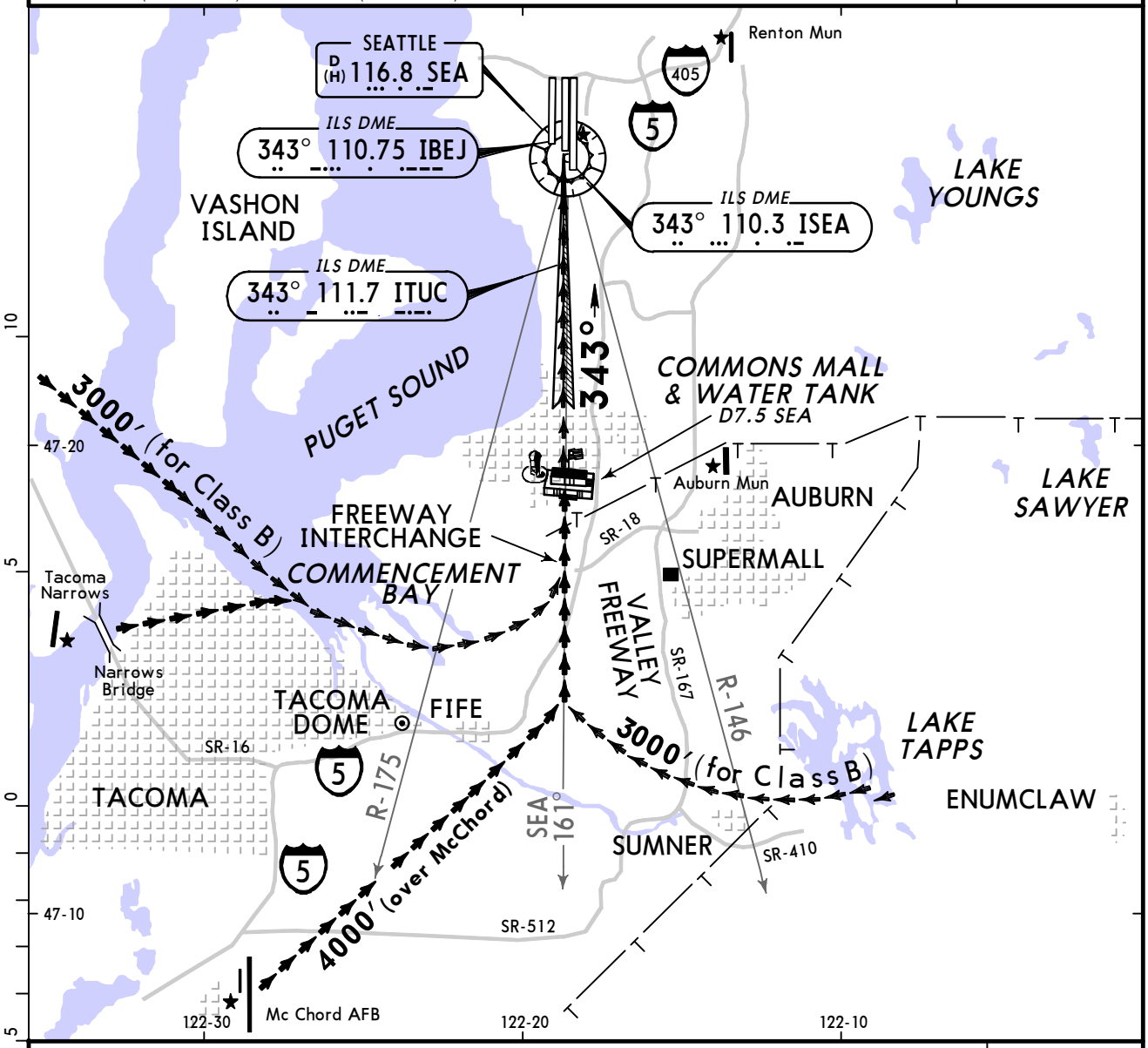
NAVAIDS- See Planview	Final Apch Crs 343°	No FAF	CEIL-VIS 3100′-7	Apt Elev 433′

MISSED APCH: No missed approach procedure.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Vertical Guidance Navaid and Angle: LOC IBEJ (GS 3.00°), LOC ISEA (GS 2.75°), LOC ITUC (GS 3.00°).

MSA SEA VOR: 3400′ 180°, 070° 6400′, 2200′ 340°



Lighting - Refer to Airport Chart

MALL VISUAL APPROACH Rwy 34R/C/L

When the ceiling is at least 3100′ and visibility is at least 7 miles, aircraft may be vectored towards Commencement Bay or McChord AFB or Lake Tapps for a Mall Visual Runway 34R/C/L Approach. When cleared for this approach; proceed inbound visually using the depicted landmarks to the centerline of Runway 34R/C/L. Turn final before or over the interchange of State Route 18 (SR-18) and Interstate 5. Be established on the localizer or runway centerline at the COMMONS MALL and WATER TANK (D7.5 SEA) and proceed visually to Runway 34R/C/L.

WEATHER MINIMUMS

Ceiling **3100′** - VIS **7**

TERPS AMEND 6 10 MAR 2011

CHANGES: Chart reindexed.

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General Information

Location: Spokane WA USA
IATA Code: SKA
Lat/Long: N47° 36.9' W117° 39.3'
Elevation: 2462 ft

Airport Use: Military
Magnetic Variation: 15.5°E
Sectional Chart: Seattle

Fuel Types: Jet 4
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1435 Z
Sunset: 0132 Z,

Runway Information

Runway: 05
Length x Width: 13899 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 2462 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 1000 ft

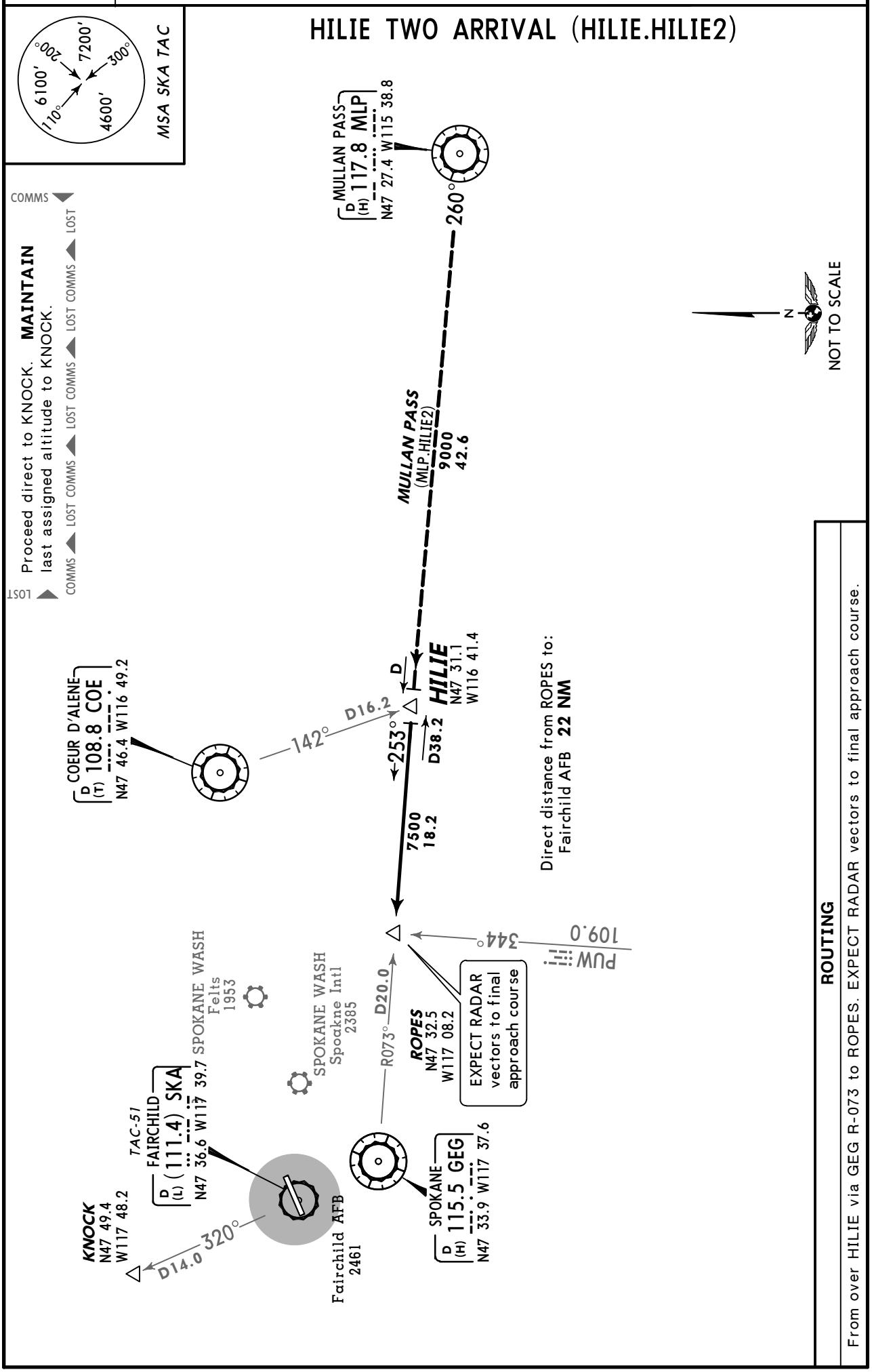
Runway: 23
Length x Width: 13899 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 2422 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 1000 ft

Communication Information

Fairchild AFB Tower 120.35
Fairchild Ground Control 123.6
Spokane Approach Control 133.35 (29°-207°)
Spokane Approach Control 123.75 (208°-28°)
Spokane App ARSA 133.35 (29°-207°)
Spokane App ARSA 123.75 (208°-28°)
Spokane Departure Control 133.35 (29°-207°)
Spokane Departure Control 123.75 (208°-28°)

Apt Elev See graphic	Trans level: FL 180 Trans alt: 18000′ **DME and RADAR required.**

HILIE TWO ARRIVAL (HILIE.HILIE2)



CHANGES: Procedure renumbered, revised, new format.

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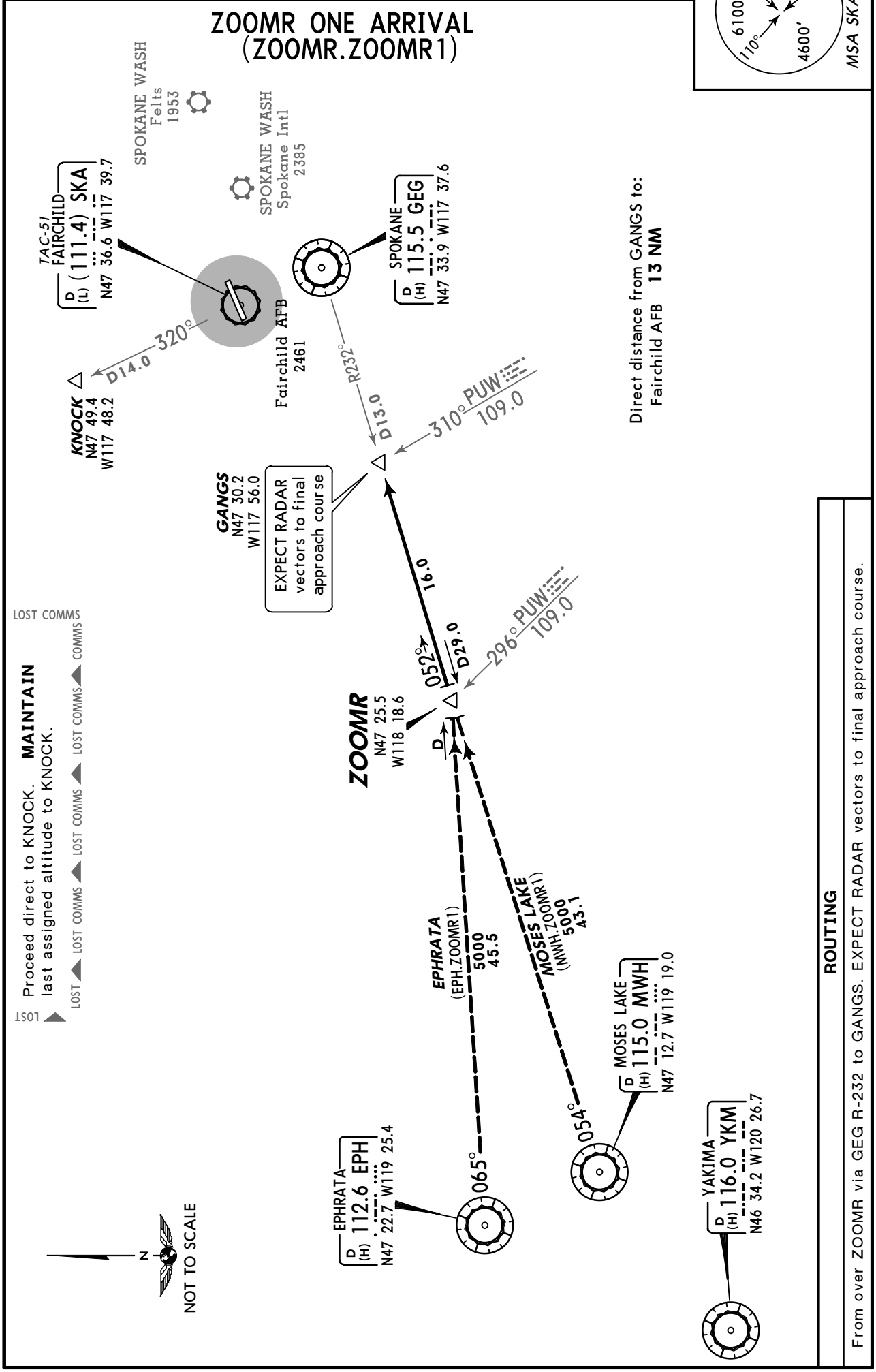
Apt Elev	Trans level: FL 180 Trans alt: 18000′
See graphic	**DME and RADAR required.**

ZOOMR ONE ARRIVAL (ZOOMR.ZOOMR1)



ROUTING

From over ZOOMR via GEG R-232 to GANGS. EXPECT RADAR vectors to final approach course.

CHANGES: Formations, new format.

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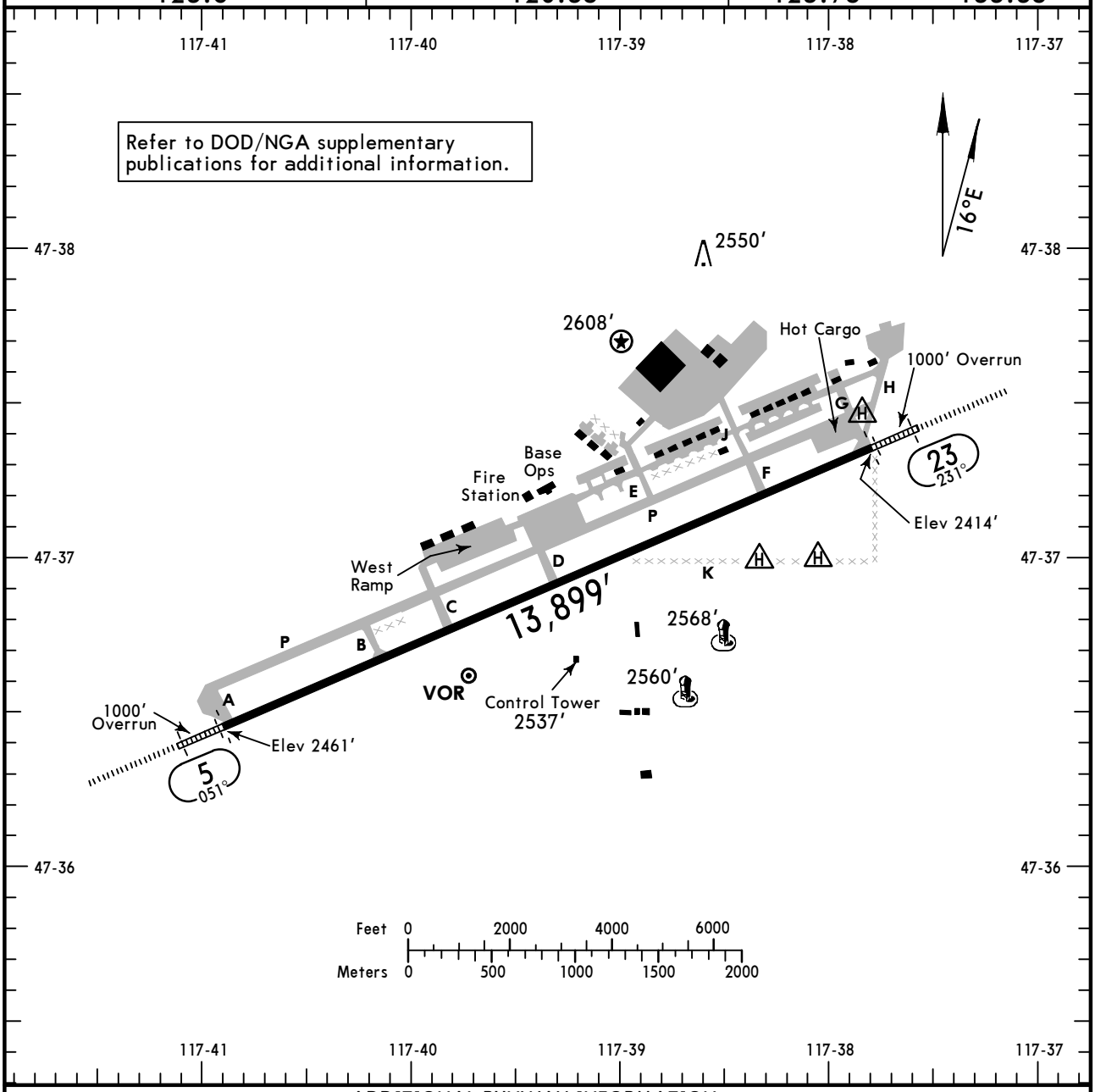
FAIRCHILD Ground	Tower	SPOKANE Departure (R) 208°-028°	SPOKANE Departure (R) 029°-207°
123.6	120.35	123.75	133.35



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
5	HIRL CL ALSF-II (non-standard) TDZ PAPI-L RVR		12,845′		150′
23	HIRL CL ALSF-1 (non-standard) PAPI-L RVR		12,853′		

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys: Adequate Vis Ref	All Rwys: STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

FOR FILING AS ALTERNATE

	Precision	Non-Precision
A, B, C, D	600-2	800-2

OBSTACLE DP: Rwy 5, climb on track 051° to intercept SKA TAC R-048 to 5300′, then on course. Rwy 23, climb on track 244° to 3400′, then on course.

TAKE-OFF OBSTACLES: Rwy 23, Terrain 461′ from DER, 751′ right of centerline, 2477′ MSL. Terrain 194′ from DER, 405′ right of centerline, 2467′ MSL.

AMEND 1

CHANGES: Apt elevation, lighting.

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KSKA/SKA
SPOKANE, WASH

JEPPESEN

6 JAN 12 (31-1) Eff 12 Jan

FAIRCHILD AFB
ILS or LOC Rwy 5

SPOKANE Approach (R) 208°-028°	029°-207°	FAIRCHILD Tower	Ground
123.75	133.35	120.35	123.6

LOC IFRC	Final Apch Crs	GS PAIGE	ILS DA(H)	Apt Elev 2462′ THR 2462′
110.3	051°	4000′ (1538′)	2662′ (200′)	

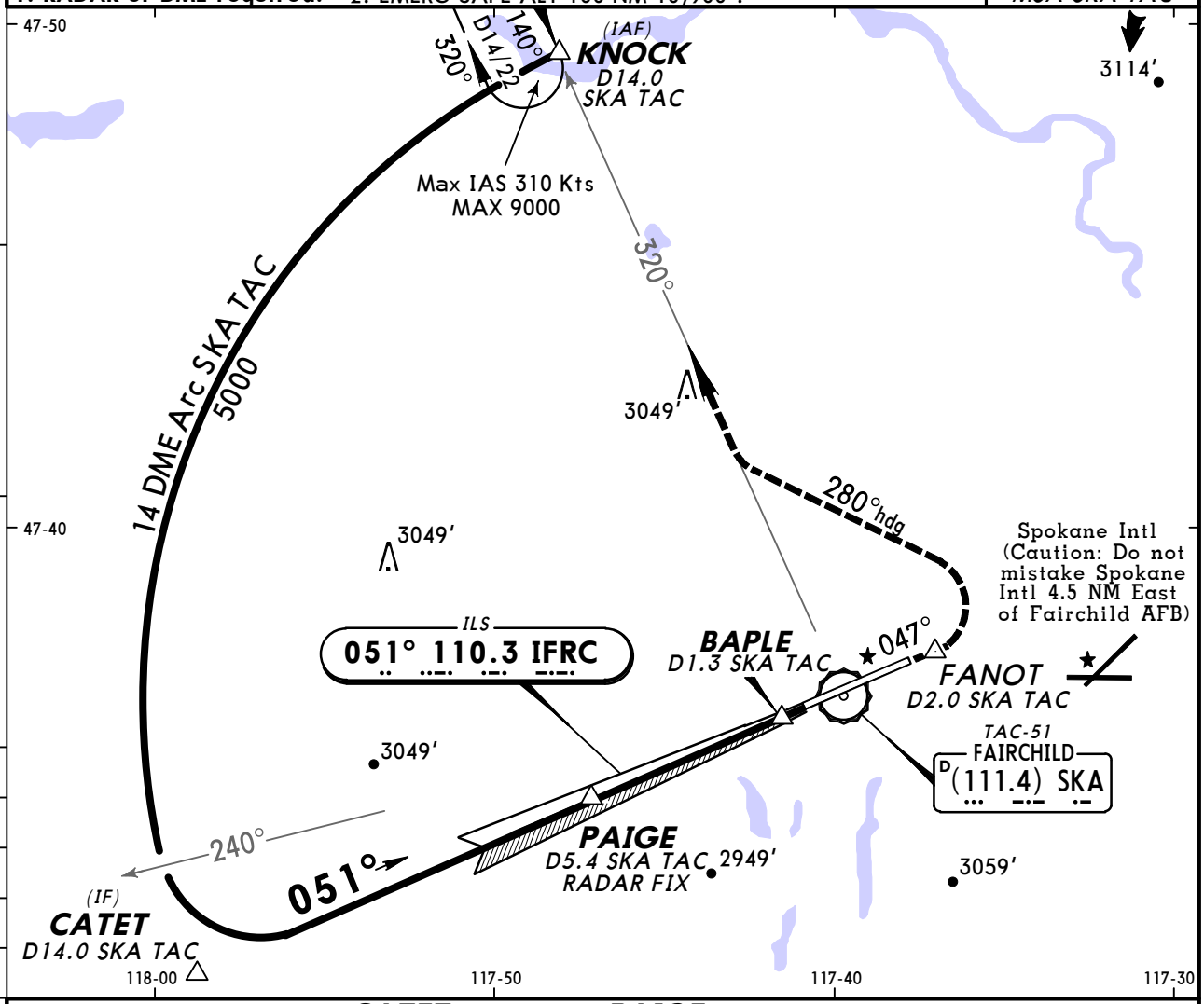
MISSED APCH: Climb to 6000′ via SKA R-047 and at FANOT/D2.0 turn LEFT heading 280° to intercept SKA R-320 to KNOCK and hold, continue climb-in-hold to 6000′.

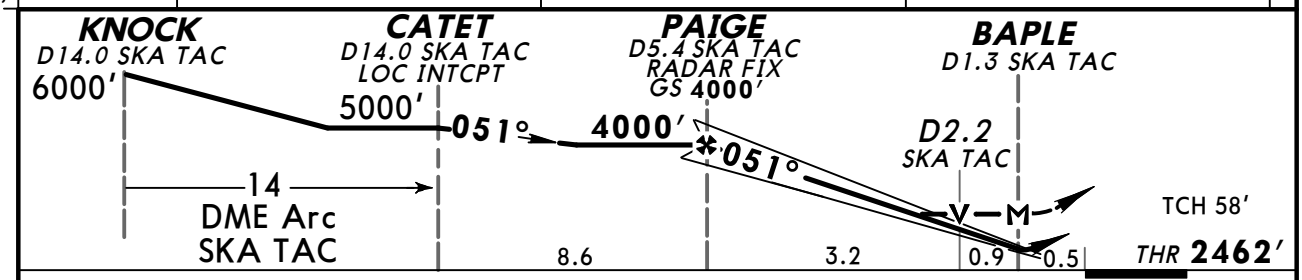
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR or DME required. 2. EMERG SAFE ALT 100 NM 10,900′.

MSA SKA TAC: 5500′ (108°–198°), 7200′ (198°–303°), 4300′ (303°–108°)

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at BAPLE or PAIGE to MAP 4.1	3:31	2:44	2:28	2:03	1:45	1:32

ALSF-II PAPI

6000′ via SKA TAC-51 (111.4) R-047 — FANOT

Military STRAIGHT-IN LANDING RWY 5

	ILS DA(H) 2662′ (200′) FULL	TDZ & CL out	ALS out	LOC (GS out) MDA(H) 2960′ (498′)	ALS out
A	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 50 or 1	1 3/8
D					

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2960′ (498′) - 1
120	
140	2960′ (498′) - 1 1/2
165	3020′ (558′) - 2

1 Not authorized South of Rwy 5-23. Practice circling approaches not authorized for transient aircraft.

TERPS AMEND 4

CHANGES: Missed apch, holding notes, profile view, lighting, minimums.

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SPOKANE Approach (R) 208°-028° 123.75	029°-207° 133.35	FAIRCHILD Tower 120.35	Ground 123.6

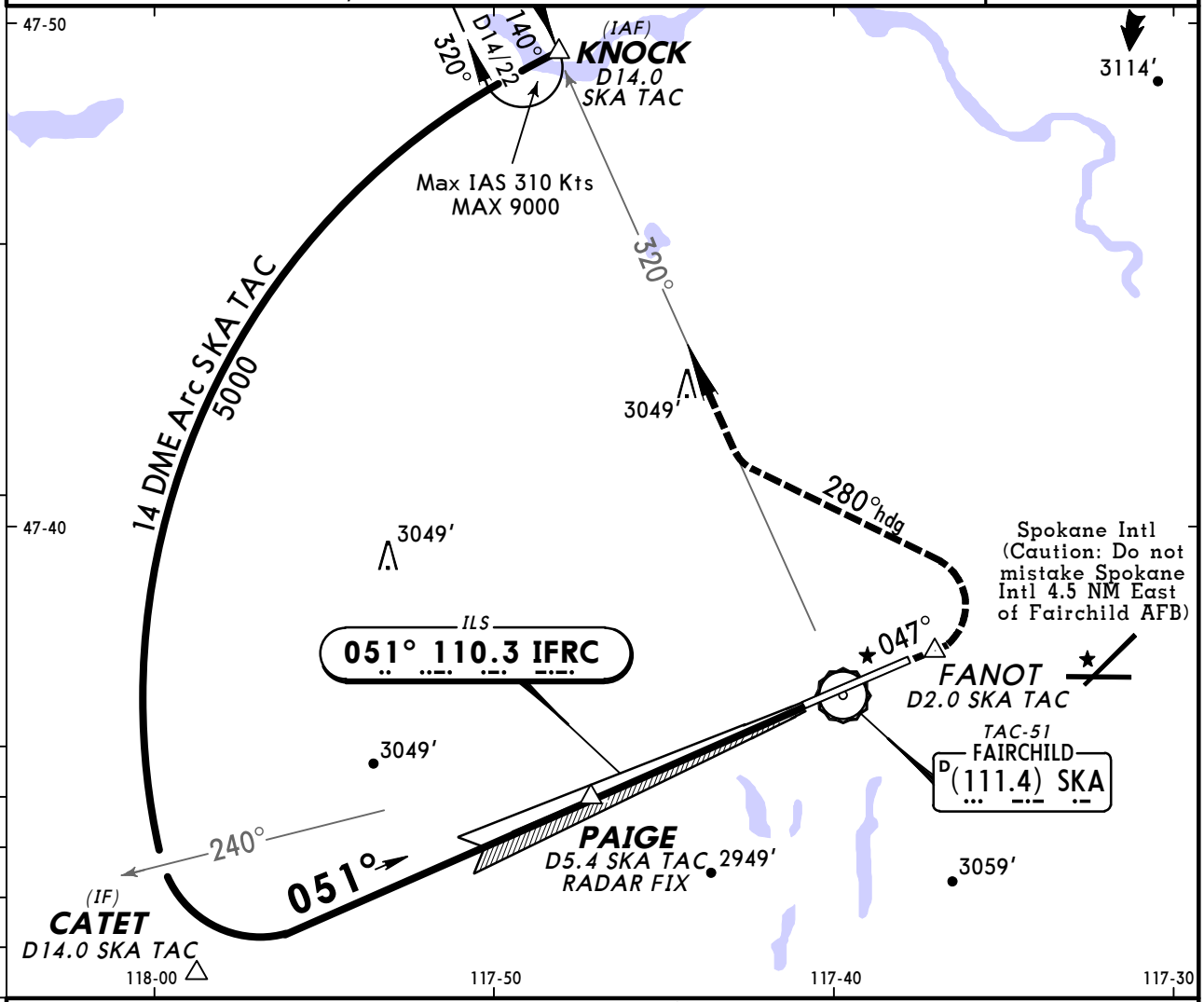
LOC IFRC 110.3	Final Apch Crs 051°	GS PAIGE 4000′ (1538′)	CAT II RA 107′ DA(H) 2570′ (108′)	Apt Elev 2462′ THR 2462′

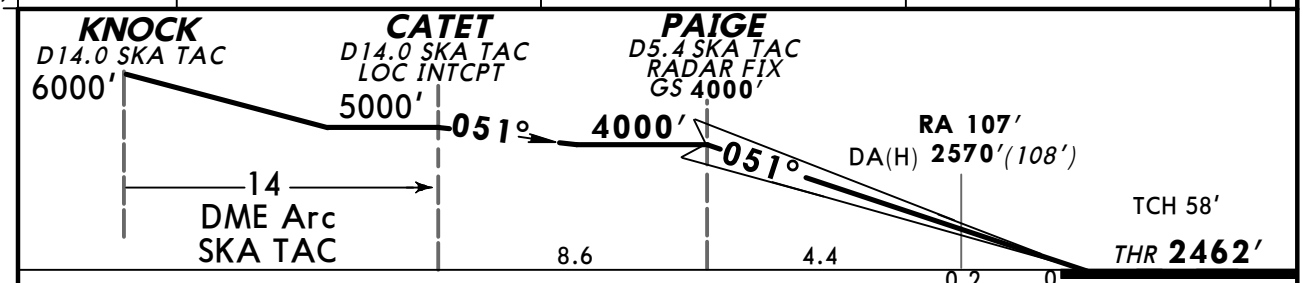
MISSED APCH: Climb to 6000′ via SKA R-047 and at FANOT/D2.0 turn LEFT heading 280° to intercept SKA R-320 to KNOCK and hold, continue climb-in-hold to 6000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **Special Aircrew & Aircraft certification required.**
2. EMERG SAFE ALT 100 NM 10,900′.

MSA SKA TAC: 5500′ (108°–198°), 7200′ (198°–303°), 4300′ (303°–108°)





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI | 6000′ | SKA TAC-51 via (111.4) R-047 | FANOT

Military

STRAIGHT-IN LANDING RWY 5
CAT II ILS
RA 107′
DA(H) **2570′** (108′)

AMEND A B C D

RVR 12

TERPS

CHANGES: New procedure.

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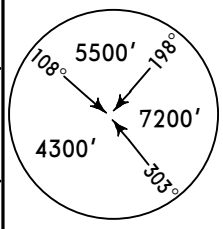
SPOKANE Approach (R) 208°-028° 123.75	029°-207° 133.35	FAIRCHILD Tower 120.35	Ground 123.6

LOC ISKA 110.3	Final Apch Crs 231°	GS HAFRD 3600′ (1185′)	ILS DA(H) 2615′ (200′)	Apt Elev 2462′ THR 2415′

MISSED APCH: Climb to 6500′ via SKA R-235. At CAGAM/D2.0 turn RIGHT heading 340° to intercept R-320 to KNOCK and hold. Continue climb-in-hold to 6500′.

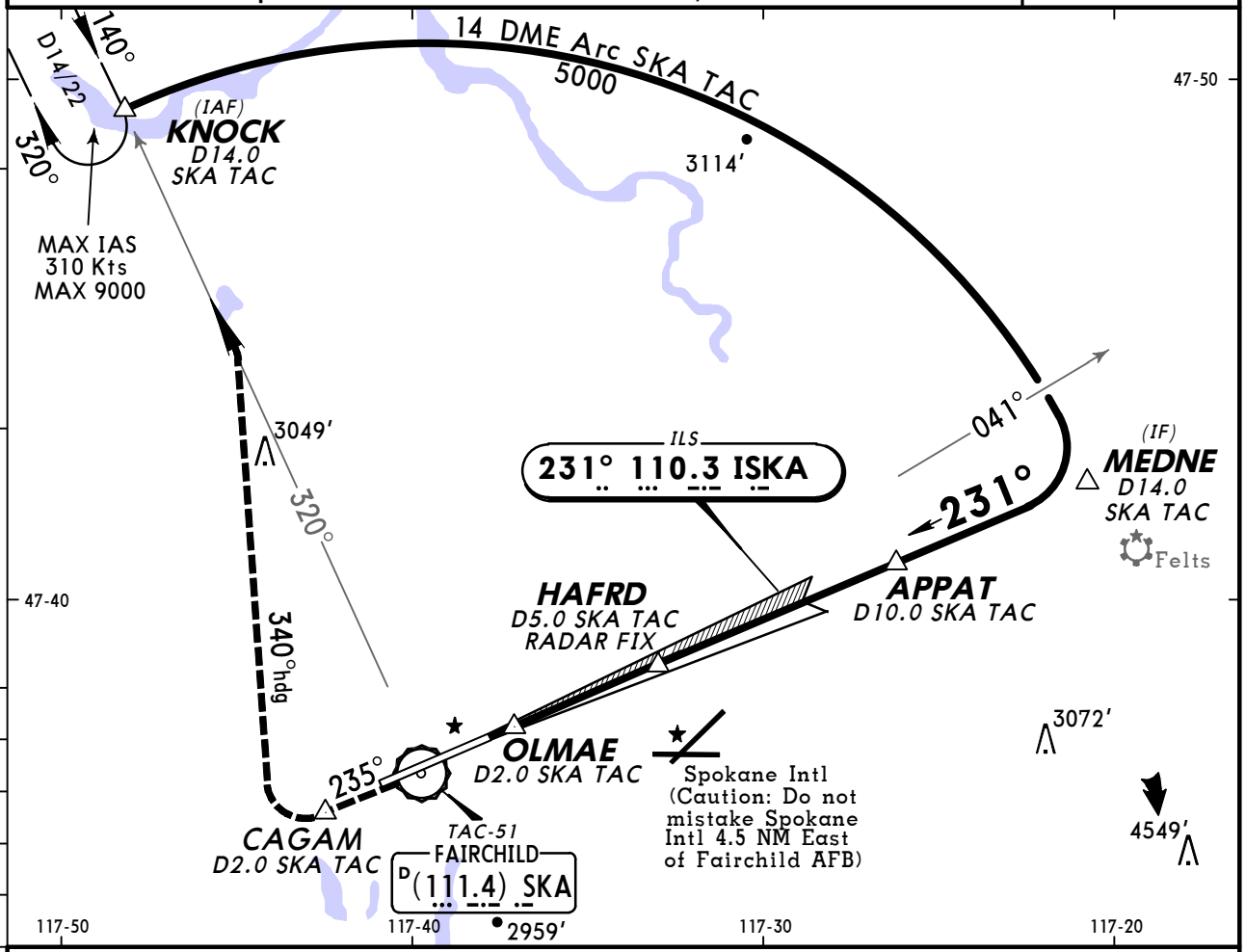
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

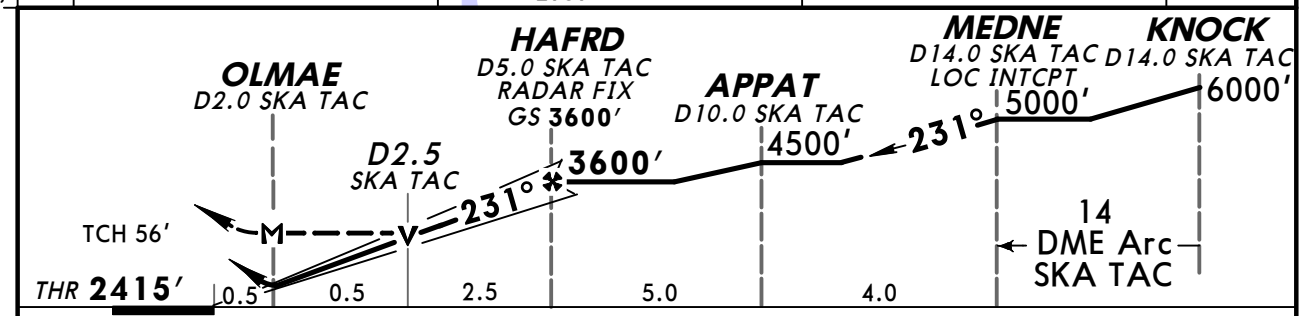
1. CAUTION: Mt. Spokane 6031′ 29 NM northeast of SKA TAC on R-034.
2. **RADAR or DME required.** 3. EMERG SAFE ALT 100NM 10,900′.



MSA SKA TAC

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at OLMAE or HAFRD to MAP	3.0	2:34	2:00	1:48	1:30	1:17	1:08

ALSF-I
PAPI

6500′

SKA TAC-51 via (111.4) R-235

CAGAM

Military

STRAIGHT-IN LANDING RWY23

	ILS DA(H) 2615′ (200′) FULL	ILS DA(H) 2615′ (200′) ALS out	LOC (GS out) MDA(H) 2800′ (385′)	LOC (GS out) MDA(H) 2800′ (385′) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1
B				
C			RVR 35 or ⅝	RVR 60 or 1⅛
D				

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2900′ (438′) - 1
120	2960′ (498′) - 1
140	2960′ (498′) - 1 ½
165	3020′ (558′) - 2

1 Not Authorized South of Rwy 5-23. Practice circling approaches not authorized for transient aircraft.

AMEND 2 TERPS

CHANGES: Missed apch, holding notes, profile view, APPAT added, minimums,

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General Information

Location: Tacoma WA USA
IATA Code: TCM
Lat/Long: N47° 08.3' W122° 28.6'
Elevation: 322 ft

Airport Use: Military
Magnetic Variation: 16.5°E
Sectional Chart: Seattle

Fuel Types: Jet A+, Jet 4
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1454 Z
Sunset: 0151 Z,

Runway Information

Runway: 16
Length x Width: 10108 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 282 ft
Lighting: Edge, ALS, Centerline, REIL
Stopway: 1000 ft

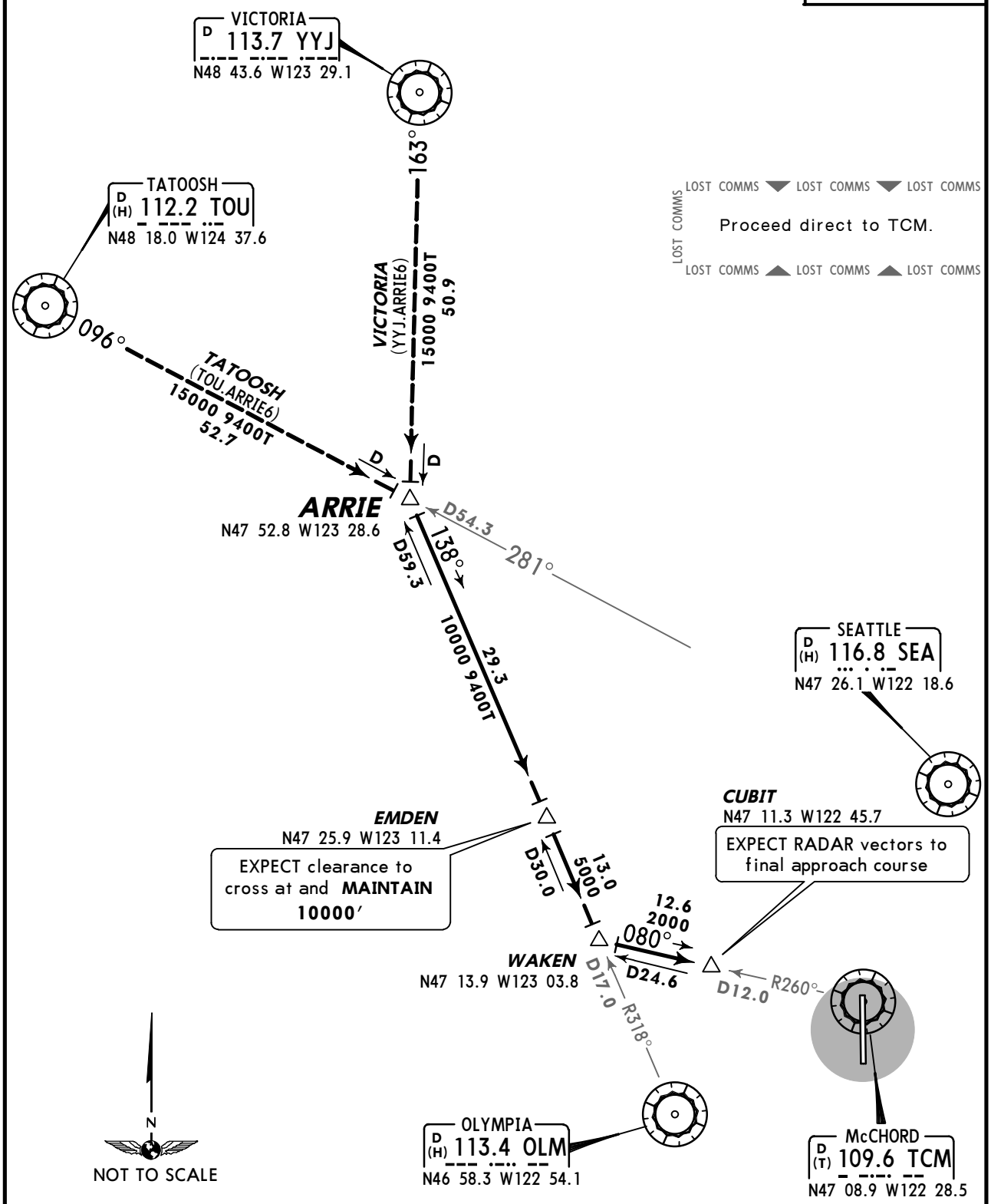
Runway: 34
Length x Width: 10108 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 322 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 1000 ft

Communication Information

ATIS 109.6
MC Chord Tower 124.8
MC Chord Ground Control 118.175
Seattle Approach Control 126.5
Seattle Departure Control 126.5
MC Cord Airlift Command Post 134.1 Military

D-ATIS	Apt Elev	
109.6	322′	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ **DME and RADAR required.**

ARRIE SIX ARRIVAL (ARRIE.ARRIE6)



ROUTING

From over ARRIE on OLM R-318 and TCM R-260 to CUBIT. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, VICTORIA transition bearing.

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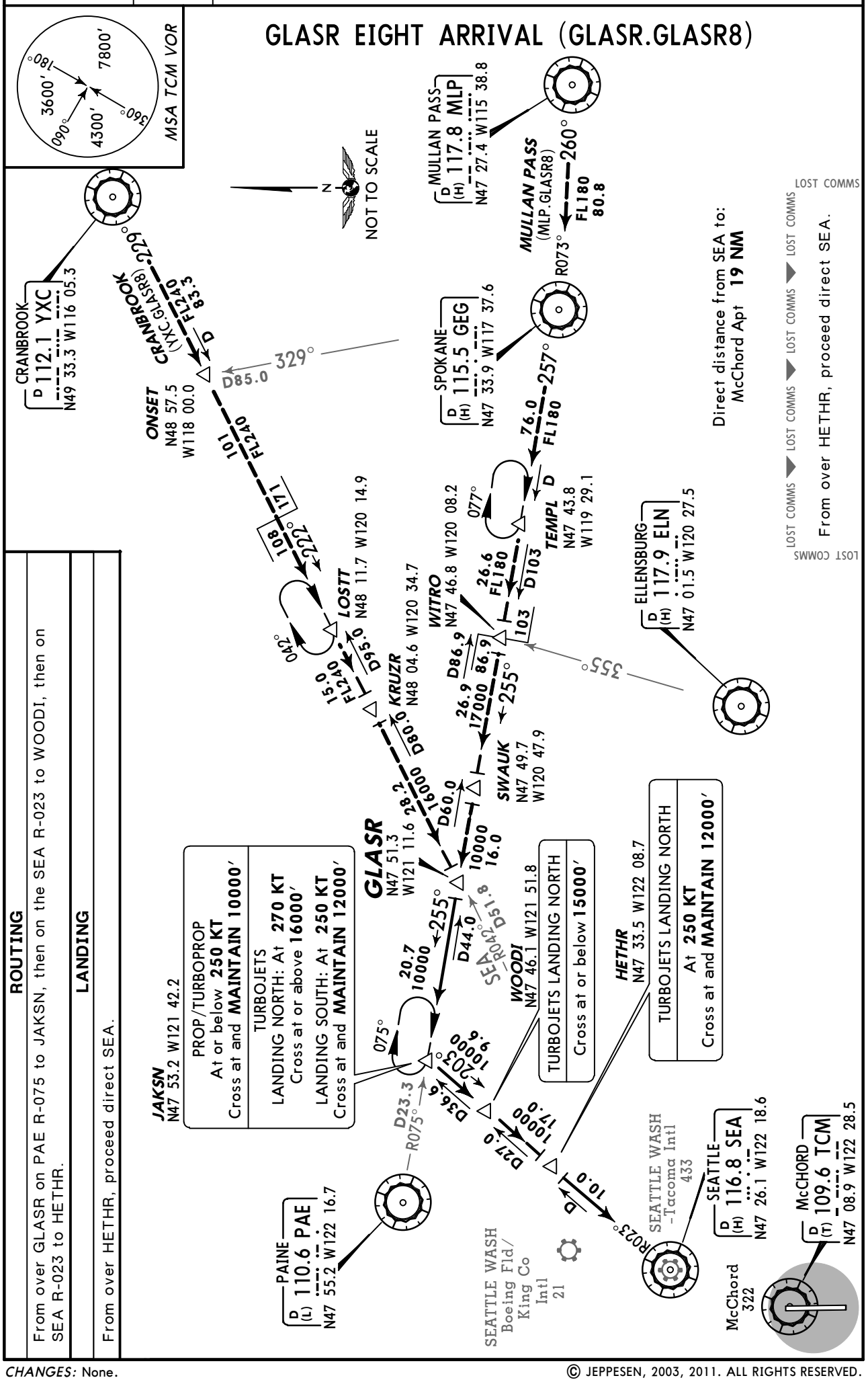
D-ATIS	Apt Elev	Alt set: INCHES Trans level: FL180 Trans alt: 18000′
109.6	See graphic	**DME and RADAR required.**

GLASR EIGHT ARRIVAL (GLASR.GLASR8)



ROUTING

From over GLASR on PAE R-075 to JAKSN, then on the SEA R-023 to WOODI, then on SEA R-023 to HETHR.

LANDING

From over HETHR, proceed direct SEA.

CHANGES: None.

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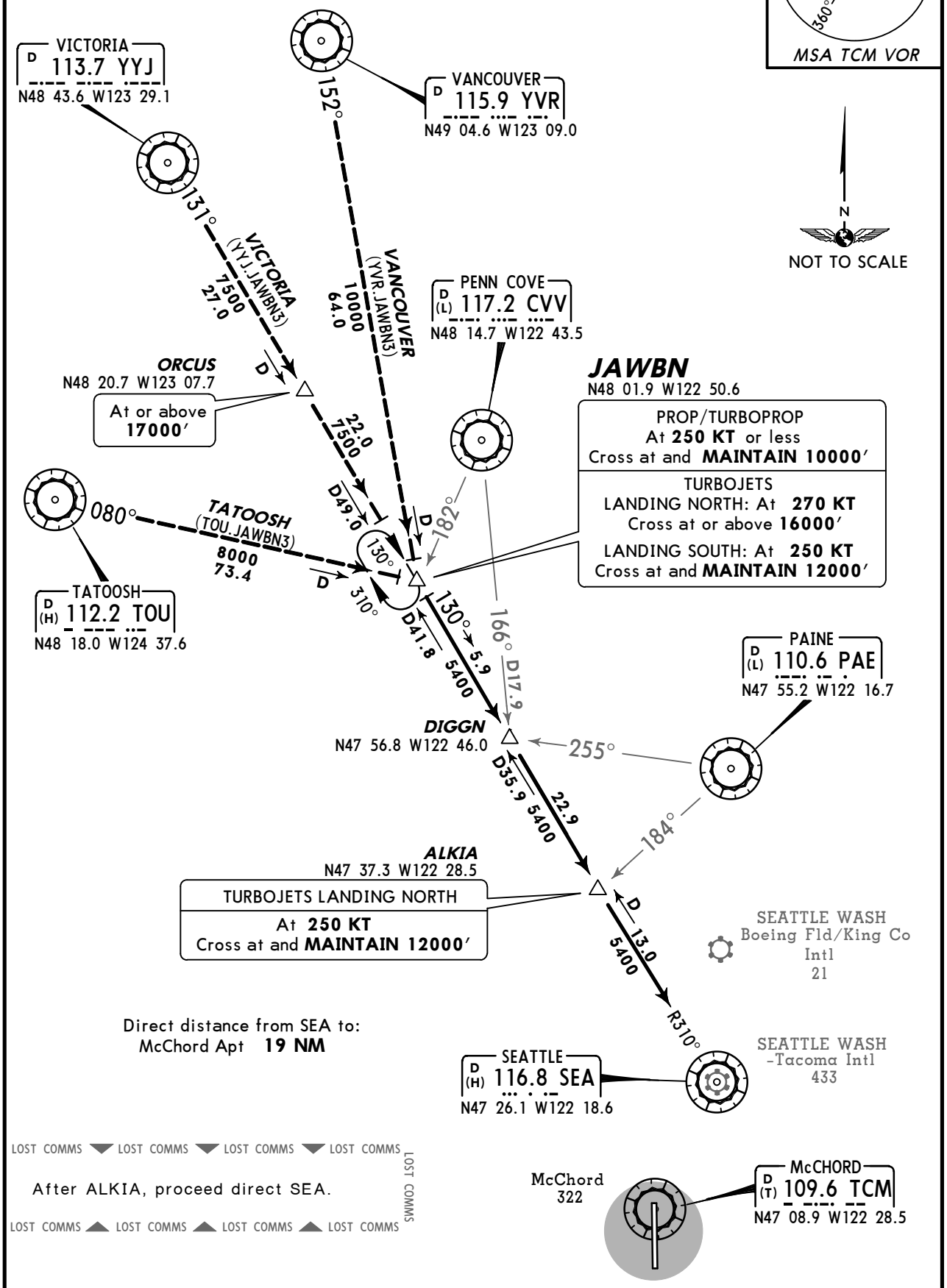
D-ATIS	Apt Elev	
109.6	See graphic	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ **DME and RADAR required.**

JAWBN THREE ARRIVAL (JAWBN.JAWBN3)



ROUTING

From over JAWBN via SEA R-310 to DIGGN, then via SEA R-310 to ALKIA.

LANDING

After ALKIA proceed direct SEA.

CHANGES: Procedure renumbered, transitions bearings.

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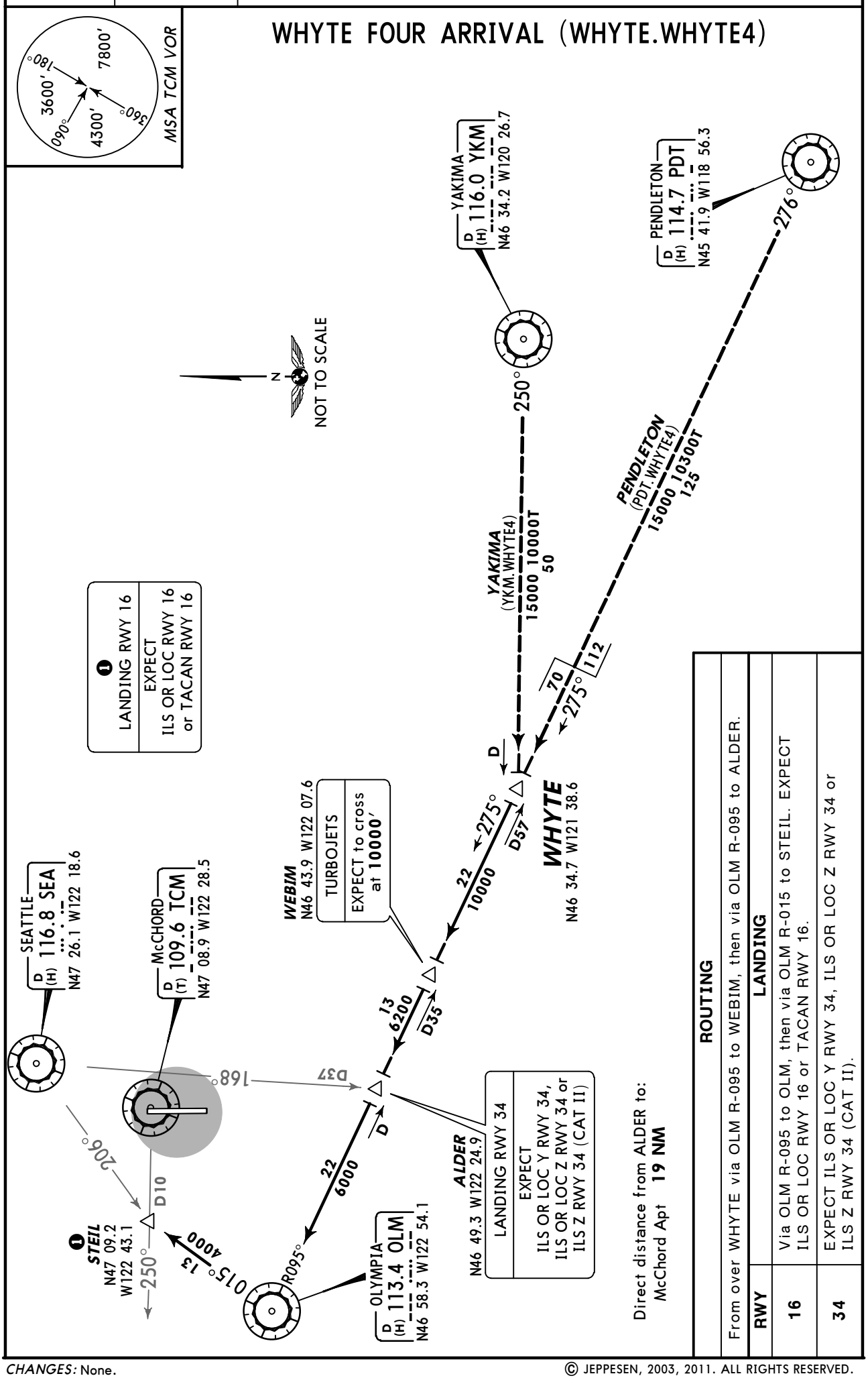
D-ATIS	Apt Elev	
109.6	322′	Alt set: INCHES Trans level: FL180 Trans alt: 18000′ **DME required.**

WHYTE FOUR ARRIVAL (WHYTE.WHYTE4)



ROUTING

From over WHYTE via OLM R-095 to WEBIM, then via OLM R-095 to ALDER.

LANDING

RWY	
16	Via OLM R-095 to OLM, then via OLM R-015 to STEIL. EXPECT ILS OR LOC RWY 16 or TACAN RWY 16.
34	EXPECT ILS OR LOC Y RWY 34, ILS OR LOC Z RWY 34 or ILS Z RWY 34 (CAT II).

CHANGES: None.

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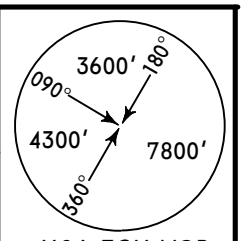
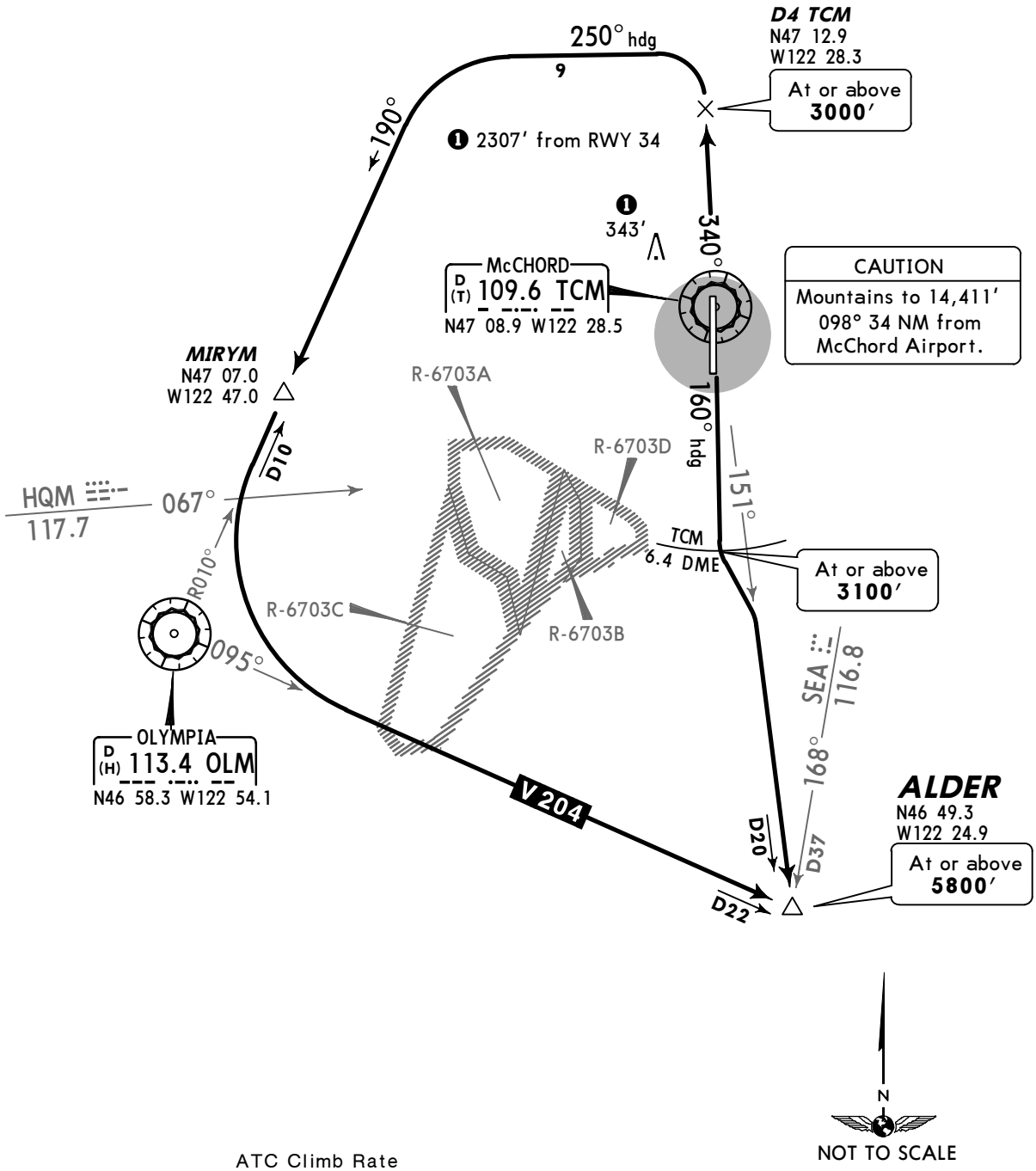
SEATTLE Departure (R) 126.5	Apt Elev 322′	Trans level: FL180 Trans alt: 18000′ If unable to make published climb gradient advise ATC prior to departure.



ALDER NINE DEPARTURE (ALDER9.ALDER)



ATC Climb Rate

Rwy	Gnd speed-KT	75	100	150	200	250	300
16	V/V(fpm) to **3100′**	700	933	1400	1867	2333	2800
34	V/V(fpm) to **3000′**	913	1217	1825	2433	3042	3650

RWY	INITIAL CLIMB
16	Fly heading 160° to TCM 6.4 DME, then turn LEFT to intercept the TCM R-151 to ALDER.
34	Climb on track 340° to D4 TCM, then turn LEFT heading 250° to intercept OLM R-010/D10 (MIRYM) to OLM. Then via V-204 (OLM R-095) to ALDER.

CHANGES: Airport name.

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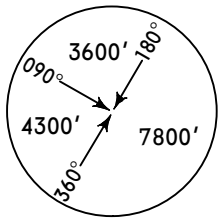
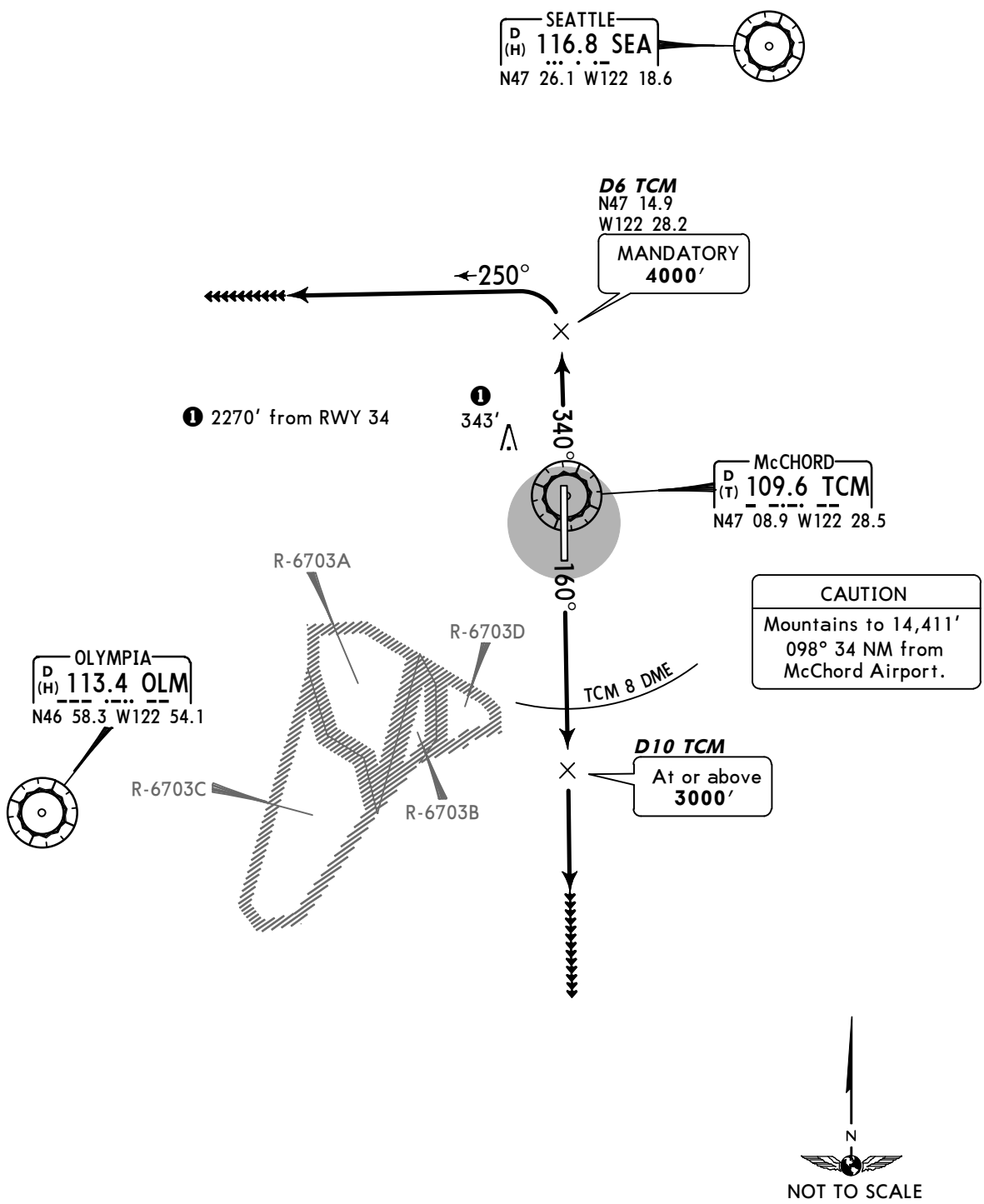
SEATTLE Departure (R) 126.5	Apt Elev 322′	Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. If unable to make published climb gradient advise ATC prior to departure.



MSA TCM VOR

OLYMPIC THREE DEPARTURE

SPEED: MAX 250 KT



ATC Climb Rate

Rwy	Gnd speed-KT	75	100	150	200	250	300
16	V/V(fpm) to 10 DME	400	533	800	1067	1333	1600
34	V/V(fpm) to 6 DME	813	1083	1625	2167	2708	3250

RWY	INITIAL CLIMB	ALTITUDE
16	Climb on a track of 160°. EXPECT RADAR vectors within TCM 8 DME after departure.	**MAINTAIN** assigned altitude
34	Climb on a track of 340° to D6 TCM. Then turn LEFT tracking 250°. EXPECT RADAR vectors.	

CHANGES: Airport name.

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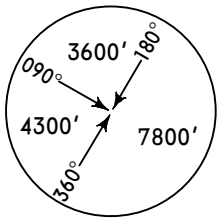
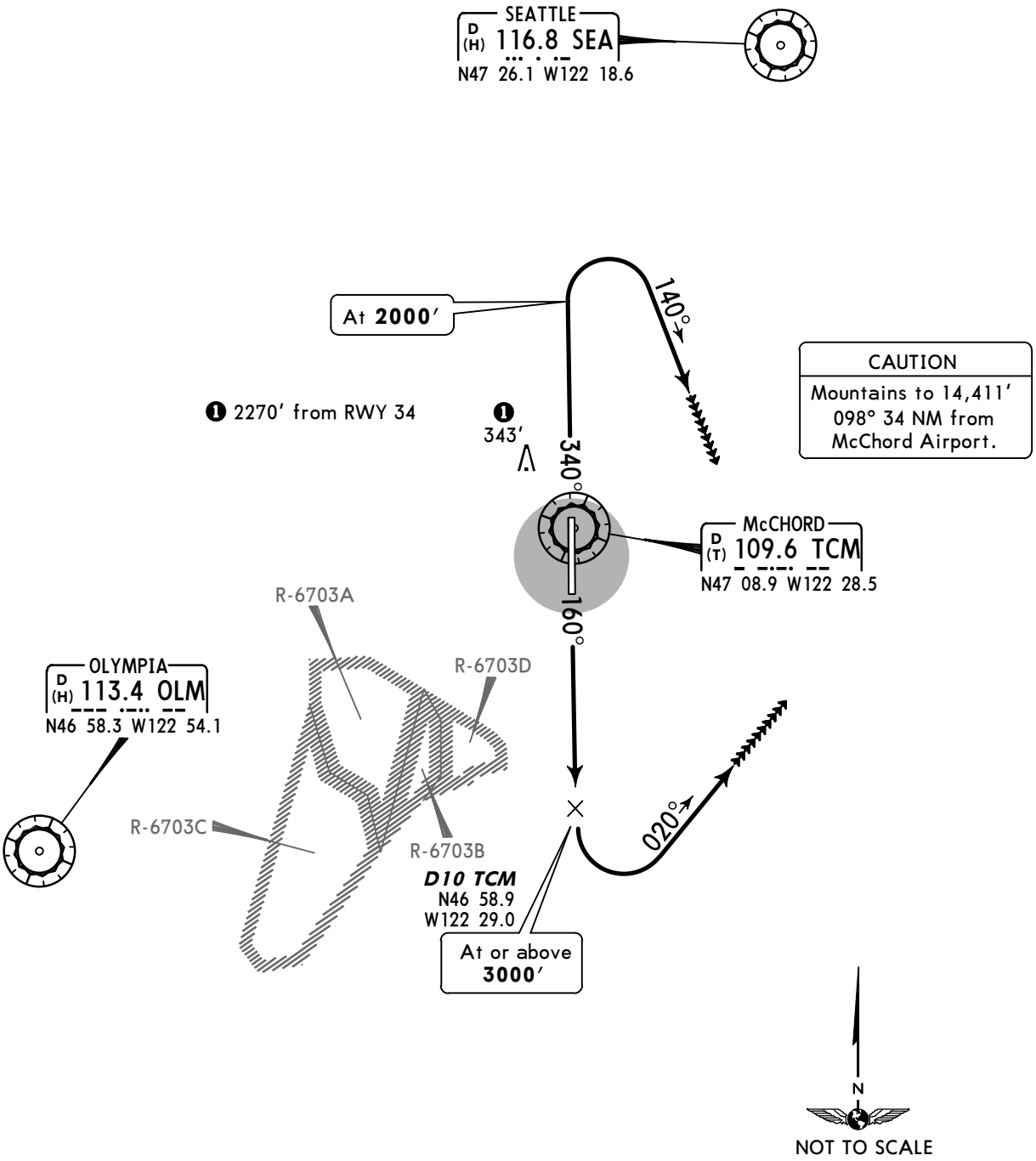
SEATTLE Departure (R) 126.5	Apt Elev 322′	Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. RADAR vectors required within 10 NM after departure. 3. If unable to make published climb gradient advise ATC prior to departure.



MSA TCM VOR

PUGET FIVE DEPARTURE

SPEED: MAX 250 KT



ATC Climb Rate to D10 TCM

Rwy	Gnd speed-KT	75	100	150	200	250	300
16	V/V(fpm)	400	533	800	1067	1333	1600

RWY	INITIAL CLIMB	ALTITUDE
16	Climb on a track of 160° to D10 TCM, then turn LEFT tracking 020°. EXPECT RADAR vectors.	**MAINTAIN** assigned altitude
34	Climb on a track of 340° to **2000′**. Then turn RIGHT tracking 140°. EXPECT RADAR vectors.	

CHANGES: Airport name.

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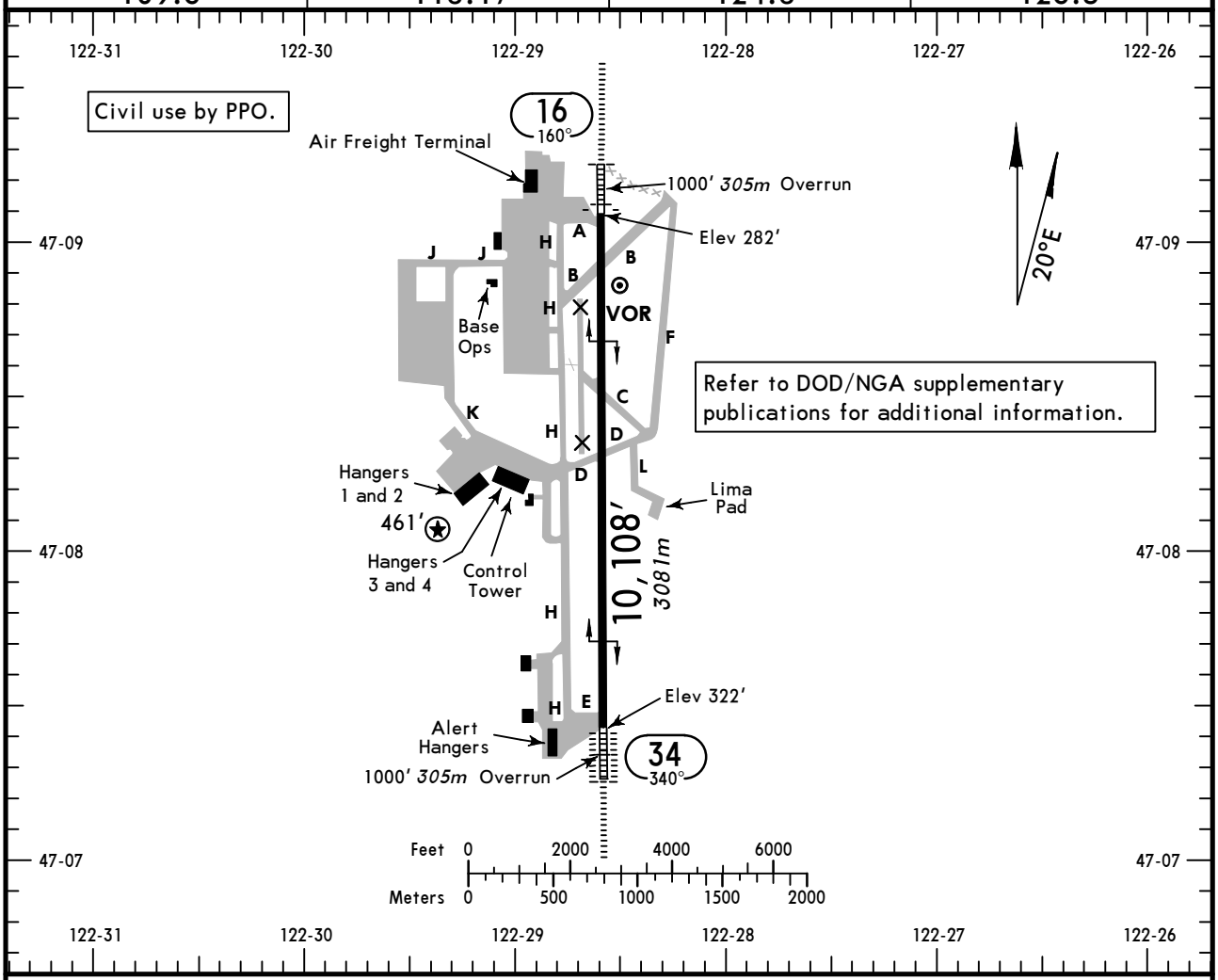
D-ATIS	McCHORD Ground	Tower	SEATTLE Departure (R)
109.6	118.17	124.8	126.5



ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
16	HIRL	CL	ALSF-I	PAPI-L	grooved	RVR		9059′ 2761m		150′ 46m
34	HIRL	CL	ALSF-II	TDZ PAPI-R	grooved	RVR		8972′ 2735m		

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

TAKE-OFF OBSTACLES: Rwy 16, Grove of trees 143′ AGL/454′ MSL, 4892′ from DER, 1353′ left of centerline. Grove of trees 102′ AGL/419′ MSL, 2395′ from DER,1028′ right of centerline. Trees 136′ AGL/ 447′ MSL, 2867′ from DER, 1261′ left of centerline. Trees 120′ AGL/430′ MSL, 2594′ from DER, 1113′ left of centerline. Trees 85′ AGL/394′ MSL, 2310′ from DER, 957′ left of centerline. Trees 83′ AGL/392′ MSL, 2006′ from DER, 959′ left of centerline. Trees 87′ AGL/389′ MSL, 1758′ from DER, 971′ left of centerline. Rwy 34, Tree 106′ AGL/ 348′ MSL, 2307′ from DER, 1038′ left of centerline.Tree 121′ AGL/370′ MSL, 3190′ from DER, 526′ right of centerline. Aircraft 65′ AGL/317′ MSL, 186′ from DER, 407′ left of centerline. Tree 64′ AGL/343′ MSL, 2260′ from DER, 1036′ left of centerline. Building 40′ AGL/321′ MSL, 1668′ from DER, 810′ left of centerline.

OBSTACLE DP: Rwy 16, track heading 160°, turn LEFT to intercept SEA VOR R-168 (V495) to SEA R-168/D37.1 (ALDER) Cross ALDER at or above 4000′. After ALDER, maintain MEA/MOCA for route of flight. Rwy 34, track heading 340°, then turn RIGHT to intercept SEA VOR R-168 (V495) to SEA R-168/D37.1 (ALDER). Cross ALDER at or above 4000′. Maintain MEA/MOCA for route of flight.

CHANGES: Assault strip closed. Taxiway C closed west of assault strip, notes.

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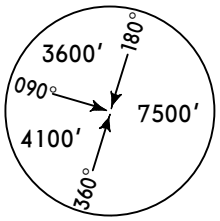
D-ATIS	SEATTLE Approach (R)	McCHORD Tower	Ground
109.6	126.5	124.8	118.17

BRIEFING STRIP™

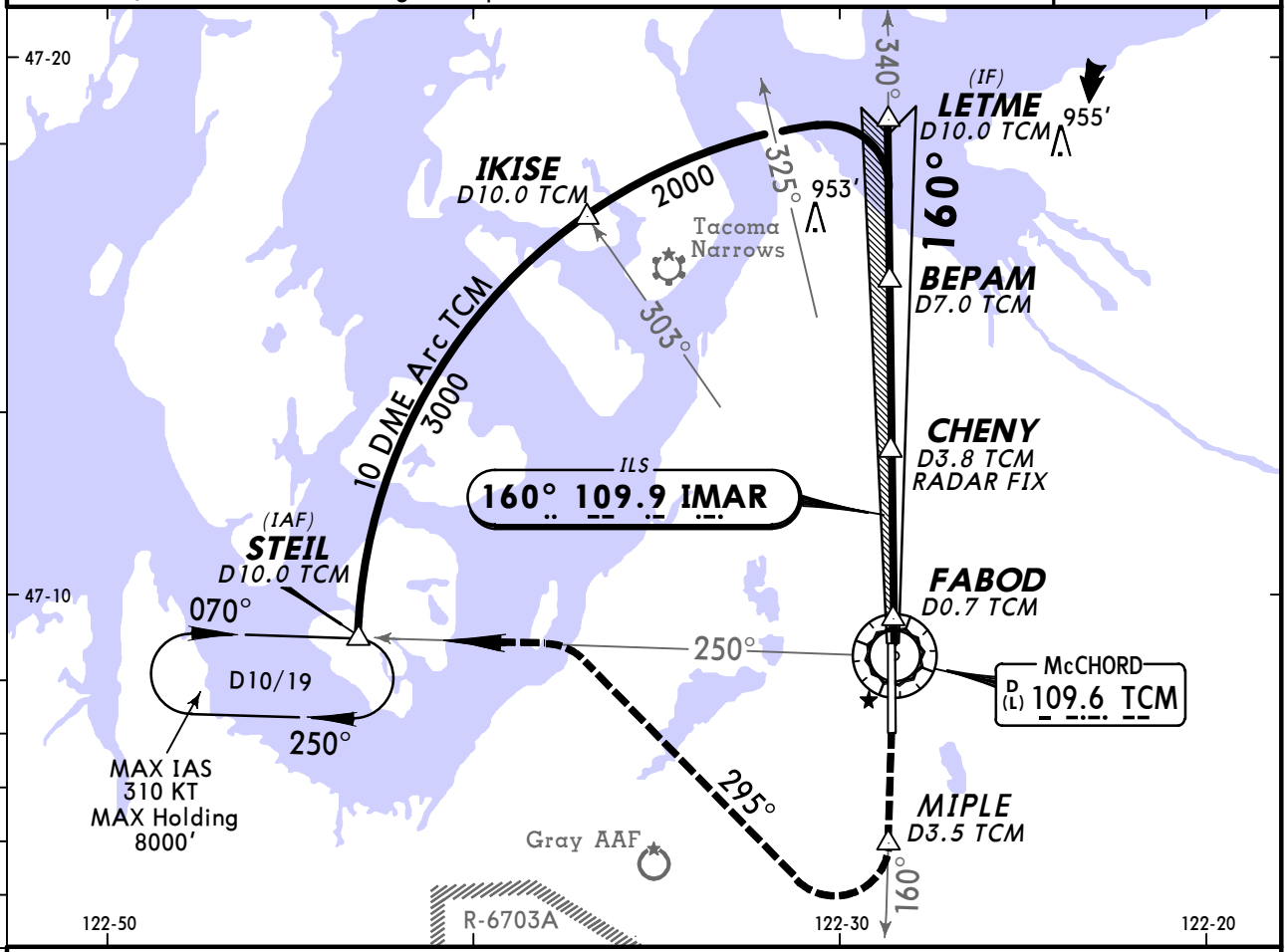
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 322′
IMAR 109.9	160°	CHENY 1500′(1218′)	482′(200′)	THR 282′

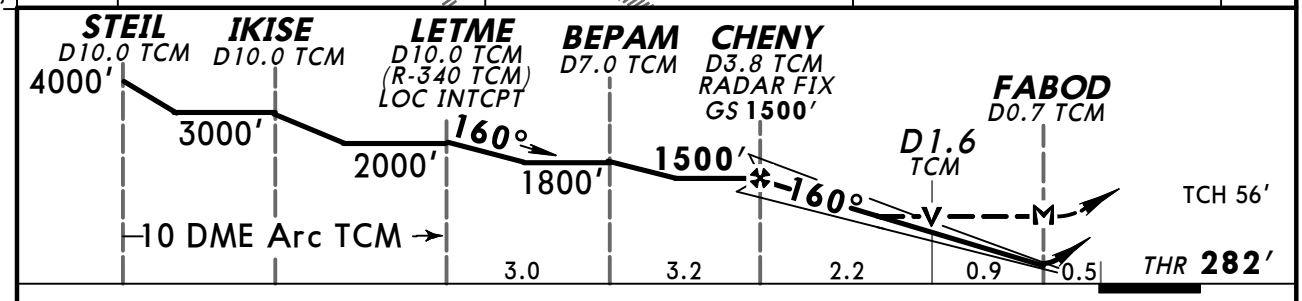
MISSED APCH: Climb to 4000′ on TCM R-160. At MIPLE/D3.5, turn RIGHT via 295° course to intercept TCM R-250 to STEIL/D10.0 and hold. Continue climb-in-hold to 4000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Radar or DME required. 2. CAUTION: Terrain to 2364′ 233° 28 NM from TCM VOR. 3. CAUTION: Mountains to 14,411′ 098° 34 NM from TCM VOR. 4. EMERG SAFE ALT 100 NM 16,600′. 5. VGSI and ILS glideslope not coincident.



MSA TCM VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at FABOD or CHENY to MAP	3.1	2:39	2:04	1:52	1:33	1:20	1:10

ALSF-I
PAPI
4000′ on TCM 109.6 R-160
MIPLE

STRAIGHT-IN LANDING RWY 16

	ILS DA(H) 482′(200′) FULL	ILS DA(H) 482′(200′) ALS out	LOC (GS out) MDA(H) 800′(518′)	LOC (GS out) MDA(H) 800′(518′) ALS out	Max Kts	CIRCLE-TO-LAND Not Authorized East of Rwy 16-34 MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1	90	940′(618′)-1
B					120	
C			RVR 55 or 1	1⅜	140	940′(618′)-1¾
D					165	940′(618′)-2

TERPS AMEND 1

CHANGES: Missed approach.

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D-ATIS	SEATTLE Approach (R)	McCHORD Tower	Ground
109.6	126.5	124.8	118.17

BRIEFING STRIP™

LOC ITCM	Final Apch Crs	GS SPAAN	ILS DA(H)	Apt Elev 322′
108.5	340°	1800′ (1478′)	522′ (200′)	THR 322′

MISSED APCH: Climb to 4000′ outbound on TCM VOR R-338 to OYABO/D6.0 TCM, then turn LEFT via 215° course to intercept TCM VOR R-260 outbound to CUBIT/D12.0 TCM and hold. Continue climb-in-hold to 4000′. Cross OYABO at or above 3000′.

CAUTION: Missed approach minimum climb rate to 3000′.

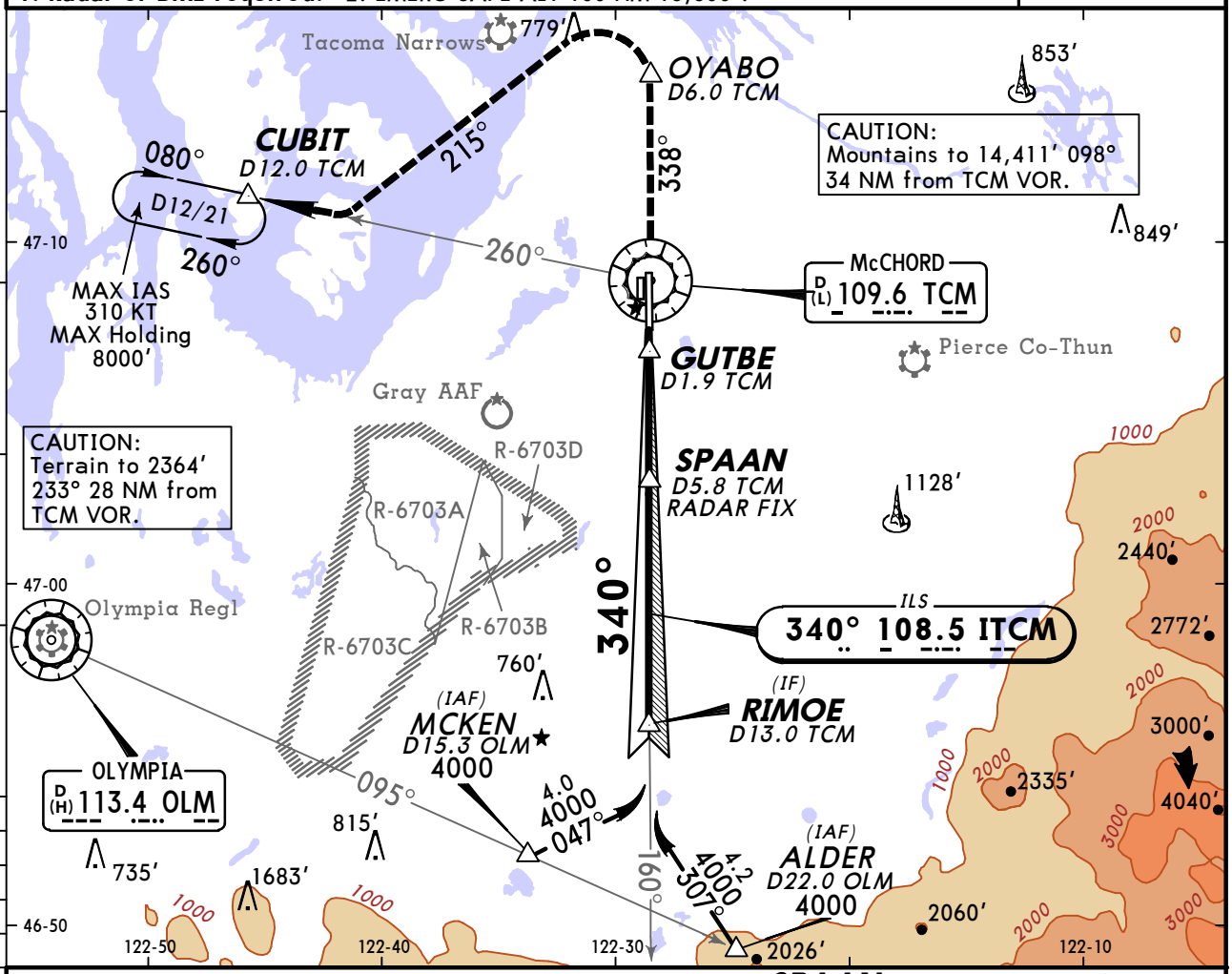
ATC Minimum Climb Rate

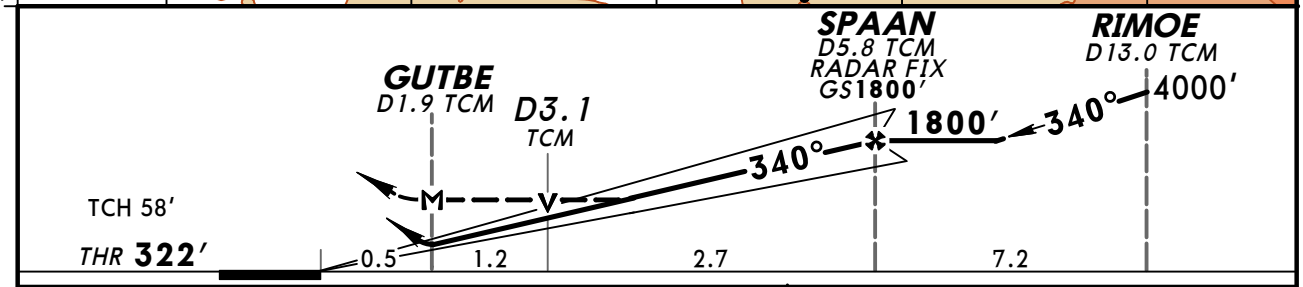
	Gnd speed-Kts	60	120	180	240
ILS	Ft per Min	320	640	960	1280
LOC	Ft per Min	270	540	810	1080

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **Radar or DME required.** 2. EMERG SAFE ALT 100 NM 16,600′.

MSA TCM VOR: 3600′ (180°), 7500′ (090°), 4100′ (360°)





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at GUTBE or SPAAN to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28

ALSF-II PAPI

4000′ ↑ on TCM 109.6 R-338

OYABO

STRAIGHT-IN LANDING RWY34

	ILS DA(H) 522′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 900′ (578′)	ALS out
A	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				1 1/4	1 5/8
D					

CIRCLE-TO-LAND
Not Authorized
East of Rwy 16-34

Max Kts	MDA(H)
90	940′(618′)-1
120	
140	940′(618′)-1 3/4
165	940′(618′)-2

AMEND 1 TERPS

CHANGES: MSA, notes, minimums.

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KTCM/TCM
TACOMA, WASH

JEPPESEN
29 APR 11 (31-2A) Eff 5 May

McCHORD
ILS Rwy 34 CAT II

D-ATIS	SEATTLE Approach (R)	McCHORD Tower	Ground
109.6	126.5	124.8	118.17

LOC	Final	GS	CAT II ILS	Apt Elev 322′
ITCM	Apch Crs	SPAAN	RA 148′	TDZE 322′
108.5	340°	1800′ (1478′)	DA(H) 424′ (102′)	

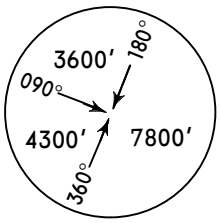
BRIEFING STRIP™

MISSED APCH: Climb to 4000′ outbound on TCM VOR R-338 to OYABO/D6.0 TCM, then LEFT turn via 215° course to intercept TCM VOR R-260 outbound to CUBIT/D12.0 TCM and hold. Continue climb-in-hold to 4000′. Cross OYABO at or above 3000′.
CAUTION: Missed approach minimum climb rate to 3000′.

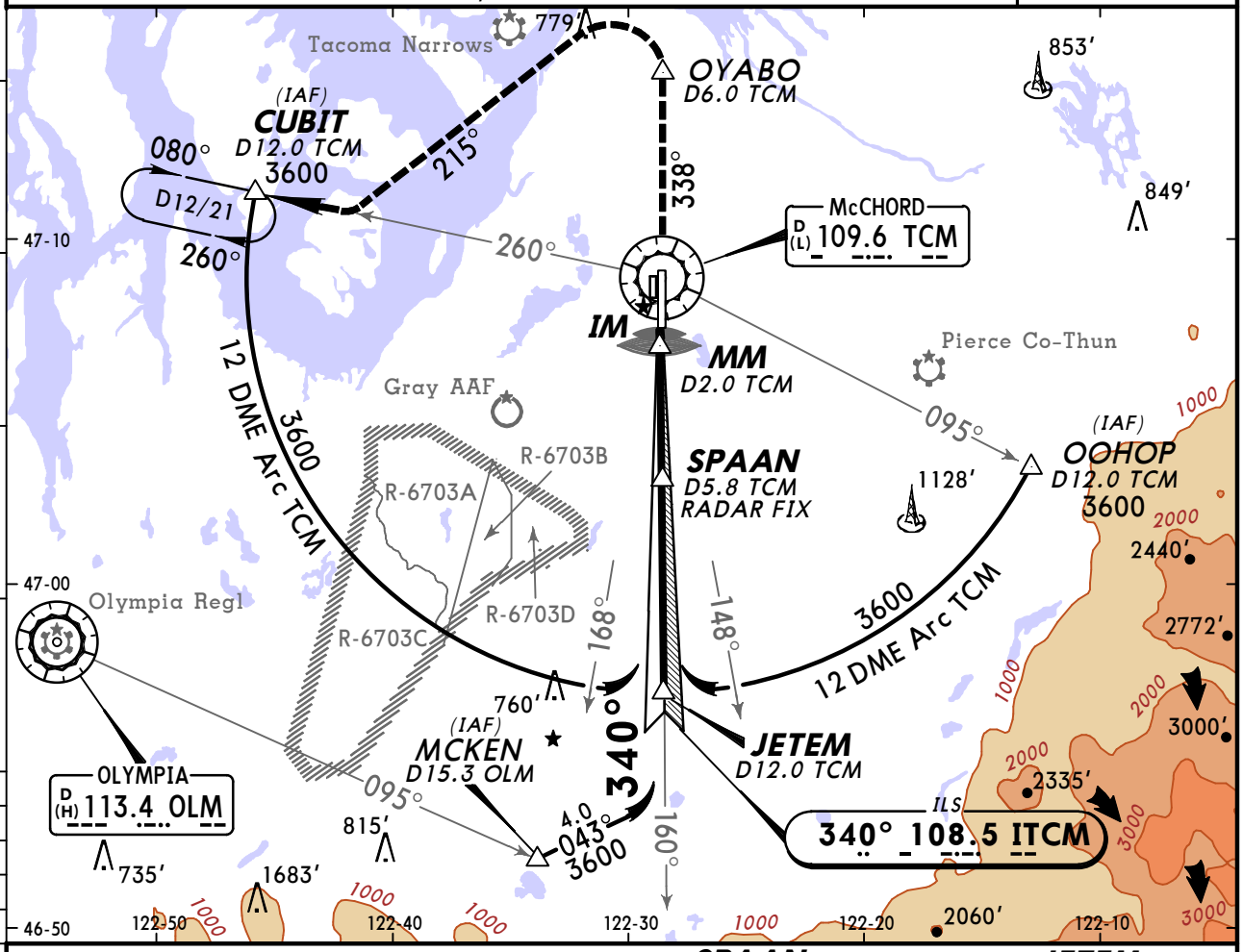
ATC Minimum Climb Rate

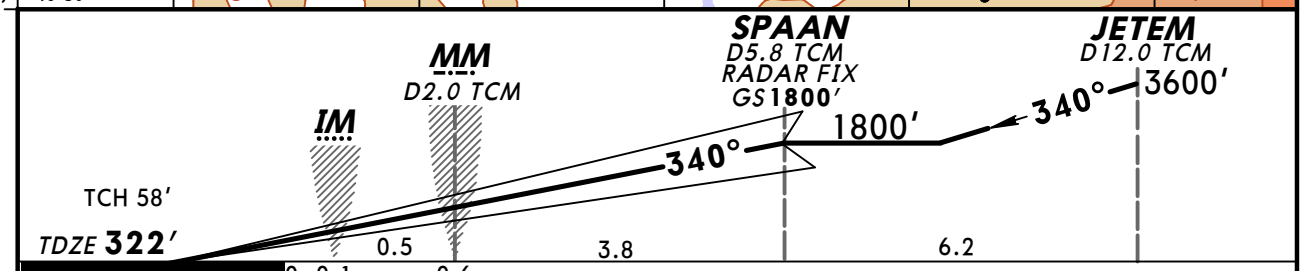
Gnd speed-Kts	60	120	180	240
Ft per Min	340	680	1020	1360

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Special Aircrew and Acft Certification Required. 2. CAUTION: Terrain to 2364′ 233° 28 NM from TCM VOR. 3. CAUTION: Mountains to 14,411′ 098° 34 NM from TCM VOR. 4. EMERG SAFE ALT 100 NM 16,600′.



MSA TCM VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI

4000′ on TCM 109.6 R-338 OYABO

STRAIGHT-IN LANDING RWY34
CAT II ILS
RA 148′
DA(H) **424′** (102′)

RVR 12

AMEND 0 TERPS

CHANGES: Charted obstructions.

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KTCM/TCM
TACOMA, WASH

JEPPESEN

29 APR 11 (31-3) Eff 5 May

McCHORD
ILS or LOC Z Rwy 34

D-ATIS	SEATTLE Approach (R)	McCHORD Tower	Ground
109.6	126.5	124.8	118.17

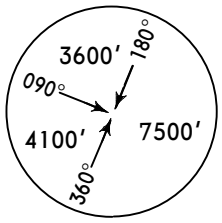
BRIEFING STRIP™

LOC ITCM	Final Apch Crs	GS SPAAN	ILS DA(H)	Apt Elev 322′ THR 322′
108.5	340°	1800′ (1478′)	522′ (200′)	

MISSED APCH: Climb to 4000′ outbound on TCM VOR R-338 to OYABO/D6.0 TCM. Cross OYABO/D6.0 TCM at or above 3000′, then turn LEFT via 215° course to intercept TCM VOR R-260 outbound to CUBIT/D12.0 TCM and hold. Continue climb in hold to 4000′. CAUTION: Missed approach minimum climb rate to 3000′.

ATC Minimum Climb Rate

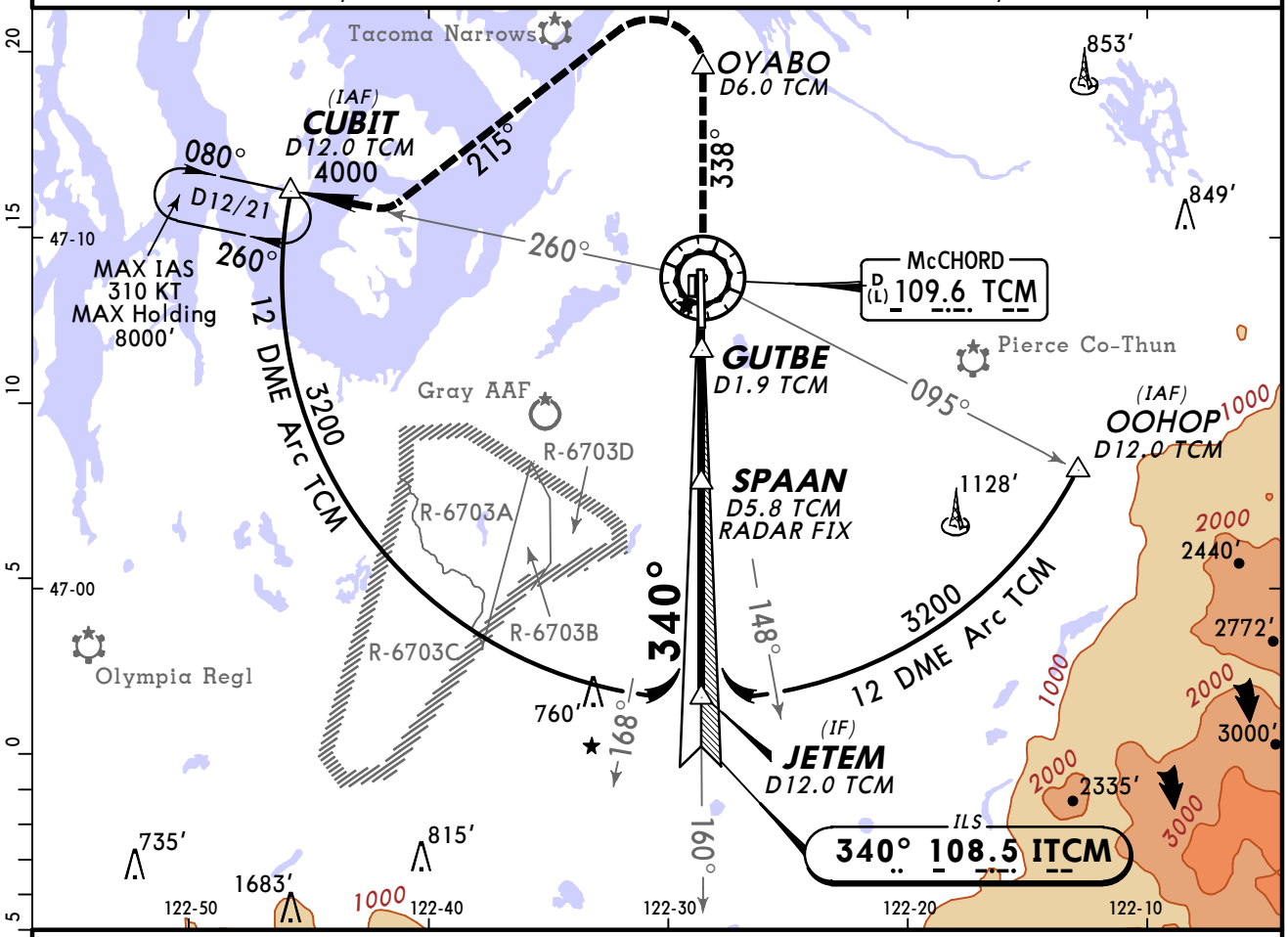
	Gnd speed-Kts	60	120	180	240
ILS	Ft per Min	320	640	960	1280
LOC	Ft per Min	270	540	810	1080

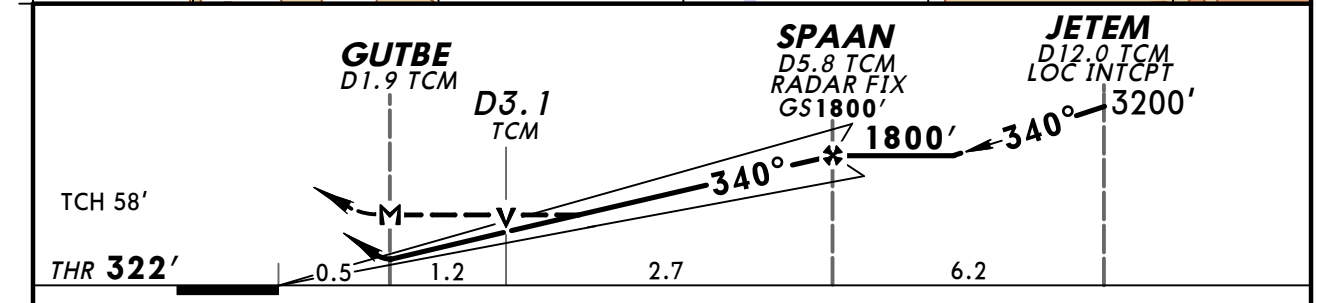


MSA TCM VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar or DME required. 2. CAUTION: Terrain to 2364′ 233° 28 NM from TCM VOR. 3. CAUTION: Mountains to 14,411′ 098° 34 NM from TCM VOR. 4. EMERG SAFE ALT 100 NM 16,600′.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at GUTBE or SPAAN to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28

ALSF-II PAPI

4000′ on TCM 109.6 R-338 OYABO

STRAIGHT-IN LANDING RWY34

	ILS DA(H) 522′ (200′) FULL	TDZ or LC out	ALS out	LOC (GS out) MDA(H) 900′ (578′)	ALS out
A	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				1 1/4	1 5/8
D					

CIRCLE-TO-LAND
Not Authorized
East of Rwy 16-34

Max Kts	MDA(H)
90	940′ (618′)-1
120	
140	940′ (618′)-1 3/4
165	940′ (618′)-2

AMEND 1 TERPS

CHANGES: MSA, notes, minimums.

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General Information

Location: Yakima WA USA
IATA Code: YKM
Lat/Long: N46° 34.1' W120° 32.6'
Elevation: 1099 ft

Airport Use: Public
Magnetic Variation: 15.9°E
Sectional Chart: Seattle

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

Sunrise: 1446 Z
Sunset: 0144 Z,

Runway Information

Runway: 04
Length x Width: 3835 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1077 ft
Lighting: Edge, REIL

Runway: 09
Length x Width: 7604 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1099 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 22
Length x Width: 3835 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1070 ft
Lighting: Edge, REIL

Runway: 27
Length x Width: 7604 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1068 ft
Lighting: Edge, ALS, Pilot controlled

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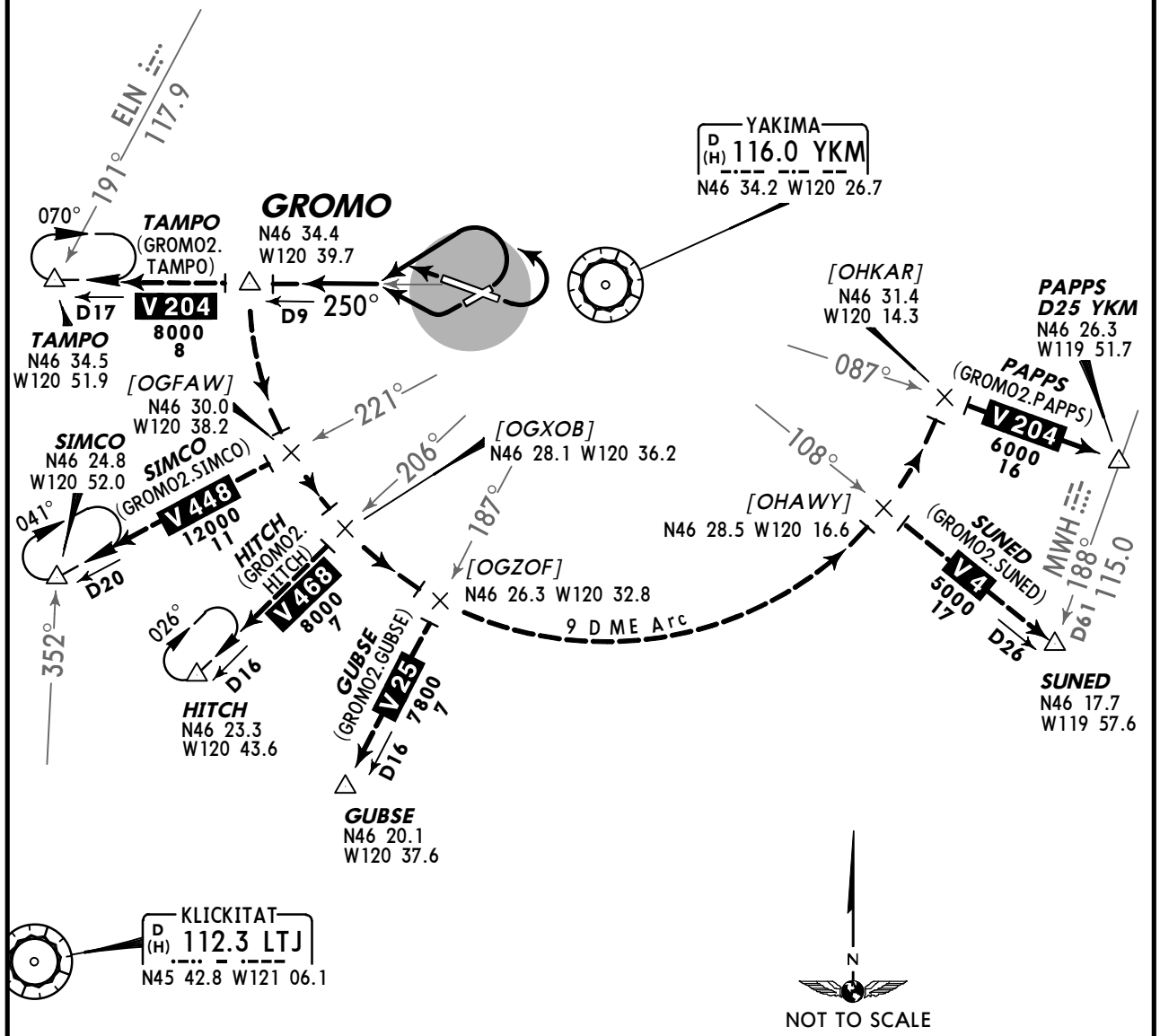
Communication Information

ATIS 125.25
ASOS 125.25
Yakima Tower 133.25 CTAF PCL
Yakima Ground Control 121.9
Yakima Clearance Delivery 121.9
Chinook Approach Control 123.8 Initial Contact
Chinook Departure Control 123.8
Yakima AIR Terminal Unicom 122.95
Seattle Flight Service Station 122.5 RCO
Seattle Center 132.6 Remote Communications Air-Ground

*CHINOOK Departure	SEATTLE Center	Apt Elev	Trans level: FL 180
123.8	**132.6** when Dep inop	1095′	Trans alt: 18000′

GROMO TWO DEPARTURE (GROMO2.GROMO)



This SID requires a minimum climb gradient of 350′ per NM to **6300′** or, 4200′ ceiling and 3 miles visibility.

Gnd speed-KT	75	100	150	200	250	300
350′ per NM	438	583	875	1167	1458	1750

Direct distance from Yakima/McAllister to:
GROMO **5 NM**

RWY	INITIAL CLIMB
4 & 9	Turn LEFT.
22	Turn RIGHT.
27	Climb runway heading.

ROUTING

Intercept and proceed via YKM R-250 to GROMO, thence via assigned transition.

TRANSITION

HITCH	Climb in holding pattern at HITCH to **8000′** before proceeding on course.
SIMCO	Climb in holding pattern at SIMCO to **12000′** before proceeding on course.
TAMPO	Climb in holding pattern at TAMPO to **8000′** before proceeding on course.

CHANGES: New format, GUBSE Int.

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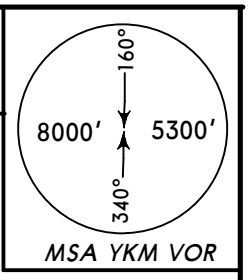
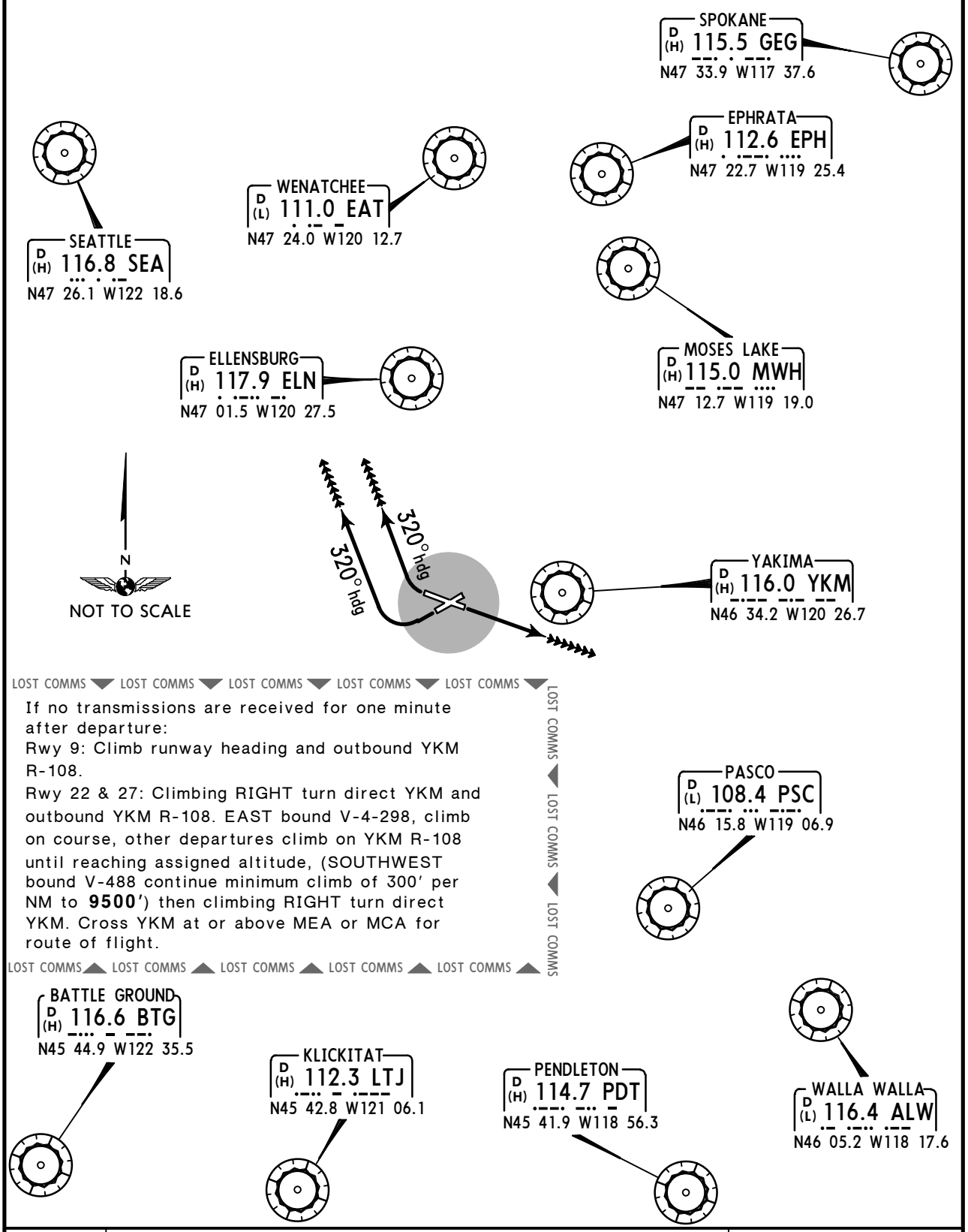
*CHINOOK Departure	SEATTLE Center	Apt Elev	Trans level: FL 180
123.8	**132.6** when Dep inop	1095′	Trans alt: 18000′

NACHES ONE DEPARTURE (NACHS1.NACHS)





LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

If no transmissions are received for one minute after departure:
Rwy 9: Climb runway heading and outbound YKM R-108.
Rwy 22 & 27: Climbing RIGHT turn direct YKM and outbound YKM R-108. EAST bound V-4-298, climb on course, other departures climb on YKM R-108 until reaching assigned altitude, (SOUTHWEST bound V-488 continue minimum climb of 300′ per NM to **9500′**) then climbing RIGHT turn direct YKM. Cross YKM at or above MEA or MCA for route of flight.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS

RWY	INITIAL CLIMB	ALTITUDE
9	Runway heading for vector to assigned route/fix.	**MAINTAIN 10000′** or assigned lower altitude.
22 & 27	Turn RIGHT heading 320° for vector to assigned route/fix.	

ROUTING

EXPECT clearance to filed altitude 5 minutes after departure.

CHANGES: New format.

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JEPPESEN 17 JAN 03 (10-3B) Eff 23 Jan

YAKIMA, WASH
YAKIMA/McALLISTER

*CHINOOK Departure **123.8**
SEATTLE Center **132.6** when Dep inop

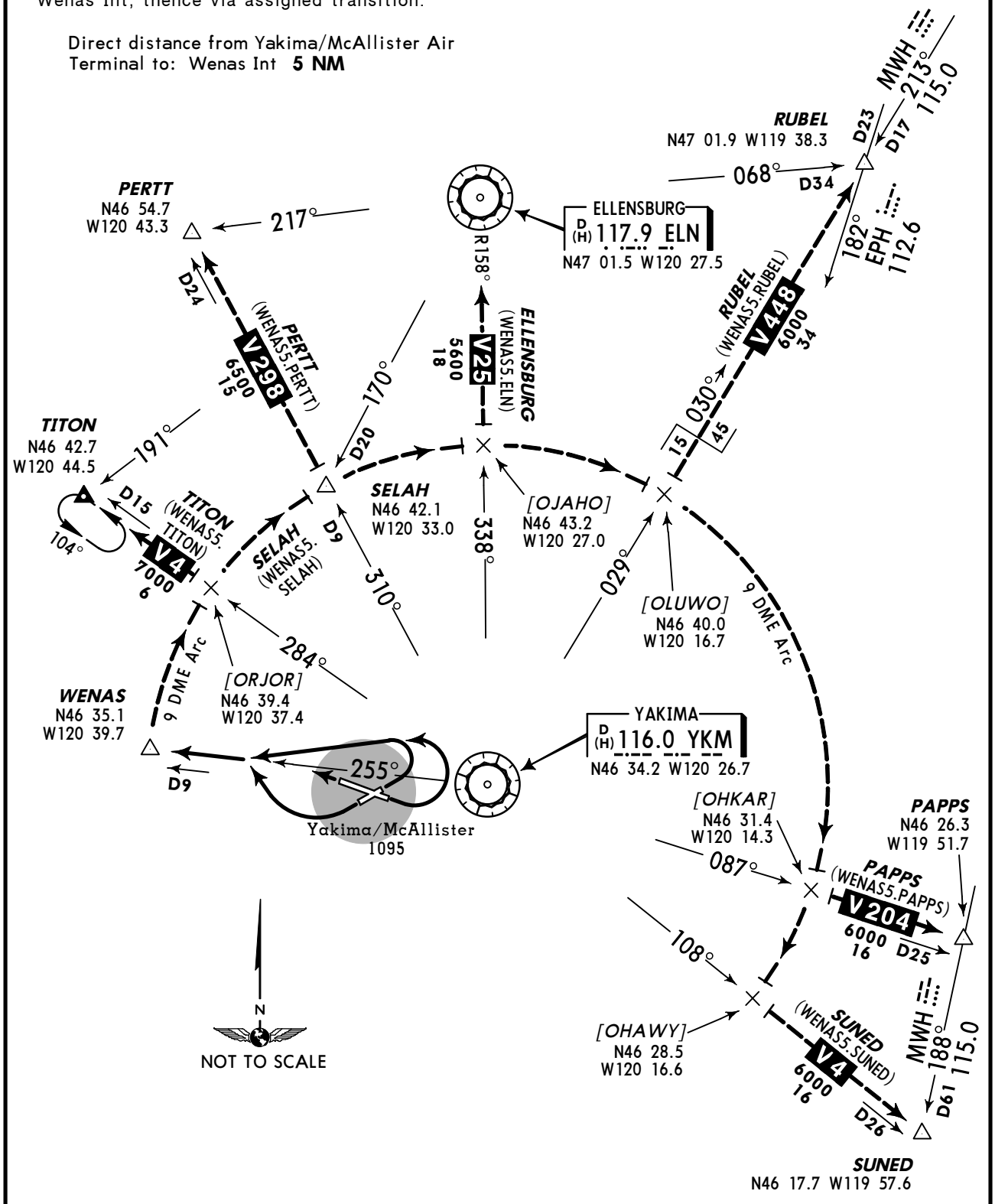
WENAS FIVE DEPARTURE (WENAS5.WENAS) (PILOT NAV)

This DP requires a minimum climb gradient of 350′ per NM to 5500′ or 4200′ ceiling and three miles visibility.

Gnd speed-Kts	75	100	150	200	250	300
350′ per NM	438	583	875	1167	1458	1750

TAKE-OFF
Rwys 4 and 9: Turn LEFT. Thence
Rwy 22: Turn RIGHT. Thence
Rwy 27: Climb runway heading. Thence
DEPARTURE
Intercept and proceed via YKM R-255 to Wenas Int, thence via assigned transition.

Direct distance from Yakima/McAllister Air Terminal to: Wenas Int **5 NM**



CHANGES: Computer navigation fixes added.

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*CHINOOK Departure **123.8**
SEATTLE Center **132.6** when Dep inop

YAKIMA, WASH
YAKIMA/McALLISTER

YAKIMA FIVE DEPARTURE (YKM5.YKM) (PILOT NAV)

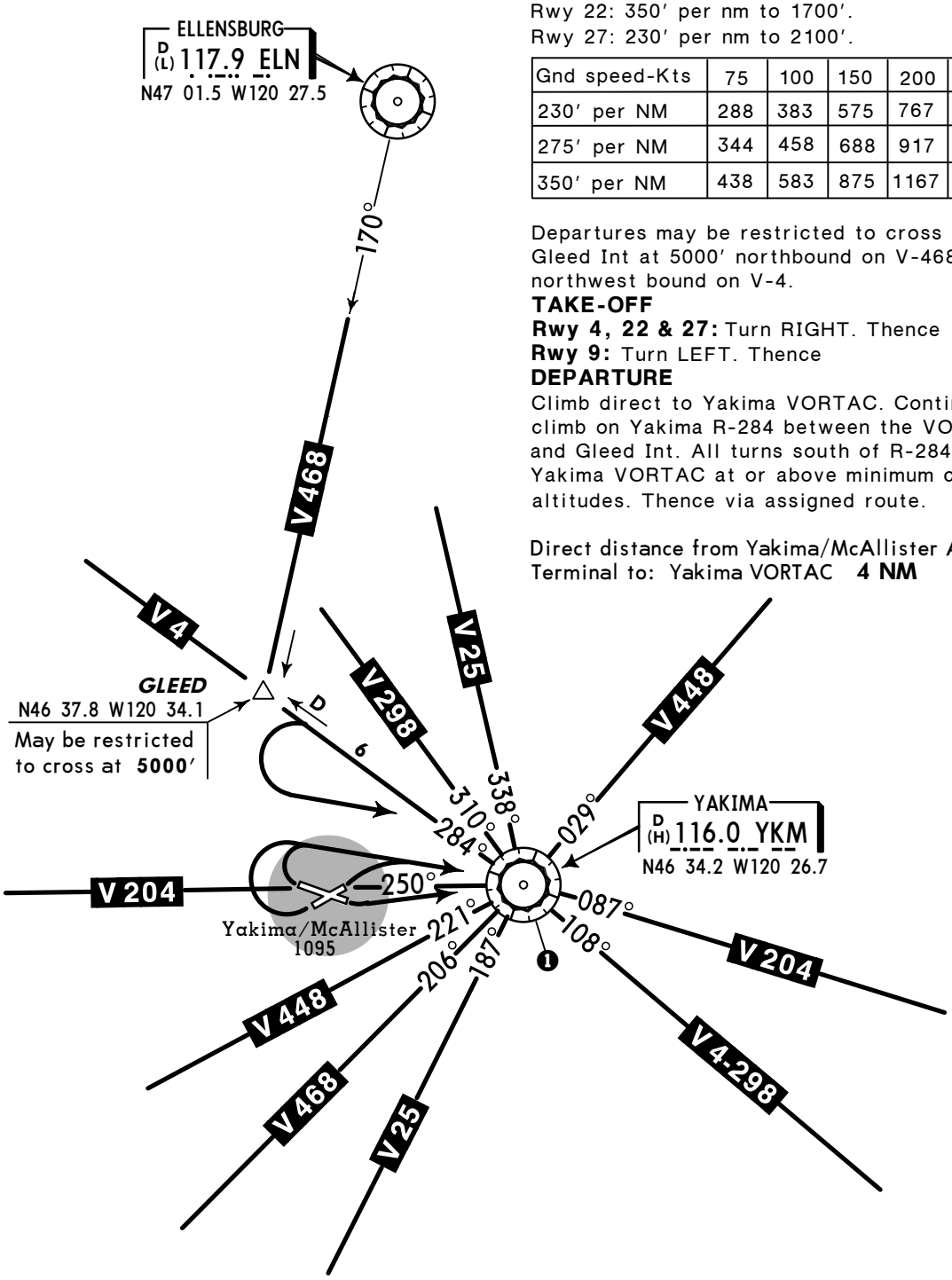
This DP requires minimum climb gradients of:
Rwy 4 & 9: 275′ per nm to 1700′.
Rwy 22: 350′ per nm to 1700′.
Rwy 27: 230′ per nm to 2100′.

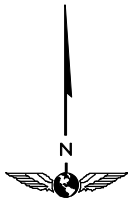
Gnd speed-Kts	75	100	150	200	250	300
230′ per NM	288	383	575	767	958	1150
275′ per NM	344	458	688	917	1146	1375
350′ per NM	438	583	875	1167	1458	1750

Departures may be restricted to cross Gleed Int at 5000′ northbound on V-468 or northwest bound on V-4.

TAKE-OFF
Rwy 4, 22 & 27: Turn RIGHT. Thence
Rwy 9: Turn LEFT. Thence
DEPARTURE
Climb direct to Yakima VORTAC. Continue climb on Yakima R-284 between the VORTAC and Gleed Int. All turns south of R-284 to cross Yakima VORTAC at or above minimum crossing altitudes. Thence via assigned route.

Direct distance from Yakima/McAllister Air Terminal to: Yakima VORTAC **4 NM**





NOT TO SCALE

MINIMUM CROSSING ALTITUDE

❶ Yakima VORTAC	V-4-298	2000	E
	V-4-468	4100	W
	V-25	2800	N
	V-25	4200	S
	V-204	3000	E
	V-204	3400	W
	V-298	2800	NW
	V-448	3300	NE
	V-448	6800	SW
	V-468	2600	SW

CHANGES: See other side.

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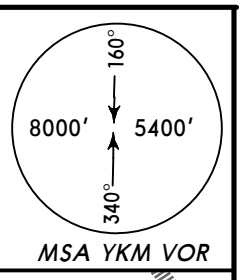
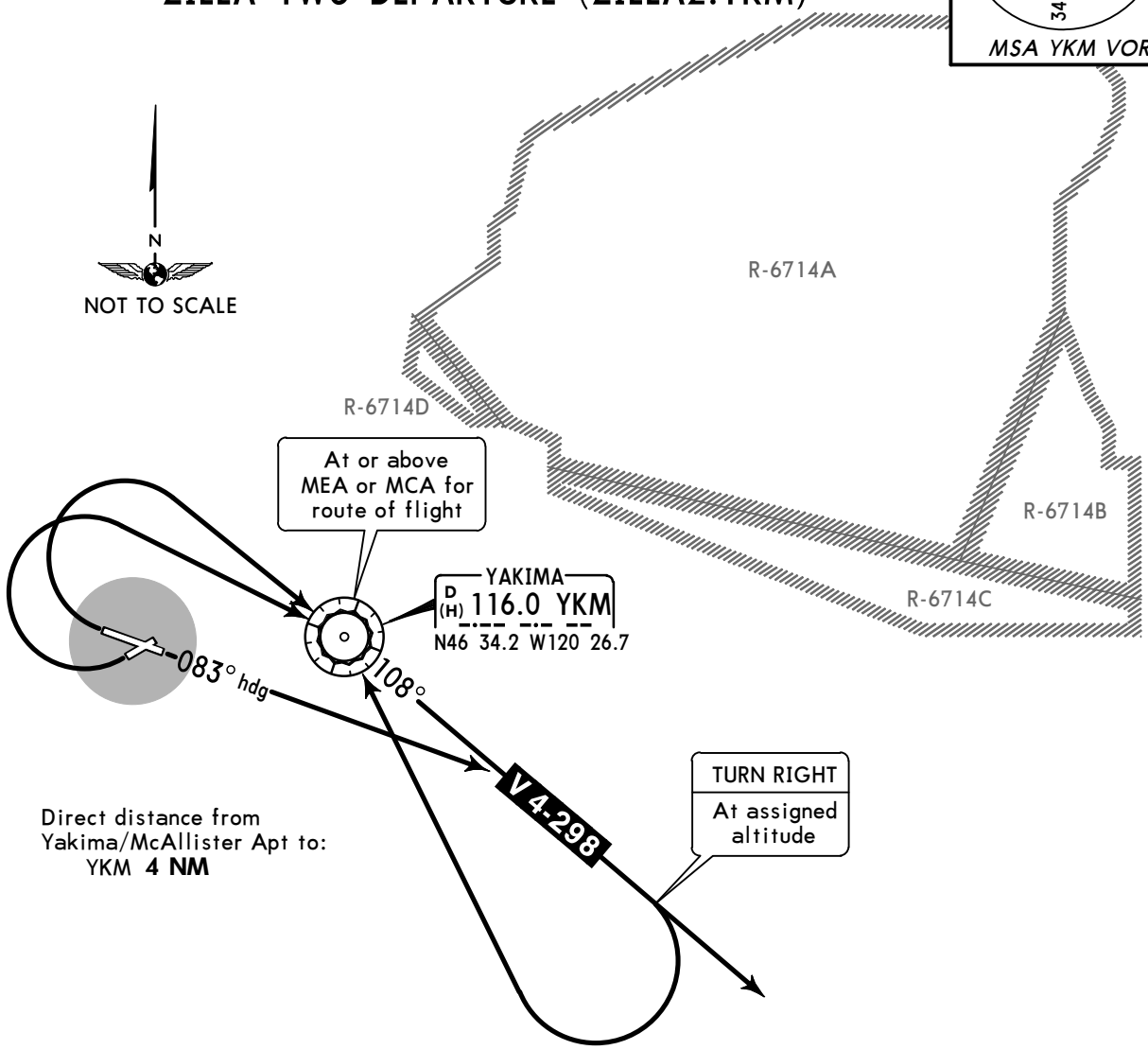
*CHINOOK Departure	SEATTLE Center (R)	Apt Elev	Trans level: FL 180
123.8	132.6 when Dep inop	1099′	Trans alt: 18000′



OBSTACLE

ZILLA TWO DEPARTURE (ZILLA2.YKM)



This DP requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 4: Not authorized - Obstacles.
Rwy 9: Standard (or lower than standard, if authorized) with minimum climb of 240′ per NM to **2900′.**
Rwy 22: Standard (or lower than standard, if authorized) with minimum climb of 295′ per NM to **3600′.**
Rwy 27: Standard (or lower than standard, if authorized) with minimum climb of 330′ per NM to **3000′.**

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
295′ per NM	369	492	738	983	1229	1475
330′ per NM	413	550	825	1100	1375	1650

OBSTACLES
Rwy 9: Obstruction light on building 27′ from DER, 507′ RIGHT of centerline, 34′ AGL/1074′ MSL. Pole 388′ from DER, 561′ RIGHT of centerline, 34′ AGL/1073′ MSL. Trees beginning 586′ from DER, 550′ RIGHT of centerline, up to 100′ AGL/1139′ MSL.
Rwy 22: Fence beginning 27′ from DER, 435′ RIGHT of centerline, up to 10′ AGL/1085′ MSL. Trees beginning 570′ from DER, 228′ LEFT of centerline, up to 100′ AGL/1199′ MSL. Trees beginning 3195′ from DER, 202′ RIGHT of centerline, up to 100′ AGL/1199′ MSL.
Rwy 27: Antenna on building 398′ from DER, 282′ LEFT of centerline, 15′ AGL/1117′ MSL. Tree 3893′ from DER, 853′ RIGHT of centerline, 100′ AGL/1239′ MSL.

RWY	INITIAL CLIMB
9	Climb on heading 083° and outbound on YKM R-108.
22, 27	Climbing RIGHT turn direct YKM and outbound on YKM R-108.

ROUTING	
EASTBOUND AIRCRAFT V-4-298	Continue climb on course.
ALL OTHER DEPARTURES	Continue climb on YKM R-108 until reaching assigned altitude, then climbing RIGHT turn direct YKM.

CHANGES: Procedure renumbered, revised, new format.

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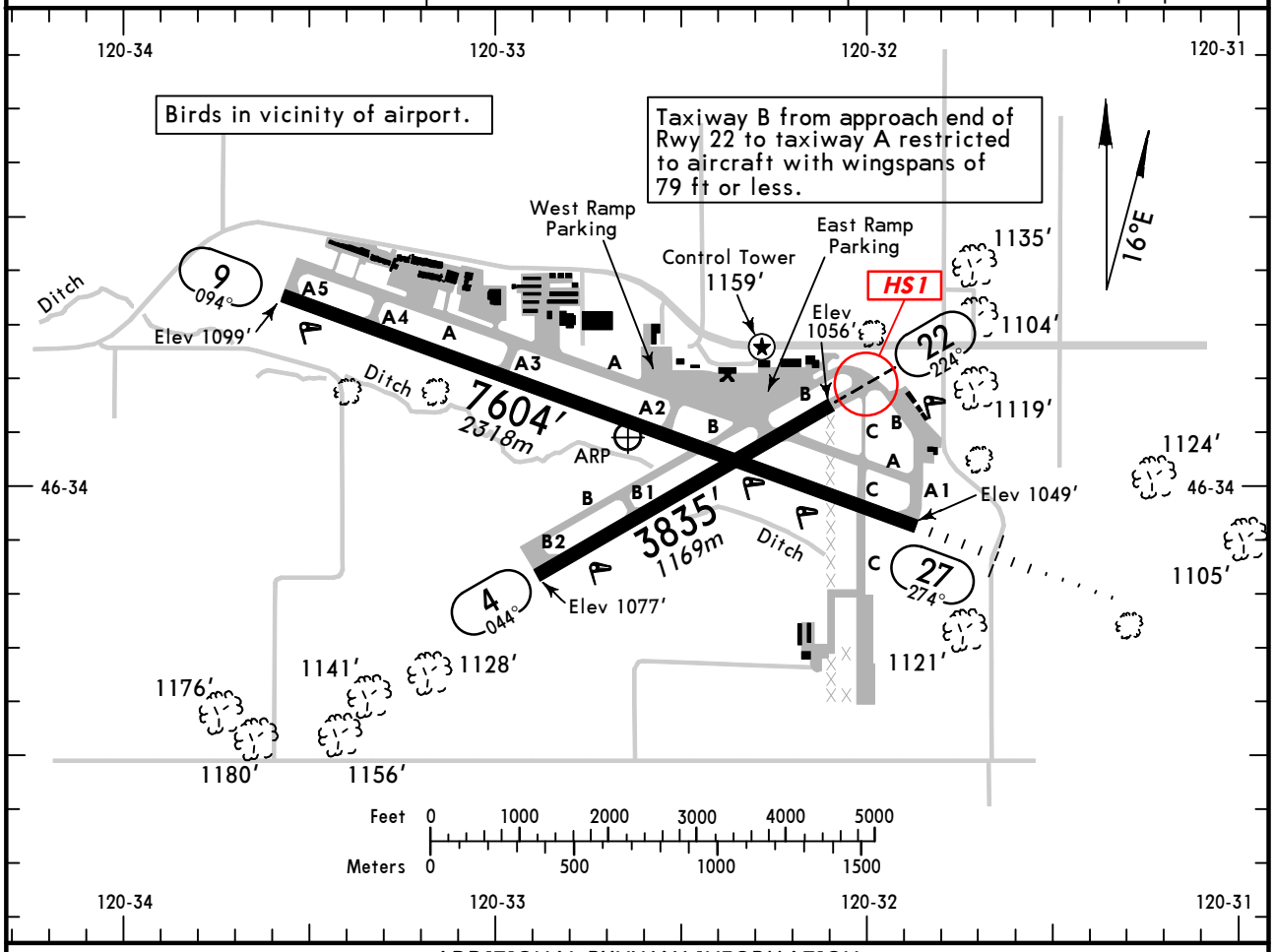
ATIS (ASOS when Twr inop)	*YAKIMA Clearance	*Ground	*Tower
125.25	121.9	121.9	CTAF 133.25

UNICOM 122.95	*CHINOOK Departure	SEATTLE Center(R)
	123.8	132.6 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
4 ❶ 22	MIRL REIL PAPI-L (angle 3.00°) MIRL REIL PAPI-L	porous friction course overlay				150' *46m*
9 27	❷HIRL REIL VASI-L ❷HIRL ❷MALSR ❸PAPI-L	porous friction course overlay RVR		6620' *2018m*		150' *46m*

❶ Some spalling and raveling.
❷ Activate on 133.25 when Twr inop.
❸ Angle 3.00°.

RUNWAY INCURSION HOT SPOT HS1

For information only, not to be construed as ATC instructions.

HS1 Twy C, B and Rwy 22 complex intersection. Runway hold lines are at an unusual distance from runway edge, runway markings not easily visible from hold line.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys
1 & 2 Eng 3 & 4 Eng	**USE ZILLA DEPARTURE**

FOR FILING AS ALTERNATE

	ILS Z Rwy 27	Authorized Only When Tower Operating: ILS Y Rwy 27	LOC DME (Back Crs)-B	RNAV (GPS) X Rwy 27 RNAV (RNP) Z Rwy 27	RNAV (RNP) Z Rwy 9	RNAV (RNP) Y Rwy 27	VOR-A	RNAV (RNP) Y Rwy 9	RNAV (GPS) W Rwy 27	VOR DME Rwy 27	COPTER NDB Rwy 27
A	600-2	600-2¼	800-2	800-2	800-2	800-2¼	800-2	900-2½	900-2	1100-2	NA
B											
C							800-2¼		900-2¾	1100-3	
D			800-2¼		NA		800-2½	NA	900-3		

CHANGES: Alternate minimums.

AMEND 5

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KYKM/YKM
YAKIMA/McALLISTER

JEPPESEN

23 JUL 10 (11-1)

YAKIMA, WASH
ILS Z Rwy 27

BRIEFING STRIP ™

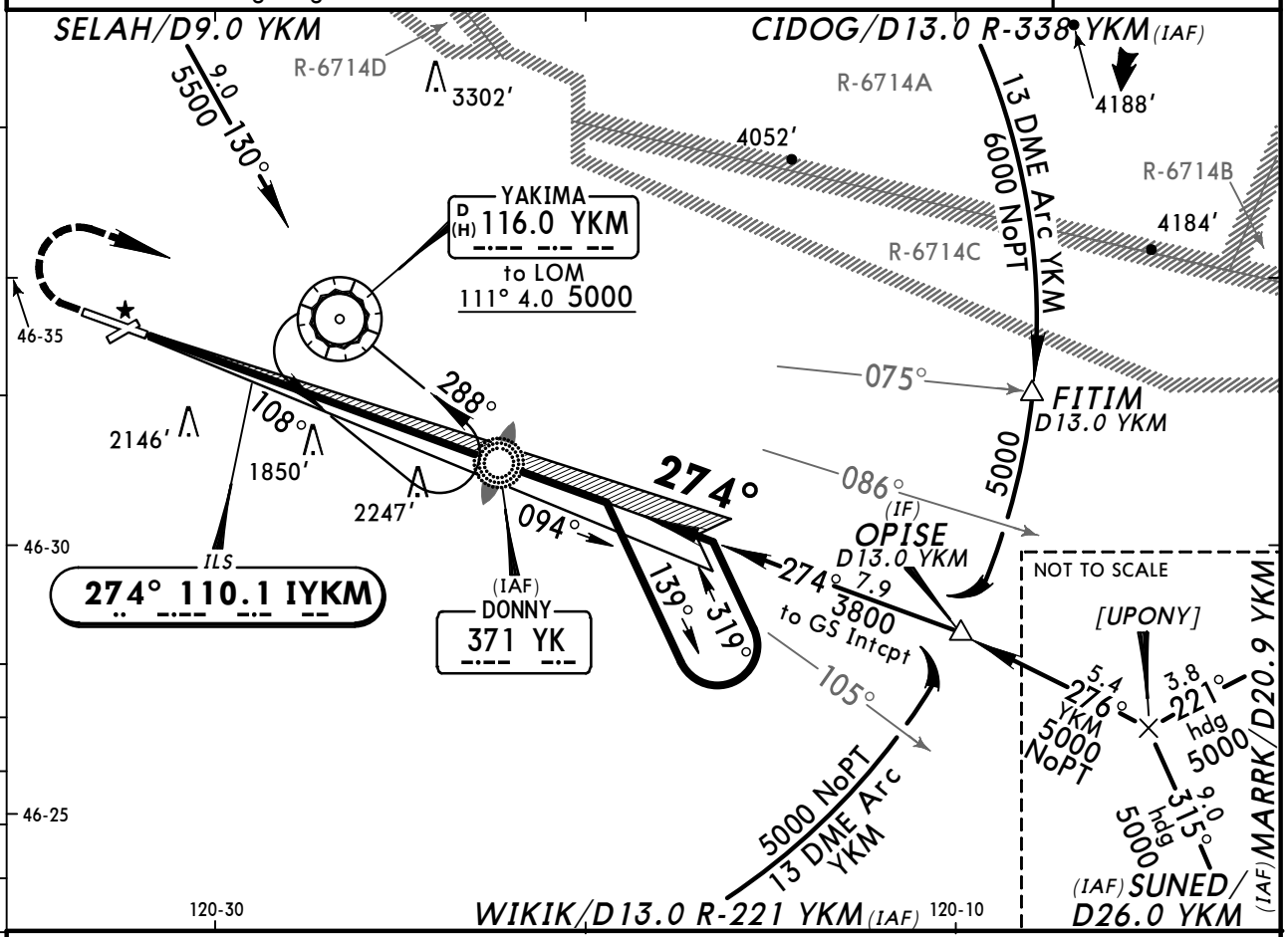
ATIS (ASOS when Twr inop)	*CHINOOK Approach	SEATTLE Center(R)	*YAKIMA Tower	*Ground
125.25	123.8	132.6 when App inop.	CTAF 133.25	121.9

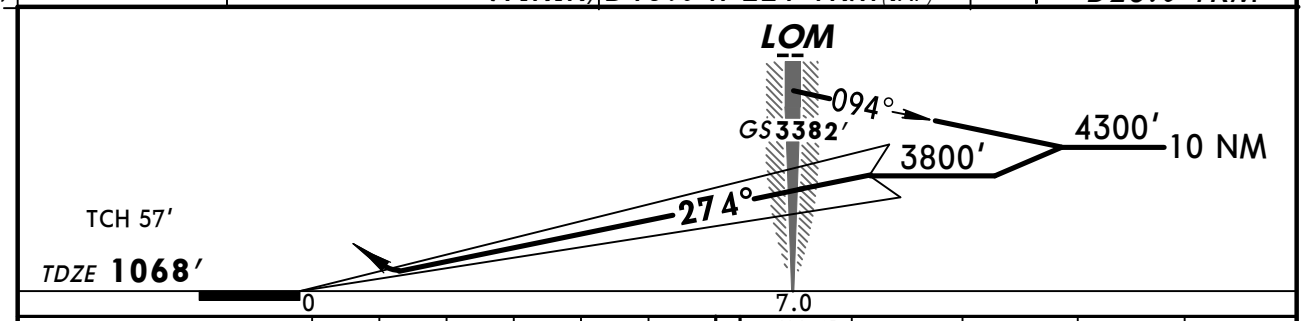
LOC IYKM	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 1099′
110.1	274°	3382′ (2314′)	1268′ (200′)	TDZE 1068′

MISSED APCH: Climb to 2600′ then climbing RIGHT turn to 4600′ direct YKM VOR and hold, continue climb-in-hold to 4600′.
Missed approach obstructions require minimum climb gradient of 250′/NM.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. When local altimeter setting not received, procedure not authorized.
2. Pilot controlled lighting 133.25.

MSA YK LOM: 160° 7400′, 340° 5400′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at DA							

MALSR
PAPI

2600′ ↑ | 4600′ ↱ RT | D | YKM 116.0

STRAIGHT-IN LANDING RWY 27

	ILS DA(H) 1268′ (200′) FULL	ILS DA(H) 1268′ (200′) RAIL or ALS out	LOC (GS out)
A	[1] RVR 24 or 1/2	RVR 40 or 3/4	NOT APPLICABLE
B			
C			
D			

[1] RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA.

TERPS AMEND 27A 29 JUL 2010

CHANGES: Circling minimums removed.

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BRIEFING STRIP™

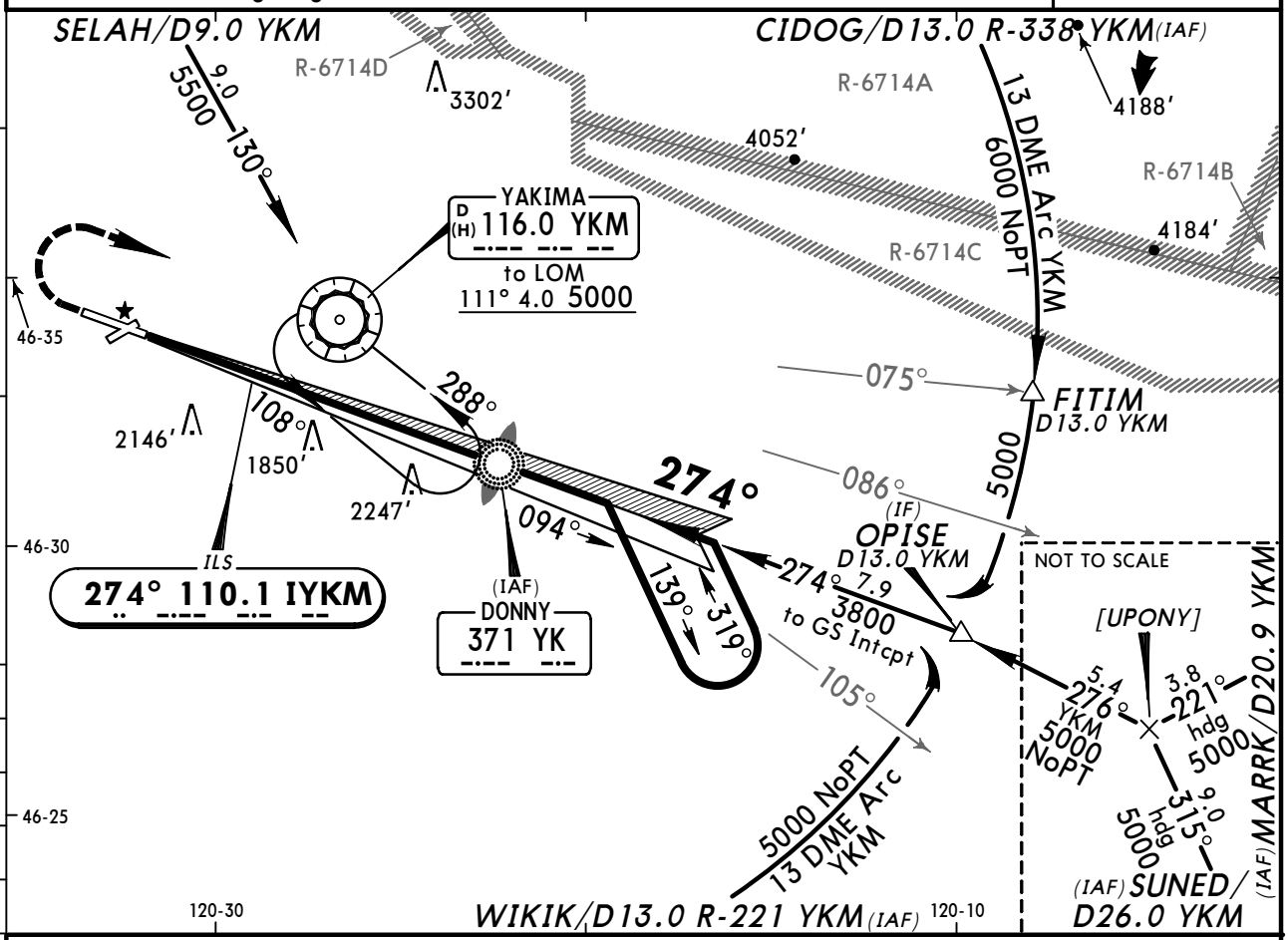
ATIS (ASOS when Twr inop)	*CHINOOK Approach	SEATTLE Center(R)	*YAKIMA Tower	*Ground
125.25	123.8	132.6 when App inop.	CTAF 133.25	121.9

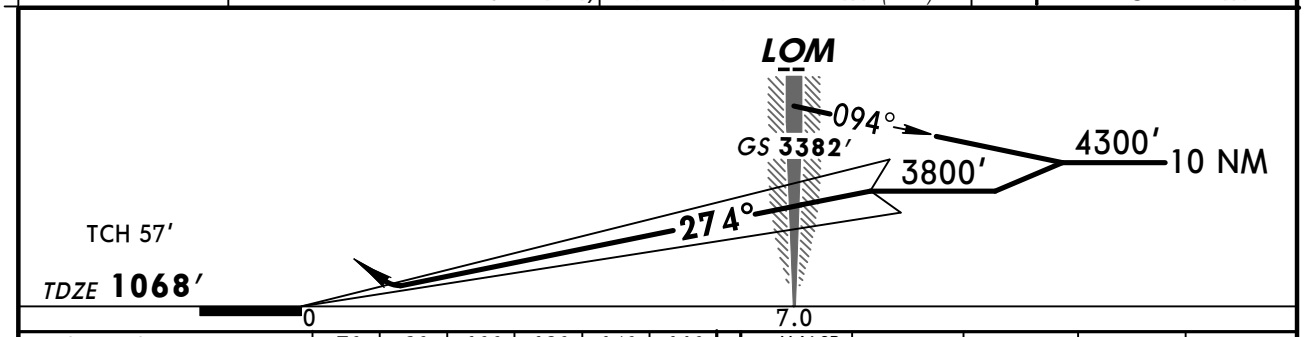
LOC IYKM	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 1099′
110.1	274°	3382′ (2314′)	1668′ (600′)	TDZE 1068′

MISSED APCH: Climb to 2900′ then climbing RIGHT turn to 4600′ direct YKM VOR and hold, continue climb-in-hold to 4600′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. When local altimeter setting not received, procedure not authorized.
2. Pilot controlled lighting 133.25.

MSA YK LOM: 160° 7400′, 340° 5400′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at DA							

MALSR
PAPI

2900′	4600′	D	YKM 116.0
↑	↱ RT		

STRAIGHT-IN LANDING RWY27

	ILS DA(H) 1668′ (600′) FULL	ILS DA(H) 1668′ (600′) RAIL or ALS out	LOC (GS out)
A, B, C, D	1¾	2¼	NOT APPLICABLE

TERPS AMEND 0A 29 JUL 2010

CHANGES: Circling minimums removed.

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KYKM/YKM
YAKIMA/McALLISTER

JEPPESEN
11 DEC 09
Eff 17 Dec
(11-3)

YAKIMA, WASH
LOC DME (BACK CRS)-B

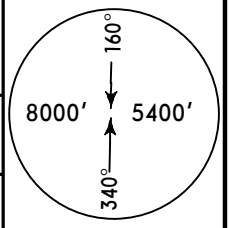
ATIS (ASOS when Twr inop)	*CHINOOK Approach	SEATTLE Center (R)	*YAKIMA Tower	*Ground
125.25	123.8	132.6 when App inop.	CTAF 133.25	121.9

LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
IYKM 110.1	094° (Front Crs 274°)	ADXAC 3900′ (2801′)	Refer to Minimums	1099′

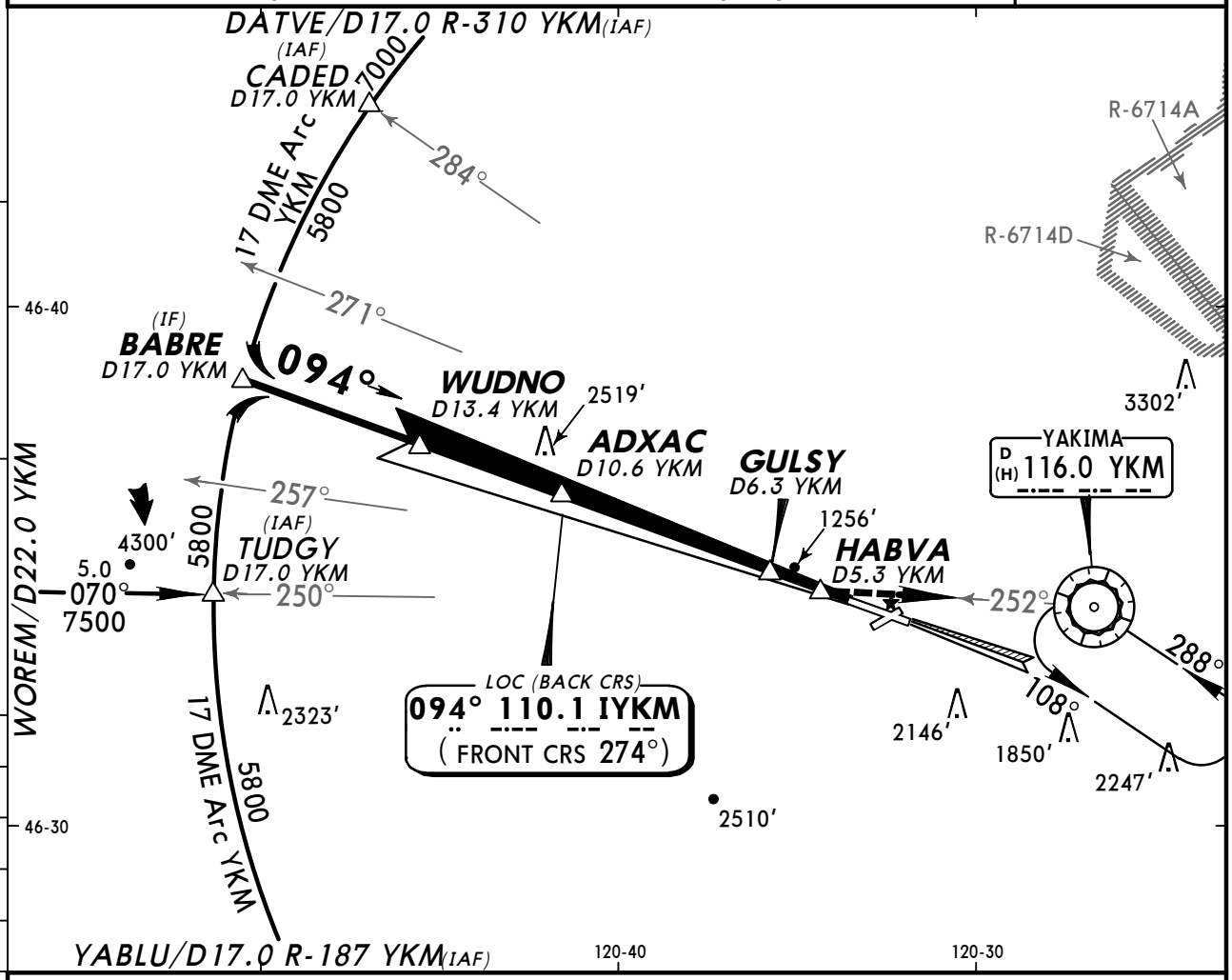
MISSED APCH: Climb to 4600′ inbound via YKM VOR R-252 to YKM VOR and hold, continue climb-in-hold to 4600′.

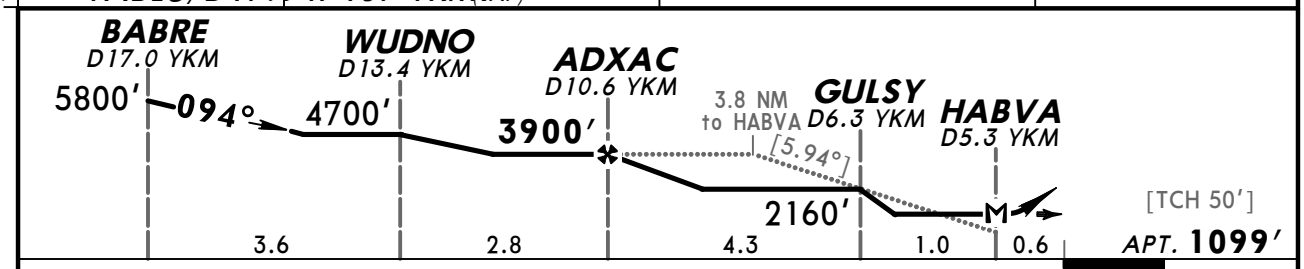
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. When local altimeter setting not received, procedure not authorized. 2. Simultaneous reception of IYKM and YKM DME required. 3. Disregard glide slope indications. 4. VGSI and descent angles not coincident. 5. Pilot controlled lighting 133.25.



MSA YKM VOR





Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [5.94°]	738	948	1054	1264	1475	1686
MAP at HABVA						

Lighting - Refer to Airport Chart

4600′ via YKM 116.0 R-252

YKM 116.0

CIRCLE-TO-LAND

Not Authorized South of Rwy 9-27

	Max Kts	MDA(H)
A	90	1760′ (661′)-1
B	120	
C	140	1760′ (661′)-1¾
D	165	1800′ (701′)-2¼

BRIEFING STRIP ™

TERPS AMEND 3 17 DEC 2009

CHANGES: Chart reindexed, procedure.

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ATIS (ASOS when Twr inop)	*CHINOOK Approach	SEATTLE Center(R)	*YAKIMA Tower	*Ground
125.25	123.8	132.6 when App inop.	CTAF 133.25	121.9

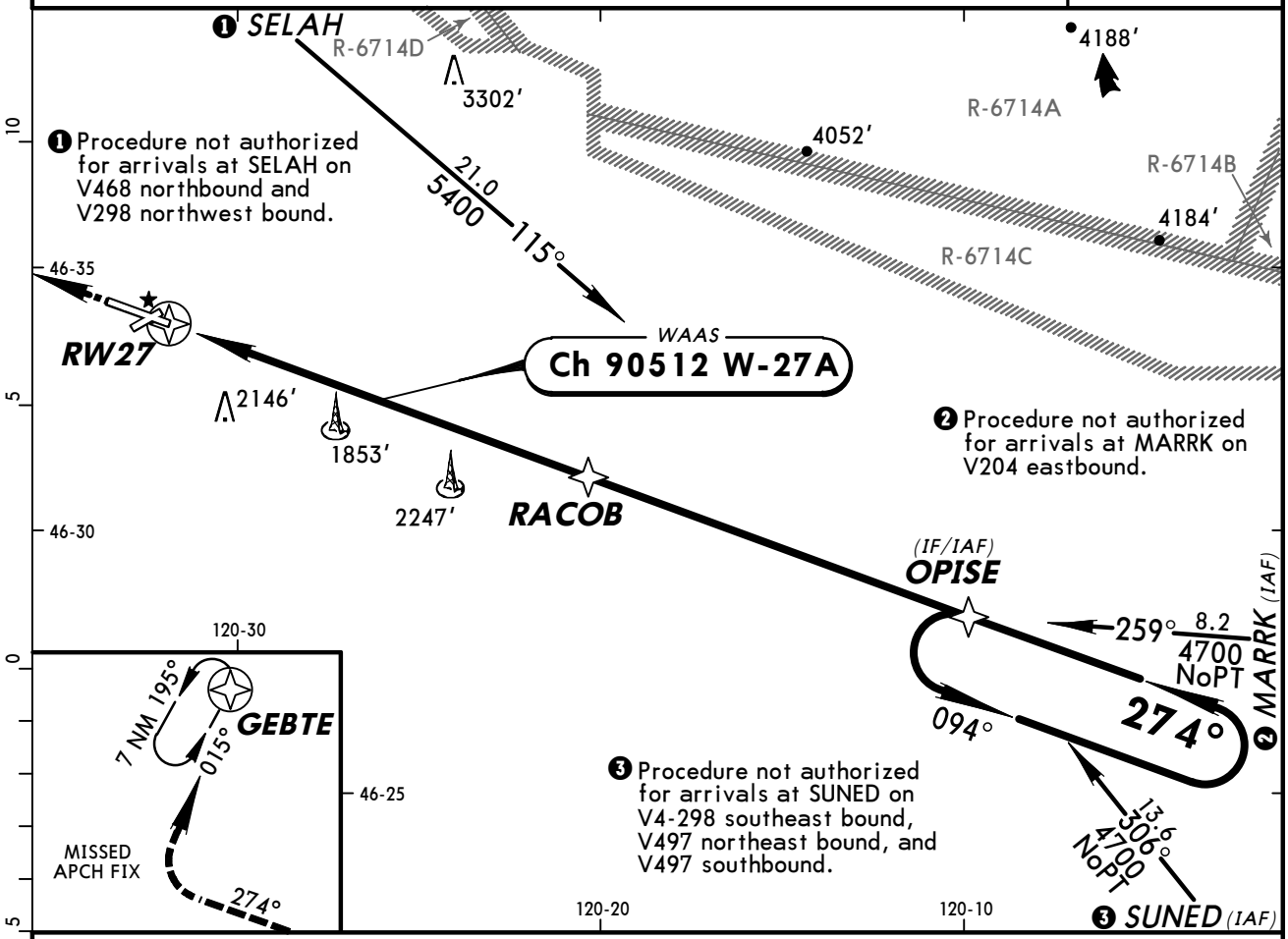
BRIEFING STRIP ™

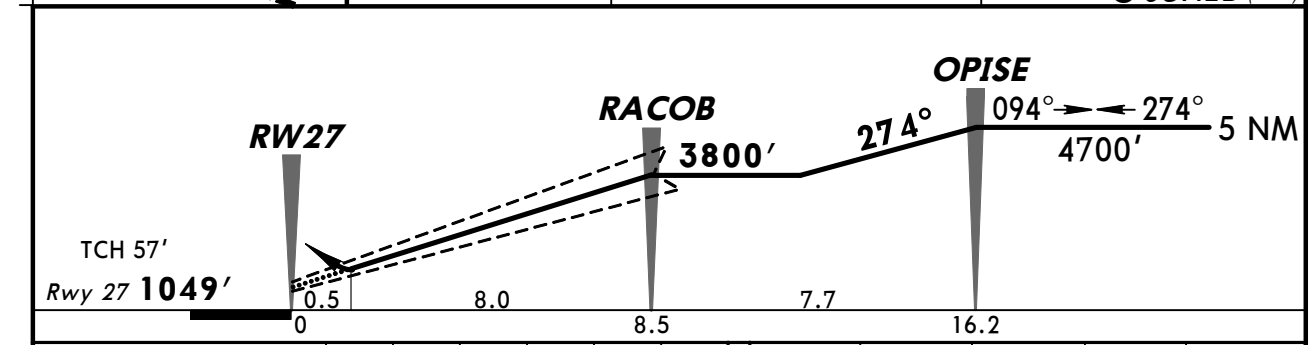
WAAS	Final	Minimum Alt	LPV DA(H) (CONDITIONAL)	
Ch 90512 W-27A	Apch Crs 274°	RACOB 3800′ (2751′)	1249′ (200′)	Apt Elev 1099′ Rwy 27 1049′

MISSED APCH: Climb to 2100′ then climbing RIGHT turn to 6500′ direct GEBTE and hold, continue climb-in-hold to 6500′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME/DME RNP-0.30 not authorized. 2. Pilot controlled lighting 133.25.

8200′
MSA RW27





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

MALSR
PAPI

2100′	6500′		GEBTE
↑	↱ RT	D	

STRAIGHT-IN LANDING RWY 27
LPV

	❶ DA(H) 1249′ (200′)			DA(H) 1549′ (500′)		
		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	1 5/8	RVR 60 or 1 1/4		1 5/8
B						
C						
D						

❶ Missed approach requires minimum climb of 300′/NM to 3700′.

TERPS AMEND 1 25 AUG 2011

CHANGES: Procedure ident, missed approach, minimums.

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KYKM/YKM
YAKIMA/McALLISTER

JEPPESEN

19 AUG 11
Eff 25 Aug

(12-2)

YAKIMA, WASH
RNAV (GPS) W Rwy 27

BRIEFING STRIP ™

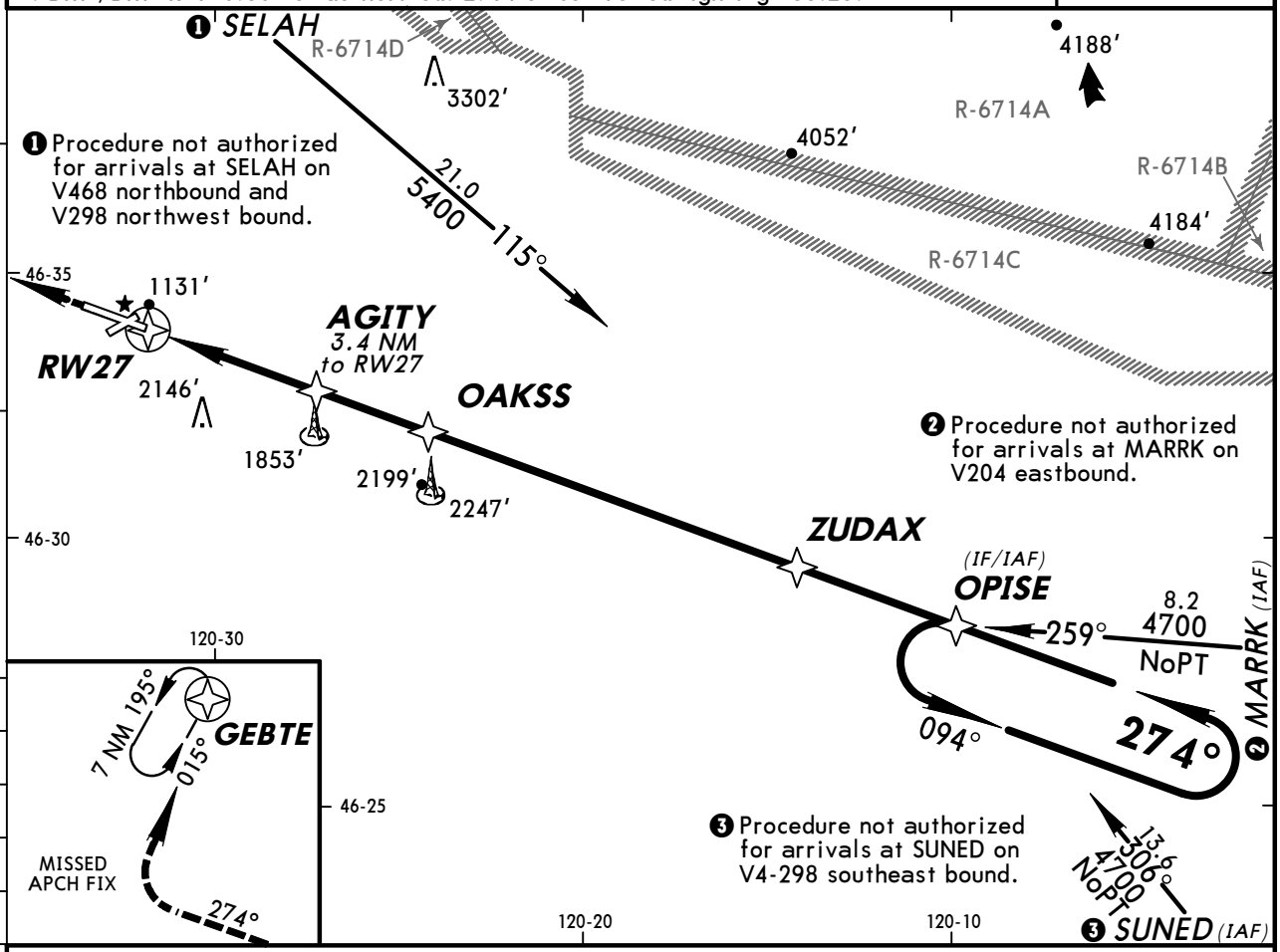
ATIS (ASOS when Twr inop)	*CHINOOK Approach	SEATTLE Center(R)	*YAKIMA Tower	*Ground
125.25	123.8	132.6 when App inop.	CTAF 133.25	121.9

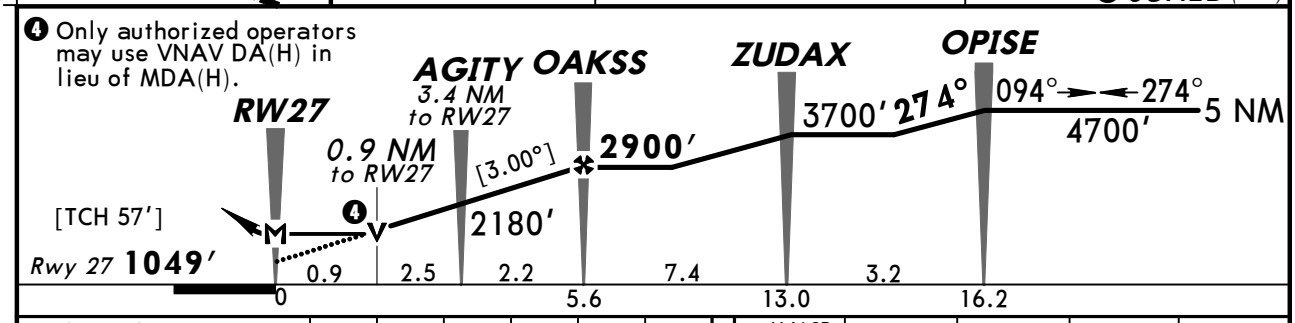
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 1099′
	274°	OAKSS 2900′ (1851′)	1400′ (351′)	Rwy 27 1049′

MISSED APCH: Climb to 2000′ then climbing RIGHT turn to 6500′ direct GEBTE and hold, continue climb-in-hold to 6500′.

8200′
MSA RW27

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME/DME RNP-0.30 not authorized. 2. Pilot controlled lighting 133.25.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW27						

MALSR
PAPI

2000′ ↑ | 6500′ ↱ RT | D | GEBTE

STRAIGHT-IN LANDING RWY 27
LNAV

	1 MDA(H) 1400′ (351′)			MDA(H) 1980′ (931′)		
		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 40 or 3/4	RVR 55 or 1	RVR 60 or 1 1/4
B						
C	RVR 30 or 5/8			2	2 1/2	2 5/8
D						

2 CIRCLE-TO-LAND
Not Authorized South of Rwy 9-27

Max Kts	MDA(H)
90	1980′ (881′) - 1 1/4
120	
140	1980′ (881′) - 2 3/4
165	1980′ (881′) - 3

1 Missed approach requires minimum climb of 290′/NM to 4100′.
2 When VGSI inop, circling Rwy 4 not authorized at night.

TERPS AMEND 1 25 AUG 2011

CHANGES: Procedure.

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KYKM/YKM
YAKIMA/McALLISTER

JEPPESEN | 19 AUG 11 | Eff 25 Aug | (12-20) | CAT A, B & C

YAKIMA, WASH
RNAV (RNP) Z Rwy 9

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*CHINOOK Approach	SEATTLE Center(R)	*YAKIMA Tower	*Ground
125.25	123.8	132.6 when App inop.	CTAF 133.25	121.9

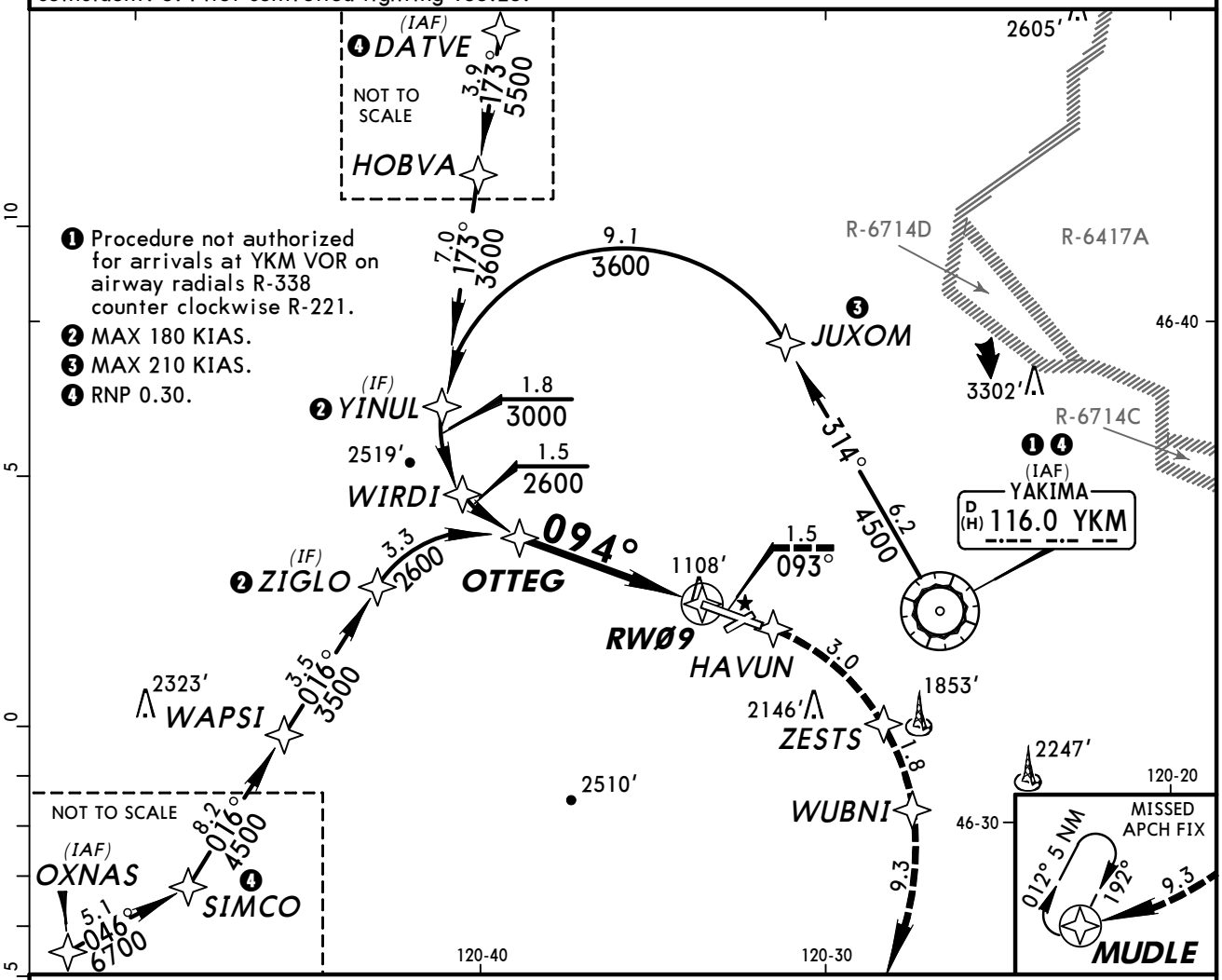
RNAV	Final Apch Crs	Minimum Alt	RNP 0.10 DA(H)	Apt Elev 1099′
	094°	OTTEG 2600′ (1501′)	1362′ (263′)	Rwy 9 1099′

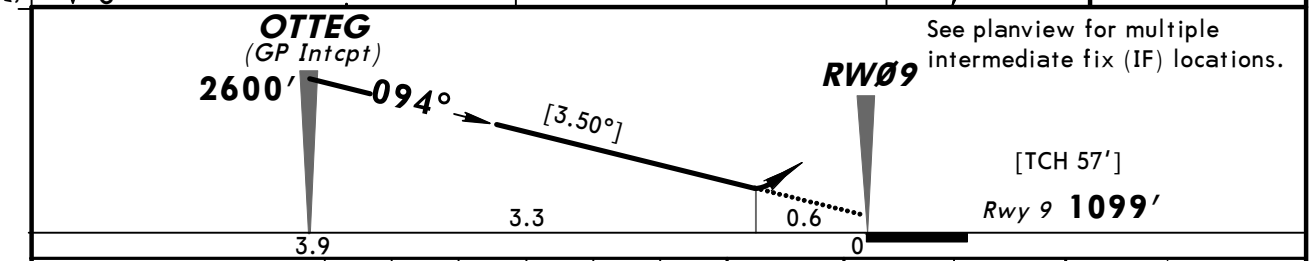
8200′ MSA RWØ9

MISSED APCH: Climb to 5100′ on track 094° to HAVUN RIGHT turn to ZESTS RIGHT turn to WUBNI RIGHT turn to MUDLE and hold, continue climb-in-hold to 5100′.
Missed approach requires RNP less than 1.0.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. RF and GPS REQUIRED. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -17°C (2°F) or above 45°C (113°F). 4. VGSI and RNAV glidepath not coincident. 5. Pilot controlled lighting 133.25.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.50°]	434	557	619	743	867	991
MAP at DA						

REIL VASI-L | 5100′ on 094° | HAVUN

❶ STRAIGHT-IN LANDING RWY 9

	❷ RNP 0.10 DA(H) 1362′ (263′)	❸ RNP 0.30 DA(H) 1525′ (426′)	RNP 0.30 DA(H) 1665′ (566′)
A, B, C	1	1¼	1⅝
D	NA	NA	NA

❶ When VGSI inop procedure not authorized at night.
❷ Missed approach requires minimum climb to 310′/NM to 2700′.
❸ Missed approach requires minimum climb to 250′/NM to 2700′.

TERPS AMEND 0 25 AUG 2011

CHANGES: New procedure.

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KYKM/YKM
YAKIMA/McALLISTER

19 AUG 11
Eff 25 Aug

JEPPESEN

CAT A, B & C

(12-21)

YAKIMA, WASH
RNAV (RNP) Y Rwy 9

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*CHINOOK Approach	SEATTLE Center(R)	*YAKIMA Tower	*Ground
125.25	123.8	132.6 when App inop.	CTAF 133.25	121.9

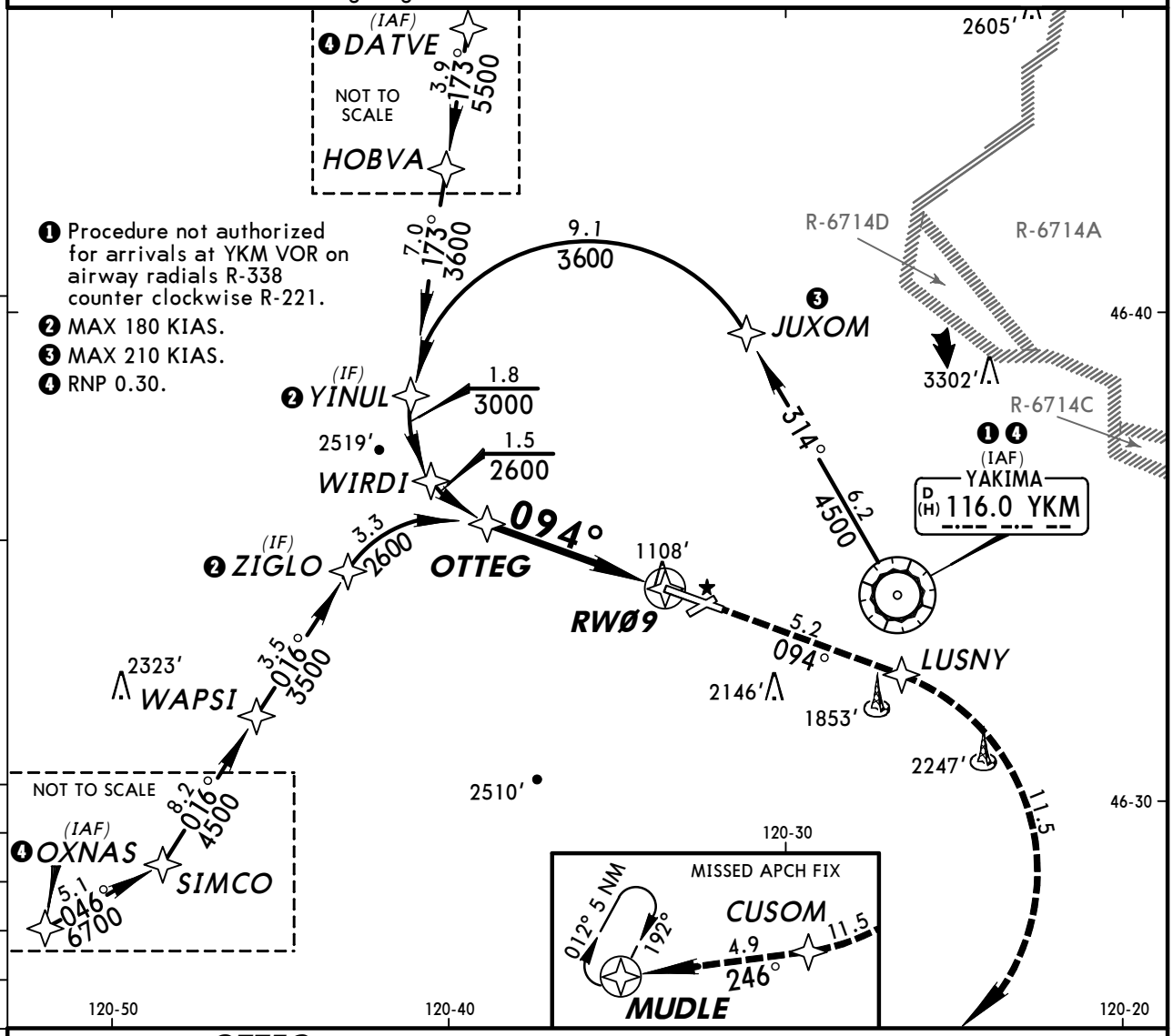
RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H) (CONDITIONAL)	Apt Elev 1099′
	094°	OTTEG 2600′ (1501′)	1473′ (374′)	Rwy 9 1099′

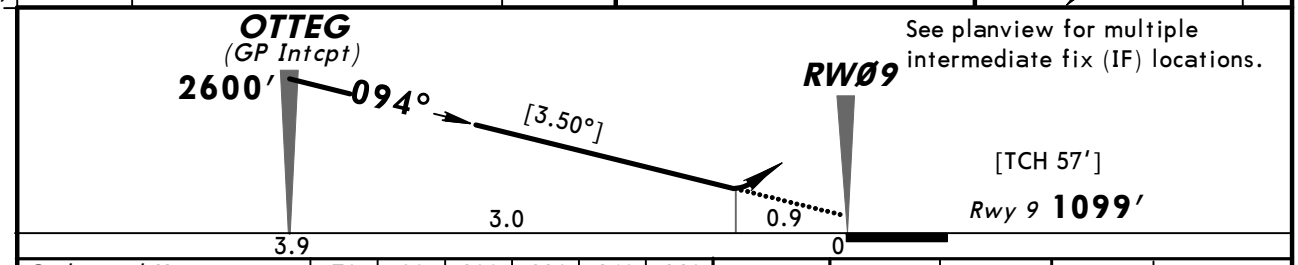
8200′
MSA RWØ9

MISSED APCH: Climb to 5100′ on track 094° to LUSNY RIGHT turn to CUSOM and on track 246° to MUDLE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. RF and GPS REQUIRED. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -17°C (2°F) or above 45°C (113°F). 4. VGSI and RNAV glidepath not coincident. 5. Pilot controlled lighting 133.25.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.50°]	434	557	619	743	867	991
MAP at DA						

REIL VASI-L | 5100′ on 094° | LUSNY

STRAIGHT-IN LANDING RWY 9

	❶ RNP 0.30 DA(H) 1473′ (374′)	RNP 0.30 DA(H) 1934′ (835′)
A	1	2½
B		
C		
D	NA	NA

❶ Missed approach requires minimum climb to 425′/NM to 3000′.

TERPS AMEND 0 25 AUG 2011

CHANGES: New procedure.

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KYKM/YKM
YAKIMA/McALLISTER

JEPPESEN

11 NOV 11 (12-22)

YAKIMA, WASH
RNAV (RNP) Z Rwy 27

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*CHINOOK Approach	SEATTLE Center(R)	*YAKIMA Tower	*Ground
125.25	123.8	132.6 when App inop.	CTAF 133.25	121.9

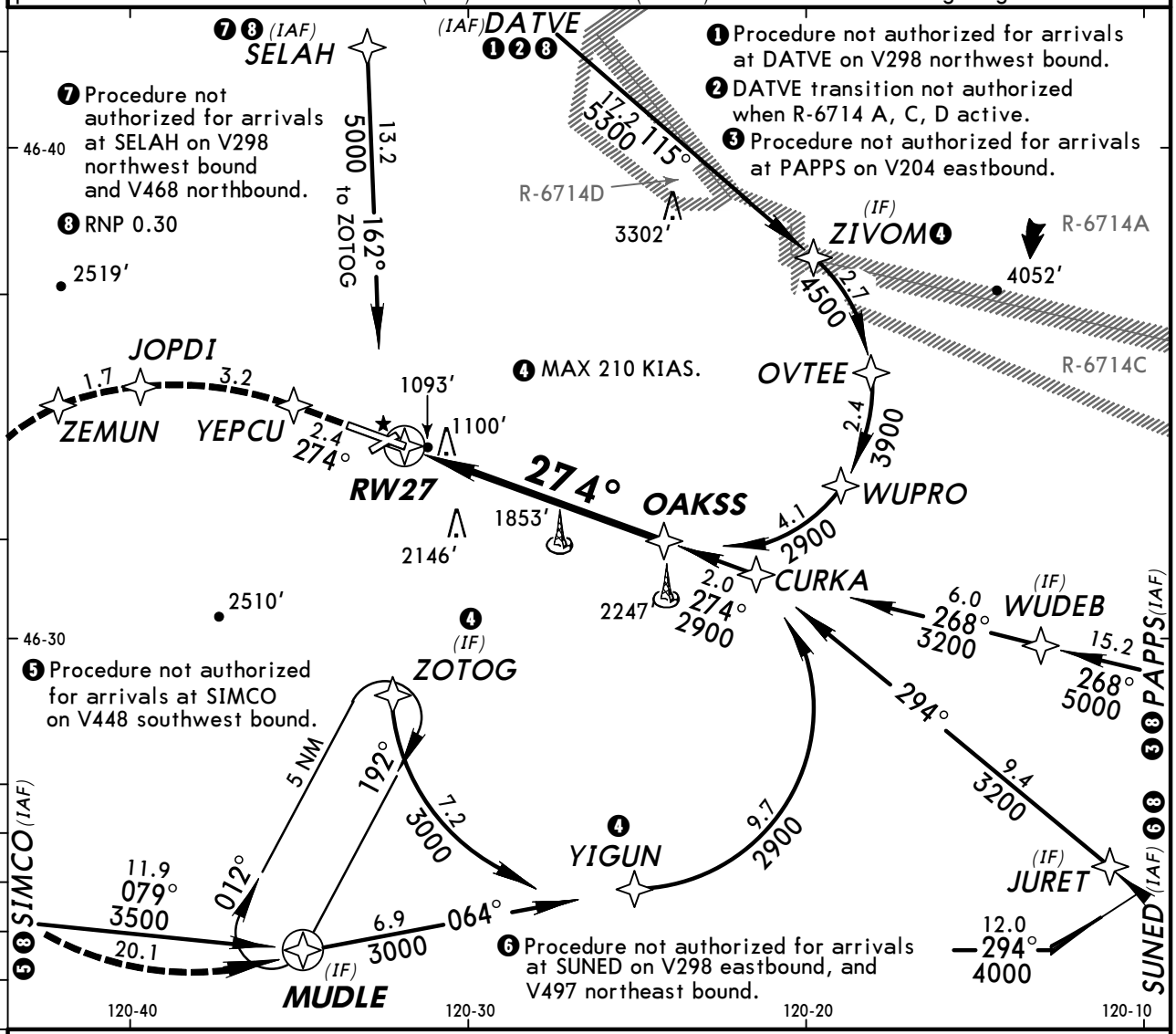
RNAV	Final Apch Crs	Minimum Alt	RNP 0.10 DA(H)	Apt Elev 1099′
	274°	OAKSS 2900′ (1851′)	1329′ (280′)	Rwy 27 1049′

8200′ MSA RW27

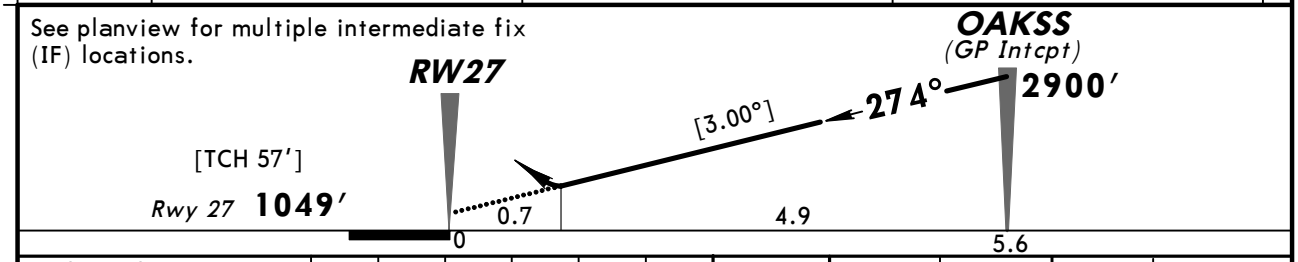
MISSED APCH: Climb to 5100′ on track 274° to YEPCU LEFT turn to JOPDI LEFT turn to ZEMUN LEFT turn to MUDLE and hold. Missed approach requires RNP less than 1.0.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. RF and GPS REQUIRED. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -17°C (2°F) or above 46°C (114°F). 4. Pilot controlled lighting 133.25.



See planview for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR PAPI 5100′ on 274° YEPCU

STRAIGHT-IN LANDING RWY 27

	1 RNP 0.10 DA(H) 1329′ (280′)			RNP 0.30 DA(H) 1449′ (400′)		
		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 45 or ⅞	RVR 45 or ⅞		1¼
B						
C						
D						

1 Missed approach requires minimum climb of 215′/NM to 4300′.

TERPS AMEND 0A 17 NOV 2011

CHANGES: Notes, minimums.

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KYKM/YKM
YAKIMA/McALLISTER

JEPPESEN

11 NOV 11 (12-23)

YAKIMA, WASH
RNAV (RNP) Y Rwy 27

ATIS (ASOS when Twr inop)	*CHINOOK Approach	SEATTLE Center(R)	*YAKIMA Tower	*Ground
125.25	123.8	132.6 when App inop.	CTAF 133.25	121.9

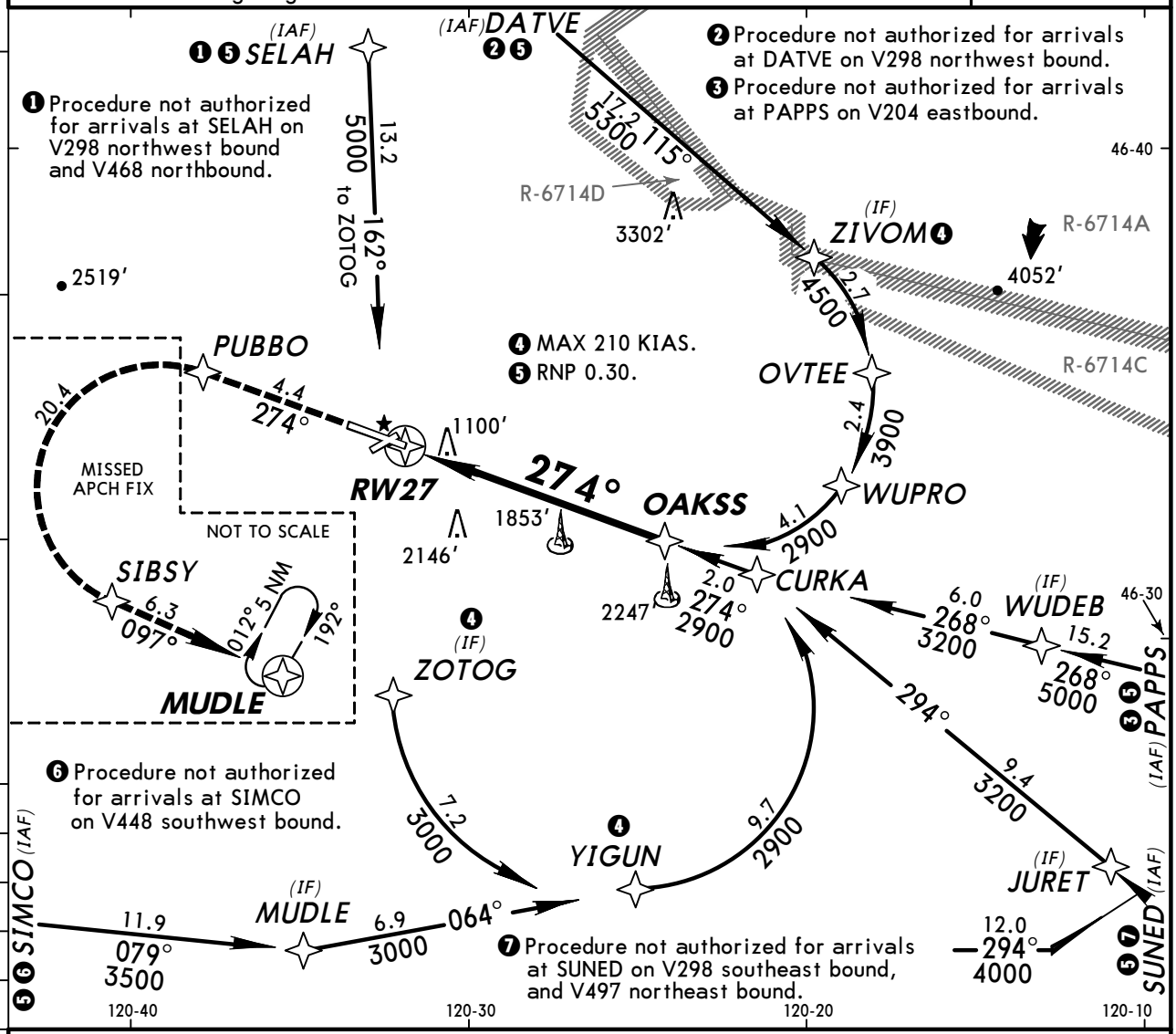
RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev / Rwy 27
	274°	OAKSS 2900′ (1851′)	(CONDITIONAL) 1399′ (350′)	Apt Elev 1099′ Rwy 27 1049′

MISSED APCH: Climb to 5100′ on track 274° to PUBBO, LEFT turn to SIBSY and on track 097° to MUDLE and hold.

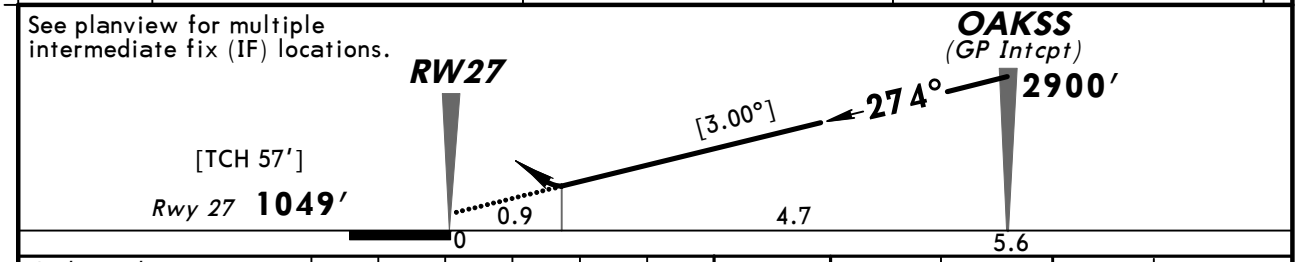
8200′ MSA RW27

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. RF and GPS REQUIRED. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -17°C (2°F) or above 46°C (114°F).
4. Pilot controlled lighting 133.25.



See planview for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR PAPI 5100′ on 274° PUBBO

STRAIGHT-IN LANDING RWY 27

	1 RNP 0.30 DA(H) 1399′ (350′)		RNP 0.30 DA(H) 1826′ (777′)	
	RAIL out	ALS out	RAIL out	ALS out
A	RVR 30 or 5/8	RVR 40 or 3/4	RVR 60 or 1 1/8	2 1/4	2 3/4
B				
C				
D				

1 Missed approach requires minimum climb of 425′/NM to 3400′.

BRIEFING STRIP ™

TERPS AMEND 0 25 AUG 2011

CHANGES: None.

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KYKM/YKM
YAKIMA/McALLISTER

JEPPESEN

11 DEC 09 (13-1) Eff 17 Dec

YAKIMA, WASH
VOR DME Rwy 27

BRIEFING STRIP ™

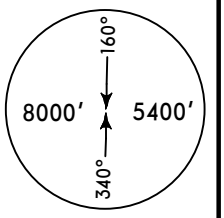
ATIS (ASOS when Twr inop)	*CHINOOK Approach	SEATTLE Center (R)	*YAKIMA Tower	*Ground
125.25	123.8	132.6 when App inop.	CTAF 133.25	121.9

VOR YKM	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 1099′
116.0	244°	2400′ (1332′)	2100′ (1032′)	TDZE 1068′

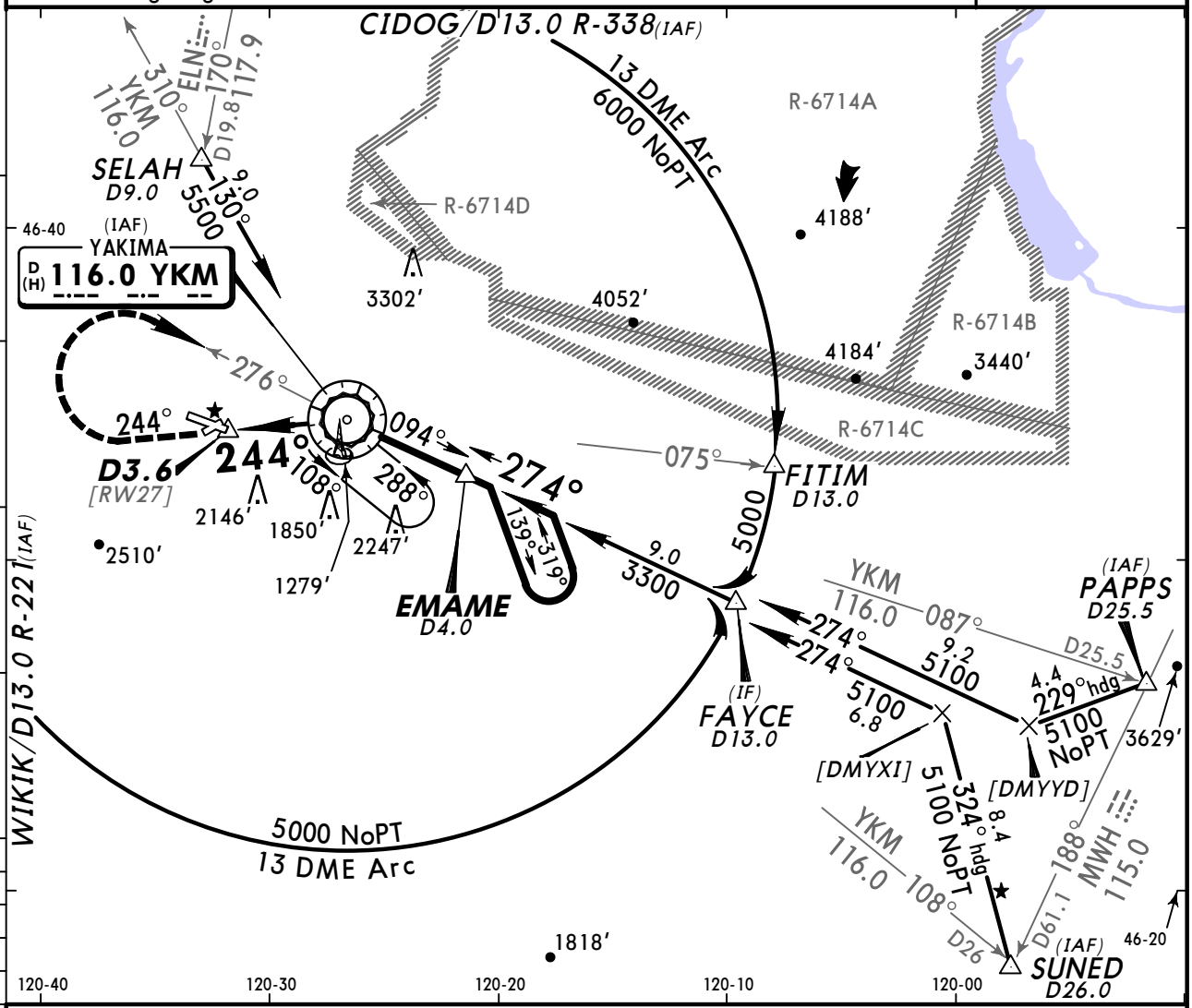
MISSED APCH: Climb to 2600′ via YKM VOR R-244 then climbing RIGHT turn to 4600′ inbound via YKM VOR R-276 to YKM VOR and hold, continue climb-in-hold to 4600′.

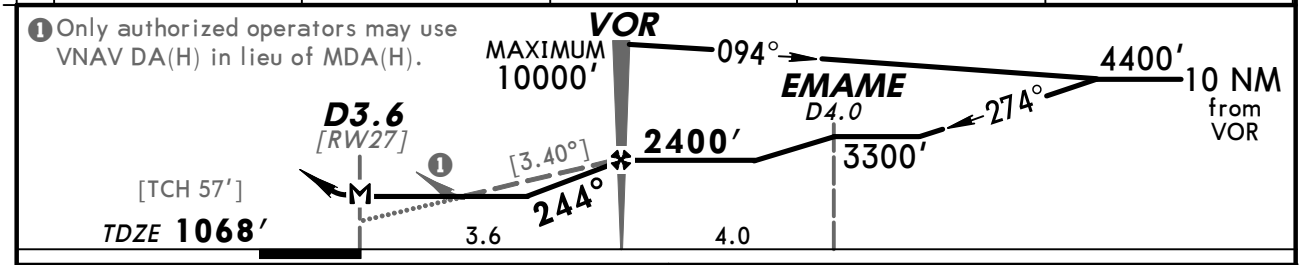
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. When local altimeter setting not received, procedure not authorized. 2. Pilot controlled lighting 133.25.



MSA YKM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.40°]	421	541	602	722	842	963
MAP at D3.6						

MALSR / PAPI

2600′	YKM via 116.0 R-244	4600′ RT	YKM via 116.0 R-276

TERPS AMEND 8 17 DEC 2009

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND	
MDA(H) 2100′ (1032′)				Not Authorized South of Rwy 9-27	
	RAIL out	ALS out	Max Kts	MDA(H)	
A	RVR 60 or 1¼		90	2100′ (1001′)-1¼	
B	1½		120	2100′ (1001′)-1½	
C	3		140	2100′ (1001′)-3	
D			165		

CHANGES: Procedure.

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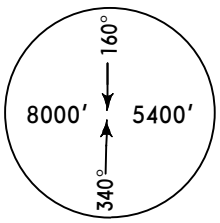
ATIS (ASOS when Twr inop)	*CHINOOK Approach	SEATTLE Center (R)	*YAKIMA Tower	*Ground
125.25	123.8	132.6 when App inop.	CTAF 133.25	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
YKM 116.0	251°	VOR 2800′ (1701′)	Refer to Minimums	1099′

MISSED APCH: Climb to 2600′ outbound via YKM VOR R-251 then climbing RIGHT turn to 4600′ inbound via YKM VOR R-277 to YKM VOR and hold, continue climb-in-hold to 4600′.

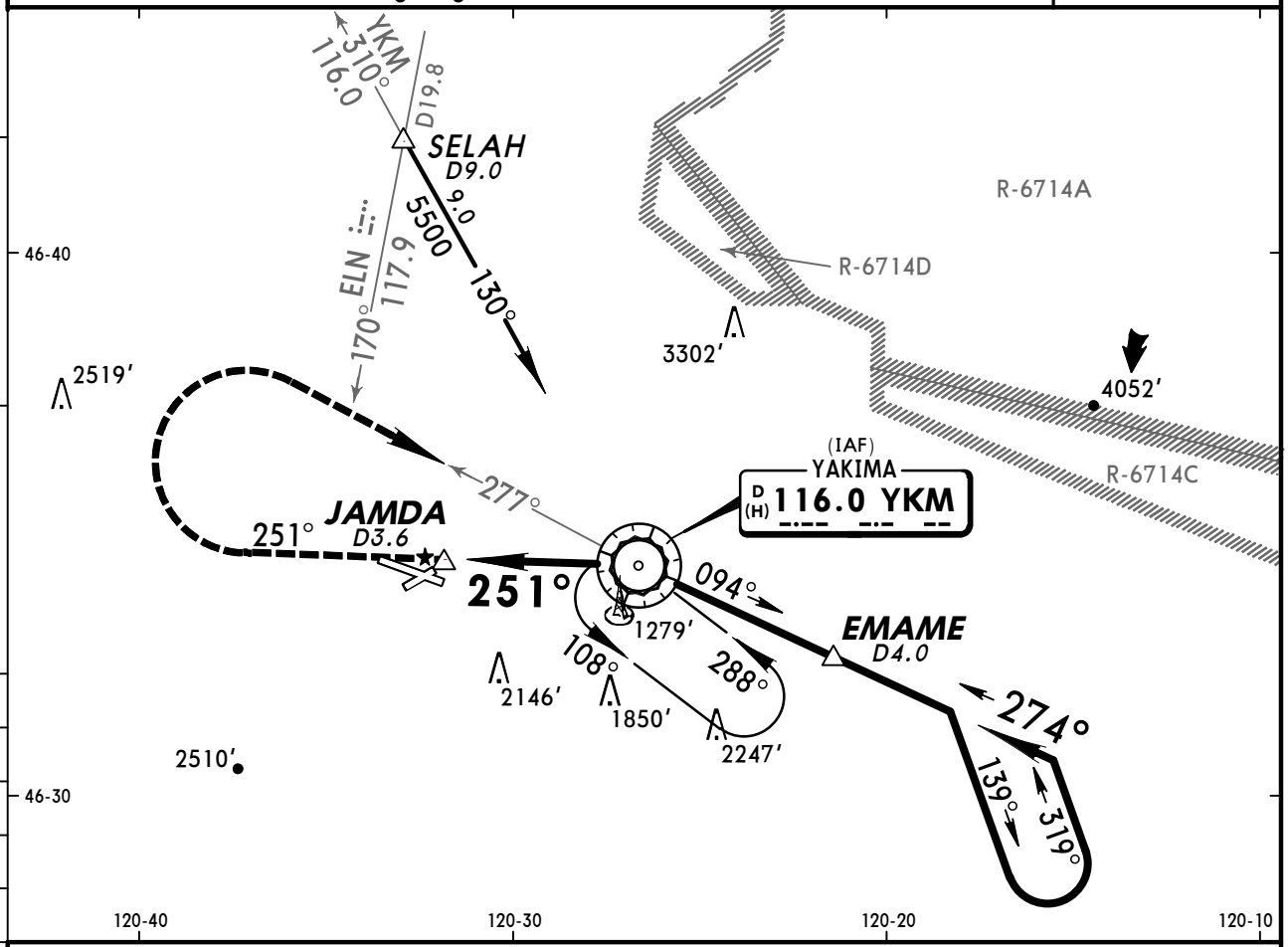
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

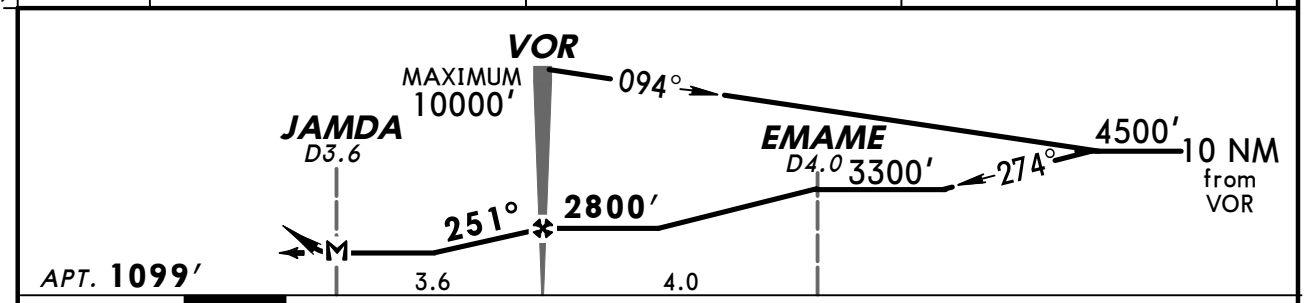
1. DME required. 2. When local altimeter setting not received, procedure not authorized. 3. Pilot controlled lighting 133.25.



MSA YKM VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
MAP at JAMDA or VOR to MAP 3.6	3:05	2:24	2:10	1:48	1:33	1:21

Lighting - Refer to Airport Chart

2600′	YKM via 116.0 R-251	4600′ RT	YKM via 116.0 R-277

CIRCLE-TO-LAND

Not Authorized South of Rwy 9-27

	Max Kts	MDA(H)
A	90	1840′ (741′)-1
B	120	1840′ (741′)-1¼
C	140	1840′ (741′)-2¼
D	165	1840′ (741′)-2½

TERPS AMEND 7 17 DEC 2009

CHANGES: Procedure.

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BRIEFING STRIP ™

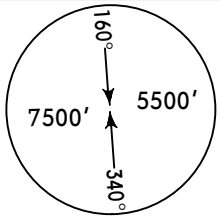
ATIS (ASOS when Twr inop)	*CHINOOK Approach	SEATTLE Center(R)	*YAKIMA Tower	*Ground
125.25	123.8	132.6 when App inop.	CTAF 133.25	121.9

LOM YK	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev / Rwy 27
371	274°	3500′ (2451′)	2560′ (1511′)	Apt Elev 1099′ / Rwy 27 1049′

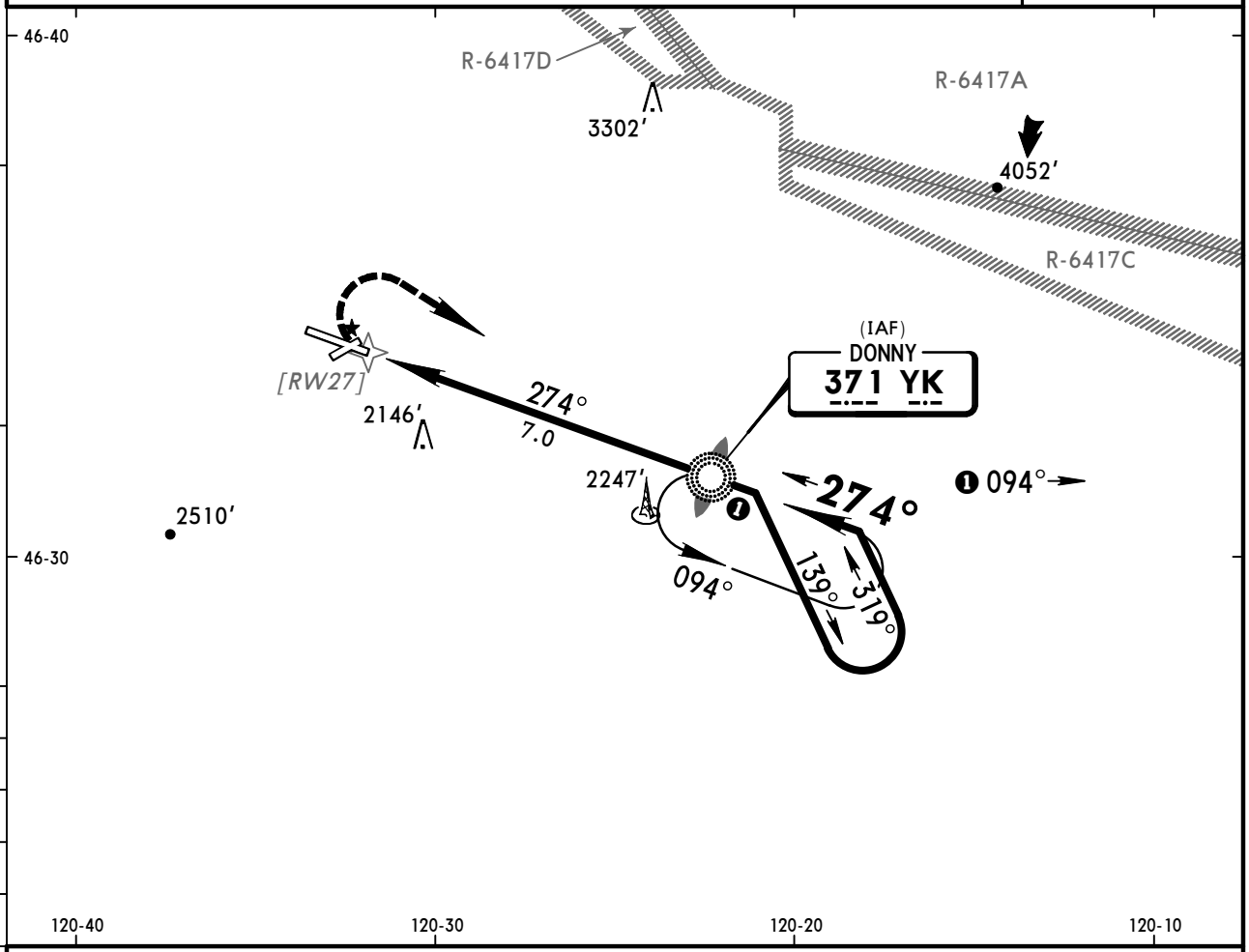
MISSED APCH: Climbing RIGHT turn to 4000′ direct YK LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

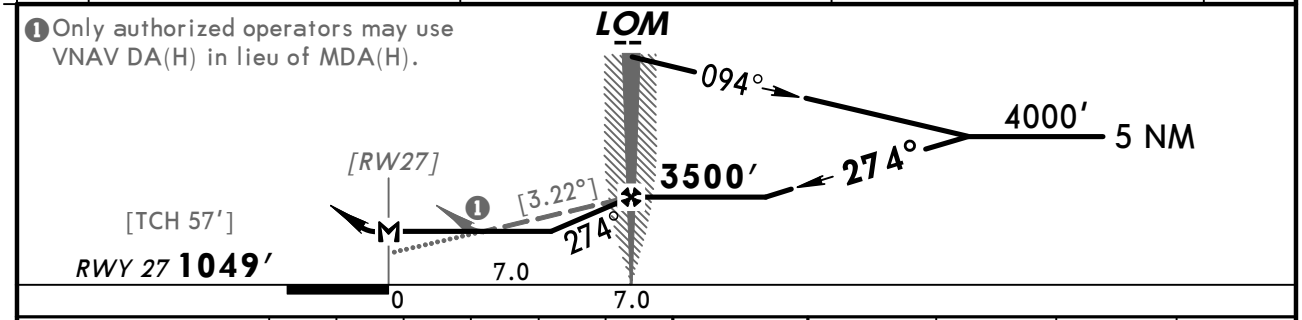
1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 133.25.



MSA YK LOM



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.22°]	399	513	570	684	798	912
LOM to MAP 7.0	6:00	4:40	4:12	3:30	3:00	2:38

MALSR PAPI | 4000′ RT | D | YK 371

STRAIGHT-IN LANDING RWY **27**

MDA(H) **2560′** (1511′)

		RAIL out	ALS out
COPTER	RVR 30 or 5/8	RVR 40 or 3/4	RVR 55 or 1

TERPS AMEND 2 30 JUN 2011

CHANGES: New procedure.

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Chart changes since cycle 03-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
WALLA WALLA, WA (WALLA WALLA REGL - KALW)				
REV	AIRPORT, AIRPORT INFO, TA...	10-9	17 Feb 2012	
SEATTLE, WA (BOEING FIELD/KING CO INTL - KBFI)				
BELLINGHAM, WA (BELLINGHAM INTL - KBLI)				
REV	ILS OR LOC RWY 16	11-1	17 Feb 2012	
REV	AIRPORT, AIRPORT INFO, TA...	APT	17 Feb 2012	
SPOKANE, WA (SPOKANE INTL - KGEG)				
DEL	RWY CONSTRUCTION (TEMP)	10-8	17 Feb 2012	
MOSES LAKE, WA (GRANT CO INTL - KMWH)				
OAK HARBOR, WA (WHIDBEY I NAS - KNUW)				
EVERETT, WA (SNOHOMISH CO - KPAE)				
PASCO, WA (TRI-CITIES - KPSC)				
REV	RNAV (RNP) Z RWY 3L	12-20	17 Feb 2012	
REV	RNAV (RNP) Z RWY 12	12-21	17 Feb 2012	
REV	RNAV (RNP) Z RWY 21R	12-22	17 Feb 2012	
REV	RNAV (RNP) Z RWY 30	12-23	17 Feb 2012	
PULLMAN/MOSCOW, WA (PULLMAN/MOSCOW REGL - KPUW)				
SEATTLE, WA (SEATTLE-TACOMA INTL - KSEA)				
REV	AIRPORT, AIRPORT INFO	20-9	17 Feb 2012	
REV	ALERT NOTICE, AIRPORT INF...	20-9A	17 Feb 2012	
REV	PARKING GATES, RAMP INFO	20-9B	17 Feb 2012	
REV	PARKING GATE COORDS	20-9C	17 Feb 2012	
REV	LOW VIS TAXI ROUTES (LESS...	20-9D	17 Feb 2012	
REV	LOW VIS TAXI ROUTES (LESS...	20-9E	17 Feb 2012	
REV	LOW VIS TAXI RTS 16L/R (L...	20-9F	17 Feb 2012	
REV	LOW VIS TAXI ROUTES RWYS ...	20-9G	17 Feb 2012	
SPOKANE, WA (FAIRCHILD AFB - KSKA)				
TACOMA, WA (MC CHORD - KTCM)				
YAKIMA, WA (YAKIMA AIR TERM/MCALLISTER - KYKM)				

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KALW

Type: Terminal
Effectivity: Permanent
Begin Date: 20080731
End Date: No end date

(10-3) Walla Walla 1 Dep computer code (WALLA1.WALLA) added.

Type: Terminal
Effectivity: Permanent
Begin Date: 20100211
End Date: No end date

(12-2) RNAV (GPS) Rwy 16 Amendment 0 changed to 0A. (13-1) VOR DME Rwy 2 Amendment 0 changed to 0B. (13-2) VOR Rwy 16 Amendment 12 changed to 12A.

No Chart Change Notices for Airport KBFI

No Chart Change Notices for Airport KBLI

No Chart Change Notices for Airport KGEG

Chart Change Notices for Airport KMWH

Type: Terminal
Effectivity: Permanent
Begin Date: 20080731
End Date: No end date

(10-3) Moses 3 Dep computer code (MOSES3.MOSES) added.

No Chart Change Notices for Airport KNUW

No Chart Change Notices for Airport KPAE

No Chart Change Notices for Airport KPSC

No Chart Change Notices for Airport KPUW

No Chart Change Notices for Airport KSEA

No Chart Change Notices for Airport KSKA

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No Chart Change Notices for Airport KTCM

Chart Change Notices for Airport KYKM

Type: Terminal
Effectivity: Permanent
Begin Date: 20111117
End Date: No end date

(12-23) RNAV (RNP) Y RWY 27 Amdt Changed to ORIG-A