

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KSEA

Terminal Charts For KSEA

Revision Letter For Cycle 01-2015

Change Notices

Notebook

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: 16.0°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: 1556 Z
Sunset: 0034 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
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 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

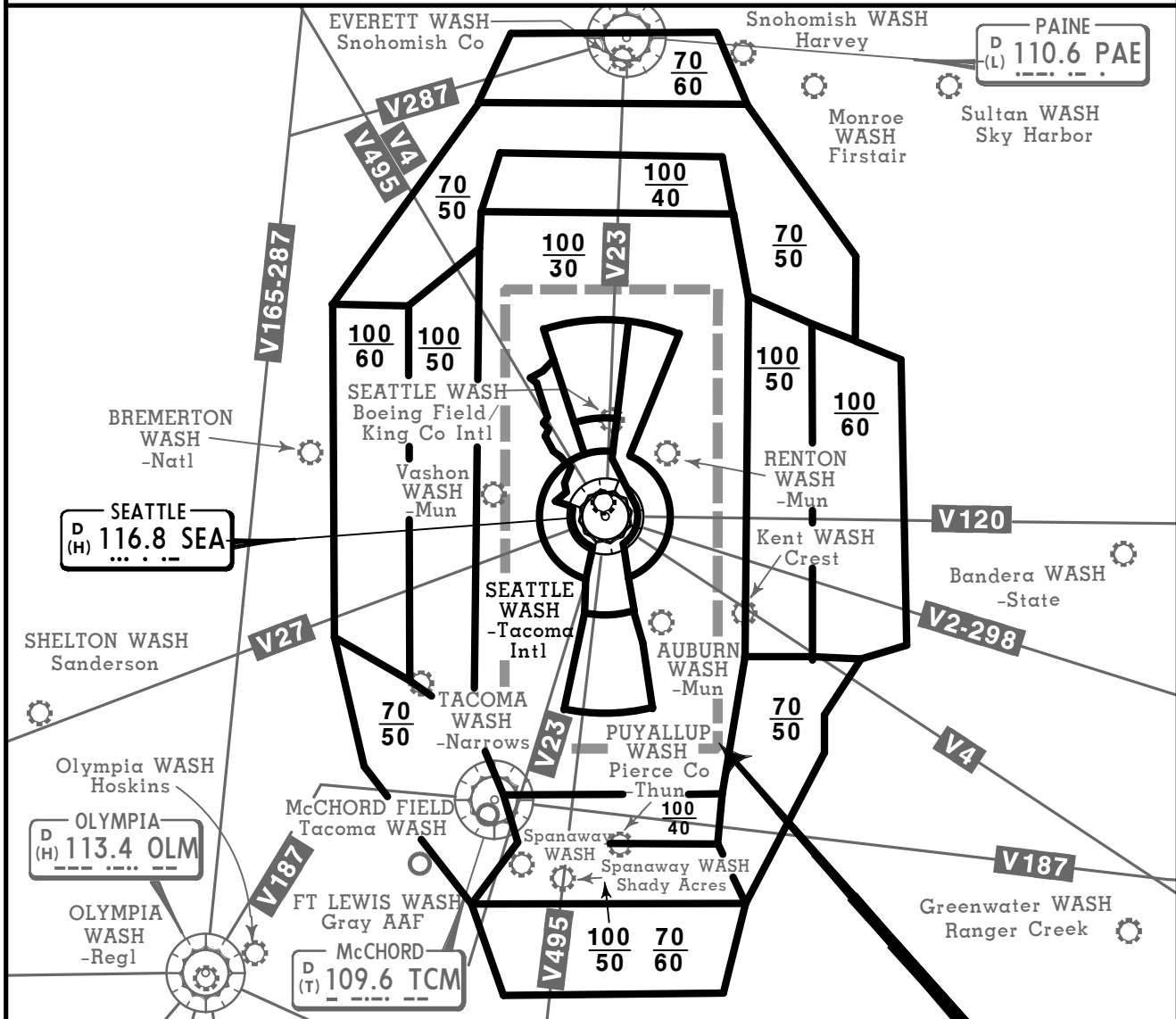
SEATTLE CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

(341°-075°) 119.2
(199°-300°) 120.1
(161°-198°) 126.5

Rwy 16
(076°-160°) 119.2
(301°-340°) 125.9

Rwy 34
(301°-340°) 120.4
(076°-160°) 125.9



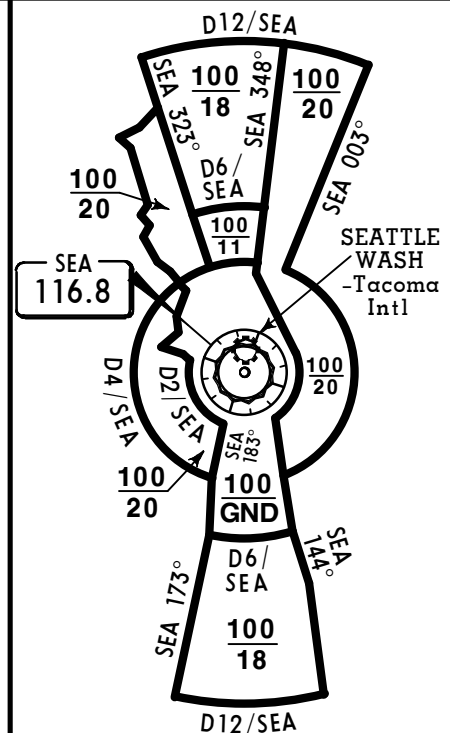
FOR OPERATING RULES AND PILOT AND EQUIPMENT
REQUIREMENTS SEE FAR 91.131, 91.117 AND 91.215

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.

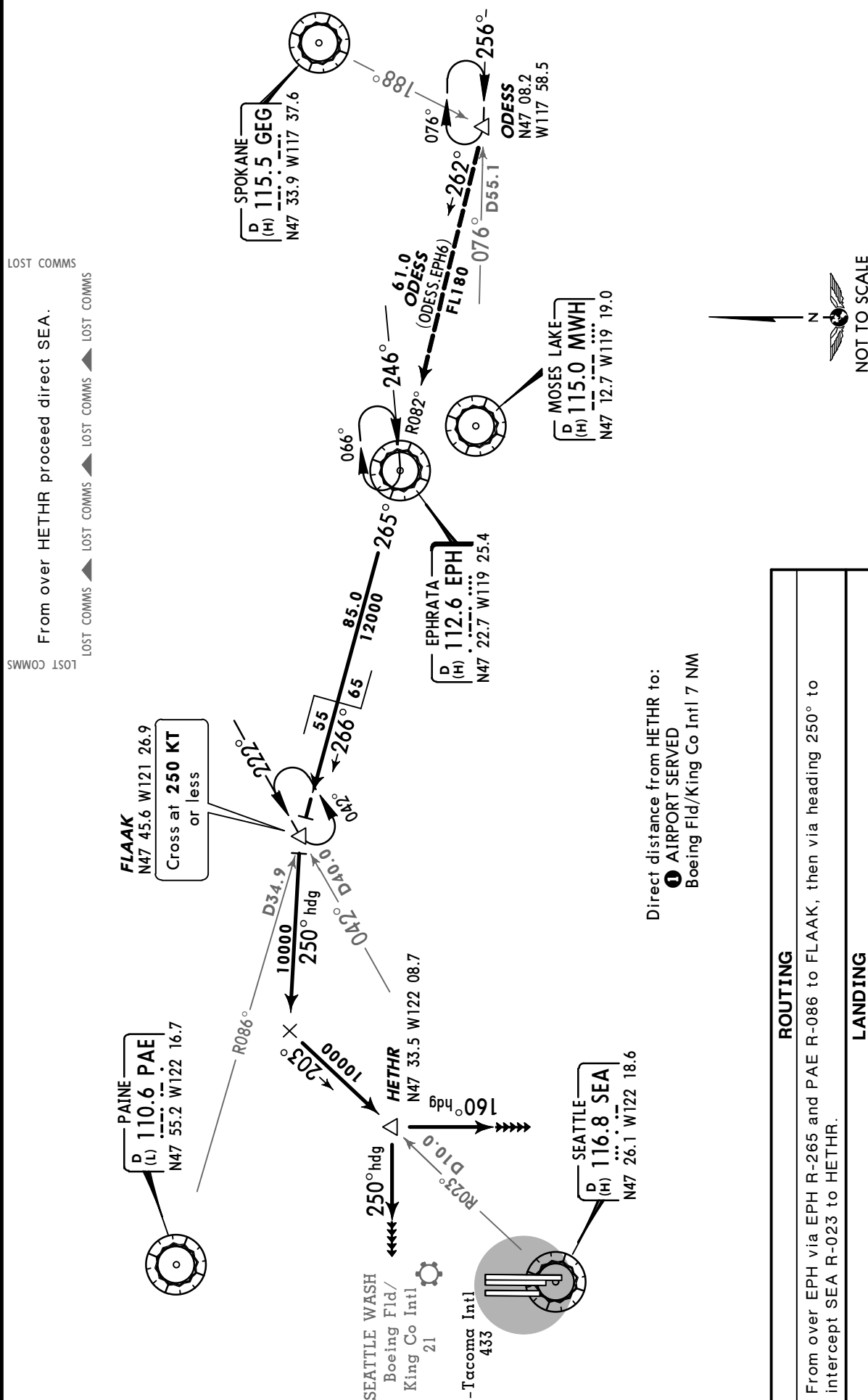


-TACOMA INTL
D-ATIS
118.0

Apt Elev
See
graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME and RADAR required.
2. Also serves ①

EPHRATA SIX ARRIVAL (EPH.EPH6)



3. Also serves 1

From over HETHR, proceed direct SEA.

ELLENSBURG
D 117.9 ELN
(H) --
N47 01.5 W120 27.5

PAINE
D 110.6 PAE
(L)

LANDING BOEING FLD/KING CO INTL
 RENTON MUN:
 At **250 KT**
 Cross at and **MAINTAIN 11000'**

HETHR
N47 33.5 W122 08.7

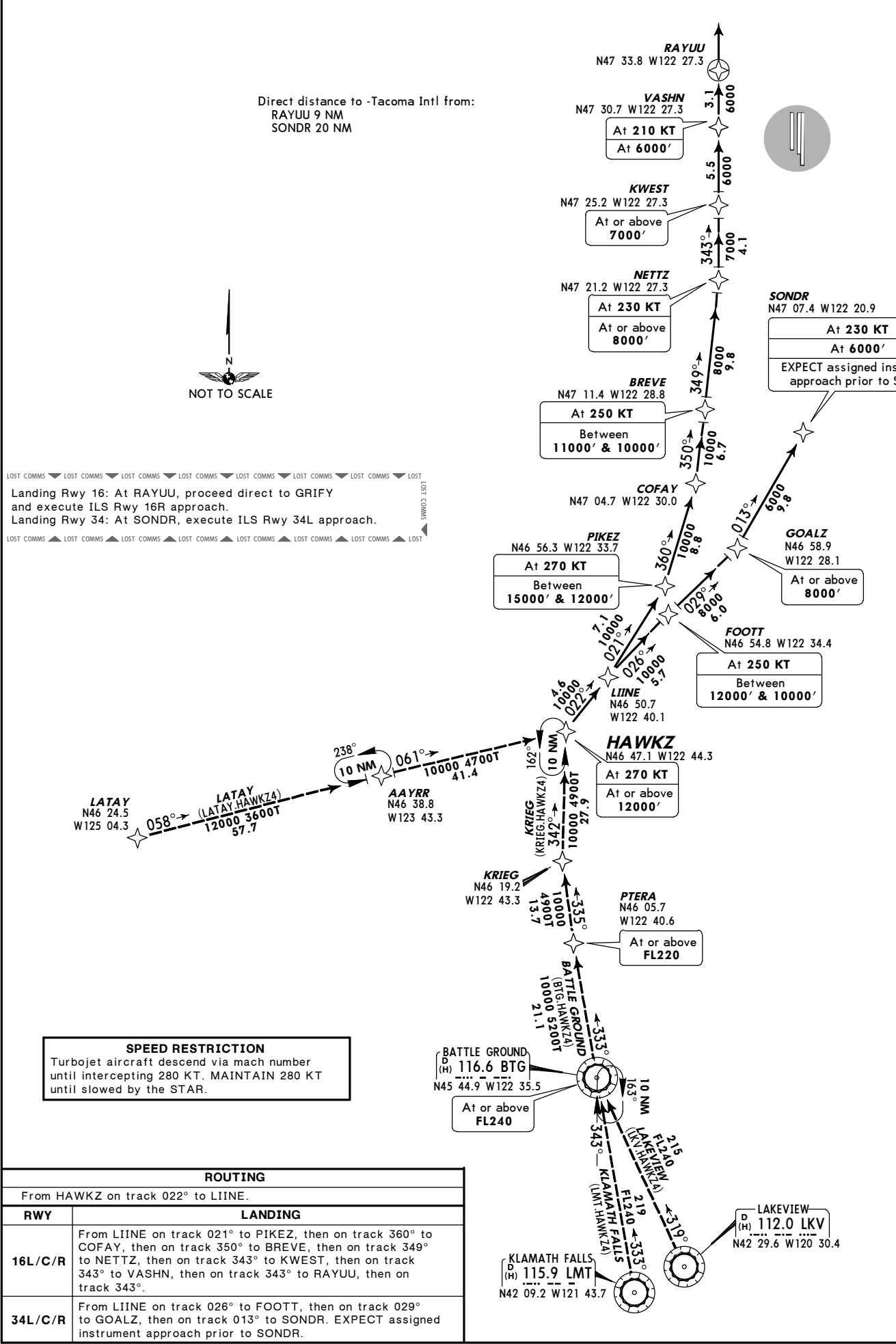
TURBOJETS LANDING NORTH
At 250 KT
Cross at and MAINTAIN 12000'

SEATTLE
D 116.8 SEA
(H)
N47 26.1 W122 18.6

McCHORD
WASH
322

DATIS 118.0	Apt Elev 433'	Alt Set: INCHES Trans level: FL180	Trans alt: 18000'
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. LATAY Transition: For non-GPS equipped aircraft ONP DME must be operational. 5. For non-RNP aircraft landing Runways 16 L/C/R, EXPECT RADAR vectors to final approach prior to RAYUU			

HAWKZ FOUR RNAV ARRIVAL
(HAWKZ.HAWKZ4)



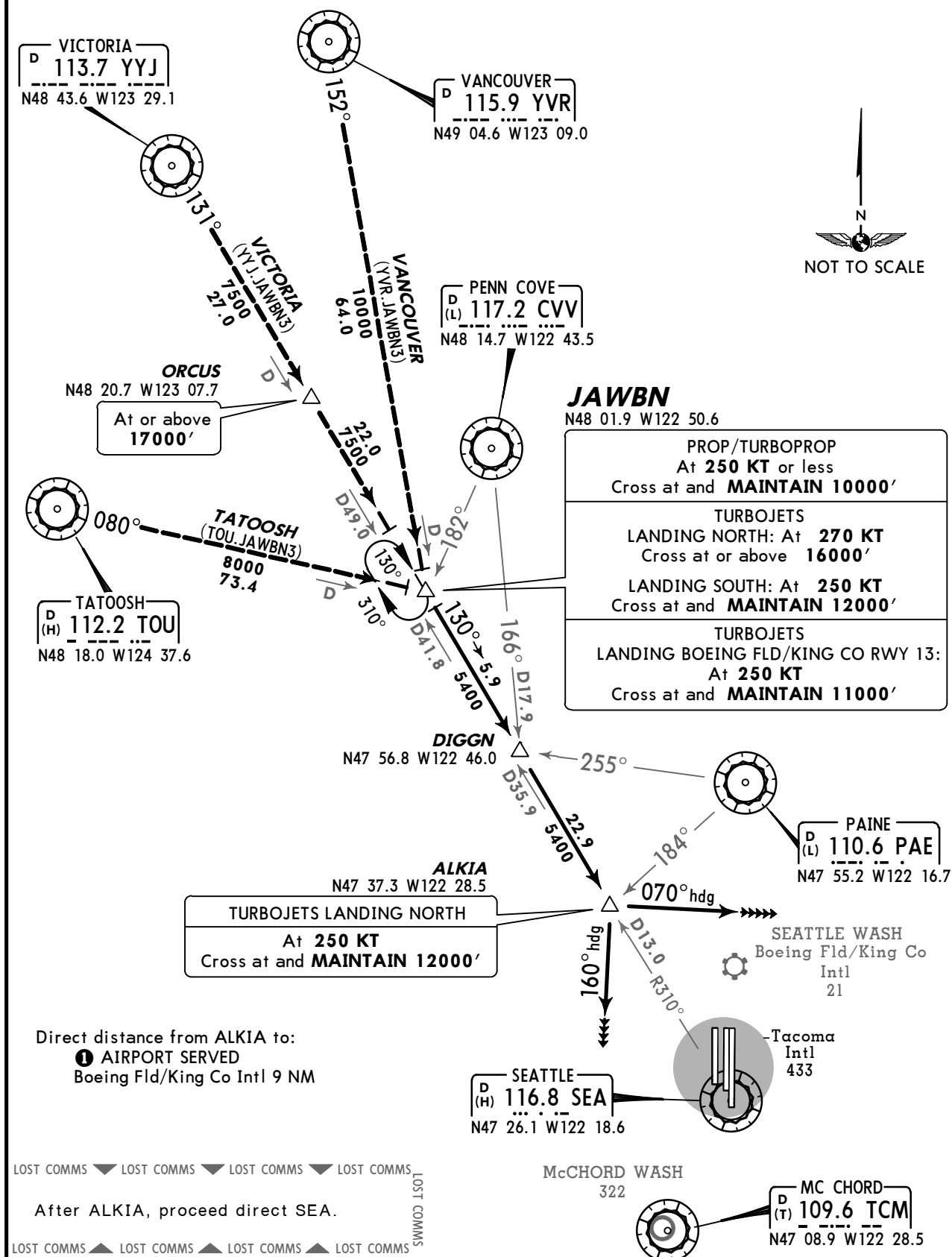
-TACOMA INTL
D-ATIS
118.0Apt Elev
See
graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'

1. DME and RADAR required.

2. Also serves **1**

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.

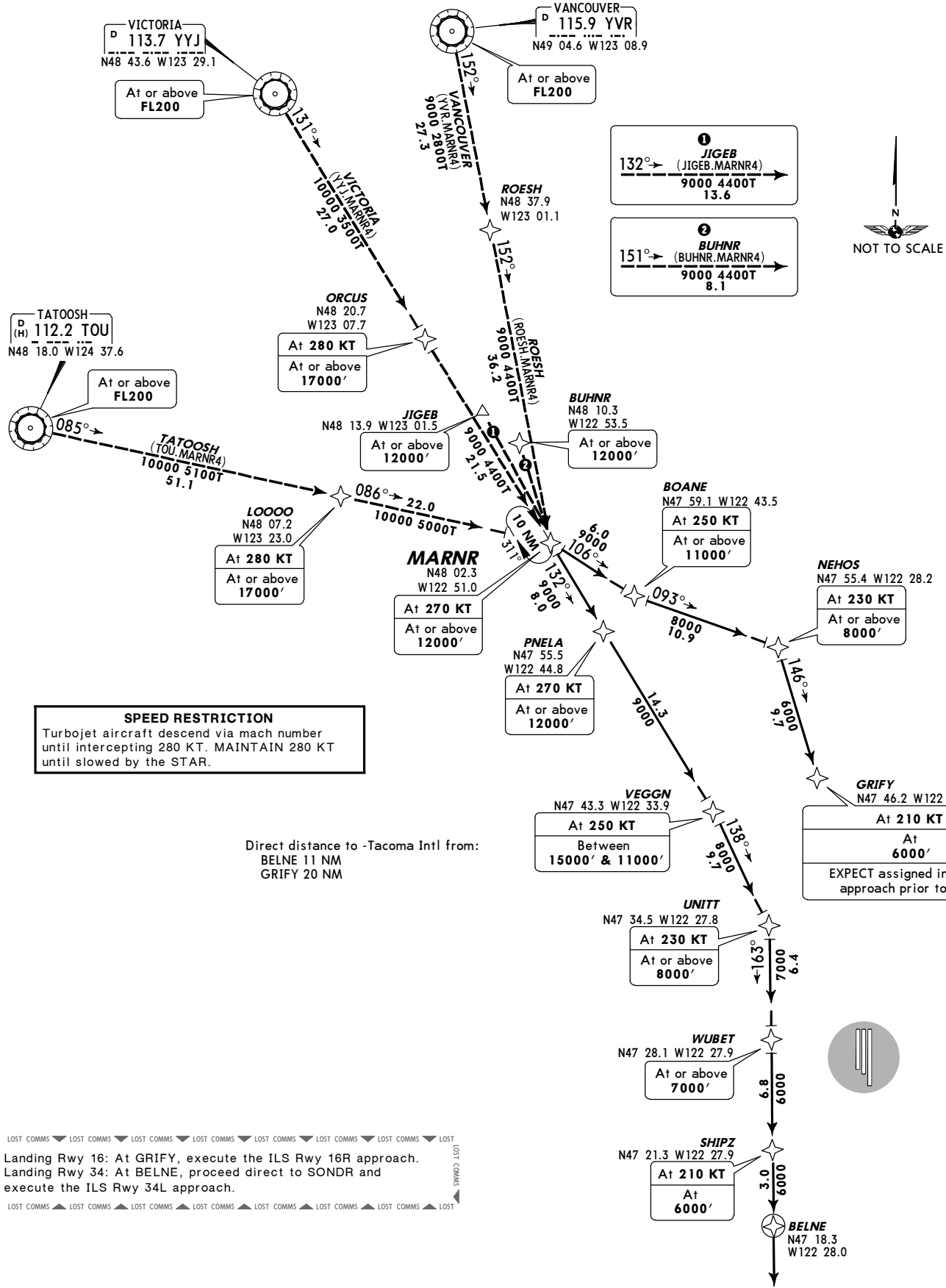
SOUTH

Depart ALKIA heading 070° for vectors to final approach course.

D-ATIS
118.0
Apt Elev
433'
Alt Set: INCHES
Trans level: FL180
Trans alt: 18000'

1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. For non-RNP aircraft landing Rwy 34L/C/R, EXPECT RADAR vectors to final approach course prior to BELNE.

MARNR FOUR RNAV ARRIVAL
(MARNR.MARNR4)



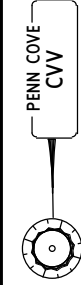
LOST COMMS
Landing Rwy 16: At GRIFY, execute the ILS Rwy 16R approach.
Landing Rwy 34: At BELNE, proceed direct to SONDR and execute the ILS Rwy 34L approach.

RWY	LANDING
16L/C/R	From MARNR on track 106° to BOANE, then on track 093° to NEHOS, then on track 146° to GRIFY. EXPECT assigned instrument approach prior to GRIFY.
34L/C/R	From MARNR on track 132° to PNELA, then on track 132° to VEGGN, then on track 138° to UNITT, then on track 163° to WUBET, then on track 163° to SHIPZ, then on track 163° to BELNE, then on track 163°.

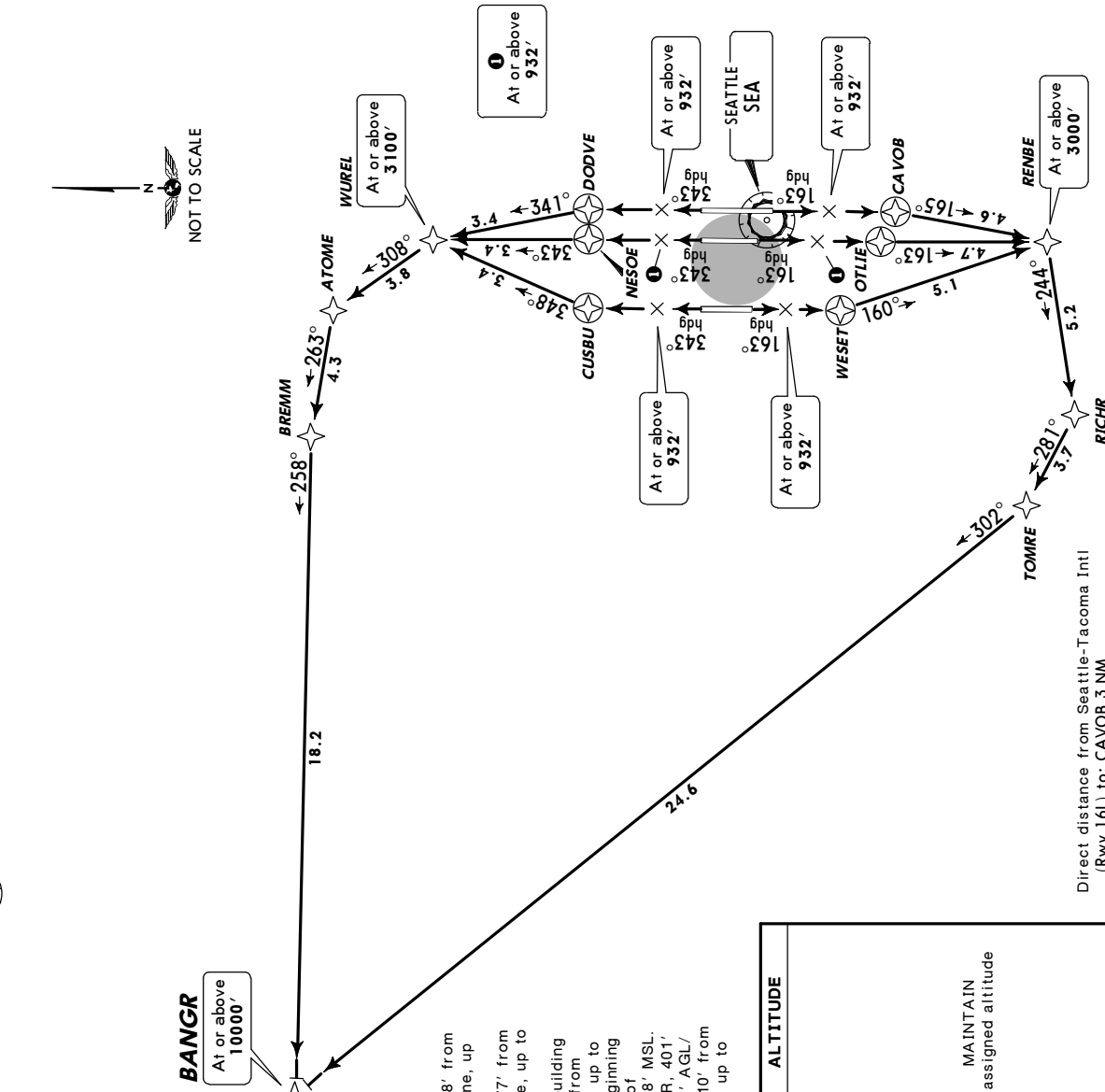
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Trans level: FL180 Trans alt: 18000'

1. DME/DME/IRU or GPS required.
2. RNAV 1.
3. RADAR required.
4. For non-GPS equipped aircraft dep
5. For non-GPS equipped aircraft dep



**BANGR SEVEN RNAV DEPARTURE
(BANGR7.BANGR)**



Direct distance from Seattle-Tacoma Intl
(Rwy 16L) to: CAVUE 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

This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 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'.
 Rwy 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 438' 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.

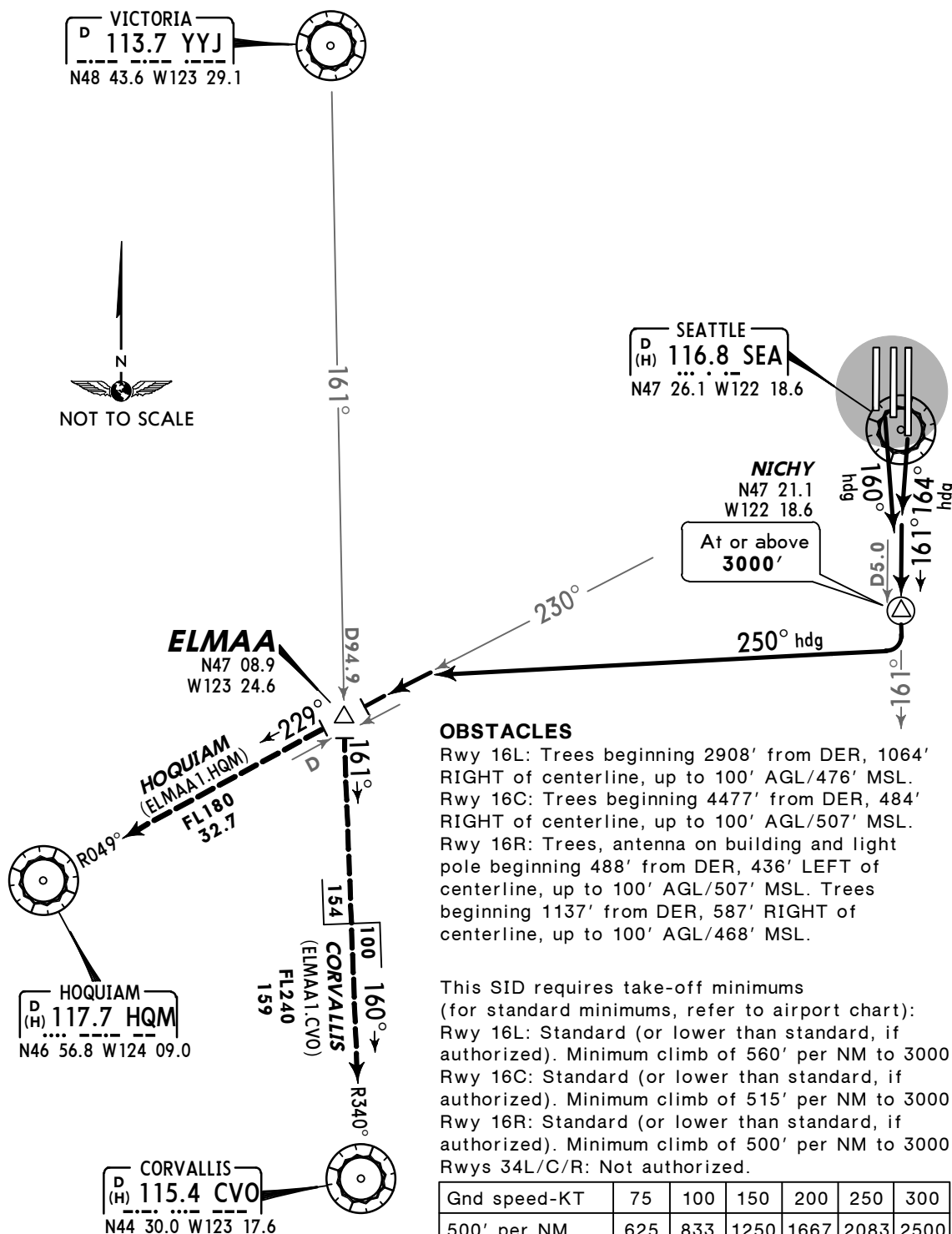
RWY	INITIAL CLIMB	ALTITUDE
16L	Climb heading 163° to at or above 932', then direct CAVOB, then on track 165° to cross RENBE at or above 3000', then on depicted route to BANGR, cross BANGR at or above 10000'.	MAINTAIN assigned altitude
16C	Climb heading 163° to at or above 932', then direct OTLIE, then 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.

SEATTLE
Departure (R)
120.4Apt Elev
433'Trans level: FL180 Trans alt: 18000'
RADAR and DME required.

ELMAA ONE DEPARTURE (ELMAA1.ELMAA)



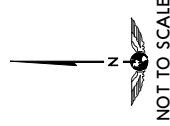
RWY

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.



NOT TO SCALE

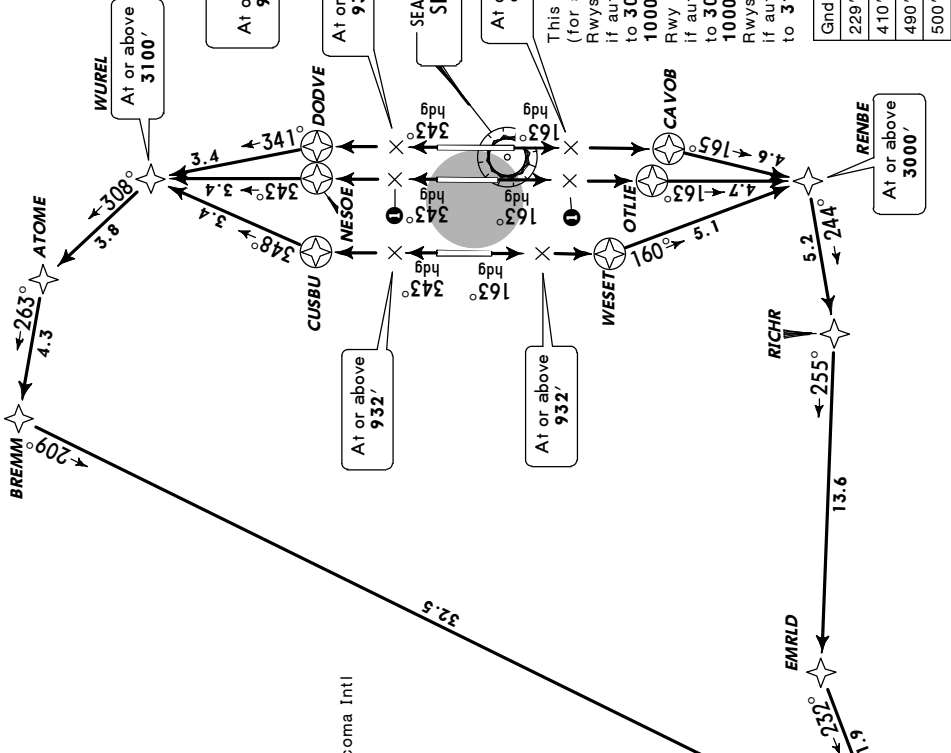
Rwy 16L: Trees beginning 2908' from DER, 1064' RIGHT of centerline, up to 100' AGL/476' MSL.

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 438' 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.

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**



This STD 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 minimum climb of 229' per NM to 10000'.

Rwy 16C: Standard (or lower than standard, if authorized) with minimum climb of 410' per NM to 3000', and minimum climb of 229' per NM to 10000'.

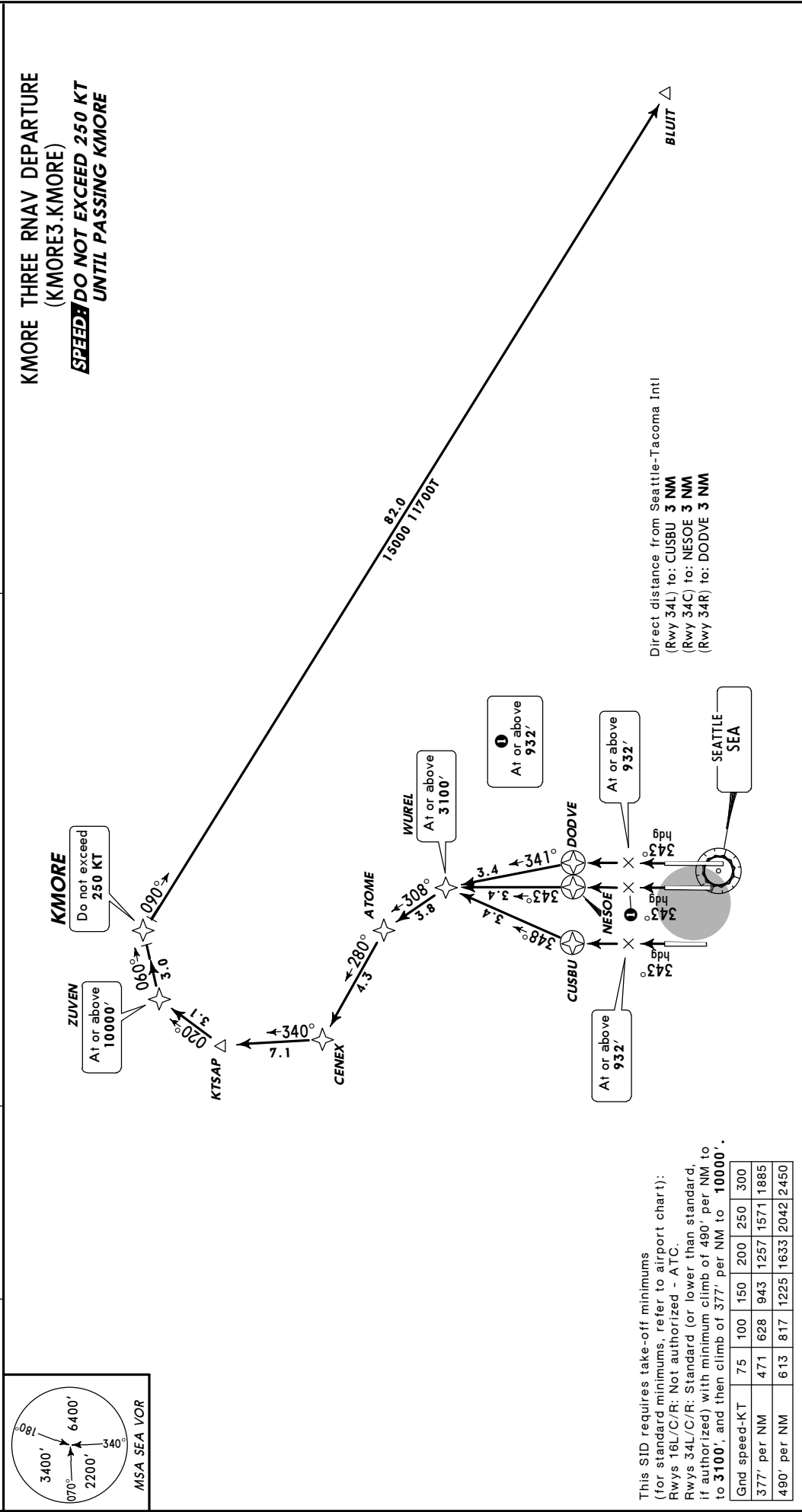
Rwys 34L/C/R: Standard (or lower than standard, if authorized) with minimum climb of 490' per NM to 3100'.

Grnd 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' .	
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 CUSBO, then on track 348° to cross WUREL at or above 3100' , then on depicted route to HAROB, cross HAROB at or above 10000' .	MAINTAIN assigned altitude
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

SEATTLE Departure (R) 120.4	<i>Apt E/lev</i> 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.
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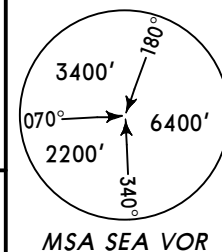
RWY	INITIAL CLIMB	ALTITUDE
34L	Climb heading 343° to 932' , then direct CUSBU, then on track 348° to cross WUREL at or above 3100' , then on track 308° to ATOME, then on track 280° to CENEX, then on track 340° to KTSAP, then on track 020° to cross ZUVEN at or above 10000' , then on track 060° to KMORE, then on track 090° to BLUIT.	
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.	MAINTAIN assigned altitude
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.

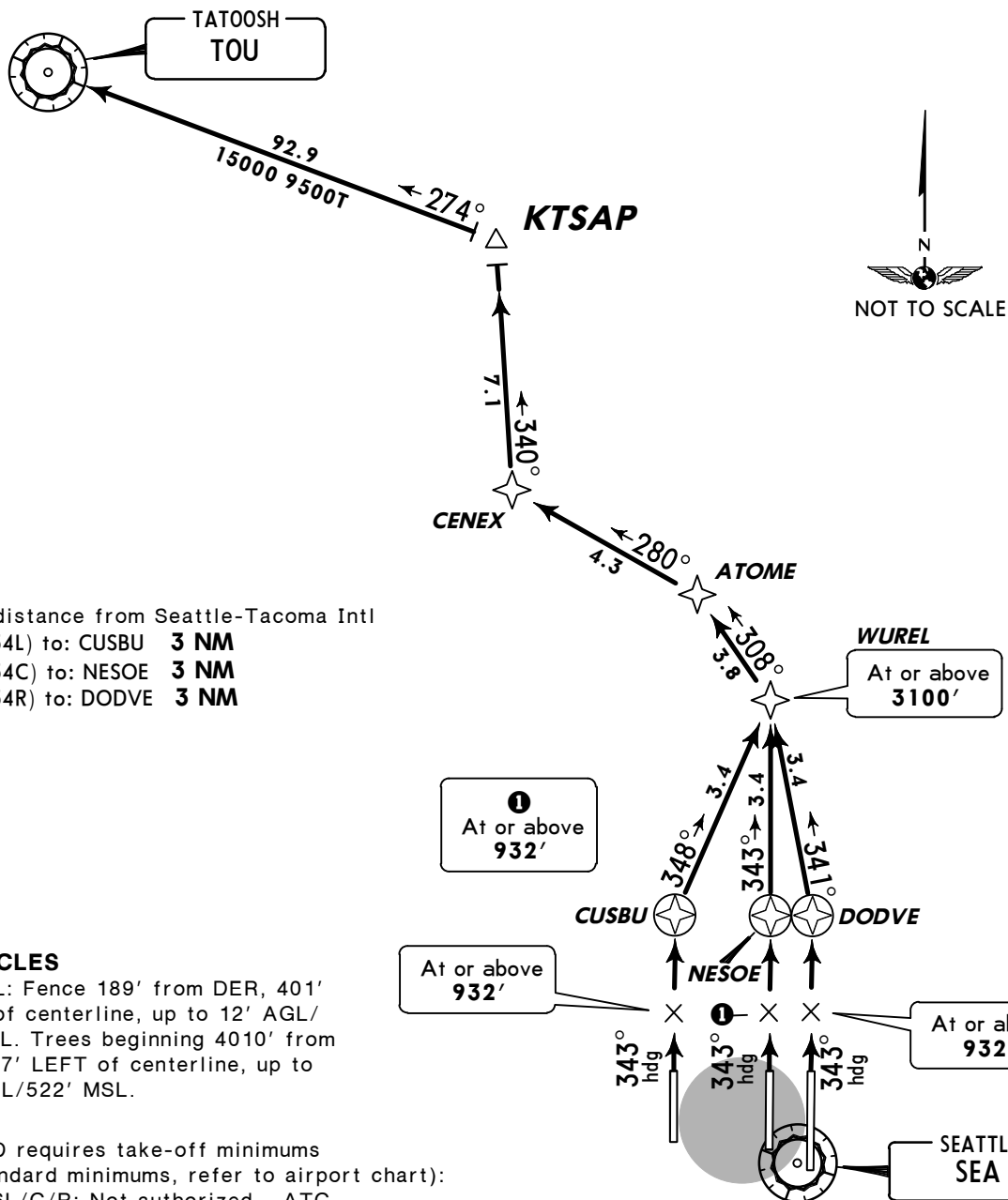
SEATTLE
Departure (R)
120.4

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.



KTSAP FOUR RNAV DEPARTURE (KTSAP4.KTSAP)



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.			

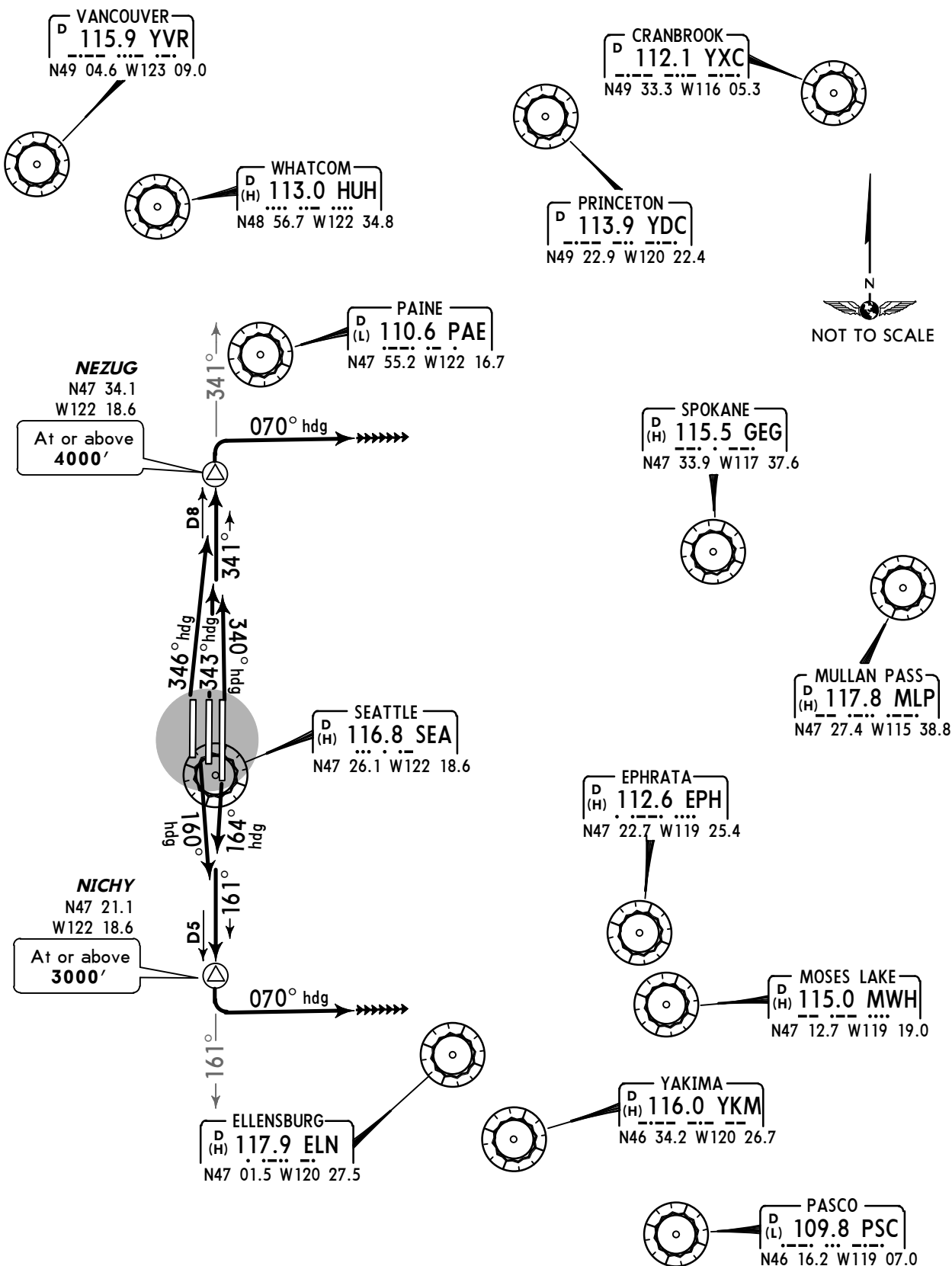
SEATTLE
Departure (R)
119.2

Apt Elev
433'

Trans level: FL180 Trans alt: 18000'
RADAR and DME required.

MOUNTAIN SIX DEPARTURE

For Procedure Text, Takeoff Minimums,
and Obstacle Notes see 20-3E-1



LOST COMMS
If no contact with ATC leaving 4000',
proceed direct to SEA, then proceed
on course.
LOST COMMS

MOUNTAIN SIX DEPARTURE

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.

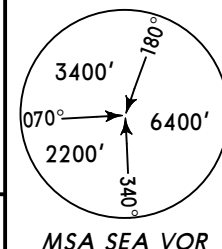
RWY	INITIAL CLIMB	ALTITUDE
16L	Climb heading 164° and SEA R-161 to NICHY, then LEFT turn heading 070° for RADAR vectors to assigned route.	MAINTAIN assigned altitude
16C/R	Climb heading 160° and SEA R-161 to NICHY, then LEFT turn heading 070° for RADAR vectors to assigned route.	
34L	Climb heading 346° 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.		

SEATTLE Departure (R)

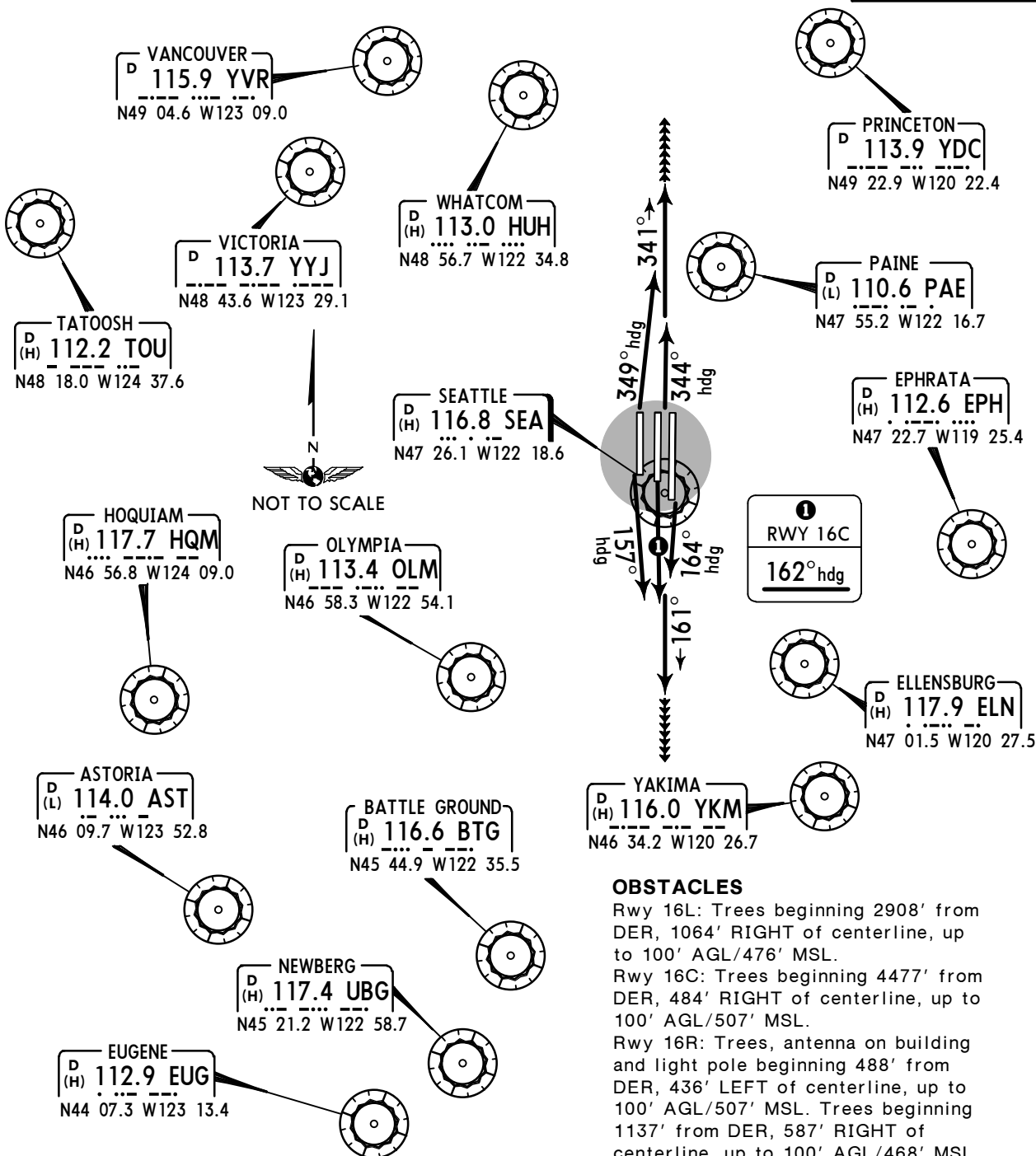
WEST
120.4EAST
119.2Apt Elev
433'

Trans level: FL180 Trans alt: 18000'

1. RADAR required.
2. Between the hours of 2200 and 0600 local, large turbine powered aircraft departing Rwy 34L/C/R will be vectored over Puget Sound for noise abatement before proceeding on course.



SEATTLE FOUR DEPARTURE (SEATL4.SEATL)



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).

OBSTACLES

Rwy 16L: Trees beginning 2908' from
DER, 1064' RIGHT of centerline, up
to 100' AGL/476' MSL.

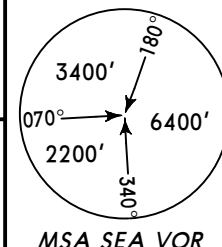
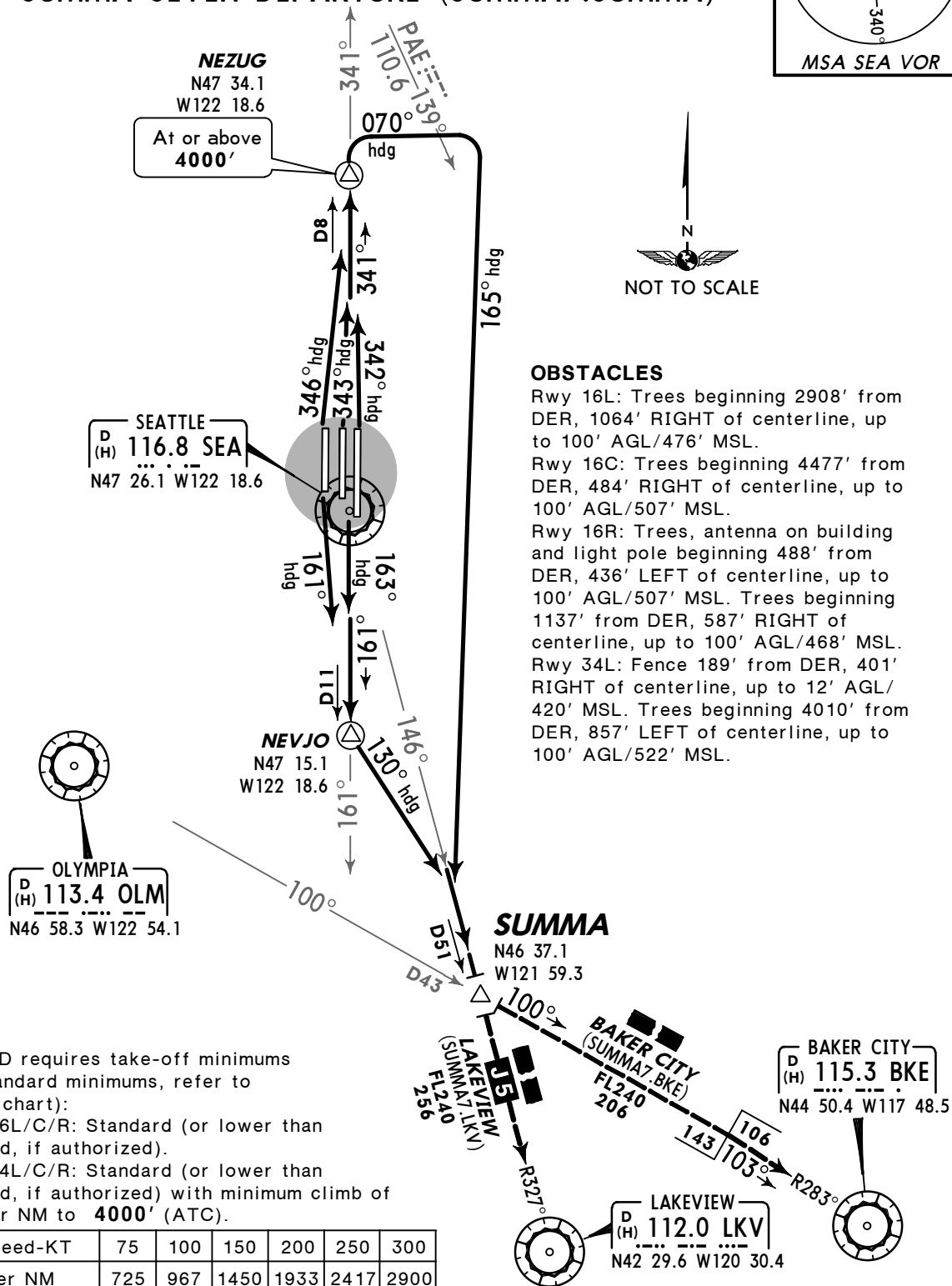
Rwy 16C: Trees beginning 4477' from
DER, 484' RIGHT of centerline, up to
100' AGL/507' MSL.

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 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.		

SEATTLE Departure (R)

Rwy 34 NORTH
119.2Rwy 16 SOUTH
120.4Apt Elev
433'Trans level: FL180 Trans alt: 18000'
RADAR and DME required.**SUMMA SEVEN DEPARTURE (SUMMA7.SUMMA)**

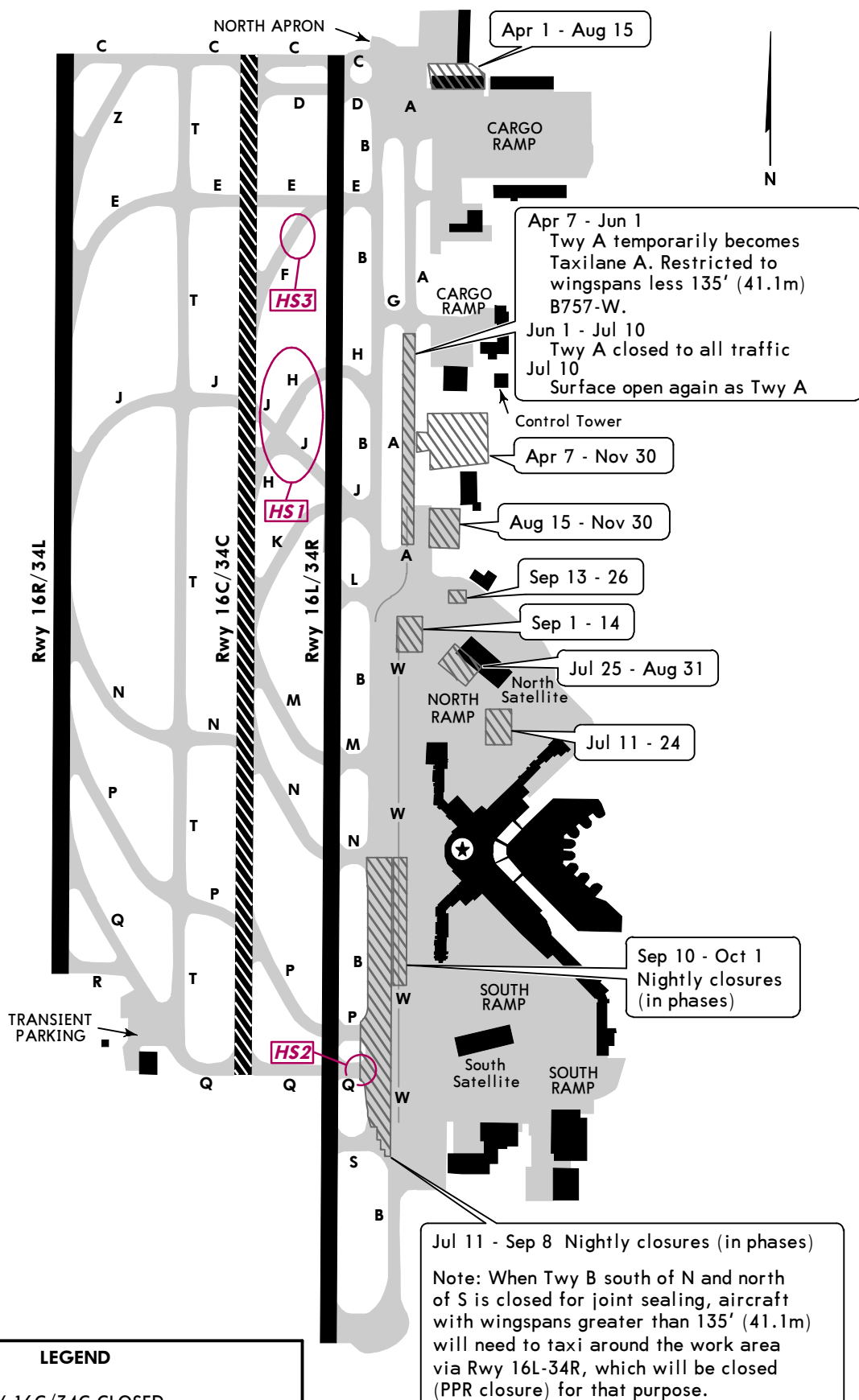
RWY	INITIAL CLIMB
16L/C	Climb heading 163° and SEA R-161 to NEVJO, then LEFT turn heading 130°.
16R	Climb heading 161° and SEA R-161 to NEVJO, then LEFT turn heading 130°.
34L	Climb heading 346° and SEA R-341 to NEZUG, then RIGHT turn heading 070°. Cross PAE R-139, then RIGHT turn heading 165°.
34C	Climb 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.

SEATTLE-TACOMA INTERNATIONAL AIRPORT 2014 CONSTRUCTION

All dates are approximate.
Check NOTAMS and follow ATC instructions.



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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 Runway 16C.

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.

Runway Status Lights are in operation.

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				—LANDING BEYOND—			
				Threshold	Glide Slope		
16L ①	34R	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°)	RVR		10,812' 3295m		150'
		HIRL CL MALSR TDZ PAPI-L (angle 2.75°)	RVR		10,766' 3281m		46m
16C ①	34C	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°)	RVR		8306' 2532m		150'
		HIRL CL MALSR PAPI-L (angle 3.0°)	RVR		8526' 2599m		46m
16R ①	34L	HIRL CL ALSF-II TDZ PAPI-R (angle 3.0°)	RVR		7352' 2241m		150'
		HIRL CL MALSR PAPI-L (angle 3.0°)	RVR		7585' 2312m		46m

① 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

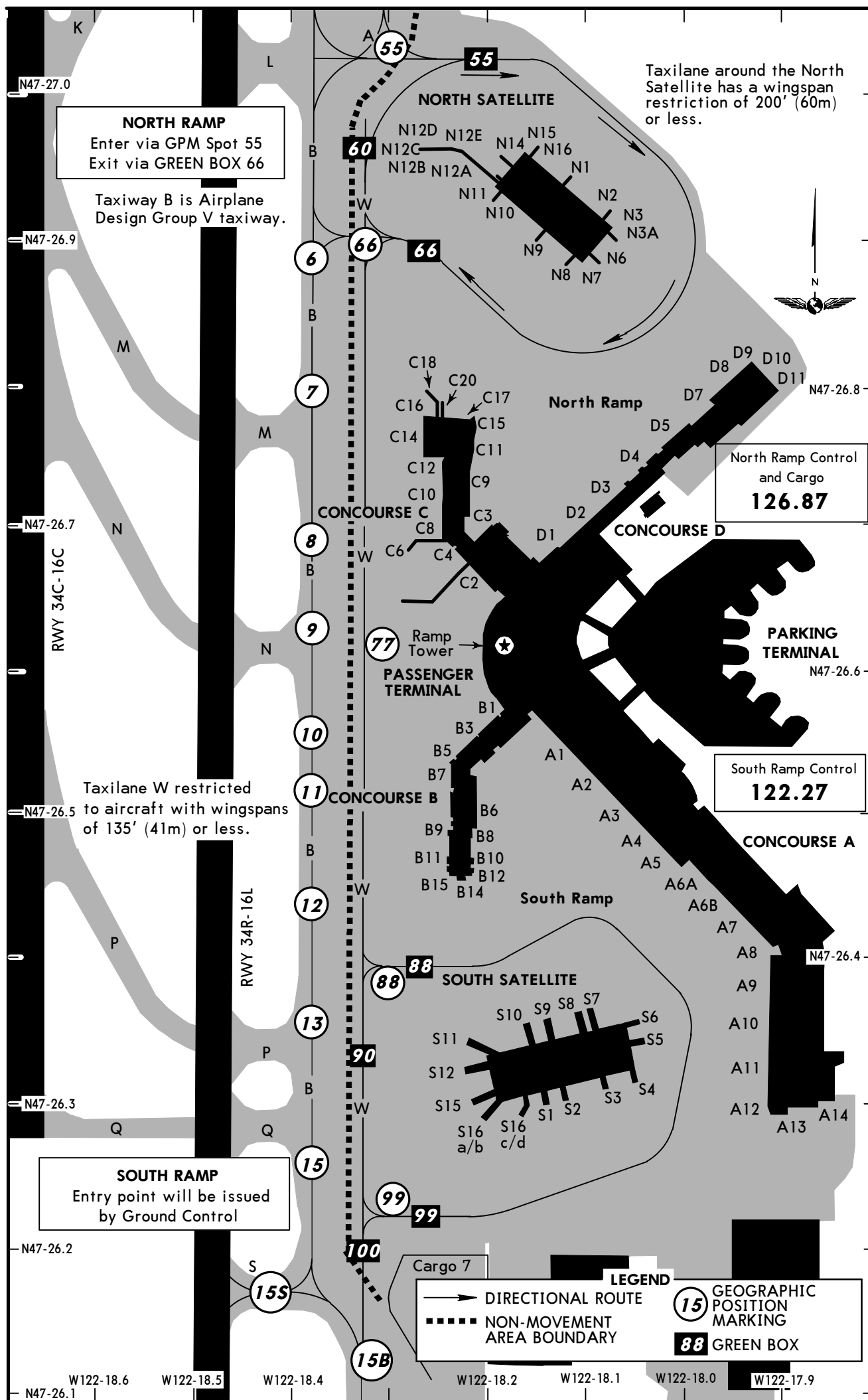
Rwys 16L/C/R, climb to 1000' via heading 163°, then climbing right turn direct SEA VOR, thence climb in SEA VOR holding pattern (hold southeast, left turns, 310° inbound) to MEA/MCA for route of flight.

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.

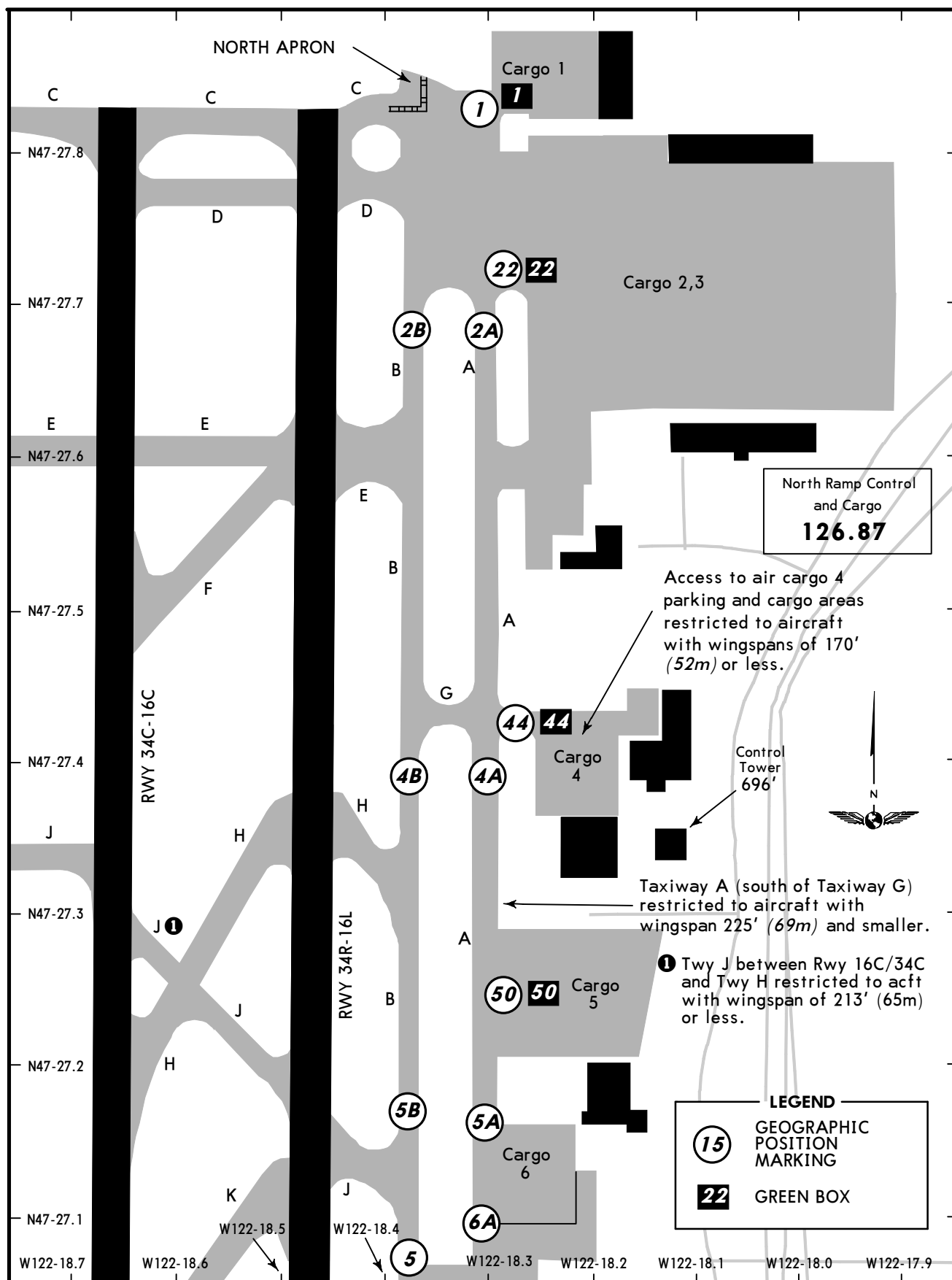
FOR FILING AS ALTERNATE

				LOC Rwy 16L	LOC Rwy 34R		
ILS Rwy 16L	ILS Rwy 34L	LOC Rwy 16R	LOC Rwy 34L	LOC Rwy 16C	LOC Rwy 34C	RNAV (GPS) Y Rwy 16L	RNAV (GPS) Y Rwy 34C
ILS Rwy 16C	ILS Rwy 34C	LOC Rwy 16L	LOC Rwy 34R	LOC Rwy 16R	LOC Rwy 34C	RNAV (GPS) Y Rwy 16C	RNAV (GPS) Y Rwy 34R
ILS Rwy 16R	ILS Rwy 34R	LOC Rwy 16R	LOC Rwy 34L	LOC Rwy 16C	LOC Rwy 34C	RNAV (GPS) Y Rwy 16R	RNAV (GPS) Y Rwy 34R
		LOC Rwy 16L	LOC Rwy 34R	LOC Rwy 16C	LOC Rwy 34C	RNAV (GPS) Y Rwy 16L	RNAV (GPS) Y Rwy 34C
		LOC Rwy 16R	LOC Rwy 34L	LOC Rwy 16C	LOC Rwy 34C	RNAV (GPS) Y Rwy 16R	RNAV (GPS) Y Rwy 34R
		LOC Rwy 16L	LOC Rwy 34R	LOC Rwy 16C	LOC Rwy 34C	RNAV (GPS) Y Rwy 16L	RNAV (GPS) Y Rwy 34C
		LOC Rwy 16R	LOC Rwy 34L	LOC Rwy 16C	LOC Rwy 34C	RNAV (GPS) Y Rwy 16R	RNAV (GPS) Y Rwy 34R

A/B	600-2	800-2
C/D		



PARKING GATE COORDINATES	
GATE No.	COORDINATES
Concourse A	
A1 thru A4	N47 26.5 W122 18.1
A5, A6A, A6B	N47 26.5 W122 18.0
A7, A8	N47 26.4 W122 18.0
A9 thru A10	N47 26.4 W122 17.9
A11 thru A14	N47 26.3 W122 17.9
Concourse B	
B1, 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, C4, C9	N47 26.7 W122 18.2
C6, C8, C10	N47 26.7 W122 18.3
C11, C15	N47 26.8 W122 18.2
C12	N47 26.7 W122 18.3
C14, C16, C18	N47 26.8 W122 18.3
C17, 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, N2, N3, N3A	N47 26.9 W122 18.1
N6, N7, N8	N47 26.9 W122 18.1
N9, N10, N11, N12A	N47 26.9 W122 18.2
N12B, N12C, N12D	N47 27.0 W122 18.3
N12E, N14, N15	N47 27.0 W122 18.2
N16	N47 27.0 W122 18.1
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

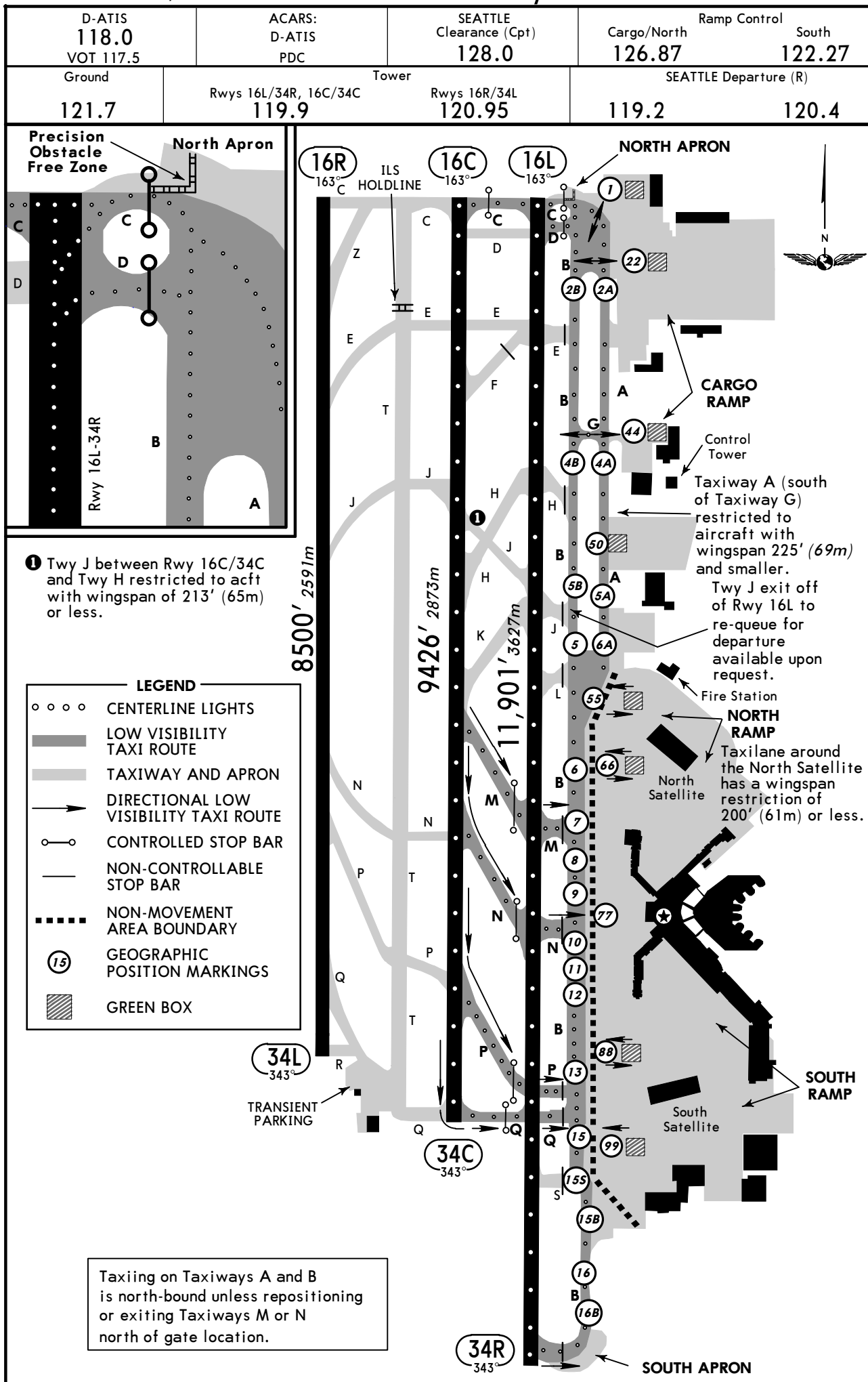


CHANGES: Ramp, buildings, GPMs, Green boxes.

LESS THAN RVR 1200 TO 600

LOW VISIBILITY TAXI ROUTES
Rwys 16L & 16C SOUTH FLOW

For less than RVR 600, see 20-9F



-TACOMA INTL

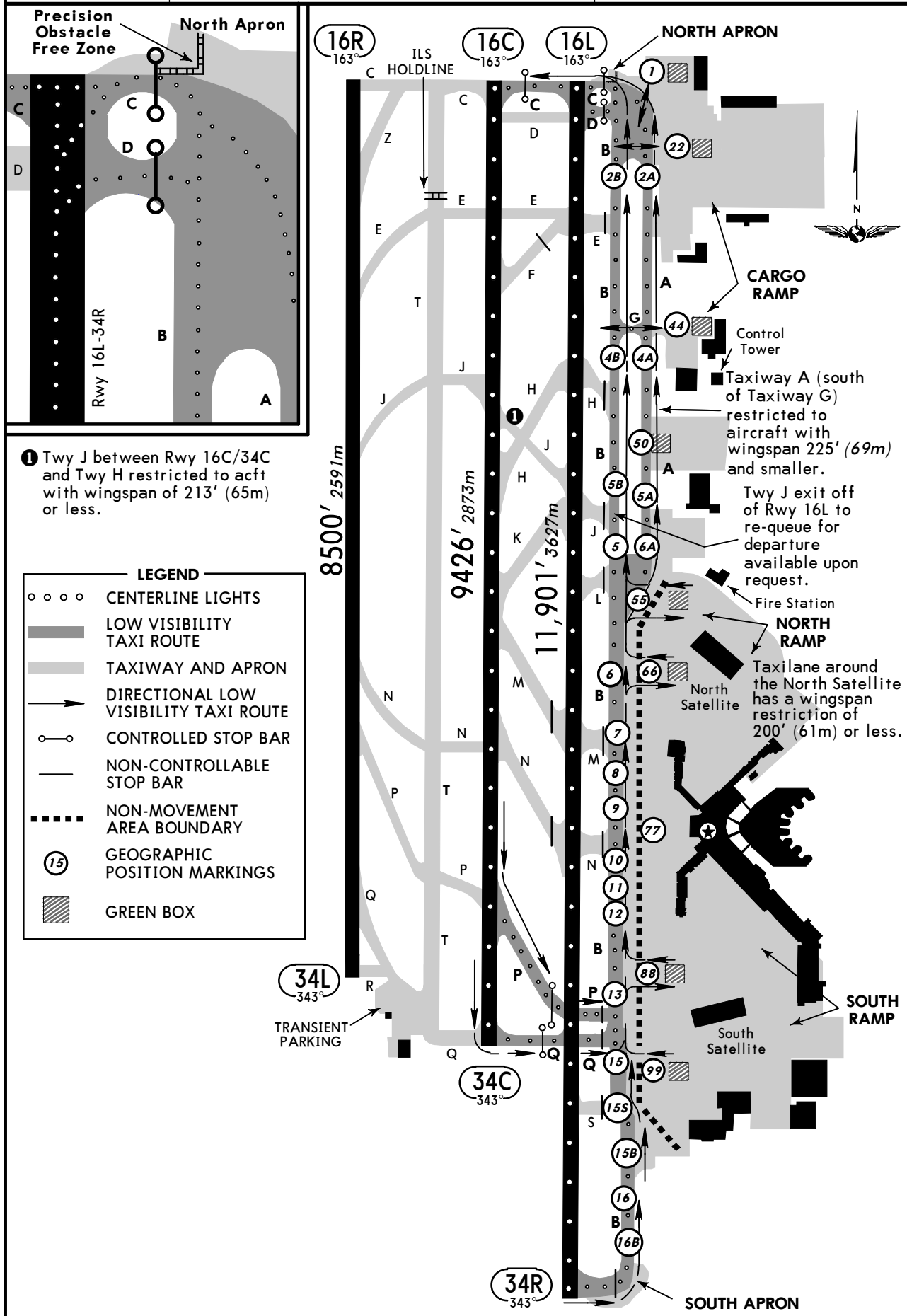
24 OCT 14 (20-9F)

SEATTLE, WASH

LESS THAN RVR 600**LOW VISIBILITY TAXI ROUTES****Rwys 16L & 16C SOUTH FLOW**

For less than RVR 1200 to 600, see 20-9E

D-ATIS 118.0 VOT 117.5	ACARS: D-ATIS PDC	SEATTLE Clearance (Cpt) 128.0	Cargo/North 126.87	Ramp Control South 122.27
Ground 121.7	Rwys 16L/34R, 16C/34C 119.9	Tower Rwys 16R/34L 120.95	SEATTLE Departure (R) 119.2 120.4	



CHANGES: Twy F stopbar, GPMs added, ramp.

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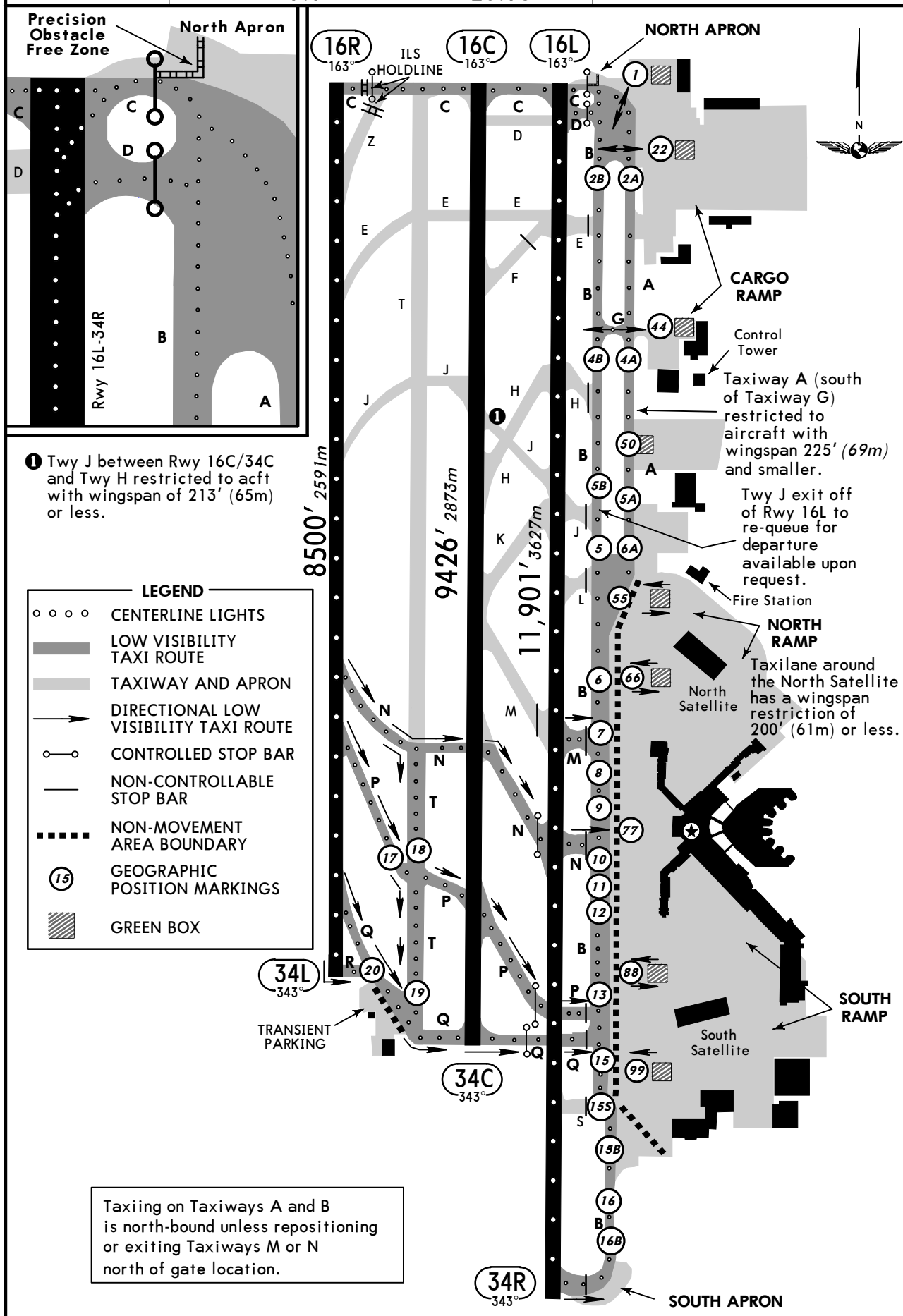
LESS THAN RVR 1200 TO 600

LOW VISIBILITY TAXI ROUTES

Rwys 16L & 16R SOUTH FLOW

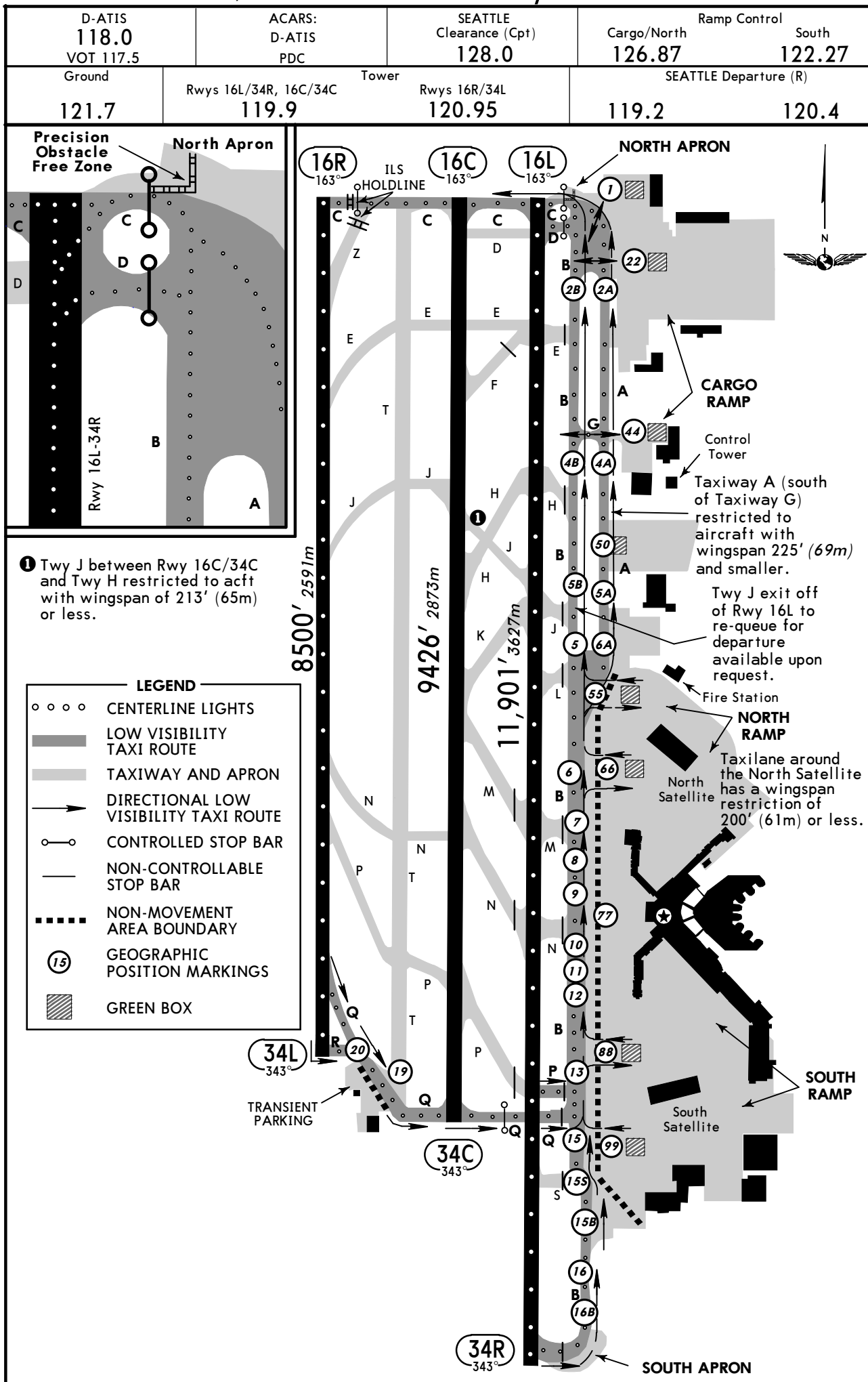
For less than RVR 600, see 20-9H

D-ATIS 118.0 VOT 117.5	ACARS: D-ATIS PDC	SEATTLE Clearance (Cpt) 128.0	Cargo/North 126.87	Ramp Control South 122.27
Ground 121.7	Tower Rwys 16L/34R, 16C/34C 119.9	Rwys 16R/34L 120.95	SEATTLE Departure (R) 119.2 120.4	

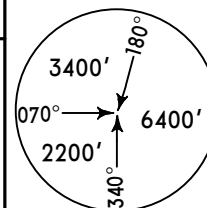


LESS THAN RVR 600

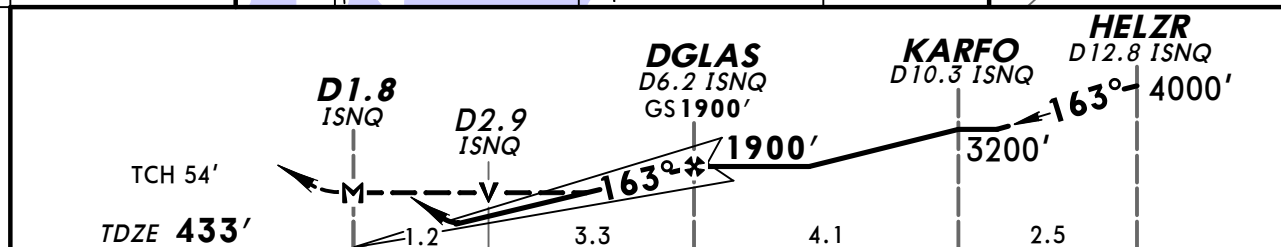
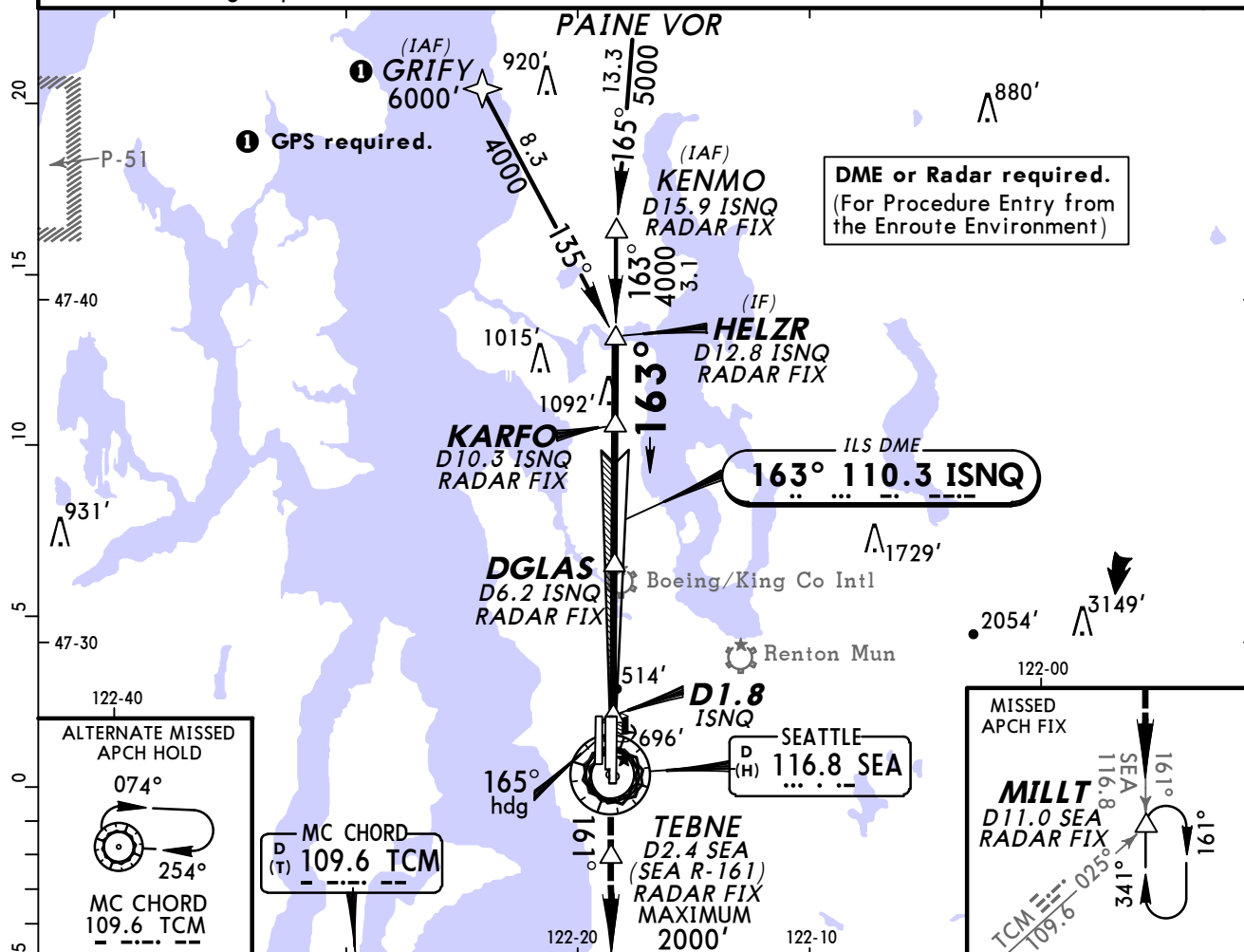
For less than RVR 1200 TO 600, see 20-9G

SEATTLE, WASH
LOW VISIBILITY TAXI ROUTES
Rwys 16L & 16R SOUTH FLOW

D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9	Rwys 16R/34L 120.95	Ground 121.7
LOC ISNQ 110.3	Final Apch Crs 163°	GS DGLAS 1900' (1467')	ILS DA(H) Refer to Minimums	Apt Elev 433' TDZE 433'
MISSED APCH: Climb to 900' on heading 165° then outbound on SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000' then climb to 5000' outbound on SEA VOR R-161 to MILLT INT/D11.0 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. DME or Radar required. 2. Simultaneous approach authorized with Rwy 16R. 3. VGSI and ILS glidepath not coincident.				



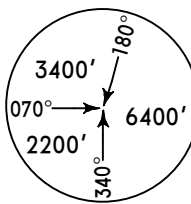
MSA SEA VOR

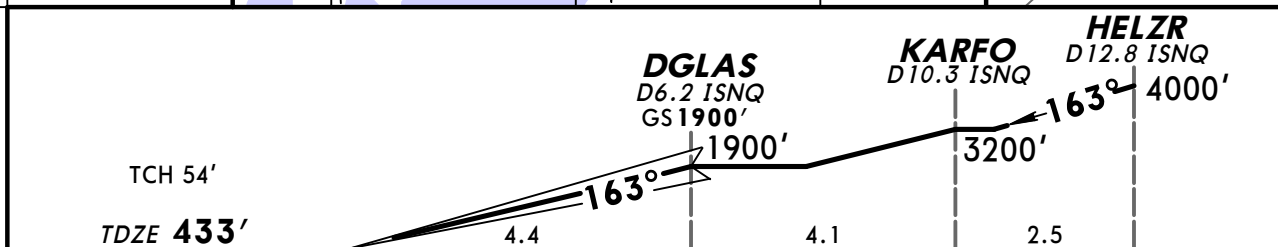
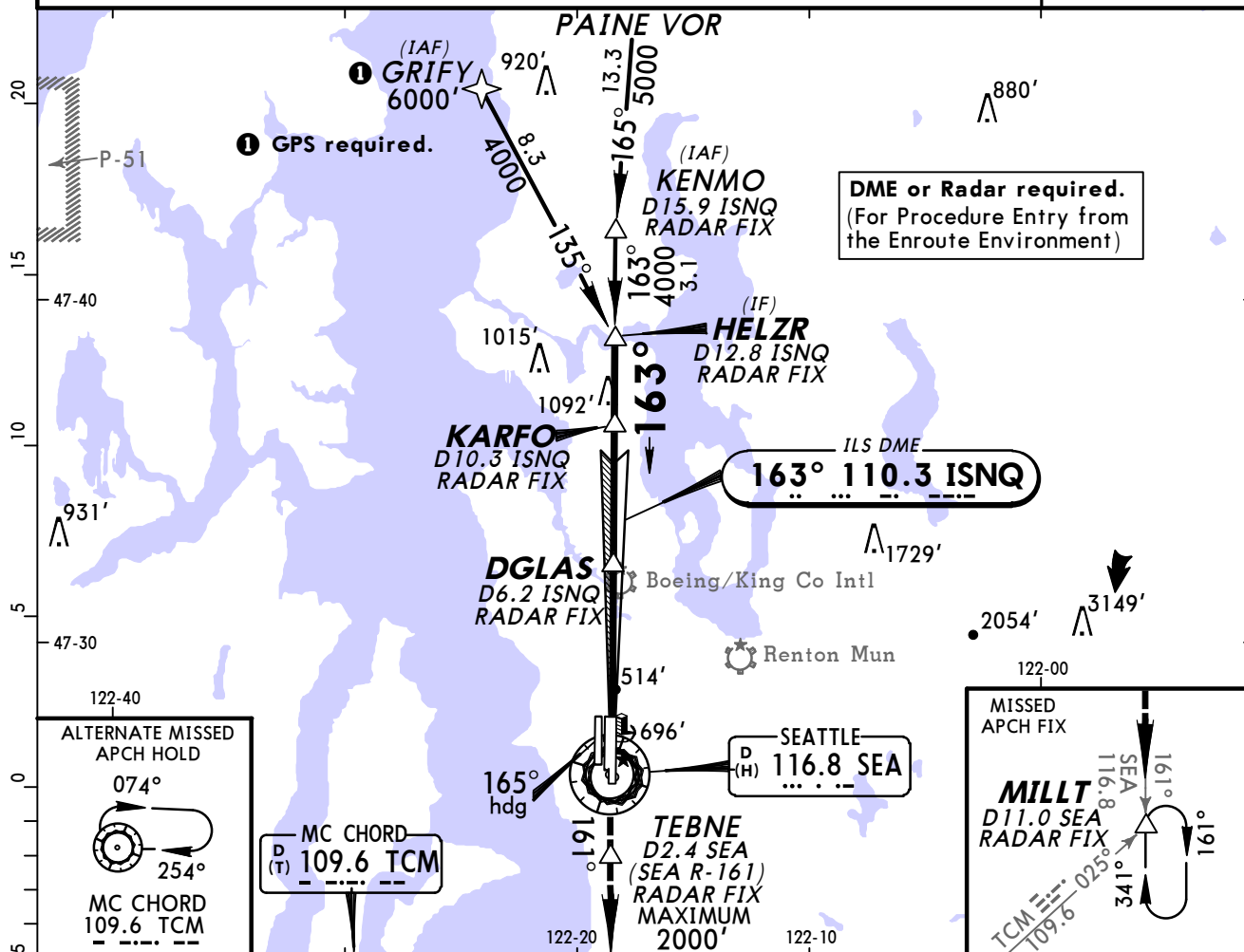


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II			900'	on	165° then	SEA 116.8 R-161	TEBNE
GS	3.00°	372	478	531	637	743	849	PAPI						
MAP at D1.8 ISNQ or														
DGLAS to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39							

TERPS				STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND			
ILS				LOC (GS out)				C			
DA(H)				MDA(H)				Max Kts			
A: 696' (263')				880' (447')				90			
B,C,D: 633' (200')								120			
FULL				ALS out				140			
A: RVR 20 or 1/2				RVR 24 or 1/2				165			
B: RVR 18 or 3/8				RVR 24 or 1/2				1000' (567') - 1			
C: RVR 18 or 3/8				RVR 45 or 7/8				1000' (567') - 1 1/2			
D: RVR 18 or 3/8				RVR 45 or 7/8				1000' (567') - 2			

BRIEFING STRIP™

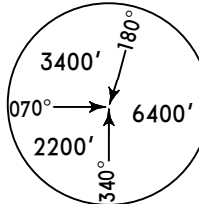
D-ATIS 118.0		SEATTLE Approach (R) 133.65		SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9		Rwys 16R/34L 120.95		Ground 121.7	
LOC ISNQ 110.3	Final Apch Crs 163°	GS DGLAS 1900' (1467')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA RA 176' DA(H) 533' (100')	CAT II Apt Elev 433' TDZE 433'	 MSA SEA VOR		
MISSED APCH: Climb to 900' on heading 165° then outbound on SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000' then climb to 5000' outbound on SEA VOR R-161 to MILLT INT/D11.0 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 & Acft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 16R. 4. VGSI and ILS glidepath not coincident.									

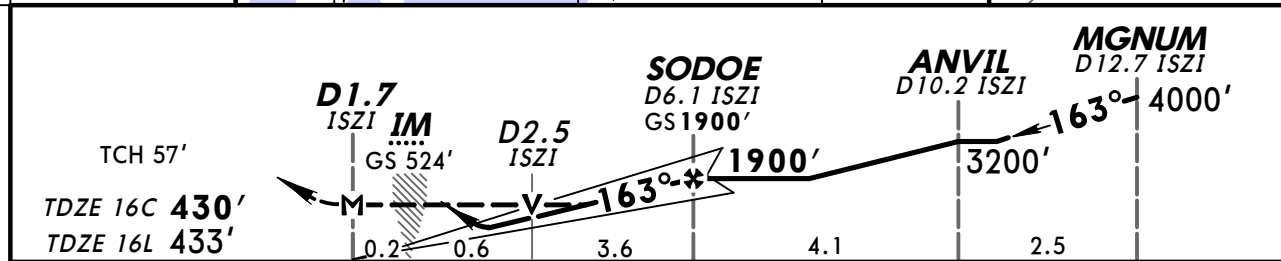


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	900'	on	165°	then	SEA	TEBNE
GS	3.00°	372	478	531	637	743	849	PAPI	↑	hdg	116.8	R-161	

TERPS				STRAIGHT-IN LANDING RWY 16L			
CAT IIIC ILS		CAT IIIB ILS		CAT IIIA ILS		CAT II ILS RA 176' DA(H) 533' (100')	
A		NA		NA		NA	
B							
C	NA	RVR 3		RVR 7		1 RVR 12	
D							

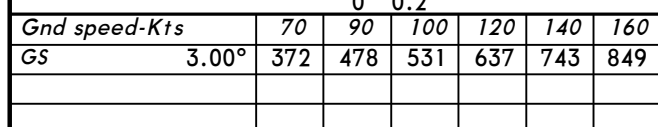
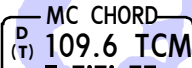
1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

D-ATIS 118.0	SEATTLE Approach (R) 133.65		SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9		Rwys 16R/34L 120.95	Ground 121.7
LOC ISZI 111.7	Final Apch Crs 163°	GS SODOE 1900' (1470')	ILS DA(H) 630' (200')	Apt Elev 433' TDZE 430'		
MISSED APCH: Climb on heading 160° and outbound SEA VOR R-161 to cross TEBNE/D2.4 SEA/RADAR at or below 2000', then climb to 5000' outbound on SEA VOR R-161 to MILLT INT/D11.0 SEA/RADAR and hold, continue climb-in-hold to 5000', or as directed by ATC.						 MSA SEA VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. Simultaneous approach authorized with ILS or LOC Rwy 16R. 3. Simultaneous operations require use of vertical guidance, maintain last assigned altitude until established on glideslope. 4. VGSI and ILS glidepath not coincident. 5. ALSF-II & PAPI-L on Rwy 16L. 6. See 20-9A for Alert Notice.						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		2000'	or below	on	160°	SEA	TEBNE
GS	3.00°	372	478	531	637	743	PAPI		↑		hdg		R-161	
MAP at D1.7 ISZI or SODOE to MAP	4.4	3:46	2:56	2:38	2:12	1:53								

TERPS			STRAIGHT-IN LANDING RWY 16C		SIDESTEP LANDING RWY 16L		CIRCLE-TO-LAND	
ILS			LOC (GS out)					
DA(H) 630' (200')			MDA(H) 760' (330')		MDA(H) 780' (347')			
FULL			TDZ or CL out		ALS out		Max Kts	
A			RVR 18		RVR 24		90	
B			RVR 24		RVR 55		120	
C			RVR 40		RVR 50		140	
D			RVR 26		RVR 50		165	

MSA SEA VOR

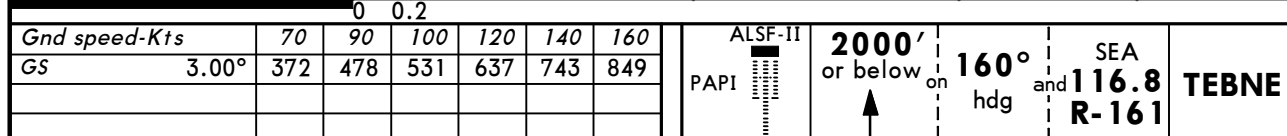
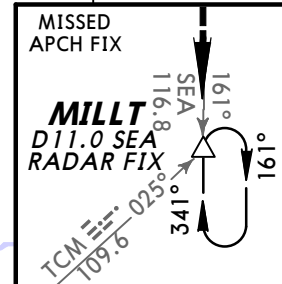
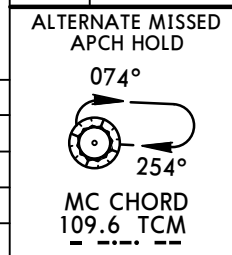
STRAIGHT-IN LANDING RWY 16C

CAT II ILS
RA 126'
DA(H) 530' (100')

CHANGES: Procedure.

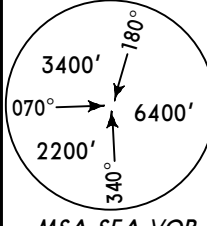
Diagram illustrating a VOR station (MSA SEA VOR) with radial lines and distances:

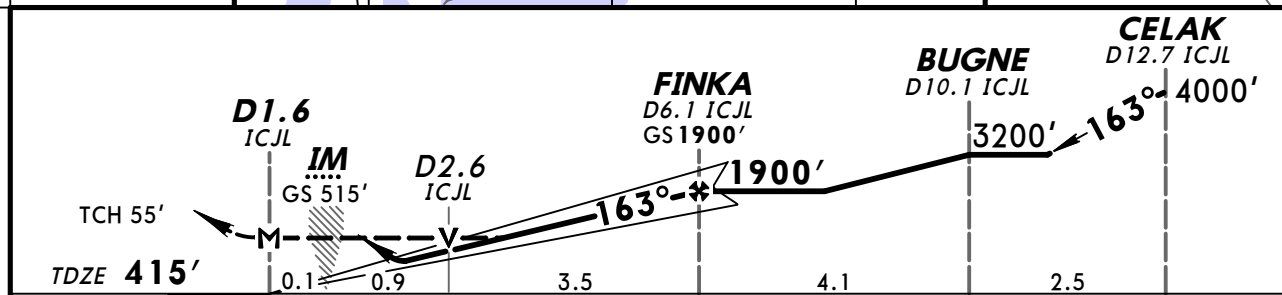
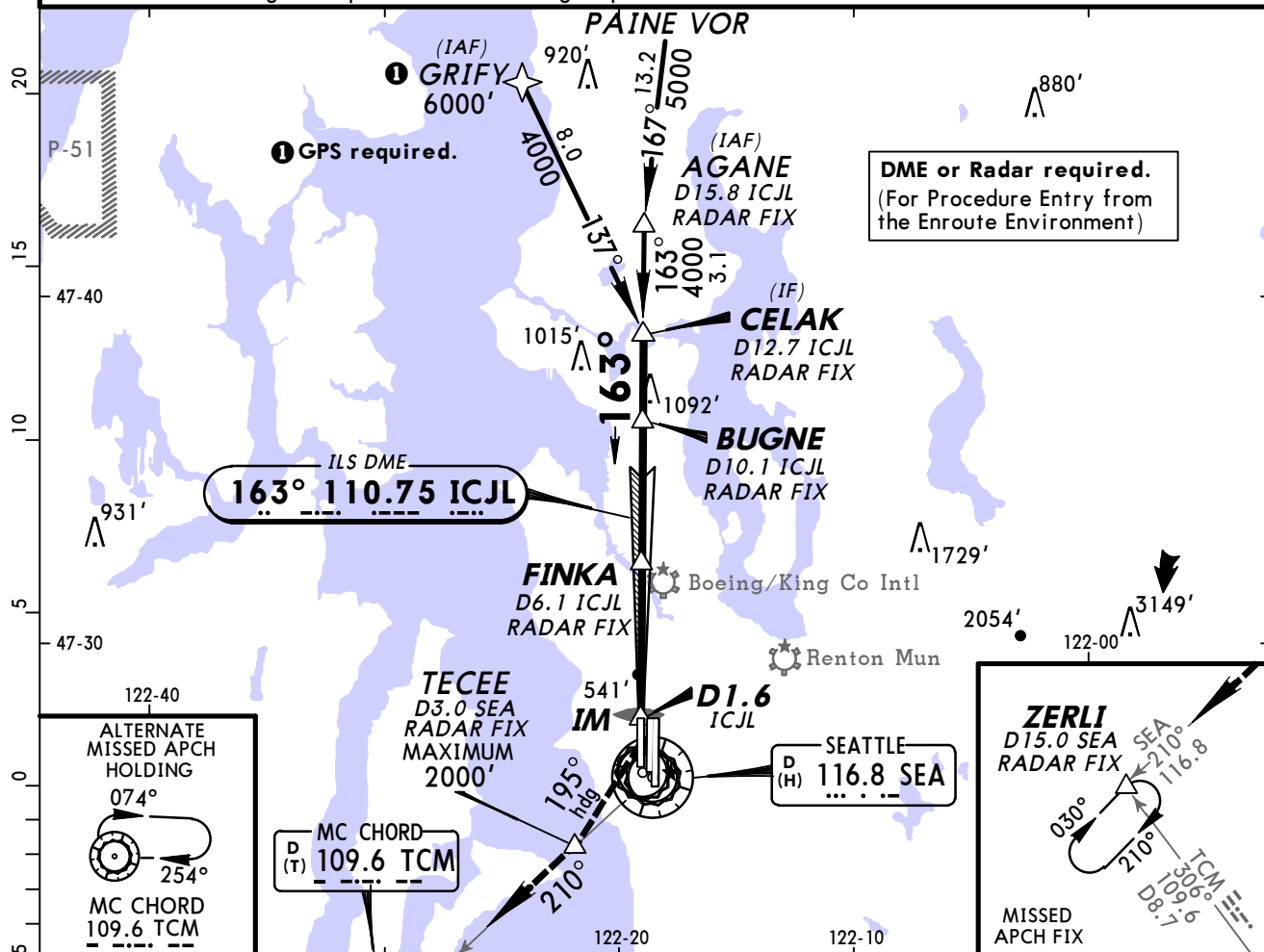
- Radial line 070° to 180°: 3400'
- Radial line 070° to 340°: 2200'
- Radial line 180° to 340°: 6400'



RVR 14

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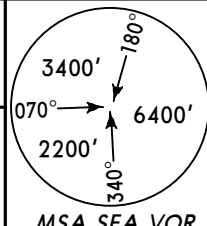
D-ATIS 118.0		SEATTLE Approach (R) 133.65		Rwys 16R/34L 120.95	SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9	Ground 121.7
LOC ICJL 110.75	Final Apch Crs 163°	GS FINKA 1900' (1485')	ILS DA(H) 615' (200')	Apt Elev 433' TDZE 415'		
MISSED APCH: Climb to 900' then climb on heading 195° and outbound on SEA VOR R-210 to cross TEC/EE/D3.0 SEA/RADAR at or below 2000', then climb to 5000' outbound 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. DME or Radar required. 2. Simultaneous approach authorized with Rwy 16L and ILS or LOC Rwy 16C. 3. Simultaneous operations with Rwy 16C require use of vertical guidance, maintain last assigned altitude until established on glideslope. 4. VGSI and ILS glidepath not coincident.						

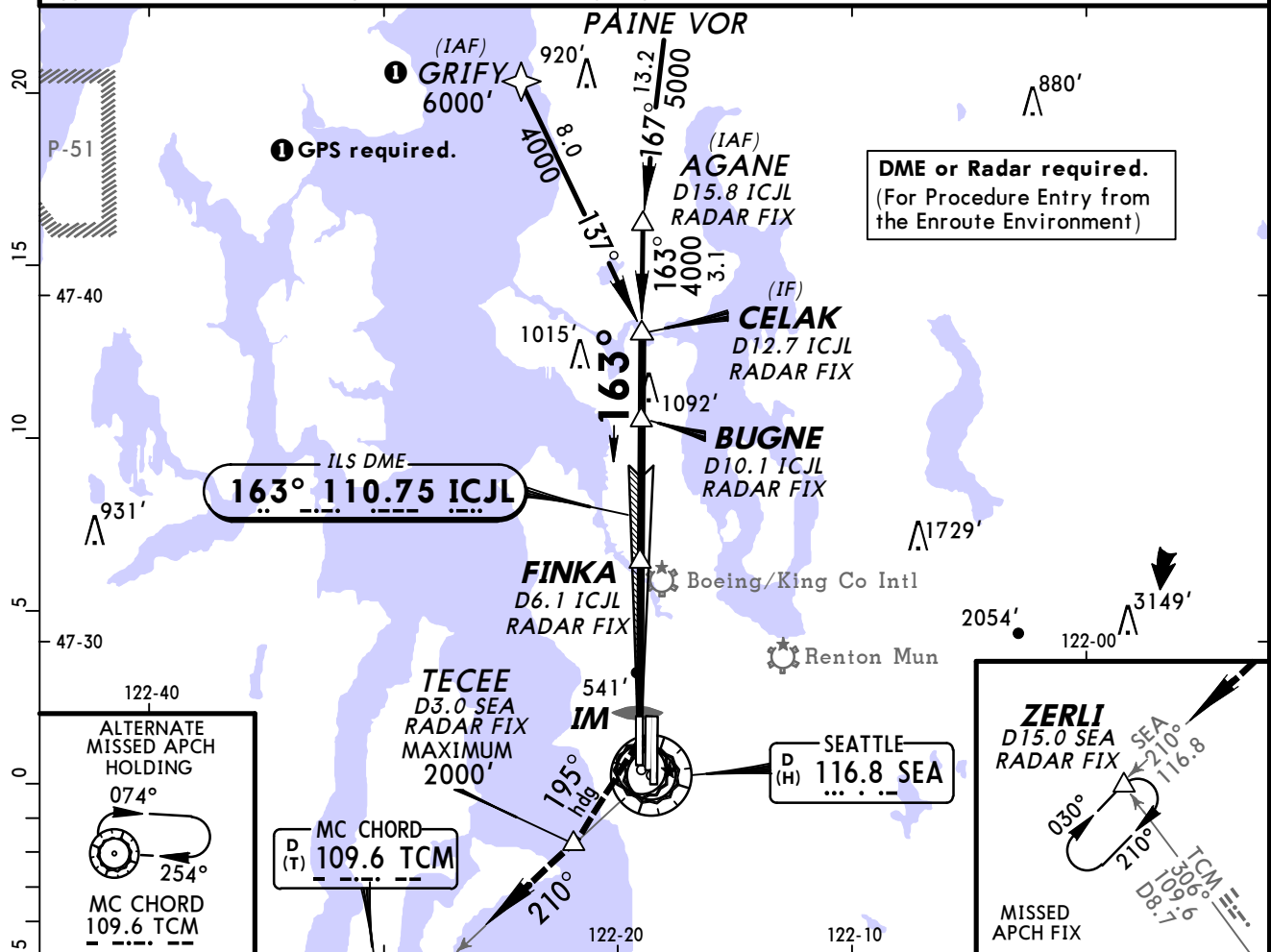


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	900'	then	195°	SEA	TECEE
GS	3.00°	372	478	531	637	743	PAPI	↑	hdg	and	116.8	R-210
MAP at D1.6 ICJL or FINKA to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41					

TERPS				STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND			
ILS				LOC (GS out)				C			
DA(H) 615' (200')				MDA(H) 800' (385')				Max Kts			
FULL				ALS out				MDA(H)			
A				RVR 24 or 1/2				1000' (567') -1			
B				RVR 35 or 5/8				1000' (567') -1 1/2			
C				RVR 60 or 1 1/8				1000' (567') -2			
D											

BRIEFING STRIP™

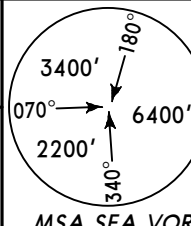
D-ATIS			SEATTLE Approach (R)			SEATTLE Tower		Ground
118.0			133.65			Rwys 16R/34L 120.95	Rwys 16L/34R, 16C/34C 119.9	121.7
LOC ICJL	Final Apch Crs	GS FINKA 1900' (1485')	CAT IIIC	CAT IIIB	CAT IIIA	CAT II RA 139' DA(H) 515' (100')	Apt Elev 433' TDZE 415'	
MISSED APCH: Climb to 900' then climb on heading 195° and outbound on SEA VOR R-210 to cross TECEE/D3.0 SEA/RADAR at or below 2000', then climb to 5000' outbound on SEA VOR R-210 to ZERLI/D15.0 SEA/RADAR and hold, continue climb-in-hold to 5000', or as directed by ATC.								MSA SEA VOR
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'		
1. Special Aircrew & Acft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 16L. 4. VGSI and ILS glidepath not coincident.								

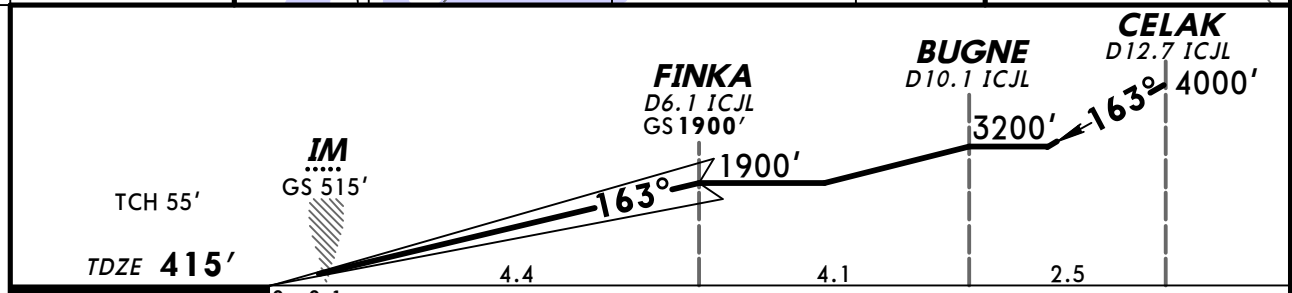
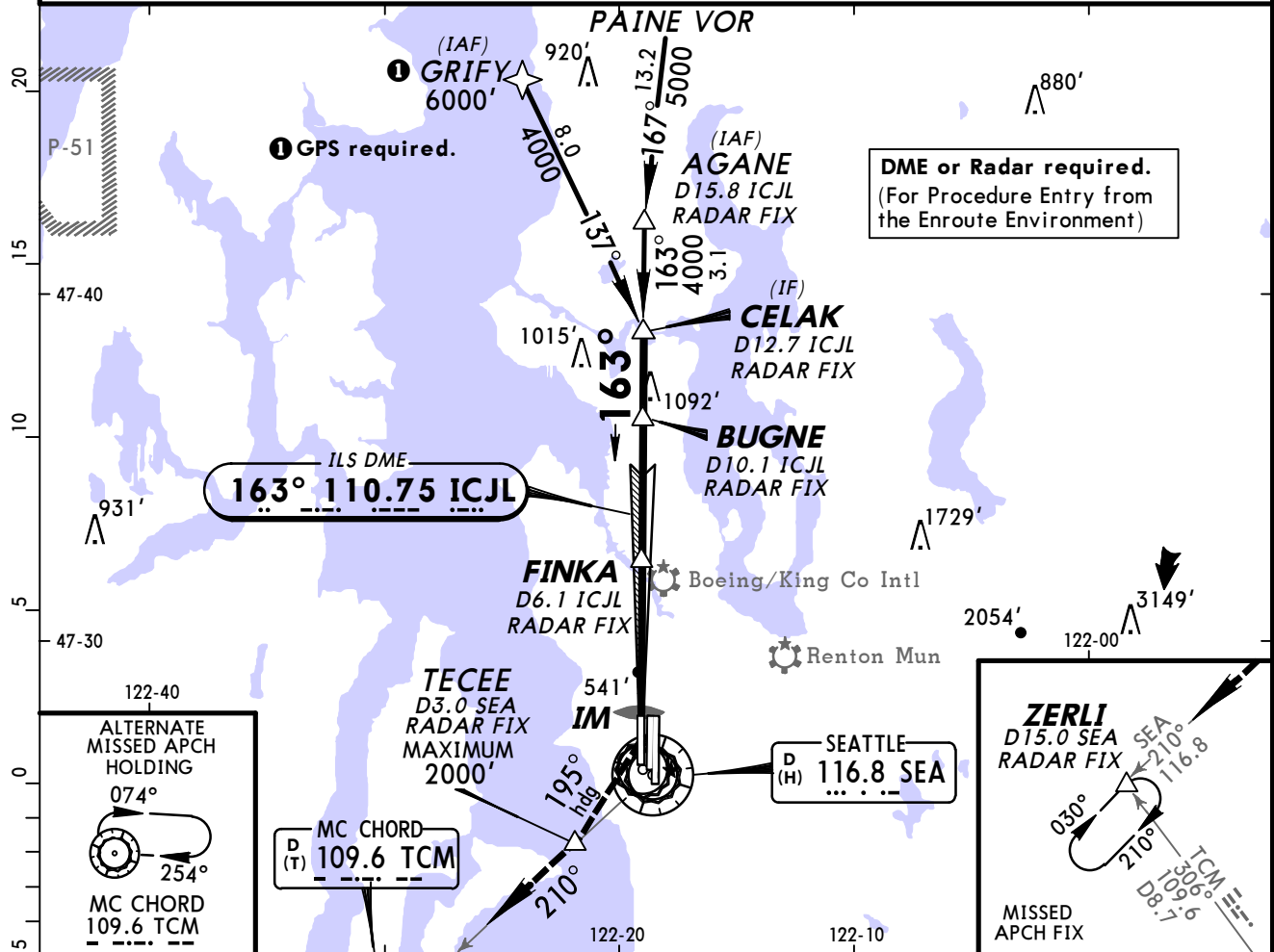


IM GS 515' TCH 55' TDZE 415'		FINKA D6.1 ICJL GS 1900'		BUGNE D10.1 ICJL 3200'		CELAK D12.7 ICJL 4000'	
TECEE D3.0 SEA RADAR FIX MAXIMUM 2000'		SEA VOR R-210 D15.0 SEA RADAR FIX		MC CHORD 109.6 TCM		MC CHORD 109.6 TCM	
ALSIF-II PAPI		900' then 195° and SEA ↑ hdg R-210		TECEE			

TERPS				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		RVR 12			
1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.							

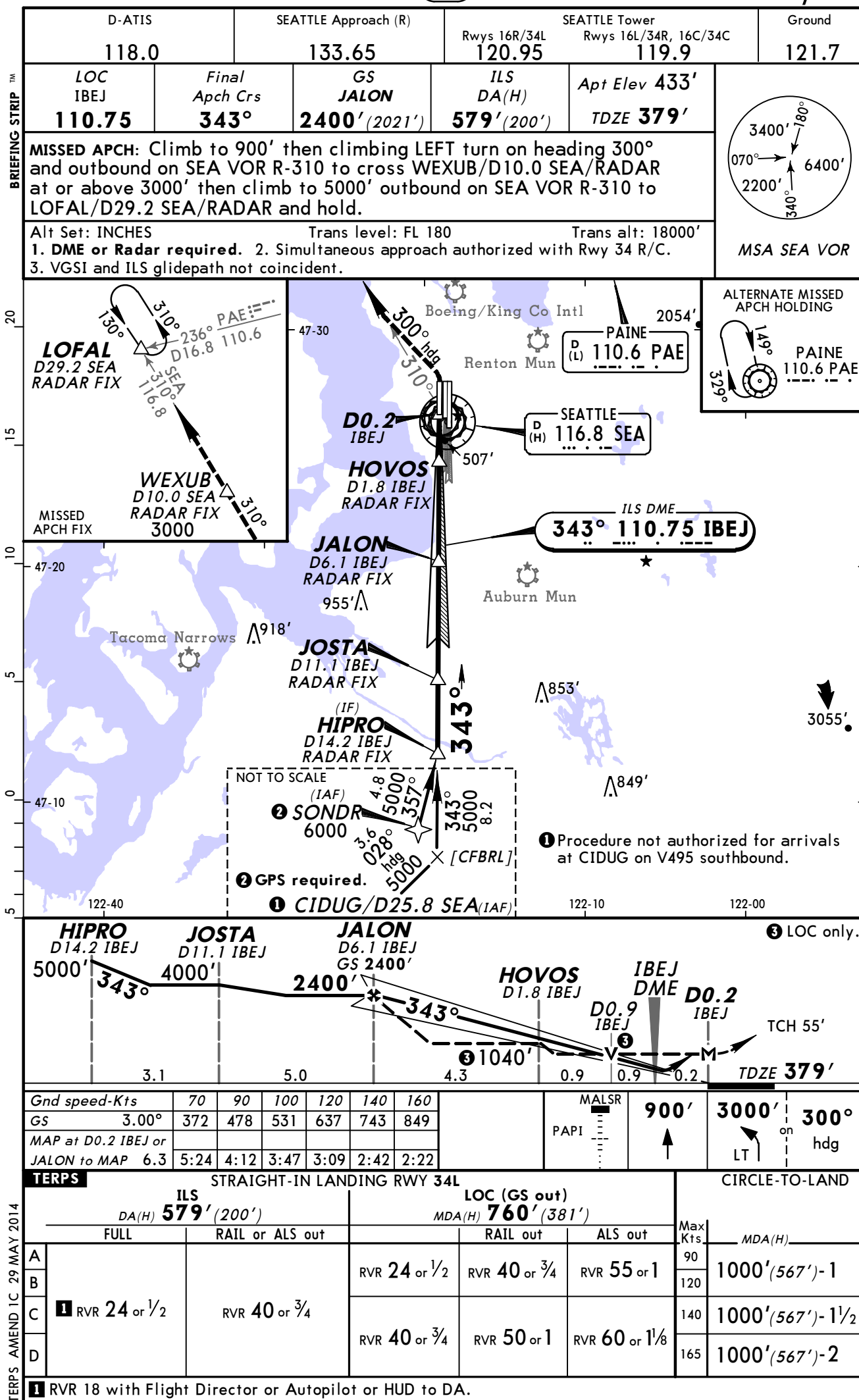
BRIEFING STRIP™

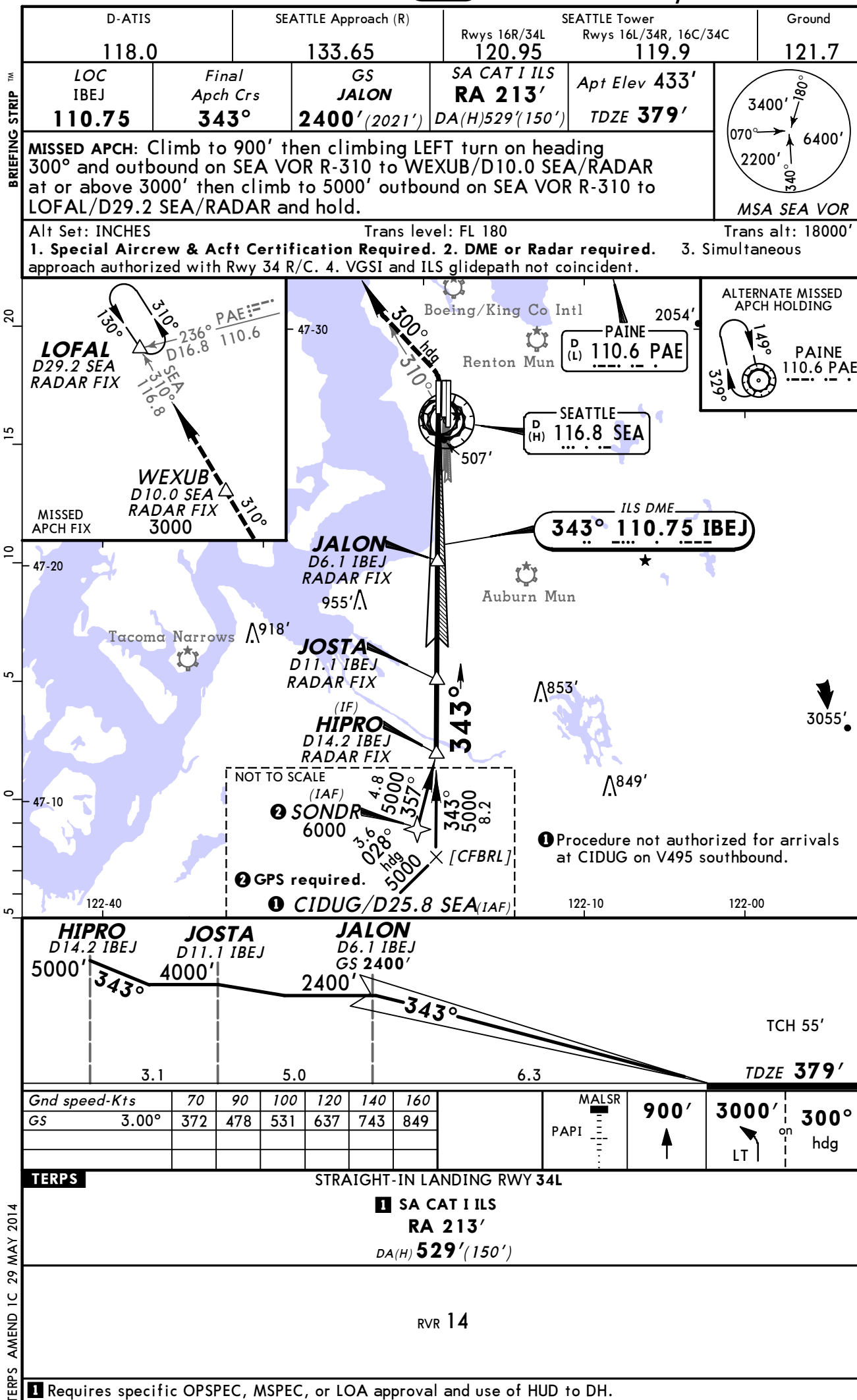
D-ATIS 118.0		SEATTLE Approach (R) 133.65		Rwys 16R/34L 120.95	SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9	Ground 121.7
LOC ICJL 110.75	Final Apch Crs 163°	GS FINKA 1900' (1485')	SA CAT I ILS RA 176' DA(H) 565'(150')		Apt Elev 433' TDZE 415'	 MSA SEA VOR
MISSED APCH: Climb to 900' then climb on heading 195° and outbound on SEA VOR R-210 to cross TECEE/D3.0 SEA/RADAR at or below 2000', then climb to 5000' outbound 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 & Acft Certification Required. 2. DME or Radar required. approach authorized with Rwy 16L. 4. VGSI and ILS glidepath not coincident.				3. Simultaneous		

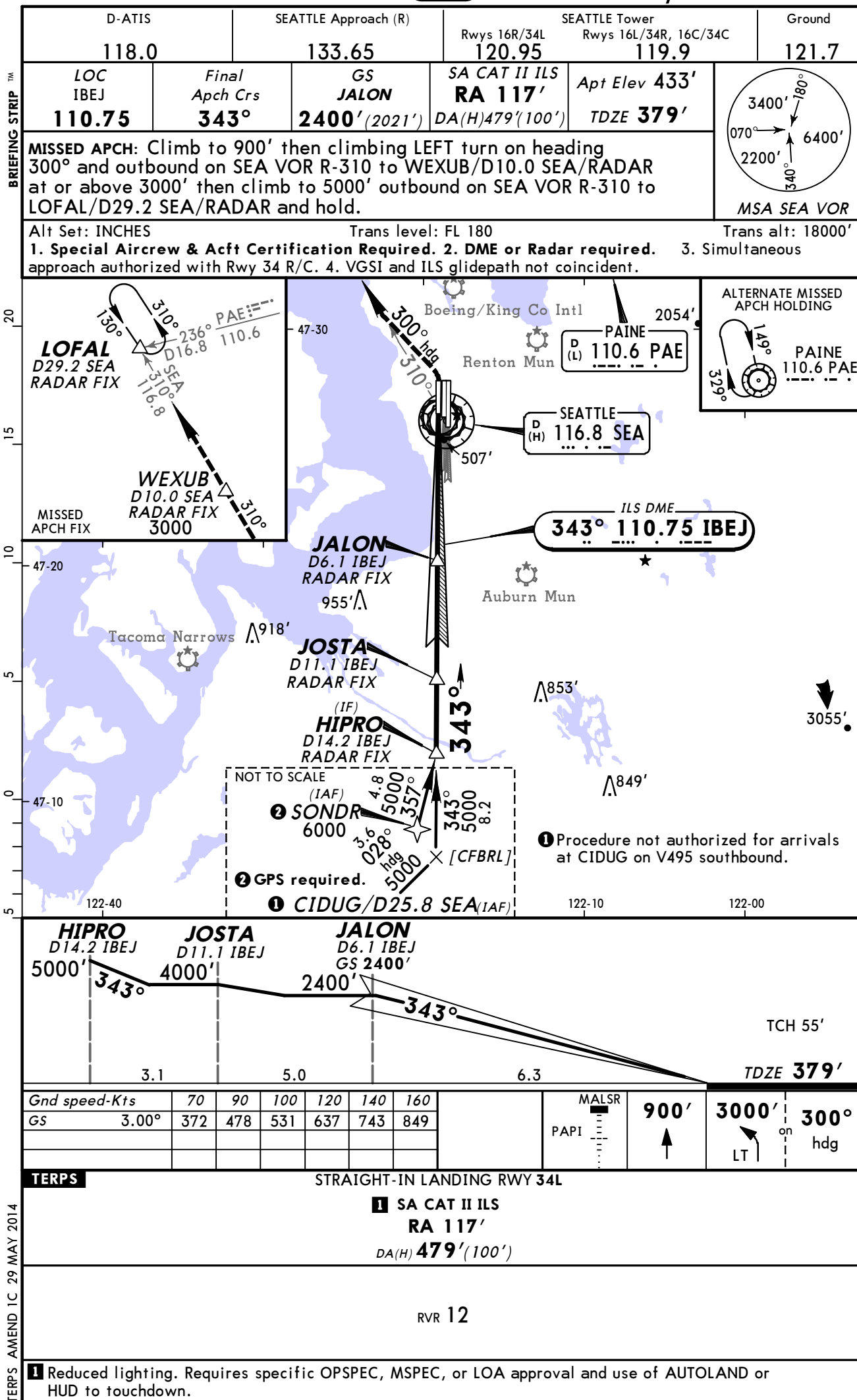


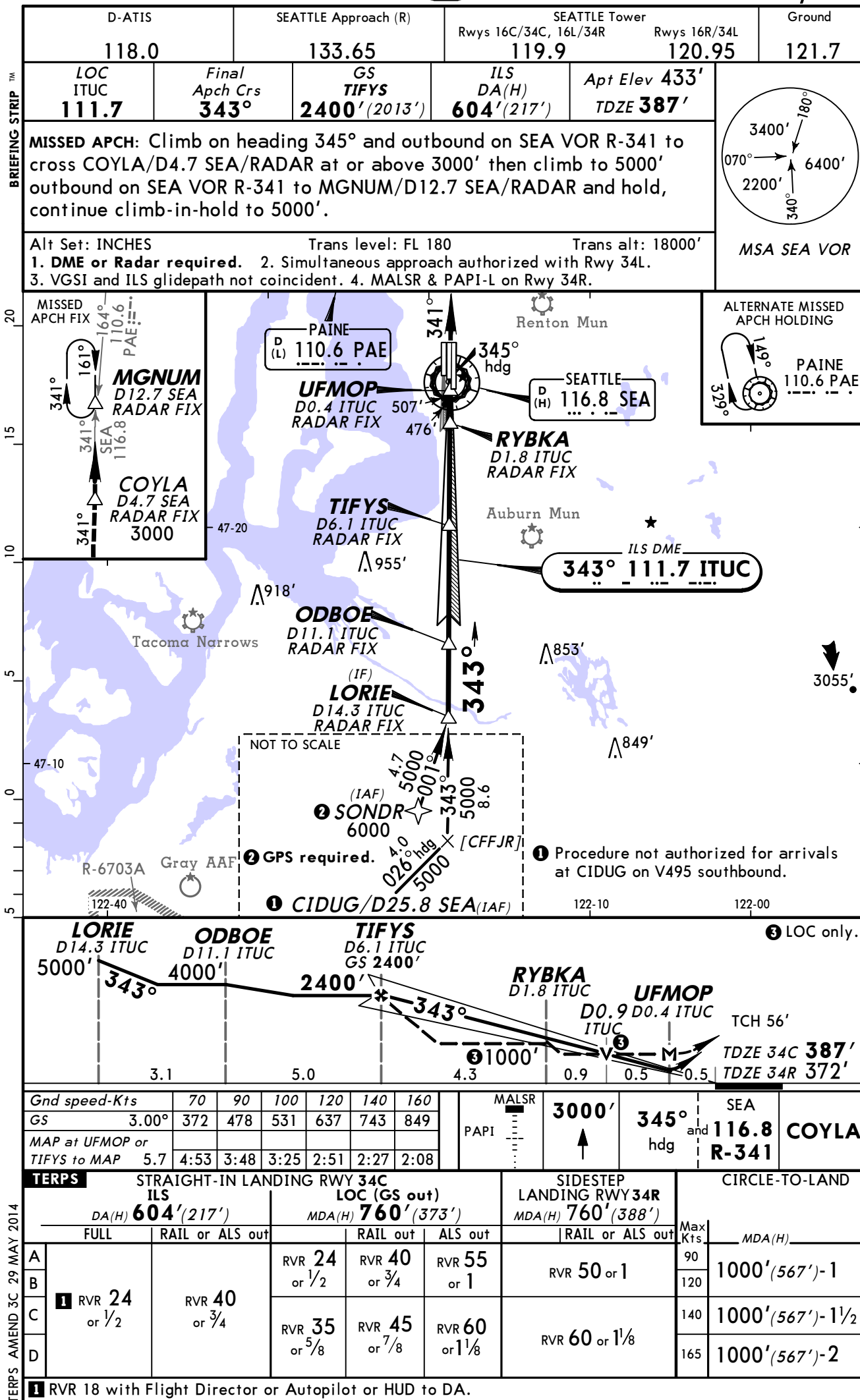
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	900'	then	195°	and	SEA	TECEE
GS	3.00°	372	478	531	637	743	849	PAPI	↑	hdg		R-210	

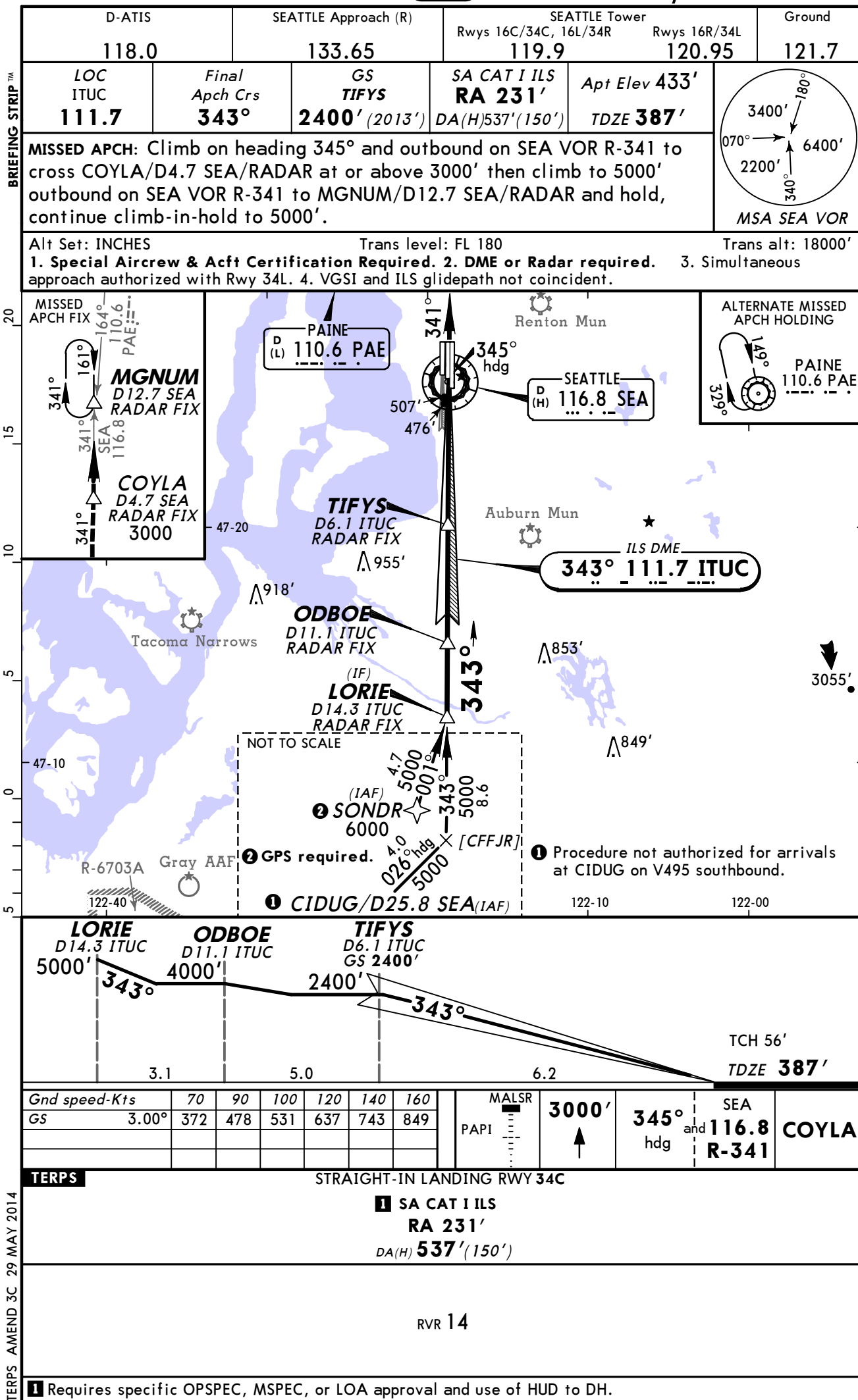
TERPS													
STRAIGHT-IN LANDING RWY 16R													
1 SA CAT I ILS RA 176' DA(H) 565'(150')													
RVR 14													
1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.													





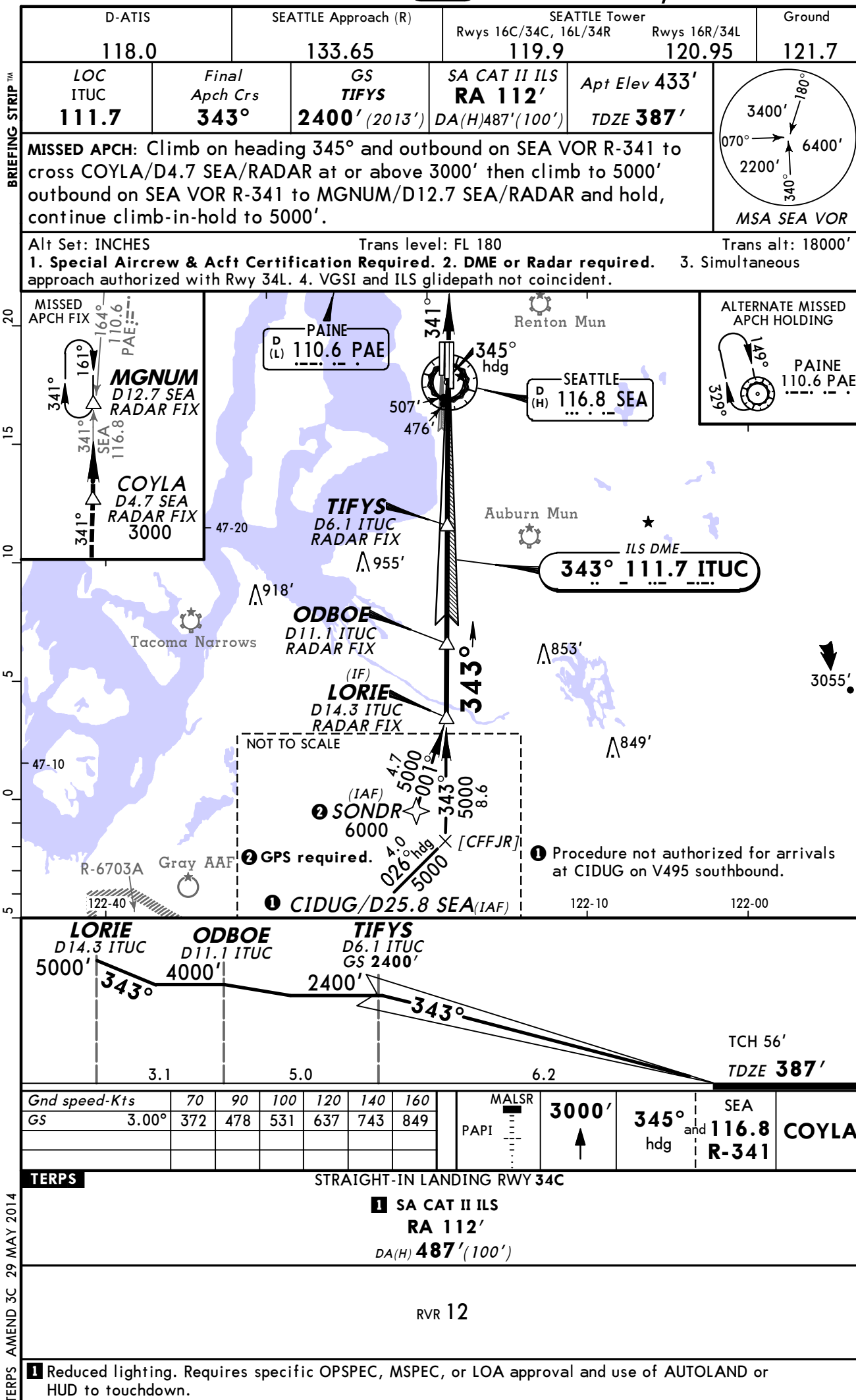






6 JUN 14

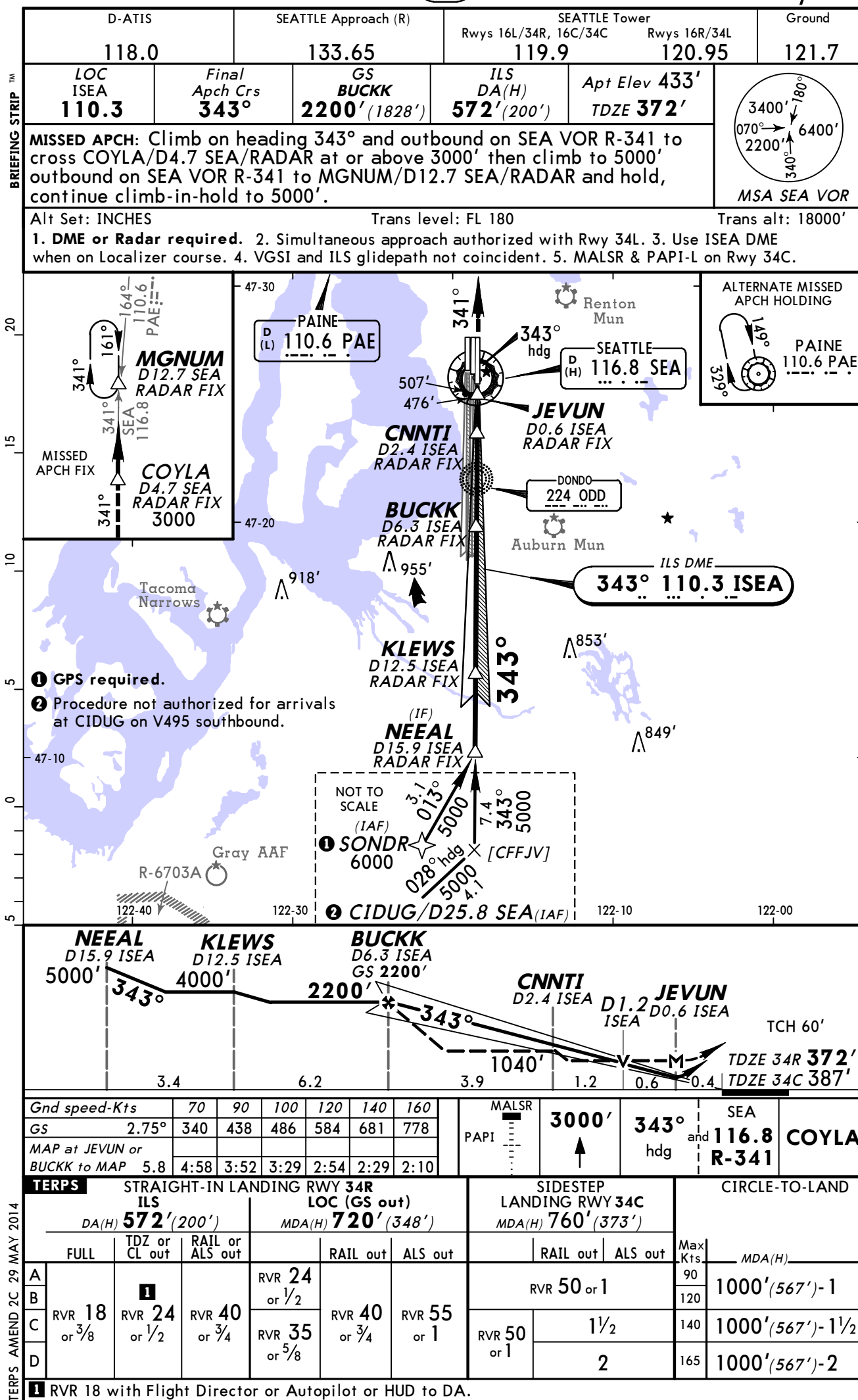
(21-5B)



TERPS AMEND 3C 29 MAY 2014

CHANGES: THRE to TDZE, minimums.

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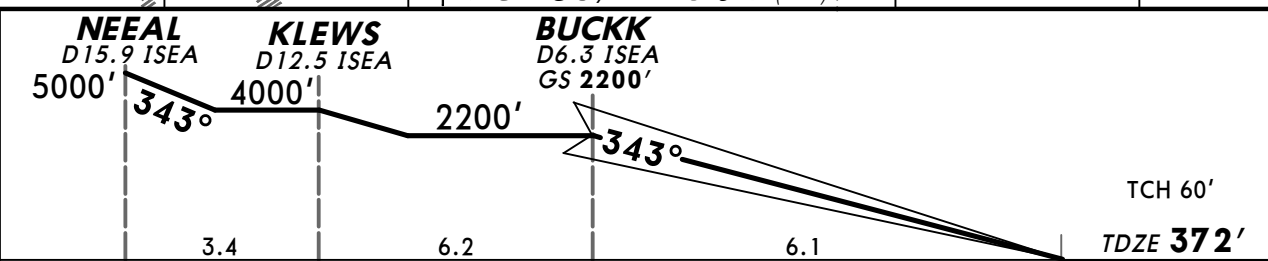
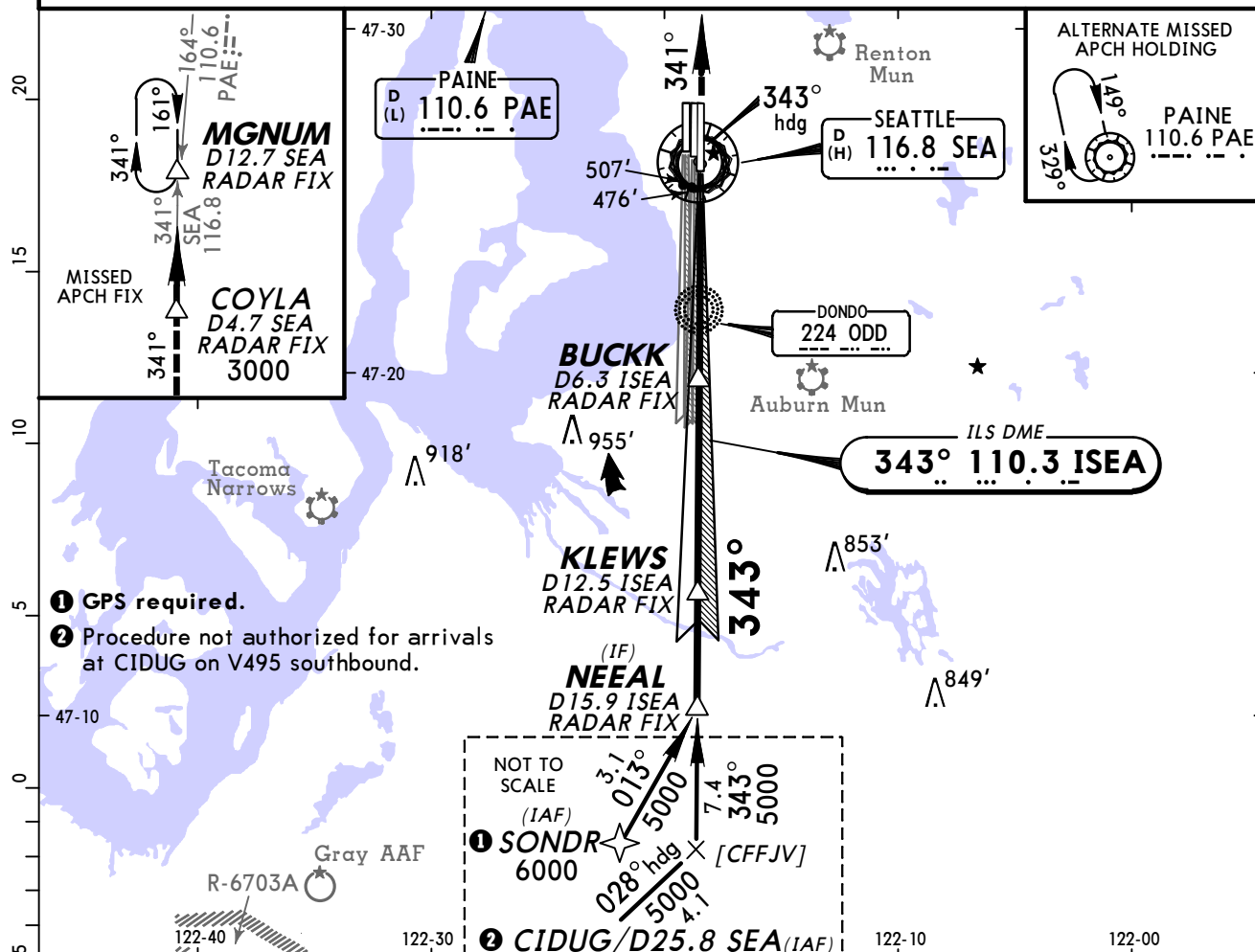
D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9	Rwys 16R/34L 120.95	Ground 121.7
LOC ISEA 110.3	Final Apch Crs 343°	GS BUCKK 2200' (1828')	SA CAT I ILS RA 250' DA(H)522' (150')	Apt Elev 433' TDZE 372'
MISSED APCH: Climb on heading 343° and outbound on SEA VOR R-341 to cross COYLA/D4.7 SEA/RADAR at or above 3000' then climb to 5000' outbound on SEA VOR R-341 to MGNM/D12.7 SEA/RADAR and hold, continue climb-in-hold to 5000'.				 MSA SEA VOR

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Special Aircrew & Aircraft Certification Required. 2. DME or Radar required.
3. Simultaneous approach authorized with Rwy 34L. 4. Use ISEA DME when on Localizer course.
5. VGSI and ILS glidepath not coincident. 6. MALSR & PAPI-L on Rwy 34C.



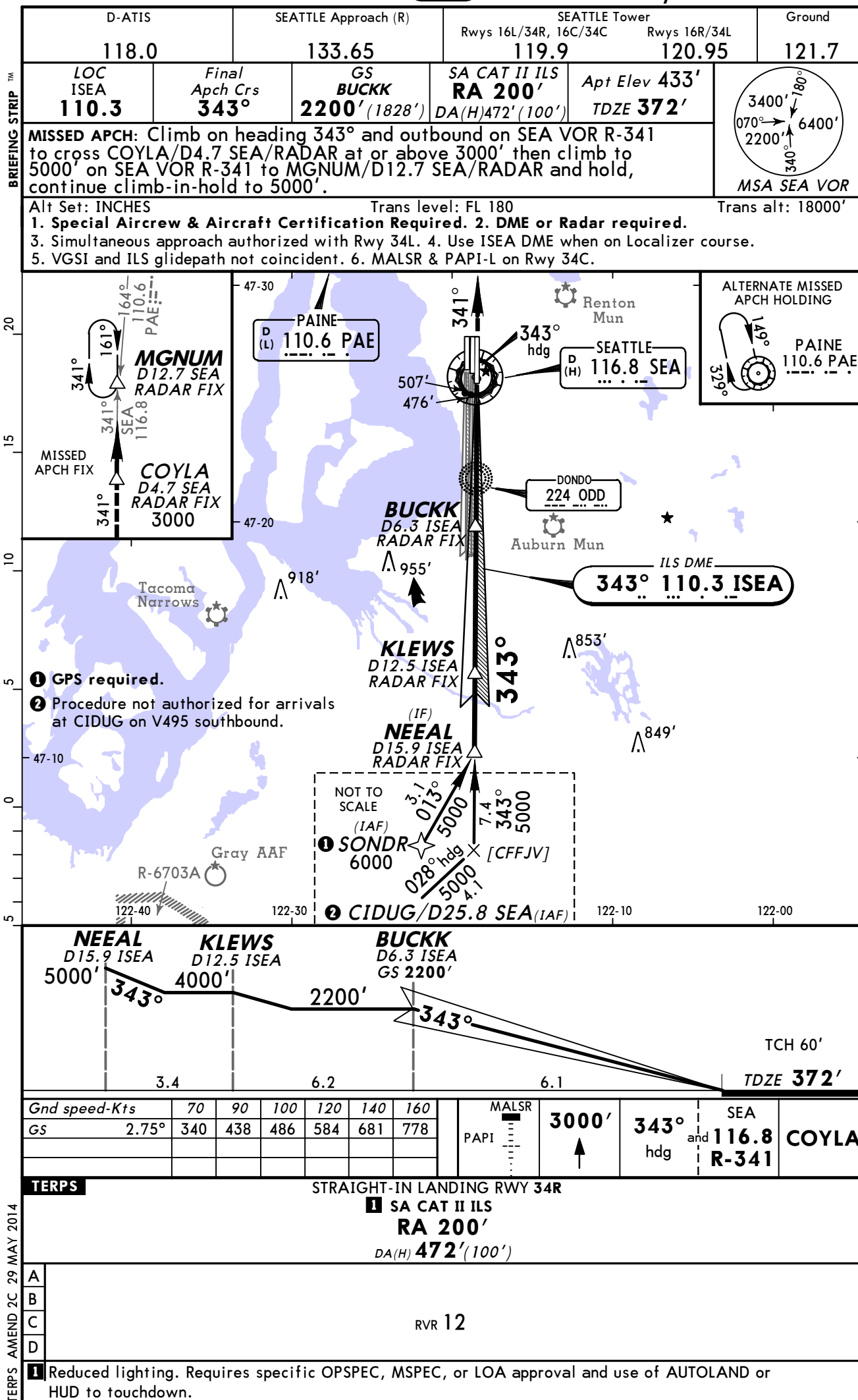
Gnd speed-Kts	70	90	100	120	140	160					
Gs	2.75°	340	438	486	584	681	778				

MALSR	3000'	SEA	COYLA
PAPI	343° hdg	and 116.8 R-341	

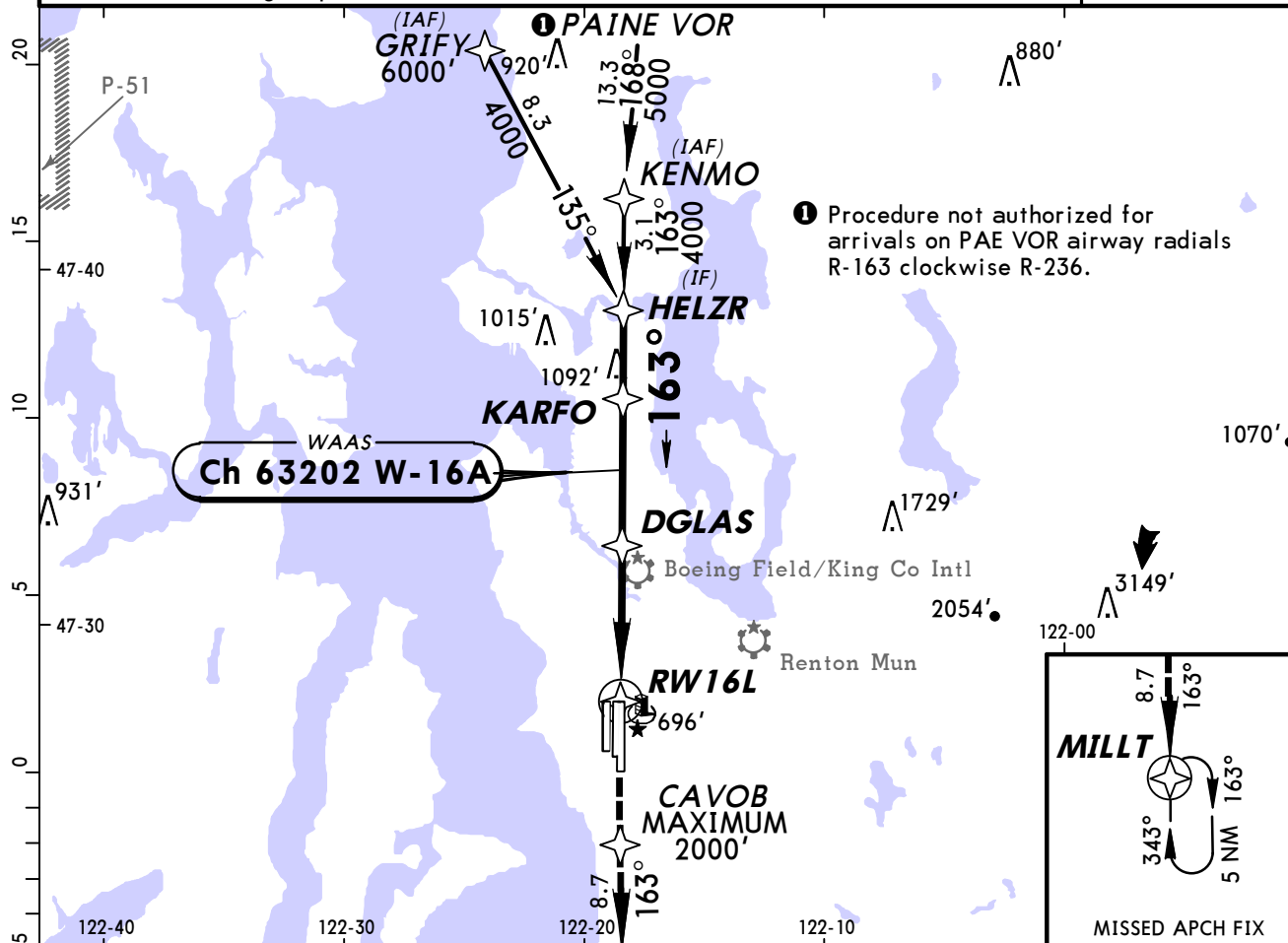
TERPS STRAIGHT-IN LANDING RWY 34R
1 SA CAT I ILS
RA 250'
 DA(H) **522' (150')**

A										
B										
C										
D										

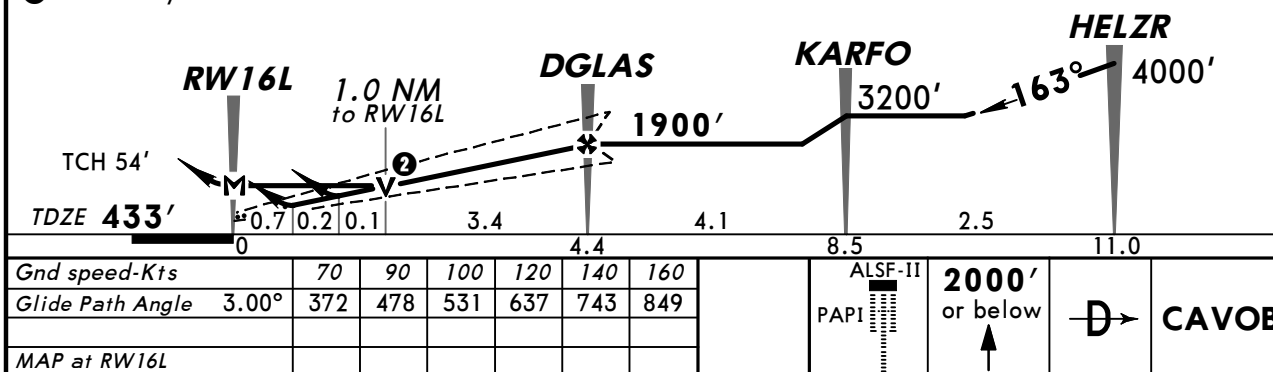
1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.



D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9 Rwys 16R/34L 120.95		Ground 121.7
WAAS Ch 63202 W-16A	Final Apch Crs 163°	Minimum Alt DGLAS 1900' (1467')	LPV DA(H) 699' (266')	Apt Elev 433' TDZE 433'
MISSED APCH: Climb direct CAVOB to cross CAVOB at or below 2000', then climb to 5000' on 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 -6°C (22°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 16R. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. VGSI and RNAV glidepath not coincident.				
6400'				
MSA RW16L				



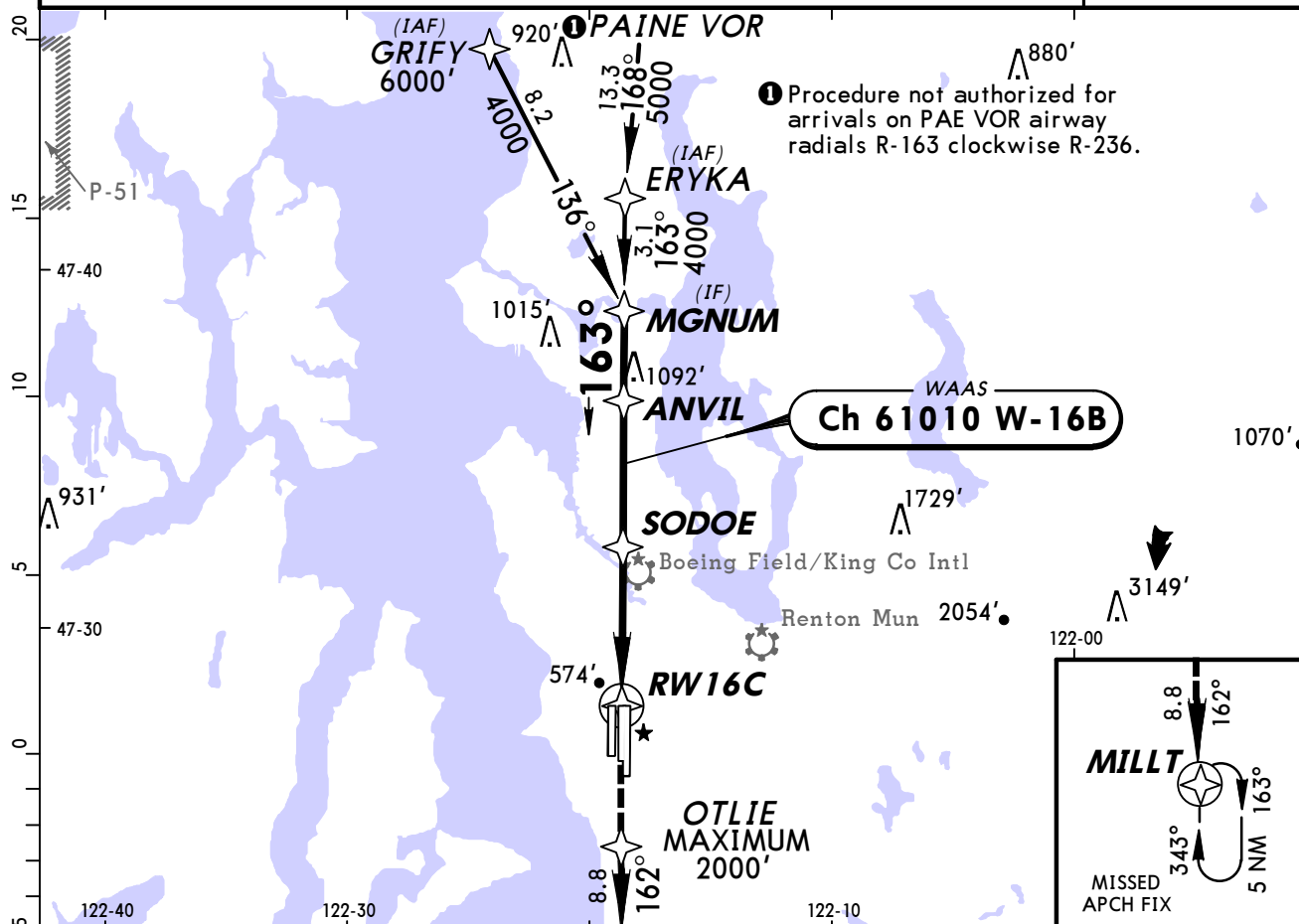
② LNAV only



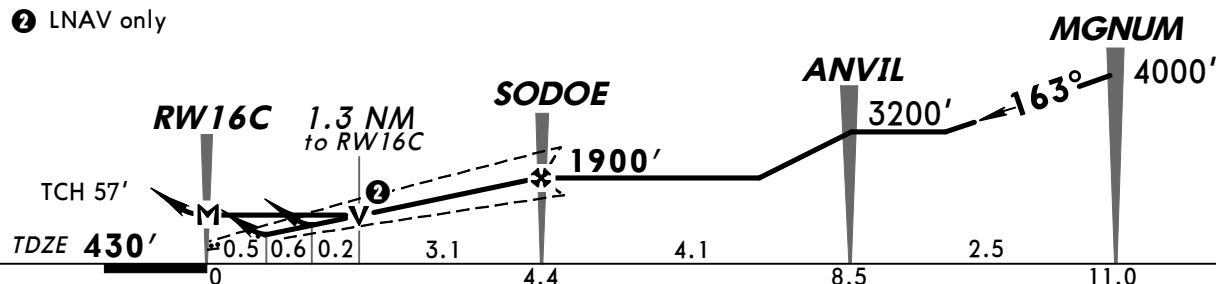
TERPS				STRAIGHT-IN LANDING RWY 16L		CIRCLE-TO-LAND	
LPV		LNAV/VNAV		① LNAV		C	
DA(H) 699' (266')		DA(H) 765' (332')		MDA(H) 840' (407')		Max Kts	
ALS out		ALS out		ALS out		MDA(H)	
A						90	1000' (567')-1
B	RVR 24 or 1/2	RVR 45 or 7/8	RVR 32 or 5/8	RVR 55 or 1	RVR 24 or 1/2	120	1000' (567')-1 1/2
C					RVR 60 or 1 1/8	140	1000' (567')-1 1/2
D					RVR 40 or 3/4	165	1000' (567')-2

① Not authorized during simultaneous operations.

D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16C/34C, 16L/34R 119.9	Rwys 16R/34L 120.95	Ground 121.7
WAAS Ch 61010 W-16B	Final Apch Crs 163°	Minimum Alt SODOE 1900' (1470')	LPV DA(H) 630' (200')	Apt Elev 433' TDZE 430'
MISSED APCH: Climb direct OTLIE to cross OTLIE at or below 2000', then climb to 5000' on 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 -6°C (22°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.				
6400'				
MSA RW16C				



② LNAV only



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	2000' or below	OTLIE
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		
MAP at RW16C									

TERPS

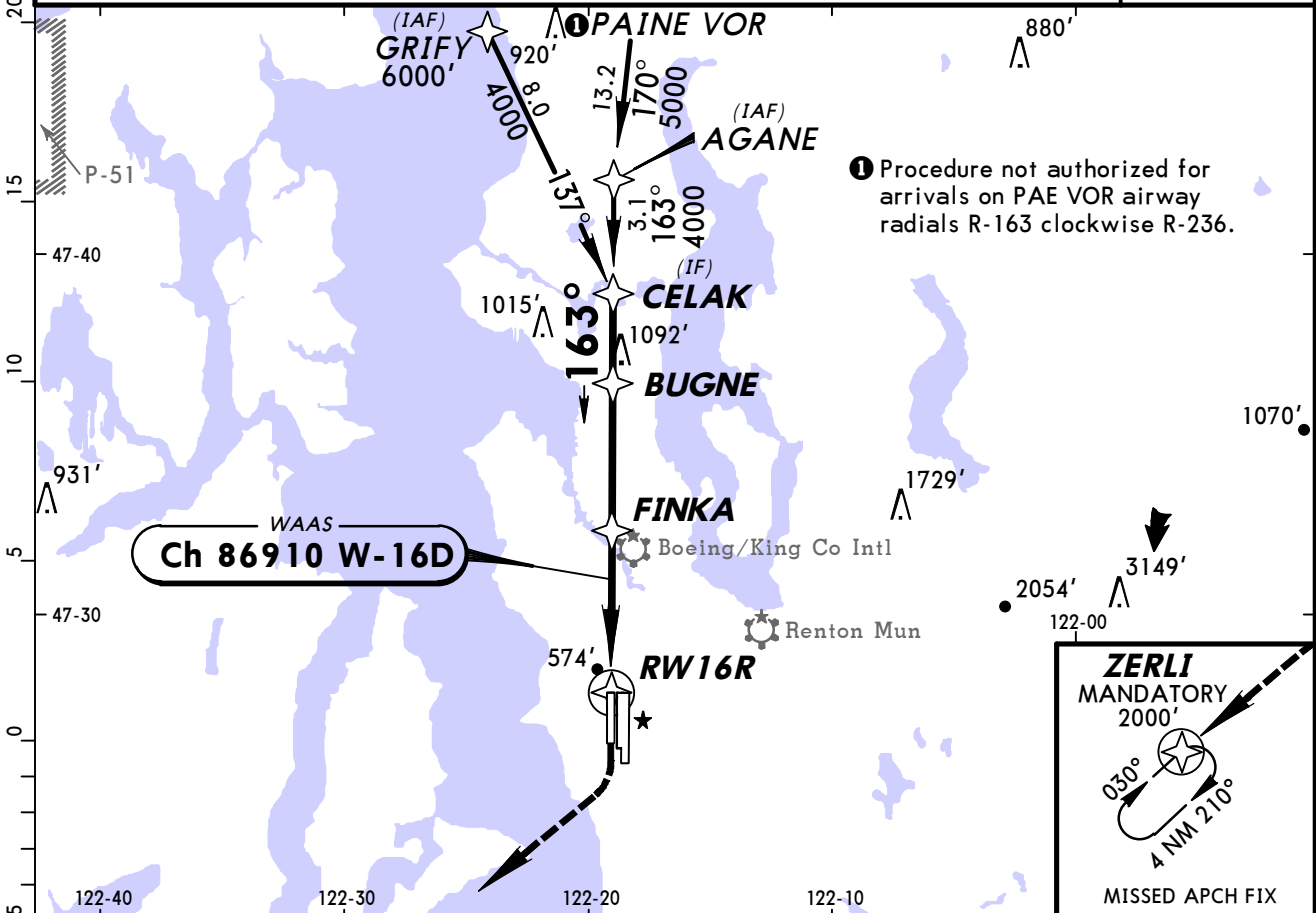
STRAIGHT-IN LANDING RWY 16C

CIRCLE-TO-LAND

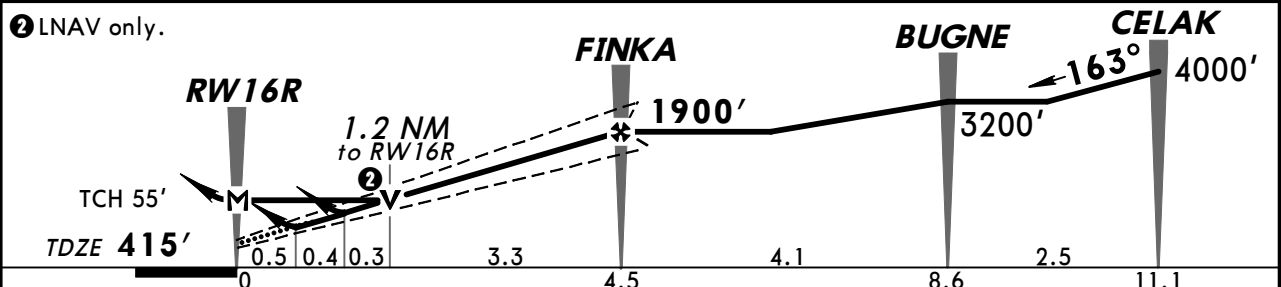
LPV DA(H) 630' (200')		LNAV/VNAV DA(H) 840' (410')		LNAV MDA(H) 920' (490')		Max Kts	MDA(H)
ALS out		ALS out		ALS out			
A						90	1000' (567')-1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 44 or 7/8	1 1/4	RVR 24 or 1/2	120	1000' (567')-1 1/2
C					RVR 50 or 1	140	1000' (567')-2
D						165	

BRIEFING STRIP™

D-ATIS 118.0		SEATTLE Approach (R) 133.65		Rwys 16R/34L 120.95	SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9	Ground 121.7
WAAS Ch 86910 W-16D	Final Apch Crs 163°	Minimum Alt FINKA 1900' (1485')	LPV DA(H) 615' (200')	Apt Elev 433' TDZE 415'		6400' MSA RW16R
MISSED APCH: Climb to 900' then climbing RIGHT turn direct ZERLI to cross ZERLI at MANDATORY 2000' and hold. When authorized by ATC, 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 -6°C (22°F) or above 54°C (130°F). 2. Simultaneous approach authorized with Rwy 16L. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. DME/DME-RNP 0.30 not authorized. 5. VGSI and RNAV glidepath not coincident.						



② LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	900'	MANDATORY	2000'	→	ZERLI
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	↑	RT			
MAP at RW16R												

TERPS				STRAIGHT-IN LANDING RWY 16R				CIRCLE-TO-LAND	
LPV		LNAV/VNAV		① LNAV		C			
DA(H) 615' (200')		DA(H) 760' (345')		MDA(H) 840' (425')		Max Kts		MDA(H)	
ALS out		ALS out		ALS out		90		1000' (567')-1	
A						120			
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 32 or 5/8	RVR 55 or 1	RVR 24 or 1/2	140		1000' (567')-1 1/2	
C					RVR 40 or 3/4	165		1000' (567')-2	
D									

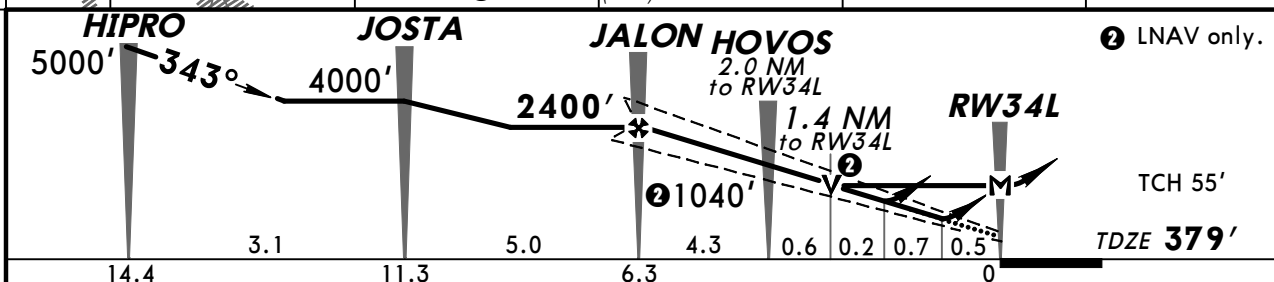
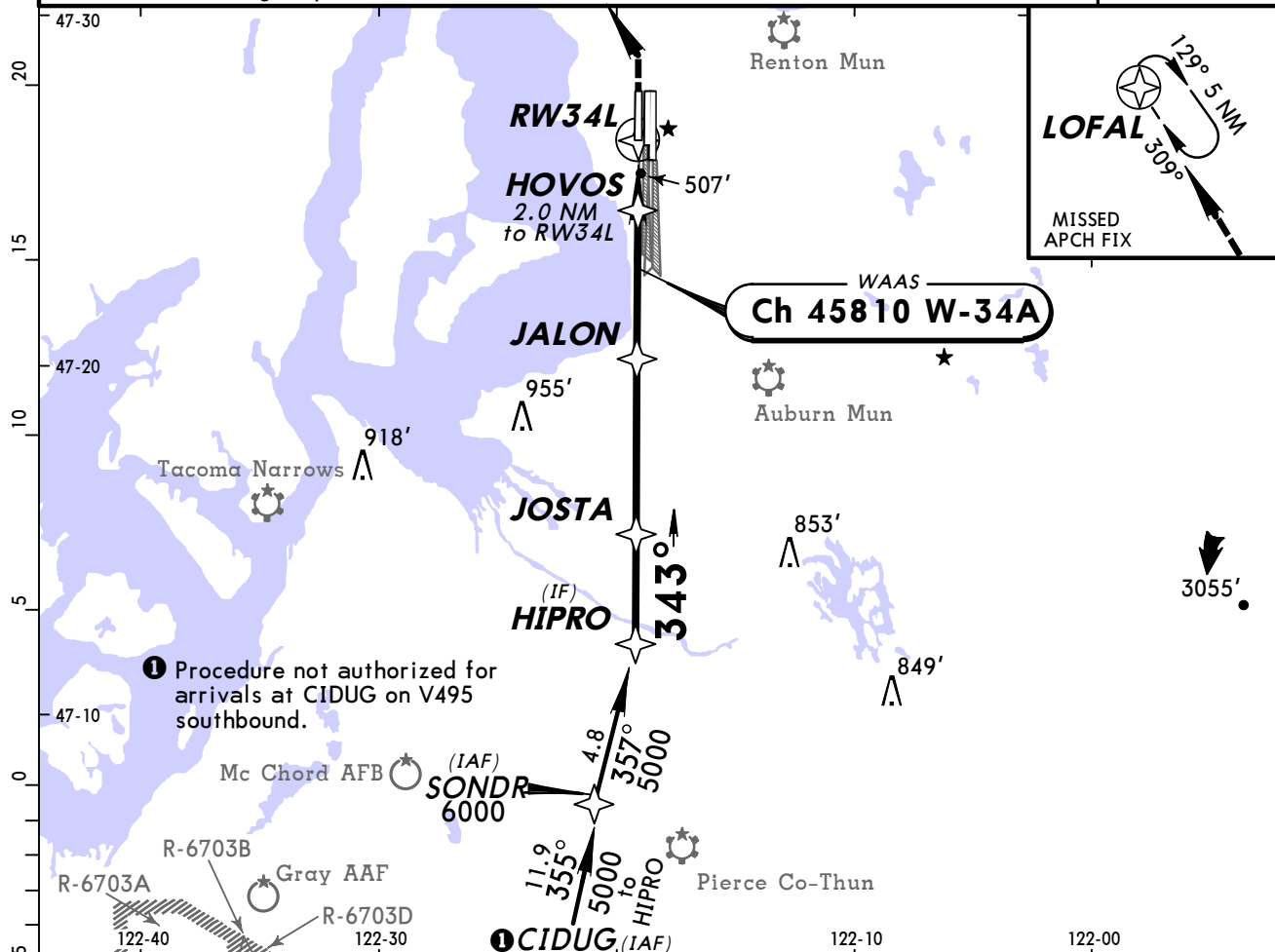
① Not authorized during simultaneous operations.

CHANGES: Procedure.

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BRIEFING STRIP™

D-ATIS 118.0		SEATTLE Approach (R) 133.65		Rwys 16R/34L 120.95	SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9	Ground 121.7
WAAS Ch 45810 W-34A	Final Apch Crs 343°	Minimum Alt JALON 2400' (2021')	LPV DA(H) 579' (200')	Apt Elev 433' TDZE 379'		6400' MSA RW34L
MISSED APCH: Climb to 900' then climbing LEFT turn to 5000' direct LOFAL and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -8°C (18°F) or above 54°C (130°F). 2. Simultaneous approach authorized with Rwy 34R/C. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. DME/DME-RNP 0.30 not authorized. 5. VGSI and RNAV glidepath not coincident.						



Gnd speed-Kts	70	90	100	120	140	160	MALSR	900'	5000'	LOFAL
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	↑	LT	
MAP at RW34L										

TERPS					STRAIGHT-IN LANDING RWY 34L					CIRCLE-TO-LAND		
LPV		LNAV/VNAV			LNAV							
DA(H) 579' (200')		DA(H) 808' (429')			MDA(H) 860' (481')							
RAIL or ALS out		RAIL out ALS out			RAIL out ALS out							
A					RVR 24	RVR 40	RVR 55	Max Kts	90	1000' (567')-1		
B	RVR 24	RVR 40	RVR 40	RVR 50	or 1/2	or 3/4	or 1	120				
C	or 1/2	or 3/4	or 3/4	or 1				140		1000' (567')-1 1/2		
D					RVR 55	1 1/4	1 3/8	165		1000' (567')-2		
					or 1							

1 Not authorized during simultaneous operations.

CHANGES: None.

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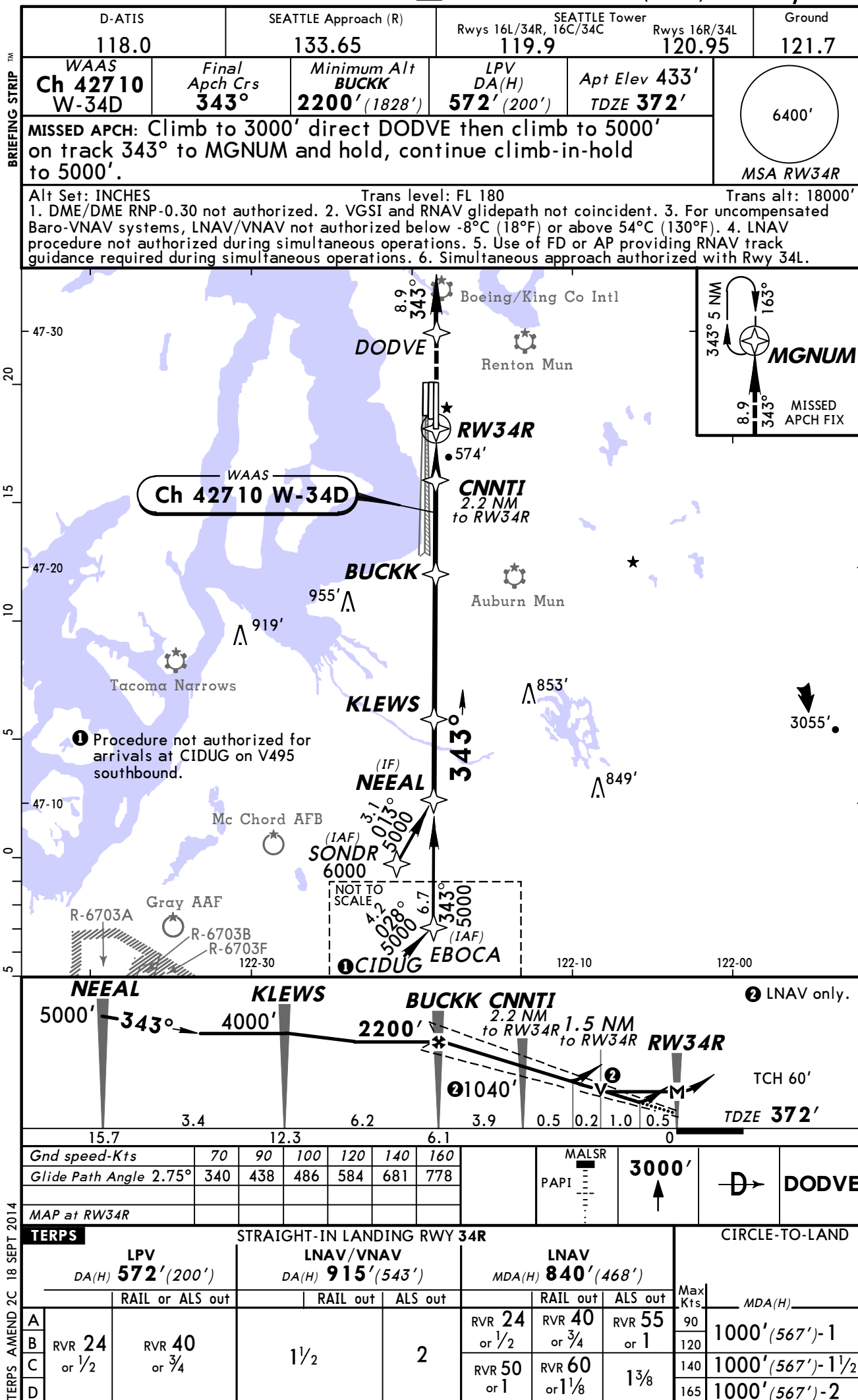
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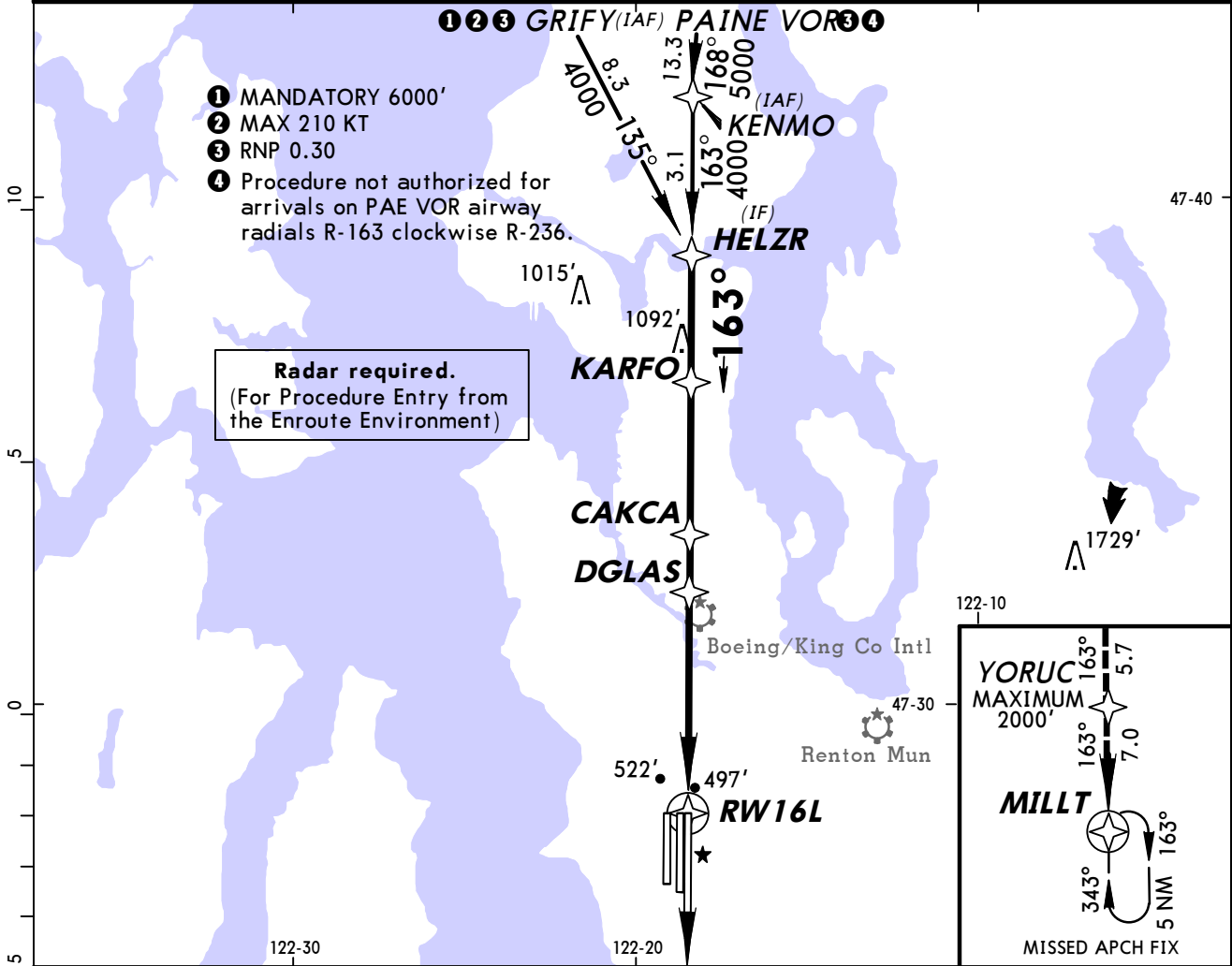
MALSR

PAPI


TERPS AMEND 2B 29 MAY 2014

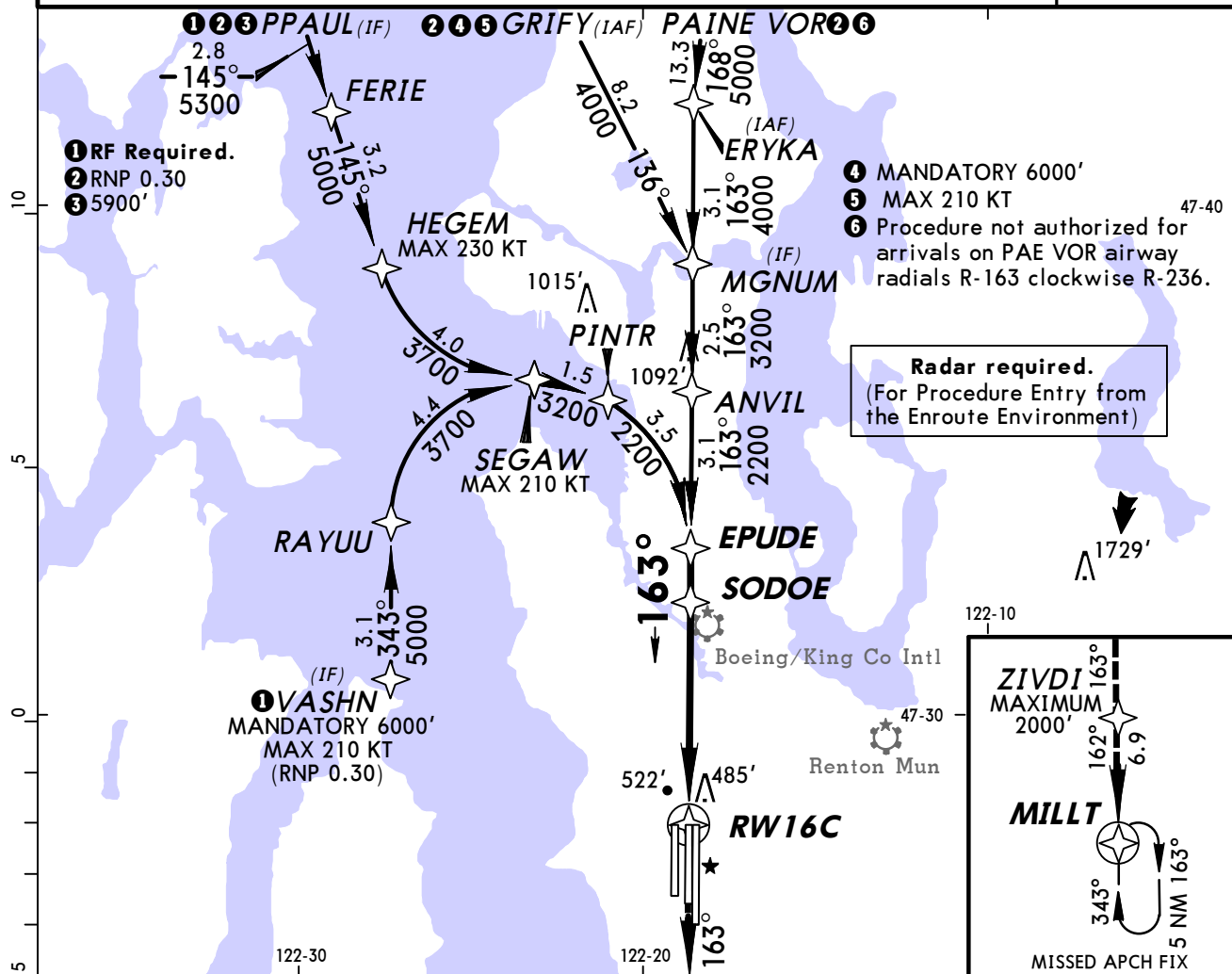


D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9 Rwys 16R/34L 120.95			Ground 121.7
RNAV	Final Apch Crs 163°	Minimum Alt DGLAS 1900' (1467')	RNP 0.30 DA(H) 842' (409')	Apt Elev 433' TDZE 433'	6400' MSA RW16L
MISSED APCH: Climb on track 163° to cross YORUC at or below 2000', then climb to 5000' on track 163° to MILLT and hold, continue climb-in-hold to 5000'.					
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 -6°C (22°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 16R. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.					

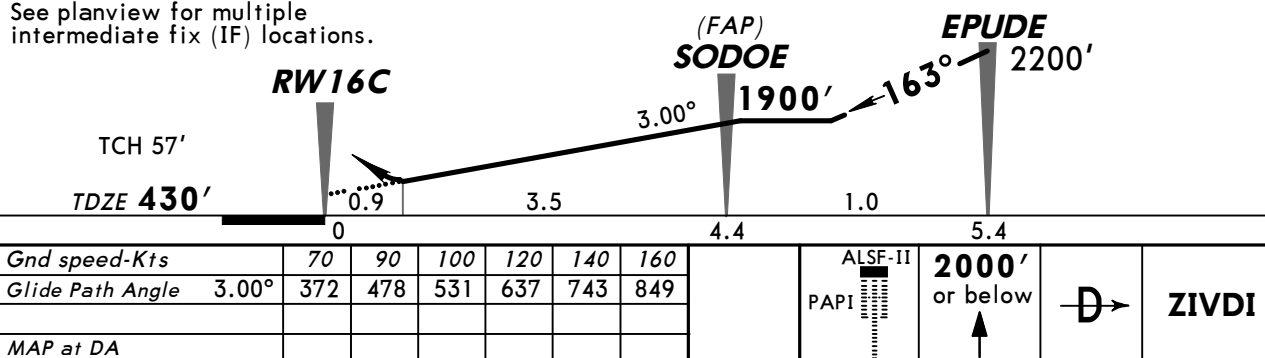


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D-ATIS 118.0	SEATTLE Approach (R) 133.65	SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9	Rwys 16R/34L 120.95	Ground 121.7
RNAV	Final Apch Crs 163°	Minimum Alt SODOE 1900' (1470')	RNP 0.12 DA(H) 758' (328')	Apt Elev 433' TDZE 430'
MISSED APCH: Climb direct ZIVDI to cross ZIVDI at or below 2000', then climb to 5000' on track 162° to MILLT and hold, continue climb-in-hold to 5000'.				
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 -6°C (22°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident. 5. See 20-9A for Alert Notice.				
6400' MSA RW16C				



See planview for multiple intermediate fix (IF) locations.

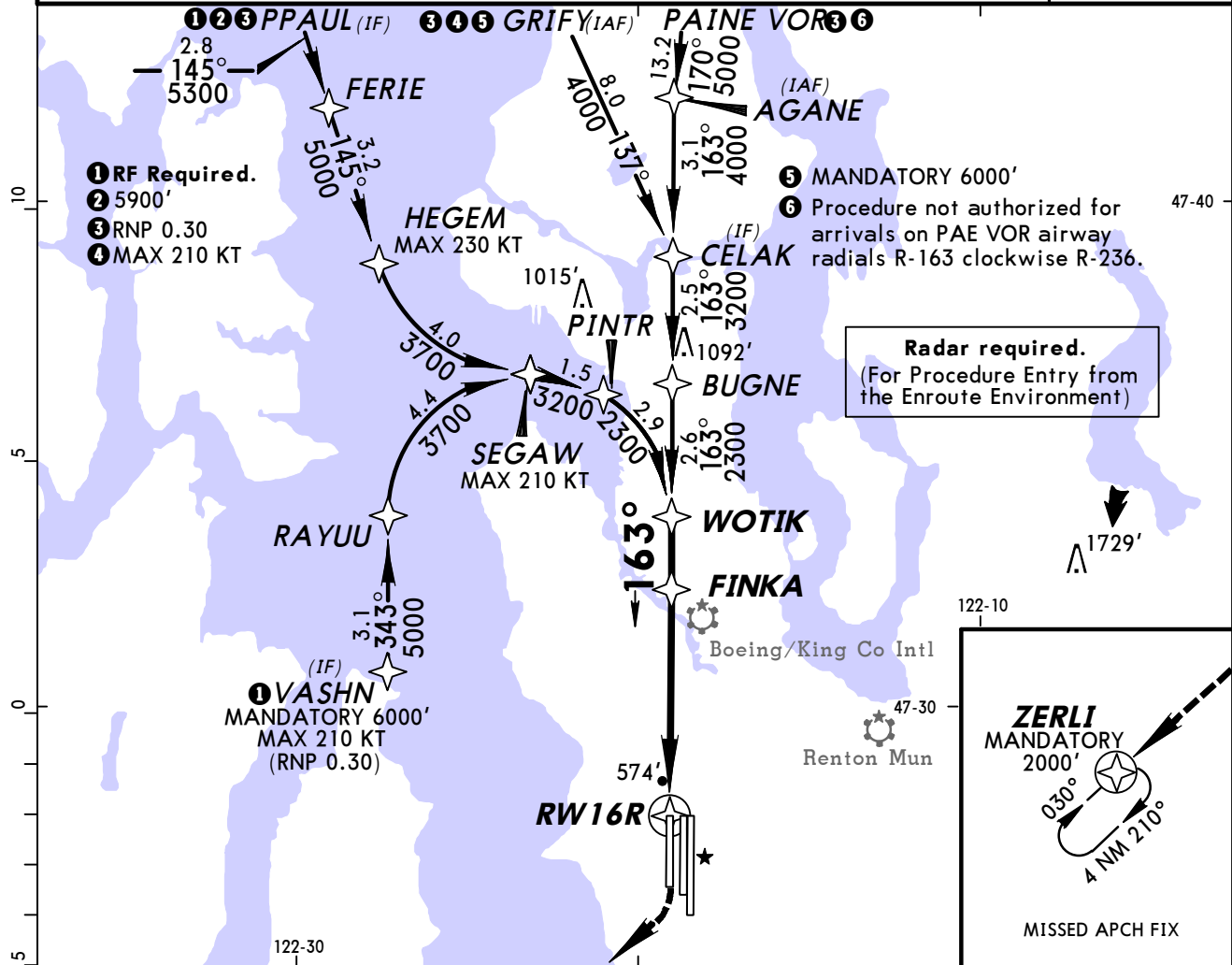


TERPS			
STRAIGHT-IN LANDING RWY 16C			
RNP 0.12		RNP 0.30	
DA(H) 758' (328')		DA(H) 834' (404')	
ALS out		ALS out	
A			
B			
C	RVR 29 or 1/2	RVR 52 or 1	RVR 43 or 7/8
D			1 3/8

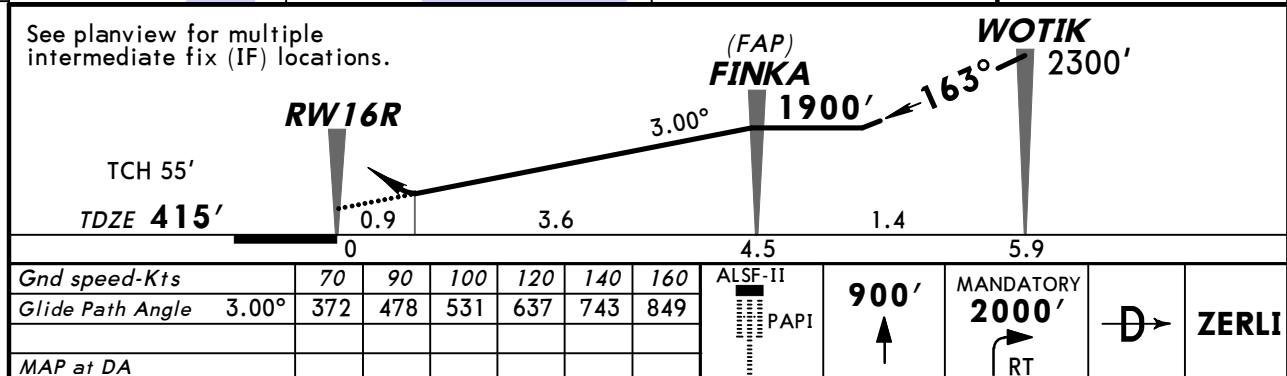
D-ATIS 118.0	SEATTLE Approach (R) 133.65	Rwys 16R/34L 120.95	SEATTLE Tower Rwys 16L/34R, 16C/34C 119.9	Ground 121.7
RNAV	Final Apch Crs 163°	Minimum Alt FINKA 1900' (1485')	RNP 0.15 DA(H) 770' (355')	Apt Elev 433' TDZE 415'
MISSED APCH: Climb to 900' then climbing RIGHT turn direct ZERLI to cross ZERLI at 2000' and hold. When authorized by ATC, continue climb-in-hold to 5000'.				
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 -6°C (22°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 16L, except for arrivals at PPAUL, and VASHN. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.				

6400'

MSA RW16R



See planview for multiple intermediate fix (IF) locations.



TERPS

STRAIGHT-IN LANDING RWY 16R

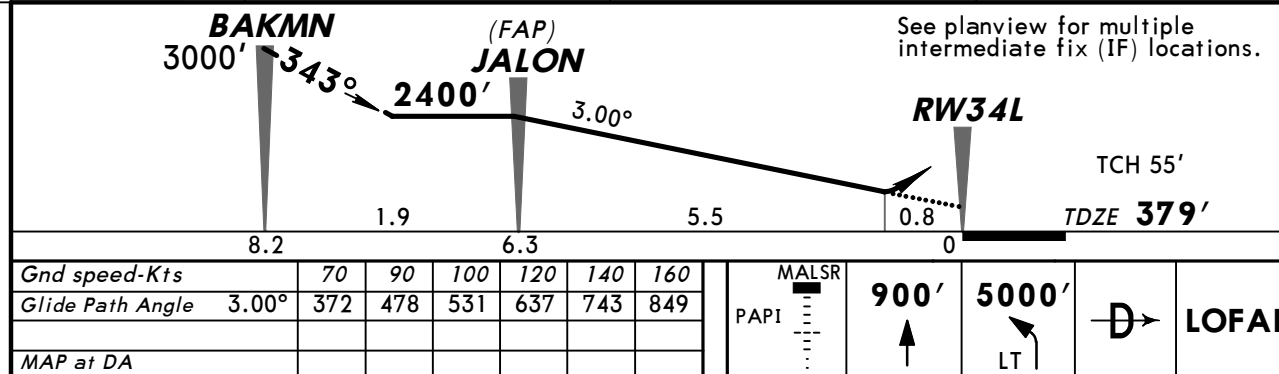
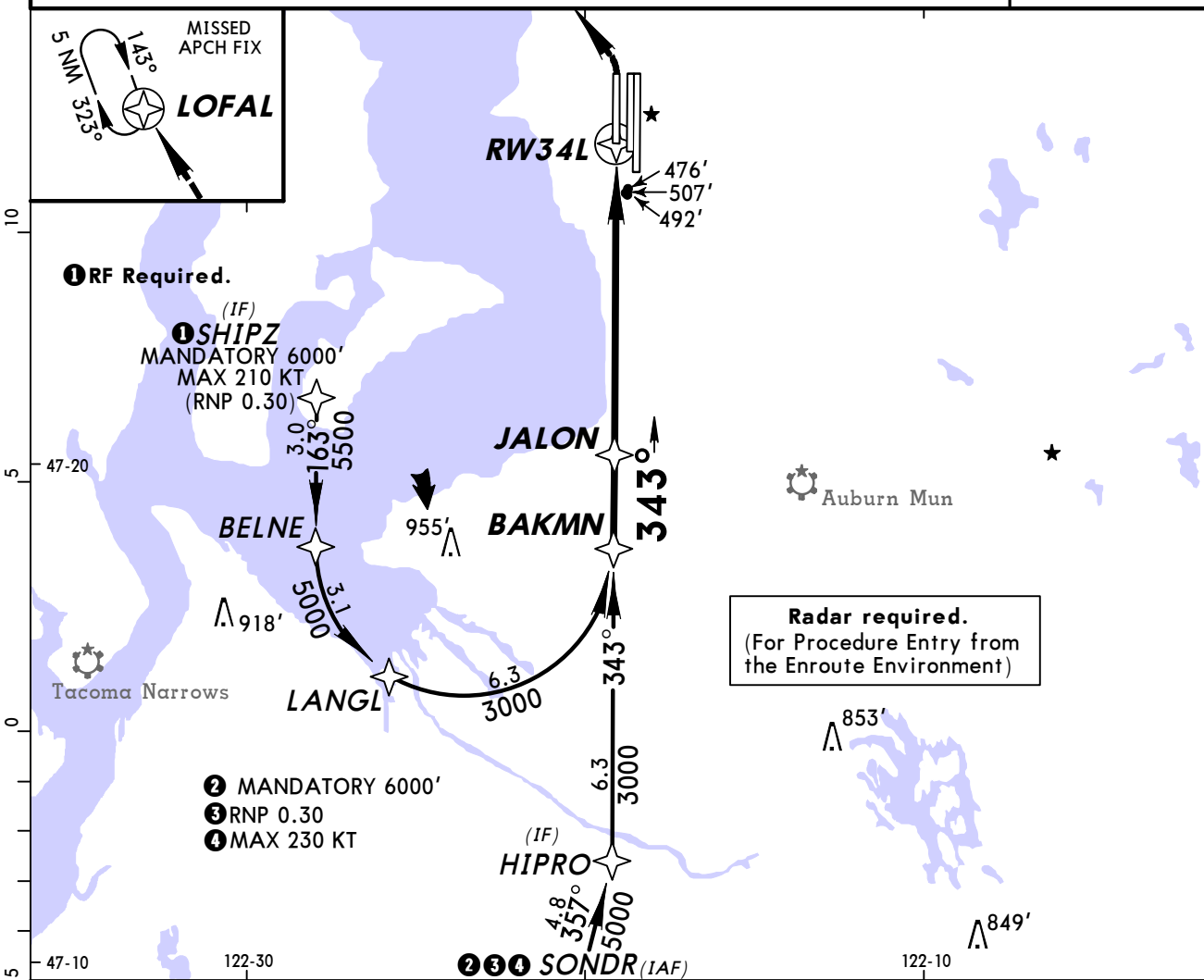
		RNP 0.15 DA(H) 770' (355')		RNP 0.30 DA(H) 854' (439')	
		ALS out		ALS out	
A					
B					
C	RVR 34 or $\frac{5}{8}$	RVR 58 or $\frac{1}{8}$		RVR 50 or 1	$1\frac{1}{2}$
D					

CHANGES: Procedure.

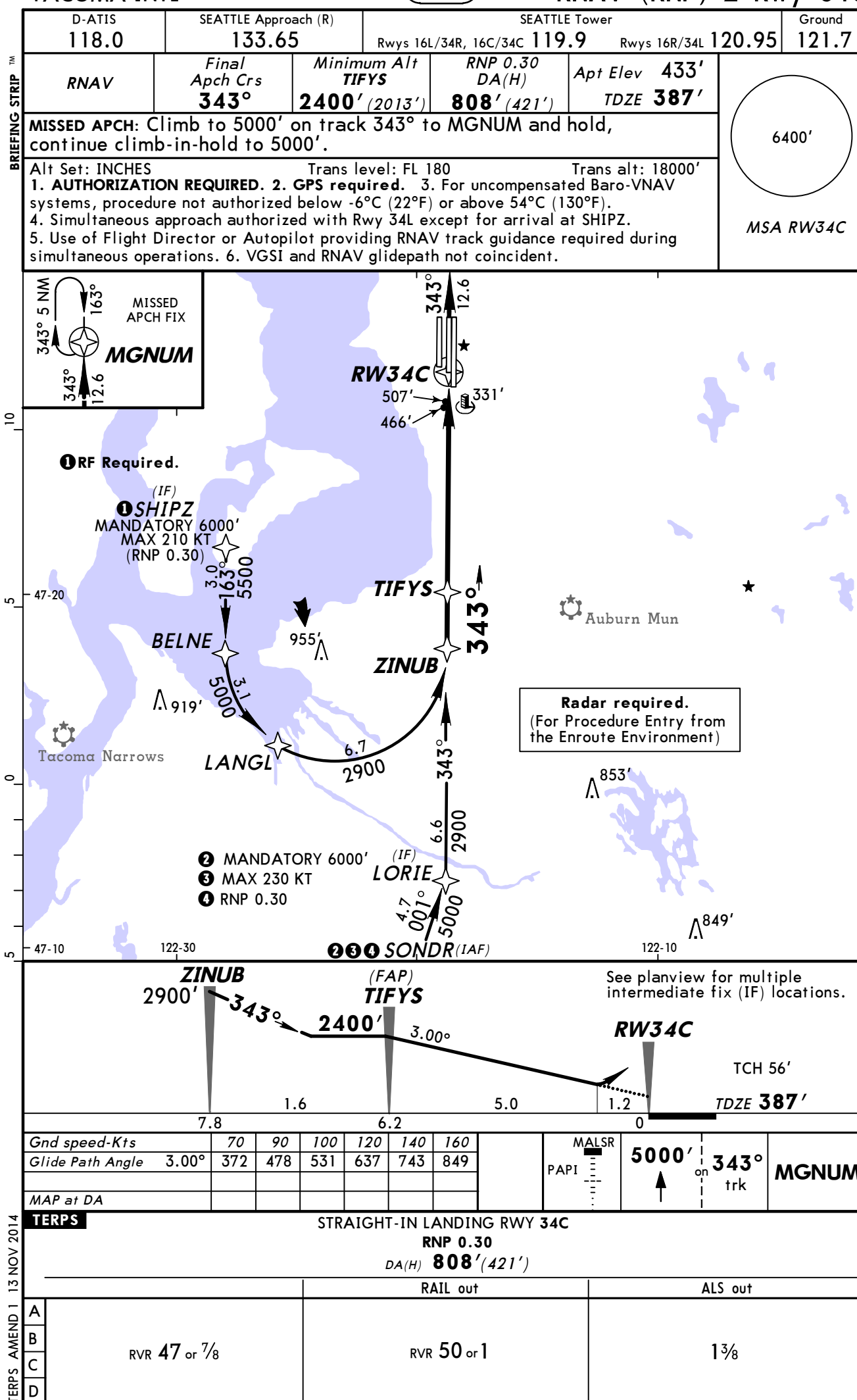
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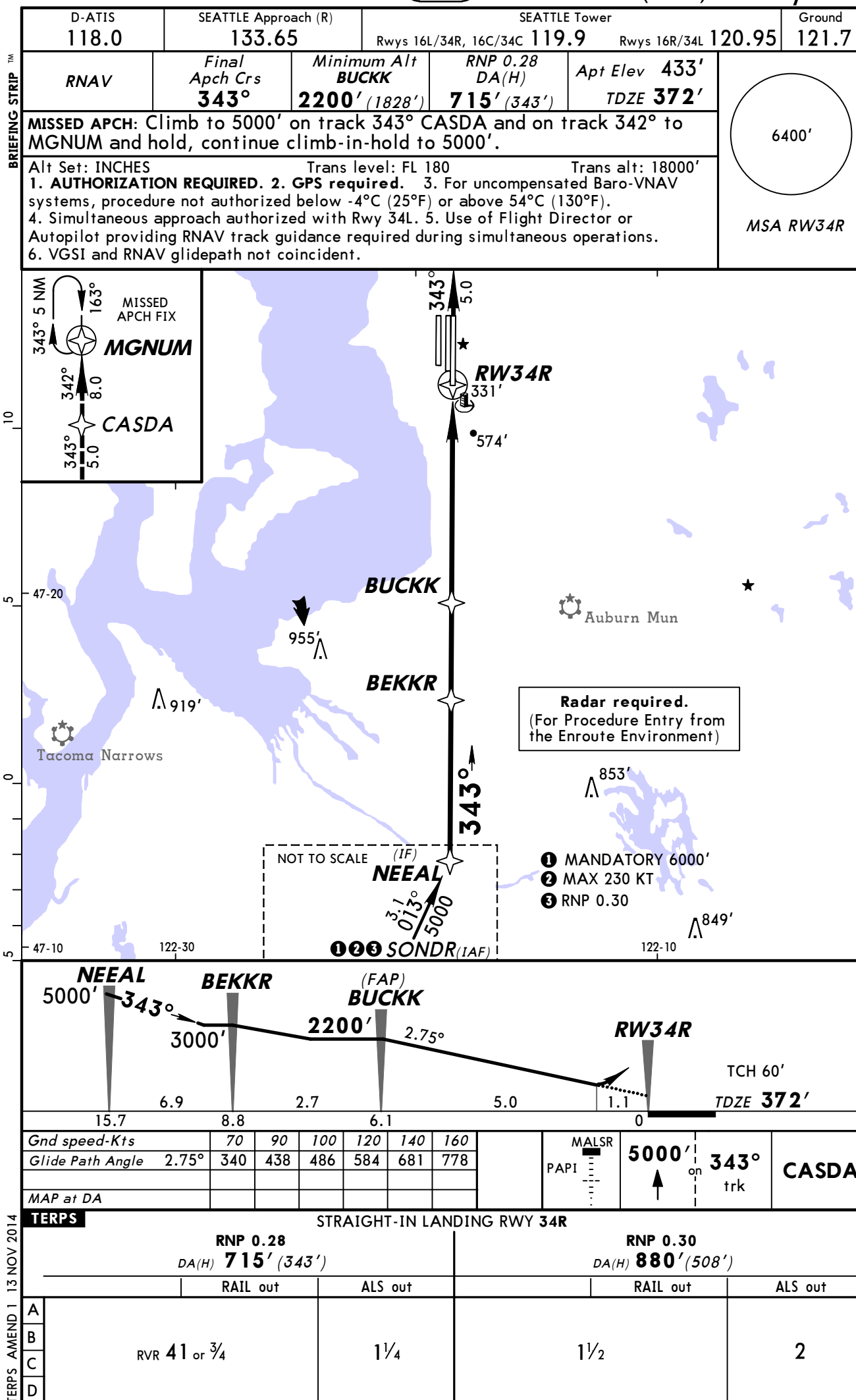
BRIEFING STRIP™

D-ATIS 118.0		SEATTLE Approach (R) 133.65		SEATTLE Tower Rwys 16R/34L 120.95 Rwys 16L/34R, 16C/34C 119.9		Ground 121.7
RNAV		Final Aptch Crs 343°	Minimum Alt JALON 2400' (2021')	RNP 0.15 DA(H) 695' (316')	Apt Elev 433' TDZE 379'	6400' MSA RW34L
MISSED APCH: Climb to 900' then climbing LEFT turn to 5000' direct LOFAL 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 -6°C (22°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 34R except for arrivals at SHIPZ. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.						



STRAIGHT-IN LANDING RWY 34L					
RNP 0.15 DA(H) 695' (316')			RNP 0.30 DA(H) 787' (408')		
RAIL out		ALS out	RAIL out		ALS out
A					
B	RVR 26 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 44 or 7/8	RVR 50 or 1
C					
D					

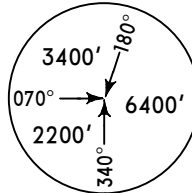


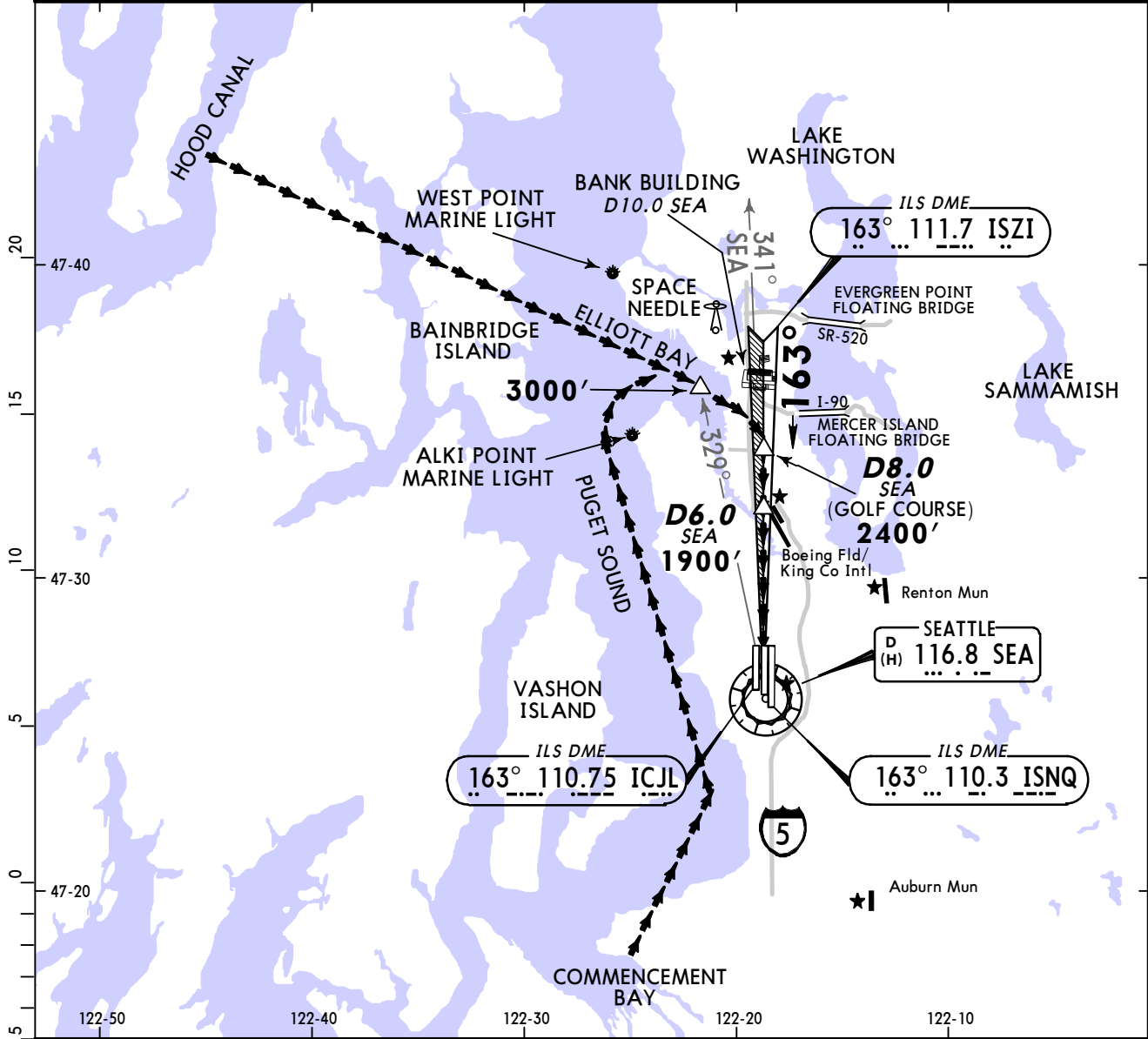


KSEA/SEA
-TACOMA INTL

24 JUN 11
Eff 30 Jun (29-1)

SEATTLE, WASH
BAY VISUAL APPROACH
Rwy 16R/C/L

BRIEFING STRIP™	D-ATIS 118.0		SEATTLE Approach (R) 133.65		SEATTLE Tower Rwys 16C/34C, 16L/34R 119.9		Rwys 16R/34L 120.95	Ground 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							



Lighting -
Refer to
Airport
Chart

BAY VISUAL APPROACH Rwy 16R/C/L

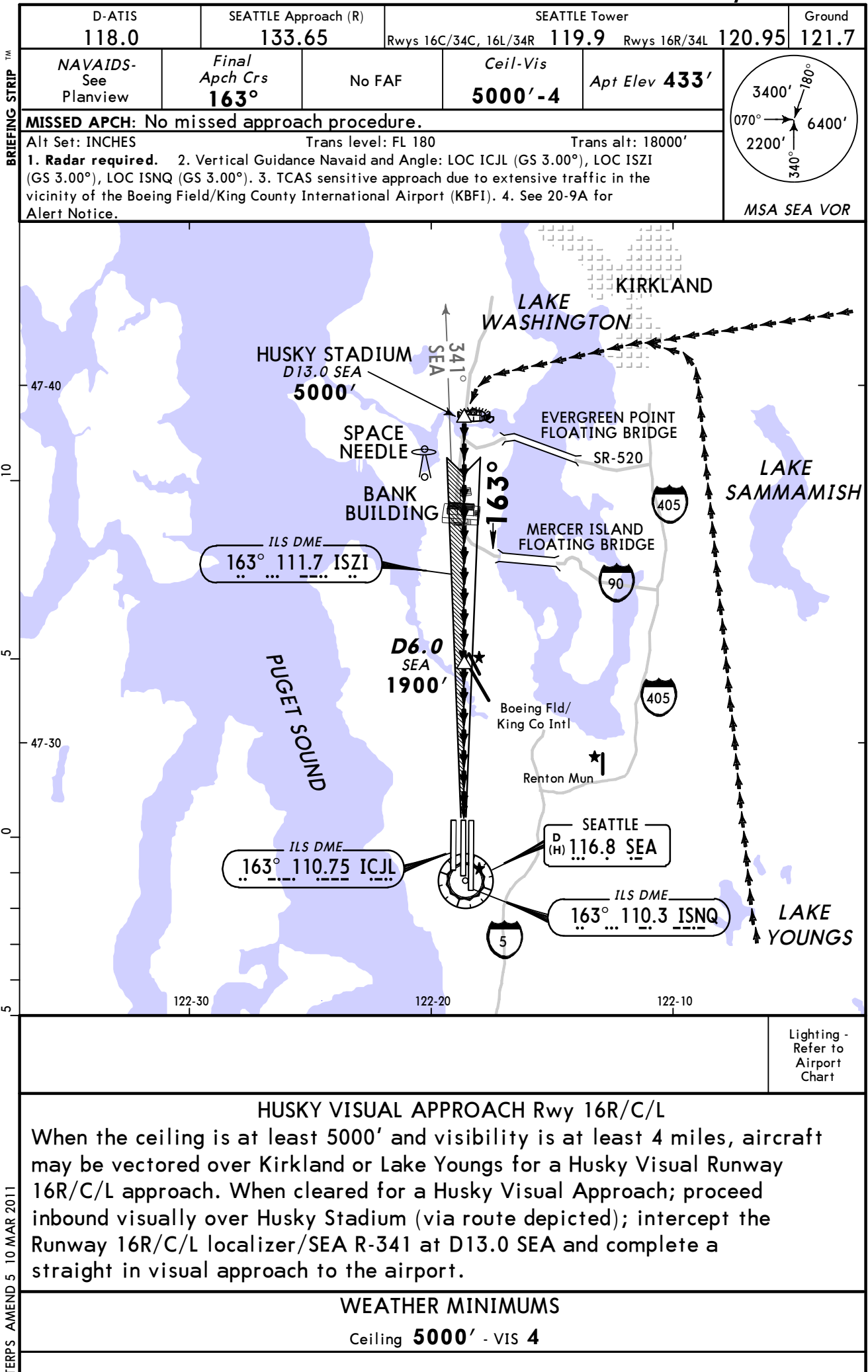
When the ceiling is at least 3100' and visibility is at least 4 miles, aircraft may be vectored over Puget Sound for a Bay Visual Runway 16R/C/L Approach. When cleared for a Bay Visual Approach: proceed inbound visually over the middle of Elliott Bay (via route depicted); intercept the Runway 16R/C/L 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**

CHANGES: None.

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TERPS AMEND 5 10 MAR 2011

KSEA/SEA

JEPPesen

SEATTLE, WASH

-TACOMA INTL

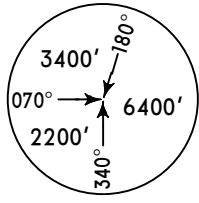
24 JUN 11

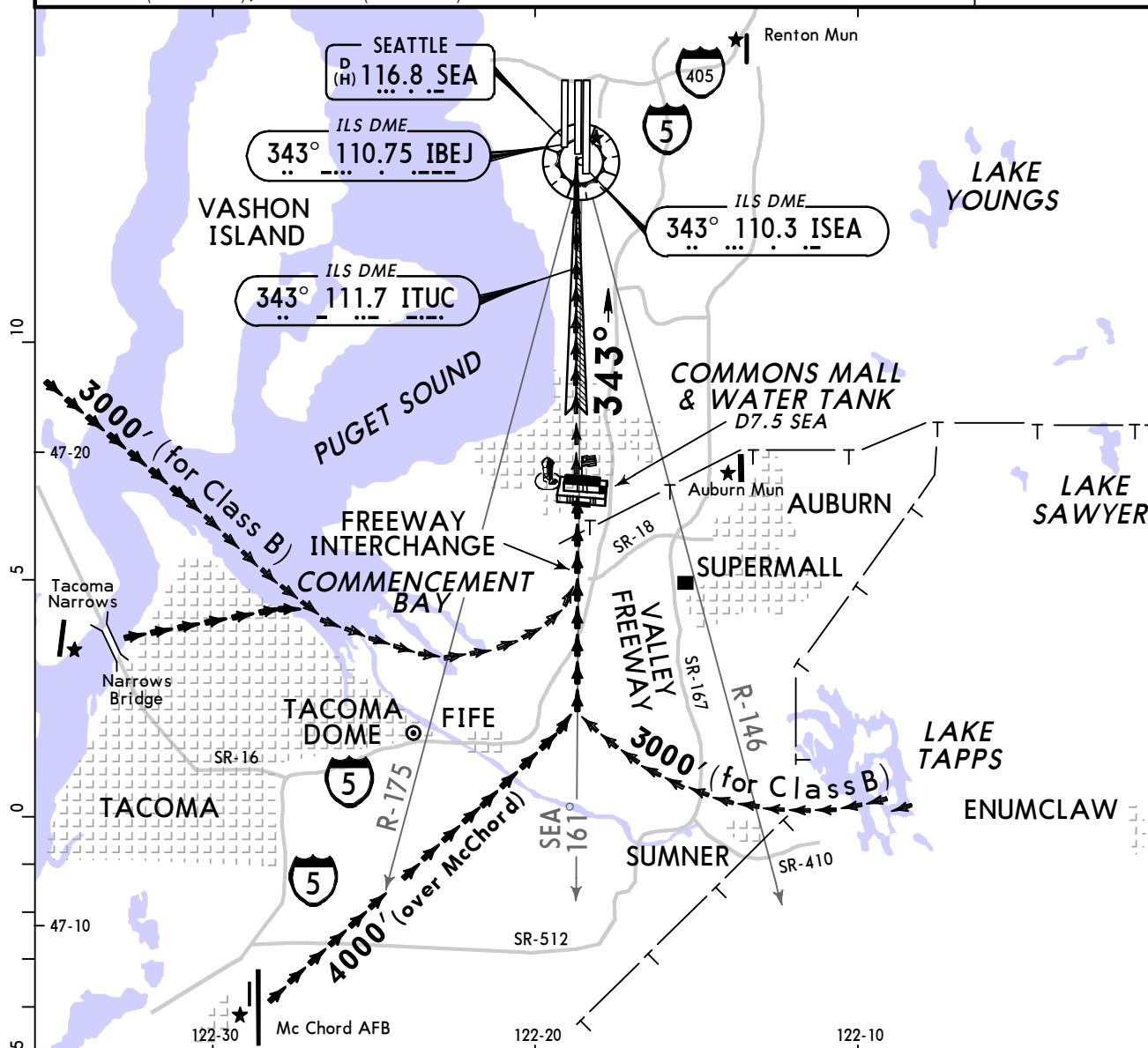
Eff 30 Jun

(29-3)

MALL VISUAL APPROACH

Rwy 34R/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 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			


 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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SEATTLE, WA (SEATTLE-TACOMA INTL - KSEA)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KSEA

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

20-9, 20-9E, 20-9F Taxiway F at hot spot number 3 is a hold line.

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(20-3F) SEATTLE 4 DEP computer code SEATL4.SEATL removed.

Type: Terminal

Effectivity: Permanent

Begin Date: 20140918

End Date: No end date

(20-2A) EPHRATA SIX ARRIVAL- Flaak holding pattern leg length 10 NM.